PLEASE SIGN IN AT YOUR TABLE

GO TO MENTI.COM ON YOUR PHONE
INSTRUCTIONS TO FOLLOW
DICKERSON CORRIDOR STUDY
PHASE 1
Visioning Workshop
DickersonRoadStudy.nashville.gov
TONIGHT’S AGENDA

1. Welcome and Introductions
2. The Project
3. Food for Thought
4. Visioning Exercises
STEERING COMMITTEE
(NEIGHBORHOOD REPRESENTATIVES, BUSINESSES, AND PROPERTY OWNERS)

Tony Clouse
Beau Daniel
Ashonti Davis
Myron Dowell
Brent Elrod (Kelsey Oesmann)
Ramona Gholston
Terry Key
Marty Lang

Kathy Leslie
Sam McCullough
Scott Morton
Taylor Perkins
Jamie Pfeffer
Matthew Strader
Adam Vollrath (Nick Irwin or Chaz Flowers)
Nathan Weinberg
Work with communities to create land use policies and transportation priorities in community plans

Make recommendations to MPC on zoning and subdivision applications

Provide design services and transportation planning to support sustainable development and complete streets
2. THE PROJECT

• Project Timeline
• Why are we here?
• Outcomes
Visioning Workshop
Identify big ideas and goals
Sonny West Conference Center
Monday 1/28
5:30 PM

Open Design Studio
Create an updated framework
Trinity United Methodist Church (Trinity Community Commons)
Tuesday 1/29
1:30 to 3:30 PM
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PHASE 1 PROJECT TIMELINE

**July**
- Define study area
- Analyze study area
- Build public process
- Form Steering Committee

**Nov - Jan**
- Charrette Week
  - Identify needs and vision
  - Evaluate solutions
- Develop plan
  - Consult Steering Committee
- Public Comment Period
  - Vision Adoption

**June**
- Any Needed Council Action

* we are here

* start Phase 2
WHY ARE WE HERE?

1. Collect ideas and expectations
2. Build upon past plans
3. Articulate an updated vision
4. Guide change and growth

Talk about the future of Dickerson Road
PHASE 1 STUDY AREA
BOUNDARY
TRINITY LN.
SPRING ST.
JEFFERSON ST.
CLEVELAND ST.
DOUGLAS AVE.
POLICY VS ZONING

Land Use Policy

Guidance

Policy change with a plan amendment **does not** change current zoning

Vision for an area

Zoning

It’s the Law

Zoning is influenced by the policies in the Community Plans.

Controls physical development of land
e.g. use, density, height, setbacks, parking, access, landscaping, & signage
Nashville Puts People First to Complete the Trip

1. Pedestrians
   - all people

2. Bicycling
   - people using bikes and bikeshare

3. Transit
   - people using transit

4. Moving goods
   - people transporting goods

5. Car sharing
   - people carpooling

6. Personal car
   - people driving themselves
OUTCOMES OF THE CHARRETTE

- Vision statement
- Guiding principles
- Framework plan
- Implementation tools
3. FOOD FOR THOUGHT

How are land use and transportation tied together along Dickerson Road?
DICKERSON CORRIDOR
EXISTING CONDITIONS
EXISTING LAND USE

• Commercial and Office
• Industrial
• Vacant
BUILDINGS

• Primarily 1 and 2 story

• Older building stock

• Surface parking
MOBILITY

- Access to goods, services, and jobs
- Connectivity
- Complete the trip
- Street context
  - Signalized intersections
  - Transit routes and stops
  - Sidewalks and crossings
  - Bikeways
EXISTING STREET

• **South of Douglas Avenue**
  - 4 lanes, no turn lane
  - Narrow sidewalks with utility poles
  - Sharrow for bicyclists

• **North of Douglas Avenue**
  - 5 lanes
  - No sidewalks
  - Sharrow for bicyclists
DICKERSON CORRIDOR
CURRENT ENTITLEMENTS
PRIMARY ZONING DISTRICTS

- **CS** – Commercial Service
  - Intended for a diverse range of commercial uses.
- **CL** – Commercial Limited
  - Intended for retail, consumer service, financial, restaurant, and office uses.
- **MUL** – Mixed-Use Limited
  - Intended for a moderate intensity mixture of residential, retail, restaurant, and office uses.
- **RM20**
  - Intended for a moderately high intensity of single-family, duplex, and multi-family dwellings.
REDEVELOPMENT DISTRICT

• Skyline Redevelopment District
  • Identifies permitted and prohibit uses within the mixed use districts
  • Requires landscaping, buffering, and sign compliance
  • Requires projects to be reviewed by a design committee
  • Effective until 2037 (30 years)
DICKERSON CORRIDOR
ADOPTED VISION
PAST LAND USE PLANS

• Concept 2010 (1992)
• Subarea 5 Plan (1994)
• Highland Heights Neighborhood Plan (1997)
• Dickerson Road Commercial Plan (2000)
• East Nashville Community Plan (2006 Update)
• Detailed Neighborhood Design Plans for Cleveland Park, McFerrin Park, and Greenwood Neighborhoods (2006)
• Skyline Redevelopment Plan (2008)
• NashvilleNext (2015 & 2017 Update)
• Highland Heights Neighborhood Plan (2018)
PAST TRANSPORTATION PLANS

- Mobility 2010 (1992)
- Major & Collector Street Plan (1992)
- Strategic Plan for Sidewalks and Bikeways (2003 & 2008 Update)
- Mobility 2030 (2007)
- Strategic Transit Master Plan (2009)
- Northeast Corridor Mobility Study (2011)
- Major & Collector Street Plan (2011, 2015, & 2017 Updates)
- nMotion Transit Plan (2016)
- WalknBike Plan (2017)
NASHVILLENEXT

- Tier 2 Centers (update to Tier 1)
  - I-65/I-24 Interchange at Trinity Lane
  - Cowan Industrial or River North
- Neighborhood Transitions around Centers and Corridor
- High Capacity Transit
  - Dickerson Road – Immediate Need
  - Trinity Lane – Long Term Need
COMMUNITY PLAN

- T4 Mixed Use
- Corridor
- Community Center
- Neighborhood
NMOTION
MASS TRANSIT PLAN

• Short-term improvements:
  - Improve stops
  - Better information
  - Simplify fare payment
  - More frequent service

• Long term improvements:
  - Full Bus Rapid Transit (BRT) along Dickerson
  - Transit Center near Skyline
• Need sidewalks and bike connectivity along most pikes
• Transit cannot be effective if you cannot walk or bike to a stop

High Capacity Transit Corridors

High Capacity Transit (HCT) corridors represent the five primary travel corridors serving all trip types and all modes. For the purposes of this plan, the five HCT corridors do not have a specific bikeway recommendation. Instead, the bikeway network will need to be updated once the final cross-section is developed for each corridor. Several segments of these corridors are identified in the priority sidewalk network.

Charlotte, Dickerson, Nolensville, Murfreesboro, and Gallatin
MAJOR AND COLLECTOR STREET PLAN

- Future street
- Countywide plan for streets
- Ties together nMotion and WalknBike Plans
- Interim improvements with private development
- Long term improvements with major Metro capital projects

With Bus Rapid Transit
ROW: 86’
Increasing investments in transit service and infrastructure

No service

Local service

Frequent local service

High capacity transit

High capacity transit in separate right of way
Dickerson Road Future

- How will future redevelopment of the street and buildings shape...
  - Affordability?
  - Essential goods and services?
  - Housing types?
  - Economic prosperity?
  - Jobs?
  - Mobility options?
  - Parks and open space?
  - Safety?
VISIONING EXERCISES

DICKERSON CORRIDOR VISIONING WORKSHOP
WHAT IN THE WORLD IS A DESIGN CHARRETTE???

A hands on, intensive and collaborative public workshop.

Bringing all stakeholders to the table to reach consensus over the future evolution of a place.
OVERVIEW OF EXERCISES

Wall exercises

Online voting – 15 minutes

Maintain/change – 15 minutes

Future form & character – 20 minutes

Design your corridor – 20 minutes

Report back – 15 minutes
Engage with an open mind
Everyone participates
Listen, then respond
Stay on topic/schedule
All ideas have value
Draw your ideas
No speeches….have fun!
LIVE VOTING

Mentimeter
EXERCISE 1

MAINTAIN/CHANGE

Results tell us what YOU value along this stretch of Dickerson Pike and what YOU would like to see changed.

Group will identify: Areas that should be maintained and those that should change.
EXERCISE 2
FUTURE FORM & CHARACTER

For each of the “change” areas outlined in Exercise 1, identify the land uses and building heights YOU want to see.

Results provide us with detail on the use and form of each character area.
BUILDING TYPES & HEIGHT

RESIDENTIAL
- Townhouses
- Flats 1-3
- Flats 4-6
- Flats 7-12
- Flats 13+

OFFICE
- Office 1-3
- Office 4-6
- Office 7-12
- Office 13+

MIXED USE
- Mixed Use 1-3
- Mixed Use 4-6
- Mixed Use 7-12
- Mixed Use 13+

INDUSTRIAL
- Light Industrial

COMMERCIAL
- Commercial
EXERCISE 3
DESIGN YOUR CORRIDOR

For Dickerson Pike create a visual representation of your ideal street.

Results tell us what factors are included in the ideal street section for Dickerson Pike.
Example
Constrained/Updated ROW: 86'**

58' Combined Vehicle - Transit Zones
Future pavement width should be 58' wide. This includes 2 x 11' lanes, 1 x 12' reversible lane, and 2 x 12' high capacity transit lanes.

High Capacity Transit lanes Planned per the nMotion Transit Plan.
GROUP PRESENTATIONS
1. Highlights only
2. No more than 2 minutes per presentation
3. Avoid repeating factors presented by previous groups
CHARRETTE SCHEDULE
JAN 28TH – 31ST

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