

## 8. 2013SP-006-001

### WRECKER SERVICE & TRANSMISSION SHOP

Map 043-15, Parcel(s) 023-026

Council District 09 (Bill Pridemore)

Staff Reviewer: Duane Cuthbertson

A request to rezone from CS to SP-A zoning properties located at 1119 Old Hickory Boulevard and Old Hickory Boulevard (unnumbered), approximately 315 feet east of Larkin Springs Road (1.68 acres), to permit automobile repair and wrecker service, requested by Azimtech Engineering, applicant, Jimmy R. Mitchell, owner.

**Staff Recommendation: Approve with conditions**

### APPLICANT REQUEST

**Permit wrecker services and automobile repair**

#### Preliminary SP

A request to rezone from Commercial Service (CS) to Specific Plan – Auto (SP-A) zoning properties located at 1119 Old Hickory Boulevard and Old Hickory Boulevard (unnumbered), approximately 315 feet east of Larkin Springs Road (1.68 acres), to permit automobile repair and wrecker service.

#### **Existing Zoning**

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

#### **Proposed Zoning**

Specific Plan-Auto (SP-A) 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

### MADISON COMMUNITY PLAN

#### **Existing Policy**

T3 Suburban Mixed Use Corridor (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 Suburban Mixed Use Corridor (T3 CM) policy allows a variety of residential and non-residential development including auto related uses.

### PLAN DETAILS

In 2006, a Council bill removed most automobile-related uses from the list of uses permitted under the CS zoning classification. There is currently a text amendment proposed to add most of those automobile-related uses back to the CS district as uses permitted with conditions. Wrecker Services however is not included on the current list to be considered for inclusion and will still require an SP to be permitted on property zoned CS.

This SP proposes auto repair (transmission shop) and wrecker service uses on the subject property. This SP request does not propose automobile sales. The owner intending to use the SP also owns the automobile sales property adjacent to the east.

The subject property consists of a narrow strip of land, 111 feet at its shallowest depth, situated between Old Hickory Boulevard to the south and State Highway 45 to the north. The SP will be oriented to and provide access only to Old Hickory Boulevard. There are several auto related uses along this portion of Old Hickory Boulevard, particularly to the west.

The applicant intends to construct several connected buildings on the undeveloped subject property. The largest of the buildings will be located to the west and contain the wrecker service use. Auto repair and accessory office uses will occupy the remainder of the buildings. The western portion of the parking area intended to serve the wrecker service will be contained within an eight foot tall screening fence, including gates at both external and internal access points. The developed portion of the site will be surrounded by a landscape buffer.

The SP proposes two vehicular entrances to the site from Old Hickory Boulevard. The western entrance will be utilized specifically for the wrecker service portion of the site. A sidewalk will be constructed along the entire frontage of the site. A

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landscape buffer will be provided along the Old Hickory Boulevard frontage in between the proposed sidewalk and parking area.

Signage on the site will be limited to one monument sign and wall mounted signage. A monument sign on the site will be limited in size to a maximum of forty-nine square feet and not exceed six feet in width or three feet in height if located within fifteen feet of a driveway. The monument sign location shown on the plan is within fifteen feet of the proposed eastern driveway. Wall mounted signs will be no greater than forty-eight square feet and shall not cover more than twenty percent of the building façade upon which they are affixed. Pole signs and billboards are not permitted with this SP.

### **PUBLIC WORKS RECOMMENDATION**

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.

### **WATER SERVICES RECOMMENDATION**

This property is provided Madison Water and Metro Sewer. Comments will be issued upon final SP stage. Capacity fee payments will be due then.

### **STAFF RECOMMENDATION**

Staff recommends approval of the SP request with conditions.

### **CONDITIONS**

1. The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works.
2. This SP shall only permit automobile repair and wrecker services.
3. Modify Note 13 to read: 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 MUL zoning district as of the date of the applicable request or application.
4. 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.
5. 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.
6. 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 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 with conditions. (8-0), Consent Agenda

### **Resolution No. RS2013-31**

"BE IT RESOLVED by The Metropolitan Planning Commission that 2013SP-006-001 is **Approved with conditions. (8-0)**

**The proposed use combined with the site design aspects of the SP plan and conditions of approval is consistent with the T3 Suburban Mixed Use Corridor policy.**

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