



Zoning Committee

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**REQUEST** Current Zoning: B-2 (PED) (general business, pedestrian overlay)  
Proposed Zoning: MUDD-O (PED) (mixed use development – optional, pedestrian overlay)

**LOCATION** Approximately 0.30 acres located at the intersection of The Plaza and McClintock Road.  
(Council District 1 - Egleston)

**PETITIONER** Jacob Norris

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**ZONING COMMITTEE ACTION/ STATEMENT OF CONSISTENCY**

The Zoning Committee voted 5-1 to recommend APPROVAL of this petition and adopt the consistency statement as follows:

This petition is found to be consistent with the *Plaza Central Pedscape Plan*, based on the information from the staff analysis and the public hearing and because:

- The plan recommends a mix of uses including retail, office, and multi-family residential.

Therefore, we find this petition to be reasonable and in the public interest based on information from the staff analysis and the public hearing and because:

- The site is in the Village Retail Area designated in the adopted area plan. The Village Retail Area is the larger area east of the CSX railroad tracks that has the potential to be a highly walkable compact mixed-use retail village including office, residential, retail, and restaurants; and
- The proposal supports the area plan's walkability goal by providing direct pedestrian connections between the buildings and the streets and by widening sidewalks; and
- The petition reuses existing buildings, thereby minimizing further environmental impacts while accommodating growth; and
- The proposed MUDD (mixed use development) and PED (pedestrian overlay) zoning districts have similar standards, which will encourage high quality design, mixed use development, and support walkability.

Motion/Second: McClung / Gussman

Yeas: Fryday, Gussman, Ham, McMillan, and Samuel,

Nays: McClung

Absent: Watkins

Recused: None

**ZONING COMMITTEE  
DISCUSSION**

Staff provided a summary of the petition and noted that it is consistent with the adopted area plan.

Staff noted that there is one outstanding issue to reword a transportation note. Staff read the current note provided on the site plan as follows:

*All transportation improvements shall be approved and constructed prior to the tenant opening for business on the site (for the sake of clarity, certificates of occupancy related permit numbers 380874 & 75, and any other permit requested prior to the initiation of this rezoning, may be issued prior to the approval and completion of the transportation improvements but tenant business shall not be conducted on the site until all transportation improvements are approved and constructed.*

Staff clarified that the petitioner already has two permits underway, and per the note, commits to completion of transportation improvements but the business cannot get a certificate of occupancy until all improvements have been approved and constructed. The committee deemed that the note protects CDOT.

A committee member noted that all parking spaces for the development will be provided on the street, and asked if there is a limit on the number of on-street parking spaces, and if the spaces are designated for this use? Staff responded that the on-street spaces are not designated for the petitioned use, and there is no limit on the number of on-street spaces allowed. The spaces provided on streets that directly front the subject property can be counted toward required parking spaces. Staff stated this has been done in neighborhoods such as NODA, and Plaza Midwood. A committee member referenced the on-street parking limitations that were imposed on the Van Landingham rezoning. Staff noted that the on-street parking associated with this petition is unlikely to impact the single family neighborhood, which was not the case with the Van Landingham petition. A committee member noted that there is a good walk score in this area, and the area is becoming an urbanized center. the petition also commits to installing a crosswalk to aid the area's walkability.

There was no further discussion of this petition.

**MINORITY OPINION**

A minority of the committee voted against the petition because of the lack of onsite parking.

**PLANNER**

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