



Z-15-04-003

**City of Greensboro Planning Department
Zoning Staff Report and Plan Amendment Evaluation**

Zoning Commission Hearing Date: April 13, 2015

GENERAL INFORMATION

APPLICANT Piedmont Authority for Regional Transportation on behalf of Homer Edgar Harden

HEARING TYPE Rezoning Request

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

CONDITIONS 1. All uses permitted in the Li zoning district except flea markets, water treatment plants, land clearing and inert debris landfills and recycling process centers.

LOCATION **8300, 8306 & 8310 West Market Street and 107 & 109 Arrow Road**

PARCEL ID NUMBER(S) **7815647241, 7815674407, 7815646854, 781564893 & 7815649636**

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

TRACT SIZE ~9.46 Acres

TOPOGRAPHY Primarily flat

VEGETATION None

SITE DATA

Existing Use	PART office and undeveloped property	
	Adjacent Zoning	Adjacent Land Uses
N	LI (Light Industrial) Airport Property	Industrial operations and vacant property Vacant
E	R-3 (Residential Single-Family) Airport property	Right-of-way Vacant
W	R-3 (Residential Single-Family) Airport property	Single family dwellings Industrial operations
S	R-3 (Residential Single-Family) BP (Business Park)	Right-of-way Railroad Right-of-way

Zoning History

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

ZONING DISTRICT STANDARDS

Zoning District Designation:	Existing (R-3)	Existing (LI)	Requested (CD-LI)
Max. Density:	A maximum density of 3.0 units per gross acre.	N/A	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 of no adverse impact upon adjoining properties.	Primarily intended to accommodate limited manufacturing, wholesaling, warehousing, research and development, and related commercial/service activities which in their normal operations have little of no adverse impact upon adjoining properties.

District Summary *

**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

The subject site is located within the AO, Airport Overlay District of the Piedmont Triad International Airport. The Airport Overlay District is intended to be limited to industrial uses and other uses that support airport operations, and to limit residential uses to very low densities near the Piedmont Triad International Airport in order to minimize the negative effects of aircraft noise on homes and prohibits the erection of structures which would, by virtue of their height, interfere with operations at the airport. All development within an Airport Overlay District must comply with the following:

1. All permit applications, site plans and other plans proposing buildings, signs and other structures with a height of 50 feet or more must be accompanied by written documentation from the Piedmont Triad International Airport Authority indicating that the proposal complies with all applicable airport regulations. No permit or other plan approval may be granted without such written documentation.
2. Residential uses are prohibited with the exception of single-family detached dwellings on lots that are at least 40,000 square feet in area.

Environmental/Soils - Site drains to South Buffalo Creek

Water Supply Watershed Upper Randleman Lake, WSIV – East Fork Deep River Watershed

Floodplains	N/A
Streams	Perennial streams on site require a 100ft stream buffer measured from top of bank each side. Permits from the State and Corps are required for any wetland and stream buffer disturbances.
Other:	Maximum High Density development is 70% Built Upon Area (BUA). Low Density development is 24% BUA. Site must meet current watersupply watershed requirements.
Utilities	
Potable Water	Available
Waste Water	Available

Airport Noise Cone

The subject site is located within 60 Decibel Noise Contour of the Piedmont Triad International Airport.

Landscaping & Tree Preservation Requirements

Street Yard: Street planting yards must be installed abutting public street rights-of-way (W. Market & Arrow). 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 Yard: 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.

Parking lot: Trees for required parking spaces, 1 canopy tree per 12 spaces.

Tree Preservation Requirements

Acreage	Requirements
9.64 ac.	10% of lot size

Transportation

Street Classification: West Market Street – Major Thoroughfare.
 Arrow Road – Local Street.
 Brush Road – Local Street.

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

Traffic Counts: West Market Street ADT = 13,258 (GDOT, 2012).

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 the **Industrial / Corporate Park** GFLUM designation. The Growth Strategy Map designates the subject site as being partially within the **West Market Street Reinvestment Corridor**.

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 4B: Target capital investments to leverage private 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.

Policy 4D: Identify potential opportunities and selectively target, plan and promote development/reuse initiatives.

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 5E: Improve the aesthetic quality of publicly owned and maintained 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 7A: Target city investment and regulatory policies for economic development.

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.

Policy 8C: Improve local transit service.

Policy 8D: Support development of a regional transit system in coordination with the Piedmont Authority for Regional Transportation.

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 9C: Establish an ongoing system to identify community facility and service needs and allocate resources to meet them.

Policy 9D: Emphasize shared rather than single-use facilities to promote cost efficiencies and more comprehensive service for residents.

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.

Reinvestment Corridor: Reinvestment Areas and Corridors represent priority opportunities for combined public and private sector reinvestment and the application of policies described in Section 4.5.1 (Reinvestment/Infill). More specifically, Reinvestment Corridors are older commercial corridors that would benefit from significant public and private investment to enhance their economic viability and strengthen adjacent neighborhoods.

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.

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 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.

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.

Other Plans

n/a

STAFF ANALYSIS AND RECOMMENDATION

Community Outreach

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

The subject site is located within the area(s) eligible for the following economic development incentive or assistance program(s):

- Urban Development Investment Incentives (local).

Staff Analysis

This 9.64-acre subject site is currently a combination of undeveloped property and the PART administrative offices. North of the request are industrial operations (zoned LI) and undeveloped airport property. East of the site, across Arrow Road, is undeveloped airport property. South of the request, across West Market Street, is railroad right-of-way (zoned BP). West of the site, across Brush Road, is a single family dwelling (zoned R-3) and industrial operations (airport property).

The Generalized Future Land Use Map designates this site 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.

The CD-LI request is consistent with the majority of land uses established in close proximity and the list of potential uses is compatible with existing adjacent development. 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 and diversified economy.

This request is consistent with the intent and purpose of the zoning code, the Comprehensive Plan (Connections 2025) and is generally compatible with the existing development and trend in the surrounding area.

Staff Recommendation

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