

# Parcels 03-Parcel 09 Master Development Plan Downtown Code Design Review Committee Submittal

February 2, 2022

Overall Site Acreage: 7.86 Acres

**Bicycle Parking:** based on Metro Requirements [BL2014-714]

1/15,000 sf office =134 spaces 1/5.000 sf retail =27 spaces 100 spaces max 50 per resi= total required = 261 spaces total public provided= 50 spaces total office provided= 306 spaces total resi provided= 124 spaces total provided = 480 spaces

# Parcel 03 Property Information:

Address: 1001 Church Street, Nashville TN Owner: Uptown Property Holdings, LLC

Site Acreage: 2.34 Acres (Portion of 6.59 total site area)
Parcel ID: 09305018600 (Map 93.05 Parcel 204)

Council District #: 19

District Council Member: Freddie O'Connell

Zoning: DTC Zoning Overlay: OV-ADE

Comm Character Policy: T6-DC (Downtown Core)

Bicycle Parking: based on Metro Requirements [BL2014-714]

1/15,000  sf office =	105 spaces
1/5,000  sf retail =	8 spaces
total required =	113 spaces
total public provided=	30 spaces
total office provided=	153 spaces
total provided =	183 spaces

# Parcel 09 Property Information:

Address: 901 Church Street, Nashville TN 37201
Owner: Uptown Property Holdings, LLC

AEG Nashville, LLC

Site Acreage: 5.52 Acres

Parcel ID: 09305440500 (MAP 093-05-4 PARCEL 405)

- LOT 9A NASHVILLE YARDS SUB 09305440600 (MAP 093-05-4 PARCEL 406)

- LOT 9B1 NASHVILLE YARDS SUB 09305440700 (MAP 093-05-4 PARCEL 407) - LOT 9B2 NASHVILLE YARDS SUB

10

Council District #: 19

District Council Member: Freddie O'Connell Zoning: DTC (Downtown Code)

Zoning Overlay: OV-ADE

Comm Character Policy: T6-DC (Downtown Code)

Bicycle Parking: based on Metro Requirements [BL2014-714]

1/15,000 sf office =	29	spaces
1/5,000 sf retail =	19	spaces
max 50 per resi=	100	spaces
<u>fotal required =</u>	148	spaces
otal office provided=	153	spaces
otal public provided=	20	spaces
otal resi provided =	124	spaces
total provided =	<i>2</i> 97	spaces





February 2, 2022

Eric Hammer
Metropolitan Nashville Planning Dept.
Design Studio
800 2nd Ave S
Nashville, Tennessee 37210
[eric.hammer@nashville.gov]

E: Nashville Yards – Parcel 03-09-Master Development Plan Downtown Code Design Review Committee Submittal

Dear Mr. Hammer,

On behalf of Uptown Property Holdings, LLC, and AEG Nashville, LLC we are pleased to submit to you the proposed Master Development plan including multiple mixed-use structures located at 901 Church Street and 1001 Church Street. This proposal represents development of two concurrent phases, within the overall multi-phased development of the Nashville Yards, including the Entertainment District at Nashville Yards.

This submittal is intended to give and overview of Nashville Yards with a focus on Parcel 03 and Parcel 09 and to confirm that the project goals and design are in line with the intentions of the Downtown Code and meet the expectations of the Design Review Committee. This submission is confirming previously approved modifications, which are outlined in detail on the following pages, and no futher modifications are requested.

Modifications outlined in this submittal were previously approved for Parcel 03 by a 7-0 vote on September 6, 2018 and on Parcel 09 by a 7-0 vote on April 4, 2019. Since initial approval, Upper 10th street connection has been named "Platform North and Platform South" and will be referenced as such throughout this submittal

Thank you for your time and consideration. We look forward to your questions and comments at the upcoming DRC scheduled for March 3, 2022. Please do not hesitate to contact us prior to the meeting with preliminary questions or comments.

Best regards,

Kelly Cathey, AIA Principal Gresham Smith

### INTRODUCTION

The proposed buildings are located at 1001 Church Street and 901 Church Street within a 15-acre mixed-use development in downtown Nashville entitled Nashville Yards. The overall development is planned to include hotels, midrise and high-rise residential properties, class A office, an entertainment venue, movie theater, and extensive ground floor retail and dining space. As part of the development, 7 acres of open and green space are planned and illustrated in this document.

The proposed project (Nashville Yards – Parcels 03) is situated on 2.34 acres of a 6.59 acre parcel within Council District 19 on parcel ID: 09305018600 (Map 93.05 Parcel 204) which is zoned in the Downtown Core Subdistrict of the Nashville Downtown Code. The project site is bound by Church Street to the north, Lower 10th Avenue N to the east, and the CSX rail line to the west.

The proposed project (Nashville Yards – Parcel 09) is situated on 5.52 acres within Council District 19 on three (3) parcel IDs: 09305440500 (Map 093-05-4 Parcel 405), 09305440600 (Map 093-05-4 Parcel 406), and 09305440700 (Map 093-05-4 Parcel 407) which is zoned in the Downtown Core Subdistrict of the Nashville Downtown Code. The project site is bound by Church Street to the North, Commerce Street to the South, 9th Street to the East, and 10th Street to the West.

#### [Refer to Exhibit A: Masterplan for Nashville Yards]

As part of the Nashville Yards development a new elevated roadway, Platform South, is being proposed to provide new active uses adjacent to Church Street that will define a vibrant gateway into the Downtown Core. This new Platform South roadway allows for a pedestrian-focused connection between Parcel 09 to the Parcels directly West (Parcels 02 and 03), which will have retail and dining spaces. While Platform South (Upper 10th Avenue) focuses on pedestrian activity and building entrances, the 10th Avenue Lower 10th Avenue is primarily focused on vehicular circulation, ride share, and access.

### [Refer to Exhibit A: Masterplan for Nashville Yards]

# **BUILDING PROGRAM**

#### **PROJECT HEIGHT AND AREA - PARCEL 03**

The Parcel 03 project consists of a 35 story mixed use Office Tower which rises 504'-0" measured from the new Platform South public right-of-way (+486'-0"[MSL]), and a future planned 43 story mixed use Office Tower which rises up to 600'-0" measured from Church Street public right-of-way. The project is composed of approximately 1,590,725 GSF of combined office, retail / restaurant space, and approximately 849,448 GSF of garage parking totaling approximately 2,440,173 GSF of construction. The two Office Towers are on the remaining two-thirds of the overall site, on Parcel 3. The garage extends below the towers to the limits of Parcel 03.

### [Refer to Exhibit A: Masterplan for Nashville Yards and Appendix A-1: P03 Design Drawings]

#### Below Grade Parking Garage & Service Loading:

The below-grade parking and service loading areas are located at the 10th Street Level (B2) and 3 levels below grade. Service docks are internal to the project footprint and dock areas have been located in an area convenient to both towers. Reference parking diagram in Exhibit A: Masterplan for allocation of parking spaces.

#### Tower 3 Office Tower

35 story, 650,000 RSF office tower, including ground level lobby and retail, 2nd level shared amenity and 9 levels of above grade parking under office tower floors above. Core and shell construction includes build of of cores at typical office levels, amenity, parking, service and lobby areas. Retail core and shell will be fully enclosed with complete envelope and ready for tenant build out.

#### Future Tower 34 Office Tower

Includes plan for 43 story 800,000 RSF office tower, including ground level lobby and retail, 2nd level shared amenity and 9 levels of above grade parking under office tower floors above. Core and shell construction includes build of of cores at typical office levels, amenity, parking, service and lobby areas. Retail core and shell will be fully enclosed with complete envelope and ready for tenant build out.

#### [Refer to Appendix A-1: P03 Design Drawings]

#### PROJECT HEIGHT AND AREA - PARCEL 09

The Parcel 09 development is comprised of six (6) main components: a Mixed Use Building, an Event Venue, two (2) Residential towers, a future building volume, and below-grade Parking. The project consists of approximately 465,153 GSF for the Mixed-Use Building, approximately 125,804 GSF for the Event Venue, approximately 455,167 GSF and 451,837 GSF for the two Residential Towers, and approximately 970,790 GSF of garage parking – totaling 2,463,036 GSF of Construction. Between these four (4) main building volumes is an internal pedestrian-focused 'paseo,' which is lined with dining options, outdoor seating, vegetation, landscape and site lighting.

## [Refer to Exhibit A: Masterplan for Nashville Yards and Appendix A-2: P09 Design Drawings]

#### Component 00) Parking Garage & Service Loading:

The below-grade parking and service loading areas are located at the 10th Street Level (P2) and 3 levels below grade. Service docks are internal to the project footprint and separate dock areas have been located for each of the main project components (Mixed Use, Event Venue and Residential). Reference parking diagram in Exhibit A: Masterplan for allocation of parking spaces.

# Component 01 (9A1) Mixed-Use Office Building:

The Mixed-Use Building is a 12-story building (measured from Platform Way S) located at the North/West edge of the property at the corner of Church Street and Platform Way S. The program consists of Reatil and Food+Beverage outlets on Level 1, Big Box retail component on Level 2, a Cinema on Level 3/4 and Creative Office spaces on Levels 5 through 12.

## Component 02 (9A2) Event Venue:

The Event Venue is located internally to the project along the West edge, bounded by Platform Way S and internal pedestrian paseos. This venue will have the capacity of +/- 4,000 people (standing) for live music concerts. It will also be utilized for banquets, conferences and other corporate events. The main level of the Music Venue is located on Level 2 (one level above the pedestrian plaza level) which allows for additional Retail and Food+Beverage outlets to be located with pedestrian access from the internal paseos and Platform Way S.

#### Components 03 + 04 (9A3 + 9B3) Residential Towers:

The Residential Towers located on the South/East and South/West edge of the property along Commerce Street and 10th Street. Commerce Street slopes approximately 19 feet from East to West, giving the Residential Towers two levels of access, one at 10th Street and one at Platform Way S. The 34 and 35 story towers (measured from Platform Way S) consists of 696 residential units, meeting room spaces, food and beverage outlets, retail spaces, a fitness center, level 03 pool and associated back-of-house areas. Measured from the new Platform Way S public right-of-way (+486'-7"), the towers rise 373'-9" and 384'-5".

#### Components 05 (9B1 + 9B2) Future Built Volume(s):

Future Built Volume(s)

[Refer to Appendix A-2: P09 Design Drawings]

# NASHVILLE YARDS; PARCEL 03 MODIFICATION REQUESTS: DOWNTOWN CORE SUBDISTRICT

Per the Nashville Downtown Code

Section IV; General Standards; Calculations: Measurement from "Grade"

Unless otherwise indicated, reference to measurements from "grade" shall be calculated using the average elevation along the public right-of-way fronting the property. Thus, grade will generally be measured from the public sidewalk, not from grade on site.

**Explanation:** Lower 10th Avenue stretches in the north / south orientation beneath the elevated structure of Church Street adjacent to the eastern edge of the proposed project. The current right of way along Lower 10th Avenue is located between +456'-0" and +472'-0"[MSL]. The Nashville Yards development proposes the construction of an elevated roadway above Lower 10th Avenue to create pedestrian and vehicular access throughout the development that extends from Commerce to the northern end of the property at Church Street. The proposed elevation of Upper 10th Avenue South adjacent to this project is approximately +486'-0" [MSL] which is level with the existing Church Street bridge. The primary pedestrian/vehicular experiences and entrances are positioned at this elevation on Upper 10th Avenue for Office Tower Components 3 and 4. Building service entrances, utility access, loading docks, and secondary vehicular entrances are assigned to Lower 10th Avenue. Primary Fire Access will be from Upper 10th Avenue and Church Street. Clearance for emergency vehicles will be maintained at Lower 10th Avenue.

Request 1: Approval of Measurements from "Grade" to be established from the new public right of way along Upper 10th Avenue N at approximately+486'-0" [MSL] in lieu of the current grade located at Lower 10th Avenue N at approximately +456'-0" [MSL] for Office Tower Components 3 and 4.

[Refer to Appendix A-1: Design Drawings P03]

Section IV; General Standards; Calculations; Measurement of Height

Unless otherwise specified herein, the height of buildings shall be measured in stories.

Basements are not considered stories for the purposes of determining building height.

Building height shall be measured from each Street Frontage (excluding Other streets alleys) or Open Space.

**Explanation:** Reference Request 1 listed above pertaining to the proposed Upper 10th configuration and generation of new primary pedestrian and vehicular entrances. With primary pedestrian and vehicular access and experiences being directed to Upper 10th Avenue N and Church Street, the primary program is situated within the stories above this datum. Space between Upper 10th Avenue N and Lower 10th Avenue N are reserved for building services, vehicular access, and vehicular parking for Office Tower Components 3 and 4.

Request 2: Approve request to begin Measurement of Height from the primary pedestrian and vehicular access points along the Upper 10th Avenue N datum located at approximately +486'-0"[MSL] for Office Tower Components 3 and 4.

[Refer to Appendix A-1: Design Drawings P03]

Section II; Subdistrict Standards; Downtown Core Subdistrict: Building Regulations; Section A: Allowed Frontage Types with Required Build-to Zone:

Primary Street: Church Street – Storefront Frontage: 0'-10'

Stoop Frontage: 5'-10'

Secondary Street: Platform South - Storefront Frontage: 0'-10'

Stoop Frontage: 5'-10'

Secondary Street: Lower 10th Avenue - Storefront Frontage: 0'-10'

Stoop Frontage: 5'-10'

**Explanation:** Architectural building assemblies front nearly the entire length of both Church Street and Upper 10th Avenue N and are interrupted by vehicular entrance, exit points to structure parking garage, and pedestrian sidewalk retail access points. Entrances and storefronts to the primary office lobby, and retail spaces are all positioned adjacent to the public right of way. Additionally, retail storefronts are provided along the CSX railroad adjacent to Church Street to activate this location and further define the threshold into the Downtown Core. The building storefronts do not strictly comply with the 10'-0" frontage and 5'-10' stoop frontage build-to zone (related to the existing property lines/public right of way) and vary along both streets to create diverse, larger outdoor spaces and experiences for pedestrians along Church Street and Upper 10th Avenue S. that relate to the scale of the tower above.

Request 3: Approval of architectural storefront frontage configurations as depicted on the submitted plans.

[Refer to Appendix A-1: Design Drawings P03]

Section II; Subdistrict Standards; Downtown Core Subdistrict: Building Regulations; Section B: Façade Width:

Primary Street: Church Street – 80% of Lot frontage min. Secondary Street: Upper 10th Avenue - 80% of Lot frontage min. Secondary Street: Lower 10th Avenue - 80% of Lot frontage min.

**Explanation:** Architectural façades compose nearly 100% of Lot frontages/widths of both Church Street and Upper 10th Avenue N. Ground level facades are interrupted by vehicular entrance, exit points to structure parking garage, and pedestrian sidewalk retail access points. As noted in the previous request, the building storefronts do not strictly comply with the 10'-0" frontage and 5'-10' stoop frontage build-to zone (related to the existing property lines/public right of way) and vary along both streets to create diverse, larger outdoor spaces and experiences for pedestrians along Church Street and Upper 10th Avenue N. that relate to the scale of the towers above and denote entry points for pedestrians and vehicles.

Request 4: Approval for frontages as depicted within the DRC submittal book that are positioned beyond the 0'-10' build-to zone be permitted to contribute toward the façade width and lot frontage minimum of 80%.

[Refer to Appendix A-1: Design Drawings P03]

Section IV; General Standards: Street Character; Street Trees:

Shade-producing street trees shall be planted in the public right-of-way along the length of the lot frontage at a maximum spacing of fifty feet or in accordance with the regulations of Metro departments and agencies.

**Explanation:** Street Trees will be incorporated along Upper 10th Avenue S. as required by this excerpt from the downtown code to create a lush, pedestrian friendly environment along the street edge. Along the Church Street frontage, the design team is requesting that the requirement for street trees be waived given that the trees would need to be incorporated into an existing elevated structure. Additionally, the design team is allowing for alternate methods of landscaping and design features to enhance the pedestrian experience.

Request 5: Approval of request to omit street trees along Church Street frontage.

[Refer to Appendix A-1: Design Drawings P03]

Section IV; General Standards: Street Character; Street Trees:

Shade-producing street trees shall be planted in the public right-of-way along the length of the lot frontage at a maximum spacing of fifty feet or in accordance with the regulations of Metro departments and agencies.

**Explanation:** Per previous Modification requests, the primary pedestrian and vehicular access points and experiences (active uses) along Lower 10th Avenue have been relocated to the Church Street and Upper 10th Avenue S. level to strengthen the threshold and entrance to downtown along Church Street. Street trees in compliance with the Downtown Code will be provided along Upper 10th Avenue S. With the creation of Upper 10th Avenue S, access to natural light will be restricted along Lower 10th Avenue. Environmental conditions along this lower street will not be adequate to support street trees. Therefore, the design team requests that the requirement for street trees along Lower 10th Avenue be waived.

#### Request 6: Approval of request to omit street trees along Lower 10th Avenue frontage.

[Refer to Appendix A-1: Design Drawings P03]

Section IV; General Standards: Lots and Frontages; Active Use:

An active ground floor use requirement shall mean a habitable space occupied by retail, office, residential, institutional or recreational uses, specifically excluding parking and mechanical uses.

An active use is required on the ground floor of all Primary streets, Secondary streets, Open Space and pedestrian passages. An active use is encouraged on Tertiary streets, particularly if the Tertiary street is the only street frontage, but is not required.

**Explanation:** Per previous Modification requests, the primary pedestrian and vehicular access points and experiences (active uses) along Lower 10th Avenue N have been relocated to the Church Street and Upper 10th Avenue S. level to strengthen the threshold and entrance to downtown along Church Street. With the creation of Upper 10th Avenue S, access to natural light will be restricted along Lower 10th Avenue N. Environmental conditions along this lower street will not be adequate to support most active uses such as retail, office, residential, institutional and recreational spaces as specified within the Downtown Code. Therefore, the design team requests that the requirement for active uses along Lower 10th Avenue be waived.

Request 7: Approval of request to omit the requirement for Active Use along the Lower 10th Avenue frontage and consider active uses along Church street and Upper 10th Avenue S as the ground level for the this project.

[Refer to Appendix A-1: Design Drawings P03]

Section IV; General Standards: Parking and Access: Specific to Structured Parking: Vehicular Access

Vehicular openings to parking structures shall not exceed thirty-five feet in width. Vehicular openings shall have a minimum spacing of thirty-five feet.

**Explanation:** Four curb cuts are proposed along the frontage of Lower 10th Avenue. Two curb cuts are designated for Parking Garage Entrances and Exits. The third and fourth are designated for the loading dock and trash / recycle services. The proposed curb cuts measure 40'-0", 40'-0", 42'-3", and 20'-0" respectively. The extended widths permit flexibility and traffic management to minimize queueing on Lower 10th Avenue and to allow more cars to enter and exit the garage during peak hours. Additionally, the extensions permit more space to maneuver around structural column supports for the Upper 10th Avenue S. assemblies above.

Request 8: Approval of curb cuts that exceed the specified 35'-0" maximum along Lower 10th Avenue North.

[Refer to Appendix A-1: Design Drawings P03]

aSection IV; General Standards: Parking and Access: Specific to Structured Parking: Vehicular Access

Vehicular openings to parking structures shall not exceed thirty-five feet in width. Vehicular openings shall have a minimum spacing of thirty-five feet.

**Explanation:** One curb cut is proposed along the frontage of Church and One along Upper 10th Avenue. Both curb cuts are designated for Parking Garage Entrances and Exits. The curb cut along Church is 24'-0" and the curb cut along Upper 10th Avenue is 40'-0". This extended curb cut along Upper 10th Avenue allows for adequate space for entrance and exit maneuvering. The extended widths permit flexibility and traffic management to minimize queueing on Upper 10th Avenue S. and to allow more cars to enter and exit the garage during peak hours.

Request 9: Approval of curb cuts that exceed the specified 35'-0" maximum along Upper 10th Avenue South.

[Refer to Appendix A-1: Design Drawings P03]

# NASHVILLE YARDS; PARCEL 09 MODIFICATION REQUESTS: DOWNTOWN CORE SUBDISTRICT

Section IV: General Standards: Calculations: Measurement from "Grade"

Unless otherwise indicated, reference to measurements from "grade" shall be calculated using the average elevation along the public right-of-way fronting the property. Thus, grade will generally be measured from the public sidewalk, not from grade on site.

**Explanation:** 10th Avenue stretches in the north / south orientation beneath the elevated structure of Church Street adjacent to the eastern edge of the proposed project. The current right of way along 10th Avenue is located between +456'-0" and +472'-0"[MSL]. The Nashville Yards development proposes the construction of an elevated roadway above 10th Avenue to create pedestrian and vehicular access throughout the development that extends from Commerce to the northern end of the property at Church Street. The proposed elevation of Platform Way S adjacent to this project is approximately +486'-0" [MSL] which is level with the existing Church Street bridge. The primary pedestrian/vehicular experiences and entrances are positioned at this elevation on Platform Way S for the four (4) built volumes. Building service entrances, utility access, loading docks, and secondary vehicular entrances are assigned to 10th Avenue. Primary Fire Access will be from Platform Way S, Church Street, Commerce St. and 9th Street. Clearance for emergency vehicles will be maintained at all perimeter streets.

Request 1: Approval of Measurements from "Grade" to be established from the public right of way along Church Street and the private Platform Way S at approximately+486'-0" [MSL] in lieu of the current grade located at 10th Avenue at approximately +456'-0" [MSL] for built Components 01, 02, 03, 04, and 05.

[Refer to Appendix A-2: Design Drawings P09]

Section IV; General Standards; Calculations; Measurement of Height

Unless otherwise specified herein, the height of buildings shall be measured in stories.

Basements are not considered stories for the purposes of determining building height.

Building height shall be measured from each Street Frontage (excluding Other streets alleys) or Open Space.

**Explanation:** Reference Request 1 listed above pertaining to the proposed Platform Way S configuration and generation of new primary pedestrian and vehicular entrances. With primary pedestrian and vehicular access and experiences being directed to Platform Way S, the primary program is situated within the stories above this datum. Space between Platform Way S and 10th Avenue are reserved for building services, vehicular access, and vehicular parking for Components 01 and 02. Vehicular access, and vehicular parking for Components 03 and 04 will be directed from Commerce Street.

Request 2: Approve request to begin Measurement of Height from the primary pedestrian and vehicular access points along the Platform Way S datum located at approximately +486'-0"[MSL] for Residential Tower Components 03 and 04.

[Refer to Appendix A-2: Design Drawings P09]

Section II; Subdistrict Standards; Downtown Core Subdistrict: Building Regulations; Section A: Allowed Frontage Types with Required Build-to Zone:

Primary Street: Church Street - Storefront Frontage: 0'-10'

Stoop Frontage: 5'-10'

Secondary Street: Platform Way S - Storefront Frontage: 0'-10'

Stoop Frontage: 5'-10'

Secondary Street: 10th Avenue - Storefront Frontage: 0'-10'
Stoop Frontage: 5'-10'

**Explanation:** Architectural building assemblies front nearly the entire length of both Church Street and Platform Way S and are interrupted by vehicular entrance, exit points to structure parking garage, and pedestrian sidewalk retail access points. Entrances and storefronts to the primary office lobby, and retail spaces are all positioned adjacent to the public right of way. The building storefronts do not strictly comply with the 10'-0" frontage and 5'-10' stoop frontage build-to zone (related to the existing property lines/public right of way) and vary along both streets to create diverse, larger outdoor spaces and experiences for pedestrians along Church Street and Platform Way S that relate to the scale of the built volumes above.

Request 3: Approval of architectural storefront frontage configurations as depicted on the submitted plans.

## [Refer to Appendix A-2: Design Drawings P09]

Section II; Subdistrict Standards; Downtown Core Subdistrict: Building Regulations; Section B: Facade Width:

Primary Street: Church Street - 80% of Lot frontage min.
Secondary Street: Platform Way S - 80% of Lot frontage min.
Secondary Street: 10th Avenue - 80% of Lot frontage min.

**Explanation:** Architectural facades compose nearly 100% of Lot frontages/widths of both Church Street and Platform Way S. Ground level facades are interrupted by vehicular entrance, exit points to structure parking garage, and pedestrian sidewalk retail access points. As noted in the previous request, the building storefronts do not strictly comply with the 10'-0" frontage and 5'-10' stoop frontage build-to zone (related to the existing property lines/public right of way) and vary along both streets to create diverse, larger outdoor spaces and experiences for pedestrians along Church Street and Platform Way S that relate to the scale of the towers above and denote entry points for pedestrians and vehicles.

Request 4: Approval for frontages as depicted within the DRC submittal book that are positioned beyond the 0'-10' build-to zone be permitted to contribute toward the facade width and lot frontage minimum of 80%.

[Refer to Appendix A-2: Design Drawings P09]

Section IV; General Standards: Street Character; Street Trees:

Shade-producing street trees shall be planted in the public right-of-way along the length of the lot frontage at a maximum spacing of fifty feet or in accordance with the regulations of Metro departments and agencies.

**Explanation:** Street Trees will be incorporated along Platform Way S as required by this excerpt from the downtown code to create a lush, pedestrian friendly environment along the street edge. Along the Church Street frontage, the design team is requesting that the requirement for street trees be waived given that the trees would need to be incorporated into an existing elevated structure. Additionally, the design team is allowing for alternate methods of landscaping and design features to enhance the pedestrian experience.

Request 5: Approval of request to omit street trees along Church Street frontage.

[Refer to Appendix A-2: Design Drawings P09]

Section IV; General Standards: Street Character; Street Trees:

Shade-producing street trees shall be planted in the public right-of-way along the length of the lot frontage at a maximum spacing of fifty feet or in accordance with the regulations of Metro departments and agencies.

**Explanation:** Per previous Modification requests, the primary pedestrian and vehicular access points and experiences (active uses) along 10th Avenue have been relocated to the Church Street and Platform Way S level to strengthen the threshold and entrance to downtown along Church Street. Street trees in compliance with the Downtown Code will be provided along Platform Way S. With the creation of Platform Way S, access to natural light will be restricted along 10th Avenue. Environmental conditions along this lower street will not be adequate to support street trees. Therefore, the design team requests that the requirement for street trees along 10th Avenue be waived.

Request 6: Approval of request to omit street trees along 10th Avenue frontage.

[Refer to Appendix A-2: Design Drawings P09]

Section IV; General Standards: Lots and Frontages; Active Use:

An active ground floor use requirement shall mean a habitable space occupied by retail, office, residential, institutional or recreational uses, specifically excluding parking and mechanical uses.

An active use is required on the ground floor of all Primary streets, Secondary streets, Open Space and pedestrian passages. An active use is encouraged on Tertiary streets, particularly if the Tertiary street is the only street frontage, but is not required.

**Explanation:** Per previous Modification requests, the primary pedestrian and vehicular access points and experiences (active uses) along 10th Avenue have been relocated to the Church Street and Platform Way S level to strengthen the threshold and entrance to downtown along Church Street. With the creation of Platform Way S, access to natural light will be restricted along 10th Avenue. Environmental conditions along this lower street will not be adequate to support most active uses such as retail, office, residential, institutional and recreational spaces as specified within the Downtown Code. Therefore, the design team requests that the requirement for active uses along 10th Avenue be waived.

Request 7: Approval of request to omit the requirement for Active Use along the 10th Avenue frontage and consider active uses along Church street and Platform Way S as the ground level for the this project.

[Refer to Appendix A-2: Design Drawings P09]

Section IV; General Standards: Parking and Access: Specific to Structured Parking: Vehicular Access

Vehicular openings to parking structures shall not exceed thirty-five feet in width. Vehicular openings shall have a minimum spacing of thirty-five feet.

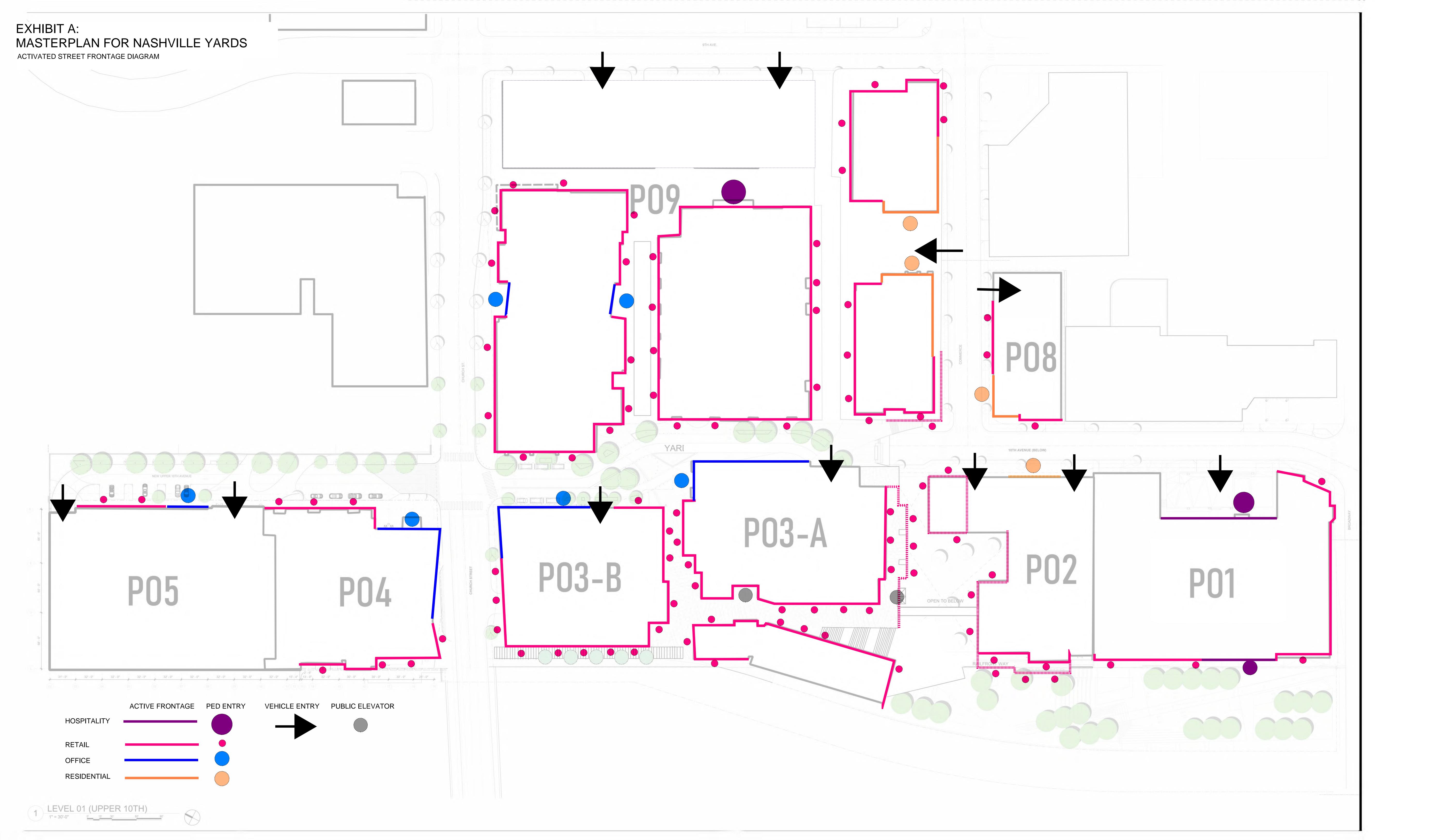
**Explanation:** Three (3) curb cuts are proposed along the frontage of 10th Avenue. Two curb cuts are designated for Parking Garage Entrances and Exits. The third is designated for the loading dock and trash / recycle services. The proposed curb cuts measure approximately 30'-0", 40'-0", and 50'-0" respectively. The extended widths permit flexibility and traffic management to minimize queuing on 10th Avenue and to allow more cars to enter and exit the garage during peak hours. Additionally, the extensions permit more space to maneuver around structural column supports for the Platform Way South assemblies above.

Request 8: Approval of curb cuts that exceed the specified 35'-0" maximum along 10th Avenue.

[Refer to Appendix A-2: Design Drawings P09]



#### **EXHIBIT A:** MASTERPLAN FOR NASHVILLE YARDS NO PARKING (FROST not shown) DEVELOPMENT PARKING ALLOCATION NO PARKING (P07 NOT SHOWN) BELOW GRADE\* **ABOVE GRADE\*** PARCEL 09B2 Levels Spaces Levels **Parcel Name** Spaces PARCEL 09B1 **PARCEL** Parcel 1: Grand Hyatt 0 09B3 Parcel 2: Residential 543 3 \*\* 521 Parcel 3a: Office Tower 591 5 \*\* 811 9 Parcel 3b: Office Tower 9 591 5 \*\* 190 0 97 Parcel 4: Tower 1 Parcel 5: Tower 2 747 1,037 Parcel 6: Frost Building (Rehab) 0 Parcel 7: Future Site 0 0 Parcel 8: Future Site 0 0 Parcel 9A1: Office / MXD 0 5 468 Parcel 9A2: Music Venue 0 5 322 PARCEL 09A2 PARCEL 09A1 PARCEL Parcel 9A3: Residential 0 5 342 Parcel 9B1: Future 301 0 09A3 Parcel 9B2: Future 0 5 322 Parcel 9B3: Residential 0 5 311 Totals ABOVE GRADE\* BELOW GRADE\* PARCEL Levels Spaces Levels Spaces 08 2,472 54 5,039 \*Grade is measured from Church Street. \*One Level in each count as indicated with includes double ceiling height to include extra parking density below grade or convertibility into office space. 8 8 88 PARCEL 03A PARCEL 04 PARCEL 05 PARCEL 03B PARCEL 02 PARCEL 01 1 LEVEL 01 (UPPER 10TH)















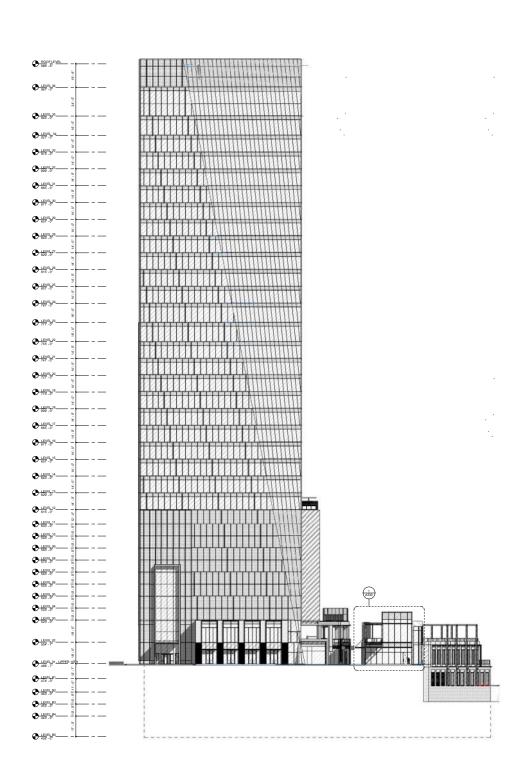


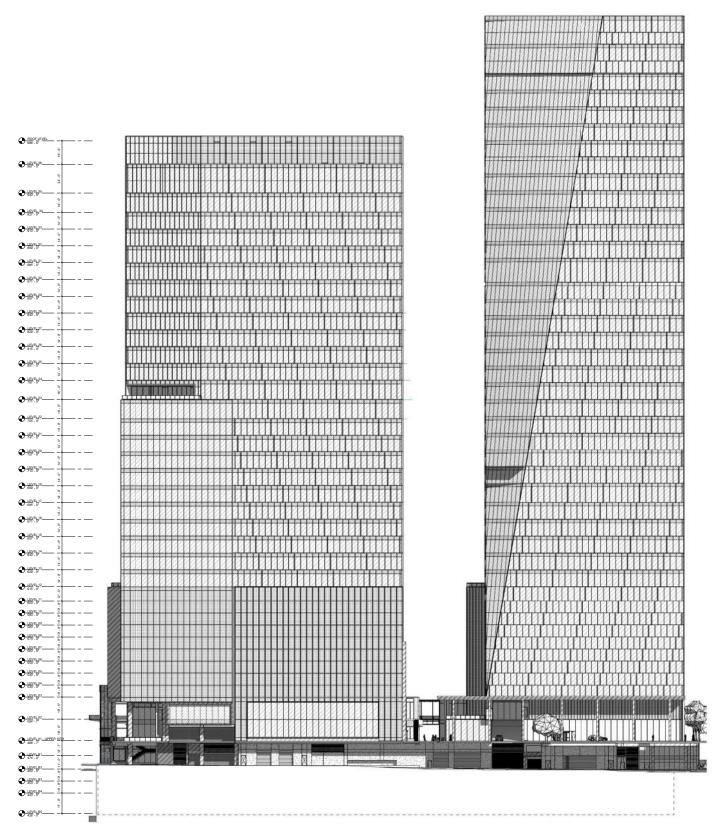
**EXHIBIT A:** MASTERPLAN FOR NASHVILLE YARDS **9TH AVENUE** PARCEL 03 LOCATION PLAN P09 **AEG ENTERTAINMENT DISTRICT** COMMERCE STREET **PLATFORM NORTH** CHURCH STREET **EXTENTS P08 PLATFORM SOUTH EXTENTS** PEDESTRIAN VERTICAL CIRCULATION POINT #2 **PLATFORM SOUTH** LOWER 10TH AVENUE PLATFORM NORTH 8 8 8 68 P03-A P03-B PO3 GARAGE ELEVATORS **P01 P05 P04** BROADWAY , N·0 PARCELS 04-05 OFFICE BUILDING PARCEL 03-B PARCEL 03-A **PEDESTRIAN VERTICAL GRAND HYATT OFFICE BUILDING OFFICE BUILDING CIRCULATION POINT #1 PARKING GARAGE** NASHVILLE YARDS OPEN SPACE (FORMER CSX PARCEL) **PARCELS 03 OFFICE BUILDING AND PARKING GARAGE** 

**EXHIBIT A:** MASTERPLAN FOR NASHVILLE YARDS **9TH AVENUE** PARCEL 03 USE PLAN P09 COMMERCE STREET PLATFORM NORTH EXTENTS CHURCH STREET **P08** PLATFORM SOUTH EXTENTS **PLATFORM SOUTH LOWER 10TH AVENUE** PLATFORM NORTH 8 8 8 68 RETAIL 5,286 SF **P02 P01** P05 **P04** BROADWAY 

# EXHIBIT A: MASTERPLAN FOR NASHVILLE YARDS

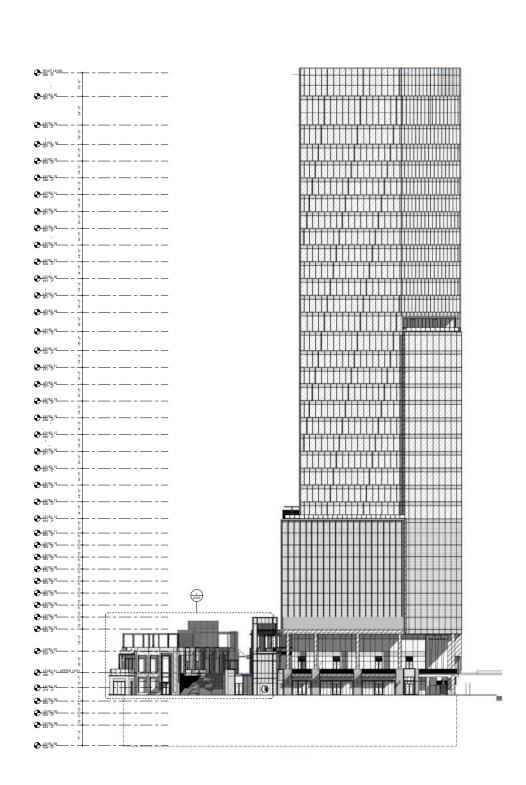
PARCEL 03 EXTERIOR ELEVATIONS

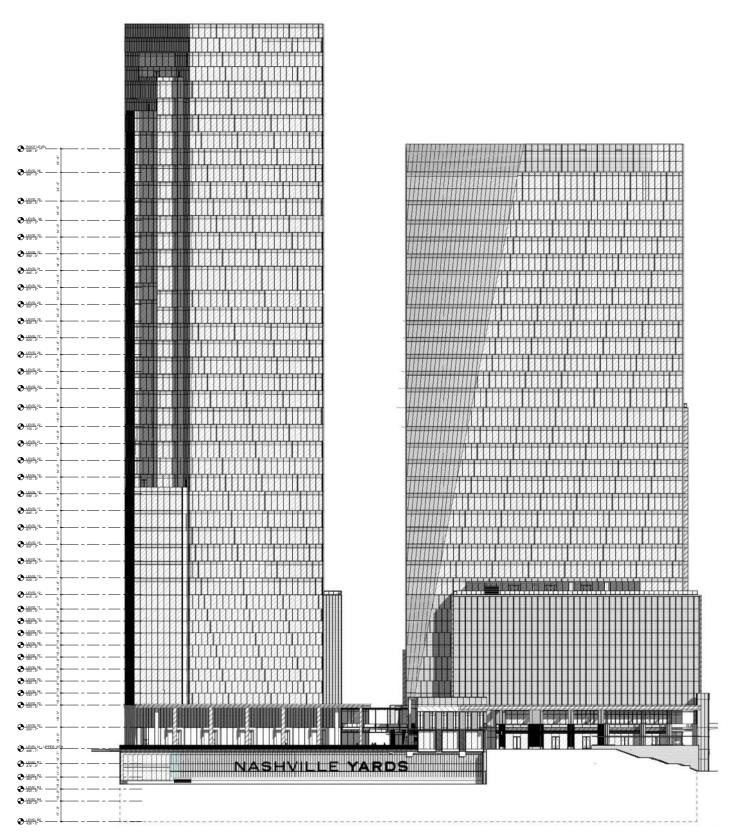




# EXHIBIT A: MASTERPLAN FOR NASHVILLE YARDS

PARCEL 03 EXTERIOR ELEVATIONS







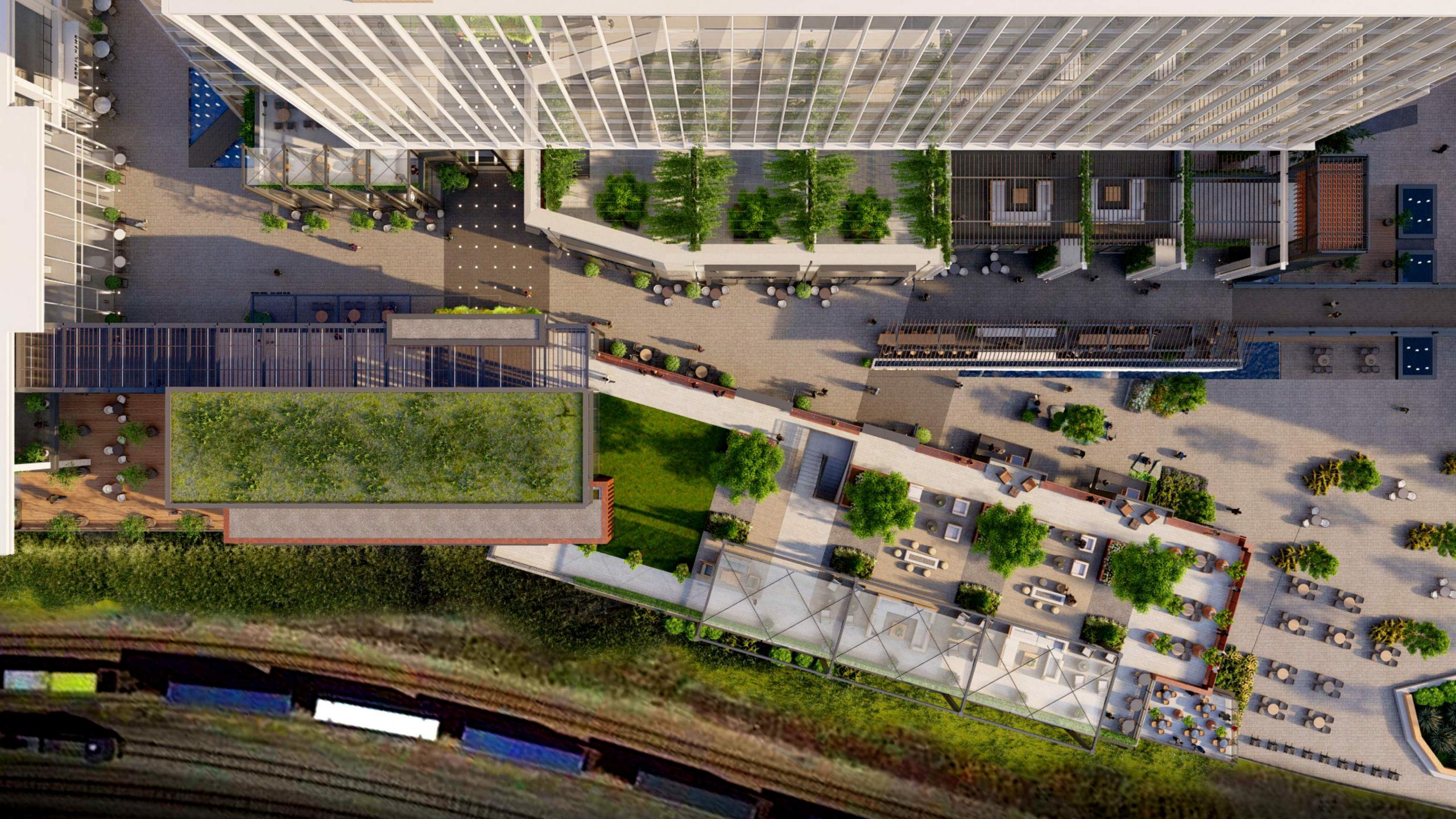










































# PARKING ENTRY

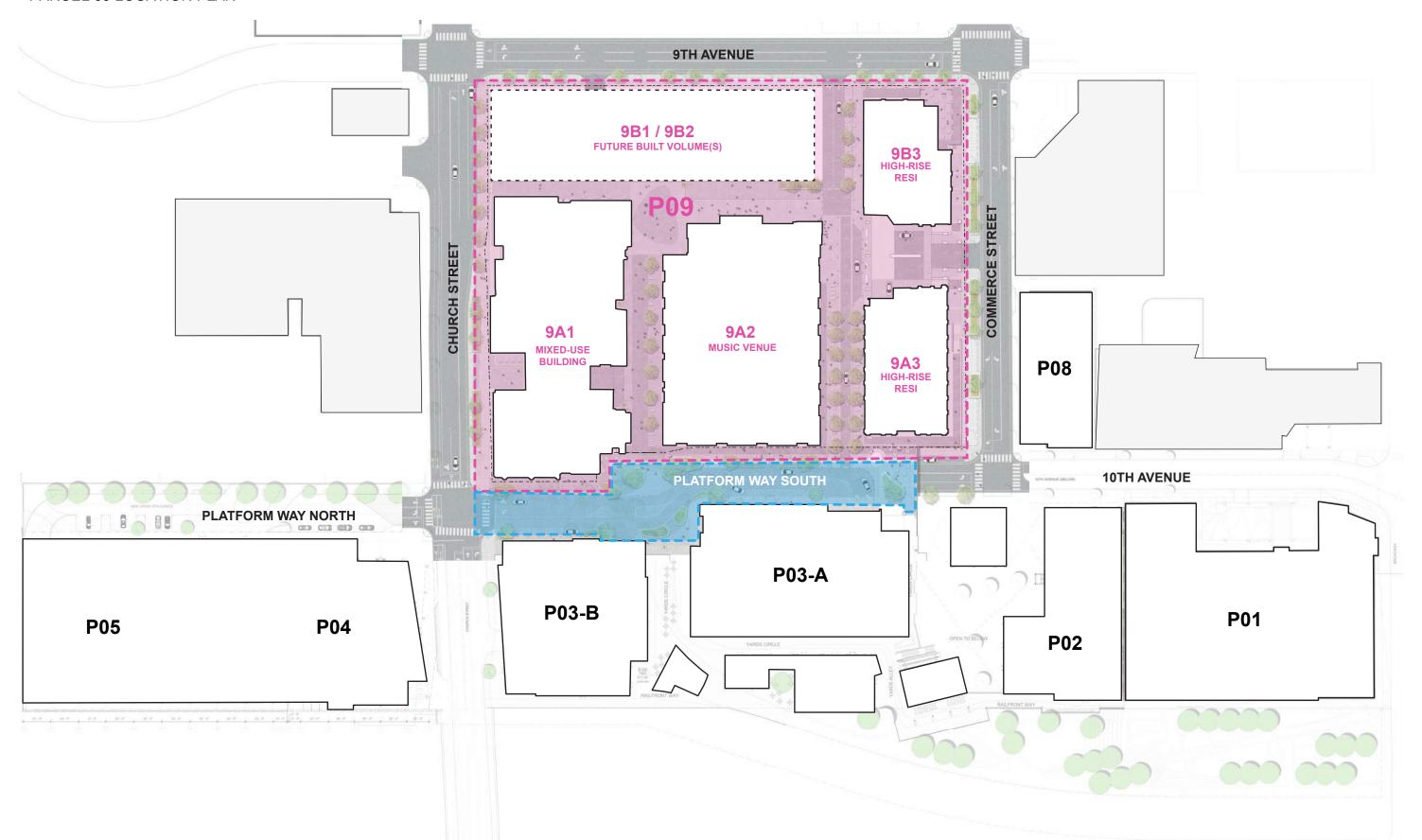
VEHICLE CLEARANCE 7'2"

VEHICLE CLEARANCE 7'2"



EXHIBIT A: MASTERPLAN FOR NASHVILLE YARDS

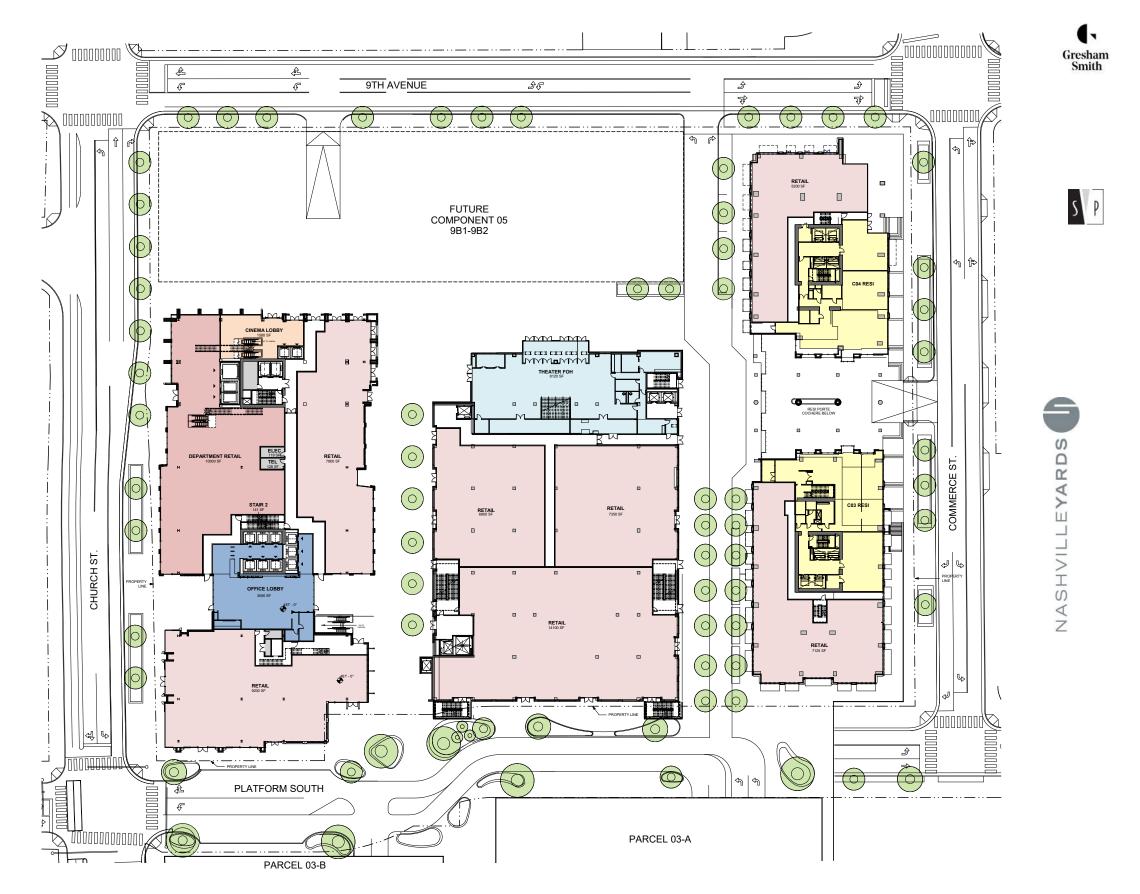
PARCEL 09 LOCATION PLAN

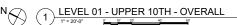


## NASHVILLE YARDS PARCEL 09 - PAGE 9

## EXHIBIT A: MASTERPLAN FOR NASHVILLE YARDS

PARCEL 09 USE PLAN

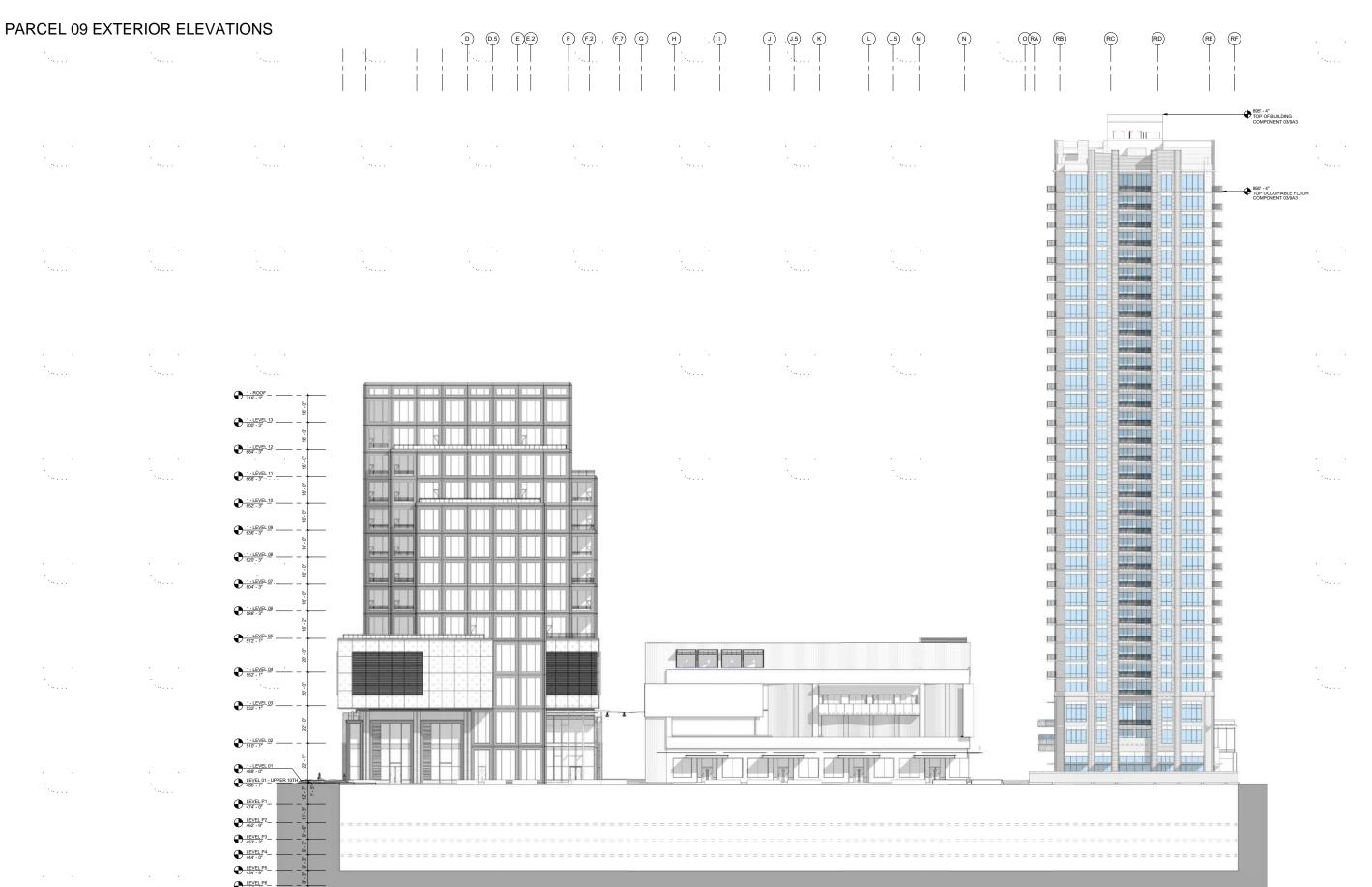








### EXHIBIT A: MASTERPLAN FOR NASHVILLE YARDS





### EXHIBIT A: MASTERPLAN FOR NASHVILLE YARDS

