



Community  
Discussion  
July 24, 2018

# Dickerson Road Corridor Study

# Welcome and Introductions

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- Elected Officials
- Neighborhood Leaders
- Business Owners
- Residents
- City/State Staff



# Tonight's Agenda

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# Agenda!

- 1 . Why Are We Here?
- 2 . Existing Plans and Planning
- 3 . What is a Corridor Study?
- 4 . Realizing the Vision
- 5 . Next Steps



## To Get Your Feedback...

- On the importance of Dickerson Road
- On your interest in helping establish a Vision for Dickerson Road
- On how to implement your Vision for Dickerson Road

# Corridor Planning

The relationship between **land use patterns** and **transportation infrastructure** fundamentally shape daily life. –*NashvilleNext*

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- Since the adoption of NashvilleNext, Metro Planning has focused on detailed planning for major corridors:
  - Clarksville Pike
  - Nolensville Pike
  - Lebanon Pike
  - Murfreesboro Pike
- Detailed planning in department's work program for the following corridors:
  - Charlotte Avenue
  - 21<sup>st</sup> Avenue
  - Dickerson Road?



## Context

- Main road between Louisville and Nashville prior to the construction of I-65
- Potential center of activity for surrounding neighborhoods, also poised to be a center for the greater Nashville region
- Increased interest in development along the corridor in recent years



# Plans Guiding Change on Dickerson Road

## Citywide Context:

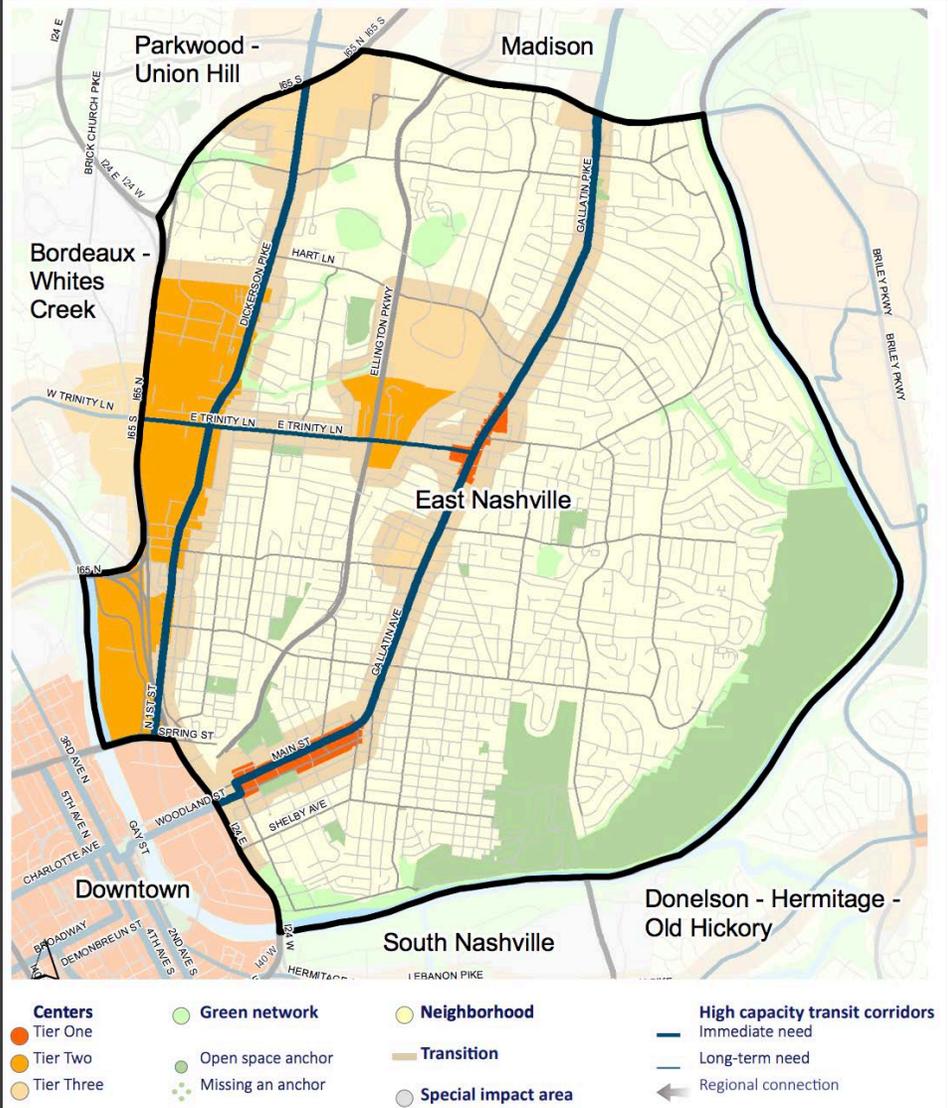
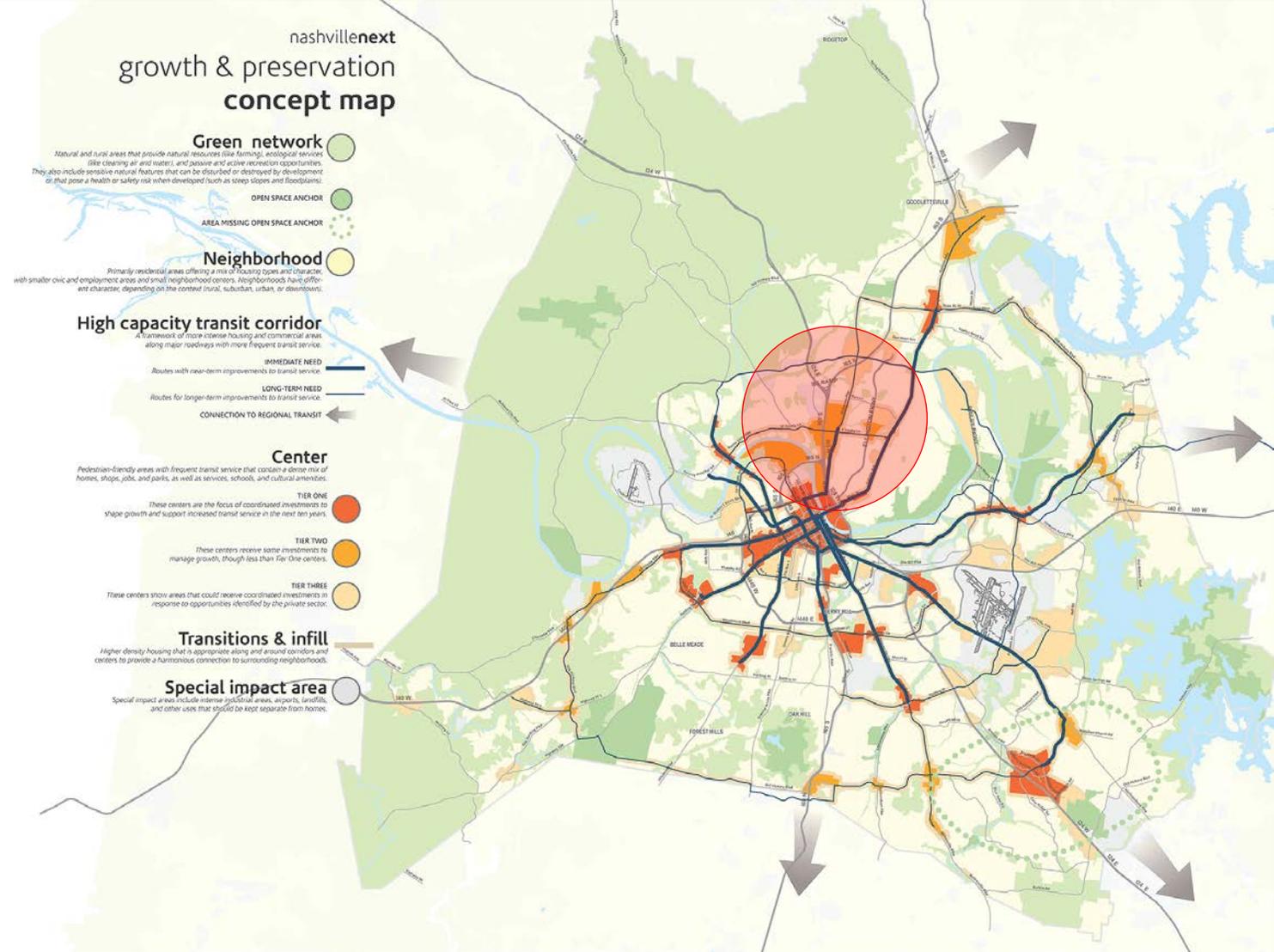
- NashvilleNext Growth and Preservation Concept Map
- Access Nashville 2040
- nMotion
- WalknBike Nashville

## Area Context:

- East Nashville and Parkwood/Union Hill Community Plans
- Highland Heights Neighborhood Plan
- MDHA's Skyline Redevelopment Plan



# Growth and Preservation Concept Map

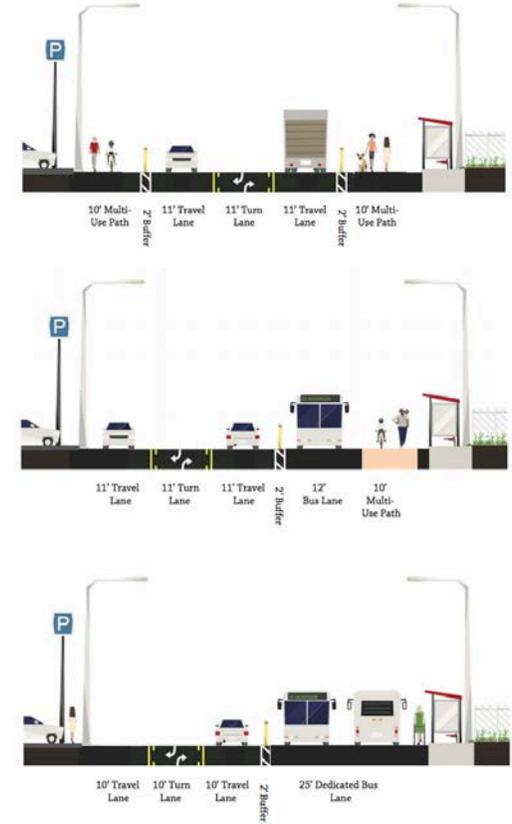




### Case Study: Dickerson Pike

Dickerson Pike is an arterial-boulevard maintained by TDOT with approximately 13,000 to 14,000 vehicles per day near Dellway Drive. The photo below shows existing conditions. Dickerson Pike was widened to five lanes north of Douglas Avenue decades ago. Most of this portion of the corridor has no sidewalks and people are often walking in ditches and through parking lots. The speed limit is 40 mph. The following figure shows a cross section of the existing conditions on Dickerson Pike. Traffic tends to peak at key intersections such as Trinity Lane for approximately 30 to 45 minutes in the morning going southbound to downtown and about an hour in the afternoon going northbound. Other times of the day, and along segments between intersections, the street is rarely congested with traffic. The 23 Dickerson route serves the corridor with weekday service about every 20 minutes. Buses are in mixed traffic, meaning they share the same lane as the cars.

Three cross sections are shown that depict how space on Dickerson Pike could be used differently within the existing pavement width. There are additional technical issues to think about in each concept, but they accommodate different people using the route. We should not assume that, just because five lanes of traffic serve the needs of people driving for a couple hours each day, the street must remain as-is.



# Access Nashville 2040

## “Complete Streets” Policy

# nMotion

## County-wide 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



# WalknBike Nashville

*County-wide  
Bike/Pedestrian Plan*

- No specific recommendations for bike/peds
- Bikeway network implemented as entire corridor is constructed with BRT
- References Access Nashville's Walking Project from Douglas to Briley

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## 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.

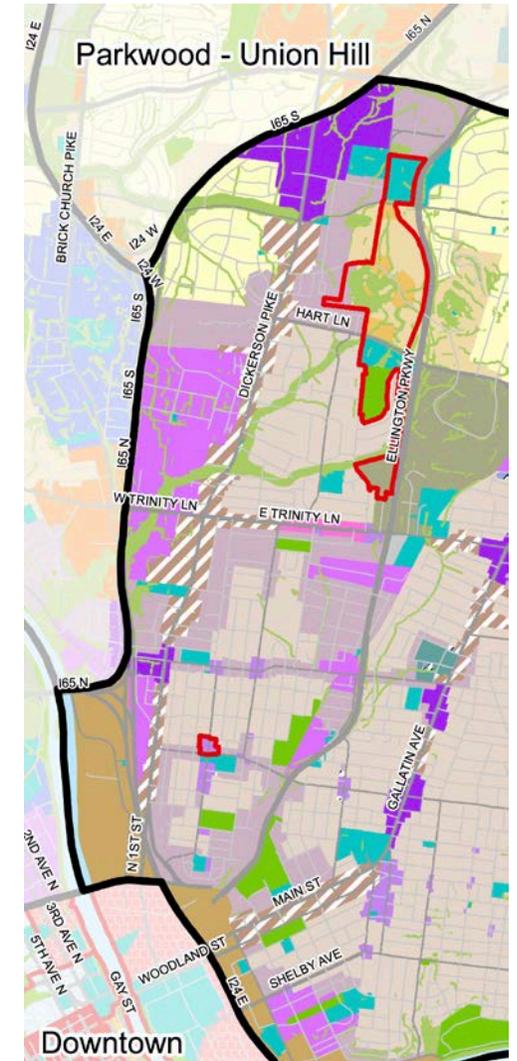
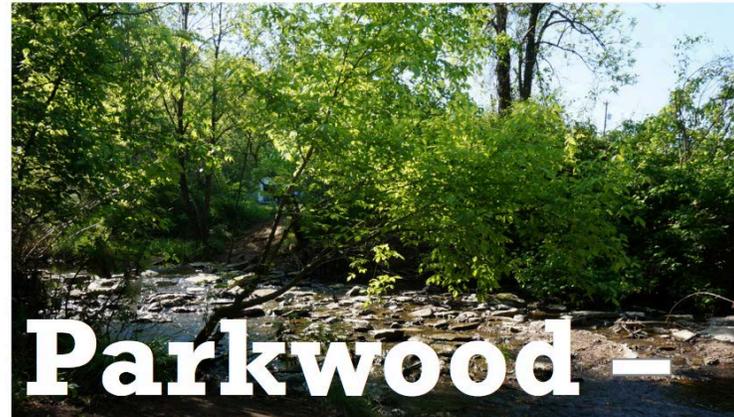


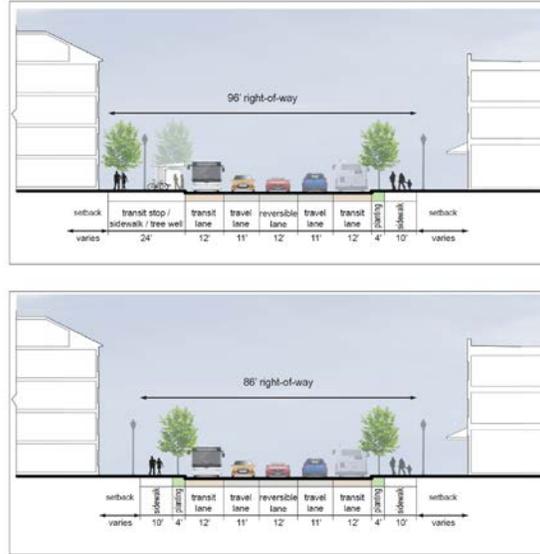
Charlotte, Dickerson, Nolensville, Murfreesboro, and Gallatin

# Community Plans

## Urban Mixed Use Corridor

- Intent is to enhance urban mixed use corridors by encouraging a mix of higher-density residential and mixed use development along the corridor.
- Buildings are generally three to five stories tall, but may be taller along wide, prominent streets.
- Step down in height as they move closer to adjacent lower-intensity areas and residential neighborhoods.





Allowed in the M1, M2, M3 subdistricts.  
Generally, the development standards are as follows:

● Front Setback	5-15 ft.
● Side Setback (min)	0-10 ft.
● Rear Setback (min)	20 ft.
● Building Height (max)	M1: 3 stories (low rise) M2: 6 stories (mid rise)

All development should look to their immediate context of adjacent and surrounding properties for context appropriate setbacks both within the recommended standards, and with potential deviations from them. The intent is for new development to blend in with the rhythm of the street, block pattern, and building orientation.

Future development patterns may also inform context appropriate setbacks and massing.

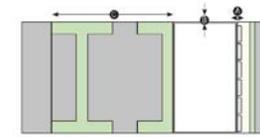
Within M1, only low-rise mixed-use buildings are appropriate.

Additional height may be permitted at the intersection of Primary Boulevards, Secondary Boulevards, and Primary Avenues, as shown in the Mobility Plan (Fig. 14).

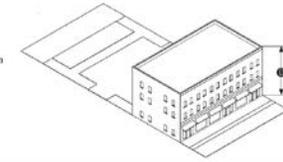
Within M3, mixed-use is only allowed through the adaptive reuse of historic structures (refer to Supplemental Policy Area 05-T4-NM-01).

Mixed-use buildings should provide an active use on the ground floor.

Where alleys are present, rear access shall be required.



Site Plan



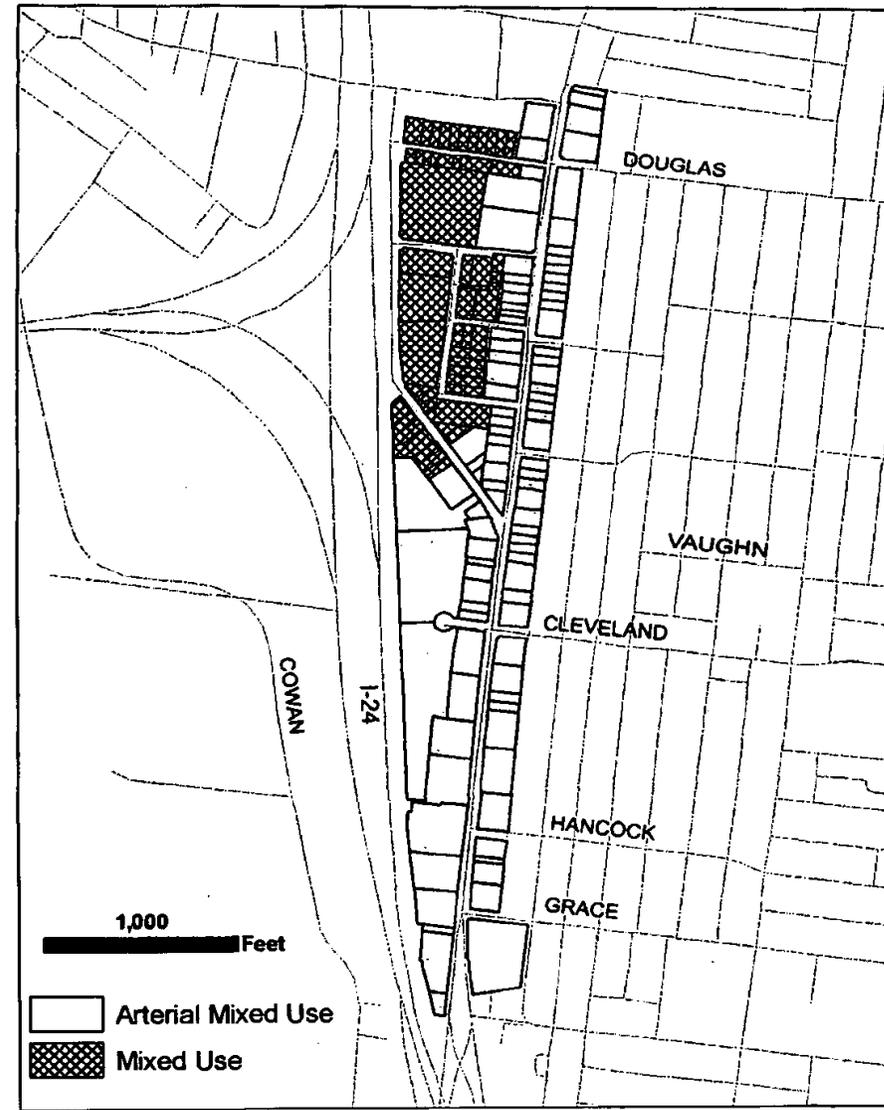
The design scenario for the Dickerson Pike and Trinity Lane intersection shows greater density and mix of commercial and residential along the corridors, transitioning to a mix of housing types and then single and two-family residential as development gets into the neighborhood.

# Neighborhood Plans

## Highland Heights

# Skyline Redevelopment Plan

- MDHA worked with property owners and merchants to create in 2008 to help revitalize the corridor
  - Land Use
  - Design Review
  - Tax Increment Financing (\$5 million capacity)





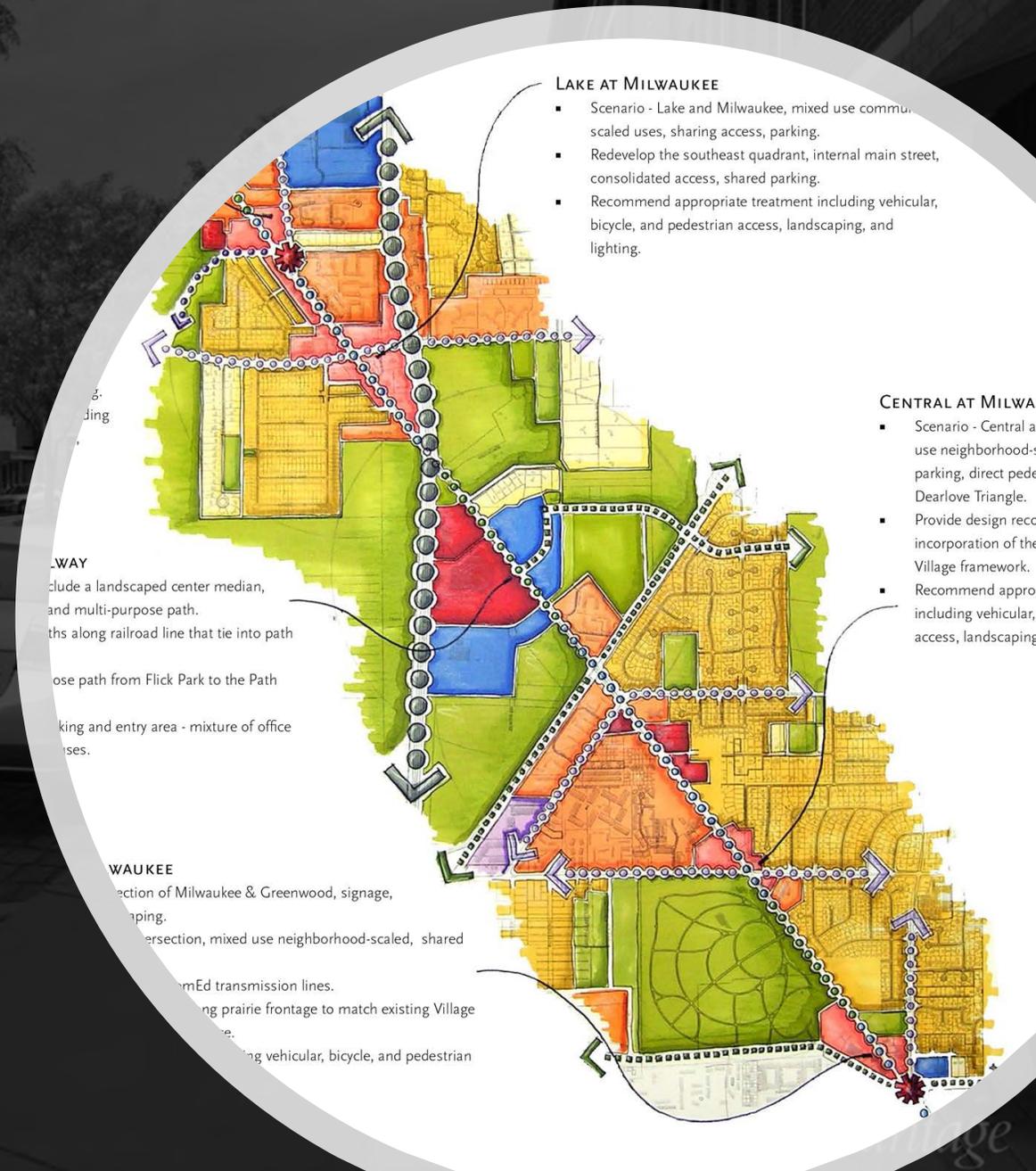
# What is a Corridor Study?

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- Corridor studies are intended to establish a clear vision and provide detailed information and solutions to guide the future physical and regulatory characteristics for particular corridors of a city.

# What is a Corridor Study?

- **Involves** the community in developing a long-term vision.
- **Defines** policies and actions that will guide how the corridor should be maintained or changed in the future.
- **Identifies** future land uses in an overall community-wide context.
- **Recommends** future infrastructure improvements to sidewalks, bikeways, and the street network.
- **Provides** urban design and implementation guidance for private and public investments.



# Corridor Study Process

Define study area  
Analyze study area  
Build public process  
Form Steering Committee

Charrette Week  
Identify needs and vision  
Create guiding principles

Develop alternatives  
Illustrate solutions  
Draft a plan  
Steering Committee workshop

Present draft plan to the public  
Public Comment Period  
Plan Adoption



# Community Engagement

## Face-to-Face

- Stakeholder Meetings
- Steering Committee Meetings
- Charrette(s)
  - Project Kick-off Meeting
  - Visioning Workshop
  - Open Design Studio
  - Work-in-Progress Presentation
- Plan Presentations
- Public Hearings

## On-going/Digital

- Project Website
- Citizen Survey(s)
- Community Email 'Newsletters'
- Draft Plan Review/ Public Comment Period



Charrette?  
Four-day interactive workshop

# Potential Outcomes

## A Clear Vision for the Future of Dickerson Road that may take the form of:

- Amendments to the Community Plan(s)
- Recommended changes to Existing Zoning
- Plans for Open Space
- Updates to the Major and Collector Street Plan
- Future Transportation Studies & Projects
- Projects for the Capital Improvements Budget
- Renderings and Sketches depicting urban design guidance for the area
- Items requiring further study



# Tools: Realizing the Vision

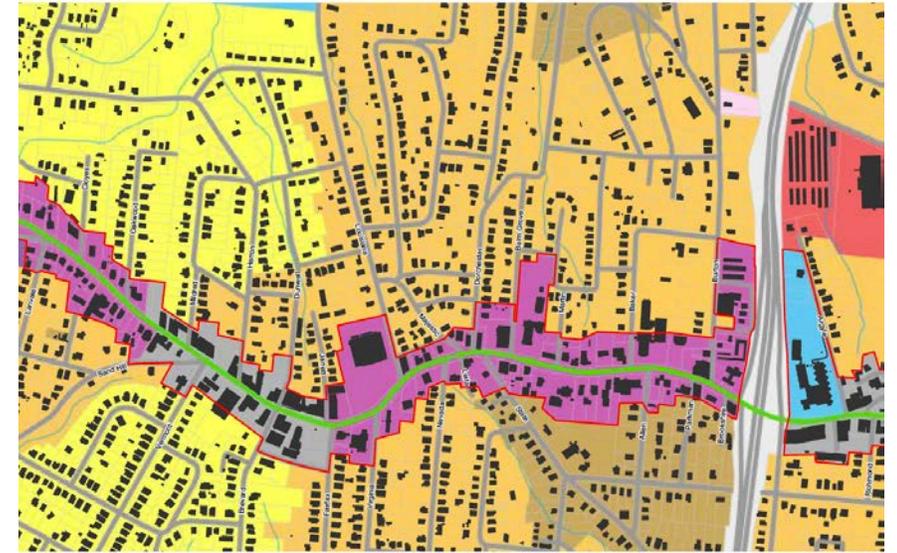
- Community Plan Amendment
- Zoning (Specific Plan or Urban Design Overlay)
- Value Capture
- BUILD Grant



ixed use, walkable  
 ed street network  
 s and street trees.  
 ed up the street.  
 mmercial with  
 ; for employment  
 ensity residential.  
 ise; 1 to 6 stories.  
 ail pulled up to the  
 and residential set  
 k from the street.  
 ite for all uses;  
 rking; shared



Street trees



Business II Central Business District Urban Place



Existing Building New Building Parking Park Public Plaza Semi-Public Space Pedestrian Crossing

- A** Charter School enhanced and maintained.
- B** Existing buildings preserved (B&B Pharmacy, Second Gear). Live-work units front Haywood and pedestrian walkway, fills in gap along street edge.
- C** 2- to 3-story residential building with parking to the side and rear provides land use transition to adjacent neighborhood.
- D** Westwood Place closed to vehicular traffic, pedestrian plaza/ park becomes focal point for the neighborhood and provides opportunity for additional green space.
- E** Townhouse and live-work units provide housing fronting Haywood that transitions to residential neighborhood behind.
- F** 2- to 3-story mixed use buildings, ground floor retail with residential or office above. Surface parking hidden behind.
- G** Linear green provides formalized pedestrian connection to Haywood from the neighborhood.
- H** Townhouses sit on top of the ridge facing residential neighborhood behind. Open area provides formal open space for residents.
- I** 2- to 3-story mixed use buildings, ground floor retail with residential or office above. Surface parking hidden behind.
- J** Two-level parking deck takes advantage of natural topography, serves 4-story mixed use development. Upper deck accessed from Swannanoa, lower deck accessed from Wellington.
- K** Parking in front of existing buildings removed and turned into outdoor dining. Parking moved to rear of existing buildings.
- L** New formal public plaza is framed north by 2- to 3-story mixed use building.
- M** Single-story retail fronts Hi with surface parking to the

# Community Plan Amendment

## 2.0. DISTRICTS

### 2.3. HR-1: Core

#### PURPOSE AND INTENT

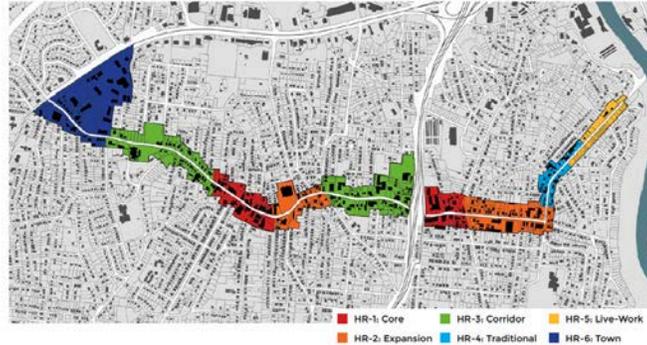


The HR-1: Core sub-district is intended to preserve existing buildings and to maintain the historic character of the two traditional centers on Haywood Road. Existing buildings should be reused where possible and new infill buildings should respect the existing form and context. Height requirements are set to ensure that existing buildings can compete successfully with new infill buildings. Buildings in the HR-1: Core sub-district are pulled up to the sidewalk to encourage pedestrian activity in the area. Mixed use is encouraged, and a variety of commercial uses are allowed on the ground floor. Residential and office uses are allowed in upper floors.



## 2.0. DISTRICTS

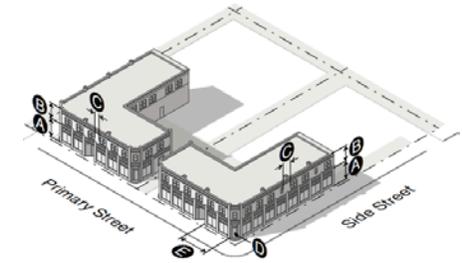
### 2.1. Districts Established



The following Haywood Road sub-districts are established and are part of the Official Zoning Map.

1. ■ HR-1: Core
2. ■ HR-2: Expansion
3. ■ HR-3: Corridor
4. ■ HR-4: Traditional
5. ■ HR-5: Live-Work
6. ■ HR-6: Town

## 4. ACTIVATION



#### Transparency

Ⓐ Ground story, primary/side (min)	60%/30%
Ⓑ Upper story (min)	20%
Ⓒ Blank wall area, primary/side (max)	15'/30'

A minimum of 70% of the street-fronting, street-level window pane surface area must allow views into the ground story use for a depth of at least 8 feet. Windows cannot be made opaque by window treatments (except operable sunscreen devices within the conditioned space).

#### Pedestrian Access

Ⓓ Entrance facing primary street	Required
Ⓔ Entrance spacing along primary street (max)	50'

#### Building Elements Allowed

Awning/canopy, balcony, forecourt

# Zoning



“Value Capture” -- Capturing the increase in property value that flows from a public investment

- The public sector contributes greatly to urban land value through public-works projects, zoning changes, and other interventions.
- Land value capture ensures that communities can recover this land value and reinvest it in public goods such as infrastructure, affordable housing, and economic development.
- Common land value capture tools include:
  - Transferable Development Rights (TDR)
  - Business Improvement Districts
  - Redevelopment Districts
    - TIF
    - Inclusionary Housing
    - Land Use/Design Standards

# BUILD Grant

- Formerly called TIGER grant
- \$15 million available for Planning Grants
- Competitive grant for projects that have significant local or regional impact, including roads, bridges, transit, rail, ports, or intermodal transportation
- Projects should emphasize safety, economic competitiveness, quality of life, environmental protection, state of good repair, innovation, partnership, and additional non-Federal revenue
- A Planning Grant will assist Nashville in assessing mobility alternatives that support the results of community visioning
- Anticipated announcement in early 2019



# Next Steps

## Summer 2018:

- Community Meeting to gauge the community's interest in visioning process
- If interested, establish Collaborative Partnerships and...

## Fall/Winter 2018:

- Corridor Visioning to analyze Existing Land Use & Mobility Plans,
- Develop a clear Vision for the future of Dickerson Road, and
- Determine tools to Realize the Vision

## January 2019:

- Anticipated BUILD grant award notification

## If the grant is awarded...

### 18-month process beginning Fall 2019

- Building on Corridor Vision Plan
- Focused on developing Mobility Solutions to implement the Vision



I have a question,  
thought, idea, or  
concern about.....

- Activities + Uses
- Design + Materials
- Access + Parking
- Form + Intensity
- Streetscape + Signage
- Other

Please check if you would be  
interested in participating in the  
development of a Vision Plan for  
Dickerson Rd.

