

## 12. 2024SP-035-001

### 3525 CENTRAL PIKE

Council District 14 (Jordan Huffman)

Staff Reviewer: Savannah Garland

A request to rezone from CS to SP zoning for property located at 3525 Central Pike, approximately 325 feet west of Stoners Bend Drive, (2.12 acres), to permit a self-service- storage facility, requested by Dale & Associates, applicant; Donelson Property Group, owner.

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

### APPLICANT REQUEST

**Preliminary SP to permit a self-service storage use.**

#### Preliminary SP

A request to rezone from Commercial Service (CS) to Specific Plan (SP) zoning for property located at 3525 Central Pike, approximately 325 feet west of Stoners Bend Drive (2.12 acres), to permit a self-service storage use.

### 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-Commercial (SP C) 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 a self-service storage.

### DONELSON-HERMITAGE-OLD HICKORY COMMUNITY PLAN

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands, and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed.

T3 Suburban Community Center (T3 CC) is intended to enhance and create suburban community centers that serve suburban communities generally within a 10-to-20-minute drive. They are pedestrian friendly areas, generally located at prominent intersections that contain mixed use, commercial and institutional land uses, with transitional residential land uses in mixed use buildings or serving as a transition to adjoining Community Character Policies. T3 CC areas are served by highly connected street networks, sidewalks and existing or planned mass transit leading to surrounding neighborhoods and open space. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle, and vehicular connectivity.

### SITE CONTEXT AND REQUEST DETAILS

The approximately 2.12-acre site is located on the north side of Central Pike with a railroad line abutting the eastern property line. The surrounding zoning districts are commercial and industrial. The property is vacant and surrounded by office/medical, commercial, and industrial uses. The subject site has frontage on Central Pike, an arterial boulevard as classified by the Major and Collector Street Plan (MCSP) and is adjacent to an existing rail line along the eastern boundary.

#### Site Plan

The plan proposes a self-service storage building with a maximum of three stories and up to 112,000 square feet of total building area. The proposed storage facility has one point of access from Central Pike located on the western portion of the site. Four parking spaces are required per the Metro Zoning Code, and 13 parking spaces are provided. The current right-of-way width along the Central Pike frontage exceeds the right-of-way width required by the MCSP. The plan shows an existing 8-foot sidewalk and 6-foot planting strip. The plan includes elevations for all sides of the proposed building. Building materials include architectural metal panels with three-foot brick wainscot and 1,600 square feet of glazing on the primary façade.

### ANALYSIS

The proposed SP is located in an area of Suburban Community Center (T3 CC) policy characterized by previously developed non-residential uses, including low-slung commercial, office/medical, and industrial uses. The site is also adjacent to an industrial policy area to the east, on the opposite side of the railroad, and on the other side of Central Pike. Staff finds that the proposed SP use is compatible with the development character of the T3 CC policy area at this location. The proposed height is a maximum of three stories in 45 feet which is consistent with the height guidance in the T3 CC policy. The requested SP would permit additional FAR beyond the FAR permitted by the existing CS zoning, but the maximum height proposed by the plan is more restrictive than the height permitted by CS, where there is no maximum overall height. The SP also includes glazing and façade standards, and conceptual

September 12, 2024 Planning Commission meeting.

elevations have been included with the plan. The existing sidewalk and grass strip along the site's frontage comply with the MCSP requirements. The subject parcel does have some conservation policy on the front and rear portions of the parcel due to pockets of potential steep slopes, but the proposed building footprint is located outside of the areas with steeper slopes. Public utility and drainage easements have been established in these areas.

#### **FIRE MARSHAL RECOMMENDATION**

##### **Approve with conditions**

- Shared access agreement will be required prior to issuance of construction permit.

#### **NASHVILLE DOT RECOMMENDATION**

##### **Approve with conditions**

- Final construction plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions. Any proposed roadway sections, ramps, sidewalks, curb & gutter, etc. shall be designed and called out per NDOT detail standards.
- Note: A private hauler will be required for waste/recycle disposal. Contact Metro Water services for waste disposal requirement (solidwastereview@nashville.gov).
- Additional 1-1/2' mill and overlay may be required to cover full extents of utility work in public ROW. (cont.) Extents to be coordinated in field with NDOT inspector.
- Include existing and proposed grades on profile view exhibits. With new site access ramp proposed, the existing curb cut off Central Pike shall be closed. Per recorded plat, note (17.) 'Any access from lot 2 to Central Pike shall have adequate sight distance per AASHTO standards.'
- With final SP submittal, Submit Stopping Sight Distance (include Intersection Sight Distance-ISD as well, turning out from a stop position), per AASHTO (green book). Submit exhibit w/ the following: State what's required versus what's available be it existing and proposed grades. Based on the required sight triangle legs, show profile views w/ line of sight between turning and approaching vehicles.

#### **TRAFFIC AND PARKING RECOMMENDATION**

##### **Approve with conditions**

- An MMTA will not be required for this development. The applicant has submitted a TIS waiver due to the low trip generation for the proposed self storage.
- Prior to Final SP approval the applicant shall submit a sight distance exhibit for their proposed access on Central Pike, see NDOT roads comments for more details.

#### **WATER RECOMMENDATION**

##### **Approve with conditions**

- Approved as a Preliminary SP only. Public and/or private Water and Sanitary Sewer construction plans must be submitted and approved prior to Final Site Plan/SP approval. The approved construction plans must match the Final Site Plan/SP plans. Submittal of an availability study is required before the Final SP can be reviewed. Once this study has been submitted, the applicant will need to address any outstanding issues brought forth by the results of this study. A minimum of 30% W&S Capacity must be paid before issuance of building permits.

#### **STORMWATER RECOMMENDATION**

##### **Approve with conditions**

- Preliminary approval only. Final submittal to meet requirements of Stormwater Management Manual.

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

| <b>Land Use<br/>(ITE Code)</b> | <b>Acres</b> | <b>FAR/Density</b> | <b>Total<br/>Floor<br/>Area/Lots/Units</b> | <b>Daily Trips<br/>(weekday)</b> | <b>AM Peak<br/>Hour</b> | <b>PM Peak<br/>Hour</b> |
|--------------------------------|--------------|--------------------|--------------------------------------------|----------------------------------|-------------------------|-------------------------|
| Retail<br>(820)                | 2.12         | 0.6 F              | 55,408 SF                                  | 2,092                            | 52                      | 211                     |

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

| <b>Land Use<br/>(ITE Code)</b> | <b>Acres</b> | <b>FAR/Density</b> | <b>Total<br/>Floor<br/>Area/Lots/Units</b> | <b>Daily Trips<br/>(weekday)</b> | <b>AM Peak<br/>Hour</b> | <b>PM Peak<br/>Hour</b> |
|--------------------------------|--------------|--------------------|--------------------------------------------|----------------------------------|-------------------------|-------------------------|
| Mini-Warehouse<br>(151)        | 2.12         | 1.22               | 112,664 SF                                 | 170                              | 12                      | 19                      |

September 12, 2024 Planning Commission meeting.

Traffic changes between maximum: **CS and SP**

| Land Use<br>(ITE Code) | Acres | FAR/Density | Total<br>Floor<br>Area/Lots/Units | Daily Trips<br>(weekday) | AM<br>Peak<br>Hour | PM Peak<br>Hour |
|------------------------|-------|-------------|-----------------------------------|--------------------------|--------------------|-----------------|
| -                      | -     | -           | -                                 | -1,922                   | -40                | -192            |

#### **METRO SCHOOL BOARD REPORT**

As the proposed SP would not permit residential uses, it is not expected to generate any additional students.

#### **STAFF RECOMMENDATION**

Staff recommends approval with conditions and disapproval without all conditions.

#### **CONDITIONS**

1. Permitted uses shall be limited to a maximum of 112,000 square foot self-service storage.
2. On the corrected copy, update the fallback zoning on the coversheet based on the fallback zoning provided in these conditions.
3. On the corrected copy, clearly label easements as existing or proposed. If existing, include recorded instrument number. If proposed, easements shall be recorded prior to final plat approval, if platted, or prior to issuance of building permits, if not platted.
4. With the final site plan, architectural elevations consistent with the elevations provided with the preliminary SP shall be provided.
5. The requirements for 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.
6. Comply with all conditions and requirements of Metro reviewing agencies.
7. Final plat may be required prior to permitting.
8. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations, and requirements for the CS zoning district as of the date of the applicable request or application. Uses are limited as described in the Council approved ordinance.
9. 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 or with final site plan application.
10. The preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
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 principals 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 final site plan shall label all internal driveways as "Private Driveways". A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.

**Approve with conditions and disapprove without all conditions. (7-0)**

#### **Resolution No. RS2024-212**

"BE IT RESOLVED by The Metropolitan Planning Commission that 2024SP-035-001 is approved with conditions and disapproved without all conditions. (7-0)

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September 12, 2024 Planning Commission meeting.

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