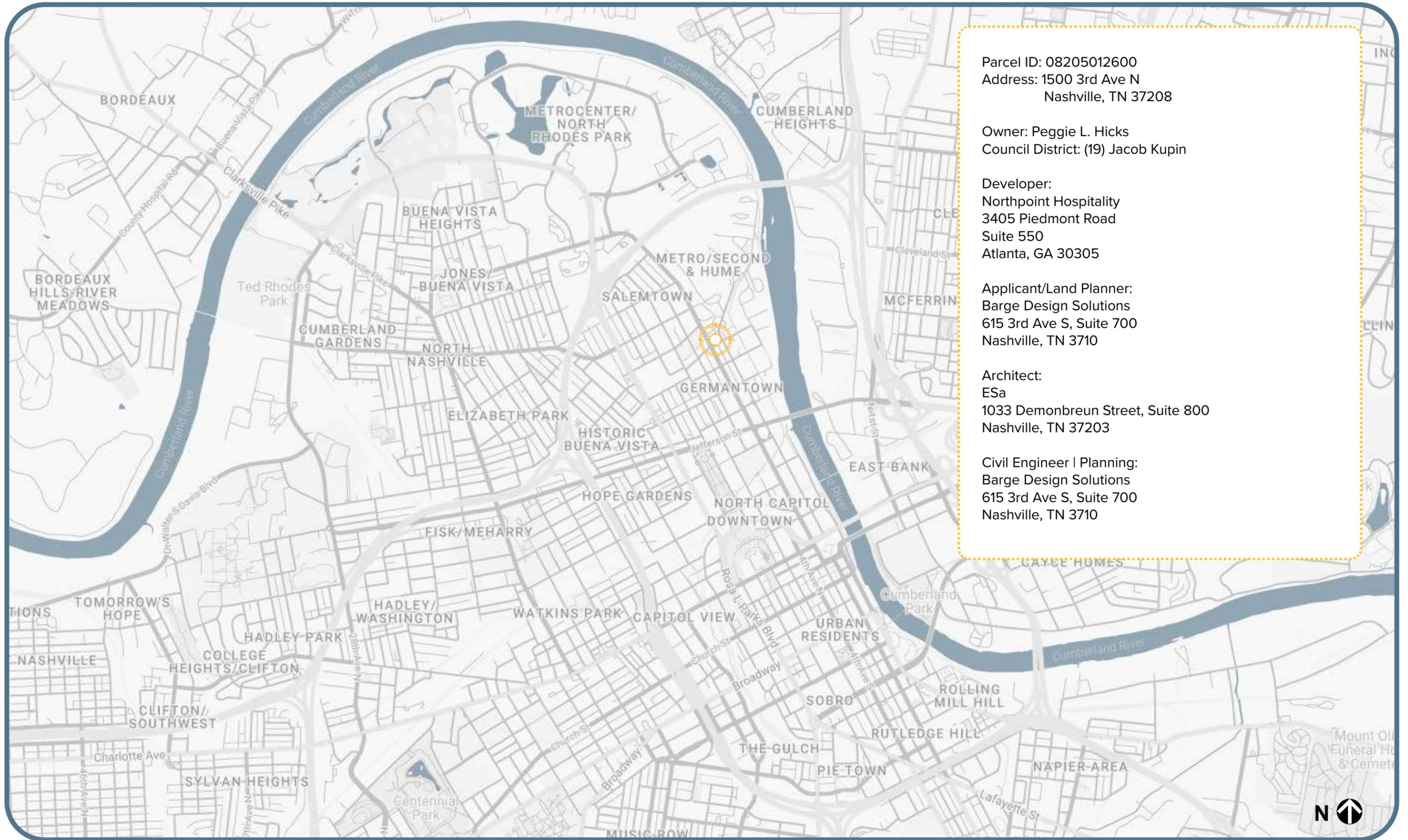




1500 3rd Ave N | Specific Plan

Revised October 10, 2024 | 2024SP-022-001



Parcel ID: 08205012600
 Address: 1500 3rd Ave N
 Nashville, TN 37208

Owner: Peggie L. Hicks
 Council District: (19) Jacob Kupin

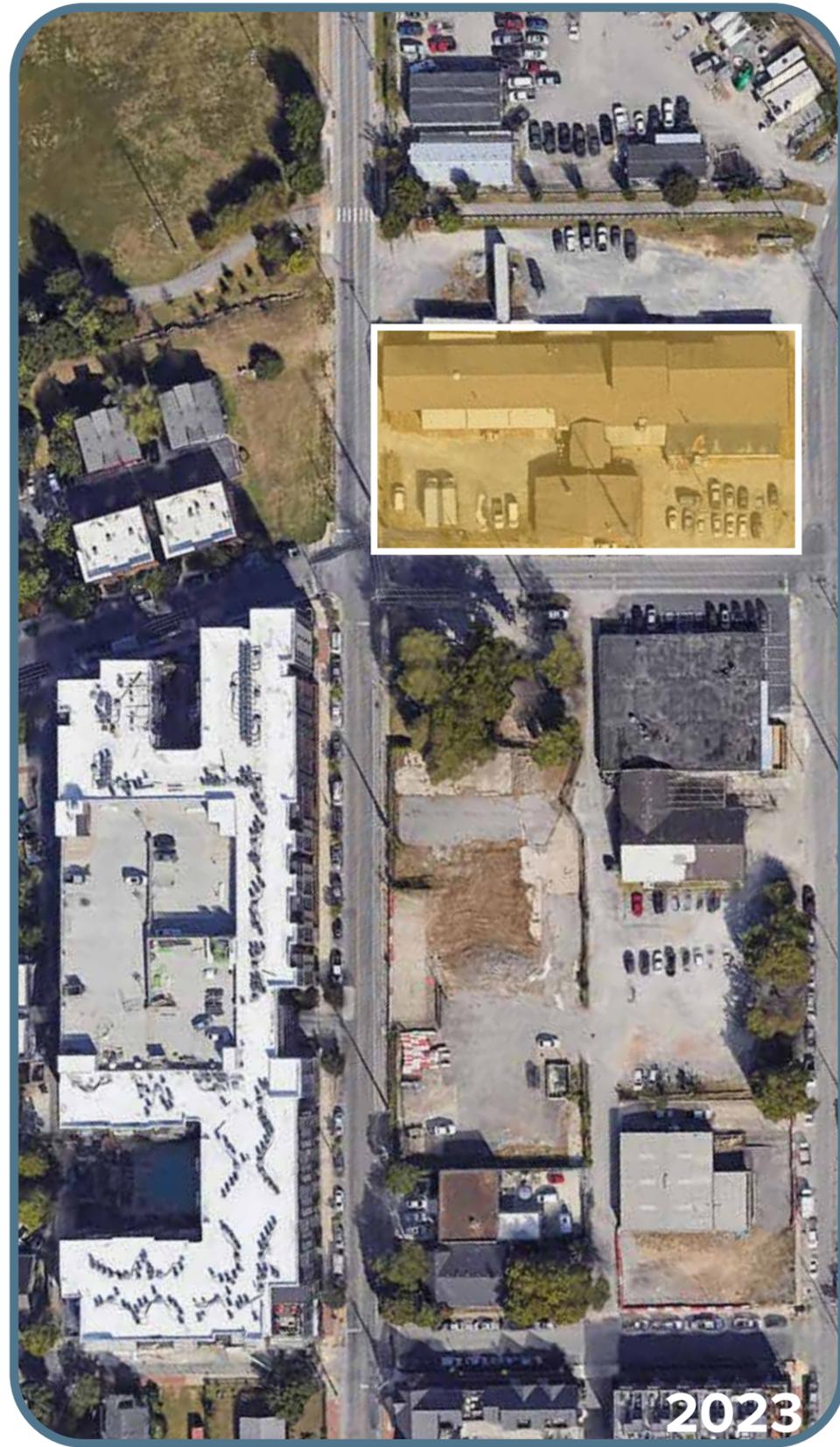
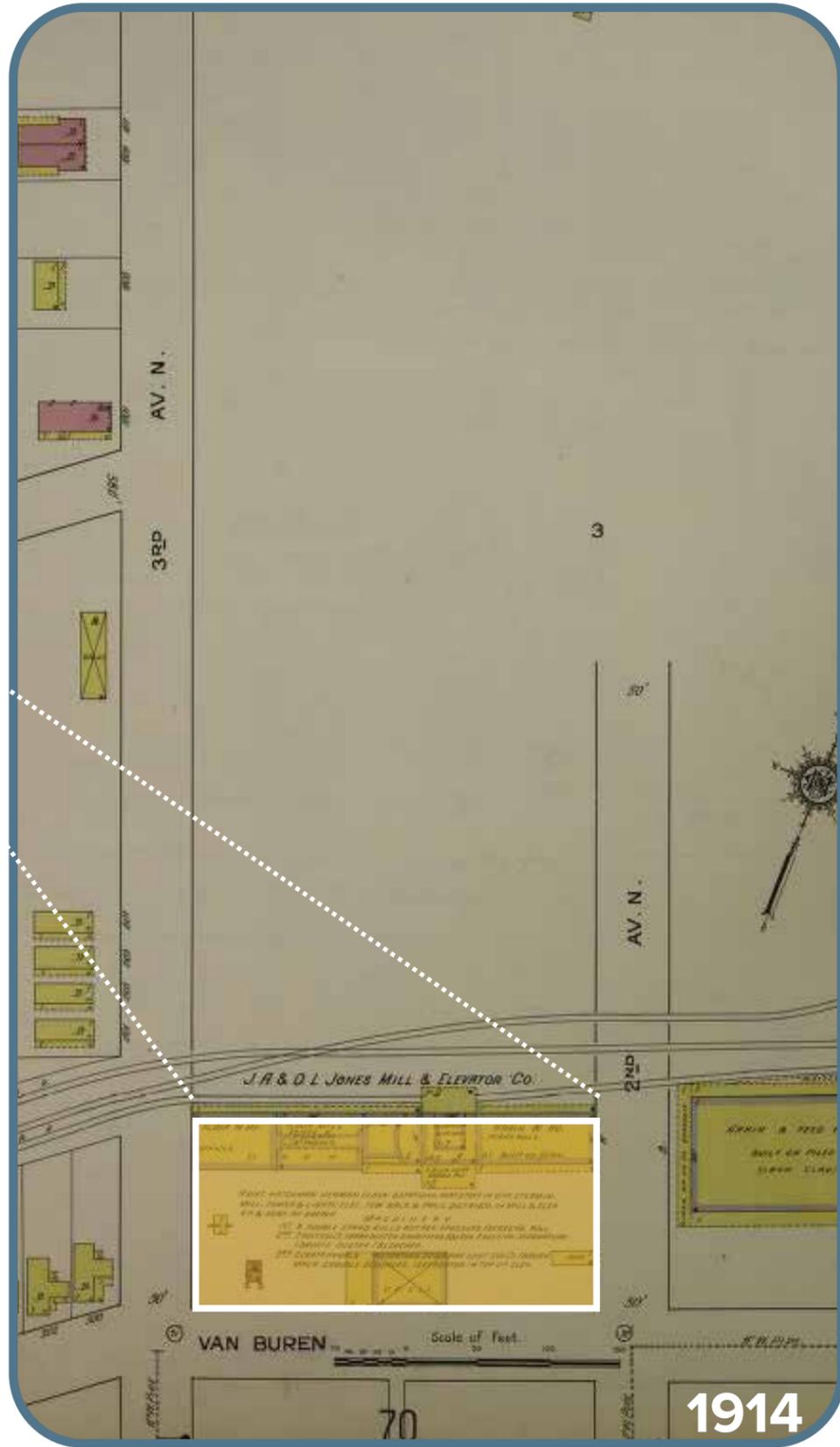
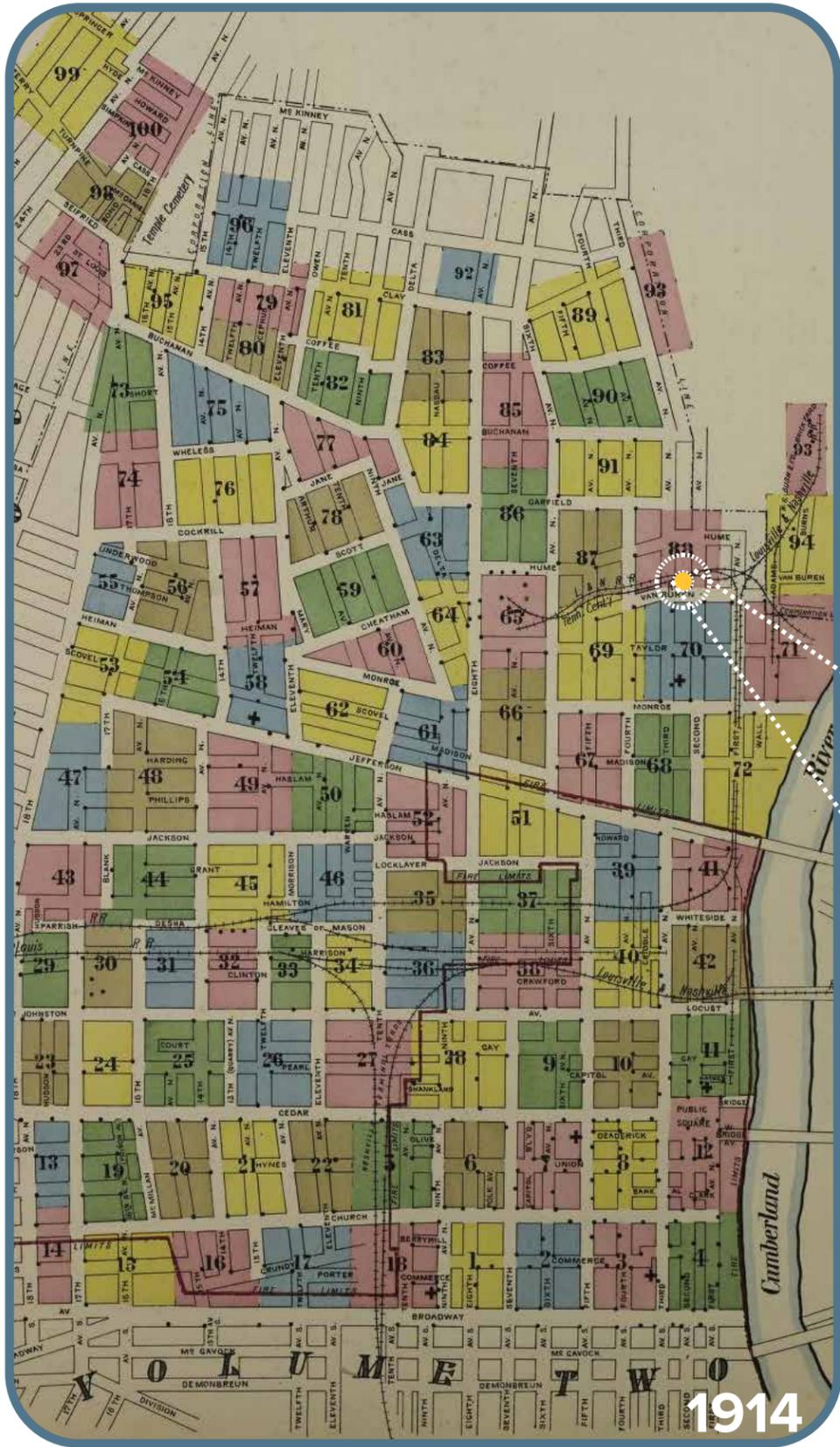
Developer:
 Northpoint Hospitality
 3405 Piedmont Road
 Suite 550
 Atlanta, GA 30305

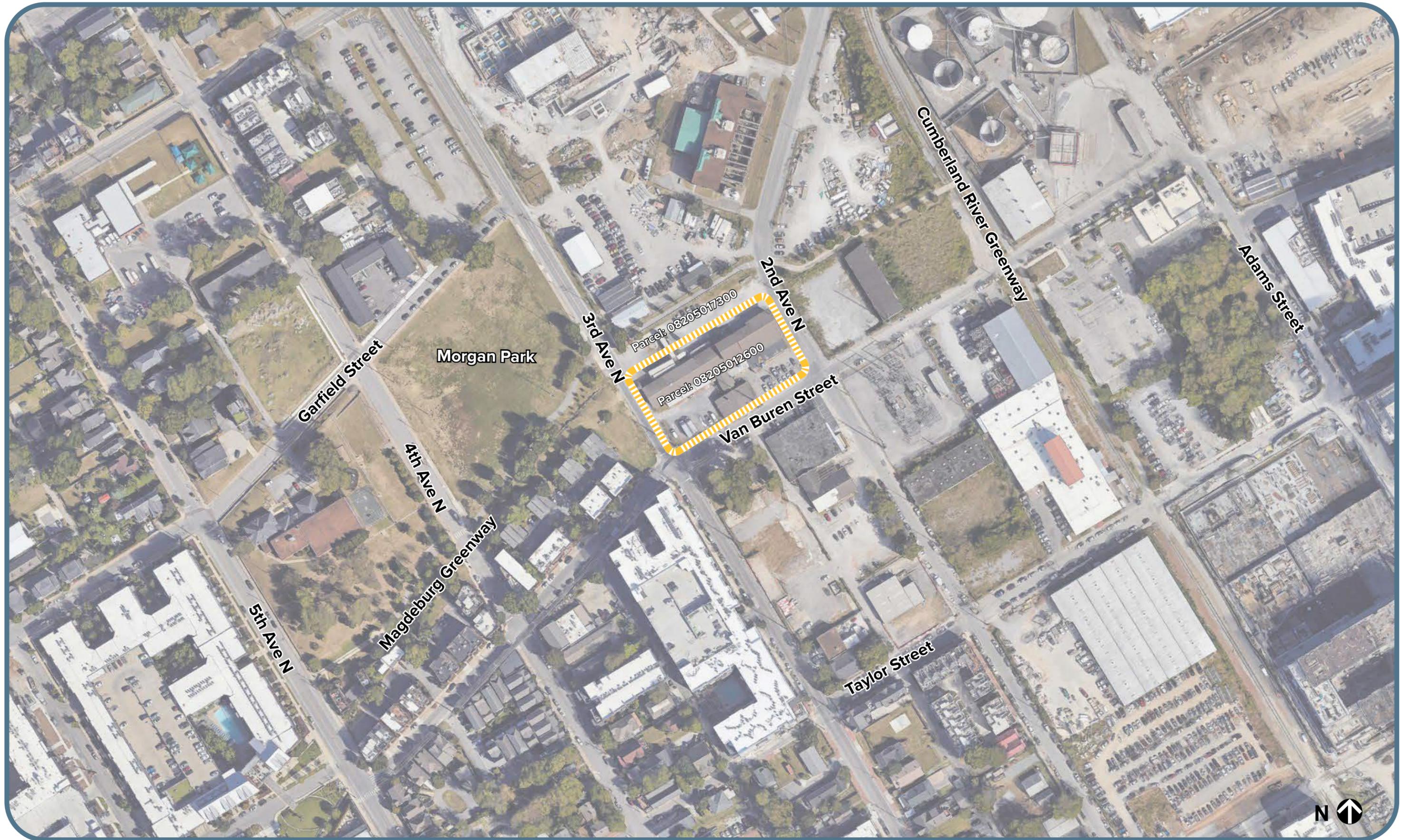
Applicant/Land Planner:
 Barge Design Solutions
 615 3rd Ave S, Suite 700
 Nashville, TN 3710

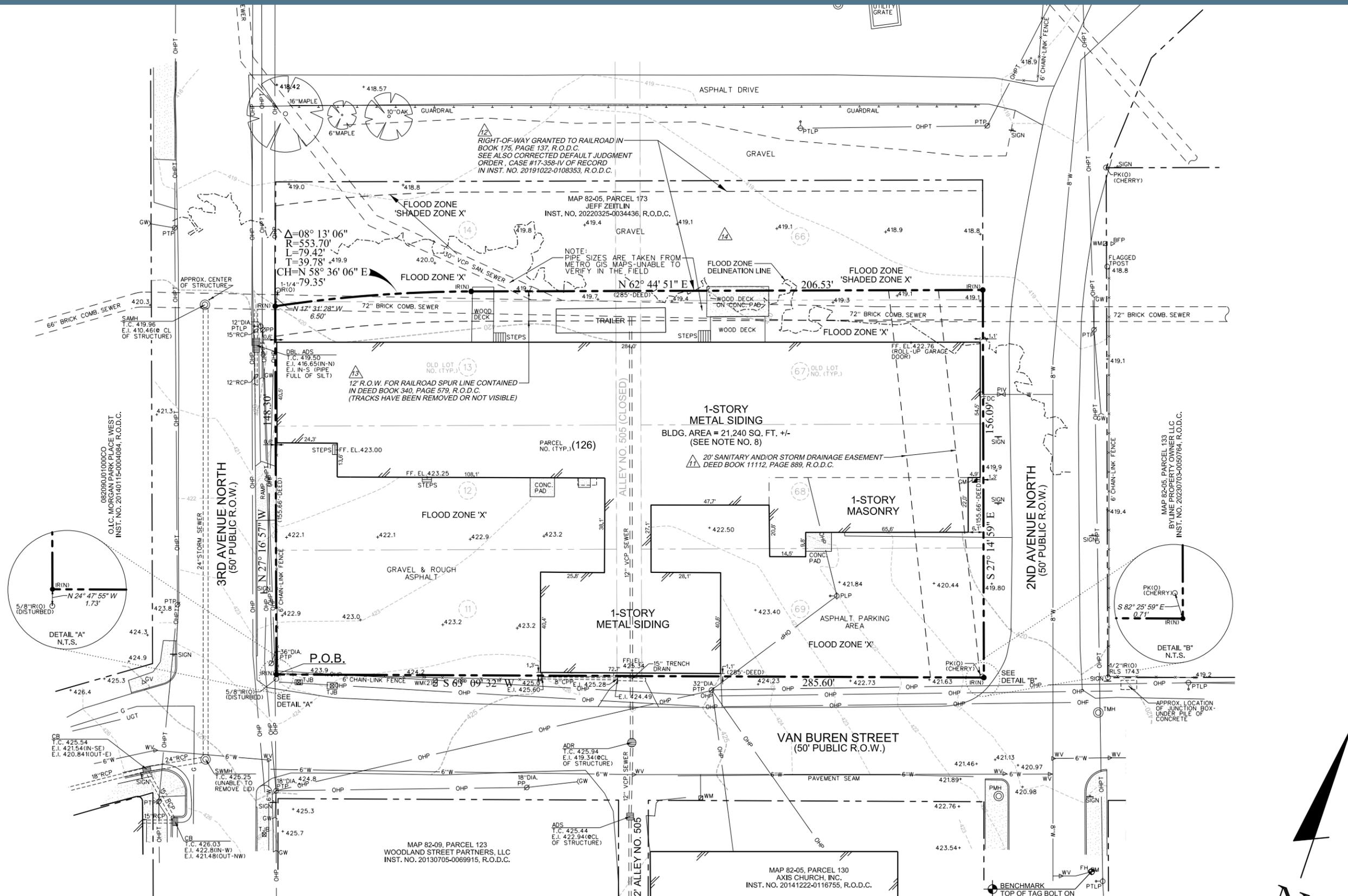
Architect:
 ESa
 1033 Demonbreun Street, Suite 800
 Nashville, TN 37203

Civil Engineer | Planning:
 Barge Design Solutions
 615 3rd Ave S, Suite 700
 Nashville, TN 3710









CI

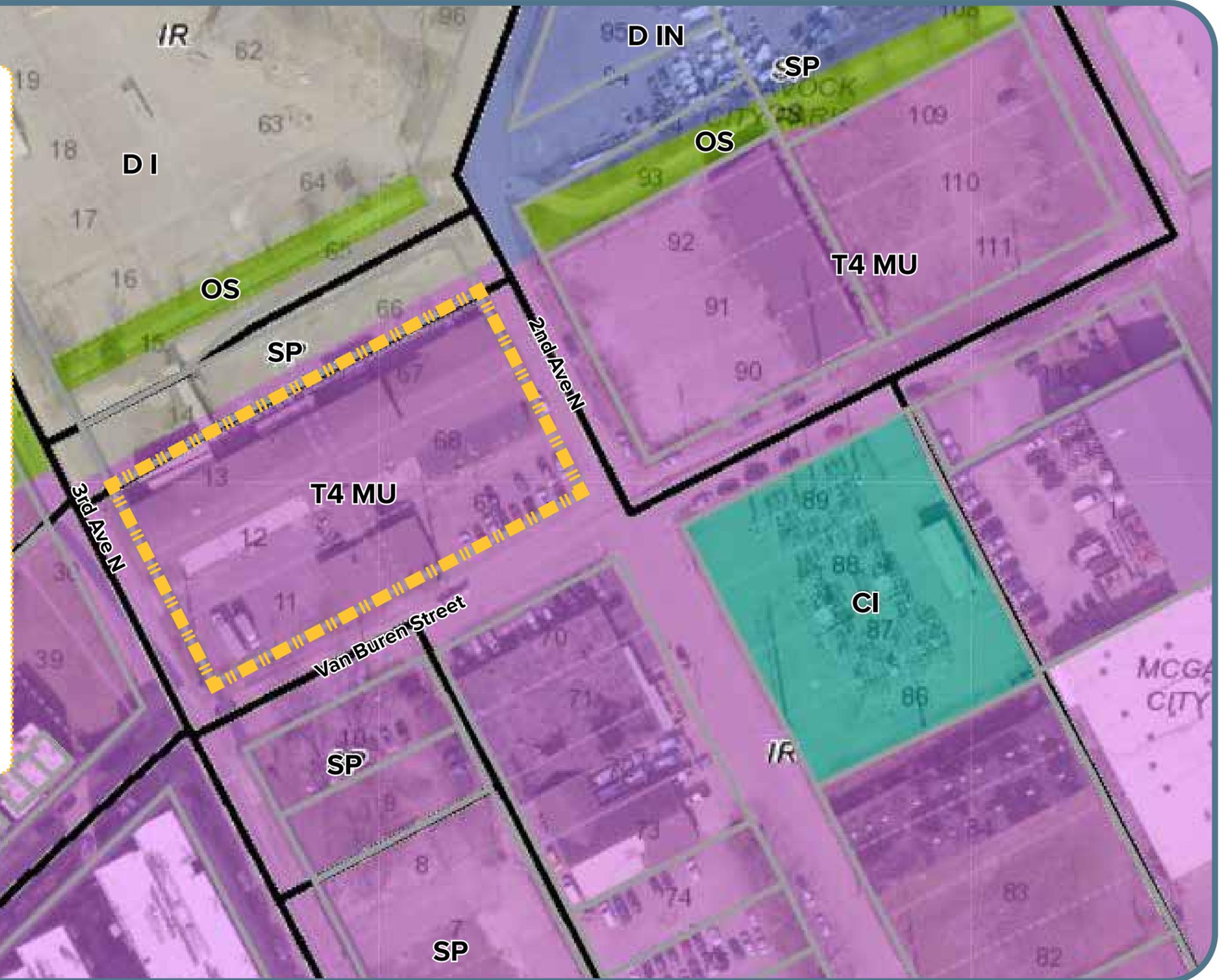
Community Character Policy

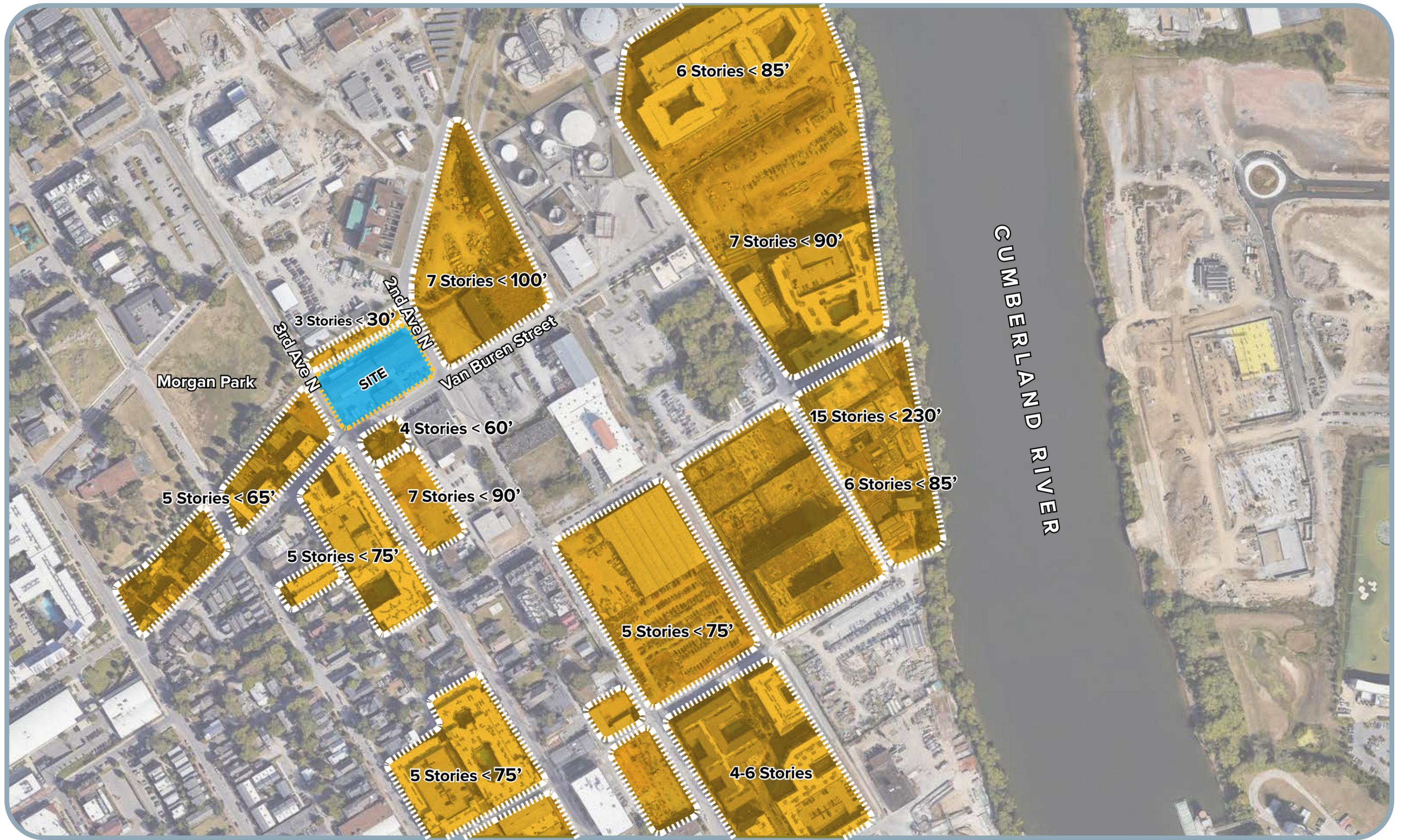
T4-MU (Urban, Mixed Use Neighborhood)

Maintain, enhance, and create urban, mixed use neighborhoods with a diverse mix of moderate- to high density residential, commercial, office, and light industrial land uses.

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.





Constraints

Sanitary Easement:

25' Buffer along the Northern property edge

Overhead Utilities:

Van Buren Street: 20'

3rd Ave N: 25'

MCSP Right of Way Dedication:

3rd Ave N: 9.5'

Van Buren Street: 1'

2nd Ave N: 5'

Gas Lines in ROW:

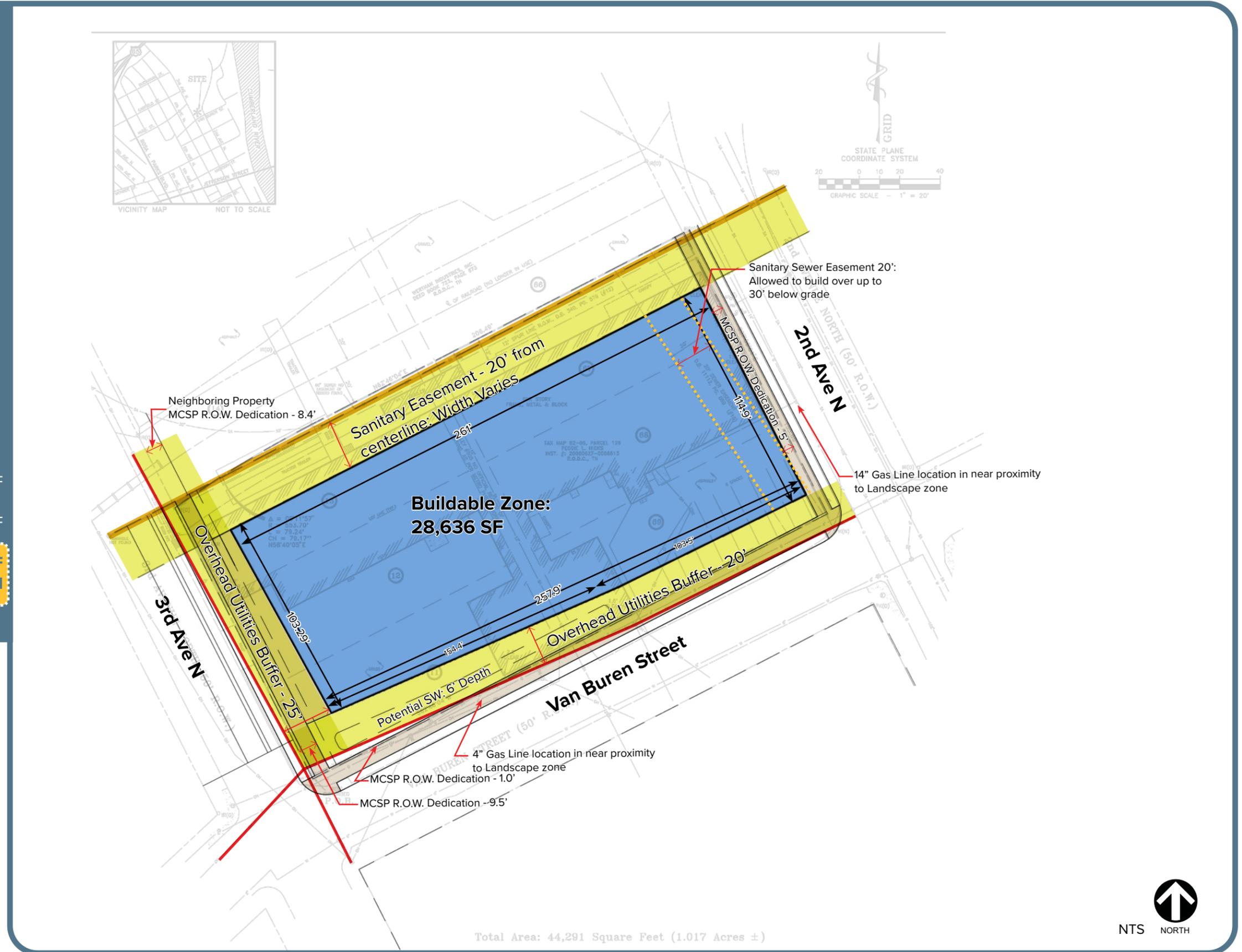
Existing gas line locations along Van Buren Street + 2nd Ave N are in close proximity of landscape areas and may prevent typical street tree planting.

Property size: 44,291 SF

Buildable area after MCSP

R.O.W. dedication + Utility Constraints: 28,636 SF

Loss of Ground floor buildable area: 15,655 SF
35% of Parcel



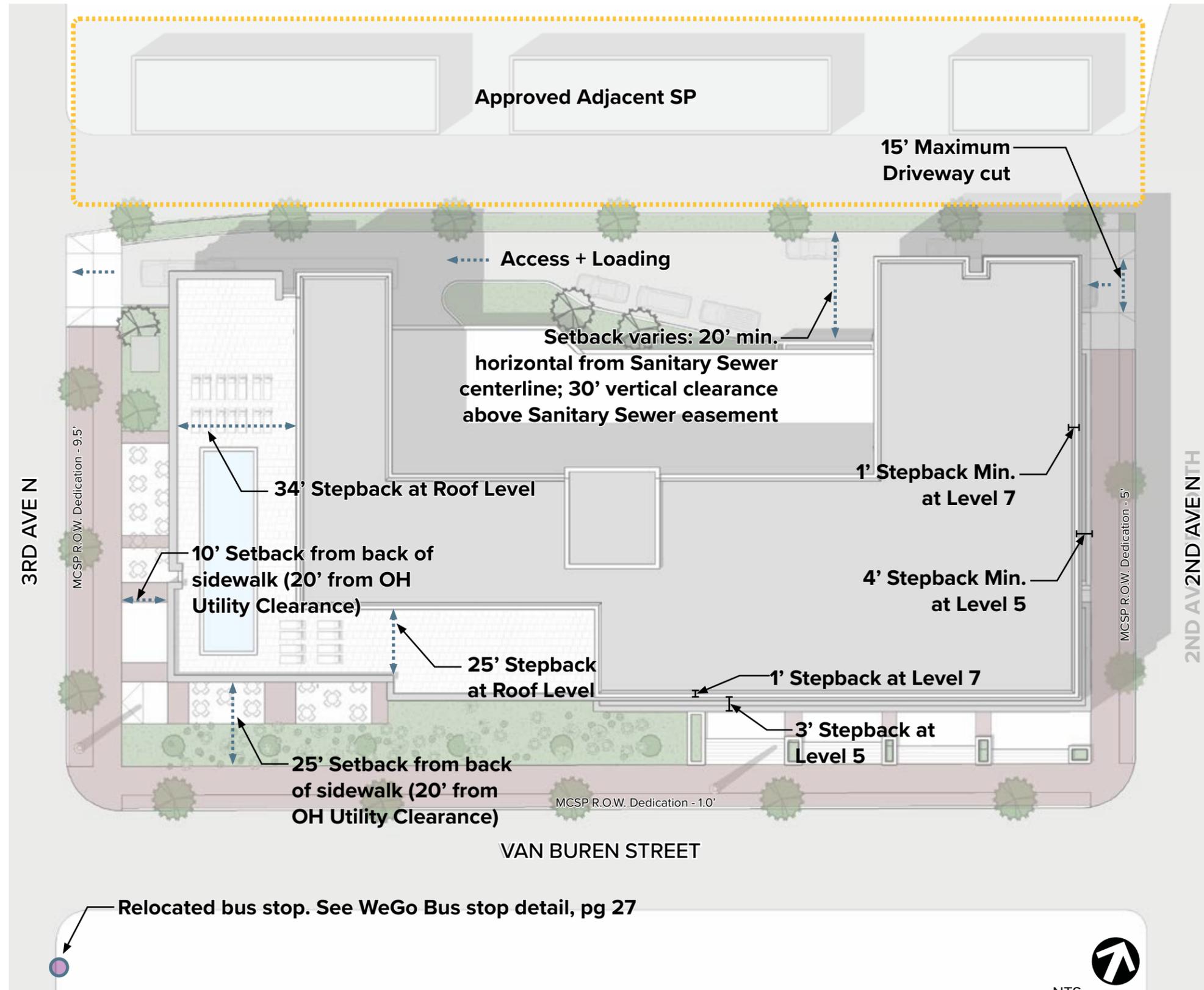
Development Standards

Fall Back Zoning	The standards of this SP shall follow MUL-A-NS zoning district in the UZO except where the standards in this district are more specific	
Total Acreage (existing)	1.01 acres /44,291SF	
Permitted Uses	Hotel and Meeting space, Restaurant, Retail	
Non-residential Uses	260 Hotel Keys Maximum 5,000 GSF Minimum - 7,000 GSF Maximum Ground Floor Commercial: Restaurant, Retail 2,500 GSF Minimum - 4,000 GSF Maximum Upper level/ Rooftop Commercial: Restaurant, Meeting space	
Max ISR	0.90	
Max FAR	4.0	
Maximum Building Height ¹	Max Building Height: 7 stories withing 85 feet	
Building Stepback	See Plan for building massing variation.	
Build-to-zone ²	2nd Ave N + 3rd Ave N: 0-15 feet	
	Van Buren Street: 0-25 feet	
Side/Rear Setback	0 feet	
Glazing ³	Upper Floors	20%
	Ground Floor	40%
Parking	Per UZO Parking Requirements. Approximately 90 spaces +/- below grade parking provided.	

¹ Height shall be measured from the average elevation (4 most exterior corners) at the finished grade to the midpoint of the primary roof pitch or to the top of the parapet for a flat roof. No building or other structure shall penetrate the top of building except as permitted by title 1712.060 - Building Height Controls; Mezzanines shall not be considered a story for the purposes of calculating overall # of stories.

² Build-to Zone to be measured from back of proposed sidewalks on public streets, private drives and open spaces. Stoops/stairs may encroach setbacks and build-to Zones.

³ Minimum glazing requirements shall be required on building facades facing public streets.



Development Standard Notes

STANDARD NOTES

1. The purpose of this SP is to receive preliminary approval to permit the development of a 260 key hotel, with a minimum of 5,000 SF ground floor commercial as shown in one phase.
2. For any development standard, 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-NS base zoning 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 design based upon final architectural, engineering, or site design and actual site conditions. All modifications shall be consistent with the principles and further objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by the Metro Council that increase the permitted density and floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance.

FEMA NOTES

1. This parcel is partially located in a 0.2% annual chance flood hazard according to the Federal Emergency Management Agency Flood Insurance Rate Map Community Panel No. 47037C0241H April 5, 2017.

ARCHITECTURAL STANDARDS

1. Building facades fronting a street shall provide a minimum of one principal entrance (doorway).
2. Windows shall be vertically oriented to a ratio of 1.5:1 or greater except for dormers
3. Building facades shall be constructed of brick, brick veneer, stone, cast stone, cementitious siding, glass, metal panel, or materials substantially similar in form and function, unless otherwise approved on detailed building elevations included with the preliminary SP.
4. Porches shall provide a minimum of six feet of depth.

NASHVILLE DEPARTMENT OF TRANSPORTATION (NDOT) NOTES

1. The final site plans and building permits 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. Where feasible, vertical obstructions are only permitted within the required grass strip or frontage zone.
2. Roadway improvements that are direct result of this specific project as determined by the approved Traffic Improvement Study and NDOT shall be constructed.
3. Any new improvements within existing public right-of-way within the project site that are identified as necessary to meet the adopted roadway plans shall be dedicated.
4. The final construction drawings shall comply with the design regulations established by the NDOT. In effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final designs for Phase 1 and Phase 2 may vary based on field conditions.
5. The design of the public infrastructure is to be coordinated with the Final SPs. The roads and pedestrian infrastructure are to be designed and constructed per NDOT standards.
6. All construction within the right of way shall comply with ADA and NDOT

Standards and Specifications.

7. Trash and recycling service is to be contracted between the developer/owner and a private hauler.
8. Bicycle parking shall be provided in accordance with section 17.20.135 of the Metro Zoning Code and will be identified in the Final SPs.

LANDSCAPE STANDARDS

1. The developer of this project will the requirements of the approved preliminary SP. Due to constraints on this site, full compliance with Metro's adopted tree ordinance may not be achievable.
2. Street trees shall be provided, irrigated, and maintained by Owner along all street frontages at a minimum spacing average of 50 linear feet. All street trees placed within right of way shall count toward tree density unit credit outlined in Metro Zoning Code 17.24.
3. No landscape buffer requirement of 17.24 shall apply to this site.
4. Tree species from the Historic Germantown Neighborhood Association Arboretum List will be included in the planting plan.
5. Landscaping and tree density requirements per Metro Code.

FIRE MARSHAL NOTES

1. New commercial developments shall be protected by a fire hydrant that complies with the 2006 edition of NFPA 1 Table H.
2. No part of any building shall be more than 500 feet from a fire hydrant via a hard surface road. Metro Ordinance 095-1541 Sec. 1568.020 B.
3. All fire department access roads that shall be 20 feet minimum width and shall have an unobstructed vertical clearance of 13.5 feet.
4. If more than three stories above grade, Class I standpipe system shall be installed.
5. A fire hydrant shall be provided within 100 feet of the fire department connection.
6. Fire hydrants shall be in-service before any combustible material is brought on site.
7. Fire apparatus access roads shall be provided and maintained in accordance with the adopted fire code and standards.
8. Except as approved by the fire code official; fire apparatus access roads shall extend to within 200 feet of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility.
9. Buildings over 30 feet in height shall meet fire department aerial apparatus access requirements.
10. Dead end fire apparatus access roads in excess of 200 feet shall be provided with an approved fire apparatus turnaround (Per discussions with Metro Fire).
11. All points of the building shall be within 500 feet of a fire hydrant when measured via approved fire apparatus access route.
12. All buildings and/or developments are required to meet the fire-flow requirements listed in the adopted code prior to construction.
13. The maximum grade for fire apparatus access roads shall not exceed 10% without approval from the fire code official.
14. Gates across fire apparatus access roads shall comply with adopted code and standards.
15. Approval of a preliminary or final site plan is not an approval for building construction. Full and complete review of building plans is required prior to approval for construction and may require changes to the site.

NES NOTES

1. Where feasible, this development will be served with underground power and pad-mounted transformers.
2. 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 transformer equipment as well as service duct to a meter.

STORMWATER NOTES

See Grading and Utility Plans

WeGo NOTES

Development to relocate and upgrade bus stop 3rd and Taylor NB. The bus stop at 3rd and Taylor to be relocated to the nearside of 3rd and Van Buren. Bus stop to be upgraded to an in-lane bench type stop which must comply with the latest WeGo Transit design guidelines.

FEDERAL COMPLIANCE

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

SOILS

Per the USDA Web Soil Survey, the existing soils on site are classified as Ln - Lindell-Urban Land Complex (Hydrologic Soil Group C), slopes from 0-3%.

STREET LIGHTS

With the final SP and building permit plans, urban streetscape lighting fixtures will be used that are consistent with what is being used in Germantown (Holophane Washington LED).

Additional Height Request

Community Plan Policy Language. T4 Mixed Use Neighborhood

Building Height – Mixed-use, non-residential, and multi-family 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.

Consideration of taller heights is proposed based on the following factors for the subject site:

1. Proximity to other policy areas and the role of the building in transitioning between policies:

This location, including the surrounding East Germantown neighborhood, is well-suited for additional height. Designated as Transition or Infill Policy areas in the Nashville Next Growth and Preservation Concept Plan, these areas play a crucial role in bridging between the Tier One Center encompassing Downtown and the Germantown neighborhood. As these areas are intended for intense development, adjacent zones should offer supportive opportunities such as housing to bolster Downtown's vitality. The parcels to the north and west, designated as District Impact policy areas, feature multiple parks and green spaces, serving as perpetual buffers to high-density development. This development helps provide a transitional buffer between the neighborhood and the water/sewer treatment plant.

2. Planned height of surrounding buildings and the impact on adjacent historic structures:

Situated adjacent to several approved Specific Plans (SPs) with similar heights, this site enjoys compatibility with its surroundings. Notably, the 2nd + Van Buren SP and three adjacent SPs along 3rd Ave exhibit heights ranging from 60 to 100 feet, providing a transitional buffer to the Historic Germantown Neighborhood.

3. 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.:

The proposed development enhances the neighborhood fabric through various pedestrian-friendly features, including ground-floor activation with restaurants and a hotel lobby, integration of bioretention with landscaping for outdoor dining areas, and an expanded streetscape featuring 12' wide brick paver sidewalks alongside pedestrian plazas and outdoor dining spaces.

4. Relationship of the height of the building to the width of the street and sidewalks, with wider streets and sidewalks generally corresponding to taller building heights:

Due to overhead utility buffers, the building is set back between 15-25 feet along 3rd Ave N and Van Buren Street, creating a substantial distance from the street edge. Additionally, the presence of a large open space and public park directly across 3rd Ave N further amplifies this setback effect.

5. 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:

Both 3rd Ave N and the Van Buren Street block are classified as Arterial-Boulevards, serving as prominent thoroughfares connecting the neighborhood to Downtown and other key areas. Moreover, the proximity to WeGo Nashville Bus Route #9 enhances accessibility, reinforcing the suitability of this location for taller structures.

6. Capacity of the block structure and rights-of-way to accommodate development intensity:

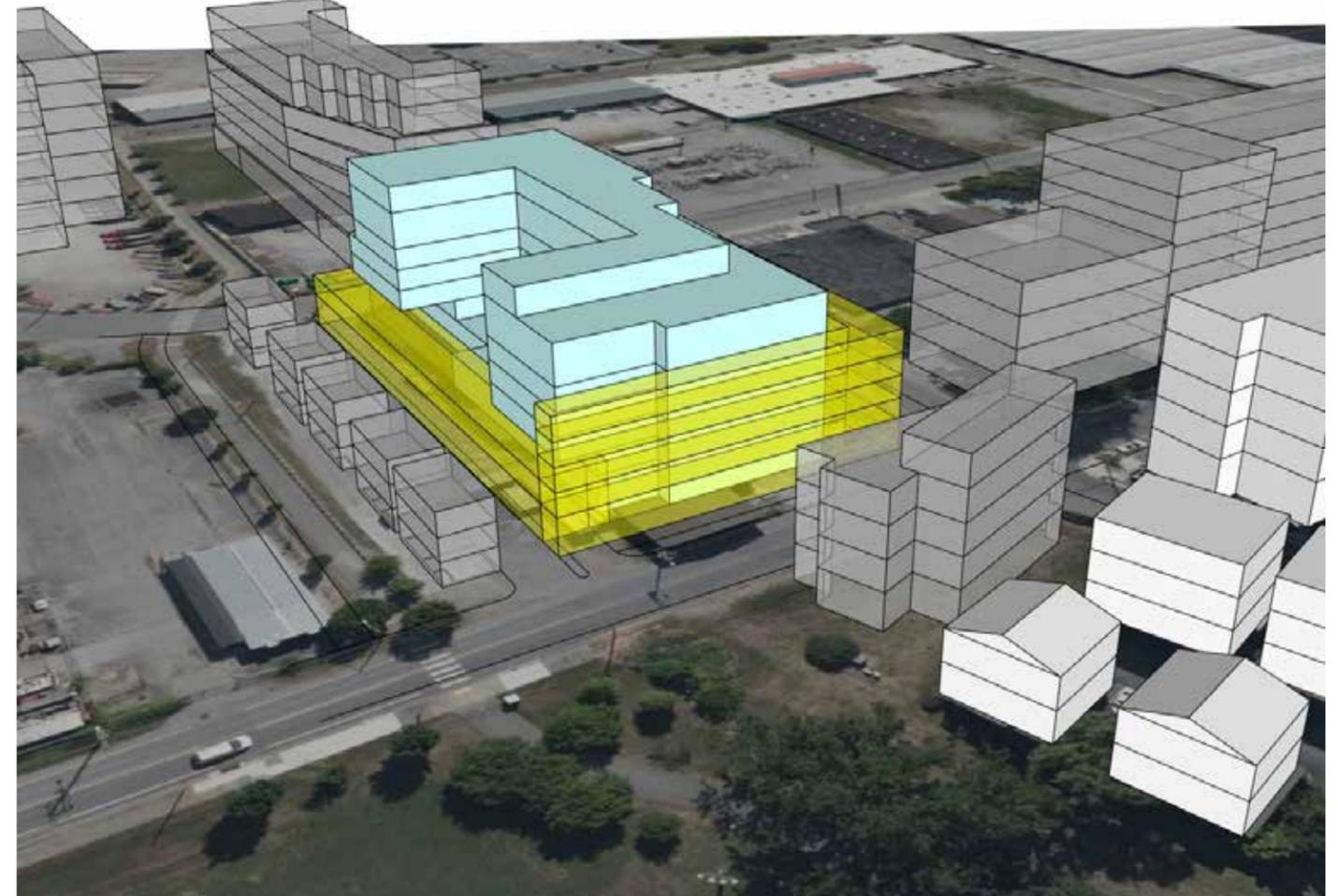
The surrounding area's grid pattern and access to major streets facilitate development intensity. The proposed project contributes to improving local rights-of-way for various transit modes, including vehicular, bike, and pedestrian traffic, enhancing overall connectivity within the neighborhood.

7. Proximity to existing or planned transit, with increased height benefits for areas within 0.25 mile of a High Capacity Transit station:

With WeGo Nashville Bus Route #9 and nearby greenway access, this site benefits from its proximity to public transit options. Activating and utilizing such infrastructure further supports the case for increased building height.

8. Use of increased building setbacks and/or building setbacks to mitigate increased building heights:

The proposed development incorporates increased right-of-way dedication along 3rd Ave and setbacks due to utility clearances. Additionally, at level 5, the building steps back along Van Buren Street, with further setbacks at the roof level to minimize height and massing along the street edge.



This development has a variety of unique challenges that limit the use of expanding lower floor levels to achieve a shorter building. The depiction above highlights the zones where building area can not be achieved due to sanitary sewer easements, overhead utility clearances, and right of way dedications (yellow). As depicted in this massing model, the proposed building is consistent and in keeping with the scale and intensity of adjacent developments.

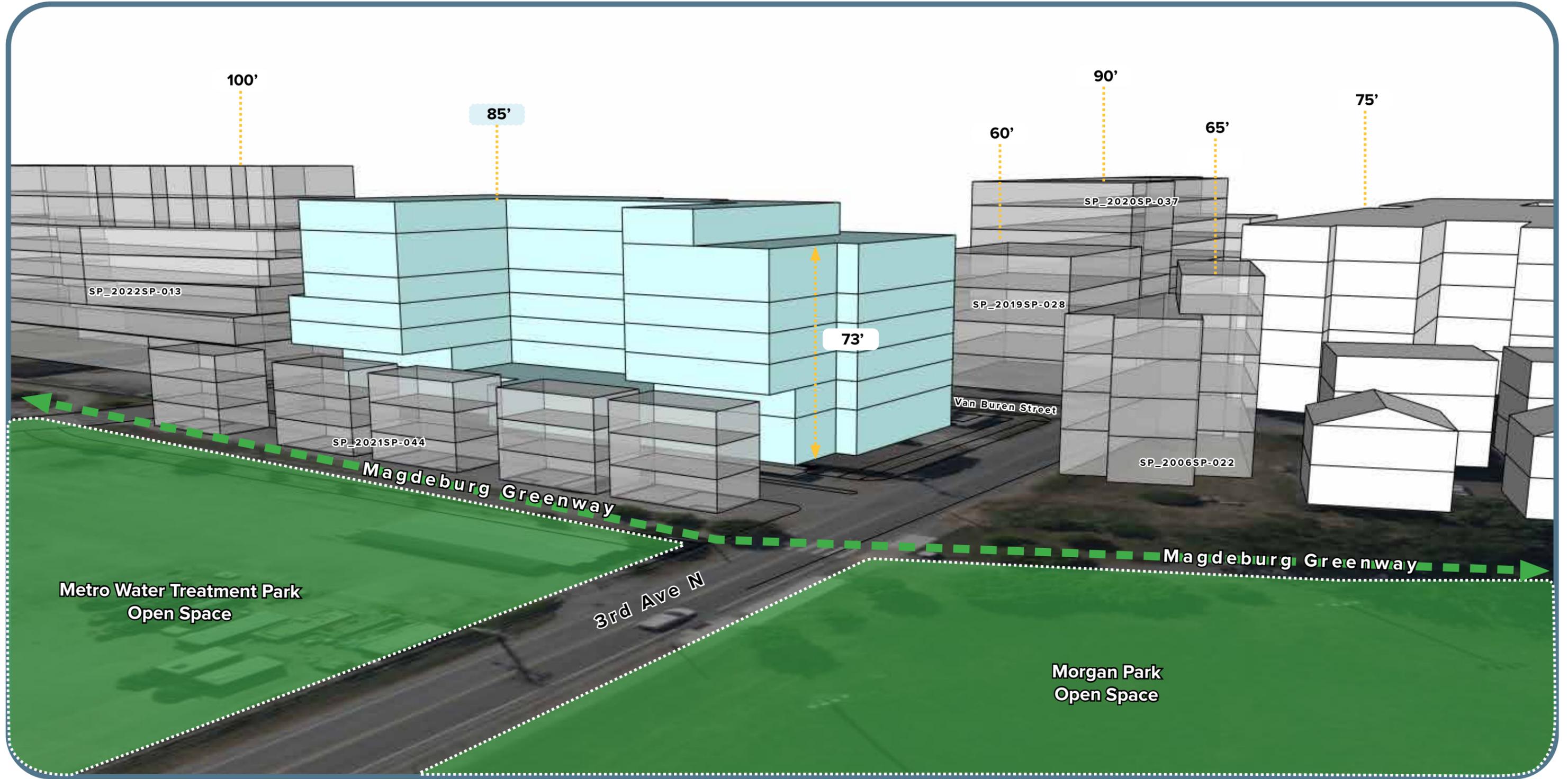
9. Topography and other unique site and locational characteristics:

Severe constraints such as the sanitary sewer easement and overhead utility clearances limit the buildable area by 35% of the site. Given these challenges, additional height is warranted to achieve entitlements comparable to those of regularly shaped lots.

10. Ability to provide light and air between buildings and in the public realm of streets, sidewalks, internal walkways, multi-use paths, and open spaces:

The site benefits from its proximity to the greenway and offers ample opportunities for outdoor dining, activating sidewalks. Additionally, the abundance of open space to the north and west in the form of public parks ensures adequate light and air circulation in the surrounding area.

Additional Height Request

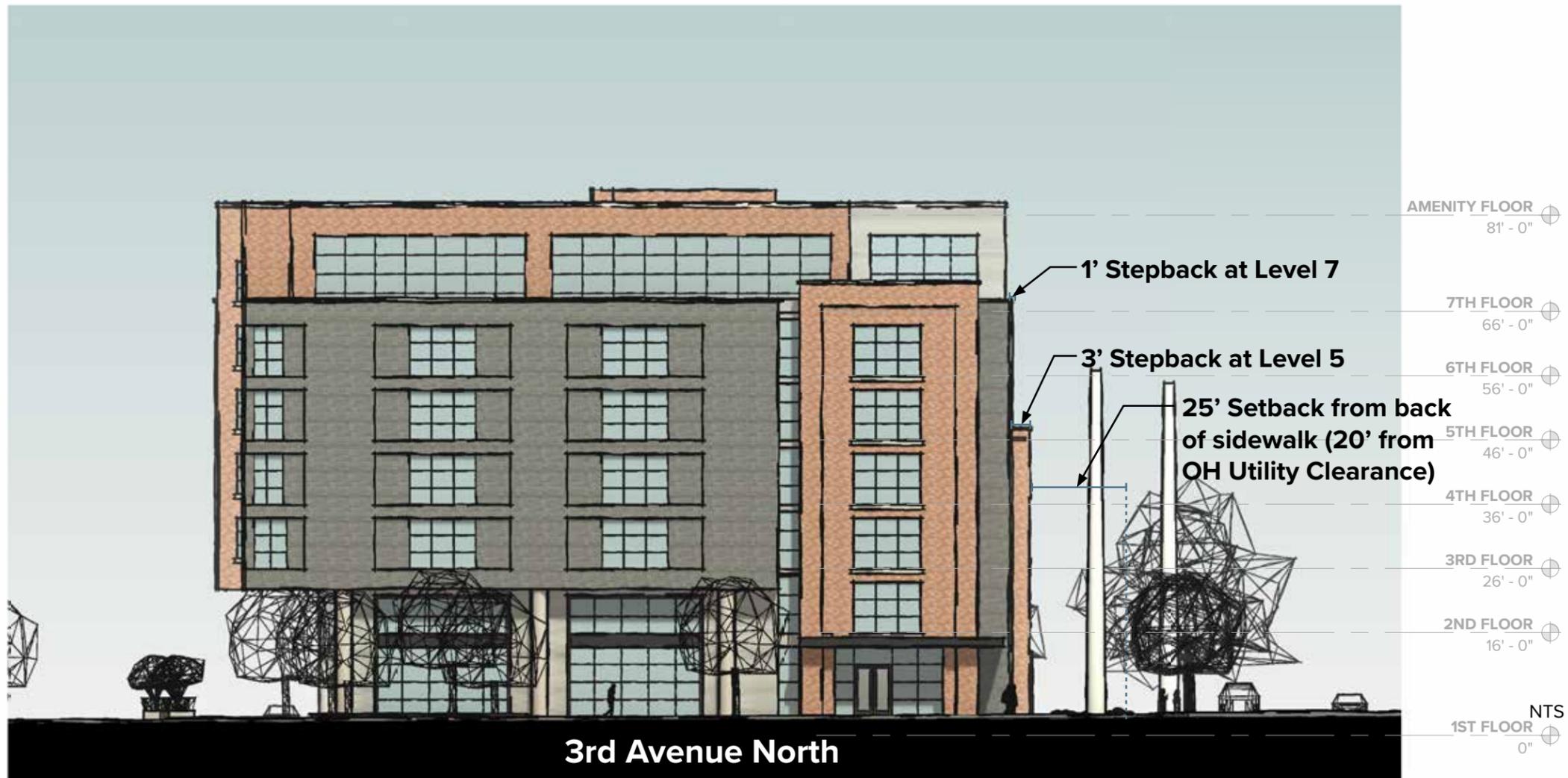


The 3D massing above highlights the abundance of open space in near proximity to this development. The contextual approved developments are depicted as they are currently planned. The majority of the building's massing is within 80 feet in height. The roof amenity level allows public access and amenities stepped back significantly from all three surrounding public streets.

- Approved, Unbuilt Development
- Existing, Built Development
- Proposed Development







West Elevation:

Brick: 60% +/-

Glass: 40% +/-

*Material percentages to be finalized at time of Final SP



East Elevation:
Brick: 40% +/-
Glass: 43% +/-
Metal Horizontal Siding: 17% +/-
 *Material percentages to be finalized at time of Final SP

NTS



South Elevation:
Brick: 47% +/-
Glass: 40% +/-
Metal Horizontal Siding: 13% +/-
 *Material percentages to be finalized at time of Final SP

NTS



North Elevation:

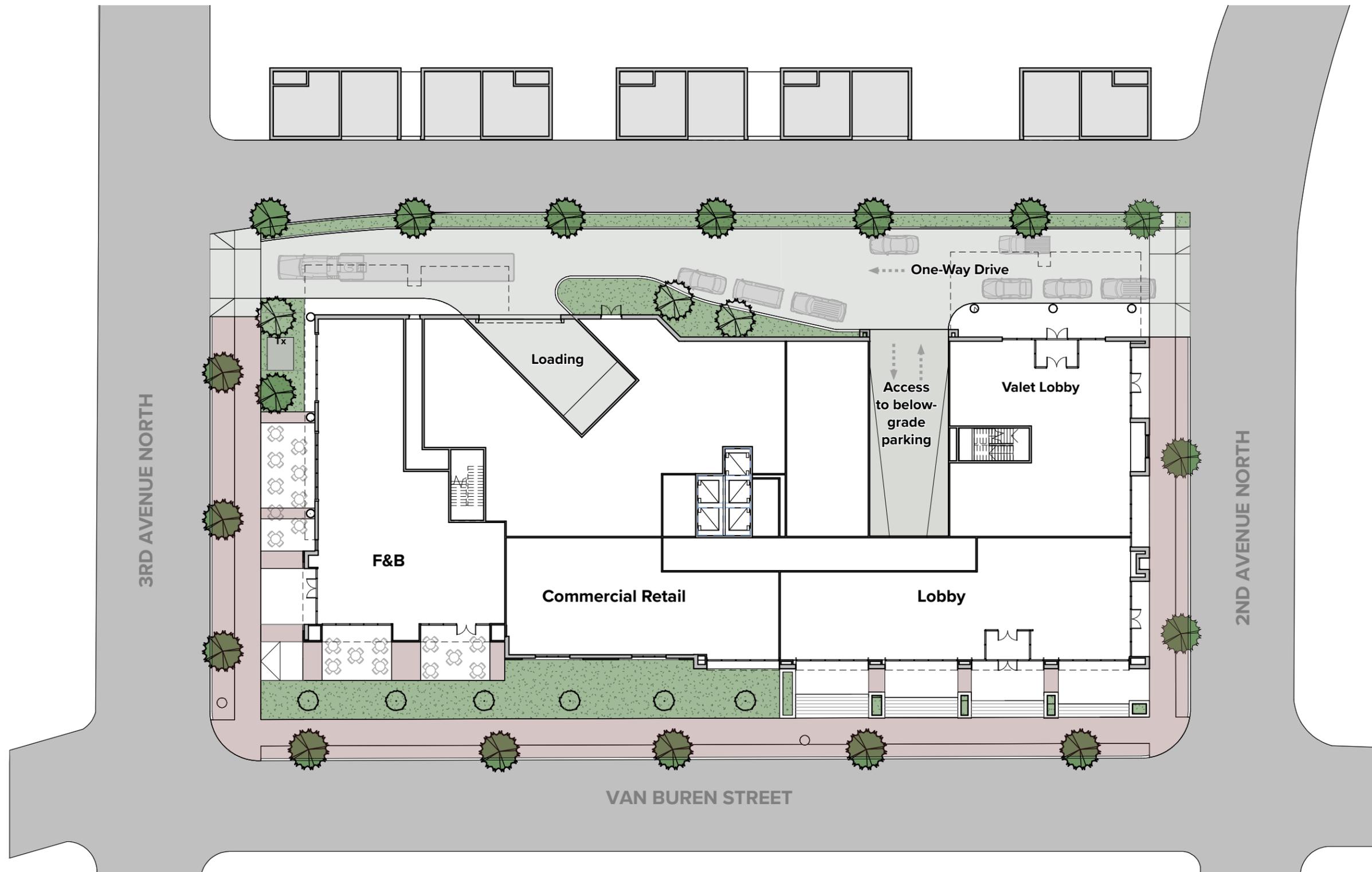
Brick: 52% +/-

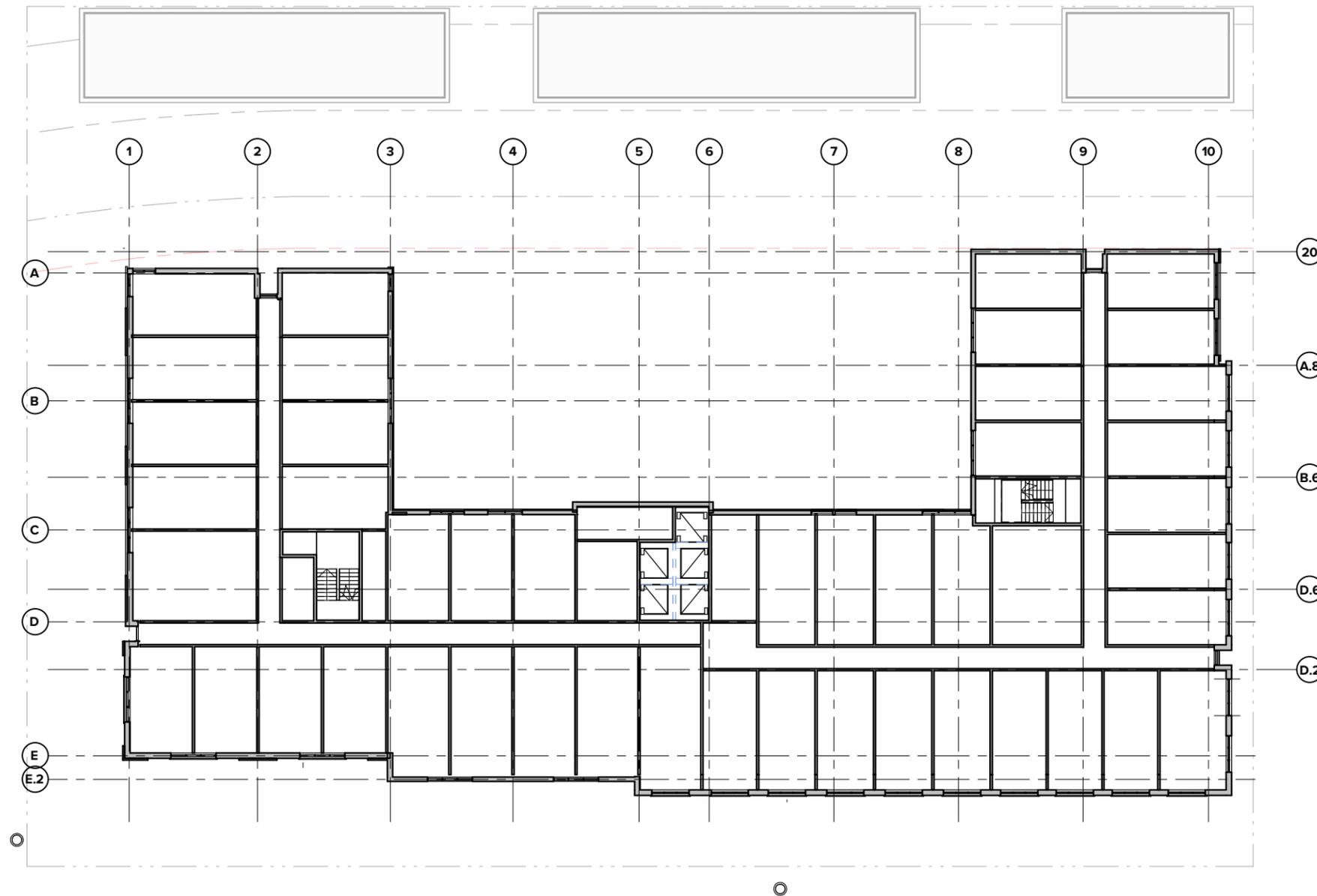
Glass: 18% +/-

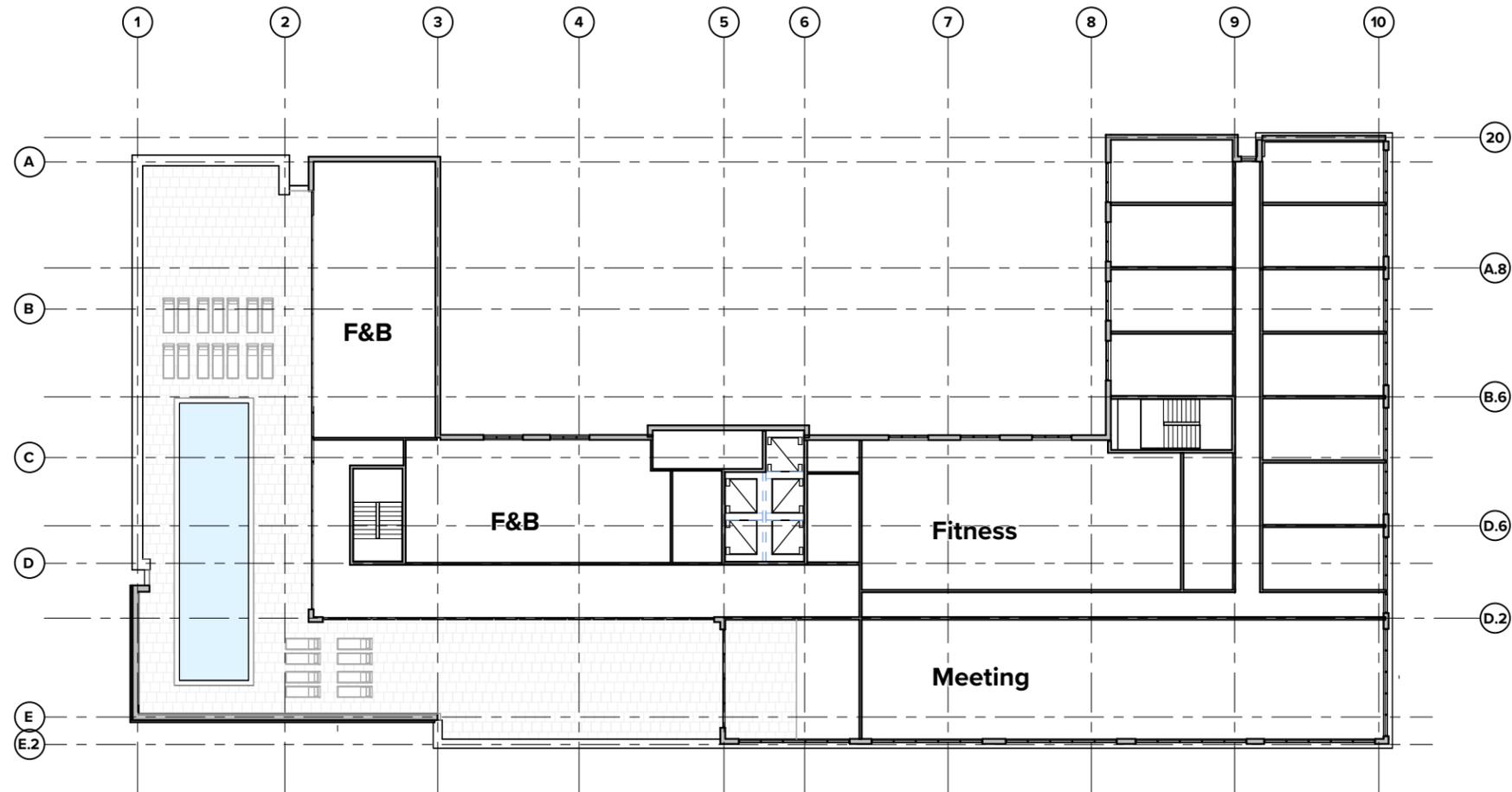
Metal Horizontal Siding: 30% +/-

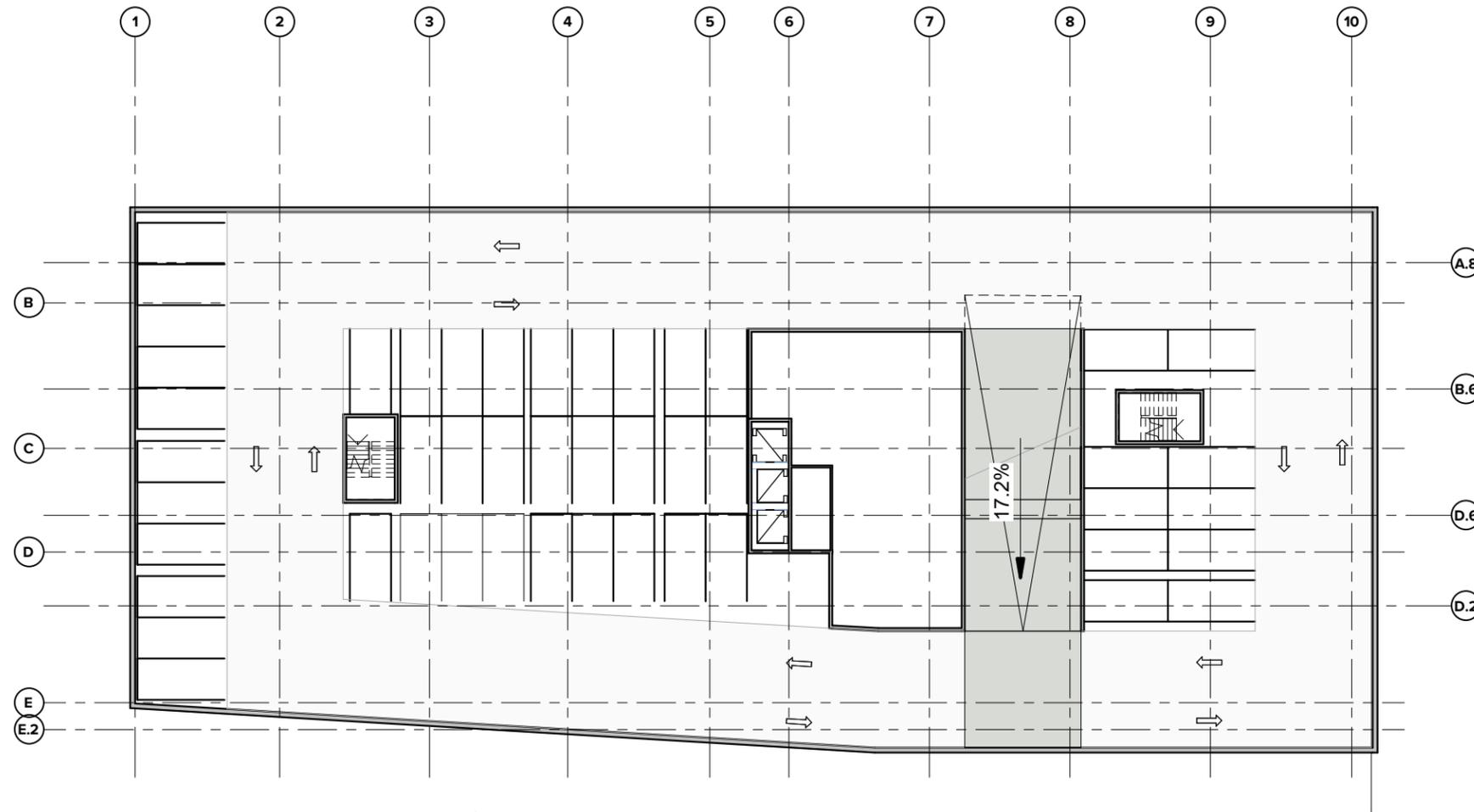
**Material percentages to be finalized at time of Final SP*

NTS





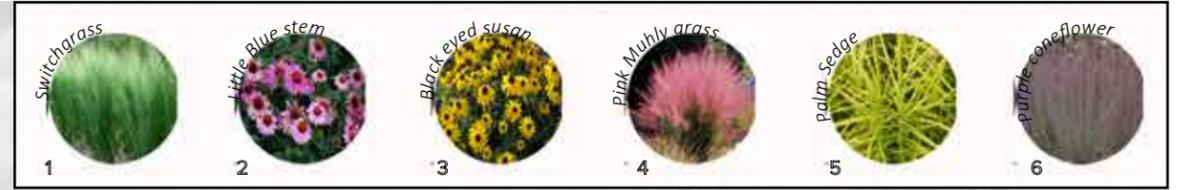




2 levels of below-grade parking.
 Approximately 45 parking spaces per level.

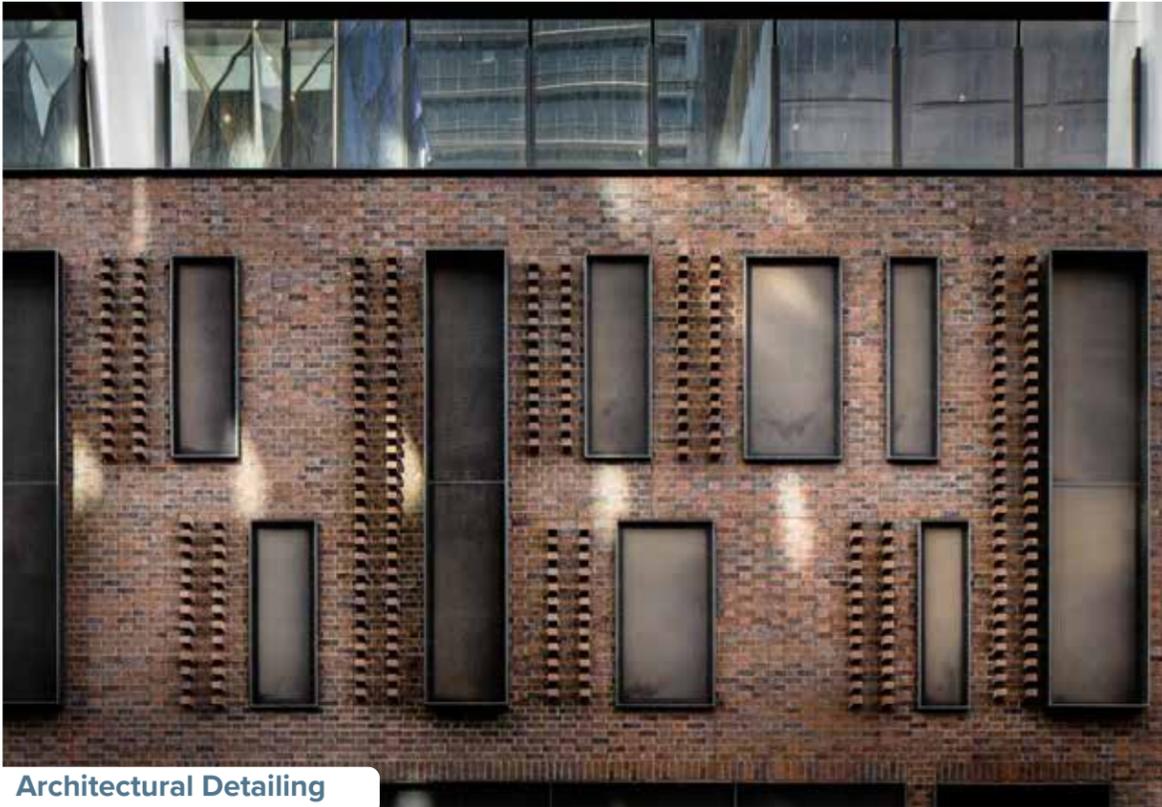


Bio-retention Area: Planting Palette





Brick + Metal Panel



Architectural Detailing



Architectural Detailing



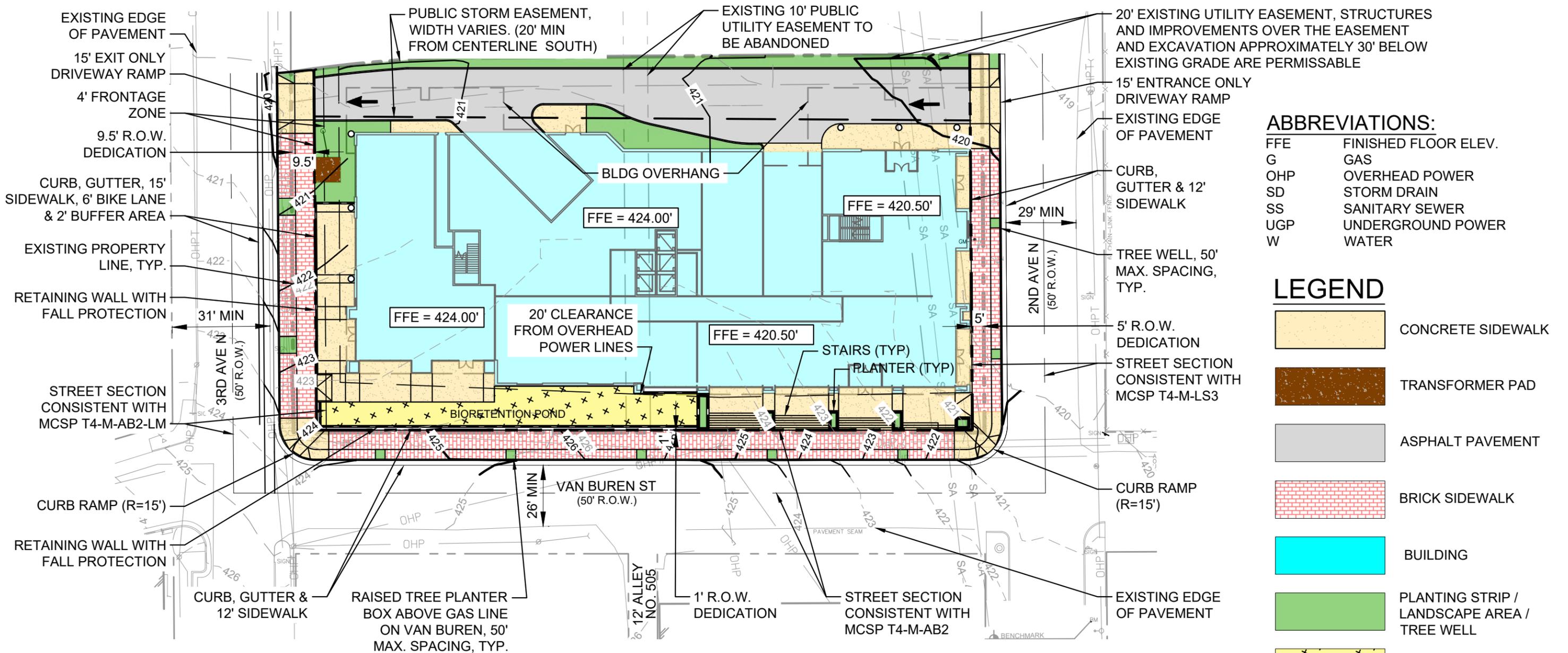
Outdoor Dining | Streetscape



Architectural Detailing



Brick | Glass | Metal



ABBREVIATIONS:

FFE	FINISHED FLOOR ELEV.
G	GAS
OHP	OVERHEAD POWER
SD	STORM DRAIN
SS	SANITARY SEWER
UGP	UNDERGROUND POWER
W	WATER

LEGEND

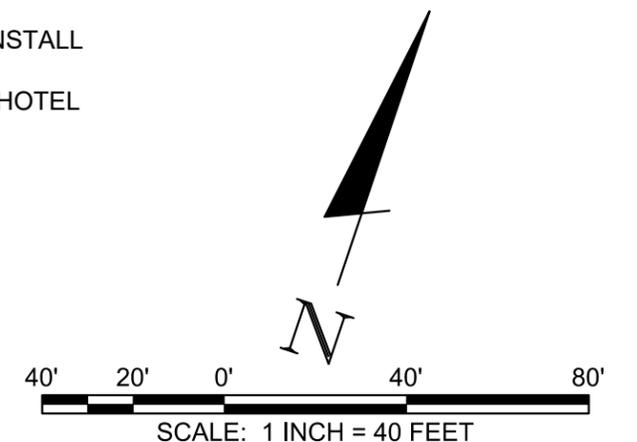
	CONCRETE SIDEWALK
	TRANSFORMER PAD
	ASPHALT PAVEMENT
	BRICK SIDEWALK
	BUILDING
	PLANTING STRIP / LANDSCAPE AREA / TREE WELL
	BIORETENTION AREA

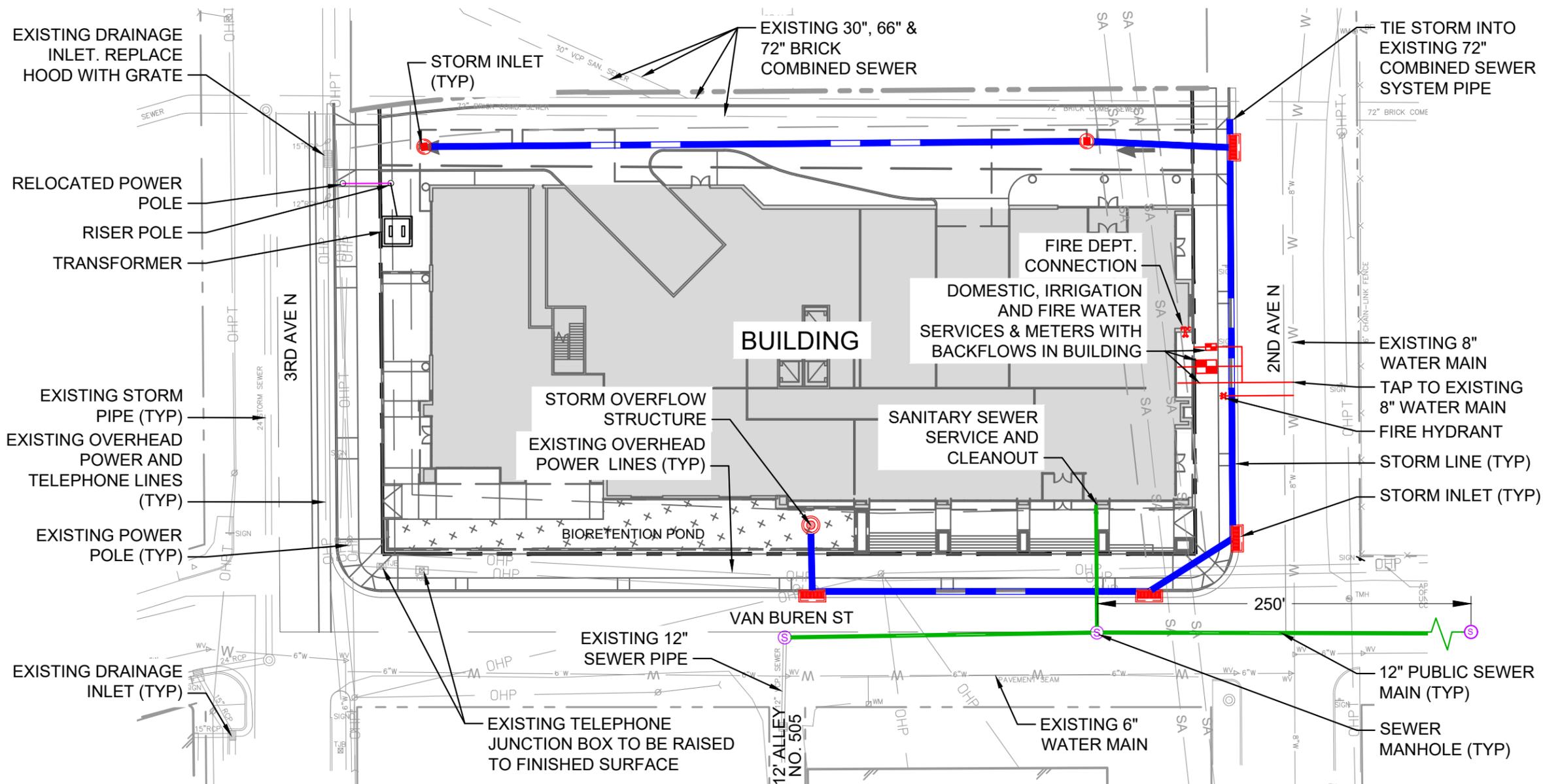
STORMWATER NOTES:

- 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.
- 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
- SIZE DRIVEWAY CULVERTS PER THE DESIGN CRITERIA SET FORTH BY THE METRO STORMWATER MANAGEMENT MANUAL. (MINIMUM DRIVEWAY CULVERT IN METRO ROW IS 15" RCP)
- THE PROJECT INTENT IS FOR THE SITE TO BE REDEVELOPED PER THE REQUIREMENTS OF THE CURRENT VOLUME 5 (LOW IMPACT DEVELOPMENT - LID) OF THE STORMWATER MANAGEMENT MANUAL. DETENTION WILL BE PROVIDED OR POST-DEVELOPED RUNOFF WILL BE LESS THAN PRE-DEVELOPED RUNOFF DUE TO THE LID IMPLEMENTATION.
- PRIVATE STORM SEWER CONNECTIONS WILL TIE IN TO PROPOSED PUBLIC INFRASTRUCTURE WHICH WILL TIE IN TO THE EXISTING PUBLIC COMBINED SEWER SYSTEM LOCATED IN R.O.W.

TRAFFIC NOTES:

- INSTALL DO NOT ENTER (R5-1) SIGNS ON THE EXITING ACCESS FOR VEHICLES TRAVELLING ON 3RD AVENUE NORTH
- INSTALL ONE-WAY SIGNS AT THE ACCESS ON 2ND AVENUE AND INSTALL A SIGN FOR THE HOTEL.
- COORDINATE WITH GOOGLE TO LOCATE THE ADDRESS FOR THE HOTEL ON 2ND AVENUE DIRECTING VEHICLES TO THE ENTRANCE.
- PROVIDE ADEQUATE INTERNAL SIGNAGE DIRECTING VEHICLES ONE-WAY BETWEEN 2ND AVENUE AND 3RD AVENUE.





ABBREVIATIONS:

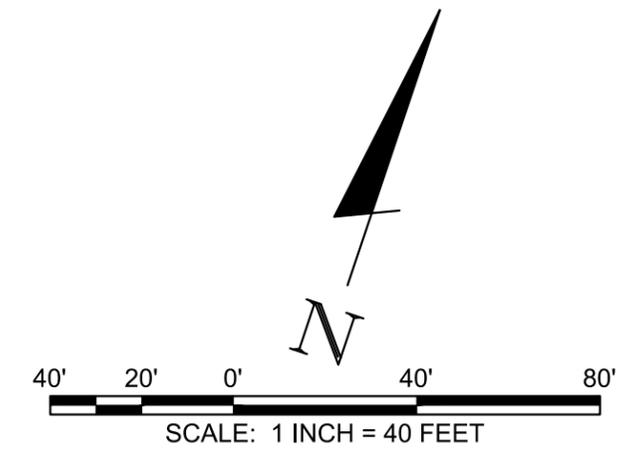
FFE	FINISHED FLOOR ELEVATION
G	GAS
OHP	OVERHEAD POWER LINE
SD	STORM DRAIN
SS	SANITARY SEWER
UGP	UNDERGROUND POWER LINE
W	WATER

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- PRIVATE STORM SEWER CONNECTIONS WILL TIE IN TO PROPOSED PUBLIC INFRASTRUCTURE WHICH WILL TIE IN TO THE EXISTING PUBLIC COMBINED SEWER SYSTEM LOCATED IN R.O.W.

LEGEND:

- POWER LINE ——— OHP ———
- SEWER MAIN ——— (thick green line)
- SEWER MANHOLE (S) (circle with S)
- STORM INLETS (red square)
- STORM OVERFLOW STRUCTURE (circle with cross)
- STORM PIPE (blue dashed line)
- WATER METER (red square with cross)
- WATER SERVICE (red line)



Van Buren Street

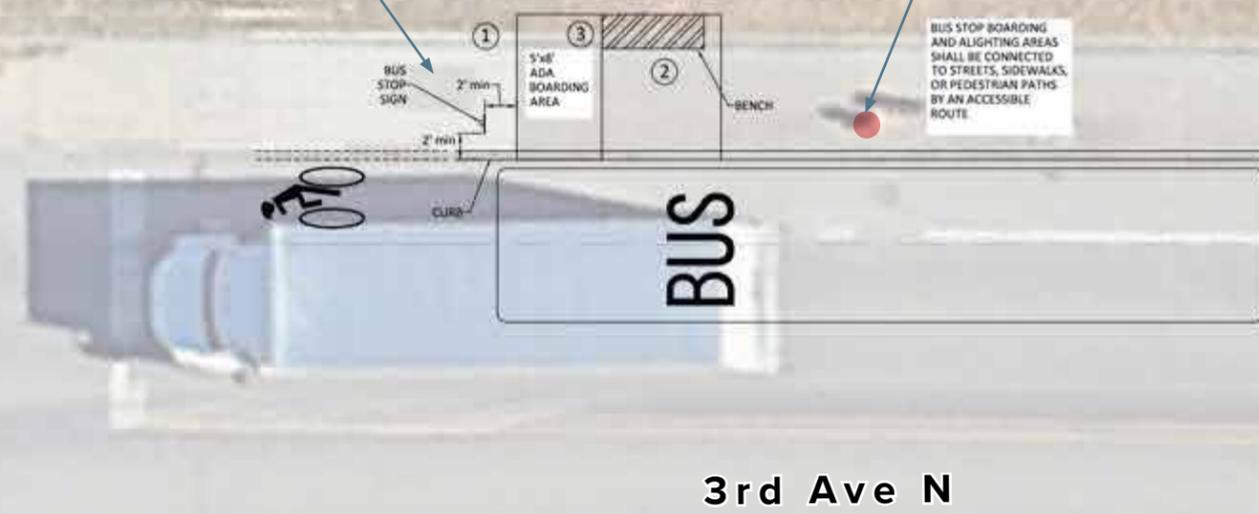
- GENERAL NOTES**
- (A) FOR SPECIFIC CONDITIONS NOT COVERED ON THIS SHEET, REFERENCE SHOULD BE MADE TO THE DESIGN GUIDELINES REPORT.
 - (B) DESIGN STANDARDS SHOWN IN THIS LAYOUT ARE REFERENCED FROM STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION AND NASHVILLE METRO PUBLIC WORKS STANDARD DRAWINGS, AS WELL AS 2010 ADA STANDARDS FOR ACCESSIBLE DESIGN. CURRENT STANDARDS SHOULD BE REVIEWED FOR COMPLIANCE BEFORE STOPS ARE INSTALLED OR MODIFIED.
 - (C) DESIGN GUIDELINES SHOWN IN THIS LAYOUT ARE REFERENCED FROM NACTO'S 2016 TRANSIT STREET DESIGN GUIDE AND THE TRANSIT COOPERATIVE RESEARCH PROGRAM REPORT 19 - GUIDELINES FOR THE LOCATION AND DESIGN OF BUS STOPS. CURRENT DESIGN GUIDELINES SHOULD BE REVIEWED FOR COMPLIANCE BEFORE STOPS ARE INSTALLED OR MODIFIED.
 - (D) ALL SIGNS, SYMBOLS, MARKINGS AND THEIR SPACING SHOULD ADHERE TO MUTCD, STATE AND LOCAL GUIDANCE.
 - (E) TO PREVENT THE BUS STOP SIGNS FROM BEING STRUCK BY MIRRORS, ALL SIGNS SHOULD BE A MINIMUM OF 24 INCHES (2 FEET) FROM THE FACE OF THE CURB.
 - (F) THE BUS STOP SIGN SHOULD BE LOCATED AT THE FRONT OF EACH BUS ZONE, TO LOCATE THE APPROXIMATE STOPPING POINT FOR THE FRONT OF THE BUS.
 - (G) THE 5'X8' ADA BOARDING AREA SHOULD ALIGN WITH THE WHEELCHAIR LOADING POSITION OF ANY BUS IN MTA'S FLEET THAT WOULD TYPICALLY BE ASSIGNED TO THAT ROUTE.

- BENCH STOP NOTES**
- ① REFER TO SHEET 1 FOR STANDARDS RELATED TO SIGN INSTALLATION.
 - ② A MINIMUM CLEARANCE OF 60 INCHES (5 FEET) SHALL BE MAINTAINED FOR A CLEAR PATH AROUND BUS STOP ELEMENTS PER METRO PUBLIC WORKS AND WEGO STANDARDS.
 - ③ THE BENCH SHOULD BE INSTALLED ADJACENT TO (BUT NOT IMPEDING) THE ADA LANDING AREA AND CONNECTED TO A PEDESTRIAN PATHWAY.
 - ④ BENCHES SHOULD BE LOCATED OUTSIDE OF A MINIMUM 10-FOOT RADIUS AROUND A NASHVILLE ELECTRIC SERVICE POLE FOR A FALL SAFE ZONE.
 - ⑤ COORDINATE BENCH LOCATIONS WITH EXISTING STREET LIGHTS TO INCREASE VISIBILITY AND ENHANCE SECURITY AT A STOP.
 - ⑥ LOCATE BENCHES AWAY FROM DRIVEWAYS TO ENHANCE PATRON SAFETY AND COMFORT.
 - ⑦ COORDINATE BENCH LOCATIONS WITH EXISTING SHADE IF POSSIBLE TO AVOID DIRECT EXPOSURE TO HEAT AND SUN, WHICH CAN DISCOURAGE USE OF THE BENCH.

- Assumptions:**
- Proper right of way is available for bench bus stop.

Avoid Location Over Utilities

Fire Hydrant





Jacob Kupin
Metro Council Member

September 30, 2024

Planning Commission
Howard Office Building
700 President Ronald Reagan Way
Nashville, TN 37210

Re: 1500 3rd Ave N. Germantown Hotel

Dear Planning Commission,

It has been a pleasure working with North Point Hospitality regarding the proposed development at 1500 3rd Avenue North. As a long time, member of the Nashville hospitality market, they have endeavored to bring a high level of quality of development to Nashville in each of their projects. From the beginning, they sought a close working relationship with me and the community. They immediately began working with the Historic Germantown Neighborhood Association from the inception of the design process. As a result, HGN is in favor of the project, and has written a letter of support. During their multiple meetings with HGN, they incorporated comments from the community into the design. Below a list of the highest priority items that are important to the neighbors:

- The contextual exterior design responds to materials outlined in the Germantown guidelines (brick, horizontal metal panel, and varied glazing patterns)
- The overall massing strives to create pedestrian scale massing along 3rd Ave, 2nd Ave and Van Buren.
- Consideration of the north elevation façade that overlooks the Greenway and Morgan Park is designed with equal attention to detail as the other façades.
- Activation along the street for both indoor/outdoor seating along with public access to amenities on the ground level and roof top level of the building
- Consideration of noise level mitigation from the roof top amenities, along with Metro Nashville Dark Sky Initiative
- Brick sidewalks along 2nd, 3rd and Van Buren Avenues with tree wells
- Underground structured parking

In addition to the HGN, North Point worked closely with the neighbor and owner of the adjacent parcel between 2nd and 3rd Avenues whose property has received preliminary SP approval. He has written a letter of support for the project. The property sits just outside the Germantown proper, but one item that the developer has discussed with all parties is the overall height of the building. I believe North Point has achieved an appropriate building height that is contextual and supported by the HGN, the adjacent neighbor, and myself. North Point is committed to developing a project that is respectful of the context and community. Based on all these efforts I support the project.

Sincerely,

Jacob Kupin
Council Member – District 19

Dear Planning Commission Members,

On behalf of the Historic Germantown Neighborhood Association (HGN), I am writing to express our support for the proposed hotel project at 1500 3rd Ave N, Nashville.

After careful consideration and review of the builder's presentation, our association believes this development will be a positive addition to our historic neighborhood. The builder has demonstrated a strong commitment to maintaining the integrity of Germantown and has shown a willingness to work collaboratively with our community.

We are particularly impressed by the following aspects of the proposal:

1. Quality exterior materials that complement the historic character of Germantown
2. Brick sidewalks that align with the existing streetscape
3. Incorporation of tree wells and lighting as requested by our association
4. Comprehensive stormwater management plan
5. Construction of a bus stop across the street at the developer's expense

Additional Considerations:

HGN also notes the following positive aspects of the proposal:

Economic Impact

- Potential job creation for local residents
- Increased tax revenue for the city
- Support for local businesses through increased foot traffic

Community Benefits

- Commitment to local hiring practices

Design and Preservation

- Adherence to historic district guidelines
- Scale and massing appropriate to surrounding buildings

Public Transportation Enhancement

- Improve accessibility to public transportation for hotel guests and local residents
- Potentially reduce traffic congestion in the neighborhood
- Demonstrate the project's commitment to sustainable urban development

HGN believes this project aligns with our goals of promoting responsible development while preserving the character and heritage of our community. We appreciate the developer's willingness to engage with our association and incorporate our feedback into their plans. We respectfully request that the Planning Commission approve this project, as we believe it will contribute positively to the continued growth and vitality of Historic Germantown.

Sincerely,

Scott Harootyan
Development Committee Chair
Historic Germantown Neighborhood Association





Case # 2024SP-022-001
Project Name: 1500 3rd Ave N
Location: 1500 3rd Ave.

My name is Jeff Zeitlin. I live at 1806 5th Ave N. I am writing in support of the project both as a residence of the neighborhood and as the adjacent property owner.

I feel North Point Hospitality has responded well to both the planning commission and the neighborhood comments. With the overall modifications they have made and with the height and mass as currently shown I am in full support of the proposed hotel at 1500 3rd Ave N.

We are currently in the process of amending our Germantown Green SP from residential to commercial use that will be more compatible with the proposed hotel.

I think that the proposed Germantown Hotel will be a great asset to the community!

Best,

A handwritten signature in blue ink that reads "Jeff Zeitlin".

Jeff Zeitlin
Martin Construction Company

1806 5th Ave North ■ NASHVILLE, TN 37208
615-300-3228 ■ jeff@zeitlin.com