



Z-13-08-001

Planning & Community Development Zoning Staff Report and Plan Amendment Evaluation

Zoning Commission Hearing Date: August 12, 2013

GENERAL INFORMATION

APPLICANT Charlene Lamp

HEARING TYPE Rezoning

REQUEST R-3 (Residential Single-family) to **CD-LI** (Conditional District-Light Industrial)

CONDITIONS
1. Uses: All uses permitted within the Light Industrial district **except** banks, savings, loans, and credit unions with a drive-through facility and convenience store with fuel pumps.

LOCATION **8636 Triad Drive**, generally described as north of Interstate 40 and west of Sandy Ridge Road.

PARCEL ID NUMBER(S) **7805452172**

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

TRACT SIZE ~3.00 Acres

TOPOGRAPHY Undulating

VEGETATION None

SITE DATA

Existing Use

Vacant

	Adjacent Zoning	Adjacent Land Uses
N	R-3 (Residential Single-family)	Single family dwellings and accessory uses
E	R-3 (Residential Single-family)	Single family dwelling and accessory uses
W	Conditional District-Light Industrial	Tran Source Truck and Trailer Center
S	Conditional District-High Industrial	Airgas National Wholesalers

Zoning History

Case #	Date	Request Summary
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This property has been zoned **R-3** (Residential Single Family) since July 1, 2010. Prior to the implementation of the Land Development Ordinance (LDO) it was zoned **RS-12** (Residential Single Family).

ZONING DISTRICT STANDARDS

District Summary *

Zoning District Designation:	Existing (R-3)	Requested (CD-LI)
Max. Density:	3.0 units per acre or less	N/A
Typical Uses	Primarily intended to accommodate a low density single-family detached residential development.	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.

**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 Upper Randleman Watersupply Watershed, WS IV, West Fork Deep River

Floodplains N/A

Streams Possible stream feature onsite. For High Density development, if feature is perennial, a 100ft stream buffer from top of bank each side is required. If feature is intermittent, a 50ft stream buffer from top of bank each side is required

Other: Max. High Density development is 70% Built Upon Area (BUA). Site must meet watershed requirements, water Quality and water Quantity must be

addressed.

Utilities

Potable Water Water will need to be extended by the private developer (approximately 940 feet) and possibly upgraded depending on the development.

Waste Water Sewer will need to be extended by the private developer (approximately 1500

Feet)

Airport Noise Cone

The subject property is located in the Piedmont Triad International Airport 60 dB Noise Level Cone.

Landscaping Requirements

Triad Dr. - Street Yard – minimum width 10’; 2 canopy trees per 100’, 17 shrubs per 100’

East Property Line - Type A Yard – average width 45’; 4 canopy tree per 100’, 10 understory trees per 100’, 33 shrubs per 100’

North Property Line - Type A Yard – average width 45’; 4 canopy tree per 100’, 10 understory trees per 100’, 33 shrubs per 100’

West Property Line – NA

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
Acreage**

Requirements

3.0 ac. 5% of lot size although there does not appear to be any existing trees on site.

Transportation

- Street Classification: Sandy Ridge Road – Major Thoroughfare.
Triad Drive – Collector Street.
- Site Access: All access(s) must be designed and constructed to the City of Greensboro standards.
- Traffic Counts: Triad Drive ADT – 1,138 (GDOT, 2010).
- 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: No.
- Traffic Impact Study (TIS): No TIS required per TIS Ordinance.
- Street Connectivity: N/A.
- Other: N/A.

IMPACT ANALYSIS

Land Use Compatibility

The proposed **CD-LI (Conditional District-Light 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 designates this location as **Industrial / Corporate Park**. The requested **CD-LI (Conditional District-Light 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.

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.

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.

Comprehensive Plan Amendment History

Case #	Date	Request Summary
n/a	n/a	n/a

Applicant Stated Reasons for Request

n/a

Explain in detail the conditions that you think may warrant a Plan Amendment – Per Applicant and Application

n/a

COMPREHENSIVE POLICY PLAN ANALYSIS

Need for Proposed Change

n/a

Effect of the proposed Change on the Need for City Services and Facilities (e.g. roadway level of service).

n/a

Implications, if any, the Amendment may have for Other Parts of the Plan

n/a

Unforeseen Circumstances or the Emergence of New Information (e.g. significant economic opportunity in Tier 2 or 3)

n/a

PLANNING BOARD COMMENTS

n/a

CONFORMITY WITH OTHER PLANS

City Plans

Consolidated Plan 2010-2014: Plan for a Resilient Community

Principle 1 – Provide More Transportation Options:

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

Principle 3 - Enhance Economic Competitiveness:

Goal E: Focus on energy efficiency as an economic generator for small business development.

Principle 6 – Value Communities and Neighborhoods:

Goal A: Promote coordinated transportation and land use decisions for broader livability throughout Greensboro.

Principle 7 – Recognize the Environment as a Critical Element of Community

Sustainability:

Goal A: Promote more efficient land development patterns.

Other Plans

n/a

STAFF/AGENCY COMMENTS

Community Development

Applicant is strongly encouraged to discuss this proposed rezoning and development with owners of adjacent

Planning

The applicant's request to rezone 3.00 acres in this location for an industrial use was evaluated by staff both specific to compatibility with the existing development and future land uses along Triad Drive.

The subject property is currently zoned R-3 (Residential Single-family) in an area where the zoning has primarily transitioned to industrial zoning and predominant industrial uses. South of the site is a Conditional District-Heavy Industrial (CD-HI) property, developed as Airgas National Wholesalers. West of the property is a Conditional District-Light Industrial (CD-LI) zoning designation, currently Tran Source Truck and Trailer Center. East of the subject property the zoning transitions from 1.64 acres of R-3 (Residential Single-family) to 11.22 acres of Light Industrial. North and east of the proposal, there is a total of 7 acres of R-3 (Residential Single-family) sandwiched in between industrially zoned properties.

The Generalized Future Land Use Map (GFLUM) classifies this area as 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.

This rezoning request if approved will be compatible with existing development patterns along Triad Drive. It is also in line with the Industrial/Corporate Park future land use designation that is applied to areas where present and anticipated uses include both light and heavy industrial uses. Further, standards of the Land Development Ordinance related to screening, outdoor storage and limitations on the intensity of uses will minimize the impacts on adjacent residential uses.

STAFF RECOMMENDATION

Staff recommends **approval** of the requested **CD-LI** (Conditional District- Light Industrial) zoning district.