



Z-18-06-005

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

Zoning Commission Hearing Date: June 18, 2018

GENERAL INFORMATION

APPLICANT	Samet Corporation for Oliver Enterprises
HEARING TYPE	Original Zoning Request
REQUEST	County CU-LI (Conditional Use – Light Industrial) and LI (Light Industrial) to City BP (Business Park)
CONDITIONS	N/A
LOCATION	2335 and 2351 Campground Road
PARCEL ID NUMBER(S)	7852024444 and 7842928132
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). 12 notices were mailed to those property owners in the mailing area.
TRACT SIZE	26.338 Acres
TOPOGRAPHY	Rolling
VEGETATION	Wooded

SITE DATA

Existing Use Single-family dwelling and Auto Repair

	Adjacent Zoning	Adjacent Land Uses
N	LI (Light Industrial)	Single-family dwelling
E	C-M (Commercial - Medium)	Water Park
W	County	I-85 and I-73
S	County LI (Light Industrial)	Furniture Distribution

Zoning History

Case #	Date	Request Summary
N/A	N/A	The subject property is not currently located in the City's jurisdiction.

ZONING DISTRICT STANDARDS

District Summary *

Zoning District Designation:	Existing (County LI and CU-LI)	Requested (City BP)
Max. Density:	N/A	N/A
Typical Uses	Typical uses in the LI district may include warehousing, wholesaling and limited manufacturing uses.	<i>Typical uses in the BP district include office, warehousing and assembly uses.</i>

**These regulations may not reflect all requirements for all situations; see the City of Greensboro Land Development Ordinance for all applicable regulations for site requirements for this zoning district.*

SPECIAL INFORMATION

Overlay District Ordinance/Historic Preservation

The subject site is partially (northeast corner) located within the Holden Road Visual Corridor Overlay Zone, which prohibits establishment of new outdoor advertising signs therein.

The subject site is partially (approximately the southern one-third) located within the Scenic Corridor Overlay District 2 of the Greensboro Urban Loop. Consult the Scenic Corridor Overlay Districts Design Manual, for detailed applicable requirements and design guidelines.

Environmental/Soils

Water Supply Watershed	Site drains to Lower Randleman Lake WS-IV watersupply watershed, Hickory Creek
Floodplains	>2000LF
Streams	Stream onsite will require a 100ft stream buffer measured from top of bank on each side for High Density development; Low Density development stream buffer will be 50ft measured from top of bank on each side
Other:	Site must meet current watershed requirements, water quality and water quantity control must be addressed. Maximum BUA for High Density development is 70% and for Low Density is 24%, with sewer. Permits must be obtained from the State and Corps for any stream or wetland disturbance or crossing.

Utilities (Availability)

Request a water/sewer feasibility from

Kenny Treadway
336-373-2033

Waste Water Available

Airport Overlay District & Noise Cone

n/a

Landscaping & Tree Conservation Requirements

Landscaping:

Street Yards:

Street planting yards must be installed abutting public street rights-of-way. 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 driveways.

Buffer Yards:

Adjacent to warehousing and outdoor recreation uses, a Type C buffer yard, with an average width of 15', a minimum width of 10', and a planting rate of 2 canopy trees, 3 understory trees, and 17 shrubs per 100 linear feet.

Adjacent to single-family uses a Type B buffer yard with a minimum width of 20', and average width of 25', and a planting rate of 3 canopy trees, 5 understory trees, and 25 shrubs per 100 l.f. Adjacent to the I-85 right-of-way, within the Scenic Corridor Overlay:

A natural undisturbed buffer, a minimum of 25 feet wide and a maximum of 50' wide, with an average width of 30 feet, shall be maintained along the portion of any lot adjacent to the highway right-of-way. If the existing canopy or understory trees in the buffer area do not satisfactorily provide screening, the following planting rates will be used: four canopy trees and four understory trees per 100 l.f.

Parking Lots:

Trees for required parking spaces: 1 canopy tree per 12 spaces, in islands or medians within the parking lot.

Tree Conservation

For 26.338 Acres of land, 10% of parcel size in critical root zone to be preserved.

Transportation

Street Classification: Campground Road – Local Street.
S Holden 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:	24 Hour = 1,541, AM Peak Hour = 170, PM Peak Hour = 157.
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 12A (South Town Connector) is within 0.34 mi. of subject site, along S. Holden Road.
Traffic Impact Study: (TIS)	Yes, required per TIS Ordinance. Please see the end of this staff report for the Executive Summary of the TIS.
Street Connectivity:	N/A.
Other:	N/A.

IMPACT/POLICY ANALYSIS

Land Use Compatibility

The proposed **BP (Business Park)** 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** and **Commercial**. The requested **BP (Business Park)** zoning district is generally consistent with the **Industrial/Corporate Park** and **Commercial** GFLUM designations. The Growth Strategy Map designates the subject site as being within Growth Tier 1, Current Growth Area (2013 – 2019).

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.

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:

- Create a Fringe Area Land Use Plan;
- Establish a “tiered” approach that designates growth areas for staged development, annexation, and extension of public facilities within the water and sewer service boundary;
- Define specific criteria for water and sewer extensions and annexations;
- Initiate designation of the fringe as Greensboro's extraterritorial jurisdiction; and
- Establish a proactive plan to provide infrastructure in advance of development, consistent with the growth “tiers” and Fringe Area Land Use Concept Plan.

Policy 4G: Improve the quality and patterns of development through incentives and regulatory guidelines.

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.

Housing and Neighborhoods, Goal 6: Meet the needs of present and future Greensboro citizens for a choice of decent, affordable housing in stable, livable neighborhoods that offer security, quality of life, and the necessary array of services and facilities.

Policy 6C: Promote the diversification of new housing stock to meet the needs of all citizens for suitable, affordable housing.

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.

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.

Growth Tier 1, Current Growth Area (2013 – 2019): Where infrastructure systems are in place, can be economically provided and/or will be proactively extended and where continued annexation and consolidation of the City's development pattern shall be encouraged over the next six years.

CONFORMITY WITH OTHER PLANS

City Plans

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 original zoning 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):

- Economic Development Impact Zone 2 (local).

Staff Analysis

The 26.338-acre subject properties currently contain a single-family dwelling and an auto repair shop. North of the request is a single-family dwelling (zoned LI). East of the request is a water park (zoned C-M). South of the request is a Furniture Distribution Warehouse (zoned County LI) West of the request is I-85 and I-73, also located in the County.

The subject site is currently located in the County. The Growth Strategy Map designates the subject site as being within Growth Tier 1, Current Growth Area (2013 – 2019). The Technical Review Committee recommended approval of an associated annexation request for this property at its May 4, 2018 meeting. The Planning Board also recommended approval of the associated annexation request for this property on May 16, 2018. The Technical Review Committee and the Planning Board determined that this property can be served the by required City services.

The Comprehensive Plan's Future Land Use Map designates the vast majority of the subject property as Industrial/Corporate Park. 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.

The original zoning request supports the Comprehensive Plan's Economic Development Goal to encourage 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. The request also supports the Comprehensive Plan's Growth at the Fringe Goal to encourage sound, sustainable pattern 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.

The proposed BP district is primarily intended to accommodate office, warehouse, research and development, assembly and other uses on larger sites in a planned, setting that emphasizes natural characteristics and landscaping. The district may also contain retail, service and higher density residential uses which customarily locate within or adjacent to planned employment centers. Design and the orientation and operation of uses should ensure compatibility with adjacent residential uses. Standards are intended to foster originality and flexibility.

The 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 **BP** (Business Par) zoning district.

Additional Information**2345 Campground Road Development – Transportation Impact Analysis**
Greensboro, NC
Samet Properties,
LLC April 12, 2018**Executive Summary**

The proposed 2345 Campground Road Development is to be located on Campground Road in Greensboro, North Carolina. The proposed development will consist of 220,000 square feet of light industrial space. One (1) full site access point is proposed on Campground Road.

DAVENPORT was retained to determine the potential traffic impacts of this development and to identify transportation improvements that may be required to accommodate the impacts of both background traffic and new development traffic. The following intersections were included in the study:

- South Holden Road at I-85 Business (Southbound Ramps)/ Preddy Boulevard
- South Holden Road at I-85 Business (Northbound Ramps)/ Campground Road
- South Holden Road at Phoenix Drive
- Campground Road at Site Access

The expected build out year for this project is 2018. A study year of 2019 (build out plus one year) was used for analysis purposes. The study intersections were analyzed for AM (7-9 am) and PM (4-6 pm) peaks for the following conditions:

- 2018 Existing Conditions
- 2019 Future No Build Conditions
- 2019 Future Build Conditions
- 2019 Future Build with Improvements (as necessary)

This Transportation Impact Analysis (TIA) was carried out based on Greensboro Department of Transportation (GDOT) and North Carolina Department of Transportation (NCDOT) standards. Information regarding the property was provided by the developer, Samet Properties, LLC.

Discussion of Results

The results of the level of service analysis are discussed by intersection below.

South Holden Road at I-85 Business (Southbound Ramps)/ Preddy Boulevard

This signalized intersection currently operates at LOS B in the AM peak and LOS C in the PM peak. In 2019 future no build conditions, this is expected to remain unchanged. In 2019 future build conditions, LOS C is expected in both the AM and PM peak hours. **No improvements are recommended.**

South Holden Road at I-85 Business (Northbound Ramps)/ Campground Road

This signalized intersection currently operates at LOS C during both the AM and PM peak hours. In 2019 future no-build and build conditions, this is expected to remain unchanged. **No improvements are recommended.**

South Holden Road at Phoenix Drive

This signalized intersection currently operates at LOS C during both the AM and PM peak hours. In 2019 future no build conditions, this is expected to remain unchanged. In 2019 future build conditions, this intersection is expected to operate at LOS C in the AM peak and LOS D in the PM peak. **No improvements are recommended.**

Campground Road at Site Access

A full movement site access is proposed on Campground Road. When the development is in place, this unsignalized intersection is expected to operate at LOS A in both the AM and PM peak hours. As the annual average daily traffic does not exceed 4,000 vehicles per day along Campground Road, auxiliary turn lanes are not recommended per the NCDOT Driveway Manual. The need for auxiliary turn lanes for this intersection was also evaluated based on the GDOT Driveway Manual. Based on projected volumes, this access did not warrant auxiliary turn lanes. **The site access should be designed in accordance with NCDOT and GDOT standards where applicable.**

Level of Service Summary

Table A summarizes the level of service analysis at the study intersections:

Table A - Level of Service Summary			
AM Peak	2018 Existing	2019 Future No Build	2019 Future Build
South Holden Road at I-85 Business (Southbound Ramps)/ Preddy Boulevard	B (18.2)	B (18.5)	C (22.6)
South Holden Road at I-85 Business (Northbound Ramps)/ Campground Road	C (22.4)	C (22.5)	C (23.4)
South Holden Road at Phoenix Drive	C (21.8)	C (22.3)	C (26.0)

Campground Road at Site Access			A (8.5) WB Approach
PM Peak	2018 Existing	2019 Future No Build	2019 Future Build
South Holden Road at I-85 Business (Southbound Ramps)/ Preddy Boulevard	C (21.0)	C (20.7)	C (24.4)
South Holden Road at I-85 Business (Northbound Ramps)/ Campground Road	C (25.1)	C (23.0)	C (26.0)
South Holden Road at Phoenix Drive	C (28.0)	C (28.3)	D (42.8)
Campground Road at Site Access			A (9.1) WB Approach
LOS (delay in seconds) Note for unsignalized conditions, LOS and delay indicates only minor street approach with longest delay			

Proposed Site Access Throat Distance

The internal throat distance for the site access was reviewed using the GDOT Driveway Manual, which states that the distance from the adjacent street right of way to the near side of any internal service drive or parking aisle should be 25 feet, or greater than the expected inbound queue at the location. To determine the inbound queues, internal intersections were modeled for each access and queue reports generated using SimTraffic 9. Based on the number of vehicles entering the Site Access during the AM and PM peaks (150 and 19 vehicles, respectively), the simulation indicates a minimum throat distance of 75 feet will be required. Table B lists the maximum queues for the AM and PM peaks. The queuing reports can be found in the Appendix. **The access point should be designed according to GDOT and NCDOT standards.**

Intersection Movement	Maximum Queue (feet)		Minimum Recommended Throat Distance (Feet)
	AM Peak	PM Peak	
Site Access	74	38	75

Summary and Conclusion

The proposed 2345 Campground Road Development is to be located on Campground Road in Greensboro, North Carolina. The proposed development will consist of 220,000 square feet of light industrial space. One (1) full site access point is proposed on Campground Road.

Based on trip generation rates and equations published in Trip Generation (Institute of Transportation Engineers, 9th Edition), this development has a trip generation potential of 170 trips in the AM peak and 157 trips in the PM peak.

DAVENPORT was retained to determine the potential traffic impacts of this development and to identify any transportation improvements that may be required to accommodate the impacts of both background traffic and new development traffic. Overall, the analysis indicates adequate capacity at the study intersections.

In conclusion, this analysis has been conducted based on NCDOT guidelines and has determined the potential traffic impacts of this development. With the build-out of the site in 2019, the analysis indicates there will be adequate capacity to accommodate future traffic. It is recommended that the site access on Campground Road be designed in accordance with NCDOT and GDOT standards where applicable.