



DICKERSON NORTH CORRIDOR STUDY

Summary Document

This document is a summary of the Dickerson North Corridor Study. Please refer to the full version of the plan for more thorough policy guidance.



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GOALS

Input from the community and the steering committee led to the formation of the following goals. They represent desired community outcomes for the Dickerson Pike corridor.

Safe, connected and walkable

Improve public safety by enhancing the street and sidewalk network through the addition of new sidewalks, crosswalks, bikeways, and greenway trails.

Neighborhood services

Encourage development of locally owned businesses to offer a variety of services located along Dickerson Pike, including the development of a neighborhood center with services and a gathering place for the community.

Beautification and site design

Encourage the redevelopment of blighted properties, the removal of trash, and adequate street lighting. Advocate for site design to appeal to the rich history and bright future of the corridor, including appropriate building orientation, use of high-quality materials, and landscaping.

Transit-supportive corridor

Enhance and create a mix of activities and destinations along Dickerson (for example, housing, work, shopping, services, and entertainment) to support public transit.

Housing choice, diversity, and affordability

Allow for a variety of housing types in order to maintain the socioeconomic diversity of the area. This includes protecting the single-family residential character of neighborhoods off the corridor while concentrating growth and development along the corridor.

Greenspace and stormwater infrastructure

The addition of greenspace is encouraged throughout the area. Greenspace may be incorporated into new development and through the expansion of greenway trails along Pages Branch Creek to connect northwards along Ewing Creek. Enhance stormwater infrastructure with improvements that serve existing and future neighborhood stakeholders.

Prepare for redevelopment of large vacant and under used properties

Plan, with the community, for the potential long-term redevelopment of large vacant and under used properties along Dickerson Pike.

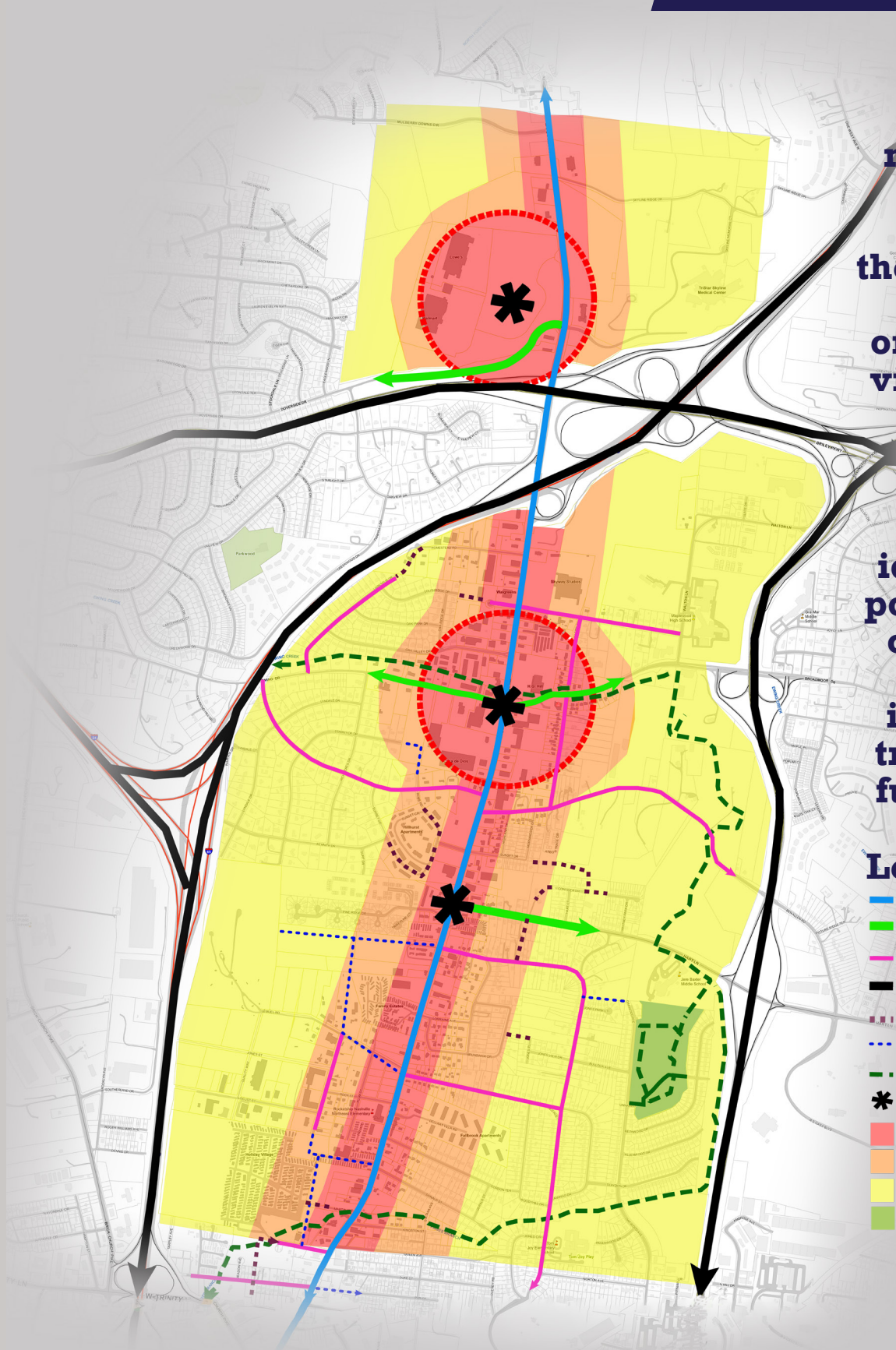
CONCEPTUAL FRAMEWORK

The conceptual framework illustrates the major organizing elements of the future design of the Dickerson Pike corridor, based on the community vision established by this study.

The conceptual framework identifies a future policy framework, conceptual street network, major intersections and transit nodes, and future greenways.

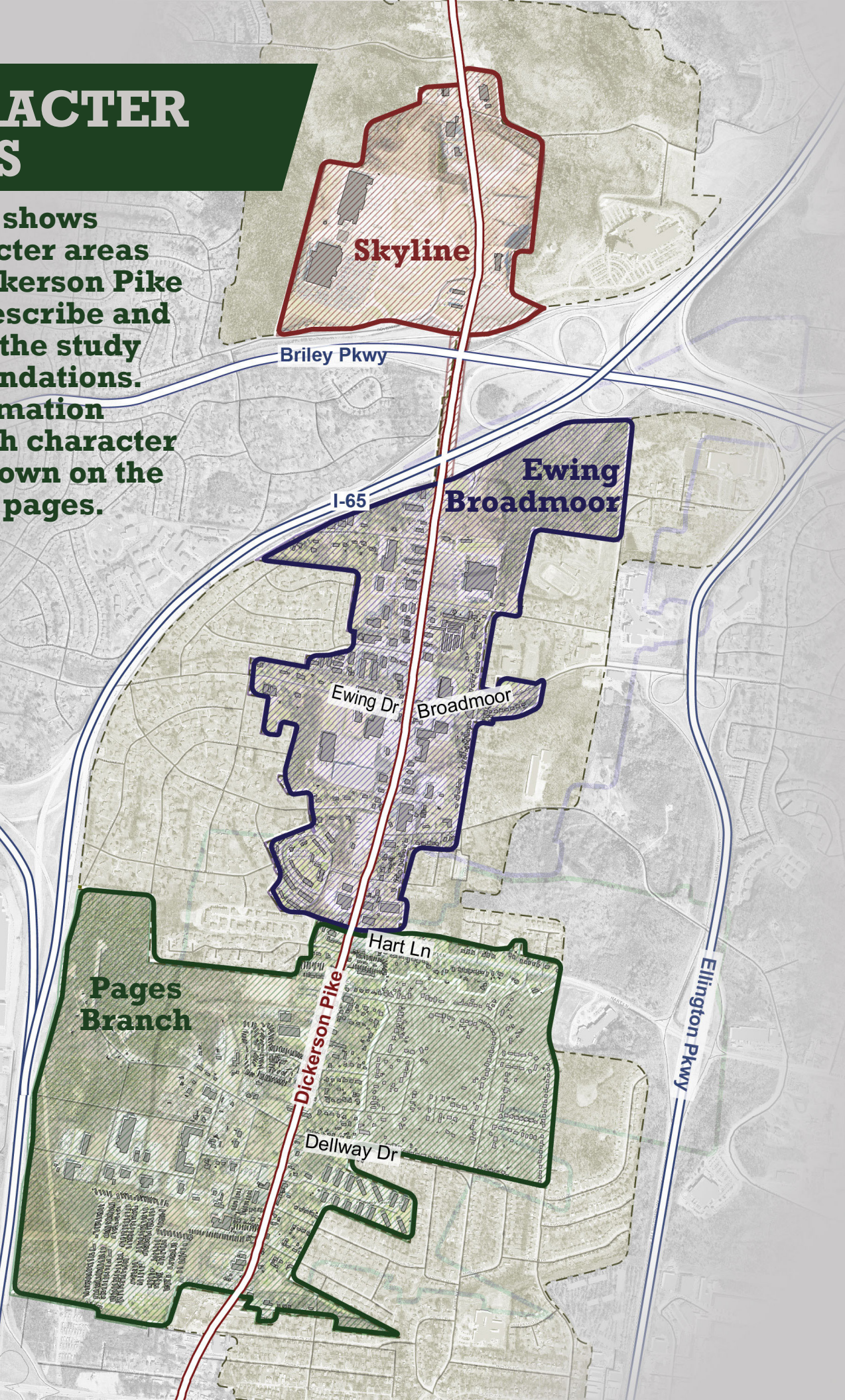
Legend

- Existing major road with transit
- Existing connections
- Existing local connections
- Limited access highways
- Conceptual street grid
- Proposed MCSP connections
- Future Greenway
- Major Node
- Highest Intensity
- Medium Intensity
- Lowest Intensity
- Open Space



CHARACTER AREAS

This map shows the character areas along Dickerson Pike used to describe and illustrate the study recommendations. Key information about each character area is shown on the following pages.



SKYLINE

Design Scenario

The Skyline design scenario envisions the intersection of Dickerson Pike and Doverside Drive as a multi-modal regional transit hub with programming and a mixture of uses. Objectives of the design scenario include the following:

- Preserve** steep slopes and wooded areas, and affordability.
- Support** multi-modal transportation uses, mixed-use and small scale retail, and family attractions.
- Improve** pedestrian scale and connections, and stormwater infiltration.



- A** Pedestrian friendly scale encourages active daily use
- B** Regional transit center serves commuters
- C** Flexible green space with programming and views of downtown
- D** Mixed-use supports neighborhood with daily necessities

The Skyline character area is the area surrounding Dickerson Pike from Briley Parkway to Mulberry Downs Circle.

Existing Land Use and Infrastructure

Currently, the area features large scale development such as big-box stores and a hospital campus. Surface parking lots and vacant property surround these developments. Dickerson Pike is seven lanes wide with sidewalks, however connectivity is limited to the surrounding areas.

Future Character and Design

Mixed-use buildings, sit-down restaurants, and neighborhood services are envisioned for the area. Building heights should be tallest closest to Dickerson Pike, with height decreasing as you move away from the corridor. Flexible green spaces for community gathering and recreation should be created.

Future Infrastructure

Pedestrian infrastructure should be improved along the corridor. Trails connecting retail to surrounding neighborhoods should be considered. As density increases, transit capacity is expected to improve. nMotion envisions a future transit center in the vicinity of the existing Walmart store.

EWING BROADMOOR

The Ewing Broadmoor character area is located along Dickerson Pike from Hart Lane to Briley Parkway.

Existing Land Use and Infrastructure

The intersection of Dickerson Pike with Ewing and Broadmoor Drives is the heart of the area. Auto-oriented suburban strip malls, fast-food drive-through restaurants, and motels surround the intersection. Vacant land in the northeastern portion of the area, the lack of crosswalks along Dickerson Pike, and the neglected Ewing Creek are all challenges that the character area faces.

Future Character and Design

The Ewing/Broadmoor and Dickerson Pike intersection should feature a walkable commercial node. Mixed-use developments, with active ground-floor uses, should continue along Dickerson Pike. Structures should be built to the street with parking beside or behind them. Building height and density should decrease from the commercial node outward.

Future Infrastructure

Connecting sidewalk gaps, adding crosswalks, daylighting Ewing Creek and adding a greenway to Pages Branch will improve the pedestrian experience. Privately owned public space should also be pursued.

Design Scenario

A vibrant neighborhood node at the intersection of Ewing and Broadmoor Drives with Dickerson Pike is envisioned. Objectives of the design scenario include:

- Preserve** affordability through housing diversity, and Ewing Creek.
- Support** flexible outdoor space, mixed-use and small scale retail, and fresh food.
- Improve** walkability, stormwater infiltration, and environmental quality.



- A** Pedestrian friendly streetscape enhances safety
- B** nMotion-planned BRT stop
- C** Flexible commons with programming to anchor the node
- D** Restoring Ewing Creek to create a vibrant green space and increase stormwater management
- E** Townhomes and small scale multi-family increase housing diversity and affordability

PAGES BRANCH

Future Character and Design

Smaller lots fronting Dickerson Pike should be combined for improved development possibilities, including mixed-use neighborhood services. Townhomes and apartments should be developed in line with the current and recently developed residential form in the area. A mix of housing types will help maintain affordability in the area. Attention should be paid to how development transitions off the corridor.

Future Infrastructure

Improvements to the pedestrian environment are the top infrastructure priorities for this area. Connecting gaps in sidewalks, adding crosswalks and a greenway will address this. Where feasible, new public street connections should be constructed. In T4NM policy areas, these streets are appropriate for additional intensity. Consolidated access points on Dickerson Pike are encouraged.

The Pages Branch character area is the area along Dickerson Pike from Pages Branch Creek to Hart Lane.

Existing Land Use and Infrastructure

Currently, this area is characterized by the many auto shops that line the corridor. Residential uses positioned further back from the corridor include mobile home parks, apartments, new residential development, and established single-family home neighborhoods. The southwest corner of the character area is primarily light industrial uses. Oakwood Park is located on the far east side of the character area. Inadequate pedestrian and transit infrastructure along the corridor are of concern, especially with the area's higher speed limits. Pages Branch Creek is an almost invisible component of the landscape that does not get much care or maintenance.

ADDITIONAL GUIDANCE

The Dickerson North Corridor Study offers the following additional supplemental policies:

- Mobility Plan.** Identifies improvements to the multimodal transportation network, including Major and Collector Street Plan (MCSP) amendments, transit improvements, traffic calming recommendations and pedestrian, bikeway, and greenway connections and enhancements. See Page 34 of the full Dickerson North Corridor Study for more.
- Housing Affordability.** Outlines several approaches to providing diverse housing types to support long-term housing affordability. See Page 44 for more.
- Beautification.** Provides context for how the plan supports the beautification of the area. See Page 48 for more.

HEIGHT AND INTENSITY

To be considered for increased height or intensity above that recommended by the base policy, future development should provide one or more of the following:

- Accessible open space in the form of parks, plazas, and greenways
- Activated space in buildings located along greenways within commercial areas
- Daylighting and/or stream restoration of Ewing Creek
- Installation of pedestrian and bike friendly infrastructure, enhanced bus stops, the use of Transportation Demand Management strategies to reduce single occupancy vehicle trips
- Completion of road infrastructure (road connections, intersection realignments)
- Consolidated access points
- Relocation of utility poles off Dickerson Pike

REZONING GUIDANCE

Traditional zoning recommendations should be guided by the base policy and may be most appropriate in the following locations:

- Property with narrow frontage on Dickerson Pike
- Parcels that are not positioned to contribute to larger infrastructure or open space needs
- Property not located near the key intersections most appropriate for SP zoning (see below)

Specific Plan (SP) zoning may be most appropriate on properties providing new street connections and/or located at or near the following key intersections:

- Dickerson Pike and Ewing Drive/Broadmoor Drive
- Dickerson Pike and Hart Lane
- Dickerson Pike and Dellway Drive



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The Dickerson North Corridor Study is a Small Area Plan Amendment to the East Nashville & Parkwood-Union Hill Community Plans of NashvilleNext.