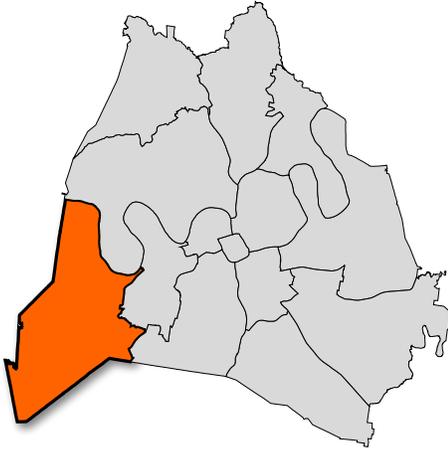


A General Plan for Nashville & Davidson County

Adopted June 22, 2015

Volume III: Community Plans



Bellevue



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 June 22, 2015.

Richard Schuchert

Executive Secretary



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

Resolution No. RS2015-256

"BE IT RESOLVED by The Metropolitan Planning Commission that NashvilleNext is approved in accordance with the staff report and recommendations in the staff report with the following amendments: 2; 3; 4; 5; 14; 15; 16; 18; 20; 22a; 22c; 23; 24; 25; 31; 32; and the deferral of 11 areas identified in the Whites Creek area until the August 13, 2015 Planning Commission meeting with the Public Hearing closed. (9-0)"

Resolution No. RS2015-256

WHEREAS, Section 13-4-203 of the Tennessee Code, Annotated, authorizes a General Plan "with the general purpose of guiding and accomplishing a coordinated, adjusted and harmonious development of the municipality which will, in accordance with existing and future needs, best promote public health, safety, morals, order, convenience, prosperity and the general welfare, as well as efficiency and economy in the process of development, and identify areas where there are inadequate or nonexistent publicly or privately owned and maintained services and facilities when the planning commission has determined the services are necessary in order for development to occur;" and

WHEREAS, Chapter 5, section 11.504 (c) of the Metro Nashville Charter gives the Metro Planning Commission the power to "Make, amend and add to the master or general plan for the physical development of the entire metropolitan government area;" and

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 last General Plan, *Concept 2010, A General Plan for Nashville/Davidson County* was adopted in 1992; and

WHEREAS, Mayor Karl Dean, seeing fit to update the General Plan, announced on May 22, 2012 that the General Plan would be updated, assigning the task to the Metro Planning Department; and

WHEREAS, under the leadership of the *NashvilleNext* Steering Committee and the Community Engagement Committee, the staff of the Metropolitan Planning Commission worked with stakeholders in Nashville/Davidson County, holding over 420 public meetings and events and soliciting input through online forums, engaging over 18,500 participants in providing public input to update the General Plan;

WHEREAS, the Metropolitan Planning Commission, 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, finds that the process followed to develop the *NashvilleNext* General Plan included diverse, widespread, and meaningful community participation and substantial research and analysis and therefore finds that replacing the *Concept 2010* General Plan with *the NashvilleNext* General Plan is warranted; and

NOW, THEREFORE, BE IT RESOLVED that the Metropolitan Planning Commission hereby ADOPTS *NashvilleNext, A General Plan for Nashville/Davidson County* 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 the county.


James McLean, Chairman

Adoption Date: June 22, 2015

Attest:


J. Douglas Sloan, III, Secretary and Executive Director

THE NASHVILLENEXT PLAN

Each part of the plan has a role to play. Some parts are broad and visionary, while others are specific and detailed. This section helps users of the plan understand how the parts fit together and support one another. No part of the plan is intended to stand alone; each can only be understood as working together with the rest of the plan.

I Vision, Trends, & Strategy

Volume I presents the role and powers of the plan, key trends and issues that the plan addresses, a summary of the plan's strategy and approach to the future, and implementation goals and policies.

II Elements

- » Land Use, Transportation & Infrastructure
- » Arts, Culture & Creativity
- » Economic & Workforce Development
- » Education & Youth
- » Health, Livability & the Built Environment
- » Housing
- » Natural Resources & Hazard Adaptation

III Communities

Nashville's Community Plans provide history and context for Nashville's 14 Community Planning Areas, along with community-specific issues, strategies, and sketches of how different places in the community could change over time. Detailed Community Character Maps link the broad, county-wide Growth Concept Map to character policies that guide zoning and development decisions.

Community Character Manual

The Community Character Manual provides detailed explanations of the character policies used in the Community Character Maps.

Community Plan Areas:

Antioch-Priest Lake	Joelton
Bellevue	Madison
Bordeaux-Whites Creek	North Nashville
Donelson-Hermitage-Old	Parkwood-Union Hill
Hickory	South Nashville
Downtown	Southeast
East Nashville	West Nashville
Green Hills-Midtown	

IV Actions

Specific tasks for Metro departments and partners to undertake, within a recommended timeframe.

V Access Nashville 2040

Volume V is the overarching vision of how transportation works under NashvilleNext.

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Description of the Community

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

The natural and built environment of the Bellevue Community is primarily suburban and rural residential (83 percent of the community's land use in 2015) with picturesque hills, large wooded areas, residential neighborhoods, and farmland. Its distance from downtown Nashville, its adjacency to rural counties, and its concentration of hilly terrain, floodplain and farmland create the overall suburban/rural character of the Bellevue Community.

Major Neighborhoods/Communities

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





Warner Park Trail



House in plan area



Riverwalk

The Transect

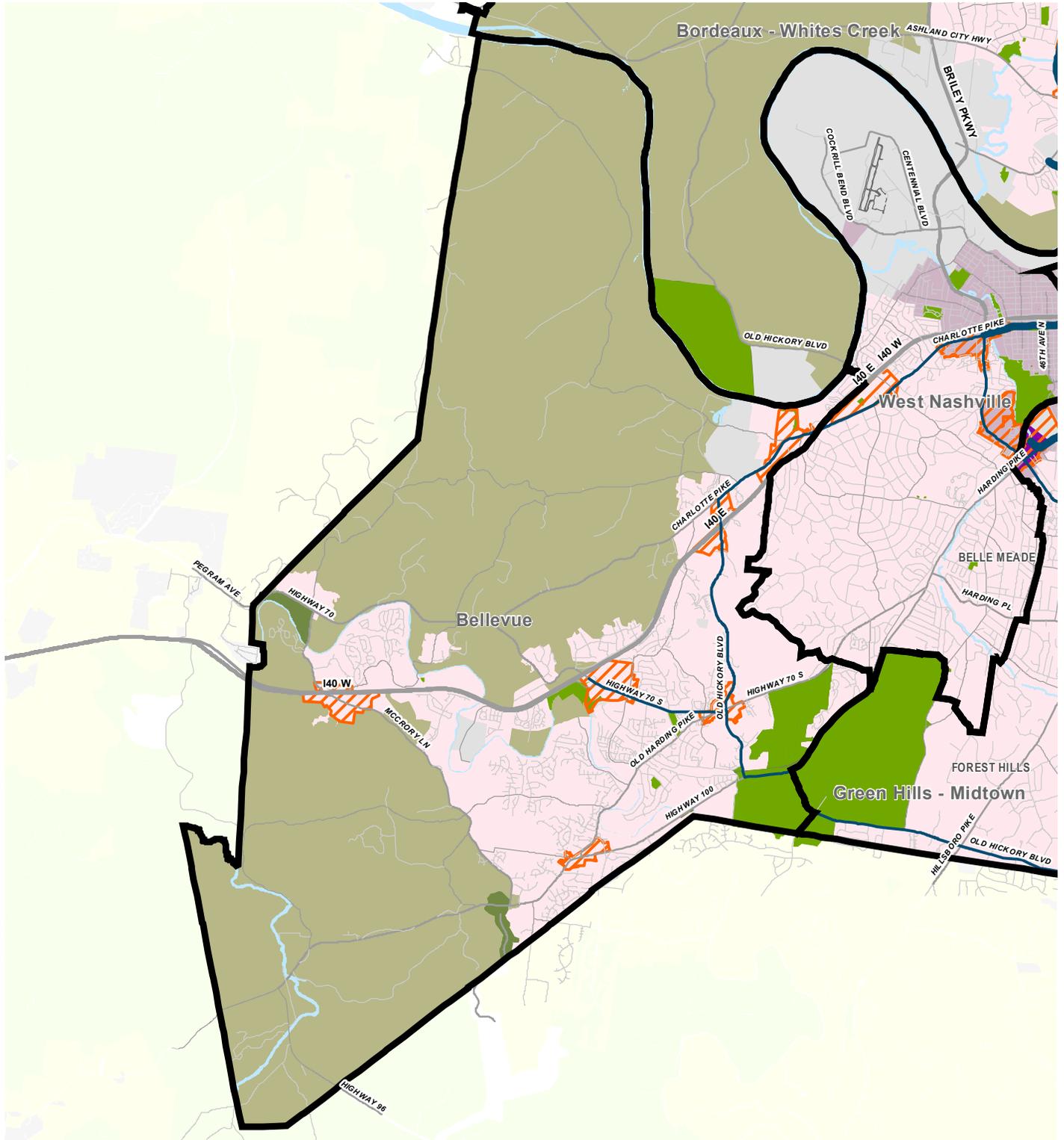
Planning in Nashville has, for many years, used the “Transect,” which is a system for categorizing, understanding and guiding the various development patterns of a region, from the most rural to the most urban. The Transect calls for all elements of the natural and built environment to be consistent with the character of the Transect category within which they are located.

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

- » **T1 Natural**—This Transect Category includes Edwin Warner Park and the Natchez Trace.
- » **T2 Rural**—This Transect Category includes much of the northern, western and southern portions of the community where steep topography exists.
- » **T3 Suburban**—This Transect Category includes Bellevue proper and its numerous neighborhoods.
- » **T4 Urban**—This Transect Category is not present in Bellevue.
- » **T5 Centers**—This Transect Category is not present in Bellevue.
- » **T6 Downtown**—This Transect Category is not present in Bellevue.
- » **D District**—This Transect Category includes areas with special uses, such as the quarry and utilities.

The Transect system is used to ensure diversity of development in Nashville/Davidson County. It recognizes that portions of the Bellevue Community are suburban in character and should be encouraged to remain that way, while rural areas should also be preserved. Both development patterns are viable and desirable, but thoughtful consideration must be given to development proposals to ensure that these different forms of development are maintained. Figure B-1 shows the Transect for the Bellevue Community Plan area.

Figure B-1: Transect
Bellevue detail



Transects Legend

- | | | | |
|--|--|---|--|
|  Centers | Priority Corridors |  T1 Natural |  T5 Center |
|  Subarea Boundaries |  Immediate need |  T2 Rural |  T6 Core |
|  Anchor Parks |  Long-term need |  T3 Suburban |  D District |
| | |  T4 Urban |  W Water |



History of the Community



Harpeth River State Park



Smith Farmhouse



Newsom's Mill

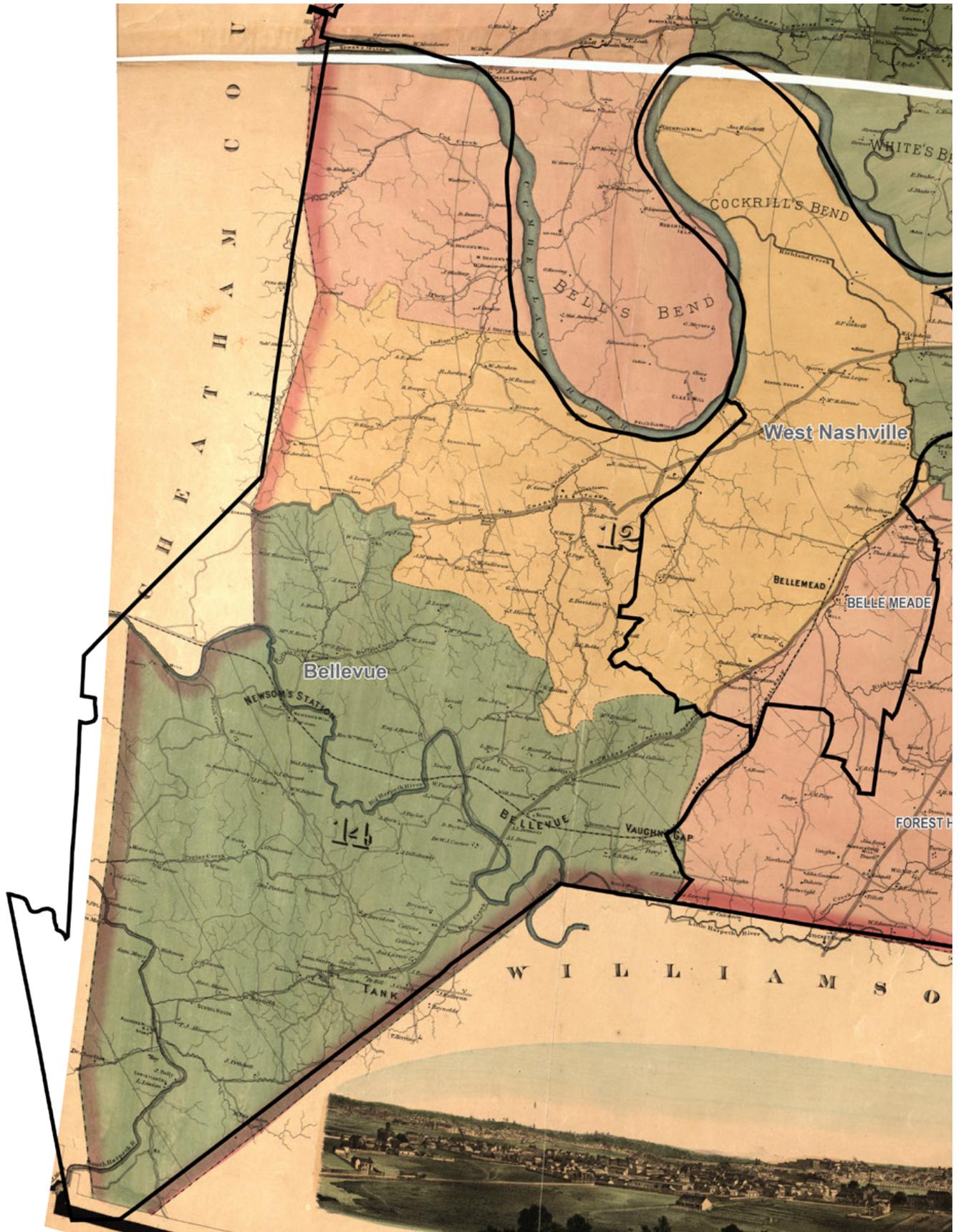
Centuries ago, Bellevue, like other parts of what would become Nashville, was largely uninhabited, as Middle Tennessee was considered a hunting ground by area Native Americans and no one group claimed ownership. By 1795, John Davis, a surveyor, along with Revolutionary War veteran Abraham DeMoss, had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

Figure B-2 illustrates the characteristics and major property owners in the area in 1871.

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

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

Figure B-2: Bellevue Community in 1871





Loveless Cafe, formerly the Harpeth Valley Tea Room



Red Caboose Park



Farm along Poplar Creek Road

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

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

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

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

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

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

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

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

For the most current information on Nashville’s historic properties and resources, contact the Metro Historical Commission at: <http://www.nashville.gov/Historical-Commission.aspx>.



Historic Belle Vue

History of the Planning Process

In 1988, the Metro Planning Department began creating “community plans” as a means of fine-tuning the countywide general plan. These community plans examined specific issues and needs, and projected growth, development and preservation in fourteen communities. The Bellevue Community Plan was first adopted by the Planning Commission in August 1990, after working with a Citizens’ Advisory Committee. Typical of the planning processes at that time, the CAC’s role was to provide local knowledge of the community, identify issues which influence the development of community, respond to policy recommendations from planning staff, reach consensus on the plan, and provide leadership in presenting the plan to the general public. All meetings of the CAC were open to the public and were held in the Bellevue community. The Bellevue Community Plan was the second of the fourteen community plans to be created.



Bellevue Community Plan Update in 2011



NashvilleNext meeting in Bellevue

The Bellevue Plan’s first update was adopted in 1996 after several community workshops. The community’s second plan update was adopted in 2003 after substantial community participation in workshops. The Bellevue Plan was again updated in 2011, using the guidance of the *Community Character Manual’s* policies. The update also utilized community workshops. Over the decades, the community continues to grow and strives to balance conservation of its natural, scenic features while accommodating growth.



NashvilleNext meeting in Bellevue

This update of the Bellevue Community Plan reflects the values and vision of the numerous participants in the 2011 update planning process as well as participation in the NashvilleNext planning process, balanced with sound planning principle 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 residents, property owners, business owners, and public/private agencies, developers and investors. Beyond the role of Metro departments and governmental agencies, organized groups of citizens, such as neighborhoods and business associations, must display patient and persistent determination in following the adopted plan—that neighbors insist upon it and that developers’ proposals follow it.

Community Demographic Information

Bellevue continues to be a growing community. In 1990, the total population of the Bellevue Plan area was 25,260 people. According to the 2000 U.S. Census, the Bellevue Community had 38,030 residents, an increase of approximately 34 percent over the ten-year period from 1990 to 2000. According to the 2010 U.S. Census, the Bellevue Community had 43,055 people (6.9 percent of Davidson County's total population), an increase of approximately 12 percent since 2000.

According to the American Community Survey (2008-2012), the Bellevue Community area contains 21,718 housing units (7.6 percent of Davidson County's total housing units).

According to the American Community Survey (2008-2012), the average per capita income for the Bellevue Community area is \$36,986, which is 129.7 percent of Davidson County's average of \$28,513.

		Davidson County		Bellevue	
		#	%	#	%
Population	Total, 2010	626,681		43,055	6.9%
	Population, 1990	510,784		25,260	4.9%
	Population, 2000	569,891		38,030	6.7%
	Population Change, 1990- 2000	59,107	11.6%	12,770	50.6%
	Population Change, 2000- 2010	56,790	10.0%	5,025	11.7%
	Population Density (persons/acre)	1.69	n/a	1.60	n/a
	Average Household Size	2.37	n/a	2.24	n/a
Race	White	385,039	61.4%	35,688	82.9%
	Black or African American	173,730	27.7%	3,793	8.8%
	American Indian/ Alaska Native	2,091	0.3%	102	0.2%
	Asian	19,027	3.0%	2,004	4.7%
	Native Hawaiian or Pacific Islander	394	0.1%	20	0.0%
	Other Race	30,757	4.9%	661	1.5%
	Two or More Races	15,643	2.5%	787	1.8%
Ethnicity	Hispanic or Latino	359,883	57.4%	1,681	3.9%
Age	Less than 18	136,391	21.8%	8,704	20.2%
	18-64	424,887	67.8%	29,084	67.6%
	Greater than 64	65,403	10.4%	5,267	12.2%

Source: U.S. Census (1990, 2000, 2010)

		Davidson County		Bellevue	
		#	%	#	%
Population	Total, 2008 - 2012	629,113		45,016	7.2%
	Household Population	605,463	96.2%	44,803	99.5%
	Group Quarters Population	23,650	3.8%	213	0.5%
	Male	304,566	48.4%	21,193	47.1%
	Female	324,547	51.6%	23,823	52.9%
Families	Total	142,821		11,376	n/a
	Married Couple Families with Children	37,098	26.0%	3,653	32.1%
	Single Parent Families with Children	26,291	18.4%	1,006	8.8%
	Female Householder with Children	21,528	15.1%	820	7.2%
Housing Units	Total	284,328		21,718	7.6%
	Owner Occupied	141,805	49.9%	13,000	59.9%
	Renter Occupied	114,082	40.1%	6,997	32.2%
	Occupied	255,887	90.0%	19,997	92.1%
	Vacant	28,441	10.0%	1,721	7.9%
	Long-term vacant (over 1 year)*	3,730	1.2%	151	0.9%
Cost Burden	Residents with moderate cost burden	48,983	19.1%	2,359	15.9%
	Residents with severe cost burden	42,520	16.6%	1,593	10.7%
Travel	Mean Travel Time to Work (min)	23.1		25.1	
	Workers	309,633		24,785	8.0%
	Drove Alone	246,391	79.6%	21,059	85.0%
	Carpooled	32,633	10.5%	1,937	7.8%
	Public Transportation	6,588	2.1%	308	1.2%
	Walked or Biked	6,806	2.2%	198	0.8%
	Other	3,232	1.0%	168	0.7%
	Worked from home	13,983	4.5%	1,115	4.5%
Income	Per Capita Income	\$28,513		\$36,986	129.7%
Education	Population 25 years and over	419,807		32,716	7.8%
	Less than 9th grade	20,687	4.9%	521	1.6%
	9th to 12th grade, No Diploma	38,664	9.2%	1,483	4.5%
	High School Graduate (includes equivalency)	103,024	24.5%	5,292	16.2%
	Some College, No Degree	86,498	20.6%	6,142	18.8%
	Associate Degree	23,963	5.7%	2,355	7.2%
	Bachelor's Degree	92,765	22.1%	10,178	31.1%
	Graduate or Professional Degree	54,206	12.9%	6,745	20.6%
Employment	Population 16 Years and Over	505,034	80.6%	38,121	88.5%
	In Labor Force	348,250	69.0%	27,321	71.7%
	Civilian Labor Force	347,862	99.9%	27,255	99.8%
	Employed	317,719	91.2%	25,879	94.7%
	Unemployed (actively seeking employment)	30,143	8.7%	1,376	5.0%
	Armed Forces	388	0.1%	66	0.2%
	Not in Labor Force	156,784	31.0%	10,800	28.3%

Source: American Community Survey, 5-year estimate, 2008-2012. * USPS Vacancy data, 2013.

Role in the County and Region

As Nashville/Davidson County and the Middle Tennessee region grow, the interconnectedness of the region—in terms of transportation, job growth, air and water quality, and other measures—is clear. The impacts of growth, development and preservation in Nashville’s communities do not stop at Community Plan area borders, especially in the case of the Bellevue Community.

The Bellevue Community has many unique resources, and growth, development or preservation decisions surrounding those resources can impact surrounding communities within Nashville/Davidson County as well as the bordering counties. The Bellevue Community also benefits from the utilization of its resources by adjacent communities and the larger 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 I-40, and other major corridors, which provide quick travel to Downtown and Midtown, as well as the community’s attractive natural features—rivers, hills, trees—will continue to make Bellevue a desirable place to live in the future.

The southern portion of the Bellevue Community (south of I-40) has experienced residential growth and commercial development over the past thirty years, while the northern portion of the community (north of I-40) and the western and southwestern portions of the community remain mostly rural due to steep topography. Commercial areas are located along Charlotte Pike, Highway 70, Highway 100, and Old Hickory Boulevard and include the former 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.



House in Lexington Pointe



House along Bellevue Manor Drive



House in Whites Bend

Housing—Residential Development

Creating a Sense of Place

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

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

The community's attractive residential location is evidenced by 22,804 acres, or 54 percent of the total land acreage (in 2015) in the Bellevue Community, being used for residences in both suburban and rural settings. These are primarily single-family houses, with some multifamily structures with units for rent or sale. Another 29 percent of the total land acreage in the Bellevue Community is classified as "vacant residential." Some of this vacant residential land is likely to remain vacant due to large-lot residential patterns and the significant amount of land area in Bellevue that has sensitive environmental features (63 percent of land in Bellevue) making it difficult to develop. Some of the vacant residential, however, includes residential developments that have been approved, but have not yet begun construction.

Together, occupied and vacant residential land uses comprise 83 percent of the Bellevue Community's total land uses. The predominance of housing in the Bellevue Community points to one of the community's roles in Davidson County—providing housing. While other communities in Davidson County host major employment centers (such as Downtown, Midtown or Metro Center), Bellevue provides housing in a diversity of settings, not too far from the employment centers. Community members understand, however, that additional households may be necessary to support the additional retail, restaurants, and future transit desired by the community. Community members also want housing options to be provided for Bellevue residents of all ages from residents just out of school to those wanting to buy their first house, a different type of house, or downsizing for retirement.

In past decades, several single family and multifamily developments were approved for Bellevue, but have been only partially completed or not constructed at all. The Community Plan and the Community Character Manual include guidance on how to address these developments if changes to the approved plans are requested.

While the Bellevue Community currently has a range of housing options, additional housing types should be provided in strategic locations. The Bellevue Community Plan recommends strategic locations for additional residential density—generally in existing commercial centers or corridors to support businesses and eventual transit. For all residential developments, the Community Plan and the Community Character Manual provide guidance on building and site design to reflect the rural or suburban setting in which the residential development is located.

Providing additional housing options in strategic locations, such as within centers or on prominent corridors, addresses several goals. Housing choices can allow Bellevue residents to “age in place” by providing a variety of housing types to meet each stage of a person’s life from starter homes to retirement communities. Creating housing choices at strategic locations creates housing that is attainable for residents with varying incomes. This ensures that Bellevue has housing for the diversity of workers needed in the community and Davidson County—from service workers to teachers and police officers and nurses to executives. Providing housing that is attainable for residents of all incomes keeps the community and its economy resilient. Finally, creating housing choices keeps the Bellevue Community competitive in the region in the face of changing demographics and market preferences.

Diversity of Housing Types

NashvilleNext calls for the addition of more, and more diverse, housing types ranging from detached accessory dwelling units (sometimes called “granny flats”) to cottage developments to townhouses, manor houses and low-rise stacked flats.

Housing diversity allows for “aging in place”—the idea that there is housing in a neighborhood or community for people at each point in their life, whether they are just starting out, buying their first home, needing a larger home for a family, downsizing to a smaller home for retirement, or needing assisted living. Aging in place means that a person can live in their favorite neighborhood or community over their entire life.

Housing diversity also addresses the overall affordability of housing by adding to the supply of housing that is financially attainable for all members of the community.

Finally, housing diversity responds to demographic changes that are driving changes in housing preferences. By 2040, seniors will make up one-quarter of the Nashville/Davidson County population as Baby Boomers age. Meanwhile, during the next 25 years, Millennials (the generation born after 1984) will be exiting school, entering the workforce, and forming families. Initial indicators suggest that Millennials are waiting longer to form families and have children. With Baby Boomers having no more children and Millennials waiting longer to have children, it is projected that by 2040, fewer than one in five households will have children. The fastest growing type of household will be the single-person household.

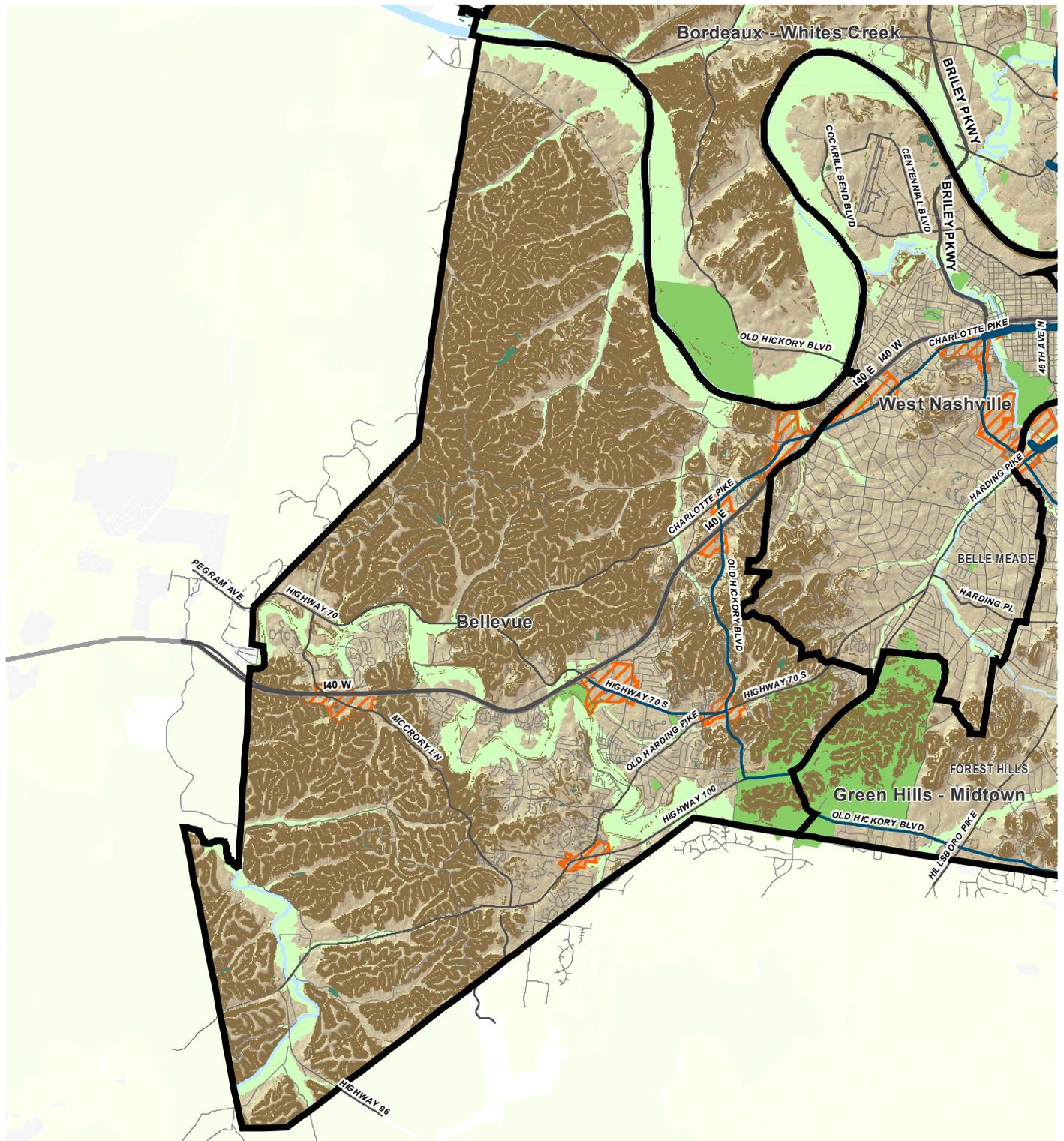
These demographic changes are leading to changes in the types of housing that people are looking for. More individuals and families want to be in neighborhoods with services and amenities—restaurants and retail—that are within walking distance and/or are served by transit. They are looking for homes with less maintenance, which may mean foregoing a yard for a townhouse or a unit in a stacked flat development.

These demographic changes are driving the development of stacked flats or mixed use developments with commercial on the first floor and residential above. The demolition of homes in neighborhoods—replaced by a duplex or two separate units or cottages—is also an indicator of these demographic changes and changing market preferences.

NashvilleNext calls for housing diversity that is tailored to the context (rural, suburban or urban) and character of the area. For example, the addition of low-rise stacked flats along a prominent corridor in an urban setting may be appropriate. Meanwhile, a single-family home could have a smaller detached accessory dwelling located in the backyard. NashvilleNext also calls for diversity of housing in the “Transition and Infill” areas that flank High Capacity Transit Corridors. Again, the type of housing and the design of the site are unique to the setting.

Figure B-3: Slopes and Terrain Map

Bellevue detail

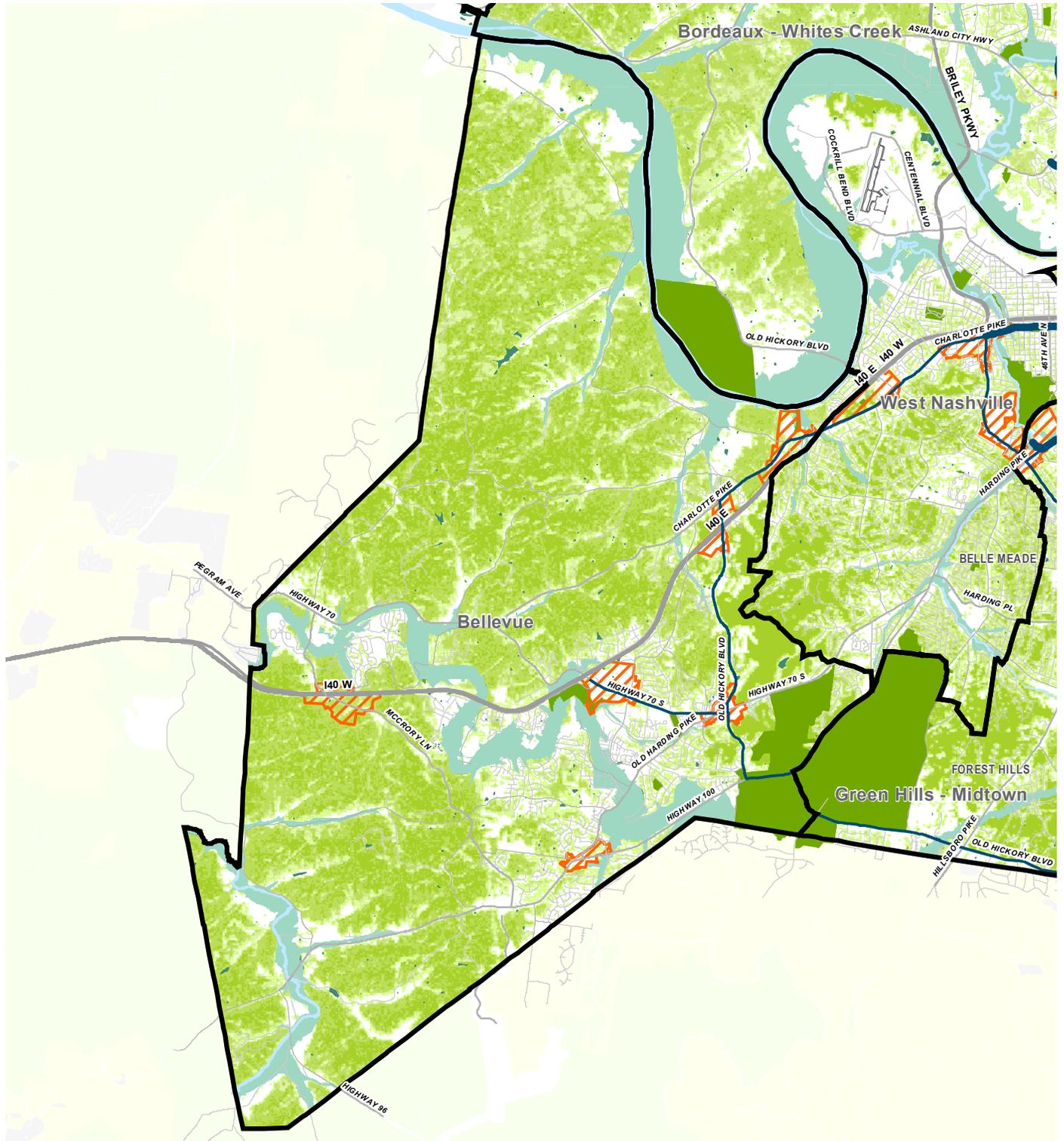


Slopes & Terrain Legend

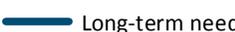
 Water Bodies	 Subarea Boundaries	Priority Corridors	Slope	Terrain	
 Anchor Parks	 Centers	 Immediate need	 Over 20%	 High	
 Floodplain Areas		 Long-term need		 Low	
 Wetlands					

Figure B-4: Tree Canopy Map

Bellevue detail



Tree Canopy Legend

 Water Bodies	Priority Corridors	 Centers	Tree Canopy
 Anchor Parks	 Immediate need	 Subarea Boundaries	 1 - 20%
 Floodplain Areas	 Long-term need		 21 - 40%
 Wetlands			 41 - 60%
			 61 - 80%
			 81 - 100%



Natural Features and Environmental Treasures



Rock formations along Highway 70



Barn along Highway 100



Ridgetops in the western portion of the plan area

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

The primary environmentally sensitive features in the Bellevue Community are its steep slopes, including areas of unstable soils, and the floodway and floodplain areas that surround its waterways, primarily the Harpeth and Cumberland Rivers. The community contains 28,534 acres (out of 45,530 acres), or 63 percent, of land containing sensitive environmental features as of 2014. Refer to Figure B-3 and Figure B-4.

The Bellevue Community plan area includes portions of the Cumberland River, Harpeth River and South Harpeth River, along with numerous tributaries. Altogether, waterways, floodways and floodplains cover a large portion of the Bellevue Community Plan area. The Harpeth River, 125 miles long with over 1,000 miles of tributaries, flows through six counties in Middle Tennessee until it joins the Cumberland River. The Harpeth River watershed area—the land area that drains into a particular river—comprises 870 square miles that drains into the Harpeth River. Much of the Bellevue Community Plan area falls within the Harpeth River watershed area. The northern portion of the Bellevue Community Plan area contains smaller watersheds for Cub, Pond, Indian, and Overall Creeks. The Bellevue Community has 6,050 acres of land impacted by these features—2,987 acres in the floodway, 2,353 acres in the 100-year floodplain, 710 acres in the 500-year floodplain, and 305 acres of wetlands. Many of the areas with steep slopes in Bellevue also have unstable soils that are stabilized by tree cover. Tree cover also aids in protecting headwater quality, absorbing water runoff, and providing wildlife habitat. An estimated 22,066 acres (48 percent) of the Bellevue Community has steeply sloping terrain (20 percent slopes or greater). Steep slopes that have been disturbed by development are more prone to landslides. This was evidenced by the numerous landslides that occurred in Davidson County as effects of the 2010 flood.

Through the experience of the 2010 flood and other flooding events, Nashville has learned the value of preserving woodlands, steep slopes, floodway, floodplain, and natural wetland areas. Preservation of these areas aids absorption of excess water, protects and improves water quality, and provides habitat for wildlife and attractive natural areas. Nashville-Davidson County places restrictions on buildings in the floodway and floodplain, and has come to value the use of land adjacent to the community’s waterways for park land, including greenways, and natural habitat.

The Bellevue Community has significant properties that have been identified by the State of Tennessee as containing archeological treasures. Many of these properties are located along the community’s waterways and thus, may be protected along with floodplain areas. The Bellevue Community also contains areas of endangered and rare flowering plants, including White Prairie Clover, Willow Aster, and Duck River Bladderpod. For the safety of these areas and species, information about these areas is maintained by the Tennessee Department of Environment and Conservation. Due to their sensitive nature, the locations of these areas are confidential.

The Bellevue Community Plan uses Conservation Community Character Policy to preserve environmentally sensitive features. Where natural features have been damaged, the Conservation policy provides guidance on how to remediate this damage.

Recreation—Parks and Community Services

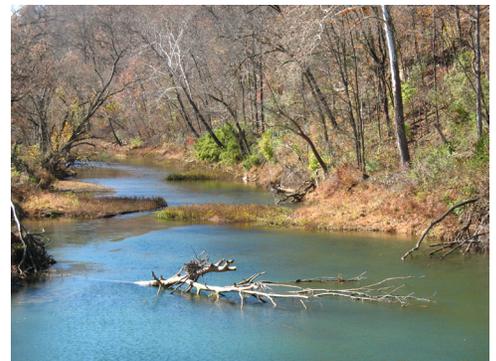
The Bellevue Community contributes to the Middle Tennessee region’s quality of life by providing recreation, parks, and green space, capitalizing on the area’s many natural features. The Bellevue Community hosts the Harpeth River Greenway system, part of the Warner Parks system, the northern terminus of the multi-state Natchez Trace Parkway, and several state and local parks. In addition, parks are provided via Metro school sites as well as the library and other civic sites. In 2015, the Bellevue Community currently contributes approximately 2,817 acres of park land and community facilities to Davidson County. An additional 1,777 acres are common open space areas of residential developments. Parks, recreation, civic uses, and institutions comprise 11 percent of land uses,



Warner Parks



Natchez Trace Parkway



Harpeth River

Figure B-5: Commuting patterns of residents and employees in Bellevue

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

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

based on total acreage in the Bellevue Community. Of this, 3 percent is parks and golf courses, 4 percent is common open space areas in residential developments, 1 percent is religious institutions, and 1.5 percent is cemeteries.

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

Local Work-Force Assets

According to the American Community Survey (2008-2012), the Bellevue Community has 27,321 workers. These workers reported a mean travel time of 25 minutes to employment, suggesting that the majority of workers work outside the Bellevue area. In addition, 1,115 workers reported working from home, averaging the same percentage of the work force, 4.5 percent, as in Davidson County. In the Bellevue Community, there are a larger number of residents with advanced degrees as compared to Davidson County as a whole. The American Community Survey (2008-2012) reported that 10,178 people, or 31 percent, held bachelor’s degrees and 6,745 people, or 21 percent, held graduate or professional degrees. This compares to 15 percent holding bachelor’s degrees and 9 percent holding graduate or professional degrees in Davidson County. The per capita income (the average income per person) in the Bellevue Community

is also higher at \$36,986 as compared to Davidson County's at \$28,513, suggesting a larger disposable income in the Bellevue Community as compared to some other areas of Davidson County. Refer to page 15 regarding demographic information.

Despite the well-educated workforce with higher-than-average incomes, Bellevue has few employment centers, and Bellevue residents feel underserved with regard to retail and restaurant options. During the 2011 Bellevue Community Plan update process, the community was clear that it wanted additional sit-down dining choices, shopping, services, and employment options, but the community wanted to see reuse or redevelopment of existing commercial sites, not the geographic expansion of 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.

During the 2011 Bellevue Community Plan update process, the community was encouraged to consider the possibility that redevelopment of the Bellevue Mall will likely include a mixture of uses—retail, office and some residential—and will be at a more intense scale of development than currently exists on the site. It is understood that the mixture of uses and greater intensity will be necessary to make redevelopment economically feasible. It can also serve to provide strategically-located residents to support the businesses and, hopefully, future transit. The policies in the Bellevue Community Plan support a mixture of uses at a greater intensity than currently exists in the Bellevue Mall Center area and outlines which areas of the community are appropriate for intensified redevelopment to serve Bellevue's residents. In 2015, the former mall site was rezoned to allow mixed use redevelopment to proceed.



Houses in Bellwood

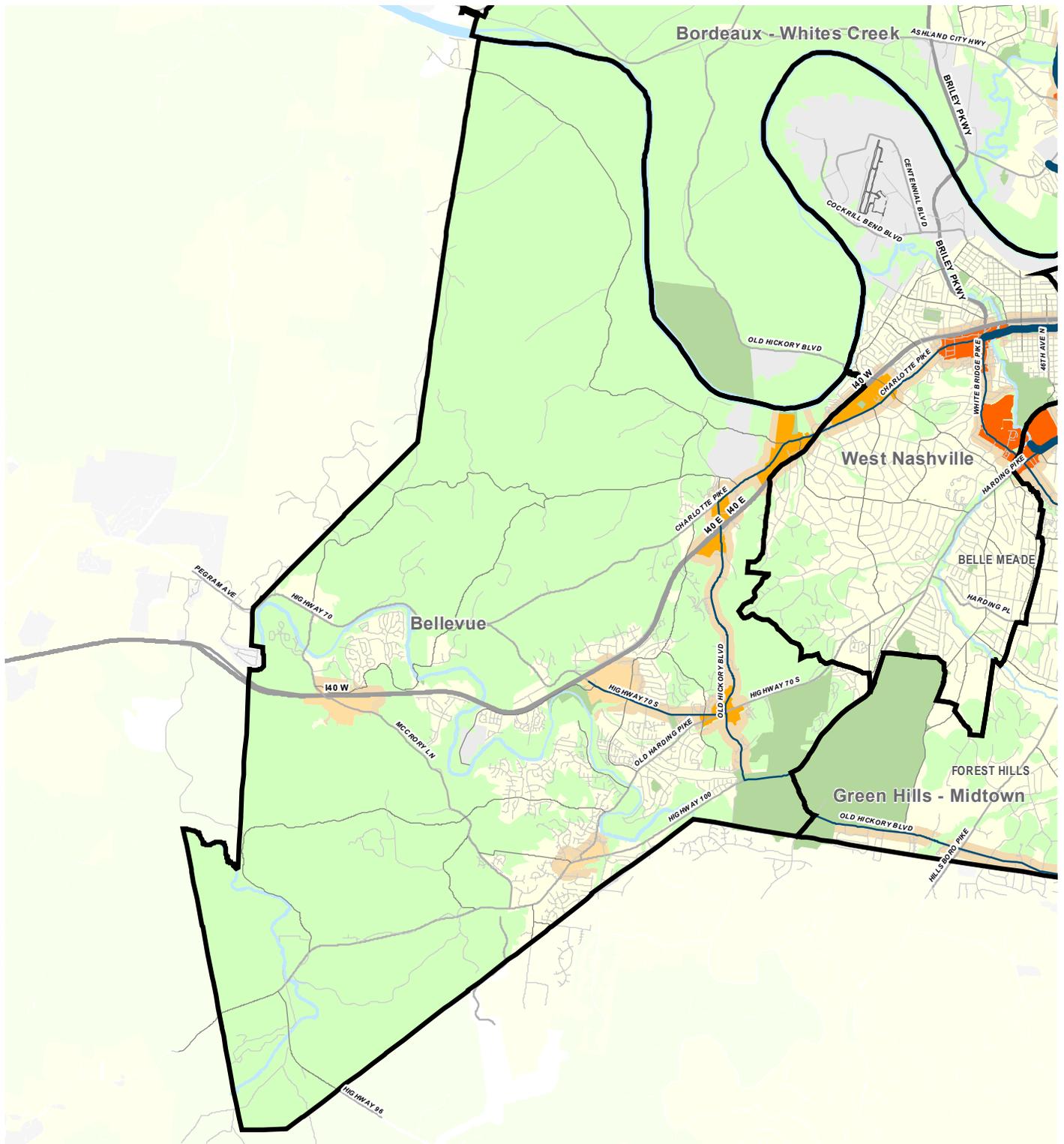


River Plantation



Bellevue apartments

Figure B-6: Growth & Preservation Concept Map
 Bellevue detail



- | | | | |
|----------------|----------------------|-----------------------|--|
| Centers | Green network | Neighborhood | High capacity transit corridors |
| ● Tier One | ● Open space anchor | ● Transition | — Immediate need |
| ● Tier Two | ● Missing an anchor | ● Special impact area | — Long-term need |
| ● Tier Three | | | ← Regional connection |

Growth & Preservation Concept Map and the Community's Role

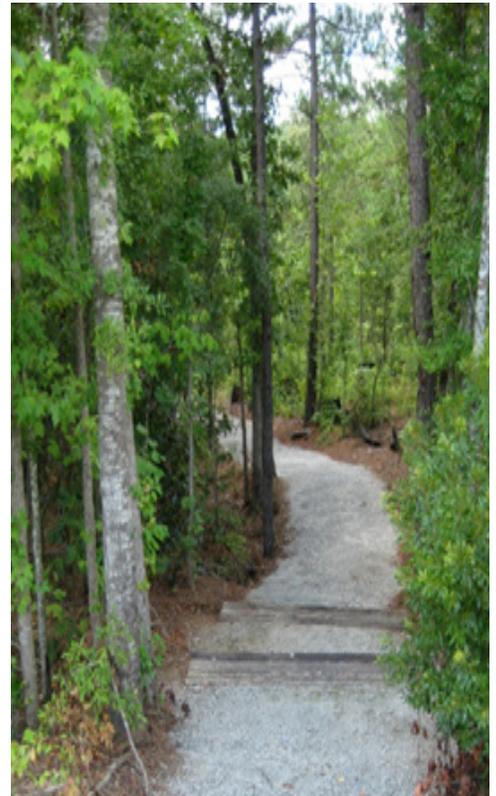
The Growth & Preservation Concept Map (Concept Map) is a county-wide vision and tool for aligning spending, regulations, and Metro programs to shape improvements in quality of life so that new development and redevelopment aligns with community values. The Concept Map provides guidance for the entire county. Six key factors reflecting Nashville/ Davidson County community members' priorities guided the design of the Concept Map:

- » Protect sensitive environmental features.
- » Build a complete transit network.
- » Maintain household affordability across income levels.
- » Create “activity centers” – areas of employment, residences, services, civic uses, retail and restaurants – throughout most parts of Davidson County.
- » Protect and enhance the character of different parts of Davidson County.
- » Allow for strategic infill that supports transit lines and activity centers.

The Concept Map for Bellevue illustrates these key concepts: preserving environmentally sensitive features and green spaces; preserving established residential areas; strategically locating new residential development; enhancing commercial centers and corridors to provide more of a “brand” for Bellevue; and adding more connectivity, primarily through bikeways, greenways and multi-use paths.

The Growth & Preservation Concept Map for the Bellevue Community represents the vision for the community. The starting point for the map was the most recent Bellevue Community Plan update (2011) and its amendments and Design Scenarios, and consideration of the growth that had occurred in the intervening years, i.e., understanding the trends in growth and preservation that the Bellevue Community has faced. The Concept Map also reflects the input received during NashvilleNext, including input on how Bellevue should grow, but also input on what the vision for Nashville is in the future and deliberation on what role Bellevue should play in the future. Refer to Figure B-6.

To see the entire Growth & Preservation Concept Map, please refer to NashvilleNext Volume I: Vision, Trends & Strategy online:
www.nashvillenext.net



Greenway Trail

Green Network

The green network on the Concept Map reflects natural and rural areas that provide natural resources (such as water, woodlands, and land for farming), ecological services (such as cleaning air and slowing water runoff), wildlife habitat, and recreation opportunities. The network also includes sensitive natural features that can be disturbed or destroyed by development or that pose a health or safety risk when they are developed (such as steep slopes, ridgetops and floodplains).

In the Concept Map, a large part of the Bellevue Community is the green network. Much of this area is contiguous steep slopes, woodlands, floodways and floodplains.



Bellevue woodlands

Neighborhoods

Neighborhood areas on the Concept Map are primarily residential areas offering a mix of housing types and character, with smaller civic, institutional and employment areas and small neighborhood centers. Neighborhoods have different contexts— rural, suburban, urban, or downtown— depending on their location.

In the Bellevue Community, neighborhoods are suburban and rural in character.



Bellevue houses

Transitions and Infill

Transition and infill areas may have moderately dense residential and small-scale offices that are appropriate along and around prominent corridors and centers to provide a harmonious connection to surrounding neighborhoods. These areas provide transitions—in building types as well as scale and form—between higher intensity uses or major thoroughfares and lower density residential neighborhoods. These areas provide housing in proximity to transit and commercial services, increasing the likelihood that residents can walk or bike to meet some of their daily needs. They also provide a diversity of housing types that are attractive to Nashvillians.

On the Concept Map, the Transition and Infill areas are generalized.



Houses along Sawyer Brown Road

These transition and infill areas—and the housing choice and transition they are trying to achieve—are explained in greater detail through Community Character Policies. The residential and mixed use Community Character Policies contain guidance on how to design transitions and infill development. The Community Character Manual also includes a policy category called District Transition that can be applied in transition and infill locations where small-scale offices or multifamily housing would be appropriate.

In the Bellevue Community, transition and infill areas include areas around existing centers and along corridors, such as Old Hickory Boulevard, Highway 70 between centers, and Charlotte Pike. The Bellevue Community also has a District Transition area located east of the former Bellevue Mall, along Sawyer Brown Road.

Centers

The centers included on the Concept Map build on existing commercial center areas, encouraging them to evolve into active, mixed-use places serving as neighborhood or community gathering places. Centers are anticipated to become pedestrian-friendly areas with frequent transit service that contain a dense mix of homes, shops, jobs and parks, as well as services, schools and cultural amenities. The Concept Map places center areas in three tiers:

- » **Tier One:** These centers are the focus of coordinated investments to shape growth and support transit service in the next ten years.
- » **Tier Two:** These centers receive some investments to manage growth, though less than Tier One centers.
- » **Tier Three:** These areas are not identified to receive coordinated investments to shape demand. Rather, investments may be made to support their current functions and Metro will work with the private sector to ensure new development and redevelopment supports Nashvillians' vision for centers.

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

Because they are generalized on the Concept Map, the development of transition areas must be considered on a case-by-case basis, looking at factors including, but not limited to:

- **Depth of properties in and abutting the corridor or center**
- **Existing features that can create a transition, such as alleys**
- **Overall infrastructure network**
- **Presence of historic zoning or other zoning tools to preserve character**
- **And other tools**



Highway 70 Shopping Center



New Library grand opening



Highway 100 Shopping Center

The designation of an area as a Tier One, Two or Three Center indicates Metro's intent to coordinate investments and regulations to support development and redevelopment as discussed above. The Centers must be considered in conjunction with the Community Character Policies, which provide detailed guidance for future land use, character, and development intensity. The designation of a Tier Center does not indicate endorsement of all zone changes in the Center area. Rather, the zone change proposal must be considered in light of the Community Character Policy, any special policies, and the context of the area. While the Centers represent areas of greater growth and greater investment, Metro government will still provide investments for safety, maintenance and to improve quality of life across the county.

High Capacity Transit Corridors

The High Capacity Transit Corridors shown on the Concept Map are envisioned to support high capacity transit—from Bus Rapid Transit Lite (BRT Lite) service to transit running in its own lanes or right-of-way, such as Bus Rapid Transit or light rail. “Immediate need” corridors should have service improvements within the next ten years. For example, an immediate need corridor that currently has BRT Lite service could move to BRT in dedicated lanes. An immediate need corridor that currently has local bus service could move to BRT Lite. Routes marked “long-term need” would see enhancements in service over a longer timeframe—more than ten years—because these corridors do not have the density of jobs or residents along the route to support significant transit improvements in the next ten years. Long-term need corridors may need to implement local service first before progressing to BRT Lite or another form of high capacity transit.

The High Capacity Transit Corridors were determined by reviewing adopted Community Plans, assessing existing bus route ridership, and through coordination with the Nashville Metropolitan Transit Authority (MTA) and the Metropolitan Planning Organization (MPO—the regional transportation planning body). The Concept Map also identifies regional transit connections to Clarksville, Gallatin, Lebanon, Murfreesboro, and Franklin.

NashvilleNext identified the High Capacity Transit Corridors and discussed how transit can support the community’s growth, development, and preservation vision. For example, the Concept Plan shows little transit provided to the northwest because that area is intended to remain rural and sparsely developed. Meanwhile, to increase residences and jobs accessible by transit, each High Capacity Transit Corridor includes Tiered Centers as well as Transition and Infill areas. The Centers and High Capacity Transit Corridors are also envisioned to grow more walkable and bikeable over time to connect pedestrians and cyclists to transit more seamlessly.

MTA will refine the vision outlined in NashvilleNext with the update of the MTA strategic plan, a process called nMotion, which began in 2015.

The Community Character Policies are the standard by which development and investment decisions are reviewed and future zone change requests are measured.

For the most up to date Community Character Policy Maps, visit our website:
<http://www.nashville.gov/Planning-Department/Community-Planning-Design/Our-Communities.aspx>

Community Character Policy Plan

The Bellevue Community Character Policy Plan builds upon the Concept Map. The Community Character Policies take the Concept Map to the next level of detail by addressing the form and character of each area in the Bellevue Community. See Figure B-7 for a map of the Community Character Policies in the Bellevue Community.

The Bellevue Community Plan applies Community Character Policies to every property in Bellevue. The policies are defined in the Community Character Manual. Those policies are intended to ensure that the elements of development are coordinated to ensure the intended character of an area is achieved. The Community Character Policies are the standard by which development and investment decisions are reviewed and future zone change requests are measured.

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

Bellevue's natural and park areas include areas with environmentally sensitive features, such as floodplains, steep slopes and unstable soils, as well as public parks and open space. As a result of the May 2010 flooding, the plan encourages the preservation of *all* environmentally sensitive features, but particularly floodplains and floodways, through the use of Conservation policy. The policy encourages the preservation and/or reclamation of these features. Conservation policy also includes steep slopes. Research has shown that the headwaters of many streams and tributaries to the Harpeth and the Cumberland Rivers lie in these steep slopes. Preservation of these areas can reduce the impact of flooding in the future by slowing down and absorbing stormwater runoff during rain events.

The Bellevue Community's desire to maintain and enhance its rural and suburban residential neighborhoods is shown by the placement of Neighborhood Maintenance policy to several neighborhoods and areas in the community. However, to maintain long-term sustainability of the

community and to enhance housing choices for residents at every point in their lives, an appropriate mixture of housing types must still be provided in Bellevue. Appropriate locations for additional residential development are indicated by applying Neighborhood Evolving, Center and Corridor policy areas. In rural areas, some opportunities for additional rural housing exist in certain areas. In suburban and urban areas, providing diverse housing types allows individuals to relocate within the same community as their needs and circumstances change. The provision of diverse housing types also creates more opportunities for uses within the mixed use centers that serve the needs of the surrounding neighborhoods, such as cafes, coffee shops, boutiques, and small shops. Currently, some businesses would argue it is not viable for them to locate in the community because there are not enough people living in the area to support their businesses.

Another area of emphasis in the Concept Map is enhancing centers and corridors. The Bellevue Community has several prominent corridors, such as Highway 100, Highway 70, Old Harding Pike, Charlotte Pike, and McCrory Lane. Bellevue also has several commercial centers that serve the community. They range from small-scale neighborhood centers such as the small center at Old Harding Pike and Bellevue Road, to larger community centers such as the shopping centers on Highway 70 and Highway 100. These areas should be enhanced by adding a mixture of uses, additional housing options, additional connections for pedestrians and cyclists, and additional transportation options such as transit. The transition between these higher-intensity areas and the surrounding neighborhoods must also be addressed through well-designed land use transitions to adjacent residential areas.

While Bellevue overall has some diversity of land uses, the land uses are generally separate from one another and lack good connections to other land uses or public parks. The suburban development pattern has created the need to mitigate traffic congestion, improve the mixture of land uses, add other transportation options such as walking and biking, 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's future vitality depends on how it capitalizes on its assets to continue being a desirable residential area with densities and intensities to support desired commercial development and how it preserves and enhances its neighborhoods, open spaces, and environmentally sensitive features.



Rural countryside near the Harpeth River



Devon Park



YMCA/Fifty Forward

Community Character Policies

-  Special Policy Areas
-  Water
-  TR Transition
-  CO Conservation
-  CI Civic
-  OS Open Space
- T1 Natural**
 -  T1 OS Natural Open Space
- T2 Rural**
 -  T2 RA Rural Agriculture
 -  T2 RCS Rural Countryside
 -  T2 RM Rural Maintenance
 -  T2 NC Rural Neighborhood Center
- T3 Suburban**
 -  T3 RC Suburban Residential Corridor
 -  T3 CC Suburban Community Center
 -  T3 NM Suburban Neighborhood Maintenance
 -  T3 CM Suburban Mixed Use Corridor
 -  T3 NE Suburban Neighborhood Evolving
 -  T3 NC Suburban Neighborhood Center
- T4 Urban**
 -  T4 RC Urban Residential Corridor
 -  T4 CC Urban Community Center
 -  T4 NM Urban Neighborhood Maintenance
 -  T4 CM Urban Mixed Use Corridor
 -  T4 NE Urban Neighborhood Evolving
 -  T4 MU Urban Mixed Use Neighborhood
 -  T4 NC Urban Neighborhood Center
- T5 Center**
 -  T5 MU Center Mixed Use Neighborhood
 -  T5 RG Center Regional Center
- T6 Downtown**
 -  T6 SB Downtown Second and Broadway
 -  T6 DC Downtown Core
 -  T6 CP Downtown Capital
 -  T6 DN Downtown Neighborhood
- D District**
 -  D EC District Employment Center
 -  D DR District Destination Retail
 -  D MI District Major Institutional
 -  D I District Impact
 -  D IN District Industrial
 -  D OC District Office Concentration

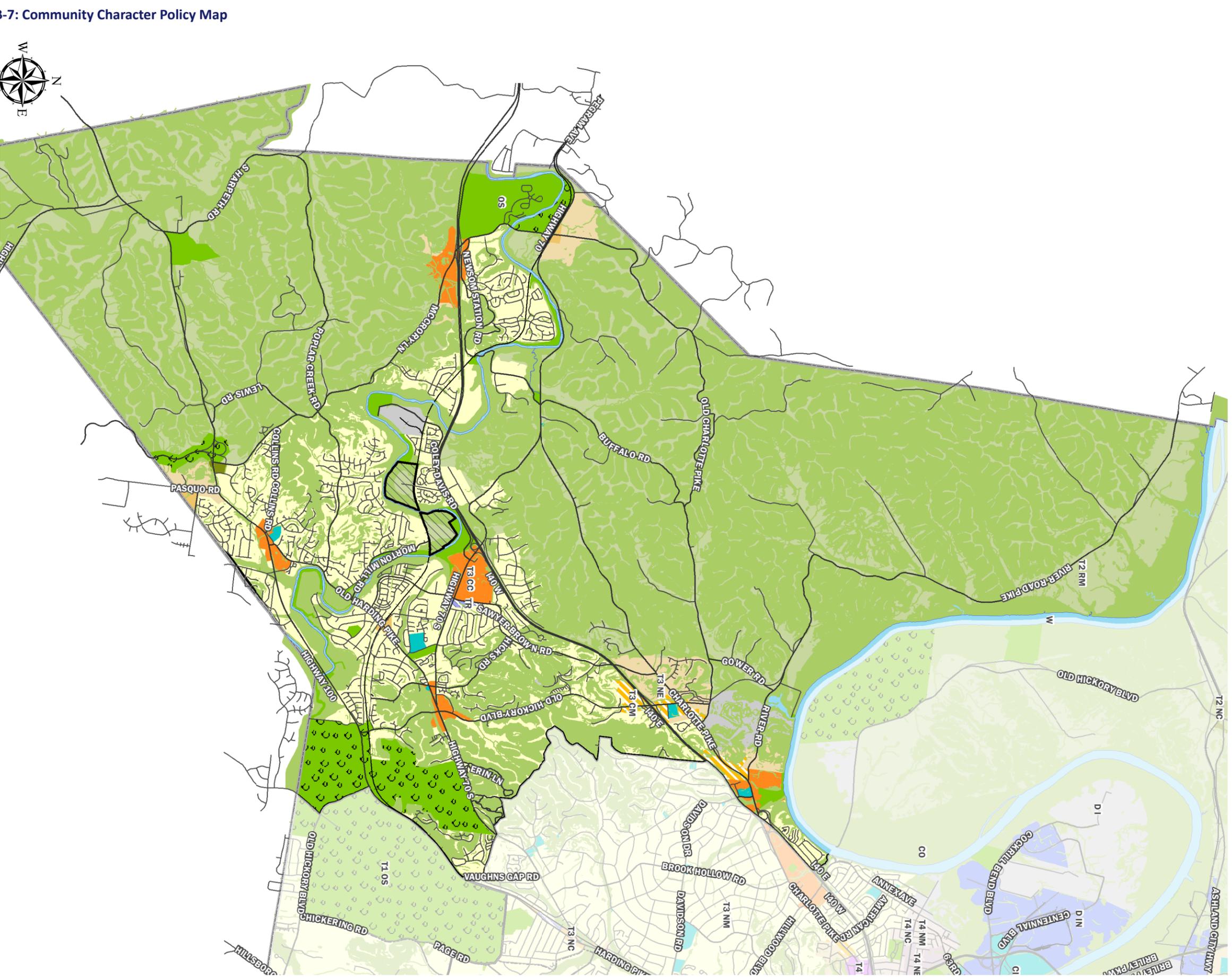


Figure B-7: Community Character Policy Map

How to use the Community Character Policies

The Community Character Manual (CCM) is the dictionary of Community Character Policies that are applied to every property in each community. The CCM has three main functions: to explain and institute the Community Character Policies; to provide direction for the creation of implementation tools such as zoning; and to shape the form and character of open space, neighborhoods, centers, corridors and districts within communities.

The following is the step-by-step process of how to read and understand which Community Character Policies apply to any given property.

First, look at the Community Character Policy Map to determine what the policy is for the property.

Note that while each Community Plan includes a Community Character Policy Map (Policy Map), it is a static map of policies as there were when the Community Plan was adopted; it will not include any amendments made to the Community Character Policies after the initial adoption. For the most up-to-date Community Character Policy Map, use the online maps at <http://maps.nashville.gov/propertykiva/site/main.htm>

When using the 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, Special Policies, and Infill Areas.

Second, read the Community Character Policy in the CCM.

After looking at the Policy Map and determining which Community Character Policy is applied to the property, turn to the Community Character Manual to read that policy. The CCM will provide guidance, per Community Character Policy, on a variety of design principles, appropriate zoning districts, and building types. A brief description of the Community Character Policies is found on the following pages, but the reader is urged to review the entire policy within the CCM. The CCM is found in Volume III of NashvilleNext.

Third, read the Community Plan to determine if there are any Special Policies or Infill policies for the area.

Within some Community Character Policy Areas there are unique features that were identified during the 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 or they may describe conditions that deviate slightly from the CCM policy. In all cases, users should first refer to the CCM document to understand the policy's general intent, application, characteristics, and design principles. Then look at the Community Plan for any Special Policies that discuss unique conditions that may exist. When a Special Policy is applied to an area, then the guidance of the Special Policy supersedes the guidance given in the Community Character Policy.

The Special Policies are shown on the Policy Map in the Community Character Plan with an outline and hatching. A description of each Special Policy is included in the Community Plan. The special policies can also be found on the online maps, by going to the area in question, and turning on "Special Policy Areas" under "Plans and Policies."

Some Neighborhood Maintenance Community Character Policy areas also have Infill Areas. Infill Areas include under-developed properties in mostly developed areas that may redevelop over the next seven to ten years and would be an appropriate location for more intense infill development. The infill areas are highlighted so that the Community Plan can provide guidance on how the properties should develop. Infill Areas are denoted on the Policy Map as Special Policy areas, with a dark boundary and hatched lines. A description of each Infill Area is included in the Community Plan. The Infill Areas can also be found on the online maps, by going to the area in question, and turning on "Special Policy Areas" under "Plans and Policies."

Finally, 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 or Infill guidance unique to the area, users are encouraged to review the "General Principles" at the beginning of the CCM, where topics such as creating sustainable communities, healthy and complete communities, and distinctive character are addressed.

Community Character Policies

For a full definition of each Policy, see the Community Character Manual.

Policies that apply in multiple Transects



Civic (CI) – Intended to serve two purposes. The primary intent of CI is to preserve and enhance publicly owned civic properties so that they can continue to serve public purposes over time, even if the specific purpose changes. This recognizes that locating sites for new public facilities will become more difficult as available sites become scarcer and more costly. The secondary intent of CI is to guide rezoning of sites for which it is ultimately determined that conveying the property in question to the private sector is in the best interest of the public.



Transition (TR) – Intended to preserve, enhance, and create areas that can serve as transitions between higher intensity uses or major thoroughfares and lower density residential neighborhoods while providing opportunities for small scale offices and/or residential development. Housing in TR areas can include a mix of types and is especially appropriate for “missing middle” housing types with small to medium-sized footprints.



Conservation (CO) – Intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. 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. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed.



Open Space (OS) – Applies to existing open space and major public civic uses in the T2 Rural, T3 Suburban, T4 Urban, T5 Center, and T6 Downtown Transect areas. The OS Policy is intended to preserve and enhance existing open space in the T2 Rural, T3 Suburban, T4 Urban, T5 Center, and T6 Downtown Transect areas. OS policy includes public parks and may also include private land held in conservation easements by land trusts and private groups or individuals.

T1 Natural Transect



T1 Natural Open Space (T1 OS) – Intended to preserve existing undisturbed open space in undeveloped natural areas. T1 OS policy includes public parks and preserves and may also include private land held in conservation easements by land trusts and private groups or individuals.

T2 Rural Transect



T2 Rural Agriculture (T2 RA) – Intended to preserve appropriate land for active agricultural activities, recognizing its value as contributing to the history of the community and to a diversified economic base, providing produce and other food products for increased food security, providing an economically viable use for some environmentally constrained land, contributing to open space, and providing character to the rural landscape. Subdivisions that require new roads or the extension of sewers are inappropriate in T2 RA areas. Instead, new development in T2 RA areas should be through the use of a Conservation Subdivision at a maximum gross density of 1 dwelling unit/5 acres with individual lots no smaller than the existing zoning and a significant amount of permanently preserved open space.



T2 Rural Countryside (T2 RCS) – Intended to preserve rural character as a permanent choice for living within Davidson County and not as a holding or transitional zone for future urban development. T2 RCS areas have an established development pattern of very low density residential development, secondary agricultural uses, and institutional land uses. The primary purpose is to maintain the area’s rural landscape. New development in T2 RCS areas should be through the use of a Conservation Subdivision at a maximum gross density of 1 dwelling unit/5 acres with individual lots no smaller than the existing zoning and a significant amount of permanently preserved open space.



T2 Rural Maintenance (T2 RM) – Intended to preserve rural character as a permanent choice for living within Davidson County and not as a holding or transitional zone for future urban development. T2 RM areas have established low-density residential, agricultural, and institutional development patterns. Although there may be areas with sewer service or that are zoned or developed for higher densities than is generally appropriate for rural areas, the intent is for sewer services or higher density zoning or development not to be expanded. Instead, new development in T2 RM areas should be through the use of a Conservation Subdivision at a maximum gross density of 1 dwelling unit/2 acres with individual lots no smaller than the existing zoning and a significant amount of permanently preserved open space.



T2 Rural Neighborhood Center (T2 NC) – Intended preserve, enhance, and create rural neighborhood centers that fit in with rural character and provide consumer goods and services for surrounding rural communities. T2 NC areas are small-scale pedestrian friendly areas generally located at intersections. They contain commercial, mixed use, residential, and institutional uses.

T3 Suburban Transect

T3 Suburban Neighborhood Maintenance (T3 NM)

– Intended to preserve the general character of developed suburban residential neighborhoods. T3 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood. T3 NM areas have an established development pattern consisting of low to moderate density residential development and institutional land uses. Enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

T3 Suburban Neighborhood Evolving (T3 NE) – Intended to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate density development patterns with moderate setbacks and spacing between buildings. T3 NE policy may be applied either to undeveloped or substantially under-developed “greenfield” areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network, block structure, and proximity to centers and corridors. T3 NE areas are developed with creative thinking in environmentally sensitive building and site development techniques to balance the increased growth and density with its impact on area streams and rivers.

T3 Suburban Neighborhood Center (T3 NC) – Intended to enhance and create suburban neighborhood centers that serve suburban neighborhoods generally within a 5 minute drive. They are pedestrian friendly areas, generally located at intersections of suburban streets that contain commercial, mixed use, residential, and institutional land uses. T3 NC areas are served with well-connected street networks, sidewalks, and mass transit leading to surrounding neighborhoods and open space. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle and vehicular connectivity.

T3 Suburban Community Center (T3 CC) – Intended to enhance and create suburban community centers that serve suburban communities generally within a 10 to 20 minute drive. They are pedestrian friendly areas, generally located at prominent intersections that contain mixed use, commercial and institutional land uses, with transitional residential land uses in mixed use buildings or serving as a transition to

adjoining Community Character Policies. T3 CC areas are served by highly connected street networks, sidewalks and existing or planned mass transit leading to surrounding neighborhoods and open space. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle and vehicular connectivity.

T3 Suburban Residential Corridor (T3 RC) – Intended to preserve, enhance and create suburban residential corridors. T3 RC areas are located along prominent arterial-boulevard or collector-avenue corridors that are served by multiple modes of transportation and are designed and operated to enable safe, attractive and comfortable access and travel for all users. T3 RC areas provide high access management and are served by moderately connected street networks, sidewalks, and existing or planned mass transit.

T3 Suburban Mixed Use Corridor (T3 CM) – Intended to enhance suburban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the corridor. T3 CM areas are located along pedestrian friendly, prominent arterial-boulevard and collector-avenue corridors that are served by multiple modes of transportation and are designed and operated to enable safe, attractive and comfortable access and travel for all users. T3 CM areas provide high access management and are served by highly connected street networks, sidewalks, and existing or planned mass transit.

T4 Urban Transect

T4 Urban Neighborhood Maintenance (T4 NM) – Intended to preserve the general character of existing urban residential neighborhoods. T4 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood. T4 NM areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways and existing or planned mass transit. Enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

T4 Urban Neighborhood Evolving (T4 NE) – Intended to create and enhance urban residential neighborhoods that provide more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate to high density development patterns with shallow setbacks and minimal spacing between buildings. T4 NE areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways and existing or planned mass transit. T4 NE policy may be applied either to undeveloped or substan-

tially under-developed “greenfield” areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network and block structure and proximity to centers and corridors.



T4 Urban Mixed Use Neighborhood (T4 MU) – Intended to preserve, enhance, and create urban, mixed use neighborhoods with a development pattern that contains a variety of housing along with mixed, use, commercial, institutional, and even light industrial development. T4 MU areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways and existing or planned mass transit.



T4 Urban Neighborhood Center (T4 NC) – Intended to preserve, enhance, and create urban neighborhood centers that serve urban neighborhoods that are generally within a 5 minute walk. T4 NC areas are pedestrian friendly areas generally located at intersections of urban streets that contain commercial, mixed use, residential, and institutional land uses. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle and vehicular connectivity.



T4 Urban Community Center (T4 CC) – Intended to preserve, enhance and create urban community centers that contain commercial, mixed use, and institutional land uses, with residential land uses in mixed use buildings or serving as a transition to adjoining Community Character Policies. T4 Urban Community Centers serve urban communities generally within a 5 minute drive or a 5 to 10 minute walk. T4 CC areas are pedestrian friendly areas, generally located at intersections of prominent urban streets. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle and vehicular connectivity.



T4 Urban Residential Corridor (T4 RC) – Intended to preserve, enhance and create urban residential corridors. T4 RC areas are located along prominent arterial-boulevard or collector-avenue corridors that are served by multiple modes of transportation and are designed and operated to enable safe, attractive and comfortable access and travel for all users. T4 RC areas provide high access management and are served by moderately connected street networks, sidewalks, and existing or planned mass transit.



T4 Urban Mixed Use Corridor (T4 CM) – Intended to enhance urban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the corridor, placing commercial uses at intersections

with residential uses between intersections; creating buildings that are compatible with the general character of urban neighborhoods; and a street design that moves vehicular traffic efficiently while accommodating sidewalks, bikeways, and mass transit.

T5 Center Transect



T5 Center Mixed Use Neighborhood (T5 MU) – Intended to preserve, enhance, and create high-intensity urban mixed use neighborhoods with a development pattern that contains a diverse mix of residential and non-residential land uses. T5 MU areas are intended to be among the most intense areas in Davidson County. T5 MU areas include some of Nashville’s major employment centers such as Midtown that represent several sectors of the economy including health care, finance, retail, the music industry, and lodging. T5 MU areas also include locations that are planned to evolve to a similar form and function.



T5 Regional Center (T5 RG) – Intended to enhance and create regional centers, encouraging their redevelopment as intense mixed use areas that serve multiple communities as well as the County and the surrounding region with supporting land uses that create opportunities to live, work, and play. T5 RG areas are pedestrian friendly areas, generally located at the intersection of two arterial streets, and contain commercial, mixed use, residential, institutional land uses.

T6 Downtown Transect



T6 Downtown Capitol (T6 CP) – Intended to preserve and enhance the existing city, regional, and state civic buildings and the overall T6 CP area and create a vibrant mixture of supporting uses. The T6 CP area contains numerous civic facilities from the State Capitol and Metro City Hall to courts, museums, and theatres as well as various government offices in buildings ranging from historic buildings to modern skyscrapers. Amidst civic and government buildings are mixed use and residential buildings.



T6 Downtown Neighborhood (T6 DN) – Intended to preserve, enhance, and create diverse Downtown neighborhoods that are compatible with the general character of surrounding historic developments and the envisioned character of new Downtown development, while fostering appropriate transitions from less intense areas of Downtown neighborhoods to the more intense Downtown Core policy area. T6 DN areas contain high density residential and mixed use development.



T6 Downtown Core (T6 DC) – Intended to preserve and enhance the “core” of Downtown such that it will remain the commercial, civic and entertainment center of Nashville and Middle Tennessee. T6 DC is intended to have the highest intensity of development in the County. Offices are the predominant type of development, although the T6 DC contains a diverse array of land uses including retail, entertainment, institutional uses, government services, and higher density residential. The highest intensity development is in the central portion of the Core (north of Broadway), with less intensive uses locating in the surrounding “frame” area of T6 DC, in the SoBro neighborhood.



T6 Second and Broadway (T6 SB) – Intended to preserve the historic and cultural prominence of the Second Avenue and Broadway corridors by encouraging the adaptive reuse of historic buildings, creating development that is compatible with the general character of existing buildings on the Second and Broadway corridors, and by maintaining the corridors’ ability to move vehicular traffic efficiently while accommodating sidewalks, bikeways, and mass transit.

D District Transect



D Destination Retail (D DR) – Intended to enhance and create Districts where large footprint, auto-centric retail and complementary uses that may draw from regional or multi-state trade areas are predominant. D DR areas have one or more large footprint retail uses that are typically surrounded by large surface parking lots. Primary supportive land uses include retail, restaurant, hotel, and entertainment. Such supportive uses may be integrated or separate from the large footprint establishment. The large footprint uses provide major positive economic impacts by drawing from very large trade areas that often extend into other states and draw customers who may stay in the Nashville area for extended periods of time. Office and high density residential are complementary supportive uses that can help to provide transitions in scale and intensity to surrounding Community Character Policy areas.



D Employment Center (D EC) – Intended to enhance and create concentrations of employment that are often in a campus-like setting. A mixture of office and commercial uses are present, but are not necessarily vertically mixed. Light industrial uses may also be present in appropriate locations with careful attention paid to building form, site design and operational performance standards to ensure compatibility with other uses in and adjacent to the D EC area. Secondary and supportive uses such as convenience retail, restaurants, and services for the employees and medium to high density residential are also present.



D Impact (D I) – Intended to enhance and create areas that are dominated by one or more activities that have, or can have, a significant, adverse impact on the surrounding area, so that they are strategically located and thoughtfully designed to serve the overall community or region, but not at the expense of the immediate neighbors. Examples of DI areas include hazardous industrial operations, mineral extraction and processing, airports and other major transportation terminals, correctional facilities, major utility installations, and landfills.



D Industrial (D IN) – Intended to preserve, enhance, and create Industrial Districts in appropriate locations. The policy creates and enhances areas that are dominated by one or more industrial activities, so that they are strategically located and thoughtfully designed to serve the overall community or region, but not at the expense of the immediate neighbors. Types of uses in D IN areas include non-hazardous manufacturing, distribution centers and mixed business parks containing compatible industrial and non-industrial uses. Uses that support the main activity and contribute to the vitality of the D IN are also found.



D Major Institutional (D MI) – Intended to preserve, enhance, and create Districts where major institutional uses are predominant and where their development and redevelopment occurs in a manner that complements the character of surrounding communities. Land uses include large institutions such as medical campuses, hospitals, and colleges and universities as well as uses that are ancillary to the principal use.



D Office Concentration (D OC) – Intended to preserve, enhance, and create Districts where office use is predominant and where opportunities for the addition of complementary uses are present. The development and redevelopment of such Districts occurs in a manner that is complementary of the varying character of surrounding communities..

Please see “How to Use the Community Character Policies” section on page 35 for more guidance.

Special Policies

The Bellevue Community Plan provides guidance through the policies found in the Community Character Manual (CCM – found at the beginning of NashvilleNext Volume III). The policies are applied to all properties within the Bellevue Community. The policies are intended to coordinate the elements of development to ensure that the intended character of an area is achieved. The policies provide guidance on appropriate building types/designs, appropriate location of buildings and parking on property, and other elements, including sidewalks, landscaping, bikeways and street connections. In some cases, additional guidance is needed beyond that which is provided in the CCM. That may be the case if there is a unique feature in the area to be addressed, or if the standard guidance in the CCM needs to be adjusted to address the characteristics of the area. In these cases, there are “special policies” that are applied. The Special Policies for Bellevue are described below.

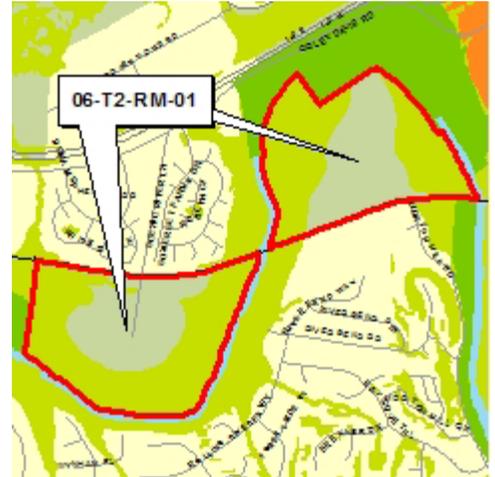
In the Bellevue Community, one special policy area applies. The special policy is used to add clarity about the type of development intended and/or the level of planning or regulation for new development.

Special Policy Area 06-T2-RM-01 – Area North of Rolling River and South Hampton Subdivisions

Bellevue’s T2 Rural Maintenance Area 1 is referenced as 06-T2-RM-01 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 Maintenance policy applies.

Connectivity (Vehicular)

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



Development Scenarios

Development scenarios illustrate both an example of how a particular site could redevelop, but also fundamental concepts that may be applied throughout the community. When development and redevelopment occurs in Bellevue, stakeholders will begin to see the principles featured in the development scenario realized in actual development. Until then, development scenarios can provide a glimpse into the future and an example of what type of development could occur under the guidance of the Community Character Policies and special policies.

Development scenarios may highlight ways to conserve environmental features, create active streets through building design, building type mix and arrangement, offer various types of open space, streetscape improvements, and civic building placement. 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 and what a person would see while walking down a street or through an actual development. The perspective emphasizes the building heights, setbacks, and other streetscape elements such as landscaping, lighting and sidewalks. In a perspective view, the street or roadway may also be emphasized by showing the number of travel lanes, bike lanes and on-street parking.

In the Bellevue Community Plan, development scenarios are included to help the reader envision what development may look like under the guidance of the policies. The development scenarios are:

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

It is important to note, however, that development scenarios are only examples and illustrations of what the Community Character policy would support in the specific area. There are other ideas and examples beyond what is illustrated in these scenarios that would also meet the intent of the Community Character policies. The development scenarios are not actual or required development plans, but can be used to help envision new

development in the Bellevue Community and in other areas of the county with similar characteristics and Community Character policies.

Development Scenario—Sustainable Multifamily Development in Areas with Steep Slopes

Figure B-8 represents how multifamily has often been developed during previous years. Figure B-9 illustrates the benefits and design characteristics of a more *sustainable* multifamily development. This type of “low-impact” development has many sustainable benefits including: reducing harmful stormwater runoff, protecting headwaters, improving overall water quality, preserving viewsheds within the community, minimizing site grading, reducing construction costs, preserving open space, preventing landslides, and reducing flooding. The design characteristics of this sustainable development include concentrating development in a compact form, which reduces the amount of grading required for the site, preserving steep slopes and reducing the impervious area of the site that causes harmful stormwater runoff. Limiting the impact of development on steep slopes reduces the possibility of landslides and minimizes the possibility of flooding. Furthermore, open space and tree preservation on-site improves stormwater quality by allowing stormwater to infiltrate into the ground within the site and allowing trees and other vegetation to filter the runoff of harmful pollutants.

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

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

Figure B-8 shows an example of how multifamily is often developed. Note the lines representing topography and how the buildings and parking cut into the sides of hills, requiring retaining walls and resulting in a greater impact on the steep slopes and potentially unstable soils on the site.

Figure B-9 shows an example of how multifamily 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.



Figure B-8: Typical Multifamily Development



Figure B-9: Sustainable Multifamily Development

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

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

The existing development pattern in this area is older, suburban-scaled and oriented to the automobile. Opportunities exist, however, to offer *pedestrian-oriented* retail areas. 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 created 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 multifamily flats or townhomes providing residential density and support for the retail center. Similarly, the northwest and northeast corners could provide similar retail and residential infill supporting the commercial center. See Figure B-10.

The Highway 70 and Old Harding Pike split provides an excellent opportunity to create a gateway to Bellevue. A large civic green with 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 located at 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 B-11, the view west toward the existing Kroger site, shows pedestrian-oriented retail areas complementing the large anchor retail component of the grocery store. The pedestrian-oriented retail helps to break the massiveness of the anchor retail store by providing smaller retail



Figure B-10: Plan View of Old Hickory Blvd./Highway 70 Center



Figure B-11: Perspective, looking west along Highway 70



Figure B-12: Perspective, looking south along Old Hickory Blvd.



Figure B-13: Perspective, looking west along Highway 70



Figure B-14: Perspective, looking at the south side of Highway 70

opportunities with a main street character. In the foreground of the site, residential units could create a transition to the residential community located east of the existing retail. These units could be multifamily flats or townhomes to provide appropriate density to help support the added retail components of the site.

Figure B-12 shows the intersection of Old Hickory Boulevard and Highway 70 South. By locating buildings closer to the street edge along these corridors, retailers have more visibility, and the streetscapes are enhanced and made more pedestrian and transit friendly. Large parking lots are screened and broken-up with planting islands, while smaller retail sites are configured to promote pedestrian shopping experiences. Buildings are massed to frame the street while maintaining a suburban scale of no more than two stories.

Figure B-13 shows the view looking west 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 B-14, the intersection of Old Hickory Boulevard and Highway 70 South, shows a pedestrian-oriented retail main street created by adding infill to the larger lots. This creates smaller pedestrian-oriented shops that line the street with offices or residential spaces located above the shops. The tree-lined streets interior to the Kroger site provide on-street parking, while behind the buildings larger parking lots meet additional parking requirements. The addition of this small “main street” 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.



Figure B-15: Rendering by Crosland Southeast, the developer for the new Bellevue One Center

Development Scenario—Bellevue Mall Site

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

The mall site has many attributes that make it attractive for redevelopment including a central location, high traffic volumes, large land area, easy interstate access, and strong community support for redevelopment. The following scenarios reflect the potential the site presents for redevelopment at a larger scale without retaining the mall structure. In 2015, the property was rezoned in a manner that follows much of the guidance presented in the scenarios. The features in the development scenarios below could also be applied to other older commercial shopping sites across the county.

Redevelopment of the site could include the addition of new land uses to the site to provide vitality and energy to the project, and make it more sustainable by not being reliant solely on retail success. Mixed-use development could take the form of new office development mixed with new retail opportunities and the addition of residential uses to the site that could provide employees and customers for potential retail and office and transit. Locating residential density in the form of multifamily 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. For a community without a strong identifiable civic center, this site could also provide new civic developments such as community centers, parks and other community amenities creating a true center or “heart” for Bellevue. Regardless of the future land uses on the site, the key is to provide a balance and mixture of uses to sustain a successful future for the development that also meets the future needs of the Bellevue Community. New mixed-use development could support transit improvements for Bellevue by providing a transit “hub” with access to shopping, offices, and a residential population. Improvements could be in the form of a bus station on site, providing bus shelters throughout the site, and/or providing improved regional express service connecting to Downtown Nashville and other regional hubs within Middle Tennessee.

Remember, these scenarios are illustrative only. The recently approved rezoning for the former mall site will dictate how the site is developed.

Scenario A

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

some structured parking is proposed to support more intense office development adjacent to Interstate 40. A pedestrian-oriented “main street” area is proposed near Highway 70 between the grocery and cinema. It could provide a unique mix of shopping opportunities for residents, office workers, and the larger Bellevue Community. Depending on the economic market, there may be a need for more of one land use than for others. For example, more retail than office. The intensity and allocation of individual uses are interchangeable within this plan’s framework to meet the demands of the market at the time of development. A center of civic activities, shown in purple, in the middle of the site, will provide civic amenities for residents of the site and the greater Bellevue Community. Uses for the civic site could include community activities/gatherings, a health club, a swimming pool, a community theatre or other civic uses. Refer to Figures B-16, B-17, B-18, and B-19.



Figure B-16: Scenario A - Plan view of Bellevue Center Mall site



Figure B-17: Scenario A perspective, view looking at main street retail and office



Figure B-18: Scenario A perspective, view looking at office and residential



Figure B-19: Scenario A perspective, view of anchor retail

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. Refer to Figure B-20.

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 multifamily 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.



Figure B-20: Scenario B Plan View of Bellevue Center Mall 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. Refer to Figures B-21, B-22, and B-23 .



Figure B-21: Scenario B perspective, view looking at town center



Figure B-22: Scenario B perspective, view looking at town center



Figure B-23: C: Scenario B perspective, view looking at residential

Development Scenario—Bellevue Commercial Area (across Highway 70 from the Bellevue Mall site)

In 2013, the Greater Nashville Association of Realtors and the Metro Nashville Planning Department partnered with the Georgia Institute of Technology and the University of Tennessee to develop conceptual case studies for redevelopment across twelve underperforming suburban sites within Davidson County. With the creative work of Professor Ellen Dunham's Jones (Spring 2014) Graduate Urban Design Studio at Georgia Tech, and of Professor T.K. Davis's (Spring 2014) Undergraduate Architecture Studio at Tennessee, the following two development scenarios in Bellevue demonstrate what suburban Nashville can become.

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

The development scenario for a new Bellevue commercial district looks at creating a town center focused on a mix of retail and residential. A boulevard is added to the site, which runs from north to south to unify the north and south sides of Highway 70. A civic building is located at the north end of the boulevard. The south end contains a pergola with a stair amphitheater, which connects to a proposed greenway system. Refer to Figures B-24, B-25, and B-26.



Figure B-24: Perspective, view of town center area



Figure B-25: Illustration of greenway and civic space area



Figure B-26: Study Area

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

The second site that was re-imagined by the urban design and architecture students, flanks Colice Jeanne Road. The 45 acre site is bounded to the north by Highway 70 which connects the vacant Bellevue Center Mall to the east and a typical suburban-style strip shopping center (Bellevue Plaza) to the west. The site is bisected by Colice Jeanne Road, which also connects Highway 70 and Old Harding Pike. The site currently contains a middle school, recreation center, a new library, and church. Despite all the community functions, the site lacks a ‘sense of place’ because none of the buildings or activities is oriented or designed in order to create a civic space.

The development scenario seeks to unify the site and re-imagine the front-back relationships between the buildings and outdoor activities in order to create a revitalized civic space—a civic heart for Bellevue. In addition, the development scenario investigates the integration of local surface roads that create smaller walkable blocks and could possibly spur the development of additional small scale-retail spaces and more compact multifamily residential developments. Refer to Figures B-27, B-28, and B-29.



Figure B-27: Plan View of Civic area



Figure B-28: Looking east from plaza toward a new Bellevue High School

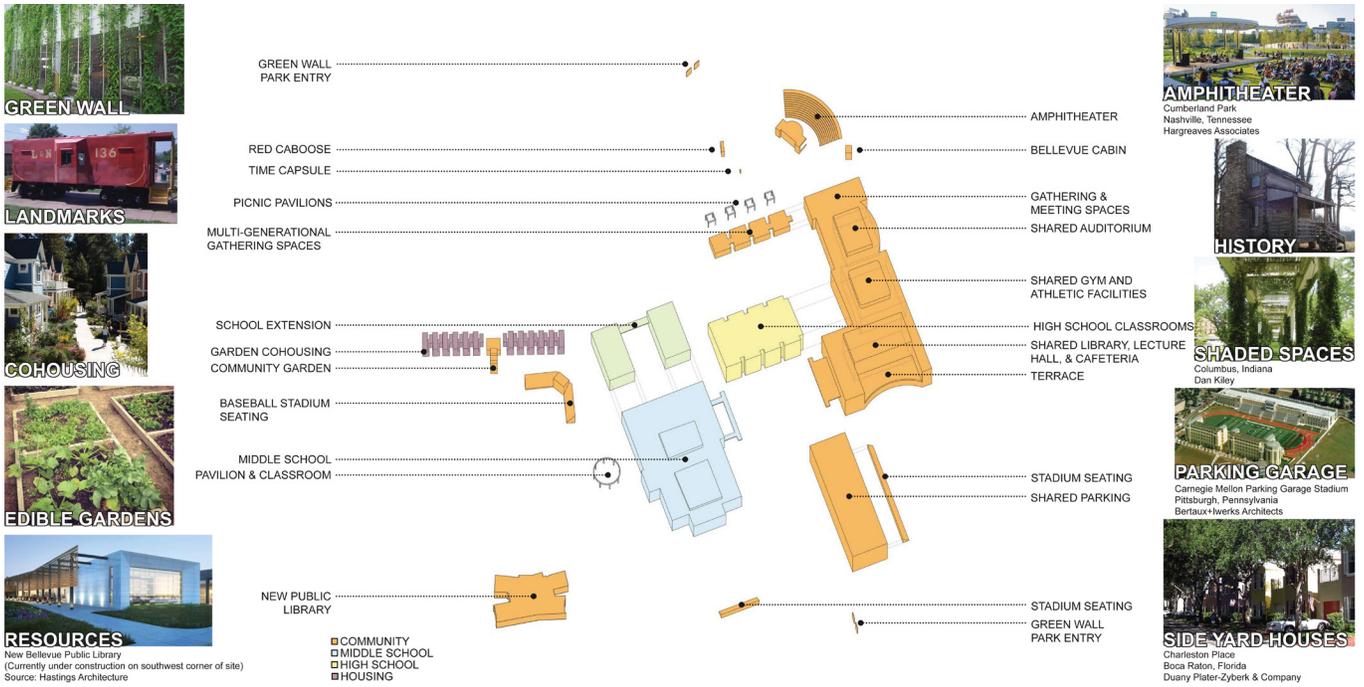
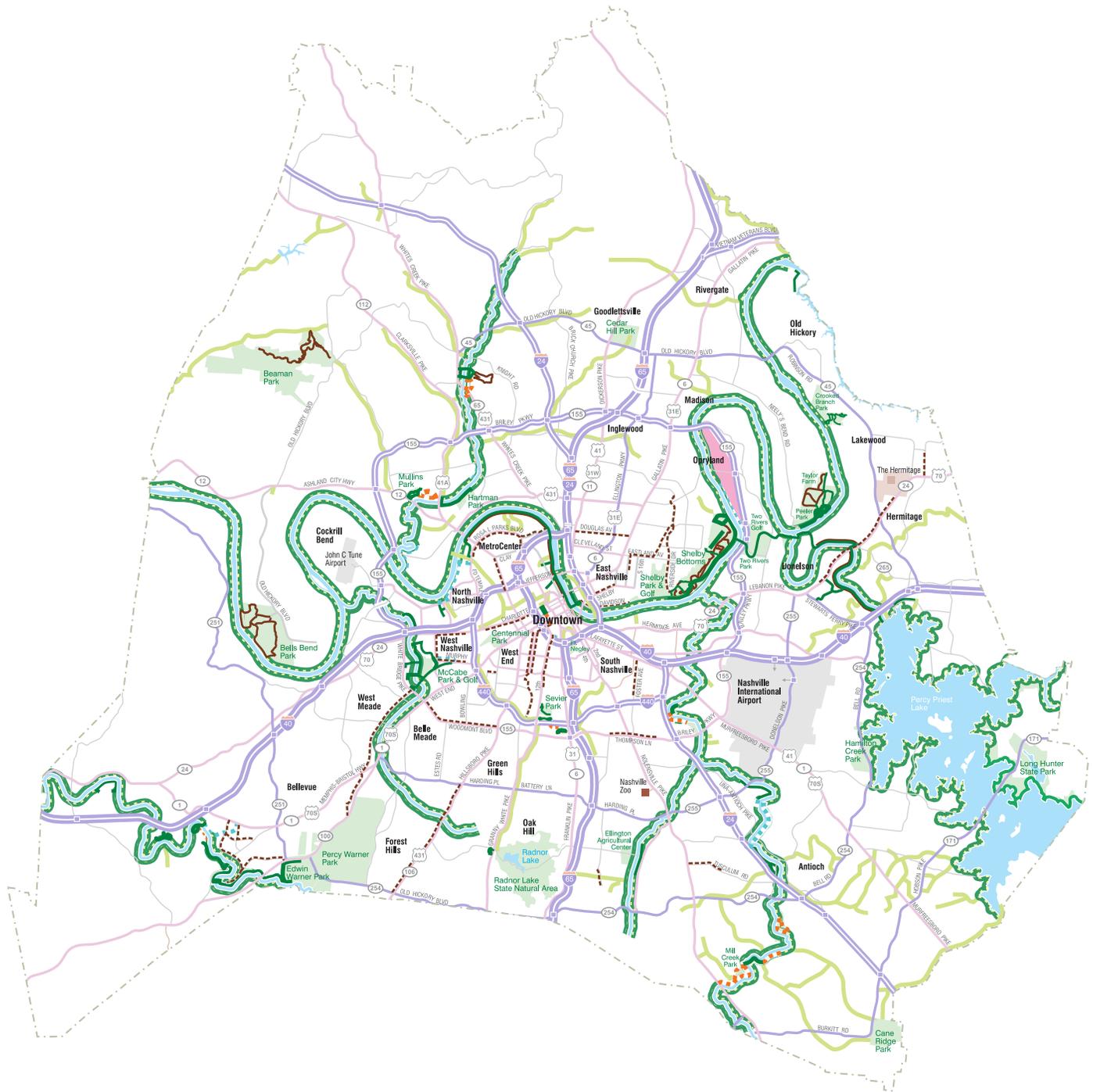


Figure B-29: Diagram of Civic area

Figure B-30: Greenways Map



Map Legend

- Greenways Master Plan
- Trails Completed
- Unpaved Trails
- Trails Coming Soon
- Future Trail Development
- Community Planned Greenways
- Bike Lanes

Enhancements to the Open Space Network

Each Community Plan complements and draws from the *Nashville Open Space Plan* and the *Metropolitan Park and Greenways Master Plan* (“Parks Master Plan”) for projects and enhancements. The Parks Master Plan describes existing parks and greenways and establishes the goals, objectives, policies and plans for parks and greenways throughout Davidson County. The Parks Master Plan should be consulted for more detailed information about existing parks, parkland needs, and the vision for parks and greenways.

The Parks Master Plan is to be updated during a process beginning in 2015. The updated Parks Master Plan will discuss what parks needs are present in each Community. Information from NashvilleNext and the Community Plans will be used for the Parks Master Plan update process. When the Parks Master Plan is completed, the Community Plans may need to be amended to align with the Parks Master Plan.

The Parks Master Plan will include recommendations regarding some specific facility types and geographic distribution (e.g., one dog park per XX,XXX residents, or tennis courts within X miles of every resident). Such recommendations will also be tied to surrounding development density (e.g., a mini park may have high value in SoBro and low value in Union Hill.) The updated Parks Master Plan will also identify park acreage and type needs per capita as well as development funding recommendations. Detailed planning for specific parks would be conducted at the level of an individual park master plan.

The current Parks Master Plan also discusses greenways. Since greenways serve an open space/recreational function *and* a transportation function, greenway recommendations are discussed in the section below (Recommended Greenway System Connections and Multi-Use Paths) and also in Enhancements to the Transportation Network. Adding greenways or other trails can improve the area’s quality of life as development brings more residents, workers and visitors to the area. Additional greenways and improved roadway crossings increase connectivity among residential, schools, and mixed use centers, adding value to a neighborhood by providing residents and workers with alternative transportation options such as walking and cycling. In this way, greenways encourage more active and healthier lifestyles.

Both the Open Space Plan and the Parks Master Plan along with current project information may be found online:

<http://www.nashville.gov/Parks-and-Recreation/Planning-and-Development.aspx>



Soccer fields along Harpeth River



Edwin Warner Park

In some areas, a multi-use path may be a more appropriate solution than a sidewalk, bikeway or greenway. A multi-use path is a greenway, but instead of following a river or creek as a greenway does, a multi-use path follows a street. A multi-use path can be beneficial by being a more efficient provision of infrastructure (if it is built on one side of the corridor, unlike sidewalks and bikeways on both sides of a street) and the greenway-like design can be more in keeping with a rural or suburban setting.

Recommended Greenway System Connections and Multi-Use Paths

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

- » A system of connections in the Boone Trace and Riverwalk subdivisions that would connect with the existing Harpeth River Greenway and also to the westernmost of the two proposed ridge trails via a bridge across the Harpeth River.
- » A system of connections in the Avondale Park and Coley Davis Road areas that would include a trail that would generally follow alongside the CSX rail line and would connect with the existing Harpeth River Greenway.
- » A new connection, including a bridge across the Harpeth River, in Harpeth Bend that would start at the end of Footpath Terrace and connect to the proposed multi-use path along Highway 100.
- » A ridge trail at the eastern boundary of the Bellevue Community (Nine Mill Hill Ridge) that would be part of a larger trail system connecting Radnor Lake State Park with the Cumberland River Greenway system. This trail would connect to an existing system of easements that exists in West Meade along the ridge top of Nine Mile Hill and includes parts of the historic Belle Meade Plantation Wall. This “Radnor to River” trail has been proposed by a non-profit volunteer organization. Due to its large scale, implementation of this trail would need a partnership between the private and public sectors, including property owners along the routes.
- » A ridge trail to the west of the “Radnor to River” trail that would connect the Cumberland and Harpeth River greenways from the vicinity of River Valley Drive along the Cumberland River to the



Harpeth River Greenway



Harpeth River Greenway Trailhead



Harpeth River Bridge



Edwin Warner Park

RiverWalk subdivision along the Harpeth River. This trail was proposed by a community member and, due to its large scale, its implementation would need a partnership between the private and public sectors, including property owners along the routes.

- » 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.
- » The Trace Connector – Develop a multi-use path adjacent to Highway 100 from the Natchez Trace Parkway to Warner Parks and designate it as a USBR-23 spur. (See Highway 100 widening under Street Priorities)
- » Old Hickory Boulevard Multi-Use Path – Develop a multi-use path adjacent to Old Hickory Boulevard from Edwin Warner Park to Charlotte Pike.”

Figure B-31: Major and collector streets

Bellevue detail



Major and Collector Street Legend

	Potential Multimodal Freeway Corridor		Planned Arterial-Boulevard		Local Street	Centers		
	Planned Multimodal Freeway Corridor		Collector-Avenue		Planned Local Alley			Tier 1
	Arterial-Parkway Scenic		Planned Collector-Avenue		Ramp			Tier 2
	Arterial-Boulevard Scenic		Downtown Local Street		Planned Ramp			Tier 3
	Planned Arterial-Boulevard Scenic		Planned Downtown Local Street					
	Arterial-Boulevard		Planned Downtown Alley					



Enhancements to the Transportation Network

In addition to community character, each of the Community Plans considers the needs of vehicular users, bicyclists, pedestrians, and transit users in its guidance and recommendations. They do so by using Access Nashville 2040 and the Major and Collector Street Plan (MCSP), which implements Access Nashville 2040. The MCSP maps the vision for Nashville’s major and collector streets and ensures that this vision is fully integrated with the city’s land use, mass transit, bicycle and pedestrian planning efforts. Other plans under Access Nashville 2040 include the *Strategic Plan for Sidewalks and Bikeways*, which establishes high-priority sidewalk areas and outlines future sidewalk and bikeway projects for the city; the *Parks and Greenways Master Plan*, described above; and the Metropolitan Transit Authority’s *Strategic Transit Master Plan*, discussed below. There are additional plans that outline committed funding and project priorities, including the city’s Capital Improvements and Budget Program. For information on the transportation network, please refer to Access Nashville 2040 in Volume V of NashvilleNext.

Nashville/Davidson County’s transportation network has evolved over the last decade to include choices in transportation that are context sensitive (meaning that the street is designed in a way to complement the character of the area, whether it is rural, suburban or urban) and serve a wider range of users, including pedestrians, bicyclists and transit users, what is referred to as a “multimodal” network. Funding is limited and the need to improve the multimodal network far outweighs existing resources. Sidewalk, bikeways and greenways projects in Bellevue compete against street projects, the urgent need to maintain existing infrastructure investments across the county, and projects that are regionally significant. The following priority projects reflect a balance between community concerns, development pressure and project feasibility.

Access Nashville 2040 outlines two types of transportation projects—those that represent a “Community Priority” and those that meet a “Countywide Critical Need.” All of Bellevue’s transportation projects are below and are noted whether they are a Community Priority or a Countywide Critical Need. For more information on the distinction, please refer to Access Nashville 2040.



Walking



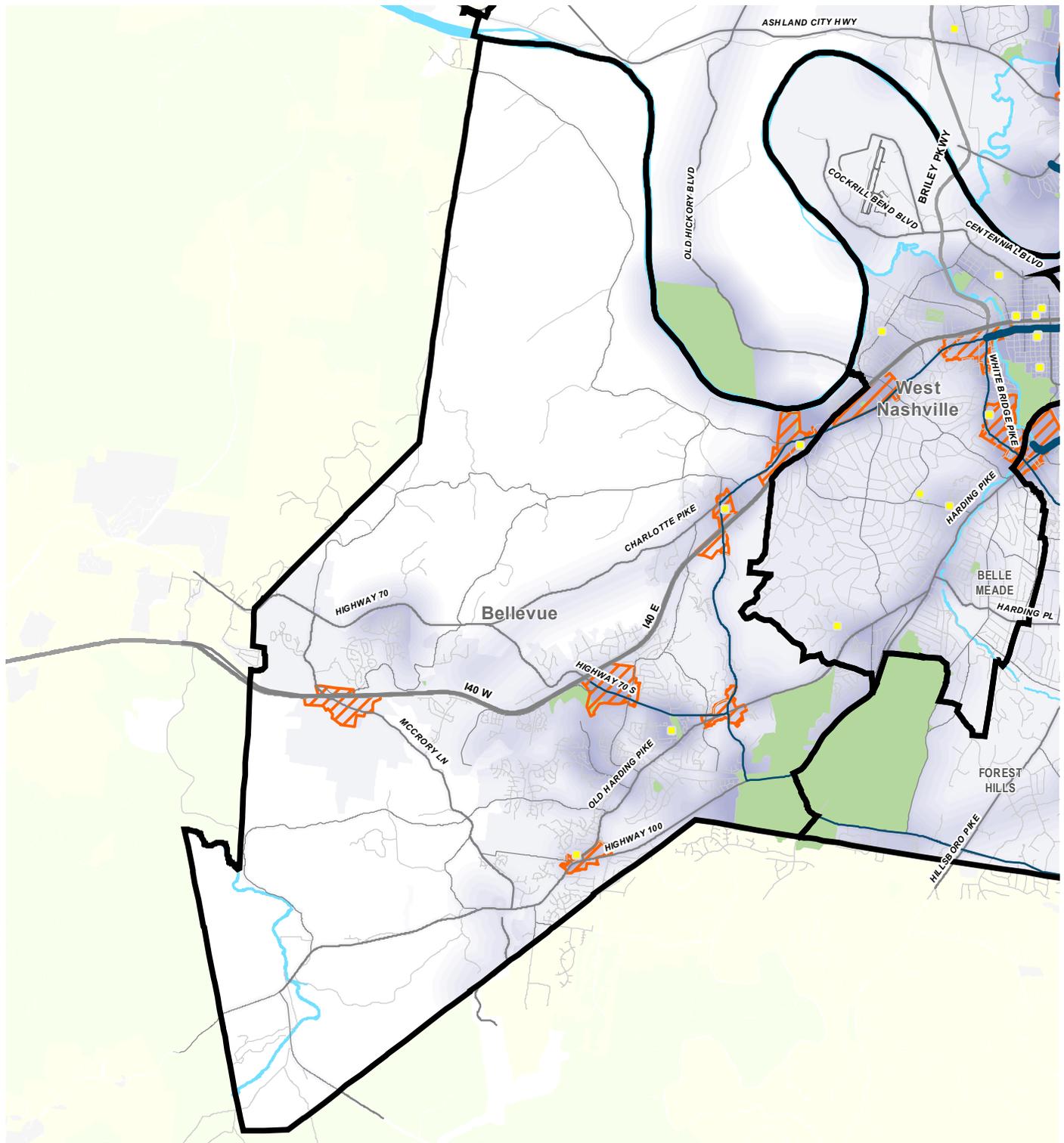
Cycling



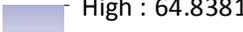
Transit

Figure B-32: Pedestrian generators

Bellevue detail



Pedestrian Generator Index Legend

- | | | |
|--|--|--|
|  Centers |  Priority Corridors |  Pedestrian Generator Index |
|  Subarea Boundaries |  Immediate need | High : 64.8381 |
|  Water Bodies |  Long-term need | Low : -2 |
|  Anchor Parks |  Schools | |



Walking Priorities

The following are walking priorities for the Bellevue Community. See project maps below.

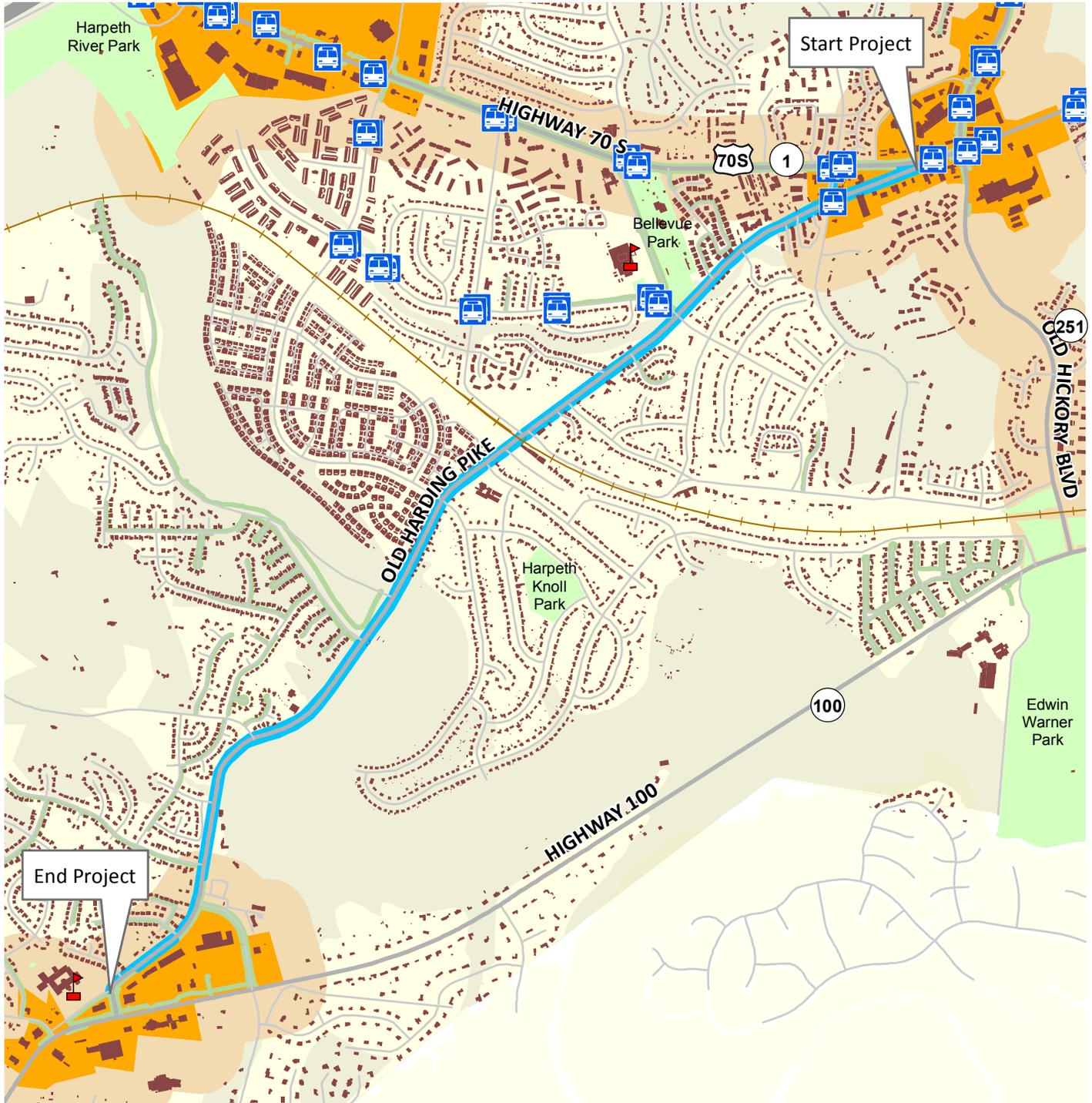
Access Nashville Walking Project #5

Old Harding Pike Sidewalks—Construct sidewalks along Old Harding Pike in Bellevue from Highway 70S to Learning Lane.

Sidewalks along Old Harding Pike are identified as a Community Priority. During planning processes in Bellevue, residents voiced strong support for sidewalks along the corridor. Old Harding Pike is a two-lane arterial-boulevard with narrow shoulders and a signed vehicle speed of 40 mph. Of potential sidewalk projects in the Bellevue community, 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 it difficult for people walking to those stops from residential neighborhoods along Old Harding Pike. Refer to Figure B-33.

Figure B-33: Access Nashville Walking Project #5: Old Harding Pike Sidewalks

Construct sidewalks along Old Harding Pike in Bellevue from Highway 70S to Learning Lane.

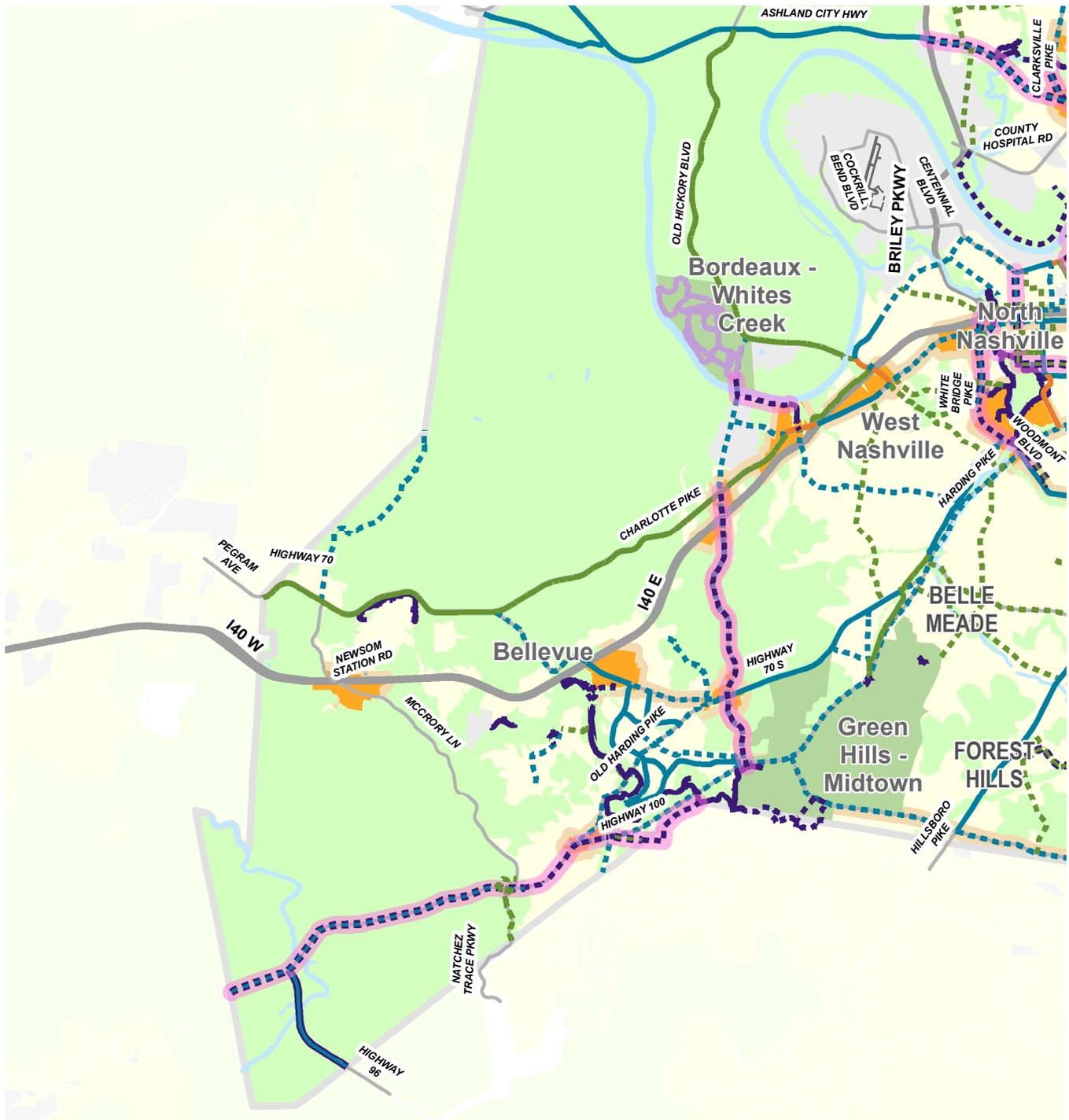


- | | | | | | |
|---|--------------------|---|---------------------|--|-------------|
|  | Proposed Sidewalks |  | Building Footprints |  | Transitions |
|  | Existing Sidewalks |  | Parks | | |
|  | MTA Stop |  | Center | | |



Figure B-34: Bikes & Greenways

Bellevue detail



Planned Facilities

- Protected Bikeway
- Bike Lane
- Signed Shared Route
- Bike Boulevard
- Greenway or Multi-Use Path

Existing Facilities

- Buffered Bike Lane
- Bike Lane
- Signed Shared Route
- Wide Outside Lane
- Greenway, Paved

- Greenway, Unpaved
- Priority Bikeway Projects
- Anchor Park
- Green network
- Centers



Bicycling Priorities

The following are bicycling priorities for the Bellevue Community. See project maps below.

Access Nashville Bicycling Project #3

The Trace Connector—Develop a multi-use path adjacent to Highway 100 from the Natchez Trace Parkway to Warner Parks and designate as a United States Bicycle Route (USBR) 23 Spur. (see related Street Project #3: Highway 100 Widening)

The Trace Connector provides a low-stress connection between the Natchez Trace and Warner Parks. It is identified as a Community Priority. Neighbors gain comfortable bicycle and pedestrian access to shopping and employment along Highway 100 as well as recreational opportunities at Warner Parks. This facility provides connectivity between the Natchez Trace Parkway – a 444 mile long scenic route popular amongst local cyclists and visitors alike - and United States Bicycle Route 23 – Tennessee’s first interstate bicycle route, which runs through Nashville from Kentucky to Alabama. The Trace Connector also extends the Music City Bikeway, a 23 mile bikeway that runs from Percy Warner Park through downtown Nashville to Percy Priest Lake. The existing Harpeth River Greenway will provide connectivity to the Bellevue Mall area, and other priority bikeways projects provide regional connections to Williamson County in the west. A multi-use path would also maintain the corridor’s more rural and suburban character and enhance the economic opportunities involving tourism and recreation in this portion of Davidson County. Refer to Figure B-35.

Access Nashville Bicycling Project #4

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

A multi-use path along Old Hickory Boulevard is a Community Priority and will allow neighbors who walk and bike to access employment and shopping in identified Tier 2 Centers located at Highway 70 S and Old Hickory and also at Charlotte Pike and Old Hickory. The multi-use path also allows residents to access outdoor recreation opportunities in the Warner Parks system. Refer to Figure B-36 and Figure B-37.

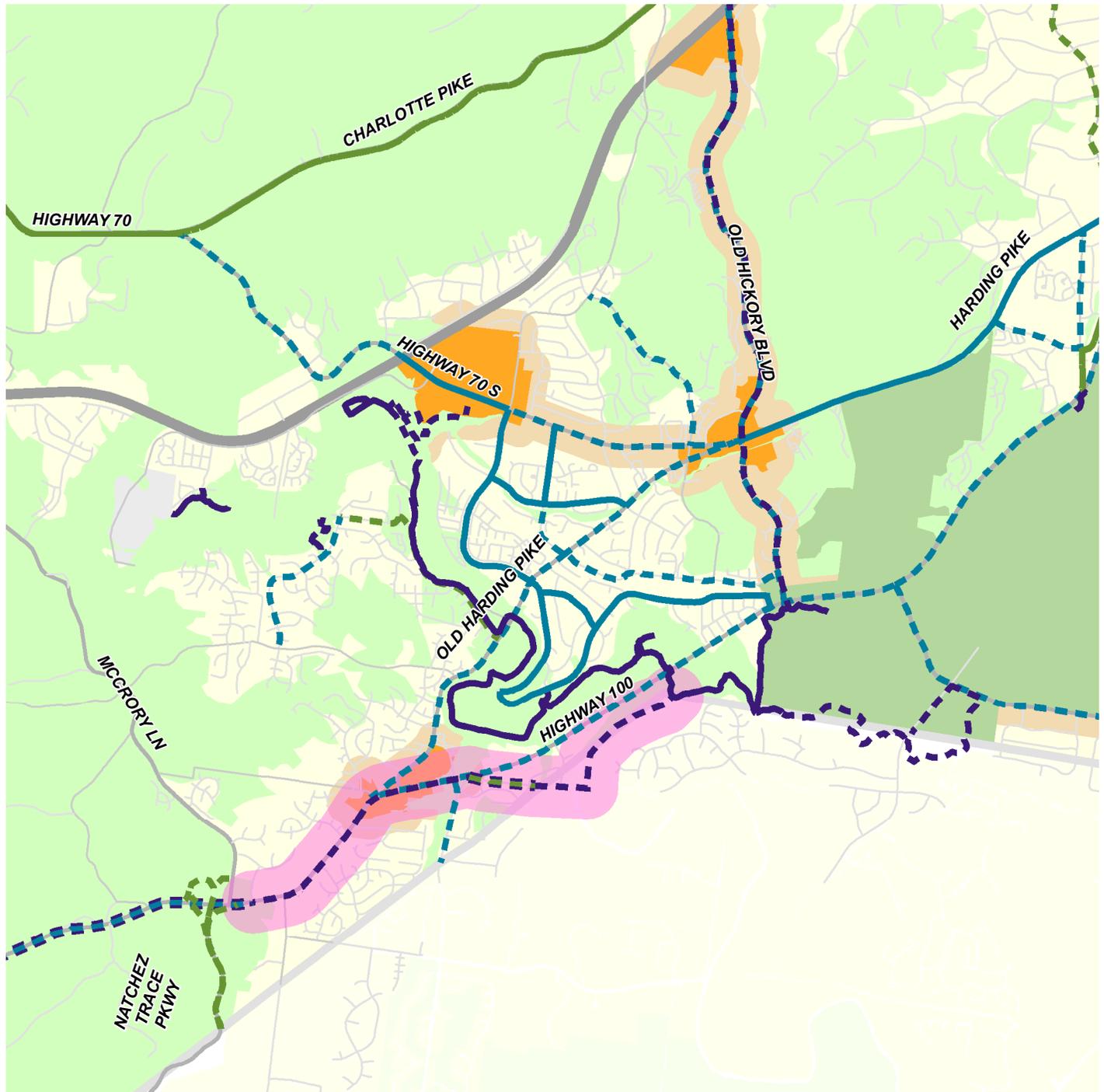
Access Nashville Bicycling Project #5

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

A buffered bike lane along Highway 100 is a Community Priority and will provide regional connectivity to Franklin and Williamson County from the Tier 3 Center at Highway 100 by providing a low stress route to the existing buffered bike lane on Highway 96. Refer to Figure B-38.

Figure B-35: Access Nashville Bicycling Project #3: The Trace Connector

Develop a multi-use path adjacent to Highway 100 from the Natchez Trace Parkway to Warner Parks and designate as a United States Bicycle Route (USBR) 23 Spur. (see related Street Project #3: Highway 100 Widening)



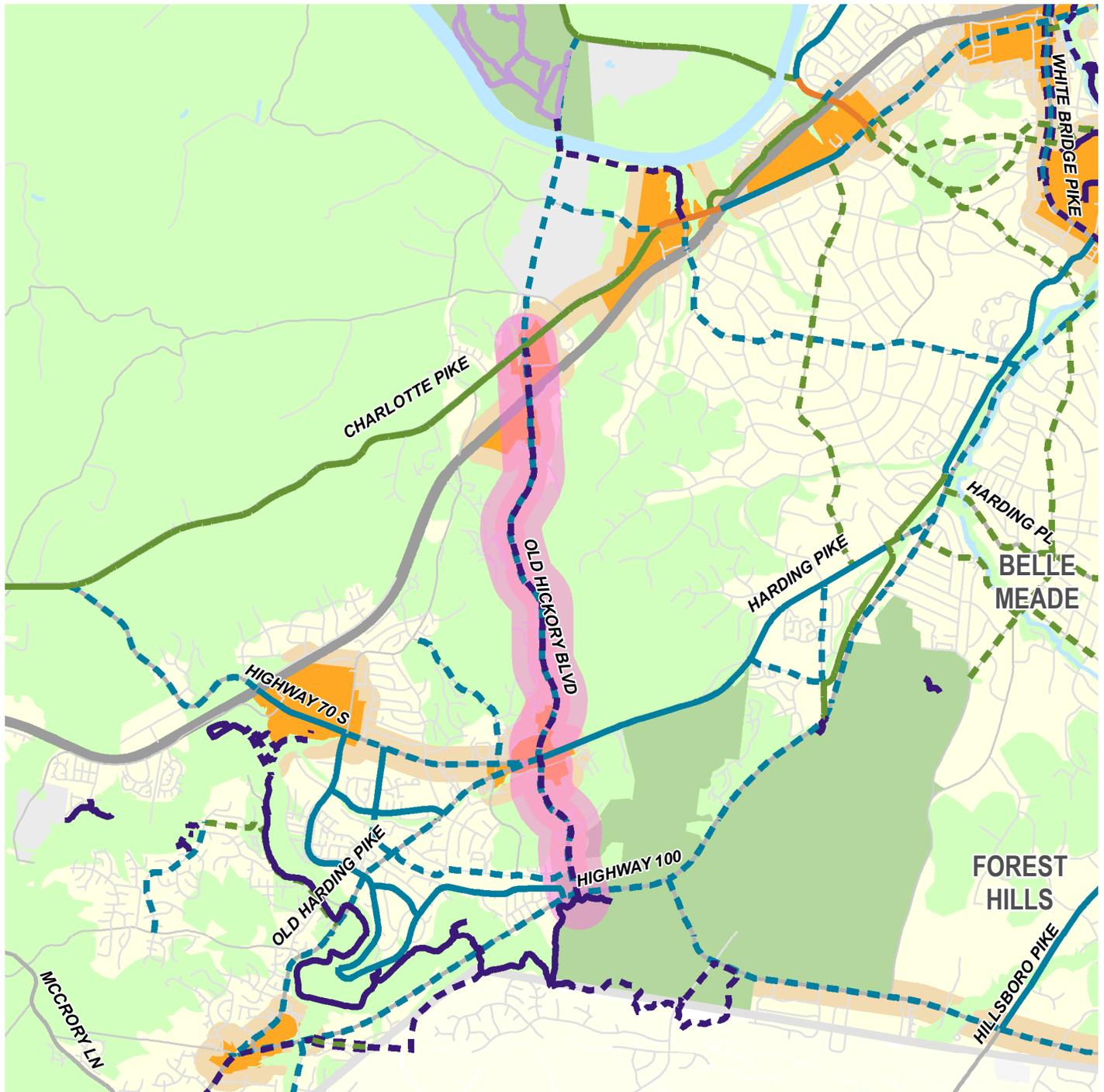
- Planned Facilities**
- Protected Bikeway
 - Bike Lane
 - Signed Shared Route
 - Bike Boulevard
 - Greenway or Multi-Use Path

- Existing Facilities**
- Buffered Bike Lane
 - Bike Lane
 - Signed Shared Route
 - Wide Outside Lane
 - Greenway, Paved
 - Greenway, Unpaved

- Centers
- Transitions
- Anchor Park
- Green network
- Trace Connector

Figure B-36: Access Nashville Bicycling Project #4: Old Hickory Boulevard Multi-Use Path

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



Planned Facilities

- Protected Bikeway
- Bike Lane
- Signed Shared Route
- Bike Boulevard
- Greenway or Multi-Use Path

Existing Facilities

- Buffered Bike Lane
- Bike Lane
- Signed Shared Route
- Wide Outside Lane
- Greenway, Paved
- Greenway, Unpaved

Centers

- Centers
- Transitions
- Anchor Park
- Green network
- Old Hickory Boulevard MUP

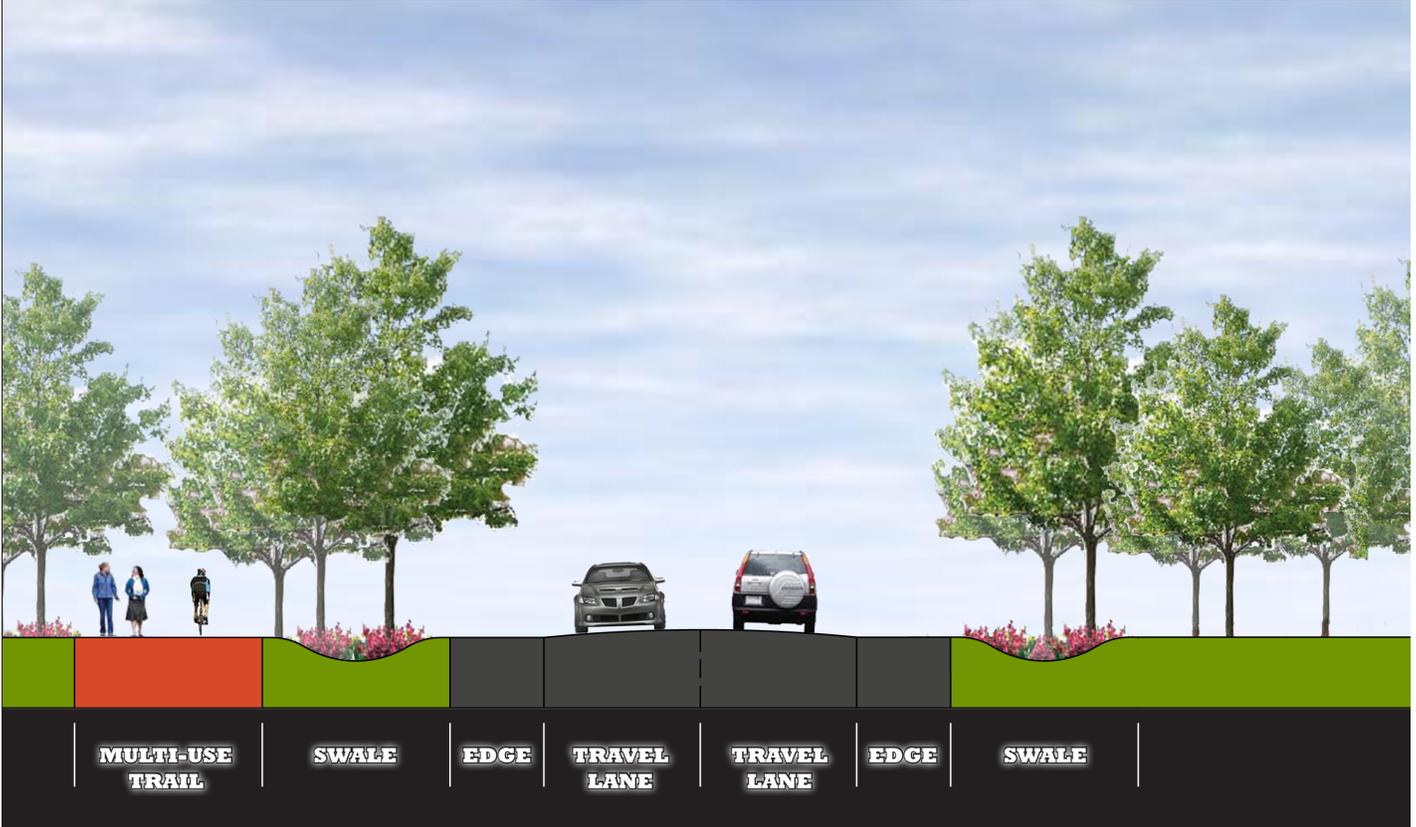
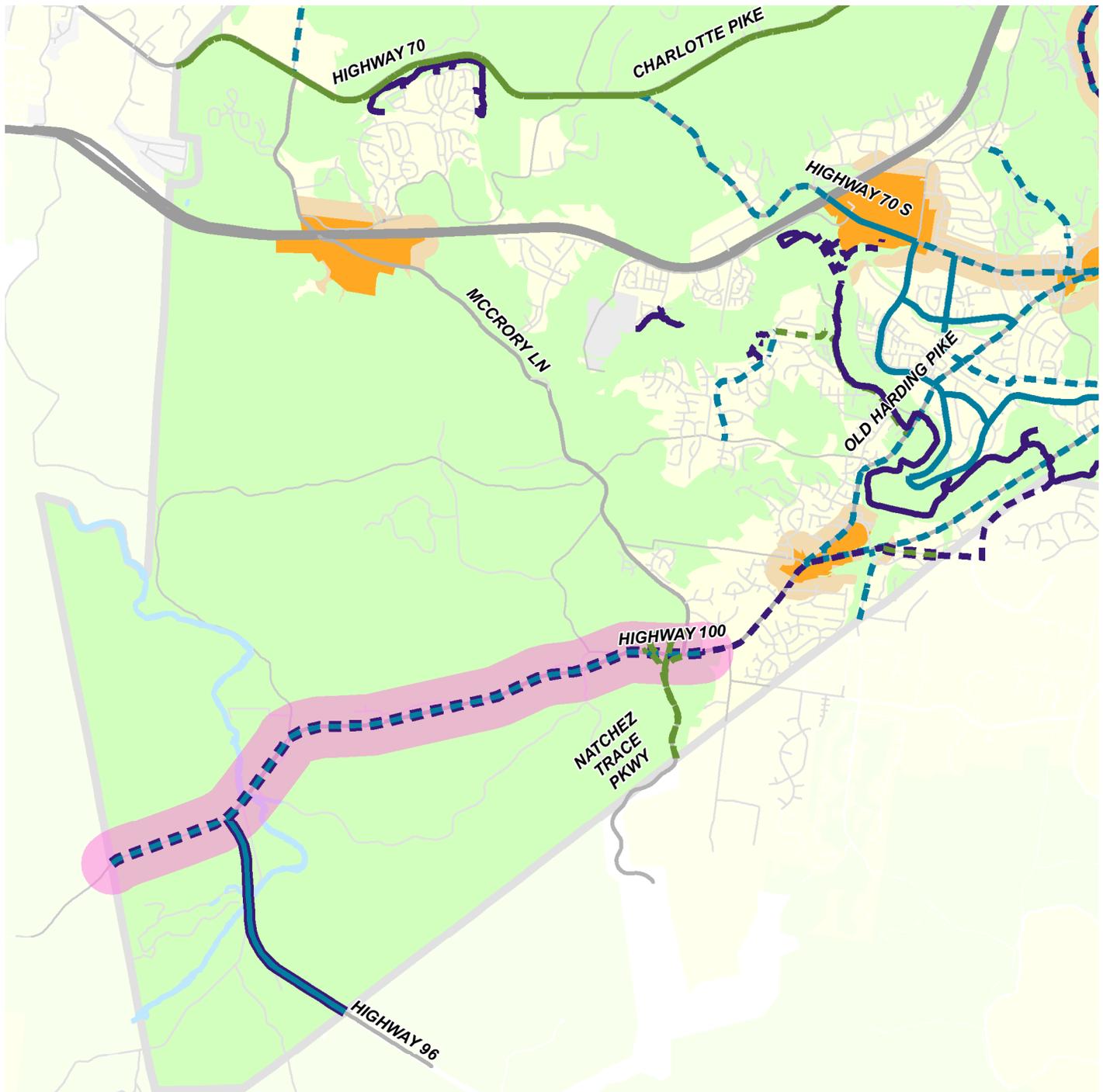


Figure B-37: Cross section of a multi-use trail or path.

Figure B-38: Access Nashville Bicycling Project #5: Highway 100 Connector

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



Transit

Transit service consisting of buses and other enhanced mass transit options provided by the Metropolitan Transportation Authority (MTA) create vital transportation links to 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.

During NashvilleNext, the community established a vision for High Capacity Transit Corridors in Nashville/Davidson County, many of which are the pikes that currently have bus service, but adding cross-town connectors to the long-term vision. This vision will be refined through the update of the MTA Strategic Transit Master Plan, a process beginning in 2015. The updated Transit Master Plan will discuss what mode of transit is appropriate for each corridor and what order the transit improvements should be undertaken. Information from NashvilleNext and the Community Plans will be used for the Transit Master Plan update process. When the Transit Master Plan is completed, the Community Plans may need to be amended to align with the Transit Master Plan.

Street Priorities

The Bellevue Community's overall transportation system includes surface streets, highways and rail lines. Local streets provide access to neighborhoods, but the overall street network is not well connected. An interconnected street network provides more options and alternatives as opposed to forcing all travel onto a few arterial streets.

The following are street projects for the Bellevue Community. See project maps on the following pages.

Access Nashville Street Project #3

Highway 100 Widening–Widen Highway 100 from 2/3 lanes to 3 lanes from McCrory Lane to Temple Road and include an adjacent multi-use path on one side connecting to the Natchez Trace Parkway. Designate the route as United States Bicycle Route (USBR) 23 Spur. (*see related Bicycling Project #3: The Trace Connector*)

The widening of Highway 100 to include a turn lane and an adjacent multi-use path is an identified Community Priority. 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. Refer to Figure B-39.

Recommended Street Connections

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

Some areas of the Bellevue Community Plan have opportunities to improve street connectivity. These areas are listed below. Required Street Connections that are mapped include significant street connections; meanwhile, as new or re-development occurs, all reasonable opportunities to expand street connectivity will be examined and implemented as part of the development review process. As several neighborhoods were isolated during the 2010 flood, the importance of additional road connectivity in key locations was discussed with stakeholders during the 2011 Community Plan Update.

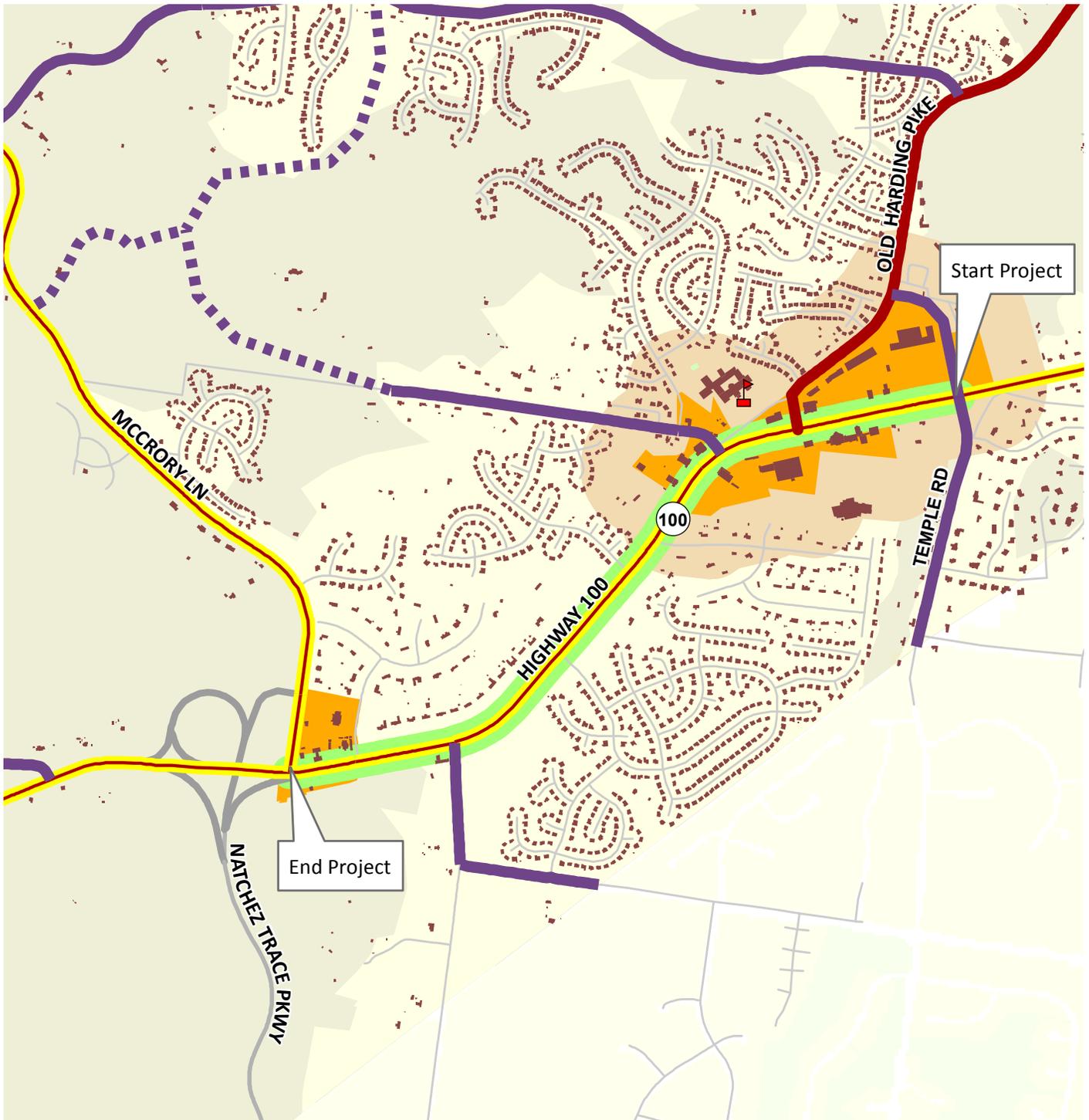
Several of these projects, including the extension of Collins Road, have been included in the Major and Collector Street Plan for decades and continue to be carried forward. As such, these projects are not new recommendations.

- » Extend Collins Road to the west as or when new development occurs. From a newly extended Collins Road, provide a north/south connection from Collins Road to Poplar Creek Road that roughly aligns with Somerset Place and provide an east/west connection from Collins Road to near Lewis Road.
- » Extend Brenner Drive and Eller Lane to the south to Poplar Creek Road as or when new development occurs.
- » Connect Morton Mill Road and River Bend Way as or when new development occurs.
- » Connect Avondale Park Boulevard to Newsom Station Road as or when future development occurs.
- » Connect Woodland Way and Dogwood Trail to any new development in the remainder of the subdivision. In doing so, roadway access should be designed to minimize disruption to environmentally sensitive features with excessive grading and cut and fill minimized.

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

Figure B-39: Access Nashville Street Project #3: Highway 100 Widening

Widen Highway 100 from 2/3 lanes to 3 lanes from McCrory Lane to Temple Road and include an adjacent multi-use path on one side connecting to the Natchez Trace Parkway. Designate the route as United States Bicycle Route (USBR) 23 Spur. (see related *Bicycling Project #3: The Trace Connector*)



- | | | |
|---|---|--|
|  Proposed Widening |  Arterial-Boulevard Scenic |  Planned Collector-Avenue |
|  School |  Arterial-Boulevard |  Centers |
|  Building Footprints |  Collector-Avenue |  Transitions |

