

nashvillenext

BELLEVUE COMMUNITY PLAN

APRIL REVIEW DRAFT

This is the review draft of the Bellevue 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)

COVER IMAGE

BELLEVUE COMMUNITY

Description of the Bellevue Community

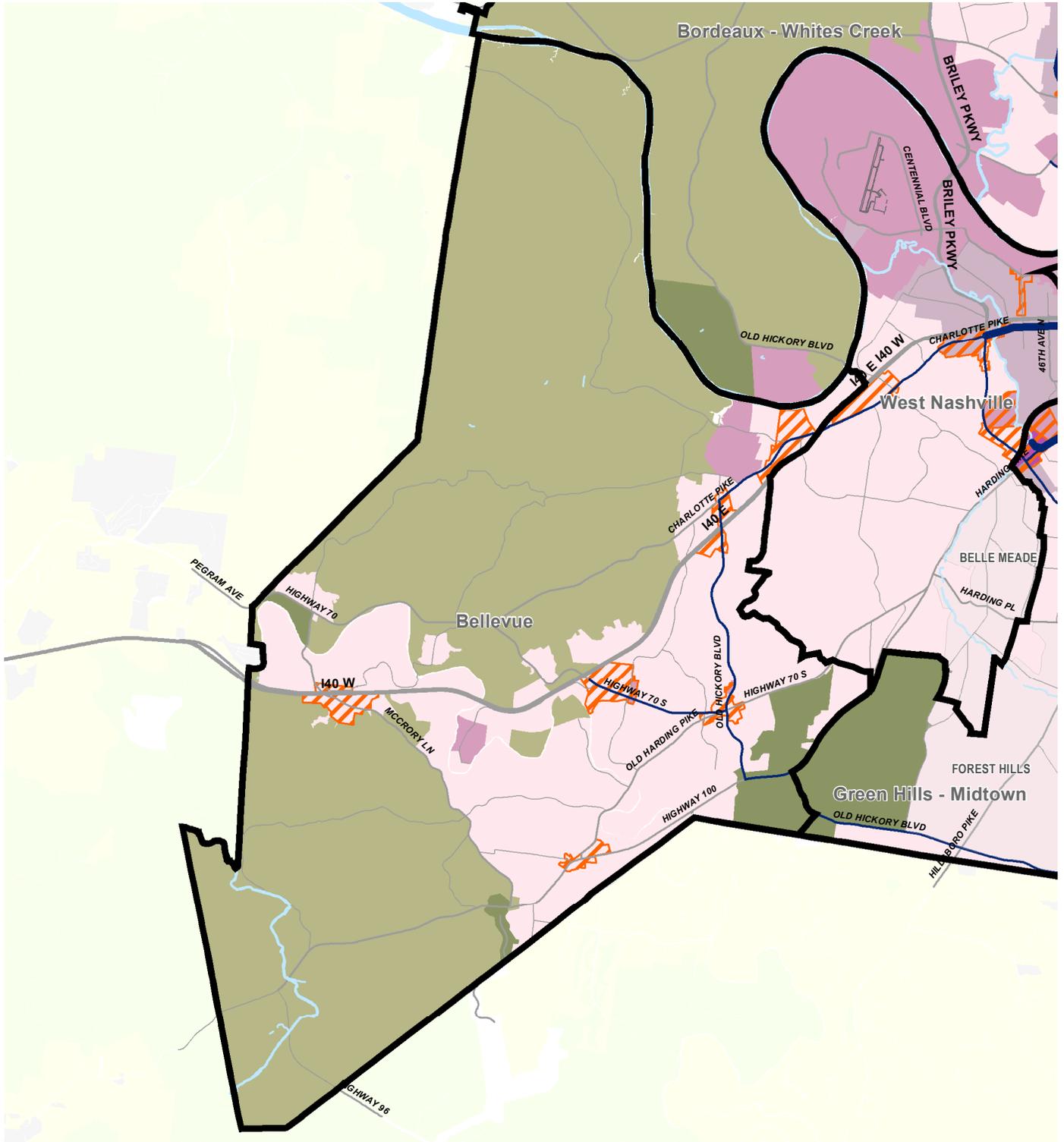
The Bellevue Community is bounded by the Cumberland River on the north, Cheatham County to the west, Williamson County to the south, and to the east is the community planning area known as West Nashville. One major interstate, Interstate 40, traverses the Bellevue Community. The Harpeth River and its many tributaries also cross the community. The Bellevue Community contains approximately 74 square miles, about 13 percent of the land area in Nashville/Davidson County.

Located in the southwestern corner of Davidson County, the character of the Bellevue Community is primarily suburban and rural residential (83 percent of the community's land use) with picturesque hills, large wooded areas, residential neighborhoods, and farmland. Its distance from Downtown Nashville, its adjacency to rural counties, and its concentration of hilly terrain, floodplain and farmland create the overall suburban/rural character of the Bellevue Community.

Major Neighborhoods/Communities

The Bellevue 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 Bellevue, Centenary, Linton, Newsom Station, Pasquo and White's Bend communities as well as numerous neighborhoods. For convenience, the entire area is referred to as "Bellevue" in the community plan. However, significant differences in rural and suburban character exist across these various communities. These differences are one of the strengths of the Bellevue Community, and community members are clearly committed to preserving this diversity.

Transect
Bellevue detail

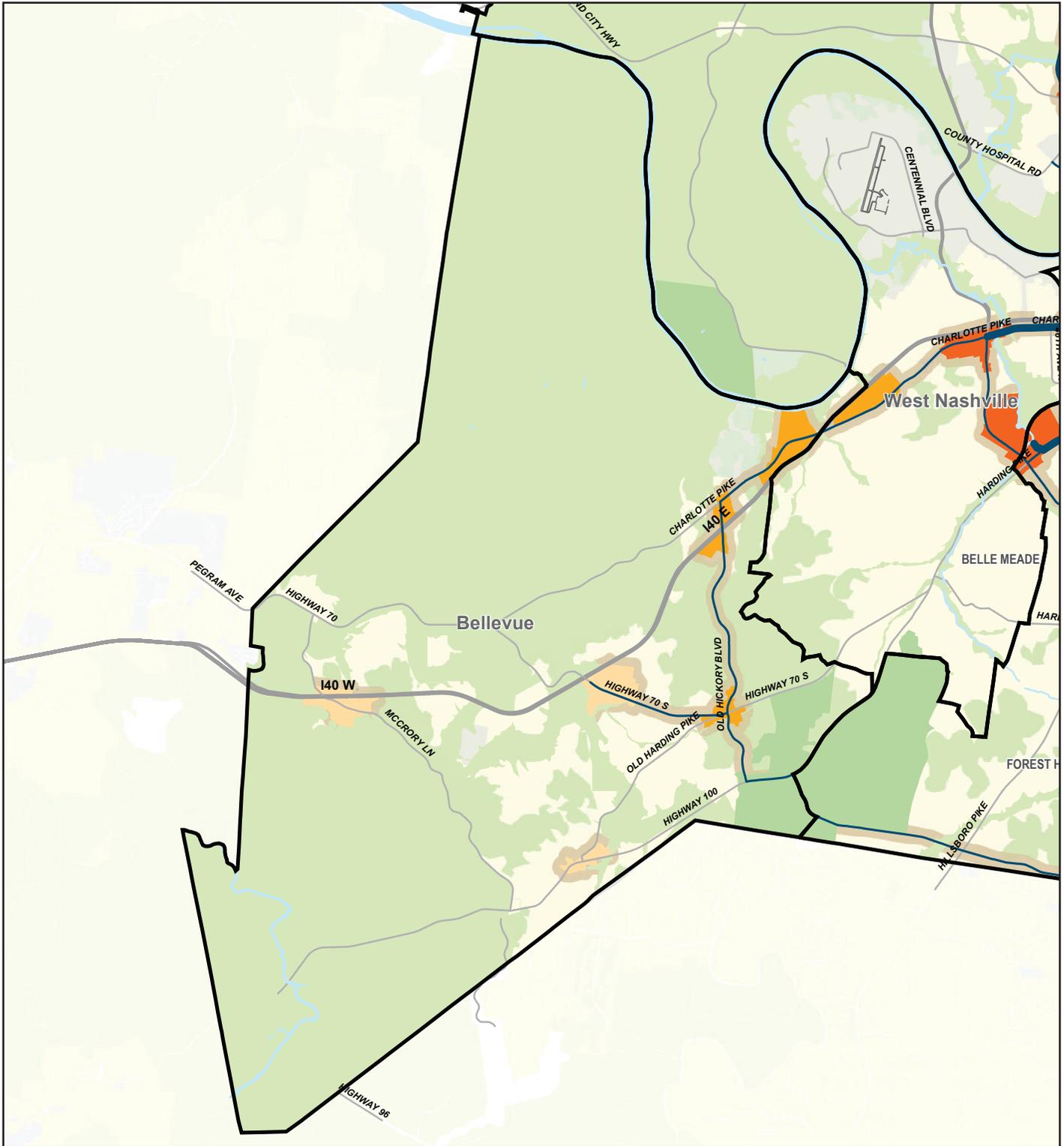


Transects

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



Growth & Preservation Concept Map
Bellevue detail



- | | | | |
|---|---|---|---|
| <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 |
|---|---|---|---|

Bellevue Community History

Centuries ago, Bellevue, like other parts of what would become Nashville, was largely uninhabited, as Middle Tennessee was considered a “hunting ground” by area Native Americans and no one group claimed ownership. By 1795, John Davis, a surveyor, along with Revolutionary War veteran Abraham DeMoss, had built homes along the Harpeth River – Davis’ “Devon Farm” on what is now the Ensworth High School site, and DeMoss’ “Belle Vue,” along Old Harding Road near the CSX Railroad tracks. In time, Bellevue was the name given to the railroad depot and the U.S. Post Office, and the community began to be known by that name. The original Belle Vue cabin was relocated to Red Caboose Park in the early 2000s so that it could be rehabbed and become a more visible part of the community.

Figure XX illustrates the characteristics and major property owners in the area in 1871.

The Memphis-Bristol Highway (Highway 70 South) was completed in 1927. Before Highway 70 South was built, Harding Road/Highway 100 was the main route west. Parts of the old Natchez Trace dirt road, used by pioneers and early settlers, also run through the area. Old Harding Road went through the intersection of Harding Road and Bellevue Road, which was then considered the heart of the Bellevue Community. The area included the Bellevue Market, which also housed the post office and a blacksmith shop, which was destroyed by a tornado in the 1950s.

Until the early 1960s, Bellevue experienced little suburban growth. Development occurring before that time took the form of small farms and rural residential development scattered along existing routes of travel. Commercial needs were typically provided by general retail establishments at rural crossroads. With the interstate system of the 1960s and public water and sewer infrastructure development, growth accelerated. Most growth occurred in the area of “Old Bellevue” near the interchange of Interstate 40 and Highway 70 South. Initially, the new development was in suburban, low density, single-family subdivisions. In the late 1970s and early 1980s, large-scale apartment complexes were constructed, mostly along the Highway 70 South and Old Hickory Boulevard corridors. Construction also included smaller lot, single-family development and condominium town-house developments.

Bellevue High School, built in 1931, was closed in 1980, in part due to a countywide desegregation plan. The school was located on Colice Jeanne Road. The school was demolished except for the gym which is being used as part of the Bellevue Community Center. Closing the school caused disappointment in the Bellevue Community since most Bellevue children, for generations, had been schooled entirely in the community. Today, the community continues its effort to bring a high school back to the area, and plans are under discussion to close a school in West Nashville and build a high school in Bellevue.

The Harpeth Valley Tea Room opened in 1951, near the terminus of the Natchez Trace Parkway. Today, it is known as the Loveless Cafe and is still serving its famous biscuits and fried chicken. In 1967, Chaffin's Barn opened its doors as the "Barn Dinner Theatre" with over 300 people attending the show. It remains in operation in its 48th Season in 2015 and is the second oldest dinner theater in the country. Bellevue Center Mall opened in 1990. The meadow where it was built was known as "Irish Flats," and was once occupied by Irish immigrants working on the railroad. Bellevue Center closed in 2008; today, hopes are high for a redevelopment of the property to serve the community at its prominent location.

Bellevue Park, commonly called Red Caboose Park, serves as a prime gathering place in the community. In 1996, over 1,800 volunteers built the park's playground as part of Bellevue's Bicentennial Celebration. The annual Bellevue Family Picnic – Davidson County's longest continuous running festival – occurs in the park each May with music, food, businesses, information, and socializing.

During the May 2010 flood, one of the hardest hit areas was Bellevue. Property assessments, conducted by Metro departments in the days following the flood, reported 2,347 properties damaged in the Bellevue Community. According to the Metro Codes Department, due to the significant damage, numerous homeowners in Bellevue have gutted their homes or abandoned their homes without ever starting repair/rebuilding work. Roads that were damaged and closed in the Bellevue Community during the 2010 flood include: Big East Fork, Brownlee Drive, Hicks Road, Libble Road, Morton Mill Road, Newsom Station Road, Old Harding Pike, Poplar Creek Road, McCrory Lane, and South Harpeth Road.

Over the decades, the community became known for its concentration of farms, farmland, and scenic views. Today, numerous early settlers are buried in a graveyard, now part of River Plantation, overlooking the Harpeth River. Over the years the community has been known as Belle Vue, Bellevue, Bellview, Belle View, and Bellevue. Today, the sign reads “Bellevue Established 1795.”

The Metro Historical Commission’s list of historically significant features identifies historically significant sites, buildings, and features within the Bellevue Community. As of December 2014, there are a total of 331 historic features in the Bellevue Community:

- » 9 features listed on the National Register of Historic Places
- » 29 features designated as National Register Eligible
- » 293 features designated Worthy of Conservation

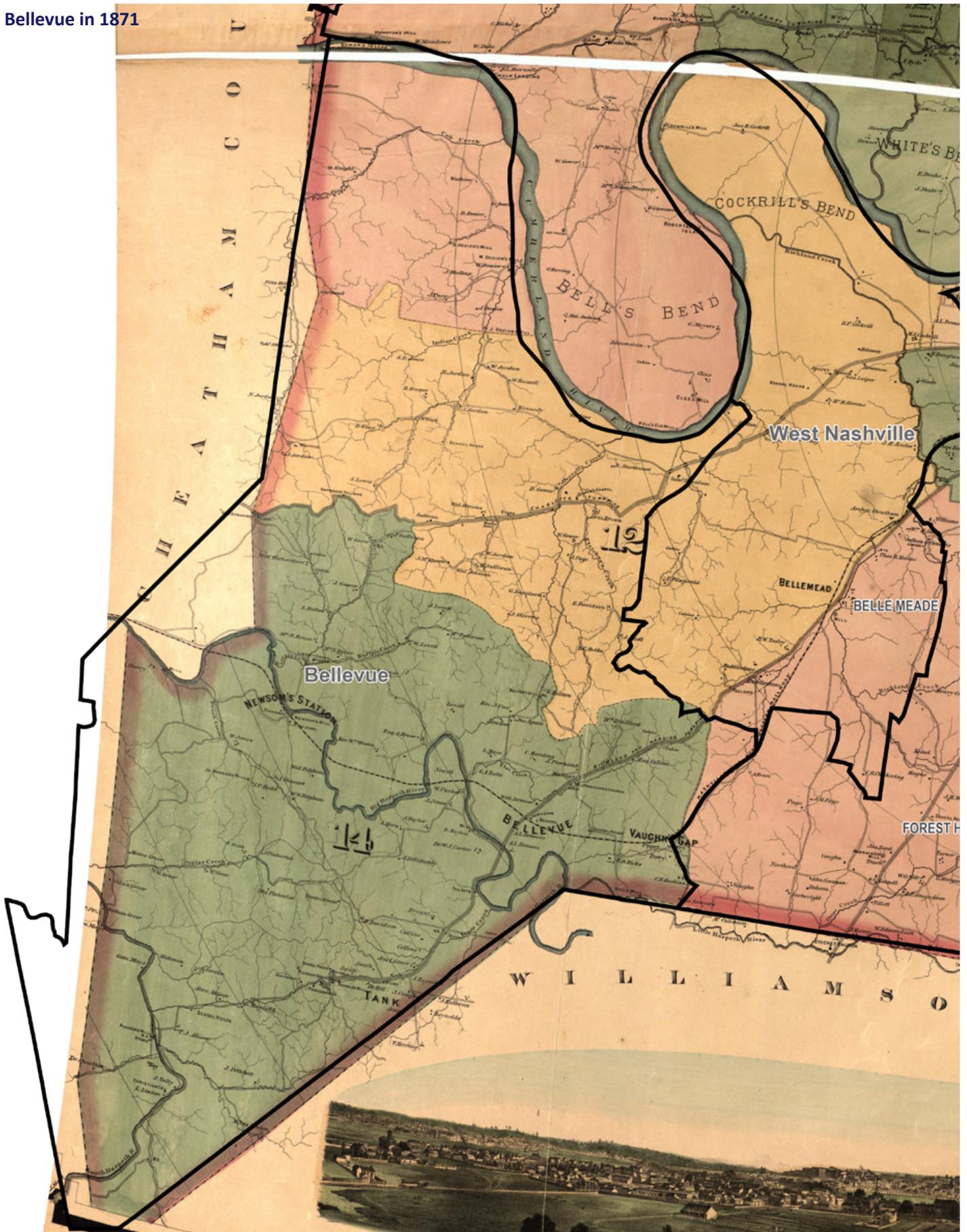
These do not include known archeological sites which are not mapped in order to protect them for unauthorized diggings.

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 Bellevue 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, and projected growth, development and preservation in fourteen communities. The Bellevue Community Plan was first adopted by the Planning Commission in August 1990, after working with a Citizens’ Advisory Committee. The Bellevue Community Plan was the second of the fourteen community plans to be created.

Bellevue in 1871



The Bellevue Plan's first update was adopted in 1996 after several community workshops. The community's second plan update was adopted in 2003 after substantial community participation in workshops. The Bellevue Plan was again updated in 2012, using the guidance of the *Community Character Manual's* policies. The update also utilized community workshops. Over the decades, the community continues to grow and strives to balance conservation of its natural, scenic features while accommodating growth.

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

Bellevue Community Demographic Information

Bellevue continues to be a growing community. In 1990, the total population of the Bellevue Plan area was 27,172 people. According to the 2000 U.S. Census, the Bellevue Community had 34,084 residents, an increase of approximately 20 percent over the ten-year period from 1990 to 2000. According to the 2010 U.S. Census, the Bellevue Community had 43,055 people (6.9 percent of Davidson County's total population), an increase of approximately 21 percent since 2000 and above the amount of population forecasted in the 1990s.

According to the 2010 U.S. Census, the Bellevue Community area contains 21,718 housing units (7.6 percent of Davidson County's total housing units).

According to the 2010 U.S. Census, the average per capita income for the Bellevue Community area is \$36,986, which is 129.7 percent of Davidson County's average of \$28,513.

		Davidson County		Bellevue	
		#	%	#	%
Population	Total, 2010	626,681		43,055	6.9%
	Household Population	605,463	96.2%	44,803	99.5%
	Group Quarters Population	23,650	3.8%	213	0.5%
	Population, 1990	510,784		25,260	4.9%
	Population, 2000	569,891		38,030	6.7%
	Population Change, 1990- 2000	59,107	11.6%	12,770	50.6%
<i>U.S. Census (1990, 2000, 2010)</i>	Population Change, 2000- 2010	56,790	10.0%	5,025	11.7%
	Population Density (persons/acre)	1.69	n/a	1.60	n/a
<i>American Community Survey (2008 - 2012 5-year estimate)</i>	Average Household Size	2.37	n/a	2.24	n/a
	Male	304,566	48.4%	21,193	47.1%
	Female	324,547	51.6%	23,823	52.9%
Population	Total, 2010	626,681		43,055	6.9%
Race	White	385,039	61.4%	35,688	82.9%
	Black or African American	173,730	27.7%	3,793	8.8%
	American Indian/ Alaska Native	2,091	0.3%	102	0.2%
	Asian	19,027	3.0%	2,004	4.7%
	Native Hawaiian or Pacific Islander	394	0.1%	20	0.0%
	Other Race	30,757	4.9%	661	1.5%
<i>U.S. Census (2010)</i>	Two or More Races	15,643	2.5%	787	1.8%
Ethnicity	Hispanic or Latino	359,883	57.4%	1,681	3.9%
Age	Less than 18	136,391	21.8%	8,704	20.2%
	18-64	424,887	67.8%	29,084	67.6%
<i>U.S. Census (2010)</i>	Greater than 64	65,403	10.4%	5,267	12.2%
Families	Total	142,821		11,376	n/a
	Married Couple Families with Children	37,098	26.0%	3,653	32.1%
<i>American Community Survey (2008 - 2012 5-year estimate)</i>	Single Parent Families with Children	26,291	18.4%	1,006	8.8%
	Female Householder with Children	21,528	15.1%	820	7.2%

		Davidson County		Bellevue	
		#	%	#	%
Housing Units	Total	284,328		21,718	7.6%
	Owner Occupied	141,805	49.9%	13,000	59.9%
	Renter Occupied	114,082	40.1%	6,997	32.2%
	Occupied	255,887	90.0%	19,997	92.1%
	Vacant	28,441	10.0%	1,721	7.9%
<i>American Community Survey (2008 - 2012 5-year estimate)</i>					
Travel	Mean Travel Time to Work (min)	23.1		25.1	
	Workers	309,633		24,785	8.0%
	Drove Alone	246,391	79.6%	21,059	85.0%
	Carpooled	32,633	10.5%	1,937	7.8%
	Public Transportation	6,588	2.1%	308	1.2%
	Walked or Biked	6,806	2.2%	198	0.8%
	Other	3,232	1.0%	168	0.7%
	Worked from home	13,983	4.5%	1,115	4.5%
<i>American Community Survey (2008 - 2012 5-year estimate)</i>					
Income	Per Capita Income	\$28,513		\$36,986	129.7%
Education	Population 25 years and over	419,807		32,716	7.8%
	Less than 9th grade	20,687	4.9%	521	1.6%
	9th to 12th grade, No Diploma	38,664	9.2%	1,483	4.5%
	High School Graduate (includes equivalency)	103,024	24.5%	5,292	16.2%
	Some College, No Degree	86,498	20.6%	6,142	18.8%
	Associate Degree	23,963	5.7%	2,355	7.2%
	Bachelor's Degree	92,765	22.1%	10,178	31.1%
Graduate or Professional Degree	54,206	12.9%	6,745	20.6%	
<i>American Community Survey (2008 - 2012 5-year estimate)</i>					
Employment	Population 16 Years and Over	505,034	80.6%	38,121	88.5%
	In Labor Force	348,250	69.0%	27,321	71.7%
	Civilian Labor Force	347,862	99.9%	27,255	99.8%
	Employed	317,719	91.2%	25,879	94.7%
	Unemployed (actively seeking employment)	30,143	8.7%	1,376	5.0%
	Armed Forces	388	0.1%	66	0.2%
	Not in Labor Force	156,784	31.0%	10,800	28.3%
<i>American Community Survey (2008 - 2012 5-year estimate)</i>					

Bellevue's Role in the County and Region

The impacts of growth, development and preservation in Nashville's communities do not stop at Community Plan area borders, especially in the case of the Bellevue Community. The Bellevue 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 and Williamson Counties. The Bellevue 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 Bellevue 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 Bellevue's regional contribution. This section considers the Bellevue Community in the context of the region.

The Bellevue Community Plan in a Regional Context

The Bellevue Community plays an important role in the Middle Tennessee region, and the community's resources are abundant. Perhaps the Bellevue Community's greatest strengths, in the regional setting, are its convenient location and abundant natural features. The proximity of Bellevue to Interstate 40, and other major corridors, which provide quick travel to Downtown and Midtown, and the community's attractive natural features – rivers, hills, trees – will continue to make Bellevue a desirable place to live in the future.

The southern portion of the Bellevue Community (south of I-40) has experienced residential growth and commercial development over the past thirty years, while the northern portion of the community (north of I-40) remains predominantly rural, mainly due to its steep terrain. Commercial areas are located along Charlotte Pike, Highway 70, Highway 100, and Old Hickory Boulevard and include the Bellevue Mall site, the Old Hickory Boulevard/Highway 70 center, and the Old Harding Pike/Highway 100 Center. The Bellevue Community has many assets, including its attractive landscape, its proximity to Warner Parks, the scenic Harpeth River, the Bellevue YMCA, Red Caboose Park, the historic Loveless Café, the unique architecture of the Sri Ganesha Hindu Temple, numerous faith communities, and Newsom's Mill.

Commuting patterns of residents and employees in Bellevue

Bellevue residents who work in these areas		18,413	Employees who work in Bellevue come from these areas		7,988
	Bellevue	2,754		Bellevue	2,754
	Green Hills Midtown	4,367		Southeast	561
	Downtown	1,925		West Nashville	427
	West Nashville	1,193		Green Hills Midtown	380
	South Nashville	1,122		Antioch Priest Lake	318
	North Nashville	1,119		Donelson Hermitage Old Hickory	183
	Donelson Hermitage Old Hickory	684		North Nashville	180
	Antioch Priest Lake	610		South Nashville	168
	East Nashville	439		Bordeaux Whites Creek	150
	Southeast	382		East Nashville	135
	Madison	289		Madison	108
	Bordeaux Whites Creek	253		Joelton	70
	Parkwood Union Hill	140		Parkwood Union Hill	45
	Joelton	0		Downtown	0
	Beyond Davidson County	3,136		Beyond Davidson County	2,509

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

Creating a Sense of Place

During the Bellevue Community Plan update process, Bellevue stakeholders clearly articulated what made their community special to them. They noted, however, that the community's structure and appearance didn't always reflect what they loved about Bellevue. Specifically, community members regretted that Bellevue didn't seem to have a "center." Many community members thought a center could be created by building some civic space that was open to all Bellevue residents and became the "heart" of Bellevue – a place for Bellevue residents to celebrate successes, a place to gather in troubled times. In 2011, the Metro Public Library determined a location for the long-awaited, new Bellevue Library. The new library's location is directly beside the Bellevue Middle School on Colice Jeanne Road, and it opened in January 2015. The new Bellevue Library may, in time, come to serve as the heart of Bellevue. The Bellevue Community Plan does also recommend that the developers of the Bellevue Mall consider options for civic uses as the Bellevue Mall site is redeveloped, providing another opportunity for gathering places in Bellevue.

Several Bellevue stakeholders also lamented the commercial areas didn't have a unified "look" to make these areas attractive and distinctive. While the Bellevue Community Plan does not address architectural styles or building materials, the Plan does provide guidance for ways to make commercial centers and corridors more coherent and more welcoming to visitors. The Bellevue Community Plan recommends improved streetscapes with sidewalks, planting strips or street trees and consolidated vehicular access points. The Plan also makes recommendations about framing commercial streets with buildings instead of parking as well as guidance on signage, lighting and landscaping.

(ADD IN VISUALS ILLUSTRATING THIS.)

Residential Development

The Bellevue Community has neighborhoods that offer affordable and diverse housing, ranging from rural homes to large lot suburban homes, small lot suburban homes, townhomes and stacked flats. This diversity allows Bellevue to accommodate the housing needs of individuals and families at many points in their lives, although there are fewer options for assisted living and retirement.

The community's attractive residential location is evidenced by 22,804 acres, or 54 percent of the total land acreage in the Bellevue Community, being used for residences in both suburban and rural settings. Within those residential land uses, there are mainly single-family houses, with some multi-family and condominium structures. (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.) Single family residential uses make up 48 percent of the community's residential units. Duplexes, condominiums and residential combination uses (meaning a lot owned by the adjacent land owner but not containing a second residential structure) make up 4 percent of the residential units, and low-rise apartments make up 2 percent of the residential units in the Bellevue Community. Another 29 percent of the total land acreage in the Bellevue Community is classified as "vacant residential." Some of this vacant residential land is likely to remain vacant due to large-lot residential patterns and the significant amount of land area in Bellevue that has sensitive environmental features (63 percent of land in Bellevue) making it difficult to develop. Some of the vacant residential, however, includes residential developments that have been approved, but have not yet begun construction.

Together, occupied and vacant residential land uses total 83 percent of the Bellevue Community's total land uses. The predominance of housing in the Bellevue 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 or Metro-Center), Bellevue provides housing in a diversity of settings, not too far from the employment centers. Community members understand, however, that additional households may be necessary to support the additional retail, restaurants, and future transit desired by the community. Community members also want housing options to be provided for Bellevue residents

of all ages from residents just out of school to those wanting to buy their first house, a move-up house, or downsizing for retirement.

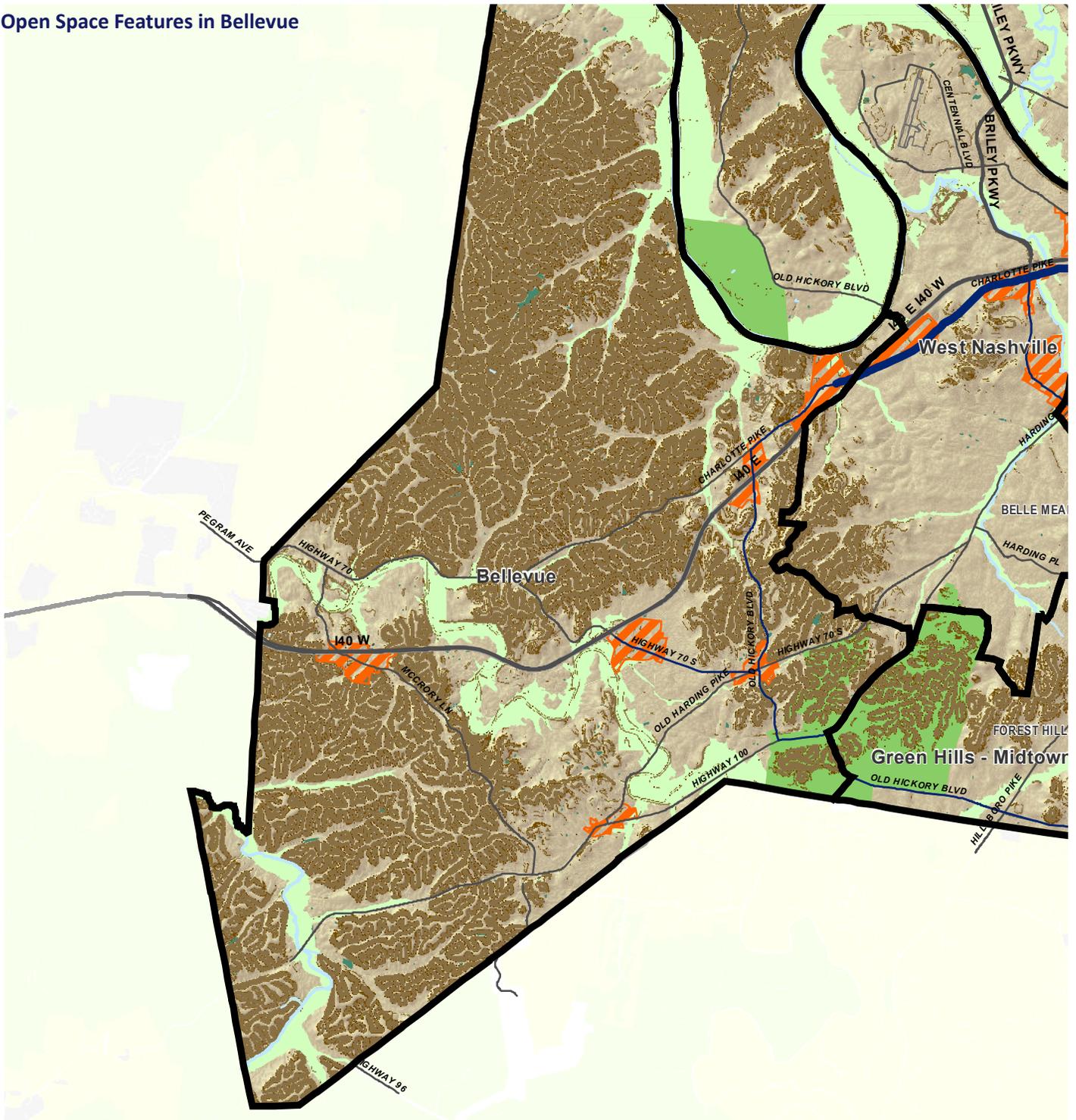
In past decades, several single family and multifamily developments were approved for Bellevue, but have been only partially completed or not constructed at all. The Community Plan includes guidance on how to address these developments if changes to the approved plans are requested. The Bellevue Community Plan recommends strategic locations for additional residential density – generally in existing commercial centers or corridors to support businesses and eventual transit. Finally, for all residential developments, the Community Plan and the Community Character Manual provide guidance on building and site design to reflect the rural or suburban setting in which the residential development is located. While the Bellevue Community currently has a range of housing options, additional housing choice can be provided through more housing opportunities in strategic locations, such as in commercial centers. Providing additional housing options in strategic locations, such as within centers, addresses the issue of “aging in place” – providing a variety of housing types to meet each stage of a person’s life – and keeps the Bellevue Community competitive in the region.

Natural Features and Environmental Treasures

The Bellevue Community has a large amount of environmentally sensitive features that add tremendously to the character and scenic beauty of Davidson County and the Middle Tennessee region. Natural features in the Bellevue Community include numerous waterways, wetlands, steep slopes, rock formations, forests, and segments of the Cumberland and Harpeth Rivers. These environmentally sensitive features are part of a larger, regional open space network including parks, environmentally sensitive features, and wildlife corridors, and it is very important that proper preservation techniques be used to protect these features.

The primary environmentally sensitive features in the Bellevue Community are its steep slopes, including areas of unstable soils, and the floodway and floodplain areas that surround its waterways, primarily the Harpeth and Cumberland Rivers. The community contains 28,534 acres (out of 45,530 acres), or 63 percent, of land containing sensitive environmental features.

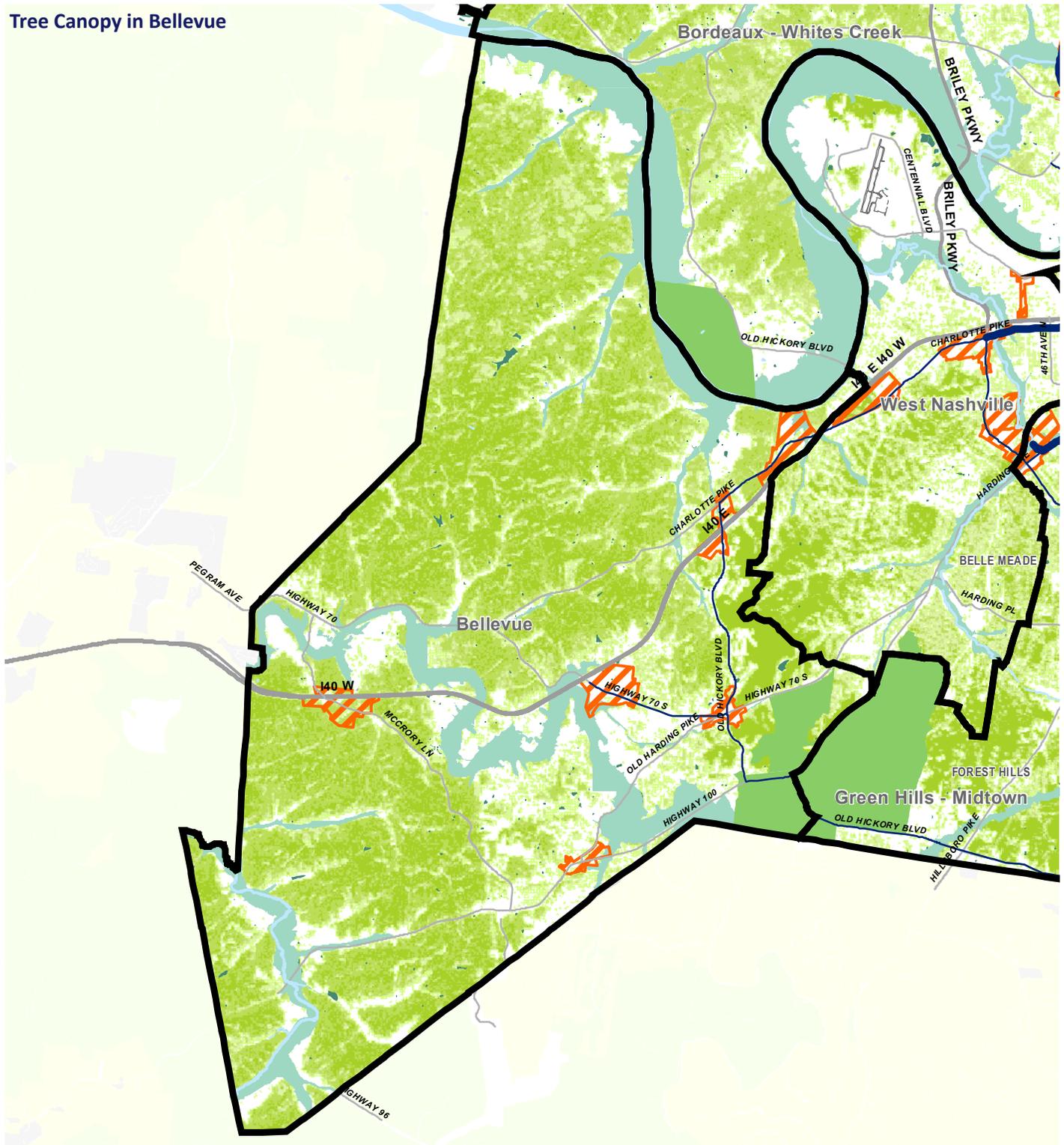
Open Space Features in Bellevue



Slopes & Terrain Legend



Tree Canopy in Bellevue



Tree Canopy Legend

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



The Bellevue Community plan area includes portions of the Cumberland River, Harpeth River and South Harpeth River, along with numerous tributaries. Altogether, waterways, floodways and floodplains cover a large portion of the Bellevue Community Plan area. The Harpeth River, 125 miles long with over 1,000 miles of tributaries, flows through six counties in Middle Tennessee until it joins the Cumberland River. The Harpeth River watershed area – the land area that drains into a particular river – comprises 870 square miles that drains into the Harpeth River. Much of the Bellevue Community Plan area falls within the Harpeth River watershed area. The northern portion of the Bellevue Community Plan area contains smaller watersheds for Cub, Pond, Indian, and Overall Creeks. The Bellevue Community has 6,050 acres of land impacted by these features – 2,987 acres in the floodway, 2,353 acres in the 100-year floodplain, 710 acres in the 500-year floodplain, and 305 acres of wetlands. Preserving floodway, floodplain, and natural wetland areas is vital as they absorb excess water, provide valuable habitat for wildlife, improve water quality, 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, park land, and natural habitat.

Many of the areas with steep slopes in Bellevue 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. An estimated 22,066 acres (48 percent) of the Bellevue 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 and slowing down water runoff. Steep slopes, especially those that have been disturbed by development, are more prone to landslides. This was evidenced by the numerous landslides that occurred in Davidson County as effects of the 2010 Flood.

The Bellevue Community has significant 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 Bellevue Community

also contains areas of endangered and rare flowering plants, including White Prairie Clover, Willow Aster, and Duck River Bladderpod. Due to their sensitive nature, the locations of these areas are confidential.

The Bellevue Community Plan uses Community Character Policies that are tailored to rural and suburban character and honors the diversity of character from the rural neighborhoods of White's Bend, Centenary, and Pasquo to the suburban neighborhoods of Bellevue, Newsom's Station, Tolbert and others. The Community Character Policies avoid one-size-fits-all development and reinforce and enhance the development pattern of existing neighborhoods. The policies thoughtfully encourage additional housing options in strategic locations, enhance the character of mixed use centers, and preserve green spaces and environmentally sensitive features.

Much of the easily-developable land in the Bellevue Community has been developed. Some 63 percent of the Bellevue Community's land contains sensitive environmental features, including steep slopes and floodplains. While the beauty of these sensitive environmental features has long been appreciated by Bellevue community members, the importance of protecting these features was made abundantly clear during and after the May 2010 flood and the landslides that resulted from the rainfall associated with the flood. Bellevue faces the challenge of how to strike a balance between accommodating some new development while protecting sensitive environmental features. This challenge is made more complex because Bellevue has a considerable amount of property zoned PUD (Planned Unit Developments) without the development standards typical in new development regulations. In addition, subdivisions have been approved in past decades (often on sites with environmentally sensitive features), but have not been constructed. The Bellevue Community Plan addresses this challenge by placing environmentally sensitive features in "Conservation" policy to preserve them. The Community Character Manual also gives clear guidance on how to remediate natural features that have been damaged and how to adapt approved development plans to make them more sensitive to the natural environment.

Recreation – Community Services and Open Space

Another of the Bellevue Community's primary contributions to the Middle Tennessee region is in providing recreation and open space, which is related to the area's many natural features. The Bellevue Community hosts the Harpeth River Greenway system, part of the Warner Parks system, the northern terminus of the multi-state Natchez Trace Parkway, and several additional state and local parks. In addition, open space is provided via Metro school sites as well as the library and other civic and public benefit areas. The Bellevue Community currently contributes approximately 2,817 acres of open space, park land and community facilities to Davidson County. An additional 1,777 acres are common open space areas of residential developments. Open space, recreation, civic uses, and institutions comprise 11 percent of land uses, based on total acreage in the Bellevue Community. Of this, 3 percent is parks and golf courses, 4 percent is common open space areas in residential developments, 1 percent is religious institutions, and 1.5 percent is cemeteries.

Bellevue Community members value existing open space and desire the dedication of additional open space, more trails and greenway connections, 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 Bellevue are beloved by the community, they are also important components of a plan for open space preservation on a countywide and regional scale. Community and neighborhood parks also add to the open space system by providing open space and natural areas within an urban area where large expanses of open spaces are less common. During the 2010 flooding events, many of these areas along the river served as floodwater storage thus protecting some residential areas from additional flooding.

Local Work-Force Assets

According to the 2008-2012 American Community Survey, the Bellevue Community has 27,321 workers. These workers reported a mean travel time of 25 minutes to employment, suggesting that the majority of workers work outside the Bellevue area. In addition, 1,115 workers reported working from home, averaging the same percentage of the work force, 4.5 percent, as in Davidson County. In the Bellevue Community, there are a larger number of residents with advanced degrees as compared to

Davidson County as a whole. The 2008-2012 American Community Survey reported that 10,178 people, or 31 percent, held bachelor's degrees and 6,745 people, or 21 percent, held graduate or professional degrees. This compares to 15 percent holding bachelor's degrees and 9 percent holding graduate or professional degrees in Davidson County. The per capita income (the average income per person) in the Bellevue Community is also higher at \$36,986 as compared to Davidson County's at \$28,513, suggesting a larger disposable income in the Bellevue Community as compared to some other areas of Davidson County. Refer to Figure XX above regarding demographic information.

Despite the well-educated workforce with higher-than-average incomes, Bellevue has few employment centers, and Bellevue residents feel underserved with regard to retail and restaurant options. During the 2012 Bellevue Community Plan update process, the community was clear that it wanted additional sit-down dining choices, shopping, services, and employment options, but the community also valued the firm geographic boundaries currently in place on commercial areas. During the 2003 plan update, the concept of locating commercial development at prominent intersections (nodes) with residential in between was included in the land use policy. That development pattern has held and the community wants to retain this pattern in the future.

Rather than geographically expanding commercial areas, the community supports redevelopment of existing under-utilized commercial – especially on Highway 70 at the Bellevue Mall Center. During the 2012 Bellevue Community Plan update process, the community was encouraged to consider the possibility that redevelopment of the Bellevue Mall will likely include a mixture of uses – retail, office and some residential – and will be at a more intense scale of development than currently exists on the site. It is understood that the mixture of uses and greater intensity will be necessary to make redevelopment economically feasible. It can also serve to provide strategically-located residents to support the businesses and, hopefully, future transit. The policies in the Bellevue Community Plan support a mixture of uses at a greater intensity than currently exists in the Bellevue Mall Center area and outlines which areas of the community are appropriate for intensified redevelopment to serve Bellevue's residents.

Relationship of Community to other NashvilleNext Plan Elements

The natural and rural areas of Bellevue are protected and celebrated – natural areas, open space, river/creeks, floodplains, steep slopes, tree cover, watersheds, viewsheds and wildlife habitat are preserved or reclaimed – close tie here with Natural Resources & Hazard Adaptation;

Established suburban and rural neighborhoods throughout the community are preserved and, in some cases, enhanced with more opportunities for walking, cycling and recreation;

Open spaces, neighborhoods and mixed-use centers are better connected through multiple forms of transportation, including connections by sidewalks, bikeways and greenways;

Centers and major corridors are enhanced utilizing a high standard of design to provide greater access for pedestrians and bicyclists, opportunities for transit, a balanced mixture of well-designed housing, employment opportunities and community services, and a more coherent character, through the use of signage and landscaping;

Arts/culture connection with creative placemaking – as a standard for the redeveloped mall and as the standard with the evolving civic heart on Colice Jeanne Road.

Conclusion

The Bellevue Community has significant assets to provide to the Middle Tennessee region in terms of housing choice, well-educated work force, 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 Bellevue Community's future vitality depends, however, on how it capitalizes on these assets to continue being a desirable residential area with densities and intensities to support desired commercial development and how it preserves and enhances its neighborhoods, open spaces, and environmentally sensitive features.

While Bellevue overall has a diversity of land uses, the land uses are generally separate from one another and lack good connections to other land uses or public open space. The suburban development pattern has created the need to mitigate traffic congestion, improve the mixture of land uses, and find ways to preserve rural areas and environmentally sensitive features. Striking a balance between the pressures for development and conserving the natural beauty found throughout the area is one of the Bellevue Community's greatest challenges.

Growth and Preservation Concept Map and the Community's Role – Bellevue

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 XX.

The Concept Map for Bellevue illustrates the key concepts listed above: preserving environmentally sensitive features and open space; preserving established residential areas; strategically locating new residential development; enhancing commercial centers and corridors to provide more of a “brand” for Bellevue; and adding more connectivity, primarily 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, ridgetops and floodplains).

In the Bellevue Community, a large part of the Concept Map is the green network. 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, institutional and employment areas and small neighborhood centers. Neighborhoods have different context – rural, suburban, urban, or downtown – depending on their location and character.

In the Bellevue Community, neighborhoods are predominantly suburban in character, along with some rural areas.

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 Bellevue Community, these include areas around existing centers and along corridors, such as Old Hickory Boulevard, Highway 70 between centers, and Charlotte Pike.

Centers

The centers included in the Concept Map build on existing commercial center areas to evolve into active, mixed-use places serving as neighborhood or community gathering places. Centers are anticipated to become pedestrian-friendly areas with frequent transit service that contain a dense mix

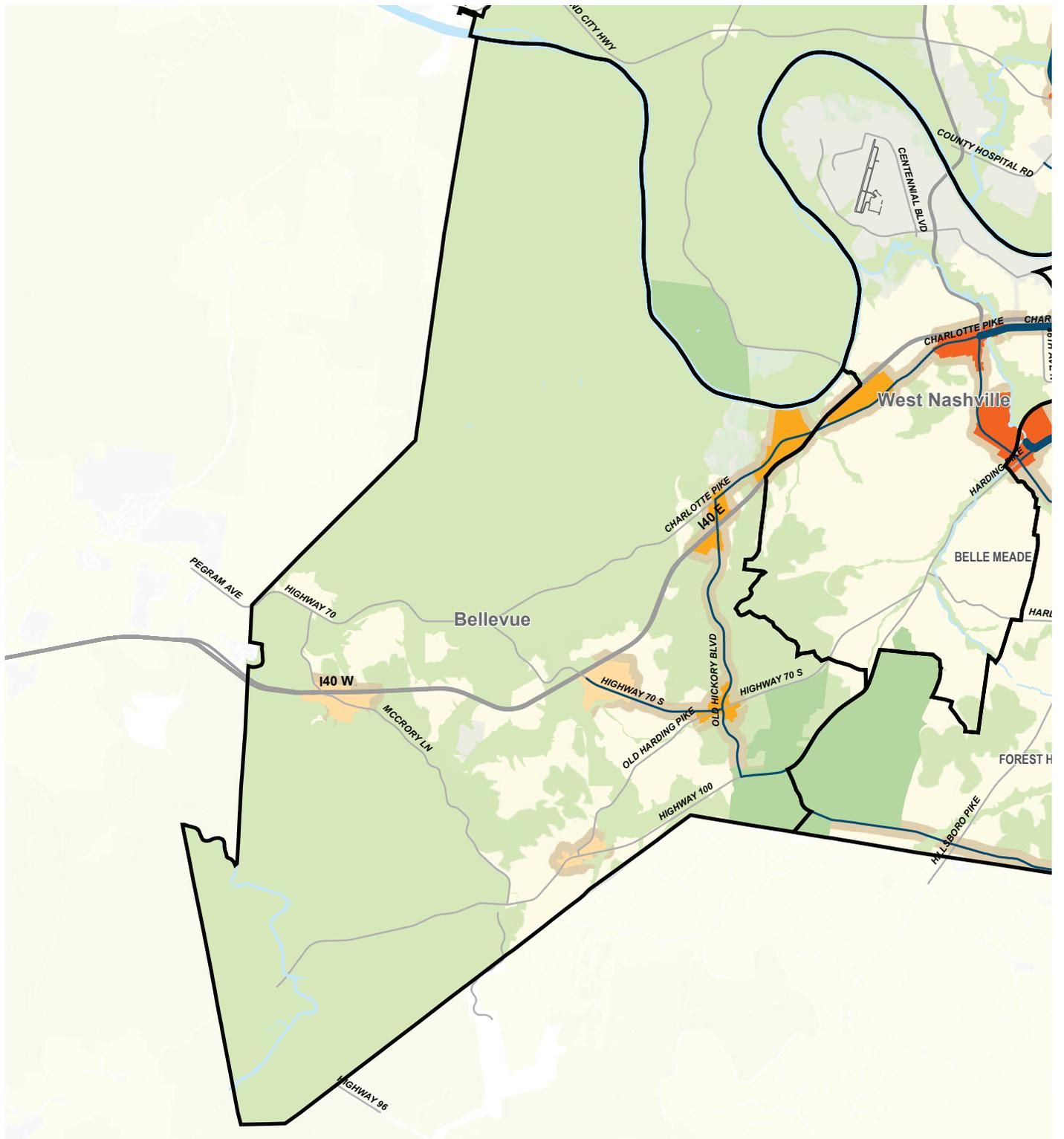
of homes, shops, jobs and parks, as well as services, schools and cultural amenities. The Concept Map places center areas in three tiers:

- » 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 Bellevue Community, Tier Two centers are located along Charlotte Pike and at Old Hickory Boulevard / Highway 70. Tier Three centers are located at I-40 / Highway 70, Old Harding Pike / Highway 100, and I-40 / McCrory Lane.

Growth & Preservation Concept Map

Bellevue detail



- | | | | |
|---|--|---|--|
| <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 |
|---|--|---|--|

Bellevue – Community Character Policy Plan

The Bellevue 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 Bellevue 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 Bellevue Community, please go to www.nashville.gov/mpc.

The Bellevue Community Plan provides guidance, applying to every property in Bellevue, 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).

Bellevue’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, but particularly floodplains and floodways, 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 Harpeth and the Cumberland Rivers 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.

The Bellevue 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 Bellevue. Appropriate locations for additional residential development are indicated by applying Neighborhood Evolving and Center policy areas.

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.

Another area of emphasis is enhancing centers and corridors. The Bellevue Community has several prominent corridors, such as Highway 100, Highway 70, Old Harding Pike, Charlotte Pike, and McCrory Lane. Bellevue also has several commercial centers that serve the community. They range from small-scale neighborhood centers such as the small center at Old Harding Pike and Bellevue Road, to larger community centers such as the shopping centers on Highway 70 and Highway 100. 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.

Throughout Bellevue, 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 Bellevue 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.

Bellevue – Special Policies

The Bellevue 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 Community Character Manual and how to use it at the beginning of Volume III.)

06-CO-01

The Bellevue Community Plan includes one large geographic area where Conservation (CO) policy is applied. This area was identified by examining the general characteristics of the environmentally sensitive land and its need to be preserved, enhanced or, if previously disturbed, remediated. In the majority of this policy area, Conservation policy has been applied to undeveloped areas that are generally unsuitable for development due to environmentally sensitive features, such as steep slopes, floodway and floodplain areas of the Cumberland River and Harpeth River, and unstable soils. In other areas, Conservation policy has been applied to suburban residential areas where land with sensitive environmental features has been disturbed already.

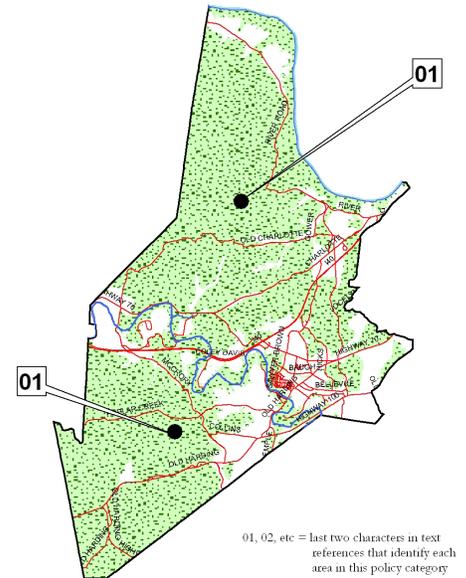
Remember, where the Special Policy is silent, the guidance of the Community Character Manual's Conservation policy (found at the beginning of Volume III) applies.

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

Design Principle: Density/Intensity

Within the CO area, there are some locations zoned R40 (single- and two-family dwelling units on 40,000 square foot lots) or RS40 (single-family dwelling units on 40,000 square foot lots). These zoning districts yield smaller lot sizes than would typically be appropriate in CO policy areas in the T2 Rural transect. This zoning, however, is part of a long-established settlement pattern that forms part of the community's identity. The zoning is intended to remain, but any territorial expansion of such zoning should be limited, with careful thought given to any potential adverse environmental or infrastructure impacts.

Within the CO area, there are properties that have been rezoned to allow higher intensity residential, commercial and mixed-use development. Some of these potential future developments do not meet the standards of the CO policy and could be detrimental to existing environmentally sensitive features. If no amendments or changes are sought to these developments, then what has been approved can be built without the guidance of the Bellevue Community Plan or the CO policy. If, however, amendments are sought to the approved development, then the CO policy may provide



Conservation Policy in Bellevue

guidance on how to change the development to create less impact on the environmentally sensitive features. Furthermore, some of the development approved in the area includes Planned Unit Developments (PUDs) and Specific Plans (SPs), each of which is eligible for periodic review and potential revision or amendment. An amendment could be used to bring these proposed developments into closer conformance with the policy. Such measures – to amend approvals to provide more sensitive treatment of environmental features – should be pursued whenever possible. If redevelopment occurs in the future, the use of sustainable site development approaches, such as low impact stormwater management techniques, is recommended.

Appropriate Land Uses

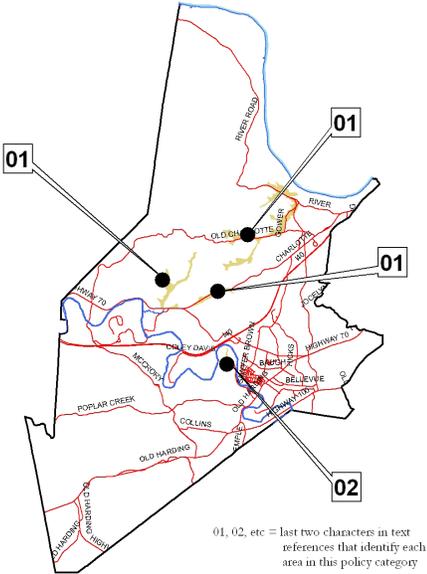
Commercial uses are generally discouraged in CO policy. In the Bellevue Community though, the CO policy contains several locations where a portion of an existing neighborhood or community center is in CO policy. Due to Bellevue’s geography and past development approvals, most Center areas include portions of adjacent Conservation policy. In such areas, commercial uses are appropriate provided that efforts are undertaken to preserve, enhance or, if needed, remediate the environmentally sensitive features in the area as redevelopment occurs over time.

06-T2-NM-01

Bellevue’s T2 Rural Neighborhood Maintenance Area 1 is referenced as 06-T2-NM-01 on the accompanying map. It applies to the portion of Centenary and Buffalo Creek areas that are not encumbered by environmentally sensitive features. In these areas, the following Special Policies apply.

Remember, where the Special Policy is silent, the guidance of the Community Character Manual’s T2 Rural Neighborhood Maintenance policy (found at the beginning of Volume III) applies.

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



T2 Rural Neighborhood Maintenance in Bellevue

Design Principle: Density/Intensity

R40 and RS40 zoning districts, which exist in this area today, are not typical in T2 Rural Neighborhood Maintenance areas because they encourage a more suburban character subdivision pattern. The community has stated that they wish to remain rural, but R40 and RS40, if fully developed, will create a suburban pattern, and will not retain a rural pattern. To truly preserve the rural character of these areas, a change in zoning to districts less intense than R40 and RS40 is warranted and should be considered.

06-T2-NM-02

Bellevue's T2 Rural Neighborhood Maintenance Area 2 is referenced as 06-T2-NM-02 on the accompanying map. It applies to the area north of the Rolling River and South Hampton subdivisions. In this area, the following Special Policies apply. Remember, where the Special Policy is silent, the guidance of the Community Character Manual's T2 Rural Neighborhood Maintenance policy (found at the beginning of Volume III) applies.

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

Design Principle: Density/Intensity

This area was heavily inundated with flooding in the flood of 2010. There is also very little access to this area. Therefore, the density and intensity along with the character of development should remain rural unless street connections are provided between developments within the bend. If street connections are provided between developments within the bend, development in the form of T2 Rural Neighborhood Evolving policy and the use of conservation subdivisions to protect environmental features may be appropriate. In all cases, provide additional street connections to improve overall connectivity between existing and new development, and improve overall circulation in this area. In some instances, cul-de-sacs and stub streets may be appropriate only to avoid environmentally sensitive features, but in other cases, connectivity should be privileged.

Bellevue – Development Scenarios

Development scenarios illustrate fundamental concepts that may be applied throughout the community. Over time when actual development and redevelopment occurs in Bellevue, 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 Bellevue 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:

- » Sustainable Multi-Family Residential in Areas with Steep Slopes
- » Center at Old Hickory Boulevard and Highway 70
- » Bellevue Mall Site on Highway 70 South
- » Bellevue Commercial Area (south of the old mall property)
- » Bellevue Civic (Red Caboose Park and surrounding area)

Bellevue Transition/Infill Area (between Bellevue Mall site and residential neighborhood)

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 Bellevue Community and in other areas of the county with similar characteristics and land use policies.

Development Scenario – Sustainable Multi-Family Development in Areas with Steep Slopes

Figure XX represents how multi-family has often been developed during previous years. Figure XX illustrates the benefits and design characteristics of a *sustainable* multi-family development. This type of “low-impact” development has many sustainable benefits including: reducing harmful stormwater runoff, protecting headwaters, improving overall water quality, preserving viewsheds within the community, minimizing site grading, reducing construction costs, preserving open space, preventing landslides, and reducing flooding. The design characteristics of this sustainable development include concentrating development in a compact form, which reduces the amount of grading required for the site, preserving steep slopes and reducing the impervious area of the site that causes harmful stormwater runoff. Limiting the impact of development on steep slopes reduces or eliminates the possibility of landslides and minimizes the possibility of flooding. Furthermore, open space and tree preservation on-site improves stormwater quality by allowing stormwater to infiltrate into the ground within the site and allowing trees and other vegetation to filter the runoff of harmful pollutants.

Maintenance of natural viewsheds within Bellevue support a number of important community goals including protecting the natural environment, ensuring quality of life, and promoting economic development of the Bellevue area. Bellevue’s viewsheds include rolling landscapes and beautiful natural environments that are a valuable asset to the community and worthy of preservation. In order to preserve these valuable viewsheds, developments should preserve existing vegetation as much as possible and limit the height and visibility of buildings and rooftops within the development. Preserving trees and vegetation close to building development will screen buildings from view and create the appearance of a natural viewshed, undisturbed by development. In addition to the aesthetic benefits of protecting viewsheds, the preservation of existing trees and vegetation is also a vital component to improving water quality and reducing storm water runoff as described previously.

For more information on these design concepts, please refer to the Conservation section of the Community Character Manual at the beginning of Volume III.



Figure XX shows an example of how multi-family is often developed. Note the lines representing topography and how the buildings and parking cut into the sides of hills, requiring retaining walls and having a greater impact on the steep slopes and potentially unstable soils on the site.



Figure XX shows an example of how multi-family development can be made more sustainable. Note how the buildings and parking run parallel to the slopes, requiring less cutting into the hill. Also, note how the development is more compact, preserving more of the site and its environmentally sensitive features. Finally, trails are added to encourage the use of the natural areas as an asset for the residents.

Development Scenario – Center at Old Hickory Boulevard and Highway 70 South

The intersection of Old Hickory Boulevard and Highway 70 South is a major center within the community and provides many opportunities for quality infill development and the redevelopment of existing commercial properties. Additionally, the intersection “split” of Highway 70 South and Old Harding Pike provides a great opportunity to create a civic “gateway” into Bellevue and retrofit unsustainable development practices.

The existing development pattern in this area is older, suburban-scaled and oriented to the automobile. Opportunities exist, however, to offer *pedestrian-oriented* retail areas balanced with appropriate suburban-scale retail. One example of how this can be accomplished is on the site of the existing Kroger. The existing site has one large structure for the grocery with several small adjacent retail uses and a large parking area in front. In this scenario, a pedestrian-oriented, walkable retail street could be implemented that ends at the existing Kroger. This would create a *destination* and a unique shopping experience for residents of Bellevue. In addition to new retail opportunities, the site could benefit from adding residential units at the site’s eastern edge, transitioning to the existing residential community beyond. Residential uses could be in the form of multi-family flats or townhomes providing residential density and support for the retail center. Similarly, the northwest and northeast blocks could provide similar retail and residential infill supporting the commercial center. See Figure XX.

The Highway 70 and Old Harding Pike split provides an excellent opportunity to create a gateway to Bellevue. A large civic green with civic art and community signage would aesthetically improve the center. Additionally, a large civic structure terminating the green would provide a valuable community asset. This could be a future community center or other civic amenity. The existing small retail along Old Harding Pike could be re-organized with buildings addressing the park and parking in the rear or to the side of the buildings. This would help alleviate access issues along this corridor and provide a pedestrian-oriented shopping opportunity and frontage to the adjacent civic park space.

Figure XX A, the view over the existing Kroger site, shows pedestrian-oriented retail areas complementing the large anchor retail component of the grocery store. The pedestrian-oriented retail helps to break the massiveness of the anchor retail store by providing smaller retail opportunities with a main street character. In the foreground of the site, residential units are proposed to transition to the residential community located east of the existing retail. These units would be multifamily flats or townhomes to provide appropriate density to help support the added retail components of the site.



Plan View of Old Hickory Blvd./Highway 70 Center



A. Perspective, looking west along Highway 70

Figure XX B shows the intersection of Old Hickory Boulevard and Highway 70 South. By pulling buildings closer to the street edge along these corridors, retailers have more visibility, and the streetscapes are enhanced and made more pedestrian and transit friendly. Large parking lots are screened and broken-up with planting islands, while smaller retail sites are configured to promote pedestrian shopping experiences. Buildings are massed to frame the street while maintaining a suburban scale of no more than two stories.

Figure XX C shows the view looking toward the Highway 70 South and Old Harding Pike split, which acts as a natural gateway to Bellevue. A green lawn at the triangular split with civic art and community signage helps form this area into a more pronounced community center and gateway feature for the Bellevue Community. A large civic structure, such as a community center, positioned to face the green further establishes this area as a gateway and center to Bellevue. The existing small retail along Old Harding Pike has the parking in the rear while the buildings line the street to address the civic park, creating a pedestrian-oriented streetscape.

Figure XX D, the intersection of Old Hickory Boulevard and Highway 70 South, shows a pedestrian-oriented retail main street by adding infill to the larger lots. This creates smaller pedestrian-oriented shops that line the street with offices, art galleries, or residential spaces located above the shops. The tree-lined streets provide on-street parking, while behind the buildings larger parking lots meet additional parking requirements. The main street element increases retail opportunities for the property and increases density while still meeting necessary parking requirements. The redesign for the existing parking lots at this intersection provides better connections to neighboring sites through cross-access, attractive landscaping and streetscaping with trees and sidewalks. These elements create a more attractive corridor intersection and better shopping experiences.



B - Perspective, looking south along Old Hickory Blvd.



C - Perspective, lookign west along Highway 70



D - Perspective, looking at the south side of Highway 70

Development Scenario – Bellevue Mall Site

The Bellevue mall site is a valuable, under-utilized asset for the Bellevue Community. The Bellevue mall area has been the major retail center for Bellevue since the 1990s. In recent years, aging retail and economic decline have left the mall mostly vacant with minimal activity or investment. At one time, malls were considered the ultimate shopping experience. Now, new trends in retail include “open air” malls surrounding outdoor amenities that are accessed from the outside without having to enter a mall to access shops. The following development scenarios take this trend a step further in creating a more sustainable, mixed-use development that will provide a viable and successful future for the site.

The mall site provides many advantages for redevelopment including a central location, high traffic volumes, large land area available for redevelopment, easy interstate access, and strong community support for redevelopment. The following scenarios reflect the potential the site presents for redevelopment at a larger scale without retaining the mall structure. In early 2015, the property was undergoing a rezoning process that follows much of the guidance presented in the scenarios (*update with the latest information*). However, there are other older commercial shopping sites across the county that could utilize many of these same design principles and ideas in redevelopment.

Redevelopment of the site could include the addition of new land uses to the site to provide vitality and energy to the project, and make it more sustainable by not being reliant solely on retail success. Mixed-use development could take the form of new office development mixed

with new retail opportunities and the addition of residential uses to the site that could provide employees and customers for potential retail and office and transit. Locating residential density in the form of multi-family development is most appropriate in high traffic centers like the mall site. Providing high density residential development on the site will take away development pressure from the rest of the Bellevue Community and help retain the existing character of the community. Additionally, with an aging population in the community, opportunities exist for providing senior housing that could take advantage of the mixture of uses on the site, providing seniors with access to healthcare, retail and jobs all within walking distance of home. By providing housing options for all ages and lifestyles, the development will allow residents to “age in place” in Bellevue or choose from many housing options depending on one’s current needs and lifestyle. Another major advantage of locating density on the mall’s site is to provide affordable living options for families displaced by the 2010 flood. For a community without a strong identifiable civic center, this site could also provide new civic developments such as community centers, parks and other community amenities creating a true center or “heart” for Bellevue. Regardless of the future land uses on the site, the key is to provide a balance and mixture of uses to sustain a successful future for the development that also meets the future needs of the Bellevue Community. New mixed-use development could support transit improvements for Bellevue by providing a transit “hub” with access to shopping, offices, and a residential population. Improvements could be in the form of a bus station on site, providing bus shelters throughout the site, and/or providing improved regional express service connecting to Downtown Nashville and other regional hubs within Middle Tennessee.

Scenario A

In Scenario A, the mixture of uses includes office (blue), civic (purple), multi-family residential (brown), senior living (brown) and many retail (red) opportunities. A main boulevard traverses the site connecting Coley Davis Road to Esterbrook Road to the west. The boulevard is lined mainly with office uses with residential uses near the intersection with Sawyer Brown Road. The residential uses here serve as a buffer between the existing Cross Timbers Neighborhood and the mixed use area. An interconnected grid of walkable streets is shown with many connections to Highway 70 and Sawyer Brown Road. This provides good connectivity within the site and will alleviate traffic concerns by providing multiple paths of travel for automobiles while also creating pedestrian connections with sidewalks adjacent to the roadway. Parking is mainly in the form of surface lots with convenient access to shops and offices, but some structured parking

is proposed to support more intense office development adjacent to Interstate 40. A pedestrian-oriented “main street” area is proposed near Highway 70 between the grocery and cinema. It could provide a unique mix of shopping opportunities for residents, office workers, and the larger Bellevue Community. Depending on the economic market, there may be a need for more of one land use than for others. For example, more retail than office. The intensity and allocation of individual uses are interchangeable within this plan’s framework to meet the demands of the market at the time of development. A center of civic activities, shown in purple, in the middle of the site, will provide civic amenities for residents of the site and the greater Bellevue Community. Uses for the civic site could include community activities/gatherings, a health club, a swimming pool, a community theatre or other civic uses.



Scenario A - Plan view of Bellevue Center Mall site



Scenario A Perspective View looking at main street retail and office



Scenario A Perspective view looking at office and residential

Scenario B

Scenario B has a mixture of uses similar to Scenario A, but is more intensely developed with a larger focus on residential and “town center” commercial versus office uses. This plan includes a mixed-use “town center” along the site’s Highway 70 frontage. A linear park and frontage road is proposed adjacent to Highway 70. One- to three-story mixed-use building blocks line the linear park with ground floor retail and office or residential uses on the upper floors. Parking is allocated to the rear of the building in surface lots internal to the block network. The “town center” blocks provide retail for the site’s residents as well as provide a unique shopping experience for the greater Bellevue Community. Buildings are oriented to the street with large sidewalks for retail users. Along the interstate, more conventional suburban retail is provided including a large hotel, grocery, and several anchor retail sites to meet the larger retail needs of the community. A retail grocery with several additional tenant spaces fronts onto the adjacent park space. An office building is proposed beyond the grocery, transitioning to the residential area beyond.

Several housing options are represented on the plan ranging from residential above retail in the town center to single-family detached homes along the periphery. The residential community begins adjacent to the town center with two- to four-story multi-family development transitioning to two-story townhome development and one- to two-story single-family detached development beyond. This arrangement focuses the highest residential density and form towards the town center with medium density townhomes concentrated around community park spaces. The single-family detached residential is the least intense development type and will provide a transition to the residential communities beyond the site.

Several neighborhood parks are provided throughout the site, each with unique characteristics providing different experiences for the many users of the site. The large linear park along Highway 70 serves as a large communal open space that could host community gatherings, a farmers market as well as providing a buffer from Highway 70 traffic. An urban plaza is shown in the town center that provides benches, public art, and other amenities for retail users. Beyond the town center, several community “pocket parks” will serve the residential community with playgrounds, open space, and places to rest and be active within the community. A main “Central Park” boulevard ends at a community center (purple building) that could include neighborhood meeting rooms, a community theatre, workout facilities, neighborhood pool and other community amenities.

This development scenario allows for flexibility in the land uses depending on the economic market. The most important element to achieving a successful, sustainable development is providing a quality mixture of uses, housing types, retail, and recreational opportunities – all with street connectivity and pedestrian amenities for the Bellevue Community.

redevelopment across twelve underperforming suburban sites within Davidson County. With the creative work of Professor Ellen Dunham's Jones (Spring 2014) Graduate Urban Design Studio at Georgia, and of Professor T.K. Davis's (Spring 2014) Undergraduate Architecture Studio at Tennessee, the following two development scenarios in Bellevue reinvent what suburban Nashville can become.

In 2013 the Greater Nashville Association of Realtors and the Metro Nashville Planning Department, partnered with the Georgia Institute of Technology and the University of Tennessee to develop conceptual case studies for





Scenario B Perspective View looking at town center



Scenario B Perspective View looking at town center

Development Scenario – Bellevue Commercial Area (across from the Bellevue Mall site)

The site is located south of Highway 70, a high-capacity arterial, and across from the vacant Bellevue Mall. It is bordered by residential areas to the southeast, park space to the southwest, and Interstate 40 to the northwest. The site contains a deep retail parcel that has been subdivided and layered with fronts facing backs, no sense of place, reduced visibility, and likely stormwater runoff issues. It also has no connections to the surrounding neighborhoods and does not address the nearby Harpeth River and Flat Creek.

This scenario for a new Bellevue commercial district looks at creating a town center focused on a mix of retail and residential-zoned parcels. A boulevard is created, which runs from north to south to unify the north and south sides of Highway 70. A civic building is located at the north end of the boulevard. The south end contains a pergola with a stair amphitheater, which connects to a proposed greenway system.





Development Scenario – Bellevue Civic (Red Caboose Park and surrounding area)

The 45 acre suburban is bounded to the north by Highway 70 which connects the vacant Bellevue Center Mall to the east and a typical suburban-style strip shopping center (Bellevue Plaza) to the west. The site is bisected by Colice Jeanne Road which also connects Highway 70 and Old Harding Pike. Outdoor activities are located nearby with Warner Parks (hiking, biking, Natchez Trail access) and with the Bellevue Sports Association only a short drive away. The site contains a middle school, recreation center, a new library, and church. Despite all the community functions, the site lacks a ‘sense of place’ because none of the buildings or activities is located in order to create a civic space.

This scenario seeks to unify the site and re-imagine the front-back relationships between the buildings and outdoor activities in order to create a revitalized civic space, a civic heart for Bellevue. In addition, the scenario investigates the integration of local surface roads that create smaller walkable blocks and could possibly spur the development of additional small scale retail spaces and more compact multi-family residential developments.

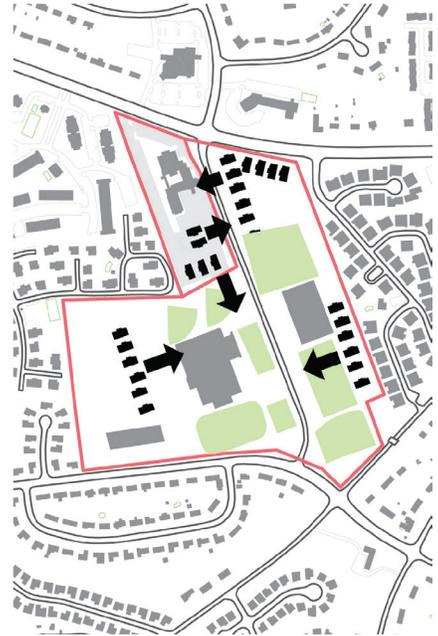




Link



Unify



Re-orient



**Development Scenario – Transition/Infill Area between
Bellevue Mall Site and Residential Neighborhood**

(UT STUDENTS ARE WORKING ON A PROJECT THIS SEMESTER THAT
WILL BE INCORPORATED IN THIS SECTION)

Bellevue – 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.

Recommended Greenway System Connections and Multi-Use Paths in the Bellevue Community

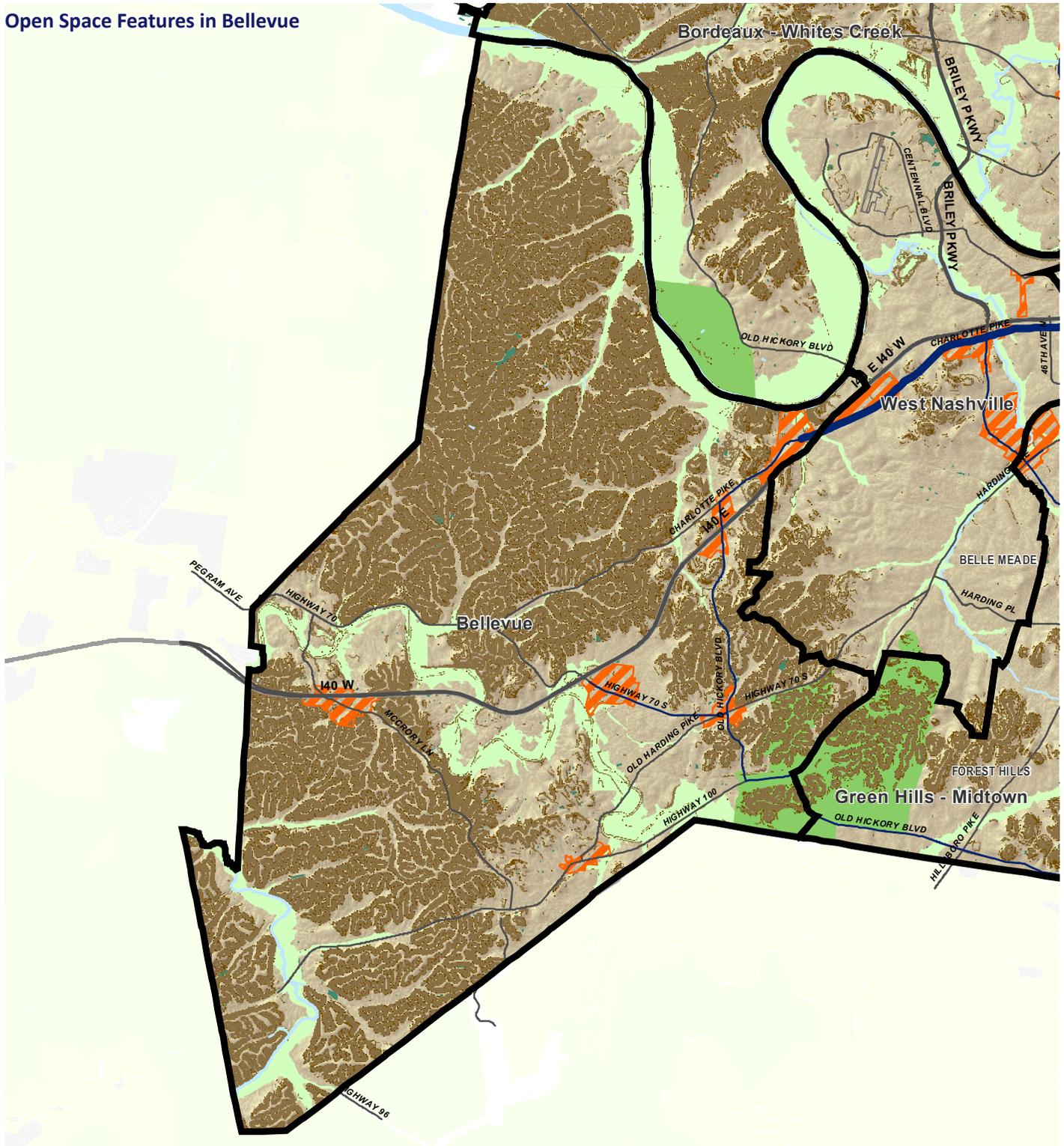
The following greenway segments, ridge trails, and multi-use paths are recommended to complement the existing Harpeth River Greenway system:

- » A system of connections in the Boone Trace and Riverwalk subdivisions that would connect with the existing Harpeth River Greenway

and also to the westernmost of the two proposed ridge trails via a bridge across the Harpeth River.

- » A system of connections in the Avondale Park and Coley Davis Road areas that would include a trail that would generally follow alongside the CSX rail line and would connect with the existing Harpeth River Greenway.
- » A new connection, including a bridge across the Harpeth River, in Harpeth Bend that would start at the end of Footpath Terrace and connect to the proposed multi-use path along Highway 100.
- » A ridge trail at the eastern boundary of the Bellevue Community (Nine Mill Hill Ridge) that would be part of a larger trail system connecting Radnor Lake State Park with the Cumberland River Greenway system. This trail would connect to an existing system of easements that exists in West Meade along the ridge top of Nine Mile Hill and includes parts of the historic Belle Meade Plantation Wall. This “Radnor to River” trail has been proposed by a non-profit volunteer organization. Implementation of this trail would be pursued entirely by the private sector, chiefly by property owners living along their routes.
- » A ridge trail to the west of the “Radnor to River” trail that would connect the Cumberland and Harpeth River greenways from the vicinity of River Valley Drive along the Cumberland River to the RiverWalk subdivision along the Harpeth River. This trail was proposed by a Nashville resident and its implementation would be pursued entirely by the private sector, chiefly by property owners living along their routes.
- » A multi-use path along Highway 100 from the Natchez Trace Parkway through the Warner Parks.
- » A multi-use path along Newsom Station Road from Settlers Way to Rivervalley Drive. This would connect from the existing sidewalk that begins at McCrory Lane to the proposed new greenway connection to the north.
- » A multi-use path along Old Hickory Boulevard from Charlotte Pike south to the Warner Parks.

Open Space Features in Bellevue



Slopes & Terrain Legend

- | | | |
|--|--|---------|
|  Water Bodies |  Slope 20-25% | Terrain |
|  Anchor Parks |  Slope > 25% | |
|  Floodplain Areas |  High | Terrain |
|  Wetlands |  Low | |



Bellevue – 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.

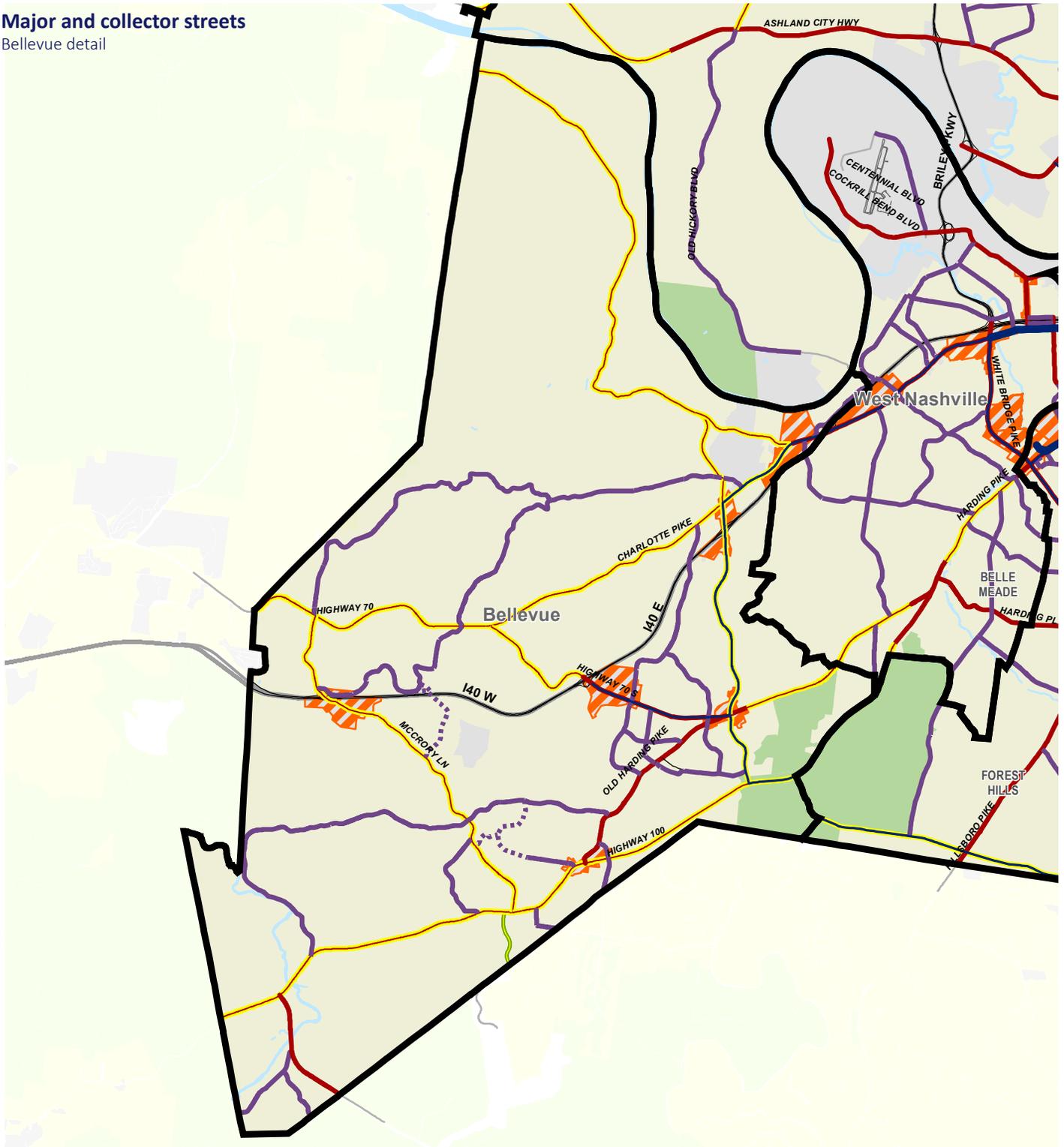
Please refer to Access Nashville 2040 in Volume V for details and information on these plans, the city-wide vision for various modes of transportation, recommended projects, and other details.

Recommended Transportation Network Enhancements for the Bellevue 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 Bellevue 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

Bellevue 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 | |

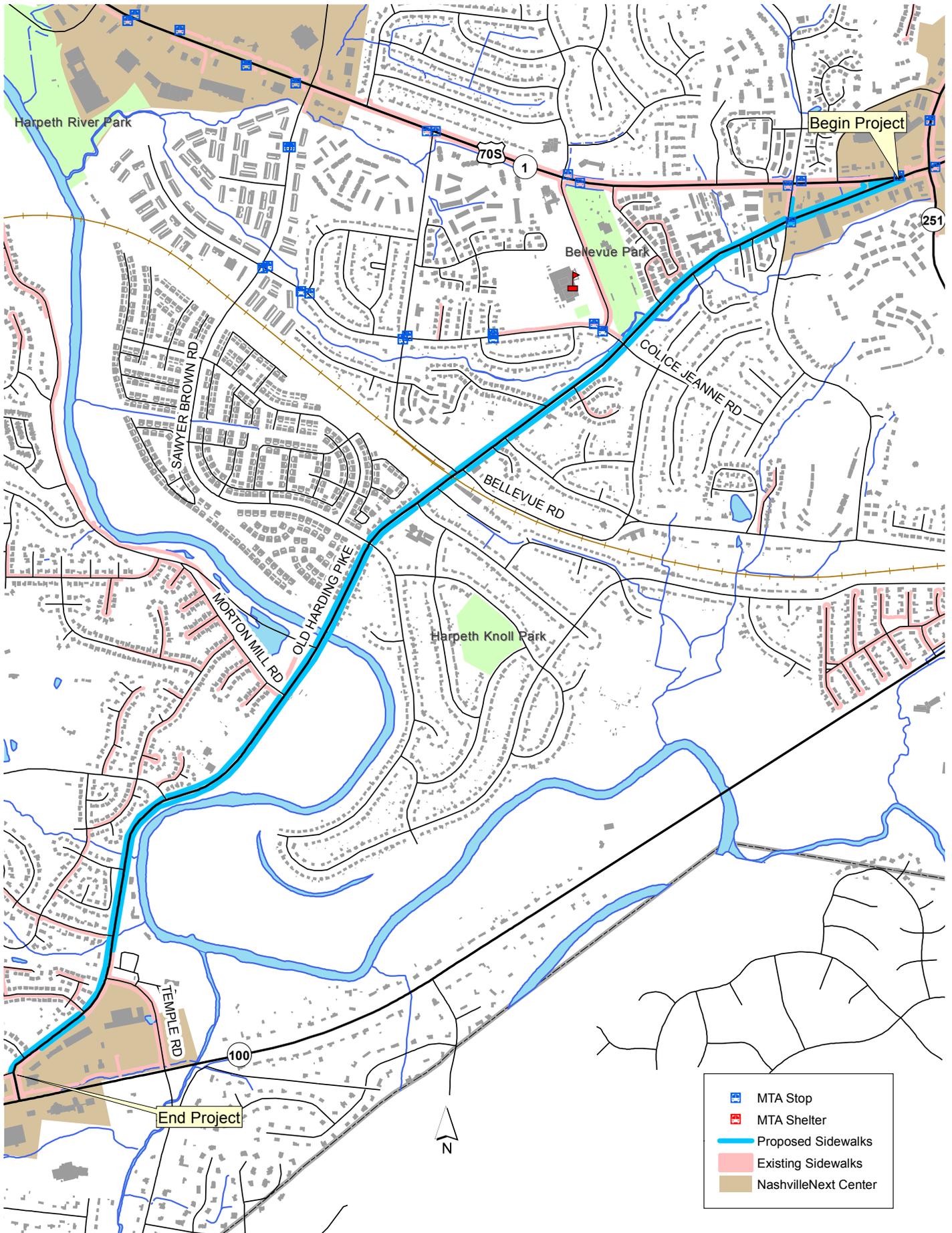


Pedestrian Priorities for the Bellevue Community

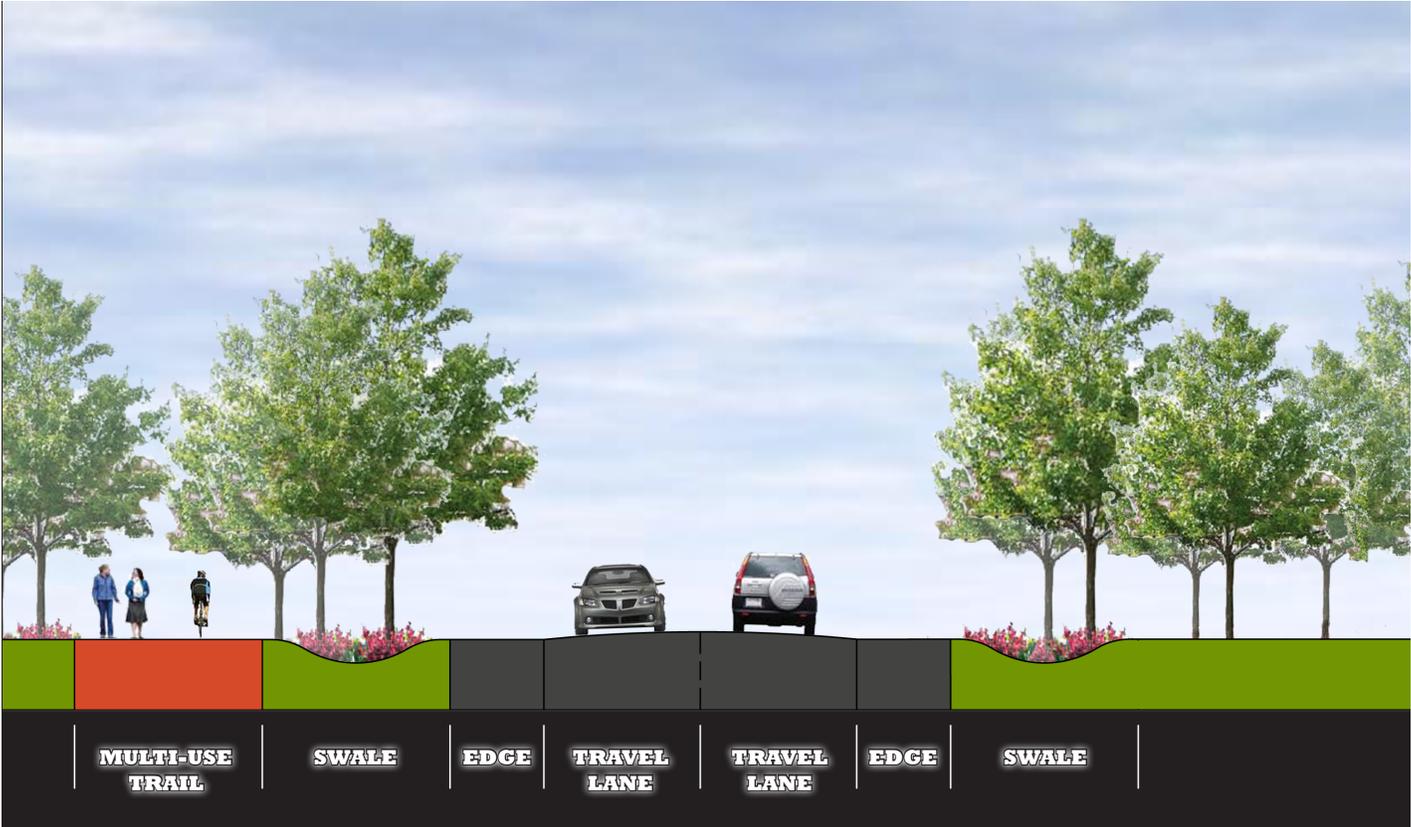
The pedestrian priorities for the Bellevue Community are:

- » Old Harding Pike Sidewalks – Construct a sidewalk along Old Harding Pike from Highway 70S to Learning Lane.
- » The Trace Connector – Develop a multi-use path adjacent to Highway 100 from the Natchez Trace Parkway to Warner Parks and designate as a USBR-23 spur. See Highway 100 Widening.
- » Old Hickory Boulevard Multi-Use Path – Develop a multi-use path adjacent to Old Hickory Boulevard from Edwin Warner Park to Charlotte Pike.

Next Page: Old Harding Pike Sidewalks – Construct a sidewalk along Old Harding Pike from Highway 70S to Learning Lane.



Old Harding Pike is a two-lane arterial-boulevard with narrow shoulders and a signed vehicle speed of 40 mph. Of the sidewalk projects recommended in this Community Plan, this project is on the street with the highest vehicle speed. Along the corridor, some homes' driveways directly access Old Harding Pike and the street feeds traffic between the community commercial center at Highway 70 and Old Hickory Boulevard and the community commercial center at Highway 100 and Old Harding Pike. Old Harding Pike provides a high level of connectivity by linking these centers to residential neighborhoods and services. Currently, bus stops are located along Highway 70, but without sidewalks on Old Harding Pike, it is difficult for pedestrians along Old Harding Pike to access the transit. All segments of Old Harding Pike have a Pedestrian Level of Service/Bikeway Level of Service of D or E, indicating an existing hostile walking environment.

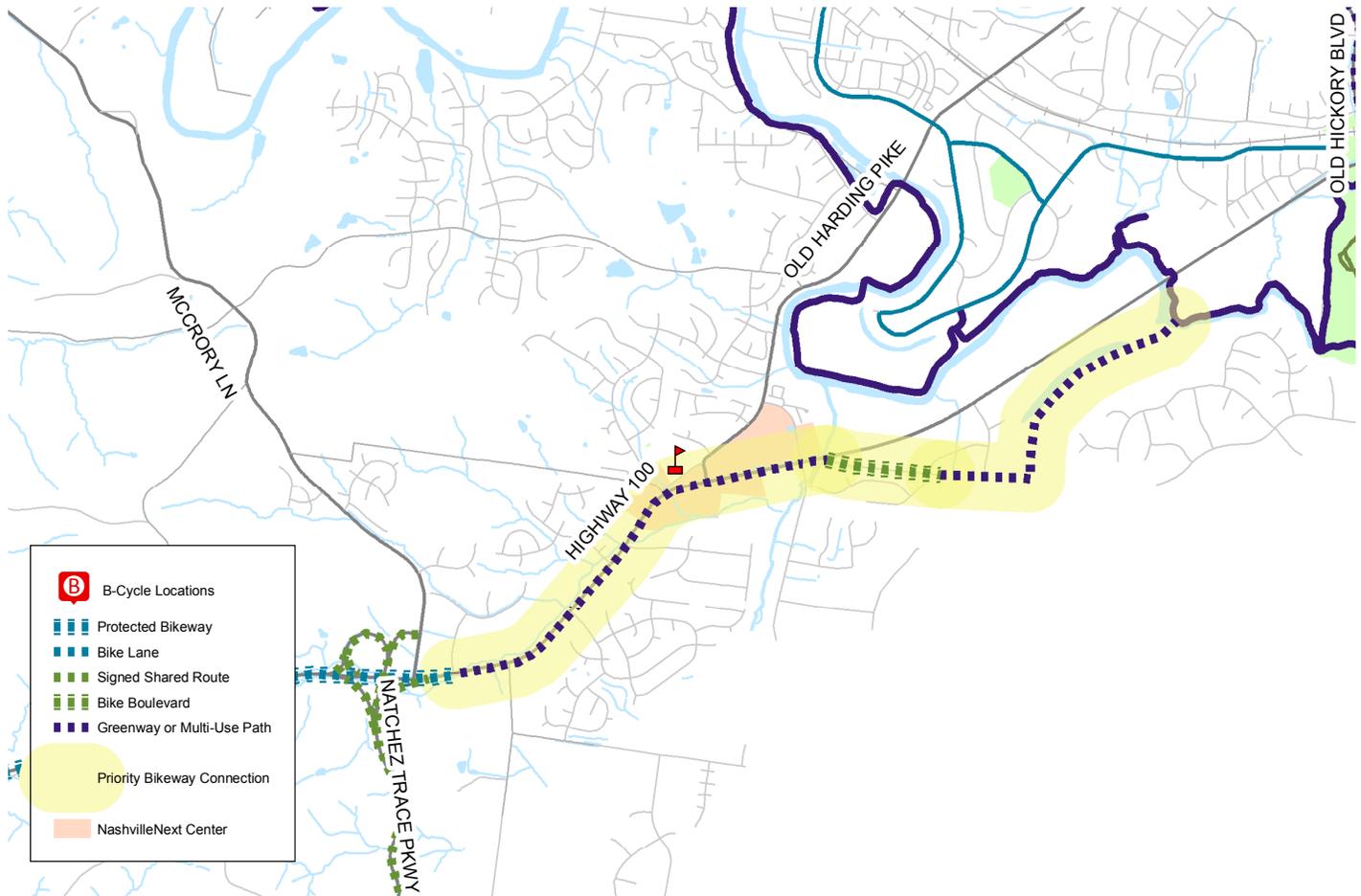


The proposed multi-use path of Highway 100 was identified of high priority in the Bellevue Community. It is depicted in Figure XX and would be used by bicyclists and pedestrians. This project would require public financing.

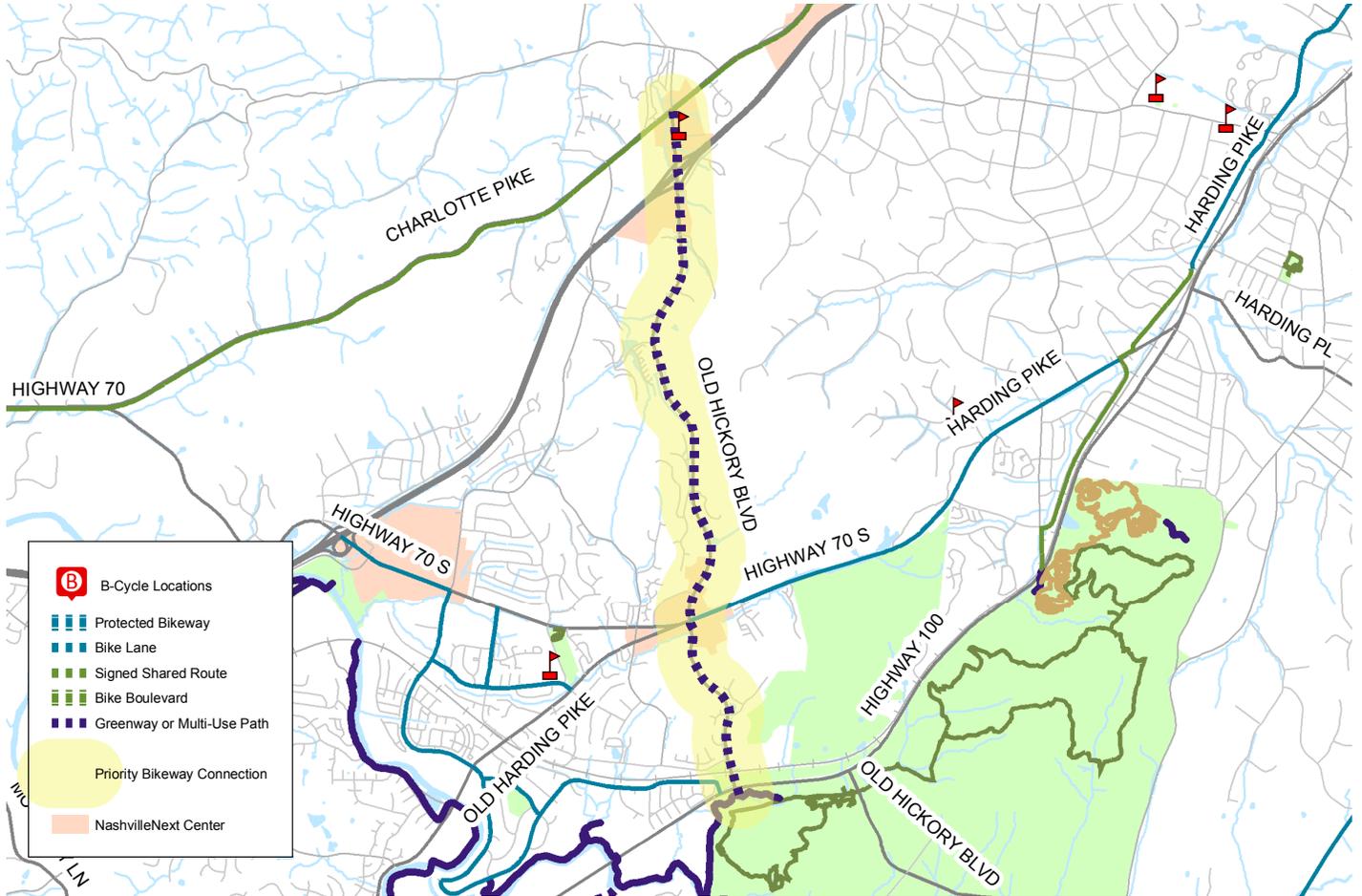
An adjacent, dedicated facility for pedestrians and bicyclists would maintain the corridor’s more rural and sub-urban character and enhance the economic opportunities

involving tourism and recreation in this portion of Davidson County. A multi-use path will handle additional trips from Warner Parks to the Natchez Trace Parkway, benefitting surrounding neighborhoods and the Highway 100 center area and the Loveless Café area. Figure XX shows an example of how the path might look, along with photographs of a multi-use path in Brentwood.

The Trace Connector – Develop a multi-use path adjacent to Highway 100 from the Natchez Trace Parkway to Warner Parks and designate as a USBR-23 spur. See Highway 100 Widening.



Old Hickory Boulevard Multi-Use Path – Develop a multi-use path adjacent to Old Hickory Boulevard from Edwin Warner Park to Charlotte Pike.



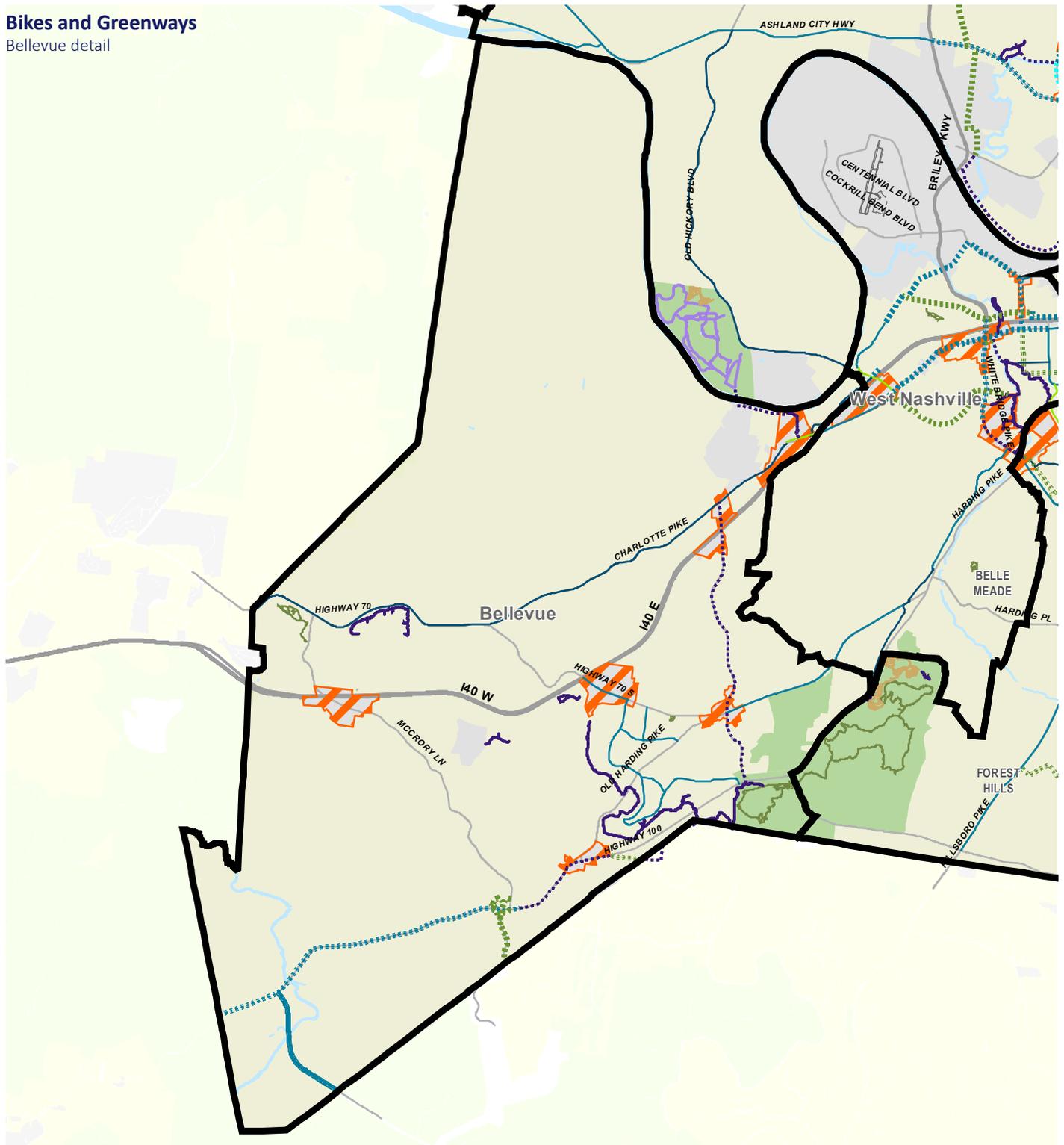
Bikeway Priority for the Bellevue Community

The bikeway priority for the Bellevue Community is:

- » Highway 100 Connector – Implement a buffered bike lane on Highway 100 from the Williamson County Line to the Natchez Trace Parkway.

Bikes and Greenways

Bellevue detail

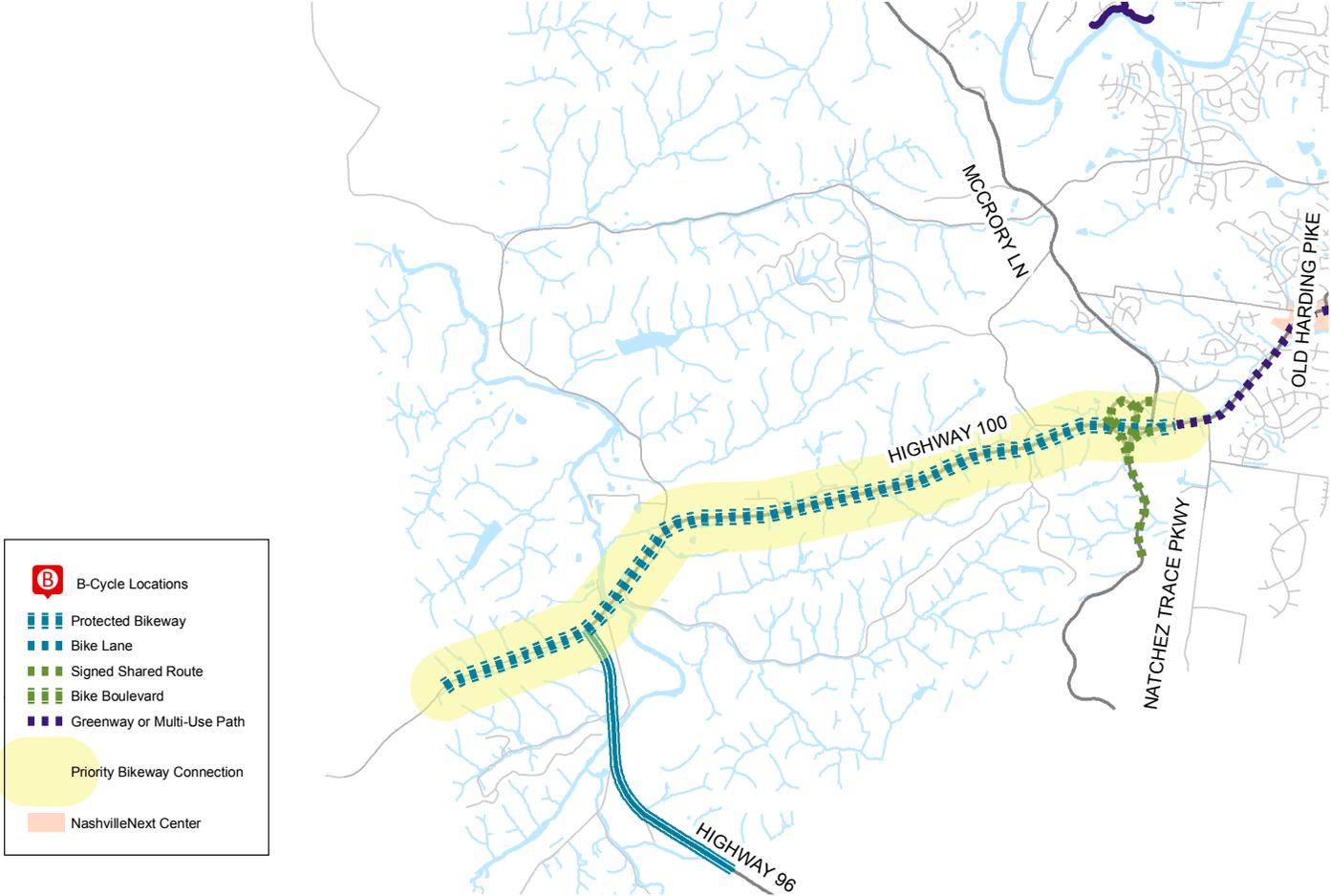


Bikeways and Greenways Legend

- | | | | |
|--------------|---------------------|------------------|------------------------------|
| 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 |



Highway 100 Connector – Implement a buffered bike lane on Highway 100 from the Williamson County Line to the Natchez Trace Parkway.



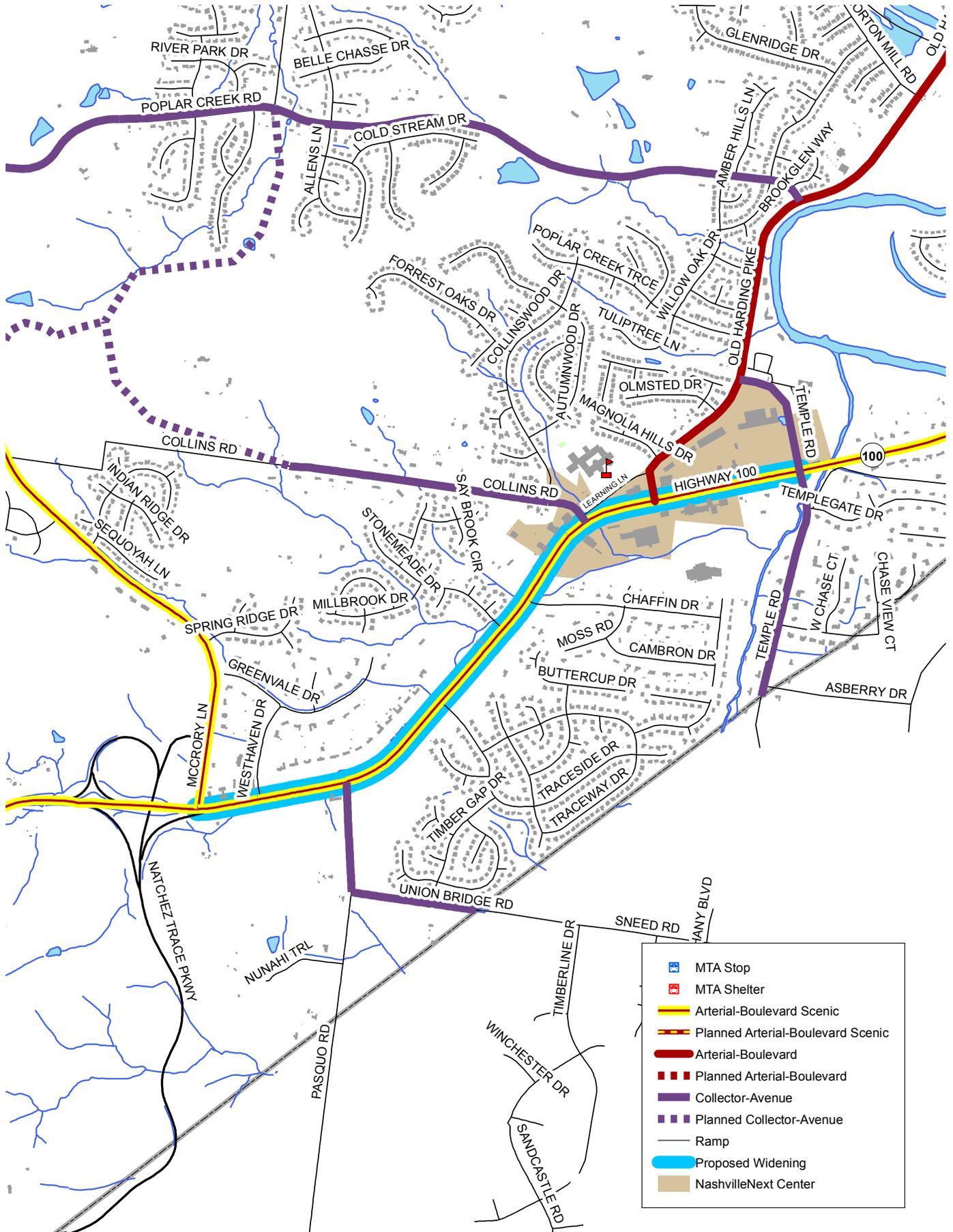
Vehicular Network Priorities for the Bellevue Community

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

- » Highway 100 Widening – Widen Highway 100 from 2/3 lanes to 3 lanes from McCrory Lane to Temple Road as designated in the amended Major & Collector Street Plan (T2-M-AB3-S, T3-R-AB3-S, and T3-M-AB3-S). Include an adjacent multi-use path connecting to the Natchez Trace Parkway (see the Trace Connector).

The Natchez Trace Parkway and retail uses located near the Parkway, such as Loveless Café, are a recreational and tourist attraction in Davidson County. Connection between the Loveless Café center area and the Highway 100/Old Harding Pike center area is important as these nodes continue to develop with commercial uses. An increase in vehicular traffic is anticipated and a multi-use path will provide another travel option for those visiting and living in the area. See Figure XX for an area map and the diagram of the proposed multi-use path.

Next Page: Highway 100 Widening - Widen from 2/3 lanes to 3 lanes Highway 100 from McCrory Lane to Temple Road and include an adjacent multi-use path on one side connecting to the Natchez Trace Parkway. (see The Trace Connector)



Recommended Street Connections

Much of the Bellevue Community's streets were built during an era that encouraged curvilinear streets and cul-de-sacs. This type of system pushes traffic to a few arterial streets, creating peak hour congestion and the need to widen roadways more. Without additional routes, however, even a widened road will still experience congestion. An interconnected street network provides more options and alternatives as opposed to forcing all travel onto a few arterial streets. The benefits behind street connectivity include: more efficient service delivery, increased route options, decreased vehicle miles traveled (VMT), improved access for emergency vehicles that need to leave an area during an emergency, and efficient subdivision of land.

Some areas of the Bellevue Community Plan have opportunities to improve street connectivity. These areas are listed below. Required Street Connections that are mapped include significant street connections; meanwhile, as new or re-development occurs, all reasonable opportunities to expand street connectivity will be examined and implemented as part of the development review process.

- Extend Collins Road to the west as or when new development occurs. From a newly extended Collins Road, provide a north/south connection from Collins Road to Poplar Creek Road that roughly aligns with Somerset Place and provide an east/west connection from Collins Road to near Lewis Road.
- Extend Brenner Drive and Eller Lane to the south to Poplar Creek Road as or when new development occurs.
- Connect Morton Mill Road and River Bend Way as or when new development occurs.
- Connect Avondale Park Boulevard to Newsom Station Road as or when future development occurs.
- Connect Woodland Way and Dogwood Trail to any new development in the remainder of the subdivision. In doing so, roadway access should be designed to minimize disruption to environmentally sensitive features with excessive grading and cut and fill minimized.
- Develop a pedestrian connection to public road standards from General George Patton Road to Morton Mill Road over the Harpeth River. This connection should be maintained for non-motorized use to connect to the Morton Mill Greenway. Construction of this infrastructure to public road standards will be another option for emergency evacuation.

- Develop a pedestrian connection to public road standards from Footpath Terrace to Highway 100 over the Harpeth River. This connection should be maintained for non-motorized use to connect to the Harpeth River Greenway system and a future multi use path adjacent to Highway 100. Construction of this infrastructure to public road standards will be another option for emergency evacuation.

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 of this document.
- For transportation network guidance – including streets, bike-ways, sidewalks, greenways, multi-use paths, and transit, please refer to Access Nashville 2040 in Volume V of this document.
- For open space network guidance – including parks, greenways, and project information – please refer to the *Nashville Open Space Plan* and the *Metro Parks and Greenways Master Plan* at: <http://www.nashville.gov/Parks-and-Recreation/Planning-and-Development.aspx>.