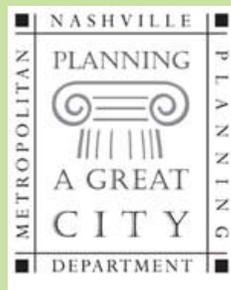


The Bellevue Community Plan: 2011 Update

Adopted January 26, 2012

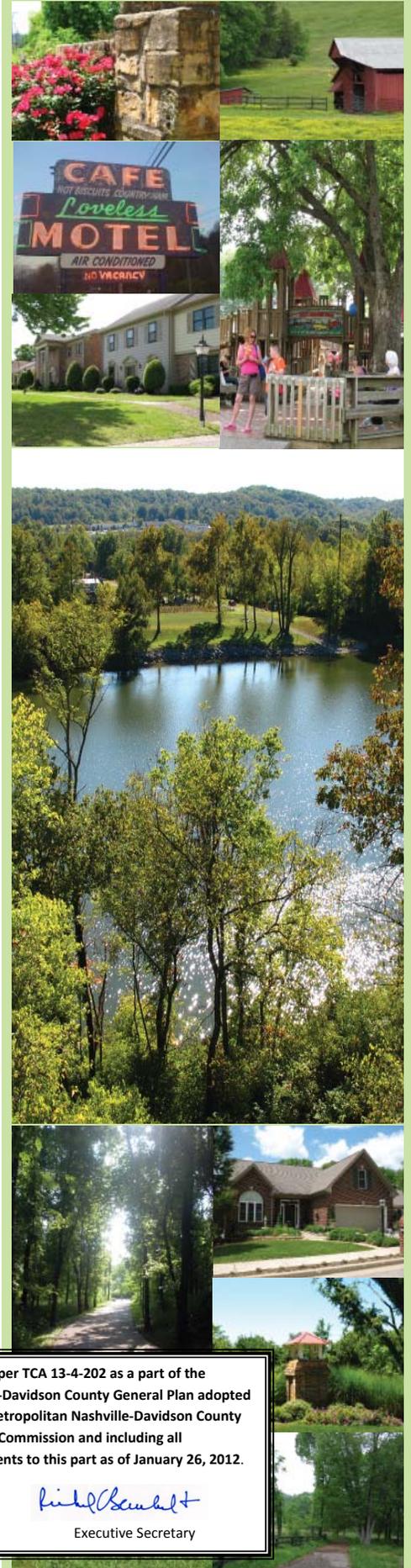
Planning Department
Metropolitan Nashville
Davidson County, TN



Certified per TCA 13-4-202 as a part of the Nashville-Davidson County General Plan adopted by the Metropolitan Nashville-Davidson County Planning Commission and including all amendments to this part as of January 26, 2012.

Richard Beuchel

Executive Secretary





Farm on Poplar Creek Road



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For ADA inquiries, contact Josie Bass, ADA Compliance Coordinator, at (615)862-7150 or e-mail her at josie.bass@Nashville.gov. For Title VI inquiries contact Shirley Sims-Saldana or Denise Hopgood of Human Relations at (615)880-3370. For all employment-related inquiries, contact Human Resources at 862-6640.

Bellevue Community Plan: 2011 Update

Adopting Resolution

**METROPOLITAN PLANNING COMMISSION
OF NASHVILLE AND DAVIDSON COUNTY, TENNESSEE**

Resolution No RS2012-27

“BE IT RESOLVED by the Metropolitan Planning Commission that 2012CP-006-001 is **APPROVED**, including a minor addition to a Special Policy for Area 06-T3-NM-07. (9-0)”

Minor Addition: “There is a vacant property at 7986 Coley Davis Road (Map/Parcel 14100008600) whose zoning is CL (limited commercial) with an existing Commercial Planned Unit Development (PUD) overlay. Additional commercial zoning along Coley Davis is not appropriate and further intensification of this zoning is not recommended.”

“WHEREAS, the Metropolitan Planning Commission directed Planning Department staff to conduct open community meetings to provide the community the opportunity to work with the staff on the updating of the *Bellevue Community Plan: 2003 Update* that was adopted on February 13, 2003; and

WHEREAS, from May 2011 through December 2011, the Metropolitan Planning Department staff working extensively with residents, Council members, property owners, and civic and business interests, conducted eight meetings in the community and prepared an updated plan for the Bellevue Community, also known as Subarea 6; and

WHEREAS, a public hearing was held by the Metropolitan Planning Commission on January 26, 2012 to obtain additional input regarding the proposed *Bellevue Community Plan: 2011 Update*; and

WHEREAS, the Metropolitan Planning Commission finds that the updated plan for the Bellevue Community, including the conditions of approval recommended by staff, are appropriate; and

WHEREAS, the Metropolitan Planning Commission is empowered under state statute and the charter of the Metropolitan Government of Nashville and Davidson County to adopt master or general plans for smaller areas of the county;

NOW, THEREFORE, BE IT RESOLVED that the Metropolitan Planning Commission hereby ADOPTS the *Bellevue Community Plan: 2011 Update* (Subarea Plan) in accordance with sections 11.504 (e), (j), and 18.02 of the Charter of the Metropolitan Government of Nashville and Davidson County as the basis for the Commission’s development decisions in that area of the county. The *Bellevue Community Plan: 2011 Update* is also adopted as part of the General Plan.

/S/ James McLean
James McLean, Chairman

Adoption Date: January 26, 2012

Attest:
/S/ Rick Bernhardt
Rick Bernhardt, Secretary and Executive Director

Bellevue Community Plan: 2011 Update

Adopting Resolution

MAJOR AND COLLECTOR STREET PLAN AMENDMENTS

Along with adopting the *Bellevue Community Plan: 2011 Update*, the Metropolitan Planning Commission also amended the *Major and Collector Street Plan* to incorporate the street recommendations contained in the community plan update.

Resolution No. RS2012-28

Please refer to the minutes of the January 26, 2012 Metro Planning Commission meeting for the details of these amendments:
www.nashville.gov/mpc/agendas/2012.asp.

Bellevue Community Plan: 2011 Update

Council Acceptance

**METROPOLITAN COUNCIL
OF NASHVILLE AND DAVIDSON COUNTY, TENNESSEE**

Resolution No RS2012-218

A resolution accepting the 2011 Plan Update for the Bellevue Community, adopted by the Metropolitan Planning Commission on January 26, 2012.

Whereas, Section 18.02 of the Charter of the Metropolitan Government of Nashville and Davidson County requires that zoning regulations be enacted by the Council “only on the basis of a comprehensive plan prepared by the Metropolitan Planning Commission;” and

Whereas, the Metropolitan Planning Commission, in order to fulfill its duty to develop and maintain the General Plan to provide the basis for zoning decisions, has divided the County into fourteen subareas and developed plans for each such subarea; and

Whereas, the Plan for Subarea 6 encompasses the community traditionally known as Bellevue and the adjacent communities of Centenary, Linton, Newsom’s Station, Pasquo and White’s Bend; and

Whereas, the Metropolitan Planning Commission directed its staff to work with Bellevue citizens to conduct public meetings and take such other steps deemed necessary to provide public input and review needed to update the Bellevue Community Plan; and

Whereas, eight community meetings were held between May 2011 and December 2011, at which community members worked extensively with Planning Department staff to develop their vision for the future of the Bellevue Community Plan area; and

Whereas, the 2011 Plan Update for the Bellevue Community was approved by the Metropolitan Planning Commission following a public hearing on January 26, 2012; and

Whereas, it is fitting and proper that the Metropolitan Council recognize the efforts of Bellevue area citizens in developing the updated community plan.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY:

SECTION 1: The Metropolitan Council hereby goes on record as accepting the Updated Plan for the Bellevue Community which was adopted by the Metropolitan Planning Commission on January 26, 2012.

SECTION 2: The Metropolitan Council further resolves to work with members of the Bellevue area community and the Metropolitan Planning Commission to discuss and develop measures that will contribute to the achievement of this community plan.

Bellevue Community Plan: 2011 Update

Council Acceptance

SECTION 3: This Resolution shall take effect from and after its adoption, the welfare of the Metropolitan Government of Nashville and Davidson County requiring it.

Sponsored by:

/S/ Sheri Weiner

Sheri Weiner, Councilmember District 22

/S/ Bo Mitchell

Bo Mitchell, Councilmember District 35

/S/ Emily Evans

Emily Evans, Councilmember District 23

/S/ Buddy Baker

Buddy Baker, Councilmember District 20

LEGISLATIVE HISTORY

Referred to: Planning Commission - Approved

Planning & Zoning Committee Introduced: April 17, 2012 Adopted: April 17, 2012

Approved: April 19, 2012 By:

/S/ Karl Dean

Karl Dean, Mayor

Bellevue Community Plan: 2011 Update

Public Health Department Endorsement

MetroPublic HealthDept

Nashville / Davidson County

January 10, 2012

Chairman James McLean
Metropolitan Planning Commission
800 2nd Avenue, South
P.O. Box 196300
Nashville, TN 37219-6300

Dear Chairman McLean,

The Metro Public Health Department recognizes the role community planning plays in creating opportunities for healthy living in Nashville-Davidson County. We support planning for sustainable development patterns that encourage mixed uses, conservation of natural areas, access to open spaces and recreational amenities, diverse housing options, and transportation alternatives. These are all aspects of the built environment that can work in concert to facilitate healthy behavior choices, and thus improve health in our community. The public health department strives to institute policies, systems, and environmental changes, such as those contained in *The Bellevue Community Plan*, that make Nashville a healthy, active, and green city.

Public health staff were involved throughout the development of *The Bellevue Community Plan: 2011 Update*. This partnership between the planning and public health departments not only provided opportunities to weave health concepts into the community engagement process and the final plan, but also allowed for information exchange between the two departments highlighting common goals and the potential for convergent practice.

The Metro Public Health Department supports the adoption of the updated Bellevue Community Plan and will continue to work with the Planning Department and other Metro Departments as it is implemented, furthering our mission to protect and improve the health and well-being of all people in Nashville and Davidson County.

Sincerely,



William S. Paul, MD, MPH
Director of Health

Karl F. Dean
Mayor

William S. Paul, MD, MPH
Director of Health

311 23rd Avenue North
Nashville TN 37203-1511

Phone: (615) 340-5616
Fax: (615) 340-5665

<http://healthweb.nashville.gov>

Board of Health

William N. Hance, JD
Chair

Ruth Stewart, MD
Vice Chair

Henry W. Foster, Jr., MD

Samuel L. Felker, JD

Carol Etherington, MSN, RN

Alicia Batson, MD



Promoting and
Protecting Health

NashVitality

The spirit of a
healthy, active and green city



Trail at Harpeth River State Park

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House in Cross Timbers Neighborhood

EXECUTIVE SUMMARY

The *Bellevue Community Plan: 2011 Update* (Bellevue Community Plan) replaces the Subarea 6 Plan updated in 2003. The Bellevue Community Plan will guide the community's growth, development and preservation over the next seven to ten years by providing:

- Guidance to developers, the Metro Planning Commission and Metro Council on future zone change and subdivision applications;
- A prioritized list of capital investments for Bellevue, to be considered in the annual Capital Improvements Budget; and
- Goals and objectives that can be implemented by various Bellevue stakeholders.

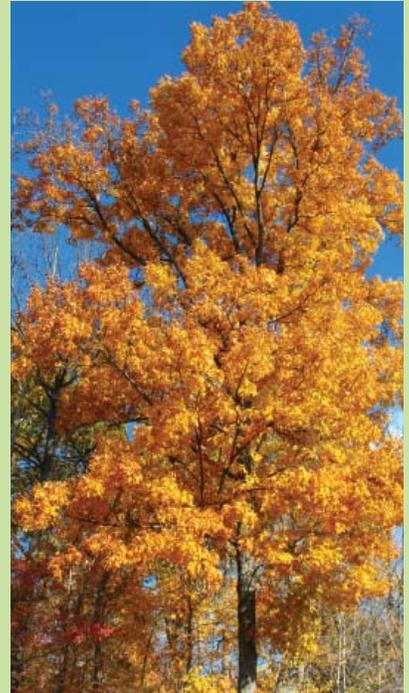
The community plan update occurred over a year with the participation of over 330 residents, civic and community leaders, property owners, business owners, institutional representatives, development professionals, and elected and appointed officials working to assess growth, development and preservation options, to discern a shared vision for future growth, and to adopt development goals, Community Character Policies and other tools to achieve that vision.

Realistically Facing Challenges and Building on Strengths

The Bellevue Community Plan update process revealed a shared vision on several growth, development and preservation issues. The following is a brief overview of these topics, which are discussed in greater detail in the document.

Preserving Sensitive Environmental Features and the Rural and Suburban Character That Makes Bellevue Unique

The Bellevue Community Plan covers a large geographic area that includes Centenary and White's Bend in the north and continues south to Bellevue, Newsom's Station, Pasquo and Linton to the Cheatham and Williamson County lines. 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. 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 locate additional housing options in strategic locations, enhance the character of mixed use centers, and preserve green spaces and environmentally sensitive features.



Bellevue Community Plan: 2011 Update

Executive Summary



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 followed 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 numerous "Planned Unit Developments" and subdivisions that have been approved (often on sites with environmentally sensitive features), but that have not been constructed. The Bellevue Community Plan addresses this challenge by placing environmentally sensitive features in "Conservation" policy to preserve them. The Bellevue Plan 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.

Reinvigorating Commercial Centers and Corridors to Provide More Dining, Shopping and Employment Options

During the Bellevue Community Plan update process, the community was clear that it wanted additional dining, shopping, services and employment options, but it also valued the firm 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 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.



Providing Housing Choice While Honoring Current Neighborhood Character

The Bellevue Community began the community plan update process with considerable wariness of new multi-family developments. They were disappointed

Bellevue Community Plan: 2011 Update

Executive Summary

by the intensity and design of some past multi-family developments – especially those built on steep slopes. They were also concerned that many single-family and multi-family developments have been approved for Bellevue, but have been only partially completed or not constructed at all. Community members understood, however, that additional households may be necessary to support the additional retail, restaurants and future transit desired by the community. Community members also wanted 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.

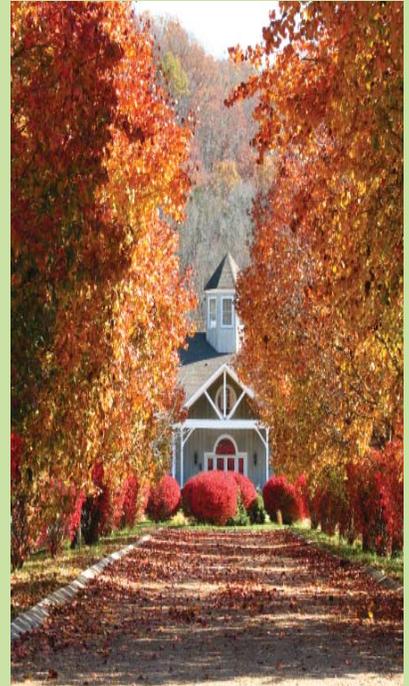
To address these concerns, the Bellevue Community Plan provides a listing of developments that are approved, but only partially constructed or are approved, but not constructed. The Community Plan also includes guidance on how to address these developments if changes to the approved plans are requested. 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 provides guidance on building and site design to reflect the rural or suburban setting in which the residential development is located.

Transportation – Unique Solutions to Move around Bellevue

While Bellevue has several corridors connecting it to Downtown Nashville and to outlying Counties (I-40, Charlotte Pike, Highways 70 and 100), the overall street network is not well connected. This is due to the topography of the area, the difficulty of crossing the Harpeth River and existing rail lines, and due to past planning decisions, which did not require the street connections necessary to disperse traffic through a well-connected network of streets. Added to this is the challenge of a general lack of sidewalks and bikeways in Bellevue. As a result, the primary corridors in Bellevue can be strained and it is challenging to move around Bellevue via vehicle, bicycle or on foot.

A review of the current street network and the constraints in place shows that there are very limited opportunities to widen streets or to add to the street network by providing new street connections. Where streets can feasibly be widened or street connections can be made, these are listed in the Bellevue Community Plan. The Community Plan does, however, make use of other creative options for moving people around Bellevue.

Bellevue has a strong and well-used greenway system. In many cases it will be difficult to provide sidewalks and bikeways on streets, making the greenway system even more important for allowing pedestrians and cyclists to move safely and comfortably around Bellevue. The Bellevue Community Plan recommends



Bellevue Community Plan: 2011 Update

numerous additions to the greenway system including more entry points and expanded routes. The Bellevue Community Plan also recommends the use of “multi-use paths” on prominent corridors such as Highway 100, Old Hickory Boulevard and a portion of Highway 70. The 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. The multi-use paths are discussed in greater detail, with diagrams, in the Community Plan.

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 above 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 proposed location is directly beside the Bellevue Middle School on Colice Jeanne Road. 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.



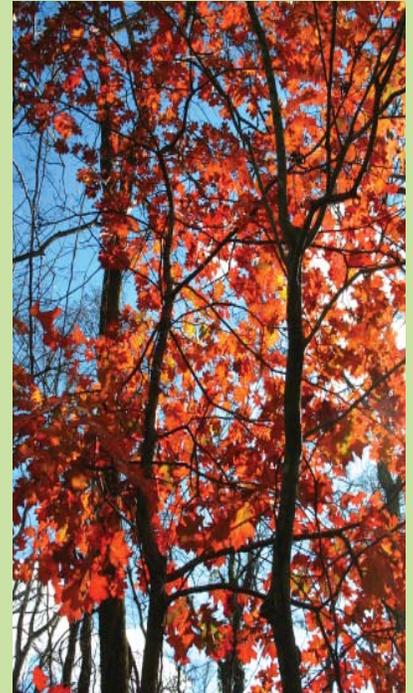
Conclusion

The Bellevue Community Plan takes a realistic approach to the challenges and opportunities discussed above by offering some goals that can be realized within the seven- to ten-year planning period and other goals that will have on-going implementation. The Bellevue Community Plan identifies strengths to build upon and includes concrete strategies for land use, site and building design, and coordinated transportation and open space systems, to capitalize upon the strengths and address the community's challenges in the future.

Because land use and transportation planning are closely linked, the Bellevue Community Plan includes transportation recommendations that emphasize a well connected transportation system that supports and links multiple modes of transportation – pedestrian, vehicular, bicycle and transit. The Bellevue Community Plan also includes open space recommendations that build upon the existing open space and greenway network in the community, encourage additional connections between open spaces and greenway segments, and encourage the use of parks, open space and greenways to create active and sustainable communities.

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 are essential as well. 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 that the streets and properties in their neighborhood will be kept attractive and safe. Developers and investors, who are encouraged by public policies and agencies, will likewise be encouraged by such evidence of stakeholders' activism and dedication.

To bring about this vision, the Bellevue Community Plan encourages development that is forward thinking in its approach to regionalism, sustainability, and creating complete communities. Development in the Bellevue Community should support the vision, goals and objectives of the Bellevue Community Plan and the general intent of the Community Character Policies. Doing so will enhance and create the Bellevue Community that its members envision and a community that makes significant, positive contributions to the county and the region.



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CHAPTER I: PLANNING FUNDAMENTALS

INTRODUCTION

The *Bellevue Community Plan: 2011 Update* (Bellevue Community Plan) was created with the help of Bellevue Community residents, property owners, business owners, institutional leaders, development professionals and elected and appointed officials, working together with planners from the Nashville and Davidson County Metropolitan Planning Department. This collaborative effort created a plan that establishes a vision for the future of the Bellevue Community and provides guidance for future development and preservation decisions.

The primary purpose of the Bellevue Community Plan is to provide a course of action for stakeholders to build the envisioned community. In doing so, the Bellevue Community Plan guides public and private decisions and actions that shape the future development and preservation in the Bellevue area. Key decisions guided by the Bellevue Community Plan include:

- 1) Public and private investment decisions about where to build infrastructure and buildings;
- 2) Metro Planning Commission's recommendations and Metro Council's actions regarding zone change proposals;
- 3) Metro Planning Commission's actions regarding subdivisions; and
- 4) Metro Planning Commission's recommendations to Metro Council for Metro Government's annual Capital Improvements Budget (CIB). Prepared by the Metro Planning Commission and adopted by Metro Council, the CIB guides the creation, extension and replacement of public facilities such as sidewalks, roads, bridges, civic buildings etc., and the sale of surplus public property.

The creation of the Bellevue Community Plan takes the participation of all stakeholders. In creating the plan, the stakeholders are also engaged in a great deal of education on the fundamentals of planning and the tools used to achieve the community's vision. This includes understanding Metro Nashville and Davidson County's commitment to sustainable development and to understanding the role of the individual community in the larger region. This chapter begins with discussions about the Bellevue Community in its regional context and the impacts of the Bellevue Community Plan on the region. The chapter then turns to explaining the call for, and legal basis of, community planning. Finally, the chapter discusses how to use the community plan to realize the vision for growth and preservation in the Bellevue Community.



Bellevue Community Plan: 2011 Update

Chapter I - Planning Fundamentals

BELLEVUE COMMUNITY HISTORY

Much can be written concerning the history of the Bellevue Community. What follows is an overview of some of the capstone events in the Bellevue area.

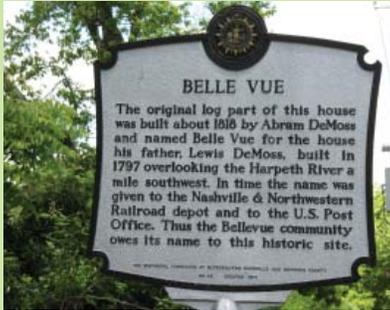
Centuries ago, Bellevue, like other parts of what would become Nashville, was largely uninhabited, as Middle Tennessee was considered a “hunting ground” by area Native Americans and no one group claimed ownership. By 1795, John Davis, a surveyor, along with Revolutionary War veteran Abraham DeMoss, had 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.

Another important area of activity was Newsom’s Mill. In the late 1700s, William Newsom, his wife, and their four sons settled along the Harpeth River. They were skilled millers, millwrights, and farmers, and also operated nearby stone quarries. Limestone from the quarries was used in the State Capitol, the Customs House, Hume-Fogg School, Union Station, and the stone wall around the City Cemetery. Today, only the ruins of Newsom’s Mill remain as part of a state park, but at one time it was a thriving village.

Bellevue had a commuter train that ran from Waverly in Humphreys County east to Union Station in Nashville. Stops in Bellevue included Newsom’s Station, Bellevue, and Hicks Crossing. News reports mentioning the train go back to the 1860s, as it was used by Union troops during the Civil War. No record can be found of when it stopped running.

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. In 1960, a new Post Office was built on Gaddis Road. At present, the Post Office is located on Highway 70 South. Today, Bellevue’s centers are located near the Highway 70/Interstate 40 interchange, at the intersection of Highway 70/Old Hickory Boulevard, and near the intersection of Old Harding Pike/Highway 100.



Bellevue Community Plan: 2011 Update

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Nine Mile Hill, east of Old Hickory Boulevard on Highway 70 South, got its name from the mule wagons that traveled between Nashville and Memphis; drivers knew that when they crossed the hill, they were only nine miles from the city center. During the 1920s and 1930s, gambling and bootlegging clubs were located along Highway 70 South from Nine Mile Hill into Cheatham County. Electricity arrived in the community in 1936.

Bellevue Park, commonly called Red Caboose Park, also 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. 2011 marks the 34th year for the picnic, first hosted by D.E. Ryan when Bellevue was beginning significant growth in population.

Bellevue High School, built in 1931, was closed in 1980, in part due to a county-wide 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.

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 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 and is the second oldest dinner theater in the country.

The Harpeth Valley Water District opened in 1963, which allowed more development to occur in Bellevue. The Westview Newspaper began rolling off the presses in 1978 and continues today as the Belle View Paper.

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 so that it continues serving the community.

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.

The year 2011 finds Bellevue continuing to recover from the devastation from the 2010 flood and, on a brighter note, continuing to grow in population and looking



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forward to a new community library. The flood of 2010 is discussed in greater detail later in Appendix B.

Over the years the community has been known as Belle Vue, Belleview, Bellview, Belle View, and Bellevue. Today, the sign reads “Bellevue Established 1795.” However you may spell its name, Bellevue remains a cherished community.

(Sources: “A History of Bellevue and Surrounding Areas” by Doug Underwood; the Westview/Belle View Newspaper; the Bellevue Chamber of Commerce; various community web pages)

THE BELLEVUE COMMUNITY PLAN IN RELATION TO LARGER PLANNING EFFORTS



In 1988, the Metro Planning Department began creating “community plans,” looking at growth, development and preservation in fourteen communities. The impact of growth, development and preservation in these communities does not stop at their borders, however, 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 Bellevue Community’s resources are abundant. Bellevue boasts diverse parks and recreation space, including part of the Warner Parks system and the Harpeth River Greenway system as well as smaller parks such as the Red Caboose Park. The northern terminus of the historic Natchez Trace Parkway is also located in the Bellevue Community. The Bellevue Community also has neighborhoods that offer affordable and diverse housing, ranging from rural homes to large lot suburban homes to townhomes and stacked flats. The Bellevue Community has rebuilt much of what was damaged by the 2010 May flood, and neighborhoods continue to accommodate the housing needs of individuals and families at many points in their lives. The area is also becoming more attractive to businesses and retail and has several new developments underway, including a new library, the large Biltmore mixed-use development at the I-40 and McCrory Lane interchange, and the redevelopment of the Bellevue Mall site.



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. See Figure 1 for the Bellevue Community’s location in the region.

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Regional Growth – The Cumberland Region

Cumberland Region Tomorrow (CRT), a private, non-profit, citizen-based regional organization, outlines principles used in their work on regional growth. While CRT provides principles for *regional* planning, its tenets shed light on the Bellevue Community's role in the larger region. These tenets are below in italics, followed by discussion of how each tenet is addressed in the Bellevue Community Plan.

Guide our communities' growth with comprehensive, community plans;

Planning for future growth, development and preservation of a community establishes the role of a community in the region. Planning for growth comprehensively includes identifying existing and projected economic, residential, recreational, and transportation conditions and needs in light of what growth and development is occurring in the region. The Bellevue Community Plan brings attention to the growth that has occurred in Davidson County's suburban neighborhoods over the last few decades. Since 2002, the Bellevue Community saw a 21 percent increase in the number of residential dwellings units (from 16,586 dwelling units to 20,981). As the number of residential units has increased, the 2010 U.S. Census shows a population increase (approximately 21 percent) from the 2000 U.S. Census. As residential land uses saw a significant increase, commercial land uses lagged behind, remaining at 1.2 percent of all acreage, roughly the same as in 2002.

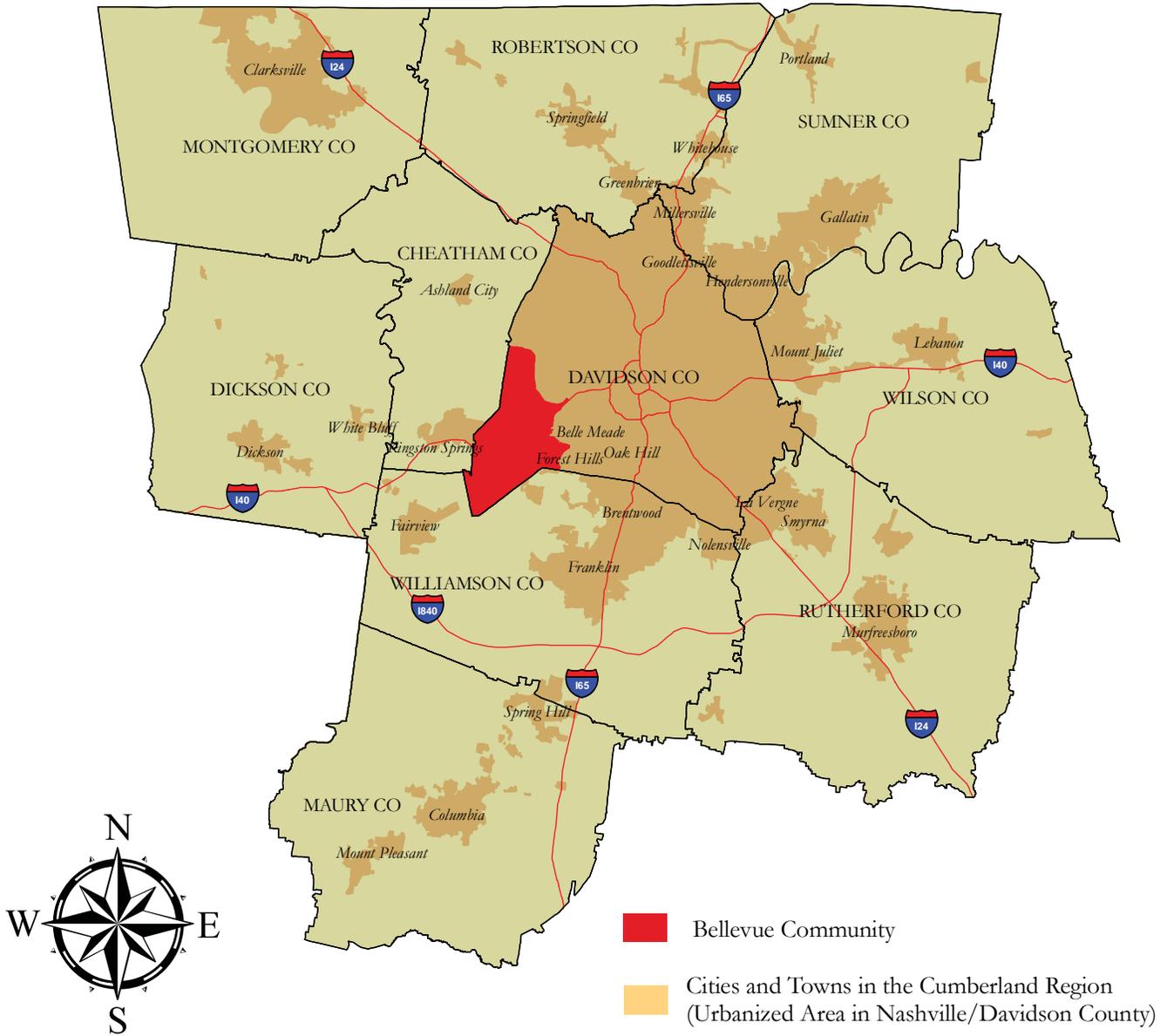
The Bellevue Community Plan recognizes the shifts in residential and commercial development and responds accordingly. While the amount of land that is used for commercial uses has not increased, there are numerous vacancies in the area (most importantly, the Bellevue Mall). For that reason, the Bellevue Community Plan encourages utilization of existing commercial centers and corridors to strengthen these commercial areas. The Plan also identifies a few evolving residential and mixed use areas to accommodate residential development and new growth that are anticipated in the future.

Update zoning, subdivision and building codes to implement community plans;

The vision of the Bellevue Community is enacted in the Plan through the application of the Community Character Policies to all property in the community. The vision is implemented through private and public property owner decisions to develop or redevelop, per the guidance of the Community Plan. The Community Character Policies are a reflection of community input combined with sound planning principles. The policies focus on community character and form – design standards for the building and the site – rather than the land use and density to create compatible types of development and a mixture of uses. The community's role in implementation is to encourage property owners and developers to follow the plan and to be supportive of proposals that enact the Community Plan.



**FIGURE 1:
BELLEVUE IN THE CUMBERLAND REGION**



Source: Metropolitan Nashville Planning Department

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The community stressed the need for preserving sensitive environmental features. Therefore, the Community Plan places Conservation Policy on 77 percent of the Bellevue Community's land area (including steep slopes, headwater areas, floodways and floodplains, and problem soils) and promotes appropriate re-development and repair to Conservation areas throughout the community that have been previously disturbed. This addresses stakeholders' wishes of valuing and preserving sensitive features. The community also stressed the need for stronger commercial, retail and restaurant options. In response, the Community Plan contains commercial centers at intersections of prominent streets, encouraging redevelopment of the community's *existing* commercial corridors and centers.

The Bellevue Community Plan and its process have been updated with regard to implementation and community involvement. The Community Plan clearly outlines the roles that the public/government sector, private sector, and community play in the implementation strategies for the community plan. The community was involved in deciding what goals and strategies are most important to implement with regard to open space, neighborhood, centers, corridors, and transportation that are best championed by the public/government sector and private sector.

Use design to protect and enhance our region's diversity of community character;

The Bellevue Community Plan focuses primarily on community character and the form of development. Much of the Bellevue Community's character is defined by its landscape – scenic hills, tree cover and rivers. Conservation Policy illustrates how portions of these areas may be developed for residential uses while maintaining their natural character. The Bellevue Community is known for its suburban and rural patterns of development. Further identifying unique characteristics of these areas creates additional housing options for future and current residents. Focusing on the unique characteristics of the Bellevue area means that residential development in White's Bend will look different than the Cross Timbers Neighborhood, which should look different than River Plantation.

Redevelop and strengthen our region's cities, towns and rural communities to ensure a range of unique lifestyle choices; create a variety of housing choices for our region's diverse workforce;

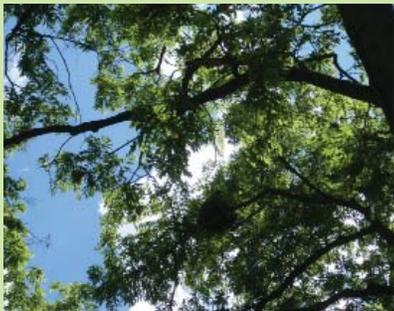
The Bellevue Community includes rural and suburban neighborhoods. To strengthen these areas, the Community Plan encourages the preservation of existing stable neighborhoods. The Plan also, however, promotes residential growth in select areas and encourages residential uses to locate in community center areas.

Suburban neighborhoods are commonly found in the Bellevue Community's eastern and southeastern areas and have a distinct suburban character and form; curvilinear streets, large lots, and single-family detached homes. In the northern and western portions, rural neighborhoods are found. To maintain the area's



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suburban and rural character, the Community Plan encourages the preservation of these areas by speaking to building types, building location, and street design.

The commercial centers and transportation corridors within the Bellevue Community also accommodate residential development. Residential development is essential to strengthening Bellevue's existing centers and corridors. Residential land uses provide clientele and foot traffic for retail and restaurants, encourages the use of transit routes, and creates opportunities for additional methods of transportation in the future. The development of residential land uses in centers and along corridors considers building types such as townhouses and stacked flats and provides more dwelling units. Doing so helps to relieve the pressure of development in some existing neighborhoods and broadens the spectrum of housing that may be offered in the Bellevue Community.

By strengthening the Bellevue Community's neighborhoods, centers, and corridors with diverse housing options, the Bellevue Community Plan creates a stronger community, and provides a range of housing choice for residents who wish to live, work and recreate in the Bellevue Community. Housing choice also provides options for residents at all points in their life cycle; multi-family may provide housing for young professionals and elderly, while single- and two-family residential units provide housing for larger families and households. In all cases, providing housing choice and diversity in lifestyle options in the Bellevue area provides a choice of housing for residents regardless of their housing needs, and provides the population to add employees and consumers to local businesses, and users for local mass transit.

Conserve our region's land, water and natural resources for our future economic, health and cultural well-being;

While choices about use of land, water and natural resources may be made by individuals, the impacts of the choices are felt by the entire community and region. This was made most evident during 2010 when Nashville and Davidson County experienced a "500-year" flooding event that severely impacted the Bellevue Community. The Bellevue Community has an estimated 6,050 acres of 100- and 500-year floodplain. Inundation occurred in a variety of areas including park/open space, residential and commercial areas. As a result, the preservation of land in the floodplain has become an even more important environmental responsibility for the health and well-being of Bellevue residents.

Floodplain preservation is clearly important to mitigating flooding in Bellevue. Stormwater experts also know that preservation of the "headwaters" is also critical to reducing flooding risks, because the headwaters are responsible for absorbing stormwater, sending less to the Harpeth, the Cumberland and their tributaries.

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Areas with steep slopes and unstable soils comprise 22,066 acres of Bellevue. These contain much of the community's headwater areas that help slow down and filter water runoff as well as important areas for wildlife habitat. All told, 63 percent of the total land acreage in Bellevue contains sensitive environmental features. As a result, the Bellevue Community Plan continues to encourage the preservation of natural resources by limiting or prohibiting development where it has not occurred, or by remediation of floodplain and steep slopes in areas where development has occurred.

Link land use and transportation planning to promote an integrated framework to guide growth and development;

One of Bellevue's assets is its multiple routes to Downtown and Midtown Nashville and surrounding communities, cities and counties. Interstate 40 transverses the Bellevue Community and provides direct access to Downtown and adjacent communities. In addition, the area is served by Charlotte Pike, Highway 70, Highway 100 and Old Hickory Boulevard with connect the Bellevue Community with surrounding areas and counties.

Too often a community's corridors are thought of as solely thoroughfares *through* communities. These corridors can, however, also serve as destinations, benefitting Bellevue's local economy. The Bellevue Community Plan strives to improve the dual role of these prominent corridors – as both passageways through the community and centers of commerce and living for the community. Along the corridors, the Community Plan encourages nodal development at major intersections – concentrating mixed-use development at prominent intersections, which prepares these areas for future transit stops and encourages multiple modes of travel.

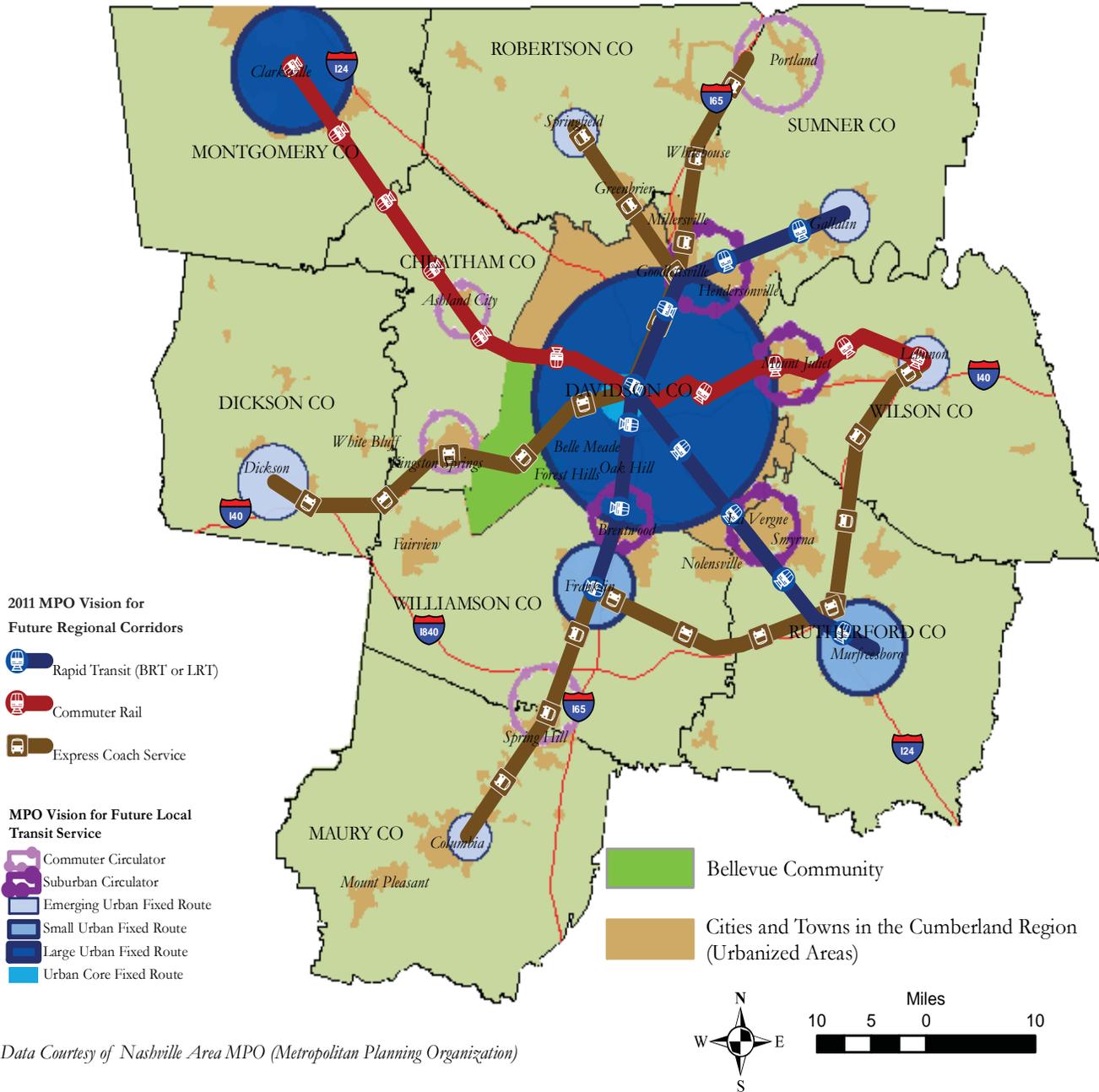
Despite its convenience, Interstate 40, along with the Harpeth River and rail lines, separate some communities and neighborhoods in Bellevue from others. Moving forward, the Bellevue Community Plan seeks to strengthen the street networks where possible in the community. Recognizing the fact that bridging the interstate, rail lines and rivers is extremely expensive, other means of connecting the community are planned. Bikeways, sidewalks, and greenways also connect open space, neighborhoods, centers, and corridors where street connectivity is lacking and provide transportation options.

Guide public and private investment to efficiently use pre-existing infrastructure and developed land.

Sustainable development requires public and private entities to efficiently use land and resources. Infill development, such as redeveloping the Bellevue Mall site, should be privileged over greenfield development to capitalize on existing infrastructure and services. This reduces the strain on a community's monetary and environmental resources.



**FIGURE 2:
BELLEVUE IN THE CUMBERLAND REGION: TRANSPORTATION**



Data Courtesy of Nashville Area MPO (Metropolitan Planning Organization)

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The Bellevue Community Plan encourages the use of existing land by encouraging the redevelopment of underutilized land with additional development density and uses. Where entitlements do not exist, the Bellevue Community Plan supports the use of zoning to spur growth and development in these areas. Accompanying this, the Plan discourages intense development in Conservation areas and stresses the importance of protecting sensitive environmental features and, where features have been previously disturbed by development, remediating them. The implementation section of the Bellevue Community Plan outlines where public and private sectors should cooperate to ensure that the general principles of sustainability found within the Plan and the *General Plan: Concept 2010* are met.

The Bellevue Community Plan in a Regional Context

The Bellevue Community plays an important role in the Middle Tennessee region. 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 Bellevue Community has significant assets to provide the region in terms of its diversity of housing and enjoyable recreational offerings. The Bellevue Community's future vitality depends, however, on how it capitalizes on these assets and particularly on how it redevelops its older center areas to offer a mix of uses, including a mix of housing with densities and intensities to support desired commercial services and multiple modes of travel.

Residential Development

The Bellevue Community is an attractive residential location as evidenced by 22,384 acres, or 52 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 is a mix of single-family, 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 47 percent of the residential units; townhomes/condominiums make up 22 percent of residential uses, and low-rise apartments make up 27 percent of the residential units in the Bellevue Community. Another 40 percent of the total land acreage in the Bellevue Community is classified as "vacant residential." Some of this vacant residential 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) and is difficult to develop. Some of the vacant residential, however, includes residential



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developments that have been approved, but have not yet begun construction. Together, occupied and vacant residential land uses total 92 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 MetroCenter), Bellevue provides housing in a diversity of settings, not too far from the employment centers.



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 centers, addresses the issue of “aging in place” 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 of Davidson County and the Middle Tennessee region and should be preserved. Natural features in the Bellevue Community include numerous waterways, steep slopes, forests, and segments of the Cumberland and Harpeth Rivers. Refer to Figure 3, which shows how these environmentally sensitive features are part of a larger, regional open space network including parks and environmentally sensitive features.

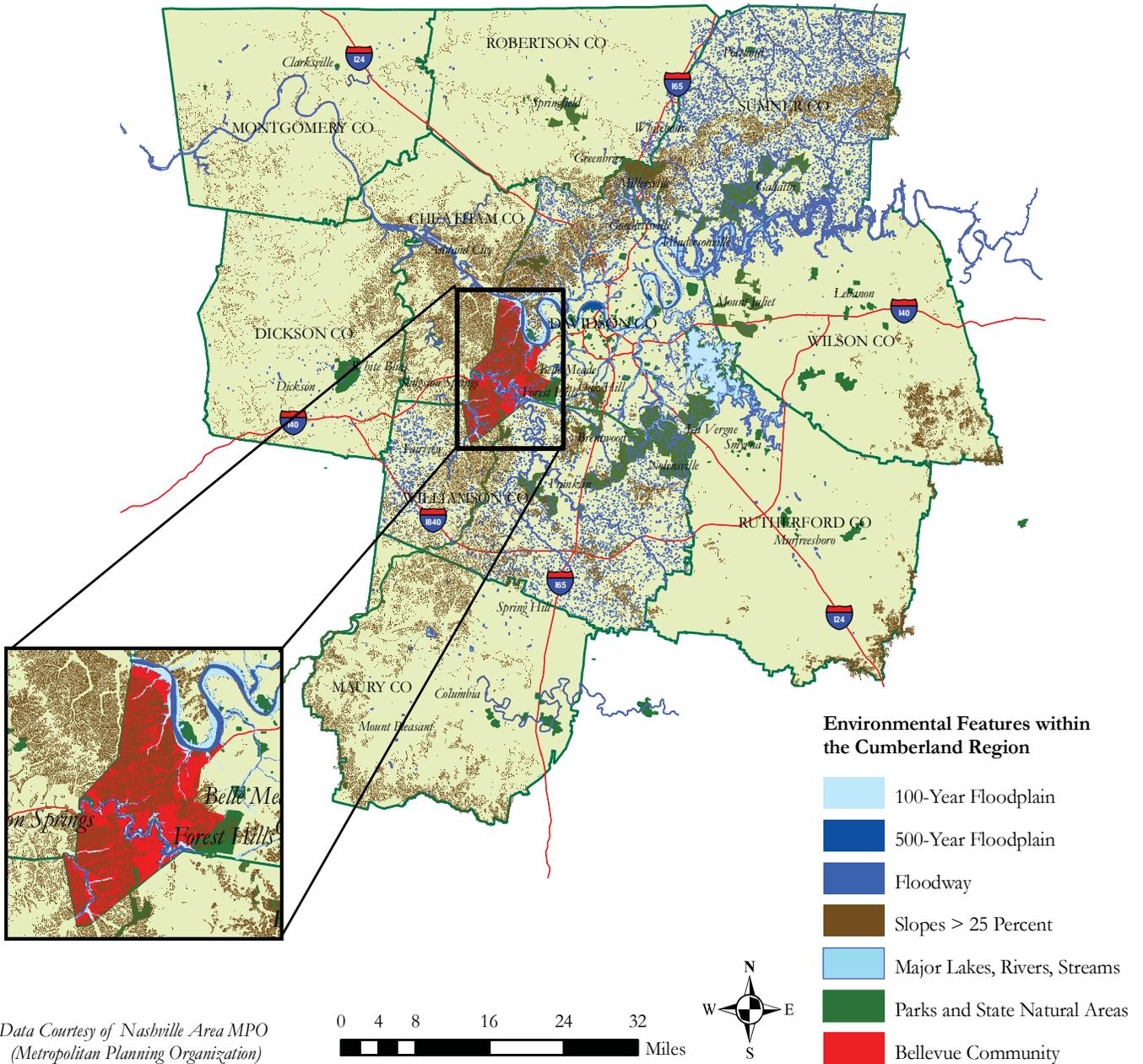


The primary environmentally sensitive features in the Bellevue Community are its steep slopes, including areas of unstable soils, and the floodway and floodplain areas that surround its waterways, primarily the Harpeth and Cumberland Rivers. Many of the areas with steep slopes are also comprised of unstable soils that are stabilized by tree cover. In addition to stabilizing steep slopes, forest cover also aids in protecting headwater quality, absorbing water runoff, and providing wildlife habitat. Hillside development standards help protect undeveloped land where natural slopes are 20 percent or greater.



With restrictions for building in the floodway and floodplain, the most ideal use of land adjacent to the community's waterways is for greenways and park land. Greenways protect sensitive land and habitats near the water, providing improved water quality, and creating connections to various open spaces. The creation of additional greenways (as recommended in the Open Space guidance in Chapter IV) is a benefit to the Bellevue Community, but it also connects the community to a county-wide and regional open space preservation network. Figure 3 shows how the Bellevue Community's efforts to preserve open space and environmentally sensitive features contribute to a regional network of preserved land.

**FIGURE 3: BELLEVUE IN THE CUMBERLAND REGION:
NATURAL AND ENVIRONMENTAL FEATURES**



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Please refer to Appendix B for additional information on the Bellevue Community's environmental features.

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. The Bellevue Community hosts the Harpeth River Greenway system, part of the Warner Parks system, the northern terminus of the Natchez Trace Parkway, and several additional 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 2,175 acres of open space, park land and community facilities to Davidson County.

Bellevue Community members value existing open space and desire the dedication of additional open space and enhanced community facilities in the future. Community members recognize the value of natural areas throughout the community as well as the benefits to the surrounding neighborhoods from parks and open spaces related to civic uses. While the current parks and open spaces in Bellevue are beloved by the community, they are also important components of a plan for open space preservation on a countywide and regional scale, as shown on Figure 3. During the 2010 flooding events, many of these areas along the river were impacted, but the floodplain areas protected some residential areas from additional flooding. 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.

In 2009 and 2010, a public/private partnership, called Nashville Naturally, worked on a comprehensive open space plan for Nashville/Davidson County. The *Nashville Open Space Plan*, released in April 2011, focuses on protecting lands in each of the city's nine river bends, rich in agricultural soils and river access, and protecting large areas in each of the county's four corners. Additional information on the Nashville Naturally process and the Bellevue Community's open space network may be found in Chapter IV, Open Space Plan.

The existing open space and facilities in Bellevue contribute to creating a sense of community and a sense of place. The Bellevue Community Plan encourages making the existing greenway more accessible with additional connections, providing more programming for neighborhood parks, encouraging their use by a variety of users, and providing more community and neighborhood parks.

Local Work-Force Assets

According to the 2005-2009 American Community Survey, the Bellevue

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Community has 25,059 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, 1,076 workers reported working from home, averaging the same percentage of the work force 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 2005-2009 American Community Survey reported that 10,439 people, or 32 percent, held bachelor's degrees and 6,335 people, or 20 percent, held graduate or professional degrees. This compares to 22 percent holding bachelors degrees and 12 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 \$35,070 as compared to Davidson County's at \$27,797, suggesting a larger disposable income in the Bellevue Community as compared to some other areas of Davidson County.

Despite the well-educated workforce with higher-than-average incomes, Bellevue has few employment centers and Bellevue residents feel under-served with regard to retail and restaurant options. The Bellevue Community Plan addresses this by recommending "mixed use" development (restaurants, retail, employment and residential) in several community centers, including the Bellevue Center Mall site. The Bellevue Community Plan outlines which areas of the community are appropriate for intensified redevelopment to serve the residents of Bellevue.

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 commercial development and how it preserves and enhances its neighborhoods, open spaces and environmentally sensitive features.

FOUNDATIONS OF THE BELLEVUE COMMUNITY PLAN

There are several foundational documents and concepts that inform the creation of the Bellevue Community Plan. They are described in greater detail below.

Concept 2010: A General Plan for Nashville and Davidson County

State law (TCA 13-3-301 through 304 and TCA 13-4-201 through 203) charges municipal governments with creating a general plan to guide future development



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decisions. *Concept 2010: A General Plan for Nashville and Davidson County* (the General Plan or Concept 2010) is Nashville and Davidson County's general plan, adopted by the Metro Planning Commission in 1992. The General Plan is not a single document, but a group of related documents. *Concept 2010* establishes the general philosophy and vision for the future growth and development in the County. *Concept 2010* contains broad, long-term, foundational countywide policies to guide the more detailed planning conducted for each community.

In addition to *Concept 2010*, the General Plan includes fourteen community plans (formerly called "subarea plans") and several functional plans that provide in-depth study of specific topics. The functional plans, developed by Planning Department staff and/or in conjunction with other Metropolitan Government departments, include plans for transportation, economic development, historic preservation, parks and recreation, and housing. The community plans and functional plans are adopted as part of the General Plan, but are reviewed and updated more frequently than the General Plan.

The authors of *Concept 2010* thoughtfully chose to structure the General Plan to ensure that the plan would be a timely, relevant, meaningful guide rather than a static document. As the document states, "Rather than formatting a plan in one document that might remain static for twenty or even thirty years, this Commission has chosen a general plan consisting of a twenty year overview, which is the guiding document, and various functional plans, locational or subarea plans and various implementation tools that would be reviewed on a more frequent basis." The Bellevue Community Plan is one of fourteen community plans, updated every seven to ten years that are designed to guide public and private development decisions to create the community envisioned by community stakeholders.

Sustainable Development

The 2011 update of the Bellevue Community Plan reflects the spirit of *Concept 2010* and adheres closely to *Concept 2010's* main tenets. Most importantly, the Bellevue Community Plan embodies *Concept 2010's* commitment to what the Metro Planning Commission has come to discuss as "sustainable development."

In 2010, the Ford Foundation, as part of a poll, succinctly defined sustainable development as "An urban, suburban or rural community that has more housing and transportation choices, is closer to jobs, shops or schools, is more energy independent and helps protect clean air and water." For Nashville/Davidson County, sustainable development is understood as having four core elements, each of which is found in *Concept 2010*, and echoes the Ford Foundation's definition. The Bellevue Community Plan includes the four core elements of sustainable development, each of which is discussed below:



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1. A commitment to balancing growth with the social/cultural identity of the community and with protection of the environmental assets of the County;

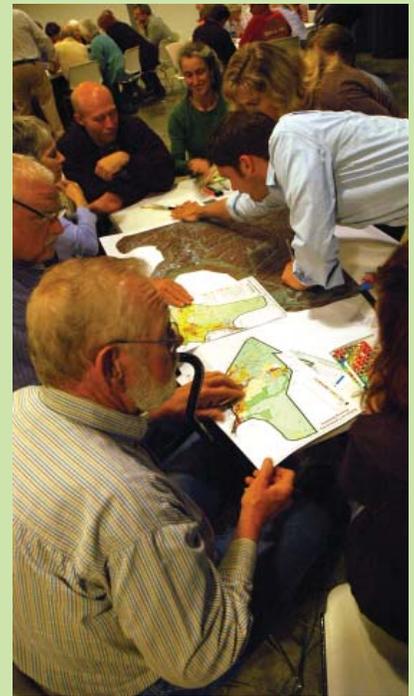
The Bellevue Community Plan encourages the preservation of existing, sustainable neighborhoods, while identifying locations for additional housing choice in evolving neighborhoods and in some commercial centers and corridors. The Bellevue Community Plan encourages the enhancement and intensification of these areas to add housing choice, support area commercial establishments, add additional modes of transportation, and support transit while preserving established neighborhoods. By encouraging intensification in strategic locations, other existing neighborhoods and areas with environmental assets may be preserved.

2. A commitment to creating development that is beneficial to the community today and in the future;

The Bellevue Community Plan sets forth development standards that ensure that development will be beneficial to the community today and in the future. The Community Plan recognizes that Bellevue, like other communities in Nashville and Davidson County, struggles with both the function and appearance of its commercial corridors and centers. Past development may have been economically successful in its time, but it has not necessarily enhanced the community in the long-term. As a result, Bellevue has several centers and mixed use corridors that the community would like to see redeveloped to offer greater commercial, employment and housing opportunities and a more comfortable and welcoming streetscape. The Bellevue Community Plan encourages a form and character of development in centers and mixed use corridors that creates viable and functional commercial areas that will enhance the community by creating a sense of place, providing more services and housing to the community and setting the stage for enhanced transit opportunities. Furthermore, the Bellevue Community Plan limits the number of new sites for commercial development, attempting to focus on redevelopment and infill of existing corridors and centers rather than adding to the supply of commercial development. Similarly, the Bellevue Community Plan encourages the preservation of sustainable neighborhoods and the enhancement or creation of neighborhoods where additional housing types provide housing choice for today and for the future.

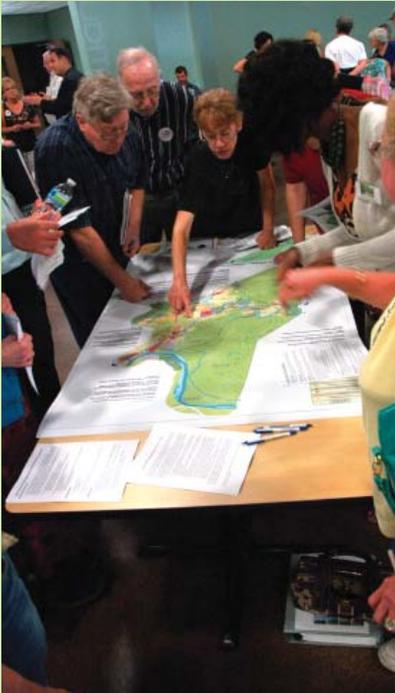
3. A commitment to engaging all stakeholders in planning for growth and development in Nashville/Davidson County;

Stakeholders in the Bellevue Community include residents, property owners, businesses, institutional leaders, developers, and elected or appointed officials. Community Planning in Nashville and Davidson County relies on stakeholder engagement as set forth in *Concept 2010*. A series of growth management forums to gather public input informed *Concept 2010*. Likewise, the Metro Planning



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Department utilizes community meetings and other channels for public input in creating the community plans. In the case of Bellevue, community meetings were held over the course of eight months to update the Bellevue Community Plan. Bellevue residents also proved especially savvy at receiving information via the internet – using the Bellevue Community Plan update page extensively.

4. A commitment to thinking regionally in planning for the growth and development of Nashville/Davidson County.

Bellevue's unique location – from close to West Nashville in the north and stretching west and south to Cheatham and Williamson Counties – provides both opportunities and challenges for the community's future growth and prosperity. While growth outward from Downtown Nashville has created new opportunities for the area over past decades, now the growth continues beyond Bellevue and into the surrounding communities and counties, potentially leaving Bellevue behind as new areas are developed further out. In a counter trend, more residents are relocating to inner ring neighborhoods to be in close proximity to employment, retail and transit. These characteristics put Bellevue in a unique position of being seen as too far away from the urban heart of Nashville for some and not far enough away for others. However, as voiced during the planning process, others see Bellevue as an ideal location, close to Downtown Nashville but with a suburban and rural character. Bellevue can enhance its appeal by providing housing options with densities necessary to support transit – allowing Bellevue to have the appeal of an outer ring suburb, but provide easier access into Downtown and other major employment centers.



The *Metropolitan Planning Organization Population and Employment Forecast* shows that Davidson County is expected to see a 23 percent increase in population from the year 2006 to 2035. Following this trend, the population in the Bellevue Community has continued to grow in recent years, showing a 21 percent increase in population from the 2000 to 2010 U.S. Census. If forecasts hold, Bellevue should be prepared to absorb additional housing and residents during the next ten years. The Bellevue Community Plan encourages new residential as part of the commercial centers throughout the community and within neighborhoods identified as evolving areas. By continuing to have a variety of housing types, the Bellevue area can continue to attract residents.

In updating the Bellevue Community Plan, community members recognized several assets that the community can build upon, including: its natural treasures such as the rolling hills, tree cover and Harpeth River; established suburban and rural areas that offer pastoral views and different housing styles that those found in urban areas; and the community's proximity to the interstate and major corridors, making it a quick commute to Downtown and Midtown Nashville. In

conclusion, all of these assets make the Bellevue Community unique in the region. The Bellevue Community Plan recognizes these assets and attempts to capitalize on them in positioning Bellevue for growth and preservation in the future.

The Bellevue Community – Sustainable Development and Healthy Living

As discussed in the previous section, encouraging development in appropriate portions of the Bellevue Community relieves some pressure from other parts of the region, as well as areas with sensitive environmental features in the Bellevue Community, and promotes a sustainable community. Building in areas with existing infrastructure and services makes fiscal and environmental sense. Placing additional residents within walkable distances to transit, services, open space, and employment opportunities contributes to reducing traffic congestion and associated air quality issues across the region. It also contributes to improving the physical health of the community.

Davidson County, like the nation as a whole, struggles with public health concerns about the prevalence of obese and overweight individuals and the effect these conditions have on costly chronic diseases such as hypertension, diabetes, and some cancers. While individual factors and personal behavior choices are important causes of negative health outcomes, they are not the only causes that warrant attention. These individual characteristics exist within larger social and environmental contexts that often make it difficult to take healthy actions. For example, lack of access to healthy, locally-sourced foods or legitimate concerns about physical safety within a neighborhood can deter people from maintaining a healthy diet or taking a leisurely evening stroll – two behaviors that are fundamental building blocks for healthy living.

The causes of poor health are as interrelated and complex as the human body itself. Understanding how chronic diseases arise from and affect the human body is the cornerstone of disease treatment. However, holistic perspectives of health that account for the many social and environmental influences on the health of a community allow for increased attention on disease *prevention*. These influences are called health determinants and include the design and structure of the community itself – the very aspects of community that are the focus of the Bellevue Community Plan update. To follow the examples above, increasing access to healthy food increases the likelihood that residents will maintain a healthy diet. Creating safe and attractive places for walking and bicycling increases the likelihood that residents will incorporate physical activity into their daily lives. Healthy eating and active living can help prevent (and treat) many of the chronic diseases of concern in the Bellevue Community and Davidson County.



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The community character policies and transportation policies found within the Bellevue Community Plan play a role in developing the community as a context for healthy living. By reducing barriers to healthy behavior choices and increasing access to healthy places, this Community Plan update helps address public health issues in Bellevue. The policies of this Plan, however, cannot guarantee better health outcomes. Social and economic factors exist beyond the scope of this document and have bearing on individual behaviors that ultimately lead to a community's health status. Keeping this fact in mind, the following section addresses stakeholders' concerns about the connections between this Community Plan and their community's health through the lens of work currently underway through the Metro Public Health Department's *Communities Putting Prevention to Work* campaign.

Metro Public Health Department – NashVitality and Communities Putting Prevention to Work

In 2010, the Metro Public Health Department won a highly competitive Communities Putting Prevention to Work (CPPW) grant administered by the U.S. Department of Health and Human Services. Specific initiatives funded by the CPPW campaign aim to increase the likelihood of people eating healthy foods and participating in routine physical activity, leading to better overall health across Nashville. Part of the CPPW campaign was also to develop the NashVitality brand, which encompasses the spirit of a healthy, active and green city. NashVitality is not just a brand for Health Department initiatives, but rather an overarching concept for the entire community to embrace. NashVitality focuses on collaborations between city and community partners to enhance the built environment in ways that can improve health for everyone and ensure equitable opportunities for healthy living, regardless of age, income, race, or place. Under the NashVitality theme, the Health Department has developed specific strategies to create policy, systems, and environmental changes needed to achieve its mission of improving and protecting the health and well-being of all people in Nashville/Davidson County. The Bellevue Community Plan and its community character policies align with several of these strategies, which are discussed below. For a full understanding of NashVitality, CPPW, and its component initiatives, stakeholders are encouraged to visit www.nashvitality.org/.

Health Department Strategies Concerning Access to Healthy Food – programs and policies that improve the local food environment (including healthy food for youth) and support community and school gardens.

The Bellevue Community Plan addresses access to healthy food through its Conservation, Mixed Use Center and Corridor policies, transportation guidance, and open space plan components. Conservation policy protects valuable agricultural soils, which are often located in floodplain areas. Center and corridor

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policies provide opportunities for both larger grocery stores in the community and for corner markets. (See Appendix A for a Food Access map.) The Bellevue Community Open Space Plan component also promotes community gardens as a way to provide healthy food within individual neighborhoods where grocery store development is not possible due to land constraints or poor visibility. Efforts to increase community gardening can also build on the success of the Bellevue Edible Learning Lab at Bellevue Middle School, partially funded and staffed with CPPW resources. While the Bellevue Community Plan community character policies do provide opportunity for grocery retailers, other factors such as the retail market (which may consider number of households and discretionary income), access and visibility, available land, and development incentives are considered by grocer retailers before any decision to construct a new store is made. The Bellevue Community Transportation Plan also directly addresses access to these areas and potential grocery store sites by promoting coordinated bike, pedestrian and transit facilities in these areas as well as housing, open space, and a mixture of uses.

Health Department Strategies Concerning Bikeways, Open Space and Public Transportation – improving access to open space through directional signage, walking and bicycling as forms recreation and transportation, as well as promoting public transportation as a viable option for travel.

During the Bellevue Plan Update, stakeholders discussed the lack of a well-connected system of sidewalks, bikeways, and greenways that provide alternate means of transportation in the community and voiced that a missed connection, sidewalk or bikeway disrepair, or lack of signage makes using these systems difficult. Therefore, the Bellevue Community Plan in its Transportation and Open Space Plan components recommends new sidewalks and encourages the maintenance and repair of existing sidewalks. Bikeways in the form of bike lanes and bike routes are recommended along major streets throughout the community. Bikeway connections and signage promote utilization of bike lanes and routes as an alternative method of traveling to and from Bellevue neighborhoods, parks, and retail centers.

The Bellevue Community is fortunate to have several existing and proposed greenway trail segments that travel along the Harpeth River. During the Community Plan update, Bellevue stakeholders suggested better connections, via sidewalks, bikeways or multi-use paths, to get to the greenway segments and area parks. The Bellevue Community Plan makes recommendations for additional connections that help complete the transportation network. The Bellevue Community Plan and its community character policies also considered the Metro Transit Authority's long-range plans for transit by encouraging coordination between transit and bike and pedestrian systems, as well as transit oriented development in strategic locations.



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The Metro Transit Authority (MTA) has also partnered with the Health Department to conduct a Health Impact Assessment (HIA) of its EasyRide program (also known as Swipe and Ride), which allows employers to purchase transit passes for their employees, essentially providing them with a low or no-cost commute if they choose to take transit to and/or from work. Part of the HIA was a survey of existing EasyRide users, the respondents of which included many Bellevue commuters. While not all residents in the community have easy access to transit or to this employer-sponsored benefit, the HIA demonstrates that those who do ride regularly accrue some health benefits for the community. These community benefits include contributions to improving air quality, reducing congestion, and lowering the risk of roadway injuries. The regular riders also achieve an individual health benefit through increased physical activity simply from walking to and from their transit stops. These small increases in physical activity can accumulate over time and lead to improved health. The HIA makes recommendations to MTA and employers for improving access to and use of the EasyRide program as a way to increase transit use. The integration of the Bellevue Community Plan with MTA's long-range plans will contribute to improved spatial access to transit, while work facilitated by the HIA should concurrently increase demand for transit. The result is movement toward a more healthy and sustainable transportation system in Bellevue.

Additional Collaboration with the Metro Public Health Department

Execution of strategies for improving opportunities for healthy eating and active living will require additional collaboration between the Health Department, other Metro Agencies, and the Nashville community. As part of NashVitality, the Health Department is directly involved with analysis and community engagement aspects of the community planning process. However, the policies of the Bellevue Community Plan are only part of the solution to the public health issues that face Nashville/Davidson County and should not be interpreted as a cure-all for those in poor health. The plan does, however, empower and equip the community to take action to help solve these types of issues.

THE TRANSECT

The Transect is the central organizing tool of the Community Character Policies, which are the main product of the Bellevue Community Plan. The Transect is a system for categorizing, understanding and guiding the various development patterns of a region, from the most rural to the most urban. The Transect calls for all elements of the natural and built environment to be consistent with the character of the Transect Category within which they are located. The Transect argues that there is room in Nashville and Davidson County for rural, suburban and urban communities. The key is making sure that each of these communities is distinctive and not identical.

The Nashville/Davidson County Transect consists of seven categories of natural and built environments:

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

The Transect system is used to ensure diversity of development in Davidson County by discouraging homogeneous development. Instead, it recognizes that neighborhoods like Cross Timbers, Poplar Creek and River Plantation are suburban and should be encouraged to remain that way, while Centenary and Linton are more rural in character and that any future development should preserve the rural character. The Transect recognizes that Bellevue neighborhoods are suburban and rural and that both development patterns are viable and desirable in the larger Bellevue Community. While different Transect categories can sit side-by-side, it is crucial that within each Transect category, each element of development should be harmonious with that category. Just as a deep setback and a rural swale would look out of place in Devon Park, similarly, a large stacked flats building commonly found in urban areas would look out of place in Centenary. The Transect recognizes the differences, values the differences and helps to ensure appropriate development occurs in Bellevue neighborhoods.

Determining the Transect Category for each area in the Bellevue Community was the first step in creating the Bellevue Community Plan. In working with the community, Planning staff determined which areas of the Bellevue Community were considered to be T1 Natural, T2 Rural, T3 Suburban, T4 Urban, T5 Centers and D Districts; in Bellevue there were T1 Natural, T2 Rural, T3 Suburban and D



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District Transect areas. The character of each of these areas was then refined by determining which community elements were present (see discussion below) and what Community Character Policies should be applied to each area. Figure 4 shows the Bellevue Community Transect.

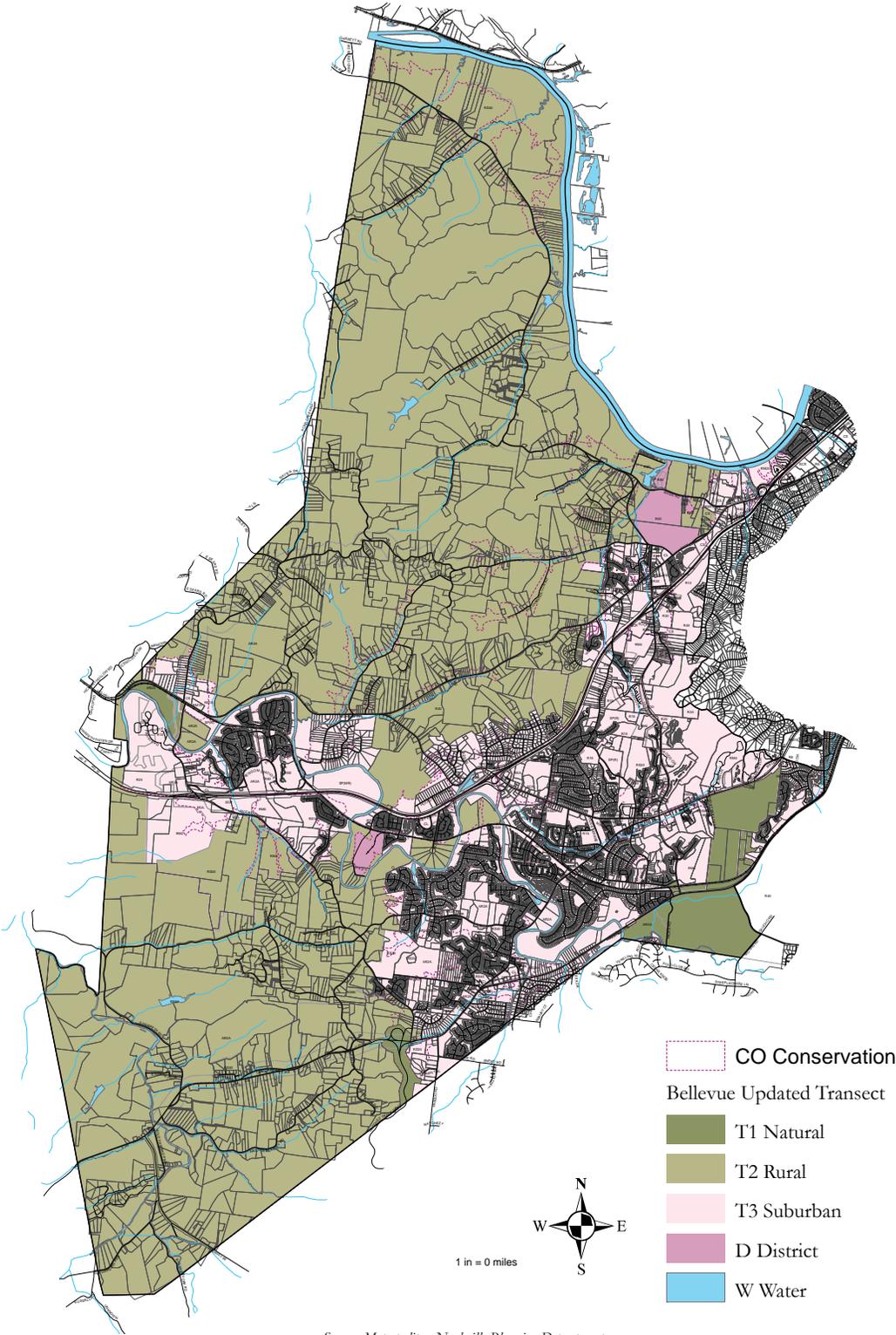
The Bellevue Community Transect

T1 Natural Transect areas are the least developed areas within the Transect. T1 Natural Areas are generally large expanses of publicly controlled, undisturbed open space, often with environmentally sensitive features. Within Davidson County the T1 Natural Areas are not contiguous, but instead represent the largest parks and protected open space in the county. Given the diversity of development within Davidson County, T1 Natural Areas may be found adjacent to rural, suburban or urban areas. The land within the T1 Natural Transect Category remains, however, natural in character and undisturbed by development. The public open spaces in T1 Natural Areas provide an environment where Nashville/Davidson County residents seek refuge, participate in low impact and informal recreational uses, and enjoy natural scenery. Examples of publicly owned T1 Natural Areas include Percy and Edwin Warner Parks, Shelby Bottoms, Bells Bend Park and Beaman Park. Privately owned land that is permanently protected, by conservation easements or other tools, and remains in a natural, undeveloped state may also be categorized as T1 Natural Areas. Often in these cases, steep slopes, waterways, location within a scenic viewshed or agricultural significance make the land undesirable for development. The Bellevue Community contains part of the Warner Parks and the Hidden Lakes Harpeth River State Park, adjacent to the Veterans Cemetery on McCrory Lane, which fall under the T1 Natural Transect Category.

T2 Rural Transect Areas are sparsely developed with agricultural and low density residential as the primary uses, complemented by limited, low intensity commercial uses. The T2 Rural Transect Category provides residents with the choice of seclusion within the natural and rural countryside. Unlike small rural towns in outlying counties, T2 Rural Areas in Davidson County exist in close proximity to T3 Suburban and even T4 Urban Areas. The proximity to more intensely developed areas offers easy access to retail and services. Within T2 Rural Areas, however, residential and agricultural buildings are sparsely located and are scattered across the landscape in a pattern that honors environmental features and agricultural uses and does not create a dense road network. Residential buildings are often irregular in their orientation to the rural road with deep and varying setbacks. Building footprints are small in relation to their lot size. They are often placed on large contiguous acres of land, resulting in wide spacing between buildings. Historically, some groupings of homes have clustered in small “hamlets” where residential buildings may be more regularly spaced, sitting closer to the road and oriented to the road. Much of the Bellevue Community is in steep slopes and/or floodplain and falls under the T2 Rural Transect Category, as does Centenary, White’s Bend, Linton and Pasquo.

T3 Suburban Transect Areas are bridges between rural and urban transect areas. Classic models of suburban development allow nature to take a prominent role while the buildings remain secondary, creating a setting that, while not rural, still features open space prominently. The classic model of suburban development features moderate street connectivity and separated residential and non-residential land uses, with non-residential land uses generally found in suburban commercial centers. The more recent suburban model, the conventional suburban development model, places less emphasis on nature and more emphasis on the buildings and infrastructure. The conventional suburban model neither encloses the resident in nature as in the classic suburban model, nor does it enclose the resident with structures and streetscape as in the urban neighborhood model. Meanwhile, commercial centers, open space, and civic and public benefit uses are developed as isolated uses separated from residential land uses with low connectivity.

FIGURE 4: THE BELLEVUE COMMUNITY TRANSECT



Source: Metropolitan Nashville Planning Department

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Suburban areas of Nashville/Davidson County are encouraged to improve upon the conventional suburban model by combining elements of the classic suburban model and the traditional neighborhood form to create complete suburban communities. The form of development should recreate the classic suburban model, preserving the natural environment by incorporating existing vegetation and land forms into the site design. The classic suburban model should be modified, however, by allowing buildings to frame the street and providing enhanced connectivity between commercial, open space and civic and public benefit uses, to allow people to walk, bike or drive to their destination. The Bellevue Community contains many neighborhoods and commercial areas that fall under the T3 Suburban Transect, including Ashley Green, Avondale Park, Boone Trace, Cross Timbers, Deer Lake, Devon Park, Highlands of Harpeth Trace, Magnolia Hills, Poplar Creek, River Plantation, Riverwalk, Traceside, Walnut Hill and several other neighborhoods.

Suburban centers are an integral component of complete suburban neighborhoods. Often, suburban centers are typically located on the edge of several suburban neighborhoods, and are only accessible by vehicles and limited mass transit. To create suburban neighborhoods that offer residents the option to walk or bike to meet some of their daily needs, smaller neighborhood-scaled suburban centers may co-exist within residential suburban neighborhoods, while larger more intense community-scaled suburban centers remain at the edge or boundary of several neighborhoods. Suburban centers are encouraged to evolve into more intense mixed use and commercial nodes – creating an actual neighborhood or community center versus strip commercial. While suburban centers have traditionally served customers “just passing through,” the evolving suburban centers will be accessible via auto, bike or on foot, truly serving the surrounding neighborhoods. The Bellevue Community contains several suburban center areas, including the Bellevue mall area, the Old Hickory Boulevard and Highway 70 intersection area, the Highway 100 and Old Harding Pike intersection area, the Eddie’s Market area, the Old Harding Pike and Bellevue Road intersection area, and the Charlotte Pike and River Road intersection area.

D District Transect Areas are for singular uses that may interact differently from their surroundings. District Transect Areas may need to be isolated from surrounding uses, or may need to engage with surrounding uses, while still recognizing the difference in uses and built form. Within the Davidson County Transect there are four types of Districts: Impact, Industrial, Major Institutional, and Office Concentration. Each District has its own built character as well as its own operational and land use needs. Each interacts differently with the surrounding neighborhoods, centers, corridors and open space. In any case, District Transect Areas are designed to minimize negative impacts on adjacent development and, in the case of Major Institutional Districts and Office Concentration Districts, complement surrounding development patterns and adjacent Transect Areas. Industrial and Impact Districts often require seclusion or at least very sensitive treatment of adjacent uses, because of these Districts’ potential to have a significant potentially negative impact on surrounding neighborhoods, centers, corridors and open space. Bellevue has the Impact District, found in the form of quarries and major utility installations, and a small area of Office Concentration, located east and south of the Bellevue mall site.

A detailed description of each Transect category is contained in the *Community Character Manual* (see a more detailed description below) in the introduction for each Community Character Policy. Understanding the Transect, how it is applied, and the character that it establishes, creates consistency in development in Nashville/Davidson County. The policies and regulations that govern land development in Nashville/Davidson County should promote development that is consistent within each Transect category. This consistency needs to extend from the broad policy level (for example, what land uses or transportation elements are appropriate) all the way down to the specific regulations that implement the policies (for example, how building setbacks should differ in Transect categories).

The Community Elements

The Transect describes the built environment from the most natural and rural areas to the most urban areas across a region. The “built environment” that the Transect describes is comprised of four basic Community Elements – Open Space, Neighborhoods, Centers and Corridors. Each of these Community Elements is found within most of the Transect Categories, but the scale, character, and intensity of the Community Element varies depending on the Transect Category in which it is located. For example, a Center in the T2 Rural Transect Category may consist of two storefronts at a rural intersection, a Center in the T4 Urban Transect Category may be an entire block or more of shops and offices built to the sidewalk. Ideally, each area in the Bellevue Community would have easy access to all four Community Elements. So every neighborhood would have access to Open Space and Centers and/or Corridors where residents could work, shop or visit. In the Bellevue Community Plan, where a community element does not exist, the policy encourages its incorporation into the fabric of the community or the creation of the Community Element in nearby proximity.

The Bellevue Community Elements

Open space is the least developed Community Element in each Transect Category. In many instances, it preserves the natural environment from growth and development. In other instances, open space may be developed in a low-impact manner to provide recreation opportunities for the community. Open space can take many different forms within a Transect Category, but requires planning in order to create a space that is truly beneficial to its users. In T1 Natural and T2 Rural settings, open space is generally passive, utilizing the natural vegetation as its landscape with few if any additional amenities. In T3 Suburban and T4 Urban settings, open space becomes more formal to accommodate active recreational uses, with passive uses appearing in the form of plazas, courtyards, lawns and squares. As described in the *Nashville and Davidson County Metropolitan Parks and Greenways Master Plan*, open spaces do not exist in isolation and should be designed to reflect the needs and context of the surrounding neighborhood and community.

In the Bellevue Community, examples of open space range from the large, regional Warner Parks to Red Caboose Park and linear parks along the greenways. The open space may also exist as part of a public benefit uses, such as open space with a school, community center, or library. See Chapter IV, Open Space Plan, for recommendations regarding open space in the Bellevue Community.

Neighborhoods are the backbone of the larger community, providing a diversity of housing for residents at every point in the life cycle. The Bellevue Community Plan encourages a carefully integrated, well-design mixture of housing types and densities. To strike balance between providing diversity in housing and



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maintaining the existing or envisioned character of the neighborhood, several factors are considered including building type and location, and the building's mass, placement, and orientation.



In the Bellevue Community, existing neighborhoods range from rural neighborhoods, sparsely developed with single-family homes on large lots to single-family suburban neighborhoods to suburban neighborhoods that contain a mixture ranging from single- and two-family to multifamily housing (townhouses and stacked flats). The Community Character Policies generally place neighborhoods in one of two categories – “maintenance neighborhoods,” which indicates that the neighborhood is not anticipated to change significantly within the planning period of seven to ten years and “evolving neighborhoods,” which indicates that the neighborhood or undeveloped land is likely to experience significant change over the planning period. The majority of Bellevue’s neighborhoods are maintenance neighborhoods. Meanwhile, evolving neighborhoods include an area around Charlotte Pike west of Old Hickory Boulevard; an area along River Road west of the Lowe’s; an area north of Interstate 40 near the Cheatham County line; areas along McCrory Lane; and an area south of Highway 100 along Pasquo Road.



Centers are gathering places situated within neighborhoods or at the edges of adjoining neighborhoods or communities. Centers offer access to retail and services, civic and public benefit uses such as schools, churches and post offices, employment and, in some cases, residential options as well. Centers vary in form, character and intensity across the Transect. In T2 Rural settings, centers are encouraged to be smaller main street areas, village centers or even a stand-alone country market where the intensity and scale are smaller to complement the rural character. In T3 Suburban and T4 Urban, and T5 Center areas, centers become larger concentrated areas of commercial, residential, employment, entertainment, and civic/public benefit uses that may serve the immediate neighborhood, community, or region.



In the Bellevue Community, centers range from small-scale rural and suburban neighborhood centers, to the moderately-sized community centers like the Old Hickory Boulevard/Highway 70 area, to the larger Bellevue Mall area center. To be sustainable, centers are encouraged to be mixed use and accessible to pedestrians, cyclists, transit and vehicles. The Bellevue Community Plan encourages the centers to develop into walkable, mixed use areas of activity at scales appropriate to their service area and to the character of development surrounding them. In the Bellevue Community Plan update, the number of neighborhood and community centers were kept at a minimum to maintain their current nodal pattern and encourage strengthening the existing, underutilized retail and services currently found in center areas.

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Corridors link neighborhoods, communities and the region. The scale and character of the corridor vary depending on its use and location in a particular Transect Category – T2 Rural, T3 Suburban, T4 Urban, and T5 Centers. Corridors are intended to be designed and to function differently depending on the Transect Category through which they pass. As corridors pass through Transect Categories from a more natural setting to an urban setting, they change in character and size. The land uses adjacent to corridors change as well. In T1 Natural and T2 Rural settings, corridors should be designed to not overwhelm the landscape, and are often built to follow the natural topography of the land. Buildings may cluster near corridor intersections in towns and hamlets. Land uses along the corridors are limited to residential and are often removed, with deep setbacks, from view. As such, the rural corridors of River Road Pike and South Harpeth Road will look much different from Old Harding Pike and Old Hickory Boulevard.

In T3 Suburban areas, corridors act as both throughways and destinations, moving people to and from the outer areas of the region into more densely populated urban areas and offering some mixed-use centers along the way. Land uses adjoining these corridors range from residential to commercial uses contributing to the increase in usage of the corridor. Land uses in suburban areas are preferably centered on corridor intersections, but are also found in a linear fashion along the corridor with deeper setbacks, where possible, to accommodate landscaping.

In some areas of the Bellevue Community, there is a well-connected system of streets that connect neighborhoods, centers and open space. However, in many areas, connectivity is severely limited. This results in several corridors carrying the heaviest load of traffic and playing a more prominent role in connecting the Bellevue Community to other parts of Davidson County. Charlotte Pike, Old Hickory Boulevard, Highway 70 and Highway 100 are corridors in the Bellevue Community that play a larger transportation role in the community. Charlotte Pike passes through the Bellevue Community connecting it, and Cheatham County, to West Nashville and Downtown Nashville. Old Hickory Boulevard connects neighborhoods to Warner Parks and Interstate 40. Highway 70 and Highway 100 connect neighborhoods and communities with Downtown Nashville and surrounding counties. In the Bellevue Community, these corridors tend to travel through the T2 Rural and T3 Suburban Transects, but on a regional scale, the corridors begin to transverse many Transect areas throughout the county.



HOW TO USE THE BELLEVUE COMMUNITY PLAN

Community Character Manual, Community Character Policies and Special Policies

The Community Character Manual (CCM) is a functional plan component of Nashville's *Concept 2010: A General Plan for Nashville and Davidson County*. Adopted by the Planning Commission in 2008, the CCM has three main functions:

- to explain and institute the Community Character Policies that will be applied in each Community Plan;
- to provide direction for the creation of implementation tools such as zoning; and
- to help shape the form and character of open space, neighborhoods, centers, corridors and districts within communities.

The Bellevue Community Plan is the fourth community plan to utilize the Community Character Policies in the CCM. The CCM is the dictionary of Community Character Policies that are applied to land in the Bellevue Community. The CCM organizes the policies first by Transect Category then by Community Element as discussed above. The Bellevue Community Plan is structured in this way as well. For example, all T3 Suburban Community Character Policies are found in one section in Chapter II and are discussed starting with Open Space, then Neighborhoods, Centers, and finally Corridors. The following is the step-by-step process of how to read and understand which Community Character Policies apply to any given area in the Bellevue Community.

Step 1 – Look at the Bellevue Community Character Policy Map to determine what the policy is for your area of interest.

Users of the Bellevue Community Plan should first determine what Community Character Policy is applied to the property that is of interest. Users should first look at the Bellevue Community Character Policy Map and find the Community Character Policy Area (see “Interpreting Maps” below).

Step 2 – Read the Community Character Policy in the CCM.

The user can then refer to that specific Community Character Policy in the CCM (a separate document) to read more about that policy. The CCM will provide guidance, per Community Character Policy on a variety of design principles, appropriate zoning districts, and building types. The CCM can be found online at: www.nashville.gov/mpc/ccm_manual.asp.

Step 3 – Read the Bellevue Community Plan to determine if there are any Special Policies for the area.

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 they 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 Bellevue 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 of the Bellevue Community Plan.

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A small map is included at the beginning of the section for each Community Character Policy in Chapter II, which displays all of the areas in Bellevue with that Community Character Policy. See Figure 5. In addition to the Community Character Policies, there are also Development Scenarios associated with some policy areas. Development Scenarios are simply a graphical representation of how an area *could* develop in keeping with the Community Character Policy. Development Scenarios are displayed with the Special Policies in selected areas.

Step 4 – Read the “General Principles” in the CCM for additional guidance on specific development and preservation topics.

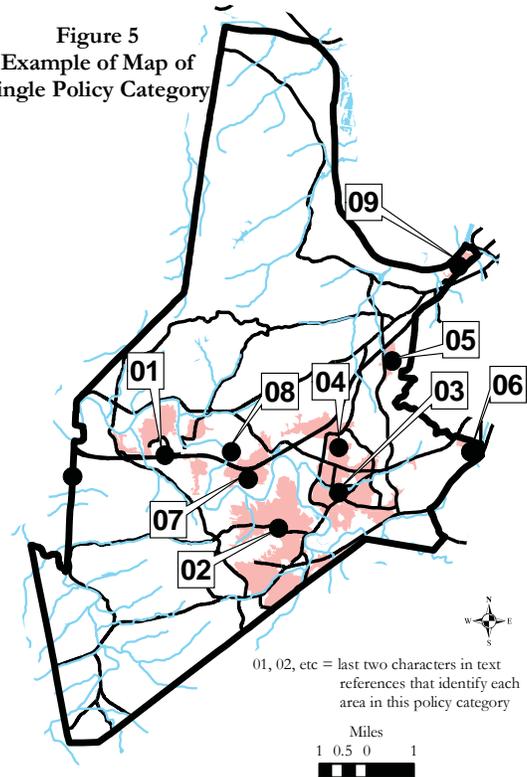
In addition to the Community Character Policy and Special Policies unique to the area, users are encouraged to review the General Principles at the beginning of the CCM, where topics such as historically significant properties, transitions between Community Character Policies, and stormwater are addressed. The CCM provides General Principles that are further defined in the Bellevue Community Plan. The Community Character Policies and Special Policies should be used in the creation of development proposals and neighborhood, center, corridor and community planning efforts. The CCM provides information that enables residents, business owners, property owners, institutional representatives, developers and elected officials to take a proactive role in the community planning process to preserve the diversity of development that is a hallmark of Nashville/Davidson County and create sustainable development for the future.

Interpreting Maps in the Bellevue Community Plan

The Bellevue Community Plan includes several maps. The *Transect Map* (Figure 4) shows the first assessment of the envisioned character of the Bellevue Community, determining which areas will be rural, suburban, urban, centers and districts. The Transect Map is refined and enhanced in the *Concept Plan* found in Chapter II. The Concept Plan reveals many of the ideas that the community has about its future growth, development and preservation and is based on community discussion during the planning process.

The Concept Plan is translated into a *Community Character Policy Map*, found in Chapter II, where the vision for the community is enacted through Community Character Policies. When using the Bellevue Community Character Policy Map to determine the guidance for a particular property, there are several items on the map to be aware of – the Community Character Policies and their symbols and Community Character Policy Areas (their numbers and Special Policies).

Figure 5
Example of Map of
Single Policy Category



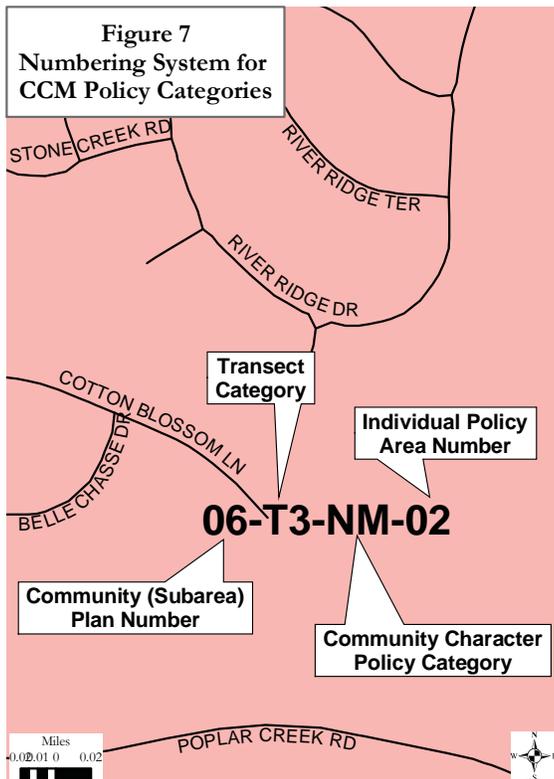
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Community Character Policy Symbolology – Community Character Policies are applied to all of the land in the Bellevue Community. Each Community Character Policy has a unique symbol that is a combination of a color and a pattern. The color indicates the Transect Category and the pattern indicates the Community Character Policy. For example, all T2 Rural Transect areas are denoted by a green base color and all T3 Suburban Transect areas are denoted by a pink base color. The various Community Character Policies have different patterns layered on the base color to create its unique symbol. See Figure 6.

Community Character Policy Areas Numbering – Because different areas can have the same Community Character Policy, but still have different character (for example, there may be multiple suburban neighborhood maintenance areas with different character), the community character policies are further

FIGURE 6: CCM POLICY SYMBOLOLOGY



identified by *areas* and are called Community Character Policy (CCP) Areas. The CCP areas have policy boundaries that are identified by the development patterns (lot sizes, spacing of homes, in some instances density and intensity, and zoning), and unique features in the area. To further identify these areas, a *CCP Area Number* is assigned to them and is subsequently mapped on the Bellevue Community Character Policy Plan Map as shown in Figure 7.

The CCP Area Number is displayed as: **06-T3-NM-02**. The **06** identifies the community planning area. The Bellevue Community is Subarea 6. The **T3** identifies the Transect Category. In this case the Transect Category is T3 Suburban. The **NM** identifies the Community Character Policy. In this case the Community Character Policy is Neighborhood Maintenance. Finally, the **02** identifies the Community Character Policy area. In this case, it is Area 2.

Note that there may be areas with the same Community Character Policies applied in different neighborhoods or areas that are non-contiguous, but because the character is the same, their CCP Area Numbers are the same. See Figure 8.

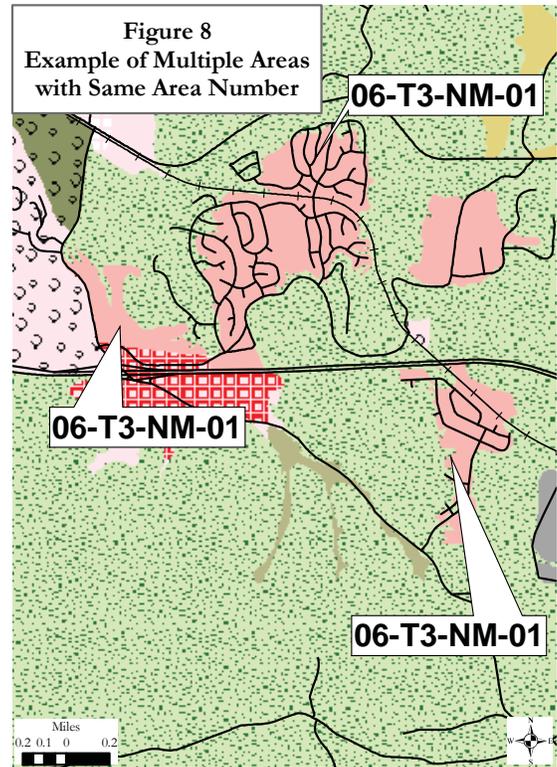
Community Character Policies Influence Future Development

The Bellevue Community Plan is a policy document. Unlike zoning, it is not regulatory. The Community Plan does not alter the existing zoning on properties, nor does it initiate the taking of property. Rather, the Bellevue Community Plan is used to guide Metro Planning Department staff recommendations to the Metro Planning Commission and Metro Council when future zoning decisions are made. Zoning decisions determine land uses and densities/intensities of the property. When a zone change application is filed, Metro Planning staff consult the Community Plan to make their recommendation on whether the Planning Commission and Council should support or reject the zone change request. Zone change proposals are encouraged to follow the guidance of the Bellevue Community Plan. The Community Plan also guides decisions on Metro’s Capital Improvements Budget and Program and also on decisions regarding surplus properties. The Community Plan guides subdivision decisions to a lesser degree.

The Community Plan can set the stage for individual property owners or groups of owners to change their zoning to fully realize the future vision. The Community Plan is the first step toward developing an Urban Design Overlay (UDO) or to rezone an area to a Specific Plan District (SP).

The UDO is an additional layer of zoning that overlays base zoning and allows for additional urban design regulations. The SP is a base zoning district where the rules of development are created to be more specific to the proposed development or to achieve a specific vision. Both tools are used to achieve more specific, higher design standards than traditional base zoning would allow and both are required to follow the Community Plan.

The UDO and the SP are a next step from the Community Plan if the community wishes to fully implement its vision. While the Community Plan applies the more specific policy guidance, which guides decisions on future zone change and subdivision requests, the UDO and the SP actually change zoning and have regulatory effect. After a UDO or SP is adopted by Metro Council through a separate public input process, any final development construction plans submitted for approval of development within the UDO or the SP must be reviewed to ensure that they follow the standards stipulated in the UDO or the SP.



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Chapter I - Planning Fundamentals

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CHAPTER II: ENVISIONED BELLEVUE COMMUNITY CHARACTER

INTRODUCTION

This section begins with the Concept Plan and Vision Statement for the Bellevue Community. The Concept Plan is a broad graphic representation of the community's vision for future growth and preservation, blended with sound planning principles, and outlines the appropriate location of particular land uses. The Vision Statement and Concept Plan are accompanied by the Development Goals, which provide additional details regarding each of the systems that support the proposed land uses. The chapter concludes with the Community Character Policy Plan, a map and text that establish the vision in Community Character Policies. Recall that future zone change requests are judged on their conformance with these policies. The Community Character policies included here complement and build upon the policy guidance found in the *Community Character Manual (CCM)*. This section also includes any Special Policies uniquely tailored for the Bellevue Community.

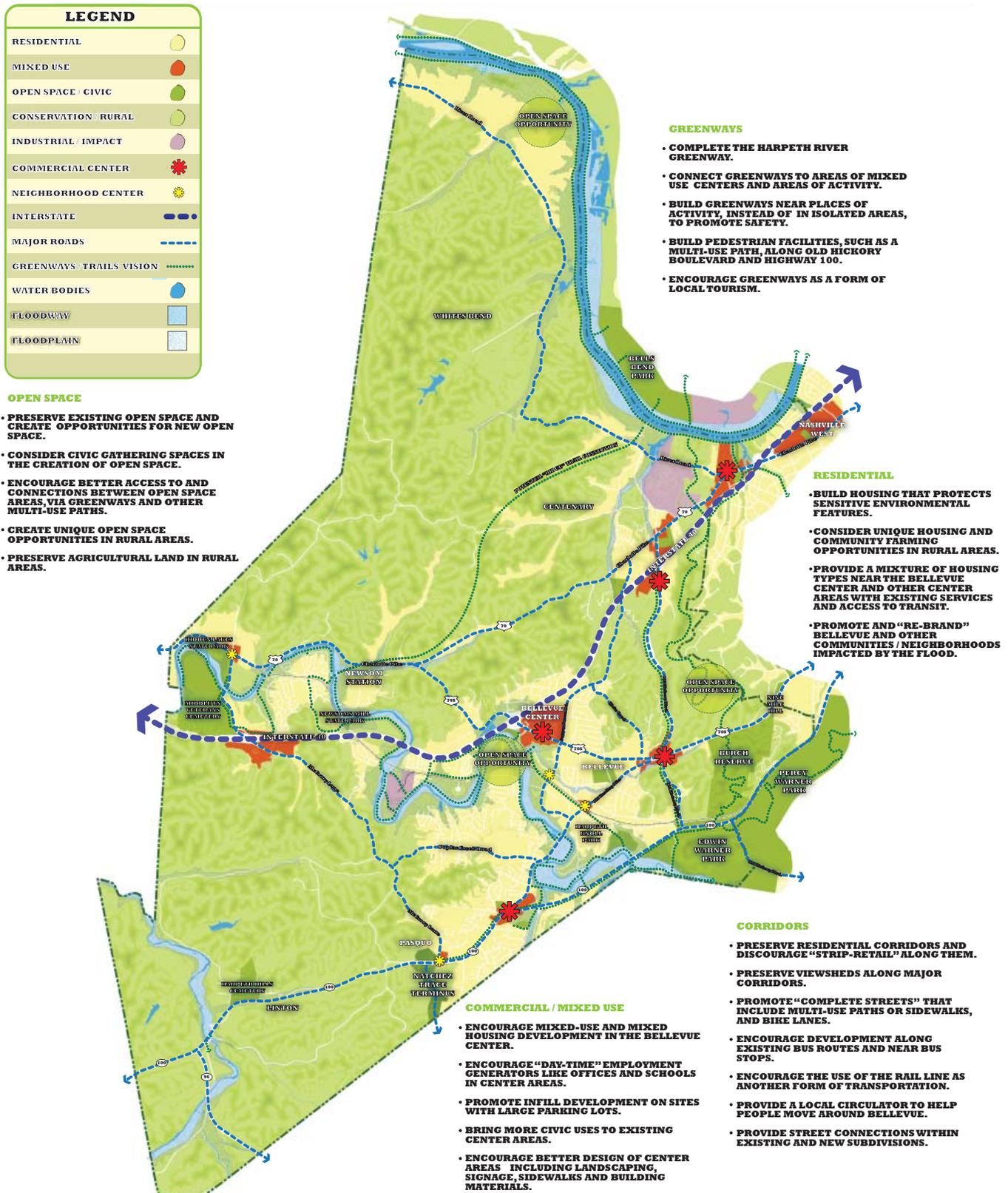
THE BELLEVUE COMMUNITY CONCEPT PLAN

The Concept Plan, shown in Figure 9, is a visual representation of the Bellevue Community's vision for future growth and preservation. The Concept Plan illustrates several key concepts; preserving environmentally sensitive features and open space, preserving residential areas and 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.

Bellevue's natural and open space areas includes areas with environmentally sensitive features, such as floodplains, steep slopes and unstable soils, as well as public parks and open space. These areas are shown on the Concept Plan in green. As a result of the May 2010 flooding, the plan encourages the preservation of *all* environmentally sensitive features, but particularly floodplains and floodways. The concept plan encourages the preservation and/or reclamation of these features by identifying the areas that were not previously identified as a floodplain or floodway, but that were inundated with water during the flooding. This paints a more accurate picture of the environmental conditions of the land in the Bellevue Community. Bellevue's steep slopes are also proposed, in the Concept Plan, to be protected. Research has shown that the headwaters of many streams and tributaries to the Harpeth and the Cumberland lie in these steep slopes. Preservation of these areas can reduce the impact of flooding in the future.



FIGURE 9: THE BELLEVUE COMMUNITY CONCEPT PLAN



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Chapter II - Envisioned Bellevue Community Character

The Bellevue Community's desire to maintain and enhance its rural and suburban residential neighborhoods is shown on the Concept Plan in beige. The community expressed interest in maintaining a rural and suburban character particularly in its residential neighborhoods by placing more emphasis on the natural environment than on buildings and additional development. To maintain long-term sustainability, the rural and suburban character can be maintained, but an appropriate mixture of housing types must still be provided; appropriate locations for additional residential development are included on the Concept Plan. Finally, the community sought increased pedestrian and vehicular connectivity between and throughout neighborhoods, which is reflected on the Concept Plan.

Another area of emphasis is on 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. These major corridors are shown in a dotted blue line and display the major street network that exists in the Bellevue Community. Bellevue also has several commercial centers that serve the community. They range from small-scale neighborhood centers such as the Pizza Perfect at Old Harding Pike and Bellevue Road, to larger community centers such as the Kroger's and Publix shopping centers on Highway 70 and Highway 100. The smaller centers are shown in dark orange marked with yellow asterisks, while the larger centers are shown in dark orange marked with red asterisks. 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 as well as by creating well designed land use transitions to adjacent residential areas.

A common theme throughout these areas is providing additional pedestrian, bikeway and greenway connections. For example, conceptual greenway connections are shown near Old Hickory Boulevard and north of Interstate 40. These conceptual greenways show how the Harpeth River greenway system could connect to the Cumberland River greenway system.

The Concept Plan was created by asking community members their vision for the community. *(See a synopsis of the community's comments in Appendix G.)* These comments are then balanced with sound planning principles and Metro Nashville/Davidson County's commitment to sustainable growth.



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Chapter II - Envisioned Bellevue Community Character

THE BELLEVUE COMMUNITY VISION STATEMENT

The Bellevue Community Plan area is 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. Each of the communities that comprise the Bellevue Community Plan area has a strong sense of community based on the appreciation of its parks and natural/rural areas, its rivers and rugged topography, its history, its neighborhoods with small town charm, and its convenient location offering suburban and rural living in close proximity to Nashville. The communities that comprise the Bellevue Community Plan area seek to build on these assets to become an even more livable and sustainable community where:

- 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;
- 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;
- Choices exist in transportation and housing to make Bellevue welcoming to residents at all stages of life; and
- Distinctive civic spaces such as a library, community center, schools and parks, reflect the history and character of the area and serve the community.

The multiple communities and neighborhoods within the larger Bellevue area seek to maintain their respective identity and community spirit while engaging all residents, property owners, business owners, institutional leaders and elected officials in the achievement of the vision to create a more livable and sustainable community.



THE BELLEVUE COMMUNITY PRESERVATION AND DEVELOPMENT GOALS AND OBJECTIVES

The following goals and objectives are benchmarks for future preservation, growth, and development proposals. Bellevue stakeholders are encouraged to think innovatively about projects and programs that can help achieve these overarching goals.

Open Space and Environmentally Sensitive Features

Goal: Preserve and enhance easily accessible open space and preserve and reclaim environmentally sensitive features and areas in the Bellevue Community Plan area.

Objectives:

- Preserve and enhance existing public parks and greenways and provide additional open space and greenways as consistent with the *Metro Parks and Greenways Master Plan*, the *Nashville Open Space Plan* and the Bellevue Community Plan's Open Space Plan to promote physical activity and social interaction, such as additional greenway connections along the Harpeth River Greenway and the Cumberland River Greenway.
- Preserve environmentally sensitive areas and features throughout the community, including steep slopes, tree cover, natural vegetation, rivers/creeks, floodway/floodplain areas, hilltops, ridgelines, headwater areas, watersheds, wildlife habitat areas and wildlife corridors as consistent with the *Nashville Open Space Plan* and this Community Plan. When the opportunity arises, reclaim environmentally sensitive areas that have been previously disturbed and/or improve previously-approved development plans to protect and enhance these natural features.
- Provide additional connections to parks and greenways from the surrounding neighborhoods, including more defined access from the neighborhoods to Warner Parks and the Harpeth River Greenway, access from area schools to parks, and more connections to mixed-use center areas.
- Minimize the physical and aesthetic impacts of excessive grading of hillsides and slopes by promoting development design that blends with the surrounding natural environment.
- Encourage community gardens, farming and farmers' markets in appropriate areas throughout the community to contribute to local food production and access to fresh, healthy food.
- Include usable open space, such as parks and greenways, in new development to contribute to the community's overall open space system and provide opportunities for public gatherings and recreation.



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Chapter II - Envisioned Bellevue Community Character



Neighborhoods

Goal: Preserve and enhance the character of established neighborhoods, create additional housing options where appropriate, and strengthen transition areas between established neighborhoods and more intensely developed centers in the Bellevue Community Plan area.

Objectives:

- Preserve the character of “maintenance” neighborhoods by requiring that future development and capital investments honor the design principles and guidance present in each neighborhood’s Community Character Policy.
- Enhance and create the character of “evolving” neighborhoods by requiring that future development and capital investments honor the design principles and guidance present in each neighborhood’s Community Character Policy.
- Connect neighborhoods to other areas through additional sidewalk, bikeway and greenway connections as consistent with the *Metro Parks and Greenways Master Plan* and the *Strategic Plan for Sidewalks and Bikeways* and the Bellevue Community Plan’s Transportation Plan and Open Space Plan, such as by building a multi-use path along Highway 100 and sidewalks along Old Harding Pike.
- Identify and preserve structures or neighborhoods that may be deemed historic or worthy of conservation, using tools provided by the Metro Nashville Historic Zoning Commission.

Centers

Goal: Enhance centers that provide consumer goods/services and employment for the Bellevue Community Plan area by encouraging a mixture of uses including a strategically-located mixture of housing, accommodating multiple modes of transportation, and utilizing high standards of design in landscaping, signage, lighting, and the placement of buildings and parking.

Objectives:

- Enhance all centers by providing a mix of uses that meet the daily needs of residents, employees and visitors, including more quality restaurants and increased shopping opportunities, and by providing transportation options, including pedestrian, bicycle, transit and vehicular options.
- Enhance the Bellevue Center mall site by providing quality shopping and services, a more diverse mixture of land uses including housing to support redevelopment of the site and greater transit in the area, multiple transportation options to and from the site, an improved pedestrian experience, and civic spaces to serve as a community gathering and focal point.

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Chapter II - Envisioned Bellevue Community Character

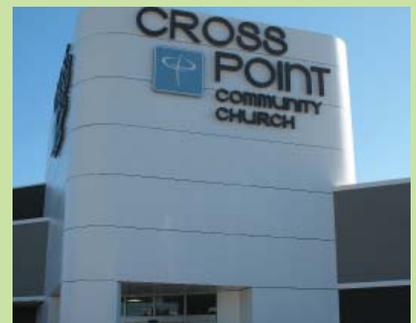
- Focus enhancements to the Highway 70/Old Hickory Boulevard and the Highway 100/Old Harding Pike community centers by establishing an environment that accommodates pedestrian and bicycle traffic to and within the centers, defining setbacks so that buildings frame the street, encouraging better access management (entrances to and from businesses), and creating a cohesive and visually pleasing streetscape through the use of access management, signage, and landscaping.
- Attract new investment to center areas, such as the Bellevue Center mall area, by working with agencies such as the Bellevue Chamber of Commerce, the Mayor's Office of Economic and Community Development and other interested agencies.
- Retain the nodal character of Bellevue's neighborhood and community centers which provides a concentration of mixed-use activity at prominent intersections while preserving residential uses on the corridors between centers.

Corridors

Goal: Enhance corridors that provide access to, from, and within the Bellevue Community Plan area, including improvements for pedestrians, bicyclists and transit riders, along with a balanced mix of primarily residential land uses that display high standards of design.

Objectives:

- Acknowledge the unique role of corridors, as both a throughway and a destination, especially for surrounding neighborhoods, and encourage a mix of uses and high levels of design that make the corridors welcoming for people passing through and stopping, while improving transportation options and access.
- Enhance corridors, such as Old Hickory Boulevard, Charlotte Pike, Highway 70 and Highway 100, to create complete streets (streets designed and operated to enable safe, attractive, and comfortable access and travel for multiple users) through streetscape improvements, including adding pedestrian-scale coordinated signage, landscaping, transit stops, and other streetscape elements that emphasize high standards of design as consistent with the *Major and Collector Street Plan*.
- Reduce the number of curb cuts and coordinate access and circulation along prominent corridors as redevelopment occurs to reduce the number of automobile and pedestrian conflicts, improve traffic flow, and create corridors that function as a whole instead of as separate building sites.
- Enhance pedestrian, bicycle and greenway connections to and from corridors and other points of interest, such as the Harpeth River Greenway and center areas, as consistent with the *Metro Parks and Greenways Master Plan*, the *Strategic Plan for Sidewalks and Bikeways* and the Bellevue Community Plan's Transportation Plan and Open Space Plan.



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Districts

Goal: Preserve and enhance appropriately-located impact districts in the Bellevue Community Plan Area.

Objectives:

- Limit the expansion of impact uses, such as the quarry and utility areas, into adjacent areas.
- Create and/or enhance buffer areas to provide appropriate transitions between impact district areas and established residential neighborhoods.

Transportation

Goal: Provide true transportation choice, with options for pedestrians, cyclists, drivers and transit users, in the Bellevue Community Plan area assuring access to open space, neighborhoods and centers.

Objectives:

- Enhance corridors to provide choices in transportation, including walking, biking, driving and riding transit, and to create complete streets – streets that are designed and operated to enable safe, attractive, and comfortable access and travel for multiple uses – as consistent with the *Major and Collector Street Plan* and the Bellevue Community Plan's Transportation Plan and Open Space Plan. This includes improvements such as providing sidewalks along Old Harding Pike, and providing multi-use paths along Highway 100 and Old Hickory Boulevard.
- Enhance public transit opportunities by working with the Metropolitan Transit Authority (MTA) on additional bus routes and other transit options such as BusLink, the localized on-demand shuttle service.
- Preserve connectivity to major arterials and collector streets, enhance connectivity in appropriate areas where it does not exist, and add additional connectivity along with new development, making improvements that are in accordance with the Bellevue Community Plan's Transportation Plan.



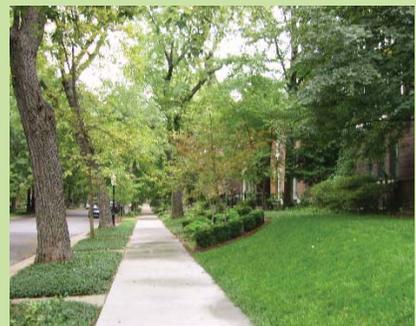
THE BELLEVUE COMMUNITY CHARACTER POLICY PLAN AND SPECIAL POLICIES

The Bellevue Community Character Policy Plan builds upon the Concept Plan, Vision Statement and Goals and Objectives discussed above. The Community Character Policies take the Concept Plan to the next level of detail by addressing the form and character of areas, preservation and development, and land uses. The Community Character Policies are the standard by which future zone change requests are measured. See Figure 10 for a map of the Community Character Policies in the Bellevue Community. The following pages provide a summary of the policies for the Bellevue Community area. To view this map on-line, please visit: www.nashville.gov/mpc/communityplans/subarea/subarea6_update.asp.

THE BELLEVUE COMMUNITY DEVELOPMENT SCENARIOS

The Bellevue Community Plan provides guidance through the Community Character Policies and associated special policies contained in this chapter. Those policies provide guidance on appropriate development density/intensity, building types, appropriate location of buildings on property, and other elements, including sidewalks, landscaping, bikeways and street connections. 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 illustrate fundamental concepts that may be applied throughout the community. They 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 human 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.



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

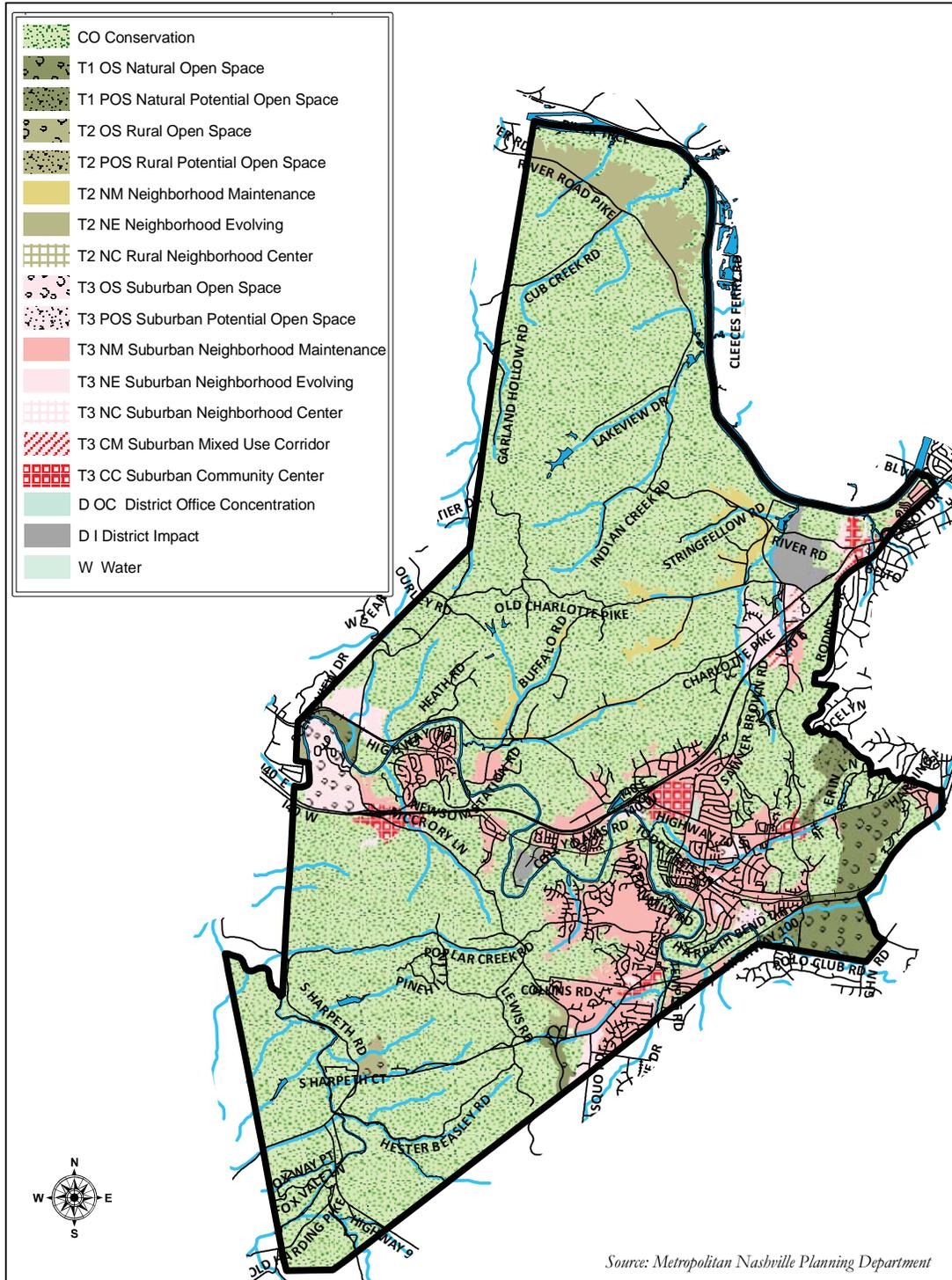
- Bellevue Mall Site on Highway 70 South
- Bellevue Towne Center Urban Design Overlay (UDO) at Old Harding Pike and Bellevue Road
- Brookmeade (H2O) Site on Charlotte Pike
- Center at Old Hickory Boulevard and Highway 70
- Multi-Family Residential in Areas with Steep Slopes



It is important to note, however, that development scenarios are only examples of what the land use policy would support in the specific area. The development scenarios are not actual or required development plans, but can be used to help inspire new development in the Bellevue Community. The exception to this is the Bellevue Towne Center Urban Design Overlay (UDO) which is a regulatory overlay zoning district.



FIGURE 10: THE BELLEVUE COMMUNITY CHARACTER POLICY PLAN



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Chapter II - Envisioned Bellevue Community Character

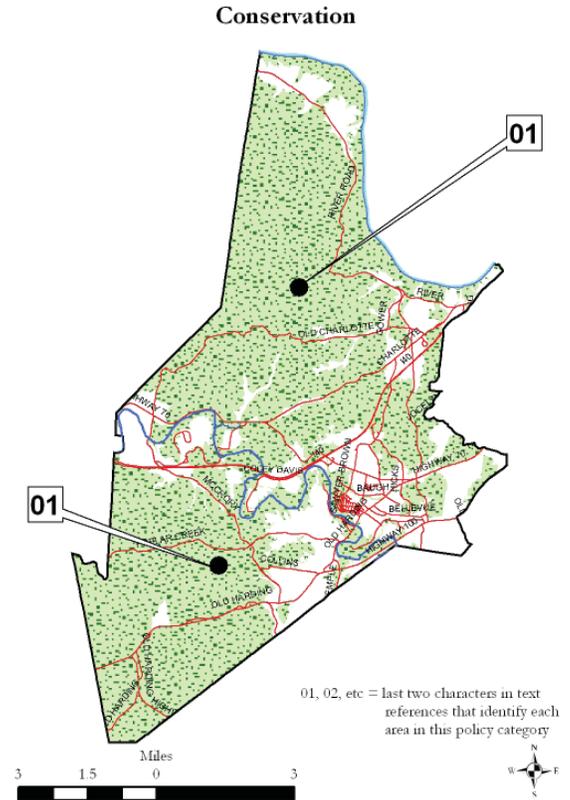
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CONSERVATION COMMUNITY CHARACTER POLICIES

CO CONSERVATION POLICY

General Character of the Conservation Area in the Bellevue Community

Conservation (CO) policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands and unstable or problem soils. Conservation policy is applied throughout all Transect Categories except T6 Downtown, with the intent of preserving, remediating, or enhancing environmentally sensitive features. Conservation policy is most commonly found in T2 Rural Areas, which remain rural in large part because of the widespread presence of environmentally sensitive features, including steep slopes and floodway/floodplains. Meanwhile, in the more intensely developed Transect Categories including T3 Suburban, T4 Urban, and D District, Conservation policy is applied with the intent of enhancing environmentally sensitive features – either through maintaining the feature, enhancing the feature, or remediating it if it has been disturbed. An example of maintenance would be steeply sloped land within a T3 Suburban Transect Area that could be maintained in its current state by taking steps to avoid worsening alteration of the steep slopes and encouraging any new development to utilize site-sensitive construction techniques. An example of remediation would be the day-lighting of a culverted stream in a T3 Suburban Center.



The majority of the land in the Bellevue Community area is environmentally constrained by steep slopes and unstable soils of the western Highland Rim Escarpment and by the Cumberland and Harpeth River floodway/floodplains. These areas have been designated Conservation policy.

How to Use This Guidance

The intent for Conservation policy is to preserve, enhance, and if needed, remediate environmentally sensitive land. Users of the *Bellevue Community Plan: 2011 Update* should meet the policy intent by creating and evaluating development and preservation plans in light of the following:

- The Conservation policy;
- The General Principles found in the *Community Character Manual (CCM)*;
- The existing character of the particular Conservation area;
- The envisioned character of other surrounding policy areas; and
- Additional guidance in the Bellevue Community Plan including any Special Policies.

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Note that if the Special Policy for an area does not provide additional guidance, then the guidance in the Conservation policy and the General Principles in the CCM are controlling.

Conservation Community Character Policy Area

The Bellevue Community Plan includes one large geographic area where Conservation policy is applied. It is titled “Conservation Policy Area” in the plan. 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. There are some environmentally sensitive features that are too small to be mapped. As such, these areas may fall into another policy category, but conservation policy still applies to these features.

Special Policies

The following provides additional guidance on unique conditions that may exist in a particular Conservation policy area. The Special Policies may cover one or more of the following issues. This list is not exhaustive:

- Design Principles Found in the Conservation Policy
- Appropriate Land Uses
- Non-Conforming and Inconsistent Land Uses
- Historically Significant Sites or Features

06-CO-01

Bellevue’s Conservation Area 1 is referenced as 06-CO-01 on the accompanying map. It applies to the environmentally constrained land in the Bellevue Community area (approximately 28,534 acres, or 63 percent of the land in the entire community). This land is, for the most part, developed in a rural residential pattern with some agricultural uses. Some low-density suburban residential development is found close to suburban areas. There are also areas that are developed as, or where entitlements have been granted for, higher intensity suburban residential or mixed-use development (approximately 6,135 acres, or 18 percent of the Conservation policy area). In some cases, this suburban land is zoned or developed in ways that are generally inappropriate in some way to implement CO policy.

The CO policy in the Bellevue Community area is applied in part with the intention of protecting the community against further natural disasters such as floods and landslides and related problems. As a result, the policy applies not only to areas of steep slopes, unstable soils, floodway, and 100-year floodplain, but also to areas of 500-year floodplain and to the areas inundated by the May 2010 flood. The inundation that occurred with the May 2010 flood caused the community to re-assess the mapped 100-year floodplain. Local, state, and federal agencies are in the process of updating the flood maps for Davidson County. Once these maps are updated, the Bellevue Community Character Policy Plan Map will correspondingly be updated to reflect the most up-to-date information.

- Design Principle: Connectivity (Pedestrian/Bicycle)
 - See the recommendations in Chapter IV, Open Space Plan, for guidance on the greenways discussed below and additional greenways.
 - A greenway is planned along the Harpeth River. Several segments have been completed. In the remaining segments, some construction is underway; other segments remain in the planning stages.
 - A greenway is planned along the Cumberland River. Although one segment has been completed (the Brookmeade Greenway near the Wal-Mart/Lowe’s shopping center at Charlotte Pike and River Road) the remainder of the greenway is in the planning stages.

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- A conceptual greenway/trail connection is envisioned along the ridgetops located in the Centenary area in the northern part of the community. Further study of this idea should be considered. See Chapter V, Implementation, for ideas.
- A conceptual greenway/trail connection is envisioned along the ridgetops located along Nine Mile Hill between Old Hickory Boulevard and the West Meade area, which could potentially connect the Warner Parks to the Cumberland River and Bells Bend Park and would be part of a larger trail system that would originate around the Radnor Lake State Natural Area. Further study of this idea should be considered. See Chapter V: Implementation for ideas.
- Greenway connections are recommended to, from, and within neighborhoods along the Harpeth River to connect those neighborhoods to the Harpeth River Greenway system. These recommended greenway connections begin in the western part of the community near Newsom Station Road and follow various streams in the area and portions of the CSX railroad corridor.
- The Harpeth River Greenway is planned to expand to Area 06-T3-CC-02, the Highway 100 commercial area. The terminus of the greenway at the commercial center should be designed to be welcoming to the user, with amenities such as benches, gazebos, and pedestrian lighting.
- A pedestrian connection, built to public road standards, is recommended 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.
- A pedestrian connection, built to public road standards, is recommended 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.
- See the recommendations in Chapter III, Transportation Plan, for additional guidance on the bikeways discussed below and additional bikeways.
 - Bike lanes are planned along: a portion of Old Charlotte Pike and Pond Creek Road; the portion of River Road between Charlotte Pike and Old Hickory Boulevard; the portion of Charlotte Pike between River Road and Old Hickory Boulevard; Davidson Drive; McCrory Lane; Highway 70S between Charlotte Pike and I-40; Poplar Creek Road east of McCrory Lane; Rolling River Parkway; Beech Bend Drive; Harpeth Bend Drive; Hicks Road north of Highway 70S; Temple Road; Bellevue Road; and Old Harding Pike.
 - A bike route is planned along Morton Mill Road.
- Included in the *Strategic Plan for Sidewalks and Bikeways* are three facilities that this Community Plan advises to be changed to recommendations for multi-use paths. These are located along Highway 100, Old Hickory Boulevard, and Highway 70S. See the recommendations in Chapter III, Transportation Plan, for additional guidance regarding multi-use paths.
 - The portion of Highway 100 between Vaughns Gap Road and the Natchez Trace Parkway is recommended to have a multi-use path rather than a planned bike lane, while the remainder of Highway 100 is recommended to have a bike route rather than a bike lane.
 - The portion of Old Hickory Boulevard between Williamson County and Charlotte Pike is recommended to have a multi-use path rather than a planned bike lane, while the remainder of Old Hickory Boulevard is recommended to have a bike route rather than a bike lane.

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- The portion of Highway 70S between Nine Mill Hill and Old Hickory Boulevard is recommended to have a multi-use path rather than a planned bike lane.
- Design Principle: Connectivity (Vehicular)
 - Provide additional street connections as listed below, with special attention to creating connections with minimal impact on environmentally sensitive features:
 - Extend Collins Road to the west if 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 a provide an east/west connection from Collins Road to near Lewis Road.
 - Connect Morton Mill Road and River Bend Way if new development occurs.
 - Connect Avondale Park Boulevard to Newsom Station Road if 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.
 - *Implementing Complete Streets: Major and Collector Street Plan* recommends the following improvements in this policy area:
 - Improvements are planned at the McCrory Lane and Interstate 40 interchange. These improvements may include portions of McCrory Lane south of the interstate to Avondale Park Boulevard.
 - Widen Highway 100 to three lanes from McCrory Lane to Temple Road.
 - Widen McCrory Lane to four lanes from Charlotte Pike to Interstate 40.
 - Widen Old Harding Pike to three lanes from Learning Lane to Highway 70S. This widening recommendation also includes sidewalks.
 - See the recommendations in Chapter III, Transportation Plan, for additional guidance and information on street improvements and connections.
- 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 yields 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 proposed 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 proposed 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 adopted development, then the CO policy and the Bellevue Community Plan may provide 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.

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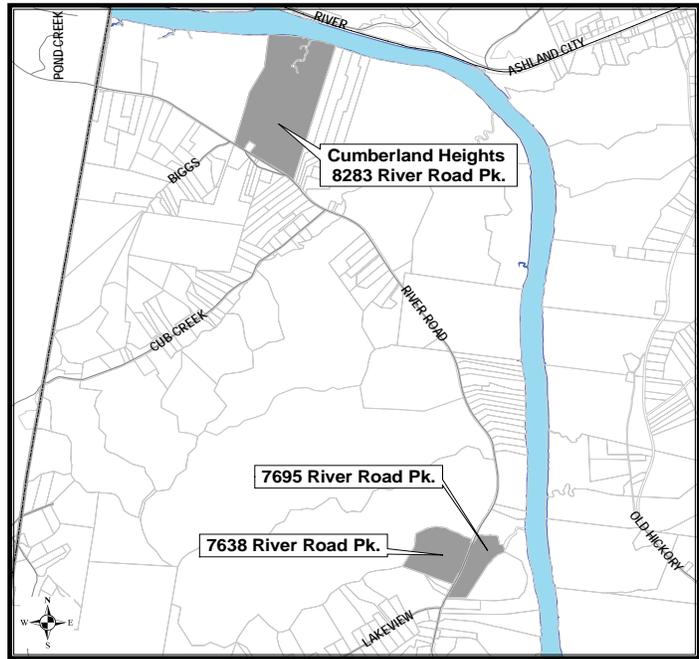
Chapter II - Envisioned Bellevue Community Character

- The following is a list of developments that are approved and that, if requests for amendments are considered, should be evaluated as to how the development could be changed to bring it into greater conformance with the CO policies. For additional information on existing development in Bellevue, the applicability of the Bellevue Community Plan, and specifics regarding development proposals in this policy area, refer to the Existing Development Analysis in Appendix C on page C-16 that also includes a map of their location.
 - Biltmore Planned Unit Development (Mixed Use) at the I-40/McCrory Lane interchange (see also Area 06-T3-CC-01 and Area 06-T3-NE-01)
 - Bluffs on Sawyer Brown Townhomes Specific Plan (Residential) on Sawyer Brown Road near New Sawyer Brown Road
 - Brock Specific Plan (Residential) at 6949 Highway 70S (see also Area 06-T3-NM-03)
 - Cedar Place Townhomes Specific Plan (Residential) along Sawyer Brown adjacent to I-40
 - H2O Specific Plan (Mixed Use) on Charlotte Pike at the I-40 interchange (see also Area 06-T3-CC-01)
 - Harpeth Springs Village Specific Plan (Residential) at 7960 Coley Davis Road (see also Area 06-T3-NM-07)
 - Hicks Road rezoning from R15 (single- and two-family residential dwellings on 15,000 square foot lots) to RM4 (mixture of housing types at four dwelling units per acre) at 232 Hicks Road
 - Highway 70 Property rezoning from AR2a (agricultural/residential at two dwelling units per acre) to RS15 (single-family dwelling units on 15,000 square foot lots) at 8840 Highway 70 near Charlotte Pike (see also Area 06-T3-NE-01)
 - Hutton Planned Unit Development (Residential) on Old Hickory Boulevard off Holt Valley Road
 - Major Property Planned Unit Development (Residential) at 8423 Highway 100 near Natchez Trace Parkway
 - McCrory Lane/Newsom Station Road Property rezoning from AR2a (agricultural/residential at two dwelling units per acre) to RS10 (single-family residential dwelling units on 10,000 square foot lots) on McCrory Lane and Newsom Station Road at the I-40 interchange (see also Area 06-T3-NM-01)
 - Mt. Laurel Reserve Specific Plan (Residential) on Hicks Road across from Post Creek Road
 - Newsom Station Townhomes Specific Plan (Residential) on McCrory Lane at the intersection with Charlotte Pike (see also Area 06-T3-NE-01)
 - Old Hickory Boulevard Property rezoning from CL (limited commercial) to R20 (single- and two-family dwelling units on 20,000 square foot lots) at 566 Old Hickory Boulevard (see also Area 06-T3-NM-05)
 - Olde Mill Specific Plan (Residential) at 8811 and 8833 Newsom Station Road
 - River Road Property rezoning from R80 (single- and two-family dwelling units on 80,000 square foot lots) to RM4 (mixture of housing types at four dwelling units per acre) on River Road west of Charlotte Pike
 - Riverwalk Townhomes rezoning from R80 (single- and two-family dwelling units on 80,000 square foot lots) and RS15 (single-family dwelling units on 15,000 square foot lots) to RM2 (mixture of housing types at two dwelling units per acre) at 6000 River Valley Drive off Newsom Station Road
 - Sonya Drive Townhomes rezoning from R40 (single- and two-family dwelling units on 40,000 square foot lots) to RM9 (mixture of housing types at nine dwelling units per acre) at 7301 Sonya Drive (see also Area 06-T3-NM-05)
- Development scenarios are provided showing sustainable multi-family development – at the end of this section – and the H2O site on Charlotte Pike – included in Area 06-T3-CC-01 on page 114.

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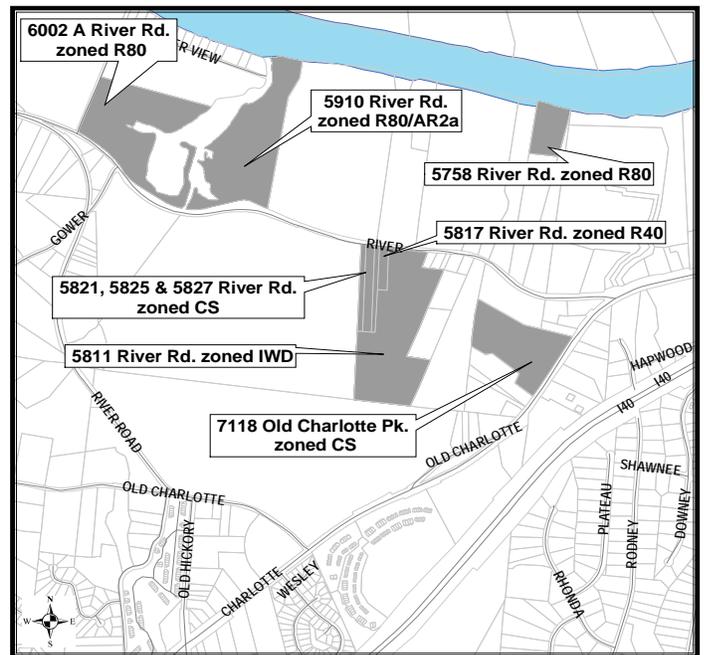
- Appropriate Land Uses
 - Commercial uses are generally discouraged in CO policy. In the Bellevue Community, though, the CO policy contains several locations where a portion of an existing neighborhood or community center is in CO policy. Due to Bellevue's geography and past development approvals, most 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.
- Non-Conforming and Inconsistent Land Uses *(refer to the accompanying graphics)*
 - There are numerous properties in the CO policy area where the zoning or the land use do not conform to policy, usually because of inappropriate intensity and site development techniques. Several of these properties are listed below. The intent for these properties and any other properties that are found to have land uses that are non-conforming with zoning or inconsistent with policy, is that the use or zoning of these properties be brought into closer conformity to CO policy in some manner over time, and that the current use or zoning of these properties does not territorially expand or move farther away from conforming to the CO policy. Below is a list of those properties where the zoning does not conform to policy and/or the land use is inconsistent with policy.
 - 7638 River Road Pike (Map/Parcel 08800001300) is zoned AR2a (agricultural and residential at two dwelling units per acre). The property currently contains what appears to be an old store building and heavy equipment storage, inconsistent land uses. Over time, this use should be replaced with a use that is consistent with policy.
 - 7640 River Road Pike (Map/Parcel 08900001300) is zoned AR2a (agricultural and residential at two dwelling units per acre) and was inundated during the May 2010 flood. The property currently contains a bar, an inconsistent land use, which has been awaiting repairs since the May 2010 flood. Over time, this use should be replaced with a use that is consistent with policy. The property also contains a mixture of farm and residential buildings that are scattered on the property, which are consistent uses with policy.
 - 8283 River Road Pike (Map/Parcel 06600003300) is zoned AR2a (agricultural and residential at two dwelling units per acre) and currently contains the Cumberland Heights Treatment facility. This facility does not conform to the zoning. It is, however, generally appropriate under the policy due to its limited use of the land. Any intensification of the use should be guided by the CO policy.



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- 5758 River Road (Map/ Parcel 10200001500) is zoned R80 (single- and two-family dwelling units on 80,000 square foot lots). This property contains transmitting towers that impede the viewshed and require significant tree clearance. While transmitting towers are allowed as a special exception in R80 zoning, over time, this use should be replaced with a use that is consistent with the policy.
- 5811 River Road (Map/ Parcel 10100011500) is zoned IWD (industrial warehousing and distribution) and currently contains a small service shop. Over time, this property should be rezoned to be consistent with policy. If redevelopment occurs in the future under the IWD zoning, the use of sustainable site development approaches such as low impact stormwater management techniques and construction techniques designed to minimize grade alterations are recommended.
- 5821, 5825 and 5827 River Road (Map/Parcel 10100011100) are zoned CS (commercial services). These properties make up the LoJac Enterprises asphalt facility that is adjacent to the Vulcan Materials quarry. Portions of the CS-zoned properties are currently being used for the asphalt facility which is nonconforming with the zoning, but other portions do remain in a relatively natural state. Over time, this area should be rezoned to be consistent with policy.
- 5910 River Road (Map/Parcel 10100005101) is zoned AR2a (agricultural and residential at two dwelling units per acre) and R80 (single- and two-family residential on 80,000 square foot lots). This property contains the Harpeth Valley Utility District facility. It is acceptable for this use to continue as it provides a needed community service.
- 6002 A River Road (Map/ Parcel 10100005000) is zoned R80 and currently contains the Commodore Yacht Club. While this use does not conform to zoning and is inconsistent with policy, this use provides a service to the community and is located near the Cumberland River and may remain.
- 7118 Charlotte Pike (Map/ Parcel 10200006500) is zoned CS (commercial services). This steeply sloped parcel is currently in agricultural use. Over time, this property should be rezoned to be consistent with policy.

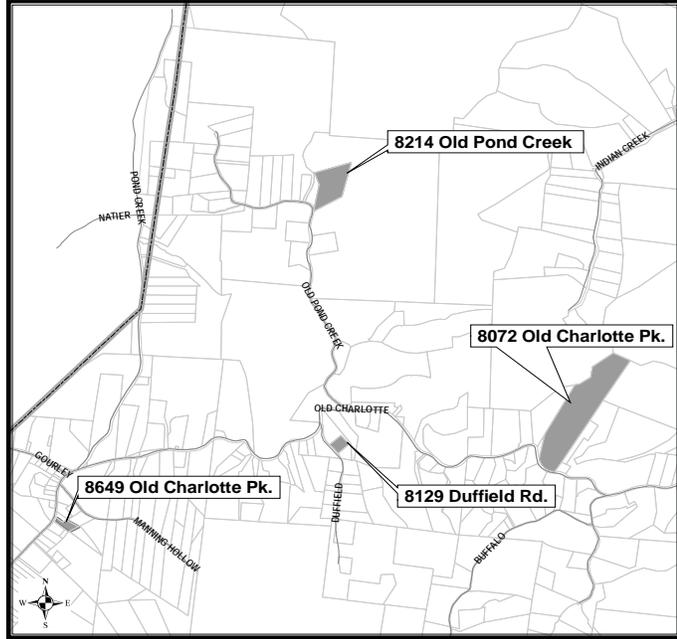


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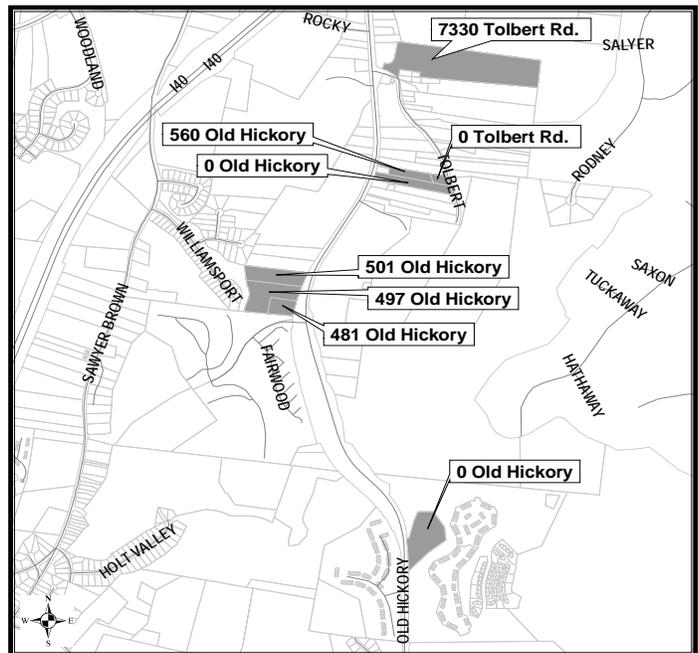
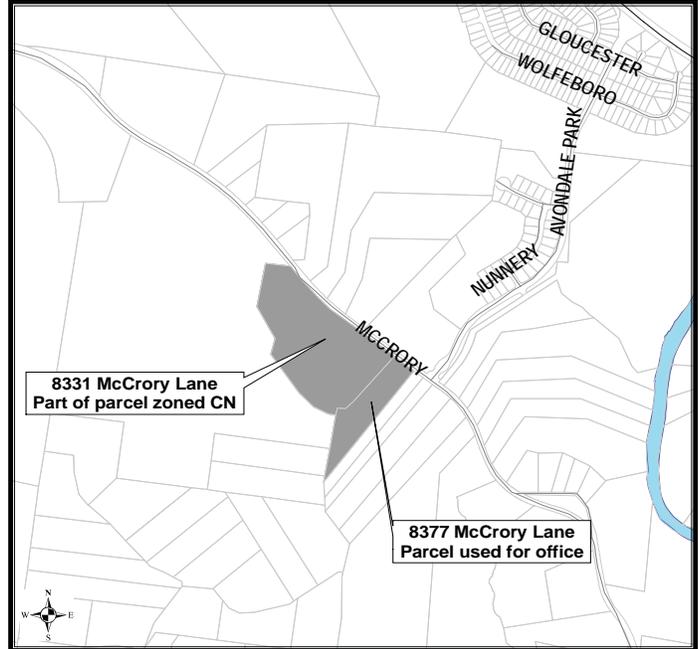
- 8214 Old Pond Creek Road (Map/ Parcel 10000008400) is zoned AR2a (agricultural and residential at two dwelling units per acre) and currently contains transmitting towers. While transmitting towers are allowed as a special exception in AR2a zoning, over time, this use should be replaced with a use that is consistent with the policy.
- 8072 Old Charlotte Pike (Map/ Parcel 11300001000) is zoned AR2a (agricultural and residential at two dwelling units per acre) and R40 (single- and two-family dwelling units on 40,000 square foot lots). This property currently contains transmitting towers. While transmitting towers are allowed as a special exception in AR2a zoning, over time, this use should be replaced with a use that is consistent with the policy.
- 8649 Old Charlotte Pike (Map/Parcel 11200005700) is zoned R80 (single- and two-family dwelling units on 80,000 square foot lots) and currently contains a vacant commercial building. Over time, this use should be replaced with a use that conforms to the zoning and is consistent with policy.
- 8129 Duffield Road (Map/Parcel 11300005001) is zoned AR2a (agricultural and residential at two dwelling units per acre). This steeply sloped property currently contains transmitting towers. While transmitting towers are allowed as a special exception in AR2a zoning, over time, this use should be replaced with a use that is consistent with the policy.
- 8331 McCrory Lane (Map/Parcel 14000003000) is zoned CN (neighborhood commercial) and AR2a (agricultural and residential at two dwelling units per acre). This property currently contains a single-family house. The CN-zoning is non-conforming with the land use policy in this area. Also, commercial and mixed-use zoning exist to the north at the Interstate 40 and McCrory Lane interchange. Additional commercial zoning along McCrory Lane is not appropriate. Over time, the portion of the property zoned CN should be rezoned to be consistent with policy. The CN zoning or non-residential land uses should not be expanded during this planning period. *(Refer to the graphic on the following page.)*
- 8377 McCrory Lane (Map/ Parcel 14000003200) is zoned AR2a (agricultural and residential at two dwelling units per acre) and currently contains the Hollin Stone Co., Inc. facility, including their office. Over time, this use should be replaced with a use that conforms to zoning. *(Refer to the graphic on the following page.)*
- 7330 Tolbert Road (Map/Parcel 11400020200) is zoned CS (commercial services) and currently contains a mini-storage facility. Over time, this property should be rezoned, and its uses changed, to be consistent with the policy. *(Refer to the graphic on the following page.)*



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- 0 and 560 Old Hickory Boulevard and 0 Tolbert Road (Map/Parcels 12800008900, 11400018500, 12800009100) are zoned CL (limited commercial) and are currently vacant. Over time, these properties should be rezoned to be consistent with policy.
- 481 Old Hickory Boulevard (Map/Parcel 12800014900) is zoned CS (commercial services) and currently contains a market with a gas station. This use serves the neighborhood and it is appropriate for it to remain. However, further intensification of this land use is not recommended. Over time, this property should be rezoned, and its use changed, to be consistent with policy.
- 497 and 501 Old Hickory Boulevard (Map/Parcels 12800006501 and 12800006500) are zoned SP-C (commercial specific plan) and currently contains a single-family house and vacant land, although construction is underway. Further intensification or expansion of the zoning is not recommended.
- 0 Old Hickory Boulevard (Map/Parcel 12800011900) is zoned SCN (neighborhood shopping center) and is currently vacant. Over time, this property should be rezoned to be consistent with policy.

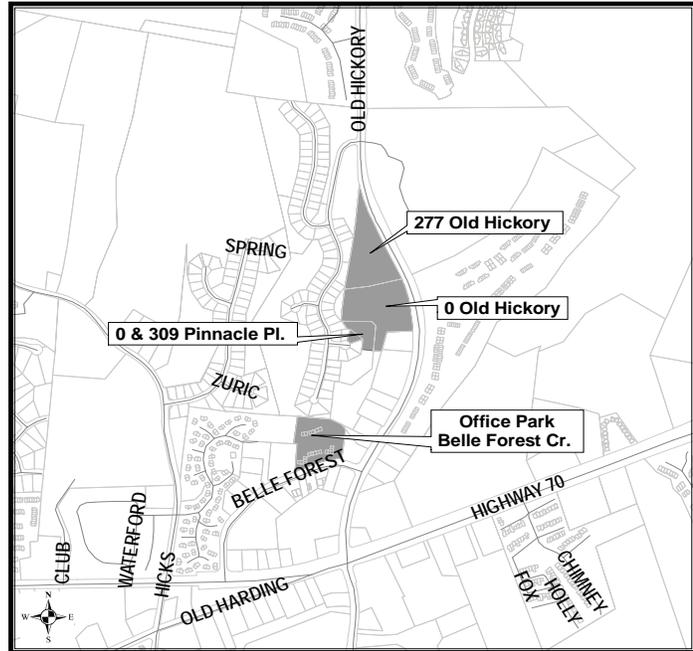


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- 149 – 177 Belle Forest Circle (various parcels on Map 142-040B and labeled Office Park Belle Forest Circle on the map) is zoned OR20 (office and residential at twenty dwelling units per acre). These properties currently contain small office condominiums on steep slopes. If redevelopment occurs in the future under the OR20 zoning, the use of sustainable site development approaches such as low impact stormwater management techniques and construction techniques designed to minimize grade alterations are recommended.

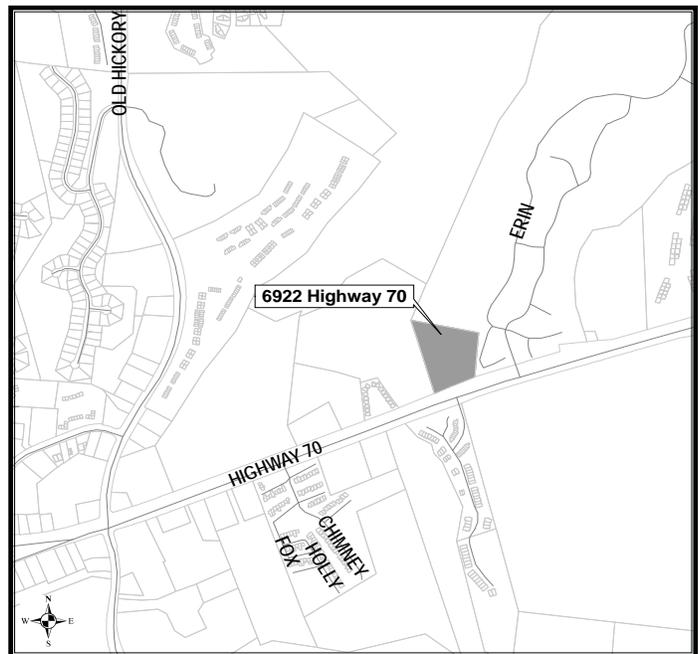
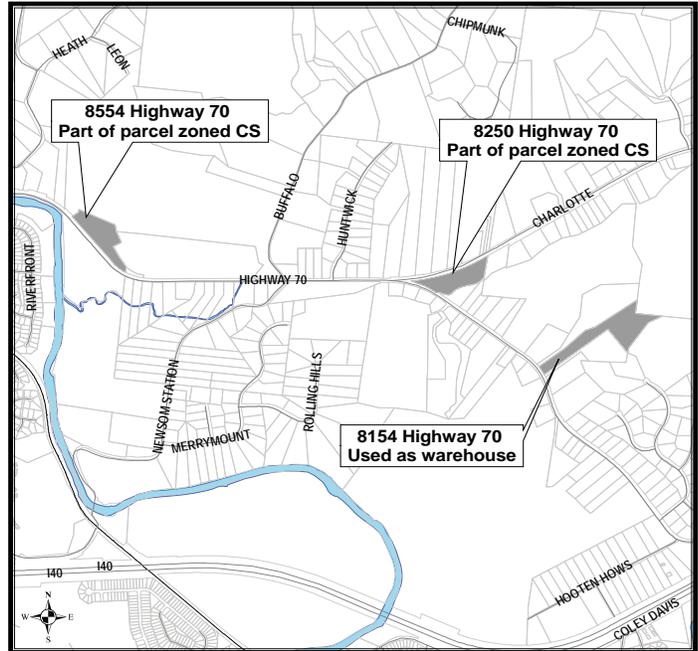


- 0 and 277 Old Hickory Boulevard (Map/Parcel 12800007700 and 14200034300) are zoned OL (limited office) and currently contain a church and associated parking. Over time, this property should be rezoned to be consistent with policy. If redevelopment occurs in the future under the OL zoning, the use of sustainable site development approaches such as low impact stormwater management techniques and construction techniques designed to minimize grade alterations are recommended.
- 0 and 309 Pinnacle Place (Map/Parcel 128160B09700CO / 128160B01500CO) are zoned OL (limited office) and currently contains vacant residential, part of open space for the existing development, and a single-family house, respectively. Over time, this area should be rezoned to be consistent with policy.
- 8154 Highway 70S (Map/ Parcel 12700020200) is zoned R40 (single- and two-family dwelling units on 40,000 square foot lots). This steeply sloped property currently contains a warehouse. This use is non-conforming with zoning and inconsistent with policy. Over time, it should be removed. If redevelopment occurs in the future under the R40 zoning, the use of sustainable site development approaches such as low impact stormwater management techniques and construction techniques designed to minimize grade alterations are recommended. (Refer to the graphic on the following page.)
- 8250 Highway 70S (Map/Parcel 12700005600) is zoned CS (commercial services) and R40 (single- and two-family dwelling units on 40,000 square foot lots). This property currently contains a cellular transmission tower and was inundated during the May 2010 flood. Over time, this property should be rezoned to be consistent with policy. (Refer to the graphic on the following page.)

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- 8554 Highway 70S (Map/ Parcel 12600004100) is zoned CS (commercial services) and AR2a (agricultural and residential at two dwelling units per acre). This steeply sloped parcel currently contains a single-family house, warehouse, and outbuildings. It was inundated during the May 2010 flood. Over time, the CS-zoned portion of the property should be rezoned to be consistent with policy. If redevelopment occurs in the future under the CS zoning, the use of sustainable site development approaches such as low impact stormwater management techniques and construction techniques designed to minimize grade alterations are recommended.
- 6922 Highway 70S (Map/ Parcel 14200003600) is zoned R40 (single- and two-family dwelling units on 40,000 square foot lots). This steeply sloped parcel currently contains a small office building which is non-conforming with zoning and inconsistent with policy. Over time, it should be removed. If redevelopment occurs in the future under the R40 zoning, the use of sustainable site development approaches such as low impact stormwater management techniques and construction techniques designed to minimize grade alterations are recommended.



(Continued on the following page)

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- The following properties are grouped around the west side of the I-40/Highway 70S interchange. All were inundated during the May 2010 flood.

- 0 Highway 70S (Map/Parcel 14100018400) is zoned SCN (neighborhood shopping center) with a Planned Unit Development (PUD). This vacant commercial property includes a small lake. Over time, this property should be rezoned to be consistent with policy.

- 0 Highway 70S (Map/Parcel 14100009600) is zoned CL (limited commercial) and is part of the Harpeth Soccer Complex off of Coley Davis Rd. Over time, this property should be rezoned to be consistent with policy.

- 7725 Highway 70S (Map/Parcel 12700007901) is zoned R40 (single- and two-family dwelling units on 40,000 square foot lots) and currently

contains a market with a gas station. This use should be redeveloped in the future to another use that would not present as high a risk of environmental contamination during floods. In addition, if redevelopment occurs in the future, the use of sustainable site development approaches such as low impact stormwater management techniques are recommended.

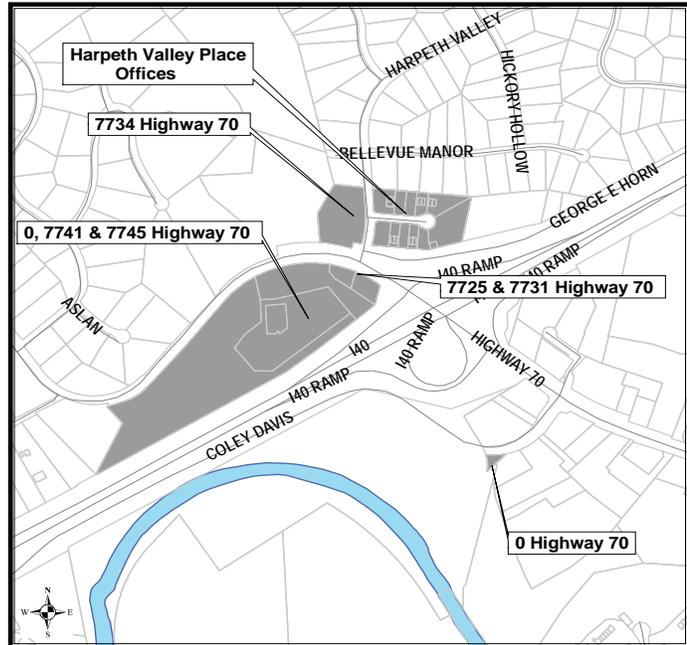
- 7731 Highway 70S (Map/Parcel 12700007900) is zoned R40 (single- and two-family dwelling units on 40,000 square foot lots) and currently contains a small shopping center that includes a martial arts facility. If redevelopment occurs in the future, the use of sustainable site development approaches such as low impact stormwater management techniques are recommended.

- 7734 Highway 70S (Map/Parcel 12700008600) is zoned SP (commercial specific plan) and currently contains a vacant commercial building. If redevelopment occurs in the future, the use of sustainable site development approaches such as low impact stormwater management techniques are recommended.

- 7741 Highway 70S (Map/Parcel 12700030100) is zoned SCN (neighborhood shopping center) and SCR (regional shopping center) with a Planned Unit Development (PUD). This property contains a former movie theater. If redevelopment occurs in the future, the use of sustainable site development approaches such as low impact stormwater management techniques are recommended.

- 7745 Highway 70S (Map/Parcel 12700027300) is zoned SCN (neighborhood shopping center) with a Planned Unit Development (PUD) and currently contains a Shoney's restaurant. If redevelopment occurs in the future, the use of sustainable site development approaches such as low impact stormwater management techniques are recommended.

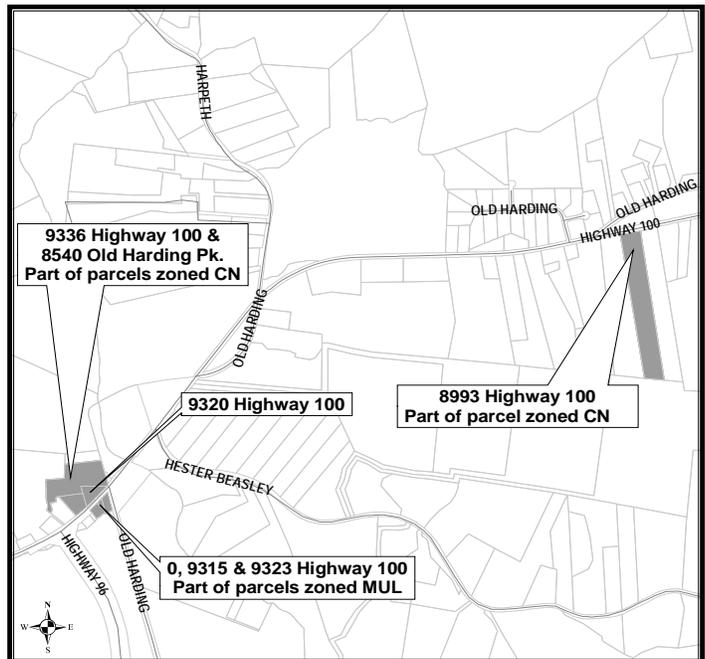
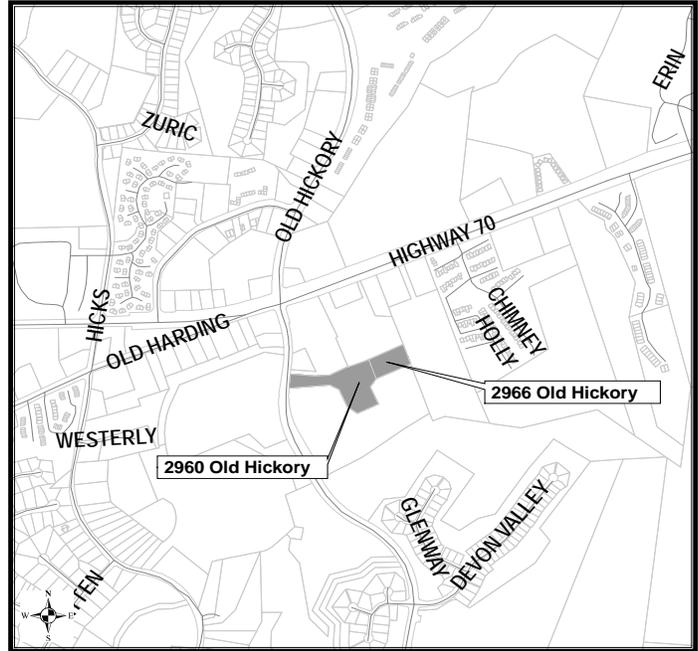
- 900 – 922 Harpeth Valley Place Offices (various parcels on Map 127-16) is zoned OL (limited office) and currently constitute a small office park that was inundated during the May 2010 flood. Over time, this property should be rezoned to be consistent with policy.



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- 2960 and 2966 Old Hickory Boulevard (Map/Parcel 14200027900 and 14200037100) are zoned CS (commercial services) and currently contain a mini-storage facility. Over time, this property should be rezoned to be consistent with policy.
- The following properties constitute a small commercial area at the intersection of Highway 100 and Old Harding Pike, just east of Highway 96. Some of these properties are within the floodplain and surrounded by a large, environmentally constrained area with significant slopes. The topography of these properties, however, is relatively level and, therefore, the presence of small-scale commercial and mixed-use zoning districts in the area outside the floodplain does not present the level of site development problems often found when commercial uses are developed in CO policy areas. Nevertheless, the scale and intensity of this small commercial area should remain limited so as not to strain limited infrastructure sized for a rural environment or draw additional intensive development to environmentally constrained land. If redevelopment occurs in the future, the use of sustainable site development approaches such as low impact

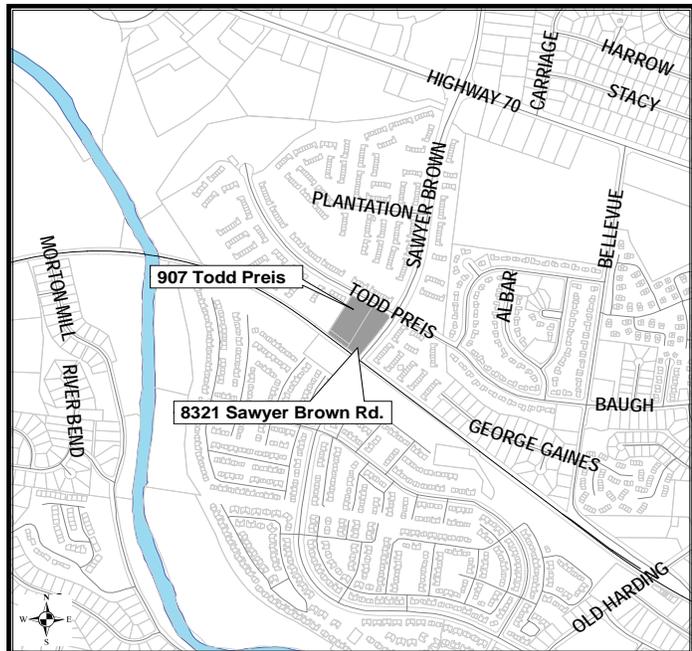


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stormwater management techniques and construction techniques designed to minimize grade alterations are recommended.

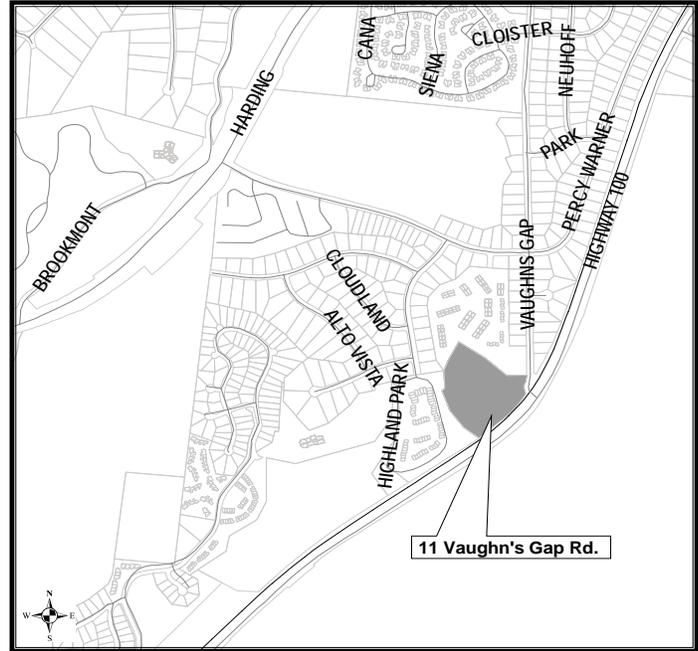
- 0 Highway 100 (Map/Parcel 16800006600) is zoned MUL (limited mixed-use) and currently contains a small service shop building.
 - 8540 Old Harding Pike (Map/Parcel 16800000800) is zoned CN (neighborhood commercial) and AR2a (agricultural and residential at two dwelling units per acre) and currently contains a single-family house.
 - 9315 Highway 100 (Map/Parcel 16800006700) is zoned MUL (limited mixed-use) and currently contains a small service shop.
 - 9320 Highway 100 (Map/Parcel 16800000700) is zoned CN (neighborhood commercial) and currently contains a small commercial building with a few tenants.
 - 9323 Highway 100 (Map/Parcel 16800006500) is zoned MUL (limited mixed-use) and currently contains farm buildings.
 - 9336 Highway 100 (Map/Parcel 16800000600) is zoned CN (neighborhood commercial) and AR2a (agricultural and residential at two dwelling units per acre) and currently contains a single-family house.
- 8993 Highway 100 (Map/Parcel 16800008000) (*shown on the previous page*) is zoned CN (neighborhood commercial) and AR2a (agricultural and residential at two dwelling units per acre). This property currently contains a market with a gas station on the more level CN-zoned area at the front of the site. This use serves the neighborhood and it is appropriate for it to remain. However, further intensification of this land use is not recommended.
- 0 Todd Pries Drive (Map/Parcel 14200019300), 907 Todd Pries Drive (Map/Parcel 14200018600) and 8321 Sawyer Brown Road (Map/Parcel 14200019200) are zoned RM9 (mixture of housing types at nine dwelling units per acre). These properties have land uses that are non-conforming to the existing RM9 zoning. The properties contain vacant commercial land, an office, and a small commercial development, respectively. These uses serve as a small neighborhood center for River Plantation and other surrounding residential developments. It is appropriate that these land uses may remain as non-conforming land uses under the RM9 zoning. However, further intensification of these land uses is not recommended due to this area being heavily inundated during the May 2010 flood.



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- 11 Vaughns Gap Road (Map/Parcel 14300000700) is zoned R8 (single- and two-family residential on 8,000 square foot lots) and currently contains the Westside Athletic Club. This use, while it does provide a community benefit, is in a location with less than ideal access for an athletic club and is located on a site that falls at the bottom of a large drainage area and is subject to periodic high water runoff volumes. Further expansion of the athletic club or intensification of development on the site is not recommended. Any site redevelopment should be sensitive to the site's vulnerability to runoff and erosion.



- Historically Significant Sites or Features

- There are numerous sites in the Conservation policy area that are considered historically significant. There are 222 sites that are considered Worthy of Conservation (WOC). The majority of these sites are located within the Merrymount Acres and Huntwick Estates subdivisions. These subdivisions were considered Worthy of Conservation (WOC) because their houses will most likely reach 50 years of age during this planning period. At that time, they should be re-evaluated for their mid-to-late century architecture and the potential to become considered Eligible for the National Register of Historic Property (NRE).
- There are 26 sites that are considered Eligible to be listed on the National Register (NRE), and two sites that are listed on the National Register of Historic Property (NR), the most significant historic designation. Those two sites (Map/Parcels 06600003000 and 16900008700) are the Dozier Farm and House and the Smith Farmhouse, respectively.
- In all cases, owners of private property are encouraged to work with the Metropolitan Historical Commission to protect and preserve features on these sites. See Appendix D for a listing of historic features and “Historically Significant Areas and Sites” in the General Principles of the *Community Character Manual* for additional guidance.

Development Scenario – Sustainable Multi-Family Development

Figure 11 represents how multi-family is often developed. Figure 12 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 run-off, 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 run-off. 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 table within the site and allowing trees and other vegetation to filter the run-off of harmful pollutants.

A viewshed is what is seen from the community looking into the site as well as the view of what is seen from the site looking out towards the community. 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*, beginning on page 59 of that document. For additional information on stormwater, please see Appendix B of the Bellevue Community Plan.

Remember, the graphics shown as part of this development scenario are illustrations and provide only one example of redevelopment that fits the policy.

(Refer to the following page for graphics.)

FIGURE 11: TYPICAL MULTI-FAMILY DEVELOPMENT

Figure 11 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 12: SUSTAINABLE MULTI-FAMILY DEVELOPMENT

Figure 12 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.

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T1 NATURAL COMMUNITY CHARACTER POLICIES

T1 NATURAL OPEN SPACE POLICY

General Character of T1 Natural Open Space Policy Areas in the Bellevue Community

T1 Natural Open Space areas are undisturbed natural areas used for recreation and include publicly-owned parks and nature preserves, public or private cemeteries or burial grounds, and privately-held land trusts and conservation easements. T1 Natural Open Space areas in the Bellevue Community include the Harpeth River State Park, Edwin Warner Park, the Northern Reserve (new addition to Warner Parks), and the northern terminus of the Natchez Trace Parkway. T1 Natural Open Space areas have the least amount of disturbance and development; they retain large contiguous swaths of natural terrain, often with steep topography, waterways, dense vegetation and viewsheds.

How to Use This Guidance

The intent for T1 Natural Open Space policy is to preserve or enhance the general character of natural open spaces areas. Users of the *Bellevue Community Plan: 2011 Update* should meet the policy intent by creating and evaluating development and preservation plans in light of the following:

- The T1 Natural Open Space policy;
- The General Principles found in the *Community Character Manual (CCM)*;
- The existing character of the particular T1 Natural Open Space area; and
- Additional guidance provided by the Bellevue Community Plan including any Special Policies.

Note that if the Special Policy for an area does not provide additional guidance, then the guidance in the T1 Natural Open Space policy and the General Principles in the CCM are controlling.

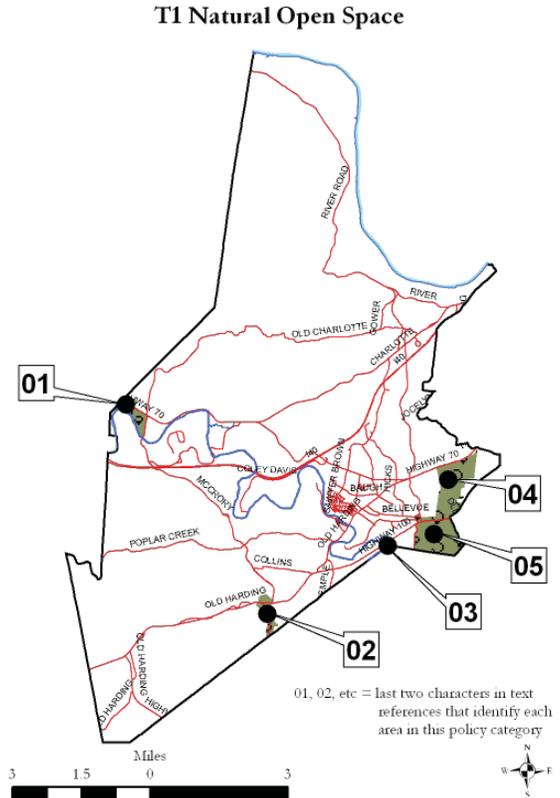
T1 Natural Open Space Community Character Policy Areas

The Bellevue Community Plan includes five areas where the T1 Natural Open Space policy is applied. These are titled “T1 Natural Open Space Policy Areas” in the plan. These areas were identified by examining the general characteristics of the open space, the service area and recreational needs it meets, and its need to be preserved or enhanced. Land with privately-held conservation easements may also be identified as T1 Natural Open Space.

Special Policies

The following provides additional guidance on unique conditions that may exist in a particular T1 Natural Open Space policy area. The Special Policies may cover one or more of the following issues. This list is not exhaustive:

- Design Principles Found in the T1 Natural Open Space Policy



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- Appropriate Active Uses
- Appropriate Passive Uses
- Historically Significant Sites or Features

06-T1-OS-01

Bellevue's T1 Natural Open Space Area 1 is referenced as 06-T1-OS-01 on the accompanying map. It is part of the Harpeth River State Park identified as the Hidden Lake section at McCrory Lane and Charlotte Pike, across the Harpeth River from the Middle Tennessee State Veterans Cemetery. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T1 Natural Open Space policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)
 - An extension of the Harpeth River Greenway system is planned in this area. See the recommendations in Chapter IV, Open Space Plan, for additional guidance on greenways.

06-T1-OS-02

Bellevue's T1 Natural Open Space Area 2 is referenced as 06-T1-OS-02 on the accompanying map. It is the northern terminus of the Natchez Trace Parkway, a federal park that is within the Bellevue area. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T1 Natural Open Space policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)
 - The multi-use path planned along Highway 100 is envisioned to connect to the Natchez Trace Parkway. See the recommendations in Chapter III, Transportation Plan, for additional guidance on multi-use paths.
- Historically Significant Sites or Features
 - The Old Natchez Trace, now part of the Natchez Trace Parkway, is listed on the National Register of Historic Property (NR). Owners of private property near the Natchez Trace are encouraged to work with the Metropolitan Historical Commission so that future development occurs in a way that complements the Natchez Trace, and protects views of the Natchez Trace. See Appendix D for a listing of historic features and "Historically Significant Areas and Sites" in the General Principles of the *Community Character Manual* for additional guidance.

06-T1-OS-03

Bellevue's T1 Natural Open Space Area 3 is referenced as 06-T1-OS-03 on the accompanying map. It is part of the Harpeth River State Park identified as the Highway 100 section at the Highway 100 bridge across from Morton Mill Road. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T1 Natural Open Space policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)
 - An extension of the Harpeth River Greenway system is planned in this area. See the recommendations in Chapter IV, Open Space Plan, for additional guidance on greenways.

06-T1-OS-04

Bellevue's T1 Natural Open Space Area 4 is referenced as 06-T1-OS-04 on the accompanying map. It is the recently acquired Northern Reserve, which lies between Highway 70S and Highway 100 across from Edwin and Percy Warner Parks. The Northern Reserve is composed of two sections: the Burch Reserve (the southern area of approximately 200 acres) and the Hill Forest (the remaining northern acreage that contains the old growth forest). In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T1 Natural Open Space policy applies.

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- Design Principle: Connectivity (Pedestrian/Bicycle)
 - A tunnel is planned underneath Highway 100 to provide pedestrian and bicycle connections between the Northern Reserve and Edwin Warner Park.
 - Trails planned for the Northern Reserve should be studied for inclusion in the proposed “Radnor to River” trail.
 - See the recommendations in Chapter IV, Open Space Plan, for additional guidance on these planned park improvements.

06-T1-OS-05

Bellevue’s T1 Natural Open Space Area 5 is referenced as 06-T1-OS-05 on the accompanying map. It is Edwin Warner Park on Highway 100 at Old Hickory Boulevard. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T1 Natural Open Space policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)
 - An extension of the Harpeth River Greenway system is planned in this area.
 - A tunnel is planned underneath Highway 100 to provide pedestrian and bicycle connections between the Northern Reserve and Edwin Warner Park.
 - Trails in Edwin Warner Park should be studied for connection to the proposed “Radnor to River” trail.
 - See the recommendations in Chapter IV, Open Space Plan, for additional guidance on these planned park improvements.
- Historically Significant Sites or Features
 - Edwin Warner Park (Map/Parcel 15700000100) is listed on the National Register of Historic Property (NR). Because of the historic designation, owners of private property near Edwin Warner Park are encouraged to work with the Metropolitan Historical Commission so that potential development occurs in a way that complements the Park and protects views of Edwin Warner Park. See Appendix D for a listing of historic features and “Historically Significant Areas and Sites” in the General Principles of the *Community Character Manual* for additional guidance.

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T1 NATURAL POTENTIAL OPEN SPACE POLICY

General Character of T1 Natural Potential Open Space Policy Areas in the Bellevue Community

T1 Natural Potential Open Space areas include land that is encouraged to be used as natural open space in the future. This may include vacant properties, or privately-owned properties with the potential to be open space. T1 Natural Potential Open Space should have the same character as described for T1 Natural Open Space. T1 Natural Potential Open Space areas are used for passive recreation and have the least amount of disturbance and development since they retain large contiguous swaths of natural terrain, often with steep topography and waterways. Passive open space land uses may include greenways, nature reserves, and cemeteries.

How to Use This Guidance

The intent for T1 Natural Potential Open Space policy is to preserve or enhance the general character of natural open space areas. Users of the *Bellevue Community Plan: 2011 Update* should meet the policy intent by creating and evaluating development and preservation plans in light of the following:

- The T1 Natural Potential Open Space policy;
- The General Principles found in the *Community Character Manual (CCM)*;
- The existing character of the particular T1 Natural Potential Open Space area;
- The alternate policy for the particular T1 Natural Potential Open Space area; and
- Additional guidance provided by the Bellevue Community Plan including any Special Policies.

Note that if the Special Policy for an area does not provide additional guidance, then the guidance in the T1 Natural Open Space policy and the General Principles in the CCM are controlling.

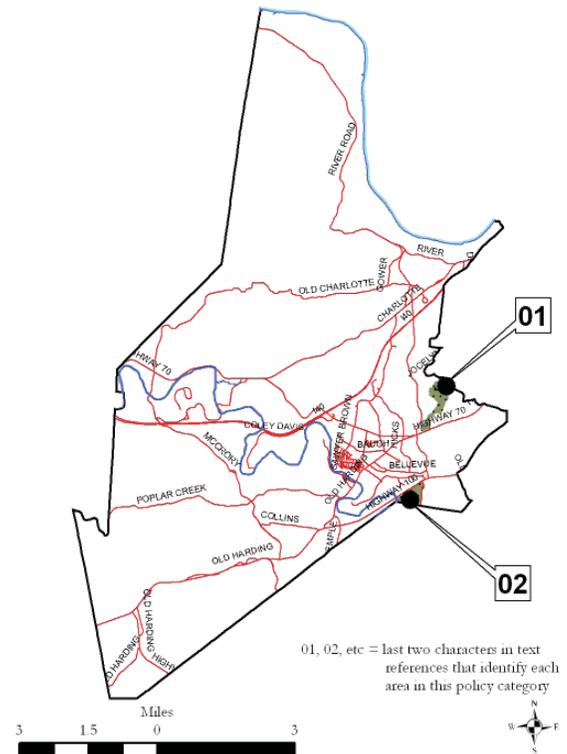
T1 Natural Potential Open Space Community Character Policy Areas

The Bellevue Community Plan includes two areas where the T1 Natural Potential Open Space policy is applied. These are titled “T1 Natural Potential Open Space Policy Areas” in the plan. These areas were identified by examining the general characteristics of the proposed open spaces, the service area and recreational needs it could meet, and its need to be preserved or enhanced.

Special Policies

The following provides additional guidance on unique conditions that may exist in a particular T1 Natural Potential Open Space policy area. The Special Policies may cover one or more of the following issues. This list is not exhaustive:

T1 Natural Potential Open Space



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- Design Principles Found in the T1 Natural Potential Open Space Policy
- Appropriate Active Uses
- Appropriate Passive Uses
- Historically Significant Sites or Features
- Alternate Policy

06-T1-POS-01

Bellevue's T1 Natural Potential Open Space Area 1 is referenced as 06-T1-POS-01 on the accompanying map. It is undeveloped property that is part of an approved Residential Planned Unit Development (PUD), north of Highway 70S and east of Old Hickory Boulevard. This area has been proposed to be secured in whole or in part for use as the "Bob Brown Park," which would be a T1 Natural park located on steep forested hills. The name "Bob Brown Park" is proposed in honor of the late Bob Brown, who was active for many years in the preservation of natural areas in Tennessee, especially the Nashville Greenways program. The property's use as a park could be secured through acquisition or easements and could be incorporated into a redesign of the PUD that would be of benefit to the property developer, future residents of the development, and the larger community. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T1 Natural Potential Open Space policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)
 - Trails planned for the proposed "Bob Brown Park" would be part of the proposed "Radnor to River" trail. See the recommendations in Chapter IV, Open Space Plan, for additional guidance.
- Alternate Policy:
 - If the property is not secured for public open space use, the alternate policy is CO Conservation. Guidance for this policy may be found in CO Conservation policy area 06-CO-01 and within the CO Conservation policy.

06-T1-POS-02

Bellevue's T1 Natural Potential Open Space Area 2 is referenced as 06-T1-POS-02 on the accompanying map. It is the Ensworth High School campus. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T1 Natural Potential Open Space policy applies.

- Alternate Policy:
 - If the property is not secured for public open space use, the alternate policy is CO Conservation. Guidance for this policy may be found in CO Conservation policy area 06-CO-01 and within the CO Conservation policy.
- Historically Significant Sites or Features
 - The old Devon Farm (Map/Parcel 15600004700), now Ensworth School, is listed on the National Register of Historic Property (NR). Because of the historic designation, owners of this private property are encouraged to work with the Metropolitan Historical Commission to protect and preserve this site and its contributing features. See Appendix D for a listing of historic features and "Historically Significant Areas and Sites" in the General Principles of the *Community Character Manual* for additional guidance.

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06-T2-OS-01

Bellevue's T2 Rural Open Space Area 1 is referenced as 06-T2-OS-01 on the accompanying map. It is the Harpeth Hills Memory Gardens cemetery on Highway 100 at South Harpeth Road. The policy area does not contain any unique features that warrant Special Policies; therefore, the guidance of the T2 Rural Open Space policy applies.

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T2 RURAL NEIGHBORHOOD MAINTENANCE POLICY

General Character of T2 Rural Neighborhood Maintenance Areas in the Bellevue Community

T2 Rural Neighborhood Maintenance Policy has been applied to the Centenary and Buffalo Creek areas in the northern portion of the Bellevue Community and to the Morton Mill Farm area. This portion of the Bellevue Community reflects the envisioned character of a rural maintenance area – sparsely developed with agricultural and low density residential as the primary land uses. This development pattern reflects the preservation of farmland as well as land with environmental significance such as steep topography, vegetation, and viewsheds.

How to Use This Guidance

The intent for T2 Rural Neighborhood Maintenance policy is to preserve the general character of rural neighborhoods as characterized by their development pattern, building form, land use, and associated public realm. Users of the *Bellevue Community Plan: 2011 Update* should meet the policy intent by creating and evaluating development and preservation plans in light of the following:

- The T2 Rural Neighborhood Maintenance policy;
- The General Principles found in the *Community Character Manual (CCM)*;
- The existing character of the particular T2 Rural Neighborhood Maintenance Area; and
- Additional guidance provided by the Bellevue Community Plan including any Special Policies.

Note that if the Special Policy for an area does not provide additional guidance, then the guidance in the T2 Rural Neighborhood Maintenance policy and the General Principles in the CCM are controlling.

T2 Rural Neighborhood Maintenance Community Character Policy Areas

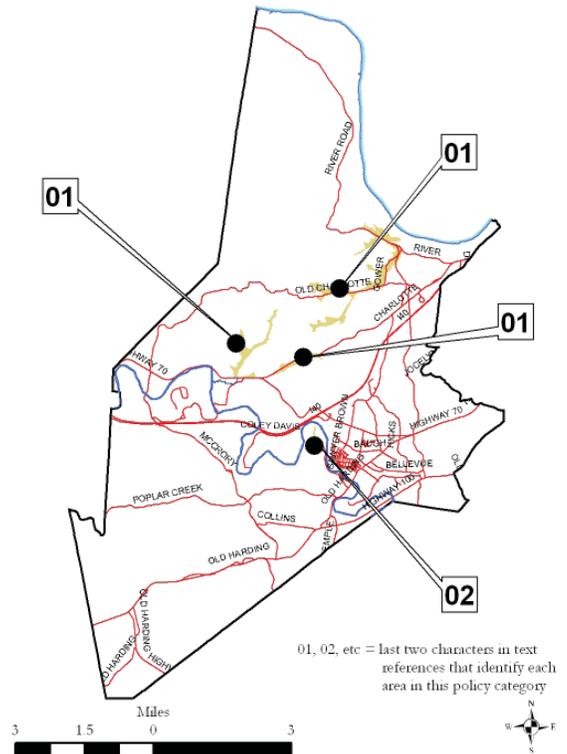
The Bellevue Community Plan includes two areas where the T2 Rural Neighborhood Maintenance policy is applied. These are titled “T2 Rural Neighborhood Maintenance Policy Areas” in the plan. These areas were identified by examining the general characteristics, development patterns (lot sizes, spacing of homes, and in some instances density and intensity, and zoning), environmental features, and man-made features for each area.

Special Policies

The following provides additional guidance on unique conditions that may exist in a particular T2 Rural Neighborhood Maintenance Policy Area. The Special Policies may cover one or more of the following issues. This list is not exhaustive:

- Infill Areas
- Design Principles Found in the T2 Rural Neighborhood Maintenance Policy

T2 Rural Neighborhood Maintenance



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- Building Types
- Non-Conforming and Inconsistent Land Uses
- Historically Significant Sites or Features

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. Where the Special Policy is silent, the guidance of the T2 Rural Neighborhood Maintenance policy applies.

- Design Principle: Building Form (Mass, Orientation, Placement)
 - There are environmental features (floodplains, steep slopes, problems soils) abutting parts of this T2 Rural Neighborhood Maintenance area. Should any re-development occur, it should be arranged to minimize the disturbance of the floodplain. In the configuration of parcels and any new right-of-way, priority should be given to the preservation and reclamation of the environmentally sensitive features over consistency with surrounding parcel and right-of-way patterns. Refer to the associated Conservation Policy Area 06-CO-01.
- Design Principle: Connectivity (Pedestrian/Bicycle)
 - There is a conceptual greenway connection along the ridgetops located in North Bellevue, which could potentially connect the Harpeth River to the Cumberland River. Therefore, where appropriate, opportunities for greenway connections should be made to encourage the creation of an open space network that would connect the Harpeth River Greenway system with the Cumberland River greenway system. See the recommendations in Chapter IV, Open Space Plan, for additional guidance and information on greenways.
- 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.
- Historically Significant Sites or Features
 - There are numerous sites listed as Worthy of Conservation (WOC) in this policy area. The majority of these sites are located within the Huntwick Estates subdivision (which also crosses into CO Conservation Area 06-CO-01). This subdivision is considered Worthy of Conservation (WOC) because its houses will most likely reach 50 years of age during this planning period. At that time, it should be re-evaluated for its mid-to-late century architecture and the potential to become considered Eligible for the National Register of Historic Property (NRE).
 - Significant individual Worthy of Conservation (WOC) features in this policy area include Map/Parcels 12700014000, 10100015800 and 12700000200 which contain the Hows-Madden House, Watkins Bible Church, and the Hutton-Travis House, respectively. Other historic features include three cemeteries located on Map/Parcels 10100006600, 10100009300, and 11400000500, and several un-named features located on Map/Parcels 12600006001 and 12600014100.
 - In all cases, owners of private property are encouraged to work with the Metropolitan Historical Commission to protect and preserve these sites and their contributing features. See Appendix D for a listing of historic features and "Historically Significant Areas and Sites" in the General Principles of the *Community Character Manual* for additional guidance.

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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. Where the Special Policy is silent, the guidance of the T2 Rural Neighborhood Maintenance policy applies.

- Design Principle: Building Form (Mass, Orientation, Placement)
 - There are environmental features (floodplains, steep slopes, problem soils) abutting parts of this T2 Rural Neighborhood Maintenance area. Should any re-development occur, it should be arranged to minimize the disturbance of the environmental features. In the configuration of parcels and any new right-of-way, priority should be given to the preservation and reclamation of the environmentally sensitive features over consistency with surrounding parcel and right-of-way patterns. Refer to the associated Conservation policy Area 06-CO-01.
- Design Principle: Connectivity (Vehicular)
 - The Bellevue Community Plan recommends the following street connections in this policy area:
 - 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.
 - Any new street connections should consider a bike lane to connect with Harpeth River Greenway system.
 - Connect Morton Mill Road and River Bend Way if new development occurs.
 - See the recommendations in Chapter III, Transportation Plan, for additional guidance on street connections.
- Design Principle: Density/Intensity
 - This area was heavily inundated with flooding. 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 and the use of conservation subdivisions to protect environmental features may be appropriate.
- Historically Significant Sites or Features
 - There are two sites, a house at 8320 McCrory Lane and a log pen at 8331 McCrory Lane (Map/Parcels 14000001401 and 14000003000), listed as Worthy of Conservation (WOC) in this policy area. Because of the historic designation, owners of private property are encouraged to work with the Metropolitan Historical Commission to protect and preserve these sites and their contributing features. See Appendix D for a listing of historic features and "Historically Significant Areas and Sites" in the General Principles of the *Community Character Manual* for additional guidance.

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T2 Rural Neighborhood Evolving Policy

General Character of T2 Rural Neighborhood Evolving Areas in the Bellevue Community

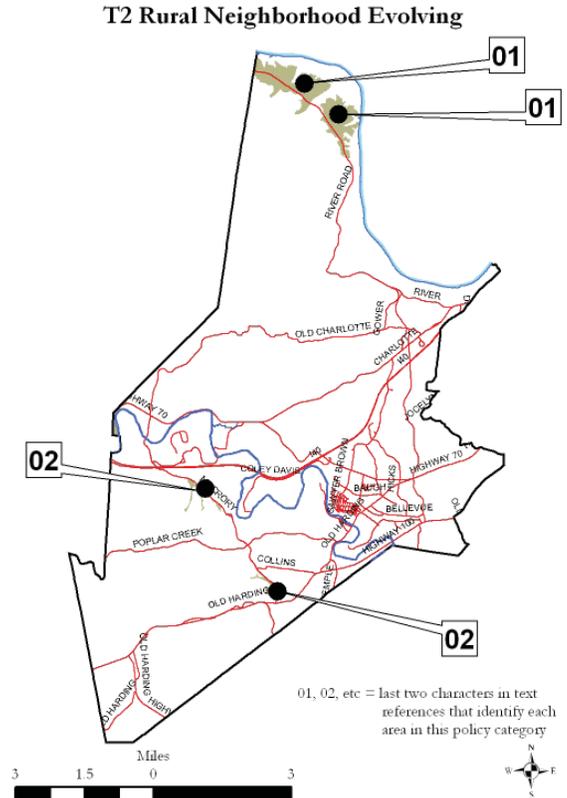
T2 Rural Neighborhood Evolving Policy has been applied to areas along McCrory Lane near the Natchez Trace Parkway and Highway 100, along McCrory Lane south of Interstate 40, properties in the White's Bend area on River Road, and properties near Highway 70 and Hidden Lake State Park (near the county line). T2 Rural Neighborhood Evolving Areas are envisioned to strike a balance of preservation and growth with denser groupings of residential development and low-impact agricultural uses surrounding significant swaths of permanently preserved open space. Attached and detached residential buildings and agricultural buildings are thoughtfully grouped to preserve environmentally sensitive features, prime farmland and/or important vistas or viewsheds. T2 Rural Neighborhood Evolving Policy is applied to these areas because of the desire to maintain rural character of development despite having close proximity to major corridors or centers. While T2 Rural Neighborhood Evolving areas may be considered for additional housing as population growth occurs in the Bellevue Community in coming years, the preservation of significant open space remains the priority. Therefore, using the T2 Rural Neighborhood Evolving Policy encourages development to group homes with significant open space preservation creating rural hamlets surrounded by open space.

How to Use This Guidance

The intent for T2 Rural Neighborhood Evolving policy is to create rural neighborhoods that are compatible with the general character of existing rural neighborhoods as characterized by their building form, land use and associated public realm, with opportunities for unique development options, such as low-impact conservation subdivisions and improved pedestrian, bicycle and vehicular connectivity. Users of the *Bellevue Community Plan: 2011 Update* should meet the policy intent by creating and evaluating development and preservation plans in light of the following:

- The T2 Rural Neighborhood Evolving policy;
- The General Principles found in the *Community Character Manual (CCM)*;
- The proposed character of the particular T2 Rural Neighborhood Evolving Area;
- The envisioned character of other surrounding policy areas; and
- Additional guidance provided by the Bellevue Community Plan including any Special Policies.

Note that if the Special Policy for an area does not provide additional guidance, then the guidance in the T2 Rural Neighborhood Evolving policy and the General Principles in the CCM are controlling.



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T2 Rural Neighborhood Evolving Community Character Policy Areas

The Bellevue Community Plan includes two areas where the T2 Rural Neighborhood Evolving policy is applied. These are titled “T2 Rural Neighborhood Evolving Policy Areas” in the plan. These areas were identified by examining the general characteristics, development patterns (lot sizes, spacing of homes, and in some instances density and intensity, and zoning), environmental features, and man-made features for each area.

Special Policies

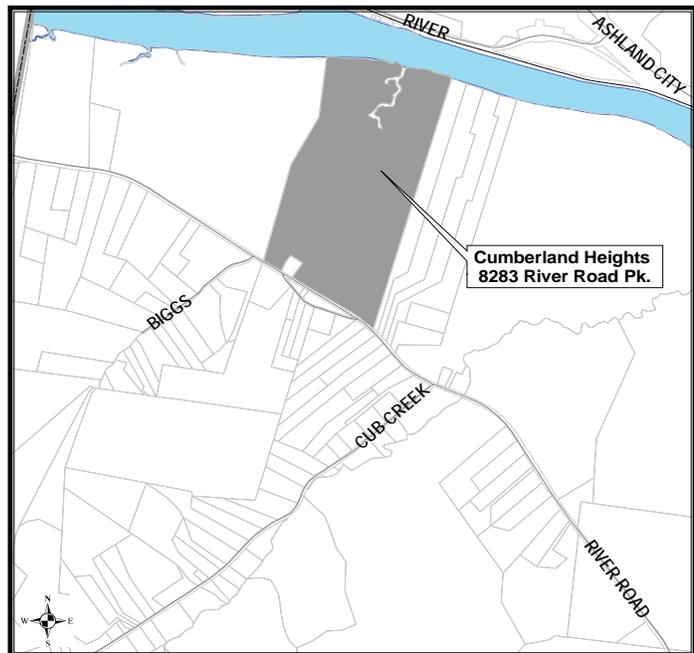
The following provides additional guidance on unique conditions that may exist in a particular T2 Rural Neighborhood Evolving Policy Area. The Special Policies may cover one or more of the following issues. This list is not exhaustive:

- Design Principles Found in the T2 Rural Neighborhood Evolving Policy
- Building Types
- Non-Conforming and Inconsistent Land Uses
- Historically Significant Sites or Features

06-T2-NE-01

Bellevue’s T2 Rural Neighborhood Evolving Area 1 is referenced as 06-T2-NE-01 on the accompanying map. It applies to properties located in Whites Bend and near the Davidson County line near Highway 70 and Hidden Lake State Park. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T2 Rural Neighborhood Evolving policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)
 - A greenway is planned along the Harpeth River, which should be taken into account with new development proposals and/or street improvements. Provide additional greenway connections to improve the connectivity of the greenway and open space network. See the recommendations in Chapter IV, Open Space, for additional guidance on greenways.
- Non-Conforming and Inconsistent Land Uses (*refer to the accompanying graphic*)
 - 8283 River Road Pike (Map/Parcel 06600003300) is zoned AR2a (agricultural and residential at two dwelling units per acre) and currently contains the Cumberland Heights Treatment facility, which although it does not conform to the zoning, is generally appropriate under the policy due to the community service it provides.



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06-T2-NE-02

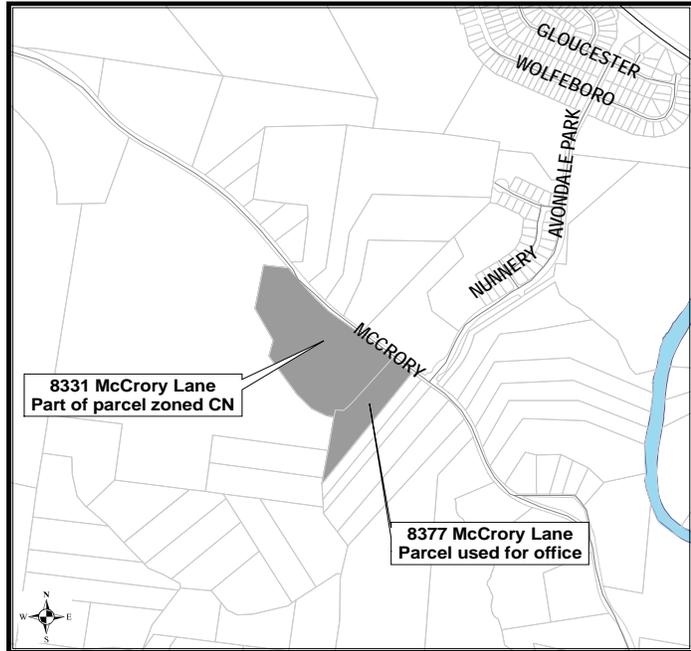
Bellevue's T2 Rural Neighborhood Maintenance Area 2 is referenced as 06-T2-NE-02 on the accompanying map. It applies to properties on McCrory Lane, just south of the Avondale Park subdivision, and to properties on McCrory Lane near Highway 100 and the Natchez Trace Parkway. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T2 Rural Neighborhood Evolving policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)
 - A bike lane is planned along McCrory Lane that should be taken into account in conjunction with development proposals and/or street improvements in this policy area.
 - A multi-use path is planned along Highway 100 that should be taken into account in conjunction with development proposals and/or street improvements in this policy area.
 - See the recommendations in Chapter III, Transportation Plan, for additional guidance on bikeways and multi-use paths.
- Design Principle: Connectivity (Vehicular)
 - Improvements are planned at the McCrory Lane and Interstate 40 interchange. These improvements may include portions of McCrory Lane south of the interstate to Avondale Park Boulevard. These improvements should be taken into account with new development and/or street improvements.
 - The *Implementing Complete Streets: Major and Collector Street Plan* recommends widening Highway 100 to three lanes from McCrory Lane to Temple Road. This recommendation should be taken into account with any development proposals and/or street improvements.
 - See the recommendations in Chapter III, Transportation Plan, for additional guidance and information on street improvements.
- Design Principle: Density/Intensity
 - The portion 06-T2-NE-02 that is on McCrory Lane, south of Avondale Park, has development plans that were approved but that are not built. It includes the residential portion of the Biltmore Planned Unit Development (PUD). This development has existing development rights that allow residential and commercial development within an approved density and intensity. In some cases, development plans may require additional review if significant changes to the approved plan are sought. In that case, the T2 Rural Neighborhood Evolving policy and the Bellevue Community Plan may provide guidance. If no changes are sought, what was approved can be built without guidance from the Bellevue Community Plan. For a complete discussion on existing development in Bellevue, the applicability of the Bellevue Community Plan, and specifics regarding development proposals in this policy area, refer to the Existing Development Analysis in Appendix C, page C-16, that includes a map.
- Non-Conforming and Inconsistent Land Uses (*refer to the accompanying graphic*)
 - There is a property at 8331 McCrory Lane (Map/Parcel 14000003000) that is partially zoned CN (neighborhood commercial); the remaining back portion of the property is zoned AR2a (agricultural and residential at two dwellings units per acre). The CN zoning is inconsistent with the land use policy in this area. Also, commercial and mixed-use zoning exist to the north at the Interstate 40 and McCrory Lane interchange, therefore additional commercial zoning along McCrory Lane is not appropriate. Over time, the portion of the property zoned CN should be rezoned to be consistent with policy. The CN zoning or non-residential land uses should not be expanded during this planning period.

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- o 8377 McCrory Lane (Map/Parcel 14000003200) is zoned AR2a (agricultural and residential at two dwelling units per acre) and currently contains the Hollin Stone Co., Inc. facility, including their office. Over time, this use should be replaced with a use that conforms to zoning.



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T2 RURAL NEIGHBORHOOD CENTER POLICY

General Character of T2 Rural Neighborhood Centers in the Bellevue Community

T2 Rural Neighborhood Center Policy has been applied to the Loveless Café and properties near the Highway 100 and McCrory Lane intersection. T2 Rural Neighborhood Centers are pedestrian friendly areas, generally located at defined intersections and contain commercial, mixed-use, civic and public benefit land uses, and residential. The intensity of the center should remain low to moderate, not expanding beyond its current policy boundaries and serving rural neighborhoods within a ten minute drive.

How to Use This Guidance

The intent for T2 Rural Neighborhood Center policy is to preserve, enhance or create rural centers that are compatible with the general character of rural neighborhoods as characterized by the service area, development pattern, building form, land use and associated public realm. Users of the *Bellevue Community Plan: 2011 Update* should meet the policy intent by creating and evaluating development and preservation plans in light of the following:

- The T2 Rural Neighborhood Center policy;
- The General Principles found in the *Community Character Manual (CCM)*;
- The existing or desired character of the particular T2 Rural Neighborhood Center;
- The envisioned character of other surrounding policy areas; and
- Additional guidance provided by the Bellevue Community Plan including any Special Policies.

Note that if the Special Policy for an area does not provide additional guidance, then the guidance in the T2 Rural Neighborhood Center policy and the General Principles in the CCM are controlling.

T2 Rural Neighborhood Center Community Character Policy Area

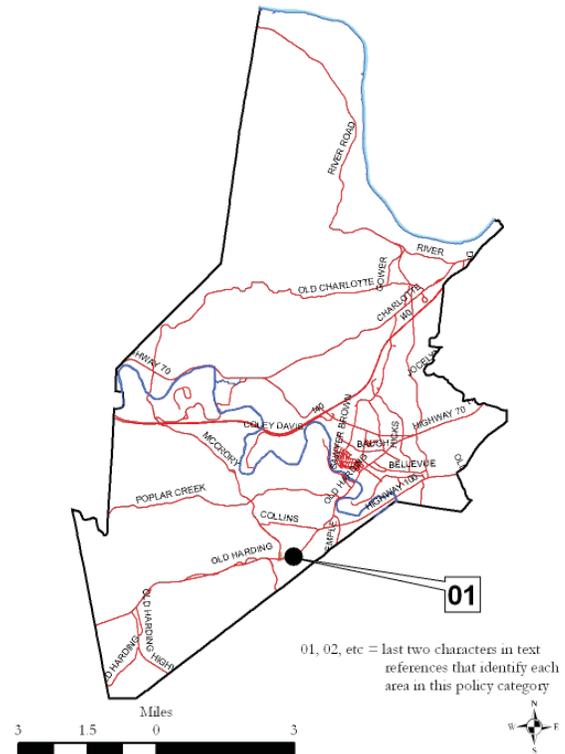
The Bellevue Community Plan has one area where the T2 Rural Neighborhood Center policy is applied. This is titled “T2 Rural Neighborhood Center Policy Area” in the plan. This center was identified by examining the general characteristics, development patterns (lot sizes, spacing of buildings, and in some instances density and intensity, and zoning), environmental features, and man-made features for the area.

Special Policies

The following provides additional guidance on unique conditions that may exist in a particular T2 Rural Neighborhood Center Policy Area. The Special Policies may cover one or more of the following issues. This list is not exhaustive:

- Design Principles Found in the T2 Rural Neighborhood Center Policy

T2 Rural Neighborhood Center



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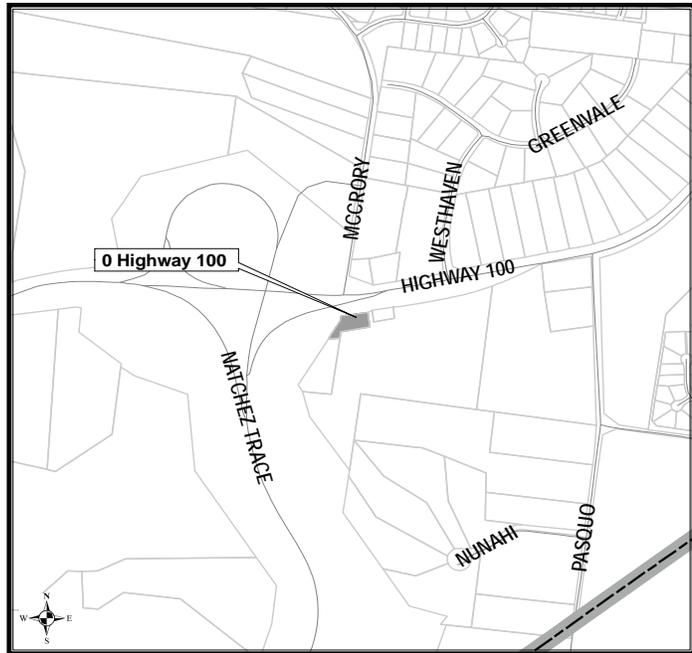
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- Appropriate Land Uses
- Building Types
- Non-Conforming and Inconsistent Land Uses
- Historically Significant Sites or Features

06-T2-NC-01

Bellevue's T2 Rural Neighborhood Center Area 1 is referenced as 06-T2-NC-01 on the accompanying map. It applies to the Loveless Café and properties near the Highway 100 and McCrory Lane intersection. In these areas, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T2 Rural Neighborhood Center policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)
 - A multi-use path is planned along Highway 100 that should be taken into account with development proposals and/or street improvements. See the recommendations in Chapter III, Transportation Plan, for additional guidance on bikeways and paths.
- Design Principle: Connectivity (Vehicular)
 - The *Implementing Complete Streets: Major and Collector Street Plan* recommends widening Highway 100 to three lanes from McCrory Lane to Temple Road. This recommendation should be taken into account with any development proposals and/or street improvements. See the recommendations in Chapter III, Transportation Plan, for additional guidance and information on these improvements.
- Non-Conforming and Inconsistent Land Uses (*refer to the accompanying graphic*)
 - There is a vacant property (Map/Parcel 16900005500) at 0 (unnumbered) Highway 100, just south of the area commonly known as the Loveless Café. The property is currently zoned CS (commercial services). Over time, this property should be rezoned to be consistent with policy.
- Historically Significant Sites or Features
 - There are two sites, a log house and the Loveless Café and Sign (Map/Parcels 16900001300 and 16900001400), listed as Worthy of Conservation (WOC) in this policy area. Because of the historic designation, owners of private property are encouraged to work with the Metropolitan Historic Commission to protect and preserve these sites and their contributing features. See Appendix D for a listing of historic features and “Historically Significant Areas and Sites” in the General Principles of the *Community Character Manual* for additional guidance.



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T3 SUBURBAN COMMUNITY CHARACTER POLICIES

T3 SUBURBAN OPEN SPACE POLICY

General Character of T3 Suburban Open Space Policy Areas in the Bellevue Community

T3 Suburban Open Space areas include publicly-owned parks and open spaces associated with civic and public benefit uses, public or private cemeteries or burial grounds, and privately-held land trusts and conservation easements. T3 Suburban Open Space areas in the Bellevue Community include parks as well as civic and public benefit uses with associated open space. In the Bellevue area, civic and public benefit uses include Red Caboose Park, Harpeth Knoll Park, Brookmeade Park, Harpeth Valley Elementary School, Bellevue Middle School, Gower Elementary, and the Bellevue Library.

The majority of the Bellevue area's T3 Suburban Open Space areas provides active and passive recreation opportunities and serves multiple neighborhoods or communities. Active land uses are generally associated with civic and public benefit activities and include playgrounds, picnic areas, recreational sports fields and multi-use paths. Passive open space land uses may include greenways, nature reserves and cemeteries. In all cases, T3 Suburban Open Space areas may have moderate development to allow for active uses while leaving environmentally sensitive areas such as steep topography, dense vegetation and viewsheds undisturbed.

How to Use This Guidance

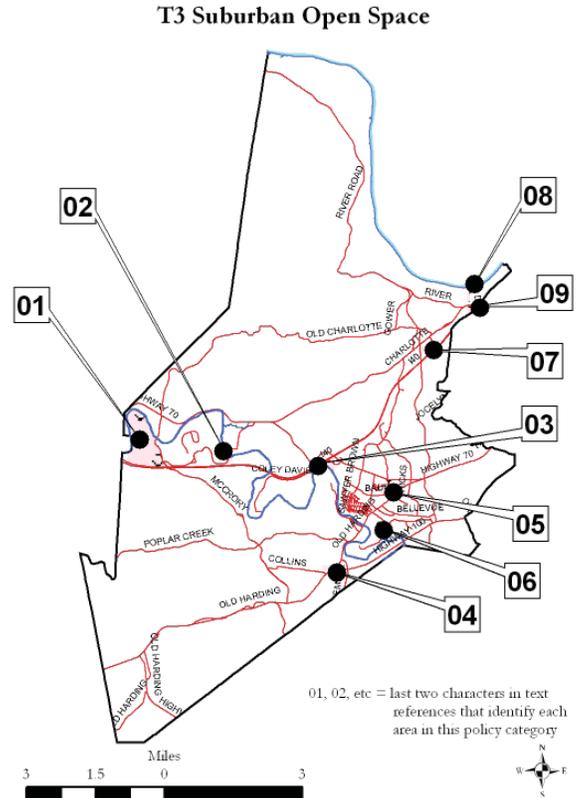
The intent for T3 Suburban Open Space policy is to preserve or enhance the general character of suburban open spaces areas. Users of the *Bellevue Community Plan: 2012 Update* should meet the policy intent by creating and evaluating development and preservation plans in light of the following:

- The T3 Suburban Open Space policy;
- The General Principles found in the *Community Character Manual (CCM)*;
- The existing character of the particular T3 Suburban Open Space area; and
- Additional guidance provided by the Bellevue Community Plan including any Special Policies.

Note that if the Special Policy for an area does not provide additional guidance, then the guidance in the T3 Suburban Open Space policy and the General Principles in the CCM are controlling.

T3 Suburban Open Space Community Character Policy Areas

The Bellevue Community Plan includes nine areas where the T3 Suburban Open Space policy is applied. These are titled



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“T3 Suburban Open Space Policy Areas” in the plan. These areas were identified by examining the general characteristics of each open space, the service area and recreational needs it meets, and its need to be preserved or enhanced.

Special Policies

The following provides additional guidance on unique conditions that may exist in a particular T3 Suburban Open Space policy area. The Special Policies may cover one or more of the following issues. This list is not exhaustive:

- Design Principles Found in the T3 Suburban Open Space Policy
- Appropriate Active Uses
- Appropriate Passive Uses
- Historically Significant Sites or Features

06-T3-OS-01

Bellevue’s T3 Suburban Open Space Area 1 is referenced as 06-T3-OS-01 on the accompanying map. It is the Middle Tennessee State Veterans Cemetery on McCrory Lane at the I-40 interchange. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Open Space policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)
 - An extension of the Harpeth River Greenway system is planned in this area. See the recommendations in Chapter IV, Open Space Plan, for additional guidance on greenways.
- Design Principle: Connectivity (Vehicular)
 - Connect Avondale Park Boulevard to Newsom Station Road if new development occurs.
- Historically Significant Sites or Features
 - The State of Tennessee Veterans’ Cemetery (Map/Parcel 12600013400) listed as Worthy of Conservation (WOC) in this policy area. Because of the historic designation, owners of private property are encouraged to work with the Metropolitan Historical Commission to protect and preserve this site and its contributing features. See Appendix D for a listing of historic features and “Historically Significant Areas and Sites” in the General Principles of the *Community Character Manual* for additional guidance.

06-T3-OS-02

Bellevue’s T3 Suburban Open Space Area 2 is referenced as 06-T3-OS-02 on the accompanying map. It is the Newsom’s Mill portion of the Harpeth River State Park on Newsom Station Road. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Open Space policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)
 - An extension of the Harpeth River Greenway system is planned in this area. See the recommendations in Chapter IV, Open Space Plan, for additional guidance on greenways.
- Historically Significant Sites or Features
 - The Newsom Mill/Station area has been identified as a historically significant district. The historic Newsom Mill (Map/Parcel 12600007100) is a feature that is listed on the National Register of Historic Property. Other features in the Newsom Mill/Station area include the pump house ruins and the masonry underpass. These features are also located on Map/Parcel 12600007100 and at this time are only Eligible to be listed on the National Register of Historic Property (NRE). Another component to the Newsom Mill area is the Newsom House (Map/Parcel 14000000800) in the 06-CO-01 policy area; it is also classified as Eligible to be listed on the National Register of Historic Property (NRE). Because of the historic designation, owners of

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private property near Newsom Mill are encouraged to work with the Metropolitan Historical Commission so that potential development occurs in such a way that it complements the Mill, and protects views of Newsom Mill. See Appendix D for a listing of historic features and “Historically Significant Areas and Sites” in the General Principles of the *Community Character Manual* for additional guidance.

06-T3-OS-03

Bellevue’s T3 Suburban Open Space Area 3 is referenced as 06-T3-OS-03 on the accompanying map. It is the Harpeth River Park and soccer complex on Coley Davis Road. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Open Space policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)
 - An extension of the Harpeth River Greenway system is planned in this area. See the recommendations in Chapter IV, Open Space Plan, for additional guidance on greenways.

06-T3-OS-04

Bellevue’s T3 Suburban Open Space Area 4 is referenced as 06-T3-OS-04 on the accompanying map. It is the Harpeth Valley Elementary School on Learning Lane. The policy area does not contain any unique features that warrant Special Policies; therefore, the guidance of the T3 Suburban Open Space policy applies.

06-T3-OS-05

Bellevue’s T3 Suburban Open Space Area 5 is referenced as 06-T3-OS-05 on the accompanying map. It is the Bellevue Middle School, Red Caboose Park, and current Bellevue Library site on Colice Jeanne Road. The site for the new Bellevue Library is adjacent to the Bellevue Middle School. The policy area does not contain any unique features that warrant Special Policies; therefore, the guidance of the T3 Suburban Open Space policy applies.

06-T3-OS-06

Bellevue’s T3 Suburban Open Space Area 6 is referenced as 06-T3-OS-06 on the accompanying map. It is the Harpeth Knoll Park on Harpeth Knoll Road. The policy area does not contain any unique features that warrant Special Policies; therefore, the guidance of the T3 Suburban Open Space policy applies.

06-T3-OS-07

Bellevue’s T3 Suburban Open Space Area 7 is referenced as 06-T3-OS-07 on the accompanying map. It is the Gower Elementary School on Old Hickory Boulevard at I-40. The policy area does not contain any unique features that warrant Special Policies; therefore, the guidance of the T3 Suburban Open Space policy applies.

06-T3-OS-08

Bellevue’s T3 Suburban Open Space Area 8 is referenced as 06-T3-OS-08 on the accompanying map. It is the Brookmeade Park on Charlotte Pike near River Road. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Open Space policy applies.

- Historically Significant Sites or Features
 - Kelly’s Point Battlefield, adjacent to the Brookmeade School (Map/Parcel 10200008500), is listed as Worthy of Conservation (WOC) in this policy area. Because of the historic designation, owners of private property are encouraged to work with the Metropolitan Historical Commission to protect and preserve this site

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and its contributing features. See Appendix D for a listing of historic features and “Historically Significant Areas and Sites” in the General Principles of the *Community Character Manual* for additional guidance.

06-T3-OS-09

Bellevue’s T3 Suburban Open Space Area 9 is referenced as 06-T3-OS-09 on the accompanying map. It is the Brookmeade Elementary School on Charlotte Pike at Davidson Drive. The policy area does not contain any unique features that warrant Special Policies; therefore, the guidance of the T3 Suburban Open Space policy applies.

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T3 SUBURBAN POTENTIAL OPEN SPACE POLICY

General Character of T3 Suburban Potential Open Space Policy Areas in the Bellevue Community

T3 Suburban Potential Open Space areas include land that is encouraged to be used as open space in the future. This may include vacant properties, or privately-owned properties with the potential to be open space. T3 Suburban Potential Open Space should have the same character as described for T3 Suburban Open Space.

T3 Suburban Potential Open Space areas may also provide for active and passive recreation and serve multiple neighborhoods or communities. Active land uses are generally those associated with civic and public benefit activities, and include playgrounds, picnic areas, recreational sports fields, and multi-use paths. Passive open space land uses may include greenways, nature reserves, and cemeteries. In all cases, T3 Suburban Potential Open Space areas may have moderate development to allow for active uses while leaving environmentally sensitive areas such as steep topography, dense vegetation, and viewsheds undisturbed.

How to Use This Guidance

The intent for T3 Suburban Potential Open Space policy is to identify areas that should be used for suburban open space in the future. Such open space can be created in the form of public parks or private land held in conservation by land trusts and private groups or individuals. Users of the *Bellevue Community Plan: 2011 Update* should meet the policy intent by creating and evaluating development and preservation plans in light of the following:

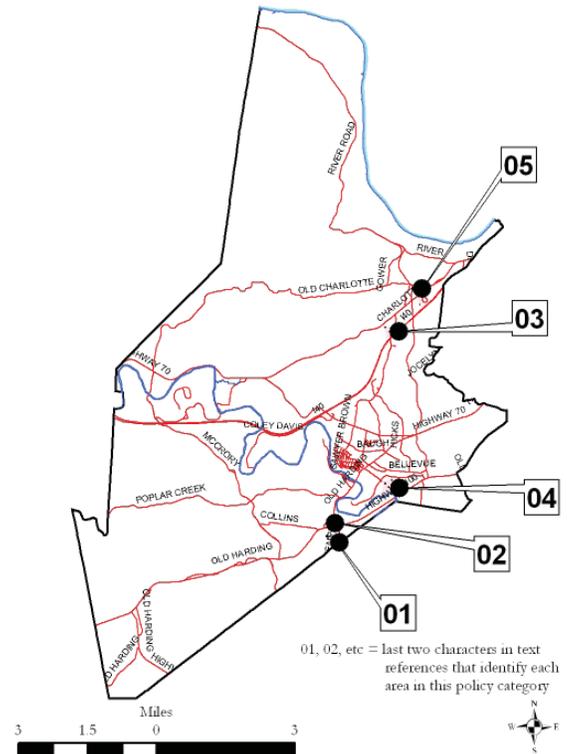
- The T3 Suburban Potential Open Space policy;
- The General Principles found in the *Community Character Manual (CCM)*;
- The existing character of the particular T3 Suburban Potential Open Space area;
- The alternate policy for the particular T3 Suburban Potential Open Space area; and
- Additional guidance provided by the Bellevue Community Plan including any Special Policies.

Note that if the Special Policy for an area does not provide additional guidance, then the guidance in the T3 Suburban Potential Open Space policy and the General Principles in the CCM are controlling.

T3 Suburban Potential Open Space Community Character Policy Areas

The Bellevue Community Plan includes five areas where the T3 Suburban Potential Open Space policy is applied. These are titled “T3 Suburban Potential Open Space Policy Areas” in the plan. These areas were identified by examining the general characteristics of each open space, the service area and recreational needs it meets, and its need to be preserved or enhanced.

T3 Suburban Potential Open Space



Special Policies

The following provides additional guidance on unique conditions that may exist in a particular T3 Suburban Potential Open Space policy area. The Special Policies may cover one or more of the following issues. This list is not exhaustive:

- Alternate Policy
- Design Principles Found in the T3 Suburban Open Space Policy
- Appropriate Active Uses
- Appropriate Passive Uses
- Historically Significant Sites or Features

06-T3-POS-01

Bellevue's T3 Suburban Potential Open Space Area 1 is referenced as 06-T3-POS-01 on the accompanying map. It is the private Bellevue Family YMCA on Highway 100. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Potential Open Space policy applies.

- Alternate Policy:
 - If the property is not secured for public open space use, the alternate policy is T3 Suburban Neighborhood Maintenance. Guidance for this policy may be found in T3 Suburban Neighborhood Maintenance policy Area 06-T3-NM-02 and within the T3 Suburban Neighborhood Maintenance policy.

06-T3-POS-02

Bellevue's T3 Suburban Potential Open Space Area 2 is referenced as 06-T3-POS-02 on the accompanying map. It consists of two privately-owned triangles of land, one at the corner of Highway 70S and Old Harding Pike and the other at the corner of Highway 100 and Learning Lane. These both contain Bellevue gateway signs. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Potential Open Space policy applies.

- Alternate Policy:
 - If the property is not secured for public open space use, the alternate policy is T3 Suburban Community Center. Guidance for this policy may be found in T3 Suburban Community Center policy Area 06-T3-CC-01 and within the T3 Suburban Community Center policy.

06-T3-POS-03

Bellevue's T3 Suburban Potential Open Space Area 3 is referenced as 06-T3-POS-03 on the accompanying map. It is the private Nashville Christian School on Sawyer Brown Road. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Potential Open Space policy applies.

- Alternate Policy:
 - If the property is not secured for public open space use, the alternate policy is T3 Suburban Neighborhood Evolving. Guidance for this policy may be found in T3 Suburban Neighborhood Evolving policy Area 06-T3-NE-02 and within the T3 Suburban Neighborhood Evolving policy.

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06-T3-POS-04

Bellevue's T3 Suburban Potential Open Space Area 4 is referenced as 06-T3-POS-04 on the accompanying map. It is the Bellevue Exchange Club/Youth Incorporated sports facilities on Bellevue Road. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Potential Open Space policy applies.

- Alternate Policy:
 - If the property is not secured for public open space use, the alternate policy is CO Conservation. Guidance for this policy may be found in CO Conservation Maintenance policy area 06-CO-01 and within the CO Conservation policy.

06-T3-POS-05

Bellevue's T3 Suburban Potential Open Space Area 5 is referenced as 06-T3-POS-05 on the accompanying map. It is the International Academy on Charlotte Pike. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Potential Open Space policy applies.

- Alternate Policy:
 - If the property is not secured for public open space use, the alternate policy is T3 Suburban Neighborhood Evolving. Guidance for this policy may be found in T3 Suburban Neighborhood Evolving policy area 06-T3-NE-02 and within the T3 Suburban Neighborhood Evolving policy.

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T3 SUBURBAN NEIGHBORHOOD MAINTENANCE POLICY

General Character of T3 Suburban Neighborhood Maintenance Policy Areas in the Bellevue Community

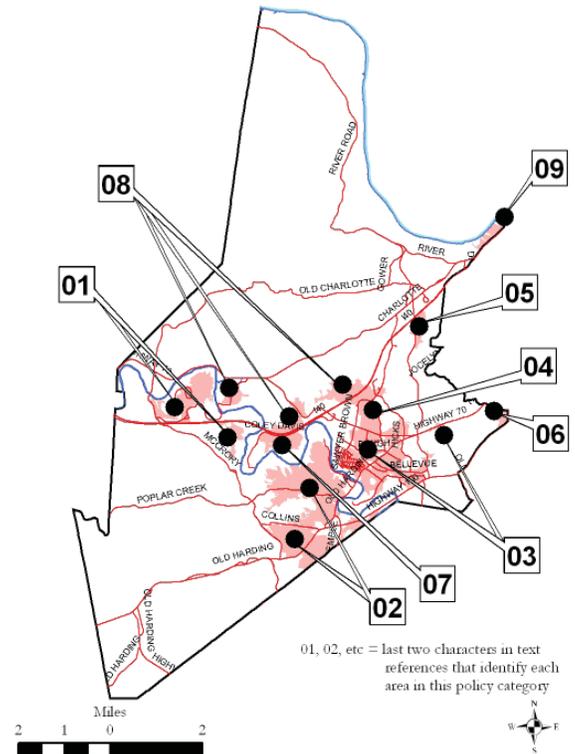
T3 Suburban Neighborhood Maintenance policy has been applied to suburban neighborhoods and subdivisions throughout the Bellevue Community. Some of these neighborhoods and subdivisions represent classic suburban development, which allow nature to take a prominent role while the buildings remain secondary, creating a setting that, while not rural, still features open space prominently. The classic model of suburban development features moderate street connectivity on curvilinear streets. Classic suburban models generally separate residential and non-residential land uses, with non-residential land uses found in suburban commercial centers. It is recommended through this policy that these areas be preserved, with some improvements to vehicular and non-vehicular connectivity and, in some instances, increased housing choice. In the T3 Suburban Neighborhood Maintenance areas where this classic suburban development model does not exist, any enhancements, such as emphasizing natural features and providing connectivity, which can be made to emulate the classic suburban model are encouraged.

Nature should be prominent in T3 Suburban Neighborhood Maintenance areas, and there are environmental features (floodplains and floodways, steep slopes, problem soils, streams, headwaters, wildlife habitat, and tree cover) abutting many of these T3 Suburban Neighborhood Maintenance areas that should be preserved, and, if previously disturbed, remediated or reclaimed. Should any development or re-development occur near Conservation policy areas, it should be arranged to minimize the disturbance of the environmental features. In the configuration of parcels and any new right-of-way, priority should be given to the preservation and reclamation of environmentally sensitive features over consistency with surrounding parcel and right-of-way patterns. In addition, the May 2010 flood brought additional attention to Bellevue's many waterways, including the Harpeth River and its many streams and tributaries. These waterways serve as recreational amenities, quality natural areas and habitats for the area's wildlife. Therefore, waterways and areas near them should also be preserved and protected through innovative stormwater management and green infrastructure techniques. For more guidance on environmentally sensitive features refer to the Conservation policy on pages 47 – 63. For more information on stormwater techniques and Bellevue waterways, refer to Appendix B and the General Principles in the CCM.

How to Use This Guidance

The intent for T3 Suburban Neighborhood Maintenance policy is to preserve the general character of the suburban neighborhoods as characterized by their development pattern, building form, land use and associated public realm. Users of the *Bellevue Community Plan: 2011 Update* should meet the policy intent by creating and evaluating development and preservation plans in light of the following:

T3 Suburban Neighborhood Maintenance



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- The T3 Suburban Neighborhood Maintenance policy;
- The General Principles found in the *Community Character Manual (CCM)*;
- The existing character of the particular T3 Suburban Neighborhood Maintenance area; and
- Additional guidance provided by the Bellevue Community Plan including any Special Policies.

Note that if the Special Policy for an area does not provide additional guidance, then the guidance in the T3 Suburban Neighborhood Maintenance policy and the General Principles in the CCM are controlling.

T3 Suburban Neighborhood Maintenance Community Character Policy Areas

The Bellevue Community Plan has multiple neighborhoods and subdivisions where the T3 Suburban Neighborhood Maintenance policy is applied. These multiple neighborhoods and subdivisions are grouped into nine areas titled “T3 Suburban Neighborhood Maintenance Policy Areas” in the plan. These areas were identified by examining the general characteristics, development patterns (parcel size, spacing of homes, and in some instances density and intensity, and zoning), environmental features, and man-made features for each area. While there are multiple areas where T3 Suburban Neighborhood Maintenance policy is applied, each area is different in some respect due to the factors mentioned above.

Special Policies

The following provides additional guidance on unique conditions that may exist in a particular T3 Suburban Neighborhood Maintenance policy area. The Special Policies may cover one or more of the following issues. This list is not exhaustive:

- Infill Areas
- Design Principles Found in the T3 Suburban Neighborhood Maintenance Policy
- Building Types
- Non-Conforming and Inconsistent Land Uses
- Historically Significant Sites or Features

06-T3-NM-01

Bellevue’s T3 Suburban Neighborhood Maintenance Area 1 is referenced as 06-T3-NM-01 on the accompanying map. It applies to the Avondale Park, Boone Trace and Riverwalk subdivisions and surrounding properties. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Neighborhood Maintenance policy applies.

- Design Principle: Connectivity (Bike/Pedestrian)
 - A greenway is planned along the Harpeth River, which should be taken into account with development proposals and/or street improvements. Additional greenway connections should be provided to improve the connectivity of the greenway and open space network. See the recommendations in Chapter IV, Open Space Plan, for additional guidance on greenways.
 - A multi-use path is planned along Newsom Station Road, which should be taken into account with development proposals and/or street improvements. See the recommendations in Chapter III, Transportation Plan, for additional guidance on multi-use paths.
- Design Principle: Connectivity (Vehicular)
 - A bike lane is planned along McCrory that should be taken into account with development proposals and/or street improvements.
 - Improvements are planned at the McCrory Lane and Interstate 40 interchange. These improvements may include portions of McCrory Lane south of the interstate to Avondale Park Boulevard. These improvements should be taken into account with new development and/or street improvements.

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- o The *Implementing Complete Streets: Major and Collector Street Plan* recommends widening McCrory Lane to four lanes from Charlotte Pike to Interstate 40. This recommendation should be taken into account with any development proposals and/or street improvements.
- o 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.
- o See the recommendations in Chapter III, Transportation Plan, for additional guidance and information on bikeways and street improvements.
- Design Principle: Density/Intensity
 - o This area has development plans that were approved, but that are not built. They include the Riverwalk Subdivision (townhomes portion), the Brockford property subdivision, and property near McCrory Lane and Newsom Station Road. These development plans have existing development rights that allow residential development within an approved density and intensity. In some cases, the development plans may require additional review if significant changes to the plans are sought; in that case the T3 Suburban Neighborhood Maintenance policy and the Bellevue Community Plan may provide guidance. If no changes are sought, what was approved can be built without guidance from the Bellevue Community Plan. For a complete discussion on existing development in Bellevue, the applicability of the Bellevue Community Plan, and specifics regarding development proposals in this policy area, refer to the Existing Development Analysis in Appendix C, beginning on page C-16, that includes a map.
- Historically Significant Sites or Features
 - o There is one site of agricultural land at 8388 McCrory Lane (Map/Parcel 14100002000) that is Eligible for the National Register of Historic Property (NRE). Because of the historic designation, owners of private property are encouraged to work with the Metropolitan Historical Commission to protect and preserve this site and its contributing features. See Appendix D for a listing of historic features and “Historically Significant Areas and Sites” in the General Principles of the *Community Character Manual* for additional guidance.

06-T3-NM-02

Bellevue’s T3 Suburban Neighborhood Maintenance Area 2 is referenced as 06-T3-NM-02 on the accompanying map. It applies to the subdivisions south of Interstate 40 in the Poplar Creek Road area: Amber Hills, Bellevue Highlands, Brook Glen, Chase Creek, Colonies, Harpeth View, Hanover Park, Magnolia Hills, McCrory Heights, Montcastle Estates, Natchez Trace Estates, Poplarwood, River Park, Rolling River, Sheffield on the Harpeth, South Hampton, Stonemeade, Traceside, and Templegate and surrounding properties. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Neighborhood Maintenance policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)
 - o A greenway is planned along the Harpeth River, which should be taken into account with development proposals and/or street improvements. Additional greenway connections should be provided to improve the connectivity of the greenway and open space network. See the recommendations in Chapter IV, Open Space Plan, for additional guidance on greenways.
 - o Bike lanes are planned along Poplar Creek Road and McCrory Lane and should be taken into account in conjunction with development proposals and/or street improvements in this policy area. See the recommendations in Chapter III, Transportation Plan, for additional guidance on bikeways.

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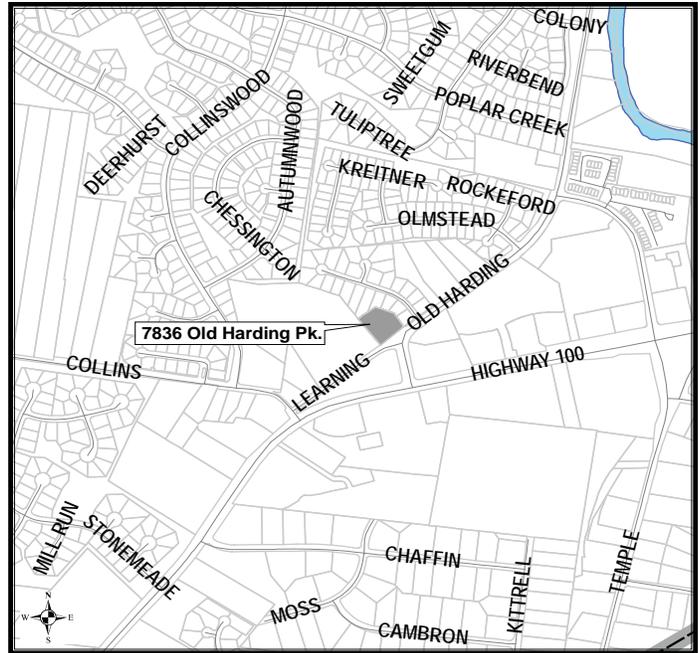
- o A multi-use path is planned along Highway 100 and should be taken into account in conjunction with development proposals in this policy area. See the recommendations in Chapter III, Transportation Plan, for additional guidance on multi-use paths.
- o A pedestrian connection, built to public road standards, is recommended 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.
- o A pedestrian connection, built to public road standards, is recommended 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.
- o Sidewalks that complete gaps in the sidewalk network are recommended along Poplar Creek Road and should be taken into account in conjunction with development proposals and/or street improvements in this policy area. See the recommendations in Chapter III, Transportation Plan, for additional guidance on sidewalks.
- Design Principle: Connectivity (Vehicular)
 - o The Bellevue Community Plan recommends the following street connections in this policy area:
 - 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.
 - Connect Morton Mill Road and River Bend Way if new development occurs.
 - Extend Brenner Drive and Eller Lane to the south to Poplar Creek Road if new development occurs.
 - Extend Collins Road to the west if 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 a provide an east/west connection from Collins Road to near Lewis Road.
 - o The *Implementing Complete Streets: Major and Collector Street Plan* recommends widening Highway 100 to three lanes from McCrory Lane to Temple Road. This recommendation should be taken into account with any development proposals and/or street improvements.
 - o The *Implementing Complete Streets: Major and Collector Street Plan* recommends widening Old Harding Pike to three lanes from Learning Lane to Highway 70S. This widening recommendation also includes sidewalks. This recommendation should be taken into account with any development proposals and/or street improvements.
 - o See the recommendations in Chapter III, Transportation Plan, for additional guidance and information on these recommendations.
- Design Principle: Density/Intensity
 - o This area has development plans that were approved, but that are not built. They include the Highway 100 Townhomes and the Collins Road Subdivision. These development plans have existing development rights that allow residential development within an approved density and intensity. In some cases, the development plans may require additional review if significant changes to the plan are sought. In that case, the T3 Suburban Neighborhood Maintenance policy and the Bellevue Community Plan may provide guidance. If no changes are sought, what was approved can be built without guidance from the Bellevue Community Plan. For a complete discussion on existing development in Bellevue, the applicability of the

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Bellevue Community Plan, and specifics regarding development proposals in this policy area, refer to the Existing Development Analysis in Appendix C, page C-16, that includes a map.

- Non-Conforming and Inconsistent Land Uses *(refer to accompanying graphic)*
 - There is a Specific Plan (SP) zoning district at 7836 Old Harding Pike (Map/Parcel 15500008800). It is commonly referred to as the Learning Lane Day Care Center site. The SP zoning is non-conforming with the community character policy. The SP zoning district was approved for a daycare. The number of children that it would accommodate was outside of what was allowed under the surrounding RS15 zoning. Therefore, the day care center may remain, but if the day care is not built, then in the future the site should evolve into a residential land use and zoning. Greater residential density will be considered on its merits. Further expansion of the day care center or other non-residential land uses is discouraged.
- Historically Significant Sites or Features
 - There are numerous sites that are considered Worthy of Conservation (WOC) in this policy area. Roughly 80 of these sites are located in the Poplar Creek area where the rural character and architecture (e.g. farmhouses, barns, and silos) were deemed historically significant by the Metropolitan Historical Commission. Other features in this policy area that are identified as Worthy of Conservation (WOC) include Map/Parcels 15500022000, 15500008300, 15500008400, and 1560000700; these features include a farmhouse, stone cottage, an unnamed feature, and a tudor-style home, respectively. In all cases, owners of private property are encouraged to work with the Metropolitan Historical Commission to protect and preserve these sites and their contributing features. See Appendix D for a listing of historic features and “Historically Significant Areas and Sites” in the General Principles of the *Community Character Manual* for additional guidance.



06-T3-NM-03

Bellevue's T3 Suburban Neighborhood Maintenance Area 3 is referenced as 06-T3-NM-03 on the accompanying map. It applies to the subdivisions south of Highway 70S and east of the Harpeth River: Arlington Green, Belle Point, Birkdale Place, Creekside Meadows Condominiums, Devon Close Townhomes, Devon Highlands, Devon Park, Devon Valley, Doral Country Villa Condominiums, Harpeth Valley Park, Moss Creek, River Plantation, Valley West, and Windsor Terrace subdivisions and surrounding areas. In this area, the following Special Policies apply. Where the Special Policy is silent, the

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guidance of the T3 Suburban Neighborhood Maintenance policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)
 - A greenway is planned along the Harpeth River, which should be taken into account with development proposals and/or street improvements. See the recommendations in Chapter IV, Open Space Plan, for additional guidance on greenways.
 - A pedestrian connection, built to public road standards, is recommended 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. See the recommendations in Chapter IV, Open Space Plan, for additional guidance on greenways.
 - Bike lanes are planned along Old Harding Pike, Harpeth Bend Drive, and the southern portion of Bellevue Road. There are existing bike lanes on Sawyer Brown Road, Todd Pries Drive, Bellevue Road (north of Baugh Road) and Baugh Road. All planned and existing bike lanes should be taken into account with development proposals and/or street improvements. See the recommendations in Chapter III, Transportation Plan, for additional guidance on bikeways.
 - A multi-use path is planned along Old Hickory Boulevard and along Highway 70S (east of Old Hickory Boulevard) that should be taken into account in conjunction with development proposals in this policy area. See the recommendations in Chapter III, Transportation Plan, for additional guidance on multi-use paths.
 - A multi-use path is planned to connect Footpath Terrace south to Highway 100. Because at this time, it would be too cost prohibitive to cross the river with a complete street system, this paved path should be wide enough that vehicles could drive on it in the event of a needed emergency evacuation. See the recommendations in Chapter III, Transportation Plan, for additional guidance on multi-use paths.
 - Sidewalks that complete gaps in the sidewalk network are recommended along Sawyer Brown Road, Todd Pries Road, Old Harding Pike, Colice Jeanne Road, Patten Lane, Hicks Road and Bellevue Road (between Highway 70S and Old Harding Pike) and should be taken into account in conjunction with development proposals and/or street improvements in this policy area. See the recommendations in Chapter III, Transportation Plan, for additional guidance on sidewalks.
- Design Principle: Connectivity (Vehicular)
 - The *Implementing Complete Streets: Major and Collector Street Plan* recommends widening Old Harding Pike to three lanes from Learning Lane to Highway 70S. This widening recommendation also includes sidewalks and should be taken into account with any development proposals and/or street improvements. See the recommendations in Chapter III, Transportation Plan, for additional guidance and information on these improvements.
- Design Principle: Density/Intensity
 - This area has development plans that were approved, but that are not built. They include the Brock property on Highway 70 (townhomes and cottages) and property at the intersection of Highway 100 and Sawyer Brown Road (multi-family). These development plans have existing development rights that allow residential development within an approved density and intensity. In some cases, the development plans may require additional review if significant changes to the plan are sought. In that case, the T3 Suburban Neighborhood Maintenance policy and the Bellevue Community Plan may provide guidance. If no changes are sought, what was approved can be built without guidance from the Bellevue Community Plan. For a complete discussion on existing development in Bellevue, the applicability of the Bellevue Community

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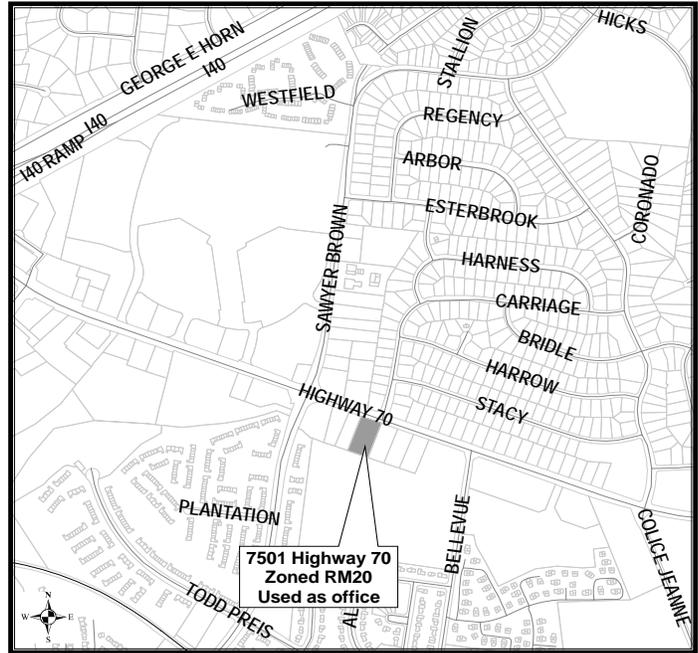
Plan, and specifics regarding development proposals in this policy area, refer to the Existing Development Analysis in Appendix C, page C-16, that includes a map.

- Non-Conforming and Inconsistent Land Uses (*refer to the accompanying graphic*)

- There is a property at 7501 Highway 70S (Map/Parcel 14200015700). The property is currently being used as an office, but is zoned RM20 (multi-family, mixture of housing, 20 dwelling units per acre). This land use is non-conforming with zoning and inconsistent with the policy. Over time, this use should be replaced with a use that is consistent with the policy and conforms to the zoning.

- Historically Significant Sites or Features

- There are numerous sites considered to be historically significant in this policy area. There is one site, the DeMoss House (Map/Parcel 14200018800), listed on the National Register of Historic Property (NR). Map/Parcel 14200003900 is a site deemed Eligible to be listed on the National Register of Historic Property (NRE), and it contains the DeMoss Family Graveyard.
- The remaining historically significant sites in this policy area are considered to be Worthy of Conservation (WOC). They include seven parcels located in what is called the Bellevue Historic District. The area is deemed Worthy of Conservation (WOC) because the sites in this area were developed near an old rail station and the original Bellevue Post Office, and because individual structures may be architecturally significant. Other properties with features that are Worthy of Conservation (WOC) include Map/Parcels 14200012600, 14200012800, 14210003100, and 90000006163.
- Because of the historic designation, owners of private property are encouraged to work with the Metropolitan Historical Commission to protect and preserve these sites and their contributing features. See Appendix D for a listing of historic features and “Historically Significant Areas and Sites” in the General Principles of the *Community Character Manual* for additional guidance.



06-T3-NM-04

Bellevue’s T3 Suburban Neighborhood Maintenance Area 4 is referenced as 06-T3-NM-04 on the accompanying map. It applies to the Ashley Green, Cross Timbers, Deer Lake, Harpeth Path, Stacy Square and Walnut Hill neighborhoods, and to the Newsom Green, Westfield, Willow Pointe, and Wynbrook Condominiums and surrounding properties. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Neighborhood Maintenance policy applies.

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- Design Principle: Building Form (Mass, Orientation, Placement)
 - There are environmental features (floodplains, steep slopes, problems soils) abutting parts of this T3 Suburban Neighborhood Maintenance area. Should any development or re-development occur, it should be arranged to minimize the disturbance of the environmental features. In the configuration of parcels and any new right-of-way, priority should be given to the preservation and reclamation of the environmentally sensitive features over consistency with surrounding parcel and right-of-way patterns. Refer to the associated Conservation policy area 06-CO-01.
- Design Principle: Connectivity (Pedestrian/Bicycle)
 - Bike lanes are planned along Hicks Road and Highway 70S and should be taken into account in conjunction with development proposals and/or street improvements in this policy area.
 - Sidewalks that complete gaps in the sidewalk network are recommended along Sawyer Brown Road and should be taken into account in conjunction with development proposals and/or street improvements in this policy area.
 - See the recommendations in Chapter III, Transportation Plan, for additional guidance on bikeways and sidewalks.
- Historically Significant Sites or Features
 - There are two sites, a house at 7114 Old Harding Road and a property listed as Maple Row, and one feature, a stone wall, considered Worthy of Conservation (WOC) in this policy area. The two sites include Map/Parcels 14200005000 and 90000001044. The feature is identified as a stone wall located on Old Harding Pike, adjacent to the Ashley Green Condominium development. The stone wall spans roughly 450 feet west of Moss Road. Because of the historic designation, owners of private property are encouraged to work with the Metropolitan Historical Commission to protect and preserve these sites and their contributing features. Any street improvements along Old Harding Pike in this area should take into consideration the preservation of the stone wall. See Appendix D for a listing of historic features and “Historically Significant Areas and Sites” in the General Principles of the *Community Character Manual* for additional guidance.

06-T3-NM-05

Bellevue’s T3 Suburban Neighborhood Maintenance Area 5 is referenced as 06-T3-NM-05 on the accompanying map. It applies to the Tolbert Road area. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Neighborhood Maintenance policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)
 - A multi-use path is planned along Old Hickory Boulevard that should be taken into account in conjunction with development proposals and/or street improvements in this policy area. See the recommendations in Chapter III, Transportation Plan, for additional guidance on multi-use paths.
- Design Principle: Density/Intensity
 - This area has development plans that were approved, but that are not built. They include the Bluff’s on Sawyer Brown Road (townhomes), Mt. Laurel Reserve, Hicks Road (townhomes), Hutton Planned Unit Development (PUD), Old Hickory Boulevard subdivision, and the Sonya Drive development. These development plans have existing development rights that allow residential development within an approved density and intensity. In some cases, the development plans may require additional review if significant changes to the proposal are sought. In that case, the T3 Suburban Neighborhood Maintenance policy and the Bellevue Community Plan may provide guidance. If no changes are sought, what was approved

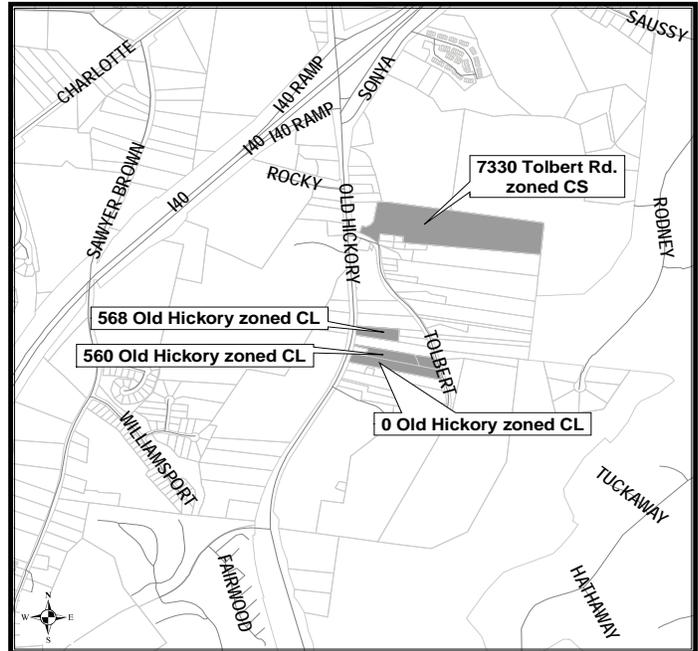
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can be built without guidance from the Bellevue Community Plan. For a complete discussion on existing development in Bellevue, the applicability of the Bellevue Community Plan, and specifics regarding development proposals in this policy area, refer to the Existing Development Analysis in Appendix C, page C-16, that includes a map.

- Non-Conforming and Inconsistent Land Uses *(refer to the accompanying graphic)*

- There is a property at 7330 Tolbert Road (Map/Parcel 11400020200) that is zoned CS (commercial services) and used as a mini-storage. Over time, this property should be rezoned, and its use changed, to be consistent with policy.
- There is a single-family house at 568 Old Hickory Boulevard (Map/Parcel 11400023400) that is zoned CL (limited commercial). This zoning is inconsistent with the T3 Suburban Neighborhood Maintenance Policy. Over time, this property should be rezoned to be consistent with policy. This would discourage non-residential development further south along Old Hickory Boulevard, and, instead, direct non-residential development to locate near the interchange of Old Hickory Boulevard and Interstate 40.
- There are two properties at 560 Old Hickory Boulevard (Map/Parcel 11400024200) and 0 Old Hickory Boulevard (Map/Parcel 12800008900) that are zoned CL (limited commercial). Over time, these properties should be rezoned to be consistent with policy.



06-T3-NM-06

Bellevue's T3 Suburban Neighborhood Maintenance Area 6 is referenced as 06-T3-NM-06 on the accompanying map. It applies to the Highlands of Harpeth Trace subdivision and surrounding areas. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Neighborhood Maintenance policy applies.

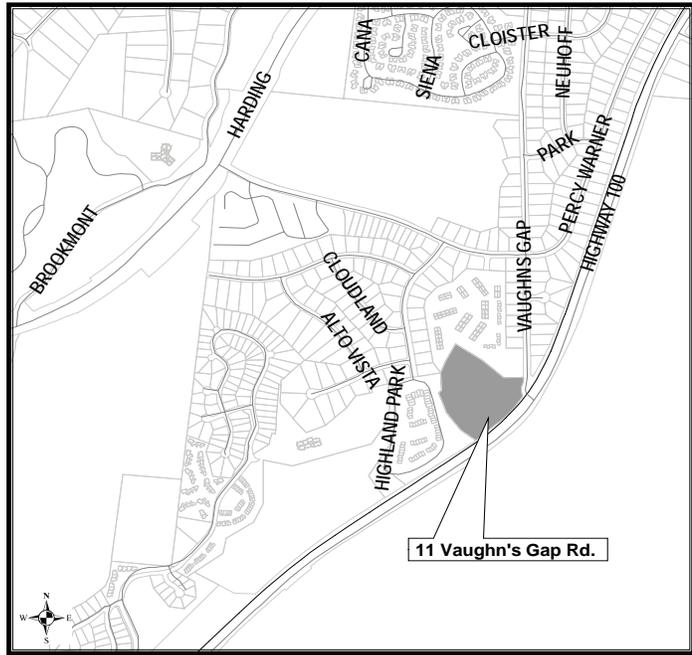
- Design Principle: Connectivity (Pedestrian/Bicycle)

- Multi-use paths are planned along Highway 70S and Highway 100. Also, the Music City Bikeway has recently been completed along Vaughn's Gap Road. These should be taken into account in conjunction with development proposals and/or street improvements in this policy area. See the recommendations in Chapter III, Transportation Plan, for additional guidance on multi-use paths and bikeways.

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- Non-Conforming and Inconsistent Land Uses (*refer to the accompanying graphic*)
 - The WestSide Athletic Club, a commercial use, at 11 Vaughn's Gap Road (Map/Parcel 1430000700), is zoned R8 (single- and two-family residential on 8,000 square foot lots). This use, while it does provide a community benefit, is in a location with less than ideal access for an athletic club and is located on a site that falls at the bottom of a large drainage area and is subject to periodic high water runoff volumes. Further expansion of the athletic club or intensification of development on the site is not recommended. Any site redevelopment should be sensitive to the site's vulnerability to runoff and erosion.



06-T3-NM-07

Bellevue's T3 Suburban Neighborhood Maintenance Area 7 is referenced as 06-T3-NM-07 on the accompanying map. It applies to the Meadows, Riverbridge, and Somerset Farms subdivisions and surrounding properties. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Neighborhood Maintenance policy applies.

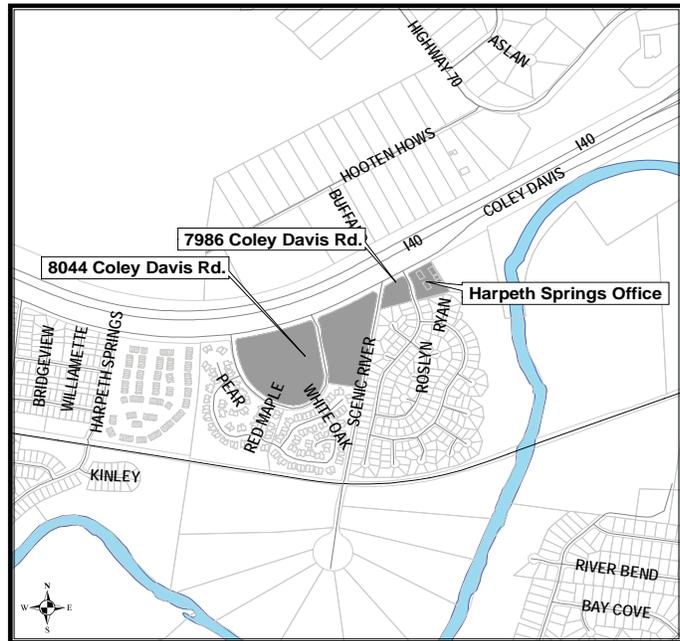
- Design Principle: Connectivity (Pedestrian/Bicycle)
 - A greenway is planned along the Harpeth River, which should be taken into account with development proposals and/or street improvements. Also, a greenway is recommended adjacent to the CSX Railroad to add an additional greenway route and connection along the Harpeth River. Additional greenway connections should be provided to improve the connectivity of the greenway and open space network. See the recommendations in Chapter IV, Open Space Plan, for additional guidance on greenways.
- Design Principle: Connectivity (Vehicular)
 - The Bellevue Community Plan recommends the following street connections in this policy area:
 - Provide additional street connections to connect existing development with new development in this area and to provide overall connectivity and circulation within existing development and to new development. 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.
 - Connect Avondale Park Boulevard to Newsom Station Road if future development occurs.
 - See the recommendations in Chapter III, Transportation Plan, for additional guidance on street connections.
- Design Principle: Density/Intensity
 - This area has development plans that were approved, but that are not built. They include the Harpeth

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Springs Village (townhomes). This development plan has existing development rights that allow residential development within an approved density and intensity. In some cases, the development plans may require additional review if significant changes to the plan are sought. In that case, the T3 Suburban Neighborhood Maintenance policy and the Bellevue Community Plan may provide guidance. If no changes are sought, what was approved can be built without guidance from the Bellevue Community Plan. For a complete discussion on existing development in Bellevue, the applicability of the Bellevue Community Plan, and specifics regarding development proposals in this policy area, refer to the Existing Development Analysis in Appendix C, page C-16, that includes a map.

- Non-Conforming and Inconsistent Land Uses *(refer to the accompanying graphic)*
 - The Harpeth Spring Office complex (Map/Parcel 141030A00500CO and surrounding properties) is zoned CL (limited commercial). This area provides small office opportunities that provide jobs and businesses. Although this zoning does not conform to policy and the land use is inconsistent with policy, the development may remain since it provides small office opportunities. However, the zoning and use should not be allowed to intensify or expand.
 - There is a vacant property at 7986 Coley Davis Road (Map/Parcel 14100008600) whose zoning is CL (limited commercial) with an existing Commercial Planned Unit Development (PUD) overlay. Additional commercial zoning along Coley Davis is not appropriate and further intensification of this zoning is not recommended.
 - There is a nursing home at 8044 Coley Davis Road (Map/Parcel 14100001400) and an adjacent vacant property, under the same ownership, at 0 Coley Davis Road (Map/Parcel 14100001400). Both properties are currently zoned CL (limited commercial). The nursing home may remain since it is an appropriate land use in the policy, but over time the property should be rezoned to be consistent with policy.



06-T3-NM-08

Bellevue's T3 Suburban Neighborhood Maintenance Area 8 is referenced as 06-T3-NM-08 on the accompanying map. It applies to the Bellevue Manor, Hooten Hows, Merrymount Acres, Pine Forest, and Saddle Ridge subdivisions and surrounding properties. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Neighborhood Maintenance policy applies.

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- Design Principle: Connectivity (Pedestrian/Bicycle)
 - A greenway is planned along the Harpeth River, which should be taken into account with development proposals and/or street improvements. Additional greenway connections should be provided to improve the connectivity of the greenway and open space network. See the recommendations in Chapter IV, Open Space Plan, for additional guidance on greenways.
 - A bike lane is planned along Highway 70S and should be taken into account in conjunction with development proposals and/or street improvements in this policy area. See the recommendations in Chapter III, Transportation Plan, for additional guidance on bikeways.
- Design Principle: Connectivity (Vehicular)
 - The Bellevue Community Plan recommends the following street connections in this policy area:
 - Provide additional street connections to connect existing development with new development in this area and to provide overall connectivity and circulation within existing development and to new development. 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.
 - 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. Refer to Conservation Policy Area 06-CO-01 for additional information.
 - Should additional development occur in this area, improve the intersection of Hooten Hows Road and Highway 70 by realigning the curve in a location where the topography is level.
 - See the recommendations in Chapter III, Transportation Plan, for additional guidance on street connections and improvements.
- Design Principle: Density/Intensity
 - Due to the density and intensity of development in Bellevue Manor/Indian Springs, zoning should not be any more intense than RS40.
- Historically Significant Sites or Features
 - There are numerous sites considered to be Worthy of Conservation (WOC) in this policy area. The majority of these sites are located in the Merrymount Acres subdivision. This subdivision is considered Worthy of Conservation (WOC) because its houses will most likely reach 50 years of age during this planning period. At that time, the subdivision should be re-evaluated for its mid-to-late century architecture and its potential to become considered Eligible for the National Register of Historic Property (NRE).
 - An individual feature considered to be Worthy of Conservation (WOC) includes the Hibbit's House (Map/Parcel 12700024600).
 - Because of the historic designation, owners of private property are encouraged to work with the Metropolitan Historical Commission to protect and preserve these sites and their contributing features. See Appendix D for a listing of historic features and "Historically Significant Areas and Sites" in the General Principles of the *Community Character Manual* for additional guidance.

06-T3-NM-09

Bellevue's T3 Suburban Neighborhood Maintenance Area 9 is referenced as 06-T3-NM-09 on the accompanying map. It applies to the Beacon Square subdivision and surrounding properties. The policy area does not contain any unique features that warrant Special Policies; therefore, the guidance of the T3 Suburban Neighborhood Maintenance policy applies.

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T3 SUBURBAN NEIGHBORHOOD EVOLVING POLICY

General Character of T3 Suburban Neighborhood Evolving Policy Areas in the Bellevue Community

T3 Suburban Neighborhood Evolving policy has been applied to suburban areas near the McCrory Lane and Interstate 40 interchange, properties near the Charlotte Pike and Old Hickory Boulevard intersection, a small area near the Charlotte Pike and River Road intersection and an area in the Pasquo neighborhood near the Loveless Cafe. The T3 Suburban Neighborhood Evolving policy is applied because these areas are envisioned to support new suburban-style residential development in the future at a greater intensity due to their proximity to major corridors and commercial centers. New development and redevelopment in this area are encouraged to emulate the classic suburban model, but with more housing options, more intensity, and a higher level of connectivity and greater transportation choice. For these reasons, T3 Suburban Neighborhood Evolving areas are appropriate locations to absorb new housing as the population increases in the Bellevue Community within the next ten years.

How to Use This Guidance

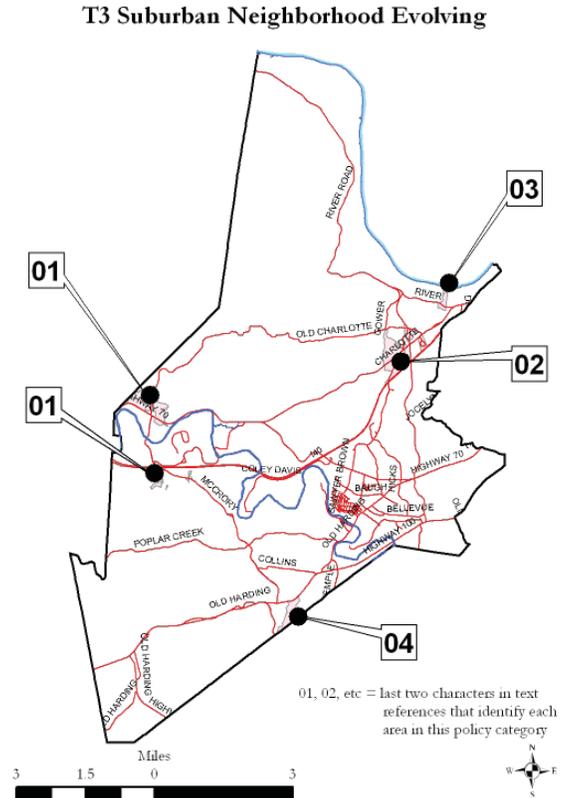
The intent for T3 Suburban Neighborhood Evolving policy is to create suburban neighborhoods that are compatible with the general character of classic suburban neighborhoods as characterized by their building form, land use and associated public realm, with opportunities for housing choice and improved pedestrian, bicycle and vehicular connectivity. Users of the *Bellevue Community Plan: 2011 Update* should meet the policy intent by creating and evaluating development and preservation plans in light of the following:

- The T3 Suburban Neighborhood Evolving policy;
- The General Principles found in the *Community Character Manual (CCM)*;
- The proposed character of the particular T3 Suburban Neighborhood Evolving area;
- The envisioned character of other surrounding policy areas; and
- Additional guidance provided by the Bellevue Community Plan including any Special Policies.

Note that if the Special Policy for an area does not provide additional guidance, then the guidance in the T3 Suburban Neighborhood Evolving policy and the General Principles in the CCM are controlling.

T3 Suburban Neighborhood Evolving Community Character Policy Areas

The Bellevue Community Plan has four areas where the T3 Suburban Neighborhood Evolving policy is applied. They are titled “T3 Suburban Neighborhood Evolving Policy Areas” in the plan. These areas were identified by examining the general characteristics, development patterns (parcel sizes, spacing of homes, and in some instances density and intensity, and zoning), environmental features, and man-made features for each area.



Special Policies

The following provides additional guidance on unique conditions that may exist in a particular T3 Suburban Neighborhood Evolving policy area. The Special Policies may cover one or more of the following issues. This list is not exhaustive:

- Design Principles Found in the T3 Suburban Neighborhood Evolving Policy
- Building Types
- Non-Conforming and Inconsistent Land Uses
- Historically Significant Sites or Features

06-T3-NE-01

Bellevue's T3 Suburban Neighborhood Evolving Area 1 is referenced as 06-T3-NE-01 on the accompanying map. It applies to the area north of Highway 70 and the Harpeth River State Park, at the intersection of McCrory Lane and Old Charlotte Pike along with areas off of McCrory Lane, south of I-40. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Neighborhood Evolving policy applies.

- Design Principle: Access
 - Due to existing surrounding development character, shared and single driveway access is preferred over alley access.
- Design Principle: Building Form (Mass, Orientation, Placement)
 - The building types should be limited to single-family, two-family, cottages, and townhomes. Townhomes and more intense development should be placed near the neighborhood center at Highway 70 and McCrory Lane. Less intense development in the form of single-family, two-family and cottages should be placed near environmentally sensitive features.
 - There are environmental features (floodplains, steep slopes, problems soils) abutting parts of this T3 Suburban Neighborhood Evolving area. Should any re-development occur, it should be arranged to minimize the disturbance of these features. In the configuration of parcels and any new right-of-way, priority should be given to the preservation and reclamation of the environmentally sensitive features over consistency with surrounding parcel and right-of-way patterns. Refer to the associated Conservation policy area 06-CO-01.
- Design Principle: Connectivity (Pedestrian/Bicycle)
 - A greenway is planned along the Harpeth River, which should be taken into account with development proposals and/or street improvements. Greenway connections should also be provided to Hidden Lake State Park. See the recommendations in Chapter IV, Open Space Plan, for additional guidance on greenways.
 - Bike lanes are planned on McCrory Lane and Old Charlotte Pike that should be taken into account in conjunction with development proposals and/or street improvements in this policy area. See the recommendations in Chapter III, Transportation Plan, for additional guidance on bikeways.
- Design Principle: Connectivity (Vehicular)
 - The Bellevue Community Plan recommends the following street connections in this policy area:
 - Provide additional street connections to connect existing development with new development in this area and to provide overall connectivity and circulation within existing development and to new development. 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.
 - Connect Avondale Park Boulevard to Newsom Station Road if additional development occurs.
 - See the recommendations in Chapter III, Transportation Plan, for additional guidance on street connections.

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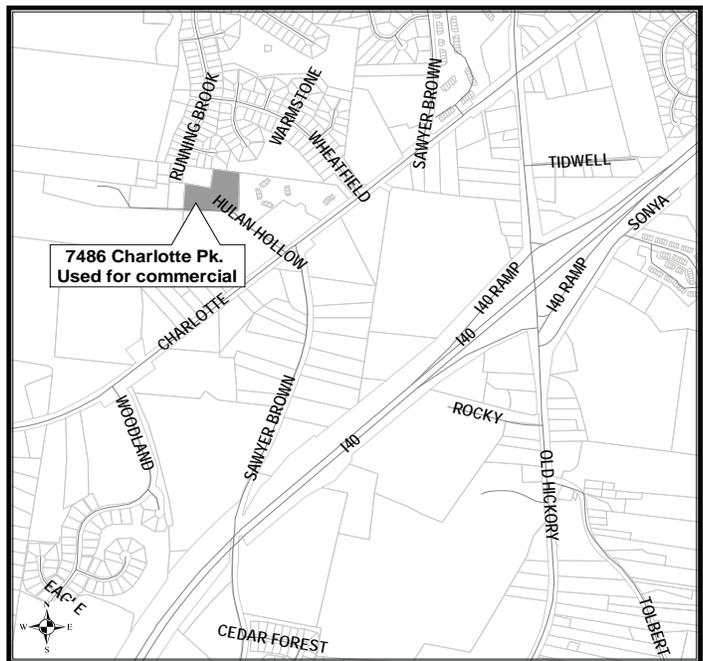
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- Design Principle: Density/Intensity
 - This area has development plans that were approved, but that are not built. They include properties on Highway 70 north of Interstate 40 and the Newsom Station Townhomes. These development plans have existing development rights that allow residential development within an approved density and intensity. In some cases, the development plans may require additional review if significant changes to the plan are sought. In that case, the T3 Suburban Neighborhood Evolving policy and the Bellevue Community Plan may provide guidance. If no changes are sought, what was approved can be built without guidance from the Bellevue Community Plan. For a complete discussion on existing development in Bellevue, the applicability of the Bellevue Community Plan, and specifics regarding development proposals in this policy area, refer to the Existing Development Analysis in Appendix C, page C-16, that includes a map.

06-T3-NE-02

Bellevue's T3 Suburban Neighborhood Evolving Area 2 is referenced as 06-T3-NE-02 on the accompanying map. It applies to the Cedar Crest, Oakhaven, and Westchase Condominiums subdivisions and surrounding properties near the Sawyer Brown Road and Charlotte Pike intersection. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Neighborhood Evolving policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)
 - A bike lane is planned on Charlotte Pike that should be taken into account in conjunction with development proposals and/or street improvements in this policy area. See the recommendations in Chapter III, Transportation Plan, for additional guidance on bikeways.
- Non-Conforming and Inconsistent Land Uses *(refer to the accompanying graphic)*
 - There a commercial building at 7486 Charlotte Pike (Map/Parcel 11400005800) that is zoned R80 (single-and two family residential on 80,000 square foot lots) and RM4 (mixture of housing types at four units per acre). Over time, this use should be replaced with a use that is consistent with the policy and the R80 portion of the property should be rezoned to be consistent with policy.
- Historically Significant Sites or Features
 - There is a house at 7460 Charlotte Pike (Map/Parcel 11400004800) considered to be Worthy of Conservation (WOC) in this policy area. Because of the historic designation, owners of private property are encouraged to work with the Metropolitan Historical



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Commission to protect and preserve this site and its contributing features. See Appendix D for a listing of historic features and “Historically Significant Areas and Sites” in the General Principles of the *Community Character Manual* for additional guidance.

06-T3-NE-03

Bellevue’s T3 Suburban Neighborhood Evolving Area 3 is referenced as 06-T3-NE-03 on the accompanying map. It applies to the area west of the River Road and Charlotte Pike intersection. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Neighborhood Evolving policy applies.

- Design Principle: Building Form (Mass, Orientation, Placement)
 - The building types should be limited to single-family, two-family, cottages, and townhomes. Townhomes and more intense development should be placed near the neighborhood center at Highway 70 and McCrory Lane. Less intense development in the form of single-family, two-family and cottages should be placed near environmentally sensitive features.
 - There are environmental features (floodplains, steep slopes, problems soils) abutting parts of this T3 Suburban Neighborhood Evolving area. Should any development or re-development occur, it should be arranged to minimize the disturbance of the environmental features. In the configuration of parcels and any new right-of-way, priority should be given to the preservation and reclamation of the environmentally sensitive features over consistency with surrounding parcel and right-of-way patterns. Refer to the associated Conservation policy area 06-CO-01.
- Design Principle: Connectivity (Pedestrian/Bicycle)
 - The Cumberland River Greenway system should also be expanded by providing appropriate greenway connections. See the recommendations in Chapter IV, Open Space Plan, for additional guidance on greenways.
- Design Principle: Connectivity (Vehicular)
 - If appropriate, provide vehicular (and pedestrian) connections to the vacant commercial property to the east. Vehicular connections would be appropriate to encourage cross access between development, and pedestrian access would be appropriate to encourage retail or a mixture of uses within a walkable distance of residential development.
- Design Principle: Density/Intensity
 - This area has development plans that were approved, but that are not built. It includes a property on River Road. This development plan has existing development rights that allow residential development within an approved density and intensity. In some cases, the development plans may require additional review if significant changes to the plan are sought. In that case, the T3 Suburban Neighborhood Evolving policy and the Bellevue Community Plan may provide guidance. If no changes are sought, what was approved can be built without guidance from the Bellevue Community Plan. For a complete discussion on existing development in Bellevue, the applicability of the Bellevue Community Plan, and specifics regarding development proposals in this policy area, refer to the Existing Development Analysis in Appendix C, page C-16, that includes a map.

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06-T3-NE-04

Bellevue's T3 Suburban Neighborhood Evolving Area 4 is referenced as 06-T3-NE-04 on the accompanying map. It applies to the Pasquo neighborhood just south of the Loveless Café and east of the Natchez Trace Parkway. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Neighborhood Evolving policy applies.

- Design Principle: Building Form (Mass, Orientation, Placement)
 - There are environmental features (floodplains, steep slopes, problems soils) abutting parts of this T3 Suburban Neighborhood Evolving area. Should any development or re-development occur, it should be arranged to minimize the disturbance of the environmental features. In the configuration of parcels and any new right-of-way, priority should be given to the preservation and reclamation of the environmentally sensitive features over consistency with surrounding parcel and right-of-way patterns. Refer to the associated Conservation policy area 06-CO-01.
 - This area is nearby the T2 Rural Neighborhood Center policy Area 06-T2-NC-01 that includes the Loveless Café. Development that transitions to the rural character of that area and the Natchez Trace State Parkway should be provided.
- Design Principle: Connectivity (Pedestrian/Bicycle)
 - A multi-use path is planned along Highway 100 that should be taken into account in conjunction with development proposals and/or street improvements in this policy area.
 - Bikeway and pedestrian connections should be provided to the adjacent Conservation policy Area 06-CO-01 and to the Natchez Trace Parkway.
 - See the recommendations in Chapter III, Transportation Plan, for additional guidance on multi-use paths, bikeway and pedestrian connections.
- Historically Significant Sites or Features
 - There is one site (Map/Parcel 16900005900) which contains the Pasquo Church of Christ Cemetery and is considered Worthy of Conservation (WOC) in this policy area. Because of the historic designation, owners of private property are encouraged to work with the Metropolitan Historical Commission to protect and preserve this site and its contributing features. See Appendix D for a listing of historic features and “Historically Significant Areas and Sites” in the General Principles of the *Community Character Manual* for additional guidance.

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T3 SUBURBAN NEIGHBORHOOD CENTER POLICY

General Character of T3 Suburban Neighborhood Centers in the Bellevue Community

T3 Suburban Neighborhood Center policy has been applied to suburban commercial areas at the intersection of Highway 70 and Old Charlotte Pike (Eddie's Market area) and the intersection of Old Harding Pike and Bellevue Road (Bellevue Towne Center and Pizza Perfect shopping area). The T3 Suburban Neighborhood Center policy encourages pedestrian friendly centers with a mix of commercial, office, mixed-use, civic and public benefit, and residential land uses. These centers are generally located at intersections of prominent suburban streets and they serve suburban neighborhoods within a five minute drive.

How to Use This Guidance

The intent for T3 Suburban Neighborhood Center policy is to enhance or create suburban neighborhood centers that are compatible with the general character of suburban neighborhoods as characterized by the service area, development pattern, building form, land use and associated public realm. Where not present, enhancements should be made to infrastructure and transportation networks to improve pedestrian, bicycle and vehicular connectivity. Users of the *Bellevue Community Plan: 2011 Update* should meet the policy intent by creating and evaluating development and preservation plans in light of the following:

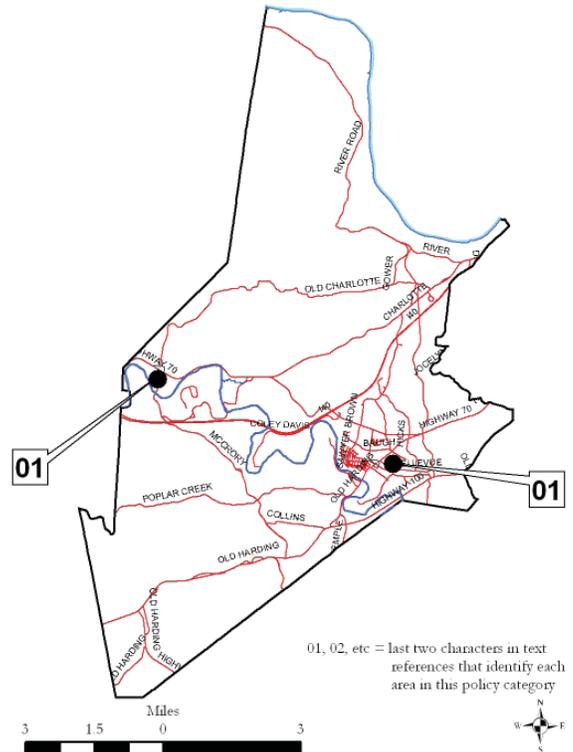
- The T3 Suburban Neighborhood Center policy;
- The General Principles found in the *Community Character Manual (CCM)*;
- The existing or desired character of the particular T3 Suburban Neighborhood Center;
- The envisioned character of other surrounding policy areas; and
- Additional guidance provided by the Bellevue Community Plan including any Special Policies.

Note that if the Special Policy for an area does not provide additional guidance, then the guidance in the T3 Suburban Neighborhood Center policy and the General Principles in the CCM are controlling.

T3 Suburban Neighborhood Center Community Character Policy Areas

The Bellevue Community Plan has two areas where the T3 Suburban Neighborhood Center policy is applied. They are grouped into one area titled "T3 Suburban Neighborhood Center Policy Area" in the plan. These centers were identified by examining the general characteristics, development patterns (parcel sizes, spacing of homes, and in some instances density and intensity, and zoning), environmental features, and man-made features for each area.

T3 Suburban Neighborhood Center



Special Policies

The following provides additional guidance on unique conditions that may exist in a particular T3 Suburban Neighborhood Center policy area. The Special Policies may cover one or more of the following issues. This list is not exhaustive:

- Design Principles Found in the T3 Suburban Neighborhood Center Policy
- Appropriate Land Uses
- Building Types
- Non-Conforming and Inconsistent Land Uses
- Historically Significant Sites or Features

06-T3-NC-01

Bellevue's T3 Suburban Neighborhood Center Area 1 is referenced as 06-T3-NC-01 on the accompanying map. It applies to the intersection of Highway 70 and Old Charlotte Pike (Eddie's Market area) and the intersection of Old Harding Pike and Bellevue Road (Bellevue Town Center and Pizza Perfect shopping area). In these areas, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Neighborhood Center policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)
 - A bike lane is planned on Old Charlotte Pike that should be taken into account in conjunction with development proposals and/or street improvements in this policy area.
 - Sidewalks and bike lanes are planned on Bellevue Road. Both should be taken into account in conjunction with development proposals and/or street improvements in this policy area.
 - See the recommendations in Chapter III, Transportation Plan, for additional guidance on bikeways and sidewalks.
- Design Principle: Connectivity (Vehicular)
 - The *Implementing Complete Streets: Major and Collector Street Plan* recommends widening Old Harding Pike from two lanes to three lanes from Learning Lane to Highway 70S. This widening recommendation also includes sidewalks and a bike lane. This recommendation should be taken into account with any development proposals and/or street improvements.
 - The *Implementing Complete Streets: Major and Collector Street Plan* recommends widening McCrory Lane from Interstate 40 to Charlotte Pike from two to four lanes. This widening recommendation also includes a bike lane. This recommendation should be taken into account with any development proposals and/or street improvements.
 - The Bellevue Town Center Urban Design Overlay (UDO) requires the realignment of Bellevue Road. Bellevue Road north of Old Harding Pike would be aligned with Bellevue Road south of Old Harding Pike. This is a requirement of the existing UDO, but should also be considered with any improvements to Old Harding Pike as well.
 - See the recommendations in Chapter III, Transportation Plan, for additional guidance on street improvements and bikeways.
- Design Principle: Density / Intensity
 - This area has development plans that were approved, but that are not built. It includes an Urban Design Overlay (UDO) referred to as the Bellevue Town Center located at 7386 Old Harding Road (Map/Parcels 14200003800, 14200003800, 14200003900, and 14200037200). The UDO was approved on May 23, 2002. This UDO has existing development rights that allow residential and commercial development within an approved density and intensity. In some cases, the development plans may require additional review

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if significant changes to the plan are sought. In that case, the T3 Suburban Neighborhood Center policy and the Bellevue Community Plan may provide guidance. If no changes are sought, what was approved can be built without guidance from the Bellevue Community Plan. For a complete discussion on existing development in Bellevue, the applicability of the Bellevue Community Plan, and specifics regarding development proposals in this policy area, refer to the Existing Development Analysis in Appendix C, page C-16, that includes a map.

- Non-Conforming and Inconsistent Land Uses (*refer to the accompanying graphic*)
 - Eddie's Market (Map/Parcel 12600014400) is at 8898 Highway 70S. The property is currently zoned CS (commercial services). While the market is an appropriate use in this policy, over time, this property should be rezoned to be consistent with policy.
- Historically Significant Sites or Features
 - There is one site (Map/Parcel 14200003900) which contains the DeMoss Family Graveyard and is considered Eligible for the National Register of Historic Property (NRE) in this policy area. Because of the historic designation, owners of private property are encouraged to work with the Metropolitan Historical Commission to protect and preserve this site and its contributing features. See Appendix D for a listing of historic features and "Historically Significant Areas and Sites" in the General Principles of the *Community Character Manual* for additional guidance.

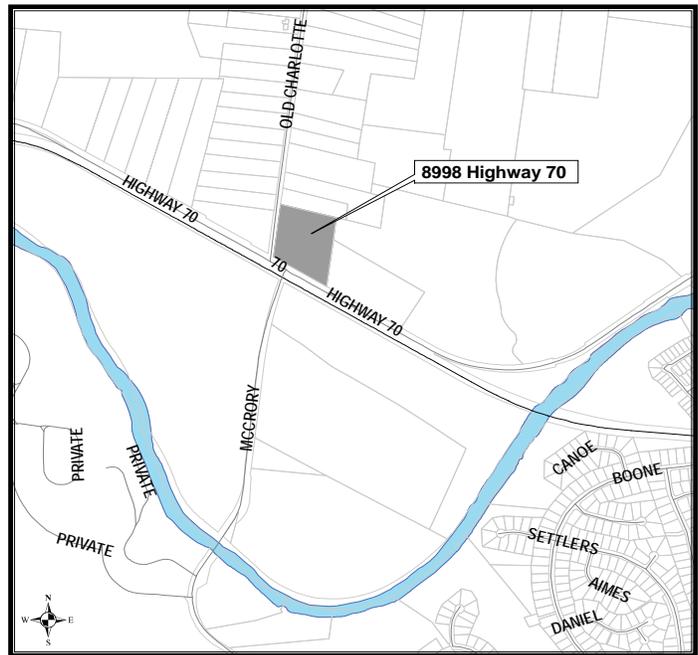


FIGURE 13: BELLEVUE TOWNE CENTER URBAN DESIGN OVERLAY



Development Plan – Bellevue Town Center Urban Design Overlay (UDO)

An Urban Design Overlay (UDO), an additional layer of zoning, was approved for the Bellevue Towne Center property (at the Old Harding Pike/Bellevue Road/Railroad intersection) as part of the last Bellevue Community Plan update in 2002. This property is 7.2 acres and the UDO calls for a mixture of uses including retail, live/work and residential in buildings that are oriented to Old Harding Pike and attractive for pedestrians. The focal point is a civic plaza. The entire development is anticipated to be approximately 62,000 square feet. Bellevue Road is proposed to be realigned. Street improvements include off-site sidewalks and on-street parking.

Please refer to Figure 13. To see the Bellevue Towne Center UDO, please see: www.nashville.gov/mpc/docs/subarea6/BellevueTowneCenterUDObk.pdf.

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by examining the general characteristics, development patterns (parcel sizes, spacing of homes, and in some instances density and intensity, and zoning), environmental features, and man-made features for the area.

Special Policies

The following provides additional guidance on unique conditions that may exist in a particular T3 Suburban Community Center policy area. The Special Policies may cover one or more of the following issues. This list is not exhaustive:

- Design Principles Found in the T3 Suburban Community Center Policy
- Appropriate Land Uses
- Building Types
- Non-Conforming and Inconsistent Land Uses
- Historically Significant Sites or Features

06-T3-CC-01

Bellevue's T3 Suburban Community Center Area 1 is referenced as 06-T3-CC-01 on the accompanying map. It applies to properties near the Interstate 40 and McCrory Lane interchange (Biltmore Planned Unit Development), properties at the Highway 100 and Temple Road intersection, properties at the Highway 70 and Old Hickory Boulevard intersection, and properties near Charlotte Pike and River Road. In these areas, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Community Center policy applies.

- Design Principle: Building Form (Mass, Orientation, Placement)
 - Brookmeade Park is located near the Charlotte Pike and River Road center area. Expansive parking and an access road associated with the Lowe's and Wal-Mart development currently abuts the park. If development occurs in this center in the future, buildings should be oriented to face the park/trail head to enhance safety in this area.
- Design Principle: Connectivity (Pedestrian/Bicycle)
 - In all cases, improving general connectivity through enhanced sidewalk and crosswalk improvements in the existing centers is paramount.
 - Bike lanes are planned along McCrory Lane, Charlotte Pike, Old Charlotte Pike, and Highway 70S (west of Old Hickory Boulevard) that should be taken into account with development proposals and/or street improvements.
 - A multi-use path is planned along Old Hickory Boulevard, Highway 100 and Highway 70S (east of Old Hickory Boulevard) that should be taken into account with development proposals and/or street improvements.
 - See the recommendations in Chapter III, Transportation Plan, for additional guidance on sidewalks, bikeways and multi-use paths.
- Design Principle: Connectivity (Vehicular)
 - Improvements are planned at the McCrory Lane and Interstate 40 interchange. These improvements may include portions of McCrory Lane south of the interstate to Avondale Park Boulevard. These improvements should be taken into account with new development and/or street improvements.
 - The *Implementing Complete Streets: Major and Collector Street Plan* recommends widening Old Harding Pike from two lanes to three lanes from Learning Lane to Highway 70S. This widening recommendation also includes sidewalks and a bike lane. This recommendation should be taken into account with any development proposals and/or street improvements.
 - See the recommendations in Chapter III, Transportation Plan, for additional guidance and information on these improvements.

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- Design Principle: Density / Intensity
 - This area has development plans that were approved, but that are not built. It includes the commercial portion of the Biltmore Planned Unit Development (PUD). This development plan has existing development rights that allow residential and commercial development within an approved density and intensity. In some cases, the development plans may require additional review if significant changes to the plan are sought. In that case, the T3 Suburban Community Center policy and the Bellevue Community Plan may provide guidance. If no changes are sought, what was approved can be built without guidance from the Bellevue Community Plan. For a complete discussion on existing development in Bellevue, the applicability of the Bellevue Community Plan, and specifics regarding development proposals in this policy area, refer to the Existing Development Analysis in Appendix C, page C-16, that includes a map.
 - Please refer to the Development Scenario below to see how the H2O (Brookmeade) site might develop in the future.
- Historically Significant Sites or Features
 - There is one site, Chaffin's Barn (Map/Parcel 15500020400), that is considered Worthy of Conservation (WOC) in this policy area. Because of the historic designation, owners of private property are encouraged to work with the Metropolitan Historical Commission to protect and preserve this site and its contributing features. See Appendix D for a listing of historic features and "Historically Significant Areas and Sites" in the General Principles of the *Community Character Manual* for additional guidance.

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Development Scenario – Brookmeade Site on Charlotte Pike

In 2008 a development plan, named H2O, was approved for a 27-acre piece of property sited along the southern bank of the Cumberland River near Charlotte Pike, I-40 and Brookmeade Park, referred to in this section as the Brookmeade site. The property was zoned Specific Plan (SP), and the design for the H2O property proposed a compact, walkable, mixed-use development with civic, residential, commercial, retail and hotel uses. During the approval process for the H2O development plan, there was much discussion among the community, the developers and the Metro Government departments about the location and potential for flood impact of the site. In the May 2010 flood, the property was severely inundated. Due to the economic recession in the building and development industry and the severe flooding of the site in 2010, the plan for the H2O property has never been developed and the SP is scheduled for review in 2012.

The area where the H2O property is located has long been a point of commerce, agriculture, and homesteading. This area is known as Brookmeade Park, where there is an accessible, paved greenway trail with views of the Cumberland River. Bellevue residents commented during community input meetings that they found the Brookmeade Greenway to be intimidating and unsafe due to the lack of development surrounding the location of the greenway. Area residents expressed the need to have development around the greenway that provided better connectivity, visibility, lighting, activity and ultimately safety for the trail users.

A development scenario was created through an analysis of the site to assess if a lower impact development could be proposed for the Brookmeade site. The development scenario provides connectivity from the Brookmeade Greenway over to the site in many locations. Due to the propensity for flooding on the lower parts of the site closest to the river, agricultural uses were recommended in this area. Single-family residential lots and multi-family residential are incorporated into the development scenario. Commercial uses are located at the “town center” portion of the property closest to Charlotte Pike. Further into the property, it changes from predominately commercial uses along Charlotte Pike to mixed-use, residential, and ultimately park and agricultural uses toward the Cumberland River. A trailhead location is situated in the center part of the site for the Brookmeade Greenway, running through the site and connecting over to the existing trail on the western side of the site.

Remember, the graphics shown as part of this development scenario are illustrations and provide only one example of redevelopment that fits the policy.

(Refer to graphics on the following pages.)

FIGURE 14: PLAN VIEW OF BROOKMEADE SITE





FIGURE 15 A: PERSPECTIVE VIEW 1 OF BROOKMEADE SITE

The view over the Brookmeade site, looking east down Charlotte Pike toward I-40, shows the commercial mixed-use town center in juxtaposition with the townhomes and single-family residential in the distance. Toward the front of the site, looking east along Charlotte Pike, the large manicured green provides a separation for the pedestrian-oriented commercial from the busy automobile-oriented Charlotte Pike. The towers along the green act as visual markers for the visitor approaching the site from their automobile. The central tower is a gateway to the main boulevard leading into the site and terminating with another pavilion tower at the new trailhead entrance to the Brookmeade Greenway. Parking is provided for the trailhead with greenway trails running along the low-lying flood prone land dedicated to farming uses for the immediate residents and local community.

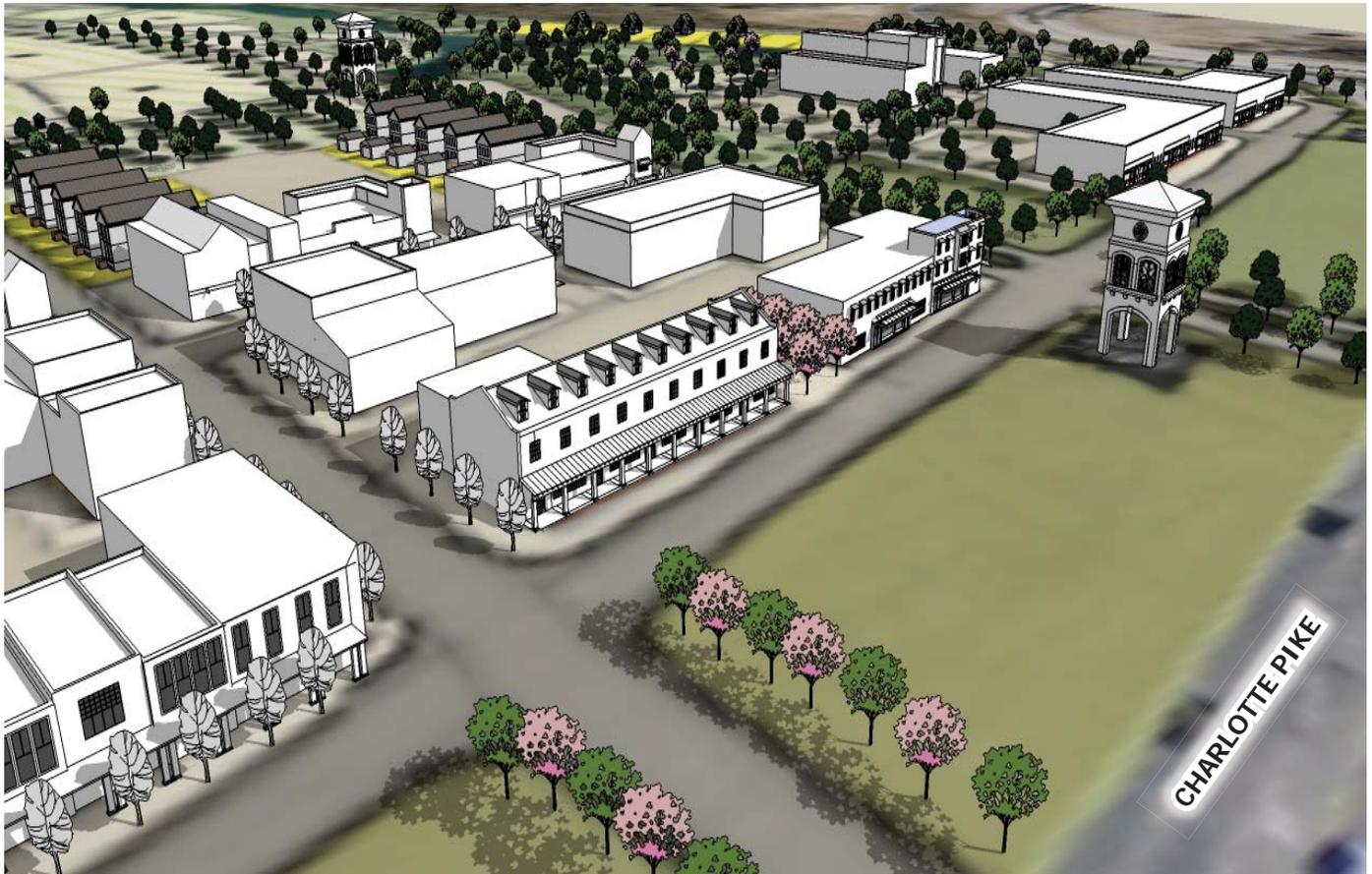


FIGURE 15 B: PERSPECTIVE VIEW 2 OF BROOKMEADE SITE

The view over the Brookmeade site, looking northeast, shows the boulevard entrance from Charlotte Pike that terminates at the trailhead entrance to the Brookmeade Greenway. The manicured green between the mixed-use commercial in the foreground and the commercial in the background is a designated space where a farmer's market could be held on the site. Produce will be grown on the Brookmeade site as a way of creating an agrarian mixed-use community. The greenway trails move through the part of the site that involves farming, providing not only recreational access to the farming component of the site, but also an access road for farming equipment and hauling. Residents who live in development could help maintain the farmland and use parts of it for their own use should they choose. Members of the Bellevue Community could also choose to rent farming land to create their own community garden on the Brookmeade site.

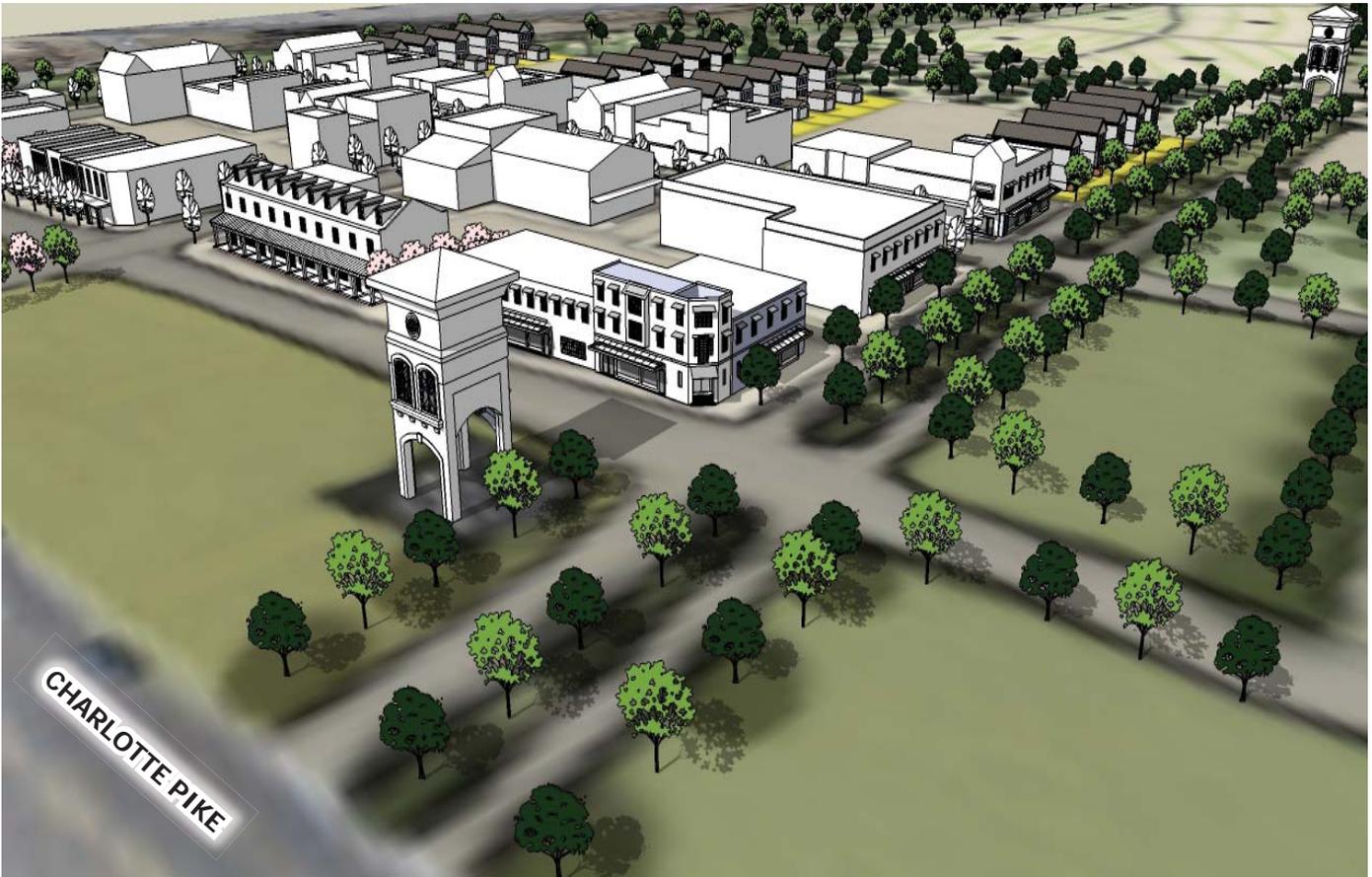


FIGURE 15 C: PERSPECTIVE VIEW 3 OF BROOKMEADE SITE

The view over the Brookmeade site, looking northwest, shows the commercial mixed-use town center along the entrance boulevard with the farmer's market green in the foreground and the new trailhead entrance to the Brookmeade Greenway in the distance. The entrance boulevard is defined by mixed-use buildings that line the street with trees along the sidewalk where access points to larger parking lots (located behind the buildings) are kept small at the center of the block face. The townhomes in the background provide a transition from the commercial mixed-use center to the lower flood-prone greenway and farming land in the background.



FIGURE 15 D: PERSPECTIVE VIEW 4 OF BROOKMEADE SITE

The view over the Brookmeade site, looking west, shows the main street of the project, where smaller pedestrian-oriented shops 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 can be found to meet additional parking requirements. The main street connects into the neighboring site to the west providing cross-access to neighboring properties to save visitors from having to go back out on Charlotte Avenue to access the “next door” stores.

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.

The existing development pattern in this area is 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 16.

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 17 A, the view over the existing Kroger site, shows pedestrian-oriented retail areas complimenting the large anchor retail component of the grocery store. The pedestrian-oriented retail helps to breakdown 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 multi-family flats or townhomes to provide appropriate density to help support the added retail components of the site.

Figure 17 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 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 17 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 16: PLAN VIEW OF OLD HICKORY BLVD./HIGHWAY 70 CENTER

Figure 17 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.

Remember, the graphics shown as part of this development scenario are illustrations and provide only one example of redevelopment that fits the policy.

FIGURE 17 A: PERSPECTIVE, LOOKING WEST ALONG HIGHWAY 70



FIGURE 17 B: PERSPECTIVE, LOOKING SOUTH ALONG OLD HICKORY BLVD.



FIGURE 17 C: PERSPECTIVE, LOOKING WEST ALONG HIGHWAY 70



FIGURE 17 D: PERSPECTIVE, LOOKING AT SOUTH SIDE OF HIGHWAY 70



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06-T3-CC-02

Bellevue's T3 Suburban Community Center Area 2 is referenced as 06-T3-CC-02 on the accompanying map. It applies to the Bellevue Center Mall. In these areas, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Community Center policy applies.

- Design Principle: Access
 - To encourage a continuous street network internally and externally, access points to major streets external to the site, should function as internal local streets. Access points should not function as typical parking lot driveways or drive aisles.
- Development Principle: Building Form (Mass, Orientation, Placement)
 - Due to the site's location and community service area, the massing of non-residential buildings may exceed 70,000 square feet in certain locations.
- Development Principle: Connectivity (Pedestrian/Bicycle)
 - Sidewalks are recommended along Sawyer Brown Road to provide additional pedestrian connectivity to the Bellevue Center Mall area. See the recommendations in Chapter III, Transportation Plan, for additional guidance on sidewalks.

Development Scenario – Bellevue Mall Site

The Bellevue mall site is a valuable asset for the Bellevue Community. The Bellevue mall 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.

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 be in the form of new office development mixed with new retail opportunities and the addition of residential uses to the site that could provide support 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

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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 the proper balance and mixture of uses to sustain a successful future for the development that also meets the future needs of the Bellevue Community.

Transit Oriented Development (TOD) is a new development option to create successful, livable communities centered around mixed-use developments with strong transit access. TOD is typically compact development within easy walking distance of transit facilities that provides convenient housing, retail and transportation choices for transit users. Improved access to transit is very important to the Bellevue Community. The redevelopment of Bellevue Mall provides many opportunities to create a TOD that provides better transit access and facilities for the community. New mixed-use development will 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.

Remember, the graphics shown as part of this development scenario are illustrations and provide only possible examples of redevelopment that fits the policy. There are other ideas and examples beyond what is illustrated in these scenarios that would also meet the intent of the T3 Suburban Community Center Policy.

Scenario A: In Scenario A, the mixture of uses includes office (blue), civic (purple), multi-family residential (brown), senior living 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. 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 “activity center” 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 community center, shown in purple, in the center 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.

FIGURE 18: SCENARIO A PLAN VIEW OF BELLEVUE CENTER MALL SITE



**FIGURE 19 A: SCENARIO A PERSPECTIVE VIEW
LOOKING AT MAIN STREET RETAIL AND OFFICE**



**FIGURE 19 B: SCENARIO A PERSPECTIVE VIEW
LOOKING AT OFFICE AND RESIDENTIAL**



FIGURE 19 C: SCENARIO A PERSPECTIVE VIEW OF ANCHOR RETAIL



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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.

FIGURE 20: SCENARIO B PLAN VIEW OF BELLEVUE CENTER MALL SITE



FIGURE 21 A: SCENARIO B PERSPECTIVE VIEW LOOKING AT TOWN CENTER



FIGURE 21 B: SCENARIO B PERSPECTIVE VIEW LOOKING AT TOWN CENTER



**FIGURE 21 C: SCENARIO B PERSPECTIVE VIEW
LOOKING AT RESIDENTIAL**



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T3 SUBURBAN MIXED USE CORRIDOR POLICY

General Character of T3 Suburban Mixed Use Corridors in the Bellevue Community

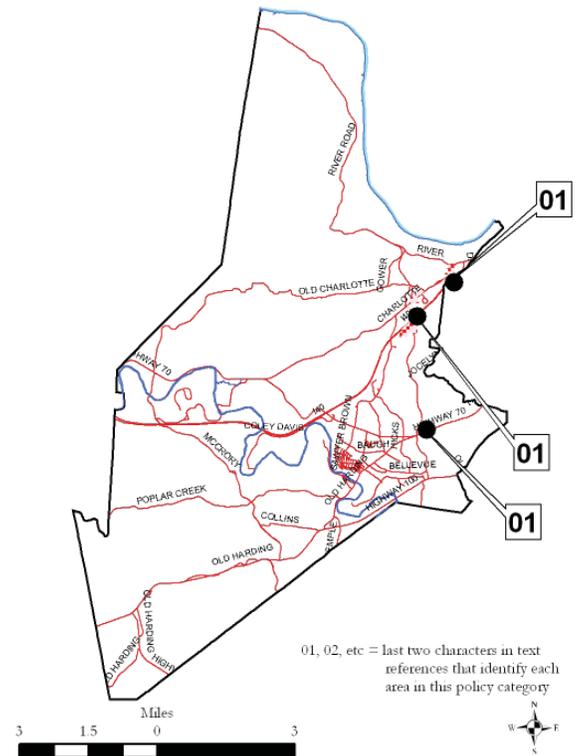
T3 Suburban Mixed Use Corridor policy has been applied to several corridors in the Bellevue Community – Charlotte Pike from the Interstate 40/Charlotte Pike interchange to the River Road and Old Charlotte Pike intersection, Old Hickory Boulevard at the Interstate 40 and Old Hickory Boulevard interchange, and a small area of Old Hickory Boulevard north of Highway 70. T3 Suburban Mixed Use Corridors are prominent due to their role in connecting communities and other prominent streets, their size and scale, and/or their accessibility by a variety of transportation modes. These corridors often act as the boundaries to suburban neighborhoods or communities and can provide an intense mix of uses to support surrounding neighborhoods. T3 Suburban Mixed Use Corridors are intended to be pedestrian friendly, prominent corridors that accommodate residential, commercial, and mixed-use development, as well as multiple modes of transportation creating a “complete street” – a street designed and operated to enable safe, attractive and comfortable access and travel for all users.

In the Bellevue Community, these T3 Suburban Mixed Use Corridor policy areas currently provide commercial opportunities for the community. However, the site and building design in these areas has room for improvement. These areas, with the exception of Old Hickory Boulevard north of Highway 70, are interstate interchanges that have businesses and a built form that caters to automobile traffic and interstate travelers. Old Hickory Boulevard north of Highway 70 has businesses and some office uses that are an extension of the community center at Highway 70 and Old Hickory Boulevard to the south. It also caters to automobile traffic with multiple “curb cuts” (vehicular access points) and spotty sidewalks and/or crosswalks, making them difficult or dangerous for pedestrians. Under these conditions, there is no “public realm” where buildings frame the street and create a sense of place. Visitors are greeted, instead, by unpredictable entrances and exits to properties, attention-grabbing signage and a lack of character. All of these site and building design issues represent opportunities for improvement that are addressed in the T3 Suburban Mixed Use Corridor policy and in the Special Policies below.

How to Use This Guidance

The intent for T3 Suburban Mixed Use Corridor policy is to enhance suburban mixed-use corridors by encouraging a greater mix of higher density residential and mixed-use development along the corridor; generally placing commercial uses at intersections with residential uses between intersections; creating buildings that are compatible with the general character of suburban neighborhoods; and street design that moves vehicular traffic efficiently while accommodating sidewalks, bikeways and mass transit. Users of the *Bellevue Community Plan: 2011 Update* should meet the policy intent by creating and evaluating

T3 Suburban Mixed Use Corridor



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development and preservation plans in light of the following:

- The T3 Suburban Mixed Use Corridor policy;
- The General Principles found in the *Community Character Manual (CCM)*;
- The existing or desired character of the particular T3 Suburban Mixed Use Corridor;
- The envisioned character of other surrounding policy areas; and
- Additional guidance provided by the Bellevue Community Plan including any Special Policies.

Note that if the Special Policy for an area does not provide additional guidance, then the guidance in the T3 Suburban Mixed Use Corridor policy and the General Principles in the CCM are controlling.

T3 Suburban Mixed Use Corridor Community Character Policy Area

The Bellevue Community Plan has three areas where the T3 Suburban Mixed Use Corridor policy is applied. They are grouped into one area titled “T3 Suburban Mixed Use Corridor Policy Area” in the plan. These corridors were identified by examining the general characteristics, development patterns (parcel sizes, spacing of homes, and in some instances density and intensity, and zoning), environmental features, and man-made features for each area.

Special Policies

The following provides additional guidance on unique conditions that may exist in a particular T3 Suburban Mixed Use Corridor policy area. The Special Policies may cover one or more of the following issues. This list is not exhaustive:

- Design Principles Found in the T3 Suburban Mixed Use Corridor Policy
- Appropriate Land Uses
- Building Types
- Non-Conforming and Inconsistent Land Uses
- Historically Significant Sites or Features

06-T3-CM-01

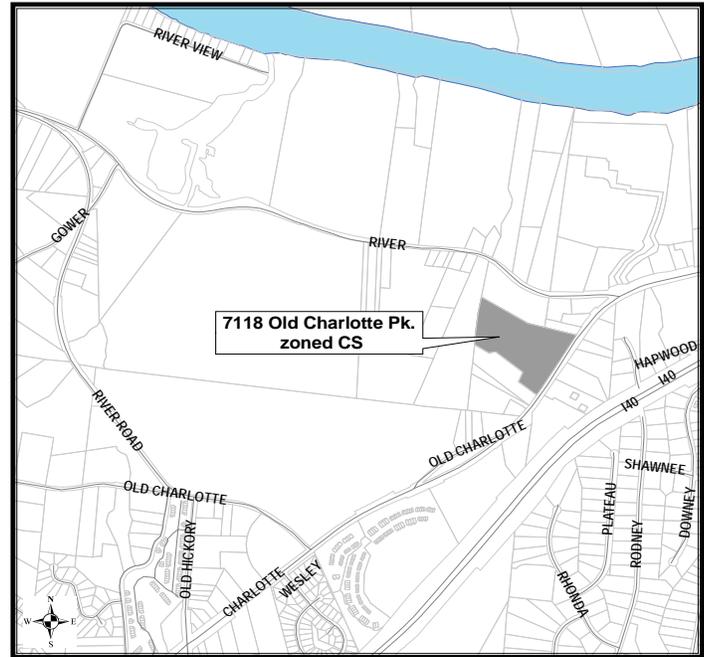
Bellevue’s T3 Suburban Mixed Use Corridor Area 1 is referenced as 06-T3-CM-01 on the accompanying map. It applies to areas along Charlotte Pike from the Interstate 40/Charlotte Pike interchange to the River Road/Old Charlotte Pike intersection, Old Hickory Boulevard at the Interstate 40/Old Hickory Boulevard interchange, and a small portion of Old Hickory Boulevard north of Highway 70. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Mixed Use Corridor policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)
 - Bike lanes are planned along Charlotte Pike and River Road that should be taken into account in conjunction with development proposals and/or street improvements.
 - A multi-use path is planned along Old Hickory Boulevard that should be taken into account with development proposals and/or street improvements.
 - The *Implementing Complete Streets: Major and Collector Street Plan* recommends widening Charlotte Pike from River Road to Sawyer Brown Road from the continuous two lanes with three lanes (a turn lane) at some intersections. This recommendation should be taken into account with any development proposals and/or street improvements.
 - See the recommendations in Chapter III, Transportation Plan, for additional guidance and information on bikeways, multi-use paths and street improvements.

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- Non-Conforming and Inconsistent Land Uses (*refer to the accompanying graphic*)
 - There is a farm located at 7118 Charlotte Pike (Map/Parcel 10200006500) that is zoned CS (commercial services). Over time, this property should be rezoned to be consistent with policy.
- Historically Significant Sites or Features
 - There is one site (Map/Parcel 11400011400) which contains Pug's Body Shop and is considered Worthy of Conservation (WOC) in this policy area. Because of the historic designation, owners of private property are encouraged to work with the Metropolitan Historical Commission to protect and preserve this site and its contributing features. See Appendix D for a listing of historic features and "Historically Significant Areas and Sites" in the General Principles of the *Community Character Manual* for additional guidance.



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Special Policies

The following provides additional guidance on unique conditions that may exist in a particular D District Impact area. The Special Policies may cover one or more of the following issues. This list is not exhaustive:

- Design Principles Found in the D District Impact Policy
- Appropriate Land Uses
- Building Types
- Non-Conforming and Inconsistent Land Uses
- Historically Significant Sites or Features

06-D-I-01

Bellevue D District Impact Area 1 is referenced as 06-D-I-01 on the accompanying map. It applies to the rock quarry on River Road and Charlotte Pike, the Harpeth Valley utility station on River Road, and the Tennessee Valley Authority utility station on Coley Davis Drive. In these areas, the following Special Policies apply. Where the Special Policy is silent, the guidance of the D District Impact policy applies.

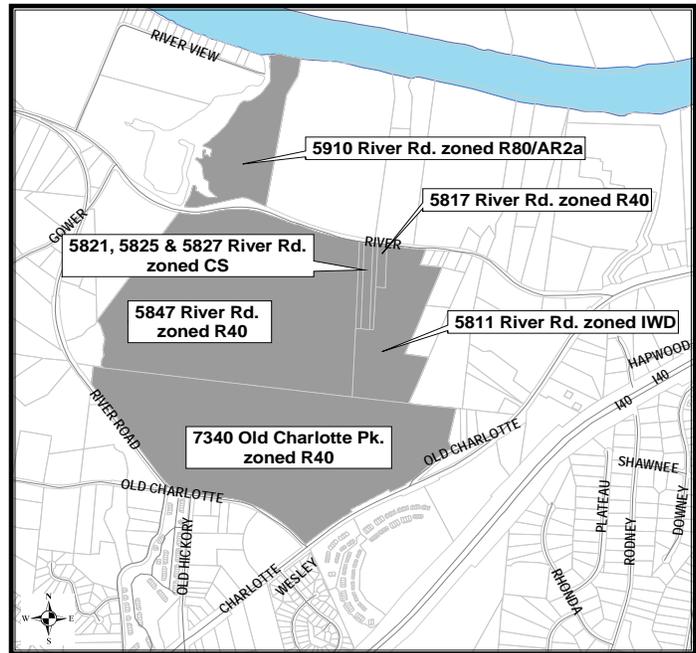
- Design Principle: Connectivity (Pedestrian/Bicycle)
 - A bike lane is planned on River Road and Charlotte Pike that should be taken into account in conjunction with development proposals and/or street improvements. See the recommendations in Chapter III, Transportation Plan, for additional guidance regarding bikeways.
- Design Principle: Connectivity (Vehicular)
 - The *Implementing Complete Streets: Major and Collector Street Plan* recommends widening Charlotte Pike from River Road to Sawyer Brown Road from the continuous two lanes to three lanes (a turn lane) at some intersections. This recommendation should be taken into account with any development proposals and/or street improvements. See the recommendations in Chapter III, Transportation Plan, for additional guidance and information on these street connections and improvements.
- Non-Conforming and Inconsistent Land Uses (*refer to the accompanying graphic*)
 - There are three parcels that are part of the rock quarry at 5821, 5825, and 5827 River Road (Map/Parcels 10100011300, 10100011200, and 10100011100) whose zoning is CS (commercial services). While the zoning is currently inconsistent with policy, it is not recommended that the zoning be changed at this time to a more intense zoning district that would be consistent with policy. Over time, the quarry should transition to a land use that is more compatible to its surroundings. At that time, zoning and policy that supports non-impactful land uses should be considered. In addition, the CS zoning, while permissive, still allows land uses that are less intense than the quarry, and provides an opportunity for other uses that would provide a transition from the quarry to land uses to the east on River Road.
 - There are three parcels, that are also part of the rock quarry, at 5817 River Road, 5847 River Road and 7340 Old Charlotte Pike (Map/Parcels 10100011400, 10100010900, and 11400002800) whose zoning is R40 (single- and two-family residential on 40,000 square foot lots). While the zoning is currently inconsistent with policy, it is not recommended that the zoning be changed at this time to a more intense zoning district that would be consistent with policy. Over, time, the quarry should transition to a land use that is more compatible to its surroundings. At that time, zoning and policy that supports non-impactful land uses should be considered.
 - There is a property at 5811 River Road (Map/Parcel 10100011500) that currently contains a small service shop and is zoned IWD (industrial warehousing and distribution). While the zoning is currently inconsistent

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with policy, it is not recommended that the zoning be changed at this time to a more intense zoning district that would be consistent with policy. Over time, the area should transition to land uses that are more compatible to its surroundings. At that time, zoning and policy that supports non-impactful land uses should be considered.

- o The Harpeth Valley Utility Station located at 5910 River Road (Map/Parcel 10100005101) is zoned a combination of AR2a (agricultural and residential at two dwelling units per acre) and R80 (single- and two-family residential on 80,000 square foot lots). This is a use that provides services to the community. While this zoning is inconsistent with policy, it is not recommended that the zoning be changed to a more intense zoning district that would be consistent with the policy.



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Special Policies

The following provides additional guidance on unique conditions that may exist in a particular D District Office Concentration area. The Special Policies may cover one or more of the following issues. This list is not exhaustive:

- Design Principles Found in the D District Office Concentration Policy
- Appropriate Land Uses
- Building Types
- Non-Conforming and Inconsistent Land Uses
- Historically Significant Sites or Features

06-D-OC-01

Bellevue's D District Office Concentration Area 1 is referenced as 06-D-OC-01 on the accompanying map. It applies to the properties located at the intersection of Sawyer Brown Road and Highway 70S. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the D District Industrial policy applies.

- Appropriate Land Uses
 - Office and residential are the only appropriate land uses to locate in this area during this planning period. Commercial is not an appropriate land use for this area during this planning period.
- Design Principle: Density/Intensity
 - This area is currently zoned ON (neighborhood office) which is designed for low intensity office development that is appropriate to locate near residential land uses. While this zoning district is inconsistent with the zoning that is supported by the policy, it is appropriate for the zoning to remain during this planning period. Office land uses in this area are envisioned to remain low intensity to create a transition from the Bellevue Center Mall to the residential neighborhood to the east.
 - Residential development may also be an appropriate land use in this area during this planning period. The density and intensity of residential development should resemble the density and intensity of adjacent residential neighborhoods to the east in T3 Suburban Neighborhood Maintenance policy Area 06-T3-NM-04.

CHAPTER III: TRANSPORTATION PLAN

INTRODUCTION

A complete and well-connected transportation network is essential to a healthy, sustainable community. It assists in the movement of people and goods; connects neighborhoods, open space, employment and retail centers; and provides residents, employees and visitors the opportunity to have healthier lifestyles through walking and cycling. The street and highway network in the Bellevue Community is the backbone of the community's transportation system. This network will continue to evolve in the future as the range of transportation choices evolves to include more biking, walking, and mass transit options.

The Bellevue Community Plan provides guidance, through the transportation plan and associated Community Character Policies, for various corridors throughout the community. The Community Character Policies found in Chapter II provide guidance on the appropriate character of land uses adjacent to the corridors, taking into consideration the function of the corridors. The Community Character Policies are supplemented by the Bellevue Community Plan's Transportation Plan – see Figure 22 on page 148 and Figure 27 on page 164.

MOBILITY 2030 – NASHVILLE/DAVIDSON COUNTY'S TRANSPORTATION PLAN

In addition to community character, the Bellevue Community Plan's Transportation Plan considers the needs of vehicular users, bicyclists and pedestrians in its guidance and recommendations. It does so by utilizing *Mobility 2030* as its foundation. *Mobility 2030* is one of the functional plans of the General Plan. It was adopted by the Planning Commission in September 2007. It outlines seven guiding principles:

- 1) Create efficient community form.
- 2) Offer meaningful transportation choices.
- 3) Sustain and enhance the economy.
- 4) Value safety and security.
- 5) Protect human health and the environment.
- 6) Ensure financial responsibility.
- 7) Address transportation from a regional perspective.

The guiding principles inform the broader objectives of context-appropriate transportation investments within the community to ensure a functional transportation network, promote economic development that reduces trip lengths, and provide transportation choices for all people.



IMPLEMENTING COMPLETE STREETS: THE MAJOR AND COLLECTOR STREET PLAN OF METROPOLITAN NASHVILLE

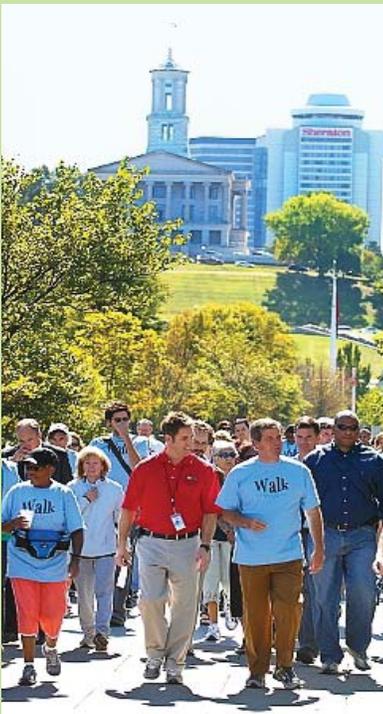
The *Major and Collector Street Plan* (MCSP) is a comprehensive plan and implementation tool for guiding public and private investment for Nashville/Davidson County's major streets that make up the backbone of the city's transportation system. It is a part of, and implements, *Mobility 2030*. The MCSP 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, and bicycle and pedestrian planning efforts. The MCSP utilizes the concepts of Complete Streets and Context Sensitive Solutions to provide guidance for street character.

Context Sensitive Solutions

The Federal Highway Administration defines Context Sensitive Solutions (CSS) as a collaborative, interdisciplinary approach involving all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility. CSS is an approach that considers the total context – the lands through which streets pass – within which a transportation improvement project will exist. The result is that a street in an urban setting may be designed differently than a street in a rural setting. While a street in an urban area will have curb and gutter and likely a planting strip and sidewalk, a street in a rural area may have a swale with a multi-use path. In this way the street's design complements the surrounding context through which the street passes.

Complete Streets

Complete Streets ensure that corridors are designed and operated to enable safe access for multiple users. Streets should work for drivers, transit users, pedestrians, bicyclists, freight operators, older adults, children, people with disabilities, and others. Good street design standards balance engineering judgment and user needs within the context of the street. Street design relies on the design professional's knowledge of elements such as travel speeds, volumes, horizontal and vertical alignments and sight lines. Complete Streets strives for a context sensitive approach to transportation planning by balancing users' needs with street components (bike lanes, sidewalks, and bus stops for example). The Bellevue Community Plan utilizes a Complete Streets approach with plans for the pedestrian and bicycle network, vehicular network, and transit network. Note that since Complete Streets should be sensitive to their context, not all Complete Streets will look the same. While context, usage and constraints of one street will allow for travel lanes, separate bike lanes and sidewalks, on another street, the bikeway and sidewalk may be



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Chapter III - Transportation Plan

combined into a shared, multi-use path. The Complete Streets model is used to assess and plan for streets that serve the needs of all users. It does not, however, mean that all streets will look the same.

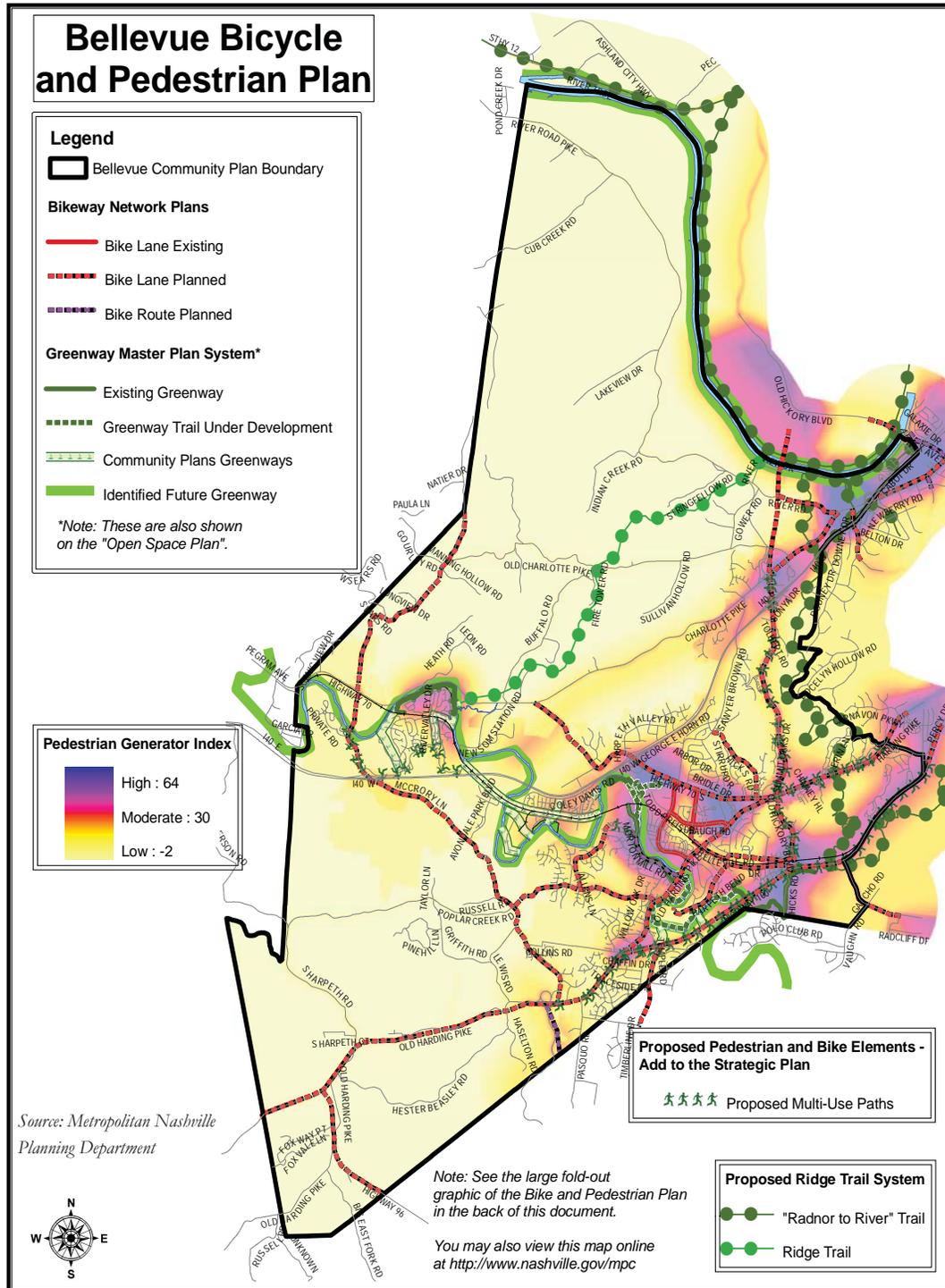
For additional information on Context Sensitive Solutions, Complete Streets, and the MCSP, please refer to: www.nashville.gov/mpc/transportation/davidson.asp.

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 and bicyclists. Needless to say, funding is limited, and the need to improve a multi-modal network far outweighs existing resources. Sidewalk, bikeways and greenway projects in Bellevue compete against street projects, the urgent nature to maintain existing infrastructure investments across the County, and projects that are regionally significant. During this Community Plan update, planners worked with the Bellevue Community stakeholders and elected officials to identify *priority projects* that residents, community and business leaders, and elected officials could champion in Bellevue to secure funding from a variety of sources.



FIGURE 22: THE BELLEVUE COMMUNITY BICYCLE & PEDESTRIAN PLAN



PEDESTRIAN AND BICYCLE NETWORK PLAN

A complete transportation network provides options for pedestrians and cyclists in addition to vehicles and transit. Providing true transportation options makes a community more welcoming to more residents, employees and visitors and encourages healthy living. The Bellevue Community Plan, therefore, includes recommendations on the following non-vehicular transportation networks: bikeways, sidewalks, multi-use paths, greenways, crosswalks, and pedestrian signs/signals.

The Bellevue Community Plan and its pedestrian and bicycle network do not exist in a vacuum and also consider the pedestrian and bike systems in adjacent communities. For instance, a series of greenways are planned and under development along the Harpeth River. A planned multi-use path is also identified within the Community Plan along Highway 100 connecting the Natchez Trace Parkway to Warner Parks. This infrastructure provides recreational opportunities for the region and opportunities for residents to shift some travel to active transportation modes. Sidewalks along major corridors, crosswalks at major intersections, greenway paths, and bike lanes are all needed to facilitate the movement of pedestrians and bicyclists between the Bellevue Community and other surrounding communities. Recommendations in the Bellevue Community Plan encourage the careful coordination of its bike and pedestrian systems with that of adjacent communities.

The *Strategic Plan for Sidewalks and Bikeways* (adopted by the Planning Commission in April 2011), establishes high-priority sidewalk areas and outlines future sidewalk projects planned for the Bellevue Community. The *Strategic Plan* can be viewed online at: mpw.nashville.gov/IMS/stratplan/. The *Strategic Plan* also includes the *Bikeways Vision Plan* for the County. The *Vision Plan* identifies major and minor roadways that are ideal for bike lanes and bike routes. The overall purpose of the *Strategic Plan* is to enable Metro Nashville to effectively plan and implement sidewalks and bikeways that improve safety, enhance mobility, and promote a higher quality of life for Nashvillians.

Figure 22 (Bicycle and Pedestrian Plan) and the sections below outline existing on-road pedestrian and bikeway facilities in the Bellevue Community and planned sidewalks and bikeways that are found in the *Strategic Plan for Sidewalks and Bikeways*. Also included are recommendations from community meetings during the Bellevue Community Plan update process and Planning Department staff analysis regarding pedestrian networks and bicycle facilities in the community. Planning staff will work to have these community-proposed bicycle and pedestrian facilities added to the *Strategic Plan*. Note that while greenways are included on Figure 22, they are discussed in detail in Chapter IV, Open Space Plan.



PEDESTRIAN FACILITIES



Creating a walkable community involves more than installing a sidewalk or a crosswalk. A truly viable pedestrian system involves both the big picture and small details – from how the sidewalk network is planned and developed to the actual materials used during construction of individual sidewalks and crosswalks. Pedestrian facilities should be accessible to all potential users, including those with disabilities. Also important when creating a walkable community is the consideration of important amenities like pedestrian signals, street furnishings/buffers, and raised medians or pedestrian refuges. Below are descriptions and definitions of important pedestrian amenities:



A *Sidewalk* is a walkway that provides people with space to walk that is separated from roadway vehicles. Design guidelines recommend an adequate width that will allow two people to pass comfortably or to walk side-by-side. Wider sidewalks should be installed near commercial areas, near civic buildings or anywhere with a high concentration of pedestrian traffic.

The *Furnishing Zone* is the area parallel to the roadway and sidewalk that provides a buffer between pedestrian and vehicles. It may contain landscaping, public street furniture, transit stops, public signage, and or utilities. The width of furnishing zones depends on the roadway classification.

The *Curb Extension/Bulb Out* is the extension of the sidewalk curb into the roadway that serves the purpose of reducing crossing time for a pedestrian crossing the street, minimizing the pedestrian's exposure to vehicular traffic, and increasing convenience and safety of people crossing a roadway. Curb extensions/bulb outs are most effective on streets that include on-street vehicle parking.

Pedestrian Connections are public walkways or pathways not adjacent to a street. They may connect two public streets, connect parking lots, or connect a public street and a public facility such as a school, library, park, community center, etc. The standard pedestrian connection includes a minimum five foot sidewalk and landscaped buffers on each side (which may also provide access for maintenance). Pedestrian connections may include other items (such as street lighting).



Pedestrian Signals provide specific guidance to pedestrians as to when they have the right-of-way in the crosswalk; they are set to provide enough time for pedestrians to cross a roadway. All signalized intersections should include pedestrian signals and crosswalk marking at each leg of the intersection, but are especially important in areas with high pedestrian volumes, such as areas near schools or commercial centers.

Existing Pedestrian Facilities in the Bellevue Community

Since the Bellevue community is suburban and rural in character, there are few existing sidewalks. This lack of pedestrian connectivity presents problems, especially in times when options for travel by other modes are limited (dramatically exemplified by the May 2010 flood). In areas where sidewalks are present, often they are only present on one side of the street because this was all that was required by the regulations at the time they were built. The established neighborhoods in Bellevue such as River Plantation, Walnut Hill, Merrymount Acres, Bellevue Manor, and Devon Valley generally lack sidewalk infrastructure connecting to commercial services. The northern portion of the community also relies heavily upon automobile travel because of the more rural character and distance between developments.

Today, the city has sidewalk requirements in place to ensure that sidewalks are built as part of new development (or in areas where sidewalks are not feasible, such as rural areas, payment into a sidewalk fund is made). In Nashville/Davidson County, future publicly-constructed sidewalk projects are planned based on the Pedestrian Generator Index (PGI) (a detailed explanation of the PGI can be found in the 2008 update of the *Strategic Plan*). The PGI's criteria for sidewalks is generally based on whether the setting is rural, suburban or urban, proximity to schools, location of public parks and greenways, roadway classifications, and existing transit routes. Other higher scoring factors for new sidewalks include proximity to hospitals, community centers, and public housing.

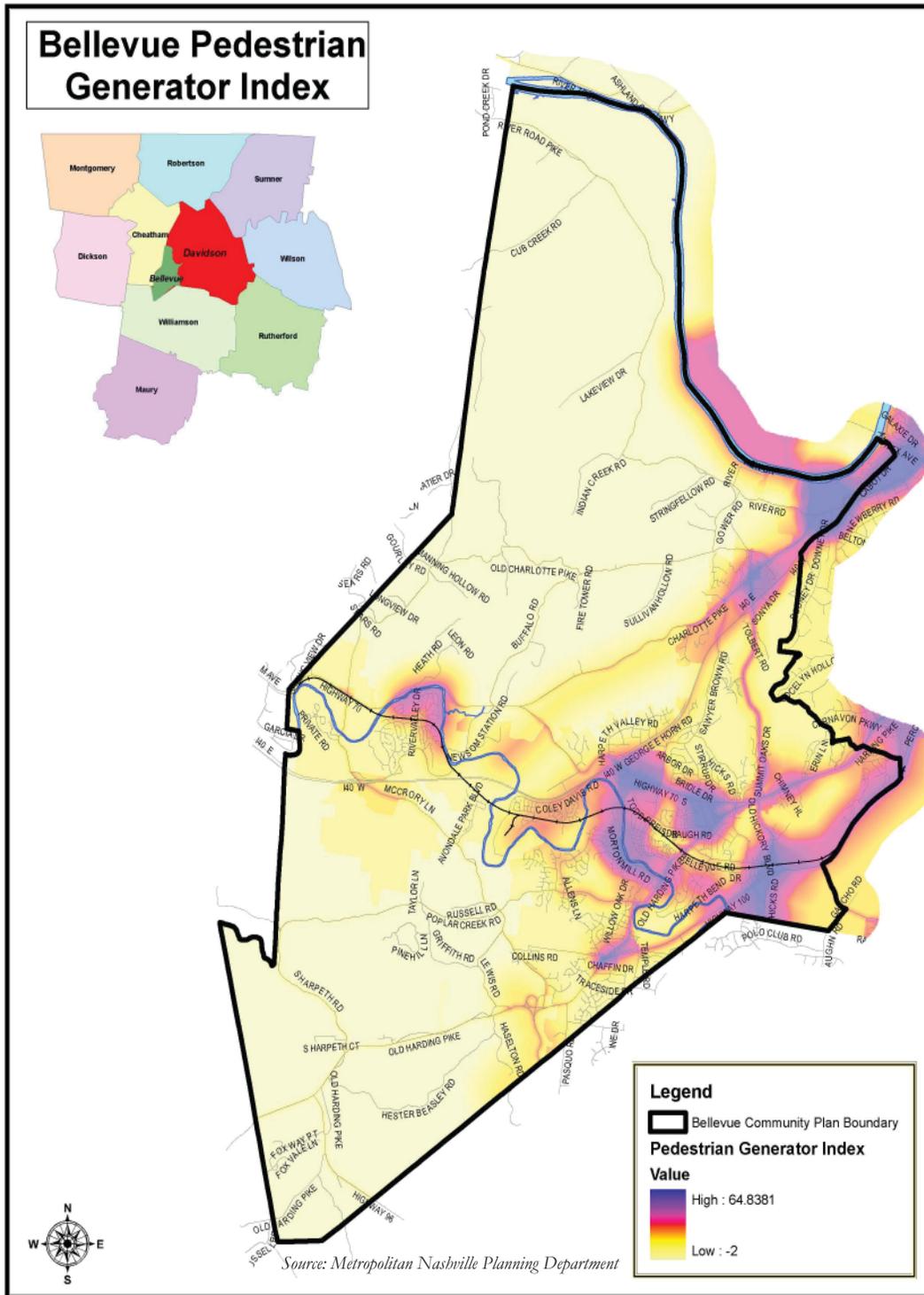
Subdivisions built in Bellevue since the early 1990s have included sidewalks as part of their development, including neighborhoods such as Boone Trace, Riverwalk, Somerset Farms, and Traceside. According to the *Strategic Plan for Sidewalks and Bikeways*, sidewalks were completed most recently (as of October 2011) in the following areas:

- Within the Summit Oaks, Devon Park, Westchase, Riverwalk, and Riverbridge subdivisions.
- Along portions of Colice Jeanne Road and Baugh Road near Bellevue Middle School.

Figure 23 on page 152 depicts the existing sidewalk system and Pedestrian Generator Index (PGI) in the Bellevue Community as a sort of “heat map” with the areas with the greatest pedestrian activity (and the greatest need for sidewalks) in a deep purple color.



FIGURE 23: THE BELLEVUE COMMUNITY PEDESTRIAN GENERATOR INDEX



Planned Pedestrian Facilities in the Bellevue Community – The Strategic Plan for Sidewalks and Bikeways

The *Strategic Plan for Sidewalks and Bikeways* establishes the vision for future pedestrian infrastructure in Bellevue. Within the *Strategic Plan*, the following arterial-boulevards are identified for future sidewalks:

- Charlotte Pike/Highway 70, west of I-40;
- Highway 70S, west of I-40;
- Old Hickory Boulevard from Highway 100 to Vaughn Road;
- Old Harding Pike between Highway 70S and Highway 100; and
- Highway 100 from the Natchez Trace to the Williamson County Line.

Multi-use paths are identified as recommendations during this community plan update along several arterial-boulevards. Multi-use paths serve both pedestrians and bicyclists, and the financial resources to provide these accommodations are generally less than constructing sidewalks on both sides of a street. The *Strategic Plan* currently identifies these segments for future sidewalks, whereas this community plan recommends amending these segments to include a multi-use path:

- Old Hickory Boulevard from I-40 to north of Highway 70S;
- Old Hickory Boulevard from Highway 70S to Highway 100; and
- Highway 100 from Warner Parks to the Natchez Trace.

Within the *Strategic Plan*, the following collector-avenues are identified for future sidewalks:

- Bellevue Road from Highway 70S to Old Harding Pike;
- Portions of Todd Preis Road and Baugh Road;
- Hicks Road from Highway 70S to Patten Lane (*although terrain makes constructing sidewalks very difficult*);
- Poplar Creek Road from Old Harding Pike to Willow Oak Drive and from Poplarwood Drive to Montcastle Drive; and
- Collins Road from Highway 100 to Collinswood Drive.

Additionally, a number of local streets, including Harrow Drive, Stacy Drive, Cavalier Road, Doral Country Drive, and Birch Bark Drive are identified to complete gaps in the sidewalk system and connect established neighborhoods.

This list of planned sidewalks is not exhaustive and is subject to change with the utilization of the PGI matrix and further field analysis conducted by Metro Public Works. In all cases, for details of sidewalk projects and information about sidewalk maintenance and repairs per the *Strategic Plan*, Bellevue stakeholders are encouraged to consult the *Strategic Plan for Sidewalks and Bikeways* at: mpw.nashville.gov/IMS/stratplan/ and contact Metro Public Works.



Recommended Pedestrian Facilities and Priorities for the Bellevue Community

Table 1 on page 155 outlines recommended pedestrian facilities for the Bellevue Community based on community and Council member input. Criteria are listed to assist in prioritizing potential projects with an emphasis on connecting to commercial centers from established neighborhoods, serving areas that are lacking pedestrian infrastructure, anticipating increased automobile traffic, and estimated cost. The estimated length of each sidewalk project is indicated on the table. In some instances where curb and gutter exist, the construction of only a sidewalk is necessary, but in most instances, curb, gutter, and sidewalks are needed. The cost range is a planning estimate based on recent, similar projects; once design work is complete, a more definitive cost will be available. Environmental constraints are another factor impacting costs, which is especially pertinent in Bellevue. Projects that have more types of environmental constraints are likely to have higher costs.

Just as transportation and land use planning should be linked, the table notes which land uses will flank each proposed sidewalk project. Connections to commercial centers to obtain goods and services are vital; therefore, commercial center policies are underlined within the table to highlight potential projects providing that connectivity. Further aspects of the street that are noted in the table include the street’s “functional class,” which describes the hierarchy of streets in the transportation network (arterial-boulevard, collector-avenue, or local street), and vehicle speed. Arterial-boulevards that collect traffic from collector-avenues at high speeds are likely top priorities for adequate pedestrian infrastructure.

The table also notes whether or not a bike lane exists on a street. Although not ideal, a bike lane can provide a buffer to pedestrians walking on the shoulder or grass in areas without sidewalks. For this reason, streets with bike lanes, but without sidewalks are a lower priority.

The Pedestrian Level of Service (PLOS) and Bicycle Level of Service (BLOS) indicate the quality of existing pedestrian and bicycle infrastructure. Infrastructure in good condition, adequately sized, and buffered from traffic is most likely indicated by a PLOS/BLOS of A or B. Streets where no pedestrian/bicycle infrastructure is provided, or exists but is in need of repair and poorly-sized, have a PLOS/BLOS of E or F.

Table 1 also provides a list of basic community services that are within a half-mile of each proposed sidewalk project. Sidewalk projects connecting to centers and community services are likely to be prioritized higher where no pedestrian infrastructure and no bike lanes currently exist. Finally, stakeholders must balance each of the criteria and determine what priority a project can receive given the limited financial constraints. A project’s priority (high, medium, or low) considers all of the factors outlined and is noted in the last column.

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TABLE 1: PEDESTRIAN FACILITIES RECOMMENDATIONS

Project	From	To	Approximate Length (mi)	Sidewalk Only	Sidewalk, Curb & Gutter	Estimated Cost Range (millions)	Environmental Constraints	Land Use Policies	Functional Design*	Vehicle Speed (mph)	Existing Bike Lane	Pedestrian LOS	Bicycle LOS	School	Civic Building	Park	Senior Facility	Hospital	Transit Route	Priority	
Old Harding Pike	Highway 70S	Morton Mill Road	1.6		X	\$2.1 - \$4.2	1 stream crossing 1 river crossing	T3 CC T3 NM T3 OS CO T3 NC	AB	40		E	D	X	X	X			X	High	
Old Harding Pike	Morton Mill Road	Learning Lane	1.0		X	\$1.3 - \$2.6	1 river crossing Adjacent to floodplain Some slopes	CO T3 NM T3 CC	AB	40		E	D	X		X					High
Hicks Road	Old Harding Pike	Bellevue Road	0.8		X	\$1.1 - \$2.2	Slopes 1 stream crossing	T3 CC CO T3 NM	CA	30		D	C		X	X			X	Medium	
Sawyer Brown Road	Highway 70S	Hicks Road	0.9		X	\$0.8 - \$1.9	None identified	T3 CC T3 NM CO	CA	35		D	D	X			X		X	Medium	
Todd Preis Road/Baugh Road	Sawyer Brown Road	Sheffield Square	0.6	X		\$0.3 - \$0.5	1 stream crossing	CO T3 NM T3 OS	CA	30	X	C	B	X		X			X	Medium	
Bellevue Road	Highway 70S	Old Harding Pike	0.8	X		\$0.4 - \$0.7	1 stream crossing	T3 NM CO T3 NC	CA	30	X	C/D	A/C	X	X	X			X	Low	
Bellevue Road	Old Harding Pike	Old Hickory Boulevard	1.3		X	\$1.7 - \$3.4	None identified	T3 NM CO	CA	30		D/C	C	X	X	X				Low	
Colice Jeanne Road/Patten Lane	Old Harding Pike	Hicks Road	0.5		X	\$0.7 - \$1.3	None identified	T3 NM	LS	30				X	X	X				Low	
Hicks Road	Highway 70S	Still Spring Hollow Road	0.3		X	\$0.4 - \$0.8	Slopes	T3 NM CO	CA	30		D	C			X			X	Low	
Poplar Creek Road	Old Harding Pike	River Fork Drive/Montcastle Drive	1.4			\$0.7 - \$1.4	Slopes	T3 NM	CA	40		D	D							Low	
Sawyer Brown Road	Highway 70S	Old Harding Pike	1.3	X		\$0.7 - \$1.1	1 stream crossing Adjacent floodplain	T3 CC T3 NM CO	CA	35	X	D	A	X			X		X	Low	
Sawyer Brown Road	Hicks Road	Charlotte Pike	1.9		X	\$1.5 - \$4.1	1 floodplain crossing Slopes	T3 NM CO T3 POS	CA	35		D	D	X						Low	

*Functional Design is Local Street (LS), Collector-Avenue (CA), or Arterial-Boulevard (AB).

Source: Metropolitan Nashville Planning Department

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The Old Harding Pike sidewalk project was identified of highest priority in the Bellevue Community and is depicted on the following map. This project would likely require public financing as opposed to some sidewalk construction projects that may be required to be built as development occurs.

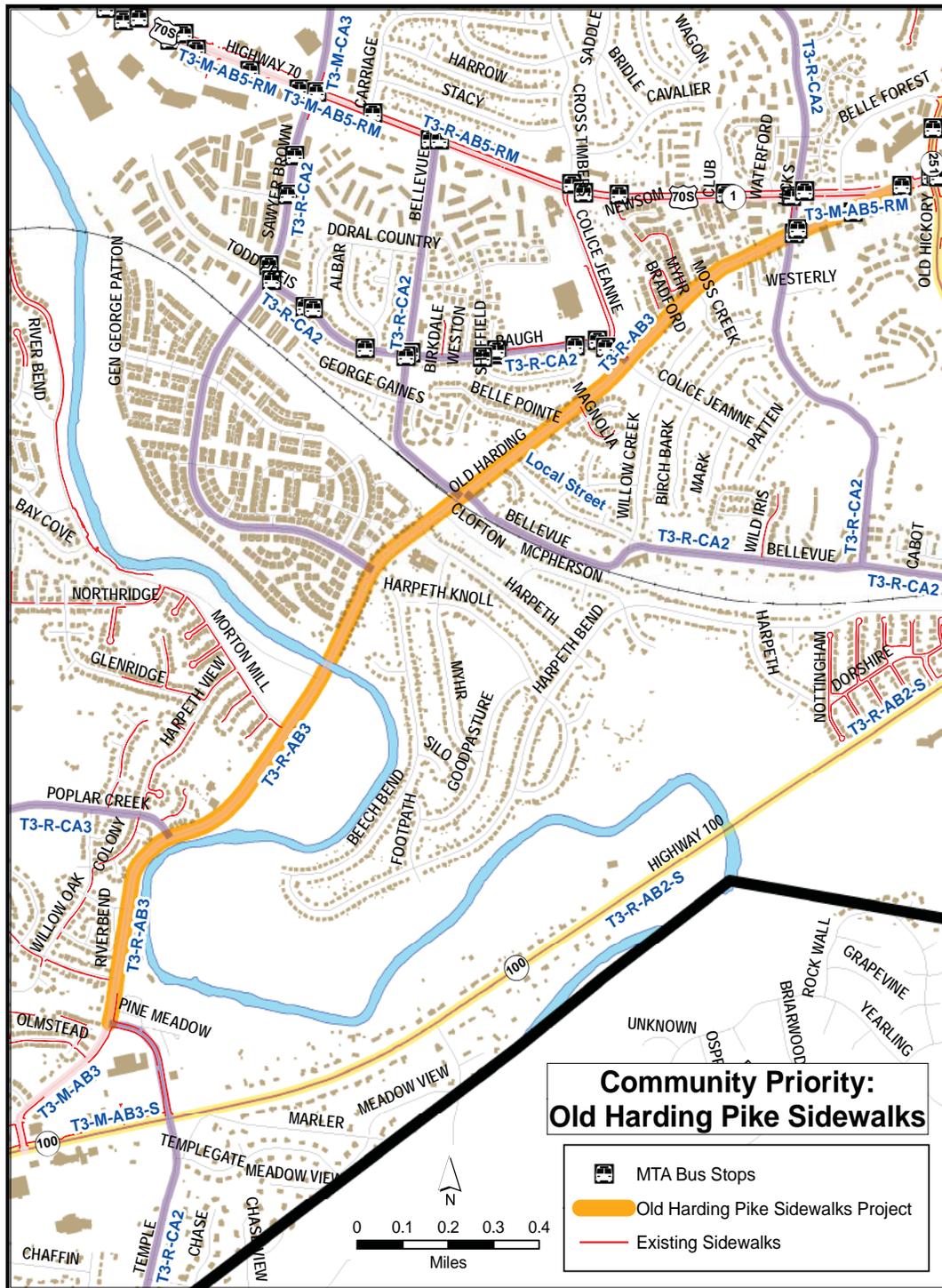
Pedestrian Priority for the Bellevue Community

Construct a sidewalk along Old Harding Pike from Highway 70S to Learning Lane.

During the planning process, residents voiced strong support for sidewalks along Old Harding Pike. 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 70S making pedestrian travel to those stops from residential neighborhoods along Old Harding Pike difficult. All segments of Old Harding Pike have a PLOS/BLOS of D or E, indicating an existing hostile walking environment.

Please refer to Figure 24 on page 157 for a map of the area. This highlights the number of residential units along both sides of Old Harding Pike and the need to connect to mass transit service and commercial centers in the area.

FIGURE 24: OLD HARDING PLACE SIDEWALKS



Source: Metropolitan Nashville Planning Department

BICYCLE FACILITIES



The bikeways *Vision Plan* of the *Strategic Plan for Sidewalks and Bikeways* recommends a county-wide bicycle network. The *Vision Plan* recognizes that roadways will be improved and, at that time, options for including bikeways should be considered. The *Strategic Plan* recommends that if a roadway is called out in the *Vision Plan* to have bikeways, any future roadway improvement projects on those roads should include a bikeway component as part of the overall project plan and budget.



Bicycling on local streets can be an enjoyable form of recreation, but is also a viable transportation option for many. Yet modern-day cyclists face problems related to suburban sprawl, motor vehicle speed and traffic volume. The various kinds of facilities needed to maintain bicycling as a feasible transportation mode have been frequently overlooked in creating our transportation systems. This situation has been changing in recent years, and now people want more ways to get around their communities and elsewhere via bicycle. People want to be able to make bicycling trips in a safe and enjoyable manner. Below are descriptions and definitions of important bikeway facilities:

A *Bikeway* is a generic term used to describe a roadway or path that in some form is specifically designated for bicycle travel. The more specific *types* of bikeways are defined below.

Bike Lanes are sections of a roadway that have been designated by striping, signing and pavement marking for the exclusive use of bicycles.

A *Bike Route* is a roadway designated with appropriate directional and informational route signage for bicycle travel. This type of roadway is mostly a “shared use” road with wide curb lanes or paved shoulders.

Shared Use Roadway and/or Wide Outside Lane are sometimes synonymous with a bike route. It is a roadway, open to both bicycle and motor vehicle travel, and may be an existing roadway, street with wide curb lanes, or road with paved shoulders.



A *Multi-Use Path* is a path that is physically separated from motor vehicle traffic by an open space or barrier, used by bicyclists, pedestrians, joggers, skaters and other non-motorized travelers. The separation from the roadway should be at least six feet and in rural areas the separation should be incorporated through a swale or ditch. This may also be known as a *greenway*.

Bike Parking includes a designated area and secured equipment for safely parking bicycles. A lack of bicycle parking is recognized as a significant deterrent to bicycle use. The availability of safe and convenient parking is important at land uses such as retail shops, employment centers, libraries and schools.

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Existing Bikeways in the Bellevue Community

In the Bellevue Community, there are existing bike lanes (as of October 2011) along:

- Baugh Road;
- Bellevue Road from Baugh Road to Highway 70S; and
- Sawyer Brown Road from Old Harding Pike to Highway 70S.

In the Bellevue Community, there is only one formally designated bike route (as of October 2011):

- Natchez Trace Parkway

Planned Bikeways in the Bellevue Community – The Strategic Plan for Sidewalks and Bikeways

The *Strategic Plan for Sidewalks and Bikeways* establishes the vision for future bike infrastructure. Within the *Strategic Plan*, the following arterial-boulevards in the Bellevue Community are identified for future bike lanes:

- Charlotte Pike from Old Hickory Boulevard to River Road;
- Highway 96;
- Highway 100 from the Natchez Trace to the Williamson County Line;
- McCrory Lane;
- Old Harding Pike; and
- River Road from Charlotte Pike to Old Hickory Boulevard.

Multi-use paths are identified as recommendations during this community plan update along several arterial-boulevards. Multi-use paths serve both bicyclists and pedestrians. The *Strategic Plan* currently identifies these segments for future bike lanes, whereas this community plan recommends amending these segments to include a multi-use path:

- Highway 70S from Old Hickory Boulevard to Percy Warner Boulevard;
- Highway 100 from the Natchez Trace to Warner Parks; and
- Old Hickory Boulevard from Highway 100 to Charlotte Pike.

In the Bellevue Community, the following collector-avenues are identified for future bike lanes:

- Davidson Drive;
- Poplar Creek Road from McCrory Lane to Old Harding Pike; and
- Temple Road, south of Highway 100.

In the Bellevue Community, the following local street is identified for a future bike lane:

- Rolling River Parkway



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In all cases, for details of bikeway projects, Bellevue stakeholders are encouraged to consult the *Strategic Plan for Sidewalks and Bikeways* at: mpw.nashville.gov/IMS/stratplan/ and contact Metro Public Works.

Recommended Bikeways Facilities and Priorities for the Bellevue Community

Table 2 on page 161 outlines recommended bike facilities for the Bellevue Community. These facilities are based upon community and Council member input concerning the needs of their community. In this instance, each project proposed is a multi-use path and would replace the bike lane recommendation in the *Strategic Plan for Sidewalks and Bikeways*. Planning staff recommended that the Bellevue Community consider multi-use paths on numerous prominent corridors for several reasons:

- Multi-use paths are generally asphalt, costing less money. Oftentimes, sidewalks are more costly because they are often built with concrete and typically require the addition of curb and gutter to handle stormwater.
- Multi-use paths can be built on one side of the street (versus sidewalks or bikeways on both sides) reducing right-of-way costs.
- Multi-use paths can handle most non-motorized travel by providing a route for both pedestrians and bicyclists. These streets where paths are recommended often have higher speeds making bicycle travel with vehicles more difficult. A multi-use path will reduce those conflicts between speed differentials of vehicles versus cyclists.

Multi-use paths can be especially appropriate in rural-suburban settings like Bellevue. Multi-use paths are an alternative to lane widening of roadways, while maintaining the character and context of the surrounding area. In addition to providing a functional commuting route, a multi-use path, particularly in Bellevue, will actually enhance the rural character, sustain economic development, and serve recreational purposes linking the Natchez Trace Parkway to local shops and business, community services, and Warner Parks. Bike lanes and shared bike routes are still appropriate on many streets within Bellevue. The streets proposed to have multi-use paths are appropriate given the routes' context, length, and purpose.

Table 2 lists criteria to assist in prioritizing potential multi-use path projects with an emphasis on connecting to commercial centers from established neighborhoods, serving areas lacking bicycling infrastructure, anticipating increased automobile traffic, and estimated cost. The estimated length of each project is indicated. The cost range is a planning estimate banded on recent, similar projects; once design work is complete, a more definitive cost will be available. As mentioned previously, another factor impacting costs is environmental constraints. Projects that have more types of environmental constraints are likely to have higher costs.

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The Bellevue Community Plan links land use and transportation planning so transportation facilities serve the surrounding land uses. To that end, the table notes which land uses will flank each proposed multi-use path project. Where a proposed multi-use path will connect commercial centers, the commercial center policies are underlined in the table. Further aspects of the street that are noted include the street's "functional class," which describes the hierarchy of the transportation network (arterial-boulevard, collector-avenue, or local street), and vehicle speed. Arterial-boulevards that collect traffic from collector-avenues at high speeds are likely top priorities for adequate walking and biking infrastructure. The Pedestrian Level of Service (PLOS) and Bicycle Level of Service (BLOS) indicate the quality of existing pedestrian and bicycle infrastructure. Infrastructure in good condition, adequately sized, and buffered from traffic is most likely indicated by a PLOS/BLOS of A or B. Streets where no pedestrian or bicycle infrastructure is provided, or exists but is in need of repair and poorly-sized, have a PLOS/BLOS of E or F.

Table 2 also provides a list of basic community services that are within a half-mile of each proposed multi-use path. Multi-use paths connecting to centers and community services are likely to be prioritized higher if no dedicated walking and biking infrastructure currently exists. Finally, stakeholders must balance each of the criteria and determine what priority a project can receive given the limited financial constraints. A project's priority (high, medium, or low) considers all of the factors outlined and is noted in the last column.

TABLE 2: MULTI-USE PATHS RECOMMENDATIONS

Project	From	To	Approximate Length (mi)	Multi-Use Path	Estimated Cost Range (millions)	Environmental Constraints	Land Use Policies	Functional Design*	Vehicle Speed (mph)	Pedestrian LOS	Bicycle LOS	School	Civic Building	Park	Senior Facility	Hospital	Transit Route	Priority	
Highway 100	Natchez Trace	Temple Road	1.7	X	\$0.9 - \$1.7	Floodplain crossing	T1 OS <u>T2 NC</u> T3 NM CO T2 NE <u>T3 CC</u>	AB	45-50	F/E	D/B	X		X					High
Highway 100	Temple Road	Warner Parks	2.1	X	\$1.1 - \$2.1	1 stream crossing 1 river crossing Adjacent floodplain	CO T3 NE T1 POS	AB	45	F	D	X		X					High
Highway 70S	Old Hickory Boulevard	Percy Warner Boulevard	1.7	X	\$0.9 - \$1.7	Slopes	<u>T3 CC</u> T3 NM CO T1 OS	AB	45	E	D	X		X	X		X		Medium
Old Hickory Boulevard	Interstate 40	Highway 70S	2.4	X	\$1.2 - \$2.4	Slopes	T3 CM T3 NM CO <u>T3 CC</u>	AB	40	D/C	E	X			X		X		Medium
Old Hickory Boulevard	Highway 70S	Highway 100	1.1	X	\$0.6 - \$1.1	1 stream crossing Slopes	<u>T3 CC</u> CO T3 NM T1 OS	AB	45	E	D		X	X	X		X		Medium

*Functional Design is Local Street (LS), Collector-Avenue (CA), or Arterial-Boulevard (AB).

Source: Metropolitan Nashville Planning Department

Bikeway Priority for the Bellevue Community

Develop a multi-use path adjacent to Highway 100 from the Natchez Trace Parkway to Warner Parks.

The proposed multi-use path on Highway 100 was identified of highest priority in the Bellevue Community. It is depicted in Figure 25 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 suburban 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, benefiting surrounding neighborhoods and the Highway 100 center area and the Loveless Café area. Figure 26 shows an example of how the path might look, along with photographs of a multi-use path in Brentwood.

FIGURE 25: HIGHWAY 100 MULTI-USE PATH



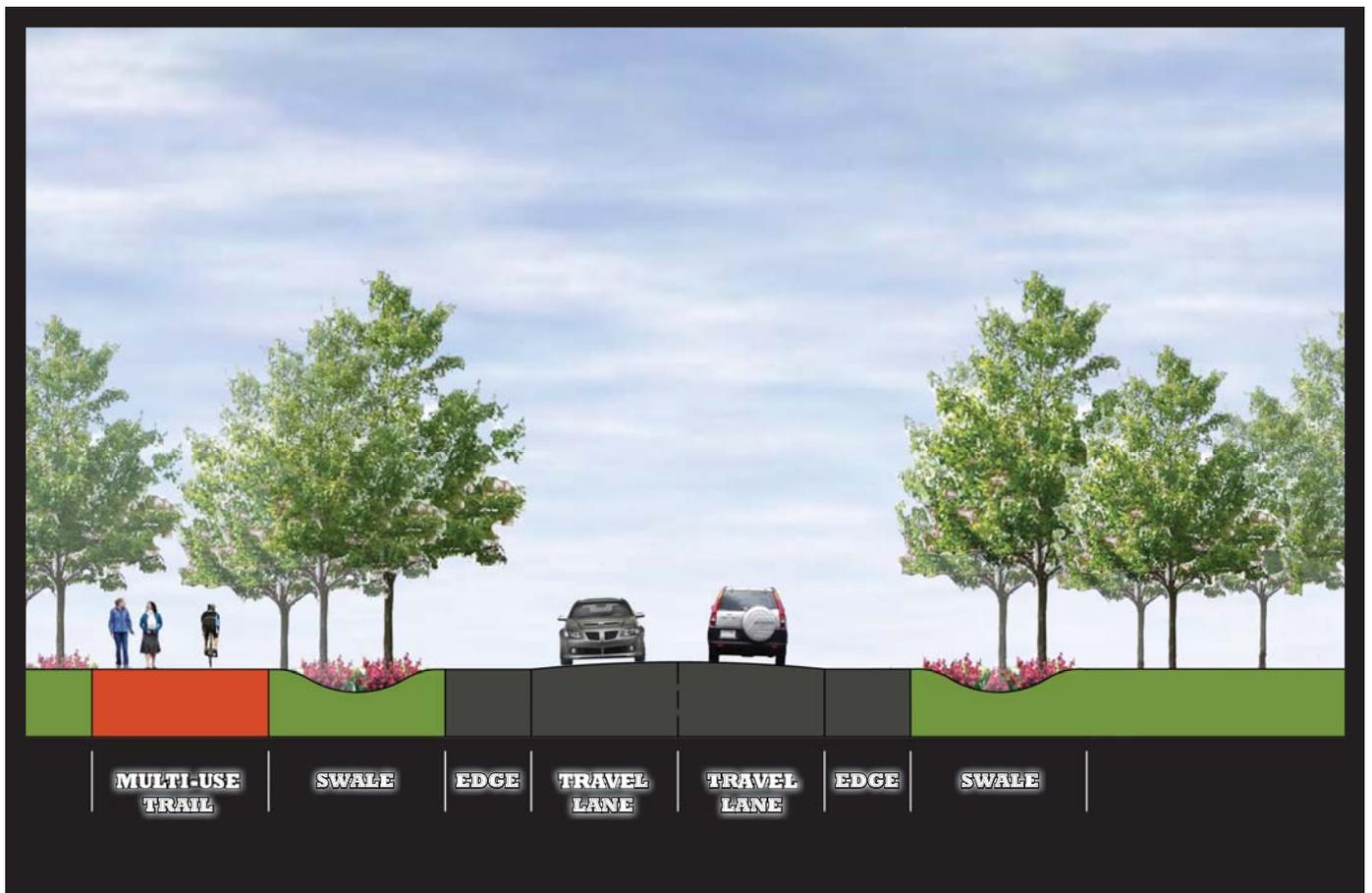
Source: Metropolitan Nashville Planning Department

Recommended Changes to the Strategic Plan for Sidewalks and Bikeways

It is anticipated that the *Strategic Plan for Sidewalks and Bikeways* will be updated in 2012. The recommendations made above should be included in that update.

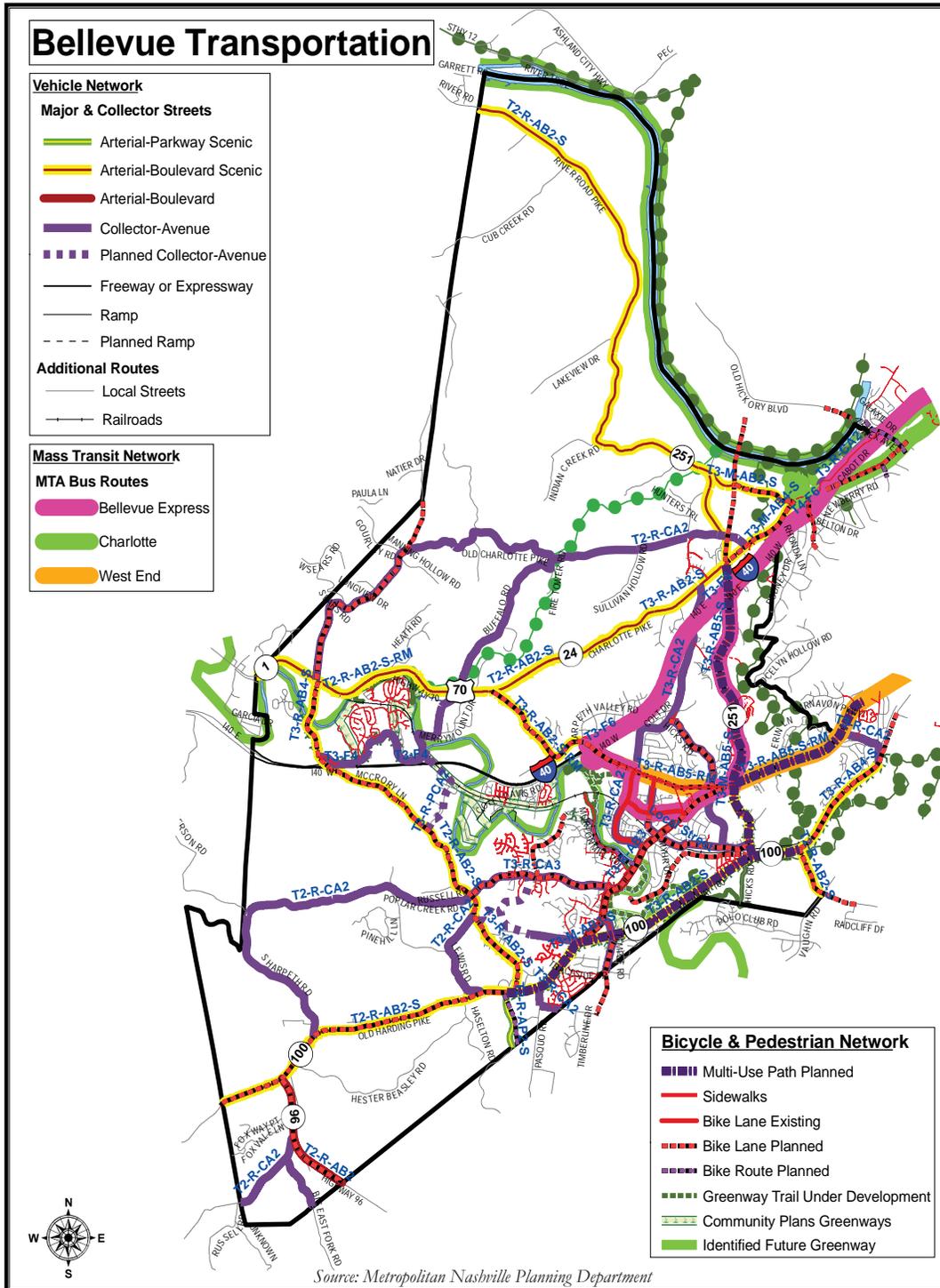


FIGURE 26: EXAMPLE CROSS SECTION OF HIGHWAY 100 MULTI-USE PATH



Source: Metropolitan Nashville Planning Department

FIGURE 27: THE BELLEVUE COMMUNITY VEHICULAR TRANSPORTATION PLAN



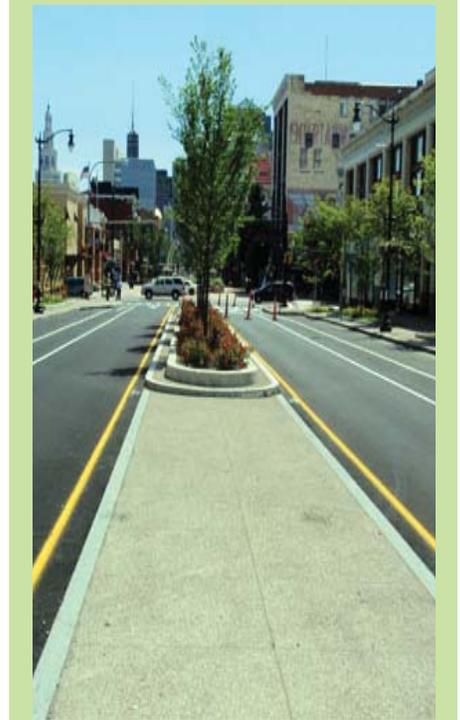
VEHICULAR TRANSPORTATION PLAN

Community planning in Nashville/Davidson County recognizes the interconnected nature of community character, land use and transportation. The connection between land use and transportation is clear – some land uses such as mixed-use, residential, office, and commercial, require multiple transportation options and an interconnected street network to be viable and available to a variety of residents, consumers and employees. Other uses, such as industrial or impact uses, may demand fewer modes of transportation, but still require sufficient access.

The connection between transportation and community character is also important – providing transportation options in the appropriate *form* helps a community to preserve or create a sense of place. For example, there are neighborhoods in rural, suburban and urban settings. The street network, and the character of the streets themselves, should complement the rural, suburban or urban setting present in those neighborhoods. Where rural roads are often narrower and curvilinear (following the land), streets in suburban areas may be slightly wider and may have more frequent intersections. Meanwhile, streets in urban neighborhoods are often linear with short block lengths and are designed to accommodate bikes and pedestrians. With these relationships in mind, Figure 27 on page 164 shows the Vehicular Transportation Plan for the Bellevue Community. A larger illustration of this transportation plan is on the reverse side of the Community Character Policy Plan fold-out map in the back of the Community Plan or online at www.nashville.gov/mpc/communityplans/subarea/subarea6.asp.

A street or transit line's character should reflect its Transect Category. Streets and transit stops in T4 Urban areas will redevelop over time to more formal urban standards with sidewalks, crosswalks, and bike lanes. T3 Suburban streets will generally have sidewalks and varying levels of urban (curb and gutter) and natural (vegetated swales) drainage; other suburban streets may have a multi-use path. T2 Rural streets are usually a sparse network of narrow rural roads with shoulder and ditch and perhaps a multi-use path.

Figure 27 (Vehicular Transportation Plan) and the sections below outline existing vehicular facilities in the Bellevue Community and planned improvements. Also included are recommendations from community meetings during the Bellevue Community Plan update process and Planning Department staff analysis regarding street networks in the community.



Existing Streets and Highways in the Bellevue Community

The Bellevue Community’s existing vehicular transportation system is a network ranging from interstate highways to rural roads as shown in Table 3. Streets are broadly classified according to their function and design. The three broad classes are arterial-boulevard (major) streets, collector-avenue streets, and local streets.

The arterial-boulevards and collector-avenues are established in the adopted *Implementing Complete Streets: Major and Collector Street Plan of Metropolitan Nashville, A Component of Mobility 2030 (MCSP)*, which is the official Metro plan for these types of streets. For additional information on the MCSP, please refer to: www.nashville.gov/mpc/transportation/davidson.asp. Table 3 on page 167 lists streets and highways that are included in this plan and fall wholly or partially within the Bellevue Community.

The Bellevue Community’s transportation system is largely established in terms of surface streets, highways and rail lines. These are shown in Figure 28 on page 168. Interstate 40 serves controlled-access traffic. The arterial-boulevards, highlighted in red and yellow on the map, provide major surface street transportation throughout the community and connect the Bellevue Community to other adjacent communities. The collector-avenues, highlighted in purple on the map, serve as major connections internal to the Bellevue Community, linking neighborhoods to one another. Finally, smaller local streets serve individual neighborhoods and subdivisions. As the map shows, a lack of transportation connectivity is a problem throughout the Bellevue Community. The lack of connectivity can make daily navigation of Bellevue – to go to work, school, the library or the grocery – a challenge. More importantly, the lack of connectivity was a real problem during the May 2010 floods and during subsequent rescue and recovery work. Providing additional connections will be challenging due to the area’s steep slopes, rivers and floodplain, rail lines and, in some cases, neighborhood opposition. Nevertheless, some additional street connections are described later in this section.

Although the transportation network is largely in place, a number of widening and improvement projects are proposed for major streets by Metro’s MCSP and the Nashville Area Metropolitan Planning Organization (MPO).



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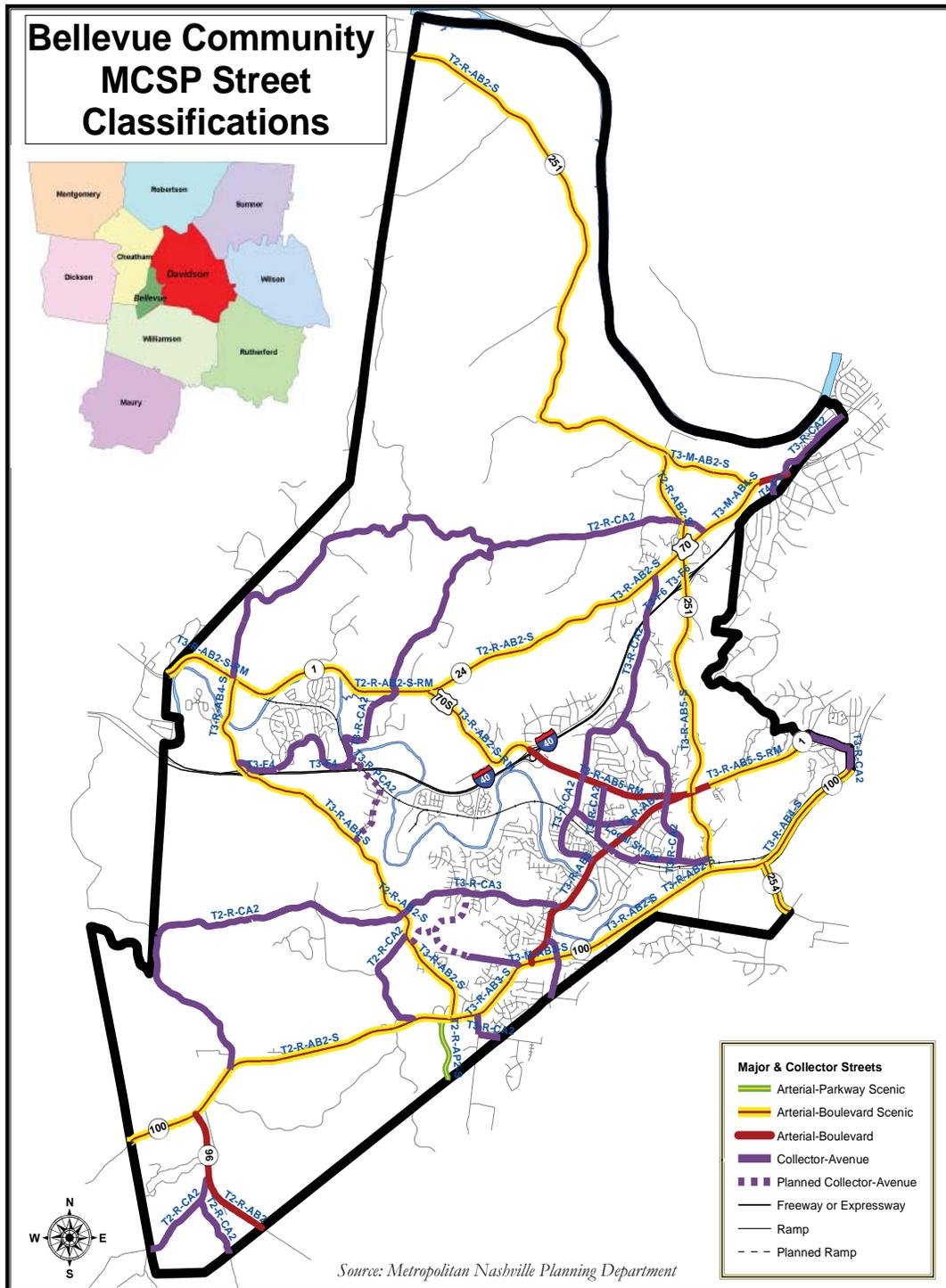
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TABLE 3: THE BELLEVUE COMMUNITY'S MAJOR STREETS

Interstate	Arterial Boulevard Streets (Blue)	Collector Avenue Streets (Red)
I – 40	Highway 70S	Old Charlotte Pike
	Charlotte Pike	Newsom Station Road
	Old Harding Pike between Highway 70S and Highway 100	Sawyer Brown Road
	Highway 100	Poplar Creek Road
	River Road/Pike	Hicks Road
	Old Hickory Boulevard	South Harpeth Road
	McCrary Lane	Highway 96
		Big East Fork Road
		Old Harding Pike between Highway 96 and Williamson County
		Union Bridge Road
		Collins Road
		Lewis Road
		Temple Road
		Bellevue Road
		Todd Preis Drive
		Baugh Road
		Percy Priest Drive
		Cabot Drive
		Davidson Road

Source: Metropolitan Nashville Planning Department

FIGURE 28: THE BELLEVUE COMMUNITY MAJOR STREETS



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Recommendations from Plans Currently in Place

As previously discussed, the adopted Major and Collector Street Plan (MCSP) is the official Metro plan for the city's major street system. Implementation of the MCSP occurs through public and private investment at the regional, local and site-specific levels.

Federal and State Funded Projects. Projects that involve Federal and State funds are planned by the Nashville Area Metropolitan Planning Organization (MPO) – the regional transportation planning agency for Davidson, Rutherford, Sumner, Williamson, Wilson Counties and the Cities of Springfield and Spring Hill. The MPO's Regional Transportation Plan (RTP) includes all of the projects that are planned long-term (25 years). Of the projects in the RTP, those that are implemented in the short-term are included in the MPO's five-year Transportation Improvement Program (TIP).

Locally Funded Projects. Locally funded projects, including those with both Metro and non-Metro funds, are programmed and funded in Metro's six-year Capital Improvements Program and Budget (CIB).

Historical traffic counts maintained by the Tennessee Department of Transportation (TDOT) and future travel demand projections by the MPO show that despite the build out of future and planned road improvements, little progress will be made in addressing the congestion issues of the region through road capacity projects. The fiscal and social costs of widening the majority of these major roads are expensive with little improvement to the region's congestion. Access management along arterial-boulevards, managed freeway lanes, intelligent transportation systems (ITS) technology (to glean more efficiency from existing streets), enhanced regional mass transit service, bicycle infrastructure, and travel modes linked through pedestrian connectivity are more cost-effective, long-term sustainable solutions to the region's transportation needs.

Major and Collector Street Plan (MCSP) Recommendations

The MCSP was adopted in April 2011. At that time, several Bellevue streets were identified to be re-examined for potential amendments during the Bellevue Community as part of the plan update process. Amendments to the MCSP are outlined in Figure 29 on page 171 and Table 4 beginning on page 172. Because the MCSP is informed by the *Strategic Plan for Sidewalks & Bikeways*, the *Metropolitan Parks & Greenways Master Plan*, and the *Strategic Transit Master Plan*, updates to those plans may be necessary to ensure coordination.

- The MCSP incorporates Metro's commitment to complete streets and context sensitive solutions. Major and collector streets are classified by their functional design as collector-avenues, arterial-boulevards, or arterial-parkways. *Collector-avenues (CA)* are relatively low-speed, low to medium volume streets that provide circulation within and between neighborhoods. Collector-avenues usually serve short trips and are intended for collecting trips from local streets and distributing them to the Arterial-Boulevard network. Examples of collector-avenues in Bellevue include Sawyer Brown Road, Hicks Road, and Buffalo Road.
- *Arterial-boulevards (AB)* usually serve longer trips with medium to high volume and are intended to collect trips from Collector-Avenues and distribute them to the larger network. Arterial-boulevards prioritize the mobility needs of multiple transportation modes over business and residence access. Examples of arterial-boulevards in Bellevue include Highway 100, Old Harding Pike, McCrory Lane, and River Road.
- *Arterial-parkways (AP)* serve longer trips, are high-volume, and are intended for distributing trips throughout the larger street network. Arterial-parkways are at-grade, limited access roadways. There are no examples of arterial-parkways in the Bellevue Community.

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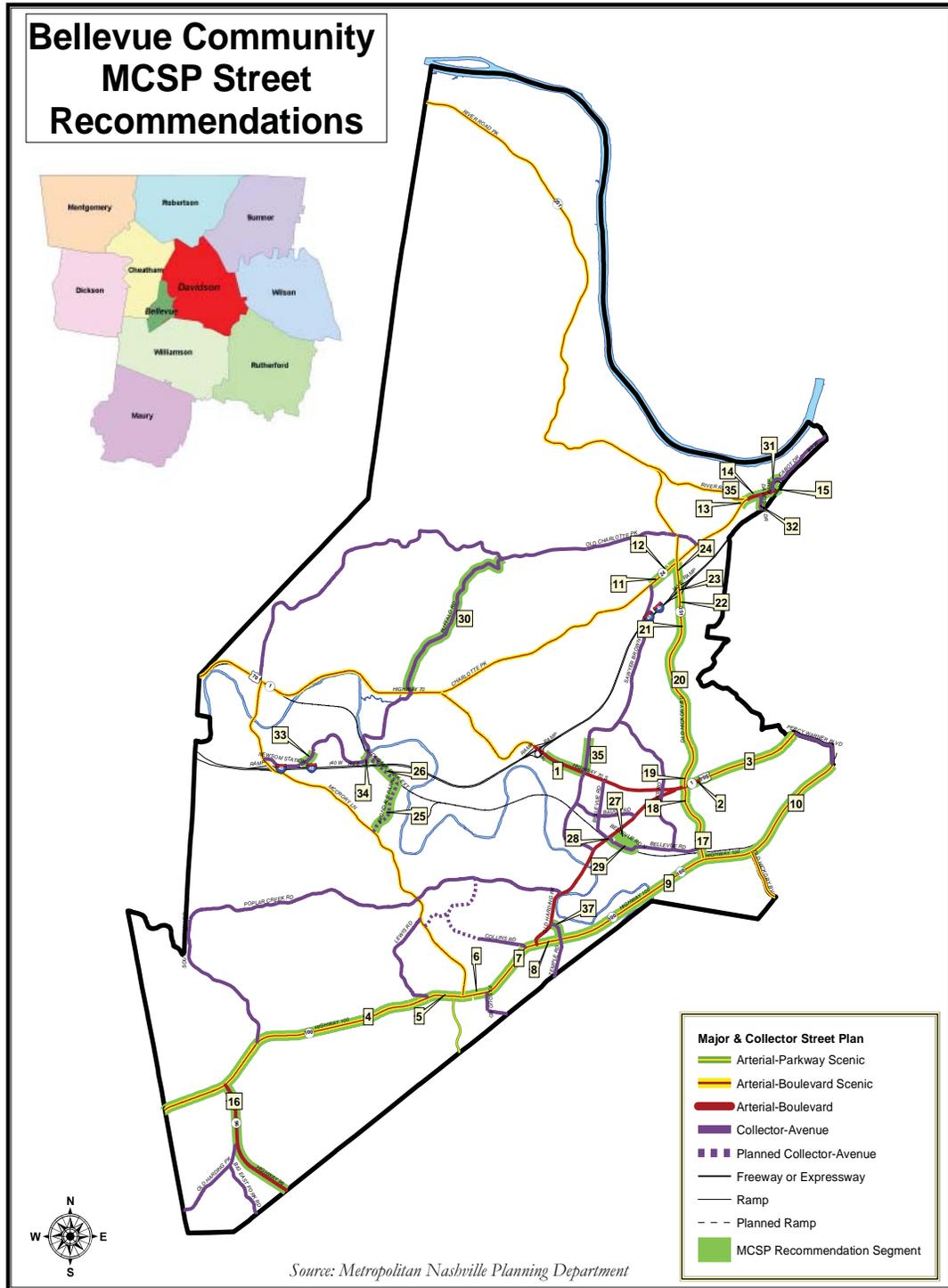
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In addition to functional design, some streets are overlaid with a Scenic Arterial (S) or an Urban (U)/Rural (R) Multimodal Corridor component. *Scenic Arterials* are streets that are buffered with a required landscaping easement along the street as development occurs. This is to enhance the natural surrounding environment. An example of a Scenic Arterial in Bellevue is Highway 70/Charlotte Pike, west of Interstate 40.

Urban and Rural Multimodal Corridors are identified within the MCSP as routes that will serve Nashville with existing and future mass transit improvements. These major corridors have supported public transit in various forms and follow many of the “pikes” that connect Nashville to surrounding communities. An Urban Multimodal Corridor may utilize a streetcar and serve shorter commuting trips in the future. Currently, there are no examples of an Urban Multimodal Corridor in the Bellevue Community. A Regional Multimodal Corridor may provide enhanced mass transit service through a bus rapid transit line or commuter rail line. These corridors would serve longer commuting trips and likely link to communities surrounding Davidson County. An example of a Regional Multimodal Corridor in Bellevue is Harding Pike/Highway 70S corridor.

Changes that impact the street’s designation and the right-of-way needed to create the street are highlighted in red in Table 4. Additionally, some street designations will need to be updated with the adoption of the Bellevue Community Plan because the land use policies flanking the street are being updated in this community plan. These changes are restricted to the Environment (Transect symbolized by T#) and Street Context (symbolized by R [residential], M [mixed use], or I [industrial]) also shown in red on Table 4. These changes are incorporated as part of the adopted transportation plan on the reverse side of the Community Character Policy Plan fold-out map in the back of the Community Plan or online at www.nashville.gov/mpc/communityplans/subarea/subarea6.asp.

FIGURE 29: THE BELLEVUE COMMUNITY MCSP STREET RECOMMENDATIONS



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TABLE 4: CHANGES IN THE BELLEVUE COMMUNITY MAJOR STREET CLASSIFICATIONS

Street	Segment Number	Termini	Adopted MCSP Designation	Bike Infrastructure/ Median	Adopted Standard ROW	Amended MCSP Designation	Bike Infrastructure/ Median	Updated Standard ROW	Recommendation				
									Amend Street Plan	Update Street Plan	Update Sidewalks Plan	Update Greenways Plan	Update Transit Plan
Highway 70S	1	From the south side exit/on ramps to Interstate 40 to Sawyer Brown Road	T5-M-AB4-RM	Planned Bike Lane	95'	T3-M-AB5-RM	Planned Bike Lane	98'	X	X			
	2	From Old Hickory Boulevard to approx. 1/4 mile east of Old Hickory Boulevard	T3-M-AB5-RM	Planned Bike Lane	98'	T3-M-AB5-RM	Multi-Use Path	106'		X	X	X	
	3	From approx 1/4 mile east of Old Hickory Boulevard to Percy Warner Boulevard	T3-R-AB5-S-RM	Planned Bike Lane	98'	T3-R-AB5-S-RM	Multi-Use Path	106'		X	X	X	
Highway 100	4	From the Williamson County Line to Lewis Road	T2-R-AB4-S	Planned Bike Lane	108'	T2-R-AB2-S	Planned Bike Lane	84'	X	X			
	5	From Lewis Road to McCrory Lane	T3-R-AB4-S	Planned Bike Lane	85'	T2-R-AB2-S	Planned Bike Lane	84'	X	X			
	6	From McCrory Lane to Westhaven Drive	T3-M-AB4-S	Planned Bike Lane	85'	T3-M-AB3-S	Multi-Use Path	93'	X	X	X	X	
	7	From Westhaven Drive to Chaffin Drive	T3-R-AB4-S	Planned Bike Lane	85'	T3-R-AB3-S	Multi-Use Path	93'	X	X	X	X	
	8	From Chaffin Drive to Temple Road	T3-M-AB4-S	Planned Bike Lane	85'	T3-M-AB3-S	Multi-Use Path	93'	X	X	X	X	
	9	From Temple Road to Old Hickory Boulevard (western intersection)	T3-R-AB4-S	Planned Bike Lane	85'	T3-R-AB2-S	Multi-Use Path	82'	X	X	X	X	
	10	From Old Hickory Boulevard (western intersection) to Vaughns Gap Road	T3-R-AB4-S	Planned Bike Lane	85'	T3-R-AB4-S	Multi-Use Path	104'		X	X	X	
Charlotte Pike	11	From Sawyer Brown Road to Traemore Village Drive	T3-R-AB2-S		55'	T3-R-AB4-S		77'	X	X			
	12	From Traemore Village Drive to Old Hickory Boulevard	T3-M-AB3-S		66'	T3-M-AB4-S		77'	X	X			
	13	From 1/10 mile west of River Road to River Road	T4-M-AB4-S		81'	T3-M-AB4-S		77'	X	X			
	14	From River Road to west side on/off ramps to Interstate 40	T4-M-AB5		92'	T3-M-AB5		88'	X	X			
	15	Under Interstate 40 overpass	T4-M-AB4	Planned Bike Lane; Median	121'	T3-M-AB4	Planned Bike Lane; Median	117'	X	X			
Highway 96	16	From Williamson County Line to Highway 100	T2-R-CA2	Planned Bike Lane	76'	T2-R-AB2	Planned Bike Lane	84'	X	X	X	X	

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TABLE 4: CHANGES IN THE BELLEVUE COMMUNITY MAJOR STREET CLASSIFICATIONS (CONTINUED)

Street	Segment Number	Termini	Adopted MCSP Designation	Bike Infrastructure/ Median	Adopted Standard ROW	Amended MCSP Designation	Bike Infrastructure/ Median	Updated Standard ROW	Recommendation				
									Amend Street Plan	Update Street Plan	Update Sidewalks Plan	Update Greenways Plan	Update Transit Plan
Old Hickory Boulevard	17	From Highway 100 to approx. 1/4 mile south of Highway 70S	T3-R-AB4-S	Planned Bike Lane	105'	T3-R-AB4-S	Multi-Use Path; Median	124'		X	X	X	
	18	From approx. 1/4 mile south of Highway 70S to approx. 1/10 mile south of Highway 70S	T3-R-AB5-S	Planned Bike Lane	96'	T3-R-AB5-S	Multi-Use Path	115'		X	X	X	
	19	From approx. 1/10 mile south of Highway 70S to approx. 1/10 mile south of Summit Oaks Drive	T3-M-AB5-S	Planned Bike Lane	96'	T3-M-AB5-S	Multi-Use Path	115'		X	X	X	
	20	From approx 1/10 mile south of Summit Oaks Drive to 1/4 mile south of Tolbert Road	T3-R-AB5-S	Planned Bike Lane	96'	T3-R-AB5-S	Multi-Use Path	115'		X	X	X	
	21	From approx. 1/4 mile south of Tolbert Road to Tolbert Road	T3-M-AB5-S	Planned Bike Lane	96'	T3-R-AB5-S	Multi-Use Path	115'	X	X	X	X	
	22	From Tolbert Road to the south side exit/on ramps to Interstate 40	T3-M-AB5-S	Planned Bike Lane	96'	T3-M-AB5-S	Multi-Use Path	115'		X	X	X	
	23	Under Interstate 40 overpass	T3-M-AB4-S	Planned Bike Lane	85'	T3-M-AB4-S	Multi-Use Path	104'		X	X	X	
	24	From the north side exit/on ramps to Interstate 40 to Charlotte Pike	T3-M-AB5-S	Planned Bike Lane	96'	T3-M-AB5-S	Multi-Use Path	115'		X	X	X	
Avondale Park Boulevard	25	From McCrory Lane to existing terminus	Local Street			T3-R-PCA2		51'	X	X			
Avondale Park Boulevard Extension	26	From existing terminus of Avondale Park Boulevard to Newsom Station Road				T3-R-PCA2		51'	X	X			
Bellevue Road North	27	From Old Harding Pike to Bellevue Road/Willow Creek Drive	T3-R-CA2		51'	Local Street			X	X			

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TABLE 4: CHANGES IN THE BELLEVUE COMMUNITY MAJOR STREET CLASSIFICATIONS (CONTINUED)

Street	Segment Number	Termini	Adopted MCSP Designation	Bike Infrastructure/ Median	Adopted Standard ROW	Amended MCSP Designation	Bike Infrastructure/ Median	Updated Standard ROW	Recommendation				
									Amend Street Plan	Update Street Plan	Update Sidewalks Plan	Update Greenways Plan	Update Transit Plan
Bellevue Road	28	From Old Harding Pike to approx. 1/10 mile east of Old Harding Pike	Local Street			T3-M-CA2		55'	X	X			
	29	From approx. 1/10 mile east of Old Harding Pike to Bellevue Road North/Willow Creek Drive	Local Street			T3-R-CA2		51'	X	X			
Buffalo Road	30	From Charlotte Pike to Old Charlotte Pike	T3-R-CA2		51'	T2-R-CA2		76'	X	X			
Cabot Drive	31	From Charlotte Pike to approx. 1/4 mile north of Charlotte Pike	T4-M-CA2		59'	T3-M-CA2		55'	X	X			
Davidson Drive	32	From Charlotte Pike to Interstate 40 overpass	T4-M-CA2		59'	T3-M-CA2		55'	X	X			
Newsom Station Road	33	From approx. 1/10 mile west of Settlers Way to approx. 1/5 mile west of Lexington Point Drive	T3-R-PCA2		51'	T3-R-CA2		51'	X	X	X	X	
	34	From approx. 1/10 mile west of railroad underpass to railroad underpass	Local Street			T3-R-CA2		51'	X	X	X	X	
River Road	35	From Charlotte Pike to approx. 800 feet west of intersection	T4-M-AB2-S		67'	T3-M-AB2-S		63'	X	X			
Sawyer Brown Road	36	From Highway 70S to approx. 1/10 mile south of Westfield Drive	T4-M-CA2		59'	T3-M-CA3		66'	X	X			
Temple Road	37	From Highway 100 to Old Harding Pike	T3-M-CA2		55'	T3-M-CA3		66'	X	X			

Source: Metropolitan Nashville Planning Department

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2011-2017 Capital Improvements Budget (CIB) Recommendations

The Capital Improvements Budget (CIB) lists capital improvement projects with anticipated funding over the next six years. Projects listed in the CIB are not ensured funding. Only when the project is included in the Capital Spending Plan (CSP), submitted by the Mayor and approved by Council, is money allocated for its completion. The CIB is used to plan for and create the CSP. See Figure 30 on page 179 for a map of CIB projects in the Bellevue Community.

The transportation projects in the Bellevue Community include improvements to the arterial system of roads. Minor shoulder improvements are proposed to Old Harding Pike. A major improvement is underway at the I-40 interchange with McCrory Lane, and improvements to mitigate flooding damage and future flooding concerns. These projects and their proposed funding are listed in Table 5 below.

Three Bellevue Community transportation projects currently in the CIB are recommended to be amended including along Highway 100, Poplar Creek Road, and Old Harding Pike. These are described in Table 6 on page 176.

TABLE 5: PROJECTS RECOMMENDED TO REMAIN UNCHANGED IN THE CIB

Project	CIB ID	Description	Proposed G.O. Bonds	Federal Funds
Countywide Flood Repair Projects (Not Covered by FEMA)	12PW0009	25 road repair projects - countywide	FY 12 - \$4,000,000	
McCrory Lane Widening	12PW0013	Widen McCrory Lane to 4-lane divided highway from I-40 interchange to approximately 6,610 feet south of I-40 eastbound ramps.	FY 14 - \$3,000,000	
I-40/McCrory Lane Interchange - Phase 1	12PW0014	Improve I-40 eastbound exit and entrance ramps; reconfigure intersection; improve geometry and clearance under I-40 bridge; relocate I-40 westbound ramp to tie to McCrory; improve capacity and geometry. Signalize both ramp terminals; widen McCrory under center span of bridge.	FY 12 - \$540,000 FY 13 - \$4,200,000	FY 13 - \$4,000,000
McCrory Lane Study	12PW0031	Conduct engineering study from I-40 to Highway 100.	FY 12 - \$500,000	
Morton Mill Road - Combined Improvements	95PW010	Relocate roadway out of floodplain (engineering, right-of-way acquisition and construction).	FY 13 - \$250,000 FY 14 - \$250,000 FY 15 - \$250,000 FY 16 - \$500,000 FY 17 - \$500,000	

Source: Metropolitan Nashville Planning Department

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TABLE 6: PROJECTS RECOMMENDED TO REMAIN IN THE CIB WITH AMENDMENTS

Project	CIB ID	Description	Proposed G.O. Bonds	Federal Funds
Highway 100	12PW0011	Current Proposal - Widen from 2 to 4 lanes including scenic highway with divided median from Old Hickory Blvd (SR 254) to County Line.	FY 16 - \$60,000,000	
Recommended Change to the CIB Project: - Future improvements should reflect the community's rural/suburban character and sense of place. - The section from Old Hickory Blvd (SR 254) to Temple Road should remain as two lanes with an adjacent multi-use path and shoulder improvements. - The section from Temple Road to McCrory Lane should be amended to be widened to three lanes with an adjacent multi-use path to serve surrounding commercial development. - The section from McCrory Lane to the County Line should remain as two lanes with shoulder improvements and bike accommodations as outlined in the <i>Strategic Plan for Sidewalks & Bikeways</i> .				
Old Harding Road - Shoulder Improvements	08PW0003	Current Proposal - Improvements from Highway 100 to Sawyer Brown Road	FY 12 - \$7,540,000	
Recommended Change to the CIB Project: - Pedestrian infrastructure is lacking along the corridor and identified as a high priority within the Community Plan. - Currently, the <i>Strategic Plan for Sidewalks & Bikeways</i> identifies the corridor for sidewalk improvements, and the CIB Project should reflect those improvements.				
Old Harding Pike from Highway 100 to Highway 70 - Widen	97PW077	Current Proposal - Widen to five lanes and construct bridge at Old Harding Pike from Highway 100 to Highway 70.	FY 13 - \$250,000 FY 14 - \$500,000 FY 16 - \$12,000,000	
Recommended Change to the CIB Project: - Widening of the corridor to 5 lanes may not be feasible given constraints. - Future improvements should reflect the <i>Major and Collector Street Plan</i> , which envisions Old Harding Pike as 3 lanes in the future. - Future improvements should also reflect the improvements proposed in the <i>Strategic Plan for Sidewalks & Bikeways</i> .				
Poplar Creek Road Combined Improvements	02PW019	Current Proposal - Widening and reconstruction - Old Harding Road to McCrory Lane 2 to 4 lanes.	FY 12 - \$100,000 FY 13 - \$500,000 FY 14 - \$500,000 FY 15 - \$500,000 FY 16 - \$4,200,000	
Recommended Change to the CIB Project: - Widening of the corridor to 4 lanes may not be feasible given financial constraints. - Future improvements should reflect the <i>Major and Collector Street Plan</i> , which envisions Poplar Creek Road as 3 lanes in the future to approximately 1/10 mile west of River Fork Drive/Montcastle Drive. - Future improvements should also reflect the improvements proposed in the <i>Strategic Plan for Sidewalks & Bikeways</i> .				

Source: Metropolitan Nashville Planning Department

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Chapter III - Transportation Plan

2035 Regional Transportation Plan (RTP) Recommendations

Projects identified in the 2035 Regional Transportation Plan (RTP) are typically more regional in nature and will most likely need some portion of Federal funding to complete. The Bellevue stakeholders highlighted during meetings that they wanted to incorporate Complete Streets and Context Sensitive Solutions (CSS) more thoroughly within RTP project descriptions. Stakeholders wanted to ensure that community desires would be documented in initial discussions with the Tennessee Department of Transportation (TDOT) and/or Metro Public Works (MPW); early collaboration with such agencies is key in utilizing complete street and CSS approaches. Several recommendations should be noted regarding projects in the RTP to ensure projects support the community's vision. Table 7 lists projects that are recommended to remain in the RTP, while Table 8 lists a recommended modification to a project in the RTP.

TABLE 7: PROJECTS RECOMMENDED TO REMAIN UNCHANGED IN THE RTP

Lead Agency	Improvement Type	Roadway	From	To	Description	Horizon	Federal Cost	Grant
Metro Public Works	ITS (Intelligent Transportation Systems - efforts to glean more efficiency from existing streets)	Arterial Closed Caption Television (CCTV)	Countywide	Countywide	Install fiber optic lines and CCTV along arterial roadways	2015	\$1,102,500	U-STP
TDOT	Road Widening	I-40	US-70S (SR-1) Memphis-Bristol Highway	I-440	Widen from 6 lanes to 8, with 2 being HOV lanes. Currently 8 lanes after White Bridge Road/ Briley Pkwy.	2025	\$97,467,077	IM
TDOT, Metro Public Works	Interchange	I-40	McCrary Lane	n/a	Reconfigure Interchange	2025	No Federal funding identified for this project	LOCAL

Source: Metropolitan Nashville Planning Department

TABLE 8: PROJECTS RECOMMENDED TO REMAIN IN THE RTP WITH AMENDMENTS

Lead Agency	Improvement Type	Roadway	From	To	Description	Horizon	Federal Cost	Grant
Metro Public Works	Road Widening	McCrary Lane	SR-100	I-40	Current Proposal - Widen from 2 to 5 lanes	2015	No Federal funding identified for this project	LOCAL
Recommended Change to the RTP Project: - Modify the termini of the project to be from Avondale Park Drive to I-40 and reflective of the <i>Major and Collector Street Plan</i> .								

Source: Metropolitan Nashville Planning Department

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2011-2015 Transportation Improvement Program (TIP) Recommendations

All existing TIP projects affecting the area should proceed according to schedule. For a project to be included in the TIP, it must be identified in the adopted RTP with an upcoming horizon year. The TIP outlines those transportation projects with Federal funds to be expended over the next five years. Once funds are appropriated to a project in the RTP, it becomes part of the TIP until it is constructed/implemented. Projects slated for funding recommended to continue according to schedule are shown in Table 9 below.

TABLE 9: PROJECTS RECOMMENDED TO REMAIN UNCHANGED IN THE TIP

Route/Project Name		Termini or Intersection		Project Description		
I-40 / McCrory Lane Interchange - Phase 1		I-40 at McCrory Lane		Improve I-40 EB exit & entrance ramps; reconfigure intersection; improve geometry & clearance under I-40 bridge. Relocate I-40 WB ramp to tie to McCrory; improve capacity & geometry. Signalize both ramp terminals; widen McCrory under center span of bridge		
Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2011	Preliminary Engineering	Local	\$538,290			\$538,290
Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2013	Construction	LIC	\$8,200,000		\$4,000,000	\$4,200,000
Route/Project Name		Termini or Intersection		Project Description		
McCrory Lane Widening		From SR-100 to I-40		Widen McCrory Lane to 4-lane divided highway from I-40 interchange to approximately 6,610 ft. south of I-40 EB ramps.		
Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2014	Construction	Local	\$3,000,000			\$3,000,000

Source: Metropolitan Nashville Planning Department

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Recommended Street Connections for the Bellevue Community

Much of the Bellevue Community's streets were built during development trends that encouraged a street network system composed of 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. A grid-like street network provides more connections and alternatives to utilizing a few arterial streets. The reasoning and benefits behind street connectivity include: more efficient service delivery, increased route options, decreased vehicle miles traveled (VMT), improved emergency access, and efficient subdivision of land.

Some areas of the Bellevue Community Plan have opportunities to improve street connectivity. These areas are listed below by Community Character Policy Area. Required Street Connections that are mapped include significant street connections; meanwhile, additional local street connections will occur through the subdivision and zoning processes. Also, multiple Community Character Policy Areas may be listed, as streets often go through more than one Policy Area.

Conservation Community Character Policy Area

06-C0-01

- Extend Collins Road to the west if 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.
- Connect Morton Mill Road and River Bend Way if new development occurs.
- Connect Avondale Park Boulevard to Newsom Station Road if 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.

T2 Rural Neighborhood Maintenance Community Character Policy Area

06-T2-NM-02

- Connect Morton Mill Road and River Bend Way if new development occurs.

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T3 Suburban Open Space Community Character Policy Area

06-T3-OS-01

- Connect Avondale Park Boulevard to Newsom Station Road if new development occurs.

T3 Suburban Neighborhood Maintenance Community Character Policy Area

06-T3-NM-02

- Connect Morton Mill Road and River Bend Way if new development occurs.
- Extend Brenner Drive and Eller Lane to the south to Poplar Creek Road if new development occurs.
- Extend Collins Road to the west if 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.
- 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.

06-T3-NM-03

- 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.

06-T3-NM-07

- Connect Avondale Park Boulevard to Newsom Station Road if new development occurs.

06-T3-NM-08

- 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.

T3 Suburban Neighborhood Evolving Community Character Policy Area

06-T3-NE-01

- Connect Avondale Park Boulevard to Newsom Station Road if additional development occurs.

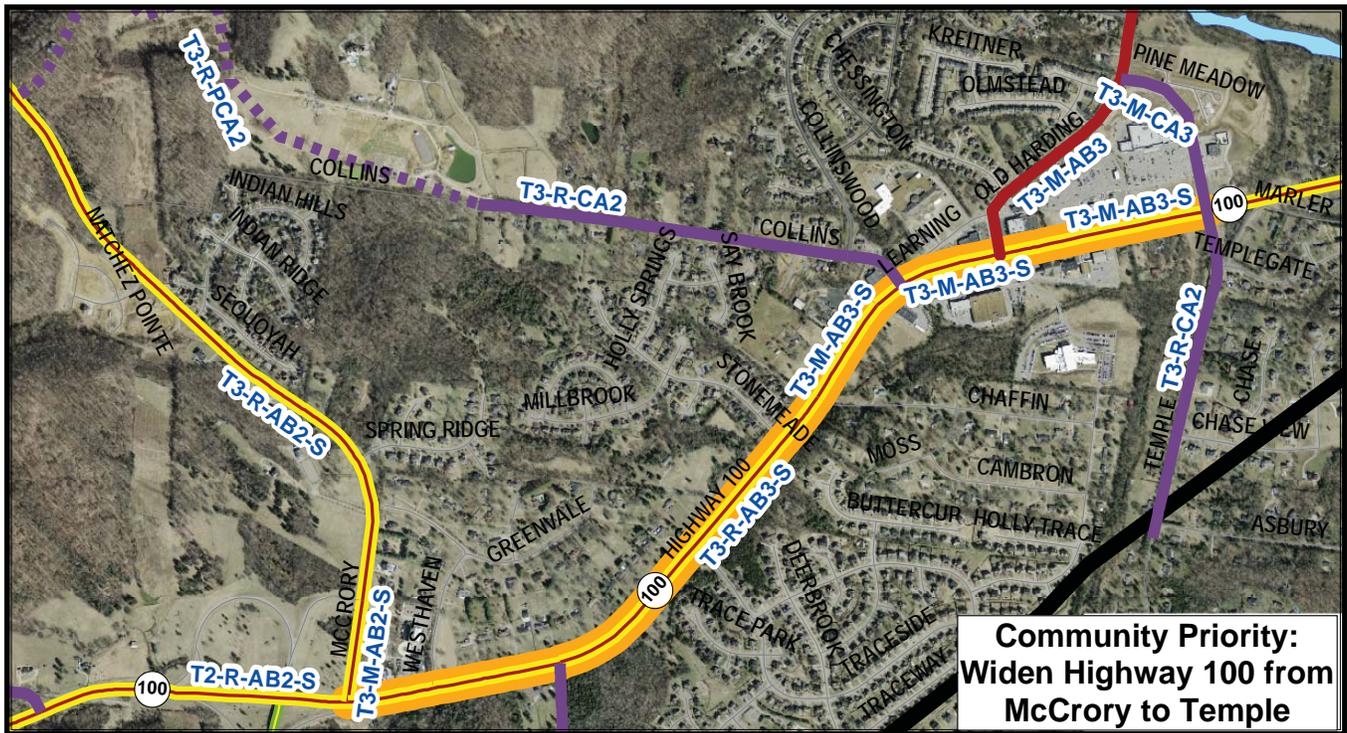
Vehicular Network Priorities for the Bellevue Community

The following road widening and connectivity projects were identified of highest priority in the Bellevue Community and are depicted in the following maps. These projects would require public financing on some level as opposed to some widening and connectivity projects that may be constructed by an individual developer as development occurs.

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.

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 31 for an area map. See page 162 for a diagram of the proposed multi-use path.

FIGURE 31: COMMUNITY PRIORITY WIDEN HIGHWAY 100 SEGMENT

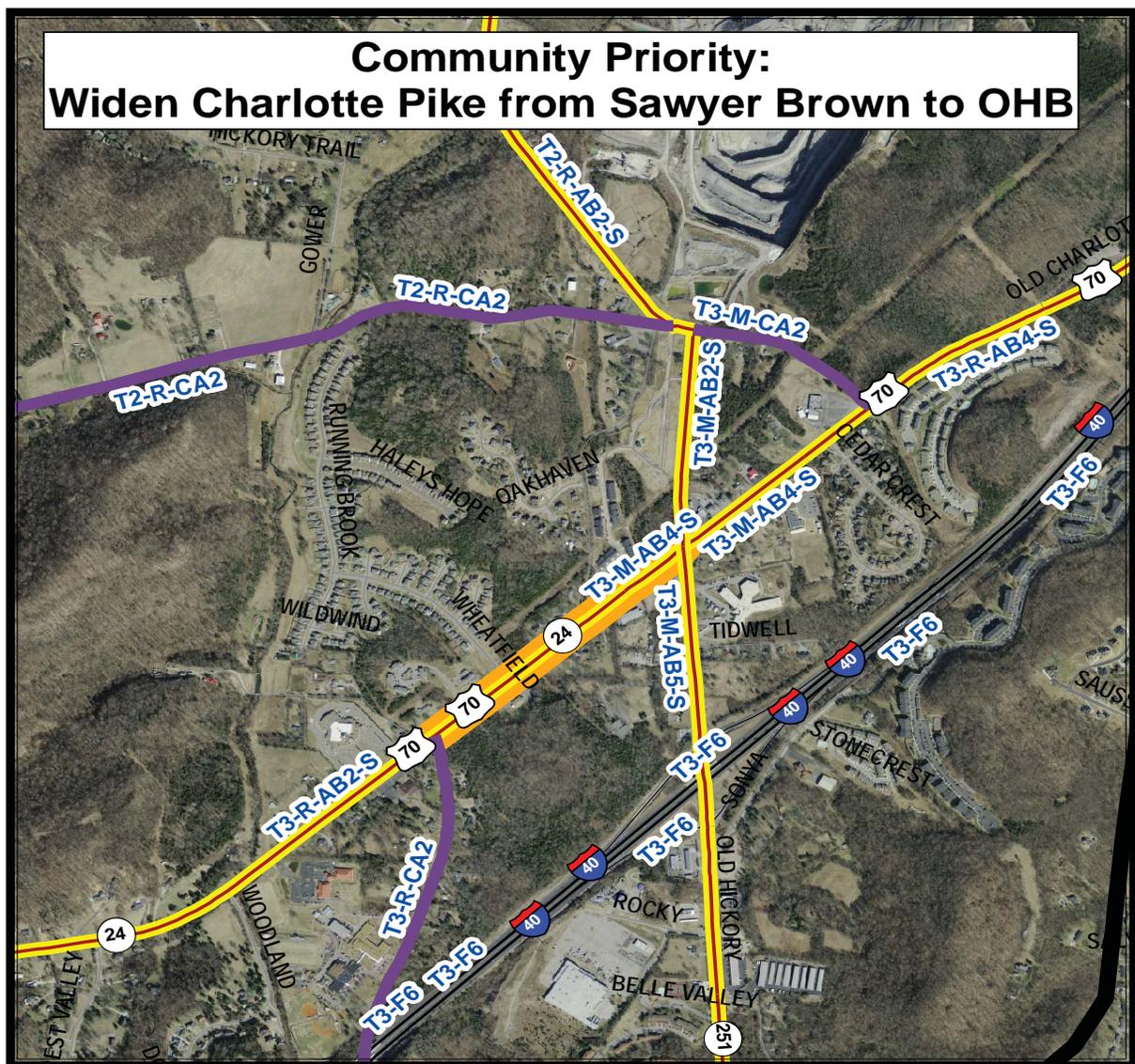


Source: Metropolitan Nashville Planning Department

Widen Charlotte Pike from 2/3 lanes to 4 lanes from River Road to Sawyer Brown Road as designated in the amended Major & Collector Street Plan (T3-M-AB4-S and T3-R-AB4-S). Include sidewalks and bike lane per the Strategic Plan for Sidewalks and Bikenways.

Charlotte Pike is five lanes east of River Road as it travels into West Nashville and four lanes through the mixed use corridor towards Sawyer Brown Road. This area connects west to Old Hickory Boulevard (SR 251) a major north-south street through the Bellevue Community. Additionally at the intersection with Old Hickory Boulevard is another mixed use corridor area with anticipated development to continue in the future. See Figure 32 for an area map.

FIGURE 32: COMMUNITY PRIORITY WIDEN CHARLOTTE PIKE SEGMENT

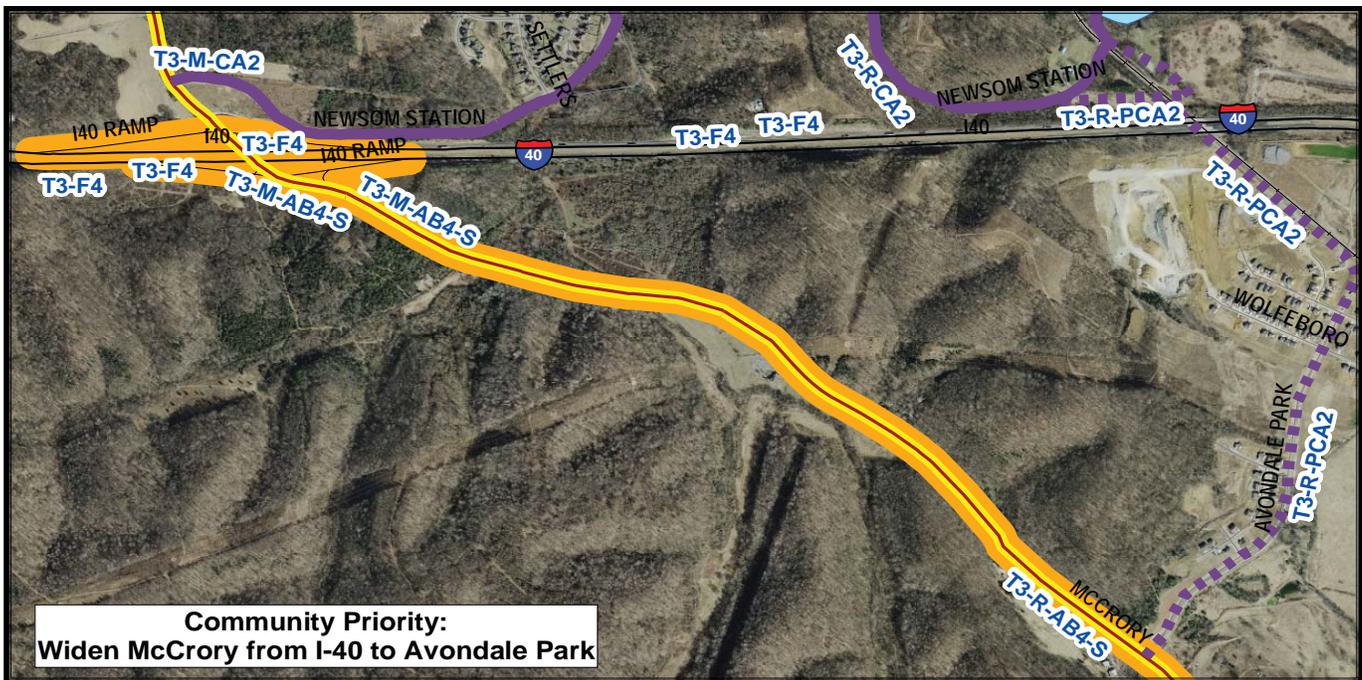


Source: Metropolitan Nashville Planning Department

Widen McCrory Lane from 2/3 lanes to 4 lanes from Interstate 40 to Avondale Park Drive as designated in the Major & Collector Street Plan (T3-M-AB4-S and T3-R-AB4-S). Include realignment and modifications with the Interstate 40 interchange and sidewalks and bike lane per the Strategic Plan for Sidewalks and Bikeways.

The Interstate 40 interchange with McCrory Lane is scheduled for reconstruction and realignment through funding involving the Tennessee Department of Transportation, Metro, and private developer financing. This is the proposed Biltmore center area, which is anticipated to develop in the near future with these infrastructure improvements. See Figure 33 for an area map.

FIGURE 33: COMMUNITY PRIORITY WIDEN MCCRORY LANE SEGMENT

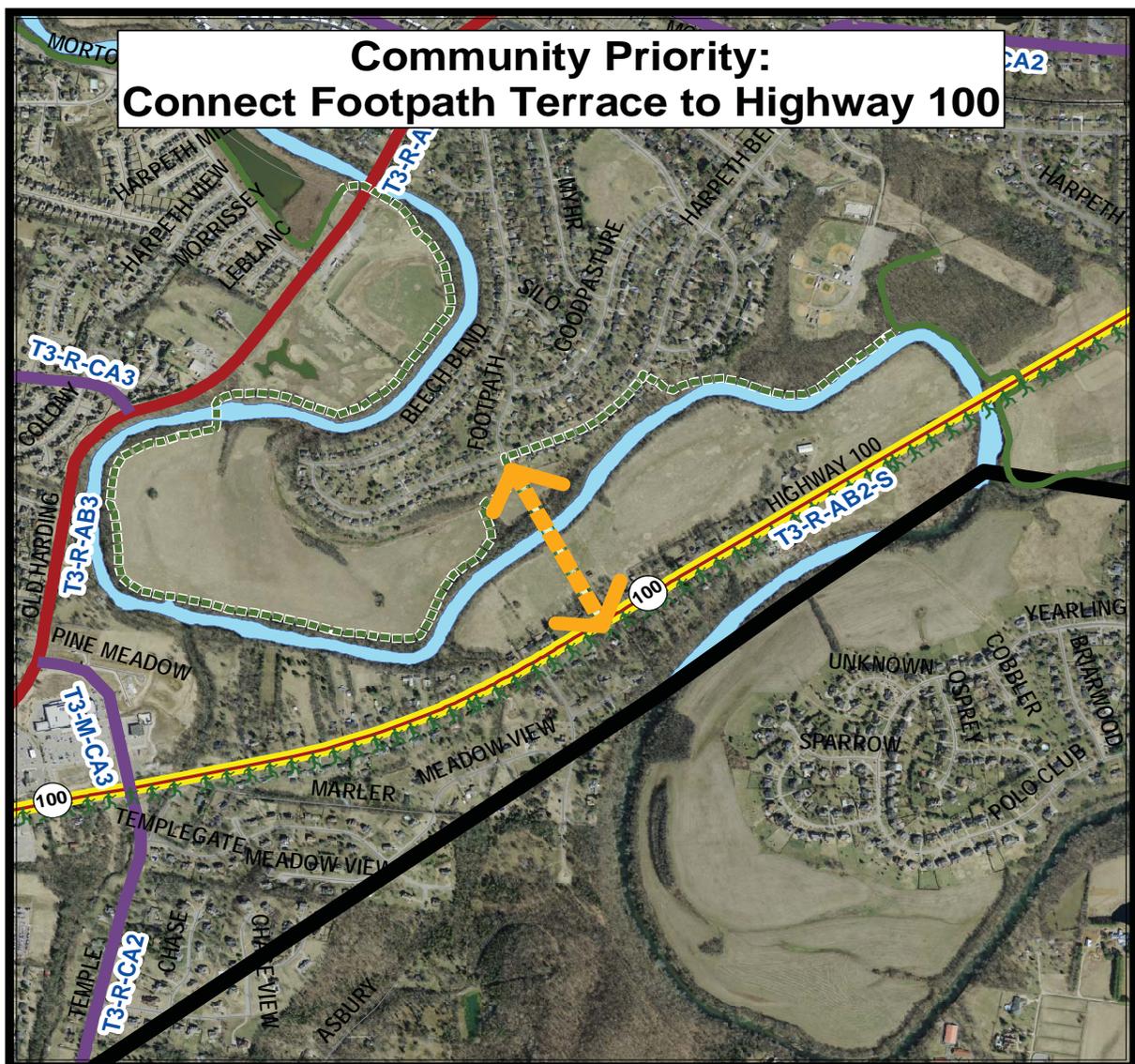


Source: Metropolitan Nashville Planning Department

Create a new pedestrian connection to public road standards from Footpath Terrace to Highway 100 over the Harpeth River.

This connection should be maintained for bicyclists and pedestrians connecting existing residential areas, such as Beech Bend, to the Harpeth River Greenway system and a future multi-use path adjacent to Highway 100. Construction of this infrastructure to public road standards should be considered in case the connection is needed for future emergency evacuation. See Figure 34 for an area map.

FIGURE 34: FOOTPATH TERRACE PEDESTRIAN CONNECTION



Source: Metropolitan Nashville Planning Department

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MASS TRANSIT PLAN

Transit service consisting of buses and other enhanced transit options provided by the Metropolitan Transportation Authority (MTA) are vital transportation links for the Bellevue Community. MTA currently operates bus lines running in a “pulse network,” meaning lines generally run in and out of downtown Nashville along the radial pikes (e.g. West End/Harding/Hwy 70, Gallatin, Charlotte, Nolensville, Lebanon, Elm Hill, and Murfreesboro Pikes) rather than crossing other lines on a widespread grid. This existing network may be modified in the future based upon implementation of recommendations within MTA’s *Strategic Transit Master Plan* that is discussed later in this section.

Existing Mass Transit in the Bellevue Community

Existing lines in the Bellevue Community Plan (as of October 2011) include:

- 5 – West End – Bellevue
- 10 – Charlotte
- 24X – Bellevue Express

Two Park and Ride lots are within the community. One lot is owned by MTA and located at 7650 Coley Davis Road at the intersection with Highway 70 South near the Interstate 40 interchange. Another Park and Ride is located at the Rite-Aid at 211 Old Hickory Boulevard at the intersection with Highway 70 South.

Regional studies are underway by the Nashville Area MPO and MTA, examining mass transit opportunities along priority corridors. There may be future opportunities to provide additional transit options to the Bellevue Community that connect to other travel modes.

Strategic Transit Master Plan Recommendations

The MTA *Strategic Transit Master Plan* was adopted in 2009 and establishes the guiding principles and policies for improving public transportation in Nashville/Davidson County. The *Master Plan* outlines a need to re-establish basic levels of transit service, improve competitiveness of transit, serve those in underserved areas, and attract new users. Five priority areas are identified:

- More buses more often
- Faster transit trips
- Serve new or underserved areas
- Make service easier to use
- Improve the image of transit



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Through the *Strategic Transit Master Plan* process, MTA determined which projects can utilize Federal transportation funds and placed them into the Nashville Area MPO's RTP and TIP.

Within MTA's *Master Plan*, Route 24X – Bellevue Express is identified for improvements to meet minimum frequency standards during the weekday peak. It currently runs every 20 to 45 minutes, but its proposed frequency is 30 minutes. This is identified as a short-term recommendation within MTA's *Master Plan*.

In September 2011, MTA began weekend service to Bellevue with the #5 – Bellevue service expansion. This route provides service approximately every two hours to the Bellevue Park and Ride.

Figure 35 on page 189 depicts MTA's bus routes and Figure 36 on page 190 shows bus stops in the Bellevue Community. These routes and stops can change over time as MTA responds to demand. For the latest information about Nashville's bus routes, please refer to: www.nashvillemta.org.

Regional studies are underway by the Nashville Area MPO and MTA, examining mass transit opportunities along priority corridors. Because the Bellevue Community consists of mostly rural and suburban densities, additional mass transit service such as light rail, street car, bus rapid transit, and enhanced bus service are challenging to implement. The Bellevue Community has expressed a desire for more mass transit opportunities, but many of the policies contained within the Community Plan do not support densities needed for most mass transit service types. The community should continue conversations on the linkage between land use and transit and learn about different development types that might be appropriate for Bellevue and that also support transit service.

Additional Mass Transit Network Considerations

Several transit improvement projects and future concepts must be highlighted in Bellevue to further explain some of the proposed projects contained in the TIP, RTP, and *Strategic Transit Master Plan*.

Accessibility to Services and Goods – MTA Buslink

Some residents in the Bellevue Community utilize MTA's transit service more than others because of the lack of access to a personal automobile. This poses challenges for them in meeting their daily needs or traveling to employment. Transit trips can be lengthier in distance and time because of transfers to other routes and the schedule of buses.



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During the Bellevue planning process, stakeholders noted the lack of sidewalk connectivity to mass transit that makes access to bus routes in Bellevue difficult. This is a significant challenge in accessing jobs, healthy food, and senior/youth services and activities. Lengthy cross town trips and limited service and routes are drawbacks of the current transit system.



Noticing these concerns countywide, MTA has worked to respond to the changing needs of Nashville/Davidson County residents. MTA recently launched the *BusLink* service in the Antioch community after the service was so successful in Madison that replaced it with a fixed bus route. A similar concept in Bellevue could be considered.

BusLink is an on-demand shuttle that takes residents to services within the community. A rider can call MTA to request a pick-up at a stop location, and the scheduler will give the rider a pick-up window time. The service continues to pick up passengers along the route as requested. This service shortens length time and distances. The Madison Bus Link service was started based upon on-demand scheduling, which helped determine the stop locations for the route-based. This approach to local transit has changed how MTA provides transit service and how public transit can connect residents to quality services and goods. This approach could also serve the Bellevue Community. Further investigation and study on the feasibility of this service in Bellevue is warranted.



Commuter Needs – Regional Corridor Study

MTA and its regional counterpart, the Regional Transportation Authority (RTA), along with the MPO have conducted major studies involving mass transit needs along several corridors in the region. There is a need to perform a study that looks at the western corridor's mobility needs beyond Bellevue and into Cheatham and Dickson Counties. Since there are several more corridors in the region with higher transit ridership that need additional study, a study of this nature for the Bellevue Community is not expected to occur during the planning period.



FIGURE 35: THE BELLEVUE COMMUNITY'S BUS ROUTES

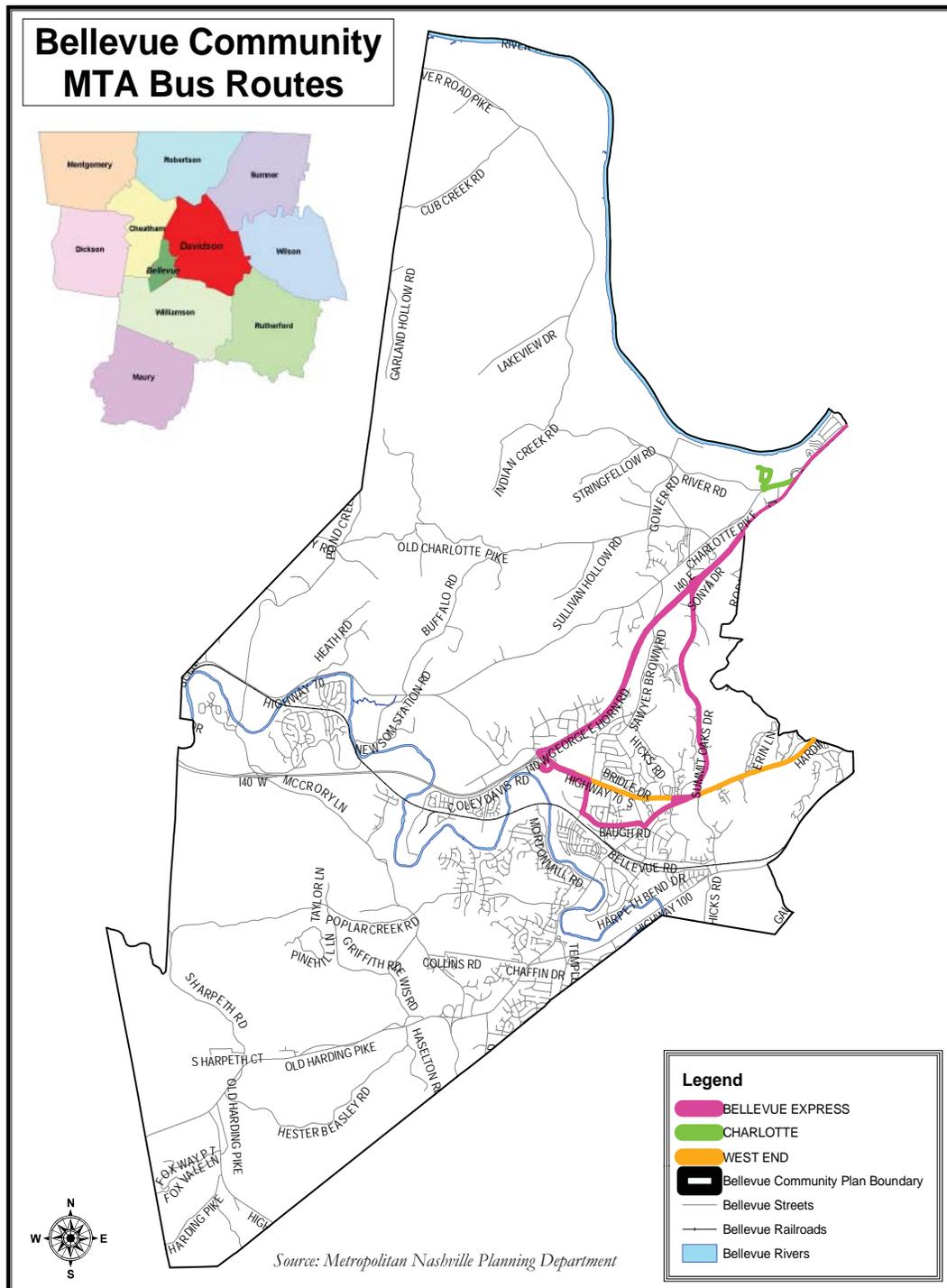
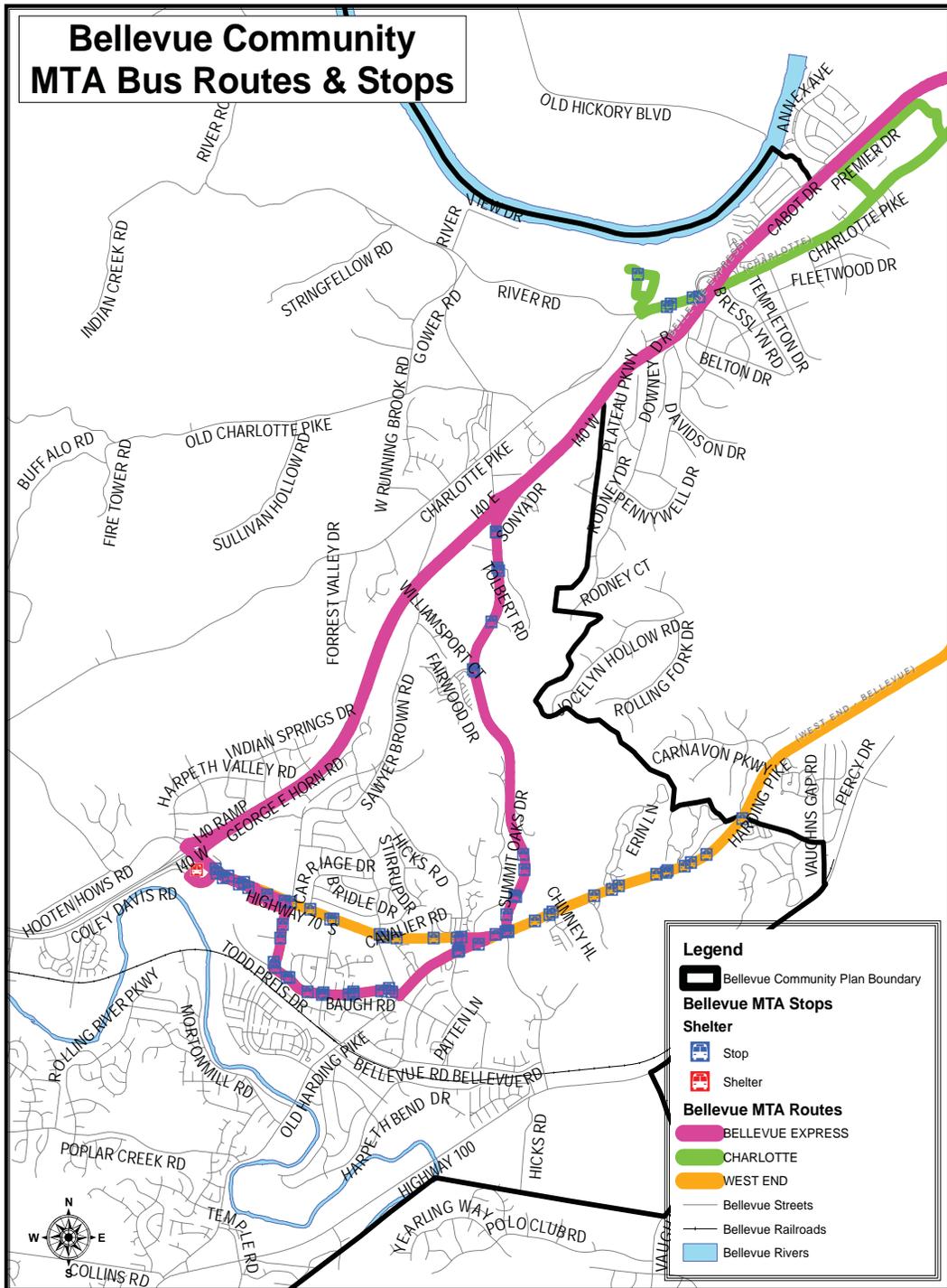


FIGURE 36: THE BELLEVUE COMMUNITY'S BUS STOPS



CHAPTER IV: OPEN SPACE PLAN

INTRODUCTION

Parks, greenways and open space are crucial components to a community – providing spaces for rest, relaxation and recreation for community members, while establishing a sense of place in the community. The Bellevue Community Plan provides guidance on the design of open spaces, through the Open Space and Potential Open Space Community Character Policies, which are applied to various properties throughout the community that are now or could become open space resources.

The Bellevue area community members enjoy their existing parks, greenways, and other open space areas, which vary considerably in size, character, and programming. To further enhance the open space system, there were several ideas for additions and improvements to the network of parks and open spaces within the community.

Detailed guidance on the design and character of each open space is found in Chapter II, in the Open Space and Potential Open Space Policies for each Transect Category. Further guidance on the implementation of the open space improvements needing significant citizen involvement and partnerships to succeed is discussed in detail in Chapter V, in the Implementation strategies. The guidance in Chapter II and Chapter V is supplemented by the Bellevue Community Plan’s Open Space Plan – see Figure 37 on pages 192 and 193. The maps can be seen in more detail at www.nashville.gov/mpc/communityplans/subareas/subarea6.asp.

NASHVILLE NATURALLY – NASHVILLE OPEN SPACE PLAN

In 2009, the Mayor’s Green Ribbon Committee on Environmental Sustainability recommended the creation of a comprehensive open space plan for Nashville/ Davidson County. A public/private partnership was formed and the planning process, “Nashville: Naturally,” inventoried, evaluated and developed, with community input, a vision for conserving and enhancing Nashville’s natural resources and green infrastructure, including parks, greenways, community gardens, tree-lined streets, farmland, forests, waterways and bluffs. The *Nashville Open Space Plan* was released in April 2011.

The *Nashville Open Space Plan* contains four main themes:

- Connect wildlife and water networks
- Support urban and rural farming
- Connect people to the green infrastructure network
- Preserve historic and iconic resources



FIGURE 37 A: THE BELLEVUE COMMUNITY OPEN SPACE PLAN

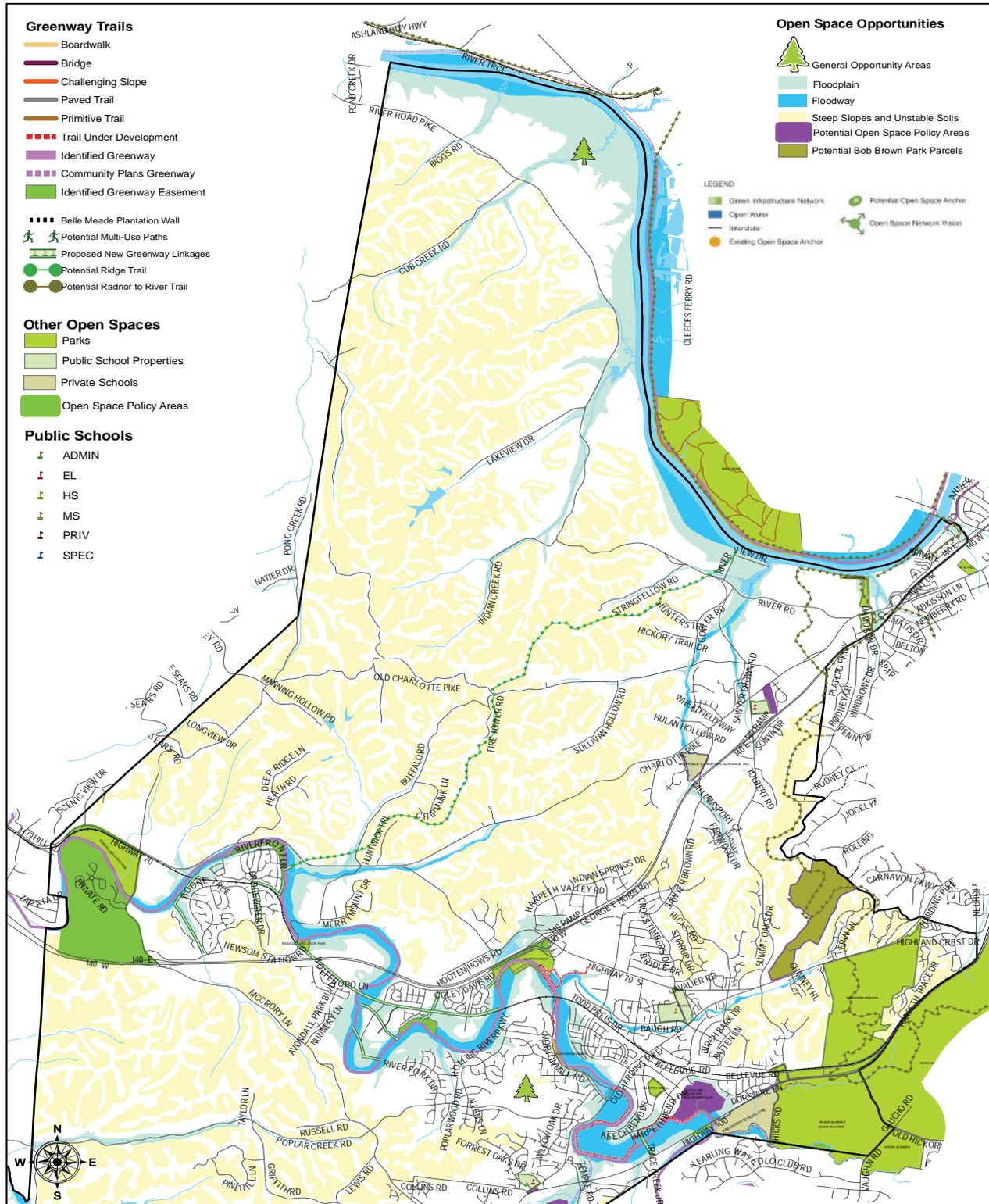
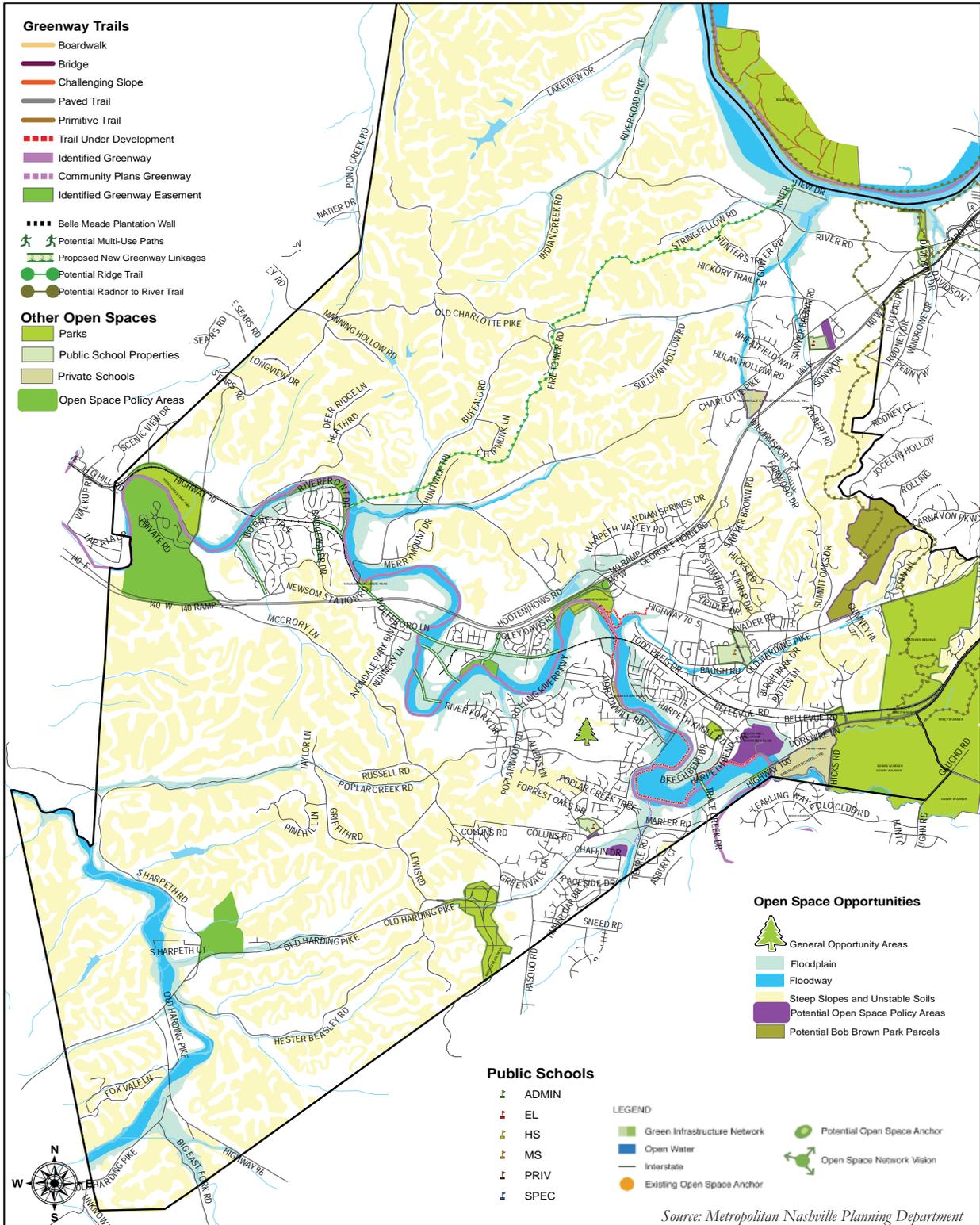


FIGURE 37 B: THE BELLEVUE COMMUNITY OPEN SPACE PLAN

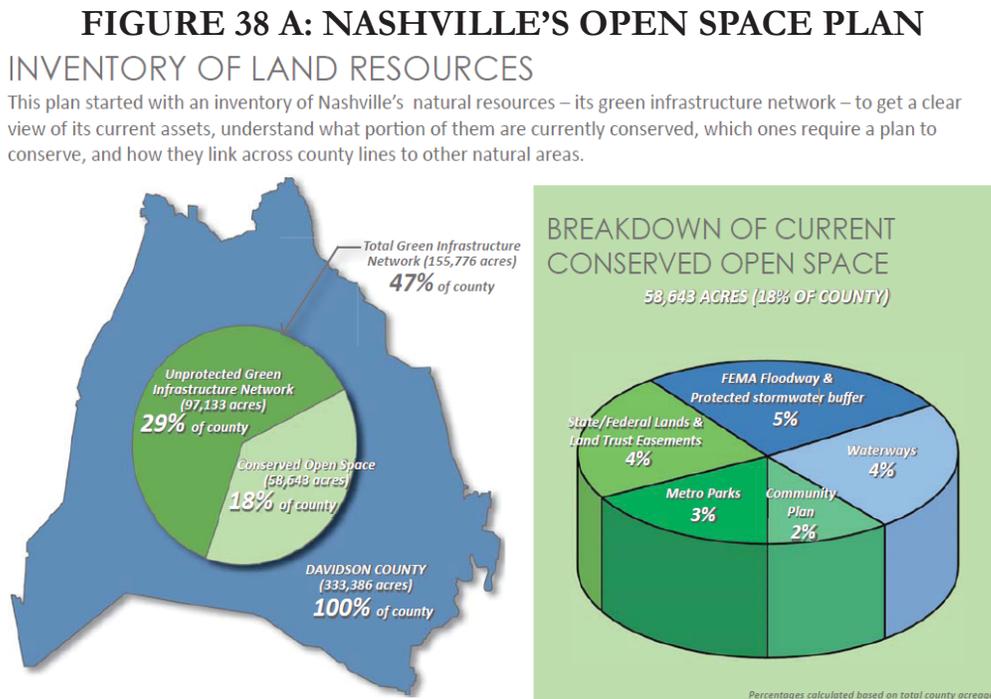


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Chapter IV - Open Space Plan

The catchphrase from the *Nashville Open Space Plan* is – “Four Corners, Nine Bends and a Heart of Green.” Envisioned in each of the four corners of Nashville/Davidson County are large reserves of protected open space, serving as anchors for the open space network. In southwest Nashville, this includes the Harpeth River Valley, the Natchez Trace Parkway, Warner Parks, and the extensive acreage of undeveloped forests and hilltops. Also envisioned are protected lands in each of the Cumberland River’s nine bends, rich in agricultural soils and river access, which serve as buffers against floodwaters and help improve water quality by filtering water runoff. In the center is Nashville’s Downtown, envisioned as a heart of green, with a revitalized riverfront, an increase in open spaces and tree canopy, and green roofs and rain gardens. All these resources should be connected by filling in gaps, creating links through greenways and protecting additional land.

Figure 38 A below, included in the *Nashville Open Space Plan*, shows the breakdown of Nashville’s currently conserved open space.



Source Nashville Open Space Plan

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Chapter IV - Open Space Plan

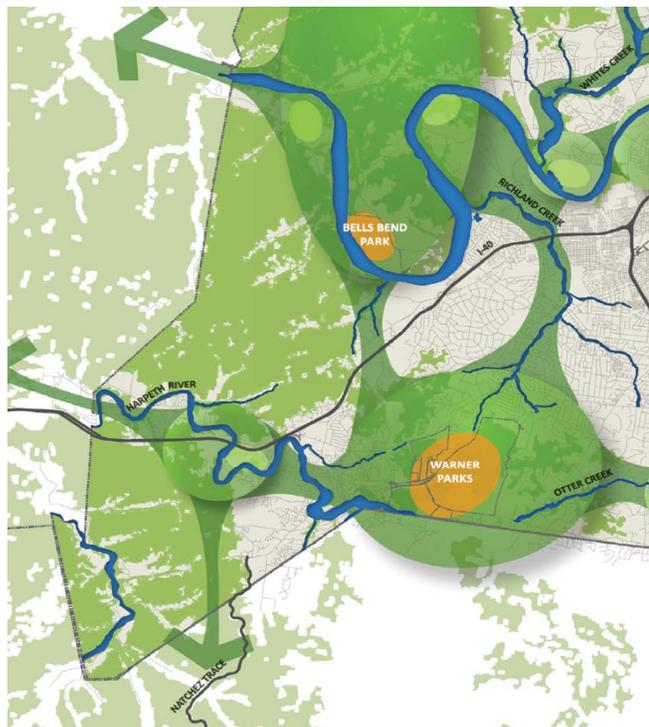
The *Nashville Open Space Plan's* short- and mid-term goals that could impact Bellevue include:

- Add 3,000 acres of parkland in the next ten years. Add another 3,000 acres of parkland by 2035.
- Privately conserve a minimum of 3,000 acres of Nashville's green infrastructure network in the next ten years, and an additional 3,000 acres by 2035.
- Protect an additional 10,000 acres of floodplain and other sensitive natural areas via low impact development, land swaps and regulatory innovations in the next ten years.
- Of these 22,000 preserved acres, protect at least 1,500 acres for sustainable agricultural uses.
- Establish large-scale preserves or other protected land in every bend of the Cumberland River in the next ten years.
- Improve key park and greenway linkages by adding 25 miles of new greenways in the next five years.
- Double the amount of local food produced in Davidson County and triple the number of Davidson County farms selling directly to consumers in the next five years.

A conceptual vision, included in the *Nashville Open Space Plan*, shows Nashville's green infrastructure network (shaded in light green on Figure 38 B below). In Bellevue, this includes the steep hills, tree cover and the Cumberland and Harpeth Rivers. It also includes connecting the open spaces to create a more comprehensive network (illustrated with the green arrows) building off of key parks (shown in bright green ovals).

As the Open Space Plan states: "Together the private and public sectors can implement these recommendations and make Nashville a greener, healthier, more prosperous place to work, live and visit." For additional information on the Open Space Plan, please visit the website at: nashvilleopenspace.wordpress.com/helpful-information/

**FIGURE 38 B:
NASHVILLE'S OPEN
SPACE PLAN**



Source Nashville Open Space Plan

METROPOLITAN PARKS AND GREENWAYS MASTER PLAN

The guidance provided in the Bellevue Community Plan is also intended to complement the *Metropolitan Park and Greenways Master Plan* (“*Parks Master Plan*” adopted in November 2002 and updated in July 2008), which describes Nashville’s existing parks and greenways and establishes the goals, objectives, policies and plans for parks and greenways throughout the County. This document can be found at: www.nashville.gov/parks/master_plan.asp. It should be consulted for more detailed information about existing parks, parkland needs, and the vision for parks and greenways in the Bellevue Community.

GREENWAYS

The majority of Nashville’s planned greenway systems are based on existing networks of rivers, lakes and streams. By locating greenway corridors along these water features, communities may utilize land that would otherwise be unused because of flooding hazards. Greenways provide a vegetative buffer that protects water quality and conserves open space and in some cases creates wildlife habitats and corridors. The increased networks of greenways in Metro Nashville also offer both recreational and transportation opportunities by providing bicycle and pedestrian friendly routes between schools, homes, shopping, employment and other destinations. Adding greenways or other trails can improve an area’s quality of life as residential, commercial, employment, and recreational uses develop. Trail connections, improved roadway crossings, and paths increase connectivity among residential, schools, and commercial centers. They add value to a neighborhood by providing residents with alternative transportation and recreational options as greenways encourage healthier and more active lifestyles.

The existing greenway corridors identified in the Bellevue Community Plan are within Conservation (CO) policy, since they follow the floodplain of the Harpeth and Cumberland Rivers. CO is a Community Character Policy designed for areas with environmentally sensitive features such as steeply sloping terrain, unstable soils, floodplains or other environmental features that need to be protected and are not suitable for development.

In Nashville, identified greenways may be a protected natural area that is preserved from any development, but does not have a trail built in it. Alternately, the natural area may eventually include a paved or unpaved trail – the trail that is called the “greenway.” In either form, the identified greenway will maintain natural areas and protect the river and its floodway from future building development.



Existing Greenways in the Bellevue Community

Constructed greenways in Bellevue are located along the Harpeth River and include scenic overlooks. According to Metro Parks, four main segments have been constructed as part of the Harpeth River Greenway (as of September 2011):

- Harpeth Youth Soccer Association – Greenway segment from Harpeth River Park, across the river to a loop in Bellevue Park.
- Morton Mill – Greenway segment from Old Harding Pike to the Harpeth Crest Subdivision at the terminus of Morton Mill Road.
- Riverwalk – Greenway in the Riverwalk Subdivision off Newsom Station Road (built by the subdivision developer). There are access spurs from the subdivision at Watervale, Rivervalley, Bridgeport and Westvale Drives.
- Warner Park to Bellevue Exchange Club – Greenway segment from the Bellevue Exchange Club ball field complex to Warner Park / Ensworth School. There are two spurs at the park – one short spur follows the river and the other heads north, away from the river, toward Highway 100.

Greenway trailheads are located at Butler’s Field at Ensworth School, the Exchange Club, Morton Mill, the Harpeth Youth Soccer Field, and Woolwine in Warner Park. A map of the Harpeth River Greenway and these trailheads can be found at: www.nashville.gov/greenways/pdfs/maps/HRHarpethRiver.pdf.

Planned Greenways in the Bellevue Community – Parks Master Plan for Parks and Greenways

In Nashville, identified greenways are protected natural pathways that are preserved from any development. The pathways may stay in a natural state or eventually include a paved or unpaved trail. In either form, the identified greenway will maintain natural areas and protect the river and its floodway from future building development.

The Harpeth River Greenway was heavily damaged in the May 2010 flood. A portion of the greenway, including the bridge, near the soccer fields still remains closed and is awaiting repairs.

In the Bellevue area, Metro Parks has planned the following greenway projects (as of September 2011):

- Greenway segment between the Bellevue Exchange Club and Old Harding Pike, which will include a bridge connecting the Harpeth Bend Neighborhood to the golf driving range on Old Harding Pike. The design has been completed and project is awaiting construction.
- Trailhead at the Harpeth Youth Soccer complex on Coley Davis Road so that the greenway and soccer operations can be independent of each other. The design is underway and construction will begin when funds are available.



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- Connect the current blueway (boating route along a creek or river) access to a new trailhead at the Harpeth Youth Soccer complex on Coley Davis Road.

Future long-term greenway plans include more greenway segments along the Cumberland River (a spur of this greenway exists at Brookmeade Park) and a greenway spur connecting the Traceside neighborhood to the Harpeth River Greenway along Trace Creek.

Recommended Greenways and Multi-Use Trails in the Bellevue Community

In addition to the proposed greenways identified in the *Parks Master Plan*, the Bellevue Community Plan makes several additional greenway recommendations gleaned from community comments and Planning staff review of the community. These recommendations fall into two categories: (1) greenway connections from and within neighborhoods adjacent to main greenway corridors along the Harpeth and Cumberland Rivers that would be constructed by a combination of Metro Parks and developer funding; and (2) ridge trails that would be constructed across private properties using easements. These proposals can be seen on Figure 37: Open Space Plan.

Proposed Greenway System Connections

The following greenway segments 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.

Proposed Ridge Trails

Two ridge trails are proposed within the Bellevue area. Implementation of these trails would be pursued entirely by the private sector, chiefly by property owners living along their routes. A similar effort is underway and partly constructed in Scottsboro across the Cumberland River from Bellevue. Suggestions for implementation of the trails are included in Chapter V, Implementation. The proposed trails are:

- A ridge trail at the eastern boundary of the Bellevue Community (Nine Mile 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, which is also proposing the “Bob Brown Park” discussed later in this chapter.
- 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 View Drive along the Cumberland River to the RiverWalk subdivision along the Harpeth River. This trail was proposed by a Nashville resident to further enhance the planned greenway system.

Recommended Multi-Use Paths in the Bellevue Community Area

In addition to the greenways discussed above, which serve the dual purpose of providing a path and protecting natural features, several multi-use paths which are not associated with specific natural features are proposed for Bellevue. A multi-use path is a path that is physically separated from motor vehicle traffic by an open space or barrier, and is shared by bicyclists, pedestrians, joggers, skaters and other non-motorized travelers. The separation from the roadway should be at least six feet. A multi-use path can be a good alternative when providing sidewalks and/or bikeways on both sides of a street is unfeasible.

The following multi-use paths are recommended for the Bellevue area along various major roadways:

- 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.

These multi-use paths, while they do connect with the parks and greenways system, serve pedestrian and bicycle transportation needs in Bellevue because they are recommended in areas that lack these facilities. As such, they are discussed in more detail with respect to their connection to the rest of the transportation system in Chapter III, Transportation Plan. The Bellevue Community Plan recommends that these additional non-vehicular pathways be added to the *Parks Master Plan*. See Figure 37 for all planned and recommended greenways and multi-use paths.



Utility Line Easement Opportunities in the Bellevue Community Area



Utility line easements in the Bellevue Community present further opportunities for trail system development. Cooperative efforts with the easement owners are needed to develop such trail systems, which exist in other parts of the country. Further study of the opportunities presented by these easements is recommended as an ongoing implementation effort and is discussed further in Chapter V, Implementation.

PARKS AND OPEN SPACE



As of September 2011, there are nine existing parks within the Bellevue area that cover approximately 1,138 acres and range from small neighborhood parks to large regional parks.

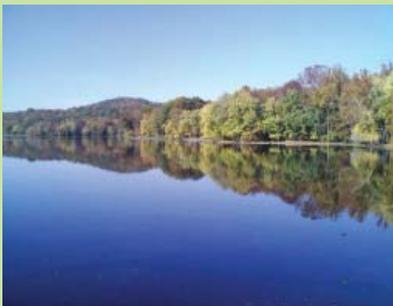


The *Parks Master Plan* establishes a park Level of Service (LOS) for each planning community in Nashville, including the Bellevue Community. The LOS is based on the standards established by the National Recreation and Park Association. The recommended LOS for neighborhood parks in the *Parks Master Plan* is two acres for every 1,000 residents; mini-parks are one-half acre for every 1,000 residents; and for community parks a maximum of five acres for 1,000 residents. In establishing LOS, the *Parks Master Plan* identifies the Current LOS (based on the year 2000 population figures) and the Future LOS for parks (based on projected population figures for the year 2020). Based on 2000 population estimates, Bellevue had a deficit in neighborhood, mini, and community parks and a surplus in regional parks. It is projected that by the year 2020, Bellevue will continue to have a deficit in neighborhood, mini, and community parks and a surplus in regional parks. The *Parks Master Plan* also has established a *service radius standard* that addresses the area that the park is intended to serve. See Table 10 below.

TABLE 10: METRO PARKS MASTER PLAN SERVICE RADIUS STANDARDS

Facility	Service Radius Standard
Regional Park	30 Minute Drive
Community Park	½ to 3 miles
Neighborhood Park	¼ to ½ mile
Mini-Park	<¼ mile
Greenway	2 miles
Special Facility	Variable

Table from METRO PARKS MASTER PLAN: 2002



Existing and Planned Parks and Open Space in the Bellevue Community – Parks Master Plan for Parks and Greenways

Mini-Parks/Pocket Parks

Mini-parks are generally located in denser urban settings where there is limited acreage for park or open space development. These types of parks are typically less than five acres and may include urban plazas, playgrounds, and other small-scale open spaces. As of October 2011, there are no mini-parks in Bellevue, which creates a deficit. It is estimated that by the year 2020, the Bellevue area will continue to have a deficit of mini-parks. The appropriate amount of land dedicated to mini-parks is determined by measuring how much parkland is available in relation to the number of people living in the Bellevue area. Therefore, there are opportunities for additional mini-parks in Bellevue. The recommendation for mini-parks is that they be provided as part of new residential and mixed-use developments that are built in the Bellevue area.

Neighborhood Parks

Neighborhood Parks are generally designed to serve immediate surrounding neighborhoods and are between five and 20 acres. These types of parks typically include playgrounds, tennis or basketball courts, ball fields and sitting areas for passive recreation. Neighborhood parks in the Bellevue area include Bellevue Greenway, Brookmeade Park, Red Caboose (Bellevue), and Harpeth Knoll.

Bellevue Park, commonly referred to as Red Caboose Park, is located on 18 acres along Colice Jean Road and includes the current Bellevue Library, Community Center and land down to Baugh Road. The playground at the park was built in 1996 by over 1,800 community volunteers as part of Bellevue’s Bicentennial Celebration. No additional improvements to the existing park are currently planned.

The Bellevue Greenway Park comprises five acres and is a linear park that connects to the Harpeth River Greenway. No additional improvements to the existing park are currently planned, but extensions/additions to the greenway are discussed earlier in this chapter.

Brookmeade Park is a linear 14-acre park that connects to the Cumberland River Greenway. It is located on Charlotte Pike in the northern portion of the Bellevue area.

Harpeth Knoll Park is located on 10 acres along Harpeth Knoll Road. No additional improvements are currently planned.



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Community Parks

Community Parks are designed to serve several neighborhoods and typically focus on providing intensive active recreational facilities. They are typically between 20 and 50 acres and may include tennis and basketball courts, soccer or football fields, and community centers that include indoor gyms.

Harpeth River Soccer Park, located on 55 acres along Coley Davis Road, is the only existing community park in the Bellevue Community. The land is leased from the state by the Harpeth Youth Soccer Association. Master Plan improvements to this park have been completed, but the greenway bridge was destroyed in the May 2010 flood and is in the process of being replaced.



Regional Parks

Regional Parks provide large undisturbed tracts of land that are important for the protection of wildlife habitats and ecological communities. They also provide active and passive use recreation experiences including hiking, cycling, horseback riding and picnicking.

The Warner Parks are regional parks that are viewed by many as the crown jewel of Nashville's Park system and total 2,568 acres. The Warner Park Nature Center is located there, providing nature and environmental education programming for the entire Metro Park system. In addition to miles of scenic road, hiking trails and bridle paths, the Warner Parks also offer active recreational facilities, including two golf courses, a model airplane field and ball fields. The portion of Edwin Warner Park that is located in the Bellevue plan area comprises 468 acres. In addition, a small section of Percy Warner Park, 16 acres, is located in the Bellevue plan area. The *Parks Master Plan* recommends a dog park as part of Warner Parks and identifying specific sites within Warner Parks that should be designated as specific natural area and developing a management plan for their protection.



The Friends of Warner Parks recently purchased property to be included in the Warner Park system, totally around 446 acres. The southern portion of the land, referred to as the Burch Reserve, comprises around 200 acres and fronts along Highway 100. In March of 2011, a master plan was developed for how best to integrate that property into the Warner Parks system, including four to five miles of trails, overlooks and a wetland. It also includes a tunnel under Highway 100 connecting to the existing acreage and improvements in Edwin Warner Park. The Hill Forest, the northern portion of the property, is a designated State Natural Area, and will offer public access through guided programs.



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Metro Schools - Parks

Metro Parks, in partnership with Metro Public Schools, often utilize the open space that is part of existing elementary school properties as a cost efficient method to improve community access to parks in underserved areas. In the Bellevue area, there is one Metro School site with green space designated as park land for public use, the Harpeth Valley Elementary School. Brookmeade and Gower Elementary Schools are planned to become joint park-school use facilities in the third phase of the *Parks Master Plan*.

National Parks

The Natchez Trace Parkway is a 444-mile scenic drive through Tennessee and Mississippi and over 10,000 years of North American history. It is designated as a National Park where visitors can also enjoy hiking, biking, horseback riding and camping. The northern terminus of the Natchez Trace Parkway is located in the Bellevue area, near the historic Loveless Café.

State Parks

The Bellevue Area has three state parks that are part of the Harpeth River State Park, a linear park located along the Harpeth River. These areas offer natural, cultural and recreational day use areas, rich in historic significance and natural beauty. The largest is Hidden Lakes State Park which comprises 96 acres. In addition, there portions of the park are located at Newsom's Mill and the Highway 100 canoe access.

Recommended Parks and Open Space for the Bellevue Community

The Bellevue Community Plan recommends that a minimum of two additional neighborhood parks be added to those neighborhoods where open space has been determined as deficient or underserved. Neighborhood parks are recommended in these areas because they generally serve the immediate neighborhood within a quarter-mile walking distance to a short half-mile driving distance.

The areas that are recommended to receive a neighborhood park are shown with a green tree on Figure 37, the Open Space Plan Map. The “green tree” locations are generalized and the actual location of the neighborhood park should consider the available land within the area as well as what active uses would be provided within the park and surrounding the park. The neighborhood parks should be designed to contain activity generating components (i.e. playground, community garden, etc.) and should be located near active uses to provide safety for users and that encourage continuous use of the park.



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The Bellevue Community Plan recommends that a minimum of two additional community parks be added within the Bellevue community where areas of fairly level land can be found in the range of 20 to 100 acres. Community parks are generally drive-to facilities so their specific locations need to be accessible to users arriving on foot, by bicycle, and by motor vehicle. Due to their flexible location, specific areas are not noted on the map.

Additional Open Space – Community Gardens and Civic Land Uses



Bellevue community members also expressed interest in community gardens in addition to traditional open space and parks. Community gardens are generally a use for underutilized land in urban and suburban communities, and also serve as a healthy local food source. One successful community garden in Bellevue is part of the Bellevue Middle School campus and is called the “Bell” (Bellevue Edible Learning Lab) Garden. The *Parks Master Plan* recommends identifying vacant parcels in dense neighborhoods and working with residents, non-profits, and other grassroots organizations to develop and maintain community gardens. The *Parks Master Plan* also recommends utilizing portions of existing or future neighborhood parks as community gardens. For more information on how to start and maintain a community garden, visit Metro Parks website at: www.nashville.gov/community_gardens.



In addition to Metro Parks and Metro School park land, which are labeled with Open Space Community Character Policy (OS) in the community plan, there are civic uses such as libraries and cemeteries that are also labeled OS. If the uses on these properties were to cease, it is recommended that all or a section of the property remain in public use as open space. Meanwhile, areas that may be appropriately used as open space in the future are labeled Potential Open Space. Guidance for each of these areas is found by reading the Open Space and Potential Open Space Community Character Policies and by reading the specific Community Character Policy Areas in Chapter II.



CHAPTER V: IMPLEMENTATION

INTRODUCTION

The Bellevue Community Plan will be implemented through the efforts of numerous stakeholders. While Metro Planning Department staff will use the Bellevue Community Plan to provide guidance on future zone change and subdivision decisions, community stakeholders can also use the document to champion development projects that meet the vision and goals of the Bellevue Community Plan and to seek funding for community-led implementation projects.

The Bellevue Plan is primarily implemented as private property owners make the decision to rezone or subdivide their property. As they decide to develop or redevelop their land, the Community Character Policies in the Bellevue Community Plan provide guidance on how that development or redevelopment should take shape. As a result, much of the change proposed in the Bellevue Plan is market-driven – when individual property owners decide that the time and market are right for development or redevelopment, they take action, which is guided by the Community Plan.

There are, however, many recommendations in the Bellevue Community Plan that can be implemented outside of private development with the initiative of community stakeholders – residents, business owners, property owners, institutional representatives, and elected and appointed officials. These stakeholders can use the guidance in the Bellevue Community Plan as a starting point in pursuing grants for a variety of projects, such as streetscape improvements.

Stakeholders could also use the data in the Bellevue Community Plan to “pitch” their community to new businesses and residents, highlighting Bellevue’s many assets. Finally, stakeholders can use information in the Bellevue Community Plan to track proposed public-sector projects, such as improvements to parks, additional greenways, school renovations and street connections and/or improvements.

INTERPRETING THE IMPLEMENTATION CHAPTER

The purpose of this chapter is to describe the standard tools involved in the implementation of this plan. Whether creating a suburban mixed use center, preserving environmentally sensitive features, or building new infrastructure, the Bellevue Community Plan provides clear guidance for future development, redevelopment and preservation through the Community Character Policies and associated special policies found in Chapter II. Chapter V explains how to implement the Bellevue Community Plan’s vision, goals and objectives by identifying stakeholder responsibilities and appropriate partnerships for the priorities identified by the community.



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Chapter II of the Bellevue Community Plan lists goals and objectives based on community input on land use, urban design (the form of the buildings), transportation and infrastructure. These goals and objectives, along with the ideal timeframe for their completion, are included in an *Implementation Table* found at the end of this chapter. The Implementation Table lists goals and objectives to enhance open space, neighborhoods, centers, corridors and transportation networks through the interpretation of the Community Plan's Community Character Policies, urban design policies, and transportation recommendations. The Implementation Table may also be used to prioritize, petition for, and track infrastructure projects that meet the community's needs as it relates to public and private investment.

IMPLEMENTING THE BELLEVUE COMMUNITY PLAN – PRIVATE SECTOR ACTIONS

The Bellevue Community Plan is primarily implemented as private property owners make the decision to rezone, subdivide or develop their property. Metro Planning Department staff will use the Bellevue Plan whenever a zone change or subdivision request is made within the Bellevue Community. When these applications are made by private property owners, they are reviewed by the Metro Planning Department and several other Metro Departments involved in the development process.

Metro Planning staff reviews the proposed zone change or subdivision request to see how well it conforms to the guidance of the Bellevue Community Plan and specifically the guidance in the Community Character Policy and any associated special policies. Metro Planning staff provides a recommendation to the Metro Planning Commission – a ten-member board of volunteers appointed by the Mayor and confirmed by Council – on subdivision requests and the Commission makes the final decision on subdivisions. Metro Planning staff provides a recommendation to the Metropolitan Planning Commission on zone change requests and the Commission makes a recommendation to the Metropolitan Council, which makes the final decision on zone changes. For development proposals that do not require a zone change or subdivision, the Bellevue Community Plan should be consulted by the property owner or developer, because it represents the vision of the community. The property owner or developer is not required, however, to follow the Community Plan if he or she is building within their current zoning. Bellevue stakeholders are encouraged to track development proposals and insist that the proposals honor the goals and objectives outlined in the Bellevue Community Plan. The relationship of the Bellevue Plan to other planning regulations and guidance is discussed in further detail below.

Zoning Regulations

The primary purpose of the Bellevue Community Plan is to serve as the guide for approval or disapproval of future zone change applications. The Zoning Code is Chapter 17 of the *Code of the Metropolitan Government of Nashville and Davidson County, Tennessee*. The Zoning Code regulates land use and how development occurs on a site. The Bellevue Community Plan outlines the vision for what future growth, development and preservation should look like in Bellevue, and zoning is one tool used to achieve that vision. While the Community Character Policies contained within the Bellevue Plan are not regulatory, zoning is regulatory with the force of law.

To ensure that the design objectives associated with the Community Character Policies in Chapter II are realized in new development, zoning is needed to make these objectives regulatory. Each Community Character Policy discussed within the Bellevue Community Plan has accompanying, recommended zoning districts that can be used to implement the design principles of that particular policy. In many residential policies, the typical base zone districts that allow residential development (R and RS zoning districts) are recommended, with additional design-based zoning districts recommended for multi-family developments to ensure higher levels of design. In center and corridor policies, design-based zoning districts are recommended to ensure higher levels of site and building design. Design-based zoning includes Specific Plans (SP),

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Urban Design Overlays (UDO), and Planned Unit Developments (PUD). In each type of design-based zoning, specific standards are established to provide certainty in site and building design that is tailored to the particular property in its particular context. These are the most powerful zoning tools to implement the Bellevue Community Plan.

Subdivision Regulations

The zoning district classification determines the types of uses and levels of density/intensity that will be allowed on a particular property. Meanwhile, the *Subdivision Regulations of the Metropolitan Government of Nashville and Davidson County* (Subdivision Regulations) control the pattern of development and how each lot relates to one another. Essentially, zoning decisions are a legislative decision made by the Metropolitan Council that confers development entitlements, while subdivision decisions are made by the Metropolitan Planning Commission. The Subdivision Regulations include standards for how property is divided as well as locations for streets and utilities, and provide patterns of development consistent with the types of uses and densities/intensities permitted in the various zoning districts.

The Subdivision Regulations were last updated in 2006. At that time, additional tools were added that allow for residential development that better reflects the rural, suburban and urban neighborhoods found and desired in Nashville/Davidson County. Many of the planning principles incorporated into the Subdivision Regulations during that update are also found in the *Community Character Manual* and the Bellevue Community Plan. The Subdivision Regulations provide several options for implementing subdivision design with either a rural or suburban character. In rural areas, the Conservation Subdivision tool may be used to help preserve environmentally sensitive features in T2 Rural areas and within the T2 Rural Neighborhood Evolving Policy areas. While the maximum use of this tool requires entitlements in the Metro Zoning Code that have not yet been adopted, those who are interested in conservation subdivisions may still use the guidance found in the subdivision regulations combined with the Specific Plan zoning district to accomplish this type of development. In suburban areas, a Conservation Subdivision may also be appropriate to preserve natural features, and to minimize the use of excessive infrastructure such as roads and sewers. As development becomes more intense in suburban areas, the Walkable Subdivision tool may also be appropriate because it facilitates the creation of walkable communities in more urbanized settings. The Walkable Subdivision tool would help to create improved pedestrian, bicyclist and vehicular connectivity in T3 Suburban Transect areas, and in T3 Suburban Neighborhood Maintenance and Evolving Policy areas. More information on these tools is provided in Metro's Subdivision Regulations.

The Community Character Policies and special policies found in the Bellevue Community Plan play a smaller role in future subdivision decisions than they play in future zoning decisions. With that said, the Community Character Policies do play an important role in determining future road locations and infrastructure decisions that become reality when a new subdivision plat is proposed. Individual property owners and developers are still encouraged to consult the Bellevue Community Plan when proposing subdivisions, as the Plan represents the form of development that reflects the vision of the community.



IMPLEMENTING THE BELLEVUE COMMUNITY PLAN – PUBLIC SECTOR ACTIONS

Capital Improvements Budget (CIB) and Capital Spending Plan (CSP)

Metro Planning Department staff uses the Bellevue Community Plan in conjunction with other planning documents that guide public sector-led development projects such as building of streets, greenways, sidewalks, bikeways, parks and schools. For example, when Metro Planning staff is called on to give recommendations for the Capital Improvements Budget (CIB), Planning staff looks to the Bellevue Community Plan and the other thirteen Community Plans in Nashville/Davidson County for suggested projects.

The CIB is Metro Nashville/Davidson County Government's listing of proposed publicly-funded infrastructure projects. CIB projects range from street improvements (i.e. new streets, widenings, etc.), to the creation of sidewalks and bikeways, to parks and schools. While the CIB lists all proposed projects, the Capital Spending Plan (CSP) is the final list of projects that are planned and funded for the subsequent six years. The purpose of the CIB and CSP is to identify short- and long-term capital needs; prioritize capital improvement projects; allow for the coordination of all projects in Nashville/Davidson County, allowing more efficiency and cost savings; and to develop a financial plan for funding projects. The Metro Planning Commission makes a recommendation for capital improvement projects to Mayor, who proposes a CIB and CSP, which is considered and acted upon by the Metro Council. The CIB and CSP are prepared annually, and review of the Bellevue Community Plan by Metro Planning Department staff for prioritizing and proposing capital projects is an important recurring implementation task.

Implementing Complete Streets – Major and Collector Street Plan of Metropolitan Nashville

The *Major and Collector Street Plan* (MCSP) is the primary tool used by Metro Nashville/Davidson County Government that guides public and private investment for the major streets (arterials and collectors) that make up the city's transportation system. The MCSP aims to increase the quantity and quality of new streets to meet a wide range of users, including vehicles, transit, bicycles, and pedestrians. In 2011, the MCSP was updated to include the concepts of *Context Sensitive Streets* and *Complete Streets*. As discussed in Chapter III, a Context Sensitive Street responds appropriately to its context whether rural, suburban, or urban, while having a Complete Street ensures that vehicles, transit, bicyclists, and pedestrians are accommodated in those specific settings.

Both the public sector and the private sector use the MCSP. The public sector uses the MCSP to evaluate street improvements and new streets provided through private sector development or public sector development. The public sector also evaluates and helps provide recommendations for improvements to streets with local and regional significance as part of the local and state budgeting processes, respectively. The private sector uses the MCSP when proposing new development to determine if any major streets need to be improved or provided. The MCSP also helps the private sector determine what elements, such as sidewalks, bike lanes, and planting strips, need to be provided and what the character of the street should be.

During the community plan update process, input about specific road improvements may inform changes to the major street designations in the MCSP for a specific community. As such, the MCSP may be amended after the completion of a community plan update. Metro Planning Department staff considers the recommendations of the MCSP for the community – in this case, the Bellevue Community – and simultaneously studies whether the recommendations of the MCSP should remain or be changed, given the community's input and planning staff's analysis on the role of arterial and collector streets in the area. As a result, staff may make recommendations on whether or not the MCSP should be amended to add, remove or

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modify recommendations on specific streets. In recommending, adding or removing streets from the MCSP, Planning staff is essentially evaluating transportation impacts on the built and un-built environment, overall connectivity, and on providing multiple modes of transportation. Please refer to Chapter III, Transportation, for detailed information on the Bellevue Community's Transportation network.

Tracking Private and Public Sector Actions

Whether a subdivision or a zone change, Bellevue stakeholders are encouraged to track development proposals and insist that the proposals honor the goals and objectives outlined in the Bellevue Plan. There is a new online tool that makes tracking development proposals easier for the community. Titled the *Development Tracker*, the online tool tracks development proposals from application submittal to final approvals at Metro Planning Commission and/or the Metro Council. The tool can be found online at www.nashville.gov/mpc. On this page, click on the "Development Tracker" icon at the top of the page and follow the additional instructions.

IMPLEMENTING THE BELLEVUE COMMUNITY PLAN – COMMUNITY ACTIONS

Bellevue stakeholders, including residents, business owners, property owners, institutional representatives, developers and elected and appointed officials, can be leaders in implementing the Community Plan. As discussed above, the primary product of the Bellevue Community Plan is the application of Community Character Policies, which are used to evaluate future zone change and subdivision decisions. There are, however, other goals, objectives and initiatives that are of interest to the community, beyond growth and development. These may include how to better unite a community for a shared identity and improve the overall look and condition of the community. While the growth and development of the Bellevue area may impact these issues, the community may want to take more immediate actions that have a more direct impact on these issues. For this reason, these initiatives are best championed by the community.

Acting on some of these initiatives will require community organizing, creating effective partnerships amongst stakeholders, locating funding sources to implement programs and accomplish goals, educating other community members, and prioritizing goals and objectives. During the Bellevue Community Plan update, stakeholders took the first step in community plan implementation by prioritizing goals and objectives that were most important to the Bellevue stakeholders.

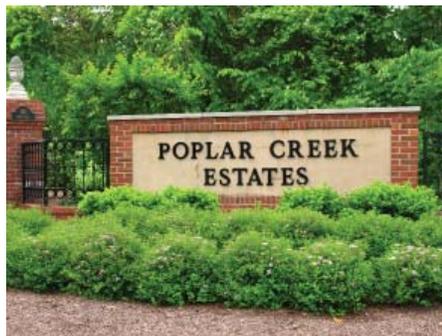


IMPLEMENTING THE BELLEVUE COMMUNITY PLAN – ADDITIONAL PLANNING EFFORTS

Detailed Design Plans (DDP)

In many instances, Community Plans are refined by identifying areas where detailed planning should occur, conducting detailed design planning work on an area of smaller geographic scale, and by subsequently considering pursuing zoning to make the design recommendations regulatory. The Community Character Policies applied during the community plan update process provide general guidance on land use, site design, building design and the form of development for areas that may be several blocks and contain many acres. A Detailed Design Plan (DDP), on the other hand, provides more specific guidance on land use, site design, building design, and the form of development on a block-by-block and parcel-by-parcel basis. DDP's are typically created for a neighborhood with a commercial center or edge and surrounding residential development and open space. More recently, however, the larger community planning process has revealed a need to concentrate detailed design work on commercial centers and corridors because of their outdated development patterns, underperformance and lack of appeal to residents, consumers and other stakeholders.

If a DDP is to be implemented through zoning, there are several tools available. Tools that are most commonly used to do this are the Urban Design Overlay (UDO) or the Specific Plan (SP) zone districts. The creation of a UDO or an SP zone district requires a separate planning and public participation process that involves residents, property owners, business owners, developers, institutional leaders and elected and appointed officials. Any rezoning process would include meetings, separate from the Bellevue Community Plan update process, and would not only require approval by the Metro Planning Commission, but also Metro Council. The Community Character Policies established during the Bellevue Community Plan update process inform the intent of the UDO or SP zone districts. If future DDP's are undertaken, they would be adopted as amendments to the Bellevue Community Plan.



BELLEVUE COMMUNITY PRIORITIES

During the community plan update process, several matters were revealed to be particularly important to the community. They included redevelopment of the Bellevue Center Mall site, consideration of existing development approvals that have not been developed, and protection of natural resources. This section aims to explain in more detail how the aforementioned public, private, and community actions can work together with regard to each of these issues.

The Bellevue Center Mall

The Bellevue Center Mall (the Mall) is the largest retail center in the Bellevue community. The Mall site is approximately 93 acres and is located on Highway 70 South at the Interstate 40 interchange. The Mall was the subject of a redevelopment proposal in 2008, but after the economic downturn, redevelopment plans were put on hold. Since that time the property owner has partnered with a new development team. During the Bellevue Community Plan update process, the new development team met with the Bellevue community and explained that study was underway to determine *how* the Mall site would redevelop with regard to appropriate land uses and site and building design.

Currently, the Mall site is zoned SCR (Shopping Center Retail). This zoning district is typically applied to Nashville/Davidson County's large regional malls and their surrounding commercial areas. The Mall also has a Planned Unit Development (PUD) applied to it as well. A PUD is an overlay zoning tool that applies additional site and building design regulations to ensure that the development is well-planned and coordinated. Land uses in a PUD are guided by the underlying zoning district – in the case of the Bellevue Mall site, land uses are guided by the SCR zoning district.

The redevelopment of the Mall site, and the specific proposal for land use and site and building design, is the responsibility of the property owner, who is generally responding to his or her understanding of the economic market served by the Mall. The Bellevue Community Plan's guidance on appropriate land use and design is to be followed if the property owner requests changes in the existing zoning. In that case, the Bellevue Community Plan will help guide which development character is appropriate and Metro Departments will work with the property owner, discussing regulatory requirements and design suggestions, as part of the development review process. The economic market will inform what *types* of retail and other land uses may be present, and how intense the development will be on the site. In any case, the community plan can convey ideas that the community has regarding this property to the property owner or developer, even if the property is not being rezoned.

If the property owner wishes to change the zoning entitlements, then there will be a zone change process that will include public hearings before the Metro Planning Commission and the Metro Council. In that event, the Bellevue stakeholders would be encouraged to track the development proposal and become involved in the public input process, and any associated community meetings, to ensure that any proposal honors the goals and objectives as outlined in the Bellevue Plan.

Existing Entitlements

In most communities, there are properties with developments that are approved, but not yet constructed. Changes in property ownership, market realities, and, most recently, the economic recession are all reasons why a development proposal may be approved and, several years later, may still not be built. Because the entitlements already exist, the development can, at any time, be completed as previously approved. As such, existing entitlements and development plans are always considered in planning efforts regarding their effects on infrastructure and the character of the community.

Bellevue Community Plan: 2011 Update

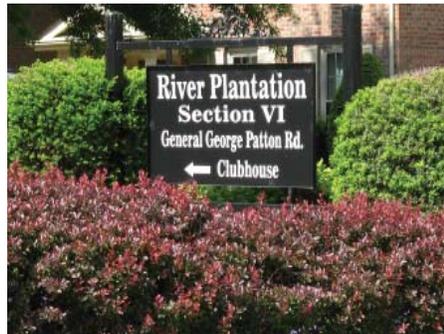
Chapter V - Implementation

The Bellevue Community has a total of 55 development proposals that are approved but have not begun construction or that are approved and started but are not yet complete (as of October 2011). The types of development approvals include subdivisions, zone changes, Planned Unit Developments (PUDs), and an Urban Design Overlay (UDO). In the Bellevue Community, however, the concern regarding approved development that has not been constructed is heightened because of how the additional development would affect not only infrastructure, but the community's environmentally sensitive features, most specifically its floodplains and steep slopes.

The most prevalent development type in Bellevue is Planned Unit Developments (PUDs); over 51 percent of the approved but not yet constructed developments in Bellevue are PUDs. The Metro Zoning Code (Section 17.40.120.H) allows for the periodic review of a PUD. Periodic review is a tool that can be used to determine if an approved PUD, or portion thereof, is consistent with the goals, policies and objectives of the Community Plan and other relevant plans adopted by Metro Nashville/Davidson County Government. Periodic review may be initiated by the Metro Planning Commission, the Metro Council, or a property owner *within* a PUD district. The review requires that the Planning Commission determine if a PUD, or portion thereof, is active (meaning development activity has occurred within a specific time period). If it is found to be inactive (meaning development activity has *not* occurred within a specific time period), then the Commission must recommend legislation to Council to re-approve, amend or cancel the PUD, or portion thereof. The Planning Commission's recommendation on what Metro Council should do with the PUD is based on its conformance with the Community Plan. Therefore, if a PUD is found to be inactive and that the approved development plan is not consistent with the Community Plan, then the Planning Commission may recommend that Council change the PUD plan or cancel it. The Planning Commission may also recommend that Council change the underlying base zoning district to a district that is in keeping with the Community Plan. Since the Zoning Code limits who can initiate a periodic review, then it is important for Bellevue stakeholders to work closely with elected officials in looking at older undeveloped PUDs that may not be consistent with the Community Plan.

The Bellevue Community strongly feels that negative impacts on environmentally sensitive features should be minimized. While the Bellevue Community Plan provides clear guidance on how to better preserve environmentally sensitive features, the Bellevue Community Plan may not always be applicable in cases where there are existing development entitlements. In these cases, existing approved developments may build what was previously approved. If any changes are sought through a new zone change, or amendments to existing plans, then the Bellevue Community Plan *may* provide guidance.

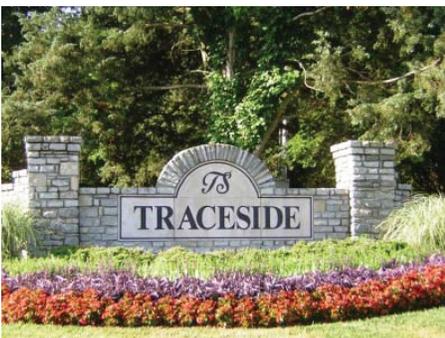
The table and map, found in Appendix C displays the type and location of approved but not yet constructed development in the Bellevue Community. The community and the Planning staff may use this information to more closely look at existing entitlements to help inform future land use and infrastructure decisions.



Preservation of Environmentally Sensitive Features

In the Bellevue Community, environmentally sensitive features cover 63 percent of the total area – 28,534 acres out of 45,530 acres. This includes steep slopes (43 percent of the total Bellevue Community area), floodplains/floodways (13 percent of the total area), problem soils that are not associated with steep slopes or floodplains (0.2 percent of the total area), and wetlands (0.7 percent of the total area, not including streams and rivers). While steep slopes are the most prevalent environmental feature in the Bellevue Community, the importance of preserving floodplains and floodways was evident during the May 2010 flooding. The Bellevue Community Plan privileges conservation and preservation of environmentally sensitive features. When zone changes and associated development proposals threaten to impact environmentally sensitive features, the Bellevue Community Plan will provide guidance to help minimize those impacts. However, when faced with the question of how to minimize flooding in the future, the Planning staff turned to the Metro Stormwater Department for additional insight. Guidance that was provided from the Metro Stormwater staff included protecting headwaters, identifying impaired streams in locations where development is anticipated, utilizing trees in buffer areas along impaired streams, and considering low-impact development techniques. Please refer to Appendix B for additional information.

The Planning staff realized the impact of the flooding in Bellevue and in addition to applying Conservation Policy to the existing floodplain and floodway, applied Conservation Policy to areas that were *not* previously identified floodplain and floodway, but that were inundated with water in 2010. This was done to reinforce the Bellevue Community’s and Planning staff’s commitment to preserving environmentally sensitive land and flood prone land. The Federal Emergency Management Agency (FEMA) is currently evaluating the floodplain and floodway designations throughout Nashville/Davidson County. When these evaluations are concluded, the Bellevue Community Plan will update the Conservation Policy that is applied to floodplain and floodways based on any changes made to the official designated floodway and floodplain areas. It should be noted, however, that the floodplain and floodway revisions and new boundaries may not directly correspond with some inundated areas, and the Conservation Policy may remain applied to the inundated areas even if they are not considered floodplain/floodway to honor the commitment of protecting environmentally sensitive land.



THE BELLEVUE COMMUNITY PLAN IMPLEMENTATION TABLE

As the vision for future growth and preservation of the Bellevue Community, the Bellevue Community Plan should be used by community stakeholders in evaluating and supporting future private and public sector development and preservation decisions. Each Bellevue stakeholder (residents, property owners, business owners, appointed/elected officials, institutional leaders, developers and the public sector) can play a key role in the implementation of the Community Plan. The following Implementation Table provides a summary on different roles and outlines the appropriate time frame for the completion of tasks. In the Implementation Table, the goals and objectives from the Bellevue Community Plan – found in Chapter II – are divided into three categories of action: Policy-Programmatic, Zoning- Regulatory, and Capital Improvements.

Policy-programmatic objectives include the land use and urban design recommendations included in the Community Character Policies and any future Detailed Design Plans. The bulk of the policy-programmatic objectives will be achieved after the Bellevue Community Plan is adopted by the Metro Planning Commission and as individual properties are redeveloped. As individual properties are developed or redeveloped, the Community Character Policies and associated special policies are applied during rezoning or subdivision. The role of developers and other community stakeholders is to work with the Metro Planning Department and the Metro Council to ensure that each rezoning and subdivision follows the guidance of the adopted Bellevue Community Plan. Keep in mind that community plans are dynamic, not static, documents, and amendments to Community Character Policies may be appropriate in the future. Policy-programmatic goals as described in the Implementation Table may also apply to the programs and policies of other local and State agencies.

Zoning-regulatory objectives are implemented by rezoning using special zoning tools such as Specific Plan (SP) Zoning, Urban Design Overlays (UDO), Planned Unit Developments (PUD) and appropriate Historic or Conservation Zoning. Bellevue stakeholders should partner with area Council members to pursue regulatory actions to further implement the Community Plan. Community members will work most closely with the District Council member to pursue rezoning. Many of the corridor and center properties that would benefit from rezoning have frontages on State routes and are part of a larger regional transportation system. In that case, the following agencies should be involved in any rezoning discussion – Metro Public Works, Tennessee Department of Transportation (TDOT), and Metropolitan Planning Organization (MPO).

Capital improvements (publicly-funded infrastructure projects) objectives are those best championed by the Council member and constituents to ensure that the recommended improvements to sidewalks, bike lanes/routes, streets, greenways and transit are budgeted for and implemented through the appropriate Metro and State agencies. Capital improvements as described in the Implementation Table may also be funded by private, State and/or Federal funds.

For each goal and objective, the column titled “Implementation Responsibility” lists responsible agencies that should assist in the implementation of the objective. The agencies are generally listed in the order of what agency holds the most responsibility in the implementation of the goals and objectives. “Implementation Tools and Actions” includes a strategy for each objective and the tools that may be used by the responsible agency to carry out each goal and objective. Each list is not exhaustive and may not represent all of the tools that may be utilized for successful implementation. Stakeholders are encouraged to seek additional implementation tools to carry out the goals and objectives of the Bellevue Community Plan. Innovation is encouraged in achieving these overarching goals and putting them into practice. The actions proposed in the Implementation Table vary in their timeframes from “Short” (one to three years), to “Medium” (three to seven years), “Long” (seven to ten years), and “On-going” (throughout the ten-year period of the community plan). The time frames act as a general measure for the initiation and completion of the implementation strategy, but may be shorter or longer.

Bellevue Community Plan: 2011 Update

Chapter V - Implementation

Implementation Table

Community Plan Goals	Objective	Implementation Responsibility	Implementation Tools and Actions	Time Frame	
<p>Open Space and Environmentally Sensitive Features</p> <p>Preserve and enhance easily accessible open space and preserve and reclaim environmentally sensitive features and areas in the Bellevue Community Plan area.</p>	<p>Preserve and enhance existing public parks and greenways and provide additional open space and greenways as consistent with the <i>Metro Parks and Greenways Master Plan</i>, the <i>Nashville Open Space Plan</i> and the <i>Bellevue Community Plan's</i> Open Space Plan to promote physical activity and social interactions, such as additional greenway connections along the Harpeth River Greenway and the Cumberland River Greenway.</p>	<p>Metro Parks Department Metro Planning Department Bellevue Stakeholders District Council Member(s)</p>	<p>Adopt the <i>Bellevue Community Plan</i> for guidance on the preservation of existing and the addition of new open space, parks, and greenways. Bellevue Stakeholders, District Council Member(s), work with the Metro Parks Department using the <i>Bellevue Community Plan</i>, Open Space Plan, the <i>Metro Parks and Greenways Master Plan</i>, and the <i>Nashville Open Space Plan</i> for guidance on the creation of an open space network, and the reclamation and preservation of environmentally sensitive features.</p>	<p>Short</p> <p>On-going</p>	
		<p>Metro Planning Department Private Sector District Council Member(s)</p>	<p>Metro Planning Department should work with private property owners and the District Council Member(s) to encourage development and design that minimizes negative impacts on the environment by following the guidance of the Conservation Policies in the <i>Bellevue Community Plan</i>.</p>	<p>On-going</p>	
		<p>Private Sector</p>	<p>Private property owners should work with the Metro Planning Department and the Metro Parks Department to identify and meet open space needs as new development occurs.</p>	<p>On-going</p>	
	<p>Policy - Programmatic</p>	<p>Encourage community gardens, farming and farmers' markets in appropriate areas throughout the community to contribute to local food production and access to fresh, healthy food.</p>	<p>Bellevue Stakeholders Community Food Advocates Sustainability Programs and affiliates: Metro Health Department, Nashville Food Policy Council, Metro Parks Department</p>	<p>Bellevue Stakeholders should work with Community Food Advocates, a local non-profit that works to provide access to healthy food, as well as affiliates of the Metro Nashville's Government <i>Nutritional</i> program to receive guidance on community gardens, farming, and farmers' markets and how to cultivate them within the Bellevue Community.</p>	<p>On-going</p>
		<p>Preserve environmentally sensitive areas and features throughout the community, including steep slopes, tree cover, natural vegetation, rivers/creeks, floodway/floodplain areas, hillslopes, ridgelines, headwater areas, watersheds, wildlife habitat areas and wildlife corridors as consistent with the <i>Nashville Open Space Plan</i>. When the opportunity arises, reclaim environmentally sensitive areas that have been previously disturbed and/or improve previously-approved development plans to protect and enhance these natural features.</p>	<p>District Council Members Private Sector / Property Owners Land Trust for Tennessee Metro Planning Department</p>	<p>The District Council Member(s) should work with the Private Sector and individual private property owners to review previously-approved development and determine the best course of action to reclaim environmentally sensitive features. This may include working with the private property owners to amend existing zoning entitlements and any approved site plans. Private property owners may work with the Land Trust for Tennessee, an organization that works to permanently preserve and protect critical lands from potential development, to create conservation easements on land with environmentally sensitive features.</p>	<p>Medium</p> <p>On-going</p>
		<p>Provide additional connections to parks and greenways from the surrounding neighborhoods, including more defined access from the neighborhoods to Warner Parks and the Harpeth River Greenway; access from area schools to parks, and more connections to mixed use center areas.</p>	<p>Metro Planning Department Metro Parks Department Bellevue Stakeholders District Council Member(s) Private Sector</p>	<p>District Council Member(s) or Bellevue Stakeholders should work with the Metro Parks Department along with guidance provided in the <i>Bellevue Community Plan</i>, Open Space Plan, on access and connections between the Harpeth River Greenway and the Warner Parks system. The Private Sector should provide greenway easements and/or construct greenway paths in conjunction with private development as described in the <i>Bellevue Community Plan</i> Open Space Plan.</p>	<p>Long</p> <p>On-going</p>
	<p>Capital Improvements</p>	<p>Zoning-Regulatory</p>			

Bellevue Community Plan: 2011 Update

Chapter V - Implementation

Implementation Table

Community Plan Goals	Objective	Implementation Responsibility	Implementation Tools and Actions	Time Frame	
<p>Neighborhoods</p> <p>Preserve and enhance the character of established neighborhoods, create additional housing options where appropriate, and strengthen transition areas between established neighborhoods and more intensely developed centers in the Bellevue Community Plan area.</p>	<p>Policy - Programmatic</p>	<p>Preserve the character of "maintenance" neighborhoods by requiring that future development and capital investments honor the design principles and guidance present in each neighborhood's Community Character Policy.</p> <p>Enhance and create the character of "evolving" neighborhoods by requiring that future development and capital investments honor the design principles and guidance present in each neighborhood's Community Character Policy.</p>	<p>Adopt the <i>Bellevue Community Plan</i> to provide guidance on preserving and enhancing neighborhoods and providing compatible infill development.</p> <p>Private Sector should consult the <i>Bellevue Community Plan</i> to ensure that the goals and objectives are being carried out within development proposals.</p> <p>Bellevue Stakeholders and District Council Member(s) should stay active in the planning process (i.e. following development proposals, attending Metro Planning Commission meetings, Metro Council Public Hearings, and community meetings) to ensure that the character of proposed development meets the vision and intent of the <i>Bellevue Community Plan</i>.</p>	<p>Short</p> <p>On-going</p> <p>On-going</p>	
	<p>Zoning-Regulatory</p>	<p>Identify and preserve structures or neighborhoods that may be deemed historic or worthy of conservation, using tools provided by the Metro Nashville Historic Zoning Commission.</p>	<p>Historic Zoning Commission District Council Member(s) Bellevue Stakeholders Private Sector / Property Owners</p>	<p>Bellevue Stakeholders and private property owners should work with the Historic Zoning Commission and the District Council Member(s) to identify structures and neighborhoods that should be preserved and the appropriate historic zoning tools and/or designations that should be applied to preserve them.</p>	<p>On-going</p>
	<p>Capital Improvements</p>	<p>Connect neighborhoods to other areas through additional sidewalks, bikeway and greenway connections as consistent with the <i>Metro Parks and Greenway Master Plan</i> and the <i>Strategic Plan for Villavale and Bikeway</i> and the <i>Bellevue Community Plan</i>'s Transportation Plan and Open Space Plan, such as by a building a multi-use path along Highway 100 and sidewalks along Old Harding Pike.</p>	<p>Metro Public Works Metro Parks Department District Council Member(s) Private Sector</p>	<p>District Council Member(s) should work with the Metro Public Works and Metro Parks Departments along with guidance provided in the <i>Bellevue Community Plan</i>, Open Space and Transportation Plans as well as the <i>Metro Parks Greenway Master Plan</i> and the <i>Strategic Plan for Villavale and Bikeway</i>, on providing greenway and sidewalk connections between neighborhoods, centers, and the Harpeth River Greenway system. This may require requesting funding for specific improvements through the CIB process.</p> <p>The Private Sector should provide greenway easements and or construct greenway and multi-use paths and sidewalks in conjunction with private development as described in the <i>Bellevue Community Plan</i>.</p>	<p>On-going</p> <p>On-going</p>

Bellevue Community Plan: 2011 Update

Chapter V - Implementation

Implementation Table

Community Plan Goals	Objective	Implementation Responsibility	Implementation Tools and Actions	Time Frame
<p style="text-align: center;">Centers</p> <p>Enhance centers that provide consumer goods / services and employment for the Bellevue Community Plan area by encouraging a mixture of uses including a strategically-located mixture of housing, accommodating multiple modes of transportation, and utilizing high standards of design in landscaping, signage, lighting, and the placement of buildings and parking.</p>	<p style="text-align: center;">Policy - Programmatic</p>	<p>Private Sector</p> <p>Bellevue Stakeholders</p> <p>District Council Member(s)</p> <p>Bellevue Chamber of Commerce</p> <p>Metro Planning Department</p>	<p>The Private sector should provide development proposals that meet the intent and guidance of the <i>Bellevue Community Plan</i> which includes intensifying current retail centers and preserving retail nodes along major corridors.</p> <p>Bellevue Stakeholders, District Council Member(s), and the Bellevue Chamber of Commerce should stay active in the planning process (i.e. following development proposals, attending Metro Planning Commission Meetings, Metro Council Public Hearings, and community meetings) to ensure that the character of proposed development meets the vision and intent of the <i>Bellevue Community Plan</i>, particularly as it relates to the Bellevue Center Mall site if that redevelopment should require changes in its existing zoning.</p>	<p>Short</p> <p>On-going</p>
	<p style="text-align: center;">Zoning-Regulatory</p>	<p>Enhance all centers by providing a mix of uses that meet the daily needs of residents, employees and visitors, including more quality restaurants and increased shopping opportunities, and by providing transportation options, including pedestrian, bicycle, transit and vehicular options.</p> <p>Retain the modal character of Bellevue's neighborhood and community centers, which provides a concentration of mixed use activity at prominent intersections while preserving residential uses on the corridors between centers.</p> <p>Enhance the Bellevue Center Mall site by providing quality shopping and services, a more diverse mixture of land uses, multiple transportation options to and from the site, an improved pedestrian experience, and civic spaces to serve as a community gathering and focal point.</p> <p>Attract new investment to center areas, such as the Bellevue Center mall area, by working with agencies such as the Bellevue Chamber of Commerce, the Mayor's Office of Economic and Community Development and other interested agencies.</p> <p>Focus enhancements to the Highway 70/Old Hickory Boulevard and the Highway 100/Old Harding Pike community centers by establishing an environment that accommodates pedestrian and bicycle traffic to and within the centers, defining setbacks so that buildings frame the street, encouraging better access management (entrances to and from businesses), and creating a cohesive and visually pleasing streetscape through the use of access management, signage, and landscaping.</p>	<p>Bellevue Chamber of Commerce</p> <p>Bellevue Stakeholders</p> <p>District Council Member(s)</p> <p>Mayor's Office of Economic and Community Development</p> <p>Metro Planning Department</p> <p>District Council Member(s)</p> <p>Private Sector</p> <p>Metro Planning Department</p> <p>Bellevue Stakeholders</p>	<p>Bellevue Stakeholders, District Council Member(s), and the Bellevue Chamber of Commerce should work with the Mayor's Office of Economic and Community Development to create strategies to attract new investment to the center areas.</p> <p>Bellevue Stakeholders, District Council Member(s), and the Chamber of Commerce may also consult the Metro Planning Department if any unique assistance is needed in attracting new investment (i.e. mapping existing businesses, mapping vacant properties suitable for development, creation of development scenarios for potential development sites).</p> <p>District Council Member(s) or Bellevue Stakeholders collectively or as individual property owners, should utilize regulatory tools such as Specific Plan Zoning, Urban Design Overlays, and Planned Unit Developments, to rezone individual properties or a large area to enforce the urban design goals of the <i>Bellevue Community Plan</i>.</p>

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Chapter V - Implementation

Implementation Table

Community Plan Goals	Objective	Implementation Responsibility	Implementation Tools and Actions	Time Frame
<p>Corridors</p> <p>Enhance corridors that provide access to, from, and within the Bellevue Community Plan area, including improvements for pedestrians, bicyclists and transit riders, along with a balanced mix of primarily residential land uses that display high standards of design.</p>	<p>Acknowledge the unique role of corridors, as both a thoroughway and a destination, especially for surrounding neighborhoods, and encourage a mix of uses and high levels of design that make the corridors welcoming for people passing through and stopping, while improving transportation options and access.</p> <p>Enhance corridors, such as Old Hickory Boulevard, Charlotte Pike, Highway 70 and Highway 100, to create complete streets (streets designed and operated to enable safe, attractive, and comfortable access and travel for multiple users) through streetscape improvements, including adding pedestrian-scale coordinated signage, landscaping, transit stops, and other streetscape elements that emphasize high standards of design as consistent with the <i>Major and Collector Street Plan</i>.</p>	<p>Metro Planning Department Metro Public Works District Council Member(s) Private Sector</p>	<p>Adopt the <i>Bellevue Community Plan</i> and encourage roadway design that meets the intent of the Transportation Plan and the Corridor Policies of the <i>Bellevue Community Plan</i>.</p> <p>Metro Planning Department will work with Metro Public Works Department to create streets that implement the goals and objectives of the Transportation Plan and within the <i>Major and Collector Street Plan</i>.</p> <p>The Private Sector should provide development proposals that meet the intent and guidance of the <i>Bellevue Community Plan</i> which includes providing a mixture of land uses that are appropriately designed, and that include improvements that enhance the mobility of major corridors in Bellevue.</p>	<p>Short</p> <p>On-going</p> <p>On-going</p>
	<p>Reduce the number of curb cuts and coordinate access and circulation along prominent corridors as redevelopment occurs to reduce the number of automobile and pedestrian conflicts, improve traffic flow, and create corridors that function as a whole instead of as separate building sites, such as along Highway 100 and Highway 70 South.</p>	<p>District Council Member(s) Metro Public Works Metro Planning Department TDOOT (Tennessee Department Of Transportation) Private Sector / Property Owners Bellevue Stakeholders</p>	<p>Private Sector should work with Metro Public Works to provide improvements that meet the goals of <i>Bellevue Community Plan</i> and of the <i>Major and Collector Street Plan</i> as redevelopment occurs along prominent corridors.</p> <p>District Council Member(s) or Bellevue Stakeholders and private property owners should utilize regulatory tools such as Specific Plan Zoning, Urban Design Overlays, and Planned Unit Developments, to rezone individual properties or a large area to enforce the urban design goals for corridors provided in the <i>Bellevue Community Plan</i>.</p>	<p>On-going</p> <p>On-going</p>
<p>Capital Improvements</p>	<p>Enhance pedestrian, bicycle and greenway connections to and from corridors and other points of interest, such as the Harpeth River Greenway and center areas, as consistent with the <i>Metro Parks and Greenways Master Plan</i>, the <i>Strategic Plan for Sidewalks and Bikeways</i> and the <i>Bellevue Community Plan's</i> Transportation Plan and Open Space Plan.</p>	<p>District Council Member(s) Metro Public Works Metro Parks Department TDOOT (Tennessee Department Of Transportation) Bellevue Stakeholders Private Sector</p>	<p>District Council Member(s) or Bellevue Stakeholders should work with the Metro Public Works and Metro Parks Departments along with guidance provided in the <i>Bellevue Community Plan's</i> Open Space Plan and the Transportation Plan on bike, greenway, and sidewalk connections between the corridors and other points of interest. This may require requesting funding for specific improvements through the CIB process.</p> <p>The Private Sector should provide appropriate bicycle and pedestrian improvements that are consistent with the Transportation Plan in the <i>Bellevue Community Plan</i> and the <i>Major and Collector Street Plan</i>.</p>	<p>On-going</p> <p>On-going</p>

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Chapter V - Implementation

Implementation Table

Community Plan Goals	Objective	Implementation Responsibility	Implementation Tools and Actions	Time Frame
<p>Districts Preserve and enhance appropriately-located impact districts in the Bellevue Community Plan Area.</p>	<p>Limit the expansion of impact uses, such as the quarry and utility areas, into adjacent areas.</p> <p>Create and /or enhance buffer areas to provide appropriate transitions between impact district areas and established residential neighborhoods.</p>	<p>District Council Member(s) Metro Planning Department Private Sector Bellevue Stakeholders</p>	<p>Adopt the <i>Bellevue Community Plan</i> to provide guidance on districts.</p> <p>When development occurs, work with private property owners to provide the necessary transitions and buffering between impact district areas and surrounding land uses.</p>	<p>Short On-going</p>
Policy - Programmatic				

Implementation Table

Community Plan Goals	Objective	Implementation Responsibility	Implementation Tools and Actions	Time Frame
<p>Transportation</p> <p>Provide true transportation choice, with options for pedestrians, cyclists, drivers and transit users, in the Bellevue Community Plan area assuring access to open space, neighborhoods and centers.</p>	<p>Enhance public transit opportunities by working with the Metropolitan Transit Authority (MTA) on additional bus routes and other transit options such as BusLink, the localized on-demand shuttle service.</p> <p>Preserve connectivity to major arterials and collector streets, enhance connectivity in appropriate areas where it does not exist, and add additional connectivity along with new development, making improvements that are in accordance with the <i>Bellevue Community Plan 3</i> Transportation Plan.</p> <p>Enhance corridors to provide choices in transportation, including walking, biking, driving and riding transit, and to create complete streets – streets that are designed and operated to enable safe, attractive, and comfortable access and travel for multiple uses – as consistent with <i>Bellevue and Central Street</i> and <i>Bellevue Community Plan 3</i> Transportation and Planning Goals. This includes transportation modes such as providing sidewalks along Old Henley Pike, and providing multi-use paths along Highway 100 and Old Henley Boulevard.</p>	<p>Metro Transit Authority (MTA) District Council Member(s)</p> <p>District Council Member(s) Metro Public Works Metro Planning Department IDOT (IN Department Of Transportation) MPO (Metropolitan Planning Organization) Bellevue Stakeholders Private Sector</p>	<p>District Council Member(s) and Bellevue Stakeholders should work with the Metro Transit Authority to plan for and implement additional bus routes or other innovative transit options such as BusLink, the localized on-demand shuttle service. District Council Member(s) and MTA may also work to secure funding for alternative methods of transit in Bellevue.</p> <p>Adopt the <i>Bellevue Community Plan</i> and refer to the Transportation Plan Short to provide guidance on connectivity and appropriate street improvements.</p> <p>Using the <i>Bellevue Community Plan</i> Transportation Plan, private property owners should work with the Metro Planning Department, Metro Public Works, and other state and regional entities such as IDOT and MPO, where appropriate, to provide appropriate street connectivity and street improvements that accommodate all users when redevelopment occurs.</p>	<p>Long</p> <p>Short</p> <p>On-going</p>
Policy - Programmatic				

Appendix A: Community Profile

THE BELLEVUE COMMUNITY'S PROFILE

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, I-40, traverses the Bellevue Community as well as the Harpeth River and its many tributaries.

Community Character Summary

Located in the southwestern corner of Davidson County, the character of the Bellevue Community is primarily suburban and rural residential (92 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.

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 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.

While Bellevue overall has a diversity of land uses, the land uses are generally separate from one another and lack good connections, 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. The Bellevue Community has undergone a tremendous challenge with the devastation of the 2010 Nashville flood as numerous areas were underwater and suffered significant water damage. However, the spirit of the Bellevue Community remains undaunted with many of those areas either rebuilt or undergoing renovation.

Community Demographics Summary

Bellevue continues to be a growing community. In 2000 according to the U.S. Census, the Bellevue Community had 34,084 residents, an increase of approximately 90 percent over the twenty-year period from 1980 to 2000. In 2010 according to the U.S. Census, the Bellevue Community had 43,055 people, an increase of approximately 21 percent. The increase in population included population increases in the various racial groups that make up the Bellevue Community. Please refer to the table on page A-2 for population comparisons from 2000 and 2010. Also, please refer to the map on page A-4 for population density based on the 2010 U.S. Census. Keep in mind that the map displays population per U.S. Census Blocks and blocks with a larger geographic area may contain a larger population simply because of greater size.

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BELLEVUE POPULATION COMPARISON: 2000 AND 2010					
		2000	%	2010	%
Population	Total	34,084		43,055	
Race	White	30,201	89%	35,688	83%
	Black or African American	1,850	5%	3,793	9%
	American Indian and Alaska Native	86	0.30%	102	0.20%
	Asian	1,207	4%	2,004	5%
	Native Hawaiian and Other Pacific Islander	12	0.04%	20	0.05%
	Some Other Race	234	1%	661	2%
	Two or More Races	494	1%	787	2%
Ethnicity	Hispanic or Latino	682		1,681	
Total %			100%		100%

Source: Metropolitan Nashville Planning Department

The American Community Survey (ACS) provides more frequent and more detailed demographic data than the 10-year U.S. Census. The most recent ACS compiles data from 2005 through 2009. That data is compiled for the Bellevue Community in the table on page A-3 and is compared to similar data for Davidson County. Because this information is compiled from the American Community Survey data, Bellevue's total population is slightly different than the U.S. Census data. Findings from this data include:

1. There is a higher percentage of "married couple / families with children" (34 percent) as compared to the remainder of Davidson County (25 percent).
2. There is a larger percentage of "owner occupied housing units" (69 percent) in the Bellevue Community as compared to the remainder of the County (59 percent). There is also a smaller percentage of "renter occupied housing units" (31 percent) in the Bellevue Community as compared to the remainder of the County (41 percent).
3. Per capita income was also higher in the Bellevue Community (\$35,070) as compared to the remainder of the County (\$27,797).
4. Education and employment figures show Bellevue residents having a higher percentage of "graduate or professional degrees" (20 percent) as compared to the remainder of the County (12 percent). More Bellevue residents are also in the labor force (72 percent) as compared to the remainder of the County (68 percent).

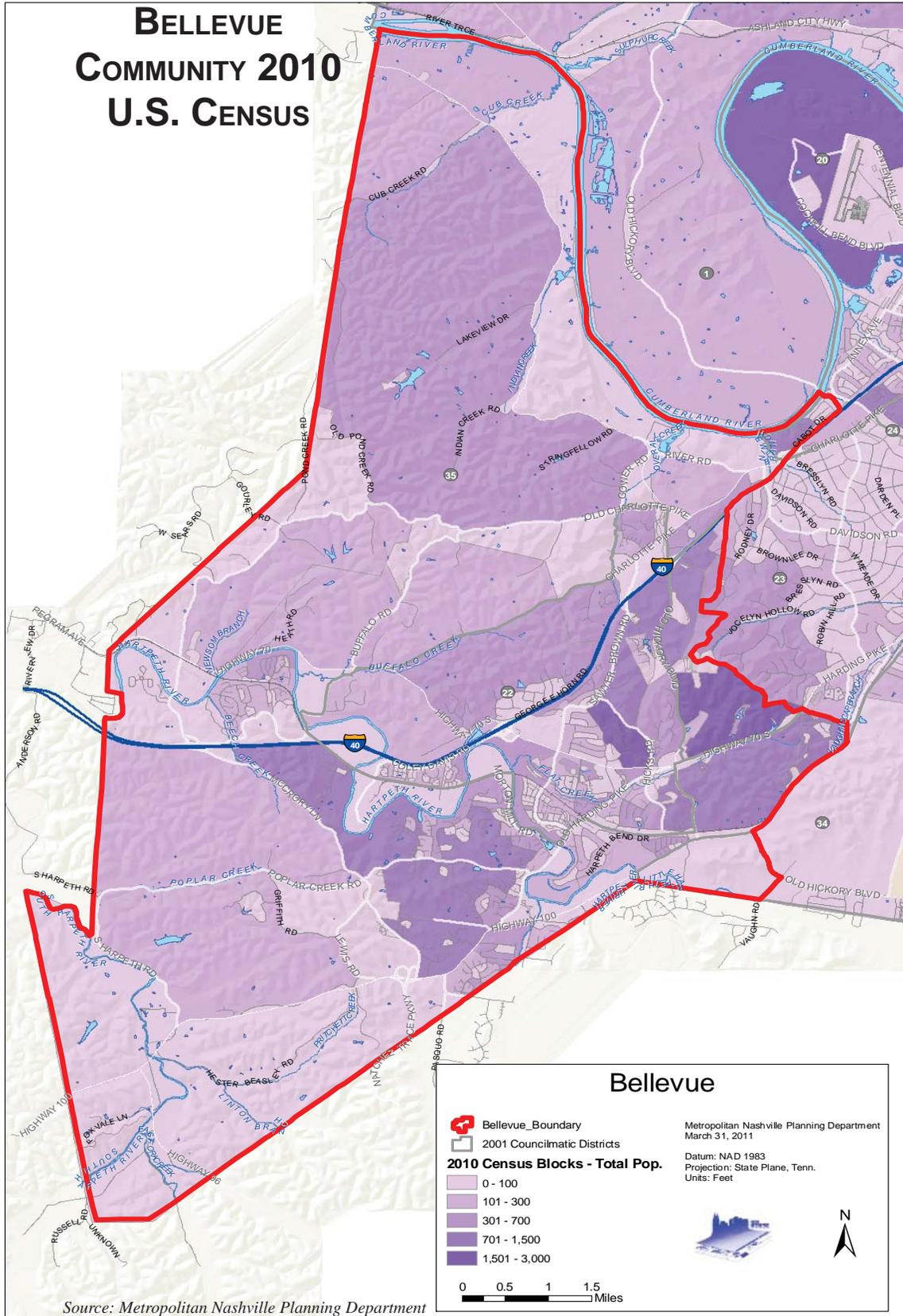
Overall, the Bellevue Community has grown to be more diverse in its population per the results of the 2010 U.S. Census. The community has also remained stable in areas of housing, education, and employment. These and other demographic facts for the Bellevue Community are summarized in the table on page A-3.

Appendix A: Community Profile

Bellevue - Subarea 6. 2005-09 American Community Survey Estimates		Bellevue		Davidson Co.	
QuickFacts		#	%	#	%
Population	Total	46,153	-	621,465	-
	Household Population	46,153	100.0%	599,903	96.5%
	Group Quarters Population	0	0.0%	21,562	3.5%
	Population, 2000	36,739	-	569,891	-
	Population Density (persons/acre)	0.95	-	1.85	-
	Average Household Size	2.25	-	2.38	-
	Male	21,663	46.9%	301,393	48.5%
	Female	24,490	53.1%	320,072	51.5%
Families	Total	11,554	-	141,440	-
	Married Couple Families with Children	3,937	34.1%	38,079	26.9%
	Single Parent Families with Children	1,373	11.9%	27,219	19.2%
	Female Householder with Children	1,179	10.2%	22,829	16.1%
Race	White	38,836	84.1%	408,824	65.8%
	Black or African American	4,565	9.9%	167,959	27.0%
	American Indian/ Alaska Native	141	0.3%	1,879	0.3%
	Asian	1,895	4.1%	19,010	3.1%
	Native Hawaiian or Pacific Islander	0	0.0%	856	0.1%
	Other Race	298	0.6%	15,280	2.5%
	Two or More Races	418	0.9%	7,657	1.2%
Ethnicity	Hispanic or Latino	968	2.1%	49,038	7.9%
Age	Less than 18	10,027	21.7%	138,239	22.2%
	18-64	30,761	66.7%	416,220	67.0%
	Greater than 64	5,365	11.6%	67,006	10.8%
Housing Units	Total	21,872	-	278,283	-
	Owner Occupied	14,132	69.0%	148,862	59.0%
	Renter Occupied	6,360	31.0%	103,310	41.0%
	Occupied	20,492	93.7%	252,172	90.6%
	Vacant	1,380	6.3%	26,111	9.4%
Travel	Mean Travel Time to Work (min)	25.3	-		-
	Workers	25,059	-	308,697	-
	Drove Alone	21,301	85.0%	249,686	80.9%
	Carpooled	2,009	8.0%	29,868	9.7%
	Public Transportation	206	0.8%	5,815	1.9%
	Worked from Home	1,076	4.3%	12,845	4.2%
	Other	467	1.9%	10,483	3.4%
Income	Median Household Income	n/a	-	\$45,828	-
	Per Capita Income	\$35,070	-	\$27,797	-
Education	Population 25 years and over	32,263	-	417,371	-
	Less than 9th grade	411	1.3%	21,802	5.2%
	9th to 12th grade, No Diploma	971	3.0%	40,339	9.7%
	High School Graduate (includes equivalency)	5,077	15.7%	106,835	25.6%
	Some College, No Degree	6,891	21.4%	83,613	20.0%
	Associate Degree	2,139	6.6%	24,388	5.8%
	Bachelor's Degree	10,439	32.4%	90,742	21.7%
Graduate or Professional Degree	6,335	19.6%	49,652	11.9%	
Employment	Population 16 Years and Over	37,176	-	497,392	-
	In Labor Force	26,743	71.9%	340,385	68.4%
	Civilian Labor Force	26,641	99.6%	339,815	99.8%
	Employed	25,386	95.3%	316,516	93.1%
	Unemployed (actively seeking employment)	1,255	4.7%	23,299	6.9%
	Armed Forces	102	0.4%	570	0.2%
	Not in Labor Force	10,433	28.1%	157,007	31.6%

Source: 2005-2009 American Community Survey

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THE BELLEVUE COMMUNITY'S COUNCIL DISTRICTS

As of April 2011, there are five Metro Nashville Council Districts represented in the Bellevue Community. These Council District boundaries were updated in 2011 after the 2010 U.S. Census. Three of these council districts extend beyond the Bellevue planning area.

Here are the 2011 Council Districts:

Council District 20 – Councilmember Buddy Baker (partially in the Bellevue Community)

Council District 22 – Councilmember Sheri Weiner

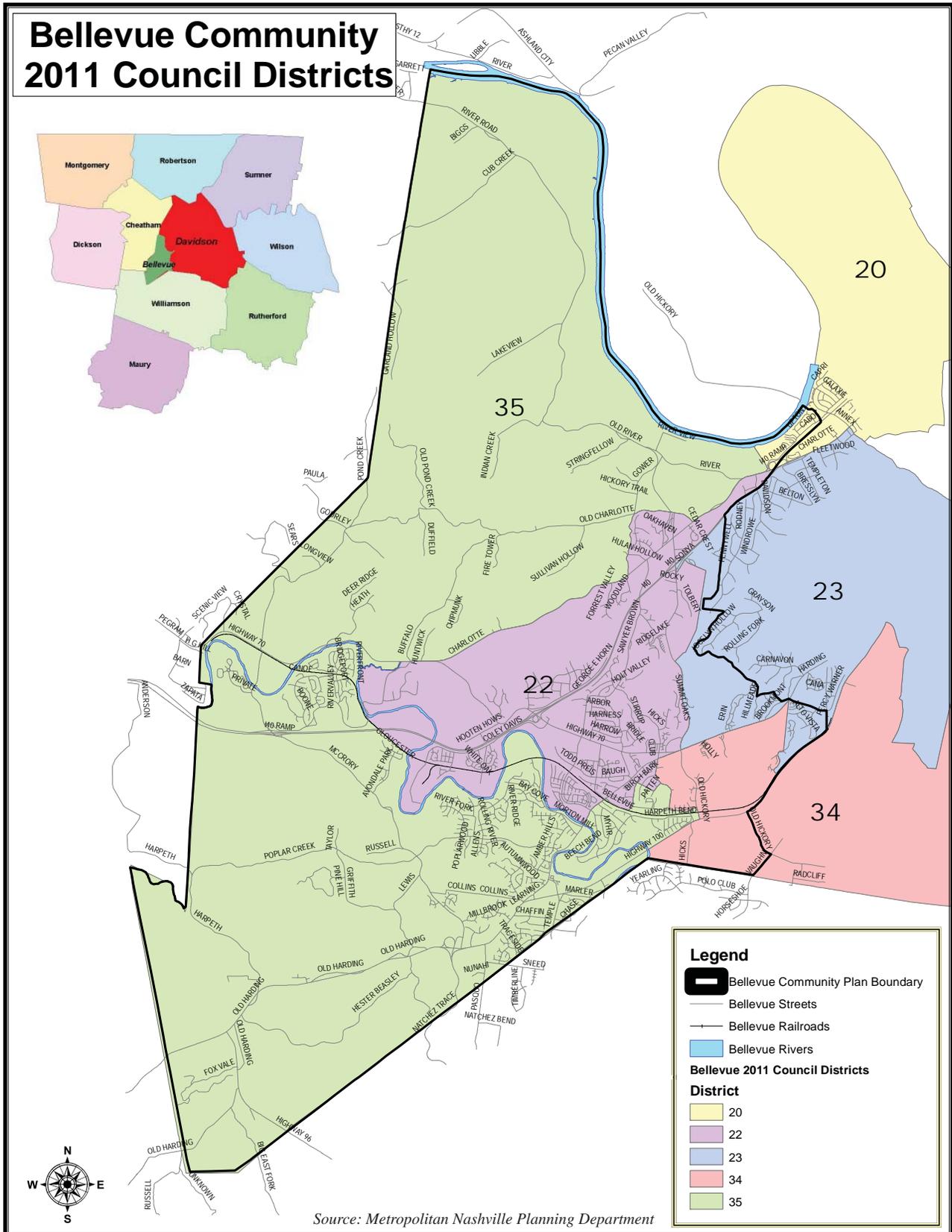
Council District 23 – Councilmember Emily Evans (partially in the Bellevue Community)

Council District 34 – Councilmember Carter Todd (partially in the Bellevue Community)

Council District 35 – Councilmember Bo Mitchell

Please refer to the map on page A-6 for the 2011 Council District boundaries.

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THE BELLEVUE COMMUNITY'S URBAN SERVICES DISTRICT AND GENERAL SERVICES DISTRICT

When the Metropolitan Charter was adopted in 1963, the County was divided into two service districts: the General Services District (GSD) and the Urban Services District (USD). The USD originally consisted of the total area of the City of Nashville prior to the 1963 consolidation of the city and county governments. The Charter anticipated that it may become necessary to expand the area of the USD whenever particular areas of the GSD come to need urban services, and when the Metro Government is able to provide such services. The extension of the USD boundaries occurs in accordance with the state law provisions pertaining to annexation by municipalities. State law requires that a plan of services be considered by the Metro Planning Commission and then be adopted by the Metro Council before an ordinance to extend the USD boundaries can be approved.

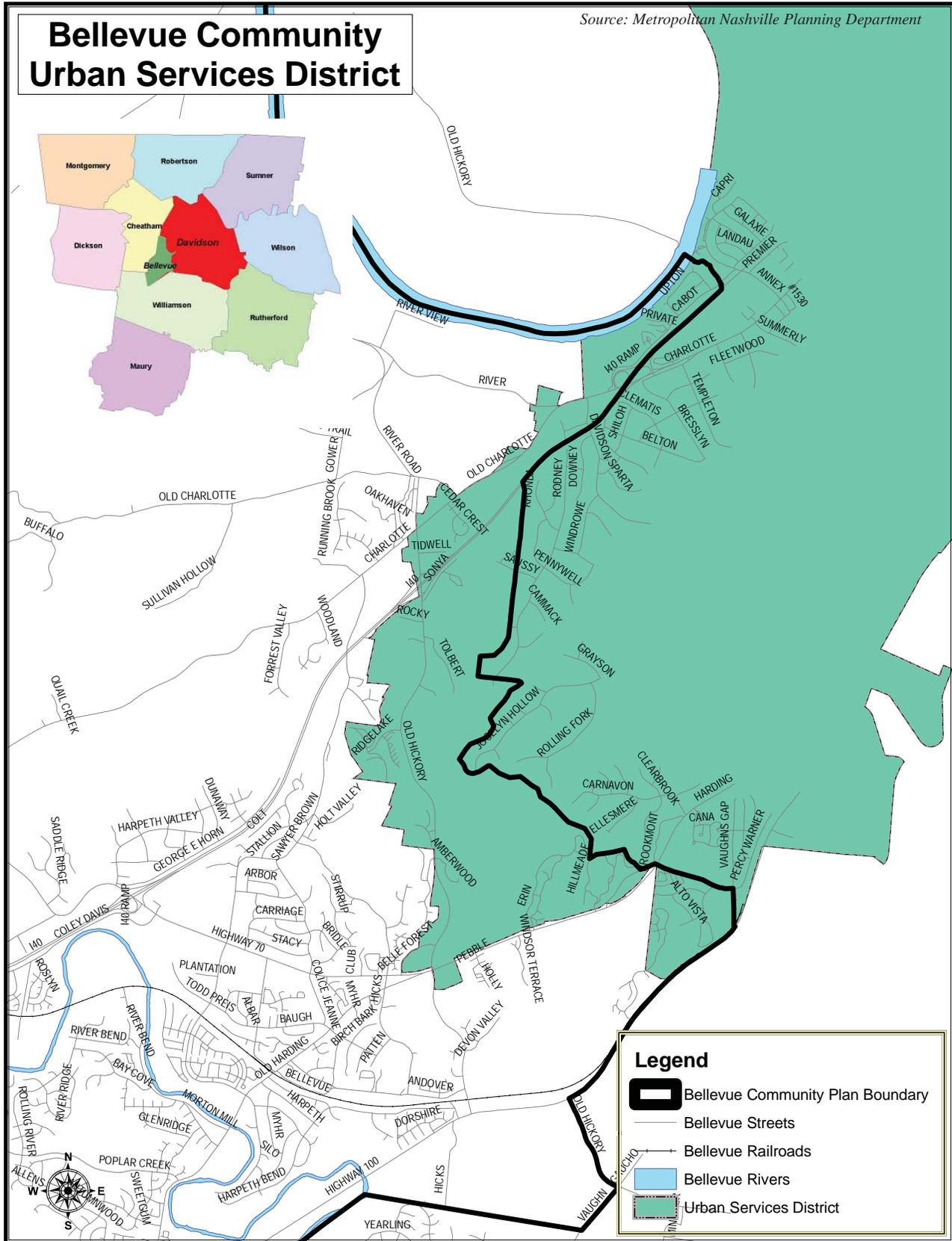
Additional services provided by the Metro Government to residents in the USD include trash collection, recycling collection, and street lighting. The Police and Fire Departments essentially provide the same levels of service to both the GSD and the USD. Residents of the USD do pay a higher property tax rate than the residents of the GSD.

In 2009, the property tax rate for the GSD was \$3.56 per \$100 of assessed value. The property tax rate for the USD was \$4.13 per \$100 of assessed value. Residential property is assessed at 25 percent of appraised value, whereas commercial property is assessed at 40 percent of appraised value. An example of the difference in property taxes paid by those in the USD versus the GSD: A \$150,000 home in the GSD would have an annual tax bill of \$1,335.00 while that same house in the USD would have an annual tax bill of \$1,548.75.

In late 2010 and early 2011, the USD was expanded in the Bellevue Community. In 2010, two Metro Council Ordinances approved the extension of the USD to include approximately 960 properties located along Old Hickory Boulevard between Interstate 40 and Highway 70 South. These properties already received police protection, fire protection, water and sewer service, and street cleaning services. The only additional services to be provided are street lighting, trash collection and recycling collection. In 2011, the USD was further expanded with the addition of five properties in the Kroger Center area along Highway 70 South.

Please refer to the map on page A-8 for the location of the Urban Services District in the Bellevue Community.

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THE BELLEVUE COMMUNITY'S SERVICES AND FACILITIES

The community services addressed in this section include public schools, libraries, police service, fire stations, community gardens, recycling centers and senior citizen services. They include facilities located in the Bellevue Community. These facilities are shown on the map on page A-13.

Schools

Within the Bellevue Community, there are three public elementary schools and one public middle school. In addition, there are five private schools. The schools and their assigned clusters are shown in the following table.

BELLEVUE PUBLIC & PRIVATE SCHOOLS		
SCHOOL	GRADES SERVED	ASSIGNED CLUSTER
Bellevue Middle School	Middle	Hillwood High School
Brookmeade Elementary School	Elementary	Hillwood High School
Casa Dei Montessori	Private - PreK - 6th	N/A
Ensworth High School	Private - High	N/A
Gower Elementary School	Elementary	Hillwood High School
Harpeth Valley Elementary School	Elementary	Hillwood High School
Nashville Christian School	Private - PreK - 12th	N/A
Nashville International Academy	Private - PreK - 6th	N/A
River Road Academy	Private - High	N/A

Source: Metropolitan Nashville Planning Department

For additional information on Nashville's Public Schools, please visit the website at: www.mnps.org/site234.aspx

Libraries and Bellevue's New Branch Library

Bellevue currently has one library, the Bellevue Branch Library on Colice Jeanne Road.

A new library has been planned for the Bellevue Community for some time now and it has been anxiously awaited. Funds for the planning and design of the new library have been allocated. A location has been determined, and the next step is to allocate funds for building construction. Metro has now put \$1 million in the capital expenditures plan to acquire land to construct a new library, on a site adjacent to the Bellevue Middle School, near where the current library is located.

For additional information on Nashville's Public Libraries, please visit the website at: www.library.nashville.org/

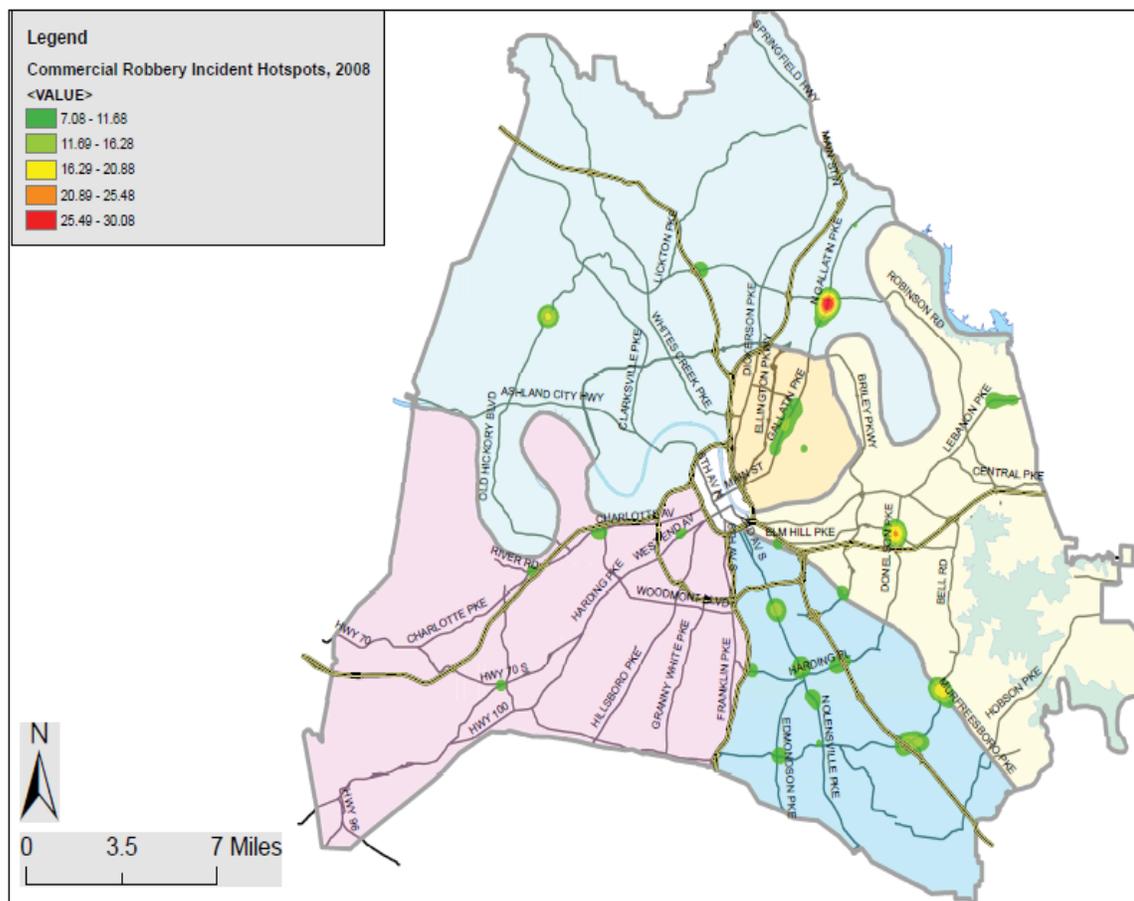
Police Service

The Bellevue Community is currently served by the West Precinct of the Metro Police Department. The West Police Precinct, headquartered on Charlotte Pike in the West Nashville Community, has four patrol zones that cover the Bellevue Community. In speaking with representatives from the West Police Precinct, crime incidents in the Bellevue Community are minimal. It was explained that when crime incidents do occur, they are mostly related to auto burglary or commercial burglary in retail areas.

In analyzing the Metro Police Department Crime Hot Spot Maps (maps that display levels of individual crime incidents throughout the county), minimal burglary incidents occurred near the major retail areas of Highway 70 South and Old Hickory Boulevard, and Interstate 40 and Highway 70 South near the Bellevue Mall. The data compiled for the Crime Hot Spot Maps

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is from 2004 through 2008, and the incidents are compiled by the frequency of the incident. Incidents that have occurred in Bellevue are scarce and resulted in a lower frequency than other areas of the county. An example of a Crime Hot Spot Map is shown below:



Commercial Robbery Incident Hotspots, 2008

28

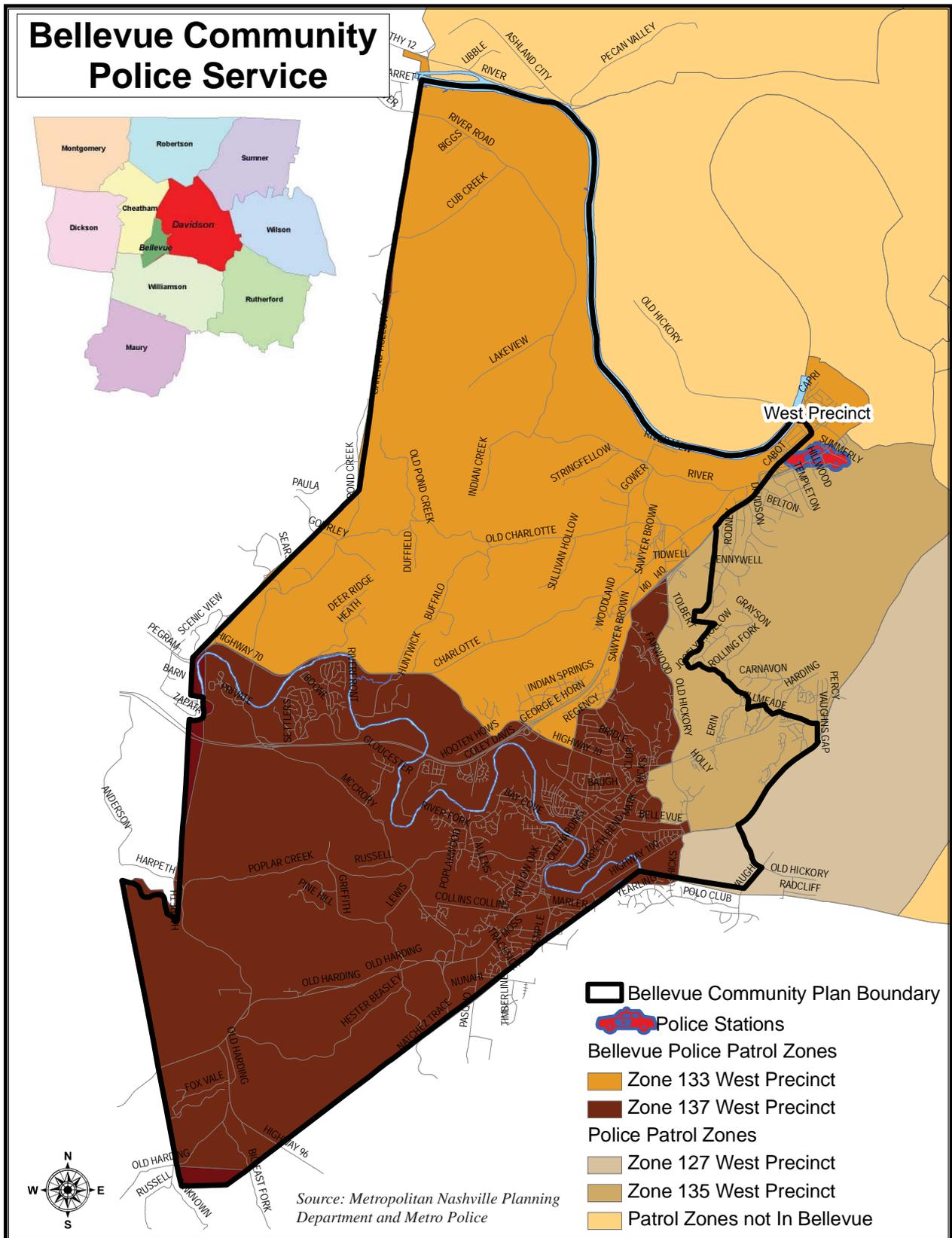
Provided by the Metro Police Department, 2010

West Police Precinct representatives also wanted to dispel the perception that there were multiple crime incidents that occurred in areas that suffered damage during the May 2010 flooding. The West Police Precinct did increase their coverage from the period of May 2010 through February 2011 in flood damaged areas. There was also a mobile unit established near Todd Pries Drive and Sawyer Brown Road to provide a constant police presence during that period as well. While some incidents were reported, overall the number of incidents was minimal.

For the locations of the West Precinct and the patrol zones in the Bellevue Community, please refer to the map on page A-11.

For additional information on the Metro Police Department, please visit the website at: www.police.nashville.org/

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Bellevue Fire Stations

Bellevue is currently served by two fire stations. One station is located at 8350 Highway 70S and the other station is located next to the library at 646 Colice Jeanne Road. For the locations of the fire stations in the Bellevue Community, please refer to the map on page A-13. For additional information on the Metro Police Department, please visit the website at: www.nashville.gov/fire/index.asp

Services for Senior Citizens

The Bellevue Community has two senior centers. The first is the Bellevue Community Center, one of the Metro Parks Department's 23 community centers which serves all ages with numerous programs, located at 656 Colice Jeanne Road. For additional information on the Bellevue Community Center, please visit the website at: www.nashville.gov/parks/community/

The second senior center is the J.L. Turner Center (part of the non-profit FiftyForward), which partners with the Bellevue Family YMCA to provide health, wellness, nutrition, computer and art classes, travel, genealogy and other programs. The center is located at 8101 Highway 100. For additional information on the J.L. Turner Center, please visit the website at: fiftyforward.org/bellevueturner.htm

The Bellevue Community also has four assisted living facilities:

- Barton House – www.caring.com/local/assisted-living-facilities-in-nashville-tennessee/the-barton-house
- Homewood Residence at Brookmont Terrace – www.brookdaleliving.com/homewood-residence-brookmont-terrace.aspx
- Lakeshore the Meadows (which also has senior living and a nursing home) – www.lakeshoreestates.org/
- The Waterford in Bellevue – www.waterfordslc.com

In addition to Lakeshore (referenced above), the Bellevue Community has two retirement communities:

- Ashley Green Retirement Community – www.ashleygreencondos.com/
- Deer Lake Retirement Community – www.tnbaptisthomes.org/DeerLake.html

Community Gardens

The Bellevue Community currently has community gardens at three locations: Bellevue Edible Learning Lab (Bell Garden) at Bellevue Middle School; a school garden at Ensworth School; and a learning garden at Warner Parks Nature Center.

Additional Community Resources

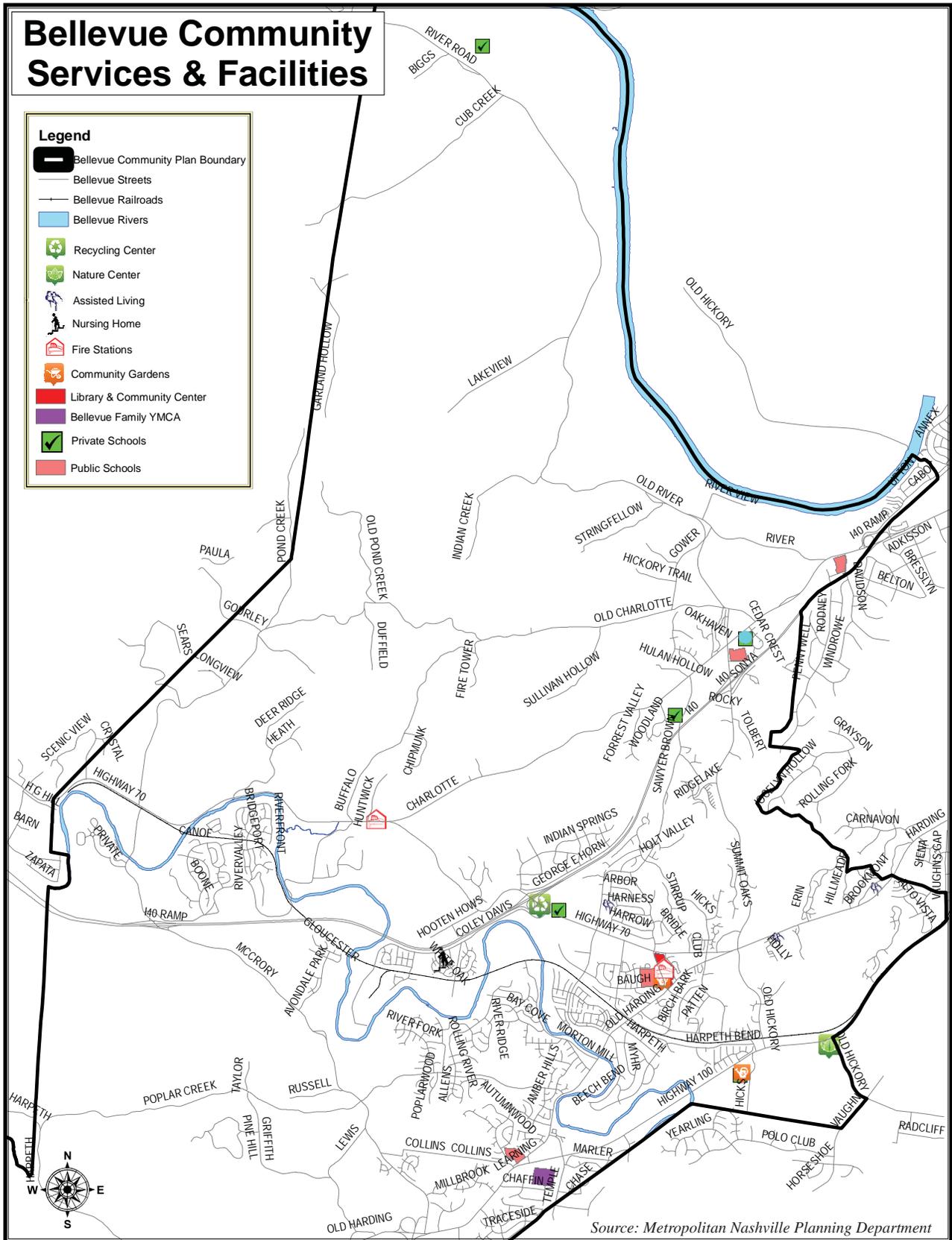
The Bellevue Community also has the Bellevue Family YMCA facility, which has a wide range of activities and programs, including programs for inspiring youth, improving health, serving others and creating community. For additional information about the Bellevue Family YMCA, please visit the website at: www.ymcamidtn.org/center/bellevue-home

The Bellevue Community has a recycling center on Coley Davis Road.

The Bellevue Community has a wealth of community resources beyond what can be discussed in this section, including religious institutions and community non-profits groups that offer many additional programs and services.

For the location of these community facilities, please refer to the map on page A-13.

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THE BELLEVUE COMMUNITY AND THE COMMUNITIES PUTTING PREVENTION TO WORK GRANT

In 2010, the Metro Public Health Department (MPHD) received a highly competitive Communities Putting Prevention to Work (CPPW) grant administered by the U.S. Department of Health and Human Services. CPPW Nashville aims to improve the health of all Nashville/Davidson County residents by developing innovative ways to increase healthy eating and physical activity in our communities. A primary focus of CPPW is on collaborations with city and community partners to ensure equitable opportunities to live healthy lives regardless of location, income, race or ethnic background.

When compared to other parts of Nashville/Davidson County, a community like Bellevue may not immediately be considered “high-risk” from a traditional public health perspective. However, the community planning process still provides a tremendous opportunity for MPHD to examine land use and development strategies through a public health lens. This new way of looking at the built environment and its influence on health strengthens the community’s ability to identify potential health hazards and respond to them through healthy community design.

Historically, the intersection of health and land use planning has been focused on more urban settings. In these types of places, built environments rich in walkable destinations, connectivity, sidewalks, and parks are shown to associate with healthier activities and healthier populations. Because suburban and rural communities have not been the focus of much research on this topic, the associations between built environments and health may be more difficult to gauge. Typical suburban and rural development patterns often lack the characteristics mentioned above, but do tend to have their own health-promoting characteristics such as abundant open space, healthier natural environments, and closer ties to local food systems (through farms and gardens). MPHD’s goal for being involved in this community plan update is to identify ways for Bellevue to maintain a rural or suburban character without compromising residents’ ability to easily make healthy choices.

During the Bellevue Community Plan Update, Planning Department staff and the representative from MPHD explored the following topics, as well as others identified by the community, and their relationship to the creation of a healthier Bellevue Community:

- Relationship between sprawling development patterns and health
- Opportunities for regular physical activity
- Food systems (farms, gardens, access to grocery stores)
- Benefits of natural areas and open space
- Aging in place (the ability to live comfortably in one’s own home and/or community as long as possible)
- Environmental quality
- Emergency preparedness and response
- Transportation choices

The MPHD representative also was engaged in evaluation of land use policies within the Bellevue Community Plan to better understand community design and its relationship to health.

For a full understanding of the CPPW grant and its proposed initiatives, Bellevue stakeholders are encouraged to visit the NashVitality website at: www.nashvitality.org. The NashVitality campaign, made possible through CPPW funding, highlights initiatives that contribute to the health and quality of life in Nashville/Davidson County.

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THE BELLEVUE COMMUNITY'S FOOD ACCESS

Access to healthy food considers whether food is accessible by transit or other means of transportation, the availability of healthy food in relation to fast food and convenience stores, and food's affordability and quality. Areas where healthy food is not accessible by these measures are considered "Food Deserts."

Food Deserts are most often associated with urban neighborhoods where economic and social factors contribute to the lack of access to food. In suburban communities, however, where economic and social conditions may be more favorable, the issues of access to food may not be an affordability issue, but rather a physical access issue; such as having transportation choices to access grocery stores via walking, biking, transit, or by car. Furthermore, in rural communities, especially in areas that lack active farming, accessing food may be an affordability issue and an access issue because of a lack of mass transit or personal vehicles to get to city centers where grocery stores are located. In any case, when healthy and affordable foods are lacking, residents often rely on what is most readily available to them for food, which may consist of fast food restaurants and convenience stores with less healthy options.

In 2005, the San Francisco Food Alliance performed an assessment of the food system in that city. In that assessment, the Food Alliance discovered that a reasonable walking distance to a supermarket is within five minutes or ¼ mile, and for private vehicles two miles (2005 San Francisco Collaborative Food System Assessment; Dunkley, et. al.). Page A-16 has a map with those same buffer areas applied to the four major grocery stores in the Bellevue community; Wal-Mart, Publix and Krogers (two locations). 2010 U.S. Census Blocks and population figures for Bellevue are also mapped. The map shows that access to these grocery stores serves the most eastern portion of the community. This is most likely due to the greater pockets of population in this area as well as the developable land since the western portions of the Bellevue Community have very steep topography.

During the community plan update, the issue of food access was examined through the lens of providing adequate transportation choice (walking, biking, and mass transit) and exploring other ways that healthy food can be accessed in the rural portions of the Bellevue Community such as through community gardens and farmers markets.

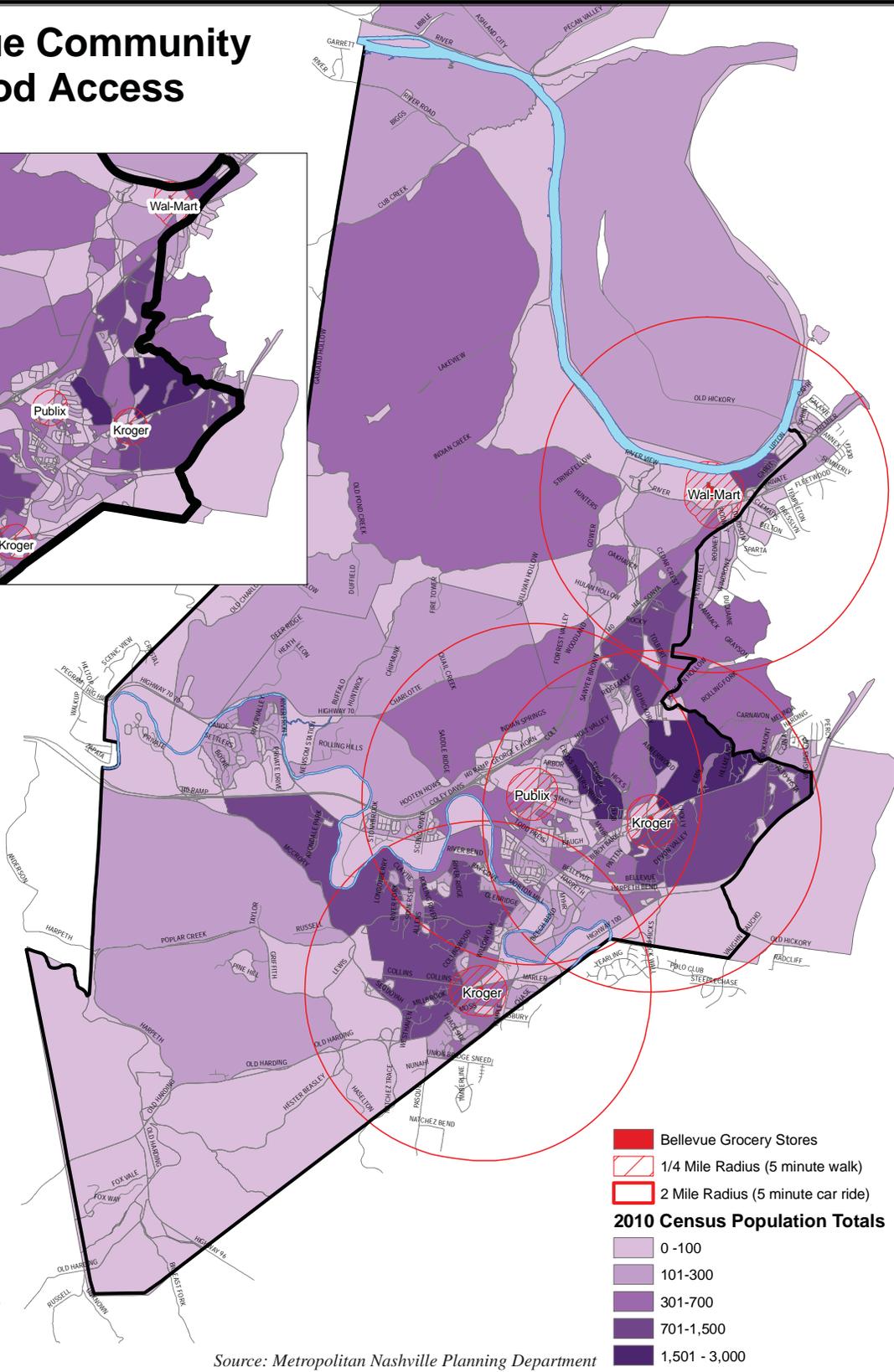
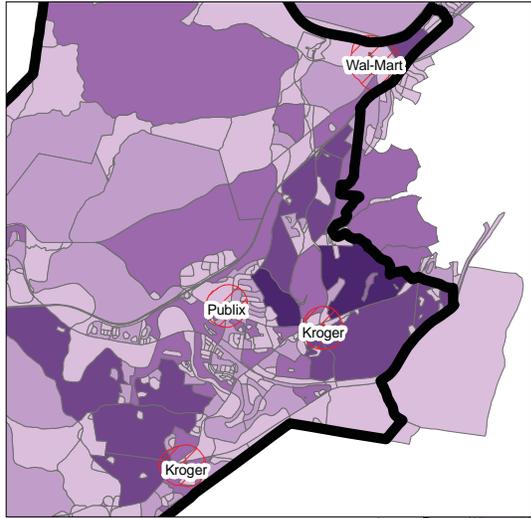
Please refer to the map on page A-16 for information on access to food in the Bellevue Community.

For additional information on Nashville's Food Deserts, please visit the website: www.communityfoodadvocates.org/



Farmers Market

Bellevue Community Food Access



Source: Metropolitan Nashville Planning Department

Appendix A: Community Profile

THE BELLEVUE COMMUNITY’S ACCESS TO MEDICAL FACILITIES

Within the Bellevue Community, there are not any large hospital facilities. The nearest hospital, St. Thomas Hospital, located on Harding Road, is approximately five miles from the Bellevue Community boundary. There are, however, several urgent care centers and various doctors’ offices located in the Bellevue Community.

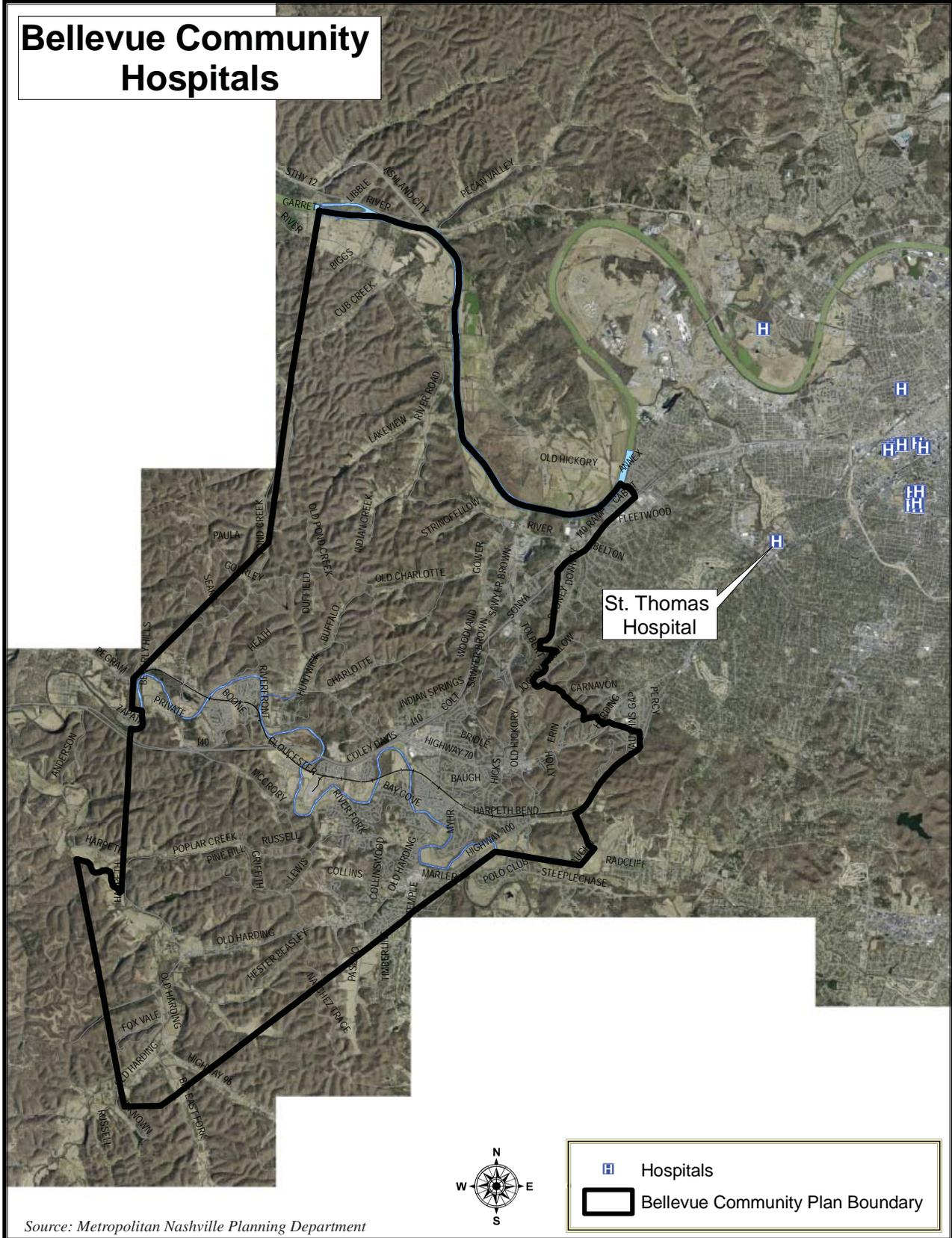
The location of medical facilities is a private property decision. The Bellevue Community Plan places community center policy on Bellevue’s larger center areas, including the Bellevue Mall area and the intersection of Old Hickory Boulevard/Highway 70. This policy allows for medical offices and facilities to be part of the mixture of uses. While the Community Plan can encourage adding medical offices and facilities to the mixture of land uses, it does not force them to do so.

Please refer to the map on page A-18 for the Bellevue Community’s location in relation to Nashville hospitals.



Baptist Bellevue Medical Center Sign

Bellevue Community Hospitals



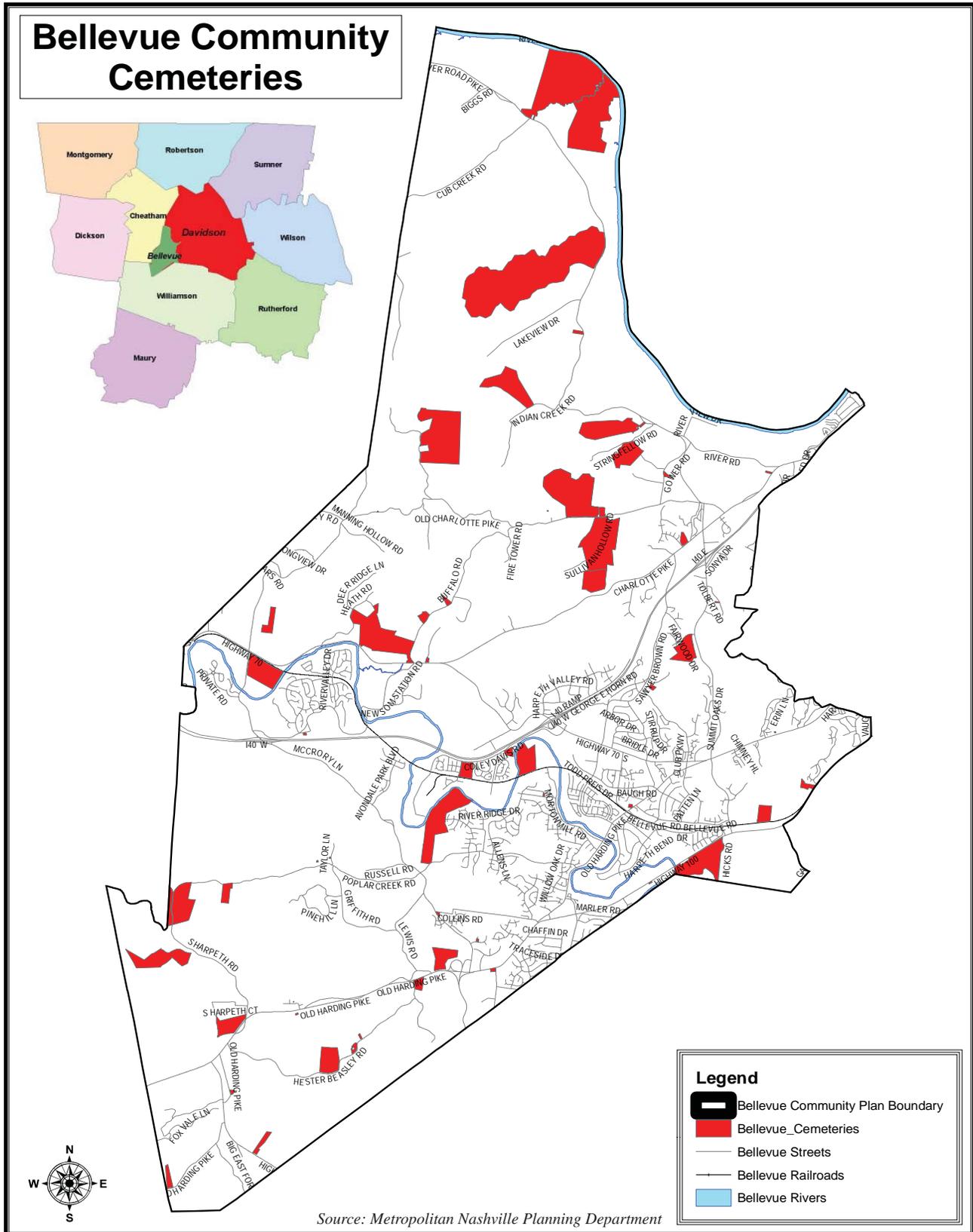
Source: Metropolitan Nashville Planning Department

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THE BELLEVUE COMMUNITY'S CEMETERIES

The Bellevue Community contains numerous cemeteries, ranging from small family plots to large cemeteries such as the State of Tennessee's Veterans Cemetery on McCrory Lane. Larger cemeteries are placed in Open Space Policy while smaller family cemeteries that are part of another property as placed in other policy categories.

Please refer to the map on page A-20 for the location of cemeteries in the Bellevue Community.



Appendix B: Environmental Features

THE BELLEVUE COMMUNITY'S ENVIRONMENTALLY SENSITIVE FEATURES

Environmentally sensitive features discussed in this section include areas subject to flooding based on FEMA-defined 500-year floodplain, 100-year floodplain and floodway; areas with steeply sloping terrain (20 percent slopes or greater); and areas with soils that pose hazards to development when disturbed. It is important to note that as of the writing of this (October 2011) FEMA (Federal Emergency Management Agency), the Army Corps of Engineers and Metro Government are studying rivers, streams, floodway and floodplain areas as a result of the 2010 Flood and in some areas the floodway and floodplain lines will be redrawn based on those findings. The impacts of the 2010 flood are discussed later in the appendix.

The Bellevue Community contains a total of 45,530 acres of land and of this total acreage, 28,534 acres (63 percent) contain environmentally sensitive features – floodplain, floodway, steep slopes, problem soils and wetlands. These constraints are shown on the following graphics and highlighted in the table below:

BELLEVUE ENVIRONMENTALLY SENSITIVE FEATURES			
Environmental Feature	Acres	% of Environmental Features	% of Overall Bellevue Acreage
Steep Slopes <i>(including Problem Soils)</i>	22,066	77%	48%
Total Floodplain\Floodway Areas	6,050	21%	13%
<i>Floodway Acres</i>	2,987	49%	7%
<i>100-Year Floodplain</i>	2,353	39%	5%
<i>500-Year Floodplain</i>	710	12%	2%
Problem Soils <i>(not in slopes or floodplain areas)</i>	103	0.4%	0.2%
Wetlands <i>(not including streams/ rivers)</i>	305	1%	0.7%
ENVIRONMENTALLY SENSITIVE FEATURES COMBINED	28,524	100%	63%

Source: Metropolitan Nashville Planning Department

As the table above shows, the two most prevalent categories of environmental constraints are steep slopes/problem soils and floodway/floodplain areas.

Appendix B: Environmental Features

Floodplain/Floodway

The assessment of areas prone to flooding is based on the 500-year and 100-year floodplain as currently defined by FEMA. 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, and 710 acres in the 500-year floodplain. This is due to the presence of the Cumberland River, the Harpeth River and its associated tributaries, which run throughout the community. These areas are shown in blue on the map on the following page.

An overlay zoning district, the Floodplain Overlay District, applies to land within floodplain areas as determined by FEMA and specific basin studies. These areas are shown on the map on page B-5.

Steep Slopes

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. Steep slopes are more prone to landslides as evidenced by the numerous landslides that occurred in Davidson County as effects of the 2010 Flood. These areas are shown in orange and red on the map.

Problem Soils

Overall, there are 17,356 acres of problem soils; however, most of these areas are associated with steep slopes or floodplain areas so they are included as part of that acreage in the table. Problem soils associated with steep slopes comprise 16,877 acres, while problem soils associated with land in the floodplain comprise 376 acres. This leaves approximately 103 acres of land in Bellevue designated with problem soils that are not associated with other environmentally sensitive features. These areas are shown in purple on the map.

Wetlands

In addition to the Bellevue Community's numerous waterways, 305 additional acres of wetlands are present. Preserving these natural wetland areas is vital as they absorb excess water, provide valuable habitat for wildlife, improve water quality and are attractive natural areas. These areas are shown in light blue on the map.

Archeological Features

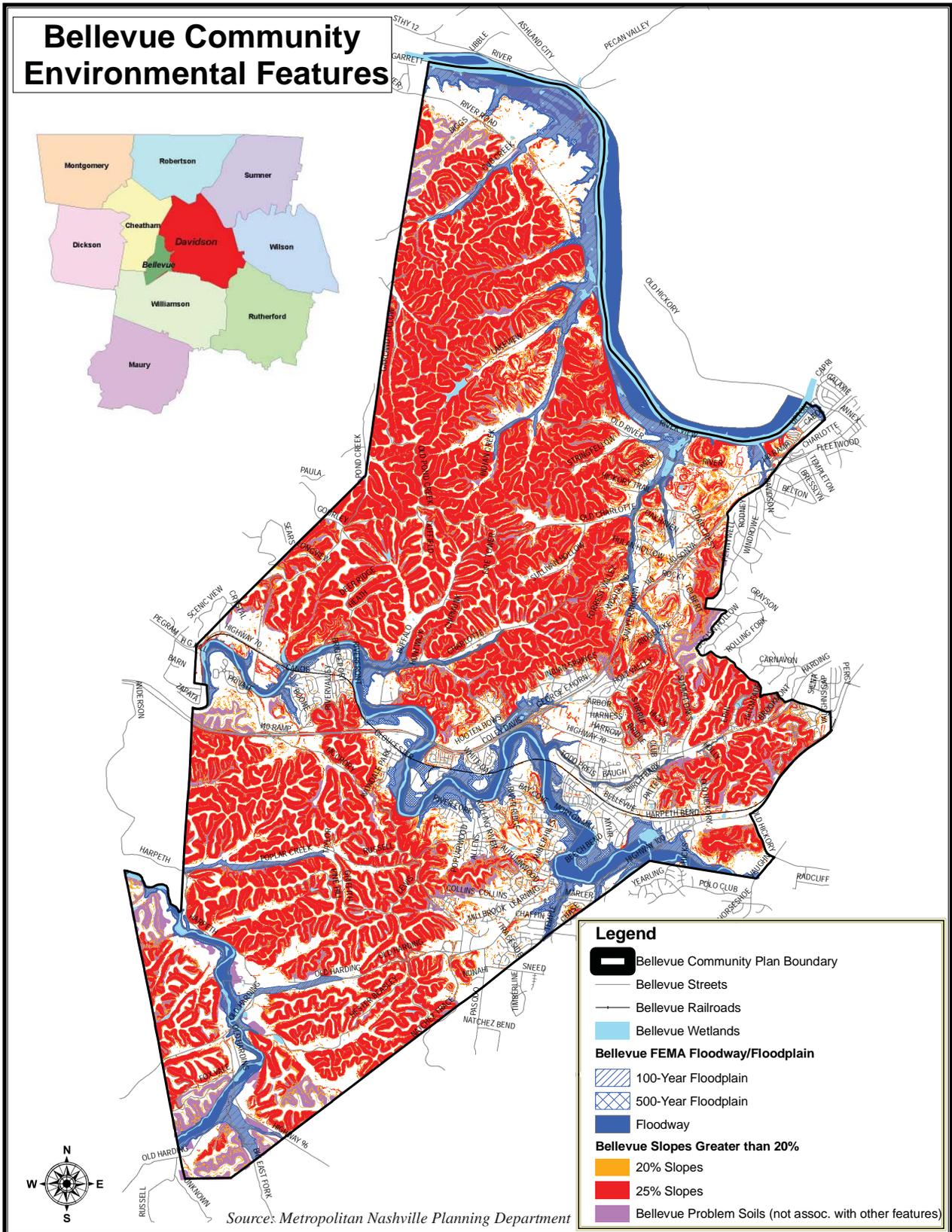
The Bellevue Community has numerous properties that have been identified by the State of Tennessee as containing archeological treasures. Many of these properties are located along the community's waterways and thus, may be protected along with floodplain areas. Due to their sensitive nature, the location of these identified properties is confidential.

Endangered and Rare Species

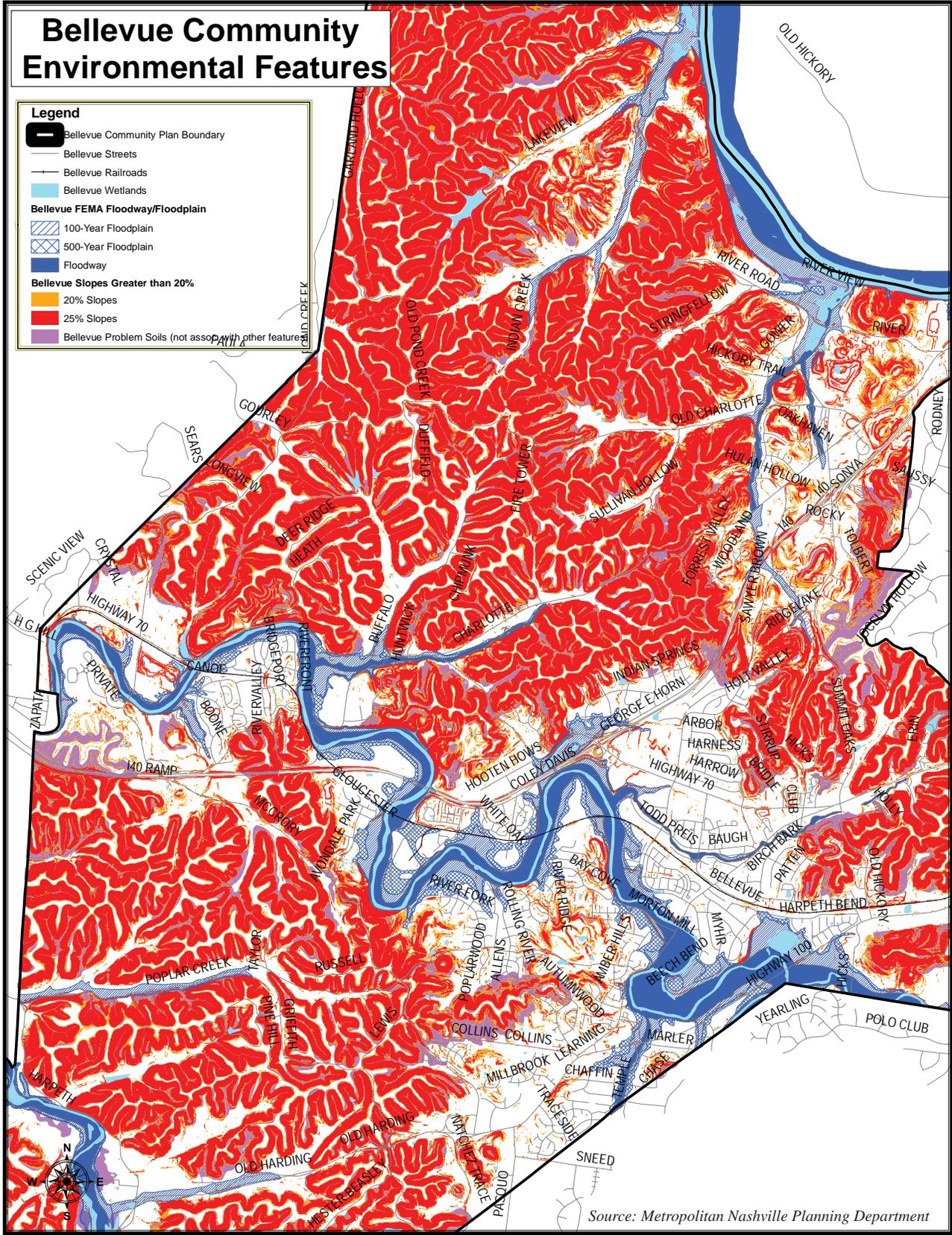
The Bellevue Community also contains several areas of endangered and rare flowering plants, including White Prairie Clover, Willow Aster, and Duck River Bladderpod. Due to their sensitive nature, the location of these areas are confidential.

Please refer to the map on page B-3 and the zoomed-in map on page B-4 for the location of environmentally sensitive features in the Bellevue Community.

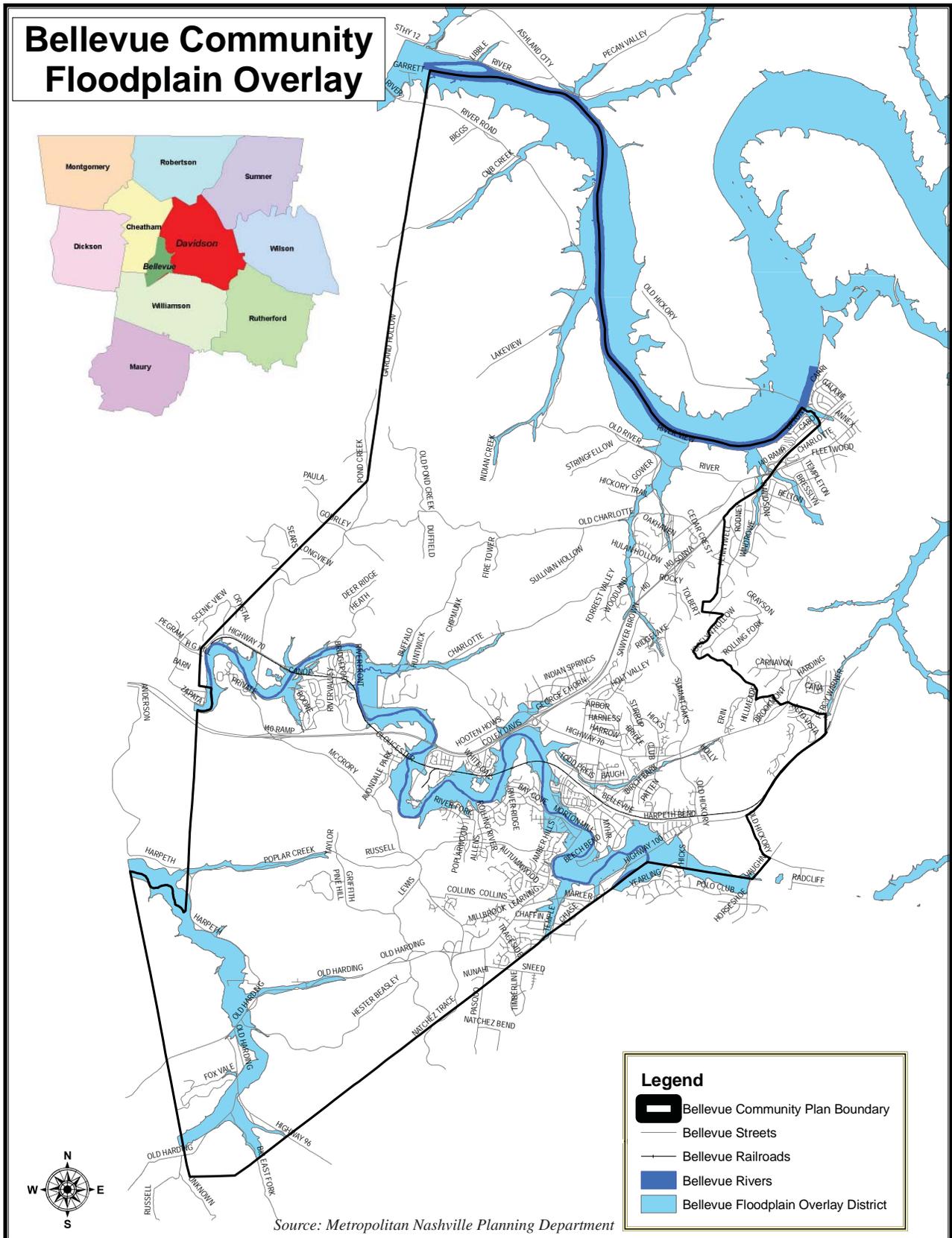
Appendix B: Environmental Features



Appendix B: Environmental Features



Appendix B: Environmental Features



Appendix B: Environmental Features

THE BELLEVUE COMMUNITY'S VIEWSHEDS

Viewsheds are areas as viewed from a five-foot high line of site, typical of what one would see from walking or riding in a car. Viewsheds have inherent scenic qualities and/or aesthetic values that are worth preserving. They are determined by the community and via topographical analysis. Several viewsheds have been identified in the Bellevue Community and may include the following features:

- Environmentally sensitive features (major ridgelines, streams, wetlands, mature stands of trees)
- Sparsely developed contiguous acres of land and pastures
- Residential and agricultural buildings associated with residential and farming uses
- Publicly-owned park land and community facilities
- Publicly-owned right-of-way
- Rural fence lines

Ideally, the viewsheds and the features contained within them should experience minimal impact from development of any kind. Development within identified viewsheds should have a massing/scale, placement and design that does not distract from the view of the identified features and the rural character that these features help to create. However, sensitively-designed development can be accommodated without compromising the viewshed.

Several prominent viewsheds have been identified in the Bellevue Community. The viewsheds are depicted with green arrows on the map on page B-7 along with number references to the areas below.

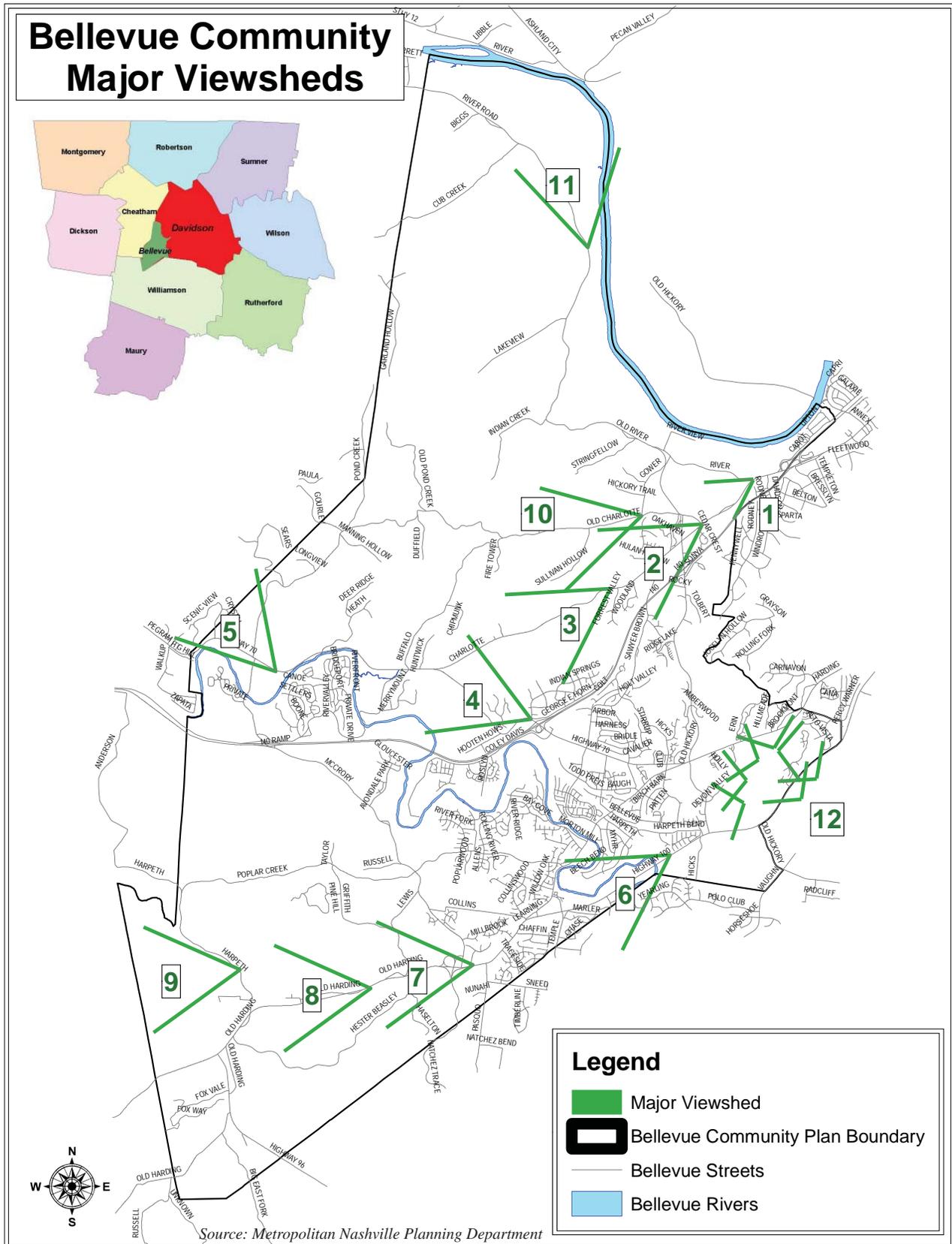
1. Along Charlotte Pike near the intersection with River Road.
2. Along Charlotte Pike near the intersection with Old Charlotte Pike.
3. Along Charlotte Pike, west of Forrest Valley Drive.
4. Along Highway 70 S near the intersection of Harpeth Valley Road.
5. Along Highway 70 S, west of the Harpeth River.
6. Along Highway 100 near the Harpeth River.
7. Along Highway 100 near the Loveless Cafe, and intersections with McCrory Lane and the Natchez Trace Parkway.
8. Along Highway 100, west of Old Harding Pike and north of Hester Beasley Road.
9. Along South Harpeth Road.
10. Along Charlotte Pike near the Gower Road intersection.
11. Along River Road Pike, south of the intersection with Cub Creek Rd.
12. Along Highway 100 near Warner Parks and from Warner Parks looking out on surrounding property.



Bellevue Viewsheds



Appendix B: Environmental Features



Appendix B: Environmental Features

THE BELLEVUE COMMUNITY'S WATERSHEDS AND STORMWATER MANAGEMENT

The Bellevue Community plan area includes portions of the Cumberland River, Harpeth River and South Harpeth River, along with numerous tributaries. All together, these 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 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.

Floodplains play a multi-faceted role in providing beneficial functions to waterways, especially when they are undisturbed or have been restored to a natural state. These benefits include providing open space, filtering impurities and nutrients from water runoff, providing flood and erosion control, recharging groundwater, creating/enhancing wildlife habitat areas, providing agricultural lands with rich soil, and preserving archeological sites.

Outside of floodplain areas, headwaters are protected by tree cover, vegetation and undisturbed soils. Protecting headwaters – tributary streams, intermittent streams and springs – is essential to preserving a healthy water ecosystem and protecting vital water resources. Healthy, undisturbed headwaters supply organic matter that contributes to the growth and productivity of wildlife, including insects and fish. Forested buffer zones protect headwaters from pollution by filtering pollutants out of the stream system and slow erosion from flooding, thereby minimizing sediments in the water, and provide wildlife corridors. These areas also provide shade to streams, which serves to benefit water quality by preventing the heating of shallow streams and the related thermal impacts. In addition, headwater areas enhance biodiversity by supporting plants and wildlife. Preserving and planting native vegetation plays a key role, as native plants typically have deeper roots to prevent erosion and capture contaminants.

Stormwater Management in the Bellevue Community

Under Section 303(d) of the 1972 Clean Water Act, states are required to develop lists of impaired waters. These impaired waters are those that do not meet water quality standards. The Tennessee Department of Environment and Conservation (TDEC) creates and maintains the 303(d) list of impaired streams in Nashville/Davidson County and issues the updated version to Metro Stormwater biennially. One of the primary objectives of Metro's Stormwater Management Program is to implement specific pollution prevention programs to improve the quality of Nashville/Davidson County's water resources. An overall goal of the program is to improve water quality, by programs to reduce and minimize pollutants from entering streams, to the extent that each impaired stream will be removed from TDEC's 303(d) list. Any new development or significant redevelopment on 303(d) listed streams with a previously disturbed water quality buffer should develop a plan for buffer restoration. Headwater streams are also vital to water quality and developments should increase the water quality buffers along these waterways where possible. If the buffers along headwater streams have been impacted by previous development or agriculture, a buffer restoration plan should be developed. Please contact Metro Stormwater for additional guidance and plan approval: www.nashville.gov/stormwater/.

In the Bellevue Community area, impaired streams (as of November 2011) and the reasons for that classification are:

- Beech Creek – sediment pollution, habitat alteration, nutrients
- Davidson Branch – pathogens
- Flat Creek – sediment pollution, habitat alteration
- Harpeth River – nutrients, low dissolved oxygen
- Little Harpeth River – sediment pollution, habitat alteration, pathogens, low dissolved oxygen
- Newsom Branch – sediment pollution
- Trace Creek – habitat alteration
- Unnamed tributary to South Harpeth River – flow alteration

Appendix B: Environmental Features

Please refer to the map on page B-9 for the location of the Bellevue Community's impaired streams as of October 2011.

For additional information on the non-profit Harpeth River Watershed Association, please refer to: www.harpethriver.org/harpeth-river-watershed-association

Floodplain Development Permit Requirements

Metro Stormwater uses the Stormwater Management Manual as the guidance for reviewing building permits for stormwater management provisions and for requiring grading permits to control erosion and sedimentation problems and provide post-construction water quality. These regulations for managing stormwater also allow Metro to participate in the National Flood Insurance Program administered by the Federal Emergency Management Agency (FEMA). Grading permit sites have to submit engineering plans, approved by Metro engineers, that demonstrate that the site will meet Metro requirements for both stormwater quality and quantity considerations, such as preventing the loss of sediment from the site during construction activities.

All developments, not just building construction, in the 100-year floodplain require local permits. A grading permit issued by Metro Water Services is required for land disturbance activities, including filling or excavating soil, installing stormwater infrastructure, and digging ditches. A building permit issued by the Metro Codes Administration is required for all new buildings and improvements/additions to existing buildings.

Metro's Stormwater Management Regulations require that all residential structures, built in the floodplain, must be constructed with the lowest finished floor elevation at least four feet above the 100-year flood elevation. Commercial structures must be built at least one foot above the 100-year flood elevation. In addition, any "fill" placed in the floodplain must be offset with an equal volume of "cut" removed from the floodplain in efforts to control flooding.

To minimize disturbance to Nashville/Davidson County's rivers and stream, a regulatory no-disturb buffer is in place to limit alteration of these natural areas that include trees, shrubs and vegetation that protects waterways.

Please refer to the map on page B-11 for the location of the city's regulatory stream buffers.

For additional information on Nashville's rivers and streams, and regulations, please refer to Metro Stormwater's web page at: www.nashville.gov/stormwater/ and the Stormwater Management Manual at: www.nashville.gov/stormwater/regs.

Using Low Impact Development Techniques

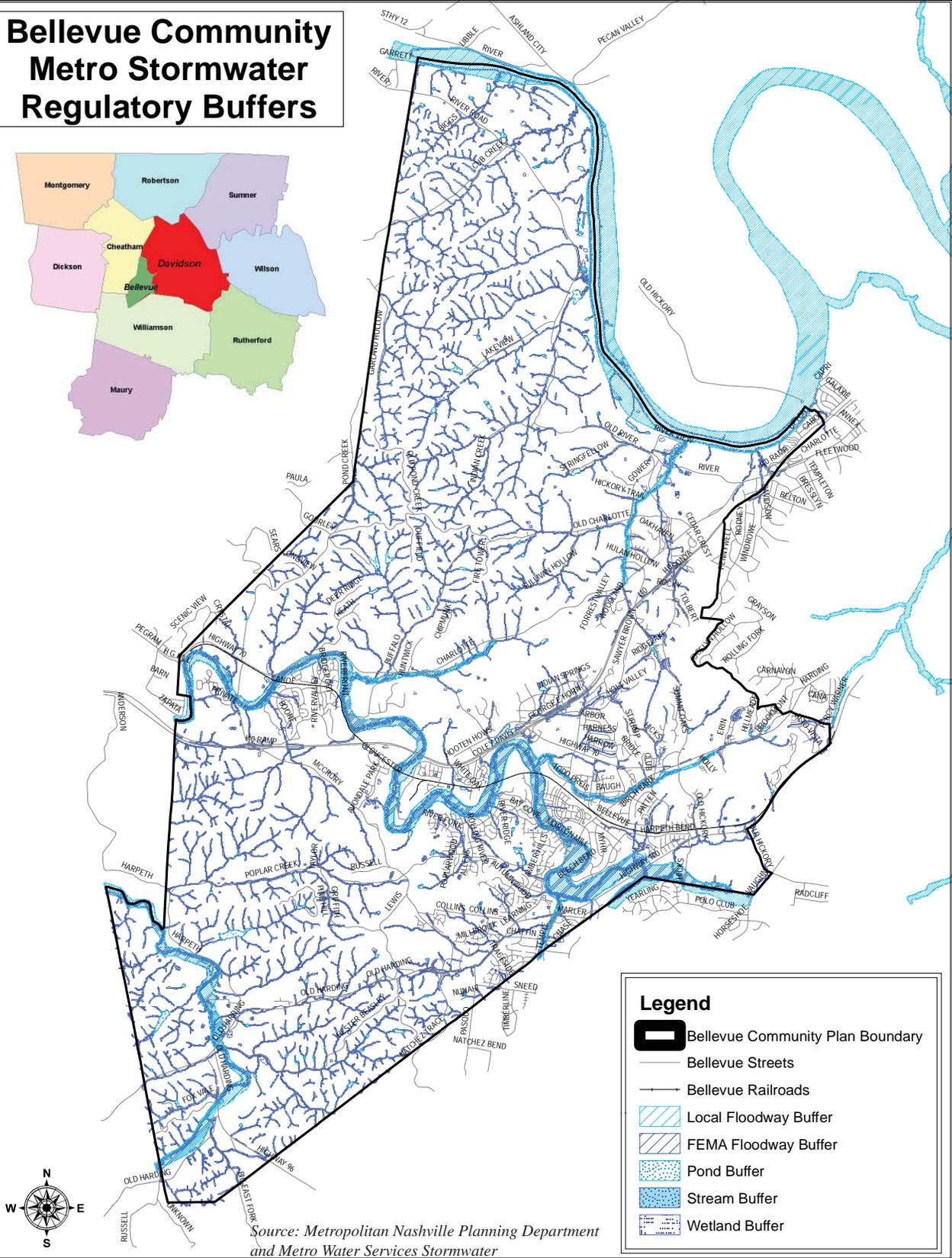
The environment uses interactive systems that work together to maintain balance. Humans impacting these systems may interfere with the natural cycles of the environment. Many of the costs of development actually go to correcting the negative effects of this interference, particularly in water control, stormwater runoff and water quality. A more balanced approach begins with encouraging conservation of rainwater, a valuable resource. A new approach, Low Impact Development (LID), has sustainable solutions to water management that mimic the way nature handles rainfall. By treating stormwater as a resource, LID can enhance the environment, protect health and improve livability.

Metro Stormwater has developed a new manual that encourages LID techniques.

For additional guidance and information, please refer to Metro Stormwater's resource page at: www.nashville.gov/stormwater/LIDResources.asp.

Appendix B: Environmental Features

Bellevue Community Metro Stormwater Regulatory Buffers



Legend

- Bellevue Community Plan Boundary
- Bellevue Streets
- Bellevue Railroads
- Local Floodway Buffer
- FEMA Floodway Buffer
- Pond Buffer
- Stream Buffer
- Wetland Buffer

Source: Metropolitan Nashville Planning Department and Metro Water Services Stormwater

Appendix B: Environmental Features

THE BELLEVUE COMMUNITY'S 2010 FLOOD IMPACTS AND RECOVERY

2010 Flood Impacts

In May 2010, Nashville/Davidson County experienced its worst flooding on 80 years, devastating areas throughout the city with 13.57 inches of recorded rainfall on May 1 and May 2. Initial damage reports and assessments found approximately 11,000 properties directly damaged by flooding, with 5,850 of these properties located outside of the designated 100-year floodplain. More than 10,000 people were displaced from their homes, and by May 3, more than 115 Metro roads were damaged and closed.

The Metro Property Assessor's Office estimates that Nashville sustained a \$406 million dollar loss in housing and commercial values that will result in an annual property tax deficit of \$5.6 million dollars. This figure does not include the value of contents of homes and businesses. The Nashville Area Chamber of Commerce estimates that the flood resulted in a loss of \$3.6 billion dollars in local economic activity by impacting 2,770 businesses and 14,500 jobs. Of these businesses, approximately 40 percent were retail properties, 10 percent were warehouse and storage properties, 8 percent were office properties, 6 percent were various commercial uses, and the remainder were associated with self-employed businesses in residential settings. More than 333,000 cubic yards of flood debris were removed by Metro departments after the 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. Of this total:

- 481 properties sustained Level 1 damage (Minimal - water line anywhere on the structure);
- 674 properties sustained Level 2 damage (Moderate - water line above the floor elevation);
- 794 properties sustained Level 3 damage (Major - water line 2 to 6 feet above the floor elevation); and
- 398 properties sustained Level 4 damage (Severe - water line greater than 6 feet above the floor elevation or the house moved completely off the foundation).

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 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.

Hazard Mitigation Home Buyout Program

The Hazard Mitigation Home Buyout Program was designed by Metro Water Services for the purchase of damaged properties in flood-prone areas. This program removes flood-prone structures from the floodway/floodplain, permanently mitigating future flood risk. Metro Nashville, through a Hazard Mitigation Grant program, shares the cost for the home buyout program with the state and federal government. Metro Government has identified a total of 305 homes eligible for the home buyout program based on their location in the floodway and their level of damage during the 2010 Flood. The first phase of Metro's property buy-out program concentrated on purchasing damaged properties in the floodway near Delray Drive in West Nashville and West Hamilton Road in Bordeaux – a total of 81 properties. Four properties in Bellevue (two on Newsom Station Road, one on Highway 70 and one on River View Drive), totaling 7.2 acres, have been identified as part of the next round of buyouts.

For additional information on Nashville's Flood Recovery program, please visit the website at: www.nashvillerecovery.com

Appendix B: Environmental Features

For additional information regarding the Hazard Mitigation Home Buyout Program, please visit the website at: www.nashville.gov/water/buyout/index.asp

For the location of 2010 flood damaged properties, please refer to the map on page B-14 and the zoomed-in map on page B-15.

Nashville's Long Term Recovery Plan

Nashville's *Long Term Recovery Plan* presents a record of the immediate flood recovery process and discusses long-term recovery at the neighborhood and county levels while providing ideas for securing needed resources to implement projects. The Recovery Plan contains proposals designed to bolster the economy, improve housing, expand social services, strengthen neighborhoods and move the city along the path of progress and growth.

For more information on *Nashville's Long Term Recovery Plan*, please refer to: www.nashvillerecovery.com/

Nashville's Unified Flood Preparedness Program

In February 2011, the Mayor announced that a team of Metro, state and federal agencies will develop a unified flood preparedness program to lessen damages that could be caused by any future flood events. This is the city's next step in long-term recovery from the May 2010 flood and to have the systems in place to better protect Nashville's citizens, assets and economy. The process involves reviewing "lessons learned" from the May 2010 flood and developing flood risk alternatives to address them, such as levees, channel improvements, water storage and water diversion.

The program's goal is to develop a prioritized project list in order to seek partnerships and funding to construct projects to improve the long-term flood protection for Nashville.

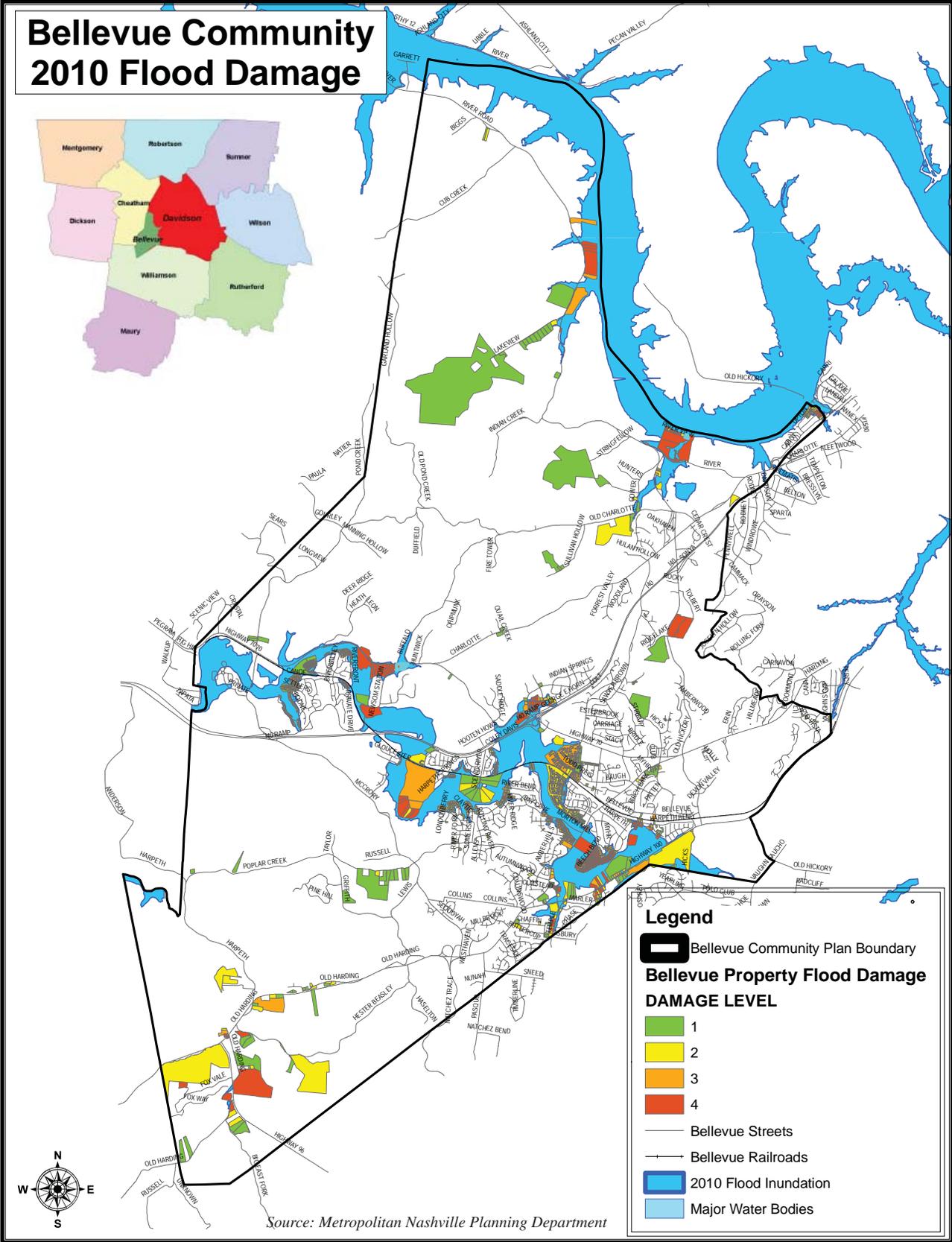
For more information on the Unified Flood Preparedness Program, please visit: www.nashvillerecovery.com/

Nashville's Long Term Recovery Plan and the Community Plan

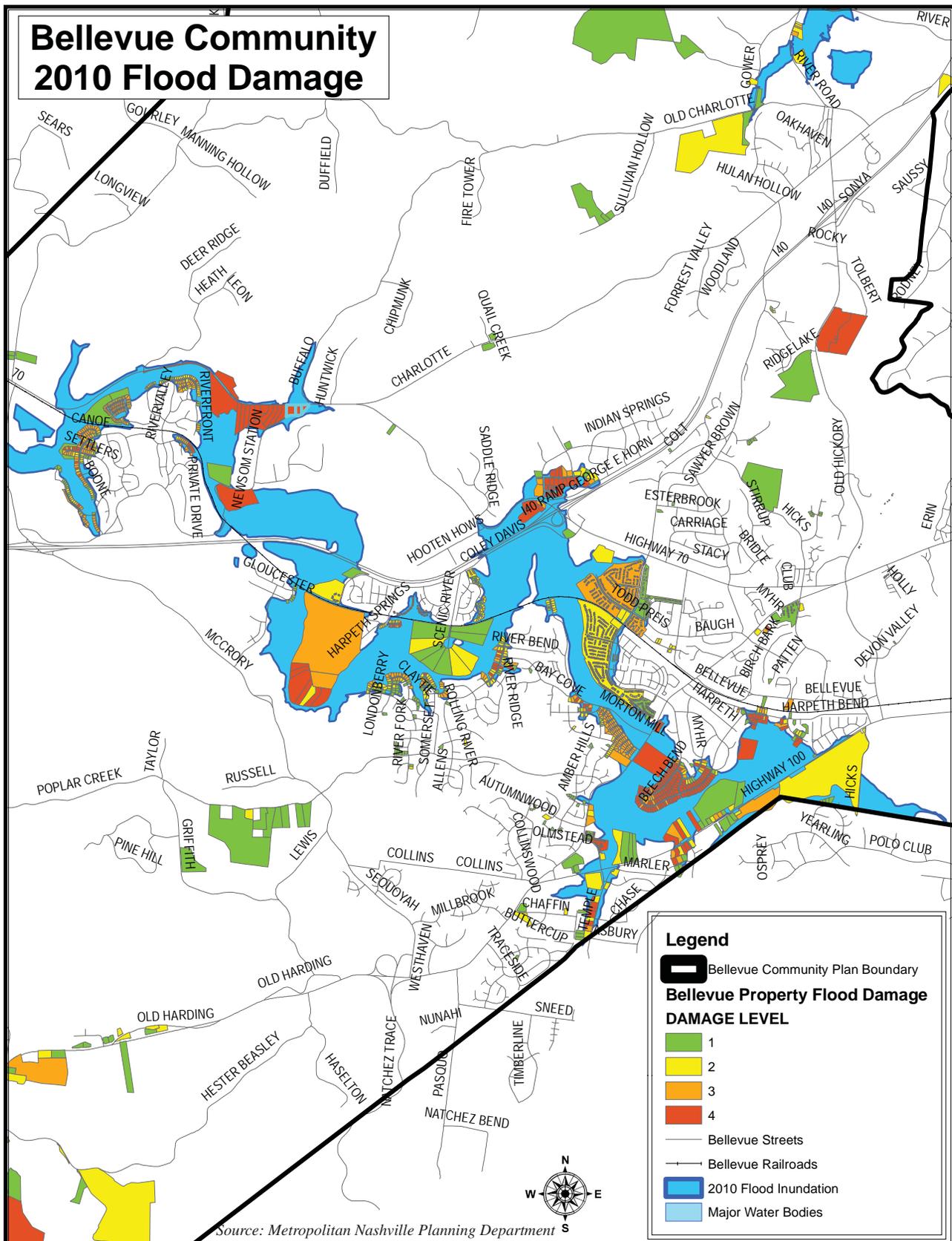
Nashville's Long Term Recovery Plan identifies a variety of projects that will, over a three- to five-year period, put Nashville/Davidson County on the road to increasing prosperity. These projects can be implemented by the public, private, and non-profit sectors. These projects are not all necessarily directly related to repairing the physical impacts and damage of the flood, although some of the projects certainly are. Instead, the goal of the projects is to bring broad, sustainable recovery results to the entire community and to move the city past recovery to an even better quality of life.

The Bellevue Community Plan Update process builds on these thoughts and ideas as both planning processes share common goals: sustainable development, neighborhood quality and environmental stewardship. While the flood recovery plan and community plan share some common goals and ideas, the Bellevue Community Plan Update serves an additional role in the community. The main product of the community plan is to provide guidance for community character (preservation, enhancement, and development) and a course of action for stakeholders to build the envisioned community through future growth, development and preservation.

Appendix B: Environmental Features



Appendix B: Environmental Features



Appendix B: Environmental Features



Harpeth River

Appendix C: Zoning, Subdivisions, Development and Land Uses

THE BELLEVUE COMMUNITY'S EXISTING ZONING DISTRICTS AND OVERLAY ZONING DISTRICTS

In Nashville/Davidson County, each property has a zoning classification. Zoning regulates the physical development of land and its uses.

Bellevue's Base Zoning Districts

Within the Bellevue Community, there are approximately 42,839 acres of parceled land covered by 32 different zoning districts, which allow uses from single-family residential to industrial uses (as of April 2011).

Base zoning districts can be grouped into eight broad categories: Agricultural and Residential, Single- and Two-Family Residential, Multi-Family Residential, Office/Residential, Office, Commercial, Mixed Use and Industrial. The majority of zoning within the Bellevue Community – 55 percent – is Agricultural and Residential, followed by Single- and Two-Family Residential – 38 percent. Together, these two categories total 93 percent of the community's zoning. Multi-Family Residential zoning is 5 percent and Commercial zoning is 2 percent.

The breakdown of zoning district categories is shown in the table below.

ZONING DISTRICT CATEGORIES		
Type	Acres	%
Agricultural & Residential	24,698.49	54.81%
Single- & Two-Family	16,879.45	37.46%
Multi-Family	2,328.69	5.17%
Office & Residential	9.41	0.02%
Office	43.82	0.10%
Mixed Use	144.52	0.32%
Commercial	927.87	2.06%
Industrial	31.72	0.07%
Total	45,063.97	100.00%

Source: Metropolitan Nashville Planning Department

Appendix C: Zoning, Subdivisions, Development and Land Uses

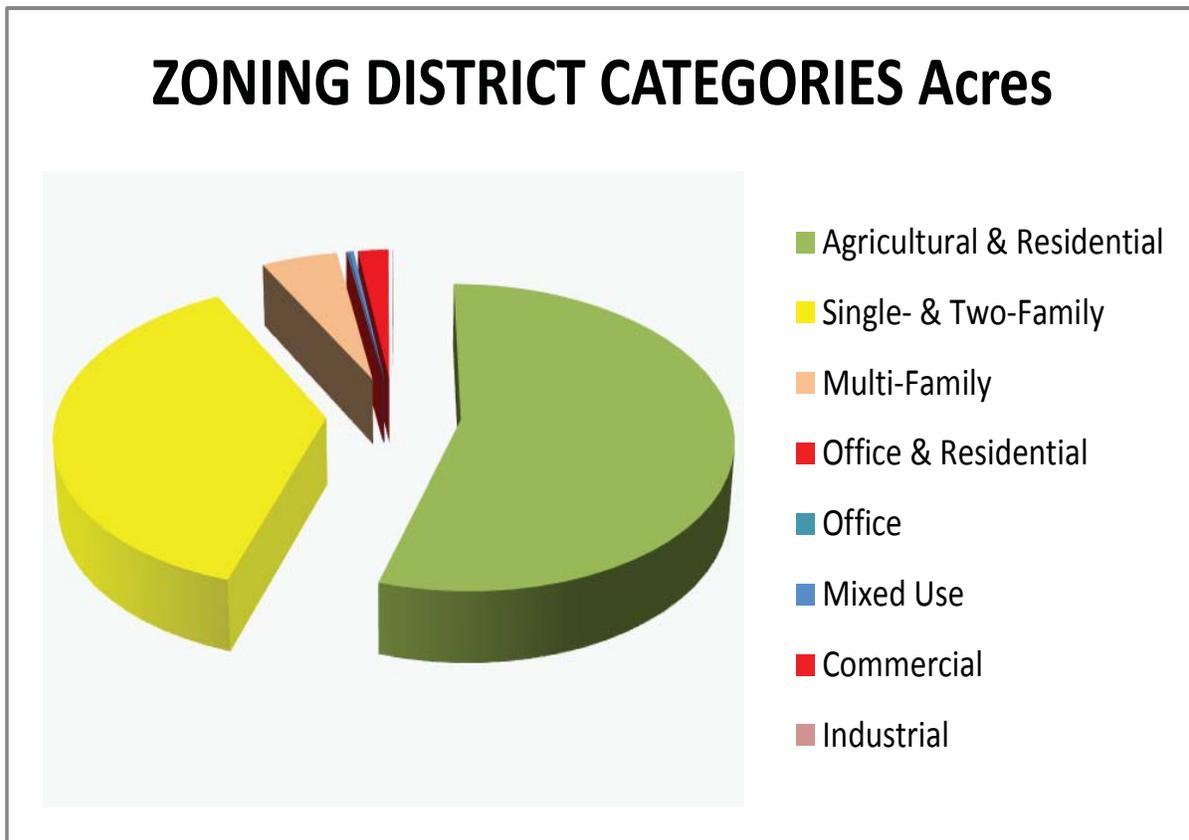
The table below shows the different zoning districts, along with their acreage, that are present in the Bellevue Community.

ZONING DISTRICTS AND ACREAGE							
Zoning	Acres	Zoning	Acres	Zoning	Acres	Zoning	Acres
AR2a	796.73	R80	2,983.05	RM6	135.89	CN	12.19
RS80	849.01	R40	4,299.52	RM9	334.11	CL	234.48
RS40	1,860.86	R20	542.67	RM15	31.69	CS	257.55
RS30	111.47	R15	1,517.66	RM20	141.23	SCN	14.91
RS20	1,704.05	R10	490.82	OR20	9.41	SCC	71.61
RS15	2142.63	R8	42.71	ON	20.72	SCR	323.98
RS10	160.10	RM2	506.12	OL	23.10	IWD	31.72
RS7.5	14.62	RM4	996.18	MUL	117.02	SP	383.12

Source: Metropolitan Nashville Planning Department

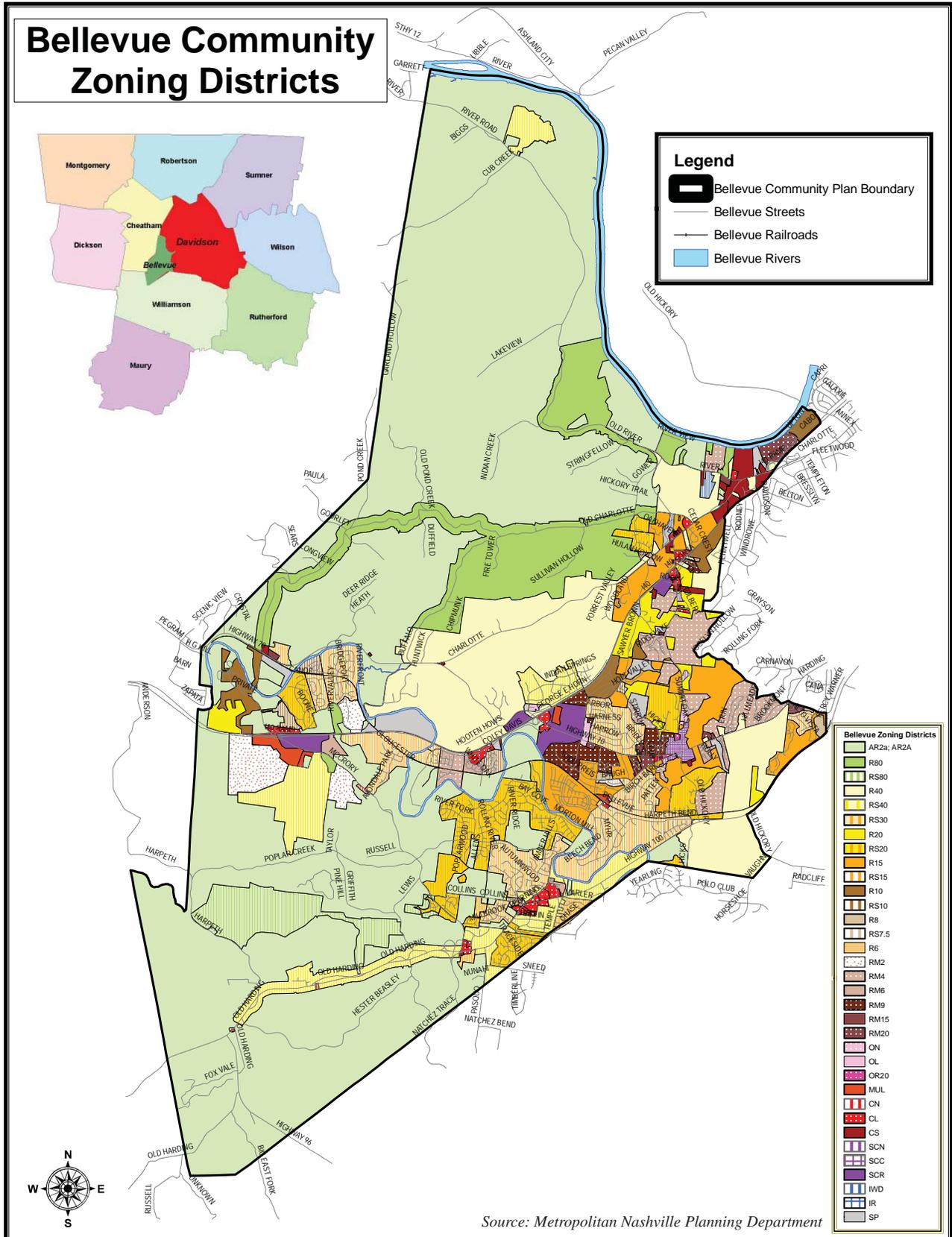
Please refer to the maps on pages C-3 and C-4 for the location of base zoning districts in the Bellevue Community.

For additional information on Nashville’s zoning districts, please refer to the website at: www.nashville.gov/ds/howdoi.asp

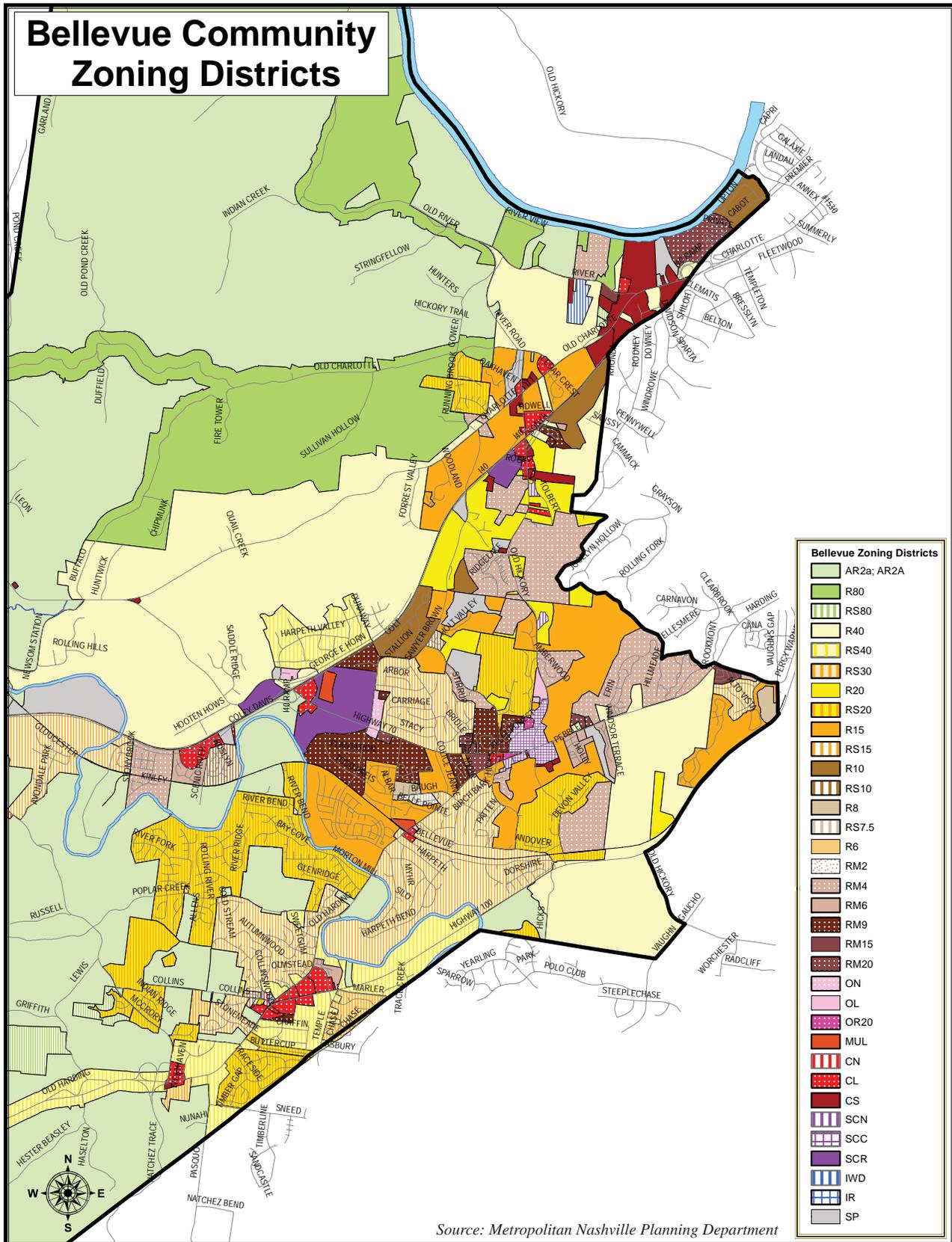


Source: Metropolitan Nashville Planning Department

Appendix C: Zoning, Subdivisions, Development and Land Uses



Appendix C: Zoning, Subdivisions, Development and Land Uses



Appendix C: Zoning, Subdivisions, Development and Land Uses

Bellevue's Recent Zone Changes

Since 2003, when the Bellevue Plan was last updated, several rezonings have occurred. The rezonings (as of April 2011) were:

- Council BL2003-28: Highway 100 (unnumbered) - Changed from CL to CS (commercial services) for 0.51 acres.
- Council BL2003-29: 8121, 8141, 8175 Highway 100 - Changed from RS40 to CL (limited commercial) for 10.42 acres.
- Council BL2003-67: Route 5 Highway 100 - Changed from RS40 to CL (limited commercial) for 5.0 acres and OL (limited office) for 3.4 acres.
- Council BL2003-1374: Portion of 8840 Highway 70 property - Changed from AR2a to RS15 (intended for single-family homes at 2.47 units per acre) for 31.5 acres.
- Council BL2003-1451: Parkview at Riverwalk - Changed from RS15 to RS10 (intended for single-family homes at 3.7 dwelling units per acre) for 38.3 acres.
- Council BL2003-1454: Route 5 Highway 100 - Changed from RS40 to CL (limited commercial) for 1.5 acres.
- Council BL2004-138: Highway 70S (unnumbered) - Changed from CS to RM15 (intended for single-family, duplex and multi-family dwellings at a density of 15 units per acre) for 7.7 acres.
- Council BL2004-140: 7201 Charlotte Pike - Changed from OR20 to CS (commercial services) for 15.8 acres.
- Council BL2004-141: 631 Old Hickory Blvd. - Changed from R15 to CL (limited commercial) for 0.40 acres.
- Council BL2004-199: Westchase Subdivision Addition - Changed from R80 to RS20 (requires a minimum 20,000 square foot lot and intended for single-family homes at 1.85 units per acre) for 31.3 acres.
- Council BL2004-201: Portion of 7118 Charlotte Pike - Changed from RS80 to CS (commercial services) for 7.3 acres.
- Council BL2004-217: Hallmark at Bellevue along River Road - Changed from R40 to RM15 (intended for single-family, duplex and multi-family dwellings at 15 units per acre) for 6.9 acres.
- Council BL2004-385: 7096 Old Harding Pike - Changed from OR20 to CL (limited commercial) for 1.7 acres.
- Council BL2004-407: Highway 70S (unnumbered) - Changed from R80 to CN (neighborhood commercial) for 6.5 acres.
- Council BL2004-467: 8400 Highway 100 - Changed from RS40 to CL (limited commercial) for 2.95 acres.
- Council BL2005-535: Stoneridge Townhomes along Sonya Drive - Changed from R10 to RM9 (intended for single-family, duplex and multi-family dwellings at a density of 9 units per acre) for 13.3 acres. Also has a Planned Unit Development (PUD) overlay.
- Council BL2005-536: 5820 River Road - Changed from R80 to RM4 (intended for single-family, duplex and multi-family dwellings at a density of 4 units per acre) for 57.4 acres.
- Council BL2005-539: 2940 Old Hickory Blvd. - Changed from R15 to CS (commercial services) for 1.4 acres.
- Council BL2005-543: Route 5 Highway 100 - Changed from CL and OL to RM9 (intended for single-family, duplex and multi-family dwellings at 9 units per acre) for 6.3 acres.
- Council BL2005-610: Harpeth Village at Old Harding Pike/Highway 100 - Changed from RS40 to CL (limited commercial) for 16.9 acres and RM6 (intended for single-family, duplex and multi-family dwellings at a density of 6 units per acre) for 17.7 acres.
- Council BL2005-694: Biltmore along McCrory Lane - Changed to RS40 (intended for 40,000 square foot single-family lots) for 535.3 acres; RM2 (intended for single-family, duplex, and multi-family dwellings at a density of 2 units per acre) for 414.7 acres; RM6 (intended for single-family, duplex and multi-family dwellings at a density of 6 units per acre) for 41.3 acres; and SCR (regional shopping center) for 59.69 acres. Also has a Planned Unit Development (PUD) overlay.
- Council BL2005-745: Highway 100/Old Harding Pike - Changed from RS40 to CL (limited commercial) for 10.6 acres.
- Council BL2005-754: McCrory Lane (unnumbered) - Changed from AR2a to RS10 (requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre) for 43.7 acres.
- Council BL2005-756: Natchez Pointe along McCrory Lane - Changed from AR2a to RS80 (requires a minimum of 80,000 square foot lots and intended for single-family dwellings at a density of 0.47 units per acre) for 41.95 acres and RS20 (requires a minimum 20,000 square foot lot and is intended for single-family dwellings at a density of 1.85 units per acre) for 16.3 acres.

Appendix C: Zoning, Subdivisions, Development and Land Uses

- Council BL2006-962: 7342 Charlotte Pike and 706 Old Hickory Blvd. - Changed from R15 to CS (commercial services) for 1.29 acres.
- Council BL2006-968: 6949 Highway 70S - Changed from R15 to SP (Specific Plan) to permit 35 dwelling units (16 cottages and 19 townhomes) for 19.8 acres.
- Council BL2006-1033: Traemoor Village along Charlotte Pike - Changed from CS/OR20/AR2a to SP (Specific Plan) to permit 122 multi-family units for 22.98 acres.
- Council BL2006-1153: 8921 Collins Road - Changed from AR2a to RS10 (requires a minimum 10,000 square foot lot and intended for single-family dwellings at a density of 3.7 dwelling units per acre) for 2.5 acres.
- Council BL2006-1220: 7340 Charlotte Pike - Changed from R15 to CS (commercial services) for 1.5 acres.
- Council BL2006-1297: Newsom Station Townhomes along McCrory Lane - Changed from AR2a to SP (Specific Plan) to permit 180 townhomes for 30 acres.
- Council BL2007-90: 7972 McCrory Lane - Changed from AR2a to RS10 (requires a minimum of 10,000 square foot lot and intended for single-family dwellings at a density of 3.7 dwelling units per acre) for 2.87 acres.
- Council BL2007-93: West Harpeth Funeral Home - Changed from OR20 to SP (Specific Plan) for 2.1 acres.
- Council BL2007-1353: Cedar Place Townhomes along Sawyer Brown Road - Changed from R20 to SP (Specific Plan) to permit 31 townhomes for 7.8 acres.
- Council BL2007-1405: Olde Mill along Newsom Station Road - Changed from AR2a to SP (Specific Plan) to permit 248 dwelling units (16 two-family, 35 townhouses, 197 single-family homes) for 141.4 acres.
- Council BL2007-1506: Sonya Drive (unnumbered) - Changed from R40 to RM9 (intended for single-family, duplex and multi-family dwellings at a density of 9 units per acre) for 3.02 acres.
- Council BL2007-1535: Harpeth Springs Village - Changed from CL (limited commercial) to SP (Specific Plan) to permit 98 townhomes for 5.8 acres.
- Council BL2008-138: Harpeth Village - Changed from RM6 to CL (limited commercial) for 0.32 acres.
- Council BL2008-179: 497, 501 Old Hickory Blvd. - Changed from R20 to SP (Specific Plan) for 7.3 acres.
- Council BL2008-190: H2O along Charlotte Pike - Changed from OR20 and MUL to SP (Specific Plan) to permit a mix of retail, residential (high-end lofts, row houses, condos and single-family) for 23.9 acres.
- Council BL2008-196: Bluffs on Sawyer Brown Townhomes - Changed from R15 to SP (Specific Plan) to permit 130 townhouses for 39.01 acres.
- Council BL2008-237: Collins Road (unnumbered) - Changed from RS20 to AR2a (agricultural uses and residential at 2 dwelling units per acre) for 100 acres.
- Council BL2008-240: 8281 Collins Road - Changed from RS40 to RS20 (requires a minimum 20,000 square foot lot and intended for single-family dwellings at a density of 1.85 units per acre) for 1.6 acres.
- Council BL2008-321: Mt. Laurel Reserve along Hicks Road - Specific Plan (SP) amended to permit 129 townhomes (previously approved for 106 townhomes).
- Council BL2008-355: 566 Old Hickory Blvd. - Changed from CL to R20 (intended for 3.21 dwelling units per acre including 25% duplex lots) for 1.97 acres.
- Council BL2009-400: Learning Lane/Collins Road - Changed from CN to SP (Specific Plan) for 1.6 acres.
- Council BL2010-670: 8059 Highway 100 - Changed from RS40 to CL (limited commercial) for 6.8 acres and CS (commercial services) for 0.03 acres.
- Council BL2010-671: 7552 Sawyer Brown Road - Changed from R20 to CS (commercial services) for 4.3 acres.
- Council BL2010-673: 7734 Highway 70S - Changed from SCC to CS (commercial services) for 3.6 acres.
- Council BL2010-744: 7874 McCrory Lane - Changed from SP (Specific Plan) to AR2a (agricultural uses and residential at 2 dwelling units per acre) to downzone due to flooding from the 2010 flood.

For additional information about these Council Zoning Bills, please refer to the Metro Council's web site at: www.nashville.gov/council/.

Appendix C: Zoning, Subdivisions, Development and Land Uses

Bellevue's Overlay Zoning Districts

In addition to base zoning districts, overlay zoning districts may be used. Overlay zoning districts' purposes range from protecting natural resources, such as the Floodplain Overlay District, to protecting historical features, such as the Historic Landmark Overlay, to mitigating adverse impacts, such as the Airport Overlay District. Overlay zoning districts build on the underlying zoning by establishing standards and criteria in addition to those of the underlying base zoning district.

Please refer to the map on page C-9, and zoomed-in maps on pages C-10 and C-11, for the location of overlay zoning districts in the Bellevue Community.

For additional information on Nashville's overlay zoning districts, please refer to Nashville's Code: Title 17 Zoning at: library.municode.com/index.aspx?clientId=14214&stateId=42&StateName=Tennessee

Planned Unit Developments

A Planned Unit Development overlay (PUD) is an additional layer of zoning regulations used to address specific aspects of land use control or development design that goes beyond conventional base zoning district provisions.

Since 2003, there have only been three new PUDs added to the Bellevue Community (as of April 2011). One was a commercial PUD for the additions to Loveless Café. The second PUD was for a new fast food restaurant at Highway 70 and Old Harding Pike. The third PUD was for 49 single-family lots on Old Charlotte Pike, near Gower Road.

Since 2003, nine existing PUDs were amended (as of April 2011) – six commercial PUDs and three residential PUDs. The amendments were:

- Amending a sidewalk requirement for Williamsport Subdivision along Sawyer Brown Road
- Amending to add seven single-family lots to a residential PUD along Newsom Station Road
- Amending to add 4.49 acres and seven single-family lots to a residential PUD along Old Hickory Boulevard
- Amending the Kroger PUD along Highway 100 to allow for fuel pumping
- Amending the square footage breakdown and signage for Shoppes on the Harpeth
- Amending square footage to allow McKay's Book Store at Old Hickory Boulevard at I-40
- Amending square footage breakdown and number of beds for the Lakeshore Meadows Assisted Living facility on Coley Davis Road
- Amending the number of beds and adding an addition for the Waterford Assisted Living facility on Sawyer Brown Road
- Amending the large Biltmore PUD to add 108.58 acres to permit 441 single-family lots, 576 townhomes, 380 apartments and 900,000 square feet of retail, restaurant, office and hotel uses. This replaces the previously approved 380 single-family lots, 110 duplex lots, 800 apartments, and 1,851,100 square feet of retail, restaurant, office and hotel uses.

Prior to the last plan update in 2003, several PUDs were approved that have been developed, but still may have un-built residential units that could be constructed in the future. However, calculating these numbers is not an exact science. Sometimes, units that appear on blueprint plans may not be built due to lack of room as roads and other facilities are built or due to complex environmental features. If such is the case, these units may remain on the books, but will never be built. Other PUDs have not yet begun construction, but may start building in the coming years.

The PUDs that may have un-built residential rights (as of September 2011) are:

- Allen's Green along Poplar Creek Road could possibly build 11 additional single-family homes.
- Belle Forest Condos and Amberwood Apartments along Old Hickory Blvd. could possibly build an additional 207 multi-family units.
- The Grove at Devon Hills along Old Hickory Blvd./Highway 100 could possibly build another 350 multi-family units.

Appendix C: Zoning, Subdivisions, Development and Land Uses

- Harpeth Trace along Highway 100 could possibly build an additional 30 single-family homes.
- Property at 7483 Highway 70S has an undeveloped PUD that could build 104 multi-family homes.
- Property at 8423 Highway 100 has an undeveloped PUD that could build 37 single-family homes.
- Hutton along Sawyer Brown Road and Old Hickory Blvd. has an undeveloped PUD that could build 130 condos.
- Lexington Apartments along Old Hickory Blvd. could possibly build an additional 242 multi-family units.
- Maddox Townhomes along Ridgelake Parkway could possibly build an additional 60 townhomes.
- Nashville Highlands/Eagle Ridge at the Reserve along Old Hickory Boulevard could possibly build an additional 762 townhomes.
- Pine Forest along George E. Horn Drive could possibly build an additional 20 single-family homes.
- Poplar Creek Estates along Poplar Creek Road could possibly build an additional 191 single-family homes.
- Poplar Ridge along Coley Davis Road could possibly build an additional 5 single-family units and 4 townhomes.
- Post House Bellevue Condos along Hicks Road could possibly build an additional 20 condos.
- Still Spring Hollow along Still Spring Hollow Drive could possibly build an additional 38 single-family homes.
- Waterford Place Apartments along Highway 70 could possibly build an additional 10 multi-family units.
- West Park along Charlotte Pike could possibly build an additional 89 townhomes.
- Westchase along Charlotte Pike could possibly build an additional 6 single-family homes.

Urban Design Overlay

An Urban Design Overlay (UDO) is a zoning tool that requires specific design standards for development in a designated area. UDOS overlay the current base zoning and allow for development standards above and beyond those in the base zoning district. A UDO is used to either protect the pre-existing character of the area or to create a character that otherwise would not be ensured by the development standards in the base zoning district.

As of April 2011, there is one UDO in the Bellevue Community. It is for the Bellevue Town Center property at Old Harding Pike and Bellevue Road and was designed and applied during the last Bellevue Plan update process in 2003. Refer to the map on page C-9 for the location of this UDO.

Neighborhood Landmark

The Neighborhood Landmark District (NL) is a tool to preserve and protect neighborhood features, such as buildings, structures, objects, sites or areas, which are important to maintaining the neighborhood character. These features have historical, cultural, architectural, civic, neighborhood, or archaeological value and/or importance. There is one Neighborhood Landmark District in Bellevue (as of April 2011). It is applied to property at 358 Bellevue Road. Please refer to the map on page C-9 for its location.

Historic Landmark District

A Historic Landmark District has the same level of review as a Historic Preservation Zoning Overlay, but is typically applied to one property or a collection of related properties, such as an educational campus or park. The work reviewed by the Metro Historical Commission includes: demolition, new construction, additions to existing structures, moving a structure, and exterior renovation, rehabilitation or restoration. Bellevue has one property designated as a Historic Landmark District as of April 2011. It is the Smith Farmhouse located at 8600 Highway 100. Please refer to the map on page C-9 for its location.

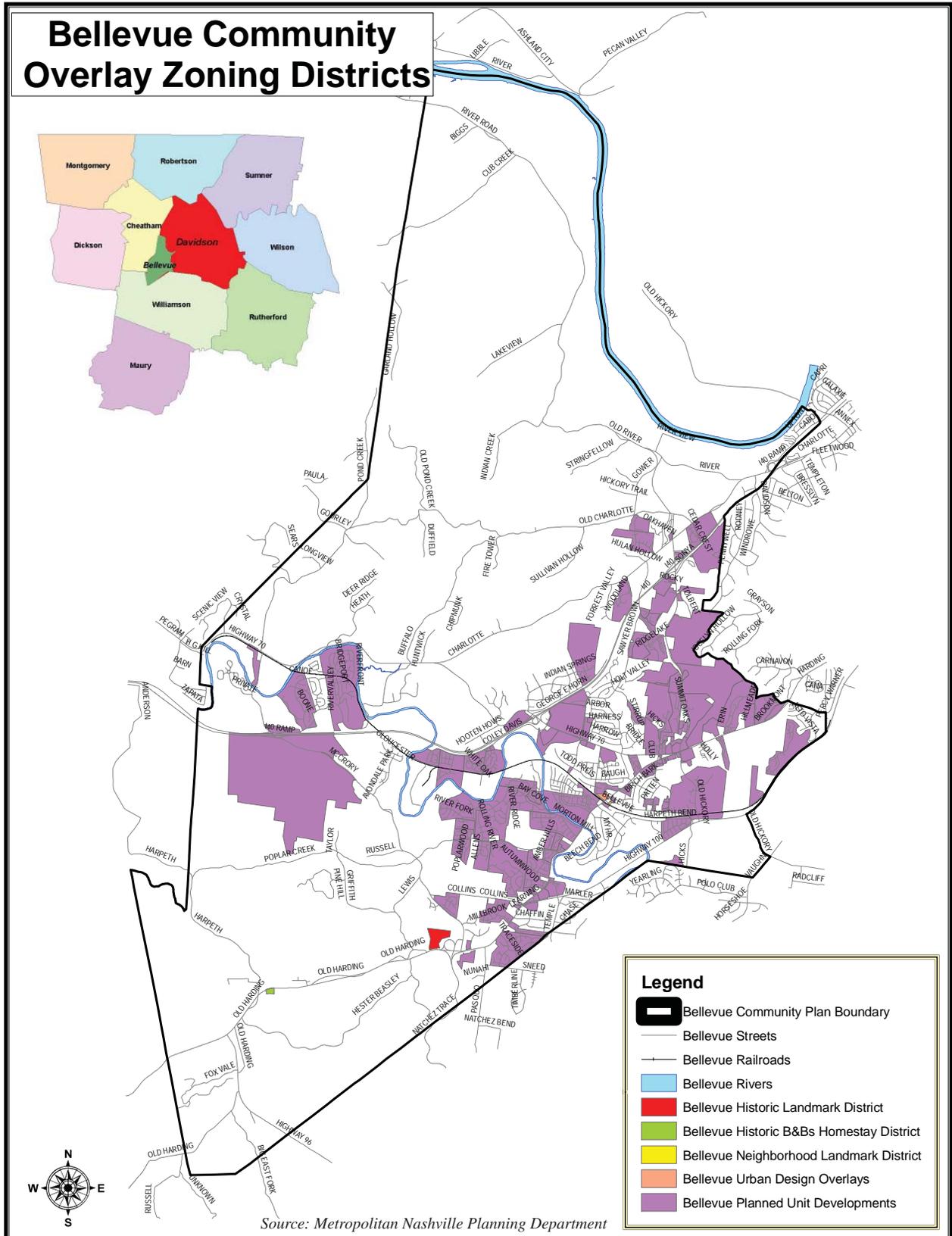
For additional information on historic properties in Bellevue, please refer to Appendix D.

Floodplain Overlay District

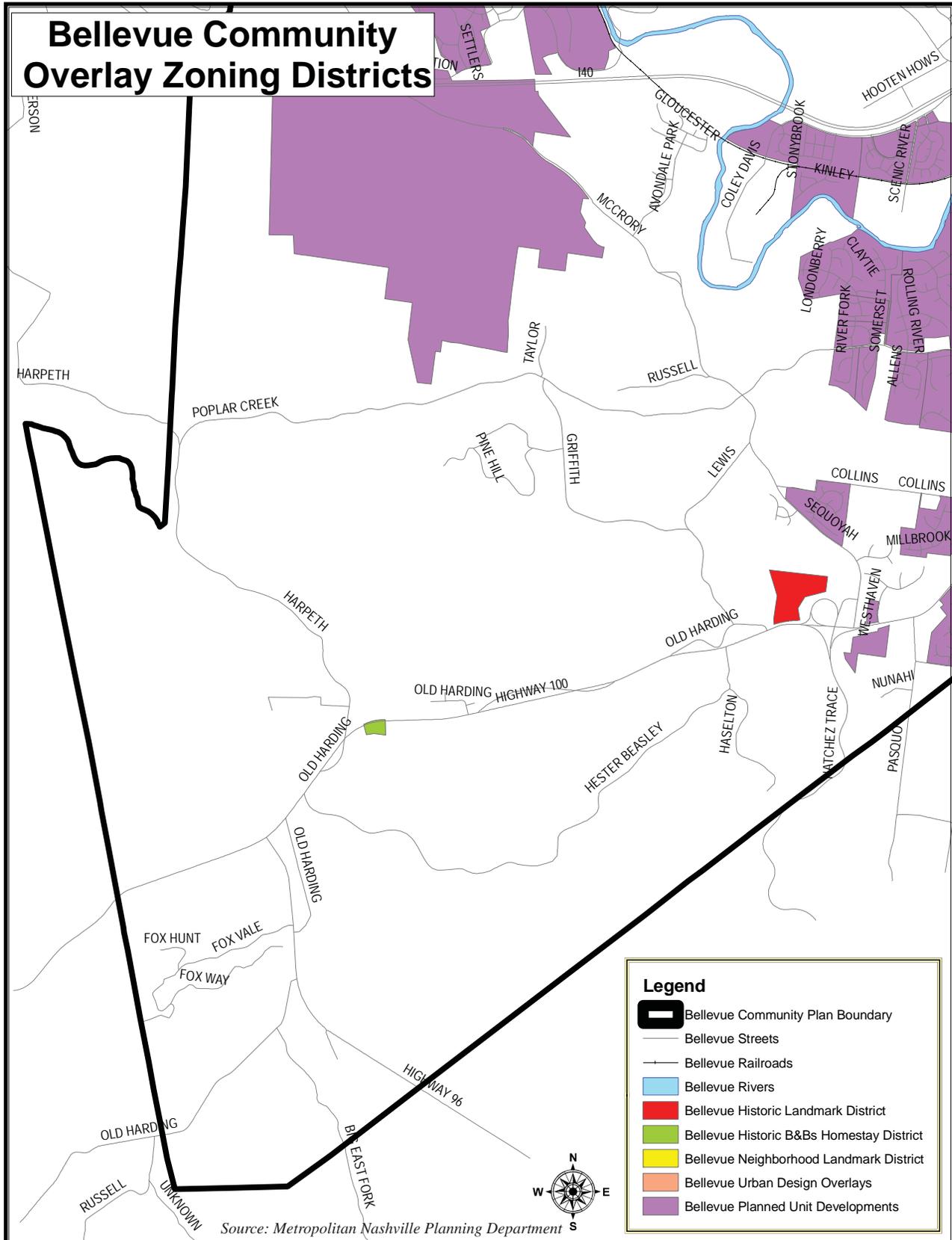
The Floodplain Overlay District applies to land within floodplain areas as determined by FEMA and specific basin studies. This calls further attention to land impacted by floodplain areas.

Please refer to the map on page C-12 for areas in Bellevue impacted by the Floodplain Overlay District.

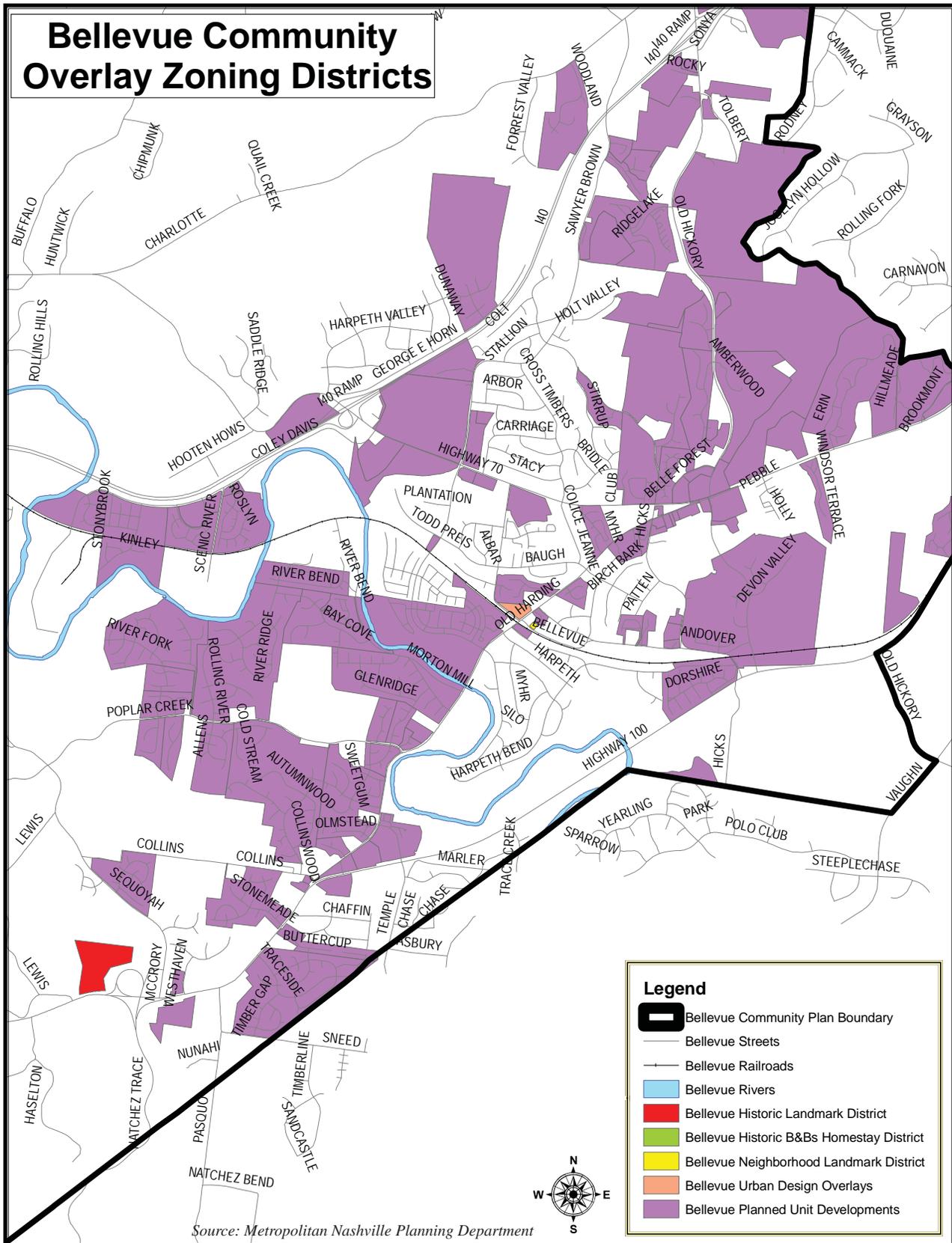
Appendix C: Zoning, Subdivisions, Development and Land Uses



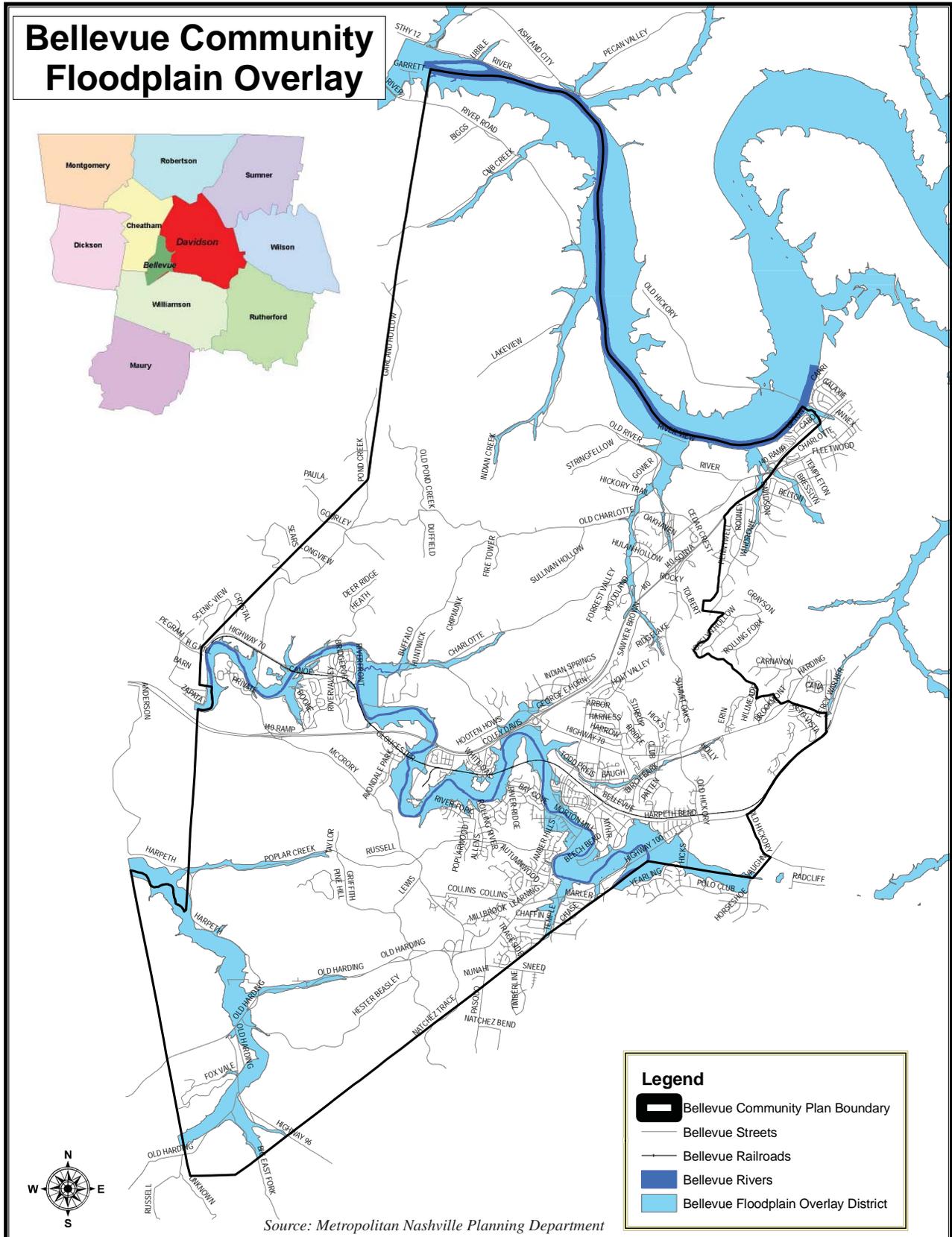
Appendix C: Zoning, Subdivisions, Development and Land Uses



Appendix C: Zoning, Subdivisions, Development and Land Uses



Appendix C: Zoning, Subdivisions, Development and Land Uses



Appendix C: Zoning, Subdivisions, Development and Land Uses

THE BELLEVUE COMMUNITY'S SUBDIVISIONS

Nashville's Subdivision Regulations

Nashville/Davidson County is a large, complex community with varying patterns of development ranging from very urban to very rural. The future is about strategically locating development and creating patterns of development that enhance existing places, create housing, transportation and healthy living options, and preserve the significant resources that are important to the entire County.

Subdivision is the act of dividing land into pieces, usually with the intent to sell or develop. The way land is divided defines the pattern and character of a community. A subdivision can range from a one lot subdivision for a new home to a subdivision consisting of hundreds of properties for a new residential community. Subdivisions may also be for the purpose of commercial or industrial development, with results varying from retail shopping malls with independently-owned out-parcels to industrial parks. Nashville/Davidson County uses the *Subdivision Regulations* to govern how subdivisions are created. The *Subdivision Regulations* expand choices for development to create sustainable patterns of development in Nashville/Davidson County.

The first major step in the development process is to divide a parcel of land into lots, streets and open spaces. The *Zoning Code* controls land use and the density/intensity of development, and the *Subdivision Regulations* control the pattern of development. Dividing land also defines traffic circulation and access, dedicates rights-of-way, and reserves tracts of land to protect sensitive environmental resources, such as floodplains, wetlands and woodlands and/or create shared open spaces. The *Subdivision Regulations* guide development of land consistent with the established policies of Metro Nashville Government and provide the opportunity to ensure that new neighborhoods and developments are properly designed and new subdivisions are integrated into the community.

For more information on Nashville's *Subdivision Regulations*, please refer to: www.nashville.gov/mpc/subdivregs/index.asp.

Bellevue Subdivisions

According to property records between 2003 and March 2011, 1,438 lots have been created in Bellevue. Over half of the subdivision applications (49 out of 93 applications) were for small – one, two, or three – lot subdivisions. Subdivisions that have continued to grow include: Avondale, Boone Trace, Natchez Pointe, Summit Oaks, Riverbridge, Riverside, Riverwalk, Westchase, Woodland Forest.

Please refer to the map on page C-15 for the location of Bellevue's subdivisions.

Please refer to the table on page C-14 for additional details on subdivisions that created at least 4 lots. In addition to the table, Avondale Park has applications pending for an additional 121 lots (as of April 2011).

Some subdivisions have been approved for some time, but not yet built. These include:

- Biltmore (discussed under Planned Unit Developments) – 441 single-family lots – approved in the 1980s and amended in 2005.
- Fox Hollow Farms – could build an additional 3 single-family homes – approved in 2004.
- Harpeth Village Townhomes – 74 townhomes – approved in 2006.
- Natchez Pointe – could build an additional 49 single-family homes – approved in 2007.
- Travis Place – 140 lots – approved in 2008.
- Woodland Forest – could build an additional 40 single-family homes – approved in 2003.

Appendix C: Zoning, Subdivisions, Development and Land Uses

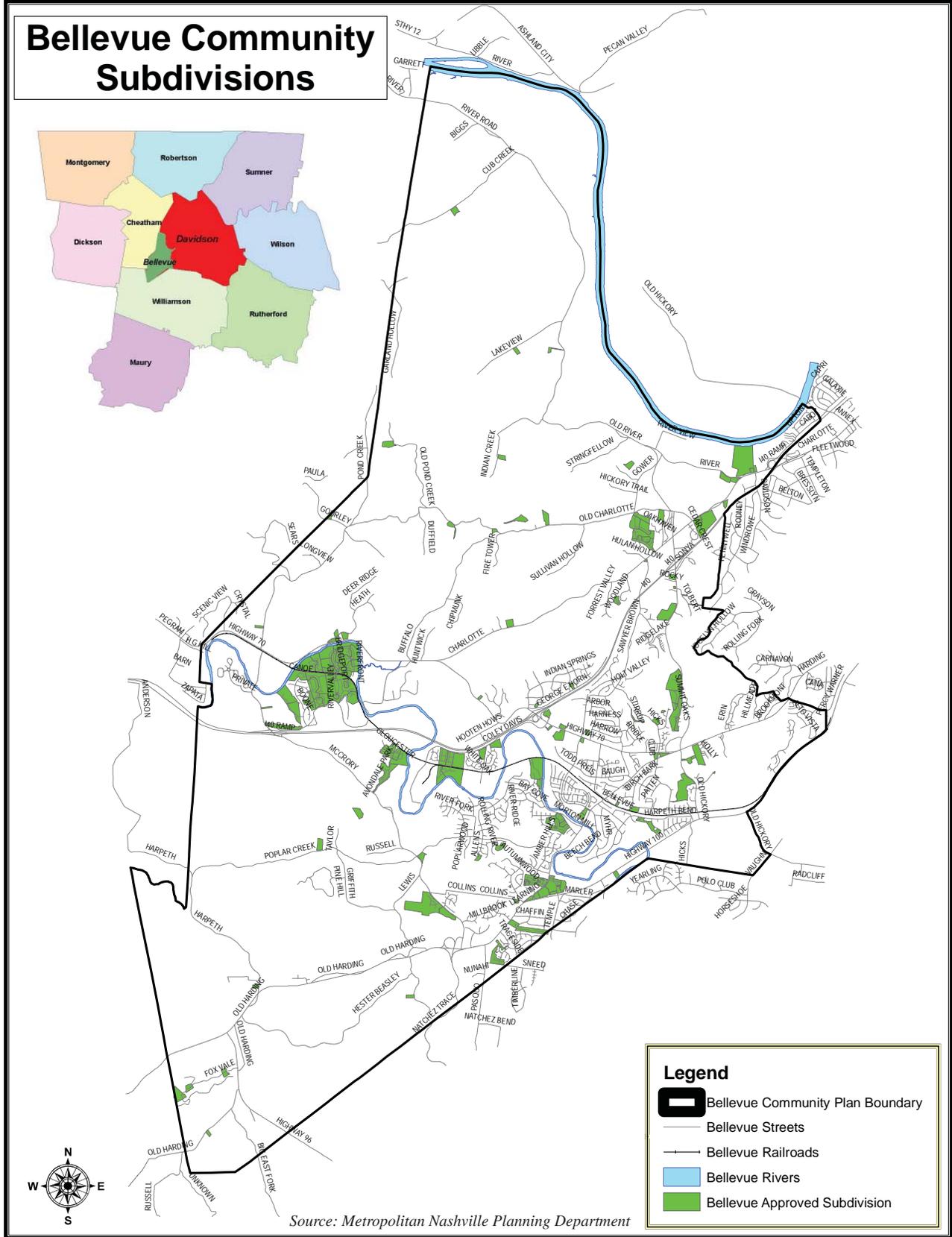
Some subdivisions have not yet received final approval (and may not). These include:

- Avondale Park, Phase 1, Section 1A – 34 lots – application for a final plat was received in 2007
- Avondale Park, Phase 2, Section 1 – 28 lots – application for a final plat was received in 2010
- Avondale Park, Phase 2, Section 2A – 12 lots – application for a final plat was received in 2010
- Avondale Park, Phase 2, Section 3A – 14 lots – application for a final plat was received in 2010
- Avondale Park, Phase 2, Section 3B – 40 lots – application for a final plat was received in 2010
- Avondale Park, Phase 2, Section 4 – 27 lots – application for a final plat was received in 2010
- Collins Valley – 7 lots – application for a preliminary plat was received in 2008
- Fox Hollow Farms – 10 lots – application for a preliminary plat was received in 2006
- Westbrook Pointe – 78 lots – application for a preliminary plat was received in 2006

BELLEVUE APPROVED SUBDIVISIONS SINCE 2003 (Lots Numbering 4 and more)		
RECORDED DATE	NUMBER OF LOTS	NAME
2/12/2003	26	RIVERSIDE PHASE 5B
2/13/2003	43	RIVERBRIDGE COMMUNITY PHASE 1A
2/13/2003	198	RIVERBRIDGE COMMUNITY
5/7/2003	17	WESTCHASE SEC 2
6/17/2003	19	POPLAR CREEK ESTATES PHASE 5 SECTION B2 1ST REV
7/9/2003	61	RIVERBRIDGE COMMUNITY PHASE 1B
8/6/2003	25	WESTCHASE SEC 3
10/14/2003	43	RIVERWALK SECTION 1 PHASE 2A
10/14/2003	44	RIVERWALK SECTION 2 PHASE 2A
12/10/2003	21	BOONE TRACE SECTION 8 PHASE 1
1/12/2004	19	SUMMIT OAKS PHASE 2
1/27/2004	36	RIVERWALK PH 2C
8/6/2004	21	BOONE TRACE SECTION 8 PHASE 2
10/15/2004	12	RIVERWALK PH 2D
10/15/2004	22	RIVERWALK PH 2B
10/15/2004	25	RIVERWALK PH 3A
2/10/2005	52	PARKVIEW AT RIVERWALK PH 1
2/11/2005	10	RIVERSIDE PHASE 6
3/9/2005	14	WOODLAND FOREST SEC 2
3/11/2005	7	SUMMIT OAKS PHASE 3
6/15/2005	28	ADDITION TO WESTCHASE SEC 6
7/5/2005	58	RIVERWALK PHASE 3C
7/5/2005	58	RIVERWALK PHASE 3C
9/29/2005	7	ADDITION TO WESTCHASE SEC 8
12/1/2005	27	ADDITION TO WESTCHASE SEC 7
1/5/2006	22	RIVERWALK PHASE 3B
2/13/2006	12	RIVERWALK PHASE 4A
3/27/2006	30	RIVERWALK PHASE 4C
4/17/2006	4	HOWS SUBDIVISION
4/17/2006	27	SUMMIT OAKS PHASE 4
5/4/2006	9	HARPETH VILLAGE PUD
9/5/2006	28	RIVERWALK PHASE 4B
11/1/2006	51	PARKVIEW AT RIVERWALK PH 2
8/7/2007	4	SHOPPES ON THE HARPETH REV 1
8/10/2007	5	RIVERSIDE PH 7 1ST REV
2/26/2008	33	AVONDALE PARL PHASE 1, SECTION 1A
4/1/2008	40	NATCHEZ POINTE
5/16/2008	12	HARPETH VALLEY PARK SUBDIVISION SECTION 1 RESUB OF LTS 1, 2, 5, 6, 7, 8, 9, 10, 16, 17, 18 & 20
7/10/2008	4	STILL SPRING RIDGE PHASE 3 SECTION 1
12/18/2008	60	AVONDALE PARK PHASE 1, SECTION 2
2/3/2009	35	RIVERBRIDGE PHASE 2 SECTION 1
3/17/2009	22	AVONDALE PARK PHASE 1, SECTION 3
3/17/2009	38	AVONDALE PARK PHASE 1 SECTION 4
3/1/2010	33	RIVERBRIDGE PHASE 2 SECTION 2
1,362 TOTAL APPROVED LOTS		

Source: Metropolitan Nashville Planning Department

Appendix C: Zoning, Subdivisions, Development and Land Uses



Appendix C: Zoning, Subdivisions, Development and Land Uses

THE BELLEVUE COMMUNITY'S APPROVED BUT NOT CONSTRUCTED RESIDENTIAL USES

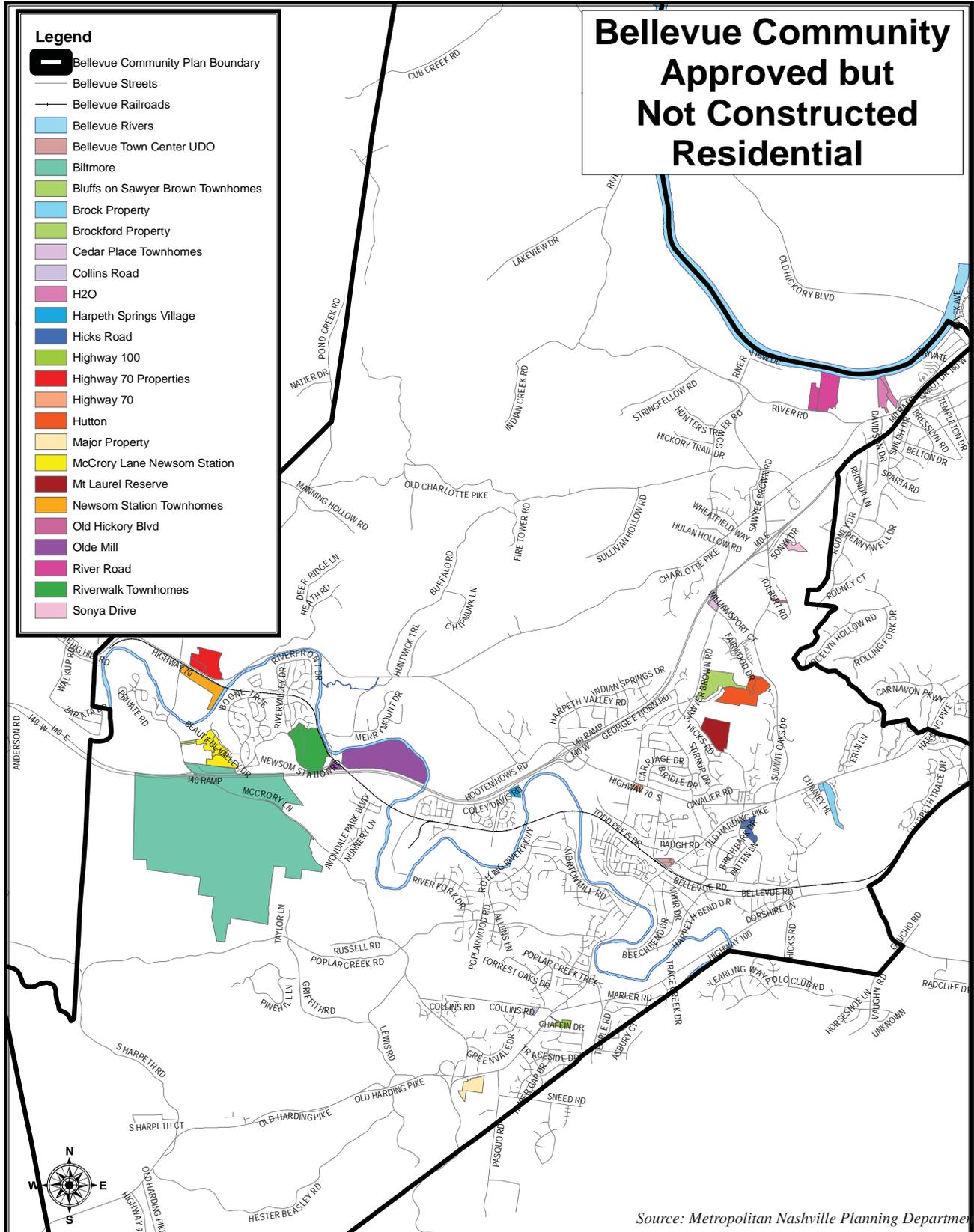
For a variety of reasons, including the economic downturn and the challenges of steep topography, the Bellevue Community has several approved residential developments that have not yet begun construction. These have been highlighted in the previous sections discussing zone changes, planned unit developments and subdivisions. In this section, these are presented together, along with a summary of housing types and a map on page C-16. These approved developments that have not yet been constructed are mentioned in Chapter II under the special policies for their respective policy area.

- Bellevue Town Center Urban Design Overlay along Old Harding Pike – Could construct 14 live work units along with retail and civic uses; approved in 2002.
- Biltmore along McCrory Lane – Could construct 441 single-family homes, 576 townhomes, and 380 apartments along with retail, restaurant, office and hotel uses; approved in 1984. Construction is anticipated to begin in 2012.
- Bluffs on Sawyer Brown Townhomes – Could build 130 townhomes; approved in 2008.
- Brock Property along Highway 70S – Could build 35 units (16 cottages and 19 townhomes); approved in 2006.
- Brockford Property along McCrory Lane – Could build 11 single-family homes; approved in 2007.
- Cedar Place Townhomes along Sawyer Brown Road – Could build 31 townhomes; approved in 2007.
- Collins Road Property – Could build 9 single-family homes; approved in 2006.
- H2O along Charlotte Pike – Could build up to 712 housing units (a mix of housing types) along with a mix of retail and offices; approved in 2008.
- Harpeth Springs Village along Coley Davis Road – Could build 98 townhomes; approved in 2007.
- Hicks Road Property (unnumbered) – Could build 50 townhomes; approved in 2001.
- 8840 Highway 70 Property – Could build 78 single-family homes; approved in 2003.
- Highway 70 Property (unnumbered) – Could build 116 housing units (mixture of housing types); approved in 2004.
- 7477, 7483, 7487, and 7501 Highway 70 Properties – Could build 104 multi-family units; approved in 1994.
- 8423 Highway 100 Property – Could build 37 single-family homes; approved in 1996.
- McCrory Lane and Newsom Station Road (unnumbered) – Could build 162 single-family units; approved in 2005.
- 5109 Moss Road Property – Could build 56 townhomes; approved in 2005.
- Mt. Laurel Reserve along Hicks Road – Could build 129 townhomes; amended in 2007.
- Newsom Station Townhomes along McCrory Lane – Could build 180 townhomes; approved in 2006.
- Old Hickory Blvd. (unnumbered) – Could build 130 condos; approved in 2001.
- Old Hickory Blvd. (unnumbered) – Could build 6 single-family/duplex units; downzoned from CL in 2008.
- Olde Mill along Newsom Station Road – Could build 248 dwelling units (197 single-family homes, 35 townhouses, and 16 two-family homes) approved in 2006.
- 5820 River Road Property – Could build 230 dwelling units (mixture of housing types); approved in 2004.
- Riverwalk Townhomes along Newsom Station Road – Could build 61 townhomes; approved in 2000.
- 7301 Sonya Drive Property – Could build 27 dwelling units (mix of housing types); approved in 2007.

If all of these developments were fully constructed, here is the breakdown of numbers and housing types they would add to the Bellevue Community. Keep in mind, however, that exact numbers are difficult to calculate with complete certainty as some residences may never be built due to steep topography and other environmental constraints.

- Single-family homes – 957 dwelling units.
- Townhomes – 1,365 dwelling units.
- Condos – 130 dwelling units.
- Multi-family – 484 dwelling units.
- Mix of housing – 1,115 dwelling units
- **Total – 4,051 dwelling units**

Appendix C: Zoning, Subdivisions, Development and Land Uses



Appendix C: Zoning, Subdivisions, Development and Land Uses

THE BELLEVUE COMMUNITY'S BUILDING PERMITS

Building permit information has been gathered for the Bellevue Community from September 2006 through April 2011. During this time 1,167 building permits were issued, totaling \$215,991,827 dollars in value.

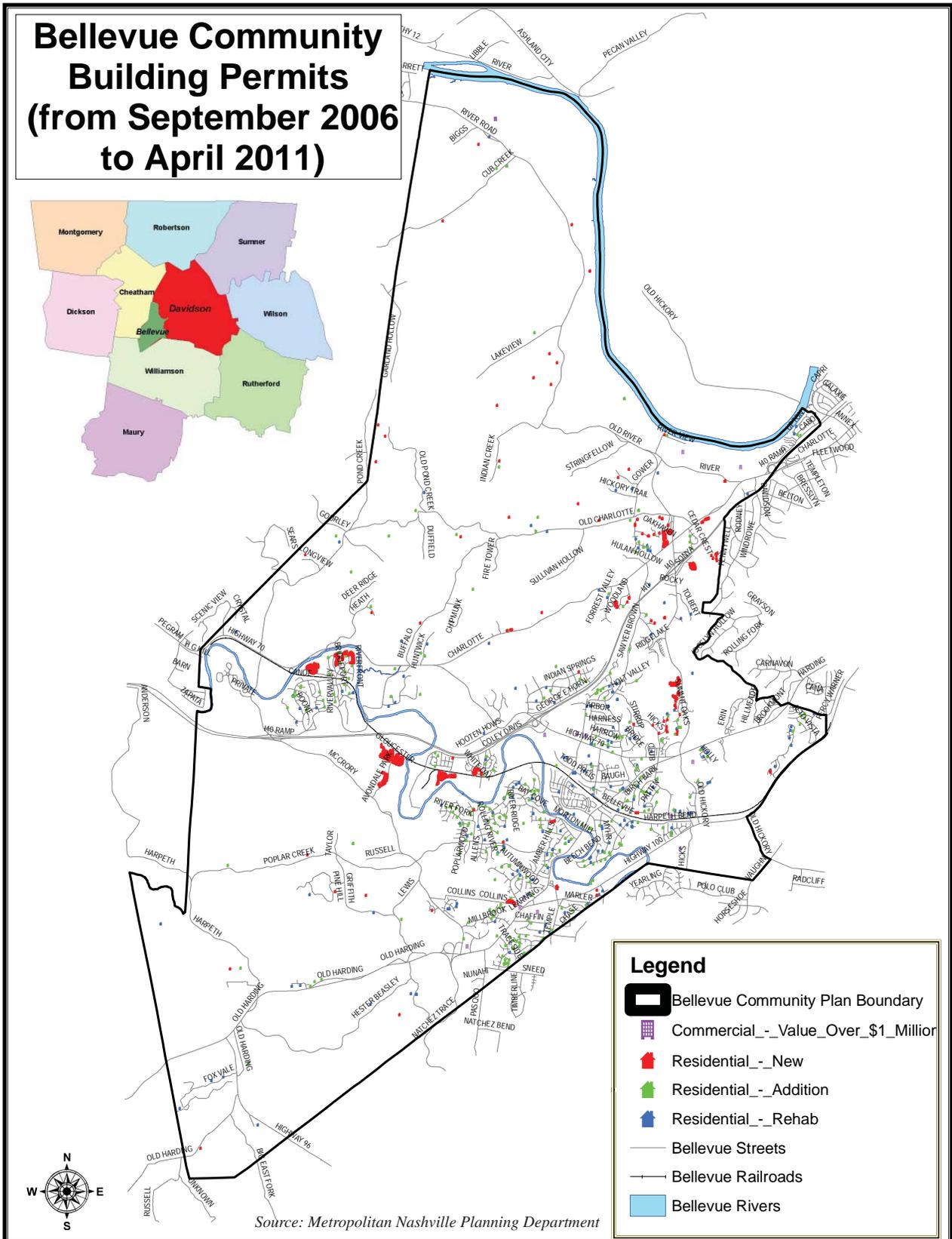
The table below breaks down the building permit information. It also breaks out permits issued prior to the May 2010 flood and those permits issued after, although it cannot be assumed that every permit post-flood was for repairing flood-related damage.

BELLEVUE BUILDING PERMITS				
From September 2006 to April 2011				
	From 09/2006 - 04/2010	From 05/2010 - 04/2011	Totals	
Residential - New				
Number of Permits	598	92	690	Number of Permits
Dollar Value	\$ 129,549,413.00	\$ 20,974,569.00	\$ 150,523,982.00	Dollar Value
Residential - Addition				
Number of Permits	233	33	266	Number of Permits
Dollar Value	\$ 8,019,652.00	\$ 1,059,513.00	\$ 9,079,165.00	Dollar Value
Residential - Rehab				
Number of Permits	149	48	197	Number of Permits
Dollar Value	\$ 4,401,880.00	\$ 930,750.00	\$ 5,332,630.00	Dollar Value
Commercial (over \$1 million)				
Number of Permits	13	1	14	Number of Permits
Dollar Value	\$ 49,165,986.00	\$ 1,890,064.00	\$ 51,056,050.00	Dollar Value
			1,167	Total Number of Permits
			\$ 215,991,827.00	Total Dollar Value

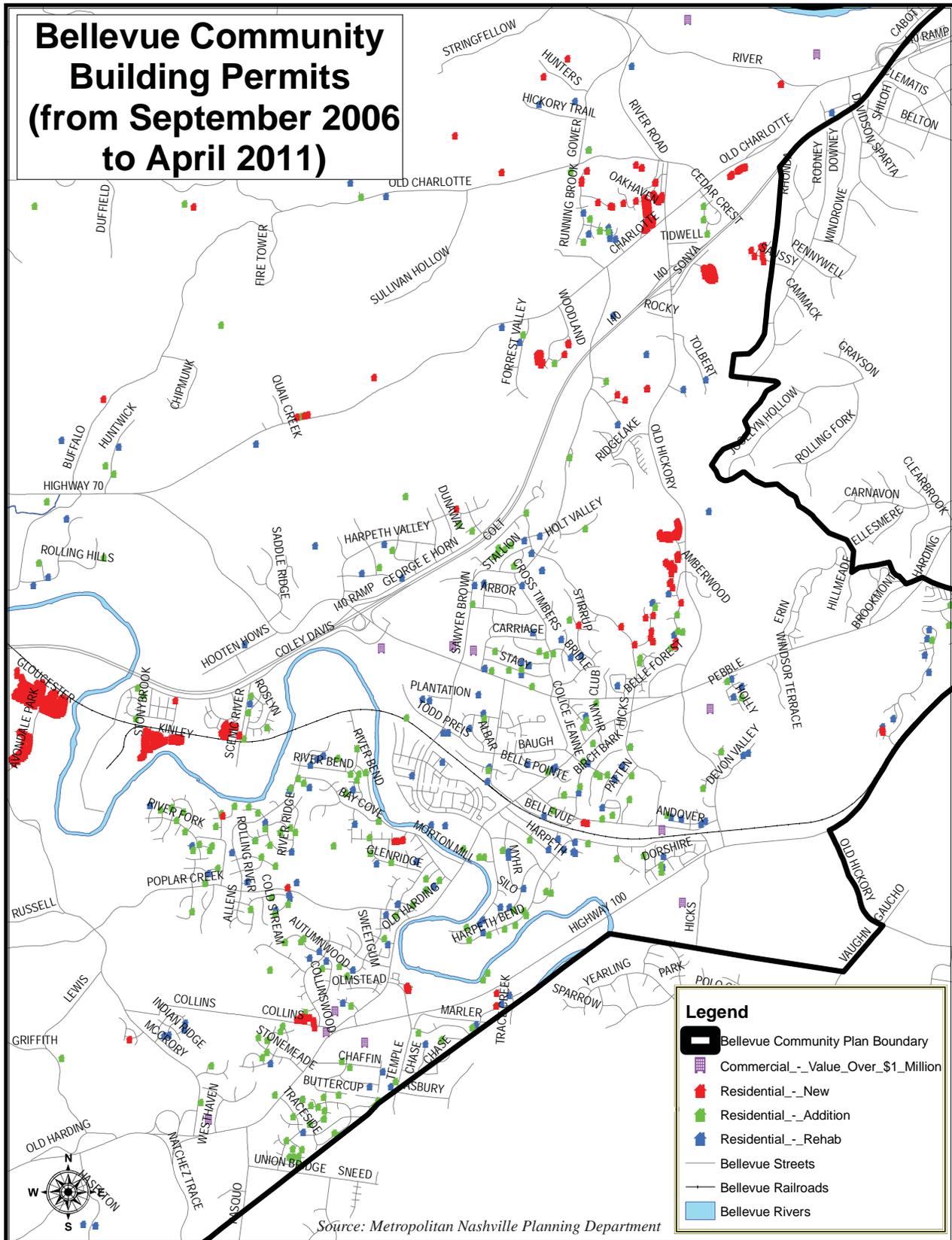
Source: Metropolitan Nashville Planning Department

Please refer to the map on page C-19, and the zoomed-in map on page C-20, for the location of building permits in the Bellevue Community.

Appendix C: Zoning, Subdivisions, Development and Land Uses



Appendix C: Zoning, Subdivisions, Development and Land Uses



Appendix C: Zoning, Subdivisions, Development and Land Uses

THE BELLEVUE COMMUNITY'S EXISTING LAND USE

The Bellevue Community Plan area contains an estimated 45,500 acres comprised of the following:

- **Parceled Land** – About 94 percent (42,839 acres) of the area consists of privately and publicly owned parcels of land, including the common area portion of condominium complexes.
- **Right-of-Way** – An estimated 5 percent (2,179 acres) is public street and railroad right-of-way.
- **Water** – Another estimated 512 acres of un-parceled water area is the Cumberland River (to the center of the river) that meanders along, forming the northern boundary of the community and Harpeth River which flows through the center of the community.

For a discussion of the portions of Bellevue that were affected by the 2010 flood, see Appendix B.

Land Use Acreage

The Bellevue Community's existing generalized land use is presented in the table on page C-23. Meanwhile, the map on page C-24 shows land uses for each property in the Bellevue Community. Generalized land use combines numerous individual land uses into broad groups such as residential, commercial, industrial or vacant. The individual land use codes are assigned to properties by the Metro Assessor of Property Office.

Residential Uses

Residential net acreage decreased from 23,230 acres in 2002 to 22,384 acres in 2011. However, the number of dwelling units increased from 16,586 in 2002 to 20,981 dwelling units in 2011. It is important to note that residential uses comprised 52 percent of the community in 2002 and still comprise 52 percent of the community in 2011. Highlights are as follows:

- **Total Housing** – All household residential development (single-family, two-family and multi-family) averaged 0.94 dwelling units per acre in 2011, increasing slightly from 0.71 units per acre in 2002.
- **Single-Family Housing** – Single-family housing averaged 0.49 units per acre in 2011, increasing slightly from 0.36 units per acre in 2002. The total acreage of single-family development decreased slightly from 21,446 acres in 2002 to 20,209 acres in 2011. (Most likely the decrease in acreage is due to the increased number of residential condominiums in the area, which have a different land use code than single-family dwellings.) However, the number of homes on these lots increased from 7,656 in 2002 to 9,866 in 2011.
- **Duplexes and Residential Combinations** – Rural Combination properties, meaning that a property has a combination of housing such as a house and a mobile home, comprise 398 acres in 2011, up from 253 acres in 2002. Duplexes showed a slight increase in density, averaging 3.56 units per acre in 2011, increasing from the 3.17 units per acre in 2002.
- **Condominium** – Condominiums (multi-family housing where the units are individually owned and not rented) have increased in the community up from 124 acres with 3,087 units in 2002 to 749 acres and 4,659 units in 2011. However, overall units per acre have decreased significantly from 24.93 units per acre in 2002 to 6.22 units per acre in 2011. Most likely, this is due in part to changes in land classifications dealing with common areas of condominiums and projects. These classification changes began in 2002 and are complete now.
- **Rental Multi-Family Housing** – The acreage of land used by apartments has decreased from 1,284 acres in 2002 to 787 acres in 2011, while the number of dwelling units has increased slightly from 5,440 in 2002 to 5,755 units in 2011. Apartment averaged 10.91 units per acre in 2011, increasing from 6.01 units per acre in 2002.

Appendix C: Zoning, Subdivisions, Development and Land Uses

Nonresidential Uses

This category of land uses includes offices, medical uses, commercial, industrial, parking and community services.

- Overall Mix – Nonresidential uses comprise approximately 7 percent of the community, up from 6 percent in 2002.
- Office Uses – Office uses comprise 0.16 percent of the community in 2011, up slightly from 0.13 percent in 2002.
- Commercial Uses – The percentage of commercial uses in the community remains roughly the same, 1.22 percent in 2011 and 1.19 percent in 2002.
- Industrial Uses – Industrial uses increased slightly to 0.65 percent of uses in 2011, up from 0.50 percent in 2002.
- Civic and Public Benefit Uses – These uses comprise the largest percentage, 5 percent, of non-residential land uses in Bellevue, increasing from 4 percent in 2002.
- Intensity of Development – The intensity of office, commercial, and industrial development measured in square footage of floorspace increased considerably by 1,334,463 square feet. In 2002, the total floor space of this group was estimated to be 2,729,767 square feet, with an average ratio of floorspace to land area (FAR) of 0.08:1. In 2011, according to land use information records, the community contained 4,064,230 square feet of office, commercial and industrial floor space; however, the floor/area ratio only increased slightly to 0.11:1.
- Parking – Parcels for which parking is the primary use decreased from 5 acres in 2002 to 3 acres in 2011.

Vacant Land

Land classified as vacant, which for the most part includes land without buildings on it, increased slightly by 64 acres from 17,337 acres in 2002 to 17,401 acres in 2011.

- Vacant Residential – Vacant residential properties comprise 40 percent of properties in the community, decreasing slightly from 17,122 acres in 2002 to 17,050 acres in 2011.
- Vacant Commercial – Vacant commercial properties comprise less than 1 percent of properties in the community, increasing slightly from 215 acres in 2002 to 308 acres in 2011.
- Vacant Industrial – In 2002, no properties were classified as vacant industrial; in 2011, 43 acres was classified in this category.

Summary

A large majority of land uses in the Bellevue Community are residential – 92 percent of properties. Of this, 47 percent is single-family, 40 percent is vacant residential land (primarily single-family), less than 2 percent is condominiums (multi-family that is owner-occupied) and less than 2 percent is apartments (multi-family that is renter-occupied). Nonresidential uses comprise 7 percent of land uses. Of this, 2 percent is office/commercial/industrial and 5 percent is civic/public benefit uses. Please refer to the table below for a summary of changes between 2002 and 2011.

CHANGES IN MAJOR LAND USE GROUPS 2002 - 2011					
Group	2002		2011		2011 % Change
	Acres	%	Acres	%	
All Residential	23,332	52.7%	22,384	52.3%	-0.4%
Office, Commercial, Industrial, and Parking	807	1.8%	877	2.1%	0.3%
Civic and Public Benefit Uses	1,807	4.1%	2,175	5.1%	1.0%
Vacant	17,337	39.2%	17,401	40.6%	1.4%
Miscoded	993	2.2%	0	0.0%	-2.2%
TOTAL PARCEL ACRES	43,283	98%	42,843	100%	

Source: Metropolitan Nashville Planning Department

Appendix C: Zoning, Subdivisions, Development and Land Uses

BELLEVUE COMMUNITY GENERALIZED EXISTING LAND USE FEBRUARY 2011						
RESIDENTIAL USES ¹	ACRES	% OF TOTAL PARCEL ACRES	TOTAL DWELLING UNITS	% OF TOTAL UNITS	UNITS PER ACRE	
Single Family Detached Subtotal	20,208.57	47.17	9,866	47.02	0.49	
Rural (>2 ac/du)	17,045.45	39.79	1,261	6.01	0.07	
Conventional Urban/Suburban (<2 ac/du)	3,163.12	7.38	8,605	41.01	2.72	
Duplexes and Combinations Subtotal	636.24	1.49	318	1.52	0.50	
Conventional Duplexes	79.79	0.19	284	1.35	3.56	
Conventional Triplexes	1.56	0.00	6	0.03	3.85	
Residential Combo	157.00	0.37	9	0.04	0.06	
Rural Combination	397.89	0.93	19	0.09	0.05	
Condos Subtotal	749.07	1.75	4,659	22.21	6.22	
Residential Condominiums ²	749.07	1.75	4,659	22.21	6.22	
Apartments Subtotal	786.84	1.84	5,755	27.43	7.31	
Apartment Low Rise	786.84	1.84	5,755	27.43	7.31	
Household Residential on Nonresidentially Coded Parcels Subtotal	0.00	0.00	380	1.81	n/a	
HOUSEHOLD RESIDENTIAL TOTAL	21,593.88	50.41	10,564	50.35	0.49	
NonHousehold Residential Total ³	3.03	0.01	3	0.01	0.99	
RESIDENTIAL GRAND TOTAL	22,383.75	52.25	20,981	100.00	0.94	
NONRESIDENTIAL USES	ACRES	% OF TOTAL PARCEL ACRES	TOTAL FLOORSPACE (SQ. FT.)	% OF SUBTOTAL	FLOOR/ AREA RATIO ⁴	
Office, Commercial & Industrial Subtotal	876.83	2.05	4,064,230	100.00	0.11	
Office: Non-Medical	61.14	0.14	315,008	7.75	0.12	
Office: Medical	6.64	0.02	54,781	1.35	0.19	
Clinic or Hospital	5.39	0.01	27,942	0.69	0.12	
Commercial: Retail	382.20	0.89	2,796,070	68.80	0.17	
Commercial: Hotels and Motels	10.21	0.02	134,691	3.31	0.30	
Commercial: Attractions	24.36	0.06	171,205	4.21	0.16	
Commercial: Other	106.61	0.25	385,386	9.48	0.08	
Industrial	280.28	0.65	179,147	4.41	0.01	
Auto Parking (principal use) Subtotal	2.55	0.01	n/a	100.00	n/a	
Civic & Public Benefit Uses Subtotal	2,174.53	5.08	n/a	100.00	n/a	
Community Facilities	1,577.61	3.68	n/a	72.55	n/a	
Parks, Golf Courses & Other Open Space	596.92	1.39	n/a	27.45	n/a	
NONRESIDENTIAL USES TOTAL	3,053.91	7.13	4,064,230	100.00	n/a	
VACANT						
Vacant Residential	17,050.14	39.80	n/a	n/a	n/a	
Vacant Commercial	307.83	0.72	n/a	n/a	n/a	
Vacant Industrial	43.04	0.10	n/a	n/a	n/a	
VACANT LAND TOTAL	17,401.01	40.62	n/a	n/a	n/a	
Miscoded, uncoded or miscellaneous parcels	0	0.00	n/a	n/a	n/a	
TOTAL PARCEL ACRES	42,839	100.00				
Estimated Right-of-Way Total	2,179		n/a	n/a	n/a	
Estimated Water Area Total	512		n/a	n/a	n/a	
COMMUNITY GRAND TOTAL AREA	45,530					

Source: Metropolitan Planning Commission, February 2011

¹ All household residential acreage figures include accessory parcels with residential land use codes and no dwelling units; "2 & 3 Unit Structures" includes parcels with residential units in two or more residential use codes

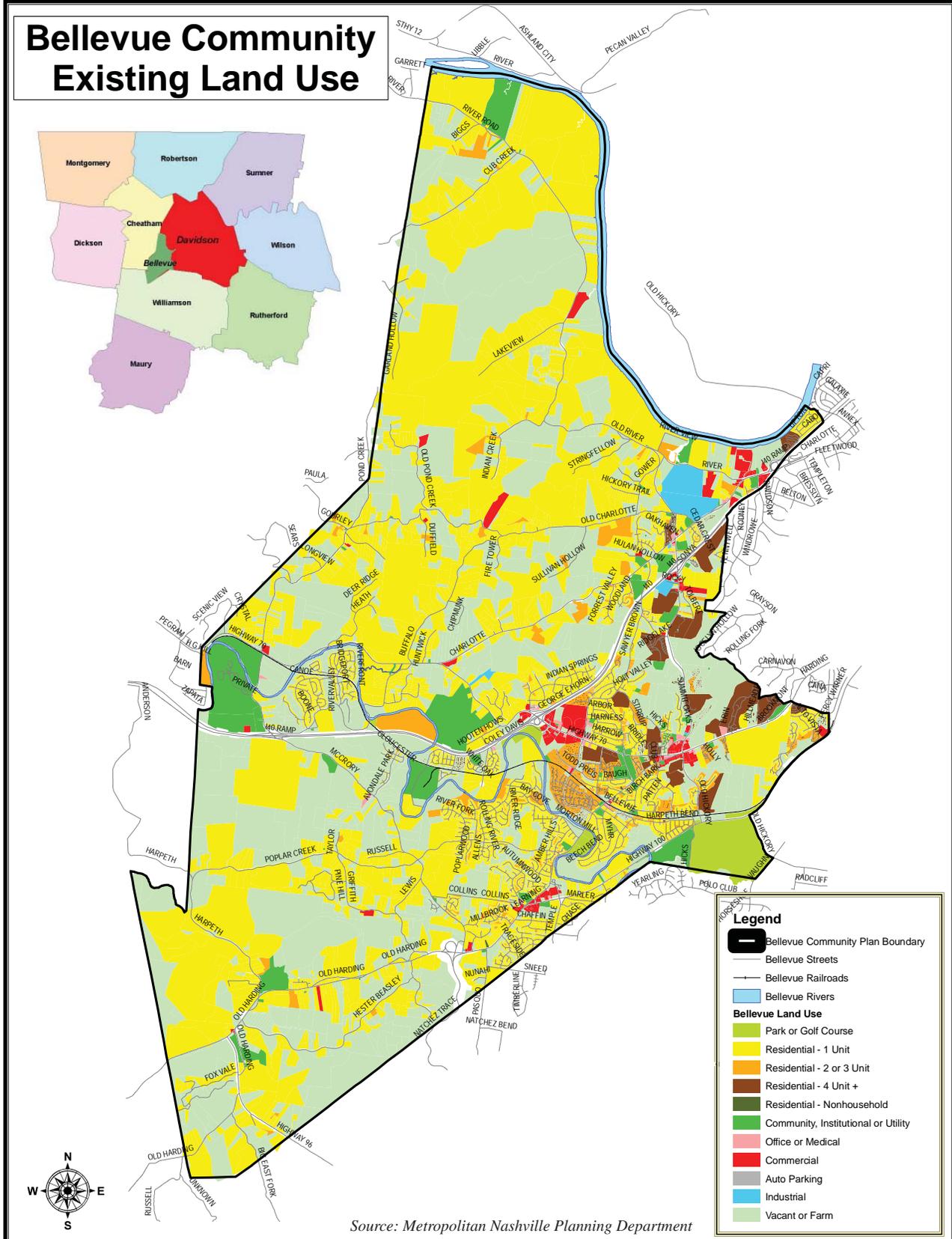
² Includes condominium common area that is not parceled land

³ Includes uses such as dormitories, rooming units and other group quarters

⁴ Ratio of floor area divided by land area

Note: this table does not include land use information related to any property leaseholds in the community; nor does it include residential development on parcels in other land use codes, except as noted in footnotes 2 and 3.

Appendix C: Zoning, Subdivisions, Development and Land Uses



Appendix C: Zoning, Subdivisions, Development and Land Uses



Whites Bend Farm

Appendix C: Zoning, Subdivisions, Development and Land Uses

EXAMPLE OF SUSTAINABLE DEVELOPMENT: AGRARIAN AND AGRICULTURAL URBANISM

In his book, *Garden City: Theory and Practice of Agrarian Urbanism*, Andres Duany of Duany Plater-Zyberk presents four models of agriculture-related planning, including methods to save existing farmland and ways to cultivate land within existing urban and suburban areas. The four models are.

1. *Agricultural Retention* includes an array of techniques to save existing farmland. Mostly, these techniques operate at the regional scale through land trusts and farmland trusts to save farmland and open space.
2. *Urban Agriculture* focuses on cultivating food within existing cities and suburbs, sometimes using space that is underutilized, including community gardens on vacant parcels. The food production is supported by distribution and processing systems such as farmers' markets, community kitchens and food co-operatives.
3. *Agricultural Urbanism* focuses on settlements with working farms. The communities are built to be associated with farms, but the residents are not directly involved with farming activities. Examples include Serenbe near Atlanta, Prairie Crossing outside Chicago, and New Town St. Charles near St. Louis.
4. *Agrarian Urbanism* focuses on settlements where the entire society is involved with food and its production at all levels - organizing, growing, processing, distributing, cooking and eating it. This community model transforms food-importing suburbs into communities directly involved with local food production and consumption. An example is Southlands Vancouver, Canada.

As stated above, Agrarian Urbanism differs from Urban Agriculture (cities retrofitted to grow food) and Agricultural Urbanism (communities built to be associated with farms). In Agrarian Urbanism, the community is directly involved with growing food and members have their chosen amount of land for food production. For instance, single-family homes have food-producing gardens instead of lawns while other housing types may share community gardens. The commitment to hand-tended agriculture would be part of their legally binding agreement with the homeowners' association. The community's center is comprised of a "market square" with uses such as green markets, restaurants, cooking schools, and agricultural schools. Compared with master planned golf course or equestrian communities who employ groundskeepers and landscapers, an agrarian community would direct similar funds to including food bearing plants as part of landscaping, food growing, a garden club, and community supported agriculture (CSA). Agrarian communities allow compact mixed use development on a portion of the site while preserving and connecting agricultural lands and open spaces on the remaining land.



Cumberland River Farmland



Farmers Market



Highway 100 Farm

Appendix C: Zoning, Subdivisions, Development and Land Uses

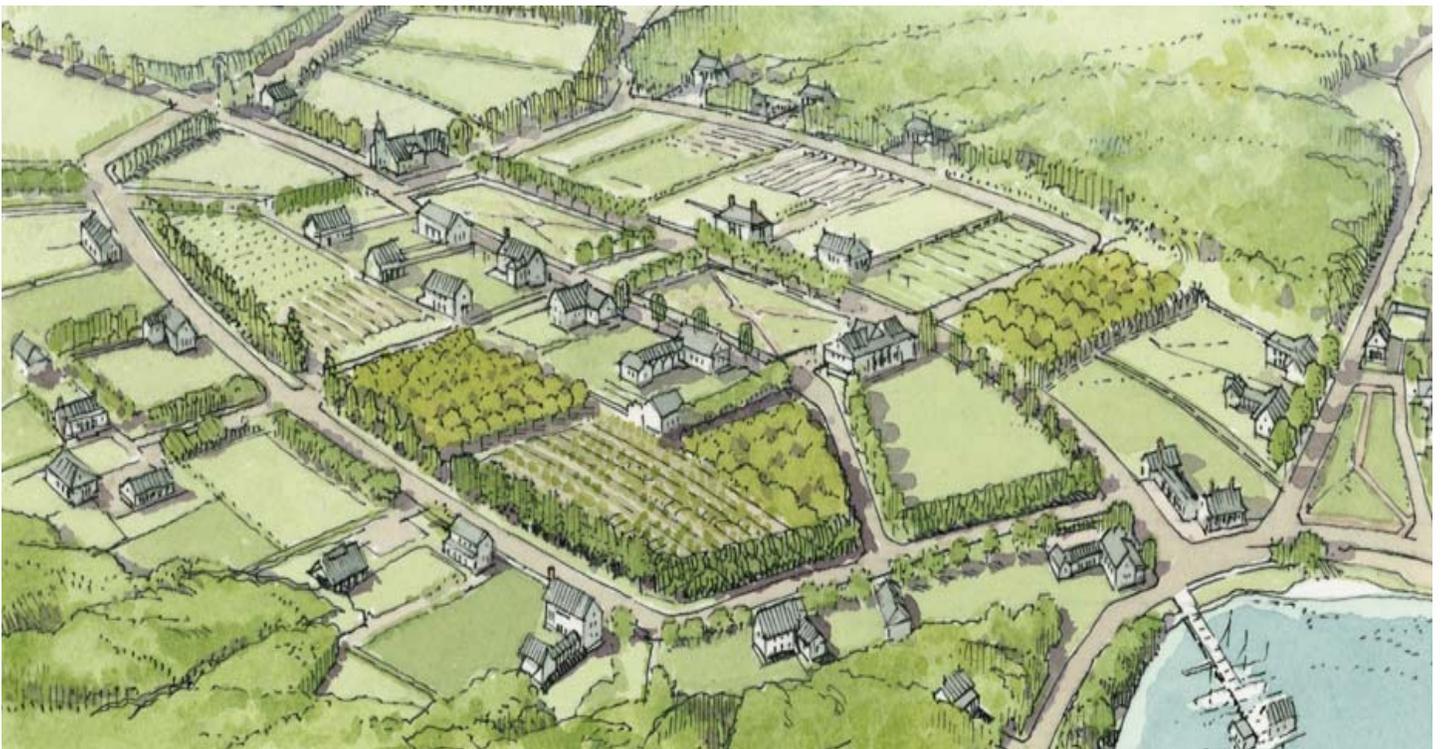
The tenets of Agricultural Urbanism (communities built to be associated with farms) and Agrarian Urbanism (communities built to be directly involved with farming) are applicable to portions of Bellevue. While these concepts would be implemented by the private sector and community, a focus on agricultural activities could assist in preserving floodplain land for agricultural use, preserving rich agricultural lands, increasing the amount of pervious land for water collection and filtration, fostering local food production, decreasing the costs of transporting food and creating job opportunities. Some of these concepts are also shown in the Development Scenario for the Brookmeade site in Chapter II, beginning on page 116.

For additional information on Agrarian and Agricultural Urbanism and case studies, visit www.dpz.com/.

Source: Garden Cities: Theory & Practice of Agrarian Urbanism by Andres Duany and Duany Plater-Zyberk & Company



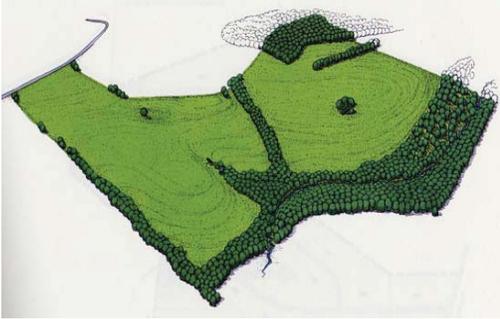
Agricultural Urbanism Example



Courtesy of Duany Plater-Zyberk: Aerial View of Sandy Point, NC

Appendix C: Zoning, Subdivisions, Development and Land Uses

EXAMPLE OF SUSTAINABLE DEVELOPMENT: CONSERVATION SUBDIVISIONS



Undeveloped rural land



Conventional Subdivision Design spreads development across the entire site adding increased development and infrastructure costs and retaining little of the rural character or natural site features.



In Conservation Subdivision Design, housing is clustered on smaller lots and 50% or more of the tract in a conservation easement, ensuring that the open space will remain undeveloped.

Conservation Subdivisions are a tool for developing single-family residential communities in rural areas as defined in the *Subdivision Regulations*. In a Conservation Subdivision, 50 percent or more of the land is dedicated to permanent protection. This development concept is an alternative to conventional lot-by-lot subdivisions in rural areas that often spread development throughout a tract with little regard to impacts on natural and cultural features.

Conservation lands are comprised of primary and secondary conservation areas. Primary conservation areas include the 100-year floodplain, perennial and intermittent streams and associated buffers, contiguous slopes over 20 percent, wetlands, habitat for rare/threatened/endangered species, archeological sites, cemeteries and burial grounds. Secondary conservation areas include existing healthy, native forests of at least one-acre contiguous area, prime farmland soils and land in agricultural use, designated historic and specimen trees, other natural features, scenic viewsheds, existing and planned trails, and contiguous slopes between 15 and 20 percent.

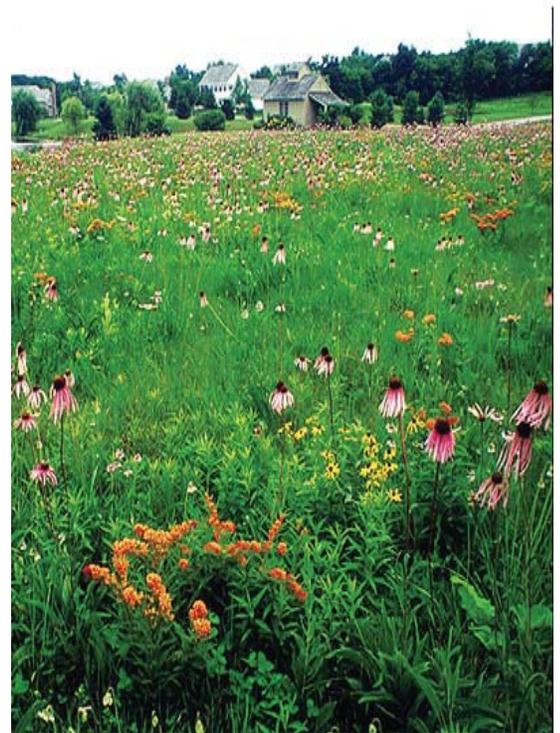
This tool could be useful in certain portions of Bellevue to assist in preserving sensitive environmental features and tree cover, improving water filtration and preserving water quality, and providing open space amenities in close proximity to residential development.

Additional information on Conservation Subdivision may be found at: www.conservation subdivisions.org/ and www.swircd.org/pdf/conservation%20subdivision%20design%20handbook.pdf.

Appendix C: Zoning, Subdivisions, Development and Land Uses



Conventional Subdivision Design creates large lots and minimum conservation of natural features and open space.



Delafield, WI



Conservation Subdivision Design preserves open space as a community amenity while disturbing less of a site.



Cloverdale, MN



Lakeland, TN

Appendix C: Zoning, Subdivisions, Development and Land Uses



Hester Beazley Road Farm

Appendix D: Historical Properties

THE BELLEVUE COMMUNITY'S HISTORICAL PROPERTIES

The list of historically significant features identifies historically significant sites, buildings and features within the Bellevue Community. As of November 2011, there are a total of 300 historic features in the Bellevue Community:

- 8 features listed on the National Register of Historic Places
- 27 features designated as National Register Eligible
- 265 features designated Worthy of Conservation

There were new historically significant features identified during the 2011 Bellevue Community Plan Update. The most noteworthy additions were two historically significant subdivisions and a collection of properties in the Poplar Creek area that were added to the historic properties list.

The Huntwick Estates and Merrymount Acres subdivisions were identified as areas Worthy of Conservation because they are expected to reach “historic” age during the community plan’s seven- to ten-year planning horizon. These subdivisions were identified because they would meet the requirement to be considered Eligible for the National Register of Historic Property – that a property or structure is at least 50 years old. These subdivisions were also identified because of their significant mid-to-late century residential architecture. The impact of Worthy of Conservation status is described below.

Properties were also added as a part of the Poplar Creek rural historic district which was also identified as Worthy of Conservation. While there is no regulatory meaning to the ‘rural historic district’ description, the Metropolitan Historical Commission called it such because it was a collection of properties that contain significant rural architecture (farmhouses, barns, and silos), has historic associations, and unique rural landscape features.

A significant number of Worthy of Conservation sites and features were added to the Historic Properties list during the 2011 Bellevue Plan Update. During this update, 265 features were identified as Worthy of Conservation; the 2003 Bellevue Community Plan Update identified 21 features. This increase in identified features is a testament to the Bellevue Community’s rich historical past and the Metropolitan Historical Commission’s commitment to identifying and preserving as many of those features as possible.

The Metropolitan Historical Commission

The Metropolitan Historical Commission works with the Planning Department to review the impacts of development applications on historic resources. The Historical Commission also works with individual property owners and communities in the pursuit of appropriate historic protections and designations. The following defines the various designations used by the Metropolitan Historical Commission.

National Register of Historic Places Designation

The National Register of Historic Places designation describes districts, structures, and places viewed as historic resources that are highly significant at the national scale. The National Register is a federal program administered by the Department of the Interior. Listing in the National Register is honorary – a way to recognize the district as an intact and important part of Nashville’s, and thus America’s, history

Appendix D: Historical Properties

Since the National Register of Historic Places is a designation of status, it does little to protect against local zoning regulations. The National Register designation does not prohibit demolition or alteration of historic properties. The Designation does protect against actions of the federal government, more specifically federally funded projects. The National Register designation initiates the review and mitigation of any adverse impacts of a federally funded project on a historic resource. The Historical Commission executes a review under the National Historic Preservation Act, when a project involving federal funding or licensing is due to affect a historic resource.

Eligible for the National Register Designation

The Eligible for the National Register designation describes properties that are eligible for the National Register of Historic Places, but a formal nomination has not yet been pursued. Individual property owners and volunteers may work the Nashville Historical Commission to pursue nomination.

The Eligible for National Register designation has the same protections as a fully recognized historic landmark. This status is offered with the understanding that not every historic landmark has the opportunity to be nominated as this is a voluntary action. Thus, the lack of interest does not diminish its historic significance, and the same protections are applied.

Worthy of Conservation Designation

The Worthy of Conservation designation is a local designation for properties that are historically significant to a neighborhood or community. Worthy of Conservation designation affords no additional protections to the property. Rather, it notes the property's age and value to the community. Private property owners may pursue additional protections under local zoning designations. In Nashville, there are two zoning districts – the Historic Zoning District and the Neighborhood Conservation District – that provide additional protection for historic structures.

Historic Zoning Overlay District and Neighborhood Conservation Overlay District

These zoning districts are applied to neighborhoods instead of individual properties. Criteria include contiguous areas where the overall planning, landscaping, and built environment are linked to a significant historic time period; age (usually 50 years or older); designer; developer; and architectural style are also reviewed in the designation of a historic district. The Historic Zoning Overlay District and Neighborhood Conservation Overlay District help to manage growth and change in a neighborhood by requiring a public review of demolitions, new construction, additions, and structures relocated into or out of a community. Where there are *individual* properties with the Worthy of Conservation designation, a Specific Plan zoning district or a Neighborhood Landmark District overlay zoning designation may be utilized for individual development applications, to encourage the protection of local historic resources on individual properties. As of November 15, 2011, there are no historic zoning districts or neighborhood conservation districts identified in the Bellevue Community.

National Historic Landmark Designation

The National Historic Landmark District is most often listed in the National Register of Historic Places either individually or as part of a district. Designation as a Historic Landmark District also honors a Nashville landmark's historical significance, but with that recognition, historic zoning protects the building or site's unique character by requiring review of exterior work on buildings. Historic Landmark Districts are locally designated and administered by the Metropolitan Historic Zoning Commission (MHZC), an agency of the Metropolitan Government of Nashville and Davidson County. As of November 15, 2011, there are no historic landmarks identified in the Bellevue Community.

For additional information on the historic zoning designations visit: www.nashville.gov/mhc/index.asp

Please refer to the Historically Significant Properties table on page D-3 and the series of Historic Properties maps, beginning on page D-12, for the listing and location of historic properties in the Bellevue Community.

Appendix D: Historical Properties

Bellevue Historically Significant Properties			
PROPERTY NAME	MAP/PARCEL NUMBER	CATEGORY	SPECIAL POLICY AREA
Properties Listed on the National Register of Historic Properties (NR Designation)			
Dozier Farm and House	6600003000	NR	06-CO-01 06-T2-NE-01
Hows-Madden House	12700014000	NR	06-T2-NM-01
Newsom's Mill	12600007100	NR	06-T3-OS-02
Smith Farmhouse	16900008700	NR	06-CO-01
Natchez Trace Parkway	Natchez Trace from Highway 100 to Davidson County Line	NR	06-T1-OS-02
Edwin Warner Park	15700000100	NR	06-T1-OS-05
Devon Farm	15600004700	NR	06-T1-POS-02
Bellevue II/DeMoss House	14200018800	NR	06-T3-NM-03
Properties Listed as Eligible for the National Register of Historic Properties (NRE Designation)			
Jordan Family Graveyard	8900000600	NRE	06-CO-01
Jordan Farm	10000001800	NRE	06-CO-01
Jordan Farm	10000002000	NRE	06-CO-01
Robertson Farm	11400000300	NRE	06-CO-01
Newsom's Station Historic District	12600007100	NRE	06-CO-01 T3-OS-02
Newsom House (Ezell House)	14000000800	NRE	06-CO-01
Pinkerton Farm	14100002000	NRE	06-CO-01 06-T3-NM-01
DeMoss Family Graveyard	14200003900	NRE	06-T3-NM-03 06-T3-NC-01
Pinkerton Farm Historic District	15400000100	NRE	06-CO-01
Jordan Family Graveyard	8900001700	NRE	06-CO-01
Pinkerton Farm Historic District	15400027500	NRE	06-CO-01
Greer Farm	16700000300	NRE	06-CO-01
Old Harpeth School	16800006900	NRE	06-CO-01
Beech Grove/Allison Farmstead	16800016700	NRE	06-CO-01
Linton-Gore House	17700000300	NRE	06-CO-01
South Harpeth Church of Christ and Cemetery	17800001000	NRE	06-CO-01
Clearwater Beach Resort	17800001300	NRE	06-CO-01
Clearwater Beach Resort	17800001400	NRE	06-CO-01
Clearwater Beach Resort	17800001401	NRE	06-CO-01
Clearwater Beach Resort	17800001402	NRE	06-CO-01
Linton House/County Line Farm	17800002400	NRE	06-CO-01
Clearwater Beach Resort	17800003000	NRE	06-CO-01

Appendix D: Historical Properties

Johnson Linton House	17800003500	NRE	06-CO-01
Federal Army Bridge #1	Harpeth River CSX Railroad Bridge east of Morton Mill Road.	NRE	06-CO-01
Federal Army Bridge #2	Harpeth River CSX Railroad Bridge west of River Bend Way	NRE	06-CO-01
Federal Army Bridge #3	Harpeth River CSX Railroad Bridge east of Avondale Park Boulevard	NRE	06-CO-01
Federal Army Bridge #4	Harpeth River CSX Railroad Bridge east of McCrory Lane	NRE	06-CO-01
Properties Worthy of Conservation (WOC Designation)			
Federal Army Bridge #5	CXS Railroad Bridge north of Coley Davis Road	WOC	06-CO-01
Dozier House	8800001400	WOC	06-CO-01
King House (demolished?)	10000001000	WOC	06-CO-01
Double Pen House	10100006100	WOC	06-CO-01
Watkins Bible Church/Christ Community	10100015800	WOC	06-CO-01 06-T2-NM-01
Hibbits House	12700024600	WOC	06-T3-NM-08
Log farmhouse	15400001900	WOC	06-CO -01
Brick, Tudor details	8800007800	WOC	06-CO -01
General Store and Bungalow	8900000100	WOC	06-CO -01
Farmstead	10000008800	WOC	06-CO -01
Fire Tower	11300008800	WOC	06-CO -01
Farmhouse	11400000800	WOC	06-CO -01
Stephan's House	11400027600	WOC	06-CO -01
Huntwick Estates	12700014100	WOC	06-CO -01
Huntwick Estates	12700014200	WOC	06-CO -01
Huntwick Estates	12700014300	WOC	06-CO -01
Huntwick Estates	12700014400	WOC	06-CO -01
Huntwick Estates	12700014500	WOC	06-CO -01
Huntwick Estates	12700014600	WOC	06-CO -01
Huntwick Estates	12700014700	WOC	06-CO -01
Huntwick Estates	12700014800	WOC	06-CO -01
Huntwick Estates	12700015000	WOC	06-CO -01
Huntwick Estates	12700015100	WOC	06-CO -01
Huntwick Estates	12700015200	WOC	06-CO -01
Huntwick Estates	12700015300	WOC	06-CO -01
Huntwick Estates	12700015400	WOC	06-CO -01
Huntwick Estates	12700015500	WOC	06-CO -01
Huntwick Estates	12700015600	WOC	06-CO -01
Huntwick Estates	12700015700	WOC	06-CO -01

Appendix D: Historical Properties

Huntwick Estates	12700015800	WOC	06-CO -01
Huntwick Estates	12700015900	WOC	06-CO-01
Huntwick Estates	12700016000	WOC	06-CO-01
Huntwick Estates	12700016100	WOC	06-CO-01
Huntwick Estates	12700016200	WOC	06-CO-01
Huntwick Estates	12700016800	WOC	06-CO-01
Huntwick Estates	12700017000	WOC	06-CO-01
Huntwick Estates	12700017100	WOC	06-CO-01
Merrymount Acres	12700024600	WOC	06-CO-01
Merrymount Acres	12709000500	WOC	06-CO-01
Merrymount Acres	12709000600	WOC	06-CO-01
Merrymount Acres	12709000800	WOC	06-CO-01
Merrymount Acres	12709000900	WOC	06-CO-01
Merrymount Acres	12709001000	WOC	06-CO-01
Merrymount Acres	12709001100	WOC	06-CO-01
Merrymount Acres	12709001200	WOC	06-CO-01
Merrymount Acres	12709001300	WOC	06-CO-01
Merrymount Acres	12710000500	WOC	06-CO-01
Merrymount Acres	12710000700	WOC	06-CO-01
Merrymount Acres	12710000800	WOC	06-CO-01
Merrymount Acres	12710000900	WOC	06-CO-01
Merrymount Acres	12710001000	WOC	06-CO-01
Merrymount Acres	12710001100	WOC	06-CO-01
Merrymount Acres	12710001200	WOC	06-CO-01
Merrymount Acres	12710001300	WOC	06-CO-01
Merrymount Acres	12710001400	WOC	06-CO-01
Merrymount Acres	12710001600	WOC	06-CO-01
Merrymount Acres	12710001800	WOC	06-CO-01
Merrymount Acres	12710002000	WOC	06-CO-01
Merrymount Acres	12710002100	WOC	06-CO-01
Merrymount Acres	12710002300	WOC	06-CO-01
Merrymount Acres	12710002500	WOC	06-CO-01
Merrymount Acres	12711000100	WOC	06-CO-01
Merrymount Acres	12711000200	WOC	06-CO-01
Merrymount Acres	12713000300	WOC	06-CO-01
Merrymount Acres	12713000400	WOC	06-CO-01
Merrymount Acres	12713000700	WOC	06-CO-01
Merrymount Acres	12713000900	WOC	06-CO-01
Merrymount Acres	12713001000	WOC	06-CO-01
Merrymount Acres	12713001200	WOC	06-CO-01
Merrymount Acres	12713001300	WOC	06-CO-01

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Merrymount Acres	12713001400	WOC	06-CO-01
Merrymount Acres	12713001800	WOC	06-CO-01
Merrymount Acres	12713001900	WOC	06-CO-01
Merrymount Acres	12713002600	WOC	06-CO-01
Merrymount Acres	12713002700	WOC	06-CO-01
Merrymount Acres	12713002900	WOC	06-CO-01
Merrymount Acres	12713003000	WOC	06-CO-01
Merrymount Acres	12713003300	WOC	06-CO-01
Merrymount Acres	12713003500	WOC	06-CO-01
Merrymount Acres	12713003700	WOC	06-CO-01
Sri Ganesha Temple	12800006300	WOC	06-CO-01
Poplar Creek Road rural historic district	14100004100	WOC	06-CO-01
Brick Bungalow	14200002200	WOC	06-CO-01
Central Hall House w/Stone Chimneys	15300000900	WOC	06-CO-01
Poplar Creek Road rural historic district	15400000100	WOC	06-CO-01
Poplar Creek Road rural historic district	15400000300	WOC	06-CO-01
Poplar Creek Road rural historic district	15400000400	WOC	06-CO-01
Poplar Creek Road rural historic district	15400000500	WOC	06-CO-01
Poplar Creek Road rural historic district	15400000600	WOC	06-CO-01
Poplar Creek Road rural historic district	15400000800	WOC	06-CO-01
Poplar Creek Road rural historic district	15400000900	WOC	06-CO-01
Poplar Creek Road rural historic district	15400001400	WOC	06-CO-01
Poplar Creek Road rural historic district	15400001500	WOC	06-CO-01
Poplar Creek Road rural historic district	15400001600	WOC	06-CO-01
Poplar Creek Road rural historic district	15400001700	WOC	06-CO-01
Poplar Creek Road rural historic district	15400001800	WOC	06-CO-01
Poplar Creek Road rural historic district	15400001900	WOC	06-CO-01
Poplar Creek Road rural historic district	15400002300	WOC	06-CO-01
Poplar Creek Road rural historic district	15400002500	WOC	06-CO-01
Poplar Creek Road rural historic district	15400003900	WOC	06-CO-01
Poplar Creek Road rural historic district	15400004000	WOC	06-CO-01
Poplar Creek Road rural historic district	15400005100	WOC	06-CO-01
Poplar Creek Road rural historic district	15400005200	WOC	06-CO-01
Elijah W. Greer Cemetery	15400006200	WOC	06-CO-01
Poplar Creek Road rural historic district	15400006200	WOC	06-CO-01
Pinkerton Cemetery	15400006300	WOC	06-CO-01
Poplar Creek Road rural historic district	15400006400	WOC	06-CO-01
Poplar Creek Road rural historic district	15400006800	WOC	06-CO-01
Poplar Creek Road rural historic district	15400006900	WOC	06-CO-01
Poplar Creek Road rural historic district	15400008200	WOC	06-CO-01
Poplar Creek Road rural historic district	15400008400	WOC	06-CO-01

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Poplar Creek Road rural historic district	15400008800	WOC	06-CO-01
Poplar Creek Road rural historic district	15400009000	WOC	06-CO-01
Poplar Creek Road rural historic district	15400009100	WOC	06-CO-01
Poplar Creek Road rural historic district	15400009200	WOC	06-CO-01
Poplar Creek Road rural historic district	15400009300	WOC	06-CO-01
Transverse Crib Barn	15400009300	WOC	06-CO-01
Poplar Creek Road rural historic district	15400009400	WOC	06-CO-01
Poplar Creek Road rural historic district	15400009500	WOC	06-CO-01
Poplar Creek Road rural historic district	15400009600	WOC	06-CO-01
Poplar Creek Road rural historic district	15400010100	WOC	06-CO-01
Poplar Creek Road rural historic district	15400010200	WOC	06-CO-01
Poplar Creek Road rural historic district	15400010400	WOC	06-CO-01
Poplar Creek Road rural historic district	15400010500	WOC	06-CO-01
Poplar Creek Road rural historic district	15400010800	WOC	06-CO-01
Poplar Creek Road rural historic district	15400011000	WOC	06-CO-01
Poplar Creek Road rural historic district	15400011300	WOC	06-CO-01
Poplar Creek Road rural historic district	15400011400	WOC	06-CO-01
Poplar Creek Road rural historic district	15400011500	WOC	06-CO-01
Poplar Creek Road rural historic district	15400011600	WOC	06-CO-01
Poplar Creek Road rural historic district	15400011700	WOC	06-CO-01
Poplar Creek Road rural historic district	15400013200	WOC	06-CO-01
Poplar Creek Road rural historic district	15400013400	WOC	06-CO-01
Poplar Creek Road rural historic district	15400027500	WOC	06-CO-01
Poplar Creek Road rural historic district	15400028500	WOC	06-CO-01
Poplar Creek Road rural historic district	15400028900	WOC	06-CO-01
Poplar Creek Road rural historic district	15400029200	WOC	06-CO-01
Poplar Creek Road rural historic district	15400029500	WOC	06-CO-01
Nuclear Bunker	15400029600	WOC	06-CO-01
Poplar Creek Road rural historic district	15500000100	WOC	06-CO-01
Poplar Creek Road rural historic district	15500000300	WOC	06-CO-01
Poplar Creek Road rural historic district	15500000900	WOC	06-CO-01
Poplar Creek Road rural historic district	15500001000	WOC	06-CO-01
Poplar Creek Road rural historic district	15500001100	WOC	06-CO-01
Poplar Creek Road rural historic district	15500001200	WOC	06-CO-01
Poplar Creek Road rural historic district	15500001400	WOC	06-CO-01
Poplar Creek Road rural historic district	15500002100	WOC	06-CO-01
Poplar Creek Road rural historic district	15500002101	WOC	06-CO-01
Poplar Creek Road rural historic district	15500002200	WOC	06-CO-01
Poplar Creek Road rural historic district	15500002400	WOC	06-CO-01
School House	15500003500	WOC	06-CO-01
Poplar Creek Road rural historic district	15500006100	WOC	06-CO-01

Appendix D: Historical Properties

Poplar Creek Road rural historic district	15500006600	WOC	06-CO-01
Poplar Creek Road rural historic district	15500006700	WOC	06-CO-01
Poplar Creek Road rural historic district	15500006800	WOC	06-CO-01
Poplar Creek Road rural historic district	15500006900	WOC	06-CO-01
Poplar Creek Road rural historic district	15500013800	WOC	06-CO-01
Comin's Family Graveyard	15500014900	WOC	06-CO-01
Poplar Creek Road rural historic district	15500021800	WOC	06-CO-01
Poplar Creek Road rural historic district	15500022600	WOC	06-CO-01
Poplar Creek Road rural historic district	15500022700	WOC	06-CO-01
Poplar Creek Road rural historic district	15500022900	WOC	06-CO-01
Poplar Creek Road rural historic district	15500023000	WOC	06-CO-01
Poplar Creek Road rural historic district	15500025000	WOC	06-CO-01
Poplar Creek Road rural historic district	15500025200	WOC	06-CO-01
Poplar Creek Road rural historic district	15500026300	WOC	06-CO-01
Poplar Creek Road rural historic district	15500026400	WOC	06-CO-01
Poplar Creek Road rural historic district	15500027900	WOC	06-CO-01
Poplar Creek Road rural historic district	15500028000	WOC	06-CO-01
Gammon House	16800001200	WOC	06-CO-01
Mitchell House	16800005400	WOC	06-CO-01
Frame Bungalow with hip roof	16800005500	WOC	06-CO-01
Frontier Revival	16900002500	WOC	06-CO-01
Frontier Revival Bungalow	16900002600	WOC	06-CO-01
Cedar Place	16900004800	WOC	06-CO-01
Barn & Outbuildings, Large Trees, New House	17800002300	WOC	06-CO-01
Mid-century Modern	17800003100	WOC	06-CO-01
Will Linton House	17800003400	WOC	06-CO-01
Bridge	Bridge crossing on Highway 100 southwest of Hester Beasley Road.	WOC	06-CO-01
Old Harding Concrete Bridge	Bridge crossing on Old Harding Pike in between the Highway 100 and Old Harding Pike	WOC	06-CO-01
Old Harding Concrete Bridges	Bridge crossing on Old Harding Pike in between the Highway 100 and Old Harding Pike	WOC	06-CO-01
Old Harding Concrete Bridges	Bridge crossing on Old Harding Pike in between the Highway 100 and Old Harding Pike	WOC	06-CO-01
Old Harding Concrete Bridges	Bridge crossing on Old Harding Pike in between the Highway 100 and Old Harding Pike	WOC	06-CO-01
Farmhouse	11400000600	WOC	06-CO-01 06-T2 - NM-01

Appendix D: Historical Properties

Hillsboro Landing: Kelley's Battery	10100001600	WOC	06-CO-01 06-T2-NM-01
Jesse S. DeMoss Cemetery	10100006600	WOC	06-CO-01 06-T2-NM-01
Gower Cemetery	10100009300	WOC	06-CO-01 06-T2-NM-01
Fisk Cemetery	11400000500	WOC	06-CO-01 06-T2-NM-01
Centenary Community	11400003700	WOC	06-CO-01 06-T2-NM-01
*This feature was removed from the Historic Property List as of November 18, 2011.	12600006001	WOC	06-CO-01 06-T2-NM-01
Front Gable and Wing	12600014100	WOC	06-CO-01 T2-NM-01
Pug's Body Shop	11400011400	WOC	06-CO-01 06-T3 - CM-01
*This feature was removed from the Historic Property List as of November 18, 2011.	11400004800	WOC	06-CO-01 06-T3-NE-02
Poplar Creek Road rural historic district	15400012800	WOC	06-CO-01 06-T3-NM-02
Poplar Creek Road rural historic district	15400013300	WOC	06-CO-01 06-T3-NM-02
Poplar Creek Road rural historic district	15500022800	WOC	06-CO-01 06-T3-NM-02
Merrymount Acres	12709000100	WOC	06-CO-01 06-T3-NM-08
Merrymount Acres	12709000200	WOC	06-CO-01 06-T3-NM-08
Merrymount Acres	12710001500	WOC	06-CO-01 06-T3-NM-08
Merrymount Acres	12713000100	WOC	06-CO-01 06-T3-NM-08
Merrymount Acres	12713001600	WOC	06-CO-01 06-T3-NM-08
Merrymount Acres	12713001700	WOC	06-CO-01 06-T3-NM-08
Merrymount Acres	12713002100	WOC	06-CO-01 06-T3-NM-08
Merrymount Acres	12713002200	WOC	06-CO-01 06-T3-NM-08
Merrymount Acres	12713003100	WOC	06-CO-01 06-T3-NM-08

Appendix D: Historical Properties

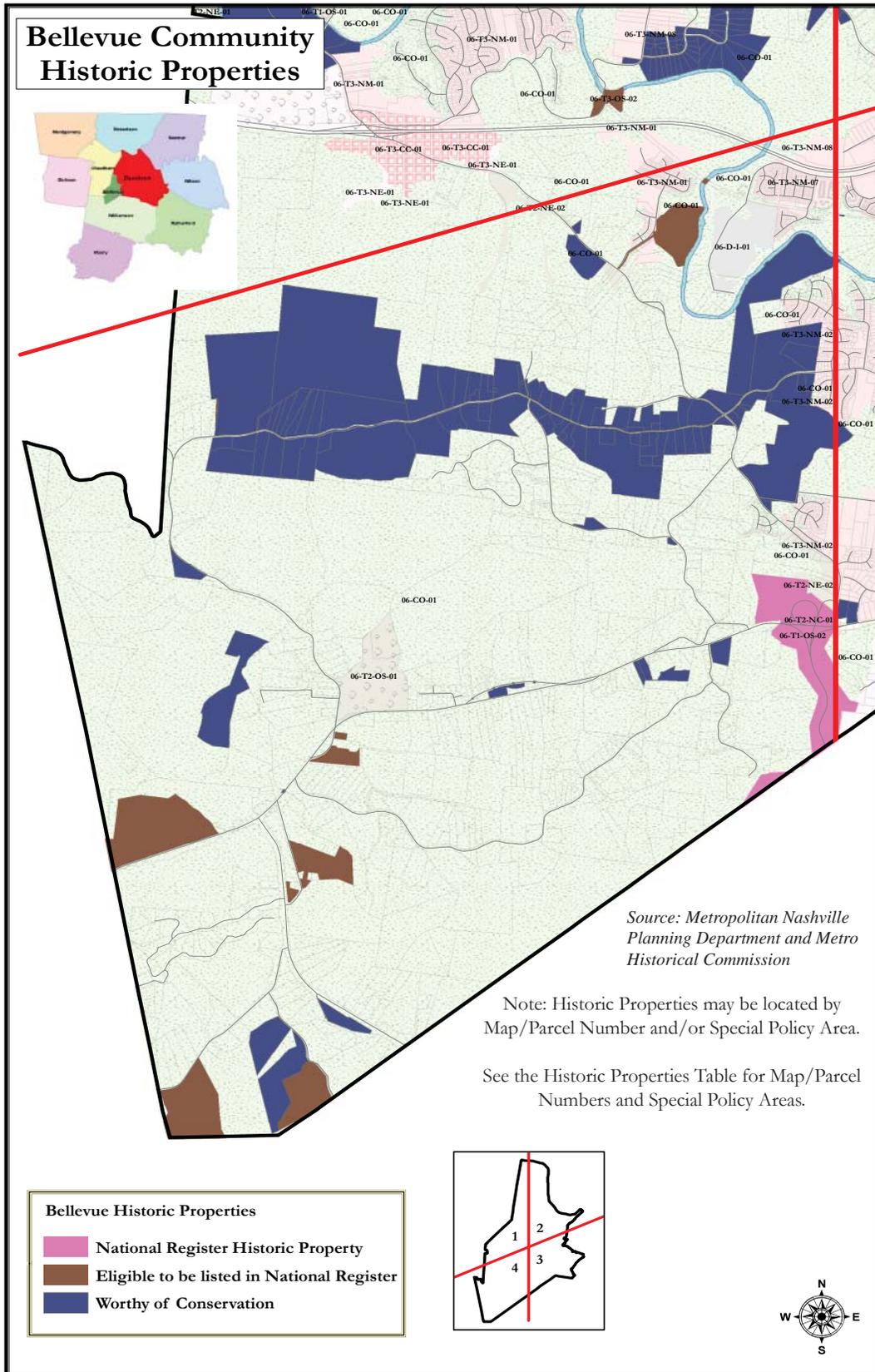
Merrymount Acres	12713003200	WOC	06-CO-01 06-T3-NM-08
Merrymount Acres	12713003600	WOC	06-CO-01 06-T3-NM-08
I-house	14000001401	WOC	06-CO-01 06-T2-NE-02
Log Pen	14000003000	WOC	06-CO-01 06-T2-NE-02
Huntwick Estates	12700013600	WOC	06-CO-01 06-T2-NM-01
Huntwick Estates	12700013800	WOC	06-CO-01 06-T2-NM-01
Huntwick Estates	12700013900	WOC	06-CO-01 06-T2-NM-01
Huntwick Estates	12700014900	WOC	06-CO-01 06-T2-NM-01
Huntwick Estates	12700016300	WOC	06-CO-01 06-T2-NM-01
Huntwick Estates	12700016400	WOC	06-CO-01 06-T2-NM-01
Huntwick Estates	12700016500	WOC	06-CO-01 06-T2-NM-01
Huntwick Estates	12700017200	WOC	06-CO-01 06-T2-NM-01
Huntwick Estates	12700017300	WOC	06-CO-01 06-T2-NM-01
Huntwick Estates	12700017400	WOC	06-CO-01 06-T2-NM-01
Frontier Revival, log	16900001300	WOC	06-T2-NC-01
Loveless Café and Sign	16900001400	WOC	06-T2-NC-01
Centenary Community	11400001100	WOC	06-T2-NM-01
Hutton-Travis House (Mount Airy)	12700000200	WOC	06-T2-NM-01
Huntwick Estates	12700013700	WOC	06-T2-NM-01
Huntwick Estates	12700016700	WOC	06-T2-NM-01
Farmhouse	15500022000	WOC	06-T3- NM-02
Chaffin's Barn	15500020400	WOC	06-T3-CC-01
Pasquo Church of Christ Cemetery	16900005900	WOC	06-T3-NE-04
Poplar Creek Road rural historic district	15400013400	WOC	06-T3-NM-02
Stone Cottage	15500008300	WOC	06-T3-NM-02
Two-story farmhouse	15500008400	WOC	06-T3-NM-02
Tudor	15600007000	WOC	06-T3-NM-02
Bellevue Road Historic District	14200006100	WOC	06-T3-NM-03

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Bellevue Road Historic District / Bungalow and old Bellevue Post Office	14200006500	WOC	06-T3-NM-03
Bellevue Road Historic District	14200006200	WOC	06-T3-NM-03
Bellevue Road Historic District	14200006300	WOC	06-T3-NM-03
Bellevue Road Historic District	14200006400	WOC	06-T3-NM-03
Bellevue Road Historic District / Saddlebag House	14200006600	WOC	06-T3-NM-03
Bellevue Road Historic District	14200035800	WOC	06-T3-NM-03
Bellevue Masonic Lodge #716	14200012600	WOC	06-T3-NM-03
Old Methodist Church	14200012800	WOC	06-T3-NM-03
St. Isidore Catholic Church	14210003100	WOC	06-T3-NM-03
Thompson-Doubleday House	90000006163	WOC	06-T3-NM-03
Harding Pike Bungalow	14200005000	WOC	06-T3-NM-04
Maple Row	90000001044	WOC	06-T3-NM-04
Stone Wall	Old Harding Pike from Moss Creek Court to Bradford Green Lane	WOC	06-T3-NM-04
Merrymount Acres	12709000700	WOC	06-T3-NM-08
Merrymount Acres	12710000100	WOC	06-T3-NM-08
Merrymount Acres	12710000600	WOC	06-T3-NM-08
Merrymount Acres	12710002200	WOC	06-T3-NM-08
Merrymount Acres	12710002400	WOC	06-T3-NM-08
Merrymount Acres	12713000200	WOC	06-T3-NM-08
Merrymount Acres	12713000500	WOC	06-T3-NM-08
Merrymount Acres	12713000800	WOC	06-T3-NM-08
Merrymount Acres	12713001100	WOC	06-T3-NM-08
Merrymount Acres	12713001500	WOC	06-T3-NM-08
Merrymount Acres	12713002000	WOC	06-T3-NM-08
Merrymount Acres	12713002300	WOC	06-T3-NM-08
Merrymount Acres	12713002400	WOC	06-T3-NM-08
Merrymount Acres	12713002500	WOC	06-T3-NM-08
Merrymount Acres	12713002800	WOC	06-T3-NM-08
Merrymount Acres	12713003400	WOC	06-T3-NM-08
Merrymount Acres	12714000100	WOC	06-T3-NM-08
Hensley Farms	12600013400	WOC	06-T3-OS-01
Kelley's Point Battlefield	10200008500	WOC	06-T3-OS-08

Source: Metropolitan Nashville Planning Department and Metro Historical Commission

Appendix D: Historical Properties



Appendix D: Historical Properties



Bellevue Train

Appendix E: Capital Improvements Budget Projects

THE BELLEVUE COMMUNITY'S CAPITAL IMPROVEMENTS BUDGET PROJECTS

The majority of the public sector's community improvements are processed through Metro's Capital Improvement Budget (CIB). The purpose of the Capital Improvements Budget process is to:

- Identify short- and long-term capital needs;
- Prioritize capital improvements projects;
- Coordinate all projects in Metro for more efficiency and cost savings; and
- Develop a financial plan for funding projects

The Capital Improvements Budget (CIB) covers a six-year planning horizon. In order for any Metro department to undertake a capital project in the future, that project must be included in the CIB. The CIB is separate from the annual Metro operating budget and is funded, for the most part, by general obligation bonds (a common type of municipal bond that is secured by the local government's pledge to use legally available resources, including tax revenues, to repay bond holders).

A capital project is any expenditure requiring Council authorization that requires the acquisition, construction, replacement, renovation or modification to any land, building, public utility, equipment, public thoroughfare, or place of public activity. Projects also must have a useful life expectancy of ten years or greater, so capital projects do not include regularly recurring equipment replacement purchases and ongoing typical maintenance of facilities and equipment. Some planning efforts may also be funded through the CIB. One product of the community plan update process is a review of CIB projects, deleting projects that are no longer community priorities, and adding other projects.

Bellevue Community Plan – Accomplishments since 2003

The Bellevue Community Plan has seen some public improvements since 2003 (when the plan was last updated), including sidewalk construction, community facility maintenance (schools, libraries), and park improvements. Many of these items were listed in the CIB. Many recommendations for future CIB projects originate from the community planning process. The table on page E-2 lists projects that have been completed in the Bellevue Community since 2003. This list is not exhaustive as there may be other public investments that have occurred on a county-wide scale that may have had great effects in Bellevue.

While there have been some publicly-funded improvements in Bellevue since the last update in 2003, it should be reiterated that the Community Plan is primarily enacted through private development. New private development is based on the private markets that exist in Nashville/Davidson County communities, and community plans do not control the market. Therefore, other improvements that may have occurred in the Bellevue Community could also have been a result of private investments.

The 2012/2013 Capital Improvements Budget

The CIB is Metro Nashville/Davidson County Government's listing of proposed publicly-funded infrastructure projects. CIB projects range from street improvements (i.e. new streets, widenings, etc.), to the creation of sidewalks and bikeways, to parks and schools. While the CIB lists all proposed projects, the Capital Spending Plan (CSP) is the final list of projects that are planned and funded for the subsequent six years. The purpose of the CIB and CSP is to identify short- and long-term capital needs; prioritize capital improvement projects; allow for the coordination of all projects in Nashville/Davidson County, allowing more efficiency and cost savings; and to develop a financial plan for funding projects. The current CIB was adopted by Council in June 2011 and covers the fiscal years 2012 to 2017.

Please refer to the table on page E-3 for the CIB projects in the Bellevue Community that are included as part of the CIB. Those projects that could be mapped are reflected on the accompanying map on page E-4.

Appendix E: Capital Improvements Budget Projects

BELLEVUE COMMUNITY IMPROVEMENT PROJECTS SINCE 2003	
Public Infrastructure	Location
New Sidewalks	Riverwalk Subdivision (various streets)
New Sidewalks	Beautiful Valley Road
New Sidewalks	Colice Jeanne Road
New Sidewalks	Baugh Road
New Sidewalks	Summitt Oaks Drive and Summit Oaks Court
New Sidewalks	Devon Park Subdivision (various streets)
New Sidewalks	Halley's Hope Court
New Sidewalks	West Running Brook Road
New Sidewalks	Portion of Poplar Creek Road
New Sidewalks	Portion of Sausy Place and Sausy Court
Sidewalk Repairs	Old Hickory Boulevard at Highway 70 Intersection
Greenways	Riverwalk Subdivision (developed by private developer, Metro Nashville Greenways to provide forthcoming trailhead)
Greenways	Greenway between Warner Park and Bellevue Exchange (a trailhead at Bellevue Exchange is forthcoming)
Greenways	Greenway from Old Harding to Harpeth Crest Subdivision at terminus of Morton Mill Road
Historic Property	Feature
Historical Commission	Relocated the Bellevue Blue House
Countywide Public Investments / Improvements that may directly affect Bellevue	Description
Parks	Countywide Implementation of the Parks / Greenways Master Plan (see Bellevue specific projects above)
Finance and General Services	Distaster Recovery Planning
Fire	Purchase additional security devices/equipment for GSD fire halls
General Services	Countywide placement of Storm Warning Sirens
Public Works	Drainage improvements at various locations in the GSD
Public Works	Replacement and repair of bridges
Public Works	Planning and construction of bikeways on various roadways (Major Roadways in Bellevue are planned specifically for bike lanes - Highway 100, Highway 70, Bellevue Road, Old Charlotte Pike, Rolling River Parkway, Harpeth Bend Drive, Hicks Road, and Old Hickory Boulevard)
<i>Note: The majority of the Bellevue Community is in the GSD (General Services District). These projects are applicable to GSD portions of Davidson County.</i>	
Public Works	GSD Projects to bring GSD roads into ADA compliance
Public Works	Maintenance of roadways in the GSD - i.e. resurfacing, paving and marking
Public Works	Recycling centers for the GSD
Public Works	Sidewalk repair / replacement in the GSD (see Bellevue specific projects above)
Public Works	Traffic Calming Program to reduce traffic congestion in the GSD

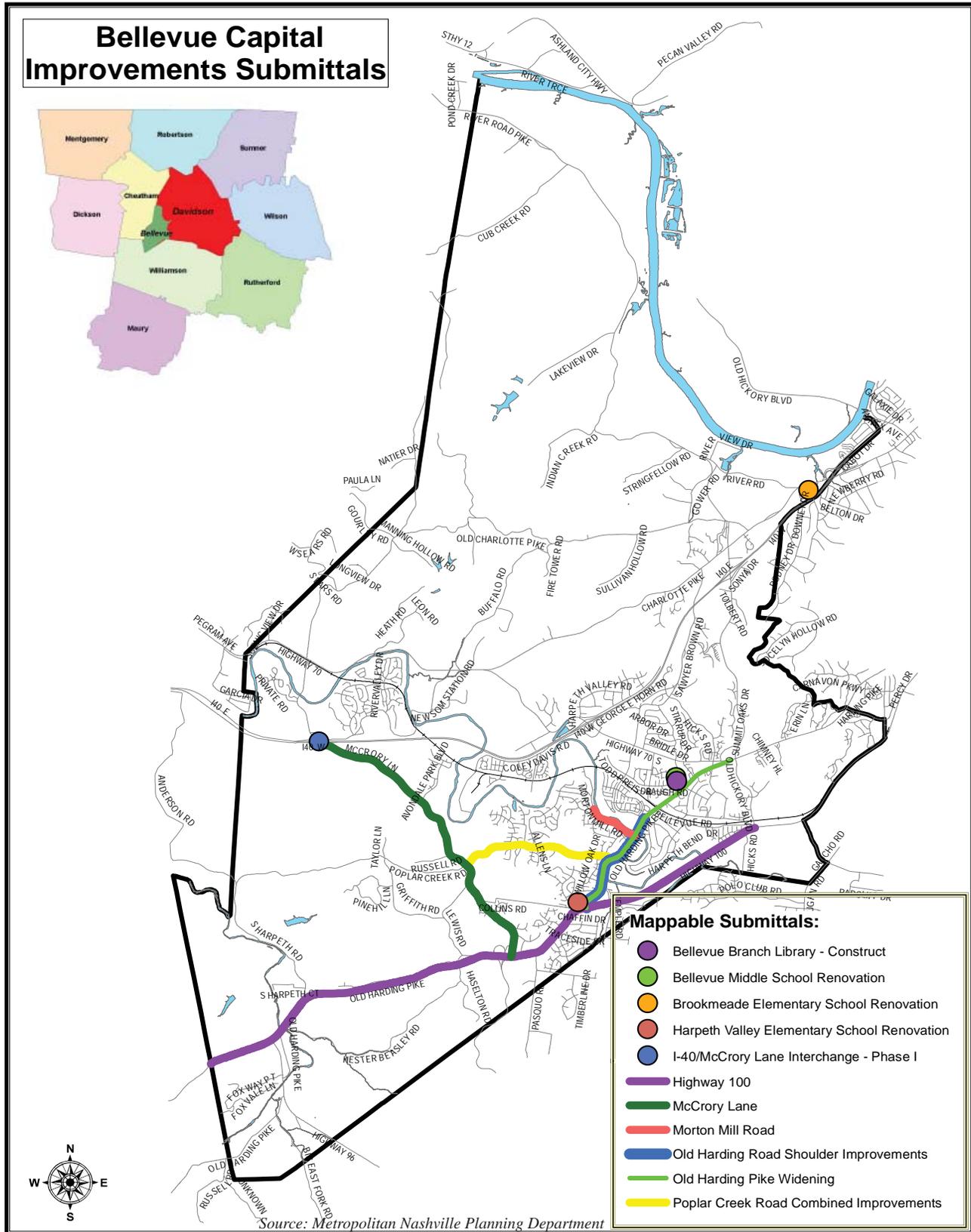
Source: Metropolitan Nashville Planning Department

Appendix E: Capital Improvements Budget Projects

Bellevue Capital Improvements Budget FY 2012-2017			
Project Title	Project ID	Project Description	Total
Brookmeade Elementary Renovation	03BE0004	Brookmeade Elementary School - Renovate Facility.	2,224,000
Bellevue Middle Renovation	09BE0006	Bellevue Middle School - Renovate Facility.	4,015,000
Harpeth Valley Elementary Renovation	09BE0012	Harpeth Valley Elementary School - Renovate Facility	-
Flood Damages - Buildings and Infrastructure	11FI0001	Flood damages - buildings and infrastructure - omnibus project for buildings and infrastructure of the Metropolitan Government of Nashville	20,000,000
Flood Damages - Equipment	11FI0002	Flood damages - equipment. Omnibus project to equipment of the Metropolitan Government of Nashville	20,000,000
Flood Damages - Streets and Bridges	11FI0003	Flood damages - streets and bridges. Omnibus project for flood damages to streets and bridges of the Metropolitan Government of Nashville.	20,000,000
Flood Damages - Land, Parks, and Greenways	11FI0004	Flood damages - land, parks, and greenways. Omnibus project for the flood damages to land, parks, and greenways of the Metropolitan Government of Nashville.	20,000,000
Flood Damages - Environmental Clean-Up	11FI0005	Flood damages - environmental cleanup. Omnibus project for the environmental cleanup of the Metropolitan Government of Nashville.	15,000,000
Bellevue Library	12GS0011	Funds to address construction for new Bellevue library.	8,941,400
Construct New Bellevue Regional Branch Library	99PL001	Construct a new Bellevue Regional Library	11,941,400
Poplar Creek Road Combined Improvements	02PW019	Widening and Reconstruction - Old Harding Road to McCrory Lane 2 to 4 lanes	5,800,000
Countywide Flood Repair Projects (not Covered by FEMA)	12PW009	25 road repair projects - countywide	7,540,000
Hwy 100	12PW0011	Widen from 2 to 4 lanes including scenic highway w/divided median from Highway 100: Old Hickory Blvd. SR 254 to county line.	60,000,000
McCrory Lane Widening	12PW0013	Widen McCrory Lane to 4-lane divided highway from I-40 interchange to approximately 6,610 feet south of I-40 EB ramps from SR-100 to I-40.	3,000,000
I-40 / McCrory Lane Interchange - Phase 1	12PW0014	Improve I-40 EB exit & entrance ramps; reconfigure intersection; improve geometry & clearance under I-40 bridge. Relocate I-40 WB ramp to tie to McCrory; improve capacity & geometry. Signalize both ramp terminals; widen McCrory under center span of bridge.	8,740,000
McCrory Lane Study	12PW0031	From I-40W to HWY 100, engineering study	500,000
Morton Mill Road - Combined Improvements	95PW010	Relocate roadway out of floodplain - engineering, right-of-way acquisition, and construction.	1,750,000
Old Harding Pike from Hwy 100 to Hwy 70 - Widen	97PW077	Widen to five lanes and construct bridge at Old Harding Pike from Highway 100 to Highway 70. Project in RTP.	12,750,000
Stormwater - FEMA Participation - Repetitive Flood Damage Home Buyout	09WS0022	Purchasing and removal of homes in flood plains with repetitive damage and claims against flood insurance program. Removes the homes and restores the natural growth.	5,000,000

Source: Metropolitan Nashville Planning Department

Appendix E: Capital Improvements Budget Projects



Appendix F: Planning Process

THE BELLEVUE COMMUNITY PLAN UPDATE PROCESS

The Metropolitan Planning Department staff created the original Bellevue Community Plan in 1996. At that time, it was called the “Subarea 6 Plan.” An update of the original plan was completed and adopted in 2002. The current update of the Bellevue Community Plan began in March 2011 and is scheduled for adoption in January 2012.

Pre-Planning and Background Research

Before beginning the plan update, Planning staff reached out to the many Bellevue Community Plan area stakeholders, holding meetings and interviews to get a better understanding of the history and current state of the area. These meetings help to identify important issues facing the community prior to beginning any analysis. The Planning staff also discussed the plan update with the Metro Nashville Planning Commissioners, Metro Council Members whose districts are included in the Bellevue Community Plan area, and fellow Metro Departments.

As part of every community plan update, Planning staff conducts analysis ranging from assessment of existing land use and zoning, to population projections, to impacts from the 2010 flood, to research on existing community character and historic resources. Since much of the Bellevue Community Plan area is covered by sensitive environmental features, that research category formed a large part of the background research. The bulk of this assessment for the Bellevue Community Plan area is found in the Appendices of this document.

Public Engagement Process

The community plan update process is open to all community stakeholders, including residents, business owners, property owners, institutional representatives, elected and appointed officials, and developers. To engage a broad audience, Planning staff undertakes several notification actions that are common for every planning community in Davidson County. Staff sends a postcard to every property owner in the study area (in the case of the Bellevue Community Plan area, this was a 17,238 piece mailing). Staff also contacts any known neighborhood associations, neighborhood watch groups and chambers of commerce or merchants’ associations in the study area. Staff sends press releases to the area media to generate news stories about the community plan update process. Finally, staff uses the Metro Planning Department web site (www.nashville.gov/mpc) to post regular updates on the plan process. In Bellevue, staff also visited apartment complexes to hand out fliers for the community meetings.

The background research portion of any plan update, the staff gains a better understanding of the demographics of a community and creates additional outreach methods that are unique to that community. For instance, in a community with members who have access to the internet, current technology such as email and webpage updates may be appropriate; such was the case in the Bellevue Community Plan area. Whereas in a community with an demographic who may not have access to internet, flyers and newspaper articles may reach more people.

For the Bellevue Community Plan area, the staff used public engagement methods that appealed to every type of stakeholder in the community. The staff reached out to local newspapers and TV news stations to cover the community meetings, used newsletters in a lay-person friendly format to publicize updates and information, and used the Metro Planning website and email list. Planning staff also attended the annual Bellevue Community Picnic to talk with people and provide information about the planning process.

During the planning process for the Bellevue Community Plan, Planning Department staff held a number of public workshops and meetings to discern the community’s vision, balance that vision with sound planning principles, and create a course of action to achieve the common vision. The process began with a community-wide orientation meeting, then the staff held two visioning

Appendix F: Planning Process

workshops so that stakeholders could provide input specific to their respective neighborhood. The process concluded with five larger more general community meetings.

The following is a listing of primary community meetings held during the update process and a summary of what was covered at each meeting.

KickOff Meeting

Metro Planning staff held a KickOff Meeting on May 5, 2011. Over 100 Bellevue area stakeholders gathered and learned about Livable and Sustainable Communities and discussed the plan update process. Stakeholders were given a Community Issues Survey to help gather what residents like, dislike and would like to see change in their community. The responses are provided in Appendix G.

Visioning Workshops

Visioning Workshops were held on May 10, 2011 for the area south of Interstate 40 and on May 19 for the area north of Interstate 40. Over 130 stakeholders shared their thoughts on growth, preservation and quality of life in the Bellevue Community Plan area. During the workshops, stakeholders participated in a detailed exercise to gather information concerning the community elements open space, neighborhoods, centers and corridors. This resulted in 37 pages of comments. These comments were used to develop the Bellevue Concept Plan and later the Community Character Policies.

The Bellevue Concept Plan - a graphical representation of what community members said they would like to see preserved, created or enhanced - was refined throughout the course of community meetings to reflect changes in the community's vision. This also helped define the vision, goals and objectives. A more detailed discussion on the Concept Plan, Vision Statement and Goals and Objectives may be found in Chapter II.

Community Character Policy Workshops

After defining a Vision Statement and preparing a Concept Plan, the Planning Department staff worked with stakeholders at two separate Community Character Policy meetings to draft and review the Community Character Policies that will guide decisions on zone change and subdivision requests in the future. Stakeholders met with staff on June 30 and on August 18, 2011 to discuss the Community Character Policies. The comments heard during the Community Character Workshops not only shaped the policies, but also helped to refine the Vision Statement and develop Goals and Objectives. Recommendations for transportation (vehicular, bicycle, pedestrian and transit) and open space (parks and greenways) were also presented for comment at these meetings.

Implementation Meeting

The Implementation meeting held on September 15, 2011 included a presentation on the role of various sectors - private, public and community-led - in implementing the community plan. The Bellevue area stakeholders did not want a plan that would be a static document with ideas that were unattainable. Therefore, the Planning staff worked to not only deliver realistic policies, but also ideas for the community to pursue, including defining appropriate stakeholder roles. At this meeting, a representative from the Mayor's Office discussed Nashville's Long-Term Recovery Plan and the ideas it provides. The Planning staff also discussed policy changes that were made based on comments from previous meetings and presented updated plans for transportation and open space.

Appendix F: Planning Process

Final Community Meetings

After the Implementation meeting, staff spent weeks writing the text for the Community Character Special Policies. At meetings on November 3 and on December 1, 2011, the Planning staff reviewed the draft document with area stakeholders. Staff answered questions and took comments from the community members in attendance. The Community Plan discussion has engaged several developers with the community, including ideas for the Stephen's Village project across from the Loveless Cafe and the redevelopment of the Bellevue Mall site.

Following the community meetings, the final draft plan was prepared for consideration and considered for adoption by the Metro Planning Commission. The document was posted - in a static form - to the Metro Planning Department web site ahead of the Planning Commission meeting for community stakeholders to review and prepare for the Planning Commission hearing.

Bellevue Community Plan Update Collaboration

The update of the Bellevue Community Plan presented Metro Planning Department staff with the opportunity to work closely with other Metro Departments, Metro Councilmembers and community groups. Metro Planning staff was pleased to work with other Metro Departments and groups including Metro Parks and Greenways, Metro Health, Metro Libraries, Metro Public Works and the Bellevue Area Chamber of Commerce. The Metro Councilmembers were also very involved in helping spread the word to constituents about community meetings.

The Mayor's Office was also involved in conversations with Planning staff on issues concerning the Bellevue area. Various representatives from the Mayor's Office also attended several community meetings.

Metro Planning Commission

It is anticipated that the Bellevue Community Plan: 2011 Update will be presented to the Metro Planning Commission in a public hearing on January 26, 2012.

Appendix F: Planning Process



Rural Bellevue

Appendix G: Issues List

THE BELLEVUE COMMUNITY'S ISSUES LIST

At the Vision Workshops, the Planning staff asked attendees what they liked, disliked and wanted to see changed about the community. The results to these questions were used to create the draft Vision Statement, Goals and Objectives for the Bellevue Community Plan and the draft Concept Plan, which is a visual representation of the community vision. The answers to the questions are listed below.

Please write down the first word or phrase that comes to your mind when you think about the Bellevue Community:

- ☐ Home (10 responses)
- ☐ Family suburb/community; family oriented; peaceful family community (8 responses)
- ☐ Great/nice place to live (4 responses)
- ☐ Great place to live – “community feel” – lots of potential!
- ☐ Community
- ☐ Suburban (2 responses)
- ☐ Rural (2 responses)
- ☐ Rolling hills (2 responses)
- ☐ Safe (2 responses)
- ☐ Bedroom community (2 responses)
- ☐ Growing (2 responses)
- ☐ Well maintained, pretty, sense of community
- ☐ Nature
- ☐ Nature – clean – safe
- ☐ No sidewalks
- ☐ Sometimes neglected
- ☐ Diverse
- ☐ Friendly
- ☐ Small town in a big city
- ☐ Great neighbors
- ☐ Second class community
- ☐ Pretty, green (2 responses)
- ☐ Boring and stale
- ☐ Sprawl, can't walk to amenities
- ☐ Poor traffic flow
- ☐ Disjointed
- ☐ Remote
- ☐ Too many apartments
- ☐ Declining
- ☐ Natural preservation amidst respectful growth
- ☐ Last on the list for improvements, neglected, planning done by “home cooking”
- ☐ Underdeveloped
- ☐ Warner Parks
- ☐ Lacking
- ☐ Pleasant
- ☐ Neighborliness of our little neighborhood; help each other; have get-togethers; visit a lot; go to Warner Parks or Red Caboose Park
- ☐ Lost potential
- ☐ Insufficient commercial development (stores, mall, restaurants)



Bellevue Aerial

Appendix G: Issues List

- ☐ No retail
- ☐ Rus-in-urb – country in the city
- ☐ Anonymous, bland, full of potential
- ☐ Going the wrong direction
- ☐ Quiet
- ☐ Quiet – still some rural areas
- ☐ Need to be sustainable
- ☐ Nothing to do
- ☐ Diverse – spread out
- ☐ SP zoning – It ruined Gallatin Road
- ☐ Defunct mall, economically slow
- ☐ Community, friendliness, natural areas
- ☐ Unified
- ☐ Down to earth and friendly, attractive and natural area
- ☐ Quiet – not much happening
- ☐ Planning area is too large – Vaughns Gap and Vatican Valley do not belong in Bellevue
- ☐ What people think of when they mention Tennessee and the South
- ☐ Where am I? Where is the center?
- ☐ Very community caring people work and play together very well
- ☐ Easy living
- ☐ Flood plain
- ☐ Needs developmental help!
- ☐ Do not want to be in Bellevue – do not want to be told what we can do by the Bellevue Community.
- ☐ Do not want to be concentrated in Bellevue. Does not have a good reputation for business.
- ☐ Possibilities
- ☐ *17 did not answer this question*

What are three things you like most about the Bellevue Community?

Natural Features, Green Space and Parks

- ☐ Parks; proximity/nearby to park; Warner Parks, Edwin Warner Park, Red Caboose Park; near Natchez Trace (26 responses)
- ☐ Green; abundant natural/green spaces; closeness to nature; preserve green spaces and add more (20 responses)
- ☐ Natural habitats; beautiful scenery; wooded land; nice landscape; trees; hills; tree covered hills; rolling hills; wildlife; see 50 species of birds on ¼ acre lot (17 responses)
- ☐ River; Harpeth River; Harpeth River Greenway; river amenities; streams (9 responses)
- ☐ Outdoor opportunities; great walks outdoors (2 responses)
- ☐ Undeveloped land

Location/Convenience

- ☐ Proximity/convenience/accessibility to Downtown/West End/Nashville/Nashville West/interstate/everything (22 responses)
- ☐ Location (9 responses)
- ☐ Closeness to churches; lots of churches (4 responses)
- ☐ Close community businesses
- ☐ Proximity to Downtown with a more rural environment
- ☐ Close to work
- ☐ Access to basic necessities
- ☐ Access to most creature comforts – food/entertainment

Appendix G: Issues List

Transportation

- ☐ Easy transportation; lack of congestion; traffic isn't too bad; not too much traffic; less congested than Green Hills or Cool Springs; I-40 to downtown is not as congested as I-65 or I-24; easy commute to downtown (west is the best) (17 responses)
- ☐ Easy to get around (3 responses)
- ☐ Ability to walk to the store/library/church; can walk and/or ride bike to parks and stores (2 responses)
- ☐ Quiet streets
- ☐ Love that don't have to get on the interstate to get everywhere
- ☐ Accessibility

Community/People and Community Character

- ☐ Friendly people; neighborly; friendliness; nice people; great/good neighbors (28 responses)
- ☐ Safe; security; low crime (15 responses)
- ☐ Quiet; peaceful; calm quiet neighborhoods; relaxed (13 responses)
- ☐ Size; not too big; convenient to Nashville without the hustle; suburban life with access to city; just right distance from the city; small town/big city; small town feel; bedroom community feel of city within city (16 responses)
- ☐ Sense of community; community spirit; community pride; feeling of "community" instead of an urban area; way the community came together during flood (14 responses)
- ☐ Rural setting/atmosphere; natural unspoiled farmland; farms (7 responses)
- ☐ Schools; closeness to schools; school system; elementary schools; Harpeth Valley Elementary (5 responses)
- ☐ Pleasant neighborhoods; nice neighborhood; my neighborhood; good residential environment (4 responses)
- ☐ Not too crowded/urban; not as busy as Green Hills or Midtown (3 responses)
- ☐ Pretty; beautiful (3 responses)
- ☐ Has everything I need; close access to everything necessary for living (never having to leave Bellevue for anything); almost everything I need can be found in Bellevue (3 responses)
- ☐ Multi-use (residential neighborhoods and shopping); good mix of uses (2 responses)
- ☐ Low density development; not too dense (2 responses)
- ☐ Affordability for living in Davidson County (2 responses)
- ☐ Diverse community
- ☐ Growing community
- ☐ Mix of housing
- ☐ Nice mix of rural and suburban properties
- ☐ Good mix of urban and rural area
- ☐ New neighborhoods
- ☐ Volunteers set up annual picnic; building of Red Caboose Park, etc.
- ☐ YMCA
- ☐ Variety of ages
- ☐ Growth has seemed manageable
- ☐ Bell Garden
- ☐ Opportunity
- ☐ Stable property values

Commercial/Retail

- ☐ Easy shopping; access to shopping; easy to get to stores and restaurants (8 responses)
- ☐ Proximity to grocery stores; plenty of grocery stores (3 responses)
- ☐ Bank, grocer, and pharmacy a mile from our neighborhood (but have to take the car; it's impossible to walk there. Tried it!)
- ☐ A few shops, clothing – grocery
- ☐ Expanded dining options
- ☐ Quiet mall
- ☐ Nodal commercial areas rather than end-to-end commercial

Appendix G: Issues List

- ☐ Like that Hwy 100 area has been developed
- ☐ Businesses – the few that are here use a lot
- ☐ Small shops

Miscellaneous

- ☐ Recycling
- ☐ When it's not raining!
- ☐ Little library (can pick up books from throughout the library system)
- ☐ Representation
- ☐ Do not regard my neighborhood as Bellevue; more akin to Belle Meade

What are three things you would like to see change about the Bellevue Community?

Additional Shopping/ Retail

- ☐ Bellevue Mall (54 responses)
- ☐ Bring back shopping mall; it has stood derelict too long (23 responses)
- ☐ Mall redevelopment; Bellevue Center Mall developed into something beneficial; plan for the vacant mall; mall rejuvenation to anything else (10 responses)
- ☐ Do something about the mall; solve the mall issue (5 responses)
- ☐ Turn old mall into outlet mall (2 responses)
- ☐ Revitalize the mall area – everything is moving to Hwy 100
- ☐ Reinvigorate Bellevue Center Mall
- ☐ Mall respectfully developed with medical/restaurant/open development
- ☐ Mall/shopping center with at least one department store (not too expensive, but a Macy's or Dillard's type store)
- ☐ TIF financing implemented for mall development
- ☐ Find a larger area with more parking
- ☐ Mall – restored or redeveloped
- ☐ The Mall, so convenient and necessary in many, many ways
- ☐ Mixed use for mall area
- ☐ Open retail at mall area
- ☐ Develop an outdoor mall
- ☐ Put something in mall space – regular or outlet mall
- ☐ Mall can become a new retail facility with respect to children's needs. New Regal Theater! Bowling arena, etc.
- ☐ Develop the mall area by introducing businesses back to the area
- ☐ Use Bellevue Mall as new high school and public library
- ☐ More community restaurants and shopping; more options for restaurants and retail; more thoughtful shopping/restaurant options; more relevant shopping/dining places; retail growth (not necessarily big box stores) (21 responses)
- ☐ More restaurants; better restaurants; real restaurants (less chains); local restaurants; good family restaurants; make economic environment conducive to better restaurants than fast food (21 responses)
- ☐ Hwy 70 revitalization; clean up Hwy 70 (dead area with riff-raff) (2 responses)
- ☐ Improved commercial areas – Bellevue Mall, shops, restaurants
- ☐ Better retail shopping; anchor shops; not Wal-Mart; get a Kohl's
- ☐ Store which sells wine; wine and liquor store in the area (2 responses)
- ☐ Local food (grown and sold here)
- ☐ More theaters, hotels
- ☐ More family entertainment sites
- ☐ New movie theater (one behind McDonald's is nasty)
- ☐ Give me a reason not to go to Green Hills
- ☐ Shopping (craft store)

Appendix G: Issues List

- ☐ Reasonable shopping – outlet mall, especially children’s
- ☐ Like to be able to buy a spool of thread without going across town

New Library

- ☐ Build new, larger library (20 responses)
- ☐ Improved/better library (8 responses)

More Transportation Options

- ☐ Transportation choice; more transportation options than just using a car to get around (4 responses)
- ☐ Walking/Biking (42 responses)
- ☐ Additional sidewalks; more ways to walk places (16 responses) (on all streets, in commercial areas, along Old Harding, Coley Davis Road)
- ☐ Additional bike paths/lanes/routes (11 responses)
- ☐ Increased walkability; more pedestrian friendly; easier to walk to different things in community; more safe walking areas (6 responses)
- ☐ Create better walking/biking connections between communities
- ☐ Sidewalks so we can walk to shops without getting maimed or killed
- ☐ Walkways to encourage activity and safety
- ☐ Love to see our walking/biking become even a more easy way to travel in Bellevue
- ☐ Add significantly more sidewalks on arterial and collector roads
- ☐ Better pedestrian connectivity – e.g. Old Hickory Blvd. between Hwy 70S and Hwy 100, difficult to walk
- ☐ Sidewalks leading in Edwin Warner Park with crosswalks at Old Hickory and Hwy 100
- ☐ Bike lanes thru the countryside
- ☐ More walking bridges
- ☐ Public Transportation (15 responses)
- ☐ Public transportation of all kinds; better transit/bus service; better access to public transportation; more efficient public transportation (7 responses)
- ☐ Public transportation that has usable hours for normal business people and direct route for magnet students (no bus changes)
- ☐ Public transportation after 6:30 PM and on weekends (2 responses)
- ☐ Bus route out Hwy 100
- ☐ Express bus to the airport
- ☐ More public transportation to walking areas
- ☐ Rail transit come in
- ☐ Train or train service to Downtown Nashville

More Open Space

- ☐ More parks/playgrounds/ball fields/park activities (swings, pools) (6 responses)
- ☐ More greenways (7 responses)
- ☐ Connect and develop greenways with art-type facilities along them
- ☐ Greenway path completed
- ☐ Newsom Station Park (where homes were flooded) with connecting greenway to Riverwalk Greenway
- ☐ Community recreation center (2 responses)
- ☐ Improve the community center – more programs, upgrade
- ☐ Public outdoor pool
- ☐ Dog park
- ☐ Mountain bike trail
- ☐ Community gardens

Appendix G: Issues List

New/Improved Schools

- ☐ New high school, bring back a high school (7 responses)
- ☐ New schools – elementary, middle, high school
- ☐ Home of Nashville’s next magnet high school
- ☐ Additional elementary schools
- ☐ School zoning change for Bellevue Middle
- ☐ Schools – more central
- ☐ Improve schools
- ☐ Public schooling is, for the most part, terrible. Fix it!
- ☐ Have schools serve locally grown, organic produce

Improved Community Character

- ☐ Defined town center (2 responses)
- ☐ More attractive designs in housing
- ☐ Less ugly commercial strip development
- ☐ Updated look
- ☐ More restored
- ☐ Some landscaping with light poles and banners with same look to tie both sides of Bellevue together
- ☐ Better/more “modern” development
- ☐ Consistency on business/retail development (from a design perspective)
- ☐ Sustainability
- ☐ Raising property values
- ☐ Make it overall more attractive so housing prices increase
- ☐ Predominantly residential neighborhood
- ☐ More diversity
- ☐ More mixed ethnicities
- ☐ More culture (think Asheville, NC)

Growth/Development

- ☐ Just more positive development
- ☐ Zoning protection for ridges, steep slopes and streams
- ☐ No more construction in floodplains (2 responses)
- ☐ No high rises on Delrose soil
- ☐ Slower, more environmentally friendly growth
- ☐ Keep centers – Hwy 70S not Hwy 100
- ☐ Stopping more commercial development on Hwy 100
- ☐ Revive abandoned “out of business” buildings or tear them down
- ☐ Farmers market located here
- ☐ No more apartment complexes/multi-family; no multi-family with transient population (10 responses)
- ☐ Less apartments (population too dense); less density of apartments (3 responses)
- ☐ No more concentrated, isolated apartment development
- ☐ Stop or significantly reduce apartment community growth
- ☐ Change the apartments to condos
- ☐ No more condos
- ☐ No Section 8
- ☐ Stop over-building
- ☐ Agriculture
- ☐ Redevelop existing areas – add infrastructure
- ☐ Public development along the river

Appendix G: Issues List

- ☐ Zone creep to stop. Require builders to be more responsible.
- ☐ Mixed use development
- ☐ More single family homes; need single family homes now (2 responses)
- ☐ More single unit dwellings
- ☐ Smaller single family homes
- ☐ Increased single family housing above \$250,000
- ☐ Limit or restrict types of development
- ☐ Get rid of hotel weekly establishments
- ☐ Keep density low except in central area “nodes”
- ☐ Need sewer down River Road
- ☐ No more fast food restaurants
- ☐ Need offices and professionals – doctors, etc.
- ☐ Less government restrictions on private development (get out of the way!)

More Economic Development

- ☐ More economic/business development; attract businesses/employment; involve more businesses to create jobs (4 responses)
- ☐ More businesses (4 responses)
- ☐ More small businesses (like in East Nashville)
- ☐ More offices
- ☐ Encourage business

Transportation Improvements

- ☐ Better streets with sidewalks and street trees
- ☐ More connectivity
- ☐ Eco-friendly transit
- ☐ Wider roads
- ☐ Bring arterial and collector roads to standards, width and shoulders
- ☐ Improve the road network. Hwy 100 and Old Harding are bottlenecked.
- ☐ Clean up Hwy 70 – too many curb cuts (tough traffic)
- ☐ More traffic lights/signals, more street lights on Old Harding Pike (3 responses)
- ☐ Additional access to Hwy 70 and I-40 from Old Harding Road to reduce congestion on Sawyer Brown Road
- ☐ Correct dangerous intersection at River Road Pike
- ☐ Widen and straighten River Road Pike
- ☐ Cannot say too much about widening River Road
- ☐ Congestion
- ☐ Traffic at peak times
- ☐ Speed limit on Hwy 70 as it comes into Bellevue
- ☐ Fix potholes – there’s one the size of a swimming pool behind McDonald’s
- ☐ Wider streets/roads – McCrory Lane, Hwy 70, Hwy 100

Community Services

- ☐ Senior center that doesn’t cost to participate (2 responses)
- ☐ Closer services
- ☐ More access to urban services
- ☐ Recycle pickup, free recycling (2 responses)
- ☐ Potential Police “annex” or substation
- ☐ Need a well developed hospital
- ☐ More safety (had two cars stolen)
- ☐ Poplar Creek safer

Appendix G: Issues List

- ☐ Metro trash pickup
- ☐ Local newspaper
- ☐ Street lights

Miscellaneous

- ☐ Good plan for flood control, central flooding, less flooding (3 responses)
- ☐ More community responsibility – clean-up trash, etc.
- ☐ More community cooperation
- ☐ Better communication
- ☐ Doing something about unoccupied property
- ☐ Removal of rubble pile at corner of Hwy 100 and Temple Road
- ☐ Council that represents community
- ☐ Representation politically – we need a change
- ☐ Do away with zoning laws
- ☐ Less government planning

How would you like to see them change?

- ☐ Improve walking/biking/greenways (21 responses)
- ☐ Attention to bike and walking
- ☐ Sidewalks, bike lanes
- ☐ Sidewalks, bikeways or signs
- ☐ More sidewalks to encourage active, healthy lifestyles
- ☐ The City build sidewalks and residents care for them
- ☐ Walk ways as well as bike routes may help residents become more active in the community as well as living a healthier way of life
- ☐ Connecting greenways/bikeways
- ☐ Greenways, bike lanes, wide smooth shoulders for walking or biking
- ☐ More space for bikes, paths, sidewalks
- ☐ Live less than one mile from post office, Staples and Publix and don't think it's safe – as a pedestrian – to walk to these businesses. Hope this could change. Thanks.
- ☐ Study pedestrian routes from homes to grocery store
- ☐ Grocery that seniors could walk to in River Plantation
- ☐ Create pedestrian walk/bike full length of Harding Pike from Kroger Hwy 70 to Kroger Hwy 100
- ☐ Developers should be required to install sidewalks – greenways and bikeways are good, but baby boomers will want to walk to grocery, drugstore, movie, etc.
- ☐ Access to Warner Parks without having to drive
- ☐ Shopping access by bike
- ☐ Connect Hwy 70 to Hwy 100 via greenway
- ☐ Neighborhoods aren't really connected to each other whether it is connecting streets or planning neighborhoods better
- ☐ Would like park space and shopping areas connected in some way.
- ☐ Better parks and recreation, connecting green belts and walks
- ☐ Attract more retail/businesses (8 responses)
- ☐ More available business/office space
- ☐ Provide opportunity to new businesses, office complexes, etc.
- ☐ More opportunities for small business
- ☐ Bring new businesses here
- ☐ Recruit more sit-down restaurants and nice stores – no strip malls

Appendix G: Issues List

- ❑ Development such as Green Hills or the Center on Charlotte Pike. Bellevue needs a facelift.
- ❑ Would like some good restaurants on the Hwy 70S site. Like some general shopping close so don't have to travel to Nashville West or Cool Springs
- ❑ Have attractive businesses open in the area
- ❑ Improve public transportation (*9 responses*)
- ❑ Better access to public transportation
- ❑ More buses
- ❑ Light rail, green buses (which run later than evening)
- ❑ Thoughtful use of bus and light rail
- ❑ Better bus service, light rail
- ❑ Bus service in the early evening with smaller buses (buses now stop running at 6 PM)
- ❑ Improve bus system into city
- ❑ Better bus access to downtown – come back later – few stops
- ❑ Access to mass transit like high-speed rail (trains)
- ❑ Create a Town Center (*6 responses*)
- ❑ Has no identity at present. A central point where shops and restaurants make for a community identity.
- ❑ Bellevue needs a community center area with shopping and eating options with multimodal access to the entire community. Would be nice if this area included offices and lofts, etc.
- ❑ More sense of a central community (Bellevue Mall?)
- ❑ Use mall space as a town center with character
- ❑ Concentrate density at Town Center, if you can find one
- ❑ Would like to see Bellevue Mall area redeveloped to a higher density mixed use development town center, similar to Hill Center in Green Hills. Could locate library, post office there.
- ❑ Reuse existing buildings (*4 responses*)
- ❑ Use vacant mall effectively other than developing other commercial sites
- ❑ Develop on existing corridors and leave green space green
- ❑ Don't think we need to develop new business areas, but use existing areas that are being abandoned (mall, shopping strips on Hwy 70S)
- ❑ Stop over building by using existing structures
- ❑ Through community commitment and business/investment support
- ❑ Slow – with a plan
- ❑ Focus on long range plans rather than pleasing developers
- ❑ Strike a balance between growth and maintaining quality of life. Prefer low growth to keep the good quality of life.
- ❑ Planned implementation
- ❑ Real restrictions on developers – no variances or exceptions to the plan
- ❑ Strict limits on growth
- ❑ Need another bridge across the Harpeth
- ❑ Community gathering places
- ❑ Current library is just too small. Too often have to put books on reserve and have them sent to the Bellevue Branch.
- ❑ There is money for starting the new Bellevue Library. Get it going!
- ❑ Add in high school and library
- ❑ New high school for community area (Hillwood too far away)
- ❑ No further commercial development east of Publix on Hwy 100 as far as Ensworth School
- ❑ Appears that commercial development around Publix and Kroger shopping areas has been too “helter-skelter” – Better planning needed.
- ❑ Face life for existing buildings and new businesses or property
- ❑ No more building, especially apartments or condos
- ❑ No more apartment complexes or densely packed single family homes or property tax breaks for keeping vacant land vacant

Appendix G: Issues List

- ☐ Citizen concerns should be reflected in the City Plan and stop all apartments that aren't built yet. Get the corporations with money for apartments to move their money to the mall project.
- ☐ Bellevue has enough apartments and condos. Area needs to improve housing quality and push the price points up but schools must be improved to attract buyers and keep residents here.
- ☐ Have too many apartments in Bellevue. Need more family homes, not multi-family units. More apartments have seen decreased business developments and increased crime. Need permanent residents, not transient renters.
- ☐ Homes, apartments, churches and schools separated from commercial businesses
- ☐ Building with LEED certification and solar cells
- ☐ More choice to eat healthy
- ☐ Rezoning for buyout owners
- ☐ Do not allow rebuilding in flood areas
- ☐ Mandates which must be met
- ☐ Implement garbage/recycling programs and more street lights
- ☐ Green Hills already too congested and Bellevue is nicely connected by internal roads and interstate to downtown.
- ☐ Evaluate population densities especially for school-age children to best place schools as well as nodes for commercial
- ☐ Plenty of notice given to residents
- ☐ Flow of traffic around single family areas rather than through
- ☐ Concentrate development at nodes/hamlets
- ☐ Funding for a senior center such as Knowles
- ☐ Dredge the Harpeth River and Cumberland to remove debris
- ☐ Need a plan for a less oil dependent environment, have land preserves, have solar and geo-thermal public places. Need local industry so we won't be dependent on oil.
- ☐ A liquor law, allow a liquor store, tax incentive to encourage more local business start-up
- ☐ Get into the Urban Services District
- ☐ Unsure – that's why I am here
- ☐ Preserve the natural park setting
- ☐ Promote community activities even more than now
- ☐ Door-to-door engagement of Bellevue residents to promote being part of Bellevue
- ☐ More activities, especially indoor for bad weather
- ☐ Push gardening
- ☐ Promote children getting outside to play
- ☐ Access to adult education (college) – located in the community
- ☐ Government needs to not be involved in planning
- ☐ Certain restrictions in zoning and potential design ordinances
- ☐ Better representation of Council leaders
- ☐ More people run for local offices
- ☐ Additional options and expansion of options
- ☐ More meetings on future development
- ☐ Increased
- ☐ Soon
- ☐ Now

Appendix G: Issues List

- ☐ River Bend Circle
- ☐ River Ridge Drive
- ☐ River Road (2 responses)
- ☐ River Road Pike (2 responses)
- ☐ Riverwalk Subdivision
- ☐ Rodney Drive
- ☐ Rolling Hills Drive
- ☐ Saddle Ridge
- ☐ Sawyer Brown Road (7 responses)
- ☐ Spring Ridge Lane
- ☐ Stacy Drive
- ☐ Still Spring Hollow Drive (2 responses)
- ☐ Stirrup Drive
- ☐ Stone Creek Road
- ☐ Tidwell Road
- ☐ Valley Trace Drive
- ☐ Vaughn's Gap
- ☐ Watervale Drive
- ☐ West Running Brook Road (3 responses)
- ☐ Westfall Drive
- ☐ Westfield Drive
- ☐ Willaimsport Court
- ☐ Willow Oak Drive
- ☐ Woodstream Drive



Bellevue Community Meeting Responses

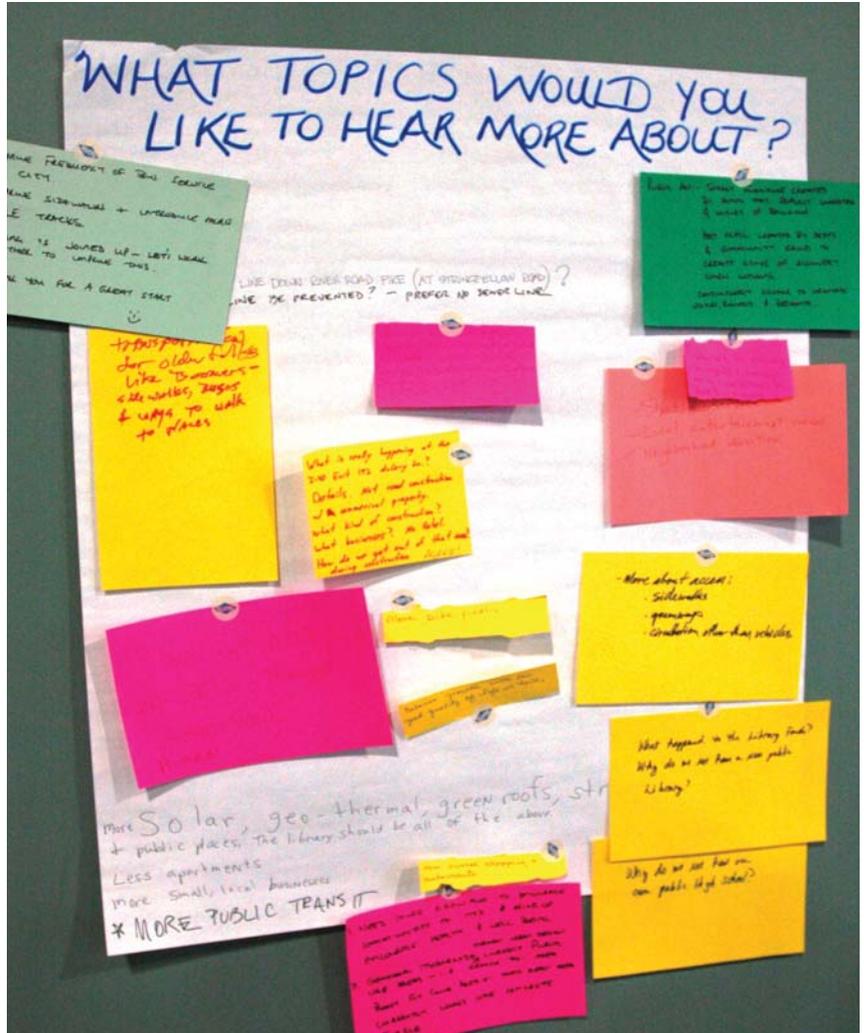
What is your role in the Bellevue Community? Check as many as apply.

- | | |
|-------------------------------|--|
| ☐ Resident | 97 (27 noted they were a also a property owner) |
| ☐ Non-Resident Property Owner | 3 |
| ☐ Business Owner | 41 |
| ☐ Church | 10 |
| ☐ Other Institution | 5 |
| ☐ Other, please explain | 2 – Bellevue Chamber,
2 – Employee,
1 – Architect/Developer,
1 – Community Leader/Volunteer,
1- regular user of Community Center and Library |

Appendix G: Issues List

How many years have you lived in or been involved with the Bellevue Community?

- Less than a year (2 responses)
- 1 (3 responses)
- 2 (2 responses)
- 3 (2 responses)
- 4 (5 responses)
- 5 (4 responses)
- 6 (3 responses)
- 7 (5 responses)
- 8 (4 responses)
- 10 (6 responses)
- 10+
- 11 (2 responses)
- 12 (2 responses)
- 13 (3 responses)
- 15 (2 responses)
- 16 (2 responses)
- 17 (3 responses)
- 18 (4 responses)
- 19 (2 responses)
- 20 (6 responses)
- 20+ (2 responses)
- 21
- 23 (2 responses)
- 24 (3 responses)
- 25 (8 responses)
- 26
- 30 (3 responses)
- 30+ (2 responses)
- 31
- 32
- 33
- 35
- 37
- 40
- 43
- 44 (2 responses)
- 47
- 59
- 71
- Life-long



Bellevue Community Meeting Responses

Appendix G: Issues List

Are you in an organized neighborhood group, business group or other group?

- Yes (*44 responses*)
- No (*57 responses*)
- If yes, what group?
 - Allen's Green (*2 responses*)
 - Bell Garden
 - Bellevue Area Citizens for Planned Growth
 - Bellevue Chamber of Commerce (*5 responses*)
 - Bellevue Community Garden at Middle School
 - Bellevue Manor Homeowners Association
 - Boone Trace Homeowners Association (*4 responses*)
 - Cross Point Community Church
 - Cross Timbers Neighborhood Association (*2 responses*)
 - Cross Timbers Neighborhood Watch (*2 responses*)
 - Deer Lake Retirement Advisory Board
 - Meade Vue Subdivision
 - Poplar Creek Homeowners Association
 - River Bend Estates
 - River Plantation Presidents
 - River Plantation Section II (*2 responses*)
 - River Plantation Section VII
 - River Plantation Section IX
 - Riverside Homeowners Association
 - Riverwalk Homeowners
 - Rolling River Homeowners Association (*2 responses*)
 - The River at Music City Church
 - Southampton Neighborhood
 - Sullivan Ridge Community (*2 responses*)
 - Traceside
 - Walnut Hills Manor Association
 - Warner Park Neighborhood Association
 - Westchase Property Owners Association
 - White's Bend
 - YMCA (*2 responses*)

In a few words, please describe your ideal Bellevue Community.

Green, pedestrian friendly with sidewalks, safe at all times, well lit, with community activities.

- Place primary importance on quality of life, meaning environment first. Healthy lifestyles, good public education, no pollution, limited growth.
- Bellevue would make a great community with a “small-town” feel. I see communities being built as “pedestrian friendly” or urban living. I think with a little planning, we are in a great place to become one of those types of communities naturally.
- Pretty much what it is now – friendly, picturesque, peaceful, safe, uncongested, convenient and family friendly – but with maybe a centrally located park, and more interesting, diverse shops and restaurants.
- Remain a peaceful place where more and more families will feel comfortable to stay here because it is responsive to health, housing, hobbies, etc.

Appendix G: Issues List

- ❑ No litter or trash, no dogs and cats running loose, sidewalks, bike lanes, traffic bottlenecks addressed.
- ❑ Of course the Westhaven Community in Franklin is ideal – you never have to leave the area – for exercise, walking, some shopping, grocery, entertainment venues.
- ❑ More sidewalks, better road maintenance, mall rejuvenated.
- ❑ More friendly and easy pedestrian areas – it would be nice to be able to walk to supermarkets.
- ❑ Think Roswell, GA or Germantown, TN – the look and feel of a walkable European community – think Mainz, Germany – sidewalks, bikeways.
- ❑ We need to plan for peak oil. We need local industry that is sustainable. Less density, more solar, geo-thermal and green roofs. More locally grown food. More land for animals/plants (preserves), more bike lanes, less apartments, more diversity.
- ❑ Green, quiet.
- ❑ Keep it simple – businesses that provide what we need.
- ❑ Bring back a high school, the mall and more shopping areas and restaurants.
- ❑ More offices and conveniences within the community, bike lanes along roadways.
- ❑ To have all needs met – including medical assistance, shops, places to eat.
- ❑ Open with dining and retail choices, centrally located schools, walkable space.
- ❑ Bellevue offers a great bunch of folks that love life. We just need more activities for growth of jobs and healthy environments.
- ❑ Sidewalks on main streets, redeveloped mall and library, including movie theater – not over developed, no more apartments, keep green space.
- ❑ Great neighbors, great schools, shopping.
- ❑ Would like to see large lots and suburban planning that keeps the rural feel.
- ❑ Families able to interact easily, car traffic is moderated to allow for other means of transportation.
- ❑ Vibrant, culturally diverse, welcoming with lots of choice, be it shopping, eating, entertainment and staying healthy.
- ❑ Small town feel, modern, good transportation i.e. sidewalks, cycling path routes, public transportation, commercial opportunities i.e. office buildings to attract people to town to spend dollars to maintain businesses.
- ❑ Something to the effect of a Green Hills but less congested (still have a small town feel).
- ❑ We will get our share of the Metro budget for infrastructure. I would like to escape Davidson Co. to avoid the Convention Center debacle.
- ❑ Less government.
- ❑ A change from a bedroom community to a quality place with a neighborhood feeling.
- ❑ While preserving the natural spaces of the community, a stronger community center of retail, restaurants, library, schools, etc., more attractive building styles.
- ❑ A place you can walk or ride around without risking your life. Dam up the river and make a nice lake.
- ❑ To have local input not outside input. Do not let Planning Commission control too much. It will drive up costs and slow down positive growth.
- ❑ One where my needs are met without leaving Bellevue. Decent social scene with restaurants and shopping.
- ❑ Safer, less congested. River Road Pike is dangerous and overdue for improvements in engineering, particularly at the s-curves, intersection with River Road and intersection with Old Charlotte Pike.
- ❑ More sidewalks. Hwy 70 businesses are dying, need to bring them back. Why are all of the new businesses on Hwy 100? We need a real community newspaper. We need to become a destination place in Nashville.
- ❑ Maintain primary suburban feel, but improved commercial developments that have improved accessibility for cars, pedestrians, and bicyclists.
- ❑ Better retail plan – uniformity/consistency.
- ❑ No more apartments! Too many transients without a feeling of ownership – more businesses that go home at night and weekends – a reasonable mall that provides for the needs of the Bellevue people – more eating places – a larger library.
- ❑ A community where you could walk to the grocery, church – more areas where you can exercise like the greenways – more restrictions on building.
- ❑ A place with neighborhoods, businesses and greenways connected.
- ❑ Quiet, safe, transit and retail within walking distance, green spaces protected.

Appendix G: Issues List

- ❑ Bellevue would have a “heart” – a town center, possibly where the mall is now. It would be a mixed use area with landscaped streets, shops with lofts or offices above. It could be accessed by sidewalks, greenways, etc. as well as by automobile.
- ❑ More evening activities, skate park
- ❑ Open spaces, beautiful vistas.
- ❑ Regardless of the information in today’s presentation, I like the neighborhoods to be “closed” to reduce traffic and increase privacy. However, schools, churches should be included in residential neighborhoods with commercial businesses in a defined zoned area.
- ❑ A community that stays quaint and surrounded by nature but still supplies the general needs of entertainment, shopping and food. Has a reliable public transit that can help preserve our earth but works with the average schedule. Great schools and community involvement in the arts and schools.
- ❑ A community in which families can flourish by having good options in childcare, libraries, play-areas, etc. However, also an area that can provide modern shopping, dining and office space for a changing economy.
- ❑ More mixed use with retail/office and residents with ability to walk to and from. I’d like to see Hwy 70S have a more cohesive look.
- ❑ More retail balanced with existing residential, a new library.
- ❑ More shops – safer roads – bike trails – yes! Bellevue mall utilized and vibrant again.
- ❑ Community feeling, walkable.
- ❑ Another park.
- ❑ Where cross section of residents come together for various projects, raising awareness of the importance of community.
- ❑ Bellevue is a terrific community – if we could grow and develop with local flavor and simplicity it would stay in character.
- ❑ I like things the way they are except I would like to be able to shop and eat at something besides fast food without leaving Bellevue. Would also like more medical facilities out here.
- ❑ Great shopping, we don’t need an outlet mall, increased family restaurants, improved (or continue to improve) green areas and spur growth in single family housing. A gaming area i.e. ice rink, skating rink or public recreational complex unlike the community center for young teens. Red Caboose is fabulous; where can they go after that?
- ❑ One in which I could catch a bus or train to downtown – to a museum, or our wonderful downtown library, or to a concert – and come back.
- ❑ I would love to see a mall and businesses wanting to come here instead of closing and leaving. A place people want to live because of what we have to offer homeowners and businesses, all the while keeping traffic minimal.
- ❑ I would like to see more activities. I would like it easier to get around by bike or walking. I would like to not have to leave the Bellevue area, i.e. shopping, eating, etc.
- ❑ Economic development – the mall is a shame/waste – more connectedness.
- ❑ The ideal community would stop any and all apartments and build single family homes, bring in doctors’ offices and shopping. We had a wonderful community before all the fast food restaurants and apartment complexes.
- ❑ Peaceful, small town, efficient, mixed use.
- ❑ A safe place to raise a family, have a career, and ultimately retire. A community with top-notch schools, increased property values, thriving businesses, growing churches and continued involvement planning by both younger and older residents and businesses owners.
- ❑ A place that continues to maintain middle-upper class homes while preserving the natural settings. I would just hate for it to be nothing but apartments and strip malls.
- ❑ Much like it is: but as a town of 35,000 people, we need more parks, a high school and an adequate library.
- ❑ A safe and happy community in which residents feel as if they are part of a productive living family along with a functional neighborhood in which all local community needs can be met with efficiency.
- ❑ A community with quality homes and neighborhoods.
- ❑ Better shopping, restaurants, office space, etc.
- ❑ A more affordable Asheville, NC.
- ❑ It does not need a Subarea 6 group making decisions for the whole community. As before, need better council involvement to help the whole community, not just certain groups.

Appendix G: Issues List

- ❑ Has some kind of “town center” like Franklin downtown with easy transportation, but no traffic issues. Conserve land, retain parks, greenways. Have neighborhoods like Westhaven.
- ❑ Walkable town core with a transit oriented design and rail connection to downtown surrounded by suburban development and open space.
- ❑ Bellevue is close to ideal now! We are close to the city and have a decent commute. We still have plenty of green space with the Warner Parks. It is a safe community too. It would be nice to be known as a friendly diverse community.

Any additional comments:

- ❑ Thank you for allowing community members to contribute to the planning process. I purchased a condo in River Plantation in the summer of 2008, experienced flooding in 2010, rebuilt over the summer months. I've never been prouder to be a Bellevue resident!
- ❑ I would love for the area of Bellevue Center to become like a Hill Center or Nashville West – please no Wal-Mart!
- ❑ Good job!
- ❑ I like the area because it is easy to get to places, kind of. Could it be better? Yes, but I do not want my morning or evening commute to be ridiculous. I-40 east and with respect to morning and evening are the only ways into Nashville that do not have wrecks or stop and go traffic like I-24, I-65.
- ❑ I think the “nodal” sub-area 6 plan has worked well in avoiding the spot-zoning requests from individuals who wished to profit financially from inappropriately rezoning residential to more intense commercial at the expense of the sub-area plan's integrity – and their neighbors' quality of life.
- ❑ It would be good to see population/residential projections – this would enhance the ability to take into consideration future needs.
- ❑ I feel like Bellevue is taking steps back not just since the flood but that has hindered our growth prior to the flood. Let's work together to bring notice, interest and desire to our community for future growth and success.
- ❑ Please do not put mixed density/use high rise on Westside Club property. Please deal with traffic flow issues in Warner Park Neighborhood.
- ❑ Schools closer to the people they serve, especially for the middle and high schools.
- ❑ Bellevue is large enough to support a high school. Many Bellevue teens are in magnet and private schools. A new school and public library are sorely needed.
- ❑ Remember the more you pave, the more you build, the more rainfall runs off, creating floodplain problems. The more you build the more will come, creating congestion and crime. Keep Bellevue beautiful.
- ❑ Do something with the empty mall.
- ❑ Show us what McCrory Lane development will look like.
- ❑ Would like to see Old Harding improved to a three lane road with sidewalks and sidewalks added to Poplar Creek.
- ❑ I like the idea of allowing my property use to be determined by good architectural design. Perhaps will allow me to build townhouses with a ground floor of professional offices in the future.
- ❑ Prior knowledge of what to expect may have allowed a more knowledgeable and organized response.
- ❑ I would like to see subsidized housing scatter throughout the community, not concentrated in large apartment complexes.
- ❑ Bellevue seems to be either a place to start out or to settle in. A neighborhood that empowers more of a sense of community could be encouraged by planning.
- ❑ I am concerned about the upcoming development on McCrory Lane and Interstate 40 – this will take away from Bellevue and we already have an empty mall that has parking, toilets and basic infrastructure.
- ❑ Quality restaurants, not only fast food such as McDonalds. There are 23 fast food restaurants currently in Bellevue yet just 2 or 3 quality restaurants.
- ❑ A liquor store would be great! We need a better way to get community-wide information out. Better communication for all of Bellevue.
- ❑ The areas with 25% slopes should remain undeveloped or have extremely low density of single family dwellings on large

Appendix G: Issues List

lots – very low density. Our corridor streets need to be brought up to standard. They are far below that now! Bring offices and retailers to Bellevue near Highway 70.

- ☐ I live off of 70S. One of the things I really miss is a sidewalk. It will be nice to have a sidewalk at least on one side of the road. Secondly, Old Hickory Blvd. is pitch dark and no street lights at all which you really need particularly in the winter when it gets dark very early.
- ☐ Long to see some quality public art that is created through the community – e.g. an art trail in one of our wonderful parks. Love our park areas.
- ☐ Thanks!
- ☐ Bring back the Produce Place.
- ☐ I'd like to see the Bellevue Mall utilized/repurposed/used!
- ☐ We want all new construction to have the look of “Bellevue” – stone amenities especially, no new curb cuts on 70 (actually like some to go away). Someone said we are zoned for 17,000 apartments and more apartments/townhomes – No!
- ☐ Need to protect public water from privatization – very important.
- ☐ Need more businesses and professional offices.
- ☐ Please keep this area small. East Nashville has character. All public areas should have geo-thermal, solar and green roofs.
- ☐ The people in Bellevue do not support all the local businesses. Just look at the buildings that are empty – the mall, movie theater, Jack-in-the-Box, Church's Chicken for a few – there are many more.
- ☐ Thanks for your time and thoughts.
- ☐ My parents and their parents have lived in Bellevue over the last 40 years or so. Bellevue was considered “the sticks” back then. I think some of the desire of living in Bellevue has to do with that feeling of being separate from “the big city,” even to this day. If we can keep that feeling with a reasonable inclusion of the connections to Nashville, it would be great.
- ☐ I have been a real estate agent since 1972 in Nashville, owned a bed and breakfast in N.C. and would love to be involved in this process. I would love to see Bellevue a place that I would be happy to come from.
- ☐ It's great timing for this to be reviewed. As much as we can help plan the future growth of Bellevue now is ideal, rather than trying to react to issues later. I don't want 70S that runs through Bellevue to start looking like Charlotte Pike. Great meeting and I look forward to this process!
- ☐ I participated in the original Subarea 6 plan as well as the update. Looking forward to some new ideas to get Bellevue back on track!
- ☐ Love our community, but we need to as they say kick the old mule in the ____ get moving.



Bellevue Community Meeting Responses

Bellevue Community Plan: 2011 Update

Credits

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The Bellevue Community Plan Update Team would like to thank the Bellevue Community Stakeholders for their input and participation. The team would also like to thank fellow Metro Departments and various Community Agencies for their collaboration during this process. A special thanks to Cross Point Community Church, Harpeth Heights Baptist Church and Hope Park Church for hosting numerous community meetings and to the Bellevue Councilmembers and Bellevue Chamber of Commerce for their assistance in community outreach to increase participation in the planning process.

The Planning Commission guides growth and development as Nashville and Davidson County evolve into a more socially, economically and environmentally sustainable community, with a commitment to preservation of important assets, efficient use of public infrastructure, distinctive and diverse neighborhood character, free and open civic life, and choices in housing and transportation.

The Planning Department helps Nashville and Davidson County evolve into a more sustainable community, guided by a commitment to efficient use of infrastructure, distinctive and diverse community character, open and vibrant civic life, and choices in housing and transportation focused on improving the quality of life.

The Metropolitan Nashville Planning Department is committed to a public planning process that builds on the desires, goals, and history of our diverse city.

The Planning Department works with residents, business owners, property owners, government agencies, and elected officials to shape our community by

developing:

Community Plans
Detailed Neighborhood Design Plans
Urban Design Overlays

reviewing:

Zone Changes
Subdivisions
Planned Unit Developments

and providing:

Internet Mapping Services
Property Mapping Services

For more information on the Metropolitan Nashville Planning Department and to learn about a particular plan or part of Nashville, please visit our website at:

www.nashville.gov/mpc

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Bellevue Community Character Policy Plan

Adopted January 26, 2012

The Community Character Policy Plan presents the policies for guiding growth and development within the Bellevue Community. It provides parcel-specific information about the types of physical development envisioned and the characteristics of that development. All boundaries of the Community Character Policy Plan areas are intended to be definitive lines that are subject to being modified only by amendment. These boundaries consist mainly of lot and property lines, centerlines of public street and railroad right-of-way, steep slope areas, or other easily identifiable features. The community character policy categories are listed below.

For a full description of each policy category, see Chapter II of the plan and the "Community Character Manual" (CCM).

Community Character Symbology

The symbol for each policy area shown on the Community Character Policy Plan map consists of eight characters that are cross-references to sections of text in Chapter II of the plan with corresponding characters. Note that there can be multiple areas with the same symbology. The eight characters in each symbol represent the following:

- Community (Subarea)
 - Transect Category
 - CCM Policy Category
 - Individual CCM Policy Area
- 06-T3-NM-01**

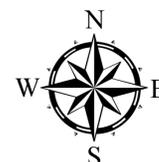
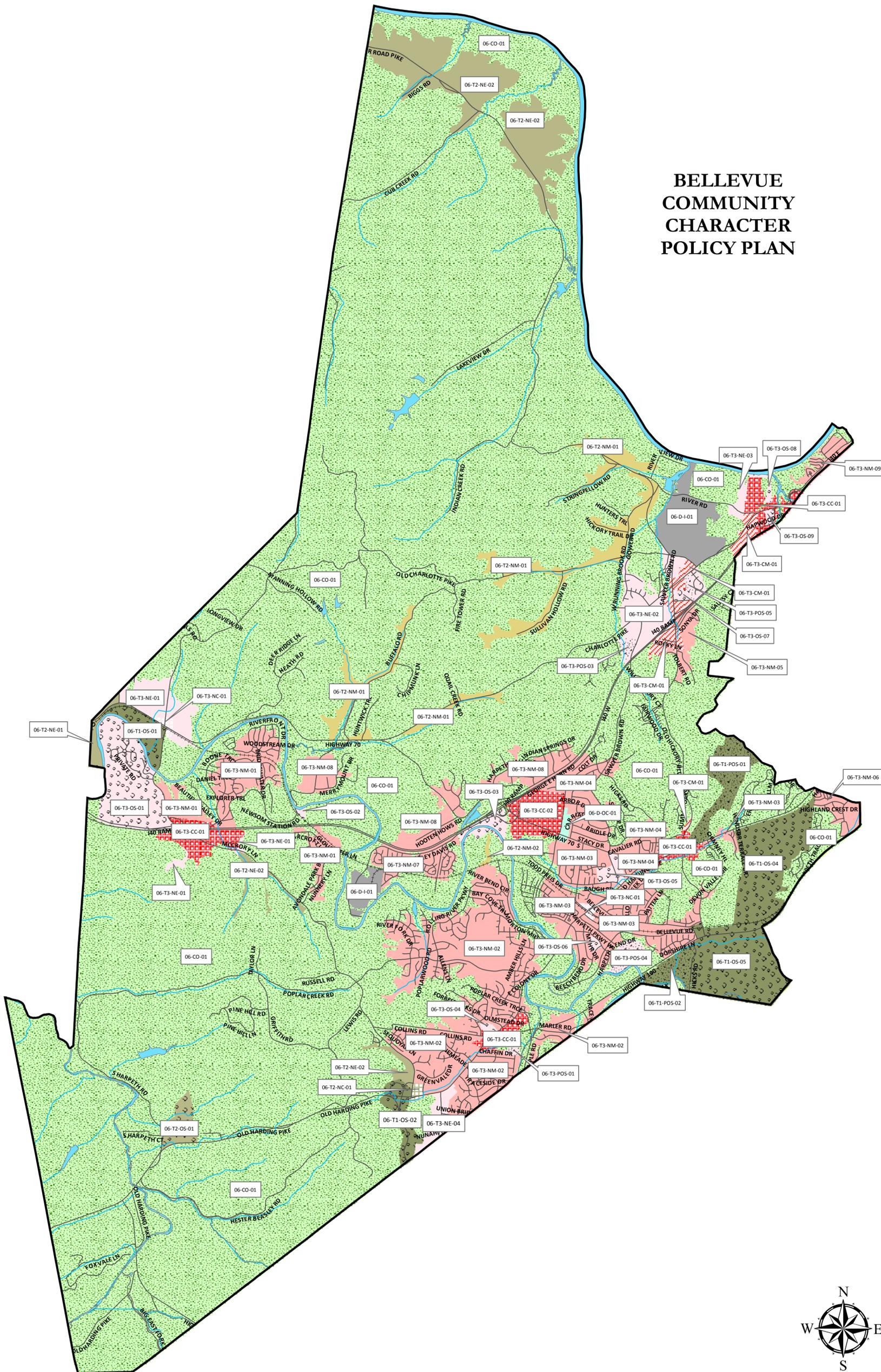
Community Character Policy Categories

- CO Conservation
- T1 OS Natural Open Space
- T1 POS Natural Potential Open Space
- T2 NM Rural Neighborhood Maintenance
- T2 NE Rural Neighborhood Evolving
- T2 NC Rural Neighborhood Center
- T3 OS Suburban Open Space
- T3 POS Suburban Potential Open Space
- T3 NM Suburban Neighborhood Maintenance
- T3 NE Suburban Neighborhood Evolving
- T3 NC Suburban Neighborhood Center
- T3 CC Suburban Community Center
- T3 CM Suburban Mixed Use Corridor
- D OC District Office Concentration
- D I District Impact
- Water

Other Map Features

- Bellevue Community
- Railroads

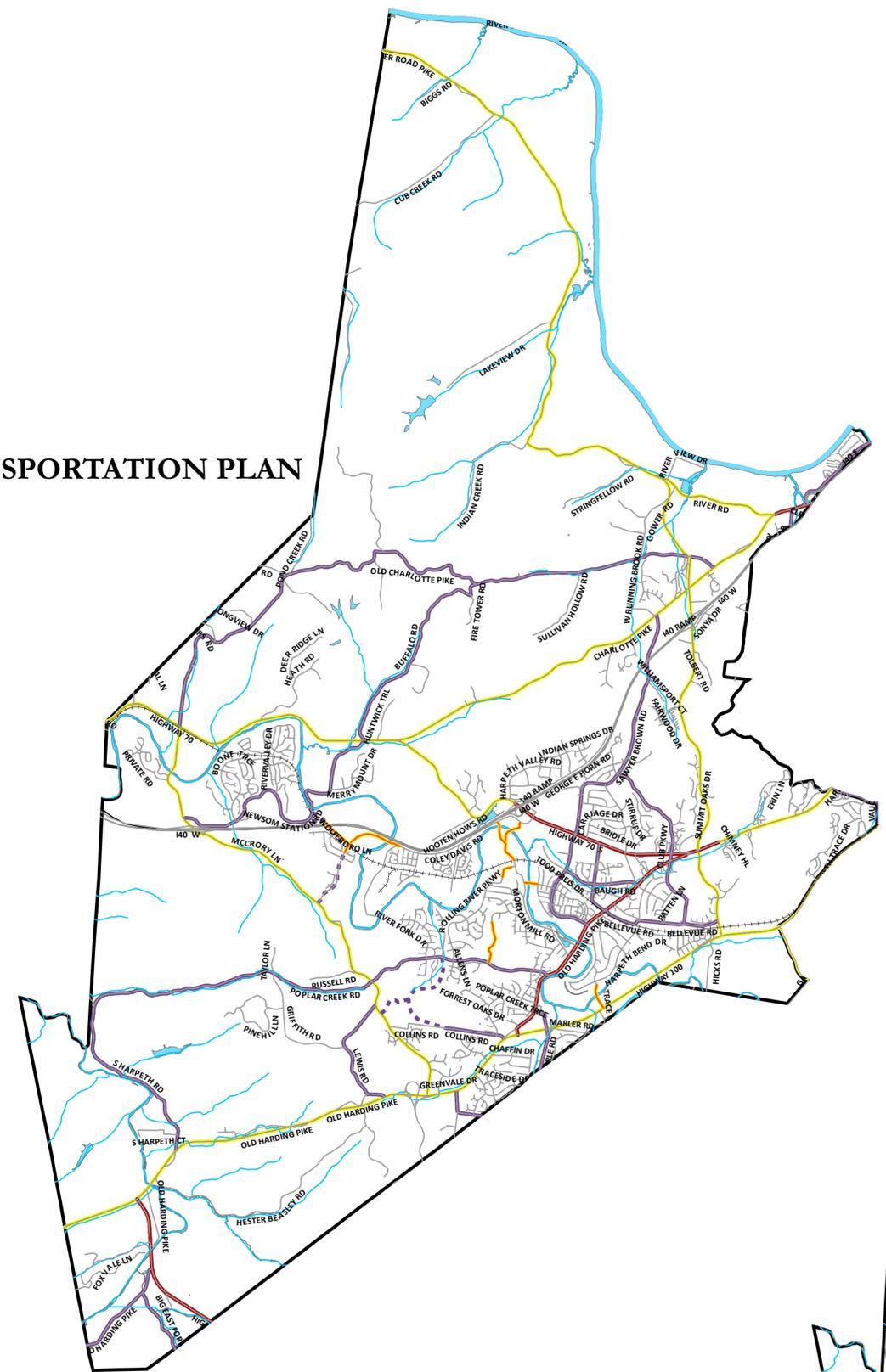
BELLEVUE COMMUNITY CHARACTER POLICY PLAN



Source: Metropolitan Planning Department
Not to Scale



VEHICLE TRANSPORTATION PLAN



VEHICLE TRANSPORTATION PLAN

Community Plan Street
Connection Recommendations
Suggested Streets

**2030 Major and Collector
Street Plan Recommendations**

- Arterial-Boulevard Scenic
- Arterial-Boulevard
- - - Planned Arterial-Boulevard
- Collector-Avenue
- - - Planned Collector-Avenue

**PEDESTRIAN AND BICYCLE
NETWORK PLAN**

Pedestrian Network Recommendations
(see Chapter III for details)

Existing Pedestrian and Bicycle Infrastructure

- Existing Bike Lane
- Existing Bike Route
- Existing Sidewalks
- Existing Trails

Planned Pedestrian and Bicycle Infrastructure

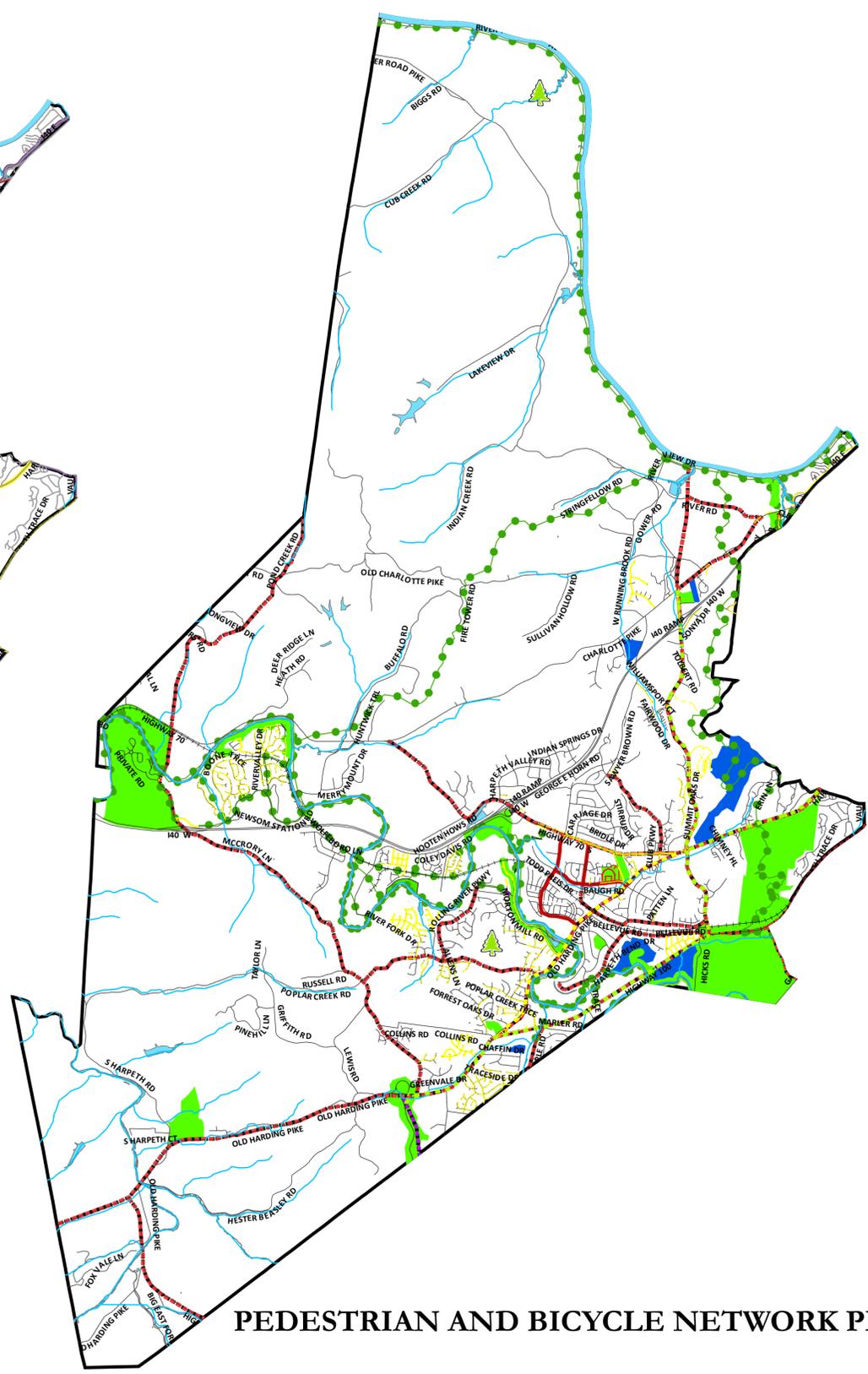
- - - Planned Greenways and Trails
- - - High Priority Recommended Sidewalk;
Planned Bike Lane
- - - Planned Multi-Use Path;
Planned Bike Lane
- - - Planned Bike Lane

Open Space Features

- Existing Parks
- Bellevue Potential Open Space
- ▲ Recommended Location for Park
- Existing Community Garden



Source: Metropolitan Planning Department
Not to Scale



PEDESTRIAN AND BICYCLE NETWORK PLAN