

PRE-HEARING STAFF ANALYSIS

Rezoning Petition No. 2007-076

Property Owner:	Novant Health, Inc. and BB&T
Petitioner:	Novant Health, Inc
Location:	Approximately 6.40 acres bounded by E. 3 rd Street, E. 4 th Street, Queens Road, and S. Caswell Road
Center, Corridor or Wedge:	Corridor
Request:	O-2, office to MUDD-O, mixed use development district - optional

Summary

This petition proposes to rezone 6.4 acres for the redevelopment of the site as part of the Presbyterian Hospital complex. The petition includes optional provisions for street walls, building entrances, urban open space, building height and base of high-rise standards.

Background

In preparation for this rezoning petition, staff contracted with Gladding Jackson Kercher Anglin Inc. who held a “development response charette” in November 2007. This process is used when the nature of the proposed development requires parties to consider special or complex issues. The process included input and participation from Presbyterian Hospital, Myers Park, and Elizabeth neighborhood leaders, Grubb Properties and Carolina Healthcare System. Internal input was provided by the Planning Department, CDOT, Economic Development, and CATS. The resulting report is a development guide for the petitioned site and areas surrounding it.

Consistency and Conclusion

The proposed request is consistent with the *Central District Plan*. However sufficient details have not been provided for the requested optional provisions. In addition, there are other outstanding site plan issues including the design of the parking garage and the pedestrian bridge. Therefore, upon resolution of the outstanding site plan issues, this petition is considered appropriate for approval.

Existing Zoning and Land Use

The properties surrounding the petitioned site are predominately zoned O-2, office and with a small area of R-22 MF to the southwest. Most of the properties are developed as office and hospital uses with some minor retail and residential uses.

Rezoning History in Area

There have been several rezonings in recent years along Elizabeth Avenue as a part of Elizabeth Village. Other rezonings in the area have been to allow office or institutional uses.

Public Plans and Policies

Central District Plan (1993). The subject site is within the *Central District Plan*, adopted in 1993. The adopted future land use is shown as appropriate for office uses and the plan text recommends limiting expansion of hospital or medical offices to land already zoned non-residentially. Further, the plan recommends that any expansion of the hospitals or related offices occur through redevelopment west of Hawthorne Lane, noting opportunities for infill/redevelopment along Elizabeth Avenue and Fourth Street.

Southeast Transit Corridor Draft Environmental Impact Statement (underway). The subject site is located within the Southeast Transit Corridor. A number of alternative locations for a transit station to serve this area are still under consideration in the Draft Environmental Impact Statement (DEIS). The subject property is within a ½ mile radius of the alternative station locations under consideration. The Transit Station Area Principles (2001) would therefore be applicable.

Transit Station Area Principles (2001). The *Transit Station Area Principles*, which are part of the General Development Policies, apply to the site. The *Transit Station Area Principles* encourage a mixture of complementary transit-supportive uses and increased land use intensity. For non-residential development, the principles recommend a minimum floor area ratio (FAR) of .75 within a ¼ mile walking distance of a transit station and **.50 within ½ mile** walking distance. For residential development, the principles recommend a minimum of 20 dwelling units per acre within the ¼ mile walk area, and 15 dwelling units per acre within the ½ mile walk area. In some cases, station area plans will recommend lesser intensities for development. These lesser intensities might be necessary to preserve existing structures, to ensure that new development is consistent with the character of existing transit supportive development or to mitigate traffic impacts.

The *Transit Station Area Principles* give consideration to “special generators” as appropriate uses to be located within or adjacent to station areas. During the development of the Southeast Transit Corridor Major Investment Study (MIS), as well as the DEIS, the hospital and associated uses were considered as special generators and were thought to be transit supportive uses.

Proposed Request Details

The proposal is to rezone approximately 6.4 acres from O-2 to MUDD-O to accommodate approximately 775,667 square feet of additional hospital and medical office facilities, as well as a 12-level parking deck. A 148,424 square foot medical tower exists on the site and will remain. The proposed FAR is 3.31, excluding structured parking.

Public Infrastructure

Traffic Impact / CDOT Comments. CDOT comments were not available at the time this report was written.

CATS. CATS requests the petitioner to preserve all existing bus stops on the property. Furthermore, CATS requests that the petitioner construct a waiting pad as per CATS Development Standards 60.01A on Third Street, approximately 60' from the intersection of Queens Road. Additionally, CATS requests that the petitioner construct a shelter pad as per CATS Development Standards 60.08A on Fourth Street, approximately 60' from the intersection of Caswell Road.

Storm Water. Storm Water Services is requesting water quantity and quality improvements and peak/volume controls.

School Information. This petition will not impact the school system.

Outstanding Issues

Land Use. The proposed uses are consistent with the land use recommendation provided in the *Central District Plan*, given that the land is already zoned non-residentially and health institutions and medical facilities are appropriate as office land uses. However, appropriate design will be critical to ensure that the integrity of the adjacent residential areas is not compromised. Of particular concern will be the proposed height of the Clinical/Medical Office Building and the 12-level parking deck. The proposed uses and intensity (FAR = 3.31, excluding structured parking) are consistent with the *Transit Station Area Principles* if designed appropriately

Site plan. The following site plan issues are outstanding:

- The elevations for the parking deck should blend in with the architecture for the proposed office buildings and should be designed in a manner which enhances the pedestrian environment as per the *Transit Station Area Principles*.
- Details of the overhead pedestrian bridge(s) should be provided. The architecture of the bridges should be consistent with the medical buildings.
- If the right deceleration lanes into the parking deck on Third Street are not required by NCDOT, the area should be landscaped. An alternative design of this area without the turn lanes should be provided.
- If the right deceleration lanes are required, the petitioner should consider cantilevering the second story of the parking deck so that more pedestrian area is created.
- The site plan should show the pedestrian "alley" from Caswell to Queens.
- The open space and tree save percentages and locations should be shown on the site plan.
- Tree save area should be provided in phase one.
- The optional provisions requested need to be clearly described. The specific deviations should be noted on the site plan. Once this information is available staff will be able to determine the optional provisions that can be supported.