

Zoning Docket from September 14, 2015 Public Hearing

Docket Number	Applicant	CC DIST.	STAFF REC.	GCPC REC.	P&D REC.	COUNCIL ACTION
CZ-2015-58	Central Realty Holdings, LLC for Archie L. Honbarrier Trust and Ceno Inc. c/o Bank of America, Tony Joiner 5320 Honbarrier Drive 0533040100707; 0533040100529; 0533040100528; 0533040100519; 0533040100520; 0533040100700 (portion) S-1, Service District and R-S, Residential Suburban To R-M11, Multifamily Residential	21	Denial	Denial		
Public Comments	<p>Some of the general comments made by Speakers at the Public Hearing on August 17, 2015 were:</p> <p><u>Speakers For:</u></p> <p>1.) President of Central Realty Holdings</p> <ul style="list-style-type: none"> • Proposing 2 primary entry ways. • Honbarrier entrance moved to proposed traffic light and a second access out onto Garlington from S-1 property. • Agreement in discussion for 3rd access near Durham Drive, currently for emergency use only • 11 buildings, 3 stores, 302 units • Parking enclosed in the project • Green certification guidelines intended to follow • Existing tree cover/buffer planned to stay intact • Held 2 meetings with surrounding neighborhoods addressing following concerns: traffic patterns, entry points, buffers, noise, light pollution, property values and adequate schools for children in the area. • Conducting a traffic study • Has met with SCDOT <p><u>Speakers Against:</u></p> <p>1.) Ivy Brook representative</p> <ul style="list-style-type: none"> • Included a presentation packet to council • Garlington and Pelham intersection experiences long delays. • Chronic speeding on Garlington • Concerns of new Multifamily parcel across from Honbarrier property that will add an addition of 700 units • 2 School zones in area with foot traffic and increasing 18 wheel traffic <p>2.) Resident of Durham Drive</p> <ul style="list-style-type: none"> • Dublin Road and Garlington Road has blind spots and is very unsafe • Graves located on property 					<p>Petition/Letter For: 7 (present)</p> <p><u>Against:</u> 35 (present) 213 (petitions)</p>

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	<ul style="list-style-type: none"> • Concerns of chemicals on land <p>3.) Rolling Green Village representative</p> <ul style="list-style-type: none"> • Serve 600 people, most drive • Difficulty getting fire department and emergency services to area when needed. • Concerned congestion of traffic puts peoples health at risk <p>4.) Resident</p> <ul style="list-style-type: none"> • Increased traffic concerns • Environmental concerns of being located in 100 year floodplain • Concerns of flooding and waste along Ivy Brook <p>5.) Shannon Creek resident</p> <ul style="list-style-type: none"> • Traffic concerns • Schools, 2, churches and Jessica’s landing to use Dublin Road • GE-Plant growing and additional jobs • Road planning needed, infrastructure before development <p>6.) Shannon Lake resident</p> <ul style="list-style-type: none"> • Traffic count should be on Garlington Road and not Honbarrier • Waiting 16 to 18 minutes to get to Roper Mountain Road. • Using Garlington to bypass Roper Mountain Road intersection at 385 <p>List of meetings had previously before staff meeting. 8/4/15 County Square – among staff, applicants, stakeholders 8/11/15 Two meetings: St. Francis/ Bon Secours – staff, applicant, stakeholders; and County Square – staff, applicant, stakeholders 9/9/15 County Square – among staff, applicants, stakeholders</p>	
<p>Staff Report</p>	<p>The subject property is 35.98 acres of storage, truck terminals, and vacant wooded land. The property is located southeast of Interstate 85 and Pelham Road intersection. The property is also located east of Garlington Road and Pelham Road intersection. Approximately 1,200 feet of frontage exists along Honbarrier Drive. Approximately 40 feet of frontage exists along Garlington Road. Significant topography and designated flood zones exist on the site.</p> <p>The access road (Honbarrier Dr.) to this property is located within the 100-year floodplain. Specifically the elevation of the bridge that crosses Rocky Creek is at an elevation of 846.9 feet. The base flood elevation is at 850 feet. Therefore the access drive would be under approximately 3 feet of water during the 100 year storm event. This would make evacuations and/or rescues extremely difficult without specialized equipment.</p> <p>The applicant identified their proposed use as a multi-family complex for all parcels.</p>	

Planning Report

DOCKET NUMBER: CZ-2015-58

APPLICANT: Central Realty Holdings, LLC for Archie L. Honbarrier Trust and Cenco Inc. (c/o Bank of America, Tony Joiner)

PROPERTY LOCATION: 5320 Honbarrier Drive

PIN/TMS#(s): 0533040100707; 0533040100529; 0533040100528; 0533040100519; 0533040100520; 0533040100700 (portion)

EXISTING ZONING: S-1, Services District and R-S, Residential Suburban

REQUESTED ZONING: R-M11, Multifamily Residential

ACREAGE: 35.98

COUNCIL DISTRICT: 21 - Burns

ZONING HISTORY: The parcels were originally zoned in May 1971 as part of Area 2. The application to rezone 0533040100519 and 0533040100520 from R-S to S-1 was approved in 1977, CZ-1977-24. There was an unsuccessful PD, Planned Development rezoning request in 2006, CZ-2006-86.

EXISTING LAND USE: truck terminal, storage, wooded, vacant

AREA CHARACTERISTICS:

Direction	Zoning	Land Use
North	S-1	Restaurants
East	S-1	Commercial and Boiling Springs Fire Station
South	S-1, I-1 & R-M20	Businesses, manufacturing business and multifamily residential (Ivybrooke SD)
West	R-S	single-family residential

WATER AVAILABILITY: Parcels 0533040100700 and 0533040100529 have access to water through Greenville Water. Parcels 0533040100707; 0533040100528; 0533040100519 and 0533040100520 are in Greenville Water’s service district but supply may have to be extended.

SEWER AVAILABILITY: Metro District: No lines in the area. The area could possibly be served through a connection to a ReWa Line adjacent to the property.

FUTURE LAND USE:

All subject property is part of the Imagine Greenville comprehensive plan. A portion is designated as *Residential Land Use 2* which prescribes 3 to 6 units per acre.

Parcel 0533040100700 and a small portion of 0533040100707 are designated as a Super Regional Center. These centers serve the overall County and the region for shopping, recreation, and employment needs. This type of center contains the largest scale retail and service offerings such as large hotels, movie theaters, shopping malls, specialty big box stores, large-scale office parks along with factory and warehousing services.

DENSITY WORKSHEET:

The following scenario provides the potential capacity of residential units based upon county records for acreage.

	Zoning	Zoning Density	GIS Acres	Total Units
<i>Current</i>	<i>R-S</i>	<i>1.7 unit/acre</i>	<i>2.0</i>	<i>3 units</i>
	<i>S-1</i>	<i>0 unit/acre</i>	<i>33.98</i>	<i>0 units</i>
Requested	R-M11	11 units/acre	35.98	395 units

ROADS:

Honbarrier Drive: two lane, State-maintained minor arterial
Garlington Road: two lane, State-maintained major collector

TRAFFIC:

Location of Traffic Count	Distance to Site	2007	2010	2012
Garlington Road	2,800' S	5,900	6,400 (8.4%)	6,800 (6.2%)
Pelham Road	4,100' SE	20,800	19,900 (-4.3%)	20,500 (3%)

SUMMARY:

The subject property is 35.98 acres of storage, truck terminals, and vacant, wooded land. The property is located southeast of Interstate 85 and Pelham Road intersection. The property is also located east of Garlington Road and Pelham Road intersection. Approximately 1,200 feet of frontage exists along Honbarrier Drive. Approximately 40 feet of frontage exists along Garlington Road. Significant topography and designated flood zones exist on the site.

The access road (Honbarrier Dr.) to this property is located within the 100-year floodplain. Specifically the elevation of the bridge that crosses Rocky Creek is at an elevation of 846.9 feet. The base flood elevation is at 850 feet. Therefore the access drive would be under approximately 3 feet of water during the 100 year storm event. This would make evacuations and/or rescues extremely difficult without specialized equipment.

The subject property is currently zoned R-S, Residential Suburban and S-1 Services. The purpose of the Residential Suburban district is to provide reasonable safeguards for areas that are in the process of development with predominantly single-family dwellings but are generally still rural in character. Provision is made for reduction of the minimum lot size where public or community sewerage and water systems are available. The Services District is established to provide a transition between commercial and industrial districts.

The requested rezoning is R-M11, Multifamily Residential. These residential districts are established to provide for varying population densities. The principal use of land is for one-family, two-family, and multiple-family dwellings and recreational, religious, and educational facilities normally associated with residential development.

The applicant identified their proposed use as a multi-family complex.

CONCLUSION:

It is staff's opinion that this requested rezoning would have negative impacts to the surrounding road network and necessitate on- and off-site road improvements to successfully develop this site as proposed. Significant challenges exist to provide adequate site accessibility leading to concerns over public safety and traffic volume.

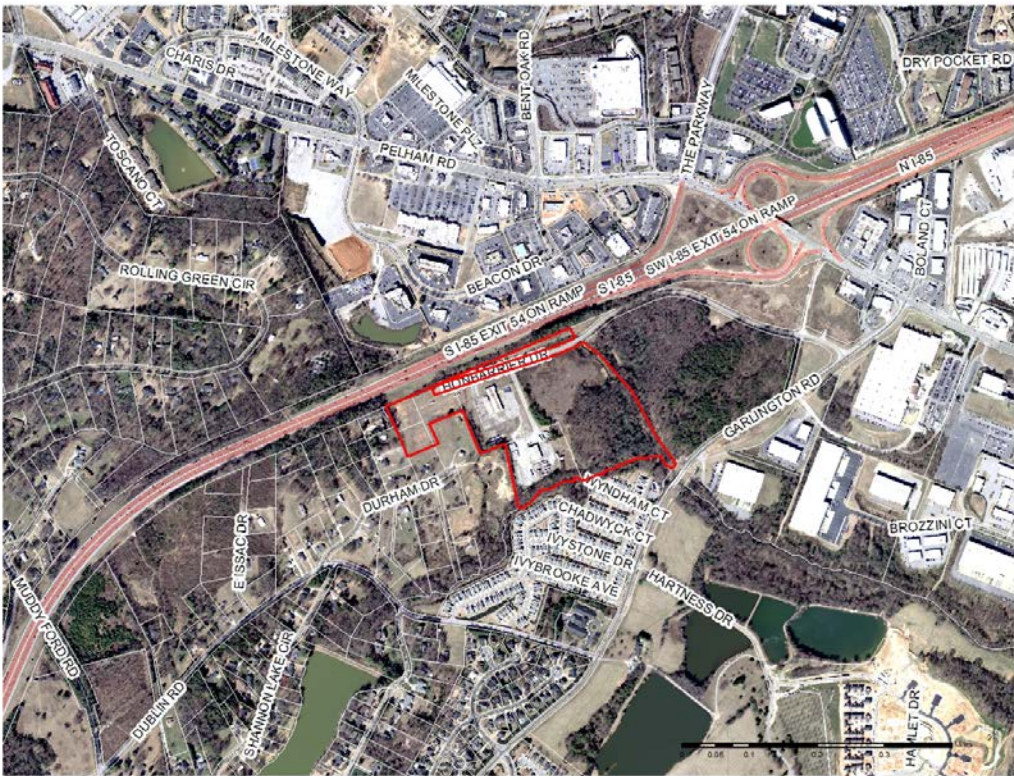
The concerns for this site are basic; public safety is endangered for future residents with no viable secondary access solutions across the floodplain. A proposal for alternative access should be included with any plan to commit significant traffic (from nearly 400 units in this case) to a location with only single access over a proven flood hazard area. Safety concerns may only be relieved by providing a full secondary access that avoids all floodplains.

Staff has concerns over the additional traffic volumes generated by the proposed use and is of the opinion the surrounding road network cannot reasonably handle the additional traffic volumes without significant improvements.

Staff is of the opinion that offsite access road improvements are necessary to Honbarrier Drive and Durham Road to provide safe and adequate service to the site; but in the absence of a traffic study, a lack of information exists on the extent of these anticipated traffic impacts and what improvements will be necessary. Considering the nature and magnitude of this project, a Planned Development elucidating how this site connects to proposed, adjacent developments may allow better land use decisions, however, the primary challenges to development of this site can only be adequately addressed through offsite road improvements.

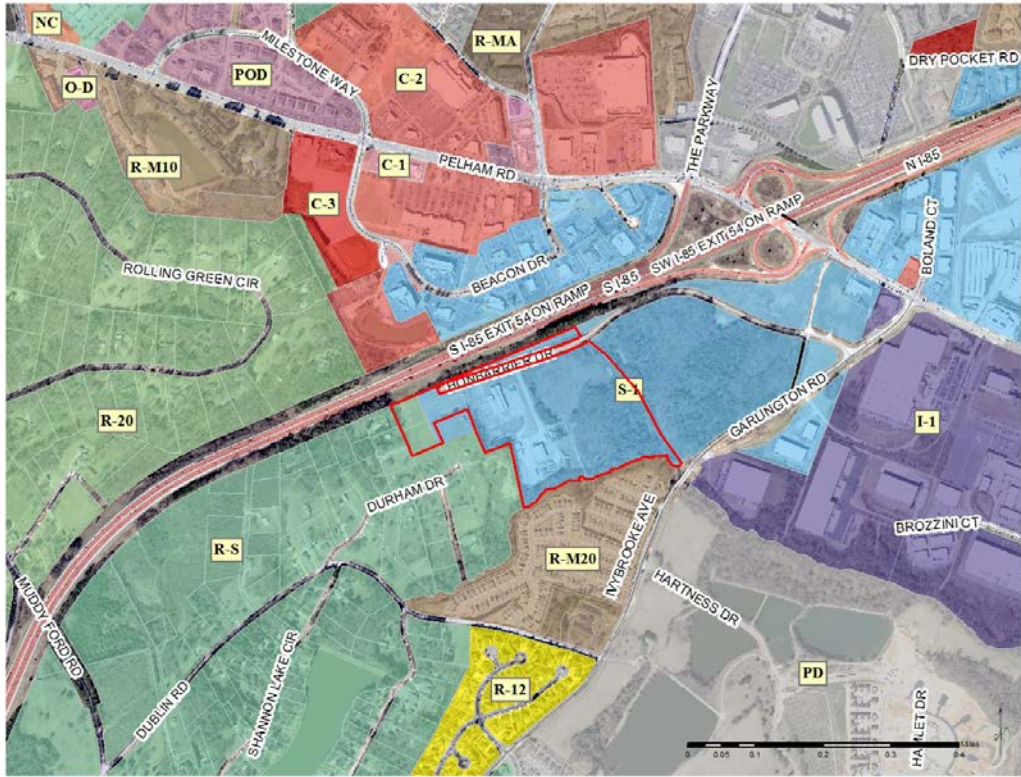
Based on these reasons, staff recommends denial of the application to rezone the subject site from R-S, Residential Suburban and S-1, Services to R-M11, Multifamily Residential.

STAFF RECOMMENDATION: Denial



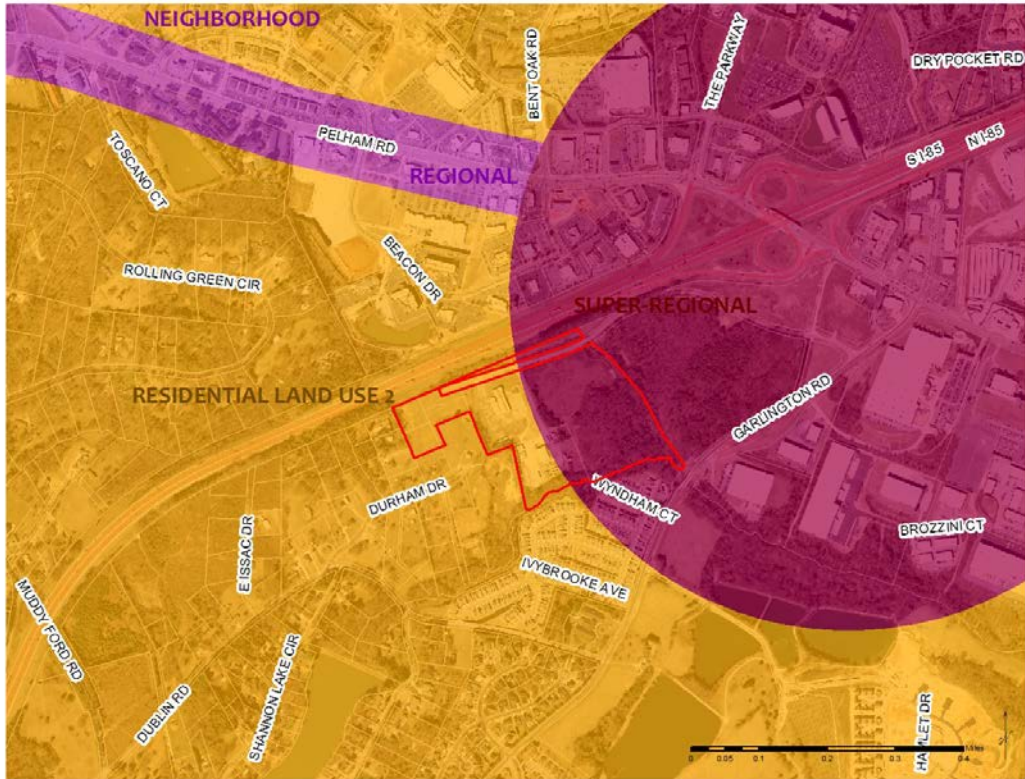
Aerial Photography, 2014





Zoning Map





Future Land Use Map