

PLANNING COMMISSION CASE REPORT**Case Number: 2016-169****PC Meeting Date: 11-14-16****Applicant Request****Special Permit for a Planned Unit Development**

Property Location:	1063 Shallowford Road
Property Owner:	David Gardner
Applicant:	David Gardner

Project Description

- Proposal: Develop 9.26-acre site with a subdivision for 25 single-family detached dwellings.
- Proposed Access: Entrance on Shallowford Road.
- Proposed Development Form: A subdivision of dwellings fronting on a new cul-de-sac road.
- Proposed Density: Approximately 2.7 dwelling units per acre.

Site Analysis**Site Description**

- Location: The site fronts Shallowford Road approximately 200' west of the Shallowford Road and Talley Road intersection. The site also sits at the eastern dead-end of Hoyt Street.
- Current Access: Site has access to Shallowford Road and Hoyt Street
- Current Development form: The site is currently vacant with steep topography on the western portion of the site. The site is surrounded by single-family detached dwellings.
- Current Density: Average residential density in the area is 3.4 dwelling units per acre for the 31 lots surrounding the site. This density does not include the 1.2 acre lot abutting the site to the east (density of 0.83 dwelling units per acre) which is substantially larger than any other lot abutting the site.

Zoning History

- The site is currently zoned R-1 Residential Zone.
- The properties surrounding the site are R-1 Residential Zone.
- There has been no recent zoning activity on this site.

Plans/Policies/Regulations

- The Eastdale Plan (adopted by City Council in 1989) recommends single-family residential and preserving open space for this site.
- An R-1 Planned Unit Development (PUD) permits any residential type with a maximum allowable density of 5 dwelling units per acre.

Key Findings

- The proposal is supported by the recommendations of the adopted Land Use Plan for the area which recommends preserving open space and single-family residential uses.
- The proposed use is compatible with surrounding uses.
- The proposal is not consistent with the development form of the area based on the smaller lot frontages being proposed.
- The proposed residential density is compatible with the surrounding densities.
- The proposed structures do not raise concerns regarding location, lighting, or height.
- The proposal would not set a precedent for future requests.
- Chattanooga Department of Transportation notes per standards adopted by City Code (ITE Designing Walkable Urban Thoroughfares, pg 32): "Local streets should be configured in a fine-grained, multimodal network internal to the neighborhood, with many connections to the system of thoroughfares. Where streets cannot be fully networked, they should be supplemented by pedestrian and/or bike-pedestrian facilities to provide the desired connectivity. Pedestrian facilities should be spaced so block lengths in less dense areas (suburban or general urban) do not exceed 600 feet

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(preferably 200 to 400 feet) and relatively direct routes are available." Due to challenges in existing terrain, pedestrian connectivity should be provided from Hoyt Street in lieu of street connectivity. Pedestrian linkage can either connect northerly towards the proposed cul-de-sac or south towards Shallowford Road following the escarpment, and could be located within a new community lot.

Staff Recommendation

Approve, subject to the following conditions:

1. To ensure preservation of the steep topography and open space, add a Community Lot to the western portion of the site described as follows: beginning at the southwest corner of the site then eastward along the Shallowford Road right-of-way for 200'; then northward to a point on the northern property line located 100' from the northwest corner; then westerly to the northwest property line; then southward following the western property line back to the beginning point.
2. Provide a pedestrian trail within the Community Lot specified in Condition #1 that provides a connection between Hoyt Street and either the proposed cul-de-sac or Shallowford Road.

Note: Approval of a Planned Unit Development (PUD) is not an approval of curb cuts, road intersections, curve radii, right-of-way width or other similar items. The applicant is encouraged to consult with the Transportation or Engineering Department for technical design requirements.