

CENTRIC ARCHITECTURE

FULMER LUCAS ENGINEERING

I I O FAIRWAY

NASHVILLE, TN

PRELIMINARY SPECIFIC PLAN SUBMISSION

REVISED 11-14-2022

10-26-2022

CASE NO. 2022SP-085-001

SITE OVERVIEW + PROJECT INFORMATION



VICINTIY PLAN | CONTEXT MAP

PURPOSE NOTE: TO CREATE A DETACHED MULT-FAMILY RESIDENTIAL COMMUNITY WITH CENTRAL GREENSPACES INCLUDING 19 UNITS

PHASING: ONE PHASE

SP NAME: 110 FAIRWAY
COUNCIL DISTRICT: 15
COUNCIL MEMBER: JEFF SYRACUSE

ADDRESS: 110 FAIRWAY DRIVE, NASHVILLE, TN 37214

PARCEL NUMBER: 08415014400

EXISTING ZONING: R10

ACREAGE: 3.05 ACRES

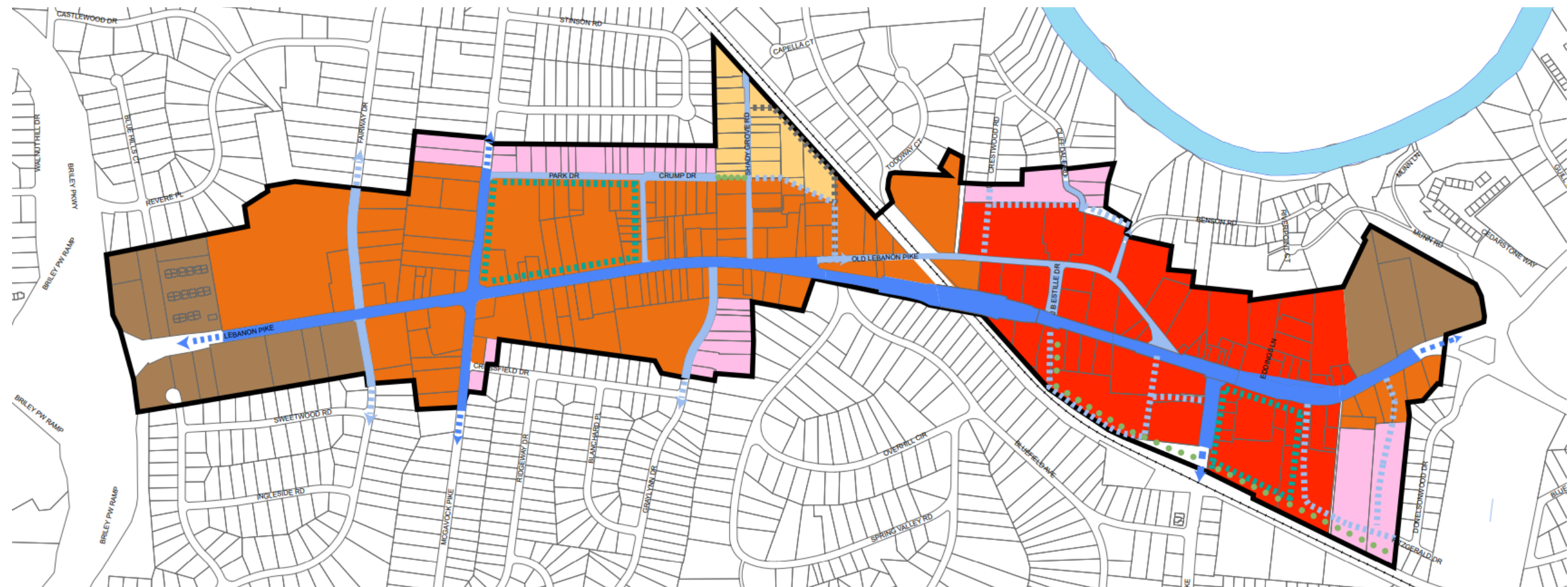
OWNER: HJL, LP
P.O. BOX 1450510
NASHVILLE, TN 37214

MARIA MAUTHE

CIVIL ENGINEER: FULMER LUCAS ENGINEERING
2002 RICHARD JONES RD, SUITE B200
NASHVILLE, TN 37215

JAY FULMER
JAY@FULMERLUCAS.COM

ARCHITECT: CENTRIC ARCHITECTURE
1206 BUCHANAN STREET
NASHVILLE, TN 37208



POLICY: T3 NM SUBURBAN NEIGHBORHOOD MAINTENANCE

- THE SUBJECT PROPERTY IS LOCATED ADJACENT TO THE DOWNTOWN DONELSON UDO
- BORDERING PROPERTIES INCLUDE SINGLE FAMILY RESIDENTIAL AND A LARGE COMMERCIAL DEVELOPMENT ANCHORED BY A GROCERY STORE
- THE BORDERING POLICY AREA OF THE DOWNTOWN DONELSON UDO (SUBDISTRICT 2 - MIXED USE CORRIDOR) NOTES:
“ENHANCE THE SUBURBAN CHARACTER OF LEBANON PIKE WHILE PROMOTING SUSTAINABLE DEVELOPMENT AND DESIGN THROUGH LANDSCAPING, ACCESS MANAGEMENT AND TRANSIT, SIGNAGE, AND MIXED USE DEVELOPMENT STANDARDS AND AN ENHANCED PEDESTRIAN ENVIRONMENT”

T3 SUBURBAN NEIGHBORHOOD MAINTENANCE NOTES:

- T3-NM areas tend to be dominated by single-family detached and two-family plex housing; but may also contain other building types, such as tri- and quad-plex houses, townhouses, low-rise flats, and courtyard flats. Each established neighborhoods has its own unique character.
- Density – Density is secondary to form; however, these areas are intended to be low- to moderate-density. The appropriate density is determined by the existing character of each individual neighborhood in terms of its mix of housing types, setbacks, spacing between buildings, and block structure since application of this policy is specific to predominantly developed neighborhoods seeking to maintain their character. Areas with adequate infrastructure, access, and the ability to form transitions and support future mass transit and viability of consumer businesses may be appropriate for a higher density
- Infill – These areas may include vacant, underutilized, or land in a non-residential use that could redevelop. Examples could include large tracts of undeveloped land, an undeveloped farm, a former country club, or church. These areas differ from T3 Suburban Neighborhood Evolving areas because they are generally smaller and located interior to the policy area. Such areas may be developed or redeveloped with a broader mix of housing types than the rest of the T3-NM area subject to appropriate design that transitions in building type, massing, and orientation in order to blend new development into the surrounding neighborhood. Further guidance for redeveloping certain historically significant institutional uses, such as religious institutions, is provided in the Zoning section of this policy. In some cases, additional guidance for these infill areas may be outlined in a Community Plan or Detailed Plan.

GENERAL PLAN CONSISTENCY: DUE TO THE LOCATION ADJACENT TO THE UDO AND A LARGE SCALE COMMERCIAL DEVELOPMENT, THE LARGE PROPERTY ACTS AS A TRANSITION BETWEEN DENSER COMMERCIAL USES AND THE PREVAILING NEIGHBORHOOD PATTERN. THE PREDOMINANT PATTERN PROPOSED IS SINGLE FAMILY USES SURROUNDED BY GREENSPACE WITH PLANTED BUFFERS TO ADJACENT RESIDENTIAL PROPERTIES. MAINTAINING THE EXISTING HOUSE AT THE STREET KEEPS A CONSISTENT CHARACTER ALONG FAIRWAY DRIVE.

SITE PLAN + STANDARDS



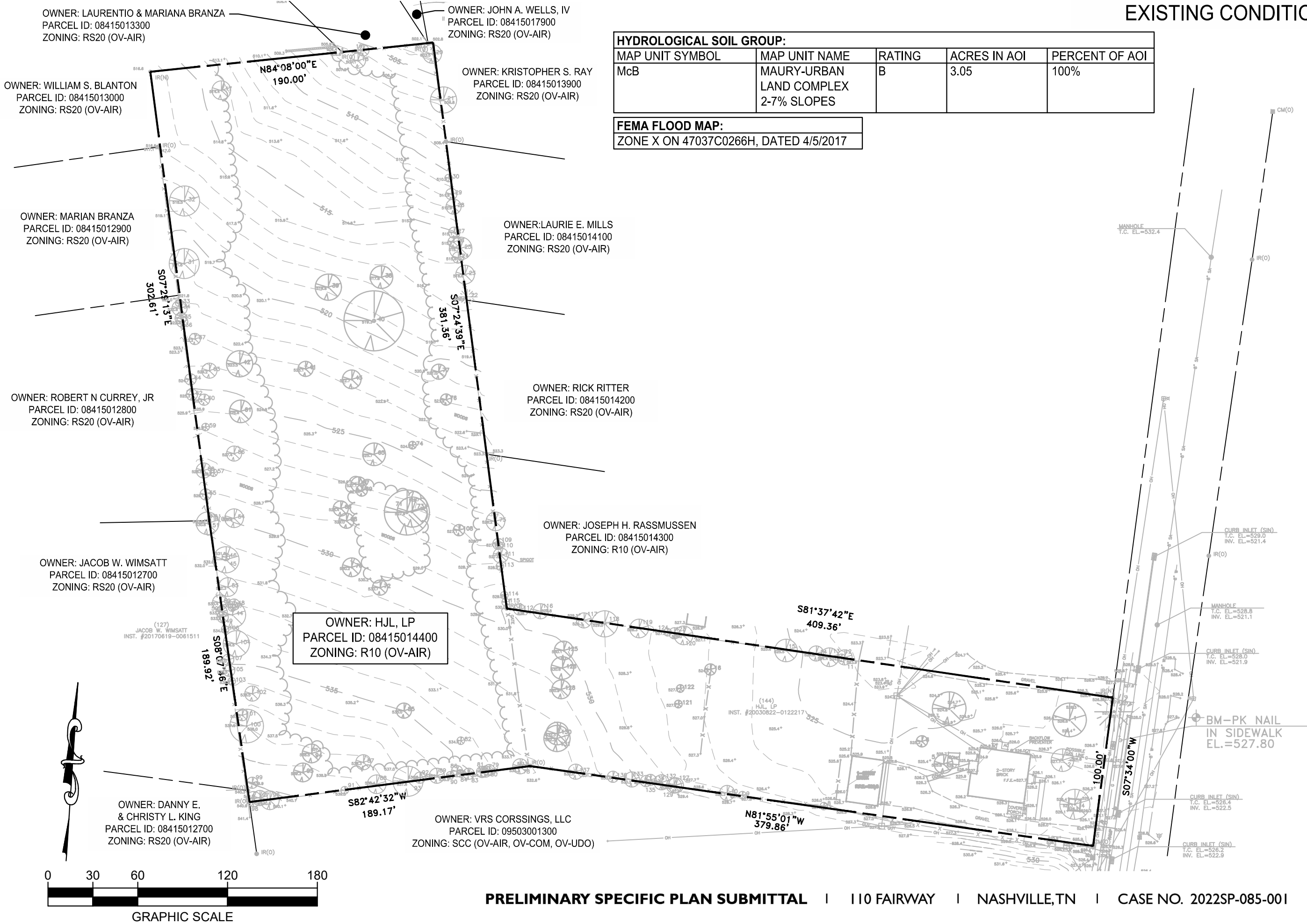
THE FINAL SITE PLAN/BUILDING PERMIT SITE PLAN SHALL DEPICT THE REQUIRED PUBLIC SIDEWALKS, ANY REQUIRED GRASS STRIP OR FRONTAGE ZONE AND THE LOCATION OF ALL EXISTING AND PROPOSED VERTICAL OBSTRUCTIONS WITHIN THE REQUIRED SIDEWALK AND GRASS STRIP OR FRONTAGE ZONE. PRIOR TO ISSUANCE OF USE AND OCCUPANCY PERMITS, EXISTING VERTICAL OBSTRUCTIONS SHALL BE RELOCATED OUTSIDE OF THE REQUIRED SIDEWALKS. VERTICAL OBSTRUCTIONS ARE ONLY PERMITTED WITHIN THE REQUIRED GRASS STRIP OR FRONTAGE ZONE.

USES:	PER RM ZONING
DENSITY:	19 UNITS (18 NEW + 1 EXISTING)
ISR:	0.3
OPEN SPACE	30% OF TOTAL LAND AREA INCLUSIVE OF BUFFERS (39,800 SF/.91 ACRES)
MAXIMUM BUILDING HEIGHT:	38' IN 2 STORIES
NORTH AND SIDE SETBACK:	20'
SOUTH SETBACK:	10'
PARKING REQS:	PER UZO PARKING STANDARDS BICYCLE PARKING PER METRO ZONING CODE
GLAZING:	15% ON STREETS
NOTES: TIONS:	18 - 36" ON STREETS
1. OVERALL BUILDING HEIGHT TO BE MEASURED PER METRO CODE. 2. UNITS REQUIRING OR DESIRED TO BE ACCESSIBLE WILL HAVE LESS THAN 18" AS A MINIMUM FOUNDATION. 3. ALL ACCESS DRIVES ON THE PROPERTY TO BE PRIVATE DRIVES EXCEPT AS NOTED ON PLANS. 4. REQUEST TO PROVIDE SIDEWALK ON ONE SIDE ONLY OF THE PROPOSED PRIVATE DRIVE WHERE RESIDENCES ARE LOCATED. 5. WINDOWS SHALL BE ORIENTED 1.5:1 OR GREATER. EXCEPTIONS TO BE ALLOWED FOR ARCHITECTURAL FEATURE WINDOWS AS APPROVED BY METRO PLANNING DEPARTMENT. 6. IF PROVIDED, PORCHES TO BE A MINIMUM OF 6' IN DEPTH. 7. BUILDING FACADES SHALL BE CONSTRUCTED OF BRICK, BRICK VENEER, CAST STONE, CEMENTITIOUS SIDING, GLASS, OR MATERIALS SUBSTANTIALLY SIMILAR IN FORM AND FUNCTION, UNLESS OTHERWISE APPROVED ON DETAILED BUILDING ELEVATIONS INCLUDED WITH THE PRELIMINARY SP. 8. BICYCLE PARKING TO BE PROVIDED PER METRO ZONING STANDARDS. 9. ANY PORTION OF A BUILDING SHALL BE NO FURTHER THAN 500' FROM A FIRE HYDRANT AS MEASURED VIA HARD SURFACE ROAD. 10. FEDERAL COMPLIANCE: . ALL DEVELOPMENT WITHIN THE BOUNDARIES OF THIS PLAN MEETS THE REQUIREMENTS OF THE AMERICANS WITH DISABILITIES ACT AND THE FAIR HOUSING ACT. ADA :HTTP://WWW.ADA.GOV/US JUSTICE DEPARTMENT: HTTP://WWW.JUSTICE.GOV/CRT/HOUSING/FAIRHOUSING/ABOUT_FAIRHOUSING.HTM	

EXISTING CONDITIONS PLAN

HYDROLOGICAL SOIL GROUP:				
MAP UNIT SYMBOL	MAP UNIT NAME	RATING	ACRES IN AOI	PERCENT OF AOI
McB	MAURY-URBAN LAND COMPLEX 2-7% SLOPES	B	3.05	100%

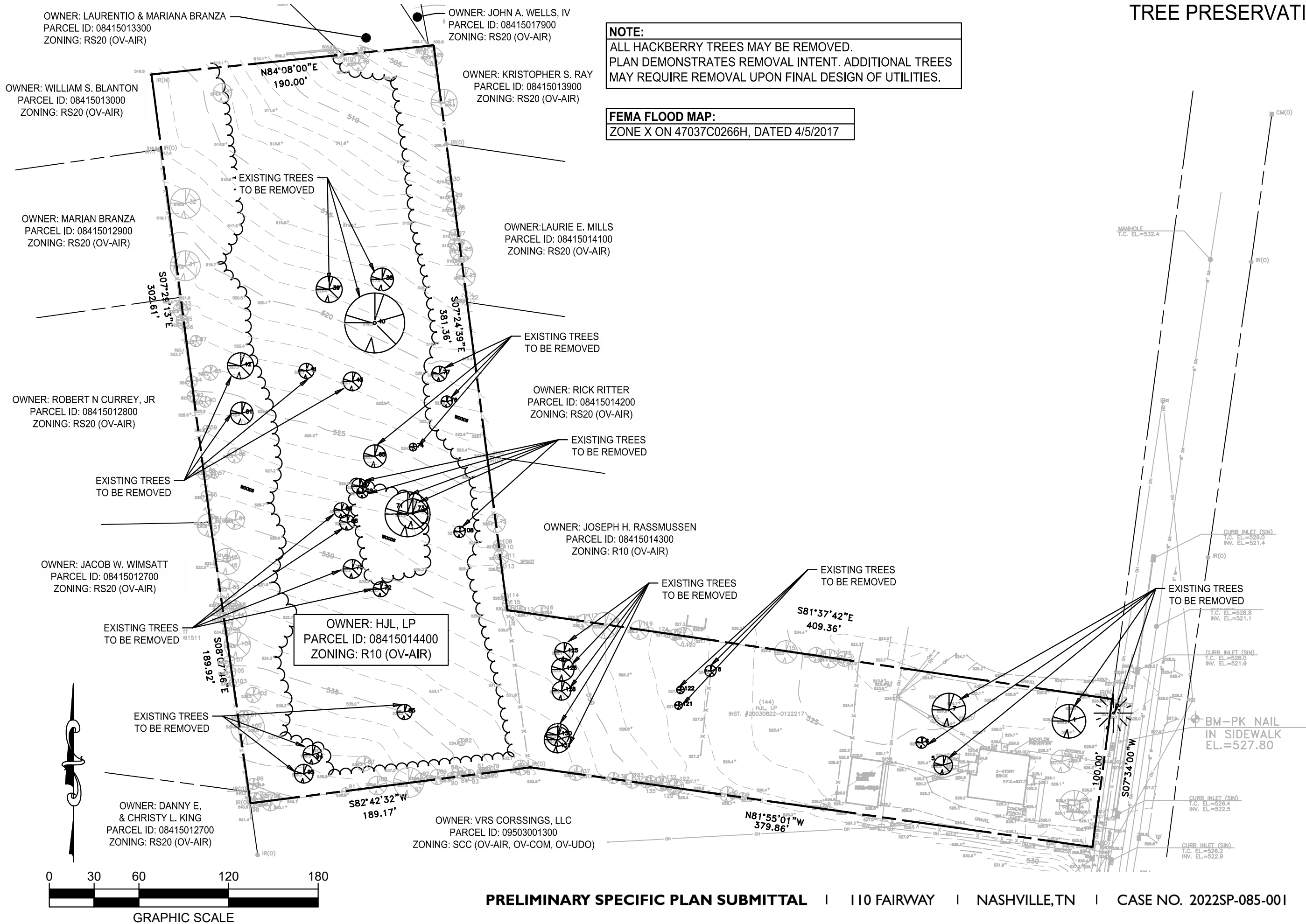
FEMA FLOOD MAP:
ZONE X ON 47037C0266H, DATED 4/5/2017



TREE PRESERVATION PLAN

NOTE:
ALL HACKBERRY TREES MAY BE REMOVED.
PLAN DEMONSTRATES REMOVAL INTENT. ADDITIONAL TREES
MAY REQUIRE REMOVAL UPON FINAL DESIGN OF UTILITIES.

FEMA FLOOD MAP:
ZONE X ON 47037C0266H, DATED 4/5/2017



ALL POINT DISCHARGE TO BE
CONVERTED TO SHEET FLOW
VIA LEVEL SPREADERS
AND/OR OVERFLOW WEIRS

(130)
WILLIAM S. BLANTON
INST. #20060104-0000944

LEVEL I BIORETENTION
(±1,200 SF PLANTABLE)

PROPOSED TRASH/
RECYCLING ENCLOSURE
(WITH SCREENING WALL)
WILL SATISFY CHAPTER
17.24 OF THE ZONING CODE.

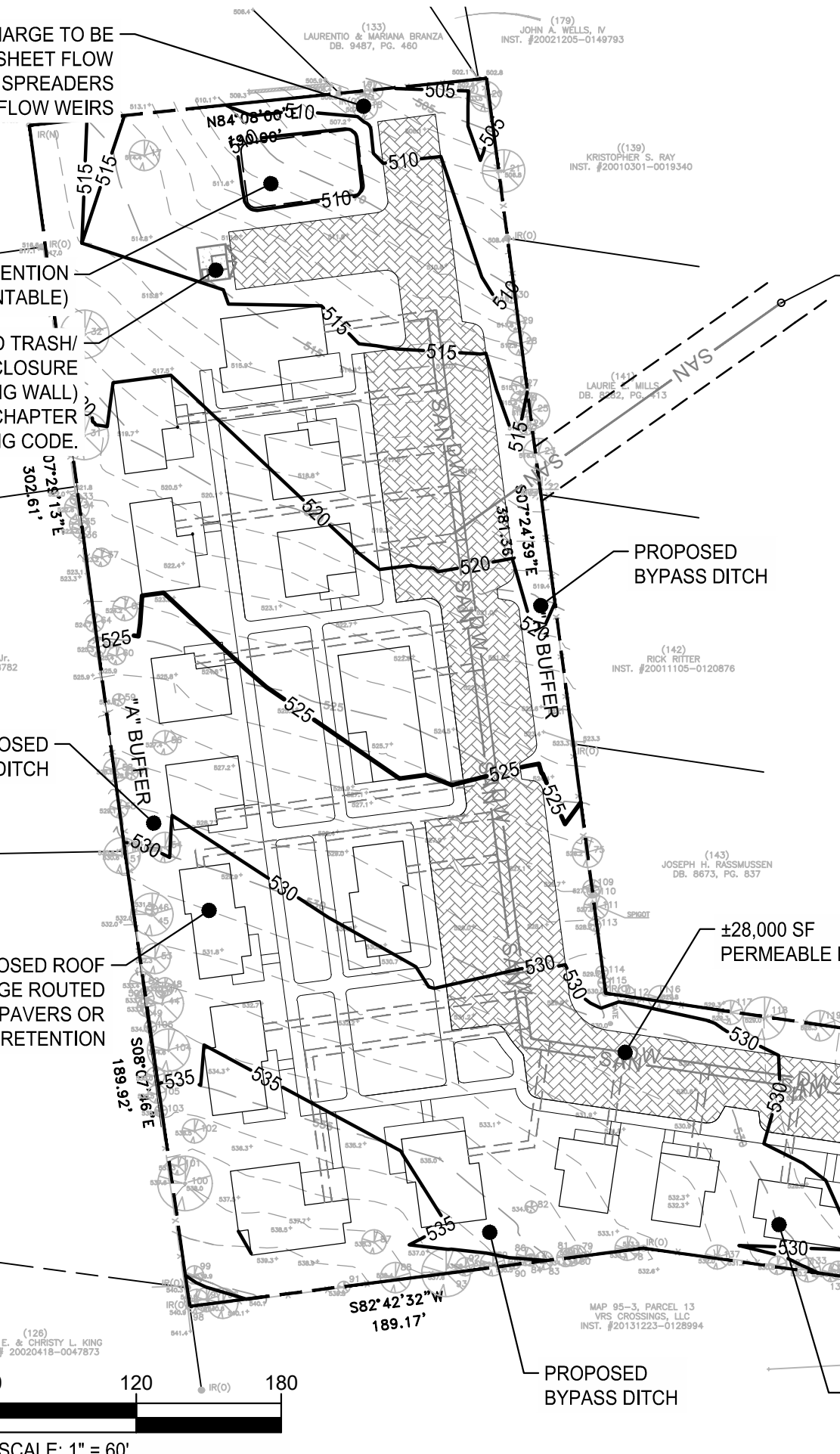
(128)
ROBERT N. CURREY, Jr.
INST. #20130515-0048782

PROPOSED
BYPASS DITCH

PROPOSED ROOF
DRAINAGE ROUTED
TO PAVERS OR
BIORETENTION



SCALE: 1" = 60'



APPROXIMATE LOCATION OF EXISTING MANHOLE
NOT SURVEYED - FIELD VERIFY LOCATION

PROPOSED
BYPASS DITCH

±28,000 SF
PERMEABLE PAVERS

PROPOSED
BYPASS DITCH

PROPOSED ROOF DRAINAGE ROUTED
TO PAVERS OR BIORETENTION

DEVELOPMENT SUMMARY:

SP NAME: 110 FAIRWAY
CASE NUMBER: 2022SP-085-001
PLAN DATE: 11/15/2022
COUNCIL DISTRICT: 15 - JEFF SYRACUSE
ZONING INFO: R10 (OV-AIR)
ADJ ZONING INFO: SCC (OV-AIR, OV-COM, OV-UDO)
OWNER INFO: HJL, LP
ADDRESS: P.O. BOX 140510
NASHVILLE, TN 37214
FEMA FIRM MAP: ZONE X ON 47037C0266H (04/05/2017)
ENGINEER: CJ LEBEAU, PE
COMPANY: FULMER LUCAS ENGINEERING
ADDRESS: 2002 RICHARD JONES ROAD
SUITE B200
NASHVILLE, TENNESSEE 37215
(757) 284-6058
CJ@FULMERLUCAS.COM
PHONE:
EMAIL:

SITE GRADING & DRAINAGE PLAN

FINAL SP NOTES:

1. THE PURPOSE OF THIS SP IS TO PERMIT A DETACHED MULTI-FAMILY HOME RESIDENTIAL DEVELOPMENT AND ASSOCIATED GREENSPACE ON 3.16 ACRES ADJACENT TO THE DOWNTOWN DONELSON UDO (INCLUDING 19 UNITS). THE FALLBACK ZONING IS RM6 FOR ANYTHING NOT LISTED.
2. THIS 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.
3. ANY EXCAVATION, FILL, OR DISTURBANCE OF THE EXISTING GROUND ELEVATION MUST BE DONE IN ACCORDANCE WITH STORM WATER MANAGEMENT ORDINANCE NO. 78/840 AND APPROVED BY THE METROPOLITAN DEPARTMENT OF WATER SERVICES.
4. METRO WATER SERVICES SHALL BE PROVIDED SUFFICIENT AND UNENCUMBERED ACCESS IN ORDER TO MAINTAIN AND REPAIR UTILITIES IN THIS SITE.
5. SIZE DRIVEWAY CULVERTS PER THE DESIGN CRITERIA SET FORTH BY THE METRO STORMWATER MANAGEMENT MANUAL (MINIMUM DRIVEWAY CULVERT IN METRO ROW IS 15' RCP).

S81°37'42"E
409.36'

"B" BUFFER

N81°55'01"W
379.86'

PROPOSED ROADWAY
IMPROVEMENTS
(PER NDOT ST-252)

DM-11A NAIL
IN SIDEWALK
EL.=527.80

CATCH BASIN (15'x11')
T.C. EL.=525.8
INV. EL.=523.0



FINAL ARCHITECTURAL ELEVATIONS TO BE SUBSTANTIALLY SIMILAR TO THE IMAGERY PRESENTED ABOVE AND WILL INCLUDE PITCHED ROOFS