

nashvillenext

JOELTON

COMMUNITY PLAN

APRIL REVIEW DRAFT

This is the review draft of the Joelton 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)

JOELTON

chapter one

Description of the Joelton 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 Subareas or Communities in Metropolitan Nashville-Davidson County. Its historically rural development pattern defines 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.

Located in the northwestern Davidson County, Joelton is rural and rural residential, with hills, large wooded areas, and farmland.

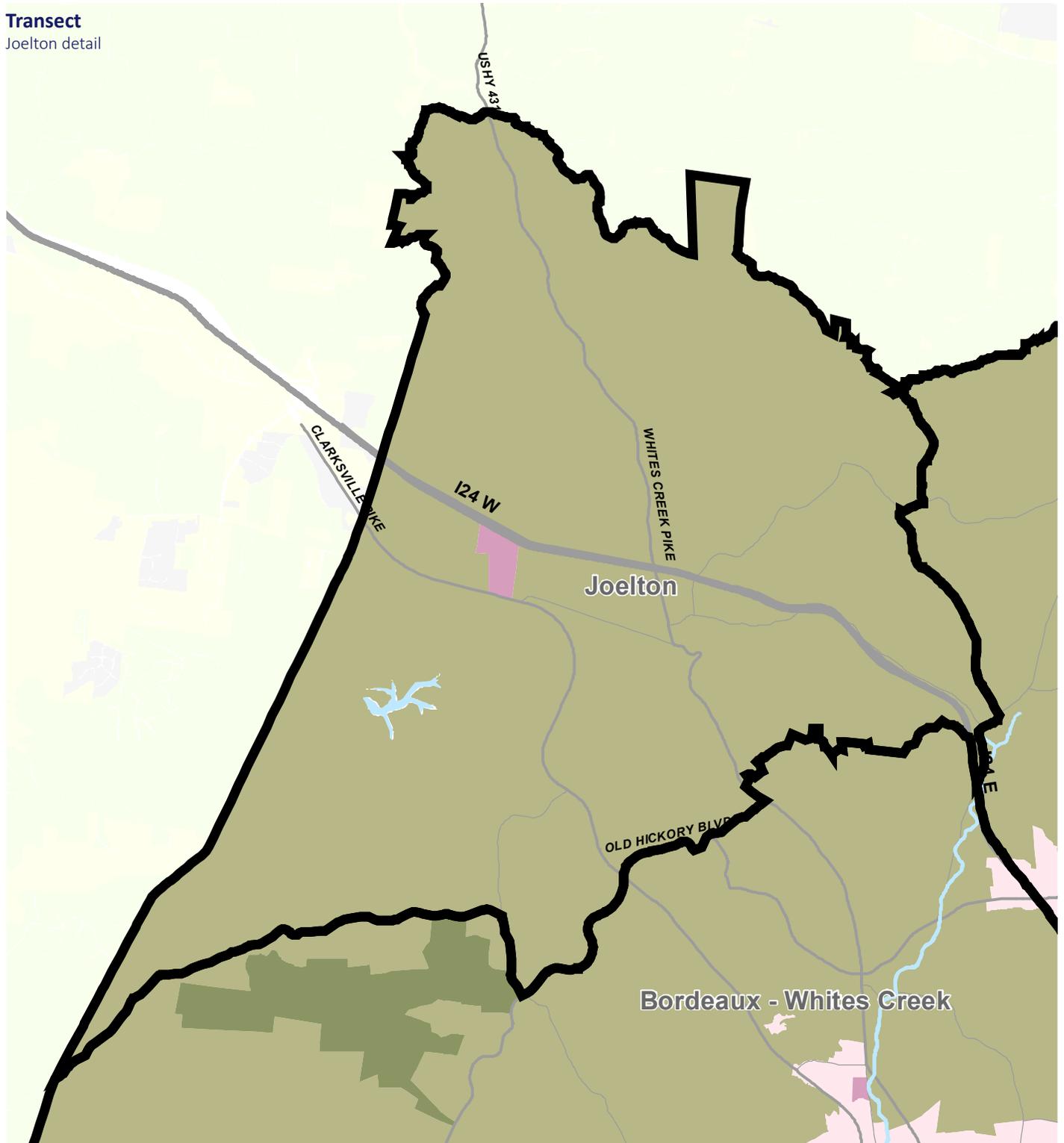
Major Neighborhoods/Communities

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.

Transect
Joelton detail



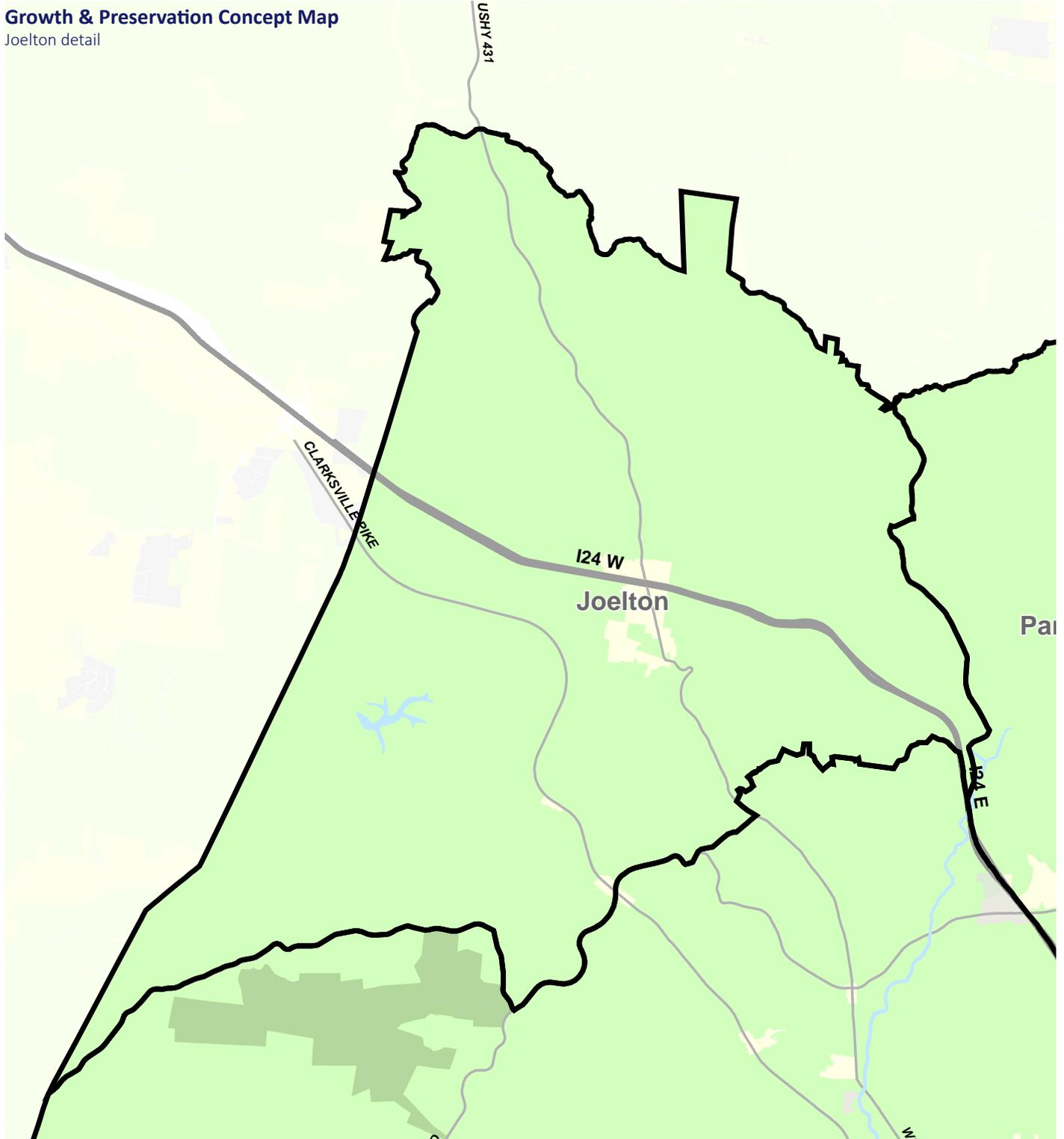
Transects

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



Growth & Preservation Concept Map

Joelton 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

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 offers, 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.

Joelton Community History

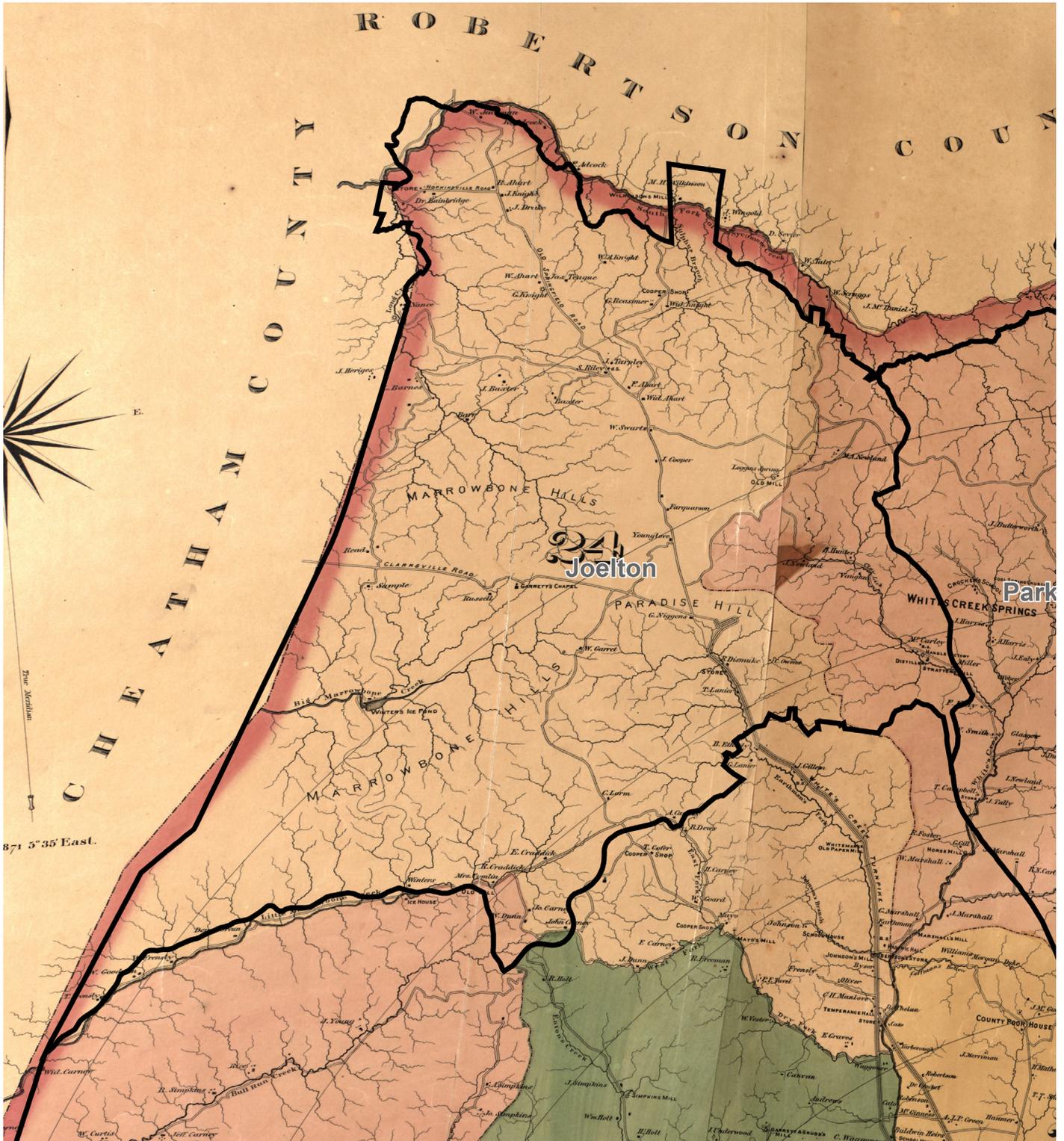
Joelton was settled principally by German, Scots-Irish, and Italian immigrants. Agriculture through small family farms on fertile lands and subsistence farming in the hills forged the economic backbone of the community until the 1920s. Joelton contains several historic rural properties. Small farms line 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.

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 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

1871 map Davidson County
Joelton detail



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 not yet ready for development.

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.

Joelton 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 slightly higher than 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%
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	101.1%
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 (2008 - 2012, 5-year estimate)

Joelton's 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 in a Regional Context

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 hh	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.

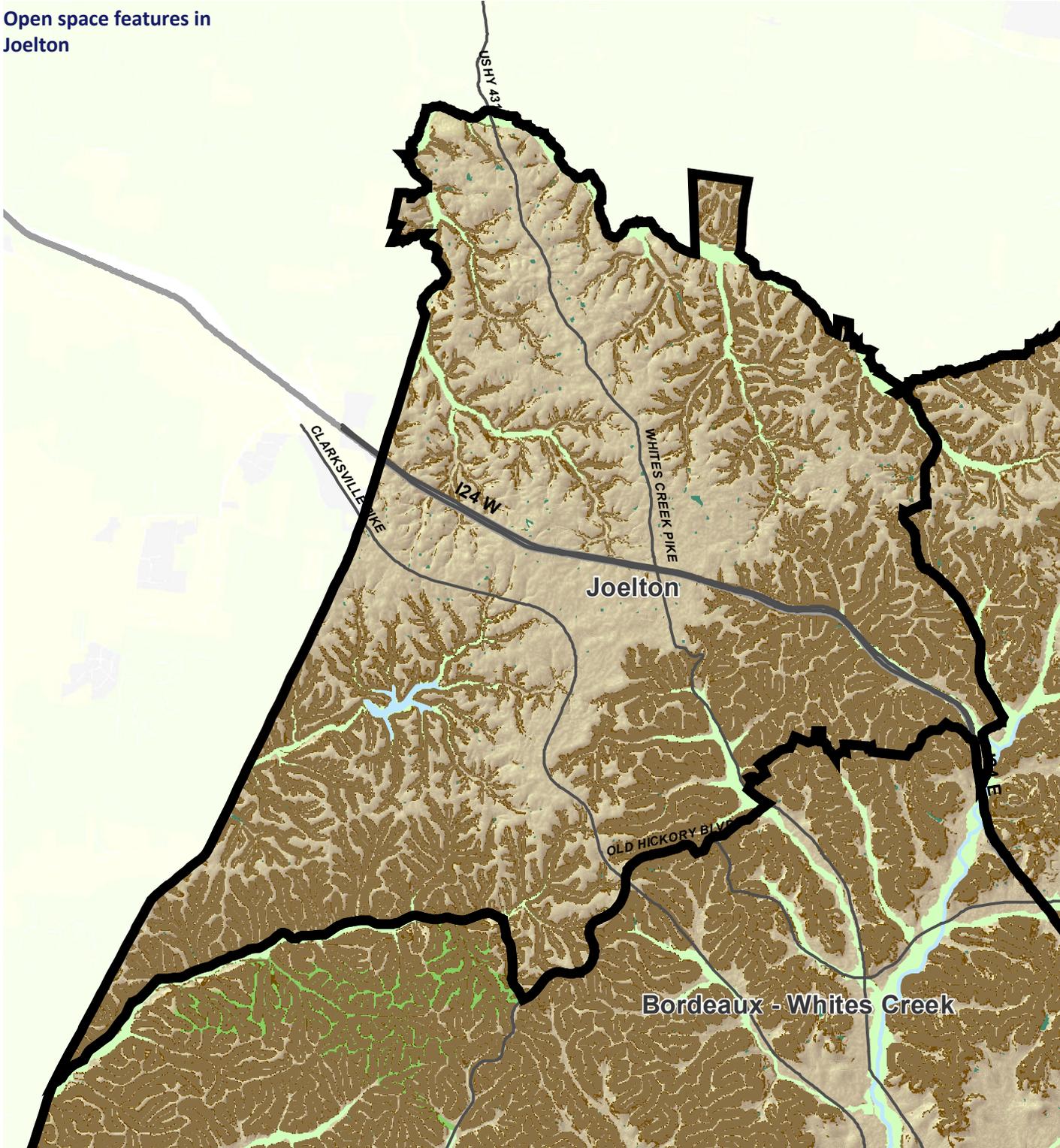
Approximately 10,425 of the community's 25,313 acres have slopes in excess of 20 percent. Most of these steep slopes are found in a large crescent shaped area that curves from the southwestern section to the northeastern section of the community. Steeply sloping land is normally considered suitable only 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 structure plan protects the natural features of the community by applying the Natural Conservation land use 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 a neighborhood by providing residents with alternative transportation options. It also encourages healthier and more active lifestyles.

Greenways in the northern, rural section of the community are appropriate

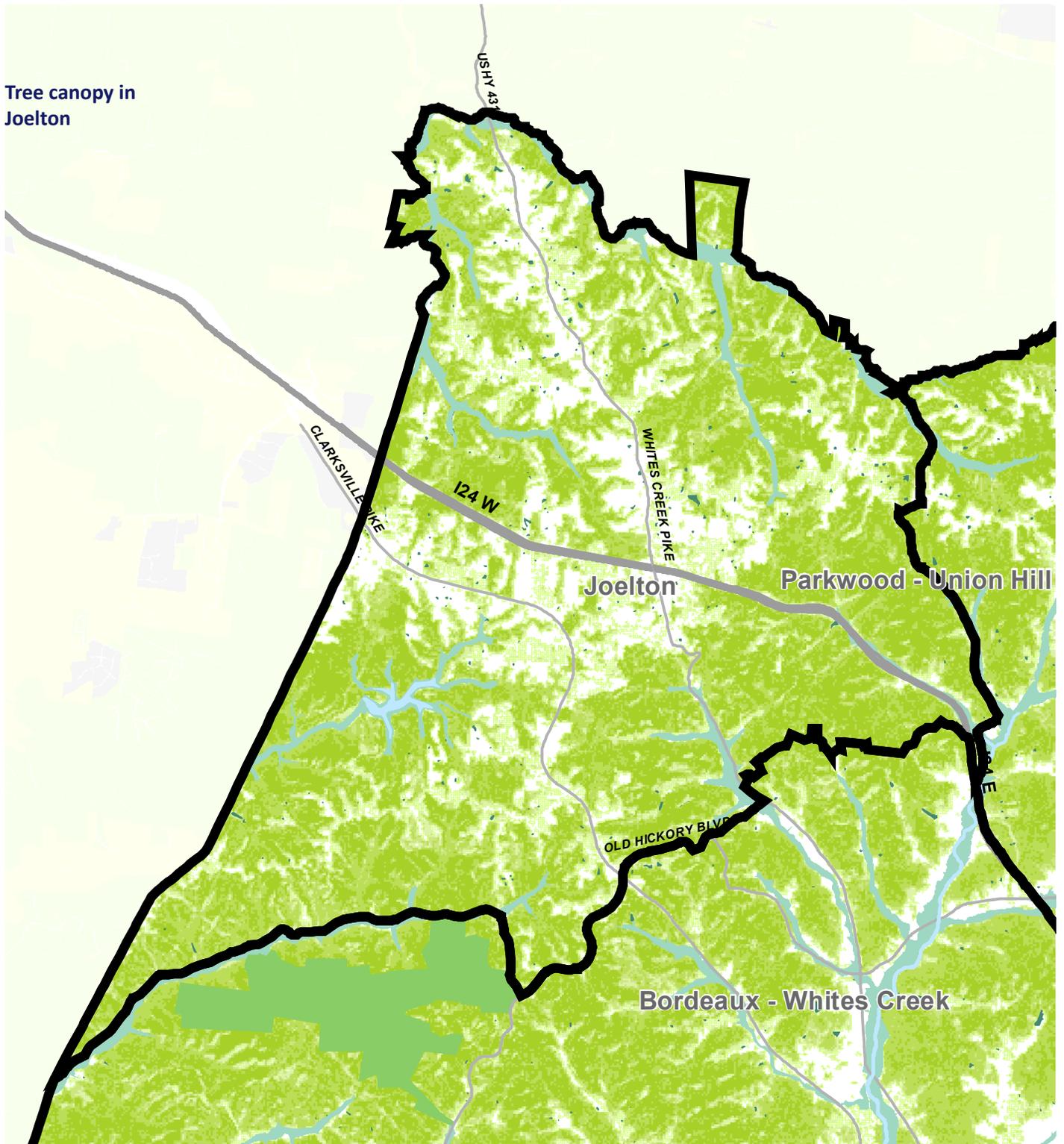
Open space features in
Joelton



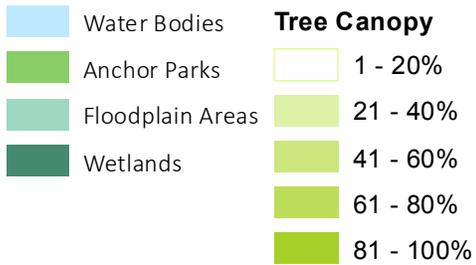
Slopes & Terrain Legend



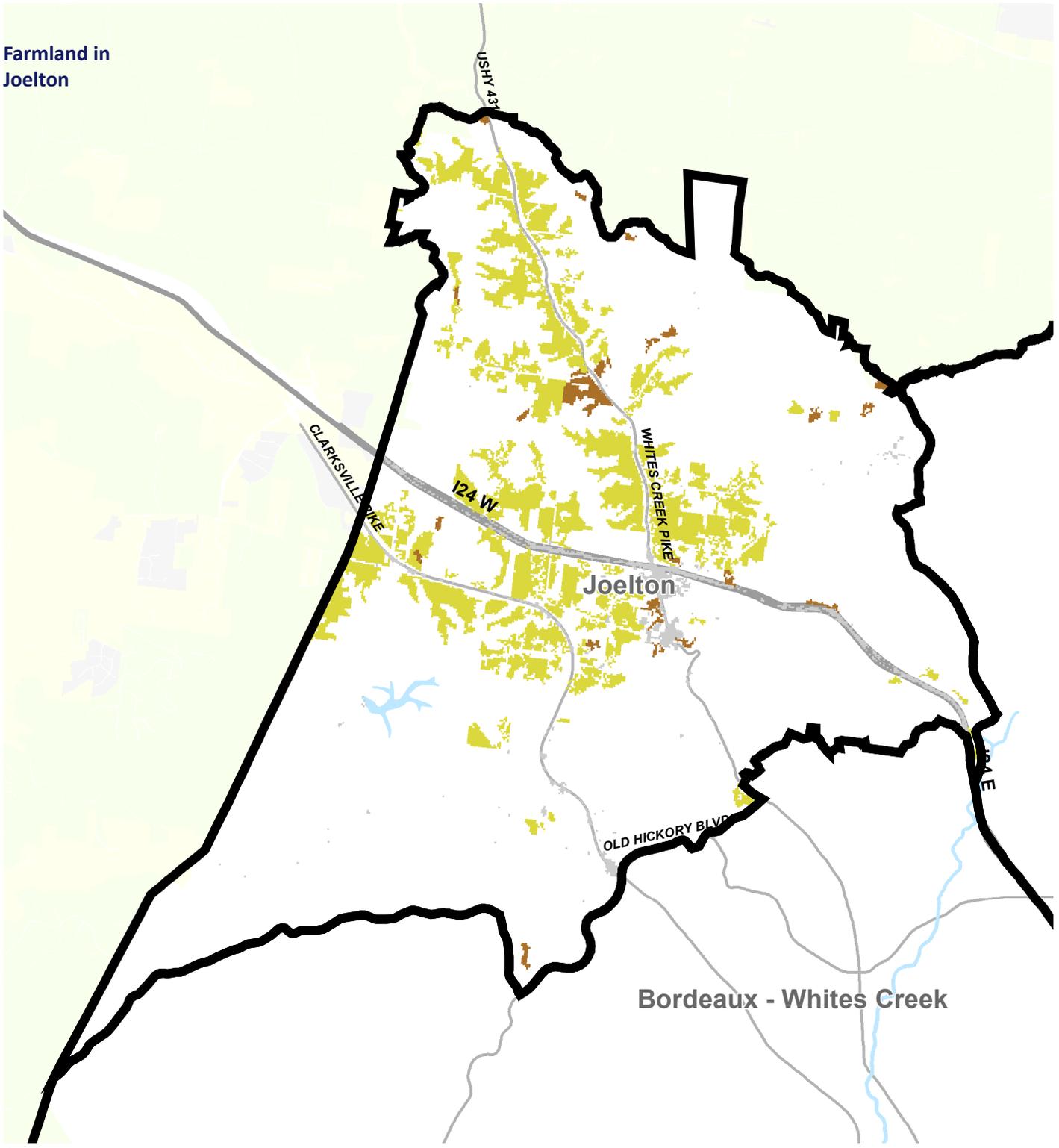
Tree canopy in
Joelton



Tree Canopy Legend



**Farmland in
Joelton**



- Cultivated land
- Pasture/hay
- Developed land
- Cultivated Crops

for conservation. The open space and natural areas conserved remain in private ownership. Future potential for greenway dedications or conservation easements for public trails is secondary. These possible public trails would accompany proposed new subdivisions or other new developments. There are options for creating a network of greenways. Greenway trails through natural settings are one possibility. Another option is roadside trails that take the place of sidewalks along more rural highways. For instance, this could take place along Lickton Pike and Baker Road. The Metro Parks' Greenways Commission and Public Works Department make decisions about new greenways. These decisions should include community involvement.

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 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).

Conclusion

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 and sustain the diversity of places within Davidson County. Residents within and beyond Joelton treasure having rural countryside so close to the urban and suburban neighborhoods of Nashville.

Growth and Preservation Concept Map and the Community's Role

The Growth and Preservation 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 Growth and Preservation 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 Growth and Preservation 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, and High-Capacity Transit Corridors

There are no Centers or 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.

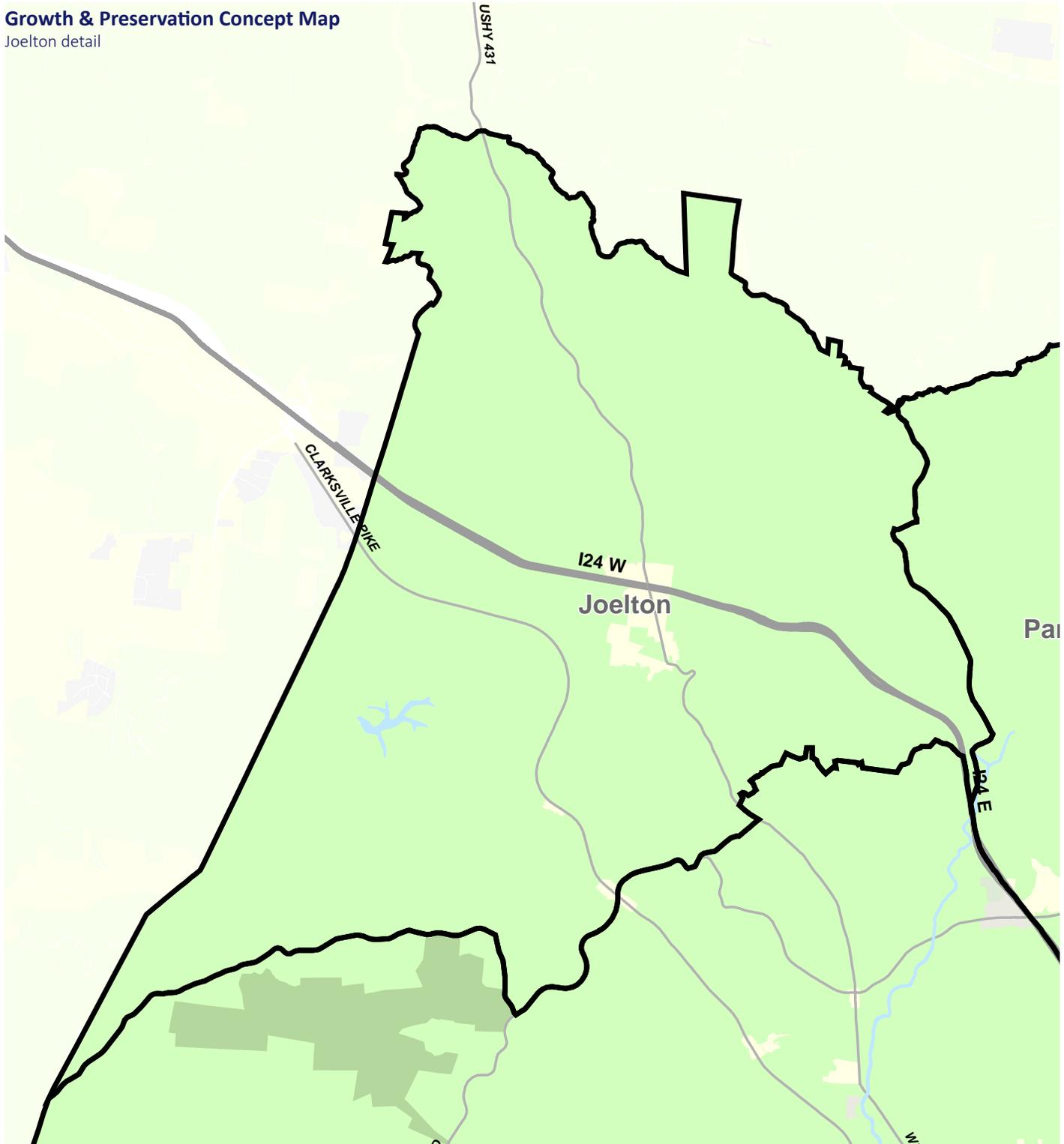
Community Character Policy Plan

The Joelton Community Character Policy Plan builds upon the 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 Joelton. The Community Character Policies are the standard by which development and investment decisions are reviewed, including requests to change zoning.

The Joelton Community Plan provides guidance, applying to every property in Joelton, through the policies found in the Community Character Manual. Those policies are intended to ensure that the elements of development are coordinated to ensure the intended character of an area is achieved. The Community Character Manual is the first part of Volume III.

Growth & Preservation Concept Map

Joelton detail



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| <ul style="list-style-type: none"> ● Centers ○ Tier One ○ Tier Two ○ Tier Three | <ul style="list-style-type: none"> ● Green network ○ Open space anchor ● Missing an anchor | <ul style="list-style-type: none"> ○ Neighborhood ○ Transition ○ Special impact area | <ul style="list-style-type: none"> — High capacity transit corridors — Immediate need — Long-term need ← Regional connection |
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Development Scenarios

In some of the following policy areas, development scenarios are included to help the reader envision what development may look like under the guidance of the policies. The development scenarios are:

- » Conservation subdivisions

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 manage new development in Joelton.

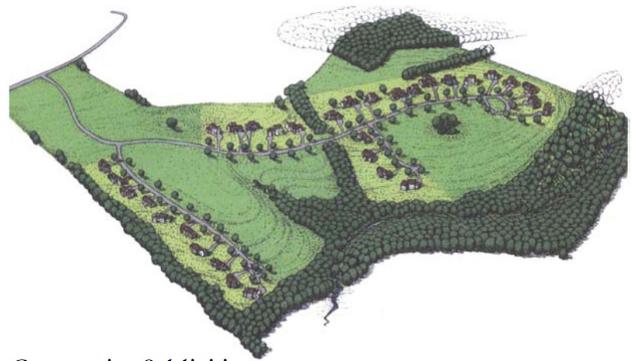
Conservation Subdivisions

This development tool helps rural areas preserve their most valuable asset - open space. Large tracts of undeveloped land become increasingly difficult to preserve as development pressures increase. This “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 illustration above). 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 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.



Conventional Pattern

A tract of land is divided into many large lots with individual homes. More of the land is disturbed in order to extend road and utility systems to service all lots. Despite the area’s overall low density, the appeal of the open, undeveloped land is lost.



Conservation Subdivision

Yielding the same or greater number of units as the conventional pattern, homes are on smaller lots and generally closer together. Road and utility systems are less extensive and more efficient. A majority of the land is unaltered from its natural state and is preserved as open space.

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. 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. 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.

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 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* for details and information on these plans, the city-wide vision for various modes of transportation, recommended projects, and other details.

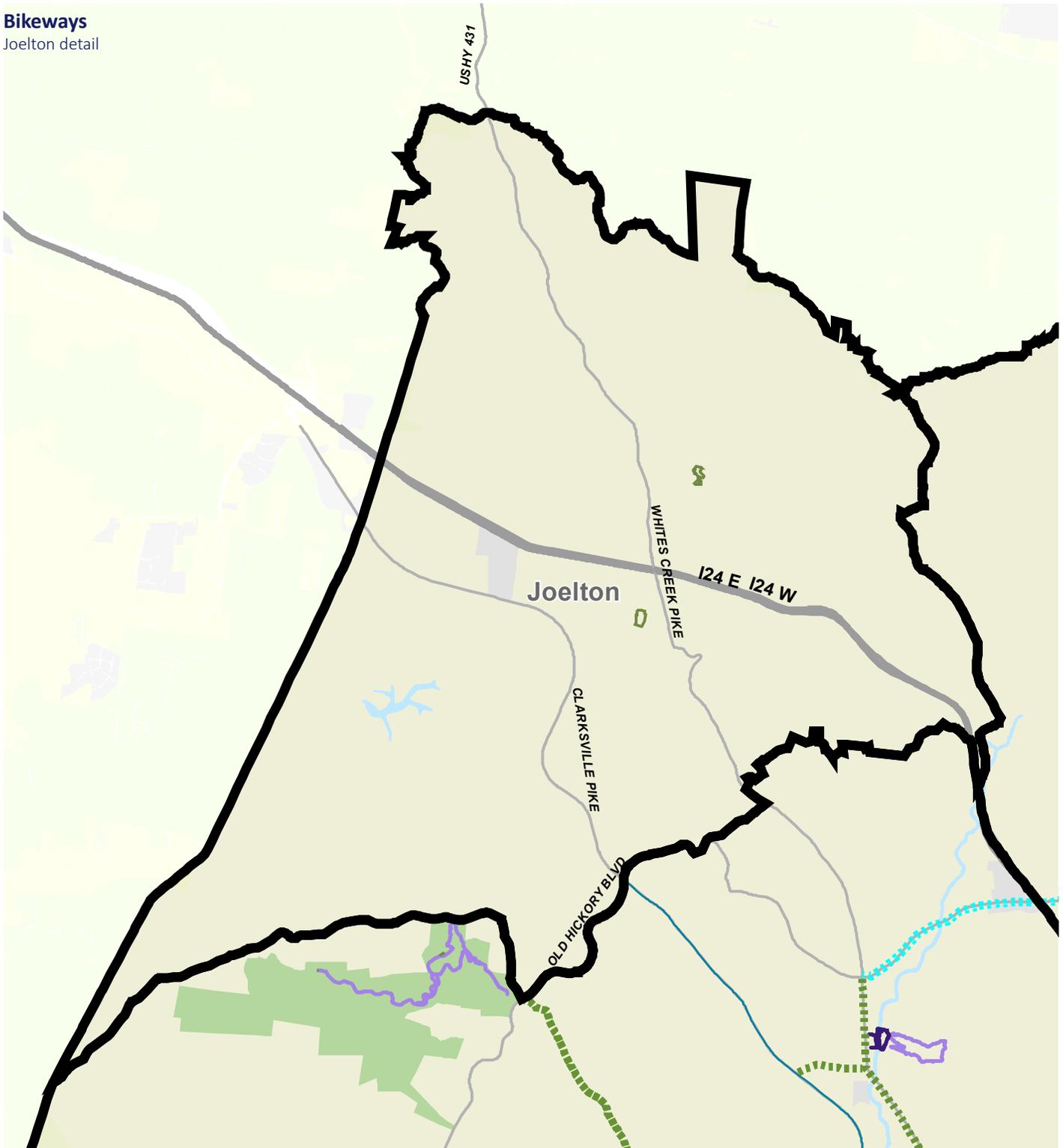
Major and Collector Streets
Joelton detail



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		

Bikeways
Joelton detail



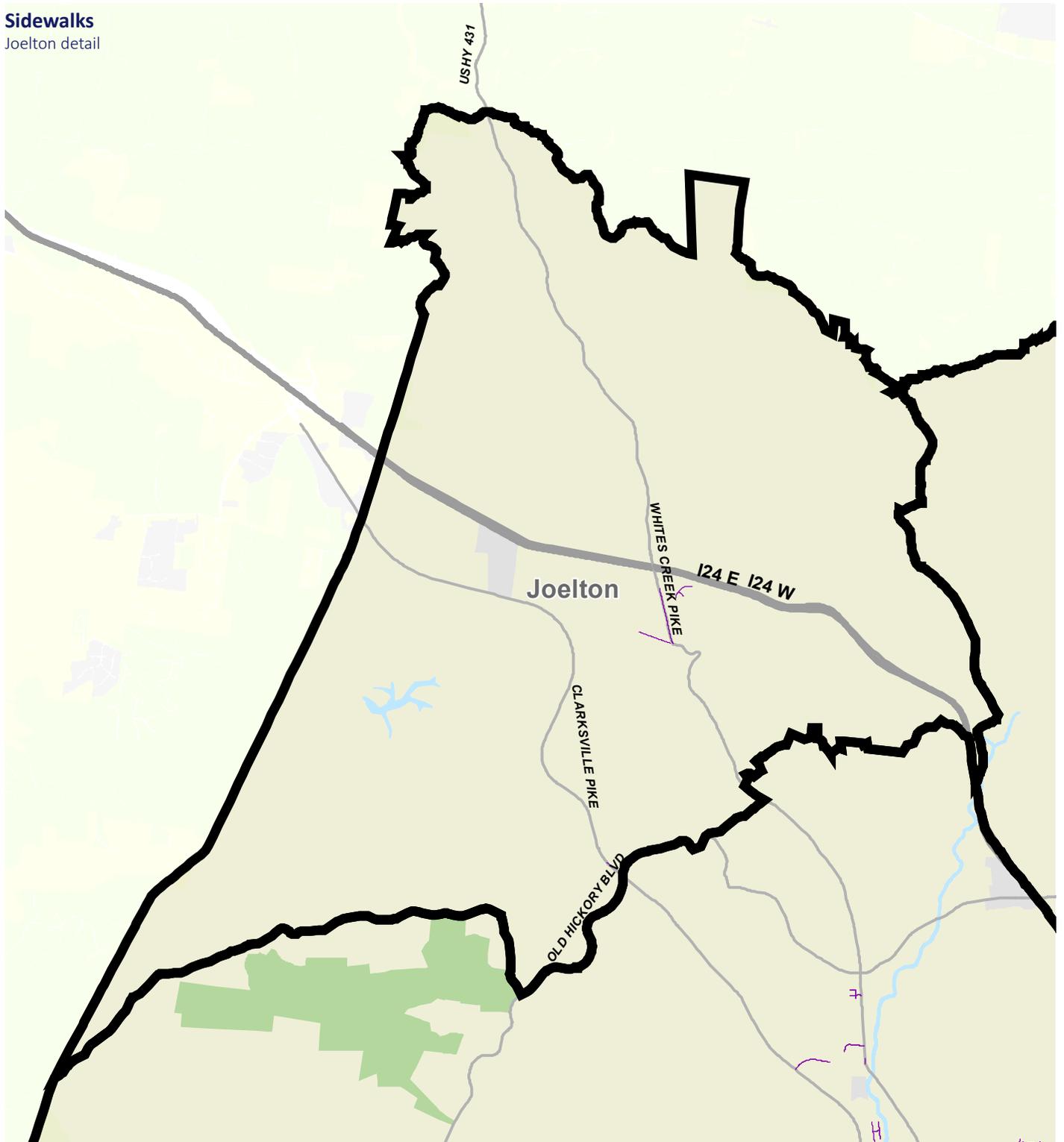
Bikeways and Greenways Legend

- | | | | |
|--------------|---------------------|------------------|------------------------------|
| Anchor Parks | Bike Lane Vision | Greenway Vision | Existing Greenways |
| Water Bodies | BL/Buffered BL | Bike Lane, Paved | Greenway, Paved |
| Special Uses | Bike Lane | Greenway, Paved | Greenway, Unpaved |
| | Buffered BL | | Mountain Bike Trail, Unpaved |
| | Signed Shared Route | | Park Trail, Paved |
| | | | Park Trail, Unpaved |



Sidewalks

Joelton detail



Sidewalks Legend

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



Walking

- » Downtown Joelton Sidewalks - Construct sidewalks along Whites Creek Pike from Old Clarksville Pike to I-24
- » Joelton Community Connection - Develop a walking connection between the Joelton Community Club Park and adjacent school to Whites Creek Pike

Streets priority projects

No immediate streets priorities identified.

Biking priority projects

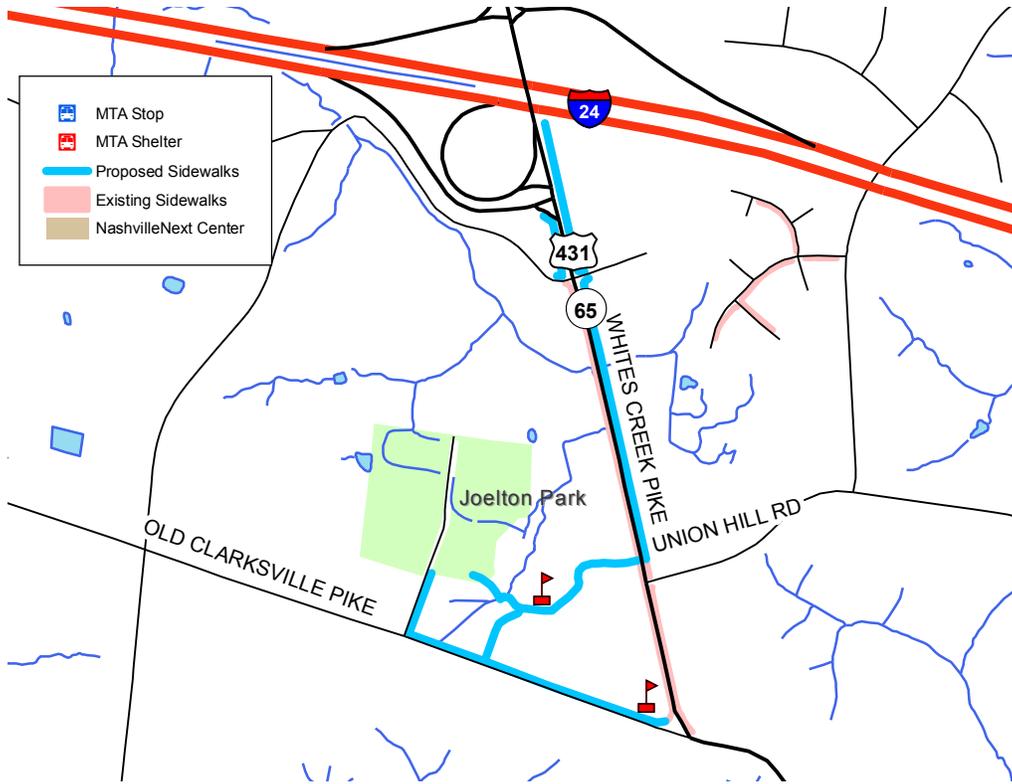
No immediate bikeway priorities identified.

Transit Priorities for the Joelton Community

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

Downtown Joelton Sidewalks

Construct sidewalks along Whites Creek Pike from Old Clarksville Pike to I-24



Joelton Community Connection

Develop a walking connection between the Joelton Community Club Park and adjacent school to Whites Creek Pike