

2. 2014SP-081-001

LC GERMANTOWN

Map 082-09, Parcel(s) 375

Council District 19 (Erica S. Gilmore)

Staff Reviewer: Lisa Milligan

A request to rezone from IR and IG to SP-MU zoning for property located at 1226 2nd Avenue North, at the northeast corner of 2nd Avenue North and Madison Street, (4.74 acres), to permit a mixed-use development, requested by Civil Site Design Group, PLLC, applicant; Anita Sheridan, owner.

Staff Recommendation: Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST

Preliminary SP to permit mixed-use development.

Preliminary SP

A request to rezone from Industrial Restrictive (IR) and Industrial General (IG) to Specific Plan-Mixed Use (SP-MU) zoning for property located at 1226 2nd Avenue North (4.74 acres) to permit a mixed-use development.

Existing Zoning

Industrial Restrictive (IR) is intended for a wide range of light manufacturing uses at moderate intensities within enclosed structures.

Industrial General (IG) is intended for a wide range of intensive manufacturing uses.

Proposed Zoning

Specific Plan-Mixed Use (SP-MU) 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 residential uses in addition to office and/or commercial uses.

CRITICAL PLANNING GOALS

- Creates walkable neighborhoods
- Supports a variety of transportation choices
- Provides a range of housing choices
- Supports infill development

The proposed LC Germantown development includes a network of sidewalks throughout the development to encourage pedestrian activity and create a walkable neighborhood. The development is a near an existing bus line, allowing for future residents to have transportation choice. Bike parking will be provided on site for both the residential uses and the nonresidential uses. The proposed mixed-use buildings are providing for intensified development on an underutilized urban site.

NORTH NASHVILLE COMMUNITY PLAN

T4 Urban Mixed Use Neighborhood (T4 MU) policy is intended to preserve, enhance, and create urban, mixed use neighborhoods characterized by a development pattern that contains a diverse mix of residential and nonresidential land uses, and that are envisioned to remain or develop in a mixed use pattern. T4 MU areas are areas intended to be mixed use in nature with the presence of commercial and even light industrial uses, but also a significant amount of moderate to high density residential development.

Consistent with Policy?

Yes. The proposed development incorporates both residential and nonresidential land uses and creates a more intense development pattern on an infill site.

PLAN DETAILS

The site is located at 1226 2nd Avenue North on the northeast corner of 2nd Avenue North and Madison Street. The site is located west of 1st Avenue North, east of 2nd Avenue North, south of Monroe Street and north of Madison Street. The site is approximately 4.74 acres in size. The current use of the property is a surface parking lot used for storage of truck trailers.

Site Plan

The proposed project includes four buildings with a variety of uses. Up to 450 multi-family residential units are proposed along with up to 25,000 square feet of nonresidential uses. The development includes an internal private drive with on-street parking, pedestrian areas, and sidewalks. The nonresidential uses are proposed to front on the internal drive. The height of the buildings will range from 4 stories to 6 stories.

Sidewalks are being provided along Madison, Monroe, 2nd Avenue and the internal drive. Bicycle parking is being provided consistent with the adopted Bicycle Parking ordinance. Structured parking is also proposed in 3 of the 4 buildings.

The applicant is proposing that the buildings be industrial/warehouse style buildings and have proposed specific design standards to achieve this design. Conceptual elevations and imagery have been provided and finalized elevations will be reviewed with the Final SP.

ANALYSIS

The plan is consistent with the land use policy and adds a mixed-use development on an infill site. The plan meets several critical planning goals including creating a more pedestrian friendly, walkable streetscape; providing a range of housing choices; and supporting a variety of transportation choices.

Given the amount of new development in the area of 2nd Avenue North and Madison Street, special consideration needs to be given to the pedestrian movements at the intersection. At the time of Final SP approval, additional enhancements will be required to improve pedestrian safety. These improvements will be coordinated with Metro Planning and Public Works.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

1. No part of any building shall be more than 500 ft from a fire hydrant via an approved hard surface road. Metro Ordinance 095-1541 Sec: 1568.020 B. Fire Code issues for the structures will be addressed at permit application review

STORMWATER RECOMMENDATION

Approved

WATER SERVICES

Approved

1. Approved as a Preliminary SP only. The required capacity fees (1-year commitment) must be paid by Final SP stage.

PUBLIC WORKS RECOMMENDATION

Approved with conditions

1. 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.
2. The road design and streetscape design must be coordinate with MPW Staff in conjunction with Metro Planning. The road design should meet MPW Standards and the sidewalk/ street scape design should meet the standards of ADA and MPW. Lane widths, lane assignments, parking lane locations, etc. to be coordinated with the TIS approval. Pedestrian improvements, cyclist improvements, etc. to be coordinated with TIS approval.
3. All sidewalks along the public street should be located within the ROW.
4. Comply with the MPW Traffic Engineer conditions.
5. Indicate on the plans the location of Solid Waste and Recycling, as well as move in/ out zones. These locations should be from development's internal street network.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

Approved traffic conditions may be modified based on subsequent review and approval by the Metro Traffic Engineer and the Planning Commission of a new or revised Traffic Impact Study.

In accordance with, TIS findings, the developer shall comply with the TIS recommendations and the following:

1. The road cross sections, ROW and easements for private and public roads shall be determined prior to final SP approval. Additional traffic analysis may be required.
2. Additional analysis may be required as part of the final SP approval for the project's internal roads if one way travel operation is proposed.
3. At the intersection of 2nd Avenue, N. and Madison Street, dedicated left turn lanes may be required on the eastbound and westbound approaches of Madison Street as determined by the Metro traffic engineer during the submittal of the final SP. If required, each of these turn lanes should include at least 50 feet of storage and should be designed and constructed according to AASHTO standards with appropriate transitions.
4. Any proposed angled parking on the internal roads will require approval by the Metro Traffic Engineer.
5. If the entrances to the parking garage are gated, at least 25 feet should be provided between the gate and Madison Street / Monroe Street so that a vehicle can safely wait for the gate without stopping traffic on the main street. Also, gates should be designed to operate in a way that lets as many as three consecutive vehicles enter without closing the gate in between vehicles. In conjunction with construction documents, turning templates should be provided to show that moving vehicles and delivery vehicles will be able to complete turns into and out of the project accesses. Denial lanes may be required.

6. In conjunction with the restaurant(s) within the project site, no valet parking or taxi stands should be provided on 2nd Avenue, N. Specifically, any valet and taxi stands should be located on the project's internal roadway, immediately adjacent to the restaurant(s), and valet parking should be provided within the parking garage. Additional analysis may be required if valet circulation uses the public streets to access the garage facilities.
7. In conjunction with the multi-family units within the project site, no delivery or move-in/loading zones should be provided on 2nd Avenue, N. Specifically, delivery and move-in/loading zones should be established on the project's internal roadway. Final SP documents shall address loading zone locations.
8. Each of the multi-family buildings should have a designed trash collection area that can be accessed by trash trucks from Madison Street, Monroe Street, and the project's internal roadway in accordance with MPW standards.
9. At a minimum, provide parking per Metro Code.
10. Provide adequate sight distance at all proposed driveways and internal roads.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	2.37	0.6 F	61,942 SF	221	19	20

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	2.37	0.6 F	61,942 SF	221	19	20

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (230)	4.74	-	450 U	2381	172	207

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	4.74	-	25,000 SF	1108	28	82

Traffic changes between maximum: **IR** and **IG** and **SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+3,047	+162	+249

METRO SCHOOL BOARD REPORT

Projected student generation existing **IR** and **IG** district: 0 Elementary 0 Middle 0 High

Projected student generation proposed **SP-MU** district: 2 Elementary 1 Middle 3 High

The proposed SP-MU zoning district could generate 5 more students than what is typically generated under the existing IR and IG zoning district, utilizing the urban infill factor. Students would attend Buena Vista Elementary, John Early Middle School, and Pearl Cohn High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated September 2013.

STAFF RECOMMENDATION

Staff recommendation is to approve with conditions and disapprove without all conditions.

CONDITIONS

1. Permitted land uses shall be limited to multi-family residential, artisan distillery, and all other uses in MUG-A. Residential shall be limited to up to 450 units.
2. In order to enhance the safety of pedestrian traffic that is expected to be generated by this project, additional modifications to the intersection of 2nd Avenue and Madison Street will be required at the time the Final SP construction plans are developed. These improvements may include but not be limited to modification or removal of free flow turning movement(s), changes to pavement markings on Madison between 2nd Avenue and 3rd Avenue, and additional signage. These improvements shall be approved by Metro Planning and Public Works.
3. After complying with condition #2 above, to the greatest extent practicable, comply with Public Works conditions in regards to traffic improvements.
4. Prior to the issuance of any permits, provide documentation that notices have been sent to all property owners within 1,000 feet of the project boundary detailing the project's construction schedules and name, phone number and email of a contact person for questions regarding the project and construction.
5. Signage shall meet the standards of the MUL-A zoning district. The following types of signage are prohibited: LED and digital signs, pole signs, and billboards.
6. With the final site plan, primary pedestrian entrances shall be required from each building to the public right of way, or alternative design as approved by the Planning Commission.
7. With the submittal of the corrected copy, update the parking data to meet the requirements of the Zoning Ordinance for the UZO.
8. Finalized elevations shall be submitted with the final site plan. Elevations must be consistent with the Conceptual Elevations on Sheet A1.00, the Concept Imagery on Sheet A2.00, the specific design standards of the SP and shall include architectural elements for structured parking consistent with the remainder of the facade.
9. 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 MUG-A zoning district as of the date of the application request or application.
10. A corrected copy of the preliminary SP plan incorporating the conditions of approval by the Metro Council shall be provided to the Planning Commission prior to or with the final site plan application.
11. 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.
12. 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.

Ms. Milligan presented the staff recommendation of approval with conditions and disapproval without all conditions.

Hal Clark, 630 Southgate Ave, spoke in favor of the application and noted agreement with all conditions.

Commissioner Clifton closed the Public Hearing.

Mr. Adkins left the meeting at 4:42 p.m.

Mr. Gee moved and Mr. Haynes seconded the motion to approve with conditions and disapprove without all conditions. (7-0)

Resolution No. RS2014-300

"BE IT RESOLVED by The Metropolitan Planning Commission that 2014SP-081-001 is **Approved with conditions and disapproved without all conditions. (7-0)**"

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