



Specific Plan/Historic Commission Submission

# 1301 2ND AVE N

Boutique Hotel



MPC# 2021SP-096-001 | January 31, 2022



Developers: *Shah Hotels Group*

Parcel ID: *08209021900*  
Address: *1301 2nd Ave N  
Nashville, TN 37208*

Owners: *Germantown Hospitality, LLC*  
Address: *1301 2nd Ave N  
Nashville, TN 37208*

Council District: *(19) Freddie O'Connell*

Applicant / Land Planner:  
*Smith Gee Studio*  
*602 Taylor St., Suite 201*  
*Nashville, TN 37208*  
ATTN: *Scott Morton*  
*smorton@smithgeestudio.com*

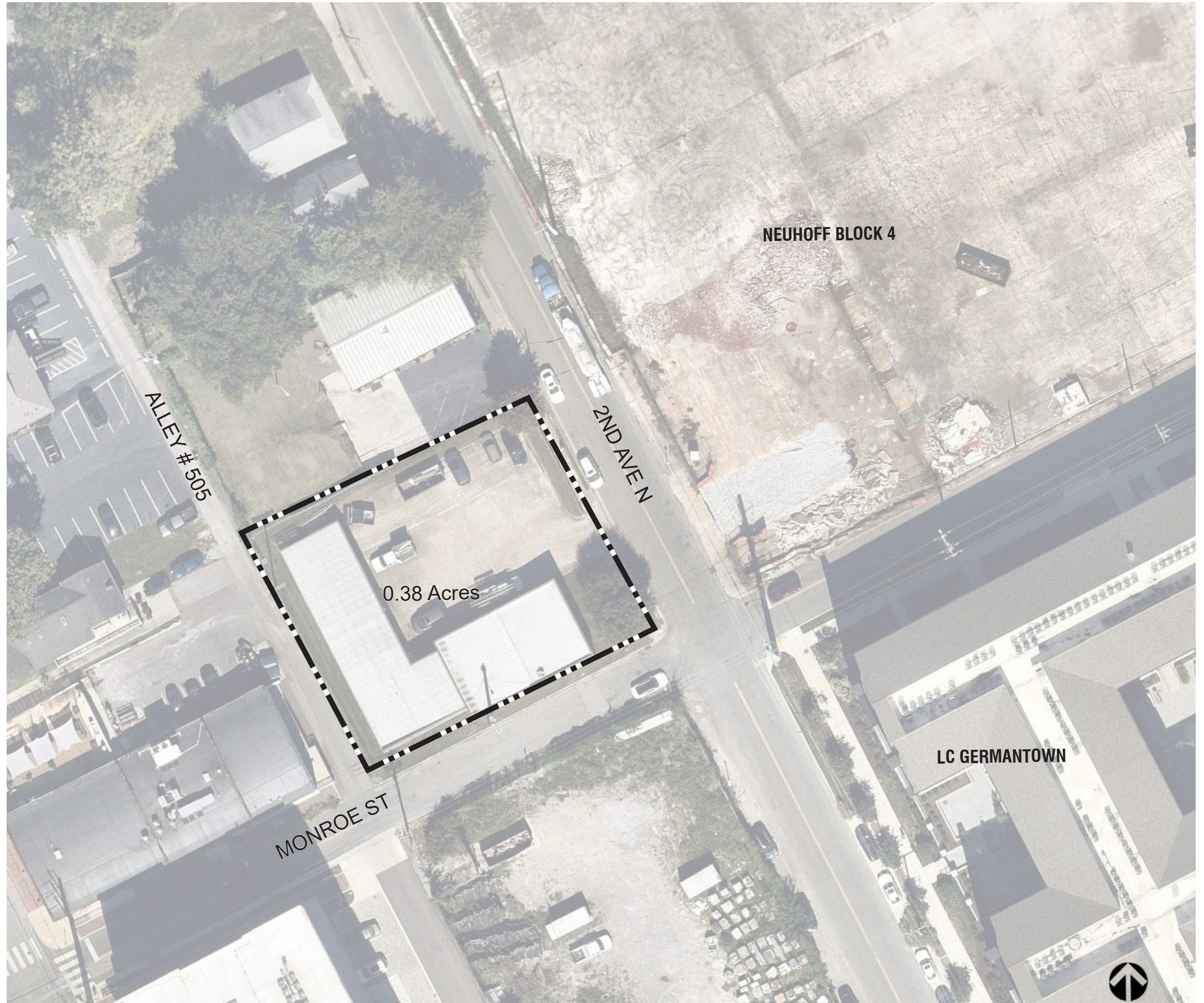


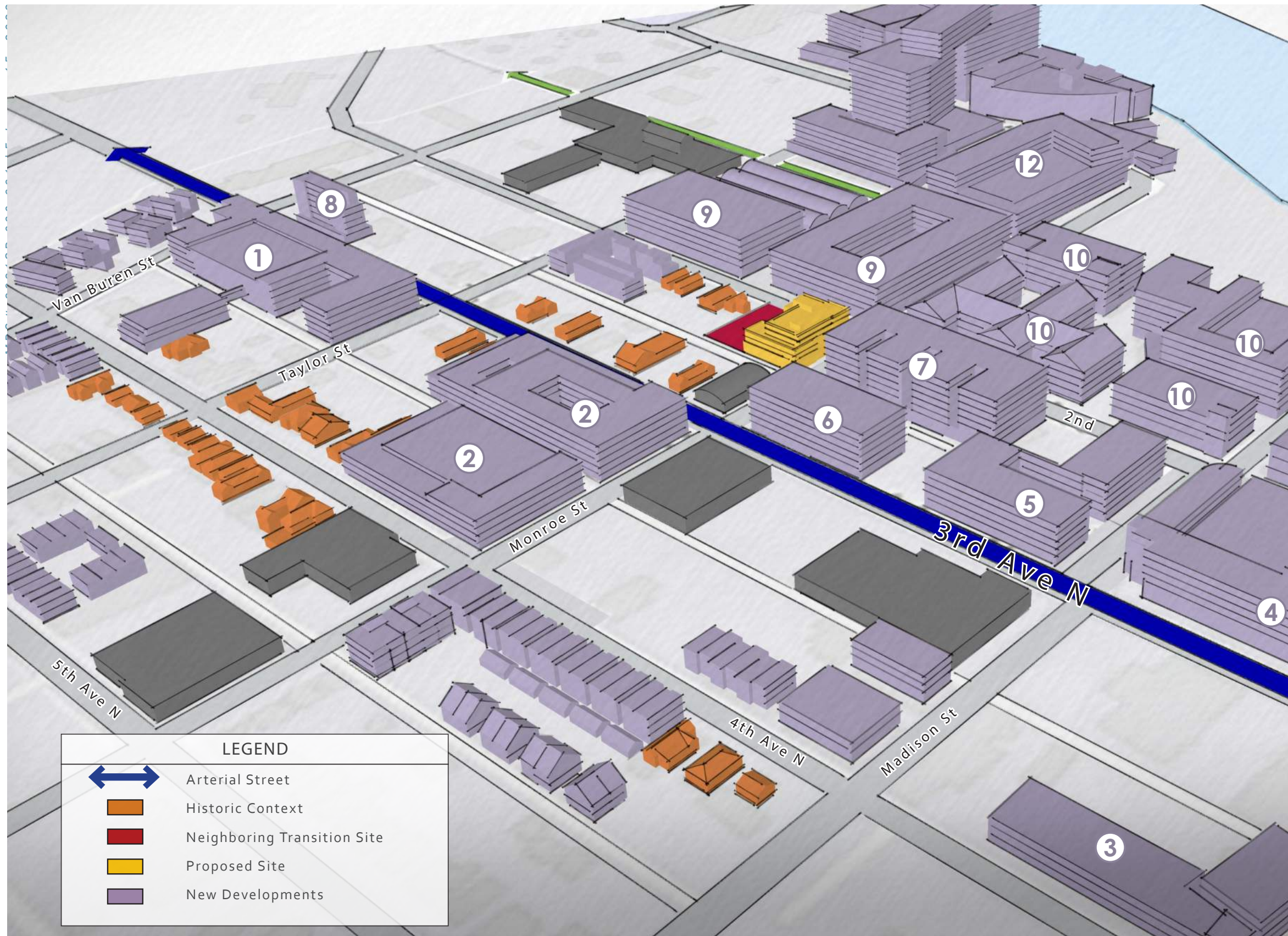
# 02

## CONTEXT MAP

# 03

## EXISTING CONDITIONS



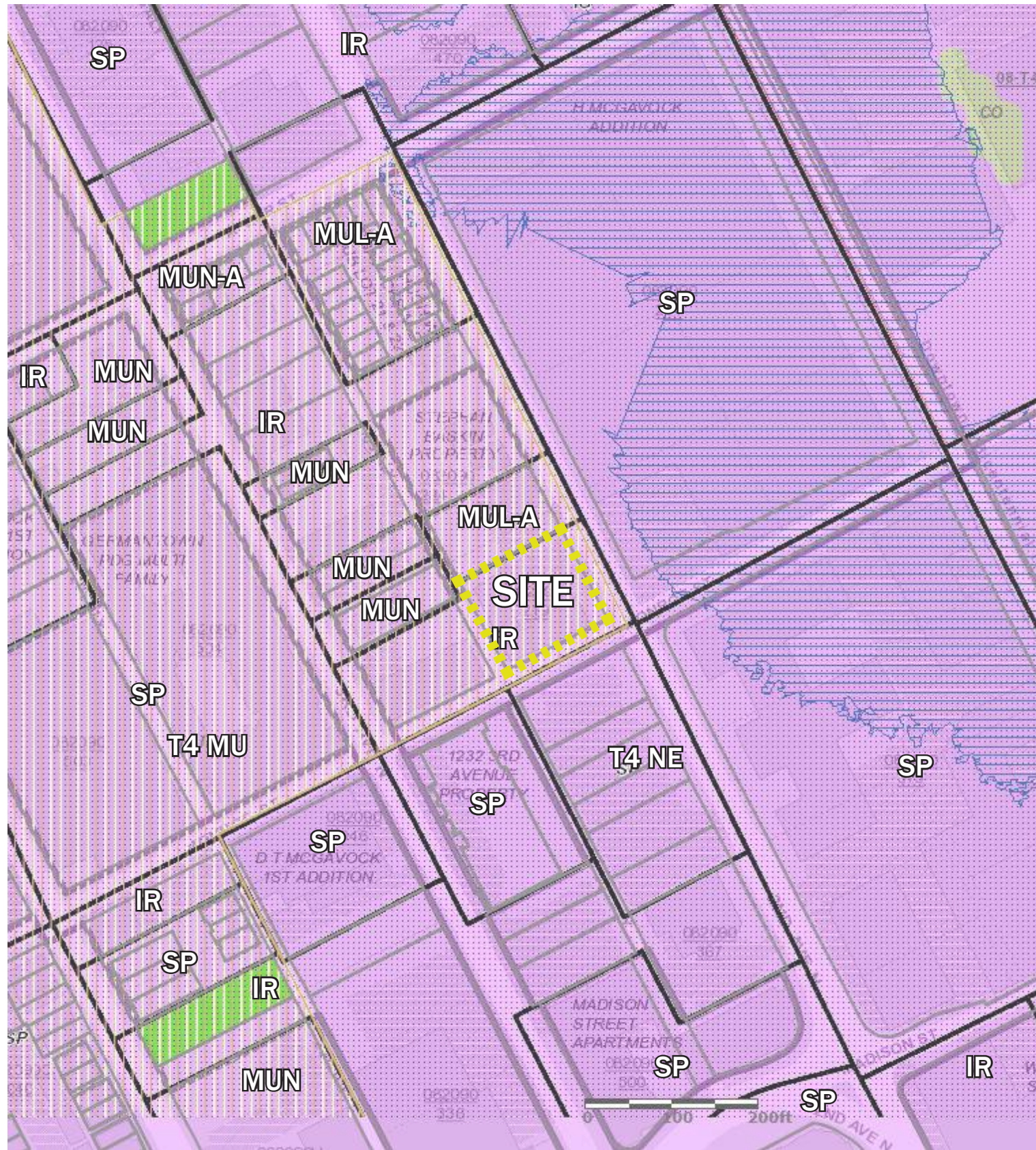


**T4MU: Building Height** – “The diversity of building types and uses results in a mixture of building heights. Single family and two-family homes are one to three stories in height. Mixed use, non-residential, and multifamily buildings are generally up to five stories in height but may be taller in limited instances. The appropriate height is based on the building type, surrounding context, architectural elements, and location within the neighborhood.”

1. Planned height of surrounding buildings and the impact on adjacent historic structures;
  - This project provides an appropriate contextual transition between adjacent, higher density planned development and the core of the Germantown community. The intentional step backs, massing and design of the building will establish a lower height precedent for future development on adjacent properties.
2. Contribution that the building makes to the overall fabric of the Mixed Use Neighborhood in terms of creating pedestrian-friendly streetscapes, plazas and open space, public art, innovative stormwater management techniques, etc.;
  - Commercial program of small neighborhood restaurant and retail will engage the public realm with outdoor dining and vibrant streetscape activity that fits into the urban, walkable fabric of the community.
3. Prominence of the intersection or street segment on which the building is located, with locations along or at intersections of arterial-boulevard streets being favored for taller buildings;
  - 3rd Ave N is a district defining multi-modal arterial street where higher density development is provided towards the river and the transition to lower density to the west. Convenient transit access is available within 200 ft. of the proposed development providing transportation and mobility options for hotel guests.
4. Capacity of the block structure and rights-of-way to accommodate development intensity;
  - Development of this property provides adequate accommodations for higher intensity, with convenient and multiple access points from 2nd Ave N, Monroe St and the alleyway.
5. Proximity to existing or planned transit, with increased height benefits for areas within 0.25 mile of a High Capacity Transit station;
  - This site is located within .25 miles of transit routes and a multi-use greenway network.
6. Use of increased building setbacks and/or building step backs to mitigate increased building heights;
  - The building design incorporates multiple step backs to emphasize transition from higher density development to lower density existing fabric.
7. Topography and other unique site and locational characteristics;
  - The site has significant topography, creating varying building height transitions appropriate to the surrounding context.
8. Ability to provide light and air between buildings and in the public realm of streets, sidewalks, internal walkways, multi-use paths, and open spaces; and
  - The building design incorporates a courtyard and step back approach from each facade adjacent to lower density development.

# 04 DEVELOPMENT CONTEXT

- |                                 |                              |                                   |                                 |
|---------------------------------|------------------------------|-----------------------------------|---------------------------------|
| ① Peyton Stakes 75' & 5 Stories | ④ IMT Germantown 5 Stories   | ⑦ 2nd Ave SP 7 Stories            | ⑩ LC Germantown 5 Stories       |
| ② Monroe Apts 75' & 5 Stories   | ⑤ Atlas Germantown 5 Stories | ⑧ 1414 3rd Ave SP 85' & 7 Stories | ⑪ Extra Space Storage 5 Stories |
| ③ Germantown Pl 4 Stories       | ⑥ CubeSmart 6 Stories        | ⑨ 1324 2nd Ave N 85' & 7 Stories  | ⑫ Neuhoff Phase 1               |



Current Zoning: IR

Current Land Use Policy: The property is located within the North Nashville Community Plan and a Historic Preservation District. The current land use policy for the property is Urban Mixed Use Neighborhood (T4-MU).

T4 Urban Mixed Use Neighborhood (T4-MU) areas will have high levels of connectivity and complete street networks with sidewalks, bikeways, and existing or planned transit. Where transportation infrastructure is insufficient or not present, enhancements may be necessary to improve pedestrian, bicycle, and vehicular connectivity. T4-MU areas have the characteristics of the following:

- Moderate- to high-density residential development, mixed use, commercial, light industrial, and Institutional uses;
- Regularly spaced buildings built to the back edge of the sidewalk and minimal spacing between buildings;
- Parking behind or beside the buildings and generally accessed by side streets or alleys;
- Consistent use of lighting and formal landscaping;
- High levels of connectivity with complete street networks, sidewalks, bikeways, and existing or planned mass transit; and
- Clearly distinguishable boundaries identified by block structure, street and alley networks, and building placement.

The building form is generally in character with the existing development pattern of the urban neighborhood in terms of its mass, orientation, and placement. The building form is also appropriate to the street type and is designed to be compatible, on the edges of the T4-MU policy, with adjacent policy areas.

Density and intensity are secondary to the form of development; however, T4-MU areas are intended to be high density/intensity.

The diversity of building types and uses results in a mixture of building heights. Single family and two-family homes are one to three stories in height. Mixed use, non-residential, and multifamily buildings are generally up to five stories in height but may be taller in limited instances. The appropriate height is based on the building type, surrounding context, architectural elements, and location within the neighborhood.

**This development respects and adheres to the T4-MU Land Use policy area by:**

1. The development incorporates a medium-high density mixed use development.
2. The building addresses the street edges and sidewalks.
3. The building incorporates articulation along facade, with step backs to break up massing and includes generous glazing facing public streets.
4. Building height and step backs respect and provide transition within the contextual development precedents (see exhibit on pg 4.)
5. Design encourages alternative modes of transportation.
6. Ground floor uses activate streetscapes.
7. The development includes consistent and formal landscaping strategies for the Historic Germantown Neighborhood.

# 05

## SITE OVERVIEW



**Good Neighbors Partnership Program Contacts**

Richard Audet:  
richardaudet414@gmail.com  
•Sonya Link:  
sonyalink@outlook.com  
•Fred Booth:  
fredbooth@comcast.net  
•Claudette Stager:  
cstager@comcast.net

<http://historicgermantown.org/>



Area of Interest Approximate Boundary

One of the goals of the neighborhood is promoting and sustaining mutually beneficial working relationships between the Historic Germantown Neighborhood Association and development projects within our neighborhood

HGNA's Area of Interest: bounded by Rosa Parks Boulevard on the West, the Cumberland River on the East, Jefferson Street on the South, and Hume Street and the Metro Water Treatment facility on the North. Germantown Historic Zoning District boundaries are Rosa Parks Boulevard on the West, Hume St. on the North, Third Ave. North on the East and Jefferson St. on the South, plus the 1400 block of Second Avenue North

Historic Germantown Neighborhood Association

**GOOD NEIGHBORS PARTNERSHIP PROGRAM**



**GUIDING PRINCIPLES**

HGNA wants to partner with developers to ensure that:

Projects comply fully with all Metro government regulations for new developments.

Projects are consistent with Historic Germantown Neighborhood Association's Vision, Mission, and Core Values during all phases.

Projects reflect responsible design, and environmentally-sensitive work practices.

HGNA respects developer's right to implement projects consistent with their financial goals.

**HISTORIC GERMANTOWN NEIGHBORHOOD ASSOCIATION (HGNA)**

**HGNA VISION: WHAT WE ASPIRE TO BE**

*A vibrant historic urban neighborhood of individuals, families, and businesses living and working together while sharing values about community and quality of life.*

**HGNA MISSION: HOW WE PLAN TO GET THERE**

*Create a proactive sustainable engagement of the entire community to embrace a vision of cherishing, protecting, and preserving the neighborhood's core values.*



**HGNA CORE VALUES**

**Quality of Life**

Caring about the physical, social, and emotional well-being of this neighborhood and all of its residents by supporting and sustaining a deeply-ingrained culture of community involvement.

**Inclusion**

Cultivating a friendly culture of community that welcomes and supports people with diverse voices and viewpoints to shape and guide this neighborhood's future.

**Neighborhood Integrity**

Preserving and enhancing its historic and architectural character while promoting new development that complements the old.

**Collaboration through Communication**

Using all available communication opportunities to promote relationships and create an informed and involved citizen base.

**Environment**

Championing all elements of environmental stewardship across the boundaries of this neighborhood.

**CORE VALUE EXPECTATIONS FOR DEVELOPERS**

**Quality of Life:** Establish and implement objectives that sustain the project's long term involvement and contribution to the community.

HGNA to achieve the goal of complete project transparency.

**Neighborhood Integrity:** Design buildings and streetscapes that complement and are compatible with the historic nature of the Germantown community.

**Environment:** Adhere to high standards of environmental stewardship during the design, construction, and ownership phases.

**Inclusion:** Actively adopt and implement exemplary practices that are welcoming of all people.



**Communication:** Initiate and maintain open lines of communication with the



**DESIGN EXPECTATIONS**

**Projects that are designed to be compatible with Germantown's historic neighborhood.**

currently on the site.

Provide ample open green space.

Incorporate some form of public art.

Integrate dog walking areas and adequate numbers of dog waste stations.

Incorporate rainwater collection and irrigation systems.

Use exterior materials that are architecturally consistent with the existing neighborhood.

Incorporate brick sidewalks whenever this is feasible or when they abut historic brick sidewalks.

Preserve desirable, healthy, and mature trees

Plant native species that require minimal watering.

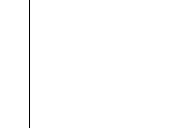
Minimize sight barriers to abutting properties.

Include public sidewalk benches consistent with the Americans with Disabilities Act (ADA) requirements.

Feature charging stations for electric cars.

Call for pervious exterior parking and walking surfaces.

Provide energy efficient, subdued, and safe lighting for walking and parking areas that does not disturb neighboring properties.



Good neighbors

**CONSCIENTIOUS DESIGN**

How does the project address the spirit and legal requirements of the Germantown Historic Overlay District and Metro Planning regulations?

What is the percent buildout of developable area?

Will brick sidewalks be installed?

What percentage of the entire building exterior will consist of brick?

What percentage of entire area is dedicated to open green space?

Will desirable, healthy, and mature trees be protected?

What amount is budgeted for public art?

How will the shade footprint affect neighboring buildings and sidewalks?

How will dog walking and dog waste collection be accommodated?

Are sight barriers to abutting properties minimized?

Does the landscaping plan emphasize native plants and species that require minimal watering?

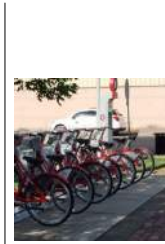
Will pervious materials be used for parking and walking surfaces?



Will ADA compliant public sidewalk street furniture be installed?

Are charging stations included in the plan?

Does the lighting plan emphasize subdued systems that ensure public safety?



**CONSTRUCTION EXPECTATIONS**

Construction work that is sensitive to nearby Germantown residents:

Causes minimal disruption to normal vehicular and pedestrian traffic.

Circumvents any temporary loss of on-street parking or street accessibility.

ing or street accessibility.

Precludes all sidewalk and alley closures except under emergency conditions.

Occurs between the hours of 6am to 7pm.

Excludes work on Sundays and holidays.

Mitigates dust during demolition and sandblasting.

Uses a water-based method for cutting bricks and concrete.

Conducts regular street sweeping to remove site-generated dirt, dust, and fallen materials.

**CONSTRUCTION PRACTICES**

How will disruption to normal vehicular and pedestrian traffic be avoided?

How will the existing Germantown infrastructure be affected across the entire duration of the project?

Will there be any temporary or permanent loss of

on-street parking?

How will site-generated air-borne pollution and noise be mitigated?

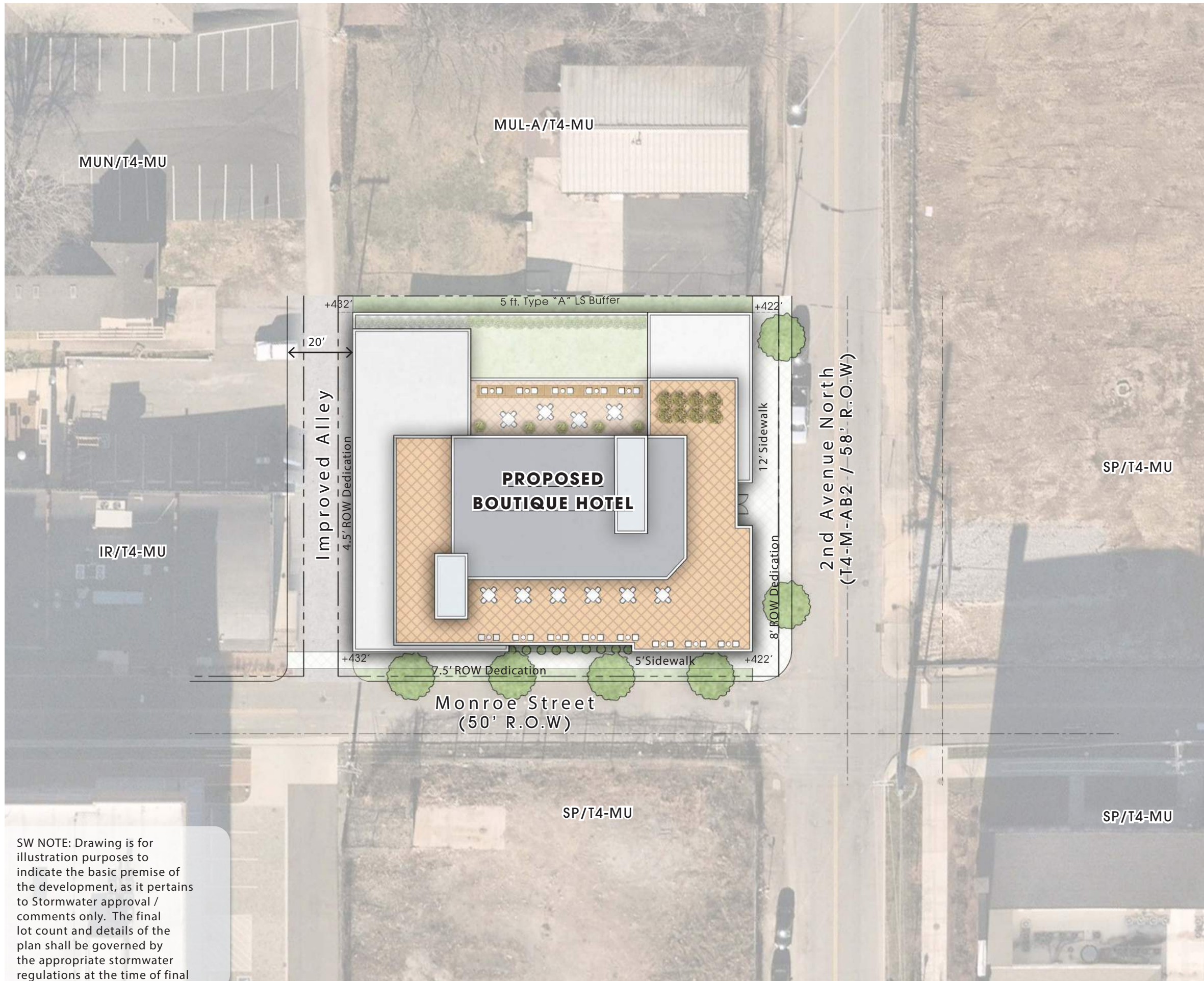
Will construction occur beyond the hours of 6am to 7pm?

Will work take

place on Sundays and holidays?

Will active dust mitigation measures be instituted during demolition, sandblasting, and concrete and brick cutting?





SW NOTE: Drawing is for illustration purposes to indicate the basic premise of the development, as it pertains to Stormwater approval / comments only. The final lot count and details of the plan shall be governed by the appropriate stormwater regulations at the time of final application.

# 07

## SITE PLAN

The purpose of this SP application is to permit a mixed-use development, built in one (1) phase.

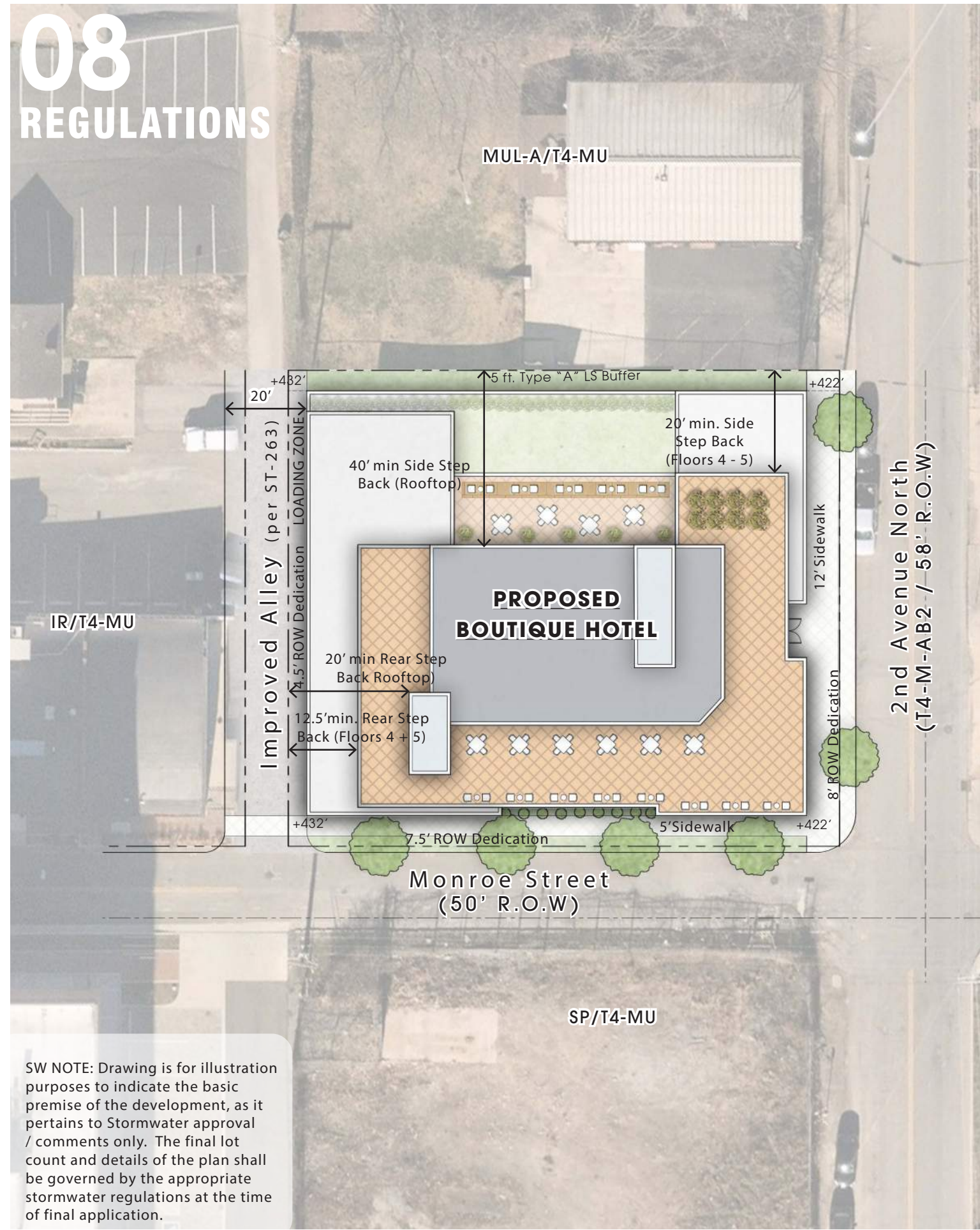
The property lies within the North Nashville community plan. The regulations will remain consistent with the Urban Mixed Use Neighborhood (T4-MU) policy area on the property as described in the Nashville Next Community Character Manual.

The owners worked with the Germantown Development Neighborhood Organization at multiple meetings to create the resulting stepped building height facades. The setbacks at the fourth level was especially important along the northern and western boundaries where it borders single story structures. In addition to the meetings with the neighborhood, the design team coordinated with Metro Historic in developing the design of the hotel.

The boutique hotel is developed to serve the Germantown neighborhood guests and provide neighborhood commercial amenities for the residents such as a restaurant, cafe or small retail on the ground floor.



# 08 REGULATIONS



SW NOTE: Drawing is for illustration purposes to indicate the basic premise of the development, as it pertains to Stormwater approval / comments only. The final lot count and details of the plan shall be governed by the appropriate stormwater regulations at the time of final application.

|  |   |   |
|--|---|---|
| <b>Permitted Uses</b>  | Hotel, Restaurant, Retail and all other uses permitted by MUL-A Base Zoning at the time of Metro Council approval of this SP. |   |
| <b>Non-residential uses</b>  | 80 Hotel Keys<br>60,000 GSF Maximum   |   |
| <b>Maximum FAR</b>   | N/A   |   |
| <b>ISR</b>   | 1.0   |   |
| <b>Maximum Building Height and Stepbacks<sup>1,6</sup></b>   | Max. Building Height: 5 Stories within 60 feet  | Upper floors step back 12.5 feet min. from rear property line and 20 feet min. from the northern property line. |
| <b>Ground Floor Standards<sup>2</sup></b>  | Min. First Floor Height: 16' Floor to Floor   |   |
| <b>Build-to-zone: General<sup>3,4</sup></b>  | 0 to 15 feet  |   |
| <b>Side / Rear Setback<sup>4</sup></b>   | Side: 5 feet  |   |
|  | Rear: 0 feet  |   |
| <b>Parking Requirements</b>  | Per Metro Parking Requirements. Off-site parking arrangements will meet Metro requirements.                                   |   |
| <b>Glazing<sup>5</sup></b>   | Upper Floors  | 20% min.  |
|  | Ground Floor  | 50% min.  |
| <p>1 Upper floors defined as floors 3-5.</p> <p>2 Minimum floor heights measured from Finished Floor of Ground Floor spaces at 2nd Ave.</p> <p>3 Build-To-Zone to be measured from back of proposed sidewalks on public streets, private drives and open spaces.</p> <p>4 Stoops/stairs may encroach side setbacks and build-to-zones.</p> <p>5 Minimum glazing requirements shall be required on building facades facing public rights of way. The first floor transparent glazing area calculation shall be measure from finished grade at the setback to finished floor elevation of the second floor.</p> <p>6 Overall height is measured from ground floor FFE to roofdeck. For purposes of calculating number of stories, mezzanines and rooftop amenities shall not count towards overall height requirements; rooftop amenities shall have a minimum horizontal setback of 15 feet from streetfacing facades. Rooftop amenity height shall not exceed 70 feet from finished floor elevation.</p> |   |   |

### ARCHITECTURAL STANDARDS

- Buildings shall provide a functional entry onto the street/sidewalk network or other public space at frequent intervals to promote activity at the street level. Where feasible, due to site elevations and ground floor conditions, residential units fronting a public street or green space shall provide a connection/entrance to public sidewalk.
- For building facades fronting streets and public open space, the width of any blank facade (without glazing) shall not exceed 30 horizontal feet. Pilasters, building wall recesses or projections, and/or variations in materials and color may be used to achieve this massing standard.
- Vinyl siding and untreated wood shall not be permitted;
- Refuse collection, recycling, and mechanical equipment shall be fully screened from public view by the combination of fences, walls, or landscaping.
- Windows shall be vertically oriented at a ratio 1.5:1 or greater; planning staff may allow modifications to this standard for dormers, decorative windows, clerestory windows, egress windows, storefront windows, curtain walls and other special conditions.

### ACCESS & PARKING

- All parking to meet Metro parking requirements and standards. Off-site parking arrangements shall meet Metro requirements. Additionally, a traffic study shall be provided if requested, prior to the final SP approval.
- Bicycle parking will be provided per the Metro Zoning Code. Bicycle parking locations to be identified in Final SP.
- Valet spaces provided in front, along 2nd Ave.
- Loading/unloading access shall be provided from alley.

### LANDSCAPE STANDARDS

- The developer of this project shall comply with the requirements of the SP and adopted tree ordinance 2008-328 (Metro Code Chapter 17.24).
- Street trees shall be provided, irrigated and maintained by Owner along all street frontages at a minimum spacing average of 40 linear feet. Street trees shall be a minimum of 3" caliper of healthy stock trees from the approved Metro vendor list. Additionally, the use of native plants should be encouraged where possible within the interior lot landscaping areas and planned buffer areas. All plant species selected on final site plan shall be approved by the Metro Urban Forester. Proposed landscape buffers abutting mixed-use zoned properties shall require a type "A" landscape buffer at final site plan.





## 09 ADDITIONAL REGULATIONS + NOTES

The Concept Plan provided within this application is intended to represent one scenario of general compliance with the regulatory standards and standard notes herein. Adjustments may be required to provide flexibility during design development.

### Standard SP Notes:

1. The purpose of this Regulatory SP is to receive preliminary approval to permit the development of a boutique hotel on 0.38 acres.
2. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Council approval, the property shall be subject to the standards, regulations, and requirements of MUL-A as of the date of the application request or application.
3. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designer based upon final architectural, engineering, or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by the Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance.
4. All development is currently planned to be constructed in one phase and will begin

the planning and design stages for Final SP after the approval of the preliminary SP by Metro Planning Commission.

### FEMA Note:

5. This property lies in an area designated as an area of minimal flood hazard according to Federal Emergency Management Agency Flood Insurance Rate Map Panel Number 47037C0241H, dated April 5, 2017.

### Metro Public Works Notes:

6. The final site plan/building permit site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
7. Any required right-of-way within the project site that is identified as necessary to meet the adopted roadway plans shall be dedicated or provided through appropriate easements.
8. Developer will ensure bike lanes are continuous through intersections.
9. The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the

approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.

10. All construction within the right of way shall comply with ADA and Metro Public Works Standards and Specifications.
11. If sidewalks are required then they should be shown on the plans per MCSP and MPW standards and specs.
12. Submit copy of ROW dedications prior to bldg. permit sign off.
13. Primary access to the site shall be from alley #505 and Monroe St.
14. An appropriately sized dumpster and recycling container(s), shall be provided on site by a private hauler.

### Fire Marshal Notes:

15. New commercial developments shall be protected by a fire hydrant that complies with the 2006 edition of NFPA 1 Table H.
16. No part of any building shall be more than 500 ft. from a fire hydrant via a hard surface road. Metro Ordinance 095-1541 Sec. 1568.020 B
17. All fire department access roads shall be 20 feet minimum width and shall have an unobstructed vertical clearance of 13.5 feet.
18. All dead-end roads over 150 ft. in length require a 100-ft. diameter turnaround, this includes temporary turnarounds.
19. Temporary T-type turnarounds that last no more than one year shall be approved by the Fire Marshal's Office.
20. If more than three stories above grade, Class I standpipe system shall be installed.
21. If more than one story below grade, Class I standpipe system shall be installed.
22. When a bridge is required to be used as part of a fire department access road, it shall be constructed and maintained in accordance with nationally recognized standards.
23. A fire hydrant shall be provided within 100 ft. of the fire department connection.
24. Fire hydrants shall be in-service before any combustible material is brought on site.

### NES Notes:

25. Where feasible, this development will be served with underground power and pad-mounted transformers.
26. New facilities will not be allowed to sit in or to pass through retention areas, including rain gardens, bioretention areas, bioswales, and the like. This includes primary duct between pad-mounted transformers equipment, as well as service duct to a meter.

### Stormwater Notes:

27. Any excavation, fill, or disturbance of the existing ground elevation must be done in accordance with Stormwater Management Ordinance No. 78-840 and approved by the Metropolitan Department of Water Services
28. Metro Water Services shall be provided sufficient and unencumbered ingress and egress at all times in order to maintain, repair, replace, and inspect any stormwater facilities within the property.
29. Size driveway culverts per the design criteria set forth by the Metro Stormwater Management Manual. (Minimum driveway culvert in Metro ROW is 15" CMP.)
30. Project intent is to be redeveloped per the requirements of Volume 5 (LID) of the Stormwater Manual. Detention will be provided or post developed runoff will be less than predeveloped runoff due to LID implementation.
31. A detailed Stormwater plan shall be provided that complies with Metro Stormwater LID requirements prior to approval of the final SP. It is the intent that the project will use a combination of LID Strategies available within the stormwater manual to meet stormwater regulations.

### Soils:

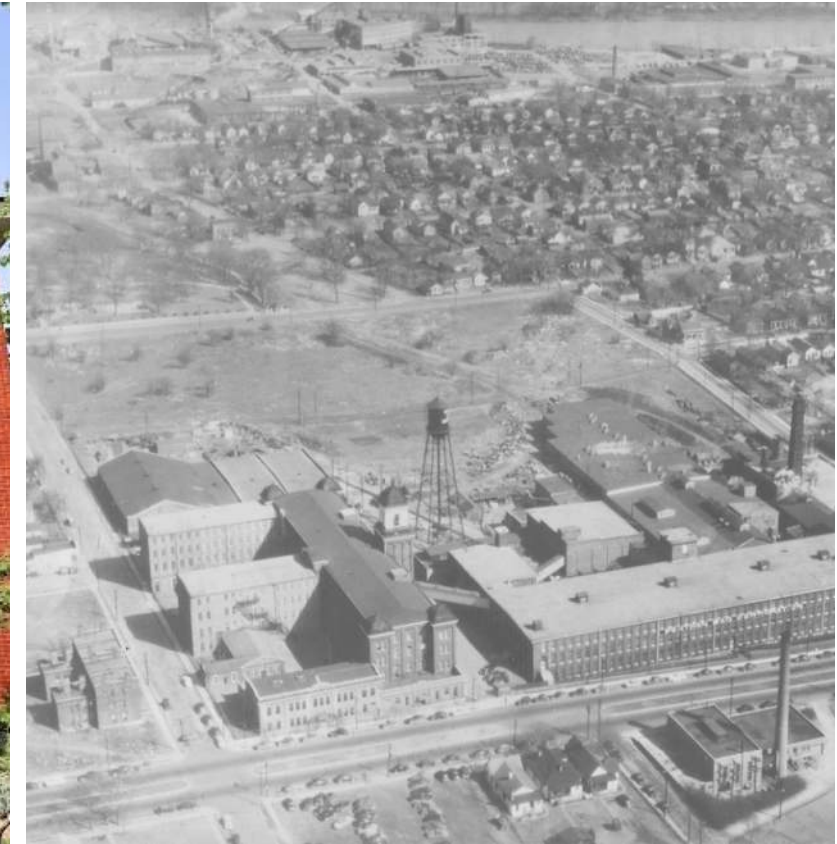
32. Soils on the site are in the "Maury Urban Land Complex (McB)", which are a soil Group "B".

### Federal Compliance:

33. All development within the boundaries of this plan will meet the requirements of the Americans with Disabilities Act and the Fair Housing Act.

precedent

# HISTORICAL



NEIGHBORHOOD PEDESTRIAN TRADITIONAL

PRECEDENT

# CONTEXT



COMMUNITY INDUSTRIAL REFINED

PRECEDENT

# BOUTIQUE HOTEL



REFINED ELEGANT TIMELESS

PRECEDENT

# EXTERIOR



RHYTHM    ORDER    COMPOSITION

PRECEDENT

# ENGAGEMENT



COLOR GATHER CONNECTION

PRECEDENT

# DETAIL

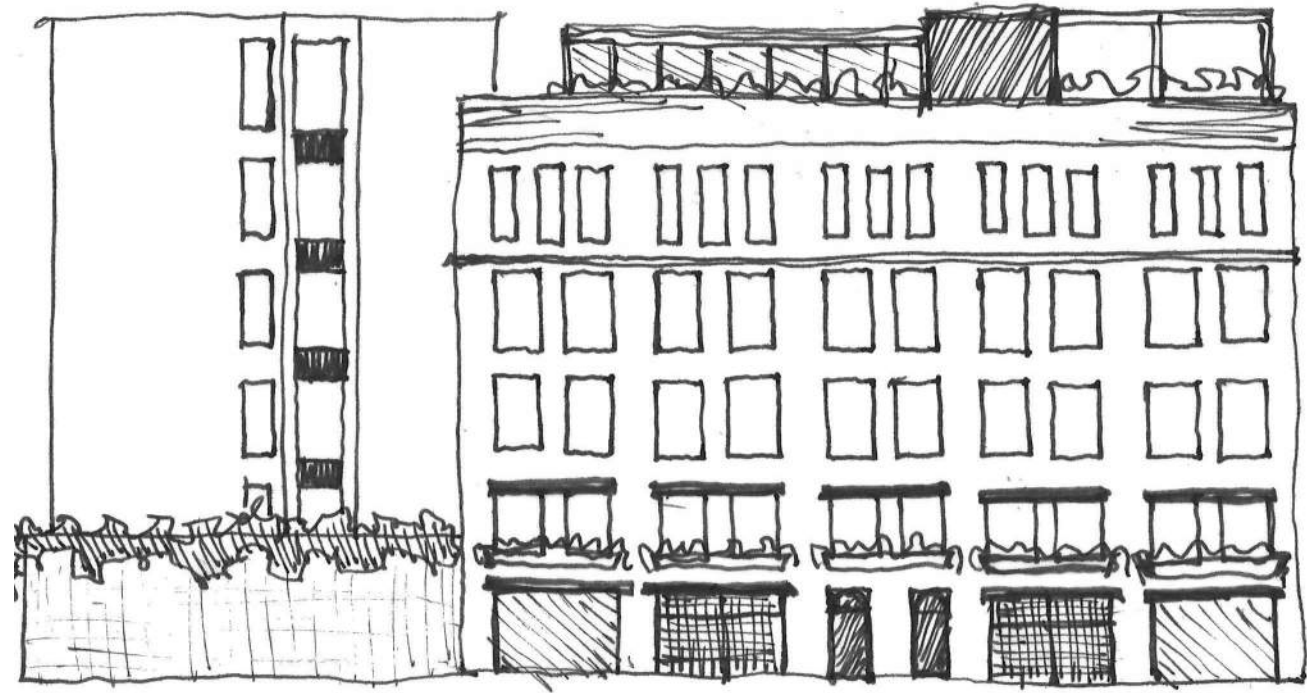


PATINA    DEPTH    HOMAGE

PRECEDENT



concept sketch  
elevations



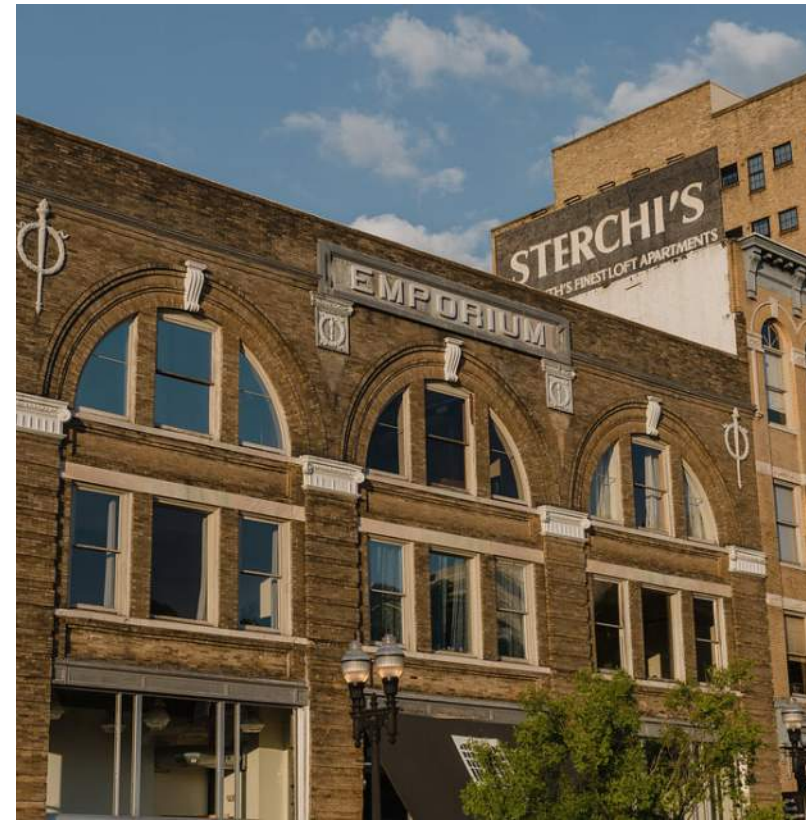
BACK ALLEY ELEVATION



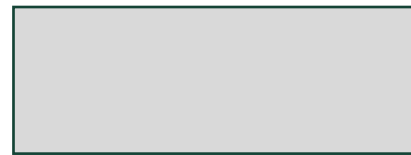
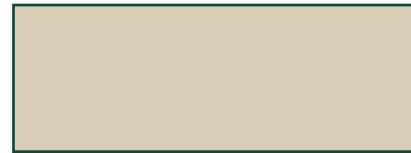
MONROE STREET ELEVATION



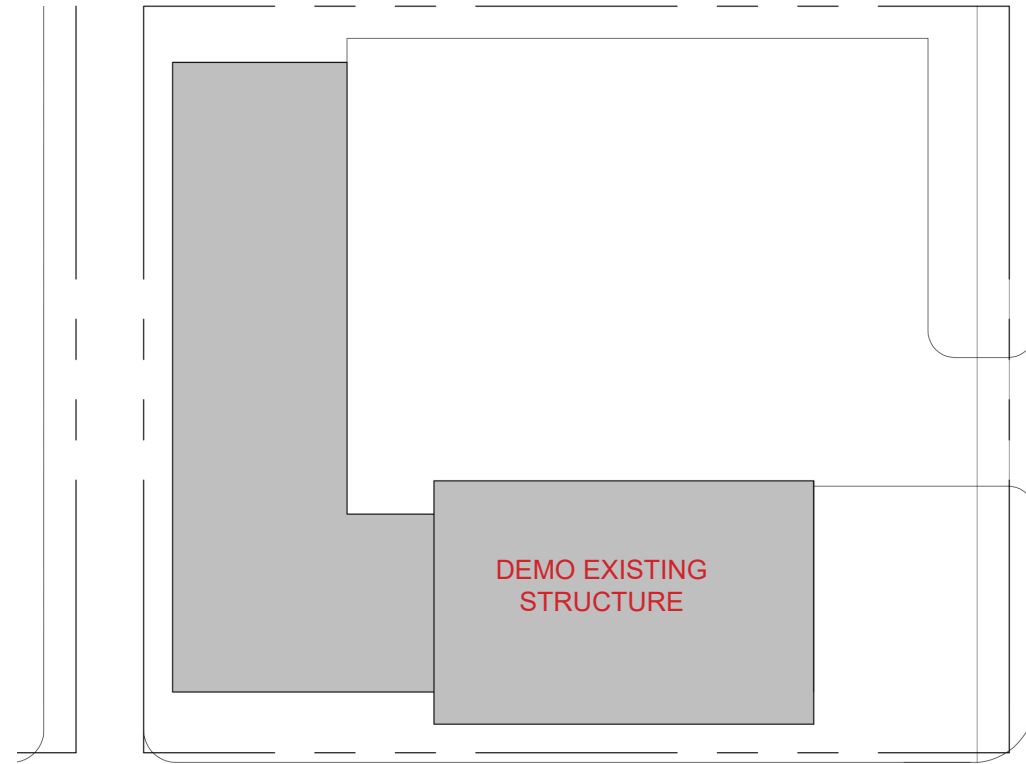
2ND AVENUE ELEVATION

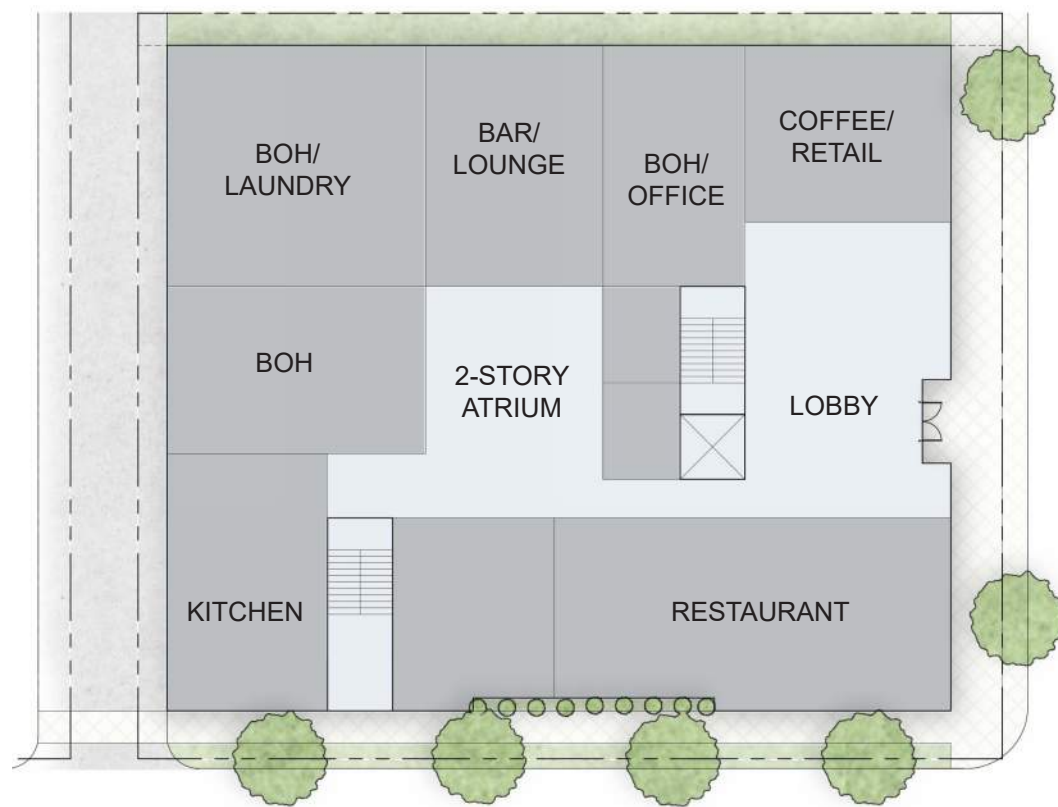


ELEMENTS (ABOVE) - DARK TRIM, BRICK ARCH, KEYSTONES, HEADER, WINDOW BOX, AWNING/CANOPY, OPERABLE WINDOW  
ROOFTOP (LEFT) - GLASS BOX WITH TRIM, PLANTINGS, CASUAL MATERIALS (BELOW) - BRICK, SMOOTH STONE, VIBRANT COLORS, DARK METAL/IRON

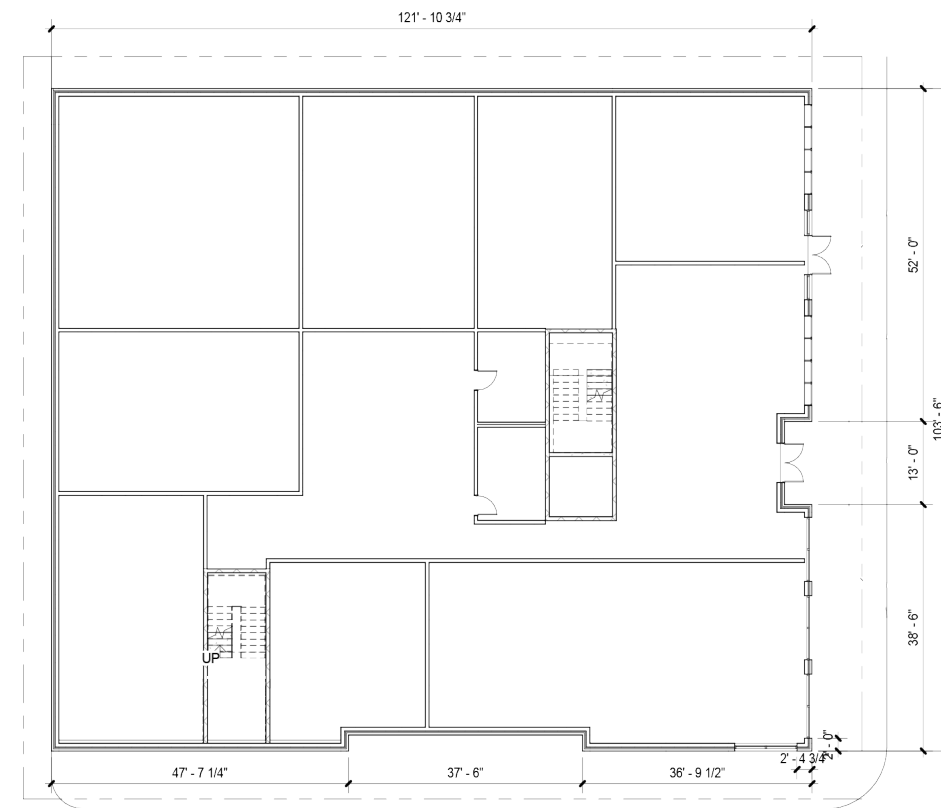


CONCEPT MATERIALS



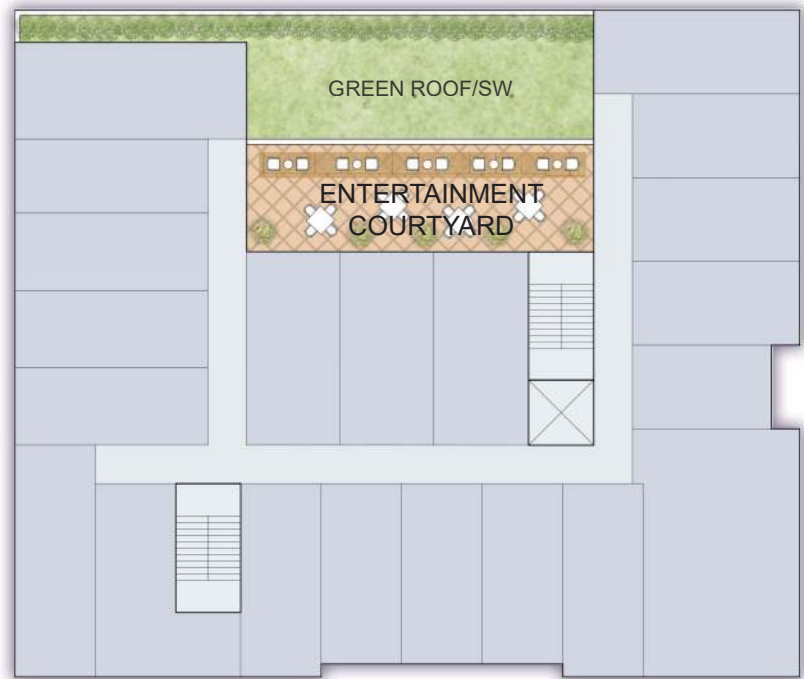


Ground Floor

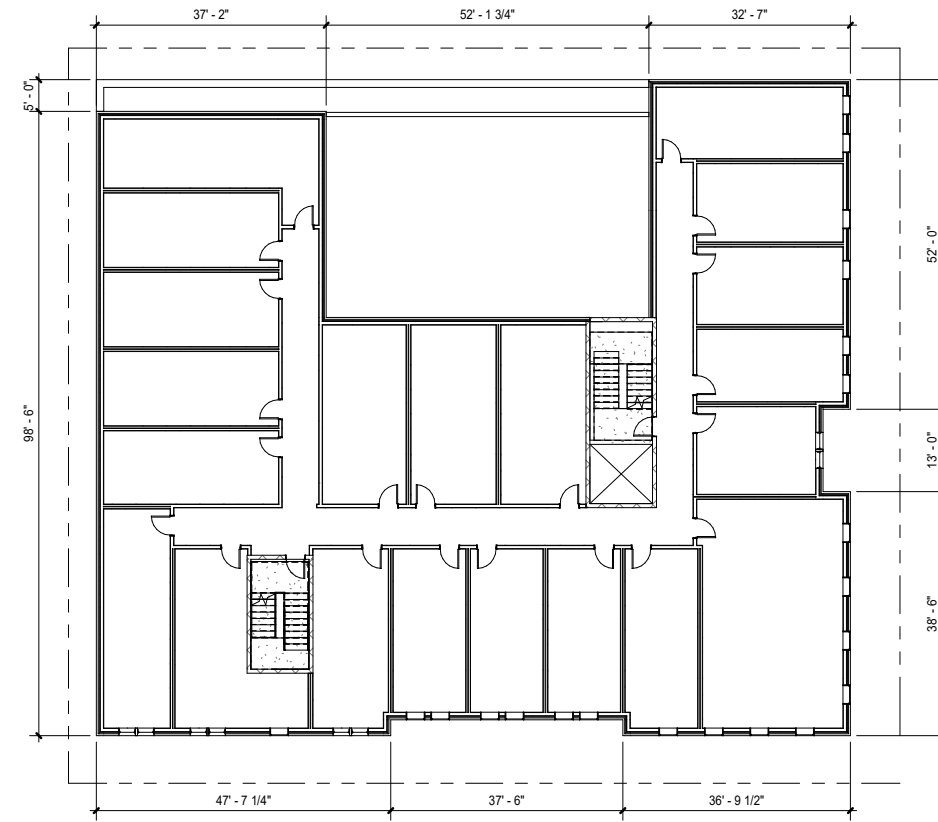


Ground Floor





Level 2

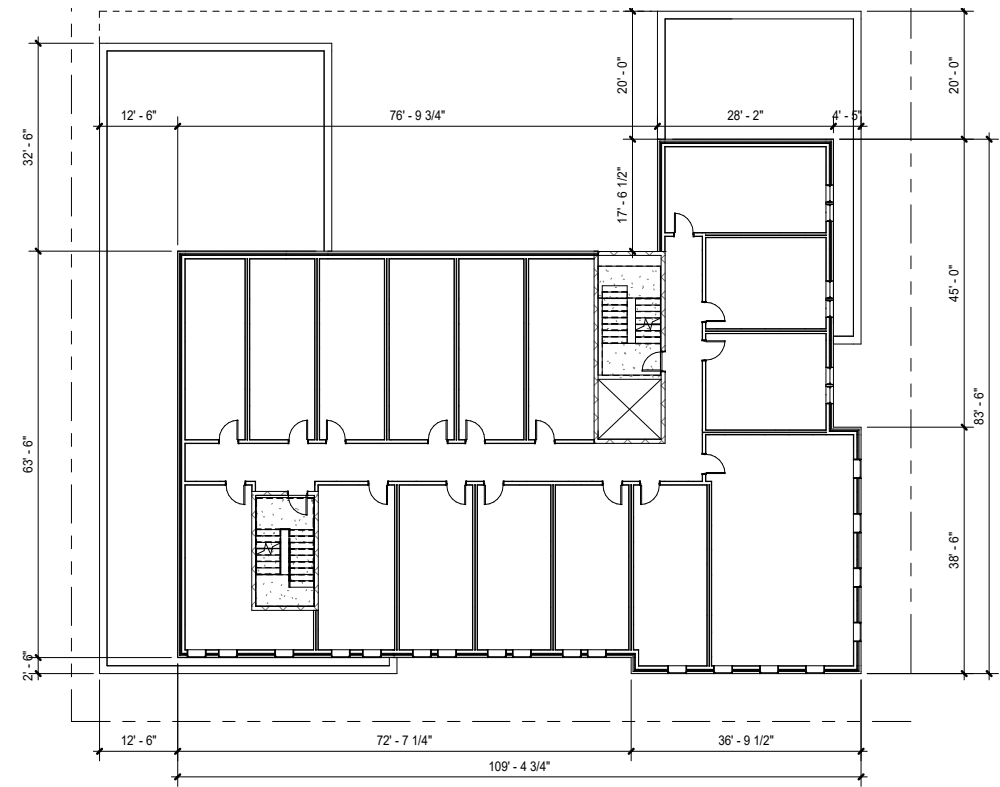


Typical Level 2



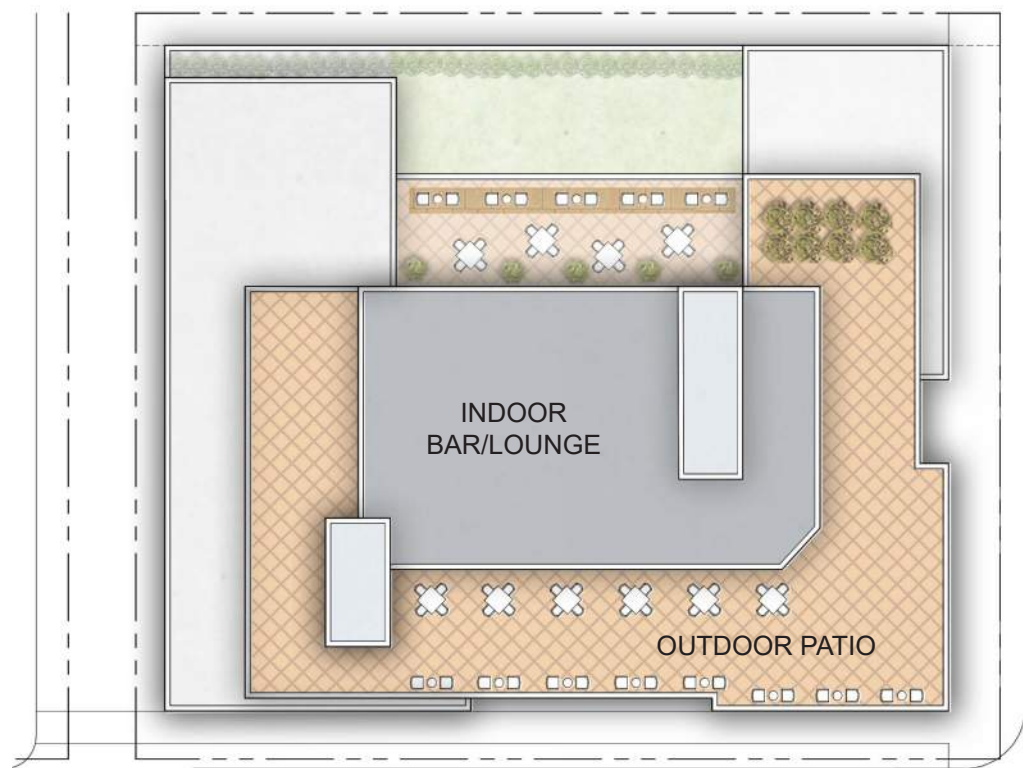


Typical Level 3-5

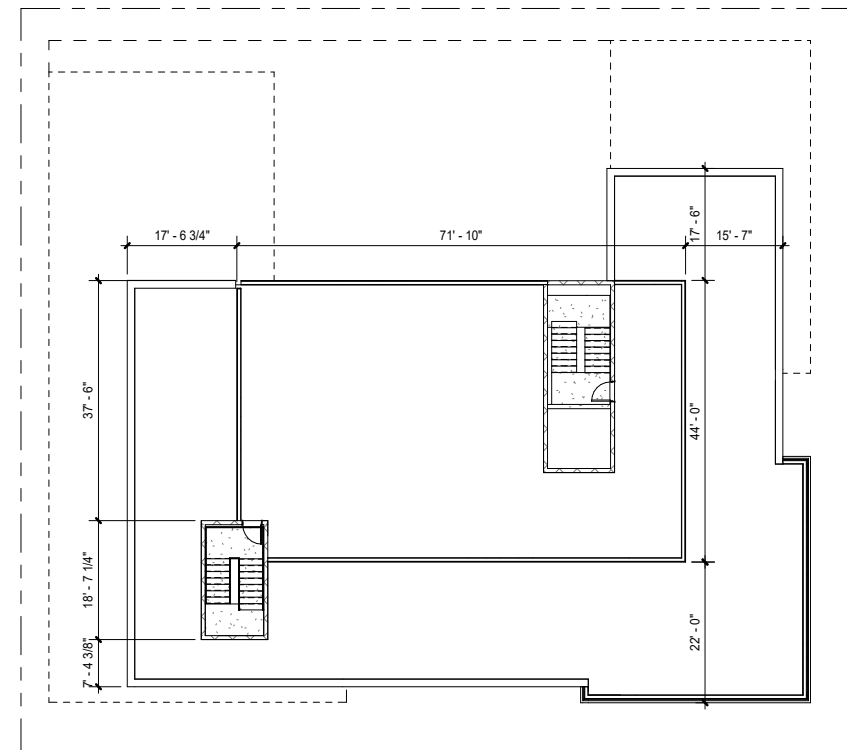


Typical Level 3-5





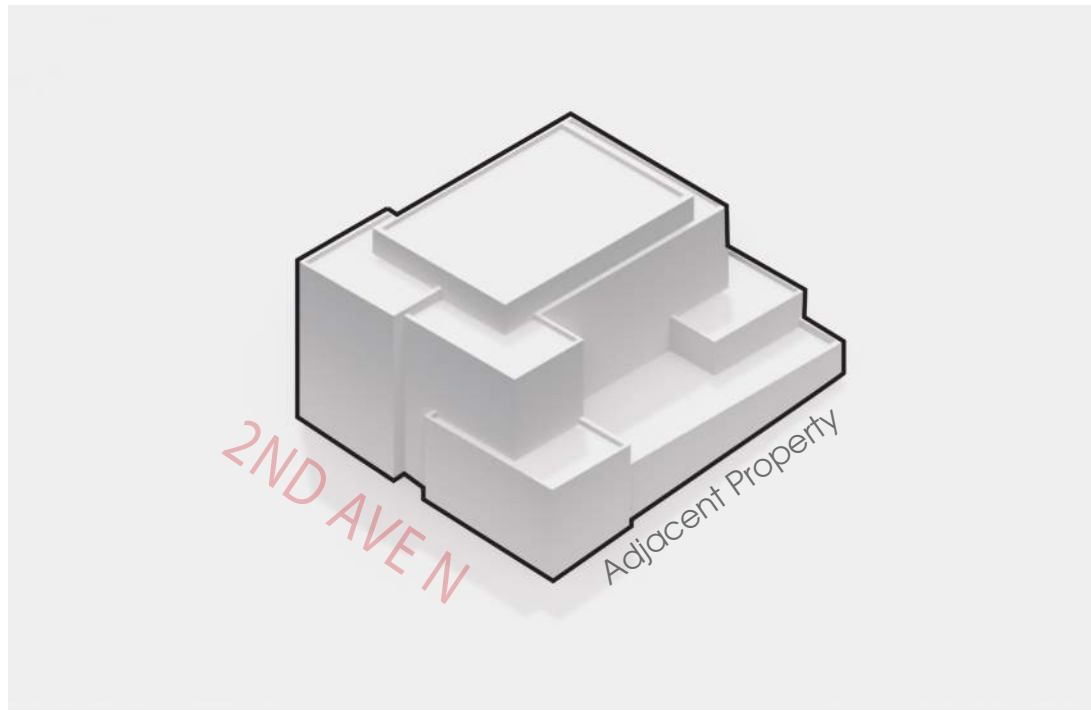
Roof Level



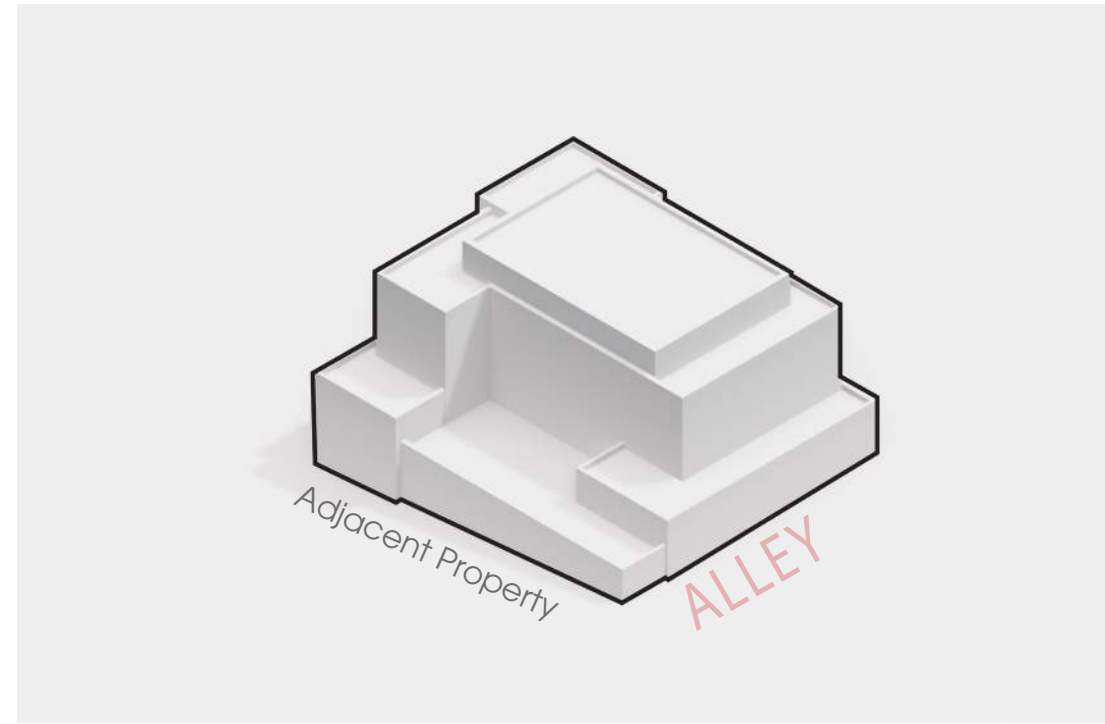
Roof Level



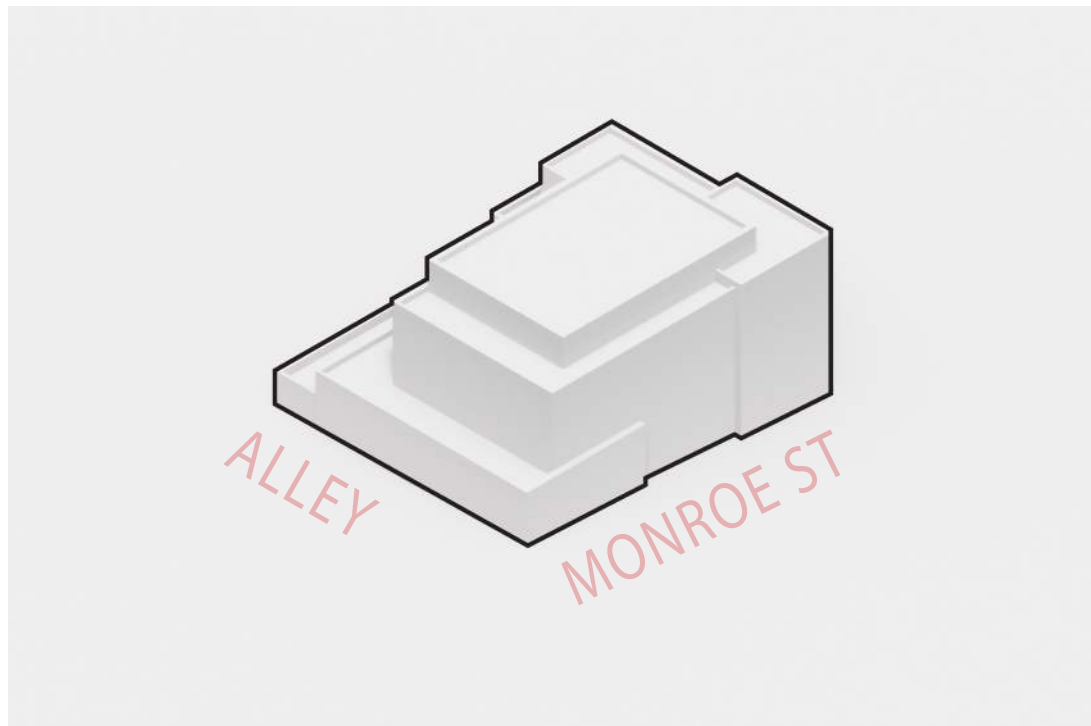




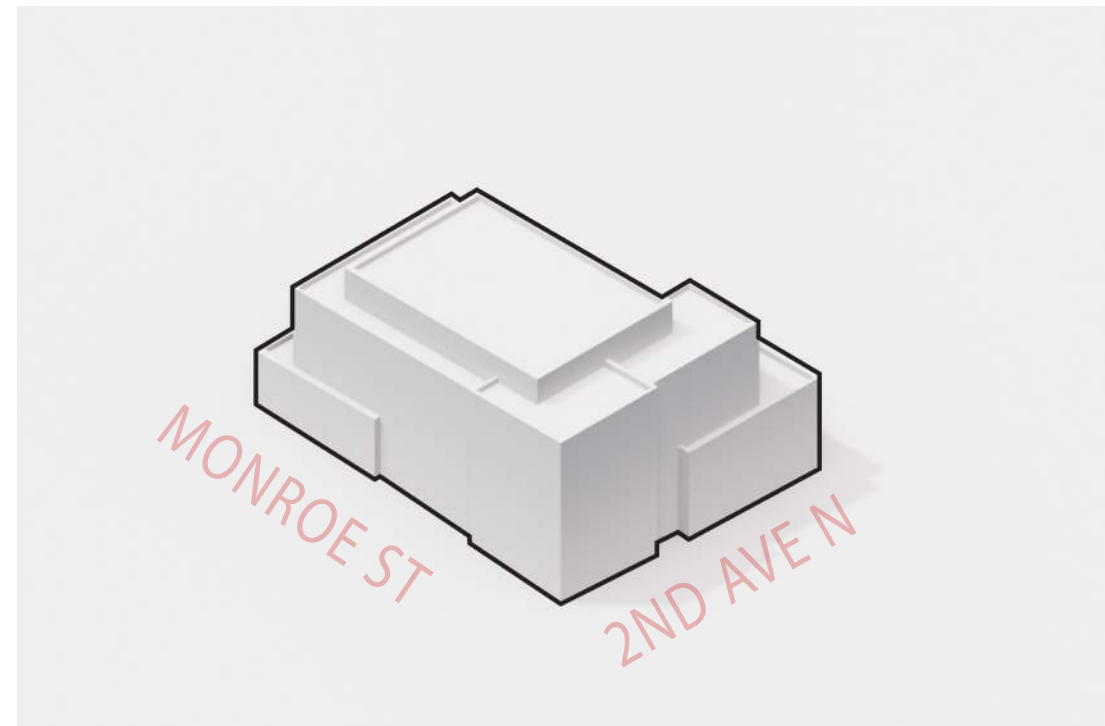
View looking southwest



View looking southeast



View looking northeast



View looking northwest



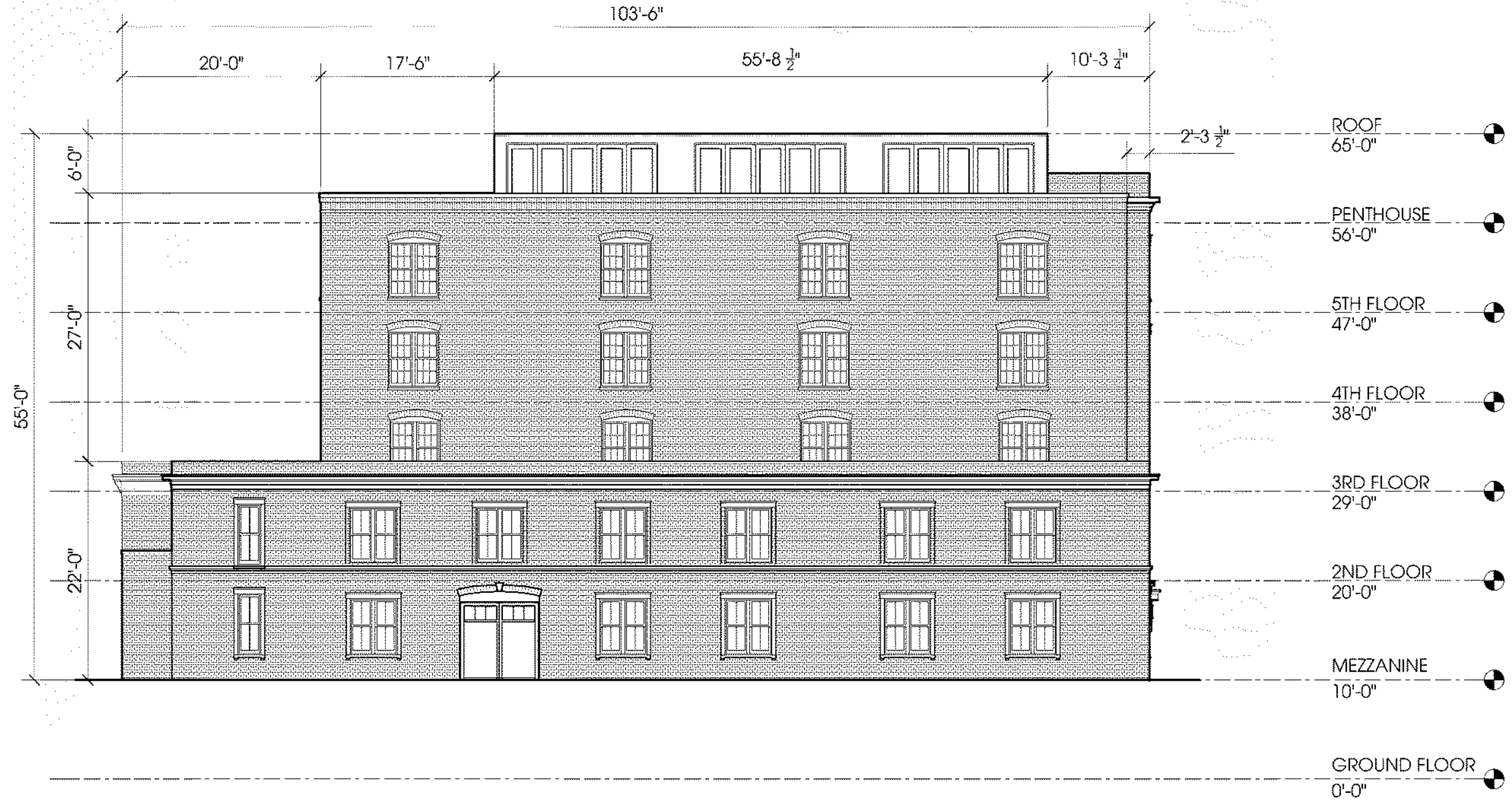
NOTE: Elevations provided are intended to illustrate architectural intent for the project only. Final design is subject to Metro Historic approval.



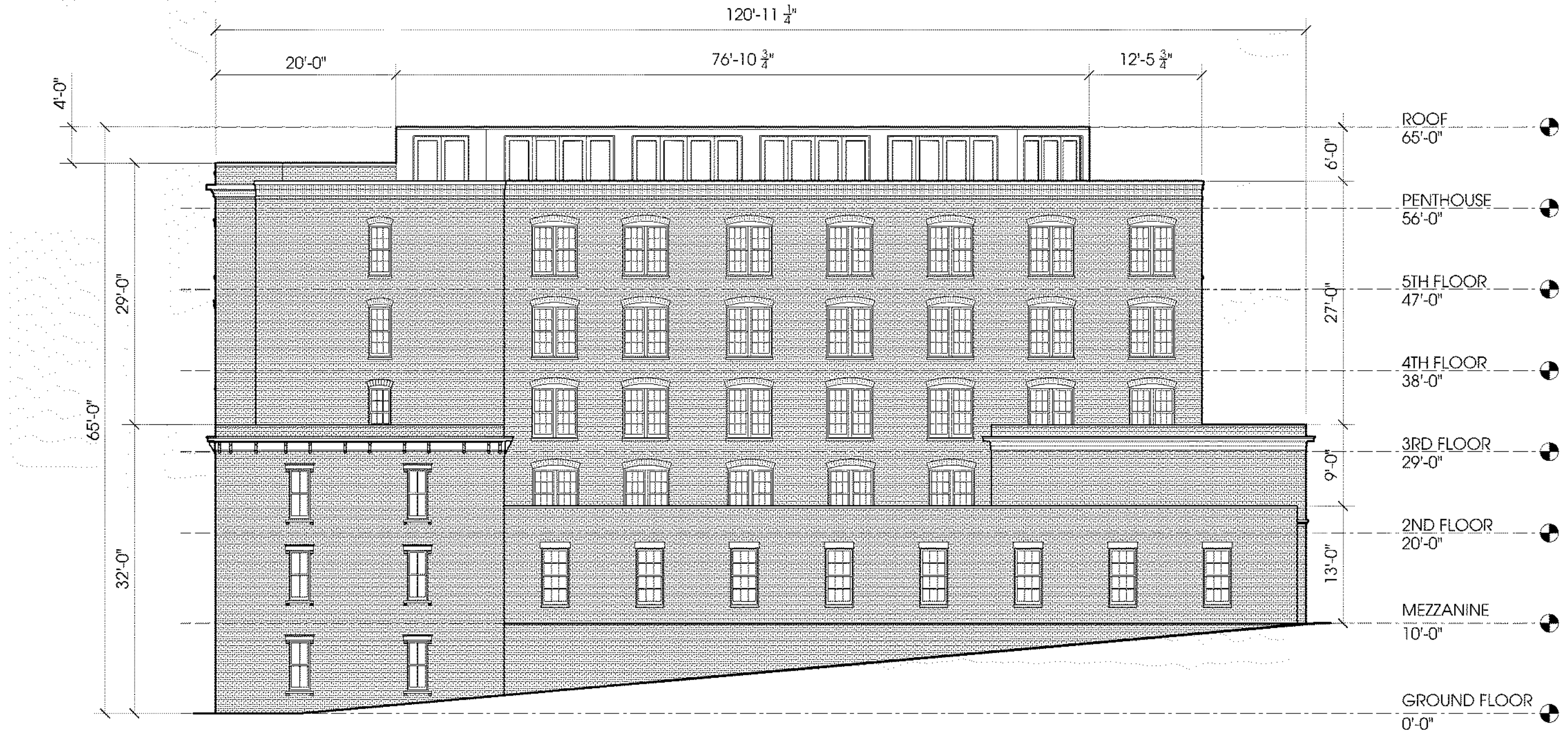
NOTE: Elevations provided are intended to illustrate architectural intent for the project only. Final design is subject to Metro Historic approval.

# 27

ELEVATION: MONROE STREET



NOTE: Elevations provided are intended to illustrate architectural intent for the project only. Final design is subject to Metro Historic approval.



NOTE: Elevations provided are intended to illustrate architectural intent for the project only. Final design is subject to Metro Historic approval.

# 30

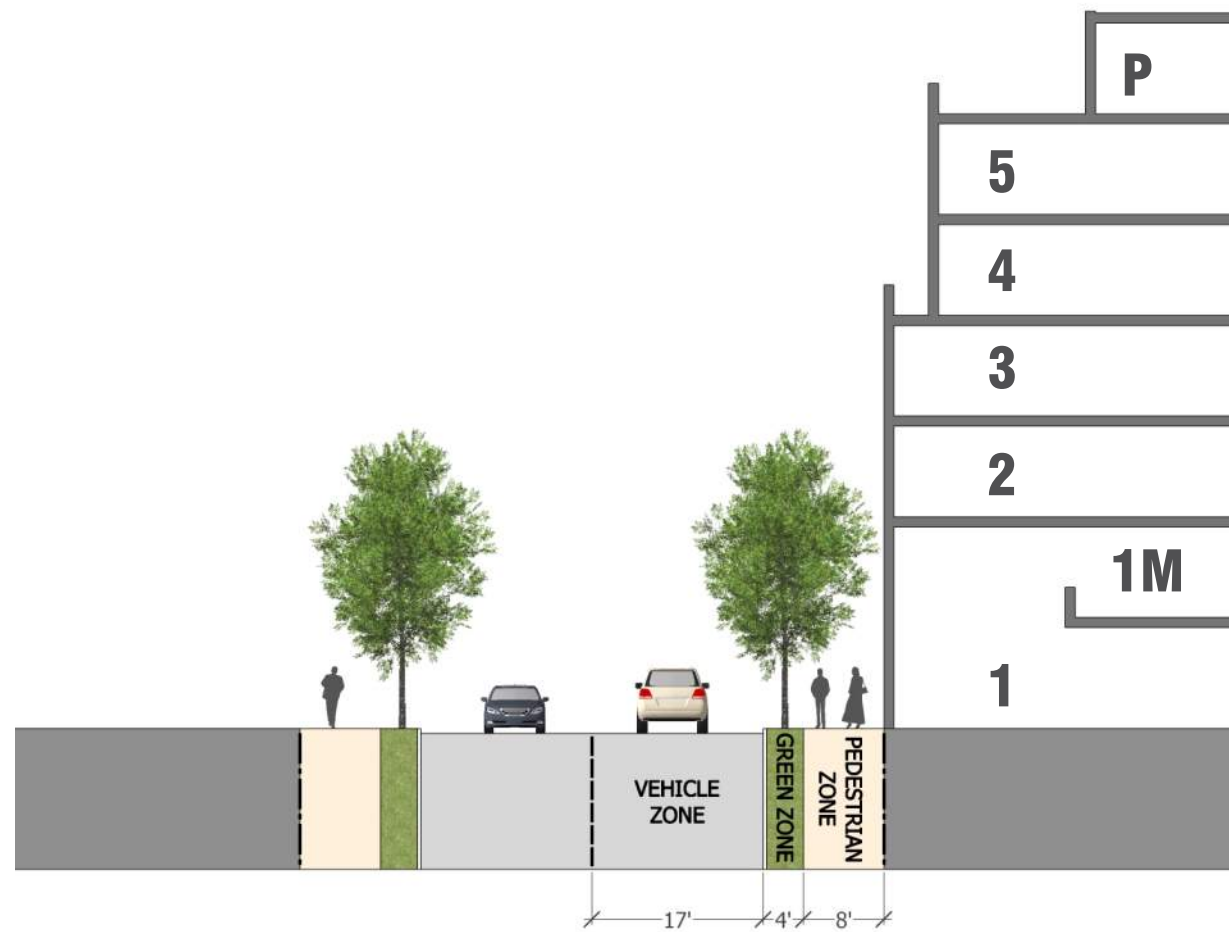
## PEDESTRIAN EXPERIENCE

### Notes

The following exhibits represent compliance to the relevant Major and Collector Street Plan requirements and other Metro Public Works standards. These exhibits illustrate the minimum compliance for build-to-zone requirements on each street cross section. Should variations be needed to this plan based on field conditions and/or plan adjustments, the owner will work with Planning staff and Metro Public Works as necessary to comply with Metro standards.

### 2nd Ave N:

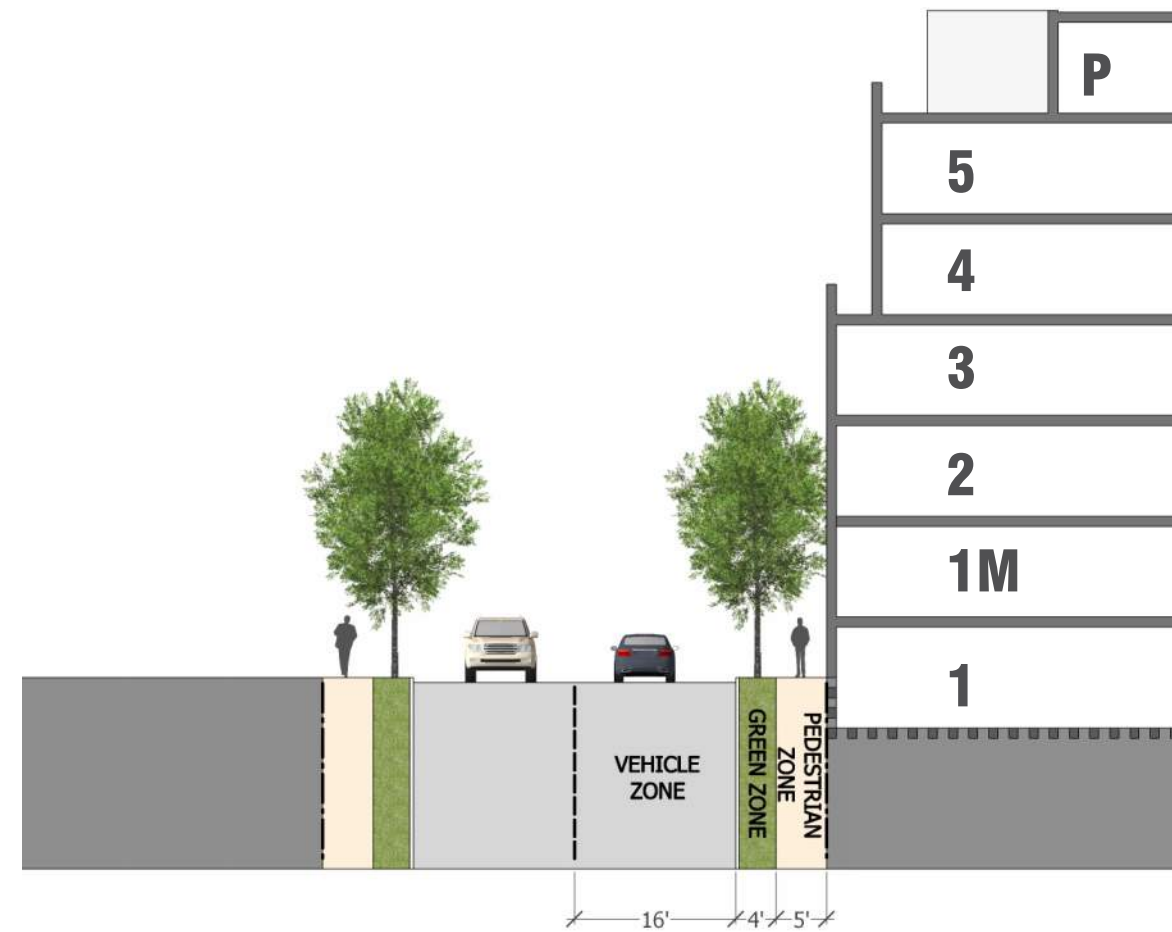
- Provide a 4 foot planting zone for landscaping and street trees.
- Provide an 8 foot sidewalk zone.
- Provide a 0-15 foot min. Build to zone.



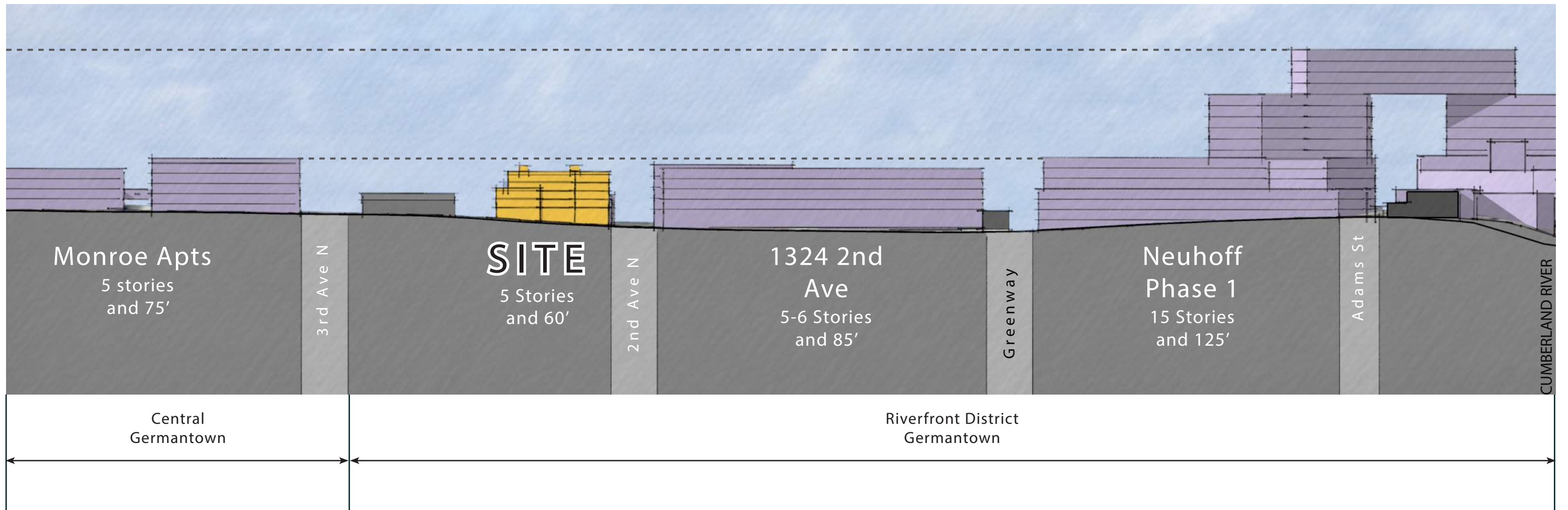
2nd Ave N

### Monroe Street:

- Provide a 4 foot planting zone for landscaping and street trees.
- Provide a 5 foot sidewalk zone.
- Provide a 0-15 foot min. Build to zone.



Monroe Street



# 31

**SITE SECTION**