

Our Future

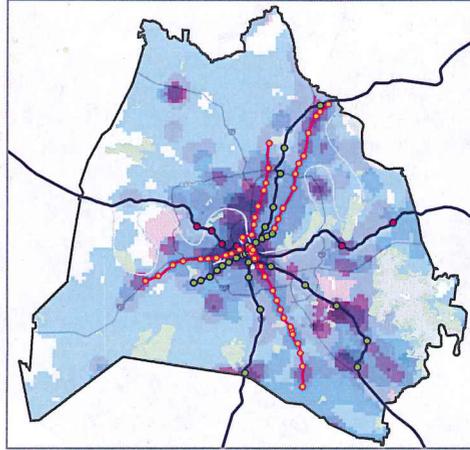
Each Future explores how the decisions we make on growth, development and transportation system affect things Nashvillians care about. Each of these three Futures demonstrates ways that Nashville could develop and preserve land through 2040 by showing where additional residents and jobs could locate throughout the county. Each one was assessed to see how it would impact the values Nashvillians said were important to them in earlier phases of NashvilleNext.

The Futures have these things in common:

- About 185,000 new residents and 326,000 new jobs will come to Davidson County by 2040.
- Smaller neighborhood centers occur in areas identified by Community Plans.
- There is no change to existing property rights in Bells Bend. The Tennessee State Fairgrounds does not change.
- The same level of frequent transit service remains between East Nashville and West End. The same level of regional and commuter transit service to surrounding counties remains.
- Metro will build street projects which already have funding, such as the Harding Place Extension.

Future **B** BUSINESS AS USUAL

Business As Usual shows how Nashville could grow following current trends and with few interventions. It results in continued growth in Downtown and widespread growth across the county. Business As Usual maintains the existing transit system including planned upgrades leading into Downtown.



Housing and jobs

Most job growth happens in the southeast. Downtown continues as a hub for new jobs and homes. Pockets of jobs locate throughout the rest of the county.

Outward growth of homes continues in all directions within Davidson County. New homes are added to neighborhoods close to Downtown. These homes—including new townhomes, new homes on small lots, or small multifamily buildings—are built where existing structures once stood. Outside of Downtown, most growth happens in places to the north and southeast that already have roads and sewers.

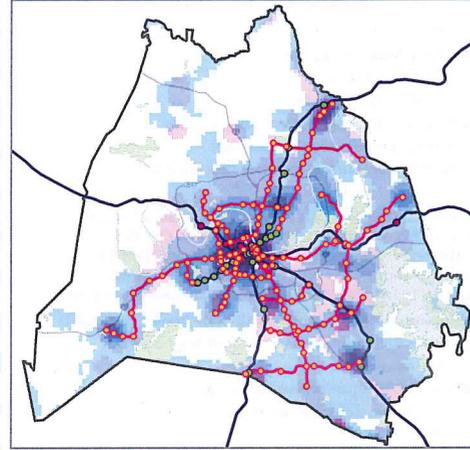
As higher-income households move to neighborhoods with many amenities, existing low- and moderate-income households will likely move outward, to the edge of Davidson County or into neighboring counties. Metro maintains its current affordability programs.

Transportation

This Future has transit service on major streets into Downtown. Most riders must travel to Downtown to get to other places in the county. The Music City Star and regional commuter bus service continue linking employees to jobs in Downtown.

Future **C** CENTERS WITH ADJACENT INFILL

Centers with Adjacent Infill shows how Nashville could grow by creating bustling centers of activity. New homes and jobs create the center, while new homes are added in neighborhoods nearby. Northwest Davidson County receives fewer homes and jobs because they are placed elsewhere. Transit connects the activity centers to Downtown and to each other.



Housing and jobs

New homes and jobs are focused on and near Downtown and in intense activity centers across the county. These are walkable places that include employment centers, as well as homes, retail and services and connect to Downtown and one another by frequent transit service. Metro creates new tools to build homes that are affordable across all income levels.

More people live in existing neighborhoods close to activity centers by adding homes that complement the look and feel of existing homes. These new homes may be new townhomes, small-lot single-family houses, or small multifamily buildings. Larger houses may be converted to multiple housing units. Homes could also be added as accessory dwellings, like garage apartments.

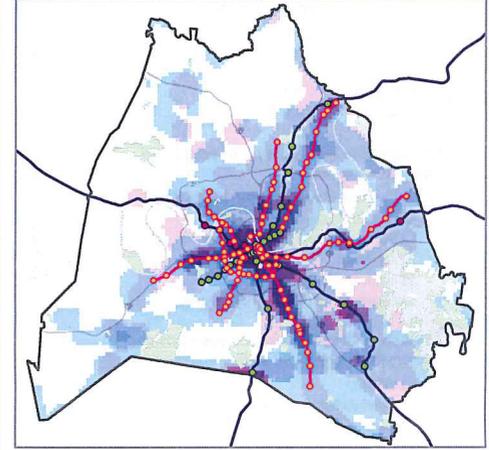
Standards to preserve neighborhood character outside these areas are strengthened.

Transportation

Frequent transit routes (primarily rapid buses sharing lanes with car traffic) lead into Downtown and between centers. These connector routes reduce the need to travel through Downtown to get to other places in the county.

Future **D** DOWNTOWN AND PIKES

Downtown and Pikes shows how Nashville could grow if we place new jobs and homes in and near Downtown and along transit routes leading into Downtown. Downtown, Midtown, MetroCenter and industrial land southeast of Downtown get the most new jobs. New homes and shops are added along major corridors. Northwest Davidson County receives fewer homes and jobs because they are placed elsewhere. Transit primarily focuses on providing access to Downtown.



Housing and jobs

Downtown, Midtown and MetroCenter add many more homes and jobs to create walkable mixed-use neighborhoods. More people live in neighborhoods close to Downtown by adding homes that complement the look and feel of existing homes.

New homes, retail and services along major roads are clustered into moderately dense community centers. These community centers are walkable, with parks and schools, and connect to employment centers by frequent transit service. Metro creates new tools to build homes that are affordable across all income levels.

Smaller multifamily buildings, townhomes and small-lot single-family houses fill in between these community centers.

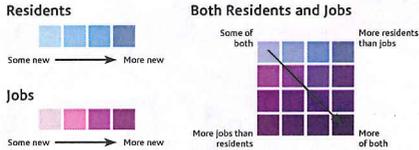
Further out, and in between major roads, standards to preserve the character of most other neighborhoods are strengthened.

Transportation

Frequent transit routes (primarily rapid bus sharing lanes with car traffic) lead into Downtown. Most riders must travel to Downtown to get to other places in the county.

LEGEND

Each square in the map shows how many new residents and employees locate there over the next 25 years. Each square is 40 acres.



Frequent transit (in traffic)
More frequent transit service that serves the most heavily traveled roads, sharing space with cars. This could be BRT lite service (such as current service on Gallatin or Murfreesboro Pikes) or streetcars.

Frequent transit (dedicated lanes)
Regional serving or higher-capacity transit (like Music City Star or full Bus Rapid Transit) with dedicated lanes, separate from car traffic.