



# Z-14-08-002

## Planning Department Zoning Staff Report and Plan Amendment Evaluation

Zoning Commission Hearing Date: August 11, 2014

### GENERAL INFORMATION

<b>APPLICANT</b>	Charlene S. Lamp
<b>HEARING TYPE</b>	Rezoning Request
<b>REQUEST</b>	<b>R-3</b> (Residential Single-Family) to <b>CD-LI</b> (Conditional District-Light Industrial)
<b>CONDITIONS</b>	1. All uses permitted in the LI district <b>except</b> banks, savings, loans and credit unions with a drive-through facility and no convenience stores with fuel pumps.
<b>LOCATION</b>	<b>8519, 8525, 8529, and 8533 Farrington Road</b> , generally described as north of Triad Drive and south of Farrington Road.
<b>PARCEL ID NUMBER(S)</b>	<b>7805450493, 7805452471, 7805454440, &amp; 7805456319</b>
<b>PUBLIC NOTIFICATION</b>	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). <b>20</b> notices were mailed to those property owners in the mailing area.
<b>TRACT SIZE</b>	~6.7 Acres
<b>TOPOGRAPHY</b>	Primarily flat
<b>VEGETATION</b>	None

### SITE DATA

<b>Existing Uses</b>	Single family dwellings
<b>Adjacent Zoning</b>	<b>Adjacent Land Uses</b>
N R-3 (Residential Single-Family)	Single family dwelling
E R-3 (Residential Single-Family)	Single family dwelling

W CD-LI (Conditional District-Light-Industrial) Vacant  
 S CD-LI (Conditional District-Light Industrial) Vacant  
 R-3 (Residential Single-Family) Single family dwelling

**Zoning History**

Case #	Date	Request Summary
N/A	N/A	The property has been zoned R-3 since the adoption of the Land Development Ordinance in July 2011. Prior to the LDO, the property was zoned RS-12.

**ZONING DISTRICT STANDARDS**

**District Summary \***

Zoning District Designation:	Existing (R-3)	Requested (CD-LI)
Max. Density:	3.0 units per gross acre	N/A
Typical Uses	Primarily intended to accommodate 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, WSIV, West Fork Deep River

Floodplains >2000ft

Streams N/A

Other: Site must meet current watershed requirements, water quality and water quantity must be addressed. BE AWARE OF THE FOLLOWING:  
 "The development shown on this plan is within five statute miles of the airport air operation area. According to Session Law 2012-200 Senate Bill 229 Part IV, the City of Greensboro encouraged and the design engineer considered alternative

Stormwater Control Measures included in the North Carolina Best Management Practice Manual developed by NCDENR other than wet ponds or those that promote standing water”.

**Utilities**

- Potable Water Water may need to be extended to serve this site, request a feasibility from Kenny Treadway 336-373-2897
- Waste Water Sewer will need to be extended to this site, request a feasibility from Kenny Treadway 336-373-2897, water and sewer flow tracking and conformation Is also necessary contact Shane Messer 336-574-3550.

**Airport Noise Cone**

The subject site is partially located within the Airport Overlay (AO) District. The Airport Overlay prohibits new residential uses with densities greater than 1 unit per acre. However, when a tract is split by the boundary of the AO District, development of the entire tract may be considered exempt from this prohibition as long as the boundary line for this overlay is not adjusted more than 600 feet from the location as shown on the Zoning Map. This was intended to allow unified development of larger tracts in this area for more proficient provision of public services.

**Landscaping Requirements**

**Street Planting Yards**

- A. Street planting yards must be installed abutting public street rights-of-way.
- B. The required street planting yard must have a minimum width of 10 feet (as measured from the outside edge of the right-of-way or the back of the sidewalk, whichever is further from the street centerline) and include at least 2 canopy trees and 17 shrubs per 100 linear feet of required street planting yard, not including allowed driveways.

**Buffer Yards**

**Table 10–3: Planting Yard Dimensions and Landscaping**

Planting Yard Type	Average Width (feet)	Minimum Width (feet)	Maximum Width (feet)	Canopy Trees (per 100 linear feet)	Understory Trees (per 100 linear feet)	Shrubs (per 100 linear feet)
A	45	35	70	4	10	33

**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 Acreage**

**Requirements**

6.7 ac. 5% of lot size

**Transportation**

Street Classification: Farrington Road – Collector Street.  
Triad Drive – Collector Street.

Site Access: All access 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: No TIS required per TIS Ordinance.  
(TIS)

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 (GFLUM) designates this location as **Employment Area** in the adopted Western Area Plan. 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 4A** - Remove present impediments to infill and investment in urban areas.

**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**

**Employment Area (Western Area Plan):** While the Western Area is a preferred residential

destination it is also an employer's location of choice due to the existing and planned highway infrastructure, rail and air access and proximity to a large skilled workforce. Preservation and preparation of lands contiguous to existing industrial is critical to ensuring that the Western Area continues to grow as an employment center. In addition, quality-of-life factors, such as walkability and access to amenities, are increasingly important to employer location decisions. While the Western Area has great access and infrastructure, additional improvements are needed to ensure continued employment growth in the area. In order to accommodate this growth a strong network of streets are needed to promote connectivity internal and external to the area. Consideration of future connections and improvements, such as the Pegg-Thatcher connector and extension of Bryan Boulevard will be reviewed to determine their feasibility and benefits to the suggested future land use pattern. Future streets employ a context sensitive design to ensure the roads meet safety, mobility and aesthetic requirements. Pedestrian infrastructure such as sidewalks and crosswalks create places where employees can exercise on breaks or walk to the West Market Street Village for lunch. Street lighting and wayfinding systems provide additional safety and convenience for both day and night shift employees.

## **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.

##### **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 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.

### ***Sustainability Action Plan***

#### **Element 1) Transportation and Land Use:**

**Policy 1)** Encourage increased density, a mix of land uses and more integrated links between transportation and land use through changes to Greensboro's Comprehensive Plan, Development Ordinance and other related plans.

#### **Element 2) Green Jobs and Buildings:**

**Policy 3)** Develop a coordinated City program to provide technical support, energy audits and education and outreach to increase energy efficiency and conservation in

commercial and residential buildings.

**Policy 4)** Use a combination of code changes, incentives, partnerships and education to promote green building in Greensboro.

**Policy 6)** Promote more efficient use of water through education, partnerships and pilot projects.

**Element 3)** Waste Reduction and Recycling:

**Policy 7)** Employ a combination of expanded recycling infrastructure, regulations and incentives to increase Greensboro's solid waste diversion and recycling rates.

**Element 6)** Education and Outreach:

**Policy 11)** Provide technical support, awards and recognition to individuals and organizations furthering Greensboro's energy and sustainability efforts.

**Western Area Plan:**

**Employment Area (EA) Recommendations**

**Recommendation EA-1)** Preserve and market sties for economic development within the Employment Area.

**Recommendation EA-2)** Market the Western Area as logistics hub.

**Recommendation EA-3)** Support efforts to attract aviation-related industry.

**Recommendation EA-4)** Improve the local transportation network within the Employment Area.

**Transportation Recommendations**

**Recommendation T-1)** Integrate the Western Area Land Use and Infrastructure Plan into the Long Range Transportation Plan.

**Recommendation T-2)** Conduct a detailed analysis of any additional proposed major roads and road widenings beyond the current construction program.

**Recommendation T-3)** Enhance the internal network of streets.

**Recommendation T-4)** Encourage transportation improvements that will respect and support the rural ambiance and character of the Western Area.

**Recommendation T-5)** Support plans for transit along West Market Street.

**Recommendation T-6)** Develop and implement ongoing, coordinated regional congestion management and operations processes (including Intelligent Transportation System elements and Transportation Demand Management strategies) to maximize the efficient use of existing and planned infrastructure.

**Recommendation T-7)** Maintain close coordination with the planning activities of the Piedmont Triad International Airport Authority for the airport and ancillary development.

**Gateways & Corridors Recommendations**

**Recommendation GC-1)** Create a southern gateway into the Western Area.

**Recommendation GC-2)** Enhance the appearance of West Market Street.

**Recommendation GC-3)** Preserve and enhance the appearance and operation of NC 68 north of Pleasant Ridge Road.

**Utilities Recommendations**

**Recommendation U-1)** Support water extension into Service Area C.

**Recommendation U-2)** Upgrade water pumps due to challenges in peak periods.

**Recommendation U-3)** Delay sewer service to basin north of West Market Street and west of Pleasant Ridge Road (Service Area C) to preserve rural and agricultural

character.

**Recommendation U-4)** Encourage coordination among neighboring jurisdictions in the timing and provision of infrastructure.

**Recommendation U-5)** Work closely with Guilford County, High Point and Kernersville to track infrastructure upgrades, existing and proposed distribution lines and available capacities for water and wastewater facilities.

### **Governance Recommendations**

**Recommendation G-1)** Work closely and cooperatively with the municipalities in and jurisdictions of Guilford and Forsyth Counties so that development can be guided towards areas planned for urban and suburban development and away from areas with valued environmental or rural qualities.

**Recommendation G-3)** Establish a Western Area Plan community support committee to shepherd the Western Area Plan through the adoption process at both the City and County level.

**Recommendation G-4)** Continually engage surrounding jurisdictions discussions of growth and development.

### **Cultural & Historic Resources Recommendations**

**Recommendation CHR-1)** Raise awareness of existing historic and cultural resources and encourage the preservation of such resources that contribute to the character of the area.

**Recommendation CHR-2)** Consider creating a Preservation Plan for the Western Area that takes into consideration the important cultural and environmental resources worthy of preservation.

### **Other Plans**

N/A

### **STAFF/AGENCY COMMENTS**

#### **Community Development**

Applicant is strongly encouraged to discuss this proposed rezoning and development with owners of surrounding properties.

#### **Planning**

The request contains four parcels for a combined acreage of approximately 5.36 acres. The subject properties addressed 8525, 8529, and 8533 are currently developed with residential structures. The subject property addressed 8519 is currently undeveloped. The properties located north of the subject site, across Farrington Drive, are zoned R-3 (single family dwelling and vacant). The property located both south and east of the request, with dual frontage along Farrington Drive and Triad Drive, is zoned R-3 (single family dwelling). The zoning transitions further south of the request to CD-LI along Triad Drive and is currently vacant. West of the request the zoning is also CD-LI (vacant) along Triad Drive.

The applicant has requested to rezone the site to CD-LI (Conditional District-Light Industrial) to allow for additional industrial operations, consistent with existing and proposed development along Triad Drive. The applicant is also the owner of the property immediately south of the request currently zoned CD-LI and has proposed identical conditions for the pending request.



The property is currently designated as an Employment Center in the Western Area Plan. Employment Centers are areas that require further study to determine the best land use classification. These areas have been identified as potential employment centers primarily due to topography, the existence of large parcels, proximity to other business uses, and convenient access to highways.

This rezoning request if approved will be compatible with existing development patterns along Triad Drive. It is also in line with the Employment Center future land use designation that is applied to areas where present and anticipated uses include both light and heavy industrial uses. Further, development standards for uses associated with the Light Industrial use category, including screening, outdoor storage and limitations on the intensity of uses, will minimize impacts on adjacent residential uses.

The proposed request supports the Comprehensive Plan's Reinvestment/Infill goal to promote sound investment in Greensboro's urban areas and the Economic Development goal to promote a healthy diversified economy.

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-LI** (Conditional District-Light Industrial) zoning district.