

**Zoning Docket from January 11, 2016 Public Hearing**

Docket Number	Applicant	CC DIST.	STAFF REC.	GCPC REC.	P&D REC.	COUNCIL ACTION
CZ-2016-10	Central Realty Holdings, LLC. for Archie L. Honbarrier Trust & Cenco, Inc. 5320 Honbarrier Drive 0533040100519, 0533040100520, 0533040100528, 0533040100529, 0533040100700 (portion), and 0533040100707 S-1, Services and R-S, Residential Suburban To FRD, Flexible Review District	21	Denial	Denial 1/27/16	Hold 2/1/16	
Public Comments	<p><b>Some of the general comments made by Speakers at the Public Hearing on January 11, 2016 were:</b></p> <p><u>Speakers For:</u></p> <ol style="list-style-type: none"> <li>1) Rece Morgan - Central Realty Holding CEO <ul style="list-style-type: none"> <li>• Held three community meetings</li> <li>• Updated and reviewed traffic studies</li> <li>• Re-engineer the Garlington and Pelham intersections to 5 lanes</li> <li>• Taking on the cost of improving infrastructure to guarantee safety in the area</li> <li>• Will provide resources to pay for offsite improvements at roughly 1.5 million dollars</li> </ul> </li> <li>2) Saint Francis Representative <ul style="list-style-type: none"> <li>• 70,000sqft medical/office building to the east of the rezoning property</li> <li>• Intends to meet the medical needs in this area</li> </ul> </li> <li>3) Developer <ul style="list-style-type: none"> <li>• Long term holder of their properties</li> <li>• Second, Class A development in Greenville County</li> <li>• 38 million dollar development</li> <li>• Maintaining and enhancing natural buffer areas</li> </ul> </li> <li>4) 9 supporters recognized</li> </ol> <p><u>Speakers Against:</u></p> <ol style="list-style-type: none"> <li>1) Resident <ul style="list-style-type: none"> <li>• Traffic concern at Shamrock Lane and Garlington Road</li> <li>• Concerned over traffic increase</li> <li>• Concerns about Pelham road gridlock</li> <li>• Concerns of flooding in the area</li> </ul> </li> <li>2) Resident <ul style="list-style-type: none"> <li>• Concerns over traffic safety</li> <li>• Concern for access of emergency vehicles</li> <li>• Believes rezoning will negatively impact the quality of life</li> </ul> </li> <li>3) Resident <ul style="list-style-type: none"> <li>• Concern for emergency vehicles and flooding</li> <li>• Concern that emergency exit will turn into a second exit</li> </ul> </li> </ol>					<p><b>Petition/Letter</b></p> <p><u>For:</u> None</p> <p><u>Against:</u> 11</p>

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	<p>4) Resident</p> <ul style="list-style-type: none"> <li>• Opposed to emergency exit onto Durham road</li> <li>• Track team practices in the area, concern for children’s safety</li> </ul> <p>5) Resident</p> <ul style="list-style-type: none"> <li>• Concern over floodplain to access certain areas</li> <li>• Concern over placing speed bumps</li> <li>• Concerned that adding another lane will not solve traffic issues</li> <li>• Poor visibility along Durham road and turning onto Garlington</li> <li>• Concern that traffic lights proposed would cause a backup if not synced</li> <li>• Proposed getting together with State, County and SCDOT</li> </ul> <p>6) 26 in opposition recognized</p> <p><b>List of meetings with staff:</b>          November 6, 2015 – residents          December 1, 2015 – applicant          December 8, 2015 – applicant          December 11, 2015 – residents</p>	
<p><b>Staff Report</b></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 west of the 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 applicant identified their proposed use as a multi-family complex.</p> <p>It is staff’s opinion that this requested rezoning would have negative impacts to safety and roadway capacity. Significant challenges exist to provide adequate site accessibility, with or without a major storm event, lending to concerns over public safety and traffic volume.</p> <p>The concerns for this site are basic: public safety is endangered for future residents with no viable secondary access solutions that avoid a floodplain. Alternative access should be included with any plan to commit significant traffic (for more than 300 units in this case) to a location with only single access over a proven flood hazard area. It should be noted that a secondary access, however, may also be adversely impacted by the same flooding even for emergency responders. Safety concerns may only be relieved by providing a full secondary access that avoids all floodplains.</p> <p>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 altering the character of the adjacent neighborhood and committing additional delays to Garlington Road and Pelham Road. A lack of information exists that ensures that anticipated traffic improvements will be effective at mitigating the additional volume.</p> <p>After careful evaluation the following specific areas were found to be deficient and unable to effectively support this development proposal:</p> <ul style="list-style-type: none"> <li>• Honbarrier Drive bridge over Rocky Creek, serving as the only access, is located in the</li> </ul>	

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	<p>Special Flood Hazard Area and does not meet current standards.</p> <ul style="list-style-type: none"><li>• No infrastructure bonding procedures exist to guarantee the completion of stated off-site road improvements.</li><li>• The submitted proposal does not currently include the additional off-site improvements mentioned by the applicant at the public hearing.</li></ul> <p>Based on these reasons, staff recommends denial of the application to rezone the subject site to FRD, Flexible Review District.</p>
<b>P&amp;D Committee</b>	February 1, 2016: The Committee held the item upon request by the applicant.

**Planning Report**

**DOCKET NUMBER:** CZ-2016-10

**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:** FRD, Flexible Review District

**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. There was an unsuccessful R-M11, Multifamily rezoning request in 2015, CZ-2015-58.

**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 with a portion 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.

**INDUSTRIAL POTENTIAL:**

The Greenville Area Development Corporation (GADC) opposes this request. The GADC notes this site is one of the last remaining with I-85 frontage, excellent access, and visibility making the site ideal for an office or headquarters.

**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
Current	R-S	1.7 unit/acre	2.0	3 units
	S-1	0 unit/acre	33.98	0 units
Requested	FRD	8.4 units/acre	35.98	302 units

A successful rezoning will add 299 units to the site.

**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	2013	2014
Garlington Road	2,800' S	5,900	6,300 6.8%	6,600 4.8%
Pelham Road	4,100' SE	20,800	18,000 -13.5%	20,500 13.9%

**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 west of the 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 Honbarrier Dr. 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 FRD, Flexible Review District. The intent of the FRD district is to provide a way for inventive design to be accomplished and to permit development that cannot be achieved through conventional zoning districts due to the parameters required therein.

A traffic study of select portions of the project, which includes the subject site, shows significant on-site and off-site improvements to assuage the potential increase of traffic to the area. These improvements are listed below:

- relocate a portion of Honbarrier Drive, repave/repair balance of road
- two curb cuts and a new light on Garlington Road at Honbarrier Drive
- add two additional lanes on Garlington Road at Pelham Road
- an gated emergency access only to Durham Road

A Reciprocal Easement Agreement has been signed with a neighboring land-owner to construct a section of road connecting Honbarrier Drive to Durham Road. A gate will be constructed along this new length of road in order to limit access exclusively to Emergency Responders. All public improvements will be completed prior to the completion of the apartment community.

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 safety and roadway capacity. Significant challenges exist to provide adequate site accessibility, with or without a major storm event, lending 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 that avoid a floodplain. Alternative access should be included with any plan to commit significant traffic (for more than 300 units in this case) to a location with only single access over a proven flood hazard area. It should be noted that a secondary access, however, may also be adversely impacted by the same flooding even for emergency responders. 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 altering the character of the adjacent neighborhood and committing additional delays to

Garlington Road and Pelham Road. A lack of information exists that ensures that anticipated traffic improvements will be effective at mitigating the additional volume.

After careful evaluation the following specific areas were found to be deficient and unable to effectively support this development proposal:

- Honbarrier Drive bridge over Rocky Creek, serving as the only access, is located in the Special Flood Hazard Area and does not meet current standards.
- No infrastructure bonding procedures exist to guarantee the completion of stated off-site road improvements.
- The submitted proposal does not currently include the additional off-site improvements mentioned by the applicant at the public hearing.

Based on these reasons, staff recommends denial of the application to rezone the subject site to FRD, Flexible Review District.

**STAFF RECOMMENDATION:** Denial



Aerial Photography, 2014; below: floodplain and areas circled with potential increase to flood elevation (source: 2015 Addendum to 2001 Rocky Creek Stormwater Master Plan)

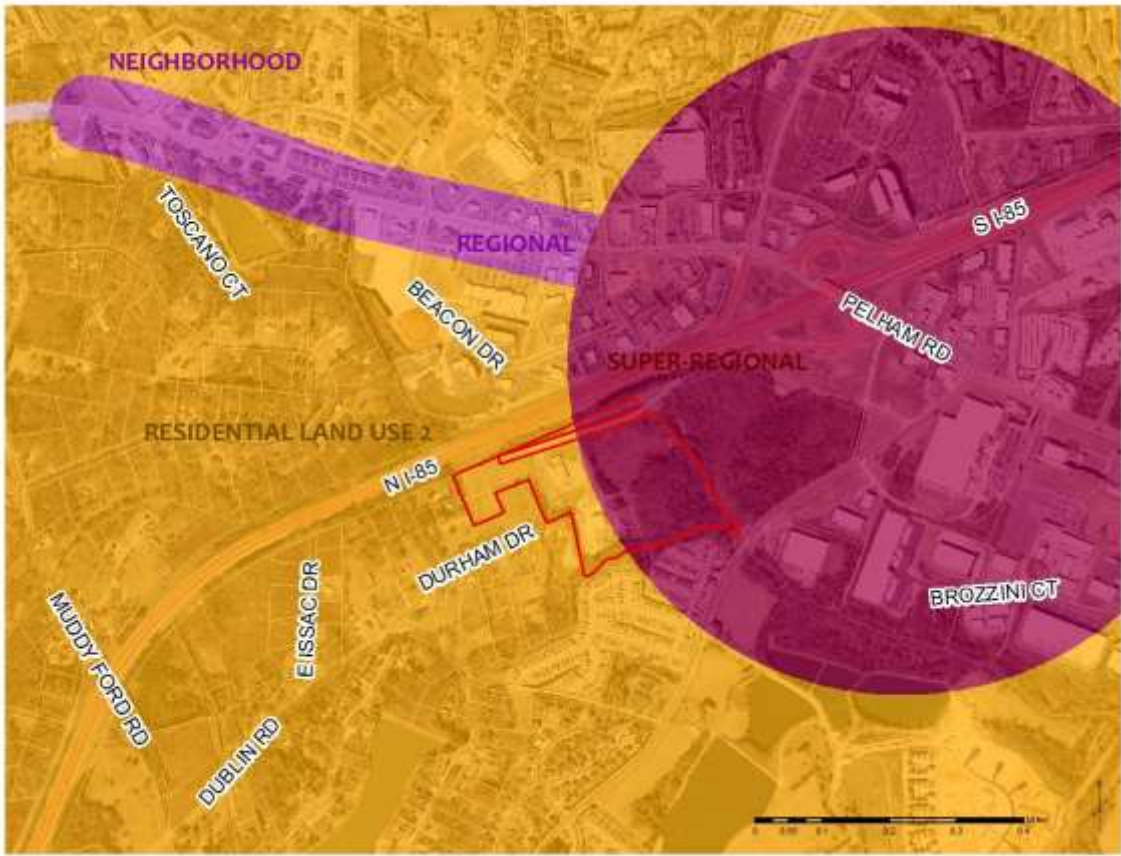






Zoning Map





Future Land Use Map