

DICKERSON SOUTH CORRIDOR STUDY

Appendix C: Community Engagement Report

Public Hearing Draft
June 13, 2019

Planning Department
Metropolitan Government of Nashville and Davidson County



One of several small groups in action during the Visioning Session.

DICKERSON SOUTH COMMUNITY ENGAGEMENT REPORT

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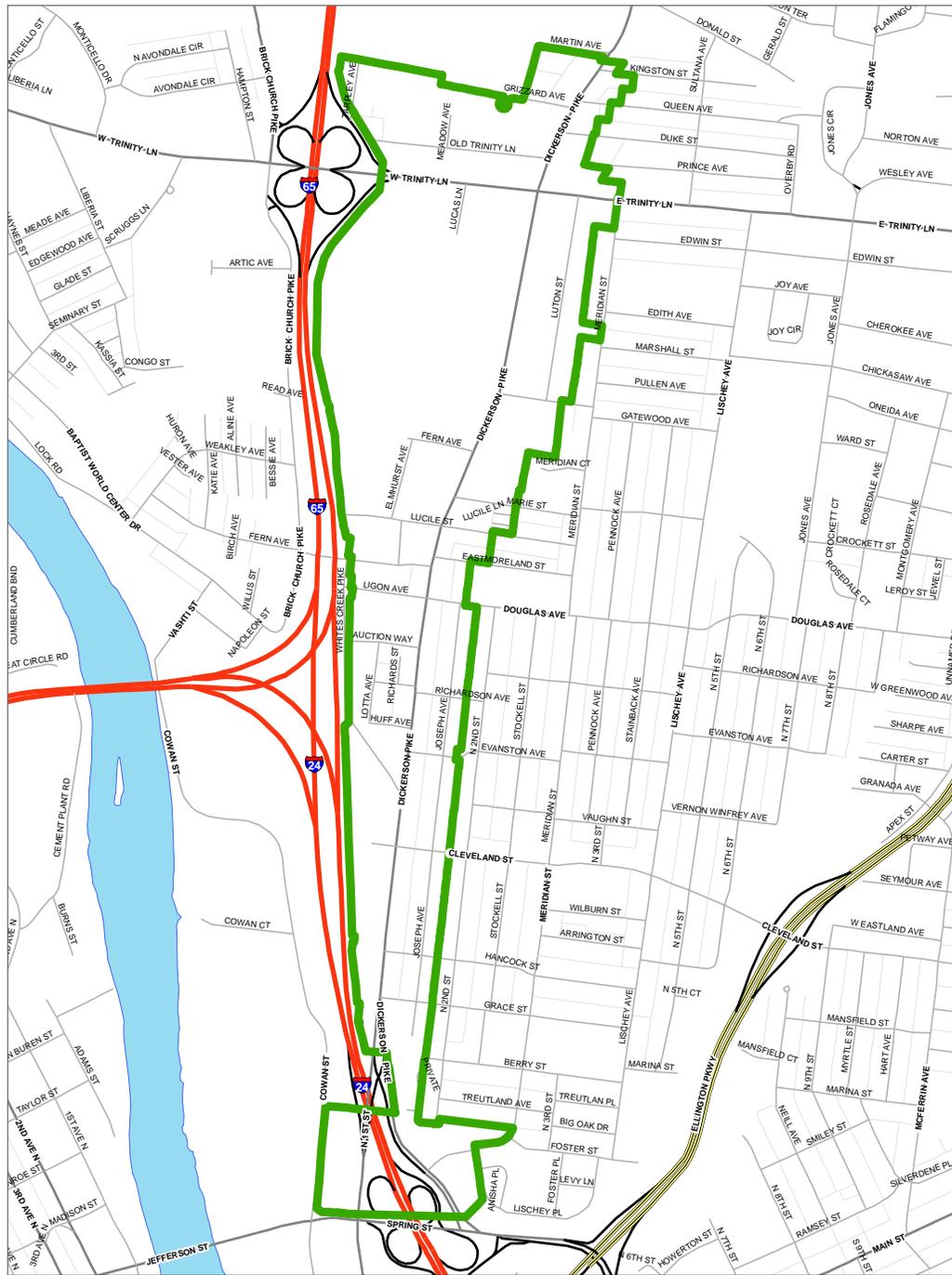


Fig. 1: Study Area
 Study Area Boundary for the Dickerson South Corridor Study (area within green outline)

DICKERSON SOUTH COMMUNITY ENGAGEMENT REPORT

INTRO AND PREP

The *Dickerson South Corridor Study* is a supplement to and a part of the *East Nashville Community Plan of NashvilleNext*. It addresses land use, transportation, and community design at the neighborhood scale. Dickerson South is the first of two phases to study Dickerson Pike. The second phase, Dickerson North, will follow completion of Dickerson South.

Beginning in November 2018, the Planning Department staff engaged residents, property owners, business owners, and other stakeholders along the Dickerson South corridor (corridor) to develop a small area plan designed to guide the area's future growth and prepare it for future high-capacity transit, as envisioned by *NashvilleNext* and *nMotion*.

This report documents events that took place during Charrette Week and other public participation that followed. It includes a description of the participation activities and presentation of work that Planning Department staff presented at the Work-in-Progress meeting.

Study Area

With its southern boundary located less a mile north of downtown Nashville, the corridor study area includes properties abutting the corridor from the Spring Street north to the Pages Branch underpass. The study area is mapped in **Fig. 1**.

Touchpoint Meetings

During the summer of 2018, Planning Department staff hosted two early touchpoint meetings with the community to discuss the vision of Dickerson Pike from Spring Street to Skyline Medical Center. Staff presented an overview of challenges and opportunities along the corridor with a potential visioning process in 2019. An opportunity for Metro to apply for a BUILD (Better Utilizing Investments to Leverage Development) Transportation Grant through the U.S. Department of Transportation was discussed with the community.

General consensus from the early touchpoint meetings was that there was interest to re-examine the previous planning studies along the Dickerson Corridor and to apply for a BUILD Planning Grant to assist Metro in formalizing an updated vision for the corridor. Although Metro was not awarded funding to assist with planning through the BUILD Grant Program, Planning staff



Cross-section exercise in progress for small group table discussion during Visioning Session (above)



Participant reporting back ideas created during his small group table discussion during Visioning Session (above)

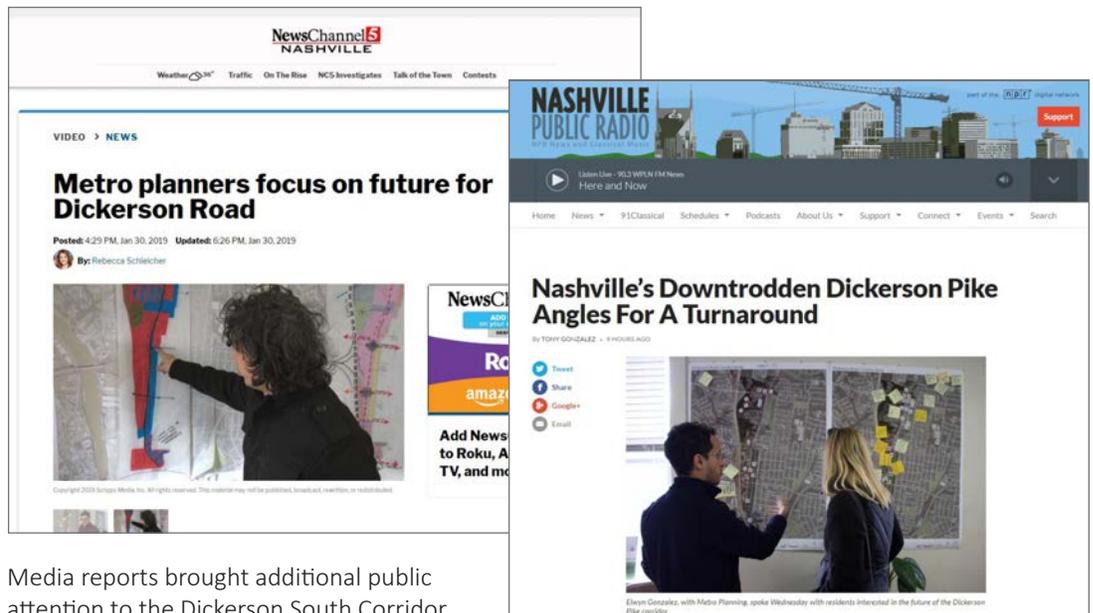
prepared a process to engage residents, property owners, business owners, and other stakeholders along the corridor and within adjacent neighborhoods to develop a corridor plan to guide future growth and to consider implementing zoning options.

Steering Committee

The planning team developed a Steering Committee during the early stages of the project to help steer the study throughout the multi-month process. The 14-member committee made up of residents, property owners, neighborhood leaders, and developers met multiple times throughout the process. Steering committee members include:

- **Tony Clouse** — property owner
- **Beau Daniel** — Bristol Development Group, developer
- **Ashonti Davis** — Highland Heights resident
- **Myron Dowell** — developer and Highland Heights resident

- **Ramona Gholston** — Pages Branch resident
- **Terry Key** — former resident and East Nash Chapter of Edgehill Bike Club
- **Marty Lang** — Dickerson Road Merchants Association
- **Kathy Leslie** — Sugga Hi Bakery, business owner
- **Sam McCullough** — Cleveland Park resident and Highland Heights property owner
- **Taylor Perkins** — Developer
- **Kelsey Oesmann** — Urban Housing Solutions, developer
- **Jamie Pfeffer** — Architect Consultant
- **Adam Vollrath** — McFerrin Park resident
- **Nathan Weinberg** — Retrograde Coffee, business owner



Media reports brought additional public attention to the Dickerson South Corridor Study planning process

Steering Committee Meetings

Pre-Charrette Meeting

The planning team convened the first steering committee meeting prior to Charrette Week to introduce them to the process, engage them in early discussions about issues in the community, and discuss preferred outreach.

Neighborhood Tour

Charrette week kicked off with a neighborhood tour via a WeGo Public Transit bus ride and a walking tour by the Planning team and steering committee. The tour allowed staff and committee members to discuss existing issues from the community's perspective. Committee members pointed out specific issues that were important to them during the tour.

Charrette Progress Meeting

- Progress presentation provided to committee members on Tuesday afternoon of charrette week.
- Many members also participated in both open design studio sessions.

Post-Charrette Meeting 1 — April 23

- Discussed input from charrette week.
- Reviewed charrette week deliverables.
- Discussed schedule and next steps.

Post-Charrette Meeting 2 — May 7

- Discussed proposed plan format, including level of detail to include within supplemental policy areas.
- Reviewed proposed changes to the Community Character Policies..

Post-Charrette Meeting 3 — May 16

- Presented working draft document to committee for review and comment..

CHARRETTE WEEK

Community engagement efforts specific to Dickerson South centered on a four-day charrette in January 2019. A charrette is a collaborative planning and design effort to build consensus and focus on one or more common goals.

The notification boundary for the charrette week and public hearing exceeded the typical 1,300 foot perimeter for Major Plan Amendments in areas east of Dickerson Pike. It was expanded beyond 2,000 feet roughly following Lischey Avenue and Gerald Street. This captured more of the residential neighborhoods adjacent to Dickerson Pike. Conversely since the interstate and river form significant barriers to connectivity to the west of Dickerson Pike, the perimeter was scaled back to include the River North and Cowan Industrial areas north of Oldham Street, portions of Katie Hill between Baptist World Center Drive and Weakley Avenue, and commercial properties closely oriented to the interstate interchange at Trinity Lane and Brick Church Pike, east of Scruggs Lane. Planning staff also notified subject matter experts who have members with interests in the area such as the Nashville Area Chamber of Commerce and Transit Alliance of Middle Tennessee about the charrette week.

Planning staff worked on location from the Trinity Community Commons (f.k.a. Trinity United Methodist Church) located within the study area on East Trinity Lane. Staff facilitated the Visioning Workshop at Howard Office Building's Sonny West Conference Room.

Stakeholder Meetings

The Planning team held stakeholder meetings with business and neighborhood groups before and during charrette week to understand the issues and opportunities. Additional follow-up meetings will follow Charrette Week. Stakeholder groups included:

- Nashville Electric Service
- Metro Water Services
- Metro Public Works
- Tennessee Department of Transportation
- Tennessee Department of Environmental Quality
- WeGo Public Transit

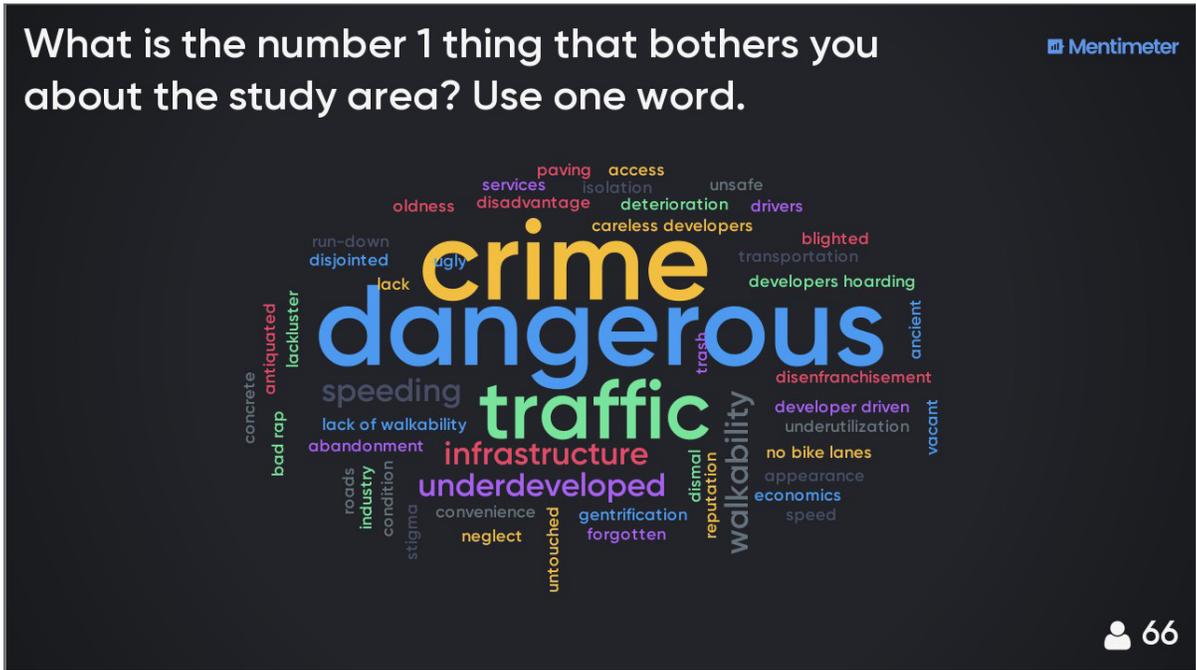


Fig. 3: Bothers
 Wordcloud presented live using Mentimeter at visioning session identifying what participants are bothered by in the study area (above)

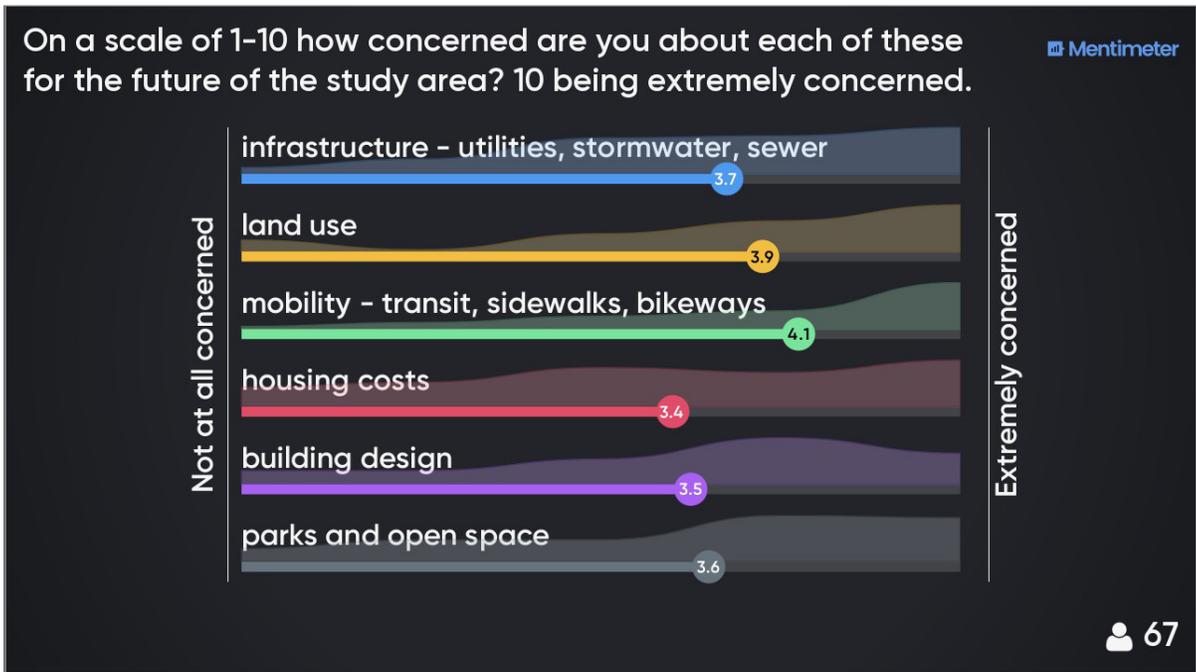


Fig. 4: Concerns Ranked
 Ranking presented live using Mentimeter at visioning session identifying participants concerns (above)



Fig. 5: Hopes

Wordcloud presented live using Mentimeter at visioning session identifying what participants hope to see in the future in the study area (above)

Summary of Hopes (Fig. 5)

- Accessible
- Vibrant
- Walkable
- Beautiful

Exercise 2: Change & Maintain

Participants identified areas on the base map that they felt should change or be maintained (see **Fig. 6**). This exercise helped planners understand if the current policies should remain or be considered for an amendment. Participants generally identified the following:

- **Maintain.** East side of Dickerson Pike, with emphasis on established residential neighborhoods located south of Douglas Avenue

- **Change.** Majority of the area between Dickerson Pike and Interstate 24/65
- **Change with emphasis on open space.** Pages Branch floodplain and hilltop behind Schwab Elementary School
- **Change with emphasis on home affordability:** Existing mobile home park on west side of Dickerson between Douglas Avenue and Trinity Lane and RiverChase Apartments in the southeast corner of study area.

In identifying the areas of change above, participants indicated their desire for a major overhaul of the type of development within the Dickerson South corridor, especially property between Dickerson Pike and Interstate 24/65.



Fig. 6: Change/Maintain
 Compilation of community input from small groups at Visioning Session

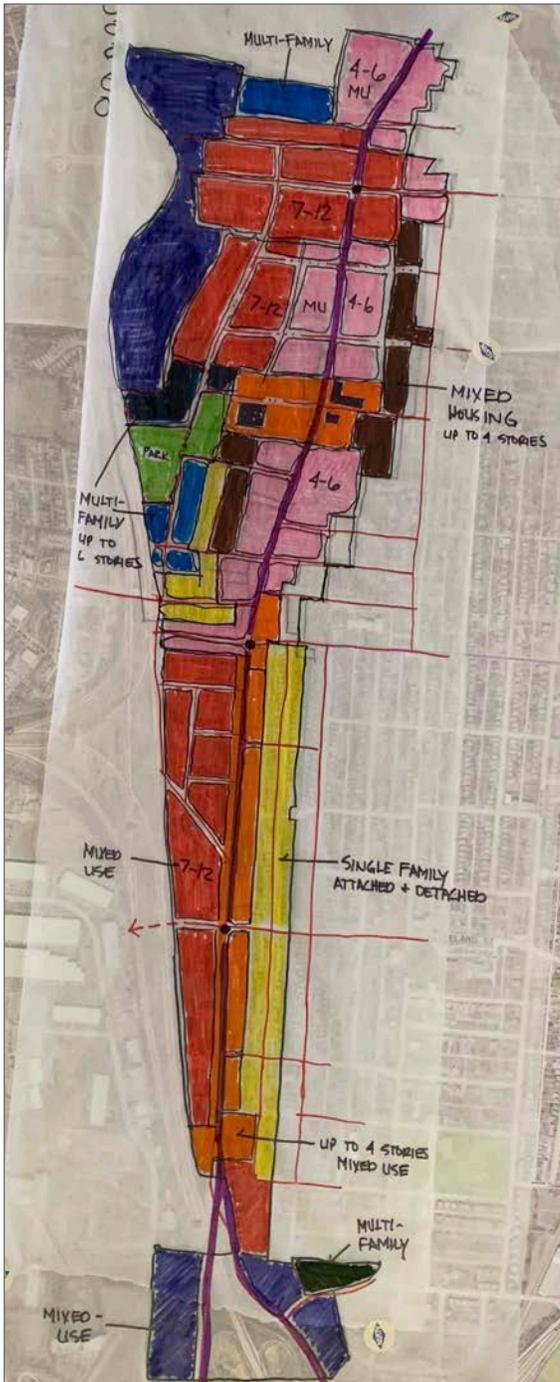


Fig. 7: Form and Character
 Compilation of building type, height input received at Visioning Session.

Exercise 3: Future Form and Character

Using the results of Exercise 1 (Change and Maintain), each small group was asked to identify future building types, building heights, and other additional details. Participants applied building type stickers to the areas on the base map they had identified for change during the previous exercise. Building type stickers represented land use and intensity. This exercise guided planners to consider if a change in community character policy was necessary to achieve the community’s vision. A compilation of exercise input is presented in **Fig. 7**.

Exercise 4: Cross Section

Participants built street cross sections for Dickerson Pike during the final exercise. These displayed what each group envisioned for the corridor. This exercise creates a visual representation of their ideal street. A preferred draft cross section was developed by staff and presented at the Work-in-Progress.

Reporting Back

Representatives from each small group table reported back the results of their exercises to the overall group of attendees at the end of the meeting. As the results unfolded, common goals became clear. The community supported substantial change along the study area corridor that include much higher densities, mixed use, and development that supports future high-capacity transit service.

Open Design Studios

Open design studios, held at Trinity Community Commons on January 29 and 30 of the four-day charrette, based on sign-in sheets, provided 35 stakeholders (13 stakeholders on January 29 and 22 on January 30) an opportunity to check in on the work in progress and participate as planners consolidated visioning session input and drafted proposals to present for feedback from participants.

Work-in-Progress

The Work-in-Progress public presentation concluded the charrette on January 31, 2019. Based on sign-in sheets, 41 stakeholders attended. Staff presented a summary of the week’s work, including the results of the visioning exercises, the draft vision statement, and the planning team’s concepts for achieving the community’s vision and expectations.

Following the presentation, attendees interacted with planning staff stationed at multiple information boards that displayed the charrette

week’s work-in-progress materials. Information presented at each station is described in more detail on the following pages. Staff took note of feedback received at each board. This input led to further refinement of the materials, where necessary, following Charrette Week.

Products of the charrette presented to the public at the Work-in-Progress include drafts of the following (note these products would later be refined throughout the remainder of the planning process):

- Vision Statement (see below)
- Goals and Objectives (see below)
- Framework Plan (**Fig. 8**)
- Mobility Plan/Preferred Cross Section (**Fig. 9**)
- Development Scenarios (**Figs 10-13**).
- Community Character Policy (**Fig. 14**)

Draft Vision Statement

Dickerson South, in the heart of a rapidly growing city, is ready for its renaissance. With stunning downtown skyline views, flanked by great neighborhoods, and a desire for change, we are presented with a unique opportunity to create one of Nashville’s safest and most attractive streets. We embrace this moment in time to plan for Dickerson South to transform into a complete, mixed use, urban street that meets the needs of our community.

Draft Goals & Objectives

Beautiful street

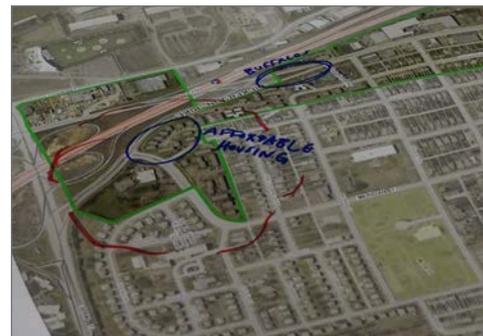
- Clutter free, tree-lined streetscape
- Cohesive, authentic design
- Protected downtown viewsheds
- Ample greenspace
- Neighborhoods adjacent protected from intrusion of incompatible heights
- Recognizable gateways reflecting the street’s history

Protected natural resources

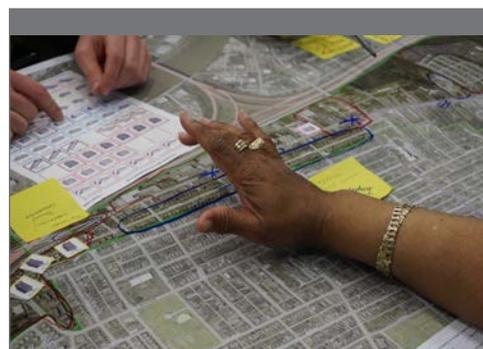
- Best practice stormwater infrastructure
- Protected natural features incorporated into site designs

Transit supportive uses and densities

- Taller buildings in appropriate locations
- Residential opportunities for all incomes and family/household sizes
- Heavy mixed use focus
- Served by a variety of neighborhood-focused retail and services



Change/Maintain map produced by one small group during Visioning Session (above)



One of several small group building types/ heights maps produced during Visioning Session (right)



Participants build desired cross section during Exercise 4 of Visioning Session (above)

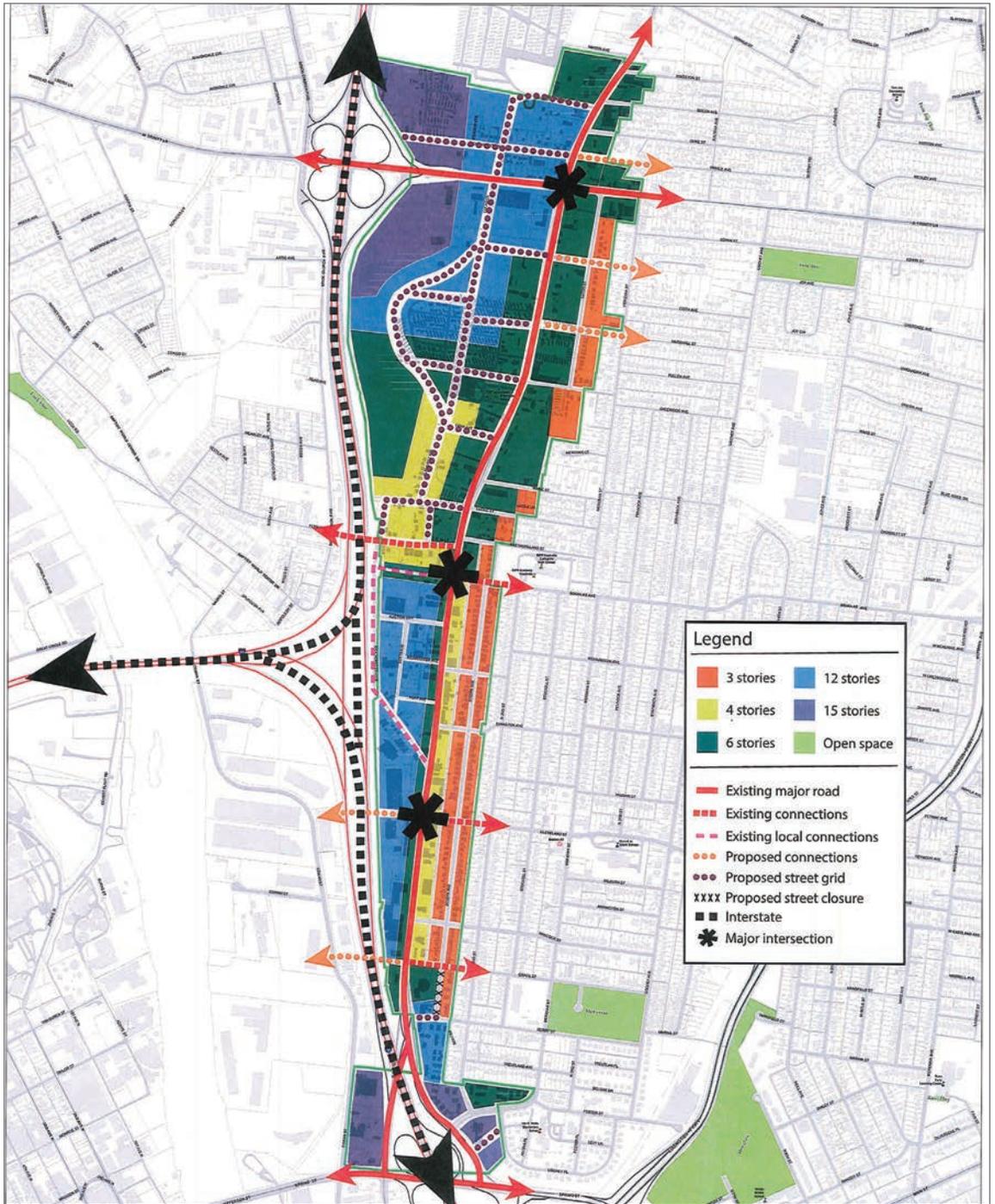


Fig. 8: Draft Framework Plan
 Draft Framework Plan as presented at Work-in-Progress

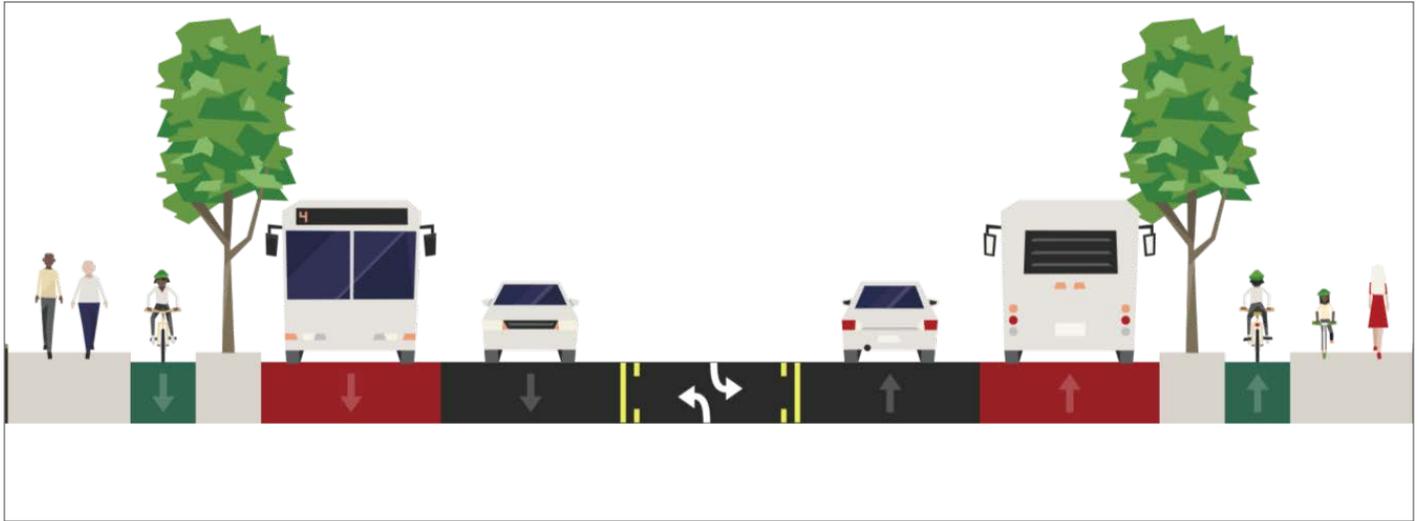


Fig. 9: Preferred Cross Section

Mobility Plan's preferred cross section developed from a compilation of ideas developed at each small group table during the visioning session.

Mobility options

- Reliable, frequent transit options
- Pedestrian-prioritized streets
- Ample street crossings for pedestrians

Framework Plan

The Draft Framework Plan (**Fig. 8**) was presented at the Work-in-Progress meeting. Created during charrette week by the design team, it is a combination of the input created by the community during the visioning session, existing plans, and staff expertise. The Framework Plan identifies a conceptual street network, major intersections and transit nodes, and appropriate building heights for new development.

Mobility Plan/Preferred Cross Section Plan

Using the feedback from the table exercises from the visioning session, Transportation staff created a preferred cross section (**Fig. 9**) of Dickerson Pike for presentation at the Work-in-Progress. This section includes dedicated bus lanes, a bike lane separated from traffic, and two driving lanes with a center turn lane. This recommendation is subject to revision by TDOT and Public Works and further refined during the study process.

Development Scenarios

Staff from the Design Studio developed a series of development scenarios that were presented at the Work-in-Progress. Each is described below and illustrated in **Figs. 10-13**.

Trinity

Staff from the Design Studio illustrated a scenario for development at the intersection of Dickerson Pike and Trinity Lane (**Fig. 10**) with mid-rise, mixed use buildings, to accommodate high-capacity transit. Taller buildings are near the interstate, and step down in height to transition to nearby neighborhoods. It also incorporates greenspace and a greenway along the banks of Pages Branch.

Schwab

The Schwab development scenario incorporates existing Schwab Elementary School (**Fig. 11**). The scenario envisions higher-intensity housing types and mixed use development. A greenspace is shown on the hilltop located behind the school.

Whites Creek

Development scenario for the intersection of Dickerson Pike and Whites Creek is shown in **Fig. 12**. The scenario envisions a commercial node, with taller buildings along the interstate on the west side. Development on the east side of Dickerson Pike relates to the neighborhood in terms of scale and height

Fig. 10: Trinity
Development scenario (right) for the I-24/I-65 interchange and area surrounding the Dickerson Pike/Trinity Lane intersection.





Fig. 11: Schwab
Development scenario (left)
in the vicinity of Schwab
Elementary School



Fig. 12: Whites Creek
Development scenario
(left) for the intersection of
Dickerson Pike and Whites
Creek Pike

Fig. 13: Southern Gateway

Development scenario at the south end of the study area



Southern Gateway

Shown in **Fig. 13**, the Southern Gateway scenario envisions prominent gateway buildings, twelve to fifteen stories, on the east side of Dickerson across from the iconic Buffalo statues. As development transitions to the adjacent neighborhoods it should step down in height to a maximum of four or six stories.

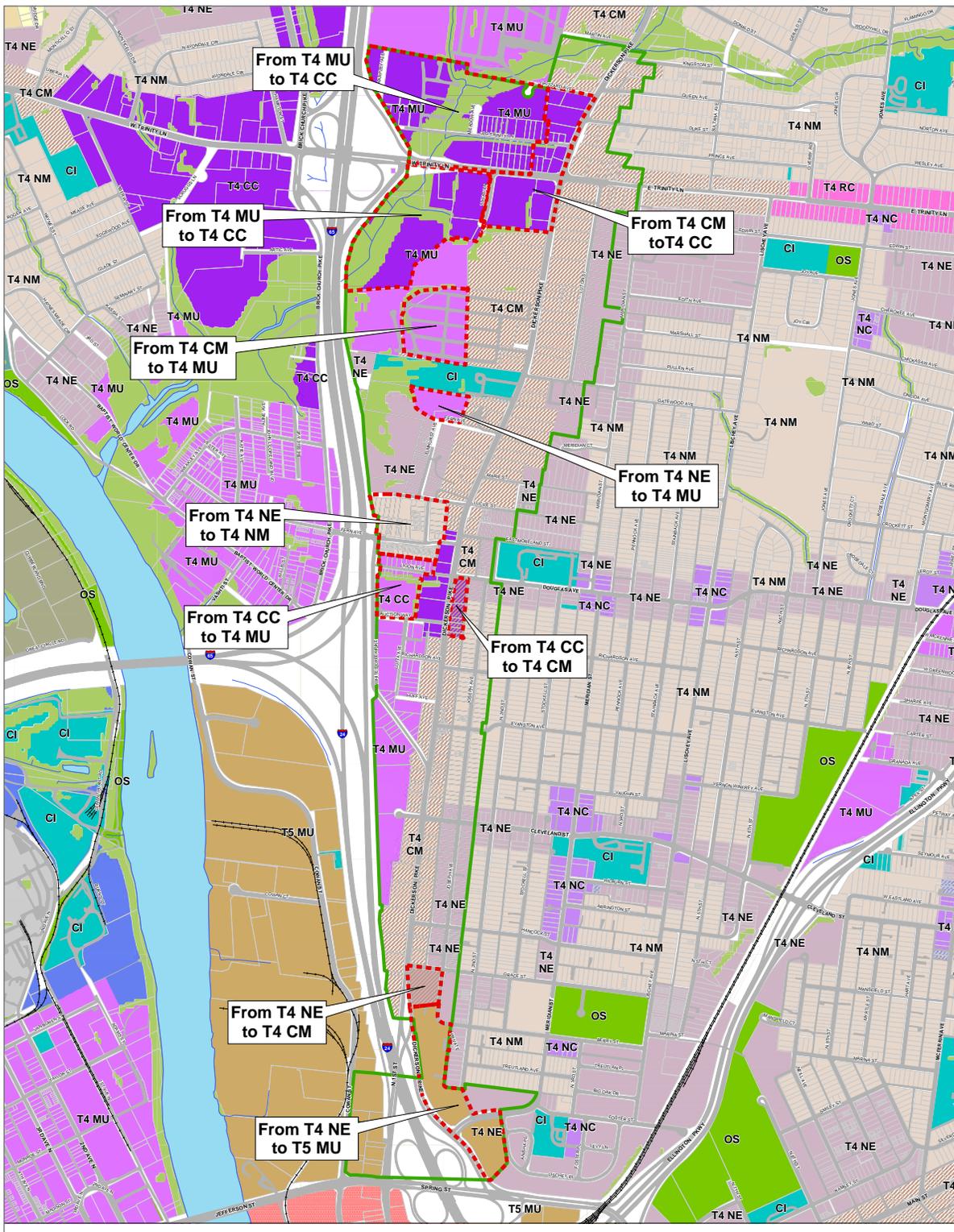


Fig. 14: Draft Policy Changes

Community Character Policy

Fig. 14 illustrates the recommended changes to the Community Character Policy, in order to create the vision developed during the charrette. These changes are reflective of the feedback received during the “Change/Maintain” exercise during Monday’s workshop.

CHARRETTE FOLLOW-UP

Plan Preparation

The planning team compiled input from Charrette Week and developed a plan document that includes more detailed supplemental policies. Two iterations of the plan were presented to the steering committee and general public:

- Working Draft (Steering Committee)
- Final plan for adoption (public hearing draft)

Planning Commission

The Dickerson South Corridor Study was presented to the Planning Commission on June 13, 2019. Additional notices were sent to property owners in advance of the public hearing. Notices were mailed to the mailing list used for notification of charrette week (see page C-4). Subject matter experts with interests in the area were similarly notified via e-mail.