

REZONING: CONDITIONAL REZONING –SPARTANBURG HIGHWAY MEDICAL
OFFICE BUILDING (25-23-CZD)
CITY OF HENDERSONVILLE - COMMUNITY DEVELOPMENT STAFF REPORT

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PROJECT SUMMARY

- Project Name & Case #:
 - Spartanburg Highway Medical Office Building
 - 25-23-CZD
- Applicant & Property Owner:
 - John Bryant, Vice President, Operations and Support Services for UNC Health Pardee [Applicant]
 - Bryan Rhodes, Capital Projects Construction Manager for Henderson County Government [Owner]
- Property Address:
 - 0 Spartanburg Highway
- Project Acreage:
 - 4.54 Acres
- Parcel Identification (PIN):
 - 9578-41-6876
 - 9578-42-5074
- Current Parcel Zoning:
 - C-3 SU, Highway Business Special Use
- Future Land Use Designation:
 - Mixed Use-Employment
- Requested Zoning:
 - CHMU-CZD, Commercial Highway Mixed Conditional Zoning District.
- Requested Uses:
 - Offices, business, professional and public
- Neighborhood Compatibility Meeting:
 - April 29th, 2025

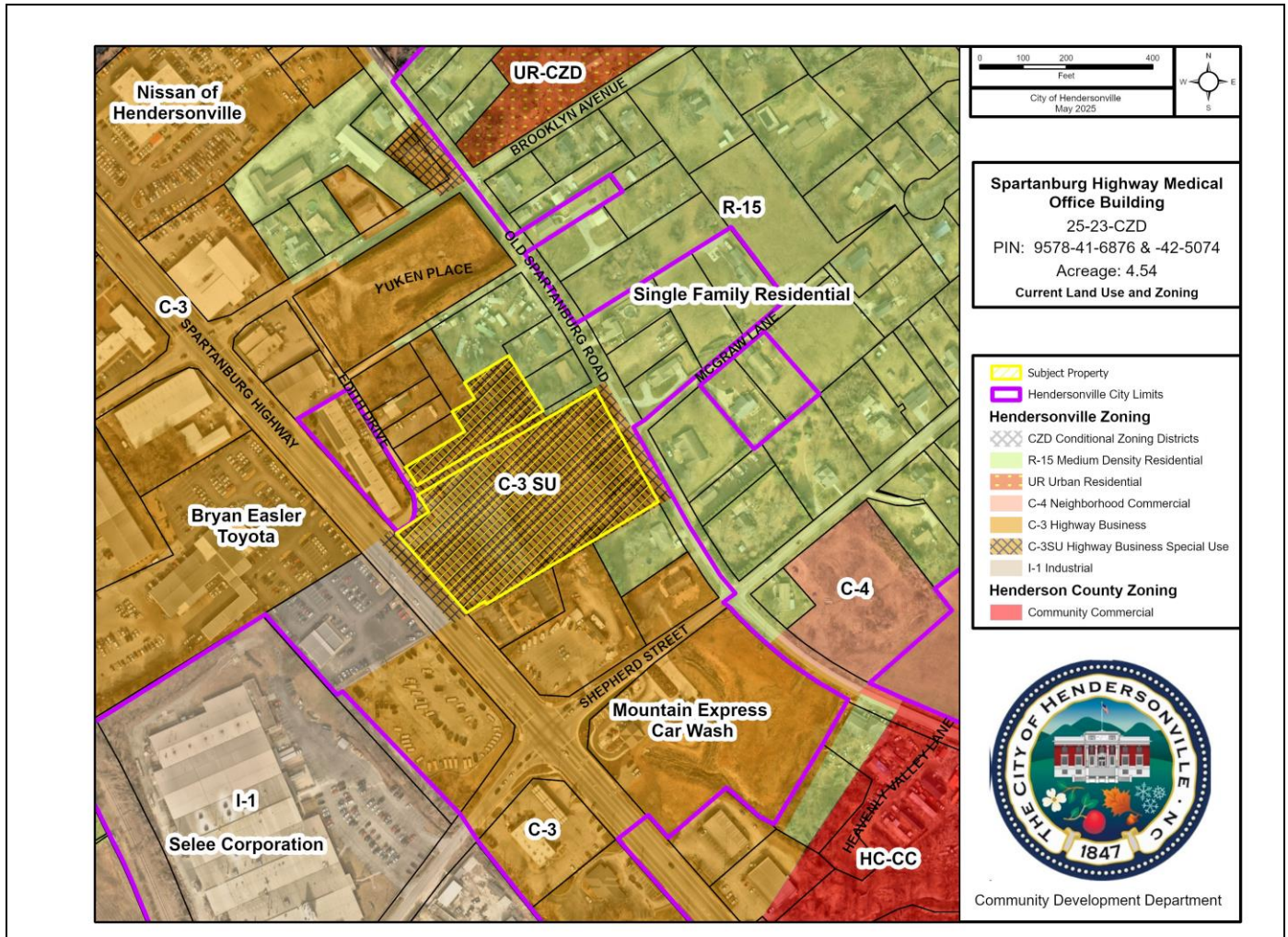


SITE VICINITY MAP

The City of Hendersonville is in receipt of an application for a Conditional Rezoning from John Bryant, Vice President, Operations and Support Services for UNC Health Pardee, applicant and Bryan Rhodes, Capital Projects Construction Manager for Henderson County Government, property owner. The applicant is requesting to rezone the subject property, PINs 9578-41-6876 & 9578-42-5074 and located between Spartanburg Highway and Old Spartanburg Road, from C-3 SU, Highway Business Special Use to CHMU-CZD, Commercial Highway Mixed Use Conditional Zoning District for the construction of a 42,520 square foot medical office building.

The site plan shows one building proposed at a height of 32'. The development will have access from both Spartanburg Highway and Old Spartanburg Road. The site plan shows the development providing 195 parking spaces to serve the development. There will be a public drop off area on the southern façade of the building and a pharmacy line on the eastern façade.

EXISTING ZONING & LAND USE



City of Hendersonville Current Zoning & Land Use Map

The subject property is currently a large vacant property that fronts on both Spartanburg Highway and Old Spartanburg Road. It appears that the site is being utilized currently by utility companies for training. The subject property is zoned C-3-SU, or Highway Business Special Use for a cycle center that was never constructed. The special use permit for that development expired in 2008.

Spartanburg Highway is prominently made up of C-3 Highway Business zoning, a district that is historically found along our major commercial corridors. Just beyond the intersection of Shepherd Street and Spartanburg Highway the corridor transitions to Henderson County's jurisdiction and is zoned community commercial.

Parcels to the east are zoned R-15 medium density residential and are mostly comprised of single family homes. To the northeast sits the recently approved Mabry Woods development which is zoned Urban Residential Conditional Zoning District.

SITE IMAGES



Typical view of the subject property looking southeast from Edith Drive.



View of the subject property from Old Spartanburg Road looking westward.

SITE IMAGES



View of the Duke Energy Transmission lines that run the frontage of the subject property.



View of the subject property frontage on Spartanburg Highway looking south.

SITE IMAGES



View of the privately maintained road that abuts the property known as Edith Drive.



View from the subject property looking west.

SITE IMAGES

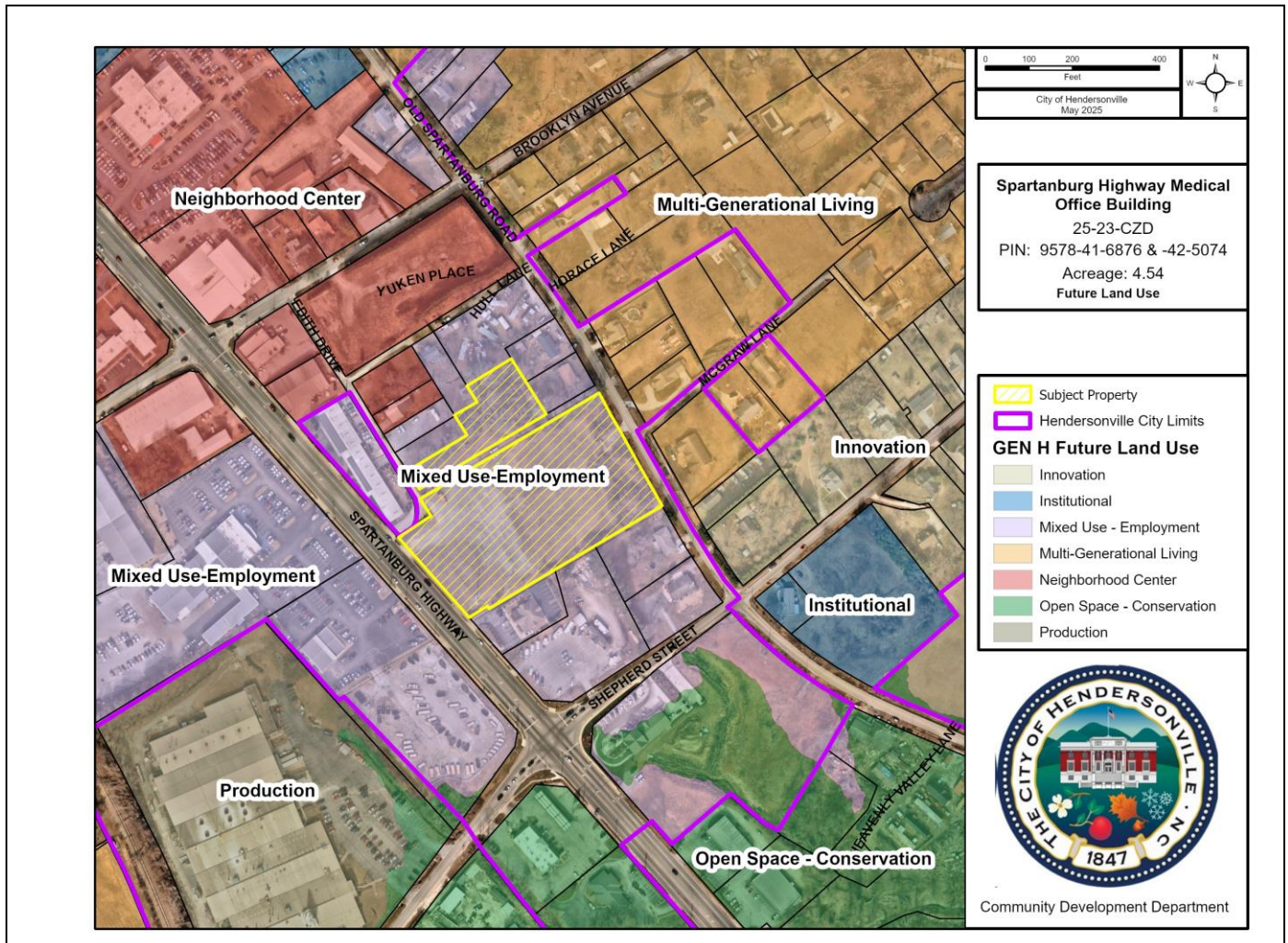


View of a mature grove of trees along the northern property boundary.



View of the existing drive access from the subject property onto Old Spartanburg Road.

FUTURE LAND USE



City of Hendersonville Future Land Use Map

The subject property is designated as Mixed Use-Employment, a designation that is found east of the railroad tracks running perpendicular to 176 and follows 176 until Shepherd Street. A node of Neighborhood Center can be found to the north; this node surrounds the Brooklyn Ave and Spartanburg Highway intersection.

Parcels to the south are designated as Open Space Conservation. This designation corresponds with this areas proximity to King Creek and its associated floodplain.

Two parcels to the southeast of the subject property are designated as institutional and this corresponds to the proposed City fire station number 3 and the property directly adjacent to it.

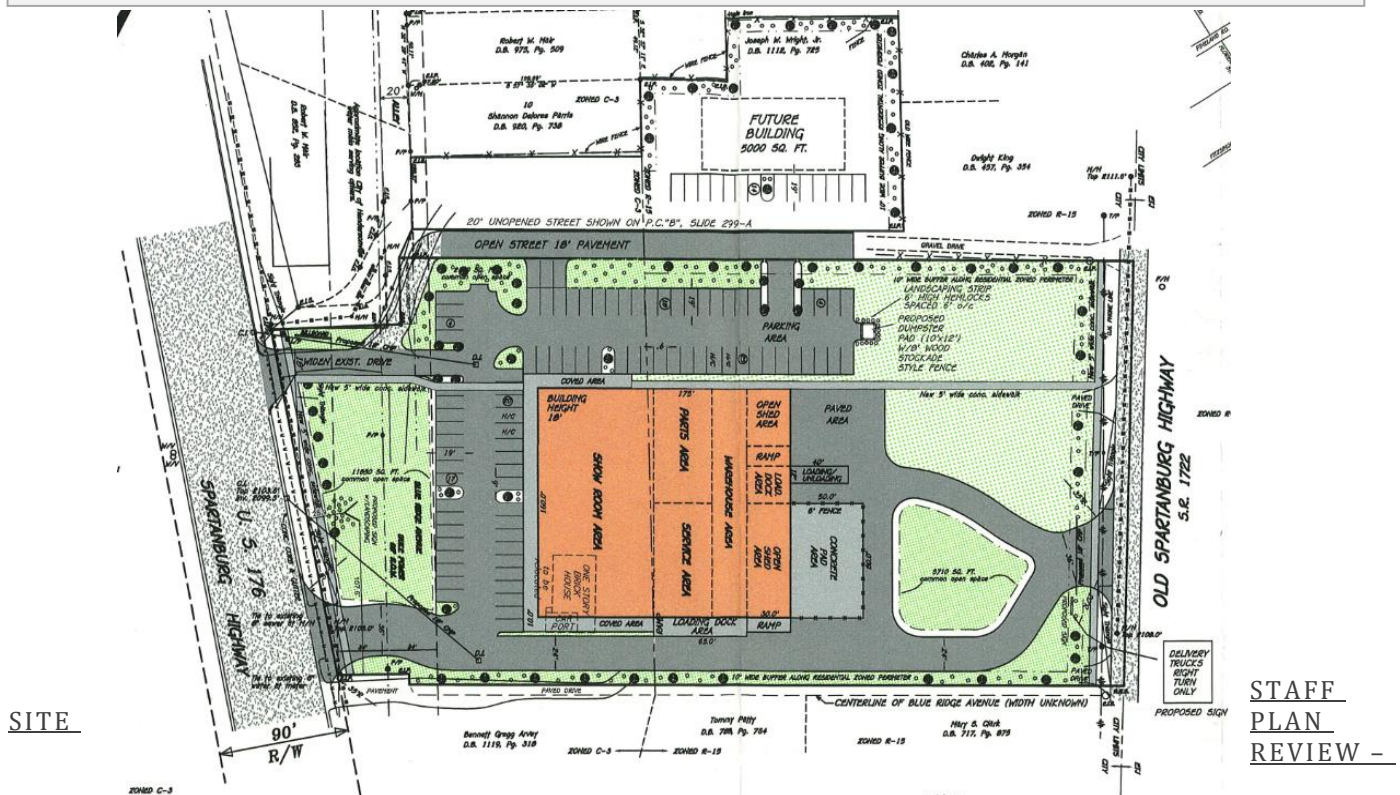
The Selee Corporation to the southwest is designated as production.

REZONING HISTORY

Prior Rezoning (P03-112-SUR)	Summary of Prior Petition	Status
March 4 th , 2004 (C-3 and R-15 to C-3 SU)	Development of a 28,000 square foot Dal-Kawa Cycle Center on 3.79 acres, with a 5,000 square foot future expansion building.	Expired (March 4, 2008)

Subject Property History

- March 4th, 2004:** City Council rezoned and granted a special use permit for the subject property. The subject property was rezoned from C-3 and R-15 to C-3-SU for the construction of a 28,000 square foot Dal Kawa Cycle Center on the 3.79-acre lot and a future 5,000 square foot building on the 0.75-acre lot. The cycle center was to include a showroom, sales, service and parts facility and a warehouse area. The special use permit for this development was set to expire on March 4, 2006.
 - Meeting Minutes:
<https://library.municode.com/nc/hendersonville/munidocs/munidocs?nodeId=2d9b5a74a0bf4>
- March 9th, 2006:** The Special Use Permit for this project was set to expire on March 4, 2006. The applicant requested a 2-year extension, which was approved by City Council. The project was never constructed and the special use permit expired on March 4th, 2008.
 - Meeting Minutes:
<https://library.municode.com/nc/hendersonville/munidocs/munidocs?nodeId=2d9b59cf0447b>



SUMMARY COMMENTS

PROPOSED REQUEST DETAILS

Site Plan Summary:

- Proposed Uses:
 - Offices, business, professional and public
- Building:
 - 42,520 square feet of gross floor area.
 - 19,180 Square feet footprint.
- Building Design
 - The building/site is required to meet all building and design requirements of a Commercial Highway Mixed Use development, and this includes but is not limited to building materials, building offsets, building projections, building orientation, building scale, etc.
 - The proposed building meets the design requirements for CHMU developments.
- Height
 - CHMU allows 4 stories for commercial and institutional buildings.
 - Proposed- 32' (2 stories).
- Transportation
 - The site plan shows two access points onto the subject property, both of which are proposed as full movements.
 - One access will be off of Spartanburg Highway and the other access will be from Old Spartanburg Road.
- Sidewalks
 - Sidewalks are provided along the property frontage of Spartanburg Highway and Old Spartanburg Road.
 - Sidewalks will also be provided from the public frontage sidewalks to the front main access of the building.
- Lighting
 - All site lighting will be required to conform to the City's lighting standards for nonresidential developments.
- Parking: Office, Medical
 - Required vs. proposed
 - 1 per each 250 square feet of gross floor area
 - Total required- 170
 - Total provided- 195
 - The subject property is within the Entry Corridor which allows for a 20%

reduction in the required parking. The development is not currently utilizing this reduction, but the reduction is supported by staff.

- Common Space
 - CHMU developments are to provide Common Space. This development is proposing to...
 - Install all service utility lines underground.
 - Provide seating under the main covered entry for better social interaction.
 - Provide an Apple Country bus stop and shelter along the Spartanburg Highway frontage and a bike rack at the building as amenities of the project.
- Natural Resources
 - The most recent USGS topographic maps indicate a blueline stream running through the subject property. However, this stream was piped many years ago and would not be subject to the stream buffer requirements.



- Planting requirements.
 - The site will be required to provide the following landscaping:
 - Vehicular use area plantings
 - Common Space trees
 - Common Open Space Plantings
 - Street trees
 - The new landscaping requirements are being met through new plantings and the utilization of tree credits for qualifying trees.

- Tree preservation
 - The site currently has 53,554 square feet of existing tree canopy (27.07%) of the site.
 - The development is proposing to retain a minimum of 11,335 square feet or 21.17%.
 - The applicants are choosing option 3 for tree preservation and will be required to plant 15% of new canopy.

DEVELOPER-PROPOSED CONDITIONS:

- I. None

OUTSTANDING ISSUES & CITY PROPOSED CONDITIONS:

COMMUNITY DEVELOPMENT

Site Plan Comments:

- The site plan accompanying this petition meets the standards established by the Zoning Ordinance for Commercial Highway Mixed Use Developments (5-27).

Proposed City-Initiated Conditions:

- None

DEVELOPMENT REVIEW COMMITTEE COMMENTS:

The Development Review Committee consists of the following Departments/Divisions and Agencies: Engineering, Water/Sewer, Fire Marshal, Stormwater Administration, Floodplain Administration, Public Works, NCDOT, Henderson County Soil & Erosion Control and the City's Traffic Consultant. While all pertinent members of the DRC reviewed this project, staff have provided only the relevant/outstanding comments / conditions below:

TRANSPORTATION CONSULTANT (KIMLEY HORN)

TIA Comments:

- The Traffic Impact Analysis for the development was submitted on May 19th, 2025, by the developer's traffic consultant Mattern and Craig Inc. The City's traffic consultant Kimley Horn provided their review comments on May 28th, 2025. Kimley Horn stated that "Based on a technical review of the TIA as submitted, the analysis as stated should be updated to address the technical issues found. All noted discrepancies, however, are minor and it is not expected that there would be any changes to recommendations once revised."
- The expected new trip generation for the proposed development is as follows:
 - 1,826 Daily Trips
 - 118 AM Peak Hour Trips
 - 180 PM Peak Hour Trips

TIA Proposed Mitigation:

- Spartanburg Highway & Old Spartanburg Road (signalized)
 - Mattern and Craig's Findings: Given the lack of any significant degradation in level of service or increase in delay within the analysis area, the findings of this report show that no additional improvements should be necessary to accommodate the additional site trips from the

- proposed development.
 - Kimley Horn's Response: The intersection experiences LOS degradation for the EB in the PM peak hour. However, as noted in the report, this is due to the Background LOS being on the cusp of two levels of service. The site is proposed to have minimum impact, and the intersection still performs acceptably. Therefore, no improvements are necessary.
- Spartanburg Highway & Brooklyn Avenue (signalized)
 - Mattern and Craig's Findings: Given the lack of any significant degradation in level of service or increase in delay within the analysis area, the findings of this report show that no additional improvements should be necessary to accommodate the additional site trips from the proposed development.
 - Kimley Horn's Response: Concur
- Spartanburg Highway & Shepherd Street (signalized)
 - Mattern and Craig's Findings: Given the lack of any significant degradation in level of service or increase in delay within the analysis area, the findings of this report show that no additional improvements should be necessary to accommodate the additional site trips from the proposed development.
 - Kimley Horn's Response: The intersection experiences LOS degradation for the EB and SB in the PM peak hour. However, as noted in the report, this is due to the Background LOS being on the cusp of two levels of service. The site is proposed to have minimum impact, and the intersection still performs acceptably. Therefore, no improvements are necessary.
- Old Spartanburg Road & Brooklyn Avenue (unsignalized)
 - Mattern and Craig's Findings: Given the lack of any significant degradation in level of service or increase in delay within the analysis area, the findings of this report show that no additional improvements should be necessary to accommodate the additional site trips from the proposed development.
 - Kimley Horn's Response: Concur
- Old Spartanburg Road & Shepherd Street (unsignalized)
 - Mattern and Craig's Findings: Given the lack of any significant degradation in level of service or increase in delay within the analysis area, the findings of this report show that no additional improvements should be necessary to accommodate the additional site trips from the proposed development.
 - Kimley Horn's Response: Concur
- Spartanburg Highway & Site Drive #1
 - Mattern and Craig's Findings: Given the lack of any significant degradation in level of service or increase in delay within the analysis area, the findings of this report show that no additional improvements should be necessary to accommodate the additional site trips from the

- proposed development.
- Kimley Horn's Response: Concur
- Old Spartanburg Road & Site Drive #2
 - Mattern and Craig's Findings: Given the lack of any significant degradation in level of service or increase in delay within the analysis area, the findings of this report show that no additional improvements should be necessary to accommodate the additional site trips from the proposed development.
 - Kimley Horn's Response: Concur

GENERAL REZONING STANDARDS	
1) Comprehensive Plan Consistency	<p>Land Supply, Suitability & Intensity The subject property was listed as underdeveloped in the land suitability map. The subject property was listed as underdeveloped in the land supply map. Both parcels were designated between “moderately suitable” and “most suitable” for commercial uses.</p>
	<p>Future Land Use & Conservation Map- See Gen H appendix.</p> <p>Designation: Mixed Use-Employment Character Area Description: Somewhat Consistent Zoning Crosswalk: Consistent</p>
2) Compatibility	<p>Whether and the extent to which the proposed amendment is compatible with existing and proposed uses surrounding the subject property –</p>
	<p>The proposed development is strategically located near other institutional facilities along this corridor, such as the Henderson County Social Services building and the planned City Fire Station number 3. Introducing CHMU zoning along the Spartanburg Highway corridor aligns with the goals of the Gen H Comprehensive Plan for this area. Therefore, this project is not only compatible with the current character of the corridor but also with its envisioned future.</p>
3) Changed Conditions	<p>Whether and the extent to which there are changed conditions, trends or facts that require an amendment -</p>
	<p>The subject property is currently associated with a special use permit that expired in 2008. To proceed with any development on the property, it will first need to be rezoned.</p>
4) Public Interest	<p>Whether and the extent to which the proposed amendment would result in a logical and orderly development pattern that benefits the surrounding neighborhood, is in the public interest and promotes public health, safety and general welfare -</p>
	<p>This development would offer residents on the southern side of Henderson County greater access to primary care, physical therapy, and pharmacy services, bringing these amenities closer to their homes.</p>
5) Public Facilities	<p>Whether and the extent to which adequate public facilities and services such as water supply, wastewater treatment, fire and police protection and transportation are available to support the proposed amendment</p>

	The site will be served with City services. The property abuts two NCDOT maintained roadways.
6) Effect on Natural Environment	Whether and the extent to which the proposed amendment would result in significantly adverse impacts on the natural environment including but not limited to water, air, noise, storm water management, streams, vegetation, wetlands and wildlife -
	According to the 2008 floodplain maps, no part of this property is located within the floodplain or floodway. The most recent USGS topographic maps indicate a blueline stream running through the subject property. However, this stream was piped many years ago and would not be subject to the stream buffer requirements. As indicated in the site plans, the development currently includes 53,554 square feet of tree canopy, covering 27.07% of the site. The proposed development is proposing to retain 11,335 square feet, or 21.17%, of the existing tree canopy.

The petition is found to be **consistent** with the City of Hendersonville Gen H 2045 Comprehensive Plan based on the information from the staff analysis and the public hearing, and because:

The petition is consistent with a range of Goals, Guiding Principles and the Future Land Use Designation of Chapter IV of the Gen H Comprehensive Plan.

We **[find/do not find]** this petition to be reasonable and in the public interest based on the information from the staff analysis and the public hearing, and because:

DRAFT [Rationale for Approval]

- *The proposed development would provide citizens who reside on the southern side of Henderson County the opportunity to have primary care, physical therapy, and pharmacy service within a closer proximity to where they live.*
- *The proposed development is within close proximity to other institutional uses along this corridor.*

DRAFT [Rational for Denial]

- *The proposed development is not compatible at this location.*