



## PL(Z) 22-21

### City of Greensboro Planning Department Zoning Staff Report

City Council Hearing Date: June 21, 2022

#### GENERAL INFORMATION

APPLICANT	City of Greensboro
HEARING TYPE	Annexation and Original Zoning Requests
REQUEST	County RS-40 (Residential Single-family), County AG-SP (Agricultural with a Special Use Permit), County LI (Light Industrial), and County AG (Agricultural) to City LI (Light Industrial)
CONDITIONS	N/A
LOCATION	A portion of 1511 Pleasant Ridge Road and portions of right-of-way for NC 68, I-73 and Pleasant Ridge Road
PARCEL ID NUMBER(S)	A portion of 7816662251
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). 29 notices were mailed to those property owners in the mailing area.
TRACT SIZE	8 acres
TOPOGRAPHY	Primarily flat
VEGETATION	None

#### SITE DATA

Existing Use I-73, NC Highway 68, and undeveloped land

	Adjacent Zoning	Adjacent Land Uses
N	County LI (Light Industrial), County AG (Agricultural), County RS-40 (Residential Single-family), and County HB (Highway Business)	Right-of-way for NC 68 and I-73

E	City RM-12 (Residential Multi-family-12)	Undeveloped land, parking lots and single-family dwellings
S	City LI (Light Industrial) and City AG (Agricultural)	Right-of-way for NC 68, I-73 and Pleasant Ridge Road
W	County RS-40 (Residential Single-family) and County AG-SP (Agricultural with a Special Use Permit)	Undeveloped land and a former golf academy

**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	Existing	Existing	Existing
Designation:	<b>County RS-40</b>	<b>County AG</b>	<b>County AG-SP</b>
Max. Density:	1 unit per acre	1 unit per acre	N/A
Typical Uses	Intended to accommodate single family residential uses at a density of not less than 1 dwelling unit per acre.	Intended to accommodate uses of an agricultural nature, including farm residences and farm tenant housing.	Uses limited to a golf academy.

  

Zoning District	Existing	Requested
Designation:	<b>County LI</b>	<b>City LI</b>
Max. Density:	N/A	N/A
Typical Uses	Primarily intended to accommodate limited small-scale manufacturing, wholesaling, warehousing, research and development and related commercial activities that have little adverse effect through noise, odor, or visual distraction on neighboring properties	Primarily intended to accommodate limited manufacturing, wholesaling, warehousing, research and development, and related commercial/service activities which in their normal operations, have little or no adverse effect upon adjoining properties.

*\*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 located in the NC Highway 68 Scenic Corridor overlay district. Consult the Scenic Corridor Overlay Districts Design Manual, for detailed applicable requirements and guidelines for architecture, lighting, signage, landscaping and other elements.

The subject site is not:

- Located in a City of Greensboro Historic District or Heritage Community
- Designated as a Guilford County Landmark Property
- Recognized as a State of North Carolina Historic Site
- Listed in the National Register of Historic Places
- Located in a National Register Historic District

**Environmental/Soils**

Water Supply Watershed     Site drains to Greensboro Watersupply Watershed WS-III, Upper Reedy Fork Creek

Floodplains     N/A

Streams     N/A

Other:     In the General Watershed area, Maximum High Density Development with sewer is 70% BUA, Low Density with sewer is 24% BUA. Site must meet current watershed requirements for Water Quality and Water Quantity Control if any new development is proposed. Site is within the PTI 5 statute mile radius. Any proposed water quality device BMP/SCM that holds a normal pool elevation is not allowed unless supporting engineering documentation is provided that clearly explains why a water quality device that holds a normal pool elevation needs to be utilized.

**Utilities (Availability)**

Water is available on Pleasant Ridge Road and sewer is available on south of the property on 1302 Pleasant Ridge Rd. A private pump station may be needed. Sewer is also available to the north of the property on an outfall at 1679 Greenbourne Dr. Private developer will need to extend water and sewer to City of Greensboro's Water and Sewer Design Standards.

**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 allowed driveways.

**Buffer Yards:**

For Multi-family residential uses adjacent to Single-Family residential uses, Office uses, or Commercial uses: 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 l.f.

For Commercial uses adjacent to Light-Industrial uses: Type C buffer yard.

For Commercial uses adjacent to Single-Family residential uses: Type B buffer yard, with an average width of 25', a minimum width of 20', and a planting rate of 3 canopy trees, 5 understory trees and 25 shrubs per 100 linear feet.

For Multi-family residential adjacent to other Multi-family residential uses, or to vacant lots: Vehicular Use Area buffer yard (see below) between any parking lot or drive aisle and the adjacent property line.

**Parking Lots:**

When a parking lot or other vehicular use area abuts a vacant site or a site with the same land use classification as the subject site, a planting yard with a minimum width of 5 feet must be provided between the parking lot/vehicular use area and the abutting (interior) property line. This required planting area must be landscaped with at least 2 understory trees and 18 evergreen shrubs per 100 linear feet.

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

**Tree Conservation:**

For 8.0 acres, 10% of parcel size to be dedicated in critical root zone for Tree Conservation.

**Transportation**

Street Classification: Pleasant Ridge Road – Major Thoroughfare.  
Brigham Road – Collector Street.

Site Access: N/A.

Traffic Counts: Pleasant Ridge Road AADT = 9,500 (NCDOT, 2019).

Trip Generation: N/A.

Sidewalks: Sidewalks are a requirement of the Development Ordinance and shall be installed per the Streets Design Standards Manual. Sidewalk does not currently exist along the frontage of this property.

Transit in Vicinity: No.

Traffic Impact Study:  
(TIS) N/A.

Street Connectivity: N/A.

Other: N/A.

**IMPACT/POLICY ANALYSIS****Land Use Compatibility**

The proposed **LI (Light Industrial)** zoning district would allow land uses that are compatible with the general character of the area.

**GSO 2040 Comprehensive Plan Policies**

The subject site is partially (approximately the western half) located within the adopted Western Area Plan. The Future Land Use Map of the Western Area Plan designates this location as **Mixed Residential** in support of the **Campus Village Planning Area**. The requested **LI (Light Industrial)** zoning district would allow uses that are generally consistent with those described in the **Mixed Residential** future land use designation. The GSO2040 Future Land Use Map designates the remainder of the subject site as **Residential** (approximately the portion west of NC Highway 68), **Commercial** (approximately the portion north of Pleasant Ridge Road and east of NC Highway 68), and **Airport** (approximately the portion south of Pleasant Ridge Road and east of NC Highway 68). The requested **LI (Light Industrial)** zoning district would allow uses that are generally consistent with those described in the **Residential**, **Commercial**, and **Airport** future land use designations. When located in areas designated by the Future Land Use Map as Residential, uses other than single family residential and multi-family residential should generally be in the scale of a **Neighborhood-** or a **District- Scaled Activity Center** as described in the Future Built Form Map, in a form that is appropriate to the character of the area. The GSO 2040 Future Built Form Map designates this location as **Urban General** (approximately the portion north of Pleasant Ridge Road and west of NC Highway 68) and **Airport** (approximately the portion south of Pleasant Ridge Road and east of NC Highway 68). The Future Built Form Map also designates this location as being partially (approximately the portion north of Pleasant Ridge Road and east of NC Highway 68) within a **District Scaled Activity Center**. The Growth Tiers Map designates the portion of the site to be annexed as being within **Growth Tier 1**.

**GSO 2040 Written Policies**

**Filling In Our Framework** – How we arrange our land uses for where we live, work, attend school, shop and enjoy our free time can create a more vibrant and livable Greensboro.

**Goal B** – Greensboro attracts world-class development to transform underutilized sites and buildings into valued assets that complement their surroundings.

**Strategy 1** – Maintain, inventory, and market key underutilized sites and structures to private industry and developers.

**Becoming Car Optional** – Expand quality transportation options beyond cars and maintain an efficient transportation system that allows people and goods to travel throughout Greensboro.

**Goal A** – Greensboro has unrivaled pedestrian, biking, transit and road networks that provide safe, comfortable, and convenient transportation options.

**Strategy 2** – Encourage new development that is compatible with the intended use of the adjacent roadway.

**Goal B** – Everyone loves our interconnected green spaces, which provide recreation and transportation opportunities, promote active living, and protect our natural environment.

**Strategy 1** – Expand the greenway network to connect all parts of the city as a key element of the transportation system.

**Prioritizing Sustainability** - Greensboro has a strong leadership role in environmental stewardship, social equity, and a resilient economy

**Goal A** - Greensboro advances environmental stewardship, taking care of our natural resources and the natural systems that support all living things.

**Strategy 1** - Promote resilient, efficient and environmentally beneficial patterns of land use.

**Strategy 4** – Enhance proactive stormwater and flood hazard mitigation efforts to address impacts from more frequent high duration and high intensity storm events.

**Goal B** - Greensboro embraces social equity, ensuring all residents benefit from fair and just treatment in the distribution of public services and have a voice in governance.

**Strategy 2** – Work to ensure that all Greensboro residents have meaningful opportunities to participate in public decision-making processes.

**Strategy 3** - Promote a just, ethical, and respectful community.

**Goal C** - Greensboro builds economic resilience, expanding the local economy's ability to withstand and adjust to disruptions and changes at the regional, national and global scales.

**Strategy 1** - Consider the impact that growth and development patterns and infrastructure investments have on the City's fiscal health.

**Strategy 2** - Cultivate a diverse range of industry sectors and scales of operation in the local economy to help minimize the impacts of major fluctuations within any single sector.

**Growing Economic Competitiveness** - Greensboro will build a prosperous, resilient economy that creates equitable opportunities to succeed.

**Goal A** – Strategic public investment in historically underserved areas of Greensboro attracts private investment and sets the stage for revitalization without displacing existing residents.

**Strategy 1** – Work with City funded economic development partners to address the needs of economically distressed areas.

**Goal B** – Increase and preserve the inventory of developable sites compatible with corporate and industrial uses.

**Strategy 2** – Ensure that the appropriate sites in the developed, central areas of Greensboro are designated as Industrial on the Future Land Use Map.

**Goal C** – Investment in cutting edge communications technology enhances the quality of life for all residents and helps businesses thrive.

**Strategy 1** – Encourage fiber-ready infrastructure to reduce the need for costly future upfits, increase property values and promote economic growth.

**Goal E** – Greensboro promotes homegrown businesses, supports entrepreneurship, cultivates industry leaders, and welcomes major corporations and institutions.

**Strategy 2** – Provide entrepreneurs at all stages of the business life cycle with connections to education, financing, and other resources and assets that support their growth.

## **GSO 2040 and Western Area Plan Map Policies**

### **Western Area Plan Future Land Use Map**

**Village Center:** Located at the future intersection of Interstate 73 and NC 68, directly south of the GTCC Campus, the village center will have superior access and visibility from two major thoroughfares. Given its location, the village center will serve both as a gateway into the Western Area and as a retail, restaurant and shopping destination for local residents and the greater regional community. As noted in the Market Analysis, “net growth of retail square footage between 2010 and 2030 is estimated at approximately 67,000 square feet.” Some of this square footage will be absorbed in the Campus Village Center by developing a

supermarket and a variety of other service-oriented uses including restaurants, a pharmacy and small-scale retail.

By orienting small-scale, mixed-use development along an internal network of streets, instead of along NC 68, the village center will provide a meeting place for the community and a walkable, pedestrian-friendly shopping destination. Traditional strip developments, the type found in “anywhere USA”, lack identity and often result in single-destination trips. Alternatively, a destination with a mixture of uses, including restaurants, retail and limited office creates a place where people want to visit and linger.

**Residential:** As noted in the Market Analysis, the Western Area will continue to be a location of choice for new residents. Shifts in tenure and buyer preferences over time indicate a need to diversify housing options in the area to include a mixture of single family detached, single-family attached and multifamily units. As enrollment at GTCC grows there will be a need for student housing in close proximity to the campus. The design of the housing should be compatible with existing residential neighborhoods and be of appropriate density and scale for the area.

#### **GSO2040 Future Land Use Map**

**Future Land Uses:** Broad areas based on the main character of land uses that we want to see in the future. These are not intended to be exclusive; it is assumed that there are a variety of uses in each area, but the designation reflects the area’s predominant character.

Residential: Includes both single-and multi-family residential. Other uses should generally be in the scale of a Neighborhood- or a District- Scaled Activity Center as described in the Future Built Form Map, in a form that is appropriate to the character of the area. Many residential areas include commercial corridors, and future development along these corridors should be oriented to the corridor to avoid negative impacts to adjacent residences.

Commercial: includes retail sales, wholesale sales, personal service businesses, professional service businesses, restaurants, entertainment, hotels and hospitality, commercial assembly halls, and event spaces. These can be either linear commercial corridors or larger centers of commercial development or a combination of both. Some include residential uses as well, and represent an opportunity for denser development, particularly in conjunction with enhanced transit service and mobility hubs.

Airport: applies only to property owned or operated by the Piedmont Triad International Airport Authority and includes aviation-related activities and on-site hotels.

#### **GSO2040 Future Built Form Map**

**Place Types:** Areas that have a consistency of character, identity or purpose and that are most often bounded by corridors, natural features, or parks that create transition or separation from other neighborhoods that may not share the same characteristics.

Urban General should reflect these characteristics:

1. Setbacks, building orientation, building materials, height, and scale of residential buildings are considered within the existing neighborhood context.

2. New housing helps increase the range of choice, supply, and adds additional appropriately-scaled density with: Missing Middle housing; mid-rise multi-family; and high-rise multi-family in Activity Centers and along Mixed-Use Corridors.
3. Transitions between neighborhoods and different land uses provide continuity in scale, density, intensity with adjacent uses.
4. Cut-through traffic is minimized.
5. New freestanding or expanded business areas are created within or adjoining an existing Activity Center or as part of creating a new Activity Center.
6. Exterior building materials are durable, sustainable, and contribute positively to the character of the public realm.
7. The size and impact of surface parking lots is minimized through landscaping, screening, narrow curb-cuts, and use of glare-free, no-spill lighting.
8. New sidewalks contribute to the completion of a sidewalk network.

**Activity Centers:** Ranging in size from a corner business at the intersection of two collector roads to regional shopping centers, activity centers attract people and are often the focus of community, civic, and social or commercial activity. Location, accessibility, size, and the extent and diversity of activities within an activity center influence the nature of economic development opportunities, potential impacts on nearby uses, and the way in which it is enjoyed by the community.

Neighborhood and District Scaled Activity Centers should reflect these characteristics:

1. Development (site and buildings) is properly scaled to the needs of residents in the appropriate market area. The scale and types of activities accommodated match the service area. A District Scaled Activity Center is physically larger, serves a wider market area, and has a greater breadth of businesses, services, and activities than a Neighborhood Activity Center, and draws vehicular traffic from a larger area, requiring more space for parking, loading, and greater spacing between vehicular access driveways.
2. Development adjacent to residential neighborhoods, parks, or other low intensity uses gives consideration to light, traffic, noise, and other potential impacts of the development.
3. Buildings and uses are easy to access on foot or by bike. These Centers include safe paths, bike racks, benches and other amenities for non-motorized travelers.
4. These Centers coordinate adjacent site designs and public improvements to provide comfortable sidewalk space for pedestrian movement, curb “bump-out” extensions, street trees/lighting/furniture, sidewalk cafés, and an active pedestrian-friendly environment.

### **Growth Tiers Map**

**Growth Tiers:** areas outside Greensboro’s city limits but inside the area in which the City can legally annex property and extend water and sewer services; this is called the Water Sewer Service Area (WSSA). Three tiers are delineated based on the cost to extend City services to the area, primarily water and sewer, solid waste collection, and Police and Fire protection, as well as long-term maintenance of City facilities. In Growth Tier 1, due to the nearby presence of existing City infrastructure, the City is able to extend services currently, if an annexation is requested; Tiers 2 and 3 will require significant City investment to serve.

Growth Tier 1: This is the area 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.

### ***Western Area Plan***

#### **Campus Village (CV) Recommendations:**

**CV 1:** Create a Campus Village by focusing future retail and commercial development on an internal street network at the proposed I-73 interchange with NC 68.

**CV 1.1:** Initiate Activity Center Overlay District proceedings for the area designated as the Campus Village in the Plan.

**CV 2:** Establish the desired character of the place.

**CV 2.1:** Promote a compact form of development in the Campus Village.

**CV 2.2:** Develop design guidelines that provide a palette of architectural features and landscape materials including plants, walls and fences consistent with the character described in the Plan.

**CV 3:** Partner with GTCC planners to ensure strong visual and physical linkage to the commercial Campus Village center.

**CV 3.1:** Partner with representatives from GTCC to review and comment on plans within the Campus Village in order to ensure physical connectivity and linkages between individual developments.

**CV 4:** Promote a variety of housing options.

**CV 4.1:** Allow for greater density of housing where utility service and transportation infrastructure support it.

**CV 4.2:** Support small lot single-family, townhouse and apartment developments as transition from the commercial/mixed-use area and the lower-density single-family to the west.

**CV 5:** Work with Guilford County Schools to find a high school site in close proximity to the Guilford Technical Community College.

**CV 5.1:** Site the high school so that ball fields provide an additional buffer between existing residential communities and new development.

**CV 5.2:** Extend joint use agreements for shared facility and recreational field use by community-at-large and school district.

**CV 5.3:** Encourage partnership between GTCC and Guilford County School District to establish early college program.

#### **Transportation Recommendations:**

**T 1:** Integrate the Western Area Land Use and Infrastructure Plan into the Long Range Transportation Plan.

**T 2:** Conduct a detailed analysis of any additional proposed major roads and road widenings beyond the current construction program.

**T 3:** Enhance the internal network of streets.

**T 4:** Encourage transportation improvements that will respect and support the rural ambiance and character of the Western Area.

**T 5:** Support plans for transit along West Market Street.

**T 6:** Develop and implement ongoing, coordinated regional congestion management and operations processes (including Intelligent Transportation System elements and Transportation Demand Management strategies) to maximize the efficient use of existing and planned infrastructure.

**T 7:** Maintain close coordination with the planning activities of the Piedmont Triad International Airport Authority for the airport and ancillary development.

#### **Gateways & Corridors Recommendations**

**GC 1:** Create a southern gateway into the Western Area.

**GC 2:** Enhance the appearance of West Market Street.

**GC 3:** Preserve and enhance the appearance and operation of NC 68 north of Pleasant Ridge Road.

#### **Utilities Recommendations**

**U 1:** Support water extension into Service Area C.

**U 2:** Upgrade water pumps due to challenges in peak periods.

**U 3:** Delay sewer service to basin north of West Market Street and west of Pleasant Ridge Road (Service Area C: to preserve rural and agricultural character).

**U 4:** Encourage coordination among neighboring jurisdictions in the timing and provision of infrastructure.

**U 5:** Work closely with Guilford County, High Point and Kernersville to track infrastructure upgrades, existing and proposed distribution lines and available capacities for water and wastewater facilities.

#### **Governance Recommendations**

**G 1:** Work closely and cooperatively with the municipalities in and jurisdictions of Guilford and Forsyth Counties so that development can be guided towards areas planned for urban and suburban development and away from areas with valued environmental or rural qualities.

**G 3:** Establish a Western Area Plan community support committee to shepherd the Western Area Plan through the adoption process at both the City and County level.

**G 4:** Continually engage surrounding jurisdictions discussions of growth and development.

**Cultural & Historic Resources Recommendations**

**CHR 1:** Raise awareness of existing historic and cultural resources and encourage the preservation of such resources that contribute to the character of the area.

**CHR 2:** Consider creating a Preservation Plan for the Western Area that takes into consideration the important cultural and environmental resources worthy of preservation.

**Other Plans**

N/A

**STAFF ANALYSIS AND RECOMMENDATION****Community Outreach**

Applicant is strongly encouraged to discuss this proposed rezoning and development with owners of surrounding properties.

**Staff Original Zoning Analysis**

The subject property is approximately 8 acres and contains I-73, NC Highway 68, and undeveloped land. North of the subject property contains right-of-way for NC 68 and I-73, zoned County LI, County AG, County RS-40, and County HB. East of the subject property contains undeveloped land, parking lots and single-family dwellings, zoned City RM-12. South of the property contains right-of-way for NC 68, I-73 and Pleasant Ridge Road, zoned City LI and City AG. West of the subject property is undeveloped land and a former golf academy, zoned County RS-40 and County AG-SP.

The adopted Western Area Plan Future Land Use Map designates this property as **Mixed Residential** in support of the **Campus Village Planning Area**. Located at the future intersection of Interstate 73 and NC 68, directly south of the GTCC Campus, the village center will have superior access and visibility from two major thoroughfares. Given its location, the village center will serve both as a gateway into the Western Area and as a retail, restaurant and shopping destination for local residents and the greater regional community. As noted in the Market Analysis, “net growth of retail square footage between 2010 and 2030 is estimated at approximately 67,000 square feet.” Some of this square footage will be absorbed in the Campus Village Center by developing a supermarket and a variety of other service-oriented uses including restaurants, a pharmacy and small-scale retail.

By orienting small-scale, mixed-use development along an internal network of streets, instead of along NC 68, the village center will provide a meeting place for the community and a walkable, pedestrian-friendly shopping destination. Traditional strip developments, the type found in “anywhere USA”, lack identity and often result in single-destination trips. Alternatively, a destination with a mixture of uses, including restaurants, retail and limited office creates a place where people want to visit and linger. As noted in the Market Analysis, the Western Area will continue to be a location of choice for new residents. Shifts in tenure and buyer preferences over time indicate a need to diversify housing options in the area to include a mixture of single family detached, single-family attached and multifamily units. As enrollment at GTCC grows there will be a need for student housing in close proximity to the campus. The design of the housing should be compatible with existing residential neighborhoods and be of appropriate density and scale for the area.

This property is designated Urban General on the Future Built Form Map of the Comprehensive Plan. Applicable characteristics of the Urban General classification include the following:

1. Setbacks, building orientation, building materials, height, and scale of residential buildings are considered within the existing neighborhood context.
2. New housing helps increase the range of choice, supply, and adds additional appropriately-scaled density with: Missing Middle housing; mid-rise multi-family; and high-rise multi-family in Activity Centers and along Mixed-Use Corridors.
3. Transitions between neighborhoods and different land uses provide continuity in scale, density, intensity with adjacent uses.
4. Cut-through traffic is minimized.
5. New freestanding or expanded business areas are created within or adjoining an existing Activity Center or as part of creating a new Activity Center.
6. Exterior building materials are durable, sustainable, and contribute positively to the character of the public realm.
7. The size and impact of surface parking lots is minimized through landscaping, screening, narrow curb-cuts, and use of glare-free, no-spill lighting.
8. New sidewalks contribute to the completion of a sidewalk network.

The proposed LI zoning district is primarily intended to accommodate limited manufacturing, wholesaling, warehousing, research and development, and related commercial/service activities which in their normal operations, have little or no adverse effect upon adjoining properties.

This request is consistent with the intent and purpose of the zoning code, the Comprehensive Plan (GSO2040) and is generally compatible with the existing development and trend in the surrounding area.

#### **Staff Recommendation**

Staff recommends **approval** of the requested **City LI (Light Industrial)** zoning district with conditions.