

# Normal Station Neighborhood Plan



*Created by the Memphis/Shelby County Office of Planning and Development  
with cooperation from the Normal Station Neighborhood Association*

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# Credits

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## PURPOSE

The Normal Station Neighborhood Plan is intended to assist residents in addressing issues that arise from outdated zoning, traffic, changes in property ownership, and the growth of nearby facilities at the University of Memphis. The process is an opportunity for homeowners in this neighborhood to have a voice in the future of Normal Station. This process will include the development of a generalized plan to guide the future of the area, provide recommendations for future transportation and public facilities, and outline strategies to address: preservation of community assets, neighborhood stabilization, maintain commercial areas and urban design.

The Normal Station Neighborhood Plan is a tool to help conserve the Neighborhood's distinctive attributes by protecting and enhancing its significant characteristics and by responsibly regulating change. The Memphis/Shelby County Office of Planning and Development conducted the planning effort in cooperation with the leadership of the Normal Station Neighborhood Association.

The Plan includes Design Guidelines to provide ideas and recommendations to control physical change, protect area investments, protect existing characteristics (architectural, cultural, etc.), and prevent incompatible new construction. Specifically, they have been established to preserve the unique character and identity of the Neighborhood. These guidelines will provide direction for both property owners and professionals.

The Plan provides a strategy to protect the residential character of the neighborhood. It sets out some guidelines and design standards that will enable the Normal Station Neighborhood to remain one of Memphis's most interesting places to reside.

The need for the Plan became evident when the number of duplexes increased as owners converted old homes as allowed by the existing zoning. As reported by the residents, these units are often rental properties. The residents are trying to abate problems such as poorly maintained properties and "unruly" occupants. According to residents, the duplexes, which are on small lots, have numerous cars causing parking problems. The Neighborhood has opposed such changes, viewing them as incompatible with a peaceful residential existence. The increase of duplexes is also seen as an opening to commercial encroachment. The nature of commercial land use in the area is "hodge-podge." The Neighborhood Association is seeking a proactive way to protect the livability of the Normal Station Neighborhood.

This Neighborhood Plan endorses the direction and changes needed to promote the neighborhood. Besides land use, this Neighborhood Plan also guides decisions by property owners that affect the streetscape, harmony and diversity of design, building details, signs and lighting, landscaping, and maintenance.

## NEIGHBORHOOD OBJECTIVES

The Objectives of the Plan are to:

- Provide for a zoning mix that limits light office and business uses in specific areas, so long as they do not encroach on residential land uses.
- Encourage housing designs for new and rehabilitation construction that are compatible with the neighborhood.
- Establish Guidelines that encourage property owners to take steps to preserve the Neighborhood's integrity, significant attributes and history.
- Create and preserve neighborhood green spaces, parks, bike trails and walking paths.
- Improve the quality and maintenance of area streets, curbs, drainage and sidewalks while maintaining necessary traffic accommodation.

## INTRODUCTION

The Neighborhood has many location advantages. The Neighborhood is within a short driving distance to the downtown Central Business District and within walking



distance to the University of Memphis campus to the north. Public transportation is also within walking distance. Along Highland Street, a number of strip developments serving the City on a regional scale have developed creating a heavy concentration of various commercial uses.

However, as has happened in many older traditional neighborhoods nationally, market forces drawn to

commercialization are impacting the periphery of the Neighborhood. This has the potential to erode the residential quality of the street.

Longtime area residents see rezoning attempts as threats to the residential stability that the Neighborhood has historically enjoyed. A recurring concern for some Neighborhood residents is the spread of duplex and university encroachment and the effects these will have on the Neighborhood and its property values.

The land use map identifies the existing uses of land within the Neighborhood.

The Neighborhood is primarily zoned RS-6 (Residential) as shown on the current zoning map. This zoning district primarily permits single-family dwellings. Additional zoning districts within the Neighborhood include RD (Residential Duplex), RMM (Multi-Family Residential), OG (General Office) and C (Commercial).

## EXISTING CONDITIONS

### Description and History

The neighborhood is defined by major roads and is completely contained in census tract 74. Normal Station is bounded on the west by Highland Road and on the east by Goodlett Road. The southern boundary is Park Avenue. The historical neighborhood was originally bounded on the north by Southern Avenue, but this is presently interrupted by a large area now owned by the University of Memphis. This portion of the area is left out of the neighborhood for purposes of this plan. The university site is bounded by Houston Street on the west, Spottswood Avenue on the south, and the frontage properties on the east side of Normal Street.

Most of the neighborhood streets were laid out around 1911-1913 in a grid pattern following the cardinal directions, which was common in U.S. cities at that time. Development of the neighborhood since this time has coincided with the growth of the current University of Memphis. Perpetually serving as a school since 1912, the West Tennessee State Normal School first stood on the site of the University. The first year's class was 200 students and there were three buildings on the campus.

In 1911, the Southern Railroad and a newly extended streetcar line established a stop in front of the school. The stop served not only commuter traffic to and from the school, but also passengers for the daily train en route to Washington and New York. School and railroad traffic spurred real estate development in the surrounding area, which started off slowly and accelerated in the 1940s.

The Kennedy Veteran's Hospital was constructed in 1943, hastening development in much of the eastern half of the neighborhood to house hospital staff. Consideration for the injured soldiers being transported to the hospital inspired a name change for the street on which it was located from Shotwell to Getwell.

Since the 1920s, the favored architectural style in the neighborhood had been the Craftsman bungalow. Beginning in the 1940s however, the Minimal Traditional cottage took precedence because it allowed for quicker development. In the ten years between 1940 and 1950, the neighborhood's population more than doubled as 57% of the neighborhood's homes were built. The social and economic makeup has remained similar since the 1950s, comprising of mostly middle-class wage earners, including many teachers and students.

### Population

The 2000 population of census tract 74 was 3,347 (up 4.8% since 1990). The median age was 27.5 years old.

In 2000, the majority of people (62%) lived in non-family households and the majority of those (71%) were one-person households. Only 18% of the households had children under 18 years living in them. The percentage of persons living families in the neighborhood dropped from 1990 to 2000, from 44.3% to 38.2%.

The percentage of owner-occupied homes also slipped from 1990, from 50.6% to 43.1%.

## Households

The neighborhood is an established residential area. It includes predominantly single family residences of similar size and character with a standard grid street pattern. In addition, the neighborhood includes a number of duplex homes and multi-family structures.

Geographic area Census Tract 74	Total housing units	Occupied housing units	Vacant housing units				Vacancy rate	
			Total	Percent			Home- owner	Rental
				For sale only	For rent	Seasonal, recreation, or occasional use		
2000	1,582	1,511	71	33.8	31.0	4.2	3.4	2.6
1990	1,549	1,477	72	29.2	44.4	1.4	748	729
OPD Land Use survey	Total surveyed units	Single family	Duplexes					
	1,274	1,014	130					



The area has remained relatively stable over the past few years. The 1990 Census reported 1,549 housing units with a 4.5% vacancy rate and the 2000 Census shows 1,582 housing units with virtually the same rate of occupancy. Based on a recent survey, the Office of Planning and Development found that approximately 65% of the housing units are single family dwellings.

## Land Use

As seen in the Land Use table, most of the land is used for residential purposes. There are, however, significant areas of commercial land uses along the perimeter of the neighborhood.

Land Use	Parcels	Area sq. ft.	Acres	% Total
Vacant	13	133,471	3.06	1.0%
Parking	6	61,487	1.41	0.5%
Institutional	22	407,034	9.34	3.1%
Utility	2	29,050	0.67	0.2%
Single Family	1015	9,596,808	220.31	74.1%
Duplex	136	987,453	22.67	7.6%
Multi-Family	20	486,449	11.17	3.8%
Commercial	71	1,052,201	24.16	8.1%
Office	17	198,592	4.56	1.5%
		<i>Total Acres</i>	<i>297.35</i>	



The frontage parcels along Park Avenue and Highland Road are mostly commercial businesses with some churches. The study team conducted a detailed land use inventory. The results are represented on the Land Use Map.

**Zoning**

The Normal Station area includes the following zoning categories:

- R-MM Multi-Family residential (Medium Density)
- R-ML Multi-Family residential (Lower Density)
- R-D Duplex residential
- R-S6 Single Family residential – minimum 6,000SF lots
- C-H Highway Commercial
- C-L Local Commercial
- C-P Planned Commercial
- O-G General Office
- O-L Limited Office

As shown in the Zoning table, 211.9 acres, or 51.7% of the neighborhood is zoned for single family dwellings. 87.2 acres (21.3%) are zoned duplex and 22.6 acres (5.5%) are zoned multi-family. When these numbers are compared with the Land Use chart, it is apparent that there is approximately four times as much land zoned duplex than needed.

<b>Zoning</b>	<b>Area sq. ft.</b>	<b>Acres</b>	<b>% Total</b>
Total Area	17,841,239	409.6	100%
<b>Residential</b>			
SF	9,228,729	211.9	51.7%
Duplex	3,799,889	87.2	21.3%
MF	985,779	22.6	5.5%
Total	14,014,397	321.7	78.6%
<b>Commercial</b>			
C-H	474,731	10.9	2.7%
C-L	1,241,805	28.5	7.0%
C-P	40,925	0.9	0.2%
Total	1,757,461	40.3	9.9%

The commercial zoning is sufficient for the amount of commercial activity in the area. No more land should be zoned commercial than what already exists. Please refer to the Current Zoning Map.



## PROBLEM IDENTIFICATION AND ANALYSIS

### **Too much land is zoned for duplex residential**

Normal Station residents feel that duplex housing is not in keeping with the character of the rest of the neighborhood. Duplex housing attracts renters and contributes to the transitional feel of the neighborhood. Zoning in the residential areas should be changed to better reflect the existing land use, which is predominantly single family.

Inappropriate zoning also contributes to declining property values and a diminishing tax base. Areas with zoning problems tend to deteriorate because there is no control over what happens on vacant lots, existing property owners have little or no protection, and there are no assurances that new development will be compatible with current uses.

### **Commercial areas along Highland and Park are encroaching onto residential areas**

This is an older neighborhood, so there are no buffers to shield residences from the commercial uses along Highland and Park. There can be no further encroachment, however, as long as the residential zoning is not changed to commercial. The neighborhood association and OPD should be diligent in making sure the commercial boundaries stay where they are.

Efforts should be undertaken to make the commercial and residential areas more compatible. Businesses that provide services to residents would be a welcome addition to the neighborhood, reducing excessive car trips out of the neighborhood and encouraging more walking. Pedestrian movement into commercial areas from the residential areas should be aided with pedestrian paths.

There are currently 23 parcels in the extreme northwest corner of the study area zoned Commercial Highway, the least prohibitive commercial zone. Most of the existing businesses, however, would also fit under Local Commercial zoning (although some, such as automobile service and repair stations, would require an administrative site plan and approval). Downzoning this area to Local Commercial would help ensure that incompatible uses do not disturb the neighborhood in the future.



The neighborhood could also benefit from rezoning some commercial areas to Neighborhood Commercial. This zoning district was created for commercial areas that serve residential neighborhoods. It also sets design standards, enforced through an administrative site plan review, that ensure new construction and alterations will be in keeping with existing buildings.

**Some owners have made changes to their homes (such as conversions to duplex) that do not fit with the historic character of the neighborhood**

The Normal Station neighborhood is historically significant not only for the different architectural styles found within, but also for its typically post-WWII massing and scale. Consequently, a large majority of the neighborhood is eligible for placement on the National Register of Historic Places. Substantial changes made to a home's bulk or living area can compromise the historic character.

Normal Station residents could apply for either a Historic Conservation or Preservation District overlay. This would allow the residents, with the help of the Landmarks Commission, set appropriate design guidelines to ensure the historic character of the neighborhood remains intact.

Furthermore, building and environmental code violations should be reported to code enforcement. Systematic code enforcement sweeps in targeted areas has proven to be an effective tool for reducing code violations.

**Traffic goes too fast along Carnes and Douglass, which are residential streets**

Traffic going to and from the University cuts through on the residential streets.

Traffic calming techniques such as traffic humps should be explored.

**Commercial areas are unattractive, lack screening and sign controls**



The commercial areas were built before screening became an issue in commercial areas. Therefore, there are currently no plantable areas between the parking lots and streets. Redesign of the streets to incorporate needed streetscaping should go into the city's street improvement program.

A survey should be made of existing signs in the commercial areas to make sure they are conforming, are registered and permitted, and have a numbered identification decal posted. Otherwise the building inspector can remove the sign. Also, rezoning some areas to Neighborhood Commercial could provide more comprehensive standards to regulate screening and signs.

**The neighborhood lacks parks or greenspace**

Normal Station is in close proximity to Audubon Park, which is a regional park, but access is limited due to heavy traffic on Getwell. Pedestrian crosswalks should be installed on Getwell and smaller neighborhood parks should be established within the neighborhood. Also, pedestrian paths within the residential areas, leading to the commercial areas, should be designed to create a more walkable neighborhood. Shaded public areas would further enhance the neighborhood.

## FUTURE LAND USE

Recommendations for future land use include downzoning a large portion of the area zoned Duplex to R-S zoning. Currently the majority of residential land use in the neighborhood is single family and attempts through rezoning should be made to ensure that this continues.

The area of land currently zoned MP residential will also be reduced to protect SF homes that are adjacent to existing MF developments.

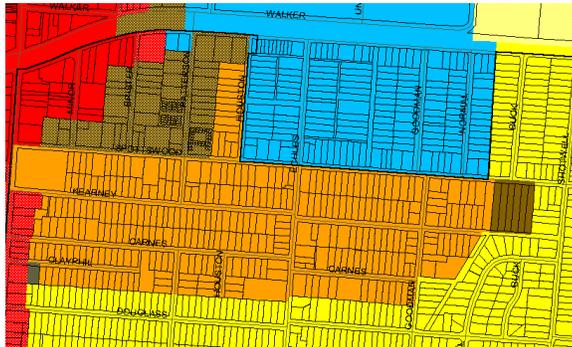
Commercial areas should be downzoned to be more compatible with the neighborhood. The northwest corner of the neighborhood currently zoned Highway Commercial will be downzoned to Local Commercial. Commercial and office properties along Park on the southern edge of the neighborhood will be downzoned to Neighborhood Commercial.

## RECOMMENDATIONS FOR POLICY AREAS

### Land use and Zoning – Residential

Please refer to the Current and Proposed Zoning Maps included in the Appendix for an overview of all zoning changes.

In order to protect the character of the residential neighborhood, which is predominantly single family, a reduction in the area zoned for duplex housing is proposed.



Current Zoning: Area shown in orange is current Duplex zoning

Currently, the R-D zone extends west from the southeast corner of Highland and Spottswood, includes the houses on the west side of Houston to mid-block between Goodman and Shotwell, runs south diagonally along the drainage ditch, goes east on Carnes, south on Goodman, then east to include the houses on the south side of Carnes. The zone meets back up at the beginning point at Highland and Spottswood, bypassing the commercial properties on Highland.



Proposed Zoning: Duplex and MF zoning are reduced as shown

The R-D zone should be reduced to just the houses facing Clayphil and six parcels at the dead end of Houston. The rest of the land should be rezoned R-S6. Multi-family zoning is eliminated between Spottswood and Kearney and reduced in northwest corner around Patterson.



Duplexes on Clayphil

As stated previously, this reduction in the area designated for duplex housing will help maintain the single-family character of the neighborhood. It will also decrease the likelihood that the neighborhood might become transitional, characterized by poorly maintained rental housing.

**Land use and Zoning – Commercial**

The Highway Commercial zoning in Normal Station should be eliminated. The area that is currently zoned Highway Commercial starts at the corner of Highland and Southern, continues east on Southern to Brister, includes one parcel on Brister then moves west to include properties that face Minor, runs south behind the properties facing Minor, heads west behind properties facing Spottswood, include the property at Spottswood facing Highland, then meets back at the beginning. These parcels should be downzoned to Local Commercial. Downzoning these commercial parcels will ensure that incompatible commercial uses do not threaten the character of the neighborhood in the future.



Highway Commercial within Neighborhood should be downzoned to Local Commercial

Parcels facing Park between Highland and Goodlett should be rezoned C-N (Neighborhood Commercial), except for the commercial strip called Park Center on the south side of Park at Goodlett. This zoning change would result in very few

nonconforming uses and provides a mechanism for an administrative site plan review for new construction and building alterations. The site plan must demonstrate consistency with the surrounding structures. The C-N zoning, however, does not affect pawnshops, a stated concern of the residents.



Some of the commercial areas along Park should be rezoned  
Neighborhood Commercial

### **Transportation / Traffic Calming**

The residences of Normal Station are well served by the traditional grid pattern streets existing in the neighborhood. University traffic, however, increases traffic volume and speeding along the residential streets, resulting in hazardous conditions for pedestrians and drivers.

Requests have already been made with Traffic Engineering to place speed humps on two streets in the Normal Station neighborhood. Streets can be considered for speed humps if they are no wider than 40 feet (curb to curb) and have speed limits of 30 mph or less. Once the Traffic Calming Engineer receives the request, speed counts are conducted over a 24-hour period to determine if the street meets set criteria for excessive speed and volume. If the street meets these criteria, approval from the fire department must also be obtained. The street is then placed on the list of streets to receive speed humps. According to Traffic Engineering, this process can take approximately 1 year.

Carnes Street, between Highland and Echles passed both speed and volume criteria and is currently waiting for approval from the fire department. Douglass Street between Highland and Echles did meet the speed criteria but did not have enough volume. An amended request, extending the street section to Goodman, has been made and a second traffic count will be conducted.

### **Design Standards**

The Historic Preservation (H-P) or Historic Conservation (H-C) District overlay, if adopted, would allow neighborhood residents, with the help of the Landmarks Commission, set design guidelines to control new construction, relocation and demolition within the district. The Preservation district additionally sets guidelines for alterations and repairs, while the Conservation district oversees increase or reduction in a home's habitable area. Please see the Design Guidelines section.

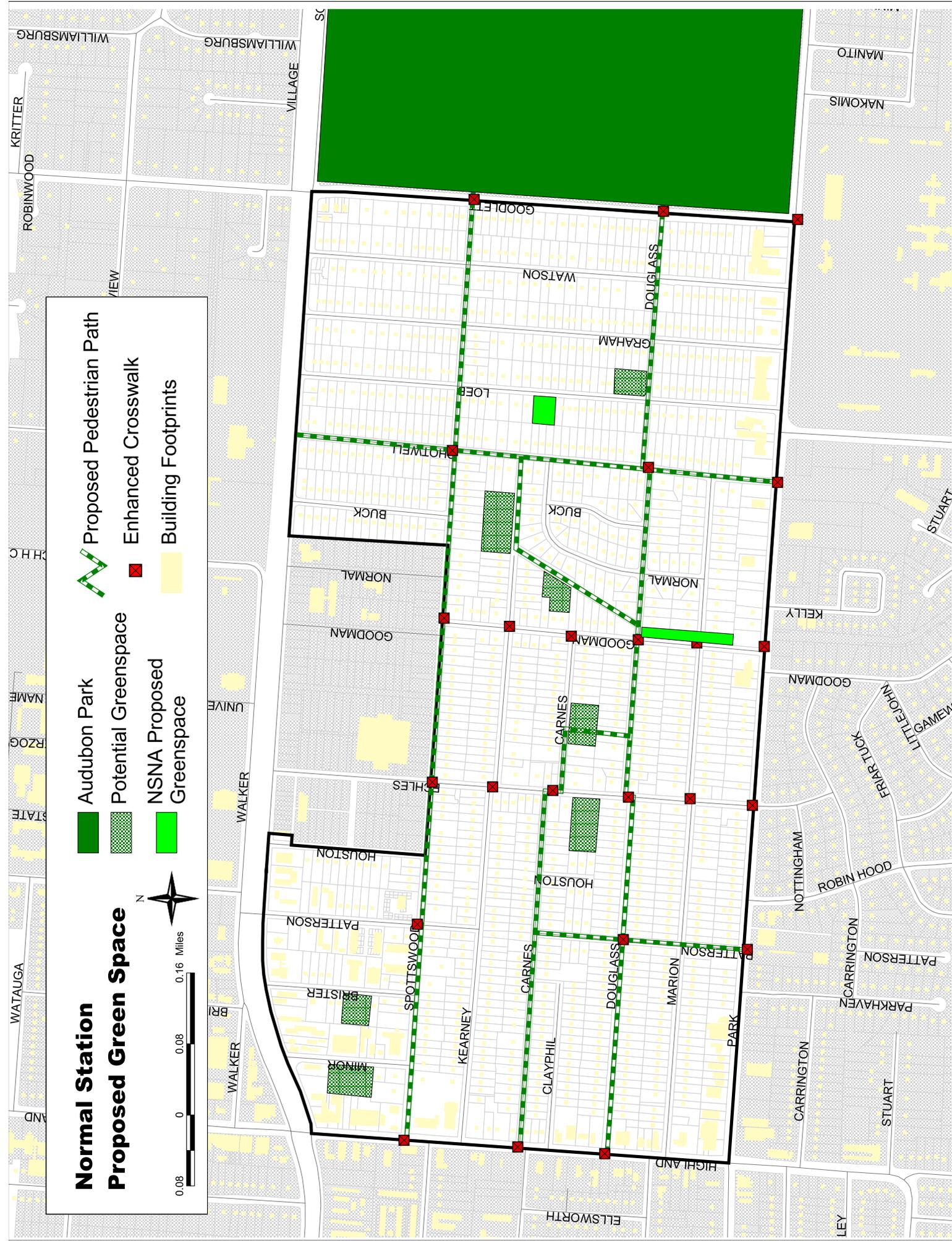
### **Public Facilities – Greenspace**

The Greenspace map shows areas of the neighborhood that could be claimed for public open space. A previous study, titled *Proposal for Greenspace Beautification in the Normal Station Neighborhood*, identifies two areas that the residents would like to see converted into greenspaces – one on Goodman and one Loeb (see Greenspace

**Normal Station  
Proposed Green Space**

-  Audubon Park
-  Potential Greenspace
-  NSNA Proposed Greenspace

-  Proposed Pedestrian Path
-  Enhanced Crosswalk
-  Building Footprints



map). The study also proposes designs and planting materials to be used in the two projects.

Pedestrian routes are shown on the Green Space map. These routes provide access to commercial areas from the neighborhood's interior. Bike lanes with signs as well as pedestrian crossing signs should be installed along the routes.

## RECOMMENDATIONS FOR NEIGHBORHOOD ACTION

### **Code violation awareness program**

Public meetings should be held to educate community members as to what constitutes a building or environmental code violation and what they as citizens can do about these offenses, such as reporting them to the Mayor Citizen Service Center.

### **Landscaping programs**

Upon request, a Memphis City Beautiful representative will come to a neighborhood meeting to discuss topics such as beautification, spring clean-ups, composting, litter prevention and recycling.

Neighborhood sponsored "Yard of the Month" programs can provide inspiration and motivation for individuals to keep their yards maintained.



## DESIGN GUIDELINES

### *Residential development guidelines*

Tennessee Historical Commission has determined the Normal Station neighborhood to be potentially eligible as a historic district under National Register Criterion C. It is an exceptional sampling of the residential architectural styles prevalent in the southern United States from 1912-1952, namely the bungalow and the cottage.

Application should be made to the Landmarks Commission to designate the neighborhood as either a Historic Conservation or Preservation District. Both districts would allow community residents, with the help of the Landmarks Commission, develop design guidelines to maintain the neighborhood's historic character.

An example of design guidelines intended to maintain historic character is found in the Memphis Bicentennial Neighborhood Initiative's Design Guidelines. The first action taken in formulating those design guidelines was to define the existing neighborhood character. Guidelines were then written to ensure that new home construction or alterations were in keeping with or "related" to that neighborhood character.

Several design elements that are typical in Bicentennial Neighborhood, thereby defining the neighborhood's character, can also be found in residential portions of Normal Station. These elements include the traditional grid street pattern, attached

sidewalks and detached sidewalks with planting strips, rectangular lot layouts, uniform setbacks and uniform massing and scale of residential buildings.

General design principals should apply to streetscape elements, site planning, architectural design and secondary structures. Specific guidelines for additions, the handling of historic buildings and features, and building materials could also be included.

#### *Commercial development guidelines*

The Neighborhood Commercial zoning district (C-N) utilizes general design guidelines similar to those used in the Bicentennial Neighborhood Initiative. The C-N zoning district is intended for commercial areas serving residential neighborhoods. In order to maintain the neighborhood's character, an administrative site plan review sets forth standards to keep design elements compatible with the existing structures. These elements include: Height; Scale; Setback and Rhythm of Spacing; Relationship of Materials; Texture, Details and Material Color; Roof Shape; Orientation, Proportion and Rhythm of Openings; Additions to Existing buildings; Accessory Structures; Appurtenances and Signage. These elements should all be visually compatible with the existing structures.

## **PLAN REVIEW AND AMENDMENT PROCESS**

The neighborhood association should hold at least one public meeting to review this plan. A representative of OPD will be available to present the plan and to explain/defend the policy recommendations. A vote to approve or deny the plan can be made that night or at a later time. After neighborhood approval of the plan, OPD will submit the plan to City Council and set the rezoning and other policy actions into motion.

## **IMPLEMENTATION**

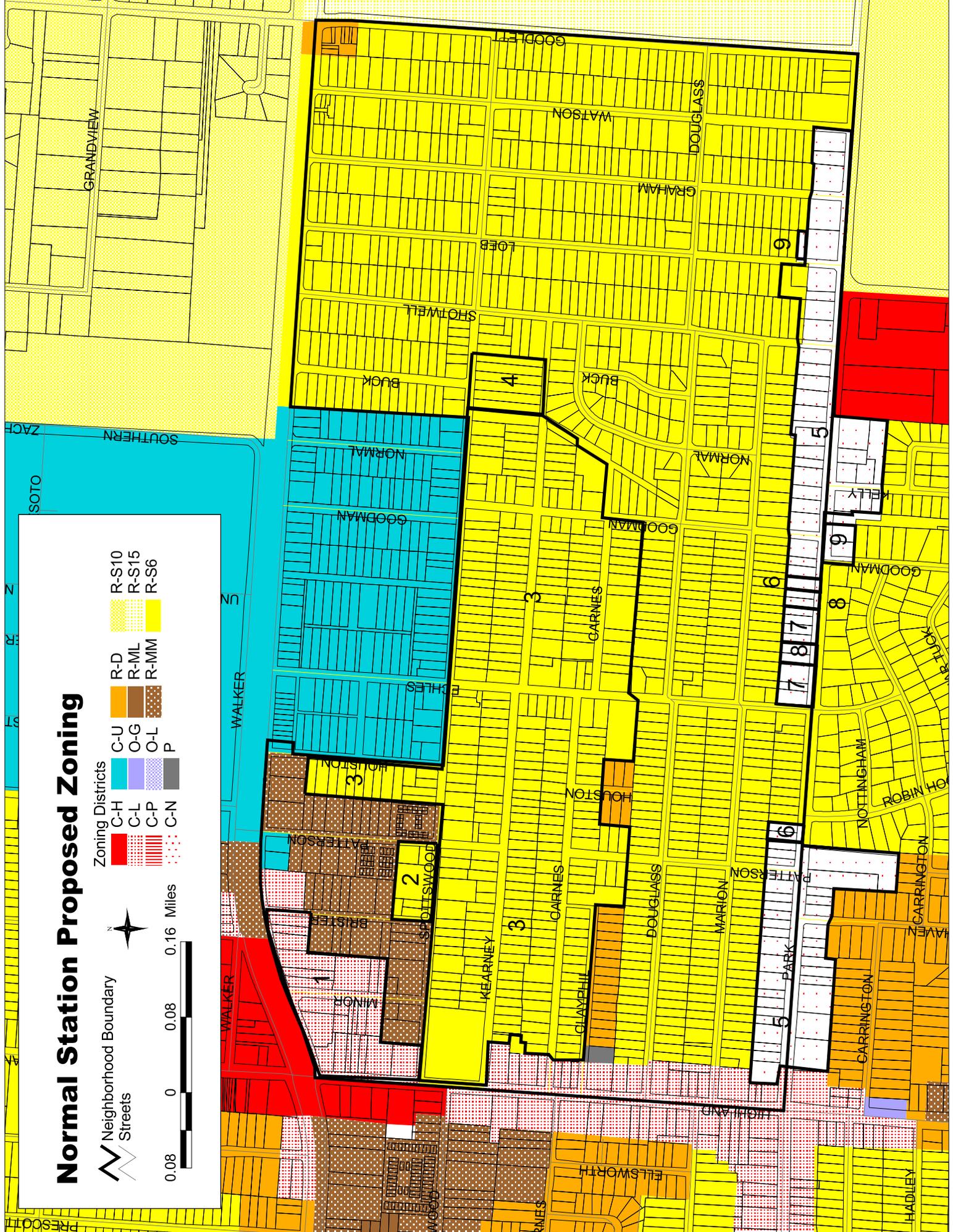
The Normal Station Neighborhood plan will first be submitted to City Council for adoption. After the plan is officially adopted by the city, the rezoning application must go before the Land Use Control Board and also be approved by City Council.

# Normal Station Proposed Zoning



## Zoning Districts

- |  |     |  |     |  |      |  |       |
|--|-----|--|-----|--|------|--|-------|
|  | C-H |  | C-U |  | R-D  |  | R-S10 |
|  | C-L |  | O-G |  | R-ML |  | R-S15 |
|  | C-P |  | O-L |  | R-MM |  | R-S6  |
|  | C-N |  | P   |  |      |  |       |



# ZONING RECOMMENDATIONS

## REZONING RECOMMENDATION 1

Location:	An area at the southeast corner of Southern and Highland
Existing Zoning:	C-H, Highway Commercial
Recommended Zoning:	C-L, Local Commercial
Existing Land Use:	Local and Highway Commercial
Adjacent Land Use and Zoning:	North – Commercial land use, C-H zoning South – SF and MF land use, R-ML zoning East – SF and MF land use, R-ML zoning West – Commercial, C-H zoning
Analysis:	Local Commercial zoning would be more compatible with existing and future MF and SF dwellings.

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## REZONING RECOMMENDATION 2

Location:	An area north of Spottswood, between Brister and Patterson.
Existing Zoning:	R-ML, MF residential
Recommended Zoning:	R-S6, SF residential
Existing Land Use:	SF residential
Adjacent Land Use and Zoning:	North – SF and MF land use, R-ML zoning South – SF land use, R-D zoning East – MF land use, R-ML zoning West – SF land use, R-ML zoning
Analysis:	SF zoning will protect existing SF dwellings, which are also historic structures.

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### REZONING RECOMMENDATION 3

Location:	An area starting at southeast corner of Spottswood and Highland. Includes properties fronting Spottswood on south side, traveling north on a line midway between Patterson and Houston, includes properties fronting Houston on the west side. Continues down Spottswood to a point midway between Normal and Buck, traveling south along drainage ditch then east to Goodman. Includes properties fronting Carnes on the south, dipping south to include three properties facing Echles on west side and six properties facing Patterson between Carnes and Douglass.
Existing Zoning:	R-D, Duplex Residential
Recommended Zoning:	R-S6, SF residential
Existing Land Use:	Predominately SF residential with scattered duplexes
Adjacent Land Use and Zoning:	North – University, SF and MF land use, R-ML and CU zoning South – SF land use, R-S6 zoning East – SF land use, R-MM and R-S6 zoning West – Commercial land use, C-L zoning
Analysis:	R-S6 zoning is more compatible with predominate land use.

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### REZONING RECOMMENDATION 4

Location:	An area south of Spottswood, midway between Shotwell and Goodman
Existing Zoning:	R-MM, MF Residential
Recommended Zoning:	R-S6, SF residential
Existing Land Use:	SF residential
Adjacent Land Use and Zoning:	North – SF land use, R-S6 zoning South – SF land use, R-S6 zoning East – SF land use, R-S6 zoning West – SF land use, R-D zoning
Analysis:	R-S6 zoning is more compatible with existing land uses.

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REZONING RECOMMENDATION 5

Location:	Two areas fronting Park on north and south sides, between Highland and Goodlett, separated midway by a block of SF homes.
Existing Zoning:	C-L, Local Commercial
Recommended Zoning:	C-N, Neighborhood Commercial
Existing Land Use:	Commercial
Adjacent Land Use and Zoning:	North – SF land use, R-S6 zoning South – SF land use, R-S6 zoning East – SF land use, R-S6 zoning West – Commercial land use and C-L zoning along Highland, SF and office land use and zoning along Park.
Analysis:	R-S6 zoning is more compatible with existing land uses.

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REZONING RECOMMENDATION 6

Location:	Two areas fronting Park on north. One includes two parcels, the other includes one parcel.
Existing Zoning:	O-G, General Office
Recommended Zoning:	C-N, Neighborhood Commercial
Existing Land Use:	SF residential
Adjacent Land Use and Zoning:	North – SF land use, R-S6 zoning South – SF land use, R-S6 zoning East – SF and Commercial land use and zoning West – Commercial and spot zoning, office, duplex and commercial uses
Analysis:	Neighborhood Commercial zoning will help ensure commercial properties are compatible with the neighborhood.

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REZONING RECOMMENDATION 7

Location:	Two areas fronting Park on north separated by two parcels.
Existing Zoning:	R-S6, SF residential
Recommended Zoning:	C-N, Neighborhood Commercial
Existing Land Use:	Commercial, duplex and office
Adjacent Land Use and Zoning:	North – SF land use, R-S6 zoning South – SF land use, R-S6 zoning East – C-P zoning, office and duplex use West – SF and C-P zoning, office and duplex use
Analysis:	Neighborhood Commercial zoning will help ensure commercial properties are compatible with the neighborhood.

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REZONING RECOMMENDATION 8

Location:	Two small areas fronting Park on north separated by four parcels.
Existing Zoning:	C-P, Planned Commercial
Recommended Zoning:	C-N, Neighborhood Commercial
Existing Land Use:	Duplex residential and Office
Adjacent Land Use and Zoning:	North – SF land use, R-S6 zoning South – SF land use, R-S6 zoning East – SF and office zoning, office and duplex use West – SF zoning, office and commercial use
Analysis:	Neighborhood Commercial zoning will help ensure commercial properties are compatible with the neighborhood.

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REZONING RECOMMENDATION 9

Location:	Two areas, one fronting Park on south, the other is one parcel north of Park directly behind parcels fronting Park.
Existing Zoning:	O-L, Limited Office
Recommended Zoning:	C-N, Neighborhood Commercial
Existing Land Use:	Commercial
Adjacent Land Use and Zoning:	North – SF and commercial land use, R-S6 and C-L zoning South – SF and commercial land use, R-S6 and C-L zoning East – SF and commercial land use, R-S6 and C-L zoning West – SF and commercial land use, R-S6 and C-L zoning
Analysis:	Neighborhood Commercial zoning will help ensure commercial properties are compatible with the neighborhood.