

# 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

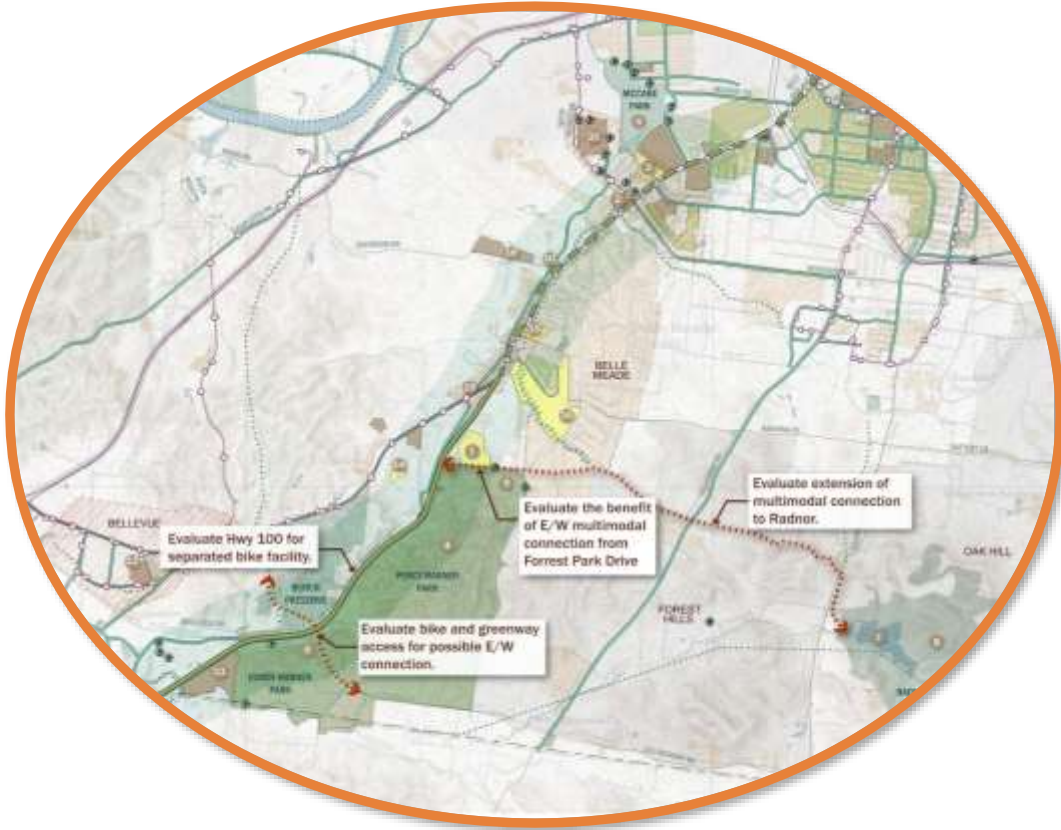


Design and Mobility Study

## 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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- 19 West Meade Mansion
- 20 Nashville State Community College

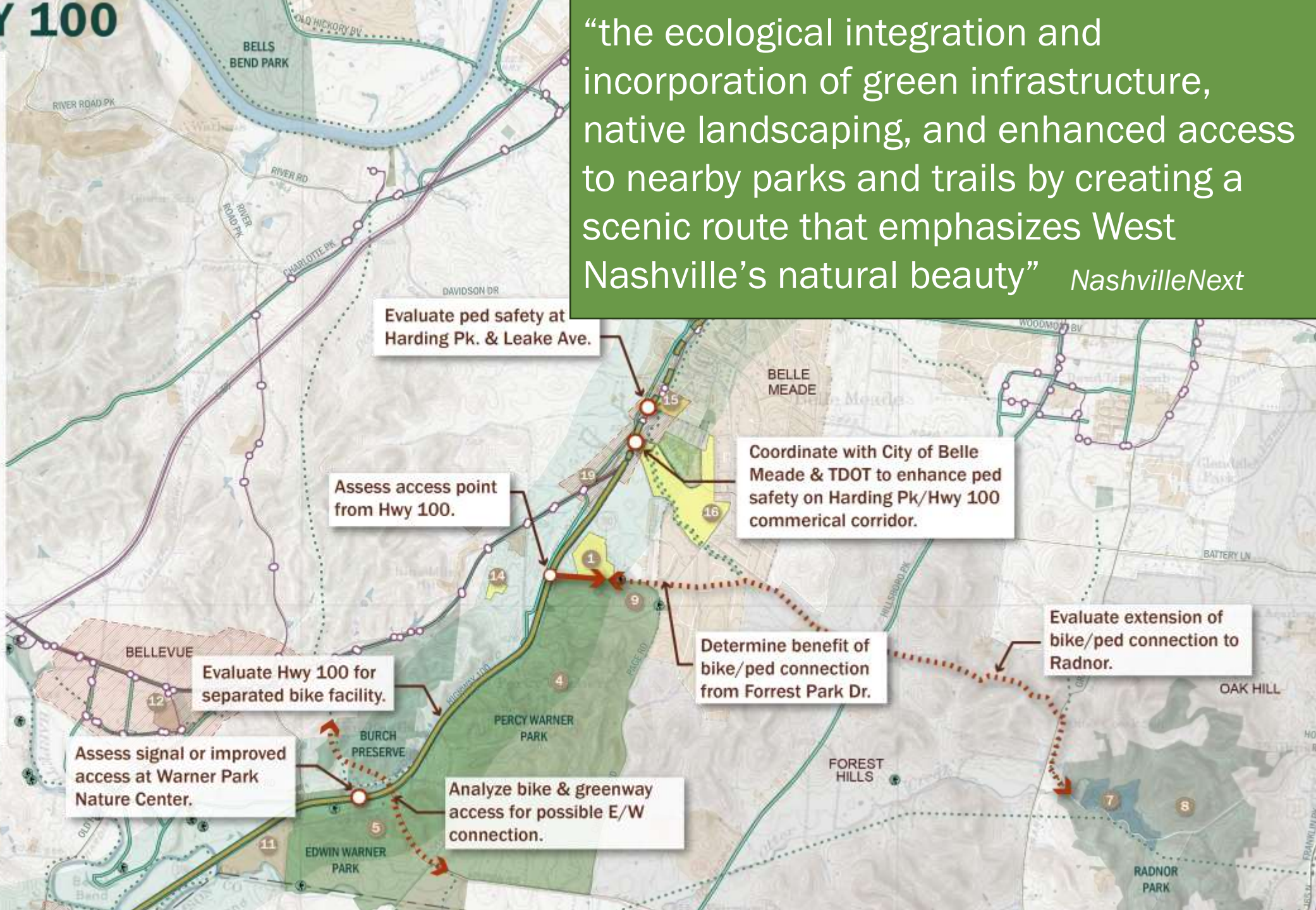
## ASSETS KEY

- 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*

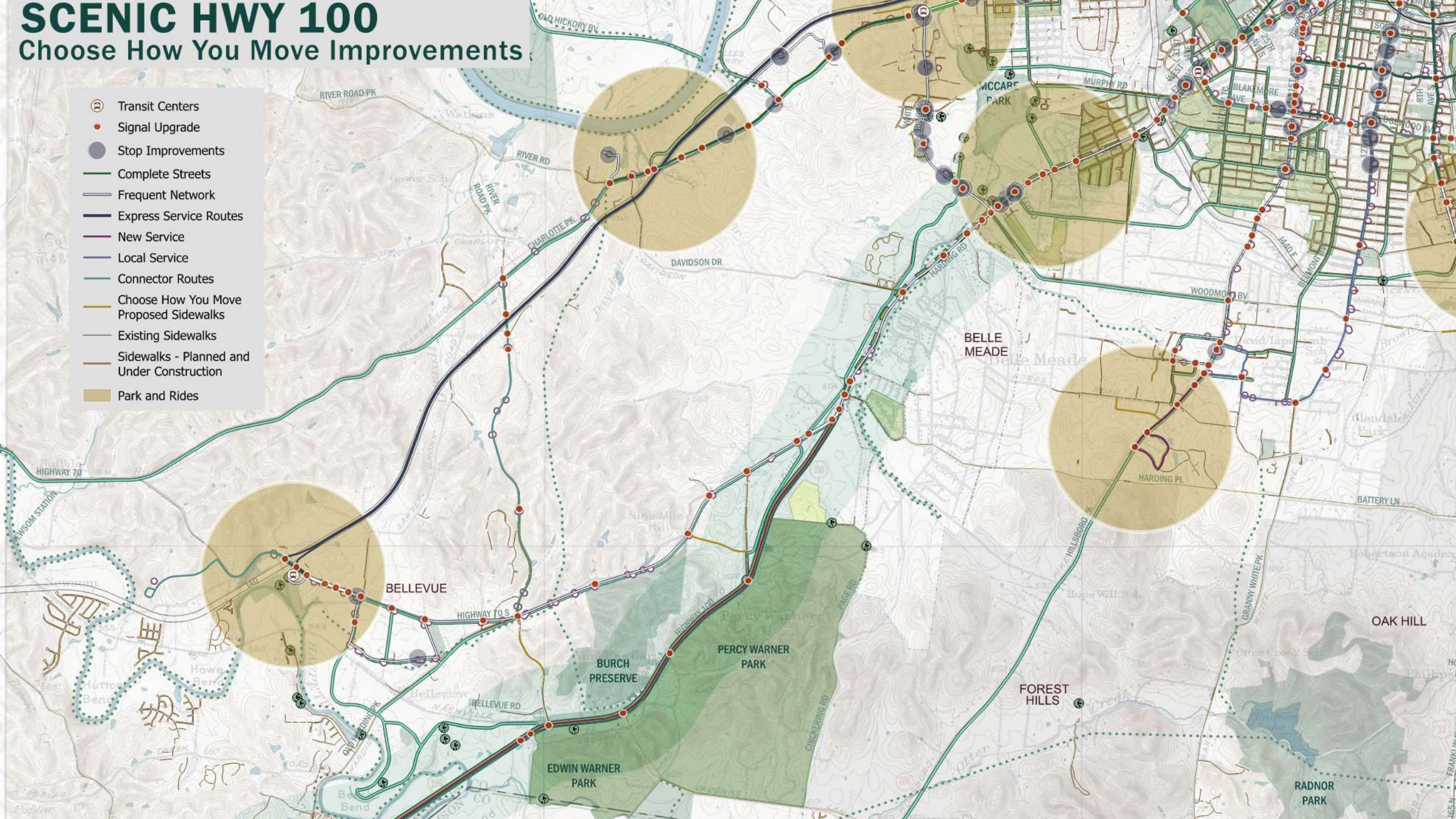




# SCENIC HWY 100

## 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**

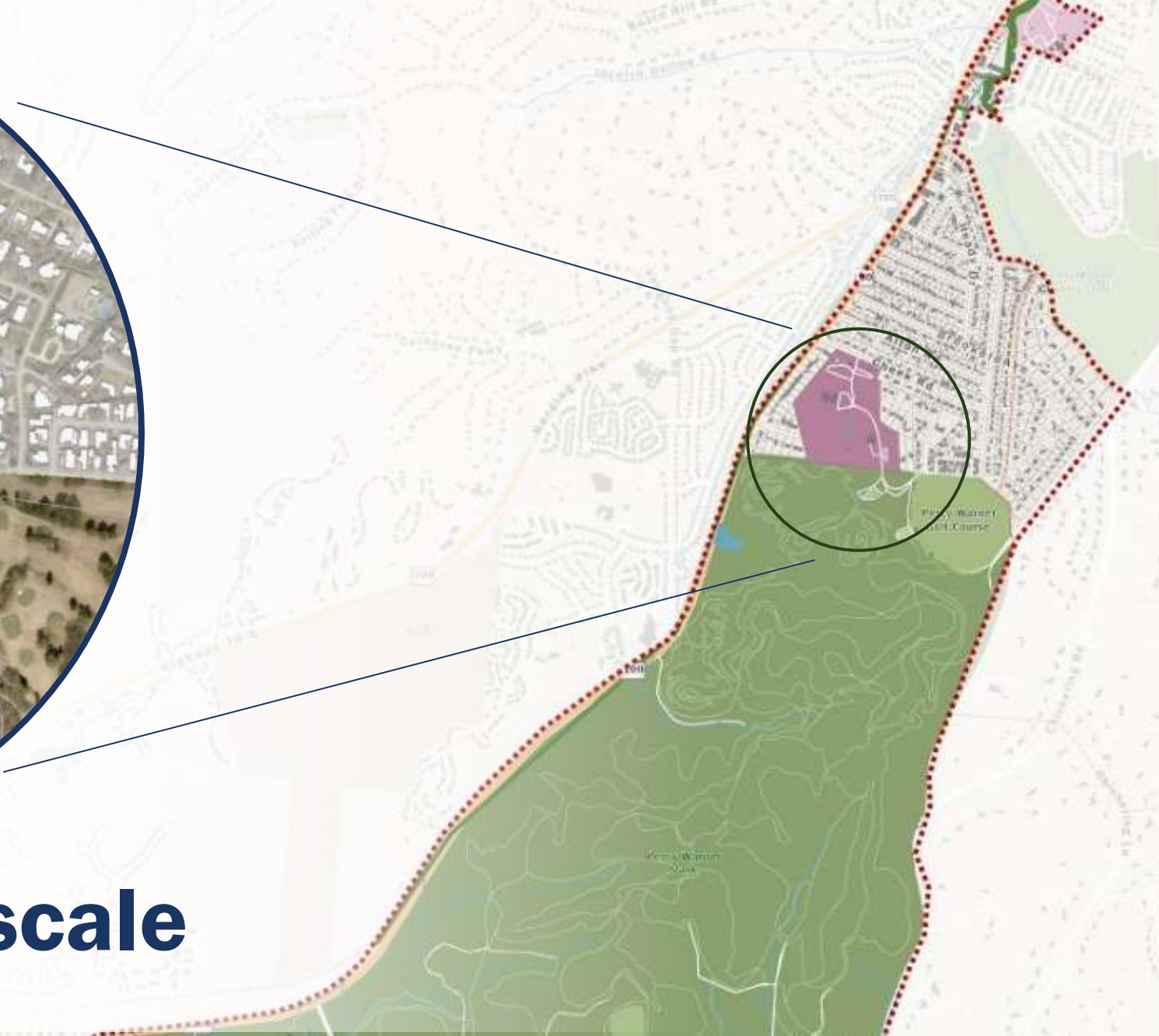
**EDWIN & PERCY  
WARNER PARK**



**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.

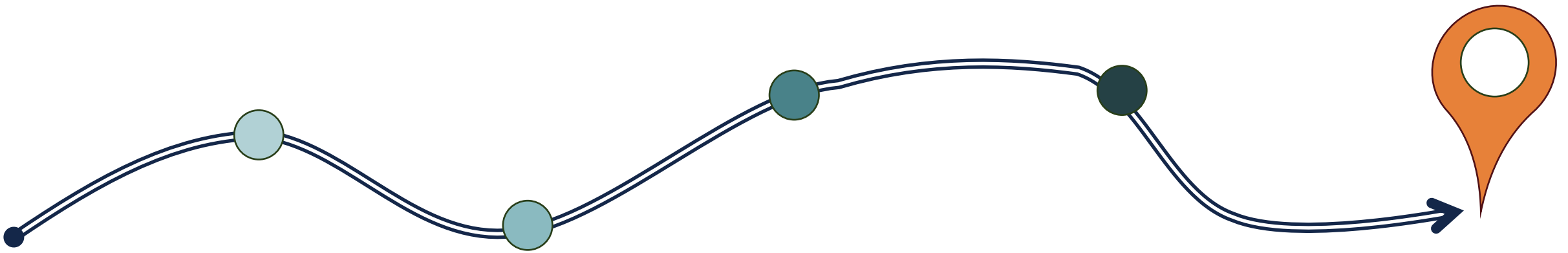




table setting

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



## 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.



table setting

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

- 
- An aerial photograph of a suburban neighborhood. In the foreground, a street intersection is visible with a red car and a white car. The surrounding area is filled with houses of various styles, some with large porches and others with more modern designs. There are trees and green spaces scattered throughout the neighborhood. In the background, rolling hills are visible under a clear sky.
- 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

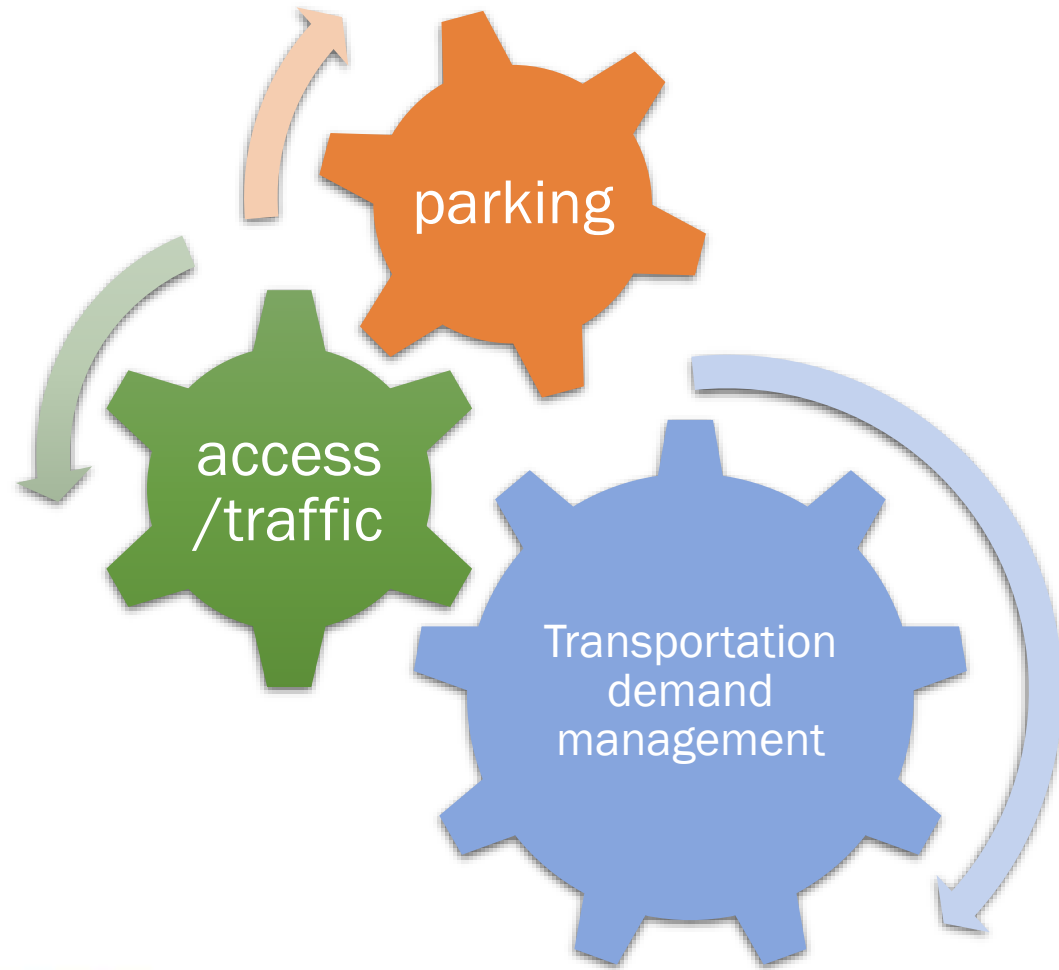


# Planning process

- 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

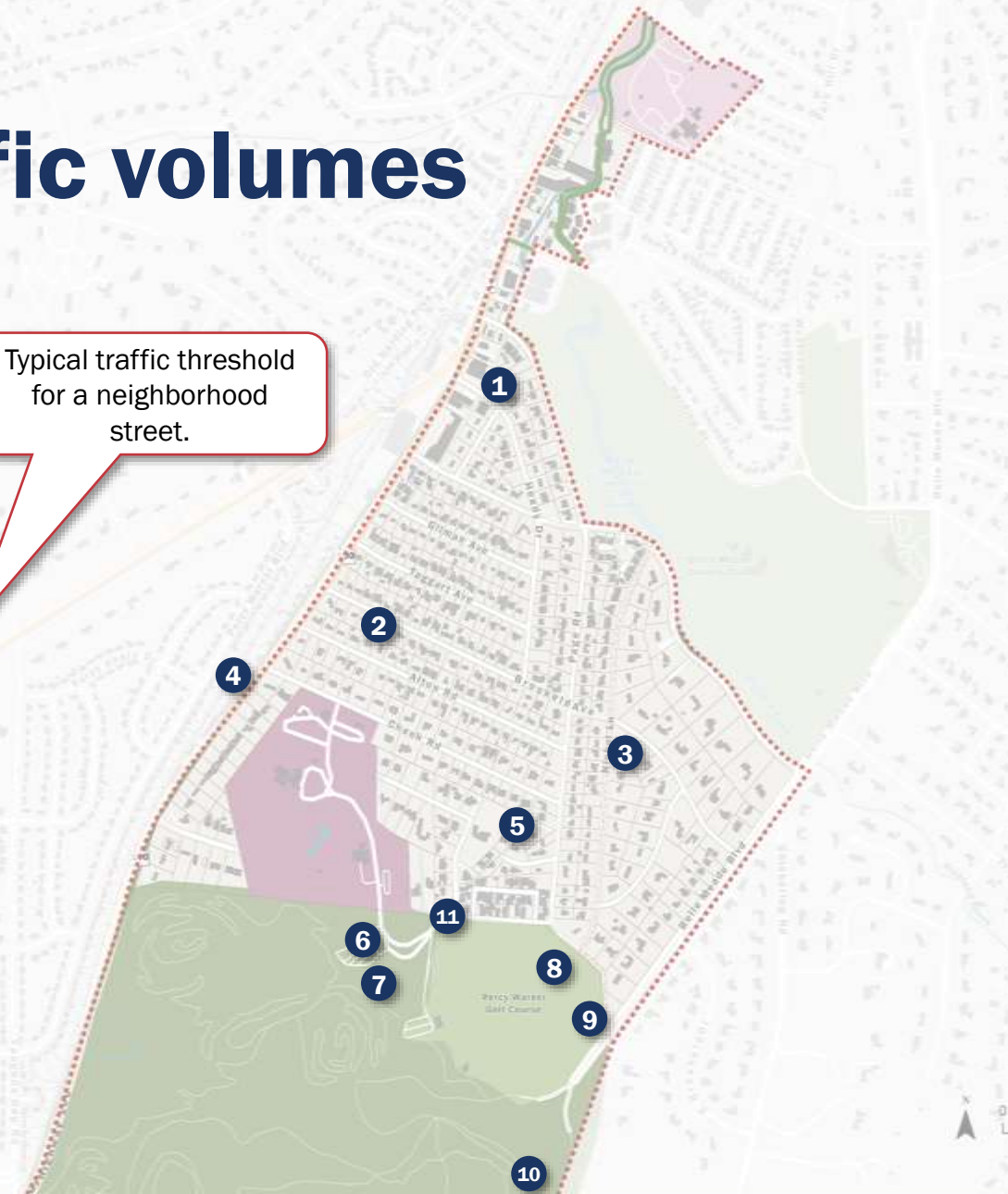
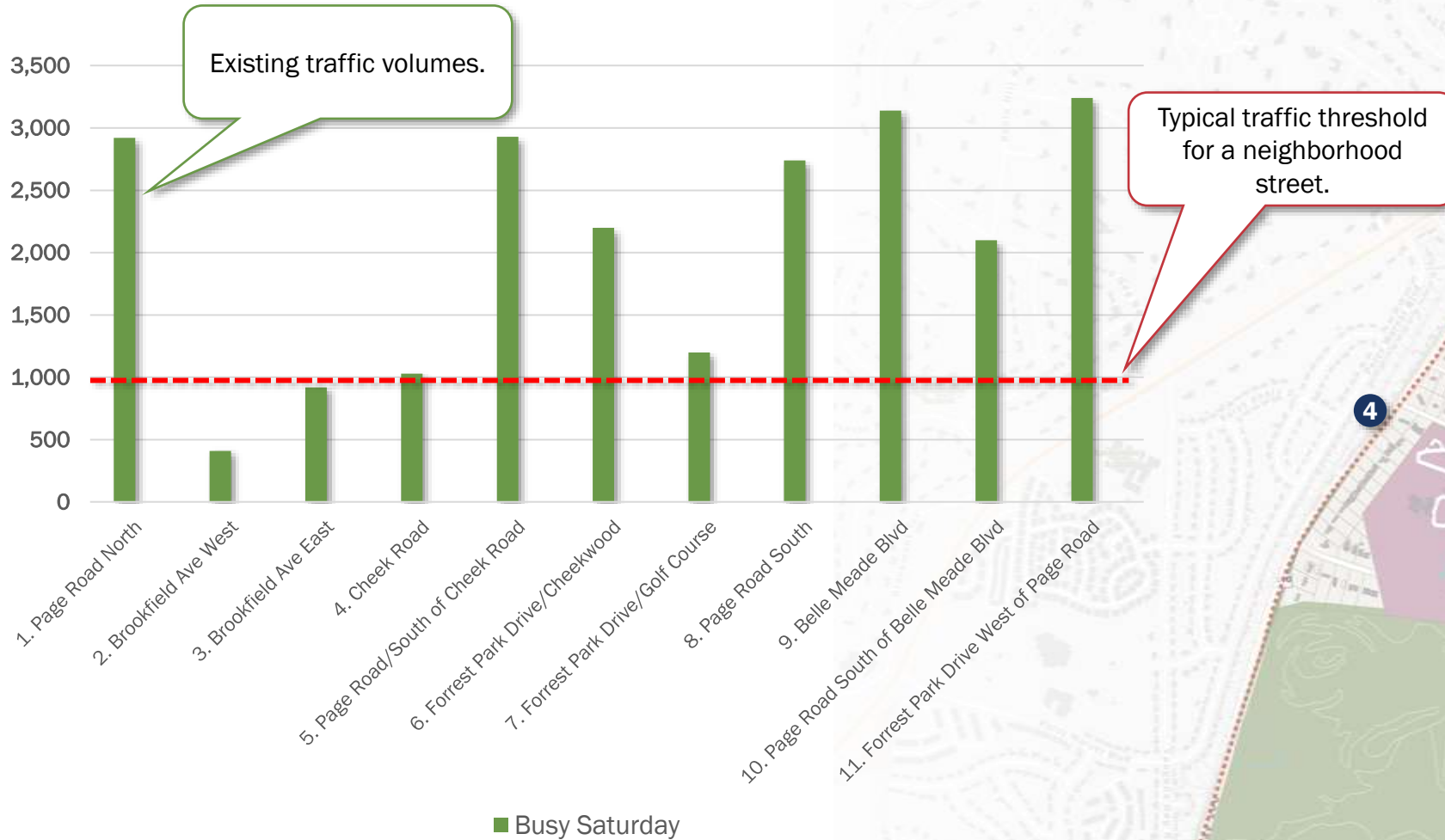
- Peer research illustrates that comparable institutions rely on arterial access.
- Hwy 100 is the most immediate and logical arterial connection to Cheekwood.



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

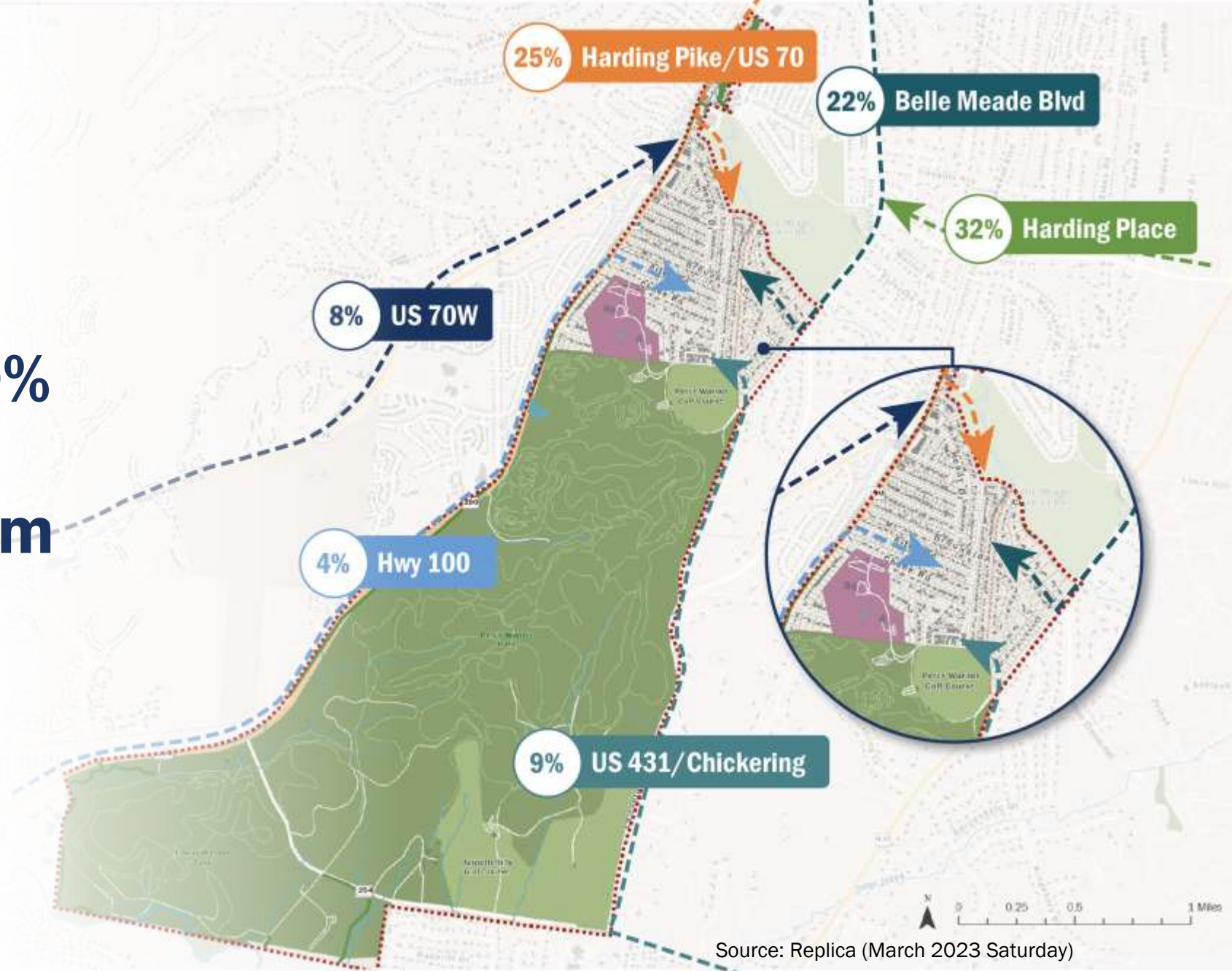
**Rule of thumb:**  
**1,000** cars per day is an acceptable volume on a neighborhood street.

# Existing neighborhood traffic volumes



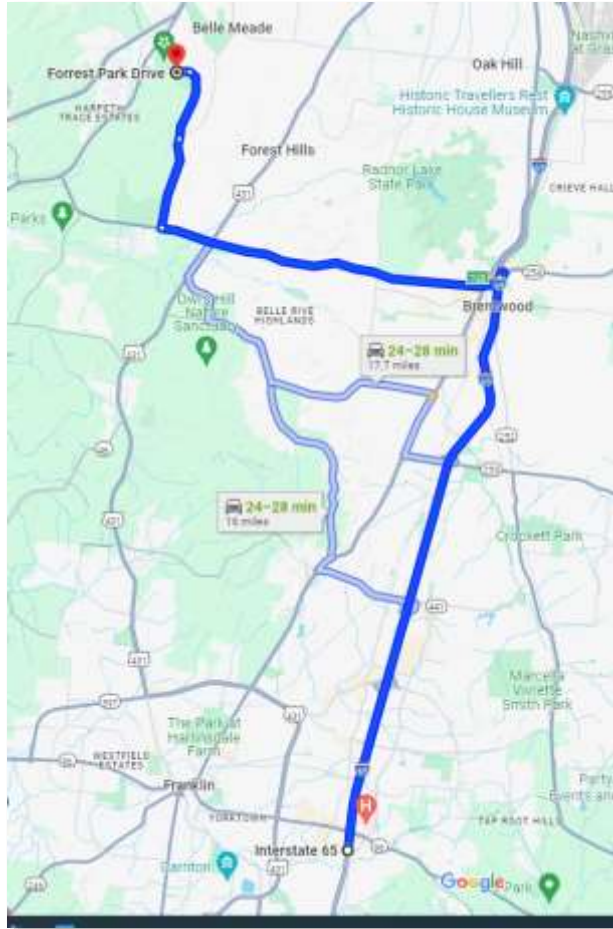


**Approximately 80%  
of Cheekwood's  
trips originate from  
the north.**



traffic findings

# Google maps confirms analysis.



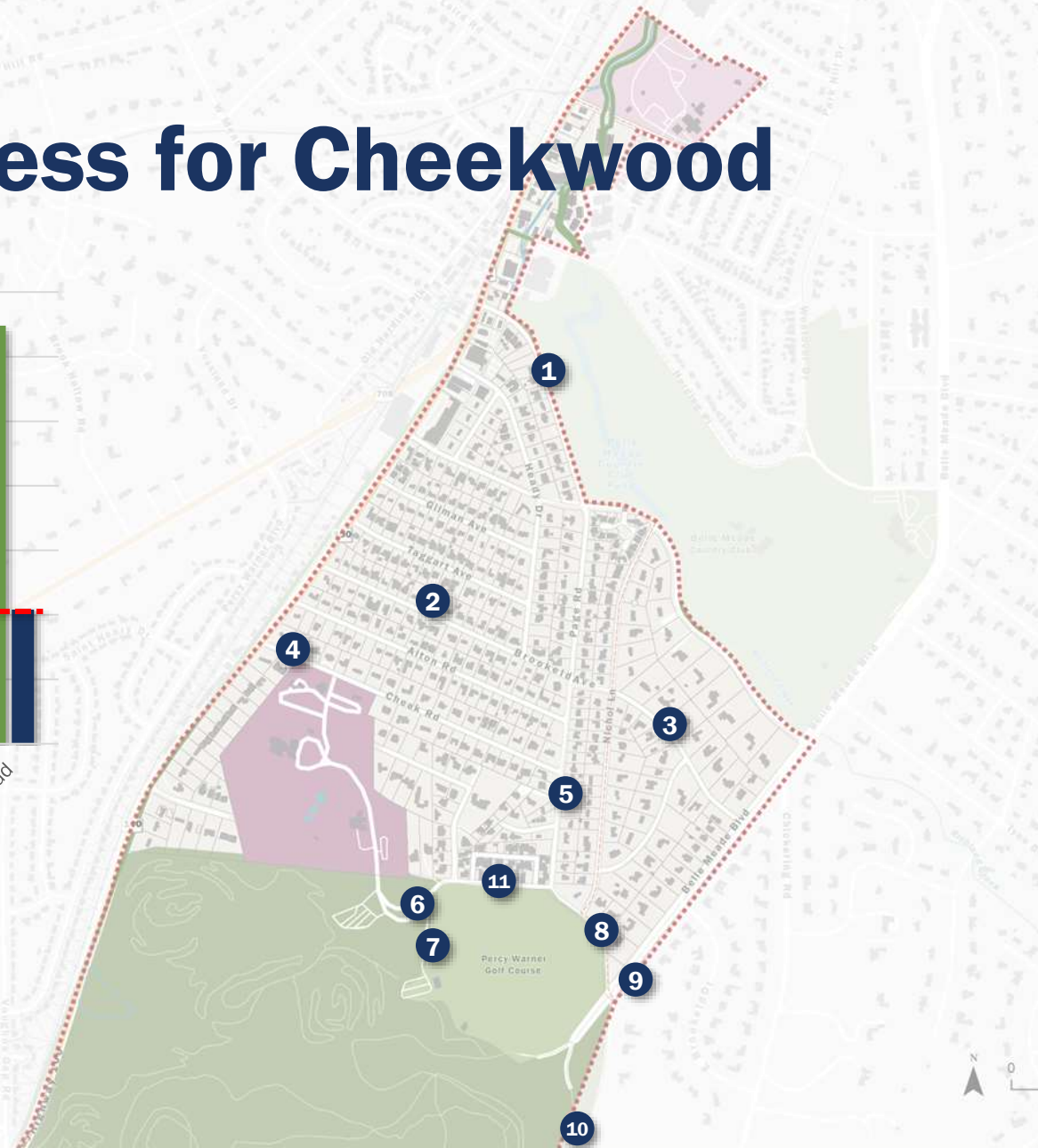
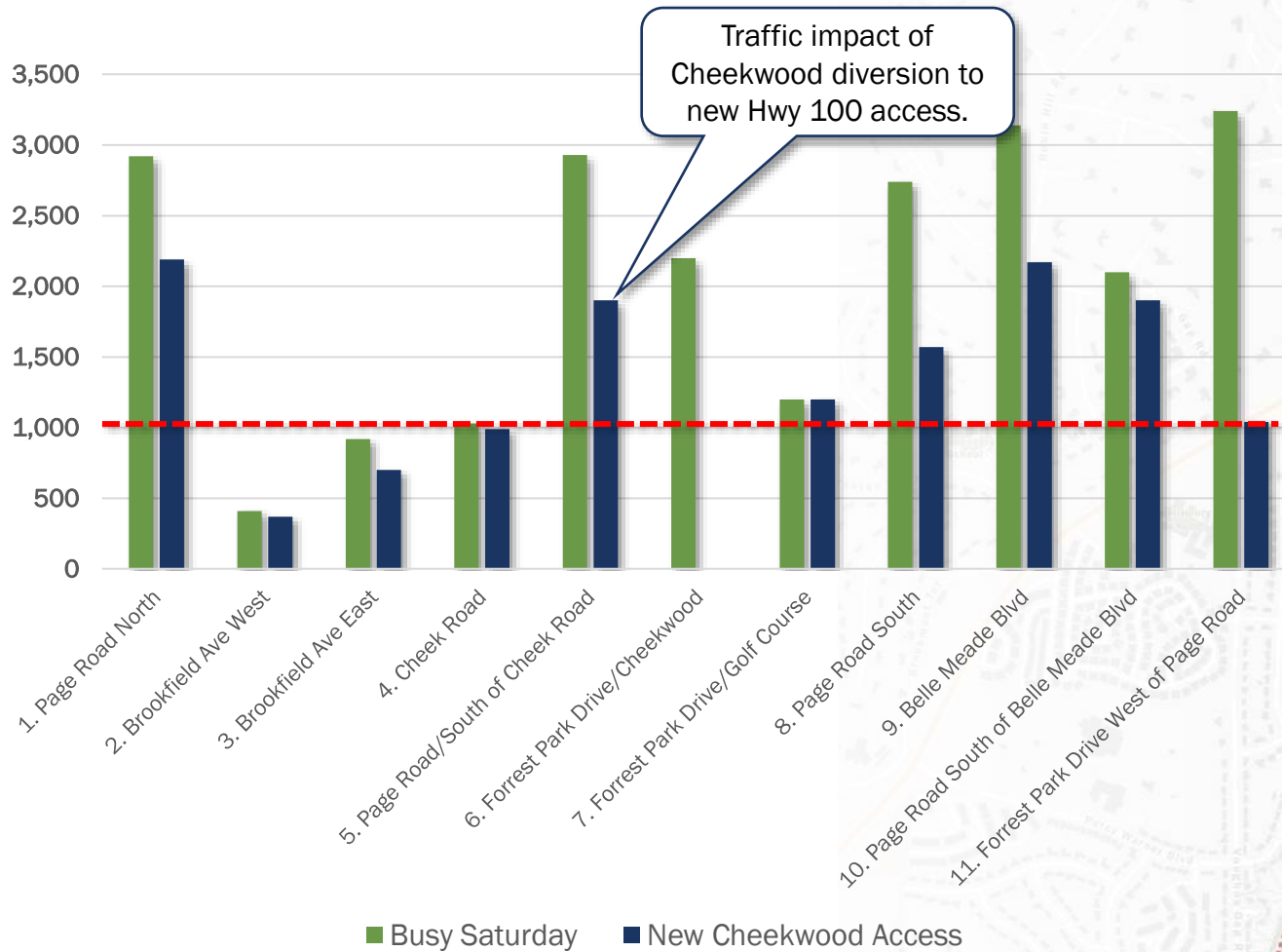
**BELLE MEADE  
HIGHLANDS**



Design  
and  
Mobility  
Study



# Traffic impact of new access for Cheekwood

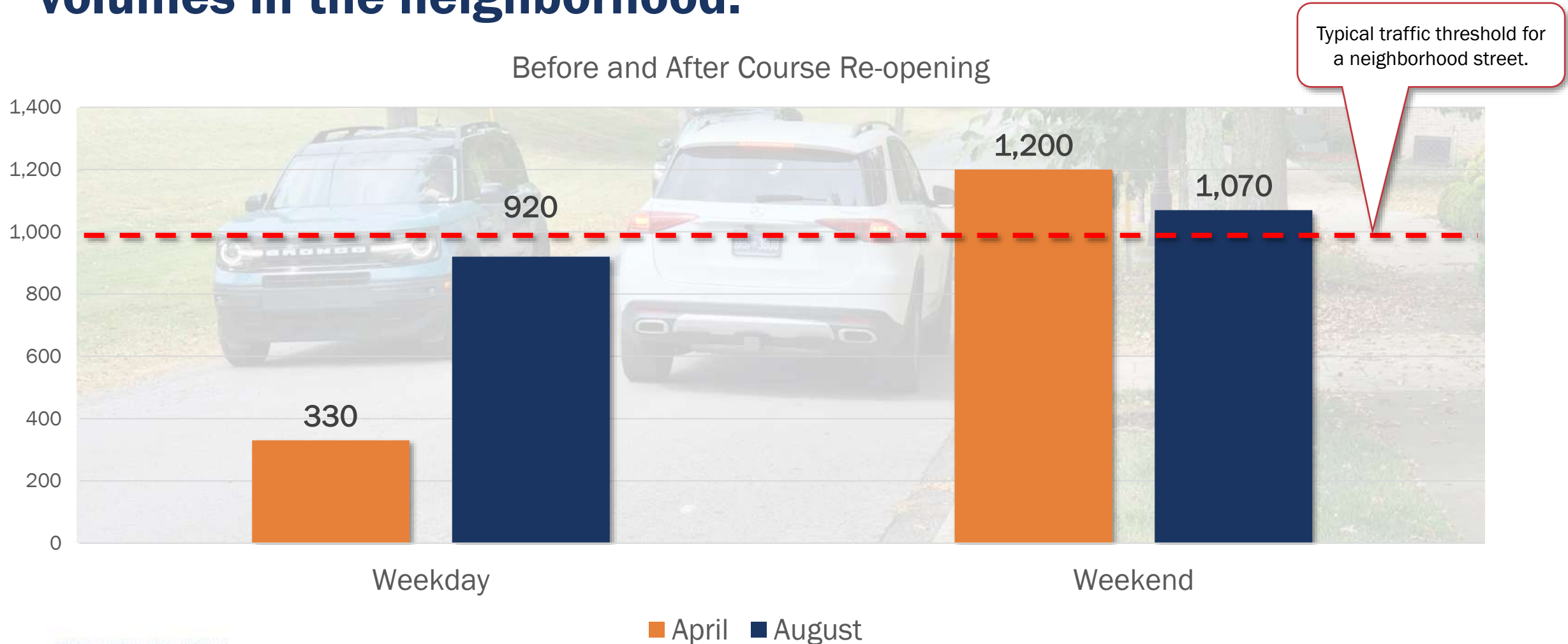


## **PWP golf course lot traffic *alone* exceeds the recommended volumes for neighborhood streets.**

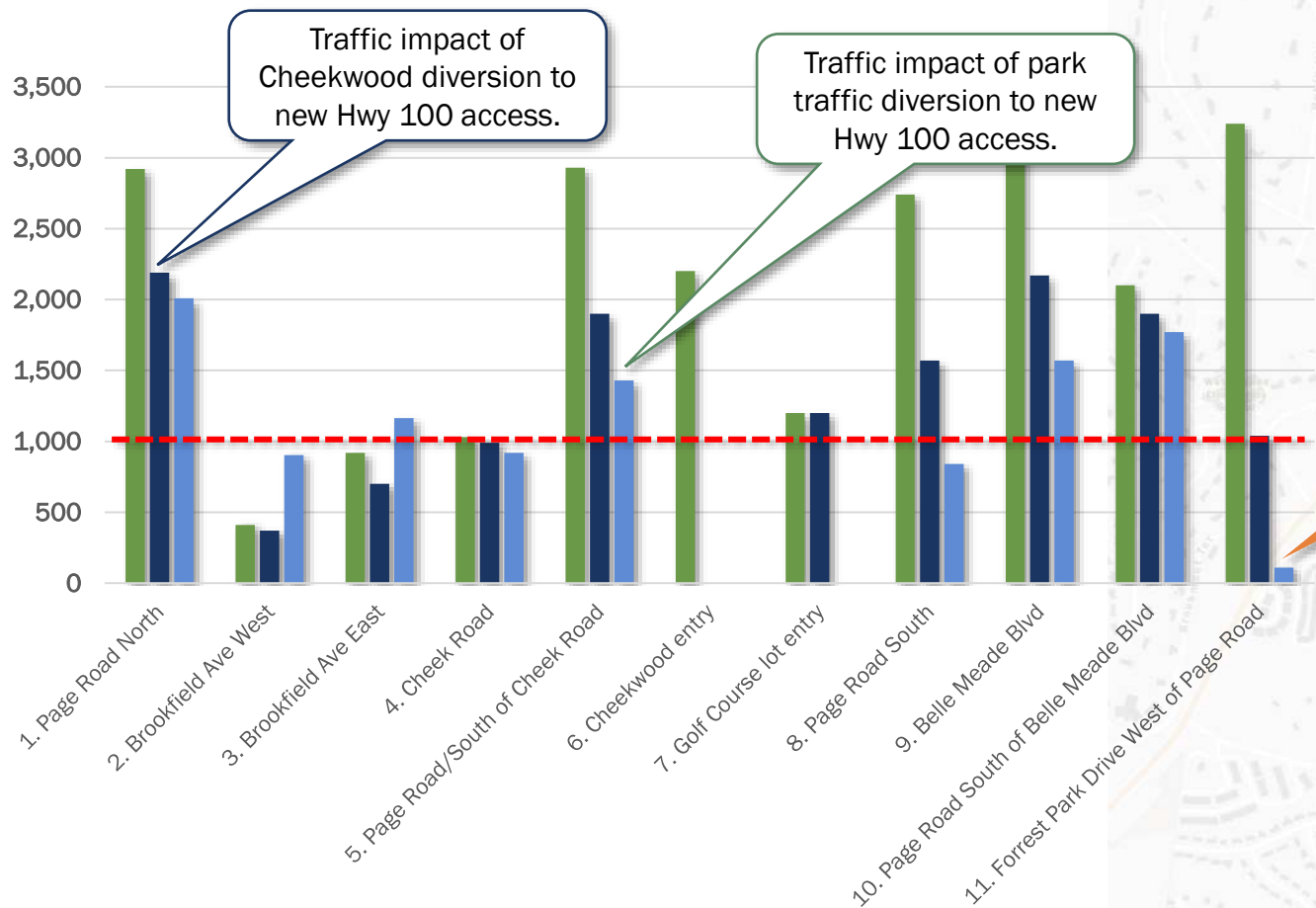
- Arterial access would reduce traffic burden on the neighborhood.



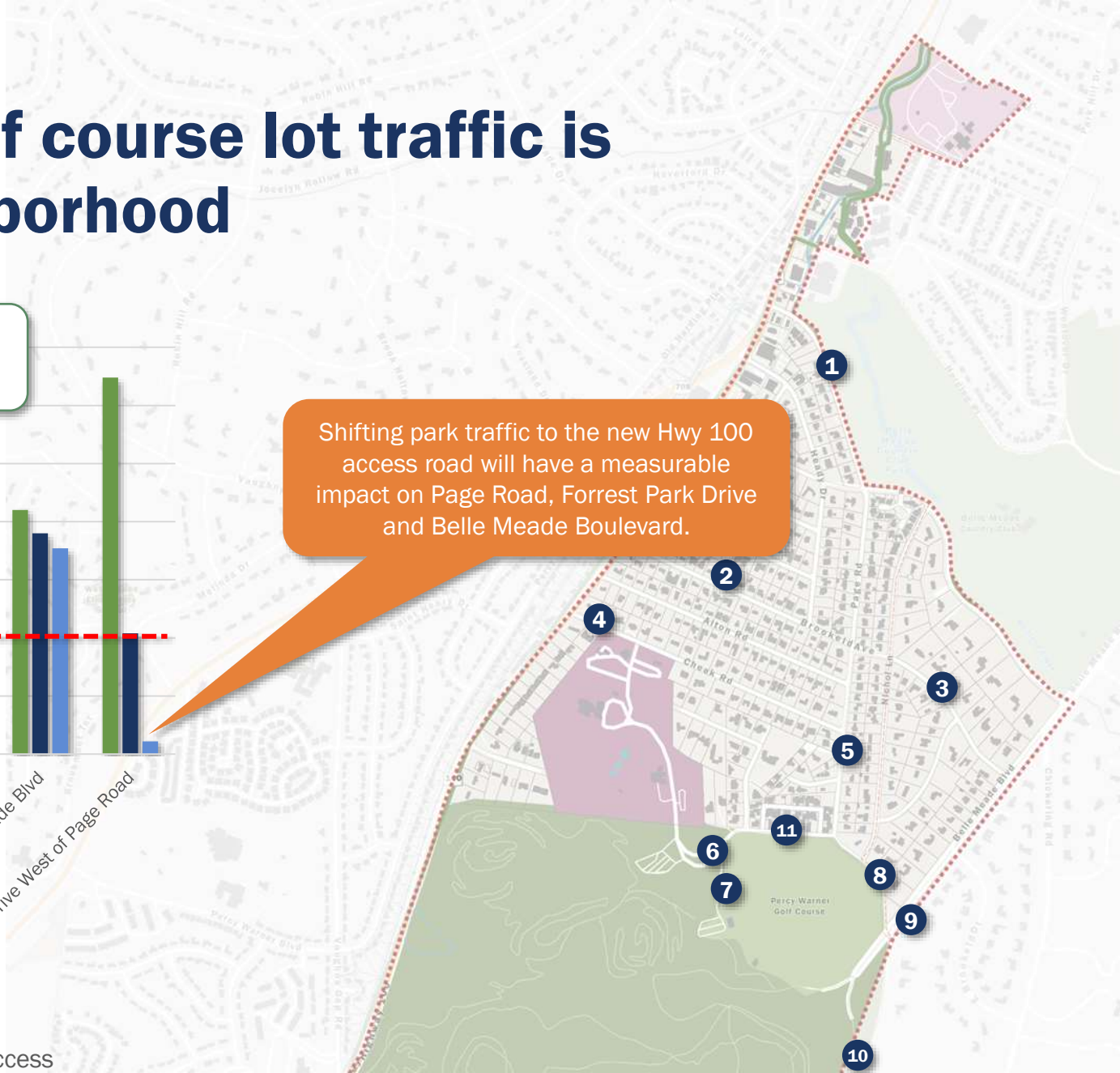
# PWP golf course lot contributes significant traffic volumes in the neighborhood.



# 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.





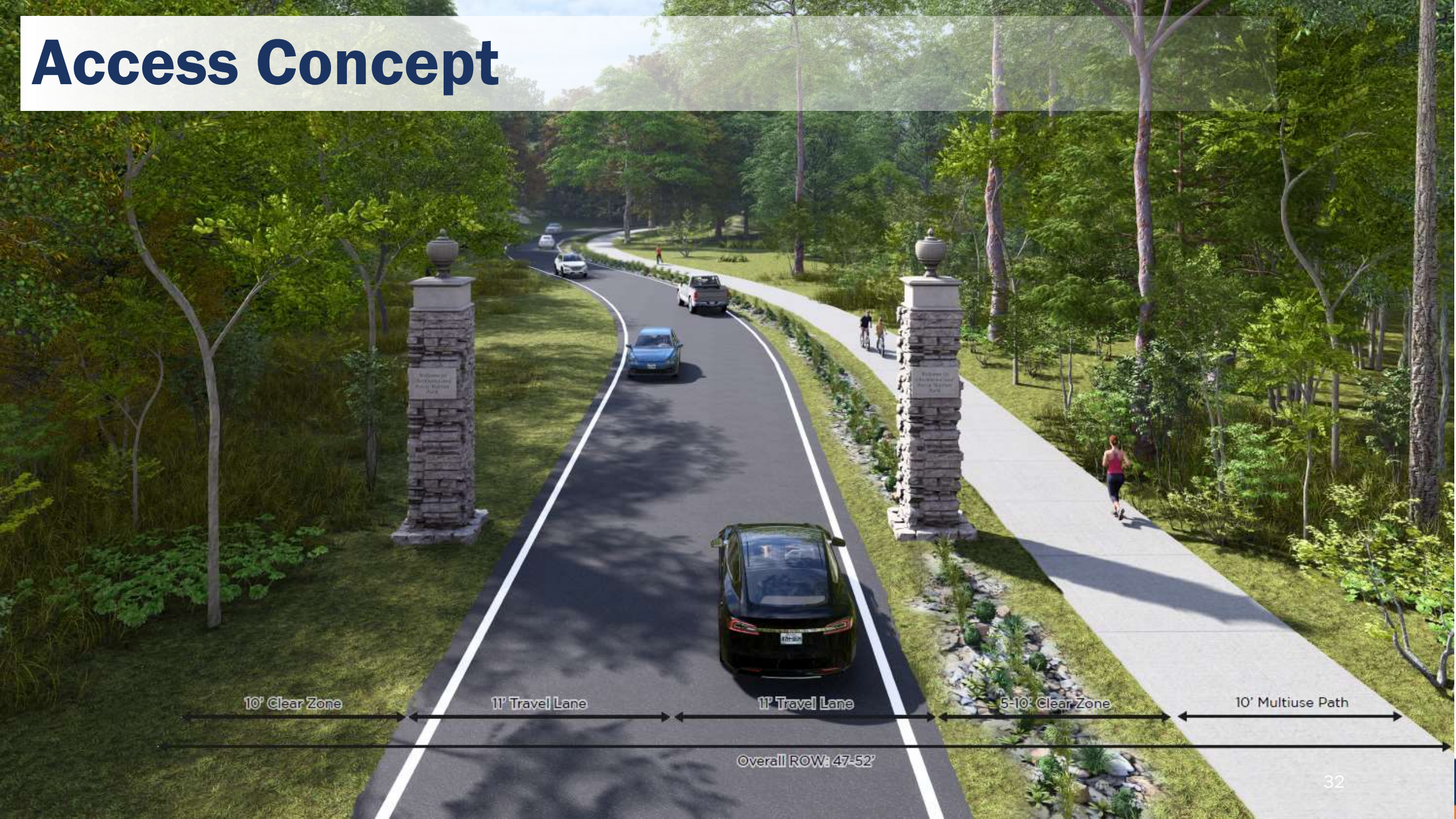
# preferred access option for further exploration

alignment &  
intersection point to  
be analyzed by NDOT





# Access Concept



10' Clear Zone

11' Travel Lane

11' Travel Lane

5-10' Clear Zone

10' Multiuse Path

Overall ROW: 47-52'



# 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*





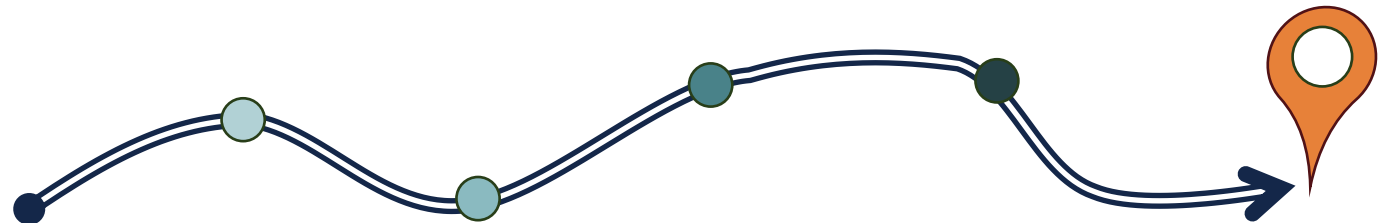
# Recommendations to MPC

Harriett Brooks

# Recommendation to MPC

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

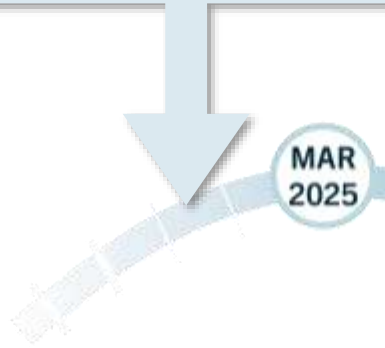
1. Roadmap to Cheekwood permanent parking solution
2. Cheekwood Hwy 100 access analysis & implementation
3. Scenic Hwy 100 analysis & implementation





## 1. Parking Roadmap

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



## TDM\* STRATEGIES



unbundle parking



pre-booking



visitor limits

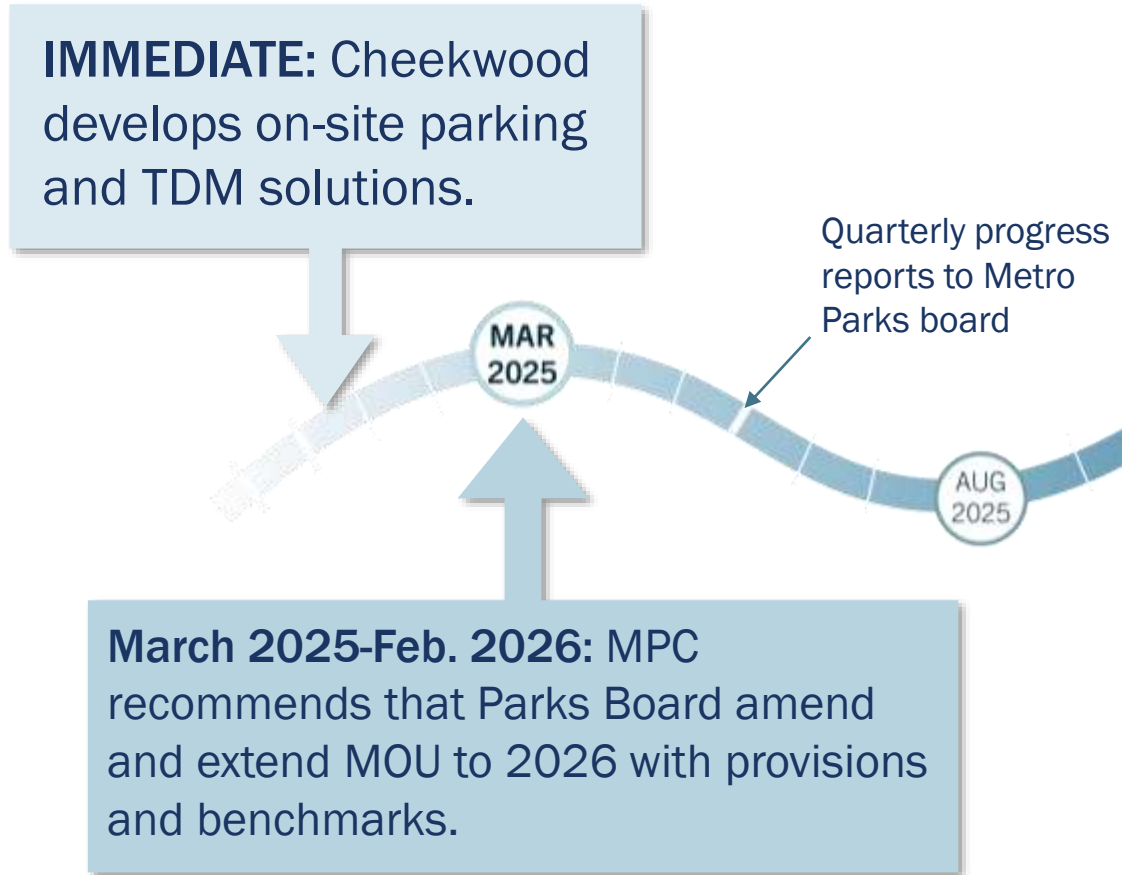


time-based entry & delivery



tiered parking

## 1. Parking Roadmap

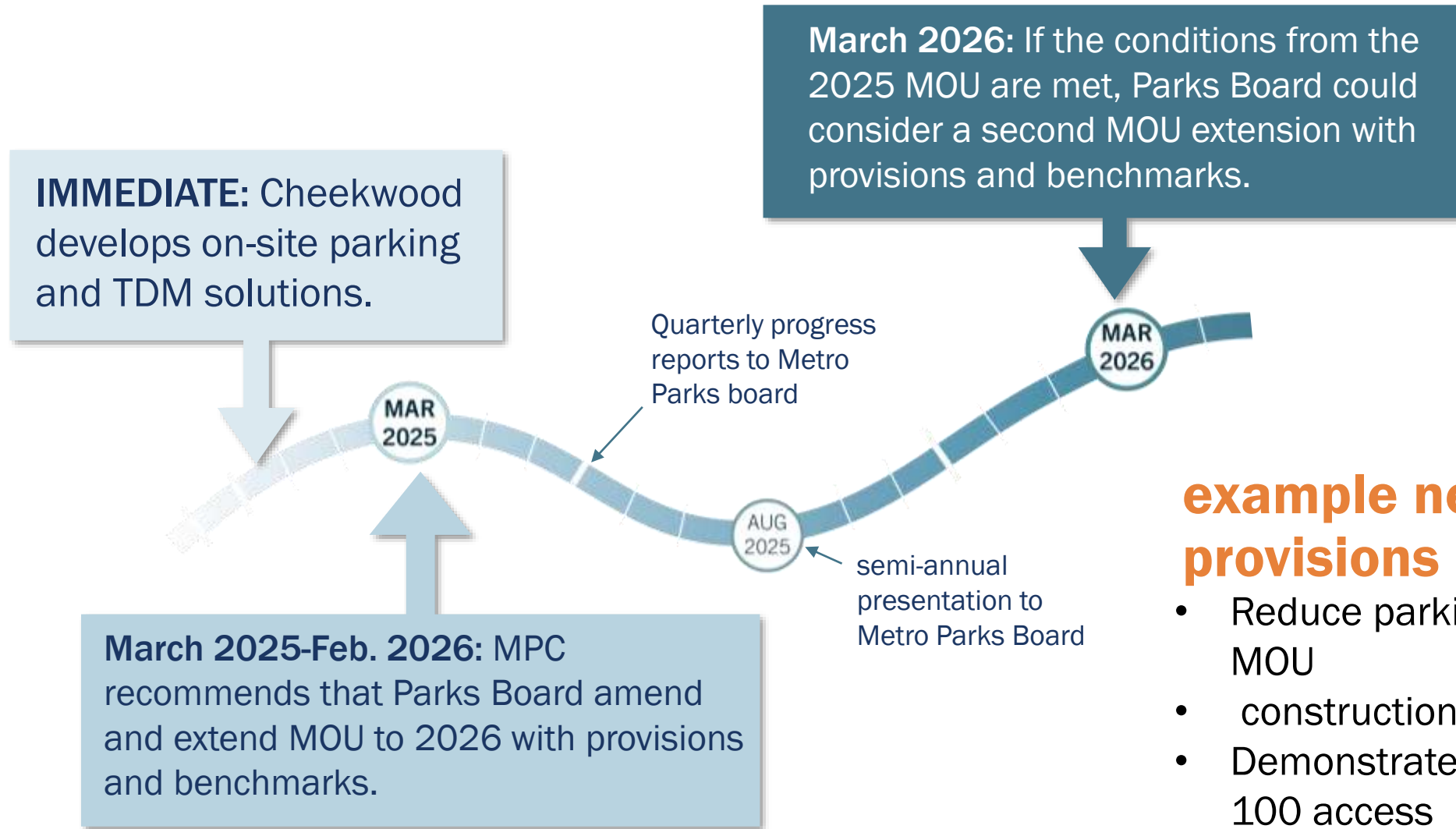


## example new MOU provisions & benchmarks\*

- 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



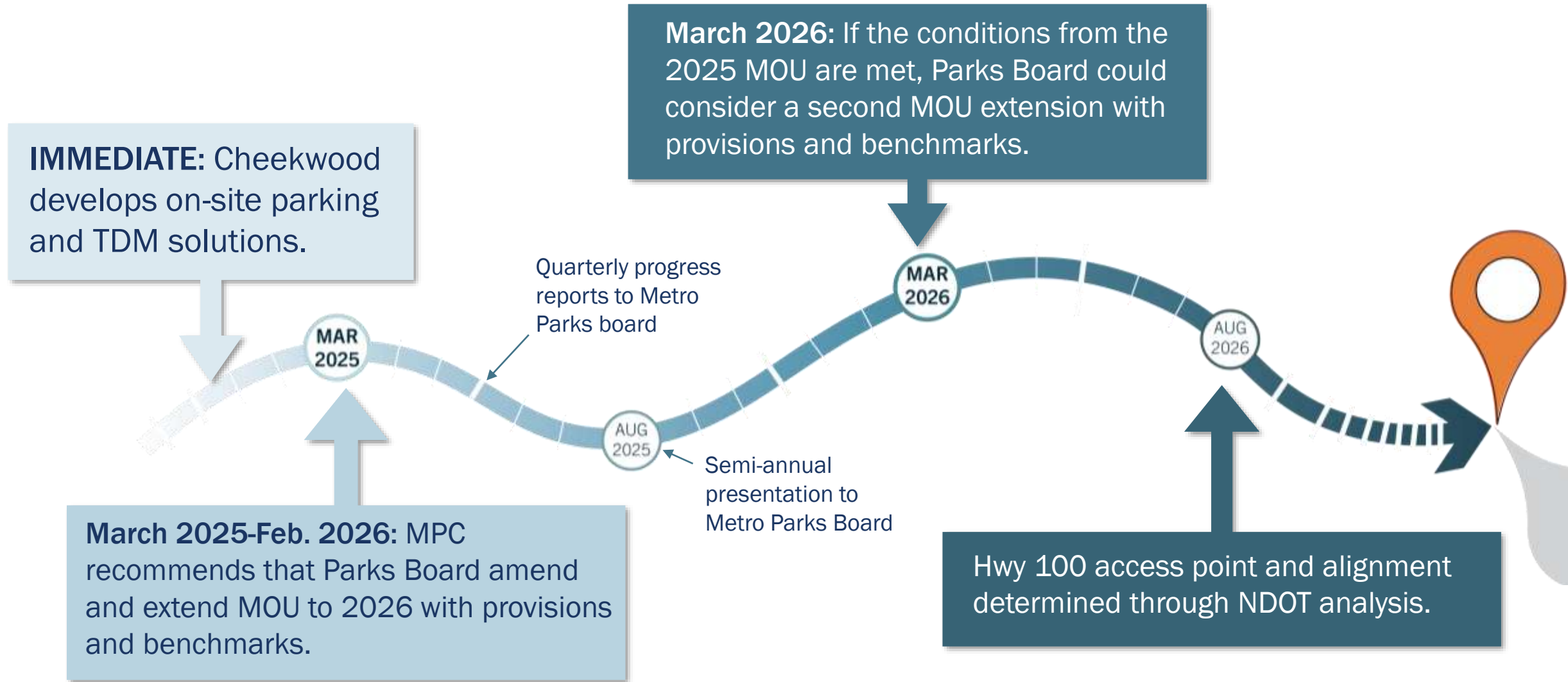
## 1. Parking Roadmap



### example new MOU provisions

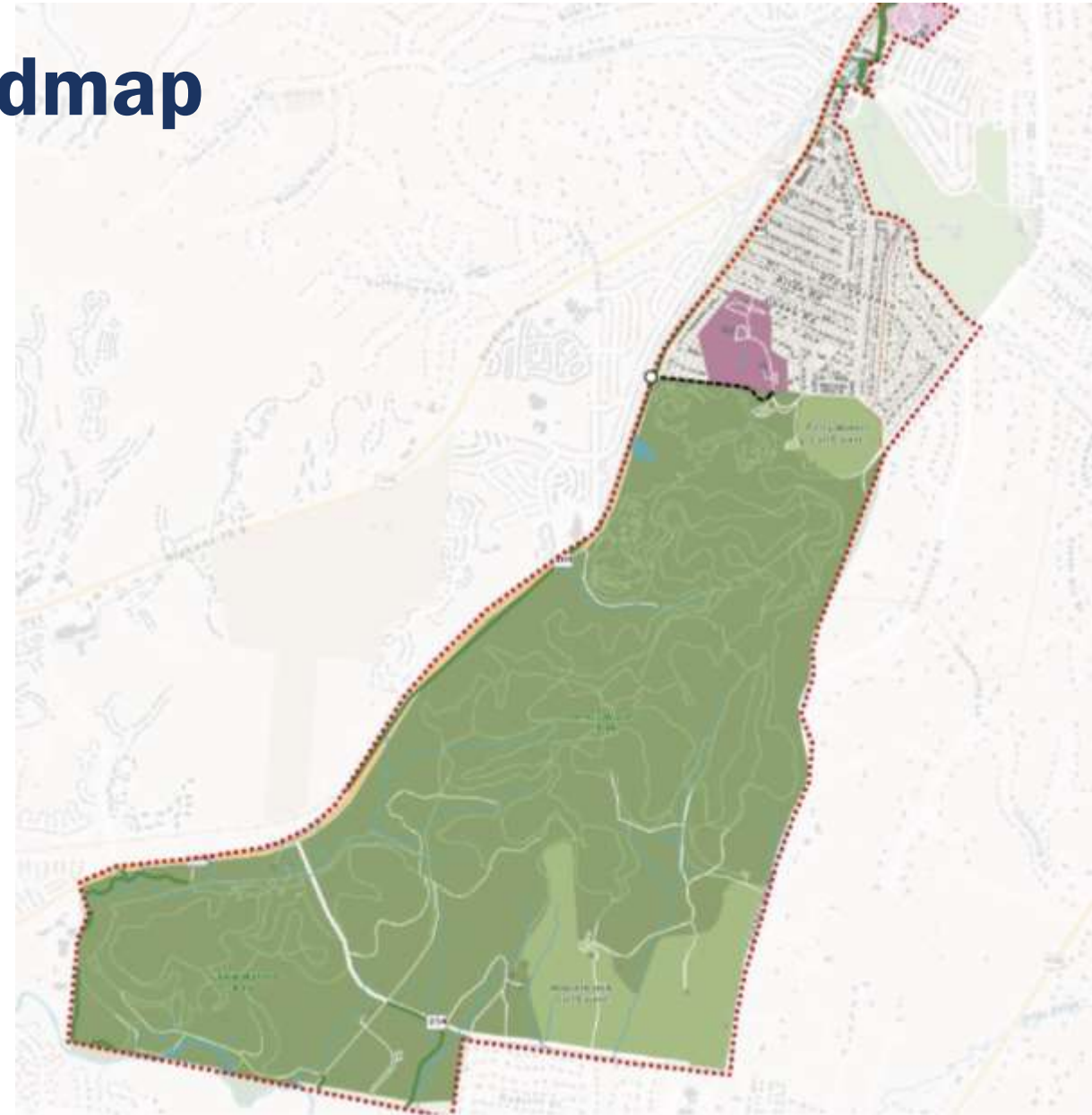
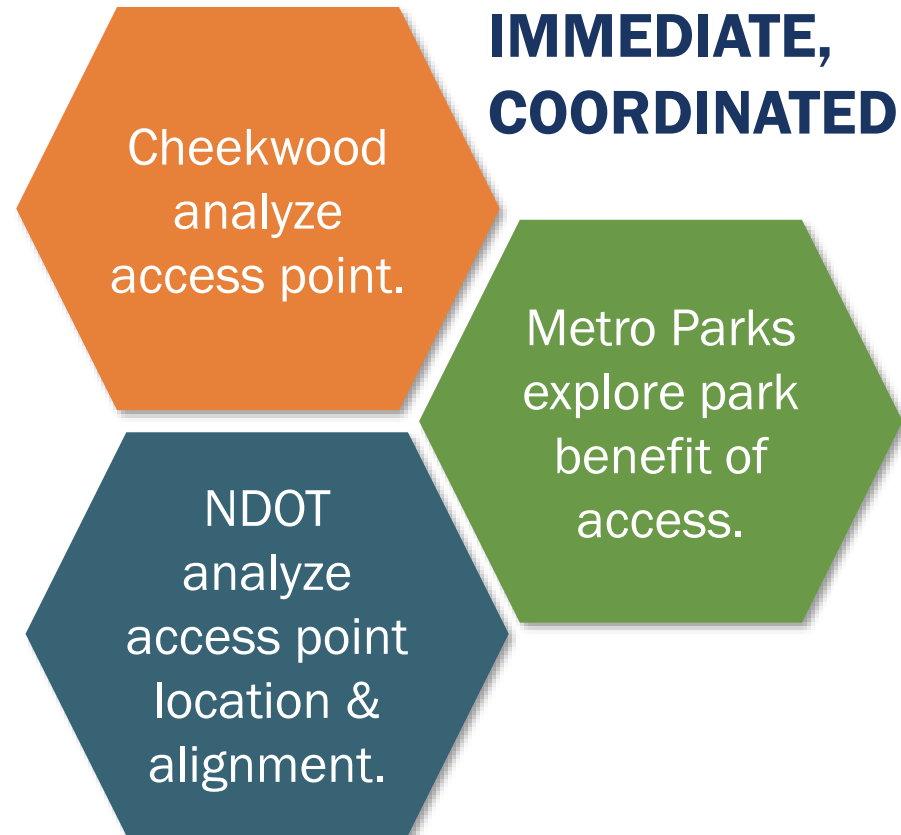
- Reduce parking area pertaining to MOU
- construction completion date
- Demonstrated progress towards SR 100 access

## 1. Parking Roadmap





## 2. Hwy 100 Access Point Roadmap



## Part 2

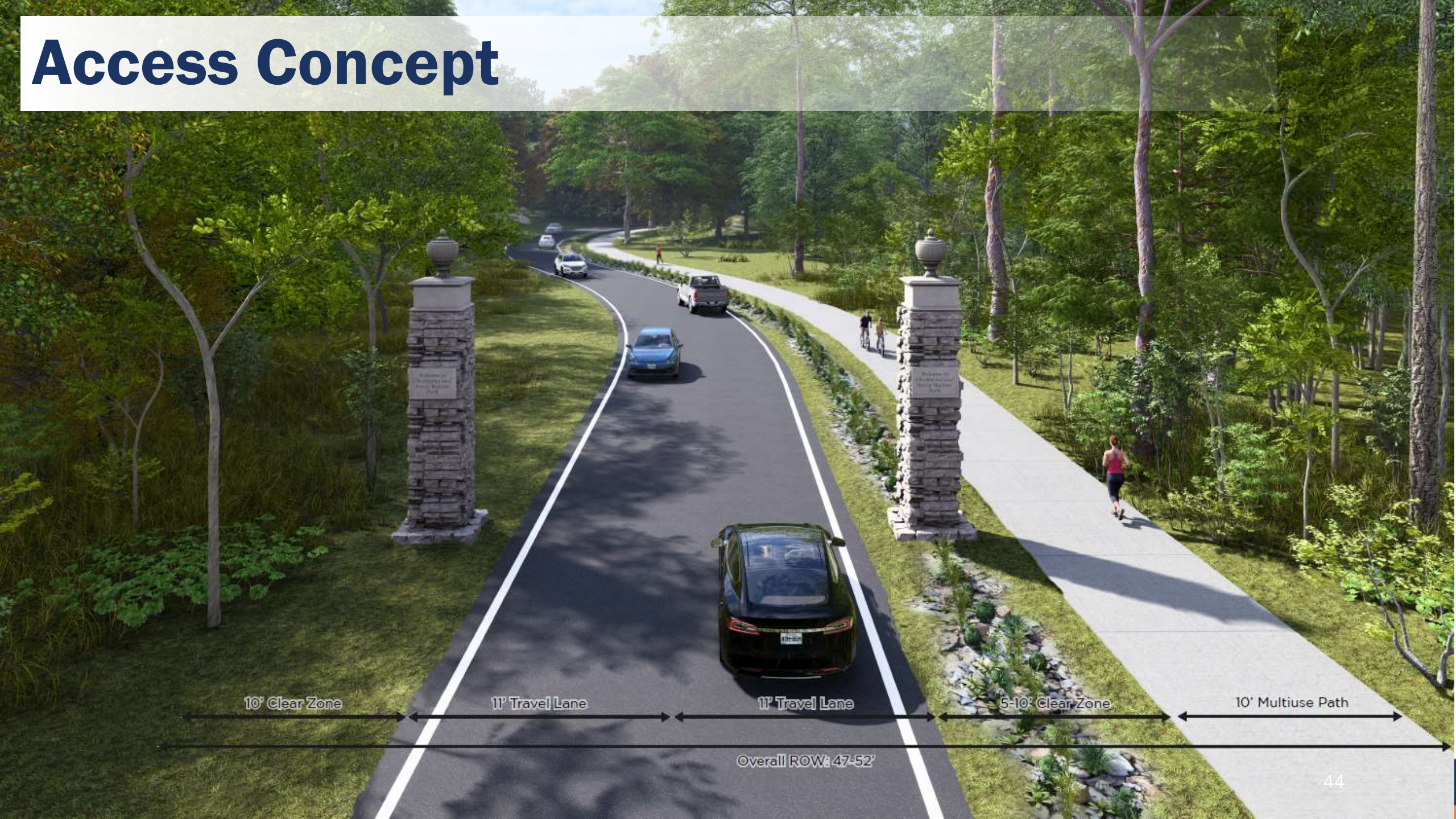
### Coordinate Technical Assessment of Hwy 100 Access Point.

- 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

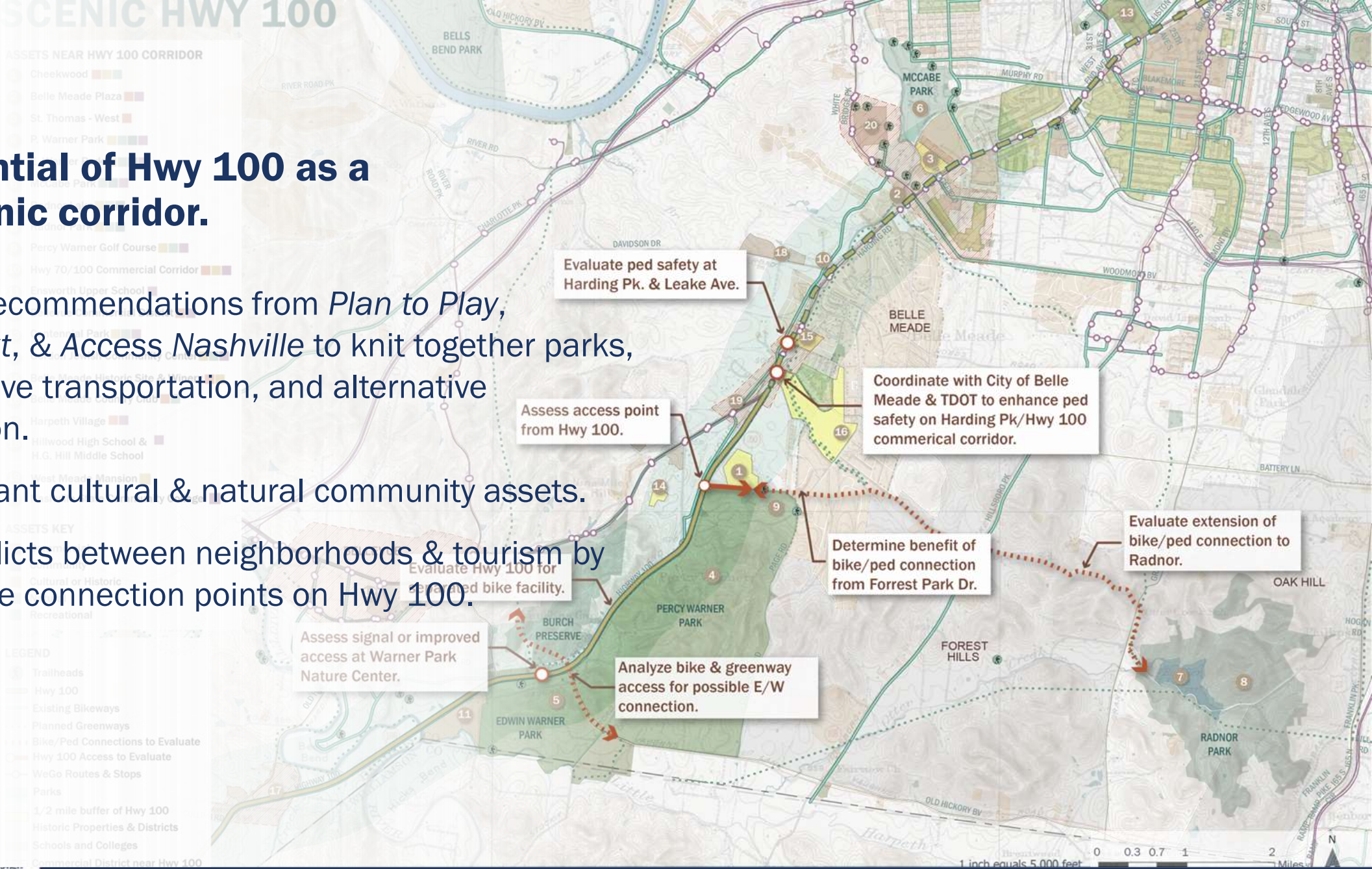
10' Multiuse Path

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

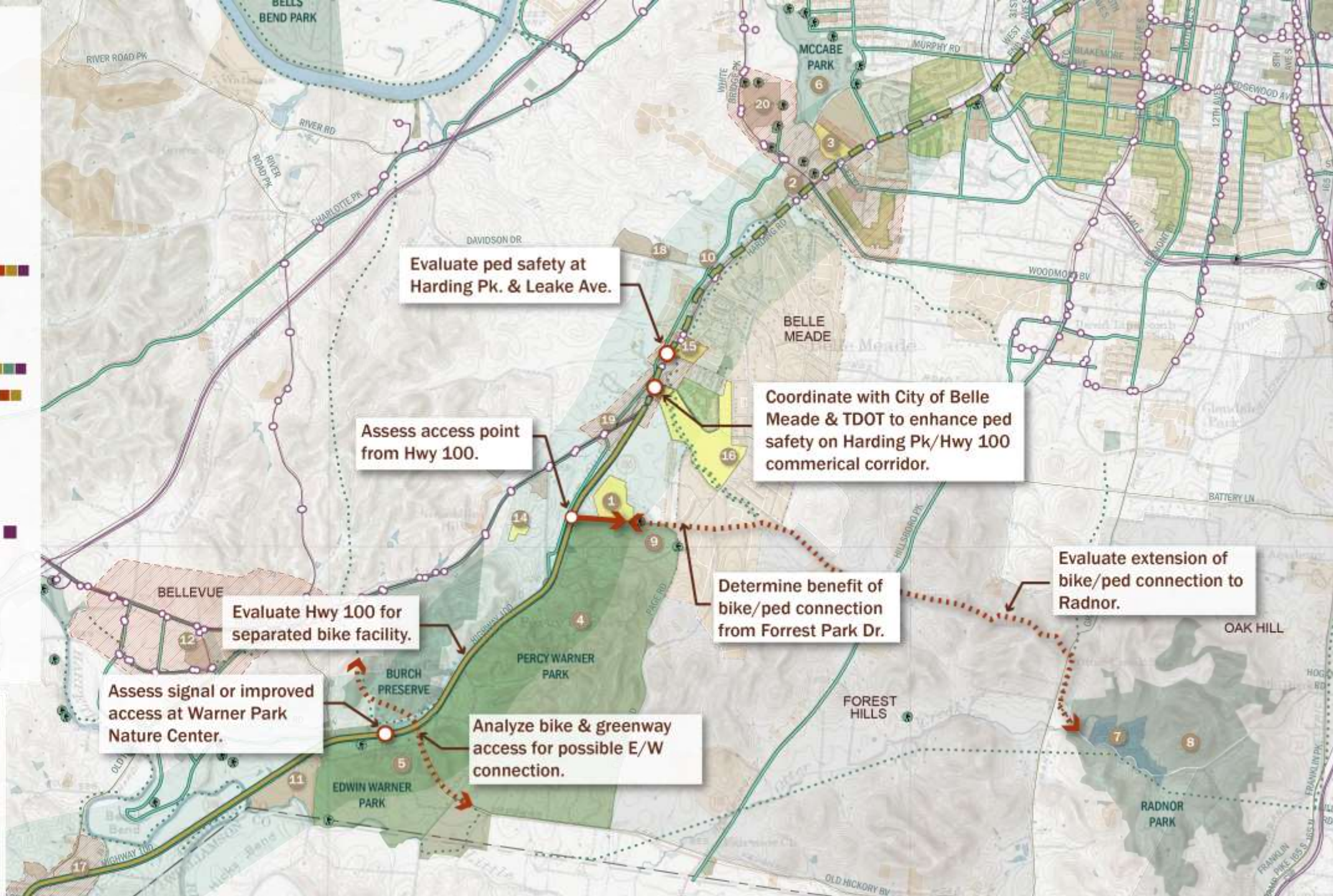
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## LEGEND

- Trailheads
- Hwy 100
- 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





# 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](mailto:planbmh@nashville.gov) OR [planning.commissioners@nashville.gov](mailto:planning.commissioners@nashville.gov) by Tues., Jan. 7 at 2:00pm.