

Justification Statement / 541 E Ormsby Avenue

4-22-2023

Change in Zoning Requested from R-6 (Multi-Family Residential) to C-2 (Commercial) with an extensive “bound out” of context inappropriate commercial uses.

A change in zoning is appropriate to re-establish a mix of commercial and residential uses on a site that was historically a non-residential/mixed-use structure. The proposal generally conforms to the land use and development policies of Plan 2040. And as such, the proposed rezoning change complies with the applicable guidelines and policies Plan 2040. The commercial district will increase the availability of neighborhood goods and services in the Shelby Park at a site with traditional commercial activity.

The corner lot site is in Shelby Park, a Traditional Neighborhood Form district. Established for more than 120 years, the neighborhood is predominantly characterized by residential uses within a grid pattern of streets with sidewalks. Lots are typically narrow, often deep, and mostly served with alleys. And while predominately single-family homes, the neighborhood includes a significant range of housing opportunities, including multi-family dwellings supplemented with mostly neighborhood-serving nonresidential uses such as offices, shops, restaurants, and services. This revitalization project within the Traditional Neighborhood Form will emphasize preservation and renovation of an existing mixed-use building.

The proposed C-2 district seeks to re-establish a corner commercial use in a former corner commercial structure; thus, it does not encroach upon a residential area. Instead, it is based on the historic and traditional context of the use and neighborhood. The proposal allows for uses that are supportive of the neighborhood and are not intended to attract regionally. The proposed commercial zoning district will increase the availability of neighborhood goods and services in a walkable urban context that is located at a site of previous commercial activities.

The site is two blocks in either direction from commercial corridors and transit service. The nearest transit route is one-block west along Jackson Street. The use is located to take advantage of nearby population density and mobility. The proposal allows for this corner commercial use to be walkable within the neighborhood where it will encourage vitality, be within proximity to transit routes, and enhance alternative modes of travel.