



Request	DTC Concept Plan and Modification Request
Project Name	Nashville Yards Parcel 3
Council District	19 – O’Connell
Requested by	Kelly Cathey, with Gresham Smith;
Staff Reviewer	Hammer
Staff Recommendation	<i>Approve with conditions and defer without all conditions.</i>

APPLICANT REQUEST

A request to review an updated concept plan within DTC for property located at 500 Platform Way S. (2.6 acres), west of 10th Avenue N. and south of Church Street within the Core Subdistrict of the DTC, and subsequent modifications.

PROJECT OVERVIEW

The project proposes a 43-story office building and a 35-story office building, with ground floor retail, 1,182 structured parking spaces, and 1,001 underground parking spaces. Parcel 3 is part of the larger Yards master plan which includes several parcels and towers, some of which are built, others under construction, and others not yet reviewed.

PLAN DETAILS

The general bounds of the property include Church Street to the north, Platform Way North and 10th Avenue on the east, and CSX right-of-way to the west. Platform Way is an elevated private street positioned directly above 10th Avenue with superstructure supports within the 10th Avenue right-of-way. The proposed plan includes vehicular access on Platform Way South and 10th Avenue, as well as loading on 10th Avenue.

The project proposes two office towers situated on top of a multi-level underground parking deck, with lobbies for both buildings and retail space on the ground floor, which is at the grade of the Church Street viaduct. Both towers have approximately 9 stories of structured parking above the ground floor. This upper-level structured parking is accessed from Platform Way.

The retail spaces face a meandering pedestrian passage, which connects to Church Street and Platform Way and transitions from the higher grade down to the 10th Avenue. grade via an open-air stairway and elevator. There is also an additional stairway adjacent to the intersection of 10th Avenue and Commerce Street.

BACKGROUND

This property was reviewed in 2018 as part of a request for modifications for the overall Yards project. Several modifications were granted for this property, including, among others, clarifying where the ground floor measurements are taken from, waiving street tree requirements underneath Platform Way, and allow active use requirements to be taken from Platform Way and Church Street.

The prior plan included many of the same site features of the currently proposed plan, with a few exceptions. The prior plan included office buildings that were mid-rise in height. The property is within the Core Subdistrict and is entitled to 30 stories of height with the ability to earn unlimited



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additional entitlements through the Bonus Height Program. The plan has been revised to propose taller buildings, both of which are in line with the height regulations of the Core Subdistrict.

Other changes, like the removal of an additional vehicular access on Church Street from this property, have been made to meet NDOT requirements.

CONCEPT REVIEW

- Does the pedestrian circulation pattern within the site yield a pleasant experience and gracefully traverse the significant grade change?
- Is this master planned project balancing the needs and constraints of individual buildings in relation to the overall plan and surrounding properties?

DTC MODIFICATION REQUEST SUMMARY

1. Structured Parking - Quantity

- Required: The number of stories of structured parking without upper-level habitable liners on all public street frontages and open spaces shall not exceed the number of levels of underground parking.
- Proposed by the applicant: Assess this standard with the entire master plan for Nashville Yards instead of an individual building-by-building basis.
- Analysis: The applicant has requested that staff review the amount of underground parking throughout the various phases of Nashville Yards as a whole rather than individual buildings within the project. The number of overall underground parking spaces is approximately double the number of overall structured parking spaces.

Metro Water Services has confirmed the presence of significant groundwater on the site, which would make additional underground parking levels difficult to achieve and not a best practice. Staff acknowledges this constraint and notes that the screening proposed for the structured parking is high-quality and integrated into the building in a manner that is difficult to distinguish from habitable space.

The DTC standard for limiting structured parking is quantity based and meant to limit the visual impact of structured parking on the pedestrian experience. Due to the groundwater constraint, the high-quality screening methods, the high volume uses on the ground floor including the street frontages and pedestrian passages, and the structured parking ratio of the Nashville Yards project overall, staff recommends approving this requested modification.

As part of the previous review, several modifications were approved by the DTC DRC. These generally included allowing active uses and measurements to be taken from Platform Way, rather than 10th Avenue, allowing the façade to pull back from the build-to zone to accommodate additional pedestrian space, and allowing the street trees to be omitted for viaduct conditions and covered rights-of-way. The prior review also allowed larger access points on 10th Avenue than typically allowed. The site constraints that necessitated those modification requests, like the presence of Platform Way, remain applicable to the property.



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STAFF RECOMMENDATION

The project aligns with the goals and objectives of the Downtown Code. The conditions are related to the impacts of the upper-level garage on the constrained signalized intersection at Church Street and Platform Way. Staff recommends approval with the following conditions and deferral without all conditions:

1. Applicant shall make good-faith efforts to accommodate pedestrian and vehicular access for the project located at 1000-1010 Church Street (the "Project"). Any agreement for access by the Project may include provisions to ensure access for existing users of Platform North is not disrupted, limitations to support residential users, a market-supported contribution for use of Platform North and ongoing maintenance and management expenses. In the event Applicant and the owner of the Project are unable to reach an access agreement, applicant shall work in good faith with the Metro Department of Law and other Metro departments to resolve traffic, circulation, and similar concerns affecting Applicant's property and the Project.
2. The project shall comply with all NDOT requirements on the revised Traffic Impact Study (TIS).
3. *Additional NDOT comments to be provided at DRC meeting*