

STAFF CASE REPORT TO PLANNING COMMISSION

Case Number:	2014-105	PC Meeting Date: 10-13-14
Applicant Request:	Rezone from M-1 Manufacturing Zone to C-3 Central Business Zone	
Property Location:	1812, 1816, 1818 Madison Street	
Property Owner:	Joyce Douglas	
Applicant:	Charles Ankar	
Staff Recommendation:	APPROVE with the conditions stated below	

PROJECT ANALYSIS**RPA Land Use & Transportation Comments****Project Description**

The applicant is proposing to re-subdivide the property in order to construct single family residences.

Site Description

The 0.15 acre site consists of three parcels of property, currently vacant and proposed to be re-subdivided into three (3) lots for residential use. Each proposed lot size ranges from 2,100 to 2,284 square feet in area. Jefferson Heights Park is located immediately across Madison Street from these three (3) lots. The properties to the north and west are residential and are zoned either R-3 Residential Zone or C-3 Central Business Zone. Properties to the south are manufacturing. A railroad line borders the property on the east side.

Zoning History

This site has had no recent rezoning change. Properties to the north have been rezoned to C-3 Central Business Zone in 2007 and 2014.

Plans/Policies

This site is within the 2004 Downtown Plan, which calls for a range of new housing to be built around Jefferson Heights Park. *"The mix should include single family housing, duplexes and apartment units."*

The Downtown Plan also addresses access and parking. Multiple driveways along a street *"interrupt the quality of the pedestrian experience and discourage walking. Side streets and alleys should be used for vehicular access. Off-street parking should be provided to the rear of buildings."* The existing residences to the immediate north of these three (3) lots conform to these guidelines by using shared drives to access parking to the rear of the homes.

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 single-family use is in keeping with the 2004 Downtown Plan and with the recent surrounding residential development, however the submitted site plans indicate separate driveways for each lot and garages fronting the street, which is not in keeping with the Downtown Plan or the

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surrounding residential development. Approval of the C-3 Central Business Zone is recommended 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.

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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 shall be used for adjacent lots.
- 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:

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- (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.