

ZONING DOCKETS FROM MARCH 27, 2013 GCPC MEETING

Docket Number	Applicant	CC DIST.	STAFF REC.	GCPC REC.	P&D REC.	COUNCIL ACTION
CZ-2013-14	Greenfields Consortium, LLC 140 Altamont Road ESD-PM to FRD 0462000100400, 0462000100500 (portion), 0462000100600, and 0462000100700	20	D	No Recom. (see below)		
Public Comments	<p>Some of the general comments made by Speakers at the Public Hearing on March 18, 2013 were:</p> <p><u>Speakers For</u></p> <ul style="list-style-type: none"> (1) Project will preserve more green space than approved subdivision (2) Embrace the land including hilltop and incorporate uses into design (3) Went through a Power Point covering the scope and intent of the project <p><u>Speakers Against</u></p> <ul style="list-style-type: none"> (1) Sierra Club submitted a letter stating reasons to keep current zoning (2) Sewer issues need to be resolved (3) Traffic is a major issue on Altamont Road which cannot be widened and isn't intended to handle commercial traffic (4) The land cannot support such an intensive development (5) There have been other issues involving failed sewer systems and bad developments that have affected the mountain (6) SC has legislation involving mountain tops at 2,550 feet although this one is at 2,200 (7) Friends of Paris Mountain State Park are concerned about the view change from the park and the effect it could have on a site visited by 400,000 people a year (8) Not opposed to single-family development per the ESD-PM District (9) Worried about additional traffic and cyclists (10) This should not be considered as an option to the proposed subdivision for which an appeal is pending in court 					<p>Petition/Letter</p> <p>For – Power Point</p> <p>Against –</p> <ul style="list-style-type: none"> 1. Numerous e-mails and letters 2. +/- 100 stood 3. 1,460 + names on petition
Staff Report	<p>The proposed development represents a significant departure from the single-family development built to date on Paris Mountain. For this reason, it cannot be accomplished under the existing zoning. Single-family residential dwellings are the primary permitted use in this district with a specified at a specified density listed below and a maximum height of 35 feet which is the lowest in the Zoning Ordinance. Current zoning allows 1.1 dwelling units per acre, with up to 1.75 dwelling units per acre permitted by acquisition of transferred development rights. These density numbers were originally derived based upon the estimated traffic capacity of Altamont Road.</p> <p>While it is difficult to estimate traffic based on unknown levels of activity in the development, the 74 residential units alone would increase traffic by approximately 50% on Altamont Road based on available traffic counts. Without a full traffic study to review and evaluate potential trip generation, the exact impact cannot be quantified. Nevertheless, the site is currently approved for 74 single-family homes, which has the potential to generate 740 trips per day. Therefore, simply looking at the residential units per the rezoning request, this style of residential development typically creates less traffic than the traditional single-family subdivision.</p>					

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	<p>However, as previously mentioned, the additional amenities that are part of this proposal make the traffic implications unknown. The amount of non residential square footage in the main building as well as the uses listed for the additional buildings on the property have the potential to become commercial in nature, though privately owned and available to members only per the applicant. Residential units could be leased on a weekly or monthly basis, the additional square footage in the main building could host a variety of uses, including meetings, conferences, or other special events, and the accessory buildings (boat house, arts and crafts barn, spa and wellness center, and nature center) have potential to generate their own traffic from members and their guests. These are unknown factors regarding the intensity of use of the development and there is no way to monitor the level of activity upon approval.</p> <p>Another factor is the height of the proposed structure(s) which is drastically higher than the maximum of 35 feet permitted in the existing zoning district which surrounds the site.</p> <p>In addition to traffic, another issue is adequate sewer treatment for the site. ReWa has expressed concerns regarding the plan for treatment as well as the back up plan if needed. These issues have not yet been resolved to ReWa's satisfaction.</p> <p>Overall, the scale of the development, the unknown traffic implications, and the infrastructure demands create significant concern.</p> <p>Based on these reasons, staff recommends denial of the rezoning request.</p>
GCPC	The Greenville County Planning Commission forwarded the item to the Planning and Development Committee with no recommendation and a request for the Committee to allow for additional public input.

Planning Report

DOCKET NUMBER: CZ-2013-14

APPLICANT: Greenfields Consortium, LLC for Aeries, LLC

PROPERTY LOCATION: 1240 Altamont Road

PIN/TMS#(s): 0462000100400, 0462000100500 (portion), 0462000100600, and 0462000100700

EXISTING ZONING: ESD-PM, Environmentally Sensitive District – Paris Mountain

REQUESTED ZONING: FRD, Flexible Review District

ACREAGE: 45

COUNCIL DISTRICT: 20 – Cates

ZONING HISTORY: The subject property was zoned R-20 as part of Area 3 in April 1972. The entire area was changed to ESD-PM when all of the properties on Paris Mountain were rezoned in 1982. In May 2001, a request was made to change the majority of this property to PD, Planned Development, in a request known as Alta Vista. This request was withdrawn (CZ-2001-28).

EXISTING LAND USE: Single-family residential and undeveloped

AREA CHARACTERISTICS: Single-family residential

North: ESD-PM, Environmentally Sensitive District – Paris Mountain, single-family residences
East: ESD-PM, Environmentally Sensitive District – Paris Mountain, single-family residences
South: ESD-PM, Environmentally Sensitive District – Paris Mountain, single-family residences
West: ESD-PM, Environmentally Sensitive District – Paris Mountain, single-family residences

WATER AVAILABILITY: Greenville Water

SEWER AVAILABILITY: To be determined

IMAGINE GREENVILLE PLAN: Rural Land Use 2 (maximum density of 1 unit per 3 acres)

ROADS: Altamont Road is a 2-lane, SCDOT maintained road with no sidewalks

TRAFFIC IMPACT

The closest traffic count station is located to the south on Altamont Road at the intersection of Old Altamont Road. The 2011 traffic count was 950 average daily trips. Traffic volumes have not changed significantly at this location for the past five years. The impact of this development cannot be fully determined. However, the single-family residences proposed would generate an additional 433 weekday trips (based on the trip generation rate for condos). The additional square footage in the main building in addition to the accessory uses and structures could generate additional traffic based on staffing needs, visitors, guests, and members traveling to the site.

SUMMARY

The existing zone (ESD-PM, Environmentally Sensitive District - Paris Mountain) allows single family residential development at an overall density of 1.1 dwelling units per acre. Individual tracts may be developed at a density up to 1.75 units per acre by acquiring transferred development rights. The Statement of Intent and Concept Plan for the proposed FRD, Flexible Review District details 74 units with additional amenities in the main building as well as additional buildings on the grounds including a Boat House, Spa and Wellness Center, Nature Center, and Arts and Crafts Barn. The plan is detailed below:



CONCLUSION

The proposed development represents a significant departure from the single-family development built to date on Paris Mountain. For this reason, it cannot be accomplished under the existing zoning. Single-family residential dwellings are the primary permitted use in this district with a specified at a specified density listed below and a maximum height of 35 feet which is the lowest in the Zoning Ordinance. Current zoning allows 1.1 dwelling units per acre, with up to 1.75 dwelling units per acre permitted by acquisition of transferred development rights. These density numbers were originally derived based upon the estimated traffic capacity of Altamont Road.

While it is difficult to estimate traffic based on unknown levels of activity in the development, the 74 residential units alone would increase traffic by approximately 50% on Altamont Road based on available traffic counts. Without a full traffic study to review and evaluate potential trip generation, the exact impact cannot be quantified. Nevertheless, the site is currently approved for 74 single-family homes, which has the potential to generate 740 trips per day. Therefore, simply looking at the residential units per the rezoning request, this style of residential development typically creates less traffic than the traditional single-family subdivision.

However, as previously mentioned, the additional amenities that are part of this proposal make the traffic implications unknown. The amount of non residential square footage in the main building as well as the uses listed for the additional buildings on the property have the potential to become commercial in nature, though privately owned and available to members only per the applicant. Residential units could be leased on a weekly or monthly basis, the additional square footage in the main building could host a variety of uses, including meetings, conferences, or other special events, and the accessory buildings (boat house, arts and crafts barn, spa and wellness center, and nature center) have potential to generate their own traffic from members and their guests. These are unknown factors regarding the intensity of use of the development and there is no way to monitor the level of activity upon approval.

Another factor is the height of the proposed structure(s) which is drastically higher than the maximum of 35 feet permitted in the existing zoning district which surrounds the site.

In addition to traffic, another issue is adequate sewer treatment for the site. ReWa has expressed concerns regarding the plan for treatment as well as the back up plan if needed. These issues have not yet been resolved to ReWa's satisfaction.

Overall, the scale of the development, the unknown traffic implications, and the infrastructure demands create significant concern.

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