

PLANNING COMMISSION CASE REPORT

Case Number: 2016-051

PC Meeting Date: 04-11-16

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

Property Location:	24 East 14th Street
Property Owner:	Mark Neal
Applicant:	Duane Carleo

Project Description

- Proposal: Develop 0.19-acre site with a new construction 4-story building and to restore existing 2-story building for mixed-use to include 10 residential dwelling units.
- Proposed Access: Main entrance on East 14th Street and secondary entrance on a public alley.
- Proposed Development Form: 4-story building fronting East 14th street with a second building fronting public alley at the south end of site.
- Proposed Density: Approximately 52.6 dwelling units per acre.

Site Analysis**Site Description**

- Location: The 0.19 acre site is located on the south side of East 14th Street approximately 300 feet from the Market Street and East 14th Street intersection.
- Current Access: Main entrance on East 14th Street and secondary entrance on a public alley.
- Current Development form: There is a mixture of one, two, three, and four story buildings within a 500 foot radius of this downtown urban site. The site is located across the street from the historic Chattanooga Choo Choo Terminal. Buildings in the area are predominately urban in nature with no setback from the right-of-way and utilizing on-street parking.
- Current Land Uses: The property to the north is the historic Chattanooga Choo-Choo Terminal with hotel, residential and restaurant uses. The property to the east is storage facility. The properties to the south are various retail shops, offices, residences, and restaurants. The properties to the west are a mix of commercial and restaurant.
- Current Density: Average density in the area is difficult to calculate due to the mix of residential uses commercial uses, and vacant lots on non-typical sized lots.

Zoning History

- The site is currently zoned M-1 Manufacturing zone.
- The properties to the north and west are C-3 Central Business Mix. The properties to the east and south are a mix of M-1 Manufacturing Zone and C-3 Central Business Zone.
- The nearest C-3 Central Business Zone (same as the request) is adjacent to the site which was rezoned from M-1 Manufacturing Zone to C-3 Central Business Zone in 2015 (Ordinance #12979).

Plans/Policies/Regulations

- The Downtown Plan (adopted by City Council in 2004) recommends developing the area near Main and Market Streets as an entertainment district, including music venues and restaurants. The adaptive reuse of the existing urban structure is also encouraged.
 - The site is located within the Market and Main Historic District, which is part of the National Register of Historic Places
- 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.

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Key Findings

- The proposal is supported by the recommendations of the adopted Land Use Plan for the area based on the urban aspect of the project and C-3 Central Business Zone.
- The proposed use is compatible 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 not set a precedent for future requests.

Departmental Comment

- The Chattanooga Department of Transportation is actively developing new plans for the design of East 14th street.

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, 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 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. 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:
 - (2) Brick, stucco, or stone walls (concrete block is permitted if faced with said materials); or

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- (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.