Global Mall Area Master Plan

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PREPARED BY:

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EXECUTIVE SUMMARY

Background

The 78-acre Global Mall site in Antioch represents one of Metropolitan Nashville's most significant redevelopment opportunities for the next decade and beyond. Building on prior investments at the site, including the Southeast Branch Library, Southeast Regional Community Center, and Ford Ice Center, Metro purchased most of the former mall in 2022 allowing the city to structure the redevelopment process in a way that can maximize long-term benefits for Antioch, Nashville, and the broader region.

In October 2022 and in conjunction with community meetings led by District 32 Councilwoman Joy Styles, Metro Nashville launched a robust, year-long community planning process to prepare a master plan for the mall site and a planning framework for the surrounding study area. The community meetings and planning process developed a vision and goals for the site and larger study area and emphasized the important role that a new mixed-use neighborhood, with a strong educational, cultural, and community services platform, will play in the future redevelopment of the mall site. Placemaking strategies that meaningfully incorporate open space, programming, and the arts is an integral part of that vision.

The mall site is already a major center for community services and an emerging, lively arts scene provides another reason for people to come to the area. Immediately south of the mall site, Mill Ridge Park, a new 622-acre regional park, officially opened in 2023 and additional private and public investment is taking place throughout the Antioch community in response to the area's rapid growth. The purpose of the master plan is to help answer the question, "How should the Global Mall area – the heart of Antioch – develop going forward?"

Community Engagement

The community-based planning process generated a wealth of ideas about how the Global Mall area can best serve the community. Across three public workshops, more than 30 stakeholder meetings and community events, and an interactive project website, over 1,200 people participated in the Global Mall area master planning process. Community engagement highlighted two core messages:

- **First,** easier short-term strategies may not yield the long-term outcomes that the community seeks and that will best serve citywide and regional interests. Simply reusing the existing Mall structure would limit potential redevelopment outcomes and diminish the opportunity to leverage current assets with new strategies at the mall site. Additionally, tapping market support for a range of uses, including housing, will create more demand for retail and related uses that better serve the community and region's long-term interests.
- **Second**, since Antioch, Nashville, and the region have many common interests, the mall site should be redeveloped to:
  - Provide robust workforce readiness and skills training services on the site together with support for unique, locally owned and operated small businesses. This will expand economic opportunities for, first, Antioch and, second, for the entire region;
  - Nurture a rich mix of uses, which in turn will support a lively, diverse live, work, play, learn neighborhood across the site;
  - Support an arts presence that underpins a new center for Antioch and the region's diverse business community, and in the process helps attract the talent and companies that fuel a growing regional innovation economy;

"Over the next two decades … a convergence of transformative trends will trigger unprecedented opportunity."

- Establish a common ground that invites all of Antioch and their neighbors from across the region to come together to celebrate their individual diversity and shared community;
- Provide day care, senior housing, and other wellness and social services to create a complete community on the site; and
- Create new connections for pedestrians and bicyclists across the study area, as well as to regional destinations.

Transformative Trends

Over the next two decades, in virtually every region across North America, a convergence of transformative trends will trigger an unprecedented opportunity for redevelopment of sites like Global Mall — and create a platform for expanding economic opportunity and equity.

Nationally, household composition is changing. The large majority of households from about 2040 onward will be singles and couples without children. These new, smaller households are already voicing a strong preference for living and working in mixed-use, walkable places, including reinvented malls and shopping centers.

A growing number of households without children, in turn, will slow workforce growth and increase labor shortages across more and more industries. Even today, knowledge and innovation industries face a workforce shortage of educated talent and are bringing jobs and investment to the places that offer the mixed-use, walkable environments that their employees desire. Creating these vibrant places is essential to expanding economic opportunity for people across all backgrounds and skill levels. By attracting and growing tomorrow's companies today, cities will generate new opportunities for locally owned and operated small businesses.

Regionally, Nashville is Tennessee's economic engine. The Nashville Metropolitan Statistical Area (MSA) accounts for 40% of the state's gross domestic product. It also enjoys one of the most prosperous metropolitan economies in the nation. In terms of population, between 2010 and 2020 Nashville was one of the top 10 fastest-growing large Metropolitan Areas in the country.

Locally, Antioch continues to be valued for its relative affordability, diversity, and access to destinations throughout the region. These qualities have helped make Antioch one of the fastest-growing areas in Metro Nashville. Between 2000 and 2020, Antioch's population doubled to approximately 99,000 people and accounted for one-third of countywide growth. During that 20-year period, the population also shifted substantially from White to African-American and other races. Antioch's racial diversity is an enormous asset. Significantly, the share of the population that is foreign-born has helped fuel Antioch's growth, increasing from 10% to 25% over the past 20 years.

The Antioch community and local elected officials have voiced significant pride in Antioch's diverse, multicultural character. More than 80 languages are reportedly spoken in local elementary schools. Across the board, Antioch stakeholders expressed a desire to work with Metro and future developers to ensure that through the involvement of local artists and local businesses, and in many other ways, this unique multiculturalism influences the character and spirit of redevelopment moving forward.



Fig. 1-1. *Antioch residents support the arts and innovation community, which will help to cultivate and lift up the many talents and cultural perspectives in the community.*

Market Study

Market demand for potential new uses on the mall site is consistent with the demographic trends and growing importance of mixed-use, walkable places that attract economic investment. The market data also reflect the dramatic impact the long-term trend toward hybrid work (accelerated but not initiated by the pandemic) has on the reduction of demand for traditional office space. Demand for multifamily, market-rate housing in a mixed-use, walkable setting is very strong and could absorb the mall site's full redevelopment capacity in less than a decade. Significant new housing on the site will support a new generation of diverse retail options — unique shopping, eateries, and similar businesses. While some demand for medical office space is anticipated, demand for other types of traditional office space will be minimal.

Housing and related retail are likely to come to the site early in the development process. The walkable, amenity-rich environment these uses help create will in turn attract jobs and investment. All of these uses will be highly compatible with the Library, Community Center, Community College, and KIPP School already located on the site. These existing community service-type uses will also play an instrumental role in training local talent to expand the district's appeal to employers.

Vision and Goals

The community articulated a mission, vision, and set of goals that spoke to local, countywide, and regional perspectives on the mall area's future.

- **Mission.** Reinvent the mall site and surrounding study area to meet the economic, social, cultural, and environmental needs and aspirations of 21st century Antioch, Nashville, and the region.
- **Vision.** Transform the mall site and study area into a lively mixed-use, walkable center and regional destination that enriches quality of life, expands economic and life-path opportunities, and celebrates diversity and shared community for Antioch, Nashville, and the greater region.
- **Goals.** Integrate goals for education, workforce development, land use, environment, mobility, culture, and urban design so all of these qualities work together to translate the mission and vision into planning, programming, and placemaking that shapes a lively district.



Fig. 1-2. *Antioch residents created a collective vision at the first community workshop that will guide the transformation of the Global Mall site into a mixed-use, walkable center of community activity.*



The Vision

Transform the mall site and study area into a lively mixed-use, walkable center and regional destination that enriches quality of life, expands economic and life-path opportunities, and celebrates diversity and shared community for Antioch, Nashville, and the greater region.

Master Plan

The community engagement process helped ensure that the mall site will emerge as a dynamic district, organized ideally into two villages. The District's redevelopment will be shaped around a vibrant public realm of streets, squares, and parks. The public realm will be designed and programmed to invite the full spectrum of the Antioch and larger communities to claim the new district as their own, embody and convey the District's distinctive creative spirit, and mark the site as a significant new destination for Antioch, Nashville, and the region.

The district will be anchored by two signature, tree-lined streets (referred to in this plan as Arts Way and Innovation Boulevard), which in turn will be complemented by three prominent public spaces: the Central Green where the district and surrounding communities can come together for formal and informal gatherings; the existing community park that supports the Library and Community Center and can serve as a neighborhood park for the district and Antioch; and Arts Square that presents an opportunity for the Antioch community to celebrate Nashville's living culture with the larger community. In all instances, these public spaces – and the mobility networks that connect them – should include placemaking strategies that incorporate local art programs and other amenities that support a safe and comfortable environment. A Business Improvement District (BID) or other entity should be considered to support programming and maintenance.

This public realm will form an "armature" around which more than two million square feet of additional new development can take root in conjunction with the existing Library, Community Center, Ford Ice Center, Community College, and KIPP School, which already call the new district home. This new investment will roughly double the amount of development on the site. Metro should partner with the private and nonprofit sectors to invest in a mixed-use development program that complements the vision for the site and takes advantage of the current investments, such as wellness/sports uses, retail, live/work spaces, cultural uses, and a diversity of housing types attractive to Nashvillians of all ages.

Movement to and through the site is critical to its long-term success. A new WeGo transit center will enhance connections to Downtown and the region. The size and nature of the site and study area, together with rapidly evolving mobility technologies, suggest further study to determine the feasibility of creating an automated shuttle that could connect the mall site and nearby future districts directly to each other and to the transit center. The shuttle would make the entire study area accessible, without a car and within a five- to ten-minute trip, to residents, workers, students, and visitors alike.

Planning for the area has not stopped at the edges of the mall. The mall site can include a compact mix of redevelopment with strong market support. The new district, in turn, has the opportunity to spur incremental redevelopment of the adjacent, multiple ownership, autocentric mix of retail, office, industrial, and similar uses. The same forces that suggest an era of opportunity for the mall site — opportunity that will benefit individual property owners and the Antioch and larger communities alike — are present in the surrounding area. Three compact, walkable new character areas beyond the District are envisioned and guided by the goals identified for the mall site and governed by collective design and development guidelines. Additional investments in mobility infrastructure and transit options will support growth of the broader area. These include:

- **Antioch Mixed-Use Character Area:** A mixed-use live, work, play, learn walkable neighborhood to the east of the mall site anchored by a walkable main street and trails.
- **Bell Road Character Area:** A retail-lined walkable avenue and gateway characterized by mid-rise and taller commercial and residential buildings. Bell Road also offers an excellent opportunity to use extensive digital public art to tell the evolving, multicultural story of the area.
- **Industrial/Flex Use Character Area:** An area adjacent to I-24 characterized by a mix of traditional and smart industrial uses intermixed with flex spaces housing a growing innovation and maker economy.

Implementation

Projected market demand, access, and similar traditional development measures underpin the master plan. At the same time, more detailed study of market dynamics and financing will be necessary for the development of individual projects that will make up the reinvented mall site in the future.

In addition, strong collaboration between Metro and private and public sector partners will be necessary to create notable parks and public spaces, and provide the "infrastructure" of walkability in order to capture the District's full potential.

Additionally, the District will require robust management to ensure that its public realm is fully programmed and managed and its promise as a significant new regional destination endures across future decades.



Fig. 1-3. *Community uses and great public spaces will attract visitors from throughout the region.*

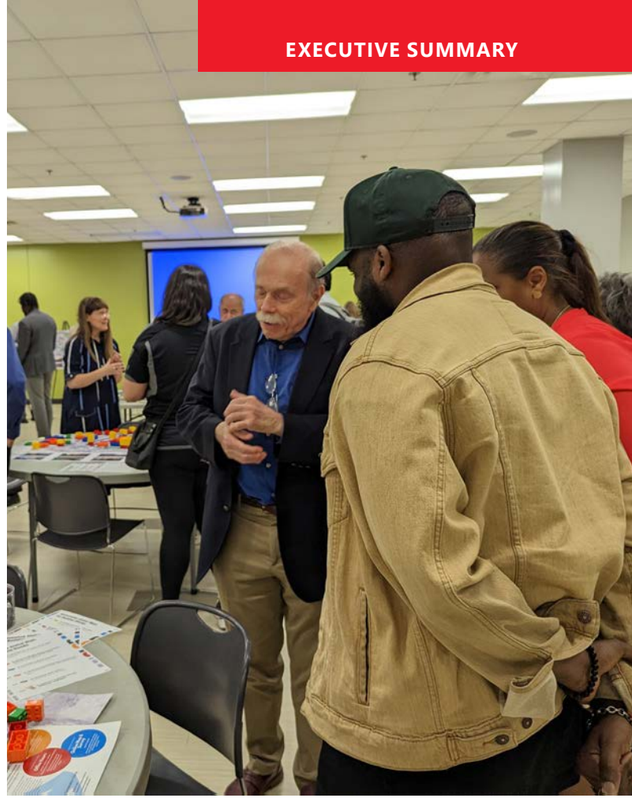


Fig. 1-4. *The vision for the future Global Mall site arises from engagement with the Antioch community.*



Fig. 1-5. *Community workshops provided an opportunity to explore ideas in greater detail, including shared commercial space, housing options, arts amenities, and community services.*

Key Objectives

- **Transit Center** – At the earliest phase of development, Metro and WeGo should coordinate on developing a new regional transit center on the mall site, following the master plan's vision and design guidelines.
- **Plan Framework** – Metro should use the master plan vision to evaluate and prioritize blocks where public uses and interests are required to be preserved, such as the transit center, and ensure such uses are protected throughout the phases of development. Other parcels may be evaluated for individual or multiple private development agreements.
- **Public-Private Partnerships** – Metro Nashville should actively pursue partnerships with private and non-profit entities to leverage their strengths and resources and ensure community services, such as a day care center, senior center, business incubator, and coworking space, are included in the mall site's redevelopment. Metro should further devise a development strategy that includes three key factors: (1) how can the city take advantage of demand generated from current uses on the mall site; (2) how can the city tap into strategic drivers that shape the local economy, including local universities, health care, and the like? and, is there an opportunity for the mall site to meet some of those needs? (3) in all instances a residential development component should be devised to drive investment in the site and meet the goals for a walkable, livable community.
- **Perimeter Loop and Regional Trail System** – Metro Nashville should ensure future development includes a shared-use path on the site's perimeter street that can serve as an important connection or hub in the emerging regional trail system, linking Mill Ridge Park to Antioch Park as well as local schools, greenways, and other neighborhood parks.
- **Bell Road Improvements** – In partnership with TDOT and CSX, NDOT should continue their efforts to improve the multimodal infrastructure and overall safety of Bell Road, including the interchange area.
- **Cultural Use** – Metro Nashville should identify a potential site where a cultural use, such as a performing arts center, could be incorporated into a development plan and pursue private and non-profit partnerships for such an opportunity.
- **Infrastructure and Resiliency** – Metro should develop an open space and streetscape plan that includes public art as a key component and explore the creation of a BID or other entity to manage and program public spaces. Additionally, consider whether a district management entity should coordinate shared parking across the site and identify strategies to improve overall environmental performance with an emphasis on long-term resiliency.

Fig. 1-6. *The district will once again become a local and regional draw. Instead of a shopping mall, residents and visitors will be able to live in or visit a walkable mixed-use neighborhood that prioritizes a range of amenities - including parks and schools, as well as a public library, community center, ice rink, and transit center.*



CHAPTER 1

INTRODUCTION

1.1 **Overview**

1.2 **Purpose of the Plan**

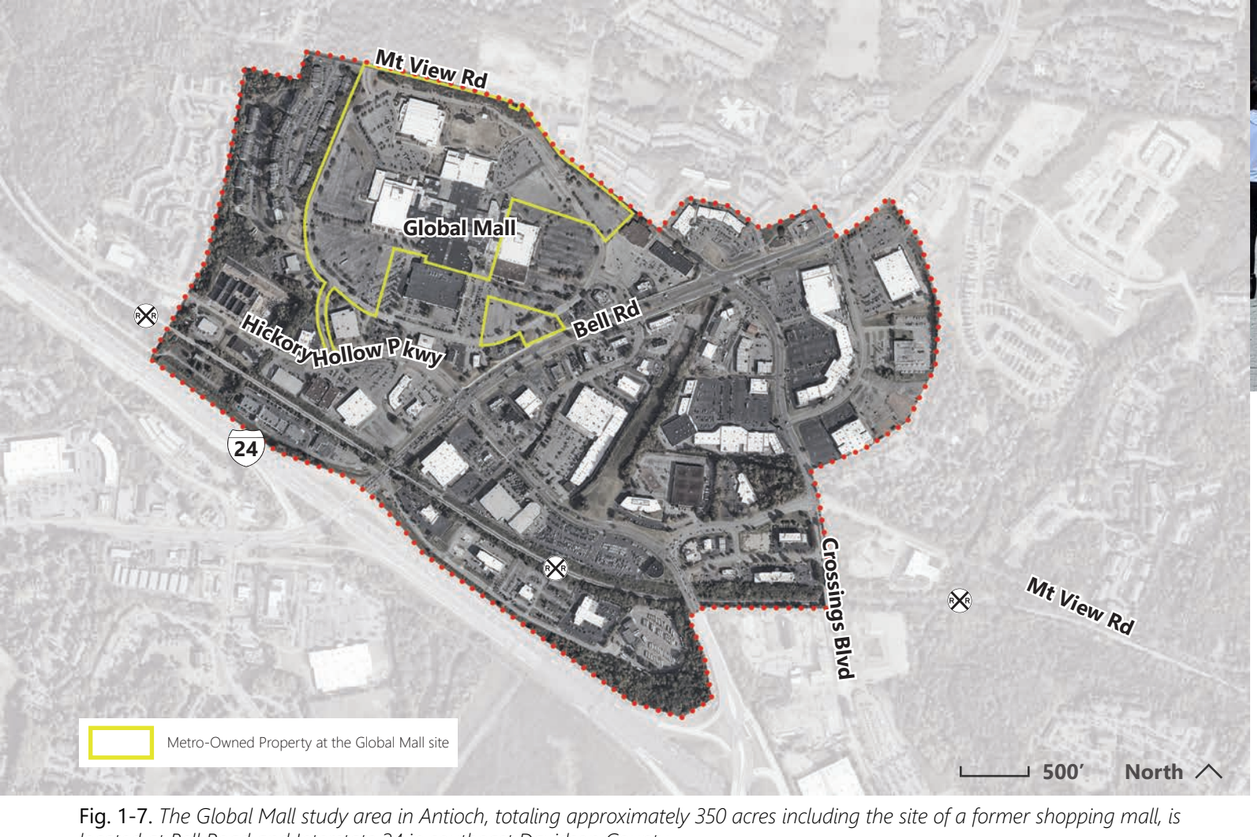


Fig. 1-7. *The Global Mall study area in Antioch, totaling approximately 350 acres including the site of a former shopping mall, is located at Bell Road and Interstate 24 in southeast Davidson County.*

CHAPTER 1

1.1 OVERVIEW

The planning process for the transformation of the Global Mall area offered an unparalleled opportunity to reinvent a site that once flourished as a gathering place and that will flourish again as it achieves the 21st century aspirations of Antioch, Nashville, and the region of today and coming decades.

The strategic location in fast growing Antioch, the significant amount of land, and current investments such as the transit center all create an opportunity for a unique mix of uses on the mall site that complement the cultural and economic landscape of the city and serve the needs of local Antioch community members. In addition, the mall site's location in the multicultural Antioch community creates a potentially unique mix of uses that can both transform the mall and result in a plan that embodies Nashville's distinctive cultural spirit. Finally, the Antioch community's active role in the planning process helped align this master plan with the community's preferences and priorities and will allow the full spectrum of Antioch's diverse population — as well as the larger regional population — to share in the benefits of the mall area's transformation.



Fig. 1-8. *A preference for walkable, urban places with a mix of uses and amenities is a growing national trend.*

Fig. 1-9. *The future Arts Square — a central gathering and celebratory space in the Arts and Innovation District.*



"The Antioch community's active role in the planning process shaped the master plan around the community's preferences and priorities."

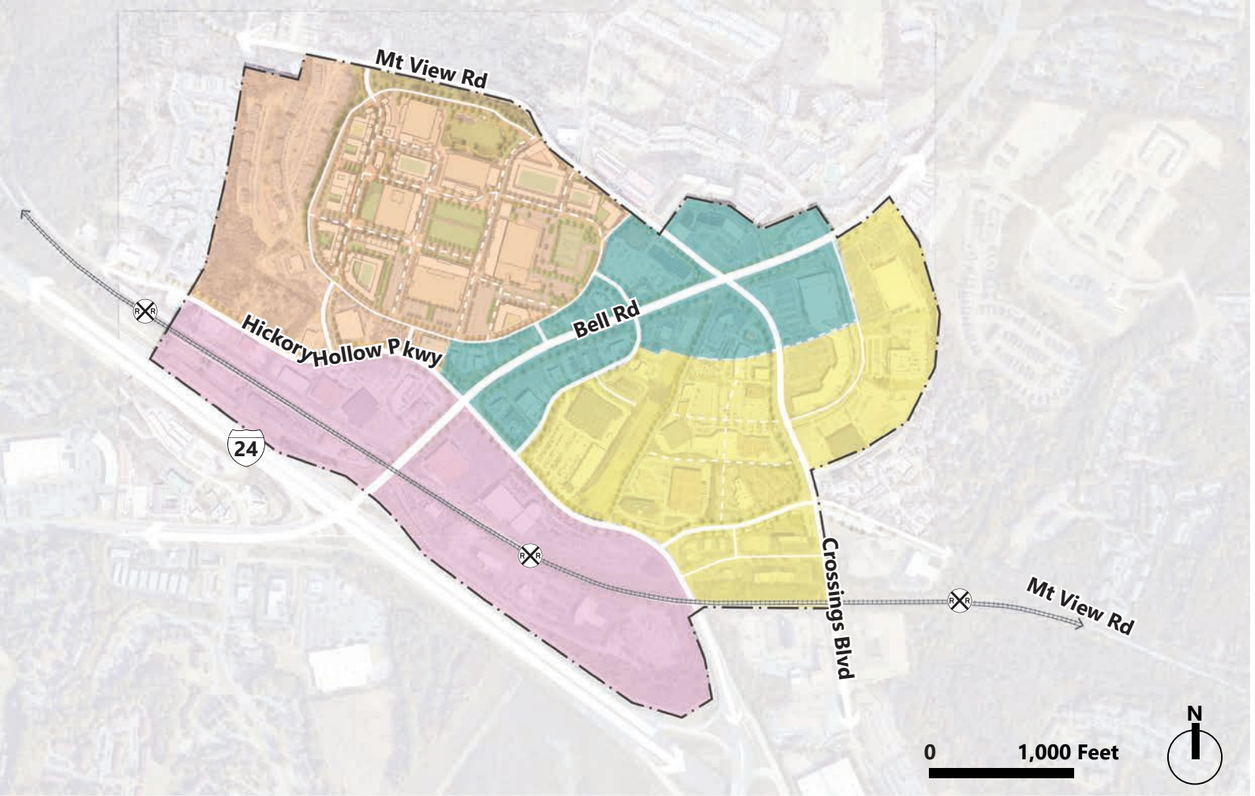


Fig. 1-10. *The study area is separated into four character areas, each of which is further detailed in the master plan chapter and the Design Guidelines.*

Arts and Innovation District | Antioch Mixed-Use Area | Bell Road Area | Industrial/Flex Area

The changing requirements of the global knowledge and innovation economy make it imperative for Nashville, in an effort to enhance its competitiveness, to refocus growth inward by adapting existing underused resources, such as the mall, into livable, vibrant, and environmentally sustainable urban places. Metro Nashville should explore partnerships with both private and non-profit entities organizations that drive our economy to take advantage of this opportunity.

The community-based planning process reinvents the mall site and its surrounding area as a lively, mixed-use, walkable, connected, and complete community. The new district on the mall site — referred throughout this plan as the Arts and Innovation District or District — will be shaped around three core principles that will distinguish it as a distinct, authentic place within the city and the region for decades to come:

- Enhance the quality of experience and urban design by building on the investments made on the site in recent years. Locating the Southeast Branch Library, Southeast Regional Community Center, Nashville State Community College campus, Ford Ice Center, the new Antioch Transit Center, and KIPP Antioch Global High School on the mall site provides access to the economic, social, and cultural benefits generated by the new district.
- Promote the site's importance at the local, countywide, and regional levels. An essential building block for enhancing quality of life, economic opportunity, equity, and environmental responsibility for Antioch, the District will also stand as a significant new resource for all of Nashville.
- Attract and retain a mix of uses, including residential, retail, and cultural amenities, that allow the District to draw talent to this live, work, play, learn community, setting the stage for the kind of interactions that nourish a creative economy.

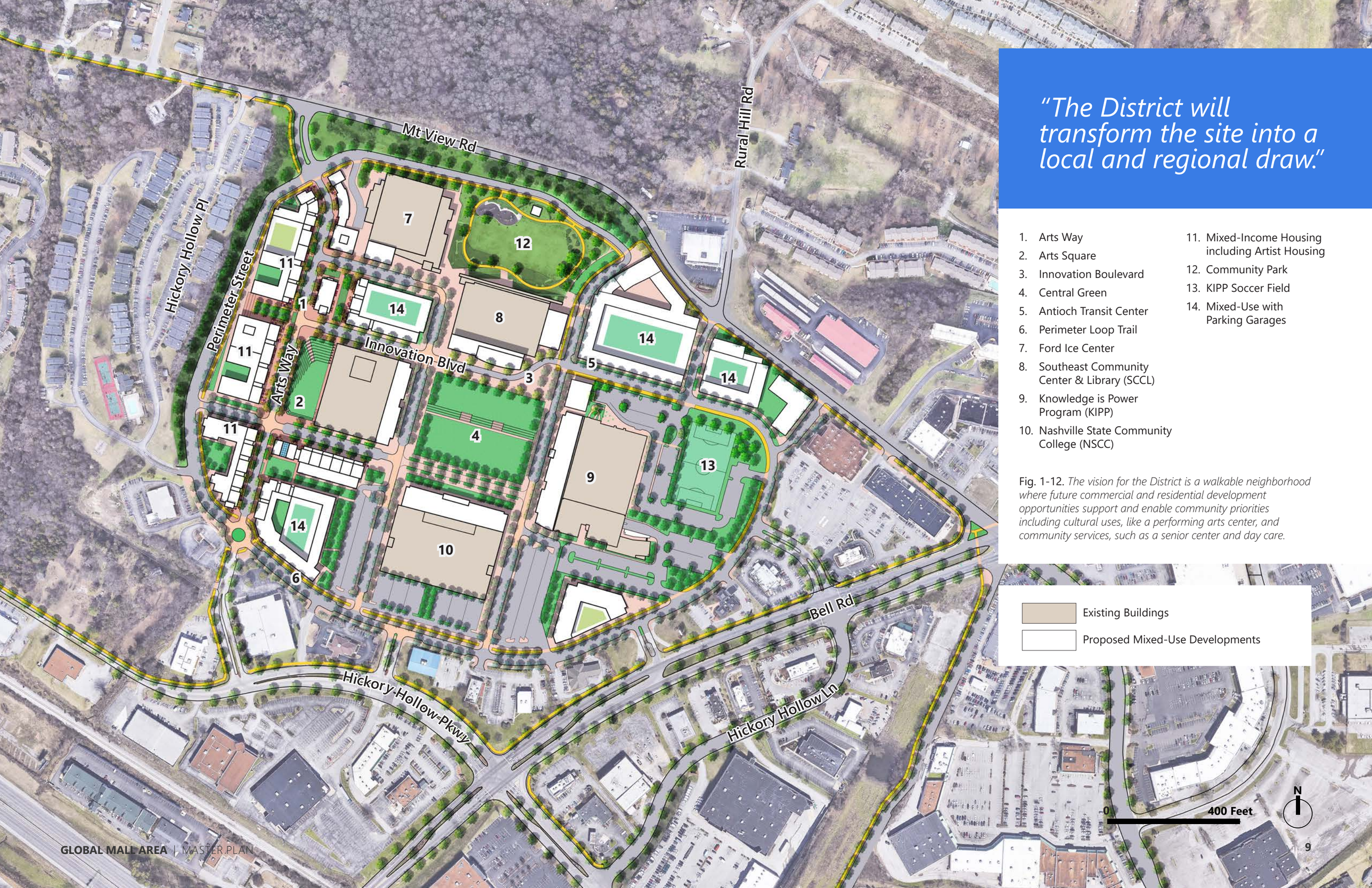


Fig. 1-11. *Future development on the Global Mall site should emphasize an inviting and safe public realm with a range of open spaces for people to gather.*

"The District will transform the site into a local and regional draw."

1. Arts Way
2. Arts Square
3. Innovation Boulevard
4. Central Green
5. Antioch Transit Center
6. Perimeter Loop Trail
7. Ford Ice Center
8. Southeast Community Center & Library (SCCL)
9. Knowledge is Power Program (KIPP)
10. Nashville State Community College (NSCC)
11. Mixed-Income Housing including Artist Housing
12. Community Park
13. KIPP Soccer Field
14. Mixed-Use with Parking Garages

Fig. 1-12. *The vision for the District is a walkable neighborhood where future commercial and residential development opportunities support and enable community priorities including cultural uses, like a performing arts center, and community services, such as a senior center and day care.*



1.2 PURPOSE OF THE PLAN

In March 2022, Mayor John Cooper and District 32 Councilwoman Joy Styles of the Metropolitan Government of Nashville and Davidson County ("Metro") announced the plan to acquire the Global Mall, formerly known as Hickory Hollow Mall. Metro then launched the planning process that, building on the initial community-based work led by Councilwoman Styles, determined the scope and nature of the opportunities offered by redevelopment of the site culminating in this master plan. The planning process brought together the Antioch community, the institutions already located on the site, and other key public and private sector stakeholders to provide specific direction for the future of the mall site and broader direction for the adjacent study area. Mayor Freddie O'Connell's administration will guide Metro departments and work with the community and private sector partners in initial steps to implement the plan and its vision. This master plan report documents the outputs and outcomes of the planning process.

- *Chapter 1: Introduction and Chapter 2: Setting the Stage* provide essential context for the mission, vision, goals, master plan, and urban design guidelines that will direct redevelopment of the mall area into a lively mixed-use, walkable neighborhood.
- *Chapter 3: Foundation — Mission, Vision, and Goals* conveys the intent and spirit that should serve as a constant point of reference to ensure that redevelopment achieves the District's core objectives.
- *Chapter 4: Master Plan* identifies and describes the study area's four character areas that will constitute a transformed mall area in the future as well as a public realm armature of streets and public spaces that integrates existing institutions and future development into a cohesive and compelling new destination in Nashville.
- *Chapter 5: Implementation* addresses tools for implementation, specific recommendations regarding future development — including the importance of district management, and the ongoing role for community engagement.

Fig. 1-13. *Antioch residents envision a connected neighborhood with a mix of uses and a lively public realm that celebrates the local character of the community.*



CHAPTER 2

SETTING THE STAGE

2.1 **Background**
2.2 **Why Now?**
2.3 **Study Area**
2.4 **What We Learned**
2.5 **Market Study**

CHAPTER 2

This chapter provides essential information about the mall site and the surrounding study area. The chapter describes the essential inputs—community engagement, guidance from Metro, national trends, and real estate market analysis—that together have shaped the master planning process.

2.1 BACKGROUND

The 78-acre mall site represents one of Metro's most significant redevelopment opportunities for the next decade and beyond. Metro bought most of the former mall site in 2022, and the decision gave Metro considerable control over a site whose future will have a significant impact at the local and regional levels.

In October 2022 and in conjunction with community meetings led by District 32 Councilwoman Joy Styles, Metro launched a robust, year-long community planning process to prepare a master plan for the mall site and a planning framework for the surrounding study area. The community meetings and planning process developed a vision and goals for the site and larger study area and emphasized the important role that education, culture, and community services will play in the future redevelopment of the mall.

2.2 WHY NOW?

A series of factors have converged to provide momentum for transformation of the mall site into a lively, mixed-use and walkable district:

- Accelerating demographic and economic development changes, discussed in Section 2.4.1.
- Broad strength across the region's real estate economy.
- The growing importance of focusing growth in mixed-use, walkable environments to promote environmental quality and climate sustainability.
- Antioch community support for redevelopment.
- Strong market support for market-rate housing together with a new generation of retail triggered by this housing.
- The opportunity to fund long-term affordable housing for artists at a scale sufficient to support a new district.
- The tangible role the mall site can play in enhancing Nashville's competitive position for global innovation jobs and investment.

As noted in the Market Study Section 2.5 below, sufficient market support exists to redevelop the mall site into an Arts and Innovation District over the next decade. However, market cycles and other factors could well extend this timeframe.

2.3 STUDY AREA

Once the heart of a vibrant shopping area known as Hickory Hollow, the mall has the potential to be redeveloped into a vibrant, diverse, and inclusive destination in Southeast Nashville. Following the purchase of most of the mall property, Metro designated the 78-acre mall site as the focus for a new planning initiative.

The planning study also assessed the potential for the mall to spur change across an additional roughly 280 acres of adjacent property. This additional area consists of approximately 90 parcels owned by 153 different parties. Like the mall site, the land uses across this study area are auto-oriented and reflect shopping, work, and development patterns that are growing increasingly outmoded. While the fragmented land ownership pattern suggests that redevelopment will be much more incremental in comparison to the mall site, the larger study area's mix of low-density and single-use retail, office, industrial and similar uses will likely follow the mall site's lead and redevelop into a higher value, mixed-use, walkable environment over time.

The mall site is strategically located between Downtown Nashville and fast growing Rutherford County to the south. It is located along Bell Road, adjacent to I-24 and approximately 2.5 miles from the Murfreesboro Pike corridor. The study area extends over 350 acres, including the approximately 78-acre mall site. (Figure 2-1).

"... market support exists to redevelop the mall site into an Arts and Innovation District."

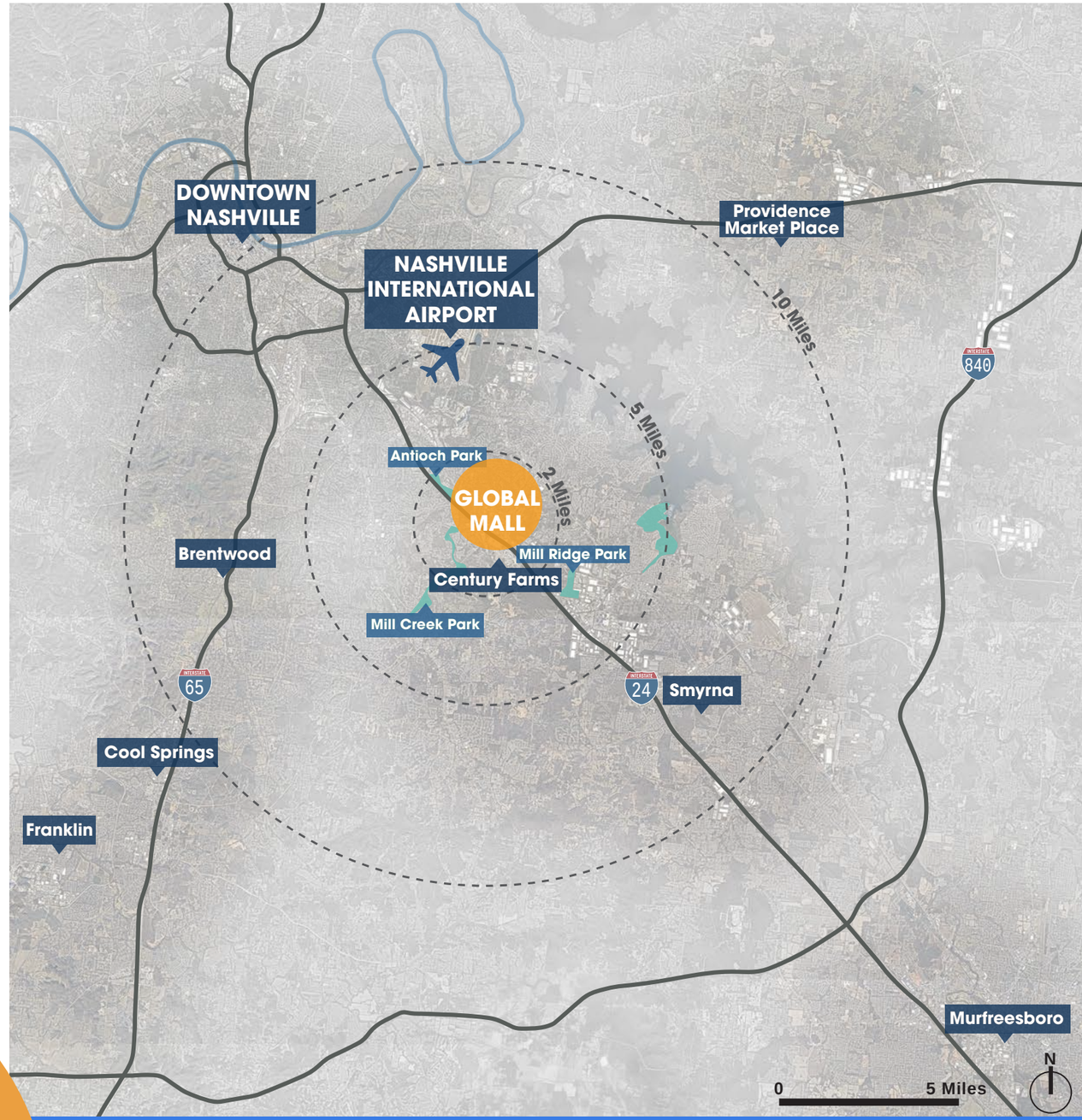


Fig. 2-1. *Global Mall is located in Southeast Nashville, one of the fastest growing portion of the county.*

Today the old mall consists of four anchor buildings, two double-loaded interior corridors that connect them, and surface parking lots. Three of the anchor buildings are either occupied or being used: one by Nashville State Community College, one by the Library and Community Center, and one by KIPP as they prepare to fully occupy space in the fourth anchor building. The charter school, KIPP Nashville, purchased the former Macy's anchor building and is converting it into a new high school, opening in 2024. Adjacent to the mall property are shopping centers and pad sites. The internal, unoccupied portions of the mall, which are in poor condition from years of neglect, are approximately 650,000 square feet in area.

Local Planning Context

NashvilleNext and the Antioch-Priest Lake Community Plan

NashvilleNext is the 2015 community-based general plan for Nashville. NashvilleNext includes an updated Antioch-Priest Lake Community Plan, which addresses the mall site and study area. This master plan represents a supplement to the Antioch-Priest Lake Community Plan and is intended for use by residents, community groups, business and property owners, public agencies, and other interested stakeholders. Once approved, the master plan can be used by the Metro Nashville Planning Department as the basis for reviewing development proposals in the area.

Antioch

The Antioch community has numerous strengths, including the dedication and pride of its residents. Decades ago, Antioch was a bedroom community that supported families and professionals. In recent years it has met a variety of challenges in the process of creating a uniquely vibrant multicultural community. The area is increasingly more diverse, as a wide variety of younger households join an aging population. Among the Antioch community goals that influenced planning for the mall area are:

- Increasing options for local shopping, parks, and other amenities;
- Enhancing mobility, including creating more transit options;
- Providing better services for families and older residents;
- Supporting a lively local arts scene; and
- Expanding local employment opportunities.

Land Use and Zoning

There are a number of zoning districts in the study area that are based on previous growth models, which did not fully consider mobility and land use based on a mixed-use, pedestrian-friendly environment. These districts are not compatible with the transformation envisioned at the Global Mall site and throughout most of the study area since they include development standards that would impede the development of compact and walkable mixed-use centers. Incompatibilities include single-use zoning, auto-oriented street sections, and the lack of a cohesive public realm.

Ten different zoning districts currently regulate development in the planning area. A more unified approach to zoning that accommodates mixed-use development would help facilitate redevelopment.

Century Farms

Century Farms is a 300+ acre, mixed-use, master-planned development with local and regional impact. Located across I-24 within one mile of the mall site, Century Farms already includes the 290,000 square foot Tanger Outlets Center and 2,000 employee Community Health Systems facility along with multiple housing developments. With a range of other prime tenants, the development represents an important amenity that will draw visitors, residents, and jobs to the area, generating demand for offerings, including transit, at the mall site and in the study area as well.

Parks and Open Spaces

While there are several parks within one to two miles of the mall site (e.g., Mill Ridge Park, Antioch Park, and Mill Creek Park), there is only one park in the study area today: Southeast Community Center Park, part of the mall site. In addition, Plan to Play: Metro Parks Master Plan envisions an extension of the greenway system in Southeast Nashville, including through the study area. However, the greenway system currently lacks access or a direct connection to the study area, (Figure 2-2).

There are no public plazas or formal outdoor gathering spaces on the mall site. Moreover, the street network has been developed almost exclusively for cars and trucks, with streets offering limited pedestrian facilities and no bicycle facilities. The streets are typical of suburban auto-oriented commercial districts. Since the rights-of-way are generally wide, however, there exists the possibility of redistributing road space among cars, pedestrians, and

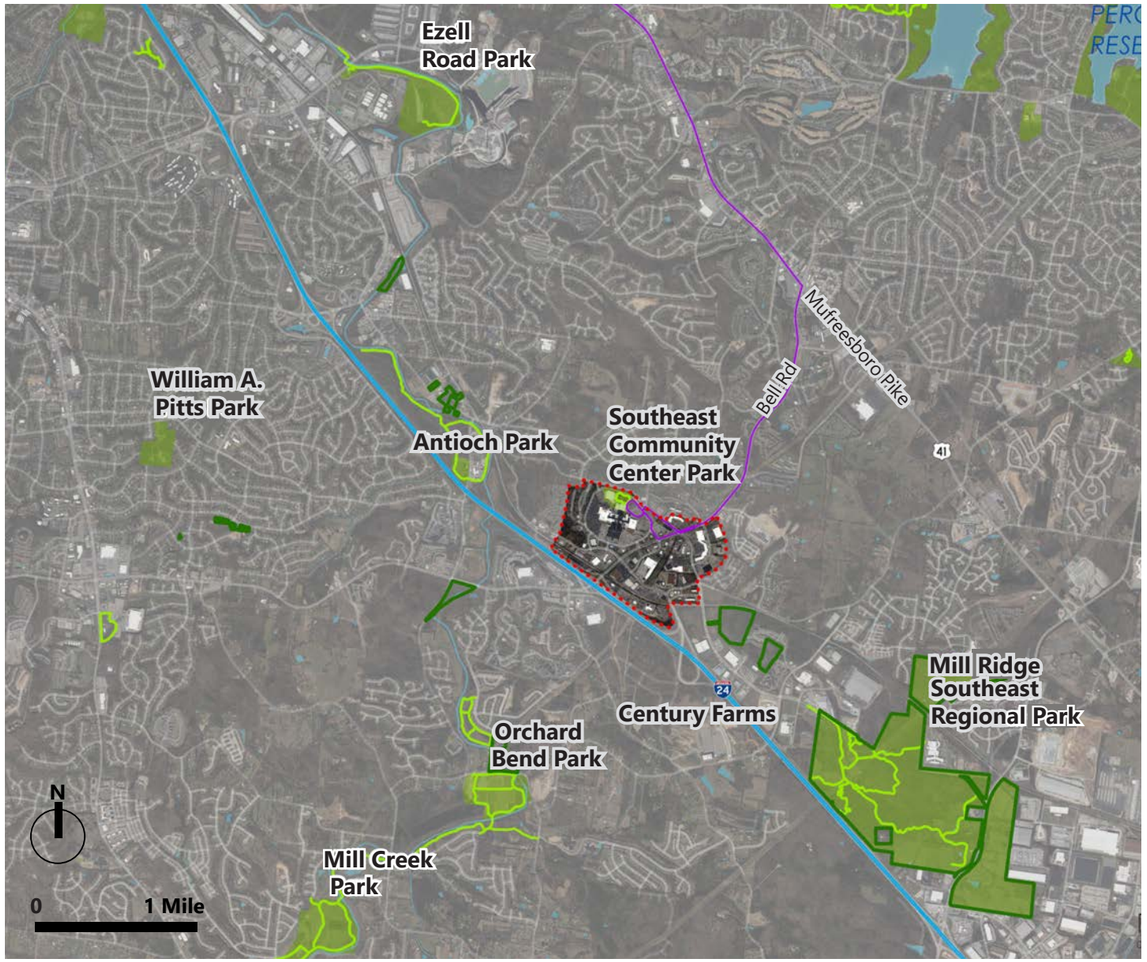


Fig. 2-2. *Existing Metro Nashville Parks and Open Spaces*

"the greenway system currently lacks ... a direct connection to the study area."

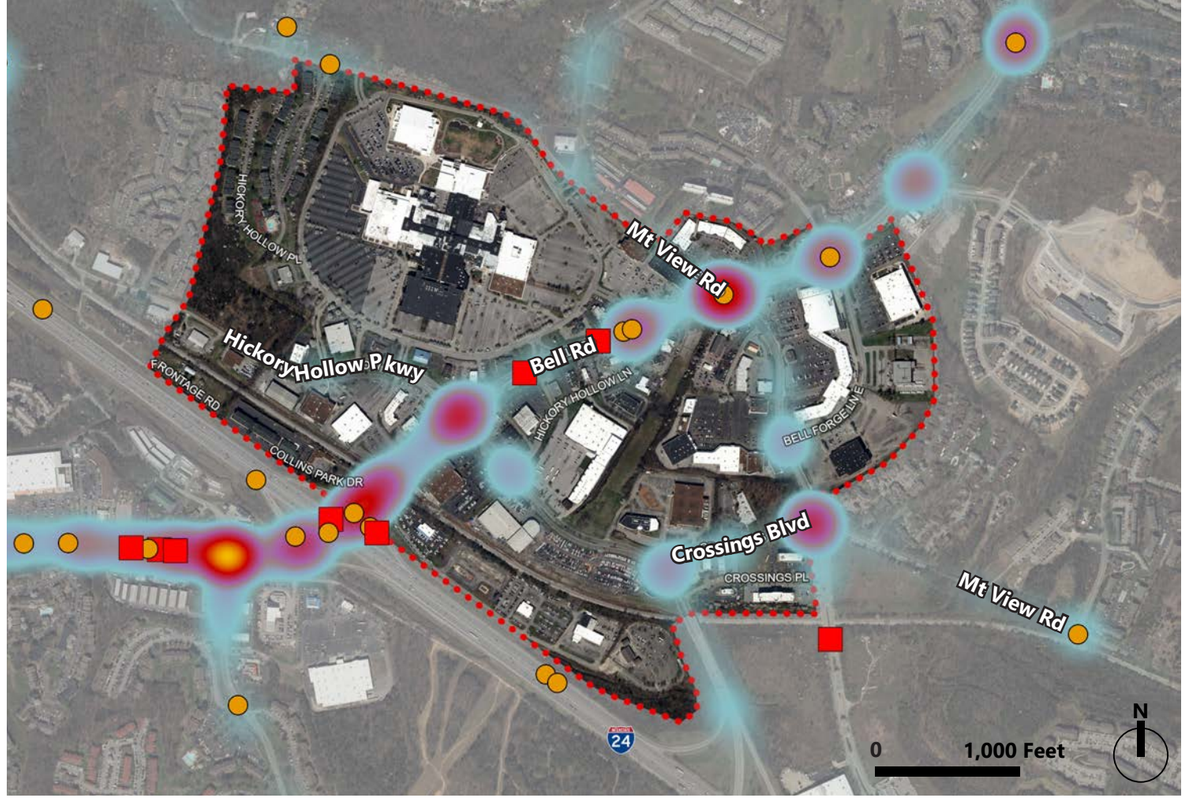


Fig. 2-3. *Locations of Injury and Fatality Crashes (2018-2022, Tennessee Department of Transportation)*

Crash Density:
- Sparse
- Dense

Crash Type:
- Fatal Injury
- Suspected Serious Injury



Fig. 2-4. *Nearby Flood Hazard Zone*

- 1% Annual Chance Flood Hazard
- Regulatory Floodway
- Area of Undetermined Flood Hazard
- 0.2% Annual Chance Flood Hazard

cyclists, improving public space and the streetscape in the study area. There is also an opportunity to improve bike and pedestrian connections to nearby parks and schools.

Proposed improvements to the open space system in Antioch respond to the current low level of connectivity between the study area and the many local parks located one to two miles away. A trail system should be extended from the study area south to Mill Ridge Park, northwest to Antioch Park, and west across I-24 to the Mill Creek Park trail network. Finally, multi-use trails from the study area to surrounding residential neighborhoods would also improve pedestrian and bicycle connectivity.

Mobility

The study area is well served by the regional road network and access by car is relatively easy. However, the arterial thoroughfares that cross the CSX railroad right-of-way and I-24 have been designed to prioritize vehicle traffic. Because there are so few east-west connections in the larger mall area, the major thoroughfares, such as Bell Road, carry a combination of local and regional traffic, which leads to a complexity of travel patterns. As a result, these corridors are generally difficult to manage and face safety challenges for motorists, cyclists, and pedestrians alike.

Based on data aggregated by the Tennessee Department of Transportation, there were a total of 1,130 crashes from 2018-2022 in the study area. Crashes in the mall area have seen a slight decrease since 2018, but the number of fatalities has stayed consistent. Fatal crashes have occurred at access points along Bell Road, along with several crashes resulting in severe injuries along the roads that circle the mall site, including Mt. View Road.

Transit is provided via WeGo's Route 55, offering service from Downtown through Murfreesboro Pike, Bell Road, and turning around at the mall site. Transit connections within the study area are limited since the area lies at the outer edge of WeGo's service area and transit service does not serve a large area around the site with fixed-route connections. However, the area is part of the new WeGo Link on-demand service, offering access to transit for a larger area not readily supportive of fixed-route connections. WeGo also plans to upgrade its Murfreesboro Pike service to provide more frequent transit service, and a new multimodal transit center is planned as well for the mall site.

Although there are sidewalks along many of the study area's streets, most sidewalks are substandard, gaps are significant, and the level of traffic on many area roads is high. There are no dedicated bicycle facilities in the area and improvements to both pedestrian and bicycle facilities would make the mall site more mode-balanced, safer, and more user-friendly while helping to lower carbon emissions.

Environment

While the FEMA 100-year and 500-year floodplains border the study area along I-24, flood risk in the study area is generally low. Metro Water Services (MWS) reports that the area is not flood-prone and does not face any major flood control challenges.

Most of the development at the mall site was built prior to existing stormwater regulations and a majority of the site was developed with impervious hardscape at the ground level. However, some redevelopment on the northern portion of the site, around the Ford Ice Center, Community Center, and Library, includes features that facilitate the infiltration of stormwater. There are no reported stormwater conveyance issues with the mall site, and no portion of the site lies within a 100-year floodplain. Redevelopment of the site creates the opportunity to increase permeability at the ground level and roof level, thereby reducing stormwater run-off and increasing resiliency.

Forested areas near the site include parks and trails along Mill Creek on the west side of I-24, Mill Ridge Park to the south, and Antioch Park to the northwest.

Public and Community Facilities

The study area includes a significant number of community facilities, many located in the former mall anchor stores. Facilities at the mall site include the Southeast Branch Library, Southeast Regional Community Center, Ford Ice Center, Nashville State Community College, and the KIPP Antioch Global High School.

There are also numerous public elementary schools, middle schools, and high schools within one to two miles of the mall site. Finally, the study area includes many places of worship that serve a vital function in the community.

Moving forward, the community has expressed a need for healthy grocery stores, day care centers, and more family-oriented entertainment facilities.

2.4 WHAT WE LEARNED

Developing a master plan for the mall site, as well as guidance for the remainder of the study area, involved the evaluation of many factors. Community engagement and market analysis serve as the basis for the opportunities that exist within the study area, with the following objectives providing high-level direction throughout the master planning process.

- Maximize the mall site because of its unique potential to enhance livability, economic opportunity, environmental responsibility, and quality of life in Antioch, Nashville, and the region.
- Collaborate with the institutions already located on the site to ensure that the master plan meets their needs and that they can play a critical role in ensuring that the mall site will have deep roots in the surrounding community.
- Create sufficient economic and real estate value to repay essential future public investment, given Metro's already considerable investment in the site.
- Create a master plan that is authentic to Antioch and Nashville today — meets the community's needs and reflects its aspirations.
- Identify future infrastructure needs to facilitate the development of a coherent and supportive multimodal network.

"Maximize the mall site and realize its unique potential to enhance livability, economic opportunity, environmental responsibility, and quality of life in Antioch, Nashville, and the region."



"Redevelopment will enable more people to gather."

2.4.1. TRANSFORMATIONAL TRENDS

National

North American cities are experiencing large scale changes that make community placemaking more urgent and viable. Over the next two decades, the following will take shape in American cities:

- The large majority of new households will be singles and couples without children, according to the US Census Bureau. These households represent the housing market, which constitutes two-thirds of North America's real estate economy. These households also voice a strong preference for living — and working — in mixed-use, walkable places ranging from downtowns to a reinvented mall, creating unprecedented underlying market support. A 2022 study by Smart Growth America confirmed that rental and ownership housing in lively mixed-use, walkable places commands substantial value premiums — topping 30% in most regions.
- The large majority of net new jobs will require some degree of higher education. In effect, knowledge and innovation industries will represent the primary source of economic growth across North America. A growing number of households without children is quickly translating into slowing workforce growth and a growing labor shortage across an increasing number of industries. Knowledge and innovation industries are facing an acute, and accelerating, shortage of the educated "talent" their companies need to grow. In turn, these companies are bringing jobs and investment to the regions that offer the mixed-use, walkable, and amenitized places (think a lively arts scene and live, work, play, learn environment at the mall) that attract and retain this talent. Ironically, the pandemic has reinforced the value of proximity to workforce for these industries. Creating these amenity-rich places is essential to expand economic opportunity for people across the full spectrum of backgrounds and skills. Buffalo, New York, for example, projects that each new knowledge industry job provides five jobs requiring a wide range of skills — often replacing jobs in declining industries — and provides significant support for unique, owner-operated, small businesses.
- Per capita carbon and other greenhouse gas emissions in mixed-use, walkable districts are 50-75% lower than in auto-dependent environments. Shifting regional growth from sprawl toward infill sites like the mall is essential to achieve the enhanced levels of environmental responsibility necessary to address climate change.

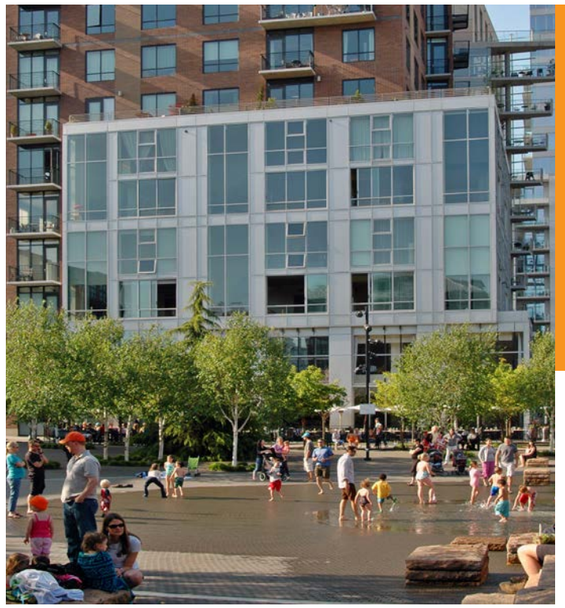


Fig. 2-5. *Creation of an amenity-rich place attracts jobs and investment that expands economic opportunity.*

- The North American automobile fleet turns over every fifteen years. While there is a risk that self-driving cars will facilitate more sprawl, in fact, the predominance of wireless-connected vehicles over the next two decades — followed by autonomous vehicles during the following decade — will reduce the most significant cost burden associated with developing compact, mixed-use walkable places such as new structured parking. At the same time, these shifts will increase the competitive advantage of on-demand shared mobility, which thrives in mixed-use environments that offer a greater density of destinations and riders.

Regional

Nashville is Tennessee's economic engine. The Nashville Metropolitan Statistical Area (MSA) accounts for 40% of the state's gross domestic product. Nashville is also one of the fastest growing metropolitan economies in the nation. According to the Brookings Institution, the Nashville MSA economy ranks 4th nationally for growth between 2012 and 2022 among 54 metropolitan areas with at least 1 million residents.

... cities are experiencing large scale changes that make community placemaking more urgent ...

Fueling this growth is Nashville's diverse economy, including robust output in healthcare, music and entertainment, manufacturing, and tourism and hospitality. With higher education research efforts and a highly educated workforce, Nashville is also recognized as an emerging market for life sciences. Hines Research identifies Nashville as an "opportunity" market and JLL ranks it 5th out of 110 metropolitan markets in life sciences growth potential.

In terms of population, between 2010 and 2020 Nashville was one of the top 10 fastest growing, large Metropolitan Areas in the country. The population of the MSA grew by approximately 21% over this ten-year period. The fastest growing counties were Williamson, Rutherford, and Wilson Counties, all adjacent to Antioch. In terms of absolute numbers, the biggest increases in population were in Davidson and Rutherford Counties.

Local

In the context of Nashville's strong economy and real estate market, Antioch continues to be valued for the affordability of its housing and the convenience of its location. These qualities have helped make Antioch one of the fastest-growing areas in Metro Nashville. Antioch's population doubled between 2000 and 2020, reaching 99,109. During that 20-year period, the local population also shifted substantially from White to African-American and other races. Strikingly, the share of the population that is foreign-born increased from 10% to 25% over the 20-year period.

With large Latino, Arab, and Southeast Asian populations, Antioch is the embodiment of that American icon: the melting pot. Leveraging the community's ongoing renaissance, new commercial and residential investment projects in Antioch, including Century Farms located across I-24 from the mall site, will make the study area more of a destination.

The mall site itself has already become a major center for community services with the development of the library, community center, and southeast branch of Nashville State Community College. Proximity to Mill Ridge Park, a new 622-acre regional park south of the mall site, will enhance the areas connection to environmental assets. An emerging, lively arts scene may provide another reason for people to come to the area. Education, culture, and community services are poised to become cornerstones of future redevelopment efforts at the mall site, but those efforts will need to appeal to resident preferences.

The residents living in the area of the mall site have the following characteristics:

- Mostly young households headed by persons 44 years old or younger;
- Mostly family households, many with children at home;
- Racially and ethnically diverse;
- Moderate-income, not low-income.



Fig. 2-6. *The District will continue to include repurposed anchor store buildings, as well as newer facilities that enhance overall offerings for the community.*

2.4.2. ENGAGING THE COMMUNITY

Building on previous community meetings led by District 32 Councilwoman Styles, Metro and Antioch elected leadership collaborated on an in-depth campaign to ensure that the Antioch community, together with other interested stakeholders, were directly engaged in every step of the planning process. Residents, businesses, community organizations, houses of worship, and others participated in three in-person workshops, more than 30 stakeholder meetings, Metro District 32 Council meetings, and pop-up events. Additionally, more than 900 comments were received through an online mapping exercise, workshops, events, and a Community Ambassador program that enlisted members of the Antioch community and local organizations in reaching out across the community to draw people into the process and collect comments.

Previous Council District 32 meetings engaged residents prior to Metro's acquisition of the mall property and the master planning process. At these meetings, residents expressed interest in a number of needed services and amenities, and that feedback served as the basis for the community engagement during the larger master planning process.



Fig. 2-7. *Open house participants reviewed concepts and provided input during three community workshops.*

Community Input into the Master Plan

Community engagement played a central role in shaping the master plan. The Antioch community strongly advocated for a series of uses that are central to unlocking the District's full potential as a complete community. Because some of these uses are not solely market-driven, identifying future funding will be an important step in the next stage of project development. These uses fall into the following four broad categories:

- Expanding economic opportunity.
  - Workforce readiness and skill training programs geared to District job opportunities (these could be created in partnership with Nashville State Community College and KIPP).
  - Pop ups and storefront opportunities to launch small businesses — together with training and funding support.
- Expanding community services to serve the Antioch and District communities.
  - Improved access to transit.
  - Day care facilities.
  - A senior center.
  - Expansion of the Southeast Branch Library and Community Center.
- Providing outdoor public spaces to gather and for a variety of activities.
  - Parks and plazas — more green space.
  - Pedestrian and bicycle friendly streets.
  - Regular community events, for example, a farmers market.
- Creating a multicultural village that celebrates and serves the full spectrum of Nashville's living culture.
  - Long-term affordable artist housing at a scale to support a genuine village.
  - Work, practice, and a variety of small performance spaces for artists.
  - Space for arts nonprofit organizations.
  - A performing arts center (250-500 seats suitable for dance, theater, music, and cultural events).





A Multicultural Approach

The Antioch community and local elected officials voiced significant pride in Antioch's diverse, multicultural character. More than 80 languages are reportedly spoken in local elementary schools. Across the board, Antioch stakeholders expressed a desire to work with Metro and future developers to ensure that through the involvement of local artists and local businesses, and in many other ways, this unique multiculturalism influences the character and spirit of redevelopment moving forward.

Fig. 2-8. *Resident priorities included a day care center, a senior center, a strong arts presence, jobs and workforce readiness, opportunities to open businesses, and an expanded library as integral parts of the new district.*



2.5 MARKET STUDY

The study area will benefit from different types of demand. On one hand, exploding demand from singles and couples — largely without kids — will generate significant demand for market rate, multi-family housing in a mixed-use, walkable environment. Mixed-income housing, including artist housing, would in turn generate demand for additional "amenity" retail (i.e., eateries, unique shops) that will bring the District's streets to life. On the other hand, growing demand for a variety of "industrial" uses — ranging from logistics to smart manufacturing and "flex space" that accommodate a range of businesses from unique new small manufacturers to high tech startups — can bring new life and economic opportunity to Antioch.

Residential

Based on the target market analysis, the potential market for new and existing housing units of every kind within the study area over the next five years is approximately 3,150 market-rate households per year. Ten percent to 15% percent of this market demand could be attracted to the mall site, producing demand for roughly 315 to 475 units per year. Over the next decade, this housing demand would be sufficient to fully redevelop the mall site.

The market demand by tenancy in the Global Market study area follows:

TABLE 2.1. STUDY AREA HOUSING MARKET DEMAND: BY RENTAL/OWNERSHIP

Rental	**54%**
Ownership	**46%**

TABLE 2.2. STUDY AREA HOUSING MARKET DEMAND: BY STAGE OF LIFE

Younger singles and childless couples	**44%**
Empty nesters and retirees	**28%**
Households with children	**27%**

Broadly, community stakeholders identified housing not as a stand-alone product, but as an important element of a mixed-use district. In addition to meeting the housing needs of existing and future residents, new housing is needed to support the future retail, amenities, and services that community stakeholders have prioritized. Given the variations in ability-to-pay of local residents, an appropriate supply-side response would be to develop a range of different housing types with varying price points that fit different household budgets.

Office and Innovation

The US Bureau of Labor Statistics reports that Nashville's metropolitan job growth exceeded 35% over the past decade, making Nashville the third fastest growing metro in the country. However, while the region's robust job growth is expected to continue, the rapid acceleration of hybrid work triggered by the pandemic has dramatically slowed office absorption. (It should be noted that the pandemic did not launch the trend toward hybrid work.) Across the US net annual absorption of office space has declined by roughly 50% since 2000.

Before the pandemic in 2020, new employment growth was projected to generate demand for approximately 590,000 square feet of 3-star office space in Nashville's South Airport submarket. Life science companies and service providers were assumed to be potential tenants. Additional demand for roughly 85,000 to 125,000 square feet of premium office space was projected for the study area. However, dramatic shifts in the office market following the pandemic suggest that this demand should be reduced by roughly 50%, to 40,000 to 60,000 square feet of traditional office space over the next ten years.

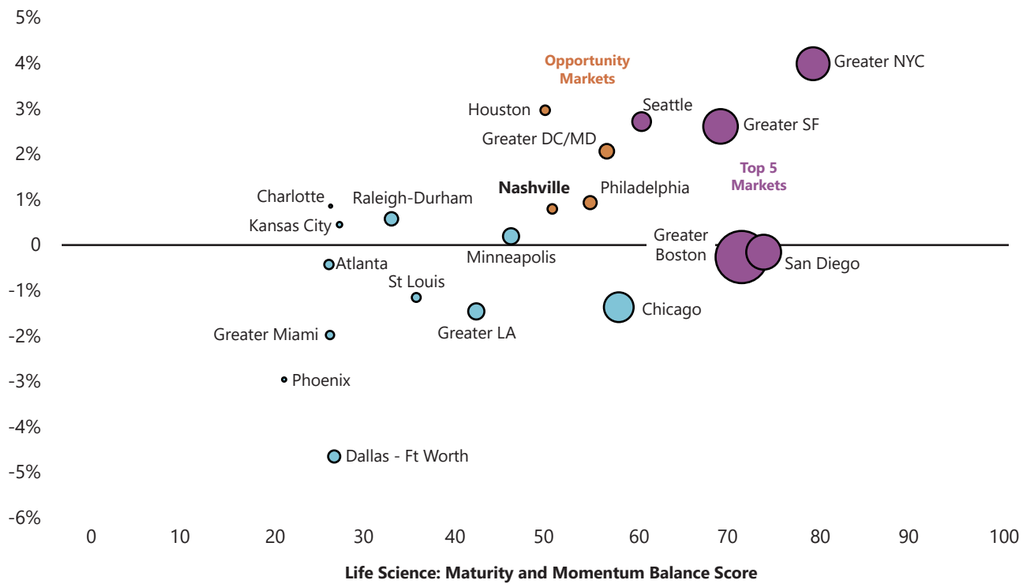
Evidence from other markets, though, suggests potential demand for space by innovation employers — for example the companies that develop new technologies and the software that operates these technologies. As noted above, Hines Research identifies Nashville as an "opportunity" market and Jones Lang LaSalle ranks Nashville 5th out of 110 metropolitan markets in life sciences growth potential.

Nationally, as service industry and other traditional office employers have been vacating space — particularly in suburbs — innovation companies have been seeking additional space in walkable, mixed-use live, work, play, learn locations, in cities and suburbs alike, since these areas have the amenities and housing that attract and retain an increasingly scarce educated workforce. Per Crunchbase database, over 85% of the Nashville companies categorized as "Tech" were located in walkable urban neighborhoods.

The mixed-use, culture-rich, walkable environment planned for the mall site has the opportunity to make it competitive as a location for these companies to grow. While it is very difficult to project demand over the next ten years and beyond, the site could readily accommodate 400,000–500,000 square feet of innovation space. Given the rapid growth of the innovation economy and growing competition for sites that can help these companies attract and retain educated "talent," this number represents a reasonable goal over the next 10 to 20 years.

"There is strong demand for market rate housing across the study area — primarily for multifamily and lofts."

Fig. 2-9. *Life Science Top Five "Opportunity Markets" - Forecast 5-Year Rent Growth*



Balanced Maturity/Growth Score	
Total Life Science Inventory	25%
Demand Growth - 10YR CAGR	25%
3-Year Funding CAGR less 10-Year CAGR	25%
Total Funding Levels	15%
5-YR Rent Forecast	10%

Sources: CoStar, NIH, NSF, Crunchbase, Hines Research. As of 2021Q1. The scores shown are based on weighted scores for the factors shown. Rent forecasts are per Hines Research. The size of the blue circles represents the relative score assigned based on the Hines Research model. The size of the circle correlates with the score size. A larger circle represents a more mature market that demonstrates more growth.

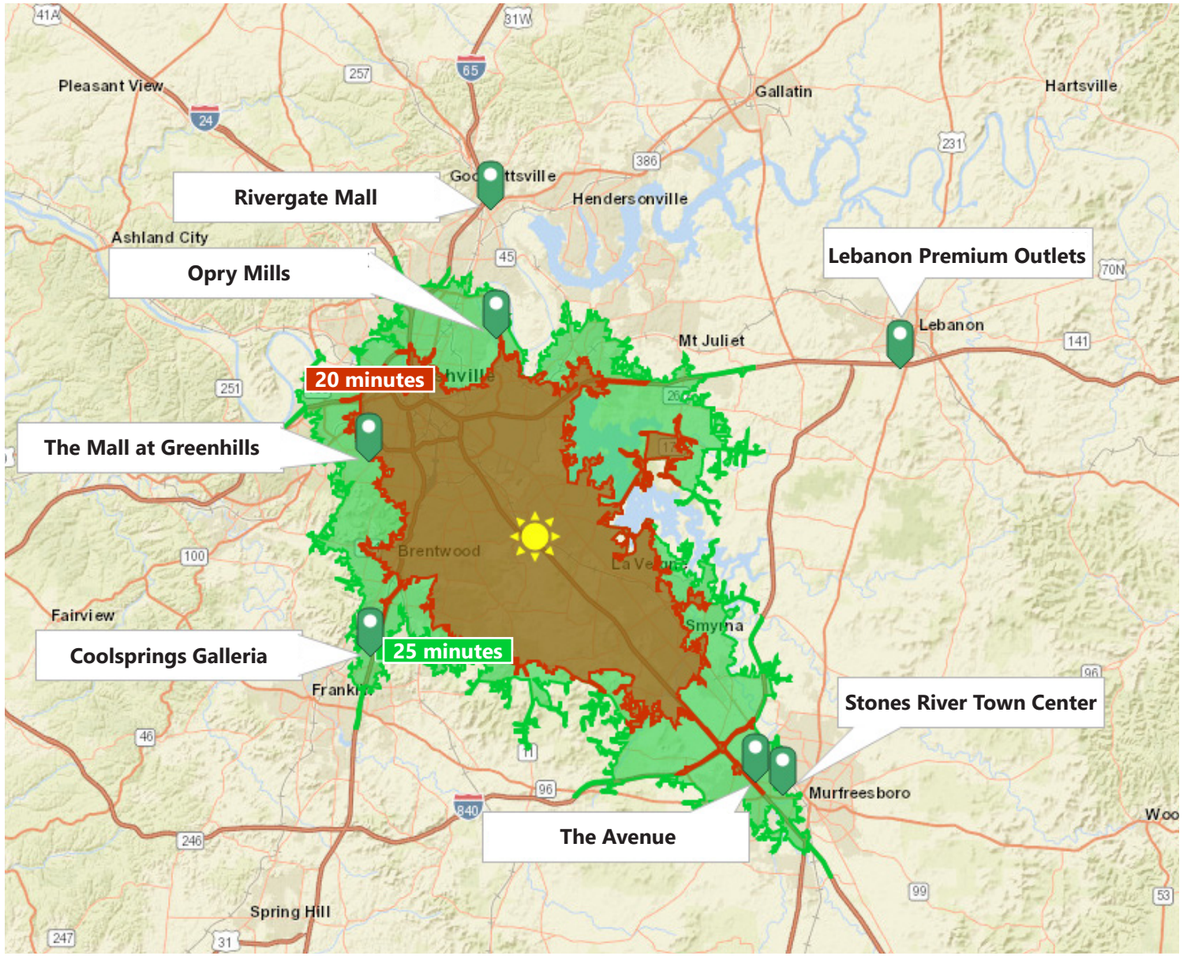


Fig. 2-10. *Except for Century Farms, competing retail centers are located more than a 20-minute drive from the new district.*

"*Innovation companies seek walkable, mixed-use locations.*"

Retail

The study area is in the Southeast Corridor retail submarket, which has 12.8 million square feet of retail space, including 646,000 square feet in the mall itself. Southeast is the third largest submarket in the Metropolitan Statistical Area in terms of retail supply.

As depicted in Figure 2-11, the mall is the hole in the donut for regional shopping. For those households residing east of I-24 in the vicinity of the mall, getting to a regional mall or outlet center is not convenient — it is at least 20 minutes away by car.

The recent opening of Tanger Outlets at Century Farms will dramatically change this landscape. With the Outlets, comparison shopping will return to Antioch. Century Farms will be a market asset for Southeast Nashville because it will draw customers from the larger region, potentially enhancing the mall site's development potential. But in the near-term, Century Farms will likely be more competitive than the mall study area for national credit retail and eat/drink tenants.

The Antioch community has access to traditional, ethnic, and discount food stores. Households in the 10-minute drive time market have the spending power to support 11 supermarkets (excluding specialty grocers); there are currently nine supermarkets. Most of the supermarkets are located on the trade area perimeter along Murfreesboro Pike and Nolensville Pike, closer to where people live. Residential infill at and near the mall site will improve supermarket development potential here.

Many people come to the mall area to participate in events at the Ford Ice Center or stay in one of the hotels. Managers of these uses indicate that there is a need for more sit-down restaurants and "things to do." The issue with the mall area from a retail perspective is not the market — there is plenty of demand from residents to Ford Ice Center patrons to hotel guests. The issue is the lack of a central amenitized place with a mix of uses that encourages people to experience the place.



Fig. 2-13. *The Ford Ice Center is a destination that will help draw people from across the region and the country to the new district.*

Fig. 2-11. *Southeast Nashville Submarket, 2022*

Retail Product-Type
Nashville Retail Market and the Southeast Submarket
Fall 2022

Retail Product-Type	Retail Compostion		Vacancy		Rent	
	Overall Market	Southeast Corridor	Overall Market	Southeast Corridor	Overall Market	Southeast Corridor
Malls	7.2%	5.0%	18.9%	99.6%	$39.22	$20.40
Power Center	5.9%	3.4%	2.6%	0.0%	$32.53	$22.54
Neighborhood Center	22.4%	28.3%	3.2%	5.2%	$25.10	$22.56
Strip Center	4.4%	6.9%	2.6%	2.3%	$26.21	$22.98
General Retail	59.1%	56.3%	1.9%	2.1%	$25.54	$21.79
Other	1.0%	0.0%	0.4%	0.0%	$26.74	-
Total	100.0%	100.0%	3.5%	7.8%	$26.86	$22.04

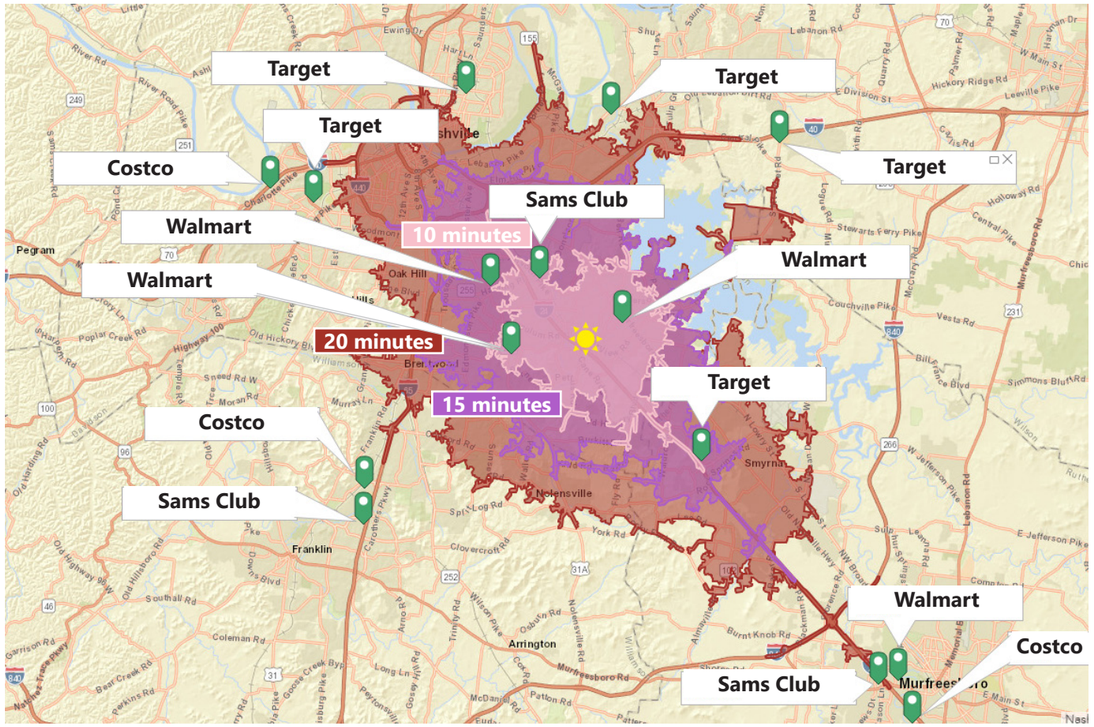


Fig. 2-12. *Several big box retailers are within a 10-minute drive of the mall site.*

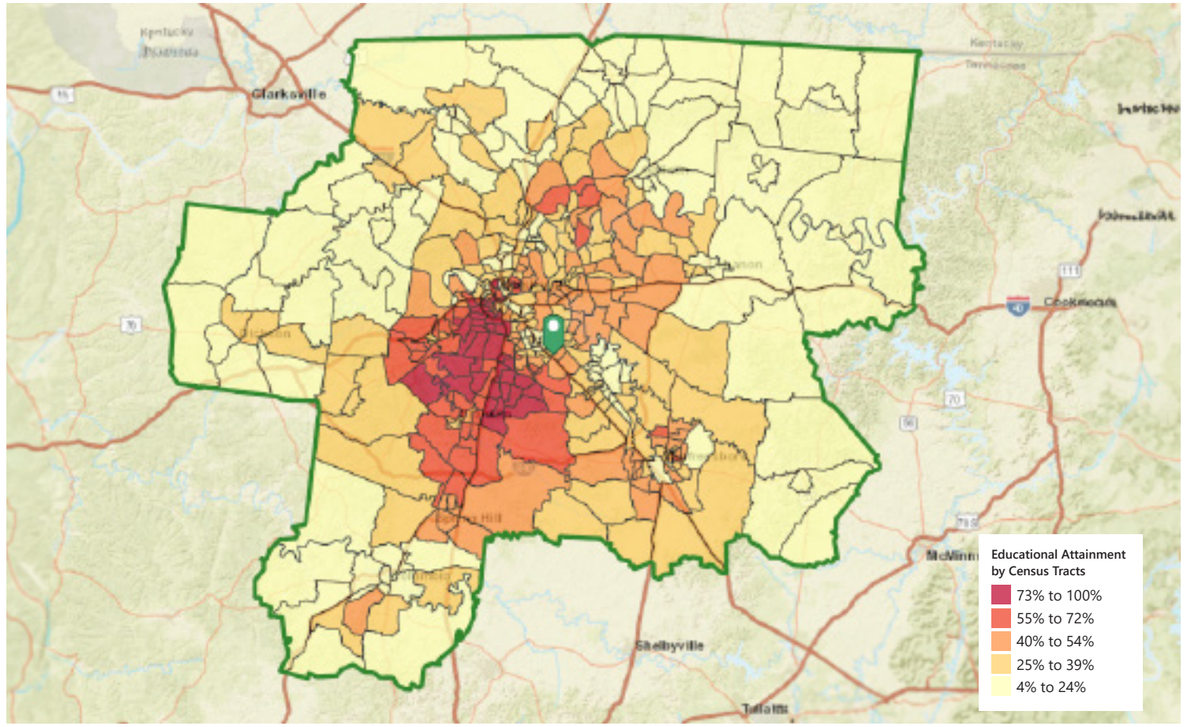


Fig. 2-13. *Share of population with a Bachelor's degree. The new district is located near Nashville's best educated neighborhoods, an important factor when innovation companies search for new work locations.*

While shopping and eat/drink businesses would be challenged inside the mall structure — there is not enough activity and the experience is not (yet) welcoming — a 30,000–80,000 square-foot shopping/eat/drink program in a new mixed-use, walkable setting is market-supportable if properly designed. In addition, there are two other opportunities to generate support for additional retail:

- Flexible eat/drink solutions like permanent food truck/pop up retail sites.
- Experience demonstrates that adding roughly 1,000 or more additional housing units on the site would expand demand for retail—particularly eateries, coffee shops, and similar businesses that provide amenities and enhance opportunities to experience shared community. The creation of a district anchored by long-term affordable artist housing would unlock the ability to establish a portion of the site as a cultural and entertainment destination.

Based on the housing, culture, and innovation district proposed for the site, the master plan projects an additional 45,000–50,000 square feet of shopping/eat/drink program for the mall site.

Hotel

The market for midscale and upper midscale limited-service rooms in the study area is robust. There are seven hotels at the Bell Road (Exit 59) interchange, and most of the rooms are in limited-service hotels. According to a local hotel manager, hotels around the mall site benefit from their proximity to Downtown Nashville and relative affordability.

Even with recent hotel investments in and near the study area, occupancy remains high: above 70% every year except for 2020 and 2021, when COVID 19 inhibited travel. The Exit 59 hotels closely mirror the overall limited-service market in terms of occupancy. There is sufficient demand to support two to three more "limited-service hotels" over the next 10 years (120 to 200 rooms). Hotel sites along the edge of the study area, visible to I-24, have the most potential. If a mixed-use place can be developed on the mall site, a hotel anchor may be possible after "place" is established. A hotel built before the District achieves a sense of place generated by a walkable center, enlivened by shopping and food/drink, will seek a site with visibility from Bell Road.

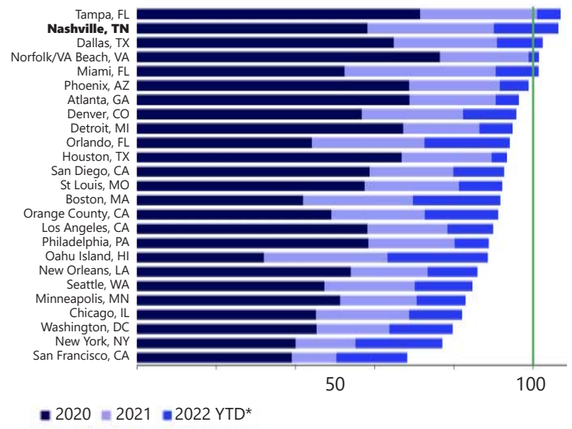


Fig. 2-14. *Room Occupancy for 25 Top Performing US Hotel Markets, 2022*



Fig. 2-15. *Food trucks are a way to introduce cuisines that will draw people to a site, helping to further enhance Antioch's cultural diversity.*

Industrial

Nashville is within a day's drive to more than half of the U.S. population. With plenty of readily developable land, Nashville is a natural regional distribution location. Logistics space accounts for over 68% of the Nashville market's industrial space. The logistics industrial inventory has increased by 30% since 2011 and specialized industrial space has grown by 6% since 2011. The amount of flex industrial space has generally remained unchanged over the last decade.

The Southeast submarket has grown by 16.7 million square feet since 2011. Even with this increase in supply, the vacancy rate has declined and now sits at 3%. Assuming a 5% stabilized vacancy rate, each new job will generate demand for 245 square feet of industrial space.

Given employment projections, there will be demand for over 60 million additional industrial square feet in the Nashville market by 2032. While strategically located, the mall site is not well-positioned to capture industrial demand. Demand will mostly be for logistics space which requires large swaths of land for warehouses serving trucks. Logistics buildings do not integrate well in walkable, mixed-use environments.

A unique opportunity may exist, however, in the larger study area. There is an opportunity to adaptively reuse existing big box retail buildings as flex space. Flex space can be used by makers, businesses, and recreation uses. Adaptive reuse allows these spaces to lease at lower rents than those required for new construction.



Fig. 2-16 (above). *Nashville's Southeast Branch Library will continue to serve Antioch residents and ensure the District maintains its neighborhood ties.*

Fig. 2-17 (right). *Community members were asked to provide their input into the future vision of the Global Mall area.*

Strengths, Weaknesses, Opportunities, and Threats Analysis

The following SWOT Analysis summarizes the findings in Chapter 2 from four key perspectives:

- What existing strengths across the mall site and the larger study area can the planning process build on?
- What weakness should the planning process address?
- What opportunities should the planning process pursue?
- What threats should the planning process seek to overcome?

SWOT Analysis

STRENGTHS

- Prosperous, fast-growing metropolitan region with strong job growth
- Location – Convenient to downtown Nashville and Murfreesboro
- Access to I-24 interchange
- Affordable real estate compared to Downtown
- 10-minute drive shed market is large, growing, racially diverse, and young
- Assuming a better parking solution, the mall site has plenty of developable flat land
- Ford Ice Center – a regional demand generator
- Low flood risk in the study area

WEAKNESSES

- "Hole in the donut" – empty center of robust Antioch area
- Physical environment – not walkable or bikeable
- Limited transit service
- Image of vacant mall and outparcels will deter housing development in early stages
- Lack of amenities
- Bell Road traffic congestion
- Current development standards inhibit development of compact, walkable centers
- Highly impermeable area, with expansive surface parking, few green roofs, and an extensive road network
- Traffic pinch point at the train bridge and interchange on Bell Road

OPPORTUNITIES

- The Nashville market is projected to grow at a strong pace over the next 5 to 10 years, and the mall study area is strategically located to benefit from this growth
- Housing in development programs can support retail and services that local residents have prioritized
- Under-utilized big box stores as modified flex space could attract "makers" and entrepreneurs to the mall neighborhood
- Develop multi-use trails to connect the mall site and three nearby parks – especially Mill Ridge Park
- Future redevelopment of the area to a compact, walkable "activity center" would allow people to choose to live a lower-carbon lifestyle

THREATS

- Century Farms will get to market first and will absorb some demand for middle-income housing (rental and for-sale). It also captures the limited-service hotel market and Exit 59 becomes more budget-oriented
- Redevelopment economics may impede the transformation of the mall's surrounding properties
- Some local stakeholders are biased against multifamily housing, which they associate with poverty and crime
- Gentrification: success of the redevelopment initiative may reduce housing affordability

"Redevelopment allows for additional amenities such as landscaping, tree-lined streets, and parks, while reducing the amount of surface pavement."

The mall site is strategically located to benefit from strong regional growth over the next 5 to 10 years.

Mt View Rd

Ford Ice Center

Transit Center

Global Mall

Strong anchors

Local and regional draw

Bell Rd

Future Murfreesboro Pike Frequent Service Corridor

Auto-oriented street / low pedestrian comfort

24

Hickory Hollow Pkwy

Steep grade easement

Interchange impedes multi-modal access

Bell Rd

Collins Park Dr

Connection to Century Farms

Crossings Blvd

Mt View Rd

Connection to Mill Ridge Park

0 1,000 Feet

N

Fig. 2-18. *SWOT Analysis of Global Mall Study Area*

- Connection to Parks
- Poor connectivity to neighborhoods
- Existing asset
- Redevelopment potential
- Barrier



CHAPTER 3

FOUNDATION — MISSION, VISION & GOALS

3.1 **Mission Statement**
3.2 **Vision Statement**
3.3 **Goals**



3.1 MISSION STATEMENT

This chapter provides the core objectives that have guided the planning process and should guide future decision making and innovation in the study area. To understand the fundamental public purpose of transforming the mall site into a strong center for education, culture, and community services, it is critical to answer four key questions posed by the community and local elected officials.

Who should the Global Mall site be transformed for?

The site should be developed for the full spectrum of the Antioch, Nashville, and regional communities. A new Arts and Innovation District can enhance quality of life, economic and life path opportunity, and a sense of shared community, for example:

- People of all ages and backgrounds looking for a lively mixed-use, walkable "complete community" where they can live, work, learn, play, and innovate.
- Entrepreneurs searching for opportunities — from the arts to innovation, small businesses, and to wherever else their creativity can take them.
- Underserved children, youth, and people of all ages seeking new educational, economic, and cultural horizons.
- Artists searching for opportunities to share their creativity with peers and a new forum from which to engage the larger community.
- Seniors looking for an opportunity to live in a place where healthcare, the arts, education, transit, and parks are all within a five-minute walk.
- Nonprofit organizations who need proximity to their peers and to those they serve — ranging from youth to seniors, to business startups.
- An entire region seeking to enhance its competitive edge as a place for a highly diverse mix of people to live, work, play, learn, and innovate.

Why redevelop the Mall site now?

As noted above, a series of factors converge to create this opportunity to reinvent the mall site into a new District that serves the changing needs and aspirations of Antioch, Nashville, and the region. These factors include:

- Accelerating demographic and economic changes.
- Broad strength across the region's real estate economy.
- Growing awareness of the need to achieve multiple development goals in response to the global climate crisis.
- Antioch community support for redevelopment.
- Strong market support for market-rate housing together with a new generation of retail triggered by this housing.
- Success in securing federal and state funding for a new multimodal transit center at the mall site.
- Opportunity to fund long-term affordable housing for artists at a scale sufficient to support a new arts district.
- Enhancing Nashville's competitive position for global innovation jobs and investment.

What does transformation achieve for Antioch?

- Honors and conveys Antioch's 21st century character and quality.
- Enhances quality of life, including:
  - A potential mix of uses such as healthcare, shopping, and services that meet the needs and aspirations of the Antioch community.
  - Recreational opportunities for people of all ages.
  - Amenities (retail, arts, entertainment) that serve Antioch and the entire region.
- Creates an Antioch-based innovation village centered around a diverse mix of facilities, supporting a wide variety of business startups, inviting investment by established growing innovation companies, and expanding economic opportunities for local residents and businesses that supplement citywide and regional development initiatives — resulting in:
  - A wide range of nearby quality jobs that provide a ladder of opportunity.
  - Workforce readiness (including quality day care, access to healthcare, "curing" criminal justice issues, and similar initiatives that remove obstacles to entering the workforce) and skills training to provide access to better jobs.
  - Access for youth to education, arts, sports, and similar programs that help launch lifelong learning.
  - Opportunities for local businesses and entrepreneurs.
- Creates an Antioch-based, globally recognized, multicultural village centered around local artists and entrepreneurs.
  - A creative community made sustainable over time by anchoring it in mixed-income housing including artist and workforce housing.
  - Gallery, performance, shared work, rehearsal, and other spaces for organizations focused on the arts and entrepreneurship.
- Celebrates shared community — providing a new community park and other places that proactively invite the entire community to gather and interact.
- Supports a unique mix of community-serving institutions (e.g., Library, Community Center, Nashville State Community College, KIPP, Ford Ice Center, affordable space for non-profit organizations, startup opportunities for new retail and other businesses, and a variety of social, cultural, and wellness resources).

What does transformation need to achieve for Nashville and the region?

- Support economic development initiatives to diversify and strengthen the regional economy and its competitive position in the global creative and innovation economies.
- Translate expanded economic opportunity into increased equity:
  - Workforce readiness and skill training to create local talent that attracts creative and knowledge talent, jobs, and investment.
  - Variety of support programs to enable local creatives to participate in building Nashville's growing industries and strengthening the region's competitive position.
- Build cutting-edge facilities to support growth of music, medical, and other strong regional industries.
- Create a unique cultural destination with a rich mix of arts, entertainment, and innovation that proactively invites the full spectrum of those who call Nashville home.



Fig. 3-1. *The character of the site will include inviting streetscapes, open spaces, programming, and the arts in all forms.*



"The Global Mall Area will be reinvented as a lively mixed-use, walkable neighborhood that serves as the center of daily life for Antioch."

3.2 VISION STATEMENT

Values to Guide Planning

Reinvent the mall area as a lively mixed-use, walkable center and regional destination that enriches quality of life, expands economic and life-path opportunities, and celebrates diversity and shared community for Antioch and the greater region.

Capture the unique and transformative opportunity to reinvent the mall site as a new district that represents a central hub for every aspect of community life.

Fig. 3-2 (left). *An inviting and inclusive public realm network that includes a variety of parks will create a welcoming and multifaceted pedestrian environment.*

3.3 GOALS

Specific principles that translate the mission and vision into a meaningful foundation for planning that benefits all of Antioch, Nashville, and the region:

- **Land use.** Prioritize uses that promote quality of life, economic opportunity, equity, and environmental responsibility.
- **Urban design.** Create an interplay of uses and public realm that fosters a sense of shared community.
- **Mobility.** Expand access to, and across, the study area for people of all abilities.
- **Environment.** Implement sustainability initiatives that reclaim impervious surfaces, restore natural areas, and rely on green infrastructure.
- **Culture.** Expand Nashville's commitments to the full spectrum of the arts and artists, seizing the opportunity for Antioch to serve as a central hub for Nashville's creative community.
- **Education/Workforce.** Create "cradle to career" programs to bring people into the workforce and empower them to build their skills and achieve their entrepreneurial aspirations.



CHAPTER 4

MASTER PLAN

4.1 **Urban Design Framework**
4.2 **Arts and Innovation District**
4.3 **Additional Character Areas**
4.4 **Overview of Urban Design Guidelines**

CHAPTER 4

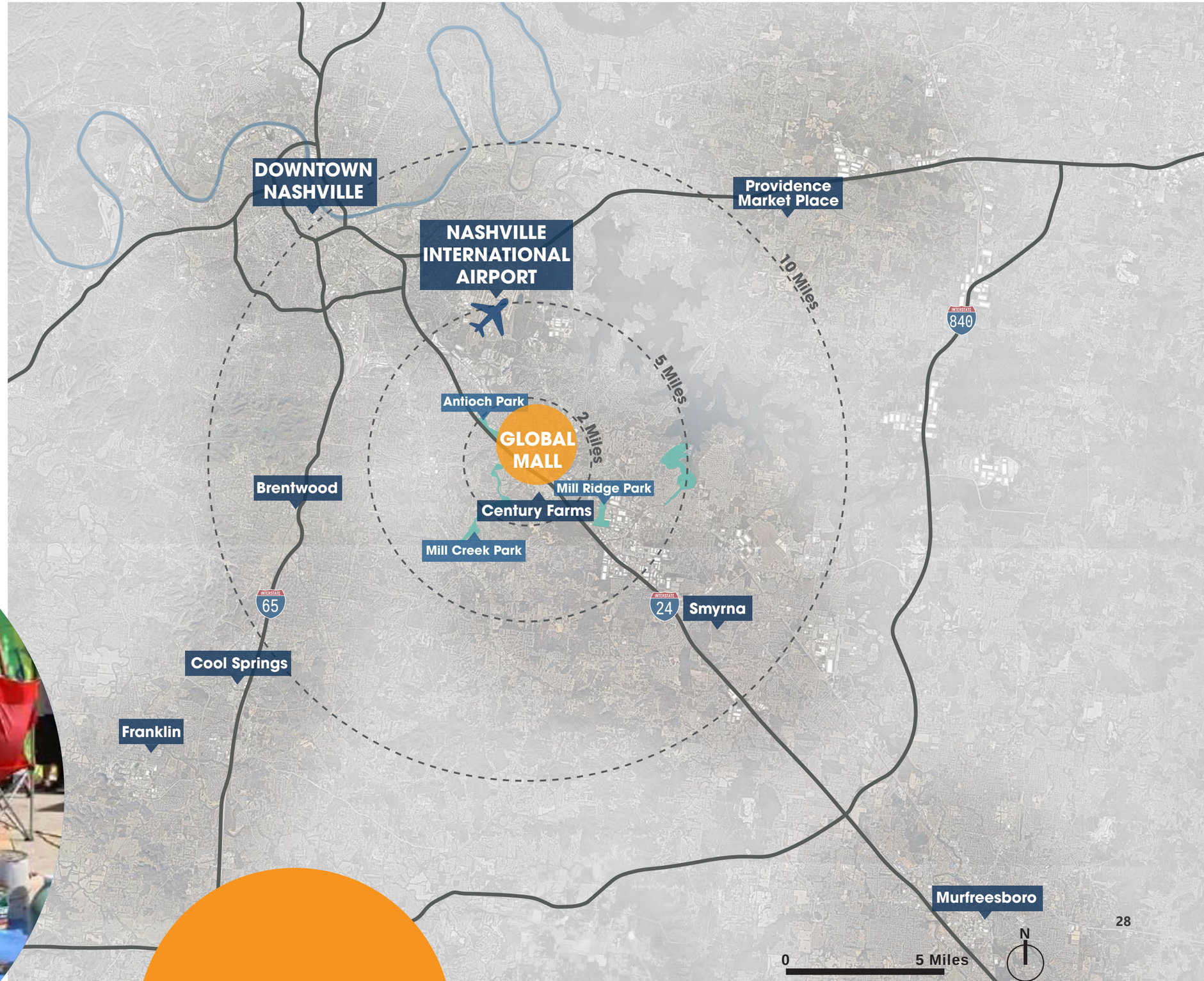
The Global Mall site has the opportunity to become a new center of community life, cultural expression, and economic opportunity for Antioch, Nashville, and the region. In the 20th century, the mall site stood as a successful symbol of Nashville's dramatic growth and destination that drew people to Antioch and its surrounding neighborhoods.

The success of the new mall site could eclipse its former prominence as Hickory Hollow Mall. Reinvented as a new mixed-use neighborhood, with a strong educational, cultural, and community services platform, the mall site could reemerge as an even prouder symbol of 21st century Antioch and Nashville's globally significant living culture and the region's commitment to grow as a world leader in cutting-edge innovation.

Fig. 4-1 (right). *The Global Mall site is centrally located in Southeast Nashville with proximity to several major destinations. The site will become Antioch's central gathering place and center of community activity.*

Fig. 4-2 (below). *Cultural and arts programming can spur innovation and change in the District, creating a lively backdrop to a growing and evolving center of the community.*





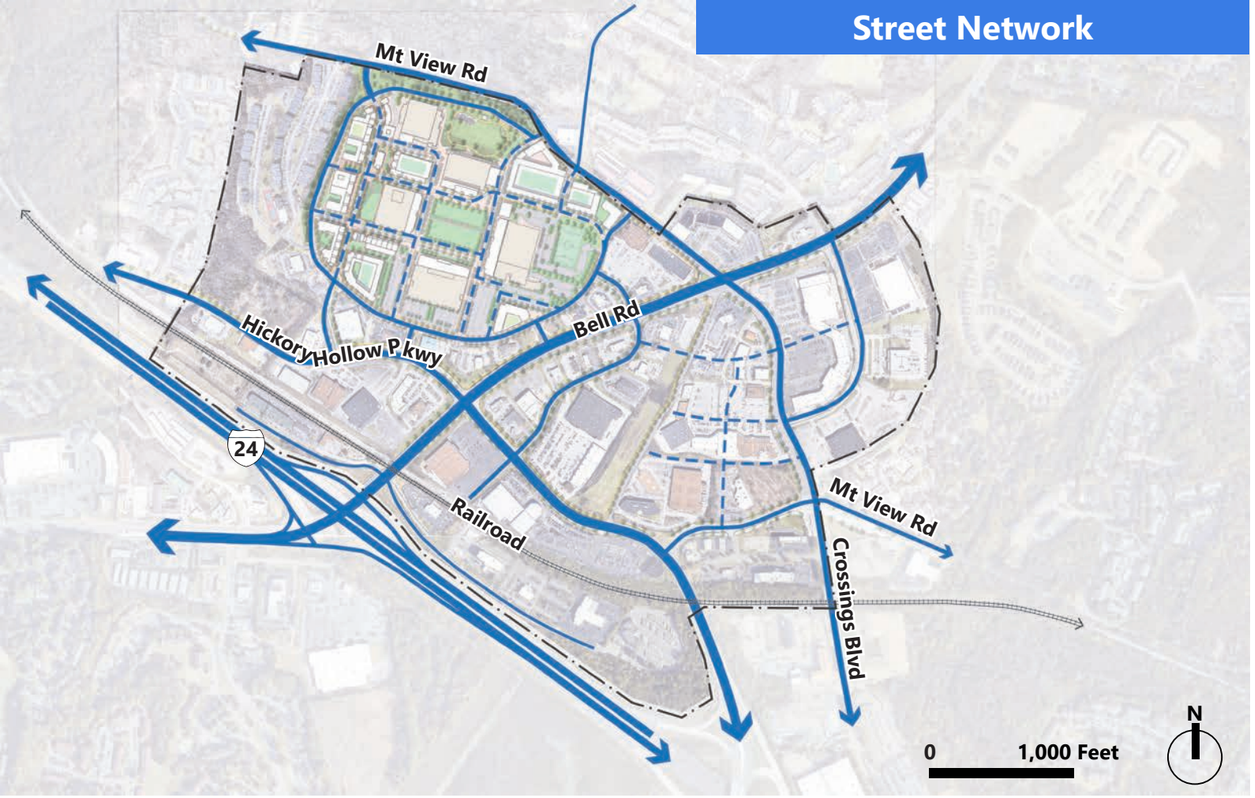


Fig. 4-3. *Street Network*

Existing Streets
Proposed Streets

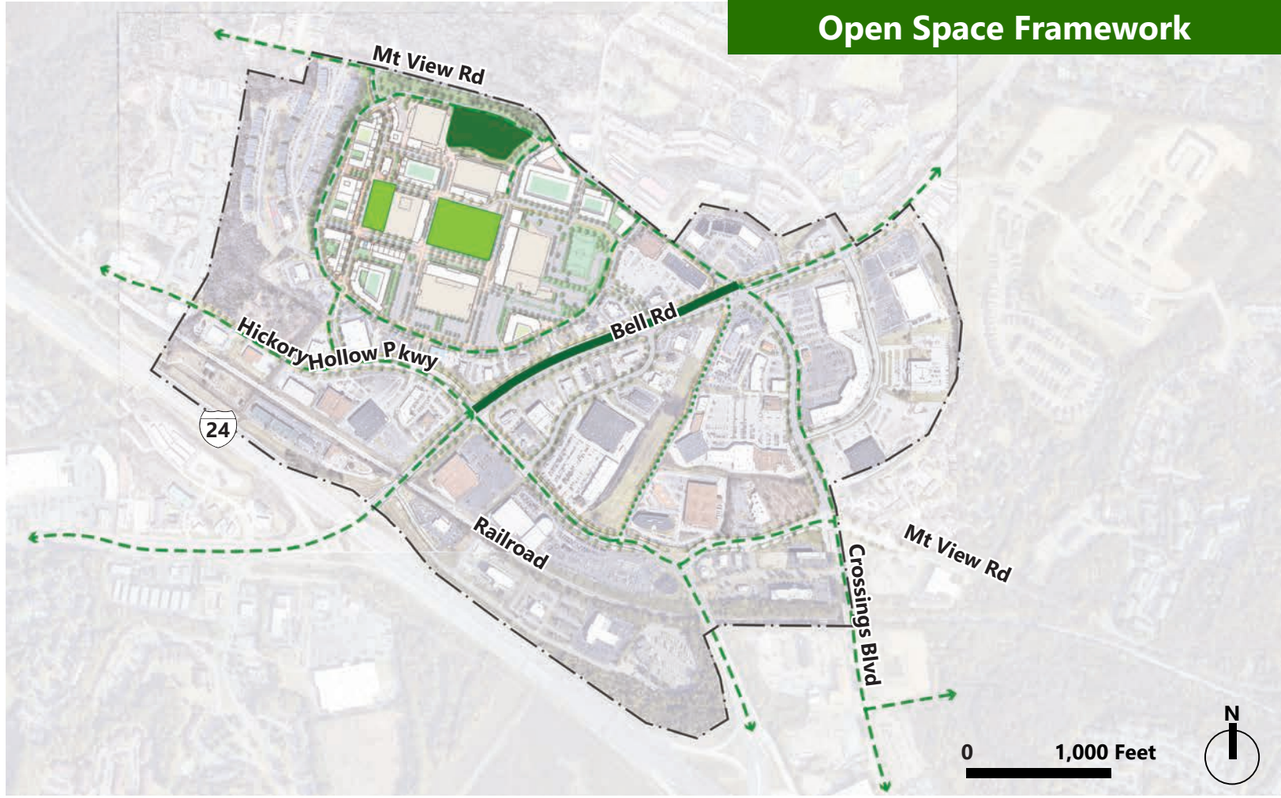


Fig. 4-4. *Open Space Framework*

Existing Park
Proposed Park
Existing Sidepath
Proposed Sidepath
Private Field
Proposed Pedestrian Connection

The master plan responds to transformative forces for change. Dramatic long-term demographic and economic development shifts, in-depth market analysis, and the thoughtful aspirations of the Antioch community reported in Chapter 2 (Setting the Stage) represent important opportunities across the site. The resulting redevelopment could serve thousands of people seeking to live, work, play, learn, and create starting the day the District opens its doors and — spurred by the inventiveness of its creative and innovative community — for decades to come.

The mall site, of course, does not sit in a vacuum. It represents roughly one-fifth of the 350-acre study area. The entire study area could benefit — and leverage significant additional real estate and fiscal value — based on the forces for change cited above. However, because the mall site is currently owned primarily by Metro and has been the focus of an intensive community-based planning process, the site is positioned to redevelop ahead of the rest of the study area with private and public partnerships. While many factors will determine the time required for redevelopment, market demand suggests the site's transformation could largely take place within a decade.

As the new District takes form, it could serve as a catalyst for more gradual redevelopment of the study area. And, as multiple individual property owners choose to redevelop their auto-oriented, single-use parcels to take advantage of the higher value mixed-use, walkable, redevelopment model that the District will embody, significant pockets of mixed-use, walkable redevelopment could emerge. At the same time, spurred by nearby amenities and a growing workforce, the industrial area to the south of Hickory Hollow Parkway could redevelop into a mix of advanced manufacturing and flex buildings housing a wide range of startup businesses, the arts, and other uses that bring a new era of economic opportunity.

4.1 URBAN DESIGN FRAMEWORK

The District's urban design framework establishes the foundation for implementing the community's vision. The framework is comprised of mobility and open space components that together form the basis of the public realm network for the District, and when layered, provide the basic building blocks for how the area will grow and develop over time.

The character area map (Figure 4-5) builds on the street network and open space framework to further define four unique areas—the Arts and Innovation District, the Antioch Mixed-Use Character Area, the Flex/Industrial Character Area, and the Bell Road Character Area.

Ultimately, the urban design framework shapes the master plan layout in this chapter and is instrumental for the purposes of guiding land use and urban design while managing necessary public realm improvements. The urban design guidelines, located in the appendices, provide detailed illustrations for street design, ensuring that safe and comfortable pedestrian and bicycle facilities are provided throughout the study area.

Urban Design Framework Elements

The Street Network establishes the streets, pathways, and public rights-of-way through which people access places in and around the study area. The street network establishes an efficient method for development and connectivity for multiple modes of mobility, including access to WeGo's Antioch Transit Center, which further expands the District's reach to regional destinations.

The Open Space Framework provides the proposed locations of parks, plazas, trails, and other public spaces — a multi-layered approach that accommodates a range of activities throughout the year. The Street Network and Open Space Framework together form the basis of the public realm network vital to the pedestrian-oriented transformation of the Global Mall site.

Character Areas describe the built form, land uses, and placemaking elements that will bring the District and remainder of the study area to life as it transforms.

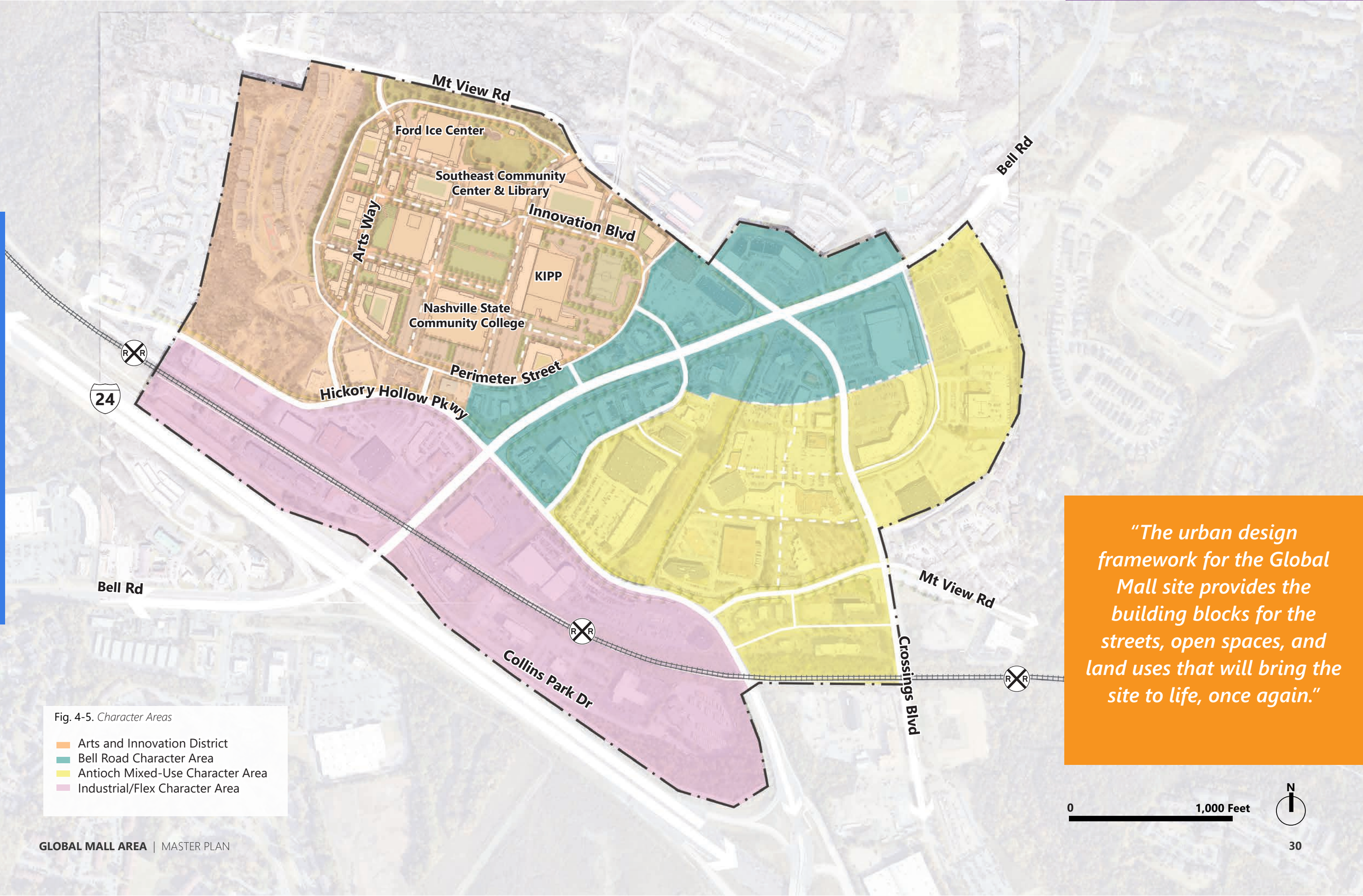


Fig. 4-5. *Character Areas*

- Arts and Innovation District
- Bell Road Character Area
- Antioch Mixed-Use Character Area
- Industrial/Flex Character Area

"The urban design framework for the Global Mall site provides the building blocks for the streets, open spaces, and land uses that will bring the site to life, once again."

4.2 ARTS AND INNOVATION DISTRICT

The Arts and Innovation District can embody a mix of diverse uses that extend from community-oriented educational institutions and cutting-edge innovation to cultural amenities and new homes. Three interconnected subdistricts (Figure 4-7) have the potential to celebrate the distinctive — and complementary — components of the full District's mission, vision, and goals.

- **Arts Village** Organized around a future north-south street on the site's west side, the village should celebrate the full spectrum of Nashville's vital, multicultural, and globally significant arts community. As planned, the village could support more than 1.4 million square feet of mixed-use development (more than 60% of the new development across the District). Uses such as mixed-income housing, including artist housing, created as a series of developments — either free-standing or as part of larger developments — will ensure that the village remains a vital regional destination for decades to come, constantly evolving and inventing in response to changing trends and new ideas. Its compact form, predominantly 5- to 7-story buildings, is focused along a three block "Main Street" and square (see Arts Way and Arts Square below) that establishes the village's human scale and invites a high level of interaction among community members. With ample public space, the village should serve as a lively community and cultural space — an opportunity for the larger community to engage the arts, businesses, and nearby sports and wellness hubs directly and celebrate the full spectrum of contributions that the District makes to Nashville and the region.
- **Innovation Village** Located between the library and KIPP, Innovation Village should take advantage of the live, work, play, learn, invent environment found in Arts Village, and the planned regional transit center at the site — both essential to attracting and retaining the educated talent that in turn draws innovation jobs and investment. In effect, this dynamic could transform the mall site into a potent tool for bringing the kinds of companies that drive economic growth to Nashville and specifically to Antioch. Innovation Village could offer a unique opportunity for attracting a wide mix of innovation businesses to Antioch, ranging from startups to mature companies. Currently projected to accommodate roughly 710,000 square feet of development in primarily 5- to 7-story buildings, the Village could expand if more expensive construction is feasible for innovation workspace.
- **Nashville State Community College and KIPP**, in addition to pursuing their own institutional missions, play an invaluable role in connecting the District's wide range of economic, social, cultural, and other opportunities to all of the region. These institutions' presence as active participants in the life of the District offers unique opportunities to partner with arts organizations, companies, and others who also call the District home.

Development Program

As proposed, the master plan works within the context of existing Community Character Policy (T4 Urban Community Center) and zoning (SCR - Shopping Center Regional). The development program should project potential site build-out based on community input, economic development trends, real estate market opportunities, and other goals. While funding and development strategies must still be established for both market and non-market components, the program should include a mix of uses including community services, hospitality, office/work, residential, and retail/restaurants.

Metro should partner with the private and nonprofit sectors to encourage a mixed-use development program that complements the vision for the site and takes advantage of the existing assets. A future development program could include wellness/sports uses, retail, live/work spaces, cultural uses, and a diversity of housing types attractive to Nashvillians of all ages.

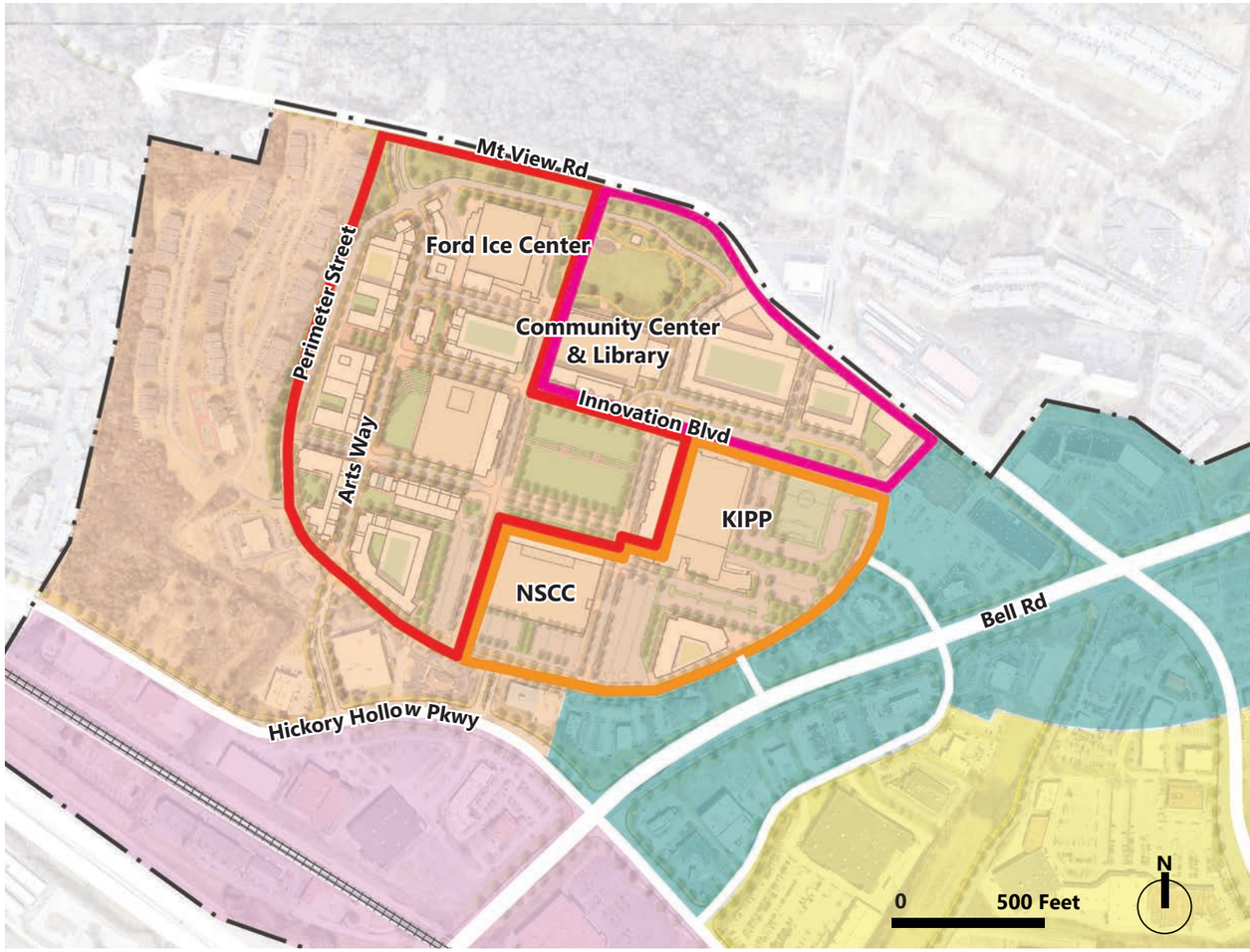
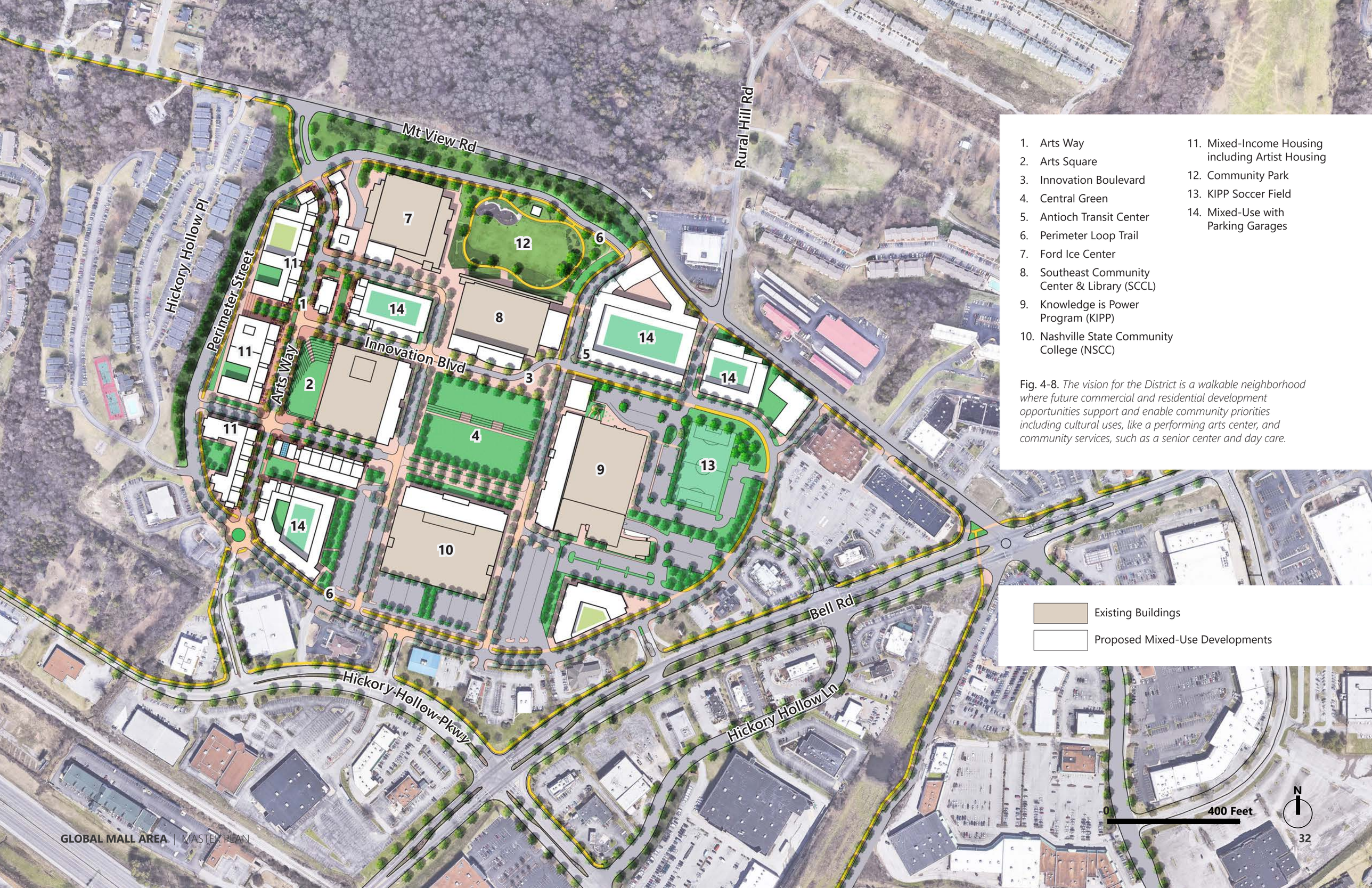


Fig. 4-7. *Arts and Innovation District Subdistricts*

Arts Village
Innovation Village
Opportunity Village

"The program should include a mix of uses."



1. Arts Way
2. Arts Square
3. Innovation Boulevard
4. Central Green
5. Antioch Transit Center
6. Perimeter Loop Trail
7. Ford Ice Center
8. Southeast Community Center & Library (SCCL)
9. Knowledge is Power Program (KIPP)
10. Nashville State Community College (NSCC)
11. Mixed-Income Housing including Artist Housing
12. Community Park
13. KIPP Soccer Field
14. Mixed-Use with Parking Garages

Existing Buildings

Proposed Mixed-Use Developments

Fig. 4-8. *The vision for the District is a walkable neighborhood where future commercial and residential development opportunities support and enable community priorities including cultural uses, like a performing arts center, and community services, such as a senior center and day care.*

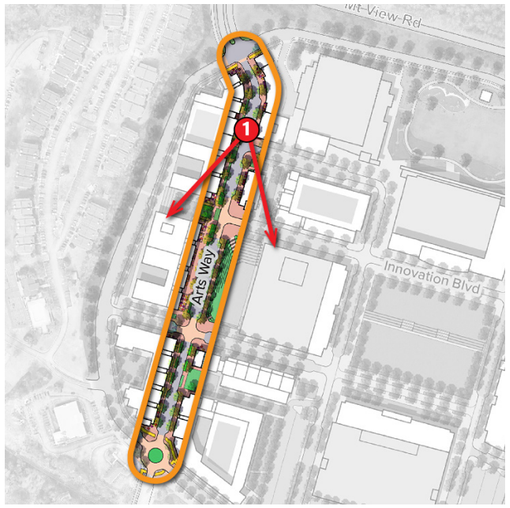
1. Arts Way

Running north to south, Arts Way could become the "Main Street" and the heart of Arts Village. Arts Way could become a prominent new place to celebrate the full spectrum of Nashville's globally recognized living arts culture in all its diverse and constantly evolving forms.

Metro Nashville should collaborate with private sector and community partners to develop a tree-lined street that offers a uniquely multicultural experience along its wide sidewalks. This street could be brought to life by innovative digital and other forms of interactive public art regularly programmed by local artists, together with a diverse mix of galleries and other creative spaces, eateries, locally owned and operated retail, and other street level activities. Upper floors of the primarily 5- to 7-story buildings lining the street could offer long-term mixed-income housing including artist housing, and a variety of workspaces for different users. Structured parking and other inactive uses should be screened with single-loaded active uses such as retail, restaurants, lofts, or similar activities.

Arts Way will connect directly to Mt. View Road to the north and Hickory Hollow Parkway to the south. These gateway intersections can be enhanced by unique digital public art, creating a robust regional identity for the Arts Village and the District — and telling the District's ever-evolving multicultural arts and innovation stories.

View looking south on Arts Way.





*"**Arts Way** could become a prominent new place to celebrate the full spectrum of Nashville's globally recognized living culture in all its diverse and constantly evolving forms."*

2. Arts Square

The intersection of Arts Way and Innovation Boulevard could feature a signature active public space — Arts Square.

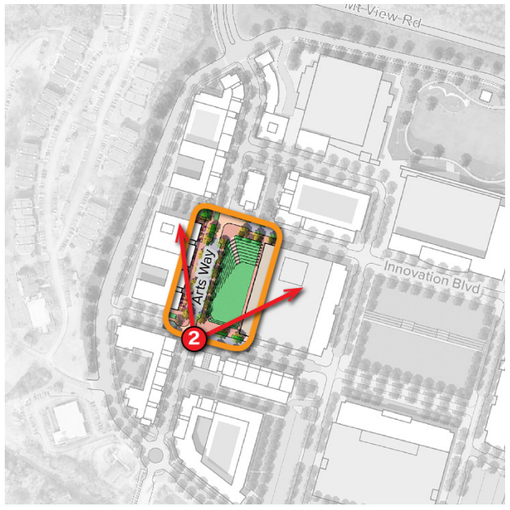
Through partnerships with nonprofits, the square- a lively neighborhood and regional gathering place- could host year-round cultural events that draw the Antioch and regional arts communities together and interact with existing sports and wellness assets on the site.

Equipped with a large-screen outdoor cinema, for example, the square could become the place where the Antioch community comes gather to watch professional and college sports, or where people from across the region can enjoy screened performances by local artists and where emerging performers can present themselves to the larger community.

The square can also function as a regionally prominent outdoor gallery for innovative public art, including a mix of permanent and curated temporary exhibitions.



View looking north in Arts Square.



*"**Arts Square** could become a regional gathering place to host year-round events that draw the Antioch and regional arts communities together."*

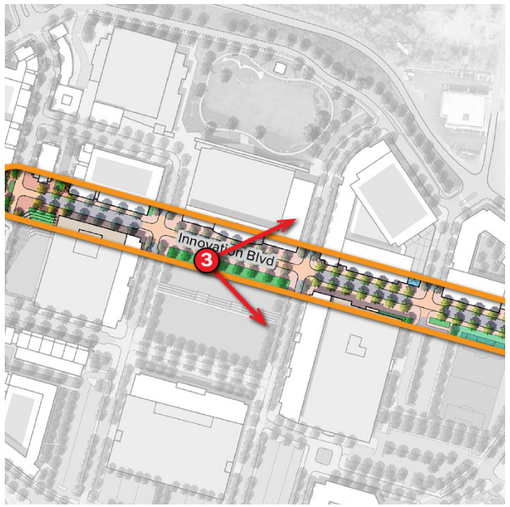
3. Innovation Boulevard

Running east to west, tree-lined Innovation Boulevard has the potential to offer a front door to the diverse mix of institutions, businesses, public spaces, and cultural venues that together embody the depth and breadth of the District's vital arts and innovation culture — and importance to expanding quality of life, equity, and economic opportunity for Antioch, Nashville, and the region.

Along with Arts Way, Innovation Boulevard should be one of the District's two primary "retail streets." Metro should work with the private sector to develop a street enlivened by a diverse mix of street-front businesses including eateries, shops, and similarly active uses that animate the District's public realm and promote interaction and a sense of shared community. This lively environment should provide Antioch-based and other local entrepreneurs the chance to showcase their creative business aspirations. Similar to Arts Way, parking and other inactive uses should be screened with single-loaded uses that could include innovation workspaces, complementary retail, as well as lofts.



View looking east on Innovation Boulevard.



"This lively environment should provide Antioch-based and other local entrepreneurs the chance to showcase their creative business aspirations."

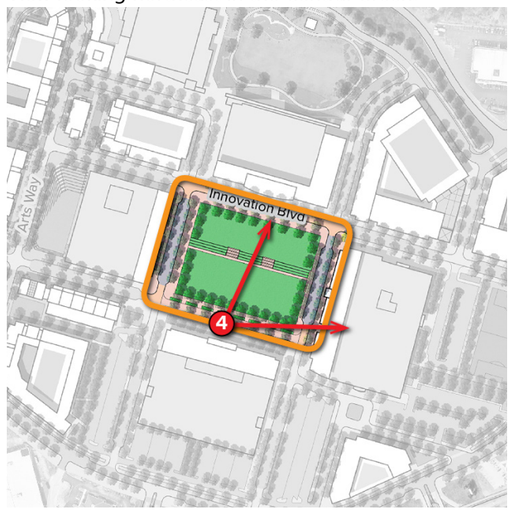
4. Central Green

The master plan calls for creating a central green in the middle of the mall site. As proposed, the nearly three-acre Central Green, facing Innovation Boulevard and located across the street from the Southeast Branch Library and Southeast Community Center, could become the District's primary gathering place for formal and informal events alike. Its slope to the south is conducive to play spaces for children as well as informal seating for performance events.

Faced by the KIPP Antioch Global School to the east and Nashville State Community College to the south, the Central Green can be programmed by these and other neighboring institutions for large-scale events and gatherings, while offering a green setting for family picnics and friends to gather at other times. Metro should coordinate with KIPP and NSCC to develop new liner facades and encourage internal uses that open to and animate the Green, while at the same time offering these institutions expanded opportunities to take direct advantage of their new presence on a three-acre public open space.



View looking northeast in the Central Green.



*"**The Central Green** could be Antioch's front lawn and the central gathering place for the community."*

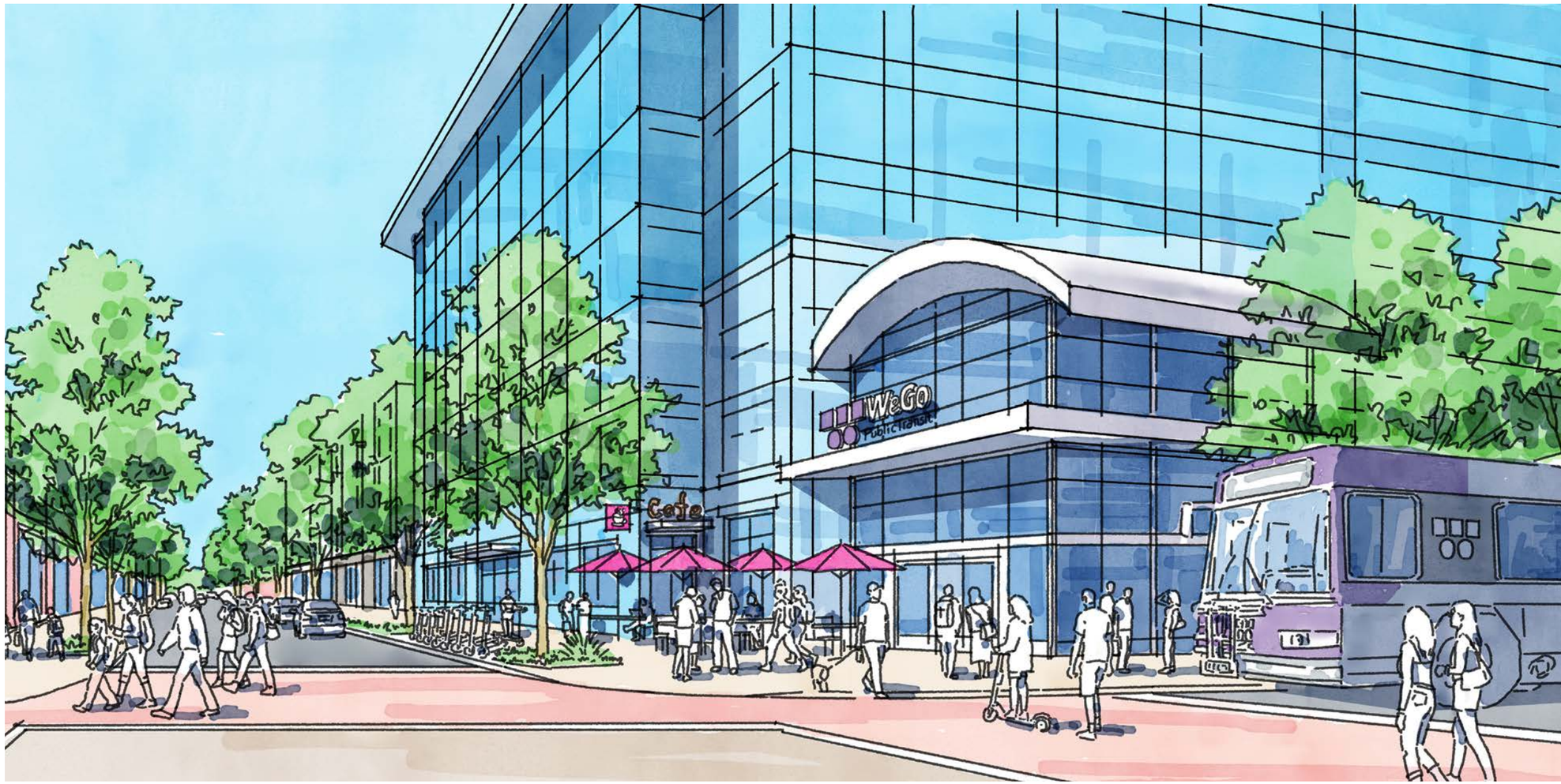
5. Antioch Transit Center

While not the public realm in the same sense as tree-lined streets and lively parks and squares, the Antioch Transit Center planned by WeGo represents an essential element in the District's public places, establishing the District as an important Nashville destination and inviting visitors from across the region. Located on Innovation Boulevard, the transit center will provide frequent, affordable district access to Antioch, Nashville, and the region.

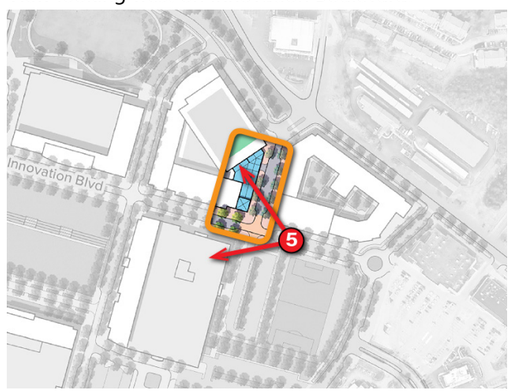
While its primary function as envisioned today is to serve as a terminus for the planned Murfreesboro Pike frequent transit service from Downtown Nashville and connect to other routes, WeGo also intends for the facility to include layover facilities and space to support vehicle operators and staff.

A proposed parking structure above the transit center will serve as a "park and ride" for WeGo users to access Downtown and other regional locations. The transit center and parking will be located within a five-minute walk of the District's primary destinations, including Arts Square, the Arts and Innovation Villages, the Southeast Library and Community Center, KIPP, Nashville State Community College, Ford Ice Center, and virtually all housing on the site.

A network of tree-lined walkable streets together with pedestrian paths and bikeways create a connected system that provides inviting connections from the transit center, via Arts Way and Innovation Boulevard, to every part of the District and surrounding neighborhoods.



View looking west on Innovation Boulevard.



*"**The Antioch Transit Center** is an essential element to the District's public realm, increasing access both regionally and locally."*

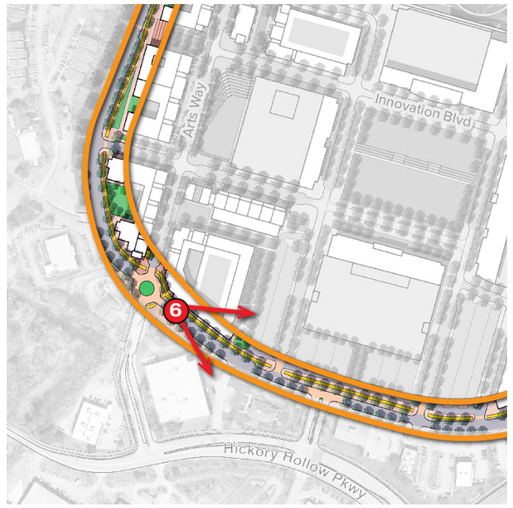
6. Perimeter Loop Trail

Through public and private partnership, a tree-lined combined bike and pedestrian path bordering the perimeter street has the opportunity to bring people together to walk, jog, and bike around the neighborhood, while at the same time enhancing the District's system of pedestrian facilities and bikeways.

A shared-use path on the site's perimeter street could also serve as an important connection or hub in the emerging regional trail system, linking Mill Ridge Park to Antioch Park as well as local schools, greenways, and other neighborhood amenities.



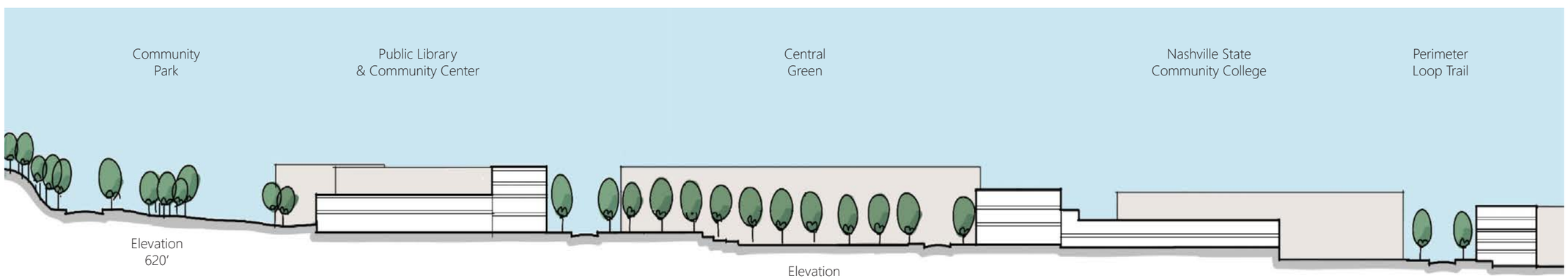
View looking east on the Perimeter Loop Trail.



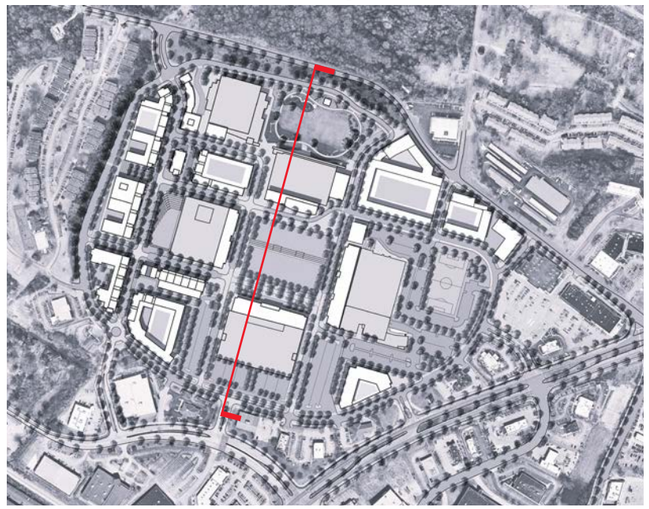
*"The **Perimeter Loop Trail** is a tree-lined multi-use path that has the potential to bring people together to promote a healthy community."*

7. Site Cross Section

Importantly, the public spaces — parks, greens, squares, and streets — step down and across the District with changes in topography or the slope of the site. From the Community Park to the north to the Perimeter Loop Trail to the south, there is an approximately 50-foot change in elevation. By providing distinct public spaces at different elevations and locations, a variety of activities and uses can occur simultaneously — similar to a collection of rooms upstairs and downstairs in a house — and allow the entire site to flourish.



Location of site cross section, looking east.



"By providing distinct public spaces at different elevations and locations, a variety of activities and uses can occur simultaneously ... and allow the entire site to flourish."



"The Antioch Arts and Innovation District will be a new center of community life, cultural expression, and educational and economic opportunity for Antioch, Nashville, and the region."

Southeast Community Park

In comparison to the public spaces described above, which have a dual role as community gathering places and regional destinations, Southeast Community Park will continue to focus on the needs of the local Antioch and neighborhood communities. The park is part and parcel of the community services complex, providing complementary, usable outdoor space for the Southeast Branch Library and Southeast Community Center. The park also provides local residents and library/ community center patrons with access to green space, an opportunity to walk and exercise, and a place for children to play.

4.3 ADDITIONAL CHARACTER AREAS

In addition to the Arts and Innovation District, three additional character areas offer complementary ways to build upon the transformational national trends, market analysis opportunities, and community input reported in Chapter 2 (Setting the Stage). While there is sufficient market demand for housing and a variety of "industrial" and "flex space" (e.g., smart manufacturing and tech startups) to spur substantial redevelopment over the next decade, the existing fragmented ownership will mean that redevelopment will likely happen incrementally as higher real estate values related to transforming the study area into a mixed-use, walkable center triggers individual redevelopment projects.

The following character areas suggest how planning can integrate a series of individual development projects, over one or more decades, into cohesive new character areas that contribute significant enhanced livability and economic opportunity for Antioch, Nashville, and the region.

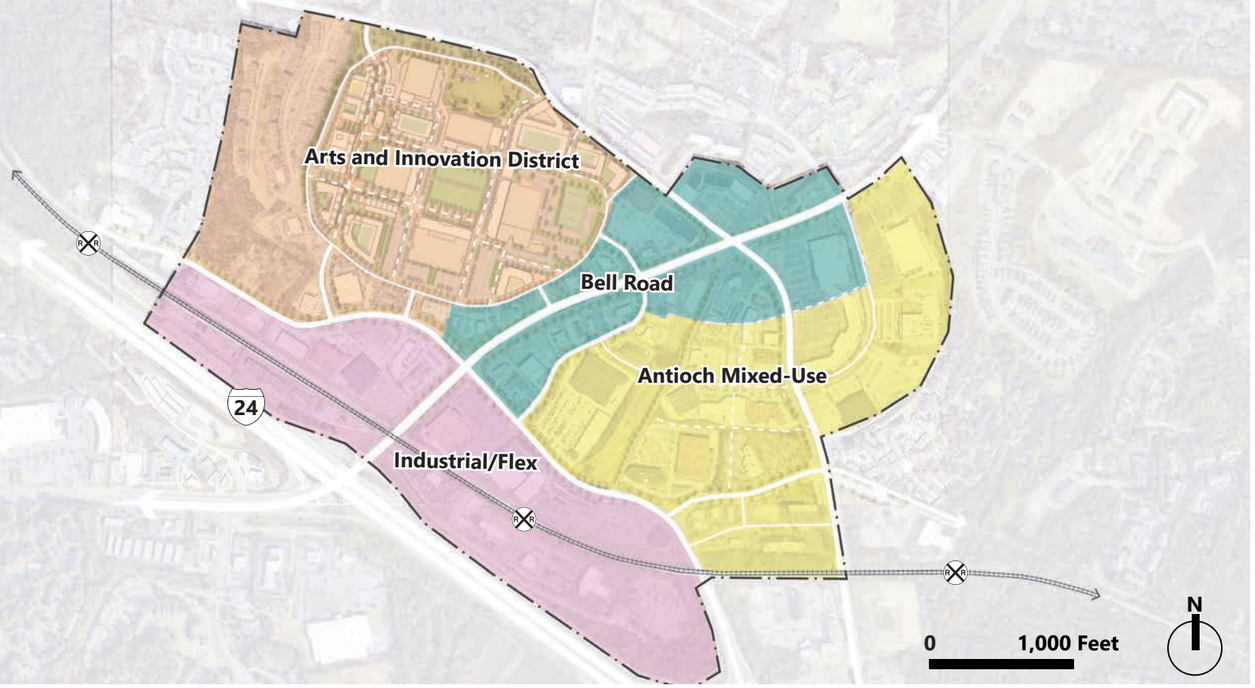


Fig. 4-9. *The additional character areas allow for transformation and long-term growth over a decades-long time frame, enabling these areas to evolve as trends and market forces evolve.*



Fig. 4-10. *Active uses along the ground floor of future developments are critical to creating a vibrant pedestrian friendly district.*

- **Bell Road Character Area:** Offers an immediate opportunity to act as a strong connection with Murfreesboro Pike and as a gateway that includes placemaking strategies centering on public art and multimodal connections. While redevelopment of multiple small parcels on the south side of Bell Road may be more gradual than redevelopment in other parts of the study area, the parcels to the north of Bell Road that also border the mall site's perimeter street and the larger parcels at the intersection with Hickory Hollow Parkway offer strong opportunities for early-on mixed-use redevelopment.
- **Antioch Mixed-Use Character Area:** Provides multiple opportunities for the private sector to redevelop under-utilized parcels into one to two million square feet of mixed-use redevelopment — organized along a grid of new and existing walkable streets — to meet demand that cannot be accommodated in the Arts and Innovation District. This new development could in turn support a lively new "Main Street" that provides a direct walkable connection to Innovation Boulevard in the Arts and Innovation District. The Mixed-Use area also offers the opportunity to incorporate a greenway along a powerline easement that serves the entire study area and Antioch.
- **Industrial/Flex Character Area:** Offers a unique opportunity to take advantage of demand for a new generation of smart manufacturing and flex space that houses a range of uses from small new manufacturers to maker spaces and tech startups. Unlike traditional manufacturing, which often seeks sites that are buffered from nearby housing and other non-industrial users, this new generation would be attracted by the amenities offered at the District and the prospect of a nearby workforce with a wide range of educational backgrounds and skill levels. Proximity to a robust design community would also be an asset.

4.4 OVERVIEW OF URBAN DESIGN GUIDELINES

Urban design guidelines translate the master plan into three dimensions. The guidelines address buildings and streets for the full study area. For the Arts and Innovation District, they also address the specific core public realm elements. Specific additional public realm design guidelines should be prepared for the other three character areas in conjunction with more detailed planning.

Together with the additional implementation material provided in Chapter 5, the guidelines also serve as a "social contract," confirming that the Arts and Innovation District honors the mission, vision, and goals that the community and elected officials worked to put in place.

In effect, the master plan and guidelines provide developers, the community, Metro staff, elected officials, and other stakeholders with a well-defined shared expectation for the character and quality of the public realm and redevelopment that will bring the District to life.

The urban design guidelines, in their entirety, are incorporated as Appendix A.



Fig. 4-11. *The design of streets, open spaces, and buildings will be guided by urban design guidelines, which strive to create an inviting and lively public realm for residents and visitors to Antioch.*

CHAPTER 5

IMPLEMENTATION

5.1 **Regulatory Framework**

5.2 **Mobility Improvements**

5.3 **Public/Private Partnerships**

5.4 **Implementation Team**

5.5 **Community Engagement**

5.6 **Getting Started**

CHAPTER 5

Achieving the recommendations of the Global Mall master plan will require a sustained and focused commitment from those charged with implementation — from both the public and private sectors — over one, and possibly two, decades. Mall sites pose unique redevelopment opportunities and challenges from both a public and private sector perspective. Like the Global Mall site, they generally represent well-located large sites, often under a single ownership, whose redevelopment can play a uniquely significant role in achieving critical regional and local economic development, fiscal, livability, equity, and environmental goals. At the same time, these sites also represent complex real estate development transactions, can raise significant community concerns, and, without strong public sector leadership and community engagement, result in redevelopment scenarios that offer little beyond fiscal value to the communities who host them. At every stage and in every aspect, transforming the mall site into a lively mixed-use, walkable center will require an integral public-private partnership.

While the private sector brings essential development expertise, resources, and financing to the partnership, public sector tools can ensure the resulting development achieves its mission. They include:

- Regulatory powers that govern land use, density, design, and similar qualities that will shape the District.
- Mobility and other infrastructure investments that connect the District to the larger community.
- Public-private partnerships (P3) that provide the financing — and incentives — necessary to achieve the District's full promise.
- An implementation team that brings the right public and private sector partners to the project.
- Community engagement that keeps the community involved as the District grows and evolves.

Finally, future modifications to this master plan will continue to ensure that this multicultural Arts and Innovation District and the surrounding area continue to embody the living culture of Antioch and Nashville while advancing quality of life, equity, economic opportunity, and environmental responsibility for the entire region for decades to come.

Key Objectives

- **Transit Center** – At the earliest phase of development, Metro and WeGo should coordinate on developing a new regional transit center on the mall site, following the master plan's vision and design guidelines.
- **Plan Framework** – Metro should use the master plan vision to evaluate and prioritize blocks where public uses and interests are required to be preserved, such as the transit center, and ensure such uses are protected throughout the phases of development. Other parcels may be evaluated for individual or multiple private development agreements.
- **Public-Private Partnerships** – Metro Nashville should actively pursue partnerships with private and non-profit entities to leverage their strengths and resources and ensure community services, such as a day care center, senior center, business incubator, and coworking space, are included in the mall site's redevelopment. Metro should further devise a development strategy that includes three key factors: (1) how can the city take advantage of demand generated from current uses on the mall site; (2) how can the city tap into strategic drivers that shape the local economy, including local universities, health care, and the like? and, is there an opportunity for the mall site to meet some of those needs? (3) in all instances a residential development component should be devised to drive investment in the site and meet the goals for a walkable, livable community.
- **Perimeter Loop and Regional Trail System** – Metro Nashville should ensure future development includes a shared-use path on the site's perimeter street that can serve as an important connection or hub in the emerging regional trail system, linking Mill Ridge Park to Antioch Park as well as local schools, greenways, and other neighborhood parks.
- **Bell Road Improvements** – In partnership with TDOT and CSX, NDOT should continue their efforts to improve the multimodal infrastructure and overall safety of Bell Road, including the interchange area.
- **Cultural Use** – Metro Nashville should identify a potential site where a cultural use, such as a performing arts center, could be incorporated into a development plan and pursue private and non-profit partnerships for such an opportunity.
- **Infrastructure and Resiliency** – Metro should develop an open space and streetscape plan that includes public art as a key component and explore the creation of a BID or other entity to manage and program public spaces. Additionally, consider whether a district management entity should coordinate shared parking across the site and identify strategies to improve overall environmental performance with an emphasis on long-term resiliency.

5.1 REGULATORY FRAMEWORK

New zoning will be a necessary early step to align permitted uses and densities with the master plan, and may need to be tailored to a specific parcel or parcels. In addition, the plan includes urban design guidelines that provide clear direction for shaping the District's built environment, streets, and public spaces, and which will also provide direction for longer-term redevelopment across the study area. Providing continuous planning and design guidance, review, and approvals will be essential to ensure that the District achieves the intended qualities from a policy and regulatory perspective.

5.2 MOBILITY IMPROVEMENTS

The key mobility improvements, while not sequential, are all essential to support creation of the District, as well as subsequent nearby redevelopment triggered by the District. Both the public and private sectors could contribute resources for these improvements and leverage opportunities to determine the sequencing of delivery.

- **Antioch Transit Center.** Build the new Antioch Transit Center to deliver state-of-the-art public transit access to the District and the Antioch community more broadly.
- **Mt. View Road Complete Street Enhancement.** Make improvements to Mt. View Road to enable bus operations to reach the Antioch Transit Center from Bell Road and to provide safe facilities for bicycles and pedestrians also using this corridor.
- **Bell Road Improvement.** Use existing right-of-way on Bell Road to support expanded shared-use path facilities within the study area.
- **Mall Site Perimeter Street Improvements.** Transform the Perimeter Street into a green street and add a shared-use path adjacent to the roadway.
- **Internal Arts and Innovation District Street Network.** Build the internal street network to support the site's development. This includes assessment of current utility infrastructure capacity (storm and sanitary sewers, and general sitewide stormwater capacity).
- **Long-Range Street Connections across the Study Area.** Amend the Major and Collector Street Plan to include the proposed street network for the study area.

- **Connections to Mill Ridge Park/Century Farms.** Enhance pedestrian, bicycle, and microtransit connections from the District to Mill Ridge Park and Century Farms.

- **Last-Mile Connectivity Enhancements.** In conjunction with the prior recommendation, improve local streets within the study area street network with bicycle, pedestrian, and transit-supportive infrastructure to allow last-mile connections to the Antioch Transit Center.

- **Major Access Study.** Coordinate with the state and other stakeholders on how major modifications to access in the District and surrounding study area would be accomplished with larger I-24 corridor mobility investments, including potential interstate Choice Lanes. This coordination should focus, at a minimum, on the following five critical initiatives:

  - A memorandum of understanding – possibly through a Corridor Management Agreement – between Metro and TDOT that the long-term revitalization and economic development impact of the study area will have state-level significance and justifies consideration of state infrastructure investment.
  - A cost- and revenue-sharing strategic plan between Metro and TDOT for long-term funding and financing of major transportation investments, based on expected potential economic impact and tax revenue from the revitalized study area.
  - An Alternatives Analysis of different potential access options to better connect the study area to I-24, especially on the north side of Bell Road.
  - An Interstate Access Justification Report (IAJR) to be reviewed and approved by the Federal Highway Administration (FHWA) that considers impacts of new access on overall interstate operations and allows FHWA determination of safety, operational, and engineering acceptability.
  - Preparation of an environmental evaluation under the National Environmental Policy Act (NEPA) to support the Federal action of FHWA approval of an IAJR.

5.3 PUBLIC-PRIVATE PARTNERSHIPS (P3)

The economics of transforming an auto-oriented mall site into a mixed-use, walkable center assume a mix of private and public investment. In the long-term, it is anticipated that the investment will be more than repaid by increased tax revenues and economic development benefits once the new District is in full operation.

The P3 models most relevant to creating the District typically include some combination of the following:

- Local and state investment for infrastructure improvements, including roadways and other public infrastructure that will improve connectivity to the adjacent mobility and utility networks.
- Tax Increment Financing (TIF) that takes advantage of the significant additional real estate and other tax benefits resulting from redevelopment. A TIF involves issuing a bond to help fund a project's early phases, which will be repaid by higher tax revenues associated with the TIF district when it is fully operational. TIF's are widely used and can fund gaps in development feasibility, infrastructure costs, and public realm costs as needed.
- Tax agreements that reduce real estate taxes for a specified period as an incentive to secure investment that will produce longer-term fiscal and economic development benefits.
- Creating a Special Assessment District and leveraging revenues to support a bond to fund infrastructure.
- Local, state, federal, and philanthropic grants to support workforce readiness and training, childcare, senior services, artist support facilities, and similar community services.
- Creating a special or business improvement district (BID), funded by dues from on-site businesses and possibly the philanthropic community to seed and fund maintenance and programming of public and private spaces.
- Additional targeted state and federal programs for which elements of the master plan would be appropriate, for example:
  - Specific public incentives to secure long-term artist housing and other forms of mixed-income housing.
  - The state's FastTrack Infrastructure Program, which provides discretionary grants to local government agencies for public infrastructure improvements that will benefit at least one company. To qualify, a business must create net new full-time jobs and make a capital investment. The program also requires local matching funds based on a community's ability to pay.

This master plan anticipates that carefully balanced public and private investment and partnerships occurring over phases will assist in achieving the recommendations. As the plan evolves, this careful balance must, of course, be regularly reevaluated and adjusted.



Fig. 5.1. *As the Global Mall site transforms, the public realm will become increasingly lively as each phase is developed.*

"The economics of transforming an auto-oriented mall site into a mixed-use, walkable center assume a mix of private and public investment."

5.4 IMPLEMENTATION TEAM

For at least the next decade, and potentially far longer, achieving the plan will require a dedicated implementation team of partners — with complementary skills and roles but working toward a shared mission and vision. In addition to the development partners described below, consideration should be given to convening a working committee of public agencies whose funding and approvals will be essential to implement the master plan.

- **Incorporating essential implementation skills and experience.** The District's mission as a center of arts, innovation, and robust community services strongly suggests specific areas of expertise noted below. Where Metro does not have access to these capabilities in house or through partnerships with nonprofits or consultants, these capabilities should be identified as essential components of developer teams, in particular:
  - Design and engineering professionals capable of delivering a thoughtfully designed and well functioning neighborhood.
  - Familiarity with developing both housing and innovation workspace in a mixed-use, walkable context.
    - » Long-term affordable artist housing is a specialized real estate product that requires familiarity with funding, working with diverse artist communities, and the specific programming requirements to create successful artist communities, and similar capabilities.
  - Similarly, the community's focus on creating a robust arts village strongly suggests that the implementation process includes, or has direct access, to one or more individuals with an understanding of how arts-focused facilities are programmed and funded. Their participation ensures that this vital program element moves forward. For example, the implementation team should include the District, Antioch, and larger regional arts community to facilitate holding regular festivals, gallery walks, performances, and similar events and to invite performers to animate Arts Way and Arts Square.
  - The community expressed strong interest in indirect community benefits, each of which strongly suggests that the team include or have direct access to individuals with the understanding (including funding and training strategies) and experience to address:
    - » The community's strong interest in opportunities to establish small, locally owned and operated retail, eatery, and similar "storefront" businesses — for example along Arts Way and Innovation Boulevard — in part to enrich the site with Antioch's living culture.
    - » Workforce readiness and skills training programs that will provide access for the Antioch community and others across the region to the broad spectrum of job and business opportunities (for example, suppliers for companies recruited to the site).
    - » Desired community-serving uses, such as senior housing, a senior center, a day care, and similiar uses.
  - The District is intended to be fully public. It will require management capabilities similar to a downtown business improvement district. While some of these roles may be provided by the public sector, ultimately the implementation team should ensure the District is green, clean, and safe; regularly programmed with arts events, festivals, and similar programs that draw the Antioch and larger regional community to the District; and collectively marketed.
- **Creating a shared culture,** expressed through agreed values, open communication, and trusted working relationships, is invaluable in navigating a project of significant value, complexity, and community impact to success.

5.5 COMMUNITY ENGAGEMENT

The master plan community engagement process strongly suggests that future development partners need to be aware of the significant role that the Antioch community played in shaping the plan. The community has voiced and has a strong sense that the future of the mall site is critical to the future of Antioch — this Master Plan captures that sentiment in the form of specific goals. It strongly suggests that any implementation steps describing the nature and scope of future planning and improvements in the area — whether more detailed plans emerge or as new and changing circumstances require changes to this master plan — the Antioch community's continued participation, particularly if they differ from the letter and spirit of the core mission, vision, and goals, is vital to the ongoing success of this plan.

5.6 GETTING STARTED

All of these essential tools are necessary to launch redevelopment:

- Initiate the process of putting an appropriate regulatory framework in place.
- Establish a District Working Group that brings together essential public agencies and potential additional stakeholders.
- Create a robust public/private partnership strategy.
- Coordinate and confirm mobility improvements with local and state agencies.
- Assemble an implementation team with the full set of essential capabilities and resources.
- Formalize continued community engagement to ensure potential development plans and changes to the master plan are reviewed with the community. Consider forming a community advisory committee that can continue working with the implementation team over the full development period.

Once the implementation team is in place:

- Establish a strong working relationship with Antioch and the larger region's multicultural arts communities to further develop the District's arts component.
- Initiate conversations with potential innovation companies and institutions regarding their participation in the District's development.
- Create a detailed public realm framework built around the four signature public realm components — Arts Way, Innovation Boulevard, Arts Square, and the Central Green — as the "armature" around which the District can grow and thrive and a plan for the maintenance and operations of these public spaces.
- Put together a fully developed District Management Plan that will demonstrate how the first and later phases of development will be programmed with arts events, community festivals, and similar events reflecting the District's local, citywide, and regional importance.

Stewardship — The Antioch community and Metro have an ongoing responsibility to ensure that redevelopment, and then operations, continue to capture the master plan's letter and spirit including possible future modifications. Doing so will ensure that this multicultural Arts and Innovation District continues to embody the living culture of Antioch and Nashville and enhance quality of life, equity, economic opportunity, and environmental responsibility for the entire region for decades to come.



Fig. 5-2. *Many communities are transforming mall sites and other older retail formats into thriving mixed-use, walkable centers.*



APPENDIX A

URBAN DESIGN GUIDELINES

The starting point for urban design in the study area is the pedestrian experience and an improved public realm. Strong architecture and engaging public spaces should enhance the quality of the pedestrian environment and surrounding area.

A **Mission, Vision, and Goals**

B **Urban Design Framework**

C **Street Types and Street Sections**

D **Character Areas and Subdistricts**

E **Site Design Guidelines**

F **Building Design Guidelines**

DRAFT - JUNE 2024

A—MISSION, VISION, GOALS, AND PROGRAM

MISSION

Reinvent the mall site and surrounding study area to meet the economic, social, cultural, and environmental needs and aspirations of 21st century Antioch, Nashville, and the region.

VISION

Transform the mall site and study area into a lively mixed-use, walkable center and regional destination that enriches quality of life, expands economic and life-path opportunities, and celebrates diversity and shared community for Antioch, Nashville, and the greater region.

GOALS

- **Land use.** Prioritize uses that promote quality of life, economic opportunity, equity, and environmental responsibility.
- **Urban design.** Create an interplay of uses and public realm that fosters a sense of shared community.
- **Mobility.** Expand access to, and across, the study area for people of all abilities.
- **Environment.** Implement sustainability initiatives that reclaim impervious surfaces, restore natural areas, and rely on green infrastructure.
- **Culture.** Expand Nashville's commitments to the full spectrum of the arts and artists, seizing the opportunity for Antioch to serve as a central hub for Nashville's creative community.
- **Education/Workforce.** Create "cradle to career" programs to bring people into the workforce and empower them to build their skills and achieve their entrepreneurial aspirations.



Fig. A-1. *Transformation of the Global Mall site will include a range of uses and amenities to create a mixed-use, walkable center.*

B—URBAN DESIGN FRAMEWORK: CHARACTER AREAS

Achieving a safe, comfortable, and dynamic public realm in the Global Mall area depends on the successful application of a clear set of urban design guidelines. The guidelines cover four character areas and a series of signature public spaces and streets that together form the public realm.

The site and building guidelines outline policies for the future development of the study area, with additional detail provided for the Arts and Innovation District. The guidelines use place-based planning to guide redevelopment. Each of the four character areas encourages development that fits a cohesive land use pattern, intensity, and form.



Fig. A-2. *The Global Mall site and surrounding study area will develop in one of four character areas, including the Arts Village part of the Arts and Innovation District seen here.*

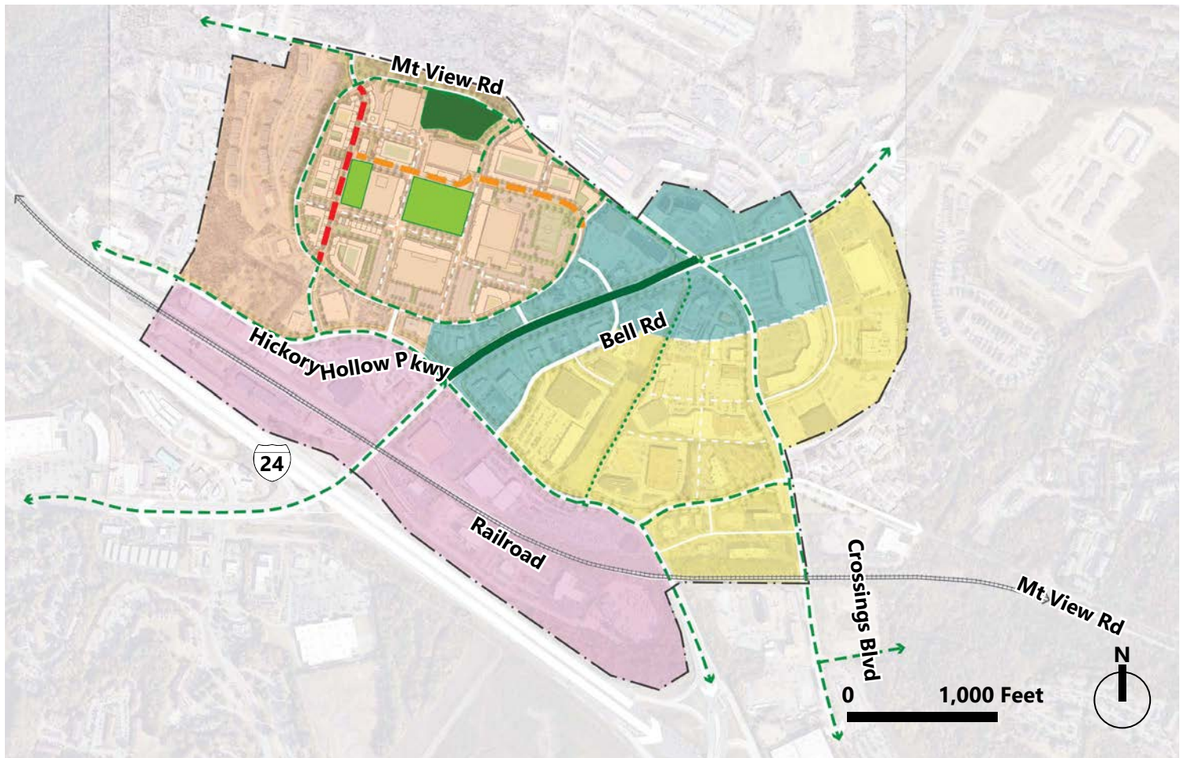


Fig. A-3. *The Urban Design Framework includes four character areas, signature public spaces, and new streets.*

C—STREET TYPES

The street types plan below builds on the urban design framework illustrated on the prior page. The plan includes three typical street types:

- Arterial Boulevards
- Main Streets
- Neighborhood Streets

Each of the street types is further described in the Street Sections, including dimensions, street elements, and an illustrative cross section. As development occurs, the street plan calls out four streets — referred to as "Signature Streets" — for specific attention and emphasis during design.

Additionally, the street types plan identifies the need to improve entryways or access drives to the mall site, adding sidewalks and street trees to enhance the connection with offsite streets. Finally, the streets plan highlights Mt. View Road between Bell Road and Rural Hill Road as a transit priority street that will support higher capacity transit service to the Global Mall site. Detailed design of the transit priority street and neighborhood street accessing the future transit center will be led by WeGo and NDOT.

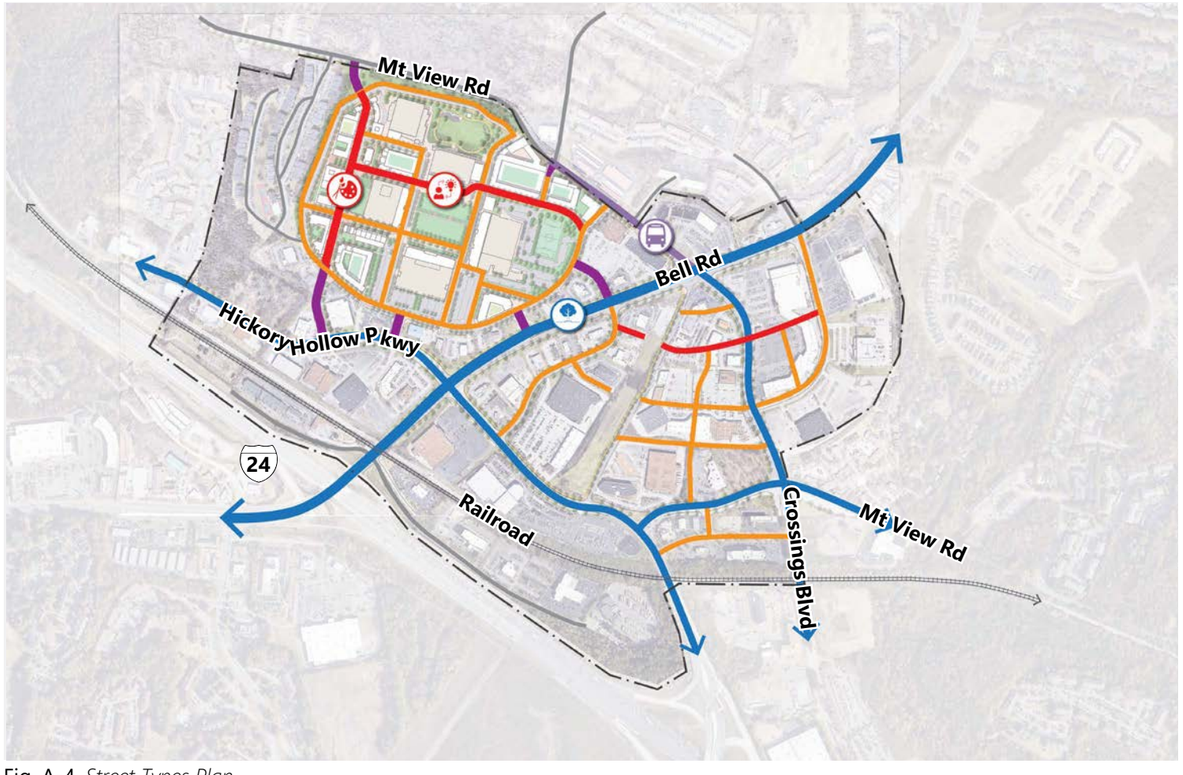


Fig. A-4. *Street Types Plan*

C—STREET SECTIONS

Building on the street network map in the Master Plan and the street types shown here, street sections provide the elements, dimensions, and layout that will guide future improvements in the study area. New streets will balance multiple modes of mobility and establish the framework for connecting internally throughout the District, as well as destinations in the study area and beyond.

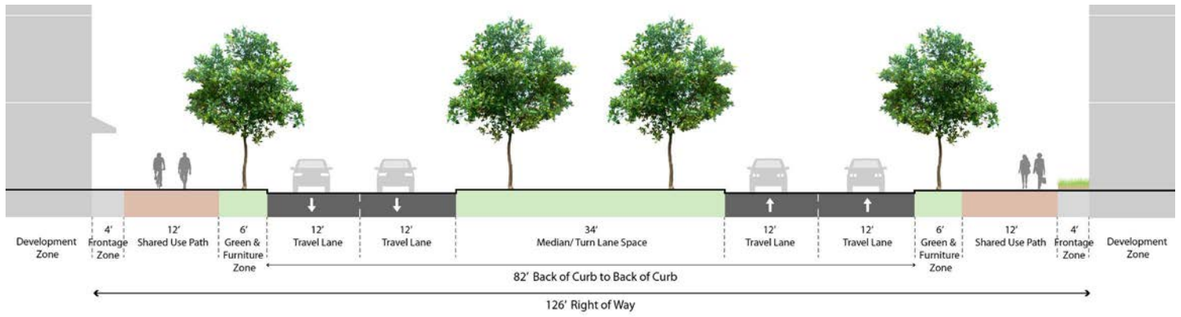
The following street sections are coded to the street type map and comprised of five typical categories including Main Streets, neighborhood streets, the transit priority street, entryways, and arterial boulevards. Any future modifications to these street sections should take into account the primary importance of accommodating pedestrians throughout the study area and particularly in the District.



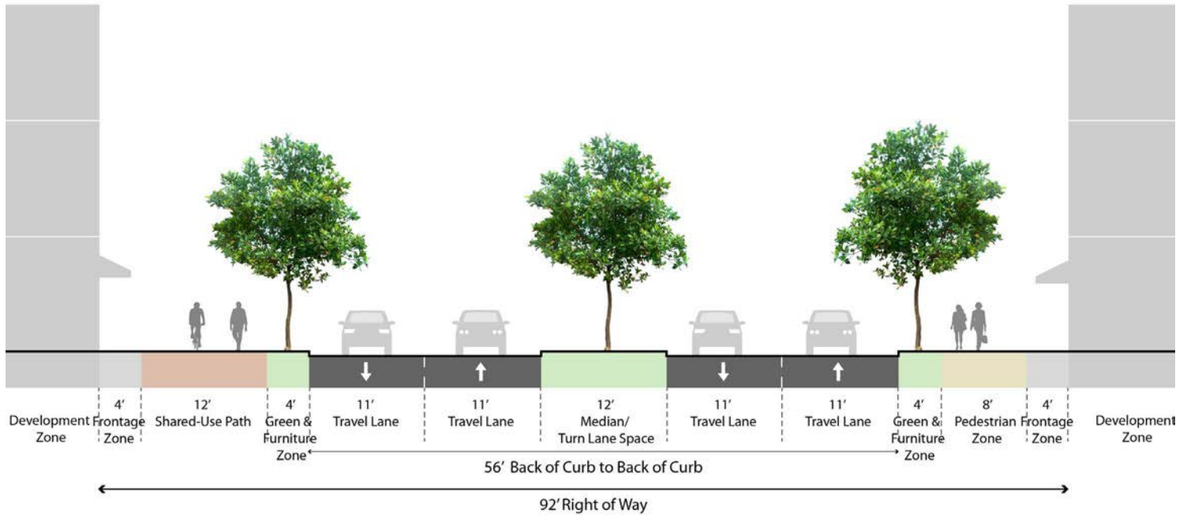
Fig. A-5. *Streets will serve as the primary means of connecting all forms of mobility both internally and externally. Street design should focus on the pedestrian experience first.*

ARTERIAL BOULEVARDS

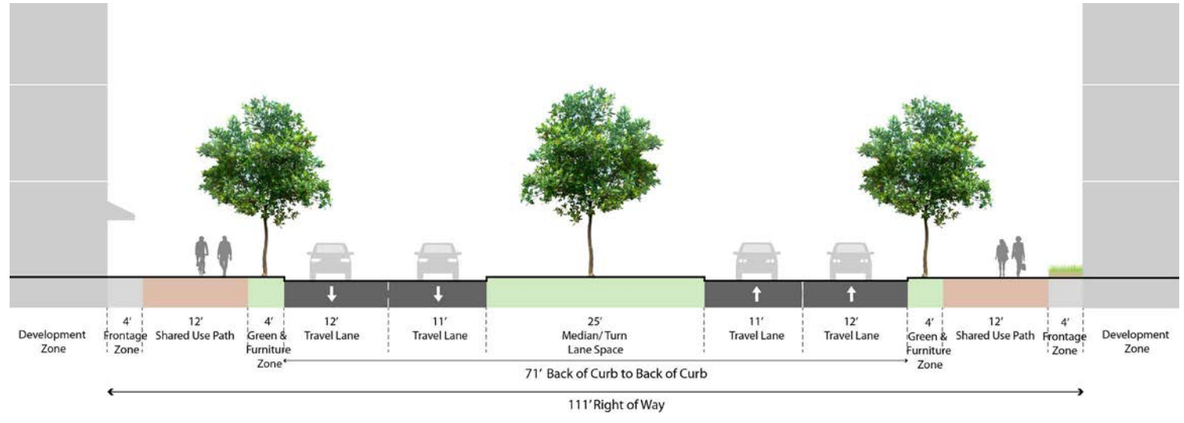
BELL ROAD
Existing right-of-way: 126' / Proposed right-of-way: 126'



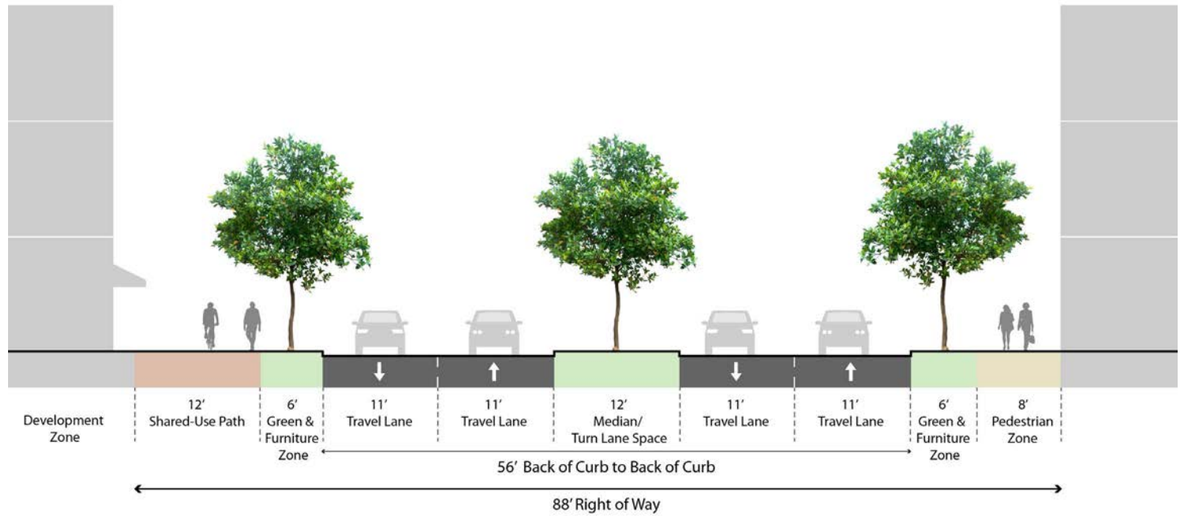
MT. VIEW RD (SOUTH OF BELL ROAD)
Existing right-of-way: 92' / Proposed right-of-way: 92'



HICKORY HOLLOW PARKWAY
Existing right-of-way: 111' / Proposed right-of-way: 111'

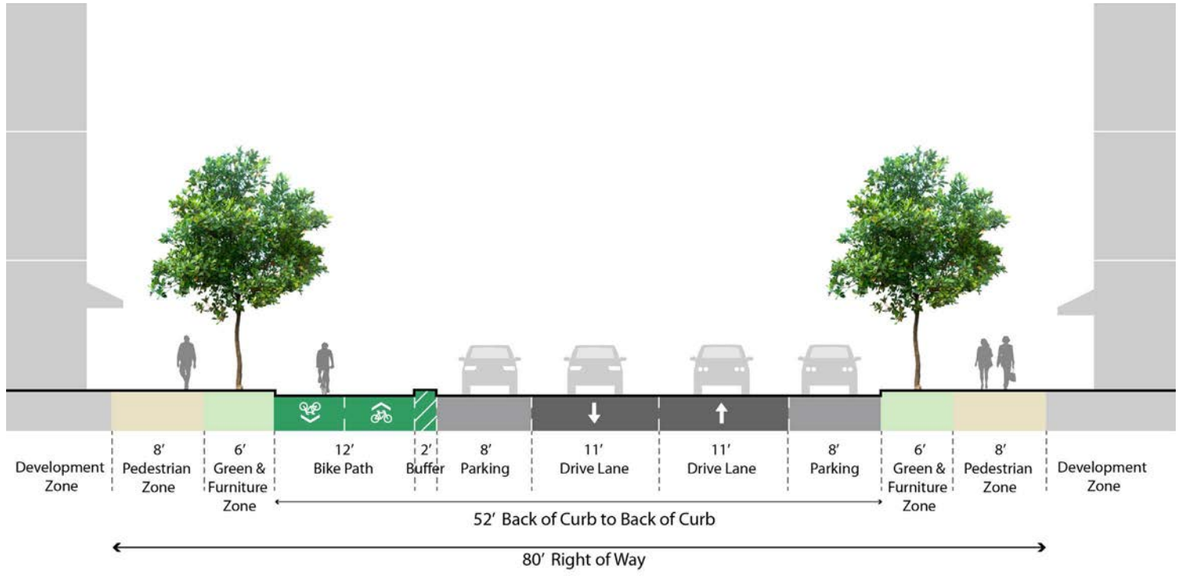


CROSSINGS BOULEVARD (HICKORY HOLLOW PARKWAY TO MT. VIEW ROAD)
Existing right-of-way: 88' / Proposed righ-of-way: 88'



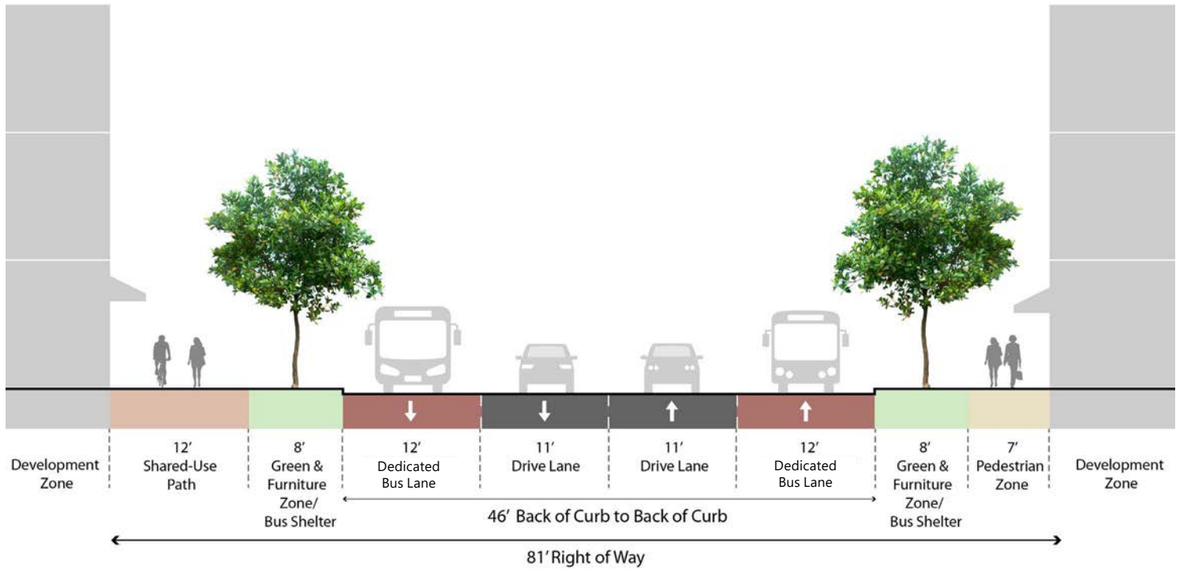
MAIN STREETS

ARTS WAY, INNOVATION BOULEVARD
New street / Proposed right-of-way: 80'



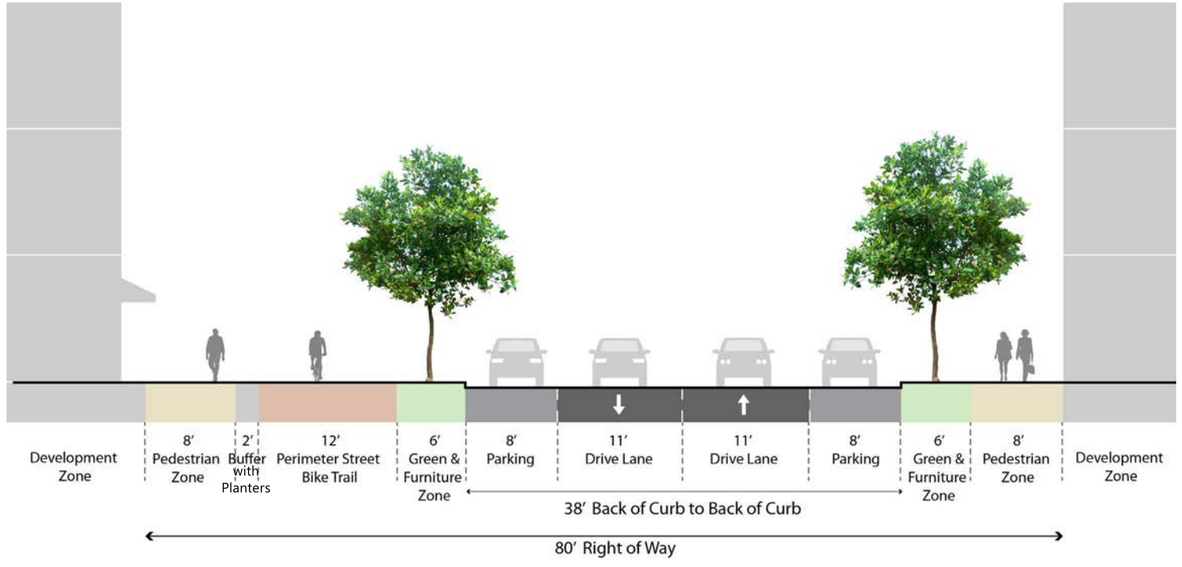
TRANSIT PRIORITY STREET

MT VIEW ROAD (BELL ROAD TO RURAL HILL ROAD)
Existing right-of-way: 61' / Proposed right-of-way: 81'

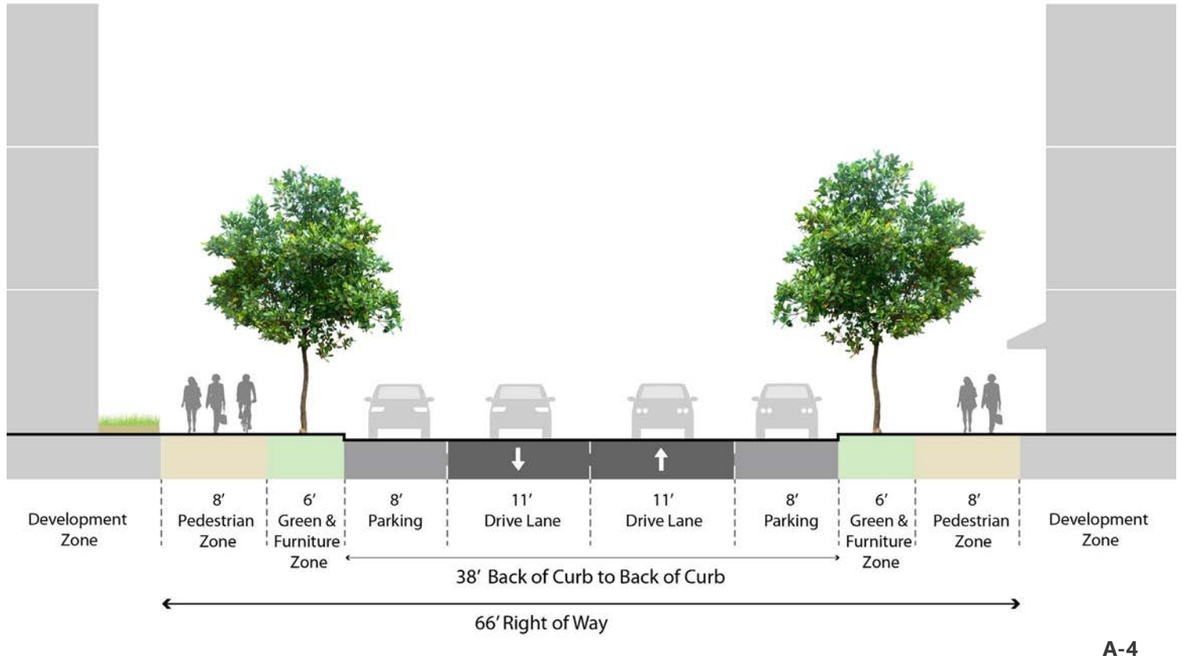


NEIGHBORHOOD STREETS

PERIMETER STREET
Existing pavement width: 50' / Proposed right-of-way: 80'

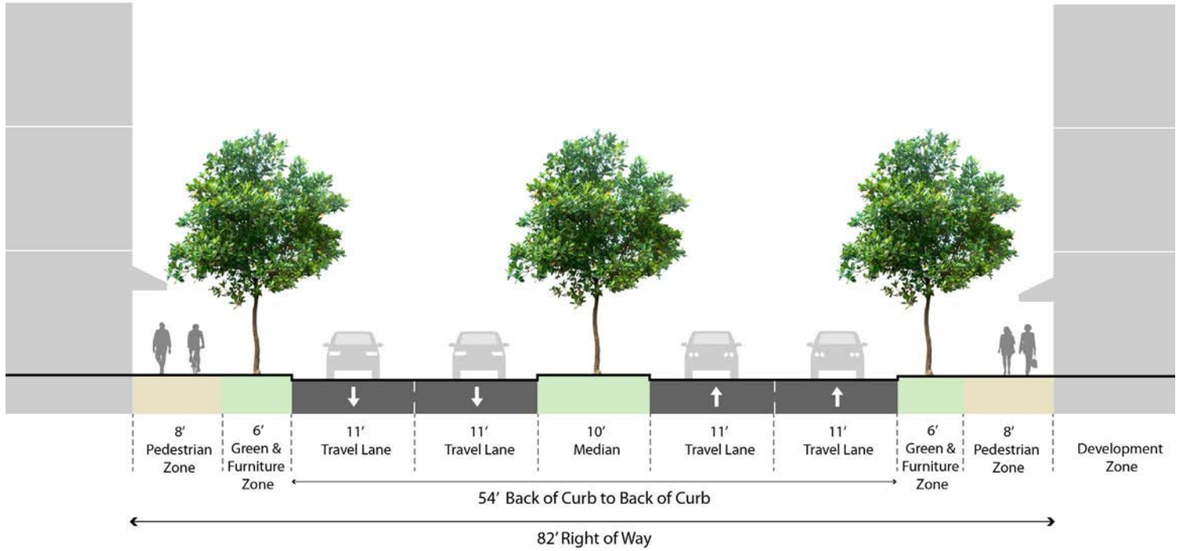


TYPICAL STREET CONDITION
Existing right-of-way or New Street: 66' / Proposed right-of-way: 66'



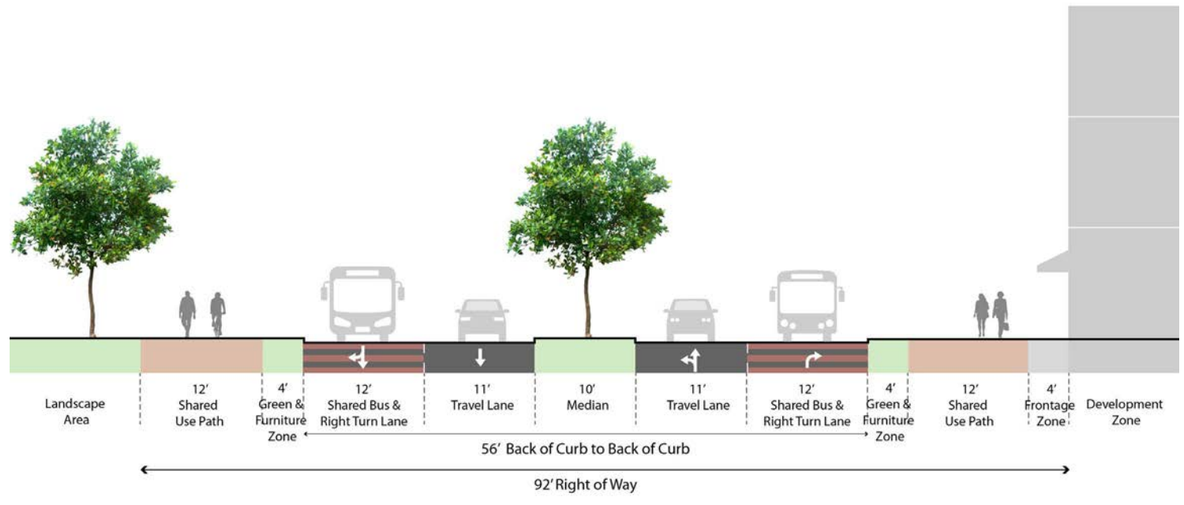
TYPICAL STREET CONDITIONS

Existing right-of-way: 82' / Proposed right-of-way: 82'



MT. VIEW ROAD TO PERIMETER STREET

Existing right-of-way: 66' / Proposed right-of-way: 92'



D—CHARACTER AREAS

D.1—Arts and Innovation District

The Arts and Innnovation District is an amenity-rich community service and regional destination.

RECOMMENDED USES

In addition to the existing Library, Community Center, Community College, KIPP, and Ford Ice Center, other uses should include:

A. Retail and restaurant

B. Hotel

C. Cultural centers (museums, art galleries, and libraries)

D. Theater

E. Educational facilities

F. Day care center

G. General office

H. Medical office and outpatient clinic

I. Multi-family housing (e.g., artist, senior, and additional mixed-income and mixed ownership/ rental)

J. Bus station / park and ride

RECOMMENDED FORM

K. Compact, walkable. The public realm should be pedestrian-friendly with wide sidewalks, street trees, and active street frontages, particularly along Arts Way and Innovation Boulevard.

L. Mid-rise (4-7 stories). Additional building height up to ten stories may be considered at entrances or gateways adjacent to Hickory Hollow Parkway and in some or all of the subdistricts (Section D.1a.M. and D.1b.J.). The allowance for increased height should factor the visual and physical impact on public spaces, vertical mix of uses, and design of buildings.

M. Optimal block lengths should be less than 400', with no block length greater than 500'. Midblock crossings are encouraged for all blocks that exceed 400' in length.

N. The Perimeter Street serves as the basis for the local multi-purpose trail network, which will ultimately tie into the broader regional network. Development should include adequate on-site improvements that connect to the public realm network, such as on-site walkways or amenities (i.e., bicycle parking, water fountain) for bicyclists and pedestrians.

O. The development of smaller public open spaces, such as pocket parks, plazas, community gardens, and other outdoor amenities, less than 5,000 square feet, are encouraged. These spaces should connect to the overall public realm network and provide variety for pedestrians throughout the district.

P. Landscaping within street rights-of-way and open spaces (public and private) either in-ground or in planters, should prioritize low-maintenance, native trees and vegetation, and include permeable surfaces that enhance aesthetics and promote stormwater infiltration. Biodiversity in plant species selection is encouraged.

SHARED PARKING

Q. Parking should be a district-wide resource with shared above grade parking facilities, a single level of below grade parking in select buildings, and on-street parking.

R. Shared parking strategies and agreements should be utilized to maximize parking areas.

S. Locate parking structure entrances away from Arts Way and Innovation Boulevard to prioritize pedestrian safety and preserve street frontage for active uses.

T. Integrate active ground-floor uses and/or community amenities along the perimeter of parking structures to activate the street frontage and enhance the pedestrian experience.

U. Create safe and accessible pedestrian pathways leading to parking structure entrances and incorporate wayfinding signage and lighting to enhance visibility.

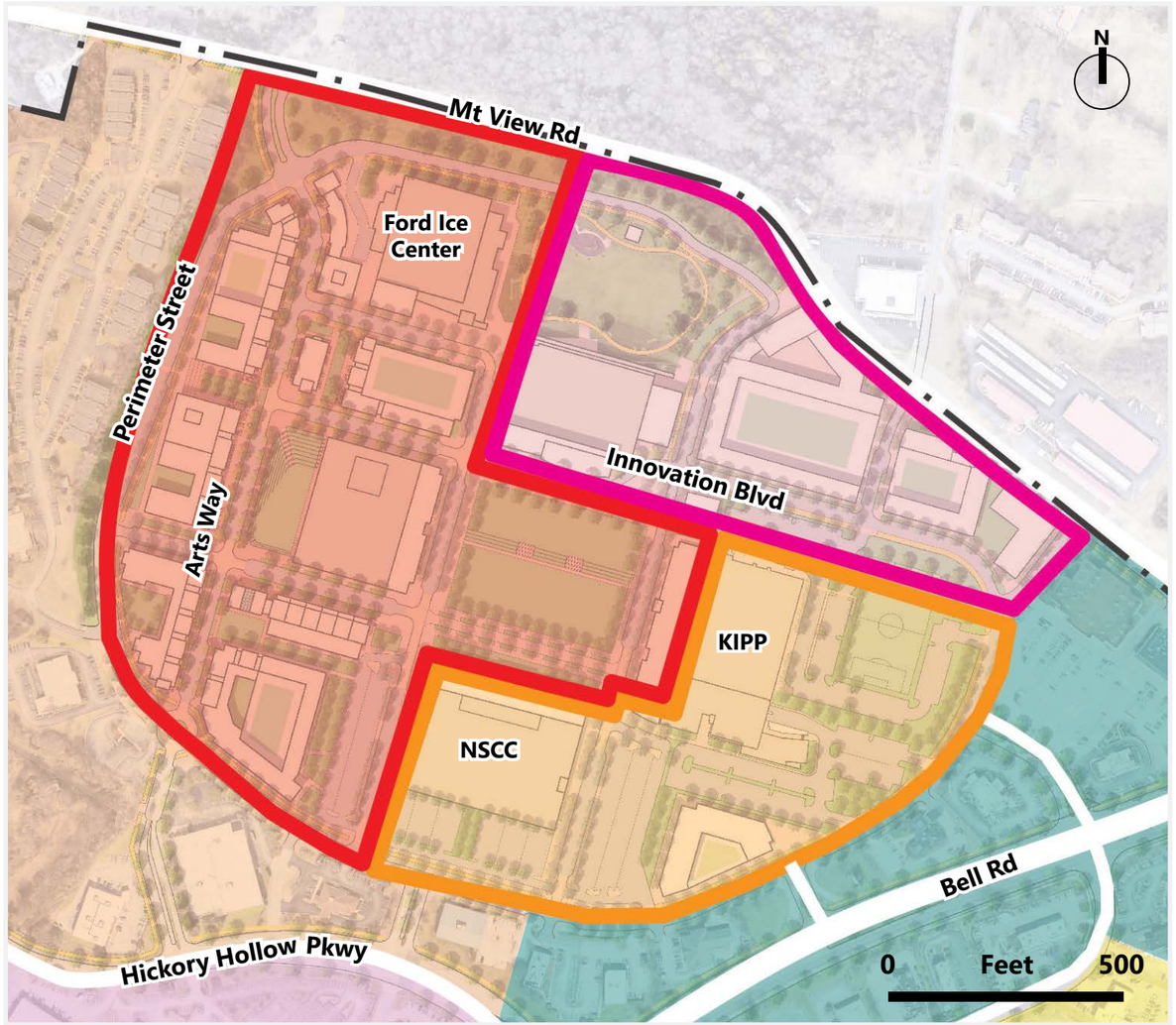


Fig. A-6. *Arts and Innovation District Subdistricts*

D.1a—Arts Village Subdistrict

RECOMMENDED CHARACTER

A. Colorful and creative architecture.

B. Public art, including murals and sculpture.

C. Outdoor performing arts locations.

RECOMMENDED USES

D. Retail and restaurant

E. Hotel

F. Cultural centers (museums, art galleries, and libraries)

G. Theater

H. Educational facilities

I. Day care center

J. General office

K. Medical office and outpatient clinic

L. Multi-family housing (e.g., artist, senior, and additional mixed-income and mixed ownership/ rental)

RECOMMENDED FORM

M. Mid-rise (4 to 7 stories). Additional building height beyond seven stories may be considered on the southeast end of Arts Way adjacent to the Perimeter Street. The allowance for increased height should factor the visual and physical impact on public spaces, vertical mix of uses, and design of buildings.

N. Buildings along Arts Way should include a stepback at the second or third floor.

O. Commercial store frontages along Arts Way provide a high level of transparency and provide views into and out of businesses to further enliven the District.

P. Colorful signage and outdoor displays are encouraged to further animate the arts and local culture. See Section E.6.U. for recommended building attachments and encroachments.

Q. The existing anchor buildings should add liner buildings facing the Central Green to allow for additional development and street level activity. Techniques to activate the ground floor of the anchor facade adjacent to Innovation Boulevard should be implemented and include building modifications that will allow for commercial activity along the boulevard.

R. Smaller open spaces, including courtyards, plazas, and garage rooftops, should support passive or recreational activity for residents and visitors.

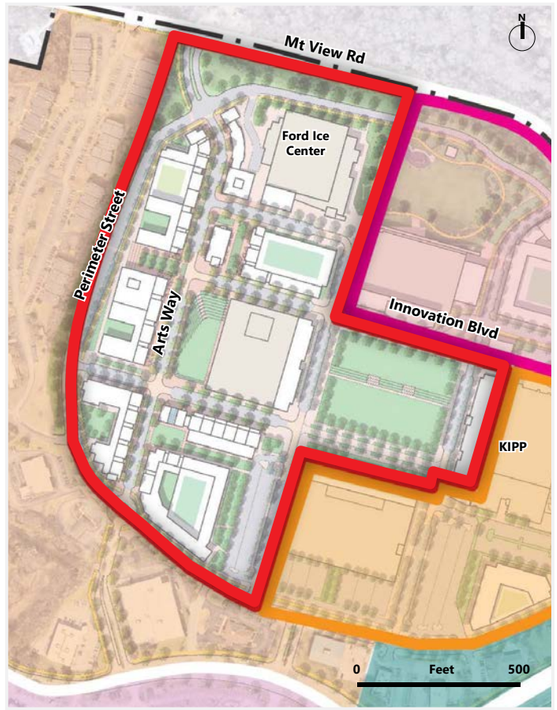


Fig. A-7. *Arts Village Subdistrict*

ARTS WAY

S. All arts related uses — e.g, housing, galleries, support organizations, maker spaces — should have a visible presence along “the street”.

ARTS SQUARE

T. All arts related uses — passive and programmed activities, big screen television, performance space, green space, should have a visible presence along Arts Way and Innovation Boulevard.

CENTRAL GREEN

U. All community related uses — open space, passive and programmed activities, large community gatherings — should have a visible presence along Innovation Boulevard.

D.1b—Innovation Village Subdistrict

RECOMMENDED CHARACTER

A. Contemporary building style.

B. Interactive public realm enlivened by public art.

RECOMMENDED USES

C. Retail and restaurant

D. Educational facilities

E. Day care center

F. General office

G. Medical office and outpatient clinic

H. Multi-family housing (e.g., artist, senior, and additional mixed-income and mixed ownership/ rental)

I. Bus station / park and ride

RECOMMENDED FORM

J. Mid-rise (4 to 7 stories). Additional building height beyond seven stories may be considered in the Innovation Village Subdistrict. The allowance for increased height should factor the visual and physical impact on public spaces, vertical mix of uses, and design of buildings.

K. New development adjacent to the community center (liner facade) should integrate with and provide an active frontage along Innovation Boulevard that emphasizes the library and community center’s role in the District.

L. Future development near Bell Road may serve as a gateway to the District. The architecture of any gateway buildings should be representative of innovation and the subdistrict as a whole.

M. Garage rooftops should support recreational activity, such as basketball, tennis, and pickleball courts.

INNOVATION BOULEVARD

N. Most buildings should have a presence along Innovation Boulevard. A diverse mix of active and vibrant uses will help establish the identity of the District.

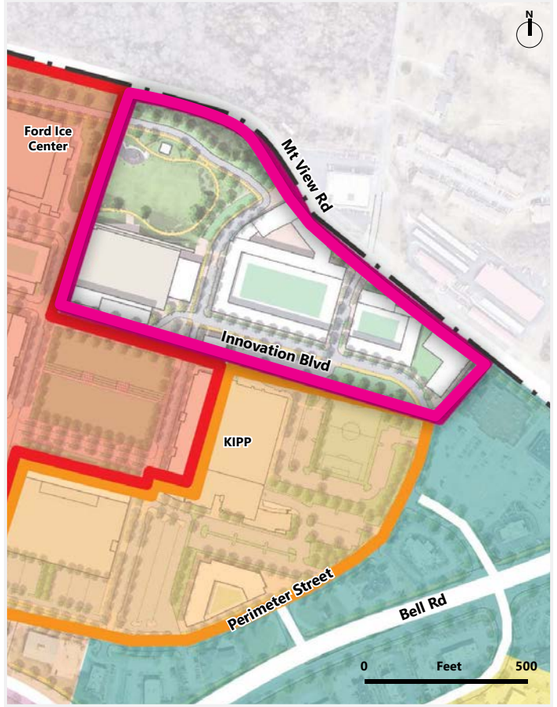


Fig. A-8. *Innovation Village Subdistrict*

D.1c—OPPORTUNITY VILLAGE

The master plan and urban design guidelines provide high level guidance for how future development on these properties should contribute to the placemaking goals of the District.

RECOMMENDED CHARACTER

A. Inviting and inspirational architecture.

B. Public realm that connects indoor and outdoor spaces on Innovation Boulevard and the Central Green — including street trees, public art, and open space.

RECOMMENDED USES

C. Retail and restaurant

D. Hotel

E. Educational facilities

F. Day care center

G. General office

H. Medical office and outpatient clinic

I. Multi-family housing (e.g., artist, senior, and additional mixed-income and mixed ownership/ rental)

RECOMMENDED FORM

J. Mid-rise (4 to 7 stories).

K. New development adjacent to existing anchor buildings (liner facades) should provide active, mixed-use frontages adjacent to the Central Green and Innovation Boulevard.

L. Large facades not lined by mixed-use development should be enlivened by windows, murals, access points, and other pedestrian-oriented facade enhancements.

OUTDOOR PUBLIC SPACES

N. Outdoor public spaces — parks, plazas, squares, streets — should be delineated with rows of trees, shrubs, and other vertical elements that create a sense of enclosure, provide shade, and mitigate the heat island effect.

O. Property owners are encouraged to integrate outdoor public spaces that further contribute to the overall District's Open Space Framework.

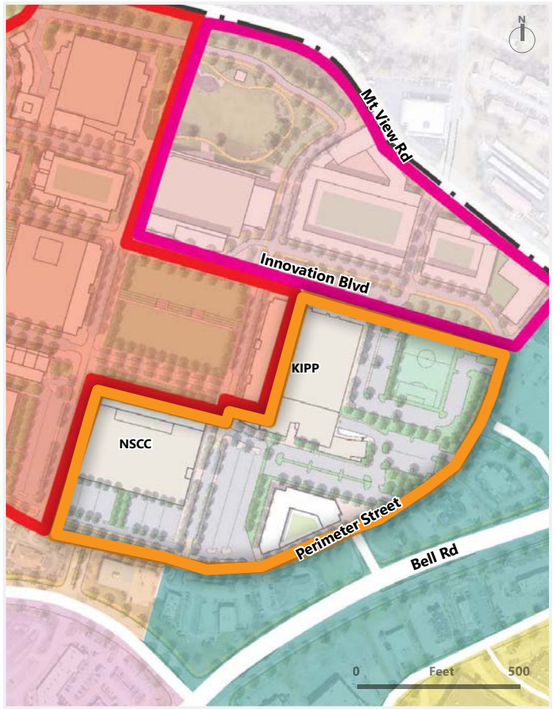


Fig. A-9. *Opportunity Village*

INNOVATION BOULEVARD

P. Uses adjacent to Innovation Boulevard should provide an active presence on the street that extends the placemaking qualities of the boulevard and creates a visual and physical connection to the District.

PARKING

Q. Surface parking will support existing uses in the interim. Structured parking should be considered as redevelopment occurs.

R. Future surface parking and/or driveways improvements should integrate with the mobility Street Network and applicable Street Typologies.

D.2—Antioch Mixed-Use

The Antioch Mixed-Use Character Area should include residential uses with supportive commercial. The area has a large number of private land owners that will require additional coordination to establish a detailed redevelopment framework.

RECOMMENDED USES

A. Retail and restaurant

B. Hotel

C. Educational facilities

D. Day care center

E. General office

F. Medical office and outpatient clinic

G. Multi-family housing (e.g., mixed-income and mixed ownership/rental)

H. Artisan manufacturing and other low impact, light industrial and distribution/wholesale uses

RECOMMENDED FORM

I. Compact, walkable. Pedestrian-friendly public realm with wide sidewalks, street trees, and active street frontages. Active commercial activities should be clustered to create a critical mass of retail uses that are pedestrian-oriented and have a balance of transportation modes (walking, bicycling, auto/truck, transit).

J. Mid-rise (4 to 7 stories).

K. Optimal block lengths should be less than 600'. Midblock crossings are encouraged for all blocks that exceed 500' in length.

L. The planned open space network for the character area includes a multi-purpose trail through the north-south utility easement, paralleling Mt. View Road. Development adjacent to the proposed trail should include adequate on-site improvements, such as on-site walkways or amenities (e.g., bicycle parking, water fountain) for bicyclists and pedestrians.

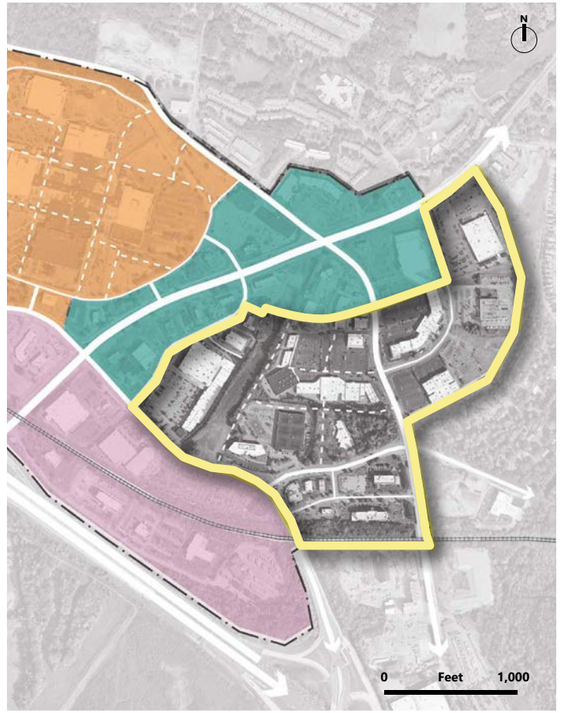


Fig. A-10. *Antioch Mixed-Use Character Area*

PARKING

M. Parking should be an area-wide resource with shared above grade parking facilities, a single level of below grade parking in select buildings, and on-street parking.

N. Shared parking strategies and agreements should be utilized to maximize parking areas.

D.3—Bell Road

The parcels framing Bell Road present an opportunity to surround the major transportation corridor with signature mid- to high-rise development that leads into the walkable centers.

RECOMMENDED USES

A. Retail and restaurant

B. Hotel

C. General office

D. Medical office and outpatient clinic

E. Multi-family housing (e.g., mixed-income and mixed ownership/rental)

RECOMMENDED FORM

F. Mid-rise or high-rise with visibility from Bell Road

G. Minimum height of five stories. Building height should factor the visual and physical impact on public spaces, vertical mix of uses, and design of buildings.

H. Building heights under five stories may be considered if the associated use contributes a vital community service or contributes to the public realm in a way that accomplishes the goals of this plan

I. The subdistrict serves as a gateway, as well as an area that ties the District and the Antioch Mixed-Use Character areas together. The public realm should connect and contribute to the overall network in the study area.

J. Green roofs or active rooftops on buildings are recommended where feasible.

K. Buildings with frontage on Bell Road should also provide pedestrian orientation to the street, including four-sided architecture, building entries, and connectivity to the sidewalk/trail network.

PARKING

L. Parking should be an area-wide resource with shared above grade parking facilities, a single level of below grade parking in select buildings, and on-street parking.

M. Shared parking strategies and agreements should be utilized to maximize parking areas.

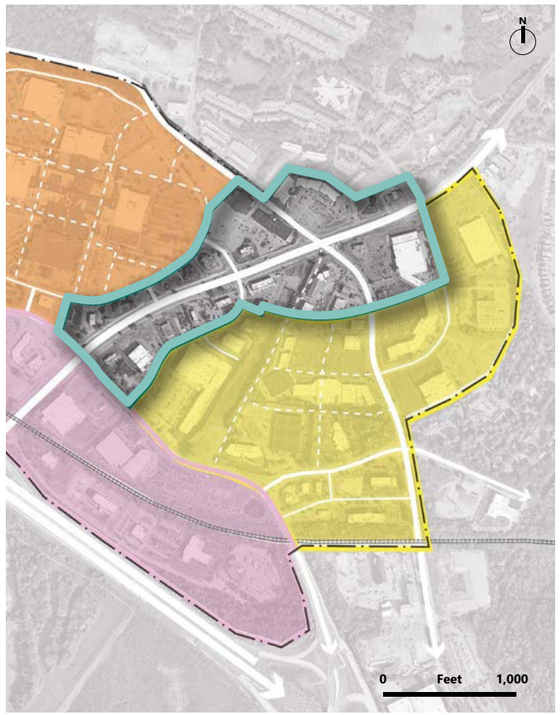


Fig. A-11. *Bell Road Character Area*

D.4—Industrial / Flex

The Industrial/ Flex character area is where distribution, automation, light industrial, and maker activities should be centered due to the district's proximity to major roads and separation from the other areas.

This area is more auto-oriented than the other more pedestrian-focused parts of the planning area, but the design of the streets should still provided high levels of safety and comfort for pedestrians and bicyclists, as well as accommodate high levels of automobile and truck traffic. Similarly, the building development standards in this district are less urban, but should still create a uniform setback to accommodate walking and bicycling, and to create a sense of enclosure and visual interest.

RECOMMENDED USES

A. Retail and restaurant

B. Hotel

C. Educational facilities

D. General office

E. Medical office and outpatient clinic

F. Multi-family housing (e.g., mixed-income and mixed ownership/rental)

G. Artisan manufacturing and other low impact, light industrial and distribution/wholesale uses

RECOMMENDED FORM

H. Low-rise and mid-rise (1 to 7 stories).

I. Buildings along Bell Road within the subdistrict may be considered for additional height given adequate transportation improvements to the surrounding network.

PARKING

J. Parking may occur in the existing surface lots to accommodate existing density and needs. The need for structured parking and the amount of parking to allocate as a shared resource should be explored with redevelopment, increased density, and any associated land use change.

K. Shared parking strategies and agreements should be utilized to maximize parking areas.

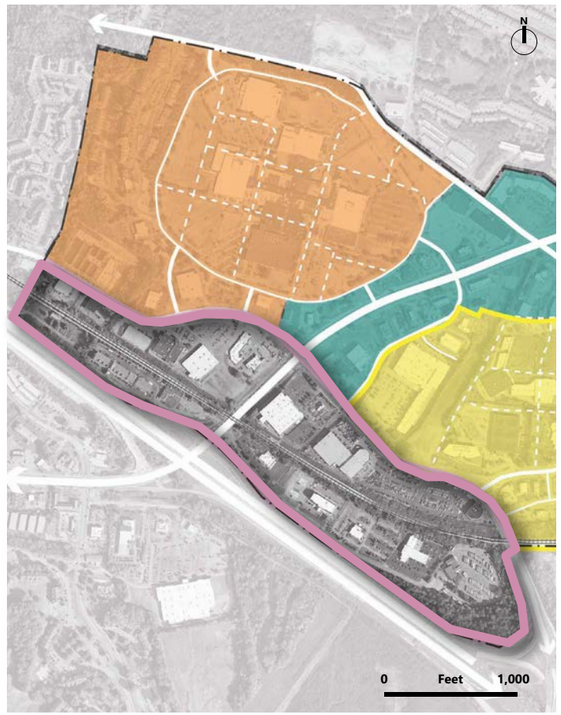


Fig. A-12. *Industrial/Flex Character Area*

SITE AND BUILDING DESIGN GUIDELINES INTRODUCTION

The site and building design guidelines are intended to create a predictable pathway for development that achieves the letter and spirit of this community-based plan. The guidelines focus on shaping redevelopment that celebrates the commitment to promoting a mixed-use, walkable community across the entire study area while at the same time celebrating the unique qualities that define each of the character areas. To achieve this commitment, the guidelines are consistent across the study area in requiring human scale buildings that frame walkable treelined streets and public spaces and minimize the visibility of parking and blank walls.

At the same time, the guidelines also focus on achieving the unique qualities that distinguish each of the character areas, not by specifying different forms of architectural expression — which rarely stands the test of time as stylistic preferences and places themselves evolve — but instead by recommending street level uses that will emphasize these qualities and enable each of the character areas to develop over time.

Finally, the Street Types Plan (Fig. A-4) identifies Arterial Boulevards, Main Streets, and Neighborhood Streets for the study area. Arterial Boulevards and Main Streets are intended to be lined with retail and other active uses that convey the unique qualities of the Arts Village, Innovation Village, Bell Road, and the Antioch Mixed-Use Character Area. At the same time, nearby Neighborhood Streets will support significantly less retail and other active uses, but will instead be lined at the street level primarily by the front doors of street level residences whose residents will bring the unique qualities of their neighborhoods to life.



Mid-rise, mixed-use development will be the predominant building type in the District, including either residential or office uses in upper levels and adjacent to vibrant public spaces.

E—SITE DESIGN GUIDELINES

E.1—CONNECTIONS

Development should create a cohesive and connected built environment including alignment with primary frontages, overall image, scale, character, and connections to adjacent sites and rights-of-way. Development should integrate with public spaces, surrounding streets, sidewalks, and bikeways and improve the connectivity and mobility by providing public access across sites where appropriate.

RESPONDING TO THE CONTEXT

A. Building design and orientation should complement the established streetscape standards.

B. Existing mature trees should be preserved to the extent possible.

DESIGNING FOR CONNECTIONS

C. Sites and buildings should be designed for safe, well lit, and convenient access by pedestrians and bicyclists to encourage movement within a site and between adjacent sites.

D. Sites and buildings should contribute to transit access with direct pedestrian paths along the shortest distance between the transit center, other transit stops, and potential riders.

E. Site development should consider the inclusion of alley access to promote connectivity.

MID-BLOCK PASSAGES

F. Sites with a side longer than 400 feet should provide a direct, public or privately-maintained, and 24/7 publicly-accessible mid-block passage connecting from the sidewalk of one street to the sidewalk on the opposite side of the block.

G. Mid-block passages may be open-air or covered as long as public access is maintained.

H. Mid-block connections should promote convenience and connectivity in the surrounding area.

I. Mid-block passages should be accessible to all, well lit, barrier free, with open continuous visibility for safety, and be at least 16' wide.



Mid-block passages provide a safe and convenient way to walk through a neighborhood and also serve as an additional venue to display public art.

E.2—OPEN SPACE

Site design should integrate with adjacent streets, create privacy zones with distinct boundaries, and integrate stormwater management best practices. Larger developments should incorporate open space by providing publicly beneficial uses and connect to existing open spaces, where applicable.

PUBLIC-PRIVATE TRANSITIONS

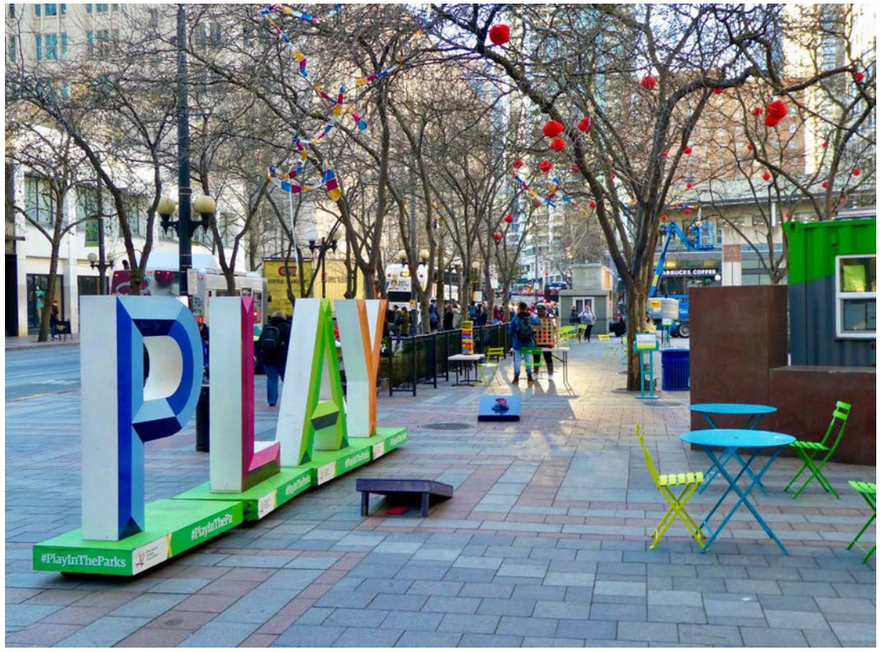
A. The design of public setbacks, plazas, and pedestrian connections should integrate with the adjacent streetscape.

B. Fences, hedges, berms, and other landscape barriers should not be placed on the primary frontage and are generally discouraged to prevent visual barriers. Where appropriate, fence design should use similar materials, design expression, and range of color and style as the building. Fencing may be appropriate around open space for safety reasons.

C. Privately-owned public spaces should include street furniture, tree planters with seating, and amenities such as shade/rain cover and play structures for a variety of ages (such as durable play tables).



A blend of hardscape and plants provides a variety of experiences.



OPEN SPACES

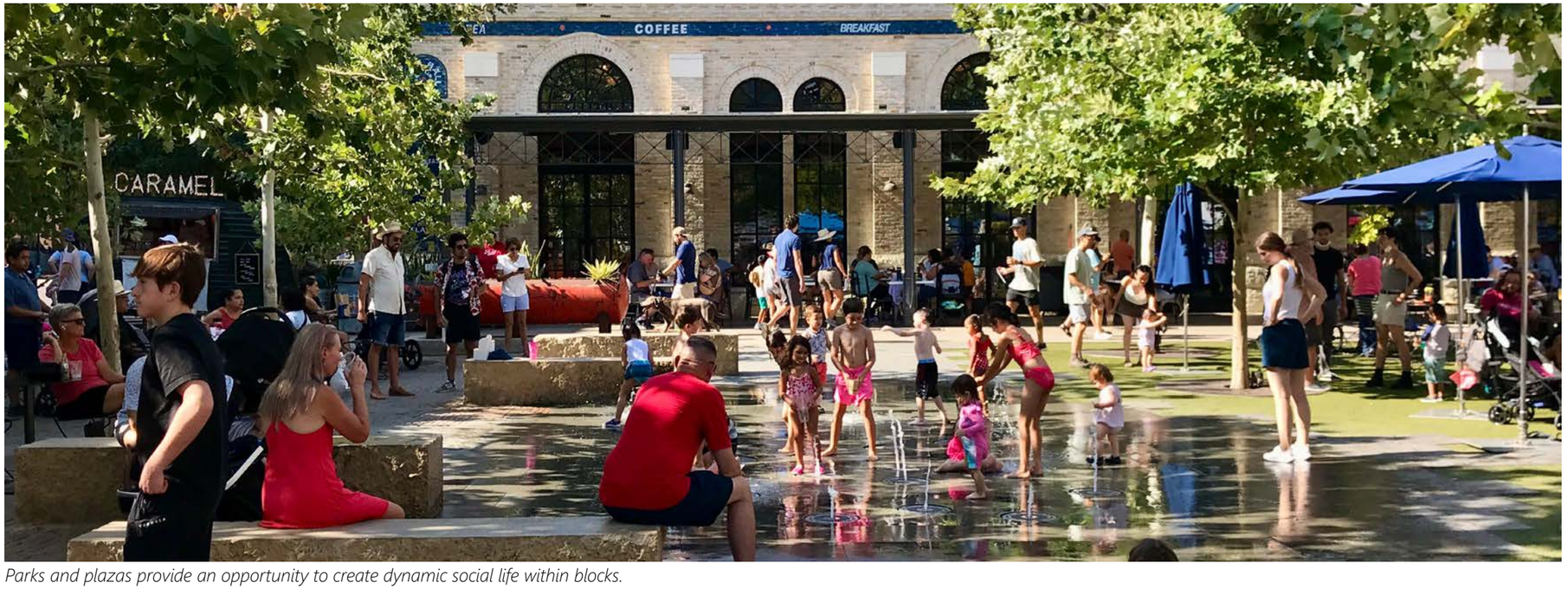
D. Sites with more than 10,000 gross square feet of floor area should use a minimum of 10% of their site (i.e., parcel area) for publicly-accessible open space, which should not include area used for parking.

E. Public mid-block passages may count towards the open space goal. These spaces should be visible, accessible from public streets, and open to the general public at all times. These spaces could include decorative paving, or pavers, and raised planters with shade materials that also include a seating component.

F. The area of upper floor stepbacks in the Arts Village may be included toward the open space calculation for up to 25% of the overall goal for development that faces Arts Way or Arts Square.

G. Open spaces should be designed to connect to existing or planned open space networks, including pedestrian and bicycle infrastructure, following ADA requirements.

H. Landscaping, including trees, should prioritize species that promote biodiversity, sustainability, and ease of maintenance.



Parks and plazas provide an opportunity to create dynamic social life within blocks.

E.3—COMPLETE STREETS

A green and complete street approach should be used for the study area's sidewalks, alleys, and rights-of-way. All streets within the area should provide facilities for people to safely walk, bicycle, access transit, and socialize in a manner appropriate to the context.

PEDESTRIAN FACILITIES

A. Sidewalks should be present on both sides of every street in the study area with an unobstructed walking area no less than five feet in width. These clear walking areas may need to span across public and private space.

B. To promote window shopping and easy access into shops and restaurants, the unobstructed sidewalk area should directly abut the building edge along Arts Way and Innovation Boulevard.

C. Outdoor café seating areas may be located within a sidewalk or public space. Outdoor dining should be in a 10-foot wide sidewalk area leaving a clear walk zone of at least four feet in width.

D. Green infrastructure, such as low impact design, should be incorporated into street and sidewalk design to assist with stormwater management.

TRANSIT FACILITIES / TRANSIT CENTER

E. The regional transit center should be connected to the District through all modes of travel and include micromobility (bike/scooter share) options to reach local destinations, as well as a park and ride option that will reach regional destinations.

F. All new construction should integrate proposed transit stops and include shade shelters and benches if they do not currently exist.

G. Transit stops should incorporate pedestrian-scale lighting, appropriate wayfinding, and proper shade shelters with seating.

BICYCLE FACILITIES

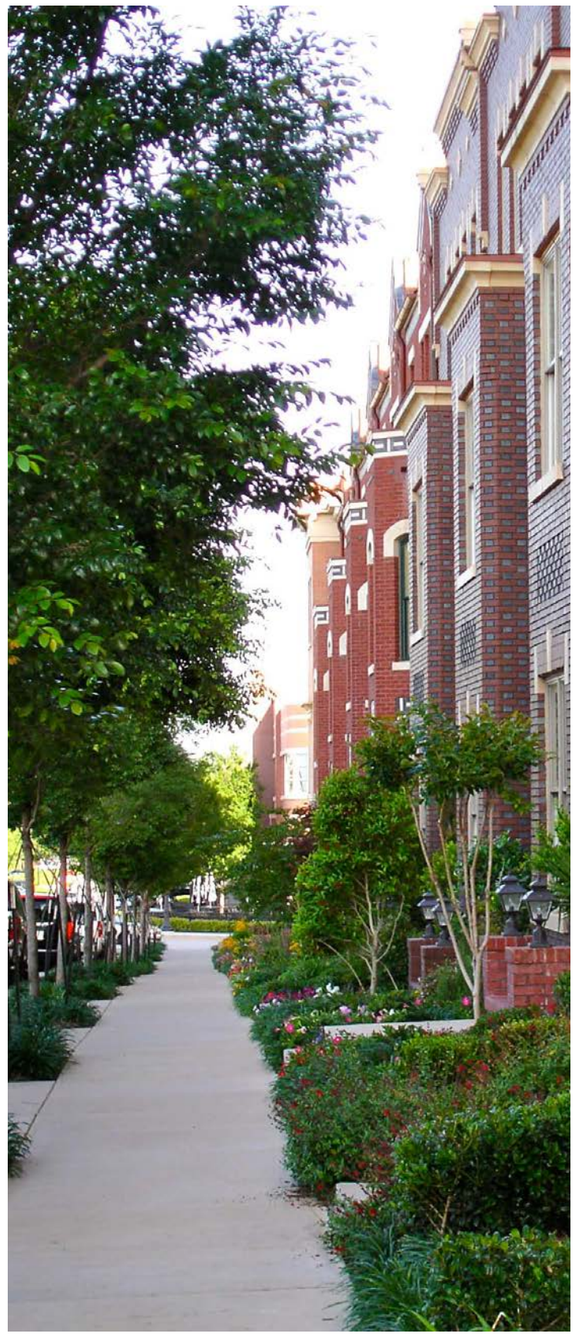
H. Bikeways should be designed according to local, state, and federal standards.

VEHICULAR LANES

I. Vehicular shoulders, travel lanes, and on-street parking lanes should be the minimum width as recommended by the sections in these guidelines.



On-street parking, street trees, and building frontage at the lot line create a pleasant pedestrian experience.



Street trees frame the street along this residential street.

CURB CUTS

J. Curb cuts are discouraged on Main Streets and Neighborhood Streets. Shared driveways are encouraged. Alley access should be used when present.

K. Parking garage and parking lot drive curb cuts should not exceed 20 feet in width, plus curb radii. An exception may be made for curb cuts to accommodate transit access throughout the site.

L. Surface parking driveway curb cuts should not exceed 10 feet in width, plus curb radii.

M. Sidewalks crossing parking lot drives and driveway curb cuts should maintain a level grade, creating a vehicular speed table, and be ADA compliant.

STREET TREES

N. A mix of native species is recommended. Street trees should maintain like varieties on the same block, with the consideration of alternating species to prevent extreme loss in case of tree diseases.

O. The street tree pattern should be spaced consistently at an approximate on-center distance not to exceed 30 feet. Closer spacing distances may be considered for Arts Way, Innovation Boulevard, and for streets adjacent to public spaces.

LIGHTING

P. Street lights scaled for pedestrians and bicyclists, should be located at the outer edge of all sidewalks, 14 feet tall, and spaced regularly at least every 50 feet on center.

Q. Lighting should be compatible and not conflict with the tree canopy, and should be Dark Skies compliant.

R. Outdoor sconce lighting is required on all new buildings for interest, safety, and illumination.

STREET FURNITURE

S. Benches and raised planters that include integrated seating should be provided along retail frontages.

T. Benches typically should be placed near the curb and aside a planted tree in the direction that provides the greatest opportunity for shade.

U. Drinking water fountains should be available at every public informal gathering area, open space, park, and playground.

F—BUILDING DESIGN GUIDELINES

F.1—GROUND FLOOR

Ground floors should activate and enliven the public realm and create interesting pedestrian journeys, and ensure a measure of privacy for residential uses. Active street frontages will play an important role in animating the study area's public realm and ensuring a variety of activities and levels of pedestrian interest.

LOCATION OF GROUND FLOOR USES

A. The first 25 feet of depth for interior ground floor uses should be regularly used for activities pertinent to the building's purpose, such as retail, services, classrooms, lobbies, residences, offices, manufacturing, and research.

B. Actively-occupied interior spaces should be located adjacent to actively-occupied exterior spaces, and vice versa.

C. When present within the building, residential uses should be located adjacent to any existing residential uses on abutting lots, when feasible.

D. Service areas should be located in the back of the property where possible and screened from public streets, sidewalks, and open spaces.

SETBACKS

E. Residential uses may set back from property lines to provide shallow front yards enabling enhanced landscape treatment for aesthetics, door yards, porches, seating areas, and pocket parks.

F. Non-residential uses may set back from property lines to create additional public space. Where setbacks are present, buildings should still provide enclosure for the public realm. The public realm located in any setback should include features to activate the space such as tables and chairs, trees in planters with perimeter seating, shade structures, art and sculptures, reading areas, games and other activities.

BUILDING ENTRANCES

G. Primary entrances should be located on public streets, prominent, accessible, and well-lit at night.

H. Entrances should be located along safe walking routes, in relation to crosswalks, and for facilitation of public transit use.

I. At least one building entrance should front on a street where the building abuts a street.

J. Each separately leased retail space should have an individual public entrance onto the abutting street.

RETAIL GUIDELINES

K. Retail and restaurant façades should generally have a minimum glazing area of 60% within the pedestrian view plane (between two and 10 feet above grade) adjacent to any public realm.

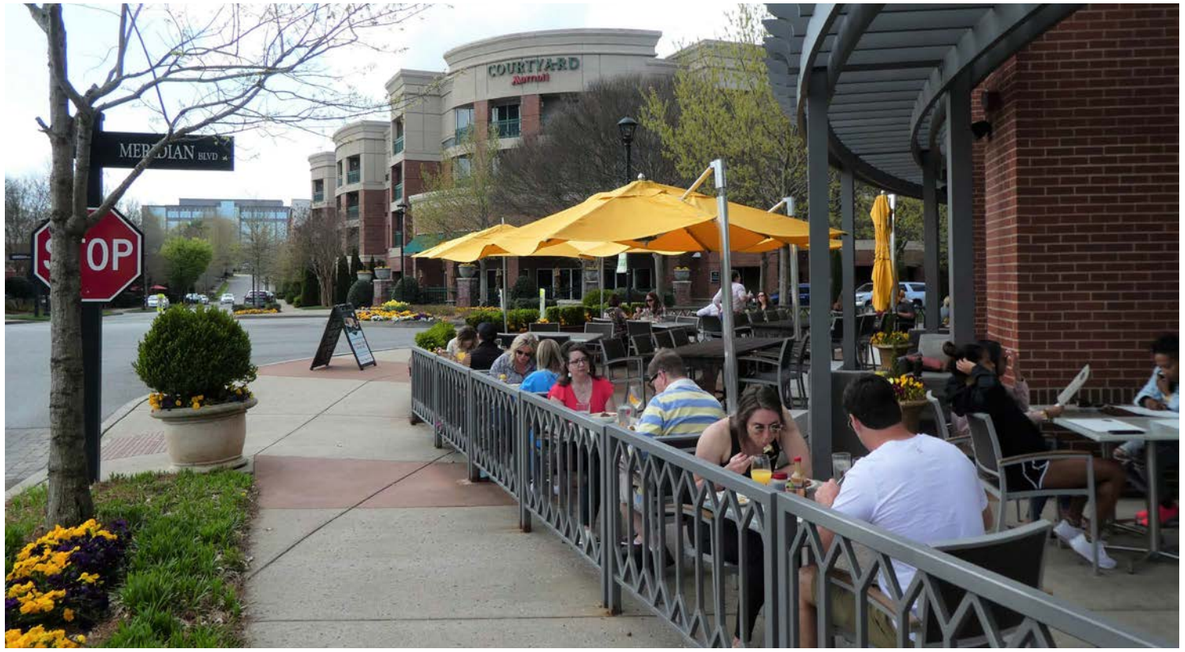
L. Retail and restaurant façades along Arts Way, Innovation Boulevard, and adjacent to public open spaces should have a minimum glazing area of 75% within the pedestrian view plane. Roll up doors/ windows are encouraged on Arts Way to allow for greater interaction and connection between the interior and exterior of retailers and restaurants.

M. Façades facing a public right-of-way in the Antioch Industrial/Flex District should have a minimum glazing area of 50% within the pedestrian view plane.

N. Retail entrances should have alcoves between 15 and 100 square feet in size, paved to match the sidewalk, to be able to operate doors without obstructing the sidewalk.

O. Large floorplate retail (greater than 10,000 leasable square feet) should consider setting back the larger floor plate use to accommodate smaller commercial spaces along the frontage and, if relevant, properly address the public realm to support active street life by spacing the door openings no greater than 30 feet apart.

P. Stand-alone retail buildings are discouraged. If stand-alone retail is unavoidable, the building should have a distinctive roofline and be adaptable for changes in future users. Upper story mezzanines and terraces are encouraged. Loading and service entries should be oriented away from street and open space frontages, if possible.



Commercial frontages sometimes are stepped back to allow for additional outdoor public space.



Flex building types should be directly accessible from the street with parking to the rear of the building.

SERVICE

Q. Access to loading, servicing, and parking should be located away from the public realm and not be located on Arts Way or Innovation Boulevard. Public parking structures may have entries located on Arts Way, Innovation Boulevard, and adjacent to the Central Green or Arts Square. See Section E.3 for additional structured parking recommendations.

R. Mechanical equipment, refuse storage (dumpsters), service areas, and loading areas not entirely enclosed within buildings should be (1) located outside required setbacks and not within 10 feet of any property line unless in an alley, (2) permanently screened from view from adjacent public streets and parks and from abutting property under separate ownership when on the ground, and (3) meet all city, state, and federal noise regulations.

F.2—MASSING

Building massing should contribute to a sense of place by framing public spaces and creating harmony between existing and new buildings with contextually appropriate heights and setbacks.



A mixed-use, mid-rise building illustrates articulated massing and change in building materials.

ORIENTATION

A. Building mass should generally parallel streets at the ground level.

B. Upper-story orientation may vary, provided that buildings continue to create a sense of enclosure to public streets and parks.

BUILDING STEPBACKS

C. Buildings that front public open spaces, particularly those adjacent to the Arts Way, the Central Green, and Arts Square, are encouraged to provide a building stepback at the second or third story of at least 15 feet to encourage outdoor use of mixed use buildings above the ground floor.

TRANSITIONS

D. Building should provide appropriate height transitions to any nearby residential uses with more restrictive height limits.

F.3—PARKING

Developments should put people first. The visual and functional impact of motor vehicle parking should be minimized to encourage walking, bicycling, and transit as the preferred modes of travel, especially within the Arts and Innovation District.

BICYCLE PARKING

A. Sufficient bike infrastructure should be provided to accommodate both visitor and resident bike parking located in a designated building setback close to the building door opening or inside the building lobby for security purposes.

MOTOR VEHICLE ACCESS AND PARKING

B. Surface motor vehicle parking is prohibited in the area between building frontages and public streets and should not be permitted adjacent to public parks and open spaces as part of new development, unless specified as on-street parking.

C. Access drives should provide direct access to parking and loading elsewhere on the site. Each 500 feet of frontage should have a maximum of one access drive. Access drives in the Industrial/Flex and Antioch Mixed-Use Character Areas should be limited to one every 100 feet as the area redevelops. An access management study is recommended to provide further guidance.

D. Where possible, access drives, loading and services, and parking structure entryways should be located on side streets or alleys and shared with abutting sites.

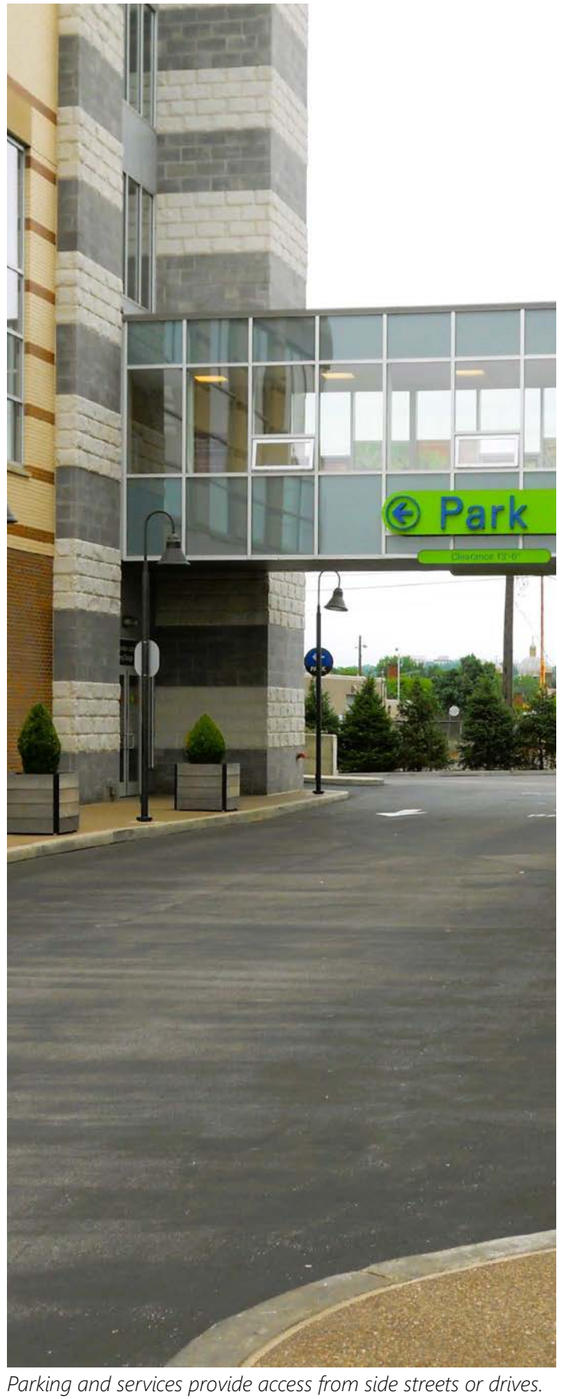
E. Wayfinding signage should be used to efficiently guide motorists to public parking.

STRUCTURED PARKING

F. Parking garages should be located within the interior of a block and lined with residential, commercial, or mixed uses to minimize visibility from public view. The regional transit center's main garage entrance may not be lined, but should incorporate active ground floor uses into the facility on other sides.

G. People walking and using wheeled devices should have direct access to parking garages from an adjacent public street via an electrified access door.

H. New parking garages should be constructed with consideration to shared uses either with adjacent properties and/or as a public private partnership to promote sustainability and walkability.



Parking and services provide access from side streets or drives.

I. Parking garage roofs should be considered for active outdoor uses such as play courts and recreation. If not used for recreation, a green roof for stormwater management purposes should be considered.

J. Alternatively, if the garage roof is not used for active outdoor uses, the upper deck of parking structures should be planned for the installation of solar panels as a renewable energy source, following acceptable standards as they develop.

F.4—AMENITY SPACE

Private amenity spaces should be provided for multi-family residential uses and designed for social interaction between residents. Private amenity spaces are in addition to the required public open spaces. Example amenity spaces include recreation areas for children, outdoor seating, workspaces, fitness areas, and meeting rooms.

AMENITY SPACE REQUIREMENTS

A. Buildings containing 10 or more dwelling units should provide a minimum of 25 square feet per dwelling unit of public space, private outdoor amenity space, or shared amenity space that counts toward the overall open space requirement for the site. If public open space, this area would count towards site open space requirements.

B. Each shared amenity space should not be less than 500 square feet and include ample natural light.

LOCATIONS AND USES

C. Amenity spaces should be located on the site to help activate streets.

D. Courtyards, rear yards, terraces, and rooftops should be used for outdoor amenity spaces including patios, decks, children's play areas, and gardens.

E. Interior shared amenity spaces should be located along common paths of travel and with good access to natural light.

F.5—ROOF

Roofs should reinforce the building design from the perspective of a pedestrian and minimize the visual impact of mechanical systems.

ROOFLINE

F. Rooflines should shape and define building entries and corners.



The amenity space is framed by the building to create a sense of enclosure.

G. Rooftops may incorporate distinct features such as roof forms, cornices, eaves, and parapets.

H. Rooftop mechanical equipment, signage, and amenity spaces should be incorporated into building architecture.

I. Solar panels should follow rooflines and where possible be integrated with the roof design.

HORIZONTAL ROOF USES

J. Horizontal rooftop surface area not otherwise occupied by mechanical penthouses, properly screened equipment, renewable energy infrastructure, or other ancillary structures may be used for vegetation, 24/7 accessible amenity space or a combination thereof.

SCREENING

K. Vent stacks, roof vents, and other mechanical protrusions should be painted the color of the roof or a dark color so that the obtrusion fades from view.

L. Mechanical equipment should have parapets, cupolas, or dormers to screen them as much as possible from public view.

F.6—ARCHITECTURAL MATERIALS AND DETAILS

Architectural materials and details should interact harmoniously with adjacent buildings and add depth and interest to the building elevations. Building materials in the Industrial/Flex Character Area should be context sensitive. New buildings in all areas should be designed from both a pedestrian eye-level and long-distance views with details that contribute to a cohesive impression of high quality.

360° DESIGN

A. Architectural character and expression should be of consistently high quality on all exterior portions and sides of a structure.

B. Accessory components and building systems, including but not limited to porches, canopies, railings, gates, fences, garden walls, lighting, mechanical penthouses, balconies, doors, weather protection, and gutters, should reinforce the overall building style.

MATERIALS

C. Preferred materials: masonry (brick, granite, stone, architectural precast concrete); wood (painted or sealed with an opaque or semisolid stain or imitation wood rainscreen), metal (natural colored or painted steel, aluminum, copper, or bronze); and glass.

D. In the Industrial/Flex Character Area, all sides of buildings (including exterior walls, windows, roofs, accessory structures) should have a material palette that is coordinated with the predominant neighborhood materials.

E. Chain link fence, barbed wire, razor wire, and chicken wire are not permitted where visible from a street, park, public facility, or adjacent residential uses.

MATERIAL DETAILS

F. Where masonry is used, door and window lintels, sills, and jambs, and flat masonry surfaces should have detailed coursing (such as soldier courses, herringbone or checkerboard patterns) that adds interest and pattern to the façade. Design details should be provided at building entrances and as a way to frame commercial tenant areas at the ground floor.

G. Details around doors and windows should have extensions or recesses to provide a minimum of four inches of depth to the glass within the window or door frame.

H. Fiber cement panels should not have exposed fasteners, and should have detailed setbacks and joint patterns that enliven the elevation. Details that provide design interest, such as frames, insets, or reveals, should be provided around doors and windows.

FAÇADE PROJECTIONS

I. Main entrances should have canopies that project at least five feet for tenant weather protection. At entrances and retail/restaurant/commercial facades, canopy projections with details, such as metal hangers or support brackets, free-standing signage, and decorative light fixtures, are encouraged.

WINDOWS

J. Buildings should provide openings and windows that overlook public streets and open spaces to establish a human connection.

K. The minimum amount of clear glass for retail uses should be 60% of the area within the pedestrian view plane (between two and 10 feet above grade) adjacent to any public realm. The minimum amount of clear glass for residential uses should be 20% of the entire façade.

L. Commercial space users should not block windows with any signage or partitions that obscure views into the building.

LIGHTING

M. Building lighting should encourage pedestrian activity and safety at all hours while respecting residential uses.

N. Entryways and areas of high activity should be appropriately illuminated while minimizing potential light glare, spill, and light pollution.

O. Outdoor building sconces are recommended to add interest to building façades and additional light on the street. This is required for all multifamily, commercial, and mixed-use development.

P. Development should adhere to Dark Sky requirements for an urban area, as mandated by Metro policy.

ATTACHMENTS AND ENCROACHMENTS

Q. Dryer vents and other supply and exhaust vent attachments to a façade should be painted to match the surrounding material.

R. Overhead weather protection should be provided at all common entrances to provide residents and guests protection from the elements as well as architectural interest.

S. The upper side of weather protection elements should be designed such that they do not create unsightly conditions or glare from sunlight for upper floors.

T. Allowable signs and weather protection should be the only first-floor attachments allowed to occupy the public right-of-way. On the second floor and above, balconies, bay windows, eaves, lights, unenclosed fire escapes, and signs may occupy the public right-of-way. Attachments above streets should be at least 15 feet above grade. Attachments above sidewalks should be at least 10 feet above grade.

U. Antennas and radar dishes should not be permitted where visible from public streets or public parks.



Colors, materials, and design details combine to create an overall pleasing neighborhood.

Appendix B: Community Engagement
Draft - June 2024

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1.0 Background and Introduction

The Global Mall Planning and Redevelopment Study ("study") is a nine-month planning process for the transformation of the 78-acre Global Mall site into a mixed-use, walkable district that responds to local community needs and becomes a destination within the Nashville metropolitan area. In addition to producing a vision for the Global Mall site, the study also sets design guidelines for the other character areas within the approximately 350-acre study area. The content of the Master Plan is presented in the main body of the Master Plan report.

This appendix presents the Community Engagement Plan that the project team began preparing at the beginning of the study in collaboration with Metro Nashville for engaging the stakeholders — particularly those in the Antioch community — in the planning process and continued working on throughout the study (see Chapter 2.0). The appendix also summarizes the findings and outcomes of the community engagement process as actually implemented on the ground in 2022 and 2023 (see Chapter 3.0).

2.0 Community Engagement Plan

This Community Engagement Plan ("CEP") is a guide for engaging the local community in the preparation of the Master Plan for the redevelopment of the Global Mall area. This CEP was conceived in 2022 as a working document to allow the project team to create, build, change, and adapt community and stakeholder engagement to meet the community's needs throughout the three phases of the Global Mall Study: Existing Conditions, Development Alternatives, and Draft Master Plan.

It is important to note that the CEP builds on the community engagement efforts that preceded the formal study process. District 32 Councilwoman Joy Styles initiated the Global Mall redevelopment process and engagement with the local community in 2021, including conducting a community survey. As a result, community participants developed common goals for the Global Mall site and the surrounding study area including types of service, spaces, and infrastructure.

Services

- After School Programs
- Arts
- Mental Health Resources
- Food Options
- Retail
- Senior Center

Infrastructure

- Greenspace
- Water Flow to Mill Creek
- Resiliency Standards
- Infrastructure Update

Spaces

- Community Kitchen
- Co-working Space
- Multi-use / Event Space

- Urban Garden
- Hard Surface Play Area
- Children's Museum
- Sensory Playground
- Dog Park
- Life Science Incubator
- Local History Museum
- Indoor Pool

2.1 Intended Outcomes

Continuous and Meaningful Community Engagement

To engage the community while building and maintaining community trust, the project team's approach emphasized two-way communication and a variety of methods to gather broad input. The pillars of our approach to achieving continuous and meaningful community engagement were as follows:

- Held community workshops to collect input from community members and raise awareness of the factors that contribute to high-quality mixed-use neighborhoods.
- Utilized the community Steering Committee for guidance and feedback on the engagement process and results.
- Provided a project webpage and newsletters to keep the conversation going.
- Implemented the community outreach ambassador program to engage hard-to-reach communities.
- Participated in existing community events to reach more people.
- Conducted one-on-one and focus group meetings to have detailed, substantive discussions.
- Integrated the media and local champions to maintain channels of communication with local communities.



It was important to maintain the flexibility to pivot to alternative methods throughout the process to ensure the team was reaching relevant stakeholders and encouraging meaningful participation along the way.

Commitment to Equity and Inclusive Engagement

Equity-based planning means more than providing equal access to amenities or infrastructure. Individuals require different resources to have equal access to a community's high quality of life. The project team recognized that hard conversations must be had about the historic inequities that land use planning and urban development programs have inflicted on our communities. By bringing these diverse and

often historically marginalized voices to the table, the project team raised awareness of the impacts that housing, transportation, economic development, and land use decisions have on different populations, which allowed the team to fine-tune recommendations that support equitable change.

The project team ensured that this CEP paid special attention to Antioch's demographic diversity, providing for bilingual/Spanish language engagement and seeking out ambassadors who reflected the diversity of the community. We also leveraged our team's knowledge of local media to identify the best ways to reach other typically underrepresented populations. In addition, the project team's members worked to tailor the engagement strategy to align with Nashville's existing planning framework, including NashvilleNext and the Antioch-Priest Lake Community Plan.

2.2 Performance Measures

After confirming the intended outcomes of the community engagement effort, the project team established a community, stakeholder, and media outreach evaluation process to assess the effectiveness of the community engagement efforts utilized throughout the Global Mall Study. This process included evaluating community engagement tools, establishing performance measures and performance evaluations, and identifying improvement strategies.

The process was refined and adapted according to the project team's evaluation of each phase during the Study. The evaluation identified areas of improvement that could be applied to the overall community engagement program as necessary within the limits of the project scope and authorized budget. Adjustments included more pop-up events and more one-on-one meetings with specific segments of the population, such as the elderly and the Arabic-speaking community. Several techniques were used to assist with refining the public engagement approach, including:

- *Analyzing and monitoring participants for diversity:* The project team monitored in-person and online attendance to determine if the project team was reaching a diverse range of interested parties within or adjacent to the study area.
- *Utilizing multiple outreach methods simultaneously:* In addition to the traditional community workshops, the project team offered multiple methods for participation, including hosting online/mobile methods to provide input, attending community meetings and events, hosting focus groups, and providing drop-in locations and open houses for people to obtain project materials and contact information. Methods were documented throughout the study's process.
- *Utilizing ongoing conversations:* Discussions with community planning partners (Steering Committee and key stakeholders) occurred as part of the regularly scheduled progress meetings that took place during each phase of the Study to obtain input and guidance.

- *Analyzing input:* The project team monitored the engagement process through Steering Committee and stakeholder meetings, as well as with our project ambassadors, to identify areas needing improvement.
- *Incorporating input:* The project team identified viable land use opportunities with the collective input provided by the Steering Committee, neighbors, stakeholders, community partners, and interested citizens during each phase of the study.
- *Utilizing creative techniques:* The project team utilized creative placemaking tools, media, and project "champions" to generate continuous interest and a positive perspective of the study.
- *Summarizing public outreach efforts and outcomes:* The project team documented engagement methods and prepared a summary of community comments and other input received during each of the three phases of the study.

2.3 Key Audiences

Key Stakeholders

The project team engaged the following organizations and individuals through various methods:

- Civic and community organizations
- Community arts organizations
- Elected and appointed Government officials
- General contractors, realtors, and related development professionals
- Global Mall area residents
- Government partners (WeGo Transit, Nashville Department of Transportation, Parks and Greenways, Nashville Public Library, and additional Metro departments)
- Local businesses and Chambers of Commerce (Crossings Nashville Action Partnership)
- Local religious institutions
- Local colleges, schools, and school board representatives (Nashville State Community College and KIPP)
- Neighborhood associations
- Non-profit leaders
- Parks and environmental organizations (Ford Ice Center, Friends of Mill Ridge Park, Mill Creek Watershed Association)
- Professional organizations
- Representatives from traditionally underserved populations

These organizations were also included in the contact list and received email newsletters (Eblasts). Many of them were also involved in the project team's focus groups or stakeholder interviews.

Hard-To-Reach Communities

During the Global Mall Study process, not all interested parties were able to participate in formal planned events such as in-person workshops. Some of these individuals or groups either did not have time due to work or family obligations or were not sufficiently mobile to be present physically at study events.



To reach these communities, the team provided project information through ambassadors, Steering Committee members, and organizations representing hard-to-reach populations, people with disabilities, and populations under the age of 18 and over 65. The team also engaged some of these groups directly by going to them, by arranging virtual meetings with them, and by offering engagement opportunities via the project website.

In addition, the project team provided hard copies of project information to organizations with deep networks in the community such as the Southeast Library and Southeast Community Center. The project team also developed a project-specific webpage to provide an online platform for project information.

Steering Committee

The Steering Committee represented a broad cross-section of local stakeholders (see list below) with unique perspectives. In collaboration with Metro, the Committee acted as subject matter experts on the study area, provided high-level guidance on the study direction, and feedback on study outputs.

- Shun Amed, Conexion Americas
- Anneliessa Balk, performing arts management specialist
- Andy Bhakta, Crossings Nashville Action Partnership
- George Brown, long-time area resident
- Twana Chick, Cane Ridge Community Club, long-time area resident
- Anthony Coon, community member
- Randy Cordell, Lakeshore Christian Church
- Kathleen Dennis, Mill Creek Watershed Association
- Kiescha Foster, area resident
- Kevin Foster, area resident and son of Kiescha Foster
- Ben Freeland, Freeland Chevrolet
- Santos Gonzalez, realtor and El Jefe Radio

- Rhonda Langford, Stronger Than My Father
- Ali Nooraddiin, member of local mosque
- Lynda Taylor, community member
- Antonie Weir, local teacher

Government/Site Partners

Government and site partners participated in the study and advised the team throughout the process. The group was comprised of representatives from the Global Mall site and government departments with a vested interest in the technical components, including data, analysis, and the proposed alternatives from the study area. Metro Planning met with these departments and groups, both individually and in small groups, throughout the process to review deliverables and align the master plan with existing efforts and opportunities.

This Government/Site Partners group is comprised of representatives from the following:

- Mayor's Office (two Administrations)
- Arts Commission (Metro)
- Ford Ice Center Antioch (Nashville Predators)
- General Services (Metro)
- Nashville Department of Transportation (Metro)
- Nashville State Community College (State)
- Nashville Public Library and Southeast Branch Library (Metro)
- Parks and Greenways and Southeast Community Center (Metro)
- Sports Authority (Metro)
- Stormwater (Metro)
- Tennessee Department of Transportation (State)
- WeGo Transit (Metro)

2.4 Engagement Techniques

The project team brought extensive experience utilizing a variety of formats for participation garnered before and in response to COVID-19 protocols, including virtual, in-person, and hybrid community engagement formats, to make participation easy for the broadest range of people.

In-person outreach was a continued priority to create meaningful engagement and to maintain a clear and positive message. In addition, in-person engagement activities were designed to be inspiring and interactive to develop excitement and positive input. Below is a list of in-person activities utilized during community workshops.

In-Person Activities

- Creative placemaking and incorporating arts

- Interactive mapping sticker boards
    a. Existing conditions – "Love, More, Less"
    b. Validate what we've heard
    c. Alternatives options (3D optional)
    d. Visual preference survey
- Live Word Cloud (one-word vision)
- Live polling
- Mapping
- Money-in-a-bucket prioritization exercise
- Six-word stories (describe the future of the study area)
- Well known family games for input



The project team provided engagement opportunities online to match each phase of the community engagement process. Below is a list of online activities that were used during and after community workshops.

Online Activities

- Crowdsourcing/Story 123 mapping
- Polling
- Regular and visual surveys
- Maintaining the study webpage with bilingual/Spanish materials
- eNewsletters
- Social media (Facebook and Twitter)

The project team used a broad range of methods to reach and stay in touch with stakeholders throughout the implementation of the project. At the beginning of the project, the team established the project website, which remained an open portal that community members and stakeholders could use to express their preferences and react to draft proposals. The project team incrementally built up a listserv that provided another channel for continual communication. In addition, Metro circulated e-newsletters on a regular basis to provide project updates and announce face-to-face events such as workshops. The e-newsletters and social media were distributed in English and Spanish to maximize outreach to the community.

The following sections describe in more detail the different outreach activities undertaken by the project team.

Project Website



A project website was created and utilized to share project information and solicit feedback. The website provided an alternative place for community members to engage, particularly those who didn't have the opportunity to attend in-person community workshops. Newsletters and materials translated into Spanish were posted to the website. Surveys were embedded in the website October 2022 to June 2023, allowing further opportunities for community members to provide input. During that period 1,555 unique users spent an average of 49 minutes on the site (Google Analytics). Survey responses are summarized in the following chapter (Chapter 3.0).

Community Workshops

The project team organized and conducted three interactive community workshops, one for each phase of the study. The community workshops focused on (1) developing the mission, vision, and core goals to guide the study and Master Plan; (2) reviewing planning framework options to identify a preferred development alternative; and (3) reviewing the draft Master Plan. These workshops were open-house style and took place in the evening hours, typically between 5:00 pm and 8:00 pm. Workshops were held locally in the Southeast Library's and/or Southeast Community Center's meeting rooms.

The community workshops included both in-person and online activities for participants who couldn't attend the workshop or preferred giving input after the event. In addition, the team provided sign-in

sheets to track participation and to request Spanish interpretation. These workshops were summarized to provide key takeaways to the design team and incorporated into the Master Plan document.

Stakeholder Focus Group Meetings

In addition to the community workshops, the team engaged key stakeholders one-on-one or in small focus groups in the early stages of the study. The project team proposed a series of stakeholder meetings to help distill information to guide the process. Metro Planning developed a list of stakeholders, including property owners, government agencies, and others. Metro Planning led the stakeholder process and scheduled interviews and focus group meetings. The content and outcome of the meetings is discussed in Chapter 3.0 below.



Metro District Council Meeting Updates

The project team attended the monthly district meetings hosted by District 32 Councilwoman Joy Styles to provide project updates, highlight engagement opportunities, and answer questions from attendees. The District meetings had both in person and virtual audiences.

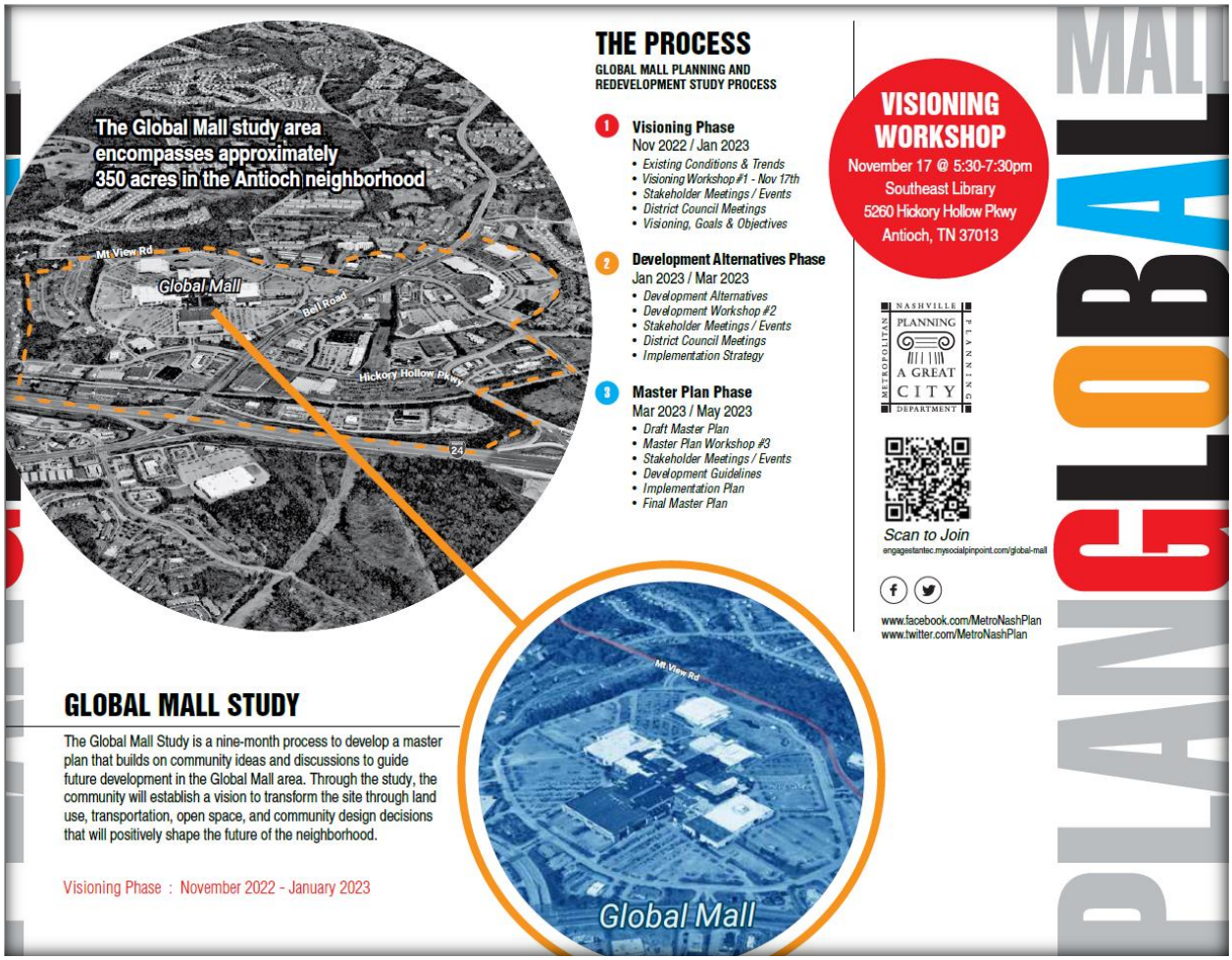
Go-To Events/Pop-Up Booths

The project team participated in 16 community events, including festivals, cultural events, and community meetings. Each of the events and participation is described separately in Chapter 3.0

below (see Phases 1, 2 and 3). In addition, the project team made a particular effort to engage neighborhood organizations, New Americans, and other underserved populations. Participation in the events were in the form of a booth or a designated area raise awareness of the study, speak with community members, and/or conduct surveys. Alternatively, the team offered a presentation that included activities to collect community input. Team members also attended specific pop-up opportunities to engage communities.

Flyers

Flyers and handouts were developed to be eye-catching, match project branding, and provide necessary information. Flyers were used to disseminate information on upcoming public engagement events and share lessons learned from previous events. Flyers were developed in English and Spanish, posted on the project websites, and dropped off at area locations including popular businesses, the Southeast Library, and the Southeast Community Center.



3.0 Community Engagement Findings and Outcomes

This section summarizes the main findings of the community engagement process by each study phase and identifies the outcomes in terms of how that information was integrated into the Global Mall Area Master Plan.

3.1 Phase 1 – October to December 2022

The first phase of the project was focused on identifying the existing conditions and trends of the study area and determining the community's vision for the study area. Previous community engagement work by District 32 Councilwoman Joy Styles provided a firm basis to begin additional engagement. In the project team's first three months of engagement, the team met with Global Mall stakeholders, site partners, and Metro department technical experts in addition to hosting a community visioning workshop, presenting at monthly Councilwoman-hosted district meetings, and leading conversations with the project's Steering Committee. To address the need to further engage those unable to attend scheduled planning meetings, the project team hired community outreach ambassadors to get project information out to people without their needing to attend additional events. In addition to in-person events, the project website hosted an ongoing, online survey allowing participants to interact in an online mapping exercise.



Present throughout all levels of engagement from public meetings, the Steering Committee, and online engagement — was the desire to elevate the charm and character of the area. Antioch is a community with many cultures represented, and the community viewed this study as an opportunity to highlight that uniqueness. Currently, the study area reflects many challenges and frustrations with the area. Limited variety in dining and recreation options, car centric, and not accommodating to the multiple generations represented in the community were a few of the most repeated critiques.

Many of the comments were about the need for better connections and accessibility. Where busy roadways and railroad tracks make for unsafe pedestrian routes, the community would like to see more pedestrian and bike infrastructure, well-designed walking trails, and parks to increase enjoyment when outside. They want to see the diversity of the area reflected in the options of food, entertainment, and activities around the arts. Residents must currently drive out of the community to

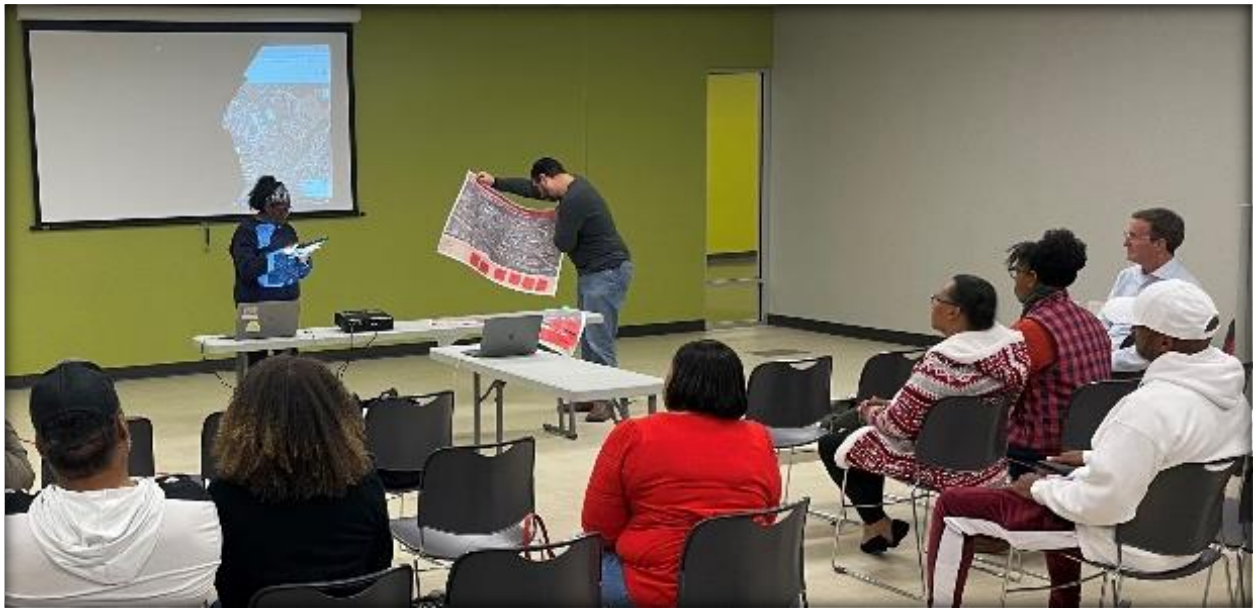
participate in these activities and would like to see these options in their community especially with the growing traffic congestion and the lack of pedestrian safety measures.

The feedback collected called attention to the gap in youth and senior activities. Many of the comments expressed the need for multigenerational activities as opposed to only accommodating a specific age demographic. Participants voiced a desire for variety in recreation and entertainment options to serve the community's schools, families, and seniors so they can all enjoy their city without going far from home and without spending a lot of money.

Generally, the engagement process showed a community aware of its assets, willing to work through its challenges, and excited for what will come out of the study.

Council District 32 Monthly Meetings – October 26, 2022

District 32 Councilwoman Joy Styles hosts monthly meetings for members of her community. These meetings are a space where residents in District 32 receive updates on events, legislation, and future developments being proposed for their area. During the study process, the project team presented project status updates at each of these meetings. In the meeting held on October 26, 2022, the attendees were asked to participate in the "LOVE, MORE, LESS" mapping activity.



Nashville State Community College Transfer Day – November 2, 2022

The team provided an opportunity for Nashville State Community College students participating in Transfer Day to also take part in the "LOVE, MORE, LESS" exercise (also presented at the District monthly meeting). A summary of the project was given to all 11 students, staff, and other college representatives who dropped by the table. Of those visitors, eight provided contact information to

receive future updates, five participated in the mapping activity, and four voiced interest in the Community Outreach Ambassador position.

Key Themes

- Providing more dining and entertainment options
- Including the arts
- Expanding youth-focused activities

Key Takeaways

The Council District 32 Meeting attendees and Nashville State students want the area to offer more "play" options out of the "live, work, play" framework. Many comments mention incorporating live entertainment and music in the development. Comments about dining options show a desire for variety in the existing options. Some examples include breweries, sit-down restaurants, and anything local (less fast food or chain options). Ultimately, respondents want the area to feature entertainment across the ages and have a local flavor.

Workshop #1: Visioning Workshop – November 17, 2022

The visioning workshop was the first public meeting. The meeting was held on the project site at the Southeast Branch Library. Fifty-two attendees participated in seven interactive activities and 271 comments were collected.





The activities included a Love/More/Less exercise, one-word-vision for the future, vision for the arts, six-word stories, money-in-a-bucket exercise to determine priorities, and a large scale map to capture comments and support discussion. Attendees were able to talk one-on-one with the project team members and in small groups as they circulated around the room.

Key Themes

- Increasing vibrancy and fun
- Existing community services (library, community center, park) are important and well loved.
- More community activities (farmers' market)
- More green spaces
- More sidewalks and trails (pedestrian friendliness)
- More creative spaces (performance space, event space, shared creative spaces)
- More housing

Money-in-a-Bucket Neighborhood Priorities (in order of prority)

- Retail/restaurants
- More housing options
- Community events
- Sidewalks and bike lanes
- Parks and open spaces
- Public art

- Increasing transit access
- Small business support

Key Takeaways

Community members want to maintain Antioch's local character — across retail, food, recreation, events, and public space. Most comments reflect the desire to support local businesses and have the development be distinctively Antioch. The area's diversity and existing community resources are seen as a large asset to enhance.

Many want to see more options for entertainment and recreation available specifically around youth and the arts. Plaza Mariachi, a Nashville cultural center on Nolensville Pike, was referenced often as a prime example of highlighting diversity, promoting local businesses, and providing a space for the arts. Respondents see the large amount of open space in the study area as an opportunity to create a network of beautiful, public spaces. Examples include versatile greenspace, walking trails, parks, and gardens to relax, host events, and provide a safe place to play.



Steering Committee Meeting – November 30, 2022

The Steering Committee was given an overview of their role in the project before reviewing existing conditions and receiving an overview of findings from the Visioning Workshop on November 17. Project team members provided information about the implementation and policy approval process for the planning study and any potential design guidelines and future land use changes.

The committee received a brief overview of the Community Outreach Ambassador position and were asked to provide names of any individuals that might be interested and to provide information on community and neighborhood association events that the project team could attend to discuss the study and to share information.

Committee members provided additional feedback on several of the activities that took place during the public workshop, including the "LOVE, MORE, LESS" exercise, and, in a group setting, gave their six-word description of the Global Mall site today and in the future.

Key Themes

- Reinventing the Global Mall site
- Providing more recreation, entertainment, and arts activities for all ages
- Including more food variety
- Developing with pedestrian access

Key Takeaways

Steering Committee members stated that the Global Mall today is confusing, impervious, in need of revitalization, and full of potential. They also shared that they see the future of Global Mall as accessible, walkable, sound-controlled, well received, a live-work-play area, a renaissance, community-focused, safe, and full of educational opportunities. Opportunities for multigenerational and family-oriented activities, homeownership, and aging in place were provided as examples of ways to strengthen the community and encourage additional community investment.

Regarding opportunities for the arts, members supported dance spaces, musician housing and resources, live performance spaces, flex spaces for farmers markets, and makers spaces. Additional comments mentioned fear around losing control of the space after portions are leased out to private entities and the necessity to thoughtfully consider the amount of density needed to support any smaller retail in the area.

Social Pinpoint Map Survey – October and November 2022

In conjunction with in-person community and stakeholders' meetings, the project team hosted an ongoing, online survey from October through November 2022 on the Global Mall Study website. The survey included a map of the study area where participants were asked to drop a "Love", "More" or "Less" pin on specific areas on the site with comments. Participants provided a total of 41 comments.

Key Themes

- Recognizing community diversity as an asset
- Highlighting potential, especially reinventing today's empty parking lots
- Including more food variety and options

- Creating more activities
- Offering more mobility options

Key Takeaways

Residents see Antioch as a place where its biggest asset is its diversity and the potential of the spaces that have not been developed yet. Centrally situated, Global Mall could reflect the area's unique character. In the survey, many respondents expressed what "More" the site could bring to Antioch.

While the area is very diverse, respondents expressed they would love to see more food come to the area as well as multi-age recreation options, such as parks, venues for the arts, and greenspaces. Residents stated that they must travel out of the area to get preferred food options and for entertainment. For the food, retail, and entertainment options available, respondents expressed there are little to no safe ways to access them. The throughways for bikes and pedestrians were either seen as dangerous or non-existent.

The many parking lots were seen as a wasted space, unsafe, or poorly utilized. Respondents saw an opportunity to invigorate the area to support and celebrate the diverse culture of Antioch.

Hickory Hollow Towers – February 1, 2023

Hickory Hollow Towers is a senior living apartment near the study area. Many of the residents found it difficult to attend in-person meetings. To ensure their participation, project boards were left in the lobby for residents to participate in the "LOVE, MORE, LESS" engagement activity.

Key Themes

- Providing more community resources and services
- Including more food and dining options
- Including more entertainment activities

Key Takeaways

Many comments centered on community resources such as a senior community center, bank, and clerk's office. Some respondents highlighted more practical businesses and structures such as a better electric grid, dental clinic, recycle center, and a police department. While restaurants were mentioned, more of the comments around food requested specialty shops, such as a fish market, butcher, and Persian market.

The entertainment suggestions varied from a bowling alley, skating rink, year-round swimming pool, shopping to a gaming hall. The variety in replies mirrored the desire among respondents for more options to "play" in their community.

3.2 Phase 2 – January to March 2023

The second phase of the project focused on developing site design alternatives based on the vision and goals and created in Phase 1 and revised through Phase 2. One concept with the "mall intact" and another with the "mall punctured" were presented in Phase 2 from which a draft revised concept was developed for Phase 3. Participants envisioned a multitude of programs including reinvigorated retail, housing options, recreation, and places for the arts.

Steering Committee Meeting – February 1, 2023

The Steering Committee met to review the project's goals and the initiatives from Phase 1 of the engagement process. The project team provided a project overview and summary for Phase 1 engagement findings. The team provided the latest on the Community Outreach Ambassador program and introduced the Ambassadors to the Steering Committee. Committee members commented on each section of the presentation and provided recommendations for the next steps of the project.

Key Themes

- Simplify the goals for easier communication.
- Provide additional clarity for project objectives.
- Enhance connections within and around the study area.
- Increase outreach efforts prior to meetings.

Key Takeaways

The Steering Committee voiced additional detail was needed for the general goal categories, such as specifically addressing accessibility for those with mobility challenges, adding an educational element to greenspace, and connecting parks in the area with a greenway. Committee members noted that based on the existing conditions of the site, elements of the vision would be difficult to accomplish such as "mixed-use" and "walkable" since current land use is not compatible with that. Committee members pointed out that while there were some community uses already in the area, such as grocery stores and entertainment, quality options were only for people with cars. Committee members noted institutions such as the Ford Ice Center and Vanderbilt provided the opportunity to attract market-viable development, such as hotel and office spaces.

In terms of engaging the public, the Steering Committee felt the language of the Mission, Vision, and Goals was too complex and not reader friendly. Also, they mentioned the project team should consider translating reading materials in other languages. Committee members brainstormed potential locations for additional public engagement to allow different community groups to connect to the project. Recommendations included HOAs, community clubs, radio stations, and the nearby school and youth programs. They suggested utilizing these existing networks for outreach efforts

prior to public meetings to help advertise and encourage more stakeholders to get involved in the planning process.

Cane Ridge Community Club – February 6, 2023

An ambassador attended the Cane Ridge Community Club from 5:30 p.m. to 8:30 p.m. at its monthly meeting to promote the Global Mall Study. There were 41 meeting attendees. The ambassador got feedback from meeting attendees and passed out flyers and invited the attendees to the upcoming community workshop.

Key Takeaways

The community members had varying levels of awareness about the Global Mall project and redevelopment potential. Overall, there was general enthusiasm for redeveloping the mall site into a walkable, lively mixed-use district and appreciation for enhancing the proposed mix of community services. However, there were concerns about safety at the mall site now and in the future along with some skepticism about the certainty of the project being implemented.

Indigenous Voices – February 10, 2023

The Global Education Center in West Nashville hosted a viewing of the Indigenous Voices documentary. A representative from the project team arrived prior to the viewing to survey meeting attendees. There were about 15 total attendees, but most stated they were unfamiliar with the project and/or the area and did not feel comfortable completing a survey. Two surveys and personal input from a former resident of Antioch was received.

Key Takeaways

Based off the survey questions, respondents stated they would like to see the site be home to community resources such as co-operatives, greenspace, and event space. Affordability and multiculturality are desired throughlines. The biggest challenges stated were the study areas traffic, bad reputation, and a poor watershed. One of the comments posed the question, "Does it have to be used for private development?"

Southeast Community Center Tabling – February 23, 2023

An ambassador tabled at the Southeast Community Center to promote the Global Mall Study. The ambassador received feedback from community members, passed out flyers, and invited the attendees to the upcoming Community Workshop.

Key Takeaways

Participants were excited for something new here and wanted the site to provide additional uses and activities. Ideas for additional uses include basketball, soccer field, skating room, bike park, arcade,

game room, obstacle course, outdoor concession stand, waterpark, amusement park. Participants also mentioned the need for a childcare center, a desire for Vanderbilt to be here, a food court, and retail options. They also asked for the parking lots to be maintained.

Steering Committee Meeting – March 1, 2023

The Steering Committee met to review the development alternatives created by the project team. The project team provided background information and the rationale around each proposed design alternative. Committee members were then guided through a visual preference survey and asked to provide insight as to why they voted the way they did. Committee members stated that the images did not clearly depict the issue under vote, which led members to vote on issues not under deliberation. Committee members were also given the opportunity to comment on the proposed development alternatives. See comments below.

 Concept A: "Mall Intact," which retained the whole mall building	 Concept B: "Mall Punctured," in which new circulation channels are cut through the existing mall building
Both renovating and reconfiguring mall will come at great cost	Would love to live in a mixed-use community at the intersection of Bell Road and Mt. View Road
Be creative with elevation differences	Could open spaces be covered?
Keeping one continuous indoor space helps with ADA comfort and temperature regulation	Is this option less cost effective?
Need a nice entrance to welcome people to the site	Add skybridge to aid in connectivity
Be creative with murals on the ground	Love that streets can be shut down for events
If needed, add space for recreation outdoors	Incorporate green spaces throughout the site
Consider parking – structured, hidden, on-street?	Include rooftop water reclamation and other sustainable features
	Incorporate traffic calming by design
	Like road circling site to remain

The committee also commented regarding arts on the site, including to highlight diversity and sustainability, and include a local culture arts district.

Key Takeaways

The Steering Committee felt changes were needed to the visual preference survey before releasing it to the public. Having them take the survey first, provided the project team an opportunity to make refinements. Regarding the development alternatives, committee members reiterated making the area pedestrian friendly, ADA-comfortable, arts-focused, and sustainable.

Lux Studio Beauty Salon – March 11, 2023

An ambassador tabled at the Lux Studio Beauty Salon to promote the Global Mall Study. The ambassador spoke to nine people, passing out flyers and inviting attendees to the upcoming community workshop.

Friends of Mill Ridge Park Spring Celebration – March 18, 2023

An ambassador attended the Friends of Mill Ridge Park event to promote the Global Mall Study. The ambassador passed out flyers, have conversations, and invited the attendees to the upcoming community workshop.

Talpa Supermarket – March 25, 2023

An ambassador tabled outside of Talpa Supermarket to promote the Global Mall Study. The ambassador spoke to six people, passing out flyers and inviting the shoppers to the upcoming community workshop.

Southeast Egg Hunt & Festival – March 25, 2023



The Southeast Community Center hosted a family friendly Easter egg hunt outside in the park. The project team hosted a table with a map exercise for adults. The team also had coloring sheets, crayons, colored pencils, and stickers for children to stay occupied while their parents and guardians completed the map exercise. The festival attendees wrote what uses they would like to see in the study area. The ambassadors distributed flyers promoting the upcoming community workshop and encouraged attendees to complete the map exercise. During the event, the project team distributed over 200 flyers in both English and Spanish to festival attendees.

Key Takeaways

Participants suggested additional activities and uses, including adding family friendly entertainment, more retail, a community pool, nonprofit and coworking spaces, after-school programs, affordable housing, medical uses, more recreation opportunities. Participants also wanted to see a focus on the arts.

Mi Familia Supermarket – April 11, 2023

An ambassador tabled outside of Mi Familia Supermarket to promote the Global Mall Study. The ambassador spoke to six people, passing out flyers and inviting the shoppers to the upcoming community workshop.

Online Survey – April and May 2023

An online survey was conducted from April to May 2023 asking community members for their input on the draft concept plan. The survey was promoted at the Southeast Library and on a flyer. The survey replicated the "Love, More, Less" exercise. In addition, the survey asked about desired buildings, types of places to walk and bike, and types of parks and plazas. Eleven responses were received.

Key Takeaways

The results echoed themes participants have previously stated. Participants called attention to the amount of space for community gatherings and activities, the big screen for sports viewing, and mix of uses. Additional ideas included a great outdoor event space, options for indoor events, spaces for nonprofits, and featuring African American artists. Participants questioned the amount of retail, arts spaces, and mixed-use buildings. In answering questions, mixed-use mid-rise (4-7 stories) received the most votes as did sidepaths, shared use paths, greenways, and public parks – passive uses.

Community Workshop #2: Development Alternatives – April 12, 2023

The second Community Workshop for the Global Mall Study took place on April 12, 2023, at the Southeast Community Center. There were 31 attendees who signed in. The workshop began with a brief presentation about project updates and community input so far. Following the presentation, meeting attendees were able to view boards and participate in interactive activities.

Key Themes:

- Walkable and bikeable
- Food options
- Mixed use
- Community services
- Residential

- Parks and greenspace

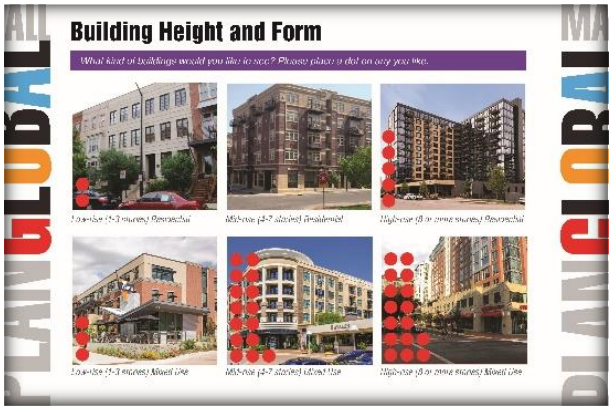
Key Takeaways:



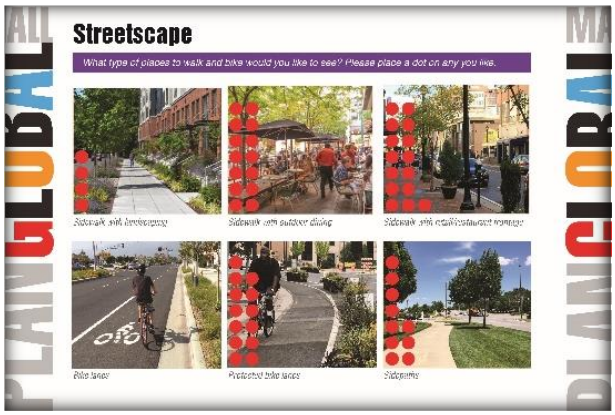
Meeting attendees used legos to build a model of what they would like in the study area. They were able to add sticky notes to specifically identify what they want each use to be. The most common responses: walkable and bikeable, food hall, food trucks, community services, day care, office space, and mixed-use space.

There was a station with a visual preference survey. This technique was used to get public feedback on the physical design elements of the study area. Meeting attendees were shown a series of boards with images that depicted building height, streetscape, and park and plaza alternatives. The more dots an image had the higher the preference.

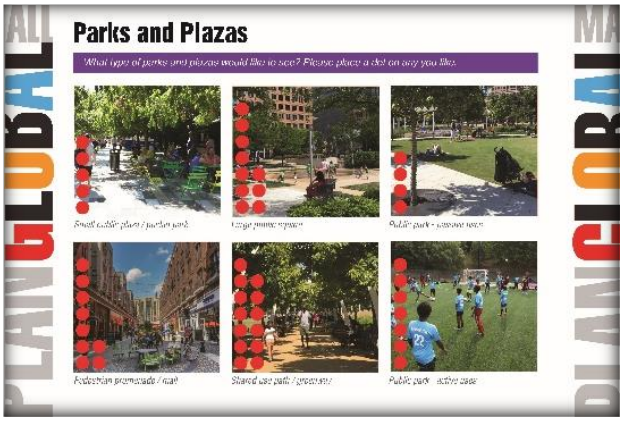
Building Height and Form	Number of Dots
High-rise (8 or more stories) mixed use	16
Mid-rise (4-7 stories) mixed use	15
High-rise (8 or more stories) residential	5
Low-rise (1-3 stories) mixed use	3
Low-rise (1-3 stories) residential	2
Mid-rise (4-7 stories) residential	0



Streetscape	Number of Dots
Sidewalk with retail/restaurant frontage	15
Sidewalk with outdoor dining	14
Protected bike lanes	13
Sidepaths	10
Sidewalk with landscaping	4
Bike lanes	0



Parks and Plazas	Number of Dots
Shared use path/greenway	13
Large public square	10
Pedestrian promenade/mall	9
Public park – active uses	7
Small public plaza/pocket park	5
Public park – passive uses	4



Matehuala Beauty Salon – April 15, 2023

An ambassador tabled at the Matehuala Beauty Salon to promote the Global Mall Study. The ambassador spoke to nine people, passed out flyers, and had informal conversations.

Library Display – April 2023

The project team placed a display of the draft development alternatives in the Southeast Library for people to view for two weeks after the workshop with information about the study, links to an online visual preference survey, and contact information for comments.



Draft Concept Office Hours – April 18, 2023

The project team set up in the Southeast Library conference room with the framework map, draft concept plan, and three visual preference survey boards. They had legos/pipe cleaners in case people wanted to "redesign" the concept plan and had sticky notes for capturing comments.



They spoke with 10 people in depth about the study and the concept plan and received rich feedback. Most people had heard of the study, and a few individuals had participated in previous community engagement efforts.

Key Takeaways:

Participants mentioned safety in parking garages, concern that people experiencing homelessness are not kicked off the site, the need for solutions to ease traffic congestion, focus on wellness and healthy living, include small businesses, need for sidewalks, concern about affordability of living in the area currently, accommodate uses that already bring people out (carnival), and accessible healthcare. Community members suggested additional uses, including community event space, affordable nonprofit spaces, coworking spaces, meeting spaces, additional restaurants and food options, farmers market, dedicated employee parking, community market, building trades school, and housing for mentally challenged. Participants also suggested leveraging the area's ethnic diversity and integrating established small local businesses. Also mentioned were that sidewalks are a critical need in the study area and Antioch broadly and that more convenient transit options are needed.

Talpa Supermarket – April 25, 2023

An ambassador tabled outside of Talpa Supermarket to promote the Global Mall Study. The ambassador spoke to seven people and passed out flyers and had informal conversations.

Dia del Niño at Coleman Park – April 30, 2023

An ambassador tabled at Dia del Nino in Coleman Park to promote the Global Mall Study. The ambassador spoke to twelve people and passed out flyers and had informal conversations.

Community Center After School Program – May 10, 2023

An ambassador encouraged students in the Southeast Community Center after school programs to complete the six-word-story activity. The ambassador collected the stories from 22 students. Their

responses and common words included community, better, potential, shops, food, family, fun, vibrant, cultural, arts, sports, high-quality, and a safe place.

Islamic Center of Tennessee – May 12, 2023



A pop-up event for the study took place on May 12, 2023, at the Islamic Center of Tennessee. The team spoke to nearly 150 people. The team shared the visual preference survey, passed out flyers, and displayed the study area on a map. Attendees left sticky notes on the map highlighting uses they would like to see.

Attendees suggested more activities and opportunities for recreation, more family friendly activities, meeting rooms available to rent, creating an identity for American Muslims, creating a Halal City Plaza development, and more clothing stores. Participants suggested involving the Islamic Center in implementation, using Muslim and other local contractors for construction, and ensuring that the space is flexible and can attract people throughout the year.

Attendees placed the most dots on mid-rise (4-7 stories) residential, mid-rise (4-7 stories) mixed use, sidepaths, sidewalk with outdoor dining, sidewalk with retail/restaurant frontage, public park – active uses, public park – passive uses, pedestrian promenade/mall, and shared use path/greenway.

Key Takeaways:

- Attendees wanted to see a variety of uses, including parks, recreational offerings, retail, and community services.
- Respondents had a heavy preference for mid-rise residential and mixed use.
- Attendees liked active sidewalks and the separation of sidepaths from active roadways.
- Respondents greatly preferred public parks.

St. Ignatius Catholic Church Jazz on the Lawn – May 20, 2023

A pop-up event for the Global Mall Study took place on May 20, 2023, at the St. Ignatius Catholic Church. The project team spoke to nearly 50 people, sharing flyers and displaying the study area on a map.

Attendees left sticky notes on the map highlighting uses they would like to see, including multicultural spaces, places to walk around, spaces for local artists, food truck park, Metro office spaces, and a grocery store. They also suggested expanding the Southeast Community Center.

Key Takeaways:

- Maintain the community centered environment.
- Celebrate diversity, equity, multiculturalism, and inclusion.
- Focus on walkability.

3.3 Phase 3 – April 2023 to June 2024

Phase 3 focused on the preparation of the Master Plan. The project team met with Global Mall site representatives and other Metro departments. The team also organized and conducted a final workshop at which they presented the draft site Concept Plan. People were supportive of the draft Concept Plan.

Stakeholder Meetings – July 2023 to March 2024

The project team discussed the draft Concept Plan with entities on the site and Metro departments in ten individual meetings. Stakeholders were very welcoming of the draft Concept Plan. Several meetings occurred with NDOT to discuss streets and streetscape and WeGo to discuss the new transit center and circulation considerations.

Southeast Community Day – July 29, 2023

Project team members tabled at Southeast Community Day event at the Community Center Park at Global Mall and displayed boards showing the draft alternative concept and the visual preference survey. The team members spoke with about 90 community and collected 30 comments and votes on the preference survey. Key points of discussion were the need for an active, walkable neighborhood for families, a strong desire for enhanced pedestrian and bicycle facilities, and questions about safety on the site as development increases.

Community Workshop #3: Draft Master Plan – August 24, 2023

In preparing for the third workshop, engagement numbers to-date were tallied: the team had held over 25 stakeholder meetings and attended 12 community meetings and events with over 1,100 people reached and had gathered over 650 comments. The draft master plan workshop was the third community workshop. The meeting was held on the project site at the Southeast Branch Library. Over 60 people attended and over 200 comments were collected.

The meeting format was an open house where community members could drop in to chat about the Global Mall Study and comment on the draft master plan and recommendations for the site. Stationed around the room were boards showing the site concept, massing model, site perspectives, new transit center, site section, draft design guidelines, mobility improvements, trail map, and phasing. Team members were stationed at each board to orient people to maps, answer questions, and gather comments.



Conversation Themes

Most attendees "Strongly Agree" or "Agree" with the draft plan. Participants mentioned they really liked the increased green space, the community feel, connectivity, housing additions, mix of uses, variety of spaces/places, arts district, village feel, town square, place for family gatherings, multimodal concept, and moving forward. Attendees voiced some concerns about increased traffic problems, lack of specificity of artists housing and some other programming, limited transit options, and uncertainty about being sustainable over time. Participants mentioned they would like to see additional housing (at all income levels), more retail and dining, a strong police presence, medical uses, more youth activities, more community events, quality building design and materials, a wellness center, and more transit options.



For this workshop, the project team had a dedicated question about the uses as part of the new transit center: *For the Southeast Transit Center, what complementary uses would you like to see above a ground level transit center?*

- 1st option – only parking for transit center and other site uses – 12 votes
- 2nd option – residential and commercial development as well as parking for transit – 26 votes

Key Takeaways

Most community members who attended the meeting "agree" or "strongly agree" with the draft master plan and support its design recommendations (72% of respondents). People especially like the green spaces, sense of community and gathering, additional housing, and mix of uses and activities that the implemented plan will provide, further echoing previous community input. Regarding concerns, people mentioned additional traffic on a congested Bell Road, improving public safety with a police presence, and the concept's viability.

People were positive about the pairing of the Transit Center with residential and commercial development. People were enthusiastic about the high-quality pedestrian circulation network. With respect to the regional trail network, people were enthusiastic about the proposed connections. Several participants approve of a pedestrian connection from Global Mall to Century Farm across the I-24.

Library Display – August 2023

The project team placed the draft master plan boards in the Southeast Library for people to view for a week after the workshop with information about the study, links to an online survey, and contact information for comments.

Online Survey – August and September 2023

A survey was conducted from August to September 2023 to ask community members for their input on the draft master plan concept. The survey was promoted at the Southeast Library and on a flyer. Eight responses were received.

Office Hours – August 29, 2023

The project team held office hours at the Southeast Library. The team had in-depth conversations with 10 people. Seven people filled out a survey with four marking "Agree," two "Strongly Agree," and one "Neutral" for the concept plan. Most people had heard of the study, and a few individuals had participated in previous community engagement.

Steering Committee Meeting – September 7, 2023

The Steering Committee met to discuss feedback from the August community workshop and next steps for the project. The project team reported that there were over 75 people who participated in the community workshop and office hours. The team collected over 50 comments on the study's boards, and 36 comment cards were completed resulting in over 200 pieces of input.

The team discussed that next steps would be preparing the final master plan report, presenting that to the community, and then to the Planning Commission for adoption. The team also stated that they will continue to work with WeGo on the Antioch Transit Center.

Key Takeaways

Regarding the draft Concept Plan, the Steering Committee supported the variety of buildings and forms and endorsed the suggested building heights, saying they felt that height was needed to create the needed density of housing; they also stated that more housing allows for different housing opportunities. They also endorsed the number of green spaces, reiterating the many benefits green spaces provide. The committee wanted to make sure the traffic and street designs supported the building heights. The committee asked several questions about the artists housing and how it would work.

Regarding streets, the committee liked the pedestrian friendly design and how that leads to safer streets. They suggested limiting left turns in and out of non-signalized intersections with Bell Road and would like to see Bell Road become more multimodal. They reiterated that street trees are a requirement.

Several committee members mentioned hey have heard that people are concerned about personal safety on the site with all the new development and suggested an on-site satellite police station and that the operating agreement include security and other safety measures. The committee encouraged the project team to consider how the design could combat the perception of being unsafe with good lighting, emergency phones, and other design elements. Regarding businesses, committee members referenced Geodis Place and how they developed a small business incubator and suggested looking at that model, stating something needs to be in place to encourage and support small, independent, local businesses.

The committee encouraged more community engagement and involvement as the project transitions to implementation. The committee will continue to share information about the project and the implementation to proactively keep people informed about how development will work on the site, stating that the community has lots of questions about how development will work. The committee suggested translating the plan's executive summary to reach more people.

Key Takeaways

Regarding the draft Concept Plan, people responded they loved the ample green space, town center, hidden parking, and variety of housing options. They wanted to see even more housing, trees, and space for local businesses.

Draft Master Plan for Planning Commission – public comment period June 12 to July 11, 2024

To be written.

Draft Master Plan Community Open House – June 2024

To be written.

Draft Master Plan Office Hours – June 2024

To be written.

Draft Master Plan Community Presentations – June 2024

To be written.

Planning Commission public hearing to adopt Master Plan – July 25, 2024

To be written.

Note: For questions or additional information regarding the project's community engagement, please contact Anita McCaig by email Anita.McCaig@nashville.gov or by phone 615-862-7156.

4.0 Antioch Transit Center

Antioch Transit Center Discussion – ongoing across phases

Prior to the Global Mall Study, WeGo had worked on increasing their existing transit presence on the site by developing a regional transit center in line with their nMotion plan. Currently, the site has a park-and-ride and is the terminus point for the Murfreesboro Pike Route 55 bus, the highest ridership bus route in the WeGo system and a corridor identified for future high-capacity transit service. In 2023, WeGo secured federal, state, and local funding to invest in the development of a new transit center on the site.

WeGo transit centers generally include between six to eight bus bays with seating in a climate-controlled waiting area with amenities. They help riders conveniently transfer between routes and modes, including pedestrian and bike access, car and van pool pick-up, car and bike sharing options, and include a park and ride.

This section summarizes the feedback received from the community and stakeholders focused on mobility, connectivity, and transit needs and aspirations. The Global Mall study's community engagement occurred in three phases: October to December 2022, January to March 2023, and April 2023 to June 2024. The transit center has been discussed during all phases of the Global Mall Area master plan project and even prior to the Global Mall project's initiation. Many people take the transit center as a given, a part of the master plan from the start, and a key part of making the site multimodal.

Throughout all the project's phases, the project team attended the monthly district meetings hosted by District 32 Councilwoman Joy Styles to provide project updates and answer questions from attendees. Also, throughout the project, the project team participated in community events, including festivals, cultural events, and community meetings. The team made a particular effort to engage neighborhood organizations, New Americans, and other underserved populations. Participation in the events were in the form of a booth or a designated area to raise awareness of the project, talk with community members, and/or conduct surveys. Alternatively, the team offered a presentation that included activities to collect community input. Team members also attended specific pop-up opportunities to engage communities.

Phase 1 (October to December 2022)

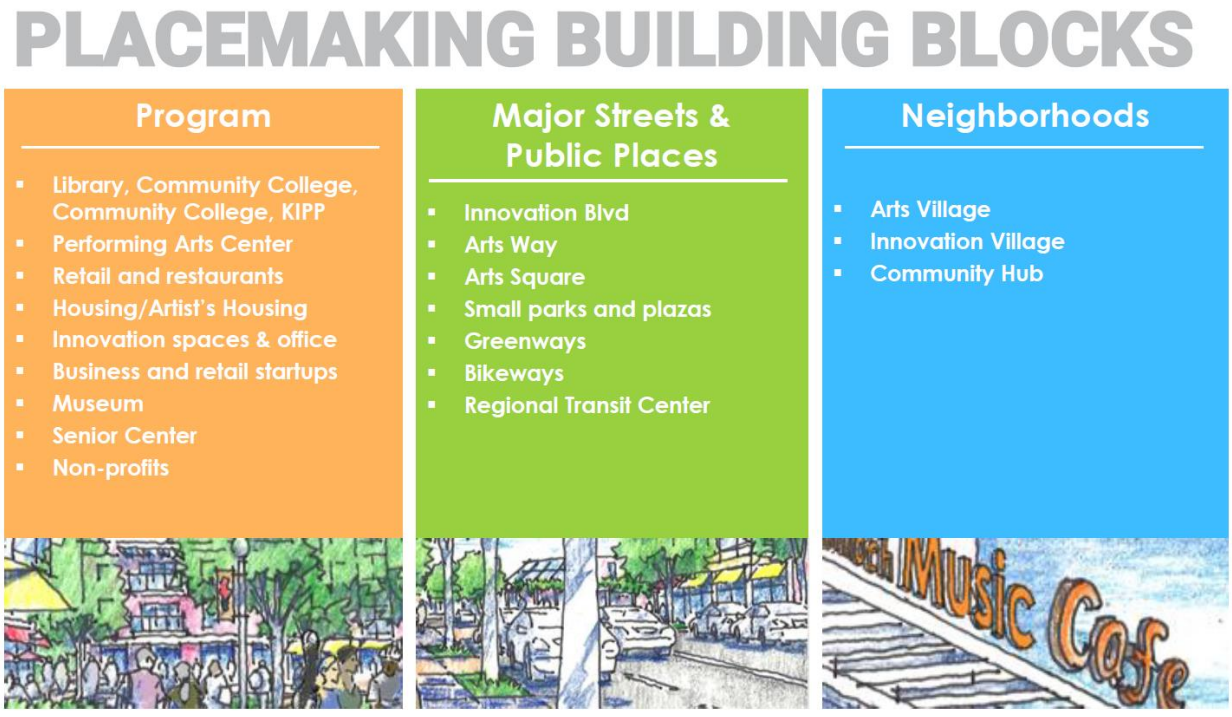
The first phase of the Global Mall project focused on identifying the existing conditions and trends of the study area and determining the community's vision for the study area. Previous community engagement work by District 32 Councilwoman Joy Styles, including a detailed survey taken by over 500 stakeholders, provided a firm basis to begin additional engagement. In the project team's first

three months of engagement, the Global Mall team met with Global Mall site partners, stakeholders, and Metro department technical experts in addition to hosting a community visioning workshop, presenting at monthly Councilwoman-hosted district meetings, and leading conversations with the project's Steering Committee. To address the need to further engage those unable to attend scheduled planning meetings, the project team hired community outreach ambassadors to get project information out and hear feedback about the project from people without their needing to attend additional events. More detail about the engagement findings are located in Section 3.

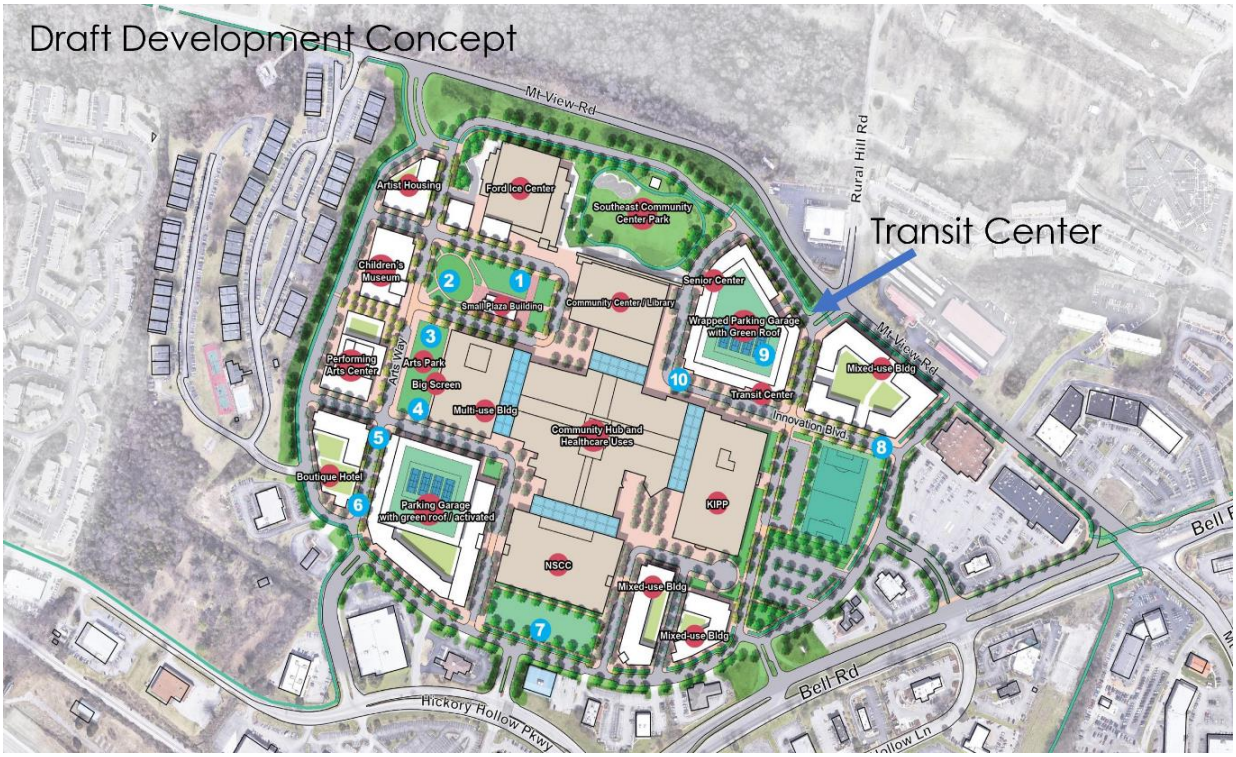
During Phase 1, numerous comments were about the Global Mall area's lack of connections and accessibility. People mentioned the need for infrastructure for the growing population in the area including sidewalks, bikeways, transit, and greenways, in addition to the new transit center, to help people move around the community and access other areas of Antioch and the city. There were also calls for increased transit service including crosstown transit connections.

Phase 2 (January to March 2023)

The second phase of the project focused on developing development alternatives based on the mission, vision, and goals and created in Phase 1 and revised through Phase 2. Engagement during this period included stakeholder and technical meetings, a second community workshop focused on development alternatives and community character, office hours, an online survey, attendance at community events, and pop up events. Discussions centered on key placemaking building blocks including program, major streets and public places, and neighborhoods.



With regards to mobility and transit, during this engagement phase, people discussed the importance of creating a walkable and bikeable center connected to transit and with a mixture of uses, including residential, along with community services and green spaces. Individuals indicated a preference for protected bike lanes and sidepaths for bicycle infrastructure. We heard about the concern about traffic on Bell Road and a desire for solutions to mitigate congestion. We heard of a need to have more transit options including options that assisted people who live off a main bus route, facilitated getting downtown, like an express route, and allowed for travel via transit within Antioch. Community members were supportive of the draft concept plan including the location of the transit center.

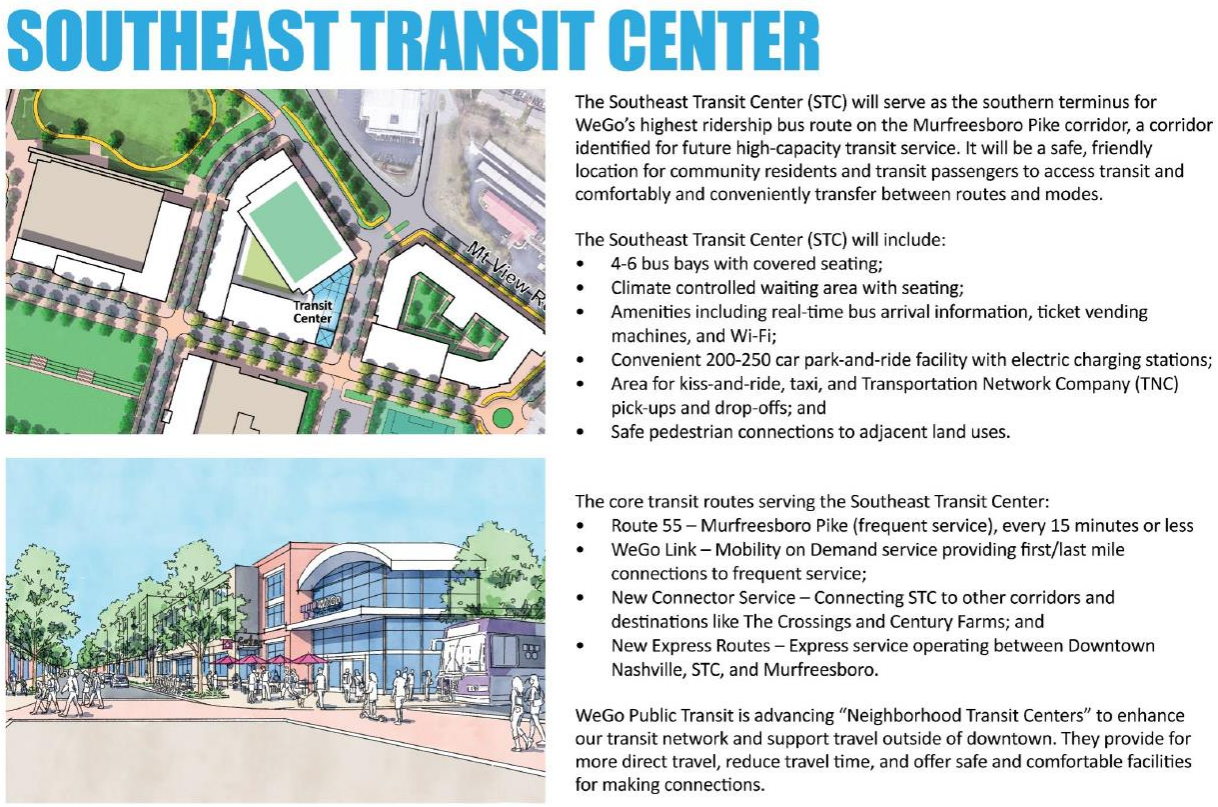


Phase 3 (April 2023 to June 2024)

Phase 3 focused on the preparation of the draft Master Plan concept and recommendations. The project team met with Global Mall site representatives, stakeholders, and other Metro departments. The team also organized and conducted a third and final workshop at which they presented details about the draft site concept plan, ideas for the urban design guidelines for the study area, and mobility improvement recommendations. In preparing for the community workshop engagement numbers were tallied: the team had held over 25 stakeholder meetings with over 1,100 people reached and had gathered over 650 comments. WeGo team members attended the meeting and staffed a project board and station specifically focused on the transit center.

Additionally, for the third community workshop, WeGo staff worked with the project team to develop transit center specific questions for the workshop comment card. Specifically, the question was asked: For the Southeast Transit Center, what complementary uses would you like to see above a ground level transit center?

- 1st option – only parking for transit center and other site uses – 12 votes
- 2nd option – residential and commercial development as well as parking for transit – 26 votes



From July 2023 to March 2024, the project team discussed the draft Concept Plan with entities on the site and Metro departments in ten individual meetings. Stakeholders were very welcoming of the draft Concept Plan. Several meetings occurred with the Nashville Department of Transportation (NDOT) to discuss streets, circulation, and streetscape and with WeGo to discuss the new transit center.



Currently (May 2024), a draft master plan document has been created. The team will review the draft document with the community, and if the plan is ready, present to the Planning Commission for adoption at their July meeting. If adopted, the master plan document including the urban design guidelines becomes supplemental policy to the Antioch/Priest Lake Community Plan. In addition to the policy plan, Metro Planning is also drafting a Specific Plan to rezone the Metro owned properties on the mall site in alignment with the draft master plan.



EXISTING CONDITIONS AND TRENDS REPORT

Draft - June 2024

METRO
NASHVILLE
PLANNING
DEPARTMENT

GLOBAL MALL
STUDY

Stantec

THE GLOBAL MALL

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EXECUTIVE SUMMARY

OVERVIEW

Once the heart of a vibrant shopping area known as Hickory Hollow, the Global Mall has the potential to be redeveloped into a vibrant, diverse, and inclusive destination in southeast Nashville, Tennessee. To tap that potential, the Metropolitan Government of Nashville and Davidson County purchased most of the mall site in early 2022 and launched a planning process to define the kind of place that the Global Mall area will become in the future. Under strong leadership from local elected officials, the planning process has engaged the community of Antioch and other business and civil society stakeholders to provide insights on current opportunities and challenges and to build consensus on preferences and priorities for future development. Community and stakeholder feedback is a major input into the development vision, which will in turn find expression in a master plan for the redevelopment of the site and the study area.

The purpose of this study is to prepare a plan that will help the mall site and the surrounding area meet its potential as a community asset and ensure that new development and public investments address community needs. An output of the study, this report presents the findings of the existing conditions and trends analysis, which aims to build an analytical foundation for subsequent phases of the project. Specifically, this report analyzes conditions and trends related to the economic base, demographics, real estate, land use, transportation, open space, environment, and public facilities in the study area. The findings of the existing conditions and trends analysis are then combined with the feedback from stakeholders into an analysis of Strengths, Weaknesses Opportunities and Threats ("SWOT analysis"), which concludes this report and sets the stage for defining the vision for the study area.

The Global Mall is strategically located between Downtown Nashville and the cities of Lavergne, Smyrna, and Murfreesboro. It is located along Bell Road, adjacent to I-24 and approximately 2.5 miles from the Murfreesboro Pike corridor. The study area of the Global Mall Study extends over 350 acres, including the approximately 67-acre Global Mall site within the perimeter (see Figure 1).

Today the Global Mall consists of four anchor buildings and interior space. Two of the anchor buildings are occupied, one by Nashville State Community College and the other by the Southeast Branch of the Nashville Public Library and the Southeast Regional Community Center. The charter school KIPP Nashville purchased the former Macy's anchor building and plans to convert it into a new high school. Adjacent to the Mall property are shopping centers and pad sites. The internal, unoccupied portions of the mall are approximately 650,000 square feet.

Given its location and scale, this mall site has potential as a neighborhood community center as well as a significant regional destination. The community services aspect is well underway. There is also strong local support for the creation of an arts village at Global Mall. Other economic activities and land uses are also potentially viable, as described below.

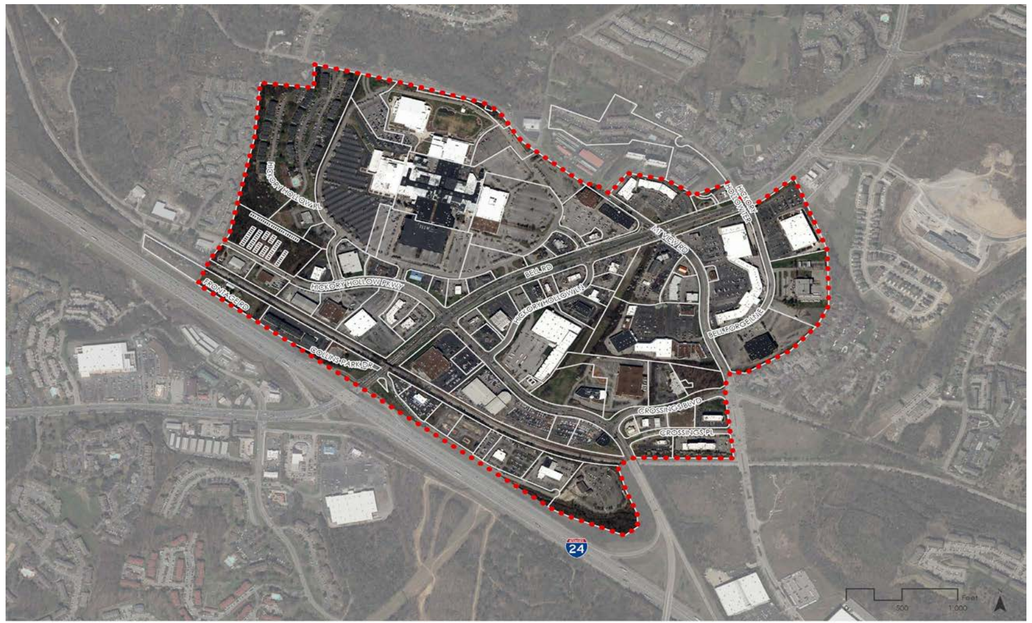
The 350-acre study area is made up of approximately 90 parcels and 153 landowners (see Figure 1). The tenure pattern is highly fragmented; only a handful of owners (including Metro Nashville) listed in the County geographic database own more than two parcels. This tenure pattern suggests that redevelopment of the mall and parts of the Hickory Hollow Parkway will be fairly straightforward, while other areas will require potentially long land consolidation and assembly processes.

ECONOMIC FRAMEWORK

Nashville is Tennessee's economic engine. The Nashville Metropolitan Statistical Area (MSA) accounts for 40% of the state's gross domestic product. Nashville also enjoys one of the most prosperous metropolitan economies in the nation. According to the Brookings Institute, the Nashville Metropolitan economy ranks 10th in terms of prosperity. Prosperity is defined by the area's standard of living, productivity, and average annual wages.

Over the last 10 years, Nashville MSA ranked within the Top 5 Large Metropolitan Areas in job growth. The Nashville economy is diverse, with job concentrations in health care management, music and entertainment, manufacturing, and tourism and hospitality. With a highly educated workforce, strong growth, a good quality of life, and Vanderbilt's $1 billion of research funding, Nashville is also recognized as an emerging market for life sciences. Hines Research identifies Nashville as an "opportunity" market and JLL ranks Nashville 5th of 110 metropolitan markets in life sciences growth potential.

Figure 1: Global Mall Planning and Redevelopment Study Area, Parcel Boundaries



Source: Metro Nashville GIS; Stantec

DEMOGRAPHIC ANALYSIS

In terms of population, between 2010 and 2020 Nashville was one of the top 10 fastest-growing large Metropolitan Areas in the country. The population of the MSA grew by approximately 21% over this ten-year period. The fastest-growing counties were Williamson, Rutherford and Wilson Counties. In terms of absolute numbers, the biggest increases in population were in Davidson and Rutherford Counties.

Antioch is the fastest-growing area in Davidson County. The population of Antioch doubled over the period 2000-2020, reaching 99,109. The share of the population that is White dropped from almost two-thirds to just over half. Most of the newcomers are African-American; the share of "Other Race Alone" also grew sharply to 9% in 2010, before falling to 4% in 2020. Perhaps most striking, the share of the population that is foreign-born increased from 10% to 25% over the 20-year period. With large Latino, Arab and Southeast Asian populations, Antioch is the embodiment of that American icon: the melting pot (see Table 2)..

As of the 2020 Census, there were an estimated 116 households living in the Global Mall study area, a number that has risen slightly to an estimated 121 households in 2022. The Global Mall study area is somewhat less affluent than either the Antioch area or Metro Nashville. An estimated 30% of the study area's population is Hispanic/Latino by origin, higher than Antioch's 20% and Metro Nashville's 11%. Population aged 25 or more at all three scales – study area, community, and county – have high degrees of educational attainment compared to state-wide averages. Between the decennial Census 2000 and 2020, both the Antioch community (zip code 37013) and Metro Nashville have become racially more diverse. Immigrants also represent a larger percentage of the population of both the Antioch area and Metro Nashville. In summary, the residents living in the area of the Global Mall have the following characteristics:

- Mostly young households headed by persons 44 years old or younger;
- Mostly family households with many with children at home;
- Racially and ethnically diverse;
- Moderate-income, not low-income

REAL ESTATE MARKETS

RESIDENTIAL

Based on the target market analysis, an annual average of 3,150 households represents the potential market for new and existing housing units of every kind within the Global Mall study area each year over the next five years. The tenure and housing preferences of those 3,150 draw area households are shown in Table 3.

Table 1: Average Annual Market Potential in the Global Mall Study Area by Tenure/Housing Type, Propensities (2022-2027)

Housing Type	Number of Households	Percent of Total
Multi-family for-rent (lofts/apartments, lease-holder)	1,706	54.1%
Multi-family for-sale (lofts/apartments, condo/co-op ownership)	321	10.2%
Single-family attached for-sale (townhouses/live-work, fee-simple/condo ownership)	330	10.5%
Single-family detached for-sale (houses, fee-simple ownership)	793	25.2%
Total	3,150	100.0%

Source: Zimmerman/Volk Associates, Inc., 2023.

A majority (54%) of the 3,150 target households comprise the market for rental dwelling units. An increasing percentage are renters by choice; many, however, would prefer to own but cannot afford the type of housing they want in neighborhoods where they would consider living. Younger people in particular are challenged by the burden of significant education debt as well as lack of an adequate down payment he remaining 46% of the market would choose some form of ownership housing (higher than the current estimated homeownership rate in the study area of approximately 36.4% but lower than the Antioch area homeownership rate of 58%). Just under 45% of the ownership market would choose for-sale multi-family (condominium/co-operative units) or for-sale single-family attached (duplex/townhouse units).

The remaining 55% of the annual potential ownership market would prefer single-family detached units — currently, less than 8% of the existing housing stock in the study area and more than 52% of the Antioch area are comprised of single-family detached houses.

As determined by the target market analysis, the general market segments by lifestage that represent the potential market for new and existing rental units in the Global Mall Study area include (Table 3):

- Younger singles and childless couples—44%
- Empty nesters and retirees—28%
- Traditional and non-traditional family households—27%

The housing stock in the study area is old by Antioch and Metro Nashville standards. Just 4% of the Global Mall Study area's dwelling units have been built since 2014, as compared to 13% in the Antioch area, and 13% in the county. The study area's housing stock is currently estimated at 143 dwelling units.

Housing is conceived by stakeholders not as a stand-alone product, but as an important element of mixed-use development programs. Given the variations in ability-to-pay of local residents, an appropriate supply-side response would be to develop a range of different housing types that respond to households varying price points. New housing developed on the Global Mall site and in the rest of the study area could help meet the needs of existing and future residents. At the same time, the study area needs more housing to support the retail, amenities and services that residents have prioritized for the future.

RETAIL

The Global Mall study area is in the Southeast Corridor retail submarket, which has 12.8 million square feet of retail space, of which 646,000 square feet in the Mall itself. Southeast is the third largest submarket in Metropolitan Statistical Area in terms of retail supply, behind Rutherford County, Cool Springs/Franklin, and North Nashville.

As depicted in Figure 2, the Global Mall is the hole in the donut for regional shopping. For those households residing east of I-24 in the vicinity of the Global Mall, getting to a regional mall or outlet center is not convenient – it is at least a 20-minute drive. The Tanger Outlets, currently under-construction at Century Farms, will dramatically change this landscape. With the Outlets, comparison shopping will return to Antioch. Century Farms will be a market asset for Southeast Nashville because it will draw customers from the larger region, potentially enhancing Global Mall's development potential. But in the near-term, Century Farms will likely be more competitive than the Global Mall Study area for national credit retail and eat/drink tenants.

The Antioch community has access to traditional, ethnic and discount food stores. Households in the 10-minute drivetime market have the spending power to support 11 supermarkets (excluding specialty grocers); there are currently nine supermarkets. Most of the supermarkets are located on the trade area perimeter on Murfreesboro Pike and Nolensville Pike closer to where people live. Residential infill at and near Global Mall will improve supermarket development potential here.

Many people come to the Global Mall area to participate in events at the Ford Ice Arena or stay in one of the hotels. Managers of these uses indicate that there is a need for more sit-down restaurants and "things to do." The issue with the Global Mall area from a retail perspective is not the market – there is plenty of demand from residents to Ford Ice Arena patrons to hotel guests. The issue is the lack of a central amenitized place with a mix of uses that encourages people to experience the place.

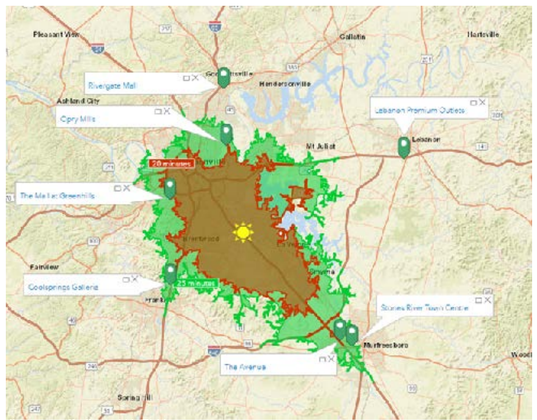
A retail/eat drink program in a new mixed-use, walkable setting is market-supportable if properly designed (30,000 – 80,000 square feet). Retail and eat/drink business will be challenged if inside the Mall – there is not enough activity and the experience is not (yet) welcoming. There may be opportunities for more flexible eat/drink solutions like a permanent food truck space on the Mall site. This would allow food entrepreneurs to leverage activities at the Ford Ice Arena and the daytime population on the Mall site when Vanderbilt Medical is operating. If land were available adjacent and visible to I-24, then there is also potential for a large general merchandise retailer.

HOTEL

The market for midscale and upper midscale limited-service rooms in the study area is robust. There are seven hotels at the Exit 59 interchange; most of the rooms are in limited-service hotels. According to a local hotel manager, hotels around the Global Mall benefit from their proximity to Downtown Nashville and relative affordability.

Even with recent hotel investments in and near the study, occupancy remains high, above 70%, every year except for 2020 and 2021 when COVID 19 inhibited travel. The Exit 59 hotels closely mirror the overall limited-service market in terms of occupancy. The average daily rate is as high as it has been over the last eight years.There is sufficient demand to support two to three more "limited-service hotels" over the next 10 years (120 to 200 rooms). Hotel sites along the edge of the Study area, visible to I-24, have the most potential. If a mixed-use place can be developed on the Global Mall site, a hotel anchor may be possible after "place" is established. The hotel will want Bell Rd. visibility.

Figure 2: Super-Regional Centers, 20- and 25-Minute Drive



Source: CoStar; W-ZHA

OFFICE

Over the next 10 years, new employment growth will generate demand for approximately 588,000 square feet of 3 Star office space in the South Airport submarket. Life science companies and service providers are potential tenants. It is not unreasonable to assume that 84,000 to 125,000 square feet of premium office space can be developed within the Global Mall Study area.

Those portions of the Airport South market closest to the urban core that are walkable will be strong candidates for office space. Notwithstanding, the Study area will directly compete with Century Farms to capture potentiaL. The Global Mall and its surrounding area will be competitive for back-office space. Some of this space may occupy older big box stores in the neighborhood.

There is also the potential for new construction, but Century Farms will be a more competitive location in the near-term. It is estimated that there is market potential for 100,000 square feet of office space, including adaptive reuse and new development. Premiere office space (perhaps 60,000 square feet) has potential over the longer term as the Global Mall Study area becomes more mixed-use and amenitized.

The study area's physical environment is designed for the car – it is not walkable or pedestrian friendly. Office tenants competing for talent are increasingly looking to walkable, mixed-use locations where employees can live/work/play near the offices.

INDUSTRIAL

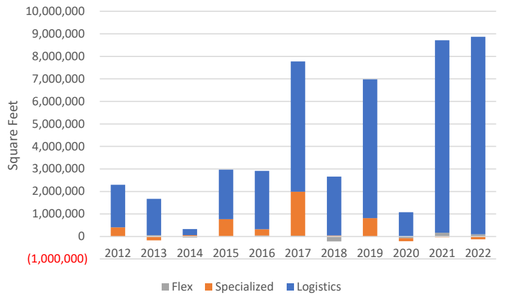
Nashville is within a day's drive to over half of the country's population. With plenty of readily developable land, Nashville is a natural regional distribution location. Logistics space accounts for over 68% of the Nashville market's industrial space. The logistics industrial inventory has increased by 30% since 2011. Specialized industrial space has grown by 6% since 2011. The amount of flex industrial space has generally remained unchanged over the last decade (See Figure 3).

The Southeast submarket has grown by 16.7M square feet since 2011. Even with this increase in supply, the vacancy rate has declined and now sits at 3%. Assuming a 5% stabilized vacancy rate, each new job will generate demand for 245 square feet of industrial space.

Given employment projections, there will be demand for over 60 million additional industrial square feet in the Nashville market by 2032.While strategically located, the Global Mall is not well-positioned to capture industrial demand. Demand will mostly be for logistics space which requires large swaths of land for warehouses serving trucks. Logistics buildings do not integrate well in live/work/play environments.

A unique opportunity may exist, however, at or near the Global Mall. There is an opportunity to adaptively reuse existing big box retail buildings as flex space. Flex space can be used by makers, businesses, and recreation uses. Adaptive reuse allows these spaces to lease at lower rents than those required for new construction.

Figure 3: Annual Net Absorption by Industrial Product, Nashville Market, 2012 - 2022



LAND USE AND ZONING

Land Use Constraints. A number of the zoning districts win the study area are not compatible with the development of a mixed-use activity center. Some of the districts define too narrowly the set of permitted land uses, while others allow uses that are not compatible with compact, walkable mixed-use centers. The following table identifies some of the constraints and obstacles by zoning district.

Bulk Standards. Many of the current zoning districts in the study area have dimensional standards that would impede the development of compact, walkable centers. Minimum lot areas for multifamily housing in Agriculture districts are too large at 2 acres. Party wall construction (no side setbacks) is not permitted for multifamily housing or non-residential uses in Agriculture or Residential districts; this inhibits compactness of urban form. Building heights in Commercial and Mixed-Use districts are too low at 45 and 30 feet, respectively; in today's mixed-use market, commercial viability of new development is typically achieved with buildings in the 5-6 story range. Low FAR's also impede the development of mid-rise (5-7 story) buildings. Dimensional standards for townhouses ("attached housing"), however, are appropriate and consistent with market expectations.

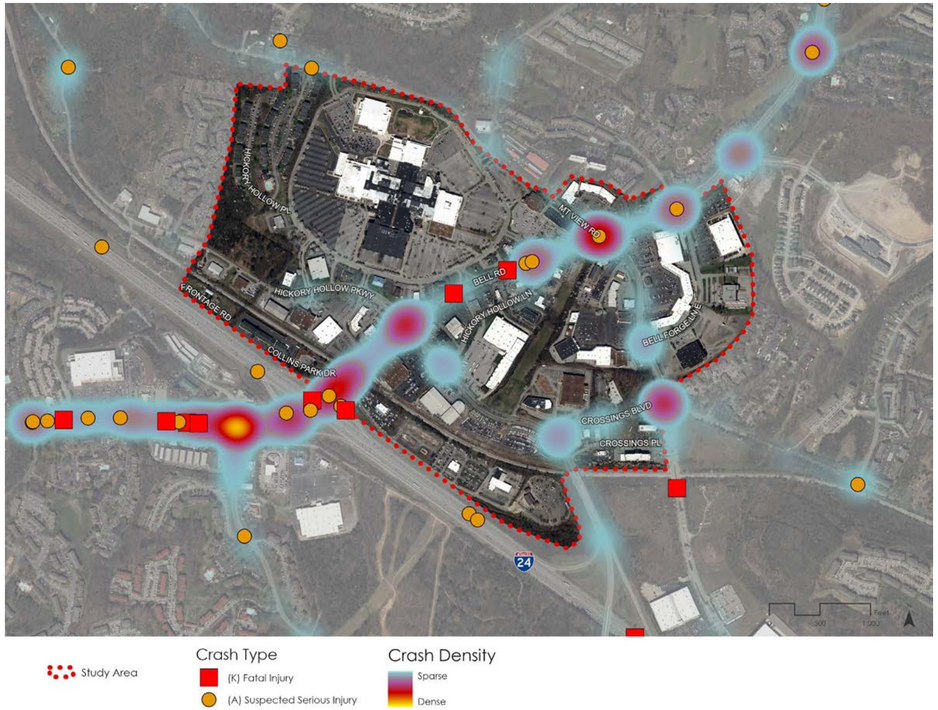
Fragmented Zoning Pattern. Properties within the planning area are located within ten specific zoning categories. A more unified approach to zoning would help facilitate redevelopment within the study area or by sub-district within the study area.

TRANSPORTATION

The Global Mall study area is well served by the regional road network, and from a roadway capacity perspective, access by car is relatively easy. However, the layout of the transportation network and the high degree of reliance on the arterial thoroughfares that cross the CSX right-of-way and I-24 mean that these streets and their intersections have been designed to prioritize vehicle traffic. Because there are so few east-west connections in the larger Global Mall area, the major thoroughfares such as Bell Road not only carry most traffic, they also carry a combination of local and regional traffic. This leads to a complexity of travel patterns (and related motorist expectations, such as higher speeds and faster travel for regional trips sharing space with the frequent turns of local traffic). As a result, these corridors are generally difficult to manage and face safety challenges for motorists, cyclists and pedestrians ali

Based on data aggregated by the Tennessee Department of Transportation, there were a total of 1,130 crashes from 2018-2022 in the Global Mall project area. Crashes in the Global Mall area have seen a slight decrease since 2018, but the number of fatalities has stayed consistent. Fatal crashes have occurred at access points along Bell Road, along with several crashes resulting in severe injuries along the road that circles the Global Mall, including Mt. View Road (see Figure 4).

Figure 4: Locations of Injury and Fatality Crashes



Source: Tennessee Department of Transportation, Stantec

The crash data does not specify whether the crashes were completely vehicular or if bikers or pedestrians were involved.Based on data aggregated by the Tennessee Department of Transportation, there were a total of 1,130 crashes from 2018-2022 in the Global Mall project area. Crashes in the Global Mall area have seen a slight decrease since 2018, but the number of fatalities has stayed consistent. Fatal crashes have occurred at access points along Bell Road, along with several crashes resulting in severe injuries along the road that circles the Global Mall, including Mt. View Road (see Figure 4). The crash data does not specify whether the crashes were completely vehicular or if bikers or pedestrians were involved.

WeGo also plans to upgrade its Murfreesboro Pike service to Tennessee DOT's ownership of Bell Road (State Route 254) means that an additional layer of coordination is involved in any access changes, street designs, or other potential modifications.Despite serving as a terminus for WeGo's most highly traveled route, transit connections to the area are limited overall, as it lies at the general outer edge of WeGo's service area and transit service does not serve a large area around the site with fixed-route connections. However, the area is an early pilot application of the new WeGo Link on-demand service, offering access to transit for a larger area not readily supportive of fixed-route connections. WeGo also plans to upgrade its Murfreesboro Pike service to bus rapid transit, with the Global Mall area to host a new multimodal hub, which can be integrated into area development plans.

Although there are sidewalks along many of the study area's streets, gaps are significant, and the level of traffic on many area roads is high. There are no dedicated bicycle facilities in the area. What will it take for the transportation system to support a walkable, livable place at Global Mall? Certainly, improvements to pedestrian and bicycle facilities can make the Global Mall site more mode-balanced, safer, lower-carbon, and more user-friendly

PARKS AND OPEN SPACES

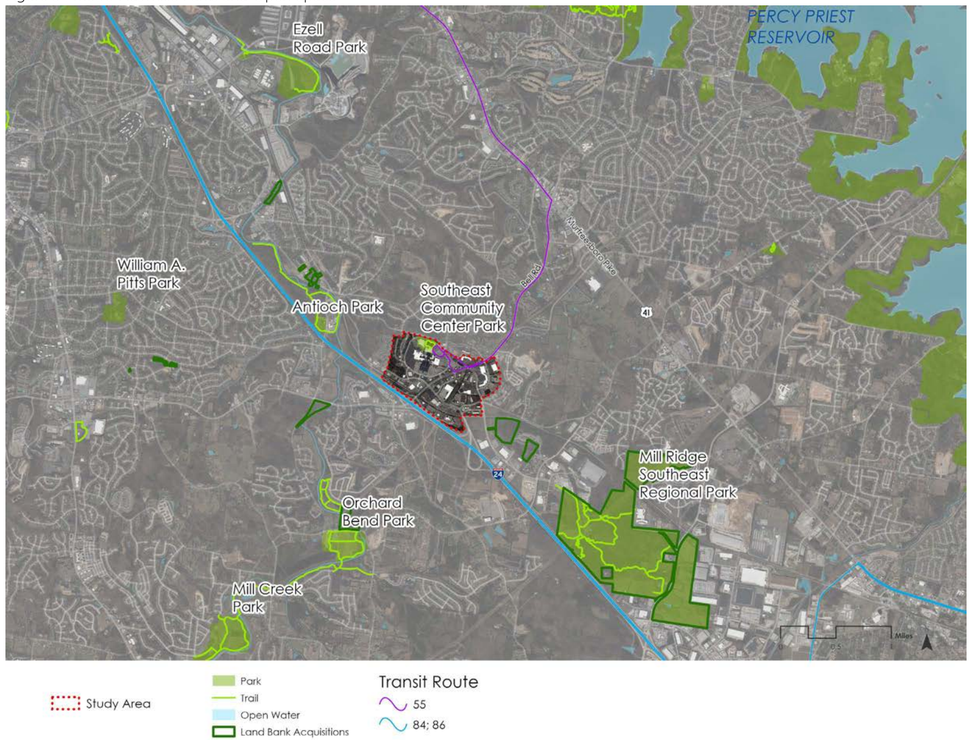
While there are several parks within one to two miles of the Global Mall site (e.g., Mill Ridge Park, Antioch Park, and Mill Creek Park), there is only one park in the study area: Southeast Community Center Park, part of the mall site (Figure X). In addition, existing plans, including Plan to Play: Metro Parks Master Plan, envisions an extension of the greenway system into the Southeast Area and through the study area. The existing greenway system lacks access or a direct connection to the study area (See Figure 5)..

There are also no public plazas or formal gathering spaces on the mall site. Moreover, the street network has been developed almost exclusively for cars and trucks, with streets offering limited pedestrian facilities and no bicycle facilities. The streets are typical of suburban auto-oriented commercial districts. Since the rights-of-way are generally wide, however, there exists the possibility of redistributing road space among cars, pedestrians, and cyclists, improving public open space in the study area. There is also an opportunity to improve bike and pedestrian connections to nearby parks.

According to the 10-Minute Walk: Priority Areas for New Parks report published in 2022, the study area is located within and adjacent to several priority areas for new parks. The report considers these locations "areas for new parks with the potential to make the greatest impact on park access." In the study area there are several properties that are located within the "moderate-priority" and "high-priority" area for new parks. More specifically, all the properties located along the southern boundary of the study area (south of the railroad tracks and north of Interstate-24), as well the area immediately north of the mall, are identified as high-priority areas for a new park.

Proposed improvements to the open space system in Antioch respond to the low level of connectivity between the study area and the many local parks located one to two miles away. Metro's Parks Department has plans to create new pedestrian and bike connections to Mill Ridge Park; work is expected to be completed over the 2023-2024 time period. The trail system could also be extended from the study area north to Antioch Park and west across of I-24 to the Mill creek park trail network. Finally, multiuse trails from the study area to surrounding residential neighborhoods would also improve pedestrian/bicycle connectivity.

Figure 5 : Metro Nasvhille Parks and Open Space



ENVIRONMENTAL

Within a two-mile radius of Global Mall there are a few surface water bodies, including Mill Creek, an unnamed tributary of Mill Creek, Franklin Branch and Collins Creek. Mill Creek is a tributary of the Cumberland River, which is located about 0.75 miles west of the study area and flows north to south. Collins Creek is the only water body in the area that has been assessed for water quality, with the classification "not supporting water quality feature." There are no Exceptional Tennessee Waters or wetlands in the study area.

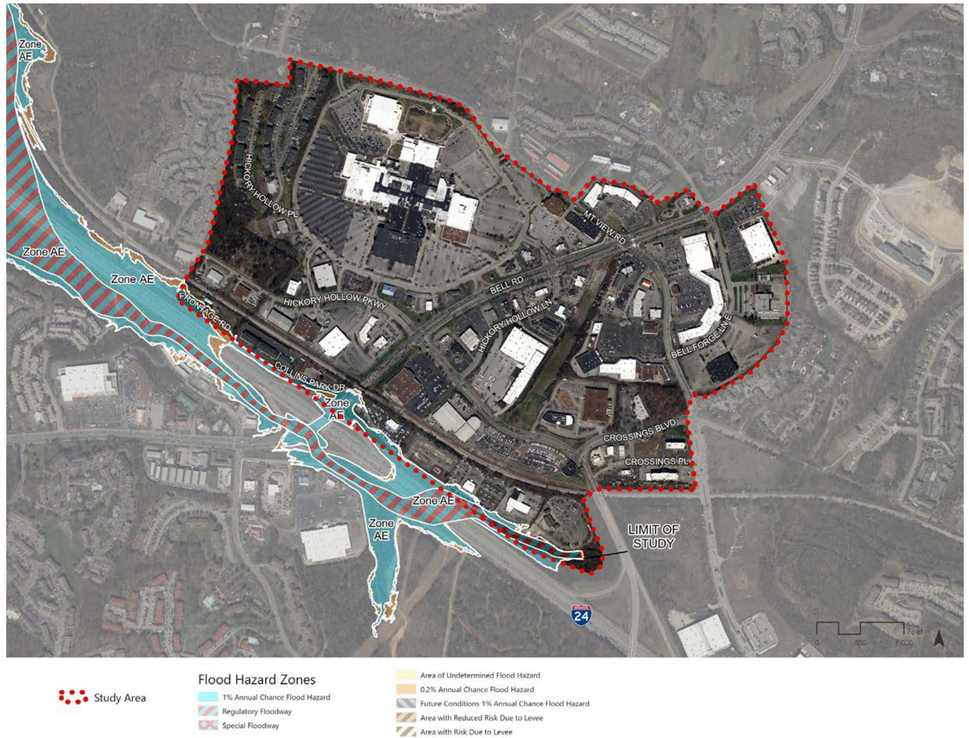
Mill Creek is notable for being the only known habitat of the Endangered Nashville Crayfish; however, this location is not near the study area. During community meetings, this environmental resource was identified as a valuable treasure in the Antioch area.

While the FEMA 100-year and 500-year floodplains border the study area along I-24, flood risk in the study area is generally low. Metro Water Services (MWS) reports that the area is not flood-prone and does not face any major flood control challenges (see Figure 6).

Most of the development at the site was built prior to existing stormwater regulations. Typically, the mall site was developed with impervious hardscape at ground level. However, some redevelopment on the northern portion of the site, around the Ford Ice Center, Community Center, and Library includes features that facilitate the infiltration of stormwater. Stormwater for the remaining area is primarily conveyed off site by surface flow, catch basins, and storm sewers. There are no reported stormwater conveyance issues with the Global Mall Site and no portion of the mall site lies within a 100-year floodplain. Redevelopment of the site creates the opportunity to increase permeability at the ground level and roof level, thereby reducing stormwater run-off.

Forested areas near the site include parks and trails along Mill Creek on the west side of I-24, Mill Ridge Park to the south, and Antioch Park to the north. Metro Nashville has also purchased a forested parcel near the study area and intends to develop it as a public park.

Figure 6: FEMA Flood Hazard Zones



PUBLIC AND COMMUNITY FACIILITIES

The Global Mall area primarily consists of public and community facilities in the former department stores of Old Hickory Hollow Mall. These public and community facilities include the Southeast Public Library, Southeast Community Center, Nashville State Community College, and the planned location of KIPP Public Charter School.

Places of worship are the most numerous public facilities in and near the study center. There are only two daycare centers in the study area, which is not adequate to meet the needs of local residents . The community has expressed a need for healthy grocery stores, daycare centers, and more family-oriented entertainment facilities. There are many schools in the area, but it is unknown whether the capacity of existing schools is adequate to meet the needs of current residents of the Global Mall area.

SWOT Analysis

Strengths

- Prosperous, fast-growing metropolitan region with strong job growth
- Location – Convenient to Nashville and Murfreesboro
- Access to I-24 interchange
- Affordable real estate compared to Downtown
- 10-minute drive shed market is large, growing, racially diverse and young
- Assuming a better parking solution, the Global Mall site has plenty of developable flat land
- Ford Ice Arena – a regional demand generator
- Flood risk in the study area is low.

Opportunities

- The Nashville market is projected to grow at a strong pace over the next 5- and 10-years. The Global Mall Study area is strategically located and will benefit from this growth
- Housing in development programs can support retail and services that local residents have prioritized
- Under-utilized big box stores as modified flex space could attract "makers" and entrepreneurs to the Global Mall neighborhood
- Develop multi-use trails to connect to three nearby parks
- Future redevelopment of the area to a compact, walkable "activity center" would allow people to choose to live a lower-carbon lifestyle

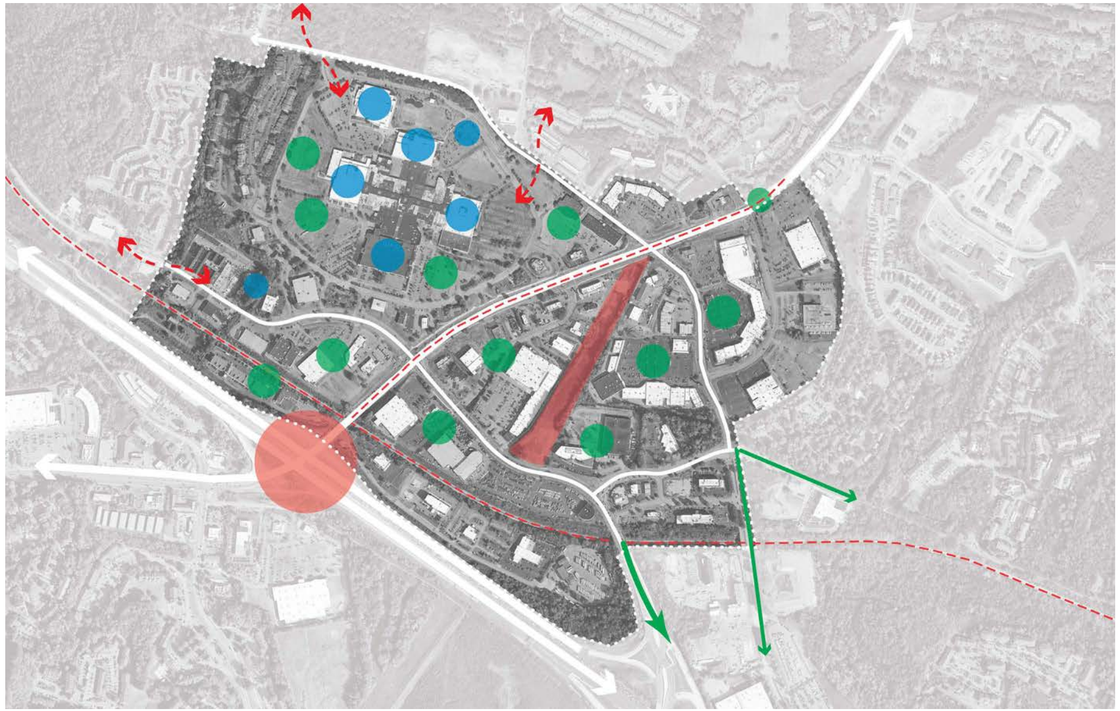
Weaknesses

- "Hole in the donut:" empty center of robust Antioch area
- Physical environment – not walkable or bikable
- Poor transit service
- Image of mall and surrounding area. Vacancy at Global Mall will deter housing development in early stages
- Lack of amenities
- Bell Road traffic congestion
- Current development standards inhibit development of compact, walkable centers
- Highly impermeable area, with expansive surface parking, few green roofs, and an extensive road network
- Traffic pinch point at the train bridge and interchange on Bell Road

Threats

- Century Farms will get to market first and will absorb some demand for middle-income housing (rental and for-sale)
- Century Farms captures the limited-service hotel market and Exit 59 becomes more budget-oriented
- Redevelopment economics may impede the transformation of Global Mall's surrounding properties
- Some local stakeholders are biased against multifamily housing, which they associate with poverty and crime
- Gentrification: success of the redevelopment initiative may reduce housing affordability

Figure 7 : SWOT Analysis of Global Mall Study Area



1.0

INTRODUCTION

OVERVIEW

Once the heart of a vibrant shopping area known as Hickory Hollow, the Global Mall has the potential to be redeveloped into a vibrant, diverse, and inclusive destination in southeast Nashville, Tennessee. To tap that potential, the Metropolitan Government of Nashville and Davidson County purchased most of the mall site in early 2022 and launched a planning process to define the kind of place that the Global Mall area will become in the future. Under strong leadership from local elected officials, the planning process has engaged the community of Antioch and other business and civil society stakeholders to provide insights on current opportunities and challenges and to build consensus on preferences and priorities for future development. The community and stakeholder feedback is a major input into the development vision, which will in turn find expression in a master plan for the redevelopment of the site and the study area.

The purpose of this study is to prepare a plan that will help the mall site and the surrounding area meet its potential as a community asset and ensure that new development and public investments address community needs. The following key planning principles established in Metro's general plan, NashvilleNext, provide additional guidance for the study:

- **Equity:** Nashville should be an equitable community with a high quality of life that is inclusive.
- **Authentic Nashville:** Nashville is unique, and the city should be experienced in a way that expresses its individuality.
- **Accessible Public Realm**: Nashville's public spaces should be accessible to all including great parks, greenways, and multi-modal opportunities.
- **Environmental Resiliency:** Nashville should be a thriving city resilient to climate change and should prepare for future changes in flood-prone areas.
- **Strong Neighborhoods:** Nashville is defined by extraordinary neighborhoods, old and new.
- **Invest Wisely:** Nashville will promote sound economic policy and ensure that Metro resources are planned for and properly utilized. All investments should protect and promote well-defined public interests.

This report presents the findings of the Existing Conditions and Trends Analysis, which aims to build an analytical foundation for subsequent phases of the project. Specifically, this report analyzes conditions and trends related to the economic base, demographics, real estate, land use, transportation, open space, environment, and public facilities in the study area. Each topic is treated below in a separate section of the report. The findings of the existing conditions and trends analysis are then combined with the feedback from stakeholders into an analysis of Strengths, Weaknesses Opportunities and Threats ("SWOT analysis"), which concludes this report and sets the stage for defining the vision for the study area.

The Global Mall is strategically located between Downtown Nashville and the cities of Lavergne, Smyrna, and Murfreesboro. It is located along Bell Road, adjacent to I-24 and approximately 2.5 miles from the Murfreesboro Pike corridor. The study area of the Global Mall Study extends over 350 acres, including the approximately 67-acre Global Mall site within the perimeter (see Figure 1-1).

Today the Global Mall consists of four anchor buildings and interior space. Two of the anchor buildings are occupied, one by Nashville State Community College and the other by the Southeast Branch of the Nashville Public Library and the Southeast Regional Community Center. The charter school KIPP Nashville purchased the former Macy's anchor building and plans to convert it into a new high school; KIPP is also using the westernmost anchor building (formerly Bridgestone's Operations Center) on a temporary basis. Adjacent to the Mall property are shopping centers and pad sites. The internal, unoccupied portions of the mall are approximately 650,000 square feet.

The Ford Ice Center leases space on the Global Mall site. According to management, approximately one million people pass through the Ford Ice Center doors each year. The Center hosts recreational skating, hockey leagues, hockey tournaments, and figure skating. The Center has a concession stand and skate shop.

Figure 1-1: Global Mall Planning and Redevelopment Study Area



Source: Metro Nashville GIS; Stantec

The formerly vital Hickory Hollow Mall lost customers and market share in the 2010s due to changes in the retail industry and perceptions of crime at the mall. By 2012, nearly all the mall's retailers had closed. The following year it was rebranded as Global Mall at the Crossings, aiming to highlight immigrant and minority-owned businesses, but the concept failed to generate the revenue required to sustain operations. Another attempt to transform the mall in 2019 into an innovation district with workspaces for tech companies was not successful.

Given its location and scale, this mall site has potential as a neighborhood community center as well as a significant regional destination. The community services aspect is well underway. There is also strong local support for the creation of an arts village at Global Mall. As detailed in the following sections, other economic activities and land uses are also potentially viable and could be considered for inclusion in the vision for the Global Mall's future.

The 350-acre study area is made up of approximately 90 parcels and 153 landowners. The tenure pattern is highly fragmented; only a handful of owners listed in the Metro Nashville's geographic database own more than two parcels. Chief among these is the Metro Nashville Government, which owns all of the parcel within the mall ring road except the community college and the KIPP school. Two other owners own between two and six adjacent parcels along Hickory Hollow Parkway. In the balance of the study area, there are many different owners that appear to own one or two parcels each. This tenure pattern suggests that redevelopment of the mall and parts of the Hickory Hollow Parkway will be fairly straightforward, while others areas will require potentially long land consolidation and assembly processes.

The figure below shows the boundaries of parcels in the study area. For tenure and other attributes on a parcel-by-parcel basis, please see Appendix A.

Figure 1-2: Global Mall Planning and Redevelopment Study Area, Parcel Boundaries



Source: Metro Nashville GIS; Stantec

2.0

ECONOMIC FRAMEWORK

OVERVIEW

Nashville is Tennessee's economic engine. The Nashville Metropolitan Statistical Area (MSA) accounts for 40% of the state's gross domestic product. Nashville also enjoys one of the most prosperous metropolitan economies in the nation. According to the Brookings Institute, the Nashville Metropolitan economy ranks 10th in terms of prosperity. Prosperity is defined by the area's standard of living, productivity, and average annual wages (Figure 2-1). Over the last 10 years, Nashville MSA ranked within the Top 5 Large Metropolitan Areas in job growth. The Nashville economy is diverse, with job concentrations in health care management, music and entertainment, manufacturing, and tourism and hospitality (Figure 2-2).

With a highly educated workforce, strong growth, a good quality of life, and Vanderbilt's $1 billion of research funding, Nashville is also recognized as an emerging market for life sciences. Hines Research identifies Nashville as an "opportunity" market and JLL ranks Nashville 5th of 110 metropolitan markets in life sciences growth potential (Figure 2-3).

Within Nashville MSA, jobs are concentrated in three counties: Davidson, Williamson, and Rutherford. These three counties account for 78% of the jobs in the MSA and captured 72% of the job growth between 2012 and 2021 (Figure 2-4).

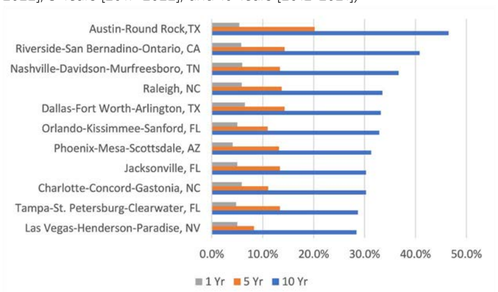
Figure 2-1: Prosperity Index, Very Large U.S. Metropolitan Areas, 2009-2019



Source: Brookings Institution, Metro Monitor 2021: 2009-2019 Overall Prosperity Index Very Large Metropolitan Areas; W-ZHA

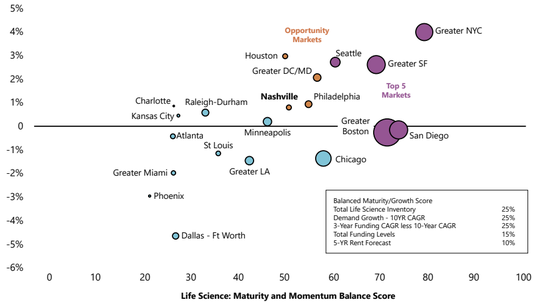
Metro Nashville and Davidson County ("Metro Nashville"), the jurisdiction that resulted from the 1963 merger of the City of Nashville and Davidson County, is still the region's main job center, although it is gradually losing market share over time. As of 2021, 48% of all MSA jobs were located in Metro Nashville. This is a slight decrease in share from 2012, when 53% of total jobs were located in Metro Nashville (Figure 2-5).

Figure 2-2. Rate of Job Growth, Very Large U.S. Metropolitan Areas (1 Year [2021-2022], 5 Years [2017-2022], and 10 Years [2012-2021])



Source: Bureau of Labor Statistics

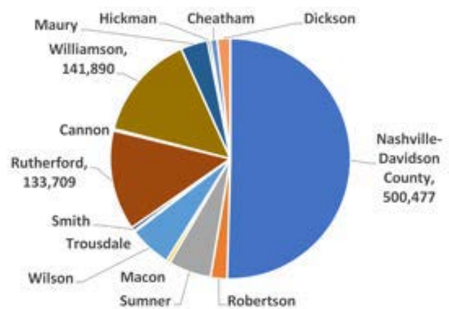
Figure 2-3. Life Science Filter Score and Rent Forecast, Top US Markets



Notes: AS of 2021 Q1. The scores shown are based on weighted scores for the factors shown. Rent forecasts are per Hines Research. The size of the blue circles represents the relative score assigned based on the Hines Research Model. A larger circle represents a more mature market that demonstrates more growth.

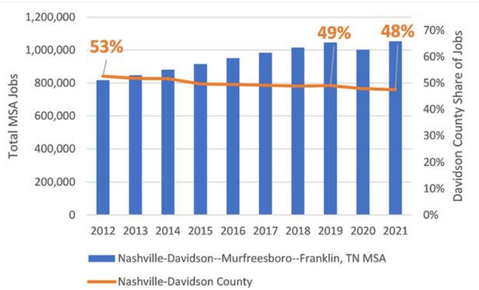
Source: CoStar, NIH, NSF, Crunchbase, Hines Research.

Figure 2-4. Jobs by County, Metro Nashville-Murfressboro-Franklin, MSA, 2021



Source: Bureau of Labor Statistics

Figure 2-5. Metro Nashville Share of Total Jobs, Metro Nashville-Murfreesboro-Franklin MSA (2012 2021)



Source: Bureau of Labor Statistics

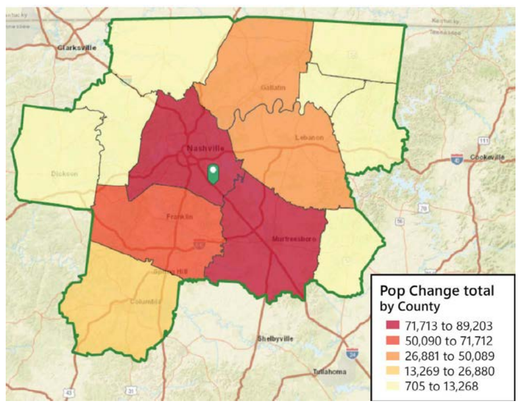
3.0

DEMOGRAPHICS

3.1 NASHVILLE METROPOLITAN STATISTICAL AREA

In terms of population, between 2010 and 2020 Nashville was one of the top 10 fastest-growing large Metropolitan Areas in the country. The population of the MSA grew by approximately 21% over this ten-year period. The fastest-growing counties were Williamson, Rutherford and Wilson Counties, as shown in Table 3-1. Figure 3-1 shows that in terms of absolute numbers, the biggest increases in population were in Davidson and Rutherford Counties. Antioch is the fastest-growing area in Davidson County, as shown in Figure 3-2. Another fast-growing area is located in Rutherford County to the south of Antioch, along I-24.

Figure 3-1: Population Change by County, Nashville MSA (2010-2020)



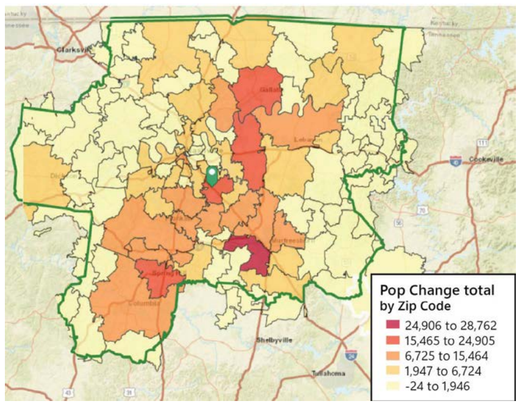
Note: The green marker indicates the location of Global Mall.

3.2 ANTIOCH AREA

As an unincorporated area within Metro Nashville, Antioch does not correspond to a specific area for census purposes. The Antioch area is roughly coterminous with the 37013-zip code, which we use in this report as a surrogate for Antioch.

The population of Antioch doubled over the period 2000-2020. The share of the population that is White dropped from almost two-thirds to just over half. Most of the newcomers are African-American; the share of "Other Race Alone" also grew sharply to 9% in 2010, before falling to 4% in 2020. Perhaps most striking, the share of the population that is foreign-born increased from 10% to 25% over the 20-year period. With large Latino, Arab and Southeast Asian populations, Antioch is the embodiment of that American icon: the melting pot (Table 3-1).

Figure 3-2: Household Growth in Nashville MSA by Zip Code (2010-2020)



Note: The green marker indicates the location of Global Mall.

Table 3-1: Population, Race/Ethnicity and Origin, Antioch, and Metro Nashville (2000, 2010, 2020)

	2000 Antioch (37013)	2010 Antioch (37013)	2020 Antioch (37013)	2000 Metro Nashville	2010 Metro Nashville	2020 Metro Nashville
Total Population	51,343	78,406	99,109	545,549	628,133	689,447
White Alone	65.2%	47.7%	52.4%	65.9%	60.5%	55.2%
Black/African-American	25.3%	35.4%	35.1%	26.9%	27.2%	27.6%
American Indian/Alaska Native	0.3%	0.3%	0.1%	0.3%	0.2%	0.6%
Asian Alone	4.2%	4.0%	4.0%	2.1%	3.6%	4.0%
Native Hawaiian/Other Pacific Islander	0.1%	0.1%	0.0%	0.1%	0.0%	0.0%
Other Race Alone	2.6%	9.0%	4.2%	2.5%	3.6%	8.1%
Two or More Races	2.4%	3.6%	4.2%	2.2%	4.9%	7.6%

	2000 Antioch (37013)	2010 Antioch (37013)	2020 Antioch (37013)	2000 Metro Nashville	2010 Metro Nashville	2020 Metro Nashville
Total Population	51,343	78,406	99,109	545,549	628,133	689,447
Foreign Born	9.9%	18.5%	24.5%	7.1%	11.8%	13.2%
Naturalized Citizen	3.1%	5.4%	10.0%	1.8%	3.6%	4.9%
Not a Citizen	6.7%	13.1%	14.5%	5.4%	8.2%	8.3%

Source: U.S. Bureau of Census; American Community Survey; Zimmerman/Volk Associates, Inc.

Note: Zip code 37013 is taken as a surrogate for the Antioch area.

3.3 GLOBAL MALL STUDY AREA

As of the 2020 Census, there were an estimated 116 households living in the predominantly commercial Global Mall study area, up from an estimated 121 households in 2022. This represents only a fraction of the population of the Antioch area (99,109 in 2020). Household size in the study area is small by metropolitan and national standards. This has a direct impact on the housing needs, since smaller households require fewer bedrooms and less square footage than larger households.

- An estimated 64% of all households in the Global Mall study area in 2022 have just one or two persons (compared to 57% in zip code 37013 [a surrogate for the Antioch area], and 67% in Metro Nashville).
- 17% of households have three persons (higher than the 15% in Metro Nashville).
- The remaining 19% have four or more persons (lower than the 26% in the Antioch area, but the same as 19% county-wide).

The composition of those households can also influence housing decisions, affecting the type of housing required. Households with children often prefer single-family detached units located in a good school district; older and younger households without children represent the bulk of the potential market for urban neighborhoods and they are more likely to select smaller units, often in multi-family buildings.

- In 2022, 14% of the study area's households could be characterized as traditional families, e.g., married couples with children under age 18 (compared to 22% in the Antioch area, and 15% in Metro Nashville).
- Non-traditional families with children, e.g., single persons or unmarried couples with children under 18 represent 24% of the study area's households (much higher than the Antioch area's 15%, and the county's 12%).
- The remaining 62% of the Global Mall study area's households do not have children under 18 and include non-traditional family households without children as well as childless married couples (slightly lower than the 63% in the Antioch area, and well below the 72% in Metro Nashville).

The Global Mall study area is somewhat less affluent than either the Antioch area or Metro Nashville. Median household income in the study area is currently estimated at $62,800, compared to the Antioch area median of $68,300 and the county-wide median of $72,300. Just under 10% of the households living in the study area have annual incomes of $25,000 or less, and 36% have incomes above $75,000 per year.

The Global Mall study area population is majority African-American.

- 51% of the study area's residents are African-American, compared to 38% in the Antioch area, and 27% county-wide.
- 23% are white, below the Antioch area's 42%, and 59% couty-wide.
- The Asian population is 0.4% currently, considerably below the 5.1% in the Antioch area, and the 4.1% share in the county.
- The remaining 26% of the population are American Indian, Native Hawaiian/Pacific Islander alone, higher than the Antioch area's 15%, and the 9% share county-wide.

An estimated 30% of the study area's population is Hispanic/Latino by origin, higher than Antioch's 20% and Metro Nashville's 11%.

Population aged 25 or more at all three scales – study area, community, and county – have high degrees of educational attainment compared to state-wide averages.[1]

- Just over 14% of the Global Mall study area hold post-graduate degrees (higher than the 10% in the Antioch area, and just below the 17% in Metro Nashville).
- 29.% of the study area are college graduates, higher than both the 24% in the Antioch area the 28% in the county.
- 22% of the study area either hold an Associate's Degree or did not complete college, well below the 29% share in the Antioch area, and the county share of 25%.

1. The breakdown for the State of Tennessee is 11% post-graduate, 18% college graduate, 28% Associate's Degree or did not complete college, 32% high school and 12% did not complete high school.

- 22% of the study area are high-school graduates or hold a GED, lower than 25% in the Antioch area, and the 21% county-wide.
- 12% of the Global Mall study area did not finish high school (13% in the Antioch area, and 10% county-wide).

Between the decennial Census 2000 and 2020, both the Antioch community (zip code 37013) and Metro Nashville have become racially more diverse.

- The white population in the Antioch area fell from 65% to 52%, and in Metro Nashville dropped from 66% to 55%.
- African-Americans represented 25% of the Antioch area in 2000 and grew to over 35% in 2020. Over the same time frame, in Metro Nashville, the African-American population rose from 27% to 28%.
- The Asian population declined slightly, from 4.2% to 4.0% in the Antioch area, and nearly doubled in Metro Nashville, from 2.1% to 4.0%.
- In the Antioch area, all other races combined represented just 5% of the population in 2000, increasing to 9% in 2020. In Metro Nashville, all other races combined more than tripled, from 5% in 2000 to 16% in 2020.

Immigrants also represent a larger percentage of the population of both the Antioch area and Metro Nashville.

- In the Antioch area, just under 10% of the population was foreign-born in 2000, increasing significantly by 2020 to 25%. The foreign-born share of the population of Metro Nashville over the same time frame grew from 7% to 13%.
- Naturalized citizens comprised 3% of the Antioch population in 2000, tripling to 10% in 2020. In Metro Nashville, naturalized citizens more than doubled over the same time frame from 2% to 5%.
- In the Antioch area, non-citizens more than doubled from 7% to 15%, and in Metro Nashville, their share grew from 5% to 8%.

Table 3-3 presents population and households trends in the immediate vicinity of the study area, within 5-, 10- and 15-minute drive sheds, based on ESRI data. While 5-minute drive shed has the highest population growth rate, the absolute number of households is highest in the 10-minute drive shed (about 6,000 people or 2,400 households). This may reflect the level of residential infill development opportunities in that drive shed. The total number of new households formed in the next 5 years in the 15-minute drive shed is 4,376. The data take into account 1,300 new households at Century Farms.

Population and household statistics (Table 3-2) indicate that the market around the Global Mall has the following characteristics:

- Mostly young households headed by persons 44 years old or younger;
- Mostly family households with many with children at home;
- Racially and ethnically diverse;
- Moderate-income, not low-income.

In 2022, nearly 61% of the study area's employment was concentrated in white-collar jobs, 16% in blue-collar occupations, and the remaining 23% in service/farm employment. (In the Antioch area, white-collar jobs comprise 54% of all employment, blue-collar 27%, and service/farm occupations 20%; in Metro Nashville, over 64% of all employment is white-collar, 20% blue-collar, and 17% service/farm).

Table 3-2: Employment Information on Residents of Selected Geographies, 2022 Estimates

	Global Mall Study Area	Percent Total	37013 ZIP code	Percent Total	Nashville-Davidson	Percent Total
Population 16+	**215**	**100.00%**	**70,270**	**100.00%**	**546,831**	**100.00%**
By Employment Status	**215**	**100.00%**	**70,270**	**100.00%**	**546,831**	**100.00%**
In Armed Forces	0	0.00%	23	0.03%	488	0.09%
Employed Civilians	161	74.88%	51,524	77.59%	382,833	70.01%
Unemployed Civilians	8	3.72%	1,739	2.47%	14,626	2.67%
Not in Labor Force	46	21.40%	16,984	24.17%	148,884	27.23%
Employed Civilian By Worker Class	**167**	**100.00%**	**49,720**	**100.00%**	**373,630**	**100.00%**
For-Profit Private	119	71.26%	38,139	76.71%	260,575	69.74%
Non-Profit Private	12	7.19%	3,244	6.52%	39,678	10.62%
Local Government	11	6.59%	2,555	5.14%	18,044	4.83%
State Government	10	5.99%	1,631	3.28%	13,979	3.74%
Federal Government	1	0.60%	571	1.15%	4,954	1.33%
Self-Employed	13	7.78%	3,477	6.99%	35,524	9.51%
Unpaid Family	1	0.60%	103	0.21%	876	0.23%
Employed Civilian By Occupation	**164**	**100.00%**	**49,720**	**100.00%**	**373,630**	**100.00%**
Architect/Engineer	0	0.00%	555	1.12%	4,834	1.29%
Arts/Entertainment/Sports	4	2.44%	839	1.69%	16,370	4.38%
Building Grounds Maintenance	4	2.44%	2,335	4.70%	14,051	3.76%
Business/Financial	6	3.66%	2,508	5.04%	25,892	6.93%
Community/Social Services	9	5.49%	901	1.81%	6,260	1.68%
Computer/Mathematical	5	3.05%	1,835	3.69%	13,728	3.67%
Construction/Extraction	8	4.88%	3,756	7.55%	20,541	5.50%
Education/Training/Library	9	5.49%	1,531	3.08%	21,168	5.67%
Farming/Fishing/Forestry	0	0.00%	71	0.14%	476	0.13%
Food Preparation/Serving	20	12.20%	3,910	7.86%	24,528	6.56%
Health Practitioner/Technician	8	4.88%	2,614	5.26%	23,820	6.38%
Healthcare Support	4	2.44%	1,234	2.48%	7,280	1.95%
Maintenance Repair	2	1.22%	1,339	2.69%	8,259	2.21%
Legal	1	0.61%	440	0.88%	5,559	1.49%
Life/Physical/Social Sciences	1	0.61%	584	1.17%	4,733	1.27%
Management	16	9.76%	4,260	8.57%	40,976	10.97%
Office/Administrative Support	20	12.20%	6,055	12.18%	39,601	9.80%
Production	6	3.66%	3,288	6.61%	17,051	4.56%
Protective Services	6	3.66%	734	1.48%	6,001	1.61%
Sales/Related	21	12.80%	4,746	9.55%	36,351	9.73%
Personal Care/Services	3	1.83%	1,406	2.83%	9,205	2.46%
Transportation/Moving	11	6.71%	4,779	9.61%	26,946	7.21%

Source: U.S.Bureau of Census; Claritask, Inc.; Zimmerman/Volk Associates, Inc.

Note: Zip code 37013 is taken as a surrogate for the Antioch area.

Table 3-3 Population and Household Trends and Projections, 5-, 10-, and 15-Minute Drive Shed from Global Mall, 2010, 2022, 2027

Population Growth

	2010	2022	2027	2010-2022 #	2010-2022 %	2010-2022 CAGR**	2022-2027 #	2022-2027 %	2022-2027 CAGR
5-Minute Drive Shed	11,690	14,426	15,536	2,736	23.4%	1.8%	1,110	7.7%	1.5%
10-Minute Drive Shed*	92,493	117,288	124,526	24,795	26.8%	2.0%	7,238	6.2%	1.2%
15-Minute Drive Shed*	218,805	268,136	279,699	49,331	22.5%	1.7%	11,563	4.3%	0.8%
Metro Nashville					18.4%	1.4%		3.1%	0.6%

Household Growth

	2010	2022	2027	2010-2022 #	2010-2022 %	2010-2022 CAGR**	2022-2027 #	2022-2027 %	2022-2027 CAGR
5-Minute . Drive Shed	5,614	6,434	6,900	820	14.6%	1.1%	466	7.2%	1.4%
10-Minute Drive Shed*	35,543	43,022	45,893	7,479	21.0%	1.6%	2,871	6.7%	1.3%
15-Minute Drive Shed*	86,247	103,206	107,582	16,959	19.7%	1.5%	4,376	4.2%	0.8%
Metro Nashville					20.6%	1.6%		3.4%	0.7%

*Note: *Added 1,300 households planned for Century Farms and assumed as average of 1.8 persons per household*

***Compound Annual Growth Rate (CAGR)*

Source: ESRI; W-ZHA

3.4 PUBLIC HEALTH

In 2019, the non-profit organization NashvilleHealth released the *Nashville Community Health + Well-being Survey Analytical Report*. The research was conducted in partnership with the Metro Public Health Department (MPHD) of Metro Nashville and the University of Illinois at Chicago Survey Research Laboratory to better understand the health conditions of residents within Metro Nashville. The survey included questions related to chronic health conditions such as diabetes, high blood pressure, heart conditions, and respiratory conditions among others.

3.4.1 METRO NASHVILLE

According to the report's findings (Table 3-4) diabetes was heavily associated with several demographic characteristics, including age, race/ethnicity, and employment status. More specifically, diabetes increased sharply with age; 1% of individuals aged 18-29 identified as having diabetes, compared with 28% of those aged 65 and older. Major differences regarding race/ethnicity were also identified, with the highest number of individuals identifying as diabetic being African-American adults (22%)

Additionally, according to the findings nearly one-third (30%) of all Metro Nashville residents have been diagnosed with high blood pressure. That number drastically increases for older residents within the County. For example, 6% of residents ranging from ages 18-29 identified as having high blood pressure in comparison to 61% of individuals 65 and older. The results indicated a 55% increase in individuals with high blood pressure from younger aged residents to older aged residents.

Table 3-4: Chronic Health Conditions in Metro Nashville by Demographic Characteristics (2019)

	Diabetes	High Blood Pressure	Heart Conditions*	Respiratory Conditions**
Gender				
Female	12.5%	34.0%	7.0%	24.1%
Male	10.7%	26.7%	7.8%	12.8%
Age				
18-29	1.2%	5.5%	0.0%	18.0%
30-49	8.1%	18.6%	2.5%	16.1%
50-64	15.2%	50.1%	9.9%	21.2%
65 and older	27.5%	60.8%	22.4%	23.3%
Race/Ethnicity				
African- American	22.1%	47.6%	10.5%	24.5%
Hispanic/Latino	7.1%	11.4%	6.4%	14.8%
White, non-Hispanic	8.3%	27.1%	6.4%	17.4%
Mixed/other	6.4%	21.2%	5.8%	14.8%
Education				
Less than high school	15.3%	39.6%	18.0%	39.0%
High school graduate/GED	14.5%	29.1%	11.0%	21.2%
Some college, no degree	14.4%	34.4%	6.3%	16.0%
College graduate	6.5%	17.7%	4.3%	16.4%
Graduate/professional degree	7.6%	23.4%	2.8%	13.6%
Employment Status				
Employed	7.9%	23.0%	3.9%	15.9%
Unemployed	19.3%	45.3%	13.8%	24.4%
Annual Household Income				
Less than $25,000	14.9%	37.6%	11.2%	25.2%
$25,000 to less than $50,000	16.3%	36.1%	10.6%	24.6%
$50,000 to less than $75,000	13.0%	25.1%	4.0%	10.7%

	Diabetes	High Blood Pressure	Heart Conditions*	Respiratory Conditions**
$75,000 to less than $100,000	5.4%	21.4%	3.4%	11.1%
$100,000 and greater	5.2%	22.0%	3.7%	15.3%

**Angina, heart attack, coronary heart disease*

*** COPD, emphysema, chronic bronchitis, Asthma*

3.4.2 South East Zone – Davidson County

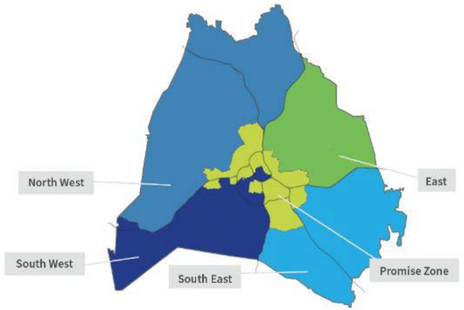
The report also designates the entire Metro Nashville into five specific zones (Figure 3-3), including the East, Nashville Promise, North West, South East, and South West zones. Located in the South East zone are several neighborhoods including the study area and greater Antioch community (highlighted in light blue). Residents in the South East zone have the second lowest percentage of chronic health issues in all the categories, including residents with diabetes, high blood pressure, heart conditions, and respiratory related issues (Table 3-5). More specifically, 5.3% of residents in the South East identified as having heart condition issues, compared to 18.1 % of the residents in the North West part of the County.

Table 3-5: Chronic Health Conditions in Metro Nashville (2019)

Metro Nashville Zone	Diabetes	High Blood Pressure	Heart Conditions*	Respiratory Conditions**
East	12.9%	29.9%	5.9%	26.0%
Nashville Promise Zone	12.9%	38.8%	10.5%	19.2%
North West	21.1%	46.7%	18.1%	18.5%
South East	10.9%	26.8%	5.3%	17.0%
South West	6.0%	21.7%	4.6%	12.7%

Source: Nashville Community Health + Well-being Survey Analytical Report (2019)

Figure 3- 3: NashvilleHealth Study Zones (2019)



Source: Nashville Community Health + Well-being Survey Analytical Report (2019)

4.0

REAL ESTATE MARKETS

This section reviews existing conditions and trends in five real estate markets: residential, retail, office, hotel and industrial.

4.1 RESIDENTIAL

4.1.1 HOUSING DEMAND

Based on the target market analysis, an annual average of 3,150 households represents the annual potential market for new and existing housing units of every kind within the Global Mall study area each year over the next five years (Table 4-1). The tenure and housing preferences of those 3,150 draw area households are shown in the following table:

Table 4-1: Average Annual Market Potential in the Global Mall Study Area by Tenure/Housing Type, Propensities (2022-2027)

Housing Type	Number of Households	Percent of Total
Multi-family for-rent (lofts/apartments, lease-holder)	1,706	54.1%
Multi-family for-sale (lofts/apartments, condo/co-op ownership)	321	10.2%
Single-family attached for-sale (townhouses/live-work, fee-simple/condo ownership)	330	10.5%
Single-family detached for-sale (houses, fee-simple ownership)	793	25.2%
Total	3,150	100.0%

Source: Zimmerman/Volk Associates, Inc., 2023.

A majority (54%) of the 3,150 target households comprise the market for rental dwelling units. An increasing percentage are renters by choice; many, however, would prefer to own but cannot afford the type of housing they want in neighborhoods where they would consider living. Younger people in particular are challenged by the burden of significant education debt as well as lack of an adequate down payment.

The remaining 46% of the market would choose some form of ownership housing (higher than the current estimated homeownership rate in the study area of approximately 36.4% but lower than the Antioch area homeownership rate of 58%).

Just under 45% of the ownership market would choose for-sale multi-family (condominium/co-operative units) or for-sale single-family attached (duplex/townhouse units). The remaining 55% of the annual potential ownership market would prefer single-family detached units—currently, less than 8% of the existing housing stock in the study area and more than 52% of the Antioch area are comprised of single-family detached houses.

Summarizing the income ranges of the 3,150 households that represent the annual potential market for new and renovated housing units in the Global Mall study area, 18% (579 households) have incomes at 30% or less than the AMI*; 20% (631 households) have incomes between 30% and 60% AMI; 12% (367 households) have incomes between 60% and 80% AMI; 10% (310 households) have incomes between 80 and 100% AMI; and 40% (1,263 households) have incomes at or above 100% AMI (See Table 4-2).

The income limits in the Metro Nashville-Murfreesboro-Franklin, TN MSA by household size and percentage of median family income based on the area median family income (AMI), which, as determined by the U.S. Department of Housing and Urban Development (HUD) in 2022, is $96,700 for a family of four are shown on the following table:

Table 4-2: Fiscal Year 2022 Income Limits, Metro Nashville, Tennessee

Number of Persons in Household	Extremely Low 30% of Median*	Very Low 50% of Median**	Low 80% of Median
One	$19,850	$33,050	$52,850
Two	$22,650	$37,750	$60,400
Three	$25,550	$42,450	$67,950
Four	$28,300	$47,150	$75,450
Five	$32,470	$50,950	$81,500
Six	$37,190	$54,700	$87,550
Seven	$41,910	$58,500	$93,600
Eight	$46,630	$62,250	$99,600
One	$19,850	$33,050	$52,850

**The FY 2014 Consolidated Appropriations Act changed the definition of extremely low income to be the greater of 30/50ths (60-%) of the Section 8 very low-income limit or the poverty guideline as established by the Department of Health and Human Services, provided that this amount is not greater than the Section 8 50% very low--income limits. Consequently, the extremely low-income limits may equal the very low (50%) income limits.*

***Technically, 50% of the AMI is $47,700 for a four-person household. However, HUD makes ceiling or floor adjustments to correlate with the national rate of income increase. For FY2022, twice the increase in the national median family income as measured by the ACS from 2018 to 2019 is 11.89%. Therefore, the maximum increase from the FY2021 4-Person VLIL to the FY2022 4-Person VLIL is approximately 12%.*

Source: U.S. Department of Housing and Urban Development, 2022.

As determined by the target market analysis, the general market segments by lifestage that represent the potential market for new and existing rental units in the Global Mall Study area include (Table 4-3):

- Younger singles and childless couples—44%
- Empty nesters and retirees—28%
- Traditional and non-traditional family households—27%[2]

An estimated 19% of the younger households, which are generally under age 45, have incomes below 30% AMI, 20% have incomes ranging between 30% and 60% AMI, 12% earn between 60% and 80% of the AMI, 10% have incomes between 80% and 100%, and the remaining 40% have annual incomes above 100% of the AMI.

In general, older singles and couples (empty nesters and retirees) have higher annual incomes than the younger singles and couples: 17% have annual incomes that fall below 30% AMI, 19% between 30% and 60% AMI, 10% between 60% and 80% AMI, 10% between 80% and 100% AMI, and 44% earn more than 100% of the AMI.

The family-oriented households that represent the potential market are a mix of smaller, compact families and non-traditional families. An estimated 18% have incomes below 30% AMI, 22% between 30% and 60% AMI, 13% between 60% and 80% AMI, 10% between 80% and 100% AMI and 38% above 100% AMI (See Table 4-3).

2 Here and throughout this section, numbers may not add up due to rounding.

This study is examining the incomes and financial capabilities of the potential housing market based on income distributions at less than 30% AMI, between 30% and 60% AMI, between 60 and 80% AMI, between 80% and 100% AMI, AND ABOVE 100% AMI. The incomes of households at 60% and 100% of median are shown on the following table.

Table 4-3: Additional Income Limits, Metro Nashville (FY22)

Number of Persons in Household	60% of Median	100% of Median
One	$39,640	$66,100
Two	$45,300	$75,500
Three	$50,960	$84,900
Four	$56,590	$94.300
Five	$61,130	$101,900
Six	$65,600	$109,400
Seven	$70,200	$117,000
Eight	$74,700	$124,500

Source: Zimmerman/Volk Associates, Inc., 2023.

4.1.2 HOUSING SUPPLY

The housing stock in the study area is old and affordable by Antioch and Metro Nashville standards. Just 4% of the Global Mall Study area's dwelling units have been built since 2014, as compared to 13% in the Antioch area, and 13% in the county. The study area's housing stock is currently estimated at 143 dwelling units.

- 8% are single-family detached houses (52% in the Antioch area, and 51% county-wide).
- Just over 29% are single-family attached houses—townhouses or rowhouses (compared to 8% in the Antioch area, and 8% in Metro Nashville).
- Only 4% are units in two-unit buildings (duplexes or doubles), higher than the 2% in the Antioch area, but below the 5% in the county.
- 41% are located in buildings of three to 19 units, compared to the 25% share in the Antioch area, and the county share of 20%.
- 18% are located in buildings of 20 or more units, higher than 10% in the Antioch area, and the 15% county-wide

Based on Census and Claritas estimates, in 2022, 15% of the study area's 143 housing units are unoccupied. Of the estimated 121 occupied units, 64% are rented and 36% are owner-occupied, an ownership rate well below the Antioch area's 58% and Metro Nashville's 55%. The median value of owner-occupied dwelling units in the study area is currently estimated at $268,700, $7,400 more than the Antioch area's $261,300 median, but $80,400 lower than the county median of $349,100.

RESIDENTIAL SWOT ANALYSIS

Strengths	Opportunities
• Affordability. Rental housing in particular is affordable by Nashville MSA standards • Stakeholders conceive of housing as part of a mixed-use urban center, which boosts its economic viability	• New housing developed on the Global Mall site and in the rest of the study area could help meet the needs of existing and future residents • Provide a range of housing types to meet households' diverse demand profile and varying ability-to-pay • Include housing in development programs to support retail and services that local residents have prioritized
Weaknesses	**Threats**
• 60% of existing households earn below Area Median Income; the amount of new market-rate housing that the area can absorb is correspondingly limited • Physical environment – not walkable or amenitized • Image of surrounding area – vacancy at Global Mall will deter housing development in early stages • Perceptions of crime • Area under served by transit	• Residents' preference for live/work/play options. • Century Farms will get to market first and will absorb some demand for middle-income housing (rental and for-sale) • Some local stakeholders are biased against multifamily housing, which they associate with poverty and crime. • Developing a lot of upper-middle income housing will reduce housing affordability in the study area. • Redevelopment economics may retard the transformation of Global Mall's surrounding properties

RESIDENTIAL TAKEAWAYS

- The annual potential market demand for new and existing housing units of every kind in the study area is 3,150 dwelling units per year for the next five years.
- The annual potential market demand is divided 54%/46% between rental housing and ownership housing. Within the ownership share, about half would choose multifamily/attached housing, while the other half would choose single-family housing.
- The ability-to-pay of local residents is varied, so the most appropriate supply-side response would be to develop a range of different housing types that respond to households varying price points.
- Housing is conceived by stakeholders not as a stand-alone product, but as an important element of mixed-use development programs.
- The study area needs more housing to support the retail, amenities and services that residents have prioritized for the future.
- The housing stock in the study area is old by Antioch and Metro Nashville standards.
- 64% of occupied dwelling units in the study area are rented, while 36% are owner-occupied.

4.2 RETAIL

The Global Mall study area is in the Southeast Corridor submarket, which has 12.8 million square feet of retail space, making it the third largest submarket in Metropolitan Statistical Area in terms of retail supply. Global Mall (646,487 sq ft) is included in the Southeast Corridor total. Without the Mall space, the Southeast Corridor would rank 4th in terms of overall retail space behind Rutherford County, Cool Springs/Franklin, and North Nashville.
[3]

The Southeast submarket's retail (Figure 4-1) is mostly located in stand-alone stores and in neighborhood and strip centers. This submarket has a higher vacancy rate than the overall market average. This is largely because the data include Global Mall's vacant space. With the Mall space excluded, the Southeast submarket's vacancy rate is 3.0%, lower than the market average.

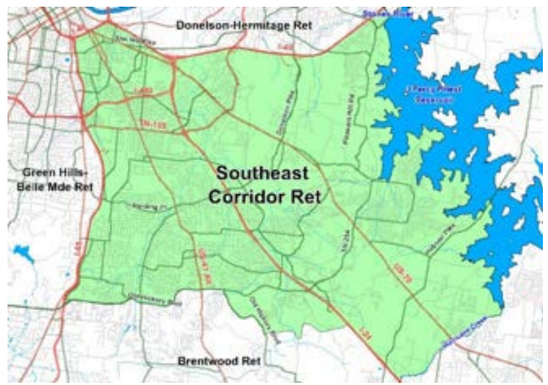
The Southeast submarket ranks 16th of the 21 Nashville submarkets in terms of average retail rental rate. The Southeast rent is below the Nashville average for every retail product-type. Regardless, an average rent of $22 per square foot, demonstrating a healthy market.

3 For definition of submarket areas, see https://www.costar.com/about/submarket-maps.

As depicted in Figure 4-2, the Global Mall is the hole in the donut for regional shopping. For those households residing east of I-24 in the vicinity of the Global Mall, getting to a regional mall or outlet center is not convenient – it is at least a 20-minute drive.

The Tanger Outlets, currently under-construction at Century Farms, will dramatically change this landscape. With the outlets, comparison shopping will return to the Antioch community. The Tanger Outlets will draw from a large trade area and, as such, potentially function as an anchor. There is the potential that other retailers serving a super-regional market may seek locations in the vicinity of Global Mall. The closest big box general merchandise store is a Walmart on Hamilton Church Road, within 10 minutes from the Global Mall. A Sams Club, other Walmarts and a Target are located within a 10- to 15-minute drive (Figure 4-3).

Figure 4-1: Southeast Corridor Retail Submarket



Source: CoStar

Figure 4-2: Super-Regional Centers, 20- and 25-Minute Drive

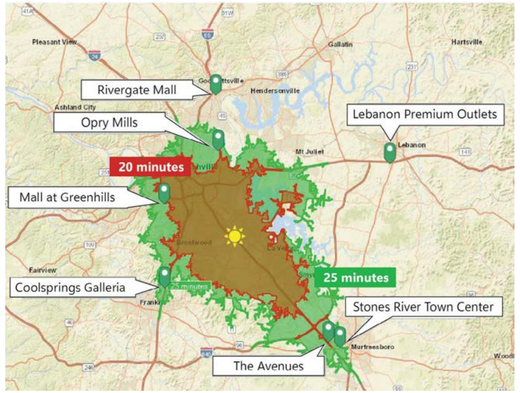


Figure 4-3: Big Box Merchandise Stores, 10-, 15- and 20-Minute Drive Time

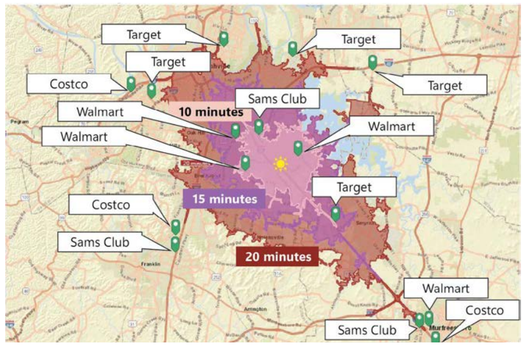


Figure 4-4: Supermarkets, 10- and 15-Minute Drive

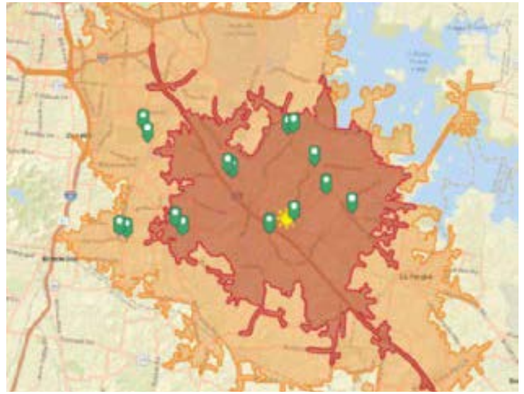


Figure 4-5: Pharmacies, 5- and 10-Minute Drive from Global Mall

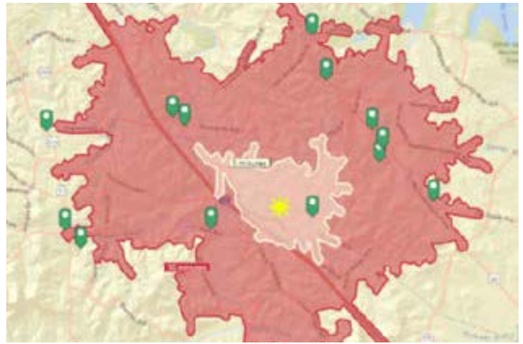


Table 4-4: Retail Product-Type, Nashville Retail Market and the Southeast Submarket (Fall 2022)

	Retail Composition		Vacancy		Rent	
Product-Type	Overall Market	SE Corridorr	Overall Market	SE Corridor	Overall Market	SE Corridor
Malls	7.2%	5.0%	18.9%	99.6%	$39.22	$20.40
Power Center	5.9%	3.4%	2.6%	0.0%	$32.53	$22.54
Neighborhood Center	22.4%	28.3%	3.2%	5.2%	$25.10	$22.56
Strip Center	4.4%	6.9%	2.6%	2.3%	$26.21	$22.98
General Retail	59.1%	56.3%	1.9%	2.1%	$25.24	$21.79
Other	1.0%	0.0%	0.4%	0.0%	$26.74	-
Total	100.0%	100.0%	3.5%	7.8%	$26.86	$22.04

Source: Costar; W-ZHA

The Antioch community has access to traditional, ethnic and discount food stores. Households in the 10-minute drive time market have the spending power to support 11 supermarkets (excluding specialty grocers). There are currently nine supermarkets. Most of the supermarkets are located on the trade area perimeter on Murfreesboro Pike and Nolensville Pike closer to where people live. Residential infill at and near Global Mall will improve supermarket development potential here (Figure 4-4).

Pharmacies typically locate very close to population centers to maximize convenience. As illustrated on the map, there are very few pharmacies located near the Global Mall site because of its low household count nearby (approximately 6,400 households within a 5-minute drive). The Kroger pharmacy is the only pharmacy within a 5-minute drive from Global Mall. Household growth within the 10-minute drive time alone will justify a new pharmacy within the next five years (Figure 4-5).

There are approximately 1.12 million square feet of retail and eat/drink space in the vicinity of the Bell Rd/I-24 interchange. Approximately, half of the retail space consists of neighborhood goods and service stores located in strip centers. Just over 40% of the space is in stand-alone general merchandise, apparel, furniture, and other stores (GAFO). These GAFO stores include Home Depot, Floor & Décor, Ashley Furniture, and Freeland Chevrolet. These retailers serve the broader community market and demonstrate the strength of the location. However, there are multiple big box retail stores adaptively reused for office, "medtail" (medical use), or other uses. These big box stores used to rely on the Mall's drawing power to serve the broader community market. Stand-alone eat/drink establishments account for 8% of the space (Table 4-5).

Via a windshield survey, vacancy is generally low in the vicinity of the mall, except for The Crossings shopping center and the Global Mall itself. The physical environment is auto-oriented and not walkable. The following data is relevant to the retail market in the area:

- The retail and eat/drink spending potential of households residing within a 10-minute drive of Global Mall was compared to actual retail and eat/drink sales among stores in the 10-minute drive shed.
- Data from 2017 indicates that sales far exceed spending potential. This typically means that the area is drawing shoppers that are either visitors (highway travelers, hotel visitors) or residents outside of the 10-minute drive time. Bell Road and Murfreesboro Pike are strong commercial corridors.
- Commercial at the interchange captures a high share of the motor vehicle sales, furniture and home furnishings, building materials, and clothing and accessory sales within the 10-minute drive shed. These store-types are targeted to the larger community, not the local neighborhood.
- Eat/drink establishments at the interchange capture 18% of 10-minute drive shed sales.
- Otherwise, the commercial around the interchange captured less than 10% of drive-shed sales in electronics and appliances, food and beverage, health and personal care, sporting goods/hobby/miscellaneous, and general merchandise.

Table 4-5: Spending Potential versus Sales by Store-Type and Interchange Share of Sales, 10-Minute Drive Time from Global Mall (2017)

Store-Type	Spending Potential	Sales	Inflow/(Outflow)	Interchange Commercial % Sales
Motor Vehicle & Parts Dealers	$272,500	$320,900	$48,400	52.6%
Furniture & Home Furnishings Stores	$46,200	$26,600	($19,600)	26.2%
Electronics & Appliance Stores	$40,400	$56,100	$15,700	6.9%
Bldg. Materials, Garden Equip. & Supply	$72,600	$75,700	$3,100	29.9%
Food & Beverage Stores	$226,700	$278,700	$52,000	5.8%
Health & Personal Care Stores	$65,300	$73,400	$8,100	7.2%
Gasoline	$141,800	$235,000	$93,200	6.4%
Clothing & Clothing Accessories Stores	$59,400	$57,800	($1,600)	39.5%
Sporting Goods, Hobby, Book & Music	$34,600	$25,200	($9,400)	7.0%
General Merchandise Stores	$218,500	$300,900	$82,400	10.3%
Miscellaneous Store Retailers	$49,000	$34,800	($14,200)	4.7%
Non-store Retailers	$21,000	$4,300	($16,700)	0.0%
Food Services & Drinking Places	$139,200	$155,600	$16,400	18.1%

Source: ESRI; W-ZHA

RETAIL SWOT ANALYSIS

Strengths

- Location
- I-24/Bell Rd. traffic counts
- 10-minute drive shed market is large and growing
- 10-minute market is racially and ethnically diverse and young
- Good connectivity with Century Farm via Hickory Hollow Pkwy
- Ford Ice Center, community college, community center and library are a built-in market
- Ford Ice Center is a regional draw
- Parking at the Global Mall site

Opportunities

- "Hole in the donut" regional center issue. Tanger Outlets at Century Farm will be a regional draw and could potentially re-establish Exits 59 and 60 as a regional and community shopping destination.
- Vanderbilt Medical will bring a daytime population of workers and patrons
- "Medtail" opportunities with Vanderbilt Medical creating a medical hub for the southeast community
- There may be an opportunity to leverage population diversity by incentivizing diverse food, retail, and entertainment/ recreation offerings
- A portion of the parking lots at Global Mall are a "blank slate" available for development and/or programming (like food truck events)
- Residential development to create a "there-there" on the Global Mall site
- New housing at Century Farm will grow the neighborhood market

Weaknesses

- Physical environment – not walkable or amenitized
- Image of surrounding area – vacancy at Global Mall
- Perceptions of crime
- Global Mall site's interface with the streets is not good – pad sites surround it
- Surrounding pad sites are a redevelopment challenge due to economics
- A key site linking Global Mall to Exit 60 interchange is a car dealership – hard to change
- Lack of restaurants and places for people to relax and enjoy
- Area underserved by transit

Threats

- Residents' preference for live/work/play
- ExpoCenter at Century Farms designed to be mixed-use and walkable and starting from scratch – will be more competitive for credit tenants
- Redevelopment economics may retard the transformation of Global Mall's surrounding properties

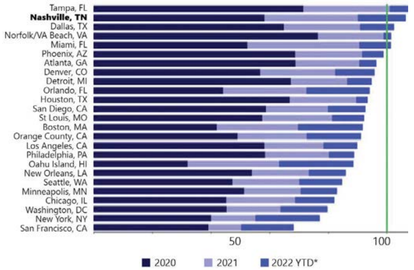
RETAIL TAKEAWAYS

- In general, Century Farms will be a market asset for Southeast Nashville. It will draw from the larger region, potentially enhancing Global Mall's development potential. But in the near-term, Century Farms will likely be more competitive than the Global Mall Study area for national credit retail and eat/drink tenants.
- Many people come to the Global Mall area to participate in events at the Ford Ice Center or stay in one of the hotels. Managers of these uses indicate that there is a need for more sit-down restaurants and "things to do."
- The issue with the Global Mall area is not one of market – there is plenty of market demand from residents to Ford Ice Center patrons to hotel guests. The issue is the lack of a central amenitized place with a mix of uses that encourages people to experience the place.
- A retail/eat drink program in a new mixed-use, walkable setting is market-supportable if properly designed (30,000 – 80,000 square feet). Retail and eat/drink business will be challenged if inside the Mall – there is not enough activity and the experience is not (yet) welcoming.
- If land were available adjacent and visible to I-24, then there is the potential for a large general merchandise retailer.
- There may be opportunities for more flexible eat/drink solutions like a permanent food truck space on the Mall site. This would allow food entrepreneurs to leverage activities at the Ford Ice Center and the daytime population on the Mall site when Vanderbilt Medical is operating.
- Another concept is to work with NSCC to develop a commercial kitchen within the Mall to incubate food business development. This concept, however, will require subsidy.

4.3 HOTEL

Smith Travel Research (STR) tracks hotel performance by hotel type. As is illustrated in Figure 4-6, Nashville ranks 2nd in the country in room demand according to STR. The Global Mall study area is currently a successful location for limited-service hotels like Holiday Inn Express and Comfort Inn. These hotels are generally upper midscale in quality. The performance of midscale and upper midscale limited-service hotels was tracked for the Nashville market from 2014 to year-to-date 2022.

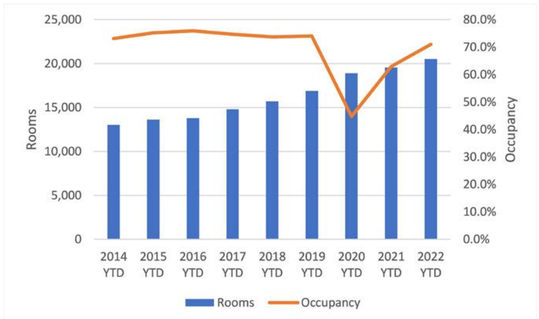
Figure 4-6: U.S. Top 25 room demand indexed to 2019
Nashville Limited-Service Market (2014-2022)



Note: 2022 Year-to-date includes preliminary May 2022 results

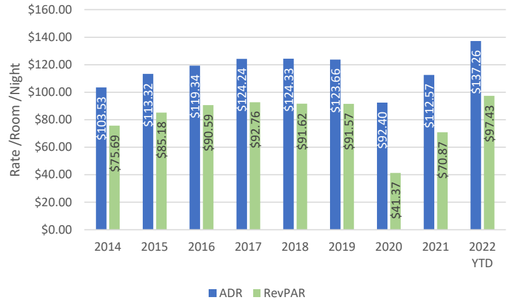
Source: STR, 2022 and Costar Group

Figure 4-7: Limited-Service Hotel Room Inventory and Occupancy, Nashville (2014-2022)



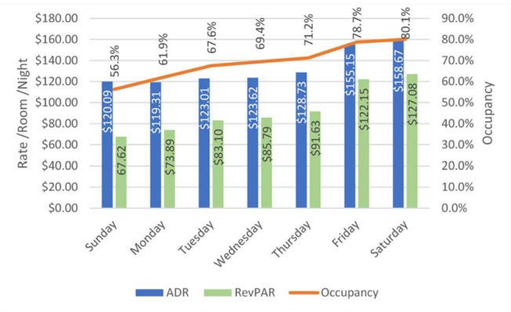
Source: CosStar; W-HZA

Figure 4-8: Average Daily Rate and Revenue per Available Room Nashville Limited-Service Market (2014-2022)



Source: CosStar; W-HZA

Figure 4-9: Hotel Performance by Day of Week, Nashville Limited Service Market Nashville Limited Service Market (2014-2022)



Source: CosStar; W-HZA

The supply of midscale and upper midscale limited-service rooms has been expanding. Even with increased supply, occupancy has stayed high, above 70%, every year except for 2020 and 2021 when COVID 19 inhibited travel. There are approximately 4 limited-service hotel rooms per job in the Nashville market. (See Figure 4-7).

The average daily rate is as high as it has been over the last eight years. Year-to-date 2022, the midscale and upper midscale limited service hotels are achieving $97.43 in revenue per available room (RevPAR), which is high (See Figure 4-8).

Limited-service hotel performance is strongest on the weekends. The hotels charge the highest room rates on Friday and Saturday nights and achieve the highest occupancy on these nights. The tourism market is a huge hotel demand generator in Nashville (See Figure 4-9).

- There are seven hotels at the Exit 59 interchange. Most of the rooms are in limited-service hotels. The newest hotel is the Best Western which opened in 2021.
- According to a local hotel manager, hotels around the Global Mall benefit from their proximity to Downtown Nashville and relative affordability.
- Ford Ice Center generates hotel stays when it has tournaments.
- A challenge for the hotels in the vicinity of Global Mall is the lack of quality restaurants and things to do. Bell Road traffic is also a market deterrent.

Table 4-6: Existing Hotel Supply by Product Type, I-24 Exit 59

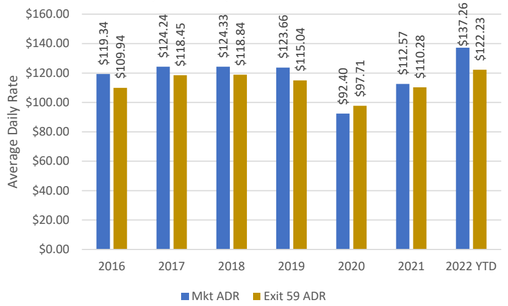
Hotel Product Type	Date	Rooms
Full-Service Hotels		0
Limited Service Hotels		
Comfort Inn & Suites Antioch	1968	97
Holiday Inn Express & Suites Nashville Southeast Antioch	2015	118
Hampton by Hilton Inn Nashville-I-24 Hickory Hollow	1997	85
Best Western Plus Executive Residency Antioch Inn	2021	82
Sub-Total		382
Economy Hotels		
Antioch Quarters Inn & Suites	1986	40
Super 8 by Wyndham Antioch	1987	60
Knight Inn Antioch	1997	60
Sub-Total		160
Grand Total		542

Source: STR; W-ZHA

The following data is relevant to the hotel industries performance in the local market:

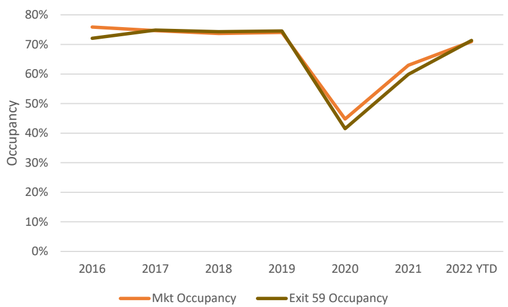
- STR provided performance data for these limited-service hotels. Given sample size restrictions the performance data presented includes the LaQuinta Inn and Suites at Exit 62 in Smyrna. The LaQuinta is in the same hotel class. It contains 76 rooms and opened in 2010 (Table 4-6).
- The Exit 59 hotels closely mirror the overall limited-service market in terms of occupancy. This is impressive given that the overall market includes Downtown and the Nashville Airport area.
- The average daily rate (ADR) for a limited-service hotel at Exit 59 is in the low $120's. This rate is the highest it has been since 2016. The ADR is slightly below (10%) the market average (Figure 4-10).
- Revenue per availalbe room (RevPAR) for the limited-service hotels at Exit 59 is high at $87.21. The U.S. average for all hotel-types was $78.50 in early December 2022 (Figure 4-10).
- The Exit 59 sample's RevPAR was slightly below the Nashville average for limtied-service hotels (Figure 4-11).

Figure 4-10: Average Daily Rate and Revenue per Available Room, Exit 59 Limited-Service Hotels (2014-2022)



Source: CosStar; W-HZA

Figure 4-11: Occupancy Comparison: Exit 59 to Nashville Limited-Service Markets

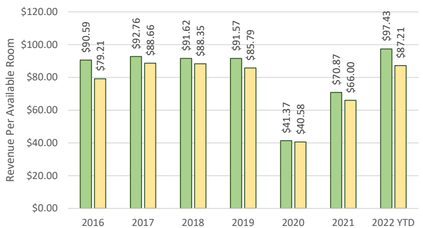


Source: CosStar; W-HZA

HOTEL SWOT

Strengths	Opportunities
• Access – I-24 Interchange • Location – Convenient to Nashville and Murfreesboro • Affordable location as compared to Downtown • Highly visible sites adjacent to I-24 underdeveloped • Proximate growing population • Ford Ice Center – a demand generator • Traffic counts • Future scarcity of commercial land in Antioch?	• Tanger Outlets and Century Farm regional anchor – more to do

Figure 4-12: Average Daily Rate and Revenue Per Available Room Comparison, Exit 59 to Nashville Limited-Service Markets (2016-2022)



Source: CosStar; W-HZA

Weaknesses	Threats
• Physical environment – not walkable • Lack of amenities • Bell Rd. traffic congestion	• Century Farms captures the limited-service hotel market and Exit 59 becomes more budget-oriented

HOTEL TAKEAWAYS

- The Exit 59 hotels closely mirror the overall limited-service market in terms of occupancy. This is impressive given that the overall market includes Downtown and the Nashville Airport area.
- The average daily rate (ADR) for a limited- service hotel at Exit 59 is in the low $120's. This rate is the highest it has been since 2016. The ADR is slightly below (10%) the market average.
- There is sufficient demand to support two to three more "limited-service hotels" over the next 10 years (120 to 200 rooms).
- Hotel sites along the edge of the study area, visible to I-24, have the most potential.
- If a mixed-use place can be developed on the Global Mall site, a hotel anchor may be possible after "place" is established. The hotel will want Bell Rd. visibility.

4.4 OFFICE

4.4.1 Types of Office Users

Office space needs and office space location criteria differ among different tenant types. The primary office tenant types are as follows:

- **Corporate or Agency Headquarters** seek prestige locations with good regional access and visibility. These companies may seek locations where collaborators or service companies are nearby. Live/work/play environments are valuable assets for these office users.
- **Small professional companies** balance the cost of a live/work/play location for employee recruitment with convenience and affordability.
- **Medical offices and other service users** serve the local community. As such, they seek locations that are convenient and accessible to their clients. Some medical office will locate near hospitals for doctor and patient convenience. Some of these office tenants will locate in shopping centers ("medtail").
- **Back-office uses** seek locations convenient to their workforce with plentiful free parking.
- **Life science users** seek locations neear research institutions or locations with a life science cluster. These users may also require specialized space.

	RBA	Vacancy Rate	Availability Rate	Under-Construction
4 & 5 Star Offices	34,320,859	16.1%	21.0%	3,185,511
3 Star Offices	40,079,215	11.4%	14.8%	681,267
1 & 2 Star Offices	26,773,867	4.5%	5.6%	0
Total	101,173,941	11.2%	14.7%	3,866,778

Table 4-7: Office Statistics, Nashville Office Market, Year to Date - September 2020

These office statistics are from CoStar and cover the entire Metropolitan Statistical Area. As of October 2022, there are 101.2M office square feet with a direct vacancy rate of 11.2% and an availability rate of 14.7%. Vacancy is highest among 4- & 5-Star buildings where new construction has resulted in a direct vacancy rate of 16.1% and availability rate of 21%.

With over 11 million square feet of office space, Airport South is 3rd largest office submarket in Nashville. Most of the office is rated 3 Stars or below. Airport South contains only 4% of the market's 4- & 5-Star space (See Table 4-8).

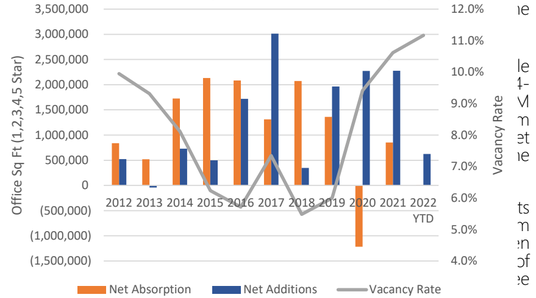
The Nashville office market was growing quickly prior to the COVID-19 pandemic. Between 2012 and 2019 (pre-COVID), the market absorbed 11M square feet of office space, averaging 1.6M square feet per year for all classes of office space. Since 2019, absorption slowed mostly due to COVID-19.

Co-Star breaks Nashville's office market into 26 submarkets. The core mixed-use walkable submarkets are: Downtown (9), MetroCenter (14), West End (27), and Green Hills/Music Row (10). Submarkets that are convenient to Downtown are: Airport North (1), Airport South (2), Brentwood (3), West (24), and Riverdale/Hendersonville (16). The remaining submarkets are more remote to Downtown and suburban in character. The Global Mall is in the "Airport South" submarket (2).

The Downtown submarket contains the most office space. The mixed-use and walkable submarkets contain 39% of total office. Airport South contains 11.3M square feet of office space (See Figure 4-13)

Most of Nashville's premium office space is in the mixed-use and walkable submarkets. The Downtown submarket contains 11.1M square feet of 4- & 5-Star office space, 32% of the total premium office market. With 6.5M square feet, Cool Springs contains the 2nd largest inventory of premium office space in the market. Airport South contains only 1.39M square feet

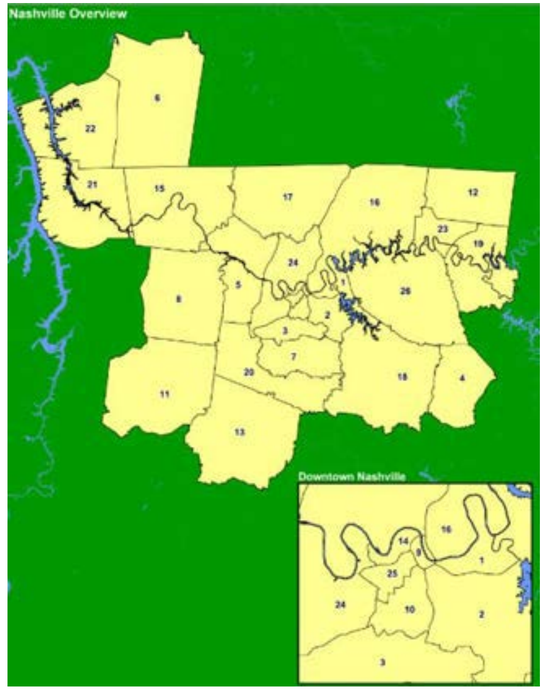
Figure 4-13: Annual Office Space Additions, Absorption and Vacancy, 3-4 & 5-Star buildings



Source: CosStar; W-HZA

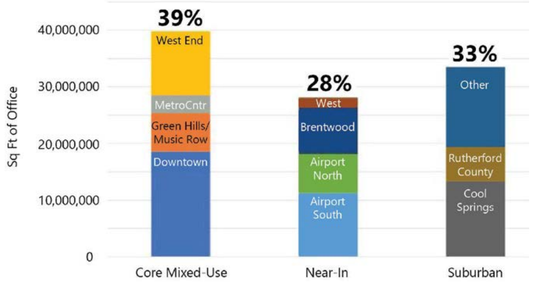
Premium office supply in the near-in submarkets increased by 57% (2.58M square feet) between 2010 and 2021. Between 2010 and 2021, the near-in submarkets absorbed 2.0M square feet of premium office space, averaging 182,000 square feet per year.

Figure 4-14: CoStar Office Submarkets, Nashville Market



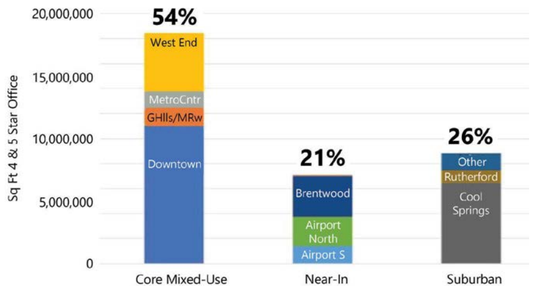
Source: CosStar; W-HZA

Figure 4-15: Office Space by Location, Nashville Market



Source: W-HZA

Figure 4-16: Premium Office Space by Location, Nashville Market



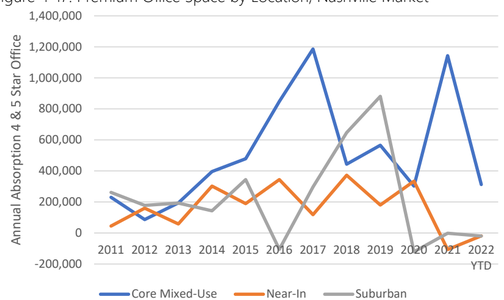
Source: W-HZA

Premium office supply in the suburban submarkets increased by 62% (3.37M square feet) between 2010 and 2021. Between 2010 and 2021, the suburban submarkets absorbed 2.7M square feet of premium office space, averaging 247,000 square feet per year. The suburban submarkets were hit hard by COVID 19 (See Figure 4-16).

Generally, the walkable submarkets command the highest rent for premium space. The Airport North and South submarkets command the lowest average rent for all classes of office space. Notwithstanding, a rent of approximately $29.50 per square foot is high enough to support new construction (See Figure 4-18)

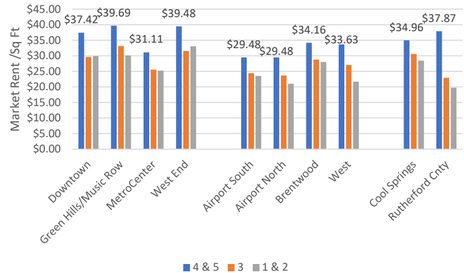
The Airport South submarket is large and diverse geographically. It includes the hip Wedgewood-Houston neighborhood, airport perimeter locations, and interstate interchange locations. Airport South has excellent north-south and east-west access. From the Global Mall site, Downtown and the Airport are about a 15- to 20-minute drive. Global Mall is also convenient to fast growing Rutherford County to the south. The Airport South Submarket includes the 300-acre Century Farms development. CHS and LKQ headquarters have offices at Century Farms. According to the Nashville Business Journal, Century Farm has 2.5 to 4 million square feet of office planned (See Figure 4-19)

Figure 4-17: Premium Office Space by Location, Nashville Market



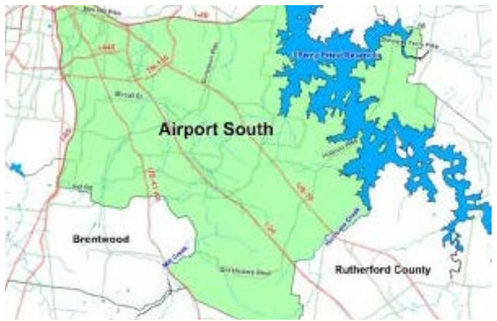
Source: W-HZA

Figure 4-18: Average Rentals Rates by Building Class, Select Nashville Submarkes



Source: CosStar; W-HZA

Figure 4-19: Airport South Submarket



Source: CosStar; W-HZA

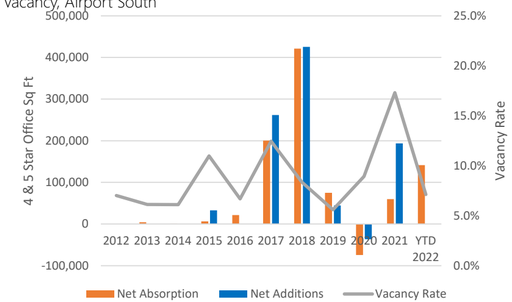
Table 4-8: Office Statistics, Airport South Office Sub-Market, Year to Date – 4th Quarter 2022

	RBA	Vacancy Rate	Availability Rate	Under-Con-struction
4 & 5 Star	1,390,231	7.1%	18.9%	322,300
3 Star	5,640,823	20.2%	22.7%	0
1 & 2 Star	4,292,533	5.6%	7.4%	0
Total	11,323,587	13.1%	16.5%	322,300

Source: CosStar; W-HZA

Recently, there has been premium office developmetn in Airport South. Since 2015, the submarket has absorbed approxmiatley 718,000 square feet of 4- & 5-Star office space - 12% of the market's total absorption. Most of this new office is in Wedgewood-Houston and neighborhoods close to the Downtown. Recently, there has been medical office developed at Century Farms. There are 310,000 square feet of office under-construction in Airport South. All four of the building's under-construction are in or around the Wedgewood-Houston neighborhood. Only 29% of the space under-construction is pre-leased.

Figure 4-20: Annual Premium Office Space Additions, Absorptions and Vacancy, Airport South



Source: CosStar; W-HZA

OFFICE SWOT ANALYSIS

Strengths

- From an office market perspective, Global Mall's Metro Nashville location and proximity to a growing population is a strength. Businesses seek locations convenient to workers and clients. Because of I-24 and Bell Road, the Global Mall is easily accessed by car. The Global Mall Study area is within a 15- to 20-minute drive to Downtown Nashville and the Nashville International Airport. Vanderbilt Medical will be a valuable anchor to the Global Mall Study area drawing lots of patrons and workers.
- Assuming that a better parking solution is possible, the Global Mall site has plenty of easily developable, flat land available.
- The vacant Bridgestone building is a fit-out office space that is well-located near Vanderbilt Medical with plenty of parking available.
- There are vacant retail boxes and spaces in the vicinity of the Global Mall that are affordable office opportunities with parking.

Opportunities

- The Nashville market is projected to grow at a strong pace over the next 5- and 10-years. The Global Mall Study area is strategically located and will benefit from this growth.
- There will likely be a medical office space "tail" from Vanderbilt's presence. Depending on Vanderbilt Medical's plans, its presence may also generate life science office/laboratory demand.Century Farms will contribute to Antioch's competitive position for office investment. Successful new office development at Century Farms will establish the Antioch area as a competitive office location.
- New apartment residents at Century Farms and in Antioch will bolster the area's demographics.
- Metro's ownership of the Global Mall and its Master Plan will evolve the Global Mall Study area into a community asset with live/work/play attributes.

Weaknesses

- The Study area's physical environment is designed for the car – it is not walkable or pedestrian friendly. Office tenants competing for talent are increasingly looking to walkable, mixed-use locations where employees can live/work/play near the office.
- The Study area's physical environment is designed for the car – it is not walkable or pedestrian friendly. Office tenants competing for talent are increasingly looking to walkable, mixed-use locations where employees can live/work/play near the office.
- People of working age that reside within a 10-minute drive from the Global Mall Study area have lower levels of educational attainment as compared to other areas in Metro Nashville.
- The acres of parking are both an asset and a weakness. Expansive parking lots do not contribute to placemaking. While tenants may demand the parking, more value might be created by redeveloping portions of the parking for a higher and better use.

Threats

- Corporate and tech tenants seeking a location that aligns with the tastes and preferences of young knowledge workers will not consider the Global Mall Study area because of its physical environment.
- Century Farms captures tenants seeking premium office space in an amenitized environment.

4.4.2 OFFICE POTENTIAL

TRENDS IN OFFICE DEMAND

COVID-19, advances in telecommunication, and companies' need to retain and attract talent have had a dramatic impact on the office market. More office workers are working remotely during a portion of the work week which has changed the relationship between a job and the number of desks in an office. This trend has reduced the average office space demand per employee.

At the same time the function of the office has changed with a greater emphasis on spaces for collaboration and team building. This trend requires more office space per desk offsetting a portion of the trend to reduce space per employee. These changes have made projecting office demand based on employment growth more tenuous as the market is still in flux.

Office leases often carry 5- to 10-year terms. As such, the office market is not elastic – the supply does not immediately reflect changes in demand. Therefore, the full impact of COVID-19 and changes in work behavior have not been fully realized. With so much change, tenants are looking to reduce lease terms to allow flexibility. Among tech tenants a key lease consideration is the ability to expand within the same building whenever they need to.

Nashville satisfies key location factors for these companies including access to talent, established academic institutions and life science companies, access to capital, and high quality of life. Life sciences companies tend to cluster their facilities near companies with academic approaches or research methodologies whose collaboration provides value. Life science companies occupy a variety of real estate products including industrial space for production, flex lab, and office space. Life science companies often require specialized space which can include redundant emergency power systems, higher floor-to-floor heights, higher floor load capacity, sufficient vibration capacity, and superior HVAC systems and vertical mechanical, electrical and plumbing (MEP) infrastructure.

GLOBAL MALL STUDY AREA POTENTIAL

Moody's Analytics forecasts employment by industry for Metropolitan Statistical Areas. These forecasts were used to develop a 5-year forecast of jobs in office-inclined industries and the ambulatory care industry. Using historic data, the analysis assumes an average of 141 square feet of office demand per employee in office-inclined industries.

Table 4-9: Office Potential, Greater Nashville Market and Near-In Sub-Markets, 2022-2027 and 2027-2032

	2022-2027	2027-2032	Total
Total Office Potential	5,837,177	5,335,739	11,172,916
4 & 5 Star	4,377,883	4,001,804	8,379,687
3 Star	1,459,294	1,333,935	2,793,229
Near-In Submarkets*	2,717,007	2,483,605	5,200,612
4 & 5 Star	1,839,404	1,681,391	3,520,795
3 Star	877,603	802,213	1,679,816

**Near-In Submarkets include the Airport South, Airport North, Brentwood, West, and Cool Springs.*

Source: CoStar; Moody's Analytics; W-ZHA

Office demand is quantified by the quality of the office space and office location. Approximately 11M square feet of new office space demand will be generated by employment growth in the Nashville market over the next 10 years. This is slightly less than what the Nashville market absorbed between 2010 and 2019. Assuming the Near-In submarkets capture the same portion of overall office demand that they did from 2010 to 2019, over 10 years there will be 4.6 million square feet of office demand in the Near-In submarkets.

Among its 4-Star & 5-Star office buildings, Airport South has a low vacancy rate of 7% as of October 2022. Over the last 10 years, the Airport South submarket accounted for 19% of the Near-In submarkets' 4-Star & 5-Star office space absorption. Almost all of Airport South's 4- Star & 5-Star development occurred near the Downtown, not in the southeast portion of the Airport South submarket. In the future, the southeast portion of the Airport South submarket will be more competitive for 4-Star & 5-Star corporate office investment with the Century Farms development (See Table 4-10).

Table 4-10: 4 & 5 Star Office Potential, Greater Nashville Market and Near-In Sub-Markets, 2022-2027 and 2027-2032

			2022-2027	2027-2032	Total
Total Office Potential			5,837,177	5,335,739	11,172,916
4 & 5 Star			4,377,883	4,001,804	8,379,687
Near-In Submarkets*			2,717,007	2,483,605	5,200,612
4 & 5 Star			1,839,404	1,681,391	3,520,795
Airport South Capture	2010-2019	Assumption			
4 & 5 Star	19%	30%	551,821	504,417	1,056,239

**Near-in submarkets include the Airport South, Airport North, Brentwood, West, and Cool Springs./ Source: CoStar; Moody's Analytics; W-ZHA*

Table 4-11: 4- & 5-Star Office Potential Net of Excess Vacancy, Global Mall Study Area, 2022-2027 and 2027-2032

	2022-2027	2027-2032	Total
4- & 5-Star Buildings			
4- & 5-Star Potential	551,821	504,417	1,056,239
Less: Excess Vacancy at 92% Stabilization	0	0	0
Less: Non-Preleased Space Under Construction	(220,720)	0	(220,720)
Net Potential Near-In Submarkets	331,101	504,417	835,519
Study Area Capture Rate	10%	15%	
Study Area Supportable Sq Ft	84,000	125,000	

Source: CoStar; Moody's Analytics; W-ZHA

Given Century Farms, the analysis assumes Airport South captures a higher share, 30%, of the Near-In submarkets' office potential. Over the next 10 years, new employment growth will generate demand for approximately 1M square feet of premium office space in the South Airport submarket.

Some of the 4- & 5-Star office potential will be absorbed by buildings currently under-construction. Net of this space, there is approximately 835,000 square feet of premium office potential. Those portions of the Airport South market closest to the urban core that are walkable will be strong candidates for this space.

Notwithstanding, the Global Mall Study area could benefit from Vanderbilt Medical. Life science companies and service providers are potential tenants. It is not unreasonable to assume that 84,000 to 125,000 square feet of premium office space can be developed within the Global Mall study area.

Table 4-12: 3 Star Office Potential, Greater Nashville Market and Near-In Sub-Markets, 2022-2027 and 2027-2032

			2022-2027	2027-2032	Total
Total Office Potential			5,837,177	5,335,739	11,172,916
3 Star			1,459,294	1,333,935	2,793,229
Near-In Submarkets*			2,717,007	2,483,605	5,200,612
3 Star			877,603	802,213	1,679,816
Airport South Capture	2010-2019	Assumption			
3 Star	26%	35%	307,161	280,775	587,936

**Near-in submarkets include the Airport South, Airport North, Brentwood, West, and Cool Springs.*

Source: CoStar; Moody's Analytics; W-ZHA

Over the last 10 years, the Airport South submarket accounted for 26% of the Near-In submarkets' 3 Star office space absorption. Given Vanderbilt Medical, the analysis assumes Airport South captures a higher share than historically of the Near-In submarkets' 3 Star office potential. Given this assumption, over the next 10 years, new employment growth will generate demand for approximately 588,000 square feet of 3 Star office space in the South Airport submarket.

Table 4-13: 3 Star Office Potential Net of Excess Vacancy, Airport South Submarket, 2022-2027 and 2027-2032

	2022-2027	2027-2032	Total
3 Star Buildings			
3 Star Potential	307,161	280,775	587,936
Less: Excess Vacancy at 90% Stabilization	(564,082)	0	(564,082)
Less: Non-Preleased Space Under Construction	0	0	0
Net Potential	(256,921)	280,775	

Potential	
Former Bridgestone Bldg.	151,480
Medical Offices	20,000
Total	171,480

Source: Metro Government of Nashville and Davidson County, TN, Zoning Ordinance, 2022.

A challenge in the 3 Star office market is excess vacant space. The Airport South submarket currently faces a 20% vacancy rate in existing 3 Star office buildings. Many of the buildings facing high vacancy in this office class are in and around the airport. If the market were totally fluid and all locations within the Airport South submarket were competitively equal, there is negligible 3 Star office potential.

Not all locations are the same, however. The Former Bridgestone space is move-in ready with plenty of parking and will be within easy walking distance to Vanderbilt Medical. The former Bridgestone space is well-positioned for a medical/wellness business and/or a life science company. A competitive rental rate of $20 - $24 per square foot should make this an attractive lease opportunity. Some existing retail space around the Mall will likely convert to medical-related service space as well.

OFFICE TAKEAWAYS

- Those portions of the Airport South market closest to the urban core that are walkable will be strong candidates for office space.
- Notwithstanding, the study area will directly compete with Century Farms to capture potential.
- The study area could benefit from Vanderbilt Health. Life science companies and service providers are potential tenants, particularly if they have a relationship with Vanderbilt. Bridgestone space will be competitive for this market
- The Global Mall and its surrounding area will be competitive for back-office space. Some of this space may occupy older big box stores in the neighborhood. There is also the potential for new construction, but Century Farms will be a more competitive location in the near-term. *Assume 100,000 square feet inclusive of adaptive reuse and new.*
- Premiere office space has potential over the longer term as the Global Mall study area becomes more mixed-use and amenitized. *Assume 60,000 square feet.*

4.5 INDUSTRIAL

4.5.1 Industrial Market Trends

The industrial product-types in Nashville as defined by CoStar are as follows:

- Logistics or Distribution Space: These buildings are primarily 1-story warehouses with high ceilings (18 to 32 feet) and multiple loading docks suitable for 18-wheelers. Buildings are large (100,000 to 400,000-plus square feet) with only 5% to 10% allocated to office use. Typical tenants include third-party logistics firms, e-commerce companies and retailers. Key site criteria for this type of industrial are proximity to major interstate highways, rail, and/or airports and convenient access to product customers
- Specialized Industrial Space: These are warehouses for tenants that have specialized needs like manufacturing, cold storage, and data centers.
- Flex Space: Flex buildings are, by design, flexible allowing for a wide range of office and warehouse uses. Ceilings are 14 to 24 feet and flex buildings typically have loading docks. Because office accounts for more of the building space, more parking is required as compared to distribution and specialized industrial. Flex industrial is good "maker space" as it provides flexible warehouse space for production or assembly. Flex is also used for retail showroom space, recreation, and pure office.

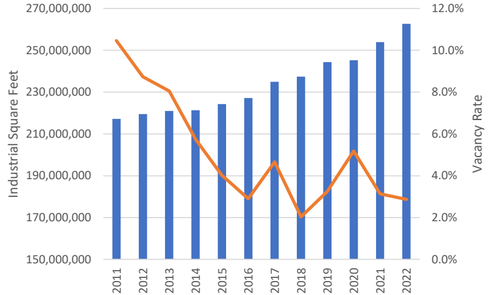
Table 4-14: Industrial Market, Nashville Office Market, 2022

	RBA		Vacancy	Rent
Logistics	179,441,549	68.3%	2.9%	$8.83
Specialized	66,267,871	25.2%	3.7%	$12.05
Flex	16,962,203	6.5%	2.9%	$15.72
Overall Industrial	262,671,623	100.0%	2.9%	$10.08

Source: Co-Star; W-ZHA

These statistics come from CoStar and cover the entire Nashville industrial market. At the end of 2022, there were 262.7M square feet of industrial space in the Nashville market. Nashville's industrial vacancy is very low at 2.9%.

Figure 4-21: Overall Industrial Supply and Vacancy, Nashville Market, 2011 – 2022



Source: CoStar; W-ZHA

Nashville's industrial market has grown by 45.5M square feet since 2011. Even with this increase in supply, the vacancy rate has remained at or below 5% since 2015 (See Figure 4-22).

Nashville is within a day's drive to over half of the country's population. With plenty of readily developable land, Nashville is a natural regional distribution location. Logistics space accounts for over 68% of the Nashville market's industrial space. Nashville's geographic location, coupled with its growth and the logistics boom brought on by COVID 19, has made the logistics industrial sector grow rapidly. The logistics industrial inventory has increased by 30% since 2011. Specialized industrial space has grown by 6% since 2011. The amount of flex industrial space has generally remained unchanged over the last decade (See Figure 4-23).

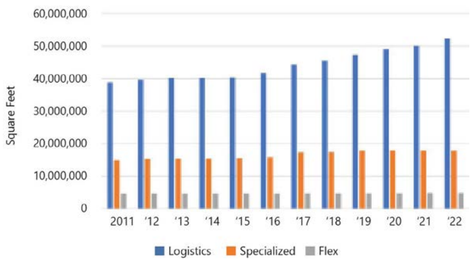
Industrial absorption averaged 5.9M square feet per year between 2017 and 2022. Absorption exceeded 8.6M square feet in both 2021 and 2022. Demand for logistics space fueled this rapid growtth (See Figure 4-22). Even with a rapidly growing supply, rents have escalated over time. From 2017 to 2022, the average industrial rental rate increased by an average of 9.5% per year. CoStar notes that among the 50 largest U.S. industrial markets, Nashville's average annual rental rate growth rate is among, if not the, highest (See Figure 4-25).

CoStar identifies 20 industrial submarkets in Nashville. Global Mall is in the Southeast submarket (14), the largest submarket in terms of industrial inventory. Also large geographically, the Southeast submarket extends from I-440 to Murfreesboro and points south (See Figure 4-26).

There are 75M square feet of industrial space in the Southeast submarket. The Southeast submarket's industrial product mix is like the Nashville MSA market, with logistics accounting for most of the space. The Southeast submarket contains 29% of Nashville's logistics and flex supply and 27% of its specialized industrial supply. (See Table 4-17).

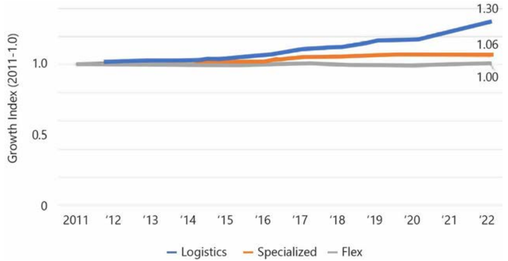
Rents in the Southeast submarket are consistent with the broader market. As in the broader Nashville market, vacancy is very low for logistics and specialized industrial space (See Table 4-18). The Southeast submarket has grown by 16.7M square feet since 2011. Even with this increase in supply, the vacancy rate has declined and now sits at 3%The Southeast market is an attractive industrial investment location because of its highway access, land availability and access to a CSX railroad terminal, the airport, and the Port of Nashville. Southeast's logistics and specialized industrial inventories have increased substantially over the last 11 years. There has been little growth in flex space since 2011 (See Figure 4-29).

Figure 4-22: Overalll Industrial Square Feet Available, Nashville Market, 2011-2022



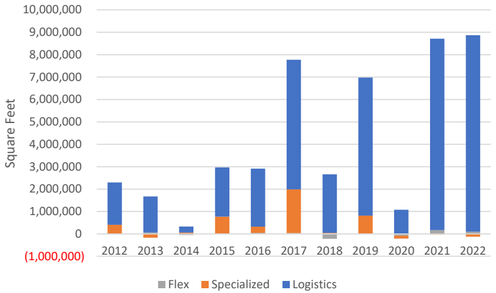
Source: CoStar; W-ZHA

Figure 4-23: Overall Industrial Growth Index, Nashville Market, 2011-2022



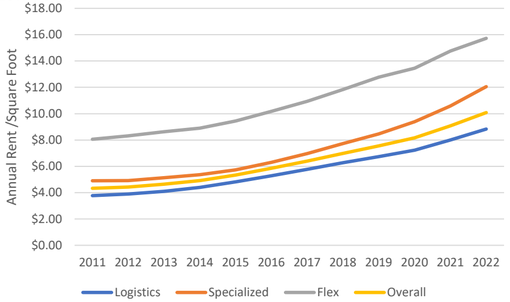
Source: CoStar; W-ZHA

Figure 4-24: Annual Net Absorption by Industrial Product, Nashville Market, 2012 - 2022



Source: CoStar; W-ZHA

Figure 4-25: Annual Industrial Rent by Industrial Product-Type, Nashville Market (2011–2022)



Source: CoStar; W-ZHA

Table 4-15: Industrial Market Southeast Submarket, 2022

Product	RBA		Percentage of Nashville Market
Logistics	52,299,683	69.7%	29%
Specialized	17,897,319	23.8%	27%
Flex	4,884,788	6.5%	29%
Overall Industrial	75,081,790	100.0%	29%

Source: Co-Star; W-ZHA

Table 4-16: Industrial Market, Southeast Submarket, 2022

	RBA		Vacancy	Rent
Logistics	52,299,683	69.7%	3.6%	$8.79
Specialized	17,897,319	23.8%	0.5%	$12.77
Flex	4,884,788	6.5%	6.2%	$14.68
Overall Industrial	75,081	100.0%	3.0%	$10.08

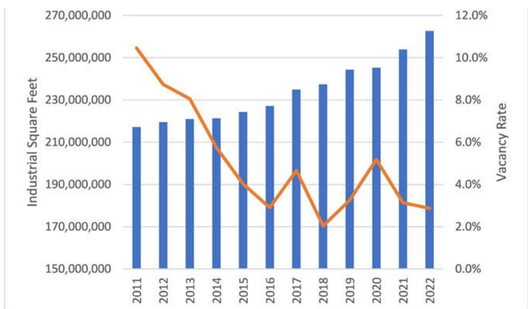
Source: CoStar; W-ZHA

Rents in the Southeast submarket are consistent with the broader market. As in the broader Nashville market, vacancy is very low for logistics and specialized industrial space (See Table 4-16). The Southeast submarket has grown by 16.7M square feet since 2011. Even with this increase in supply, the vacancy rate has declined and now sits at 3%The Southeast market is an attractive industrial investment location because of its highway access, land availability and access to a CSX railroad terminal, the airport, and the Port of Nashville. Southeast's logistics and specialized industrial inventories have increased substantially over the last 11 years. There has been little growth in flex space since 2011 (See Figure 4-27).

Over the last 5 years the Southeast submarket has absorbed an average of 2.1M square feet per year. Approximately 8.6M square feet has been delivered in this submarket since 2017, the 2nd highest submarket behind Wilson County (See Figure 4-26).

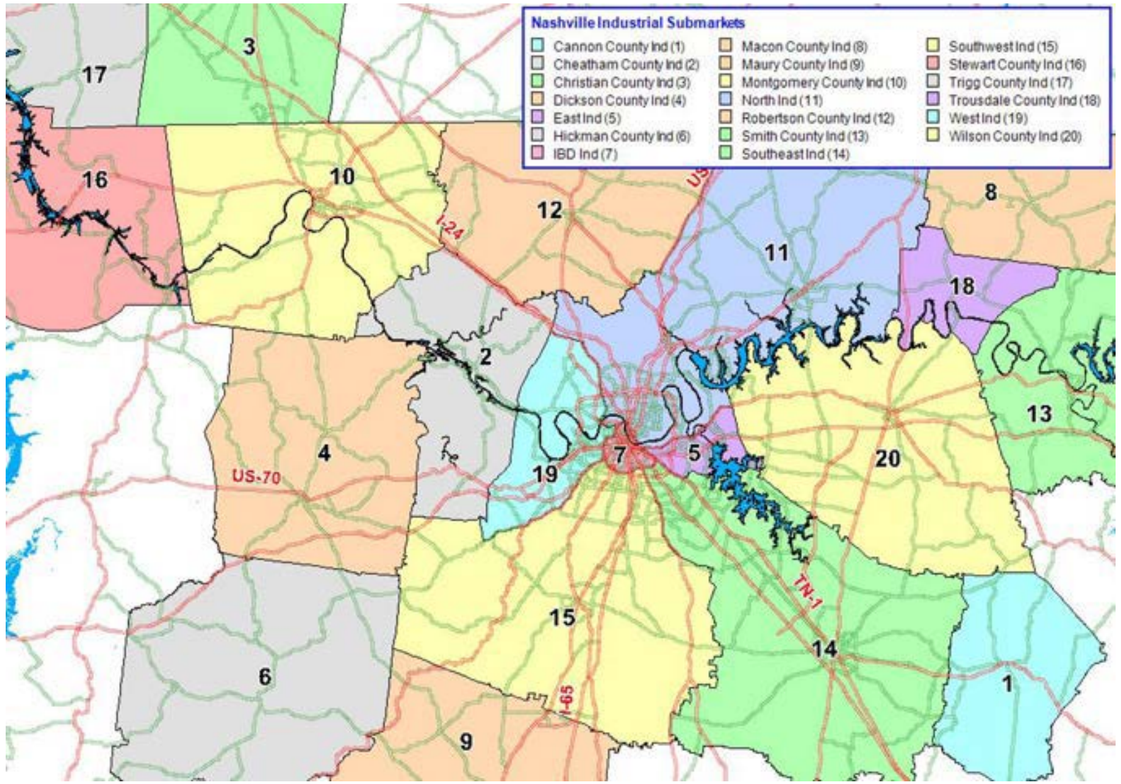
Average industrial rent increased by an average rate of 9.6% in the Southeast market. There has been a lot of new logistics development in the Southeast submarket recently. There are 3M square feet of industrial space under-construction in Southeast today. Two-thirds of this space is speculative and not yet leased. (See Figure 4-29).

Figure 4-26: Overall Industrial Supply and Vacancy Southeast Submarket (2011-2022)



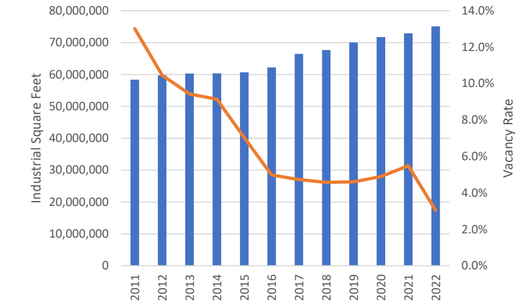
Source: CoStar; W-ZHA

Figure 4-27: Industrial Submarkets in Nashville



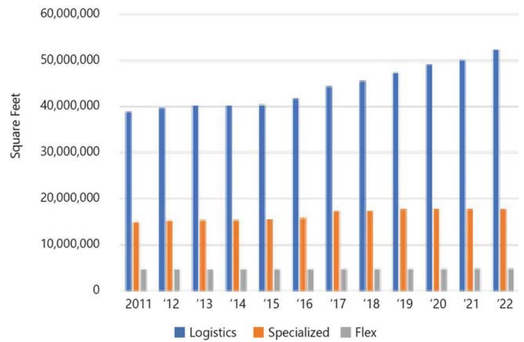
Source: CoStar

Figure 4-28: Overall Indsutrial Supply and Vacancy, Southeast Submarket (2011-2022)



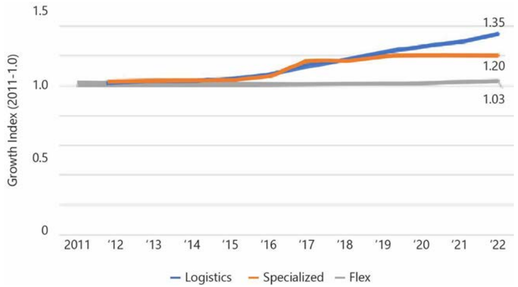
Source: CoStar; W-ZHA

Figure 4-29: Overall Indusrial Square Feet Available, Nashville Market, 2011-2022



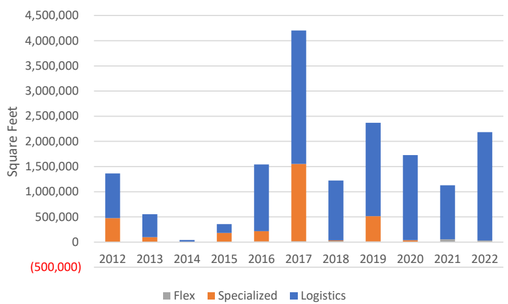
Source: CoStar; W-ZHA

4-30: Overall Industrial Growth Index, Nashville Market, 2011-2022



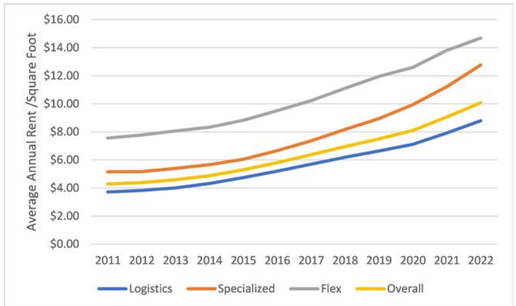
Source: CoStar; W-ZHA

Figure 4-31: Overall Industrial Square Feet Available, Nashville Market, 2011-2022



Source: CoStar; W-ZHA

Figure 4-32: Annual Net Absorption by Industrial Product, Southeast Submarket, 2012-2022



Source: CoStar; W-ZHA

4.6 INDUSTRIAL POTENTIAL

Nashville has demonstrated its attractiveness as a logistics hub for the Southeast United States. With manufacturing as a key industry, specialized industrial space potential is strong. The flex industrial market is small, but this product-type is a critically important component of the industrial supply. Since 2011, the market has averaged 233 occupied industrial square feet per Metropolitan Statistical Area job.

Assuming a 5% stabilized vacancy rate, each new job will generate demand for 245 square feet of industrial space. Given employment projections, there will be demand for over 60 million additional industrial square feet in the Nashville market by 2032.

While strategically located, the Global Mall is not well-positioned to capture industrial demand. Demand will mostly be for logistics space which requires large swaths of land for warehouses serving trucks. Logistics buildings do not integrate well in live/work/play environments.A unique opportunity may exist, however, at or near the Global Mall. There is an opportunity to adaptively reuse existing big box retail builings as flex space. Flex space can be used by makers, businesses, and recreation uses. Adaptive reuse allows these spaces to lease at lower rents than those required for new construction.

4.7 COMPETITORS

The only large, mixed-use project in the Antioch community that could compete with a redeveloped Global Mall in the future is Century Farms, a $1.7 billion development underway at I-24, Exit 60 (See Figure 4-33 below). The project already includes an office building for CHS, a medical office building, and an Emergency Hospital. A Tanger Outlets of 290,000 SF with 70 stores is under-construction with a target open fall of 2023. According to the Business Journal the outlets have the potential to attract 8 million visitors per year.

Century Farms includes Nashville SC's training complex, as well as a mixed-use center, The Expo, with retail, office, hotel, and residential uses. The development program includes 1,300 apartments and 2.5 to 5 million square feet of office space as well as hotels.

Century Farms will be a market asset for Southeast Nashville. It will draw from the larger region, potentially enhancing Global Mall's development potential. In the near-term, however, Century Farms will likely be more competitive than the Global Mall Study area for national credit retail and eat/drink tenants.

Figure 4-33: Schematic Site Plan of Century Farms



INDUSTRIAL SWOT

Strengths	Opportunities
• I-24 interchange location. • Proximate to population growth areas and labor. • Existing under-utilized big box stores could be adapted to function like flex space at a much lower cost than new construction.	• Under-utilized big box stores as modified flex space could attract "makers" and entrepreneurs to the Global Mall neighborhood. • The Global Mall and existing buildings nearby could function as a destination for small/ moderate sized businesses needing flex space at an affordable price.
Weaknesses	**Threats**
• No sites are suitable for large scale state-of-the-art logistics or specialized manufacturing. • With truck traffic, logistics and specialized industrial space are not compatible with existing uses in Global Mall or uses around Global Mall.	• Logistics uses with their associated truck traffic will make mixed-use development in a walkable setting less feasible. • The market for other land uses could price-out flex users making adaptive reuse of existing buildings infeasible. • Market forces for other land uses may result in the demolition of buildings suitable for flex users.

INDUSTRIAL TAKEAWAYS

- The industrial market in Nashville MSA and the Southeast Nashville submarket are both robust.
- The study area does not in general have the attributes to attract large logistics uses because the land parcels are not large enough.
- With truck traffic, logistics and specialized industrial space are not compatible with existing uses in Global Mall or uses around Global Mall.
- However, existing under-utilized big box stores in the study area could be adapted to function like flex space at a much lower cost than new construction.

5.0

LAND USE AND ZONING

5.1 EXISTING COMMUNITY/LAND USE PLANS

The Global Mall area has been addressed in several existing plans and studies by Metro Nashville. The plans generally identify the study area as an existing commercial center with the opportunity to evolve into a vibrant mixed-use center. More specifically, the plans also encourage the strategic investment and prioritization of developing the study area with a range of uses and amenities to help revitalize the site and establish the area as a key destination.

NashvilleNext Plan. The NashvilleNext Plan was developed in 2015 by Nashville residents as a guide for community development until 2040. The land use, transportation, and infrastructure element in the plan identities several key goals and policies:

- Invest in key locations to help create a mixed income community that supports high quality walkable neighborhoods.
- Utilize housing infill in areas including transit corridors to support mixed-use and commercial centers
- Ensure jobs, housing, shopping, and other amenities are in proximity to transit service.
- Provide jobs, groceries, schools, childcare, parks, cultural amenities, and other daily needs within centers.

Antioch/Priest Lake Community Plan. The Antioch/Priest Lake Community Plan was developed in 2017 by Nashville residents as a guide for community development until 2040. This plan focuses on the future vision for Nashville at the community and neighborhood level. Therefore, the plan provides specific land use recommendations for key properties, including the Global Mall site:

The *Growth & Preservation Concept Map* in the plan identifies the study area as a Tier One Center focused on strategic investment to help shape future development and support local transit activity. The center builds on existing commercial centers to help develop them into vibrant, quality, mixed-use places that serve as a focal point in the neighborhood and greater community. The study area is envisioned as a future mixed-use pedestrian-friendly urban center with various uses, including residential, retail, commercial, recreation/open space, and other public amenities.

Additionally, according to the *Community Character Policy Map* in the plan, properties in the study area are designated within two Community Character Policy Areas, the Civic and Urban Community Center.

These designations are intended to help shape the form and character of the built environment:

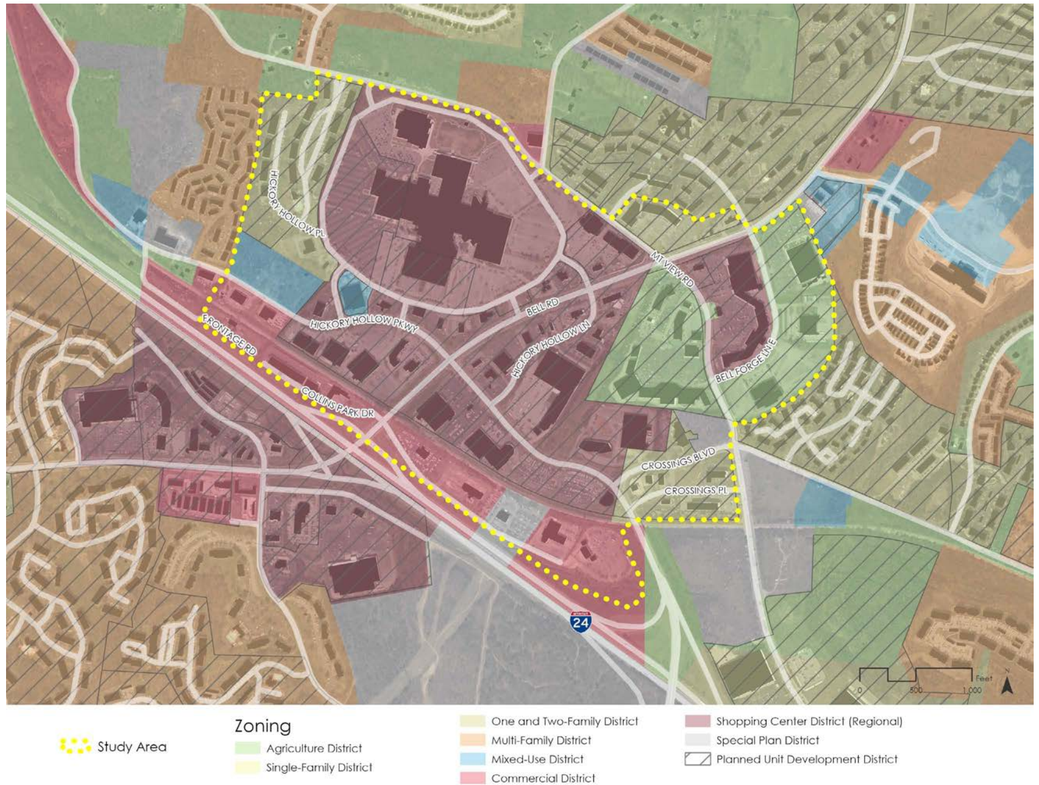
- **Civic (CI)**
  - The CI policy areas focus on preserving and enhancing publicly owned civic properties that provide a public purpose to the community.
- **Urban Community Center (T4 CC)**
  - The T4 CC policy areas focus on maintaining, improving, and establishing urban centers that contain a mix of land uses, including residential, commercial, retail, institutional, etc.
  - These areas are typically pedestrian friendly and located at or along key intersections and urban corridors—modifications to infrastructure and transportation systems to improve pedestrian and transit connectivity.

5.2 EXISTING ZONING IN THE STUDY AREA

Properties in the planning area are designated within several zoning districts that permit a range of uses including retail, commercial, ndustrial, residential, and agricultural.

- The predominant zoning district in the area is the **Shopping Center Regional (SCR)** district, intended for development of regional activity centers that feature retail and service uses. Properties zoned SCR include the entire mall site, parcels along Bell Road, and other properties at key intersections. Permitted uses in this district include multi-family housing, hotels, restaurants, greenways, parks, and recreation centers. The uses not permitted in this district include single-family housing, bus stations/land ports, small outdoor music events, and college or universities.
- Properties within the **Commercial Limited (CL)** and **Commercial Service (CS)** districts may develop a range of commercial uses, including fast-food restaurants, financial institutions, and automobile sales. The commercial districts also permit residential as a conditional use; allowed housing types include single-family, two-family, multi-family and elderly housing. Most properties in this zone are located along the southern boundary (south of the railroad and north of Interstate-24) and currently consist of hotels, restaurants, and other commercial use.

Figure 5-1: Current Zoning in the Study Area



- Properties zoned **Mixed-Use Limited (MUL)** and **Mixed-Use Limited Alternative (MUL-A)** may develop a range of commercial and residential uses to a moderate level of intensity. Permitted uses include restaurants, retail, hotels, cultural centers, and financial institutions. Unlike the CL and CS districts, the MUL and MUL-A districts allow residential as a permitted use. The zone also allows, with a special exception, development of transit stations and commuter rail. Existing uses for these properties include a religious institution and a large undeveloped parcel located along Hickory Hollow Parkway.
- In addition, **Residential-8 (R8) and Residential-10 (R10)** are properties zoned for medium-high-density residential development. Permitted uses in these zones include single-family housing, two-family housing (with conditions), community gardening, and several other uses permitted with a special exception or permitted with conditions.
- The area also contains properties zoned **Agriculture District (AR2A)**, which are areas intended to limit higher-density development on properties that have significant environmental constraints. Permitted uses include single-family housing, two-family housing (with conditions), greenways, and parks. Existing uses on Agriculture zoned properties include the Postal Service building, a religious institution, and several retail establishments.
- The planning area contains properties zoned within the **Special Plan (SP)** district**,** intended to promote site-specific development. Special Plans can in principle include any land uses. Parcels zoned SP include two large lots, one located along the southern boundary (south of the railroad line and north of Interstate-24) and one at the intersection of Mt. View Road and Crossings Blvd.
- Lastly, most of the properties in the area fall within the **Planned Unit Development (PUD)** district. This district requires an alternative zoning process and allows a greater mix of land uses. In addition, the PUD standards require a higher standard for protecting and preserving environmentally sensitive areas.

5.3 EXISTING LAND USES IN THE STUDY AREA

Existing uses in the study area include commercial, institutional and residential, as shown in the figure 5-2. Auto-oriented commercial uses predominate. Many properties within the planning area have uses that do not conform with zoning district regulations. For example, the Nashville State Community College facility is located in the SCR district, which does not permit colleges or universities. The Agriculture (AR2A) district along Mt. View Road has grocery stores, other retail stores and restaurants, none of which is permitted under that land use.

5.4 DIMENSIONAL STANDARDS IN THE STUDY AREA

The Metro Government of Nashville and Davidson County, TN, Zoning Ordinance, defines dimensional standards by zoning district. The standards include bulk regulations such as lot coverage, setbacks, height limits, and floor area ratios (FAR). The tables below present dimensional standards for zoning districts in the study area.

Table 5-1: Single-Family and Two-Family Dwellings

Zoning District	Min. Lot Area (in sq. ft.)	Max. Building Coverage	Min. Rear Setback (in ft.)	Min. Side Setback (in ft.)	Max. Building Height
AR2A	2 acres	0.20	20	20	3 stories
R8	8,000	0.45	20	5	3 stories
R10	10,000	0.40	20	5	3 stories
MUL, MUL-A	3,750	0.60	20	3	3 stories

Table 5-2: Mobile Homes and Non-residential Uses

Zoning District	Min. Lot Area (sq. ft.)	Max. FAR	Max. ISR	Min. Rear Set-back (in ft.)	Min. Side Set-back (in ft.)	Max. Height at Set-back Line (in ft.)	Slope of Height Control Plane (V to H)
AR2A	2 acres	0.40	0.60	20	30	20	2 to 1
R8	8,000	0.50	0.70	20	15	20	2 to 1
R10	10,000	0.40	0.60	20	15	20	2 to 1

Figure 5-2: Current Land Use in Sutdy Area

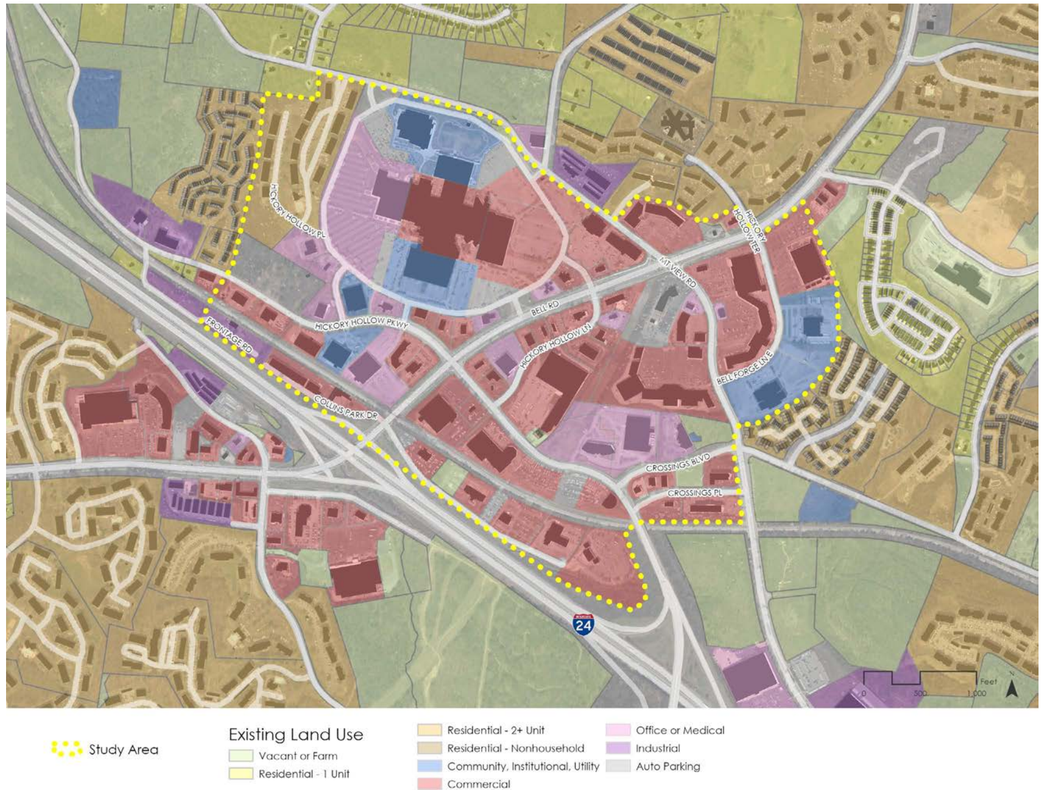


Table 5-3: Minimum Lot Size and Setbacks for Attached Housing

Zoning District	Minimum Lot Area (sq. ft.)	Minimum Rear Setback (ft.)	Minimum Side Setback (ft.)	Maximum Height
MUL, MUL-A	1,500	5	0 common wall 5 end unit	3 stories

Table 5-4: Mixed-Use and Non-residential Districts

Zoning District	Min. Lot Area	Max. FAR	Max. ISR	Min. Rear Setback (in ft.)	Min. Side Setback (in ft.)	Max. Height at Setback Line (in ft. or stories)	Slope of Height Control Plane (V to H)
SP	*	*	*	*	*	*	*
MUL	None	1.00	0.90	20	None req.	3 stories to a maximum of 45 ft.	1.5 to 1
CL	None	0.60	0.90	20	None req.	30	1.5 to 1
CS	None	0.60	0.90	20	None req.	30	1.5 to 1
SCR	None	1.00	0.80	20	None req.	30	1.5 to 1

**Development standards listed in the site-specific SP Ordinance.*

Table 5-5: Multi-family, Mixed Use and Non-residential Alternative Zoning Districts

Zoning District	Min. Lot Area	Max. Density	Max. FAR	Min. Rear Setback (in ft.)	Max. Height in Build-to Zone	Min. Step-back	Max. Height	Build-to Zone (in ft.)
MUL-A	None	Doesn't apply	1.00	20	3 stories in 45 feet	15 feet	4 stories in 60 feet	0—80

Table 5-6: Street Setbacks for Single and Two-family Structures

Zoning Districts	Minor-Local and Local Streets	All Other Streets
AR2A	40 feet	40 feet
R10, R8, MUL	20 feet	40 feet
SP	Street setbacks shall be as specifically listed in the site-specific SP ordinance	
MUL-A	5 feet	5 feet

Table 5-7: Street Setbacks for Multi-family and Non-residential Districts

	Street (Front) Setback
MUL	10 ft
CL, CS	15 ft

5.5 ZONING INCENTIVES

- **Residential Bonus:** For properties located in the MUL and MUL-A zoning district, buildings that designate at least 25% of the floor area for residential use are issued a bonus value of 1.0 to the permitted FAR of the zoning district. This bonus value can only be utilized solely for residential uses.
- **Parking exemption:** The zoning ordinance allows an adjustment or reduction in minimum parking standards for development projects that meet specific standards; this includes properties in certain zoning districts and other specified criteria. The zoning ordinance's adjustments to required parking conditions include criteria for residential or nonresidential uses with transit access, pedestrian access, public parking lots, on-street parking, and contextual front setbacks. These adjustments to the required parking criteria can allow up to a 10% reduction in parking requirements under certain conditions.

LAND USE AND ZONING TAKEAWAYS

Land Use Constraints. A number of the zoning districts in the study area are not compatible with the development of a mixed-use activity center. Some of the districts define too narrowly the set of permitted land uses, while others allow uses that are not compatible with compact, walkable mixed-use centers. The following table identifies some of the constraints and obstacles by zoning district.

Zoning District	Constraints/Obstacles
Shopping Center Regional (SCR)	• This district does not permit bus stations or transit centers; • Educational uses such as colleges or universities are not permitted in this zoning district • The only housing type that is permitted in the SCR district is multifamily housing. It excludes medium-intensity housing such as "missing middle" housing.
Commercial (CL and CS)	• Commercial districts allow drive in fast food and other auto oriented uses which could impede the shift to a more multi-modal environment. • Housing is more difficult to develop under the commercial districts where it is a conditional use.
Residential (R8 and R10)	• Residential districts do not allow commercial development.
Agricultural (AR2A)	• Mixed-use development is not permitted under the agricultural district; • The district prohibits the development of multi-family housing; • The AR2A district allows domesticated hens, domestic animals, wildlife, and agricultural activities. These uses are not compatible with a compact, mixed-use activity center.
Special Plan (SP)	• Requires the applicant to undergo a special process which will require extra review and time
Planned Unit	• Requires the applicant to undergo a special process which will require extra review and time

Bulk standards. Many of the current zoning districts in the study area have dimensional standards that would impede the development of compact, walkable centers. Minimum lot areas for multifamily housing in Agriculture districts are too large at 2 acres. Party wall construction (no side setbacks) is not permitted for multi-family housing or non-residential uses in Agriculture or Residential districts; this inhibits compactness of urban form. Building heights in Commercial and Mixed-Use districts are too low at 45 and 30 feet, respectively; in today's mixed-use market, commercial viability of new development is typically achieved with buildings in the 5-6 story range. Low FAR's also impede the development of mid-rise (5-7 story) buildings. Dimensional standards for townhouses ("attached housing"), however, are appropriate and consistent with market expectations.

Fragmented Zoning Pattern. Properties within the planning area are located within ten specific zoning categories. A more unified approach to zoning would help facilitate redevelopment within the study area or by sub-district within the study area.

6.0

TRANSPORTATION

6.1 OVERVIEW

The Global Mall area's transportation system features multiple modes of travel, though it is strongly defined by the street and road network, especially the primary thoroughfares of Bell Road and Hickory Hollow Parkway, both of which offer nearby access to Interstate 24. These two roads are heavily traveled and represent most of the access to and from the mall area. However, transit service (including WeGo's most used bus route) also connects to the area, and a recently introduced on-demand transit service (WeGo Link) offers another alternative to driving.

This street network has challenges, however, with perhaps the most significant being the physical limitation of the CSX Transportation freight rail corridor and the limits to access across it. Within the larger Global Mall study area, there are only three grade-separated crossings of the railroad (Bell Road, Hickory Hollow Parkway, and Crossings Boulevard), and these carry a significant portion of the vehicle traffic in the overall area. The Bell Road crossing of the railroad has a particular challenge in a bifurcated roadway to accommodate a pre-existing railroad bridge, which divides Bell Road's travel lanes into separate channels and complicates vehicle circulation near major network intersections. This contributes overall to congestion along this corridor, reinforcing an overall perception of traffic congestion in and around the area.

At a larger scale, this congestion transcends the surface street network around the mall. The Tennessee Department of Transportation (TDOT) has generally recognized the I-24 corridor southeast from central Nashville into Rutherford County as the state's most congested freeway, and although much of that congestion is based on peak-hour commuting, the I-24 corridor's significance as a key interstate freight corridor connecting Chicago to Atlanta places high demand on it outside of peak hour conditions as well. To a large extent, this regional network (highway and rail) shapes much of the transportation outlook of the Global Mall area as congestion on I-24 limits the operations of Bell Road and the other thoroughfares that interface with the interstate, although this area is a key pivotal point between this regional traffic and the local and intra-Nashville traffic that would access the mall and its surrounding commercial and employment district. While the congestion is an important factor in current transportation conditions, it is not the only factor. The overall design of the area as an auto-oriented commercial district has generally gone hand-in-hand with a lack of attention to sidewalks and other pedestrian infrastructure, no dedicated facilities for bicycles, and transit service with limited access from nearby destinations.

6.2 EXISTING TRANSPORTATION PLANS

The Global Mall area has been addressed in several existing plans and studies by Metro, Greater Nashville Regional Council, Nashville Department of Transportation (NDOT), and other partner agencies. These are discussed briefly in the following sections, followed by a summary of key takeaways. Overall, these plans reflect a policy emphasis in Nashville on improving safety for all transportation users, enhancing the city's active transportation and transit options to provide feasible alternatives to driving, and bringing innovation and new approaches to managing streets and right-of-way to use these resources to meet a growing number of transportation and service demands.

Nashville Transportation Plan. The Metro Nashville Transportation Plan was adopted by the Mayor's Office in December 2020. The plan initially laid out the idea for a transit center in Antioch near Hickory Hollow that would serve Route 55. These neighborhood transit centers would facilitate more movement without requiring travel through Downtown. A Bus Rapid Transit (BRT) project originating at the Global Mall and running down Bell Road and Murfreesboro Pike was also proposed due to its constructability and recommendations from the nMotion Plan. This project could then be followed up by sidewalk construction and bus stop improvements to make the experience safer. This plan also recommended the establishment of the Department of Mobility and Infrastructure, or NDOT, which has been formed since.

NashvilleNext Plan. The Nashville Next Plan was developed in 2015 by Nashville residents as a guide for community development until 2040. The transportation section, titled "Access Nashville 2040," lays out a roadmap for developing the transportation network that allows agencies to collaborate and meet the community's needs. The eight Accessibility Principles as part of this plan are:

1. Create a place with efficient community form and transportation choices
2. Offer meaningful transportation choices
3. Sustain and enhance the economy
4. Increase safety and resiliency
5. Improve human health and the environment
6. Ensure financial responsibility
7. Make decisions equitably
8. Address transportation from a regional perspective

The first listed sidewalk project is Hickory Hollow Area Sidewalks, a multi-use path along Mt. View Road is the second listed project for bicycling, and a gateway into Antioch at the I-24 interchange and Bell Road is the first listed project on street projects.

Vision Zero Action & Implementation Plans. Vision Zero is an international strategy to eliminate all traffic injuries and fatalities. Nashville adopted the Vision Zero Action Plan in February 2022, followed by a Five-Year Implementation Plan in June of the same year. The Action Plan laid the foundation for Nashville to ensure transparency, strengthen partnerships, and address the most unsafe areas for travelers. The Implementation Plan followed as a five-year strategy that categorized project types, broke down NDOT's budget resources, listed potential funding sources, and identified specific projects.

The Vision Zero strategy spans the entire county and should influence any recommendations for the Global Mall/Hickory Hollow area. Within the study area, Bell Road, Mt. View Road, and Bell Forge Lane are located on a Vision Zero-defined High Injury Network as low and medium priority streets based on the crash patterns occurring on these corridors, with Bell Road appearing on both the Pedestrian and Motorist-specific High Injury Networks. Additionally, the intersections of Bell Road/Blue Hole Road and Bell Road/Murfreesboro Pike are listed as among the most dangerous intersections for all modes. While these intersections are not directly in the study area, they should be considered in light of congestion that occurs on and along Bell Road and other major corridors.
In addition to identifying corridors and intersections with known s

afety problems, the Implementation Plan component of Vision Zero identifies a series of projects to address these problems. These include locally-led projects, typically focusing on installation of safety features and improving access to transit. However, these projects also feature priority projects led by TDOT, referred to as 'Transformative Projects,' that undertake more fundamental enhancements to intersections or corridors to improve overall operations and make safety enhancements at once. The Implementation Plan includes the following projects as top ranked priority projects:

High Injury Network:

- #19 – Bell Rd. from Arbor Cmn. to Hickory Hollow Ln.

Minor Lighting Improvements:

- #33 – Bell Rd. from Arbor Cmn. to Hickory Hollow Ln.

Transit Access Improvements:

- #100 – Bell Rd. From Hickory Hollow Pkwy. to Zelida Ave.
- #122 – Bell Rd. From Zelida Ave. to Murfreesboro Pk.
- #147 – Mt. View Rd. From Rural Hill Rd. to Baby Ruth Ln.

TDOT Intersection Improvements:

- #24 – Blue Hole Rd. and Bell Rd.

State Transformative Projects:

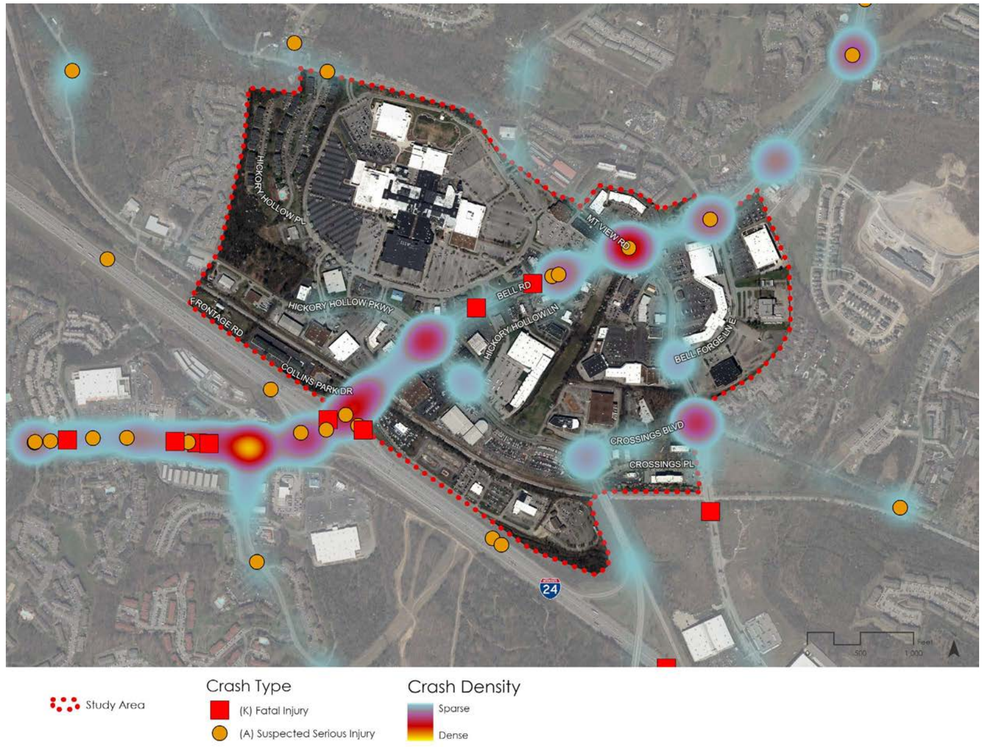
- #13 – Bell Rd. from Arbor Cmn. to Hickory Hollow Ln.
- #42 – Bell Rd. From Brentridge Dr. to Arbor Cmn.
- #55 – Bell Rd. From Hickory Hollow Pkwy. to Zelida Ave.

Nashville 2022 WalknBike Plan. The Nashville 2022 WalknBike Plan was developed as an update to the 2017 plan and serves as a three-year work plan to make Nashville more walkable and bikeable. The plan identifies sidewalk and bikeway projects that are high priority and constructible. Consideration of upcoming projects and possible gaps or needs in the network will be important when evaluating a potential transit center and access points to the Global Mall. The WalknBike Plan identifies two sidewalk projects in the study area – one on Mt. View Rd. and one on Hickory Hollow Lane. Both projects are set to be complete in 2023 and will be new sidewalks that provide connection to transit stops and close gaps in the network.

Connect Downtown. The Downtown Nashville Neighborhood Traffic Project, also known as Connect Downtown, is a partnership between NDOT, WeGo Public Transit, the TDOT, and the Nashville Downtown Partnership to improve mobility in the Downtown core. The project will evaluate items such as curb management, mode prioritization, transit improvements, and multimodal connections that will help inform recommendations for Downtown. Although the Global Mall is not in Downtown, similar principles identified during this project may be applied and considered in the Hickory Hollow area, including:

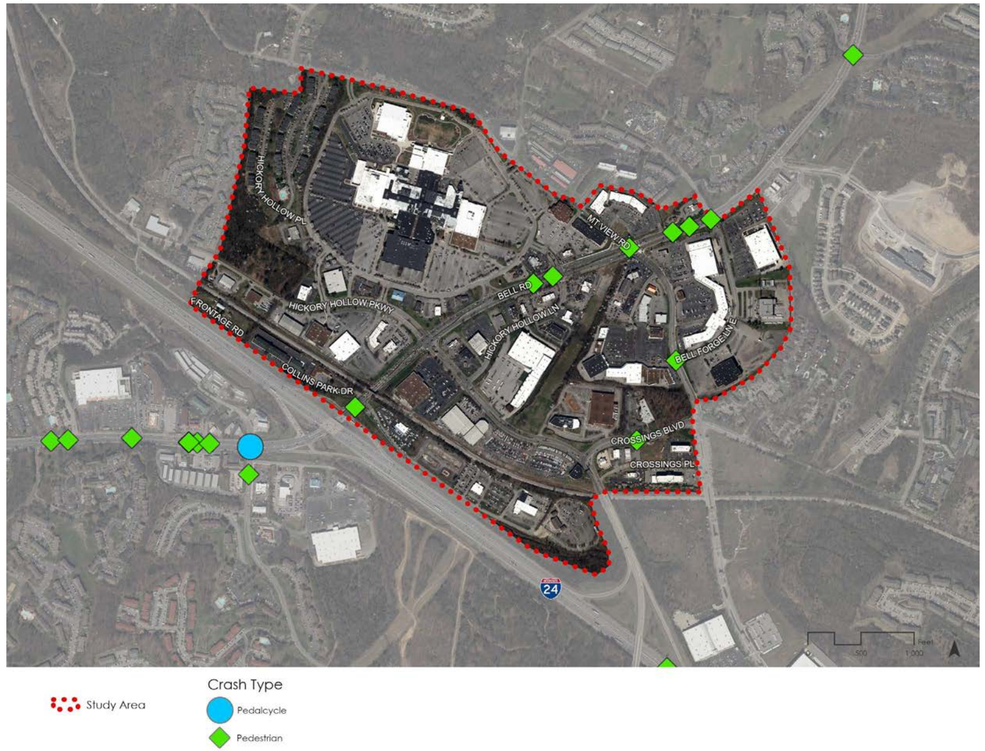
- Identifying priority corridors or street extents for active transportation and/or transit travel, which would in turn influence land use and design approaches to how development occurs on these streets
- Shaping the physical plan concepts for the Global Mall site with transit, managed curbsides, and other multimodal needs in mind

Figure 6-1: Locations of Injury and Fatality Crashes



Source: Tennessee Department of Transportation, Stantec

Figure 6-2: Bicylce and Pedestrian Crashes



Source: Tennessee Department of Transportation, Stantec

- • Defining curb management policies that recognize a greater balance of uses within public right-of-way and design streets accordingly

Imagine East Bank. The Imagine East Bank Study, adopted October 2022, looked at re-envisioning Nashville's east side of the Cumberland River. Although not directly related to the Global Mall area, similar concepts could be relevant to the study. The East Bank Study considers a transit center and transit priority corridors, mixed-use space, separated sidewalks and bikeways, and improving East/West connections.

6.3 ROADWAY NETWORK AND TRAFFIC OPERATIONS

The Global Mall area is located generally at the interchange of Bell Road and I-24, with Hickory Hollow Parkway and Crossings Boulevard also providing key access from the Interstate. These three corridors are the workhorses of the area transportation network, with each of Bell and Hickory Hollow carrying approximately 25,000 vehicles per day and Crossings Boulevard carrying 18,000 vehicles. By comparison, Hickory Hollow and Mt. View Road (the northward extension of Crossings Boulevard) carry only 2,500 and 4,000 vehicles per day just a half-mile north of the Global Mall area. Bell Road carries approximately 20,000 vehicles northeast of the Global Mall area (at Zelida Avenue), underscoring its importance as a larger regional connection and crosstown thoroughfare around this part of the Nashville metropolitan area.

This balance of traffic distribution on the street network can be explained partly by the mostly residential character of land uses outside the immediate Global Mall area. The street network in this area is considerably more limited in the mall area, with limited street connections to thoroughfares like Bell Road and largely low-volume streets inside residential communities.

SAFETY

Based on data aggregated by the Tennessee Department of Transportation, there were a total of 1,130 crashes from 2018-2022 in the Global Mall project area. Crashes in the Global Mall area have seen a slight decrease since 2018, but the number of fatalities has stayed consistent. Fatal crashes have occurred at access points along Bell Road, along with several crashes resulting in severe injuries along the road that circles the Global Mall. The crash data does not specify whether the crashes were completely vehicular or if bikers or pedestrians were involved. In order to ensure the safety of travelers of all modes on the network, this study considers changes in the Global Mall area with safety and efficiency in mind.

The Global Mall area experiences the majority of crashes during clear weather, with 65% occurring during these conditions. Rainy or cloudy conditions account for 24% of crashes in the area. Over the past five years, over half of the crashes have occurred along the roadway, and 40% happened at intersections. Existing plans like Vision Zero and the WalknBike Plan are taking steps to increase safety, including improvements in the Global Mall area.

6.4 BICYCLE AND PEDESTRIAN NETWORKS

Walking and bicycling options in the Global Mall area are limited, with no dedicated bicycle facilities and many streets lacking sidewalks. In particular, Hickory Hollow Parkway has no sidewalks at all throughout the study area, and sidewalks on Bell Road end west of Hickory Hollow, providing no protected pedestrian access for a significant portion of the commercial uses south and west of the mall itself. While this is a reflection of the auto-oriented development patterns in which much of the area was designed and constructed, it points to a gap in transportation infrastructure for people without automobile access, especially transit users. As discussed previously in Section 6, the forecast growth of population within a 5-minute drive of the mall area points to increased potential to transfer short trips away from driving travel and to walking and biking.

The WalkNBike Plan mentioned previously sets a framework for increasing the bicycle and pedestrian networks. Based on a series of evaluation factors considering pedestrian and bicycle safety, connectivity, transit access, public health, and transportation equity, the Global Mall area is identified as an area of critical sidewalk needs (Figure 6-4). Similarly, it is an area of critical bikeway needs (Figure 6-5), with the gaps extending along the I-24/Hickory Hollow Parkway corridors suggesting viability of bicycle travel in this area as a means of connecting Global Mall to other destinations that lack alternatives to driving travel.

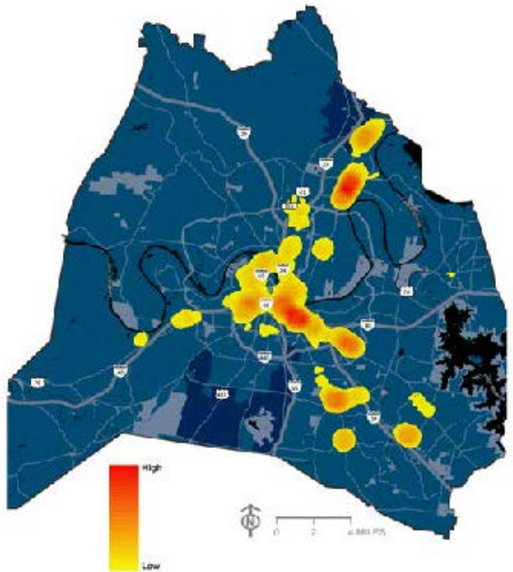
Metro is currently advancing the sidewalk network in the Global Mall area, with a planned project along Hickory Hollow Lane and a project along the north side of Mt. View Road between Rural Hill and Curtis Hollow Roads, scheduled for construction in early 2023.

Figure 6-3: Bicylce and Pedestrian Networks



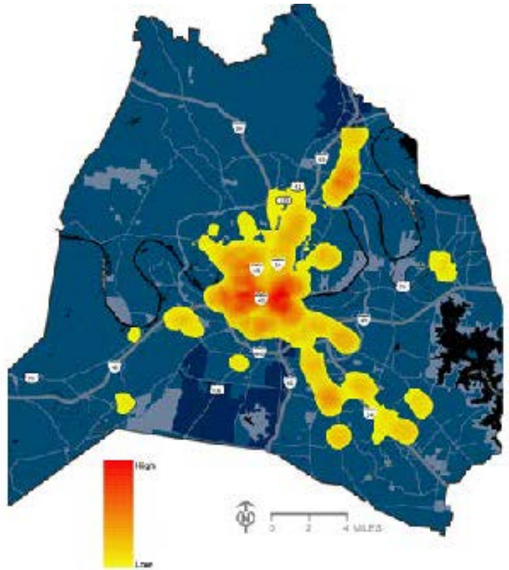
Source: Tennessee Department of Transportation, Stantec

Figure 6-4: Sidewalk Critical Needs, Map



Source: NDOT WalkNBike Plan

Figure 6-5 Bikeway Critical Needs Map



Source: NDOT WalkNBike Plan

6.5 TRANSIT SERVICE AND RIDERSHIP

Transit within the study area consists of two services provided by WeGo. The Route 55 Murfreesboro Pike fixed route service and a WeGo Link zone. The Route 55 falls into WeGo's Frequent Tier of service, meaning buses travel the corridor every 10 minutes during weekdays and switch to 15-30 minute intervals after 6:15pm. Daytime service on Saturday runs every 15 minutes switching to 20-30 minutes after 6:15pm. Sunday frequency is 20-30 minutes all day. The Murfreesboro Pike route is the highest ridership route of the WeGo system averaging close to 90,000 trips per month for FY 2021. The Global Mall is the end-of-the-line stop for the Route 55 and includes a few additional stops in the study area on Mt. View Road, near Hickory Hollow Towers, and on Bell Road. The Global Mall / Hickory Hollow is also a designated Park and Ride lot for the Route 55.

The WeGo Link is a new, zone-based service that provides riders an opportunity to connect to and from the Route 55 at designated locations, including one at the Global Mall. In addition to the Antioch WeGo Link Zone, the South Nashville Link zone abuts the study area along the I-24 corridor to Old Franklin Pike. Although riders within this zone connect to the Route 52 Nolensville Road service, there may be opportunities to consider transit links to destinations just beyond the study area, including the in-progress mixed-use development at Century Farms.

TRANSIT RIDERSHIP

Route 55 (Murfreesboro Pike) is the highest ridership route on the WeGo system with high ridership months reaching nearly 110,000 trips (or approximately 4,000 to 5,000 trips on an average weekday), and it terminates at the Global Mall site. As a result of budgeting and pandemic ridership impacts, two routes that previously served the Murfreesboro corridor were combined into Route 55. Existing ridership in the study area is primarily at the Global Mall site and on Bell Road. The current services at the Global Mall, including the Library, Community Center, and Nashville State Community College Southeast Campus are major rider destinations. Other stops within the study area are along Bell Road which serve businesses and residents within the Hickory Hollow community. Average daily boardings and alightings at the Global Mall stop are in the 150 – 200 range and remain relatively high within and near the study area at around 100 – 125. This compares favorably to similar routes such as the Bellevue Route 3B, with around 75 boardings/alightings, and the Route 56 Rivergate with about 225 boardings/alightings at their End-of-Line stops. Considering that retail and other services at the mall are currently diminished, ridership between 150-200 is quite strong when compared with other End-of-Line bus stops on the WeGo system.

Current transit ridership and existing bus services are focused on traveling to and from the Global Mall, but not within the Hickory Hollow community, nor connecting to communities just southwest of I-24 and further to Nolensville Road. While ridership at the stops within the study area is strong, potential exists for both increased ridership to the Hickory Hollow community as well as for circulation by transit throughout the community. Additionally, WeGo is considering the potential for a neighborhood Transit Center on the mall property, which would eventually include Nashville's first full Bus Rapid Transit (BRT) service to downtown. This station could serve as part of a redevelopment hub for Hickory Hollow and provide easy access to a future circulator, where riders could transfer between modes, including bike-sharing, pedestrian, and scooters, as well as the potential for a structured park and ride lot.

Overall, the Global Mall serves as an important destination for existing riders while also being critical to the future expansion of WeGo transit services both for the Hickory Hollow community and surrounding neighborhoods and commercial districts.

WeGo LINK SERVICE

The WeGo Link service provides an opportunity for riders to cover the first-mile/last-mile connection to transit by utilizing Uber (a ride-hailing service) or by scheduling Mobility Solutions trips (for those who request disability accommodations or are under the age of 18). The cost to users is usually only $2 with WeGo covering amounts above that up to $10. The rider's cost can increase, however, depending on Uber's surge pricing, ride demand, or if trips travel beyond the zone. The cost is covered via a digital voucher system for which riders must first sign-up, as well as utilize their personal Uber account. Trips are booked on Uber as they would normally, meaning, same day service with no advanced scheduling necessary.

In October of 2022, there were 107 total WeGo Link rides in the Antioch zone. Of these, ten had either a pick-up or drop-off at the Global Mall stop. This is a brand new service that WeGo is currently promoting and evaluating. Due to the current car-centric, suburban development pattern, and resulting lack of significant sidewalk and bikeway infrastructure, the Link provides an essential service by allowing riders who live within roughly two miles of the Mall stop to conveniently and safely connect to transit at very low cost.

Figure 6-6: Metro Nashville Tranist Routes



Source: Tennessee Department of Transportation, Stantec

TRANSPORTATION TAKEAWAYS

- The Global Mall study area is well served by the regional road network, and from a roadway capacity perspective, access by car is relatively easy.
- However, the layout of the transportation network and the high degree of reliance on the arterial thoroughfares that cross the CSX right-of-way and I-24 mean that these streets and their intersections have been designed to prioritize vehicle traffic. Because there are so few east-west connections in the larger Global Mall area, these major thoroughfares such as Bell Road not only carry most traffic, they also carry a combination of local and regional traffic. This leads to a complexity of travel patterns (and related motorist expectations, such as higher speeds and faster travel for regional trips sharing space with the frequent turns of local traffic) that makes these corridors generally difficult to manage; this in turn creates safety challenges, especially for non-driving travelers. Tennessee DOT's ownership of Bell Road (State Route 254) means that an additional layer of coordination is involved in any access changes, street designs, or other potential modifications.
- Although there are sidewalks along many of the study area's streets, gaps are significant, and the level of traffic on many . There are no dedicated bicycle facilities in the area.
- Despite serving as a terminus for WeGo's most highly traveled route, transit connections to the area are limited overall, as it lies at the general outer edge of WeGo's service area and transit service does not serve a large area around the site with fixed-route connections. However, the area is an early pilot application of WeGo's new WeGo Link on-demand service, offering access to transit for a larger area not readily supportive of fixed-route connections, and WeGo plans to upgrade its Murfreesboro Pike service to bus rapid transit, with the Global Mall area to host a new multimodal hub, which can be integrated into area development plans. What will it take for the transportation system to support a walkable, livable place at Global Mall?
- Improvements to pedestrian and bicycle facilities can make the Global Mall site more mode-balanced, safe, lower-carbon, and user-friendly.
- With the BRT, accessing the mall site without a car will become possible for residents of some areas of Southeast Davidson County.

7.0

PARKS AND PUBLIC OPEN SPACES

7.1 OVERVIEW

Taken together, parks, greenways, and public open spaces constitute the public realm. Public open spaces include public plazas, squares, streets, and sidewalks. In general, the study area lacks parks and open spaces. While there are several parks within one to two miles of the Global Mall site (e.g., Mill Ridge Park, Antioch Park, and Mill Creek Park), there is only one park in the study area (Southeast Community Center Park, part of the mall site). In addition, existing plans, including Plan to Play: Metro Parks Master Plan, envisions an extension of the greenway system into the Southeast Area and through the study area. The existing greenway system lacks access or a direct connection to the study area.

There are also no public plazas or formal gathering spaces on the mall site. Moreover, the street network has been developed almost exclusively for cars and trucks, with streets offering limited pedestrian facilities and no bicycle facilities. The streets are typical of suburban auto-oriented commercial districts. Since the rights-of-way are generally wide, however, there exists the possibility of redistributing road space among cars, pedestrians, and cyclists, improving public open space in the study area. There is also an opportunity to improve bike and pedestrian connections to nearby parks.

Overall, Metro Nashville has an extensive parks system that features trails, greenways, playgrounds, nature centers, and other recreational amenities. The greater Antioch area features several existing public parks of different sizes and recreational amenities, representing approximately 900 acres of open space (Figure 7-2 and Table 7-1). In recent years, the Antioch/Southeast area has experienced a significant boost in its parks and open space inventory by adding Orchard Bend Park and Trail and Mill Ridge Park (see Figure 7-1), which created an additional 600 acres of additional open space. The following parks are all located within five miles of the study area:

- Antioch Park
- Ezell Road Park
- William A Pitts Park
- Mill Creek Park
- Mill Ridge Southeast Regional Park

Lastly, while these new community assets have improved the quality of life for residents in this area, the Antioch area could still benefit from additional parks and open space network improvements

MILL RIDGE PARK

Is one of Nashville's newest Regional Parks. At approximately 600 acres in area, it was identified through the Nashville Naturally and NashvilleNext plans to provide an anchor park with trails and park facilities. The first phase of this park was recently completed in 2022. The Park includes Nashville's largest playground and a large "event" lawn for community performances and festivals. In addition, the park includes fitness equipment, trail loop, courts, picnic shelters, restrooms, parking, grassland meadows, and approximately 300 newly planted trees. The community non-profit Friends of Mill Ridge Park was organized to strengthen the Southeast Davidson Community and advocate for the park. The rendering image below represents the Phase 1 Concept Plan.

Figure 7-1: Mill Ridge Park



Figure 7-2: Metro Nasvhille Parks



Table 7-1: Attributes of Parks in Study Area and Vicinity of Global Mall

Park Name	Address	Year Est.	Acres	Distance from Study area (mile)	Community center	Nature Center	Picnic Shelters	Playground	Dog Park	Baseball Fields	Basketball courts	Soccer fields	Football and Multi-purpose Fields	Walking/Jogging Paths	Hiking Trails	Canoe Launch
Southeast Community Center	5260 Hickory Hollow Pkwy, Antioch, TN	2014	12.14	0.00	X		X	X						X		
Antioch Park	5023 Blue Hole Rd., Antioch, TN	1950	7.98	0.95	X		X	X						X		X
Mill Creek Park	6036 Culbertson Rd., Antioch, TN	2013	85.62	2.84										X		
Mill Ridge Southeast Regional Park	12924 Old Hickory Blvd, Antioch, TN	Phased dev't	600+	3.00			X	X						X		
Ezell Road Park	5135 Harding Place, Nashville, TN	1978	79.94	2.60								X	X	X		X
William A. Pitts Park	299 Tusculum Rd., Antioch, TN	1982	26.94	2.76			X	X	X	X	X					
Orchard Bend Park	5605 Pettus Rd., Antioch, TN	2019	58.64	1.70				X				X	X	X		

Source: Metro Parks Nashville Parks Finder website and spreadsheet, 2019.

7.2 LAND-BANKED PROPERTIES

The Antioch area contains three (3) Metro-owned land-banked properties (Figure x). These properties range in size and are currently undeveloped. The first property, Mill Creek Greenway, is 9.14 acres and is located approximately 0.5 miles from the study area. The second, the planned Southeast Neighborhood Park, is 23.94 acres and located 0.25 miles southeast of the study area. Lastly, the planned Southeast Neighborhood Park is 9.10 acres and is located 0.5 miles from the study area. The land banked properties combined would create an additional 42 acres of open space.

The study area is home to one park, the Southeast Community Center Park (Figure 7-2), located adjacent to the library and community center. The park offers a playground and walking path and includes the Ford Ice Center and the Southeast Library (Figure 7.2 and Table 7.1). Bicycle, pedestrian, and greenway access to the facilities are limited, including from the residential communities located directly west of the mall.

7.3 NEW PARKS AND GREENWAYS

According to the *10-Minute Walk: Priority Areas for New Parks* report published in 2022, the study area is located within and adjacent to several priority areas for new parks. The report considers these locations "areas for new parks with the potential to make the greatest impact on park access." According to the report, most of the study area is generally within the 10-minute walk service area of public park. There are several properties that are located within the "moderate priority" and "high priority" area for new parks. More specifically, all the properties located along the southern boundary of the study area (south of the railroad tracks and north of Interstate-24), as well the area immediately north of the mall, are identified as high priority areas for a new park.

Plan to Play: The Parks and Greenways Countywide Master Plan recommends reclassifying and renovating the Southeast Community Center into a Mega (or Multigenerational) Center. The plan estimates this expansion could provide an additional 40,000 square feet of space on the property. Potential amenities at this site could include multiple gymnasiums suitable for tournament-scale sports events, large fitness centers, indoor walking tracks, an aquatic center, and spray grounds. These amenities are recommended through the plan to increase the range of recreational amenities available in Southeast Davidson County.

Plan to Play also identifies opportunities to add unpaved trails to existing park sites that will be master planned, including Southeast/Antioch Park. More specifically, the Greenway Vision Plan (a subsection of *Plan to Play*) envisions an extension of the Southeast Connector greenway/trail going through the study area, ultimately connecting to Mill Ridge Park and areas farther south in Davidson County. The Greenway Vision Plan also discusses placing part of Mill Creek in a conservation easement.

Proposed improvements to the open space system in Antioch respond to the low level of connectivity between the study area and the many local parks located one to two miles away. Metro's Parks Department has plans to create new pedestrian and bike connections to Mill Ridge Park via Crossings Boulevard and Mt View Rd. The trail system could also be extended from the study area north to Antioch Park and west across of I-24 to the Mill Creek Park trail network.

Recommended renovations to existing facilities including the Southeast Community Center will provide additional amenities for residents in the surrounding community, creating an opportunity for the site to contribute to the recreational needs of the community in perpetuity.

PARKS AND OPEN SPACES TAKEAWAYS

- There are three existing nearby parks (within 2 miles of the mall site) and a fourth under development, but ped/bike connections to them are lacking.
- The study area has few public parks and public open spaces for gathering.
- Promoting walkable development in other parts of the study area (beyond the mall site) will require a major overhaul of the public realm, namely, development of complete streets and creation of other public open spaces.
- Consider multiuse trails extending into local neighborhoods.
- Consider multiuse trails connecting to nearby parks.

8.0

ENVIRONMENTAL

8.1 NATURAL RESOURCES

8.1.1. SURFACE WATERS AND WETLANDS

Within a two-mile radius of Global Mall, there are a few surface water bodies, including Mill Creek, an unnamed tributary of Mill Creek, Franklin Branch and Collins Creek. Mill Creek is a tributary of the Cumberland River, which is located about 0.75 miles west of the study area and flows north to south. The section of Mill Creek that passes near Global Mall has not been assessed for water quality. The unnamed tributary, which terminates approximately 0.25 miles north of the Global Mall study area, also has not been assessed for water quality. Franklin Branch terminates 0.9 miles northeast of the study area. Collins Creek is about 0.5 to one mile from the core of the study area, running along the west and south perimeters of the site. Collins Creek is the only water body that has been assessed for water quality, with the classification of "not supporting water quality feature."

Mill Creek is notable for being the only known habitat of the Endangered Nashville Crayfish; however, this location is not within or near the study area. In addition, the non-profit organization Friends of Mill Creek advocates for the restoration and protection of Mill Creek. During community meetings, this environmental resource was identified as a valuable treasure in the Antioch area. There are two streams that border the study area (see Figure 8-1). There are no Exceptional Tennessee Waters or wetlands in the study area.

8.1.2 TERRESTRIAL LAND USE / TREE CANOPY

The study area is largely urbanized, with one forested area that is slated for residential development and an open space, and a grassy area that is currently a park with a playground — Metro Park's Southeast Community Center.

From a broader community perspective, the region remains mostly urban or suburban with pockets of parks and forested areas in a one- to two-mile radius surrounding the study area. See Figure 7-2 for a map of park locations and forested areas.

8.1.3 WILDLIFE AND PROTECTED SPECIES

According to the US Fish and Wildlife Service's IPaC resource list for the study area, protected species could be present within the study area site; however, this is highly unlikely due to the urbanized nature and lack of wooded or other natural land uses. See Table 8-1 for a list of protected species that may inhabit the study area.

8.2 FLOODPLAINS

Portions of this project may impact a Federal Emergency Management Agency (FEMA)-defined floodplain Zone AE, also known as a Special Flood Hazard Area (SFHA). This area is along the study area's western and southern portions, bordering I-24. The defined SFHA is an area that will be inundated by flood events with a 1% chance of being equal to or exceeding in any given year. In addition, Zone AE is typically close to floodplains, rivers and lakes or in low-lying areas, and has a 26% risk of flooding over the course of 30 years.

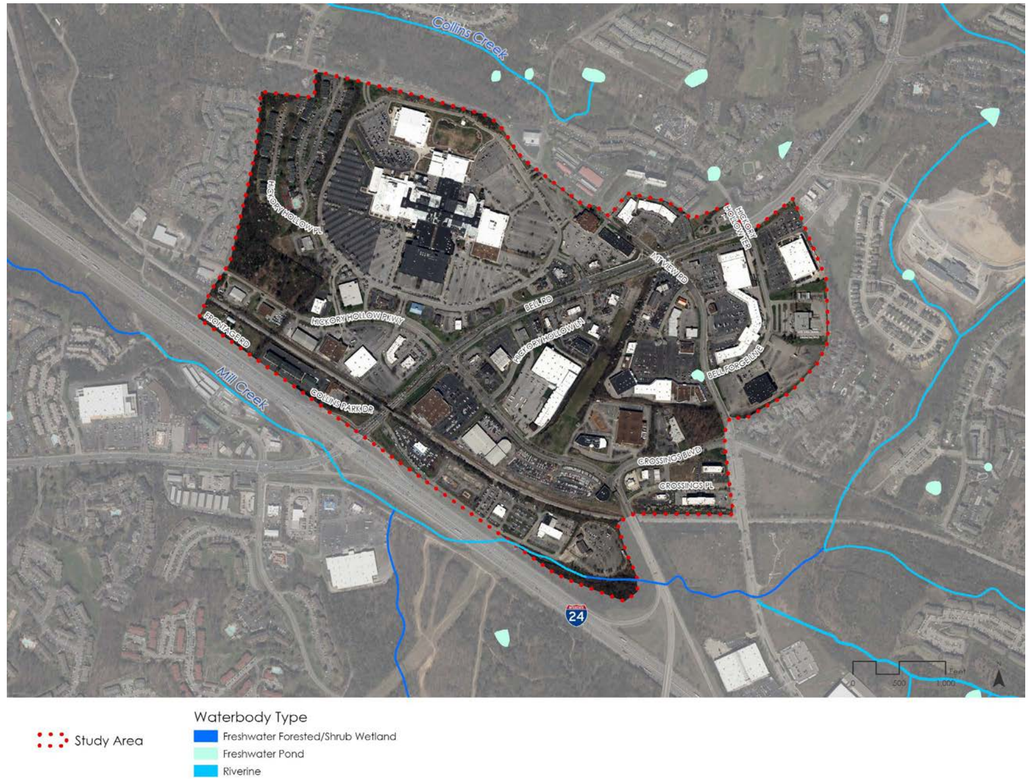
Portions of the study area are located in two FEMA Flood Insurance Rate Maps (FIRMs) for Metro Nashville, Map #47037C0391H, panel 391 of 478, and Map #47037C0392H, panel 392 of 478. Both panels within the study area were revised on April 5, 2017.

While the FEMA 100-year and 500-year floodplains border the study area along I-24, flood risk in the study area is generally low. Metro Water Services (MWS) reports that the area is not flood-prone and does not face any major flood control challenges. See Figures 8-2 and 8-3 for the FEMA FIRM panels exhibiting floodplains within the study area.

8.3 STORMWATER MANAGEMENT

Most of the study area is developed with highly urbanized land coverage and lies within the Cheatham Lake watershed (HUC-8 05130202). Metro Water Services manages the stormwater infrastructure and they have not identified any major issues in the study area. There are numerous stormwater control measures mapped by Metro Nashville throughout the area. The stormwater generally flows to the southwest towards I-24 and eventually to Collins Creek, which subsequently flows to Mill Creek just west of the study area. Collins Creek has a FEMA-defined floodplain that encroaches into the low-lying areas around the interstate (FEMA FIRM panels 47037C0392H and 47037C0391HA dated April 5, 2017). A small portion of the study area flows to a tributary to Mill Creek to the northwest of the study area.

Figure 8-1: Water Resources



Most of the development at the site was built prior to existing stormwater regulations. The mall site is typically developed with impervious hardscape, mainly asphalt parking and buildings. However, some redevelopment on the northern portion of the site, around the Ford Ice Center, Community Center, and Library includes features that facilitate the infiltration of stormwater. Stormwater for the remaining area is primarily conveyed off site by surface flow, catch basins, and storm sewers.

There are no reported stormwater conveyance issues with the Global Mall site and no portion of the mall site lies within a 100-year floodplain. Any redevelopment of the mall site (and study area) will be reviewed by the MWS Stormwater Division and subject to the current stormwater regulations. The regulations include thresholds that delineate when redevelopment activities must include additional stormwater quality considerations. These thresholds vary by construction budget and square footage. The following definitions are from the Metro Stormwater Volume 1 Manual.

> *The stormwater management system for new developments and significant redevelopment shall be designed to meet stormwater quality for runoff from the development site only and shall be designed to convey stormwater from other properties draining onto the development. If a downstream regional stormwater quality facility serves the runoff from the site, then the developer may, with approval MWS, limit the extent to which runoff quality is controlled. If it is infeasible to implement an on-site stormwater quality Stormwater Control Measures (SCM) then the developer may, with approval from MWS, design a system that controls quality for an equivalent portion of runoff entering from the watershed above.*
>
> *Redevelopment – Development improvements that have a value less than 50% of the current assessed value and/or increases the floor area by less than 25%. Demolition and reconstruction is considered development and not redevelopment. Note: this is different than significant redevelopment.*
>
> *Significant Redevelopment – Development improvements that have a value greater than 50% of the current assessed value, increases the floor area by 25% or more, increases in the impervious surface area by 25% or more, redirects the flow of storm water, or modifies the storm sewer system. Interior development improvements and maintenance activities may be excluded, unless due to a change in ownership or use of the property. These exclusions do not apply to structures located within the SFHA. Demolition and reconstruction are considered development and not redevelopment. Note: this is different than redevelopment.*

The MWS stormwater manual does give latitude to staff in reviewing existing conditions and watershed overall flooding issues. However, any significant redevelopment, new building, or demolition and rebuilding of existing site buildings at the Global Mall site will likely require upgrading stormwater quality features to current regulations. Current stormwater quality management regulations are mainly based on a green / low impact development design. Credit is given for redevelopment of existing impervious area and reduces the required runoff reduction method goals from 0.8 to 0.6.

8.4 BROWNFIELDS

A brownfield is any real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Identification of brownfields or other possible areas of contamination was limited to the study area and where appropriate, the zip code.

Review of the Cleanups in My Community viewer on the U.S. Environmental Protection Agency (US EPA) website did not identify any existing brownfields in the project area or the zip code area. The Global Mall property has a history of being a former Sears gasoline service station area which has resulted in contamination of the subsurface soils in the area where the vehicle service center was located, including the adjacent parking lot. Subsurface soil and soil gas samples collected in the vicinity of the former service station indicated the presence of volatile organic compounds (VOC). One of these VOCs (naphthalene) exceeded the US EPA's regional screening level for residential scenarios.

Additionally, a former used oil underground storage tank was located adjacent to the former vehicle service center. A release occurred from the tank that impacted the subsurface soil and groundwater with total petroleum hydrocarbons-diesel range organics and EPH. The Tennessee division of Underground Storage Tanks (TDUST) issued a case closure letter for the tank on February 2000; however, there are institutional controls in place in the parking lot area of the former Sears Department Store where the UST was located. Land use restrictions in place include that the area be used exclusively for commercial/industrial use. If the area affected by the land-use restriction is intended to be residential, childcare, church, or school uses, the owner must notify TDEC and demonstrate to the satisfaction of TDEC that the proposed use will not present a danger to public health, safety, or the environment. One Phase I and two Phase II environmental assessments have been completed for the property.

Table 8-1: Protected Species Potentially Located in the Study Area

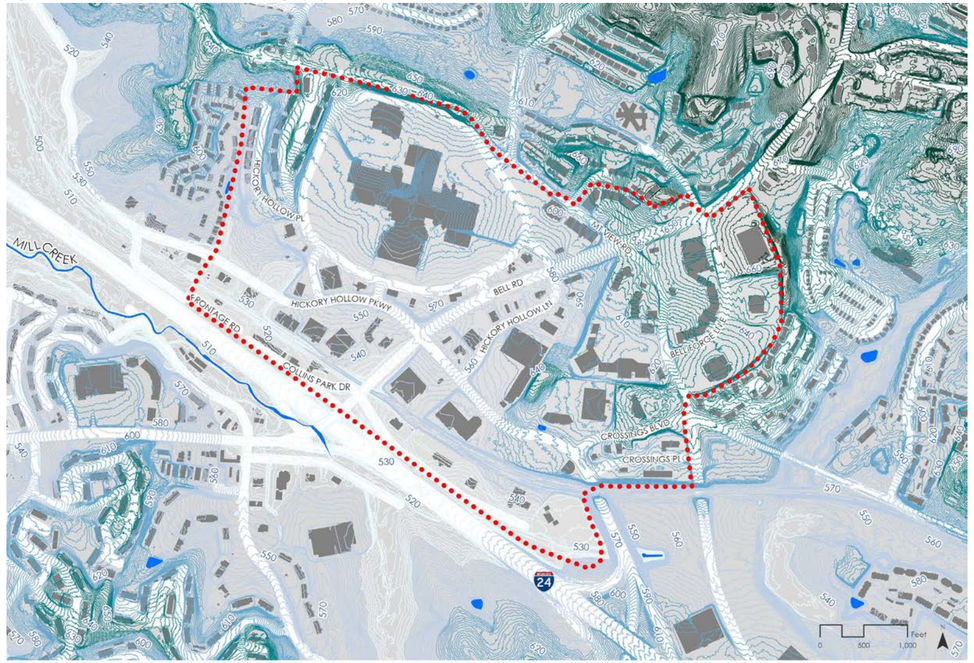
Protected Species	Status	Location	Critical Habitat
Mammal			
Gray Bat (Myotis grisescens)	Endangered	Wherever Found	No Designated Critical Habitat
Indiana Bat (Myotis sodalist)	Endangered	Wherever Found	Final Critical Habitat does not overlap with Study area
Northern Long-eared Bat (Myotis septentrionalis)	Endangered	Wherever Found	No Designated Critical Habitat
Tricolored Bat (Perimyotis subflavus)	Proposed Endangered	Wherever Found	No Designated Critical Habitat
Insects			
Monarch Butterfly (Danaus Plexippus)	Candidate	Wherever Found	No Designated Critical Habitat
Crustaceans			
Nashville Crayfish (Orconectes shoupi)	Endangered	Wherever Found	No Designated Critical Habitat
Flowering Plants			
Braun's Rock-cress (Arabis perstellata)	Endangered	Wherever Found	Final Critical Habitat does not overlap with Study area
Guthrie's Gound-plum (Astragalus bibullatus)	Endangered	Wherever Found	No Designated Critical Habitat
Leafy Prairie-clover (Dalea Foliosa)	Endangered	Wherever Found	No Designated Critical Habitat
Price's Potato-bean (Apios priceana)	Threatened	Wherever Found	No Designated Critical Habitat
Short's Bladderpod (Physaria globosa)	Endangered	Wherever Found	Final Critical Habitat does not overlap with Study area
Migratory Birds			
Bald Eagle (Haliaeetus leucocephalus)	Eagle Act	Possibly Present during breeding season	Not Applicable
Chimney Swift (Chaetura palagica)	Bird of Conservation Concern (BCC)	Possibly Present during breeding season	Not Applicable
Field Sparrow (Spizella pusilla)	BCC	Possibly Present during breeding season	Not Applicable
Kentucky Warbler (Oporornis formosus)	BCC	Possibly Present during breeding season	Not Applicable
Prairie Warbler (Dendroica discolor)	BCC	Possibly Present during breeding season	Not Applicable

**This resource list was automatically generated by USFWS IPaC, using the Global Mall Study Area, January 2023*

Figure 8–2: FEMA Flood Hazard Zones



Figure 8-3: Global Mall Study Area, Topography Map



8.5 ENVIRONMENTAL TAKEAWAYS

- The area is highly impermeable, with expansive surface parking, few green roofs, and an extensive road network. Redevelopment of the site creates the opportunity to increase permeability at the ground level and roof level, thereby reducing stormwater run-off.
- The most wooded site is already owned by Metro and is slated for development into a park.
- Other forested areas near the site include parks and trails along Mill Creek on the west side of I-24, Mill Ridge Park to the south, and Antioch Park to the north.
- There are few natural assets left to protect in the study area. There are no surface water bodies that cross the site. But there is an opportunity to better protect natural assets within a two-mile radius, including through ongoing and new park and trail development projects.
- While the FEMA 100-year and 500-year floodplains border the study area along I-24, flood risk in the study area is generally low. The Water Services Department of Metro Nashville reports that the area is not flood-prone and does not face any major flood control challenges.
- The auto-dominated transportation network and development pattern generates high emissions of greenhouse gases, as is typical for auto-dominated commercial areas.
- Future redevelopment of the area to a compact, walkable "activity center" would allow people to choose to live a lower-carbon lifestyle.

9.0

PUBLIC AND COMMUNITY FACILITES

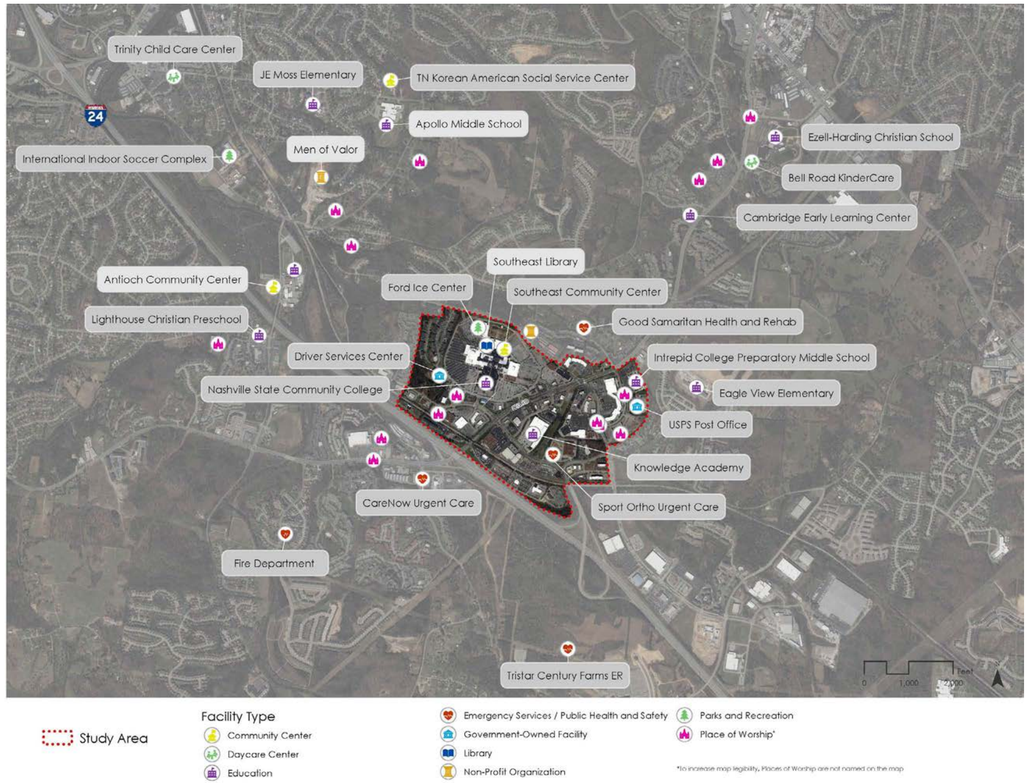
OVERVIEW

Public and community facilities are primarily government-owned, but also include other non-profit facilities that contribute to community-driven services. The Global Mall area primarily consists of public and community facilities in the former department stores of Old Hickory Hollow Mall. These public and community facilities include the Southeast Public Library, Southeast Community Center, Nashville State Community College, and the planned location of KIPP Public Charter School. The table below outlines public and community facilities within a two-mile radius of the Global Mall site. See the following Figure 9-1 for a view of the public and community facilities within the Antioch Community.

Table 9-1: Public Facilities Within a Two-Mile Radius of the Study Area

Public and Community Facility Type	Public and Community Facility Name	Distance from Study Area (miles)
Community Centers		
	Southeast Community Center	0.0 mile (Onsite)
	Antioch Community Center	1.0 mile
	TN Korean American Social Service Center	1.28 miles
Libraries		
	Southeast Library	0.0 mile (Onsite)
Emergency Services / Public Health and Safety		
	Good Samaritan Health and Rehab	0.44 mile
	CareNow Urgent Care	0.58 mile
	Sport Ortho Urgent Care	0.46 mile
	Tristar Century Farms ER	1.19 miles
	Fire Department – 5410 Hickory Park Drive	1.13 miles
	Fire Station #33	1.18 miles
Education		
	Ezell-Harding Christian School	1.52 miles
	Cambridge Early Learning Center	1.06 miles
	Lighthouse Christian Pre-school	1.0 mile
	KIPP School	0.0 mile (Onsite)
	Intrepid College Preparato-ry Middle School	0.61 mile
	Knowledge Academy	0.38 mile
	Nashville State Community College	0.0 mile (Onsite)
	Eagle View Elementary	0.88 mile
	Antioch Middle School	0.92 mile
	JE Moss Elementary	1.36 miles
	Apollo Middle School	1.15 miles
Daycare Centers		
	Trinity Child Care Center	1.86 miles
	Bell Road KinderCare	1.40 miles
Places of Worship		
	Rural Hill Church of Christ	1.63 miles
	St. Ignatius Catholic Church	1.32 miles
	Hickory Hollow Baptist Church	1.23 miles
	Antioch First Baptist Church	0.92 mile
	St. John Missionary Baptist Church	0.77 mile
	New City Church	1.0 mile
	Free Will Baptist Church	0.2 mile
	Antioch United Methodist Church	1.16 miles
	Lakeshore Christian Church	0.61 mile
	Edmondson Chapel Church	0.2 mile

Figure 9-1: Public and Community Facilites wihtin the Antioch Community



Public and Community Facility Type	Public and Community Facility Name	Distance from Study Area (miles)
	Crossland Church	0.66 mile
	New Journey Non-Denominational Church	0.57 mile
	Harvest Bible Chapel Nashville	0.31 mile
	Victory Church	0.55 mile
	Without Limits Christian Center	0.31 mile
	Islamic Center of Tennessee	0.63 mile
	Crossroads Church	0.59 mile
	Evergreen Presbyterian Church	1.88 miles
Other Government-Owned Facilities		
	Post Office	0.67 mile
	Driver Services Center	0.22 mile
Non-Profit Organizations		
	Men of Valor	1.0 mile
	Friends of Mill Creek	
	National Association of Free Will Baptists Church	
Parks and Recreation*		
	Ford Ice Center	0.0 miles (Onsite)
	International Indoor Soccer Complex	1.2 miles

*See Chapter 7 for list of Parks

Source: Google Search and Field Survey, January 2023

Public and Community Facilities Takeaways

- Places of worship are the most numerous public facilities in and near the study center.
- There are only two daycare centers in the study area, which is not adequate to meet the future needs of local residents .
- The community has expressed a need for healthy grocery stores, daycare centers, and more family-oriented entertainment facilities
- There are many schools in the area, but we were unable to located any MNPS analysis of local needs vs. school capacity.

10.0

SWOT ANALYSIS

Strengths

- Prosperous, fast-growing metropolitan region with strong job growth
- Location – Convenient to Nashville and Murfreesboro
- Access to I-24 interchange
- Affordable real estate compared to Downtown
- 10-minute drive shed market is large, growing, racially diverse and young
- Assuming a better parking solution, the Global Mall site has plenty of developable flat land
- Ford Ice Center – a regional demand generator
- Flood risk in the study area is low

Opportunities

- The Nashville market is projected to grow at a strong pace over the next 5- and 10-years. The Global Mall Study area is strategically located and will benefit from this growth
- Housing in development programs can support retail and services that local residents have prioritized
- Under-utilized big box stores as modified flex space could attract "makers" and entrepreneurs to the Global Mall neighborhood
- Develop multi-use trails to connect to three nearby parks
- Future redevelopment of the area to a compact, walkable "activity center" would allow people to choose to live a lower-carbon lifestyle

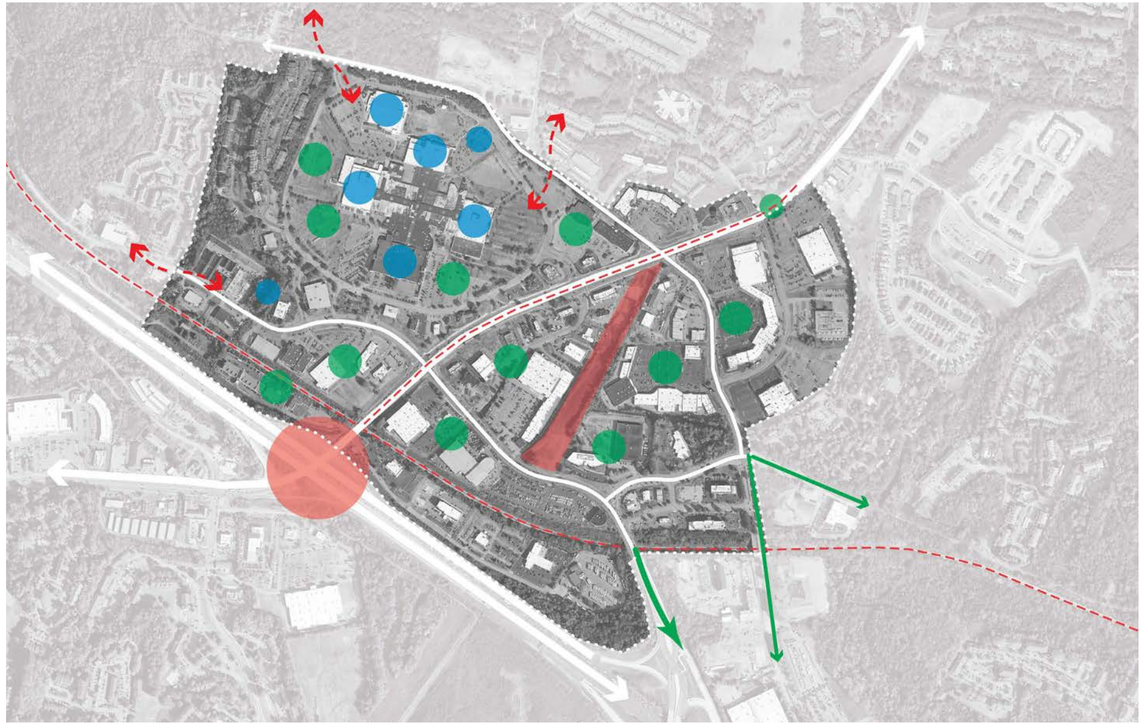
Weaknesses

- "Hole in the donut:" empty center of robust Antioch area
- Physical environment – not walkable or bikable
- Poor transit service
- Image of mall and surrounding area. Vacancy at Global Mall will deter housing development in early stages
- Lack of amenities
- Bell Road traffic congestion
- Current development standards inhibit development of compact, walkable centers
- Highly impermeable area, with expansive surface parking, few green roofs, and an extensive road network
- Traffic pinch point at the train bridge and interchange on Bell Road

Threats

- Century Farms will get to market first and will absorb some demand for middle-income housing (rental and for-sale)
- Century Farms captures the limited-service hotel market and Exit 59 becomes more budget-oriented
- Redevelopment economics may impede the transformation of Global Mall's surrounding properties
- Some local stakeholders are biased against multi-family housing, which they associate with poverty and crime
- Gentrification: success of the redevelopment initiative may reduce housing affordability

Figure 10-1: SWOT Analysis of Global Mall Study Area



APPENDIX A

TENURE AND OTHER ATTRIBUTES OF PARCELS IN THE STUDY AREA

Table A-1: Tenure and Other Attributes of Parcels in the Study Area

Parcel ID	Property Address	Owner	Own Date	Sale Price ($)	Acres	Land Use Description	Finish Area (sf)	Land Assessed ($)	Improvements Assessed ($)	Total Assessed ($)	Assessed Date
16300005700	300 HICKORY HOLLOW PL	300 HICKORY APARTMENTS LLC	2022-06-29	51,500,000	21.38	APARTMENT: LOW RISE (BUILT SINCE 1960	243,306	883,200	9,916,800		2021-01-01
16300030800	5304 HICKORY HOLLOW LN	5304 HICKORY HOLLOW LLC	2021-07-12	-	0.78	BRANCH FINANCIAL INSTITUTION	2,822	203,840	138,040	341,880	2021-01-01
16300026800	5314 HICKORY HOLLOW PKWY	ALBATROSS TO HOME AT HICKORY HOLLOW, LLC	2022-06-23	14,745,000	9.34	SHOPPING CENTER	136,944	1,318,200	8,174,520	9,492,720	2022-06-23
16300038600	5218 HICKORY HOLLOW PKWY	AMSOUTH BANK, AN ALABAMA CORP.	2002-10-03	-	1.16	BRANCH FINANCIAL INSTITUTION	493	303,200	116,800	420,000	2021-01-01
16300017000	5316 MT VIEW RD	AYESH, SALAH	2018-03-02	7,000,000	13.4	SHOPPING CENTER	133,768	1,634,360	1,201,400	2,835,760	2022-01-01
16300030000	5304 MT VIEW RD	BAEK, MIYEON & YEONGSU	2014-10-17	-	2.04	STRIP SHOPPING CENTER	25,695	355,440	406,880	762,320	2021-01-01
16300033000	767 BELL RD	BELL, DONNA & BURKHART, SHARON BELL	2021-01-15	1,085,000	0.51	MINI LUBE	2,280	133,280	238,360	371,640	2021-04-01
16300029900	5312 MT VIEW RD	BG NASHVILLE BAG REAL PROPERTY, LLC	2021-03-05	-	5.56	PARKING LOT	-	341,520	25,520	367,040	2022-01-01
16300032400	5302 MT VIEW RD	BROWN, CONOLY & HOOD, DAVID	2012-03-15	-	0.69	BRANCH FINANCIAL INSTITUTION	3,110	159,880	208,000	367,880	2021-01-01
16300024700	5300 HICKORY HOLLOW PKWY	BURGER KING CORP.	1979-08-23	-	1.11	FAST FOOD	3,277	290,120	562,880	853,000	2021-01-01
16300024400	5325 HICKORY HOLLOW LN	C & H NASHVILLE PARTNERS, LLC	2019-05-07	-	0.73	ONE STORY GENERAL RETAIL STORE	5,798	190,800	186,000	376,800	2021-01-01
16300024100	5300 HICKORY HOLLOW LN	CFT NV DEVELOPMENT, LLC	2020-02-17	1,850,000	1.67	STRIP SHOPPING CENTER	8,900	436,480	781,160	1,217,640	2022-01-01
16300022400	853 BELL RD	CHH-TENNESSEE, LLC	2022-06-07	-	5.62	STRIP SHOPPING CENTER	59,206	440,640	764,600	1,205,240	2021-01-01
16300022600	5266 HICKORY HOLLOW PKWY	CHUN, YONG T.	2007-08-24	1,010,000	0.87	ONE STORY GENERAL RETAIL STORE	7,665	227,400	195,960	423,360	2021-01-01
16300038700	230 CROSSINGS PL	CHUNG, CHRISTOPHER W. & HYUN H.	2010-05-27	-	0.56	AUTO REPAIR/ BODY SHOP	2,640	102,440	99,560	202,000	2021-01-01
16300029400	5211 HICKORY HOLLOW PKWY 101 COLLINS, JACK C. ET UX	1983-07-20		-	1.71	ONE STORY GENERAL RETAIL STORE	24,750	178,760	133,400	312,160	2021-01-01

Parcel ID	Property Address	Owner	Own Date	Sale Price ($)	Acres	Land Use Description	Finish Area (sf)	Land Assessed ($)	Improvements Assessed ($)	Total Assessed ($)	Assessed Date
16300008500	5221 HICKORY HOLLOW PKWY	CSDCPC INTREPID, LLC	2017-01-23	2,020,000	3.17	SCHOOL OR COLLEGE	34,248	331,400	1,244,320	1,575,720	2021-01-01
16300036000	5429 CROSSINGS BLVD	DHILLON, HARBHAJAN & KULDIP	2010-11-04	-	0.13	MORTUARY/ CEMETERY	-	-	-	-	2021-01-01
16300027800	5433 CROSSINGS BLVD	DHILLON, HARBHAJAN & KULDIP	2010-11-04	-	2.07	VACANT COMMERCIAL LAND	-	360,680	-	360,680	2021-01-01
16300022900	5388 HICKORY HOLLOW PKWY	DRAKE NASHVILLE, LLC	2014-04-16	3,225,000	6.41	RECORDING STUDIO	72,534	804,160	2,010,080	2,814,240	2021-01-01
16300015900	5171 HICKORY HOLLOW PKWY	DUNN, KEVIN E.	2009-05-22	-	1.64	AUTO REPAIR/ BODY SHOP	10,000	196,280	310,920	507,200	2021-01-01
16300028200	5216 HICKORY HOLLOW PKWY	E3 PARTNERS, GP	2015-11-03	-	2.41	OFFICE BLDG (ONE OR TWO STORIES)	8,901	377,920	16,640 $	394,560	2021-01-01
16300022700	5222 HICKORY HOLLOW PKWY	EDMONDSON CHAPEL CHURCH	2012-11-30	-	2.04	CHURCH	36,308	-	-	-	2021-01-01
16300033600	941 BELL RD	ELAM COMPANY, THE	2004-01-12	1,180,000	1.04	ONE STORY GENERAL RETAIL STORE	3,745	271,800	175,800	447,600	2021-01-01

Parcel ID	Property Address	Owner	Own Date	Sale Price ($)	Acres	Land Use Description	Finish Area (sf)	Land Assessed ($)	Improvements Assessed ($)	Total Assessed ($)	Assessed Date
16300032200	5323 MT VIEW RD	EYECARE REAL ESTATE, LLC	2018-07-06	-	0.34	MEDICAL OFFICE (ONE OR TWO STORIES)	4,444	78,800	229,280	308,080	2021-01-01
16300041800	915 BELL RD	FAT SUGAR SALT, LLC	2018-06-26	3,000,000	0.42	FAST FOOD	3,666	109,760	857,720	967,480	2021-01-01
16300024000	5236 HICKORY HOLLOW PKWY	FIRST AMERICAN NAT'L BANK	1993-04-15	-	1.16	BRANCH FINANCIAL INSTITUTION	4,334	303,160	271,640	574,800	2021-01-01
16300010300	5308 HICKORY HOLLOW LN	FIVE STAR INVESTMENTS, LTD.	1989-10-02	-	0.93	AUTO REPAIR/ BODY SHOP	6,600	243,080	208,920	452,000	2021-01-01
163100A10000CO 5360 HICKORY HOLLOW PKWY	FORSTER FAMILY PARTNERSHIP	1999-12-10		-	0	CONDOMINIUM OFC OR OTHER COM CON	3,688	60,120	85,920	146,040	2021-01-01
163100A10100CO 5362 HICKORY HOLLOW PKWY	FORSTER, ROBERT F. & HELEN S.	1997-05-09		-	0	CONDOMINIUM OFC OR OTHER COM CON	3,664	60,120	88,640	148,760	2021-01-01
16300037800	5380 HICKORY HOLLOW PKWY	FREELAND REALTY 4, LLC	2012-03-30	2,250,000	5.1	MEDICAL OFFICE (ONE OR TWO STORIES)	40,357	479,880	1,763,360	2,243,240	2021-01-01
16300016100	501 COLLINS PARK DR	FREELAND REALTY, LLC	2011-03-17	-	0.13	PARKING LOT	-	11,760	1,200	12,960	2021-01-01
16300017800	500 COLLINS PARK DR	FREELAND REALTY, LLC	2011-03-17	-	0.53	PARKING LOT	-	73,880	22,520	96,400	2021-01-01

Parcel ID	Property Address	Owner	Own Date	Sale Price ($)	Acres	Land Use Description	Finish Area (sf)	Land Assessed ($)	Improvements Assessed ($)	Total Assessed ($)	Assessed Date
16300022000	504 COLLINS PARK DR	FREELAND REALTY, LLC	2011-03-17	-	1.54	STRIP SHOPPING CENTER	7,131	214,680	466,120	680,800	2022-01-01
16300026000	5321 HICKORY HOLLOW PKWY	FREELAND REALTY, LLC	2008-10-24	6,900,000	7.25	AUTO DEALER	77,365	1,061,120	2,598,000	3,659,120	2021-01-01
16300026600	5351 HICKORY HOLLOW PKWY	FREELAND REALTY, LLC	2008-10-24	6,900,000	1.44	PARKING LOT	-	263,440	49,640	313,080	2021-01-01
16300026700	5365 HICKORY HOLLOW PKWY	FREELAND REALTY, LLC	2008-10-24	6,900,000	2.42	AUTO DEALER	10,404	354,200	262,760	616,960	2021-01-01
16300033800	221 CROSSINGS PL	FRHC ANTIOCH, LLC	2021-08-13	3,476,589	1.6	FAST FOOD	3,094	355,440	768,520	1,123,960	2021-01-01
16300030200	5319 MT VIEW RD	HH CENTER LLC	2021-05-11	18,000,000	12.88	SHOPPING CENTER	149,109	2,244,400	4,955,600	7,200,000	2021-01-01
16300024800	5306 HICKORY HOLLOW PKWY	HICKORY HOLLOW MARKET, LLC	2022-04-01	2,850,000	0.98	STRIP SHOPPING CENTER	6,537	256,120	244,520	500,640	2021-01-01
16300024900	5301 HICKORY HOLLOW PKWY	HICKORY HOLLOW PARTNERS, LLC	2016-04-18	2,850,000	5.02	STRIP SHOPPING CENTER	60,248	852,800	547,680	1,400,480	2021-01-01
16300043700	5315 HICKORY HOLLOW PKWY	HICKORY HOLLOW PARTNERS, LLC	2016-04-18	2,850,000	0.98	FAST FOOD	2,203	256,120	415,880	672,000	2021-01-01

Parcel ID	Property Address	Owner	Own Date	Sale Price ($)	Acres	Land Use Description	Finish Area (sf)	Land Assessed ($)	Improvements Assessed ($)	Total Assessed ($)	Assessed Date
16300028500	5243 HICKORY HOLLOW PKWY	HICKORY HOLLOW PLACE, LLC	2002-06-21	-	1.48	STRIP SHOPPING CENTER	16,364	386,800	429,560	816,360	2021-01-01
16300028700	5400 BELL FORGE LN E	ISLAMIC CENTER OF TENNESSEE, INC.	2010-08-06	-	7.73	CHURCH	44,910	-	-	-	2021-01-01
16300041000	530 COLLINS PARK DR	J & J VENTURE PARTNERS II, LLC	2010-11-11	2,150,000	3.11	AUTO REPAIR/ BODY SHOP	29,028	346,800	955,200	1,302,000	2021-01-01
16300036100	220 CROSSINGS PL	JI LEE, INC.	2010-06-24	1,950,000	1.15	CONVENIENCE MARKET WITH GAS	3,532	255,480	522,040	777,520	2021-01-01
16300008400	5201 HICKORY HOLLOW PKWY	JRFP. LTD	2004-03-05	1,710,090	1.57	AUTO REPAIR/ BODY SHOP	10,766	153,200	228,280	381,480	2021-01-01
16300036200	214 CROSSINGS PL	JUNG, JI YOUNG & KWANG H.	2016-01-15	-	0.97	VACANT COMMERCIAL LAND	-	215,480	-	215,480	2021-01-01
16300022300	917 BELL RD	KIPP NASHVILLE	2022-04-08	10,475,000	12.11	DEPARTMENT STORE	174,956	949,520	1,307,400	2,256,920	2021-01-01
16300029500	5432 BELL FORGE LN E	LAKESHORE CHRISTIAN CHURCH	2007-08-15	4,000,000	7.81	STRIP SHOPPING CENTER	74,038	694,008	787,742	1,481,750	2021-01-01
16300033400	5139 HICKORY HOLLOW PKWY	LAWSON, R.G. II & O'BRIEN, M.L.	2020-09-01	-	4.43	OPEN STORAGE	3,200	260,880	1,320	262,200	2021-01-01

Parcel ID	Property Address	Owner	Own Date	Sale Price ($)	Acres	Land Use Description	Finish Area (sf)	Land Assessed ($)	Improvements Assessed ($)	Total Assessed ($)	Assessed Date
16300014100	540 COLLINS PARK DR	LUX DEVELOPMENT GROUP LLC, THE	2020-01-07	2,094,000	8.37	AUTO REPAIR/ BODY SHOP	14,457	379,200	976,320	1,355,520	2021-05-01
16300033100	765 BELL RD	MAPCO PETROLEUM INC.	1997-05-21	-	0.76		1,872	199,200	216,400	415,600	2021-01-01
16300023000	5301 HICKORY HOLLOW LN	MCDONALD'S REAL ESTATE COMPANY	1997-07-01	-	1.27	FAST FOOD	5,075	331,920	1,137,760	1,469,680	2021-01-01
16300025600	0 MT VIEW RD	METRO GOV'T	2022-05-20	-	0.62	VACANT COMMERCIAL LAND	-	-	-	-	2022-05-20
16300042100	5178 MT VIEW RD	METRO GOV'T	2022-05-20	-	3.62	PARKING LOT	-	-	-	-	2022-05-20
16300042200	5260 HICKORY HOLLOW PKWY	METRO GOV'T	2014-02-21	-	12.3	METRO OTHER THAN OFC, SCHOOL,HOSP,	-	-	-	-	2021-01-01
16300035300	5246 HICKORY HOLLOW PKWY	METRO GOV'T	2022-05-20	-	1.2	PARKING LOT	-	-	-	-	2022-05-20
16300022800	5252 HICKORY HOLLOW PKWY	METRO GOV'T	2022-05-20	-	16.01	ENCLOSED MALL	646,487	-	-	-	2022-05-20
16300035200	927 BELL RD	METRO GOV'T	2022-05-20	-	3.16	PARKING LOT	-	-	-	-	2022-05-20
16300022100	5244 HICKORY HOLLOW PKWY	METRO GOV'T	2022-05-17	20,000,000	17.69	OFFICE BLDG (ONE OR TWO STORIES)	170,750	-	-	-	2022-05-17
16300042300	5234 MT VIEW RD	METRO GOV'T	2022-05-20	-	2.62	PARKING LOT	-	-	-	-	2022-05-20
16300036700	210 CROSSINGS PL	MILAP HOTELS LLC	2012-04-26	4,335,000	1.88	HOTEL/MOTEL	41,892	417,640	2,019,160	2,436,800	2021-01-01
16300036300	201 CROSSINGS PL	MILAP HOTELS REAL ESTATE LLC	2016-08-31	-	2.9	HOTEL/MOTEL	73,958	579,840	3,220,160	3,800,000	2021-01-01
16300028100	5312 HICKORY HOLLOW LN	NATIONAL RETAIL PROPERTIES, INC.	2014-12-19	-	2.05	RESTURANT/ CAFETERIA	13,072	535,800	1,031,800	1,567,600	2022-01-01
16300017900	510 COLLINS PARK DR	NBH PARTNERSHIP	2019-05-08	1,349,000	1.89	HOTEL/MOTEL	51,724	263,440	2,852,560	3,116,000	2022-01-01
16300043800	508 COLLINS PARK DR	NKH ANTIOCH HOTELS, LLC	2020-09-11	-	1.45	VACANT COMMERCIAL LAND	-	202,120	-	202,120	2021-01-01
163100A90000CO	5362 B HICKORY HOLLOW PKWY	O.I.C. HICKORY HOLLOW PARKWAY COMMCL	2017-10-25	-	0.46	VACANT RESIDENTIAL LAND	-	-	-	-	2021-01-01
163090A90000CO	5200 B HICKORY HOLLOW PKWY	O.I.C. ROWAN	2022-02-15	-	6.6		-	-	-	-	
16300023600	923 BELL RD	O'CHARLEY'S, LLC	2012-05-09	-	1.1	RESTURANT/ CAFETERIA	7,778	287,480	592,200	879,680	2021-01-01
16300008700	1015 BELL RD	OLSON, TIMOTHY W	2019-07-16	1,275,000	1.48	RESTURANT/ CAFETERIA	9,110	134,080	462,800	596,880	2021-01-01

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16300024600	5333 HICKORY HOLLOW LN	PATRICK, DOUGLAS L. & JAMES M.	2014-10-21	1,500,000	2.06	OFFICE BLDG (ONE OR TWO STORIES)	23,140	538,400	371,840	910,240	2021-01-01
16300027900	5425 CROSSINGS BLVD	POTTER REAL ESTATE, LLC	2018-12-21	1,950,000	2.62	OFFICE BLDG (ONE OR TWO STORIES)	17,385	456,520	277,600	734,120	2021-01-01
16300028400	5259 HICKORY HOLLOW PKWY	RED LOBSTER RESTAURANTS LLC	2014-07-21	1,365,307	1.65	RESTURANT/ CAFETERIA	8,155	431,240	312,560	743,800	2021-01-01
16300038300	0 COLLINS PARK DR	RICHLAND SOUTH, LLC	2013-01-03	-	0.8	PARKING LOT	-	89,200	12,880	102,080	2021-01-01
16300019100	520 COLLINS PARK DR	RICHLAND SOUTH, LLC	2010-01-13	1,125,000	3.28	AUTO DEALER	5,238	365,760	320,360	686,120	2021-01-01
16300028600	5255 HICKORY HOLLOW PKWY	ROCKE-TOWN OF MIDDLE TENNESSEE	2021-08-03	4,750,000	4.83	OFFICE BLDG (ONE OR TWO STORIES)	44,489	675,280	1,754,160	2,429,440	2021-01-01
VARIOUS	5200 HICKORY HOLLOW PKWY	ROWAN PROPCO LLC	2022-02-08	-	0		-	-	-	-	-
16300018600	400 COLLINS PARK DR	SAI AEKTA LLC	2022-05-31	8,000,000	3.17	HOTEL/MOTEL	77,038	287,200	1,575,680	1,862,880	2021-01-01
16300024300	5321 HICKORY HOLLOW LN	SHRIEB-MAN, AMNON	2021-02-26	1,275,000	0.75	FAST FOOD	3,514	196,040	477,680	673,720	2021-01-01

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16300023700	5270 HICKORY HOLLOW PKWY	SOON-KOR PROPERTIES, LLC	2018-08-31	2,090,000	0.9	RESTURANT/ CAFETERIA	4,324	235,240	470,080	705,320	2021-01-01
16300022200	5248 HICKORY HOLLOW PKWY	STATE OF TENNESSEE	2012-03-02	3,000,000	9.14	SCHOOL OR COLLEGE	317,590	-	-	-	2021-01-01
16300024200	5315 HICKORY HOLLOW LN	TACO BELL OF AMERICA, LLC	2012-02-09	-	0.62	FAST FOOD	2,542	162,040	471,960	634,000	2021-01-01
16300030700	771 BELL RD	THE CORNER, LLC	2007-11-07	-	5.87	STRIP SHOPPING CENTER	61,316	818,240	489,160	1,307,400	2021-01-01
16300023100	5214 HICKORY HOLLOW PKWY	TOMLINSON PROPERTIES, LLC	2010-11-15	-	1.67	MEDICAL OFFICE (ONE OR TWO STORIES)	10,096	436,480	407,800	844,280	2021-01-01
16300023800	929 BELL RD	U.S. BANK NATIONAL ASSOCIATION	2003-06-17	-	0.74	BRANCH FINANCIAL INSTITUTION	4,640	193,400	458,960	652,360	2021-01-01
16300028800	5424 BELL FORGE LN E	UNITED STATES POSTAL SERVICE	1987-10-09	1,615,177	7.42	FEDERAL OTHER THAN OFC, SCHOOL, HOSP	22,346	-	-	-	2021-01-01
16300022500	925 BELL RD	US COMMUNITY CREDIT UNION	2010-12-17	1,228,000	0.8	BRANCH FINANCIAL INSTITUTION	4,268	209,080	376,160	585,240	2021-01-01
16300031300	601 HICKORY HOLLOW TER	WILLOW POINTE TN, L.P.	2012-02-20	4,175,000	11.64	APARTMENT: LOW RISE (BUILT SINCE 1960	166,344	448,000	2,464,000	2,912,000	2021-01-01