

PLANNING COMMISSION CASE REPORT

Case Number: 2015-049

PC Meeting Date: 04-13-15

Applicant Request

M-1 Manufacturing Zone to C-3 Central Business Zone

Property Location:	1700 Broad Street
Property Owner:	Southside Centre, LLC
Applicant:	John Straussberger

Project Description

- Redevelop an existing one/two-story building to accommodate 15 residential units and 20,000 square feet of retail and office uses) on a 1.65 acre site
- Building to front West 17th Street; parking lot entrances on Broad Street and Cowart Street.
- The primary commercial entrance will be off the existing parking lot, but individual residential entries will front West 17th Street.
- Most of the existing building is a tall one-story, but a portion of it is 2-story.

Site Analysis

Site Description

- The 1.65-acre site occupies the entire block located between Broad and Cowart Streets and West 17th and West 18th Streets.
- Access: Currently, access to the site is only from Broad Street.
- Development form: There is a mixture of one, two, and three story buildings within a 500-foot radius of this downtown urban site.
- Land Uses: Warehouse and commercial uses to the west; non-residential uses to the north; a mix of residential and non-residential uses to the south and east.

Zoning History

- The site is currently zoned M-1 Manufacturing.
- All adjacent zoning on the north, south, and east is C-3 Central Business Zone.
- There has been no recent zoning activity on this site.

Plans/Policies/Regulations

- The M-1 Manufacturing Zone does not allow residential uses.
- The C-3 Central Business Zone permits residential and non-residential uses but with a required urban development form.
- The Downtown Plan (adopted by City Council in 2004) recommends:
 - A diverse mix of uses, including residential wherever possible;
 - A minimum density of 12 units per acre;
 - Curb cuts should not be added to major downtown streets. Side streets and alleys should be used for vehicular access; and
 - Parking that fronts a street should be screened.

Key Findings

- The proposal is supported by the adopted Land Use Plan which recommends a diverse mix of uses.
- The proposed use is consistent with surrounding uses.
- The proposal is consistent with the development form of the area.
- The proposed residential density is compatible with the surrounding densities.
- The proposed structure does not raise concerns regarding location, lighting, or height.
- The proposal would be an extension of an existing zone.
- The proposal would set a positive precedent for future requests.

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Staff Recommendation

Approve 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.

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.

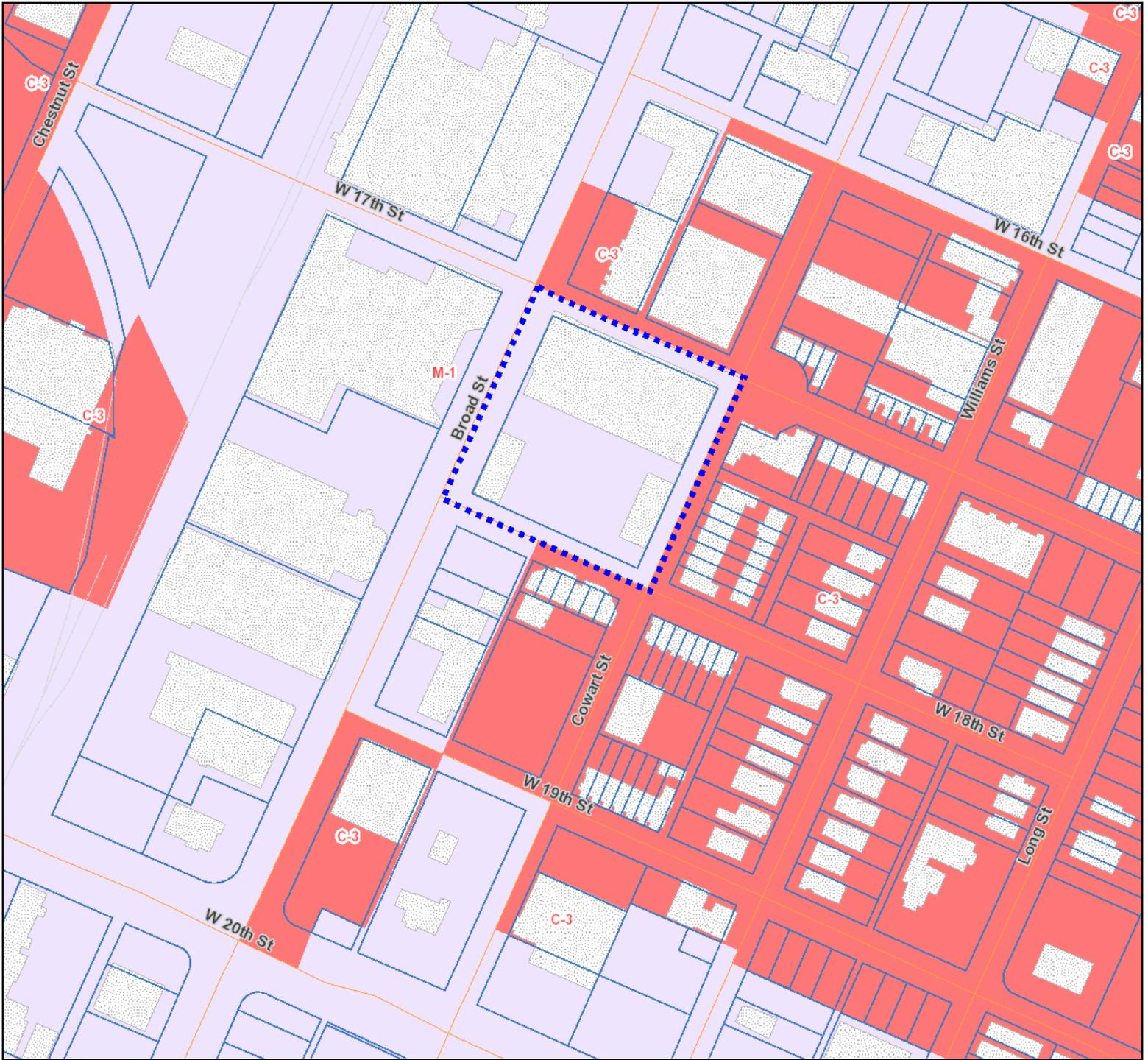
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5. Off-street parking.

- 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:
 - (2) Brick, stucco, or stone walls (concrete block is permitted if faced with said materials); or
 - (3) A decorative metal fence with landscaping a minimum of 3 feet in height at maturity, providing a year-round near opaque screen; or
 - (4) An evergreen hedge, with a minimum height at maturity of 3 feet.
 - (5) Highway-style guardrails or security fencing (e.g. chain link) shall not be permitted.
- B. Ground floor openings (doors and windows) shall constitute a minimum of 50 percent of the ground floor façade area for new non-residential buildings.
- C. Eighty percent (80%) of the ground level building façade, facing primary streets, shall be designed as leasable space and shall not include parking lots. The remainder of the ground floor may be designed to incorporate parking, provided the parking is completely screened from public view.
- D. No security-type roll up metal doors shall be newly installed where they would front streets other than interior block alleys.
- E. All dumpsters and mechanical equipment shall be placed to the rear of the property and shall be screened from all public rights-of-way.



2015-049 Rezoning from M-1 to C-3



200 ft

Chattanooga Hamilton County Regional Planning Agency

