

**City of Greensboro Planning Department  
Zoning Staff Report  
November 12, 2007 Public Hearing**

*The information provided in this staff report has been included for the purpose of reviewing proposed zoning changes. Since the zoning process does not require a site plan, there may be additional requirements placed on the property through the Technical Review Committee process to address subdivision and development regulations.*

**Item:** I  
**Location:** 3201 & 3205 Sandy Ridge Road (west side of Sandy Ridge Road between Triad Drive and Farrington Road)

**Applicant:** Edward J. Greene  
**Owner:** Cleo & Reva Holt, Sandra & Allen Westmoreland

**From:** CD-HB  
**To:** CD-HB

- Conditions:** 1) Uses: All uses allowed in the HB zoning district except: recycling collection points, indoor flea markets, and sexually oriented businesses.  
 2) No billboards will be erected on the property.  
 3) Maximum of 2 curb cuts onto Sandy Ridge Road.

<b>SITE INFORMATION</b>	
<b>Maximum Developable Units</b>	N/A
<b>Net Density</b>	N/A
<b>Existing Land Use</b>	2 single family dwellings
<b>Acreage</b>	2.355 acres
<b>Physical Characteristics</b>	<i>Topography:</i> Generally flat <i>Vegetation:</i> Typical single family residential; several larger trees <i>Other:</i> N/A
<b>Overlay Districts</b>	N/A
<b>Historic District/Resources</b>	N/A
<b>Generalized Future Land Use</b>	Industrial/Corporate Park
<b>Other</b>	N/A

<b>SURROUNDING ZONING AND LAND USE</b>		
<b>Location</b>	<b>Land Use</b>	<b>Zoning</b>
<i>North</i>	Vacant parcel	LI
<i>South</i>	Interstate Equipment Sales & Rentals	LI
<i>East</i>	Vacant parcel and single family dwelling	LI, RS-40-MH
<i>West</i>	Vacant parcel and Colfax RV outlet	LI

<b>ZONING HISTORY</b>		
<b>Case #</b>	<b>Year</b>	<b>Request Summary</b>
2914	2001	This property was annexed on June 30, 2001 and the original zoning of Conditional Use – Highway Business (now CD-HB) was established at that time by City Council upon a favorable recommendation from the Zoning Commission. See box below for use limitations.

<b>DIFFERENCES BETWEEN CD-HB (EXISTING) AND CD-HB (PROPOSED) ZONING DISTRICTS</b>
<b>CD-HB:</b> Primarily intended to accommodate retail, service, and distributive uses which are typically located along thoroughfares. The district is established to provide locations for establishments which cater primarily to passing motorists and require high visibility and good road access. Developments in this district generally have substantial front setbacks. The existing zoning limits uses to convenience stores with gasoline & diesel fuel pumps, restaurants with and without drive-through service, tobacco stores, car washes, hotels & motels, Christmas tree sales and accessory uses to the previous six uses.
<b>CD-HB:</b> Same general description as above. See Conditions for use limitations and other restrictions.

<b>TRANSPORTATION</b>	
<b>Street Classification</b>	Sandy Ridge Road – Collector Street, Triad Drive – Collector Street.
<b>Site Access</b>	One access point per street frontage as far from the intersection as possible will be approved by GDOT. The access point on Sandy Ridge Road will be required to be a right in right out designed with a center island median. All access point(s) must be designed and constructed to NCDOT and City of Greensboro standards.
<b>Traffic Counts</b>	Sandy Ridge Road ADT = 16,400.
<b>Trip Generation</b>	N/A.
<b>Sidewalks</b>	Sidewalks are a requirement of the Development Ordinance. 6' sidewalk with a 4' grass strip is required along both sides of thoroughfares. 5' sidewalk with a 3' grass strip is required along one side (at a minimum, collectors may require sidewalk on both sides) of all other street types.
<b>Transit</b>	No.
<b>Traffic Impact Study</b>	Not required per TIS Ordinance.
<b>Street Connectivity</b>	N/A.
<b>Other</b>	N/A.

ENVIRONMENTAL REVIEW	
<b>Water Supply Watershed</b>	Yes, site drains to Upper Randleman Lake
<b>Floodplains</b>	N/A
<b>Streams</b>	N/A
<b>Other</b>	Maximum built upon area (BUA) per watershed density is 70% of the site acreage for high density development. If high density development (24%-70% of BUA) is proposed all the built upon area must drain and be treated by a State approved water quality device (pond or similar). If low density development is proposed site must meet score sheet requirements.

LANDSCAPING REQUIREMENTS	
Location	Required Planting Yard Type and Rate
<i>North</i>	Type D Yard – 5' minimum width; 2 understory/100'; 18 shrubs/100'
<i>South</i>	Street Yard - 8' avg. width; 2 canopy/100', 17shrubs/100'
<i>East</i>	Street Yard - 8' avg. width; 2 canopy/100', 17shrubs/100'
<i>West</i>	Type D Yard – 5' minimum width; 2 understory/100'; 18 shrubs/100'

**CONNECTIONS 2025 COMPREHENSIVE PLAN POLICIES**

**Connections 2025 Written Policies:**

*Growth at the Fringe Goal:* Provide a development framework for the fringe that guides sound, sustainable patterns of land use, limits sprawl, protects rural character, evidences sound stewardship of the environment, and provides for efficient provision of public services and facilities as the City expands. Development will increase density and mix land uses at a pedestrian scale with sidewalks, bikeways, and where possible, public transit.

*POLICY 4G.1:* Promote compact development.

*Economic Development Goal:* Promote a healthy, diversified economy with a strong tax base and opportunities for employment, entrepreneurship and for-profit and non-profit economic development for all segments of the community, including under-served areas such as East Greensboro.

**Connections 2025 Map Policies:**

*The area requested for rezoning lies within the following map classifications:*

*Industrial/Corporate Park:* This designation applies to areas where present or anticipated uses include both light and heavy industrial uses, such as manufacturing, assembly, and fabrication; wholesaling and distribution; and corporate office and technology parks, which may be introduced to replace older heavy industrial uses. Although new residential development is discouraged in areas designated for this land use category, pre-existing residential uses may be present in or adjacent to these areas. As established industrial areas redevelop, such residential, institutional, or similar uses should be protected from adverse impacts (heavy truck

traffic, significant outside storage, factors such as noise, dust, and glare, etc.) through performance-based standards, buffers, and proper separation from noxious uses.

## CONFORMITY WITH OTHER PLANS

*The following aspects of relevant plans may be applicable in this case:*

**City Plans:** The Airport Area Plan Update which was endorsed by City Council in June 2002 shows this property to be located in an area classified as Non-Residential. This is a broad category that includes both light and heavy industrial uses, offices, warehouses, service-oriented commercial activities and other types of development that are not noise sensitive. This property is split by the 60 DNL Noise Contour.

**Other Plans:** N/A

## STAFF COMMENTS

**Planning:** This property was annexed on June 30, 2001 and the original zoning of Conditional Use – Highway Business (now CD-HB) was established at that time by City Council upon a favorable recommendation from the Zoning Commission. The existing zoning limits uses to convenience stores with gasoline & diesel fuel pumps, restaurants with and without drive-through service, tobacco stores, car washes, hotels & motels, Christmas tree sales and accessory uses to the previous six uses. Staff recommended approval of that original zoning.

This property was initially zoned for a gas station and convenience store; however, that development was not initiated. The current proposal would expand the range of commercial or service uses permitted on the property.

For the most part, this property is surrounded by Light Industrial zoning; however, the property at the southeast quadrant of Sandy Ridge Road and Triad Drive is zoned Highway Business which contains a convenience store with fuel pumps. Staff feels that this is a reasonable request for a property that is surrounded by nonresidential uses. It is also a good location for commercial zoning given the proximity to the I-40 & Sandy Ridge Road interchange. Since this area has little in the way of commercial and/or service uses, this property provides a good opportunity for such development.

The rezoning request is compatible with the Airport Area Plan and is consistent with the Industrial/Corporate Park land use classification on the Generalized Future Land Use Map of the Comprehensive Plan since it has the potential to provide needed commercial services in this extended industrial area, as well as to travelers on Interstate 40.

**GDOT:** No additional comments.

**Water Resources:** No additional comments.

**Housing & Community Development:** This proposal is compatible with the general character of its surroundings.

## **STAFF RECOMMENDATION**

Based on all the information contained in this report, the Planning Department recommends approval.

## ADDITIONAL INFORMATION