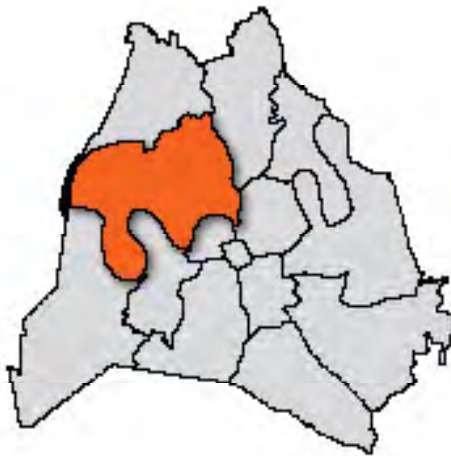


A General Plan for Nashville & Davidson County

Adopted June 22, 2015

Amended August 24, 2017

Volume III: Community Plans



**Bordeaux –
Whites Creek –
Haynes Trinity**

**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;

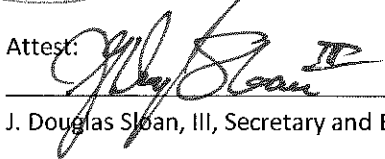
WHEREAS, the Metropolitan Planning Commission, empowered under state statute and the Charter of the Metropolitan Government of Nashville and Davidson County to adopt master or general plans for smaller areas of the county, finds that the process followed to develop the *NashvilleNext* General Plan included 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 Hickory	Parkwood-Union Hill
Downtown	South Nashville
East Nashville	Southeast
Green Hills-Midtown	West Nashville

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 – HAYNES TRINITY

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What is a Community Plan?

NashvilleNext, the long-range plan for growth, development, and preservation in Nashville/Davidson County through 2040, provides a high-level, countywide view of how Nashville manages growth and preservation to improve the quality of life for residents and to promote prosperity. The Growth & Preservation Concept Map illustrates the vision.

A Community Plan is the key planning policy guide for decision-making regarding a community's future built and natural environments. There are 14 Community Plans covering Nashville/Davidson County. Each plan is prepared by the Planning Department staff in cooperation with residents, business owners, property owners, institutional representatives, and development professionals. The Community Plans explain each community's role in NashvilleNext's vision and apply Community Character Policies to every property in Davidson County to implement that vision through land use decisions such as zone changes and subdivision requests.

Each Community Plan is adopted by the Planning Commission and describes the role the community plays in realizing the overall vision of the County. The Community Character Policies are guided by the Community Character Manual (CCM), a countywide document which provides direction, in alignment with NashvilleNext for zoning and development decisions.

For the most current information on the Community Character Manual and the Community Plans: www.nashville.gov/Planning-Department/Community-Planning-Design.aspx

History of the Planning Process

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

The Planning Commission adopted the Bordeaux–Whites Creek–Haynes Trinity Plan’s first update in 1998 after several community workshops; the second update was adopted in 2003 after widespread community participation in workshops. In 2004, a detailed design scenarios were completed for the lower portion of Clarksville Pike to guide development and redevelopment to create compact, walkable, mixed use neighborhoods. A detailed rural design plan for Scottsboro–Bells Bend was completed in 2008 to guide preservation and rural character. Another Plan update occurred in 2015 as part of NashvilleNext, including detailed rural planning for Whites Creek, reflecting the values and vision of numerous participants, balanced with sound planning principles to achieve a realistic, long-term plan for sustainable growth, development, and preservation. In 2017, the 14 Community Plans were reformatted and streamlined to make them easier to comprehend and to interact with online. Some minor updates were also made.

Over the decades, Bordeaux–Whites Creek–Haynes Trinity continues to grow and strives to balance growth with preserving the character of rural areas and established suburban residential areas, while providing needed services, retail, recreation, and employment opportunities, and improving the appearance of suburban corridors, as well as their walkability. In order to enhance the community, a coordinated and persistent effort in following the adopted plan is required by residents, property owners, business owners, public/private agencies, developers, investors, and elected officials.

For additional information regarding Community Plans, please visit: www.nashville.gov/Planning-Department/Community-Planning-Design.aspx



BORDEAUX – WHITES CREEK – HAYNES TRINITY

Community Profile

Description/Location

The Bordeaux–Whites Creek–Haynes Trinity 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 area is characterized by older and newer suburban development in Bordeaux and rural land in Whites Creek, Scottsboro, and Bells Bend. The community is important in the early history of Davidson County and 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 rural Bells Bend and the steep hills of Beaman Park.

While most of Bordeaux–Whites Creek–Haynes Trinity is residential in character, industrial uses are found in parts of the community, near Briley Parkway, 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, this area offers many residential options ranging from urban to suburban to rural.

Major Neighborhoods/Communities

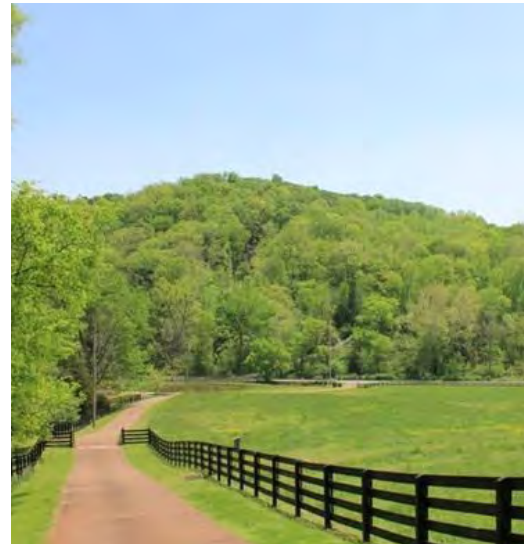
The Bordeaux–Whites Creek–Haynes Trinity Community Plan area covers a large geographic area and is comprised of a collection of unique communities. It includes the suburban Bordeaux area and its many neighborhoods, including Aldrich Heights, Bordeaux Hills, Brookview, Creekside Trails, Gold Key, Golden 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 area also includes rural Whites Creek, 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, along with a small portion of urban character in Katie Hill, exist across these various communities. These differences are one of the strengths of the community, and community members are clearly committed to preserving this diversity.



Historic home in Whites Creek



Farm in Scottsboro

To see the Bordeaux-Whites
Creek Community’s demographic
information, please visit:
www.nashvillenext.net



Country Maid Dairy House & Farm (circa early 1800s), 4300 Whites Creek Pike, operated from 1930 to 1960



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

For the most current information on Nashville's designated historic properties, districts, and resources, contact the Metro Historical Commission: www.nashville.gov/Historical-Commission.aspx

To read more about the rich history of the Bordeaux-Whites Creek Community, please visit: www.nashville.gov/Planning-Department/Community-Planning-Design/Community-Plans.aspx

History Highlights

Bordeaux–Whites Creek–Haynes Trinity is rich in Nashville history and contains numerous historic properties and features, including some of Davidson County's earliest settlers and farms. Highlights include:

- Archeological evidence suggests the area has been inhabited for over 10,000 years with sites spanning several time periods.
- In Whites Creek, Frederick Stump, a member of the original party of eastern settlers to come to Middle Tennessee, arrived with his family on Christmas Eve in 1779.
- In 1780, Heaton's Station was built on a bluff of the Cumberland River 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.
- Another early settler was James White who in 1789 obtained a 3,840-acre land grant that had been issued to his father by North Carolina for service in the Revolutionary War.
- By the 1800s, farming was prevalent in Bells Bend and Whites Creek, and northern Scottsboro saw smaller-scale farming and timber operations.
- The Bordeaux area was first settled in the early 1800s by Scots-Irish, German, and Italian families 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.
- In the early 1800s, a gristmill distillery and 1,000 apple trees enabled Thomas Talbot to supply his riverfront tavern. Today, the area along Trinity Lane and Brick Church Pike is known as Historic Talbot's Corner.
- Cleeses Ferry began operation in the 1880s, crossing the Cumberland River to connect Bells Bend with Cockrill Bend near Charlotte Pike. The ferry remained in operation for 100 years, transporting people, automobiles, produce, and livestock to and from Nashville, until 1990.
- The Whites Creek National Register Historic District, established in September 1984, contains approximately 20 rural buildings, dating from the 1800s to the 1950s.
- In the 1980s, a landfill was proposed in Bells Bend. The proposal was eventually defeated by the community, and an 808-acre portion of that property later became Bells Bend Park.



Sunset along the Cumberland River

Nashville Communities & the Region

The impacts of growth, development, and preservation in Nashville's communities do not stop at Community Plan area borders. Each community has many unique resources whose growth, development, or preservation can impact surrounding communities within Nashville/Davidson County. In turn, each community benefits from the utilization of its resources by adjacent communities and the larger region. The health of each of these assets impacts each Community Plan area and contributes to Davidson County's unique role in the larger Middle Tennessee region.



Bells Bend and the Cumberland River

Role in the County and Region

The Middle Tennessee region is increasingly interconnected, and the Bordeaux–Whites Creek–Haynes Trinity community plays an important role in Davidson County and the region. One important link is 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 Joelton. 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 and Environmental Treasures

The Bordeaux–Whites Creek–Haynes Trinity 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 River and its tributaries. The area provides a wealth of possibilities for recreation, relaxation, wildlife viewing, 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.

Much of Whites Creek, Scottsboro, and Bells Bend are contiguous steep slopes, woodlands, floodways and floodplains, wildlife habitat, and farmland. The community has numerous rivers and streams in the Whites Creek watershed, and areas subject to periodic flooding are a significant natural feature. The community borders the Cumberland River and is bisected by Whites Creek, Ewing Creek, Eatons Creek, and numerous streams. The community contained 28,727 acres of sensitive environmental features out of 44,978 acres (64 percent) of land (in 2015).

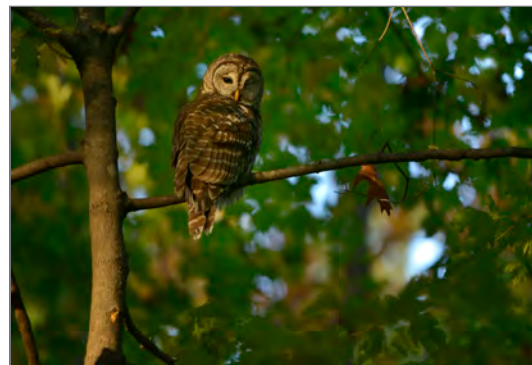
Preserving floodway, floodplain, and natural wetland areas is vital as they absorb excess water, provide valuable habitat for wildlife, improve water quality, provide recreational opportunities, and are attractive areas. With restrictions for building in the floodway and floodplain, the most ideal use 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. Floodplains also contain some of the most fertile soils for responsible farming and food production.

Approximately 50 percent of the community, mainly in Whites Creek, has steeply sloping terrain (20 percent slopes or greater, or a rise of 20 feet or more for every 100 feet of horizontal distance). 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. 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 land that is more suitable for development.

The Bordeaux–Whites Creek–Haynes Trinity 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 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 provide 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.



Local owl



Beaman Park Nature Center



Canoeing in Scottsboro/Bells Bend

Diversity of Housing Types

NashvilleNext calls for housing diversity that is tailored to the context (rural, suburban, or urban) and character of the area. NashvilleNext calls for the addition of 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.

Aging in place means that a person can live in their neighborhood/community over their entire life. 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. 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 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. 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.

Housing — Residential Development

The Bordeaux–Whites Creek–Haynes Trinity 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–Haynes Trinity 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 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 may include residential developments that have been approved, but have not yet begun construction.

Together, occupied and vacant residential land uses totaled 80 percent of the Bordeaux–Whites Creek–Haynes Trinity 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 MetroCenter), Bordeaux–Whites Creek–Haynes Trinity provides housing in a

diversity of settings, in close proximity to the employment centers.

Recreation — Parks and Community Services

Building on the community's numerous natural resources, another of the Bordeaux-Whites Creek-Haynes Trinity 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-Haynes Trinity 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-Haynes Trinity 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 2,171-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. Both parks have nature centers providing information and services to visitors.



West House in Bells Bend

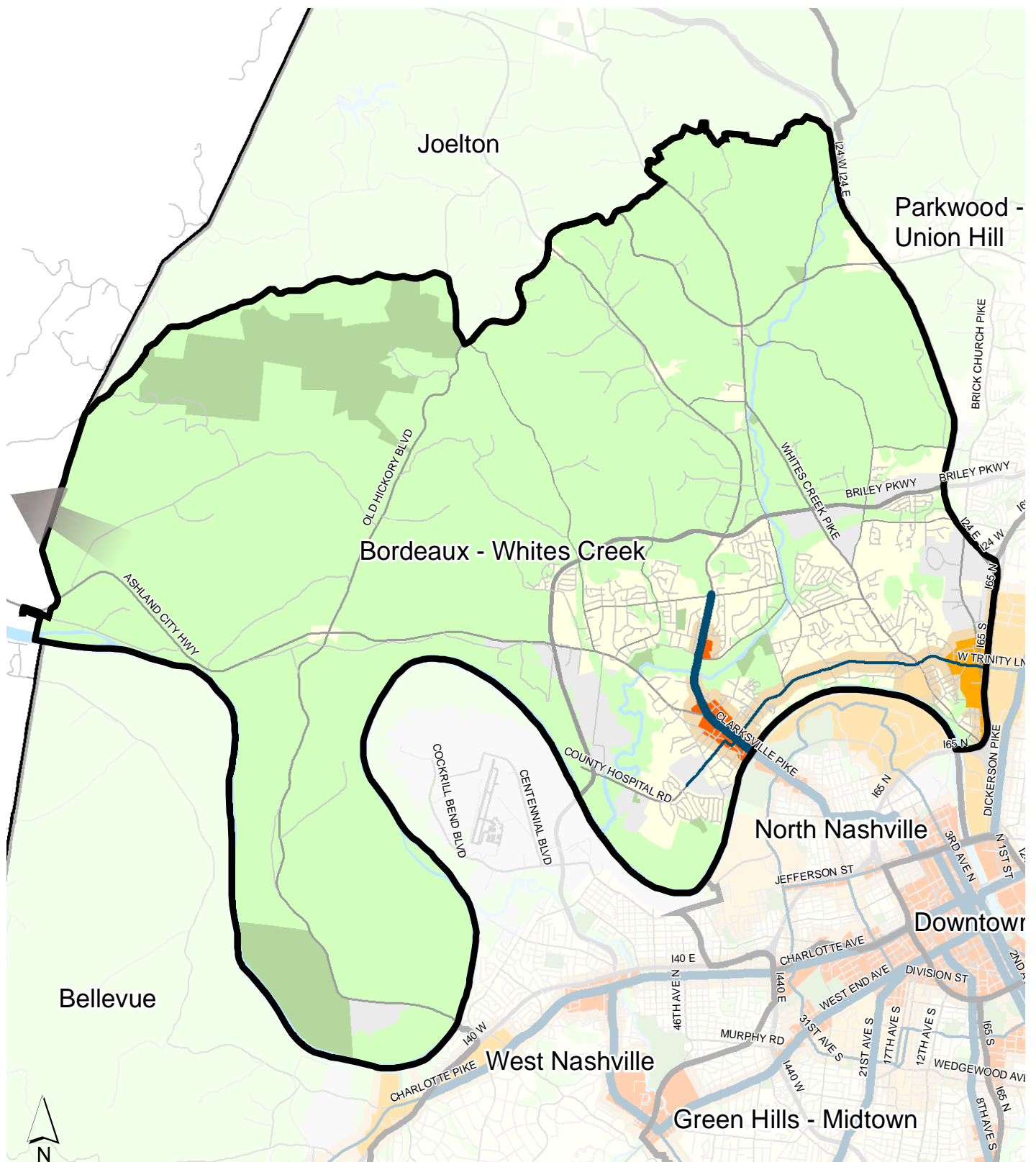


House on John Mallette Drive



House in Bordeaux

Figure BWC-1: Growth & Preservation Concept Map
Bordeaux-Whites Creek detail



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; and
- Allow for strategic infill that supports transit lines and activity centers.

The Concept Map for Bordeaux–Whites Creek–Haynes Trinity, shown in Figure BWC–1, 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 in suburban and urban areas; enhancing suburban 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.

The Concept Map represents the vision for the community. The starting point for the map was the Bordeaux–Whites Creek–Haynes Trinity Community Plan update and its amendments and detailed design plans, along with 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 on how the area should grow, what the vision for Nashville is in the future, and deliberation on what role this community should play in the future.



One of several farms in Bells Bend



House along Brick Church Pike



House along Fern Avenue

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



Bells Bend Park in spring



Area horseback riding



Rural house along Old Hickory Boulevard

Green Network

The Green Network on the Concept Map reflects natural and rural areas that provide natural resources (such as water 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).

On the Concept Map, a large part of the Bordeaux–Whites Creek–Haynes Trinity community, especially in Whites Creek, Scottsboro, and Bells Bend, is in the green network. Since the Bordeaux–Whites Creek–Haynes Trinity area continues to grow, the challenge is to ensure that growth takes place in a way that minimizes negative impacts on the natural environment and open space network.

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 contexts — rural, suburban, urban, or downtown — depending on their location.

In the Bordeaux–Whites Creek–Haynes Trinity 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.

While the community currently has a range of housing options, a majority of housing is single-family homes. The Concept Map and the Bordeaux–Whites Creek–Haynes Trinity Community Plan recommend strategic locations for additional residential density — generally in existing suburban commercial centers or corridors to support businesses and eventual transit. This addresses several goals. Housing choices can allow Bordeaux–Whites Creek–Haynes Trinity 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 residents with varying incomes. This ensures that Bordeaux–Whites Creek–Haynes Trinity 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 community competitive in the region in the face of changing demographics and market preferences.

Transitions and Infill

Transition and Infill areas may have moderately dense residential and 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. They provide housing and offices 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 (CCM) also includes a policy category called Transition that can be applied in Transition and Infill locations where small-scale offices or multi-family 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.



House in Bordeaux



NashvilleNext Meeting

Because they are generalized on the Concept Map, the development of transition areas must be considered on a case-by-case basis, looking 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 of historic zoning or other zoning tools to preserve character
- Other tools



Restaurant in Historic Talbot's Corner

The Concept Map places Center areas into one of 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 designated to receive coordinated investments in the next ten-year period 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 support Nashvillians' vision for centers.

Centers

The Centers included on the Concept Map build on existing commercial center areas 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.

In the Bordeaux–Whites Creek–Haynes Trinity 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.

All Centers are anticipated to grow, develop, and/or redevelop. The designation of an area as a Tier One, Two, or Three Center merely indicates Metro's intent to coordinate public/private investments and regulations to support development and redevelopment as discussed in the sidebar. 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 supplemental 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.

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. High Capacity Transit Corridors are defined as “immediate need” or “long-term need.” “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 currently do not have the density of jobs and/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) (along with their masterplan update, nMotion) 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 Map shows little transit provided to the northwest of the county 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.



Bordeaux Library

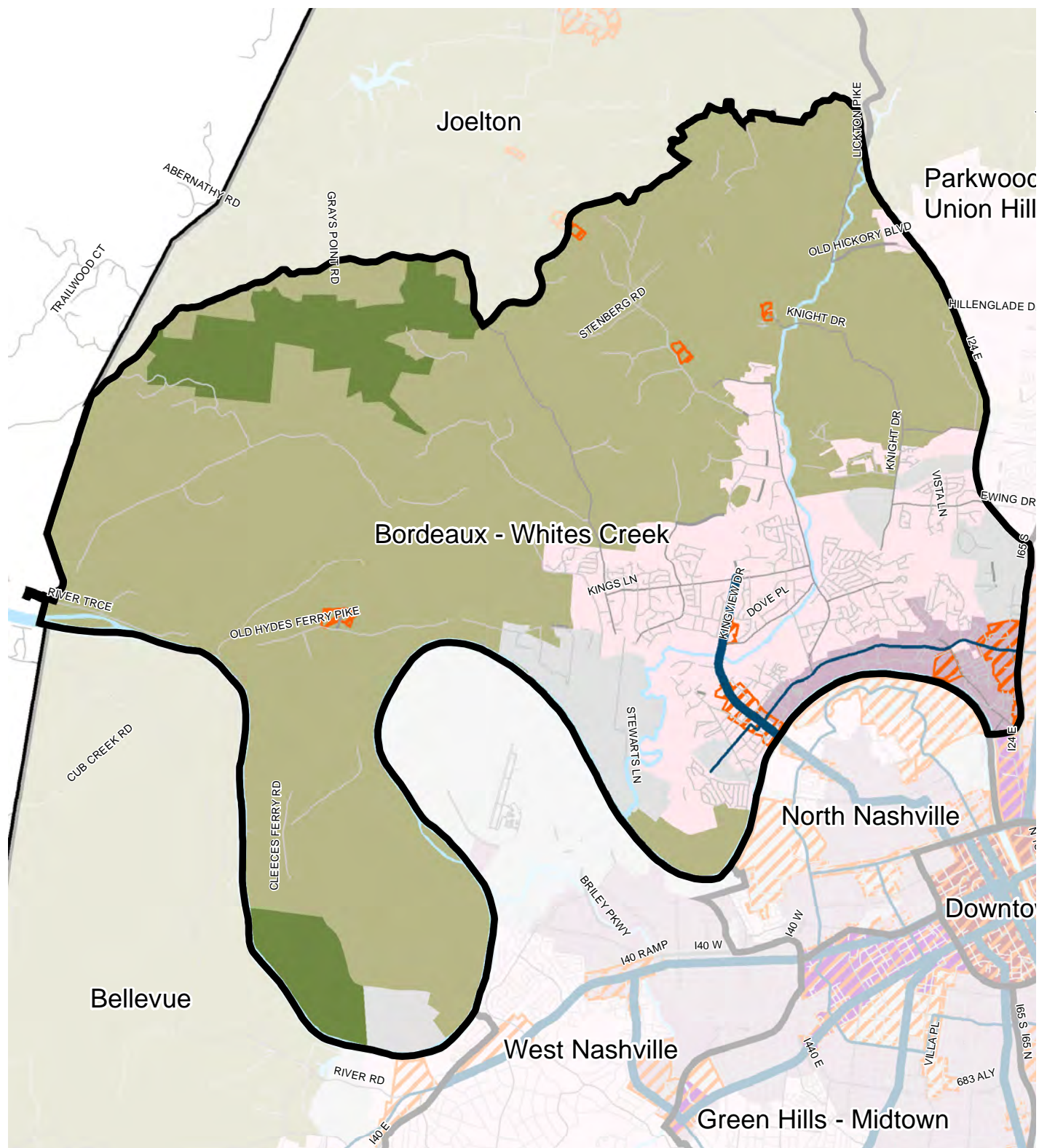


American Baptist College Campus

















View of Downtown from Katie Hill

Figure BWC-2: Transect
Bordeaux-Whites Creek detail



Transects Legend

	Centers		Priority Corridors		T1 Natural		T5 Center
	Subarea Boundaries		Immediate Need		T2 Rural		T6 Downtown
	Anchor Parks		Long-Term Need		T3 Suburban		D District
					T4 Urban		Water



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. Figure BWC-3 illustrates the range of categories in a general transect.

The Nashville/Davidson County Transect consists of seven categories of natural and built environments. Each category is listed below with its presence in Bordeaux-Whites Creek.

- T1 Natural: Includes Beaman Park and Bells Bend Park.
- T2 Rural: Includes the Whites Creek, Scottsboro, and Bells Bend areas where steep topography, floodplains, and rural character exist.
- T3 Suburban: Includes the Bordeaux area and its numerous neighborhoods.
- T4 Urban: Includes the Katie Hill area around Fern Avenue and Baptist World Center Drive.
- T5 Centers: Not present.
- T6 Downtown: Not present.
- D District: 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-Haynes Trinity community are suburban, other neighborhoods are rural in character, while a small area is urban, and should be encouraged to remain that way. All three 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. Figure BWC-2 shows the transect in the Bordeaux-Whites Creek-Haynes Trinity Community Plan area.

Figure BWC-3: The Transect



*Credit: Center for Applied Transect Studies
<https://transect.org/>*

Community Character Policy Map

The Bordeaux–Whites Creek–Haynes Trinity Community Character Policy Map builds upon the Growth & Preservation 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. Refer to Figure BWC–4 for a map of the Community Character Policies.



T1 Natural — Beaman Park

The Bordeaux–Whites Creek–Haynes Trinity Community Plan applies Community Character Policies to every property in Bordeaux–Whites Creek. The policies are defined in the Community Character Manual (CCM) and are designed to coordinate the elements of development to ensure that 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.



T2 Rural — Scottsboro

Bordeaux–Whites Creek–Haynes Trinity’s natural and open areas include environmentally sensitive features, such as floodplains, steep slopes, and unstable soils, as well as public parks. As a result of the May 2010 flooding, the plan encourages the preservation of all environmentally sensitive features through the use of Conservation policy. Conservation policy encourages the preservation and/or reclamation of these features. Conservation policy also includes steep slopes (defined as slopes of 20 percent or greater, or a rise of 20 feet or more for every 100 feet of horizontal distance). 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. Where natural features have been damaged, the Conservation policy provides guidance on how to remediate this damage.



T3 Suburban — Bordeaux

Community members value existing parks and desire the dedication of additional parks, greenway connections, and enhanced community facilities in the future. The community recognizes the value of natural areas 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, it is important that open space be a component to ensure there are additional green spaces and recreational areas to serve a growing

population.

The Bordeaux–Whites Creek–Haynes Trinity Community Plan uses Community Character Policies that are tailored to rural, suburban, and urban character and that honor the diversity of character from the rural neighborhoods of Whites Creek, Scottsboro, Marrowbone, 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.

Two new rural policies have been developed for the Whites Creek area as part of a small area rural planning effort during NashvilleNext. Currently (August 2017), these policies have only been applied within the Whites Creek study area. It is anticipated, however, that as community plan policy areas are updated 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/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.

The Bordeaux–Whites Creek–Haynes Trinity 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. Due to the natural and rural character of Whites Creek, Scottsboro, and Bells Bend, the community anticipates modest growth, which should be rural in character. In these areas, Rural policies have been



Spring along Pecan Valley Road



Community music/dancing in Scottsboro



Cattle in Scottsboro

applied.



Suburban house along Kings Lane



House with a view in Katie Hill



Suburban house in Bordeaux

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.

The community currently has a limited range of housing options. The policies thoughtfully encourage additional housing options in strategic locations to enhance the character of mixed use centers and preserve green spaces and environmentally sensitive features. 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 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. 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-Haynes Trinity 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 everyone. Appropriate locations for additional suburban residential development are indicated by applying Neighborhood Evolving as well as Center and Corridor policy areas.

Another area of emphasis on the Concept Map is enhancing centers and corridors. Bordeaux is economically diverse, and there is an expressed interest by community leaders in retaining this diversity. The Bordeaux

community has the prominent corridors of Clarksville Pike and West Trinity Lane and 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, and 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 Katie Hill 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 was changed to Urban Mixed Use Neighborhood to reflect the area’s evolution towards a mix of uses.

As previously mentioned in the section discussing the community’s contribution to the region, the BBordeaux–Whites Creek–Haynes Trinity community has significant assets to provide Middle Tennessee 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 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 West Trinity Lane.



Bordeaux Hospital site



Office building in Bordeaux



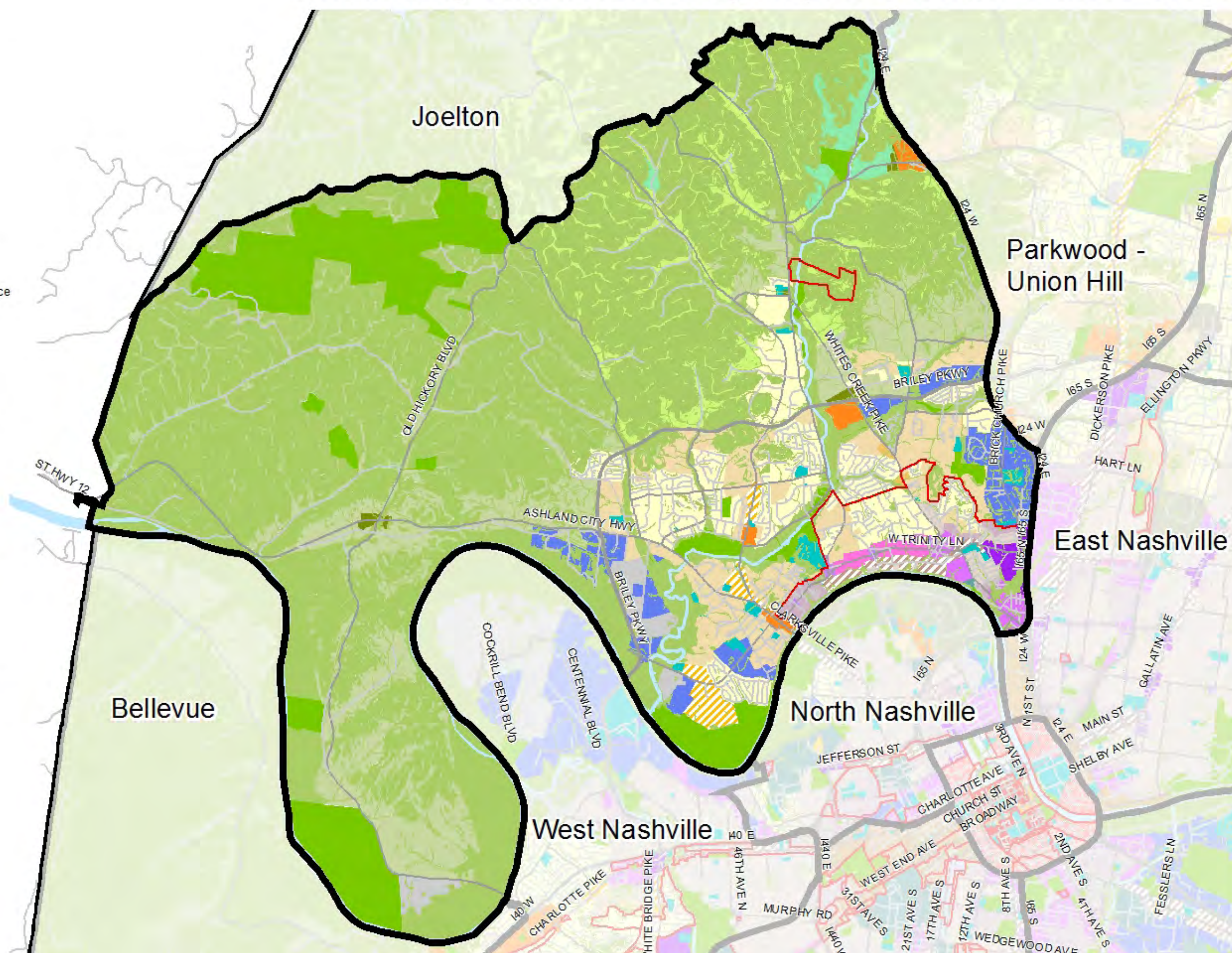
Lewis Country Store in Scottsboro

III - BWCHT - DRAFT

BORDEAUX-WHITES CREEK-HAYNES TRINITY

Community Character Policies

-
- Supplemental Policy Areas
- CO Conservation
 - CI Civic
 - OS Open Space
 - TR Transition
 - T1 OS Natural Open Space
 - T2 RA Rural Agriculture
 - T2 RCS Rural Countryside
 - T2 RM Rural Maintenance
 - T2 NM Rural Neighborhood Maintenance
 - T2 NC Rural Neighborhood Center
 - T3 NM Suburban Neighborhood Maintenance
 - T3 NE Suburban Neighborhood Evolving
 - T3 RC Suburban Residential Corridor
 - T3 NC Suburban Neighborhood Center
 - T3 CM Suburban Mixed Use Corridor
 - T3 CC Suburban Community Center
 - T4 NM Urban Neighborhood Maintenance
 - T4 NE Urban Neighborhood Evolving
 - T4 RC Urban Residential Corridor
 - T4 NC Urban Neighborhood Center
 - T4 CM Urban Mixed Use Corridor
 - T4 MU Urban Mixed Use Neighborhood
 - T4 CC Urban Community Center
 - T5 MU Center Mixed Use Neighborhood
 - T5 RG Regional Center
 - T6 DN Downtown Neighborhood
 - T6 CP Downtown Capitol
 - T6 DC Downtown Core
 - T6 SB Downtown Second and Broadway
 - D DR District Destination Retail
 - D EC District Employment Center
 - D I District Impact
 - D IN District Industrial
 - D MI District Major Institutional
 - D OC District Office Concentration
 - Water



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 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 and Supplemental Policies.

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 at the beginning of Volume III of NashvilleNext.

Third, read the Community Plan to determine if there are any Supplemental 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 Supplemental Policy and is included in each Community Plan. The Supplemental 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 Supplemental Policies that discuss unique conditions that may exist. When a Supplemental Policy is applied to an area, then the guidance of the Supplemental Policy supersedes the guidance given in the Community Character Policy.

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

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 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.

T2 Rural Transect



T2 Rural Agriculture (T2 RA) – Intended to maintain 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 maintain 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 maintain 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 to maintain, 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 maintain, 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 maintain 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 NE policy

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 and block structure and proximity to centers and corridors.



T4 Urban Mixed Use Neighborhood (T4 MU) – Intended to maintain, 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 maintain, 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 maintain, 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 maintain, 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 maintain, 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, and institutional land uses.


T6 Downtown Transect




T6 Downtown Capitol (T6 CP) – Intended to maintain 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 maintain 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 maintain 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 maintain 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 with the potential to 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 maintain, 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 maintain, 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 maintain, 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.

Please see “How to Use the Community Character Policies” section on page 27 for more guidance.

Supplemental Policies

The Bordeaux–Whites Creek–Haynes Trinity 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 or refined to address the characteristics of the area. In these cases, there are “supplemental policies” that are applied. The Supplemental Policy Areas (SPAs) for Bordeaux–Whites Creek–Haynes Trinity are described in the following pages.

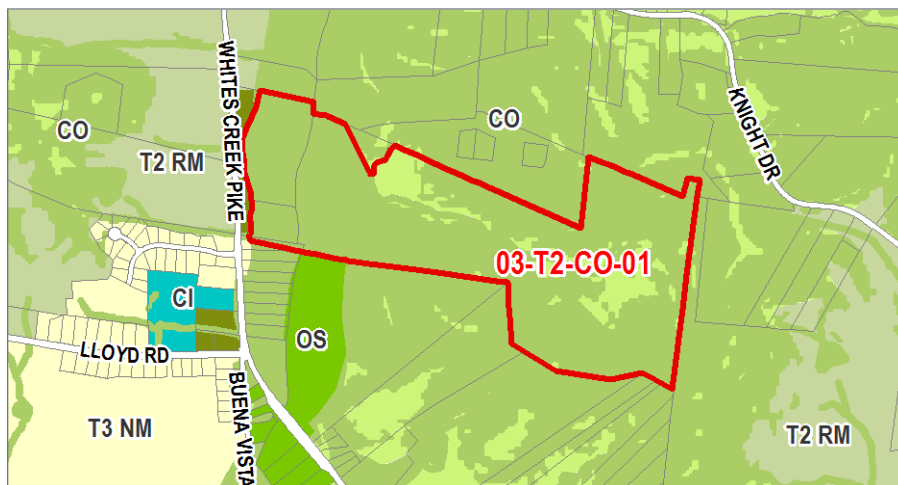
SPA 03-T2-CO-01 — Fontanel

Bordeaux-Whites Creek-Haynes Trinity's Rural Conservation Area 03-T2-CO-01 applies to the Fontanel property. In this area, the following supplemental policies apply. Where the supplemental policy is silent, the guidance of the Community Character Manual's Rural Conservation policy applies. Please refer to the accompanying map.

Appropriate Land Uses / Building Form and Site Design

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.



SPA 03-T2-CO-01 boundary

Please see "How to Use the Community Character Policies" section on page 27 for more guidance.

Enhancements to the Open Space Network

Each Community Plan complements and draws from the Nashville Open Space Plan and the *Plan To Play: Countywide Park and Greenways Master Plan* (“*Plan To Play*”) for projects and enhancements. *Plan To Play* serves as a guide for future investments in and growth of our park system in the coming decades. The *Plan To Play* process occurred throughout 2016 and included an inventory of past and current plans, an analysis of programs and facility offerings, review of peer cities, and public participation. *Plan To Play*’s Guiding Principles are: open to all, relative and diverse, promoting healthy lifestyles, green, strategic and productive, safe, uniquely Nashville, transparent, and a good investment.



Plein air painting in Bells Bend



Whites Creek Greenway



Mountain bike riding in Bells Bend Park

Plan To Play also discusses greenways. Greenways serve an open space/recreational function and a transportation function, contributing 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 active and healthy lifestyles.

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, it 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 built on both sides of a street) and the greenway-like design can be more in keeping with a rural or suburban setting.

Plan To Play should be consulted for more detailed information about existing parks, parkland needs, and the vision for parks and greenways.

Both the Open Space Plan and Plan To Play are online:
www.nashville.gov/Parks-and-Recreation/Planning-and-Development.aspx

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*. Other plans under *Access Nashville 2040* include *WalknBike*, the strategic plan for sidewalks and bikeways, which establishes high-priority sidewalk areas and outlines future sidewalk and bikeway projects for the city; the *Plan To Play*, described above; and the Metropolitan Transit Authority's strategic master plan *nMotion*, which establishes guiding principles and policies for improving public transportation. 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 compete against street projects, the urgent need to maintain existing infrastructure investments across the county, and projects that are regionally significant.

Community priority projects reflect a balance between community concerns, development pressures, 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." The community's priority transportation projects are described there. For more information, please refer to *Access Nashville 2040*.

Access Nashville 2040 is online: www.nashvillenext.net/

nMotion is online: www.nashvillenext.net/

WalknBike is online: www.nashvillenext.net/



Walking

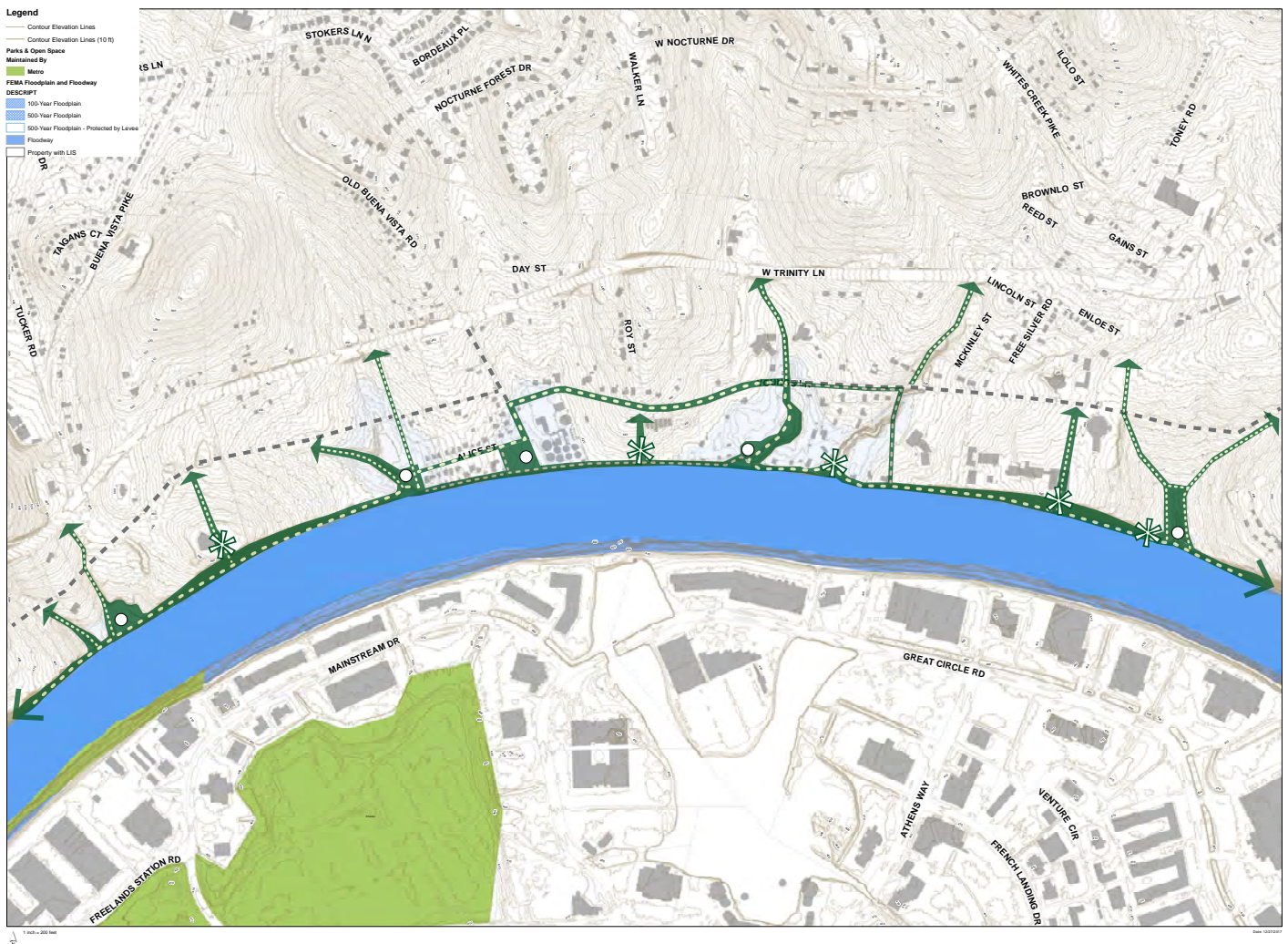


Cycling



Music City Star - Downtown Station

Haynes Trinity Small Area Plan



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Pastor Bishop Hockett Associate Pastor Kiwanis Deacon Brian Hockett The gracious members of Born Again Church		
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Introduction

Community Vision Statement

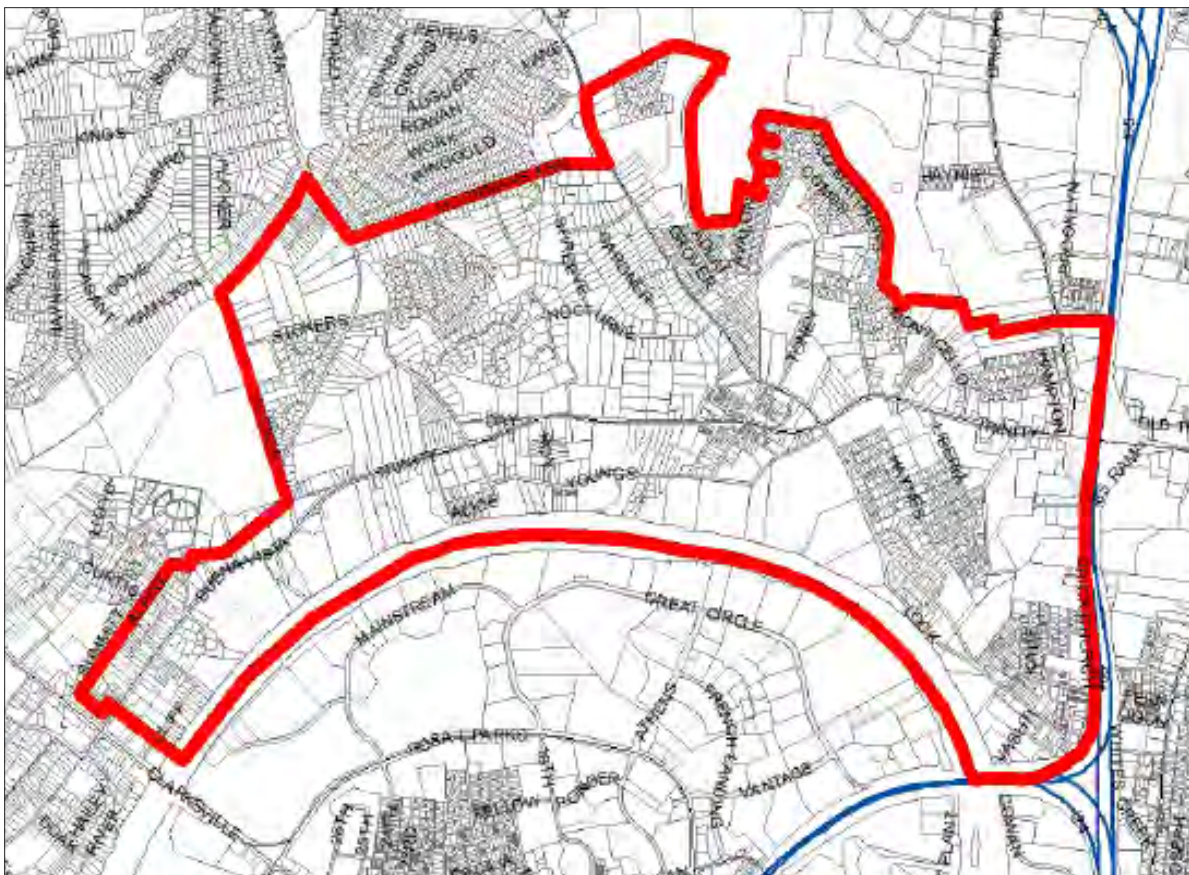
Haynes Trinity is an engaged community of neighborhoods, institutions, and people with a rich history and great potential in Nashville. We will continue to set the example for opportunity and choice in a diverse, multigenerational community. We will balance growth by enhancing our assets, including proximity to downtown, natural environment, and social fabric with increased connectivity, resources, and economic development.

This vision statement was developed during the charrette with direction from stakeholder groups and the Steering Committee and input from the community. It is intended to represent the community's common goals and expectations for the future.

Study Area

The boundary of the study area was established by the planning team and finalized by the Steering Committee. It reaches from Interstate 65 on the east and stops short of Clarksville Pike on the west, following the Cumberland River on the south and capturing multiple established neighborhoods north of West Trinity Lane.

Figure BWC-5: Study area boundary



The Past

The study area has a long history dating back to the early establishment of Nashville as a city. Talbot's Corner, the business area near the interstate, is named for Thomas Talbot (1759-1831), a Revolutionary War veteran who became a Nashville businessman. Thomas Talbot moved to Fort Nashborough in 1785. He purchased a large area of land north of the Cumberland River, and in 1791 built a large house and began operation of a plantation that included fruit trees from which he made brandy, served at his downtown tavern. The historic Talbot cemetery is located near the interstate interchange.

The area along Fern and Katie Avenues, known as Katie Hill, offers amazing views of Nashville. The neighborhood contains Lock One Park near Baptist World Center Drive. The park is the site of Heaton's Station where pioneers built a fort in 1780, one of three forts built during the early days of Nashville. Later it was used as a ferry and boat dock and became a lock with the Army Corps of Engineers. The land was given to the city in the 1950s.

In the fall of 1838, the people on the national Trail of Tears forced migration crossed the 1823 Nashville toll bridge (next to the Victory Memorial Bridge) and went up the old Whites Creek Road and continued on the existing Whites Creek Pike towards Joelton.

A large part of the study area is named for the Reverend William Haynes (1850-1933), a son of a plantation owner and an enslaved mother who grew into an educator, a minister, and a real estate developer. Reverend Haynes was a key player in moving the Roger Williams University in 1909 from Peabody College to a new campus along Whites Creek Pike (now Baptist World Center Drive). On adjacent land, the American Baptist College erected its first building, Griggs Hall, in 1923 and formally opened its education training program for African American ministers and workers in 1924. Several of the college's students have become major names in civil rights history, including Congressman John Lewis, Dr. Bernard Lafayette, and Dr. Julius Scruggs.

Reverend Haynes donated the land for the Haynes School which opened in 1931 for African-American children. The Haynes area is also historically important as many of the city's first subdivisions for African Americans were built here. In 1910, the Brooklyn Heights subdivision was built across from Roger Williams University. Later, in the 1950s, the Haynes Heights community was created, and brick homes with large lots were built for African American college professors, lawyers, doctors, and architects. Many of the names of area neighborhoods and streets reflect Reverend Haynes' influence, including Haynes Meade, Haynes Manor, Haynes Garden, and Haynes Park.

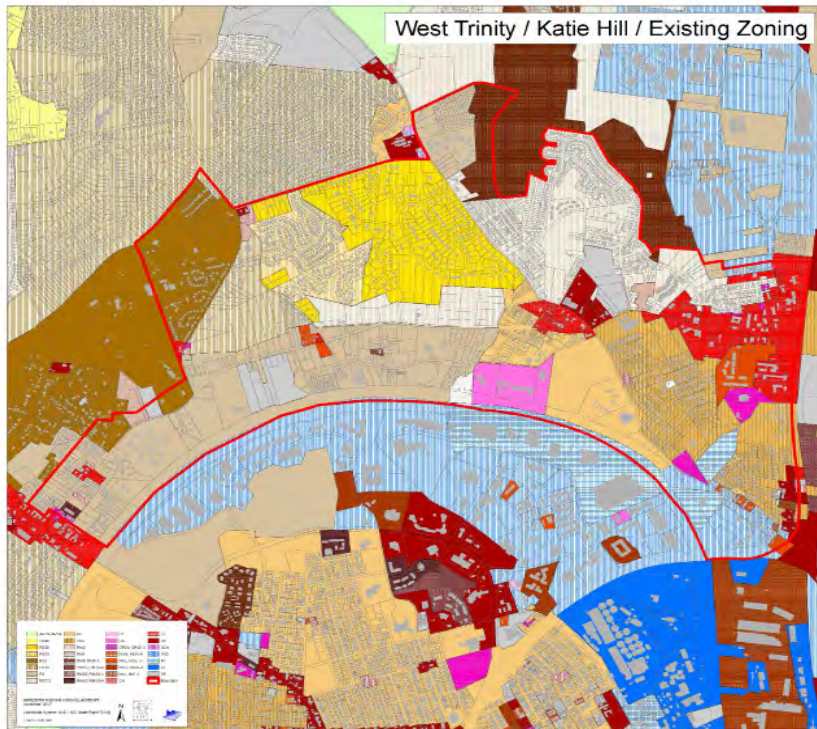
Additional subdivisions followed from the 1970s to the present, including Trinity Hills, Highland Trace, Nocturne Forest, and Chateau Valley. Numerous houses of worship and faith communities are located in the study area. Today, area businesses and neighborhoods have formed the Nashville North by Northeast United group to focus on implementing preservation and growth strategies.





The Present

The Haynes Trinity development pattern is made up of a conglomeration of rural, suburban, and urban. A large part of the northern portion of the study area is developed in a residential suburban form with large lots, deep setbacks, and curvilinear streets. The majority of the platted urban neighborhoods in the area are undeveloped with unconstructed rights-of-way. The right-of-way map illustrates the street and development pattern that was initially planned for a traditional neighborhood center in the early 1900s.



Zoning and Land Use

The majority of the area is zoned for single- and two-family dwellings with clusters of commercial zoning along Trinity Lane and the I-65 Interchange.

Mobility

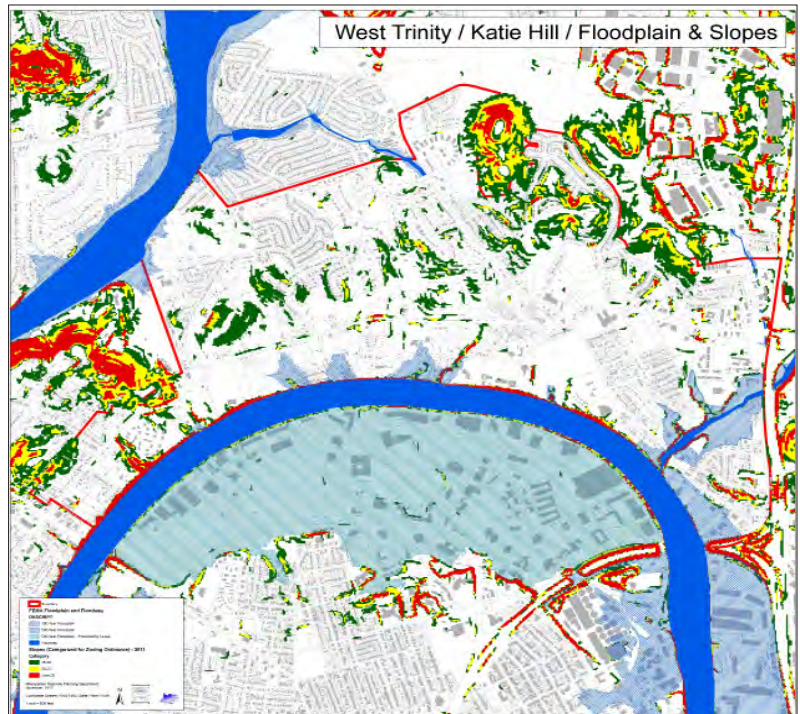
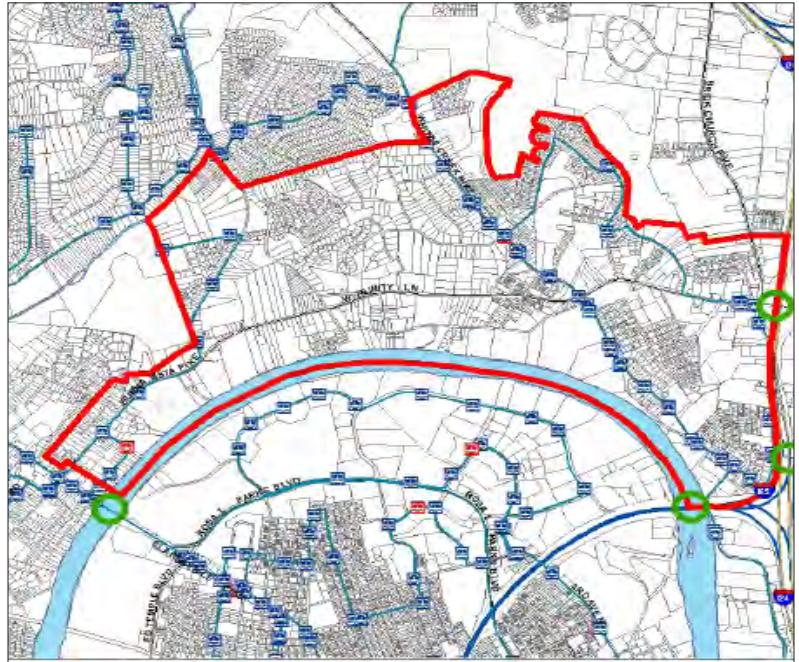
West Trinity Lane, designated as a Suburban Arterial Boulevard in the Major and Collector Street Plan, is the primary east-west transportation route through the study area, and Buena Vista Pike (Suburban Collector Avenue), Whites Creek Pike (Suburban Arterial Boulevard), and Brick Church Pike (Suburban Collector Avenue and Suburban Arterial Boulevard) connect Haynes Trinity to the north.

Existing transit service is routed to the developed areas along Buena Vista Pike and Whites Creek Pike. Service does not currently exist along West Trinity Lane between Buena Vista Pike and Whites Creek Pike due to lack of demand associated with a primarily undeveloped area; however, service is planned to be extended in the near future when funding is made available.

Transportation connectivity is limited in the area due to geographic barriers, such as I-65 and the Cumberland River. There are currently two opportunities to travel east of I-65 at West Trinity Lane and Fern Avenue. Clarksville Pike and I-65 serve as the two means of crossing the Cumberland River.

Water, Floodplain, and Slopes

Haynes Trinity has steep slopes north of West Trinity Lane and along the Cumberland River, contributing to rolling hills, a riverfront bluff, and pristine views of Downtown Nashville. A relatively small percentage of the study area is impacted by floodplain and floodway associated with the Cumberland River, Whites Creek, and Pages Branch.



Public Outreach

Preparing for Charrette Week

In preparing for the project charrette, the Community Design team assembled a vast amount of background information, conducted a detailed analysis of the land use characteristics and existing infrastructure in the study area, and prepared an extensive public outreach program that included a Steering Committee and multiple means of promoting the project.

The Planning Department formed a Steering Committee to assist the planning team with public outreach and engagement as well as to act as a sounding board for the concept map, strategies for development and infrastructure, and potential planning recommendations. This committee is comprised of a mixture of business leaders, neighborhood leaders, property owners, and development professionals. Within the Steering Committee, experiences range from long-time residents and business owners to newcomers. In addition, various ages and experiences are represented among the members.

The planning team met with the Steering Committee on October 17, 2017 to explain the land use policy, the charrette process, and the Steering Committee's role. As part of the orientation meeting, the Committee determined the study area boundary. The resulting study area is larger than many small area design plan areas, but the Committee felt it was vital to incorporate the length of the West Trinity corridor and the adjacent neighborhoods to address the character of the corridor in its entirety.

Community engagement is crucial to a successful planning process and plan document, and it requires the use of multiple means of promoting awareness of the project. As part of the standard policy amendment process, public notice of the charrette schedule, including community meetings, was mailed to approximately 3,500 property owners within and near the study area.

In October 2017, the planning team ramped up promotion efforts in addition to the standard public notice letters. A project website was created and dedicated to just this planning process – **WestTrinityStudy.nashville.gov** – and project flyers were sent to the Steering Committee members and other stakeholders to share with their contacts and email lists. A second flyer was produced for the charrette week to distribute to meeting attendees reminding them of upcoming meetings and the project website. Press releases were prepared and sent to the various media outlets. The Tennessean, Nashville Post, and WSMV Channel 4 covered the process.

The planning team met with the area Councilmember and various city/state agencies, including Parks, Public Works, Transit Authority, and Tennessee Department of Transportation. The team also discussed the project with Metro Stormwater and Nashville Electric Service.



Charrette Week

The public input process for this project was centered on a four-day charrette. A charrette is a collaborative planning and design effort organized to build consensus and focus on one or more common goals. The Haynes Trinity charrette was held November 13th to 16th at the Born Again Church campus at the center of the study area.

Tour

The planning team and the Steering Committee began charrette week with a tour of the study area to understand existing issues from the community's perspective. It was during this tour that we learned the historic and social importance of the Haynes area to Davidson County.

Community Visioning Meeting

Public participation in the charrette began Monday evening when approximately 200 community members gathered at Born Again Church to convey their vision and expectations for the future of Haynes Trinity. The meeting included a presentation of what the team knew about the area and a breakout session during which participants completed three (3) group exercises on a map and reported back their work. The results of these exercises informed the work that the planning team would complete throughout the week.

Exercise 1: Inventory of Community Resources.

During the first part of this exercise, participants were asked to identify on a map existing community resources that should be preserved or enhanced and to identify resources that are missing from the community. The results of this exercise told us if there are areas that require additional attention or policy guidance.

Exercise 2: Maintain, change, grow.

Participants were asked to identify on a map areas that should be maintained, should change, or grow. The results of this exercise told us if the current policies should remain or should be considered for an amendment.

Exercise 3: Land uses and intensity.

Participants were asked to apply building diagrams to the areas identified for change and growth. These building diagrams represented land use and intensity in terms of low-rise, mid-rise, and high-rise. This exercise told us which policies to consider if an amendment was necessary to achieve the Community's vision.

A representative from each of the 18 tables reported back the results of their exercises at the end of the meeting. As the results unfolded, common goals became clear:

- Connectivity within the community, and connectivity outside of the community;
- Key resources and services are missing from the area;
- The existing character of neighborhoods north of Trinity Lane should be maintained;
- Existing neighborhood centers should be enhanced; and
- Change and growth are warranted in key areas.

Open Design Studio

An on-site design studio was set up at Born Again Church throughout the week. Working on-site made it possible for community stakeholders to participate in the process based on their scheduling needs and to better understand the charrette process. (Include number of walk-in stakeholders)



Stakeholder and Steering Committee Meetings

Meetings with business and neighborhood stakeholder groups were held during the Open Design Studio to continue to understand the issues and opportunities in the study area and to begin developing a vision statement to articulate the community's expectations for the future.

The planning team also met with the Steering Committee to review the results of the community visioning exercises and to discuss policy needs for the area.



Public Presentation

A work-in-progress public presentation concluded the charrette. A summary of the week's work was presented to the (100+) community members in attendance, including the results of the visioning exercises, the vision statement, and the planning team's concepts for achieving the community's vision and expectations.

At the end of the presentation, attendees were encouraged to interact with the participation stations to respond to the concepts formulated during charrette week.





Exercise 1 Findings

Participants confirmed that, while Haynes Trinity is already rich in resources, there are missing community resources vital to the growth and success of the area, such as neighborhood services (grocery stores, retail, restaurants), infrastructure (sidewalks, bridges, trails), and places (community centers, gathering places, parks). We also learned of the community's awareness of barriers to mobility and their support for solutions.

Exercise 2 Findings

The results of the second exercise indicated that a policy amendment is necessary in order to achieve the community's vision, to enhance and add vital community resources, and to guide growth in a manner that meets the community's expectations. These amendments to the policy are reflected in "The Future".

Exercise 3 Findings

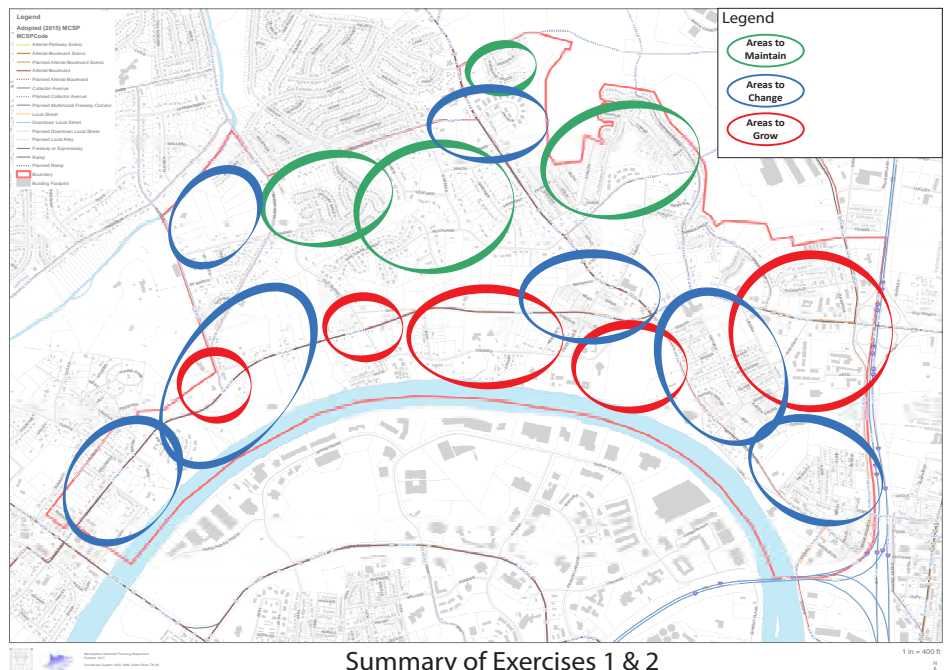
Building on the results of Exercise 2, participants provided insight into which policies should be considered during the amendment process, particularly in the areas where change and growth are expected along the Cumberland River and at the I-65 Interchange.



"Community Resource"

An asset that is or can be used to improve the quality of life in a community:

- Place (school, church, library, community center)
- Community service (healthcare, education, organization)
- Business (jobs, neighborhood services)
- Person (neighbor, community leader)
- Event (farmers market, festivals, neighborhood gatherings)
- Infrastructure (sidewalks, streets, transit, utilities)
- Natural environment (trees, water, hills, wildlife)



Summary of Exercises 1 & 2

This first draft reflects the community's feedback to maintain the character of existing neighborhoods, to direct the greatest intensity at the area's eastern gateway, and to encourage an urban form along Trinity and the Cumberland River. Amendments were made in later drafts to reflect the community's expectation for additional intensity along the River.

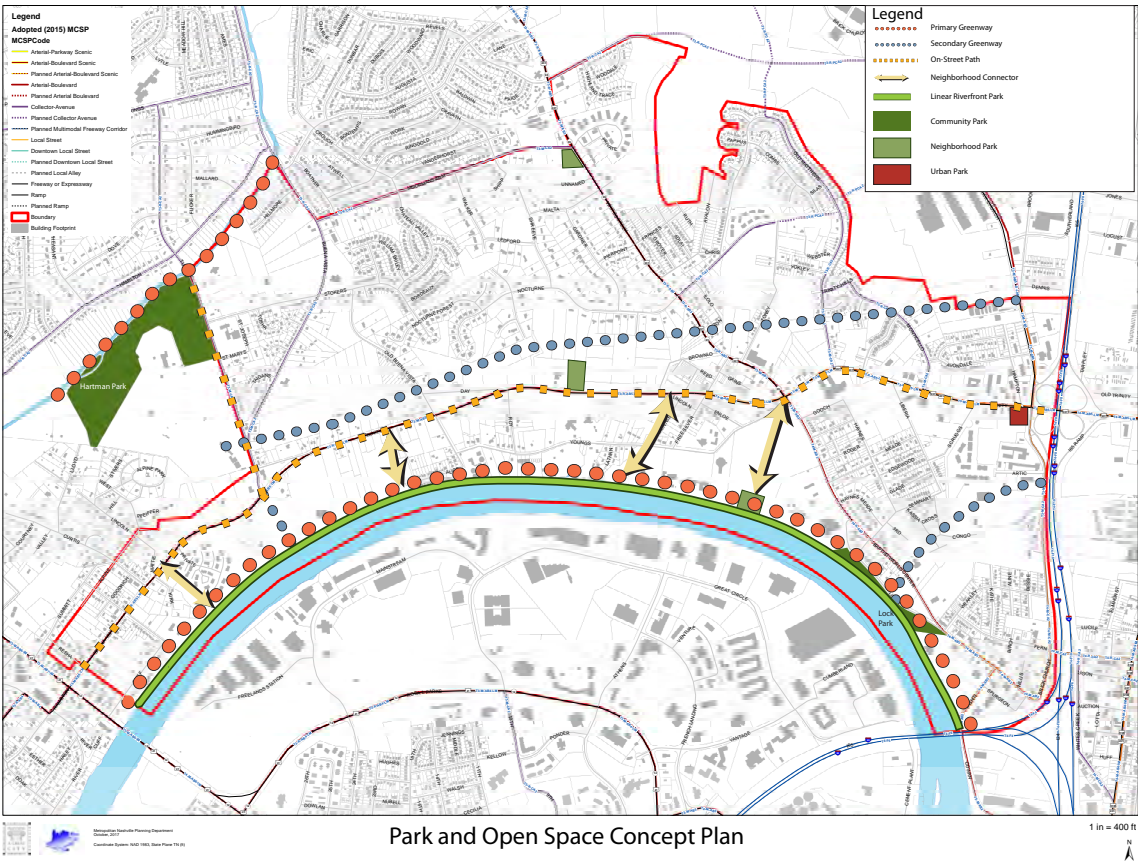


The mobility study illustrates the vehicular, pedestrian, and bicycle connectivity needs identified by the community, including transit, bridges, sidewalks, and trails. These connections are high-level concepts and indicate multiple opportunities but do not represent the final recommended street connectivity of the Mobility Supplemental Policy. For example, the potential bridge locations indicate areas in which a bridge might be possible in the future based on existing conditions.



**Parks and Open Space
Concept Map**

The community identified parks, open space, and greenways as resources that are either missing from the area or existing but in need of enhancement. The Parks and Open Space Concept Map illustrates the way in which resources can be enhanced or established in the community, as well as strategies for connecting the community to these resources.



Guiding Principles

These guiding principles were shaped by the community during the charrette. They represent the future of Haynes Trinity and embody the opening vision statement of this plan.

Improve connections within the community and outside of the community.

Connect the community to the River.

Balance the preservation of existing suburban neighborhoods, the growth of complete urban neighborhoods, and the protection of environmental assets.

The Future

The Haynes Trinity stakeholders expressed clearly that it wants to grow to be a lively, thriving, and complete urban community. This idea was reinforced by the consistent message of support for an integrated mixture of housing within walking distance of neighborhood services and a highly connected street system with sidewalks, bikeways, and transit facilities.

This plan calls for the T4 Urban Transect to be extended to the I-65 interchange and along Trinity Lane to the western boundary of the study area. The proposed policy application is fine-tuned at the lot and block level and responds to large undeveloped tracts of land, unconstructed urban street networks, existing but incomplete urban neighborhoods, topographically challenged areas, and man-made conditions (utilities, major transportation corridors, etc.).

This plan also calls for policy amendments to apply T3 Neighborhood Maintenance to maintain the character of existing neighborhoods that are guided by the T3 Neighborhood Evolving policy. These are suburban residential neighborhoods with cultural significance and a stable character that were identified consistently throughout the planning process as a high priority to maintain.

See updated policy map on page 26

Supplemental Policies

Supplemental policies provide additional guidance beyond the Community Character Policy Map. These supplemental policies reflect the community's needs and expectations identified and collected during the planning process. Projects for properties in the study area demonstrate that the request is consistent with the provisions of the supplemental policies as applicable to the site.

Haynes Trinity Mobility

Connectivity Within the Area

Figure BWC-6 shows a conceptual network of proposed street connectivity throughout the Haynes Trinity community that would provide a strong and cohesive block structure in support of the applied Community Character Policies.

“Street connectivity” suggests a system of streets with multiple routes and connections serving the same origins and destinations. Connectivity not only relates to the number and frequency of intersections along a street segment, but also how the transportation system connects a neighborhood to the wider community. Benefits of a connected street network include lower traffic volumes and traffic delays on major streets, efficient service delivery, parallel route and alternative route choices, better and redundant emergency vehicle access, , and efficient subdivision of land. Increasing the number of street connections or local street intersections also enhances bicycle and pedestrian travel. In addition, a connected network of collector roadways allows a transit system to operate more efficiently.

As a conceptual network, alignments may vary as the result of property consolidation patterns, topography and other environmental constraints that may be observed during detailed analysis and design of individual initiatives.

Capital improvement projects may deliver some of the connectivity, but connectivity would primarily be achieved through the zoning and subdivision processes when properties develop or redevelop. All zoning, subdivision, and applicable development applications will be reviewed for consistency with the intent of this policy.

In providing the planned street network, consideration is given to the following:

- Strategically spacing new intersections along West Trinity Lane/Buena Vista Pike to maximize access management while providing access opportunities that allow for T4 development patterns;
- Creating a cohesive block structure to accommodate an efficient lot layout consistent with appropriate Community Character Policies;
- Distributes traffic to an appropriate system of collector-avenues, local streets, and alleys;
- Providing connectivity appropriate for T4;
- Aligning new intersections with existing intersections;
- Using alleys where possible; and
- Minimizing alteration of natural slopes, (add language from CCM about T4 supporting connectivity over avoiding natural features), avoiding stream buffers other sensitive environmental features.

Haynes Trinity Potential Connections with Buildout

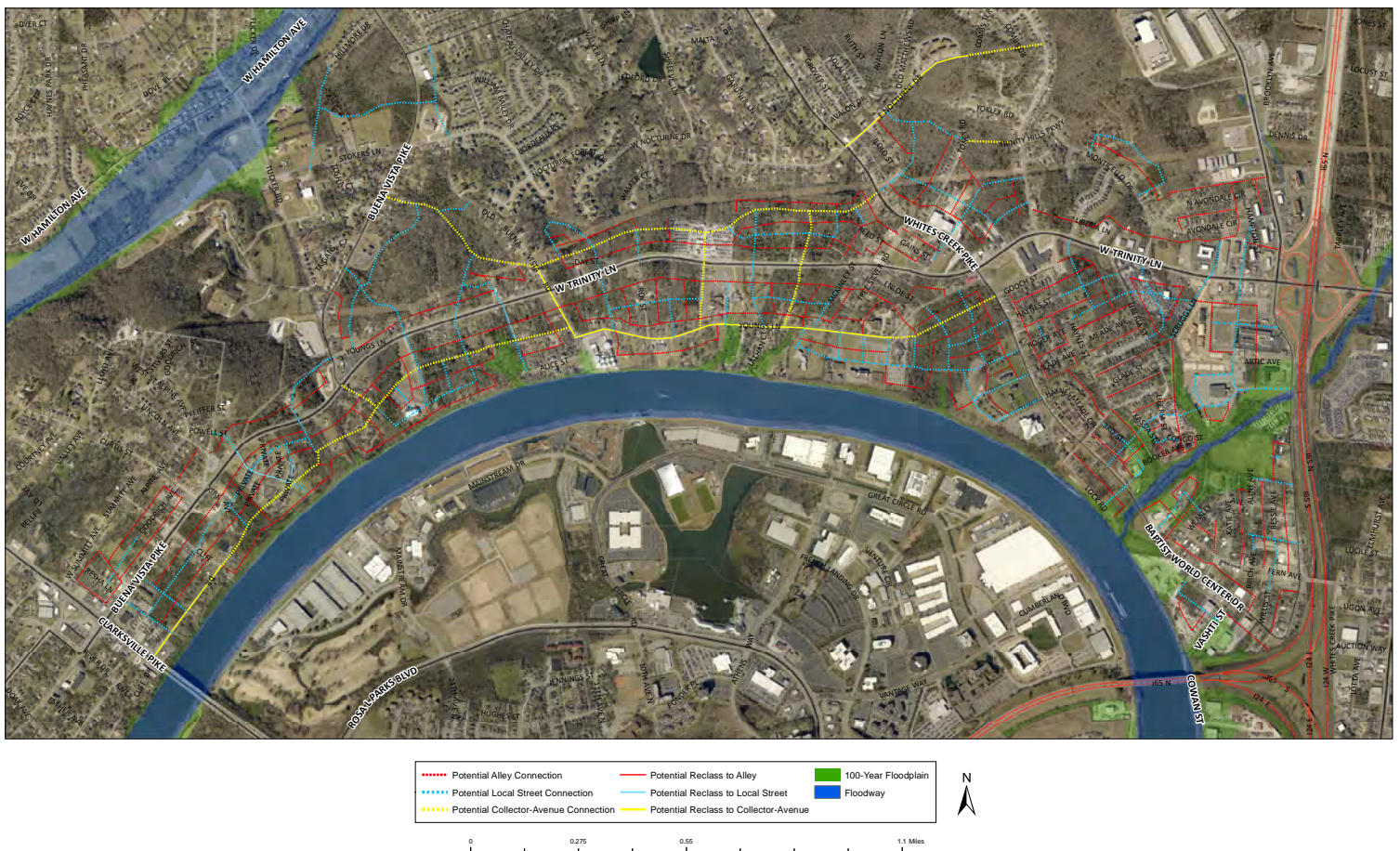


Figure BWC-6: Illustration of the mobility supplemental policy guidance to create an urban street network.

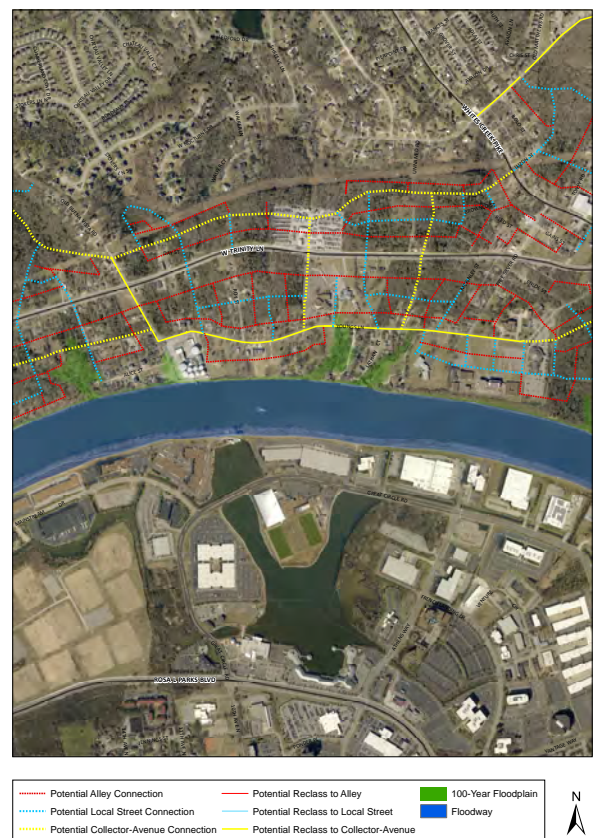
Haynes Trinity - East Potential Connections with Buildout

Proposed developments will:

- Provide multiple direct local street system connections to and between local destinations, such as parks, schools, and shopping, without requiring the use of arterial streets.
- Incorporate and continue all collector (use appropriate language, referring to MCSP) or local streets stubbed to the boundary of the development plan by previously approved – but unbuilt – development or existing development.
- Provide street stubs for access to all abutting properties or to logically extend the street system into the surrounding area in order to ensure future street connections where a proposed development abuts unplatted land or a future development phase of the same development
- Provide access to property from alley (expand to match access within each policy area).
- Provide all street stubs with temporary turn-around or cul-de-sacs and the restoration and extension of the street shall be the responsibility of any future developer of the abutting land.
- Consider the purpose of each stub and future traffic patterns that may exist once adjacent land develop occurs and a street connection is made.
- Discourage thru traffic and speeding on local residential streets through proper location and inclusion of traffic calming measures.
- Have logical, direct routes that make cross parcel driving possible – including, but not limited to, a road that traverses the land from one property line to the opposite property line.
- Coordinate streets within and contiguous to the subdivision with other existing or planned streets within the general area as to location, widths, grades, and drainage. Such streets with shall be aligned and coordinated with existing or planned streets in existing or future adjacent or contiguous to adjacent subdivisions.
- Connect all streets, alleys, and pedestrian pathways in any subdivision or site plan to other streets and to existing and projected streets outside the proposed subdivision or other development.
- Space street connections at intervals not to exceed 660 feet (1/8 mile) along each boundary that abuts



Haynes Trinity - Central Potential Connections with Buildout



Haynes Trinity - West Potential Connections with Buildout



potentially developable or redevelopable land. Blocks longer than 400 feet in length should have a mid-block pedestrian pathway connecting adjacent blocks.

- Keep open entryways into residential developments. Gated street entryways are not permitted.

Connectivity Outside of the Area

Strategies for connectivity outside of the community through major transportation systems include a potential river crossing and the extension of Cowan Street.

The visioning exercise results indicated the idea of and support for a future river crossing, such as a bridge, that could connect Haynes Trinity to the south, which was illustrated in the Mobility Study. The feasibility of an additional bridge over the Cumberland River has not been evaluated.

Responses to the mobility study identified Cowan Street at the southeastern portion of the study area as another route to connect Haynes Trinity to the south. Cowan Street is designated as an Urban Arterial Boulevard in the Major and Collector Street Plan and is currently constructed as a two-lane street. Improvements to Cowan Street and intersecting streets within the study area should be evaluated as redevelopment in the area occurs.

Primary Greenway (Riverfront Greenway)

The goal of the Riverfront Greenway supplemental policy is to create an east-west greenway along the riverfront of the Cumberland River's north bank within the study area. Such a greenway may also include a linear park or a series of smaller urban parks and communal spaces serving as a complementary open space to the existing Lock One Park, or potentially as a larger Community Park linked to the West Trinity Lane corridor and the broader community (Neighborhood and Community Parks are defined by Plan to Play). Green connections and secondary greenways will link the Riverfront Greenway and park space to the surrounding neighborhood and existing green network. These areas are intended to serve as usable dedicated open and green spaces accessible to the public.

Appropriate components of both the Riverfront Greenway and open space include, but are not limited to, recreation opportunities, overlooks and viewpoints, boardwalks, wayfinding, outdoor dining, and other interactive programming. The greenway and any open spaces allow for public gathering and recreation opportunities.

Detailed plans, design, and locations of the Riverfront Greenway and open spaces may vary subject to constraints and conditions as yet to be determined. However, all zoning, subdivision, and applicable development applications will be reviewed for consistency with the intent of this policy.

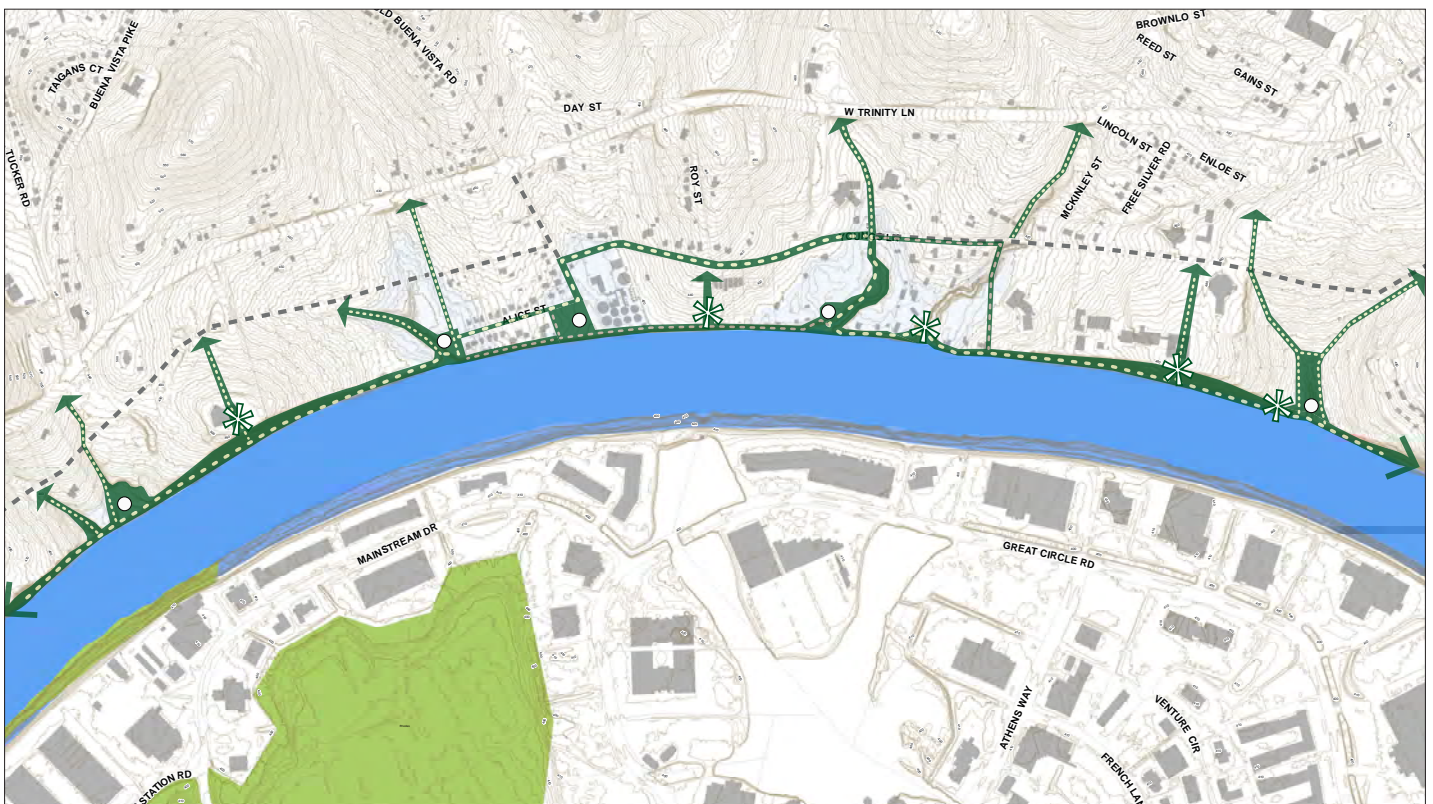


Figure BWC-7: Design scenario illustrating the way in which the Riverfront Greenway could be achieved through development and redevelopment. This design scenario does not indicate details or exact locations of the greenway and associated open space. Detailed plans, design, and locations of the Riverfront Greenway and open spaces may vary subject to constraints and conditions as yet to be determined.



Riverfront Greenway Design Guidance:

- Spans the riverfront for the entire study area along the Cumberland River;
- Consists of a paved trail wide enough to comfortably accommodate pedestrians, two-way bicycle traffic, and programming as may be appropriate. Generally, 16' paved width minimum should be provided (8' for pedestrians, 8' for two-way bicycle traffic);
- Provides viewpoints and overlooks where topographically feasible;
- Provides opportunities for community access to the Cumberland River;
- Engages with the built environment through means such as interactive ground floor uses, outdoor dining, plazas, wayfinding, and boardwalks; and
- Buffers the built environment from the River to preserve or enhance the scenic and natural context along the greenway.



Riverfront Greenway Siting Guidance:

- The Riverfront Greenway shall be located along the river frontage of a given parcel, property, or development, and may be located within the floodplain.
- If extenuating circumstances precludes a river-side frontage (such as the location of existing development), then the greenway may be located elsewhere along the property such that it may connect and continue onto adjacent properties unencumbered, including connecting back to the river frontage as appropriate.
- Properties with frontage conditions along Alice or Young's Lane, may warrant additional consideration for siting the Greenway within the street right-of-way. In such instances the right-of-way shall be widened to accommodate the Riverfront Greenway, including a min. 8' buffer between the greenway and street curb-line. The siting must also allow for the continuation of the Greenway to adjacent parcels unencumbered, including connecting back to the river frontage as appropriate.

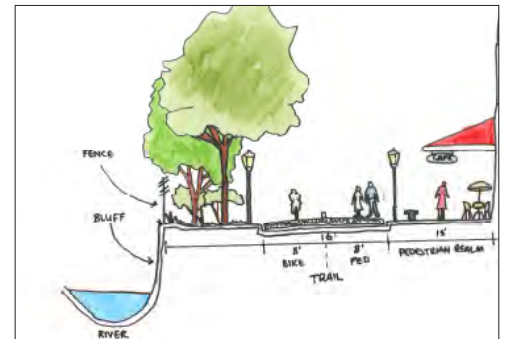


Development Guidance along the Riverfront Greenway, Open Spaces, and Cumberland River:

- Orient primary facades toward the greenway and open spaces.
- Provide direct pedestrian connections from buildings and units to the Riverfront Greenway and open spaces.
- Provide interactive ground floor uses that engage with the Riverfront Greenway and open spaces, and/or provide adequate screening to preserve or enhance the scenic and natural context along the Greenway, open spaces and Cumberland River.
- Provide adequate upper level facade treatment and architectural cladding that is appropriate to the Riverfront Greenway, open spaces, and Cumberland River frontages, as well as the surrounding context and viewsheds.



- Upper level liners are encouraged along these frontages.
- Parking areas shall not be located adjacent to the Greenway, open spaces, and Cumberland River without a min. 20' wide buffer that is adequately planted to screen vehicles from view. Exceptions may be warranted for Metro Park's facilities.
- Buildings should be setback a minimum of 15' along these frontages to allow for additional programming (such as outdoor dining, exercise stations, stoops, plazas) or for additional buffering, light, and air.



Public Access Guidance:

- The Riverfront Greenway and any park spaces shall be publicly accessible, and work with the Metro Departments, Boards, and Commissions to ensure acceptance.
- Dedication of land, conservation easements, public/private partnerships, and other similar use and maintenance agreements are appropriate tools to ensure the creation of the Riverfront Greenway, and any park or open space, within the supplemental policy area.
- All applicable development applications shall be consistent with the intent of this policy, with the explicit goal of creating and contributing to the implementation of the Riverfront Greenway and park spaces.



Secondary Greenways

Secondary greenways are linear corridors of open space for conservation, recreation and non-motorized transportation that connect neighborhoods to attractors, such as schools, transit centers, parks, and neighborhood services. They are typically neighborhood-level trail connectors that can be located on publicly- or privately-owned land and are placed along natural landscape features like streams, rivers and ridges or along built features such as within power line easements, railroad corridors and scenic highways.



Pages Branch Secondary Greenway

It is a goal of this Supplemental Policy to create a greenway along the natural corridor of Pages Branch to connect the Cumberland River at Lock One Park with Brick Church Pike to the east within the study area. This will link with the Riverfront Greenway planned along the Cumberland River's north bank and with the surrounding neighborhood.

Actual detailed plans, design, and locations of the Pages Branch Secondary Greenway may vary subject to constraints and conditions as yet to be determined. However, all zoning, subdivision, and applicable development applications will be reviewed for consistency with the intent of this policy.



Figure BWC-10: Design Scenario illustrating the way in which Pages Branch Secondary Greenway could be achieved through redevelopment. This design scenario does not indicated details or the exact location of the greenway. Detailed plans, design, and locations of the greenway and associated open spaces may vary subject to constraints and conditions as yet to be determined.



Pages Branch Secondary Greenway Design Guidance:

- Spans Pages Branch for the entire study area from the Cumberland River and Lock One Park to Brick Church Pike.
- Consists of a publicly accessible, safe and attractive paved trail of 12' width minimum with a minimum of 2' gravel shoulders on each side.
- Provides viewpoints and overlooks where topographically appropriate.
- Provides opportunities for community access to Pages Branch.
- Engages with the built environment through means such as interactive ground floor uses, wayfinding, and boardwalks; and
- Buffers the built environment from the stream to preserve or enhance the scenic and natural context along the greenway.

Pages Branch Siting Guidance:

- The Pages Branch Secondary Greenway will be located along the stream-side frontage of a given parcel, property, or development, and may be located within the floodplain.
- If extenuating circumstances preclude a stream-side frontage (such as the location of existing

development), then the greenway may be located elsewhere along the property such that it may connect and continue onto adjacent properties unencumbered, including connecting back to the stream frontage as appropriate.

Development Guidance along the Pages Branch Greenway:

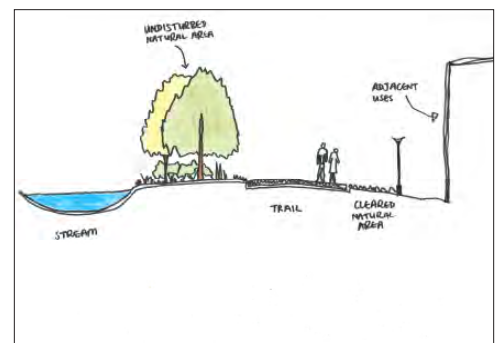
- Orient primary facades toward the greenway.
- Provide direct pedestrian connections from buildings and units to the Greenway.
- Provide interactive ground floor uses that engage with the Greenway, and/or provide adequate screening to preserve or enhance the scenic and natural context along the Greenway.
- Provide adequate upper level facade treatment and architectural cladding that is appropriate to the Greenway, as well as the surrounding context and viewsheds.
- Upper level liners are encouraged along these frontages.
- Parking areas shall not be located adjacent to the Greenway without a min. 20' wide buffer that is adequately planted to screen vehicles from view. Exceptions may be warranted for Metro Parks facilities.
- Buildings should be setback a minimum of 15' along these frontages to allow for additional programming (such as outdoor dining, exercise stations, stoops, plazas) or for additional buffering, light, and air.

Public Access Guidance:

- The Pages Branch Greenway shall be publicly accessible, and work with the Metro Departments, Boards, and Commissions to ensure acceptance.
- Dedication of land, conservation easements, public/private partnerships, and other similar use and maintenance agreements are appropriate tools to ensure the creation of the Greenway, and any park or open space, within the supplemental policy area.
- All applicable development applications shall be consistent with the intent of this policy, with the explicit goal of creating and contributing to the implementation of the Pages Branch Greenway and park spaces.

North of Trinity Lane Secondary Greenway

It is a goal of this Supplemental Policy to create a greenway within the vicinity of the utility corridor of the TVA easement to connect Brick Church Pike to Tucker Road/Hartman Park, providing an east-west





connection across the study area. This will link with the Riverfront Greenway planned along the Cumberland River's north bank, with Lock One Park and the Pages Branch Secondary Greenway planned along the stream and with the surrounding neighborhood.

Actual detailed plans, design, and locations of the North of Trinity Lane Secondary Greenway may vary subject to constraints and conditions as yet to be determined. However, all applicable development applications must be consistent with the intent of this policy.

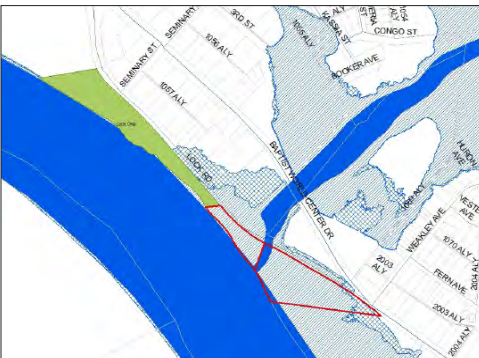
Lock One Park

Community stakeholders and participants identified Lock One Park as a valuable community resource. More importantly, enhancement and expansion of the park was identified as a high priority.

Access to Lock One Park is significantly limited today. Improvements to access are planned through a greenway system and increased street connectivity in the area. Specifically, the Pages Branch secondary greenway is envisioned to connect the evolving urban neighborhoods and growing urban community centers at the southeastern portion of the Haynes Trinity area to an enhanced Lock One Park, and the Riverfront greenway is envisioned to connect the Riverfront linear park to Lock One Park.



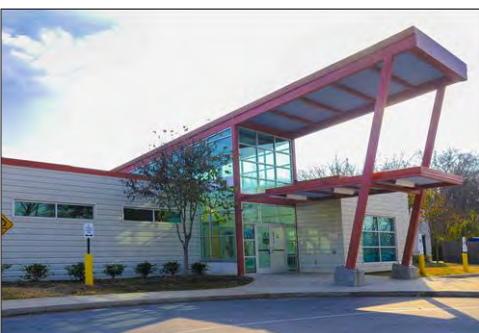
The enhancement of the park should work toward achieving Metro Parks' Plan to Play goal of adding a launch at Lock One Park as a component of developing Nashville's Blueway System and building the recently created outdoor recreation program. Other opportunities for providing or supporting missing community resources at Lock One Park and in the surrounding area will be evaluated as properties develop or change.



Expansion of the park could occur through land acquisition or through land dedication as part of a redevelopment plan for commonly owned property. Adjacent properties along the Cumberland River are significantly encumbered by the 100-year floodplain. These are ideal areas for expansion of Lock One Park or improvement for Privately-Owned Public Spaces (see further guidance on page 60). Contribution to the expansion or enhancement of Lock One Park to these encumbered properties could qualify as a consideration for additional height or intensity under the corresponding policy area.

Improved Access to Hartman Park

Rezoning requests will be evaluated for contribution to and coordination with ongoing efforts to achieve better access to and connectivity with Hartman Park. Short-term pedestrian and cyclist improvements to Stokers Lane and Old Buena Vista Pike are recommended to accommodate safer access to Hartman Park, just outside of the study area. Improvements are



comprised of neighborways, which are traffic calming techniques on already quiet streets and at key intersections to achieve a shared bike/pedestrian connection. Long-term pedestrian and cyclist improvements to Buena Vista Pike and Tuckers Lane are reflected in the updated Major and Collector Street Plan classifications.

Privately-Owned Public Space

Privately-owned public space (POPS) is a term applied to privately-owned and maintained physical space that is established through zoning approval to be permanently accessible to the public. Physical spaces may be outdoor or indoor, passive or active, formal or informal, and may take on a variety of forms to serve the needs of the immediately surrounding neighborhoods and respond to existing and planned surrounding context.

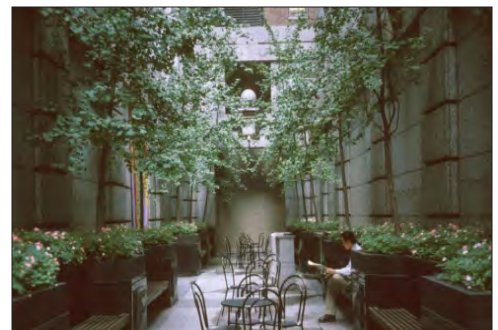
As development and redevelopment occur, provisions for POPS as a public benefit could qualify as a consideration for additional height or intensity under the corresponding policy area. Development proposals with the use of open space that is for public use may be approved by the Planning Commission and other agencies. Factors that may contribute toward consideration of privately owned public space might include:

- Deficiency of open space within walking distance, typically within a quarter mile radius, that serve the needs of the neighborhood;
- Deficiency of open space within driving distance, typically within a five minute drive, that serve the needs of the larger community;
- Need for connections within the larger Park and Open Space framework; and/or
- Appropriate size and scale of open space.

Common existing natural features of a property appropriate for POPS might include:

- Hillsides, steep slopes, or sloping topography;
- Stream beds, tributaries, and other water bodies;
- Wooded areas and tree-lines along fences, property lines, streams and tributaries, and hillsides;
- Existing structures with architectural significance or historical character;
- Rock outcroppings, large boulders, or other prominent natural features; or
- Habitat corridors, conservation areas, etc.

Additionally, more formally designed enclosed or outdoor spaces may be created to complement a development. The following classifications of





spaces may be appropriate applications for privately owned public space:

- Arcade - a covered pedestrian space with amenities such as tables, benches, movable chairs, planters, artwork, and water features;
- Court - an open space accessible from the street and used for entry into a building. A court is spatially defined by building frontages and is generally tucked back into the building;
- Exhibition areas - enclosed or outdoor space for the primary purpose of viewing or interacting with art and/or music;
- Neighborhood Green, such as a small formal park within a residential area;
- Plaza - an open space spatially defined by building frontages with active use along the ground floor used for unstructured civic and/or commercial purposes; or
- Pocket Park - a small open space accessible from the street and used for structured recreation, gardening, or other community use.

POPS should be designed to address key design elements such as pedestrian access, orientation of building frontage to open space, adequate seating, appropriate materiality and landscaping as it relates to surrounding context, and consist of interactive or usable program of space.

Major and Collector Street Plan

Amendments to the Major and Collector Street Plan are recommended to accompany and complement the policies in this plan.

Table 1 - Recommended Major & Collector Street Plan (MCSP) Amendments

Map ID	Street Name	Segment		MCSP Classification	
		From	To	Existing	Proposed
TBD	Baptist World Ctr Dr	Gooch St	W Trinity Ln	T3-M-AB3	T4-M-AB3
TBD	Brick Church Pk	Approx 385 ft N of Weakley Ave	W Trinity Ln	T3-M-CA2	T4-M-CA2
TBD	Brick Church Pk	W Trinity Ln	Brooklyn Ave	T3-M-AB5	T4-M-AB5
	Buena Vista Pk	Approx 400 ft N of Tucker Rd	W Trinity Ln	T3-M-CA2	T4-M-CA2
TBD	Buena Vista Pk	Clarksville Pk	Reshan Ln	T3-M-AB5-LM	T4-M-AB5-LM
TBD	Buena Vista Pk	Reshan Ln	W Trinity Ln	T3-R-AB5-LM	T4-R-AB5-LM
TBD	Cliff Dr	Clarksville Pk	Approx 450 ft E of Clarksville Pk	Local	T4-M-CA2
TBD	Cliff Dr	Approx 450 ft E of Clarksville Pk	Approx 1,500 ft E of Clarksville Pk	Local	T4-R-CA2
TBD	E Nocturne Dr	Whites Creek Pk	Approx 350 ft N of Iloilo St	T3-R-CA2	T4-R-CA2
TBD	E Nocturne Dr	Old Matthews Rd	Woodfolk Ave	T3-R-PCA2	None
TBD	Monticello Dr	W Trinity Ln	Avondale Cir	T3-M-CA2	T4-M-CA2
TBD	Monticello Dr	Avondale Cir	Approx 475 ft N of Monticello St	T3-R-CA2	T4-R-CA2
TBD	Old Buena Vista	W Trinity Ln	Approx 200 ft N of Day St	Local	T4-M-CA-2
TBD	Old Matthews Rd	W Trinity Ln	Approx 450 ft N of W Trinity Ln	T3-M-CA2	T4-M-CA2
TBD	Old Matthews Rd	Approx 450 ft N of W Trinity Ln	Approx 330 ft S of Matthews Ct	T3-R-CA2	T4-R-CA2
TBD	Tucker Rd	Buena Vista Pk	Approx 500 ft S of of Buena Vista Pk	T3-M-CA2	T4-M-CA2
TBD	Tucker Rd	Approx 500 ft N of of Buena Vista Pk	Bridge over Whites Creek	T3-M-CA2	T3-R-CA2
TBD	W Trinity Ln	Buena Vista Pk	Approx 250 ft E of Buena Vista Pk	T3-M-AB5-LM	T4-M-AB5-LM
TBD	W Trinity Ln	Approx 250 ft E of Buena Vista Pk	Approx 500 ft E of Buena Vista Pk	T3-R-AB5-LM	T4-M-AB5-LM
TBD	W Trinity Ln	Approx 500 ft E of Buena Vista Pk	Approx 375 ft W of Old Buena Vista Pk	T3-R-AB5-LM	T4-R-AB5-LM
TBD	W Trinity Ln	Approx 375 ft W of Old Buena Vista Pk	Approx 450 ft E of Old Buena Vista Pk	T3-M-AB5-LM	T4-M-AB5-LM

Map ID	Street Name	Segment		MCSP Classification	
		From	To	Existing	Proposed
TBD	W Trinity Ln	Approx 450 ft E of Old Buena Vista Pk	Brownlow St	T3-R-AB5-LM	T4-R-AB5-LM
TBD	W Trinity Ln	Brownlow St	Interstate 24/65	T3-M-AB5-LM	T4-M-AB5-LM
TBD	Old Matthews Rd/ Brick Church Pk Conn	Old Matthews Rd	Woodfolk Ave	T3-R-PCA2	None
TBD	Whites Creek Pk	W Trinity Ln	Approx 225 ft N of Iloilo St	T3-R-AB3	T4-M-AB3
TBD	Whites Creek Pk	Approx 225 ft north of Iloilo St	Approx 450 ft S of Malta Dr	T3-R-AB3	T4-R-AB3
TBD	Youngs Ln	W Trinity Ln	Approx 665 ft E of Free Silver Rd	Local	T4-M-CA2
TBD	*North E-W Corridor - Segment 1	Buena Vista Pk	Old Buena Vista Pk/ Day St	None	T4-M-CA2)
TBD	*North E-W Corridor - Segment 2	Old Buena Vista Pk	Whites Creek Pk	None	T4-M-CA2
TBD	*South E-W Corridor- Segment 1	Cliff Dr	Youngs Ln	None	T4-M-CA2
TBD	*South E-W Corridor- Segment 2	Approx 665 ft E of Free Silver Rd	Whites Creek Pk	None	T4-M-CA2
TBD	*West N-S Corridor	Approx 2,800 ft W of Youngs Ln (South E-W Corridor Segment 1)	W Trinity Ln/Buena Vista Pk	None	T4-M-CA2
TBD	*Central N-S Corridor	Youngs Ln, approx 775 ft E of Roy St	Approx 400 ft N of W Trinity Ln (North E-W Corridor Segment 2)	None	T4-M-CA2
TBD	*East N-S Corridor	Youngs Ln, approx 430 ft W of McKinley St	Approx 750 ft N of W Trinity Ln (North E-W Corridor Segment 2)	None	T4-M-CA2

*Proposed new Major Street

Table 2 - Proposed Greenways and Multi-use Sidepaths

Map ID	Street Name	Segment	
		From	To
TBD	Northbank (aka Cumberland River, north bank) Greenway	Clarksville Pk Bridge	Interstate 65 Bridge
TBD	Northbank Greenway - Haynes Middle School Conn	Northbank Greenway	Haynes Middle School
TBD	Pages Branch Greenway	Northbank Greenway	Brick Church Pk
TBD	TVA Easement Greenway	Buena Vista Pk	Brick Church Pk
TBD	TVA Easement/Pages Branch Connector (includes Multi-use sidepath along segments of Brick Church Pk, Hampton St, W Trinity Ln, Scruggs Ln)	Pages Branch Greenway	TVA Easement Greenway at Brick Church Pk
TBD	Tucker Rd/North-Corridor Corridor 1 Multi Use Side Path - Whites Creek Greenway Connector	Hartman Park Trail	Northbank Greenway