The Northeast Corridor ranges from relatively mature development in the southwest to new development in the northeast. East Nashville is slowly undergoing revitalization of its commercial areas and residential neighborhoods while maintaining a traditional, compact urban development pattern. Gallatin Pike is an important transportation corridor in the East Nashville and Madison communities and future land use plans call for concentrating development in nodal community centers with a pedestrian-oriented character.

The cities of Hendersonville and Gallatin are experiencing faster population growth and development with new upscale residential and commercial development occurring in less concentrated suburban development patterns.

**Major Findings:**
- Residential and vacant land uses dominate Davidson County. Residential areas in the inner-ring suburbs are fairly compact although commercial and employment areas spread out along major transportation corridors;
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Veteran’s Parkway. However, in total, the average increase in traffic volumes shown below is 6%:

a. I-65 = 4% increase
b. Vietnam Veteran’s Parkway = 14% increase
c. Ellington Parkway = 16% increase
d. Gallatin Pike = 4% decrease
e. Dickerson Pike = 3% decrease

- An HOV lane is currently in use on I-65 between Briley Parkway and the I-65/Vietnam Veteran’s Blvd interchange;
- CSX owns and operates a mainline railroad which travels through Downtown Nashville, Madison, Hendersonville, and Gallatin;
- In 2005, between Downtown Nashville and Madison there were about 96 trains per day using two existing tracks. Between Madison and Gallatin there were about 32 trains per day using one existing track. This indicates a heavily used freight corridor;

TRANSPORTATION

A variety of transportation infrastructure and services currently serve the Northeast Corridor. A series of roadways parallel the corridor and offer varying levels of mobility and access. Traffic volumes are increasing along these alternate roadways and may result in higher levels of congestion. A variety of transit services are also available on the corridor including fixed route bus service, express service and park and ride lots. Several roadway and transit improvements are being considered to address the growing demands on the corridor’s transportation network.

Major Findings:

- Four north-south corridors run in parallel in the northeast Nashville area, each with different transportation characteristics: Interstate 65/ Vietnam Veteran’s Blvd (SR 386), Gallatin Pike (US 31E), Dickerson Pike (SR 11), and Ellington Parkway;
- Average traffic volumes have changed on the roadways in the study area between 2000 and 2006 as shown below. It appears that some traffic was diverted from Gallatin Pike to the Vietnam Veteran’s Parkway. However, in total, the average increase in traffic volumes shown below is 6%;

- Little vacant land directly adjacent to the Northeast Corridor indicates the relative maturity of development on the corridor. Previously developed parcels may provide redevelopment opportunities;
- The Cumberland River limits access to destinations in the central business district and beyond;
- The cities of Gallatin and Hendersonville have plans for infill and/ or redevelopment in their downtown areas;
- The current Hendersonville Town Center Master Plan calls for locating its proposed town center off of the Northeast Corridor because of high volumes of traffic on the corridor;
- Future land use planning and development in East Nashville and Madison is focused on redevelopment and infill;
- Future land use planning in Sumner County is focused on continued decentralization and greenfield development;
- Based on current land use plans, development along the Northeast Corridor is likely to be somewhat scattered;
- Forecast 2030 population and employment densities are low relative to a downtown urban context.
As part of the Northeast Corridor Mobility Study, demographic and economic indices and current real estate market conditions were examined. This market profile covers four major geographic submarkets, including the State of Tennessee; the Nashville-Davidson-Murfreesboro Metropolitan Statistical Area (MSA); Davidson County; and Sumner County. Key metrics such as household growth, consumer spending, and employment growth were surveyed as critical barometers of demand for new growth and development.

Population Growth:
- Because Davidson County is nearing buildout, it is growing more slowly than outlying jurisdictions such as Sumner County. Since 2000, Davidson County’s population increased by only 9,600, or just 1.7% to 580,000 residents in 2007.
- Over the next five years, Davidson is forecast to continue growing slowly, primarily from immigration of foreign-born populations. This is expected to add 10,000 new people by 2012 to 590,000 residents in 2007.
- MPO’s long-term forecasts suggest Davidson’s population will increase by 98,000 residents between 2020 and 2030. This would translate into a steady annual growth rate of 0.7 percent per year—only slightly higher than the near-term forecasts above.
- Sumner County has grown rapiddly as a result of new residential and commercial development over the past 15 years. In fact, Sumner County’s population expanded by more than 20,000 since 2000 to 121,000 residents in 39,000 households in 2007.
- Over the next five years, forecasts suggest Sunner’s growth will moderate—expanding the County’s population by 12,000 to 164,000 residents in 63,700 households by 2012. This reflects a strong growth rate of 1.7 percent per year.
- MPO’s long-term forecasts suggest Sumner’s population will increase by 57,700 residents between now and 2030. The MPO forecasts suggest that this pace of growth will continue for the next 23 years will remain at generally the same level as it has over the past recent past.

Economic Profile:
- The industrial submarkets included in the study area (Elm Hill Pkwy/I-40 East, I-65 North) contain 57.6 million sq. ft. of industrial space—38 percent of the region’s inventory. Industrial space requires transportation infrastructure, including ready access to air, freight, rail, and highways to ensure its overall viability. Net absorption totaled 383,600 sq. ft. in 2007, with Elm Hill Pkwy accounting for half of the entire metropolitan area’s leasing activity.
- Over 2.7 million sq. ft. of industrial space is under construction in the Elm Hill Pkwy submarket in the study area. Brokers report that limited truck and freight access (particularly in the area surrounding Rivergate Mall) are impediments to continued industrial development in this submarket.
- The corridor runs through the Madison/Knott, Madison Square, Hendersonville RTA, New Shackle Island (Hendersonville), and Rivergate Mall. Over 941,500 sq. ft. of new retail space is under construction in the Elm Hill Pkwy submarket in the study area. Brokers report that limited truck and freight access (particularly in the area surrounding Rivergate Mall) are impediments to continued industrial development in this submarket.
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URBAN DESIGN

The urban design characteristics of the Northeast Corridor represent a continuum of development patterns representative of time periods as the region has expanded over the last 50 years. Each community has small commercial nodes that formed their original town centers. Connecting these nodes are various scales of strip commercial. The scale of these strip commercial areas is smaller within the segment between Nashville’s CBD and Madison. With the exception of large grocery store developments, the size of these developments is typically under an acre with less than 100ft of street frontage. Larger strip commercial developments are more characteristic of the segments around the Rivergate Mall. These developments commonly include 3 or more acres with street frontage exceeding 150ft. Indian Lake Village in Hendersonville, a large office, residential, and retail center currently under construction, has begun to introduce a large-scale multi-use development pattern to the north Hendersonville portion of the corridor.

Major Findings:
• The majority of the corridor’s urban form and scale is almost exclusively oriented toward the automobile;
• Within older areas, vehicular access to individual properties is typically uncontrolled while access to newer developments is characterized by individual curb cuts to each parcel;
• With the exception of the few commercial nodes, most structures are not built to the street. Parking is predominantly located in the front of the property between the sidewalk and the entry to the building;
• Pedestrian facilities (i.e. sidewalks, crosswalks) are limited within the corridor;
• The scale of development is low. One-story low-rise buildings typically characterize the corridor;
• Each community has a small core of Pre-1950 buildings that are distinctly different than the rest of the corridor;
• Many of the communities (i.e. Nashville, Goodlettsville, Hendersonville, Gallatin) have adopted new zoning and design guidelines that are more form based for some portions of the corridor within their jurisdiction. These efforts encourage more urban multi-modal friendly development patterns.

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SOURCES

Land Use:
• Geographic Information Systems (GIS) data provided by the Nashville Area Metropolitan Planning Organization
• Nashville/Davidson County Mobility 2030
• Gallatin Pike Improvement District
• Sub Area 4: 1998 Update
• East Nashville Community Plan 2006 Update
• Detailed Neighborhood Design Plan for Cleveland Park, McFerrin Park, and Greenwood Neighborhoods
• Detailed Neighborhood Design Plan for East Hill, Renraw, and South Inglewood (West) Neighborhoods
• Nashville Auto Diesel College Master Plan
• Goodlettsville Major Thoroughfare Plan Study
• Goodlettsville Streetscape Plan
• Town Center Master Plan, November 2005; Hendersonville Tomorrow, 2007
• Gallatin General Development and Transportation Plan, 1996
• Gallatin Future Land Use Map
• Gallatin Urban Growth Boundary Plan, 1999
• Gallatin Major Thoroughfare Plan, 2000
• SR-386 Access Management Plan, 2005
• Gallatin Transit Feasibility Study, 2005
• City of Gallatin, Greenway Master Plan, 2006

Transportation:
• Nashville MTA
• U.S. Department of Transportation
• Tennessee Department of Transportation, TRIS data

Demographics and Economics:
• U.S. Census Bureau, 2000
• U.S. Department of Labor, Bureau of Labor Statistics
• U.S. Census Bureau, Local Employment Dynamics
• State of Tennessee Department of Labor
• Scan US
• Nashville Metropolitan Planning Organization, population and employment forecasts
• CB Richard Ellis Real Estate Market Data
• Greater Nashville Association of Realtors

Urban Design:
• Field surveys of Northeast Corridor
• Davidson County & Nashville County tax parcel data

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