

PLANNING COMMISSION CASE REPORT

Case Number: 2015-094

PC Meeting Date: 08-10-15

Applicant Request**Rezone from M-1 Manufacturing to C-3 Central Business Zone**

Property Location:	2100 Broad St, 310 West 21st Street, and 300 block of West 21st Street
Property Owner:	Henry Franklin
Applicant:	Tom Kale, Jr.

Project Description

- Current conditions: This rezoning request encompasses three parcels that are under one ownership. A total of two existing buildings are located on these three parcels.
- Proposal: Convert the existing one-story structure (1,200 square feet) at 310 West 21st Street to a “live-work” building to function as an office/residence for up to two tenants. The owner has no plans to change the existing building at 2100 Broad Street.
- Proposed Access: Parking access from West 21st Street
- Proposed Development Form: 1-story existing buildings

Site Analysis**Site Description**

- Location: The ½-acre site is located on the south side of West 21st Street between Broad Street and Williams Street directly adjacent to the Interstate 24 on-ramps.
- Current Access: West 21st Street.
- Current Development form: There are mostly one-story buildings within a 4-block distance of this downtown urban site.
- Current Land Uses: There is a mixture of warehousing and other non-residential uses within a 4-block distance of this site.

Zoning History

- The site is currently zoned M-1 Manufacturing.
- Most properties within a 500-foot radius of the site are zoned M-1 Manufacturing. Some C-3 Central Business zoning exists one block north of the site. The property to the east is zoned C-2 Convenience Commercial.
- There has been no recent zoning activity on this site.

Plans/Policies/Regulations

- The Downtown Plan (adopted by City Council in 2004) recommends mixed use development, including residential, in the general vicinity.
- The M-1 Manufacturing Zone permits most types of non-residential uses, but does not permit residential uses.
- The C-3 Central Business Zone permits residential and non-residential uses but with a required urban development form.
- These properties are included in the Form-Based Code (FBC) study area and, currently, the proposed FBC zone for this area is Mixed Use (MX-6) with a maximum of 6 stories.

Key Findings

- The proposal is supported by the recommendations of the adopted Land Use Plan for the area as it incorporates mixed use development and the reuse of existing buildings.
- The proposed use is compatible with surrounding uses.
- The proposal is consistent with the development form of the area.
- The proposed structure does not raise concerns regarding location, lighting, or height.
- The proposal would not 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.
 - (2) For multi-family buildings three (3) stories in height or greater, a greater setback is permitted if entrances to individual units front the street.
- 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 six (6) 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.

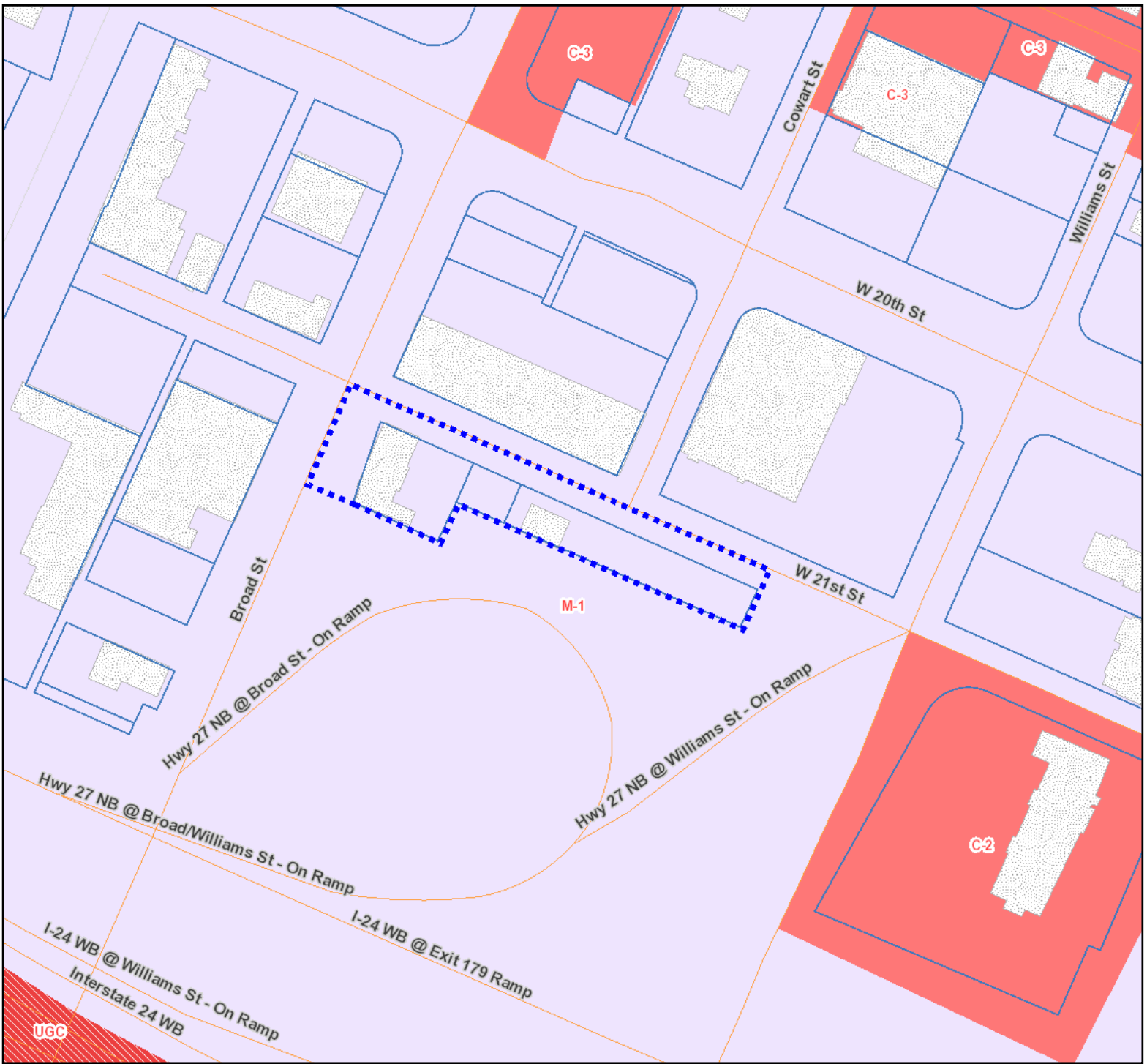
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5. Off-street parking.

- 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.
 - a. 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.



2015-094 Rezoning from M-1 to C-3

150 ft

Chattanooga Hamilton County Regional Planning Agency



BROAD STREET

20TH STREET

J. PALMER

U HAUL

THURMAN-BRYANT
ELECTRIC SUPPLY CO.

TDOT R.O.W.

US 27

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Google earth

35°01'54.51" N 85°18'48.94" W elev 664 ft eye alt 1068 ft