



Z-13-01-001
Planning & Community Development
Zoning Staff Report and Plan Amendment Evaluation

Zoning Commission Hearing Date: January 14, 2013

GENERAL INFORMATION

APPLICANT Wesley and Cynthia Johnson

HEARING TYPE Rezoning

REQUEST **LI** (Light Industrial) **to CD-HI** (Conditional District-Heavy Industrial)

CONDITIONS 1. Uses: All uses allowed in HI except cemeteries and animal shelters.

LOCATION 114 Stage Coach Trail, east of Stage Coach Trail and west of North Swing Road.

PARCEL ID NUMBER(S) **7834086517**

PUBLIC NOTIFICATION The notification area for this public hearing was 600 feet (Chapter 30-4-1.4 of the Land Development Ordinance requires notification of the owner of that parcel of land and the owners of all parcels of land adjoining and contiguous to that parcel of land as shown on the County tax listing). **19** notices were mailed to those property owners in the mailing area.

TRACT SIZE ~1.54 Acres

TOPOGRAPHY Generally flat with a slight slope to the east

VEGETATION Commercial landscaping

SITE DATA

Existing Use The rear portion of the building is used for auto repair and the front portion of the building is currently vacant.

	Adjacent Zoning	Adjacent Land Uses
N	LI (Light Industrial)	General Contractor with storage facilities
E	RM-8 (Residential-Multi-family)	Multi-family apartments
W	HI (Heavy Industrial)	Vacant industrial buildings
S	HI (Heavy Industrial)	Sherwin Williams Paint Company and contractor storage

Zoning History

Case #	Date	Request Summary
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This property was zoned LI (Light Industrial) under the Unified Development Ordinance, effective July 1, 1992 and is zoned LI (Light Industrial) under the current Land Development Ordinance, effective July 1, 2010.

ZONING DISTRICT STANDARDS

District Summary *

Zoning District Designation:	Existing (LI)	Requested (CD-HI)
Max. Density:	N/A	N/A
Typical Uses	Primarily intended to accommodate limited manufacturing, wholesaling, warehousing, research and development, and related commercial/service activities which in their normal operations have little or no adverse effect upon adjoining properties.	Primarily intended to accommodate wide range of assembling, fabricating, and manufacturing activities. The district is established for the purpose of providing appropriate locations and development regulations for uses which may have significant environmental impacts or require special measures to ensure compatibility with adjoining properties.

**These regulations may not reflect all requirements for all situations; see the City of Greensboro Development Ordinance for all applicable regulations for site requirements for this zoning district.*

SPECIAL INFORMATION

Overlay District Ordinance/Historic Preservation – N/A

Environmental/Soils

Water Supply - Watershed Site drains to Greensboro Watersupply Watershed WS-III, Horsepen Creek Sub-basin

Floodplains N/A

Streams N/A

Other: Site is grandfathered for existing Built Upon Area (BUA). Any new BUA must be treated by a State approved Water Quality BMP. BMP must treat new BUA and any existing BUA to the maximum extent practicable.

Utilities (Availability and Capacity)

Potable Water Water is available and capacity is in line with request

Waste Water Sewer is available and capacity is in line with request

Airport Overlay District

The subject property is not located within the Airport Overlay District.

Landscaping Requirements – Applicable at time of Development

Stage Coach Tr. - Street Yard – minimum width 10’; 2 canopy trees per 100’, 17 shrubs per 100’

N Swing Rd. - Street Yard – minimum width 10’; 2 canopy trees per 100’, 17 shrubs per 100’

Parking Lot Landscaping

Requiring landscaping within parking areas is intended to shade and improve the attractiveness of large areas of pavement.

Required Landscaping

Parking lot planting yards must include at least one canopy tree for every 12 parking spaces.

Required canopy tree areas must be located within the parking lot. They may be located in landscape islands, landscape divider medians between rows of parking, or in driveway medians.

Islands or other planting areas for canopy trees must have a minimum area of 200 square feet with a minimum dimension of 7 feet, measured in any direction. Islands or planting areas of less than 200 square feet may not be counted toward satisfying parking lot landscaping requirements.

The landowner may provide required landscape islands or planting areas using one or more of the planting area sizes below. Each parking space must be entirely within the designated distance of a parking lot planting area as specified below:

Table 10–4: Location of Parking Lot Planting Areas		
Size of Parking Lot Planting Area (sq. ft.)	Number of Trees In Planting Area	Max. Distance from Parking Space (feet)
200-499	1	100 (1)
500-899	3	130
(1) Canopy trees installed as part of a required planting yard that abuts the parking lot may be used for up to 50% of the required distance		

Grouping canopy trees within the same landscape island or planting area is strongly encouraged, even if this would decrease the number of islands within the parking lot.

When a parking lot or other vehicular use area abuts a vacant site or a site with the same land use classification as the subject site, a planting yard with a minimum width of 5 feet must be provided between the parking lot/vehicular use area and the abutting (interior) property line. This required planting area must be landscaped with at least 2 understory trees and 18 evergreen shrubs per 100 linear feet.

Trees used to satisfy the planting requirements for parking lot areas may not be counted toward the planting requirements for other required plantings on the site.

**Tree Preservation Requirements – Applicable at time of Development
Acreage Requirements**

1.54 ac 5% of lot size

Transportation

Street Classification: Stage Coach Trail – Collector Street.
 Swing Road – Local Street.

Site Access: All access(es) must be designed and constructed to the City of Greensboro standards.

Traffic Counts: None available.

Trip Generation: N/A.

Sidewalks: Sidewalks are a requirement of the Development Ordinance. 5' sidewalk with a 5' 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. Sidewalk does not exist along the frontage of this property.

Transit in Vicinity: Yes, GTA Route 9 (West Market Street) within 0.30 miles of the subject site, along West Market Street

Traffic Impact Study: No TIS required per TIS Ordinance.
(TIS)

Street Connectivity: N/A.

Other: N/A.

IMPACT/POLICY ANALYSIS

Land Use Compatibility

The proposed **CD-HI** (Conditional District-Heavy Industrial) zoning would allow land uses that are compatible with the general character of the area.

Connections 2025 Comprehensive Plan Policies

The Generalized Future Land Use Map (GFLUM) designates this location as **Industrial/Corporate Park**. The requested **CD-HI** (Conditional District – Heavy Industrial) zoning district is generally consistent with this GFLUM designation.

Connections 2025 Written Policies

Land Use, Goal 4.1 - Growth Strategy: Promote sound investment in Greensboro's urban areas, including Center City, commercial and industrial areas, and neighborhoods.

Policy 4C - Promote new patterns and intensities of use to increase economic competitiveness and enhance quality of life in urban areas.

Economic Development, Goal 7: 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.

Policy 7C - Ensure that city land use policies and regulations allow for an adequate supply of land to accommodate economic development.

Transportation, Goal 8: Develop and maintain a safe, efficient, and environmentally sound transportation system that provides convenient choices for accessing destinations throughout Greensboro and the Triad, including a range of well-integrated transit, pedestrian, and bicycle linkages.

Policy 8A - Maintain a roadway network that safely and efficiently accommodates vehicular traffic while supporting other community objectives defined in the Comprehensive Plan.

Connections 2025 Map Policies

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

City Plans

Consolidated Plan 2010-2014: Plan for a Resilient Community

Principle 1) Provide More Transportation Choices:

Goal B) Improve access to destinations, especially via alternate modes (public transit, walking, and bicycling); including the critical first and last miles of journeys.

Principle 3) Enhance Economic Competitiveness:

Goal F) Provide opportunities for job training, mentoring, education and job creation.

Principle 4) Support Existing Communities:

Goal F) Promote neighborhood and economic development by fulfilling target area commitments and creating a process for identifying new opportunities for neighborhood revitalization and planning.

Principle 6) Value Communities and Neighborhoods:

Goal E) Work at the neighborhood level to reconnect neighborhoods to jobs and services, promote "Desirable Infill Development" and redevelop major corridors to strengthen adjacent neighborhoods.

Principle 7) Recognize The Environment as a Critical Element of Community Sustainability:

Goal A) Promote more efficient land development patterns.

Community Development

Applicant is strongly encouraged to discuss this proposed rezoning and change of use with owners of adjacent properties.

The subject site is located within the area(s) eligible for the following economic development incentive or assistance program(s): New Markets Tax Credits (federal).

STAFF ANALYSIS AND RECOMMENDATION

Staff Analysis

This 1.54 acre property is developed with an existing building, the rear of which contains an auto repair facility with the front portion currently vacant. A large portion of the lot currently contains abandoned or junked motor vehicles.

The applicant is requesting to rezone the property from LI (Light Industrial) to CD-HI (Conditional District-Heavy Industrial) in order to be allowed to expand the uses for the property, including a bar/nightclub. Bars are not a permitted use in the LI (Light Industrial) zoning district. The Heavy Industrial (HI) zoning district does allow bars as a permitted use with no additional use or separation requirements.

The properties located to the north, south and west of the subject property contain both light and heavy industrial uses. The property located to the east, on the eastern side of North Swing Road, contains multi-family apartments. The applicant’s lot is heavily landscaped along the eastern lot line adjacent to North Swing Road and access to the subject property is limited solely to Stage Coach Trail. In the Heavy Industrial (HI) zoning district, a bar does not have any required separation from residential zoning as in other zoning districts.

This request, if approved, will allow uses that are generally compatible with the development trend in the general area which is established primarily as an existing industrial area. The Heavy Industrial zoning designation is compatible with the Industrial/Corporate Park future land use designation and should have minimal impacts to surrounding properties. This request promotes new patterns and intensities of use to increase economic competitiveness and promotes 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.

Staff finds this rezoning request consistent with the applicable provisions of the Comprehensive Plan, the Zoning Ordinance and the development pattern of the surrounding area.

Staff Recommendation

Staff recommends **approval** of the requested **CD-HI** (Conditional District – Heavy Industrial) zoning district.