

BELLE MEADE HIGHLANDS



Design and Mobility Study

Findings & Recommendations

Dec. 17, 2024

objective

- Outline draft recommendations that will be submitted to the Metro Planning Commission for approval at its meeting on January 9, 2025 at 4:00pm.

agenda

- **Welcome**

Joni Williams, Asst. Director of Urban Design, MPC

- **Project overview and meeting objectives**

Harriett Brooks, Manager, Ecological Design, MPC

- **Analysis, synthesis, and recommendations**

Kevin Tilbury, Kimley Horn

- **Recommendations, next steps, and implementation**

Harriett Brooks, Manager, Ecological Design, MPC

- **Discussion and Q&A**

BELLE MEADE HIGHLANDS

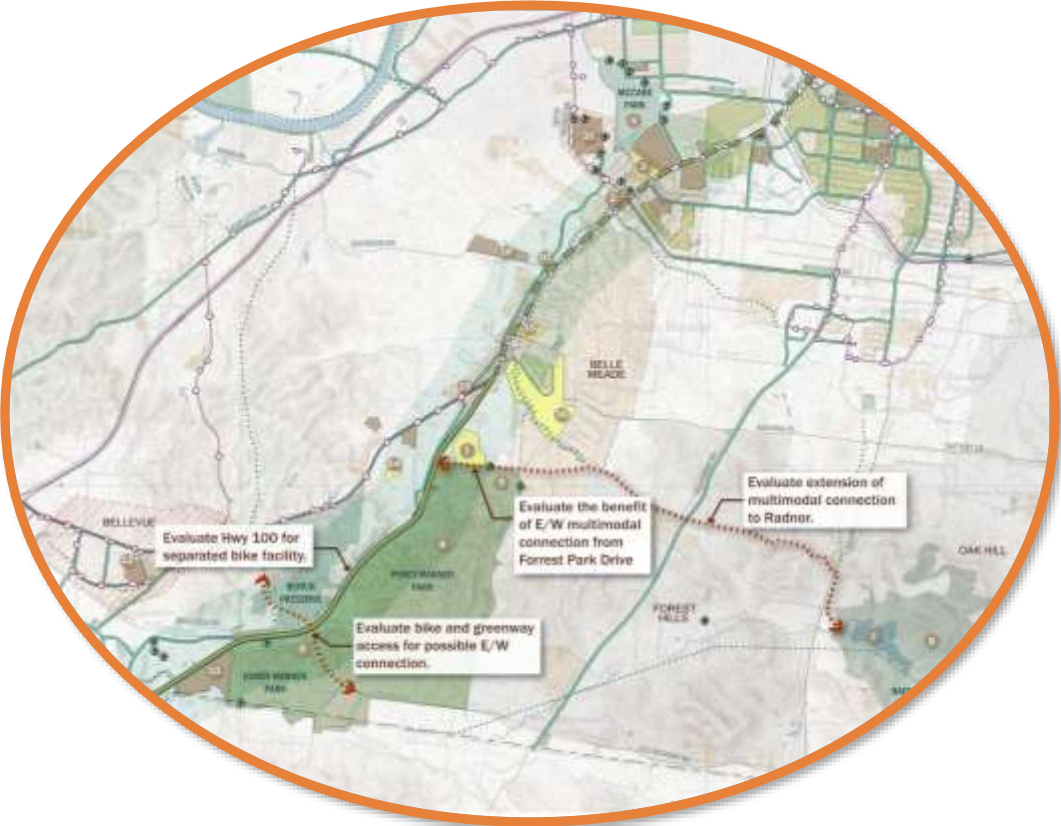


Design and Mobility Study

project overview and objectives

Harriett Brooks, PLA

two scales of work



Corridor Scale (broad)



Neighborhood Scale (small)

SCENIC HWY 100

ASSETS NEAR HWY 100 CORRIDOR

- 1 Cheekwood
- 2 Belle Meade Plaza
- 3 St. Thomas - West
- 4 P. Warner Park
- 5 E. Warner Park
- 6 McCabe Park
- 7 Radnor Lake
- 8 Radnor Park
- 9 Percy Warner Golf Course
- 10 Hwy 70/100 Commercial Corridor
- 11 Ensworth Upper School
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- 16 Belle Meade Country Club
- 17 Harpeth Village
- 18 Hillwood High School & H.G. Hill Middle School
- 19 West Meade Mansion
- 20 Nashville State Community College

ASSETS KEY

- Commercial
- Community
- Cultural or Historic
- Natural
- Recreational

LEGEND

- Trailheads
- Hwy 100
- Existing Bikeways
- Planned Greenways
- Bike/Ped Connections to Evaluate
- Hwy 100 Access to Evaluate



“the ecological integration and incorporation of green infrastructure, native landscaping, and enhanced access to nearby parks and trails by creating a scenic route that emphasizes West Nashville’s natural beauty” *NashvilleNext*

Evaluate ped safety at Harding Pk. & Leake Ave.

Assess access point from Hwy 100.

Coordinate with City of Belle Meade & TDOT to enhance ped safety on Harding Pk/Hwy 100 commercial corridor.

Evaluate Hwy 100 for separated bike facility.

Determine benefit of bike/ped connection from Forrest Park Dr.

Evaluate extension of bike/ped connection to Radnor.

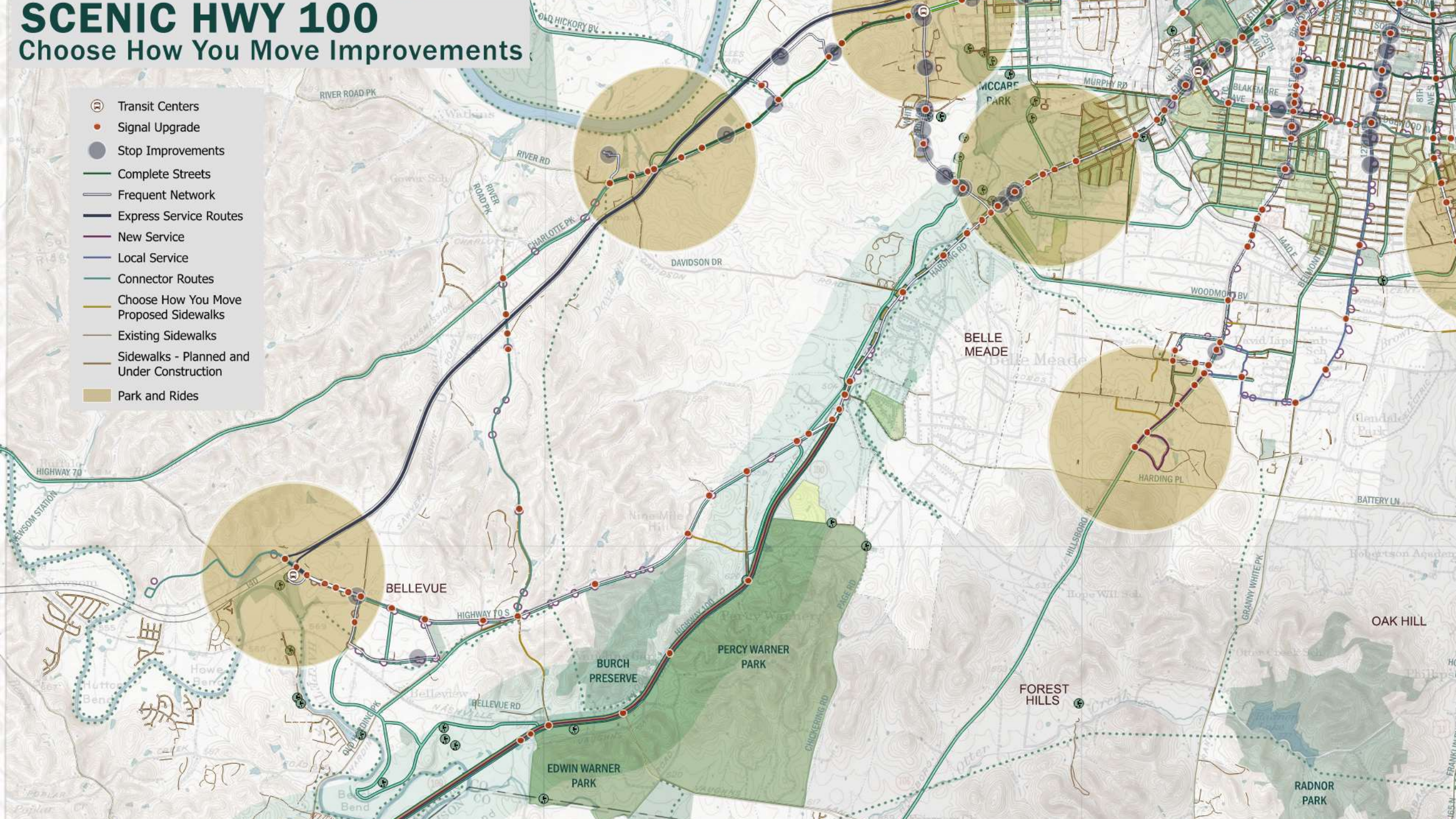
Assess signal or improved access at Warner Park Nature Center.

Analyze bike & greenway access for possible E/W connection.

SCENIC HWY 100

Choose How You Move Improvements

- Ⓜ Transit Centers
- Signal Upgrade
- Stop Improvements
- Complete Streets
- Frequent Network
- Express Service Routes
- New Service
- Local Service
- Connector Routes
- Choose How You Move Proposed Sidewalks
- Existing Sidewalks
- Sidewalks - Planned and Under Construction
- Park and Rides



SCENIC HWY 100

**BELLE MEADE
PLAZA**



**BELLE MEADE
HISTORIC SITE**



**RICHLAND
CREEK
GREENWAY**



**HARPETH RIVER
STATE PARK**

CHEEKWOOD



**LOVELESS
CAFE**



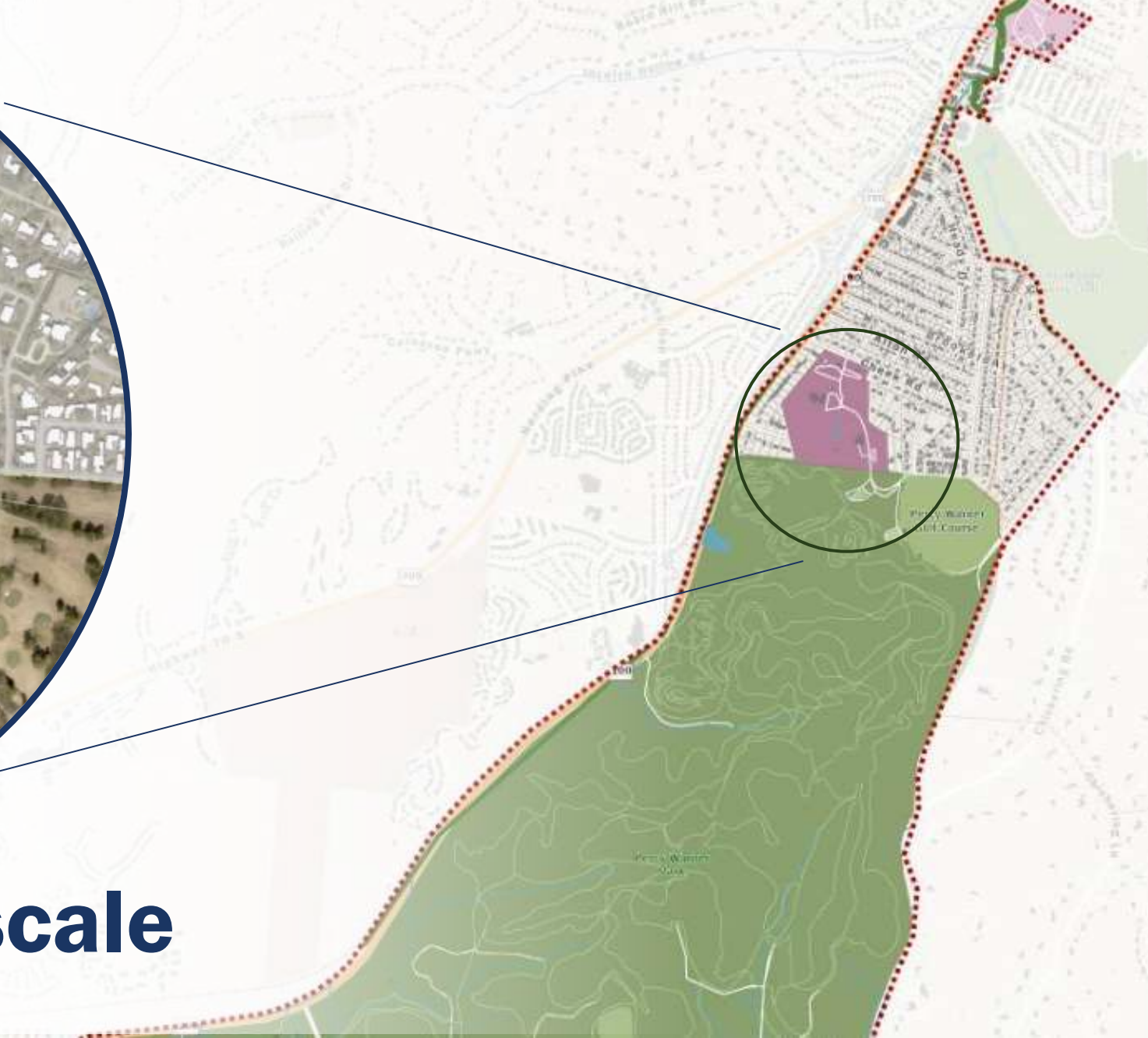
**BELLEVUE
LIBRARY**

**EDWIN & PERCY
WARNER PARK**



**NATCHEZ
TRACE**





neighborhood scale

objective

Provide a **roadmap** that ultimately eliminates the need for a permanent (or recurring) parking agreement between Cheekwood and Metro Parks Board, with interim steps to get there.

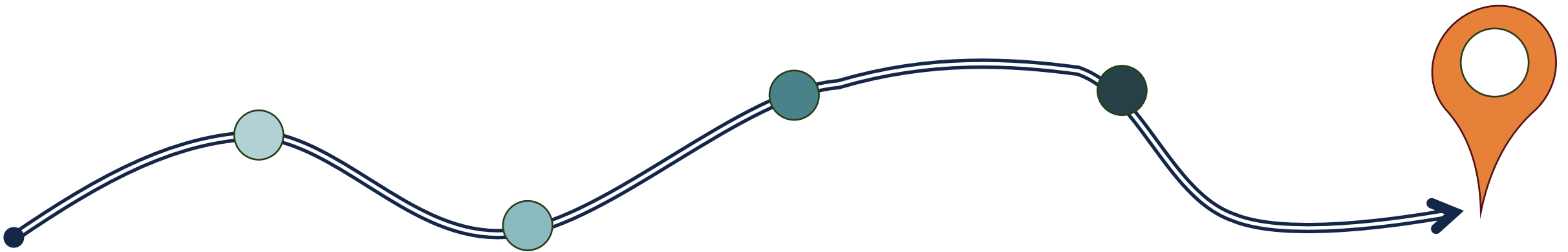


table setting

- 1. Cheekwood and Percy Warner Park are both significant cultural and historical landscapes worthy of protection, preservation, and consideration.**

table setting

2. Luke Lea deed restricts Percy Warner Park to park uses.

⇒ Cheekwood's parking must be moved off Metro Park property to ensure conformity with the deed restriction & reduce unsustainable impacts on the park's land.

3. Cheekwood has the right to build a parking garage on its property.

table setting

4. State law empowers the Metro Planning Commission to manage growth through the establishment of new streets and intersections.

5. Metro Planning Commission can adopt technical studies and recommend that implementation departments—such as NDOT or Metro Parks— act upon them.

BELLE MEADE HIGHLANDS



Design and Mobility Study

analysis, synthesis, & recommendations

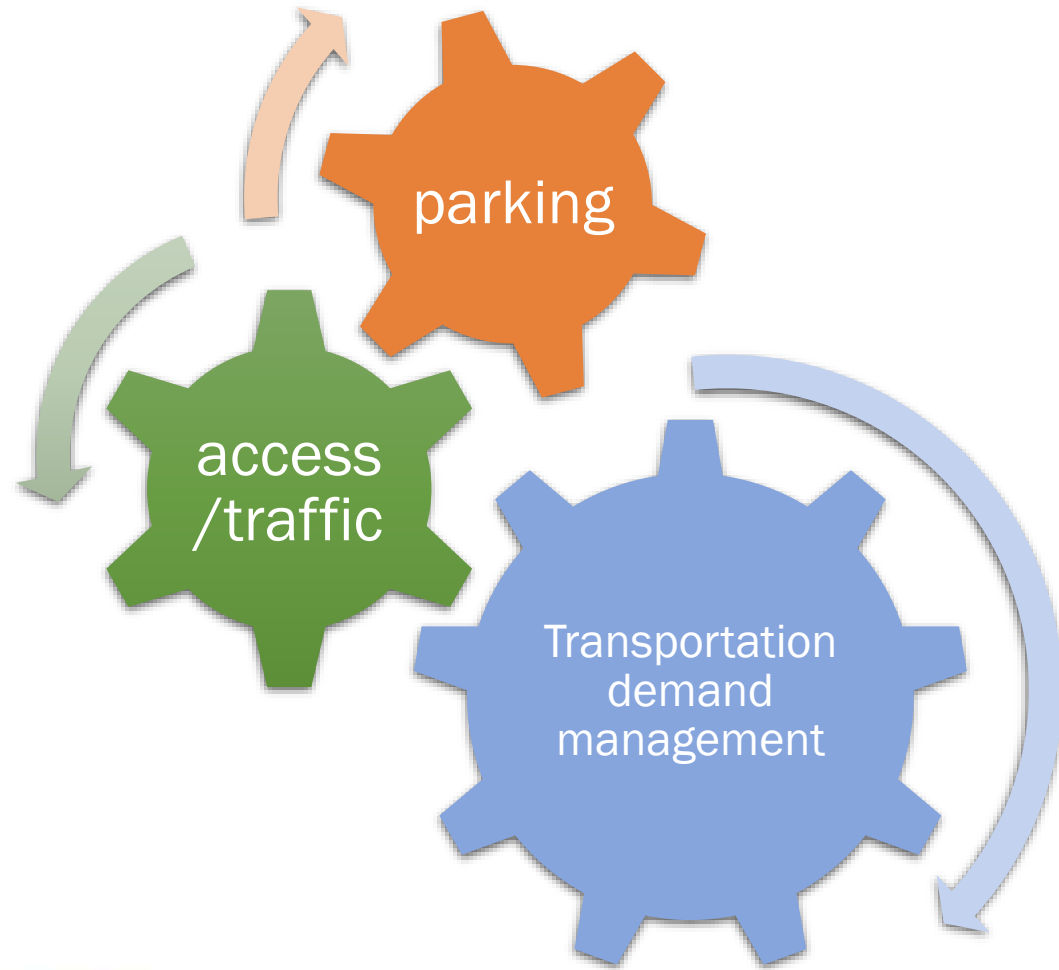
Kevin Tilbury, AICP

Planning process

- baseline conditions
- traffic counts
- peer institution review
- scenario analysis
- legal analysis
- engagement & feedback



interlocking planning problem



Cheekwood's traffic demand exceeds the recommended volumes for neighborhood streets

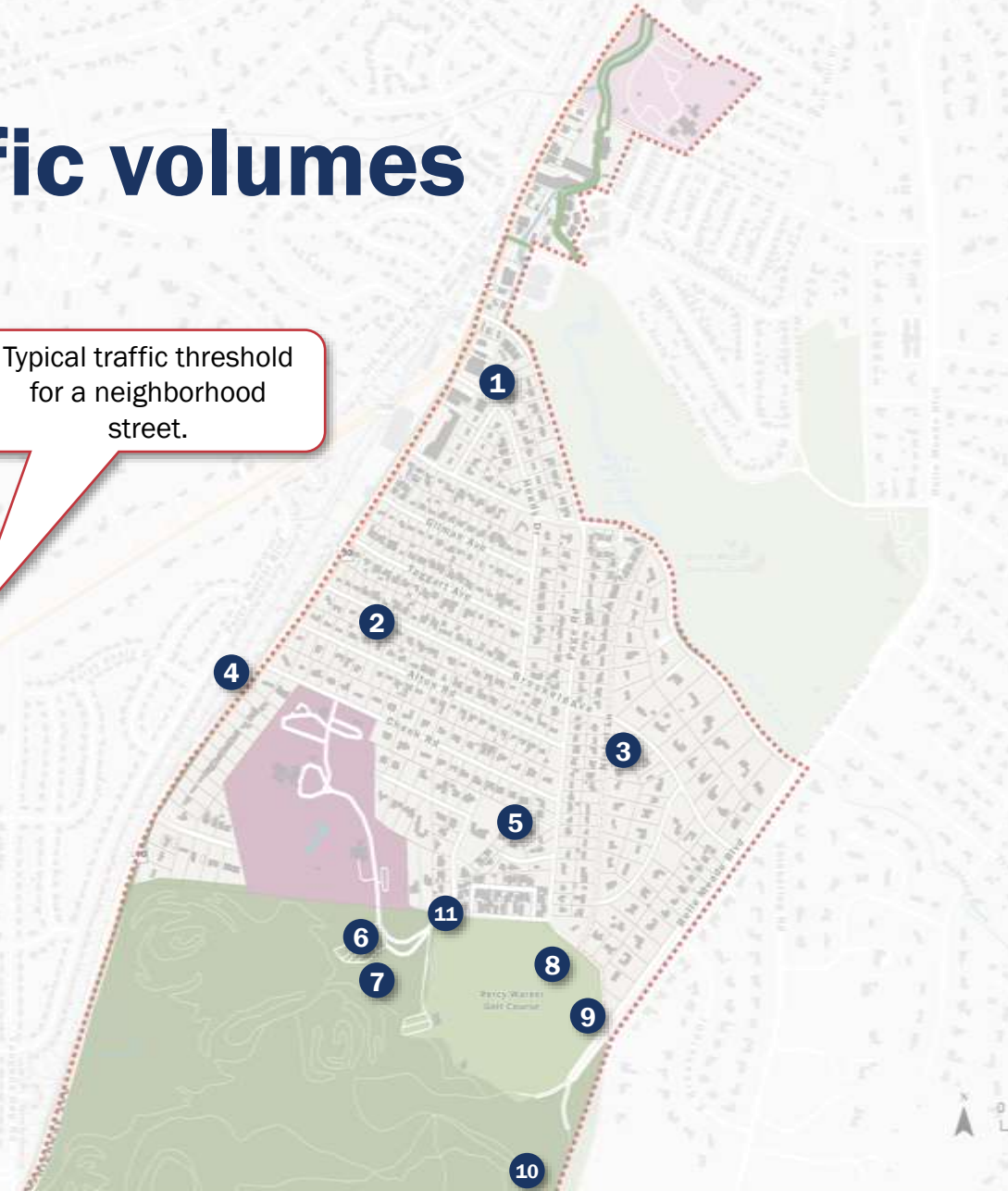
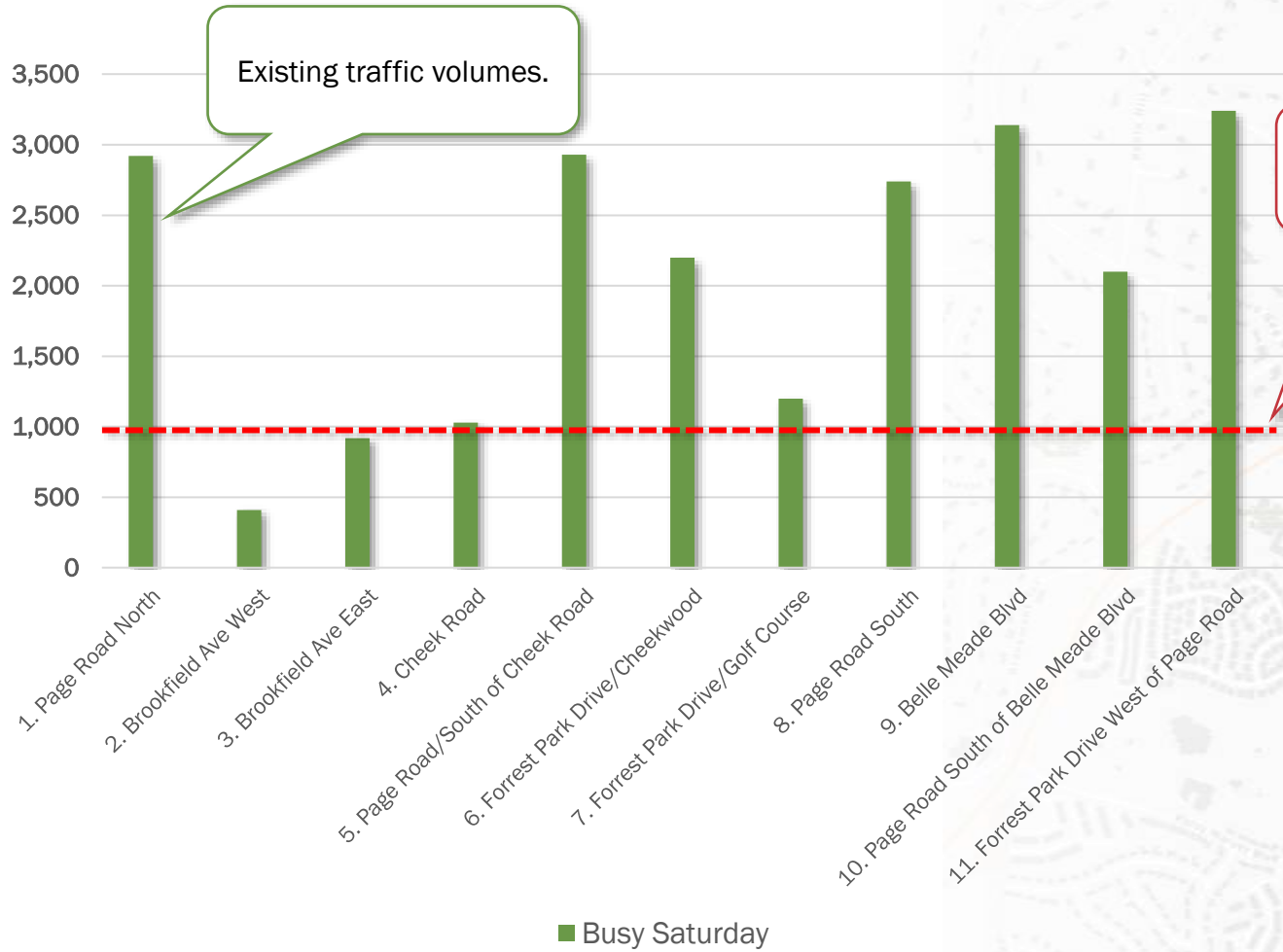
- Peer research illustrates that comparable institutions rely on arterial access.
- Hwy 100 is the most immediate and logical arterial connection to Cheekwood.



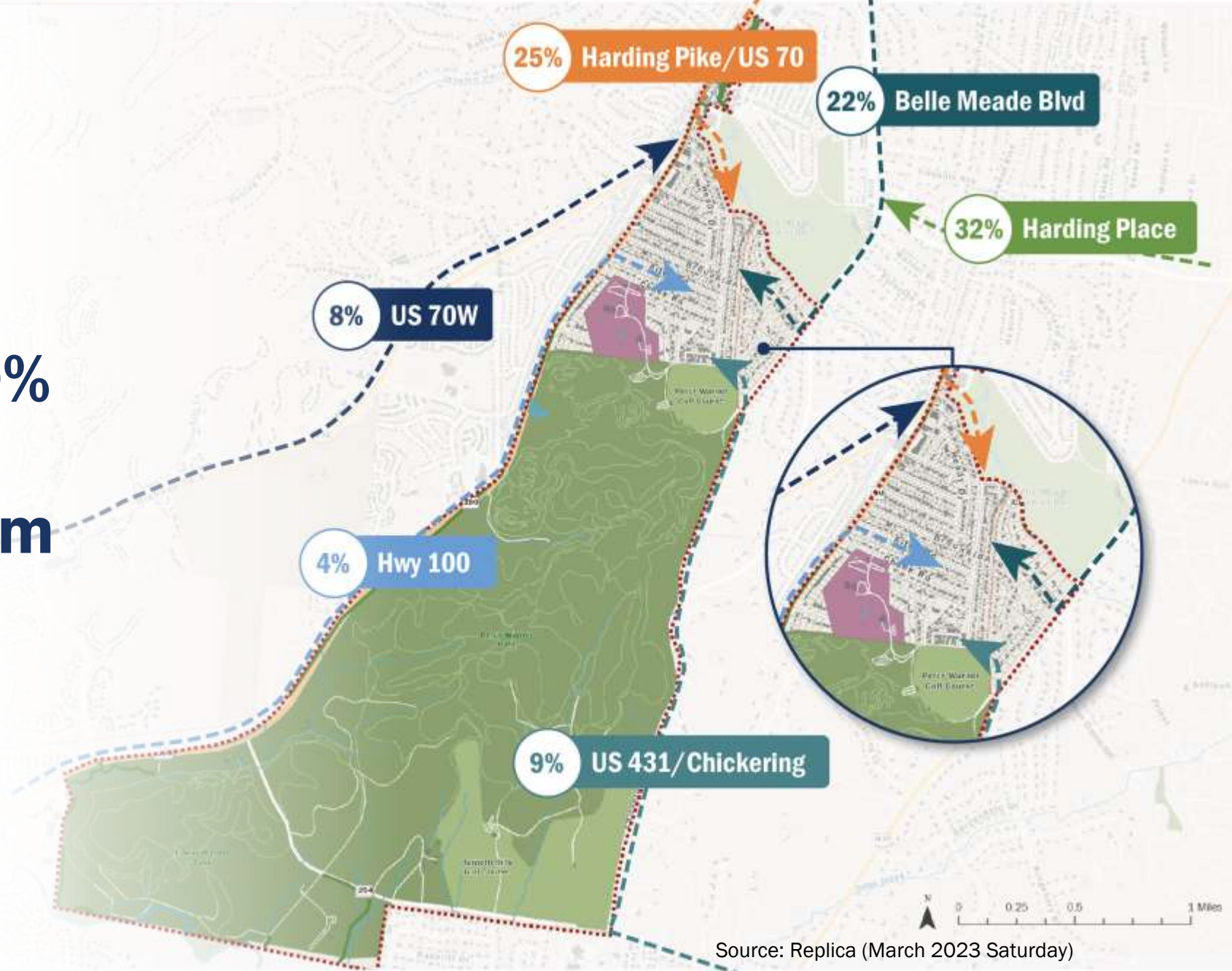
Page Road, W. Brookfield Avenue, Cheek Road and Belle Meade Boulevard all exceed that threshold.

Rule of thumb:
1,000 cars per day is an acceptable volume on a neighborhood street.

Existing neighborhood traffic volumes



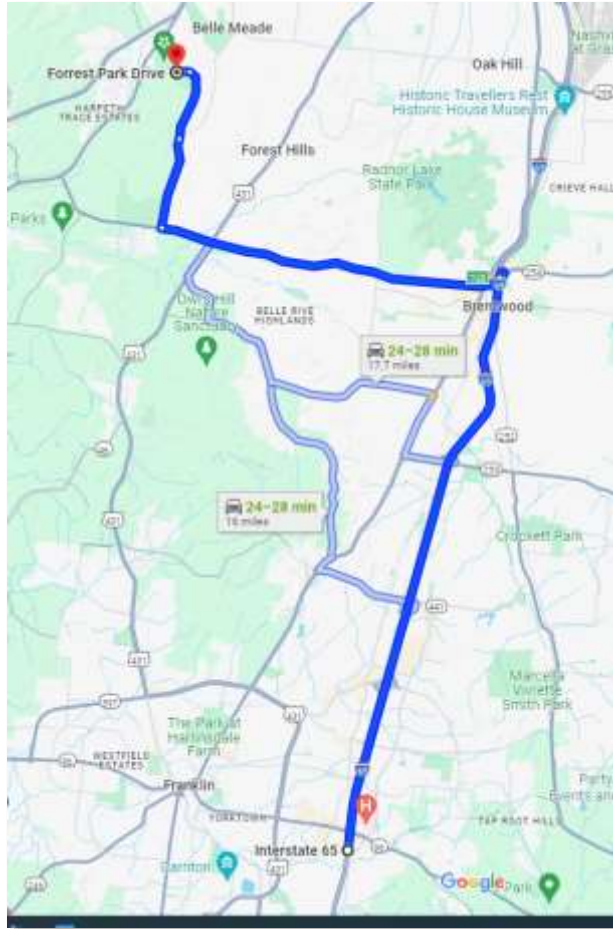
Approximately 80% of Cheekwood's trips originate from the north.



Source: Replica (March 2023 Saturday)

traffic findings

Google maps confirms analysis.

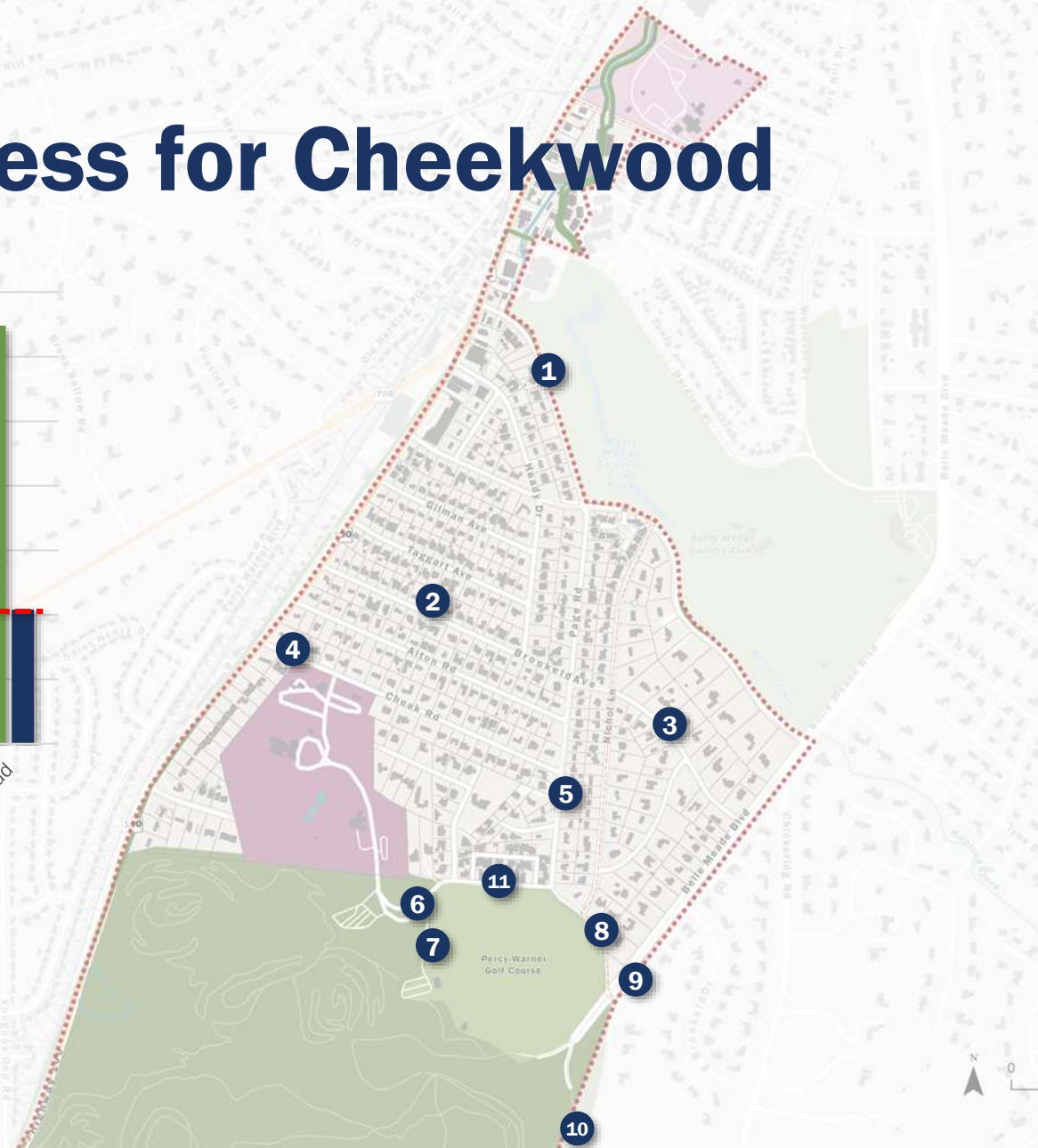
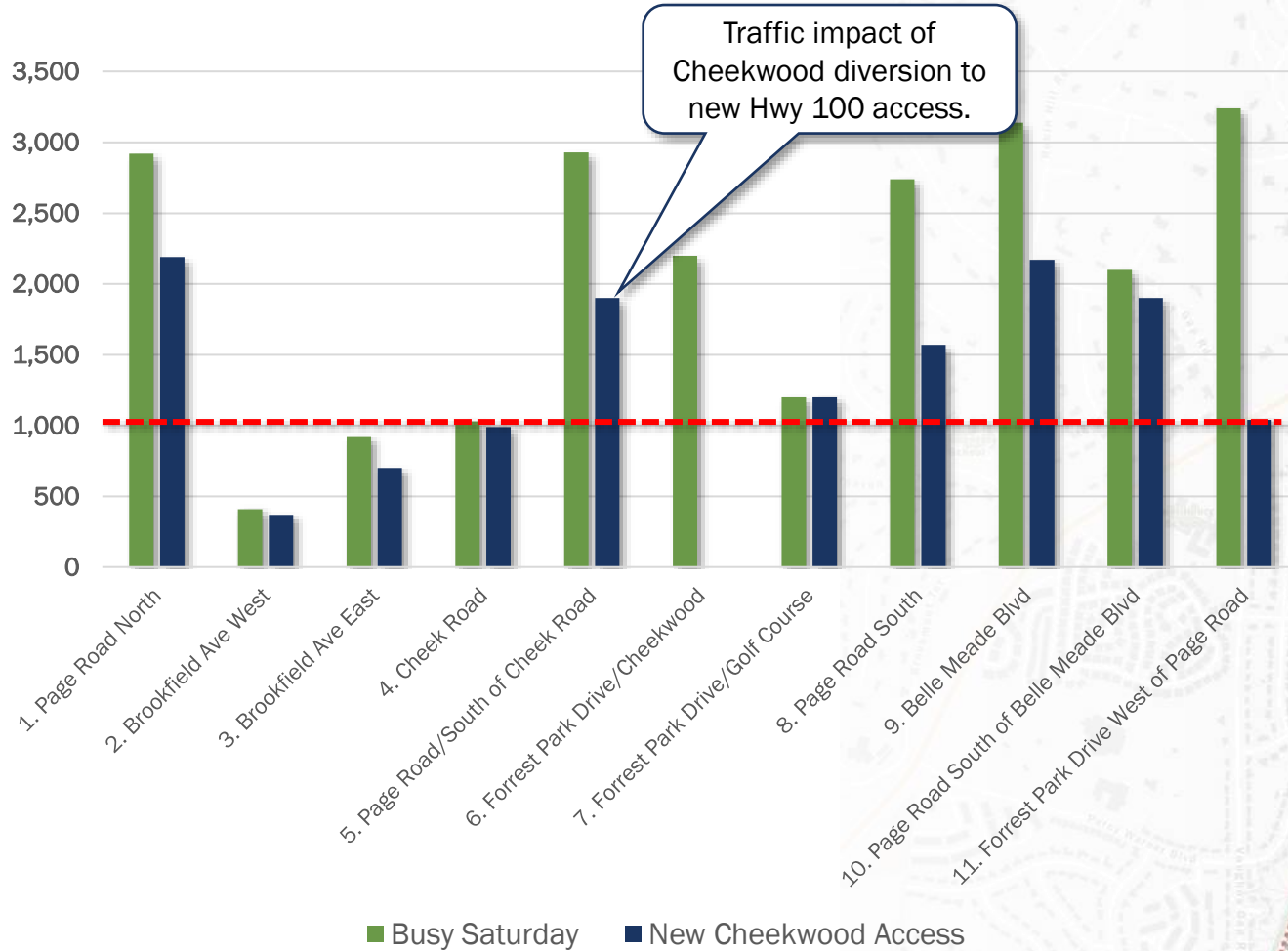


**BELLE MEADE
HIGHLANDS**



Design
and
Mobility
Study

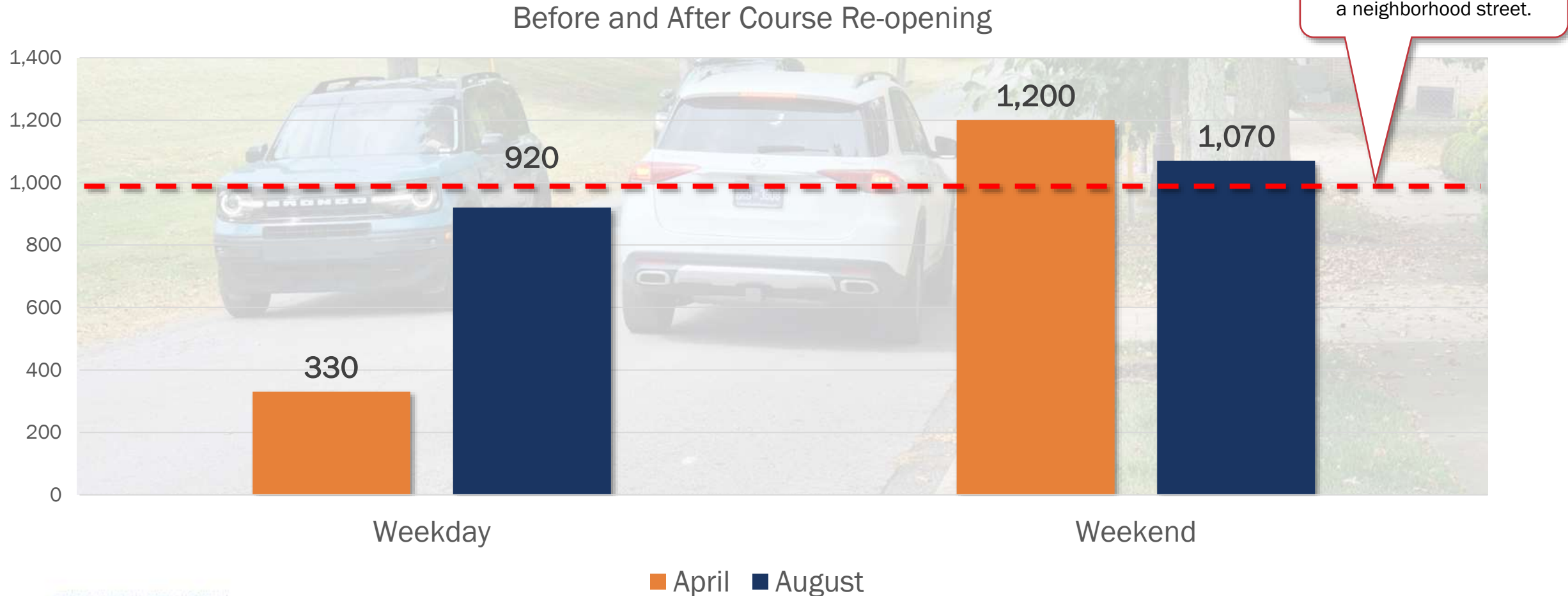
Traffic impact of new access for Cheekwood



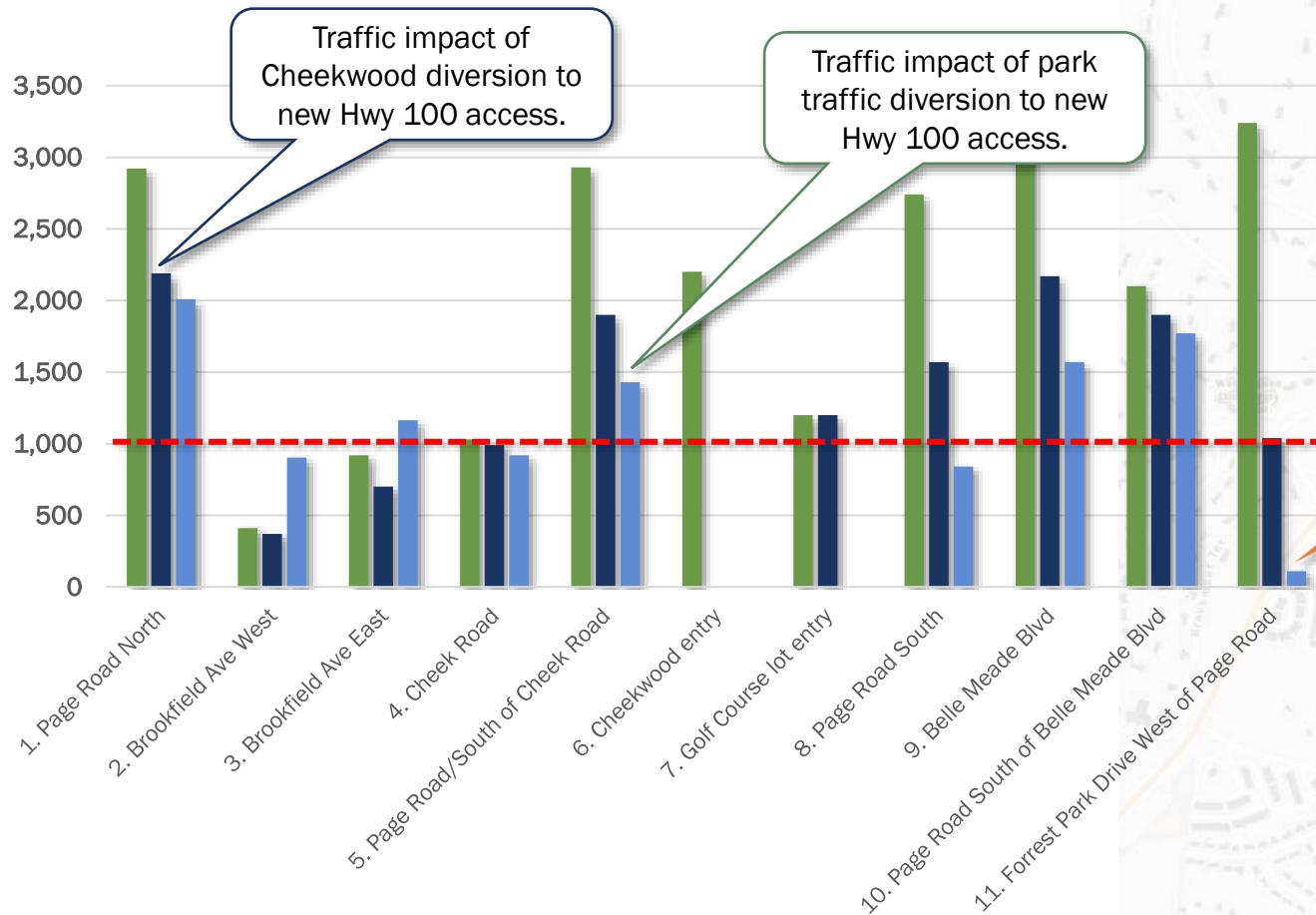
PWP golf course lot traffic *alone* exceeds the recommended volumes for neighborhood streets.

- Arterial access would reduce traffic burden on the neighborhood.

PWP golf course lot contributes significant traffic volumes in the neighborhood.



significant reduction if golf course lot traffic is also rerouted out of neighborhood



Shifting park traffic to the new Hwy 100 access road will have a measurable impact on Page Road, Forrest Park Drive and Belle Meade Boulevard.



Hwy 100 access analysis

Hwy 100 access scenarios

analysis considerations

- physical constraints
- reduction in neighborhood traffic
- avoiding “shifting the burden”
- preservation of historic landmarks
- legal constraints
- Metro policy



Hwy 100 Access Options in Context

- A. Northern Edge of Park Property
- B. Cheekwood Terrace
- C. Hwy 100 Parcels Option 2
- D. Hwy 100 Parcels Option 1
- E. Cheek Rd.



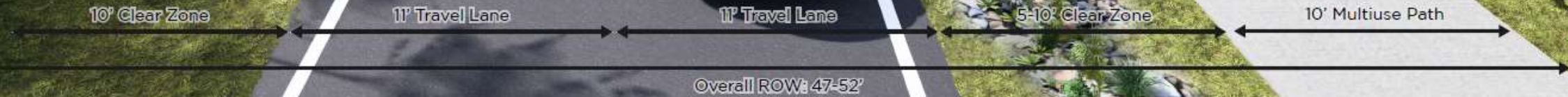
preferred access option for further exploration

alignment &
intersection point to
be analyzed by NDOT



Access to golf
course parking.

Access Concept



parking scenarios

analysis considerations

- physical constraints
- preservation of neighborhood character
- improvement in neighborhood traffic
- preservation of historically significant entrance
- Hwy 100 access



parking scenarios for further analysis with Hwy 100 access considerations



TDM* strategies can be incorporated by Cheekwood immediately to reduce traffic and parking burdens.

Peer institutions rely on TDM strategies to manage traffic volumes and reduce peak times.



unbundle parking



pre-booking



visitor limits



time-based entry & delivery



tiered parking

**transportation demand management*



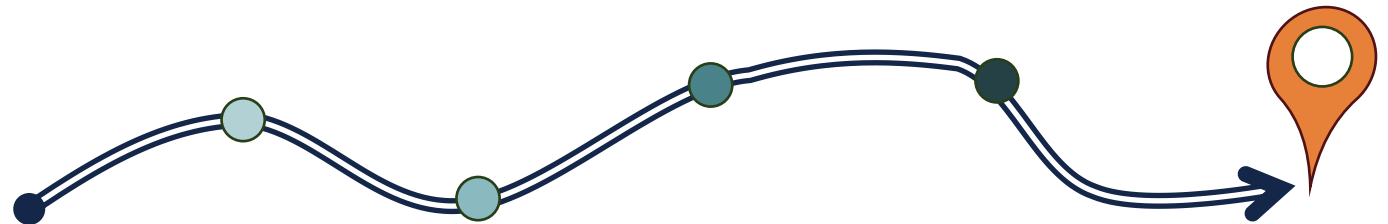
Recommendations to MPC

Harriett Brooks

Recommendation to MPC

**adoption of the
Implementation Plan
with integrated
future work**

1. Roadmap to Cheekwood permanent parking solution
2. Cheekwood Hwy 100 access analysis & implementation
3. Scenic Hwy 100 analysis & implementation



1. Parking Roadmap

IMMEDIATE: Cheekwood develops on-site parking and TDM solutions.



TDM* STRATEGIES



unbundle parking



pre-booking



visitor limits

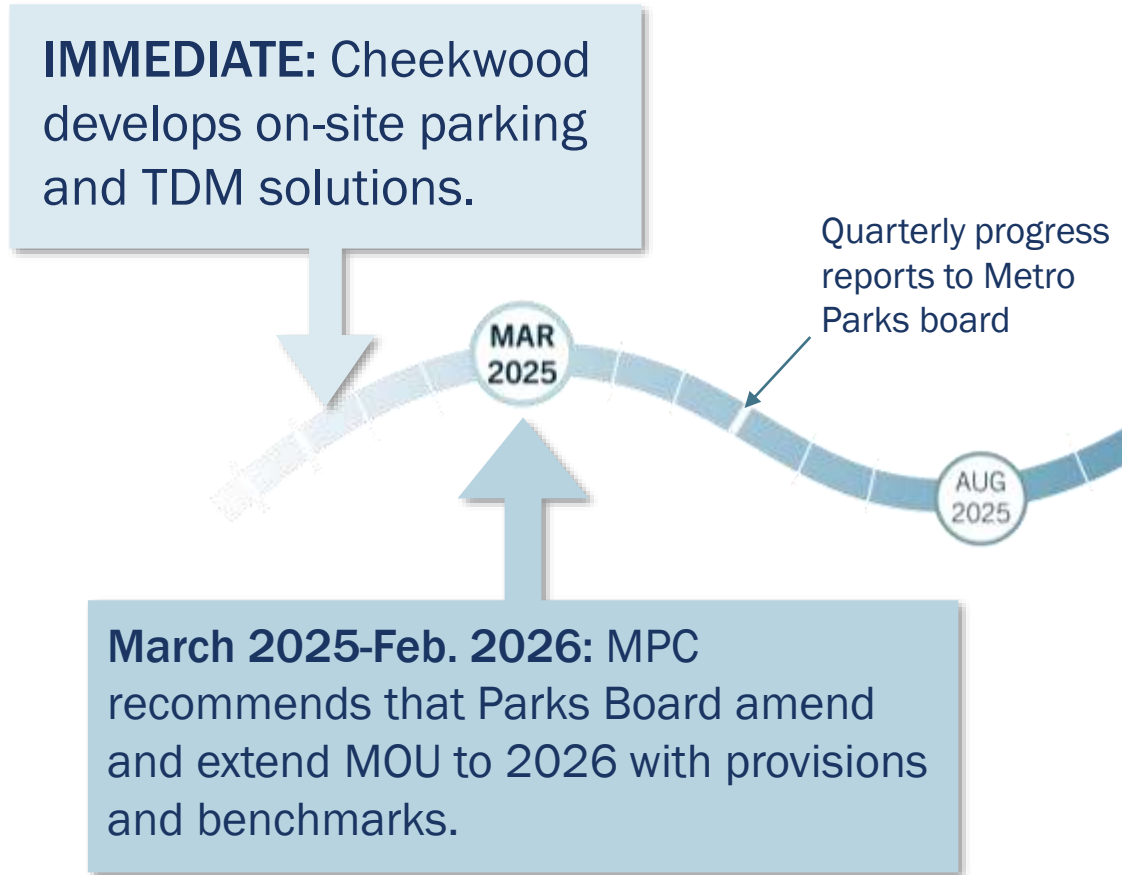


time-based entry & delivery



tiered parking

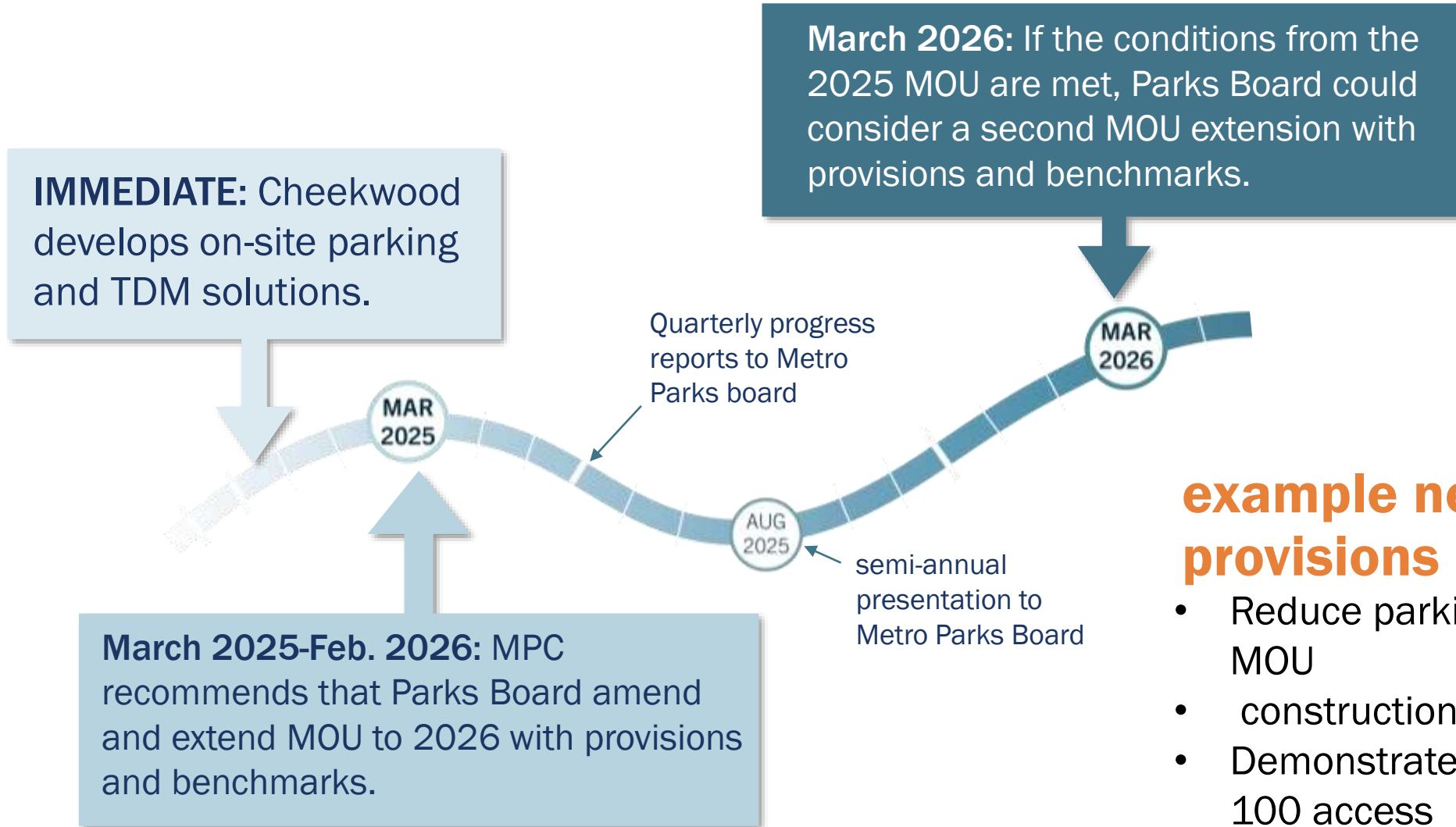
1. Parking Roadmap



example new MOU provisions & benchmarks*

- Updated, precise map by MPC mapping team
- Progressive fundraising targets
 - X% by Aug 2025, Y% by Q4 2025...
- Progressive design and construction benchmarks
 - X% design drawings by y-date.
 - 100% construction documents by z-date.
- Demonstrated progress on TDM implementation
- Demonstrated progress on SR 100 access
- Quarterly reports & semi-annual presentations to Parks Board

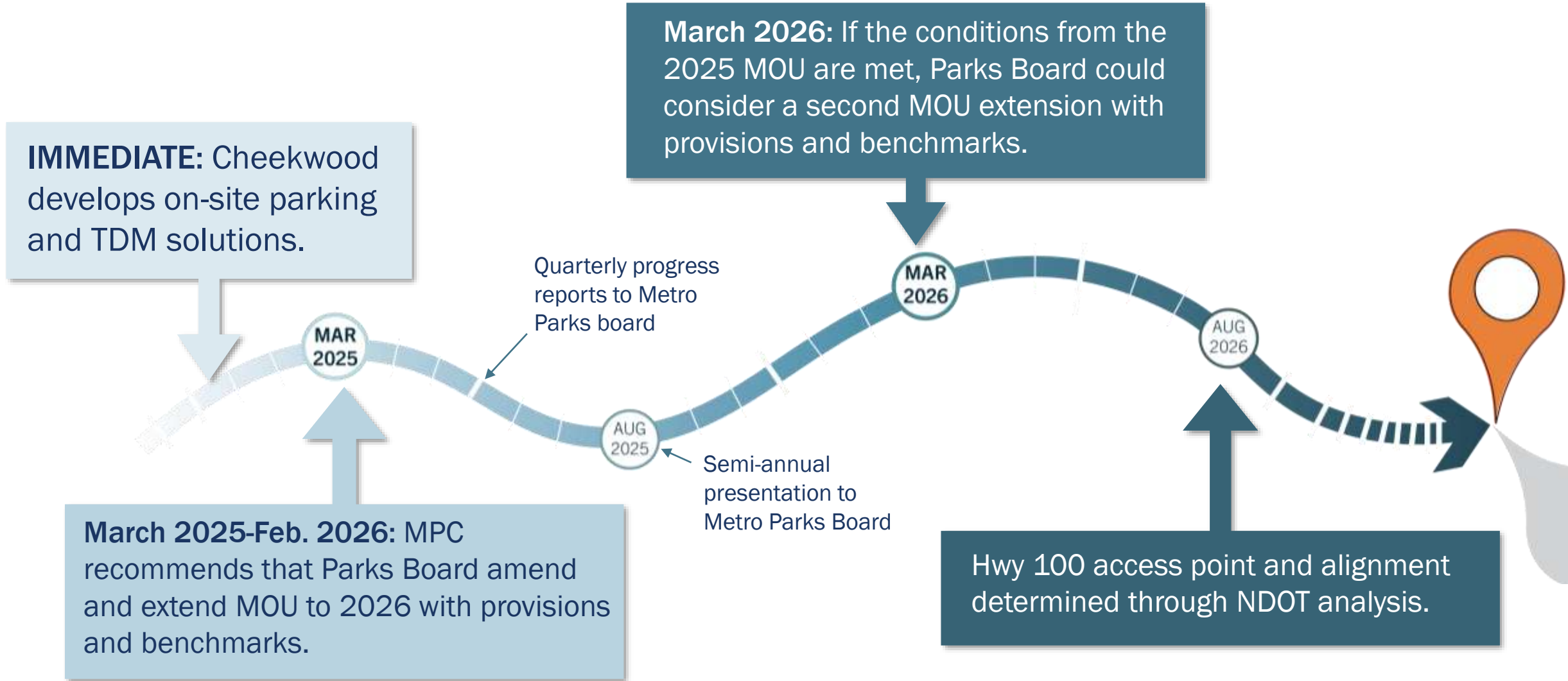
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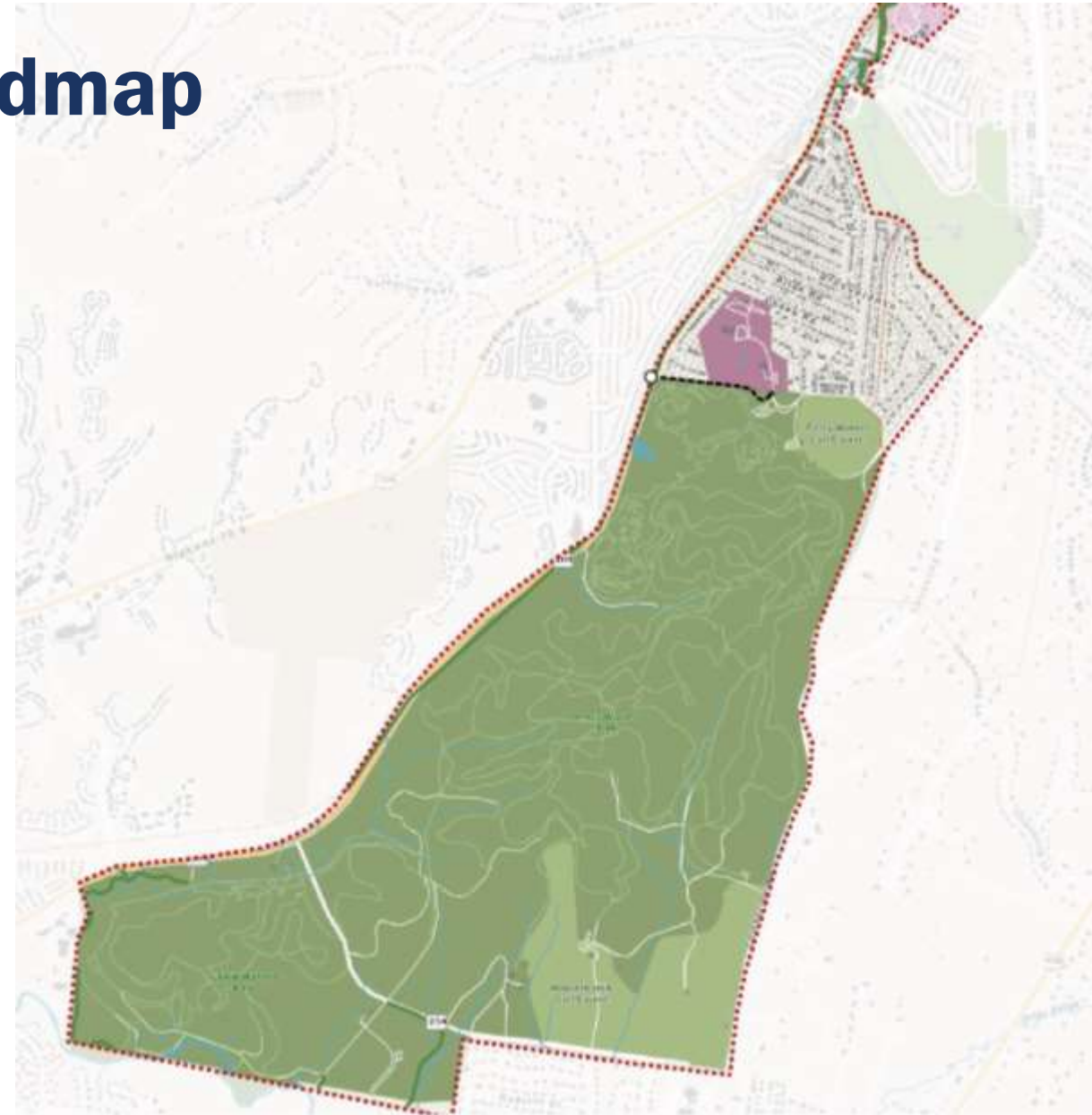
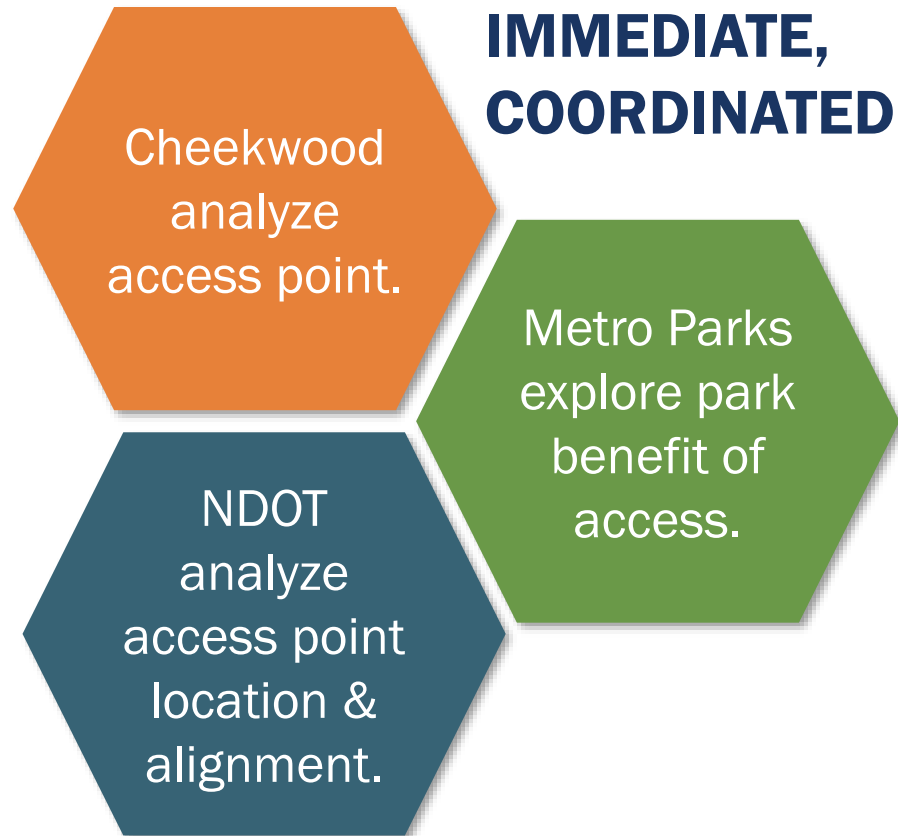
example new MOU provisions

- Reduce parking area pertaining to MOU
- construction completion date
- Demonstrated progress towards SR 100 access

1. Parking Roadmap



2. Hwy 100 Access Point Roadmap



Part 2

Coordinate Technical Assessment of Hwy 100 Access Point.

- New access point will reduce neighborhood traffic impacts
- Complex road alignment and construction factors require careful coordination with Parks Board.
- Has potential legal & functional constraints
- NDOT should prepare final assessment of access placement



Access Concept

10' Clear Zone

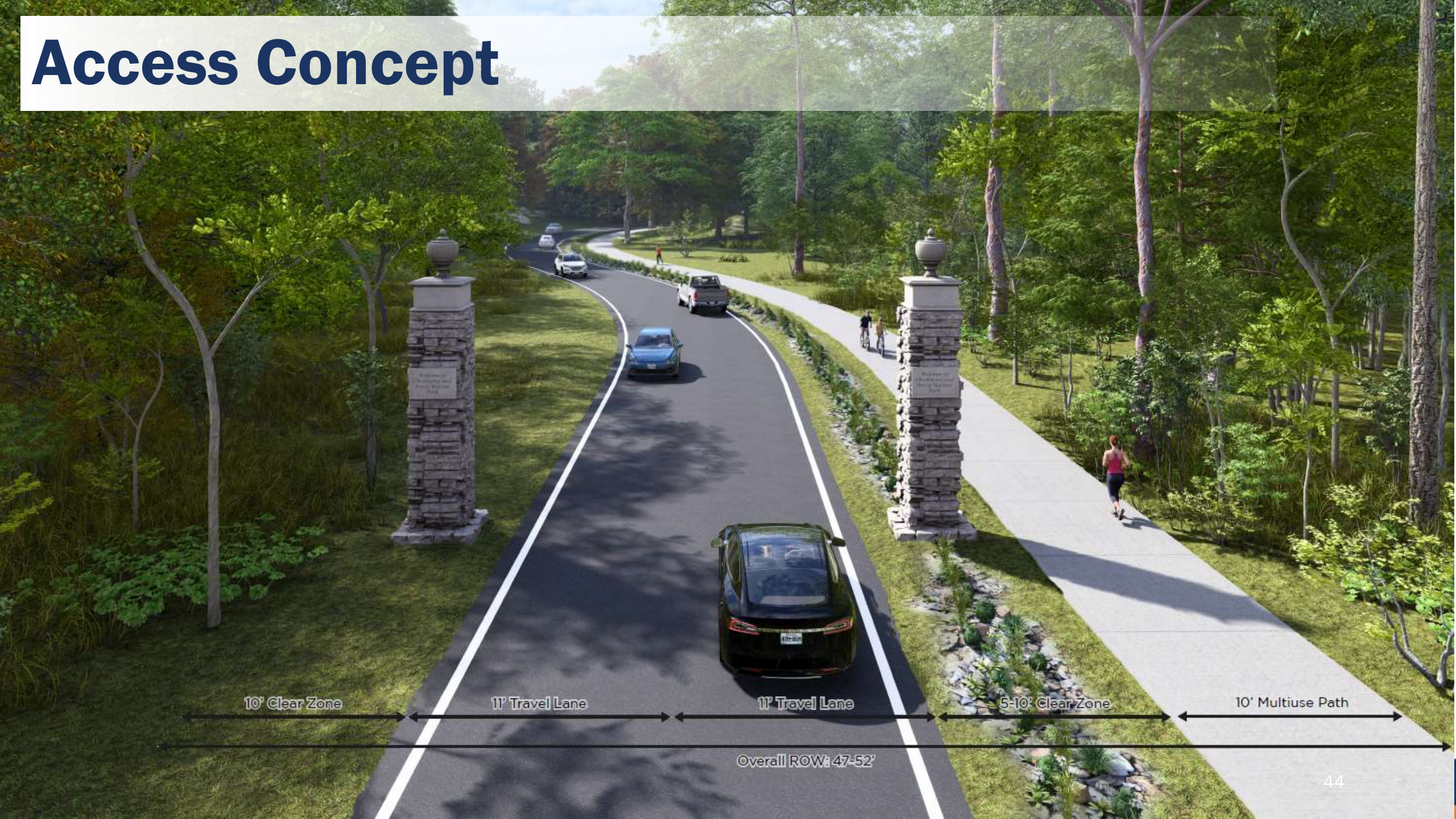
11' Travel Lane

11' Travel Lane

5-10' Clear Zone

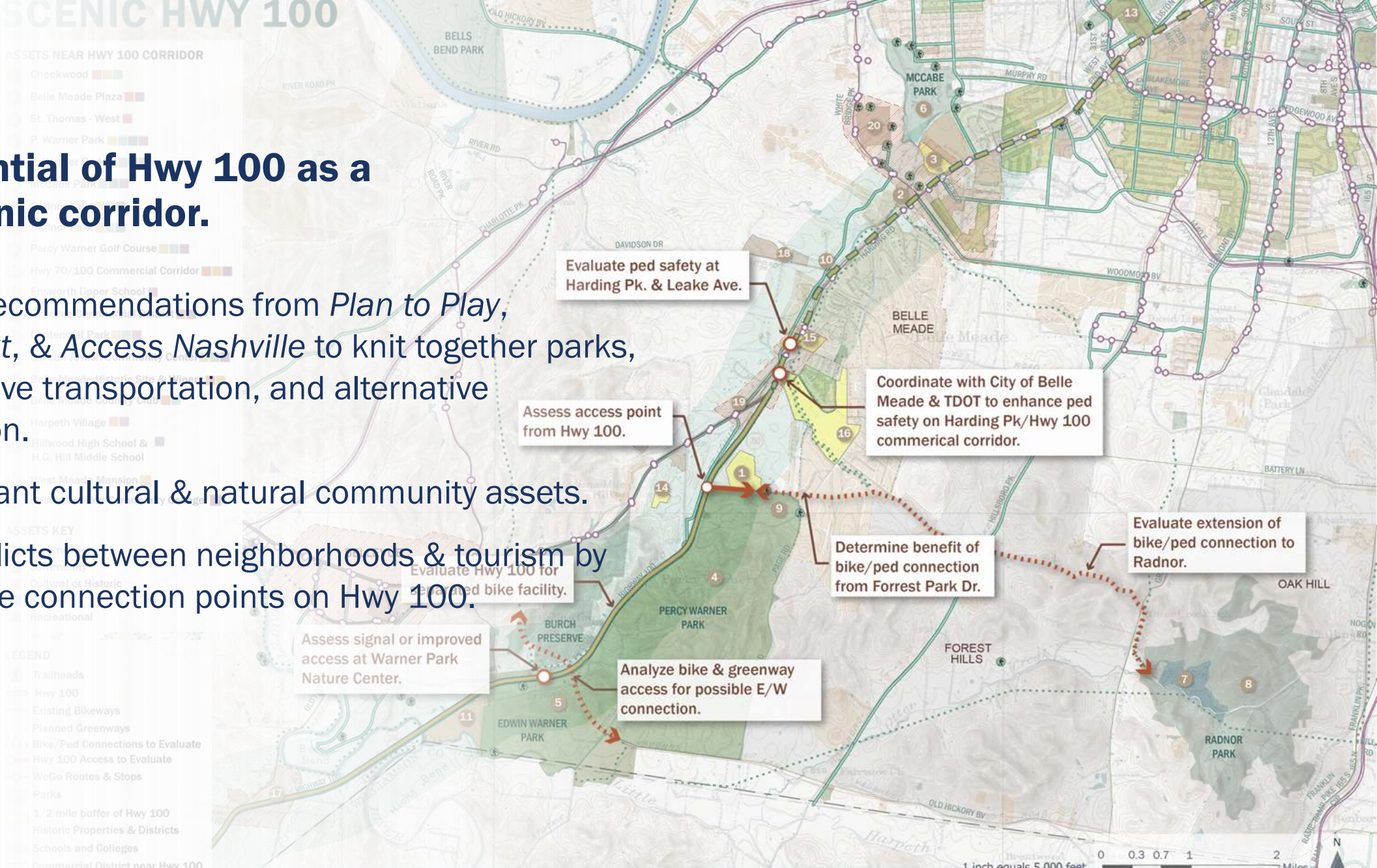
10' Multiuse Path

Overall ROW: 47-52'



Evaluate potential of Hwy 100 as a cultural & scenic corridor.

- Build upon recommendations from *Plan to Play*, *NashvilleNext*, & *Access Nashville* to knit together parks, prioritize active transportation, and alternative transportation.
- Link significant cultural & natural community assets.
- Reduce conflicts between neighborhoods & tourism by creating more connection points on Hwy 100.



ASSETS NEAR HWY 100 CORRIDOR

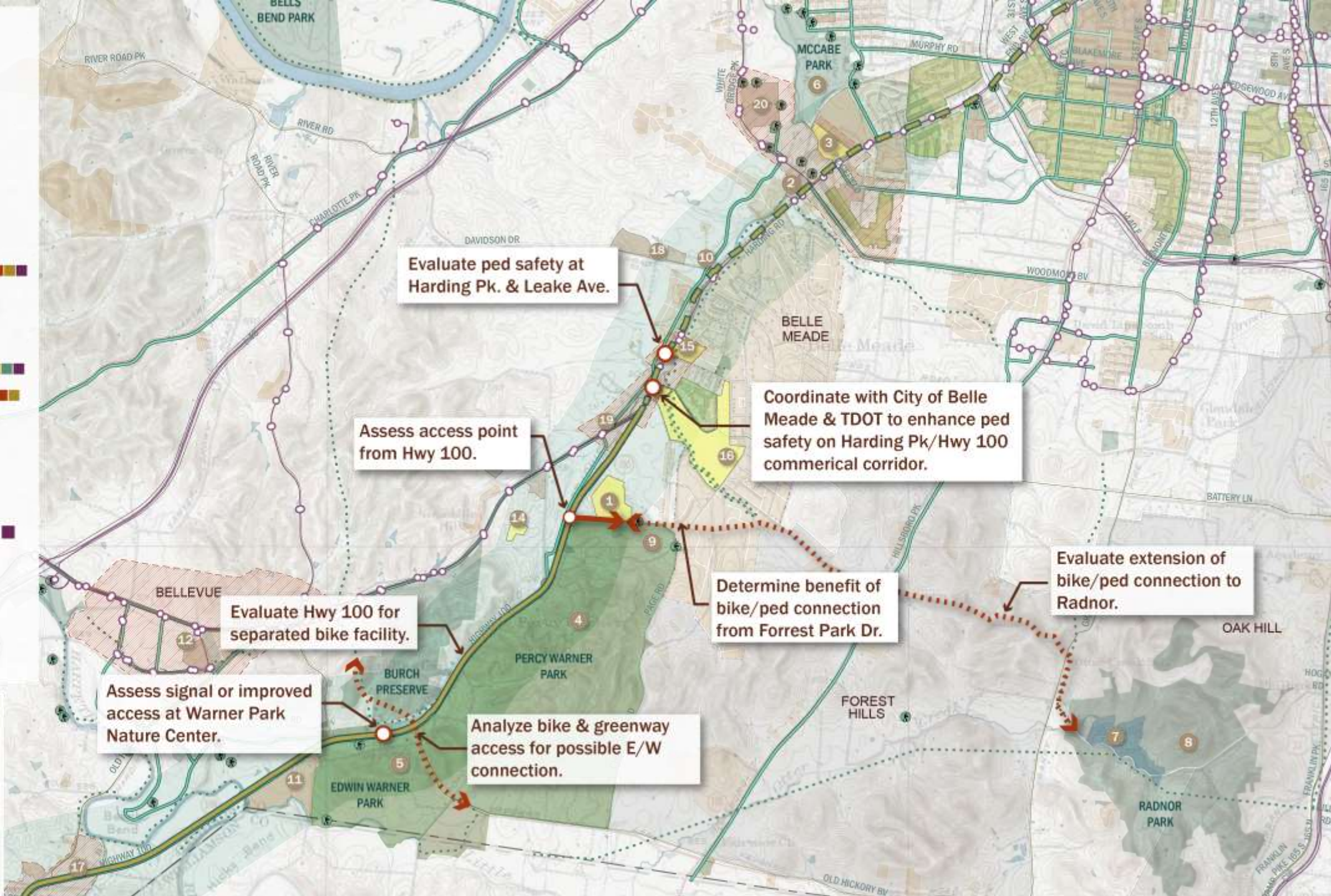
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- Trailheads
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- Existing Bikeways
- Planned Greenways
- Bike/Ped Connections to Evaluate
- Hwy 100 Access to Evaluate
- WeGo Routes & Stops
- Parks
- 1/2 mile buffer of Hwy 100



Evaluate ped safety at Harding Pk. & Leake Ave.

Assess access point from Hwy 100.

Coordinate with City of Belle Meade & TDOT to enhance ped safety on Harding Pk/Hwy 100 commercial corridor.

Evaluate extension of bike/ped connection to Radnor.

Determine benefit of bike/ped connection from Forrest Park Dr.

Evaluate Hwy 100 for separated bike facility.

Assess signal or improved access at Warner Park Nature Center.

Analyze bike & greenway access for possible E/W connection.

conclusion

- Roadmap recommendation and supporting analysis submitted to MPC (Jan. 9 2025).
- Implementing departments evaluate SR 100 concept & provide feedback by March 2025.
- Final report finalized (Spring 2025).

Jan. 9 MPC public hearing

- 4:00pm: Sonny West Room, Howard Office Bldg., 700 Pres. Ronald Reagan Way
- Last item on the agenda
- 2 minutes per person
- Send emails to planbmh@nashville.gov OR planning.commissioners@nashville.gov by Tues., Jan. 7 at 2:00pm.