

Bellevue Community Plan Update: Visioning Workshop Summary

Following is a summary of responses received at the Bellevue Visioning Workshop for the area south of I-40. The meeting was held on May 10, 2011 and the discussion involved 9 small groups.

Responses to questions asked and information requested of Planning staff during the Visioning Workshop will be provided before the June 30th community meeting. Comments and questions directed to other Metro departments and agencies will be discussed with the appropriate person and responses will be provided later in the plan update process.

Visioning Workshop Summary – May 10, 2011

❖ Natural Areas, Parks and Open Space

Natural areas provide many benefits (clean air, water, scenery, wildlife, etc.) and are important to preserve. Where are the existing areas of natural habitats in your neighborhood? (Woodlands, steep slopes, wetlands, floodplains, wildlife habitats)

How do you interact with these areas? (Drive by them, hike, enjoy the view)

- “Rurality” of Bellevue is what makes it special
- Preserve natural beauty of the community and not allow it to all be converted to development
- Would like to preserve nature as it is – no more blasting out hillsides and cutting down all trees
- All floodplain should be “open space”
- Protect steep slopes and hillsides from being overtaken with buildings
- Harpeth River is great but it is a barrier in many places.
- Mainly the Harpeth River Greenway and people’s yards along the Harpeth River, along with Warner Parks. Access to Harpeth River right now is through neighbors’ yards where the official greenway access eventually will be – off Harpeth Bend Drive. Neighbors use this access.
- Enjoy being able to access the Harpeth for kayaking. Get there through TVA easement.
- Paddle the river. Excited about new drops that are opening soon.
- Most residents walk to them along the greenway – Warner Parks greenway and trails
- On a bike ride along a scenic road in the community
- Take walks
- Walk the dogs
- Walking
- Exercise
- Enjoy dark evenings in the neighborhood
- Enjoy clean view of open hillsides where steep slopes are present and despise areas where slopes have been ruined by multi-family development.
- Use greenways
- Wildlife viewing
- Drive to Warner Park
- Walk or ride bikes to greenways
- Preserve habitat of bobcats behind Gower Elementary
- Go to the dog park at Warner Park
- Use the greenways all the time
- Walking dogs, hiking, running
- Enjoy small natural areas within their particular development/subdivision
- Cycling on Natchez Trace

Where are the existing parks in your community?

- Warner Parks (*mentioned by several tables*)
- Red Caboose Park (*mentioned by several tables*) – the community center, heart of the community, great for kids
- All the greenways
- Harpeth River mentioned by several tables

- Edwin Warner Park
- Soccer fields at Coley Davis and Harpeth River
- Community garden behind Bellevue Middle School
- Park at Bellevue Road and Old Hickory Blvd.
- Ball fields off of Harpeth Bend Drive near Harpeth River
- Open space (formal park?) at Old Harding Pike and Morton Mill Road
- Hidden Lakes State Park – great place to go walking and has a peaceful cemetery
- Hidden Lakes State Park (this park was news to much of the table)
- Newsom’s Mill State Park
- Small park/playground on Beech Bend Drive – it is underutilized
- Harpeth Knoll Park
- Sheffield Park
- Park/future school site off Harpeth Knoll Road
- Morton Mill Park
- Middle School facilities – baseball, soccer, etc.
- HYSA (Harpeth Youth Soccer Association) – soccer fields

How often do you visit the natural areas, parks or open spaces in your neighborhood?

- Pretty much daily use
- All the time
- Multiple times a week (*mentioned by several tables*)
- Sheffield Park every day
- Go often; recreation is important
- Red Caboose Park once a week
- Couple times a month
- On nice days

Do the existing parks in the neighborhood meet your needs?

If yes, how do they meet your needs? (Easy access, good lighting, secure, ample parking, activities, well maintained)

- Well maintained
- Although more parks would always be welcome, feel fortunate to have existing parks.
- Red Caboose Park is a great community asset for Bellevue with daily use it gets and special events held there.
- Warner Park and greenways that connect to it are assets
- Proximity to Warner Parks is great
- Do not touch our existing parks

If they do not meet your needs, how can they be improved to do so? (Better sidewalks, play equipment, security, add walking tracks, lighting, activities/programs, parking)

- Easier to access, more visible from community/neighborhoods
- Add sidewalks – lack of sidewalks makes it difficult to access parks
- Dislike that you have to get in your car to get to greenways and parks
- Connect neighborhoods to parks. Adding to carbon footprint by driving to park.
- Better pedestrian access to Warner Parks – sidewalks, crosswalks
- More signs, more access points
- Better advertising of local amenity in order to get more people to utilize it
- Add pocket parks in neighborhoods
- Add neighborhood/community parks south of the Harpeth
- Add neighborhood- and community-scaled parks in more locations – the scale/size of Red Caboose Park. Assumption that Warner Parks “cover” Bellevue’s park needs.
- Location for potential park – west side of I-40 at the Highway 70 exit, across from the Bellevue Manor Drive subdivision

- Like to be able to walk and bike safely to parks, to get in and out of Edwin Warner Park safely in a car due to speeding and heavy traffic in the vicinity of Ensworth High School. It is especially dangerous to walk to Edwin Warner Park.
- Canoe access near Coley Davis is blocked off right now and cannot get a canoe into the River. Please check with Parks on why it is closed off.
- Warner Parks – Friends of Warner Parks works to acquire land, but this land should be maintained in more natural settings.
- Don't remove all the trees for development; specifically mentioned the Hicks Road area.
- Add community open space in multi-family developments. Having more and better community open space in these developments would make them more livable and would help foster a greater sense of community. Most table participants had formerly lived in multi-family housing in Bellevue before they moved to their present single-family homes in Bellevue.
- More athletic fields
- Gazebos/picnic shelters, grills other amenities along greenway so they can really be utilized by the community – like at Shelby or Centennial where a family can go and have a party
- Connect greenways to one another. Try to connect ridges as well as valleys.
- More community gardens to grow our own food
- Along paths to parks, add workout stations (like in Australia), pull-up bars, places to do squats, etc.
- Sometimes worry about personal safety while walking on the paths at Warner Parks / Ensworth. Don't see other people using those paths. Never had anything happen, but still worry sometimes.
- Maintain the buffer around the river. It feels very rural when you are on the water.
- A dog park closer to Bellevue proper would be great.
- Why is the Nature Center closed on Sundays? Hours should be aligned with times families would use it.

Where are existing greenways in your community?

- Along the Harpeth River
- Greenways to Warner Parks
- Morton Mill
- Greenways to Ensworth
- Greenways to new Publix shopping center
- Near Edwin Warner Park

Do the existing greenways in your neighborhood meet your needs?

- Yes
- Yes, in general
- Greenways are an asset.

If they do not meet your needs, how can they be improved to do so? (Better connections, signage, etc.)

- Finish greenway plan and it will better meet our needs.
- Extend greenways further along the river in both directions.
- Add more greenway connections across Harpeth River.
- Connect greenways together, especially the Riverwalk along the Harpeth River to the Warner Parks Greenway.
- Connect Highway 70 and Highway 100 via greenways.
- Provide a greenway/multi-use path on one side of Old Hickory Blvd. There are walkers along Old Hickory Blvd., including persons that are walking to their houses of worship and cannot drive.
- Provide access from the greenway to the Harpeth River at Harding.
- Provide a sidewalk, multi-use path or greenway to link Edwin Warner Park and Natchez Trace Trail.
- Greenways provide good connections but need to be extended to the parks – particularly the greenway near Harpeth Bend Drive.
- Greenways do a good job of connecting to parks but not commercial areas – would be good if the greenway connected to the small commercial area at Old Harding Pike and Bellevue Road.

- Can a regional greenway system be in place near the Williamson County border to make sure greenway connections are made in this area?
- The greenway system will be improved when it is connected. However, there are potential hurdles with fully connecting the system regarding issues such as operational/access details, parking, and tradeoffs between residential privacy and the community benefits of having the greenway for the parts that will be close to houses or back yards.
- Improve safety for greenways; feels unsafe because they are isolated and removed from visibility from the road.
- What's going on with replacing the bridge on the greenway? It was washed out in the flood.

Is there any location where a greenway/multi-use path could be provided that could also assist your neighborhood in an emergency situation, such as evacuating due to a flood?

- No
- No, most of the greenways are in the floodplain so they could not be used as evacuation routes. Place some greenways out of the floodplain so that they can be used as evacuation routes.
- No specific location was cited, but in general Bellevue needs a community/town center area that would serve as the one place that people thought of as their downtown/civic area. Until such a place exists it would be difficult to know how to connect to it. Participants at this table agreed that the mall was the desired site for this purpose.
- Greenway buffers are needed along all rivers/streams. They can be an amenity to the neighborhood and help with flood protection.
- Floodplain should be natural open space; no building should be allowed in floodplain.
- No real need for this. If a road's flooded, it's flooded and either you can get out or you can't. Don't think that connecting with pedestrian infrastructure will make a difference.

Open space does not always have to be a park. If other open space exists or is needed, what type of open space would it be and where would it be located? (Pocket parks – on corners, by commercial, adjacent to residential); (Plaza – concrete/pavers, fountains, benches); (Community Gardens – vacant lots, near commercial, adjacent to residential, schools, community centers)

- Leave new open space in a natural state
- Don't cut down all the trees for new development
- As stated before, multi-family areas need attractive, functional common open spaces. These were envisioned to be green, landscaped areas. The importance of being able to walk or bike to access open spaces was stressed.

❖ **Rural and Single Family Housing**

Where are the areas of farmlands and rural housing?

- Highway 100
- Hester Beasley Road
- Natchez Trace Parkway
- McCrory Lane area
- Areas north of Charlotte Pike
- Most table participants live in the suburban portion of Bellevue and did not have ideas about rural areas.
- None of the table participants lived in the rural areas – they are to the west of where participants lived.
- Like larger lot homes to the southwest. These types of properties help preserve the rural feel of the outer areas of Bellevue.

Does this housing meet your needs? How so? And if not, how can it be improved?

- For the most part, it does meet needs, except for aging in place. Develop cottage housing or another way for a family to downsize and not have to take care of a large yard.
- Table participants agreed that this was best left to those living or desiring to live in these areas.
- Stop building in rural areas.

Does the idea of grouping new homes to avoid sensitive natural features (steep slopes, problem soils and floodplains) interest you?

- Yes, need to protect our steep slopes!
- Yes, need to cluster homes to preserve open space and avoid problem areas.
- Conservation subdivision tool would be useful.
- Preserve large vast areas
- The table members liked the idea of conservation subdivisions that was presented in the presentation and would like to hear more about it. They liked the idea that it could be used to preserve natural features, which is important to them.
- Open to idea of grouping new homes to avoid sensitive areas with limits.
- There was some concern about doing this, but also some interest. It was hard to envision why someone would want to move to a rural setting to live in close quarters, but on the other hand, there was recognition that not everyone had the same preferences. Also, the idea of protecting sensitive environmental features seemed worth pursuing. The general agreement seemed to be to provide for both options to some degree.
- Don't want to necessarily see conservation subdivisions out here – shouldn't be developed at higher densities at all. All those new houses would be along the road – at the base of the hills – and would ruin the rural character of those driving out these nice two-lane roads.
- Should revitalize and infill closer to the center of Bellevue. Don't need to sprawl any more. Don't let the development spread.
- Infill in the center we have already. Preserve the rural we have.
- Builders have been allowed to build in areas that were not sustainable (floodplain). We've seen what is happening with the Mississippi River now, and flooding here last year, that this is not sustainable. We need to preserve the floodplain.
- Landslide issues as much a concern as flooding.

Where are the areas of existing single family housing?

- Spread throughout the community
- Mostly east of McCrory Lane
- Harpeth Bend, Belle Pointe, Poplar Creek Road
- Near Harpeth Bend, River Plantation, Coley Davis Road
- Very much like the existing single-family neighborhoods. The character is great.
- Low density is good because there's not a lot of traffic and the neighborhoods are very walkable.

Does this housing meet your needs? How so? And if not, how can it be improved?

- Table participants live in single-family homes and very much like their neighborhoods. One thing they particularly like is dark night skies in the neighborhoods, although it was agreed that more major streets and commercial areas should be lit at night (but no "industrial lighting"). Walkability of their present single-family neighborhoods in the Harpeth Bend, Belle Pointe, and Poplar Creek Road areas is good, but many places in Bellevue (especially commercial areas, multi-family areas, and access to commercial and multi-family areas) are not walkable.
- Like the idea mentioned at the first meeting about "aging in place" – this has to do with housing choice and walkability
- Need co-housing for seniors, "age in place" housing
- Need more affordable housing, starter homes, Habitat for Humanity smaller-scale projects scattered throughout all communities and not concentrated
- Need more cottage housing
- Stop the pod-like haphazard neighborhood planning that exists. Create neighborhoods that are better connected and provide sidewalks.
- Better access is needed for new subdivisions. One development should not all dump onto one street.
- Highway 100 is overwhelmed with traffic from subdivisions with only one way out.
- How do you keep your neighborhood owner-occupied? Is the "rental problem" driven by the bad housing market? Worried about this.

- Houses being bought to rent – too many people in one house, too many cars on one property and parked on the street. Worry about property values.
- Concerned about flooded housing being repaired but unable to sell. Will the owners' rent them because they can't sell them? What will this do to property values? Worried about this.
- Do more transportation options help the home values? (Takes the Bellevue Express to Downtown and believes that having that option should make Bellevue more attractive than other communities when looking to buy a house.)

Was your neighborhood impacted by flooding during the 2010 flood? (Houses flooded, street closed, landslides)

- Stuck for days
- Coley Davis Road residents don't like the isolation in the neighborhood – stuck during the flood and needed other transportation routes to get in and out of the neighborhood. Coley Davis Road residents were taken in and out of the area by boat. If the road was a few feet higher, it would not have flooded as bad. Some people were taken in and out of the area on the interstate by bus. They were going towards Highway 70 – there was nothing to go to south of Bellevue
- Harpeth Bend was badly flooded.
- Everyone was near flooding and couldn't get out. Not too concerned that they were trapped once they made sure family, friends and neighbors were o.k., but noted they understood emergency responders were concerned by the flooded streets.

Were there key streets you relied on to access supplies?

- Mostly north-south
- Evacuated before water prevented them from doing so. It was really bad for 3 to 4 days.

If you evacuated your home, where did you try to get to? (Which direction were you heading)

- Since Harpeth Bend and Beech Bend Drives form a circle, some went one way and some went the other.
- Higher ground in the Bellevue area with friends

Are there any areas where new single family should go?

- New housing should be near existing housing
- Some single family housing could be provided near natural features with conservation subdivisions; request to protect the hills.
- McCrory Lane. Need to access where there is active farmland versus non-active. Underutilized land where it is appropriate is where single-family should go.
- New single family should not go onto problem slopes or hillsides since this exacerbated the landslide and flooding issues in Bellevue in 2010.
- Hillsides along Sawyer Brown Road and Hicks Road should not be developed.
- New single family should blend in with the old single family.

How would people access their new house? (From alley, from street / parking on-street, by a driveway, garages)

- If in a more urban area near the centers, it should be accessed by alleys and on-street parking; suburban areas more from driveways.
- As they do now, along cul-de-sacs and drives leading into a development. Opposed to on-street parking.
- Should be a green buffer between the main road and the subdivision

❖ Mixed Housing (Two Family, Townhomes, Multifamily)

Where are the areas of mixed housing, townhomes, apartments?

- Along the major corridors like Highway 70S, Sawyer Brown Road, Old Hickory Blvd., some on Coley Davis Road
- River Plantation
- Highway 70

- Old Hickory Blvd.
- Too much of it already

Does this housing meet your needs? How so? And if not, how can it be improved?

- Like Coronada – very wooded and nice.
- Like River Plantation’s multi-family housing.
- One person at the table lives at Deer Lake. Enjoys living there during the summer (live in FL in the winter). Thinks it is a better development than the newer ones because the trees were maintained and it is more natural looking.
- There is more than enough of it already. It was not planned well, what exists, and it does not integrate well with the community. If more is to come, it needs to fill-in areas and provide better connectivity.
- It mostly did when they lived there, but there were some problems. As mentioned earlier, the lack of community open space and landscaping were problems with some developments, as was lack of walkability within and in the vicinity of most developments.
- Some are in the wrong place in terms of access to commercial areas or much of anything else for that matter – in other words, they are isolated. The example of multi-family housing along Coley Davis Road was cited in particular. It is miles away from anything and completely un-walkable.
- Need to connect the existing large multifamily projects to the community. Many are isolated islands.
- Multi-family should be located where you can walk to businesses and services. The sidewalks need to be there so people will walk. Otherwise, the multi-family puts a burden on the overall traffic.
- Lack of adequate public transportation is generally a problem. Frequently see people walking along Highway 70S and Old Hickory Boulevard and they see the lack of sidewalks and transit as a real problem for people.
- The only new multi-family housing that would be acceptable would be in conjunction with mixed use projects (i.e. upper floors of buildings)
- Don’t like multifamily because:
 - Traffic generated
 - Built in areas they should not have been built (hillsides)
 - Ugly
 - Brings crime
 - No resale value in the condominiums
- Wouldn’t business owners look favorably on multi-family? Doesn’t multi-family help support businesses and get us better transportation options? Density helps these things.
- If you like renting in Bellevue, in an apartment, you might want to buy here. “Try before you buy” in the neighborhood.
- Too much
- The placement is awkward because it is all clustered together. Multi-family on one side for the community and single-family on the other. This is why the businesses along Hwy 70 are failing. No investment in the community.
- River Plantation resident lived in a larger home with a basement but moved to a condo to avoid stairs – getting older and did not need to go up and down stairs.

Was your neighborhood or any of these areas impacted by flooding during the 2010 flood? Were there key streets you relied on to access supplies? If you evacuated your home, where did you try to get to?

- River Plantation

A variety of housing is needed to provide residents with a choice in housing and be appealing to all ages. If new housing OTHER THAN SINGLE FAMILY HOUSING were to be developed what type of housing would be built? (Townhomes, multifamily, cottages / cottage courts, duplex / two-family)

- Must be integrated with community, since this is generally a “transient” population.
- Issues already raised. Generally, new housing should be built in areas where there are goods and services, transit and pedestrian infrastructure.
- Townhomes and cottages. Needs to be supported with some commercial and not be a type that makes the community so transient.
- Do not want any additional multi-family housing; feel that Bellevue has enough multi-family housing.

- An exception may be senior housing. Noted the location of several existing senior housing developments – see map and look for orange stars – these are senior housing.
- The one additional location for senior housing discussed was behind the Kroger on Highway 100 as this would give access to the commercial center. One table member suggested that the model should be McKendree Towers on Lebanon Road. Another table member suggested that cottage development could be the model.
- Bellevue desperately needs more assisted living and nursing homes. Because these are more residential, they could be okay in the residential areas of corridors.
- Only new multi-family housing should be part of a mixed use community center – at the mall.
- No more apartment complexes.
- No new Section 8 or low income homes
- No new rental apartments
- Multi-family form is fine but should be limited to 2 stories max
- Put multi-family near interstate interchanges
- Put multi-family at Mall site
- Apartments should be above shops so the people there can walk to shops, not overwhelm traffic and they will contribute to the economy by shopping where they live.
- Group did like manor houses.
- Thought new urban type communities could be beneficial. With small town center surrounded by town homes/multi-family and then single-family outlying.
- Peachtree City, GA was offered as an example.
- INFORMATION REQUEST – *The table wanted Planning staff to research how much land in Bellevue was zoned for multi-family, but the multi-family had not yet been built.*

What would those new homes look like? (1, 2, or 3 stories, sits far back on lot, sits close to the street, large lots or small lots, mixed-in or separated from single family housing)

- Be able to walk to needs
- Multi-family housing should always have pull-offs for buses and school buses. Feel that multi-family has more children, and the children are at risk when school buses didn't have a pull off area.
- Like Coronado near the Kroger – has trees, hidden from road, only 2 stories, scenic, feels more like townhomes
- Two stories max

Where would this new housing be located? (Near parks, schools, universities, or other civic uses, along major streets/corridors, near commercial businesses)

- Only location where *some* table members thought multi-family housing might be appropriate was with the redevelopment of the mall, on the edges of the mall to transition into surrounding neighborhoods.
- Closer to a town center
- Not near existing single family

We've heard people say that they don't want any more condos. Do you feel this way? Is there something about the current condos that you don't like? (Location, interaction with the street/community, appearance)

- Condos and apartments on Old Hickory Blvd. impact topography. Need to be designed more sensitively.
- Do not like how these are rentals and the community is very transient on account of it. People do not establish roots in Bellevue because of all the multi-family.
- Don't like how these are designed in the community and feel they lower home prices.

We've heard people say that they don't want any more apartments. Do you feel this way? Is there something about the current apartments that you don't like? (Location, interaction, appearance)

- Too many apartments, number and space they take up, poor location choices. Apartment sprawl is filling up the hills and making Bellevue ugly.
- Table participants didn't seem to care much about the distinction between whether multi-family was rental or owner-occupied; they just felt there was too much.

- Problem with multi-family is that there are too many units with too little access – i.e. too few roads, so that traffic is a real problem and evacuation is a problem when necessary. One table member pointed out that this was less of an issue on Old Hickory Blvd. because it's such a wide road, but it was a problem on Charlotte, which they perceive as being narrower.
- Don't like how these are designed in the community and feel they lower home prices.
- The group didn't have strong opinions either way.

❖ Commercial / Mixed Use

Where are the existing commercial areas in your community that you go to shop?

- Highway 70S and Old Hickory Boulevard, TJ Maxx
- Highway 100 and Old Harding Pike
- McCrory Lane and Highway 100
- Todd Preis Drive and Sawyer Brown Road
- Bellevue Center/Home Depot area
- I-40 and Old Hickory Boulevard
- Bellevue Road and Old Harding Pike (*mentioned by several tables*). Good walk-to location in terms of its adjacency to residential, but not easily accessible – i.e. no good sidewalks or greenways to get to it.
- Next to this area at Old Harding Pike and Bellevue Road, there was an old commercial grocery. Could this be a Park and Ride location?
- West Nashville
- Costco
- Sam's Club
- Green Hills
- Cool Springs
- Highway 70 Kroger area needs to be safer to walk; make it more pedestrian friendly.
- Grocery stores
- Shops in River Plantation
- Used to go to the mall
- Don't have to go far to get to commercial businesses from homes, have everything but it may be tucked away
- Go to West Nashville for Target (group thought this was fine, didn't want to see more chain, big box development in Bellevue)
- One person lives a ½ mile away from the Walgreens and Publix but it's not safe to walk.
- Like the City Limits area – “old Bellevue” at Old Harding and the railroad. It should stay small but active.
- Do not like the area with O'Charley's and the Waffle House. How did this ever get built? The traffic here is awful and you can't see it from the road. Get away from doing this kind of development. Do not do anymore on 70S.
- Let the theater area that flooded go back to a natural state. Should not have been built in the first place.
- Could use a few more hotels. Near the interstate only. Most people have guests stay at the Hampton.
- Commercial areas need to be connected. There's no easy way to get from commercial on 100 to commercial on 70S without going through neighborhoods.
- We have more shopping options in other places outside the community.
- Problem with Bellevue retail is that there is not enough office development to support retail uses.

What are your thoughts about the Bellevue Mall area? Thoughts on how it should be redeveloped?

- Future for Bellevue Mall – make it a true town center, functional more than luxury (i.e. shopping center) to bring the community together, a destination place
 - Integrate uses in to a walkable center – civic/government, entertainment, medical, retail
 - High school and library
 - Nice local restaurants
 - Independent owners, lots of local character
 - Post office

- Structured Parking
 - Urban form but still respecting the rural backdrop
- Re-do the mall as a center
 - With a town square; Bellevue has a rich history but lacks a center like other towns have.
 - Anything other than vacant
 - Stores should be mid-priced, not high-end. This is a working community.
 - The mall isn't just for Bellevue. It attracts the rural shoppers of other counties. We get their sales tax.
 - Re-do the mall before building more commercial on McCrory.
 - Nashville West was not helpful to the redevelopment of the mall; developing McCrory would be the nail in the coffin.
 - Can we get a farmers' market at the mall for the time being?
 - Wait and building a town center, not a strip mall. Don't settle.
 - Like Hill Center in Green Hills
- Besides "level it:" This should be redeveloped into Bellevue's "community center" with mixed use that has a heavy civic focus.
 - Include a park on the site.
 - This would be the one place people automatically thought of as the town center with the library and post office and a community center.
 - Designed similar to Hill Center but not necessarily with those same stores. There was some talk about the Avenues in Murfreesboro but concern about the way the parking is done there, table participants want to avoid a "sea of parking." Nashville West is acceptable but does not seem to be a strong model, although there was some desire to have some of those particular stores (ex: Target) closer to central Bellevue.
- Redeveloped with mixed use including housing around the perimeter
- Mixed use
- Community facilities – library, community center, police precinct, new high school and/or high school/middle school combination. Suggestion that these be magnet schools because students could take buses out there on I-40 or Highway 70. Suggestion that if there is a school, it have an urban (vertical) form.
- High School – could be a great anchor for the community. Too many people are leaving the area when their kids go to high school.
 - Need to be able to walk across the highway to other shops
 - 2-story would be appropriate
 - Could office work at the mall site? Medical office maybe? Like 100 Oaks?
 - Do not want the area to turn into Cool Springs, but office could be okay.
 - Other counties shop here, too. It's not just Bellevue shoppers. It's the only mall until Jackson, TN.
- Civic uses – high school
- School site, new community center, library
- Redevelopment should include a park
- Redeveloped for medical offices, hospital, clinics – like 100 Oaks
- Like 100 Oaks
- Combined Baptist Health property (directly abutting the mall property to the west) and the mall property; Metro could buy and re-purpose both.
- Health center/Medical facilities. These are very lacking in the area
- Redeveloped with offices to support surrounding businesses, especially restaurants
- Office uses
- Put office on mall site
- Uses that would promote daytime employment generators – higher education, office, etc.
- Outparcels developed, like Hill Center. Specific request for an Olive Garden!
- Commercial center
- Redeveloped with outlets. Recognize that Bellevue is an area with a lot of families and the retail should be at a variety of price points – there is no point in trying to compete with Cool Springs.
- Mall building preserved for inside walking for seniors

- Request that the existing screening be replaced/enhanced – table member noted that the screening has died and is no longer serving its purpose.
- Redeveloped with a Nashville West style – heavy landscaping, sidewalks, fewer curb cuts and internally facing
- Redeveloped with a Green Hills’ Hill Center style – buildings fronting the street
- Should look like the Hill Center – higher end retail area, like Nashville West possibly, not keen on mixing residential uses since very tired of apartments and condos
- Auto mall – new car dealerships
- Residential on front of property and mixed use/commercial on the back
- Some residents feel that the mall property is too constrained with single family on either side. With neighborhoods on one side and the interstate on the other, will it ever be able to grow beyond its current site?
- Lots of debate on the signage that should be granted to the redeveloped mall. Some table members thought that the lack of signage/visibility on I-40 is what doomed Bellevue Mall; others thought that wasn’t the problem. The table members that did think this was a problem wanted to grant the mall (or its next iteration) more signage and more prominent signage on I40. The people that didn’t think this was a problem just wanted to make sure that the signage wasn’t overly large or visible from Highway 70.
- Bellevue Mall needs to define its commercial market – Nashville West has Belle Meade, “New Bellevue” has Williamson County, who is shopping at the Bellevue Mall area?

If you could add new buildings / businesses to existing commercial areas where would they go?

- Table participants in agreement on keeping the nodal pattern of development and on what the boundaries should be:
 - At Old Harding Pike/Highway 100 – the boundaries should remain Temple Road to the east and Chaffin’s to the west. No expansion of commercial to the east on Highway 100.
 - In that same area, some table members were opposed to the proposed development at Learning Lane.
 - At Highway 70/Bellevue Mall area – the eastern boundary should remain Sawyer Brown Road and the western boundary is all the way to the interstate. Table noted that there is some commercial development on Sawyer Brown Road north of Highway 70.
 - At Highway 70/Old Hickory Blvd. – The boundary should be Hicks Road to the west and the end of the Kroger development to the east. Note that there were some table members that felt comfortable with the property directly to the east of Kroger (between Kroger and Coronado) developing as commercial.
- Table participants had recommendations specific to improving the appearance of the Highway 70/Old Hickory Blvd. commercial center, including:
 - Add more stone to facades
 - Enhance landscaping
 - Fewer curb cuts – comments on how dangerous it is to walk and drive
 - Fix the potholes in front of TJ Maxx
 - Consensus at the table that the recent improvements made to the Kroger quadrant were good and that those types of improvements needed to be extended.
- I-40/Highway 70 – Increase intensity at the mall/interstate. Grab people’s attention from the interstate. So close to downtown we could capitalize on visitors. Cheaper to stay out here, but need to advertise to the interstate. Could go 5-6 stories at mall site.
- Highway 70/Old Hickory Blvd. center would be a good location for a police precinct
- Add new commercial to the old Regal 8 site
- Put office at old theater on Old Hickory Blvd.
- Old Harding Pike at Highway 70 needs better infrastructure. Intersections need to be reworked, it’s very dangerous.
- Bellevue Center site
- I-40 and Old Hickory Blvd. This center could be built on.
- Put office around interstate interchanges
- In the node areas, following the center concept. Need accessibility and traffic control.
- In nodes. Don’t want corridors to develop out like Gallatin Road.
- Whole area needs more opportunity for office. Home office, office above shops, office incubator.

- Should look like Hill Center
- Want to be able to go have a day of shopping without going to Cool Springs. Somewhere to go and walk around and have lunch without getting back in my car over and over.
- What is going to happen at I-40 / McCrory Lane?

What would the new building/business look like? (*Building height (2, 3 stories for example), windows, patio/sitting areas in the front, materials (brick, stone, concrete), landscaping*)

- Various table members wanted to see:
 - More stone
 - More landscaping, but be sure to allow for visibility for large and small vehicles
 - Signs like Brentwood
 - Remove billboards
 - Consistent sign size and height
 - Monument signs with stone
 - Reduced sign clutter
- Hill Center. Include more restaurants that are locally-owned and provide a wider range of dining options.
- More consistency and quality of design. One image that was given was a desire to look more like Franklin than Charlotte Pike, a desire to look and function more like a town with a distinct identity than a haphazard and generic strip commercial area.
- Material changes on buildings, like Nashville West. Maybe up to two stories.
- Like look of new Publix area, but this is still a strip development like the Kroger shopping area not really anything unique or different, just newer. Not really what they had envisioned.
- Signage is different between the old and new shopping areas. Maybe more artistic signs and no LEDs – the mini-storage red sign is dreadful.
- Office should be limited to 2 stories, but could live with max of 6 stories if done properly.

Where is the parking located? (*Behind building, beside building, in front of building, on street, in separate lot, shared with other businesses, in parking garage*)

- No comments on parking location, but general agreement that there should be better access management and fewer curb cuts.
- Like at Hill Center
- Wherever as long as it is safe and has good sight control for safety and lighting

Which new buildings are Mixed Use? (*More than one business in a single building*)

- See Hill Center
- Mixed use is acceptable if it is mixed with residential – office and retail can be mixed together.

If you could put more than one business in a mixed use building, what businesses would go in there? (*Office, commercial (any retail), medical, civic/government, artist work space/gallery*)

- In addition to the very strongly desired civic uses and general mixed use, there is a need for an urgent care type medical facility that would be open longer hours than the Baptist Clinic by Bellevue Center.
- Medical, retail and office

Would residential units go in any of the new buildings/businesses you identified?

- New commercial infill – as displayed in the presentation – would probably occur first in “New Bellevue”
- Table participants do not see buildings going to 3 stories – the market is just not there
- One resident owns a vacant parcel next to the Highway 70 Kroger – perhaps new commercial could go there in the form of mixed use on the site, but not sure if it could be multi-story.
- Yes, no other details were offered except they would generally be multi-family of some form.
- Yes, studio-type units would be fine. Nothing that would be big enough to house a whole family.
- None

If you wanted to, are there any stores you could get to easily without getting in your car? Is there a certain type of store you would like to be able to get to without driving?

- Very unfortunate that even when you live near a commercial area, you must drive to it for safety reasons. You cannot send your child to the store on a bike.
- Grocery store
- Restaurant
- Small commercial area at Old Harding Pike and Bellevue Road where Pizza Perfect is
- During the flood, Kroger and Publix on Highway 70 were open but the selection was very low. They were the only stores you could get to easily. The “New Bellevue” Publix parking lot was flooded.

Is there any place you can go to shop at multiple stores and only park once, rather than making several short trips between different stores?

- Not in Bellevue, but this is desired. This was one of the reasons Hill Center was cited as a model.
- One table member who lived just east of the Mall off of Esterbrook noted that they could walk to almost everything needed.

Do you have convenient access to a grocery store? Farmers’ market? Fresh food? Community Garden?

- Table participants felt that they all had easy access to grocery stores.
- Yes, but it is accessed by car
- More farmers’ market options (*mentioned by several tables*) – there are good farms in the area and these often bypass Bellevue to go out to West End or the Nashville Farmers’ Market.
- One table participant noted that there is a farm that sells produce (maybe from a stand?) around the intersection of Hester Beasley Road and Old Harding Pike.
- Farmers’ market? Fresh food? Community Garden? At 70S/Old Hickory, Highway 100/Old Harding, Highway 70S/Sawyer Brown. There is now a community garden behind Bellevue Middle School.
- Farmers market could go at the mall, at the community center (especially if community center moves); farmers’ market pavilions could be added.

Do you have convenient access to medical care? (Doctor, hospital, urgent care)

- Yes
- White Bridge Road has the closest urgent care center. St. Thomas is the closest hospital. No, this is not convenient. Bellevue needs an urgent care center.
- Yes, it is adequate. Hospitals like St. Thomas and Vanderbilt are just a short drive and there are is the Baptist Medical Center.
- This question did not come up directly, but the table members did talk – at other points in the conversation – about how they thought medical office would be a good re-use of the mall area and about how long it took to get ambulances to homes in Bellevue, and Bellevue community members to hospitals.
- The table discussed where the Fire Stations (with EMTs) were, how many ambulances they each had, and questioned whether it was enough.
- INFORMATION REQUEST – The table wanted to know more about how ambulances are provided in the area – how many EMT ambulances there are and if private sector companies also serve the area.
- The table marked where they understood the Fire/EMT stations to be. There were two – one at Highway 70 and Huntwick Trail (north of I-40) and one by the Bellevue Library.

❖ **Corridors**

Where are the major streets in your neighborhood?

- Highway 100
- Highway 70S
- Old Hickory Boulevard
- Sawyer Brown Road

- Old Harding Pike
- Interstate 40
- Charlotte Pike

What PHYSICAL parts of streets do you like? (*Sidewalks, pavement, crosswalks, medians, landscaping, traffic lights, buildings*)

- Corridors are not stripped out with commercial and commercial is confined to large intersections.
- Not a tremendous amount of gaudy signage along corridors
- Interstate 40 is good access for the mall
- Wide
- Nice scenery
- McCrory Lane should not be expanded to five lanes! Not needed; will destroy scenic character of roadway.

What PHYSICAL parts of streets need to be improved? (*Sidewalks, pavement, crosswalks, medians, landscaping, traffic lights, buildings*)

- More sidewalks and connectivity to get places
- More sidewalks are needed / better connections
- Sidewalks and bikeways/lanes
- More sidewalks and greenways all over
- Specific requests for sidewalks include:
 - Hicks Road / Old Hickory Blvd.
 - Along Old Harding Pike
 - Bellevue Road
 - Colice Jeanne Road
 - Dorshire Lane subdivision at Highway 100
 - From Sawyer Brown Road to redeveloped mall area
 - Sawyer Brown Road from north of Mall into Riverwalk subdivision. Table members didn't like that the sidewalks in Riverwalk were up against the buildings and not by the street.
 - Baugh Road
- Need sidewalks!!! Walking in the neighborhoods is fine because it's safe enough and quiet enough to walk on the street. But you can't get to anything outside the neighborhood because there are no sidewalks.
- Sidewalks need to be connected.
- Sidewalks on highways need to be better. Back of curb sidewalks are not safe.
- Sidewalks that are flush with the curb are less desirable than those that are buffered by a planting strip.
- Sidewalks – wide sidewalks, like 6' or more
- Sidewalks and shoulders need to be provided for pedestrians. Contrasting examples given were Sawyer Brown Road, which has shoulders for pedestrians, cyclists, and parking, and Old Harding Pike, which does not.
- One person at the table is legally blind and does not drive. She walks with her children in a stroller on the highways. She has to, because it's her only transportation, but it does feel unsafe.
- Need sidewalks and bike lanes, Bellevue themed street furnishings (places to stop and rest)
- Bicycle lanes in roads will improve connections and health
- Separate bike paths good for recreation; do not like the 3-foot bike/vehicle rule.
- Better bike connections to Natchez Trace trailhead near Loveless Café
- Bikeways linking grocery stores to neighborhoods
- Riverwalk bike lane used as a turn lane (needs to stop)
- Connect Sawyer Brown Road bike lanes to Riverwalk on Old Harding Pike
- Strategic lighting needs to be provided on major streets.
- Roads need more lighting
- Highway 70 needs lights all the way to the County line.
- Landscaping elements and maintenance of them instead of concrete medians
- Connect existing streets
- Need another main route to get to town but nowhere to put it
- Too much traffic on major corridors

- In some places, lack of adequate space for on-street parking is a problem that was especially noticeable during flood recovery when there were extra vehicles on the street along with debris.
- Acceleration/deceleration lanes are needed at more of the development entrances and are particularly needed for Edwin Warner Park where speeding is such a problem.
- Convert four-way stops to traffic signals.
- Sawyer Brown Road is used as a cut-through between Highway 70.
- Charlotte is too narrow – should be 4 lanes in this segment.
- Highway 100 was repeatedly cited as being dangerous because of speeding. On the other hand, people observed that in general speed limits in Bellevue are appropriate and widely observed.
- Signals need to be coordinated along Highway 70 – it’s too stop-and-go. “Smart lights” are needed.
- Widening would help with traffic.
- Widening would help with traffic congestion.
- Widen all major roads.
- Hwy 100 could be widened, would help with danger of curves
- Widening only brings more traffic, would be bad for rural character.
- Maintenance needed
- Potholes on Hicks Road
- Enforce code violations! Illegally parked cars everywhere!

What would you ADD to the streets to make them more pleasant to...

- Beautification! Crepe Myrtles, rock walls (represent history of the area). Need defining accents that say “you’re in Bellevue.”
- Highway interchanges need landscaping – to say “you’re in Bellevue”

WALK (Sidewalks, landscaping, streetlights, benches, buildings)

- Adding sidewalks came up several times. Residents did acknowledge that they are in the suburbs and when their developments were built, it was before sidewalks were considered a priority – but they would like to see sidewalks now.
- Sidewalks and street lights

RIDE A BIKE (Bike lane, bike route signs)

- Shoulders are too narrow, need bike lanes

DRIVE (Turn lanes, pavement, stop signs, traffic lights, buildings, landscaping)

- Landscaping and wider shoulders on streets to make them safer for cyclists

Which street in your neighborhood do you spend the most time sitting in traffic on?

- I-40 and Old Hickory Blvd. during rush hour (*mentioned by several tables*)
- Highway 70 with poor signal timing
- Highway 70 and Old Sawyer Brown with poor light timing
- Cross Timbers and Highway 70
- Highway 70S in front of McDonald’s
- Old Harding Pike noted as being steadily busy but not jammed up
- Highway 100 near Ensworth High School needs better traffic management
- Harding Road in front of the Belle Meade City Hall

If a new way to travel OTHER THAN BY CAR were to be developed what type of travel would it be? (Bus, shuttle, greenway, train / light rail, trolley) Where would it take you? (Shopping, housing, your job, parks, schools, grocery, medical care)

- Bus. Downtown for jobs, also locally to schools or other schools in Davidson County.
- Need buses that run later from Downtown to Bellevue for professional folks (6:00 P.M.) to ride the bus. The last bus leaves downtown at 4:55 p.m.
- Need bus service in “South Bellevue” as currently there isn’t any
- Train station at the old Bellevue Town Center (Old Harding and Bellevue Road)
- Bus Rapid Transit (BRT) to Bellevue

- Bus Rapid Transit (BRT) on Charlotte
- Need cross town rates (no extra charge for transfers)
- Need bus/rail combination
- Cannot take transit past White Bridge Road except during commute hours
- Commuter rail on the existing rail line that bisects Bellevue
- Many wanted to see the existing railroad be used as light rail. When asked if Bus Rapid Transit (BRT) would be an option, immediately most of the table said no, until one participant stated they take the MTA express bus to work every day. People perked up and the discussion began. The participant that uses the express bus catches it at 7:30 AM. Another participant said they might take the express bus if it picked up at an earlier time in the morning.
- Community circulator route needed, like the Gulch or Madison, brings the neighborhood together
- Music City Star provides a transit alternative because buses sit in traffic too.

Are there any locations where NEW streets need to be added?

- New connections needed to commercial hubs
- New street connections need to be made near the Coley Davis Road area. In this area and south of it, new east-west connections are needed. Everyone has to go out to Highway 70 and around to get anywhere.
- More street connections near Bellevue Road/Hicks Road area – there the railroad is a barrier.
- McCrory Lane
- Avondale Park Blvd. – connection across river
- River Fork Drive – connection across river
- New connections are needed to cross the interstate.
- Connect Morton Mill Road to Colley Davis Road
- Connect Highway 96 north to Interstate/McCrory Lane
- Connections would help Fire Dept. and emergency access. Currently, railroad blocks Fire Dept. on Old Harding and prevents them from passing.

❖ **Civic Uses**

What are your thoughts on a new Bellevue Library – where should it be located?

- Bellevue Center Mall site (*mentioned by several tables*)
- Mall area
- Old Library site
- Around Bellevue Middle School where it's currently located
- Site at Bellevue Road and Old Harding Pike
- Northeast corner of Sawyer Brown Road and Highway 70
- Across the street from the Mall (redevelopment of strip commercial)
- Somewhere along Highway 70 so it is more central for the community
- The new library should be on 70S. It is the "center" of Bellevue.
- Resident that owns vacant property near the Highway 70 Kroger said they submitted that property as a possible location for the library
- If the library is on Highway 70S, the parking should be behind the building.
- Maybe the houses where the palm reader's house is? Near Sawyer Brown.
- Needs to be along a bus line
- What happens to the community center when the library leaves?
- Really like the Green Hills Library and how you can get to it from different streets, from different directions, from different areas. Put the library in a place that has more than one street getting to it.
- What zoning does the library need? Can it go in a residential area like a school or a church?
- We need a new public library now!
- Libraries are not what they used to be. Could we combine them into a civic center / community center with computer labs and after school programs for youth and adults?

Where are community centers and activities for youth in your community?

- Red Caboose Park
- Library
- YMCA

Where are senior centers in your community?

- Table agreed that there were not enough senior activities in the area. There is the YMCA, but you have to pay for that. Interested in a senior center or a general community center.
- YMCA is very nice, home to Fifty Forward.

Where are other prominent civic uses in the neighborhood? (Schools, post offices, fire stations, churches)

- Bellevue Middle School
- Harpeth Valley Elementary School
- Gower Elementary School
- Gordon Jewish Community Center
- Bellevue YMCA

What PHYSICAL parts of those Civic uses do you like? (Location, sits far back or close to street, lighting, signs, parking, access)

- Sidewalks and connectivity
- Caboose Park is very nice center of the community, but it's not big enough.
- All uses should be relocated to the mall.
- Like the soccer fields near the Mall
- Like Charter schools

What PHYSICAL parts of those Civic uses do you think needs improvements?

- Many of these do not seem to be as well-designed as in some other places people have seen.
- More uniformity of design is needed, and civic uses need to look like lasting public improvements, which the current ones generally do not.
- Community Center needs vast improvement.
- Need a high school and a library
- Bellevue has many civic buildings but they could be more attractive and integrated into the community better and walkable. Existing buildings do have trees and green space going for them.
- Need a farmer's market (closest is at St. Henry's)
- New buildings should be sustainable designs – incorporate green roofs, rain gardens, alternative energy – solar, geothermal, etc.
- Public Art – local artists, reflecting natural beauty of Bellevue, unique to Bellevue
- Get rid of all public schools in Bellevue
- Need meeting room space
- Need a public theater

If a NEW civic use (Schools, post offices, fire stations, churches) were looking for a location, where would you recommend it go? (Along major streets/corridors, near commercial uses, near residential development)

- Civic uses clustered such as post office, fire station and library near one another
- Bellevue Center site
- Old Titans practice field behind the medical center near the old mall
- Mall site. Needs a new police precinct, police presence in the community.
- Disappointed that the nearest police precinct was in West Nashville instead of in Bellevue. Don't see many police officers around, takes police a long time to get to Bellevue.
- Suggestion for a police precinct on the northeast corner of Highway 70 and Old Hickory Blvd.
- Two general areas proposed for new elementary schools – one with the proposed McCrory development and the other on Poplar Creek Road, just west of Old Harding.
- Build a new middle school and use the old one as a community center.

- Are there plans for a new elementary school or new middle school?
- Takes Fire/EMT coverage a long time to get to Highway 100
- Need more fire hydrants
- Fire station important

❖ **Additional Questions: A Healthy Bellevue Community**

What do you think of when you hear the phrase “healthy community”?

- Walking
- People walking to places
- Sidewalks (*mentioned by several tables*)
- Sidewalks – walking
- Being able to walk safely to places
- Having a place where you can walk safely
- People walk all the time in various areas (Sawyer Brown Road, Highway 100) ; need better facilities.
- Infrastructure that promotes being outdoors and exercising
- Adding healthy produce to convenience stores
- Community food banks
- Bikeways
- More bike trails
- Bike clubs use many of the major roads, but there are few bike lanes
- Greenways need to do a better job at connecting to the commercial areas
- Connection to nature and green spaces
- Green spaces
- Being able to be outdoors
- Parks
- Place to get outside and be active
- Rural views (why people live here)
- Farms and farmers’ markets
- Being involved in environmental matters
- Clean air
- Clean river – needs more help that the non-profits can really offer. Needs a more concerted effort that volunteers on weekends. Metro needs to hire crews to get the trash (appliances) out of the river.
- Less pollution
- In a healthy community it should be easier to recycle. Curbside.
- Spirit of community, interacting with neighbors
- Implementing visions discussed in public forums, making goals and seeing them through

Are there places in your neighborhood you consider especially healthy? If so, why?

- Greenways
- Natural areas
- Parks (carbon footprints would be less if you could walk to them)
- Summer activities at Red Caboose Park
- The “Bell Garden” behind Bellevue Middle School – healthy community-oriented gathering places
- The following ideas would contribute to a more healthy community:
 - Indoor walking options for seniors.
 - Fewer curb cuts and more sidewalks for better outside walking
 - Some exercise options other than the YMCA
 - More farmers markets
 - Put physical education back in the schools’ curriculum.

❖ Miscellaneous Comments

- Concern that the Urban Services District will be extended further, but there won't be an increase in services.
- No new liquor stores; don't want too many
- Trust private sector. Limit regulation. Let design of Bellevue happen naturally with private development and investment.
- One participant said "I know we live in the 'burbs" when his wife was talking about all of the cool attributes about places like East Nashville.
 - What they like about the suburbs:
 - Safety
 - Recreational areas – natural areas
 - What they did not like about the suburbs:
 - Commute and traffic
 - Not many commercial options – when asked if Bellevue did have the commercial options that they needed would be they be happier – a resounding "YES".
 - Lack of sit down restaurants
- Thoughts about property values:
 - How do you recoup property values? Planners will address this in the plan with the idea of promoting amenities.
 - Residents didn't think there was a bad perception of Bellevue because of the flood, but because of the lack of businesses that exist.
- Table participants asked themselves, "Will Bellevue always be a bedroom community?"
 - Yes, but maybe easier to get around
 - Maybe a little more density and a little more commercial, but yes, it should stay a bedroom community.
 - Don't want to be like Antioch (crime)