STAFF CASE REPORT TO PLANNING COMMISSION

Case Number:	**2014-130**	**PC Meeting Date:** 12-8-14
Applicant Request:	**Rezone from M-1 Manufacturing Zone to C-3 Central Business Zone**	
Property Location:	**1437 and 1439 Market Street**	
Property Owner:	**Thomas Johnson**	
Applicant:	**Thomas Johnson**	
Staff Recommendation:	**APPROVE with conditions as shown**	

PROJECT ANALYSIS

RPA Land Use & Transportation Comments

Project Description

The applicant plans to renovate the existing building to accommodate a new tenant. The Hot Chocolatier currently occupies one side of the building (approximately 2,300 square feet). The new tenant will be a micro-distillery, with approximately 2,600 square feet.

Site Description

The 0.167-acre lot contains one existing building. As the existing building occupies the majority of the lot, there is no room for on-site parking. On-street parking adjacent to the building is available along Market Street and a public parking garage (Shuttle Park South) is located across Market Street. The rear alley is open and will be used for deliveries.

Surrounding uses include a mix of retail, restaurants, offices, residential, and the Choo Choo complex directly across Market Street.

Zoning History

This site is currently zoned M-1 Manufacturing, as is the property to the immediate south and the Choo Choo complex across Market Street. Many other lots in the vicinity have been rezoned from M-1 Manufacturing Zone to C-3 Central Business Zone in recent years to accommodate urban, mixed use redevelopment.

Plans/Policies

This site is within the 2004 Downtown Plan area. The Downtown Plan recommends a diverse mix of uses throughout the area and the adaptive reuse of existing buildings. The Downtown Plan also recognizes the challenge of providing on-site parking in the urban area and promotes the use of on-street and public parking. Within the Market and Main Streets area, the Downtown Plan specifically recommends “an entertainment district, including music venues and restaurants on the ground floor.”

City Departmental Infrastructure & Operational Comments

All land development projects are reviewed by City Engineering & Water Quality staff, Transportation Department staff, and the Land Development Office staff. In addition to the requirements of the City of Chattanooga Zoning Ordinance, all land development is further required to comply with current City of Chattanooga traffic regulations, building and development codes, storm water/water quality regulations, and the landscape ordinance.

RPA Summary

The proposed zoning and reuse of the existing building is consistent with the recommendations of the Downtown Plan and with surrounding redevelopment and land uses. The RPA recommends approval of the applicant's request to rezone from the M-1 Manufacturing Zone to C-3 Central Business Zone with the following conditions:

1. **Review.**
   The following review shall be required to promote compliance with the Downtown Plan, to help ensure that new development complements the existing urban fabric, and to promote the preservation of historically or architecturally significant structures.
   A. For any activity requiring a land disturbing permit, non-residential building permit, or residential building permit for structures with more than 2 units, and excluding all interior renovations:

      (1) The Applicant is required to schedule a meeting with the Community Design Group during the concept development phase of site design.

      (2) The Applicant is required to schedule a pre-submittal meeting with the City's Land Development Office.

      (3) All site layout plans, landscaping plans, and building elevations required by the Land Development Office shall also be reviewed by the Community Design Group prior to approval.

   B. For any activity requiring a residential building permit for new construction:

      (1) The Applicant shall provide illustrations, such as specifications, photographs, or other images, to the Community Design Group for review of the work to be completed.

2. **Setbacks.**

   A. For new multi-family buildings three (3) stories in height or greater, and for all new non-residential buildings, a zero building setback is required along the street frontage.

      (1) To accommodate outdoor pedestrian activities including a park, plaza, or outdoor dining, a greater setback is permitted if a street edge delineating the public and private space is provided in accordance with Condition 6.A.

   B. For new single-family detached, duplex, townhome, and multi-family structures less than three (3) stories in height, building setbacks shall be consistent with the existing setbacks on the same side of the street.

   C. For properties fronting the Tennessee River, a public easement a minimum of thirty-five (35) feet in width shall be provided along the river for the continuation of the Riverwalk.

3. Height Requirements.

A. The minimum height of new nonresidential buildings shall be eighteen (18) feet.

B. The maximum height of all new nonresidential buildings and new multi-family buildings shall be five (5) stories.

4. Access to sites and buildings.

A. New curb cuts shall not be permitted on the primary, or highest order street, that a property fronts, except when there is no alley or secondary street to provide access. The permitting and location of curb cuts on primary streets shall be approved by the City Traffic Engineer based on vehicular and pedestrian safety concerns.

B. Alleys, where they exist, shall be used as the principal vehicular access.

C. In the absence of alleys, the secondary, or lower order street, shall be used as the principal vehicular access.

D. Shared drives should be used wherever possible.

E. The primary pedestrian entrance to new buildings shall be provided from the primary street.

5. Off-street parking.

A. New off-street parking shall not be permitted between a building and the primary street frontage.

B. For new construction of a primary building, or improvements altering more than 25% of the parcel that is covered in pavement (including gravel, impervious surfaces, and pavers), the following is required:

(1) Off-street parking fronting a public street shall be screened from the right-of way with a street edge in accordance with Condition 6.A. Front end in or parallel parking along alleys is exempt from this requirement.

(2) Surface parking lots shall be landscaped with a minimum of one (1) Class I shade tree for every five parking spaces. Where conflicts with overhead utility lines exist, Class II shade trees may be used.

C. Garages for new residential dwellings shall be located behind the primary building.

D. There are no minimum requirements for the quantity of off-street parking spaces. However, site plans shall indicate the quantity and location of off-street parking provided, along with the following information:

(1) Proximity to transit stops

(2) Provision of bicycle facilities
(3) Availability of adjacent on-street parking, proximity to public parking facilities, shared private parking, or leased off-site parking
(4) Type of uses and hours of operation
(5) Square footage of commercial uses or number of residential units
(6) Fire Department access

6. Street Frontage.

A. Where a street edge is required, it shall be provided as follows:

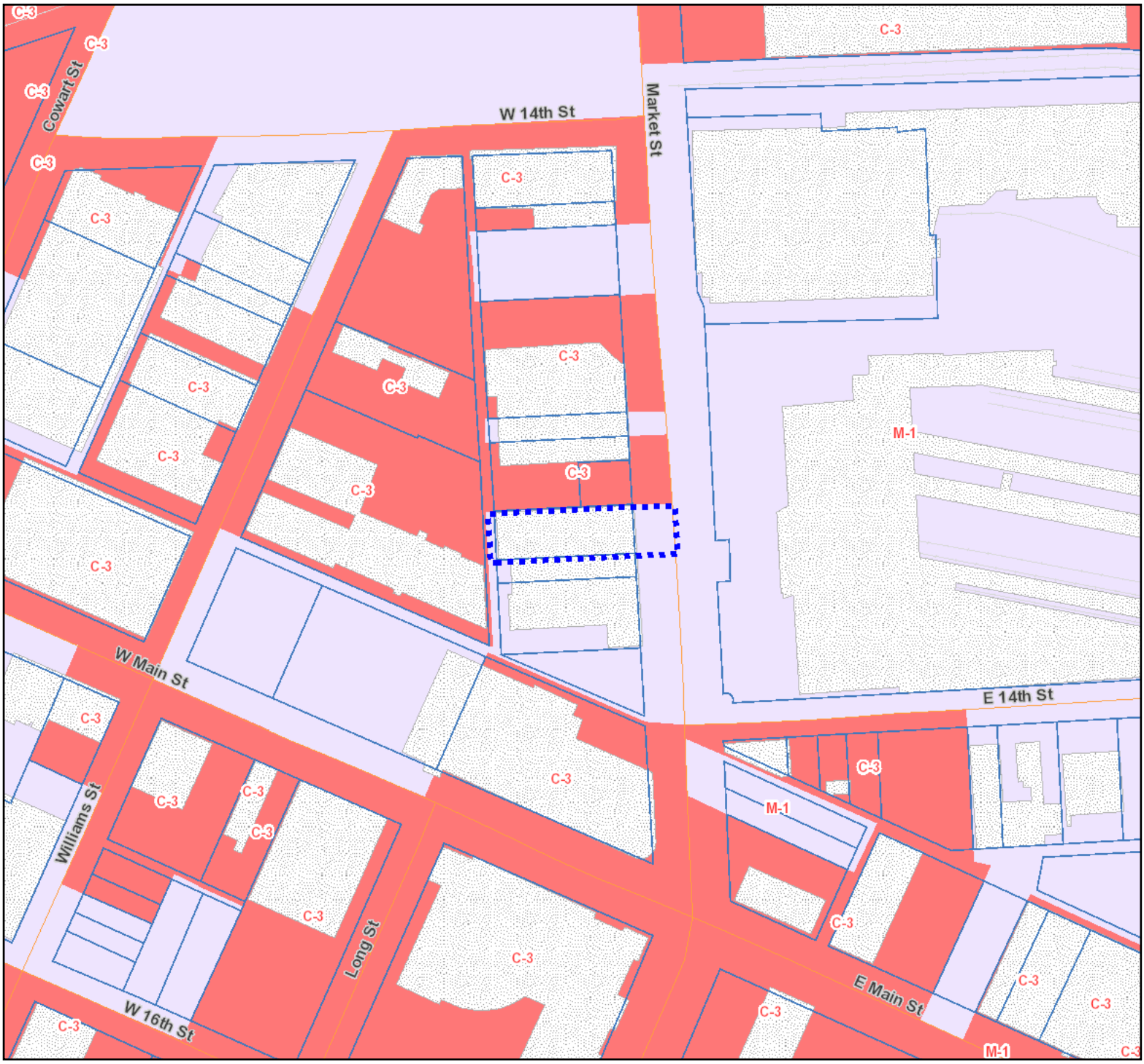
(1) The street edge shall have a minimum height of three (3) feet and a maximum height of four (4) feet above grade and shall consist of:

a. Brick, stucco, or stone walls (concrete block is permitted if faced with said materials); or
b. A decorative metal fence with landscaping a minimum of 3 feet in height at maturity, providing a year-round near opaque screen; or
c. An evergreen hedge, with a minimum height at maturity of 3 feet.
d. Highway-style guardrails or security fencing (e.g. chain link) shall not be permitted.

(2) Ground floor openings (doors and windows) shall constitute a minimum of 50 percent of the ground floor façade area for new non-residential buildings.

(3) No security-type roll up metal doors shall be newly installed where they would front streets other than interior block alleys.

(4) All dumpsters and mechanical equipment shall be placed to the rear of the property and shall be screened from all public rights-of-way.



2014-130 Rezoning from M-1 to C-3

North

150 ft

Chattanooga Hamilton County Regional Planning Agency

RPA