

Council District: 30
Councilmember: Sandra Sepulveda

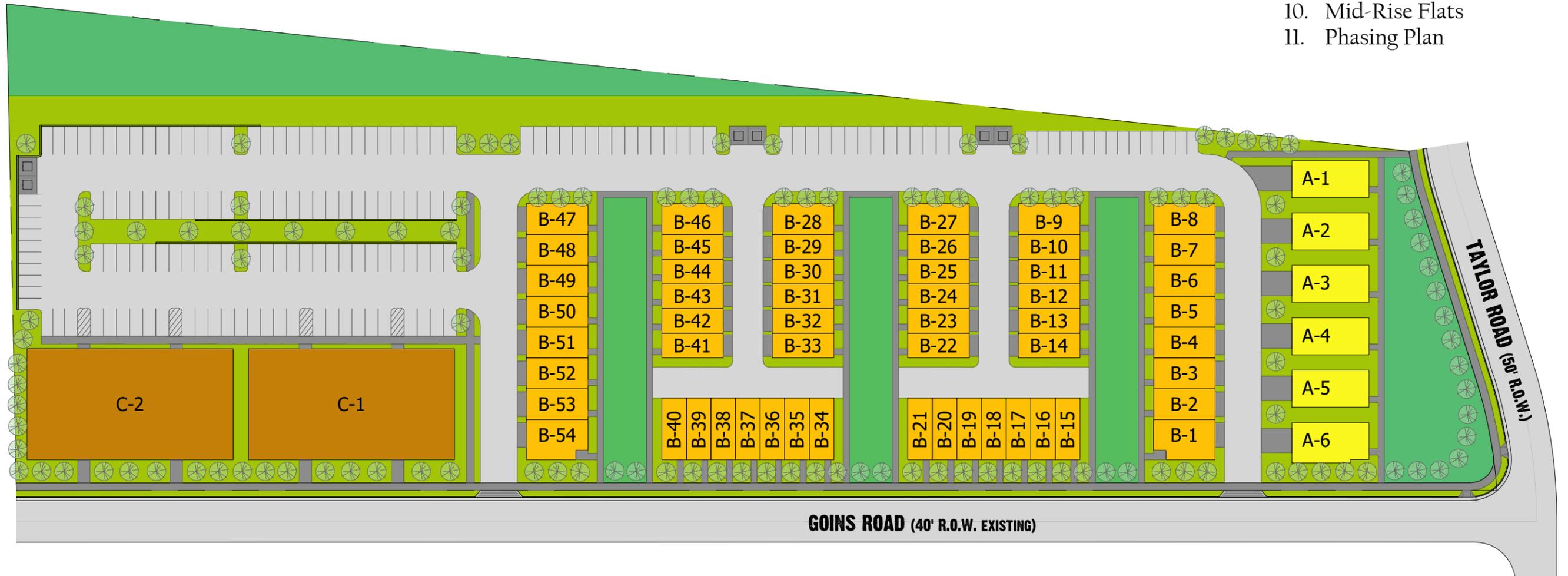
Parcel ID: 14707014600
Owner: Insight Property Solutions, LLC
1711 Hayes Street
Nashville, TN 37203
c/o Clint T. Elliott, RLS
615-490-3236

MAXWELL STATION

SPECIFIC PLAN ZONING DISTRICT

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Purpose & Intent

This submittal is an application for preliminary approval to apply a Specific Plan District to 6.06 Acres located along Goins & Taylor Road within the Southeast Community Plan Area.



It is the intent of this plan to institute, through written text, exhibits, plans & standards, a traditional neighborhood development that integrates and arranges land uses, buildings, structures, utilities, access, parking & streets collectively, in a manner that avoids monotony, promotes variety, and yields a context-sensitive development. This Specific Plan District has been designed to...

1. Create a diverse residential community with detached houses, attached townhouse & mid-rise flats to accommodate a wide range of occupants;
2. Include a system of dedicated open spaces in the form of courtyards, greens & natural open space;
3. Establish a system of fully connected vehicle & pedestrian circulation with a network of private streets & walkways;
4. Preserve the natural terrain, drainage & vegetation of the existing site to the greatest practical extent; and
5. Implement the overall vision of the Community Character & General Plan.

Land Use Policy Consistency

The site is designated Suburban Neighborhood Evolving (T3-NE) according to the Southeast Nashville Community Plan. The proposed SP is consistent with the land use policy in that it enhances the neighborhood character in terms of building form and land use. The proposed development will increase the variety of housing available in the neighborhood. The proposed development improves the shape of the public realm by placing buildings closer and orienting them to community courtyards. This SP will also improve the walking environment along its portion of Goins Rd by adding new sidewalk and planting trees along the walk to enhance the pedestrian experience. The SP further provides some higher density residential opportunities along a major Arterial Boulevard directly adjacent to an Urban Community Center. The density will increase the viability of both of those community assets without creating a burden to the surrounding community.

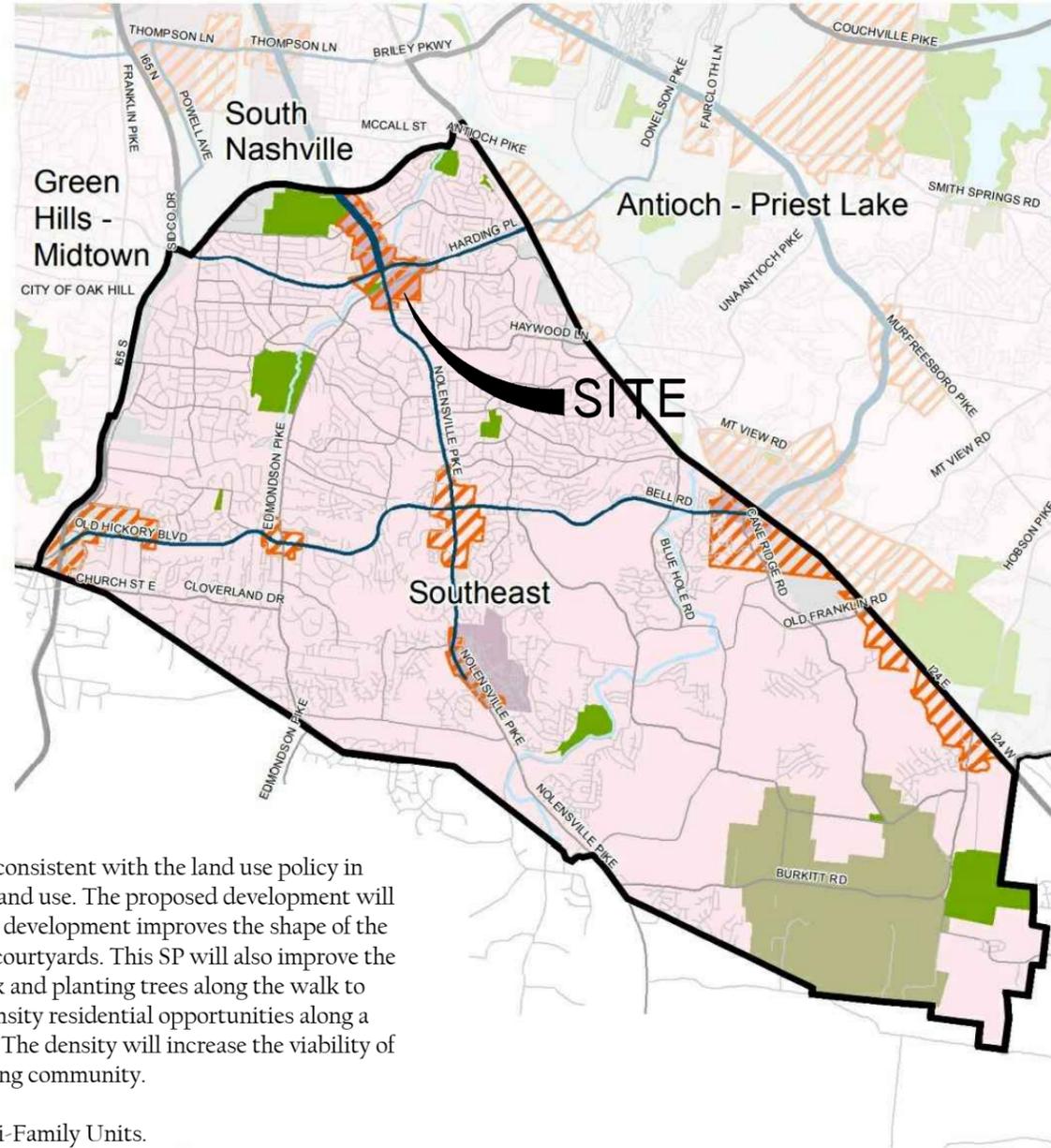
Permitted Uses:

Uses permitted in this development shall be limited to 121 Residential Multi-Family Units.

Site Description

There is an existing house and out buildings located on the west portion of the property, the remainder of the site is vacant.

Figure SE-2: The Transect
Southeast detail

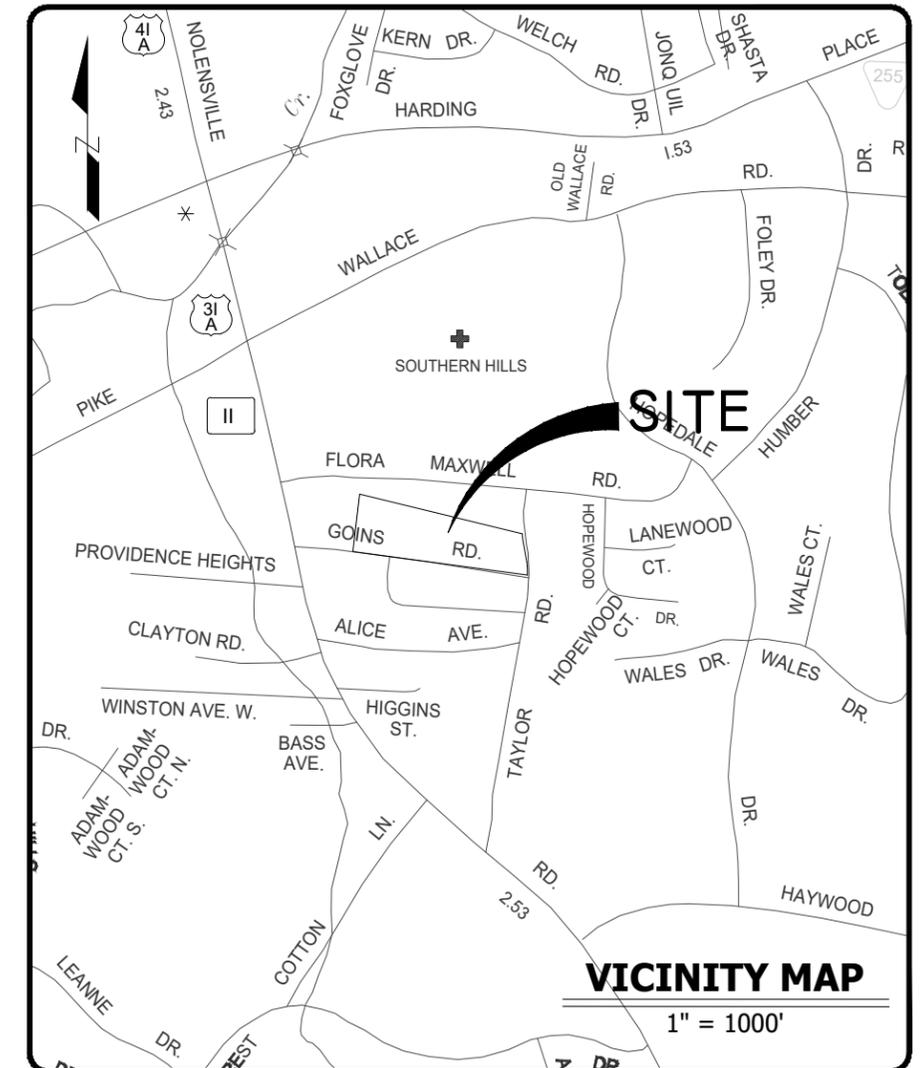


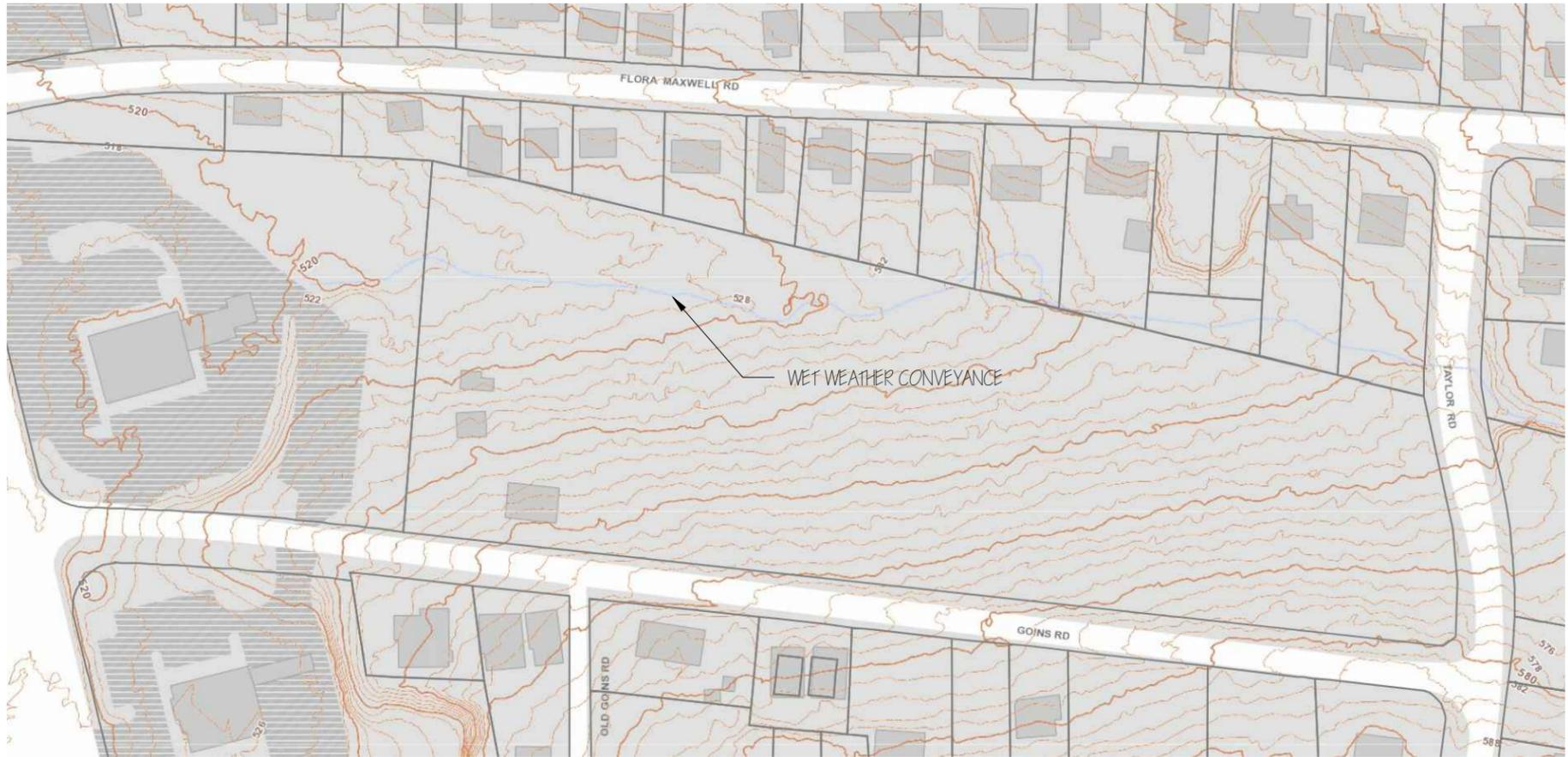
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Location

This site is located southeast of the intersection of Harding Place & Nolensville Road. This proposed development is bounded on the east by Taylor Road, on the south by Goins Road, on west by Sun Trust Bank (fronting Nolensville Road) and on the north by duplex zoned R6 residences.





Drainage

Much of the land is vegetative. The parcel slopes toward the rear (north) property line where runoff collects in a drainage that has been determined to be a "wet weather conveyance". Hydrologic Determination was submitted to Metro Water Services on 5-25-17 and to TDEC on 1-19-18.

Topography

The parcel slopes 5 to 12% northwesterly toward the drain in the rear. The watershed is approximately 35 acres draining toward this site. The Study Area soils are the Talbott-Urban Land Complex. The Talbott series consists of a moderately deep, gently sloping to sloping, well drained soils on uplands. These soils formed in residuum of limestone in the inner part of the Nashville Basin.

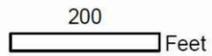


FIGURE 1
FIELD HYDROLOGIC DETERMINATION RESULTS



CLINT ELLIOTT SURVEYING
4306 GOINS RD
NASHVILLE, TENNESSEE

MAY 22, 2017

Legend

● Field Result = Wet Weather Conveyance

SymbolID

▭ Parcel 14707014600



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Topography & Drainage

Transect	Policy	House	Detached Accessory Unit	Plex House	House Court	Low-Rise Townhouse	Manor House	Courtyard Flat	Low-Rise Flat	Low-Rise Mixed Use	Low-Rise Commercial	Mid-Rise Townhouse	Mid-Rise Flat	Mid-Rise Mixed Use
T3	T3 NM	■	■	■	✓	■	■	■	■			■	■	
	T3 NE	■	■	■	✓	✓	■	■	■			■	✓	
	T3 NC					■	■	■	■	■	■	■	■	■
	T3 CC					■	■	■	■	■	■	■	■	■
	T3 RC	■	■	■	■	■	■	■	■	■	■	■	■	■
	T3 CM					■	■	■	■	■	■	■	■	■

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T3-NE Suburban Neighborhood Evolving

Policy Intent

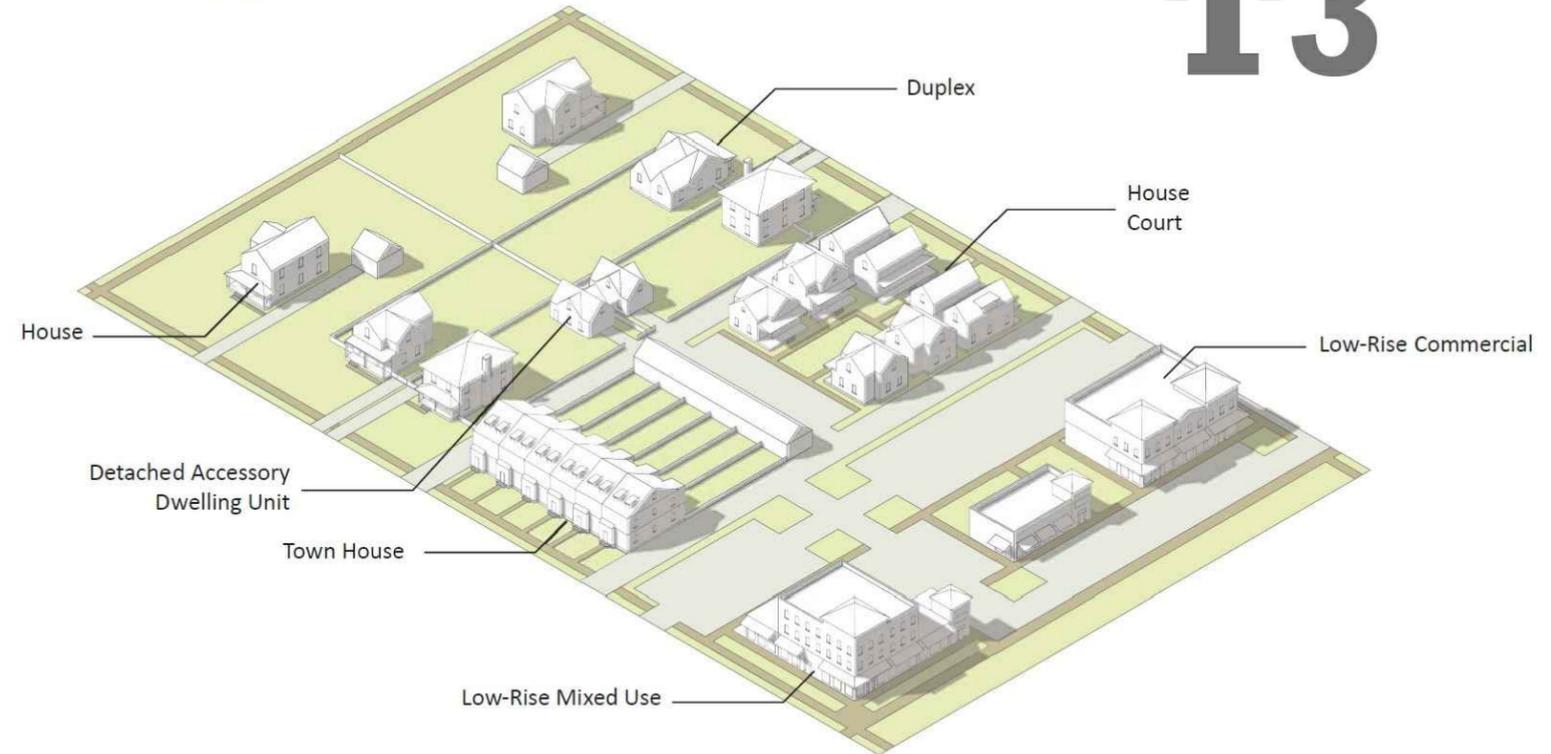
Create and enhance suburban neighborhoods with the best qualities of classic suburban neighborhoods greater housing choice, improved connectivity, and more creative, innovative, and environmentally sensitive development techniques.

General Characteristics

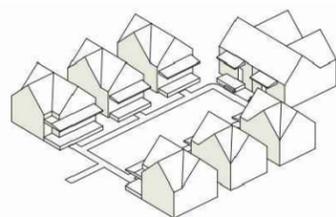
T3 Suburban Neighborhood Evolving (T3-NE) areas are undeveloped, underdeveloped, or suitable for substantial infill and redevelopment and are anticipated to be developed in suburban residential patterns, but at higher densities and with greater housing variety than classic suburban neighborhoods. Where transportation infrastructure is insufficient or not present, enhancements may be necessary to improve pedestrian, bicycle, and vehicular connectivity. T3-NE areas have the characteristics of the following:

- Moderate-density development patterns with residential and institutional land uses;
- Moderate setbacks and spacing between buildings;
- Lots generally accessed from local streets, but may have alley access;
- Consistent use of lighting
- Consistent use of both formal and informal landscaping;
- Moderate to high levels of connectivity with street networks, sidewalks, bikeways, and mass transit;
- Developed with creative thinking in environmentally sensitive building and site development techniques to balance the increased growth and density with its impact on area streams and rivers; and
- "Infill Areas" in T3-NE differ from those in T3 Suburban Neighborhood Maintenance (T3-NM). T3-NE areas are generally larger and places an emphasis on a more diverse housing mix and a higher level of connectivity

A mix of building types in a suburban setting.

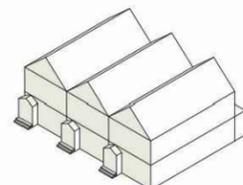


T3 Suburban



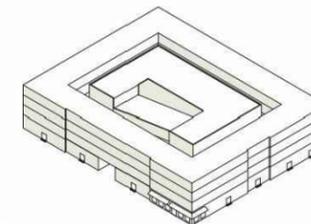
House Court

A low-rise building type that describes a group of small detached houses arranged around a common court, yard, or open space that is typically perpendicular to the street. Front façades and primary pedestrian entrances are oriented to and accessed from the common area; houses on the primary street are oriented to the primary street and accessed from the primary street or open space. Vehicular access is from the fronting street or alley.



Townhouse

A low-rise building type that describes an attached structure consisting of two or more single-family dwelling units placed side-by-side. It occupies the full frontage of its lot, eliminating most side yards. Vehicular access is from the fronting street or alley and a primary pedestrian entrance for each unit is located along the primary street frontage.



Mid-Rise Flat

A four to seven story multifamily residential building type which has one or more shared entries. The building occupies the full frontage of its lot, eliminating most side yards except for instances of public pedestrian passages from the rear of the lot, or parking areas located to the side of the building. Vehicular access is generally from an alley or side street, and a primary pedestrian entrance is located along the primary street frontage of the building.



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General Plan Consistency

Development Standards

- Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee 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 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, or add vehicular access points not currently present or approved.
- The required fire flow shall be determined by the Metro/Nashville fire marshal's office prior to the issuance of a building permit.
- Approval of any specific plan does not exempt any parcel shown on the plan or any development within the SP from compliance with all provisions of the Metro Zoning Code with respect to floodplain, steep slopes, unstable soils, sinkholes, rock outcroppings, streams, springs and critical lots.
- Any excavation, fill or disturbance of the existing ground must be done in accordance with stormwater management ordinance 78-840 and approved by the Metro Department of Water Services.
- Individual water and sewer service lines are required for the detached units.
- The developer of this project shall comply with the requirements of the SP adopted tree ordinance 2008-328 (Metro Code Chapter 17.24)
- All surface parking areas must meet the 'parking area screening and landscaping' requirements specified in the Metro Zoning Code.
- According to FEMA's current flood maps (47037C0378H dated 04/05/2017), as well as Metro's GIS information, there is no 100-year floodplain within the SP boundary.
- According to the NRCS Soils Map, the soils on the property are TuC (Talbot-Urban land complex, 3 to 12 percent slopes). These soils are not "problem soils" as noted in section 17.28.050 of the Metro Zoning Code.
- There are no known existing wetlands within the SP boundary.
- Signage shall meet Metro design standards.
- All development with the boundaries of this plan will be designed based on the requirements of the Americans with Disabilities Act and the Fair Housing Act.
- The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
- All proposed public utilities and services shall be

- installed underground.
- For any development standards, regulations and requirements not specifically shown on the SP plan and /or included as a condition of Commission or Council approval, the property shall be subject to the standards, regulations and requirements of the RM20-A zoning district as of the date of the applicable request or application.
- The final count and details of this plan shall be governed by the appropriate regulations at the time of final SP application.
- Metro Water Services shall be provided sufficient and unencumbered access in order to maintain and repair utilities in this site.
- Size driveway culverts per the design criteria set forth by the Metro Stormwater Management Manual (minimum driveway culvert in Metro ROW is 15' CMP).
- Ownership for units may be divided by a Horizontal Property Regime. Min. Lot size is 7500 s.f.
- HOA to contract solid waste and recycling pickup with a private hauler.
- Landscape: The development of this project shall comply with and exceed the requirements of metro zoning code 17.24 tree protection and replacement and with chapter 17.40, article x. Tree protection and replacement procedures. Landscape Ordinance Plan to be submitted with final SP submittal.

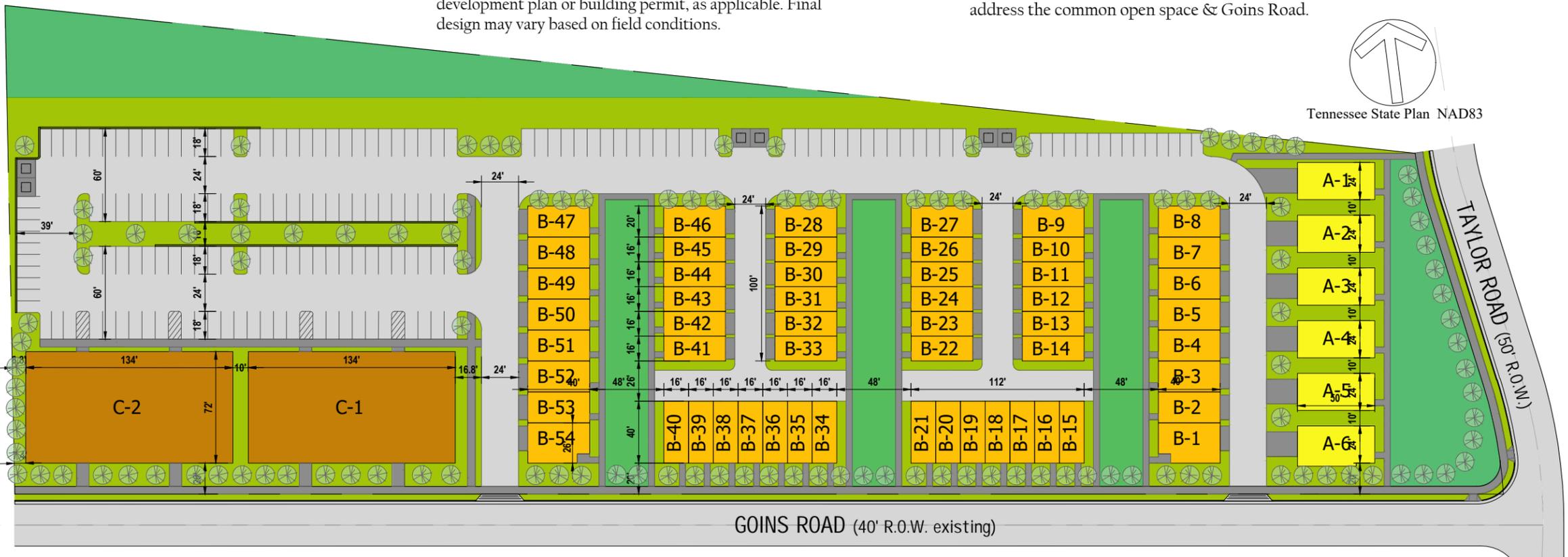
- Courtyards: Refer to site plan for typical courtyard widths. 5' perimeter and 4' internal sidewalks to be provided with final alignment to accommodate existing tree locations.
- The final site plan/building permit site plan shall depict the required public sidewalks, any required grass strip or frontage 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.
- Fire department access roads shall comply with the current adopted fire code. Buildings greater than 30' in height shall meet aerial apparatus access requirements. Any building/unit that is unable to meet the aerial apparatus access requirements shall be limited to a maximum of 30' in height.
- Required fire flow shall be determined using IFC Appendix B and any local amendment, based on gross square footage of each structure.
- 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.

Specific Plan Development Summary

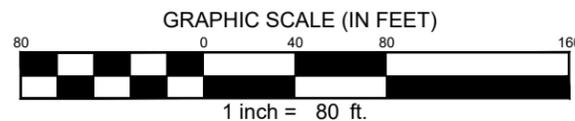
Gross Acreage (per deed of record)	6.06 Acres
Net Acreage (post ROW dedication)	5.62 Acres
Proposed Use	Multifamily (RM20-A)
Surrounding Zoning	CL & R6
Total Density	19.97 units per acre (121 units/6.06 acres)
Required Parking	252
Proposed Parking	253
Floor Area Ratio	0.70
Impervious Surface Ratio	0.63
Total Number of Units	121
House Court	6 Units = Detached houses
Low-Rise Townhomes	54 Units = (34) 2 bedroom & (20) 3 bedroom
Mid-Rise Flats	61 Units = (61) 2 bedroom
Total Building Floor Area	183,600 SF
House Court	14,400 SF
Low-Rise Townhomes	96,000 SF
Mid-Rise Flats	73,200 SF

Architectural Standards

- Building facades fronting a street or common open space shall provide a minimum of one principal entrance (doorway) and a minimum of 15% glazing.
- Windows shall be vertically oriented at a ratio of 1.5:1 or greater, except for dormers.
- EIFS, Vinyl siding and Untreated wood shall be prohibited.
- Porches shall provide a minimum of six feet of depth.
- A raised foundation of 18" - 36" is required for all residential structures.
- Units B-54, B-1 and A-6 shall include facade treatments that wrap the corners to address the common open space & Goins Road.



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Master Plan

SP SHEET NO.
5

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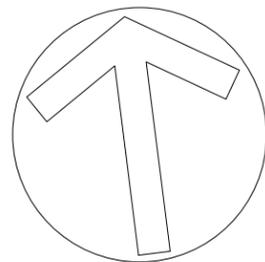
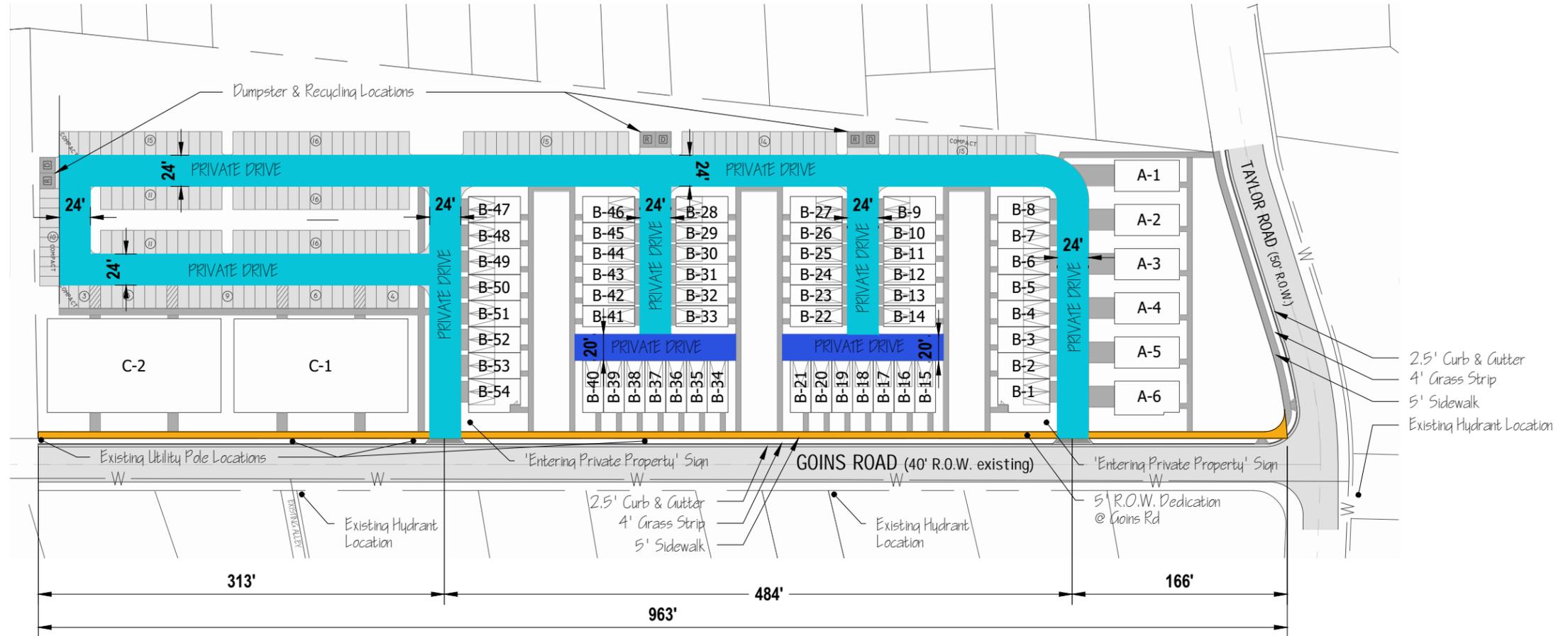
LEGEND

- 24' PRIVATE DRIVE
- 20' PRIVATE DRIVE
- ROW DEDICATION

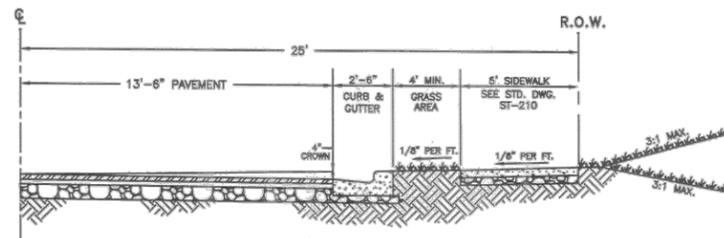
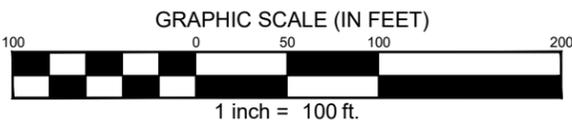
Public Works Note:

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.

All construction within the ROW shall comply with M.P.W. standards & specifications.

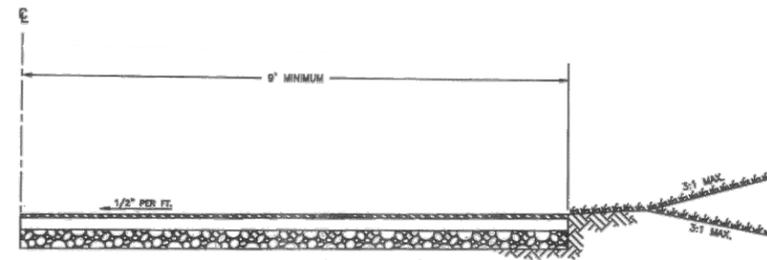


Tennessee State Plan NAD83



TYPICAL RIGHT-OF-WAY

Goins Road & Taylor Road



TYPICAL ALLEY / PRIVATE DRIVE

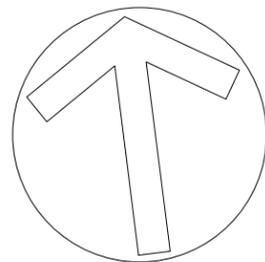
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Vehicular Circulation

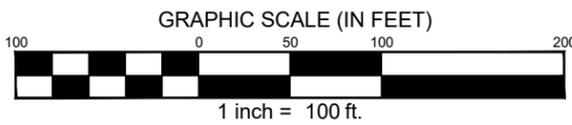
SP SHEET No.
6

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SPECIFIC PLAN ZONING DISTRICT



Tennessee State Plan NAD83



LEGEND		
	15,539 SF	COURTYARDS
	9,824 SF	POCKET PARK
	16,880 SF	VEGETATIVE STORMWATER TREATMENT AREA
		LANDSCAPING / GRASS
		ADDITIONAL STORMWATER TREATMENT AREA IF NEEDED

17% TOTAL GREEN SPACE
37% TOTAL VEGETATIVE AREA





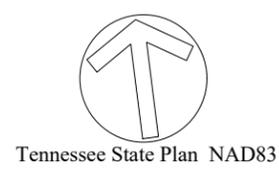
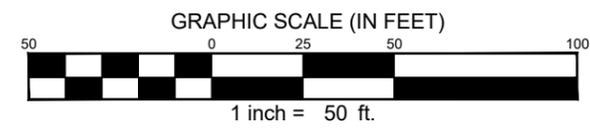
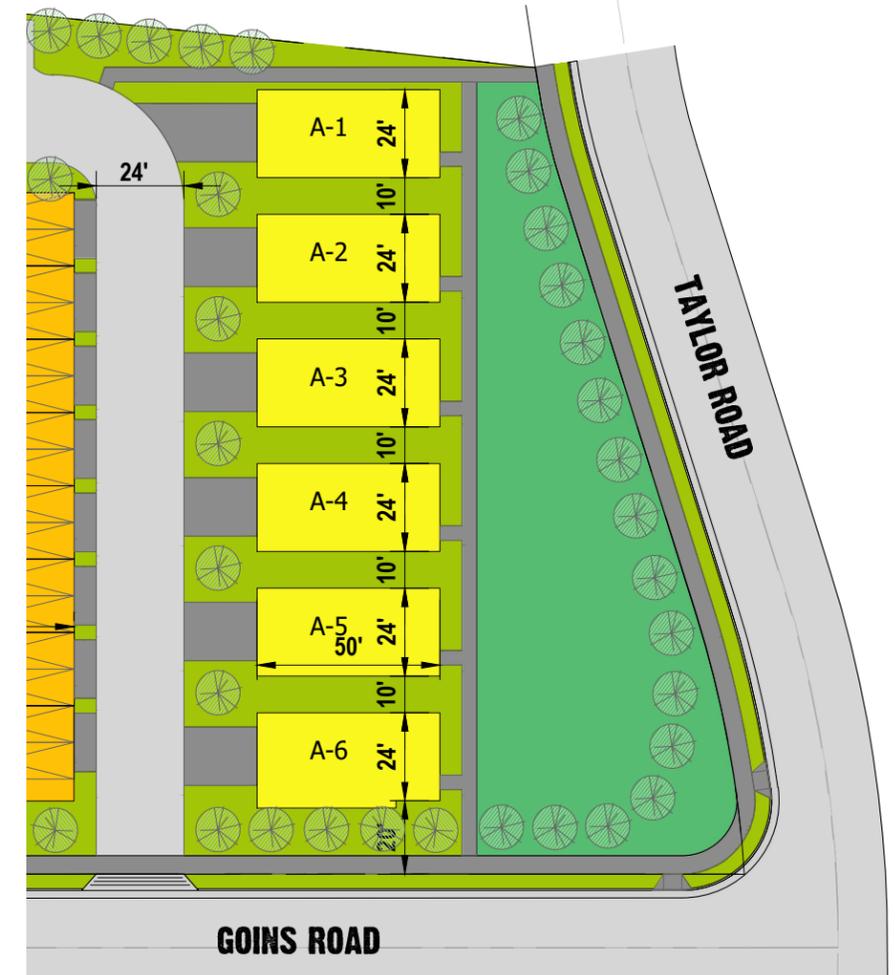
Bulk Standards

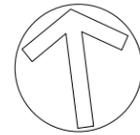
- Minimum Unit Width: 20'
- Minimum Distance Between Detached Buildings: 6'
- Minimum Raised Foundation: 18-36" is required
- Maximum Height: 2 stories in 35' as defined by zoning code

Parking

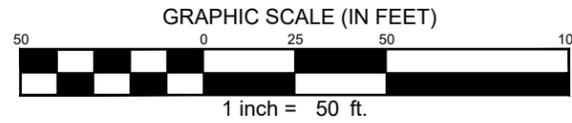
- Total Units: 6
- Parking Required: 12 spaces (2 per unit)
- Parking Proposed: 12 spaces (2 per unit)
- Parking Location: Garage and/or Driveway
- Parking Access: Private Drive access only

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Parking

Required Parking:
 34 Two bedroom (2 per unit) = 68 spaces
 20 Three bedroom (2.5 per unit) = 50 spaces
 Total: = 118 spaces

Parking Proposed: 118 spaces
 Parking Location: 74 Garage and 44 surface
 Parking Access: Private Drive Access Only

Bulk Standards

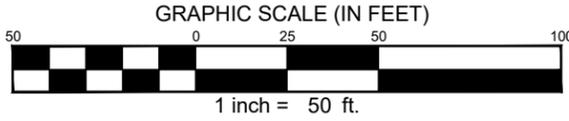
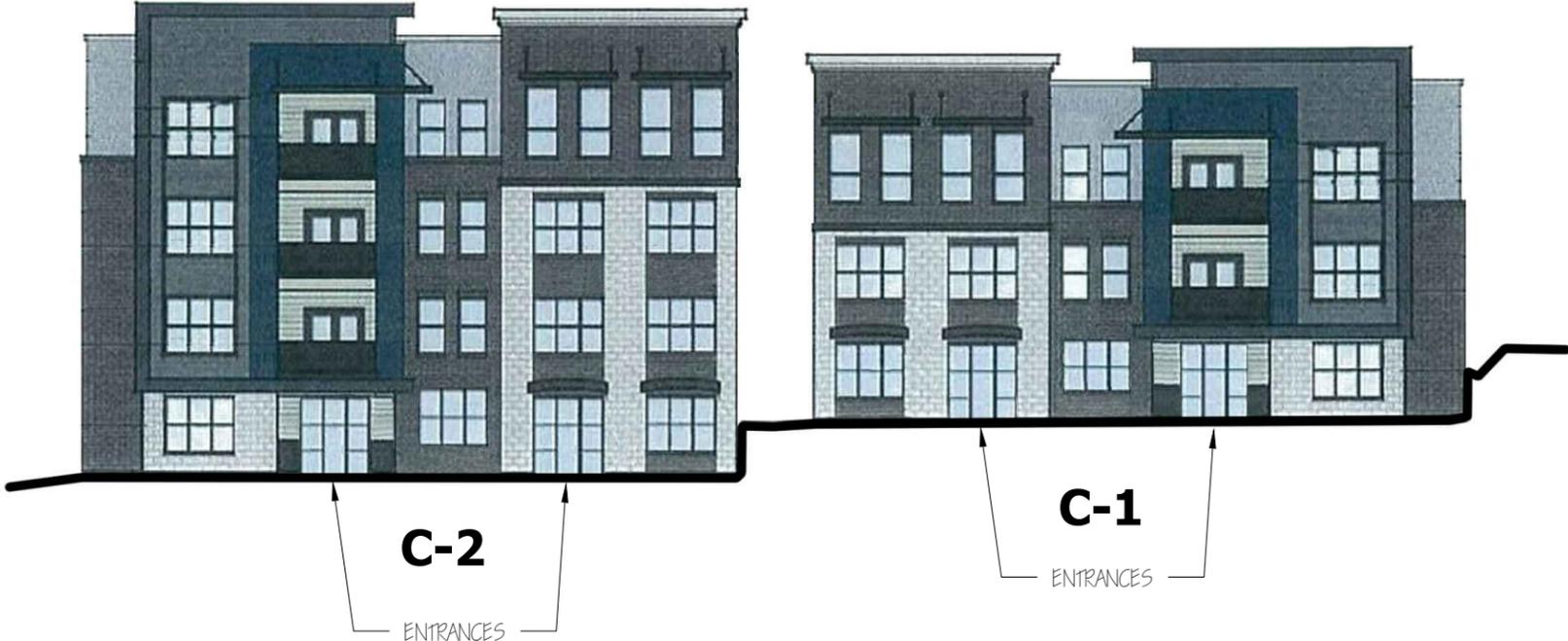
Unit Types: 34 Two bedroom 16' x 40'
 20 Three bedroom 20' x 40'
 Total Units: 54
 Max Height: 3 stories & 35 feet measured to the highest point of the roof.

Bulk Standards

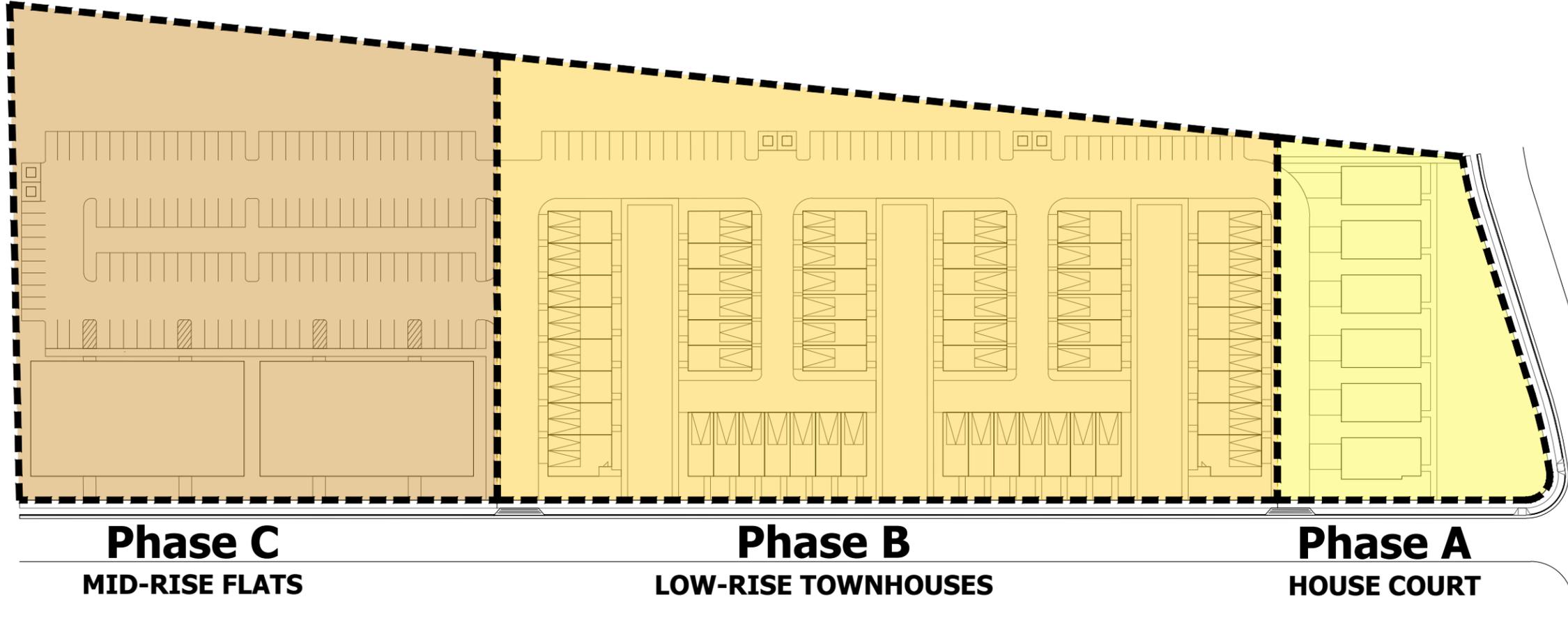
Unit Types: Two bedroom
 Total Units: 61
 Max Height: "C-1" 3 stories and 45'
 "C-2" 4 stories and 60'

Parking

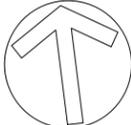
Required Parking:
 61 Two bedroom (2 per unit) = 122
 Parking Proposed: 123 spaces
 Parking Location: Surface
 Parking Access: Private Drive Access Only



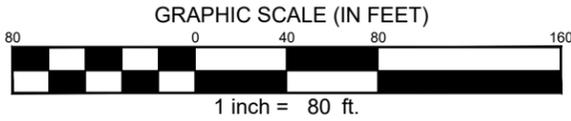
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PHASING
 THIS PLAN ILLUSTRATES THE LIKELY PHASING OF THE DEVELOPMENT. IT IS ANTICIPATED THAT THE DEVELOPMENT WILL BE BUILT IN THREE PHASES.



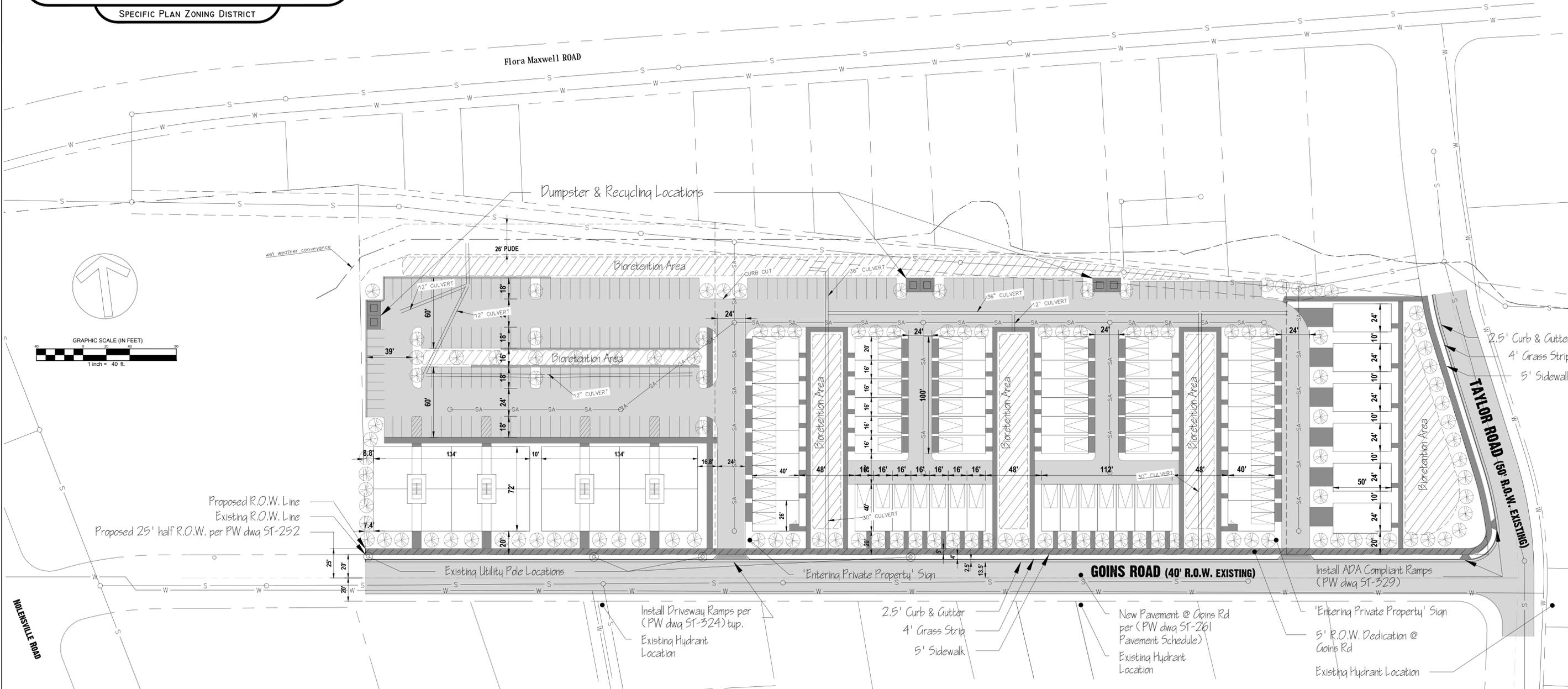
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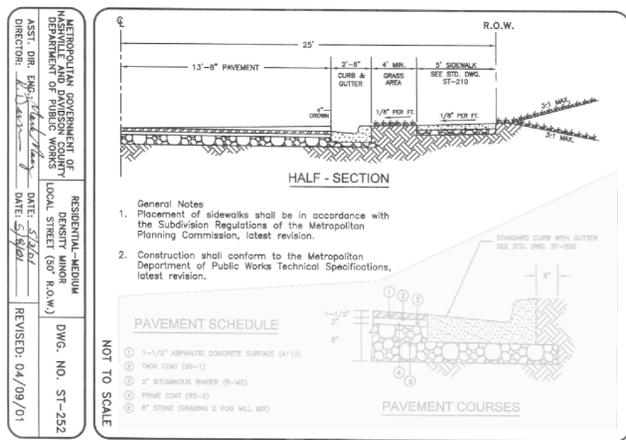
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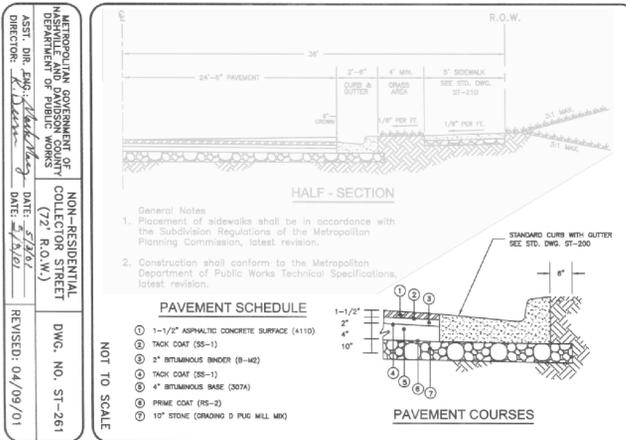
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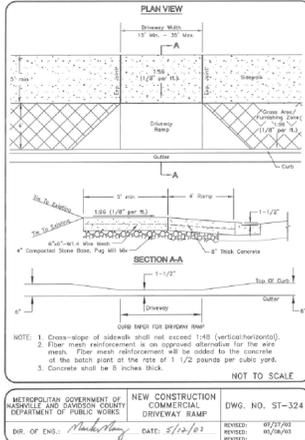
Goins Rd & Taylor Rd R.O.W. Section:



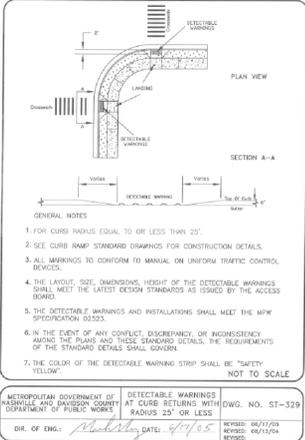
Goins Rd & Taylor Rd New Pavement Schedule:



Driveway Ramp Detail:



ADA Compliant Ramp Detail:



Stormwater:

Indicates potential stormwater treatment areas (30,000sf total)

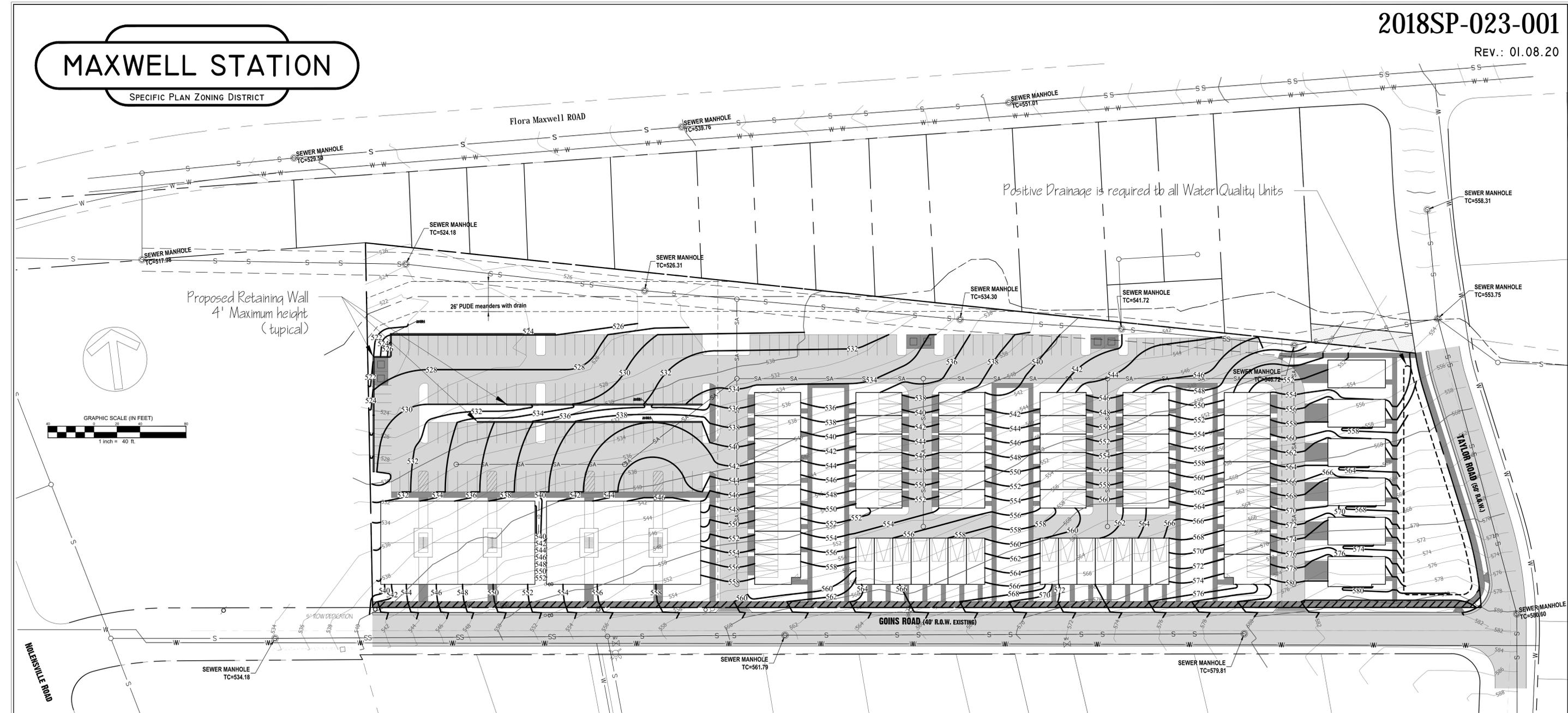
Traffic Impact Study:

- In accordance with TIS findings, developer shall construct the following roadway improvements.
1. Install stop bar on the eastbound approach of Goins Road at the intersection of Goins Road and Taylor Road.
 2. Widen Goins Road to include approximately 20 feet of pavement width along the project site.
 3. Install one (1) 30 MPH Speed Limit sign (R2-1) facing westbound traffic on Goins Road near Taylor Road.
 4. Install one (1) 30 MPH Speed Limit sign (R2-1) facing eastbound traffic on Goins Road near Nolensville Pike.
 5. Install pedestrian crosswalk on the north leg of the intersection of Nolensville Pike and Bass Avenue as part of the proposed signal update at this intersection.



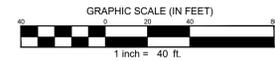
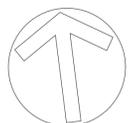
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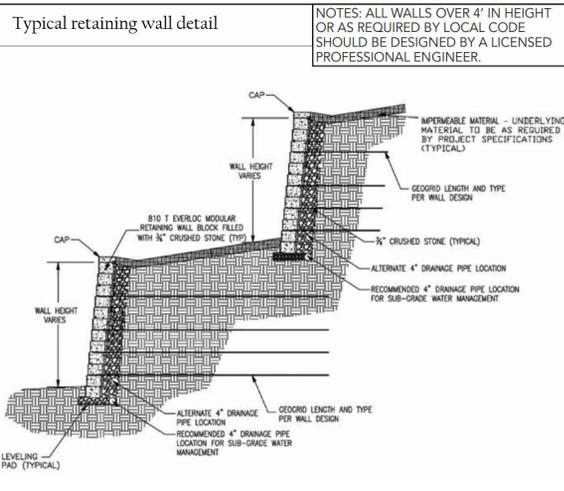


Proposed Retaining Wall
4' Maximum height
(typical)

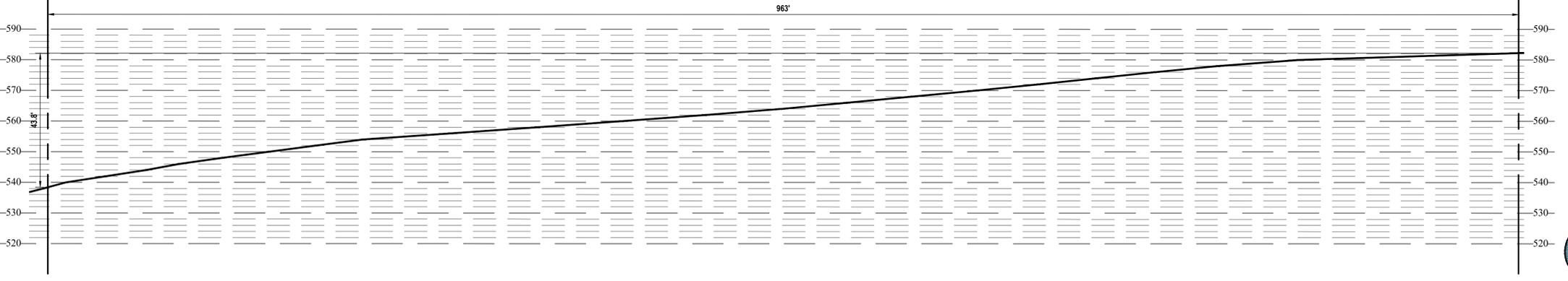
Positive Drainage is required to all Water Quality Units



Stormwater 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.



NOTES: ALL WALLS OVER 4' IN HEIGHT OR AS REQUIRED BY LOCAL CODE SHOULD BE DESIGNED BY A LICENSED PROFESSIONAL ENGINEER.



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Grading Plan