

DICKERSON NORTH CORRIDOR STUDY

Community Assessment Report

February 2020
Planning Department
Metropolitan Government of Nashville and
Davidson County





Eastward view from Skyline Commons of Taylor's Hill on the northern end of the study area

DICKERSON NORTH

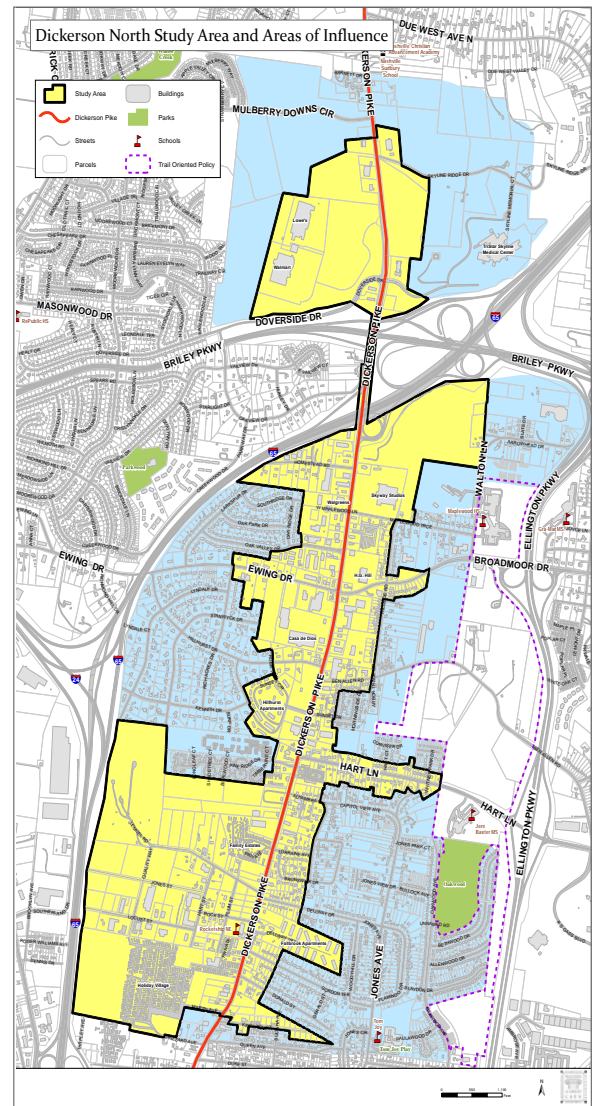
Community Assessment Report Summary

Project Background

Discussions around Dickerson Pike corridor planning initially began during multi-department discussions of, and the application for, the BUILD grant from the U.S. Department of Transportation in 2018 (formerly known as TIGER). While Metro did not receive a BUILD grant, the need for planning along the corridor remained. As such, the process began to create a vision and plan for future growth of Dickerson Pike.

Given the multi-mile length of the corridor extending from downtown Nashville, the planning effort was split into two phases. In June 2019, the Metropolitan Planning Commission adopted phase one, known as the *Dickerson South Corridor Study*, that included property between Spring Street and Pages Branch. Phase two of the planning process for Dickerson Pike, the *Dickerson North Corridor Study*, includes the study of property between Pages Branch and Skyline Ridge Road (aka Old Due West).

This study focuses primarily on the study area shown in yellow on the map. The area of influence, shown in blue, includes residential neighborhoods just outside the study area. These communities might not be the subject of recommendations from the study, but will likely see the effects of changes along Dickerson Pike.



Dickerson North Study Area and Area of Influence

How to Use This Document

The Community Assessment Report informs the public and Metro Planning staff in preparation for community engagement activities. This report documents existing conditions and examines the following topics, of which key takeaways are presented in the following pages:

- Historical Context
- Demographic Profile
- Housing Affordability
- Natural Features
- Built Environment
- Community Resources
- Development Activity
- Policy
- Planned Improvements
- Zoning
- Services & Tax Revenue

Historical Context

- Buffalo herds roaming between salt licks in what is now downtown Nashville to what is now Goodlettsville first established the route of Dickerson Pike.
- European settlers in the 1700s used these buffalo paths to travel from north-to-south in the area.
- Dickerson Pike is the namesake of early Nashville settler Jacob Dickinson. In 1845, the State of Tennessee legislature identified this corridor as part of Louisville and Nashville Branch Turnpike, referring to it as Dickerson Road in the legislation. Maps produced from this point forward typically identify the route in Davidson County as Dickerson Pike, though the highway is commonly referred to as Dickerson Road.
- The area surrounding Dickerson Pike remained rural following the arrival of early settlers with an agricultural focus for a century. Suburban development slowly crept northward along this route between the 1940s and early 1980s. During that time, construction of I-65, I-24, and Briley Parkway (SR 155) created physical barriers between communities along the corridor.
- Given the time of Dickerson Pike's initial urbanization, its remaining built environment strongly reflects the early age of the automobile featuring motor courts and mid-century strip malls.



Dickerson Pike corridor 1877

Demographic Profile

- Dickerson North's demographic characteristics differ considerably to those of both Davidson County and the Nashville-Davidson--Murfreesboro--Franklin-TN Metropolitan Statistical Area (MSA). In comparison, Dickerson North area residents are:
 - More likely to be a racial or ethnic minority;
 - More likely to be single parent households;
 - More likely to be children;
 - Much more likely to live in poverty, have lower per capita income, be unemployed, and have lower levels of educational attainment; and
 - Twice as likely to live without a car, and more likely to carpool or use public transit.
- Residents are more likely to have remained in their current homes over the last year than the remainder of the county and region.

Housing Affordability

- Dickerson North's area housing stock, relative to the county and MSA, offers a significantly higher percentage of affordable housing options. This is made possible by an aging stock of garden-style apartment complexes, large and small manufactured housing parks offering up to four bedrooms per unit, and an older housing stock in adjacent neighborhoods.
- Indicators point to future housing affordability challenges as gentrification marches northward from areas near downtown.

Natural Features

- Gradually sloping landscape mixed with steep hills and valleys, and two major streams define the terrain of Dickerson North. Land elevation ranges from 450' at Pages Branch to 850' at Taylor's Hill, where TriStar Skyline Medical Center is located.
- The two major streams, Pages Branch and Ewing Creek, are both "unhealthy" due to pathogens and habitat alteration. Pages Branch drains within the Cumberland River watershed, while Ewing Creek drains into the Whites Creek watershed that eventually empties into the Cumberland River.
- Thick tree canopies define a natural separation between nearby highways and established residential areas. They also line Pages Branch and Ewing Creek. Meanwhile, Dickerson Pike's streetscape is void of trees.



Ewing Creek



Small business character along Dickerson Pike

- Climate smart analysis (see pg. 8 for more information) indicated:
 - More vegetation is needed to absorb rainwater, prevent property damage caused by flooding, improve the water quality of Ewing Creek and Pages Branch, and reduce the urban heat island effect.
 - More transportation options with enhanced transit and pedestrian infrastructure are needed to improve the areas connectivity to the rest of the city.
 - More health and community services are needed to reach residents to reduce the areas high rates of diabetes, respiratory disease, stroke, and cardiovascular disease.

Built Environment

- The built environment generally represents the early era of the automobile and the transformation that occurred over several decades from agriculture to commercial services catering to car traffic.
- Development patterns vary along the corridor with the southern end represented by car-oriented development on shallow parcels that front, and are primarily accessed via Dickerson Pike. The southwest corner consists of warehouse and industrial uses on larger parcels fronting local streets. The northern end contains suburban strip malls, hotels, gas stations, and medical uses including TriStar Skyline Medical Center.
- Service catchment areas of the businesses on Dickerson Pike narrow from wide to local moving from north to south. Northernmost businesses serve regional customers while further south the remainder serves a more locally focused customer base.
- Single family, commercial, industrial, and vacant uses together occupy over 80% of the study area. Commercial uses include retail that represent only a small percentage of the corridor with its highest concentration located between Ben Allen Road and the northern boundary.
- Large explosives storage facilities encompass what otherwise may appear to outsiders as vacant property in the southwest corner.
- Most recent development has occurred north of Broadmoor Drive, including large-scale retail and medical uses anchored by Skyline Commons and TriStar Skyline Medical Center.

Community Resources

- Public school options within walking distance of the corridor are available, though the pedestrian infrastructure is inadequate.
- Oakwood Park, the nearest neighborhood park, is considered a low level of service by Plan to Play, the master plan for Metro parks (see pg. 12 for more information). Pedestrian and bicycle infrastructure in between the corridor and the park is subpar.
- Inglewood Branch Library on Gallatin Pike is the nearest available library, and is not within walking distance of the corridor. Nashville's library master plan shows a need for a new library in the vicinity of Dickerson Pike/Trinity Lane.

Mobility

- Pedestrian infrastructure in the study area, including sidewalks, crosswalks, signalized crossings, and greenways, is few and far between. Ongoing and future capital projects aim to fill sidewalk gaps near transit and schools in order to establish a connected, walkable environment.
- Given the changes in elevation and suburban roadway network of the built environment, opportunities are limited for establishing a consistent north-to-south bikeway paralleling Dickerson Pike, which the *Dickerson South Corridor Study* recommended for that area. Recently approved trail-oriented developments adjacent to Ellington Parkway may establish preliminary connections, however creating a connected network within the study area presents a challenge.
- Vehicular crashes are disproportionately higher north of Hart Lane, with increased crash rates specifically on approach and at Broadmoor Drive, Homestead Road, and Briley Parkway. The upper northern half of the study area features longer block lengths between intersections, higher average daily traffic, higher posted speed limits, and frequent driveway cuts when compared to the southern portion of the study area.
- Approximately 63% of pedestrian crashes occurred at night (17 out of 27 total crashes), however, only two incidents occurred at locations without street lights.



WeGo bus stop at Skyline Commons



One of many Dickerson Pike motels from the early automobile era

- Average daily traffic is trending upwards with vehicle counts between Briley Parkway and Skyline Ridge Drive being the highest. A reduction of traffic counts southwards may be correlated to vehicles turning onto Briley Parkway, I-65, and/or the TriStar Skyline Medical Center campus
- Public transit use is highest at the Walmart Transit Center and at bus stops at Ewing Drive/Broadmoor Drive and Pine Ridge Drive.

Development Activity

- Relative to *Dickerson South*, the Dickerson North area has seen limited investment in residential and commercial properties in recent years.
- Cottage Park, a residential development of 81 units, is the only new large-scale development constructed south of I-65/Briley Parkway in recent years. It is just outside the study area.
- North of the I-65/ Briley Parkway has seen new investment on both sides of Dickerson Pike.
- Residential and mixed-use zoning changes approved east of the study area (and west of Ellington Parkway) have led to new planned, under construction, or built mixed-use developments north of Trinity Lane.

Policy

- The Community Character policies of mixed use center and mixed corridor applied to the Dickerson Pike frontage support a mix of uses with higher densities concentrated at major intersections.
- *nMotion*, the master plan for public transit in Nashville, recommends significant investment along the corridor. This includes bus rapid transit along the length of the corridor from downtown Nashville to Skyline Commons, a regional transit center near Skyline Commons, and a new rapid bus line serving Briley Parkway.

Planned Improvements

- *Dickerson South* identified a greenway along Pages Branch in addition to seeking funding to implement a series of CIB projects
- Projects included in the CIB and regional plans are generally not funded at this time.

Zoning

- About half (45.6%) of the study area is zoned Commercial Service (CS). This is primarily concentrated along the Dickerson Pike frontage. CS zoning allows uses and development patterns that can fit the intent of the current land use policies, however it also offers additional entitlements for uses in conflict with these policies.
- There are a number of Planned Unit Developments (PUDs) in the study area. PUDs were primarily adopted in previous decades, with Skyline Commons being an exception (adopted in 2005). Older PUDs include neighborhoods like Hillhurst Apartments, Pine Ridge, and Holiday Village Mobile Home Park.
- The Dickerson Pike Urban Design Overlay (UDO) in the southern portion of the study area regulates new signage. Unlike other UDOs, it offers no form-based regulations.
- Specific Plan (SP) zonings along Dickerson include entitlements for over 1,000 residential units that range from constructed to plans remaining on the drawing board.

Services & Tax Revenue

- The majority of the study area is within the Urban Services District. The northwest quadrant of the Briley Parkway interchange is within the General Service District.
- Sales tax collection within the study area increased from 2015 to 2018.



Dickerson Pike looking north mid-1960s courtesy of Metro Archives

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Full Community Assessment Report

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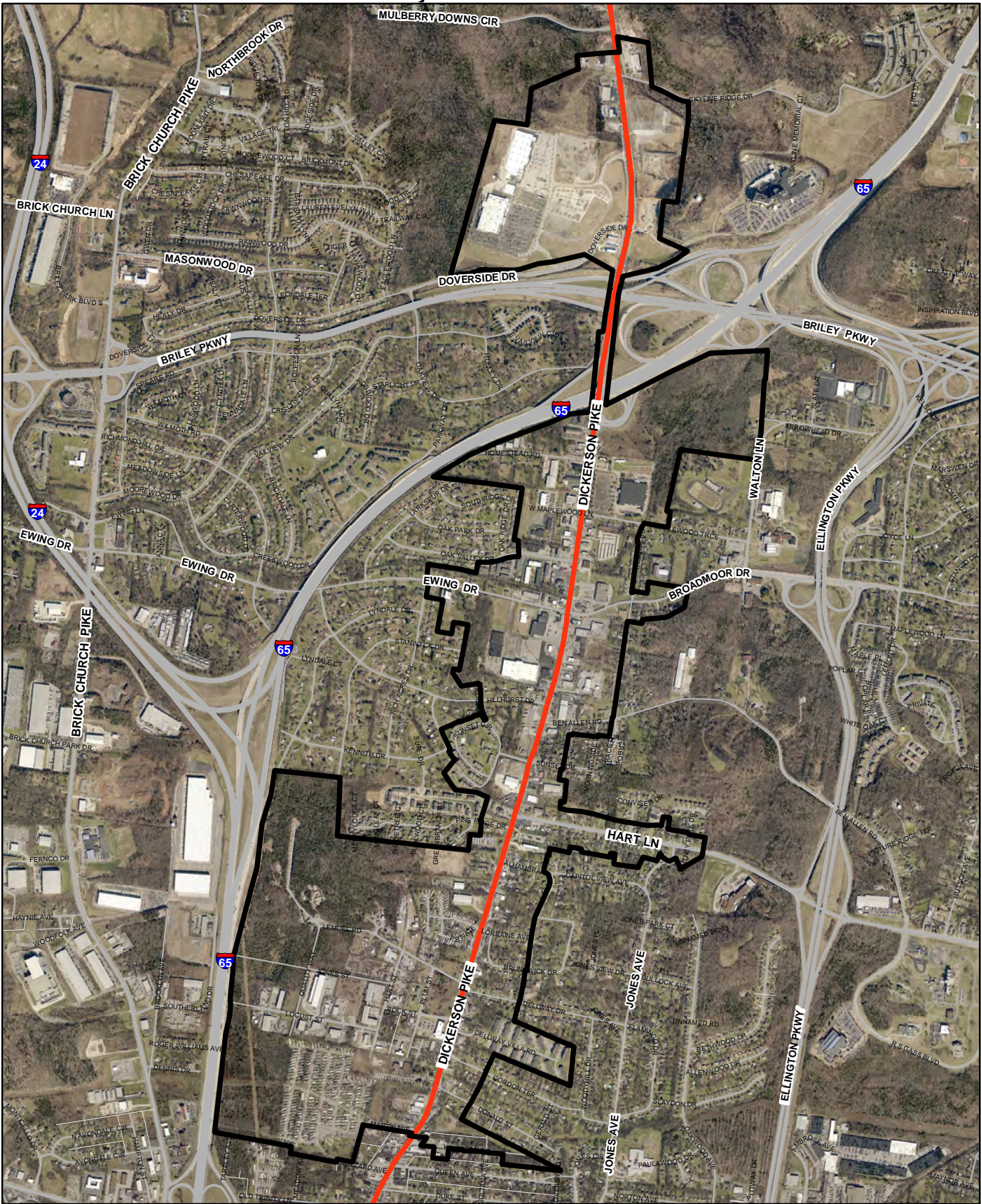
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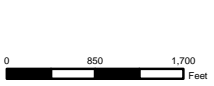
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Dickerson North Study Area



Aerial

Study Area



Dec, 2019



DICKERSON NORTH

Community Assessment Report

Project Background

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 TriStar 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 Better Utilizing Investments to Leverage Development Transportation Planning Grant (BUILD) through the U.S. Department of Transportation (US DOT) was discussed with the community.

There was community interest in re-examining the previous planning studies along Dickerson Pike and in applying for a BUILD grant to assist in developing an updated vision for the corridor. Although US DOT did not award Metro BUILD funding, Planning staff carried out its plans to engage residents, property owners, business owners, and other stakeholders in a participatory process to develop a vision and plan for future growth.

Study Boundary

Because the corridor between Spring Street to Skyline Medical Center is approximately five miles, the study of the Dickerson Pike corridor was split into two phases. The boundary of the first phase, Dickerson South, was frontage between Spring Street and Pages Branch, south of Trinity Lane. Planning Commission adopted the *Dickerson South Corridor Study* in June 2019.

Dickerson North's study area is defined primarily by I-24/I-65 to the west and includes property with Dickerson Pike frontage from Pages Branch (north of Trinity Lane), to near Skyline Ridge Road (north of Briley Parkway). **Map 1 (Appendix A)** displays the study area boundary. A majority of the Dickerson North study area, Pages Branch

to Briley Parkway is part of the *East Nashville Community Plan*. The portion north of Briley Parkway is part of the *Parkwood-Union Hill Community Plan* area. These are two of 14 planning areas employed by the Planning Department to conduct community planning.

Purpose and Format

The Community Assessment Report is intended to provide the background information pertinent to the corridor study. The report includes data, maps and photographs. It is intended to provide the project team and stakeholders with the information necessary to make informed decisions and to participate in meaningful dialogue around the issues affecting the study area. This includes analysis of data, issue definition, and agency stakeholder input. The following pages describe existing conditions and summarize adopted plans relevant to the study area. Maps referenced throughout this section are found in **Appendix A**.

Key Takeaways

- Dickerson Pike planning effort conceived during discussion of and application for a BUILD grant.
- Dickerson Pike planning effort split into two phases.
- *Dickerson South Corridor Study* (phase 1 of Dickerson Pike planning) adopted in June 2019.
- Study boundary of phase 2 is from Pages Branch to Skyline Ridge Road (aka Old Due West).
- Community Assessment informs the public and staff in preparation for community engagement activities.

History

While the name Dickerson Pike has changed over time, its route emerged during early settlement of Nashville and its surrounding environs. Narrow trails, well-trodden by buffalo, provided a way for early settlers to navigate across land by foot. These trails often meandered across the easiest grades, the shallowest areas of the river for safe crossing, and connected areas where animals gathered known as salt licks. The trail, now known as Dickerson Pike, once connected French Lick, now downtown Nashville, and Mansker's Lick, now Goodlettsville.

Early settlers described the landscape in this area as being fertile, productive, and beautiful, with hills and valleys and sparkling streams. Dickerson Pike also intersected several significant east-west crossroads. The quality of the land and its location near Nashville made it a desirable place for early families to purchase tracts of land. Prominent families eventually developed a patch work of farmland both east and west of Dickerson Pike. These farms consisted of corn, wheat, and fruit orchards. Some historic homes, such as the McGavock House, and family cemeteries remain. In addition to homes, several historic public institutions, such as Trinity Church, also remain.

The name Dickerson was derived from a man named Jacob Dickinson, who built the Dickinson Meeting House. Because of the meeting house's popularity within the community, many referred to the stretch of road as Old Dickinson Meeting House road. In 1845, the State of Tennessee enacted legislation to improve, widen, and incorporate the route as part of the Louisville and Nashville Branch Turnpike, and the text referred to the road as Old Dickerson Meeting House road. Later the name changed to Dickerson Road, although shown as Dickerson Pike on historical maps.

Among the first subdivisions in the area, J.B. Haynies was platted with 197 lots between 1882 and 1884 including what is now Queen Avenue and Kingston Street near Pages Branch. Some 25 years later (1907) Jones & Heart and E.T. Brown subdivisions together created another 83 lots in the area that today includes Rock Street, Lemuel Road, Plum Street (Jones & Heart), and Martin Avenue (E.T. Brown).

Between 1933 and 1937, platting of Tamble, Highland Park and Capitol View, brought another 275 lots to the area. None of these new neighborhoods included sidewalks. Tamble includes Homestead Road and has since been carved into multiple lots for hotels, office, and retail uses. Highland Park included Dickerson Pike and Ben Allen Road frontage as well as Sunset Drive and Morningside Drive. Capitol View included Capitol View Avenue, Alhambra Circle, Lorraine Avenue, and Brunswick Drive.

After World War II and between 1946 and 1953, Joywood Heights and Hillhurst Acres subdivisions created nearly 300 new residential lots. Joywood Heights, located east of Dickerson Pike and north of Trinity Lane, included what today are known as Dellway Drive, Woodyhill Drive, and Flamingo Drive. Hillhurst Acres, located generally west of Dickerson Pike and south of Ewing Drive, included Lyndale, Stanwyck Drive, and Hillhurst Drive. These subdivisions developed without sidewalks.

Parkwood (not in the study area) and Oak Park followed in the 1960s, which includes Oak Ridge Drive, Oak Park Drive, and Oak Valley Drive. The 1960s also brought suburban-scale multifamily flats and new manufactured housing parks to the area. Today these are known as Oak Park and Village Place apartments and Rainbow Village and Holiday Village mobile home parks.

From the 1960s and extending into the 1970s planning for, and construction of, the interstate system occurred. I-65 separated Oak Park from Parkwood and created a north-south barrier between Dickerson and Brick Church Pikes.

By the 1970s, population began shifting from urban to new suburban areas of the region. During this time, and into the 1990s, incidences of crime increased. As crime worsened, many residents who remained had had enough. They organized neighborhood watch groups and community groups. Groups like the Dickerson Road Area Merchants and Skyline North Area Business Council also emerged to promote commerce along the corridor.

Investment in the 1980s through the early 2000s, included Fallbrook and Hillhurst apartments, and Family Estates manufactured home park.

Previously sparsely developed due to terrain, the trajectory of the northern segment of the study area changed drastically with construction of Skyline Commons (Walmart/Lowes) and TriStar Skyline Medical Center. These developments have created a regional shopping and medical hub with easy access to the freeway system. The area continues to attract new development in 2019. New development activity is chronicled in the built environment section.

Key Takeaways

- Dickerson Pike's route first established by buffalo herds traveling between salt licks in what is now downtown Nashville to what is now Goodlettsville.
- European settlers used the buffalo path to move north-to-south in the area.
- Road originally referred to as Dickinson Meeting House Road as the namesake of early settler Jacob Dickinson.
- By 1845, the state identified (via legislation) this corridor as part of Louisville and Nashville Branch Turnpike and referred to it as Dickerson Road. Maps produced from this point forward typically identify the route in Davidson County as Dickerson Pike, though it is commonly referred to as Dickerson Road.
- Surrounding area remained rural following arrival of early settlers with an agricultural focus for a century.
- Construction of I-65, I-24, and Briley Parkway (SR 155) created physical barriers between communities along the corridor.
- Built environment reflects early automobile-age motor courts that were followed by strip malls.

Demographic Profile

U.S. Census information obtained from the 2017 American Community Survey (ACS) represents a five-year estimate (2013-2017) at the block group level necessary for understanding small areas. The demographic profile, **Table 1**, compares the U.S. Census-defined block groups shown in **Map 2 (Appendix A)** to Davidson County and the Metropolitan Statistical Area¹ (MSA) as a whole. The block group boundaries and study area are not perfectly aligned. It represents an area larger than the study area, which is standard practice for small area plans at the corridor level.

Analysis

Race and Ethnicity: The study area is home to a significant concentration of racial and ethnic minorities. Four-fifths (81%) of the population are minorities. This includes the 65.7% of the population who are *Black or African American* and 12.2% who are *Hispanic or Latino*.

Families and Children: *Single parent families* make up a much larger portion of all families in the study area when compared to the county. In particular, 31.5% of all families are headed by a female householder – more than twice the county's rate. Residents are more likely to be children. Nearly a third of study area residents are *under the age of 18*, a value which is nine percentage points higher than the county average.

Journey to Work: Workers residing in the Dickerson corridor are more likely to carpool or use public transit. Carpooling accounts for 19.7% of trips to work compared to 9.8% countywide. Public transit accounts for 5.9% of commutes, 3.8 percentage points above the county rate of 2.1%

Poverty: Study area residents are much more likely to live in poverty than the county as a whole. Poverty rates for both individuals (32.5%) and households (29.3%) are double the county rate.

¹ Nashville-Davidson--Murfreesboro--Franklin, TN Metropolitan Statistical Area

Table 1: Demographic Profile

Socioeconomic Characteristics		Dickerson North Study Area		Davidson County	Nashville MSA*
		Number	% of Total		
Population	Total	12,073	-	678,322	1,830,410
	Household Population	12,059	99.9%	96.8%	98.1%
	Group Quarters Population	14	0.1%	3.2%	1.9%
	Average Household Size	2.7	-	2.4	2.6
	Male	5,489	45.5%	48.2%	48.8%
	Female	6,584	54.5%	51.8%	51.2%
Families	Total	3,030	-	-	-
	Married Couple Families with Children	463	15.3%	27.0%	31.1%
	Single Parent Families with Children	1,143	37.7%	17.1%	13.3%
	Female Householder with Children	953	31.5%	13.9%	10.2%
Race	White	3,228	26.7%	63.6%	78.1%
	Black or African American	7,929	65.7%	27.4%	15.2%
	American Indian/ Alaska Native	70	0.6%	0.3%	0.3%
	Asian	112	0.9%	3.5%	2.6%
	Native Hawaiian or Pacific Islander	-	0.0%	0.1%	0.1%
	Other Race	537	4.4%	2.6%	1.6%
	Two or More Races	197	1.6%	2.5%	2.2%
Ethnicity	Hispanic or Latino	1,471	12.2%	10.1%	7.0%
Minorities	Not Non-Hispanic White alone	9,779	81.0%	43.6%	27.1%
Age	Less than 18 years old	3,710	30.7%	21.4%	23.6%
	18-64 years old	7,319	60.6%	67.2%	64.0%
	Greater than 64 years old	1,044	8.6%	11.4%	12.4%
Housing Units	Total	5,018	-	-	-
	Owner Occupied	1,989	43.9%	54.4%	65.6%
	Renter Occupied	2,541	56.1%	45.6%	34.4%
	Occupied	4,530	90.3%	91.3%	92.4%
	Vacant	488	9.7%	8.7%	7.6%
Geographical Mobility	Same house 1 year ago	86.4%	-	81.2%	83.6%
Travel	Mean Travel Time to Work (min)	n/a	-	24.5	27.3
	Workers	4,877	-	-	-
	Drove Alone	3,694	75.7%	79.2%	81.8%
	Carpooled	824	16.9%	9.8%	9.3%
	Public Transportation	148	3.0%	2.1%	1.1%
	Walked	60	1.2%	2.0%	1.3%
	Bike	-	0.0%	0.2%	0.1%
	Taxicab, motorcycle or other means	-	0.0%	1.0%	1.0%
	Worked from Home	151	3.1%	5.7%	5.4%

Table 1: Demographic Profile (continued from previous page)

Socioeconomic Characteristics		Dickerson North Study Area		Davidson County	Nashville MSA*
		Number	% of Total		
Vehicles Available	No vehicle available	568	12.5%	6.8%	4.8%
Income	Median Household income	N/A	-	\$53,419	\$59,365
	Per Capita Income	15,629	N/A	\$32,347	\$31,873
Poverty	Individuals with Income below Poverty Level	3,906	32.5%	16.9%	12.8%
	Households with Income below Poverty level	1,326	29.3%	14.4%	11.9%
Education	Population 25 years and over	7,100	-	-	-
	Less than 9th grade	592	8.3%	4.8%	4.1%
	9th to 12th grade, No Diploma	1,217	17.1%	7.2%	6.8%
	High School Graduate (includes equivalency)	2,428	34.2%	23.0%	27.5%
	Some College, No Degree	1,572	22.1%	19.5%	20.5%
	Associate Degree	359	5.1%	6.4%	7.1%
	Bachelor's Degree	578	8.1%	24.6%	22.1%
	Graduate or Professional Degree	354	5.0%	14.5%	11.9%
Employment	Population 16 Years and Over	8,892	-	-	-
	In Labor Force	5,972	67.2%	70.4%	67.8%
	Civilian Labor Force	5,972	100.0%	99.9%	99.8%
	Employed	5,026	84.2%	94.7%	95.0%
	Unemployed (actively seeking employment)	946	15.8%	5.3%	5.0%
	Armed Forces	-	0.0%	0.1%	0.2%
	Not in Labor Force	2,920	32.8%	29.6%	32.2%
Industry	Civilian employed population 16 years and over	5,026	-	-	-
	Agriculture, forestry, fishing and hunting, and mining	15	0.3%	0.2%	0.6%
	Construction	368	7.3%	6.1%	6.5%
	Manufacturing	461	9.2%	7.2%	10.3%
	Wholesale Trade	92	1.8%	2.5%	2.9%
	Retail Trade	599	11.9%	10.7%	11.6%
	Transportation and warehousing, and utilities	406	8.1%	4.7%	5.2%
	Information	19	0.4%	3.1%	2.6%
	Finance and insurance, and real estate and rental and leasing	349	6.9%	7.1%	7.0%
	Professional, scientific, and management, and administration and waste management services	477	9.5%	13.0%	11.3%
	Educational services, and health care and social assistance	846	16.8%	24.0%	22.5%
	Arts, entertainment, and recreation, and accommodation and food services	774	15.4%	12.2%	10.2%
	Other services, except public administration	378	7.5%	5.2%	5.1%
	Public administration	242	4.8%	4.1%	4.1%

*Nashville-Davidson-Murfreesboro-Franklin, TN Metropolitan Statistical Area (MSA)

U.S. Census Bureau 2013-2017 American Community Survey five-year estimates

Income: Study area per capita income is half (\$15,629) that of the county (\$32,347). Strongly related to that fact is the area’s unemployment rate, which is significantly higher (15.8%) than the county (5.3%).

Education: In line with the poverty and income data, study area residents have lower levels of educational attainment than those of the broader community. Only 8.1% of area residents hold a *bachelor’s degree*. This is one-third the rate of the same found in the county.

Vehicles Available: Many study area households do not own a car. More than 12% (or 568) of households have zero vehicles available. This nearly doubles the county rate.

Geographical Mobility: A very high percentage of homes were lived in by the same persons one year ago. 86.4% of the population age 1 or older resided in the same home one year ago. The county value is 81.2%.

Key Takeaways

- Dickerson North’s demographic characteristics differ considerably to those of both Davidson County and the MSA. In comparison, Dickerson North area residents are:
 - More likely to be a racial or ethnic minority;
 - More likely to be single parent households;
 - More likely to be children;
 - Much more likely to live in poverty, have lower per capita income, be unemployed, and have lower levels of educational attainment; and
 - Twice as likely to live without a car, and more likely to carpool or use public transit.
 - More likely to have remained in their current homes over the last year.

Housing Affordability

Planning staff compiled a scorecard of housing affordability for Dickerson North. Data described below is presented in **Tables 2** for the Metro Assessors Office data and **Table 3** for the Census Bureau data. Methodology and additional notes are presented in **Appendix B**.

Table 2: Affordable Units - Metro

Study Area Properties	Cumulative Affordable Units			
	60%	80%	100%	120%
Affordable Property Values	\$243,500	\$316,250	\$395,688	\$474,375
Residential:	2,954	3,086	3,124	3,129
Duplex	581	585	585	585
Mobile Home	6	6	6	6
Residential Condo	95	138	144	144
Single Family	2,272	2,357	2,389	2,394

Source: Metropolitan Nashville-Davidson County Assessor's Office. Assumes all units are available individually for sale

According to the Assessor's Office data, the study area is home to 3,153 ownership-compatible dwelling units on 2,811 parcels. Among these, 2,370 are single family (average value \$152,532), 291 are duplex (average value \$121,472), six are mobile homes (average value \$59,583) and 144 are residential condominiums (average value \$232,664).

Note that neighborhoods near Dickerson North have rapidly gentrified in recent years, likely resulting in property value increases since the most recent assessment (2017). These nearby value increases to both the east and south indicate a future sharp decrease in affordability for Dickerson North. As of May 2019, single family and residential condominium properties have been selling for approximately \$225,000.

Of the 2,811 parcels, 2,803 (99.7%) are affordable at 100% of AMI. 2,774 (98.7%) are affordable-to-moderate-income (80% of AMI) households and 94.2% (2,649) are affordable to low-income (60% of AMI) households.

Duplex and mobile home properties are generally more affordable than single family or residential condominium properties.

Of the half dozen or so affordability baselines conducted so far (with production of other small area plans in Davidson County), this study area features the greatest abundance of affordable housing. Note that this assessment assumed all ownership compatible properties are available for sale. **Map 3 (Appendix A)** shows the study area's affordability by neighborhood for 30%, 60%, 80% and >80% of AMI.

According to the Census Bureau data, Dickerson North is home to 4,530 occupied dwelling units. Of those, *renter-occupied* units make up 2,541 while *owner-occupied* units include 1,989 units. Among the *renter-occupied* units, 2,489, or 98%, are affordable at 100% of AMI. 2,308 (90.8%) are affordable to moderate-income (80% of AMI) households and 1,877 (73.9%) are affordable to low-income (60% of AMI) households. Of the 1,989 owner-occupied units, 1,981 (99.6%) are affordable at 100% of AMI, 1,956 (98.3%) are affordable to moderate-income households and 1,893 (95.2%) are affordable to low-income households. Note that affordability is generally a little better in the Census data, as those estimates cover 2013-2017 and do not fully capture Nashville's recent rapid increases in housing costs.

Table 3: Affordable Units - U.S. Census

Census Bureau Study Area Block Groups	Dwelling Units	Cumulative Affordable Units			
		60%	80%	100%	120%
Rental*	2,541	1,877	2,308	2,489	2,541
Owner	1,989	1,893	1,956	1,981	1,989

Source: 2013-2017 American Community Survey Five-Year Estimates for Davidson County TN
*Gross rent
Note: Affordability calculations assume 20% down payment, 30-year fixed mortgage at 4.94% and no greater than 30% of MHI

Key Takeaways

- Study area housing stock, relative to the county and MSA, offers a significantly higher percentage of affordable housing options. This is made possible by

an aging stock of garden-style apartment complexes, large and small manufactured housing parks that offer up to four bedrooms per unit, and an older housing stock in adjacent neighborhoods.

- Indications point to future challenges in this regard as redevelopment of properties occurs, as gentrification marches northward from areas near downtown.

Natural Features

Map 19 (Appendix A) shows environmental features including the location of steep slopes and streams. Two foot and ten foot contours are shown in **Map 26 (Appendix A)**

Land

A terrain snapshot shows a gradually sloping landscape mixed with steep hills and valleys, and a couple of major stream systems. While much of the former farmland has been subdivided into parcels, many natural features remain. Land developers have also integrated these features into designs for residential neighborhoods.

The elevation changes from approximately 450 feet above sea level at its lowest point along Pages Branch to 850 feet at Taylor’s Hill, said to be the highest point in Davidson County (see **Map 26, Appendix A**). Taylor's Hill is home to TriStar Skyline Medical Center. There are several valleys and hills within the study area, a number of which are characterized as having very steep slopes (greater than 15% slope). While some of these slopes form hillsides, others are man-made such as those found along the interstate interchange and among lots cleared for redevelopment (see **Map 19, Appendix A**). Steep slopes are located generally:

- North and south of Locust Street,
- North and south of Sunset Drive,
- North of Broadmoor Drive, east of Dickerson Pike, and
- North of Briley Parkway at TriStar Skyline Medical Center and Skyline Commons.

Water

Two streams, along with their network of tributaries, flow from east to west before emptying into the Cumberland River. Each stream corridor includes floodplain, stream, and associated steep slopes.

*iCreek*² is an interactive tool developed by the Cumberland River Compact and The Nature Conservancy of Tennessee that identifies the health of waterways within the Cumberland River Basin. According to this tool, both streams are considered “unhealthy.” The two categories cited for one or both streams are *presence of pathogens* and *in-stream habitat alteration*.

*Pathogens*¹ presence indicates that water is contaminated by human or animal waste. Persons who come into contact with pathogens found in water can suffer headaches or gastrointestinal illness. Pathogens can enter waterways by way of sewer overflows, leaking sewer lines, and polluted stormwater that washes bacteria from undisposed pet waste into the nearest stream. In urban areas, high concentrations of pathogens are most often associated with heavy rainfall, which causes sewer system problems and carries pathogens from animal waste into waterways.

In-stream habitat alteration refers to lost in-stream habitat due to human modification of a waterway’s bed, banks, or flow. Modification of a stream’s bed or banks happens when streams are channelized, sent through culverts, dammed, dredged, or filled. Out-of-stream infrastructure, such as curbs and gutters, storm-drains, and concrete ditches alter the rate of flow that enters a stream, quickly ushering water off impervious surfaces and sending it rushing into the stream channel. These modifications to streams result in an alteration of in-stream habitat. Habitat alteration can disrupt native species reproductive cycles or simply make living conditions untenable for some aquatics, reducing taxonomic richness and diversity. It can also lead to the replacement of native species by exotic or invasive species or provide advantages to generalist species over specialist species.

2 <http://www.cumberlandriverbasin.org/>

Pages Branch, part of the Cumberland River watershed shown in **Map 35 (Appendix A)**, forms a natural feature along the southern border of the study area. The stream wanders through several neighborhoods and contributes to their natural settings. Its main tributaries consist of dry stream beds that meander through the nearby Oakwood Park community to the east. A culvert moves the stream at a point under Dickerson Pike, and then flows through natural stream bed, before emptying out to the Cumberland River. The Pages Branch 100-year-floodplain includes a majority of parcels between Grizzard Avenue/Queen Avenue and Dellway Drive. According to *iCreek*, Pages Branch is unhealthy due to the *presence of pathogens*.

Ewing Creek, part of the Whites Creek watershed shown in **Map 35 (Appendix A)**, flows east to west along the northern portion of the study area. A man-made culvert carries volumes of water along the north side of Broadmoor Road and Ewing Drive. The creek flows under the interstate and crosses through several neighborhoods before emptying out into Whites Creek which then carries it to the Cumberland River. The Ewing Creek 100-year-floodplain includes parcels along Ewing Drive west of Dickerson Pike. According to *iCreek*, Ewing Creek is unhealthy due to the *presence of pathogens* and *in-stream habitat alteration*.

Tree Canopy

An extensive network of trees exists within the study area, as shown in **Map 20 (Appendix A)**. This patchwork of canopies can be found on many of the hills, along edges of nearby interstates and parkways forming a natural separation from the highways and residential areas, along Pages Branch and Ewing Creek, on vacant or underdeveloped property, to the rear of large residential lots, and within Metro parks and school property.

Climate Smart Analysis

An additional tool for examining environmental health is the *Climate Smart Cities* program supported and maintained by the Trust for Public Land. This program uses data to highlight areas that should be considered for green infrastructure investments. The Nashville model is built around the following five goals:

Absorb and Protect: reduce threats to life, safety, and property from flooding and poor water quality. Criteria includes impaired streams, floodzones, and stormwater runoff potential.

Connect: improve active transportation options. Criteria includes bikeway and trail gaps, connections to transit, and enhanced bicyclist and pedestrian safety.

Cool: reduce exposure to elevated temperatures from the urban heat island effect. Criteria includes day and night urban heat island hot spots and impervious cover.

Equity: improve conditions for vulnerable communities in Nashville. Criteria includes low income households, people with physical disabilities, and single parent households.

Public Health: improve conditions for residents suffering public health impacts related to the built environment. Criteria includes diabetes, respiratory disease, and stroke.

Each goal is assessed on several data criteria, which are divided into priority areas: low, moderately low, moderate, moderately high, and high. Unless otherwise stated, these priority categories are identified by breaking criteria into quintiles based on natural breaks calculation from ArcGIS. *High*, *moderately high*, and *moderate* categories are used for all criteria to identify priority areas within each goal.

Within each goal, the criteria are combined using a weighting system to reflect how strongly each supports the goal. The criteria and weights for each goal are listed below.

Absorb and Protect

Very little of the study area falls into an absorb and protect priority, as shown in **Map 21 (Appendix A)**. What does is the buffer around Pages Branch and Ewing Creek. These priority areas are driven by floodzones, impervious cover, lack of riparian vegetation, impairment of Pages Branch and Ewing Creek, and flood-damaged areas along these creeks.

Connect

As with other major corridors, Dickerson Pike is a connect priority, particularly at the major intersections with Trinity Lane, Hart Lane, and Ben Allen Road (see **Map 22, Appendix A**). This is driven by planned transit improvements, sidewalk and bicycle needs, and linkages between low-income communities and job-rich districts.

Cool

Two-thirds of the study area is a cool priority (see **Map 23, Appendix A**). Dickerson Pike at Ewing Drive is heavily affected by a daytime urban heat island effect and concentrations of impervious cover along the corridor and shopping centers.

Equity

The entire corridor is a very high priority on equity criteria. All criteria show up along most of the corridor, with sufficient overlap that there are no gaps in the overall level of priority for this goal (see **Map 24, Appendix A**).

Public Health

Except for a small portion of the northeast, the entire corridor is a public health priority. It is a high priority for diabetes, cardiovascular disease, and respiratory disease and a moderately high priority for stroke (see **Map 25, Appendix A**).

Key Takeaways

- Gradually sloping landscape mixed with steep hills and valleys, and two major streams.
- Land elevation ranges from 450 at Pages Branch to 850 at Taylor's Hill (only the foot of this hill is within the study area).
- Pages Branch and Ewing Creek are both "unhealthy" due to pathogens and habitat alteration within two watersheds (Cumberland/Whites Creek).
- While a tree canopy forms a natural separation from the highways and residential areas, along Pages Branch and Ewing Creek, and some vacant properties, Dickerson Pike's streetscape is void of trees.
- Climate smart analysis indicated that:
 - More vegetation is needed to absorb rainwater, prevent property damage caused by flooding, improve the water quality of Ewing Creek and Pages Branch, and reduce the urban heat island effect.
 - More transportation options with enhanced transit and pedestrian infrastructure are needed to improve the area's connectivity to the rest of the city.
 - More health and community services are needed to reach the residents of the area with the goal of reducing diabetes, respiratory disease, stroke, and cardiovascular disease.

Built Environment

Much of the agricultural land that existed along Dickerson Pike transformed after World War II with the emerging dominance of the automobile. Several motor courts and inns marked the route, catering to travelers and motorists and a hodgepodge of small developments began clearing land along the pike. A network of residential subdivisions cleared the way for suburban street and block patterns as shown in aerial photography taken in 1963 (see **Map 27, Appendix A**).

Historic Resources

Buildings constructed by year is shown in **Map 14 (Appendix A)**. The inventory of historic resources (see **Map 28, Appendix A**) includes those eligible for listing on the National Register and those considered Worthy of Conservation.

Two properties are currently identified as **eligible for listing on the National Register**. The National Register of Historic Places is the nation's official list of cultural resources worthy of preservation. Properties listed in the National Register include buildings, objects, sites, structures, and districts that are significant in American history, architecture, archeology, engineering, and culture.

The two properties are:

- Henry Hurt House/Congress Inn (2914 Dickerson Pike)
- 111 Alhambra Circle

Worthy of Conservation (WOC) is a local (Metro) designation for properties that are historic in character, but not significant enough to be listed or not eligible for listing in the National Register. Some of these include:

- Motor Court (2828 Dickerson Pike)
- Motor Court (2820 Dickerson Pike)
- Hilltop Auto Salvage Sign (2408 Dickerson Pike)
- H.G. Hill Food Stores (3105 Dickerson Pike)
- Olivet Missionary Baptist Church, formerly Hillhurst Baptist (1964)
- Nashville Kingdom and Worship Center (108 Oak Valley Drive)

Development Patterns

An analysis of development activity reveals both the character of the built environment and how current real estate is trending.

The northern portion of Dickerson Pike markets to a wider catchment area than the rest of the study area. Large footprint buildings anchor this area. Several rezoning requests indicate that this area is trending towards a future mix of residential, commercial, and hospitality uses. Access is predominantly from Dickerson Pike with a lack of connections to surrounding residential areas. This area has also been earmarked to accommodate a future transit center.

The segment of Dickerson Pike south of the highway interchange to Ben Allen Road includes a range of businesses mostly accessible by car, that cater to the local neighborhoods to the east and west. There are some large lots with large footprint buildings. Most of the lots accommodate smaller footprint buildings containing drivable chain restaurants, convenience stores, grocers and other neighborhood services. These lots are characterized by surface parking lots (see **Map 32, Appendix A**), asphalt or concrete pavement, frequent curb cuts, and multiple access points along Dickerson Pike. Sidewalks are present along Dickerson Pike and some side streets, but lack overall connectivity and are inadequate in some areas.

Further south, a lengthy stretch of properties extending from approximately Ben Allen Road to Grizzard Avenue continues the spine of commercial development along Dickerson Pike, but these lot depths are much shallower than those to the north. The buildings have smaller footprints with commercial, light industrial, and multi-family residential uses. Several new subdivisions in proximity to Hart Lane and Ben Allen Road have added new homes to this area in recent years (see **Maps 4 and 5, Appendix A**).

Land Use

The land use inventory summarized in **Table 4** provides a generalized view of the current use of land in the study area (see also **Map 12, Appendix A**). Classifications displayed are determined based on information collected by the Property Assessor's Office. The summary includes:

Table 4: Existing Land Use

Land Use Category	Acres	% of Total
Community, Institutional or Utility	12	1.4%
Park or Golf Course	1.1	0.1%
Vacant or Farm	265	32%
Residential - 1 unit	181	21.5%
Residential - 2 or 3 units	7	0.8%
Residential - 4 or more units	41	4.9%
Residential - non-household	4	0.5%
Office or Medical	25	3%
Commercial	178	21%
Industrial	107	13%
Auto Parking	11.6	1.4%
Not categorized	0.3	0.03%
Total	833	100.0%

Source: Metropolitan Nashville-Davidson County Property Assessor

Community, Institutional or Utility make up 1.4% of the land area, consisting of churches, clubs/ lodges, mortuary/cemetery, and schools. This includes Rocketship Nashville Northeast Elementary School, the International Association of Ironworkers lodge, Metro Fire Station No. 1, and several religious establishments.

Park of Golf Course includes 0.1% (1.1 acres) of the land area.

Vacant or Farm property represents 32% of the study area. In addition to vacant industrial, commercial, and residential lots, this classification includes common areas within residential condominiums and the common space surrounding duplex properties.

Residential – one unit represents of 21.5% of the study area or 181 acres. Some of these properties front Dickerson Pike. This classification includes single-family homes and mobile home parks. Mobile home parks consist of 85.8

acres or 10.4% of the study area. Single-family makes up the remainder. Additionally, neighborhoods within the Area of Influence are primarily within this classification.

Residential – two or three units consists of less than one percent (7 acres) of the study area. Only one such property within this classification fronts Dickerson Pike. This includes duplexes and triplexes.

Residential – multifamily (4 units or more) makes up 4.9% of the study area (41 acres). This includes Hillhurst Apartments on Sunset Circle; Village Place and Oak Park Apartments on Oak Valley Drive; Fallbrook Apartments on Delway Villa Road; and an unnamed apartment building at 101 Hart Lane.

Office or Medical consists of 3% of the study area (25 acres) with small concentrations in both the southwest corner north of the Holiday Village mobile home park and on several properties north of Broadmoor Drive.

Commercial makes up 21% of the study area (178 acres) and is ubiquitous along properties that front the corridor. Retail uses included in this category account for 11.6% of the study area and include Skyline Commons north of Briley Parkway and other centers near the Dickerson Pike intersections with Ewing Drive/Broadmoor Drive and Maplewood Lane/Maplewood Trace. Auto-related uses within this classification – dealers, repair shops, car washes, and other auto service uses – make up 5.2% of the study area (43 acres). Restaurants only make up 1.2% of the total study area, which includes fast food and restaurant/cafeteria.

Auto Parking makes up 1.4% of the study area (11.6 acres) with properties scattered throughout the study area.

Industrial consists of 13% of the study area. Of the total 107 acres within this classification, approximately 73 acres are small warehouse uses, which represent 8.7% of the total study area. Industrial uses are concentrated in the southwest corner of the study area.

Key Takeaways

- The area transformed over several decades from agriculture to commercial services catering to car traffic such as motor courts, gas stations, and strip malls.
- Historic resources are generally representative of the early automobile-era.
- Development pattern on the southern end represented by car-oriented businesses on shallow parcels that front and are primarily accessed via Dickerson Pike.
- Development pattern in the southwest corner represented by warehouse and industrial uses on larger parcels that do not directly access Dickerson Pike.
- Development pattern in the north represented by suburban strip malls placed behind parking lots.
- Service catchment area narrows from wide to local moving from north to south. Northern areas serve regional customers while the remainder serves a more locally focused customer base.
- Single family, commercial, industrial, and vacant uses together occupy over 80% of the study area.
- Retail makes up a small percentage with its highest concentration between Ben Allen Road and the northern boundary.
- Large explosives storage facilities encompass what otherwise may appear to outsiders as vacant property in the southwest corner.
- Most recent development is occurring north Briley Parkway, anchored by Skyline Commons and TriStar Skyline Medical Center.

Community Resources

Parks

Oakwood Park is located within the interior of a nearby neighborhood (west of the study area) and also anchors the community with substantial open space. The park has a trail that loops around a hilltop, and while the park is mostly natural within a thick tree canopy, it does offer a

few sports and recreational options. This park serves as the only publicly accessible park space nearby to the study area. While the park serves the immediate neighborhood, it lacks connectivity to the larger community on Dickerson Pike. As development occurs to accommodate new residences, the need for more open space will increase.

In total, six Metro park or open spaces (see **Map 18, Appendix A**) serve adjacent neighborhoods, each representing a specific typology within the parks system:

- Oakwood Park (community)
- Tom Joy and Parkwood Parks (neighborhood)
- Maplewood Tennis Court, Tom Joy School playground, and Schwab School playground (pocket)

Park service area or Level of Service (LOS) is a measurement of parks' performance to meet the community's needs (see **Map 29, Appendix A**). The analysis of service area coverage was formed by the service distance based on *NashvilleNext* transects and type of parks or amenity. For this approach, the service area expands outward from the park. Residents outside of the service buffers (areas that the park is intended to serve) are considered underserved.

- **Underserved Neighborhoods.** Almost half of the community between Dickerson Pike and I-24/I-65 falls outside of an existing park service area. Northeast of the study area is only covered by the Maplewood Tennis Courts. This area also faces a lack of park coverage.
- **Covered Neighborhoods.** The entire area east of the study area is covered by the Oakwood Park (community park) service area. Northwest of the study area is covered by the Parkwood neighborhood park, which is considered adequately covered.

Library

The Inglewood Library service area covers the area between Briley Parkway and Trinity Lane. The small north portion, consisting mostly of TriStar Skyline and Skyline Commons, is not within an existing service area. The *Nashville Public Library (NPL) Facilities Master Plan*

2015-2040 was completed in 2016 with the purpose of addressing library services in Davidson County. It presents recommendations to guide NPL in providing quality library service through the year 2040. One project is identified for the study area:

- **New Branch Location at Dickerson/Trinity** includes construction of a new branch of 25,000+ square feet near the intersection of Dickerson Pike and Trinity Lane scheduled for FY2030.

Schools

A number of schools located within and near the study area contribute to the amount of perceived open space and anchor the community as a cluster of learning institutions. Shown in **Map 13, Appendix A**, they include:

- Rocketship Nashville Northeast Elementary
- Tom Joy Elementary School
- Jere Baxter Middle School
- Gra-Mar Middle School
- Maplewood High School

Key Takeaways

- Low level of park service. Oakwood Park, the nearest neighborhood park, is closer to Ellington Parkway than Dickerson Pike. Pedestrian and bicycle infrastructure in between is subpar.
- Low level of library service, with the nearest available being in Inglewood. The library master plan shows a need for a new library in the vicinity of Dickerson/Trinity.
- Public school options within walking distance of the corridor are available, though the pedestrian infrastructure is inadequate.

Mobility

I-65 and Ellington Parkway carved a significant path through the landscape east, west, and north of the study area, paving the way for a wide range of establishments to pop up over the course of several decades. Those developments included low-rise housing, small-scale industry, auto-oriented commercial, community services, hospitality, and office. In the early 2000s, Walmart and Lowe’s began operating at the Skyline Commons shopping center across from TriStar Skyline Medical Center. This further strengthened the area north of Briley Parkway as a regional destination.

The corridor forms a commercial spine with residential neighborhoods on either side. Dickerson North serves an important function to businesses and residents that use this corridor daily to commute to work and obtain goods and services. Broadmoor Drive and Hart Lane are primary east-west road connections linking the study area to other parts of town. The larger neighborhood subdivisions, such as Capitol View and Oak Valley, have multiple ingress and egress points along Dickerson Pike or rely on collector roads that connect to Dickerson Pike. Smaller neighborhood subdivisions, such as Hillhurst, Pine Ridge, Family Estates, and Holiday Village, have only one point of ingress or egress and therefore rely on Dickerson Pike as their main point of access.

Roads

Map 31 (Appendix A) shows roads in the study area. Dickerson Pike (SR 11), I-65, and Briley Parkway (SR 155) are the state routes within the study area. The study area portion of Dickerson Pike is also designated as US 31W and US 41. Metro maintains the remainder. The majority of Dickerson Pike within the study area operates as a four-lane suburban roadway with a continuous center-turn lane from Kingston Street to the east I-65 on/off ramp. The remainder operates as a divided six-lane highway up to Skyline Ridge Drive (previously known as Old Due West Avenue).

The speed limit posted for the majority of Dickerson Pike throughout the study area is 40 mph. It increases to 45 mph north of Homestead Road.

Fig. 1: Traffic Counts

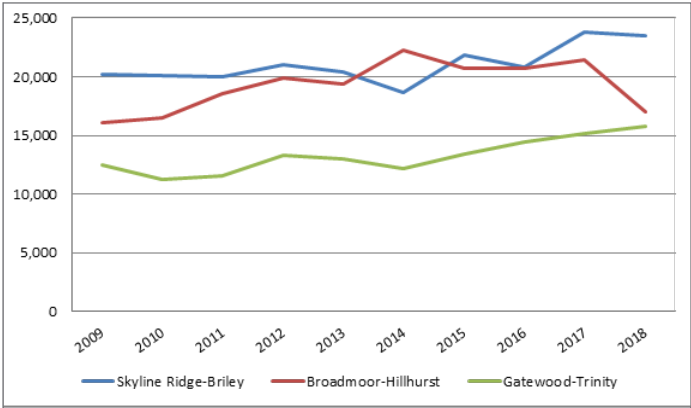


Table 5: Annual Daily Traffic Counts

Year	Traffic Count Location		
	Skyline Ridge Rd/Briley Pkwy	Broadmoor Dr/ Hillhurst Dr	Gatewood Ave/ Trinity Ln
2009	20,248	16,039	12,496
2010	20,129	16,520	11,302
2011	20,038	18,601	11,572
2012	20,979	19,902	13,283
2013	20,389	19,369	13,037
2014	18,626	22,301	12,220
2015	21,803	20,677	13,437
2016	20,855	20,763	14,443
2017	23,792	21,417	15,209
2018	23,450	16,980	15,730
Average	21,031	19,257	13,273

Source: Tennessee Department of Transportation (2009-2018)

Traffic Counts

There are two locations along this portion of Dickerson Pike where TDOT maintains traffic counts, which are presented as annual average daily traffic (AADT). The Dickerson Pike traffic counter location between Trinity Lane and Gatewood Avenue previously used in the Dickerson South assessment is included for comparison.

Fig. 1 and **Table 5** show that the traffic counts at the Dickerson Pike intersections have varied over the last 10 years.

Fig. 2: Traffic Counts Comparison

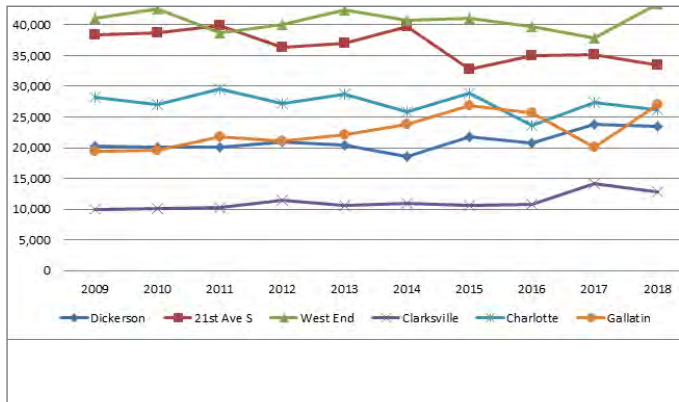


Fig. 2 shows how traffic counts for Dickerson North compare to the following similarly situated corridors (i.e. near an interstate interchange):

- Dickerson Pike and Skyline Ridge (Briley/I-65)
- 21st Avenue South and Woodlawn Drive (I-440)
- Gallatin Pike and 6th Street (I-40, Ellington Parkway)
- Charlotte Pike and 54th Avenue (White Bridge Pike/I-40/Briley Parkway)
- West End Avenue and Murphy Road (I-440)
- Clarksville Pike and 24th Avenue North (I-65)

Despite featuring the highest AADT amongst the three station locations selected, vehicular traffic for the Dickerson Pike North corridor continues to be less than peer Arterial-Boulevards within the County.

Level of Service

The Greater Nashville Regional Council measures roadway conditions for automobile, pedestrian, and bicycle infrastructure throughout its 13-county regional jurisdiction. Level of service (LOS) is a measure that relates the volume of a roadway to its designed capacity on

a scale of A (little congestion) to E/F (severe congestion). For automobile traffic, each measure corresponds to associated flow of travel and is summarized as follows:

Table 6: Road Level of Service

Street	From	To	LOS
Dickerson Pk.	Kingston Ave.	Skyline Ridge Dr.	C
Dellway Dr.	Dickerson Pk.	Woodyhill Dr.	C
Alhambra Cir.	Dickerson Pk.	Jones Ave.	C
Hart Ln.	Dickerson Pk.	Hart Ct.	C
Ben Allen Rd.	Dickerson Pk.	Hillside Rd.	C
Hillhurst Dr.	Dickerson Pk.	Robb Rd.	C
Broadmoor Dr.	Dickerson Pk.	Hillside Rd.	C
Ewing Dr.	Dickerson Pk.	Rich Acres Dr.	C
Maplewood Trc.	Dickerson Pk.	Hillside Rd.	C
Doverside Dr.	Dickerson Pk.	Parkway Dr.	C

Source: Greater Nashville Regional Council (2015)

- LOS A: Free flow traffic that meets or exceeds the posted speed limit
- LOS B: Minimum delay, stable traffic flow
- LOS C: Stable condition, movements somewhat restricted due to higher volumes
- LOS D: Movements are more restricted and travel speeds begin to decline
- LOS E: Traffic fills the designed capacity of the roadway, vehicles are closely spaced
- LOS F: Demand exceeds capacity, traffic is stop-and-go

Within the study area, data for several street segments was last recorded in 2015 (see **Table 6**). Data for remaining side streets are not available.

Signalization

Seven traffic signals currently operate within the study area (see **Map 31, Appendix A**). Traffic signals currently operate where Dickerson Pike intersects with the following:

- Hart Lane
- Broadmoor Drive/Ewing Drive
- Maplewood Trace/Maplewood Lane
- I-65 ramp
- Briley Parkway ramps
- Doverside Drive
- Walmart and Lowes driveway

Dickerson Pike intersections with Broadmoor Drive and Maplewood Trace include signalized pedestrian crossings. A high-visibility, though non-signalized, crosswalk is at the following intersection with Dickerson Pike:

- Rock Street, adjacent to Rocketship Nashville Northeast Elementary School

Parking

There are no publicly owned parking lots (see **Maps 18 and 31, Appendix A**), within the study area. Publicly accessible privately owned surface parking lots serving multifamily residential, commercial, and office uses along the corridor are plentiful. Limited cross access is available between lots requiring individual curb cuts off Dickerson Pike for access. Staff is not aware of there being shared parking agreements among the corridor property owners.

Pedestrian

Pedestrian infrastructure within the study area, including Dickerson Pike and intersecting side streets, is classified by the presence of sidewalks in **Table 7** and **Map 31 (Appendix A)**. The priority sidewalk network, a component of *WalknBike*, which determines streets prioritized for new sidewalk construction within the next five fiscal years based on transit access, school connectivity, pedestrian crashes, and sidewalk gaps, identifies segments of Dickerson Pike from Queen Avenue

Table 7: Sidewalk Presence

Present on both sides of street	
Hart Lane Maplewood Lane Doverside Drive	
Present only on one side of street	
Rock Street Hillhurst Drive Ewing Lane Broadmoor Drive	
Not present on either side of street	
Dickerson Pk Queen Avenue Kingston Street Martin Avenue Donald Street Gordon Terrace Dellway Villa Road Dellway Drive Lemuel Road	Lorraine Avenue Alhambra Circle Pine Ridge Drive Sunset Drive Ben Allen Road Oak Valley Drive Maplewood Terrace Homestead Road Skyline Ridge Drive

Source: Planning Department

to Hillhurst Drive, and from Doverside Drive to Skyline Ridge Drive to undergo future sidewalk construction. Gordon Terrace is also identified as a priority within the study area, scheduled for sidewalk construction within the next five fiscal years.

- Long-term sidewalk needs are identified for several local streets lacking sidewalks within and adjacent to the study area.

Bikeways

The study area and adjacent neighborhoods have several existing and planned bicycle facilities that are summarized below and shown on **Map 9 (Appendix A)**.

- Dickerson Pike from Kingston Avenue to Briley Parkway is identified as an existing bikeway for experienced cyclists, although there are no existing lane markings or signage.

- Hart Lane is identified as an existing bikeway for experienced cyclists. A major separated bikeway is planned.

Public Transit

WeGo Public Transit (see **Map 31, Appendix A**), provides bus service linking the study area to downtown Nashville, Parkwood, East Nashville, and Whites Creek. Two routes have boarding and alighting stops within the study area, and travel northbound and southbound along Dickerson Pike. Ridership information provided in this report represents average daily weekday boardings/alightings based on fall 2019 data, the latest available prior to charrette week. WeGo service and fare updates occurring in August of 2019 did not directly affect the two routes that provide service to the study area. However, alterations to route 28, which moved service from Meridian Street to Lischey Avenue in the *Dickerson South* study area has shifted additional riders to routes 23 and 43.

Routes that run along the study area include:

23 Dickerson Pike - a local service route operating with 20 to 40-minute frequencies on weekdays and 40-minute frequencies on weekends. It links the Nashville Academy of Computer Science in Parkwood, Walmart, and TriStar Skyline Medical Center to Central station in Downtown on a route that runs along the entirety of Dickerson Pike within the study area. Stops occur at locations shown in **Table 8**. Key findings include:

- Generally, ridership is highest for SB boarding and NB alighting.
- SB boardings are highest for Ewing Drive followed by Pine Ridge Drive and Rock Street.
- NB alightings are highest for Pine Ridge Drive followed by Ewing Drive and Dellway Villa Drive.
- WeGo Transit Center located at Wal-Mart has the highest boarding and alighting rates out of all stops along the route.

43 Hickory Hills - a local service route operating with one to two-hour frequencies on weekdays (no weekend service) links Whites Creek High School, Hunters Lane

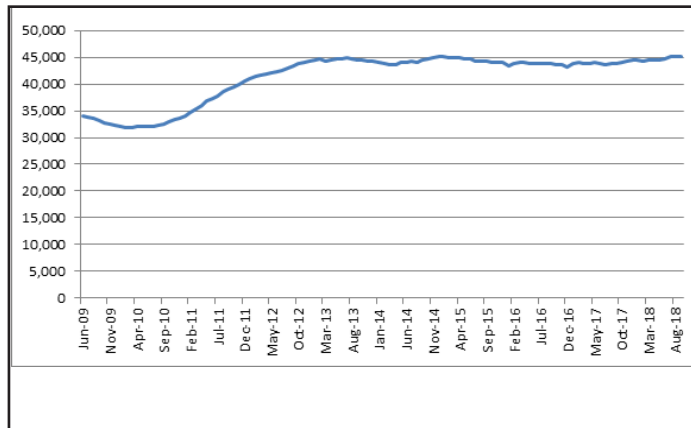
Table 8: Average Weekday Boardings/Alightings

Dickerson Pk Stop Locations	23 Dickerson Pk		43 Hickory Hills	
	Board	Alight	Board	Alight
Ben Allen Rd NB	0	7.8	0	0.5
Gordon Ter SB	3.9	0.4	1	0.6
Dellway Villa Dr NB	3.8	39.4	2	1.8
Ewing Dr NB	2.7	40.8	0	1.9
Ewing Dr SB	48.6	4.2	8.1	2.3
Alhambra Cir SB	6.6	0.5	0.5	0.5
Donald St NB	1.8	17.8	0.2	1
Maplewood Sq SB	0	0	0.6	0
Hillhurst Dr SB	3.1	0.6	0.7	0
Lorraine Ave NB	3.3	8	0.2	0.4
Pine Ridge Dr NB	6.4	50.7	0.4	2
Pine Ridge Dr SB	40.3	7.3	4.5	0.3
Sunset Cr NB	1.1	27.7	0.3	1.6
Sunset Cr SB	34.1	10.1	3.1	0.3
Ewing Dr WB	17.1	37.2	0	0
Ewing Dr EB	37.4	9	0	0
Lorraine Ave SB	3.2	0.6	0	0
Lemuel Rd SB	1.5	1	0.4	0.3
Rock St SB	39.3	5.3	3.3	0.2
Donald St SB	7.7	3	0	0
Homestead Rd SB	0	0	0.8	0.3
Maplewood Trc WB	0	0	1.3	1.9
Broadmoor & Hillside WB	0	0	0	0
Broadmoor Dr EB	0	0	1.2	2.5
Wal-Mart Transit Center	124.4	137.9	8.1	8.7
Doverside Dr WB	5.6	3.3	0.9	4.4
Doverside Dr SB	10.8	11.6	0.5	0.2
Alhambra Cir NB	0	0	0.1	0.1
Homestead Rd NB	0	0	0	1
Dellway Dr NB	2.6	5.2	0.6	0.1

Source: WeGo Public Transit (Ave Weekday Boardings and Alightings (2019))

High School, and TriStar Skyline Medical Center to Central station in Downtown on a route that runs along the majority of Dickerson Pike within the study area. Peak-hour express service is available that shifts limited service onto Ellington Parkway, Briley Parkway, and I-24.

Fig. 3: WeGo Route 23 Ridership



Stops within the study area occur at locations shown in **Table 8**.

Key findings include:

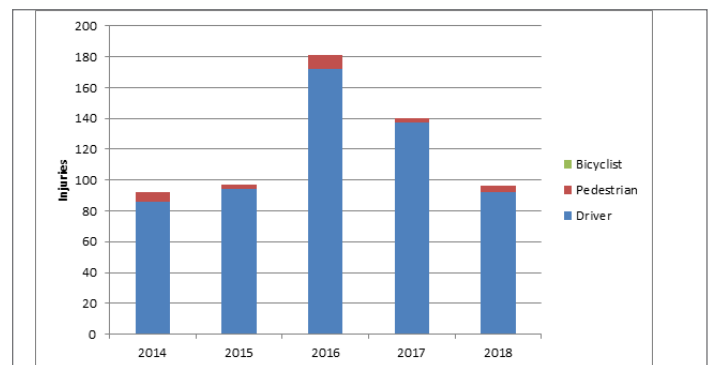
- Generally, ridership is highest for SB boarding and NB alighting.
- SB boardings are highest for Ewing Drive followed by Pine Ridge Drive and Rock Street.

Table 9: Crash Analysis

Year	Driver		Pedestrian		Bicyclist		Total	
	Injuries	Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries	Fatalities
2014	86	0	6	0	0	0	92	0
2015	94	0	3	0	0	0	97	0
2016	172	0	9	1	0	0	181	1
2017	137	0	3	1	0	0	140	1
2018	92	0	4	0	0	0	96	0
Total	581	0	25	2	0	0	606	2

Source: Metropolitan Nashville-Davidson County Police Department (2014-18)

Fig. 4: Crash Injuries by Mode



Crash rate for intersections is calculated as follows:

$$R = \frac{1,000,000 \times C}{365 \times N \times V}$$

R = Crash rate for the road segment expressed as crashes per 1 million vehicle-miles of travel (VMT).

C = Total number of crashes in the study period.

N = Number of years of data.

V = Number of vehicles per day (both directions).

Source: Federal Highway Administration

- NB alightings are highest for Pine Ridge Drive followed by Ewing Drive Dellway Villa Drive

Out of the two routes that provide service along Dickerson Pike, Route 23 provides the most frequent, direct bus service for stops within the study area. Month-to-month average ridership counts for the route from June 2009 to September 2018 can be found in **Fig. 3**.

Crash Analysis

The Metro Police Department records traffic crashes on a recurring basis. Consolidated data for the five-year period from January 2014 to December 2018 have been accumulated for this study (see **Table 9** and **Fig. 4**). Metro Police recorded more than 1,000 crashes within the study area.

Table 10: Crash Rates by Segment

Average Daily Traffic	Road Segment	Segment Length (Mi)	Crash Freq.	Crash Rate
19,257	Queen-Kingston	0.07	7	284.5
	Kingston-Martin	0.04	2	142.3
	Martin-Donald	0.13	15	328.3
	Donald-Gordon	0.08	3	106.7
	Gordon-Dellway Villa	0.07	2	81.3
	Dellway Villa-Rock	0.03	0	0.0
	Rock-Dellway	0.08	6	213.4
	Dellway-Lemuel	0.01	0	0.0
	Lemuel-Lorraine	0.15	3	56.9
	Lorraine-Alhambra	0.19	28	419.3
	Alhambra-Pine Ridge	0.09	3	94.8
	Pine Ridge-Hart	0.04	0	0.0
	Hart-Sunset	0.14	31	630.1
	Sunset-Ben Allen	0.11	0	0.0
	Ben Allen-Hillhurst	0.05	2	113.8
	Hillhurst-Broadmoor	0.25	70	796.7
	Broadmoor-Oak Valley	0.13	19	415.9
	Oak Valley-Maplewood	0.13	14	306.4
	Maplewood-Homestead	0.14	39	792.7
	Homestead-I-65 East	0.1	32	910.5
21,031	I-65 East-I-65 West	0.18	43	622.4
	I-65 West-Briley Off-Ramp	0.11	3	71.1
	Briley Off-Ramp-Briley On-Ramp	0.09	78	2258.0
	Briley On-Ramp-Doverside	0.14	44	818.8
	Doverside-Skyline Ridge	0.4	32	208.4

Source: Metropolitan Nashville-Davidson County Police Dept. (2014-18)

Table 11: Mid-Block Pedestrian Crashes

Date	Segment		Conditions	Crash Severity
	From	To		
4/18/14	Lorraine Ave	Alhambra Cir	Daylight; Clear	Injury
4/30/14	Broad-moor Dr	Oak Valley Dr	Dark – Lighted; Clear	Injury
7/26/14	Doverside Dr	Skyline Ridge Dr	Dusk; Clear	Injury
7/11/15	Briley On-Ramp	Doverside Dr.	Daylight; Clear	Injury
4/23/16	Doverside Dr	Skyline Ridge Dr	Dark – Lighted; Clear	Fatality
7/18/16	Hart Ln	Sunset Dr	Dark – Not Lighted; Clear	Injury
8/02/16	Martin Ave	Kingston St	Daylight; Clear	Injury
10/19/16	Martin Ave	Kingston St	Daylight; Clear	Injury
11/17/16	Home-stead Rd	I-65 East Ramp	Dark – Lighted; Clear	Injury
11/30/16	Hart Ln	Sunset Dr	Dark – Not Lighted; Clear	Injury
12/04/16	Lorraine Ave	Alhambra Cir	Dark – Lighted; Rain	Injury
7/29/17	Maple-wood Trc.	Home-stead Rd.	Daylight; Clear	Injury
2/08/18	Hart Ln.	Sunset Dr.	Dark – Lighted; Clear	Injury
4/16/18	Hart Ln.	Sunset Dr.	Daylight; Cloudy	Injury

Source: Metropolitan Nashville-Davidson County Police Dept (2014-2018)

Crash rates for roadway segments are expressed as number of crash incidents per 1,000,000 vehicle miles traveled (VMT) or per 100,000,000 VMT for intersections. The study area has two average daily traffic counters at two segments within the study area (see **Table 10**). Notably higher crash frequency occurs north of Hillhurst Drive with the highest between the Briley Parkway ramps, Hillhurst Drive-Broadmoor Drive, and Briley Parkway-

Table 12: Intersection Pedestrian Crashes

Date	Dickerson Pk. Intersection	Condition	Injury
03/19/14	Sunset Dr	Dark - Lighted; Clear	Injury
11/16/14	Sunset Dr	Dark - Lighted; Rain	Injury
12/05/14	Alhambra Cir	Dark - Lighted; Rain	Injury
09/26/15	Martin Ave	Dark - Lighted; Rain	Injury
11/08/15	Broadmoor Dr	Dark - Lighted; Clear	Injury
01/09/16	Broadmoor Dr	Dark - Lighted; Rain	Injury
02/11/16	Broadmoor Dr	Daylight; Clear	Injury
07/13/16	Pine Ridge Dr	Daylight; Clear	Injury (2)
02/25/17	Homestead Rd	Daylight; Clear	Injury
11/06/17	Hart Ln	Dark - Lighted; Rain	Fatality
12/12/17	Hart Ln	Dark - Lighted; Clear	Injury
04/24/18	Broadmoor Dr	Daylight; Cloudy	Injury
06/25/18	Doverside Dr	Dark - Lighted; Clear	Injury

Source: Metropolitan Nashville-Davidson County Police Dept. (2014-18)

Doverside Drive. The segment between the Briley Parkway ramps measured the highest crash rate of all sections measured.

Mid-Block Crashes

Fourteen collisions involving crashes with pedestrians occurred at the mid-block during the five-year, crash-reporting period (see **Table 11**). Thirteen of the 14 incidents resulted in pedestrian injuries in addition to one fatality. None of the recorded crashes involved people riding bicycles.

Intersection Crashes

Thirteen collisions involving crashes with pedestrians occurred at intersections within the five-year crash reporting period. Twelve of the 13 incidents included pedestrian injuries in addition to one fatality (see **Table 12**). None of the recorded crashes involved people riding bicycles.

Key Takeaways

- Extended portions of the corridor feature challenging topographic features and drainage ditches, both of which affect the design and placement of pedestrian infrastructure.
- Pedestrian infrastructure – sidewalks, crosswalks, signalized crossings, and greenways – is few and far between. Ongoing and future capital projects aim to fill sidewalk gaps near transit and schools in order to establish a connected, walkable environment.
- Given the changes in elevation and suburban roadway network of the study area built environment, there are limited opportunities to establish a consistent north to south bikeway connection parallel to Dickerson Pike. Recently approved trail-oriented developments adjacent to Ellington Parkway may establish preliminary connections, however creating a connected network within the study area presents a challenge.
- Vehicular crashes are disproportionately higher north of Hart Lane with increased crash rates specifically on approach and at Broadmoor Drive, Homestead Road, and Briley Parkway. The upper northern half of the study area features longer block lengths between intersections, higher average daily traffic, higher posted speed limits, and frequent driveway cuts when compared to the southern portion of the study area.

- Approximately 63% of pedestrian crashes occurred at night (17 out of 27 total crashes), however only two incidents occurred at locations without street lights.
- Average daily traffic is trending upwards with vehicle counts along Dickerson Pike between Skyline Ridge Drive and Briley Parkway being the highest. A reduction of traffic counts southwards may be correlated to vehicles turning onto Briley Parkway, I-65, and/or the TriStar Skyline Medical Center.
- Public transit use is highest at the Wal-Mart Transit Center and at bus stops located at Ewing Drive/Broadmoor Drive and Pine Ridge Drive intersections.
- Vehicular traffic for the Dickerson North corridor is less than peer Arterial-Boulevards such as Gallatin Pike, Charlotte Pike, West End, and 21st Avenue South.

Development Activity

Building Permit

An analysis of permit activity generated as the Codes Department issues construction, demolition, or grading permits, revealed that more than \$800,000 has been invested in the residential building stock and \$26 million into commercial permits from 2014 to May 2019. Permit locations are shown in **Map 5 (Appendix A)**. **Table 13** summarizes residential and commercial permits within the study area.

Key Takeaways

- Relative to Dickerson South, the study area has seen limited new investment in residential and commercial properties.
- Cottage Park SP is the only new large-scale development constructed south of I-65/Briley Parkway in recent years.
- North of the parkway new investment is underway on both sides of Dickerson Pike that will bring new housing, office, hospitality, and other services to this regional hub.

Table 13: Building Permit Activity

Permit Type	Building Type of Permit	No.	Value
Residential Rehab	Accessory Structure, Garage	1	\$10,000
	Single Family Residence	8	\$177,400
Total Residential Rehab		22	\$187,400
Residential Addition	Accessory Structure, Decks	1	\$11,241
	Single Family Residence	5	\$179,035
Total Residential Addition		6	\$190,276
Residential New	Single Family Residence	6	\$827,609
Total Residential New		6	\$827,609
Commercial	Car Wash	1	\$608,341
	Hotel / Motel	1	\$14,966,988
	Manufacturing, Light Hazardous (H1-H5)	1	\$1,921,170
	Medical Office, Professional Services	1	\$1,302,589
	Religious Institution, Worship Space	1	\$2,000,000
	Retail, Department / Retail Stores	2	\$1,925,832
	Warehouse, Storage S-1	3	\$3,481,785
Total Commercial		15	\$26,206,706
<i>Source: Metropolitan Nashville-Davidson County Codes Department</i>			

- Residential and mixed use rezonings east of the study area (and west of Ellington Parkway) have led to new planned, under construction or built mixed use development south of Trinity Lane.

Zoning and Subdivision

Between 2013 and late May 2019, there were eight rezoning cases and one subdivision case within the study area, as identified in **Table 14** and corresponding map in **Map 4 (Appendix A)**. Note that Table 14 includes all cases presented to the Planning Commission (i.e. not limited to zoning cases). These cases included:

Table 14: MPC Activity

Map 5 ID	MPC Case and/or Council Bill Numbers	Description of Action
1	2013SP-038-001/ BL2014-639	Zone change from R10, RS10 and CS to SP-R to permit 280 multi-family residential units and up to 480 assisted care living beds
2	2013CP-002-001	Policy change from RLM and RL to T3NE
3	2014Z-024PR-001	Zone change from CS and RS7.5 to AR2a (deferred)
4	2005P-010-004	Revision to preliminary PUD plan and final site plan to permit 3,780 sq.ft. express tunnel carwash
5	2015Z-081PR-001/ BL2016-104	Zone change from RS10 to CS-A
6	2015Z-097PR-001	Zone change from OL and RS7.5 to IWD (Disapproved)
7	2016S-013-001	Subdivision to shift a lot line
8	2016Z-052PR-001/ BL2016-298	Zone change from CN,CS, OR20, RS10, OL and RS5 to RM20-A and R6-A
9	2016S-188-001	Subdivision to consolidate lots
10	148-81P-001	Revision to PUD plan to reduce amount of mobile home units from 276 to 155
11	2017S-026-001	Subdivision to create 3 lots (deferred)
12	2017Z-025PR-001/ BL2017-703	Zone change from CS and OR20 to RM20-A
13	2017S-109-001	Subdivision to consolidate lots
14	2017M-041ES-001/ BL2017-755	Mandatory Referral for an easement
15	2017M-015AB-001/ BL2017-751	Mandatory Referral for right-of-way abandonment
Source: Metropolitan Nashville-Davidson County Codes Department		

MPC Activity (continued)

16	2017SP-051-001/ BL2017-917	Zone change from CS and RS7.5 to SP-R to permit up to 267 multi-family residential units and up to 15,000 square feet of commercial space
17	2017S-142-001	Subdivision to shift a lot line
18	2017S-186-001	Subdivision to create 2 lots
19	2017S-230-001	Subdivision to amend width of easement
20	148-81P-002	Final site plan to permit 155 mobile home units
21	2018S-036-001	Subdivision to create 2 lots (in process)
22	2018M-018ES-001/ BL2018-1210	Mandatory Referral for an easement
23	2018Z-031PR-001/ BL2018-1227	Zone change from CS and OR20 to MUG-A
24	2017SP-051-002	Final site plan to permit 261 multi-family residential units
25	2018S-123-001	Subdivision to consolidate lots
26	2005P-010-005	Revision to preliminary PUD plan to permit retail space, restaurants and a hotel
27	2019S-008-001	Subdivision concept plan to create 6 lots
28	2019S-008-002	Subdivision development plan/final site plan to create 6 lots
29	2005P-010-006	Revision to preliminary PUD plan and final site plan to permit a 74,340 sq.ft. hotel use
Source: Metropolitan Nashville-Davidson County Codes Department		

Discover status of active requests to the Planning Commission using Development Tracker online at: <https://maps.nashville.gov/DevelopmentTracker/>

- Two from commercial, office or residential districts to residential districts,
- One from office or residential to mixed use district,
- One from commercial to agricultural which was deferred,
- One from office to industrial district which was disapproved,
- One from single family residential to commercial district, and
- Two new Specific Plan districts (changed from single family and commercial districts) with combined entitlements for up to 500 multifamily residential dwelling units, clubhouse, associated amenities and up to 15,000 square feet of commercial space along Dickerson Pike.

Policy

NashvilleNext General Plan

NashvilleNext guides how and where Davidson County grows through 2040. The Planning Commission has final approval authority to adopt *NashvilleNext* and its supporting plans (e.g. community plans, corridor studies) and holds public hearings on individual policy changes. In 2015, the Planning Commission adopted *NashvilleNext* following a three-year community engagement effort that reached over 18,500 participants. The Planning Commission adopted an update to *NashvilleNext* in 2017.

Growth & Preservation Concept Map

NashvilleNext's Growth & Preservation Concept Map presents a county-wide vision, which shapes improvements in quality of life so that new development and redevelopment align with community values. The Growth & Preservation Concept Map serves as a tool for aligning spending, regulations, and Metro programs. **Map 6 (Appendix A)** shows how this vision is reflected within the study area.



The *Nashville Next* Concept Map places Center areas into one of three tiers:

- **Tier One:** These centers are the focus of coordinated investments to shape growth and support transit service in the next ten years.
- **Tier Two:** These centers receive some investments to manage growth, though less than Tier One centers.
- **Tier Three:** These areas are not designated to receive coordinated investments in the next ten-year period. Rather, investments may be made to support their current functions, and Metro will work with the private sector to ensure new development and redevelopment support Nashvillians' vision for centers.

Discover more about NashvilleNext online at:
<http://www.nashville.gov/Government/NashvilleNext.aspx>

Discover detailed guidance for each policy area in the Community Character Manual, online at:
<https://www.nashville.gov/Planning-Department/Long-Range-Planning/Community-Character-Manual.aspx>

Centers described below (and defined in the sidebar on pg. 23) build upon existing commercial centers to evolve into active, mixed-use places serving as a neighborhood or community gathering place. The concept for the study area illustrates several key components:

Tier Two Center: includes Dickerson Pike frontage as well as property without frontage between the corridor and I-24/I-65 from the southern boundary north to near Lorraine Avenue. It extends well past the study area boundary both to the south and west. Note that the Highland Heights Study, a small area plan component of the East Nashville Community Plan (outside the study area, but within the Tier Two Center) adopted by the Planning Commission in June 2018, recommends upgrading this center to Tier One.

Tier Three Center: includes Dickerson Pike frontage from Broadmoor Drive north to the study area boundary as well as property without frontage between the corridor and I-24/I-65 and Briley Parkway.

Transition or Infill: includes properties fronting Dickerson Pike generally between the Tier Two and Tier Three centers described above – from near Lorraine Avenue to Broadmoor Drive. This category also wraps the Tier Two and Tier Three centers creating a buffer between the corridor and centers and surrounding Neighborhood areas. Transition and Infill areas may have moderately dense residential and small-scale offices that are appropriate along and around prominent corridors and centers to provide a harmonious connection to surrounding neighborhoods. These areas provide transitions — in building types as well as scale and form — between higher intensity uses or major thoroughfares and adjacent lower density residential neighborhoods. They provide housing and offices near transit and commercial services, increasing the likelihood that residents can walk or bike to meet some of their daily needs. These areas also provide a diversity of housing types.

Neighborhood: includes areas adjacent to the study area with the exception of parcels, in limited areas, bordering Transition or Infill areas. This category is intended for

primarily residential areas offering a mix of housing types and character, with smaller civic and employment areas and small neighborhood centers.

Green Network: reflects natural areas that provide natural resources (such as water and land for farming), ecological services (such as cleaning air and slowing water runoff), wildlife habitat, and recreation opportunities. The network also includes sensitive natural features that can be disturbed or destroyed by development or that pose a health or safety risk when they are developed (such as steep slopes and floodplains). Within the study area this includes floodplain of Pages Branch, Ewing Creek, and tributaries for each.

High Capacity Transit Corridor: is a framework of more intense housing and commercial areas along major roadways with more frequent transit service. The priority routes identified for this category currently support frequent transit service priority routes. The blue line along Dickerson Pike highlights the street from the southern boundary of Dickerson North to Doverside Drive as an Immediate Need Priority Corridor for high capacity transit and is slated for near-term improvements to transit service. The thinner line north of Doverside Drive denotes the street as a Long-term Need Priority Corridor for improvements to transit service.

Community Character Policy

The Community Character Policy, shown in **Map 7 (Appendix A)**, shows how different Community Character policies link the countywide vision from *NashvilleNext* to zoning and development decisions for every property in the county. The over-arching concept behind each policy is its location within the Transect. The Transect is a system for categorizing, understanding, and guiding the various development patterns of a region, from the most natural and rural to the most urban. The policies provide guidance for four community elements within each transect category – Open Space, Neighborhoods, Centers, and Corridors.

Eleven policy areas, in the T3 Suburban and T4 Urban transects, are applied to the study area, which includes both the *East Nashville Community Plan* (south of Briley

Parkway) and the *Parkwood-Union Hill Community Plan* (north of Briley Parkway). Each policy area is summarized below and in **Table 15**.

T3 Suburban Neighborhood Maintenance (T3 NM) policy is applied to a small area adjacent to the west study boundary, but not fronting Dickerson Pike, between Sunset Drive and Oak Valley Drive. T3 NM is intended to maintain the general character of developed suburban residential neighborhoods.

T3 Suburban Neighborhood Evolving (T3 NE) policy is applied to a small area in the northwest corner of the study area north of the Skyline Commons shopping Center, but not fronting Dickerson Pike. It is also applied to the Oak Valley and Hillhurst neighborhoods along the west boundary. T3 NE is intended to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate density development patterns with moderate setbacks and spacing between buildings.

T3 Suburban Community Center (T3 CC) policy is applied to the Skyline Commons shopping center within the northwest quadrant of the Dickerson Pike/Briley Parkway interchange. T3 CC is also applied to TriStar Skyline Medical Center, which is located outside the study boundary. T3 CC is intended to enhance and create suburban community centers that serve suburban communities generally within a 10 to 20-minute drive.

T3 Suburban Mixed Use Corridor (T3 CM) policy is applied to frontage on both sides of Dickerson Pike north of I-65, with the exception of Skyline Commons where T3 CC is applied. T3 CM is intended to enhance suburban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the corridor.

T4 Urban Community Center (T4 CC) policy is applied to the study area between Broadmoor Drive and I-65, with the exception of some properties fronting Hillside Drive, Broadmoor Drive and Maplewood Trace adjacent to the east study boundary. T4 CC is intended to maintain, create, and enhance urban community centers as intense mixed use areas to meet the needs of the larger surrounding area.

Table 15: Community Character Policy

Community Character Policy/ Code	Acres	% of Total
Civic (CI)	3.4	0.4%
Conservation (CO)	141.8	15.3%
Open Space (OS)	0.0	0.0%
Suburban Community Center (T3 CC)	71.9	7.8%
Suburban Mixed Use Corridor (T3 CM)	39.0	4.2%
Suburban Neighborhood Evolving (T3 NE)	8.1	0.9%
Suburban Neighborhood Maintenance (T3 NM)	23.6	2.6%
Urban Community Center (T4 CC)	144.7	15.6%
Urban Mixed Use Corridor (T4 CM)	145.8	15.7%
Urban Mixed Use Neighborhood (T4 MU)	195.5	21.0%
Urban Neighborhood Evolving (T4 NE)	97.7	10.5%
Urban Neighborhood Maintenance (T4 NM)	56.5	6.0%
Total	928.0	100.0%

Source: Metropolitan Planning Department

T4 Urban Mixed Use Corridor (T4 CM) policy is applied to Dickerson Pike frontage between the south boundary and Broadmoor Drive. T4 CM is intended to enhance urban mixed use corridors by encouraging a greater mix of higher-density residential and mixed use development.

T4 Mixed Use Neighborhood (T4 MU) policy is applied to Dickerson North's southwest corner between I-24/I-65 and property fronting Dickerson Pike (but not including Dickerson Pike frontage) located south of the I-24/I-65 split. T4 MU is intended to maintain, create, and enhance urban, mixed use neighborhoods with a diverse mix of moderate- to high-density residential, commercial, office, and light industrial land uses.

T4 Urban Neighborhood Evolving (T4 NE) policy is applied west of Dickerson Pike frontage between the T4 MU area described above that is generally south of the I-24/I-65 split and to Sunset Circle. T4 NE is also applied east of Dickerson Pike frontage along the east edge of Dickerson North between Hart Lane and Maplewood Trace. T4 NE policy is intended to create and enhance the urban neighborhood to include greater housing choice and improved connectivity.

T4 Urban Neighborhood Maintenance (T4 NM) policy is applied to established residential neighborhoods with adopted plans that call for maintaining the current mix of housing and building form. In Dickerson North this includes property adjacent to the east boundary between Kingston Street and Hart Lane. T4 NM policy is intended to maintain the character of the urban neighborhood.

Civic (CI) policy is applied to Fire Station No. 1 at Broadmoor Drive and Hillside Drive, an NES substation at 2920 Hillhurst Drive (served by a driveway access to

Ewing Drive), and 2513 Dickerson Pike. Civic policy is intended to preserve and enhance publicly-owned properties that are used for civic purposes.

Conservation (CO) policy has a small presence in the study area. CO policy denotes environmentally sensitive land features, primarily stream buffers and ponds. Within the study area, this includes the floodplains of Pages Branch and Ewing Creek as well as the area along Broadmoor Drive and several pockets north of Briley Parkway.

Discover more about Access Nashville, online at:

Access Nashville (including MCSP)
<http://www.nashville.gov/Government/NashvilleNext/The-NashvilleNext-Plan.aspx> (search for Vol. V)

MCSP classification of streets:
<https://maps.nashville.gov/MCSP/>

Table 16: MCSP Classifications

Street	Segment		Major & Collector Street Plan Classification
	From:	To:	
Dickerson Pk	Trinity Ln	I-65	Urban-Residential-5-lane Arterial Boulevard-Immediate Need Multimodal Corridor (T4-M-AB5-IM)
	I-65	I-65 WB ramp	Suburban-Mixed Use-5-lane Arterial Boulevard-Immediate Need Multimodal Corridor (T3-M-AB5-IM)
	I-65 WB ramp	Briley Pkwy.	Suburban-Mixed Use-6-lane Arterial Boulevard-Immediate Need Multimodal Corridor (T3-M-AB6-IM)
	Briley Pkwy	Old Due West Ave	Suburban-Mixed Use-7-lane Arterial Boulevard-Long Term Need Multimodal Corridor (T3-M-AB7-LM)
	Old Due West Ave	Skyline Ridge Dr	Suburban-Mixed Use-5-lane Arterial Boulevard-Long Term Need Multimodal Corridor (T3-M-AB5-LM)
Hart Ln ¹	Dickerson Pk	Jones Ave	Urban-Mixed Use-4-lane Collector Avenue (T4-M-CA4)
Ewing Dr	Dickerson Pk	988 ft west of Dickerson Pk	Urban-Mixed Use-2-lane Collector Avenue (T4-M-CA2)
Broadmoor Dr	Dickerson Pk	Hillside Rd	Urban-Mixed Use-2-lane Collector Avenue (T4-M-CA2)
	Hillside Rd	Ellington Pkwy	Urban-Residential-2-lane Collector Avenue (T4-R-CA2)
Doverside Dr	Dickerson Pk	Oakview Dr	Suburban-Mixed Use-2-lane Collector Avenue (T3-M-CA2)

¹Hart Ln transitions to residential context approximately 512 feet east from Dickerson Pk

Source: Metropolitan Nashville-Davidson County Police Department (2013-2017)

Supplemental Policies

Supplemental policies provide an additional level of guidance beyond that provided by CCM. Supplemental policies address unique features of the area and expand upon standard guidance of CCM. Supplemental policies tailor to the needs of a small area within a community plan. They are applied in areas where the Community Character Policy alone does not provide the level of detail necessary to achieve the community's desired development pattern.

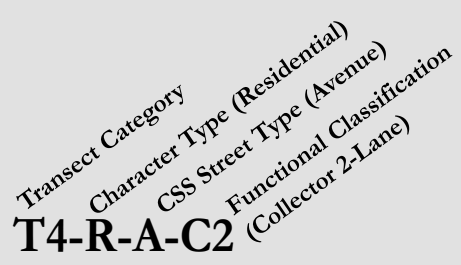
- No supplemental policy is applied within Dickerson North, the Planning Commission has adopted supplemental policies to the north and west that include the Dickerson South Study boundary and the Trail-Oriented Development Supplemental Policy (identified as Supplemental Policy Area 05-T3-NE-01 by the East Nashville Community Plan) between the study area and Ellington Parkway.

Access Nashville

Access Nashville is a comprehensive framework for the city's multimodal transportation network to support Nashville's quality of life and manage growth,

Major and Collector Street Plan Symbolology

The symbol for each street shown on the Major and Collector Street Plan consists of six characters that are cross-references to sections of text in the Major and Collector Street Plan. Note that one street can have multiple Context Sensitive Solutions (CSS) street types along it. The six characters in each symbol represent the following:



development, and preservation through the year 2040 and

beyond. Access Nashville provides a coordinated roadmap for the development of the entire transportation network over the next 25 years.

Major and Collector Street Plan

A part of Access Nashville, the Major & Collector Street Plan (MCSP), shown in Map 8 (Appendix A), is a comprehensive plan and implementation tool for guiding public and private investment in the major streets that make up the backbone of the city's transportation system. Emphasis is placed on designing streets that serve all people and reflect the character of the neighborhoods and centers through which users pass. Therefore, each street segment is categorized under the defining elements of Environment, Street Context, and Functional Design Type and identified with a specific label string comprised of the elements appropriate for that street segment.

Streets within the study area identified by the MCSP are described in Table 16. The remaining intersecting roads are classified as local streets.

Walking, Bicycling, and Street Priorities

In addition to the MCSP, Access Nashville also identifies walking, bicycling, and street priorities. Among those identified for the East Nashville and Parkview-Union Hill communities, the following are within the study area and shown in Map 9 (Appendix A):

Walking and Street Priorities:

Access Nashville identifies a portion of the study area from Douglas Avenue to Briley Parkway as a countywide priority walking project (#14) as part of its Dickerson Pike Complete Streets priority. Opportunities related to sidewalks, major separated bikeways, crossings, and streetscaping as well as improved access management are called for.

Access Nashville also identifies sidewalk construction and enhanced street crossings in order to close gaps in the pedestrian network along Dickerson Pike between Briley Parkway and Old Hickory Boulevard, as part of the Skyline to Bellshire Sidewalks community priority (#28).

Bicycling Priorities

East Nashville Bikeway – *Access Nashville* identifies the need to study protected and separated bikeway connectivity along Dickerson Pike as a community priority bicycling project (#18).

WalknBike

WalknBike is Nashville's strategic plan for bicycle and pedestrian infrastructure. Recommendations within the study area, shown in **Map 9 (Appendix A)**, include:

- Dickerson Pike and Hart Lane are identified as existing bikeways for experienced cyclists.
- Mulberry Downs Circle is identified as an existing low stress bikeway.
- Hart Lane and Pine Ridge Drive are identified as planned major separated bikeways.
- Jones Avenue, Sunset Drive, and Hillhurst Drive are identified as neighborways.
- Long-term sidewalk needs are identified for several local streets lacking sidewalks within and adjacent to the study area.

Plan to Play

Plan to Play is Nashville's strategic plan for parks and greenways. Recommendations related to greenways within the study area.

- No recommendations included for the study area in *Plan to Play*.

nMotion

Adopted in 2016, *nMotion* is the regional transit plan developed under the leadership of the WeGo (a.k.a. Metropolitan Transit Authority). Recommendations related to transit within the study area, shown in **Map 10 (Appendix A)**, include:

- Full **Bus Rapid Transit** along Dickerson Pike, a limited stop bus service that would utilize bus-only lanes independent of travel lanes with automobiles throughout the study area.

- A **regional transit center** near the Dickerson Pike and Doverside Drive intersection, which is envisioned to serve as a mobility hub linking multiple transit routes, providing park and ride opportunities, and facilitating comfortable waiting facilities.
- A new **rapid bus route** along Briley Parkway which will connect routes along Dickerson Pike and Lebanon Pike, providing service to the Dickerson Pike, Gallatin Pike, Opry Mills, and WeGo Central regional transit centers.

Transportation Demand Management

Transportation Demand Management (TDM) focuses on understanding how people make transportation decisions. More efficiencies of existing infrastructure can be gained by strategies that encourage carpooling and ridesharing, telecommuting, taking mass transit, bicycling and bikesharing, and walking. Options other than driving alone can be encouraged by the design of our transportation infrastructure and surrounding built environment.

The integration of TDM into corridor planning efforts can significantly increase capacity, mitigate peak period demand, and maximize corridor efficiency. These outcomes can help avoid more costly and congestion-inducing strategies such as road widening.

Discover more about countywide park and transportation plans online for each of the following:

WalknBike
<http://www.nashville.gov/Public-Works/WalknBike.aspx>

Plan To Play:
<http://www.nashville.gov/Parks-and-Recreation/Plan-To-Play.aspx>

nMotion:
<https://nmotion.info/the-plan-document/nmotion-transit-plan/>

Existing Strategies

Metro Planning recently launched Nashville Connector, which is Davidson County's first TDM program. The purpose of Nashville Connector is to educate residents about all of the city and region's transportation options. Currently, the program is focusing on employers in Downtown Nashville.

Future Strategies

Traditionally, TDM has focused on reducing single occupancy vehicles in the commuter travel market, but TDM principles can be very effective at corridor level planning. By changing corridor efficiency metrics on person throughput rather than vehicle throughput, TDM becomes an essential tool to adopt more efficient transportation mode policies. The following are potential planning strategies that support TDM:

Goals and Objectives: Establish SMART goals and objectives (Specific, Measurable, Achievable, Realistic, Timebound). Goals and objectives form the core of a successful TDM corridor plan, and implementation strategies should be built from these. Specifically, these targets should include:

- Mode Split Shift
- Vehicle Trip Reduction (VTR)
- Vehicle Miles Traveled (VMT) Reduction
- Air Quality Improvement
- Person Throughput
- Transit Service Reliability

Monitoring and Evaluation: A formal methodology for monitoring assessment and evaluation timelines should be put in place to evaluate effectiveness of goals, objects and cost-benefit analysis. Tools, such as the Trip Reduction Impacts of Mobility Management Systems (TRIMMS) from the Center for Urban Transportation Research (CUTR) are available for quantification of TDM impact.

Private sector developers should consider the following implementation strategies as they undertake redevelopment projects along Dickerson Pike:

- Preferential treatment for Transit such as bus only lanes and queue jumps.
- Protected and separated bikeway infrastructure.
- Enhanced pedestrian amenities including sidewalks and frequent, high visibility crosswalks.
- Integration of traditional TDM programs for adjacent employment centers.
- Incorporate TDM strategies into land development policy along corridor.
- Remove parking minimums and incentivize shared parking. Centralize parking management.
- Smart Corridor/Integrated Corridor Management (ICM) strategies.

Key Takeaways

- Community Character policy applied to Dickerson Pike frontage generally conflicts with adopted zoning.
- Community Character policy currently supports a mix of uses with higher density concentrated at major intersections.
- *nMotion* recommends significant transit investment along the corridor including bus rapid transit along the length of the corridor from downtown Nashville to Skyline Commons, a regional transit center near Skyline Commons, and a new rapid bus line serving Briley Parkway.

Planned Improvements

Capital Improvements Budget

The capital improvements budget (CIB) is a planning tool used to prioritize and coordinate investments in long-term, durable improvements. Capital improvements include Metro facilities and equipment, as well as infrastructure (capital investments that shape private activities, such as deciding where to live, start a business, or invest).

The CIB provides an annual plan of proposed expenditures for capital projects and the means of financing them. It outlines potential projects over a six-year horizon allowing decision makers to determine a funding schedule which is fiscally and administratively practical. The capital budget does not appropriate funds, but instead identifies projects that are eligible for consideration of funding in the Capital Spending Plan. The Planning Commission's role is most closely tied to infrastructure, which must be closely coordinated with land use regulations.

As shown on **Map 30 (Appendix A)**, the following CIB projects within and adjacent to the study area include:

- Continue **implementation of the Fire Department Master Plan** (16FD0001), which includes Station No. 1 renovation.
- **Parkwood Community Center Expansion And Upgrades** (19DS0002) includes facility upgrades to the existing Community Center to a Regional Center located on Vailview Dr., west of the study area.
- **Tom Joy Head Start Upgrades** (07AC0001, 17AC0002, & 20AC0007) includes additional parking and paving, and sprinkler system installation at Tom Joy Head start located south of the study area.
- **Dickerson Pike Corridor Improvement** (20MT0001) to evaluate the multimodal facilities on the corridor, utilizing a Complete Streets approach to the redesign of the corridor with focus on improved transit and pedestrian amenities and accessibility.

- **Neighborhood Planning and Infrastructure Studies** (20PC0002) includes multiple studies throughout the county, including Dickerson Pike, that address infrastructure, community character, and growth
- **DA/MNPD BWC project - BWC video/audio review operations center construction** (19DA0002) includes purchase and build-out of Body Worn Camera operations facility at the existing warehouse in southern portion of study area

Capital Spending Plan

The Capital Spending Plan contains the Mayor's recommendations of capital project requests from the capital improvements budget that the Administration would like to see approved and financed. The spending plan highlights projects that line up with the Mayor's priorities and the needs of the community. The vast majority of projects are funded with general obligation bonds, but there are 13 other methods of financing that can be utilized. There is no mandate in the Metro Charter for an annual capital spending plan, so it can be submitted at the Mayor's discretion. The plan must be approved by the Metro Council by Resolution.

- There are no Capital Spending Plan projects within the study area.

Tennessee Department of Transportation

- No TDOT projects have been identified within the study area.

Public Works, Parks, and MPO Projects

The following Metro Public Works projects are currently in process or are scheduled to occur within the study area:

- **Dickerson Pike sidewalks:** New sidewalks with curb and gutter and grass strips are in design, and scheduled to be built from Donald Street to Dellway Drive along the east side of Dickerson Pike (Capital project ID 6103 and 5083).

- **Maplewood Trace sidewalks:** New sidewalks with curb and gutter, storm drains, and grass strips are scheduled to be built from Dickerson Pike to Maplewood High School at Walton Lane (Capital project ID 5084, project number 2017-R-009).
- The Greater Nashville Regional Council, in partnership with WeGo, has allocated funds for the **expansion of BRT-Lite improvements along Dickerson Pike** from Spring Street up to Doverside Drive. Following the success of the Nolensville Pike BRT-Lite project, resources are targeted for route planning, bus stop siting and construction, and the procurement of vehicles (Transportation Improvement Program project #2014-15-005).

No Metro Parks projects have been identified within the study area.

Key Takeaways

- Projects included in the CIB and regional plans are generally not funded at this time.

Zoning

Zoning regulations detail how land may be used and developed including: the density, building placement and lot coverage, required parking, and permitted signage. The Planning Commission makes recommendations to the Metropolitan Council on all zone changes, and the Council has final approval. Both the Planning Commission and the Metropolitan Council hold public hearings on individual zone changes. A static zoning map (with zoning changes adopted up until May 1, 2019) is shown in **Map 11 (Appendix A)**. Zoning entitlements include base zoning, Specific Plan districts, overlay districts, and landmarks. Community members have opportunities for input on the underlying land use policies as those policies are being set during the community planning process.

Table 17: Existing Zoning

Zoning District	Acres	% of Total
Commercial, Shopping Center & Mixed Use	521.5	56%
CL	15.9	1.7%
CS	407.2	43.9%
CS-A	0.4	0.0%
SCR	91.6	9.8%
MUG-A	6.4	0.6%
Single-Family Residential	200.2	21.5%
RS5	3.2	0.3%
RS7.5	53.3	5.7%
RS10	143.7	15.5%
One- and Two-Family Residential	18.6	1.9%
R10	15.1	1.6%
R6	3.1	0.3%
R6-A	0.4	0.0%
Office	13.5	1.4%
OR20	7.6	0.8%
OL	5.9	0.6%
Industrial	150.5	16.2%
IWD	150.5	16.2%
Specific Plan	24.3	2.6%
SP	24.3	2.6%

Source: Property Assessor

Discover more about Nashville's Zoning Ordinance online at:
<https://www.nashville.gov/Planning-Department/Land-Development/Zoning-Changes.aspx>

Base Zoning

A summary of zoning districts within the Dickerson North study area (928.54 acres total) is described below and in **Table 17**:

Industrial districts comprise 150.5 acres (16.2%) of the study area and include:

- **Industrial Warehousing Distribution (IWD)** zoning is concentrated on the west side of Dickerson Pike near the southwest corner of the study area. Locust Street, Quality Way, Lemuel Road, Plum Street, and Rock Street.

Commercial and mixed use districts comprise 521.5 acres (56%) of the study area and include:

- **Commercial Services (CS)** zoning is the most predominant zoning district within the study area (43.9%) and generally the most permissive of commercial districts. Properties fronting the vast majority of Dickerson Pike within the study area are zoned CS;
- Dickerson Pike frontage between Homestead Road and Doverside Drive is primarily within the **Commercial Limited (CL)** district;
- **Mixed Use General (MUG)** district includes 6.4 acres fronting the west side of Dickerson Pike, generally south of Pine Ridge Drive; and
- **Shopping Center Regional (SCR)** district includes 91 acres (9.8%) on the northern end of the study area, home to Skyline Commons which includes Walmart and Lowe's.

Office districts make up 13.5 acres (1.4%) of the study area and include:

- Properties fronting Hart Lane, one lot off Dickerson Pike, along with similarly situated parcels on Donald Street and Kingston Street in the southeast corner of the study area are zoned **Office Residential (OR20)**. In addition to office, this district permits up to 20 units per acre of multifamily residential.
- One narrow, deep parcel fronting Dickerson Pike is zoned **Office Limited (OL)**, located just south of Alhambra Circle. Another OL-zoned lot fronts Ewing Drive adjacent to CS zoning that fronts Dickerson Pike.

Residential-only districts make up 200.2 acres (21.5%) of the study area and include:

- Residential neighborhoods located behind Dickerson Pike frontage are primarily zoned **Single-Family Residential (RS5 and RS7.5)**. The majority is zoned RS7.5, which permits a minimum lot size of 7,500 square feet. A small portion on the west side of Dickerson Pike is zoned RS5, which permits a minimum lot size of 5,000 square feet.
- Two small pockets of **One- and Two-Family Residential (R6 and R10)** districts are along Sunset Circle (R10) and Oak Valley Drive (R6). R10 permits a minimum lot size of 10,000 square feet, while the R6 has a minimum of 6,000 square feet.

Specific Plan (SP)

A Specific Plan district, generally known as SP zoning, refers to a type of base zoning district which is not subject to traditional zoning districts' development standards. SP zoning was created as developers and neighborhood leaders throughout the County sought additional flexibility to create developments that meet market demands, address neighborhood concerns, and are suitable to the surroundings. SP zoning is considered a "design-based zoning" district.

Under SP zoning, design standards established for that specific development are written into the zone change ordinance. Developers who use SP zoning must still follow historic and redevelopment guidelines, subdivision and stormwater regulations, and the goals and objectives of *NashvilleNext*.

SP zoning makes up 24.3 acres, or 2.6% of the total study area. Other SPs located in between the east study area boundary and Ellington Parkway were also reviewed and documented in preparation of the charrette. The Metro Council bill number and Planning Commission case numbers are provided below:

- **Preserve at Highland Ridge SP** (BL2017-917/2017SP-051-001) at 3474 Dickerson Pike and Dickerson Pike (unnumbered)(18.04 acres): permits up to 267 multi-family units, clubhouse, associated amenities and up to 15,000 square feet of commercial space along Dickerson Pike;

- **Anchor Property Holdings SP** (BL2009-511/2009SP-003-002) at 3502 Dickerson Pike (2.88 acres): permits automobile sales (new) automobile sales (used), automobile service, car wash, vehicular sales and services, vehicle rental/leasing and heavy equipment repair and all other uses permitted in the CS zoning district as additional uses;
- **Skyline Apartments SP** (BL2014-639/2013SP-038-001) at 915 and 927 Old Due West Avenue (47.09 acres): permits up to 280 multi-family residential dwelling units and up to 480 assisted care living beds; and
- **Cottage Park SP** (BL2014-638/2013SP-034-001) at Surf Drive (unnumbered)(16.6 acres) permits up to 81 residential dwelling units.
- **Skyline Commons PUD** (BL2005-677/2004Z-113G-02) at Dickerson Pike (unnumbered), 3466 and 3446 Dickerson Pike (81.71 acres) includes Skyline Commons shopping center. SCR is the base zoning district.
- **Unnamed Dickerson Pike PUD** (BLO96-555) at Dickerson Pike (unnumbered) at the southeast corner of the I-65/Briley interchange (54.12 acres) is generally undeveloped. The property borders Skyway Studios on two sides. CS is the base zoning district.
- **Public Storage PUD** (O68-1376/67-87-P) at 3125 Dickerson Pike (3.84 acres), approximately 260 feet south of Maplewood Trace. Public Storage self-service storage currently occupies the site. CS is the base zoning district.
- **Hillhurst Apartments PUD** (O77-683/156-77-G) at 101 Sunset Circle (16.09 acres). While R10 is the base zoning district, Hillhurst Apartments, a 168-unit multifamily complex, occupies the site.
- **Pine Ridge PUD** (O96-1211/35-86-P) at 0 Dickerson Pike is occupied by single-family homes. RS7.5 is the base zoning.
- **Holiday Village PUD** (O81-680/137-81-U) at 201 Grizzard Avenue (68.46 acres) consists of the Holiday Village mobile home park with approximately 274 homes. CS is the base zoning district.

Overlay Districts

Overlay districts are a means of addressing specific aspects of land use control or development design that transcend conventional zoning district provisions. A summary of overlay districts in the vicinity of the study area is provided below and shown in shown in **Map 11 (Appendix A)**.

Planned Unit Development

The planned unit development (PUD) district is an alternative zoning process that allows for the development of land in a well-planned and coordinated manner, providing opportunities for more efficient utilization of land than would otherwise be permitted by the conventional zoning provisions. The PUD district may permit a greater mixing of land uses not easily accomplished by the application of conventional zoning district boundaries, or a framework for coordinating the development of land with the provision of an adequate roadway system or essential utilities and services. In return, the PUD district provisions require a high standard for the protection and preservation of environmentally sensitive lands, well-planned living, working and shopping environments, and an assurance of adequate and timely provision of essential utilities and streets.

Urban Design Overlay

An Urban Design Overlay (UDO), is a zoning tool that requires specific design standards for development in a designated area. A UDO is used to either protect the pre-existing character of the area or to create a character that would not otherwise be ensured by the development standards in the base zoning district. This tool overlays the current base zoning and allows for development standards above and beyond those in the base zoning. One UDO is within the study area, as shown in **Map 11 (Appendix A)**:

- **Dickerson Pike Sign UDO** extends north from Trinity Lane to Rock Street, on the west side of Dickerson Pike. The UDO covers both sides of Dickerson Pike south of Trinity Lane providing design guidance related to signage.

Key Takeaways

- Almost half (40.2%) of the study area is zoned CS. It is primarily concentrated along Dickerson Pike frontage. CS zoning allows uses and development patterns that can fit the intent of the land use policies. However, it also offers additional entitlements for uses in conflict with the policies.
- PUDs were primarily adopted in previous decades, with Skyline Commons being an exception (adopted in 2005). Older PUDs include neighborhoods like Hillhurst Apartments, Pine Ridge, and Holiday Village Mobile Home Park.
- While present, the Dickerson Pike UDO only applies to new signage. Unlike other UDOs, it offers no form-based regulations
- SPs include entitlements for over 1,000 units that range from constructed to plans remaining on the drawing board.

Key Takeaways

- Study area in northwest quadrant of Briley Parkway interchange is within the General Service District, while the remainder is within the Urban Services District.
- Sales tax collection increased from 2015 to 2018.

Services & Tax Revenue

Urban and General Service Districts

With the exception of the northwest corner of the study area, which includes Skyline Commons shopping center, the study area is within the Urban Services District (see **Map 33, Appendix A**).

Tax Revenue Collected

Table 18 presents sales tax collection within the general study area.

Table 18: Dickerson Sales Tax Collection

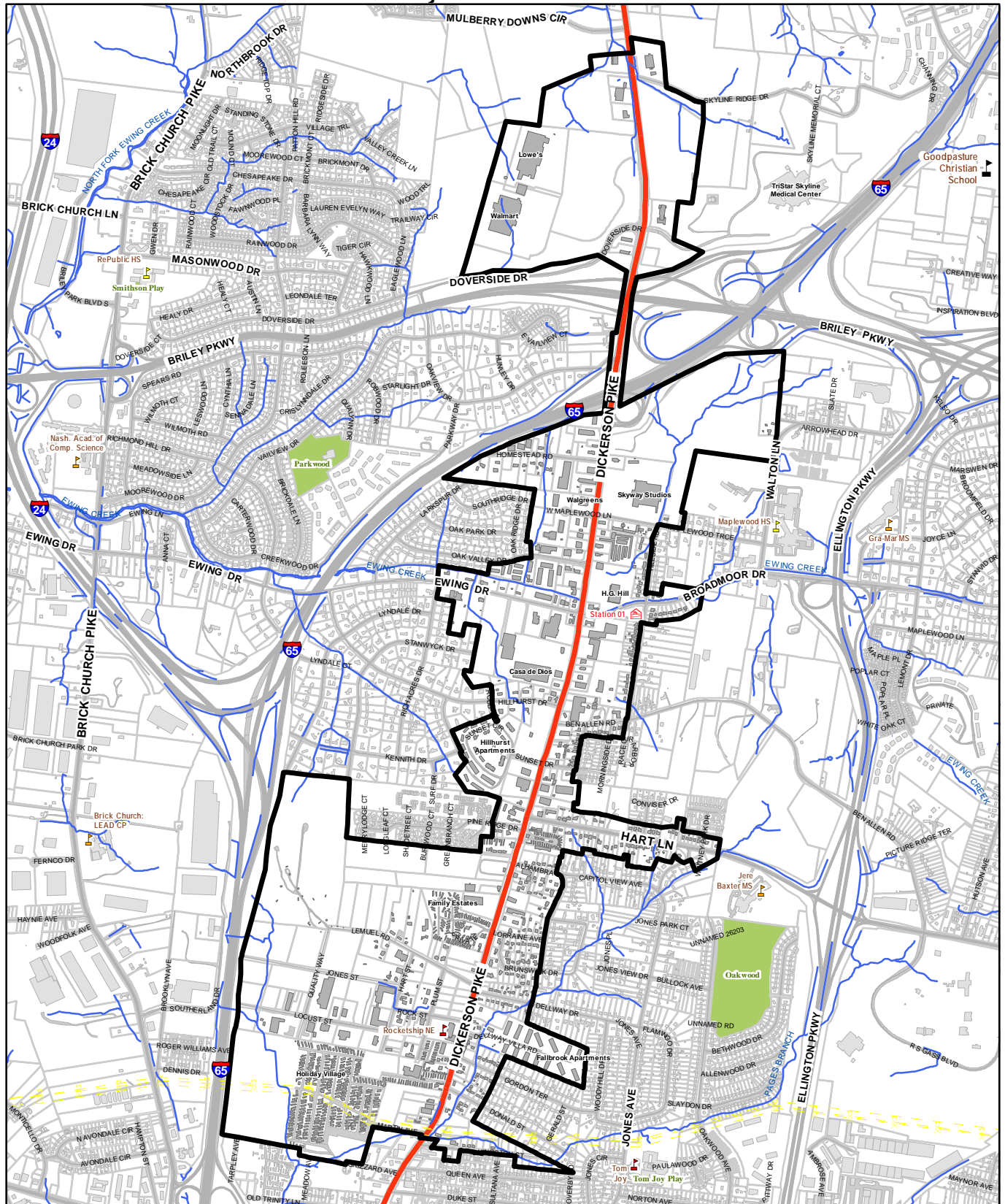
Year	State Revenue	Metro Revenue
2015	\$12,241,164	\$3,717,246
2018	\$13,099,469	\$4,176,502
Metropolitan Nashville-Davidson County Finance Department		

Appendix A: Maps

List of Maps

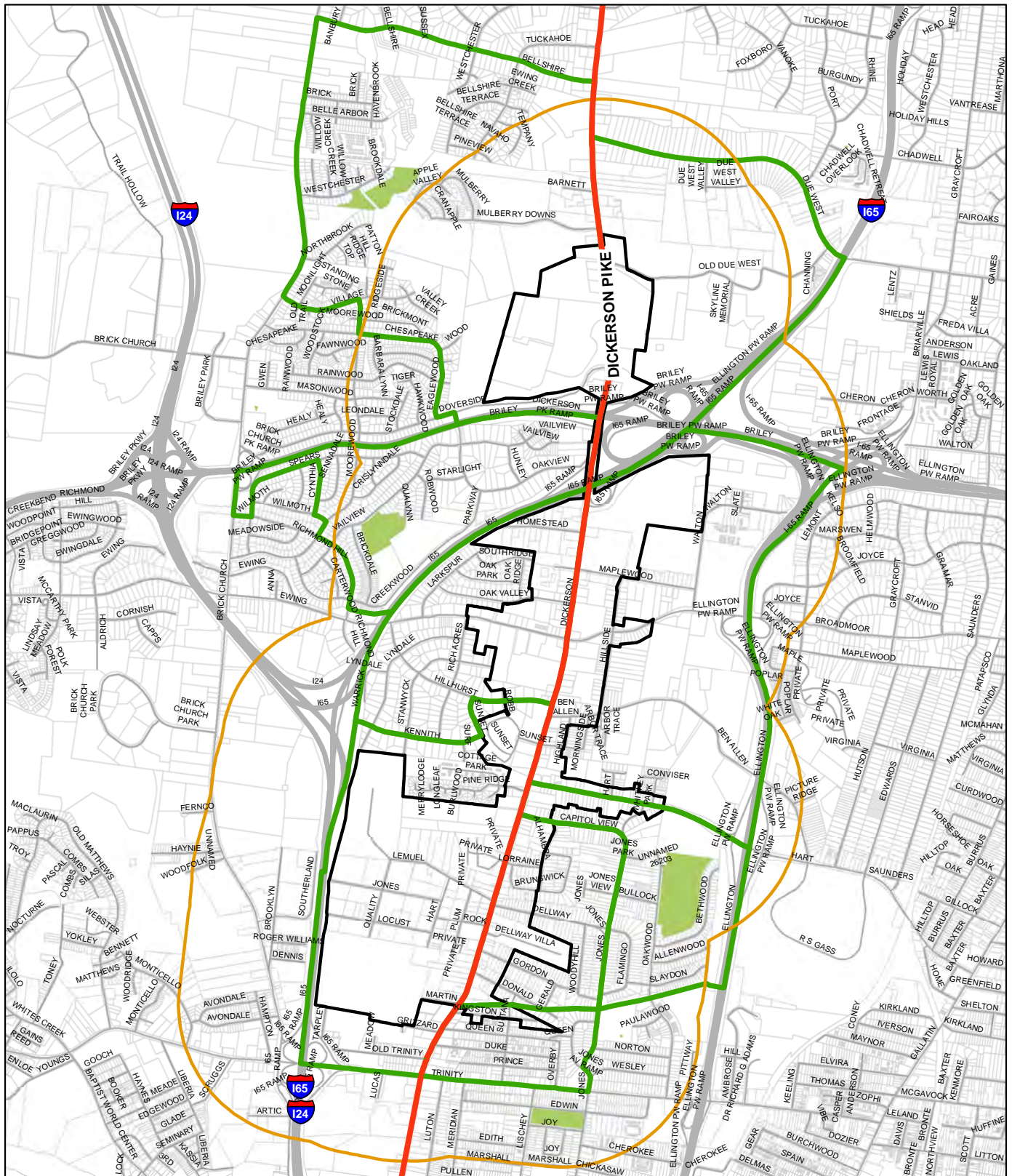
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Dickerson North Corridor Study



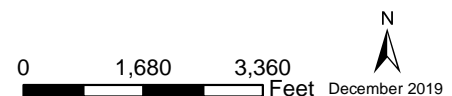
Map 1: Base Map
(Study Area)

Dickerson North Corridor Study

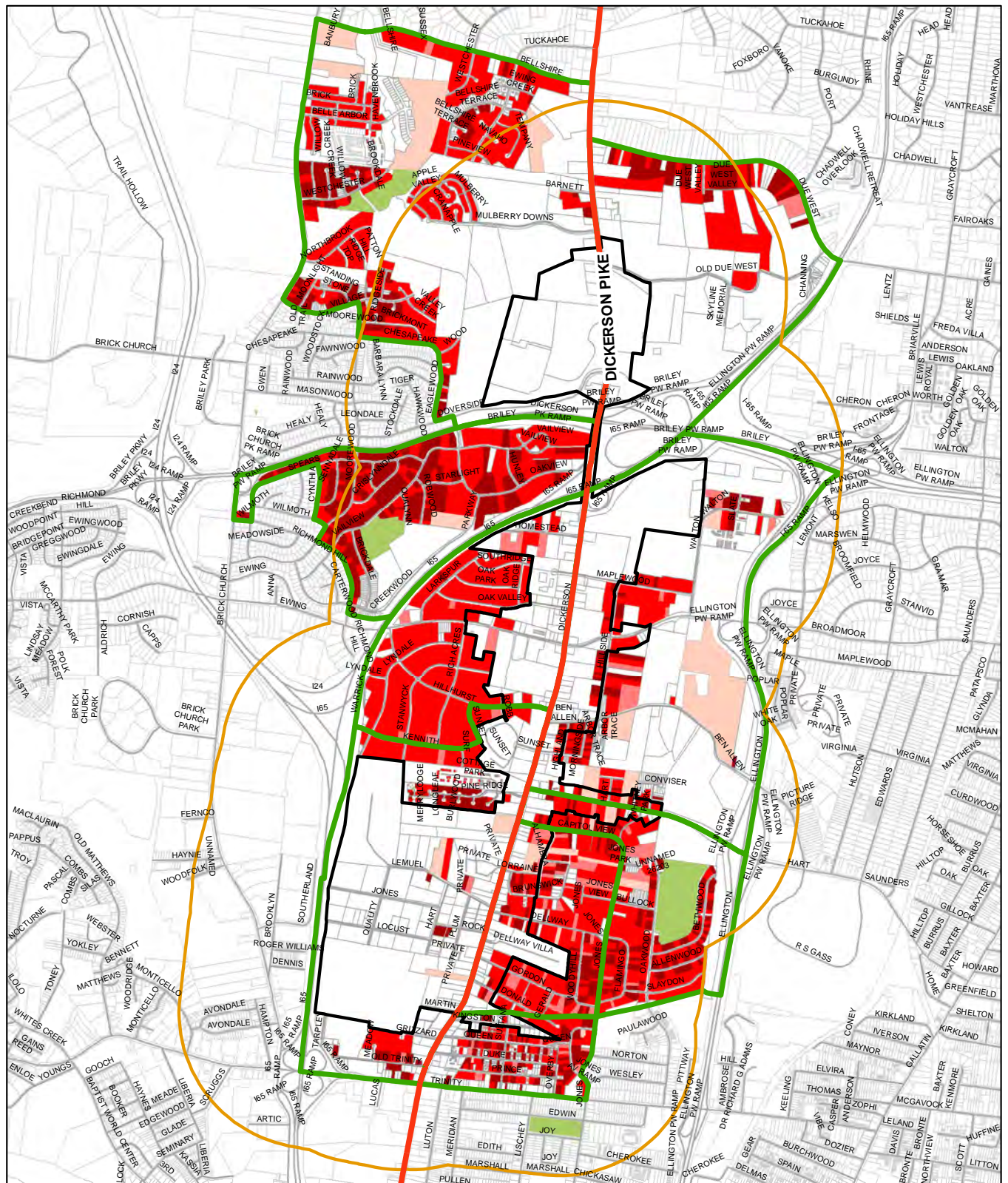


Map 2:
Study Area
Block Groups

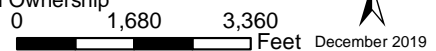
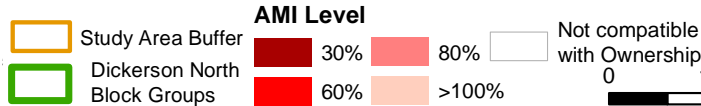
- Study Area Buffer
- Dickerson North Corridor
- Dickerson North Block Groups
- Parcels
- Roads
- Parks
- Highways



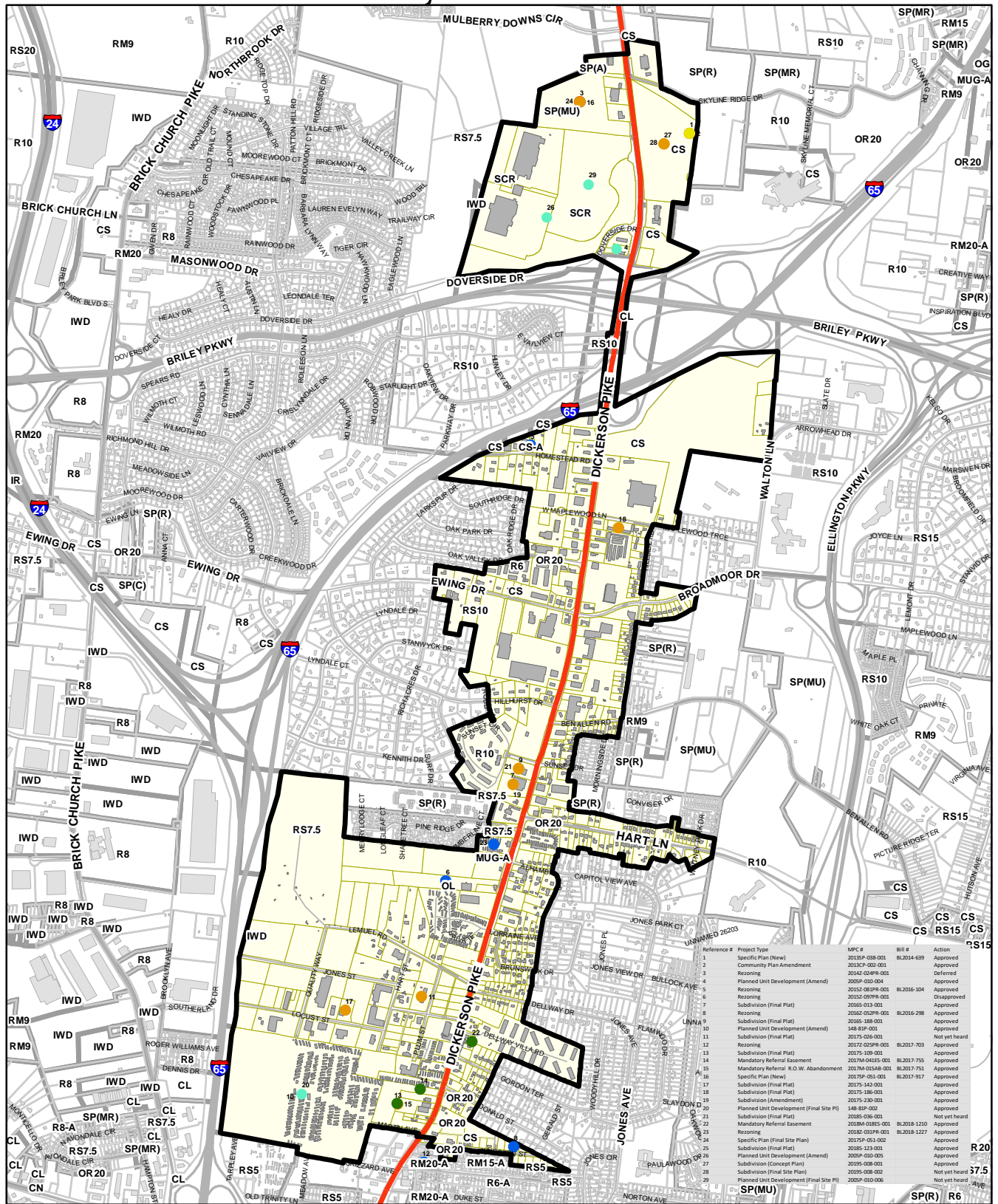
Dickerson North Corridor Study



Map 3:
Ownership
Compatible
Parcel
Affordability

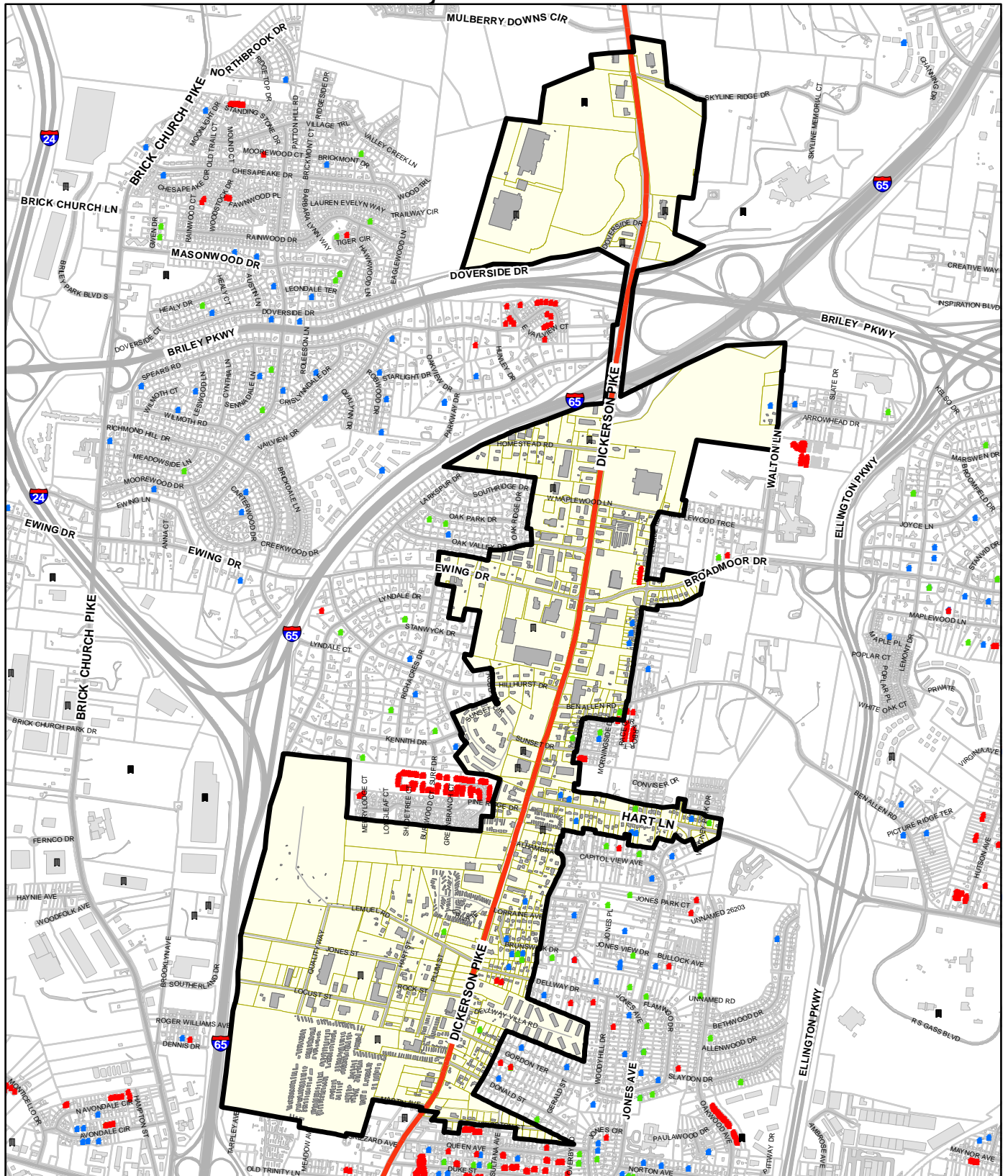


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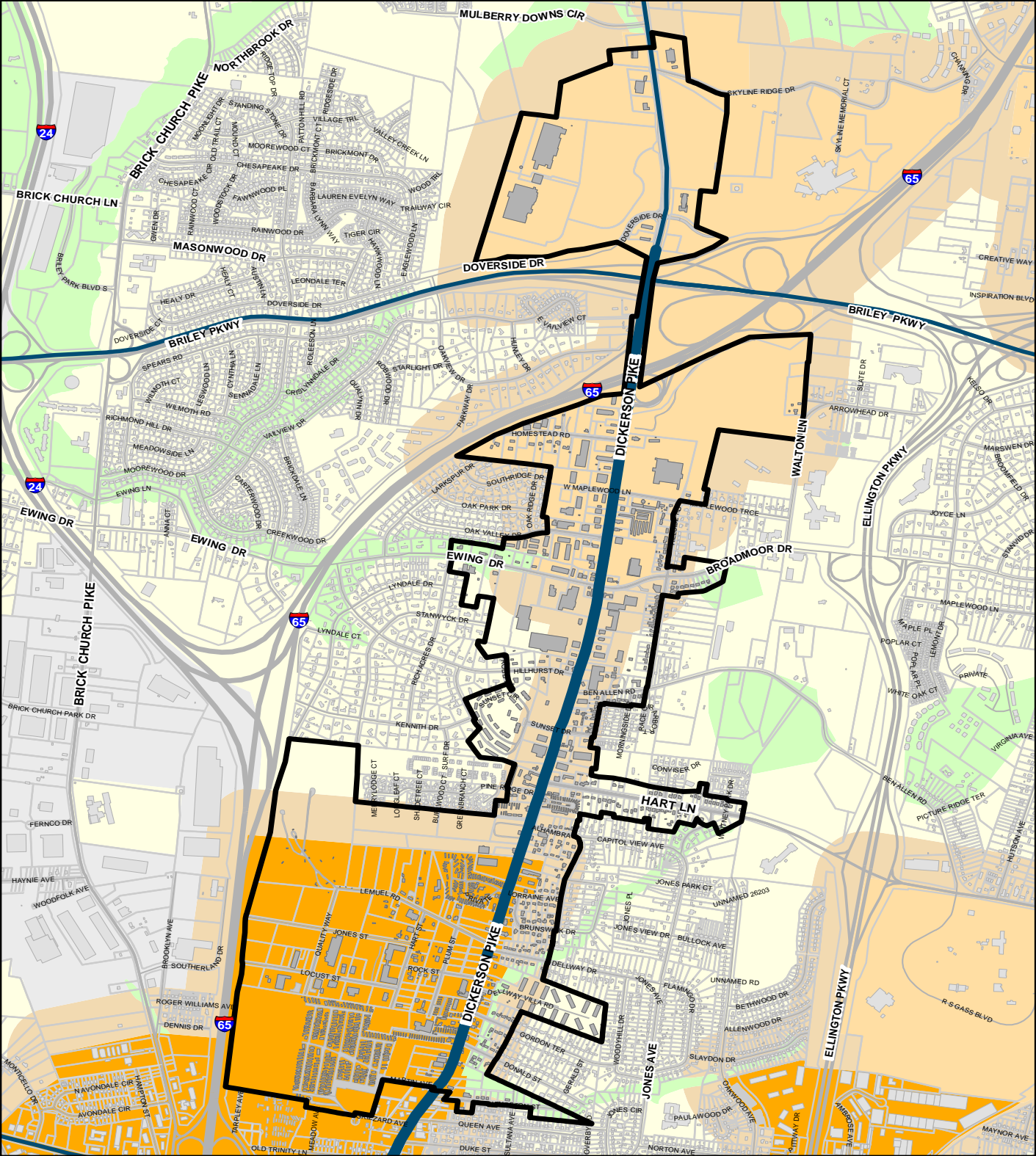


Map 4: Development Activity - MPC
(January 2013 through May 2019)

Dickerson North Corridor Study



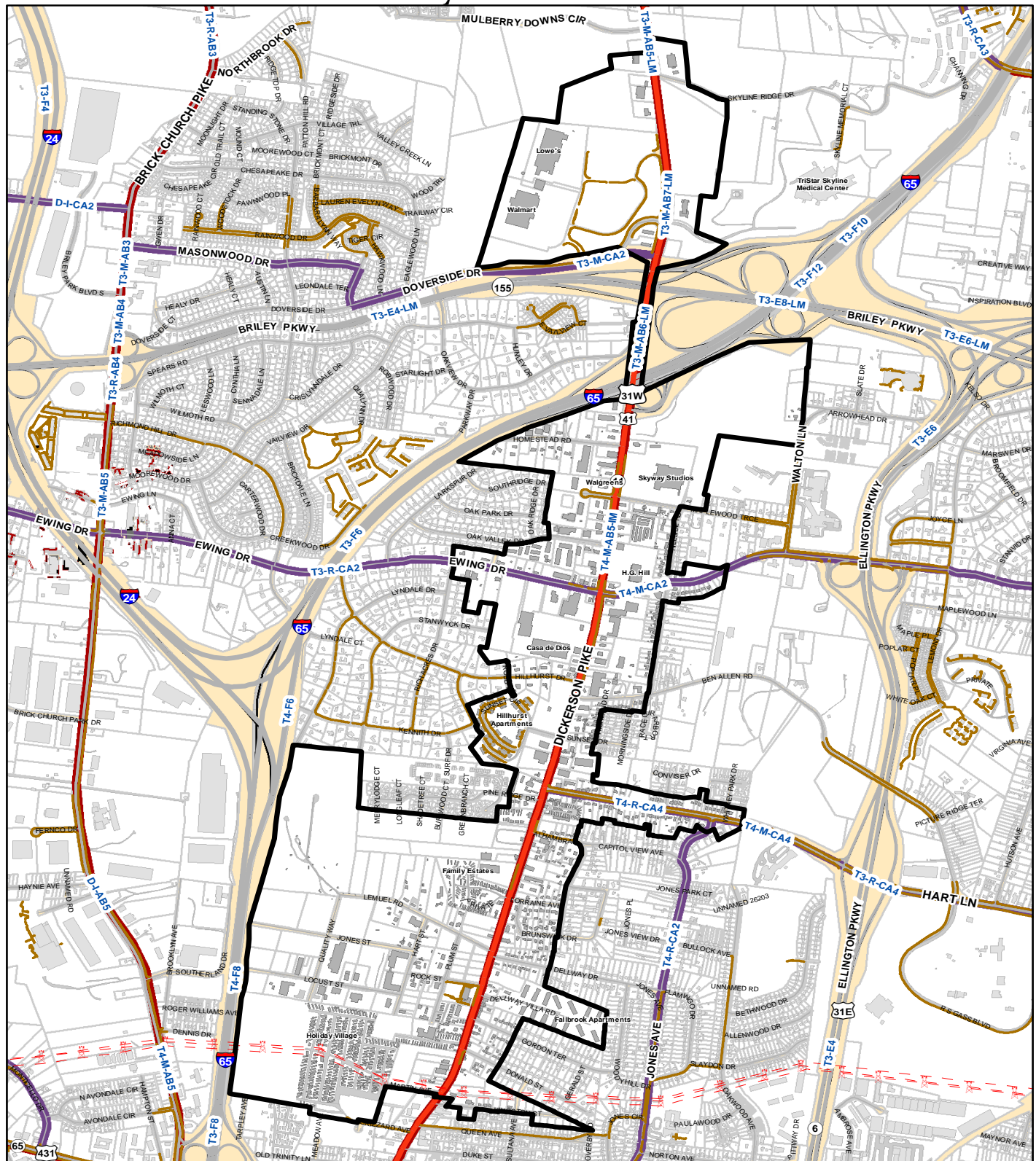
Dickerson North Corridor Study



Map 6: Growth & Preservation Concept Map

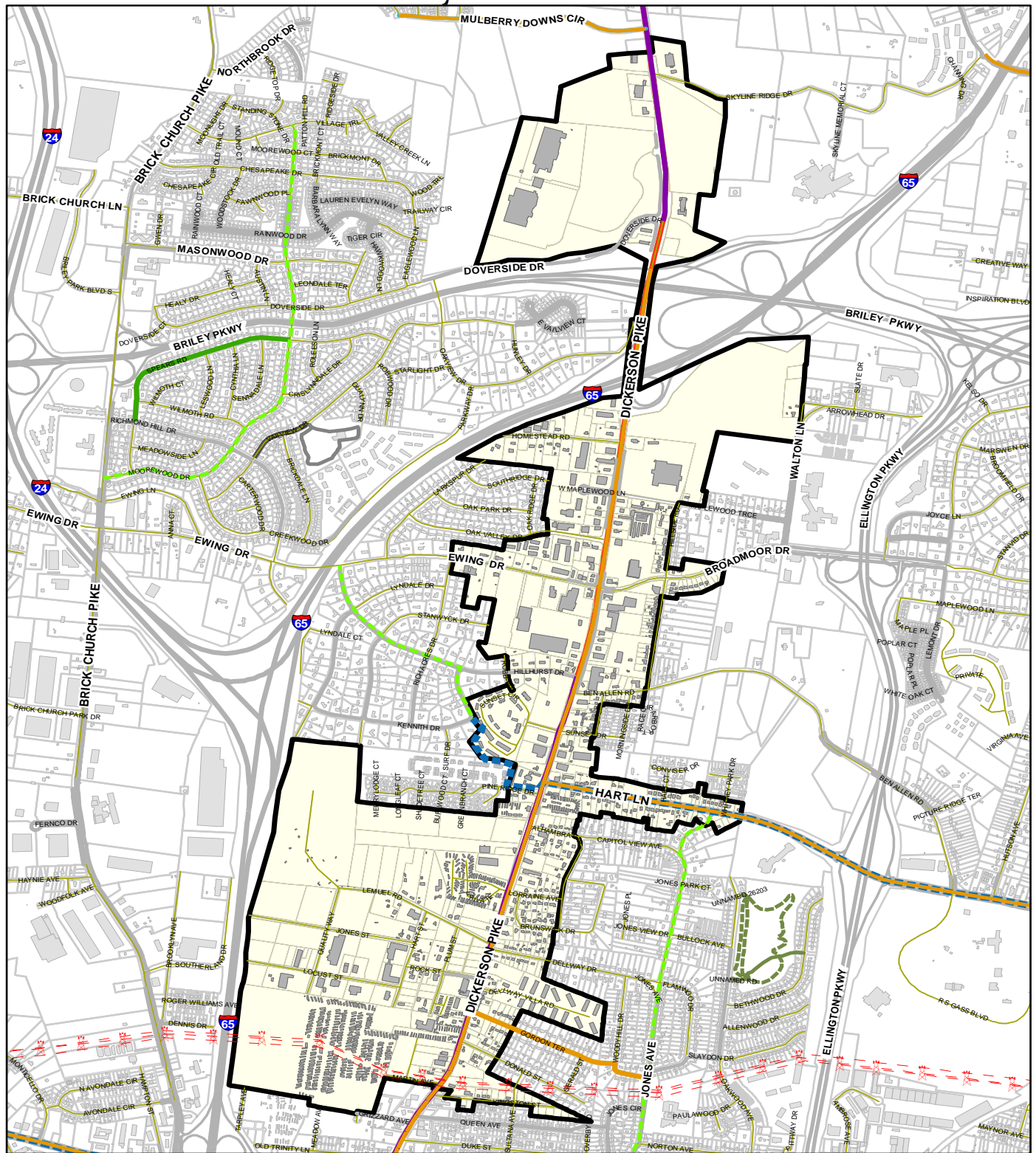
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Dickerson North Corridor Study



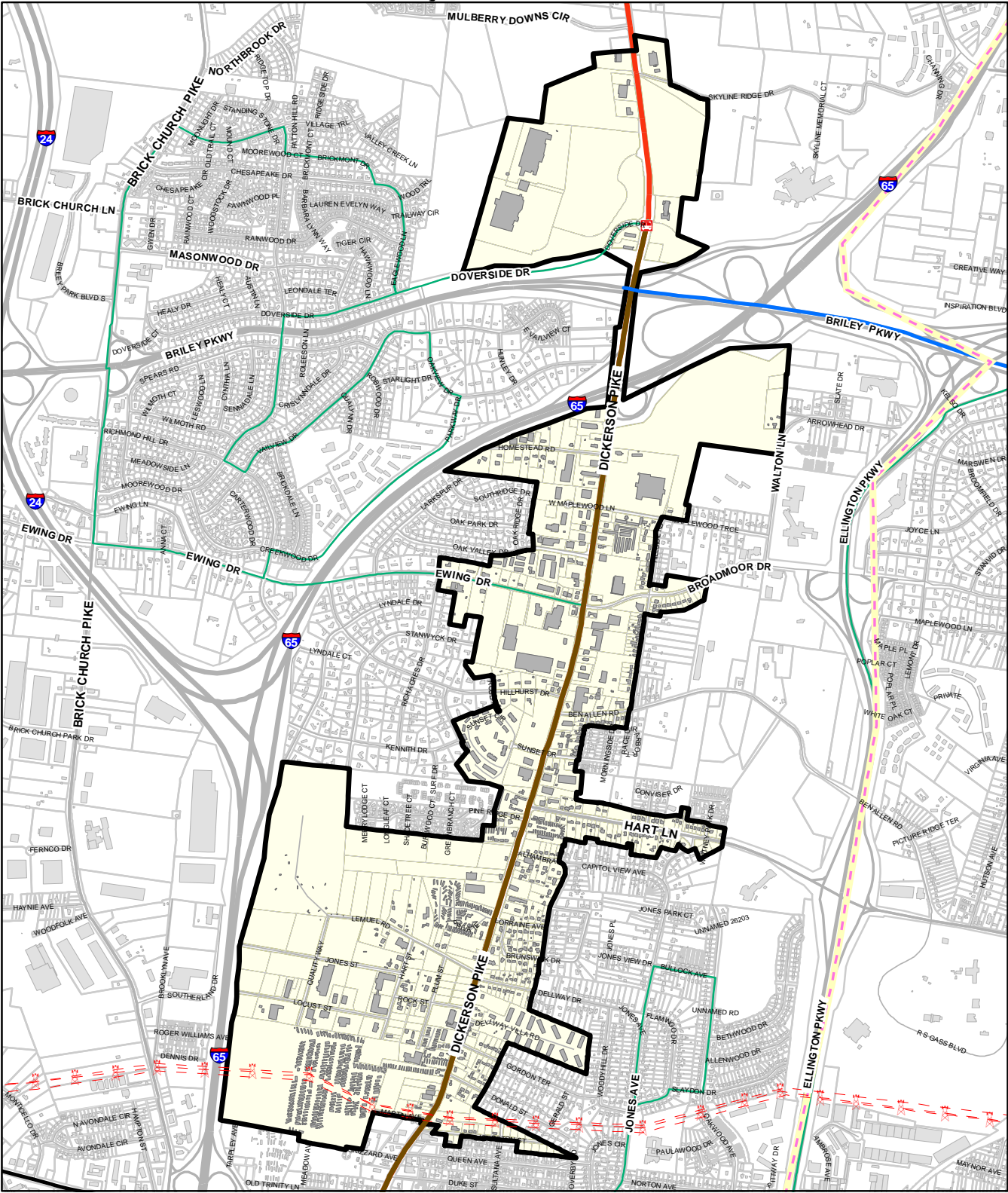
Map 8: Major & Collector Street Plan

Dickerson North Corridor Study



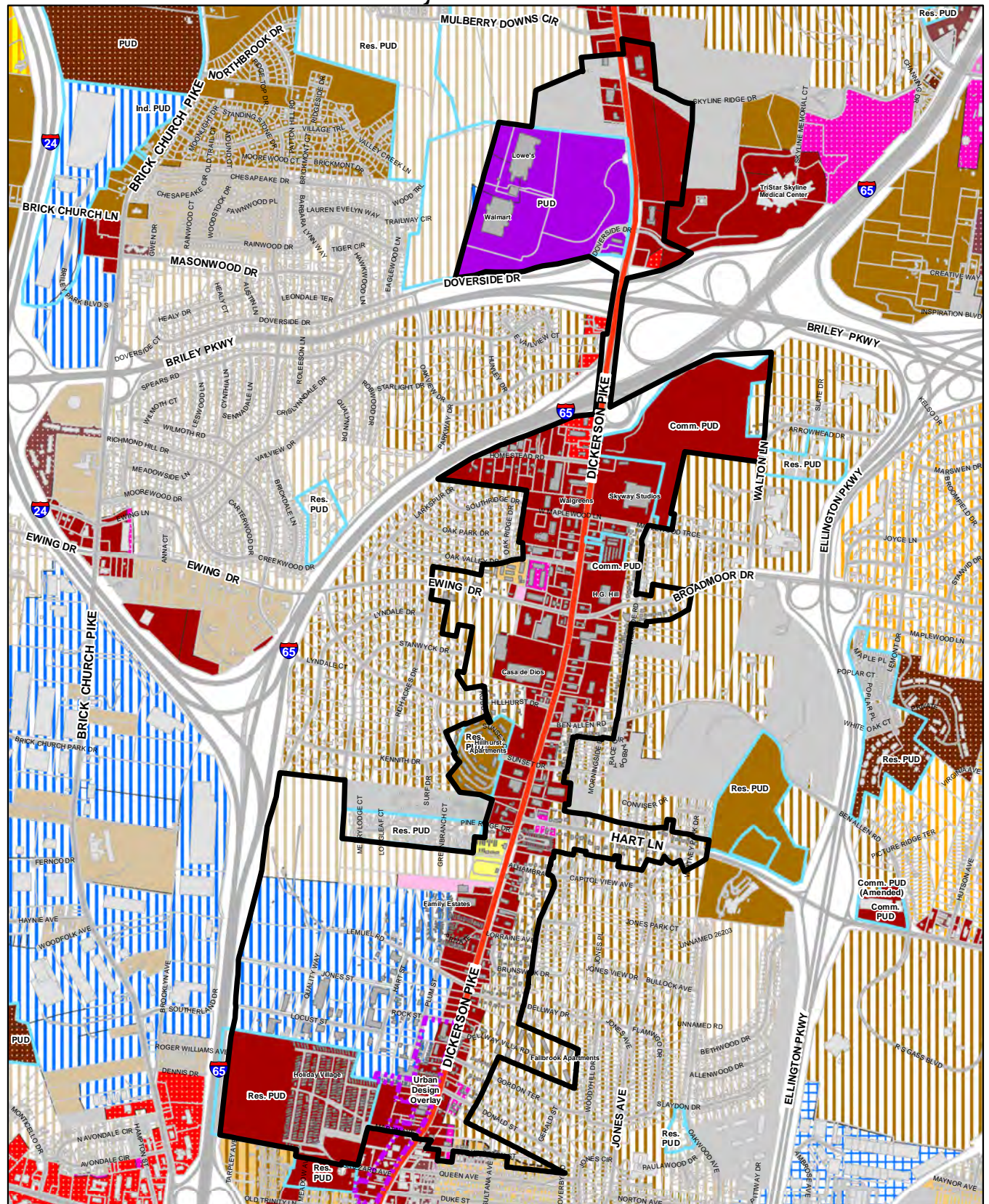
Map 9: Mobility - Bike & Pedestrian Plans

Dickerson North Corridor Study

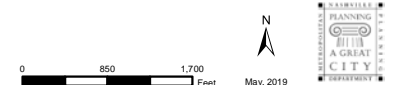
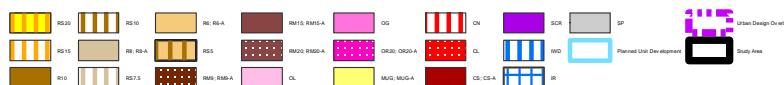


Map 10: Mobility - Transit Plans

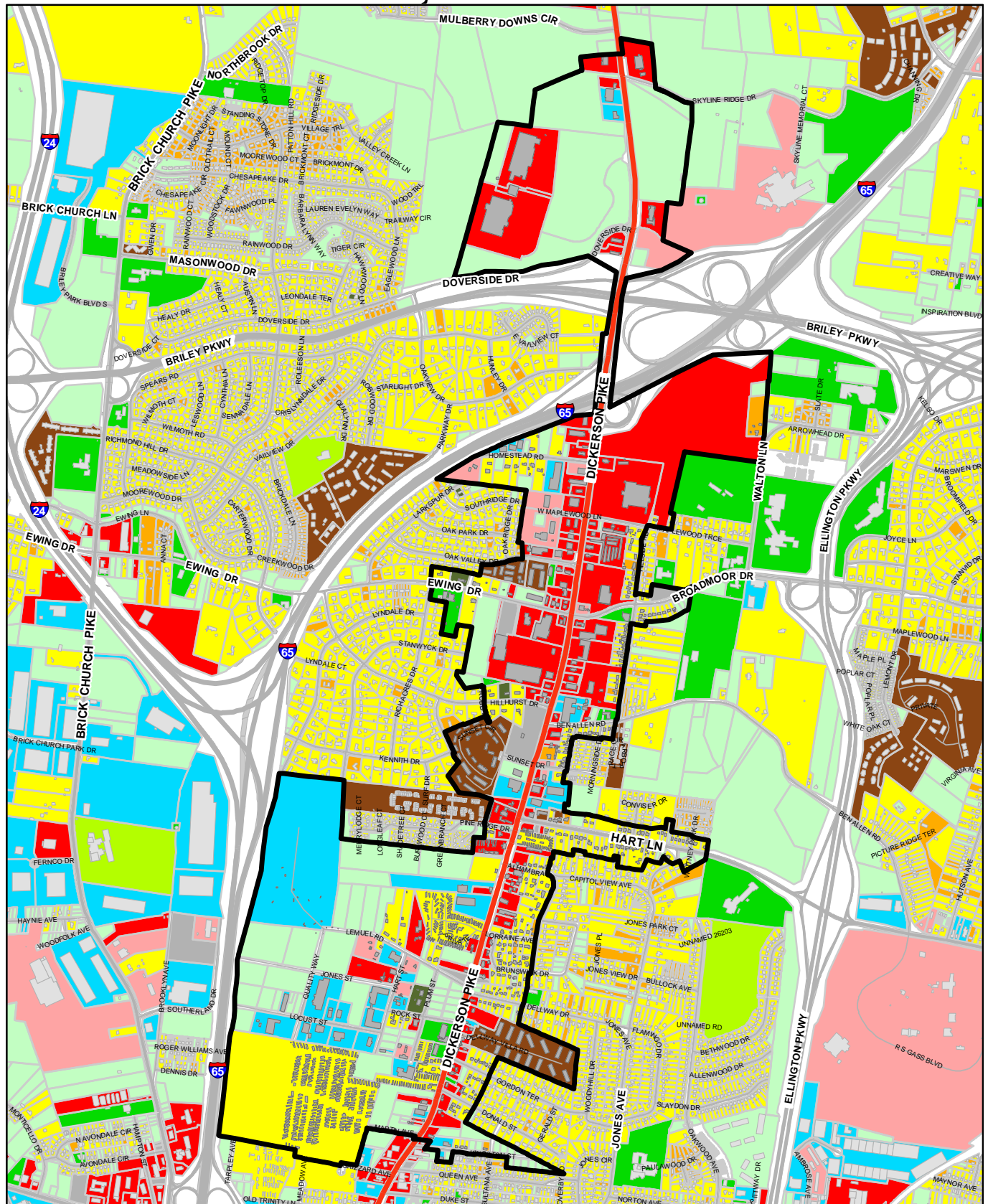
Dickerson North Corridor Study



Map 11: Zoning

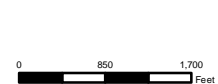


Dickerson North Corridor Study



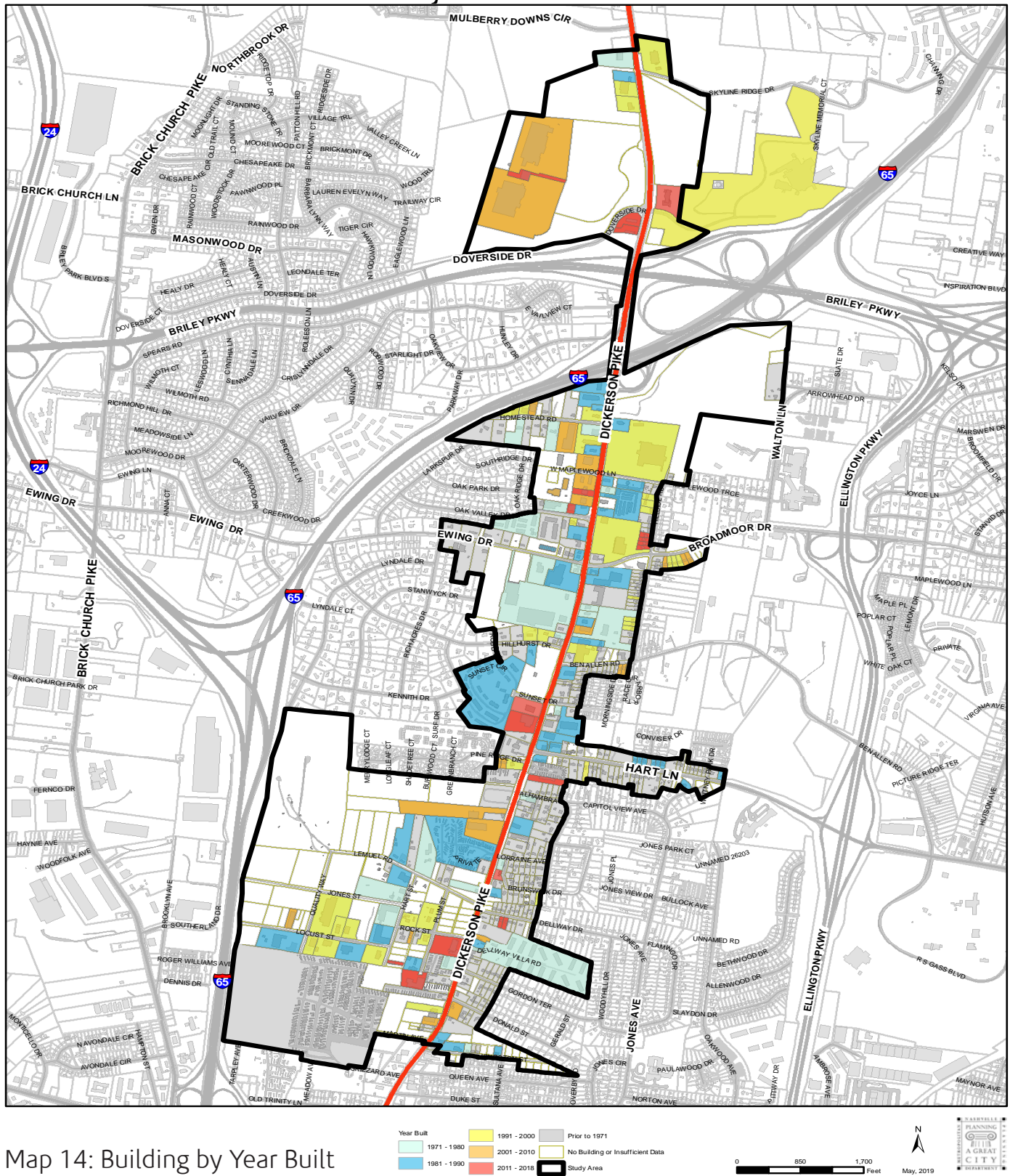
Map 12: Land Use

- Park or Golf Course
- Residential - 1 Unit
- Residential - 2 or 3 Unit
- Residential - 4 Unit +
- Residential - Nonhousehold
- Community, Institutional or Utility
- Office or Medical
- Commercial
- Industrial
- Vacant or Farm
- Auto Parking
- Study Area



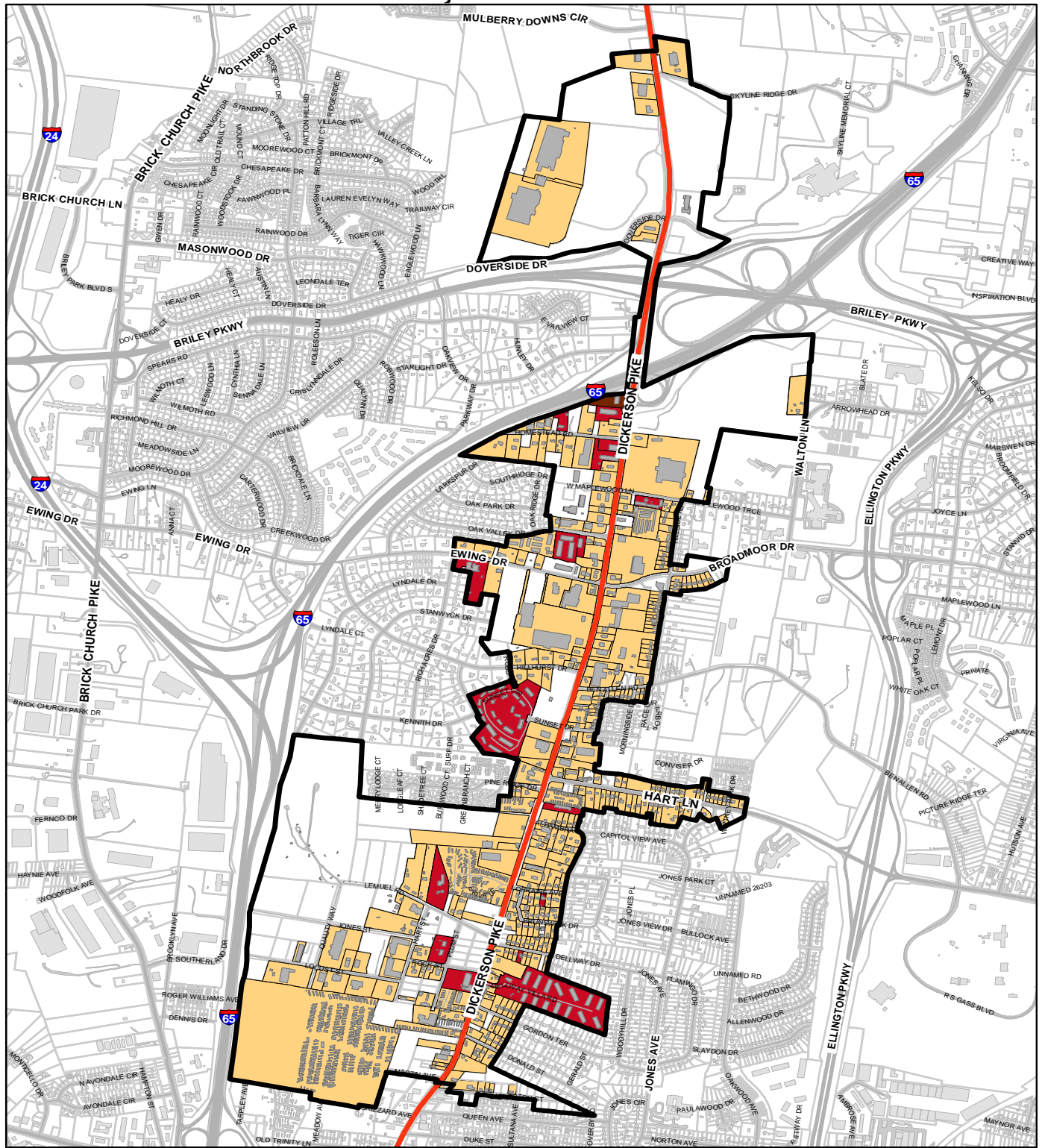
May, 2019

Dickerson North Corridor Study

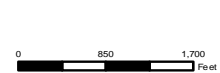


Map 14: Building by Year Built

Dickerson North Corridor Study



Map 15: Building Height

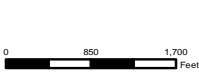


Dickerson North Corridor Study



Map 16: Figure Ground

- Right-Of-Way
- Building Footprints
- Study Area



May, 2019



Legend:

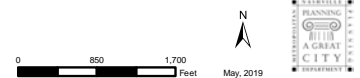
- Industrial/Commercial
- Residential
- Parks/Open Spaces

Parcel List:

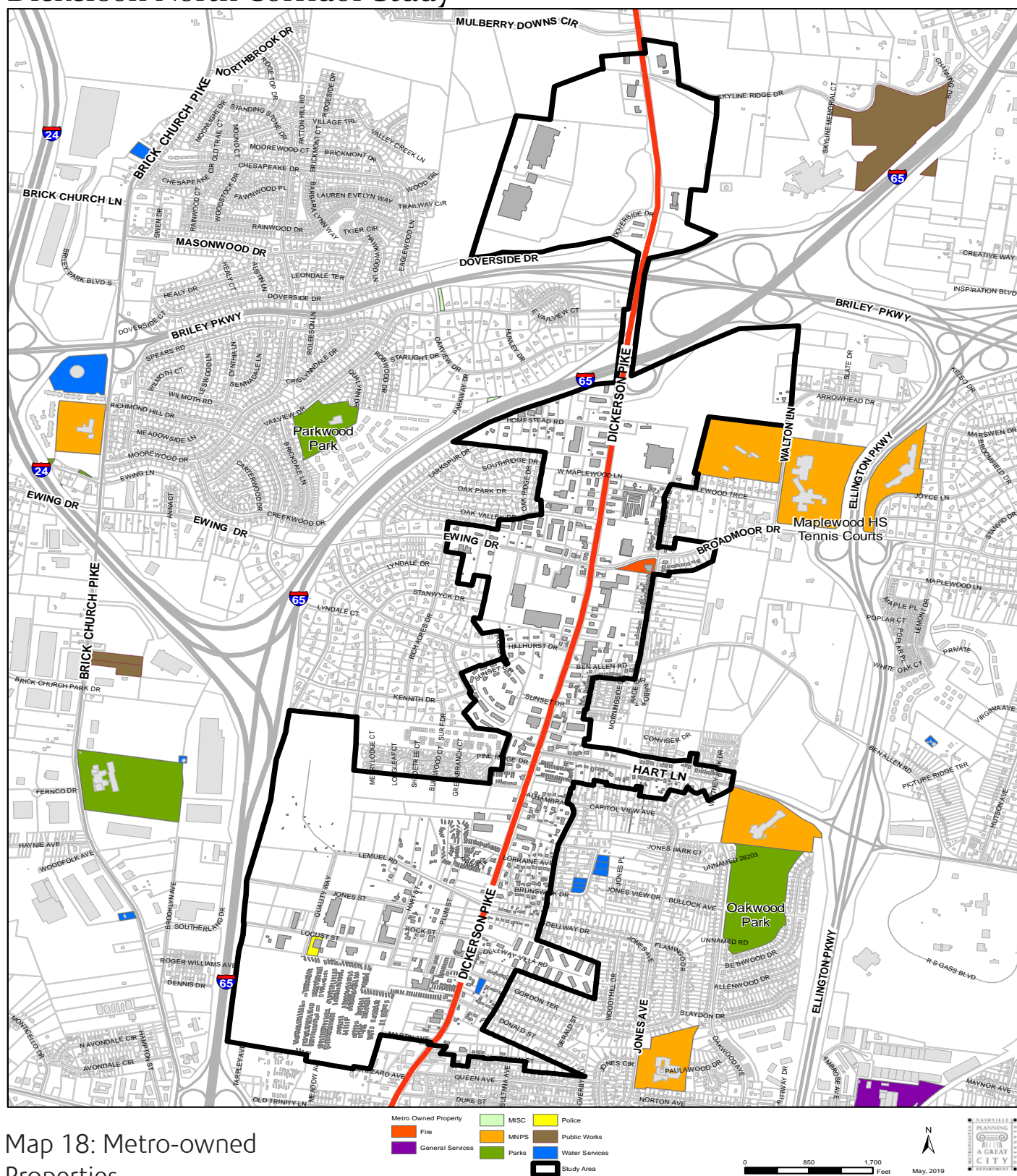
Parcel ID	Owner	Acreage
01-00-00-0000	ALTITUDE AT&T, LLC	2
01-00-00-0001	ARK OF NASHVILLE REALTY, LLC	2
01-00-00-0002	BAKERSON, WAT STREET, LLC	2
01-00-00-0003	BALLARD, CRISTAL	2
01-00-00-0004	BAW, WILLIAM & SARAH C. REVOCABLE TRUST	2
01-00-00-0005	BATES, SERGIO HUMBERTO	2
01-00-00-0006	BAXTER, TERRY E.	2
01-00-00-0007	CONTINENTAL UNIS OF AMERICA, FRANKLIN, LLC	2
01-00-00-0008	CHAMBERLAND VALLEY CONSTRUCTION, INC.	2
01-00-00-0009	REPLAND PARTNERS, LP	2
01-00-00-0010	SH. MARY, INC.	2
01-00-00-0011	GOARD, DOBBS & N/A	2
01-00-00-0012	GOARD, DOBBS & N/A & DORRIS & LANCE	2
01-00-00-0013	HASTINGS, B. S. & HUGHES, C. L. & HENRY, C. A., TRS.	2
01-00-00-0014	HASTINGS, B. S. & HUGHES, C. L. & HENRY, C. A., TRS.	2
01-00-00-0015	HILL, RECOVER, LLC	2
01-00-00-0016	HTI MEMORIAL HOSPITAL CORPORATION	2
01-00-00-0017	HUGHSON SPECIAL SERVICE	2
01-00-00-0018	HEART, JOHN	2
01-00-00-0019	INTELLIGENCE PARTNERS OF NASHVILLE, INC.	2
01-00-00-0020	INTELLIGENCE PARTNERS OF NASHVILLE, INC.	2
01-00-00-0021	KATZ, PHILIPSON & THORNTON, ALL	2
01-00-00-0022	KIRKSHED, GUYAN REBA & ASHRA KIRKSHED	2
01-00-00-0023	KIRKSHED, GUYAN REBA & ASHRA KIRKSHED	2
01-00-00-0024	KIRBY, STEVEN & KELLY	2
01-00-00-0025	KIRBY, STEVEN JAMES & KELLY	2
01-00-00-0026	LOVE CATHEDRAL CH OF GOD IN CHRIST, TRS.	2
01-00-00-0027	MARSHALL, DANIEL A. & JOHN R. & BETT ANN	2
01-00-00-0028	MCMURTRY, JAMES S.	2
01-00-00-0029	MCMURTRY, JAMES S.	2
01-00-00-0030	MCMURTRY, JAMES S.	2
01-00-00-0031	MCMURTRY, JAMES S.	2
01-00-00-0032	MCMURTRY, JAMES S.	2
01-00-00-0033	MCMURTRY, JAMES S.	2
01-00-00-0034	MCMURTRY, JAMES S.	2
01-00-00-0035	MCMURTRY, JAMES S.	2
01-00-00-0036	MCMURTRY, JAMES S.	2
01-00-00-0037	MCMURTRY, JAMES S.	2
01-00-00-0038	MCMURTRY, JAMES S.	2
01-00-00-0039	MCMURTRY, JAMES S.	2
01-00-00-0040	MCMURTRY, JAMES S.	2
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01-00-00-0042	MCMURTRY, JAMES S.	2
01-00-00-0043	MCMURTRY, JAMES S.	2
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01-00-00-0049	MCMURTRY, JAMES S.	2
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01-00-00-0051	MCMURTRY, JAMES S.	2
01-00-00-0052	MCMURTRY, JAMES S.	2
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01-00-00-0060	MCMURTRY, JAMES S.	2
01-00-00-0061	MCMURTRY, JAMES S.	2
01-00-00-0062	MCMURTRY, JAMES S.	2
01-00-00-0063	MCMURTRY, JAMES S.	2
01-00-00-0064	MCMURTRY, JAMES S.	2
01-00-00-0065	MCMURTRY, JAMES S.	2
01-00-00-0066	MCMURTRY, JAMES S.	2
01-00-00-0067	MCMURTRY, JAMES S.	2
01-00-00-0068	MCMURTRY, JAMES S.	2
01-00-00-0069	MCMURTRY, JAMES S.	2
01-00-00-0070	MCMURTRY, JAMES S.	2
01-00-00-0071	MCMURTRY, JAMES S.	2
01-00-00-0072	MCMURTRY, JAMES S.	2
01-00-00-0073	MCMURTRY, JAMES S.	2
01-00-00-0074	MCMURTRY, JAMES S.	2
01-00-00-0075	MCMURTRY, JAMES S.	2
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01-00-00-0077	MCMURTRY, JAMES S.	2
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01-00-00-0079	MCMURTRY, JAMES S.	

DickersonNorthParcels

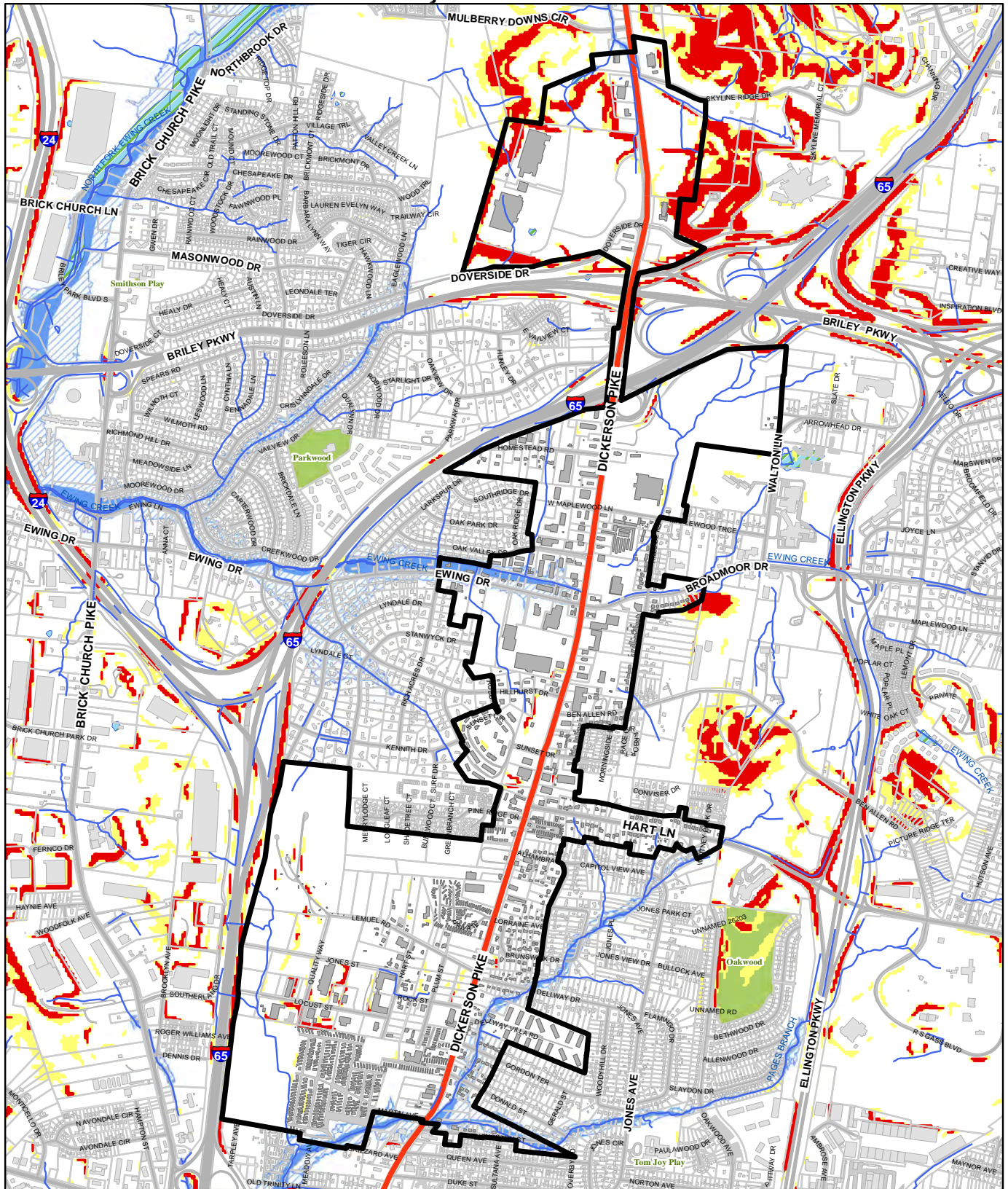
0.00 - 0.50	1.01 - 2.00	Contiguously Owned Parcels
0.51 - 1.00	2.01 - 68.46	Study Area



Dickerson North Corridor Study

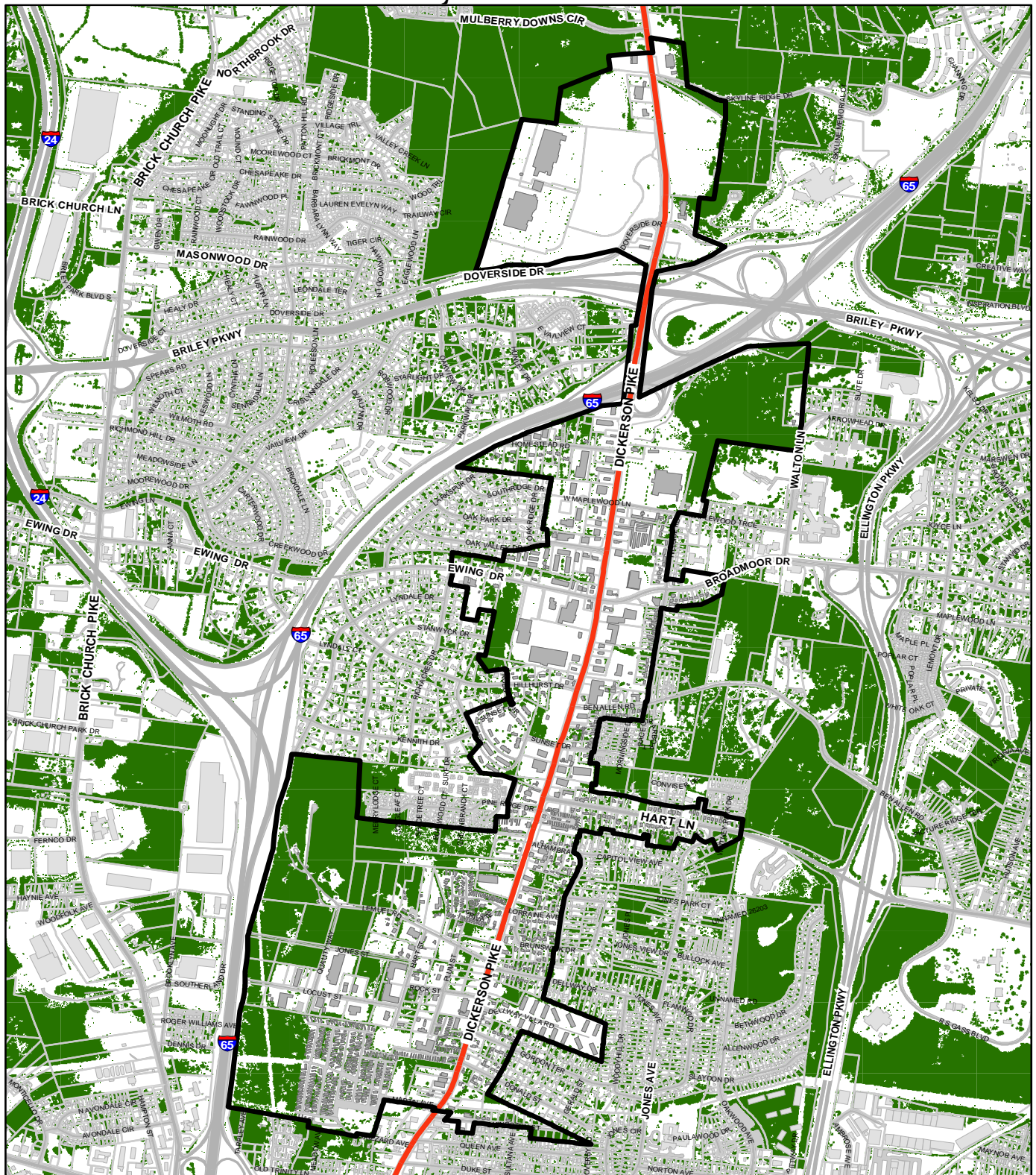


Dickerson North Corridor Study



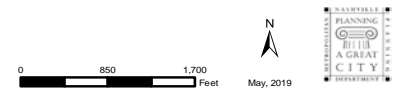
Map 19: Environmental Features

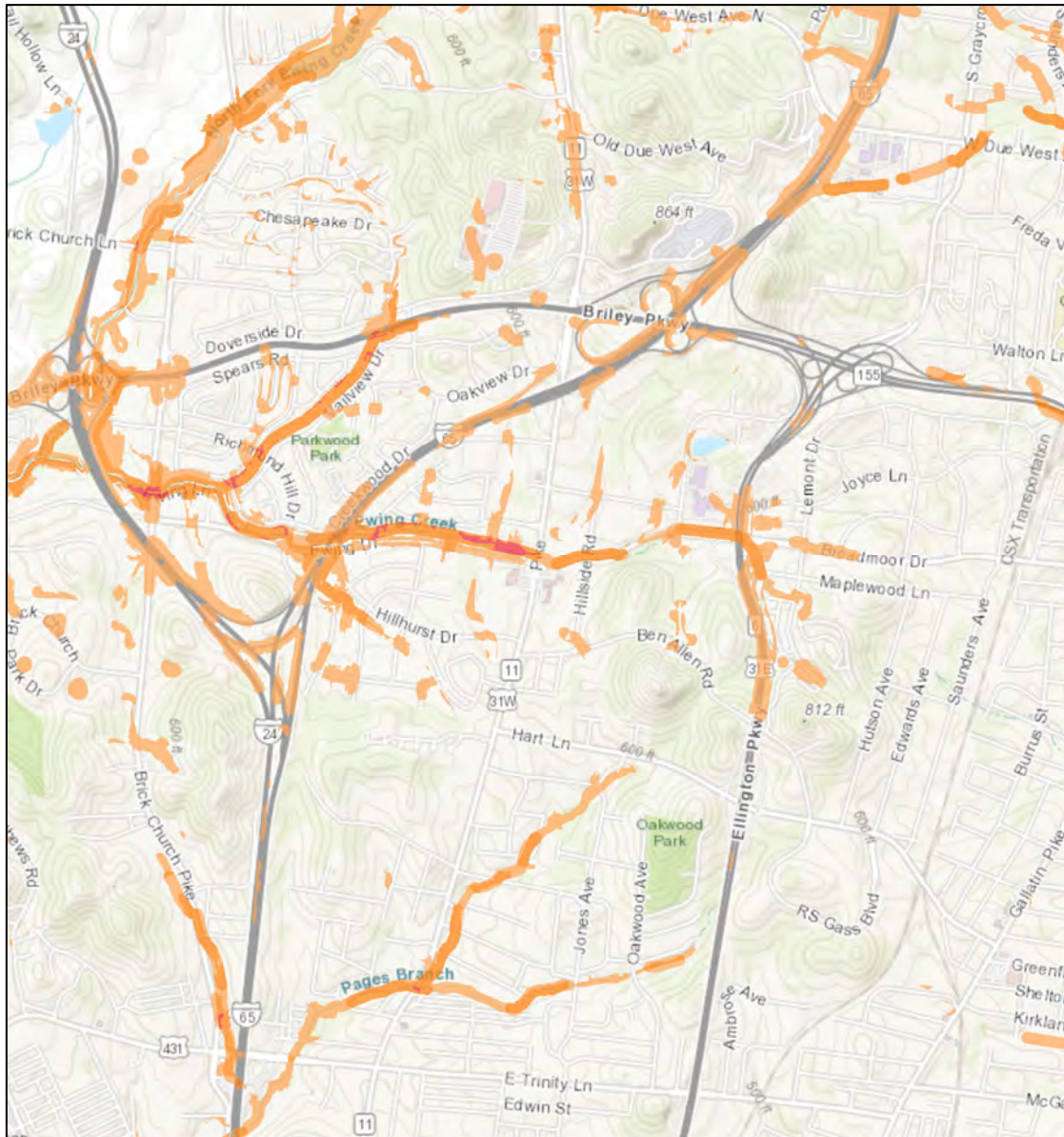
Dickerson North Corridor Study




Map 20: Tree Canopy

Urban Tree Canopy (2016)
Study Area





May 22, 2019

 Study Area

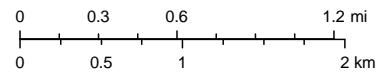
Absorb Stacked Priorities

 Very high

 High

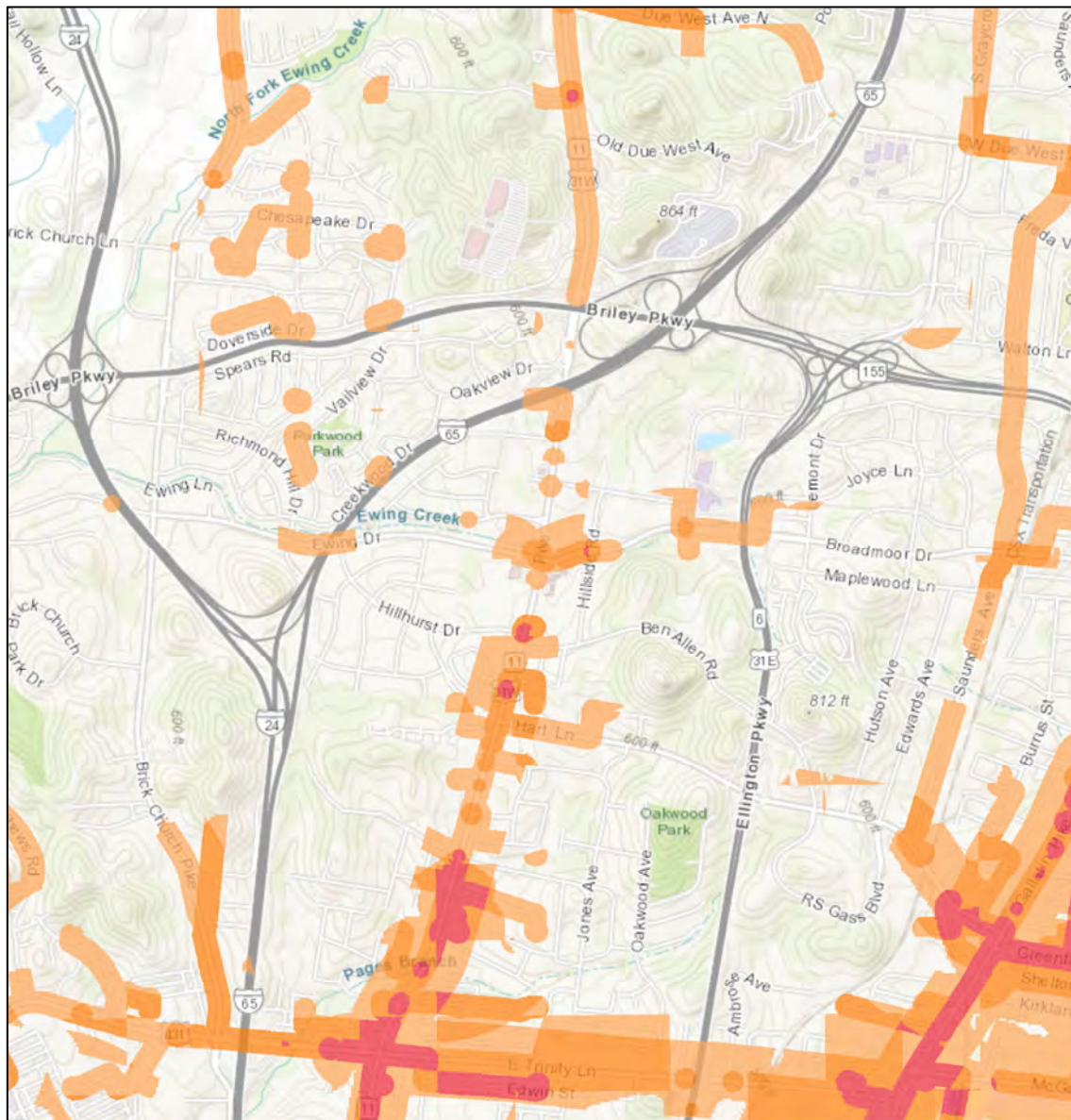
 Moderate

1:36,112



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Map 21: Climate Smart - Absorb & Protect



May 22, 2019

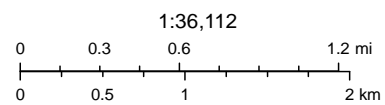
Study Area

Connect Stacked Priorities

Very high

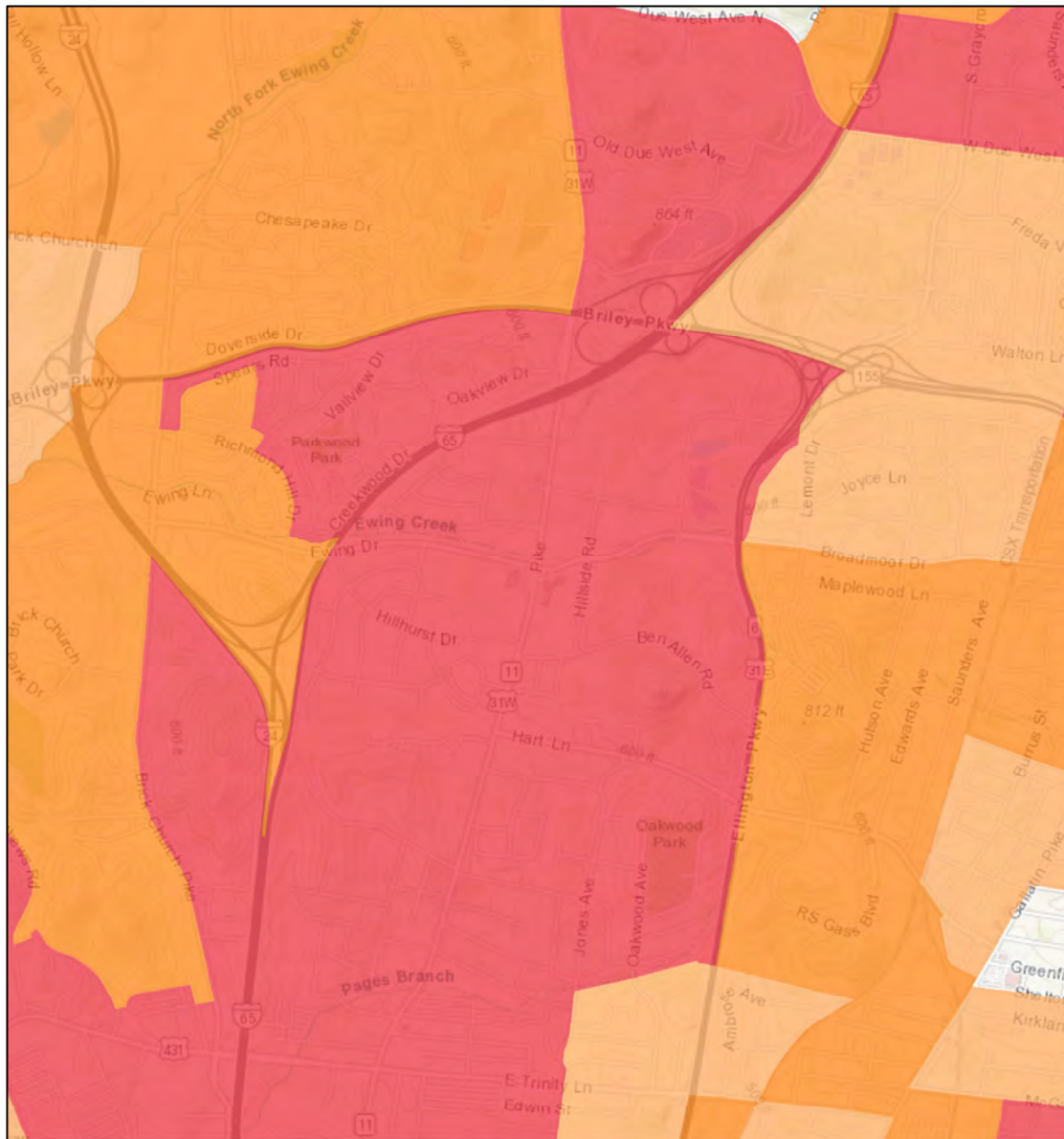
High

Moderate



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Map 22: Climate Smart - Connect



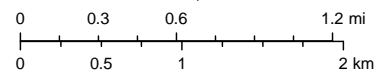
May 22, 2019

Study Area

Equity Stacked Priorities

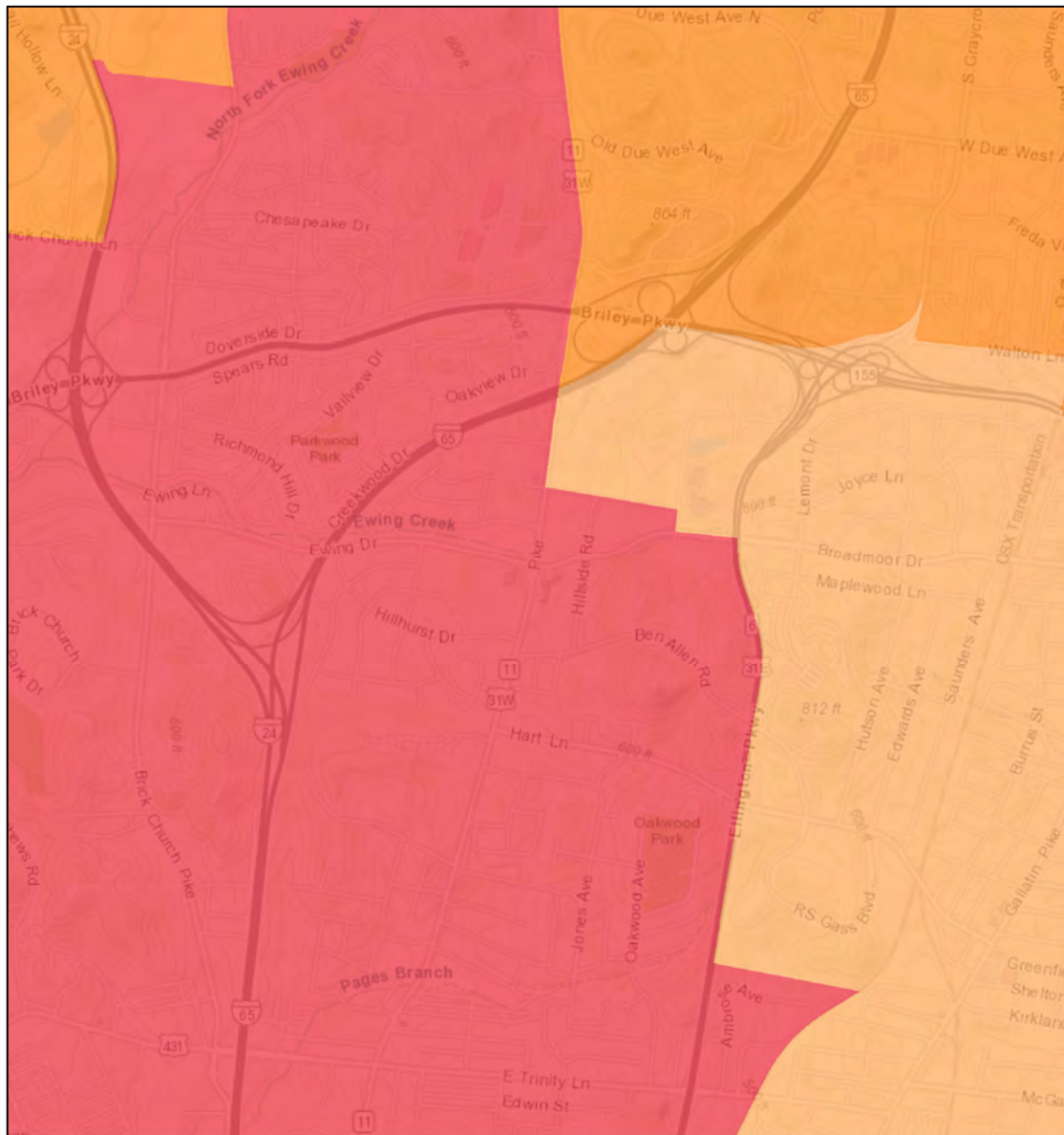
- Very high
- High
- Moderate

1:36,112



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Map 24: Climate Smart - Equity



May 22, 2019

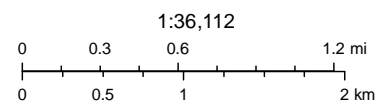
Study Area

Public Health Stacked Priorities

Very high

High

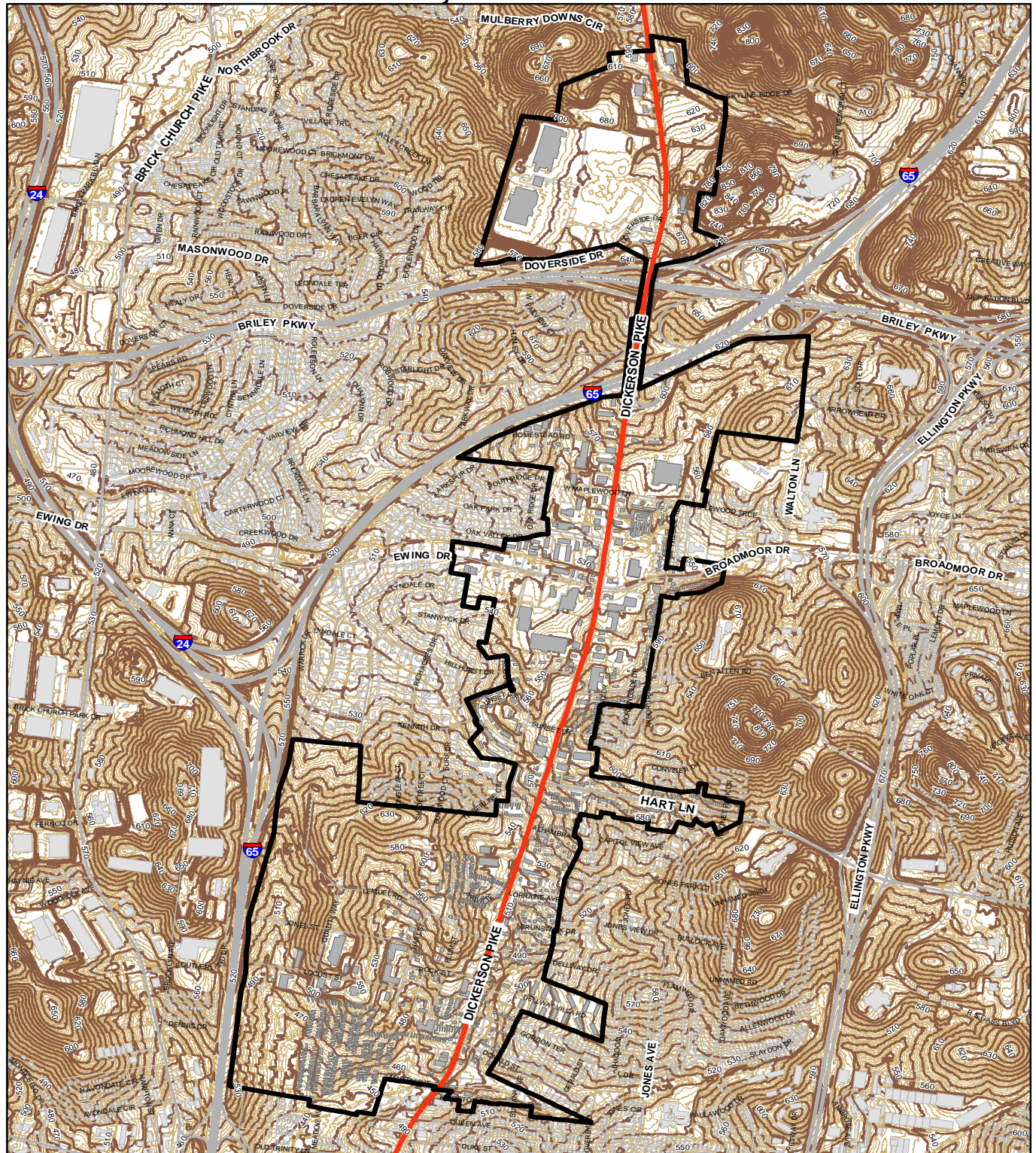
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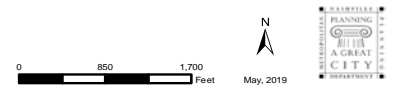
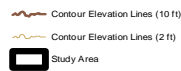
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Map 25: Climate Smart - Health

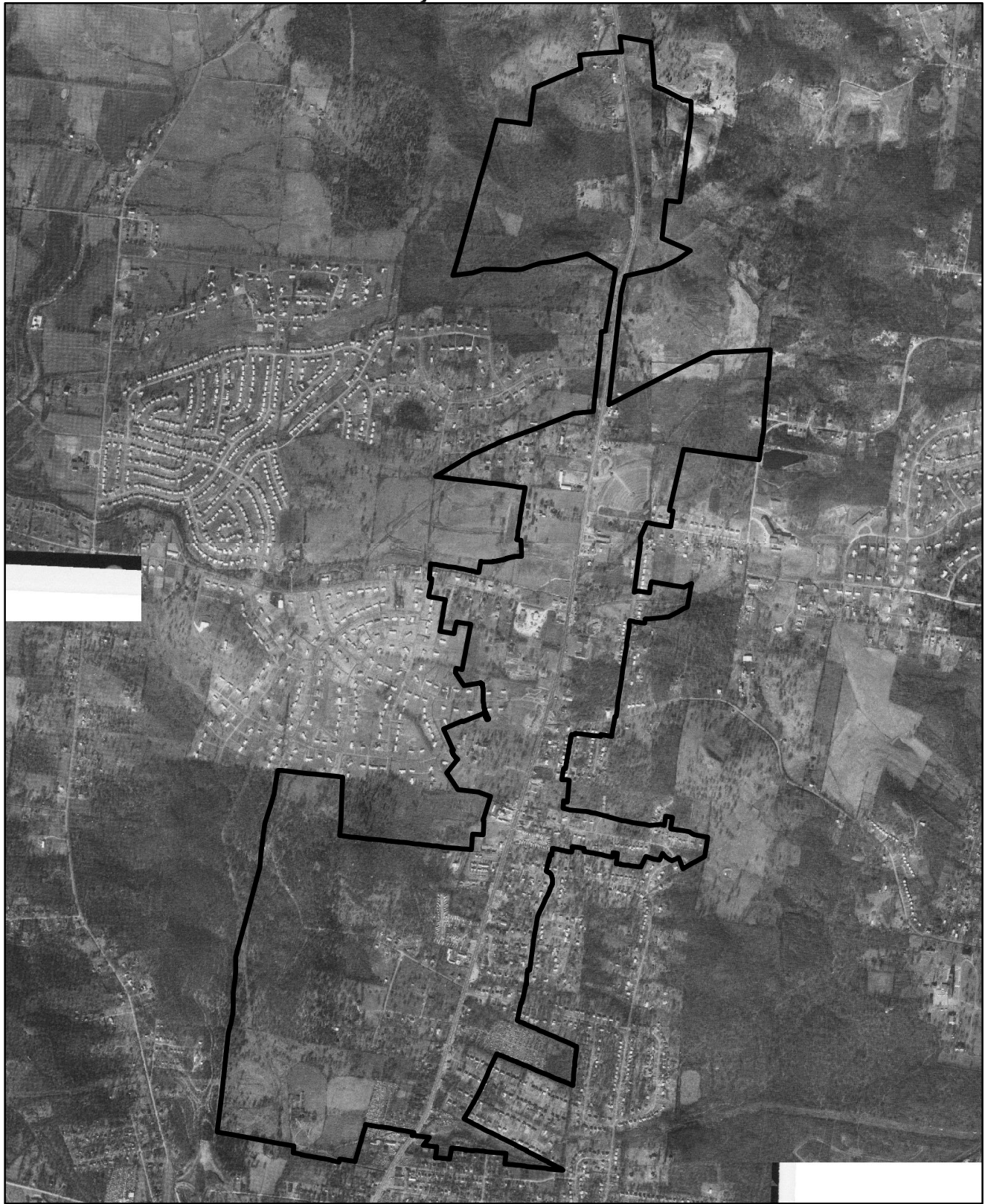
Dickerson North Corridor Study



Map 26: Contours



Dickerson North Corridor Study



Map 27: 1963 Aerial

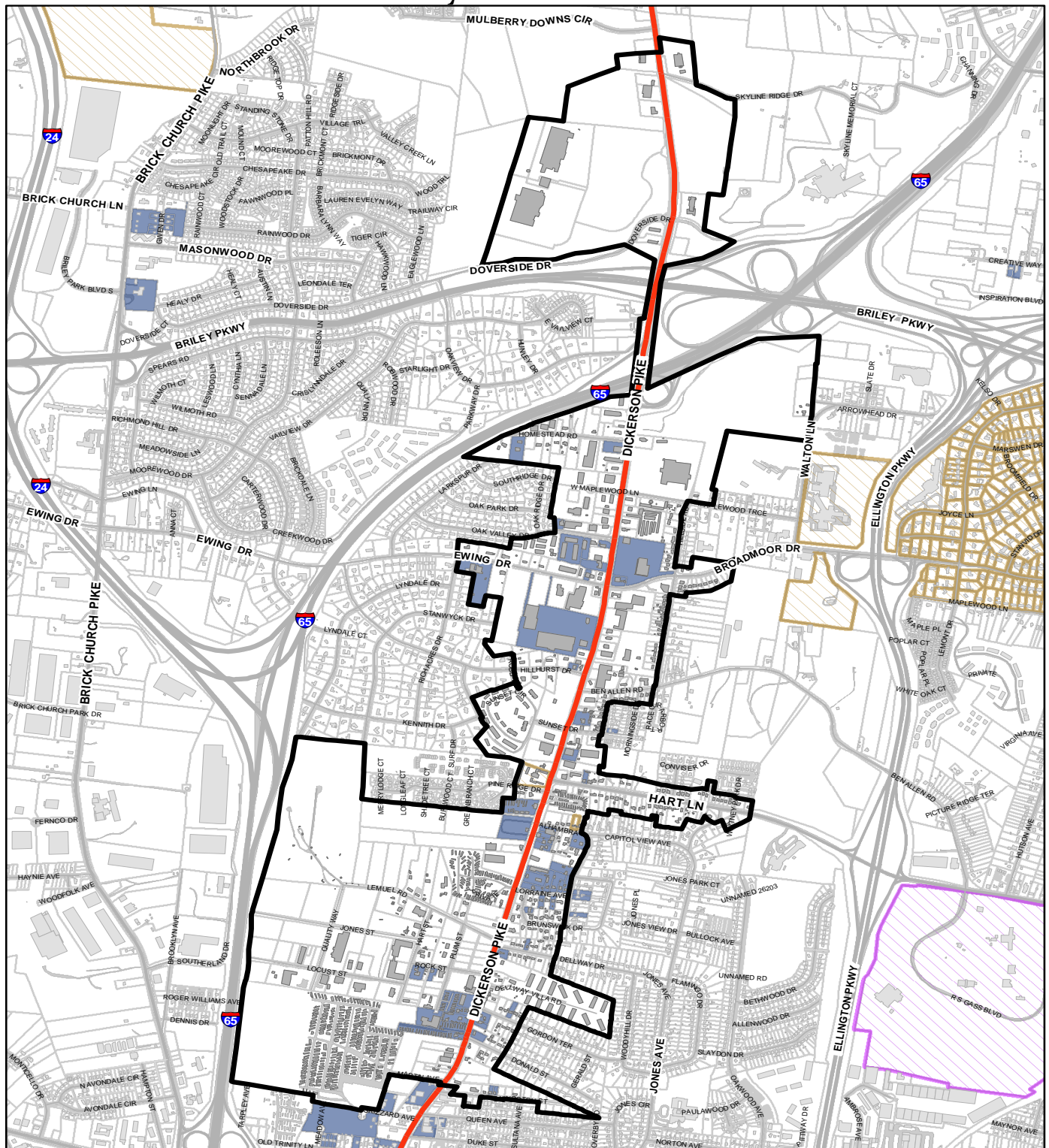
 Study Area

0 850 1,700
Feet

N
May, 2019



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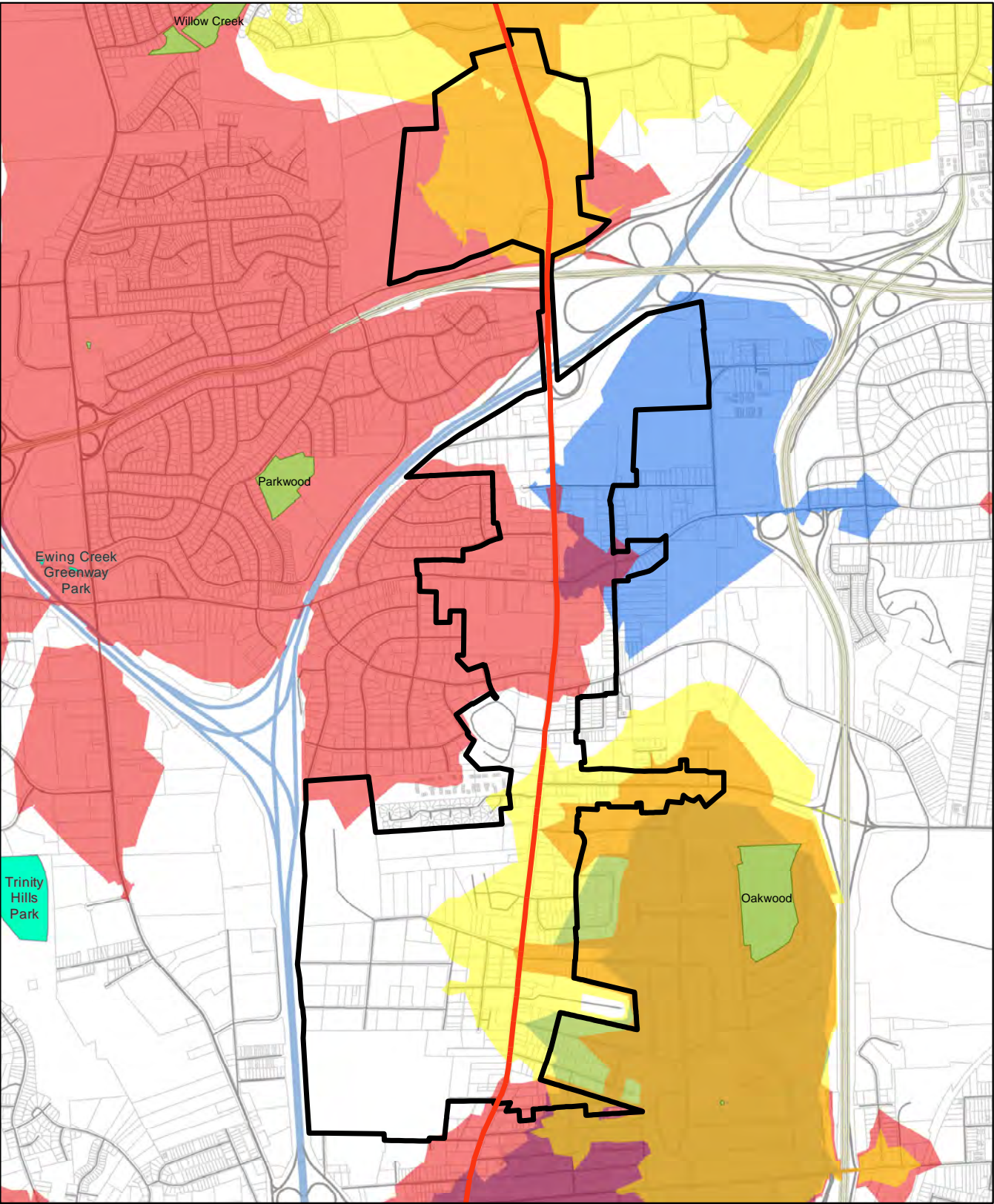


Map 28: Historic Properties

Historic Properties
 National Register Historic Property
 Eligible to be listed in National Register
 Worthy of Conservation
 Study Area

0 850 1,700 Feet
 May, 2019
 SARTILL PLANNING
 CITY OF GAITHERSBURG
 DEPARTMENT

Dickerson North Corridor Study



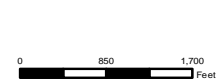
Map 29: Park Service Area

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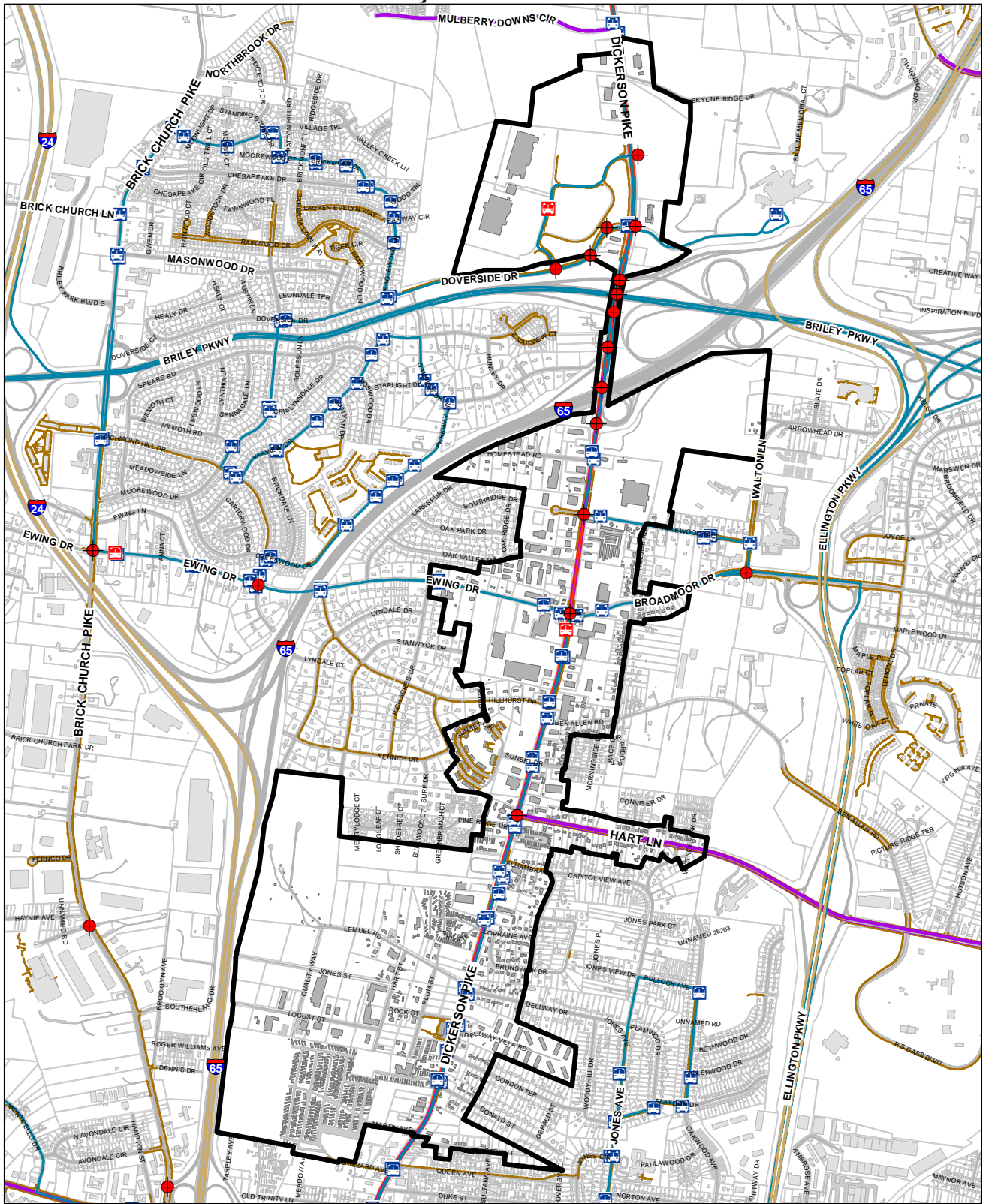
 TIP
  CIB - Approved Line

 RTP
  CIB - Approved Polygon

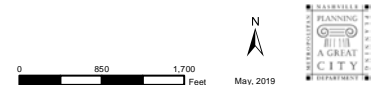
 CIB - Approved Point
  CIB - Approved Unspecified Location



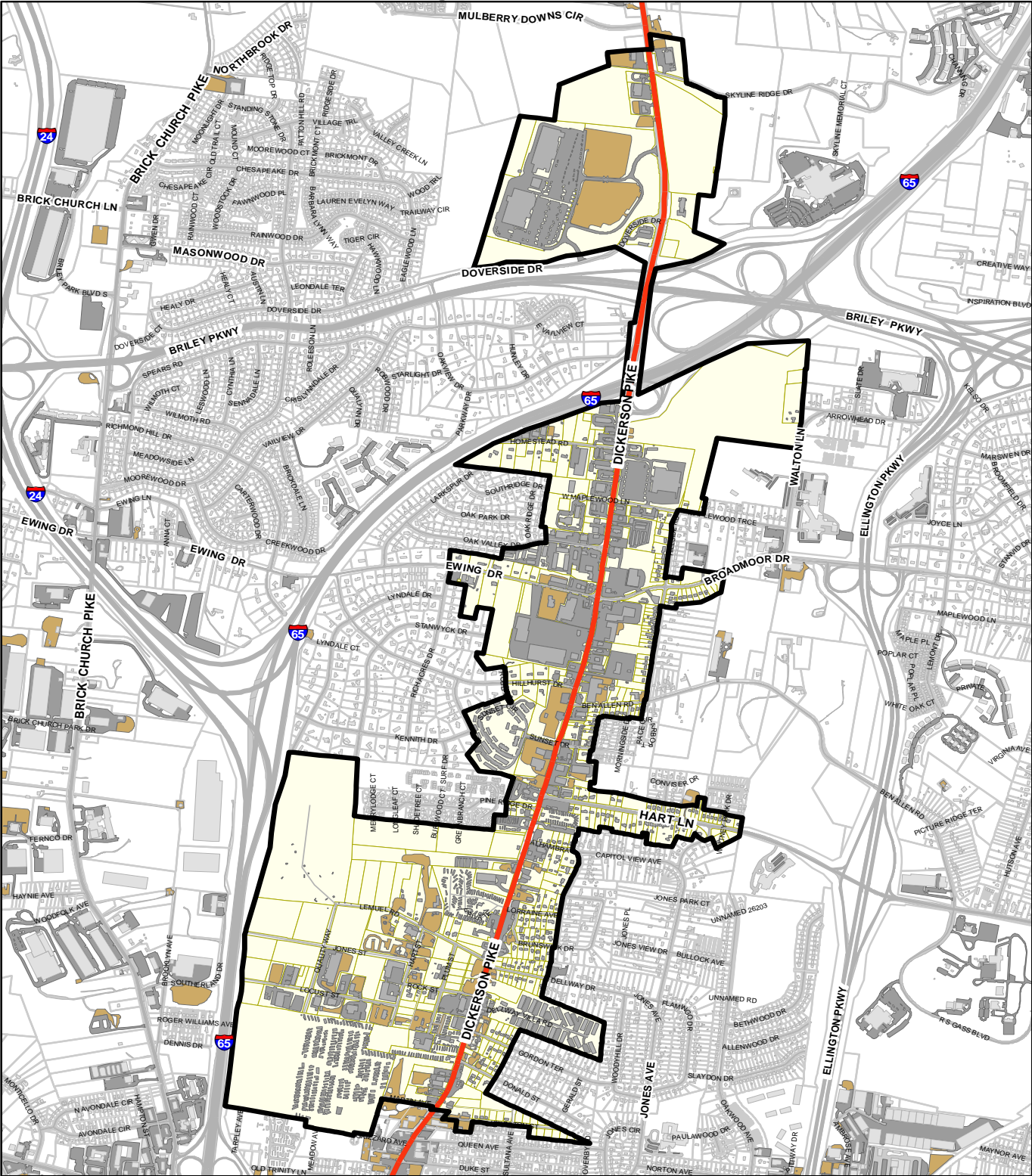
Dickerson North Corridor Study



Map 31: Mobility



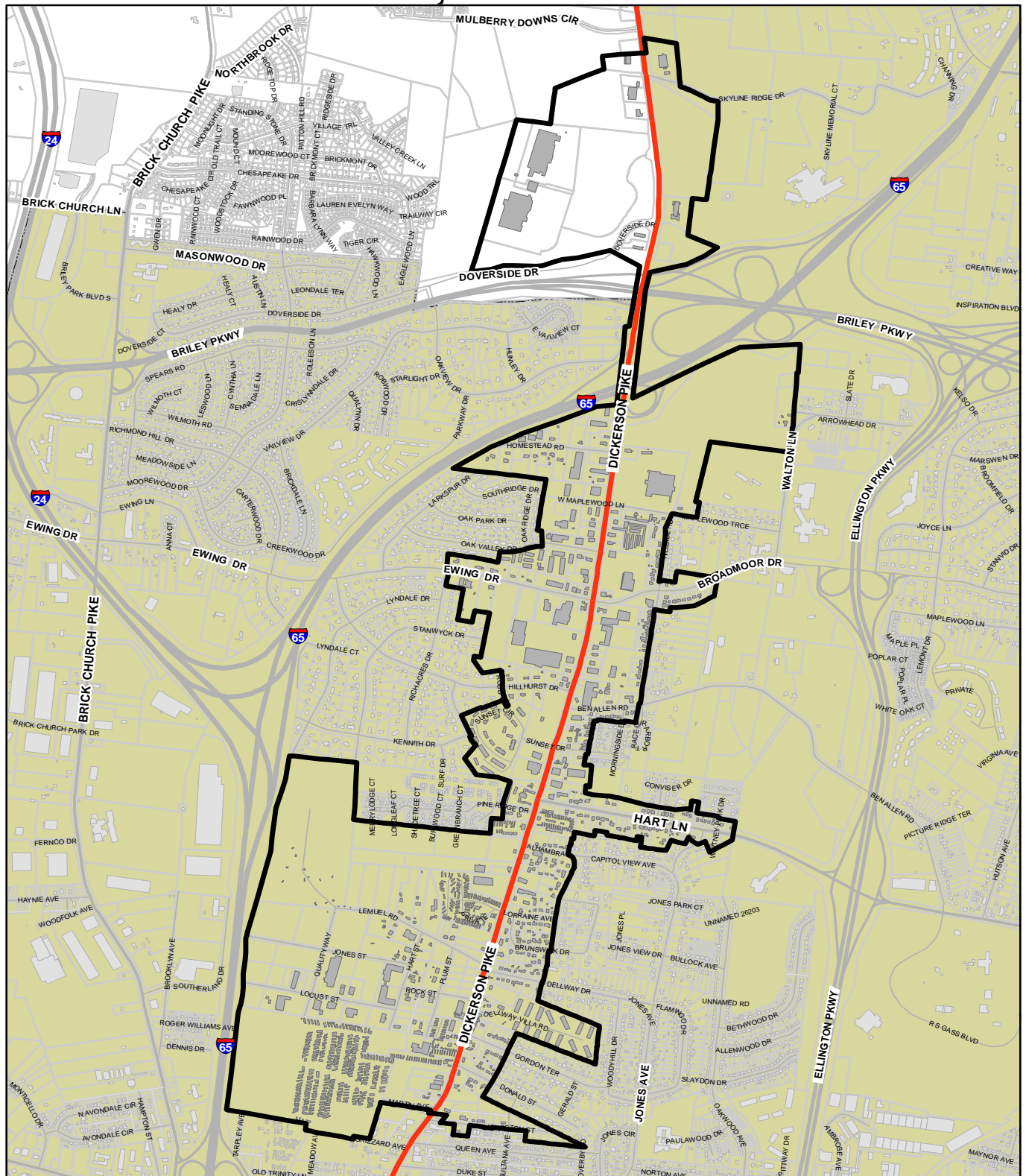
Dickerson North Corridor Study



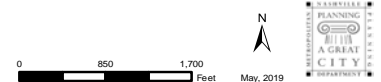
Map 32: Parking

- Parking Lots (Detailed)
 - Gravel Parking
 - Paved Parking
- Building Footprints
 - Pavement
- Study Area

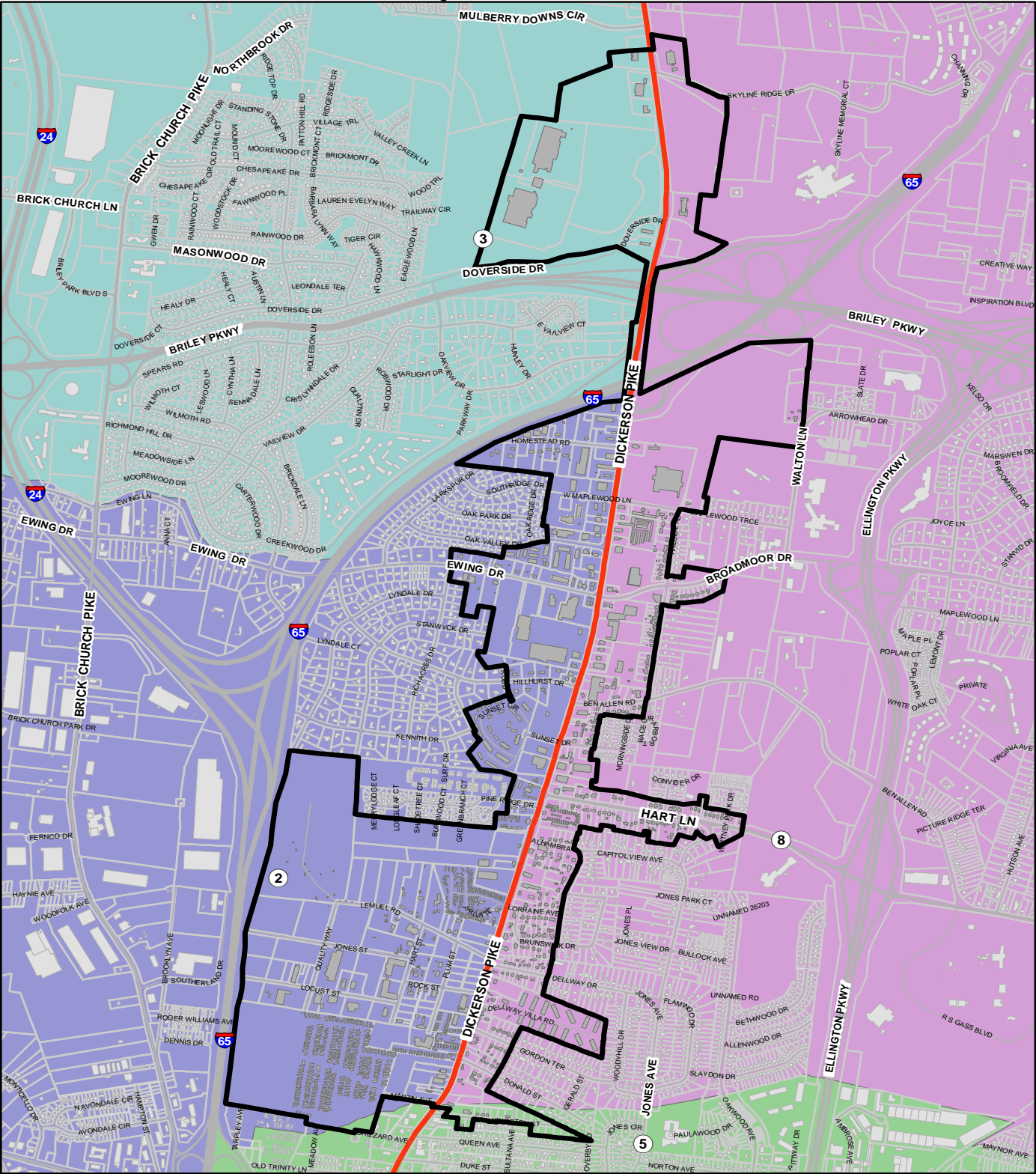
Dickerson North Corridor Study



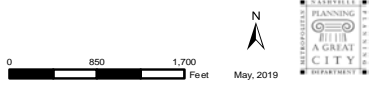
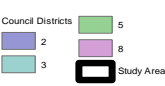
Map 33: Urban Services District



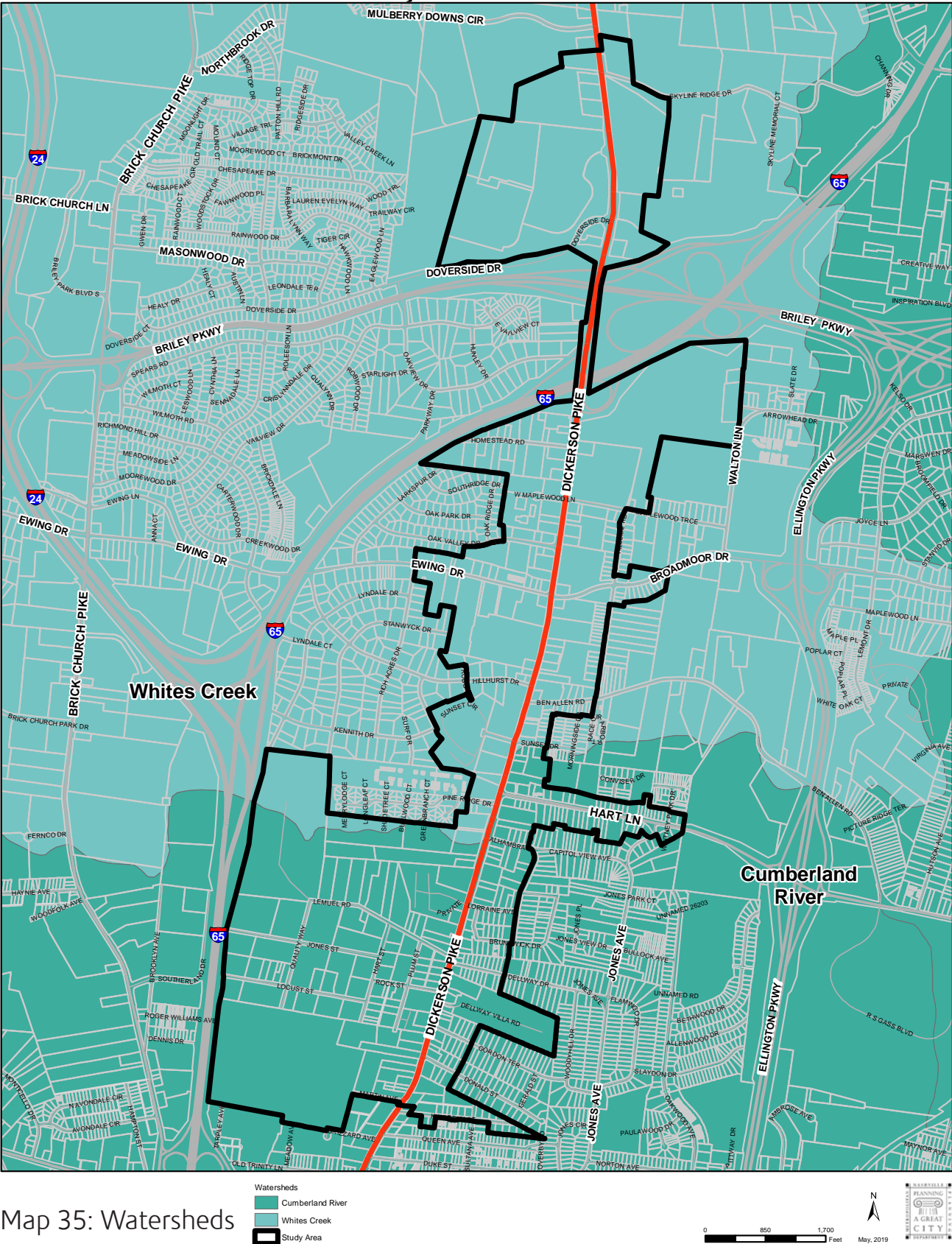
Dickerson North Corridor Study



Map 34: Council Districts



Dickerson North Corridor Study



Appendix B: Affordability

Data and Methods

Residential affordability is largely the function of two factors: income and housing costs. To be considered affordable, monthly housing payments should not exceed 30% of household income. All affordability calculations for owner-occupied units assume a 20% down payment, 30-year, fixed-rate mortgage at 4.94% and spending no greater than 30% of area median income (AMI) on housing payments. Using area median income as the basis for our affordability calculations is a best practice and aligns with Affordable Housing guidelines used by the U.S. Department of Housing and Urban Development (HUD) and the Mayor's Office of Housing. The analysis also accounts for current property tax costs, but does not include home owners insurance, utilities or home maintenance.

The data presented is for properties located within the nine study area Census block groups (**Map 3 (Appendix A)**), with the following exception: area median income data is for the Nashville-Davidson--Murfreesboro--Franklin, TN HUD Metro FMR Area (2018). U.S. Census Bureau American Community Survey 2013-2017 five-year estimates of income and housing cost (gross rent and property values) are from those same nine Census Block Groups which correlate with the survey study area. Block Groups were chosen based on proximity to the study area, physical barriers (like I-24 and I-65) and where the majority of the neighborhood's dwelling units are located (Map 1).

Table 19: Residential Property Summary

Study Area Properties	Dwelling Units	Average Value Per Unit	Average Value Per Parcel
Ownership Residential:	3,153	\$138,925	\$155,828
Duplex	585	\$60,424	\$121,472
Mobile Home	6	\$59,583	\$59,583
Residential Condo	144	\$232,664	\$232,664
Single Family	2,418	\$152,532	\$155,621

Source: Metropolitan Nashville-Davidson County Assessor's Office

Table 20: Affordability Criteria

HUD Fair Market Rent Area ¹	60%	80%	100%	120%
Area Median Income (AMI)	\$41,560	\$53,950	\$67,500	\$80,925
30% on Housing (Annual)	\$12,468	\$16,188	\$20,256	\$24,276
30% on Housing (Monthly)	\$1,039	\$1,349	\$1,688	\$2,023

¹ Nashville-Davidson-Murfreesboro-Franklin, TN HUD Metro FMR Area
Source: Metropolitan Nashville-Davidson County Mayor's Office of Housing
Note: Assumes three persons per household

In order to measure housing values in the study area as accurately as possible, staff primarily used property values provided by the Metro Assessor's Office. Using assessor's office data contributes to data consistency as most values were recently updated as a result of the 2017 Assessment. Housing value data is presented both for parcels and dwelling units, depending on the table. Housing values from the U.S. Census Bureau are also provided.

The AMI income limit value used is \$67,500. This assumes a three-person household (average household size for the FMR area is 2.6 persons). This corresponds with an affordable monthly housing cost of \$1,688. For moderate income (80% of AMI) households, this translates to \$1,349 a month. For low income (60% of AMI) households, the value is \$1,039.

Notes

In addition to this data presented, Planning staff gathered a wide range of demographic and property value data from the U.S. Census Bureau, the Metro Assessor's Office and HUD, among others. These data support the establishment of a baseline of affordability and will allow future affordability reports for the study area. While Planning staff is fully prepared to update this scorecard annually, staff recommend that updates be done every four years, corresponding with the Assessor's Office reassessment years. While new Census data will be available annually,

waiting until the next assessment will ensure accuracy and consistency with the 2017 Assessment – a primary data source for this work.

Finally, since this data uses income values for the 10-county Nashville-Davidson--Murfreesboro--Franklin, TN HUD Metro Fair Market Value Area it is worth noting that Davidson County income values are approximately 7% lower than that of the region (regional median family

income: \$67,500, Davidson County: \$62,723). As such, the Dickerson North study area would appear less affordable if we used a county based income value rather than AMI.

Table 21: Monthly Earnings

Number of Jobs With Monthly Earnings of:	Study Area		Davidson County
	Number	Percent	
\$1,250 or less	1,098	24.6%	20.9%
\$1,251 to \$3,333	1,660	37.1%	34.2%
Greater than 3,333	1,712	38.3%	44.9%
Source: U.S. Census Bureau LEHD Origin-Destination Employment Statistics (LODES) WAC - Workplace Area Characteristic data 2015.			