



**Z-14-01-004**

**Planning Department  
Zoning Staff Report and Plan Amendment Evaluation**

**Zoning Commission Hearing Date: January 13, 2014**

**GENERAL INFORMATION**

**APPLICANT** Kevin Peters

**HEARING TYPE** Rezoning Request

**REQUEST** **BP** (Business Park) to **CD-C-M**(Conditional District-Commercial-Medium)

**CONDITIONS**

1. Use of property is limited to vehicle sales, service and storage.
2. The maximum square footage of all buildings located on the property used for vehicle sales and service will not exceed 70,000 square feet.

**LOCATION** **5601 Roanne Way**, generally described as south of Roanne Way, west of Nicholas Road, and north of Hornaday Road.

**PARCEL ID NUMBER(S)** **7834026954**

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

**TRACT SIZE** ~10.25 Acres

**TOPOGRAPHY** Flat

**VEGETATION** Commercial

**SITE DATA**

<b>Existing Use</b>	Office park
<b>Adjacent Zoning</b>	<b>Adjacent Land Uses</b>
N HI (Heavy Industrial)	Syngenta operations

E	C-M (Commercial-Medium) and R-3 (Residential Single Family)	Commercial retail center and cemetery
W	CD-LI (Conditional District-Light Industrial)	Car sales and service
S	CD-C-M	Commercial retail center

**Zoning History**

Case #	Date	Request Summary
N/A	N/A	The property has been zoned BP (Business Park) since July 1, 2010. Prior to the implementation of the Land Development Ordinance (LDO) it was zoned CP (Corporate Park).

**ZONING DISTRICT STANDARDS**

**District Summary \***

Zoning District Designation:	Existing <b>(BP)</b>	Requested <b>(CD-C-M)</b>
Max. Density:	N/A	N/A
Typical Uses	Primarily intended to accommodate office complexes, warehouse, research and development, and assembly uses on large sites in a planned, campus-like setting that emphasizes natural characteristics and landscaping. The district may also contain retail and service uses which customarily locate within planned employment centers.	Primarily intended to accommodate a wide range of retail, service and office 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 Upper Randleman Watersupply Watershed WS-IV, East Fork Deep River Sub-basin

Floodplains >2000ft

Streams N/A

Other: Site is grandfathered for current Built Upon Area (BUA) numbers. If more BUA is proposed, the new BUA must be treated by a State approved water quality BMP and any existing BUA that drains to BMP must also be treated. Site is located within the 5 statute mile radius of the Piedmont International Airport. Per Federal regulations, Session Law 2012-200 Senate Bill 229 Part IV, the City of Greensboro encourages the design engineer to use Best Management Practices (BMP's) that do not promote standing water or a normal pool elevation.

**Utilities**

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 Noise Cone**

The subject property is not located in the Airport Noise Cone.

**Landscaping Requirements**

Roanne Way and Nicholas Rd. - Street Yard – minimum width 10'; 2 canopy trees per 100', 17 shrubs per 100'

Adjoining the LUC 3 and Vacant Land – 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:

<b>Table 10–4: Location of Parking Lot Planting Areas</b>		
<b>Size of Parking Lot Planting Area (sq. ft.)</b>	<b>Number of Trees In Planting Area</b>	<b>Max. Distance from Parking Space (feet)</b>
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**

<b>Acreage</b>	<b>Requirements</b>
10.25ac.	10% of lot size

**Transportation**

- Street Classification: Roanne Way – Local Street.  
Nicholas Road – Local Street.  
Hornaday Road – Minor Thoroughfare.
- Site Access: All access 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: No.

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

Street Connectivity: N/A.

Other: N/A.

## **IMPACT ANALYSIS**

### **Land Use Compatibility**

The proposed **CD-C-M (Conditional District – Commercial Medium)** 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 **Commercial** and **Industrial/Corporate Park**. The requested **CD-C-M (Conditional District – Commercial Medium)** zoning district is generally consistent with these GFLUM designations.

### **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**

**Commercial:** This designation applies to large concentrations of commercial uses, such as recently constructed major shopping centers and "big box" retail. Such properties may not be expected to undergo redevelopment or a change in use over the plan horizon, and the immediate areas in which they are located may not be suitable for the introduction of mixed uses. While some new commercial centers are anticipated, in general new retail and commercial service uses will be encouraged within more diversified mixed-use

centers rather than as stand-alone shopping centers or expanding highway commercial "strips."

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

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

**Goal C:** Improve the safety of transportation systems and facilities, especially for vulnerable transportation users (children, seniors, handicapped adults, pedestrians, bicyclists).

##### **Principle 2 – Promote Equitable, Affordable Housing:**

**Goal B:** Increase housing affordability through a combination of housing assistance and reduction in overall housing related costs through efficiency factors such as: proximity to jobs, transportation, or services; energy efficiency and resource conservation standards; or reduction in housing access barriers.

##### **Principle 3 – Enhance Economic Competitiveness:**

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

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

##### **Principle 6 – Value Communities and Neighborhoods:**

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

**Goal C:** Promote healthy lifestyles and complete, livable neighborhoods.

##### **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 the proposed rezoning and development with owners of surrounding properties.

**Planning**

The subject property is currently developed as an office park. Properties located to the south and east, across Nicholas Road, are primarily zoned CD-C-M (commercial retail centers and services); however, there is a portion of R-3 (cemetery) with road frontage along Nicholas Road located east of the site. Property located north of the proposal, across Interstate 40 are zoned HI (Syngenta industrial operations). Adjacent property to the west is zoned CD-LI (vehicle sales and service).

The Generalized Future Land Use map designates the site as both Commercial and Industrial/Corporate Park. The Commercial designation applies to large concentrations of commercial uses. Such as recently constructed major shopping centers and “big box” retail. The Industrial/Corporate Park 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.

Approving this request will address the Comprehensive Plan’s goal to promote a healthy, diversified economy. It will also promote the Reinvestment/Infill Goal to promote sound investment in Greensboro’s urban areas. As conditioned, the applicant limits the proposed uses and provides a maximum building envelope and storage allocation to facilitate the intended use that coincides with the existing office park buildings.

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-C-M** (Conditional District-Commercial-Medium) zoning district.