



Metro Planning Commission Meeting of 01/09/2025

NO SKETCH



Metro Planning Commission Meeting of 01/09/2025

Project Name	Belle Meade Highlands Design and Mobility Study Implementation Plan
Council District	34 (Ewing)
Staff Representative	Brooks
Staff Recommendation	<i>Adopt the Belle Meade Highlands Design and Mobility Study Implementation Plan.</i>

TECHNICAL STUDY

The *Belle Meade Highlands Design and Mobility Study Implementation Plan*, (“implementation plan” or “plan”, attachment 4) is a technical report outlining a recommended solution and providing a phased strategy to ultimately eliminate the need for overflow parking and a continuous parking agreement between Cheekwood and Metro Parks Board. This implementation plan includes topics related to the Memorandum of Understanding (“parking agreement” or “MOU”) between Metro Parks Board and Cheekwood, expiring March 2025. Staff recommends that the Commission adopt the study.

Additionally, staff recommends that the Commission find a public interest in the establishment of new State Route 100 (SR 100) access, consistent with its General Plan duties under Tennessee Law and the Charter of the Metropolitan Government of Nashville and Davidson County. Such access reinforces a vision for SR 100 as a scenic corridor and organizing feature, supports the cultural and parks uses in the area, and balances those uses with adjacent residential character and needs. Staff recommends that the Commission advise appropriate entities to immediately evaluate the placement and function of the SR 100 access to include:

- The Nashville Department of Transportation and Multimodal Infrastructure (“NDOT”) should evaluate the current alignment alternatives outlined in the implementation plan - and any additional alternatives it deems appropriate – including the preferred concept herein. In consultation with TDOT, Metro Parks, Cheekwood and other stakeholders, NDOT should provide a final recommendation for the specific location, planning and phasing to implement the new access at a level of technical detail appropriate to support a final determination. NDOT’s evaluation should balance feasibility, economic and public policy factors, including relevant regulatory schemes, Metro’s mobility plan, and the protection and enhancement of natural and historic features.
- In consultation with NDOT, the Metro Parks should oversee an evaluation of whether SR 100 supports long-term Metro Parks’ purposes for its programming and meets its goals for equitable access to parks. As demand generated by use of the Percy Warner Park golf course lot was found to contribute significantly to daily traffic volumes, direct SR 100 access may support future parks program of these areas and protect neighborhood streets. In addition, staff recommends Metro Parks determine the future program uses for the West and East Lots (Figure 1), which will no longer be subject to agreements with Cheekwood following implementation of this plan. Overall, new access should promote and enhance multimodal access according to Metro Parks’ equitable access standards, including thoughtful alignment with the biking trails, and protect the neighborhood from vehicular traffic.
- Metro encourages Cheekwood—in consultation with NDOT—to independently evaluate SR 100 access to support its programming. The level of traffic impact to neighborhood streets



Metro Planning Commission Meeting of 01/09/2025

due to Cheekwood’s activities far exceeds standards for local streets. A peer review of over 15 similar cultural institutions revealed that all had access to an arterial road. If Cheekwood’s visitor and programs numbers are to remain at current levels, it should make investments in access to support those activities.

NDOT should submit a final report to the Parks Board, Mayor’s Office, and Metro Council and its appropriate committees, including assessment of public benefits, estimates for capital improvements, and policy considerations regarding the SR 100 access by August 2025.

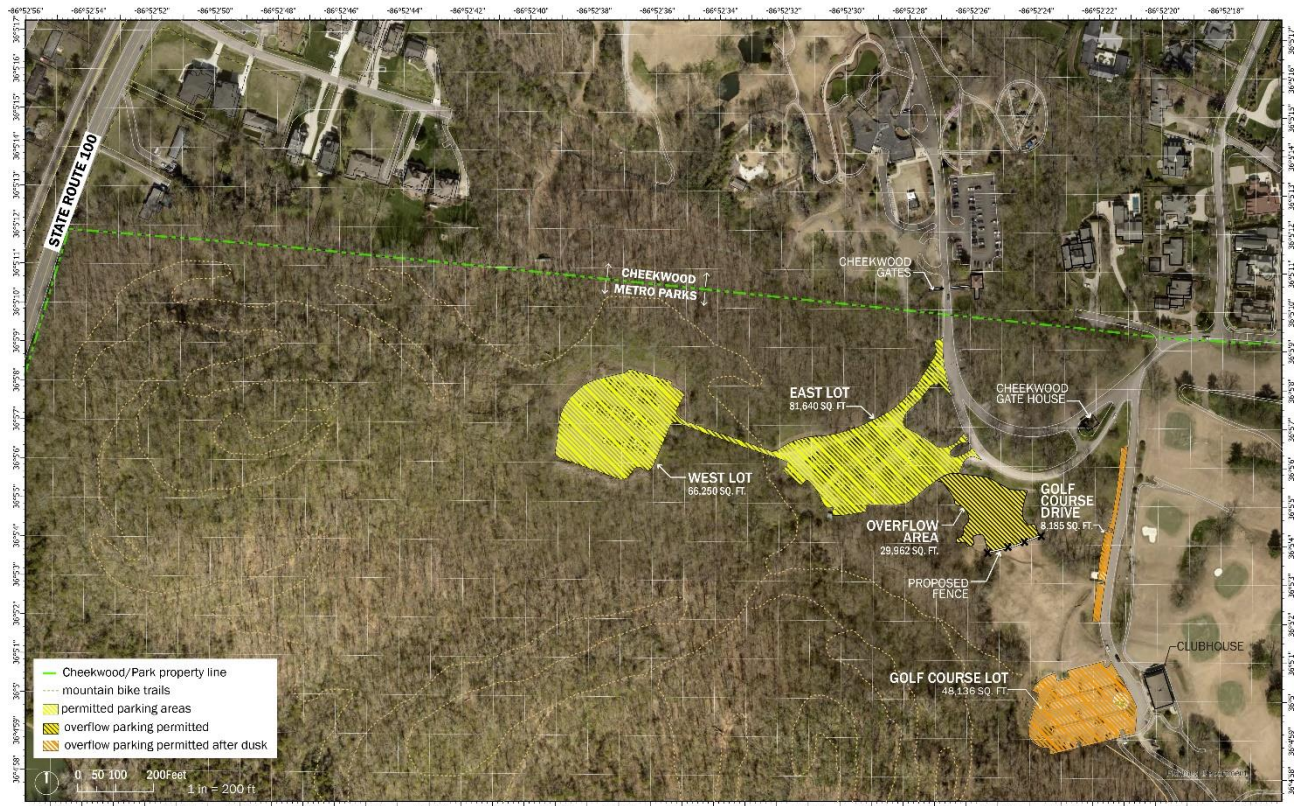


Figure 1: Map depicting current parking agreement between Cheekwood and Metro Parks.

BACKGROUND

The Belle Meade Highlands neighborhood (“neighborhood”)—bounded by the city of Belle Meade to the north and east, Percy Warner Park (“park”) to the south, and State Route 100 (SR 100) to the west—is primarily residential and includes commercial and office properties along the SR 100 corridor (Figure 1). The neighborhood is characterized by its pastoral character of rolling hills and is known for two historically and culturally significant landmarks¹: Percy and Edwin Warner Parks—Metro’s most popular parks²—and Cheekwood Estate and Gardens—one of Nashville’s most beloved and visited attractions.³

History

Prior to its disbursal in 1906, this entire geographic area was part of the 5,400-acre Belle Meade plantation. In 1927, Luke Lea and his wife Percie Warner Lea deeded 817-acres of Belle Meade plantation land to Metro Parks for \$1.00 to build a public park in honor of his father-in-law, Percy

¹ Cheekwood and Warner Park are both listed on the [National Register of Historic Places](#).

² Friends of Warner Parks estimates that the Warner Parks accommodated over 1.5 visitors annually during 2022-2023. <https://warnerparks.org/wp-content/uploads/2023/12/2022-2023-Annual-Report-Friends-of-Warner-Parks.pdf>

³Cheekwood reported 392,000 visitors in 2023 via their [2023 Community Impact Report](#).



Metro Planning Commission Meeting of 01/09/2025

Warner. In 1929, Leslie Cheek bought 100-acres immediately north and bordering the park and hired the landscape architect Bryant Fleming to design a country estate, completed in 1932. In the 1930s, the Cheek family secured approval from Metro Parks to utilize park land adjacent to Cheekwood for an entrance drive. In 1959, fifty-five acres of the Cheek property were deeded for the creation of a botanical and art museum. Cheekwood Botanical Gardens opened in 1960.

In the decades since, the area surrounding these two sites has evolved from undeveloped agricultural land to an established residential neighborhood. Today, Cheekwood is “landlocked”—that is, without direct access to an arterial road.



Figure 2

In 1981, Metro Parks entered a 5-year joint agreement with Cheekwood designating an area of overflow parking for Cheekwood (Attachment 1). This agreement was renewed in various forms over the next three decades. In 2010, Cheekwood’s popularity, and increasing reliance on the overflow parking area, began to rise. In 2015, a five-year agreement was reached that allowed for the continued use of the overflow parking area (“East Lot”) as well as the adjacent slash dump (“West Lot”) (Attachment 2; Figure 1). In exchange, Cheekwood agreed to pay a monthly fee while it worked to develop a permanent parking solution that would not rely on the use of park land.

The agreement has been extended several times. In the intervening years, Cheekwood’s visitor demand has increased dramatically alongside Nashville’s tourism boom. Concurrently, use of Percy Warner Park—and specifically the park’s golf course parking lot—has also increased substantially.



Metro Planning Commission Meeting of 01/09/2025

While Cheekwood's local traffic impact outweighs that of the park, the traffic generated by these two attractions, individually and combined, far exceeds recommended volumes for neighborhood streets, causing unsustainable conditions, safety concerns and frustration for residents (Figure 3).

Existing Neighborhood Traffic Volumes

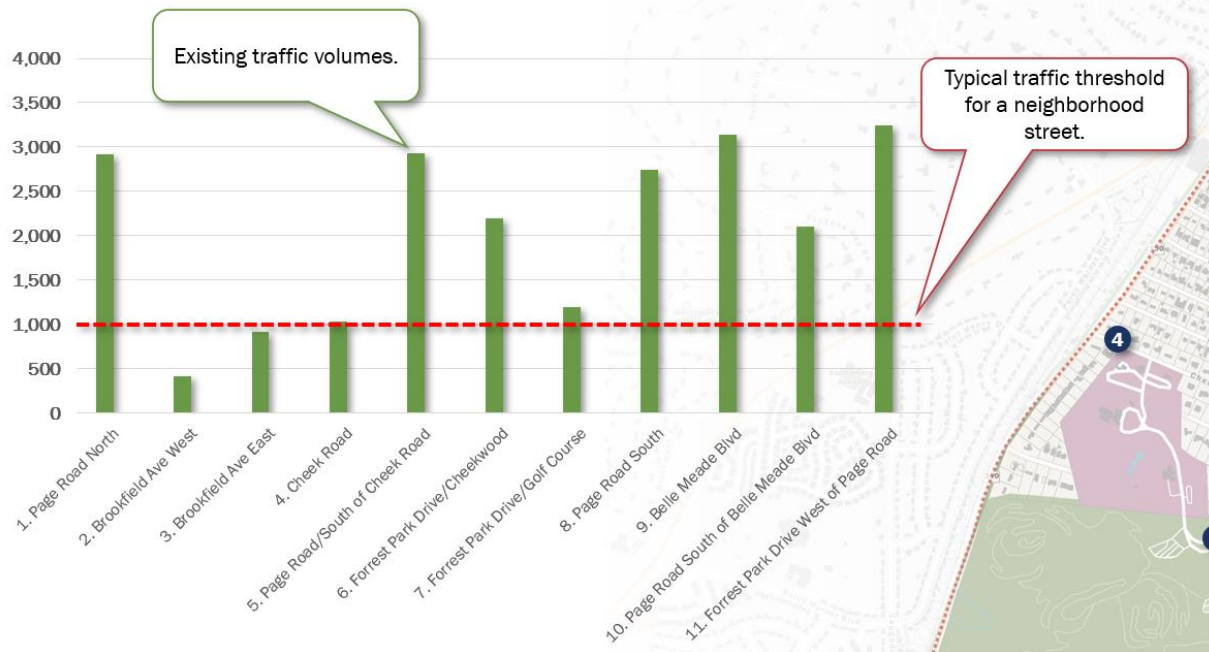


Figure 3 Traffic within the Belle Meade Highlands neighborhood far exceed recommended threshold of 1,000 cars per day for local streets.

In 2022, Cheekwood presented plans to Metro Parks Board for a permanent, underground parking garage on Cheekwood's land and was met with resistance from adjacent neighbors who were opposed to the idea of a parking structure, potential noise resulting from its construction, including blasting into the hillside and the continuation or increase of traffic in the neighborhood.

In January 2023, Metro Planning was commissioned by then Mayor Cooper's administration to convene a working group of stakeholders to address these issues, and resources were allocated for a technical study. In March of 2023, Metro Planning hired a consultant team led by Kimley-Horn to perform a technical analysis and provide objective, data-driven recommendations, with a focus on placemaking, access management, pedestrian/bike safety, and transportation demand management (TDM).

The implementation plan, submitted here for adoption, is a distillation of that study and focuses on the recommendations pertaining to the current parking agreement, expiring March 2025.



Metro Planning Commission Meeting of 01/09/2025

IMPLEMENTATION PLAN SUMMARY

Overview: Two Operative Scales

The implementation plan (Attachment 4) acknowledges two, interdependent scales of work that clarify the problems and opportunities, and inform recommendations for this area:

1. **a site-specific scale** consideration of the geographic challenges related to Cheekwood’s “landlocked” position; legal and operational constraints associated with the current parking agreement; and the negative effects on the surrounding neighborhood and landscape.; and,
2. **a broader, corridor scale** opportunity to integrate the extraordinary cultural, natural, and historic resources of Southwest Nashville through a reorientation towards SR 100 as a multi-modal scenic parkway.

Objective and Recommendations

The plan’s overarching objective is to eliminate the need for overflow parking on park land via a parking agreement between Cheekwood and Metro Parks Board through a phased approach and to establish new access to SR 100. To achieve this, there are four integrated recommendations that should begin implementation concurrently:

1. Parking: Metro Parks Board and Cheekwood should engage in a new MOU in March 2025 that includes a phased approach with progressive performance benchmarks for Cheekwood to transition its parking off Metro Park land.
2. Access: NDOT, Metro Parks, and Cheekwood should each undertake an independent analysis of a preferred solution for access to SR 100 to allow visitors to the park and Cheekwood new direct access from an arterial road.
3. Scenic SR 100: NDOT should analyze the benefits, feasibility, and implications of reorienting SR 100 as a multimodal, scenic parkway to improve safety, access, and quality of life along the corridor.
4. Transportation Demand Management: Cheekwood should begin implementing transportation demand management and operational strategies—e.g. a pre-paid and tiered parking policy, shuttle service during popular events, and incentives for transit or rideshare—immediately to reduce the burden of its vehicular demand on the neighborhood and the park.



Metro Planning Commission Meeting of 01/09/2025

Recommendation 1: Parking

To demonstrate compliance with the proposed recommendations for the 2025 MOU, Cheekwood shall execute the provisions and submit the documentation outlined in the tables below to Metro by the appropriate deadline. This includes a provision that Cheekwood submit quarterly reports to Metro demonstrating its progress towards the semi-annual benchmarks.

Prerequisites for 2025 MOU

DATE	CATEGORY	PROVISION	DOCUMENTATION
Pre-Requirements for 2025 MOU <i>(implement prior to March 2025)</i>	D&C	<ul style="list-style-type: none"> Execute contract for design and engineering services for parking facility. Commence procurement for key consultants (transportation, environmental, and geotechnical engineers; landscape architects, et cetera). 	<ul style="list-style-type: none"> Redacted, signed contract, or invoice. Progress report of key consultant procurement
	CP	<ul style="list-style-type: none"> Initiate development of a capital campaign and financial plan. Initiate fundraising. 	<ul style="list-style-type: none"> Submit financial/fundraising plan for the parking capital project. Add parking donation request to Support page on website. Redacted, signed contracts
	TDM	Initiate development of a pre-paid parking program on park property with a tiered policy for managing access during regular and peak event times. (Refer to Implementation Plan for more details on parking strategies.)	Document certifying that the program is in place. Updates should include data that reflect how the program is working for guests, members, and special event parking. The Parks Board may impose more detailed requirements if the program is not being managed successfully.
	A	Conduct initial, independent analysis of SR 100 access feasibility for Cheekwood's purposes (to be compared with NDOT and Metro Parks concurrent work).	Submit to NDOT for its review and comment, a summary memo of initial analysis of the preferred SR 100 access. Send a copy to the Parks Board.
	MO&C	<ul style="list-style-type: none"> Plan and notify vendors of 2025 vendor delivery policy. Designate a primary project liaison with Metro Parks Board, MPC, and Cheekwood Board. 	<ul style="list-style-type: none"> Submit vendor delivery policy. Name of liaison with contact information



Metro Planning Commission Meeting of 01/09/2025

2025 MOU Benchmark Provisions (March 2025-Feb. 2026)

- Metro Planning (“MPC”), in conjunction with Metro Parks staff, shall supply the Metro Parks Board with an updated map and geographic coordinates pertaining to a revised Memorandum of Understanding (“MOU”) Parking Agreement for overflow parking for Year One.
- Cheekwood shall provide a Schedule of Performance (SOP) for Year One Tasks and Milestones to be included in an MOU.
- Metro will coordinate with internal and external stakeholders and consultants, monitor progress, and verify completion of all required milestones.

2025 MOU PROVISIONS AND BENCHMARKS

DATE	CATEGORY	PROVISION	DOCUMENTATION
JUNE (+3 mos.)	SUBMIT QUARTERLY PROGRESS REPORT FOR MARCH-JUNE 2025		
SEPT (+6 mos.)	D&C	<ul style="list-style-type: none"> • Complete 30% Design Development (design and cost estimates) documents. • Complete appropriate environmental impact and geotechnical studies. • Initiate procurement process for construction contractor team. 	<ul style="list-style-type: none"> • 30% DD set • Geotechnical report
	A	Coordinate with NDOT on SR 100 access analysis. NDOT to submit comments on initial design review & required modifications.	Memo
	CP	Present an update on project funding plan.	Summary of fundraising progress. Specific fundraising goals to be included in Milestone Schedule.
	MO&C	<ul style="list-style-type: none"> • Conduct meeting on 2025 vendor delivery policy. • Establish neighborhood liaison & begin regular mailings to neighbors to communicate progress. • Present project progress (design, fundraising, milestone schedule status) at Metro Parks Board Sept meeting. 	<ul style="list-style-type: none"> • Agenda and attendee list from vendor delivery policy meeting • Name of neighborhood liaison • Presentation slides
	TDM	<ul style="list-style-type: none"> • Develop interim on-site or remote parking strategy for the construction period. • Conduct study of Uber/Lyft drop-off options at Cheek Rd. 	<ul style="list-style-type: none"> • Summary of interim parking strategy • Recommendations from Ride Share study
DEC (+9 mos.)	SUBMIT QUARTERLY PROGRESS REPORT FOR SEPT-DEC 2025		

Year Two Recommendations (2026 and forward)

- Documentation shall be submitted to Metro for verification of completion of all required milestones in compliance with the MOU.
- Achievement of all Year One provisions shall be verified and documented by Metro prior to a second MOU.



Metro Planning Commission Meeting of 01/09/2025

- Planning staff recommends Metro Parks establish another MOU in 2026 only if all provisions of the 2025 MOU are verified and documented by Metro.
- This new MOU should accommodate the duration of construction.
- The 2026 parking agreement will include the West Lot if Metro determines that Cheekwood has demonstrated the following:
 - a) a good faith effort to implement TDM policies through its quarterly updates and/or has commenced construction of the parking facility by March 2026,
 - b) diligent pursuit of completion of the new parking facility,
 - c) and the continued need for overflow parking in this area.
- If determined appropriate by NDOT's access analysis, Cheekwood and Metro may coordinate improvements to SR 100 through a participation agreement. That agreement may produce additional conditions subject to review by Metro Parks.
- Metro will, in good faith, consider and recommend time extensions for milestones in cases where unforeseen conditions or complications have delayed otherwise timely and legitimate progress towards objectives.

2026 MOU PROVISIONS AND BENCHMARKS

	DATE	CATEGORY	PROVISION	DOCUMENTATION
2026 MOU	MARCH (+12 mos.)	D&C	complete 90% construction documents	90% CD set
		CP	<ul style="list-style-type: none"> • Full execution of loan agreement and promissory note • Fundraising progress 	<ul style="list-style-type: none"> • Promissory note (redacted) • Report of fundraising progress
		MO&C	<ul style="list-style-type: none"> • Present project progress to Metro Parks Board at their March 2026 meeting • Construction timeline 	<ul style="list-style-type: none"> • Presentations slides • 2025 project progress report with estimated construction timeline
		TDM	<ul style="list-style-type: none"> • Present interim parking strategy while the on-site parking is under construction • Implement ride share recommendations from study 	Summary report of ride share implementation and interim parking
		A	Coordinate with NDOT implementation of SR 100 access solution	Memo
	JUNE 2026 (+15 mos.)	SUBMIT QUARTERLY PROGRESS REPORT FOR MARCH-JUNE 2026		
	SEPT 2026 (+18 mos.)	D&C	<ul style="list-style-type: none"> • 100% Construction Documents • Application for grading permits submitted. 	<ul style="list-style-type: none"> • CD set • Grading permit application
		MO&C	Present project progress to Metro Parks Board at their Sept. 2026 meeting	Presentations slides
	DEC 2026 (+21 mos.)	SUBMIT QUARTERLY PROGRESS REPORT FOR SEPT-DEC 2026		
	Mar. 2027 (+24 mos.)	D&C	60% construction	Verification of 60% construction
MO&C		Present project progress to Metro Parks Board at their Sept 2027 meeting	Presentations slides	
JUNE 2027 (+27 mos.)	SUBMIT QUARTERLY PROGRESS REPORT FOR JUNE-SEPT 2027			



Metro Planning Commission Meeting of 01/09/2025

SEPT 2027 (+30 mos.)	A	Coordinate with NDOT on SR 100 access implementation	Memo
	D&C	<ul style="list-style-type: none"> 99% construction complete Apply for use & occupancy permit 	Occupancy permit application
	MO&C	Present project progress to Metro Parks Board at their March 2028 meeting	Presentations slides
DEC 2027 (+33 mos.)	SUBMIT QUARTERLY PROGRESS REPORT FOR JUNE-SEPT 2027		

Recommendation 2: Access

As the trajectories of both population growth and tourism in Davidson County continue to increase, staff recommends taking proactive measures—such as the provision of SR 100 access for both Cheekwood and the park—that will prevent future conflicts between neighborhoods and significant tourist and recreational sites. Therefore, concurrently, the plan recommends four independent actions from NDOT, Metro Parks, and Cheekwood to be completed by August 2025, as follows:

- A. NDOT should utilize the work completed in this study to conduct further technical analysis to
- determine the feasibility and benefits of a new intersection on SR 100 near the northern portion of the Percy Warner Park property. Depending on placement and function, such access may be independent or could be utilized by both Cheekwood and Percy Warner Park visitors; and
 - recommend optimal alignment for vehicular access terminating at the entrance to Cheekwood (Figure 3). Metro Parks, in coordination with NDOT, should evaluate the potential benefit to park users of a new SR 100 intersection and vehicular access as described above, according to Metro Parks’ mission to “sustainably and equitably provide everyone in Nashville with an inviting network of parks and greenways that offer health, wellness and quality of life through recreation, conservation and community.”

Data and analysis conducted during the study—like the traffic counts taken at the golf course parking lot before and after the course reopened in August 2024—suggest that direct access to SR 100 would benefit park users by providing a more direct route into the park. Recent investment in facilities in the northern section of Percy Warner Park—the golf course, golf course pavilion and parking lot, and the mountain bike trails—has been a boon to Southwest Davidson County and successful in increasing park visitor numbers, especially since the COVID-19 pandemic, but also impacts the neighborhoods adjacent to the park. Staff recommends parks evaluate SR 100 support of future program uses for the Western lot and adjacent areas currently subject to agreements with Cheekwood. If the Board determines that the Western lot is to remain a parking area, or if it evolves to another use that continues to require vehicular access, then SR 100 access to support those parks purposes should be evaluated as part of NDOT’s work.

- B. Cheekwood should undertake an independent analysis to determine how a new SR 100 access will support with the objective of transitioning its parking off Percy Warner Park and decreasing its traffic burden on the Belle Meade Highlands neighborhood. Data collection during the study determined that impacts to the neighborhood from Cheekwood’s activities far exceed standards appropriate for neighborhood streets.
- C. At the conclusion of technical work above, NDOT should submit recommendations to the Parks Board, Mayor’s Office, and Metro Council, including assessment of public benefit, estimates for capital improvements, and policy considerations regarding the SR 100 access.



Metro Planning Commission Meeting of 01/09/2025

This diagram depicts the preferred alternative concept for evaluation that provides access from SR 100 near the northern property line of the park that terminates at Cheekwood's entry gate. It is *not* intended to propose actual alignment or final recommended location of the access point. Other alternatives that were considered may be found below.

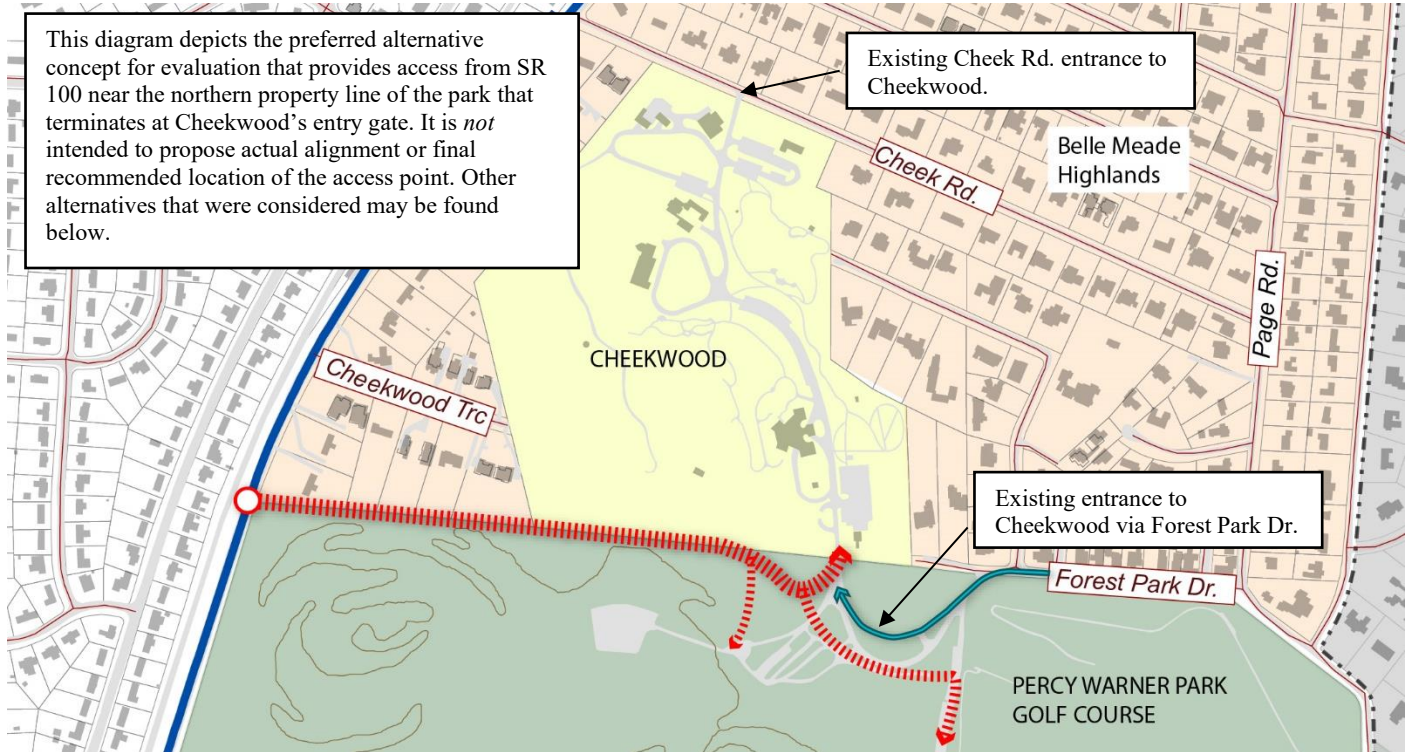


Figure 4 Diagram of potential SR 100 access point for further analysis. Final location and alignment should be determined by NDOT in implementation.

Recommendation 3: SR 100 Corridor
Building on recommendations from *Plan to Play*, *Nashville Next*, *Access Nashville*, *Choose How You Move*, and the Belle Meade Highlands study, Metro should undertake further technical analysis, administered by NDOT (in partnership with Metro Parks and Planning), to develop a comprehensive vision for the SR 100 corridor as a scenic, multimodal parkway in southwest Davidson County linking significant cultural, commercial, and recreational sites (Figure 5). The SR 100 Scenic Parkway map (attachment 3) can be used as a starting point for this work, focusing on improvements to the bicycle and pedestrian infrastructure at critical points along the corridor.

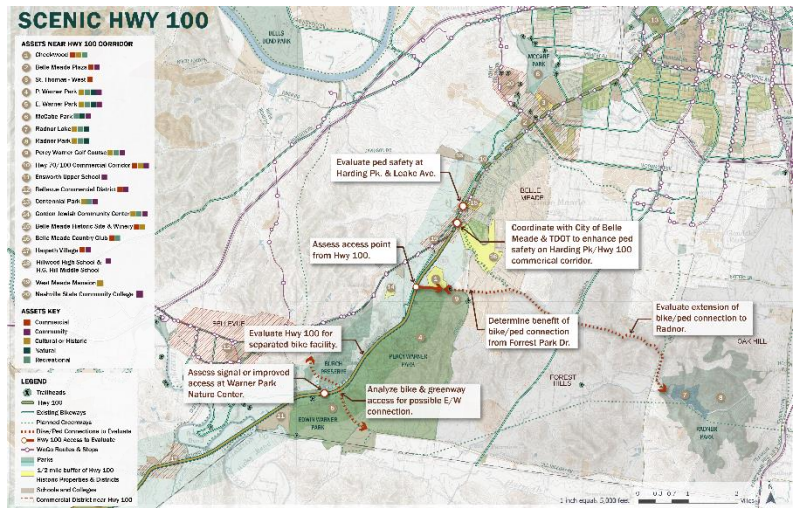


Figure 5 The Scenic Hwy 100 map should be used to develop a comprehensive vision for the SR 100 corridor as a scenic, multimodal parkway linking significant assets.

Recommendation 4: Transportation Demand Management

The implementation plan recommends that Cheekwood immediately institute operational policies and procedures aimed at reducing traffic volumes and parking demand. Analysis from the study suggests that these measures will have a demonstrable positive impact. They include the following:



Metro Planning Commission Meeting of 01/09/2025

- **implement pre-booked, tiered parking:** By separating parking from admission and instituting a time-based parking policy, visitors will have incentive to carpool and “turn over” more quickly. This will also enable Cheekwood to set a limit to the number of cars it parks in a time window, allowing more control of traffic numbers.
- **institute a new vendor delivery policy:** By instituting new policies for vendor delivery, Cheekwood will reduce its negative impact on the neighborhood.
- **shuttle service for peak times:** Shuttle service should be instituted for any times when Cheekwood’s ticket sales are anticipated to exceed the number of cars that can be parked in the East and West lots. This will help prevent use of the overflow area and mitigate compaction and other detrimental effects to the hillside caused by parking.
- **incentivize ride share, transit, and alternative** transportation to reduce parking demand.

PLANNING PROCESS

Before arriving at the recommendations presented in the plan, the project team undertook a methodical, data-driven research and analysis process to understand objective baseline conditions. This included collecting traffic counts on weekends and weekdays in April and August of 2024—before and after the Percy Warner Park (PWP) golf course reopened following its 2024 renovation. This enabled the team to fully understand the substantial impacts of traffic driven by Cheekwood and the park on the neighborhood (Figure 6).

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

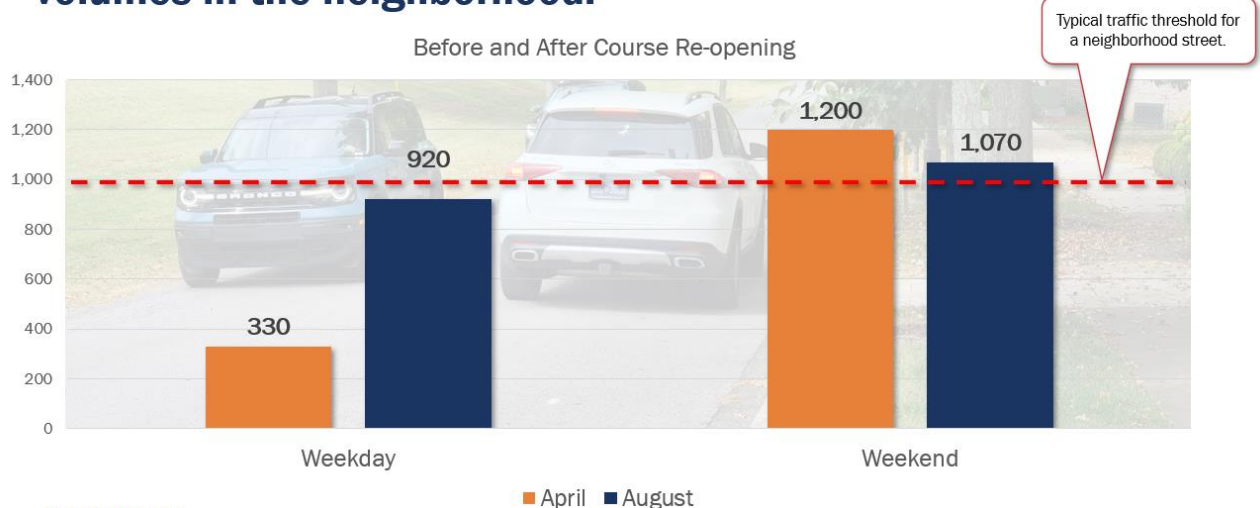


Figure 6 Traffic counts were conducted on weekdays and weekends at two points during the study. This confirmed that the Percy Warner golf course lot--utilized by golfers, mountain bikers, and trail users--contributes significantly to traffic volumes in the neighborhood.



Metro Planning Commission Meeting of 01/09/2025



Figure 7: Rerouting Cheekwood and PWP golf course lot traffic out of the neighborhood would result in a significant reduction of traffic on Page Road, Forrest Park Dr., and Belle Meade Blvd.

After baseline conditions were established confirming the unsustainable traffic patterns in the neighborhood, the consultant team began a comprehensive peer review study of over fifteen cultural institutions comparable to Cheekwood to understand best practices for managing traffic and parking. Two findings from that work were significant:

1. Every cultural institution except Cheekwood is directly connected to an arterial corridor or highway. This confirmed the team's assessment that achieving direct access to SR 100 is critical.
2. Most other institutions utilize one or more transportation demand management techniques to reduce traffic volumes and mitigate peaks.

Finally, the team explored every conceivable scenario that could attain parking on Cheekwood's property and achieve a vehicular connection to SR 100 (Figures 8 and 9). These scenarios were then analyzed according to factors such as topography, technical feasibility, legal constraints, landscape preservation, community character, and the desire to not "shift the burden" onto another group of residents. This methodical exploration resulted in the recommended scenario for access proposed in the implementation plan. NDOT should independently evaluate the alternatives, including the preferred alternative concept, through a technical analysis and stakeholder engagement. Of note, during its initial evaluation, Kimley Horn identified an alternative further south into the park, as reflected in the technical report. Its primary advantage was that it was more feasible from a topographical standpoint, but it was determined that park uses could likely be accommodated by the general location of Alternative A in Figure 8 (and in Figure 4), with less impact to the park, therefore Planning staff dismissed the further south scenario.



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.

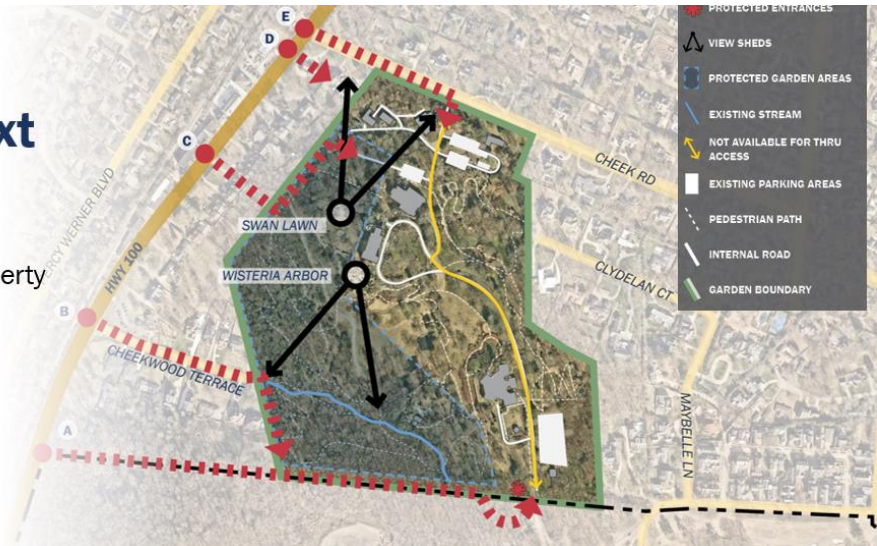


Figure 8 Scenarios explored for access to SR 100.

parking scenarios

analysis considerations

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



Figure 9 The team explored how parking could be achieved without use of the park.

ANALYSIS

Five fundamental factors, listed below, are critical to understanding and analyzing the final recommendations presented in the implementation plan.

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

This necessitates that the plan honor and take into consideration historically significant elements of Cheekwood’s landscape—such as important viewsheds and arrival through the front entry gate. It also means that recommendations should effectuate removal of Cheekwood’s overflow parking from Percy Warner Park, and that access from Hwy 100 should seek to minimally affect the park.

The implementation plan recommends a path that successfully balances preservation of both properties and achieves the objectives of the study.



Metro Planning Commission Meeting of 01/09/2025

2. *Cheekwood's overflow parking must be moved off Metro Park property to ensure conformity with Metro's mission for its public parks and to reduce unsustainable impacts on the park's land.*

3. *Cheekwood may construct parking on its property, so long as it complies with Metro Code.*

The placement of the parking must comply with landscaped buffers, setbacks, height restrictions, stormwater regulations, and other applicable requirements pursuant to Metro Code.

To significantly reduce traffic volumes in the neighborhood and improve safety, the implementation plan recommends that any parking facility Cheekwood proposes on its property correspond with new primary access from SR 100, not Forrest Park Drive.

By pairing parking on Cheekwood's property with primary access from SR 100, the implementation plan achieves its objective of reducing the burden of Cheekwood's traffic on the neighborhood and removing its parking from Percy Warner Park.

4. *State law empowers the Metro Planning Commission to manage growth through the establishment of the general plan, including the placement of new streets and intersections.⁴*

The crux of this planning problem is the inherent tension between the missions of two of Nashville's most beloved landmarks – and the attendant benefits and operational challenges of such resources - with the character and safety of the surrounding neighborhood. By recommending a reorientation of Cheekwood's primary entry and the provision of a new park entrance via SR 100, the implementation plan establishes a release valve for the neighborhood and relief from the traffic burden generated by these two sites. Additionally, the establishment of this new access is a proactive measure intended to ensure both entities can continue to support their respective missions.

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

The successful achievement of this work is dependent on NDOT, Metro Parks, and Cheekwood following through with the recommendations contained in the implementation plan.

Through the adoption of the study, Metro Planning Commission establishes that this is the recommended course of action to achieve the objectives of the planning work.

ENGAGEMENT & FEEDBACK

Given the sensitive nature of the project, the project team engaged extensively throughout the planning process with other Metro departments, stakeholders such as Friends of Warner Parks and Cheekwood, the City of Belle Meade, and community members. In addition to several community meetings—each with over 150 attendees—the team held monthly Metro departmental work sessions and monthly Neighborhood Stakeholder sessions. It also hosted dozens of one-on-one

⁴ TN Code § 13-4-104 (2021) establishes Metro Planning Commission with the authority to approve new public utilities as follows: "Whenever the commission shall have adopted the plan of the municipality or any part thereof, then and thenceforth no street, park or other public way, ground, place or space, no public building or structure, or no public utility, whether publicly or privately owned, shall be constructed or authorized in the municipality until and unless the location and extent thereof shall have been submitted to and approved by the planning commission."



Metro Planning Commission Meeting of 01/09/2025

meetings with stakeholders, Metro Legal, Parks Board members, and elected leadership throughout the course of the project.

The team offered several ways for stakeholders and community members to provide feedback on the work, including participatory visioning meetings; dynamic, online maps; online and paper surveys; emails; and in-person question and answer sessions. Further documentation of engagement and feedback will be provided in the forthcoming final report.

STAFF RECOMMENDATION

Staff recommends the Commission take the following actions:

- adopt the *Belle Meade Highlands Design and Mobility Study Implementation Plan*, including proposed recommendations, conditions, and progressive performance benchmarks, for any new parking agreements between Cheekwood and Metro Parks (attachment 4),
- direct Staff to coordinate with applicable bodies including Metro Parks Board, Metro Parks Staff, NDOT, the City of Belle Meade, and Cheekwood to effectuate the recommendations and provisions of the implementation plan; and
- find a public interest in the establishment of new State Route 100 (SR 100) access near the northern portion of the Percy Warner Park property.