

▶ **FILE #:** 10-M-05-RZ **AGENDA ITEM #:** 54
 POSTPONEMENT(S): 10/13-12/8/2005, 2/9/2006 **AGENDA DATE:** 4/13/2006

▶ **APPLICANT:** **LOVELL CENTER INC.**
 OWNER(S): LOVELL CENTER INC.

TAX ID NUMBER: 109 O A 007

JURISDICTION: City Council District 1

▶ **LOCATION:** **Northeast side Chapman Hwy., northwest side E. Young High Pike**

▶ **APPX. SIZE OF TRACT:** **5.28 acres**

SECTOR PLAN: South City

GROWTH POLICY PLAN: Urban Growth Area (Inside City Limits)

ACCESSIBILITY: Access is via Chapman Hwy., a five-lane, major arterial street and Young High Pike, a two-lane, major collector street with 26' of pavement within a 50' right-of-way..

UTILITIES: Water Source: KUB
 Sewer Source: KUB

▶ **PRESENT ZONING:** **C-3 (General Commercial)**
 ▶ **ZONING REQUESTED:** **C-4 (Highway and Arterial Commercial)**
 ▶ **EXISTING LAND USE:** **Vacant land**
 ▶ **PROPOSED USE:** **Uses proposed and permitted in C-4 zone.**

EXTENSION OF ZONE: No

HISTORY OF ZONING: None noted

SURROUNDING LAND USE AND ZONING: North: Recreation field / OS/OS-1 Open Space
 South: Restaurant and retail / C-3 and O-1 Office
 East: Post office / C-3 Commercial
 West: Auto store and office / C-3 Commercial

NEIGHBORHOOD CONTEXT: This site is within the commercial node located along this section of Chapman Hwy. and zoned C-3, C-6 and C-4.

STAFF RECOMMENDATION:

▶ **DENY C-4 (Highway and Arterial Commercial) zoning**

C-4 zoning is not consistent with the other commercial zoning and development in the area. C-4 zoning allows commercial uses, such as auto sales or mini-storage facilities that would adversely impact the mixed use (residential, office and retail commercial) redevelopment proposal of the Young High Pike/Chapman Hwy intersection called for by the Chapman Highway Corridor Study. (See attached memo) This report was recently completed by staff, but not yet adopted by MPC and City Council. The adopted sector plan and One Year Plan propose commercial use for the site.

COMMENTS:

NEED AND JUSTIFICATION FOR THE PROPOSAL

1. The existing C-3 permits commercial uses compatible with the scale and intensity of the surrounding land uses and zoning pattern.
2. Changing from C-3 to C-4 zoning would introduce the potential for outdoor sales businesses and other

incompatible businesses to locate on this site. and would be inconsistent with other commercial zoning found along this section of Chapman Hwy.

3. Commercial use is consistent with the sector plan proposal for the site.

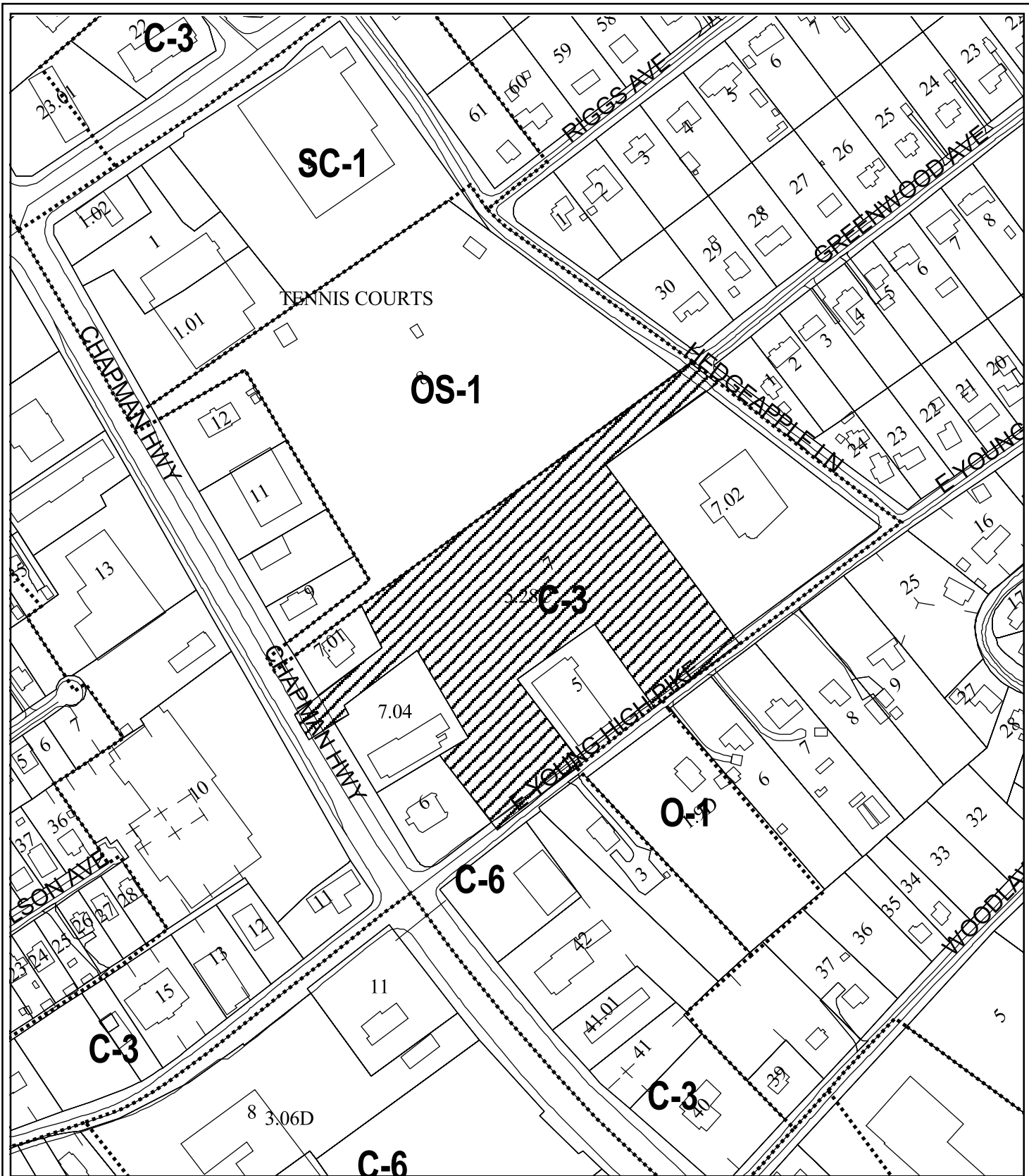
THE EFFECTS OF THE PROPOSAL

1. Public water and sewer utilities are available in the area to serve the site.
2. The C-4 zone proposal will have no impact on schools and a minimal impact on the street system.
3. The requested C-4 zoning is incompatible with surrounding development and zoning. The development of a low impact, mini-storage use on this site will have a negative impact on adjacent retail properties by taking potential retail space out of the Chapman Hwy corridor inventory.

CONFORMITY OF THE PROPOSAL TO ADOPTED PLANS

1. The South City Sector Plan proposes commercial uses for this site, consistent with the existing C-3 or requested C-4 zoning.
2. C-4 zoning is consistent with the City of Knoxville One Year Plan.
3. This request should not lead to future plan amendment and rezoning requests since the surrounding area is fully developed with recreational, institutional, and commercial uses.

If approved, this item will be forwarded to Knoxville City Council for action on 3/14/2006 and 3/28/2006. If denied, MPC's action is final, unless the action to deny is appealed to Knoxville City Council. The date of the appeal hearing will depend on when the appeal application is filed. Appellants have 15 days to appeal an MPC decision in the City.



10-M-05-RZ
REZONING

Petitioner: Lovell Center Inc.

Map No: 109

Jurisdiction: City



From: C-3 (General Commercial)
To: C-4 (Highway and Arterial Commercial)

Original Print Date: 09/21/05 Revised:
Metropolitan Planning Commission * City / County Building * Knoxville, TN 37902



MEMORANDUM

To: Ken Pruitt, Principal Planner
Cc: Mark Donaldson, Executive Director
From: Renee Davis, Senior Planner
Date: April 4, 2006
Subject: Rezoning Request 10-M-05-RZ

The South City Sector Plan and the preliminary draft of the Chapman Highway Corridor Study (which further defines the area) propose that Chapman Highway from Taliwa Court to Fronda Lane redevelop as a Town Center for the south Knoxville community. We were obtaining public input regarding the future of the Chapman corridor when 10-M-05-RZ was submitted. Several residents do not support the rezoning because the proposed use is not consistent with the community's long term vision for the corridor. The following excerpts from the Chapman Highway Corridor Study, which is currently underway, outline concepts that should be encouraged when approving projects in that area.

Town Center is best described as a pedestrian-friendly, mixed-use urban development that provides shopping, employment, housing, and business and personal services. The developments are intended to promote efficient, compact land use patterns and reduce reliance on personal vehicles. A high level of attention to site and building design is required.

- Mixed-use development of residential, office and commercial use should be encouraged and can occur vertically (for example, commercial space at ground level with housing on upper stories). The higher intensity residential development that is envisioned will require ample parking, but the placement and visibility of the parking areas should be designed in a way that does not cause unattractive gaps in the streetscape (parking should be behind apartment buildings).
- Improvements to existing public and private spaces will be required in order to attract more residents, including park improvements and greenway connections. Create a better visual connection from Chapman Highway to Sam Duff Memorial Park, by use of landscaping, a pedestrian path and public-plaza space between Chapman Highway and the park. Improved landscape and facilities are also recommended for Sam Duff Memorial Park.
- Improve sidewalks along Chapman Highway, and extend them into the surrounding neighborhoods.
- Construct infill buildings close to the sidewalks to provide convenient pedestrian access and narrow the perceived width of the street.
- Provide street furniture, such as benches and waste receptacles, at regular intervals along the sidewalks.
- Increase internal access between businesses, eventually developing a grid pattern of local streets while eliminating individual curb cuts along Chapman, especially those occurring near intersections.
- Reduce impervious surfaces when redeveloping and introduce green space as a visual improvement and public amenity, as well as an environmental enhancement. Existing development took place before storm water runoff was systematically addressed. Best management practices need to be put in place to reduce the amount of non-point source pollution currently occurring along the corridor.