

PLANNING COMMISSION CASE REPORT

Case Number: 2015-141

PC Meeting Date: 11-09-15

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

Property Location:	1920 Chestnut Street, 1817 Broad Street, 423 W. 20th Street
Property Owner:	Wise Properties, LLC
Applicant:	Wise Properties, LLC

Project Description

- Proposal: Develop 3.5-acre site with 179 apartments units, warehousing, retail, and dog grooming/boarding.
- Proposed Access: Chestnut Street and Broad Street. The applicant is proposing to build a new private road on the railroad right-of-way between Broad and Chestnut Streets at 20th Street. He is currently negotiating the land sale with the railroad company.
- Proposed Development Form: 1 to 4-story buildings.

Site Analysis**Site Description**

- Location: The 3.5-acre site is located between Chestnut Street and Broad Street at West 20th Street.
- Current Access: Chestnut Street and Broad Street.
- Current Development form: There is a mixture of one- to four-story buildings within a 500 foot radius of this downtown urban site.
- Current Land Uses: A mix of restaurants, office, retail, and warehousing uses are located north and east of the site. Warehousing, auto service, and salvage uses are located across West 20th Street to the south. Finley Stadium and surface parking are located west of the site.

Zoning History

- The site is currently zoned M-1 Manufacturing.
- The properties to the north are zoned C-3 Central Business Zone and M-1 Manufacturing. The properties to the east are zoned C-3 Central Business Zone and M-1 Manufacturing. The property to the south is zoned M-1 Manufacturing. The property to the west is zoned C-3 Central Business Zone.
- The nearest C-3 zone (same as the request) is adjacent to the site to the north and west along Chestnut Street.
- There has been no recent zoning activity on this site.

Plans/Policies/Regulations

- The Downtown Plan (adopted by City Council in 2004) recommends the following:
 - A mix of uses and a diversity of housing with minimum densities of 12 units per acre. Significantly higher densities are preferred.
 - Downtown buildings should have an urban form.
 - Off-street parking should be provided to the rear of buildings.
- 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.

Key Findings

- The proposal is supported by the recommendations of the adopted Land Use Plan for the area as it includes a mix of uses, including multi-family housing.
- The proposed uses are compatible with surrounding uses.
- The proposal is consistent with the development form of the area.

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- The proposed residential density is higher than that of the closest residential developments along Cowart, 18th and 19th Streets, but higher densities are recommended in the Downtown Plan.
- The proposed structures do 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.
- The Chattanooga Department of Transportation requests the new 63-space parking lot on the northwest corner of the site be connected to the proposed new private road in the railroad right-of-way in order to provide better access and circulation.
- The Chattanooga Department of Transportation and the Land Development Office request that new parking lots be paved and striped, due to the negative impacts that parking lots made of gravel or crusher run are having on neighboring properties, and in the Central Business District as a whole. Such impacts include the following:
 - Airborne particulate affecting air quality.
 - Sediment clogging the infrastructure in the Combined Sewer Overflow, decreasing water quality, and causing additional problems for the Consent Decree program.
 - Loose gravel creating slip and fall hazards in pedestrian zones.
 - Inability to create appropriate landscape islands without City standard curbs to:
 - Separate high pH gravel from the low pH required for trees to live, and
 - Direct traffic within parking lots.
 - Poor quality of materials and construction is detrimental to City economic development.

Staff Recommendation

Approve, 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.

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- (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 four (4) 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. For large sites with a limited existing interior street network, the new development shall include a network of connected interior streets, with buildings fronting those streets, to be reviewed and approved by the Chattanooga Department of Transportation.
 - F. The primary pedestrian entrance to new buildings shall be provided from the primary street.
 - G. Provide a vehicular drive connecting the parking lot on the northwest corner of the site to the proposed new road in the railroad right-of-way.
- 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
- E. Pave and stripe all new surface parking lots.

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 of non-residential buildings, 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.