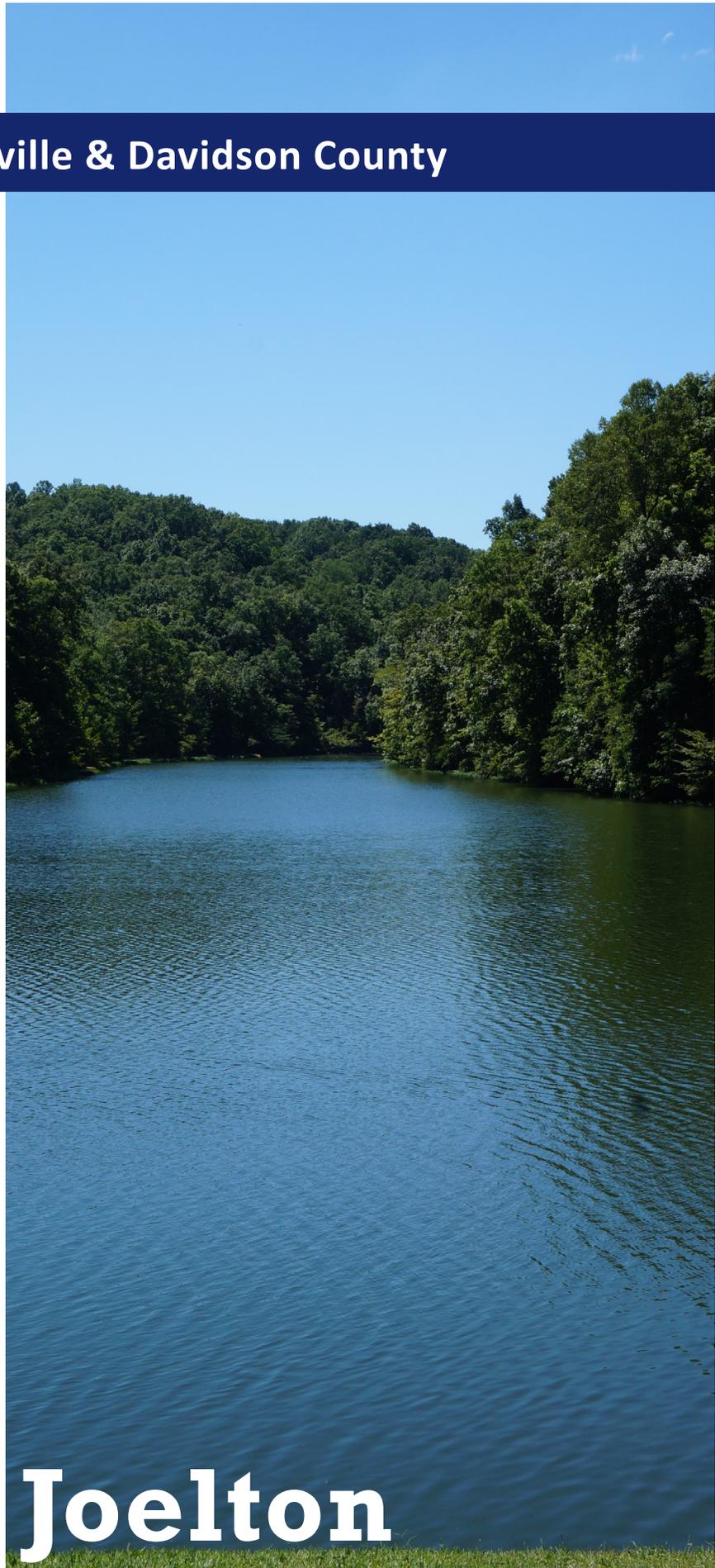


A General Plan for Nashville & Davidson County

Adopted June 22, 2015

Volume III: Community Plans



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



Richard Beuchler

Executive Secretary

Joelton

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

Resolution No. RS2015-256

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

Resolution No. RS2015-256

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

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

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

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

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

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

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

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


James McLean, Chairman

Adoption Date: June 22, 2015

Attest:


J. Douglas Sloan, III, Secretary and Executive Director

THE NASHVILLENEXT PLAN

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

I Vision, Trends, & Strategy

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

II Elements

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

III Communities

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

Community Character Manual

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

Community Plan Areas:

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

IV Actions

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

V Access Nashville 2040

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

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Description of the Community

Joelton is located in the most northwestern section of Davidson County. While large in land area, Joelton is the second least populated of the 14 Planning Communities in Metropolitan Nashville-Davidson County. Its historically rural development pattern and rugged terrain define this community's character; however, pressure for urban growth has increased in recent years. The community seeks to maintain its unique, rural character by concentrating growth into very specific locations near the I-24/Whites Creek Pike interchange and in downtown Joelton. Retaining Joelton's small commercial center and its rural character are critical parts of the plan.

Major Neighborhoods/Communities

Joelton is a large, rural area. For this plan's purposes, it is the northern, western planning area within Davidson County. However, many people outside of Davidson County consider themselves to live in Joelton. For example, 37080, the Joelton ZIP code, extends into Cheatham County, northwest toward Pleasant View and Coopertown and west toward Ashland City.

Joelton's rural character means that there are few traditional neighborhoods or distinct communities. The entire northern portion of planning area (from the ridgeline north and west, where the terrain is less rugged) is considered part of the Joelton Neighborhood Association. From the ridgeline southeast is part of the Whites Creek Neighborhood Association. The southwest corner of the planning area is Marrowbone.

Smaller neighborhood associations and subdivisions include Jacobs Valley, near the Cheatham County line off of Old Clarksville Pike, William Hill and Joelton Heights near the neighborhood center in the center of the area, Ridgeview Estates on the eastern edge along Union Hill, and Coopertown Farms at the far north.

Joelton has three neighborhood and retail centers. The largest is the commercial center at I-24 and Whites Creek Pike. Two smaller retail centers are along Clarksville Pike (at Eatons Creek Road and Old Hickory

Boulevard). Together, these offer modest shopping options, restaurants, and services. Smaller individual businesses, restaurants, and bed and breakfasts are scattered throughout the community, some on larger roads and some tucked away. A number of churches and other houses of worship are also spread throughout the area, providing another source of community.

The Transect

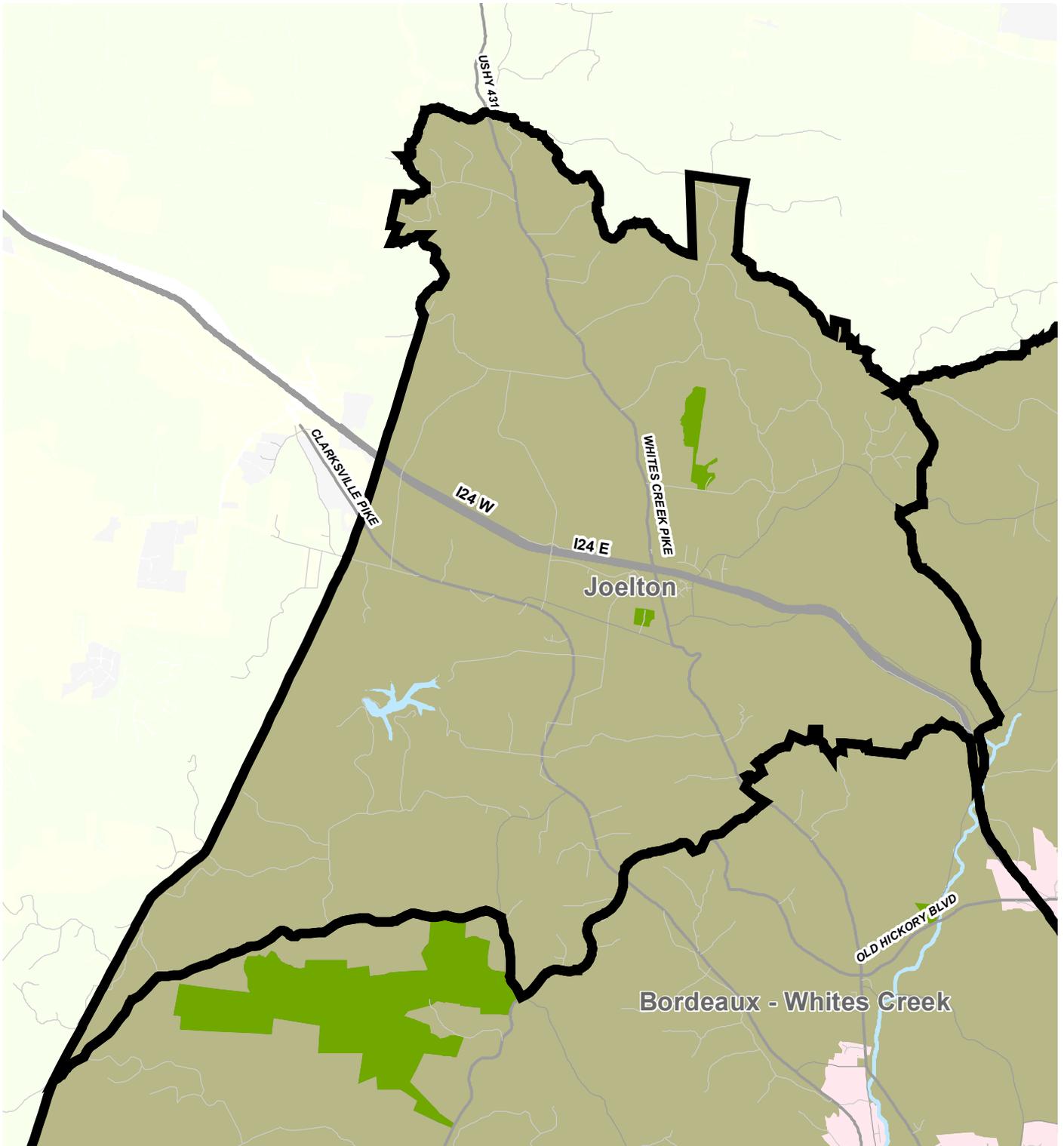
Planning in Nashville has, for many years, used the “Transect,” which is a system for categorizing, understanding and guiding the various development patterns of a region, from the most rural to the most urban. The Transect calls for all elements of the natural and built environment to be consistent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

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

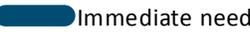
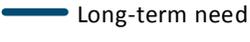
- » **T1 Natural:** This Transect Category is not present in Joelton
- » **T2 Rural:** This Transect Category includes almost all of the Joelton community
- » **T3 Suburban:** This Transect Category is not present in Joelton
- » **T4 Urban:** This Transect Category is not present in Joelton
- » **T5 Centers:** This Transect Category is not present in Joelton
- » **T6 Downtown:** This Transect Category is not present in Joelton
- » **D District:** This Transect Category includes an area between I-24 and Clarksville Pike, just west of Old Clarksville Pike.

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

Figure J-1: Transect
Joelton detail



Transects Legend

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



Joelton Community History

Joelton was settled principally by German, Scots-Irish, and Italian immigrants. Agriculture through small family farms on fertile lands and subsistence farming in the hills forged the economic backbone of the community until the 1920s. Joelton contains several historic rural properties. Small farms line Whites Creek Pike in the northern section of the area. Many feature bungalows as farm houses—an indication of the widespread rural popularity of this house type better known for its suburban examples. The routes of historic roads like Whites Creek and Clarksville Pikes also make it the location of historic roadside resources illustrating the pre-interstate history of automobile travel. Examples include the Hilltop Motor Court, concrete highway bridges, and Reding's Service Station. Resources associated with the recreational history of the twentieth century are also a distinctive feature of the area, particularly around Lake Marrowbone, constructed in 1940, with its New Deal-era infrastructure.

Joelton was served by a separate utility district until 1974. Councilman Gary Bates was instrumental in bringing Metro services into Joelton. A fire hall in 1978, paved road and street lights, and other amenities. However, the community struggled when its high school closed in 1980.

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

The Metro Historical Commission's list of historically significant features identifies historically significant sites, buildings and features within the Joelton. As of December 2014, there are a total of 32 historic features in the Joelton Community:

- » One feature listed on the National Register of Historic Places (the Wilkinson House)
- » Nine features designated as National Register Eligible (including Reding's Service Station, Marrowbone Lake, and St. Lawrence Catholic Church)
- » 22 features designated Worthy of Conservation (including the Hilltop Motor Court, Eggstein Farm, and several historic houses)

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

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

Figure J-2: 1871 map Davidson County
Joelton detail



History of the Planning Process

In 1988, the Metro Planning Department began creating “community plans” as a means of fine tuning the countywide general plan. These community plans examined specific issues and needs, projected growth, development and preservation in fourteen communities. The Joelton Community Plan was first adopted by the Planning Commission in July 1992, after working with a Citizens’ Advisory Committee composed of residents nominated by the Mayor, the District Councilmember, the Nashville Neighborhood Alliance, and the Nashville Area Chamber of Commerce. The Joelton Community Plan was the sixth of the fourteen community plans to be created.

The Joelton Plan’s first update was adopted in 1997 after two community workshops. The initial plan and first update both envisioned preserving hilly terrain from development, but also planned for suburban development past the top of the ridge. Areas northwest of I-24 and Whites Creek Pike were identified as residential low-medium and residential-medium development; further on, they were identified as Interim Non-Urban, to identify where later growth should occur.

The community’s second plan update was adopted in 2003 after six community workshops. While this plan continued to identify a preferred area for additional growth, the broader areas previously identified as Interim Non-Urban were reclassified to preserve a rural development pattern. The community’s first development goal was to maintain rural character. The change was the result of long-standing debates throughout the community over Joelton’s character and future. The debate also included whether Davidson County should preserve some areas as specifically rural, rather than simply temporarily rural, but to be eventually developed.

In 2008, the Metro Planning Department reorganized its approach to community plans. The guiding document for plans prior to 2008, the Land Use Policy Application, delineated land uses and density characteristics, but was unable to capture nuances in the character of different parts of the county. These nuances were often central to residents’ concerns about new development. The new approach focused on the current and proposed character of different parts of the county and lessened the focus on density. It was based on a new tool called the Community Character Manual, adopted by Planning Commission in 2008.

In 2013, as part of NashvilleNext, Joelton's Concept Structure Plan (created under the older Land Use Policy Application process) was updated to the newer Community Character Policies. Three review workshops were held in March 2013; an online map of the prior and proposed policies was also available for review. The revised map was adopted by Planning Commission in June of that year. Subsequent refinements to the map during the development of NashvilleNext's Growth and Preservation Concept Map were reviewed at public meetings and online from October 2014 through January 2015.

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

Community Demographic Information

Joelton has grown slowly since the 1990s, losing population from 1990 to 2000, but regaining it through 2010. Joelton has less than 1% of Davidson County's population. The high growth anticipated in the 1997 plan (11,000 by 2015) has not occurred. Even the lower estimate from 2003 was still 1,000 new residents too high.

Joelton is predominantly white. It also has significantly more senior residents than the rest of the county, with fewer working age adults and children under 18.

Economically, Joelton's per capita income is essentially the same as Davidson County overall. Its residents have a lower educational attainment than the county, but a much higher homeownership rate. Residents work throughout the county, with most commuting to Downtown, Green Hills/Midtown, or South Nashville, or staying within Joelton itself.

		Davidson County		Joelton	
		#	%	#	%
Population	Total, 2010	626,681		5,112	0.8%
	Population, 1990	510,784		5,020	1.0%
	Population, 2000	569,891		4,730	0.8%
	Population Change, 1990- 2000	59,107	11.6%	-290	-5.8%
	Population Change, 2000- 2010	56,790	10.0%	382	7.5%
	Population Density (persons/acre)	1.69	n/a	0.19	n/a
	Average Household Size	2.37	n/a	2.54	n/a
Race	White	385,039	61.4%	4,779	93.5%
	Black or African American	173,730	27.7%	205	4.0%
	American Indian/ Alaska Native	2,091	0.3%	14	0.3%
	Asian	19,027	3.0%	19	0.4%
	Native Hawaiian or Pacific Islander	394	0.1%	1	0.0%
	Other Race	30,757	4.9%	34	0.7%
	Two or More Races	15,643	2.5%	60	1.2%
Ethnicity	Hispanic or Latino	359,883	57.4%	83	1.6%
Age	Less than 18	136,391	21.8%	965	18.9%
	18-64	424,887	67.8%	3,259	63.8%
	Greater than 64	65,403	10.4%	888	17.4%

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

		Davidson County		Joelton	
		#	%	#	%
Population	Total, 2008 - 2012	629,113		5,768	0.9%
	Household Population	605,463	96.2%	5,768	100.0%
	Group Quarters Population	23,650	3.8%	0	0.0%
	Male	304,566	48.4%	3,013	52.2%
	Female	324,547	51.6%	2,755	47.8%
Families	Total	142,821		1,617	n/a
	Married Couple Families with Children	37,098	26.0%	431	26.7%
	Single Parent Families with Children	26,291	18.4%	144	8.9%
	Female Householder with Children	21,528	15.1%	109	6.7%
Housing Units	Total	284,328		2,443	0.9%
	Owner Occupied	141,805	49.9%	1,792	73.4%
	Renter Occupied	114,082	40.1%	481	19.7%
	Occupied	255,887	90.0%	2,273	93.0%
	Vacant	28,441	10.0%	170	7.0%
	Long-term vacant (over 1 year)	3,730	1.2%	83	3.3%
Cost Burden	Residents with moderate cost burden	48,983	19.1%	174	7.7%
	Residents with severe cost burden	42,520	16.6%	130	5.7%
Travel	Mean Travel Time to Work (min)	23.1		32.1	
	Workers	309,633		2,767	0.9%
	Drove Alone	246,391	79.6%	2,264	81.8%
	Carpooled	32,633	10.5%	210	7.6%
	Public Transportation	6,588	2.1%	54	2.0%
	Walked or Biked	6,806	2.2%	78	2.8%
	Other	3,232	1.0%	32	1.2%
	Worked from home	13,983	4.5%	129	4.7%
	Income	Per Capita Income	\$28,513		\$28,837
Education	Population 25 years and over	419,807		4,251	1.0%
	Less than 9th grade	20,687	4.9%	132	3.1%
	9th to 12th grade, No Diploma	38,664	9.2%	343	8.1%
	High School Graduate (includes equivalency)	103,024	24.5%	1,387	32.6%
	Some College, No Degree	86,498	20.6%	950	22.3%
	Associate Degree	23,963	5.7%	338	8.0%
	Bachelor's Degree	92,765	22.1%	711	16.7%
	Graduate or Professional Degree	54,206	12.9%	390	9.2%
Employment	Population 16 Years and Over	505,034	80.6%	4,596	89.9%
	In Labor Force	348,250	69.0%	3,084	67.1%
	Civilian Labor Force	347,862	99.9%	3,060	99.2%
	Employed	317,719	91.2%	2,815	91.3%
	Unemployed (actively seeking employment)	30,143	8.7%	245	7.9%
	Armed Forces	388	0.1%	24	0.8%
	Not in Labor Force	156,784	31.0%	1,512	32.9%

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

Role in the County and Region

Joelton includes about 7 percent of the land area in the County. The number of housing units (single and multifamily) is less than 3 percent of the County total housing units. The office, commercial and industrial development is estimated to be only 1.2 percent of the County total.

Commercial services in Joelton are primarily local-serving, with some highway commercial at I-24 and Whites Creek Pike, with isolated places that attract tourists. Joelton has two significant public open spaces. The Joelton Community Center and Park is on land donated to the Metro Parks Department, but with sports facilities maintained by the community. North of I-24, Paradise Ridge Park and Community Center opened in 2013 after much community effort.

Joelton is a predominantly rural community, offering residents quiet homes with ample access to green places. It is also home to prime farmland, including several local and historic farms, such as Eggstein Farm, Eatons Creek Organic Farm & CSA, and Paradise Produce Farm.

Joelton's rural development patterns and hilly terrains means that it also provides key natural services. It has the highest percentage of tree canopy coverage of all of Nashville's 14 community planning areas. Because of its considerable tree canopy, Joelton helps clean Nashville's air and reduce its heat island effect. Joelton's forested land also helps to soak rainwater into the ground, supporting the health of Marrowbone and Whites Creeks.

Last, Joelton includes key regional routes, most particularly I-24, Clarksville Highway, and Whites Creek Pike. These bring residents in from Cheatham County to services in Joelton and the rest of Davidson County.

Residential Development

Residential land in Joelton is overwhelmingly single-family detached (97% by acreage). Though it has pockets of suburban-style subdivisions, when a large parcel has an interior street grid added during the subdivision process, most residential subdivisions follow the rural pattern of dividing with more or less even access along the main road.

	Acres	Percent acres
Park	138	1%
Residential 1 unit	13,138	56%
Residential 2-3 unit	321	1%
Residential 4+ unit	4	0%
Residential non-household	46	0%
Community, institutional, utility	190	1%
Office or medical	11	0%
Commercial	227	1%
Auto parking	0	0%
Industrial	15	0%
Vacant/farm	9,218	40%
TOTAL	23,309	

Natural Features and Environmental Treasures

Joelton is located on the Highland Rim and its Appalachian topography and soil characteristics resemble those of the Cumberland Plateau. Creeks snaking through the uplands drain into the Cumberland River; most prominent of these waterways are Whites Creek, Eaton’s Creek, Bull Run Creek, and Little and Big Marrowbone Creeks. The Joelton Community is almost evenly divided into two distinct topographic areas. In the southern area of the community, heavily forested steep slopes (defined in this document as slopes of 20 percent and greater, or a rise of 20 feet or more for every 100 feet of horizontal distance) and narrow ridges and valleys are the predominant features. In the northern portion, level to rolling land is the predominant condition, with occasional steep sided ravines with streams at the bottom.

Approximately 10,425 of the community’s 25,313 acres have slopes in excess of 20 percent. Most of these steep slopes are found in a large crescent shaped area that curves from the southwestern section to the northeastern section of the community. Steeply sloping land is normally considered suitable only for very low intensity development, particularly in Davidson County, where such slopes are also covered by unstable soils and are often composed of fragile geological formations. Joelton residents want to preserve the natural features of the community that include steep slopes, winding streams and creeks, flood plains and family farms. The

Community Plan protects the natural features of the community by applying the Conservation Community Character policy to much of the southern portion of the community.

Greenways

Adding greenways or other trails can improve an area’s quality of life as residential, commercial, employment, and recreational uses develop. Increasing connectivity among residential and commercial centers, as well as schools, encourages this development. Trail connections, greenways, improved roadway crossings, and paths increase connectivity. This adds value to the community by providing residents with alternative transportation options. It also encourages healthier and more active lifestyles.

Greenways in the northern, rural section of Joelton can better maintain the community’s rural character. Greenways can support active lifestyles while better matching the lightly developed character of Joelton, compared with an extensive network of sidewalks. However, future potential for greenway dedications or conservation easements for public trails is secondary. Any new public trails would accompany proposed new subdivisions or other new developments.

Local Work-Force Assets

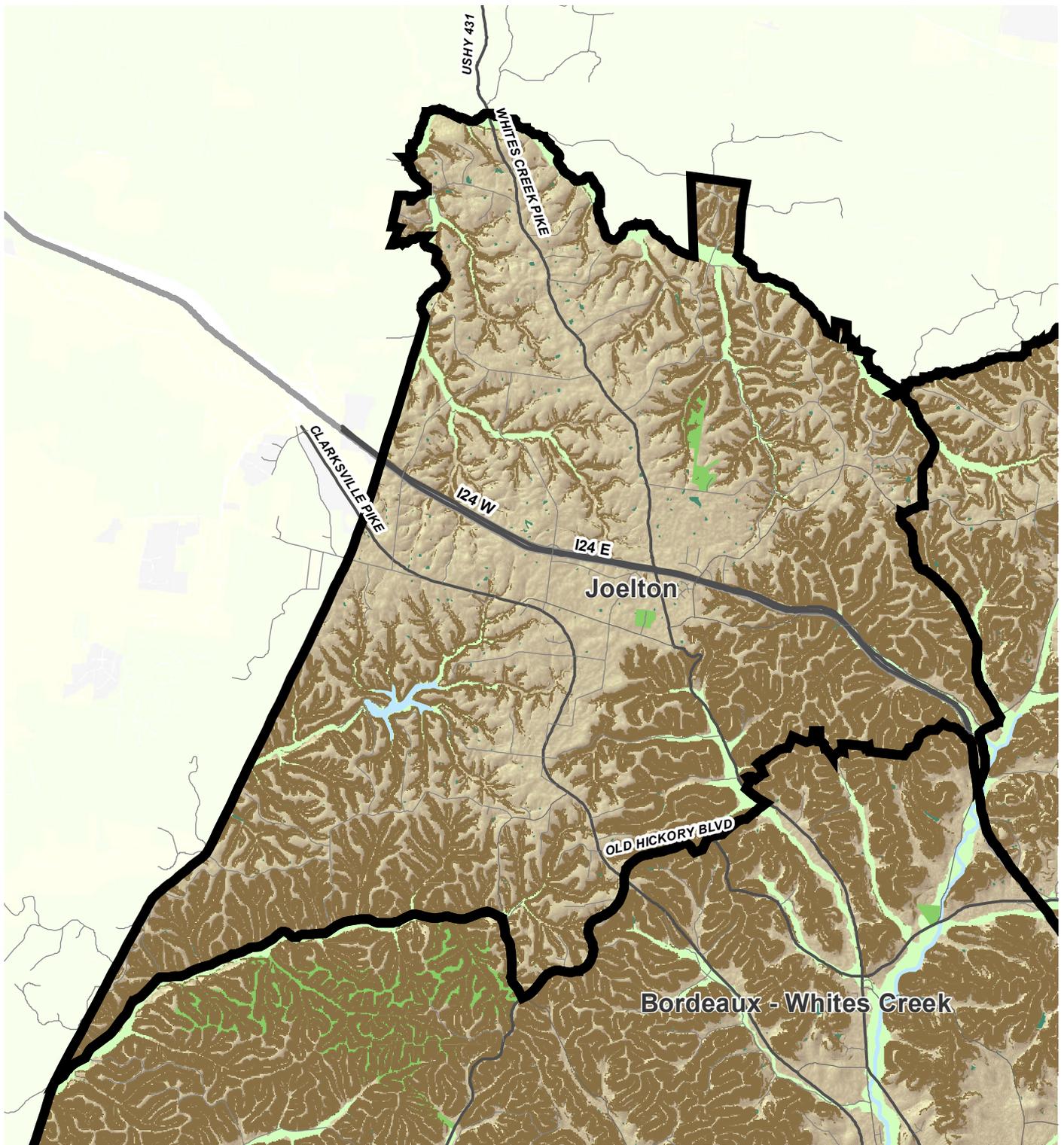
According to the 2008-2012 American Community Survey, Joelton has 1,400 workers. These workers reported a mean travel time of 32 minutes to employment. Most Joelton residents work outside the community in Downtown, Green Hills/Midtown, Southern Nashville, Madison, and West Nashville. In addition, 129 workers reported working from home, averaging about the same percentage of the work force, 4.5 percent, as in Davidson County. A smaller number of Joelton residents have advanced degrees as compared to Davidson County as a whole. The 2008-2012

Figure J-3: Commuting patterns of residents and employees in Joelton

Joelton residents who work in these areas		2,519
Joelton		260
Downtown		360
Green Hills Midtown		285
South Nashville		225
Madison		205
West Nashville		200
North Nashville		160
Bordeaux Whites Creek		150
East Nashville		109
Donelson Hermitage Old Hickory		90
Southeast		75
Bellevue		70
Antioch Priest Lake		50
Parkwood Union Hill		30
Beyond Davidson County		250
Employees who work in Joelton come from these areas		1,415
Joelton		260
Donelson Hermitage Old Hickory		175
Southeast		165
Green Hills Midtown		60
West Nashville		55
South Nashville		45
Antioch Priest Lake		45
Parkwood Union Hill		35
Bordeaux Whites Creek		34
East Nashville		25
North Nashville		20
Madison		10
Bellevue		0
Downtown		0
Beyond Davidson County		486

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

Figure J-4: Open space features in Joelton

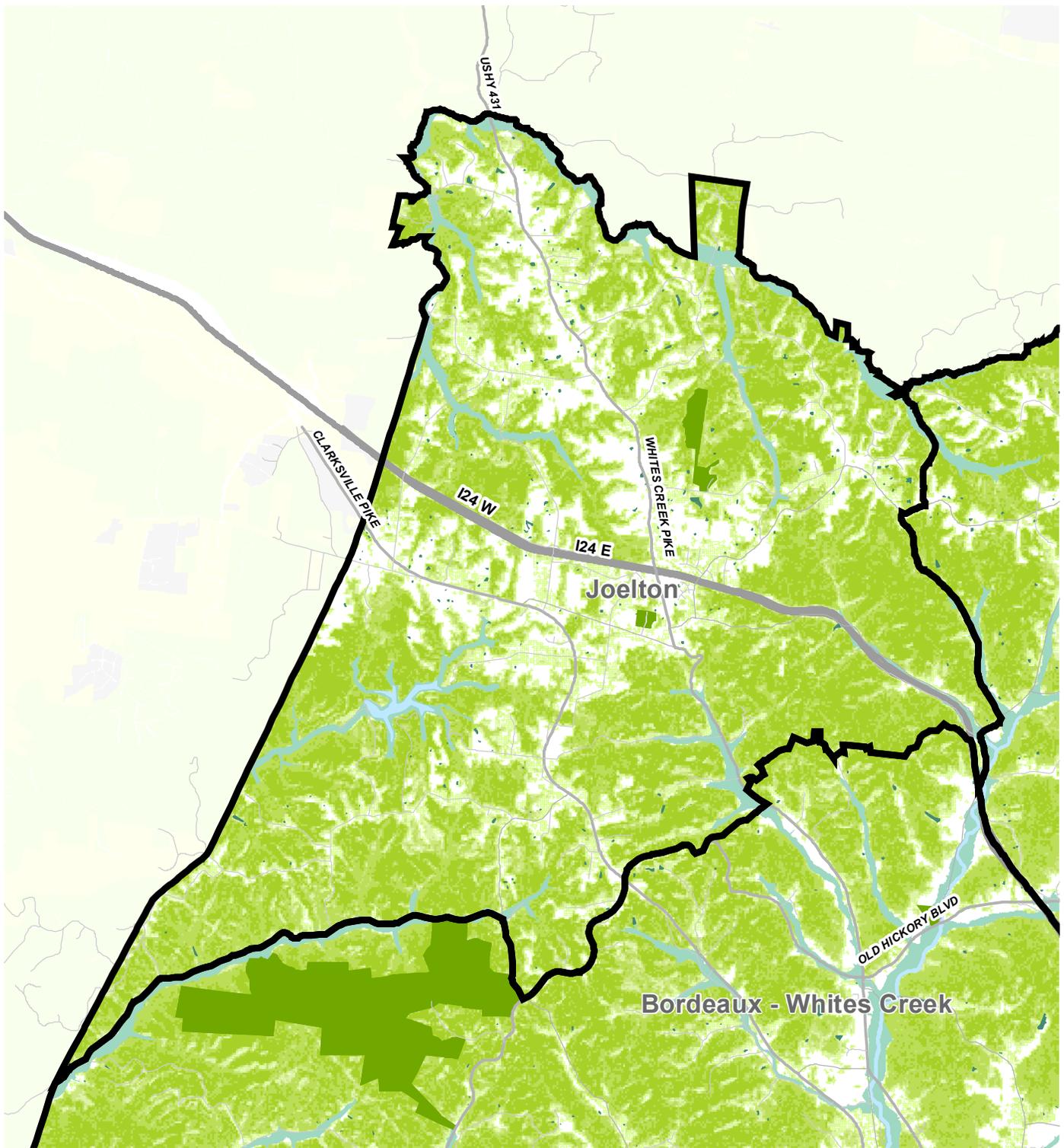


Slopes & Terrain Legend

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



Figure J-5: Tree canopy in Joelton

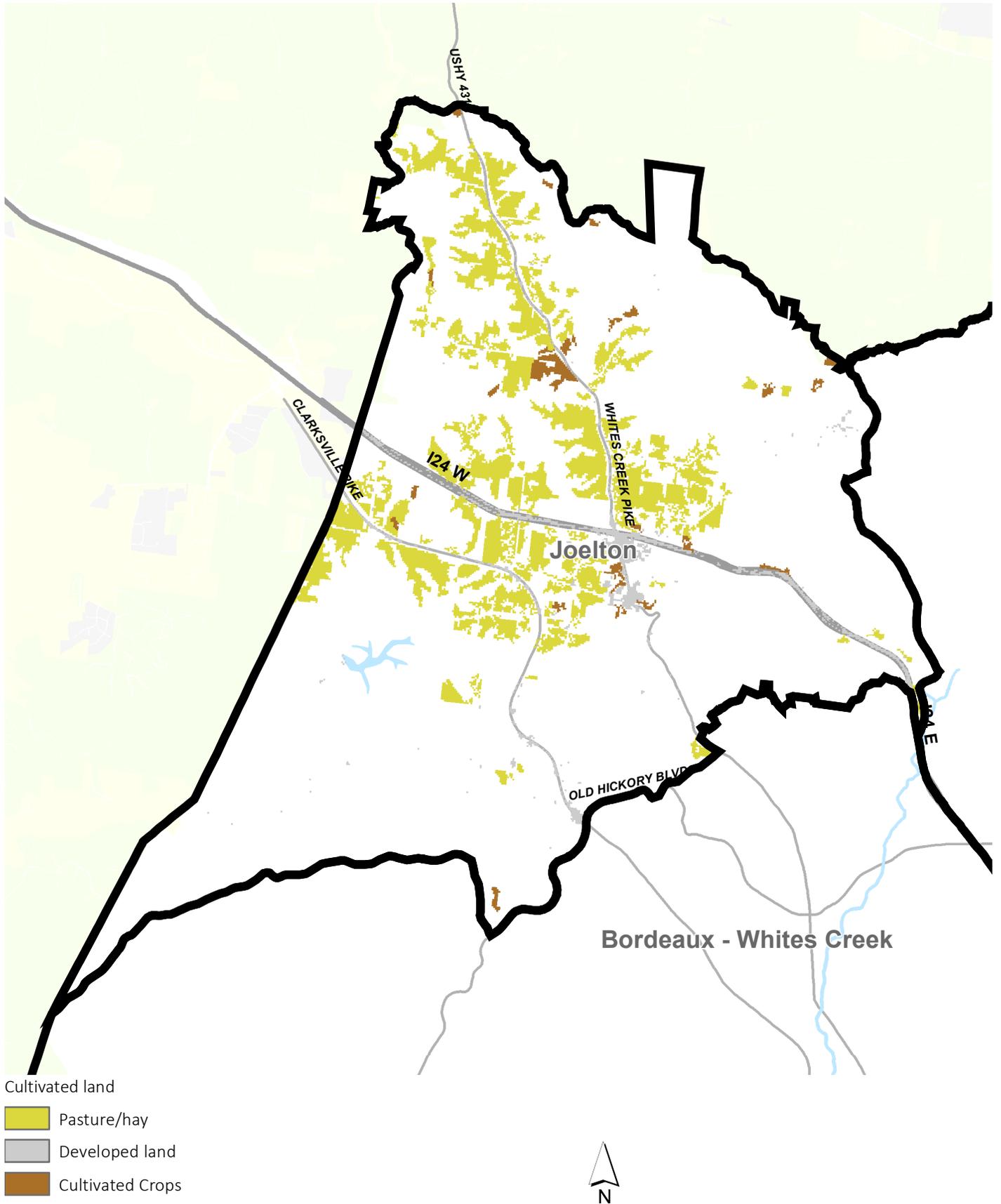


Tree Canopy Legend

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



Figure J-6: Farmland in Joelton
Based on satellite imagery of land cover

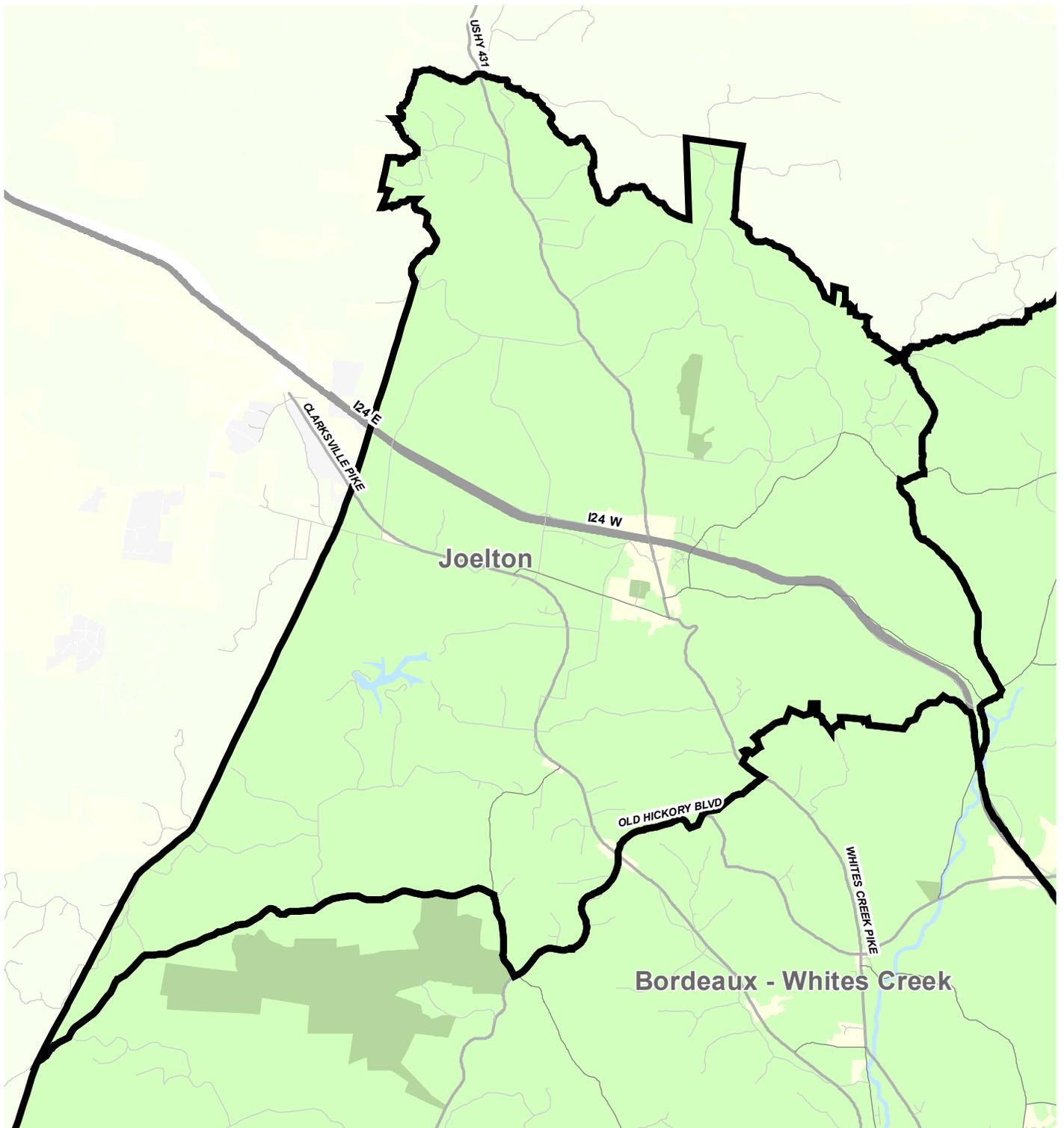


American Community Survey reported that 711 people, or 17 percent, held bachelor's degrees and 390 people, or 9 percent, held graduate or professional degrees. This compares to 22 percent holding bachelor's degrees and 13 percent holding graduate or professional degrees in Davidson County. The per capita income (the average income per person) in Joelton essentially the same as Davidson County's (\$28,837 for Joelton, compared with \$28,513 countywide).

Joelton provides significant assets to Middle Tennessee. Its rural character, farmland, and environmental treasures, such as forests, streams and rivers, rolling hills, and wildlife habitat, help define the character of Middle Tennessee, sustain the diversity of places within Davidson County, add to the local food system, and clean our county's water and air. Residents within and beyond Joelton treasure having rural countryside so close to the urban and suburban neighborhoods of Nashville.

Figure J-7: Growth & Preservation Concept Map

Joelton detail



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



Growth and Preservation Concept Map and the Community's Role

The Growth and 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 aligns with community values. The Concept Map provides guidance for the entire county. Six key factors reflecting Nashville/Davidson County community members' priorities guided the design of the Concept Map:

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

The Concept Map for Joelton illustrates the key concepts listed above: preserving environmentally sensitive features and open space and preserving the established character of rural areas.

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).

Much of Joelton is in the Concept Map's Green Network. This area is contiguous steep slopes, woodlands, floodways and floodplains. Further north, the terrain is less severe, and the Green Network protects the area's rural character.

Neighborhoods

Neighborhood areas are primarily residential areas offering a mix of housing types and character, with smaller civic and employment areas and small neighborhood centers. Neighborhoods have different context – primarily rural, with a few small pockets of suburban close to I-24.

Centers, Transitions and Infill

There are no Centers or High Capacity Transit Corridors identified in Joelton. The community includes a number of small Rural Neighborhood Centers, but these are intended primarily to provide services for Joelton residents; they are not intended as major residential or commercial hubs. Because there are no major Centers or Corridors, the Concept Map also does not include any Transitional or Infill areas. Transitions may still occur between adjacent Community Character Policies, particular around the Neighborhood Centers, but should be minimal.

Community Character Policy Plan

The Joelton Community Character Policy Plan builds upon the Concept Map. The Community Character Policies take the Concept Map to the next level of detail by addressing the form and character of Joelton. See Figure J-8 for a map of the Community Character Policies in the Joelton Community..

The Joelton Community Plan applies Community Character Policies to every property in Joelton. The policies are defined in the Community Character Manual (CCM – found at the beginning of NashvilleNext Volume III). The policies are intended to coordinate the elements of development to ensure 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.

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

The first new policy category is Rural Agriculture which is intended to preserve appropriate land for active agricultural activities, recognizing its value as contributing to the history of the community, contributing to a diversified economic base, providing produce and other food products for increased food security, providing an economically viable use for some environmentally constrained land, contributing to open space, and providing character to the rural landscape.

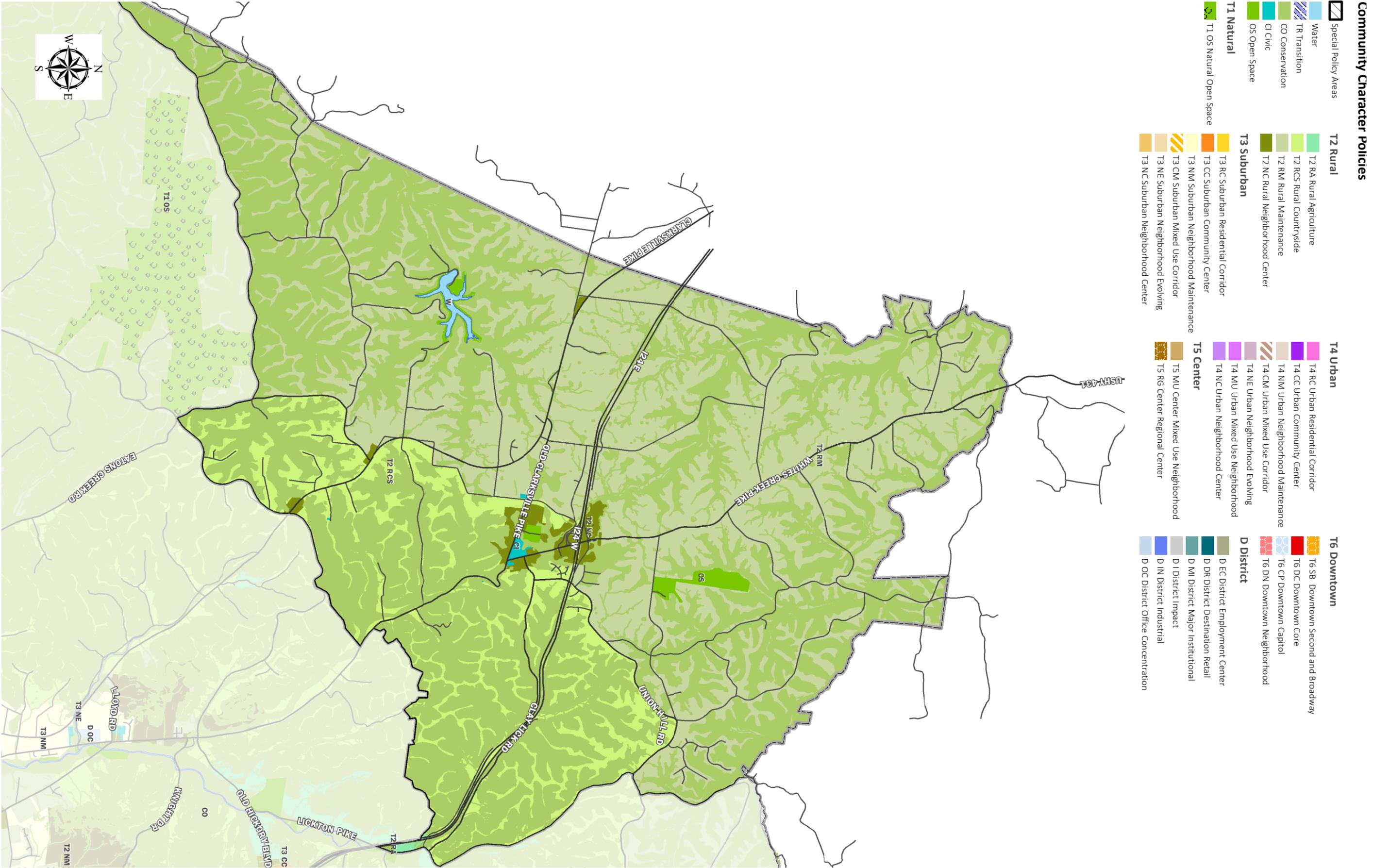
The second new policy category is Rural Countryside, which is intended to maintain rural landscapes of areas

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

In some cases, additional guidance is needed beyond that which is provided in the CCM. That may be the case if there is a unique feature in the area to be addressed, or if the standard guidance in the CCM needs to be adjusted to address the characteristics of the area. In these cases, there are “special policies” that are applied. There are no Special Policies for Joelton.

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

Figure J-8: Community Character Policy Map



How to use the Community Character Policies

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

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

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

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

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

Second, read the Community Character Policy in the CCM.

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

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

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

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

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

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

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

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

Community Character Policies

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

Policies that apply in multiple Transects



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



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



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



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

T1 Natural Transect



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

T2 Rural Transect



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



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



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



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

T3 Suburban Transect

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

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

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

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

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

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

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

T4 Urban Transect

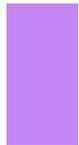
T4 Urban Neighborhood Maintenance (T4 NM) – Intended to preserve the general character of existing urban residential neighborhoods. T4 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character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

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

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



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



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



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



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



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

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

T5 Center Transect



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



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

T6 Downtown Transect



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



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



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



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

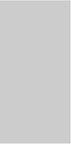
D District Transect



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



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



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



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



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



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

Development Scenarios

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

Development scenarios may highlight ways to conserve environmental features, create active streets through building design, building type mix and arrangement, offer various types of open space, streetscape improvements, and civic building placement. The following development scenarios are included to help the reader envision what development may look like under the guidance of the policies:

» Conservation subdivisions

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

Conservation Subdivisions

This development tool helps rural areas preserve their most valuable assets: open space and natural features. Large tracts of undeveloped land become increasingly difficult to preserve as development pressures increase. The rural character, which may be the community's primary identity, slowly erodes as conventional development patterns take up more land. In rural areas, a conventional development will typically subdivide a larger property into many smaller sites of similar size (see Figures J-9 and J-10). To achieve a "low density" or "rural" pattern, lots are often very large and expensive due to sewer and road systems expanded to service all lots. Although each lot may retain a semblance of undeveloped character, the greater effect of an undisturbed, truly rural, area is lost forever. Conservation Subdivisions maximize the use of developable land in order to preserve as much of the property as possible in a natural state (see illustration below). Single family developments are more compact and are concentrated along the most usable, typically flatter land. The remainder of the property is permanently left in its natural condition, thereby conserving delicate hillsides and avoiding areas prone to flooding. Conservation subdivisions are especially appropriate in areas where topography or other natural features pose challenges to conventional development.



Figure J-9: Conventional pattern

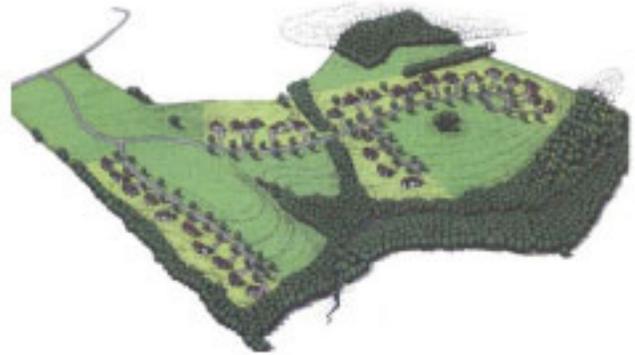


Figure J-10: Conservation subdivision

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

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

Enhancements to the Open Space Network

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

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

Enhancements to the Transportation Network

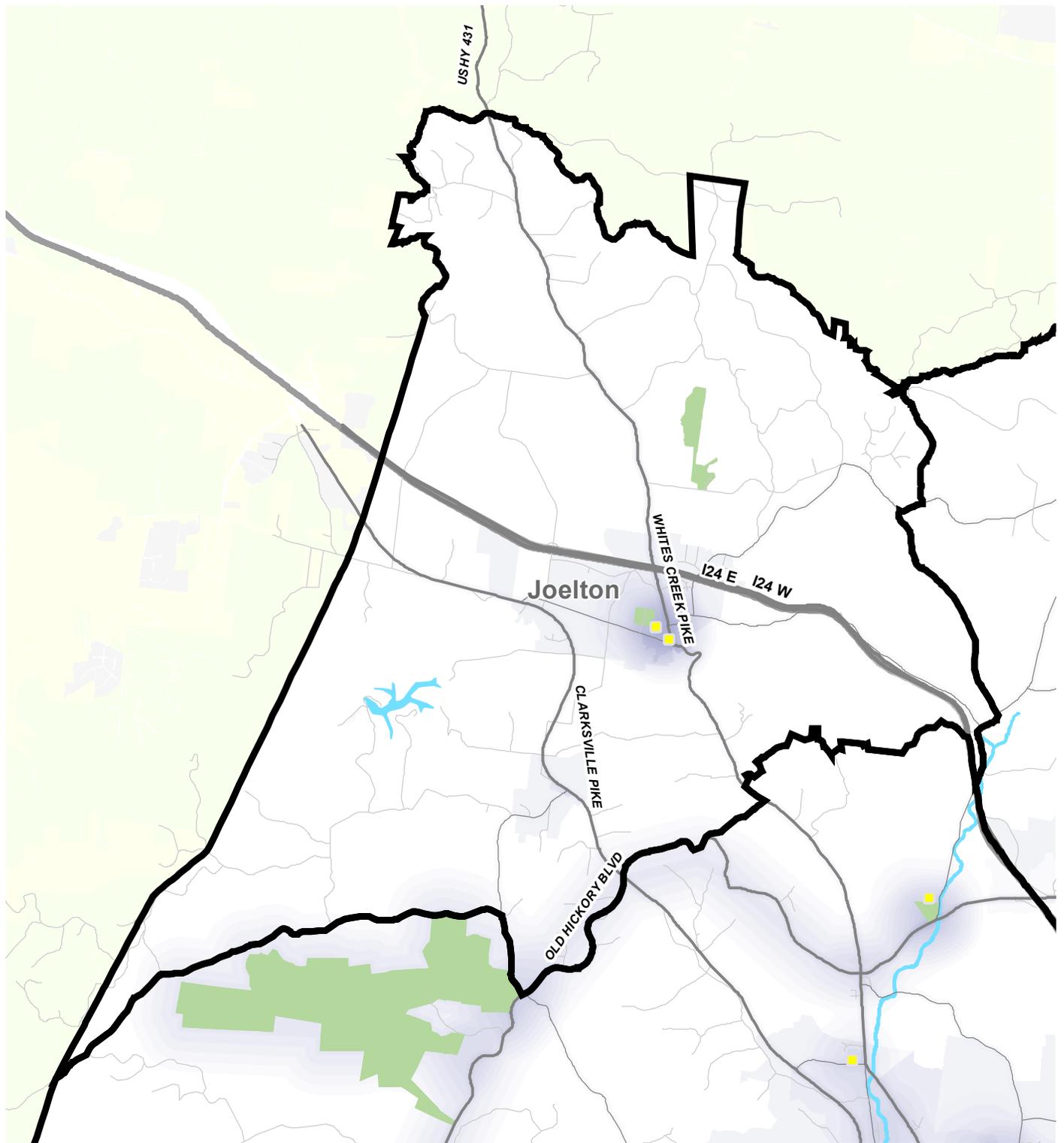
In addition to community character, each of the Community Plans considers the needs of vehicular users, bicyclists, pedestrians, and transit users in its guidance and recommendations. They do so by using Access Nashville 2040 and the Major and Collector Street Plan (MCSP), which implements Access Nashville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

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

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

Figure J-11: Pedestrian generators

Joelton detail



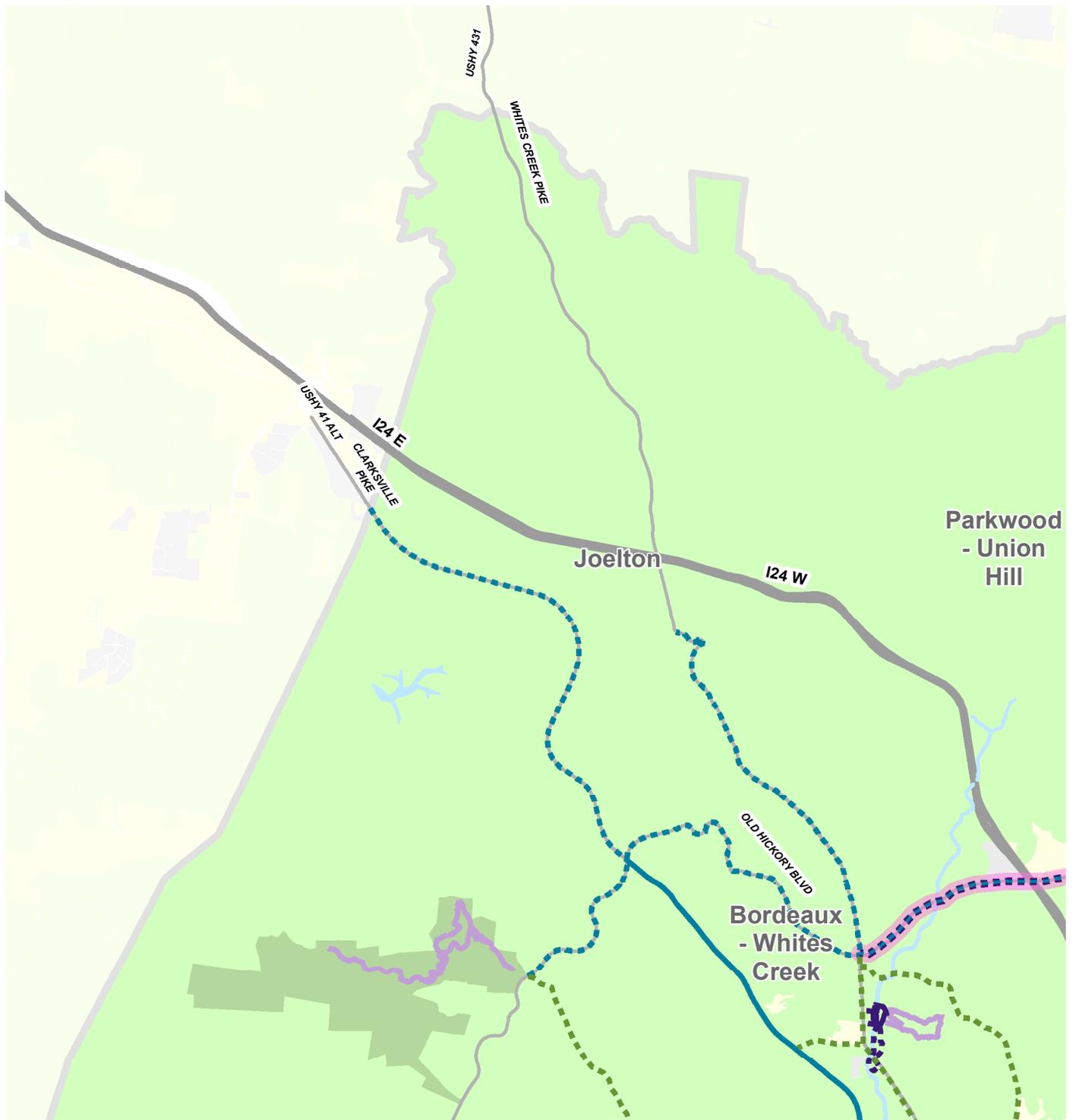
Pedestrian Generator Index Legend

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



Figure J-12: Bikeways and greenways

Joelton detail



Planned Facilities

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

Existing Facilities

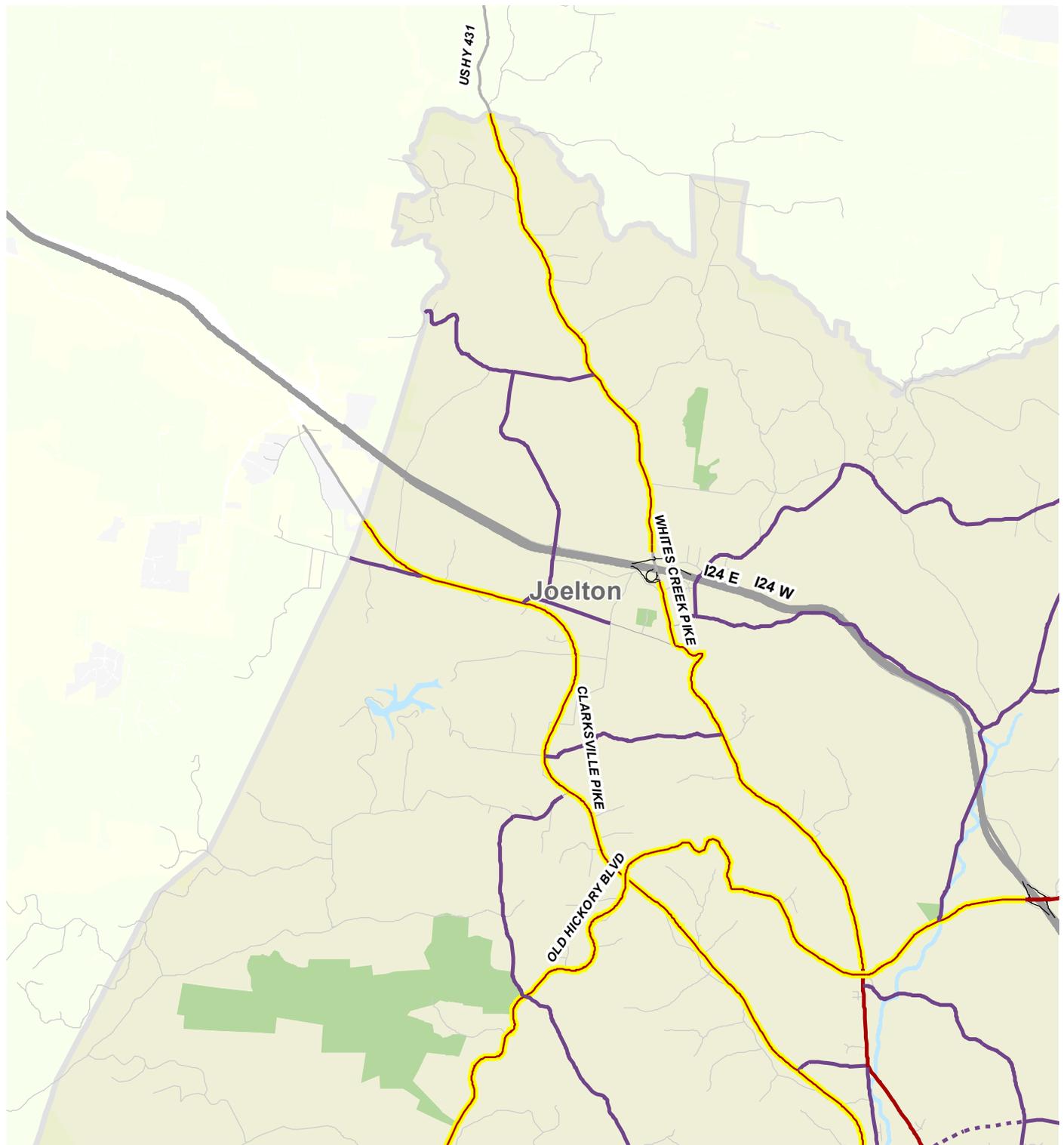
- Buffered Bike Lane
- Bike Lane
- Signed Shared Route
- Wide Outside Lane
- Greenway, Paved

- Greenway, Unpaved
- Priority Bikeway Projects
- Anchor Park
- Green network
- Centers



Figure J-13: Major and Collector Streets

Joelton detail



Major and Collector Street Legend

	Potential Multimodal Freeway Corridor		Planned Arterial-Boulevard		Local Street	Centers		
	Planned Multimodal Freeway Corridor		Collector-Avenue		Planned Local Alley			Tier 1
	Arterial-Parkway Scenic		Planned Collector-Avenue		Ramp			Tier 2
	Arterial-Boulevard Scenic		Downtown Local Street		Planned Ramp		Tier 3	
	Planned Arterial-Boulevard Scenic		Planned Downtown Local Street		Planned Downtown Alley			
	Arterial-Boulevard		Planned Downtown Alley					



To maintain Joelton's rural character and avoid encouraging substantial residential and commercial growth, no major transportation changes are proposed in this community. Joelton's major and collector street pattern is established; providing additional collector streets would encourage the subdivision of large rural parcels and convert large areas into suburban patterns and densities.

Similarly, the dispersed settlement pattern gives few opportunities for expanding the sidewalk and bicycle network. The lone exception is downtown Joelton, where this plan recommends completing sidewalks along Whites Creek Pike and connecting them to Joelton Elementary and Middle Schools and the Community Center Park.

Walking Priorities

The following are walking priorities for the Joelton Community. See project map below.

Access Nashville Walking Project #20: Downtown Joelton Civic Sidewalks

Construct sidewalks along Whites Creek Pike from Old Clarksville Pike to I-24 and develop walking connections between the Joelton Community Club Park and adjacent school to Whites Creek Pike. These projects are Community Priorities.

Bicycling Priorities

No immediate bicycling priorities identified.

Transit Priorities

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

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

Street Priorities

No immediate street priorities identified.

Figure J-14: Access Nashville Walking Project #20: Downtown Joelton Civic Sidewalks

Construct sidewalks along Whites Creek Pike from Old Clarksville Pike to I-24 and develop walking connections between the Joelton Community Club Park and adjacent school to Whites Creek Pike.

Sidewalks connecting civic uses in downtown Joelton are a Community Priority. Walking infrastructure will link the park to the schools along Whites Creek Pike, where there are sidewalk gaps today.



- | | |
|--|---|
|  Proposed Sidewalks |  Building Footprints |
|  Existing Sidewalks |  Parks |
|  School |  Centers |

