



City of Chamblee
City Council Agenda Item

Department: City Council
Prepared By: Andrew Russell
Initiator: Andrew Russell

ZONING (ID # 2891)

SUBJECT: PZ2021-712: 3311 CATALINA DR, ET. AL. - CHAMBLEE LMI FUTURE DEVELOPMENT MAP AMENDMENT, REZONING AND DCI

Meeting Date: March 16, 2021, 7:30 PM

REQUESTED ACTION:

DENIAL of the Future Development Map amendment, Rezoning, DCI. However, if those requests are approved, then staff recommends Approval of 16 variances and seven waivers; Denial of 11 variances and nine waivers

REQUEST SUMMARY:

A summary of the project is as follows:

- Rezone an approximately 24-acre portion of the property and subdivide it off from the other portions of the property. Those remaining portions, a 3.65-acre piece along Chamblee Tucker Rd and a 1.65-acre piece along Chamblee Dunwoody Rd are proposed to remain zoned VC.
- Grade the site and construct a 103,000 square foot warehouse distribution center including the following:
 - The building will be primarily constructed of textured, painted concrete in a primarily three-tone color scheme, and the building height will not exceed 47 feet;
 - The east elevation, facing Catalina Dr, will have glazing only on the north and south ends, and that glazing will be an opaque spandrel product. This elevation will also feature awnings, service doors, and faux windows inset to concrete.
 - The primary façade and entrances to the building will be on the south elevation, and will feature sunshade awnings, faux inset windows, composite metal canopies, tenant signage and some clear glazing on the west side of that façade, away from the street.
 - The west elevation will feature a very large metal canopy structure over loading activities.
 - The north elevation will feature nine truck loading bays and a truck loading court, with opaque spandrel glazing on the ends.

- It will have a 6,200 square foot mezzanine area;
- There will be nine tractor trailer delivery bays on the north side of the building;
- The distribution center will operate 24 hours a day, seven days a week
- Provide three separate surface parking lots with 679 parking spaces including 180 for cars, 491 for vans, and eight that are ADA accessible;
- Construct multiple retaining walls that vary in height up to 23 ft;
- Two primary points of access include from Blackburn Way to access Chamblee Dunwoody Rd to the north, and from Catalina Dr to access Chamblee Tucker Rd to the south;
- Four direct access points from the project site onto Blackburn and Catalina;
- Install the following streetscape:
 - A 12-ft-wide Rail Trail segment and 5-ft-wide landscape strip with street trees and pedestrian lights on Chamblee Dunwoody Rd, Blackburn Way and Catalina Dr;
 - A 10-ft-wide sidewalk and 10-ft-wide landscape strip with street trees and pedestrian lights on Chamblee Tucker Rd;
 - A 5-ft-wide sidewalk and 5-ft-wide landscape strip with street trees and pedestrian lights and on Burk Dr.

The applicant requests approval the following concurrent variances from Title 2 of the UDO:

1. Variance from Section 230-27(a)(1) to not construct the exterior building façade materials, primarily of brick, glass, wood, stucco, or stone.
2. Variance from Section 230-27(a)(2) to allow textured concrete masonry to constitute the majority of any side of the building.
3. Variance from Section 230-27 (a)(6)(a) to reduce the required fenestration on a local street.
4. Variance from Section 230-27 (a)(6)(d) to allow the length of facade without intervening fenestration or entryway to exceed 20 linear feet.
5. Variance from Section 230-27 (a)(6)(e) to allow reflective glass and opaque fenestration.
6. Variance from Section 230-27 (a)(7) to allow each street facing façade to not be treated architecturally as the primary façade.
7. Variance from Section 230-27 (a)(12)(a)(1) to allow primary pedestrian access to all sidewalks not face and be visible from the public street.

8. Variance from Section 230-27 (c)(1) to not meet building massing requirements.
9. Variance from Section 230-9 for the building to not receive Sustainable Certification.
10. Variance from Section 250-2(a)(3)(a) to exceed maximum number of required parking spaces.
11. Variance from Section 250-7 (a)(1) to allow parking between the building and the street on a through-lot facing Burk Dr.
12. Variance from Section 240-7(b)(8)(e) to allow the dumpster not to be located in the rear yard.
13. Variance from Section 230-1(b) to not provide the 50-foot zoning buffer between industrial and single-family residences.
14. Variance from Section 230-27(g) to allow accessory mechanical systems to be located between the building and the street.
15. Variance from Section 230-6(d)(1) to allow retaining walls in the rear and side yard to exceed eight feet in height.
16. Variance from Section 230-26(e) to not install the required landscape zone.
17. Variance from Section 230-26(f) to not install the required sidewalk clear zone.
18. Variance from Section 230-26(g) to not install the required supplemental zone.
19. Variance from Section 230-26(g)(1)(a)(8) to place storage, utility rooms, restrooms or other accessory service uses adjacent to the supplemental zone.
20. Variance from Section 230-27(a)(8) to place service entrances, utility closets, and other similar features oriented toward a public street.
21. Variance from Section 230-30(a)(3) to limit the amount of public accessible open space to approximately 2.5% from the 50% requirement.
22. Variance from Section 250-2(a)(3)(b) to allow spaces in excess of the required number of parking spaces to not be "grasspaved" or "grasscrete" in the off-street parking lots.
23. Variance from Section 250-7(a)(12)(b) to not provide a raised 5-foot-wide pathway from parking aisles to the nearest building entrance and adjacent streets.
24. Variance from Section 250-20(a)(1) to allow loading activities within 150 feet of residential uses beyond the permitted Monday through Friday from 7:00 a.m.-10:00 p.m. and on Saturdays from 9:00 a.m.-9:00 p.m.
25. Variance from Section 250-7(a)(8) to not provide inter-parcel connectivity.

26. Variance from Section 310-19 (a)(1) to not maintain an undisturbed natural vegetative 50 ft stream buffer.
27. Variance from Section 310-19 (a)(2) to install impervious surface in the 75 ft stream buffer.

The applicant requests approval of the following concurrent waivers from Title 3 of the UDO:

1. Waiver from Section 300-17(a)(5) to allow a newly created block face to be more than 600 feet, as measured from street curb to street curb.
2. Waiver from Section 300-17(b) to not install alleys, pedestrian ways, or bike paths on access easements in blocks over 500 feet long.
3. Waiver from Section 300-17(c) to allow non-residential developments with more than 600
4. Waiver from Section 320-12(a) to disturb the existing vegetation in the 50-foot-wide planted zoning buffer.
5. Waiver from Section 320-12(b) to not meet planting ratio required for the 50-foot-wide planted zone buffer.
6. Waiver from Section 320-21(a)(1) to not install landscape islands that are 200 sf and 10 ft wide.
7. Waiver from Section 320-21(a)(3) to not install a strip of land at least ten feet wide between the parking and the streetscape.
8. Waiver from Section 320-21(a)(4) to not provide a five-foot grass strip with curb at head-to-head parking.
9. Waiver from Section 320-21(a)(5) to not provide a five-foot wide landscape strip where the parking lot abuts side or rear property lines.
10. Waiver from Section 320-21(a)(8) to not provide pedestrian walkways connecting ground level parking to public sidewalks and all building entrances.
11. Waiver from Section 350-2(a)(1)(h) to not provide a 5-foot-wide pedestrian walkway
12. Waiver from Section 350-6(b)(1) to not install granite curbing.
13. Waiver from Section 350-2(a)(1)(c) to exceed the maximum driveway width of 24 feet.
14. Waiver from Section 350-2(a)(1)(f) to allow more than one curb cut.
15. Waiver from Section 350-2(a)(2)(a) to allow driveway spacing to be less than the minimum requirement.
16. Waiver from Section 350-25(a) to not bury all overhead utilities.

STAFF RECOMMENDATION:

Based on the analysis of this application, using the standards and criteria found in Chapter 280 of the UDO, Staff recommends **DENIAL** of the Future Land Use Map amendment, Rezoning, and Development of Community Impact (DCI) applications, in case PZ2021-712.

Should Council desire to approve the Future Land Use Map amendment, Rezoning, and Development of Community Impact (DCI) applications, then staff recommends the following exhibits, conditions, and action on concurrent variance and waiver requests: (DRB conditions underlined):

Exhibit A: Rezoning and DCI Plan Book received January 12, 2021

1. The development shall be constructed in substantial conformity with Exhibit A: Rezoning and DCI Plan Book received January 12, 2021, with revisions required by conditions of approval as reviewed and approved by the Planning & Development Director.
2. The rezoning shall not become effective until the successful recordation of a combination plat in substantial conformity with the proposed lots shown in Exhibit A: Rezoning and DCI Plan Book received January 12, 2021, with revisions required by conditions of approval as reviewed and approved by the Planning & Development Director.
3. The applicant shall excavate the existing granite curbing along all existing street frontages in the scope of the project and shall provide it to the City at no expense to the City.
4. The applicant shall terrace and landscape the retaining walls adjacent to the building that exceed the maximum allowable height when visible from the right-of-way as reviewed and approved by the Planning & Development Director.
5. The applicant shall install adequate sound barriers to protect the adjacent neighborhood to the west from negative impacts from noise and light, prior to CO, as reviewed and approved by the Planning and Development Director.
6. An inter-parcel access easement and stub out for future inter-parcel connectivity shall be provided to the VC portion along Chamblee Dunwoody Rd from the north parking lot.
7. A minimum of half of the parking provided on the site shall be located in a structured parking garage; and all surface parking and drive aisles shall be constructed of materials that have a lesser heat island effect than asphalt, such as concrete or similar materials.
8. If parking spaces are allowed by City Council to be located in the 75-ft or 50-ft stream buffers, those parking spaces shall be constructed of grasscrete or grasspave materials.
9. The applicant shall perform a stream bank restoration project on all stream segments located within the property per the review and approval of the Planning and Development Director.

10. The dumpster shall be relocated so that it is not located within 50 ft of the lot line along Catalina Dr. It shall also not be located within 50 ft of the lot line along Burk Dr.
11. A connected pedestrian path shall be provided through the site from Catalina Dr to Burk Dr in the southern stream area, and a public access easement shall be recorded for it.
12. A dedicated pedestrian path shall be provided to connect the southern parking lot access drive to the sidewalk on Catalina Drive.
13. The northern two curb cuts on Catalina Drive shall be combined and aligned with the adjacent right of way. The intersection of Catalina Drive shall be constructed as a t-intersection with the northern curb cut and adjacent right of way.
14. The applicant, prior to issuance of LDP, shall complete a warrant study regarding signalization and submit it to the City.
15. If a signal is warranted through analysis of future traffic conditions up to the time of final phase permitting, the applicant shall pay the cost of signalization at the intersection of Chamblee Dunwoody Road and the project entrance.
16. If a signal is warranted through analysis of future traffic conditions up to the time of final phase permitting, the applicant shall pay the cost of signalization at the intersection of Chamblee Tucker Road and the project entrance.
17. If a signal is warranted through analysis of future traffic conditions up to the time of final phase permitting, the applicant shall dedicate the right of way necessary to construct a left turn lane on Blackburn Way to Chamblee Dunwoody Rd.
18. The applicant shall dedicate the right of way necessary to construct a deceleration lane on Chamblee Dunwoody Rd to Blackburn Way.
19. The applicant shall provide additional use of glazing and faux window treatments to provide further activation of the east façade and the public street. Glazing be incorporated specifically at the back of house door locations on the east façade.
20. The above-ground RPZ only be allowed to be installed between the building and the street if the applicant provides documentation from DeKalb Watershed stating that an in-ground device or a relocation of the RPZ to meet Chamblee code is not allowed by them.
21. The retaining wall on the north side of the southern stream buffer shall be denied. The wall shall be tiered and planted and meet the 8-ft wall height and no segment of the tiered wall system shall exceed that height.
22. The applicant shall explore creative ways of installing the streetscape on Burk Dr to seek to protect specimen trees that would be negatively impacted by the traditional streetscape.
23. The applicant shall reconfigure the parking on the site to activate available space for publicly-accessible open space.

24. Variance 24 shall be granted only for activity in the truck lot to the north of the building, and not for loading activities in other areas of the site.
25. The applicant shall provide inter-parcel connectivity from the southern parking lot to the VC-zoned lot to the south.

Using the standards and criteria found in Chapter 280 and 300 of the UDO, should Council approve the Future Development Map Amendment, Rezoning, and DCI, staff recommends **APPROVAL** of the following variance and waiver requests:

5. Variance from Section 230-27 (a)(6)(e) to allow reflective glass and opaque fenestration.
6. Variance from Section 230-27 (a)(7) to allow each street facing façade to not be treated architecturally as the primary façade.
7. Variance from Section 230-27 (a)(12)(a)(1) to allow primary pedestrian access to all sidewalks not face and be visible from the public street.
8. Variance from Section 230-27 (c)(1) to not meet building massing requirements.
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1. Waiver from Section 300-17(a)(5) to allow a newly created block face to be more than 600 feet, as measured from street curb to street curb.
3. Waiver from Section 300-17(c) to allow non-residential developments with more than 600 feet of frontage along a single street to not be divided by streets into blocks having a maximum length of 400 feet measured from street curb to street curb.
4. Waiver from Section 320-12(a) to disturb the existing vegetation in the 50-foot-wide planted zoning buffer.
5. Waiver from Section 320-12(b) to not meet planting ratio required for the 50-foot-wide planted zone buffer.
12. Waiver from Section 350-6(b)(1) to not install granite curbing.
13. Waiver from Section 350-2(a)(1)(c) to exceed the maximum driveway width of 24 feet.
14. Waiver from Section 350-2(a)(1)(f) to allow more than one curb cut.

Using the standards and criteria found in Chapter 280 and 300 of the UDO, should Council approve the Future Development Map Amendment, Rezoning, and DCI, staff recommends **DENIAL** of the following variance and waiver requests:

1. Variance from Section 230-27(a)(1) to not construct the exterior building façade materials, primarily of brick, glass, wood, stucco, or stone.
2. Variance from Section 230-27(a)(2) to allow textured concrete masonry to constitute the majority of any side of the building.
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16. Waiver from Section 350-25(a) to not bury all overhead utilities.

Attachment List:

- PZ2021-712 Chamblee LMI CC Memo (DOCX)
- 1 - Exhibit A Site Development Plans(PDF)
 - 2 - Site Plans submitted at DRB Meeting on January 27, 2021 (PDF)
 - 3 - Application (PDF)
 - 4 - Traffic Impact Study (PDF)
 - 5 - Maps (PDF)
 - 6 - Ordinance for Rezoning (DOCX)
 - 7 - PZ2021-712 Proposed Zoning Map (PDF)
 - 8 - Proposed Future Land Use Map (PDF)
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Review:

Andrew Russell	Completed	02/04/2021 1:23 PM
Jon Walker	Completed	02/05/2021 9:32 AM
City Council	Completed	02/11/2021 6:00 PM
City Council	Completed	02/16/2021 7:30 PM