

12. 2011SP-025-001

ENTERPRISE RENT-A-CAR (PRELIM & FINAL)

Map 081-02, Parcel(s) 205

Council District 02 (Frank R. Harrison)

Staff Reviewer: Greg Johnson

A request to rezone from CS to SP-A zoning and for final site plan approval for property located at 2712 Clarksville Pike, approximately 250 feet east of Ed Temple Boulevard (0.37 acres), to permit vehicular rental/leasing and all other uses permitted by the CS District, requested by Enterprise Rent-A-Car, applicant, Ken Seo and Kyung Han, owners.

Staff Recommendation: APPROVE preliminary and final SP WITH CONDITIONS and DISAPPROVE SP without all Planning Commission required conditions.

APPLICANT REQUEST - Permit vehicle rental/leasing use and all other uses permitted by CS district Preliminary and Final SP -A request to rezone from Commercial-Service (CS) to Specific Plan – Auto (SP-A) zoning and for final site plan approval for property located at 2712 Clarksville Pike, approximately 250 feet east of Ed Temple Boulevard (0.37 acres), to permit vehicular rental/leasing and all other uses permitted by the CS district.

Existing Zoning

CS District - Commercial Service is intended for retail, consumer service, financial, restaurant, office, self-storage, light manufacturing and small warehouse uses.

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.

CRITICAL PLANNING GOALS N/A

NORTH NASHVILLE COMMUNITY PLAN

Existing Policy

T3 Suburban Mixed Use Corridor (T3 CM) - T3 CM policy is intended to enhance suburban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the corridor, placing commercial uses at intersections with residential uses between intersections; creating buildings that are compatible with the general character of suburban neighborhoods; and a street design that moves vehicular traffic efficiently while accommodating sidewalks, bikeways, and mass transit.

Consistent with Policy? - Yes, the T3 Mixed Use Corridor policy promotes a combination of residential and non-residential development that could permit auto-related land uses on the subject site.

PLAN DETAILS

In 2006, a Council bill removed most automobile-related uses from the list of uses permitted under the CS zoning classification. This SP request proposes to have auto rental and leasing uses added back to the uses permitted for the subject property.

Site plan - The applicant submitted a site plan with the SP application showing the intent to reuse the existing building and much of the existing site conditions. Realignment of the parking area is shown on the site plan, which includes the closure of one of the two existing driveway access points to the site from Clarksville Pike. The site plan demonstrates compliance with parking requirements of the Zoning Code.

Street frontage and signage -SP zoning districts for auto uses are reviewed with the intent to improve the street frontage of each district. The site plan for this SP shows several street frontage improvements including new landscaping, enlarged landscaping areas, reduced driveway length along Clarksville Pike, and extension of sidewalk. An existing pole sign exists at the front of the property. The applicant intends to reuse this sign for the proposed business. A condition of approval has been added to require removal of the sign if it fails to qualify for protection under the Zoning Code as a nonconforming sign. If the sign is removed, any new ground signs shall be limited to monument signs with a maximum height of 6 feet and a maximum display area of 32 square feet.

METRO STORMWATER RECOMMENDATION No Agency Review Required for the Final SP (Stormwater).

PUBLIC WORKS RECOMMENDATION No Exception Taken

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.

STAFF RECOMMENDATION

Staff recommends approval with conditions of the preliminary SP and of the final SP and disapproval of the SP without all of the Planning Commission approved conditions. The proposed use is consistent with the land use policy. The site plan includes proposed changes to the street frontage that will improve the property frontage along Clarksville Pike.

CONDITIONS

1. The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works.
2. The existing ground sign may be re-faced for the proposed auto use. If the existing ground sign fails to qualify for protection under the Zoning Code as a nonconforming sign, or is removed voluntarily, any new ground signs shall be limited to monument signs with a maximum height of 6 feet and a maximum display area of 32 square feet. The number of permitted ground signs shall be based on the requirements of the Zoning Code for CS zoning.
3. This SP shall permit Vehicular rental/leasing in addition to all uses permitted by the CS zoning district.
4. For any development standards, 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 the CS zoning district as of the date of the applicable request or application.
5. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro 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. The corrected copy provided to the Planning Department shall include printed copy of the preliminary SP plan and a single PDF that contains the plan and all related SP documents. 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.
6. 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.
7. 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.
8. The SP final site plan as approved by the Planning Commission will be used to determine compliance, both in the issuance of permits for construction and field inspection. While minor changes may be allowed, significant deviation from the approved site plans may require reapproval by the Planning Commission and/or Metro Council.

Approved preliminary and final SP with conditions and disapproved SP without all Planning Commission required conditions. (6-0), Consent Agenda

Resolution No. RS2011-247

"BE IT RESOLVED by The Metropolitan Planning Commission that 2011SP-025-001 is **APPROVED WITH CONDITIONS PRELIMINARY AND FINAL SP and DISAPPROVED WITHOUT ALL PLANNING COMMISSION REQUIRED CONDITIONS. (6-0)**

Conditions of Approval:

1. The developer's final construction drawings shall comply with the design regulations established

by the Department of Public Works.

2. The existing ground sign may be re-faced for the proposed auto use. If the existing ground sign fails to qualify for protection under the Zoning Code as a nonconforming sign, or is removed voluntarily, any new ground signs shall be limited to monument signs with a maximum height of 6 feet and a maximum display area of 32 square feet. The number of permitted ground signs shall be based on the requirements of the Zoning Code for CS zoning.
3. This SP shall permit Vehicular rental/leasing in addition to all uses permitted by the CS zoning district.
4. For any development standards, 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 the CS zoning district as of the date of the applicable request or application.
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7. 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.
8. The SP final site plan as approved by the Planning Commission will be used to determine compliance, both in the issuance of permits for construction and field inspection. While minor changes may be allowed, significant deviation from the approved site plans may require reapproval by the Planning Commission and/or Metro Council.

The proposed SP, with conditions, is consistent with the T3 Mixed Use Corridor land use policy.”