



**Z-13-03-005**  
**Planning & Community Development**  
**Zoning Staff Report and Plan Amendment Evaluation**

**Zoning Commission Hearing Date: March 11, 2013**

**GENERAL INFORMATION**

**APPLICANT** Tom Terrell for Bigham Inc. and Tom Bigham Holdings LLC, et al.

**HEARING TYPE** Quasi-Judicial

**REQUEST** **Special Use Permit** for expansion of an existing auto salvage yard

**CONDITIONS** 1. Uses: Limited to salvage yards, junk yards, scrap processing, parts recycling and all accessory uses.

**LOCATION** **100 Ward Road, 100 R1 Ward Road and 301-319 Murraylane Road**, generally described as west of Ward Road, south of Burlington Road and west of Murraylane Road.

**PARCEL ID NUMBER(S)** **7885502681, 7884591998 and 7885405494**

**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). **90** notices were mailed to those property owners in the mailing area.

**TRACT SIZE** ~19.04 Acres

**TOPOGRAPHY** Undulating

**VEGETATION** Existing buffers and scattered vegetation

**SITE DATA**

**Existing Use** Auto salvage yard

	<b>Adjacent Zoning</b>	<b>Adjacent Land Uses</b>
N	CD-HI (Conditional District-Heavy Industrial) and LI (Light Industrial)	Industrial warehouses and single-family dwelling
E	LI (Light Industrial), R-3 (Residential-Single Family) and County RS-30 (Residential-Single Family)	Manufacturing and single-family dwellings
W	LI (Light Industrial) and R-5 (Residential Undeveloped and single family – Single Family)	
S	LI (Light Industrial) and R-5 (Residential-Single Family)	Undeveloped

**Zoning History**

Case #	Date	Request Summary
12-11-02	11-19-12	The most western tract was already located within the City limits and has been zoned HI (Heavy Industrial) since July 1, 2010. On November 19, 2012, the Zoning Commission approved original City Zoning for the two eastern tracts for HI (Heavy Industrial) zoning.

**ZONING DISTRICT STANDARDS**

**District Summary \***

Zoning District Designation:	Existing (HI)	Requested (SUP for auto salvage yard)
Max. Density:	N/A	N/A
Typical Uses	Primarily intended to accommodate a 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.	A Special Use Permit is required for an auto salvage yard in the HI (Heavy Industrial) zoning district. The property use is limited to all permitted uses in the HI zoning district and to salvage yards, junk yards, scrap processing, parts recycling and all accessory uses.

*\*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 S.Buffalo Creek, non-water supply watershed.

Floodplains N/A

Streams N/A

Other: If >1acre is disturbed, site must meet Phase 2 requirements. Existing Built Upon Area (BUA) is grandfathered.

**Utilities (Availability and Capacity)**

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

Waste Water The Northeast portion of this property is currently served by a private sewer pump station. Further development, subdivision, and or recombination requiring sewerage to the South and West could require a public sewer extension from the South of approximately 3,500+/- feet minimum 8" public sewer main with easements to COG/NCDENR standards.

**Airport Overlay District**

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

**Landscaping Requirements**

A development plan for this property has been submitted to TRC. Landscaping requirements for the proposed expansion of this existing facility have been addressed at TRC. Any future development or redevelopment of this property will be subject to the Landscaping requirements outlined in Section 30-10 of the City Code of Ordinances.

**Tree Preservation Requirements**

**Acreage**

**Requirements**

**19.04 ac. adjoining parcel** A development plan for this property has been submitted to TRC. Tree Conservation requirements for the proposed expansion of this existing facility have been addressed at TRC. Any future development or redevelopment of this property will be subject to the Tree Conservation requirements outlined in Section 30-12 of the City Code of Ordinances.

**Transportation**

Street Classification: Ward Road – Major Thoroughfare

Site Access: All access(s) 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 10 (East Market Street) within 0.19 miles of the subject site, along East Wendover Avenue and GTA-HEAT Route 70A (GTCC Wendover Campus) within 500 feet of the subject site, along Burlington Road.
Traffic Impact Study: (TIS)	No TIS required per TIS Ordinance.
Street Connectivity:	N/A.
Other:	N/A.

## **IMPACT/POLICY ANALYSIS**

### **Land Use Compatibility**

The proposed **City HI (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 **Mixed Use Corporate Park**. The requested **City HI (Heavy Industrial)** zoning district is generally consistent with this GFLUM designation.

### **Connections 2025 Written Policies**

**Land Use, Goal 4.3 - Growth at the Fringe:** 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 4F** - Initiate a fringe area growth management framework comprising the following elements:

- A Fringe Area Land Use Plan;
- A "tiered" approach that designates growth areas for staged development, annexation, and extension of public facilities;
- Specific criteria for water and sewer extensions and annexations;
- Designation of the fringe as Greensboro's extraterritorial jurisdiction; and
- A proactive plan to provide infrastructure in advance of development, consistent with the growth "tiers" and Fringe Area Land Use Plan.

**Community Character, Goal 5.2 – Man-Made Environment:** Preserve and enhance the character and visual quality of Greensboro's built environment, including historic resources, private developments, and public landscapes.

**Policy 5F** – Implement and improve design standards governing the appearance of development from public roadways.

**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.

**Community Facilities, Services, and Infrastructure, Goal 9:** Provide community facilities, services, and infrastructure in a cost-effective manner to meet citizens' needs, contribute to quality of life, and support desired land use patterns.

**Policy 9A** - Proactively target infrastructure (water/sewer) extensions to support desired land use patterns.

### **Connections 2025 Map Policies**

**Mixed Use Corporate Park** This designation is intended for large tracts of undeveloped land near the City's fringe that are appropriate for well planned, larger scale business/employment parks with supporting uses such as retail, hotels, and residential. Primary uses such as office, flex office, technology research and development, light manufacturing, distribution, and assembly should be placed in a campus-like or "corporate park" setting with generous, linked open space to maximize value and to promote visual quality and compatibility with the surrounding area. Pedestrian-friendly features such as buildings placed near the street, sidewalks, and trails leading to nearby uses such as retail and housing should be encouraged.

**Activity Center:** Activity Centers are existing or anticipated future concentrations of uses that function as destinations or hubs of activity for the surrounding area. Typically located in areas of mixed use shown on the Generalized Future Land Use Map, such centers are intended to include features such as a mix of higher intensity uses (housing, retail, office, etc.), compact development patterns, and pedestrian and transit linkages. A one-half mile radius (considered the limit of a comfortable walk) is shown around each activity center except for the Downtown, which functions as an activity center for the entire City. It should be noted that the locations shown on the Generalized Future Land Use Map are conceptual and do not preclude the development of Activity Centers in other locations where they would support the goals and policies of the Comprehensive Plan.

### **CONFORMITY WITH OTHER PLANS**

#### **City Plans**

##### ***Consolidated Plan 2010-2014: Plan for a Resilient Community***

**Principle 1)** Provide More Transportation Choices:

**Goal A)** Promote transportation and development patterns and types that contribute to decreased household transportation costs.

**Principle 4) Support Existing Communities:**

**Goal A)** Provide planning services to Greensboro communities for redevelopment, neighborhood, corridor, and area plans.

**Principle 6) Value Communities and Neighborhoods:**

**Goal F)** Eliminate the persistence of vacant housing, trash, and environmental hazards in neighborhoods – preserving quality and livability.

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

**Goal E)** Stimulate private investment on sites with presumed or actual impacted soils through site assembly, site assessments and remediation and disposition of acquired properties for new development.

**Community Development**

The subject site is located within the area(s) eligible for the following economic development incentive or assistance program(s): Urban Development Investment Guideline incentives (local). Specifically, the northern half of the site is located within the East Market Street Reinvestment Corridor.

Applicant is strongly encouraged to discuss this proposed Special Use Permit request with owners of adjacent properties.

**STAFF ANALYSIS AND RECOMMENDATION**

**Staff Analysis**

This Analysis is based on information provided to staff as indicated in this report. The recommendation of staff below is only to be considered to the degree that this information is consistent with the competent evidence presented at the Special Use Permit hearing before the Zoning Commission and is not intended to replace the objective fact finding role of the Commission at this hearing.

The subject 19.04-acre property is currently being used as an existing auto salvage yard. The applicant, who is currently operating an auto salvage yard, would like to expand the facility by constructing a new building for the operation which will enhance the salvaging of vehicles. Adjoining the subject site to the north is a warehouse building and single-family dwelling, to the east is an industrial use and single-family dwellings, to the south is an undeveloped property and single family dwelling and to the west is also an undeveloped property and single family homes along Maybrook Drive and along the western side of Murraylane Road.

Per Section 30-8-10.5 of the Land Development Ordinance, facilities for Salvage Yards, Junk Yards and Scrap Processing must be at least 5 acres in area and an opaque fence at least 8 feet in height must be provided around the perimeter of the activity. The fencing must be positioned between the activity and any required buffer planting yard and the facility must be separated from any residential use by at least 300 feet. The applicant appeared at the January 28, 2013 Board of Adjustment meeting and was granted variances for the existing fence heights that were less than eight feet tall and for the residential separation requirements in locations that were closer than 300 feet to the residential uses.

Approval of this Special Use Permit request must conform to the intent and purpose of the Zoning Ordinance and the Comprehensive Plan in that:

1. That the proposed use will not be detrimental to the health or safety of persons residing or working in the vicinity, or injurious to property or improvements in the vicinity.
2. That the proposed use at the particular location provides a service or facility that will contribute to the general well-being of the adjacent and nearby industrial properties and their operations.
3. That the location and character of the proposed use will be in harmony with the area in which it is to be located and in general conformity with the Comprehensive Plan.

**Staff Recommendation**

Staff recommends **approval** of the requested **SUP** (Special Use Permit).