

Overview

Following the completion of the Prince Avenue Corridor Study and the Oak/Oconee Corridor Study, the Mayor and Commission prioritized the implementation efforts identified in both studies and directed the Planning Department to first prepare a Complete Streets policy that applied to the community as a whole. This policy was adopted in December 2012. The next implementation effort identified was the zoning analysis of Prince Avenue, which began in December 2012. The primary intended outcome of the zoning analysis is the creation of a new commercial zoning category (and associated development standards) designed to recognize the unique character and established development forms found along those sections of Prince Avenue that are immediately adjacent to residential areas and on comparatively small lots. This new zone has been referred to as the CNE Zone (Commercial-Neighborhood Established).

It is the Planning Department's intention that the proposed zoning changes will serve to reinforce Prince Avenue's existing character in the places that need added protection, and will support future, context-sensitive development opportunities in the sections that can accommodate that activity. A brief overview of the proposed zoning changes are presented below.

Commercial-Neighborhood Established (CNE) Zone – Purpose

The CNE Zone is intended to be used in areas where the “established” character is not conducive for more than modest-scale development. The proposed CNE zone would be applied where (1) the existing development pattern is defined by shorter building heights, shallow lot depths, and historic architectural forms; (2) on properties that are situated in very close proximity to single-family residential uses; and (3) in areas where high pedestrian activity exists or is anticipated. To this end, Planning Staff has developed a map depicting proposed locations for the new CNE zone.

Commercial-Neighborhood Established (CNE) Zone – Proposed Uses and Use Limitations

Permitted Uses: Dwellings Above or Below Businesses; Multifamily dwellings (L15*); Home Occupation; Hostels; Bed and Breakfast; Retail Sales and Service (L3); Restaurant or Bar (L2 – 2,500 s.f. max.); Professional Services and Office (L4*); Laundry Facilities; Administrative or Research Facilities (L4*); Temporary Uses; Bakeries (L2 – 2,500 s.f. max.); Basic Utilities; Community Service; Parks and Open Areas; Churches; Business/Trade Schools (L4*); Day Care, Grade School, Middle and High Schools; Nursing Homes; Medical Centers (L4*). * See limitation language provided below.

Special Uses: Single-Family Dwellings; Accessory Dwelling Units; Personal Care Homes; Boarding House/Rooming House; Dormitory; Convenience Store; Theaters (< 1,000 seats); Indoor Recreation; Broadcasting or Production Studios; Veterinary Clinics; Hospital; Cemeteries; Mortuaries.

Not Permitted: Agriculture; Duplexes; Class A and B Manufactured Homes; Sales of products grown on site; Hotels; Motels; Drive-Through Facilities; Quick Vehicle Servicing; Vehicle Repair; Auto and RV Sales; Equestrian Facilities; Commercial Outdoor Recreation; Major Event Entertainment; Commercial Parking Structure or Lots; Temporary Special Events; and All Industrial Uses, except Bakeries and Veterinary Clinics, as noted above.

Limitations:

L(4) - Uses are limited to no more than ~~10,000~~ 15,000 square feet of gross floor area per lot. CNE uses proposed with this limitation include: Professional Services and Office; Administrative or Research Facilities; Business/Trade Schools; Day Care, Kindergarten, Elementary, Middle, and High School; Colleges; and Medical Centers.

L(15) - Ground floor residential uses are allowed in accordance with the following conditions:

1. The ground floor residential use shall be located at least 50 feet from the Prince Avenue right-of-way; and
2. The structure with the ground floor residential use shall be oriented toward the local street right-of-way and not toward Prince Avenue; and
3. A structure with ground floor commercial use shall be located between the Prince Avenue right-of-way and the enclosed portion of the structure with the ground floor residential use.

Commercial-Neighborhood Established (CNE) Zone – Proposed Development Standards

The CNE Zone will have design standards and functional requirements that assist in protecting existing character. The new development standards will focus on modest building height, variable building setback standards, and modified lot coverage calculations, as compared with other Commercial zones.

Table 9-10-3	CNE Neighborhood Established
Maximum residential density (bedrooms per gross acre)	16
Minimum lot area	5,000 sq. ft.
Minimum lot width ²	50 ft.
Minimum lot depth	50 ft.
Minimum front yard ¹	10 ft.
Minimum side yard	6 feet
Minimum side yard, adjacent to street	6 feet
Minimum yard when abutting residential zone ³	One foot for each foot of building height.
Maximum FAR ⁴	0.75
Maximum lot coverage, except agricultural buildings	85% for lots 0.5 acre or less; 75% for lots between 0.5 and 1.5 acres; 65% for lots greater than 1.5 acres.
Minimum landscaped area	15% for lots 0.5 acre or less; 25% for lots between 0.5 and 1.5 acres; 35% for lots greater than 1.5 acres.
Maximum building height	30 feet

¹ Unless otherwise specified in section 9-15-9.

² Except for lots entirely fronting turnaround areas of cul-de-sacs, the lot width shall be measured beginning at the front lot line and maintained for the entire minimum lot depth. For lots entirely fronting turnaround areas of cul-de-sacs, the lot width shall be measured beginning at the minimum required front setback line and maintained for the remaining portion of the minimum lot depth.

³ NOTE: When abutting a residential zone, setback and building height shall have a 1:1 ratio, or be stepped per floor. Further, "Abutting" would recognize that zoning boundaries go to the centerline of the right-of-way, so streets do not provide relief from this requirement.

⁴ CNE-zoned lots 1.5 acres or greater in size shall have a maximum FAR of 0.5.

Note Regarding Project Scope

Certainly, transportation and land use issues have a symbiotic relationship and one cannot be ignored when studying the other. However, it was specifically noted by the Mayor and Commission from the onset that the scope of this Prince Avenue zoning analysis project would deal with land use, zoning, and development standards first, and that transportation-related issues (particularly those involving the right-of-way) would be recognized in this study only as they relate to land use (e.g. frequency of curb cuts, possible traffic generation impacts brought about by new development, etc.). Any study of right-of-way modifications, lane configurations, signalization, or multi-modal improvements would be handled separately, pending direction by the Mayor and Commission.