

ORDINANCE NO. 097-754

AN ORDINANCE APPROVING AMENDMENT NO. 4
TO THE RUTLEDGE HILL REDEVELOPMENT PLAN

WHEREAS, by Ordinance No. 80-133, as amended, the Metropolitan Council approved and authorized the undertaking of a redevelopment plan entitled "Rutledge Hill;" and

WHEREAS, by Ordinance No. 86-1131, as amended, the Metropolitan Council approved the "Rutledge Hill Redevelopment Plan" which revised the boundaries and superseded the text, maps and exhibits of the original plan as previously adopted by Ordinance No. 80-133, as amended; and

WHEREAS, by Ordinance No. 87-1695, as amended, the Metropolitan Council approved Amendment No. 1 to the "Rutledge Hill Redevelopment Plan;" and

WHEREAS, by Ordinance No. 91-1520, the Metropolitan Council approved Amendment No. 2 to the "Rutledge Hill Redevelopment Plan;" and

WHEREAS, by Ordinance No. 97-755, the Metropolitan Council approved Amendment No. 3 to the "Rutledge Hill Redevelopment Plan;" and

WHEREAS, certain changes and amendments to the text, maps and boundaries of the "Rutledge Hill Redevelopment Plan" are necessary and proper to facilitate the orderly and desirable redevelopment of the areas; and

WHEREAS, there has been prepared and referred to the Metropolitan Council for review and approval, Amendment No. 4 to the "Rutledge Hill Redevelopment Plan" consisting of certain changes in the text, boundaries, and maps of the redevelopment plan; and

WHEREAS, said Amendment to the aforesaid redevelopment plan has been approved by the Board of Commissioners of the Metropolitan Development and Housing Agency.

NOW, THEREFORE, BE IT ENACTED BY THE COUNCIL OF THE
METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY:

SECTION 1. That the findings and determinations relative to the "Rutledge Hill Redevelopment Plan" are hereby reaffirmed and redetermined.

SECTION 2. That the "Rutledge Hill Redevelopment Plan" is amended by adding to the existing acquisition map, R. P. Map 3, Tracts designated 201 and 202 on the attached Exhibit A-2.

SECTION 3. That the "Rutledge Hill Redevelopment Plan" is amended by adding three maps, R. P. Maps 1A, 2A and 3A, all dated January 28, 1997, which pertain to the area added to the "Rutledge Hill Redevelopment Plan" and are attached hereto and made a part of this Ordinance. Any reference in the Plan text to R. P. Map 1 shall be construed to include Map 1A, any reference in the Plan text to R. P. Map 2 shall be construed to include Map 2A, and any reference in the Plan text to R. P. Map 3 shall be construed to include Map 3A.

SECTION 4. That "Exhibit A" to the "Rutledge Hill Redevelopment Plan" is hereby replaced by a new "Exhibit A", dated January 28, 1997, depicting a

revised boundary description, and is attached hereto and made a part of this Ordinance.

SECTION 5 That it is hereby found and determined that the additional area to be incorporated into the area of the "Rutledge Hill Redevelopment Plan" by this amendment is a blighted area as defined in Section 13-20-201, Tennessee Code Annotated and qualifies as an eligible project under provisions of Sections 13-20-201 through 13-20-215, Tennessee Code Annotated; that such declaration of blight previously made by the Governing Body by Resolution No. 74-1159 is hereby reaffirmed; that conditions existing in the Plan area are detrimental to the safety, health, morals, or welfare of the people of Nashville and Davidson County; that acquisition by the Metropolitan Development and Housing Agency by negotiation, condemnation or otherwise, as provided by Tennessee Code Annotated 13-20-104 and so designated pursuant to the Plan, or any amendment or amendments thereto, should be so acquired by the Metropolitan Development and Housing Agency, and such blight and slum conditions eliminated.

SECTION 6. That Rutledge Hill Redevelopment Plan Section C.2.b., "General Regulations and Controls," is amended by adding the attached "General Design Guidelines for Rolling Mill Hill" to assist in the interpretation and implementation of the Plan as it relates to development of a successful urban residential neighborhood with supporting mixed uses in the Rolling Mill Hill area.

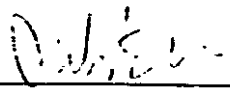
SECTION 7. That Rutledge Hill Redevelopment Plan Section H., "Tax Increment," is hereby replaced by a new Section H., dated January 28, 1997, adjusting the tax increment authority, and is attached hereto and made a part of this Ordinance.

SECTION 8. That this Ordinance take effect from and after its adoption, the welfare of the Metropolitan Government of Nashville and Davidson County requiring it.

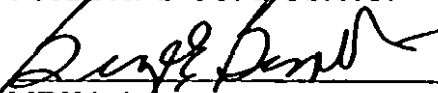
APPROVED BY Metropolitan
Development and Housing Agency


Executive Director

INTRODUCED BY:


Member(s) of Council

APPROVED AS TO LEGALITY OF
FORM AND COMPOSITION

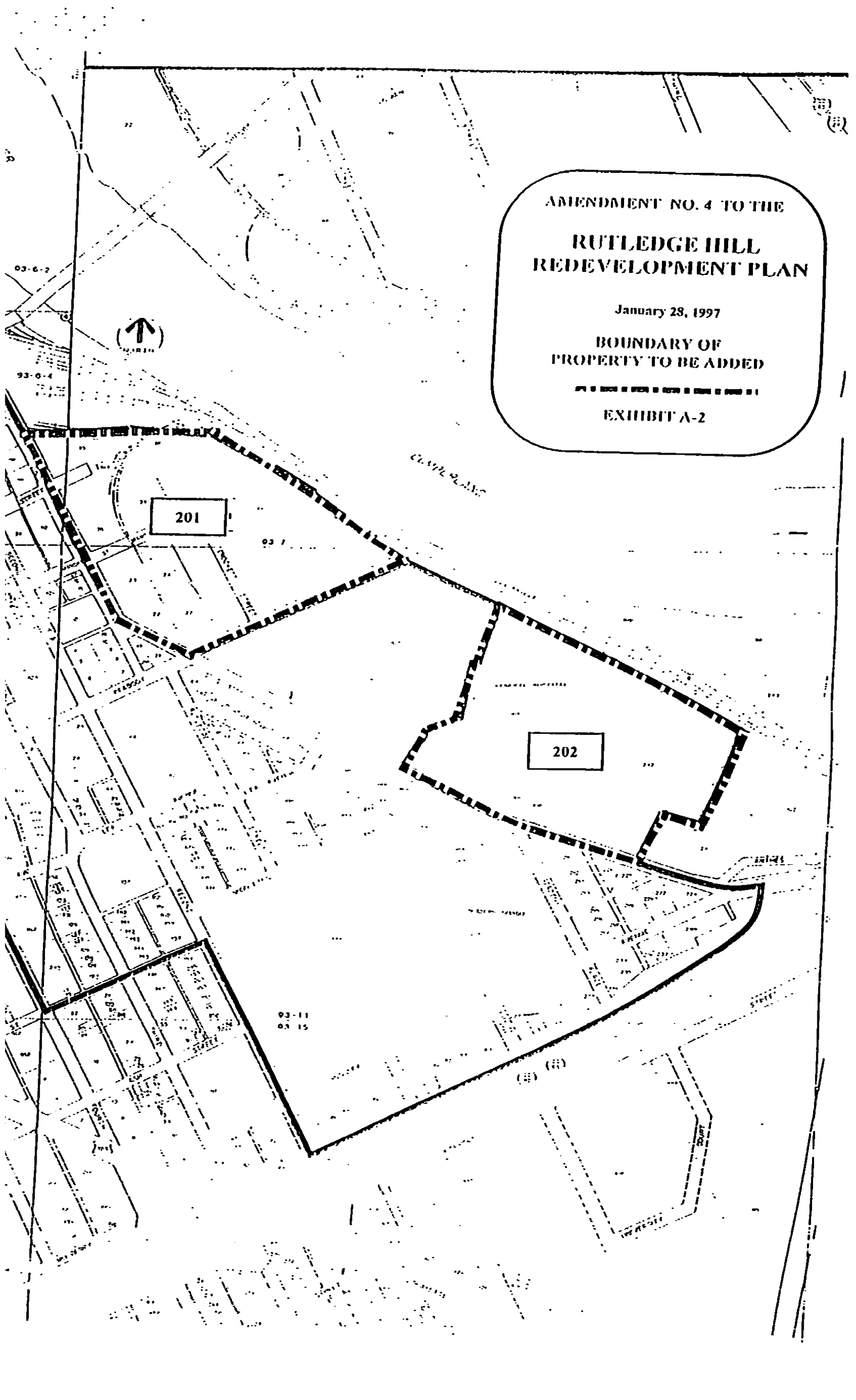

MDHA Attorney

AMENDMENT NO. 4 TO THE
RUTLEDGE HILL
REDEVELOPMENT PLAN

January 28, 1997

BOUNDARY OF
PROPERTY TO BE ADDED

EXHIBIT A-2



AMENDMENT NO. 4 TO THE
RUTLEDGE HILL
REDEVELOPMENT PLAN

January 28, 1997
R. P. Map No. 1A

PROJECT BOUNDARY MAP

Property to be Added



201

202

AMENDMENT NO. 4 TO THE
RUTLEDGE HILL
REDEVELOPMENT PLAN

January 28, 1997

R. P. Map No. 2A

PROPOSED LAND USE MAP

MIXED USE



CUMBERLAND

03-11
03-15

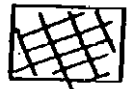
(ii) (iii)

AMENDMENT NO. 4 TO THE
RUTLEDGE HILL
REDEVELOPMENT PLAN

January 28, 1997
R. P. Map No. 3A

LAND ACQUISITION MAP

PROPERTY TO BE
ACQUIRED



201

202

03-11
03-15

(i) (ii)

EXHIBIT A

RUTLEDGE HILL REDEVELOPMENT PLAN

LEGAL DESCRIPTION

(As Amended)

Being a tract of land in Nashville-Davidson County, Tennessee as shown on Project Boundary Map No. 1 and generally described as follows:

Beginning at a point in the northerly margin of Interstate Highway I-40, 65 with its intersection with the easterly margin of Second Avenue South extending to the centerline of Second Avenue South;

Thence, with the centerline of Second Avenue South in a northerly direction to the intersection of Elm Street;

Thence, leaving the centerline of Second Avenue, South in a westerly direction with the centerline of Elm Street to the intersection of Fourth Avenue, South;

Thence, leaving the centerline of Elm Street in a northerly direction with the centerline of Fourth Avenue South approximately 3.040 feet to the intersection of the southern property line of Parcel No. 93-6-4-15, extended;

Thence, with the southern property lines of Parcels 93-6-4-15, 17, 18, 19, 20, 21, 22, 23, 24 and 29, approximately 350 feet to the intersection of 3rd Avenue South;

Thence, with 3rd Avenue South, northwardly approximately 20 feet to the intersection of the south property line of Parcel 93-6-4-41 extended;

Thence, eastwardly with the southern property lines of Parcel Nos. 93-6-4-41, 42, 43, 45, 46 and Parcel Nos. 93-6-2-97, 98, 99 approximately 220 feet to the intersection of Second Avenue South;

Thence, southwardly with Second Avenue South, approximately 60 feet to the intersection of an Alley;

Thence, eastwardly with the Alley, approximately 215 feet to the intersection of First Avenue South;

Thence, southerly with First Avenue South to the intersection with the southerly property line of Parcel No. 93-6-41 extended;

Thence, southeasterly with the southerly property line of Parcel No. 93-6-41, approximately 650 feet to the Louisville & Nashville Railroad;

Thence, southeasterly with the Louisville & Nashville Railroad, approximately 2,550 feet to the intersection of the eastern property line of Parcel No. 93-11-242;

Thence, with the western property line of Parcel No. 93-11-212, approximately 650 feet to the intersection of Hermitage Avenue;

Thence, in a southerly direction with the centerline of Hermitage Avenue to its intersection with the northerly margin of Interstate Highway I-40, 65;

Thence, in a westerly direction with the northerly margin of Interstate Highway I-40, 65 to the easterly margin of Second Avenue, South also being the point of beginning.

January 28, 1997

H. TAX INCREMENT

Through 1985, the Rutledge Hill Redevelopment Project had been funded through the Community Development Block Grant Program. Expenditures during this period included approximately \$200,000 for public improvements and \$230,000 for land acquisition. Land acquisition costs were subsequently recovered through resale of project land. Tax increment funding provisions were incorporated in the Plan when it was adopted in 1980. Procedural steps were not taken to legally implement the tax increment mechanism, allowing the full tax increment from the Academy Square development to be paid to the Metropolitan Government. From the date of the approval of a substitute ordinance, No. 086-1131, tax increment from new eligible projects have been and shall be used to retire bonds, loans, or other indebtedness incurred on behalf of the project.

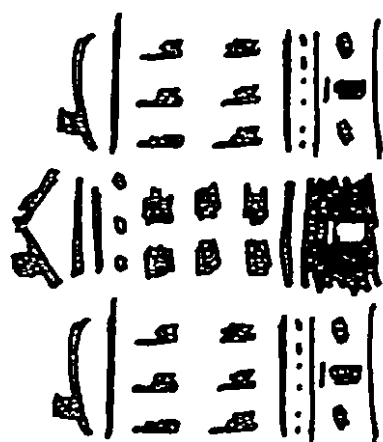
As of 1991, the cap on tax increment backed indebtedness in the Rutledge Hill Redevelopment Project was \$2.5 million. The present increment stream, plus that projected from development of property being added to the Plan as part of this amendment, is expected to be sufficient to increase the existing cap to \$15.5 million.

The projected net increase in the value of property developed in conjunction with this plan on land leased or sold by MDHA is \$ 102 million. A total annual increase of approximately \$ 1.5 million in property taxes so generated is unlikely to occur within the Project Area without the intervention of MDHA. Therefore, the Metropolitan Government as the taxing agency within the Project Area has not been and will not be negatively impacted by this increase in tax increment funding authority. Total project costs are estimated at \$ 15.5 million for public improvements: park, pedestrian, and open space improvements; and land acquisition which are to be financed from the tax increment. The total amount of bonded or other indebtedness to be incurred may not exceed \$15.5 million with a final maturity on or before December 31, 2025.

Upon retirement of all bonds, loans, or other indebtedness incurred and payable from tax increment funds or at such time as moneys on deposit in the tax increment fund or funds are sufficient for such purpose, all property taxes resulting from the incremental development of the Project shall be retained by the Metropolitan Government. Activities or improvements eligible for tax increment funding shall include planning, engineering and legal expenses; administrative costs; relocation; site clearance; streets, pedestrianways, utilities, and public open spaces constructed in the Project Area as necessary to serve the Project Area; and land acquisition.

January 28, 1997

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Rolling Mill Hill

DESIGN GUIDELINES

ROLLING MILL HILL DESIGN GUIDELINES

Purpose and Intent

In order to provide a successful urban residential neighborhood with supporting mixed uses, the following guidelines regulate building height, uses, placement and density. It is not the intent of these guidelines to regulate architectural style, materials, specific building types or mix of units. Rather, creativity and variety is encouraged in providing an urban neighborhood with diversity in all respects including architectural character, market segments, rental rates, unit sizes, unit types and ownership/rental options.

These guidelines are defined in terms of street types in order to accommodate development options within the confines of the 35.6 acre Rolling Mill Hill site. While the Downtown Street type is an existing condition, along Hermitage Avenue only, the other street types may be configured according to a developer's masterplan (which must be submitted for approval) with flexibility within the following overall street guidelines:

1. Cross Streets must extend the existing street grid as it meets Hermitage Avenue at Poabody, Lea, Middleton and Academy Place.
2. Local Streets must connect to Cross Streets.
3. Esplanade Streets may only be located along the Cumberland River bluff and the bluff along the former rock quarry facing downtown.

It is further the intent of these guidelines to encourage lively, active pedestrian uses along all of the street types. In this regard, main entrances to all buildings are required to face the streets and on-street parking is recommended along the majority of the streets' lengths. Pedestrian crossing bulbs at street corners and landscaping islands are allowed as exceptions to the on-street parking rule. The neighborhood is intended to be a publicly accessible neighborhood as opposed to a "gated community". Designated parking areas for residents may be provided in rear yard areas, underneath buildings or in garages as long as they meet the requirements of the design guidelines. On-street parking is to be publicly accessible.

In deference to the rich history of this site and this area, three existing elements are designated to remain and be rehabilitated for new uses within the new development masterplan. They are:

1. The existing Powerhouse Structure - located close to the Cumberland River bluff and including the tall brick chimney.
2. The one-story brick former MTA bus barns located immediately north of the old rock quarry cliff face.
3. The existing stone wall along the east side of Hermitage Avenue.

While some modification of these structures may be required to incorporate new uses, the Secretary of Interior's Standards for Rehabilitation of Historic Structures shall apply as a guide for their modification and restoration.

Definition

The Rolling Mill Hill Neighborhood Development Plan is a conceptual masterplan that was prepared by a subcommittee of the Nashville Downtown Partnership in June 1996. The site is bounded by the eastern right of way line of Hermitage Avenue, the southern right of way line of the proposed Franklin Street Corridor, the Louisville & Nashville Railway line along the Cumberland River and the northwestern property line of the State Vocational Rehabilitation property.



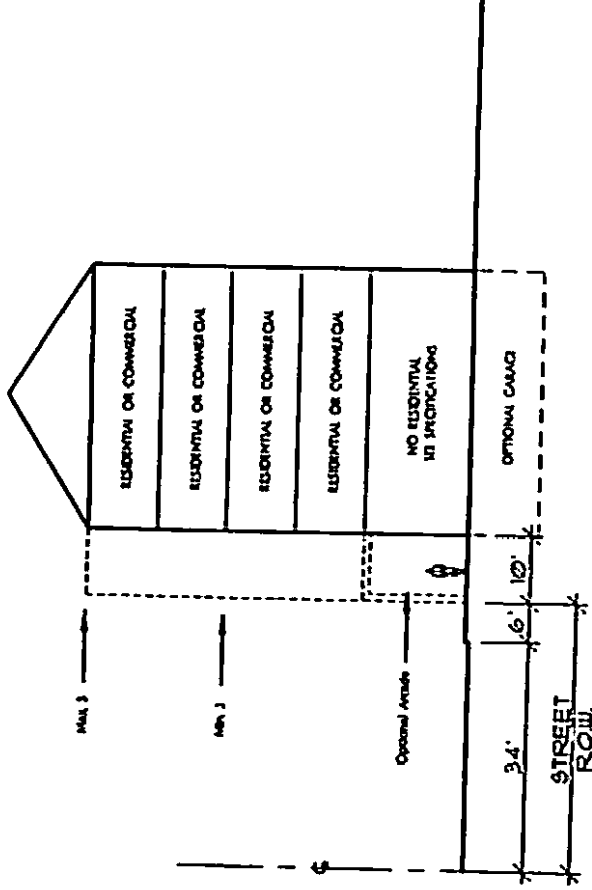
GENERAL DESIGN GUIDELINES



- One parking space shall be provided on site for each residential unit. It is the intent of the Design Guidelines to provide additional/overflow parking on the streets. Therefore, on-street parking shall be required and integrated into the design of each street.
- Structured parking garages shall be a maximum of three floors above grade.
- Parking garages shall be set back from the street a minimum of 20 ft unless underground.
- Minimum build to lines shall be required from both street frontages for buildings on corner lots.
- Maximum dimension of a block is 400 ft except on Hermitage Avenue.
- No dead end streets allowed.
- Outbuildings shall be a maximum of two stories and shall have no required setbacks.
- Outbuildings may be one or two car garages, workshops, residential, or mixed use.
- Setbacks are used in this document as minimums. Build to lines are used as required dimensions. Unenclosed roofed porches, bay windows, and chimneys may encroach into the frontage setbacks.
- A regulating line is defined as either a property line, a right of way, or a required vista. A regulating line should be assumed at the midpoint of each block when no other regulating line is otherwise in force.
- A 12 ft setback shall be required between any discontinuous buildings. Party wall building types are not considered discontinuous.
- The existing Powerhouse structure, the existing stone wall along Hermitage, and the former MTA bus bays (one story brick structures) should be maintained in any redevelopment plan submitted.
- Architectural integrity shall be maintained.
- Recommended use of existing Powerhouse structure shall be as a community oriented function.
- Cross streets and Esplanade streets shall be maintained as public spaces accessible to the general public as well as residents.
- A vista regulating line should be required from the existing Powerhouse structure to Hermitage Avenue.
- Minimum setbacks of 30 ft shall be required for buildings on either side of said vista regulating line.
- Minimum required residential density of 30 units per acre; maximum density of 50 units per acre.
- Density calculations to be based on entire 35.6 acre site.
- Continuous pedestrian access shall be maintained along the river's edge parallel to the river.
- Public observation points shall be provided at the river's edge as the terminus to three Cross Streets connecting from Hermitage Ave.
- Maximum lot coverage in impervious surfaces (bldg footprint, paved areas, sidewalks) for the entire 35.6 acre site shall be 65%.

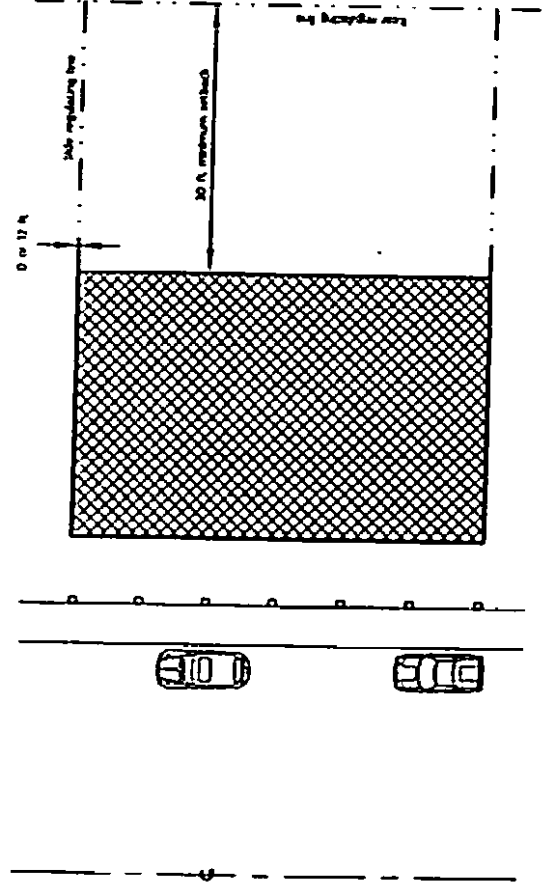


☐ DOWNTOWN STREET



PLACEMENT

- o 100% required frontage buildout per building.
- o 10 ft required build to line from street frontage except along existing stone wall where 12 ft build to line from stone wall shall be required.
- o 0 ft or 12 ft required build to line from side regulating line.
- o 30 ft minimum setback from rear regulating line.
- o Optional Arcade encroaches 10 ft into setback.
- o 100% of the Optional Arcade shall be located in the required setback.

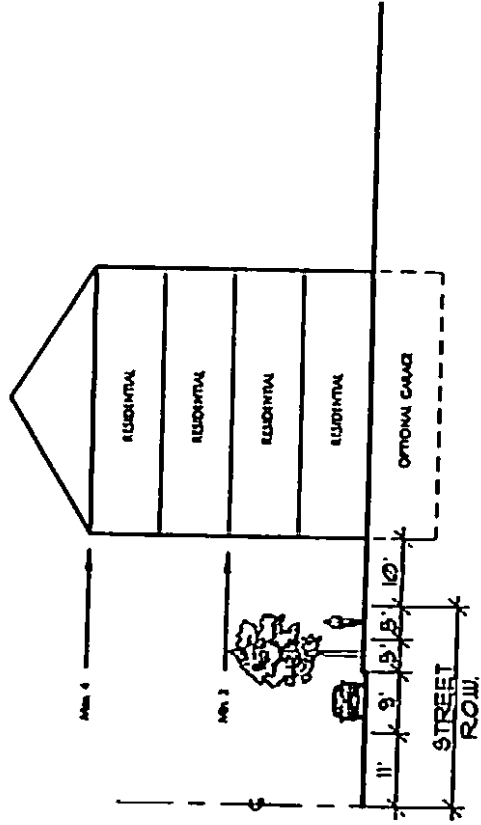


SPECIFICATIONS

- o Residential use is permitted on the ground level only when the building also fronts a Cross street.
- o Outbuilding permitted, maximum 25% of open yard space.
- o Building shall have continuous awning or overhang across the frontage extending a minimum of 6 ft over the sidewalk unless optional arcade is used.
- o Downtown street type is limited to Heritage Ave.
- o Main entrance to be located at front of building.
- o Existing stone wall to be maintained.



CROSS STREET

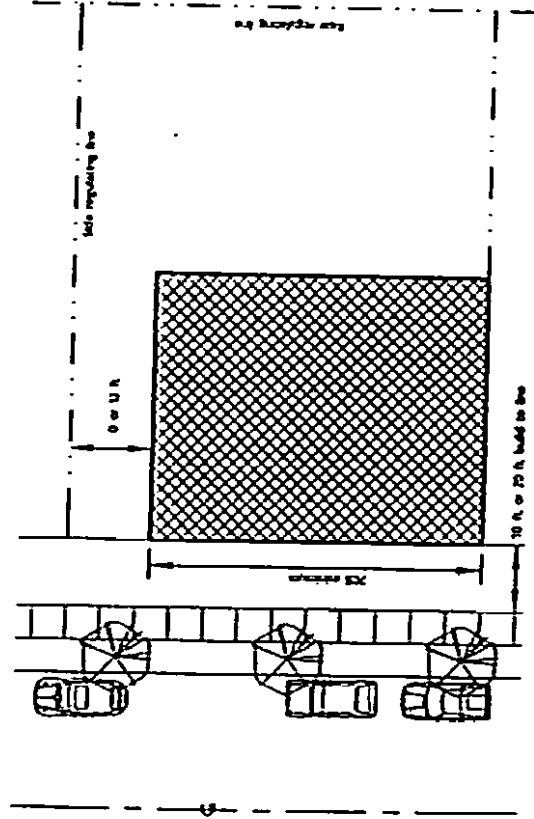


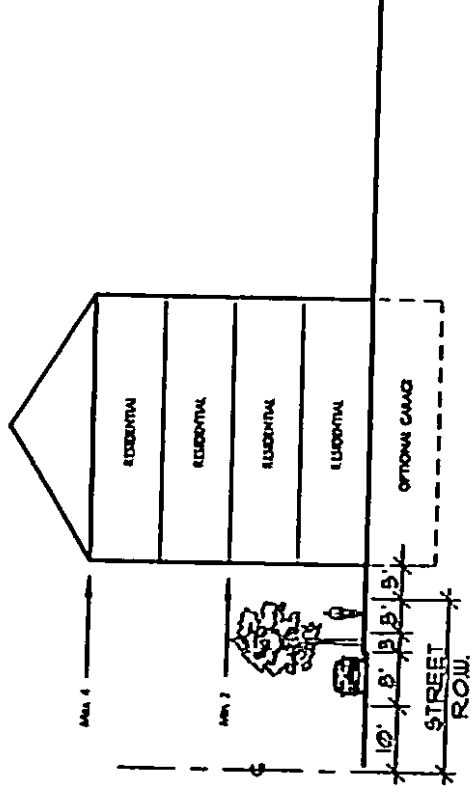
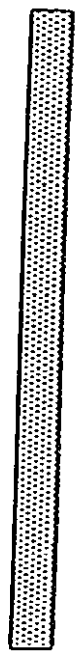
PLACEMENT

- 70% minimum street frontage buildout per building.
- 10 ft or 20 ft required build to line from street frontage
- 0 or 12 ft. required build to line from side regulating line.

SPECIFICATIONS

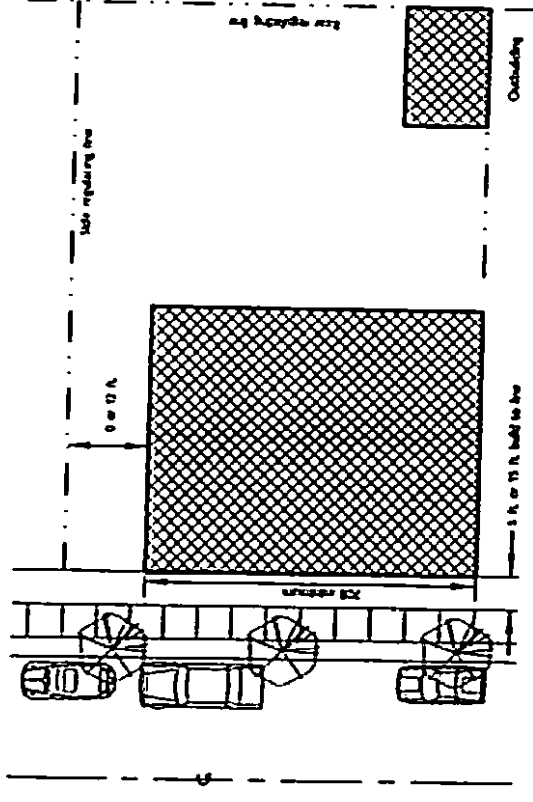
- Outbuilding permitted, maximum 25% of yard area.
- Cross streets are required as extensions of the existing street grid system along the west side of Hemitage Ave. specifically at Peabody, Lea, Middleton, and Academy Pl.
- Cross streets are intended to meet Hemitage Ave. in a perpendicular fashion wherever possible.
- Main entrance shall face the street.



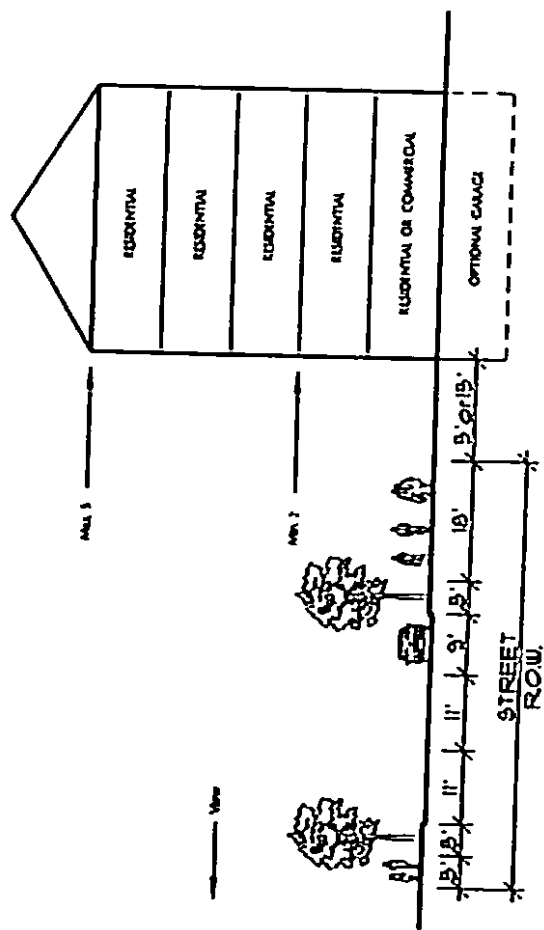


- o 70% minimum street frontage buildout
- o 5 ft. or 15 ft required build to line from street frontage
- o 0 or 12 ft. required build to line from side regulating line.

- o Outbuilding permitted, maximum 25% of yard area.
- o Local streets shall only connect to Cross streets.
- o Main entrance shall face the street.

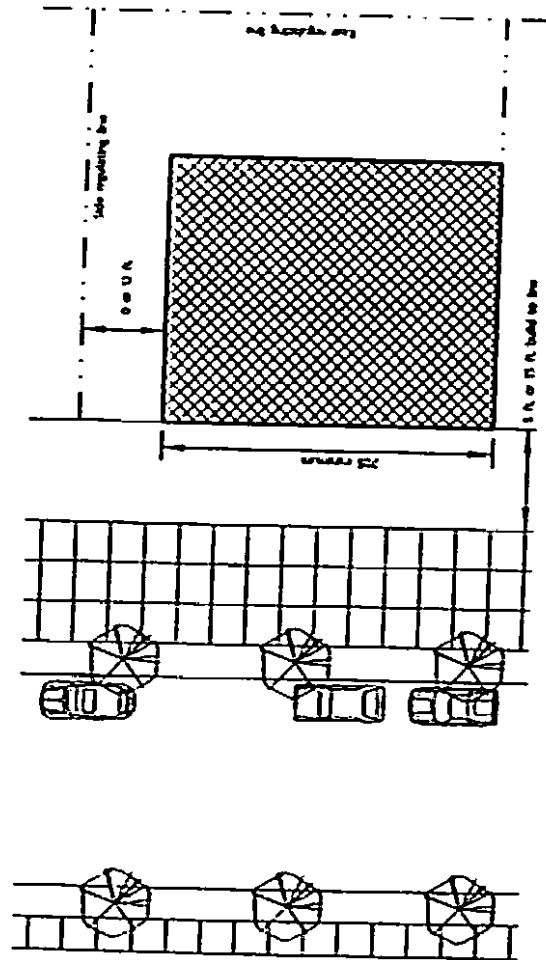


ESPLANADE



PLACEMENT

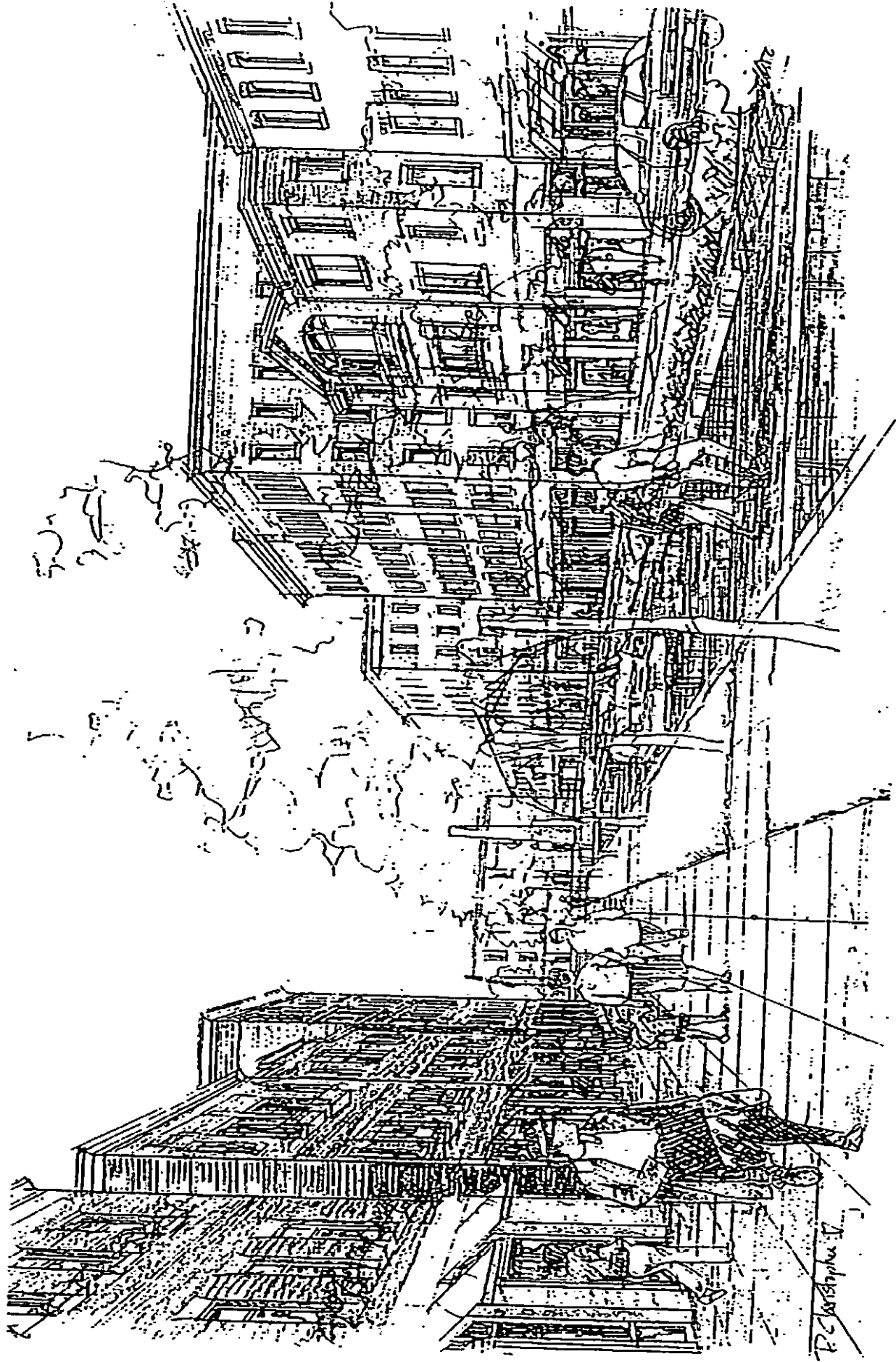
- o 70% minimum street frontage buildout per building.
- o 5 ft or 15 ft required build to line from street frontage
- o 0 or 12 ft required build to line from side regulating line.



SPECIFICATIONS

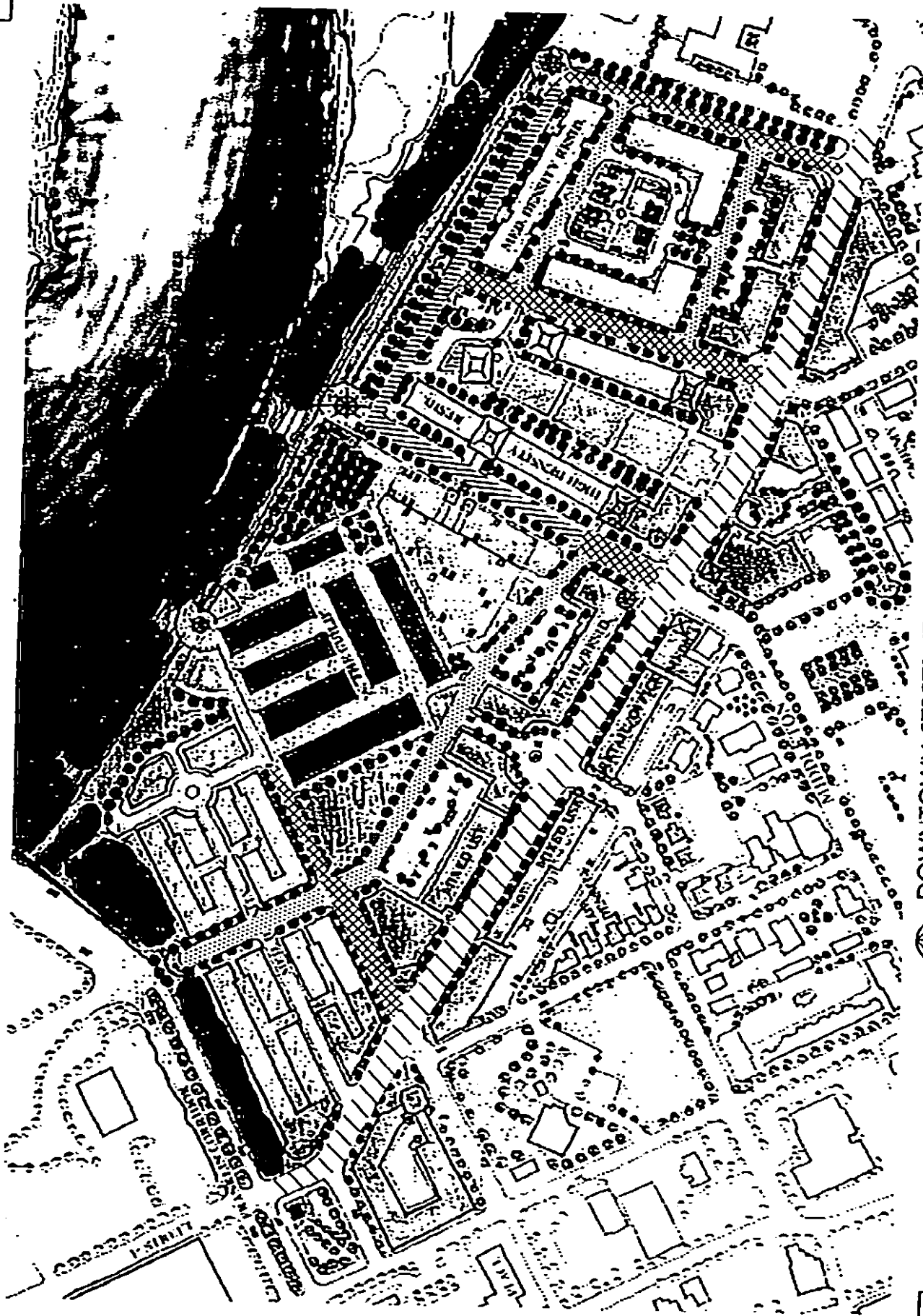
- o Outbuilding permitted, maximum 25% of yard area
- o On street parking to be provided on building side of street only.
- o Main entrance shall face the street.

PERSPECTIVE VIEW OF CROSS STREET



P. Christopher

CONCEPTUAL SITE PLAN



DOWNTOWN STREET
CROSS STREET

LOCAL STREET
ESPLANADE

Everton Oglesby Aikew Architects

April 8, 1997

FILED
METROPOLITAN
COUNCIL

APR 8 1 14 PM '97

METROPOLITAN COUNTY COUNCIL
Bill No. 097-754

AN ORDINANCE APPROVING AMENDMENT
NO. 4 TO THE RUTLEDGE HILL
REDEVELOPMENT PLAN

Introduced APR 15 1997

Passed first Reading APR 15 1997

FEDERAL GRANTS REVIEW;
Referred to PLANNING & ZONING COMMITTEES

~~AMENDED~~ DEFERRED MAY 5 1997

Passed second Reading MAY 20 1997

Referred to _____

Passed third Reading JUN 3 1997

Approved JUN 10 1997

By [Signature]
Metropolitan Mayor

Departments Notified _____

Advertised _____