

Chapter Three: Community Policies

A. INTRODUCTION

This chapter contains the core elements of the community plan: the Structure Plan, which guides development in the community; the Transportation Plan, which shows planned improvements to the transportation system; recommended actions and planned improvements for other community facilities and services; design goals and design details for certain key areas; special policies for particular areas; and the Detailed Land Use Plan and Transportation Network Plan for the Highway 100/Old Harding Pike Triangle area.

B. VISION STATEMENT AND GOALS

VISION STATEMENT. The purpose of this section is to present the community's vision for the future of Bellevue. Having a clear vision of the kind of place those who live, work, shop or have other interests in Bellevue would like it to be in the future is fundamental to realizing the community's potential. This vision statement was developed during the charrette.

The vision for the Bellevue community is to create a community that:

- ◆ Has a sense of place
- ◆ Celebrates its history and uniqueness
- ◆ Preserves areas of rural character
- ◆ Preserves natural features
- ◆ Accommodates anticipated growth for this area

GOALS FOR GUIDING DEVELOPMENT. In order to guide development, the following general goals were established for the subarea. The goals were originally established in the 1990 plan, validated in the 1996 update, and are again considered valid for this updated plan. They are:

- ◆ Preserve the quality of residential neighborhoods;
- ◆ Provide well-defined opportunity for commercial development that focuses on the needs of Bellevue residents;
- ◆ Preserve the physical environment;
- ◆ Promote provision of adequate infrastructure concurrent with growth;
- ◆ Promote the preparation and adoption of performance standards to regulate development aspects such as noise, light glare, traffic problems, and aesthetic factors;
- ◆ Promote the implementation of a unified open space system based on preservation of natural features and coordinated utilization of public facilities; and
- ◆ Provide for a range of housing opportunities responsive to needs.

C. PRIORITY ACTIONS

Many actions were developed during the planning process based on the issues identified early in the process. The complete list of actions is contained in Appendix H. Some of the actions, those that are primarily the responsibility of the Planning Department, are listed in this chapter. The priority actions were categorized as priority levels 1 - 5, depending on the number of votes each received. The following actions were identified as having the highest priority:

COMMUNITY AND NEIGHBORHOOD DEVELOPMENT

Priority One:

- ◆Generate support for sit-down restaurants

Priority Two:

- ◆Protect the integrity and quality of residential neighborhoods

Priority Three:

- ◆Do not permit strip zoning along Highway 70S

Priority Four:

- ◆Limit commercial development to specified nodes (such as the Triangle area at Old Harding Road and Highway 100) along Highway 100
- ◆Protect hills from being cut away to help keep the lovely scenic views

Priority Five:

- ◆Establish constraints on certain types of businesses – gas stations, fast food
- ◆Lobby Council representatives to implement the adopted plan and to provide needed infrastructure

OPEN SPACE SYSTEM: PARKS

Priority Five:

- ◆Add shade trees to Red Caboose Park, especially along Highway 70S

OPEN SPACE SYSTEM: GREENWAYS

Priority Four:

- ◆Connectivity is important and should be accommodated with greenways that connect parks, soccer fields and neighborhoods

Priority Five:

- ◆ Improvements to the Highway 100 right-of-way should include bike and pedestrian paths from Warner Park to Natchez Trace Parkway
- ◆ Consider making the following greenway connections:
 - ✱ Greenways and bikeways should connect across the Harpeth River to Coley Davis Road
 - ✱ Greenways and pedestrian crossings should connect Todd Preis and River Plantation to the park and library
 - ✱ Greenways should connect the proposed YMCA and Senior Center to the existing residential and shopping areas
 - ✱ Consider connecting the Newsom's Mill with a greenway

INFRASTRUCTURE: TRANSPORTATION***Priority Two:***

- ◆ If traffic engineering studies recommend five lanes for Highway 100, those lanes should be added for the betterment of all Tennesseans

Priority Four:

- ◆ Pursue connectivity of roads to disperse traffic, decrease congestion

Priority Five:

- ◆ Consider alternatives other than new car lanes for Highway 100 that would preserve its character as a scenic highway. Alternatives should include greenways, pedestrian and bike paths along the two lane roadway with protected view sheds and the preservation of historic landscapes and buildings
- ◆ Correct/redesign dangerous intersections - Highway 100/Old Harding Pike/Collins Road
- ◆ Install sidewalks

SUPPORT SERVICES: SCHOOLS***Priority Two:***

- ◆ Add new elementary and middle schools as population increases

Priority Four:

- ◆ Provide a high school for Bellevue

D. STRUCTURE PLAN

The Structure Plan is intended to guide the future development of the Bellevue community. To form the Structure Plan, the four basic physical or structural elements of communities and neighborhoods related to areas (rural and open space, general residential areas, centers, and special districts) have been expanded into a set of Structure Plan area classifications. This set of Structure Plan areas and the basic structural elements of the community that they correspond with are:

Basic Structural Element: Rural and Open Space

Corresponding Structure Plan Areas and Map Symbols:

- ◆ Natural Conservation (NCO)
- ◆ Rural (R) [Amendment 2, 4/8/04]
- ◆ Open Space (OS for existing areas, POS for potential future areas)
- ◆ Water (W)

Basic Structural Element: General Residential Areas

Corresponding Structure Plan Areas and Map Symbols:

- ◆ Residential Low Density (RL)
- ◆ Residential Low-Medium Density (RLM)
- ◆ Residential Medium Density (RM)
- ◆ Residential Medium-High Density (RMH)

Basic Structural Element: Centers

Corresponding Structure Plan Areas and Map Symbols:

- ◆ Neighborhood Center (N C)
- ◆ Community Center (CC) [Amendment 1, 8/14/03]
- ◆ Commercial Mixed Concentration (CMC)
- ◆ Regional Activity Center (RAC)

Basic Structural Element: Special Districts

Corresponding Structure Plan Areas and Map Symbols:

- ◆ Office Transition (OT)
- ◆ Retail Concentration Community (RCC)
- ◆ Impact (I)

The locations of the various Structure Plan areas in the community are shown on the Structure Plan map on pages 21-37. The Structure Plan map also shows the location of the Special Policy Areas, which are shown and described individually on page 49. Accompanying each of the Structure Plan maps is a current base zoning map as of March, 2003.

BRIEF DESCRIPTIONS OF STRUCTURE PLAN AREAS

The following are brief descriptions of each Structure Plan area. The complete Structure Plan policies are contained in a document called Land Use Policy Application, which like this community plan is a component of the General Plan. It is incorporated by reference into this community plan. [Amendment 3, 5/27/04]

NATURAL CONSERVATION (NCO)

NCO is a category designed for mostly undeveloped areas characterized by the widespread presence of steeply sloping terrain, unstable soils, floodplains or other environmental features that are constraints to development at urban or suburban intensities. NCO areas are intended to be rural in character, with very low intensity development.



Farm

RURAL (R)

R is a category designed for areas that are generally physically suitable for urban or suburban development but for which the community has chosen that they remain predominantly rural in character. The predominant type of development in R areas is low density residential that is rural in character. Agricultural uses and low intensity community facility uses are also found in R areas.



Undisturbed steep hillside on rural road

OPEN SPACE (OS and POS)

Open Space is a very general classification encompassing a variety of public, private not-for-profit, and membership-based open space and recreational activities. There are two subcategories of Open Space. The designation OS indicates that the area in question has already been secured for Open Space use. The designation POS indicates that the area in question is intended to be in open space use, but has not yet been secured for that use.



Harpeth River Greenway

Types of uses intended within OS and POS areas range from active and passive recreational areas, reserves, land trusts and other open spaces; to civic uses; and public benefit activities deemed by the community to be "open space." OS and POS areas can range from very large sites encompassing



Harpeth Valley Elementary School

thousands of acres to very small sites that are a fraction of an acre. Very large OS and POS areas are elements of the community's structural framework, while smaller OS and POS areas are integral elements of planning neighborhoods. Generally, large OS and POS areas are intended to be low intensity and limited to accessory buildings commonly associated with the principal activity. Smaller "open space" areas, especially those with such uses as schools and recreation centers, may be fairly intensely developed.

RESIDENTIAL LOW DENSITY (RL)

RL is a Structure Plan category designed to conserve large areas of established, low density (two dwelling units per acre or below), subdivided residential development that have their own street systems.

RESIDENTIAL LOW-MEDIUM DENSITY (RLM)

RLM is a Structure Plan category designed to accommodate residential development within a density range of two to four dwelling units per acre.



Harpeth Valley Drive



Pine Forest Drive



New Sawyer Brown Road



Magnolia Hills

RESIDENTIAL MEDIUM DENSITY (RM)

RM is a Structure Plan category designed to accommodate residential development within a density range of four to nine dwelling units per acre.



River Plantation - Sawyer Brown Road



River Plantation - Interior

RESIDENTIAL MEDIUM-HIGH DENSITY (RMH)

RMH is a Structure Plan category intended for existing and future residential areas characterized by densities of nine to twenty dwelling units per acre.



Multifamily near Bellevue Center



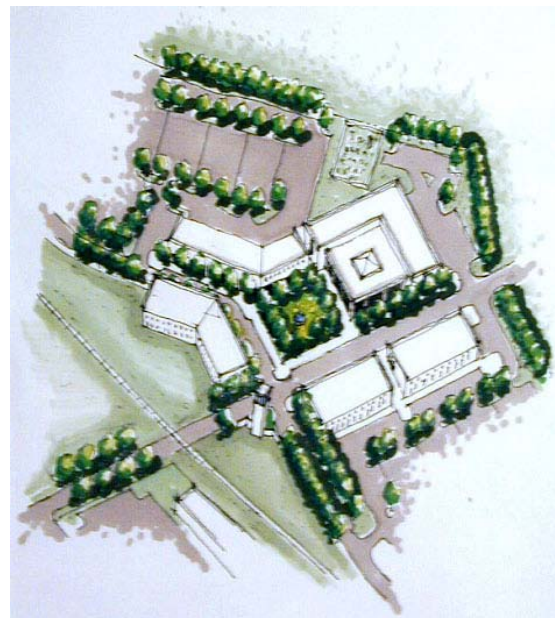
Knollwood off Highway 70S

NEIGHBORHOOD CENTER (NC)

Neighborhood Center is the Structure Plan classification for small, intense areas that may contain multiple functions and are intended to act as local centers of activity. Ideally, a neighborhood center is a “walk-to” area within a five minute walk of the surrounding neighborhood it serves. The key types of uses intended within NC areas are those that meet daily convenience needs and/or provide a place to gather and socialize. A NC area may consist of no more than a single-use or mixed-use “neighborhood-scale commercial” development on one corner of an important intersection within the neighborhood. Examples might include a barbershop or a mixed-use building with a small grocery store on the ground level and an office and/or apartment above. Or, it could be an area partially or completely surrounding and focused on a small open space area. Although neighborhood-scale commercial is scarce in modern times, the opportunity to walk five minutes to a corner store for a quart of milk and a newspaper presents residents with an alternative to driving or being driven everywhere for daily needs. Residential development in these areas generally consists of a mix of medium to high density single- and multi-family housing. The provision of higher density housing in a Neighborhood Center area allows for more “eyes on the street” to protect the activity center (street intersection or public space) it surrounds. If a neighborhood’s character is more of a Neighborhood Urban pattern rather than a Neighborhood General pattern, a Neighborhood Center might consist of more commercial or mixed-use development. All NC areas are intended to be integral elements of planning neighborhoods.



Loveless Cafe and Motel



Concept drawing for Bellevue Town Center

COMMUNITY CENTER (CC)

Community Center (CC) is the Structure Plan classification for dense, predominantly commercial areas at the edge of a neighborhood, which either sits at the intersection of two major thoroughfares or extends along a major thoroughfare. This area tends to mirror the commercial edge of another neighborhood forming and serving as a “town center” of activity for a group of neighborhoods. Generally, Community Center areas are intended to contain predominantly commercial and mixed-use development with offices and/or residential above ground level retail shops. Neighborhood and community oriented public and public benefit activities and residential uses are also appropriate in CC areas. Residential development in CC areas that is not above retail or offices is typically higher intensity townhomes and multi-family housing. Community Center areas are where the most pedestrian activity occurs. All CC areas are intended to be integral elements of planning neighborhoods.

Appropriate uses within CC areas include single-family and multifamily residential, offices, commercial retail and services, and public benefit uses. Also conditionally appropriate, subject to strict regulation, are small-scale non-nuisance type crafts and other “cottage” industrial uses. Small open spaces (parks, greens, squares, plazas) that are not designated as such on the Structure Plan or a detailed neighborhood design plan are appropriate and, to the extent possible, should be integrated into the overall open space system. Industrial activities listed as generally appropriate in IN areas are not appropriate in CC areas and are nonconforming where they already exist.



Highway 100/Old Harding Pike Triangle stores



Typical Community Center Streetscape

COMMERCIAL MIXED CONCENTRATION (CMC)

CMC is a Structure Plan category that accommodates major concentrations of mixed commercial development providing both consumer goods and services and employment. Unlike strictly retail concentrations, CMC areas may contain an equal or greater proportion of other commercial uses such as offices.

Good accessibility to and within CMC areas is of particular importance due to the amount of traffic generated by the uses in these areas.



Strip shopping center at Charlotte Pike/River Road CMC



Typical interchange-related use at Charlotte Pike/River Road CMC

REGIONAL ACTIVITY CENTER (RAC)

RAC is a Structure Plan category used for concentrated mixed-use areas anchored by a regional mall, which typically serves a customer base of at least 125,000 people. Other uses common in RAC areas include all types of retail activities, offices, public uses, and higher density residential areas.

A very high level of accessibility to and within RAC areas, including public transportation, is of particular importance due to the overall size of these areas, their regional orientation, and their traffic generating characteristics.



The Bellevue Center Mall anchors Bellevue's Regional Activity Center



Offices such as this one adjacent to the Bellevue Center Mall are key components of Regional Activity Centers, as are residential uses

OFFICE TRANSITION (OT)

OT is a Structure Plan category for small offices intended to serve as a transition between lower and higher intensity uses



Banks such as this one are found in OT areas

RETAIL CONCENTRATION COMMUNITY (RCC)

RCC is a Structure Plan category designed to accommodate existing and future areas with concentrations of community scale retail at a smaller scale than a regional mall, generally located in conventional suburban areas.

RCC activities generally serve a customer base of about 35,000 to 100,000 people. The market served by community scale retail varies in size according to the density of the surrounding area and the existence of other retail concentrations. In general, the radius of the trade area is anywhere from one to five miles.

The aggregate amount of commercial floor space appropriate in RCC areas not at interchanges is between 100,000 and 500,000 square feet. For RCC areas at interchanges, this size may be increased to accommodate highway oriented uses.

Good accessibility by major streets or freeways is essential for all RCC areas.



This small Bellevue office park is a typical OT area



Even on a weekday morning, Bellevue's RCC area is a busy place



Grocery stores such as this ones are key components of RCC areas

IMPACT (I)

Impact is a Structure Plan area classification for one of several types of special districts. Impact areas are dominated by one or more activities that have, or can have, a significant adverse impact on the surrounding area. Very large Impact areas are elements of the community's structural framework; smaller ones are elements of planning neighborhoods.



Harpeth Valley Utility District



The Vulcan Materials quarry on River Road is a classic Impact use



LoJac Enterprises is next to the quarry