



09-T6-DN-MG-01 boundary

Mid-Gulch Neighborhood — 09-T6-DN-MG-01

The Mid-Gulch neighborhood is bounded by Dr. Martin Luther King Jr. Boulevard to the north, George L. Davis Boulevard to the west, Broadway to the south, and the CSX rail lines to the east. See the accompanying map of the neighborhood on the front page of this report.

Like the rest of the Gulch neighborhood, the Mid-Gulch is intended to accommodate a mix of residential, office, and commercial uses in primarily mid-rise buildings. Three critical East/West corridors pass through the Mid-Gulch area - Broadway, Church Street and Dr. Martin Luther King Jr. Boulevard. They offer direct vehicular routes from the interstate and George L. Davis Boulevard to the Downtown Core and provide important pedestrian connections between Midtown, the Gulch, and the Downtown Core.

While the South Gulch and Capitol View have been quicker to develop than the Mid-Gulch, the latter will continue to grow and densify in the following years. The following supplemental policies guide the Mid-Gulch, and its unique characteristics, into a lively mixed-use neighborhood in Downtown Nashville.

Goals and Supplemental Policies — Mid-Gulch

- 11th Avenue serves as an uninterrupted, direct connection through the Gulch neighborhood for all modes of transportation and mobility. Within the Mid-Gulch, all efforts should be made to make 11th Avenue a pedestrian-focused “main street.” Ground floor active-uses, enhanced streetscape design, access to open spaces, and iconic pedestrian entrances are strongly encouraged.
- Direct vehicular access points into parking garages or back of house areas on Broadway, Church Street, Dr. Martin Luther King Jr. Boulevard, 11th Avenue, and George L. Davis Boulevard are not ideal. Vehicular access points could be considered at these locations when alleys, internal service lanes, or minor side streets are not available and when the access points are consolidated, and provide an opportunity for vehicles to load, unload, and turn around on-site. Newly proposed vehicular access points onto private property should align with existing or currently proposed vehicular access points on properties opposite them, whenever possible.
- Proposed developments adjacent to the Broadway or Church Street viaducts should provide a publicly accessible way for pedestrians to traverse between the lower and upper street levels. Clear and concise wayfinding signage should be included.
- Proposed developments adjacent to the Broadway or Church Street viaducts should be designed with both the upper and lower levels in mind. For the Broadway and Church Street viaducts, north of 11th Avenue, active ground floor uses are encouraged. For the Church Street viaduct in between 11th Avenue North and 12th Avenue North, the lower level design should include lighting, and take into account any other safety and maintenance considerations.
- Proposed developments adjacent to Broadway or Church Street may be considered for frontage build-to dimensions greater than the current maximum of 10’ when that dimension facilitates providing a wider, pedestrian-oriented streetscape.
- Providing publicly accessible neighborhood parks in the Mid-Gulch area remains a priority. Efforts to connect open park spaces to the Gulch Greenway, by both locational and visual adjacencies, are strongly encouraged.
- Within the Mid-Gulch Supplemental Policy area, the Open Space Bonus Height Program may be adjusted so that the number of square feet of bonus height may be up to ten times that of the number of square feet in open space provided. Within the Mid-Gulch Supplemental Policy area, the number of stories to be earned using the Open Space Bonus Height Program may be unlimited.
- Proposed developments on parcels that include current or future greenway connections should work with Metro Planning and Metro Parks to integrate the greenway into the development in a cohesive manner.
- Within the Mid-Gulch Supplemental Policy area, the Open Space

Bonus Height Program can be earned for any development that provides a multimodal vertical connection via a ramping system built to ADA requirements. The number of square feet of bonus height may be up to ten times that of the number of square feet of the footprint of the accessible ramp provided, as calculated in plan view. Within the Mid-Gulch Supplemental Policy area, the number of stories to be earned using the Open Space Bonus Height Program may be unlimited.

- Additionally, the Open Space Bonus Height Program can be earned for any development that provides active uses located along a greenway, so as long as they are a minimum of 20' in depth. The number of square feet of bonus height may be up to twice that of the number of square feet of active uses provided along the greenway. Within the Mid-Gulch Supplemental Policy area, the number of stories to be earned using the Open Space Bonus Height Program may be unlimited.
- Pending the redevelopment of any property adjacent to the former right-of-way area known as Hynes Street, the land use policy should be amended to T6 DN (if not already), and the Hynes Street right-of-way should be rededicated to Metro and reopened for public use. Alleys should be built in accordance with the Downtown Community Plan. Final streetscape design should be the result of collaborative efforts between property owners, the Metro Nashville Department of Transportation, Metro Planning, and Metro Parks and Greenways (for portions of Hynes Street adjacent to the Gulch Greenway).
- Property owners and Metro departments should work together to secure a historic designation for any eligible properties in the Mid-Gulch area.
- Within the Mid-Gulch Supplemental Policy area, the Historic Preservation Bonus Height Program may be adjusted so that the number of square feet of bonus height earned by preserving an eligible Mid-Gulch property may be up to ten times that of the number of square feet preserved. Non-historic buildings that contribute to the industrial character of the Mid-Gulch area may also be eligible to be preserved through the Historic Preservation Bonus Height Program at this same rate. Within the Mid-Gulch Supplemental Policy area, the number of stories to be earned using the Historic Preservation Bonus Height Program may be unlimited.
- Buildings with facades that front George L. Davis Boulevard are highly visible and act as visual gateways into Downtown. TDOT is exploring modifications to the western side of the inner loop that could lend even more prominent visibility to these facades in the future. Any new development or redevelopment, along George L. Davis Boulevard, between Broadway and Dr. Martin Luther King Jr. Boulevard, should be designed with active use pedestrian entrances at the ground level. Above ground structured parking should be screened from view or include active use liner units.
- Mid-Gulch properties should aim to implement Metro Nashville Public Works (now Nashville Department of Transportation) 11th Avenue Corridor Study (November 2019), including, but not limited to, the following recommendations:
 - Section 4.3 – Any redevelopment of the property adjacent to the intersection of 11th Avenue North and Dr. Martin Luther King Jr. Boulevard should dedicate enough space for identified intersection reconfigurations to be made.
 - Section 6.3 – New office and residential developments should work with Nashville Connector to provide their residents with ample information on safe, reliable, and efficient alternative modes of commuting, and other

Transportation Demand Management (TDM) strategies.

- Section 6.4 – A shared mobility hub should be considered for the Gulch to enhance the travel experience of individuals who choose an active form of transportation. The hub should be open to the public and located on the ground-level of a future development.

Recommendations included in the 11th Avenue Corridor Study that reference specific projects or locations within the Mid-Gulch Supplemental Policy area are supported by this supplemental policy.

- The Mid-Gulch should be considered for a Business Improvement District designation, either by creating a new one specific to this neighborhood or by extending the existing Gulch Business Improvement District or the existing Central Business District.
- The intersection of 11th Avenue North and Dr. Martin Luther King Jr. Boulevard is one where distinctive development is appropriate to mark an important entry point into several downtown neighborhoods, including The Gulch, Capitol View, and the Downtown Core. This intersection is included in the Dr. Martin Luther King Jr. Boulevard/Charlotte Avenue Innovation Corridor that was identified in the 2020 Metro Nashville Transportation Plan. Properties fronting Dr. Martin Luther King Jr. Boulevard within the Mid-Gulch area should contribute to and be supportive of the innovation corridor.
- Consideration of additional height may be given to properties at the intersections of 11th Avenue/Broadway, 11th Avenue North/Church Street, and 11th Avenue North/Dr. Martin Luther King Jr. Boulevard, if buildings are sensitively designed in accordance with the goals presented in the Mid-Gulch Supplemental Policy.