

Bellevue Bend Plan Amendment – Potential Conditions/Supplemental Policy

In order to support the application of additional Suburban Transect policy (Suburban Neighborhood Evolving (T3 NE)) in the Bellevue Bend area, the plan amendment provides this additional detailed guidance as a Supplemental Policy.

*Supplemental Policy Area (SPA) 06-T3NE-Bellevue Bend*



*Preserving Floodplain*

To balance increased growth and density with impacts on area streams and rivers, future development should preserve and protect the floodplain by locating buildings outside the 100-year floodplain and limiting impervious surfaces within it. The floodplain should also serve as a public amenity, offering continuous greenway connections to adjacent parks, neighborhoods, and other local destinations.

*Design Principles*

*Connectivity – Access*

To improve pedestrian, bicycle, and vehicular connectivity, a multimodal bridge connecting the bend to Coley Davis Road should be built. Otherwise, a single at-grade crossing across the CSX Railroad means, at most, a limited number of single-family houses. This multimodal bridge would not only provide access to the site but also to the new Bellevue Park. Additionally, Coley Davis Road should be improved to

mitigate flooding on the roadway and provide multimodal connections to adjacent transit and surrounding businesses and services.

A greenway linking the Morton Mill and Harpeth Youth Soccer segments of the Harpeth River Greenway should be constructed. This new greenway segment will close a vital gap in the Harpeth River Greenway, connecting the existing southern portion of the greenway to One Bellevue Place and surrounding businesses and services. A new greenway segment should also be provided paralleling the railroad to provide a direct connection to the new Bellevue Park.

*Zoning*

Zoning should be implemented through a site-based Specific Plan that ensures infrastructure and access are provided and phased appropriately.