

nashvillenext

BORDEAUX - WHITES CREEK COMMUNITY PLAN APRIL REVIEW DRAFT

This is the review draft of the Bordeaux - Whites Creek Area Community Plan of NashvilleNext. It is part of Volume III (Communities) of the draft General Plan.

We appreciate that you are giving time to reviewing this work. This chapter is the result of three years of effort on NashvilleNext, combining public visioning and community engagement with guidance from topical experts to create a plan for Nashville and Davidson County over the next 25 years.

Comments

The public review period is during April, 2015. We are eager to hear your thoughts on the plan. Here's how to provide input:

- » Online: www.NashvilleNext.net
- » Email: info@nashvillenext.net
- » At public meetings
 - » April 18: Tennessee State University (Downtown Campus), 10am - 1:30 pm
 - » April 20: 5 - 7pm at both the North Nashville Police Precinct and the Edmondson Pike Branch Library
 - » April 27: 5 - 7pm at both the Madison Police Precinct and the Bellevue Branch Library
- » Phone: 615-862-NEXT (615-862-6398)
- » Mail: Metro Nashville Planning Department, P.O. Box 196300, Nashville TN 37219-6300

We ask that you include contact information with your comments. We also request that you be as specific as possible in your requests. Referring to a specific page or section is greatly appreciated.

Next steps

The most up to date information is always available at www.NashvilleNext.net. Here is our tentative adoption schedule:

- » **Mid-May:** Post static draft of plan in advance of public hearing
- » **June 10:** First public hearing at Planning Commission (tentative; special date)
- » **June 15:** Second public hearing at Planning Commission (tentative; special date)

BORDEAUX–WHITES CREEK

Description of the Bordeaux – Whites Creek Community

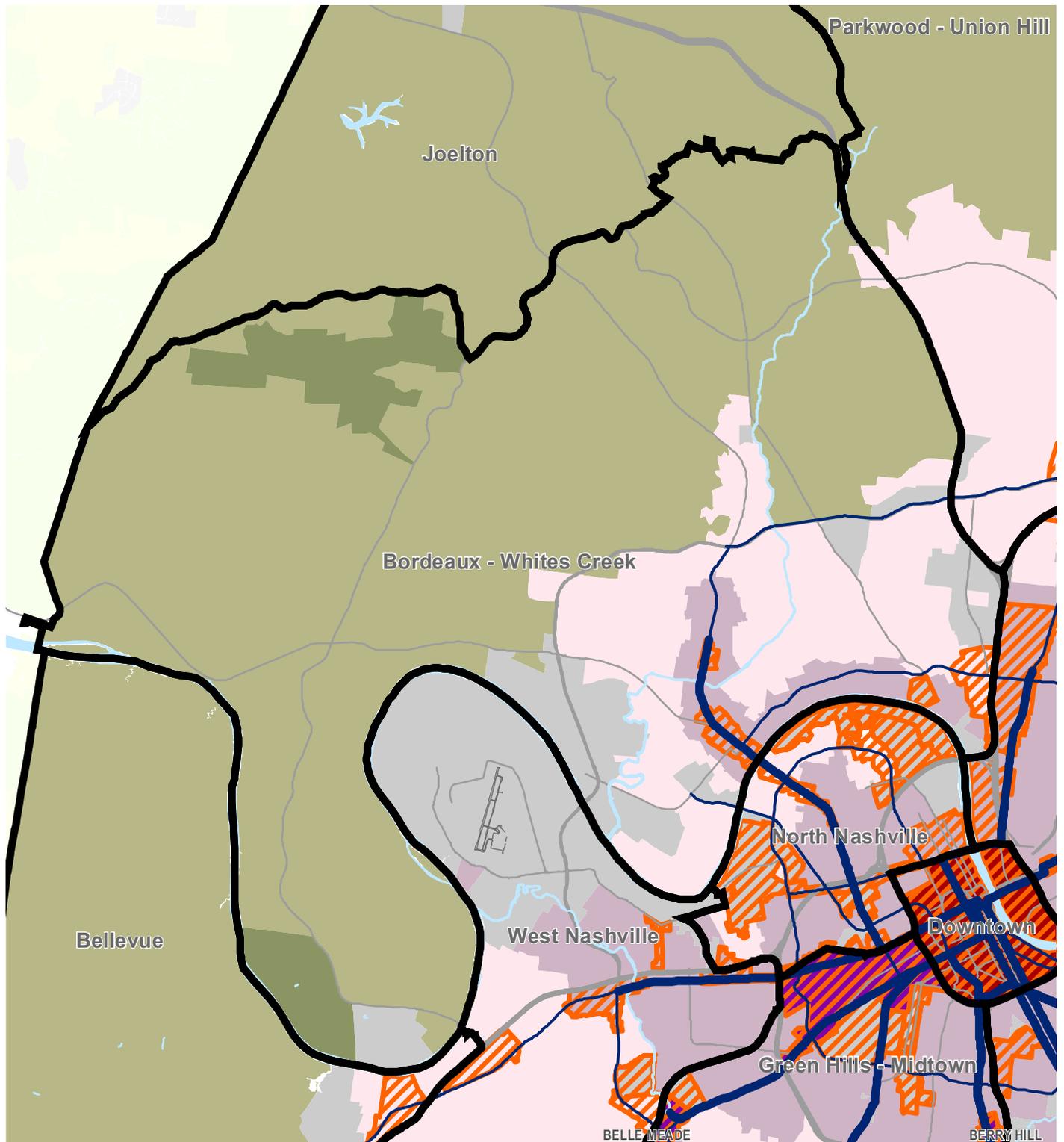
The Bordeaux–Whites Creek Community is located in northwestern Davidson County, stretching from the Cumberland River in the south to Little Marrowbone Road/Old Hickory Boulevard in the north, Interstate 24 in the east, and west to the Cheatham County line. The community contains about 70 square miles, or about 13 percent of the land area in Nashville/ Davidson County. The area is largely characterized by older and newer suburban development in Bordeaux and rural land in Whites Creek, and is important in the early history of Davidson County as well as in the history of Nashville’s African American community. In Bordeaux–Whites Creek today, one finds a diverse mix of rural and suburban uses and institutions, from Historic Talbot’s Corner to the Bordeaux Hospital, Bells Bend to Beaman Park. While most of Bordeaux–Whites Creek is residential in character, industrial uses dominate parts of the community near Briley Parkway and along the southern portions of Interstate 24 and adjacent to the Cumberland River. With an abundance of natural resources and proximity to downtown, Bordeaux–Whites Creek offers many residential options.

Major Neighborhoods/Communities

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

Transect

Bordeaux-Whites Creek detail

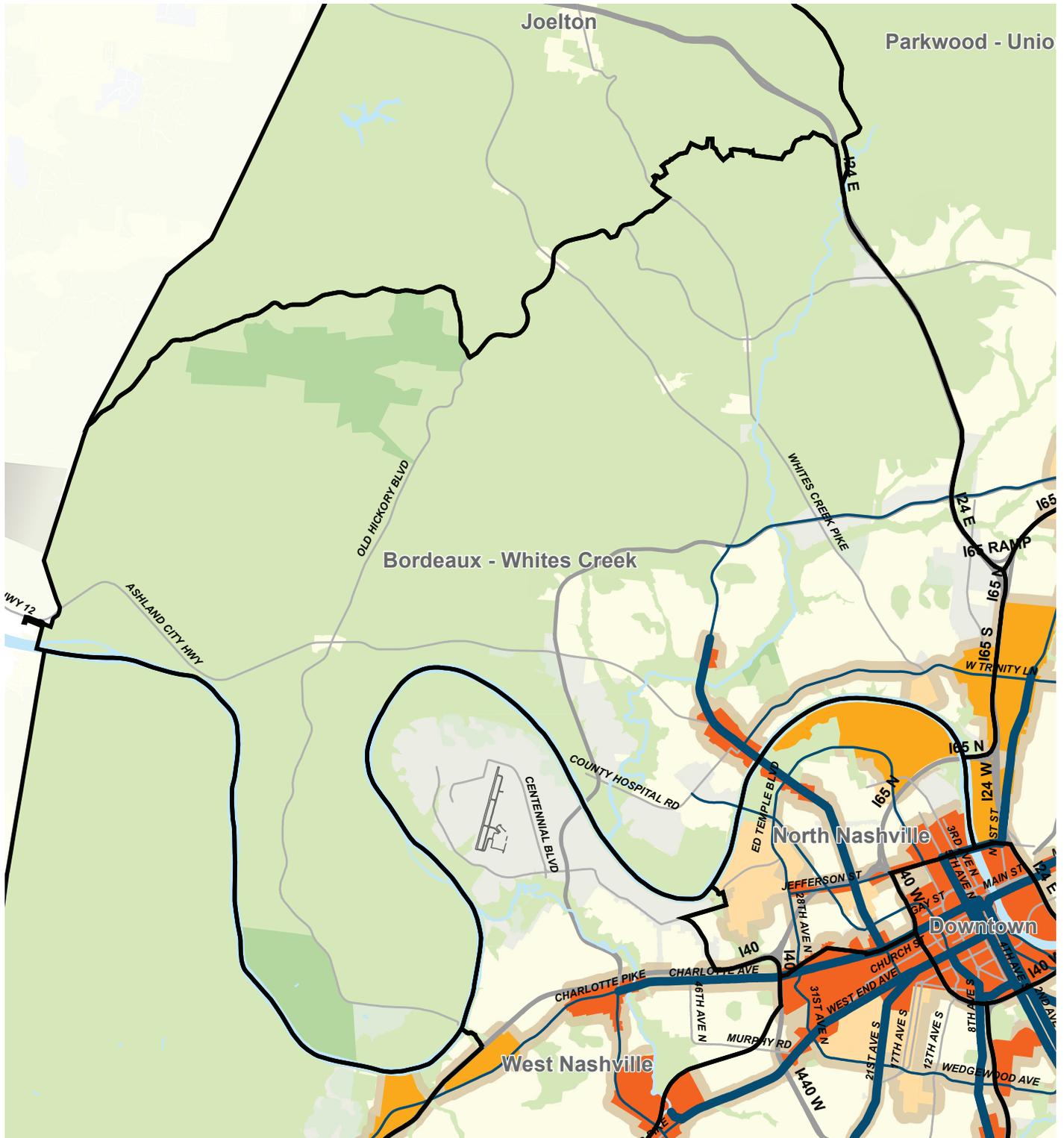


Transects

- | | |
|--|---|
|  T1 Natural |  T5 Center |
|  T2 Rural |  T6 Downtown |
|  T3 Suburban |  D District |
|  T4 Urban |  W Water |



Growth & Preservation Concept Map
Bordeaux-Whites Creek detail



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

Bordeaux–Whites Creek Community History

Archeological evidence suggests that this area has been inhabited for over 10,000 years. These archeological sites show Native American residents spanning several periods, from Paleoindian and Archaic to Woodland and Mississippian cultures. The fertile farmlands along the Cumberland River drew Europeans and American settlers to this area early in Nashville's history. One of the first settlers was James White who in 1789 obtained the land grant that had been issued to his father by North Carolina. This was a 3,840-acre Revolutionary War land grant.

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

By the 1800s, farming was prevalent in Bells Bend, and northern Scottsboro saw smaller-scale farming and timber operations. The 1900s brought challenges and changes with the Cumberland River flooding during the winter of 1926-27, two World Wars, and new farming technologies. By the late 1960s and early 1970s some farms were sold to individuals who then built houses as the economic viability of agriculture declined. In the late 1980s, development pressure came in the form of a landfill proposal.

The landfill proposal was eventually defeated and an 808-acre portion of that property later became Bells Bend Park. In 2005, developers proposed a large residential subdivision in the lower Bend. The subdivision proposal was disapproved by the Metro Planning Commission based on the potential negative impacts to the rural landscape. Again in 2008, another development was proposed for this property – called May Town Center, a high density mixed use development. Even with a large amount of conservation land, the development proposal was disapproved by the Metro Planning Commission based on its potential negative impacts to the rural landscape.

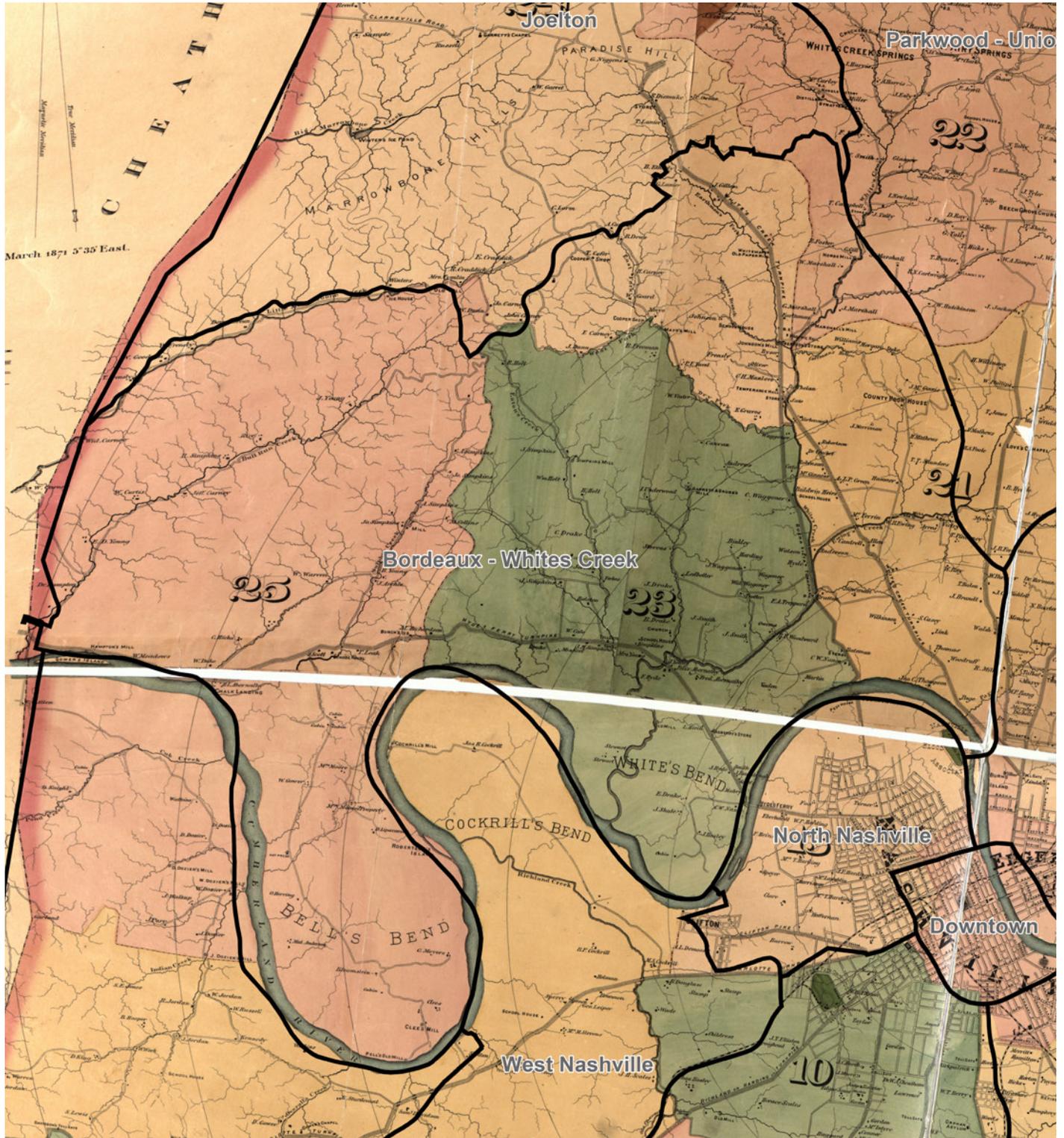
Cleeses Ferry was started in the 1880s connecting Bells Bend across the Cumberland River with Cockrill's Bend near Charlotte Pike. The ferry was originally pulled by hand along a cable, which was later replaced by a steam ferry. The ferry served Bells Bend for 100 years, transporting people, automobiles,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

Preservation of the area's rural heritage is critical to understanding the history of this section of the county. It supported the crossroads communities like that found in the Whites Creek Historic District at the intersection of Whites Creek Pike and Old Hickory Boulevard and the Scottsboro settlement along the railroad in the western section of the area. Farmstead complexes of houses and outbuildings are a rapidly vanishing resource in Davidson County, but farms that continue to include historic acreage and field patterns especially deserve preservation-minded planning policies. The communities of Whites Creek, Scottsboro, and Bells Bend have worked diligently to preserve their rural character.

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

1871 map Davidson County

The characteristics and major property owners in the area
Bordeaux-Whites Creek detail



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

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

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

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

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

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

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

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

History of the Bordeaux – Whites Creek Planning Process

In 1988, the Metro Planning Department began creating “community plans,” looking at growth, development and preservation in fourteen communities. The Bordeaux–Whites Creek Community Plan was first adopted by the Planning Commission in August 1992, after working with a Citizens’ Advisory Committee. The Bordeaux-Whites Community Plan was the eighth of the fourteen plans to be created.

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

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

Bordeaux – Whites Creek Community Demographic Information

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

The Bordeaux–Whites Creek community contains a large African-American population. According to the 2010 U.S. Census, 76 percent of the community is African-American and 21 percent is White. Of residents, 2 percent classify themselves as Hispanic.

According to the 2010 U.S. Census, the Bordeaux–Whites Creek Community area contains 10,491 housing units (3.7 percent of Davidson County’s total housing units).

According to the 2010 U.S. Census, the average per capita income for the Bordeaux–Whites Creek Community area is \$19,923, which is 69.9 percent of Davidson County’s average of \$28,513.

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

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

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

Source: American Community Survey (2008 - 2012, 5-year estimate)

Bordeaux – Whites Creek’s Role in the County and Region

The impacts of growth, development and preservation in these communities do not stop at Community Plan area borders. The Bordeaux–Whites Creek Community has many unique resources whose growth, development or preservation can impact surrounding communities within Nashville and Davidson County as well as the bordering Cheatham County. The Bordeaux–Whites Creek Community also benefits from the utilization of its resources by adjacent communities and the larger region. The health of each of these assets impacts the Bordeaux–Whites Creek Community and contributes to Davidson County’s unique role in the larger Middle Tennessee region. Likewise, the utilization of these resources by other communities in Davidson County helps strengthen Bordeaux–Whites Creek Community’s regional contribution. This section considers the Bordeaux–Whites Creek Community in the context of the region.

The Bordeaux–Whites Creek Community plays an important role in the Middle Tennessee region, and the community’s resources are abundant. Perhaps the Bordeaux–Whites Creek Community’s greatest strength, in the regional setting, are its abundant natural features. Other community strengths are providing recreational options, housing options, and farming opportunities.

Natural Features and Environmental Treasures

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

The primary environmentally sensitive features in the Bordeaux–Whites Creek Community are its steep slopes, including areas of unstable soils, and the floodway and floodplain areas that surround its waterways. The

community contains 28,727 acres (out of 44,978 acres), or 64 percent, of land containing sensitive environmental features.

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

The northern and western portions of the community are generally steeply sloped (slopes of 20 percent and greater). Many of the areas with steep slopes are also comprised of unstable soils that are stabilized by tree cover. In addition to stabilizing steep slopes, forest cover also aids in protecting headwater quality, absorbing water runoff, and providing wildlife habitat. Approximately 50 percent of the Bordeaux–Whites Creek Community has steeply sloping terrain (20 percent slopes or greater). Preserving tree cover on steep slopes is important as trees with their extensive root systems help to stabilize sensitive soils and absorb excess water, while protecting water quality. 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 gently rolling or relatively level and contains the land that is most suitable for development.

The Bordeaux–Whites Creek Community has numerous properties that have been identified by the State of Tennessee as containing archeological

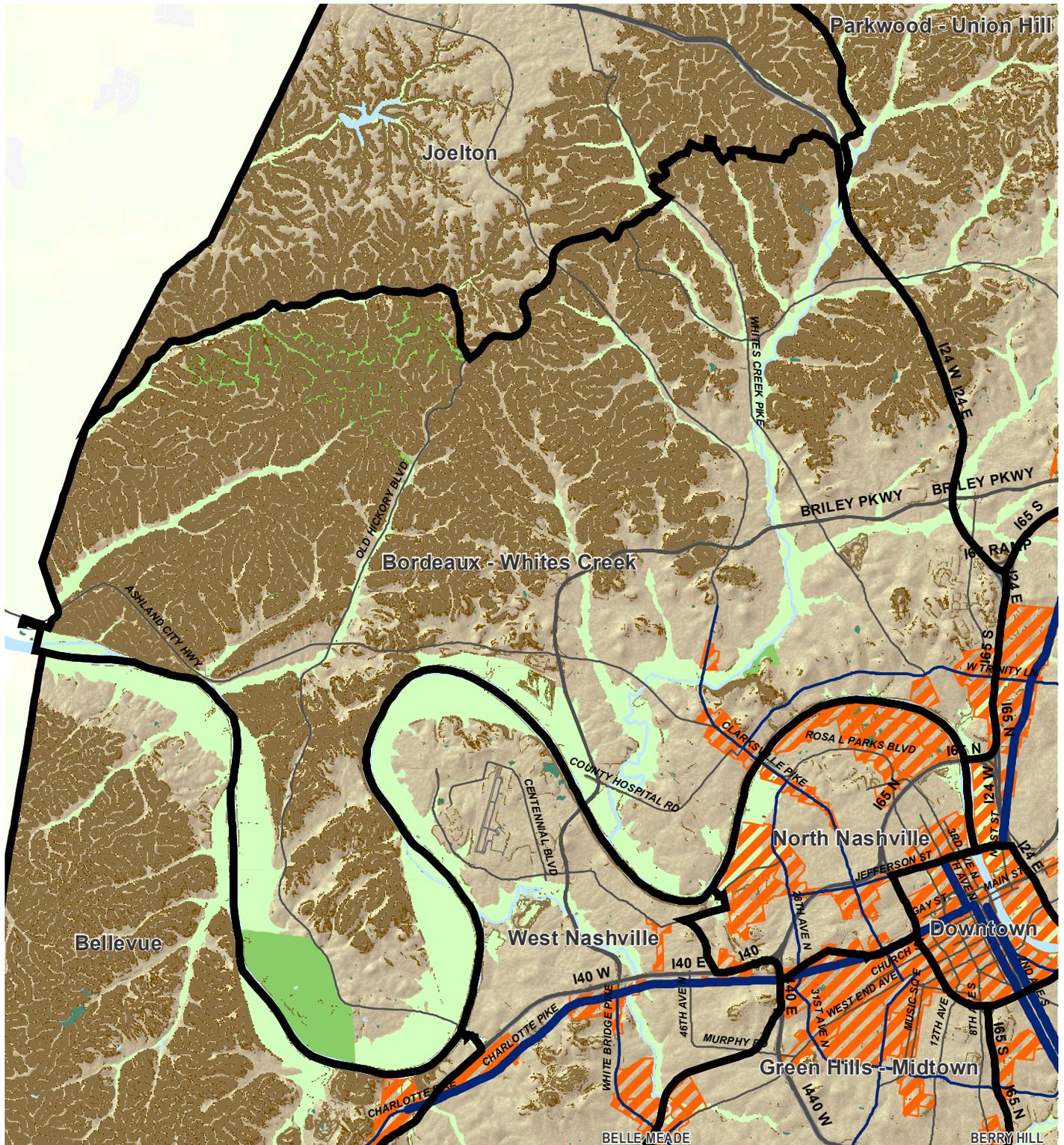
treasures. Many of these properties are located along the community's waterways and thus, may be protected along with floodplain areas. The Bordeaux-Whites Creek Community also contains several areas of endangered and rare flowering plants, including Prairie Parsley, Willow Aster, Canada Lily, Short's Bladderpod, Water Stitchwort, Eggert's Sunflower, Price's Potato-Bean, Yellow Honeysuckle and Grape Honeysuckle. Due to their sensitive nature, the locations of these areas are confidential. The community also provides large sections of forest habitats, connected through corridors, which provides quality areas for wildlife habitat. In addition to deer, foxes, raccoons, frogs, turtles, and numerous bird types, bald eagles nest in the area, and a pair of rare whooping cranes has overwintered along the Cumberland River. One group that has worked diligently in the Scottsboro/Bells Bend area to preserve and enhance its history, natural features, wildlife, recreational uses, and rural character is the Beaman Park to Bells Bend Conservation Corridor group.

Recreation – Community Services and Open Space

Building on the community's numerous natural resources, another of the Bordeaux-Whites Creek Community's primary contributions to the Middle Tennessee region is in providing recreation and open 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 and public benefit areas. The Bordeaux-Whites Creek Community currently contributes approximately 4,516 acres of park land, community facilities, institutions, recreational areas, and common open space areas to Davidson County.

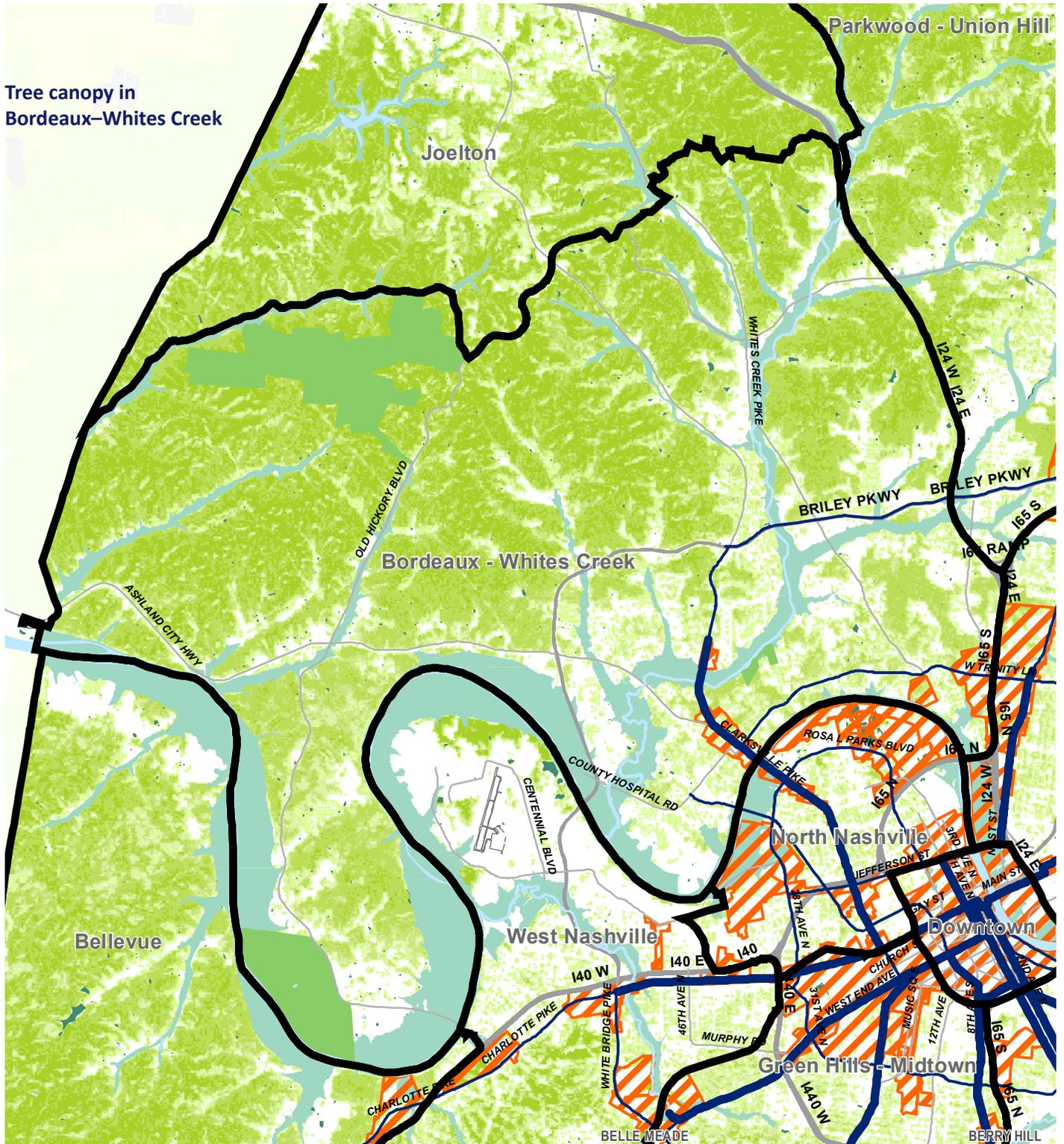
While area residents have long enjoyed the natural wonders in their own backyards, all of Nashville has access to Bells Bend and Beaman Parks. Bells Bend Park is an 808-acre pastoral tract located on the southwest side of Bells Bend in the gently rolling bottom land of the Cumberland River. The park was formerly part of the Buchanan Farm established in 1899. Fields, farm ponds, fence lines and several farm buildings remain on the property. Following the defeat of a proposed county landfill on the site, the city purchased the land and designated the property as a park in 2001. Visitors can access several trails that follow old farm roads throughout the property and that run along the banks of the Cumberland, enjoying a rural landscape with rolling hills, expansive views, and prime bird-watching. Beaman Park is a rugged 1,500 acre tract located along the Western Highland

Open space features in
Bordeaux-Whites Creek



Slopes & Terrain Legend





Tree Canopy Legend

	Water Bodies		Tree Canopy 1 - 20%
	Anchor Parks		21 - 40%
	Floodplain Areas		41 - 60%
	Wetlands		61 - 80%
			81 - 100%



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.

Community members value existing open space and desire the dedication of additional open space and enhanced community facilities in the future. Community members recognize the value of natural areas throughout the community as well as the benefits to the surrounding neighborhoods from parks and open spaces related to civic uses. While the current parks and open spaces in Whites Creek and Bordeaux are beloved by the community, they are also important components of a plan for open space preservation on a countywide and regional scale. In addition to public lands, several individual property owners in the area have placed conservation easements on their properties to further protect the community's rural, natural setting for decades to come.

Residential Development

The Bordeaux–Whites Creek Community has neighborhoods that offer affordable and diverse housing, ranging from rural homes to large-lot suburban homes to smaller-lot suburban homes. The community's attractive residential location is evidenced by 50 percent (21,557 acres) of the total land acreage in the Bordeaux–Whites Creek Community being used for residences in both rural and suburban settings. 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. (The building form categories are based on classifications that the Assessor of Property assigns to properties as part of assessing value; the Assessor's Office does not classify property based on rental or owner-occupied status.). Another 30 percent (12,617 acres) of the total land acreage in the Bordeaux–Whites Creek Community is classified as "vacant residential." Some of this vacant residential is likely to remain vacant due to large-lot rural residential patterns and the significant amount of land area in the community that has sensitive environmental features and is difficult to develop. Some of the vacant residential, however, may include residential developments that have been approved, but have not yet begun construction.

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

The community currently has a limited range of housing options. Additional housing choice can be provided through more housing opportunities in strategic locations, such as in commercial centers, especially in Bordeaux along Clarksville Pike’s centers, and along corridors such as West Trinity Lane. Providing additional housing options in strategic locations, such as centers, addresses the issue of “aging in place” and keeps the Bordeaux–Whites Creek Community competitive in the region.

Farming and Agriculture

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

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

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

Commuting patterns of residents and employees in Bordeaux–Whites Creek

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

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

A variety of factors in the country during the second half of the twentieth century, including federal policies, the emergence of new technologies, escalating operation costs, narrow profit margins, farm production methods and suburbanization, changed how farming is conducted in recent decades and led to the loss of large family farms, a situation not unique to Nashville. While the large-scale commercial agricultural options of the past are no longer there, Whites Creek, Scottsboro and Bells Bend show their rural landscape and agricultural heritage. Residents continue to operate smaller farms that provide food and other products for the area and Davidson County. In addition, numerous residents have large vegetable gardens. The area continues to retain farmland, pasture-land, and open natural areas. Farming today includes hay production, large-scale cattle operations, two large sod farms, Community Supported Agriculture farms, selling produce at the Nashville Farmers Market, hobby farms, and a partnership with a popular local brewer for growing hops that highlights the community.

Conclusion

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

BORDEAUX–WHITES CREEK

Growth and Preservation Concept Map and the Community's Role – Bordeaux – Whites Creek

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.

To see the entire Growth and Preservation Concept Map, please refer to NashvilleNext Volume I (Vision, Trends & Strategy).

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

Green Network

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

In the Bordeaux–Whites Creek Community, a large part of the Concept Map is the green network, especially in Whites Creek. Much of this area is contiguous steep slopes, woodlands, floodways and floodplains.

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 – rural, suburban, urban, or downtown – depending on their location and character.

In the Bordeaux–Whites Creek Community, neighborhoods are predominantly suburban in character in Bordeaux and rural in character in Whites Creek.

Transitions and Infill

Transition and infill areas are areas of moderate density multifamily 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. These areas provide housing in proximity to transit and commercial services, increasing the likelihood that residents can walk or bike to meet some of their daily needs. These areas also provide a diversity of housing types that are attractive to Nashvillians.

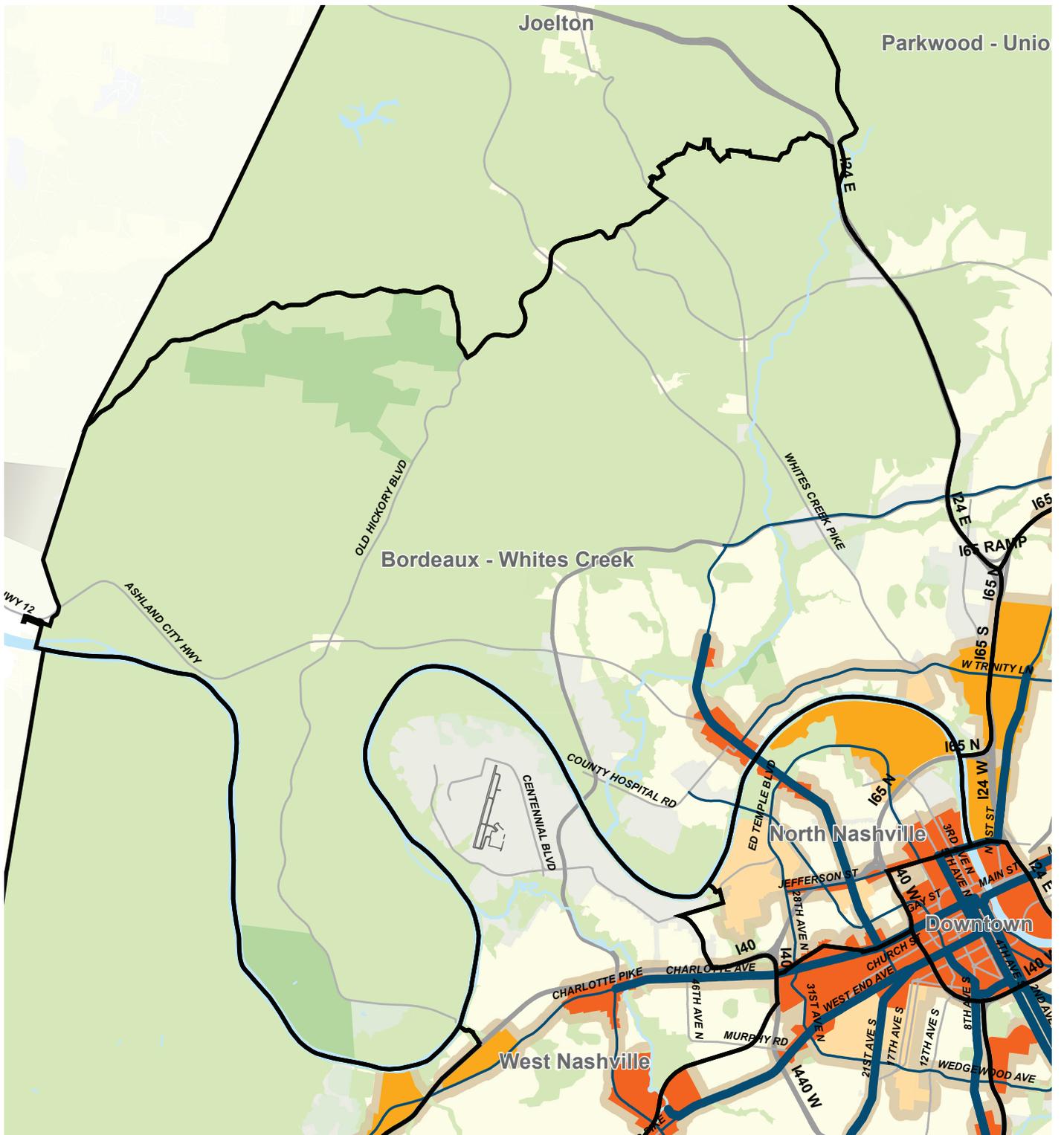
In the Bordeaux Community, these include areas around existing centers and along corridors, such as Clarksville Pike and Trinity Lane.

Centers

The centers included in the Concept Map build on existing commercial center areas to evolve into active, mixed-use places serving as a neighborhood

Growth & Preservation Concept Map

Bordeaux-Whites Creek detail



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

or community gathering place. Centers are anticipated to become pedestrian-friendly areas with frequent transit service that contain a dense mix of homes, shops, jobs and parks, as well as services, schools and cultural amenities. The Concept Map places center areas in three tiers:

- » Tier One – These centers are the focus of coordinated investments to shape growth and support transit service in the next ten years.
- » Tier Two – These centers receive some investments to manage growth, though less than Tier One centers.
- » Tier Three – These centers show areas that could receive coordinated investments in response to opportunities identified by the private sector.

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

Bordeaux – Whites Creek – Community Character Policy Plan

The Bordeaux–Whites Creek Community Character Policy Plan builds upon the Growth and 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. The Community Character Policies are the standard by which development and investment decisions are reviewed and future zone change requests are measured.

To view the adopted Community Character Policies in detail for the Bordeaux–Whites Creek Community, please go to www.nashville.gov/mpc.

The Bordeaux–Whites Creek Community Plan provides guidance, applying to every property in the community, through the policies found in the Community Character Manual. Those policies are intended to ensure that the elements of development are coordinated so that the intended character of an area is achieved. To view the entire Community Character Manual, please refer to the beginning of Volume III (this volume).

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

The Bordeaux–Whites Creek Community’s desire to maintain and enhance its rural and suburban residential neighborhoods is shown by the placement of Neighborhood Maintenance policy. However, to maintain long-term sustainability of the community and to provide housing for residents at every point in their lives, an appropriate mixture of housing types must still be provided in the area. Due to the natural and rural character of Whites Creek, the community anticipates modest growth in a rural character. Appropriate locations for additional suburban residential development are indicated by applying Neighborhood Evolving as well as Center and Corridor policy areas in Bordeaux.

Another area of emphasis is enhancing centers and corridors. The Bordeaux Community has the prominent corridors of Clarksville Pike and Trinity Lane. Bordeaux also has several commercial centers that serve the community. They range from small-scale neighborhood centers such as the small center at Trinity Lane and Old Buena Vista, to larger community centers such as the shopping centers on Clarksville Pike and at Trinity Lane and Brick Church Pike. These areas should be enhanced by adding a mixture of uses, additional housing options, additional connections for pedestrians and cyclists, and additional transportation options such as 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. The Whites Creek Community is rural and 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.

Throughout Nashville, there are various older development plans that were approved, but that are not built. These development plans have existing development rights that allow residential development within an approved density and intensity. If no changes to the approved plans are sought, what was previously approved can be built without guidance for the Community Plan. In some cases, however, development plans may require additional review if significant changes to the approved plans are sought; in that case, the policies of the Community Plan may provide guidance. There are also additional tools available, such as amendments, rezoning, subdivisions, and public investments, to ensure that future development incorporates as many of the designated community character objectives as possible.

Bordeaux – Whites Creek – Special Policies

The Bordeaux–Whites Creek Community Plan provides guidance through the policies found in the Community Character Manual. Those policies are intended to ensure that the elements of development are coordinated so that the intended character of an area is achieved. They provide guidance on appropriate building types/designs, appropriate location of buildings on property, and other elements, including sidewalks, landscaping, bikeways and street connections. In addition to the guidance found in the Community Character Manual, there are also associated special policies contained in this section that provide additional detailed guidance in a few select areas. (For additional information refer to the Community Character Manual and how to use it at the beginning of Volume III.)

In the Bordeaux–Whites Creek Community, one special policy area applies. The special policy is used to add clarity about the type of development intended and/or the level of planning or regulation for new development.

Special Policy Area 1 (for the Fontanel property):

Commercial activities are not normally supported by CO 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,

How to use the community plan and special policies with the larger CCM

Within some Community Character Policy areas there are unique features that were identified during the community 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 to the broad language in CCM or it may describe conditions that deviate slightly from the CCM policy. In all cases, users should first refer to the separate 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. The Special Policies are not identified as a separate graphic on the map, but are found within the text of a Community Character Policy Area. Thus, when a user looks up a Community Character Policy Area on a map, its number will correspond with the special policies in the text. The Community Character Policy Plan and Special Policies are found in Chapter II.

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.

Remember, where the Special Policy is silent, the guidance of the Community Character Manual's Conservation policy (found at the beginning of Volume III applies).

To view the Special Policy areas, please refer to Community Character Policies for the Bordeaux-Whites Creek Community. These may be found at: www.nashville.gov/mpc.

Bordeaux – Whites Creek – Development Scenarios

Development scenarios illustrate fundamental concepts that may be applied throughout the community. Over time when actual development and redevelopment occurs in Bordeaux-Whites Creek, stakeholders will begin to see those development principles realized. 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 conserving environmental features, building type mix and arrangement, differing types of open space, streetscape improvements, and civic building placement. Each development scenario explains what is being highlighted and can show a variety of views. *Plan views*, or a “bird’s eye view,” emphasize the location of buildings on property, building entrances, and the location of streets and parking. Development scenarios can also be shown as a perspective or a “street

view.” The perspective typically shows how the building interacts with the street. Further, the perspective view shows what a typical person would see while walking down a street or through an actual development. The perspective emphasizes the building heights, setbacks, and other streetscape elements such as landscaping, lighting and sidewalks. In a perspective view, the street or roadway may also be emphasized by showing the number of travel lanes, bike lanes and on-street parking.

In the Bordeaux–Whites Creek Community Plan, development scenarios are included to help the reader envision what development may look like under the guidance of the policies. The development scenarios are:

» Clarksville Pike Corridor

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

Development Scenario – Walkable Centers and Corridor Development along Clarksville Pike

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

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

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

The Clarksville Pike corridor has tremendous potential to attract new investment. This area is attractive based on its proximity to downtown Nashville and other areas, access to interstates, proximity to parks and natural areas, as well as the fact that much of the corridor is undeveloped, unlike many of the other major thoroughfares into downtown.

There are challenges, however, to creating an appropriate land use pattern that caters to the needs of surrounding neighborhoods along a partially-developed highway corridor. One of the major challenges in this case is the amount, type, and proximity of commercial and residential zoning. A majority of the surrounding residential property is zoned for detached single family houses. On the other hand, a majority of the commercial property along the corridor is zoned for commercial uses that serve a relatively wide market area; therefore, ease of automobile access is required.

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

The predominate commercial zoning in the area is intended for uses that serve people who are passing through the area rather than people who actually live in the area. The result has been the development of fast food restaurants, gas stations, and commercial strip centers rather than uses that reflect the wishes of the community. Residential growth in this area will provide the primary market potential for additional commercial services. Providing opportunities for more diverse housing in the area will make it more feasible for commercial uses that fulfill the needs of the community to locate along Clarksville Pike. In addition, providing more housing opportunities will help achieve the community's desire to enhance the pedestrian environment and increase transit and bicycle usage. Creating walkable mixed use centers along Clarksville Pike should make transit a viable alternative to the automobile, offer new housing options, strengthen existing neighborhoods, provide additional employment, and create quality retail areas.

Driving Change on Corridors

University of Tennessee
Kyle Nichols

Site

The site is located within the Bordeaux neighborhood of Nashville along Clarksville Pike. The area is currently experiencing declining retail and an aging neighborhood. A Kroger operates on the east side of Clarksville Pike, but features under utilized parking lots. In addition the site lacks a sense of place for the community. The location offers the opportunity for a neighborhood center, missing middle housing, types such as attached townhouses, and bolstered retail opportunities for the residents.



Aerial Location

Vision

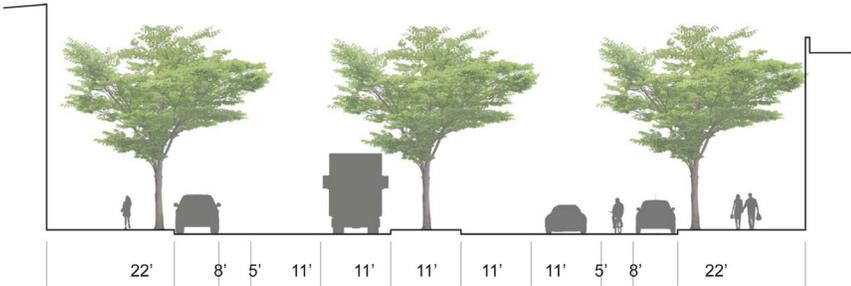
A new parallel street adjacent to Clarksville Pike serves as the major urban design move in this plan. Smaller blocks allow more intense development with mixed uses. A community garden is the focal point of a new neighborhood center that features civic uses, open spaces, and services for nearby residences. Connectivity and walkability are improved, while vehicular congestion is reduced through the creation of a medianed boulevard on Clarksville Pike. General parking spaces are then offset to the parallel street.



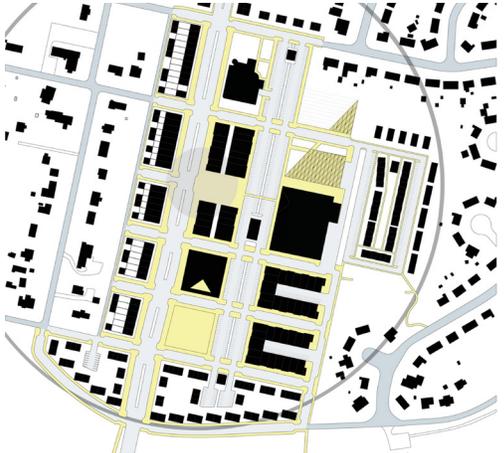
Illustrative Plan and Proposed Land Uses



Community Garden to Anchor the Neighborhood



Clarksville Pike Street Section



Movement Diagram



Site Cross-Section

Bordeaux – Whites Creek – Enhancements to the Open Space Network

Each of the Community Plans complements and relies on the Nashville Open Space Plan and the Metropolitan Park and Greenways Master Plan (“Parks Master Plan”) for projects and enhancements. Both the Open Space Plan and the Parks Master Plan along with current project information may be found at: <http://www.nashville.gov/Parks-and-Recreation/Planning-and-Development.aspx>

Adding greenways or other trails can improve the area’s quality of life as residential, commercial, employment and recreational developments bring more residents, workers and visitors to the area. Trail connections, additional greenways, improved roadway crossings, and paths increase connectivity among residential, schools, and mixed use centers. This adds value to a neighborhood by providing residents and workers with alternative transportation options such as walking and cycling. In addition, greenways encourage healthier and more active lifestyles.

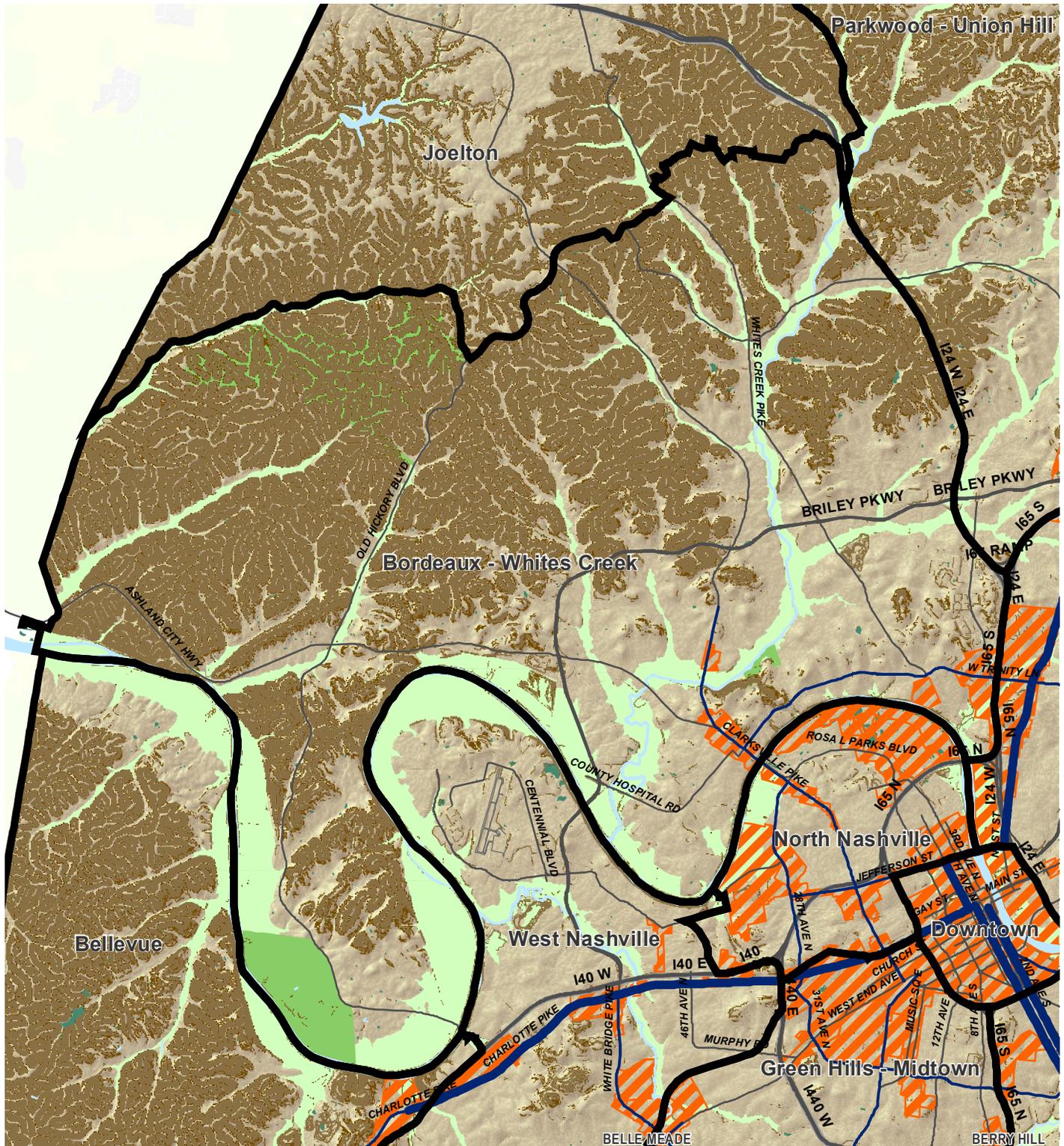
In some areas, a multi-use path may be a more appropriate solution that separate sidewalks, bikeways and greenways to maintain community character. A multi-use path can be thought of as a greenway – it will be used by pedestrians and cyclists – but instead of following a river or creek, it follows a corridor. It has the benefit of efficient provision of infrastructure (it is built on one side of the corridor, unlike sidewalks and bikeways on both sides of a street) and the greenway design can be more in keeping with the rural and suburban nature of these corridors.

Recommended Greenway System Connections and Multi-Use Paths in the Bordeaux–Whites Creek Community

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

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

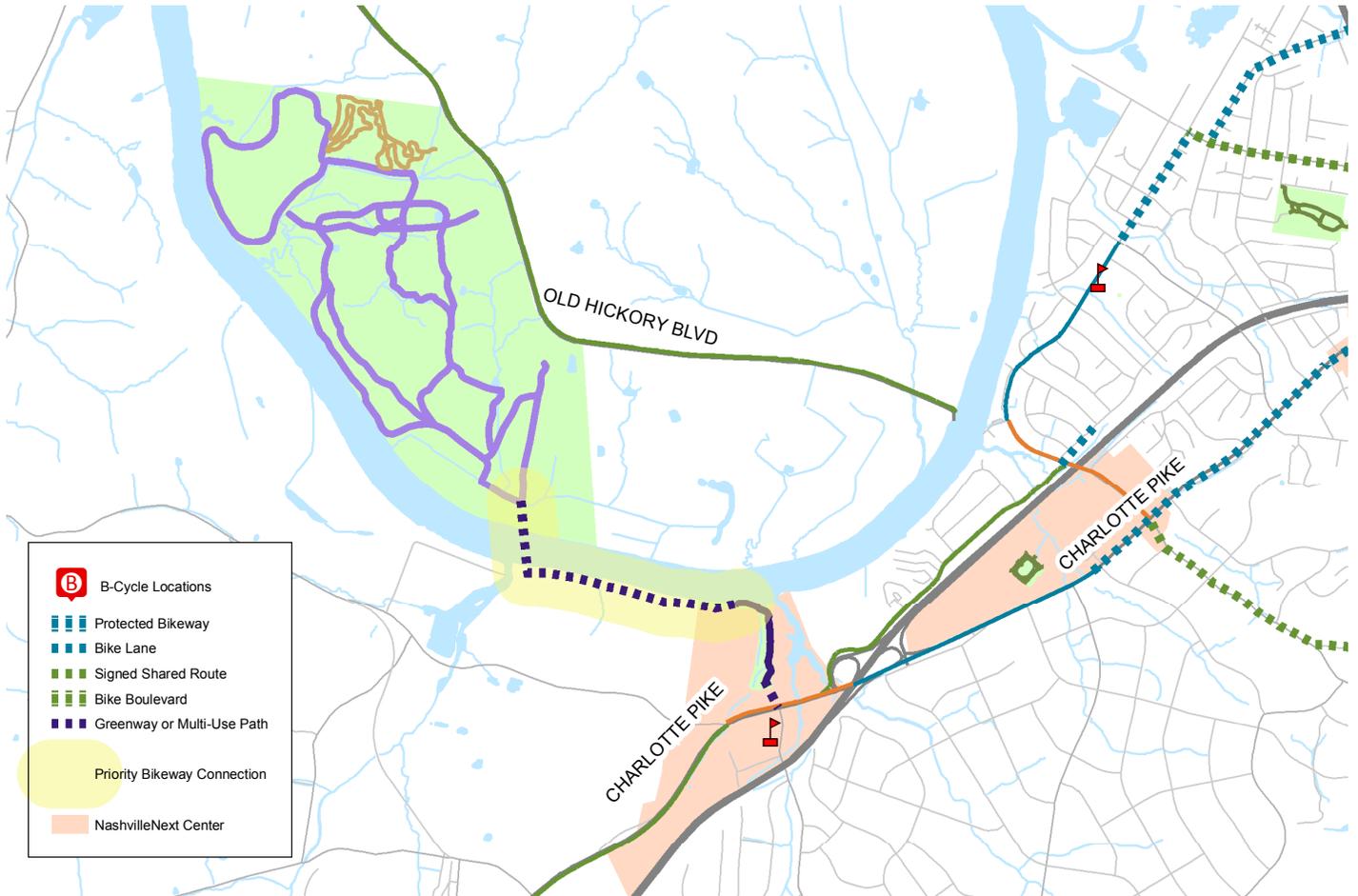
Open space features in
Bordeaux-Whites Creek



Slopes & Terrain Legend



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



Bordeaux – Whites Creek – 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. It does so by utilizing Access Nashville 2040 as its foundation along with the Major and Collector Street Plan (MCSP). The MCSP is part of, and 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. The Strategic Plan for Sidewalks and Bikeways establishes high-priority sidewalk areas and outlines future sidewalk and bikeway projects for the city. There are additional plans that outline committed funding and project priorities, including the city’s Capital Improvements and Budget Program.

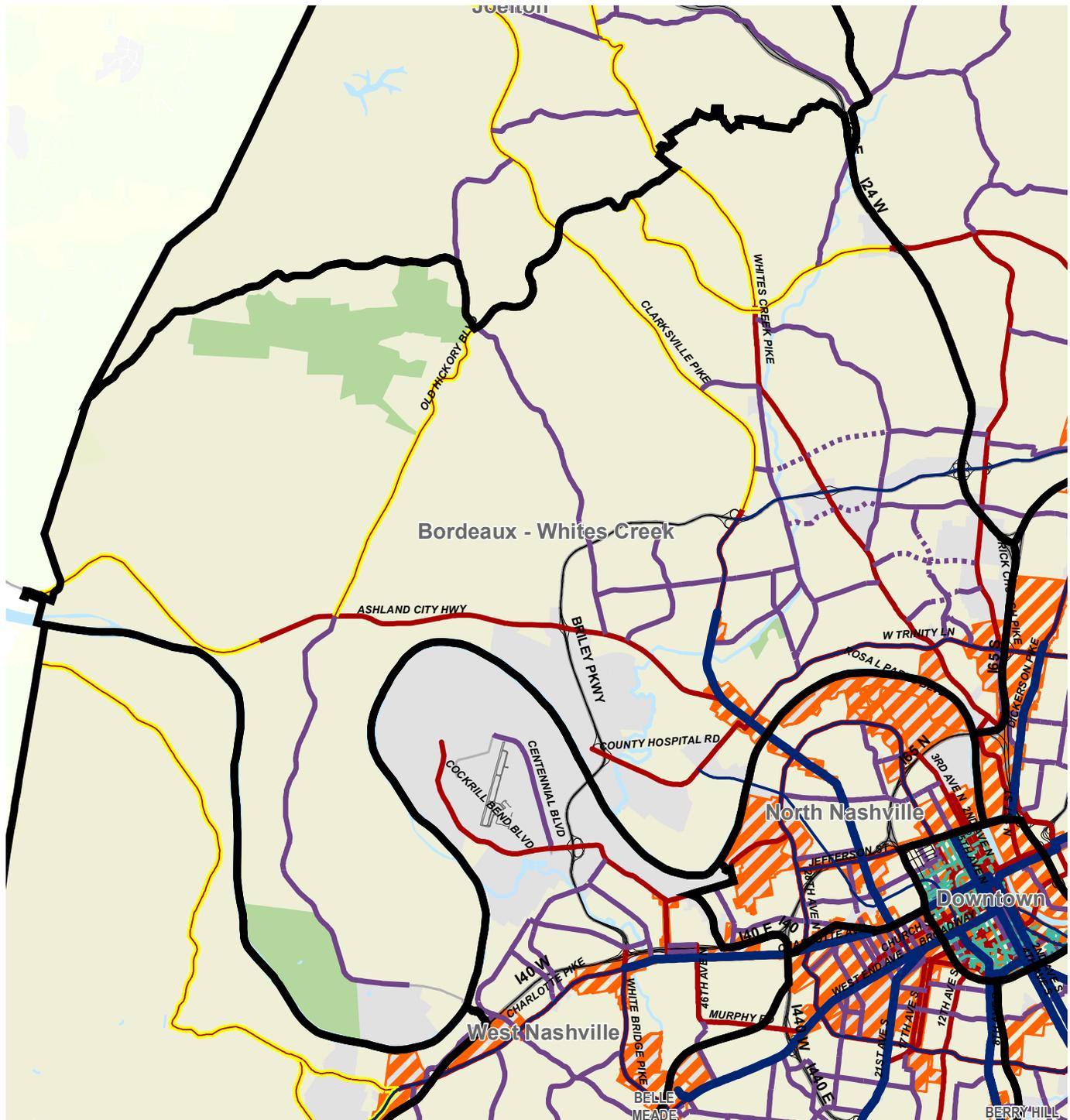
Please refer to Access Nashville 2040 in Volume V for details and information on these plans, the city-wide vision for various modes of transportation, recommended projects, and other details.

Recommended Transportation Network Enhancements for the Bordeaux – Whites Creek Community

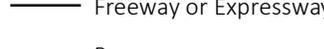
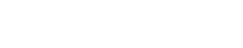
Nashville/Davidson County’s transportation network has evolved over the last decade to include choices in transportation that are context sensitive and serve a wider range of users, including pedestrians, bicyclists and transit users, what is referred to as a “multi-modal” network. Needless to say, funding is limited, and the need to improve a multi-modal network far outweighs existing resources. Sidewalk, bikeways and greenways projects in Bordeaux–Whites Creek compete against street projects, the urgent nature to maintain existing infrastructure investments across the County, and projects that are regionally significant. The following priority projects reflect a consensus between community concerns, development pressure and project feasibility.

Major and collector streets

Bordeaux-Whites Creek detail



Major and Collector Street Legend

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



Transit priorities for the Bordeaux-Whites Creek Community

To be determined with MTA Strategic Master Plan Update in 2015-2016.

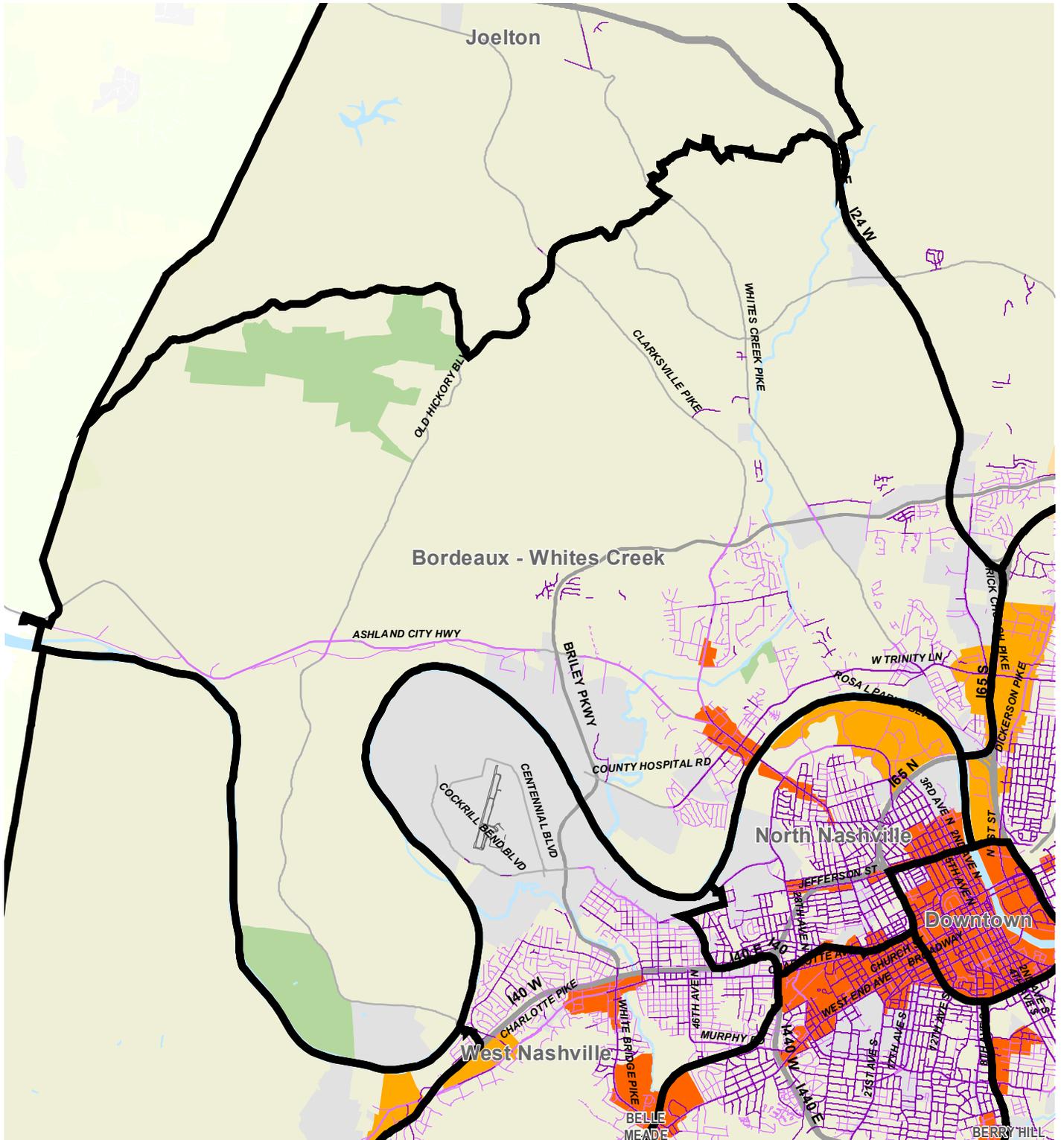
Pedestrian Priorities for the Bordeaux-Whites Creek Community

The pedestrian priorities for the Bordeaux-Whites Creek Community are:

- » Bordeaux Area Sidewalks – Construct sidewalks along Clarksville Pike between Ashland City Highway and Briley Parkway. See Clarksville Pike Widening.
- » Bordeaux Area Civic Sidewalks – Construct sidewalks and improve street crossings near the Northwest YMCA to the nearby senior center on John Mallette Drive.
- » Baptist World Center Drive Sidewalks – Construct sidewalks along Baptist World Center Drive from Vashti Street to Trinity Lane.
- » West Trinity Lane Walking Improvements – Improve street crossings on West Trinity Lane from Clarksville Pike to Brick Church Pike as redevelopment occurs.

Sidewalks

Bordeaux-Whites Creek detail

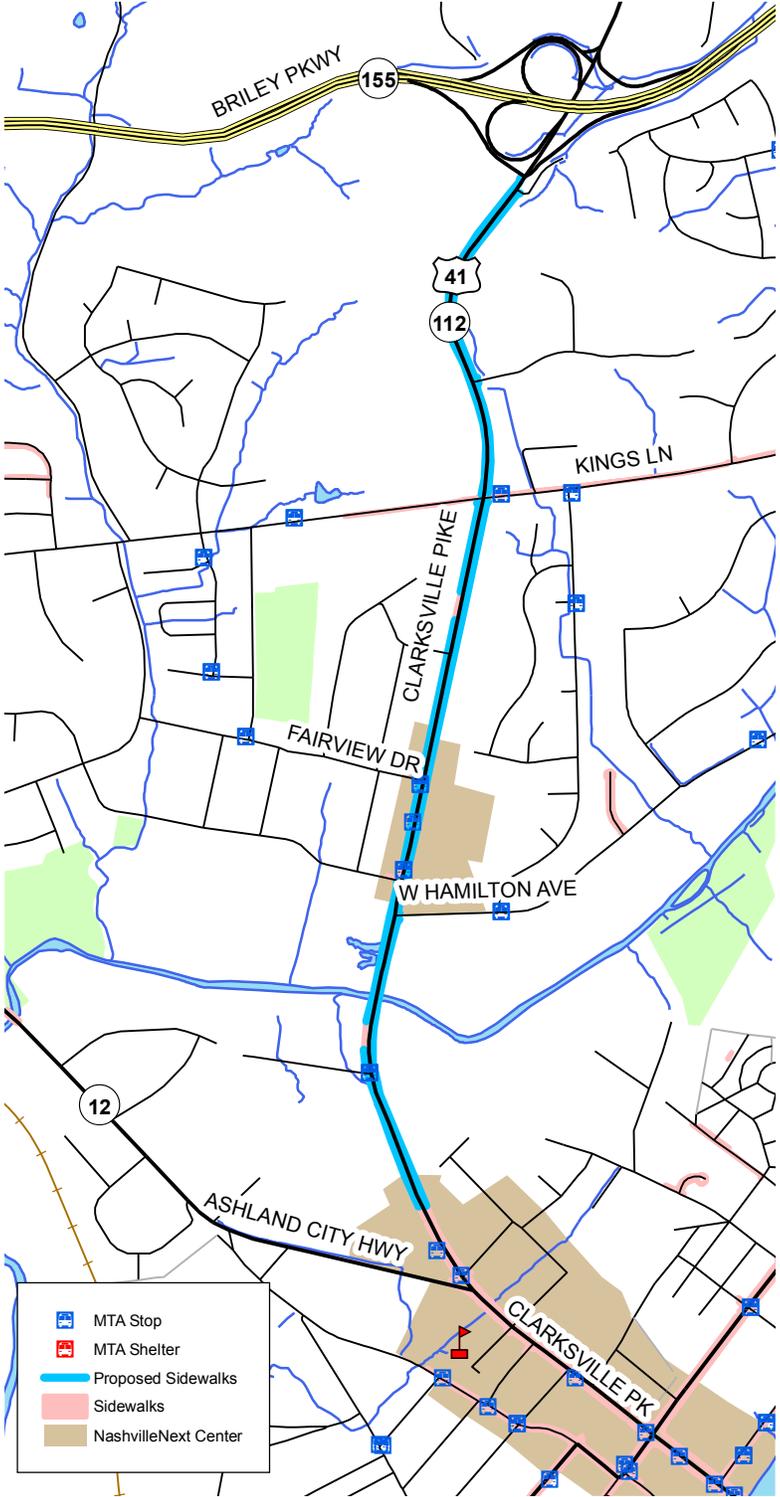


Sidewalks Legend

- | | | |
|---|---|---|
|  Water Bodies |  Missing Sidewalks |  Centers |
|  Anchor Parks |  Local |  Third |
|  Special Uses |  Major Road |  Second |
|  Existing Sidewalks |  Minor Road |  First |



Bordeaux Area Sidewalks – Construct sidewalks along Clarksville Pike between Ashland City Highway and Briley Parkway. See Clarksville Pike Widening.

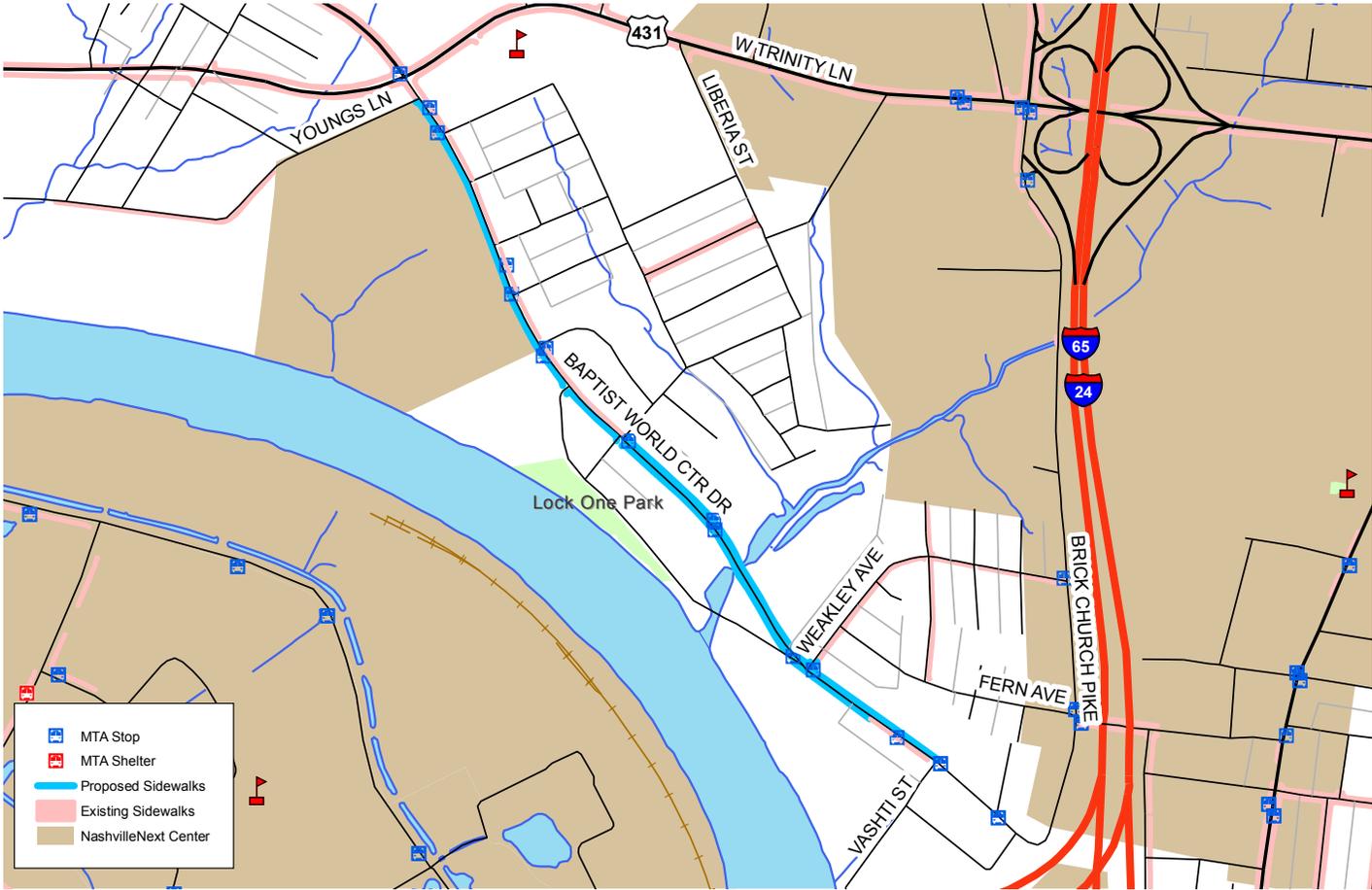


Bordeaux Area Walking Improvements

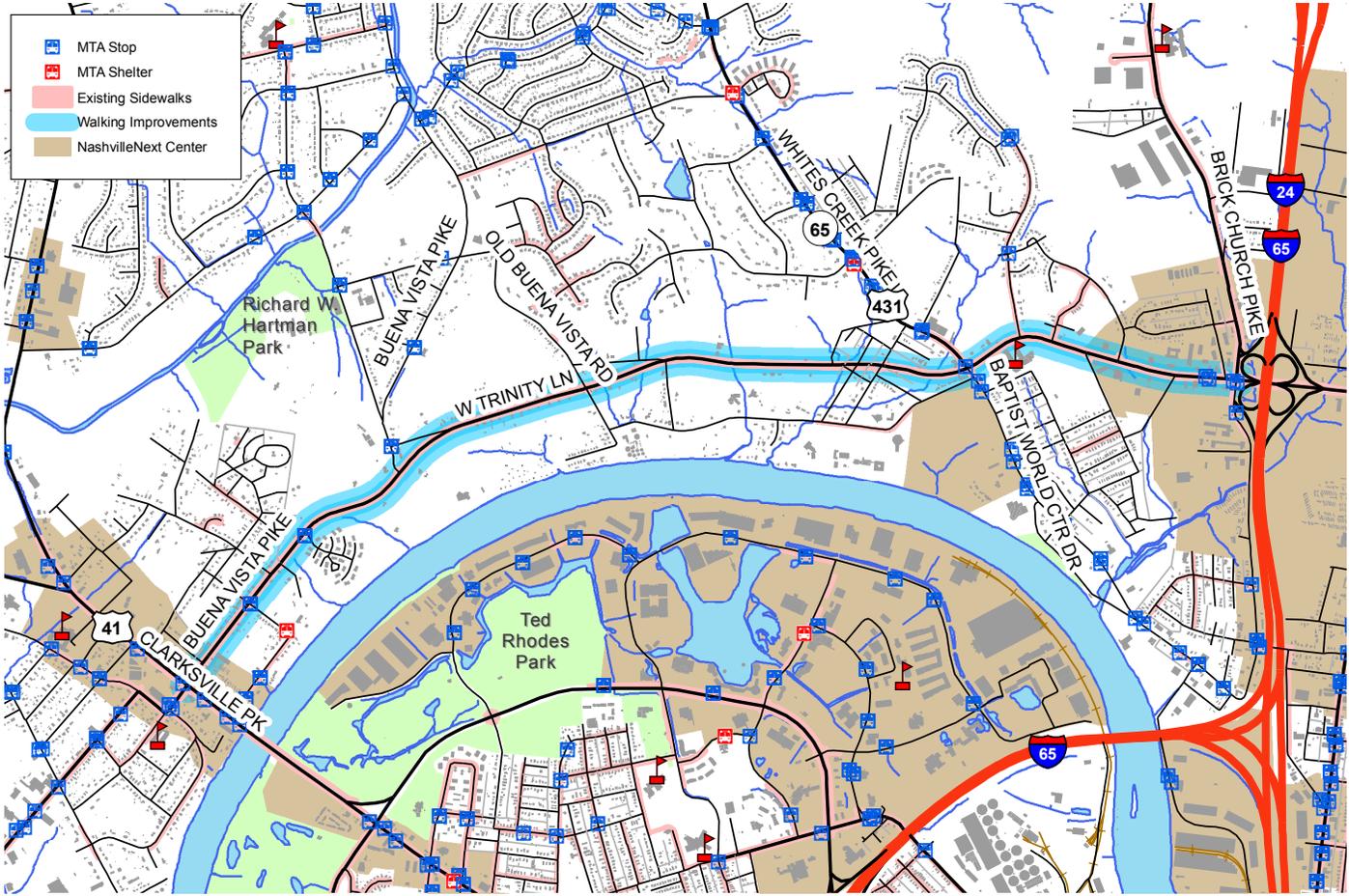
Construct sidewalks and improve street crossings near the Northwest YMCA to the nearby senior center on John Mallette Drive.



Baptist World Center Drive Sidewalks – Construct sidewalks along Baptist World Center Drive from Vashti Street to Trinity Lane.



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

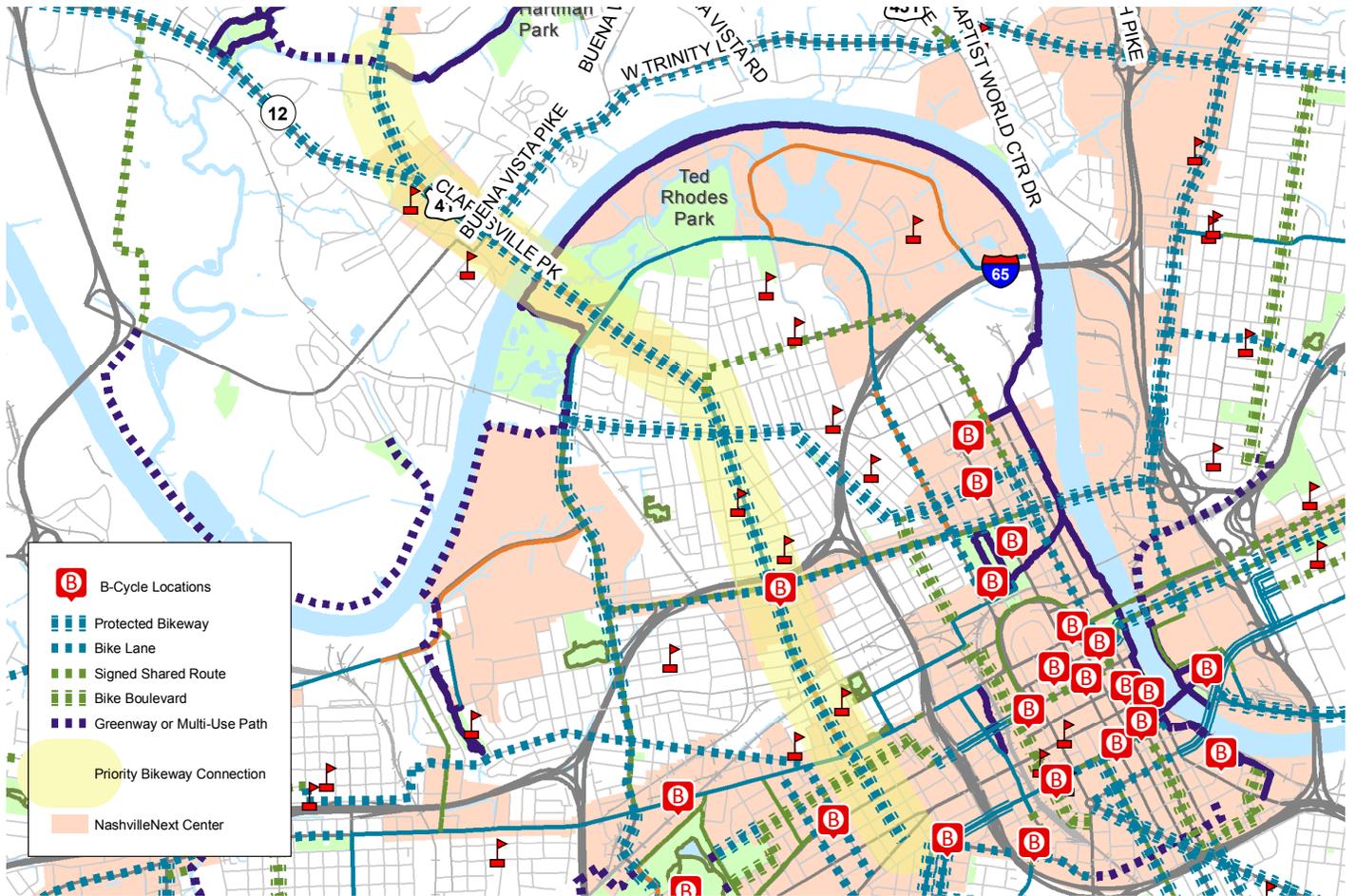


Bikeway Priorities for the Bordeaux–Whites Creek Community

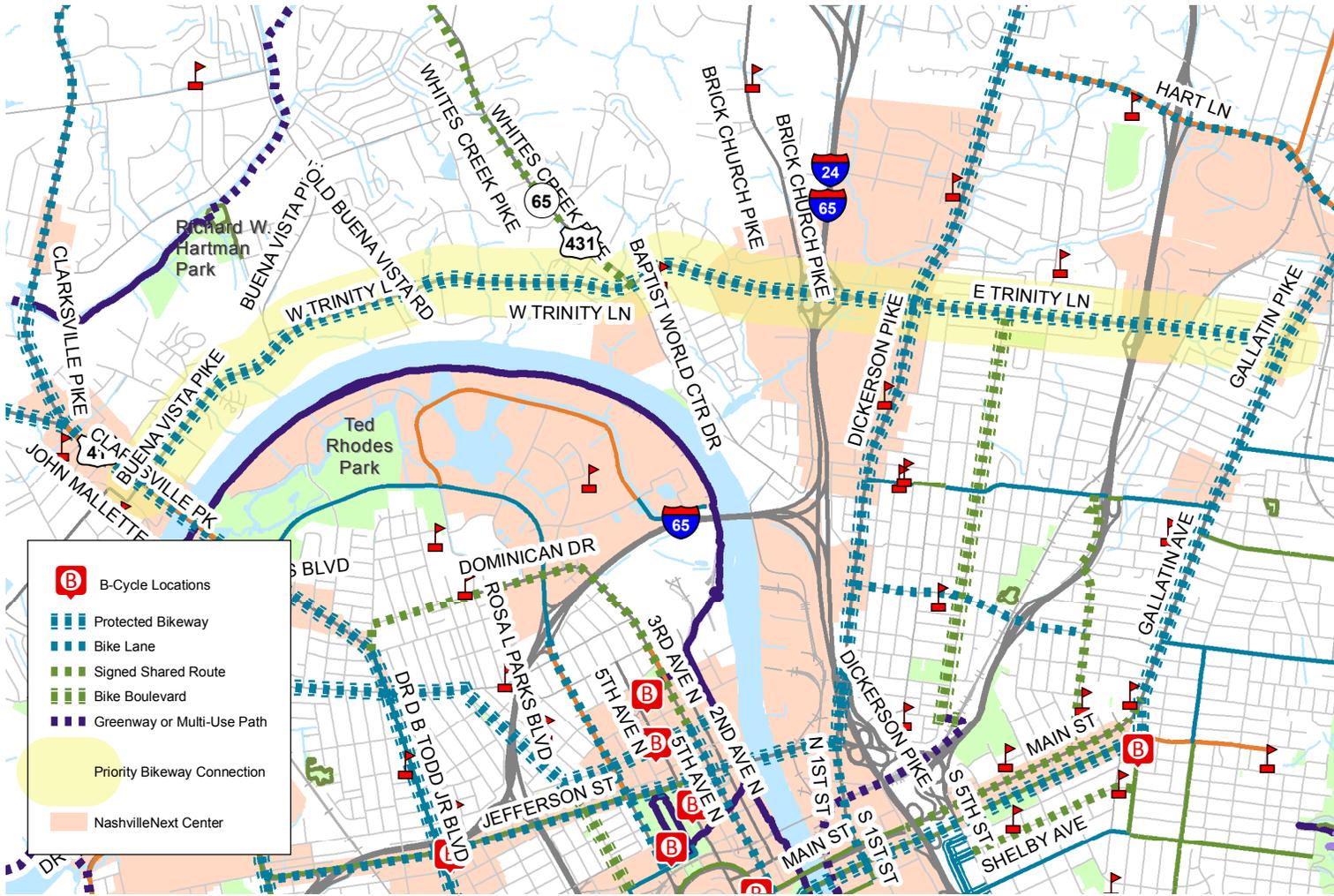
The bikeway priorities for the Bordeaux–Whites Creek Community are:

- » North Nashville Protected Bikeway – Implement a protected bikeway along Clarksville Pike from the Whites Creek Greenway, across the MLK Bridge, along D.B. Todd Boulevard, over Jubilee Bridge to Jo Johnston Avenue. See Clarksville Pike Widening.
- » Trinity Lane Protected Bikeway – Implement a protected bikeway along Trinity Lane from Clarksville Pike to Gallatin Pike.
- » Ashland City Highway Bike Lanes – Connect the existing bike lanes north of Briley Parkway to Clarksville Pike.
- » Bells Bend Greenway Bridge - Connect people walking and biking with a bridge over the Cumberland River from West Nashville to Bells Bend.

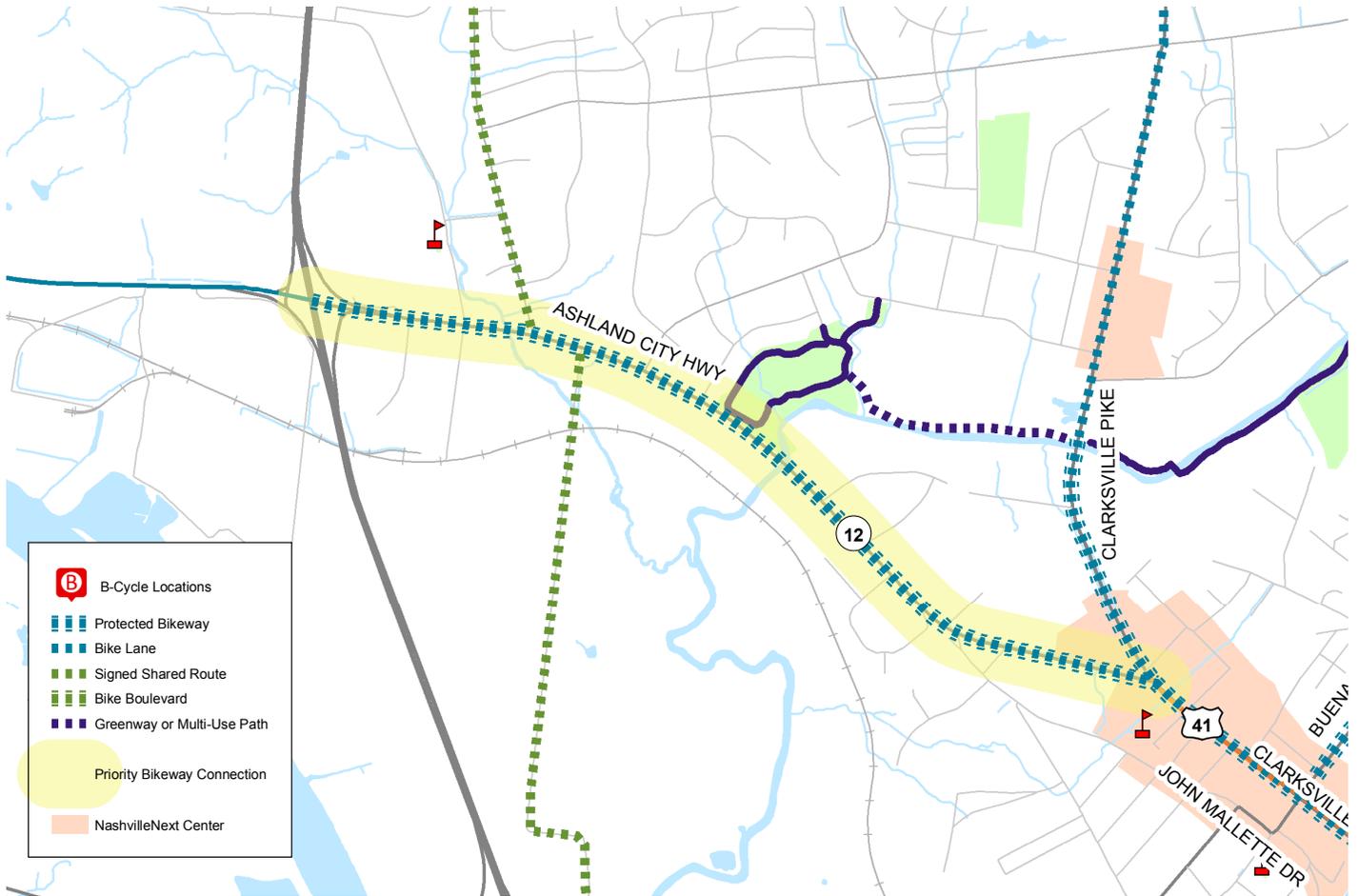
North Nashville Protected Bikeway – Implement a protected bikeway along Clarksville Pike from the Whites Creek Greenway, across the MLK Bridge, along D.B. Todd Boulevard, over Jubilee Bridge to Jo Johnston Avenue. See Clarksville Pike Widening.



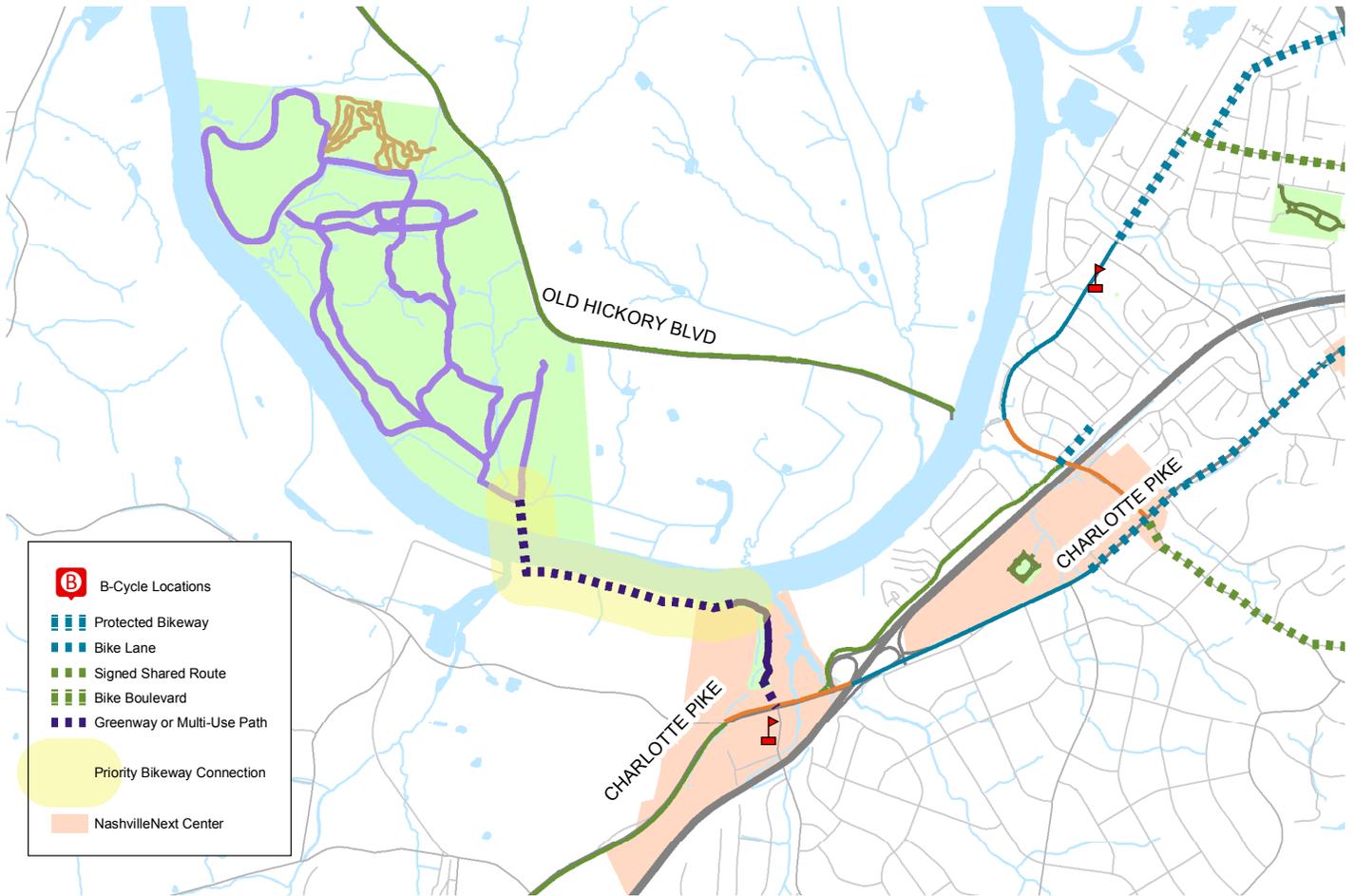
Trinity Lane Protected Bikeway – Implement a protected bikeway along Trinity Lane from Clarksville Pike to Gallatin Pike.



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



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



Vehicular Network Priorities for the Bordeaux–Whites Creek Community

The following road widening and connectivity projects are depicted in the accompanying maps.

- » Clarksville Pike Widening: Widen Clarksville Pike from 2/3 lanes to 5 lanes from Ashland City Highway to Briley Parkway and include multi-use path connecting to Whites Creek Greenway, protected bike lanes, sidewalks, and streetscaping. See Bordeaux Area Sidewalks and North Nashville Protected Bikeway.

Clarksville Pike Widening: Widen Clarksville Pike from 2/3 lanes to 5 lanes from Ashland City Highway to Briley Parkway and include multi-use path connecting to Whites Creek Greenway, protected bike lanes, sidewalks, and streetscaping. See Bordeaux Area Sidewalks and North Nashville Protected Bikeway.



Conclusion

The information provided in this chapter builds on the guidance found in other components of NashvilleNext:

- » For land use policy guidance, please refer to the Community Character Manual at the beginning of Volume III.
- » For transportation network guidance – including streets, bikeways, sidewalks, greenways, multi-use paths, and transit, please refer to Access Nashville 2040 in Volume V.
- » For open space network guidance – including parks, greenways, and project information – please refer to the Nashville Open Space Plan and the Parks and Greenways Master Plan at: <http://www.nashville.gov/Parks-and-Recreation/Planning-and-Development.aspx>.