

## **\*PRE-HEARING STAFF ANALYSIS\***

### **Rezoning Petition No. 2006-008**

<b>Property Owner:</b>	1927 South Tryon LLC
<b>Petitioner:</b>	1927 South Tryon LLC
<b>Location:</b>	Approximately 1.62 acres located north of Doggett Street and southeast of S. Tryon Street
<b>Request:</b>	I-2, general industrial to TOD-M, transit oriented district – mixed used district

### **Summary**

This petition proposes to rezone approximately 1.62 acres to allow transit oriented development within the transit corridor. The property is currently zoned I-2 conventional and allows intense industrial uses and outdoor storage. As it is a conventional zoning, there is no associated site plan. Hughes Building Supply currently has an industrial warehouse on the property.

### **Consistency and Conclusion**

The proposed rezoning is consistent with the *South End Transit Station Area Plan* and is appropriate for approval.

### **Existing Zoning and Land Use**

A mixture of zoning districts surrounds the subject property. Residential zoning and uses are located along Woodcrest Avenue however the predominant zoning and land use in the immediate area is non-residential.

### **Rezoning History in Area**

There have been four rezonings in the area surrounding the petitioned site since 2000.

- Petition 2000-40 was for approximately 6.5 acres located on the southeast corner of South Tryon Street and West Worthington Avenue. The petitioner requested rezoning from I-2, and UMUD, to a conventional MUDD, mixed use development district.
- Petition 2000-98 rezoned approximately 2.24 acres located on the north and south sides of West Worthington Avenue between Cliffwood Place and South Tryon Street. The property was rezoned from R-8, and R-43MF, to a conventional UR-2, urban residential district.
- Petition 2001-65 rezoned approximately 2.2 acres located on the northeast corner of West Tremont Avenue and South Tryon Street from I-2, to MUDD-O, mixed use development

district – optional. This petition allowed the existing office/warehouse building to be renovated into strictly an office building. The optional component of the request allowed surface parking to be located between the existing building and South Tryon Street and Dogget Street.

- 2002-77 rezoned approximately .55 acres located at the northeast corner of the intersection of South Tryon Street and West Worthington Road from I-2, to MUDD. This was a conventional rezoning with no associated site plan.

## **Public Plans and Policies**

The *South End Transit Station Area Plan* was approved by City Council June 13, 2005. The subject property is recommended for Mixed Use Transit Supportive Development. The plan's implementation element calls for rezoning to TOD-M as part of Group II rezonings.

The *Central District Plan* (1993) shows the subject property as Industrial. The *South End Transit Station Area Plan* superceded the *Central District Plan*.

## **Proposed Request Details**

No site plan is associated with this conventional request.

## **Public Infrastructure**

**Traffic Impact / CDOT Comments.** With the array of uses allowed in both the I-2 and TOD-M zoning categories, a wide range of trip generation is possible for either the existing or proposed zoning scenarios. Given the size of the site, its proximity to the East/West Boulevard light rail station, and the good street network in the South End area, CDOT feels that there should only be minor impacts to the transportation system resulting from this rezoning. CDOT has the following specific comments that are critical to their support of the rezoning petition:

- In the TOD zoning district, setbacks are measured from the back of an existing or proposed curb line. According to the South End Transit Station Area Plan (adopted in June 2005) South Tryon Street is classified as a street with a future “new cross-section.” This means that any new building along South Tryon will be required to be set back from a future back-of-curb location. The South End Transit Station Area Plan specifies the future back-of-curb location for South Tryon as 30 feet from the existing centerline of the roadway.
- According to the South End Transit Station Area Plan Doggett Street is classified as a “street with acceptable width.” This means that the existing width will accommodate two-way traffic and parking on one side of the street. Therefore, the TOD setback will be measured from the back of the existing curbline. Because the existing width only allows for parking on one side of the street the developer may choose to add recessed parking along the site's frontage to ensure that parking will be allowed on their side of the street in the future. These items will be reviewed during the TOD review process.

- All existing site driveways will be subject to current driveways regulations including possible relocation and/or closure with the redevelopment of the site.

**CATS.** CATS is requesting construction of a bus waiting pad as per CATS Development Standard 60.01A on Tryon St. To coordinate construction and location of the waiting pad.

**LUESA.** See attached memo for comments on best management practices.

**Storm Water.** Storm Water Services indicates no additional requirements are needed at this time.

**School Information.** The schools planning staff did not comment on this petition.

### **Outstanding Issues**

**Land Use.** The proposed rezoning is consistent with the *South End Transit Station Area Plan* and is appropriate for approval.