

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	Originally Denial, updated to Approval	Denial 9/23/15 Approval 10/28/15	10/5/15 Returned to GCPC	
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>Against: 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 10/13/15 County Square – among staff, applicants, traffic engineer</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>	
<p>GCPC</p>	<p>Staff originally recommended denial of the request due to concerns over public safety for future residents. The Planning and Development Committee referred the item back to the Planning Commission for further consideration once the applicant provided a complete traffic study. At the October 28, 2015 Planning Commission meeting, staff reported their concerns were addressed and utilizing the traffic study provided by the applicant, staff recommends approval based on the successful implementation of proposed improvements; namely a full secondary access available only to the residents within the focus area on this rezoning application.</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 part of 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.

A traffic impact study, provided by the applicant, provides information regarding a full secondary access from Honbarrier Drive to Durham Drive. Approximately 15% or 150 ingress and egress trips through Durham Drive will be added to the total number of daily trips with the proposed subject property use.

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.

A traffic study of select portions of the project, which includes the subject site, shows significant off-site improvements to assuage the potential increase of traffic to the area. One of the improvements is a secondary access to Durham Drive. The report proposes that 15% of the residential traffic (1,950 trips) would opt to utilize the secondary entrance. Subsequently, and according to the traffic engineer, "if the "back" access is gated and serves apartment traffic only, traffic utilizing the Durham/Dublin intersection would be reduced by 35 to 40% from a scenario in which full unrestricted access is provided."

A statement on October 13, 2015 by the applicant (Rece Morgan, President and Chief Executive Officer, Central Realty Holdings) is the agreement to provide the secondary access:

Pursuant to our discussion, this email will serve as Central Realty Holdings' agreement to structure the secondary access in a way that limits access to our proposed development. We are open to discussion and direction with County Planning and Engineering as to how structure this. Along the lines of your suggestions today, we are agreeable to limiting access to the multifamily residents only, not providing access to the commercial components of the project, and to providing access to the Durham Drive residents if you think appropriate.

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

CONCLUSION:

It is staff's opinion that this requested rezoning could have negative impacts to the surrounding road network and future resident safety. Significant challenges exist to provide adequate site accessibility resulting in concerns focused on public safety and traffic volume; however, on- and off-site improvements may address many of these issues on the project scale, and do address those issues directly tied to this rezoning application.

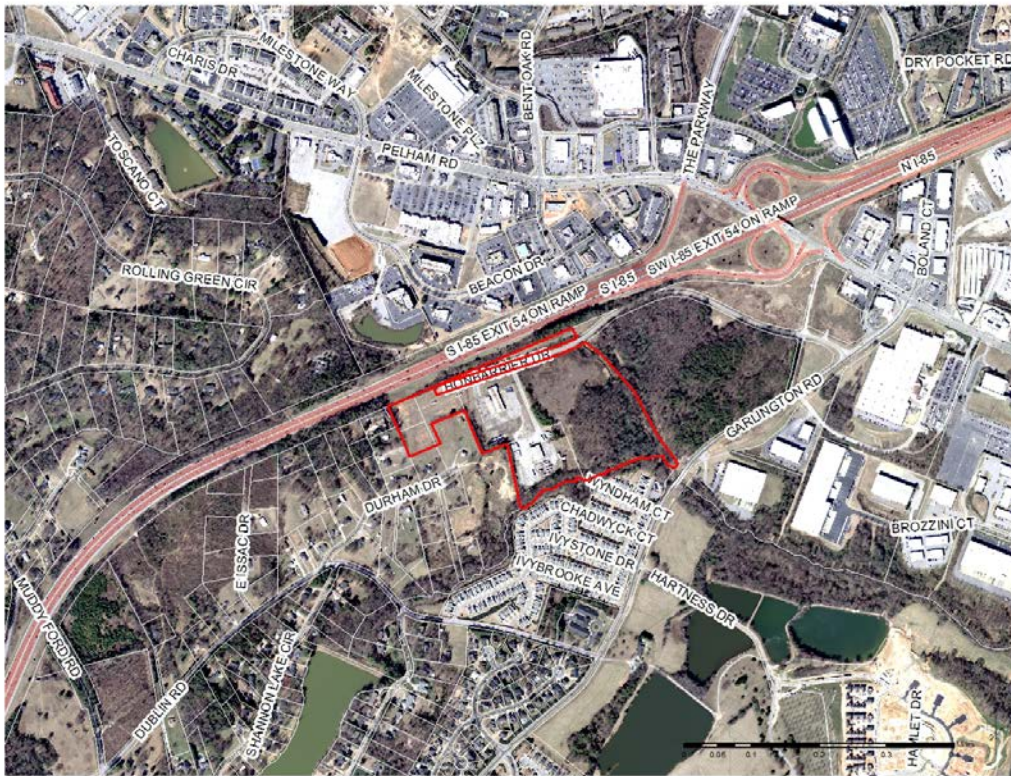
The concerns for this site are basic: public safety is endangered for future residents because no secondary access currently exists as an alternative to crossing the floodplain. The applicant proposes a secondary access to Durham Drive which would allow traffic an alternative access to a proven flood hazard area. Safety concerns are relieved by providing this full secondary access that avoids all floodplains.

Staff has concerns over the additional traffic volumes generated by the proposed use through the Durham Drive neighborhood and supports the applicant's proposal to limit the secondary access to only those residents within the rezoned area.

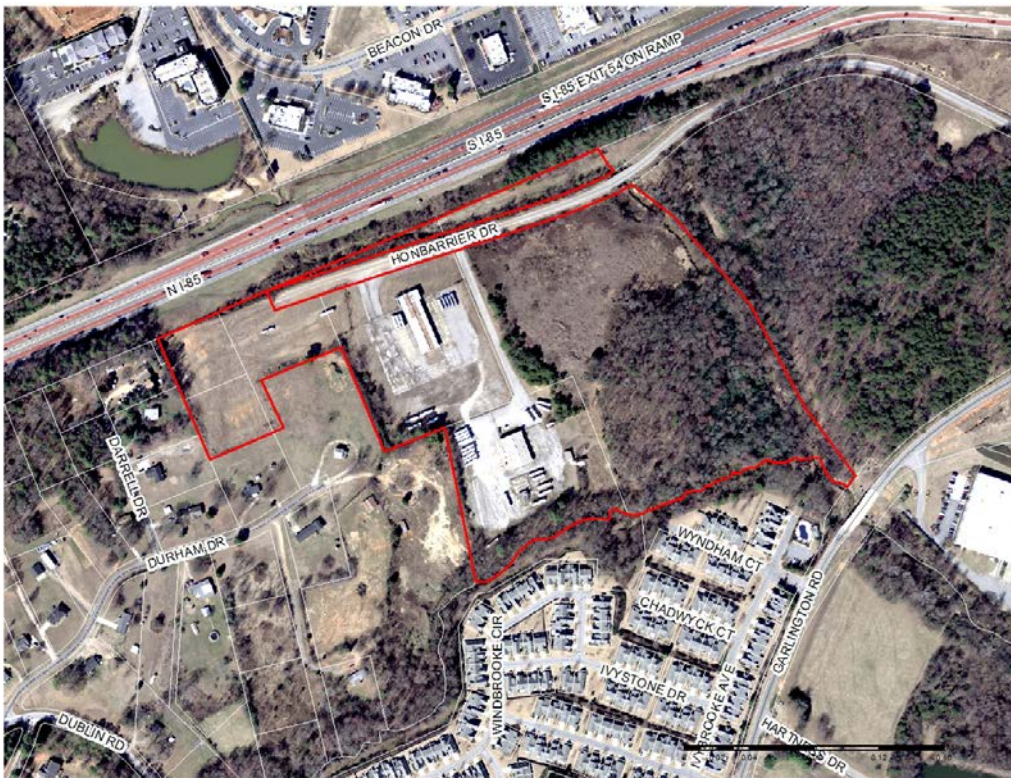
Utilizing the traffic study provided by the applicant, staff recommends approval based on the successful implementation of the proposed improvements: namely a full secondary access available only to the residents within the focus area of this rezoning application.

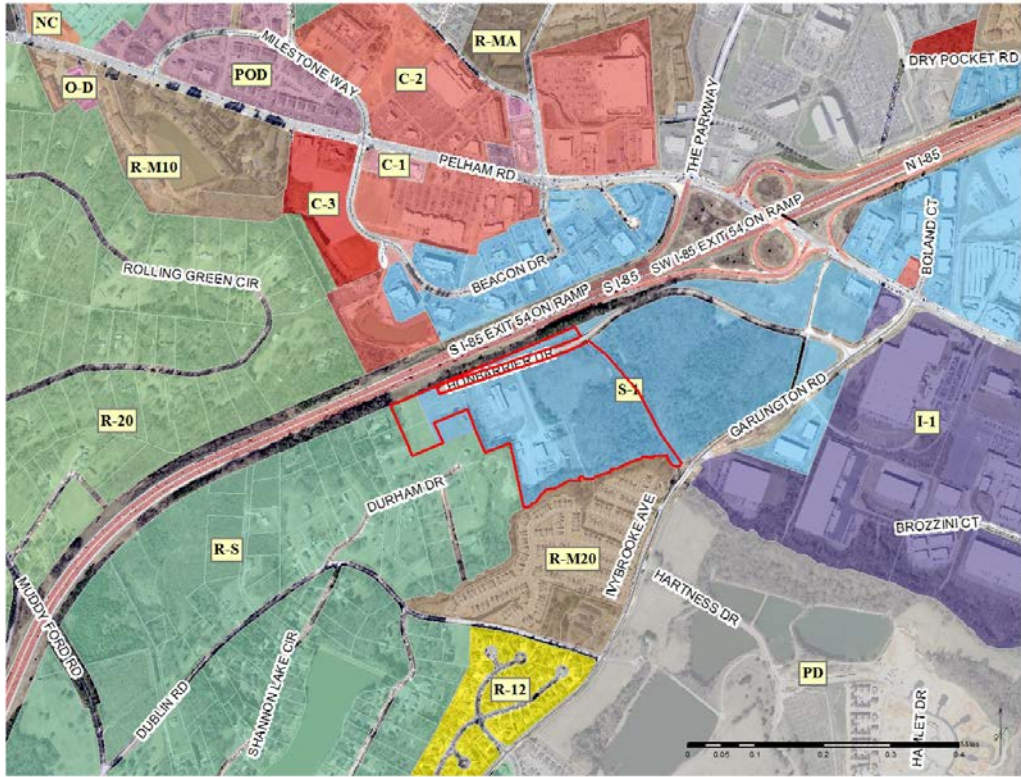
Based on these reasons, staff recommends approval of the application to rezone the subject site from R-S, Residential Suburban and S-1, Services to R-M11, Multifamily Residential.

STAFF RECOMMENDATION: Approval



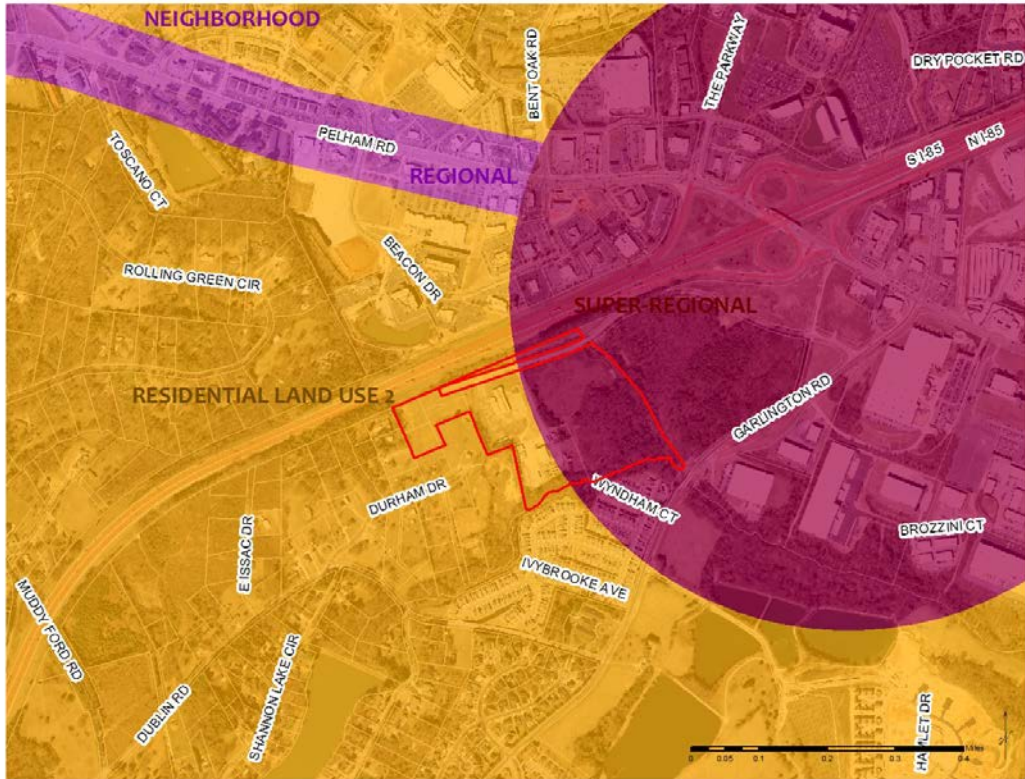
Aerial Photography, 2014





Zoning Map





Future Land Use Map