

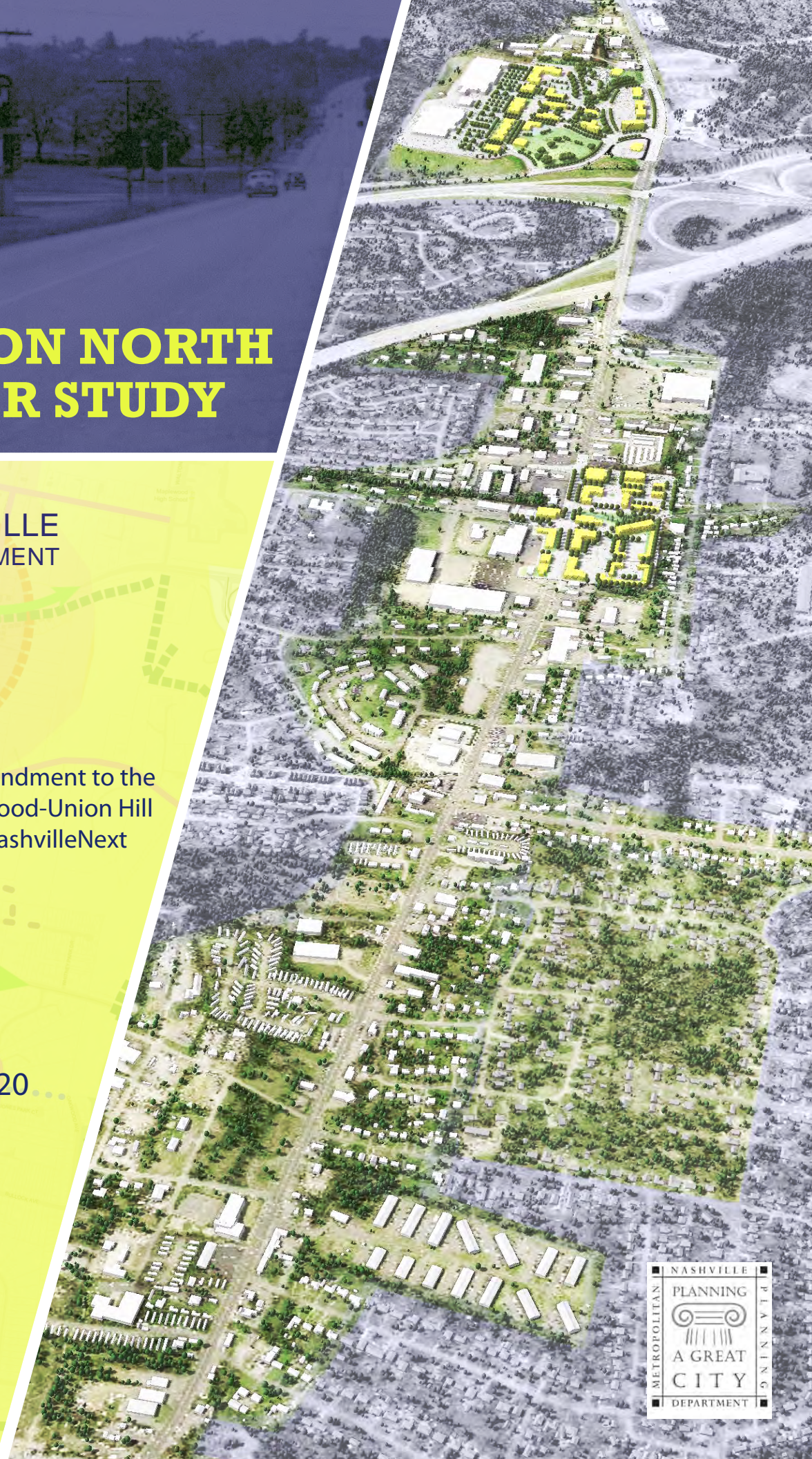
# DICKERSON NORTH CORRIDOR STUDY

METRO NASHVILLE  
PLANNING DEPARTMENT

A Small Area Plan Amendment to the  
East Nashville & Parkwood-Union Hill  
Community Plans of NashvilleNext

Adopted  
September 24, 2020

[nashville.gov](http://nashville.gov)





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Thank you to all residents, stakeholders, and participants who have continually engaged in shaping the study and its recommendations.

# DICKERSON NORTH CORRIDOR STUDY

## Table of Contents

<b>PART 1: THE SETTING</b>	<b>1</b>
Study Area	1
Study Background	2
Study Process	3
<b>PART 2: THE PLAN</b>	<b>6</b>
Community Vision & Goals	7
Community Character Policy	10
Conceptual Framework	12
Supplemental Policy	14
Character Area Guidance	15
Mobility Plan	34
Housing Affordability	44
Beautification	48
<b>PART 3: IMPLEMENTATION</b>	<b>50</b>
Community Plan	51
Major & Collector Street Plan	51
WalknBike and nMotion	51
Plan-to-Play	51
Implementation Opportunities	52
Implementation Table	56
<b>APPENDICES</b>	<b>57</b>
A – Community Assessment	
B – Community Engagement Reports	
Kickoff Summary Report	
Buildings & Infrastructure Survey	
Draft Plan Review Report	
Steering Committee Report	

### What is a Small Area Plan?

The Dickerson North Corridor Study is a small area plan produced by the Metropolitan (Metro) Planning Department. Small area plans illustrate the vision for corridors and neighborhoods within Nashville's 14 community planning areas. On a parcel-by-parcel basis, these plans steer the appropriate land use, development character, and design intent guided by goals established by community stakeholders. Like other forms of small area plans, corridor studies are developed through a participatory process that involves Planning Department staff working with stakeholders to establish a clear vision and provide detailed information and solutions to guide the future physical and regulatory characteristics for particular corridors of the city.

Small area plans are commonly used by the community, staff, the Planning Commission, and Metro Council members as a starting point for discussing public and private investment in a designated area, including proposed zone changes, subdivisions, and public infrastructure investments. Once adopted, the small area plan serves as the primary guide for the corridors and neighborhood's future development.

The plan product most important to neighbors and business owners interested in redevelopment is the character area guidance that serves as a supplemental policy within the overall community plan for the area. Tailored to meet the needs of each individual area studied, the character areas provide detailed guidance on the vision for zoning and design.

Design scenarios are included to illustrate how development consistent with the supplemental policy might occur. This helps the surrounding neighborhoods consider how the land uses could be distributed along the corridor and what development could look like.

For the most current information on the Community Character Manual and the Community Plans:

<https://www.nashville.gov/Planning-Department/Long-Range-Planning/Community-Character-Manual.aspx>



Participant small group discussions during kickoff workshop



# DICKERSON NORTH CORRIDOR STUDY

## PART 1: THE SETTING

The *Dickerson North Corridor Study* is a supplement to and a part of the *East Nashville and Parkwood Union Hill Community Plans* of *NashvilleNext*. It addresses land use, transportation, and community design at the neighborhood scale. Dickerson North is the second of two phases to study Dickerson Pike. The first phase, *Dickerson South*, was adopted by the Planning Commission in June 2019.

Beginning in January 2020, the Metropolitan Planning Department staff engaged residents, property owners, business owners, and other stakeholders along the Dickerson North corridor. This small area plan developed during that engagement process will guide future growth and development along Dickerson Pike.

### Study Area

The corridor study covers three miles of Dickerson Pike, from north of Trinity Lane to north of Skyline Ridge Road. The study area is mapped in **Figure 1**. The recommendations of this study pertain solely to the area shown in dark grey on the map. During the planning process those residential areas adjacent to the study area were included in both the analysis and mailing of notices. While these areas are not the subject of recommendations from the study, planning staff recognized that these neighborhoods will likely see the effects of changes along Dickerson Pike and aimed to ensure those areas were included in the planning process.

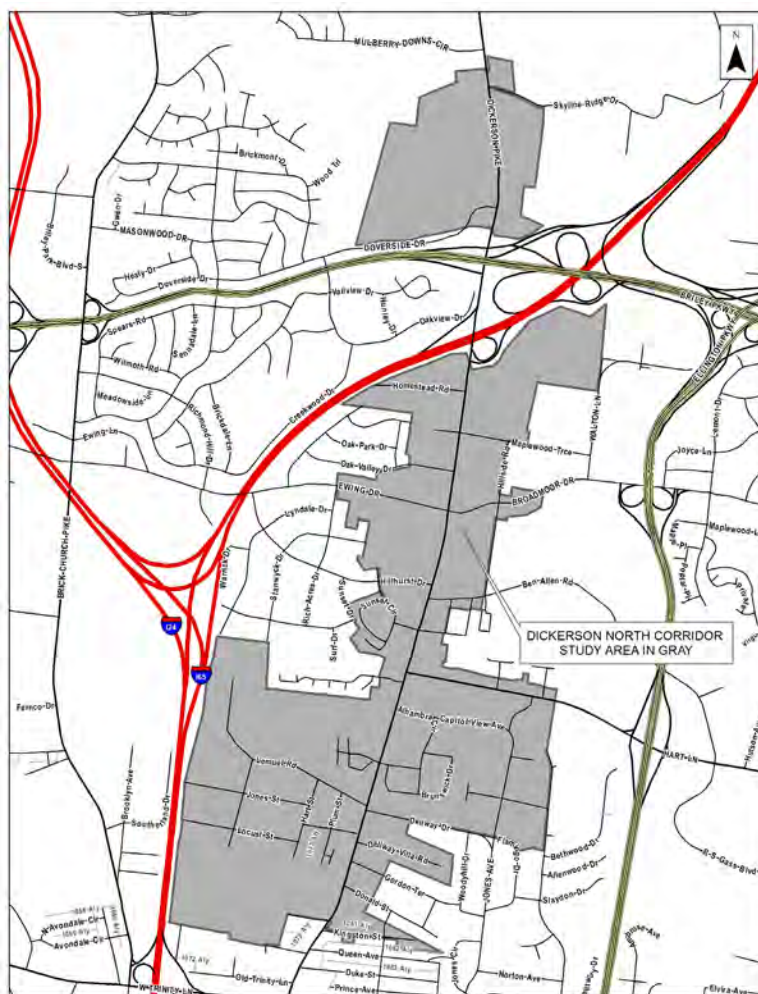


Fig. 1: Dickerson North Corridor Study Area (dark grey)

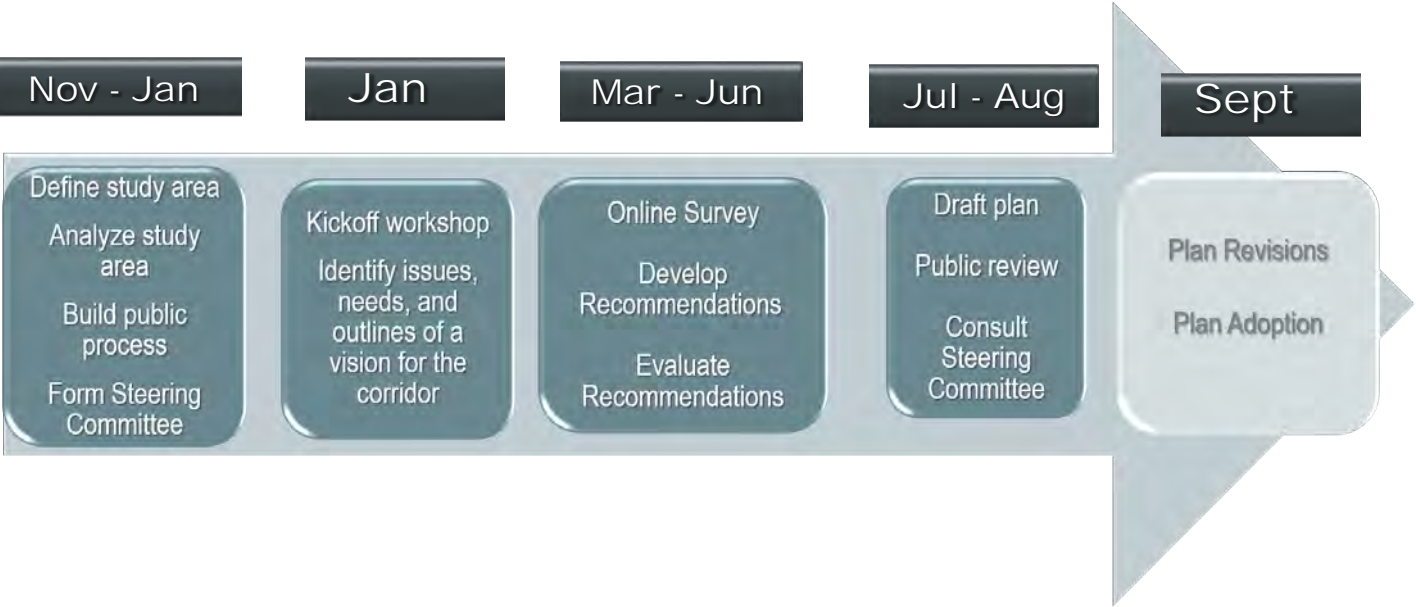


Planning staff undertook an in depth analysis of the history and existing conditions of the study area prior to beginning public engagement. This analysis, available in the **Community Assessment** in **Appendix A**, documents in great detail the existing conditions of the study area.

**Study Background**

Discussions around Dickerson Pike corridor planning initially began during multi-departmental conversations regarding the application for a BUILD grant from the U.S. Department of Transportation in 2018. 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 creek.





## Study Process

Community engagement is crucial to a successful planning process and final plan document, and it requires multiple means of promoting awareness of the project. The public engagement for this plan was complicated by the onset of the COVID-19 pandemic.

The engagement process started with the selection of a steering committee to drive community engagement and advise Planning staff during development of the corridor study. The steering committee met seven times for this plan, three in-person meetings and four virtual meetings. **Appendix B** documents in more detail the public participation opportunities and input received throughout the planning process for this study. It includes Summary Reports of the **Kickoff Meeting, Buildings & Infrastructure Online Survey, Public Draft Plan Review** and each of the **Steering Committee** meetings. The timeline provides a summary of key events and dates.

## Timeline of Engagement

DATE	ACTIVITY
1/7/20	Steering Committee Meeting
1/30/20	Kickoff Public Meeting
2/13/20	Steering Committee Bus Tour
3/13/20	Steering Committee Meeting
4/24 - 6/7	Buildings & Infrastructure Survey
6/29/20	Steering Committee Meeting
7/6/20	Steering Committee Meeting
8/10/20	Steering Committee Meeting
8/17 - 9/7	Draft Plan Public Review
9/14/20	Steering Committee Meeting



Steering Committee and planning team members on a walking tour of Dickerson Pike in February 2020



The Kickoff Meeting was held at Rocketship Elementary, located within the Study Area at Dickerson Pike and Rock Street



The public process began with a kickoff meeting on January 30, 2020, in conjunction with an online survey. The kickoff meeting included a short presentation and facilitated small group discussions. Here the community's initial thoughts on the study area were expressed related to strong and weak places and visions for the future. Approximately 150 people participated in the kickoff (see **Appendix B** for more detail and the results of this meeting).

A charrette week was planned for the last week in March. However, the COVID-19 pandemic forced its cancellation. In its place, a Buildings & Infrastructure online survey was launched which was open for six weeks in April, May and June of 2020. The survey took what we heard at the kickoff meeting and asked for more detailed information on land uses and infrastructure. In all, 272 survey responses were received (see **Appendix B** for more greater detail).

Staff continued working with the steering committee and community in the months following the Buildings & Infrastructure survey to draft and finalize the study. A three week virtual public review period for the draft plan was held in August and September (see **Appendix B** for more detail). In addition, staff coordinated with multiple Metro, regional, and state departments and agencies throughout the process to ensure alignment with other plans and studies. A project website was launched and updated for review throughout the planning process.



Kickoff meeting participants working on the tabletop exercises

## Key Issues

Throughout the planning process a number of key issues rose to the surface. While the recommendations of this plan, which is primarily a land use policy plan, cannot directly address all identified issues, this plan can enable solutions to issues identified through best practices of land use planning and design. The following is a summary of those key issues:



### Safety

Many times throughout the study we heard that the area is, or feels, unsafe. These observations were related primarily to two issues. The first is the risk of walking or cycling in areas without sidewalks and crosswalks and with high traffic speeds and volumes. The other was the physical characteristics of the corridor including vacant and abandoned buildings, buildings and parking lots in disrepair, insufficient lighting, deficient maintenance and accumulations of trash that make the area feel unsafe.



### Services

While the study area is home to large, regional retail options of Walmart and Lowe's at the north end of the study area, there is a desire for the addition of neighborhood-scale shops, sit-down restaurants, and services. Concern was expressed about certain land uses that have proliferated along the corridor which are generally viewed as negative. These include automotive sales and tire repair shops. Community services such as libraries, recreational fields and family-friendly activities are also desired for the study area.



### Transportation

Travelling along the corridor by car is relatively easy due to the width of the roadway and the limited traffic when compared to the other pikes in Nashville. The ready access to interstates, highways, and downtown is considered a huge asset. However, the Pike is not viewed as safe or amenable for other modes of transportation such as walking, cycling, or transit.



### Streetscape Design

Streetscape infrastructure and facilities are inconsistent, insufficient, and unsafe along Dickerson. This includes a lack of sidewalks, crosswalks, bus shelters, landscaping, and trees. A number of the older strip retail centers in the area are in poor condition and have vacant suites. Facade improvements to enhance the overall quality of these retail areas are needed.



### Affordability

Maintaining the affordability of the area was a big community concern. There is a desire to see new development and to balance this revitalization with maintaining affordability, to prevent the displacement of residents.



## **PART 2: THE PLAN**

Based on input described in Part 1: The Setting and in **Appendix B**, this section presents the community vision and goals and details the recommendations of this plan.

Part 2 includes the following:

- Community Vision
- Vision Statement
- Goals
- Community Character Policy
- Conceptual Framework
- Supplemental Policy:
  - Character Area Guidance with Design Scenarios
  - Mobility Plan
  - Housing Affordability
  - Beautification

## Community Vision

The Dickerson Pike Corridor has tremendous potential to attract new investment. This area is attractive based on its proximity to Downtown, access to expressways, and the fact that much of the corridor is underdeveloped, unlike many of the other major pikes into downtown Nashville. This Study strives to achieve the corridor's potential by applying the community's vision of a street that connects and serves the surrounding neighborhoods through new investment in development and multimodal transportation.

## Vision Statement

The vision statement was created with direction from the steering committee and input from the community. It represents the community's common goals and expectations for future development through this plan.

**Dickerson North is one of Nashville's major pikes with its own unique character shaped by history. The corridor is shared by neighborhoods that are home to a wide diversity of people, incomes, and housing.**

**The Dickerson North community welcomes growth and development primarily along Dickerson Pike and will strive to keep the diversity and character that knits us together.**

**Dickerson North and the surrounding neighborhoods will develop in a manner that prioritizes safety along public streets and spaces, is a welcoming place for people using different means of transportation, enhances our regional assets, and establishes thriving neighborhood centers and local services along the corridor, to serve existing and new residents.**





Safe streets for all



Interchange beautification and vegetation



Upgraded WeGo bus stop

## Goals

Goals of the Study were also created with community input and direction from the steering committee. These goals are intended to represent desired outcomes the community has identified as the Dickerson Pike corridor develops. It is important to note that the goals cover a range of topics that are important to the community. This planning document is not able to directly address all the issues identified by these goals beyond the scope of the Planning Department. However, this plan can identify solutions to issues through best practices of land use planning and design.

### ***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, including pocket parks, recreation facilities, trails, and playgrounds, 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.

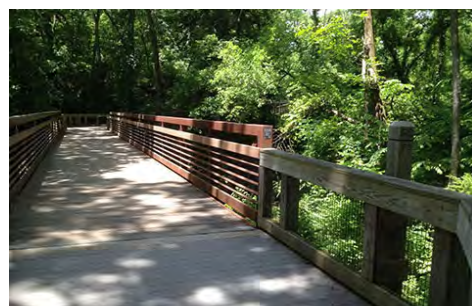
Enhance stormwater infrastructure with improvements that serve existing and future neighborhood stakeholders.

### ***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.



**Green stormwater infrastructure**



**Greenway providing open space and highlighting a creek as an asset**



## Community Character Policy

Applied to each property within Davidson County, Community Character Policies establish the appropriate form and character of development — massing, orientation and scale of buildings, setbacks and spacing, location of access and parking, etc. The overarching concept behind each policy is its location within the Transect, 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.

Community Character Policies have two main functions: to explain the vision of the community for its future growth, development, and preservation and to provide direction for implementation tools such as zoning. Future zone change requests are judged for their conformance with the Community Character Policies in the Community Plan.

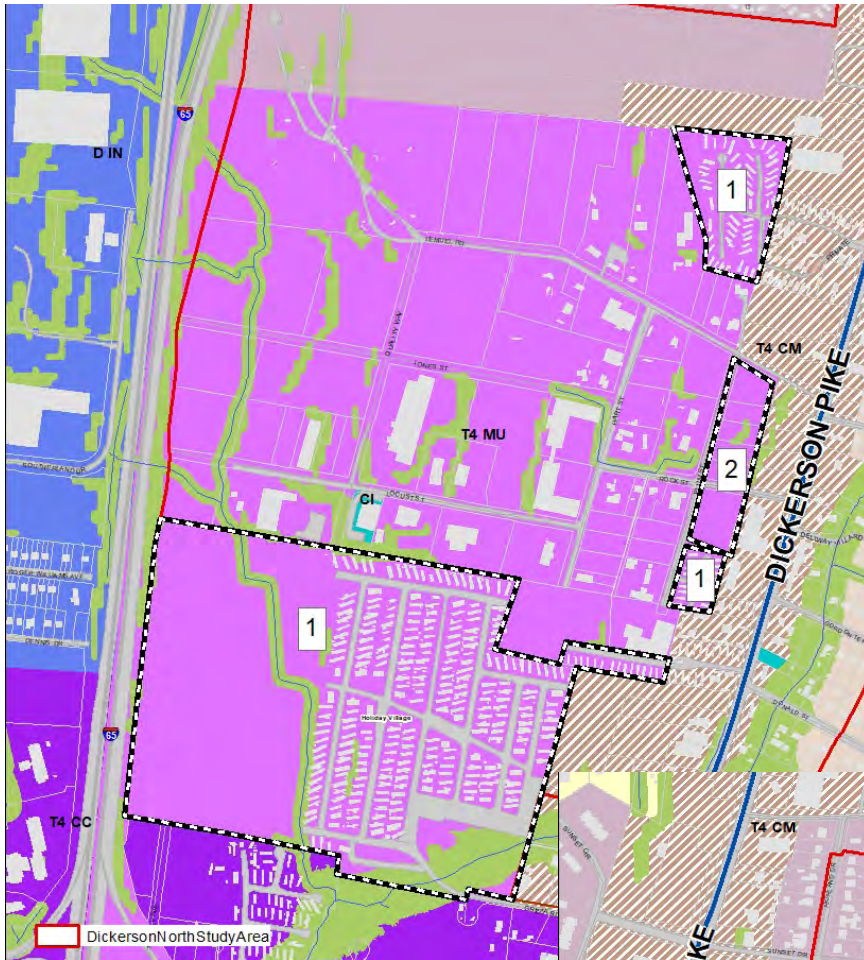
## Community Character Policy

With the adoption of this Study, the recommendations for the Community Character Policy, summarized in the table below, are adopted into the *East Nashville Community Plan*. **Figure 2** includes maps of the specific changes recommended by this study. The *Parkwood-Union Hill Community Plan* does not have any proposed changes.

## Policy Amendments

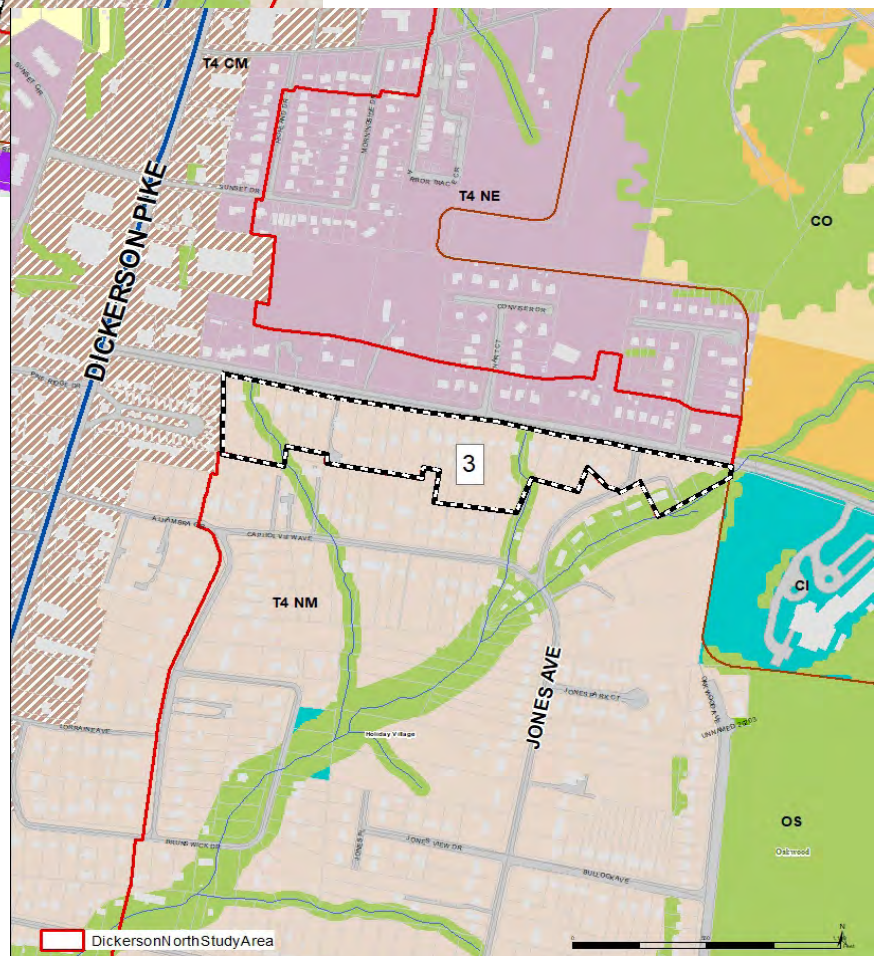
	ORIGINAL POLICY	RECOMMENDED POLICY	RATIONALE
1	T4 MU Urban Mixed Use Neighborhood	T4 NM Urban Neighborhood Maintenance	Application of T4 NM policy to the mobile home parks reflects the current residential use and the community's desire to preserve a level of affordability in the area. Any future community plan amendment application to change the T4 NM policy for redevelopment would require at least one community meeting which would provide further discussion of development in this location and its impact on affordability. Application for a zone change does not require a community meeting.
2	T4 MU Urban Mixed Use Neighborhood	T4 CM Urban Mixed Use Corridor	Application of T4 CM policy to a greater depth off Dickerson Pike better reflects the community's desire for an increased mix of commercial uses along this corridor and enhances the development potential of parcels along an arterial boulevard. Policy consistent in depth along the western side of Dickerson Pike will lead to more balanced development.
3	T4 NM Urban Neighborhood Maintenance	T4 NM Urban Neighborhood Evolving	Application of T4 NE policy on properties fronting on the south side of Hart Lane provides continuity with the T4 NE policy on the north side of Hart Lane and encourages a denser mix of residential development on this collector street and prime east-west connection between Dickerson Pike and Gallatin Pike.

Fig. 2: Community Character Policy Amendments



Grizzard Ave to Lorraine Ave  
west of Dickerson Pike

Hart Lane and Dickerson Pike



## Conceptual Framework

The conceptual framework, shown in **Figure 3**, illustrates the major organizing elements of the future design of the area based on the community vision established by this Study. As the process of developing the plan progressed, the conceptual framework provided the structure for preparing supplemental policies that, in conjunction with the Community Character Manual guidance, provide a guide for private development and public investment.

The conceptual framework identifies the following:

- Policy framework,
- Conceptual street network,
- Major intersections and transit nodes, and
- Greenways.



**Policy framework.** The policy framework shows the intensity of development, which is highest on the corridor (shown in red) and gradually decreases through a medium intensity area (shown in orange) to established residential neighborhoods off the corridor (the yellow areas), where less additional growth is expected.



**Conceptual street network.** A network of conceptual streets, shown in blue and purple dotted lines, identifies future north-south and east-west connections. These future links provide connectivity through the neighborhoods off Dickerson Pike. Additional connections outside of the corridor such as south to *Dickerson South* are noted. Generally, additional street connections should be added through private development. These developments may be more intense than surrounding areas in order to achieve important street connections.



**Major transit nodes.** Future development patterns are organized around high-capacity transit stations, shown with the black asterisks, identified by *nMotion*, the greater region's plan for transit. These nodes highlight the importance of providing enhanced pedestrian infrastructure linking areas within walking distance safely to the station areas.



**Pages Branch Creek to Ewing Creek greenway trail.** Pages Branch creek traverses the southern part of the study area across Dickerson Pike to the trail oriented development supplemental policy area adjacent to Ellington Parkway. Establishing greenway trails, shown in the green dashed line, that connect from the Cumberland River along Pages Branch and north to Ewing Creek provides an opportunity to create a system of connected open space and enhance the natural resources of this area.



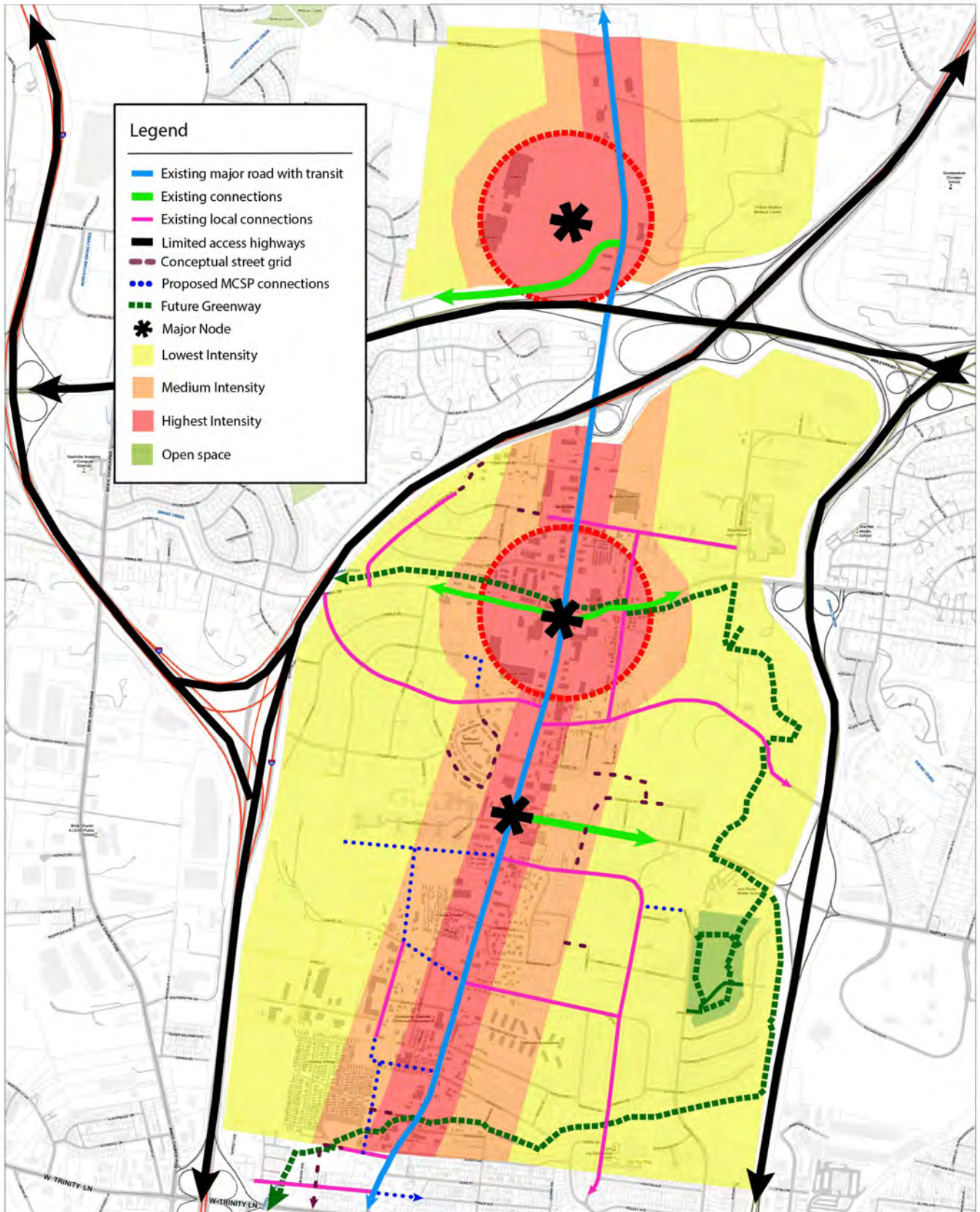


Fig. 3: Conceptual Framework

## Supplemental Policy

Supplemental policies provide an additional level of guidance beyond that provided by the Community Character Manual (CCM). Supplemental policies address unique features of the area and expand upon standard guidance of CCM in order to tailor policy to the needs of the study area and surrounding neighborhoods. Alone, the CCM policies applied to the study area do not provide the level of detail necessary to guide new development that is desired by community stakeholders.

The Dickerson North Supplemental Policy incorporates the following components, each of which is described in the following pages:

- **Character Area Guidance.** Identifies and describes three character areas within the study area, as shown in **Figure 5**. Additionally, two Design Scenarios illustrate the core concepts of future development that we heard from the community.
- **Mobility Plan.** Identifies improvements to the multimodal transportation network, including Major & Collector Street Plan (MCSP) amendments, transit improvements, traffic calming recommendations, and pedestrian, bikeway, and greenway connections and enhancements (Figure 9).
- **Housing Affordability.** Outlines several approaches to providing diverse housing types to support long-term housing affordability.
- **Beautification.** Provides additional context for how the plan supports the beautification of the study area.

Where conflicts exist between the Supplemental Policy and underlying CCM policy, the Supplemental Policy serves as the appropriate guidance. Where the Supplemental Policy is silent, the underlying CCM policy provides the appropriate guidance.

## Character Area Guidance

Since Dickerson North is a long corridor encompassing various land use patterns and neighborhoods, it was appropriate to divide it into three geographic sub-regions or Character Areas for the purposes of this study (see **Figure 5**). This enabled the team to understand each Character Area in terms of its defining qualities, land use patterns, and situation, and, therefore, develop more context sensitive and targeted strategies. The character areas are Skyline, Ewing/Broadmoor, and Pages Branch.

The Character Areas seek to:

- Develop and refine our understanding of the existing conditions of each area;
- Document current priorities and understand the potential capacity for development; and
- Cultivate and refine a vision for the area that reflects the needs, values, and priorities of community stakeholders.

The character area descriptions and illustrative design scenarios represent a vision for the future. They describe and illustrate future land use mix and infrastructure improvements desired from the community for each area. The character areas strive to provide enough detail to envision the future built environment and mixes of activity or land use. They are not proposed new zoning districts: instead, the over-arching intent of each is to narrate the community's vision by describing distinct characteristics of each and to supplement applied community character policies.

The character areas are described on the following pages. Each includes a narrative that describes the area's current character and infrastructure and future preferred character and desired infrastructure improvements. Alongside each narrative is a map showing the boundaries of the area and images. For the Skyline and Ewing/Broadmoor character areas design scenarios have been developed illustrating how an area might develop using this guidance.

In most instances the base land use policy and the appropriate zoning districts should guide development. The policies allow for a range of intensities and generally describe instances where higher or lower levels of intensity are appropriate. 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



## Design Scenarios

Design scenarios have several objectives:

- To test how a proposed vision fits into the physical urban fabric;
- To explore how a proposed vision might be phased over time;
- To communicate how the Character Area guidance translates physically in the built environment; and
- To provide a basis for refining and evolving the vision until a desired outcome is agreed upon.

For this study, staff developed design scenarios to examine two sites: the Lowes/Walmart property in the Skyline area, and the intersection of Dickerson with Ewing and Broadmoor, with a focus on the H.G. Hill property on the northeast quadrant of that intersection. These design scenarios should be used to inspire the community and property owners, to facilitate discussions when land owners seek to redevelop their property, and to help visually convey the goals of the policy.

While they are helpful to explain the vision for new development, they represent only one of many design approaches that could be consistent with this plan.





Fig. 4: Design Scenarios



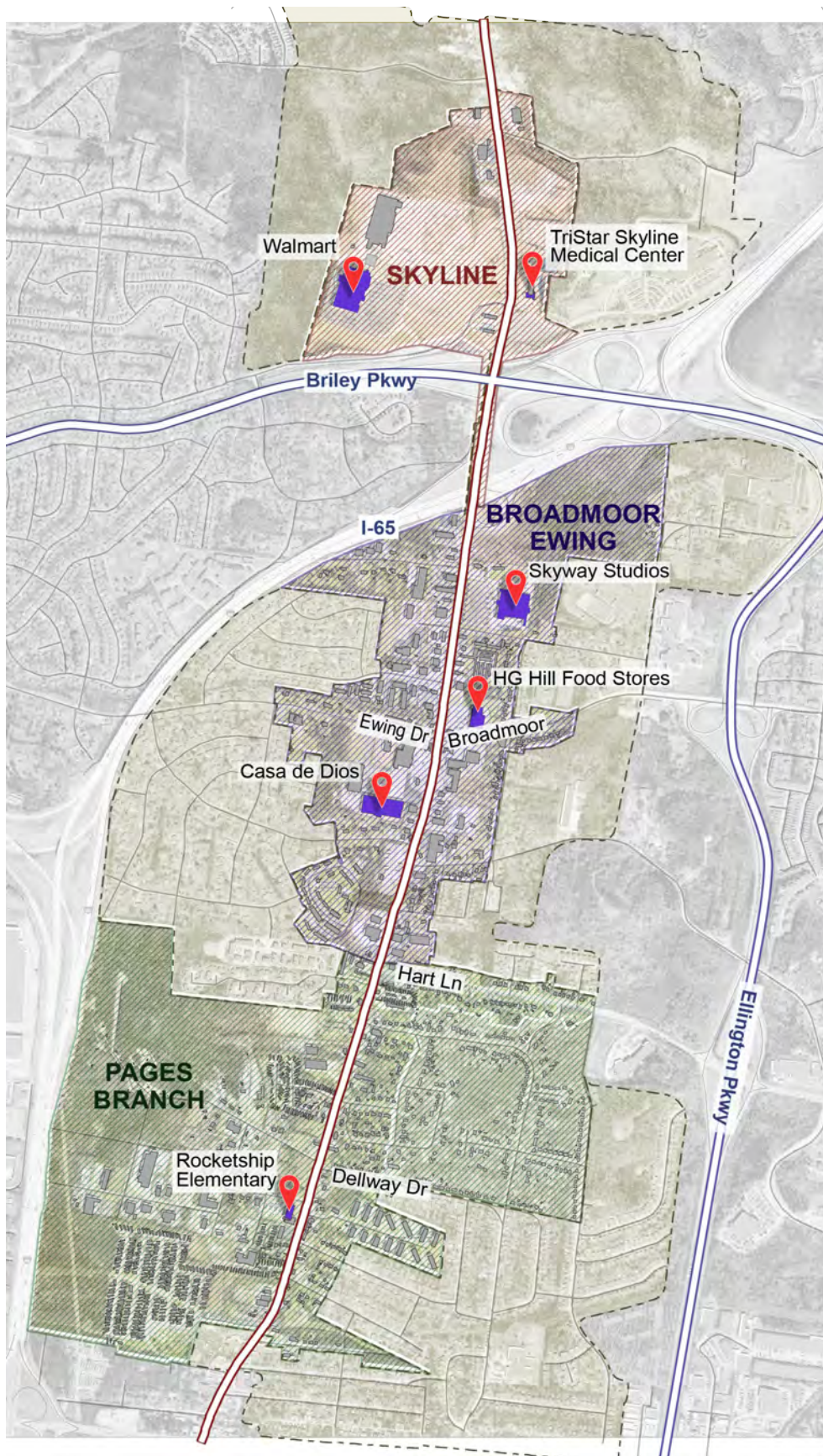


Fig. 5: Dickerson North Character Areas



## Rezoning Guidance

The Dickerson North Study provides the vision for development of this community. It can be challenging to implement a vision given the limited regulatory tools and financial constraints of Metro Government. The purpose of the section is to help provide additional clarity as it pertains to development applications, specifically applications for a traditional zone change (e.g. from R-6 to RM20-A) and Specific Plan (SP) zoning. Along with overlays, these are the existing tools for implementation. Additional tools for implementation may become available in the future to meet goals of this study.

### ***Zoning - Traditional***

Traditional zoning provides general regulations about how a property can be developed including permitted land uses, maximum number of units, maximum square footage, height limitations and setbacks among others.

Traditional zoning may be most appropriate in the following locations:

- Property with narrow frontage on Dickerson Pike
- Parcels that are not positioned to contribute to the larger infrastructure or open space needs of the area
- Property not located near the aforementioned key intersections

Traditional zoning recommendations should be guided by the base policy. Traditional zoning can help to achieve goals of this plan by providing a variety of land uses and providing intensity of development on or near Dickerson Pike.

### ***Zoning - Specific Plan (SP)***

SP zoning provides additional flexibility to create developments that meet the goals and objectives of *NashvilleNext* and the Dickerson North Study. Within a SP zoning district, permitted uses and design elements like height, size, setbacks, buffers, signage, and materials are determined for the specific development, often through preparation of a detailed site plan. SP zoning may be appropriate on large sites being developed in a unified manner, on sites that have significant areas of sensitive environmental features, or on sites at key locations or that require new public infrastructure to support development.

Within the Dickerson North study area, Specific Plan zoning may be most appropriate on properties providing new street connections and/or located at or near the following key intersections:

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

Consideration of SP zoning in and near the locations above can achieve policy goals by incorporating desired elements such as publicly accessible green space, sidewalks, crosswalks and street connections. This will create continuity in improvements as development occurs at the above intersections. Greater height or intensity than is typically supported by a policy or character area may be incorporated into SP zoning as a trade-off if proposed development meets multiple goals of the plan. The further away a site is from the specific intersections mentioned above, the less likely SP zoning may be needed in order to implement goals of this policy.

## SKYLINE CHARACTER AREA

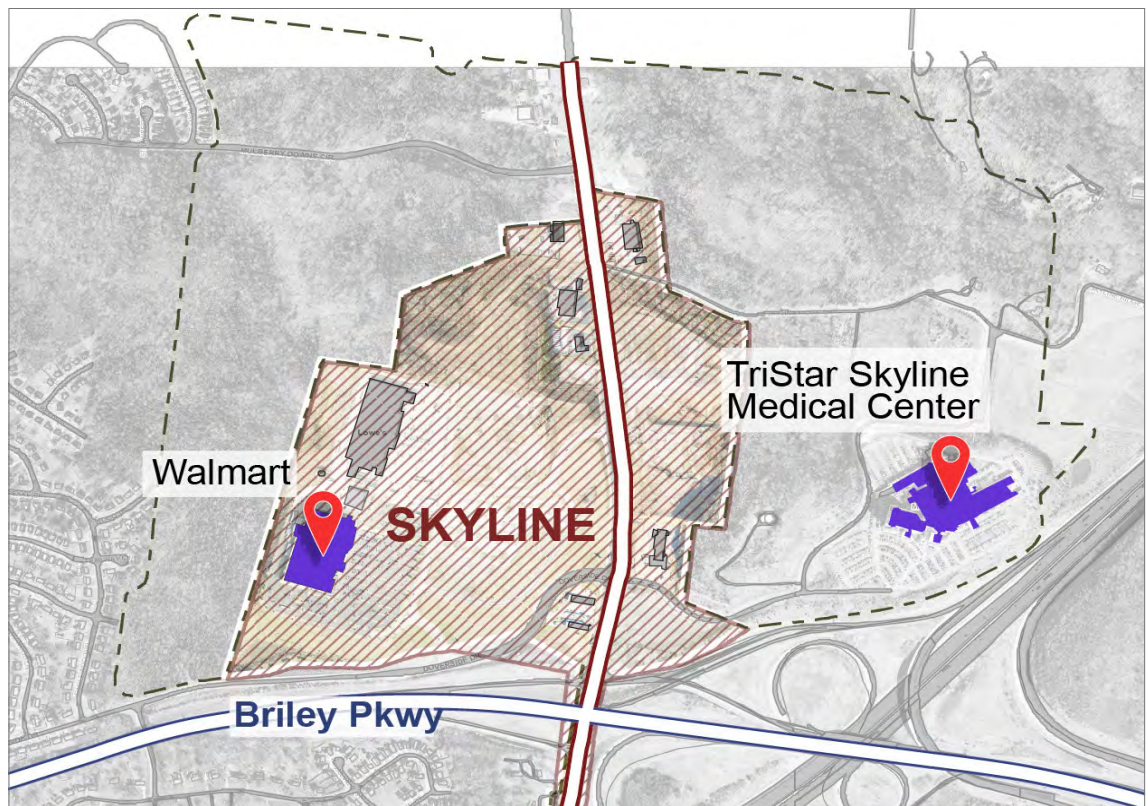


Fig. 6: Skyline Character Area

### Existing Land Use

Late twentieth century, suburban development patterns dominate the Skyline area, between Briley Parkway and Mulberry Downs Circle. Large scale, highway style big-box retail stores with expansive parking lots are located here, along with newly built multi-family apartments, a hospital, and a recently constructed hotel with restaurant. Much of the land along Dickerson Pike, in front of the Walmart and Lowes, remains vacant.

Established subdivision neighborhoods of single-family homes are located to the west and north. The large employers here (Walmart, Lowes, and Tristar Skyline Medical Center) bring many visitors and employees to this area by car with easy vehicular access from Briley Parkway and I-65.

### Existing Infrastructure

Dickerson Pike is widest at this point in the study area with seven lanes. Large interchanges with Briley Parkway and I-65 form the southern boundary of this area. Sidewalks and bus stops are installed along Dickerson Pike and a bus stop is located adjacent to the Walmart parking lot. Pedestrian connectivity to Dickerson Pike and to surrounding residences is limited by Briley and I-65, and a lack of sidewalks.

## Future Character & Design

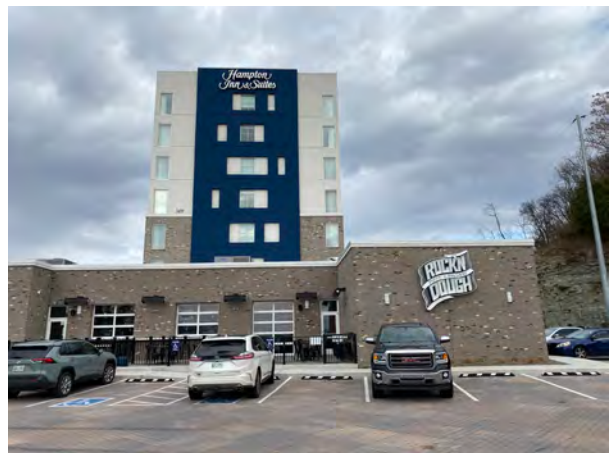
- While the current form and land use patterns are anticipated to remain in the short term, the community envisions this area growing through the infill of currently under-used land. Small and large retail, mixed-use buildings, sit-down restaurants, and neighborhood services, such as groceries and pharmacies, are desired to make the area more attractive for nearby residents, especially as the population increases.
- Over the next twenty years, Skyline is encouraged to take on a more urban form as transit capacity improves and density increases through infill development. Building heights should be tallest closest to Dickerson, with height decreasing as you move east or west away from the corridor.
- Flexible green spaces for gathering and recreation, family-friendly community services, and sit-down restaurants are desired.

## Future Infrastructure

- Community members outlined pedestrian infrastructure, like sidewalk and crosswalk connections, and open space as the most critical priorities for the Skyline Character Area. These items should be installed where possible with new development.
- Connectivity to retail from the surrounding neighborhoods was highlighted by the community as lacking. Along with the provision of sidewalks and crosswalks, the construction of trails from surrounding neighborhoods should be considered.
- *nMotion* envisions a future transit center with multiple bus-bays and transfer facilities for potential cross-town services, in the vicinity of the Walmart area. This would offer a convenient transportation option for people visiting this area. The demographics of the study area includes a higher than the county average for transit ridership, which supports future transit improvements.



View from the east side of Dickerson towards the west and Walmart and Lowes. Showing 7 lanes of roadway, new sidewalks, new apartment construction and empty lots.



Recently constructed hotel and restaurant



## Skyline Design Scenario



This scenario envisions the Skyline site, at the intersection of Dickerson Pike and Doverside Drive, evolving into a multi-modal regional transit hub with programming and a mixture of uses to support daily routines. Two components are foundational to this long-term vision: the preservation of the southern slope of the site as a recreational green space with views to downtown and a transit oriented development centered on the proposed transit hub. Objectives of the design scenario include the following:

### Preserve

- Steep slopes & wooded areas
- Affordability

### Support

- Multi-modal transportation uses
- Mixed-use & small scale retail
- Family attractions

### Improve

- Pedestrian scale & connections
- Stormwater infiltration

## Existing Conditions

Almost 300 feet in elevation above Nashville's river front, Skyline sits on a prominent topographic crest with panoramic views to downtown. While this location provides an extraordinary opportunity, the steep slopes and shallow bedrock that go with it are costly impediments to development. In addition, the interstate bridge severs this area from the south, disrupting character, circulation flow, and natural systems.



Existing Conditions



# Concept Design for a Transit Oriented Regional Center



A more pedestrian friendly scale will encourage active daily use.



Per nMotion, a regional transit center planned near the intersection of Dickerson and Briley will serve as an integral connection point for commuters.



A flexible green space will offer views of downtown and provide a space for family-friendly programming.



Mixed-use retail and office space will support the neighborhood and transit hub with daily necessities, such as groceries and pharmacies.



## Skyline Phasing Scenario

This phasing scenarios explores one potential way the Skyline site could transition from its current, partially developed state into a walkable, regional hub incorporating transit, a mix of daily uses, and public green space.

### Phase 1: 0-10 years

As development continues along Dickerson, the entitlements already approved in the existing PUD could be utilized, but rearranged, to incorporate mixed-use retail at top of the hill. This could help form a spatial relationship with Walmart and Lowes and a framework for a more pedestrian scale development pattern.

### Phase 2: 11-20 years

*nMotion* envisions a regional transit hub for this area, including multi-modal options and a park-and-ride, intended to respond to increased population density and resulting traffic congestion.

A mixed-use center near the transit hub supplying daily necessities like fresh food, pharmacy, dry cleaning, fitness studios and coffee shops could work symbiotically with the transit center, each making the other more viable and convenient for the daily user.

### Phase 3: 20+ years

As density increases, steep slopes and panoramic downtown views can be protected through the inclusion of a hill-side recreational green-space, Skyline Park. Additionally, a pedestrian friendly environment and improved stormwater management capacity can be encouraged through strategic tree planting, buffer planting, and bioretention.





## Skyline Design Scenario Integration with Existing Plans



### Existing PUD

The current PUD for the Skyline site proposes an outdated big-box suburban form that would exacerbate rather than improve issues of scale and circulation. However, the approved entitlements could be rearranged spatially on the site to support the intentions of this design scenario and contribute to an improved experience.



### nMotion: Transit Center

nMotion projects that, as Nashville's population increases and development continues to expand along Dickerson Pike, a regional transit center will be needed near the intersection of Dickerson Pike, Briley Parkway, and I-65 to serve daily commuters and relieve traffic congestion.



### Plan to Play: Parks

As the existing suburban form of Dickerson North transitions to a more dense, urban environment, park land will need to be obtained in order to meet *Plan to Play's* level of service goals. The Skyline Park site is ideal because of its views and topography that would be prohibitive to development.

## Transit Center Precedents



### North Nashville Transit Center

In 2019, WeGo Public Transit entered into a partnership with a local developer to construct a transit center in North Nashville at Clarksville Pike and 26th Avenue North. When completed, this project could serve as a precedent for the regional transit facility envisioned for Skyline in this design scenario.

## EWING/ BROADMOOR CHARACTER AREA



Fig. 7: Ewing/Broadmoor Character Area

### Existing Land Use

Ewing-Broadmoor, the central character area located between Briley Parkway and Hart Lane, is characterized by mid- to late 20th century, auto-oriented suburban strip malls, fast-food drive-through restaurants, and motels. Large property owners include Skyway Studios, H.G. Hill Food Store and Casa de Dios. Hillhurst, an established suburban style single-family residential neighborhood wraps the west side of this character area. A large swath of vacant land hugs the north eastern portion off Dickerson Pike along I-65.

At the heart of this character area is the intersection of Dickerson Pike with Ewing Drive and Broadmoor Drive. A newly renovated strip mall on the southwest corner, home to Corner Music, and the Casa de Dios property have begun the redevelopment of this area. Ewing Creek traverses east to west through this intersection and underneath Dickerson Pike. Currently a significant amount of trash and brush has accumulated in the creek. Most buildings do not front on or address the creek as an amenity.

### Existing Infrastructure

The existing crosswalk at the intersection of Dickerson and Ewing/Broadmoor Drives, and the general lack of crosswalks in this character area pose difficulties for pedestrians attempting to cross Dickerson Pike. Additionally, there are significant sidewalk gaps both along Dickerson and in connections off the corridor.

Ewing Creek is a neglected natural feature in this area. Along with being hidden from view, some residents expressed concern with flooding within the creek's watershed.



## Future Character & Design

- Small retail and mixed use buildings should be located close to Dickerson Pike with active uses like stores and restaurants encouraged on the ground floor. A mix of denser residential development should be placed on the corridor.
- The intersection of Ewing and Broadmoor with Dickerson Pike should become a commercial neighborhood node with neighborhood stores and services, coffee shops and restaurants to serve residents. This area should be developed with a walkable development pattern both to and within the area in order to provide a welcoming neighborhood center to walk and shop.
- An urban form is desired, with buildings built to the street and parking behind or beside buildings. Generally, the scale of buildings is anticipated to be low to mid-rise (for example, between two and five stories) with the greatest height toward Dickerson and the Ewing-Broadmoor intersection.
- Careful attention should be paid to how development transitions to the residential neighborhoods off the corridor. Townhomes leading to single-family homes could form that transition from the corridor. There are a few large areas of vacant land that could be redeveloped to provide additional housing to support the market for new amenities on the corridor.

## Future Infrastructure

- Sidewalk gaps should be filled and missing crosswalks installed with the aim of creating a more seamless and safe pedestrian network, with priority on the length of Dickerson Pike between Broadmoor Drive and Maplewood Trace.
- Improving the crosswalk at the Dickerson and Ewing/Broadmoor Drive intersection is important for the redevelopment of this area as a neighborhood commercial node and gathering place.
- Daylighting Ewing Creek and installing a greenway from Pages Branch through the trail-oriented development policy area along Ellington and across to Ewing Creek will increase access to greenspace and improve the connectivity of the area.
- The provision of privately owned public space should be pursued in new development where appropriate.
- Parking areas should be located behind or beside buildings. Structured parking where feasible should be considered.



Fast food drive-through restaurants line the wide corridor



Key intersection of Dickerson Pike with Ewing/Broadmoor. Difficult for pedestrians to cross.



## Ewing/Broadmoor Design Scenario



This scenario focuses on the intersection of Dickerson Pike with Ewing and Broadmoor Drives. The concept envisions an evolution of the intersection from a under-used crossing characterized by strip malls and parking lots into a vibrant neighborhood node. Foundational to this scenario are two components: the transformation to a pedestrian oriented circulation pattern and the restoration of Ewing Creek as a recreational green space and green infrastructure project connected to the proposed Ewing Creek Greenway. Objectives of the design scenario include the following:

### Preserve

- Affordability through housing diversity
- Ewing Creek

### Support

- Flexible outdoor space
- Mixed-use & small scale retail
- Fresh food

### Improve

- Walkability
- Stormwater infiltration
- Environmental quality

## Existing conditions

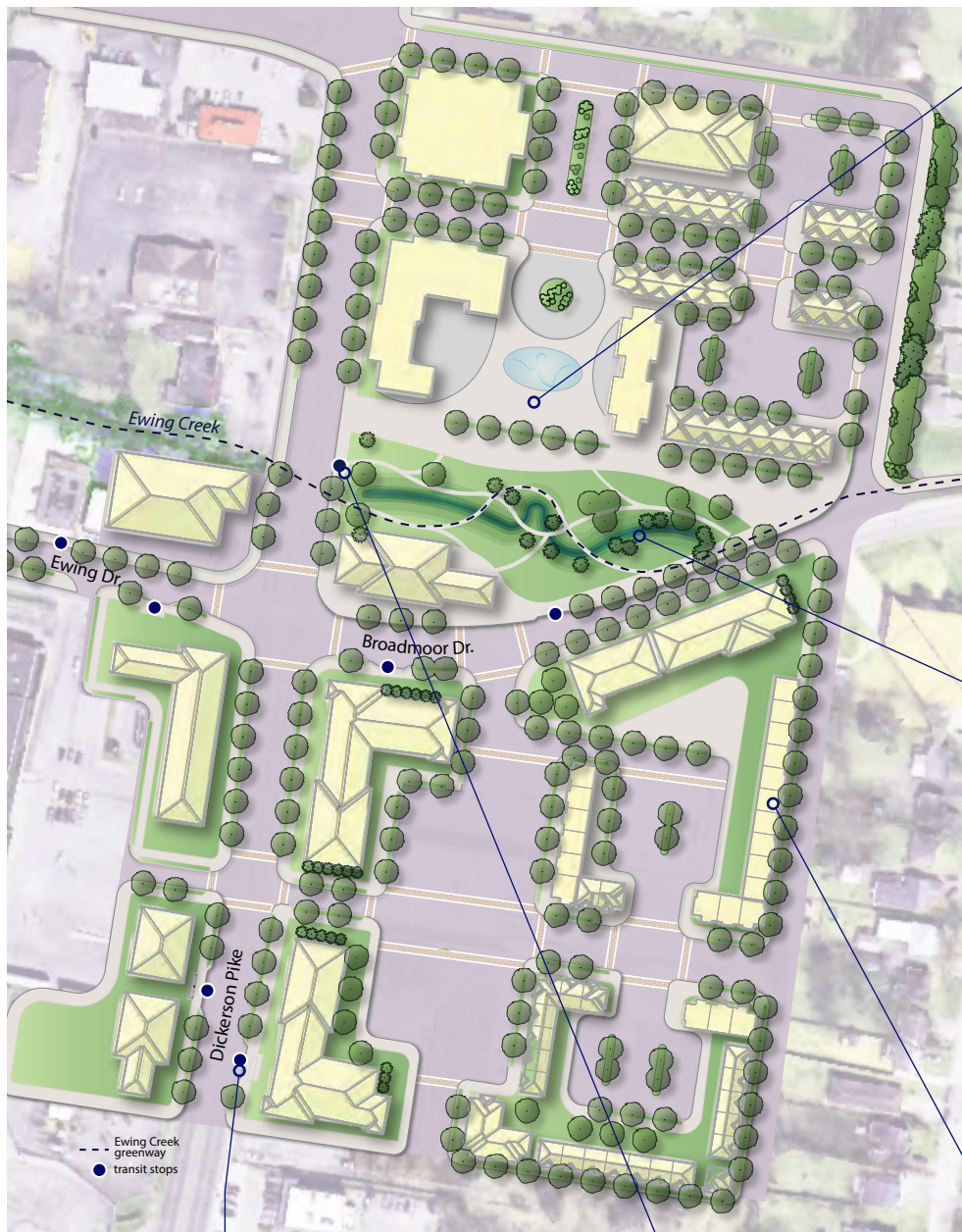
While serving as a busy intersection along Dickerson Pike, the Ewing Broadmoor intersection lacks basic pedestrian and bus infrastructure. Chronic flooding and trash impact the experience of Ewing Creek, a potential hydrological and recreational asset for a neighborhood lacking access to green space.



Existing conditions



## Concept Design For a Resilient Neighborhood Center



A flexible commons to anchor the node and provide a space for community programming.



Restoration of Ewing Creek to increase stormwater management capacity and provide a vibrant green space.



Townhomes and small scale multi-family homes increase housing diversity and encourage affordability.



A pedestrian friendly streetscape along Dickerson enhances safety and encourage multi-modal circulation.



Bus Rapid Transit Stop planned for Ewing Broadmoor intersection in *nMotion* to provide convenient connectivity.



## Ewing/Broadmoor Phasing Scenario

This phasing scenario explores one way the Ewing/Broadmoor intersection could transition from into a more inviting, sustainable, and pedestrian-friendly node.

### Phase 1: 0-10 years

The Ewing/Broadmoor intersection is framed with new mixed-use structures. New stores open in current spaces as businesses see what the market in Dickerson North will support. Targeted pedestrian and streetscape improvements could include crosswalks and sidewalks, trash & recycling bins, transit shelters, and plantings.

### Phase 2: 11-20 years

A collaborative effort among Metro agencies, private developers, and other stakeholders could enable the restoration of Ewing Creek and an associated green space. This opens the door for a vibrant nexus at the intersection of the Ewing Creek Greenway, Dickerson Pike, and new mixed-use retail and office development on the H.G. Hill property. The projected increase in multi-modal transportation would further reinforce the significance of this node along Dickerson.

### Phase 3: 20+ years

The addition of townhomes and small- to medium-scale multi-family development in the southeast quadrant provides greater housing diversity, and potential for affordable options. In addition, the increased density creates viability for desired commercial uses such as local restaurants and fresh food sources, rounding out the potential for this area to transform into a vibrant destination along the corridor.





## Ewing Broadmoor Design Scenario Integration with Existing Plans



### LID Manual

Metro Water Services encourages and incentivizes Low Impact Development & Green Infrastructure Projects that link stormwater management to urban design.



### Plan to Play: Greenways

*Plan to Play*, recommends a greenway along Ewing Creek. This stream restoration project could provide a multi-modal connection to other greenways in the area.



### Dickerson Pike BRT Corridor

*nMotion*, Nashville's Transit plan, recommends a Bus Rapid Transit corridor along Dickerson Pike with a stop at the Ewing/Broadmoor intersection.

## Stream Restoration Precedents



### Saw Mill River, Yonkers, NY

Beginning in the 17th century, the Saw Mill River enabled Yonkers to grow into a thriving industrial town. However, over time, the river was squeezed into pipes to create space for parking lots and buildings. In the early 2000s, the city saw an opportunity to improve ecological, environmental, and cultural conditions in the city by creating a network of public space linked to the restored river, so vital to the city's identity.



### Meriden Green, Meriden, CT

Meriden Green is a recreational green space that doubles as stormwater mitigation infrastructure in Meriden, CT. The restored stream and surrounding green space mitigate flooding within the Harbor Brook watershed.

## PAGES BRANCH CHARACTER AREA



Fig. 8: Pages Branch Character Area

### Existing Land Use

The Pages Branch character area, between Hart Lane and Pages Branch Creek, is characterized by smaller parcel sizes fronting the corridor and several tire and auto repair shops line the corridor. A number of mobile home parks and apartments are located both on and off Dickerson providing some of the most affordable housing in the entire study area. New residential development can be seen on the west side of Dickerson at Cottage Park and established neighborhoods exist on the east side of Dickerson around Oakwood Park.

On the south west side of this character area, adjacent to the Interstate, much of the property is used for light industrial uses, a large portion of this area is owned by Hermitage Explosives Corporation. Oakwood Park on the east side, a recently remodeled 25-acre Metro park, is the largest open space within the area of this study. It includes a playground, basketball courts, walking trails, and panoramic views of the area.

### Existing Infrastructure

Similar to Ewing-Broadmoor, a lack of crosswalks and significant sidewalk gaps make pedestrian travel in Pages Branch both difficult and dangerous. The inadequate pedestrian infrastructure is exacerbated by a high speed limit and proliferation of curb-cuts, greatly hindering walking and cycling safety. Many of the bus stops in this area consist of signs on poles located in ditches along the pike. Street connections are lacking in the areas off the corridor on both sides of Dickerson Pike. The topography and the presence of streams make it challenging to construct streets to improve connectivity.

Pages Branch, a small creek, forms the southern boundary of the study. Traversing the study area from east to west, it then heads south, feeding directly into the Cumberland River. Unfortunately, as an almost invisible component of the landscape, the creek suffers from a lack of care and maintenance. Its channel is often polluted with trash and its banks strewn with overgrown weeds and branches.



## Future Character & Design

- Future development along Dickerson Pike should offer a variety of neighborhood services with a mix of uses. Small frontage and short depth lots should be combined for development where possible rather than being developed individually. Building height on Dickerson is limited by lot depth and is anticipated to be in line with the land use policy at up to 5 stories maximum.
- Townhomes and apartments should be developed along the corridor in line with the current and recently developed residential form in this area. There is a desire to see new residential development that does not displace existing residents. Providing a mix of housing types helps provide rooftops for businesses in the area and with the overall affordability of the area. Careful attention should be paid to how development transitions to the residential neighborhoods off the corridor.
- The land use policy on the mobile home parks in this area is recommended to be changed T4 Neighborhood Maintenance with this study, in order to ensure a community conversation occurs should a request for redevelopment be received.

## Future Infrastructure

- Sidewalk improvements, and the provision of crosswalks, greenways or open space are the top infrastructure priorities for this area. As this area continues to develop, these priorities should be taken into consideration. Similar to Ewing-Broadmoor, pedestrian connections to the corridor are vitally important. Sidewalk gaps and missing crosswalks should be filled with the aim of creating a more seamless sidewalk network.
- New public street connections, where feasible, should also be constructed. Street connections that are added in T4 Neighborhood Maintenance policy areas should be considered infill areas appropriate for additional intensity.
- Greenway development along Pages Branch Creek through the trail-oriented development policy area along Ellington and across to Ewing Creek will increase access to greenspace and improve the connectivity of the area.
- Consolidated access points on Dickerson Pike are encouraged to limit conflicts between vehicles and pedestrians.



A number of mobile home parks are located in this character area.



A number of mobile home parks are located in this character area.



## **Mobility Plan**

The Mobility Plan shows how neighbors and local businesses are currently, and will in the future, move around the Dickerson North study area. During community engagement, improvements to the area's transportation network have been of primary importance. Common themes related to transportation include:

- Completing the sidewalk network along Dickerson Pike to increase equitable access to local businesses and to improve the frequency and reliability of bus service
- Providing safer crossings for people crossing Dickerson Pike
- Extending existing street stubs and dead ends to connect neighborhoods to greenways and open space
- Establishing parallel connections off the Pike for people to get around by bicycle for transportation and recreation
- Leveraging street beautification resources and activating environmental assets through the creation of open space and greenways to reduce littering and urban blight

In order to address these themes, the following key recommendations of the Mobility Plan are discussed in further detail:

- Multimodal connections and enhancements
- Transit improvements
- Traffic control and access management
- Greenways and multi-use paths

### ***Multimodal Connections and Enhancements***

Multimodal transportation describes various transportation modes, such as walking, bicycling, taking the bus, and driving, and the connections between them. These options allow people to get to jobs, services, and other activities. The ability to reach goods, services, activities, and destinations is accessibility. Access typically improves for walking, bicycling, and transit options as major corridors transform to a mix of uses with more density.

Throughout the public engagement process, Planning staff heard repeatedly the clear need for improved infrastructure related to active mobility options. While several neighbors were vocal with regards to having sidewalks along their residential streets, there was clear agreement among all participants involved that having a strong walkable environment along Dickerson Pike and in mixed use centers was paramount to increased access to local businesses, frequent, and reliable WeGo transit service, and social equity for residents who rely on walking for errands and livability.

Shortcomings in the existing inventory of safe spaces for people to walk or bicycle impacts how we interact with one another as well as how we perceive our city. Limited options prevent Nashvillians from having opportunities for places of employment; choosing healthy dining and groceries; deciding which daycares to take their children; and compounding health implications related to access to doctors or from getting exercise. Existing infrastructure shortcomings mean that for Nashvillians working and living within the study area they are required to complete almost all trips by car, further increasing the overall amount of automobiles on our streets, particularly Dickerson Pike itself, given the limited street connectivity between neighborhoods for local trip planning. Similar to other roads throughout Davidson County such as Charlotte and Nolensville Pikes, Nashvillians rely heavily on these roads for all trips; Nashvillians must utilize the pikes for crosstown trips to work as well as local trips to the grocery store.

The lack of alternate routes increases travel distances. Short trips, that are a mile or less, which could be made by walking or biking, are forced to be made by driving. This increases congestion as local driving trips compete for the same road space as crosstown trips.

As identified on the Mobility Framework Map (**Figure 9**), new multimodal improvements and connections are recommended to help address issues and concerns vocalized from the community.

■ Dickerson North has limited east-to-west crosstown access due to Interstate 65, Briley Parkway, and Ellington Parkway. Neighbors and businesses within the study area are separated from adjacent neighborhoods. Ewing Drive, Broadmoor Drive, Doverside Drive, and Hart Lane (called out in green on the Mobility Framework) are the only roads which provide east-to-west connectivity beyond the study area. Building these important connections as complete streets with road designs that discourage vehicular speeding, have sidewalks on both sides of the street, abundant crosswalks, bicycle lanes, comfortable bus stops, and consolidated/shared driveway cuts will be critical to maximize the number of Nashvillians who use these roads.

✱ The intersection of these important cross streets with Dickerson Pike are important locations within the study area. Two of the major intersections are identified as new gathering places for the community with multimodal connections in the form of pathways and greenways from neighborhoods and enhanced transit stops to further increase opportunities for first mile and last mile amenities and land uses. See the Design Scenarios for more detail.

— The majority of public streets within the study area are Local Streets. A handful are identified on the Mobility Framework as “Local Connections” (in pink on **Figure 9**) to be added to the MCSP since they serve as vital links from the neighborhoods to mixed use areas within and outside of the study area. Several of these currently operate as parallel routes to avoid having to use Dickerson Pike. The following streets are recommended as part of this plan to be further reinforced by new street extensions and connections:

• • • **Proposed MCSP Connections:** Targeted locations for new streets to be built in support of Mixed Use and Neighborhood Evolving land use policies as part of the Major and Collector Street Plan for public and private construction.

■ ■ ■ **Conceptual Street Grid:** Example locations for new streets to be built to complete street networks.

New connections are explicitly called out, predominantly to the west of Dickerson Pike, to improve access to properties which do not have adequate multimodal connectivity and to reduce the amount of local traffic utilizing the Pike. Similar to the grid layout established in the *Dickerson South Study* and other mixed use corridors throughout Nashville, street connections are identified to be aligned with the Pike to avoid staggered intersections which experience longer traffic delays and more conflict points between vehicular traffic. As such, the realignment of Lemuel Road with Dickerson Pike to set up a four-way intersection with Dellway Drive is proposed.

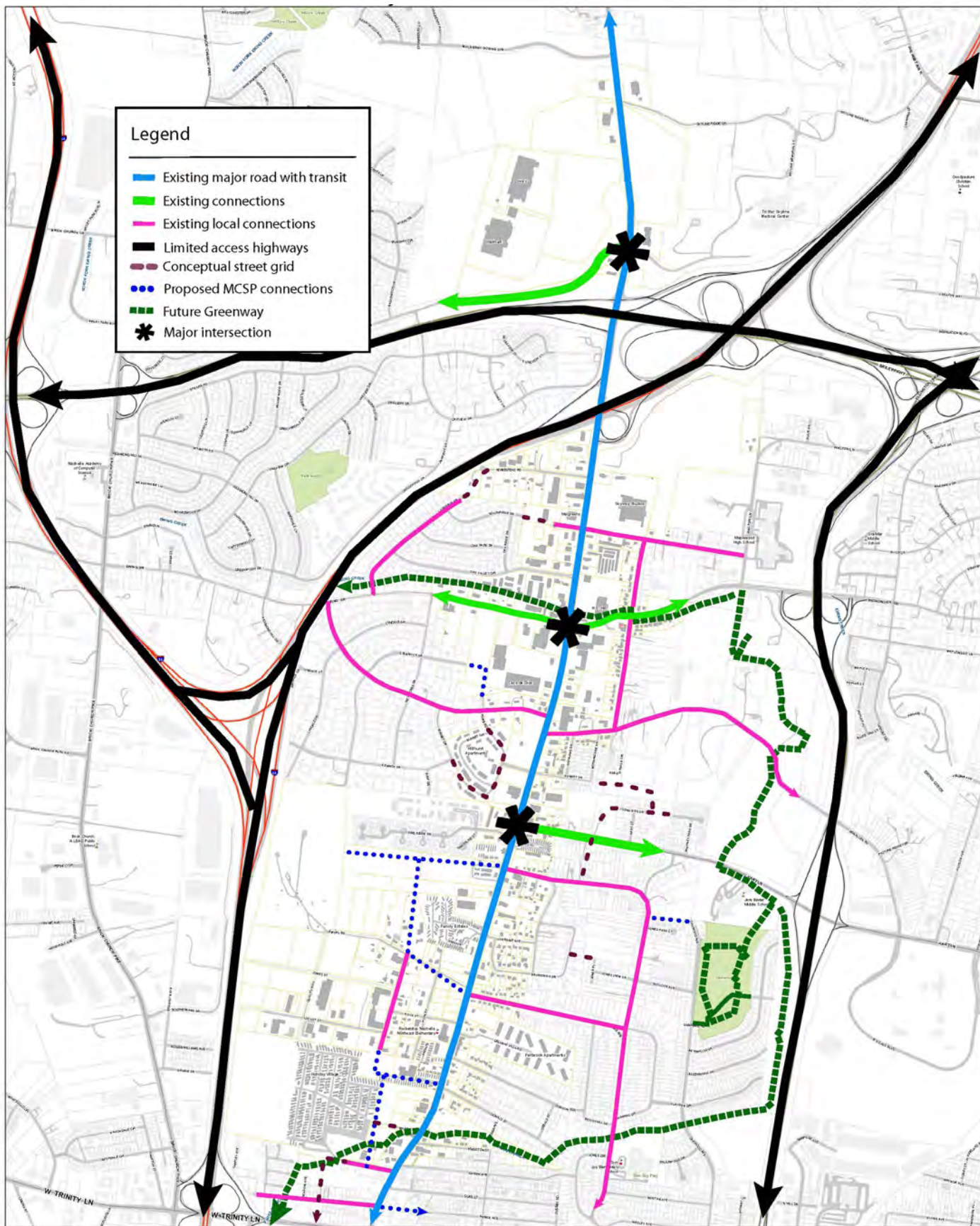


Fig. 9: Mobility Framework



The lack of connected sidewalks, the high-speed design of Dickerson Pike, and the lower than average vehicle ownership rates in the study area all combine to increase the demand for new sidewalk construction. New development has built sidewalks along Dickerson and several side streets, but redevelopment is slower when compared to the *Dickerson South Study* area. See **Figure 10** for a map of existing and under construction sidewalks at this time. While several sidewalk gaps remain, Metro and TDOT have two sidewalk construction projects currently in progress, as of the adoption of this document, within the study area. Among them:

- Maplewood Trace (from Dickerson Pike to Walton Lane) – Currently under construction
- Dickerson Pike (from Dellway Drive to Donald Street) – Currently in the right-of-way and public utility coordination phase

Vehicular crash incidents for the Dickerson North area occur most commonly at intersections, with the Ewing-Broadmoor, Doverside Drive, and Briley Parkway On-Ramp intersections having the highest amount of crashes. While not as high when compared to the *Dickerson South* study area, several crash locations have comparable frequencies as some of the most dangerous intersections analyzed thus far in recent Planning studies. See **Appendix A**, the *Community Assessment Report* for more detail on crash rates.

### **Bikeways**

The historically low-density suburban development pattern of the study area presents challenges to accommodating facilities for people to travel by bicycle. Dickerson Pike itself currently has pavement markings for shared use lane space for bicyclists. However, speed limits of 40-45 miles per hour along the corridor mean only experienced cyclists use Dickerson Pike as a bicycling route.

Neighborhood residents need adequate, comfortable bike facilities for safe travel north to south within the study area. See **Figure 11** identifying opportunities for parallel bicycling routes utilizing existing and proposed streets.

#### *Low Stress Bikeways*

Hart Lane is identified in the *WalknBike* plan as a major separated bikeway, which are physically protected bicycle lanes typically offering the safest, most comfortable facilities for people biking. The planned route, recommended to extend from Dickerson Pike to Gallatin Pike, has the opportunity to serve as a crucial east to west backbone for active mobility within the study area. Protected bicycle lanes along Hart Lane would provide connectivity to planned facilities along Jones Avenue, trail oriented developments parallel to Ellington Parkway, and active transportation connections within neighborhoods outside of the study area heading towards Gallatin Pike and Riverside Drive. See **Figure 11**.



Shared use markings along Dickerson Pike. This striping is no longer utilized by Metro except for local neighborhood streets with traffic calming and 25 MPH posted speed limits

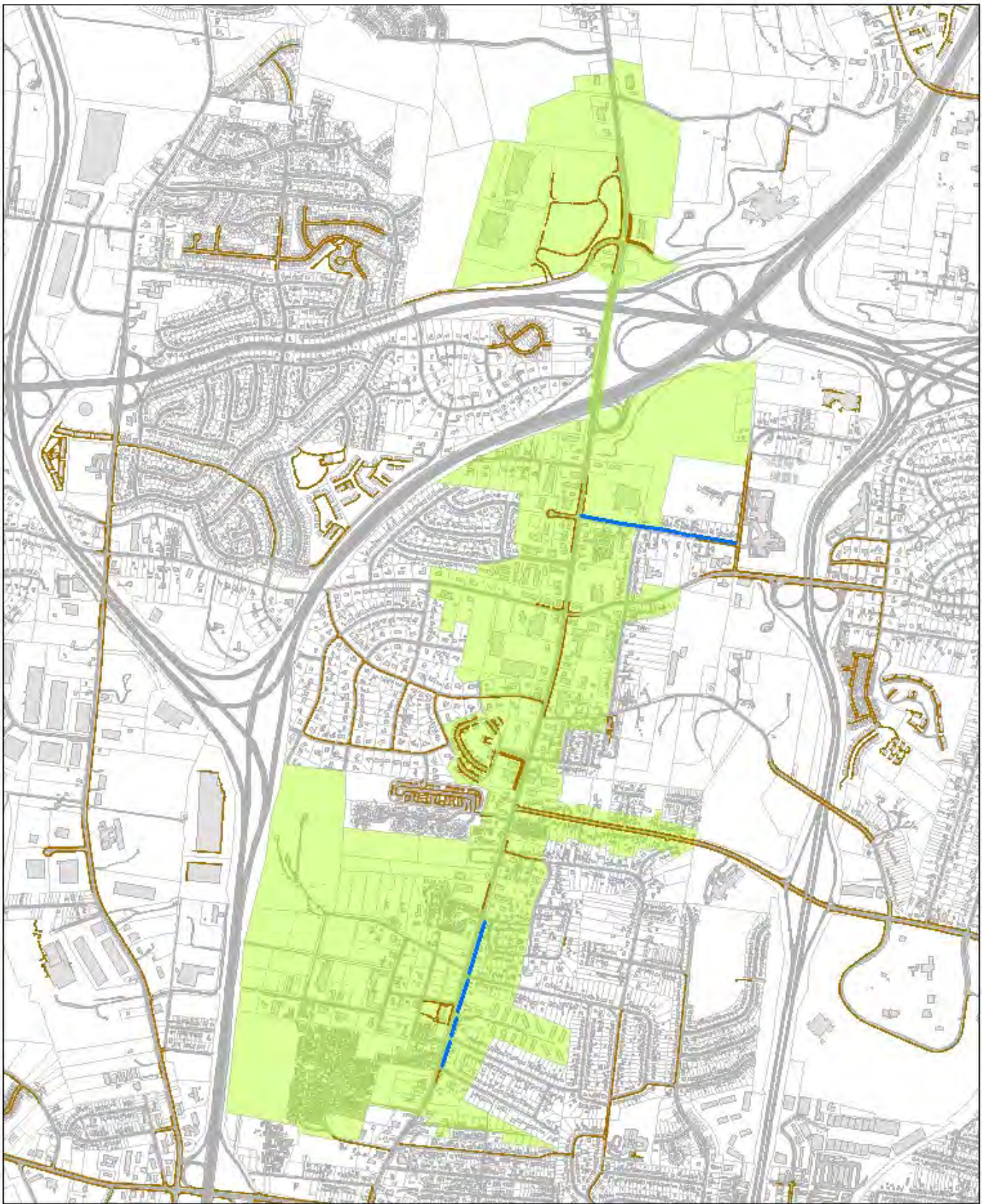


Fig. 10: Existing & Under Construction Sidewalks



### ■■■ Neighborways

Jones Avenue, Sunset Drive, and Hillhurst Drive are identified by *WalknBike* as “neighborways” to serve as connections between planned bikeways along Trinity Lane and Hart Lane. Neighborways are bikeway routes that use a combination of traffic calming, stop control measures, and routing signage on local residential streets.



Example of a pedestrian island where pedestrians can stop before finishing crossing a road

Additional neighborways are proposed in this Study along the Alhambra Circle and Hart Street street extensions, along with the reclassification of Sunset Drive from a protected bikeway to a neighborway. New neighborways would assist with walking and biking connectivity in addition to providing safe areas for families utilizing the neighborhood streets for travel and recreation. See **Figure 11**.

### ■■■ New Street Connections

A key component of *NashvilleNext* is creating mixed use centers that have higher levels of access and infrastructure and are therefore suitable for infill development and community resources. The *NashvilleNext* Growth and Preservation Concept Map identifies two primary Centers within the study area: Dickerson Pike/Trinity Lane/Talbots Corner and Dickerson Pike/Interstate 65/Skyline Center.

Additional street connectivity in partnership with new development is critical to support local planning goals of ensuring access and mobility for properties and future businesses/neighbors on and off Dickerson Pike. New street connections are proposed at strategic locations within each *NashvilleNext* Center. Additionally, existing dead-end streets should be extended to connect neighborhoods to each other. These connections are identified on the Mobility Framework Map (**see Figure 9**) as Conceptual Streets in purple dashed lines and MCSP connections in blue dotted lines.



Example of a curb extension that helps to slow traffic and make pedestrians more visible by shortening crossing distance

Currently, Dickerson Pike is the only continuous north to south connection throughout the study area. Given the extreme topographic changes surrounding the Skyline Medical and retail area to the north of Briley Parkway, new street connections are not identified explicitly in this area. As indicated in the design scenario for Skyline, new pathways and trails are recommended to tie with neighborhoods to the west and north. Trails could connect Skyline to Wood Trail, Rainwood Drive, and Mulberry Downs Circle. However, if feasible, multimodal connectivity to reduce reliance on Doverside Drive is critical in partnership with new development.

✱ New pedestrian street crossings are most appropriate at or near the following key intersections:

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

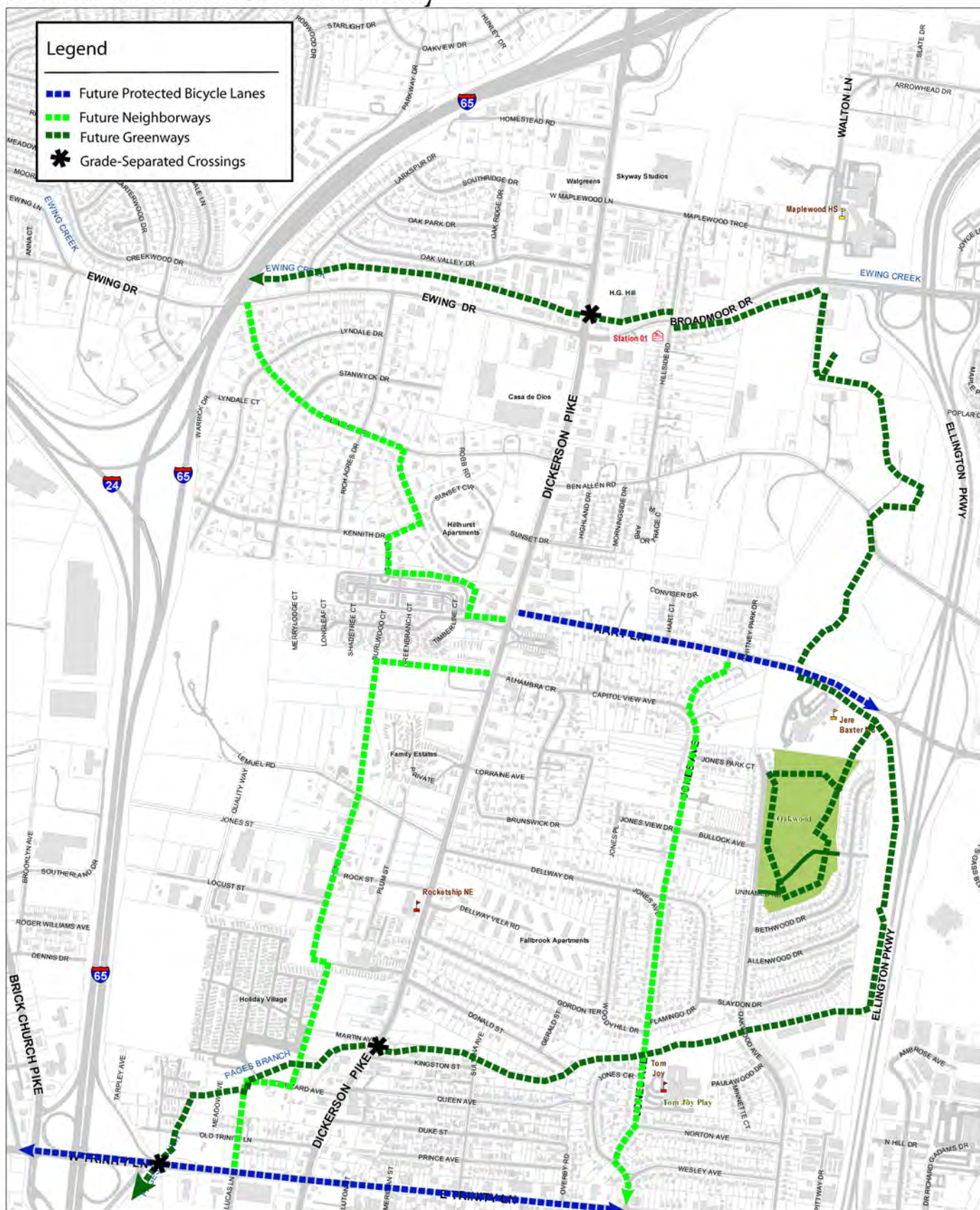


Fig. 11: Opportunities for parallel bicycling routes





## Dickerson Pike Roadway

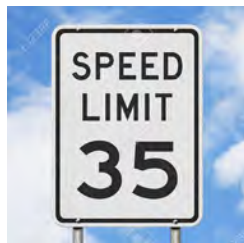
This portion of Dickerson Pike has reached its full roadway buildout. There are no plans to widen the corridor beyond the current predominantly five-lane arrangement. Moving forward, Metro and TDOT will continue to coordinate to improve the road's functioning. Rather than construct additional lanes, traffic improvements may be made through new signals, access management, installation of fiber optic communication cable, and furthering the goals of the Complete Streets policy. Long-term, *nMotion* conceptualizes future Bus Rapid Transit along Dickerson Pike on dedicated side-running lanes, with four travel lanes and two high capacity transit lanes.

### Transit Improvements

Within the study area, 12% of households do not have access to a private automobile, twice the Davidson County average. The study area is unique in its high level of transit ridership despite serving a less dense, limited access area. WeGo's Route 23 serving Dickerson Pike provides local service along the corridor with slightly lower frequency than rapid routes. However, due to its overall higher performance, Route 23 has been identified in WeGo's Better Bus plan as part of a future Frequent Transit Network with top priority for frequency and stop amenity improvements. While rapid bus service stops are typically spaced at intervals of approximately every 1/3 mile, the lack of a complete sidewalk network means that bus operators stop with more frequency in the study area impacting the overall on-time performance and reliability of the route.

✱ The study area has opportunities to establish transit-supportive development through the creation of nodes at major intersections. A transit center is identified to the north of Briley Parkway near Skyline Medical and the Walmart shopping area in *nMotion* and incorporated in the Skyline Design Scenario. This plan also recommends creating a walkable central gathering place at the intersection of Ewing and Broadmoor Drives and Dickerson Pike in support of existing and future mixed use development. See the Ewing-Broadmoor Design Scenario.

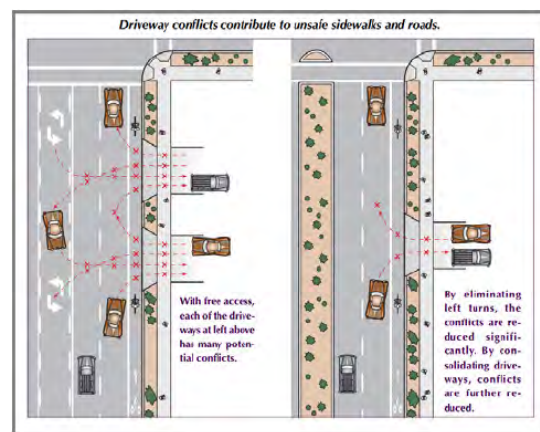
### Speed limit reduction



Following the successful speed limit reduction along Charlotte Pike from 40 MPH to 35 MPH, as well as Metro's overall campaign under the leadership of Mayor Cooper to reduce posted speeds within residential areas to 25 MPH, it is recommended that Dickerson Pike's posted speed limit be reduced to a consistent 35 MPH. Crashes at higher speeds have more severe impacts to people driving, riding transit, walking, and bicycling and people as a result, have a higher chance of being killed at higher speeds. Reducing the speed limit is within Metro's purview, and upon coordination with TDOT, local community residents, and the Traffic and Parking Commission, can be done quickly.

### Access Management

Businesses require access to their properties. However, direct access from Dickerson for every business impacts the pedestrian realm. Instead, access from side streets, alleys, shared connections between properties, and from the rear rather than directly from the corridor should be pursued. In partnership with TDOT's ongoing Access Management strategic plan which will be released in 2021, Metro will continue to invest in infrastructure and the design of complete streets which consolidate driveways and promote shared access to reduce the amount of vehicles entering and exiting the roadway. Similar to ongoing projects along Gallatin Pike in Rivergate and Murfreesboro Pike south of I-440, Metro will work with property owners and businesses to ensure that economic success is not affected but rather, supported and celebrated.



Likewise, removing on-street and head-in parking from arterials such as Dickerson Pike remains a priority as properties redevelop. The fewer conflict points that exist along our busiest roads, the less congested our roadways will be with fewer delays and safer streets for all Nashvillians regardless of what mode they use.

### ■ ■ **Greenways and Multi-Use Paths**

The greenway trail network, first organized in 1991, is a cherished asset in Nashville that is continually being expanded to connect to neighborhoods and upgraded to reflect changing needs of neighbors and businesses. According to *Plan to Play*, Metro's long-range parks and recreation master plan, greenways are linear corridors of open space for conservation, recreation, and non motorized transportation. While greenways have historically been utilized as outlets for recreation, the construction of new greenway paths is increasingly being done in response to shifting commuting patterns and public health needs as well as for environmental protection and restoration. Similar to the *Dickerson South Corridor Study*, participants in this study have echoed the need to celebrate natural resources such as Ewing Creek, Pages Branch Creek, and hillsides by creating new greenway connections within the study area. Construction of the greenway network within the Dickerson North study area implements the long-term vision of *PlantoPlay* which has identified the trails to connect to the greater network to the Cumberland River and beyond.

As identified on the Mobility Framework (**Figure 9**) and Bikeways map (**Figure 11**), full build out of the proposed greenway network within the study area provides unprecedented access for all ages and abilities connecting neighborhoods from Parkwood Estates and Knoll Crest to Oakwood Park and Haynes Meade before terminating at the Cumberland River. Furthermore, construction of multi-use paths along both sides of Dickerson Pike north of Briley Parkway will connect existing bicycle lanes along Mulberry Downs Circle to the future Skyline Transit Center. Land for greenways is acquired through easement dedication or fee simple acquisition. Metro does not condemn property for greenways, so the compilation of right of way depends on available funding and available land.

#### *Pages Branch Greenway*

In concert with the recently approved *West Trinity/Katie Hill/Haynes Area study*, a greenway connection is proposed along the Pages Branch waterway from the Trinity Lane and Interstate 65 interchange to the termini of the connected greenway network parallel to Ellington Parkway. Construction of the greenway provides a safe route for several community institutions including Tom Joy Elementary School and numerous churches and temples. While the majority of the greenway will run parallel to Pages Branch, opportunities exist for the future greenway to utilize easements currently allocated for TVA electrical power lines. Commonly used in other communities throughout the US, using utility easements for greenway construction is a relatively new concept in Nashville due to the common placement of power lines along steep slopes and the fact that the TVA does not actually own the land on which it uses. Nevertheless, discussions to utilize the easement for a shared agreement as part of a pilot program along Pages Branch or other similar locations have the potential to further connect neighborhoods together.

Given the fact that the stream runs under several street crossings within the study area, it is proposed that grade-separated crossings be built below or above Trinity Lane and Dickerson Pike to facilitate safer crossings without the use of at-grade signalized crossings or interactions with automobile traffic.



### *Ewing Creek Greenway*

Similarly, a greenway is identified along Ewing Creek, which runs parallel to the north of Ewing Drive and Broadmoor Drive. Its placement to the rear of existing mixed use developments along the roads would support local businesses while also providing residents with an alternative method to traverse the study area and to visit local resources. Construction of the Ewing Creek greenway would benefit already built residential neighborhoods, tying directly to the Ewing and Broadmoor intersection which is envisioned by the community to become a neighborhood node or gathering place. Greenway connectivity would support the community's vision for developing the intersection as a gathering space and reduce single occupant vehicular trips to properties that will redevelop in the coming years. Most importantly, the Ewing Creek greenway would link residents to parks, establishing a network tying Oakwood Park and Parkwood Park together with community assets such as Casa de Dios and other local institutions.

### *Trail Oriented Development Supplemental Policy*

As part of the *East Nashville Community Plan*, policy guidance was established for several large properties that run along Ellington Parkway from Trinity Lane to Broadmoor Drive per Supplemental Policy Area 05-T3-NE-01. The policy encourages adjacent property owners to work together in order to establish a seamless north-to-south greenway connection that takes into account the natural slopes. Several projects have already been approved in support of the adopted policy and once complete, the connected network will serve as a vital link between the Pages Branch and Ewing Creek greenways enabling Nashvillians to travel by bicycle and foot from Parkwood Park to the Cumberland River open space network.

### *Multi-Use Paths along Dickerson Pike*

North of Briley Parkway and similar to other suburban arterials, multi-use paths are planned along each side of Dickerson Pike from Doverside Drive to Bellshire Drive. Compared to previous strategies for bikeway and sidewalk installations in suburban, high speed arterial roads, the Major and Collector Street Plan identifies fully protected, off-street pathways to connect neighborhoods and open spaces together. Once built out in conjunction with new developments along the Skyline Transit Center and beyond the study area, the multi-use paths along Dickerson Pike will connect existing bikeways along Mulberry Downs Circle to planned routes along Old Hickory Boulevard and Cedar Hill Park.



**Newly constructed sidewalk  
outside the Hampton Inn**

## Housing Affordability

Maintaining the affordability of the study area was a key concern for the community. The Planning Department's primary tool for addressing housing affordability is allowing the market to balance demand for housing with the supply of homes. This balancing goes beyond the number of households matching to the number of housing units and includes preferences for the size, character, and location of homes, all within the context of overall affordability of housing compared with household incomes.

*NashvilleNext* is the county's guide for where and how to grow through 2040. Nashville needs to provide housing at all income levels. Because the market has difficulty providing housing that is healthy, safe, and affordable to households with low and moderate incomes, affordable housing is a major policy concern. *NashvilleNext* describes four basic strategies as the central theme of the plan:

- Create more walkable centers
- Create opportunity through abundant housing
- Build a high capacity transit system
- Increase the community's resiliency

Planning's primary approach is to encourage diverse housing types in appropriate locations, guided by *NashvilleNext* and sound planning principles. Diverse housing types allow smaller housing units that are more affordable either through lower housing costs or lower land costs per unit. Locating diverse housing types wisely can further reduce the cost burden by making walking, cycling, or transit viable for commuting or other routine trips, such as to the grocery store.

In Tennessee, Metro cannot regulate the cost of housing through rent control. A program to allow rezonings that increase development entitlements in exchange for preserving some of the additional units as affordable is also prohibited. Metro retains the ability to make agreements for affordability when funding or providing another subsidy. These subsidies, such as State or Federal funding, the Barnes Fund, or direct Metro funding are not directed by the Planning Department.

Metro continues to explore opportunities to provide affordable housing throughout Davidson County. As new tools are developed or regulations are changed, their use in Dickerson North should be explored.

One potential future tool is a Transit-Oriented Redevelopment District. This style of redevelopment district can be used in Nashville, though one has not yet been created. A Transit-Oriented Redevelopment District can use tax-increment financing to support needed infrastructure in an area, including transit and affordable housing.



## **Resources for Affordable Housing**

In addition to zoning and policy, Metro has a number of other tools to fund, build, preserve or maintain affordable housing in Nashville and Davidson County. Metro agencies such as the Metro Homelessness Commission, Metro Development and Housing Authority (MDHA), and the Mayor's Office manage many of the resources available to residents. State organizations and nonprofit agencies also have a role to play in increasing affordable housing.

The Tennessee Housing and Development Agency and MDHA manage and distribute state and federal funds from the U.S. Department of Housing and Urban Development (HUD). There are grants, loans and tax incentives that are available for construction of housing to meet the needs of those whose income is less than 80% of the Area Median Income. MDHA also uses federal funds to support home rehabs for low-income households.

The Metro Trustees Office administers the state's Tax Relief Program, Tax Deferral Program, and the Tax Freeze Program. Tax Relief is available for low-income elderly and/or disabled homeowners, as well as disabled veteran homeowners. The Tax Freeze Program is available to homeowners age 65 and older.

A number of nonprofit organizations and community groups address affordability as part of their missions. Groups like Rebuilding Together work to repair homes and increase energy efficiency as a way to manage costs. Nonprofit developers construct or preserve housing, and sometimes apply for funds from the Barnes Fund to build homes on Metro owned property. The Housing Fund, an affordable housing non-profit, operates Nashville's Community Land Trust, which sells affordable homes to low-income households, while retaining ownership of the land to preserve affordability for future generations. Other organizations build upon their ability to negotiate with developers to create community benefits agreements. This is a collaborative agreement between a neighborhood (or community organization) and a builder or developer that provides services or amenities for the larger community.

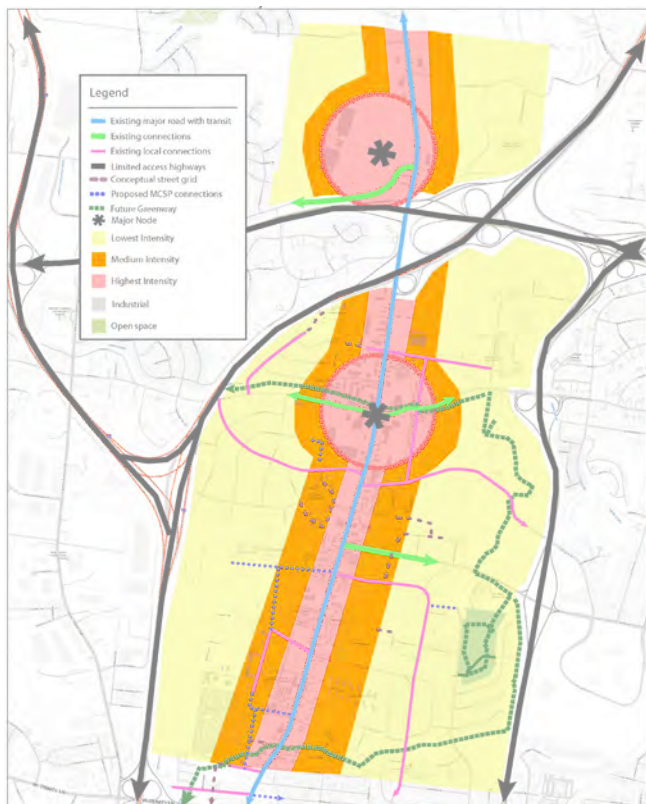
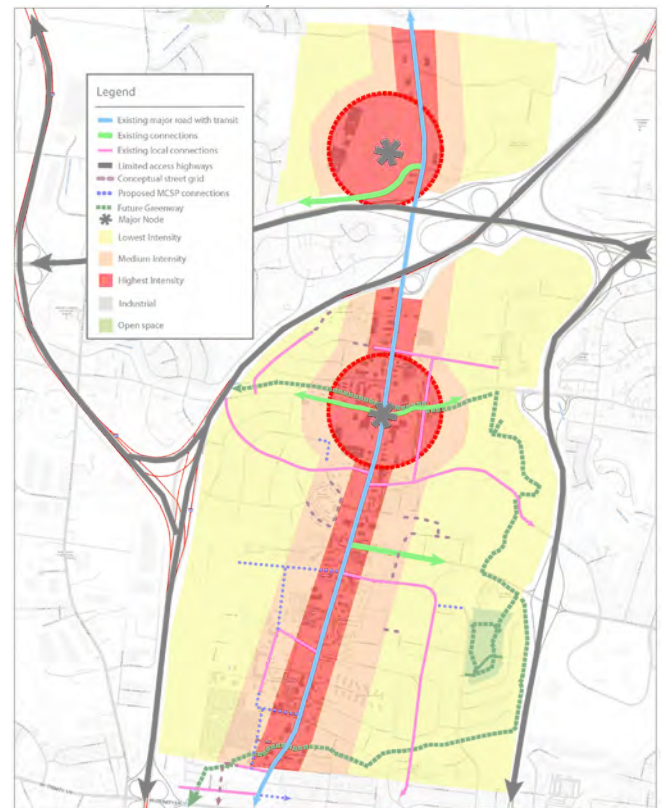
# Recommendations for the future

This study identifies several approaches to providing diverse housing types to support housing affordability in and around the study area.

## On the corridor itself

Greatest density and walkable urban form, close to major transit stations.

Additional benefit: Adds market demand for neighborhood services, such as grocery stores, small retail, and the like.



## Near the corridor

Transition from taller heights on the corridor, using small “missing middle housing,” such as townhomes, triplexes, and accessory units.

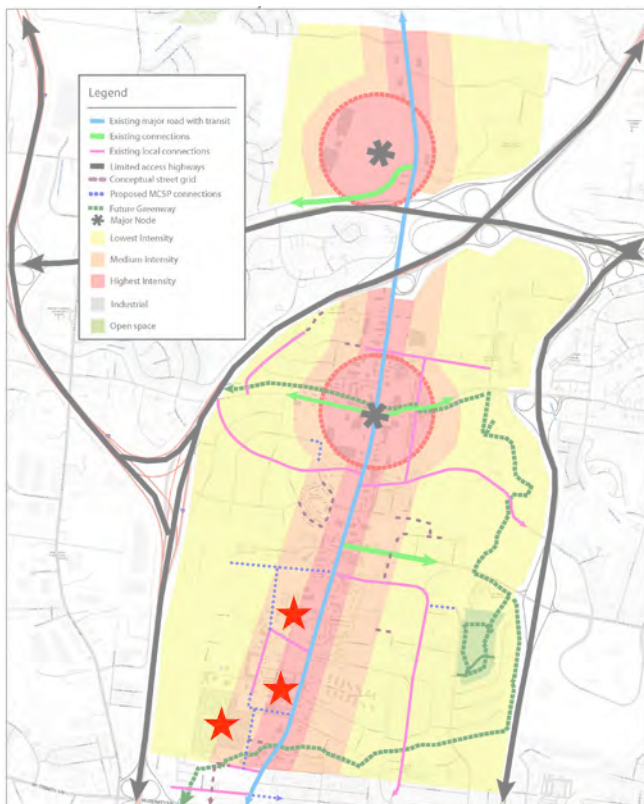
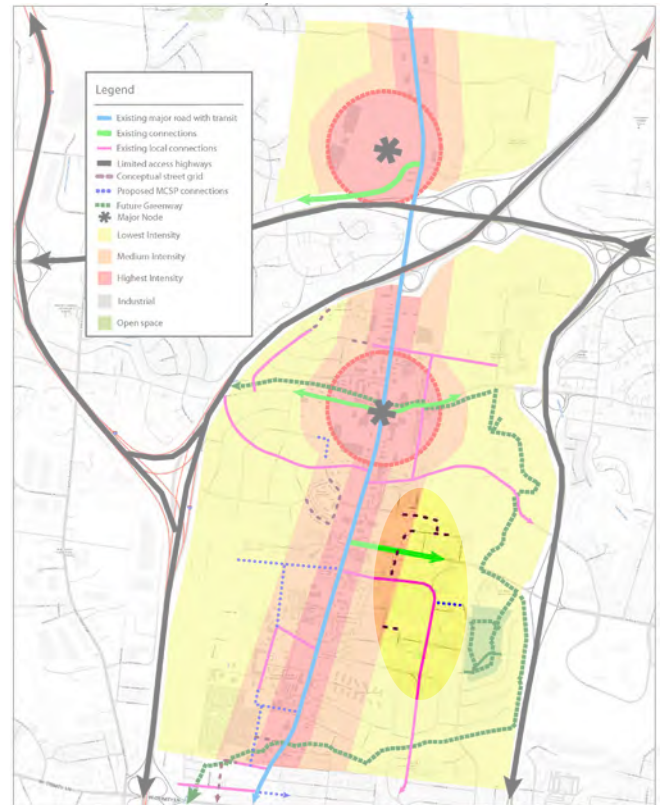
Additional benefit: Adds market demand for neighborhood services, such as grocery stores, small retail, and the like.



### ***Infill areas***

Identify areas with unusually large lot sizes that could be used for slightly more dense housing.

Additional benefit: Several of these areas have the potential to add street connections, improving mobility, particularly for pedestrians and cyclists.



### ***Mobile home parks***

Identify portions away from the corridor as Neighborhood Maintenance, to discourage near term redevelopment as a way of preserving these affordable units.

Additional benefit: When property owners are ready to redevelop, Neighborhood Maintenance policy will encourage a broader community discussion about the future of these site.

## Beautification

Community stakeholders identified beautification as an important issue for the Dickerson North Study Area. The community expressed frustration over items, some of which have been reported as property violations, such as trash, debris, and improper storage of commercial material and vehicles. Property violations covering a 12-month period between summer of 2019 and summer 2020 identified the following most common issues reported to Metro Government:

- Junk and debris
- Tall grass and weeds
- Cars parked on lawn
- Dilapidated structures
- Signage

The community expressed frustration with the lack of prompt remedy for many of the violations, particularly the cleaning up of trash and debris. Stakeholders have expressed the importance of property owners maintaining appropriate upkeep of their property.

## Tools

There are a variety of tools and resources available that may help to address beautification issues in the Dickerson North Study Area. Such tools include but not limited to the following:



**hubNashville** is a comprehensive customer service system available through Metro Government, that enables people to connect with Metro representatives in order to make service requests, including the reporting of beautification issues, ask questions, and share feedback. A one-stop shop available by phone and online, hubNashville is easy to use and a great tool for the community to report beautification issues.



**NashView** is designed to complement hubNashville as an easy to use online map viewer. In NashView residents can visualize reports reported through hubNashville in their neighborhoods. For example, residents can view maps of reported property standards violations in an area they can define and during a time period they define. Information on when each violation was reported and where it is at in the process is also available in NashView.

Mayor's Office of Neighborhoods and  
Community Engagement

The mission of this section of the Mayor's office is to improve the quality of life in Nashville's neighborhoods through a more informed, active and involved citizenry and enhanced governmental response to community needs. A number of programs and initiatives operate under this office including the yearly Spring Clean-ups.

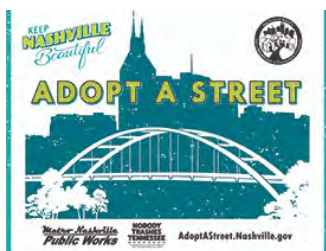




Metro's **Beautification & Environment Commission** works to make Nashville clean, safe, and attractive. A volunteer body, the Commission coordinates the efforts of volunteers, city departments, and business and community groups, to provide environmental programs, beautification projects, as well as training and educational opportunities. These include neighborhood clean-up efforts all year and the Mayor's Spring Clean-ups. The Commission comprises of volunteer representatives from the 35 council districts appointed by the Mayor to serve three-year terms.



**Neighbors Organized To Initiate Code Enforcement (NOTICE)** was initially a program designed to train neighborhood associations on how to find and report property standards violations. It has evolved into a program that encourages communities to help neighbors fix property standard violations on their property. In some property standards violations the property owner is elderly, disabled, or financially unable to make the required repairs to their property. The Mayors Office of Neighborhoods works with Public Works, Codes, and Hands On Nashville to empower community leaders to help their neighbors in need to clean up or fix up their properties instead of taking them to court.



Metro Beautification's **Adopt-a-Street** program is a way for Nashvillians to help keep their neighborhoods clean. Adopting a street is free, you must adopt at least four blocks and conduct a clean-up at least four times a year. The agreement is good for one year and can be renewed for as many years as requested. Metro Beautification provides safety guidelines, volunteer liability release forms, caution signage, bags, gloves, safety vest and technical support.



The Cumberland River Compact works with Metro Water Services to facilitate stream adoptions in Nashville. If you adopt, you agree to care for a local stream segment for two years. This includes completing one or more stream stewardship activities with your group annually. A sign acknowledging the adopting group and stream as well as supplies and trash removal are provided by Metro.

### **Recommendation**

The primary recommendation for beautification in the Dickerson North Study Area is for a grassroots-led effort to take the lead in efforts to rectify identified beautification issues. This grassroots effort can take the form ordinary citizens coming together, a single existing organization or a group of organizations in partnership working on beautification efforts in the study area. Metro Government is limited in what it has authority to do beyond citation and possibly legal action via Environmental Court.

## PART 3: IMPLEMENTATION

This corridor study outlines a vision for Dickerson Pike, along with related development and transportation planning to encourage the realization of this vision. The implementation section lists actions to be taken with adoption of the plan by the Planning Commission. It also outlines recommendations necessary to make the vision a reality. Implementing these recommendations will require the coordinated resources of Metro Government, TDOT, WeGo, private land owners, and neighbors.

Long term realization of the corridor vision requires multiple levels of execution from acquisition of funding to ongoing promotion of the vision from community stakeholders. Some recommendations may be undertaken quickly and with minimal investment while others will require large capital allocations or significant commitment from private developers through redevelopment and streetscape improvements.

### DICKERSON PIKE & HART LANE

BULB-OUTS & CROSSWALK



### DICKERSON PIKE CROSSWALK

BUS STOP AND CROSSWALK ENHANCEMENTS



Tactical urbanism ideas for temporary installations to showcase and test concepts for future permanent pedestrian improvements. To be undertaken with the community.



## East Nashville Community Plan

With the adoption of this study, the recommendations for the Community Character Policy summarized below are adopted into the *East Nashville Community Plan*. This also includes adoption of Supplemental Policies, outlined in Part 2. Specifically, adoption incorporates the following into the community plan:

- **Community Character Policy.** Amendments are recommended with adoption of this plan. Policy recommendations are presented on page 10; and
- **Supplemental Policy.** Components of the Dickerson North Supplemental Policy, including character areas (**Figure 5**), mobility plan (see **Figure 9**), housing affordability and beautification.

## Parkwood-Union Hill Community Plan

With the adoption of this study, the Supplemental Policies summarized below and described in detail in Part 2 are adopted into the *Parkwood-Union Hill Community Plan*. The Parkwood-Union Hill Community Plan includes no changes to Community Character Policy. Specifically, adoption incorporates the following into the community plan:

- **Supplemental Policy.** Components of the Dickerson North Supplemental Policy, including character areas (**Figure 5**), mobility plan (see **Figure 9**), housing affordability and beautification.

## Major & Collector Street Plan

With the adoption of this study, the recommendations presented in the Mobility Plan are reflected in recommended updates to street classifications in the *Major & Collector Street Plan*. Always consult the Planning Department's interactive mapping site for specific street segment guidance on right-of-way. Note that separately, the mobility plan is a component of the Dickerson North Supplemental Policy. *Major & Collector Street Plan* amendments adopted with adoption of the plan include:

TYPE OF CHANGE	STREET	CLASSIFICATION
Addition to MCSP	Hart Street Extension (North)	T4-M-LS2
	Hart Street Extension (South)	T4-M-LS2
	Alhambra Circle Extension	T4-M-LS2
	Donald Street Extension	T4-R-LS2
	Oakwood Avenue Extension	T4-R-LS2
	Stanwyck Drive Extension	T4-M-LS2
	Lemuel Street Realignment	T4-M-LS2

## WalknBike and nMotion

This plan recommends updating *WalknBike* to reflect the envisioned bike connectivity needs. No updates are needed to *nMotion* since this study reaffirms the current concept along Dickerson Pike until more detailed engineering is conducted.

TYPE OF CHANGE	STREET	CLASSIFICATION
Addition to WalknBike	Alhambra Circle extension	Neighborway
	Hart Street extension	Neighborway
	Sunset Drive extension reclassification	Neighborway

## Plan-to-Play

This study recommends adding the Pages Branch Creek greenway connection to the Plan to Play Master Plan.

TYPE OF CHANGE	GREENWAY
Addition to Plan-to-Play	Pages Branch Creek Greenway

## Implementation Opportunities

### Appropriate Zoning Districts

Community Plans are primarily implemented as private property owners make the decision to rezone, subdivide, seek an exception to zoning rules, or otherwise develop their property. Planning Department staff will use this plan whenever a zone change or subdivision request is made within the study area. When these applications are made by private property owners, they are reviewed by Planning staff and other Metro departments involved in the development process.

Rezoning is needed to ensure that the design objectives associated with the Community Character Policies are realized through new development. Zoning determines “bulk standards” of new development, setting standards for setbacks, height, height control plane, and density (units per acre) or intensity (square footage based on property size). These standards vary from zoning district to zoning district.

- **Refer to Community Character Manual** for guidance by Community Character Policy classification within the study area for land use policy and zoning.
- **Appropriate Zoning Districts.** Generally, appropriate zoning districts for the study area are guided by the base land use policy and the appropriate zoning districts listed for each policy. To obtain greater intensity at certain appropriate locations in the study area (see pg. 19 for locations), a Specific Plan (SP) zoning district is the appropriate zoning tool.

### Corridor Design Overlay

The Corridor Design Overlay, or CDO, is a relatively new zoning tool that requires specific design standards for development in a designated area. The purpose is to allow for the application and implementation of changes to signage, landscaping, and building materials to achieve incremental improvements to the aesthetics of commercial corridors. Corridor Design Overlays create development standards above and beyond that in the base zoning. They do not affect the uses allowed or prohibited on a property. Establishing a CDO along Dickerson Pike will help to implement Part 2 of this plan, particularly related to beautification. Staff should continue to coordinate with the district councilmembers and the community in order to explore and establish a CDO.

- **Explore a Dickerson North Corridor CDO.** This should be coordinated with a potential CDO for *Dickerson South* and include design standards sufficient to implement the vision identified in the Dickerson North Supplemental Policy established in Part 2.

### The Zone Change Process

Staff reviews proposed zone changes or subdivision requests to determine how well it conforms to the guidance of the Community Character Manual, the *East Nashville or Parkwood-Union Hill Community Plan*, and the *Dickerson North Corridor Study*, the latter describing any supplemental policies that are applied. Staff provides a recommendation to the Planning Commission — a ten-member board of volunteers appointed by the Mayor and confirmed by Metro Council — on subdivision requests, and the Planning Commission makes the final decision on subdivisions. Staff provides a recommendation to the Planning Commission on zone change requests and the Commission makes a recommendation to the Metropolitan Council, which makes the final decision on zone changes.



## **Urban Zoning Overlay**

The intent of the Urban Zoning Overlay (UZO) is to preserve and enhance existing development patterns of areas generally developed prior to the mid-1950s to ensure the compatibility of new development in those older portions of the city. The primary differences between properties in the overlay relate to commercial or mixed-use zoning districts to reduce street setbacks to create more walkable neighborhoods by improving the streetscape, access to transit and safety. As a zoning overlay, the UZO's application does not change the base zoning or existing entitlements on any property. The standards vary by zoning district, but generally address the placement and size of buildings, amount and location of parking, and landscaping. The UZO is also among the criteria considered when determining sidewalk requirements for new development on streets designated as local by the *Major & Collector Street Plan*.

- **Explore expanding the UZO to encompass the study area.** This should be tied to any expansion of the UZO in the *Dickerson South* area. With such expansion, as redevelopment or infill development occurs, the standards of the UZO will support a development form that is urban in feel and walkable.

## **Capital Improvements Budget**

The capital improvements budget (CIB) is a planning tool to prioritize and coordinate investments in long-term, durable improvements. Capital improvements include improvements for Metro facilities and equipment, as well as funding for infrastructure (capital investments that shape private activities, such as deciding where to live, start a business, or invest). The Planning Commission's role is most closely tied to infrastructure, which must be closely coordinated with land use regulations.

The Planning Department is continually working to ensure that the CIB aligns with *NashvilleNext*, is more accessible and transparent, and is data-driven. Prioritizing the recommended infrastructure improvements in the CIB will work to achieve a wide range of goals identified during the development of this plan.

Metro should continue exploring funding opportunities to implement the following projects that are currently included in the CIB:

- **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, with TDOT as a partner.
- **Oakwood Park Redevelopment Phase Two (20PR006)** implementation of Phase Two of the Oakwood Park Master Plan.
- **Stormwater Capital Construction Remedial Maintenance (09WS0025)** upgrading infrastructure in compliance with regulatory requirements.

### ***Transit Oriented Redevelopment District***

Another potential implementation option is the Transit Oriented Redevelopment District (TORD), a tool made available to Metro by the Tennessee General Assembly in 2017. This legislation allows housing authorities to create a TORD in transit-deficient areas, such as Dickerson Pike. A transit-deficient area is an area where facilities for high-capacity transit are necessary to promote the elimination of traffic hazards, the implementation of regional solutions to traffic congestion, and the improvement of traffic facilities in order to protect the safety, health, morals and welfare of the community.

The plan associated with a TORD sets a 30-year transit-oriented redevelopment period, establishes tax increment financing (TIF) capacity, grants MDHA land acquisition authority for public purposes, creates a design review process, and provides land use controls. The associated TIF may be used to fund infrastructure, affordable housing, and economic development activities.

The purpose of a potential TORD for Dickerson Pike would be to incorporate additional design criteria that advances the goals and vision of the *Dickerson North Corridor Study*. Primary actions for such a plan could include creating better transit connections; additional retail spaces, including small-scale, local retail businesses; and housing that attracts new residents with a mixture of incomes, including workforce and affordable units. New streetscapes, infrastructure, and public facilities could be created.

- **Explore creating Dickerson North TORD.** Consider developing a TORD for Dickerson North at the Skyline retail area or to tie in with a *Dickerson South* TORD should one be adopted there.

### ***Business Improvement District***

A business improvement district (BID) is a defined area within which businesses voluntarily pay an additional tax (or levy) in order to fund projects within the district's boundaries. The BID is often funded primarily through the levy, but can also draw on other public and private funding streams. These districts typically fund services such as cleaning streets, providing security, making capital improvements, construction of pedestrian and streetscape enhancements, and marketing the area. The services provided by BIDs are supplemental to those already provided by the municipality. Most BIDs are supported at least in part by assessments on businesses in the area. Locally there are currently two BIDs: Nashville District Management Corp. (a.k.a. Central Business Improvement District) and Gulch BID.

- **Explore establishing a BID for Dickerson Pike.** The BID could incorporate both Dickerson North and South study areas.

### ***Transportation Demand Management***

Transportation demand management (TDM) refers to a set of strategies aimed at reducing the demand for roadway travel, particularly single occupancy vehicles. Nashville Connector, Nashville's TDM program was established in 2018 to help connect commuters and residents to non-drive alone transportation options. Almost 80% of all trips in Davidson County are made by people driving alone to every destination. This imbalance has resulted in negative impacts to both individuals and our city as a whole, such as sedentary lifestyles and poor health outcomes, traffic congestion, air and run off pollution, and visually unattractive communities. Examples of healthier, more sustainable trip options include walking, bicycling, taking a bus, carpooling, vanpooling or working from home. Nashville Connector works to make this possible by incorporating TDM into all aspects of planning, from long range community plans to reviewing new developments to ensure multimodal connectivity.

- **Explore opportunities to incorporate TDM with new development projects within Dickerson North study area.**



## ***Strategic Capital Projects***

Potentially more immediate, a strategic capital investment may be able to catalyze the community's vision for Dickerson North. While further detailed analysis is needed in partnership with Metro Public Works, TDOT, and WeGo Public Transit, it is evident that immediate action is needed to address high crash locations and ongoing safety concerns identified by the community. Many of these items were highlighted in preceding pages.

Any specific action will require an independent study but several of the following capital projects in the immediate future and long-term infrastructure are being considered:

### **Short-Term (0-5 years timeframe):**

- Submit request for speed limit reduction for Dickerson Pike in coordination with the Transportation Planning Division, Metro Public Works, and TDOT.
- Undertake a study to evaluate pedestrian and beautification improvements near the Ewing-Broadmoor intersection. This is a key intersection in the heart of the study area. Such improvements could catalyze redevelopment of this crosspoint as a neighborhood node or gathering place. Potential improvements that could be considered for funding include: i) the addition of street trees, ii) up to two mid-block crossings between Maplewood Trace and Ben Allen on Dickerson Pike, including the potential for landscaped pedestrian refuge islands, and iii) pedestrian improvements to the Ewing-Broadmoor and Maplewood Trace intersections with Dickerson Pike, including consideration of improved signals, restriping, complete crosswalks at all sides, and safety improvements at turn lanes. The study should evaluate these improvements and alternatives and recommend a set of improvements to be added to the Capital Improvements Budget.
- Identify important sidewalk gaps off Dickerson Pike not currently identified in the Priority Sidewalk Network. Filling these gaps will increase walking from the surrounding neighborhoods to services and transit on the Pike.
- Explore/Identify potential targeted approaches with Metro Codes for property standards violations at key locations. Primarily the Dickerson and Ewing-Broadmoor intersection, but also to include other highly visible locations on Dickerson Pike.
- Pursue one or two Tactical Urbanism (temporary installations) projects with the community and agencies such as the Civic Design Center to illustrate potential permanent pedestrian infrastructure improvements. For example, enhance pedestrian safety at the Rocketship Elementary crosswalk through restriping and adding planters, bollards, and ground murals to the bus stop. Or painting bulb-outs at Hart Lane to shorten the crossing distance for pedestrians. See images on pg. 50 for more detail.
- Undertake a Ewing Creek watershed study in coordination with Metro Water to explore the feasibility of daylighting the Creek.
- Identify potential sites and funding opportunities for the Skyline transit center in coordination with the property owner, WeGo, Metro Public Works, and Planning.
- Undertake an access management study for Dickerson Pike.

### **Long-Term (10+ years timeframe):**

- Realignment of Lemuel intersection
- Completion of the construction of a Transit Center at Skyline
- Greenway construction as indicated on Mobility Framework Map
- Daylighting Ewing Creek
- Access management spot improvements along Dickerson Pike
- Stormwater infrastructure for flooding issues

## IMPLEMENTATION TABLE

The implementation table balances practicality, budget, and potential impact to categorize recommendations as near-, medium-, and long-term. Short-term recommendations are generally those which can be accomplished without much further study. These short-term recommendations (0-5 years timeframe) may address community prioritized issues, augment existing development momentum, and be visible to the community. These early achievements build excitement and can catalyze subsequent projects. Medium (5-10 years timeframe) and long-term (10+ years timeframe) recommendations require future study or are dependent on outside investment.

RECOMMENDATIONS	TIMEFRAME	RESPONSIBLE PARTY
Adopt plan <ul style="list-style-type: none"> <li>Establish supplemental policy (Part 2)</li> <li>Modify Community Character Policy of the East Nashville Community Plan (page 10)</li> <li>Modify Major and Collector Streets Plan (pages 36 and 51)</li> <li>Amend WalknBike Sidewalk and Bikeway Master Plan (pages 40 and 51)</li> </ul>	Upon adoption by Planning Commission	Planning Commission
Recommend addition to PlantoPlay Parks Master Plan for Pages Branch Creek greenway connection (page 51)	Near term	Parks Department
Reduce speed limit on Dickerson Pike	Near term	Public Works, TDOT
Explore extension of the Urban Zoning Overlay to Dickerson North	Near term	Community, Planning, Metro Council
Establish an organization to coordinate neighborhood clean-ups and reporting of codes violations	Near term	Community, Beautification Commission
Pursue a pilot TURBO project on Dickerson Pike	Near term	Community, NCDC, Planning, TDOT
Submit identified projects for capital funding	Annually	Metro infrastructure departments
Identify funding opportunities and strategies to implement beautification recommendations	Near term	Beautification Commission, Public Works
Explore the creation of a Business Improvement District for Dickerson North and South	Medium term	Dickerson Rd. Merchants' Assn.
Provide bus stop amenity improvements along Dickerson Pike	Medium term	WeGo
Evaluate strategic capital projects listed on page 55	Medium term	Planning, Public Works, TDOT, WeGo
Identify opportunities to improve stormwater infrastructure to facilitate appropriate infill development	Ongoing	Planning, Metro Water Services
Explore a Corridor Design Overlay for Dickerson Pike	Medium term	Community, Planning & Metro Council
Acquire greenway access and construct Pages Branch and Ewing Creek greenways and trailheads	Long term	Parks Department
Explore creating a Transit Oriented Redevelopment District in conjunction with Dickerson South	Long term	Community, MDHA, Metro Council



## **APPENDICES**

- Appendix A - Community Assessment
- Appendix B - Community Engagement Reports
  - Kickoff Summary Report
  - Buildings & Infrastructure Online Survey Summary
  - Draft Plan Review Report
  - Steering Committee Report

## **A – Community Assessment**

This report consists of documentation and analysis of existing conditions available for the study area.



## **B – Community Engagement Reports**

This includes the following reports documenting the community engagement opportunities associated with the *Dickerson North Corridor Study*:

- Kickoff Summary Report
- Buildings & Infrastructure Online Survey Summary
- Public Draft Plan Review Report
- Steering Committee Report