

Circle South Downtown Code Height Modification Application

Property Information:

Address: 410 8th Ave South, Nashville TN
Owner: Circle South Holdings (TN), LLC.
Applicant: Circle South Holdings (TN), LLC.
An Affiliate of Lincoln Property Company

Site Acreage: 1.92 Acres Total
Parcel ID: 09310005800 (Map 93-1 Parcel 58 / 0.16 Acres)
09310006000 (Map 93-1 Parcel 60 / 0.54 Acres)
09310006100 (Map 93-1 Parcel 61 / 0.20 Acres)
09310006600 (Map 93-1 Parcel 66 / 0.21 Acres)
09310006700 (Map 93-1 Parcel 67 / 0.23 Acres)
09310007000 (Map 93-1 Parcel 70 / 0.40 Acres)
Alleyways (0.18 Acres)

Council District #: 19
District Council Member: Freddie O'Connell
Zoning: DTC - Lafayette Subdistrict





May 29, 2020

Lucy Kempf, Executive Director
Metropolitan Nashville Planning Department
800 Second Avenue South
Nashville, Tennessee 37201

Subject: Downtown Code Height Modification Request
Circle South Mixed-use Development
Nashville, Tennessee

Dear Ms. Kempf:

On behalf of Lincoln Property Company (“Applicant”), please accept this application for Nashville Downtown Code Height Modification request for the Circle South mixed-use project (“Project”).

Please note that the Project has been reviewed by Nashville City Council District 19 Councilman Freddie O’Connell who has expressed his strong support of the Project and the Applicant’s pursuit of Downtown Code Height Modification.

We believe that the Project’s exceptional design and exemplary contribution to urban fabric of Nashville merit Downtown Code Height Modification.

DESCRIPTION OF THE PROJECT

The site, 410 8th Avenue, is just south of the roundabout joining Korean Veterans Boulevard, Lafayette Avenue, and 8th Avenue. We believe that because of the site’s prominence, and position at the visual terminus of 8th Avenue as one exits the city’s CBD southbound the site presents there should be an equally prominent and iconic building and experience, a landmark that speaks to the artful side of Nashville while presenting a sophisticated and bold addition to the skyline.

The Project includes three programmatic elements:

1. The primary use will be a 535,000 SF office tower resting atop a parking podium clad in glass to conceal parking.
2. The parking podium will consist of 8 levels of above grade parking and 3 levels below. Public parking will be available on site.

Genuine Ingenuity

222 Second Avenue South
Suite 1400
Nashville, TN 37201
615.770.8100
GreshamSmith.com



3. At grade, activating the street will be a series of retail tenant spaces totaling approximately 15,000 SF.

The Project's purpose is:

1. To transform the existing site into an office tower with approximately 535,000 SF of office space with a street level lobby, at grade retail space, and publicly accessible open space.
2. To activate and address the roundabout by placing the main lobby and major retail functions at along the perimeter of the site.
3. To improve the vehicular and pedestrian connectivity and activation around the site. An improved connection will be made between 8th Avenue and 7th Avenue by expanding and improving Alley Number 139. Additionally, a connection between the site and Drexel will be made. These improvements will provide relief to adjacent streets while serving as connections between SoBro and Lafayette districts.

The Property is in the Downtown Lafayette Subdistrict, bordered by the SoBro Subdistrict across 8th Avenue and Lafayette Transitional Subdistrict across Lafayette Avenue. The northern most portion of the Property has T6 policy designation with the highest available density, however, as a full block property, the Project is entitled to 12 stories of height by-right with 4 stories of available bonus height density.

Because the planned total height of the Project is 30 stories, we are seeking an overall height modification. We believe the Project is an appropriate extension of the existing urban core within close proximity of multiple existing or planned projects with 30-35 stories of height.

REASONABLE EFFORTS TO USE ALL BONUSES AVAILABLE UNDER THE BONUS HEIGHT PROGRAM

Applicant has made reasonable efforts to use all appropriate bonuses under the DTC Bonus Height Program, for the Lafayette Subdistrict, as outlined below:

LEED

Pursuing LEED Silver, see page 46 for LEED scorecard.

PERVIOUS SURFACE

Pursuing, as noted on page 38

HISTORIC BUILDING PRESERVATION

Not applicable

OPEN SPACE

Pursuing, as noted on page 39

INCLUSIONARY HOUSING

Not applicable

UPPER LEVEL GARAGE LINER AND UNDERGROUND PARKING

**Gresham
Smith**



Pursuing, as noted on page 34, 35

PUBLIC PARKING

Pursuing, as noted on page 37

Taken together, the commitments for the Project would earn **35 stories** of total height were it not for the limit of 16 stories per code. It is the intent of this submission to only ask for **30 stories**.

EXCEPTIONAL DESIGN MERITING OVERALL HEIGHT MODIFICATION

Pursuant to your communication with the project team that the Project has maximized utilization of the Bonus Height Program, we will utilize the Exceptional Design pathway whereby the Planning Commission may grant an overall height modification. This pathway states that additional height may be achieved for, “exceptional design, including but not limited to unique architecture, exceptionally strong streetscape, and improvement of the project’s relationship to surrounding properties”.

The Project will meet these criteria in the following ways:

Unique Architecture; Exceptionally Strong Streetscape

1. Response to the Roundabout Circle- the office tower offers a response through design and form by “tipping toward” the roundabout and reflecting the geometry of the art found at the center of the roundabout.
2. The design form provides a sustainability benefit of self-shading resulting from “leaning” to the South whereby reducing the solar heat gain of the building.
3. Holistic Exterior Design:
 - a. Though portions of the building’s facades abut adjacent properties or alleys, the building exterior is treated as if all areas will be visible in perpetuity. Glazing has been incorporated throughout to create a pleasing ascetic while concealing the parking podium.
 - b. The building form breaks down into several layered masses, and utilizes a diverse palette of high-quality durable materials resulting in a rich and appropriately scaled pedestrian streetscape.
4. Internal Valet and Rideshare Dropoff have been designed to handle the Project’ ride share, valet and visitor access to the site. The building provides a porte-cochere that’s internal to the site, preventing these uses from congesting roadway frontage.
5. Publicly Accessible Open Space is abundantly provided via a landscaped publicly accessible open space providing a landscape buffer between the sidewalk and building façade, enhancing the pedestrian experience, and the improving public realm.
6. Activation:
 - a. Activation of both Lafayette Avenue and 8th Avenue are achieved with retail tenant spaces, an iconic lobby, and a liner use of second story amenity.



- b. Similar retail activation turns down the improved alley to continue a lively and intentional pedestrian experience. The remaining alley frontage is used for entry to the parking garage and access to the porte-cochere.
- c. Adding curated public space in an area of Nashville's urban core where public space is scarce via the creation of a pedestrian-oriented public pocket park on the roundabout.

Improvement of the Project's Relationship to Surrounding Properties

1. The expanded and improved alleyway connecting 8th Avenue and 7th Avenue provides a major benefit to this project, and the surrounding properties:
 - a. A right turn in, right turn out ingress/egress movement will improve site circulation and decrease the curb cut size necessary for access while also improving the pedestrian experience.
 - b. Alleyway 139 will be widened to accommodate two-way traffic on the site allowing for a free-flowing connection between 7th Avenue and 8th Avenue. The land required to affect this benefit will be donated by the Project.
 - c. Provisions for improving the function and pedestrian use of the intersection of 7th Avenue, Lea Avenue, and Lafayette Avenue are provided.
2. The addition of a light at Drexel and 8th Avenue with a planned connection from the site to Drexel will improve traffic flow and connectivity for the area.
 - a. This will accommodate well-functioning ingress/egress from the site, and improve traffic movements in the area, including the roundabout.
 - b. At 8th Avenue and Drexel intersection, users will be able to make a left turn to head south on 8th Avenue.

CONCLUSION

A favorable ruling whereby the requested Downtown Code Height Modification is granted will enable the Applicant to develop the Project which provides material positive impact on built environment of Nashville. All available Bonus Height via the Bonus Height program have been exhausted beyond the limits of the Nashville Downtown Code. By increasing this limit to the 30 stories requested, the City will not only enable a landmark project to be built, but also materially improve the public and pedestrian realm, and gain an important pedestrian and vehicular connection between 8th Avenue and 7th Avenue.

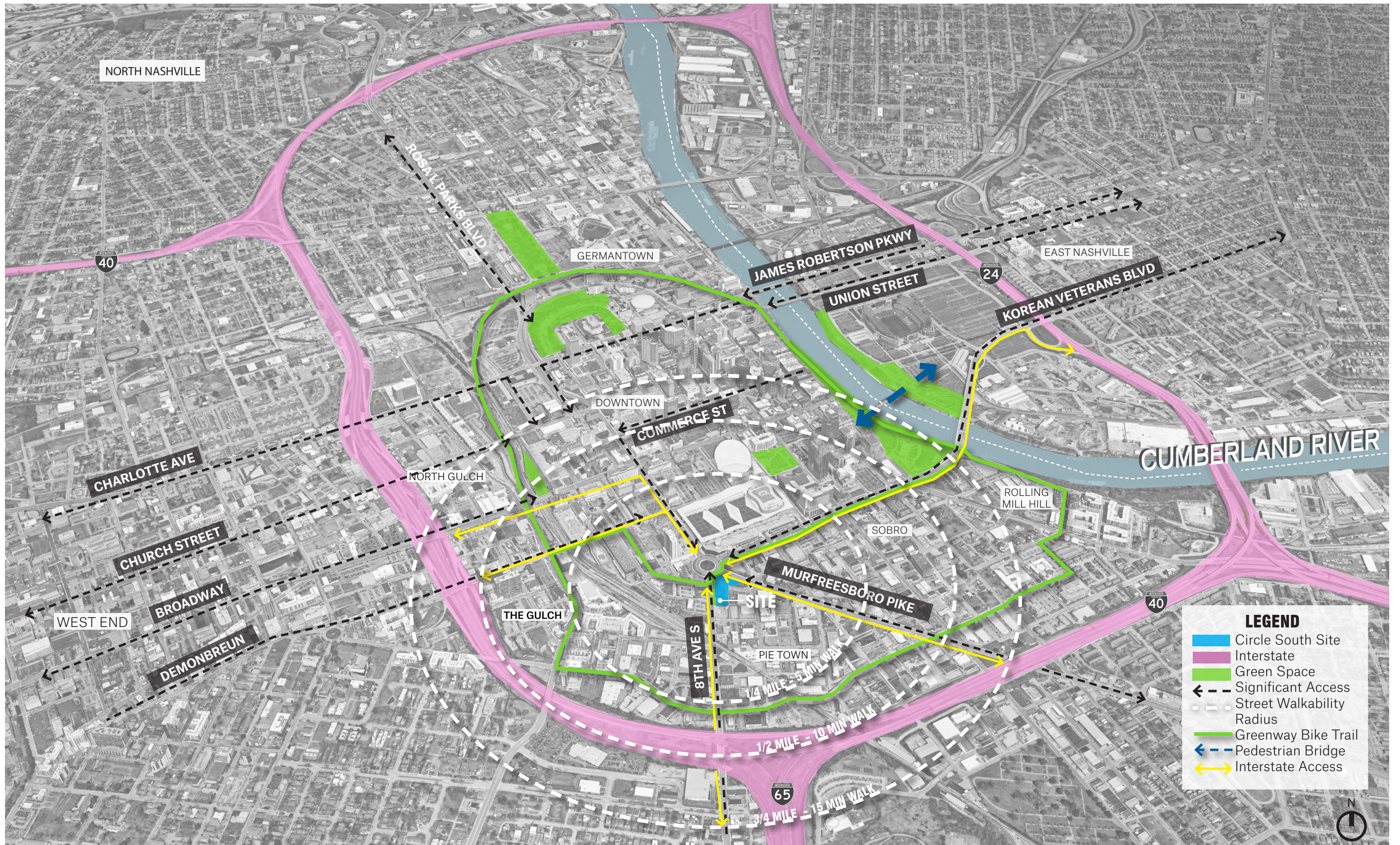
Thank you for your consideration. Please feel free to contact us with any questions.

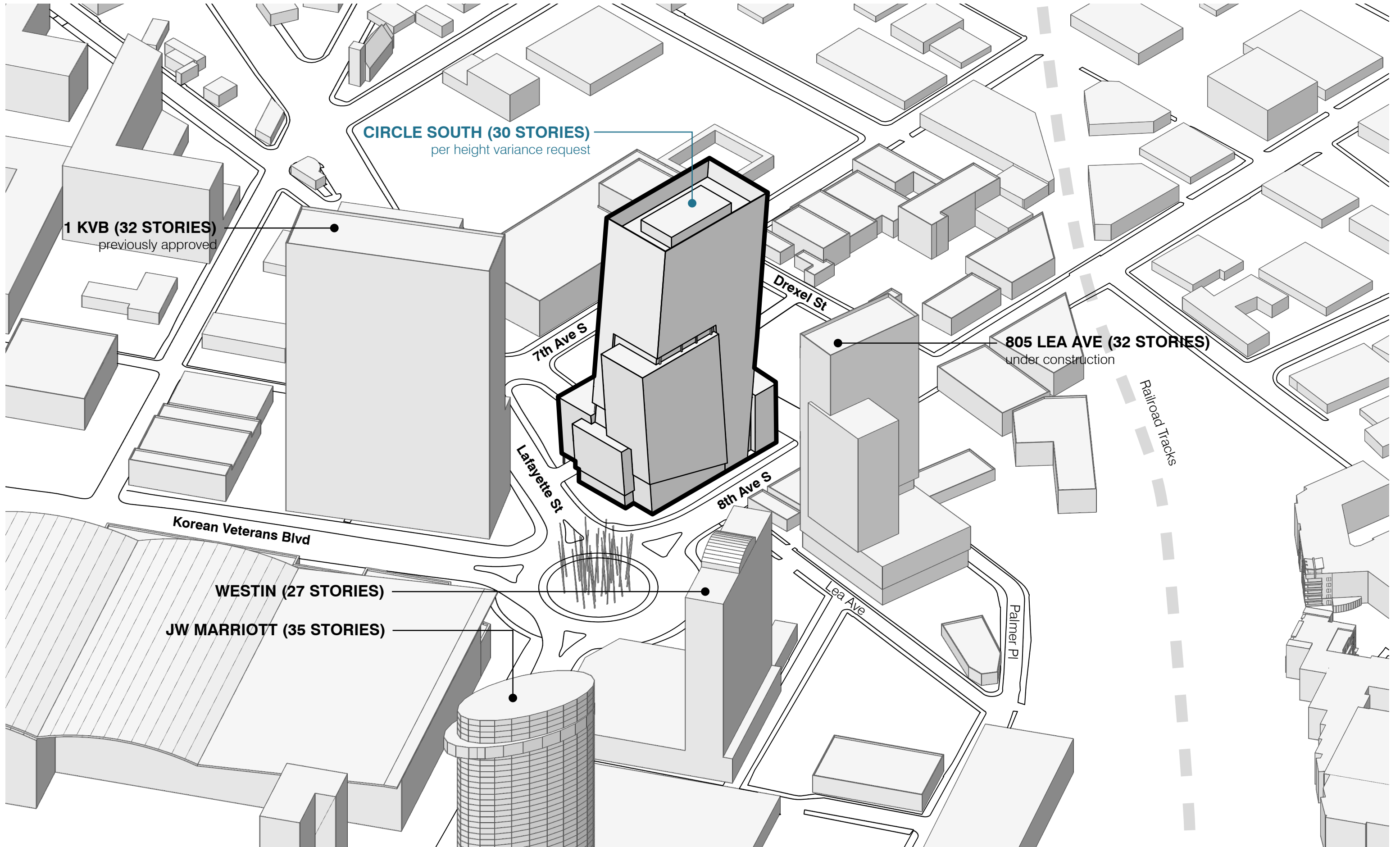
Sincerely,

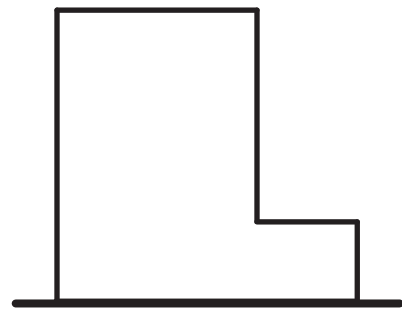
Jeff Kuhnenn, AIA
Principal

**Gresham
Smith**

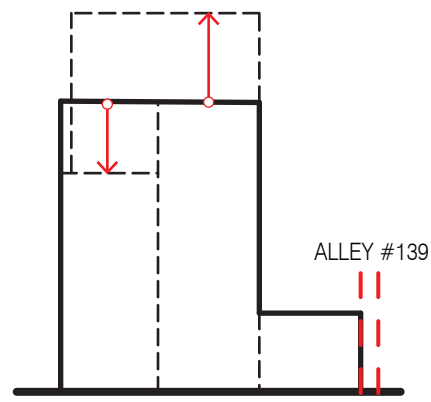




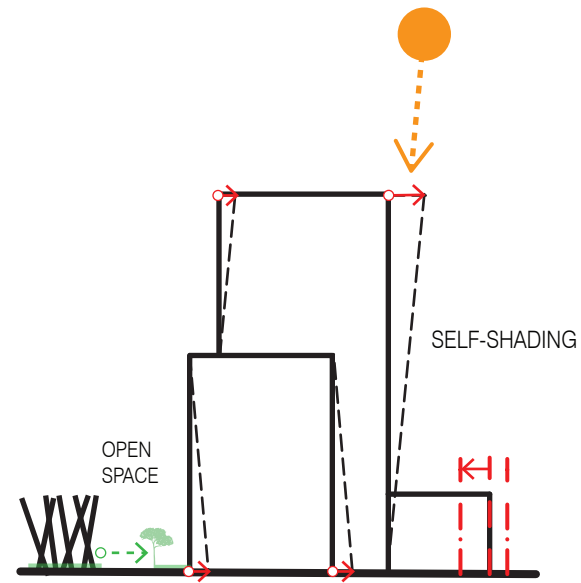




BASELINE



PROGRAM DIFFERENTIATION



STIX & SOLAR RESPONSE



LAYERING



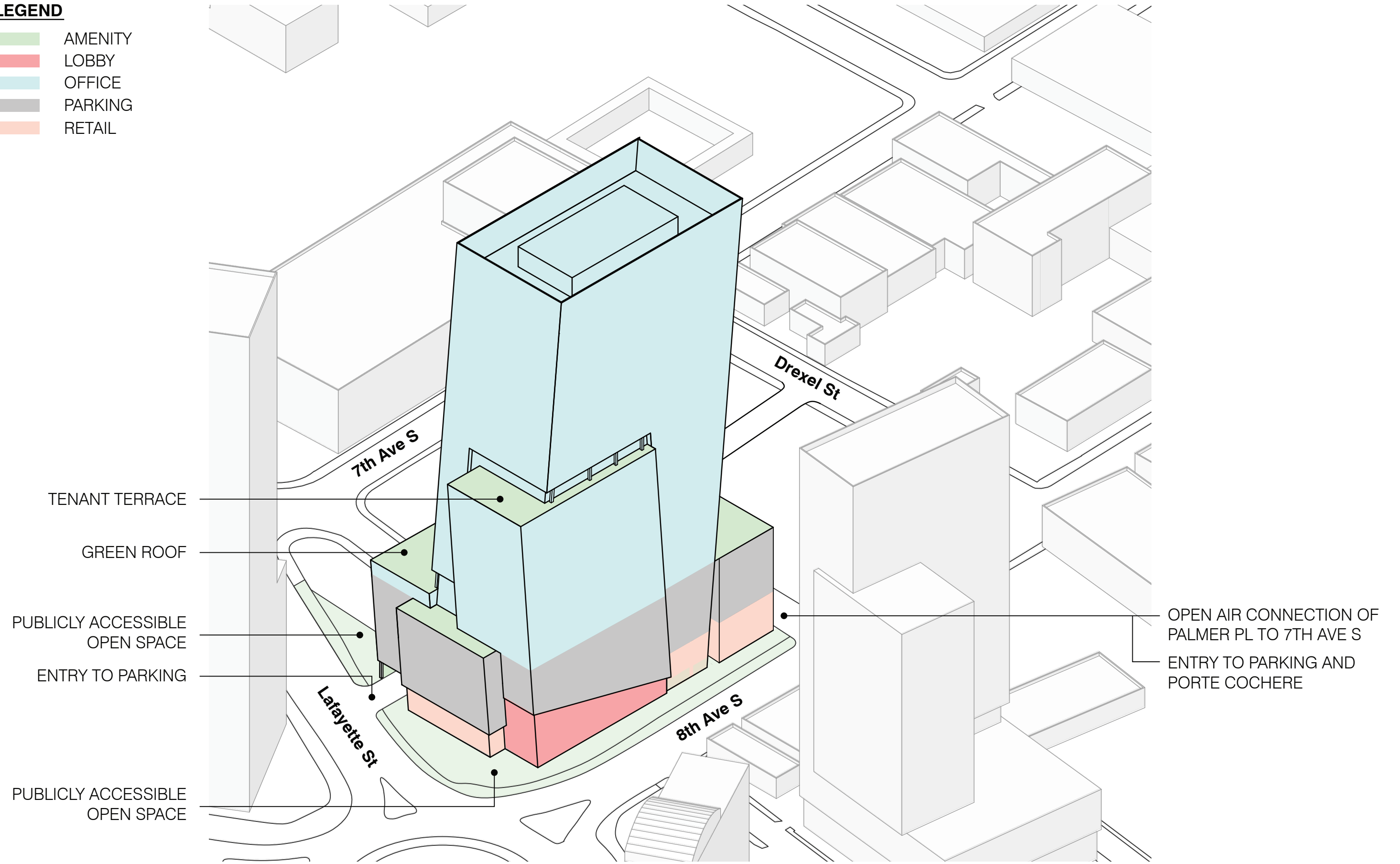




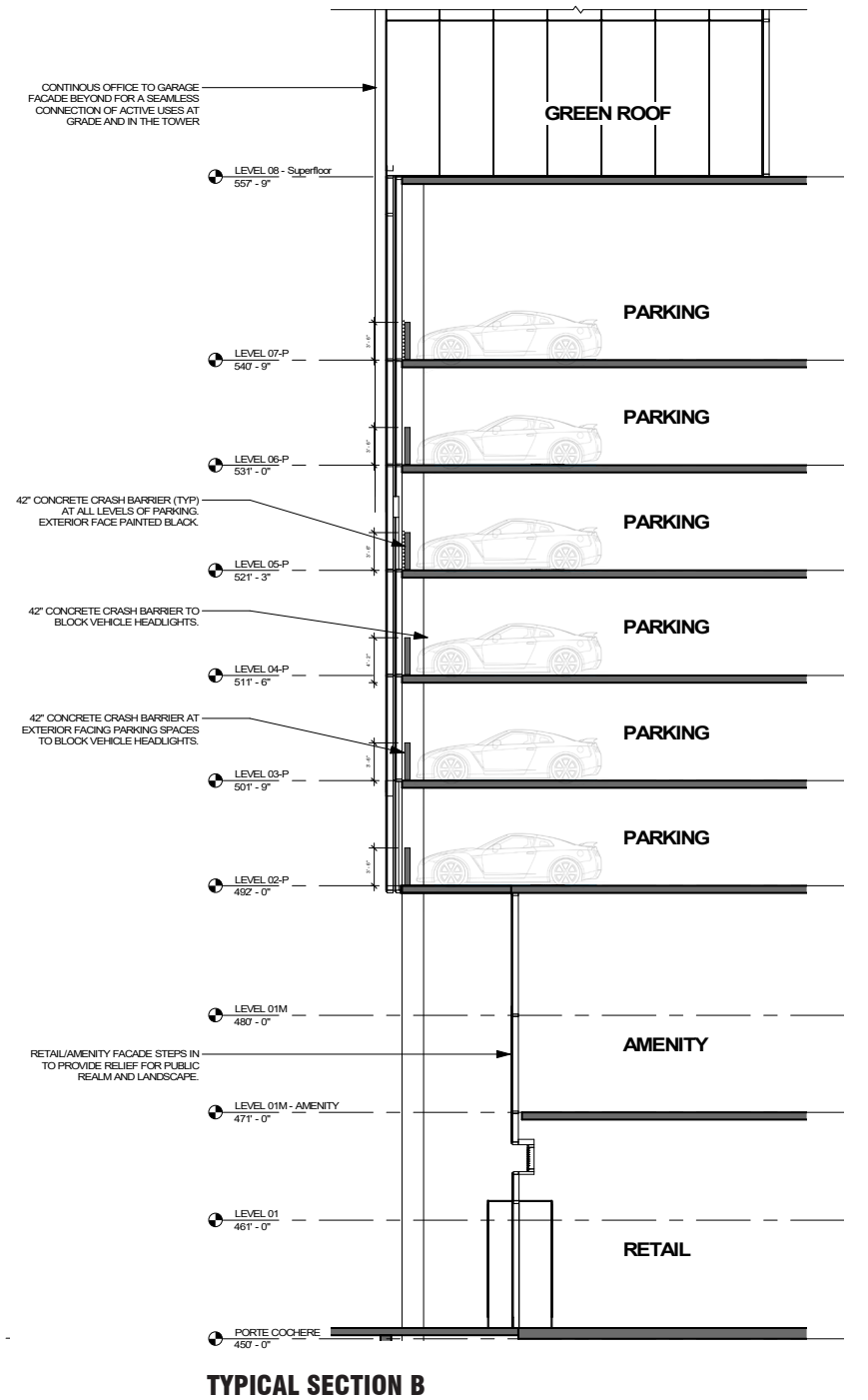
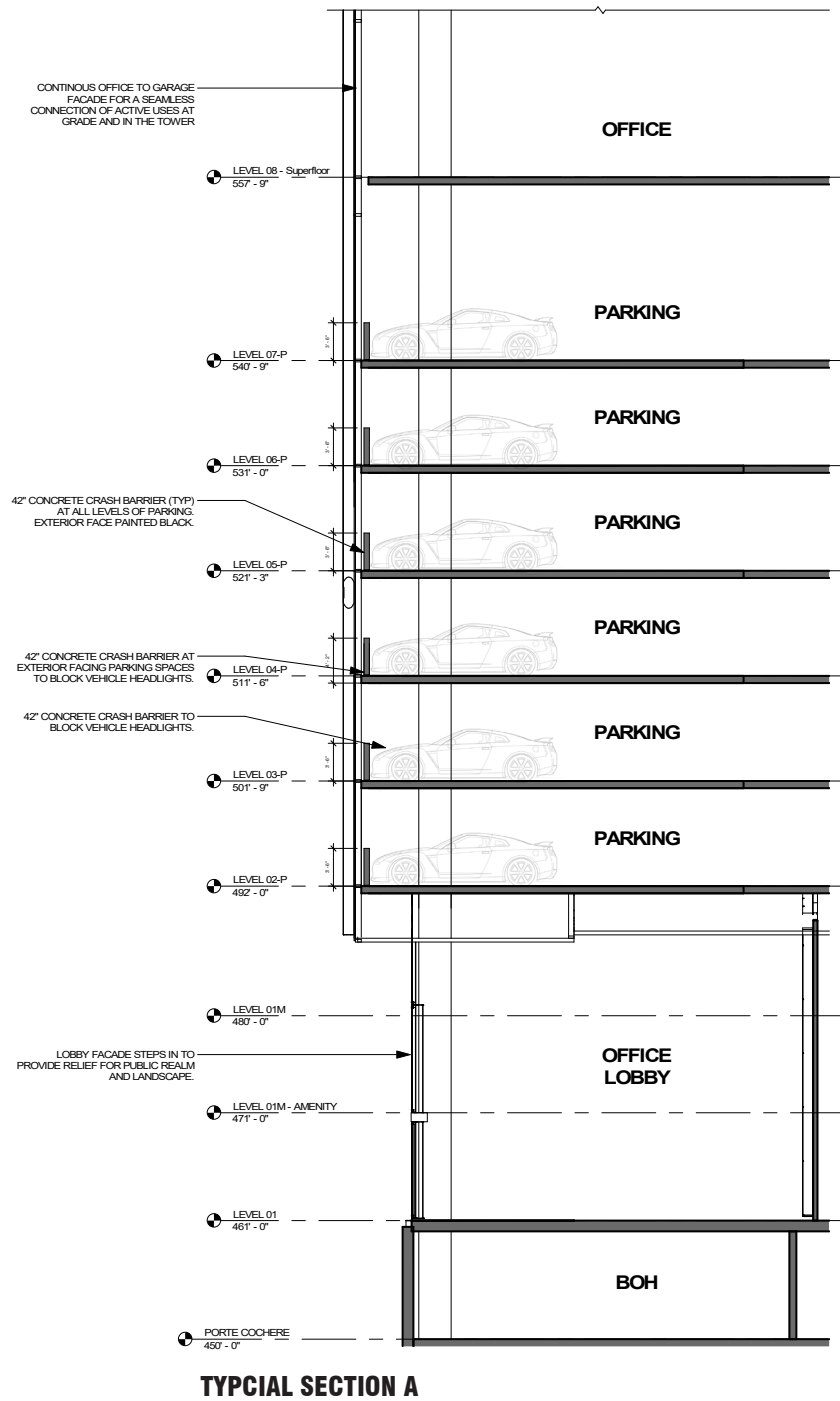
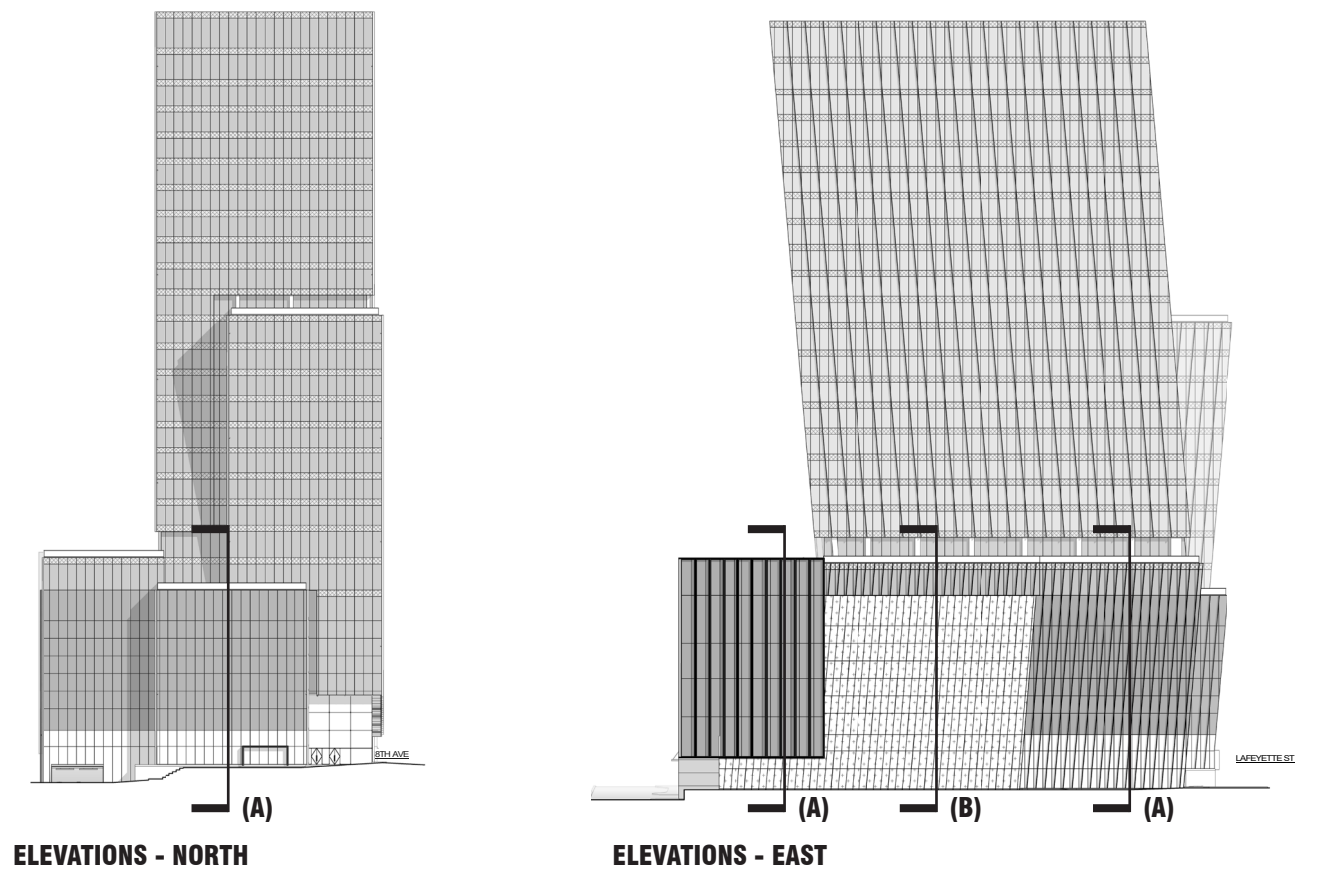
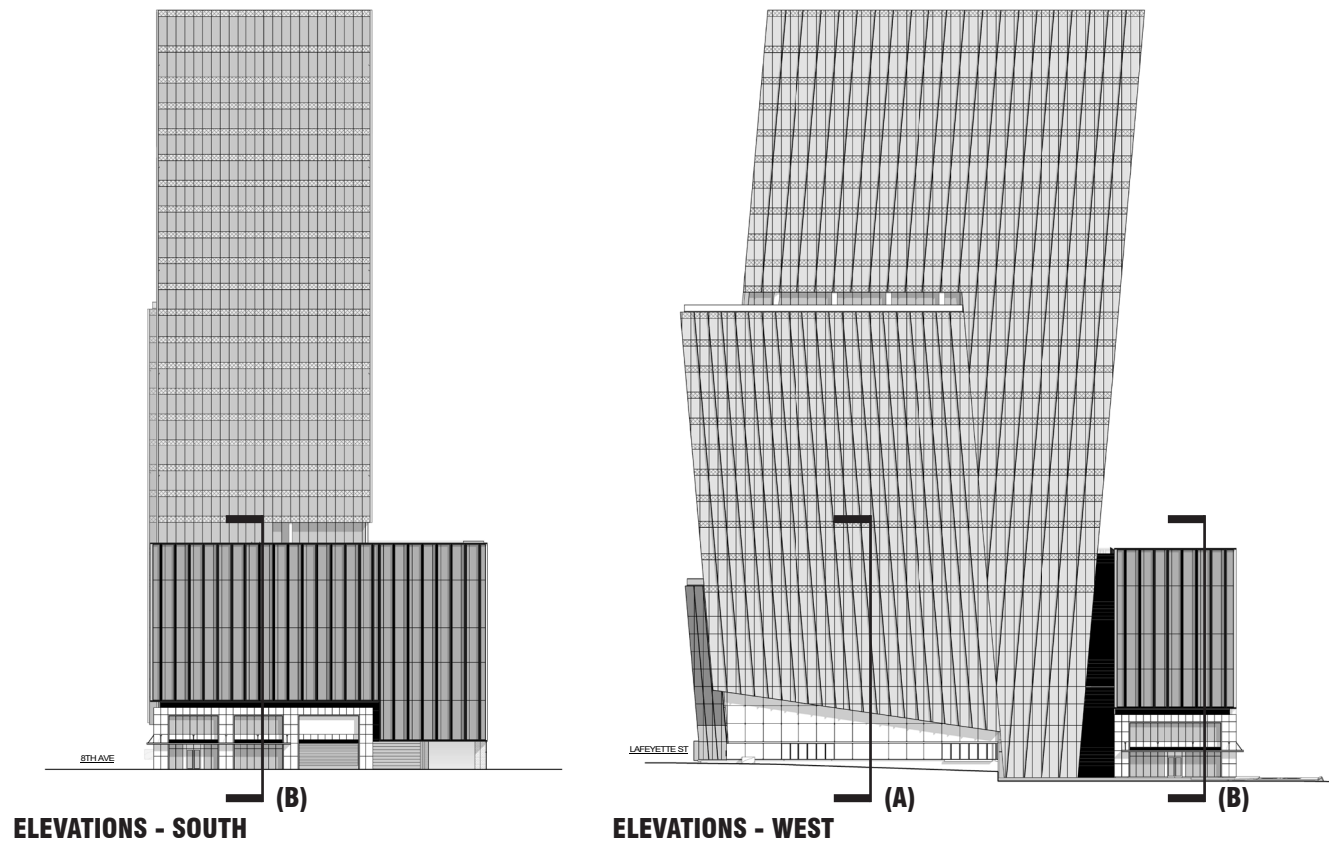


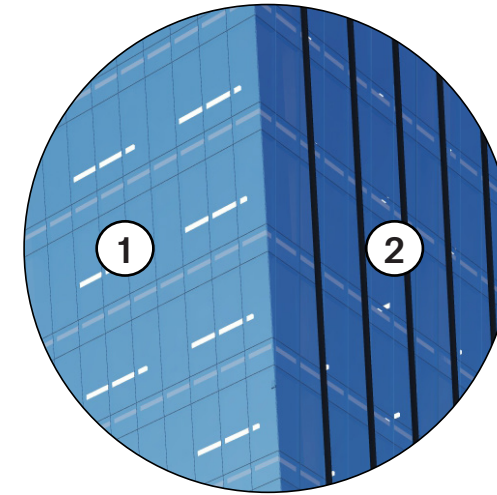
LEGEND

- AMENITY
- LOBBY
- OFFICE
- PARKING
- RETAIL



PARKING GARAGE FACADE AND CAR SCREENING:
 THE PARKING GARAGE UTILIZES A 42" TALL CONCRETE VEHICULAR BARRIER TO ELIMINATE ANY LIGHT BLEED FROM A CAR'S HEADLIGHTS. THE DIAGRAMS INCLUDED ON THIS PAGE HIGHLIGHT THAT THIS DETAIL IS CARRIED AROUND THE ENTIRE PERIMETER OF THE GARAGE LEVELS.

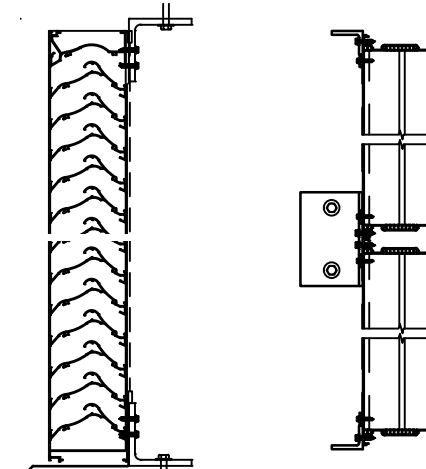




FACADE DIAGRAM

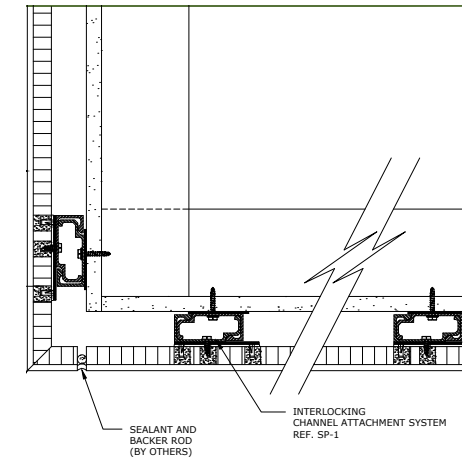
- ① OPTIMIZING EAST AND WEST FACADES W/ FINES FOR SHADING
- ② MAXIMIZING VIEWS TO THE NORTH, AND THE 8TH AVE CORRIDOR TO THE SOUTH

③ ARCHITECTURAL LOUVER

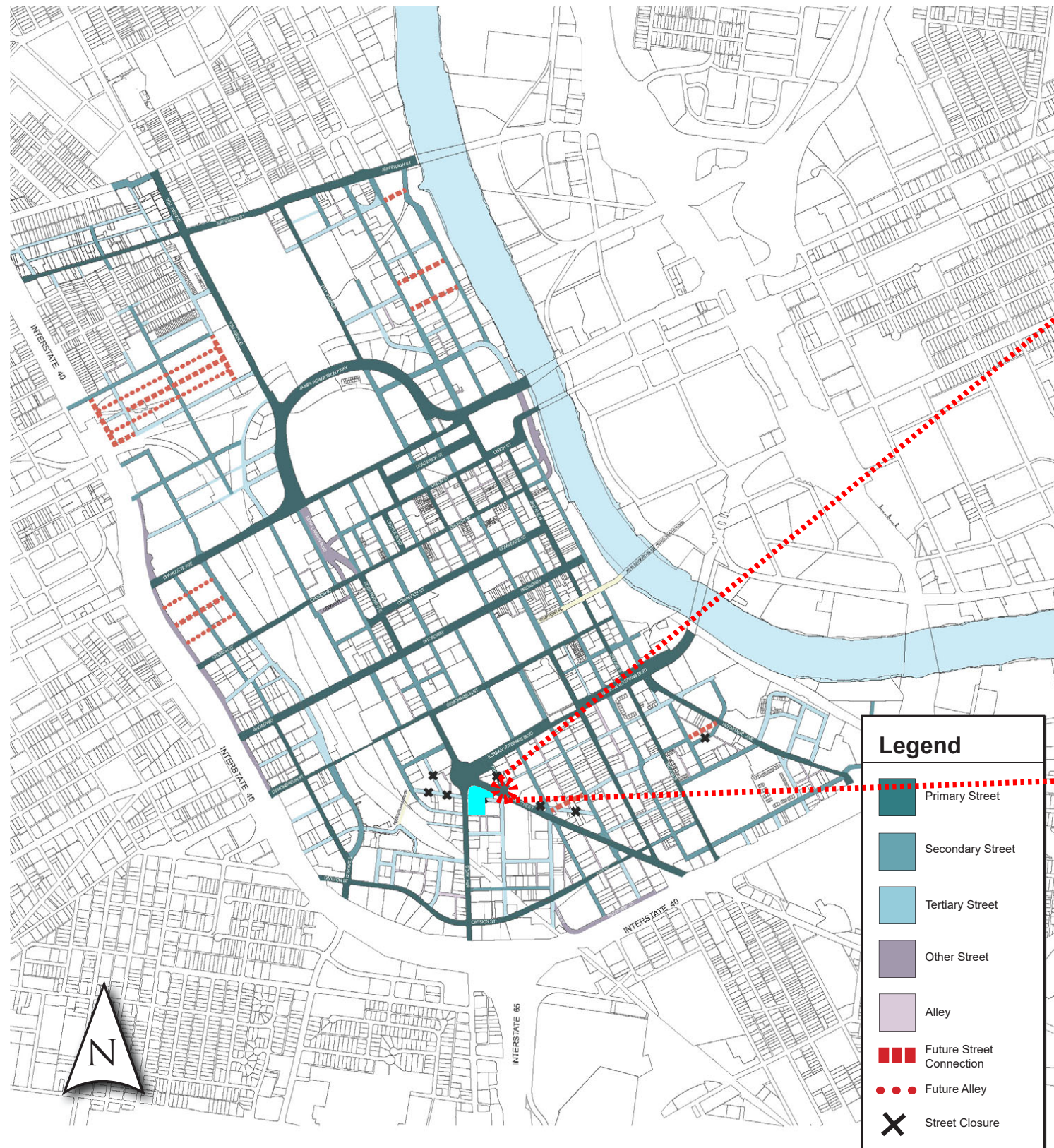


DEPTH: 0'-5"
FRAME: Integrated mullion
COLOR: Graphic - Benjamin Moore 1603

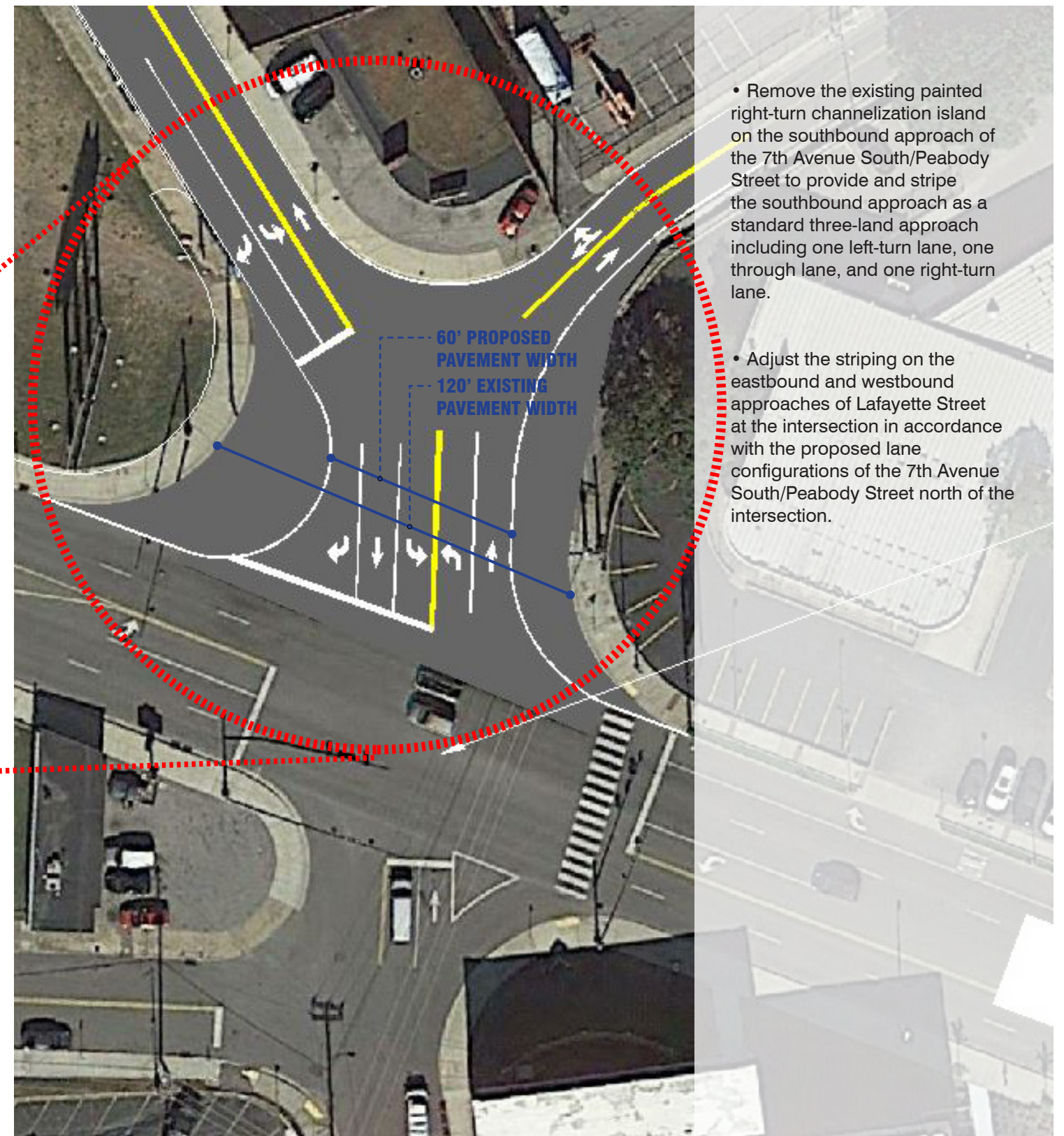
④ RETAIL RAINSCREEN STONE PANEL



PANEL SIZE: Large Format
FASTENER: Concealed
PANEL JOINT: 1/4"
FINISH: Sanded Limestone



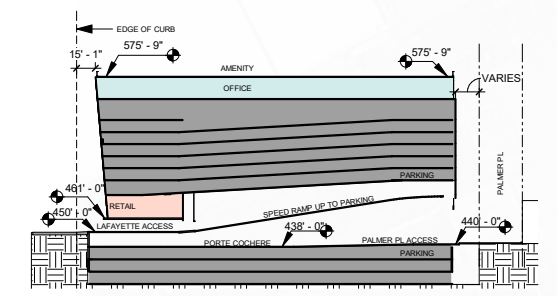
DOWNTOWN CODE - FUTURE STREETS PLAN EXCERPT



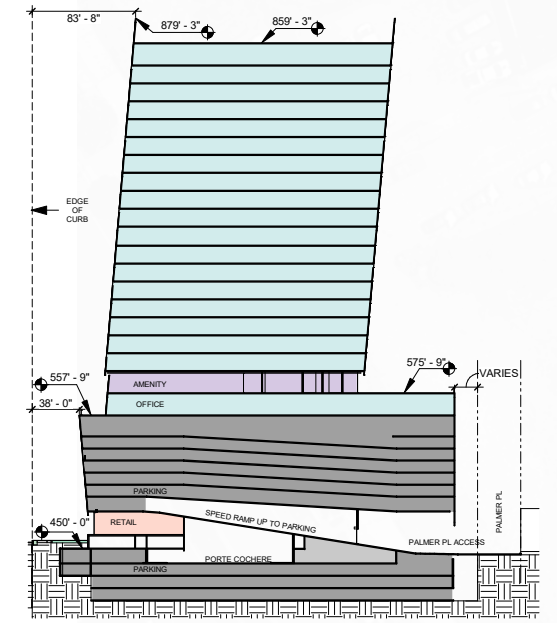
PROPOSED IMPROVEMENTS FOR THE 7TH / LAFAYETTE / PEABODY INTERSECTION

PROPOSED IMPROVEMENT FOR THE 7TH/LAFAYETTE/PEABODY INTERSECTION (SEE PAGE 18)

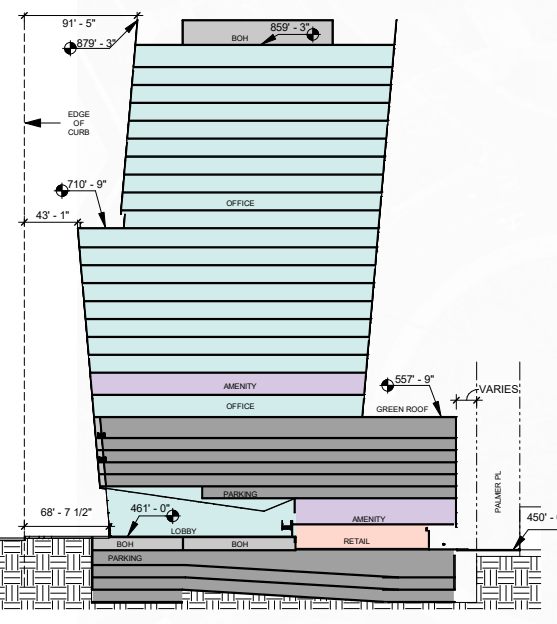
- LEGEND**
- 1 ABOVE GRADE GARAGE ENTRY AND EXIT
 - 2 BELOW GRADE ENTRY AND EXIT
 - 3 AMENITY LANDSCAPE/ TERRACE
 - 4 PUBLICLY ACCESSIBLE OPEN SPACE
- █ PRIMARY STREET
 - █ TERTIARY STREET
 - - - PROPERTY LINE



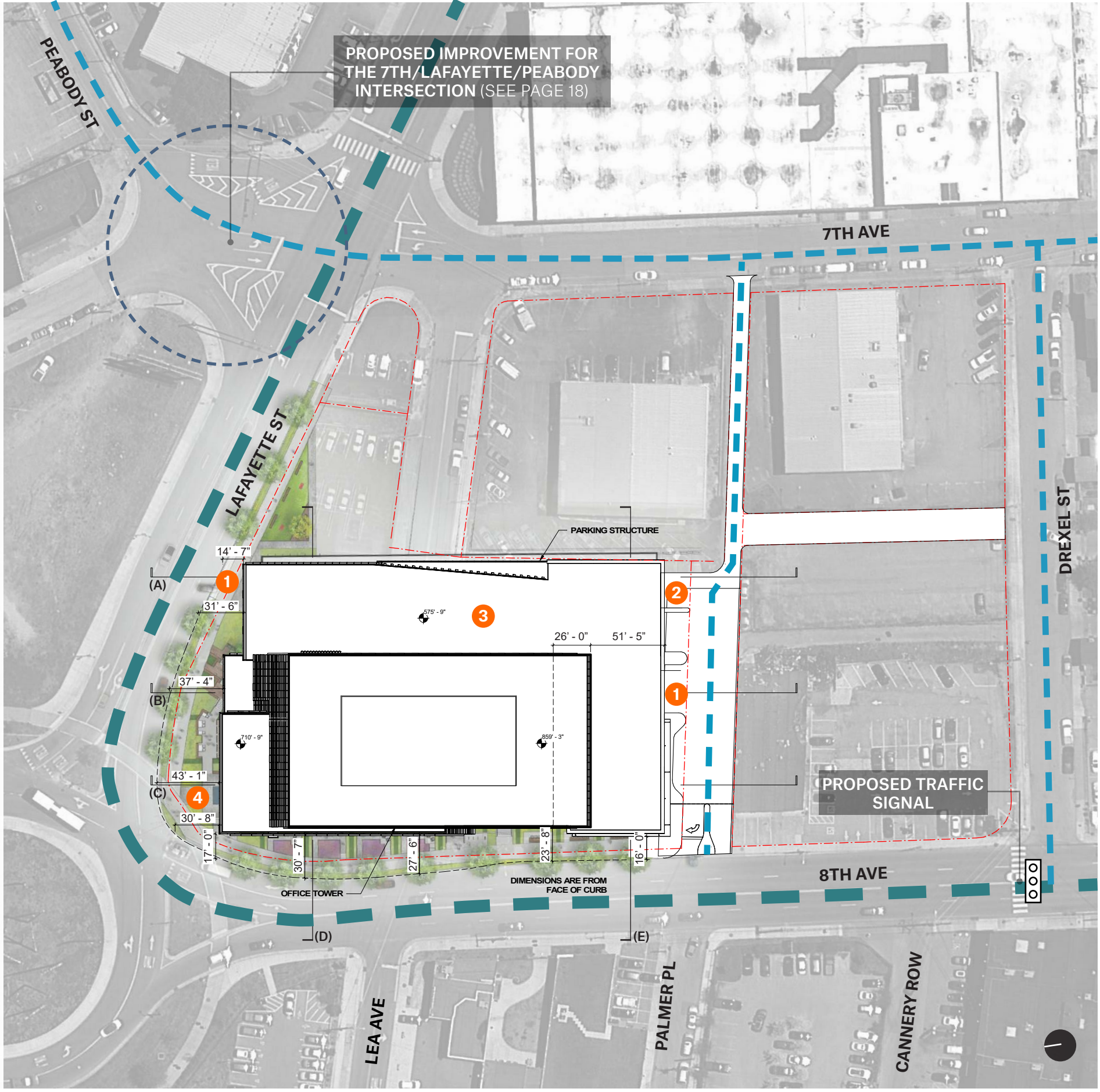
SECTION (A)



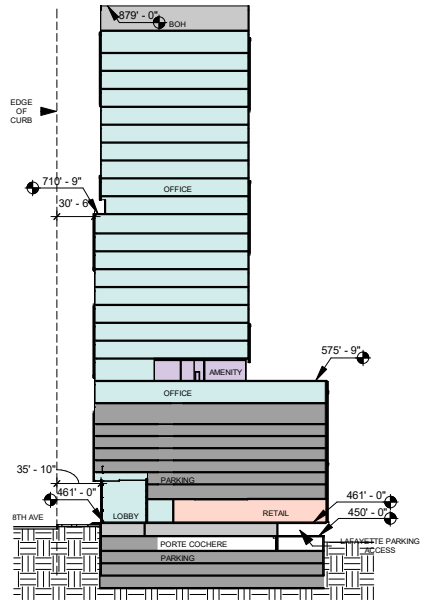
SECTION (B)



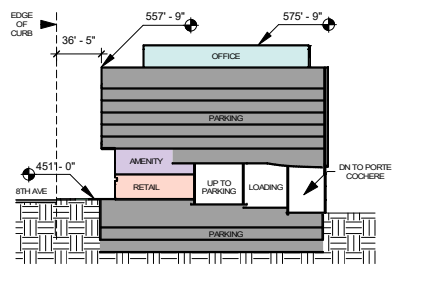
SECTION (C)



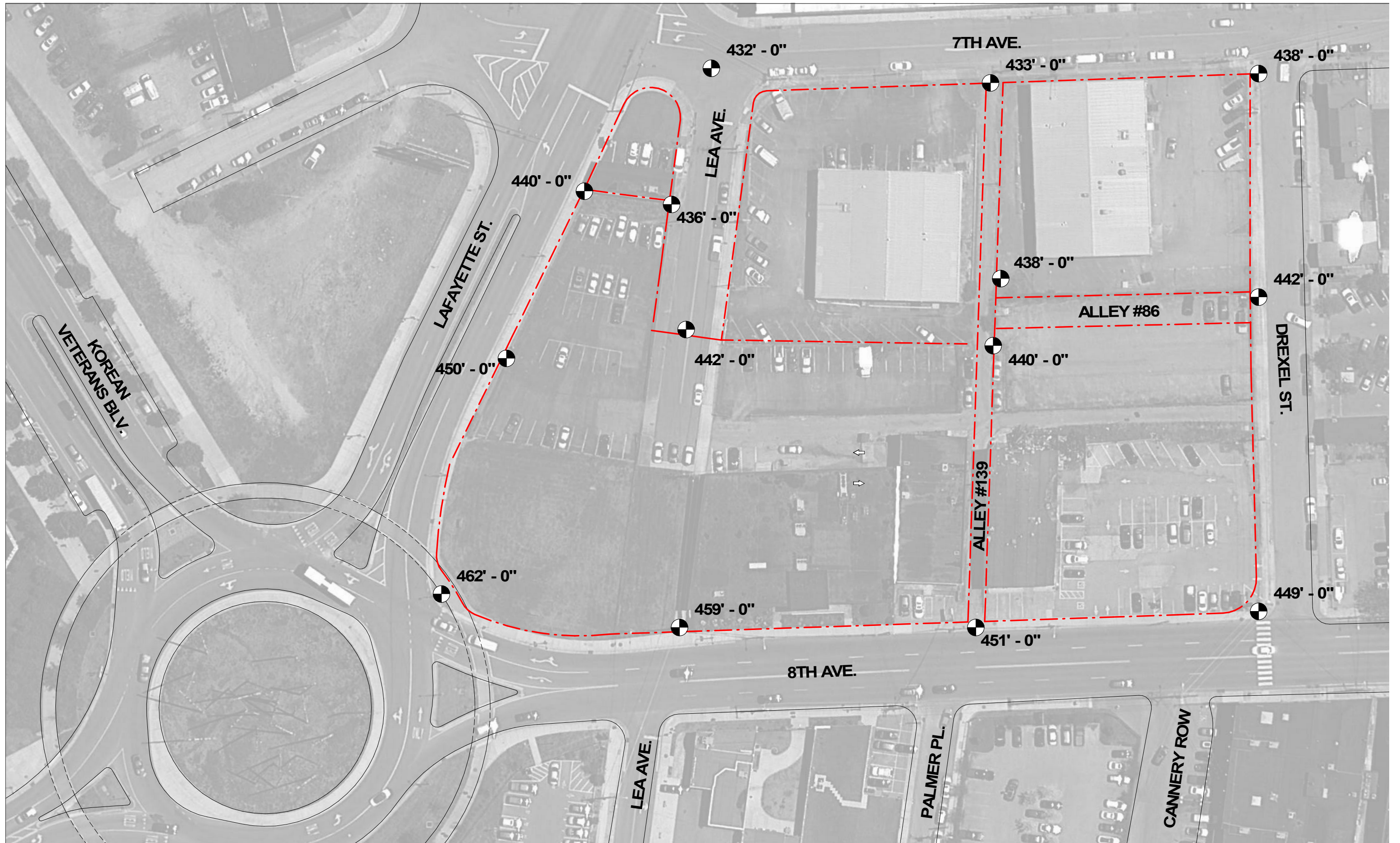
PROPOSED TRAFFIC SIGNAL



SECTION (D)



SECTION (E)



LEGEND

- 1 ENTRY TO ABOVE GRADE PARKING
- 2 ENTRY TO PARKING AND PORTE COCHERE
- 3 INTERNAL OFFICE RIDE SHARE/VALET PICK UP/DROP OFF
- PROPERTY LINE
- ← BELOW GRADE PARKING, VALET, AND RIDE SHARE CIRCULATION
- ← ABOVE GRADE PARKING EGRESS
- ← LAFAYETTE ACCESS TO ABOVE GRADE PARKING

SITE IMPROVEMENTS, ACCESS, AND CIRCULATION

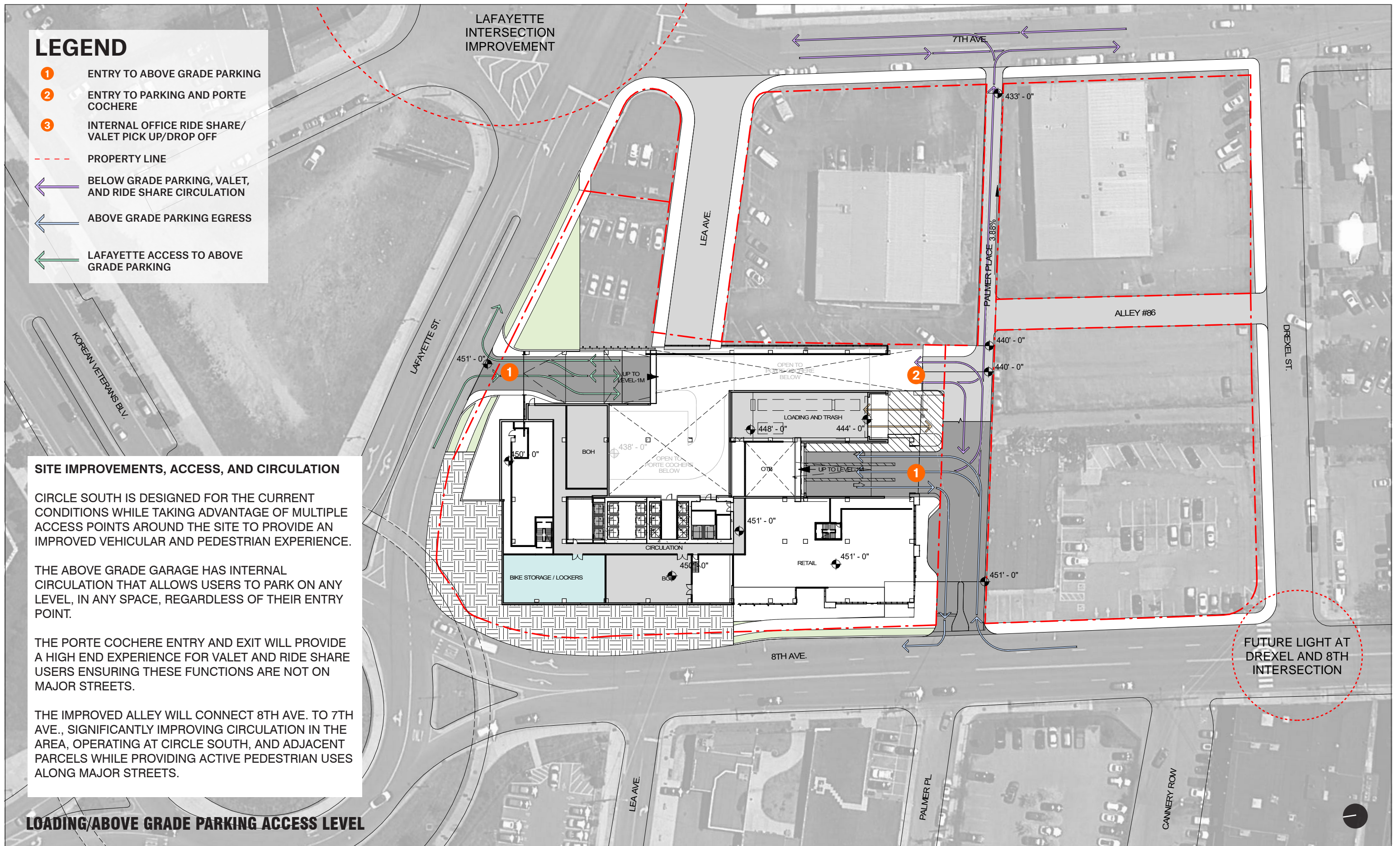
CIRCLE SOUTH IS DESIGNED FOR THE CURRENT CONDITIONS WHILE TAKING ADVANTAGE OF MULTIPLE ACCESS POINTS AROUND THE SITE TO PROVIDE AN IMPROVED VEHICULAR AND PEDESTRIAN EXPERIENCE.

THE ABOVE GRADE GARAGE HAS INTERNAL CIRCULATION THAT ALLOWS USERS TO PARK ON ANY LEVEL, IN ANY SPACE, REGARDLESS OF THEIR ENTRY POINT.

THE PORTE COCHERE ENTRY AND EXIT WILL PROVIDE A HIGH END EXPERIENCE FOR VALET AND RIDE SHARE USERS ENSURING THESE FUNCTIONS ARE NOT ON MAJOR STREETS.

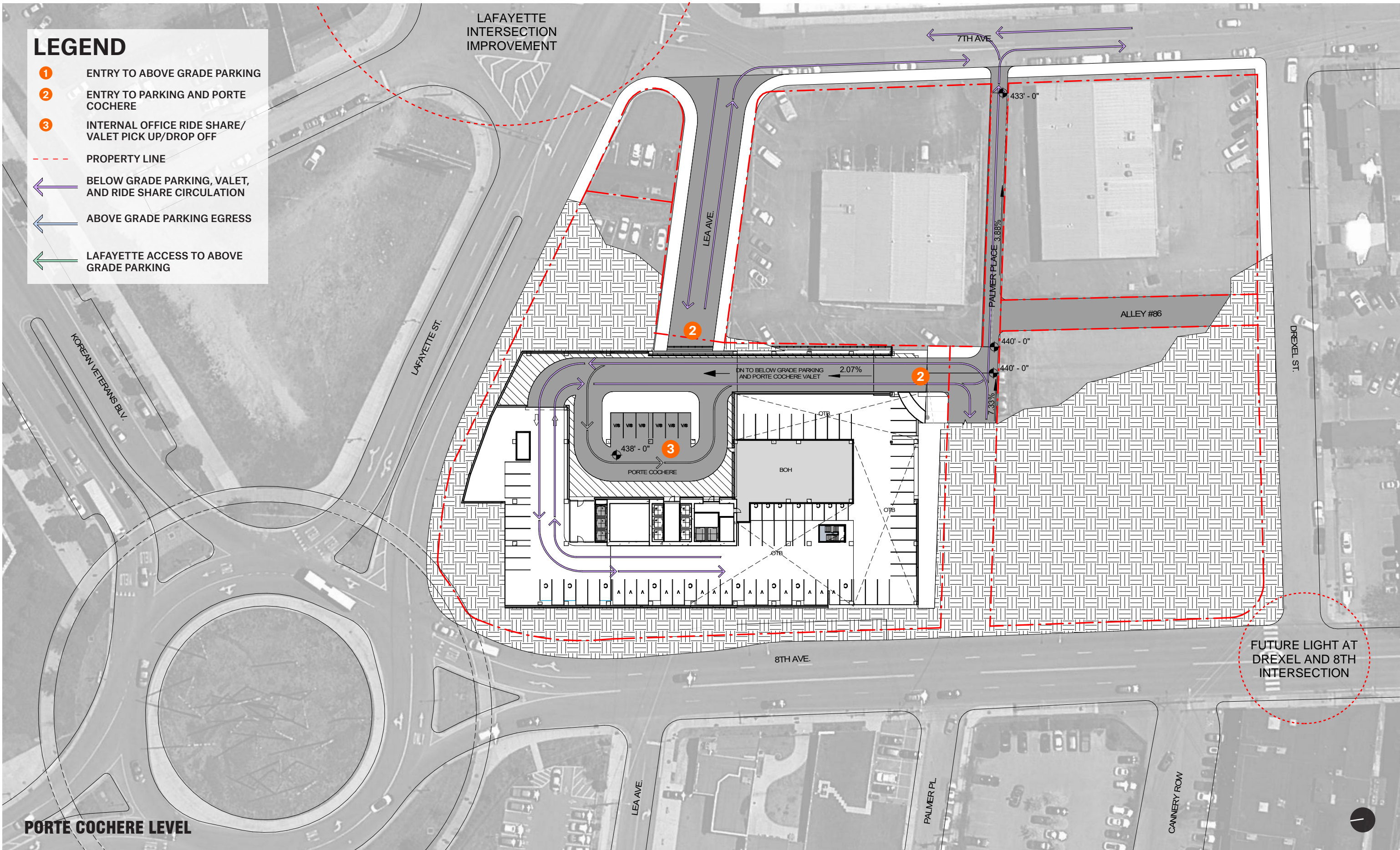
THE IMPROVED ALLEY WILL CONNECT 8TH AVE. TO 7TH AVE., SIGNIFICANTLY IMPROVING CIRCULATION IN THE AREA, OPERATING AT CIRCLE SOUTH, AND ADJACENT PARCELS WHILE PROVIDING ACTIVE PEDESTRIAN USES ALONG MAJOR STREETS.

LOADING/ABOVE GRADE PARKING ACCESS LEVEL



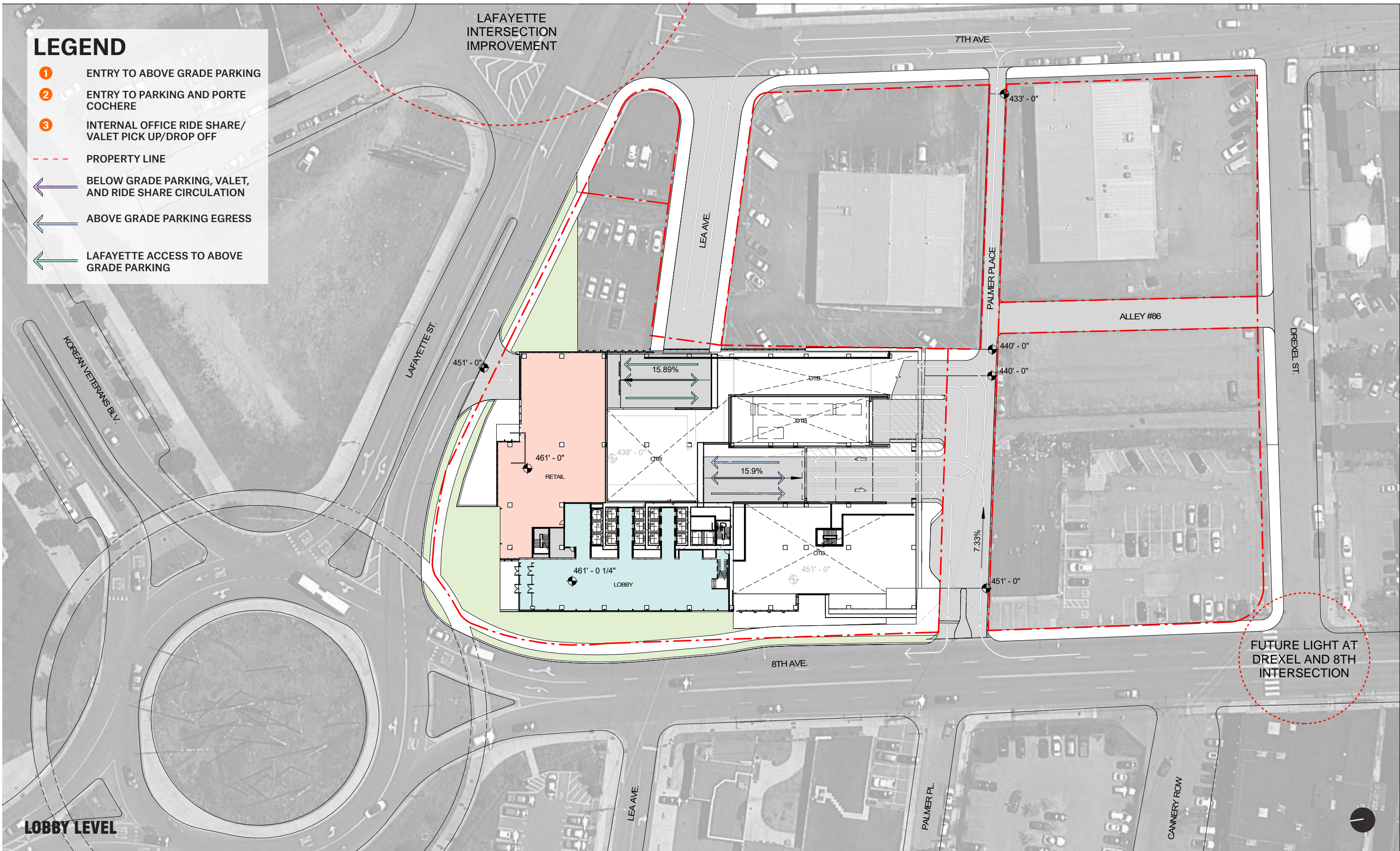
LEGEND

- 1 ENTRY TO ABOVE GRADE PARKING
- 2 ENTRY TO PARKING AND PORTE COCHERE
- 3 INTERNAL OFFICE RIDE SHARE/VALET PICK UP/DROP OFF
- PROPERTY LINE
- ← BELOW GRADE PARKING, VALET, AND RIDE SHARE CIRCULATION
- ← ABOVE GRADE PARKING EGRESS
- ← LAFAYETTE ACCESS TO ABOVE GRADE PARKING



LEGEND

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- ← ABOVE GRADE PARKING EGRESS
- ← LAFAYETTE ACCESS TO ABOVE GRADE PARKING



LOBBY LEVEL





PAVERS: 14,034 SF

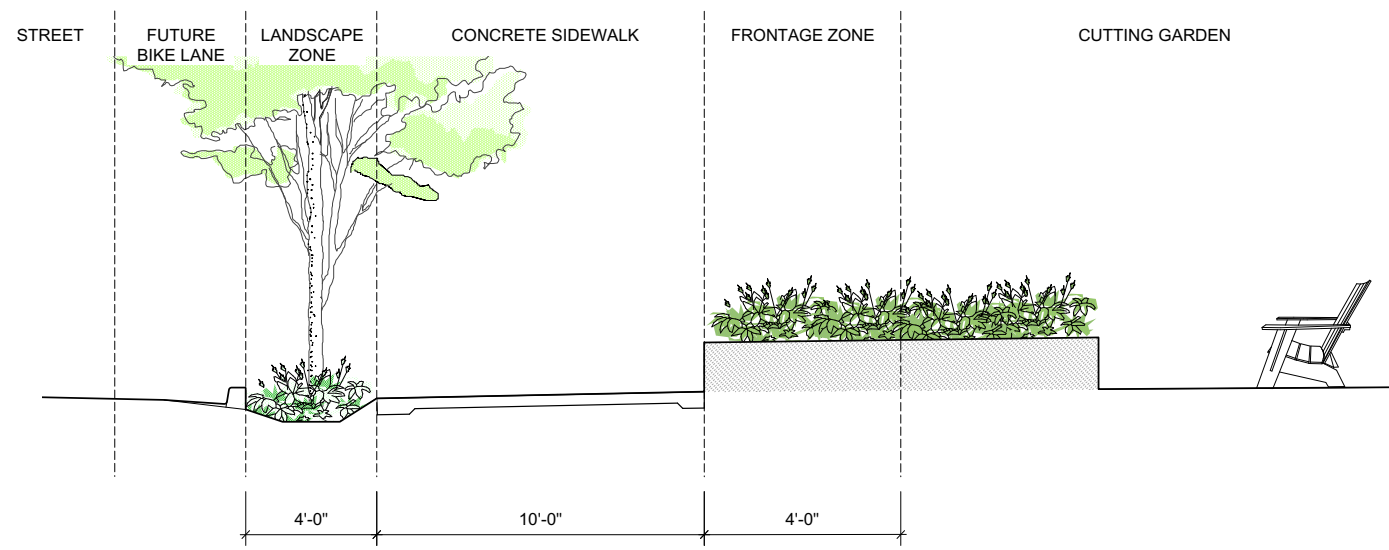
PAVERS: 1,295 SF

LANDSCAPE: 12,486 SF

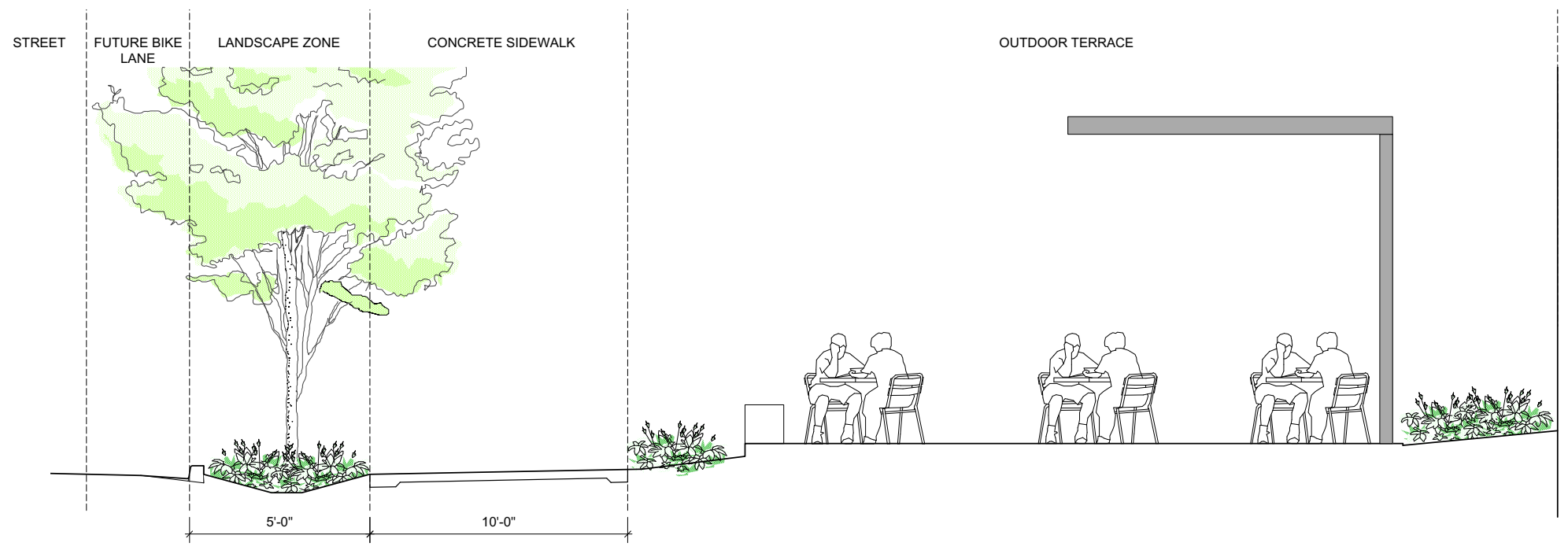
LANDSCAPE: 5,286 SF

LAFAYETTE STREET

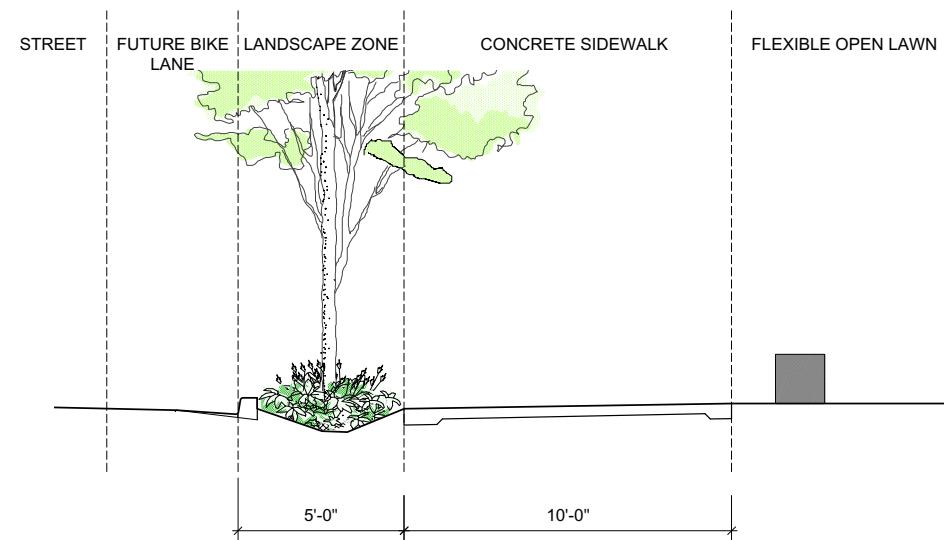
8TH AVENUE SOUTH



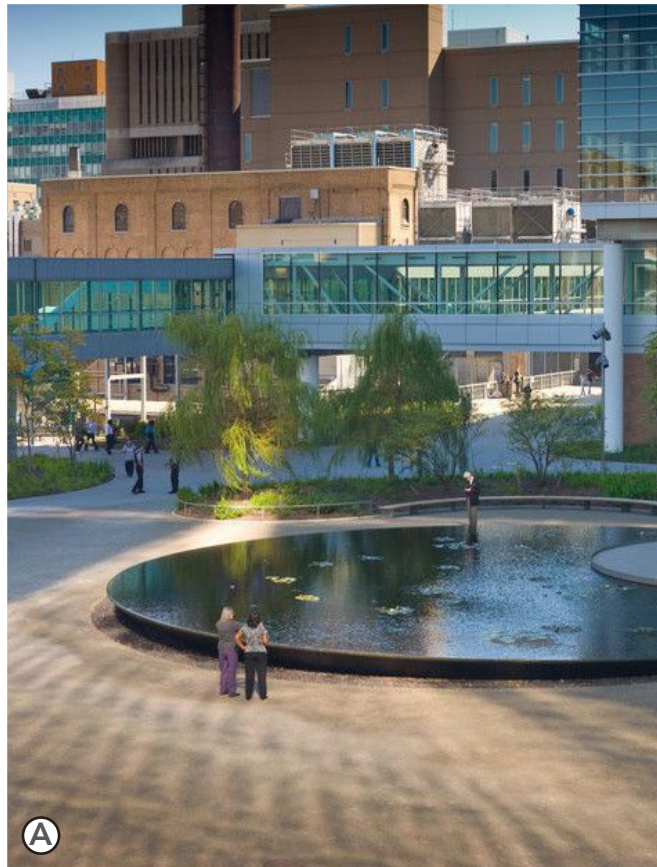
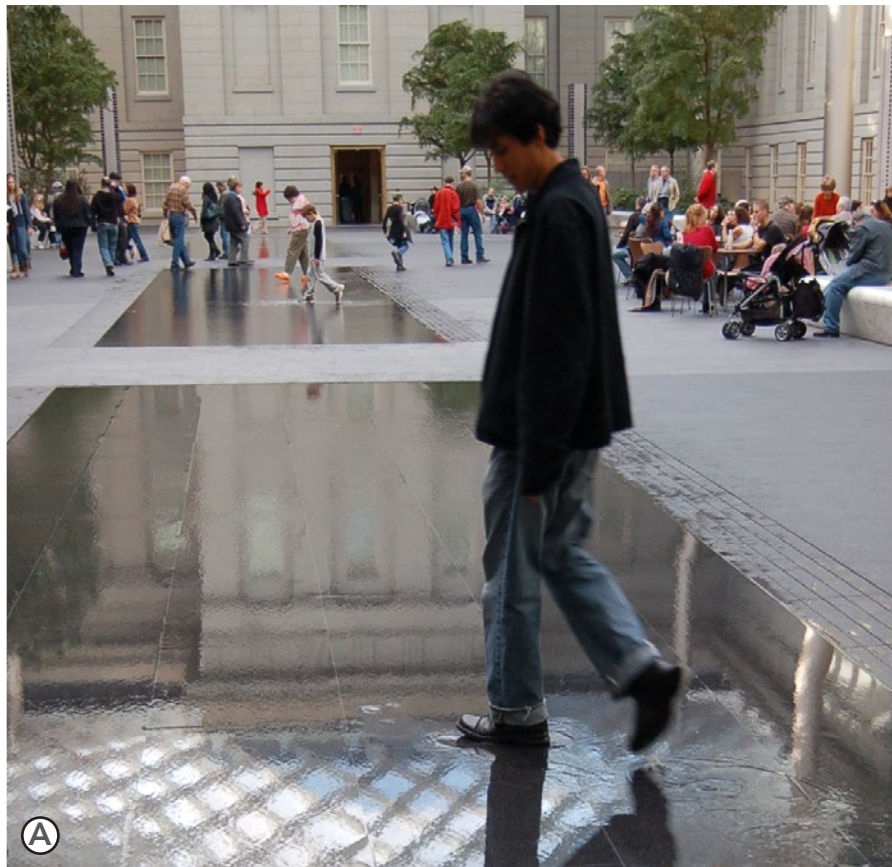
2 SECTION A (8TH AVE S)
Scale: 3/8" = 1'-0"



1 SECTION B (LAFAYETTE ST)
Scale: 3/8" = 1'-0"

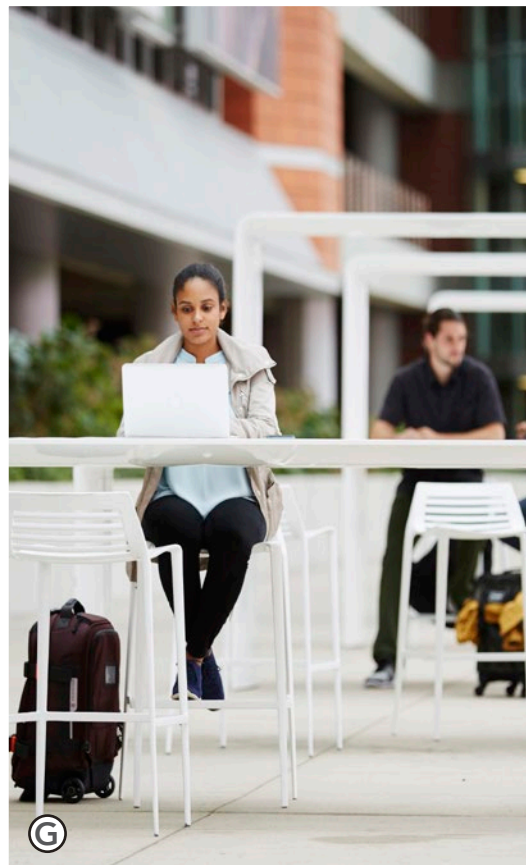
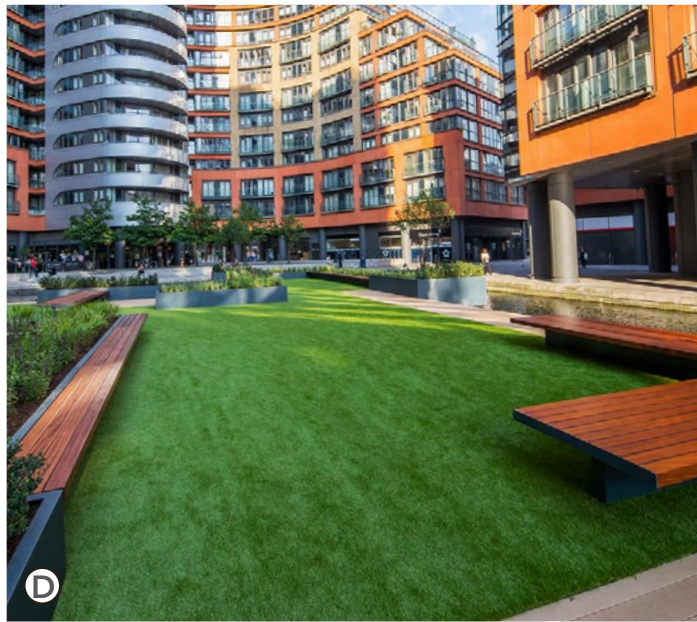


3 SECTION C (LAFAYETTE ST)
Scale: 3/8" = 1'-0"

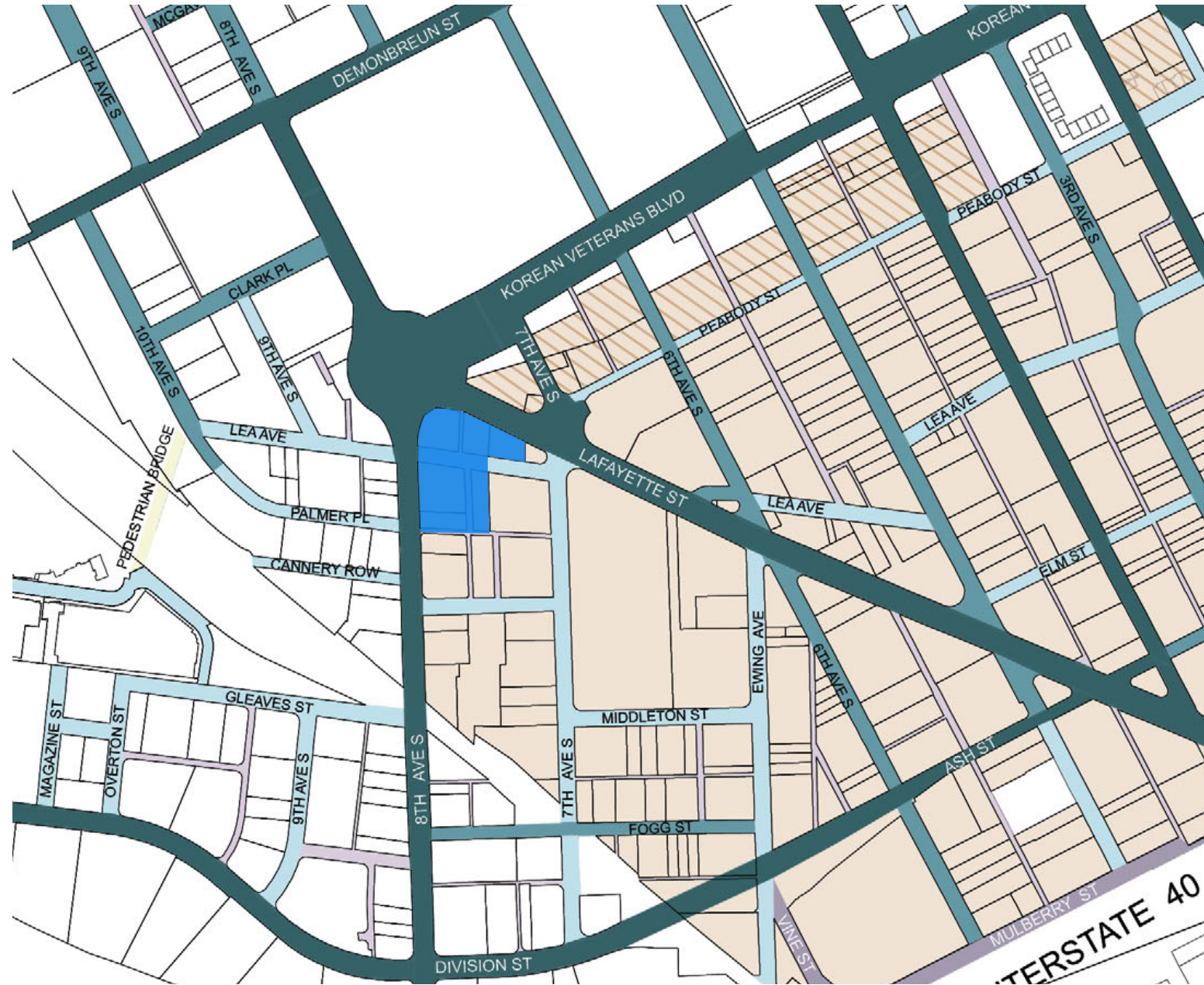








The site is highlighted in BLUE, bounded by 8th Ave S (Primary Street) on the West, by an alley on the East, Drexel Street to the South, and by Lafayette (Other Street) on the Northeast, and a roundabout to the North that sits at the convergence of several main streets, including Korean Veterans Boulevard, Lafayette Street, and 8th Avenue South. It is located within the Lafayette Subdistrict.



LAFAYETTE SUBDISTRICT MAP EXCERPT
SITE NOTED IN BLUE

Lafayette Subdistrict: Building Regulations

Frontage	Required	Provided
(A) Allowed Frontage Types with Required Build-to Zone		
Primary Street		Varies Due To Site Geometry
Storefront Frontage	0' - 10'	
Secondary Street		
Storefront Frontage	0' - 10'	Complies

(B) Facade Width		
Primary Street	80% of Lot Frontage Min	Complies
Secondary Street	80% of Lot Frontage Min	Complies

(C) Min. Building Depth		
243	15' From Building Facade	Complies

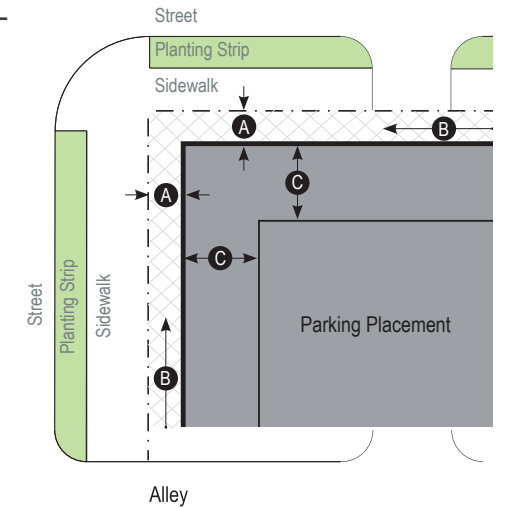
Height		
(D) Min.		
On the Roundabout	3 Stories or 35'	Complies

(E) Max		
On Lafayette Street	12 Stories	Modification Required

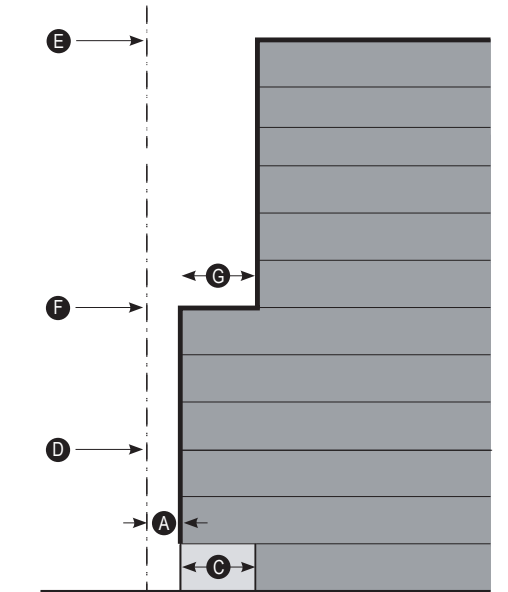
Additional height available through the Bonus Height Program.

Step Back*		
Step-back required for all buildings fronting public streets.	7 Stories or Greater	Modification Required
(F) Step-Back Between	4th and 7th Stories	
(G) Min. Step-Back Depth	15'	

Sidewalk & Planting	
Improvements to the sidewalk corridor according to the General Standards and the Major and Collector Street Plan.	Complies

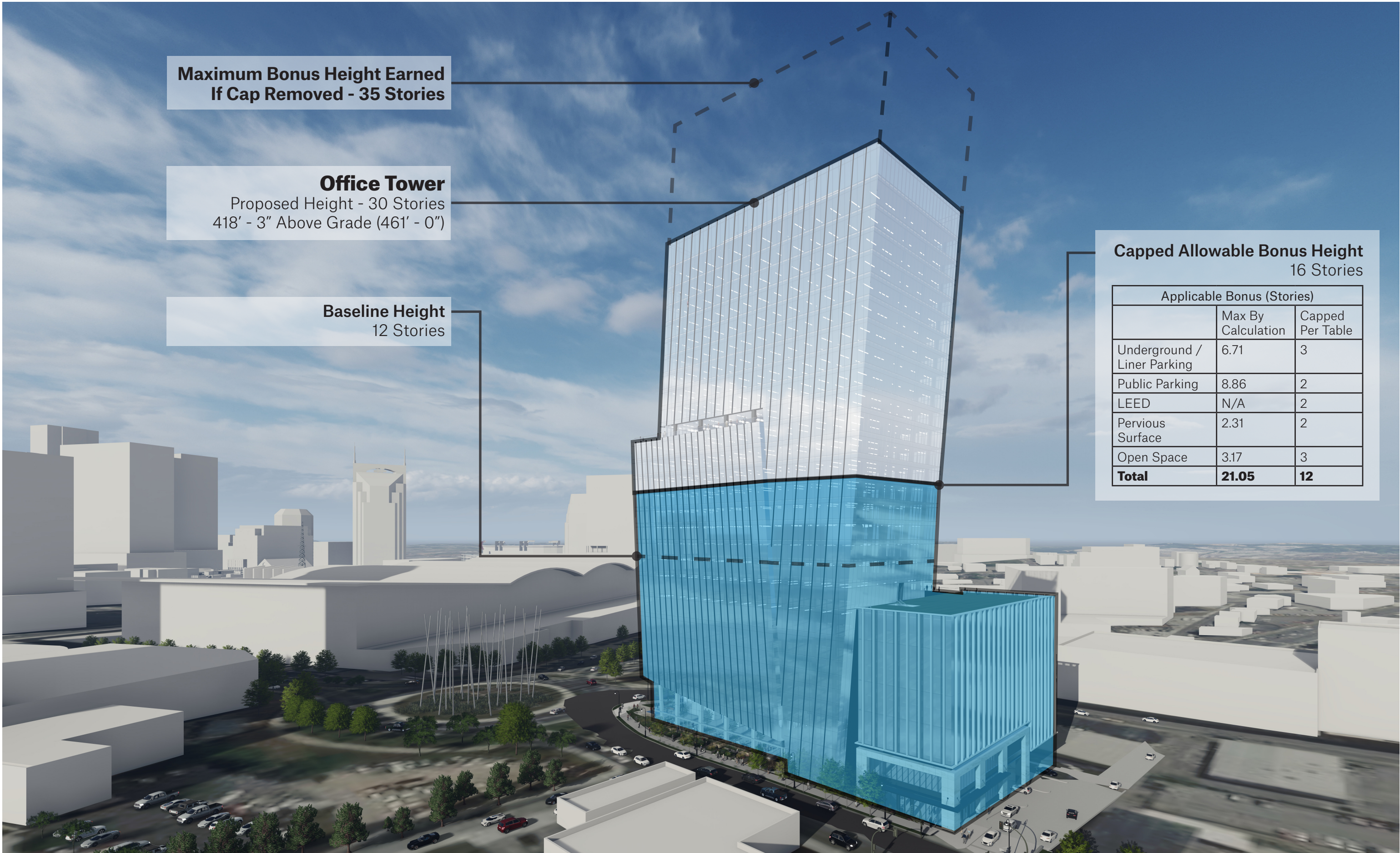


Building Plan



Building Section

BONUS HEIGHT CHART	Maximum height within the Subdistrict	LEED	LEED ND	Pervious Surface	Historic Building Preservation	Open Space	Inclusionary Housing	Civil Support Space	Upper Level Garage Liner & Underground Parking	Public Parking	Bonus Height Maximum
South											
Lafayette											
General	8 stories	Any = 2 stories	2 stories	2 stories	2 stories	2 stories	3 stories	2 stories	2 stories	2 stories	11 stories
Transitional Properties	15 stories	Any = 2 stories	2 stories	2 stories	3 stories	3 stories	3 stories	3 stories	3 stories	2 stories	18 stories
Lafayette Street	12 stories	Any = 2 stories	2 stories	2 stories	3 stories	3 stories	4 stories	3 stories	3 stories	2 stories	16 stories



MODIFICATION REQUEST: BONUS HEIGHT CALCULATIONS

BONUS HEIGHT PROGRAM SUMMARY

	UNDERGROUND / LINER PARKING	PUBLIC PARKING	LEED	PERVIOUS SURFACE	OPEN SPACE	
Stories	3 CAP / 6.71 MAX	2 CAP / 8.86 MAX	2	2 CAP / 2.31 MAX	3 CAP / 3.17 MAX	
Total Bonus Area	169,196	223,324		58,188	79,800	
						OVERALL MAX HT. INCLUDING BONUS DENSITY FOR SUBDISTRICT
						16 total
						POSSIBLE BONUS IN SUBDISTRICT W/ CAP OF 16 STORIES REMOVED
						24 Total ¹
						MAX EARNED HT OF BUILDING USING ALL BONUS PER DTC
						35.05 Total

¹ **Modification Request:** Remove the bonus height maximum cap of 16 stories in the Subdistrict Classification to allow for the maximum bonus height to be earned.

LAFAYETTE ST SUBDISTRICT

Baseline Maximum Height	Bonus Height Maximum (by Table)	Requested Height Maximum*
12 Stories	16 Stories	30 Stories ¹
	+4 Stories (above Baseline)	Possible bonus in subdistrict w/ cap of 16 stories removed

¹ Additional Height can be granted for Exceptional Design, including but not limited to unique architecture, exceptionally strong streetscape, and improvement of the project's relationship to surrounding properties. (See Exceptional Design Considerations on Page 44.)

Bonus Height Tabulation

UNDERGROUND PARKING / GARAGE LINER

Area of Below Grade Parking (Level B2-B1M)	Area of Retail Liner (Level 01 Above Grade)	Area of Lobby Liner (Level 01M-02P)	Area of Amenity Liner (Level 01M Amenity - 01M)	Total Bonus Area (By Calculation)	Area of Above Grade Tower Levels	Bonus Stories
111,662				111,662	25,200 ¹	4.43 Stories ²
	7,172			14,344	25,200 ¹	.57 Stories ³
		7,069		14,138	25,200 ¹	.56 Stories ⁴
			14,526	29,052	25,200 ¹	1.15 Stories ⁵
					POSSIBLE BONUS IN SUBDISTRICT PER CAP	3 Stories
					MAX EARNED HT OF BUILDING USING BONUS PER DTC	6.71 Stories

¹ Typical Office level.

² (111,662 Below Grade Parking Area) / 25,200 Typical Office Level = 4.43 Stories

³ (7,172 Area of Retail Liner (Level 01 Above Grade) X 2) / 25,200 Typical Office Level = .57 Stories

⁴ (7,069 Area of Lobby Liner (Level 01M-02P) X 2) / 25,200 Typical Office Level = .56 Stories

⁵ (14,526 Area of Amenity Liner (Level 01M Amenity - 01M) X 2) / 25,200 Typical Office Level = 1.15 Stories

PUBLIC PARKING

Total Public Parking Spaces	Area of Public Parking (Level B2-B1M)	Total Bonus Area (By Calculation)	Area of Above Grade Tower Levels	Bonus Stories
314	111,662	223,324	25,200 ¹	8.86 Stories ²
			POSSIBLE BONUS IN SUBDISTRICT PER CAP	2 Stories
			MAX EARNED HT OF BUILDING USING BONUS PER DTC	8.86 Stories

¹ Typical Office level.

² (111,662 Area of Public Parking (Level B2-B1M) X 2) / 25,200 Typical Office Level = 8.86 Stories

LEED

LEED Certification			Bonus Stories
Silver			2 Stories ¹
			POSSIBLE BONUS IN SUBDISTRICT PER CAP
			2 Stories ¹

¹ LEED Bonus Height in Core and Sobro: Silver = 4 Stories, Gold = 8 Stories, Platinum = 12 Stories

PERVIOUS SURFACE

Area of Level 01 Landscape	Area of Level 01 Hardscape (Pervious)	Area of Level 8 Landscape (Greenroof)	Area of Level 9 Landscape	Total Bonus Area (By Calculation)	Area of Above Grade Tower Levels	Bonus Stories
4,970	6,370			22,680	25,200 ¹	.90 Stories ²
		5,268		10,536	25,200 ¹	.42 Stories ³
			12,486	24,972	25,200 ¹	.99 Stories ⁴
					POSSIBLE BONUS IN SUBDISTRICT PER CAP	2 Stories
					MAX EARNED HT OF BUILDING USING BONUS PER DTC	2.31 Stories

¹ Typical Office Level

² ((4,970+6,370) Pervious Surface Area X 2) / 25,200 Typical Office Level = .90 Stories

³ (5,268 Pervious Surface Area X 2) / 25,200 Typical Office Level = .42 Stories

⁴ (12,486 Pervious Surface Area X 2) / 25,200 Typical Office Level = .99 Stories

OPEN SPACE

Area of Publicly Accessible Open Space		Total Bonus Area (By Calculation)	Area of Above Grade Tower Levels	Bonus Stories
11,400		79,800	25,200 ¹	3.17 Stories ²
			POSSIBLE BONUS IN SUBDISTRICT PER CAP	3 Stories
			MAX EARNED HT OF BUILDING USING BONUS PER DTC	3.17 Stories ²

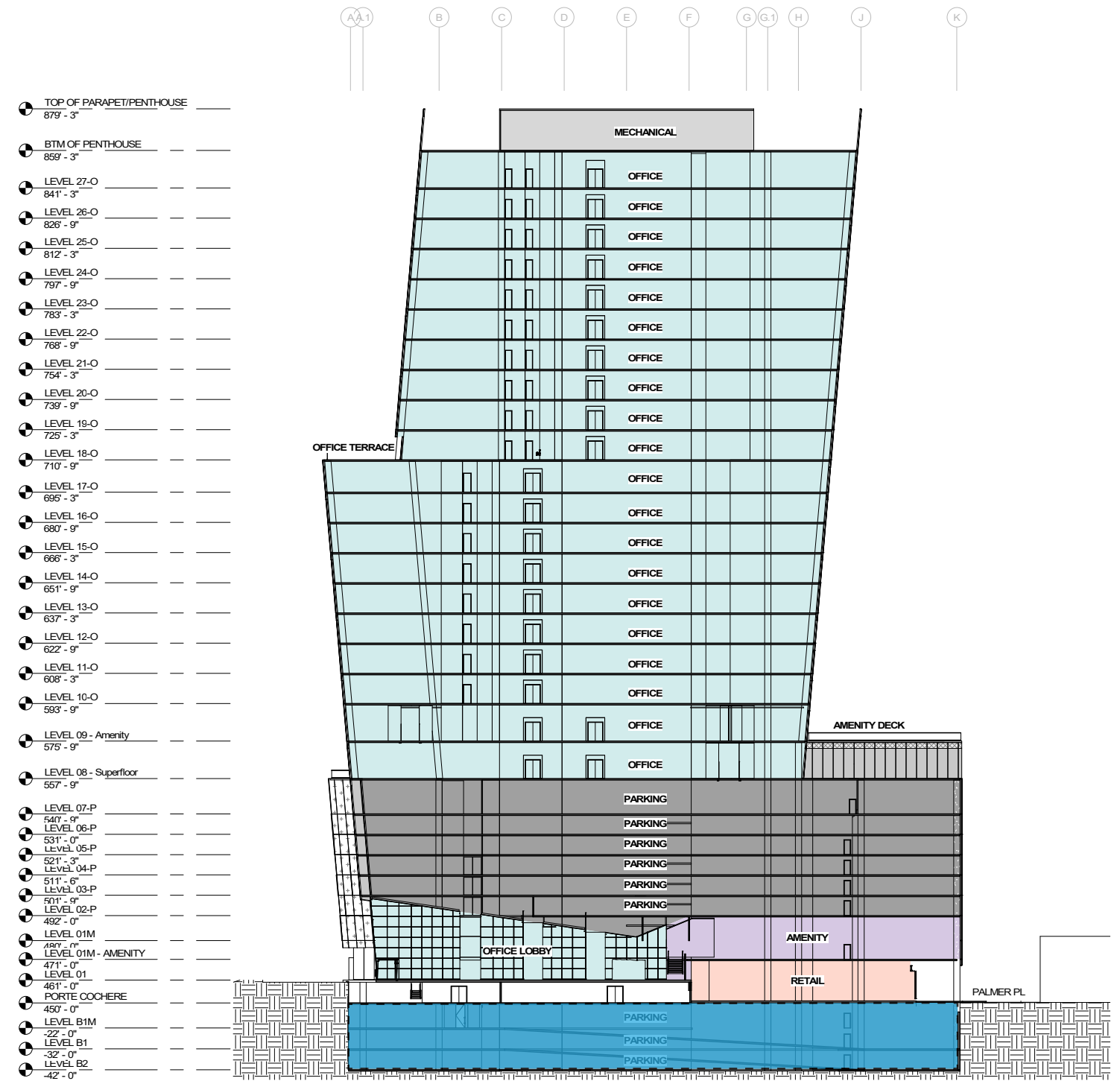
¹ Typical Office Level

² (11,400 Publicly Accessible Open Space X 7) / 25,200 Typical Office Level = 3.17 Stories

UNDERGROUND PARKING / GARAGE LINER

Area of Below Grade Parking (Level B2-B1M)	Area of Retail Liner (Level 01 Above Grade)	Area of Lobby Liner (Level 01M-02P)	Area of Amenity Liner (Level 01M Amenity - 01M)	Total Bonus Area (By Calculation)	Area of Above Grade Tower Levels	Bonus Stories
111,662				111,662	25,200 ¹	4.43 Stories ²
	7,172			14,344	25,200 ¹	.57 Stories ³
		7,069		14,138	25,200 ¹	.56 Stories ⁴
			14,526	29,052	25,200 ¹	1.15 Stories ⁵
					POSSIBLE BONUS IN SUBDISTRICT PER CAP	3 Stories
					MAX EARNED HT OF BUILDING USING BONUS PER DTC	6.71 Stories

- ¹ Typical Office level.
- ² (111,662 Below Grade Parking Area) / 25,200 Typical Office Level = 4.43 Stories
- ³ (7,172 Area of Retail Liner (Level 01 Above Grade) X 2) / 25,200 Typical Office Level = .57 Stories
- ⁴ (7,069 Area of Lobby Liner (Level 01M-02P) X 2) / 25,200 Typical Office Level = .56 Stories
- ⁵ (14,526 Area of Amenity Liner (Level 01M Amenity - 01M) X 2) / 25,200 Typical Office Level = 1.15 Stories

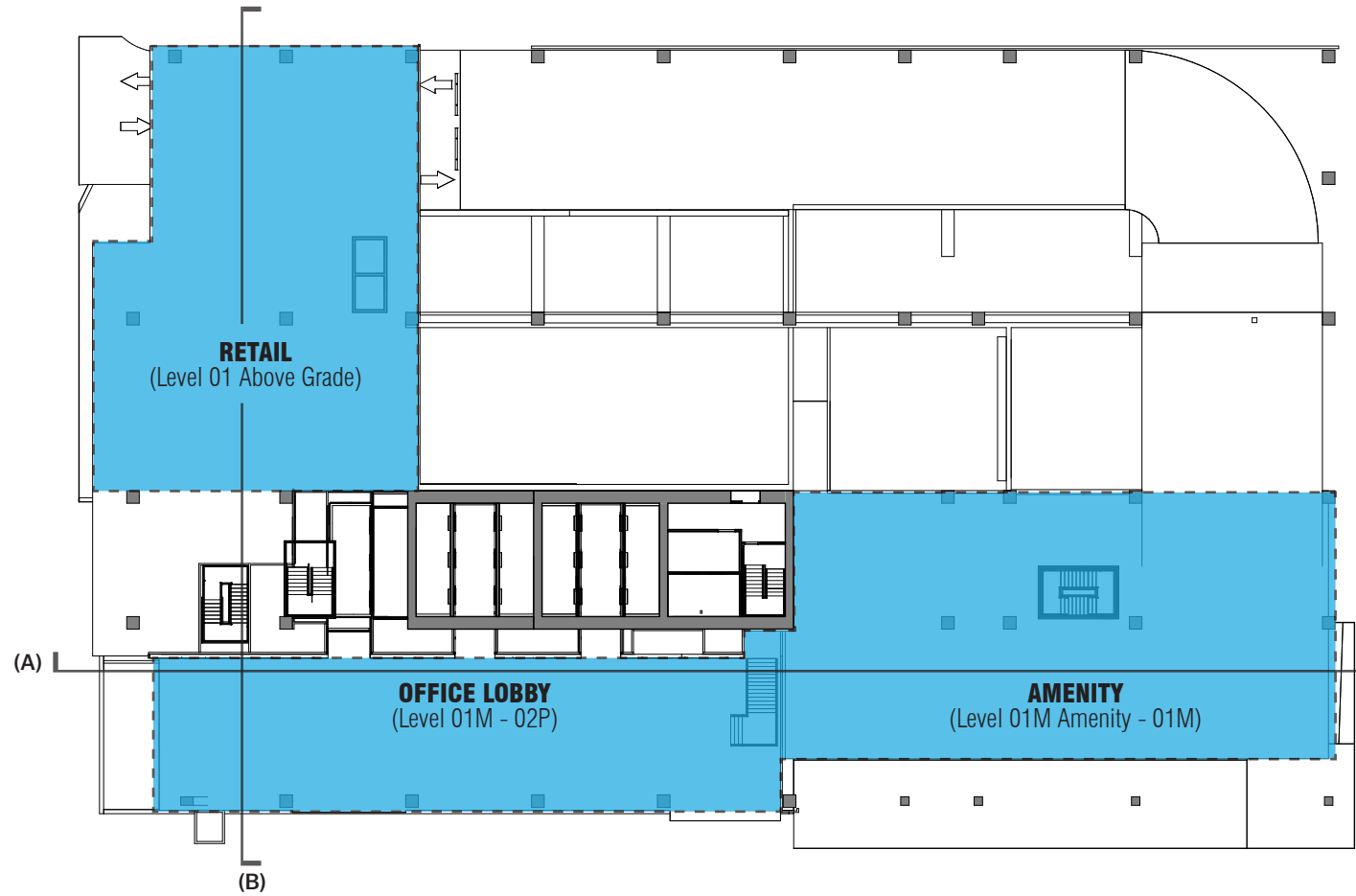


**PROGRAMMATIC SECTION
UNDERGROUND PARKING - LEVELS B2/B1/B1M**

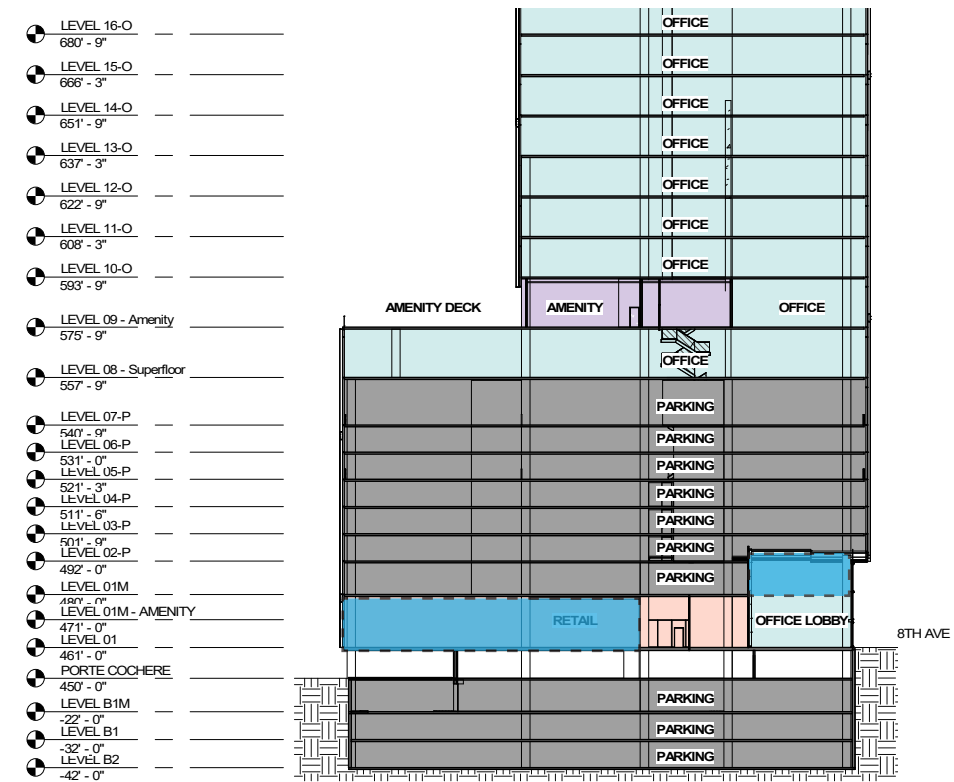
UNDERGROUND PARKING / GARAGE LINER

Area of Below Grade Parking (Level B2-B1M)	Area of Retail Liner (Level 01 Above Grade)	Area of Lobby Liner (Level 01M-02P)	Area of Amenity Liner (Level 01M Amenity - 01M)	Total Bonus Area (By Calculation)	Area of Above Grade Tower Levels	Bonus Stories
111,662				111,662	25,200 ¹	4.43 Stories ²
	7,172			14,344	25,200 ¹	.57 Stories ³
		7,069		14,138	25,200 ¹	.56 Stories ⁴
			14,526	29,052	25,200 ¹	1.15 Stories ⁵
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					MAX EARNED HT OF BUILDING USING BONUS PER DTC	6.71 Stories

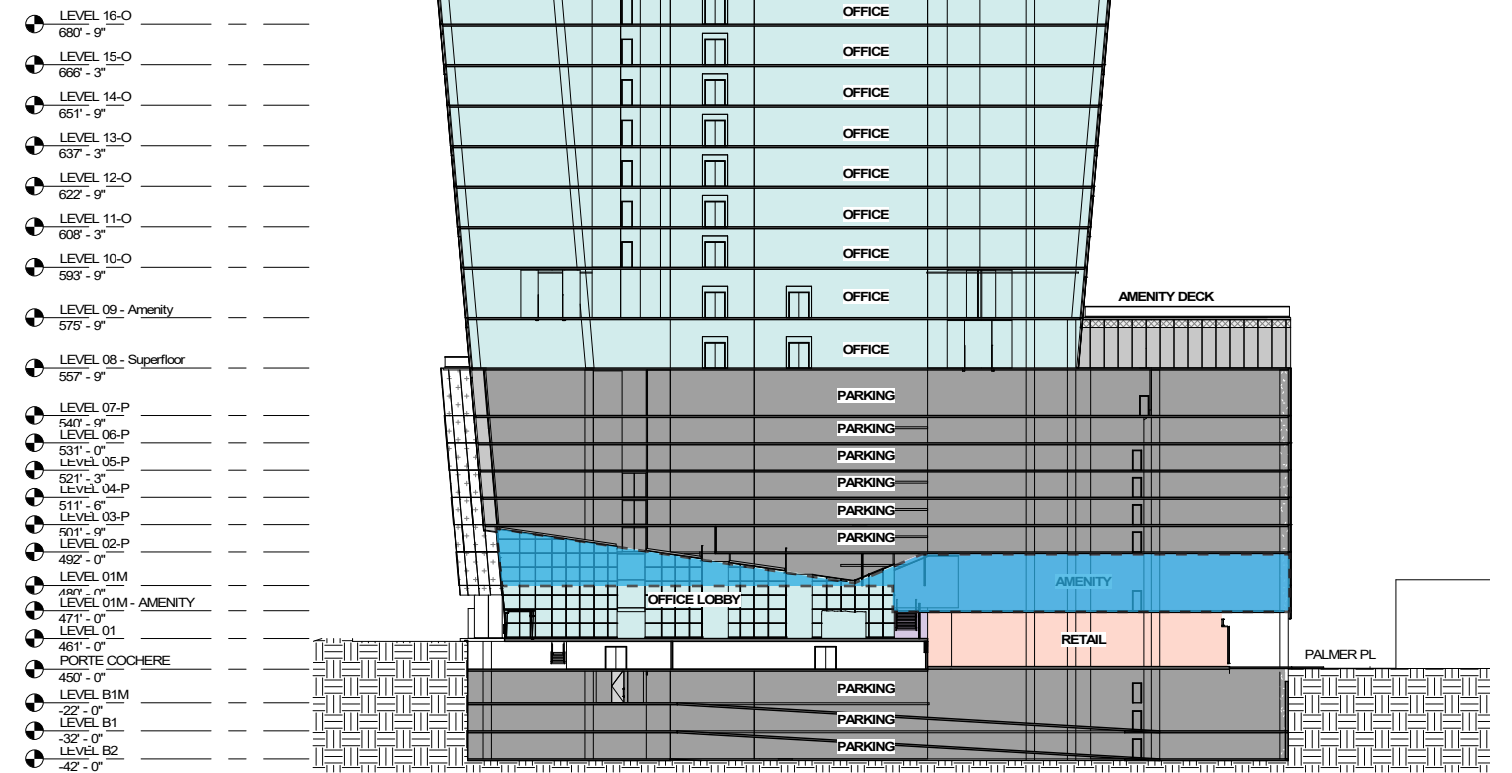
- ¹ Typical Office level.
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GARAGE LINER AREA PLAN
LEVEL 01-03

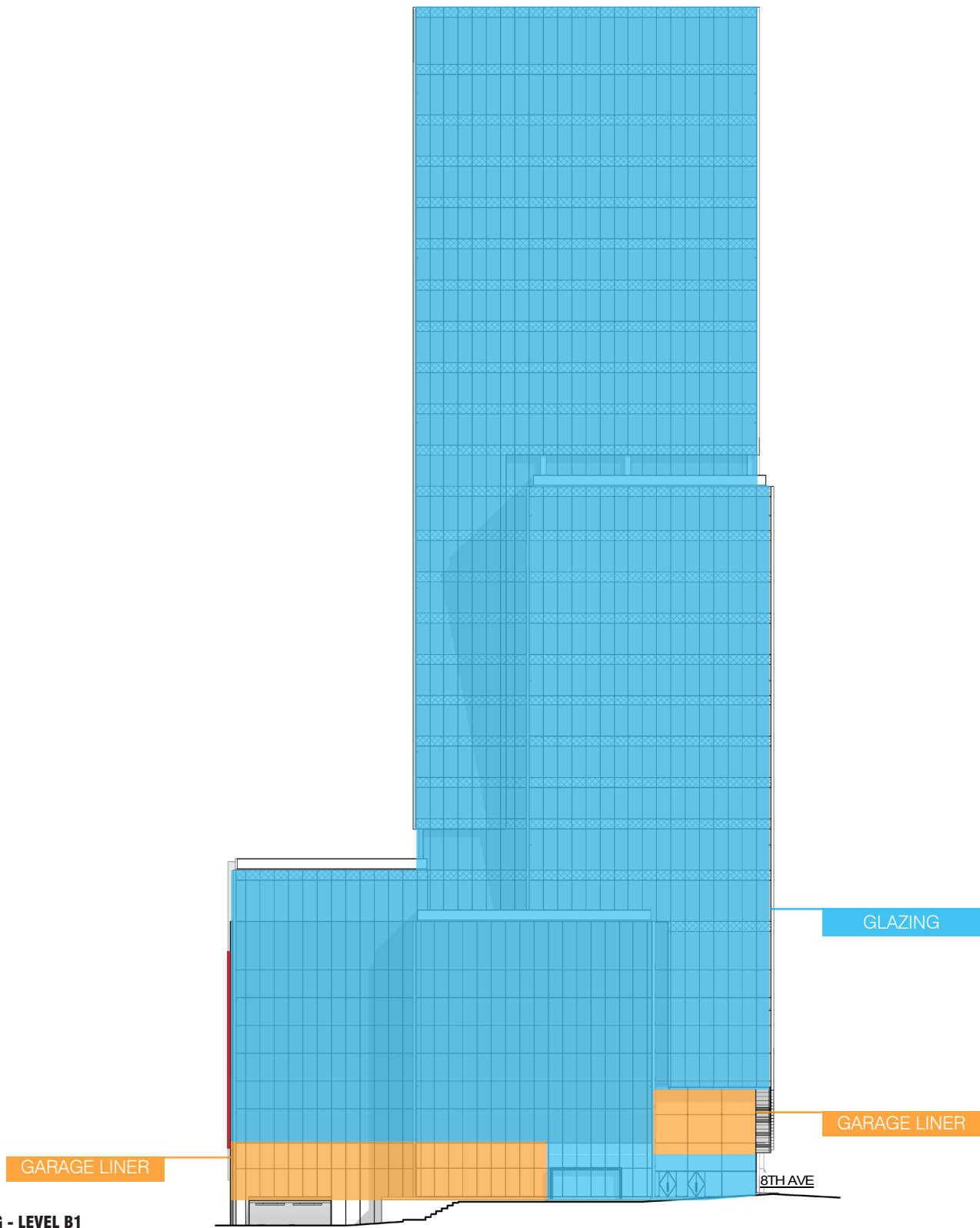


PROGRAMMATIC SECTION (B)
GARAGE LINER - LEVEL 01-03



PROGRAMMATIC SECTION (A)
GARAGE LINER - LEVEL 01-03

GARAGE LINER AND MATERIALITY DIAGRAM -
Upper Level Garage Liner / Convertibility



PUBLIC PARKING

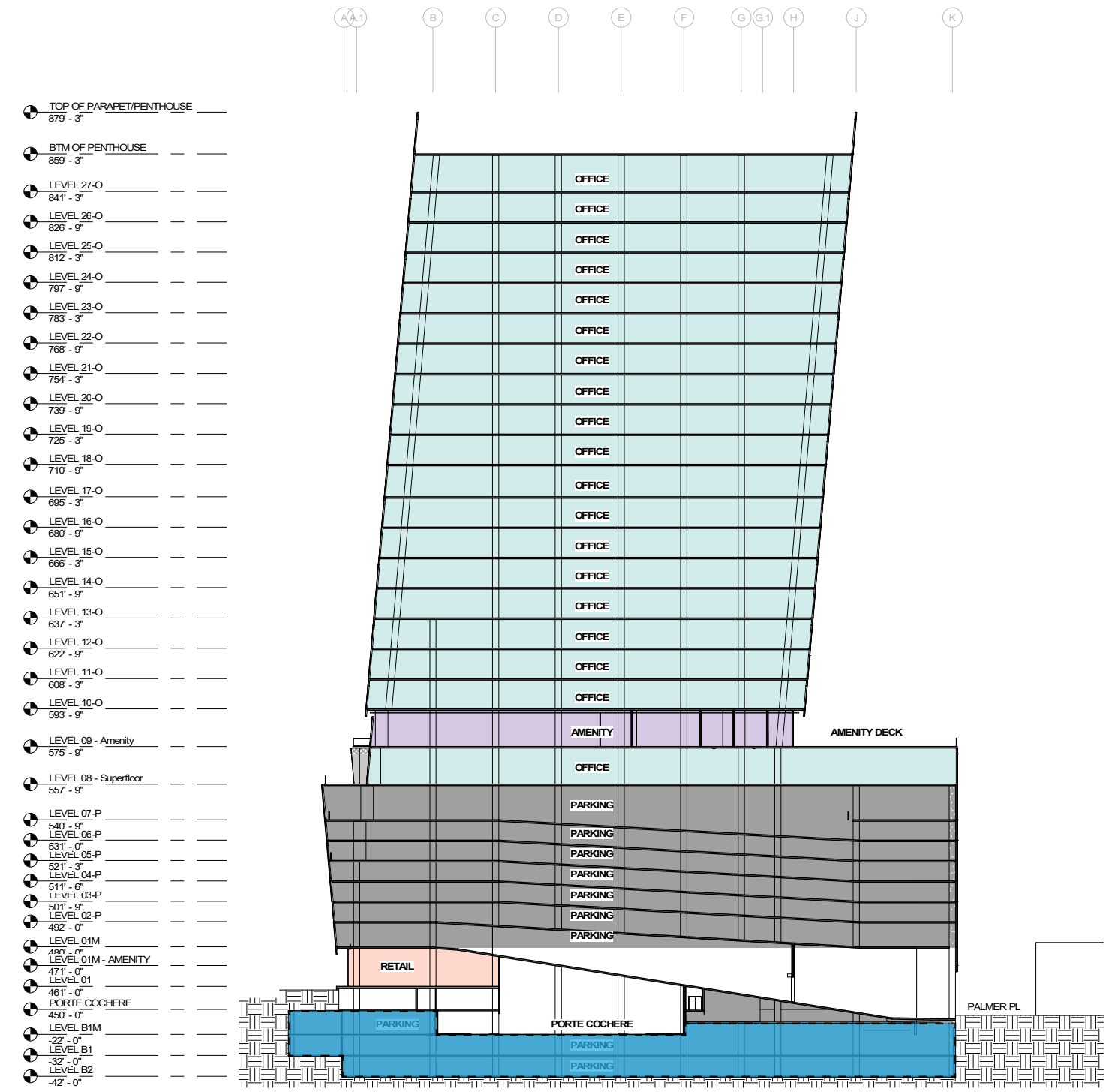
Total Public Parking Spaces	Area of Public Parking (Level B2-B1M)	Total Bonus Area (By Calculation)	Area of Above Grade Tower Levels	Bonus Stories
314	111,662	223,324	25,200 ¹	8.86 Stories ²
			POSSIBLE BONUS IN SUBDISTRICT PER CAP	2 Stories
			MAX EARNED HT OF BUILDING USING BONUS PER DTC	8.86 Stories

¹ Typical Office level.

² (111,662 Area of Public Parking (Level B2-B1M) X 2) / 25,200 Typical Office Level = 8.86 Stories

OVERALL DEVELOPMENT PARKING

Total Public Parking Spaces (Below Grade)	Total Office Parking Spaces (Above Grade)	Total Development Parking Provided
314	858	1,172



**PROGRAMMATIC SECTION
PUBLIC PARKING - LEVEL B1M/B1/B2**



PERVIOUS SURFACE

Area of Level 01 Landscape	Area of Level 01 Hardscape (Pervious)	Area of Level 8 Landscape (Greenroof)	Area of Level 9 Landscape	Total Bonus Area (By Calculation)	Area of Above Grade Tower Levels	Bonus Stories
4,970	6,370			22,680	25,200 ¹	.90 Stories ²
		5,268		10,536	25,200 ¹	.42 Stories ³
			12,486	24,972	25,200 ¹	.99 Stories ⁴
					POSSIBLE BONUS IN SUBDISTRICT PER CAP	2 Stories
					MAX EARNED HT OF BUILDING USING BONUS PER DTC	2.31 Stories

¹ Typical Office Level

² ((4,970+6,370) Pervious Surface Area X 2) / 25,200 Typical Office Level = .90 Stories

³ (5,268 Pervious Surface Area X 2) / 25,200 Typical Office Level = .42 Stories

⁴ (12,486 Pervious Surface Area X 2) / 25,200 Typical Office Level = .99 Stories

-  **PERVIOUS HARDSCAPE**
- 6,370 SF OF AREA WITHIN OPEN SPACE. THIS INCLUDES VEHICULAR DRIVES AS WELL AS PEDESTRIAN.
-  **LANDSCAPE AREA**
- 4,970 SF OF AREA WITHIN OPEN SPACE



OPEN SPACE

Area of Publicly Accessible Open Space	Total Bonus Area (By Calculation)	Area of Above Grade Tower Levels	Bonus Stories
11,400	79,800	25,200 ¹	3.17 Stories ²
		POSSIBLE BONUS IN SUBDISTRICT PER CAP	3 Stories
		MAX EARNED HT OF BUILDING USING BONUS PER DTC	3.17 Stories ²

¹ Typical Office Level

² (11,400 Publicly Accessible Open Space X 7) / 25,200 Typical Office Level = 3.17 Stories

PUBLICLY ACCESSIBLE OPEN SPACE
(11,400 SF TOTAL AREA)

Bonus Height Program

Publicly-Accessible Open Space

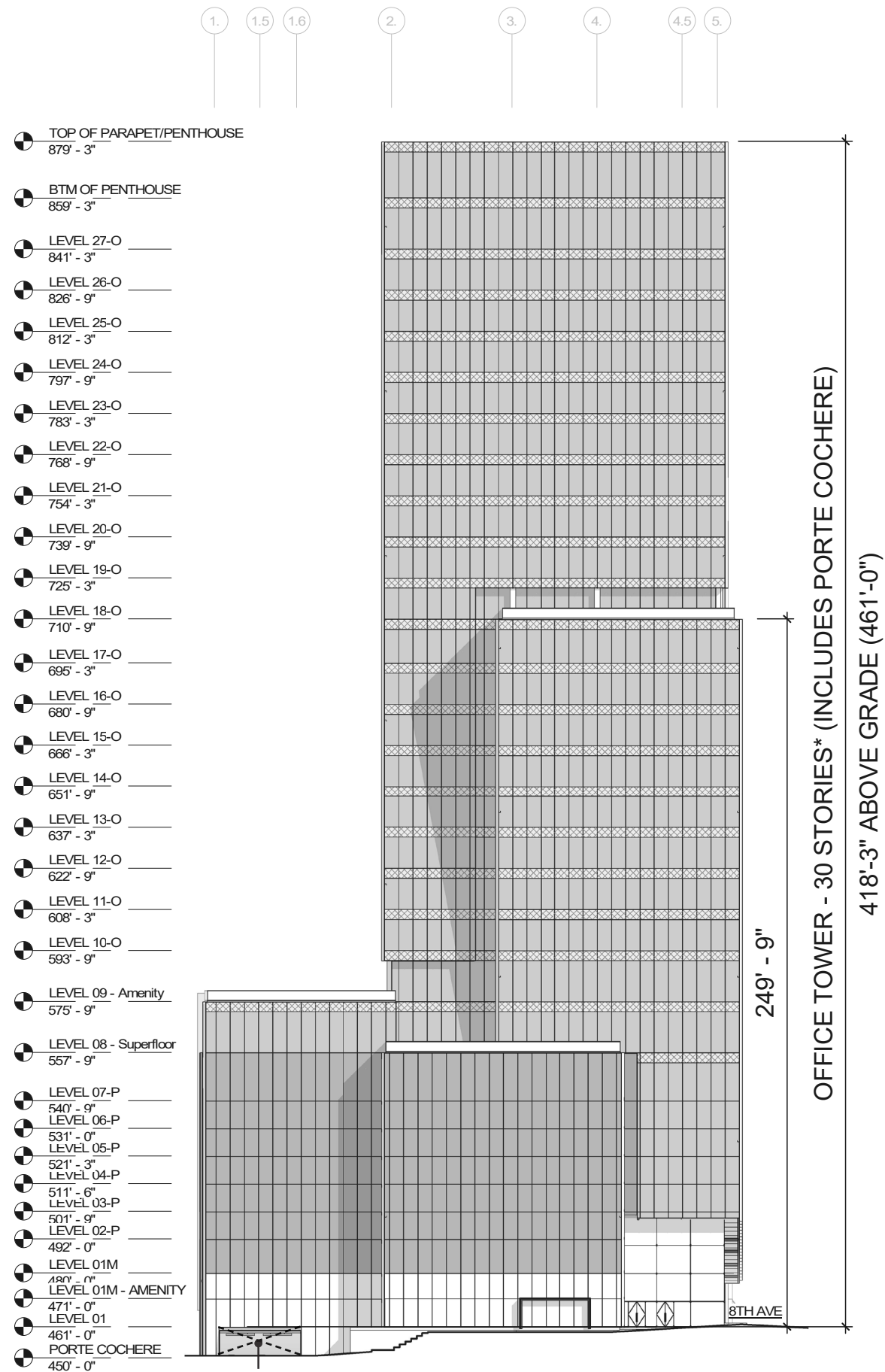
Accessible, enjoyable open spaces are essential for vital and functioning neighborhoods. Open space provides the community with opportunities to be in an outdoor setting, while encouraging social interaction. See the BHP Chart for details for a list of Subdistricts in which the Open Space bonus may be utilized.

Open Space must be designed to the open space standards of the DTC. To be eligible for the Height Bonus, open space must be a minimum of ¼ acre in area.

- Plazas are not eligible for the BHP.
- In Open Space deficiency areas (See the Open Space section of the General Standards), the number of square feet of Bonus Height shall be seven times that of the number of square feet in open space. Outside of Open Space deficiency areas, the number of square feet of Bonus Height shall be four times that of the number of square feet in open space. The additional square footage may be used to the Bonus Height Maximum as determined on the BHP Chart.
- Bonuses are available only for publicly accessible (whether publicly or privately owned) open space.

MATERIAL LEGEND

- CLEAR GLAZING
- LOW REFLECTIVE GLAZING
- HIGH REFLECTIVE GLAZING
- GARAGE REFLECTIVE GLAZING
- SPANDREL GLASS



- TOP OF PARAPET/PENTHOUSE
879' - 3"
- BTM OF PENTHOUSE
859' - 3"
- LEVEL 27-O
841' - 3"
- LEVEL 26-O
826' - 9"
- LEVEL 25-O
812' - 3"
- LEVEL 24-O
797' - 9"
- LEVEL 23-O
783' - 3"
- LEVEL 22-O
768' - 9"
- LEVEL 21-O
754' - 3"
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739' - 9"
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695' - 3"
- LEVEL 16-O
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666' - 3"
- LEVEL 14-O
651' - 9"
- LEVEL 13-O
637' - 3"
- LEVEL 12-O
622' - 9"
- LEVEL 11-O
608' - 3"
- LEVEL 10-O
593' - 9"
- LEVEL 09 - Amenity
575' - 9"
- LEVEL 08 - Superfloor
557' - 9"
- LEVEL 07-P
540' - 9"
- LEVEL 06-P
531' - 0"
- LEVEL 05-P
521' - 3"
- LEVEL 04-P
511' - 6"
- LEVEL 03-P
501' - 9"
- LEVEL 02-P
492' - 0"
- LEVEL 01M
482' - 0"
- LEVEL 01M - AMENITY
471' - 0"
- LEVEL 01
461' - 0"
- PORTE COCHERE
450' - 0"

PORTE-COCHERE

NORTH ELEVATION

OFFICE TOWER - 30 STORIES* (INCLUDES PORTE COCHERE)
418'-3" ABOVE GRADE (461'-0")

249' - 9"

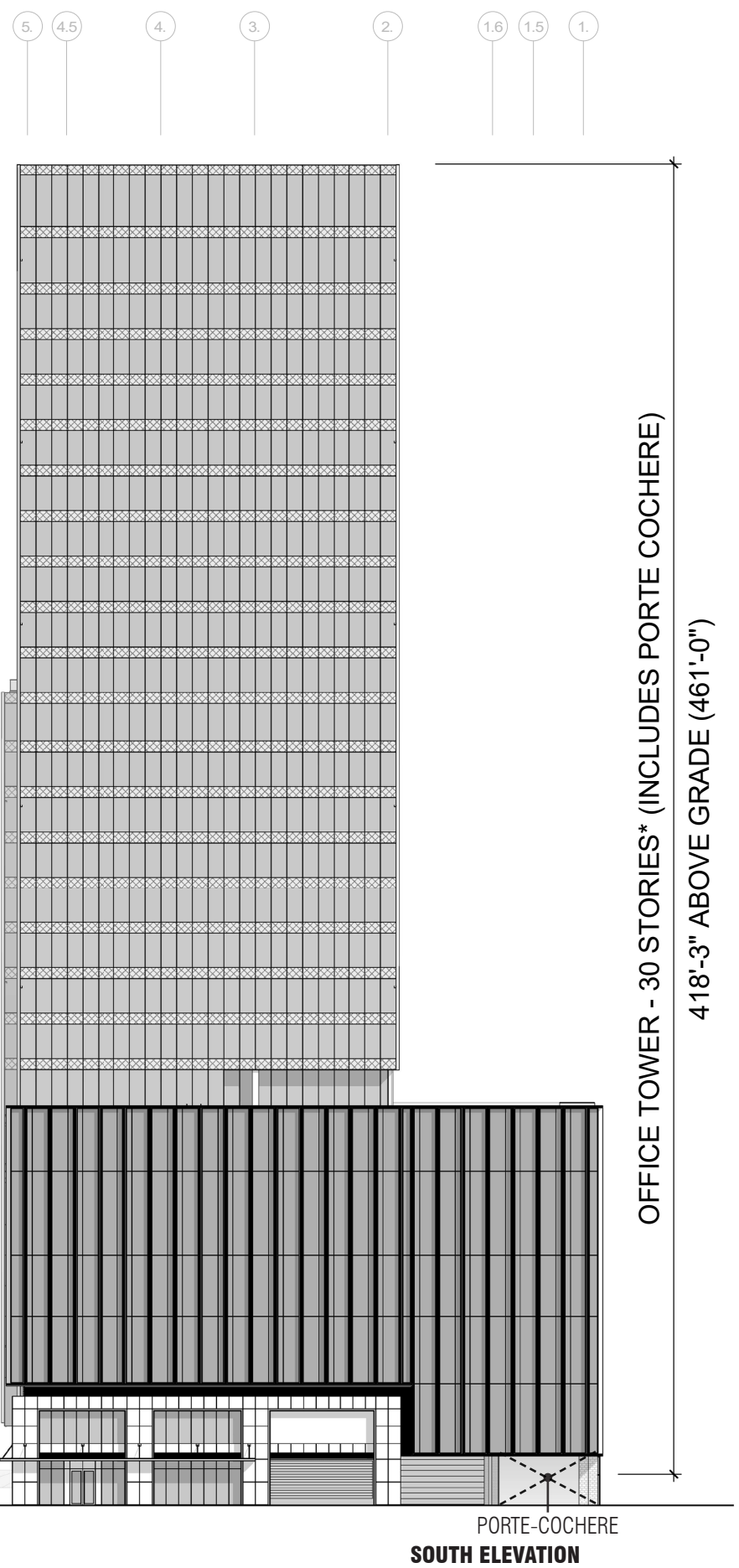
8TH AVE



MATERIAL LEGEND

- CLEAR GLAZING
- LOW REFLECTIVE GLAZING
- HIGH REFLECTIVE GLAZING
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540' - 9"
- LEVEL 06-P
531' - 0"
- LEVEL 05-P
521' - 3"
- LEVEL 04-P
511' - 6"
- LEVEL 03-P
501' - 9"
- LEVEL 02-P
492' - 0"
- LEVEL 01M
480' - 0"
- LEVEL 01M - AMENITY
471' - 0"
- LEVEL 01
461' - 0"
- PORTE COCHERE
450' - 0"



HOLISTIC EXTERIOR DESIGN:

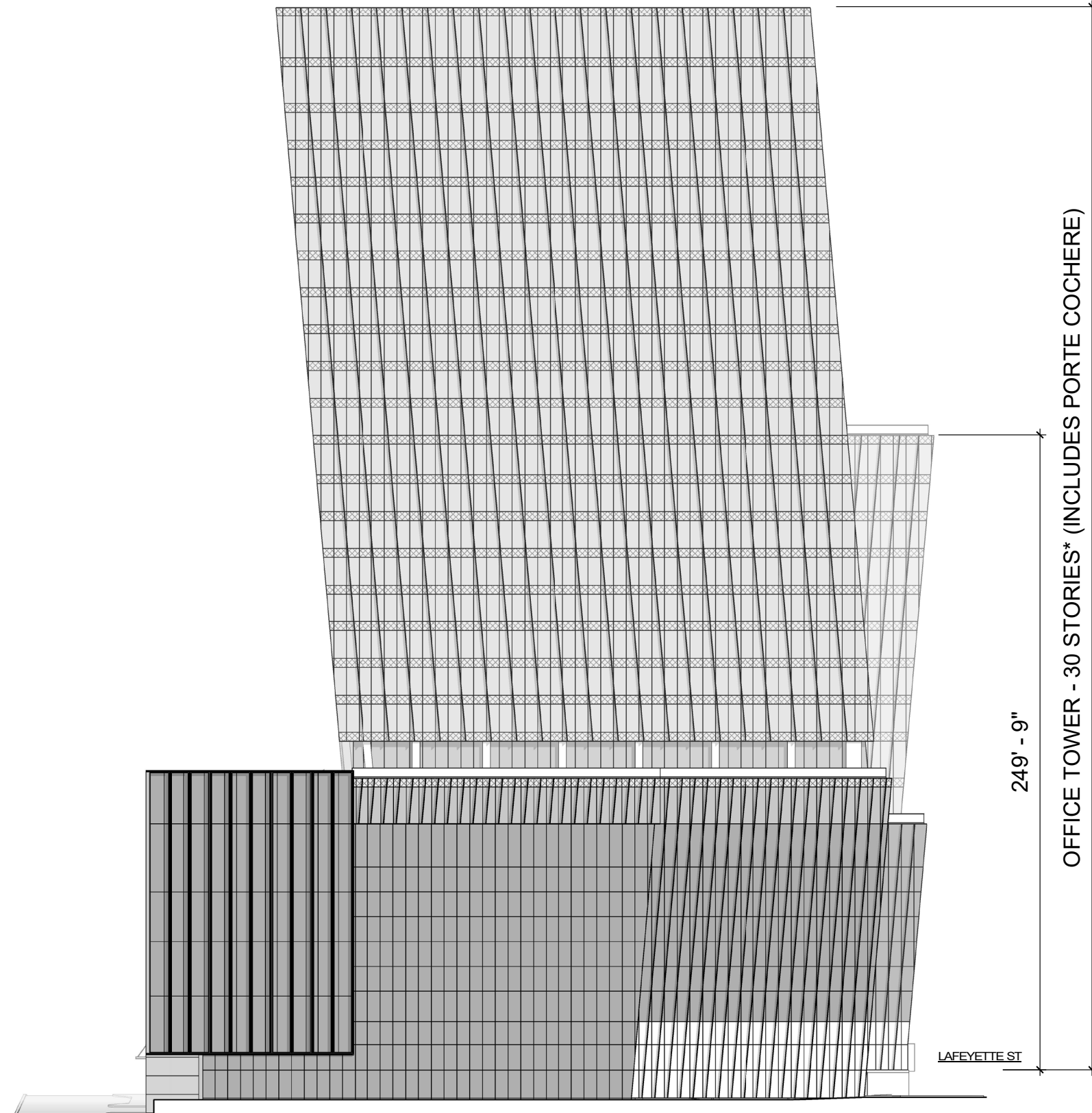
THOUGH PORTIONS OF THE BUILDING'S FACADES ABUT ADJACENT PROPERTIES OR ALLEYS, THE BUILDING EXTERIOR IS TREATED AS IF ALL AREAS WILL BE VISIBLE IN PERPETUITY. GLAZING HAS BEEN INCORPORATED THROUGHOUT, TO CREATE AN APPEALING ASCETIC, AND CONCEAL THE PARKING PODIUM. THE BUILDING FORM BREAKS DOWN INTO SEVERAL LAYERED MASSES, AND UTILIZES A DIVERSE PALETTE OF QUALITY, DURABLE MATERIALS RESULTING IN A RICH AND APPROPRIATELY SCALED PEDESTRIAN STREETScape.



MATERIAL LEGEND

- CLEAR GLAZING
- LOW REFLECTIVE GLAZING
- HIGH REFLECTIVE GLAZING
- GARAGE REFLECTIVE GLAZING
- SPANDREL GLASS

(J)
(H)
(G.1)
(G)
(F)
(E)
(D)
(C)
(B)
(A.1)
(A)



EAST ELEVATION

OVERALL ELEVATIONS

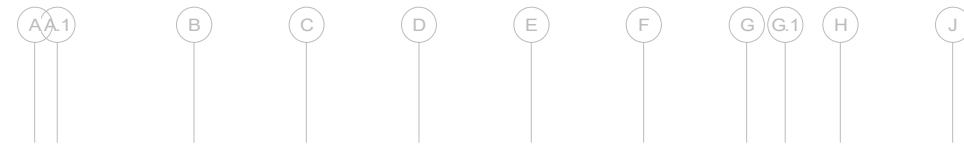
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	637' - 3"
	LEVEL 12-O
	622' - 9"
	LEVEL 11-O
	608' - 3"
	LEVEL 10-O
	593' - 9"
	LEVEL 09 - Amenity
	575' - 9"
	LEVEL 08 - Superfloor
	557' - 9"
	LEVEL 07-P
	540' - 9"
	LEVEL 06-P
	531' - 0"
	LEVEL 05-P
	521' - 3"
	LEVEL 04-P
	511' - 6"
	LEVEL 03-P
	501' - 9"
	LEVEL 02-P
	492' - 0"
	LEVEL 01M
	480' - 0"
	LEVEL 01M - AMENITY
	471' - 0"
	LEVEL 01
	461' - 0"
	PORTE COCHERE
	450' - 0"





MATERIAL LEGEND

	CLEAR GLAZING
	LOW REFLECTIVE GLAZING
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- LEVEL 06-P
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- LEVEL 05-P
521' - 3"
- LEVEL 04-P
511' - 6"
- LEVEL 03-P
501' - 9"
- LEVEL 02-P
492' - 0"
- LEVEL 01M
487' - 0"
- LEVEL 01M - AMENITY
471' - 0"
- LEVEL 01
461' - 0"
- PORTE COCHERE
450' - 0"

OFFICE TOWER - 30 STORIES* (INCLUDES PORTE COCHERE)

418'-3" ABOVE GRADE (461'-0")

249' - 9"

WEST ELEVATION

LAFAYETTE ST

PALMER CONNECTION

MODIFICATION REQUEST: ADDITIONAL POTENTIAL BONUS HEIGHT / EXCEPTIONAL DESIGN CONSIDERATION

Per the downtown code additional Height can be granted for Exceptional Design, including but not limited to unique architecture, exceptionally strong streetscape, and improvement of the project's relationship to surrounding properties.

Improvement of the Project's Relationship to Surrounding Properties:

The project activates the site and street life with retail fronting both 8th Ave and Lafayette Street. The building design provides human scale overhangs at the retail spaces that are comfortable for pedestrians. The combination of the ground floor retail and the openness of the lobby promote pedestrian activity on and around the site. The massing of the towers, openness of the lobbies, and retail further demarcate the importance of the roundabout. The design and program for the spaces will draw people to the site and help to further activate the strong axis along 8th Avenue.

The building heights and materials for the development fit well with the surrounding towers, including the Westin (27 stories), JW Marriott (35 stories), and mixed-use tower at 805 Lea Ave (32 stories). The site is designed as an active Publicly Accessible Open Space, planned with public elements including cutting gardens, a variety of seating, bench swings, a flexible lawn, and a bike repair station. The site design also incorporates a green street that uses vegetation and landscape design to manage and capture stormwater on site. The vegetated curbs improve both pedestrian and bicycle safety. The continuous landscape buffer also deters drop-off along 8th Avenue and encourages drivers to utilize the internal porte cochere for valet and rideshare drop-off within the project. The site design also incorporates trees that provide shade for pedestrians and the building in addition to strengthening the buffer between the sidewalks and the streets. The combination of the program mix, activation of the ground level, and the green street design contribute to both positive urban development and improvement of the project's relationship to surrounding properties

[\[SEE PAGE 8 – Local Proximity\]](#)

[\[SEE PAGE 9 – Site Context Diagram\]](#)

[\[SEE PAGE 24 – Public Space - Site Plan\]](#)

Unique Architecture:

The massing of the office tower is defined by two primary drivers. The main driver for the project is the 8th Ave roundabout as the focal point. The building mass angles towards the roundabout, responding to the importance of the primary circulation element as well as the playfulness of the Stix sculpture. The second driver for the form of the building is an environmental response. The primary mass of the building is angled towards the south to self-shade the southern facade. The two glass volumes playfully lean and appear to rest on the mass at the base that encloses the garage and extends into the lobby.

The office lobby is designed to be an inviting focal point that also directly responds to the 8th Ave roundabout. The top of the lobby volume is angled with the tall side directly adjacent to the roundabout, creating a dramatic space and beacon in response to the circle. The lobby space is also used to line and hide the garage. It blurs the lines of lobby, garage, and tower to create a unified experience.

The use of both solid and transparent materials on the office breaks down the building form to create a more unique and diverse architecture. The design aims to create the appearance of multiple buildings that breakdown the overall scale. The design creates a visual balance of glazed and non-glazed surfaces. The east and west facades of the office integrate fins for both shading and architectural expression. The dark metal fins shade the building and create a strong vertical texture on the facades. The contemporary design for the development integrates and complements the glass and metal materials and forms of the adjacent buildings, including the Music City Center, the Westin, and the JW Marriott. The refined building materials are durable and aesthetically appropriate to their context.

The Circle South development creates a physically attractive and inviting environment. The unique architecture, combined with the prominence of the site, will draw and encourage pedestrian activity. The form and openness of the lobby and retail spaces, designed with clear glass to provide a high degree of ground-level transparency, further activate the sidewalks on both 8th Ave and Lafayette Street.

[\[SEE PAGE 10 – Concept Diagrams\]](#)

[\[SEE PAGES 11,12,13,14,17 – Renderings\]](#)

[\[SEE PAGE 15 – Program and Green Space\]](#)

Upper Level Garage Liner / Convertibility:

The upper level of the garage is designed with the ability to be converted to office space at a later date. The height of the space is increased from the standard garage level height and portions of the floor slab are flat to allow for ease of conversion to office space.

[\[SEE PAGE 35 – Programmatic Section\]](#)

Traffic Demand Management:

The development provides multiple entry and exit points with direct access to all adjoining streets, including 7th Ave, 8th Ave, Lafayette Street, and Palmer Place. The site design plans for the connection with Palmer Place, as well as the integration of a traffic light at the intersection of 8th Ave and Drexel Street. The entries, exits, and garage design efficiently separate daily use for tenants and visitors. One of the primary traffic demand management strategies is the internal porte cochere for ride sharing and valet pick up/drop off. The design maximizes internal car queuing at the core of the site. Options for bike parking are provided along 8th Avenue, as well as internal bike storage off of the Lafayette Street building entrance.

[\[SEE PAGES 21-23 – Palmer Connection and Porte Cochere\]](#)

Exceptionally Strong Streetscape:

The development's public realm responds to the site's context and integrates the building into the city's fabric. The spaces along the street establish a vibrant and active Publicly Accessible Open Space. The open space incorporates a diverse mix of public uses. They include a series of outdoor workspaces, cutting gardens, water feature, outdoor pavilion, porches, swings, and public WIFI provided throughout the entire open space. Uses are aligned to downtown workers and residents with anticipated hours of 7:00am to 10:00pm. All of the features are designed to complement the high quality of the architecture and its prominent location within the city.

At the corner of where Lafayette and 8th come together at the roundabout, the open space addresses the roundabout and signature lobby through the emphases of the strong forms while providing a seamless and accessible experience. The skyline portal water feature on axis with the lobby provides a captivating focal element that reflects the façade which then reflects the Stix sculpture from the roundabout and skyline.

The Lafayette edge of the Publicly Accessible Open Space includes a series of cascading outdoor spaces. The first is a large outdoor work and event space covered by a shade structure. More intimate porches integrate a series of casual swings and seating where users can enjoy views of the downtown skyline. The design of the swing structure draws inspiration from the Stix within the roundabout. The rich landscape creates a diverse tapestry of planting framing the public spaces. ADA access is provided through a series of walkways along the sidewalk. An outdoor artificial turf area with seating is located on the property south of the garage entry. The space fronts future retail on the first floor. The lawn provides opportunities for outdoor games and events.

A series of cutting gardens with integral seating front the lobby along Eighth Avenue. The gardens include a series of diverse decorative landscaping with a heavy concentration of flowering plants suitable for cuttings. The gardens incorporate a seasonal porch where the lobby can be opened up when weather permits. This opening will facilitate the use of the lobby landscape and gathering areas by the public where they can use additional covered gathering and work areas. A stair provides access from the lower end of the garden to the lobby. Bike parking along with a bike workstation is installed along this edge. The remaining portion of the open space incorporates a series of community tables.

The streetscape meets the MCSP cross-section. It incorporates green street elements through the integration of bioretention, similar to those on Korean Veterans Boulevard. Additionally, the robust native and adaptive species that comprise the landscape further elevate the quality of the streetscape and the experience for pedestrians and those passing by the development. The continuous landscape buffer is intended to deter drop-off along 8th Avenue and encourage drivers to utilize the internal valet and drop-off facilities within the project. It also buffers the cutting garden areas. The large street trees exceed the minimum requirements for street trees.

[\[SEE PAGE 24 – Public Space - Site Plan\]](#)

[\[SEE PAGES 27-30 – Public Space - Character Images\]](#)

[\[SEE PAGES 38, 39 – Public Space - Pervious Pavement and Open Space Diagrams\]](#)

MODIFICATION REQUEST: DOWNTOWN CODES

- Roundabout frontage is neither curved nor perpendicular/ tangent to the circle **(DRC SUBMITTAL 12.13.19, PAGE 8) (DTC, PAGE 36)**
- A 33'-0" heighted space is proposed at the corner nearest the roundabout. This is a dramatic gesture along a small section of the building, but will require a modification to the maximum floor-to-floor height. **(DRC SUBMITTAL 12.13.19, PAGE 30)**
- Facades facing KVB (including the Circle) are allowed a maximum of 3 levels of exposed above grade parking. This exceeds that at 6. **(DRC SUBMITTAL 12.13.19, PAGE 30 AND 31)(UDO, SECTION 3.1)**



LEED v4 for BD+C: Core and Shell

Preliminary Project Checklist

Project Name: Circle South Office Tower

Date: 16-Mar-20

Y ? N

1	0	0	Credit	Integrative Process	1
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8	6	26	Location and Transportation		20
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0	0	20	Credit	LEED for Neighborhood Development Location	20
2	0	0	Credit	Sensitive Land Protection	2
0	2	1	Credit	High Priority Site	3
2	4	0	Credit	Surrounding Density and Diverse Uses	6
2	0	4	Credit	Access to Quality Transit	6
1	0	0	Credit	Bicycle Facilities	1
0	0	1	Credit	Reduced Parking Footprint	1
1	0	0	Credit	Green Vehicles	1

3	4	4	Sustainable Sites		11
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Y			Prereq	Construction Activity Pollution Prevention	Required
1	0	0	Credit	Site Assessment	1
0	0	2	Credit	Site Development - Protect or Restore Habitat	2
0	1	0	Credit	Open Space	1
0	1	2	Credit	Rainwater Management	3
1	1	0	Credit	Heat Island Reduction	2
0	1	0	Credit	Light Pollution Reduction	1
1	0	0	Credit	Tenant Design and Construction Guidelines	1

5	2	4	Water Efficiency		11
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Y			Prereq	Outdoor Water Use Reduction	Required
Y			Prereq	Indoor Water Use Reduction	Required
Y			Prereq	Building-Level Water Metering	Required
1	1	0	Credit	Outdoor Water Use Reduction	2
2	1	3	Credit	Indoor Water Use Reduction	6
1	0	1	Credit	Cooling Tower Water Use	2
1	0	0	Credit	Water Metering	1

12	2	19	Energy and Atmosphere		33
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Y			Prereq	Fundamental Commissioning and Verification	Required
Y			Prereq	Minimum Energy Performance	Required
Y			Prereq	Building-Level Energy Metering	Required
Y			Prereq	Fundamental Refrigerant Management	Required
4	2	0	Credit	Enhanced Commissioning	6
5	0	13	Credit	Optimize Energy Performance	18
0	0	1	Credit	Advanced Energy Metering	1
0	0	2	Credit	Demand Response	2
0	0	3	Credit	Renewable Energy Production	3
1	0	0	Credit	Enhanced Refrigerant Management	1
2	0	0	Credit	Green Power and Carbon Offsets	2

8	0	6	Materials and Resources		14
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Y			Prereq	Storage and Collection of Recyclables	Required
Y			Prereq	Construction and Demolition Waste Management Planning	Required
3	0	3	Credit	Building Life-Cycle Impact Reduction	6
1	0	1	Credit	Building Product Disclosure and Optimization - Environmental Product Declarations	2
1	0	1	Credit	Building Product Disclosure and Optimization - Sourcing of Raw Materials	2
1	0	1	Credit	Building Product Disclosure and Optimization - Material Ingredients	2
2	0	0	Credit	Construction and Demolition Waste Management	2

6	3	1	Indoor Environmental Quality		10
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Y			Prereq	Minimum Indoor Air Quality Performance	Required
Y			Prereq	Environmental Tobacco Smoke Control	Required
2	0	0	Credit	Enhanced Indoor Air Quality Strategies	2
3	0	0	Credit	Low-Emitting Materials	3
1	0	0	Credit	Construction Indoor Air Quality Management Plan	1
0	2	1	Credit	Daylight	3
0	1	0	Credit	Quality Views	1

6	0	0	Innovation		6
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5	0	0	Credit	Innovation	5
1	0	0	Credit	LEED Accredited Professional	1

2	0	2	Regional Priority		4
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0	0	1	Credit	Regional Priority: Specific Credit	1
1	0	0	Credit	Regional Priority: Specific Credit	1
1	0	0	Credit	Regional Priority: Specific Credit	1
0	0	1	Credit	Regional Priority: Specific Credit	1

51	17	62	TOTALS		Possible Points: 110
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Certified: 40 to 49 points, Silver: 50 to 59 points, Gold: 60 to 79 points, Platinum: 80 to 110



BRIDGESTONE