

7. **2006SP-108U-08**

Metro Center Auto Facility

Map: 081-04

Parcels: 098, 099, 100, 101, 102, 103, 104, 105, 106, 107, 111, 113, 114, 122, 123,  
124, 125, 126, 127, 128, 129, 130, 131, 132, 144, 145, 256, 257, 259

Map: 081-04 Parcel: 079

Subarea 8

Council District 2 – Frank Harrison

A request change approximately 6.94 acres from SP-A, OR20, and R6 to SP-A for property bonded by Rosa Parks Boulevard on the west, Interstate – 65 on the south and Dominican Street on the south and east and located at 2004, 2006, and 2011 4th Avenue North, 1919, 1920, 1921, 1922, 1925, 1927, 2000 and 2006 5th Avenue North and 5th Avenue North (unnumbered), 1918, 1920, 1922, and 1924 6th Avenue North, 306, 308, 310, 312, 400, 402, 404, 408, and 410 Clay Street, and Rosa L. Parks Boulevard (unnumbered), to permit an auto dealership with a 65,000 square foot building and a 760 square foot telephone utility/communication facility, requested by Barge Cauthen & Associates, applicant, for S.A. North Ltd., Ironwood Partners Ltd., and Metrocenter Improvements Association Inc. and South Central Bell Telephone Company, owners.

**Staff Recommendation: Approve with conditions**

**APPLICANT REQUEST** - A request change approximately 6.94 acres from SP-A, OR20, and R6 to SP-A for property bonded by Rosa Parks Boulevard on the west, Interstate – 65 on the south and Dominican Street on the south and east and located at 2004, 2006, and 2011 4th Avenue North, 1919, 1920, 1921, 1922, 1925, 1927, 2000 and 2006 5th Avenue North and 5th Avenue North (unnumbered), 1918, 1920, 1922, and 1924 6th Avenue North, 306, 308, 310, 312, 400, 402, 404, 408, and 410 Clay Street, and Rosa L. Parks Boulevard (unnumbered), to permit an auto dealership with a 65,000 square foot building and a 760 square foot telephone utility/communication facility, requested by Barge Cauthen & Associates, applicant, for S.A. North Ltd., Ironwood Partners Ltd., and Metrocenter Improvements Association Inc. and South Central Bell Telephone Company, owners.

**Existing Zoning**

SP – A District - Specific Plan-Auto is a zoning District category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes automobile uses.

OR20 District - Office/Residential is intended for office and/or multi-family residential units at up to 20 dwelling units per acre.

R6 District R6 requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.72 dwelling units per acre including 25% duplex lots.

**Proposed Zoning**

SP-A District - Specific Plan-Auto is a zoning District category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes automobile uses.

**NORTH NASHVILLE COMMUNITY PLAN**

**Existing Policies - Structure Policy**

**Corridor Center (CC)** CC is intended for dense, predominantly commercial areas at the edge of a neighborhood, which either sits at the intersection of two major thoroughfares or extends along a major thoroughfare. This area tends to mirror the commercial edge of another neighborhood forming and serving as a “town center” of activity for a group of neighborhoods. Appropriate uses within CC areas include single- and multi-family residential, offices, commercial retail and services, and public benefit uses. An accompanying Urban Design or Planned Unit Development overlay district or site plan should accompany proposals in these policy areas, to assure appropriate design and that the type of development conforms to the intent of the policy.

**Neighborhood Urban (NU)** NU is intended for fairly intense, expansive areas that are intended to contain

a significant amount of residential development, but are planned to be mixed use in character. Predominant uses in these areas include a variety of housing, public benefit uses, commercial activities and mixed-use development. An Urban Design or Planned Unit Development overlay district or site plan should accompany proposals in these policy areas, to assure appropriate design and that the type of development conforms to the intent of the policy.

#### ***Detailed Policy***

**Commercial** Commercial is intended for commercial uses only, with no residential uses. It is intended for mixed commercial buildings with shops at street level and office uses on the upper levels.

#### ***Special Policy***

Special Policy Area 1 - *This Special Policy applies to the Commercial policy area between Metro Center Boulevard, Dominican Drive, and Interstate 65. In order to preserve and enhance this area's role as a gateway both for the Metro Center and Downtown areas, the following objectives apply to development within it:*

- a) *Maintain or enhance the existing landscaping and signage that identify the area as a gateway to Metro Center;*
- b) *Begin to establish features that identify the area as a gateway to Downtown Nashville;*
- c) *Protect existing mature trees to the maximum extent possible, particularly around the periphery of the site adjacent to the bounding streets, and treat them as integral to site design;*
- d) *Utilize techniques such as solid walls and landscaping to define the perimeter of the site and create a street wall.*
- e) *Construct buildings of high-quality, durable materials; Construct signage that is appropriately scaled for an environment that welcomes pedestrian, vehicular, and bicycle traffic.*

**Consistent with Policy?** Yes. The proposed Specific Plan with staff conditions is consistent with the area's policies.

**PLAN DETAILS** A SP for an auto dealership was approved for 27 properties totaling 4.96 acres north of Clay Street in 2006. That plan permitted a new automobile sales and service complex with two buildings totaling 32,225 square feet and recognized an existing 760 square foot telephone utility/communication facility and the landscaped Metro Center sign along Rosa Parks Boulevard.

Construction of the auto dealership has not begun and the applicants are now asking that ten properties be added to the SP district and that the plan be modified to intensify the permitted use. The plan will also require that portions of Clay Street, 5<sup>th</sup> and 6<sup>th</sup> Avenue, North, and Alley #207 be abandoned. The ten lots proposed to be added to the SP district are located on the south side of Clay Street along 5<sup>th</sup> and 6<sup>th</sup> Avenue, North and currently consist of single-family homes, a boarding house and vacant residential and commercial land.

**Site Plan** The site plan calls for a two-story building totaling 65,000 square feet, and identifies an existing 760 square foot building and the landscaped Metro Center sign along Rosa Parks Boulevard. Permitted uses under the proposed SP are automobile sales new and used, automobile services and repair, office, and telephone services.

Access into the site is shown from three locations. One access is along Rosa Parks Boulevard and is a right-in, right-out only, and a second access is onto Dominican Drive through a shared access easement with the adjacent Starbucks. The third is at the western terminus of Clay Street. A total of 411 surface parking spaces are identified including 77 spaces designated for pre-owned inventory and sales and 134 spaces designated for new inventory and sales.

**Analysis** The proposed development is consistent with the previously approved SP-A district in terms of permitted uses. The two buildings which were approved in the previous SP-A are to be replaced with one larger building and additional surface parking which will intensify the use in the district.

Some details such as building materials and specific landscape designs are not in the plan. To ensure that the plan meets the intent of the special policy the final site plan will need to provide additional information. Specifically the final site plan must provide a detailed landscaping plan along Rosa Parks Boulevard which is a key gateway into downtown. The final site plan shall also identify building materials including sign details consistent with the area's special policy.

**PUBLIC WORKS RECOMMENDATION**

1. A Traffic Impact Study (TIS) is required. Schedule a project scoping meeting with the Department of Public Works.
2. Submit letter of approval from TDOT to construct driveway onto Rosa Parks Boulevard.
3. Mandatory Referral application will be required to abandon a portion of Clay Street and 5th Ave N, 6th Ave N, Alley #207.
4. All Public Works' design standards shall be met prior to any final approvals and permit issuance. Any approval is subject to Public Works' approval of the construction plans.

**Maximum Uses in Existing Zoning District: SP**

Land Use (ITE Code)	Acres	FAR	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Automobile Sales and Service (841 )	8.98	n/a	32,225	1075	67	87

**Maximum Uses in Proposed Zoning District: SP**

Land Use (ITE Code)	Acres	FAR	Total Floor Area	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Automobile Sales and Service (841 )	8.98	n/a	65,000	2168	134	172

**Change in Traffic Between Maximum Uses in Existing and Proposed Zoning District**

Land Use (ITE Code)	Acres	--		Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
--			+32,775	+1093	+67	+85

**STORMWATER RECOMMENDATION** Approved

**STAFF RECOMMENDATION** Staff recommends that the request be approved with conditions. The proposed plan with staff conditions is consistent with the previously approved SP-A zoning district and the area's land use policies.

**CONDITIONS**

1. Uses permitted within this SP-A district include automobile sales new and used, automobile services and repair, office, and telephone services as specified in the Metro Nashville Zoning Code. All other uses are prohibited.
2. The final site plan shall identify all signs. Free standing signs shall be limited to one on Rosa Parks Boulevard and one on Dominican Street. Free standing signs shall not exceed 4 feet in height and shall not exceed a total of 72 square feet. All other signs shall meet the sign requirements as specified in the Metro Zoning Code for the CS zoning district.
3. Prior to approval of the final site plan the landscaping plan shall be approved by Planning Staff and shall meet the intent of the area's special policy. A brick or stone knee wall shall be incorporated into the landscaping plan along Rosa Parks and shall be placed along the back side of the sidewalk.

4. A Traffic Impact Study (TIS) is required and must be submitted and approved by Metro Public Works prior to approval of any final site plan. If the TIS demonstrates that the access points shown on the development plan are not sufficient then the final site plan may vary from the Council approved development plan as long as it does not alter the overall concept of the development plan.
5. Prior to approval of any final site plan a letter of approval from TDOT to construct driveway onto Rosa Parks Boulevard must be submitted to the Department of Public Works.
6. Prior to approval of any final site plan a Mandatory Referral application for the abandonment for a portion of Clay Street and 5th Ave N, 6th Ave N, and Alley #207 must be submitted to the Department of Public Works and must be approved by Metro Council.
7. 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 CS zoning district as of the date of the applicable request or application.
8. A corrected copy of the preliminary SP plan incorporating the conditions of approval by the Planning Commission and Council shall be provided to the Planning Department prior to the filing of any additional development applications for this property, and in any event no later than 120 days after the effective date of the enacting ordinance. If a corrected copy of the SP plan incorporating the conditions therein is not provided to the Planning Department within 120 days of the effective date of the enacting ordinance, then the corrected copy of the SP plan shall be presented to the Metro Council as an amendment to this SP ordinance prior to approval of any grading, clearing, grubbing, final site plan, or any other development application for the property.
9. 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.
10. 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.

Approved with conditions, (9-0) *Consent Agenda*

**Resolution No. RS2008-156**

“BE IT RESOLVED by The Metropolitan Planning Commission that 2006SP-108U-08 is **APPROVED WITH CONDITIONS. (9-0)**

**Conditions of Approval:**

1. Uses permitted within this SP-A district include automobile sales new and used, automobile services and repair, office, and telephone services as specified in the Metro Nashville Zoning Code. All other uses are prohibited.
2. The final site plan shall identify all signs. Free standing signs shall be limited to one on Rosa Parks Boulevard and one on Dominican Street. Free standing signs shall not exceed 4 feet in height and shall not exceed a total of 72 square feet. All other signs shall meet the sign requirements as specified in the Metro Zoning Code for the CS zoning district.
3. Prior to approval of the final site plan the landscaping plan shall be approved by Planning Staff and shall meet the intent of the area's special policy. A brick or stone knee wall shall be incorporated into the landscaping plan along Rosa Parks and shall be placed along the back side of the sidewalk.

4. A Traffic Impact Study (TIS) is required and must be submitted and approved by Metro Public Works prior to approval of any final site plan. If the TIS demonstrates that the access points shown on the development plan are not sufficient then the final site plan may vary from the Council approved development plan as long as it does not alter the overall concept of the development plan.
5. Prior to approval of any final site plan a letter of approval from TDOT to construct driveway onto Rosa Parks Boulevard must be submitted to the Department of Public Works.
6. Prior to approval of any final site plan a Mandatory Referral application for the abandonment for a portion of Clay Street and 5th Ave N, 6th Ave N, and Alley #207 must be submitted to the Department of Public Works and must be approved by Metro Council.
7. 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 CS zoning district as of the date of the applicable request or application.
8. A corrected copy of the preliminary SP plan incorporating the conditions of approval by the Planning Commission and Council shall be provided to the Planning Department prior to the filing of any additional development applications for this property, and in any event no later than 120 days after the effective date of the enacting ordinance. If a corrected copy of the SP plan incorporating the conditions therein is not provided to the Planning Department within 120 days of the effective date of the enacting ordinance, then the corrected copy of the SP plan shall be presented to the Metro Council as an amendment to this SP ordinance prior to approval of any grading, clearing, grubbing, final site plan, or any other development application for the property.
9. 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.
10. 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.

**The proposed SP district is consistent with the North Nashville Community Plan's policies for the area which call for commercial uses."**