Dickerson Road Corridor Study

Community Discussion
July 24, 2018
Welcome and Introductions

- Elected Officials
- Neighborhood Leaders
- Business Owners
- Residents
- City/State Staff
Tonight’s Agenda

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

Agenda!
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

• 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
  • 21st 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 road maintained by TTD with approximately 20,000 to 30,000 vehicles per day near Mothership. The photo below shows existing conditions. Dickerson Pike was widened in the late 1980s as part of Douglass Avenue elevator project. Much of the pavilion was maintained during the 1990s. Dickerson Pike is a six-lane road with two lanes in each direction separated by a center turn lane. The speed limit is 50mph. The following figure shows a cross section of the existing condition on Dickerson Pike. Traffic feeds to and from the interchange on Dove Lane via Dickerson Pike. The figure below shows the same view from the same location with different lanes added. The figure below shows the same view from the same location with different lanes added. The figure below shows the same view from the same location with different lanes added.

Three cross sections are shown that depict how the street could be used differently within the existing pavement width. There are no additional lanes being added to the streets. These options add features to the streets that are valuable, but they accommodate different peoples using the road. The street should not assume that just because the lanes of traffic serve the needs of people driving for a couple hours each day, the street must function as it.

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
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

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.
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?

• 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
mixed use, walkable
streeet network
and street trees. M
ed up the street.
Commerci
al with
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ensity residen
tial, 1 to 6 stories.
ail pulled up to the
and residential set
k from the street.
ite for all uses;
arking; shared
Street trees
2.0. DISTRICTS

2.1. Districts Established

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

1. H.R.1: Core
2. H.R.0: Expansion
3. H.R.3: Corridor
4. H.R.4: Traditional
5. H.R.5: Low-Work
6. H.R.6: Town

4. ACTIVATION

- Transparency
  - Ground story, primary/secondary (min): 60%/30%
  - Upper story (min): 20%
  - Blank wall area, primary/secondary (max): 15%/30%

A minimum of 70% of the street frontage, 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/overhang, balcony, forecourt

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**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
• 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.   □