

CITY OF HIGH POINT

AGENDA ITEM



Title: Zoning Map Amendment 23-10
SL Wendover LLC/Deep River Partners

From: Sushil Nepal, AICP
Planning & Development Director

Meeting Date: May 15, 2023

Public Hearing: Yes

Advertising Date: May 3, 2023, and
May 10, 2023

Attachments: A. Staff Report
B. Zoning Ordinance

Advertised By: Planning & Development

PURPOSE:

A request by SL Wendover LLC/Deep River Partners to rezone an approximate 54.8 acres from a Planned Development - Mixed (PDM) District to a Planned Development - Periphery (PD-P) District. The site is located along the east side of NC 68, approximately 620 feet north of Piedmont Parkway, and at the northern terminus of Empire Street.

BACKGROUND:

The Planning and Zoning Commission reviewed this request at their April 25, 2023 public hearing. All members of the Commission were present except for Mr. Morgan. Mr. Herbert Shannon, Senior Planner, presented the case and recommended approval of the request, *with an amendment*, as outlined in the staff report.

Mr. Shannon noted that since the requested Planned Development District offers a lot of flexibility for a developer, in return staff expects much higher development standards. Thus, staff recommends approval, with the inclusion of a condition to restrict the location of parking lots along the NC 68 frontage of the site. To prevent from having a sea of parking along the frontage of this development, staff recommends parking lots be limited to the sides and rear of buildings for future lots that will front along NC 68.

Speaking on the request:

The applicant's representative, Ms. Judy Stalder, 3735 Admiral Drive, High Point, spoke in favor of the request. Ms. Stalder provided an overview of the proposal to amend the current Planned Development zoning of the site and highlighted the many higher development standards the applicant has provided in their Conditional Zoning Ordinance to promote a cohesive/unified planned development. Requirements for public street extensions, sidewalks along both sides of streets and the extension of an onsite pedestrian trail to Piedmont Parkway to eventually connect to the Bicentennial greenway are all part of the zoning conditions. Finally, Ms. Stalder noted that the two nonresidential tracts fronting along NC 68 are subject to the higher development standards of the Eastchester Gateway Corridor Overlay District. Thus, her client does not agree to the parking lot location condition recommended by staff.

There were no speakers in opposition to the request.

Planning & Zoning Commission Deliberation

After the public hearing was closed, the Commission had a lengthy deliberation that included questions to staff and the applicant. After its deliberation, the commission noted that it did not support the additional zoning condition, pertaining to parking, recommended by staff.

BUDGET IMPACT:

There is no budget impact.

RECOMMENDATION / ACTION REQUESTED:

A. Staff Recommendation

Staff recommended *approval with an condition* as outlined in the attached staff report.

B. Planning and Zoning Commission Action

1. The Planning and Zoning Commission recommended *approval with conditions offered by the applicant* (without staff recommended parking condition), by a vote of 8-0.

2. Consistency and Reasonableness Statements

The Planning and Zoning Commission voted 8-0 to approve the following statement:

That Zoning Map Amendment 23-10 is consistent with the City's adopted policy guidance because The zoning site is within an area with a mixture of land uses. As conditioned, with higher intensity residential uses and limited commercial uses, the requested PD-P District is supported by adopted policy guidance. Furthermore, the request is reasonable and in the public interest because a planned development district has already been established for this area. The proposed update would continue to facilitate a mixture of land uses as supported by adopted land use policy.

**CITY OF HIGH POINT
PLANNING AND DEVELOPMENT DEPARTMENT**

**STAFF REPORT
ZONING MAP AMENDMENT ZA-23-10
April 25, 2023**

| Request | |
|---|--|
| Applicant: SL Wendover LLC and Deep River Partners | Owner: SL Wendover LLC |
| Zoning Proposal: Rezone approximately 54.8 acres to establish an updated Planned Development District and an updated master plan. | From: PDM Planned Development-Mixed District |
| | To: PD-P Planned Development - Periphery District |
| Notices: <ul style="list-style-type: none"> • Applicant held a Citizen Information Meeting (<i>Yes</i>) • As required by Section 2.3.6 (Notification) of the Development Ordinance, the Planning and Development Department provided published, mailed and posted notice of this public hearing. | |

| Site Information | |
|--|--|
| Location: | The site is located along the east side of NC 68, approximately 620 feet north of Piedmont Parkway, and at the northern terminus of Empire Street. |
| Tax Parcel Number: | Guilford County Tax Parcels 207802, 207812, 207813, 207814, 207815, 207816 and 207817 |
| Site Acreage: | Approximately 54.8 acres |
| Current Land Use: | Undeveloped parcels and a single family dwelling. |
| Physical Characteristics: | The site has a moderate to severely sloping terrain with perennial streams running along its northern and eastern boundaries. The steeper terrains lie adjacent to the banks of these streams, along with 100 & 500-year floodplain areas. Also, a 50-foot wide Plantation Gas Pipeline easement bisects the southeastern portion of the site. |
| Water and Sewer Proximity: | City water lines lie adjacent to the site along Eastchester Drive and Empire Street. City sewer lines run along abutting stream corridors. |
| General Drainage and Watershed: | The site drains in a general easterly direction and development is subject to the City Lake General Watershed Area (GWA) requirements. Primary stormwater control measures are required for development with a total impervious surface area greater than 24% of the site. |
| Overlay Districts: | <ul style="list-style-type: none"> • City Lake General Watershed Area (GWA) • Airport Overlay District – Zone 4 • Eastchester Gateway Corridor Overlay District |

| Adjacent Property Zoning and Current Land Use | | | |
|---|--------------|---|---|
| North: | PDM | Planned Development-Mixed District | Stormwater control device and multifamily development |
| South: | CU-LI | Conditional Use Light Industrial District | Office and medical uses |
| East: | CU-LI | Conditional Use Light Industrial District | Bicentennial Greenway Office and light industrial uses |

| | | |
|--------------|---|--|
| West: | CU-LI Conditional Use Light Industrial <i>(Guilford County)</i> | Single family dwelling and undeveloped parcels |
| | AG Agricultural District <i>(Guilford County)</i> | |

Relevant Land Use Policies and Related Zoning History

| | |
|---|---|
| Community Growth Vision Statement: | <p>Goal 1: Preserve and enhance High Point’s most important natural and cultural resources.</p> <p><u>Obj. 1A:</u> Preserve and link open spaces where opportunities exist, and leverage them as community and economic assets.</p> <p><u>Obj. 1B:</u> Preserve and link environmentally sensitive lands such as floodplains, wetlands and steep slopes.</p> <p>Goal 3: Create more mixed use areas, while reinforcing existing ones, to minimize traffic, maximize the utilization of infrastructure, and so people can live, work and play in one location.</p> <p><u>Obj. 3B:</u> Establish new or redeveloped mixed use areas at key intersections where suitable land use and development patterns exist.</p> <p><u>Obj. 3D:</u> Include high-density residential development as a component of existing and new mixed use areas for the purposes of utilizing land efficiently, pairing people with convenient goods and services, supporting the commercial uses, and minimizing traffic.</p> <p><u>Obj. 3E:</u> Apply development standards to ensure that mixed use areas are human scaled, pedestrian friendly, and physically integrated through mixed use buildings and buildings that front onto streets rather than large parking lots that separate buildings and their uses.</p> <p><u>Obj. 3F:</u> Encourage mixed use centers as an alternative to “strip commercial” corridors that would use land inefficiently, generate unnecessary traffic, and create traffic congestion and safety challenges because of frequent driveways and their associated turning movements.</p> <p>Goal 5: Balance the efficient movement of vehicles with the needs of pedestrians, alternative transit modes, and aesthetic quality.</p> <p><u>Obj. 5B:</u> Focus particular attention on the appearance of key gateways into High Point to convey to visitors a positive first and last impression of the community.</p> <p><u>Obj. 5E:</u> Require that street systems connect with one another whenever possible to move all modes of traffic efficiently, to avoid congestion along key corridors, to improve traffic and pedestrian safety, and to enhance emergency management access.</p> <p><u>Obj. 5G:</u> As an alternative means of transportation, expand the greenway system and add bike lanes to key roads linking activity centers and important destinations.</p> |
|---|---|

| | |
|--|---|
| Land Use Plan Map Classification: | The site has a Mixed-Use Development land use classification. This classification is intended to provide for the siting of a variety of land uses in close proximity to each other where this is desirable due to existing land use patterns, environmental constraints, the need to preserve open space, the opportunity to provide alternative modes of transit and other factors. |
| Land Use Plan Goals, Objectives & Policies: | The following goals and objectives of the Land Use Plan are relevant to this request: Goal #3: Provide a wide range of housing opportunities for families of all income levels; Goal #5: Promote an urban growth pattern that occurs in an orderly fashion and conserves the land resources of the city and its planning area. Obj. #3. Provide opportunities for an adequate supply of affordable housing at appropriate locations convenient to employment, shopping and service areas; Obj. #8. Stimulate more efficient use of the City’s land resources by encouraging in-fill, mixed-use, cluster development and higher residential densities at appropriate locations; Obj. #11. Enhance the aesthetic appearance of High Point by preserving the scenic quality of its major gateway streets and travel corridors and by providing appropriate landscaped buffers and transitional uses between low and high-intensity land uses. |
| Relevant Area Plan: | <u>Eastchester Corridor Plan - Phase III</u> (adopted 1994) Relevant recommendations from this plan include preserving traffic capacity on NC68, for example, by encouraging shared access between multiple development parcels with frontage on NC68; maintaining the aesthetic quality of the corridor by applying appearance guidelines regarding building materials/design, signage, parking, lighting, and landscaping as zoning conditions when properties are annexed and rezoned; and limiting commercial development to well-separated clusters at major intersections. |
| Zoning History: | <u>Zoning Map Amendment 07-07</u> : In 2007 this 54-acre zoning site, along with 25 acres to the north (fronting along Regency Drive), were granted a Land Use Plan Amendment to establish this area as a mixed use district. A zoning map amendment was also submitted to support an integrated mixed-use development consisting of limited commercial, multifamily and light industrial uses under the former PDM District. <u>Zoning Map Amendment 12-13</u> : In 2012, this PDM District was amended to expand the limits of where multifamily development may be permitted. |

| Transportation Information | | | |
|--|--|---|-------------------------|
| Adjacent Streets: | Name | Classification | Approx. Frontage |
| | NC 68 | Major Thoroughfare | 1,545 ft. |
| | Empire Street | Local Street | 60 ft. |
| Vehicular Access: | Via an extension of Empire Street northward to NC 68 and a separate public street access to NC 68. | | |
| Traffic Counts: <i>(Average Daily Trips)</i> | NC 68 | 26,500 AADT –(NCDOT 2021 -traffic counts) | |

| | | | |
|---------------------------------------|---|-----------|---------------------|
| Estimated Trip Generation: | A mixed-use planned development is proposed with approximately 560 - 600 multifamily dwelling units, various industrial and limited commercial uses. At buildout, this development is anticipated to generate approximately 9,165 total daily trips (<i>during a 24-hour time period</i>), with approximately 917 trips in the AM peak hour, and approximately 1,008 trips in the PM peak hour. | | |
| Traffic Impact Analysis (TIA): | Required | | TIA Comments |
| | <u>Yes</u> X | <u>No</u> | |
| Conditions: | See attached Planned Development Zoning Ordinance | | |

| School District Comment | | | | |
|---|---|---|-----------------------|--------------------------------------|
| Guilford County School District | | | | |
| Local Schools: | Enrollment: 2022 – 2023 (20 th day of class) | Maximum Design Built Capacity: (2022 – 2023): | Mobile Classrooms: | Projected Additional Students: |
| Colfax Elementary | 563 | 712 | 7 | 245 - 247 |
| Southwest Middle | 1,107 | 1,223 | 10 | 125 - 127 |
| Southwest High School | 1,676 | 1,506 | 11 | 112 - 114 |
| School District Remarks: With the implementation of General Statute 115C-301 mandating reduced K-3 class sizes, elementary schools will experience annual reductions in capacity through 2021 - 2022. Elementary built capacity assumes reduced K-3 class sizes per applicable core academic classroom as of the stated year. Middle and high school built capacity assumes 30 students per core academic classroom. | | | | |

Planned Development District Overview

A. Purpose and Intent of the Planned Development (PD) District

The Planned Development (PD) districts are established to allow development under unified control while utilizing more flexible standards and procedures than would otherwise result from a strict application of a general district and development. The PD districts are intended to encourage innovative land planning and site design concepts that will produce a high quality, unified project that will not negatively impact adjacent land. A few of the key concepts are:

- Promote quality design and reduce or diminish the inflexibility of design that sometimes results from the strict application of zoning and development standards designed primarily for individual lots.
- Allow greater freedom in providing a well-integrated mix of residential and non-residential uses in the same development including a mix of housing types, lots sizes, and densities.
- Provide for efficient use of land resulting in smaller networks of utilities and streets and thereby lowering development and housing costs.

B. Planned Development-Periphery (PD-P) District

The PD-P District was established to encourage the use of innovative and creative design to provide a mix of different residential, nonresidential, and institutional uses in close proximity to services, recreation uses, and open space resources on lands outside the Core City Area. All PD developments are subject to Section 3.7.3 of the Development Ordinance (Standards Applied to

All Planned Development Districts) and the specific standards of the respective PD District. Furthermore, all PD Districts must comply with Chapter 5 (Development Standards), Chapter 6 (Environmental Standards) and Chapter 7 (Subdivision and Infrastructure Standards).

Details of Proposal

The applicant is requesting zoning approval to change the current PDM zoning for this site, that was established under the former Development Ordinance, to the current PD-D District that is used for new planned developments. In 2007 the current zoning site, along with the abutting 25 acres to the north, was zoned for a mixed use planned development. The northern portion of this mixed-use development has been completed. The applicant proposes to revise the southern portion of this planned development to the updated PD-P District to support a mixture of Employment Center (EC) District light industrial uses, EC District commercial uses, some specific limited commercial uses and high-density residential uses. The applicants Planned Development Master Plan denotes the following breakdown of uses:

| | Existing CU-PDM District | Proposed New PD-P District |
|--|-----------------------------------|---|
| <u>TRACTS A & B</u> (32.8 acres) eastern half of site | Light Industrial and Office uses. | High Density Residential. Multifamily and/or townhomes as permitted in the RM-26 District. <i>(development density of 26 units per acre, up to 850 dwelling units permitted).</i> |
| <u>TRACTS C & D</u> (12.8 acres) western half of site (NC 68 frontage) | Light Industrial and Office uses. | A mixture of EC District light industrial uses, EC District commercial/office uses and some specific limited commercial uses |
| <u>TRACT E</u> (7.14 acres) | Light Industrial and Office uses. | Stormwater control facility serving the entire development. |
| ROW Extension (2.7 acres) | | |

In conjunction with this request, the applicant has submitted conditions pertaining to allowable uses within each tract, development standards, parking, pedestrian access, vehicular access, and street improvements.

Staff Analysis

The zoning site is located along Eastchester Drive, which is an important thoroughfare in the city that serves as a major gateway corridor into High Point from I-40 and the Piedmont Triad International Airport (PTIA). Land development along the Eastchester Drive corridor has been primarily shaped by the Eastchester Drive Corridor Plan. Between 1986 to the late 1990s, the City adopted a series of corridor plans along Eastchester Drive that established policies and standards to enhance and protect the corridor as a major gateway and travel corridor into the city. These corridor plans/policies evolved into what is now known as the Eastchester Gateway Corridor Overlay District. This travel corridor and the land development along it provides first impressions to visitors entering the city from Interstate 40 and PTIA. Some of the goals and policy objectives of the Eastchester Corridor Plan are to:

- Minimize traffic congestion caused by haphazard commercial development;
- Prevent strip commercial development, which in turn will degrade the corridor’s primary purpose of serving as a travel corridor and gateway to the City;
- Limit commercial uses to well separated clusters/nodes located at major intersections;

- Implement a deceleration lane policy to conserve the capacity of Eastchester Drive and require driveways for corner lots to be from side streets.

To manage traffic and to protect the gateway qualities of the corridor, the Eastchester Corridor Plan limits commercial development to well-separated clusters, or nodes, located at major intersections. Major commercial nodes were planned along the Eastchester Drive corridor at:

- 1) Southern corridor node: from N. Main Street, along the corridor, to N. Centennial Street/Lassiter Drive.
- 2) Mid-point corridor node: intersections of Hickswood Road/Skeet Club Road/Penny Road and W. Wendover Avenue.
- 3) Northern corridor node: intersections of Regency Drive/Gallimore Dairy Road.

Over the years, these three planned commercial nodes have been expanded to abutting lands to accommodate additional commercial development where traffic could be adequately managed in those major intersection areas. Such expansions were timed to only occur when abutting commercial nodes were almost fully developed. Premature expansion, that may spur land speculation or strip-development, has been suppressed and prevented by the denial of such zoning requests.

In 2007 and 2012, Land Use Policy for the zoning site and abutting lands to the north, at the commercial node, was amended to support mixed use development. This resulted in approximately 80 acres at this commercial node being designated for Mixed Use Development. The goal of this policy amendment was not to spur stand-alone commercial development along this segment of the corridor, but to encourage the pairing of high density housing to jobs and services for the purposes of utilizing land efficiently, pairing people with convenient goods and services, and to minimize traffic congestion. With strip commercial development to be avoided.

This application supports this land use policy by amending the current Planned Development to support expansion of high density residential development and employment uses as supported by the light industrial and limited commercial uses of the EC Zoning District.

The advisability of establishing a planned development district is a matter committed to the legislative discretion of the City Council and is not controlled by any one factor. In determining whether to adopt or deny a planned development district, the City Council shall weigh the relevance of and consider the following findings outlined below. Based on the applicant's submittal and proposed conditions, as they existed on the date of this report, the Planning and Development Department offers the following comments.

Consistency with Adopted Policy Guidance

Whether and the extent to which the proposed conditional zoning district is appropriate for its proposed location, and is consistent with the City's adopted policy guidance.

The zoning site is within an area with a mixture of land uses. As conditioned, with higher intensity residential uses and limited commercial uses, the requested PD-P District is supported by adopted policy guidance.

Reasonableness/Public Interest:

Why a decision to approve, or to deny, the proposed conditional zoning would be reasonable and in the public interest.

A planned development district has already been established for this area. The proposed update would continue to facilitate a mixture of land uses as supported by adopted land use policy.

Consistency with PD District Standards

- Whether the proposed PD district meets the standards of Section 3.7.3, Standards Applied to All Planned Development Districts.
- Whether the proposed PD district meets the standards of Section 3.7.6, PD-P District (Outside the Core City Area)

This proposal to establish a PD-P District meets the standards of the Development Ordinance.

Compatibility with Surrounding Areas

- Whether the proposed PD district will result in a development that is compatible with the character of surrounding existing or proposed development and land uses.
- Where there are issues of compatibility, the master plan map, statement of intent and the standards document shall provide for appropriate transition areas that address incompatibility through increased buffering, landscaping, fencing, building height, mass and scale or other means designed to promote a complimentary character of development.
- Determination of complimentary character may be based on densities/intensities, use types, lot sizes and dimensions, building height, mass and scale, exterior lighting, siting of service areas, or other aspects that may be identified by the City Council.

- ❖ By bringing the entire area in as one planned development, it significantly increases the potential to have a unified cohesive development, which will assist in establishing compatibility and harmony with the adjoining Piedmont Centre development.
- ❖ Objective #3 of the land use plan speaks to providing opportunities for housing at appropriate locations convenient to employment, shopping and service areas.
- ❖ As conditioned and depicted on the master plan, allowable uses within the various tracts are compatible with the surrounding area.
- ❖ Amending the zoning conditions to require parking to the rear and sides of buildings fronting along NC 68 would address policies of the Community Growth Vision Statement and be more in character with adjacent development to the north, which have been developed with limited parking fronting this major corridor.

Mitigation of Impacts: Whether the applicant's proposed PD district, including the proposed use(s), standards and PD master plan, will satisfactorily:

Minimize or effectively mitigate any identified adverse impact on adjacent and nearby land, such as that caused by traffic, parking, noise, lighting, trash, loading areas, etc.

- ❖ Higher development standards of the Eastchester Gateway Corridor Overlay District, which covers tracts C and D of the zoning site, will assist to mitigate any negative impacts to adjacent property owners.
- ❖ Conditions for the extension of Empire Street support the previously planned interconnectivity of the road network. It also addresses a key transportation concept of the Eastchester Corridor plan for parallel road networks along the NC 68 corridor.
- ❖ Conditions supporting road extension, road improvement and turn lanes along with access restrictions will assist to mitigate adverse impact to adjacent lands. The requested updated planned development does not add any new vehicular access points to NC 68.

Minimize or effectively mitigate any identified adverse environmental impact on water and air resources, minimize land disturbance, preserve trees, and protect habitat.

- ❖ The site is within the City Lake General Watershed Area, and as such, development is required to meet the watershed standards of the Development Ordinance.

Minimize or effectively mitigate any identified adverse impact on municipal facilities and services, such as streets, potable water and wastewater facilities, parks, police, and fire.

- ❖ Conditions offered for pedestrian sidewalks and pedestrian trail extension to the Piedmont Parkway assists to expand the pedestrian network in this area and use of the current Bicentennial Greenway Trails pedestrian network in this area.
- ❖ The applicant has offered transportation related conditions pertaining to right-of-way dedication, roadway improvements and vehicular access and interconnectivity. These conditions in conjunction with the overall master planning of this development will mitigate traffic congestion; facilitate turning movements and traffic flow not only for this proposed development but also for the surrounding area.

Minimize or effectively mitigate any identified adverse effect on the use, enjoyment, or value of adjacent lands.

- ❖ Conditions offered by the applicant pertaining to the extension of Empire Street to NC 68 and location of access points from NC 68 will allow for dispersal of traffic in multiple directions. This may reduce the potential for traffic back-ups, and their negative impacts, on adjacent lands at the Piedmont Parkway/Empire Street intersection.

Supportive Changes in the Area

Whether and the extent to which there have been changes in the type or nature of development in the area of the proposed PD zoning district that support the application.

The establishment of a large mixed-use area in 2007, at this established commercial node, set policy for the proposed mixed-use development. Furthermore, objectives #3 and #8 of the Land Use Plan speak to providing opportunities for housing at appropriate locations convenient to employment centers and encouraging in-fill, mixed-use development and higher residential densities at appropriate locations.

Promotes a Preferred Development Patterns

Whether and the extent to which the proposed PD zoning will results in development that promotes a logical, preferred, and orderly development pattern.

- ❖ Amending the zoning condition to limit or restrict a sea of parking along the NC 68 frontage would be the preferred development pattern. As such, parking along the NC 68 frontage should be restricted to the rear and sides of buildings.
- ❖ The Community Growth Vision Statement, which is the “umbrella” policy document for all planning documents, along with the Land Use Plan, encourages the pairing of high-density housing to jobs and services for the purposes of utilizing land efficiently, pairing people with convenient goods and services, and to minimize traffic congestion. It is important to offer housing near these employment centers so as to allow people to live close to work and therefore reduce traffic and commute times and this area is one of the few within this area that can accommodate housing.

Recommendation

Staff Recommends Approval With Revisions:

If the flexibility of the proposed planned development district is to be granted, in return it should also promote higher development standards. The Planning and Development Department recommends

approval of the request, subject to the zoning conditions being modified to restrict parking to the sides and rear of buildings fronting along NC 68. Staff supports rezoning with the following amendment to conditions.

Part II. CONDITIONS:

C. Parking:

1. Tract A and B (Residential Tracts):

- a. Parking shall be based upon the development density of each individual parcel.
- b. Parking shall not be subject to the reduced off-street parking standard under the PD-P District.

2. Tracts C and D: Along the NC 68 frontage of the zoning site, off-street parking areas shall not be located between the Principal Building Line and the NC 68 right-of-way.

Required Action

Planning and Zoning Commission:

The NC General Statutes require that the Planning and Zoning Commission place in the official record a statement of consistency with the City's adopted plans when making its recommendation. This may be accomplished by adopting the statements in the Staff Analysis section of this report or by adopting its own statement.

City Council:

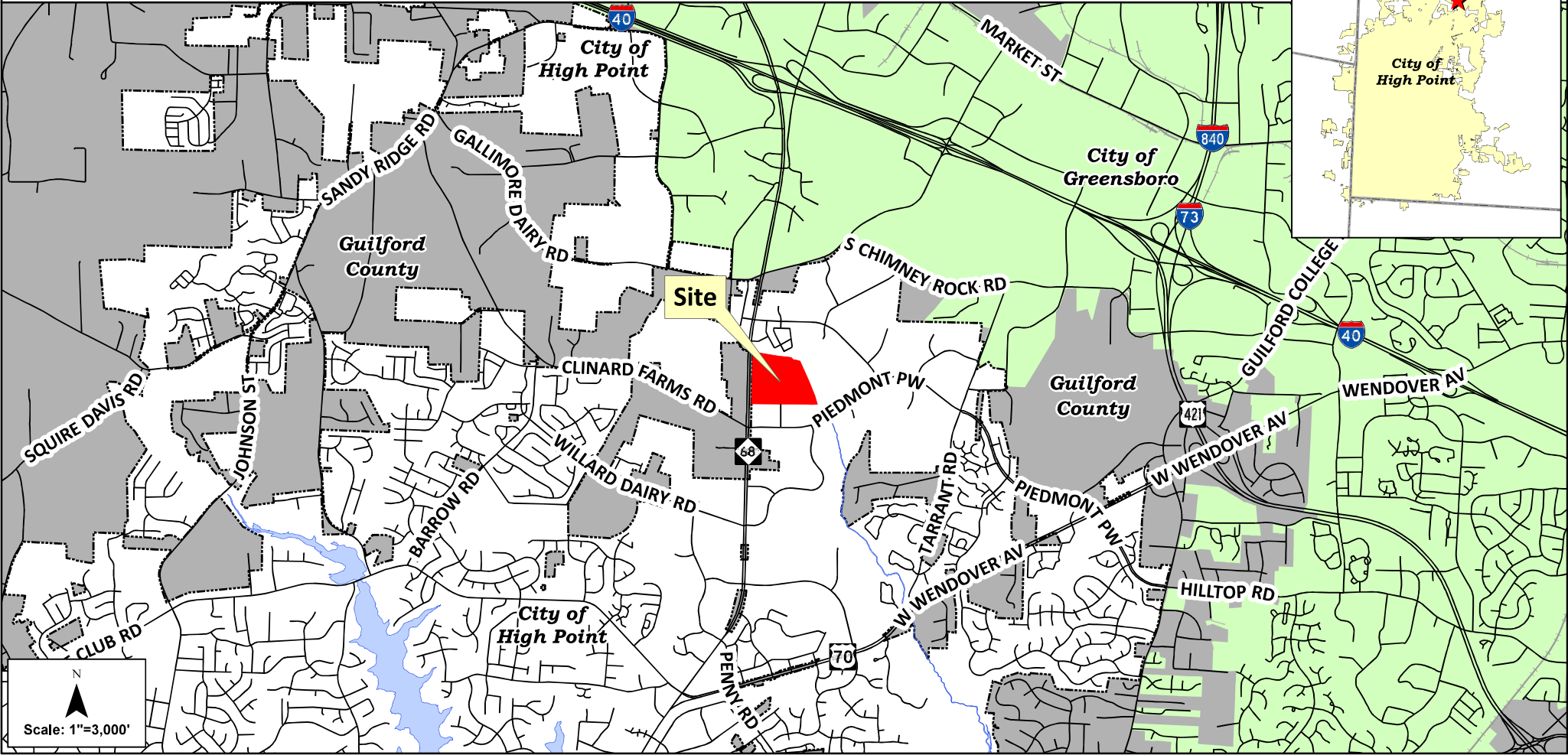
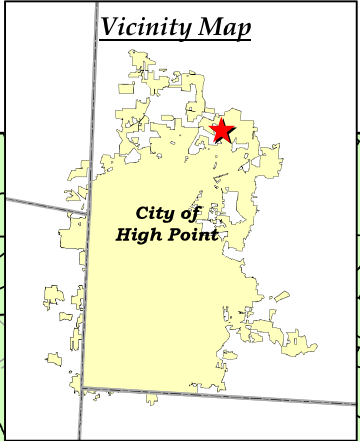
The NC General Statutes require that the City Council also place in the official record a statement of consistency with the City's adopted plans, and explain why the action taken is considered to be reasonable and in the public interest when rendering its decision in this case. This may be accomplished by adopting the statements in the Staff Analysis section of this report or by adopting its own statement.

Report Preparation

This report was prepared by Planning and Development Department staff member Herbert Shannon Jr. AICP, Senior Planner and reviewed by Christopher Andrews AICP, Development Administrator, and Sushil Nepal AICP, Planning and Development Director.

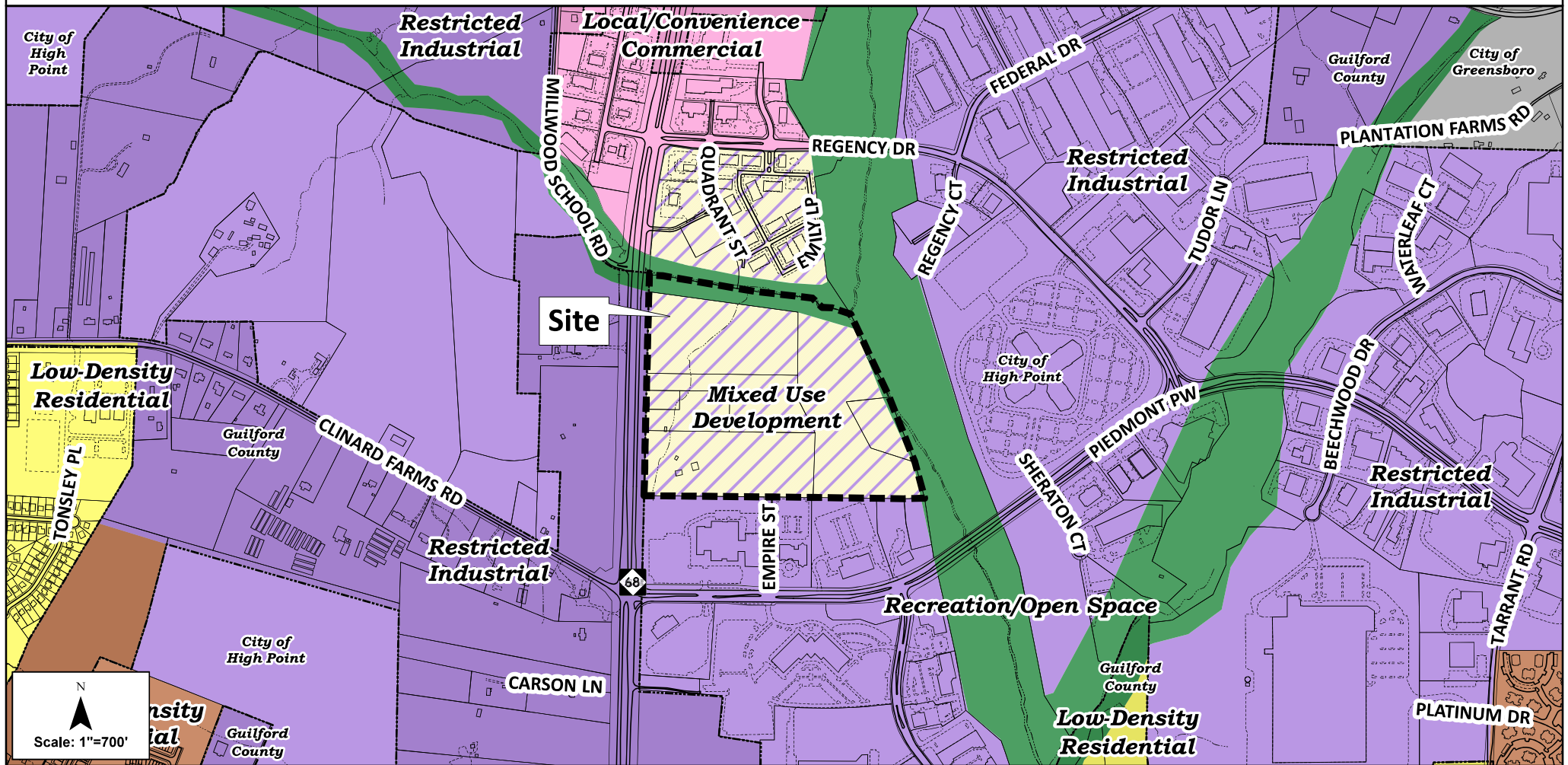
LOCATION MAP

ZONING MAP AMENDMENT: ZA-23-10
Applicant: SL Wendover LLC/Deep River Partners



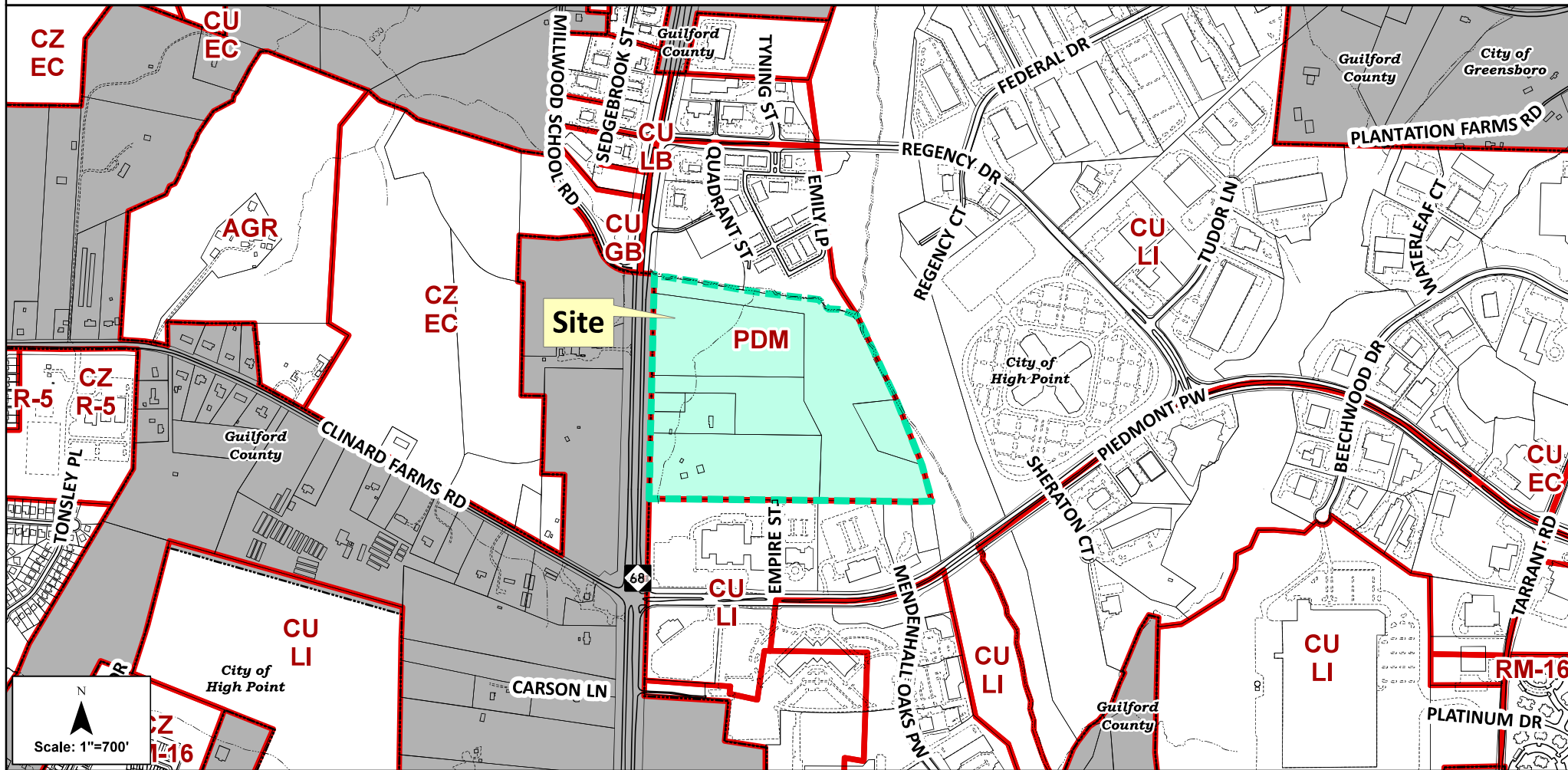
ZONING MAP AMENDMENT: ZA-23-10

LAND USE PLAN MAP



ZONING MAP AMENDMENT: ZA-23-10

ZONING MAP

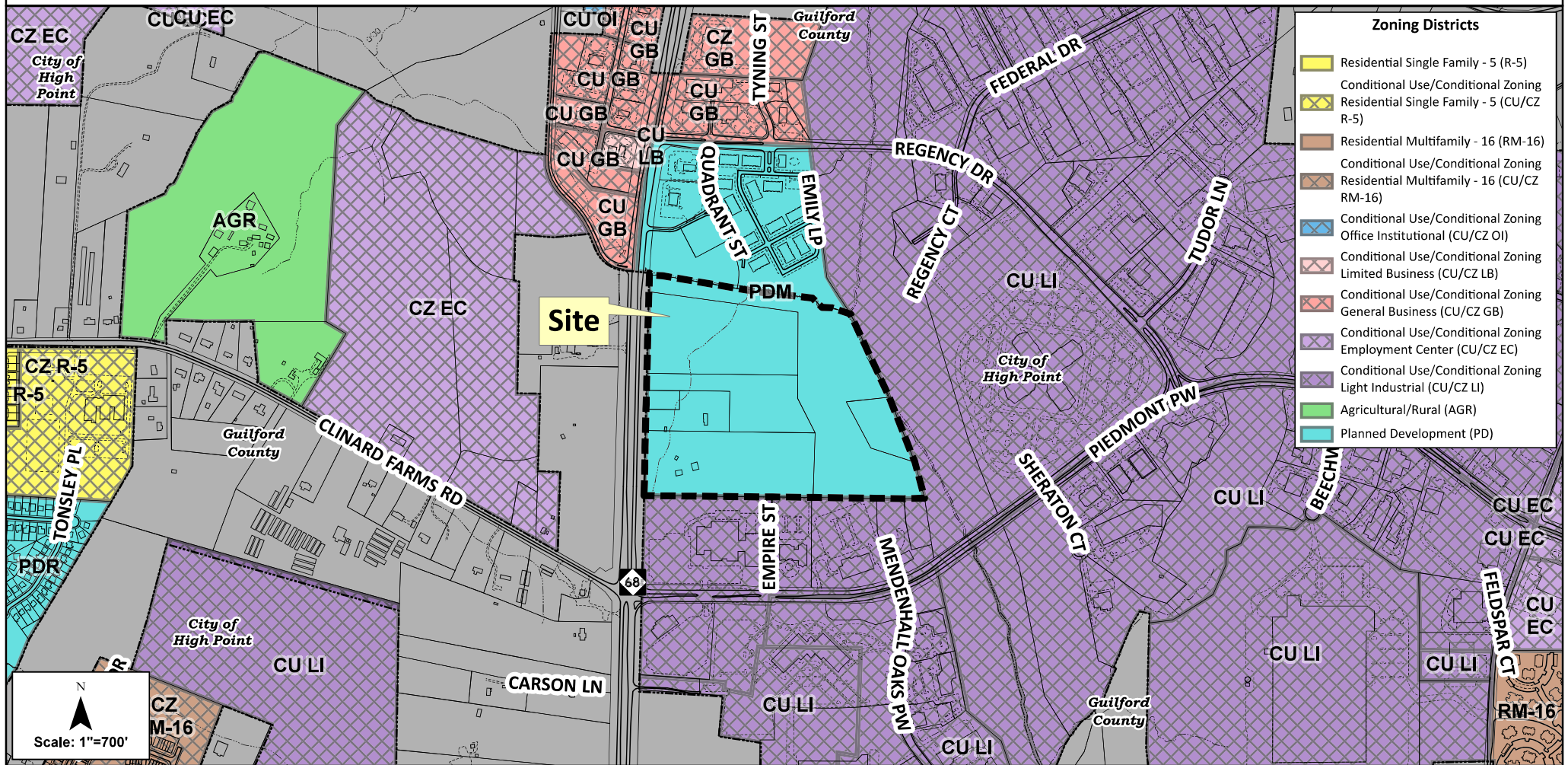


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City Planning/Urban Action Center (Zoning Map Amendment) 2023 Zoning Map Amendments 2023.aprx

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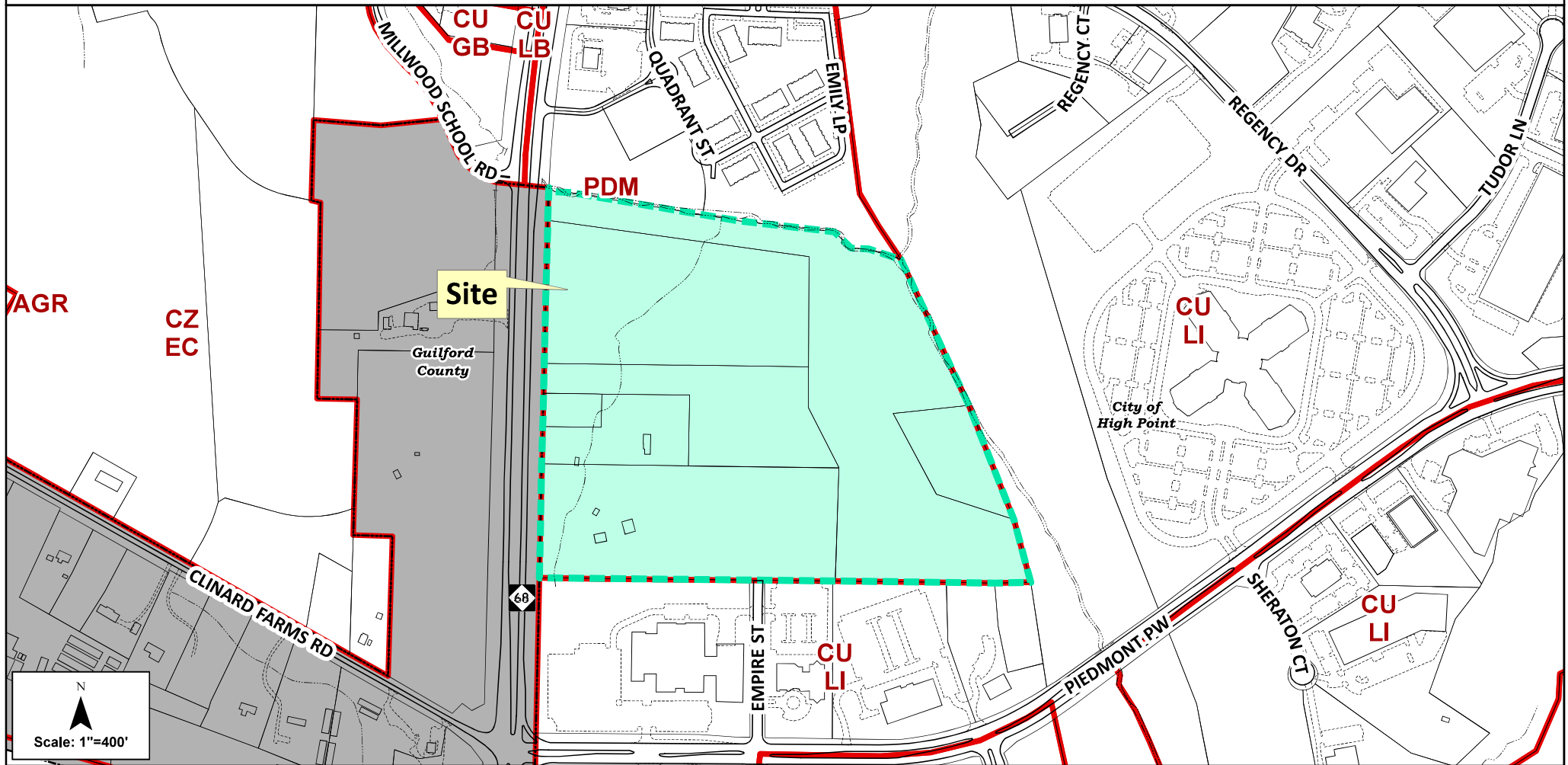
COLOR-CODED ZONING MAP



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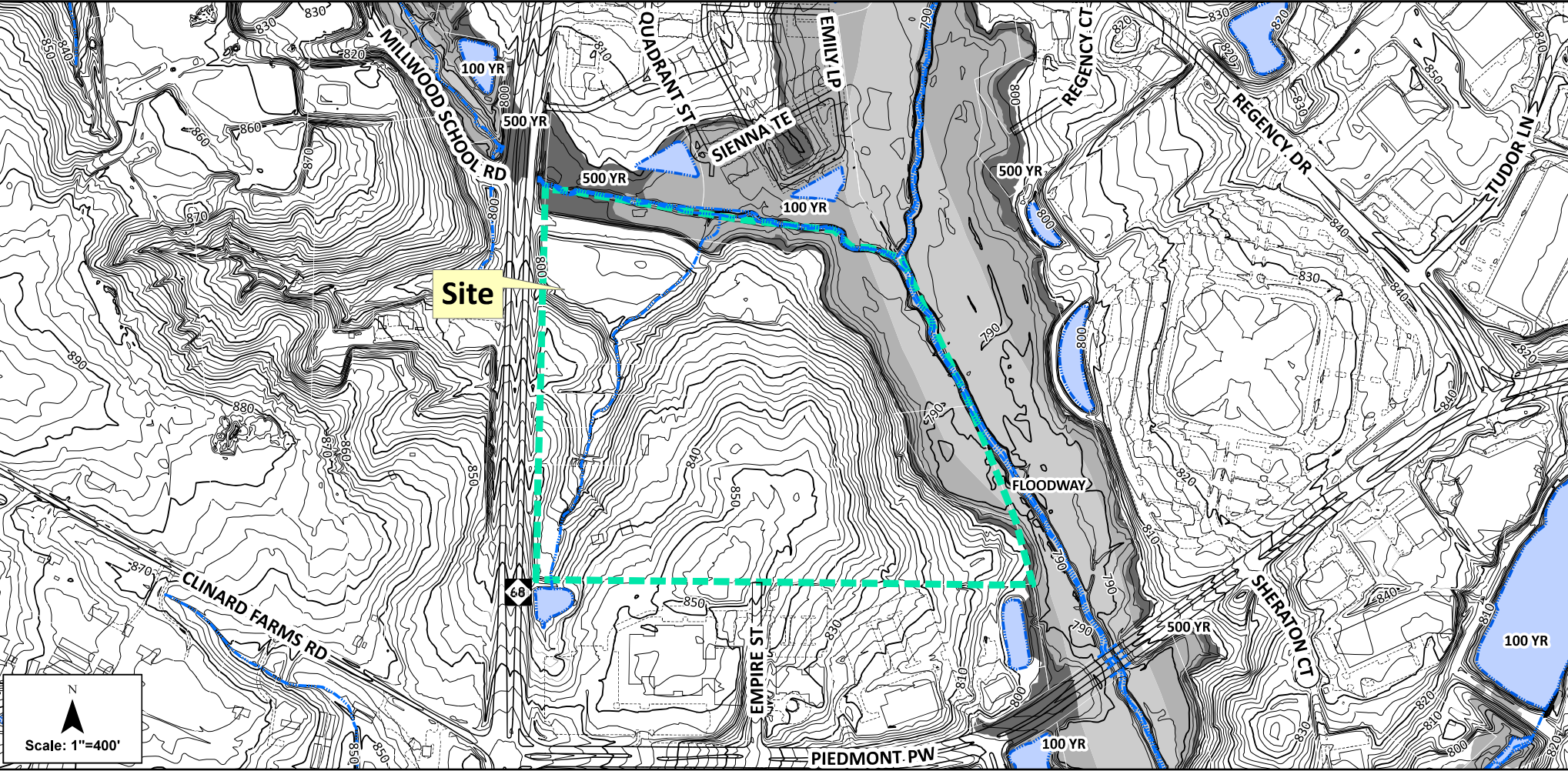
ZONING MAP AMENDMENT: ZA-23-10

ZONING MAP



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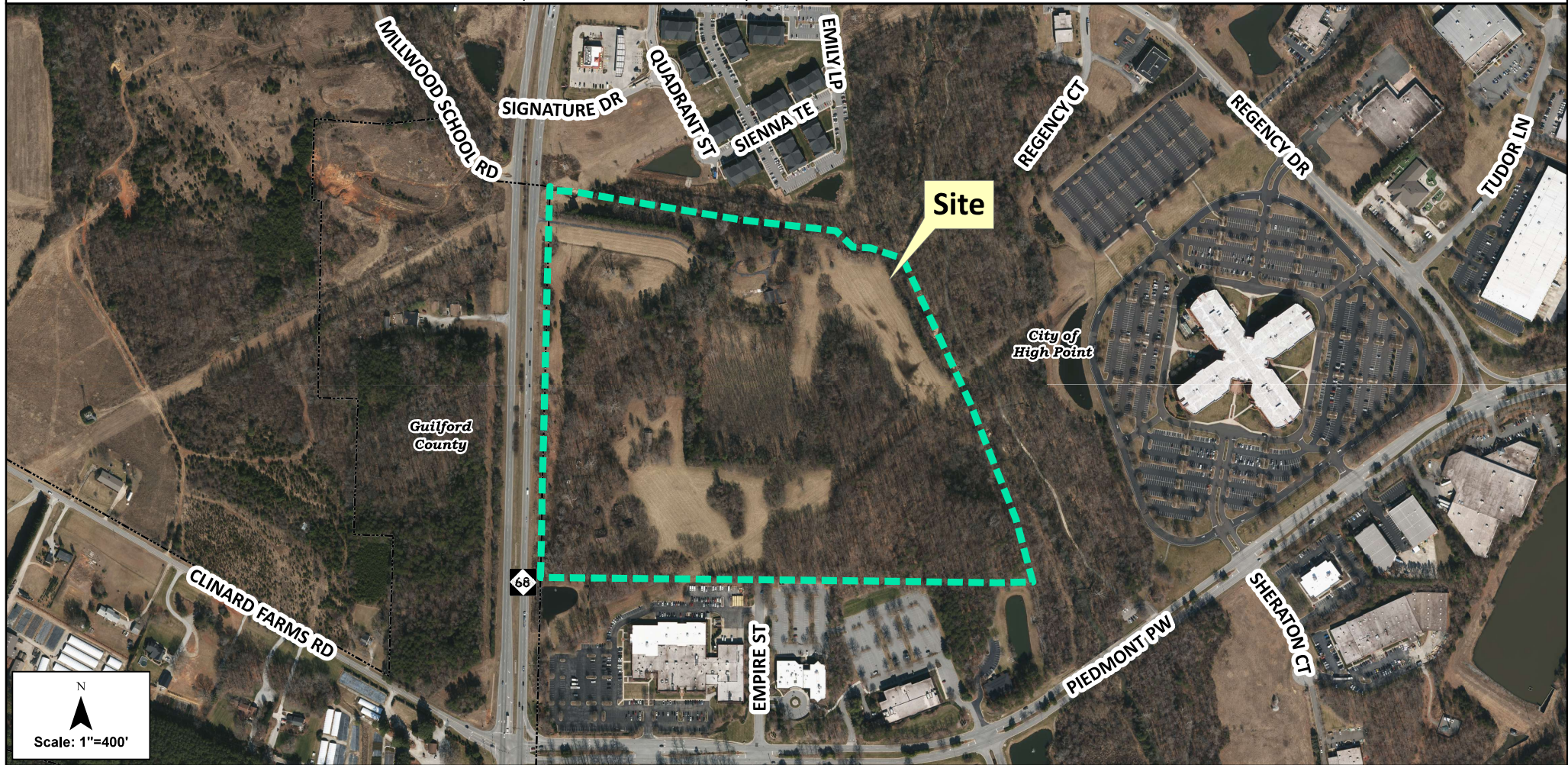
TOPOGRAPHY



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ZONING MAP AMENDMENT: ZA-23-10

AERIAL PHOTOGRAPHY (FEB. 2022)



Stream Buffer Section Detail

Zone 1 - Undisturbed area of vegetation extending a minimum of 30 feet landward on all sides from the top of the stream bank or normal water level of other water bodies measured horizontally on a line perpendicular to the surface water.
 Zone 2 - Undisturbed area of vegetation beginning at the outer edge of Zone 1 and extending landward a minimum of 20 feet as measured horizontally on a line perpendicular to the surface water. The combined width of Zones 1 and 2 shall be 50 feet on all sides of the surface water. Exceptions must be approved by the Technical Review Committee per Section 6.2.8.3 of the Development Ordinance.
 Zone 3 - Vegetative Buffer - Vegetative area extending 50 feet landward from the Riparian Stream Buffer (Zone 1 and 2) as measured horizontally on a line perpendicular to the surface water. Zone 3 is required for all high density development. Zone 3 may be disturbed, but it must remain vegetated. New development shall not be allowed in Zone 3 of the surface water buffer, except those developments and activities allowed in Zones 1 and 2 where the TRC issues an authorization certificate per Section 6.2.8.3.6 of the Development Ordinance.

PERENNIAL STREAM HIGH DENSITY DEVELOPMENT

NOT TO SCALE



GENERAL NOTES:

- THIS IS NOT A SURVEY.
- ALL DISTANCES ARE HORIZONTAL GROUND DISTANCES UNLESS OTHERWISE NOTED.
- THIS MAP IS SUBJECT TO ANY FACTS THAT MAY BE DISCLOSED BY A FULL AND ACCURATE TITLE SEARCH.
- ALL BUILDINGS, AND SURFACE AND SUBSURFACE IMPROVEMENTS ON AND ADJACENT TO THE SITE ARE NOT NECESSARILY SHOWN HEREON.

FLOOD NOTE:

THE SUBJECT PROPERTY IS LOCATED WITHIN A SPECIAL FLOOD HAZARD AREA AS DESIGNATED BY FEMA. (REFERENCE: FLOOD INSURANCE RATE MAP, COMMUNITY MAP NUMBER 370781A001, DATED JUNE 18, 2007).

SITE INFORMATION:

- PROPERTY INFORMATION:
 - 2918 NC HIGHWAY 68 S PARCEL: 207813 PIN: 781803146 DEED REFERENCE: DB 6436, PG 335 PLAT REFERENCE: PG 12, PG 20
 - 2924 NC HIGHWAY 68 S PARCEL: 207816 PIN: 781803052 DEED REFERENCE: DB 6436, PG 335 PLAT REFERENCE: PG 12, PG 20
 - 2928 NC HIGHWAY 68 S PARCEL: 207815 PIN: 781803070 DEED REFERENCE: DB 6911, PG 1086 PLAT REFERENCE: PG 12, PG 20
 - 3008 NC HIGHWAY 68 S PARCEL: 207812 PIN: 781803558 DEED REFERENCE: DB 6747, PG 2316 PLAT REFERENCE: PG 170, PG 40
- COUNTY: GUILFORD COUNTY MUNICIPALITY: CITY OF HIGH POINT
- TOTAL SITE ACREAGE: ±54.855 AC.

TRACTS A & B MULTI-FAMILY RESIDENTIAL:

- MAXIMUM DENSITY: NOT TO EXCEED 26 UNITS/ACRE
- RESIDENTIAL MULTI-FAMILY - 26 (RMA-26) DIMENSIONAL STANDARDS. MINIMUM STREET SETBACK: 20 FT. MINIMUM PERIMETER SETBACK: 10 FT.
- MAXIMUM BUILDING HEIGHT: 80 FT. (FOR EACH ADDITIONAL FOOT OF HEIGHT BEYOND 50 FEET UP TO 80 FEET, THE PERIMETER SETBACKS SHALL BE INCREASED BY 1 FOOT.)
- OPEN SPACE: 435 SF/UNIT

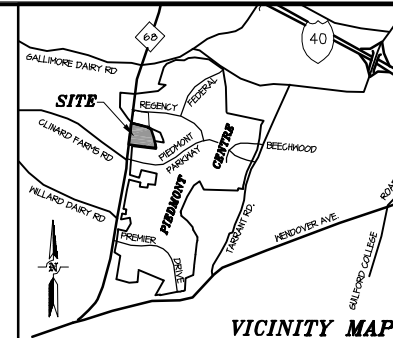
TRACTS C & D COMMERCIAL OUTPARCELS:

- ANY OF THE USES ALLOWED IN THE EC DISTRICT AND THE FOLLOWING 3 USES: ANIMAL CARE, MAJOR RESTAURANT, MAJOR (MAXIMUM OF 2) SELF-STORAGE, INTERNAL ACCESS
- EMPLOYMENT CENTER (EC) DIMENSIONAL STANDARDS. MINIMUM LOT AREA: 40,000 SQ. FT. MINIMUM LOT WIDTH: 150 FT. MINIMUM STREET SETBACK: 15 FT. MINIMUM PERIMETER SETBACK: 40 FT. (ADJACENT TO RESIDENTIAL DISTRICT) 20 FT. (ADJACENT TO NONRESIDENTIAL DISTRICT)
- MAXIMUM BUILDING HEIGHT: 80 FT. (FOR EACH ADDITIONAL FOOT OF HEIGHT BEYOND 50 FEET UP TO 80 FEET, THE PERIMETER SETBACKS SHALL BE INCREASED BY 1 FOOT.)
- OPEN SPACE: 10 % OF GROSS FLOOR AREA

TRANSPORTATION:

- PUBLIC STREET DESIGN STANDARDS:**
- THE PUBLIC STREETS SHALL MEET THE SUBCOLLECTOR STREET DESIGN STANDARDS: (58' R/W, 32' PAVEMENT WIDTH, 250' SIGHT DISTANCE, 300' MINIMUM CENTERLINE RADII).
- EASTCHESTER DRIVE (NC HWY 68):**
- THERE SHALL BE NO MORE THAN TWO (2) POINTS OF ACCESS FROM THE ZONING SITE TO EASTCHESTER DRIVE (NC HWY 68). SITE ACCESS NORTH AND SOUTH.
- NC 68 / SITE ACCESS NORTH INTERSECTION:**
- CONSTRUCT SITE ACCESS NORTH APPROACH WITH ONE EGRESS LANE AND ONE INGRESS LANE TO PROVIDE A RIGHT-IN / RIGHT-OUT ACCESS.
 - CONSTRUCT 200' OF DECELERATION LENGTH, WHICH IS BEING ESTABLISHED BY A NORTH-BOUND RIGHT-TURN LANE WITH 100' STORAGE AND 150' BAY TAPER.
- NC 68 / SITE ACCESS SOUTH INTERSECTION:**
- CONSTRUCT SITE ACCESS SOUTH APPROACH WITH ONE EGRESS LANE AND ONE INGRESS LANE TO PROVIDE A RIGHT-IN / RIGHT-OUT ACCESS.
 - CONSTRUCT 200' OF DECELERATION LENGTH, WHICH IS BEING ESTABLISHED BY A NORTH-BOUND RIGHT-TURN LANE WITH 100' STORAGE AND 150' BAY TAPER.
- SIDEWALKS:**
- SIDEWALKS ARE REQUIRED ALONG ALL NEW PUBLIC STREET FRONTS AND SHALL COMPLY WITH CHAPTER 5, DEVELOPMENT STANDARDS, SECTION 5.9 - SIDEWALKS.

PROPERTY OWNER:
 SL WENDOVER, LLC
 804 GREEN VALLEY ROAD, SUITE 202
 GREENSBORO, NC 27408
 CONTACT: LOWELL EASTER, MANAGER
 PHONE: (336) 812-3912
 MOBILE: (336) 209-5872
 EMAIL: lowell@slwender.com



WATERSHED INFORMATION:

- THE SITE IS SUBJECT TO THE REQUIREMENTS OF CHAPTER 6, ENVIRONMENTAL STANDARDS, SECTION 6.2 - WATERSHED PROTECTION.
- ALL NEW DEVELOPMENT IS SUBJECT TO THE RANDELMAN LAKE RIPARIAN BUFFER RULES IDENTIFIED IN SECTION 6.2.9 - PROTECTION OF FRAGILE AREAS.
- WATERSHED: CITY LAKE GENERAL WATERSHED AREA (GWA)
- TOTAL SITE AREA: ±54.855 AC.
- MAXIMUM BUILT UPON AREA (BUA): ±38.39 AC. (70 %)

FENCES:

FENCES SHALL COMPLY WITH CHAPTER 5, DEVELOPMENT STANDARDS, SECTION 5.11 - FENCES.

EXTERIOR LIGHTING:

GENERAL STANDARDS FOR ON-SITE EXTERIOR LIGHTING SHALL COMPLY WITH TABLE 5.10.6.A. MAXIMUM ILLUMINATION LEVELS AT THE LOT LINE.

SCREENING:

SCREENING SHALL COMPLY WITH CHAPTER 5, DEVELOPMENT STANDARDS, SECTION 5.6 - SCREENING.

SUBDIVISION AND INFRASTRUCTURE STANDARDS:

SUBDIVISION AND INFRASTRUCTURE STANDARDS SHALL COMPLY WITH CHAPTER 7: SUBDIVISION STANDARDS.

SIGNS:

- ALL SIGNS SHALL MEET THE REQUIREMENTS OF CHAPTER 5, DEVELOPMENT STANDARDS, SECTION 5.7 - SIGNAGE.
 - A COMMON SIGNAGE PLAN, PREPARED IN ACCORDANCE WITH SECTION 5.7.2 - COMMON SIGNAGE PLAN, SHALL BE SUBMITTED AND APPROVED BY THE PLANNING AND DEVELOPMENT DIRECTOR PRIOR TO ISSUANCE OF THE FIRST BUILDING PERMIT WITHIN THE PLANNED DEVELOPMENT.
 - THE COMMON SIGN PLAN MUST SPECIFY THE SIZE, SHAPE, USE OF UNIFYING COLORS AND/OR LETTERING, ILLUMINATION, TYPE OF SIGN PANEL, ALLOWABLE MATERIALS, PLACEMENT SYMMETRY.
 - ALL SIGNS MUST USE A COORDINATED COLOR, STYLE, AND LETTERING SCHEME SHOWN ON THE COMMON SIGN PLAN.

EASTCHESTER GATEWAY CORRIDOR OVERLAY DISTRICT (GCO):

THE SITE IS LOCATED IN THE EASTCHESTER GATEWAY CORRIDOR OVERLAY DISTRICT AND IS SUBJECT TO THE REQUIREMENTS OF SECTION 3.8.7 - GATEWAY CORRIDOR OVERLAY (GCO).

AIRPORT OVERLAY DISTRICT (ARO):

THE SITE IS LOCATED IN ZONE 4 OF THE AIRPORT OVERLAY DISTRICT AND IS SUBJECT TO THE REQUIREMENTS OF SECTION 3.8.5 - AIRPORT OVERLAY (ARO).

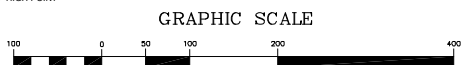
GENERAL DEVELOPMENT SEQUENCE:

- THE DEVELOPMENT SEQUENCE OUTLINED BELOW IS VERY GENERAL AND AN OVERALL APPROXIMATION. THE ACTUAL SEQUENCE OF DEVELOPMENT WILL BE DETERMINED BASED ON ACTUAL MARKET CONDITIONS.
- * CONSTRUCT PUBLIC STREETS WITH RIGHT TURN LANE IMPROVEMENTS AT THE NC 68 / SITE ACCESS NORTH AND SOUTH INTERSECTIONS.
 - * EXTEND PUBLIC WATER FROM THE EXISTING 14" WATER MAIN ON WEST SIDE OF NC 68 AND EXTEND WITHIN THE PUBLIC STREETS AND CONNECT WITH THE EXISTING 6" WATER MAIN AT EMPIRE STREET.
 - * EXTEND PUBLIC SEWER FROM THE EXISTING SEWER MANHOLE AT THE NORTH-EAST CORNER OF THE SITE AND EXTEND THROUGH THE DEVELOPMENT SITE AS EACH TRACT IS DEVELOPED.
 - * CONSTRUCT STORMWATER CONTROL MEASURE #1.
 - * DEVELOP TRACT A - MULTI-FAMILY AND CONSTRUCT STORMWATER CONTROL MEASURES #2 AND #3. TRACT A - MULTI-FAMILY DRAINS TO STORMWATER CONTROL MEASURE #2 AND #3.
 - * DEVELOP TRACT B - MULTI-FAMILY. TRACT B - MULTI-FAMILY DRAINS TO STORMWATER CONTROL MEASURE #1.
 - * DEVELOP TRACT C - COMMERCIAL. TRACT C - COMMERCIAL DRAINS TO STORMWATER CONTROL MEASURE #1.
 - * DEVELOP TRACT D - COMMERCIAL. TRACT D - COMMERCIAL DRAINS TO STORMWATER CONTROL MEASURE #1.

PLANNED DEVELOPMENT MASTER PLAN CERTIFICATION:

THIS PLAN WAS NOT PREPARED IN ACCORDANCE WITH GS 17-39 SINCE IT IS FOR ILLUSTRATIVE AND NOTICE PURPOSES ONLY. ALL AREAS AND BOUNDARIES SHOWN ARE APPROXIMATE. THIS MAP SHALL NOT BE USED TO CONVEY OR DEFINE SPECIFIC PROPERTY LINES OR AREAS. THIS IS NOT A SUBDIVISION AS DEFINED BY THE CITY OF HIGH POINT SUBDIVISION ORDINANCE.

PLANNING DIRECTOR: CITY OF HIGH POINT DATE:



REVISIONS

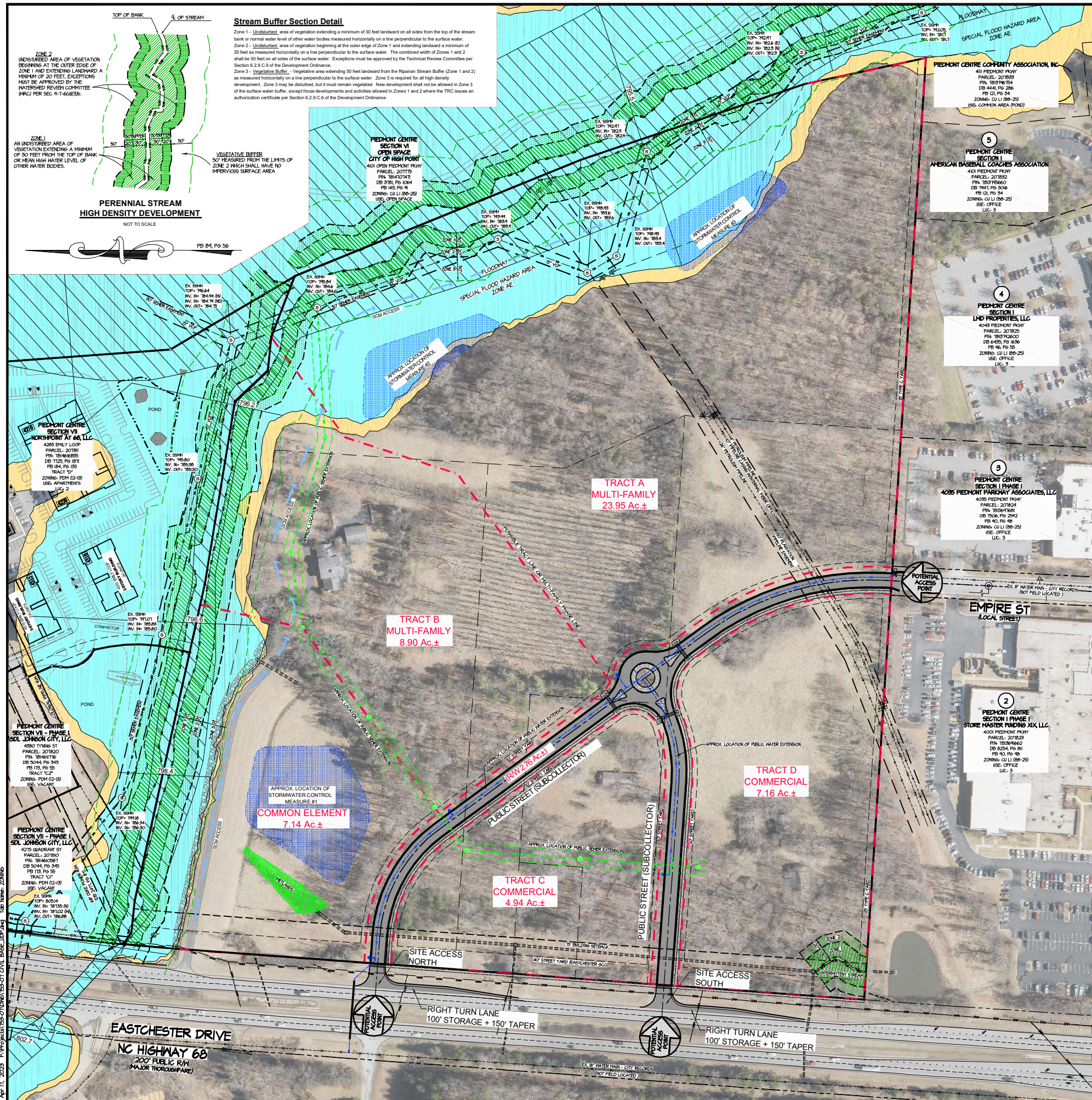
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ENGINEERING AND SURVEYING, INC.
 LAND DEVELOPMENT CONSULTING
 CORPORATE LICENSE NUMBER C-1515
 4400 TYNNING STREET
 HIGH POINT, NORTH CAROLINA 27265
 PHONE: (856) 912-8600 FAX: (856) 912-9180

PLANNED DEVELOPMENT MASTER PLAN
 2916-3044 NC HIGHWAY 68 S
 DEEP RIVER TOWNSHIP ~ GUILFORD COUNTY
 HIGH POINT ~ NORTH CAROLINA

SITE ADDRESS: 2916-3044 NC HIGHWAY 68 S HIGH POINT, NC
 SCALE: 1" = 100'
 DATE: 4/17/2023
 PROJECT: 153-01
 DRAWN BY: TGL, STN
 SHEET: |

Apr 17, 2023 T:\Projects\153-01\DWG\153-01 CIVIL BASE_I.DWG Job Name: ZONING



Stream Buffer Section Detail

Zone 1 - Undisturbed area of vegetation extending a minimum of 30 feet landward on all sides from the top of the stream bank or normal water level of other water bodies measured horizontally on a line perpendicular to the surface water.
 Zone 2 - Undisturbed area of vegetation beginning at the outer edge of Zone 1 and extending landward a minimum of 20 feet as measured horizontally on a line perpendicular to the surface water. The combined width of Zones 1 and 2 shall be 50 feet on all sides of the surface water. Exceptions must be approved by the Technical Review Committee per Section 6.2.9.C of the Development Ordinance.
 Zone 3 - Vegetative Buffer - Vegetative area extending 50 feet landward from the Riparian Stream Buffer (Zone 1 and 2) as measured horizontally on a line perpendicular to the surface water. Zone 3 is required for all high density development. Zone 3 may be disturbed, but it must remain vegetated. New development shall not be allowed in Zone 3 of the surface water buffer, except those developments and activities allowed in Zones 1 and 2 where the TRC issues an authorization certificate per Section 6.2.9.C.B of the Development Ordinance.

PERENNIAL STREAM HIGH DENSITY DEVELOPMENT

NOT TO SCALE



FB 09, PG 56

GENERAL NOTES:

- THIS IS NOT A SURVEY.
- ALL DISTANCES ARE HORIZONTAL DISTANCES UNLESS OTHERWISE NOTED.
- THIS MAP IS SUBJECT TO ANY FACTS THAT MAY BE DISCLOSED BY A FULL AND ACCURATE TITLE SEARCH.
- ALL BUILDINGS, AND SURFACE AND SUBSURFACE IMPROVEMENTS ON AND ADJACENT TO THE SITE ARE NOT NECESSARILY SHOWN HEREON.

FLOOD NOTE:

THE SUBJECT PROPERTY IS LOCATED WITHIN A SPECIAL FLOOD HAZARD AREA AS DESIGNATED BY FEMA. (REFERENCE: FLOOD INSURANCE RATE MAP, COMMUNITY MAP NUMBER 37107400J, DATED JUNE 18, 2007).

SITE INFORMATION:

- PROPERTY INFORMATION
 2916 NC HIGHWAY 68 S
 PARCEL: 207917
 PIN: 7814603145
 DEED REFERENCE: DB 6436, PG 335
 PLAT REFERENCE: PB 12, PG 20
 2924 NC HIGHWAY 68 S
 PARCEL: 207918
 PIN: 7814603252
 DEED REFERENCE: DB 6436, PG 335
 PLAT REFERENCE: PB 12, PG 20
 2926 NC HIGHWAY 68 S
 PARCEL: 207915
 PIN: 7814603070
 DEED REFERENCE: DB 6919, PG 1086
 PLAT REFERENCE: PB 12, PG 20
 3008 NC HIGHWAY 68 S
 PARCEL: 207812
 PIN: 7814603558
 DEED REFERENCE: DB 6747, PG 2316
 PLAT REFERENCE: PB 170, PG 40
- COUNTY: GUILFORD COUNTY
 MUNICIPALITY: CITY OF HIGH POINT
- TOTAL SITE ACREAGE: ±54.855 AC.

TRACTS A & B

MULTI-FAMILY RESIDENTIAL:

- MAXIMUM DENSITY: NOT TO EXCEED 26 UNITS/ACRE
- RESIDENTIAL MULTI-FAMILY - 26 (RMA-26) DIMENSIONAL STANDARDS.
 MINIMUM STREET SETBACK: 20 FT.
 MINIMUM PERIMETER SETBACK: 10 FT.
- MAXIMUM BUILDING HEIGHT: 80 FT. (FOR EACH ADDITIONAL FOOT OF HEIGHT BEYOND 50 FEET UP TO 80 FEET, THE PERIMETER SETBACKS SHALL BE INCREASED BY 1 FOOT.)
- OPEN SPACE: 435 SF/UNIT

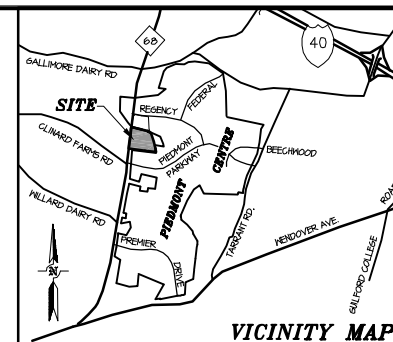
TRACTS C & D

COMMERCIAL OUTPARCELS:

- ANY OF THE USES ALLOWED IN THE EC DISTRICT AND THE FOLLOWING 3 USES:
 ANIMAL CARE, MAJOR RESTAURANT, MAJOR (MAXIMUM OF 2) SELF-STORAGE, INTERNAL ACCESS
- EMPLOYMENT CENTER (EC) DIMENSIONAL STANDARDS.
 MINIMUM LOT AREA: 40,000 SQ. FT.
 MINIMUM LOT WIDTH: 150 FT.
 MINIMUM STREET SETBACK: 15 FT.
 MINIMUM PERIMETER SETBACK: 40 FT. (ADJACENT TO RESIDENTIAL DISTRICT)
 MINIMUM PERIMETER SETBACK: 20 FT. (ADJACENT TO NONRESIDENTIAL DISTRICT)
- MAXIMUM BUILDING HEIGHT: 80 FT. (FOR EACH ADDITIONAL FOOT OF HEIGHT BEYOND 50 FEET UP TO 80 FEET, THE PERIMETER SETBACKS SHALL BE INCREASED BY 1 FOOT.)
- OPEN SPACE: 10 % OF GROSS FLOOR AREA

TRANSPORTATION:

- PUBLIC STREET DESIGN STANDARDS:**
- THE PUBLIC STREETS SHALL MEET THE SUBCOLLECTOR STREET DESIGN STANDARDS:
 (58' R/W, 32' PAVEMENT WIDTH, 250' SIGHT DISTANCE, 300' MINIMUM CENTERLINE RADIUS).
 - EASTCHESTER DRIVE (NC HWY 68) -**
 1. THERE SHALL BE NO MORE THAN TWO (2) POINTS OF ACCESS FROM THE ZONING SITE TO EASTCHESTER DRIVE (NC HWY 68) - SITE ACCESS NORTH AND SITE ACCESS SOUTH.
 - NC 68 / SITE ACCESS NORTH INTERSECTION -**
 1. CONSTRUCT SITE ACCESS NORTH APPROACH WITH ONE EGRESS LANE AND ONE INGRESS LANE TO PROVIDE A RIGHT-IN / RIGHT-OUT ACCESS.
 - NC 68 / SITE ACCESS SOUTH INTERSECTION -**
 1. CONSTRUCT SITE ACCESS SOUTH APPROACH WITH ONE EGRESS LANE AND ONE INGRESS LANE TO PROVIDE A RIGHT-IN / RIGHT-OUT ACCESS.
 2. CONSTRUCT 200' OF DECELERATION LENGTH, WHICH IS BEING ESTABLISHED BY A NORTHBOUND RIGHT-TURN LANE WITH 100' STORAGE AND 150' BAY TAPER.
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- SIDEWALKS:**
 SIDEWALKS ARE REQUIRED ALONG ALL NEW PUBLIC STREET FRONTS AND SHALL COMPLY WITH CHAPTER 5, DEVELOPMENT STANDARDS, SECTION 5.9 - SIDEWALKS.



WATERSHED INFORMATION:

- THE SITE IS SUBJECT TO THE REQUIREMENTS OF CHAPTER 6: ENVIRONMENTAL STANDARDS, SECTION 6.2 - WATERSHED PROTECTION.
 - ALL NEW DEVELOPMENT IS SUBJECT TO THE RANDELMAN LAKE RIPARIAN BUFFER RULES IDENTIFIED IN SECTION 6.2.9 - PROTECTION OF FRAGILE AREAS.
 - WATERSHED: CITY LAKE GENERAL WATERSHED AREA (GWA)
 - TOTAL SITE AREA: ±54.855 AC.
 - MAXIMUM BUILT UPON AREA (BUA): ±38.39 AC. (70 %)
- FENCES:**
 FENCES SHALL COMPLY WITH CHAPTER 5: DEVELOPMENT STANDARDS, SECTION 5.11 - FENCES.
- EXTERIOR LIGHTING:**
 GENERAL STANDARDS FOR ON-SITE EXTERIOR LIGHTING SHALL COMPLY WITH TABLE 5.10.6.A. MAXIMUM ILLUMINATION LEVELS AT THE LOT LINE.
- SCREENING:**
 SCREENING SHALL COMPLY WITH CHAPTER 5: DEVELOPMENT STANDARDS, SECTION 5.6 - SCREENING.
- SUBDIVISION AND INFRASTRUCTURE STANDARDS:**
 SUBDIVISION AND INFRASTRUCTURE STANDARDS SHALL COMPLY WITH CHAPTER 7: SUBDIVISION STANDARDS.
- SIGNS:**
- ALL SIGNS SHALL MEET THE REQUIREMENTS OF CHAPTER 5: DEVELOPMENT STANDARDS, SECTION 5.7 - SIGNAGE.
 - A COMMON SIGNAGE PLAN, PREPARED IN ACCORDANCE WITH SECTION 5.7.2 - COMMON SIGNAGE PLAN, SHALL BE SUBMITTED AND APPROVED BY THE PLANNING AND DEVELOPMENT DIRECTOR PRIOR TO ISSUANCE OF THE FIRST BUILDING PERMIT WITHIN THE PLANNED DEVELOPMENT.
 - THE COMMON SIGN PLAN MUST SPECIFY THE SIZE, SHAPE, USE OF UNIFYING COLORS AND/OR LETTERING, ILLUMINATION, TYPE OF SIGN PANEL, ALLOWABLE MATERIALS, PLACEMENT SYMMETRY.
 - ALL SIGNS MUST USE A COORDINATED COLOR, STYLE, AND LETTERING SCHEME SHOWN ON THE COMMON SIGN PLAN.

EASTCHESTER GATEWAY CORRIDOR OVERLAY DISTRICT (GCO):

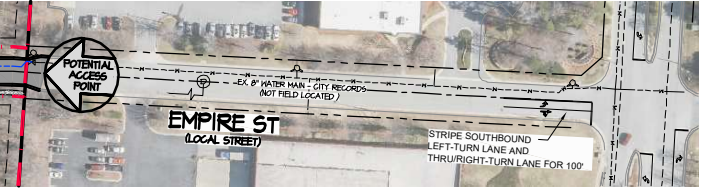
THE SITE IS LOCATED IN THE EASTCHESTER GATEWAY CORRIDOR OVERLAY DISTRICT AND IS SUBJECT TO THE REQUIREMENTS OF SECTION 3.8.7 - GATEWAY CORRIDOR OVERLAY (GCO).

AIRPORT OVERLAY DISTRICT (ARO):

THE SITE IS LOCATED IN ZONE 4 OF THE AIRPORT OVERLAY DISTRICT AND IS SUBJECT TO THE REQUIREMENTS OF SECTION 3.8.5 - AIRPORT OVERLAY (ARO).

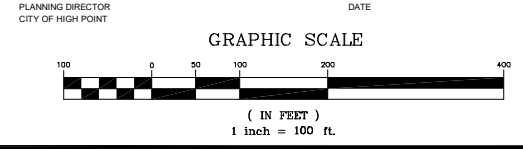
GENERAL DEVELOPMENT SEQUENCE:

- THE DEVELOPMENT SEQUENCE OUTLINED BELOW IS VERY GENERAL AND AN OVERALL APPROXIMATION. THE ACTUAL SEQUENCE OF DEVELOPMENT WILL BE DETERMINED BASED ON ACTUAL MARKET CONDITIONS.
- * CONSTRUCT PUBLIC STREETS WITH RIGHT TURN LANE IMPROVEMENTS AT THE NC 68 / SITE ACCESS NORTH AND SOUTH INTERSECTIONS.
 - * EXTEND PUBLIC WATER FROM THE EXISTING 16" WATER MAIN ON WEST SIDE OF NC 68 AND EXTEND WITHIN THE PUBLIC STREETS AND CONNECT WITH THE EXISTING 16" WATER MAIN AT EMPIRE STREET.
 - * EXTEND PUBLIC SEWER FROM THE EXISTING SEWER MANHOLE AT THE NORTH EAST CORNER OF THE SITE AND EXTEND THROUGH THE DEVELOPMENT SITE AS EACH TRACT IS DEVELOPED.
 - * CONSTRUCT STORMWATER CONTROL MEASURE #1.
 - * DEVELOP TRACT A - MULTI-FAMILY AND CONSTRUCT STORMWATER CONTROL MEASURES #2 AND #3.
 - * DEVELOP TRACT B - MULTI-FAMILY. TRACT B - MULTI-FAMILY DRAINS TO STORMWATER CONTROL MEASURE #1.
 - * DEVELOP TRACT C - COMMERCIAL. TRACT C - COMMERCIAL DRAINS TO STORMWATER CONTROL MEASURE #1.
 - * DEVELOP TRACT D - COMMERCIAL. TRACT D - COMMERCIAL DRAINS TO STORMWATER CONTROL MEASURE #1.



PLANNED DEVELOPMENT MASTER PLAN CERTIFICATION:

THIS PLAN WAS NOT PREPARED IN ACCORDANCE WITH GS 17-30 SINCE IT IS FOR ILLUSTRATIVE AND NOTICE PURPOSES ONLY. ALL AREAS AND BOUNDARIES SHOWN ARE APPROXIMATE. THIS MAP SHALL NOT BE USED TO CONVEY OR DEFINE SPECIFIC PROPERTY LINES OR AREAS. THIS IS NOT A SUBDIVISION AS DEFINED BY THE CITY OF HIGH POINT SUBDIVISION ORDINANCE.



REVISIONS

| NO. | DATE | DESCRIPTION |
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ENGINEERING AND SURVEYING, INC.
 LAND DEVELOPMENT CONSULTING
 CORPORATE LICENSE NUMBER C-1515
 4400 TYNNING STREET
 HIGH POINT, NORTH CAROLINA 27265
 PHONE: (856) 912-8600 ~ FAX: (856) 912-9180

PLANNED DEVELOPMENT MASTER PLAN
 2916-3044 NC HIGHWAY 68 S
 DEEP RIVER TOWNSHIP ~ GUILFORD COUNTY
 HIGH POINT ~ NORTH CAROLINA

SITE ADDRESS: 2916-3044 NC HIGHWAY 68 S, HIGH POINT, NC

SCALE: 1" = 100'

DATE: 4/17/2023

PROJECT: 153-01

DRAWN BY: TGL, STN

SHEET: |

APR 17, 2023 11:05:19 AM C:\PROJECTS\2023\23-01 CIVIL BASE\LDP.dwg Job Name: ZONING

AN ORDINANCE AMENDING “THE CITY OF HIGH POINT, NORTH CAROLINA DEVELOPMENT ORDINANCE,” PURSUANT TO SECTION 2.4.9, PLANNED DEVELOPMENT, OF THE DEVELOPMENT ORDINANCE.

WHEREAS, the City Council of the City of High Point adopted “The City of High Point Development Ordinance” on May 16, 2016 with an effective date of January 1, 2017, and subsequently amended;

WHEREAS, public hearings were held before the Planning and Zoning Commission of the City of High Point on April 25, 2023 and before the City Council of the City of High Point on May 15, 2023 regarding **Zoning Map Amendment Case 23-10 (ZA-23-10)** a proposed amendment to the Official Zoning Map of the “City of High Point Development Ordinance”;

WHEREAS, notice of the public hearings were published in the High Point Enterprise on April 15, 2023, for the Planning and Zoning Commission public hearing and on May 3, 2023 and May 10, 2023, for the City Council public hearing pursuant to Chapter 160A-364 of the General Statutes of North Carolina; and

WHEREAS, the proposed amendment was adopted by the City Council of the City of High Point on **May 15, 2023**.

THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF HIGH POINT:

SECTION 1

That the Official Zoning Map of the City of High Point be amended to establish the following described area as a: **Planned Development Periphery (PD-P) District**. The property is approximately 54.8 acres, located along the east side of NC 68, approximately 620 feet north of Piedmont Parkway, and at the northern terminus of Empire Street. The site is also known as Guilford County Tax Parcels 207802, 207812, 207813, 207814, 207815, 207816 and 207817.

SECTION 2

That the property herein described shall be perpetually bound by the following use(s) authorized and standards imposed in the Master Plan Map and Development Standards, unless subsequently changed or amended as provided for by the Development Ordinance

SECTION 3

That plans for any development on the property described herein shall be pursued in accordance with standards imposed in the PD-District, Master Plan Map and Development Standards, and shall be submitted to the City of High Point and other approval authorities for review in the same manner as other such plans that are required to be approved by the City of High Point.

SECTION 4

Should any section or provision of this ordinance be declared invalid, such decision shall not affect the validity of the remaining portions of this ordinance.

SECTION 5

That all ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

SECTION 6.

This ordinance shall become effective upon the date of adoption.

Adopted by the City Council
City of High Point, North Carolina
The 15th day of May, 2023

By: _____

Jay W. Wagner, Mayor

ATTEST:

Sandra R. Keeney, City Clerk

Planned Unit Development Statement of Intent.

Applicant: SL Wendover LLC/Deep River Partners

Date: April 25, 2023

1. The applicant intends to develop a mixed use project on 54.855 acres, consisting of industrial, limited commercial, and multifamily uses. The project will consist of four tracts. Tracts A and B, will be developed with multifamily residential uses. Tracts C and D will be developed with multiple industrial and limited commercial uses. Tracts will be separated by a network of public streets constructed by the developer.
2. The intent of Tracts A and B is to establish a unified residential multifamily community with on-site amenities. The target market is employees in the Piedmont Center Business Park and other surrounding businesses, as well as retired adults.
3. Tracts C and D will consist of industrial and limited commercial businesses that provide support services for the Piedmont Center Business Park and the residents of Tracts A and B.
4. Tracts A and B may be developed with one or more multifamily type developments but will function as a unified residential community with amenities. The transportation network within these tracts will consist of private streets and drives. A sidewalk network will connect to public sidewalks and ultimately Tracts C and D. Access to the site will be from a new public street connecting NC Hwy 68 to the existing Empire Street right of way. Development of Tracts A and B shall not exceed a density of 26 residential units per acre.
5. Tracts C and D will be developed with commercial and light industrial uses as permitted in the Employment Center zoning district, as well as, up to two major restaurants, a pet daycare facility and internal access self-storage. Access to the tracts will be from a new public street connecting NC Hwy 68 to the existing Empire Street right of way, and second new public street connection to NC Hwy 68. Access to parcels fronting NC 68 shall be constructed on the internal streets a minimum of 100 feet from NC 68.
6. The project is designed to complement the surrounding area by providing housing and supporting services for businesses and residents.
7. Development and dimensional standards shall be based upon the RM-26 District standards for Tracts A and B the EC District standards for Tracts C and D.

Development Standards

Part I. USES:

A. Tracts A & B (Residential Tract):

1. **Permitted Uses:**

Any of the land uses as allowed in the Residential Multifamily 26 (RM-26) District shall be permitted, except as prohibited below in Condition A.2.

2. **Prohibited Uses:** The following land uses of the RM-26 District shall be prohibited.

a. **Residential Use Classification**

- i. Duplex dwellings
- ii. Single family detached dwelling
- iii. Triplex/quadplex

3. **Restricted Uses:** Within 250 feet of the NC 68 right-of-way, the following land uses shall be prohibited:

- a) Wireless telecommunication facility.

B. Tract C and D (Industrial / Commercial Tracts):

1. **Permitted Uses:**

- a. Any of the land uses as allowed in the Employment Center (EC) District shall be permitted, except as prohibited below.
- b. The Self-Storage-internal access use type shall be permitted.

2. **Prohibited Uses:** The following land uses of the EC District shall be prohibited.

- a. Any of the land uses within the Residential Use Classification

3. **Restricted Uses:**

- a. One (1) Restaurant, Major use type shall be permitted in Tract C.
- b. One (1) Restaurant, Major use type shall be permitted in Tract D.
- c. Animal Care, Major use, except outdoor kennels or boarding shall not be permitted.
- d. Microbrewery, microdistillery or microwinery
- e. Within 250 feet of the NC 68 right-of-way the wireless telecommunication facility use shall be prohibited:

C. Tract C (Common Element Tract): This tract shall be limited to uses allowed under the Common Element Recreational Uses Category, stormwater control facilities and passive recreational facilities associated with residential development in Tracts A and B.

Part II. CONDITIONS:

A. General Development Standards for the Zoning Site

1. The-entirety of Tract D shall be subject to the Gateway Corridor Overly (GCO) standards and the Eastchester Gateway Corridor Overly (GCO) District standards.
(NOTE: All of Tract C is already within the Eastchester Gateway Corridor Overly District)
2. Outdoor storage, outdoor display or outdoor retail sales activity shall be prohibited between the NC 68 right-of-way and the principal building line.

B. Development, Dimensional & Density Standards:

1. Tracts A and B (Residential Tract):
 - a. Development shall be subject to standards of the RM-26 District (Section 3.3.8) and standards of the Development Ordinance.
 - b. Density of a development shall be based upon the individual land area of a parcel.
2. Tract C and D (Industrial / Commercial Tract): Development shall be subject to standards of the EC District (Section 3.4.10) and standards of the Development Ordinance.

C. Parking:

1. Tract A and B (Residential Tracts):
 - a. Parking shall be based upon the development density of each individual parcel.
 - b. Parking shall not be subject to the reduced off-street parking standard under the PD-P District.

D. Pedestrian Access:

1. As part of development permit approval, sidewalks are to be installed along both sides of internal public streets (Public Streets A & B). Sidewalks shall be installed along one side of internal public streets when streets are developed. Sidewalks along the remaining side of internal public streets and along NC Hwy 68 South shall be installed in conjunction with development of individual sites.
2. As part of development permit approval for Tracts A and B, a pedestrian access plan shall be submitted and approved by the Technical Review Committee. This plan shall provide pedestrian connection between individual parcels within Tract A and B, and to required recreational/open space areas. Where sidewalks are not used to meet this requirement, a minimum of 5 foot wide asphalt or concrete trail shall be installed.

3. In conjunction with development of any portion of Tracts A and B, the property owners shall provide internal access and connection from the zoning site to Piedmont Parkway. This access and connection shall consist of the installation of a minimum of 5 foot wide asphalt or concrete trail from the zoning site to the Piedmont Parkway right-of-way.

E. Transportation

1. The location of access points and streets shall be in substantial compliance with the approved PD Master Plan Map.
2. The development of each tract shall contain provisions for coordinated vehicular access, interconnection and vehicular cross access between parcels.
3. Vehicular Access:
 - a. NC 68: The zoning site shall have a maximum of two (2) points of vehicular access to NC 68, one of which shall be the extension of Empire Street.
 - b. Accesses to the parcels fronting NC 68 shall be constructed on the internal site streets and be located a minimum of 100 feet from NC 68 right-of-way.
 - c. Tracts A and B: Direct driveway access to individual dwelling units shall not be permitted from Empire Street.
4. Improvements:
 - a. Empire Street:

As a part of development approval for any portion of the zoning site, the property owner shall extend Empire Street (as a public street - subcollector) from its current northern terminus to NC 68.
 - b. NC 68 (northern NC 68 access/intersection with Empire Street extension):
 - i. As a part of development approval, the property owner shall install one egress lane and one ingress lane to provide a right-in/right-out access.
 - ii. As a part of development approval, the property owner shall install a minimum of 200 feet deceleration length, which is being established by a northbound right-turn lane with a minimum 100 feet of storage and a minimum 150 foot bay taper.
 - c. NC 68 (southern NC 68 access/intersection with internal site street):
 - i. As a part of development approval, the property owner shall install one egress lane and one ingress lane to provide a right-in/right-out access.
 - ii. As a part of development approval, the property owner shall install a minimum of 200 feet deceleration length, which is being established by a northbound right-turn lane with a minimum 100 feet of storage and a minimum 150 foot bay taper.
 - d. Site Internal Street (Empire Street extension and unnamed street as depicted on PD Master Plan): The internal site streets are to be constructed to City of High Point sub collector street standards with 32 foot wide pavement width on a 56 foot wide

right-of-way.

5. Other Transportation Conditions The City of High Point Transportation Director and the North Carolina Department of Transportation (if applicable) shall approve the exact location and design of all access points and improvements.
- H) Signage: An overall Common Signage Plan shall be submitted and approved prior to approval of the first preliminary plan approval for the zoning site. The location of signage on the rezoning site shall conform to the approved Common Signage Plan.
- I) Relationship of Permit to Development Ordinance: The use and development of this site shall be subject to the uses and conditions within this Ordinance. The City of High Point Development Ordinance shall govern issues not addressed within this Ordinance.

Citizens Information Meeting Report Zoning Map Amendment 23-10

Submitted by: Judy Stalder, Development Consultant,
on behalf of SL Wendover LLC

Citizen Information Meeting Report
Hayworth PUD
2916, 2924, 2926, 3000, 3034 and 3044 NC Highway 68 South
Zoning Case ZA-23-10

A Citizen Information Meeting was held for property owners in the vicinity of 2916, 2924, 2926, 3000, 3034 and 3044 NC Highway 68 South. An informational letter dated March 29, 2023 was sent by US Mail to the 12 addresses supplied by the City of High Point Planning and Development Department to set a Zoom meeting for April 5, 2023. The mailing also included the *City of High Point Conditional Zoning Citizen Information Meetings* statement and a site map. A copy of the letter and list of addressees is attached. The letter provided the Zoom address, a general description of the property, the proposed zoning of Planned Unit Development and an explanation of what could be expected at the meeting.

Attendees: Only members of our development team were in attendance.

Presentation: None

Questions and Comments: None

THE STALDER GROUP LLC

PO Box 5581 High Point North Carolina 336.688.2204 jstalder@northstate.net

March 29, 2023

Dear Neighbor,

This letter is to notify you of a Citizen Information Meeting concerning a request to rezone property at 2916, 2924, 2926, 3000, 3034 and 3044 NC Highway 68 South. The meeting will be held on Thursday, April 6 at 4:00 pm via Zoom.

Join Zoom Meeting

<https://us02web.zoom.us/j/83870045016?pwd=S1hlT2JVRjJ4VGFBa1pJNWtEcEl1QT09>

Meeting ID: 838 7004 5016

Passcode: 881713

One tap mobile

+12678310333,,83870045016#,,,,*881713# US (Philadelphia)

+13017158592,,83870045016#,,,,*881713# US (Washington DC)

Please email me at jstalder@northstate.net if you would like for me to send you a direct link.

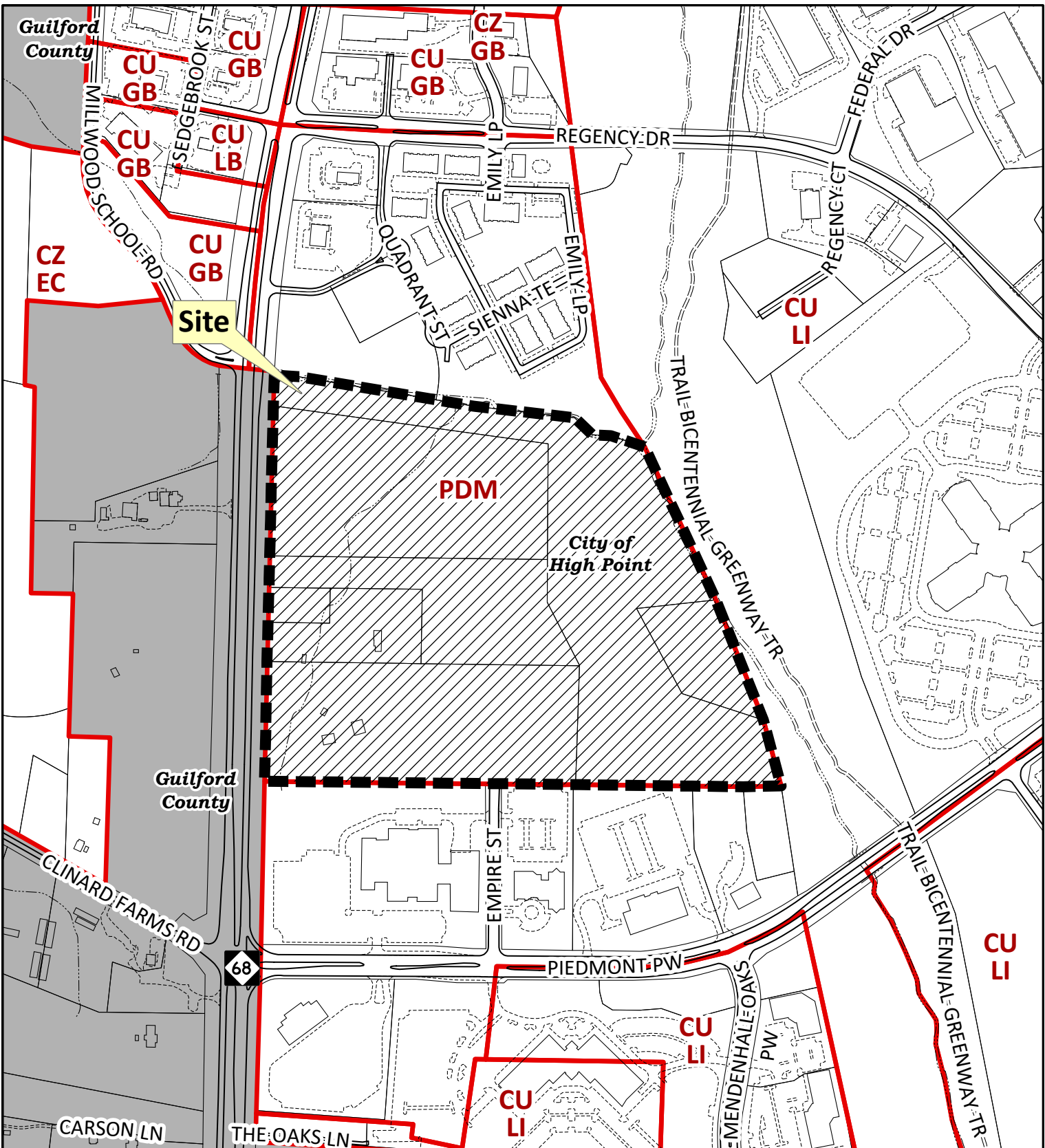
This property is currently zoned Planned Development-Mixed allowing a mix of commercial and industrial development. Deep River Partners is requesting a new Planned Development zoning district that will allow commercial and light industrial uses along the frontage of NC Highway 68. Those uses may include restaurants, a pet daycare facility and internal access self-storage. The rear of the property will be reserved for a mix of residential multifamily homes. The project is designed to complement the surrounding area by providing much needed employee housing and supporting services for businesses and residents.

During the Zoom meeting representatives from Deep River Partners, CPT Engineering and I will be available to show you more detailed plans, answer questions and hear comments. If you are unable to attend or have questions prior to the meeting, you may contact me at 336.688.2204 or jstalder@northstate.net.

Thank you for your time regarding this request.

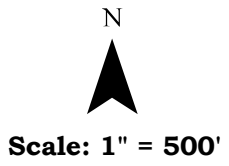
Sincerely,

Judy Stalder
Development Consultant



ZONING MAP AMENDMENT ZA-23-10

From: Conditional Zoning Planned Unit Development - Mixed (CZ PDM)
 To: Conditional Zoning Planned Development - Periphery (CZ PD-P)



Existing Zoning Boundary ————
 Subject Property Boundary

4035 PIEDMONT PARKWAY ASSOCIATES LLC
PO BOX 10373
GREENSBORO, NC 27404

AMERICAN BASEBALL COACHES ASSOCIATION
4101 PIEDMONT PKWY STE C
GREENSBORO, NC 27410

CITY OF HIGH POINT
PO BOX 230
HIGH POINT, NC 27261

COX, BILLY D ESTATE; COX, JOSEPH D; COX, JAMES
R
2737 CROQUET CIR
HIGH POINT, NC 27262

LMD PROPERTIES LLC
628 GREEN VALLEY RD STE 203
GREENSBORO, NC 27408

NORTHPOINT AT 68 LLC
201 N ELM ST STE 201
GREENSBORO, NC 27401

PIEDMONT CENTRE COMMUNITY ASSOCIATION INC
PO BOX 11001
HIGH POINT, NC 27265

REGENCY CENTER ASSOCIATION INC
1017 CANTERING RD
HIGH POINT, NC 27262

SARAHS FRIENDS
2933 NC HIGHWAY 68 S
HIGH POINT, NC 27265

SDL JOHNSON CITY LLC
PO BOX 49579
GREENSBORO, NC 27419

STORE MASTER FUNDING XIX LLC
PO BOX 13470
RICHMOND, VA 23225

STROUD LLC OF NC
510 BURNING TREE CIR
HIGH POINT, NC 27265

City of High Point
Citizen Information Meetings



Persons filing certain development applications with the City of High Point are required to hold a citizen information meeting. This requirement applies to applications for a Conditional Zoning District, Planned Development District, Special Use and a Zoning Map Amendment that proposes to establish a more intense zoning district.

The City of High Point finds that quality development is better achieved through an informed and cooperative process than an adversarial one. The purpose of the citizen information meeting is to allow the person filing an application, otherwise known as the applicant, the opportunity to inform citizens about their development proposal and to provide citizens the opportunity to ask questions and find out more about the proposal prior to any official public hearings.

The applicant's development proposal is officially presented to the Planning & Zoning Commission and City Council at their respective public hearings. At the public hearings, the Commission and Council hear comments and concerns from citizens regarding the proposal prior to making decisions. The public hearings are not the preferred setting for citizens to learn about a development proposal for the first time. It is difficult to gain understanding of a proposal and offer well thought out comments during the relatively short time of a public hearing. The citizen information meeting is important in that it can provide basic information and allow communication with the applicant before the public hearings, so that citizens may informatively develop their comments and any concerns, and later present them at the public hearings for consideration.

Applicants may vary the form and number of citizen information meetings they conduct; however, they are required to contact or otherwise notify owners of property located within 300 feet of the proposed site. Whatever form the meeting takes, those citizens participating are provided with this written statement from the City of High Point, which describes the purpose of the citizen information meeting, the application process and where additional information may be obtained from the City. In addition, the applicant must provide a description of the development proposal and are encouraged to share any other available information that would help citizens to better understand it.

After the application is filed with the City's Planning & Development Department, the applicant submits to the City a written summary of the citizen information meeting(s). At a minimum, this report records:

- The date, time, and location of the meeting;
- The method and date of notification about the meeting;
- A list of landowners notified about the meeting;
- A list of meeting attendees;
- If the meeting was conducted as a series of telephone calls;
- The description of the development proposal presented to the attendees; and
- A summary of attendee comments, ideas, and suggestions from citizens to be incorporated into the development proposal.

Before the public hearings are held, the City's Planning & Development Department mails notices to all owners of property located within 300-feet of the site. This notice provides a brief summary of the application; the time, date and place of the Planning & Zoning Commission public hearing; and contact information. A second notice is mailed prior to the City Council's public hearing with similar information. Also, signs are placed on the site giving notice of the request and the City's public hearings.

After hearing public comments and considering the development proposal, the Planning & Zoning Commission makes a recommendation to the City Council who, after holding their public hearing, decides what action should be taken on the proposal. Changes to the applicant's proposal can occur during this process in order to insure consistency with City policy and development regulations, and to minimize expected impacts that can be generated by the development or use of the site.

Development conditions can be adopted by the City Council for a Conditional Zoning District, Planned Development District, or Special Use. However, no condition can be included that:

- Specifies the ownership status, race, religion, or other characteristics of the development's occupants;
- Establishes a minimum size of a dwelling unit;
- Establishes a minimum value of buildings or improvements;
- Excludes residents based upon race, religion, or income; or
- Obligates the City to perform in any manner relative to the approval of or development of the land.

Citizens are strongly encouraged to contact the City's Planning & Development Department and visit the website below for additional information on the City's zoning process, and for information about specific development proposals.

Contact:

Planning & Development Department 336-883-3328

www.buildhighpoint.com

The applicant's traffic engineer submitted the following Executive Summary from their Traffic Impact Analysis (TIA).

In addition to this summary, the complete TIA has been submitted to the City of High Point Transportation Department for review.

TRAFFIC IMPACT ANALYSIS

For

Hayworth Property

High Point, North Carolina

Prepared For:

Deep River Partners, LTD

804 Green Valley Road, Suites 202 & 204
Greensboro, NC 27408

Prepared By:



GANNETT FLEMING

Excellence Delivered As Promised

One Glenwood Avenue
Suite 900
Raleigh, NC 27603
NC Licensure No. F-0270



4/5/2023

April 5, 2023

(Gannett Fleming Project No. 074297)

CONFIDENTIALITY STATEMENT: The information contained in the document is confidential in nature and not intended for public release prior to approval by the North Carolina Department of Transportation and City of High Point. This document contains trade secrets and proprietary methods and techniques.

I. Executive Summary

INTRODUCTION

Deep River Partners, LTD is proposing to develop a multi-use development often referred to as the Hayworth Property located at 2916-3044 NC 68S in High Point, NC. The proposed development is planned to consist of a mix of multifamily apartments, hotel, day care center, medical-dental office building, fast food with drive-thru, and a sit-down restaurant.

According to the *Site Plan* developed by CPT Engineering and Surveying, Inc, dated February 28, 2023, direct access to the proposed development is planned as follows:

- Two accesses on NC 68 between Regency Drive and Piedmont Parkway
- Access off Empire Street.

TRIP GENERATION

The amount of traffic generated by a new development is a function of the size and type of development. Trip generation for the proposed mixed-use development will generate approximately 9,165 total trips per day, 917 trips in the AM Peak Hour, and 1,008 trips in the PM Peak Hour when it is fully built out.

CAPACITY ANALYSIS

Capacity analyses were performed for 2023 Existing Conditions, 2028 Background Condition, and 2028 Future Buildout Condition for the following intersection:

- NC 68/Regency Drive (signalized)
- NC 68/Piedmont Parkway/Clinard Farms Road (signalized)
- Piedmont Parkway/Empire Street (unsignalized)
- Piedmont Parkway/Mendenhall Oaks Parkway (unsignalized)
- NC 68/Site Access North (unsignalized right-in/right-out)
- NC 68/Site Access South (unsignalized right-in/right-out)

RECOMMENDED IMPROVEMENTS

Based on the traffic impact analysis results, the project team recommends the following improvements to mitigate the impacts caused by the non-development related traffic growth and the traffic-related impacts caused by the Hayworth Property mixed-use development.

Improvements By Developer

NC 68/Site Access North Intersection

- Construct Site Access North approach with one egress lane and one ingress lane to provide a right-in/right-out access.
- Construct 200' of deceleration length, which is being established by a northbound right-turn lane with 100' storage and 150' bay taper.

NC 68/Site Access South Intersection

- Construct Site Access South approach with one egress lane and one ingress lane to provide a right-in/right-out access.
- Construct 200' of deceleration length, which is being established by a northbound right-turn lane with 100' storage and 150' bay taper.

Piedmont Parkway/Empire Street Intersection

- Stripe the southbound approach on Empire Street to include a left-turn lane and a shared thru/right-turn lane. The striping is recommended to extend a minimum of 100 feet.

Internal Site Streets

- The internal site streets are to be constructed to City of High Point subcollector street standards with 32' wide pavement width on a 56' right-of-way.
- Accesses to the parcels fronting NC 68 shall be constructed on the Internal Site Streets a minimum of 100' from NC 68.

Empire Street Connection

- Provide a public street connection to Empire Street.

Improvements by Others

- Construct TIP U-5974 – NC 68 Improvements from Hickwood Road to Gallimore Dairy Road (6 lane reduced conflict intersections or traditional intersections) as planned.

CONCLUSIONS

This Traffic Impact Analysis shows that the site traffic generated by the proposed Hayworth Property will add traffic to the study area roadways and intersections. NC 68 needs to be improved to accommodate the existing and future background traffic volumes. TIP project U-5974 is planned and programmed to address the existing and future capacity and operational needs.

Restricting the proposed site accesses on NC 68 to right-in/right-out only is an effective traffic control strategy to minimize impact from the Hayworth Property development. Northbound right-turn lanes are warranted at both planned accesses on NC 68.

Of note, the previously approved rezoning (Zoning Case 12-13) allowed a southbound left-over at Site Access North. The petitioner is willing to eliminate the previously approved southbound left-over at Site Access North.

With the recommended improvements in place, the proposed development will not negatively impact the health, safety, and welfare of the travelling public

Figure 1 - Project and Count Locations

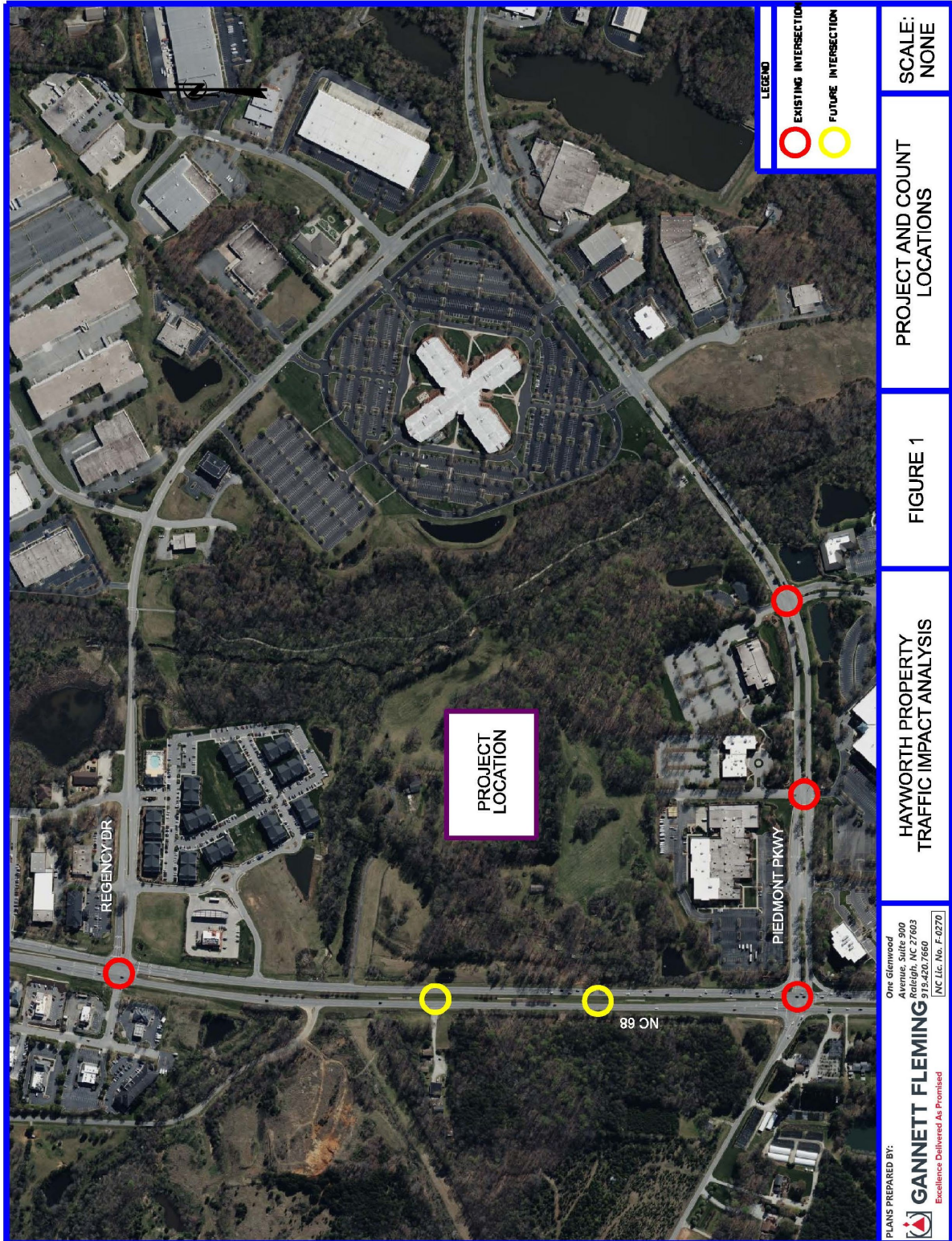
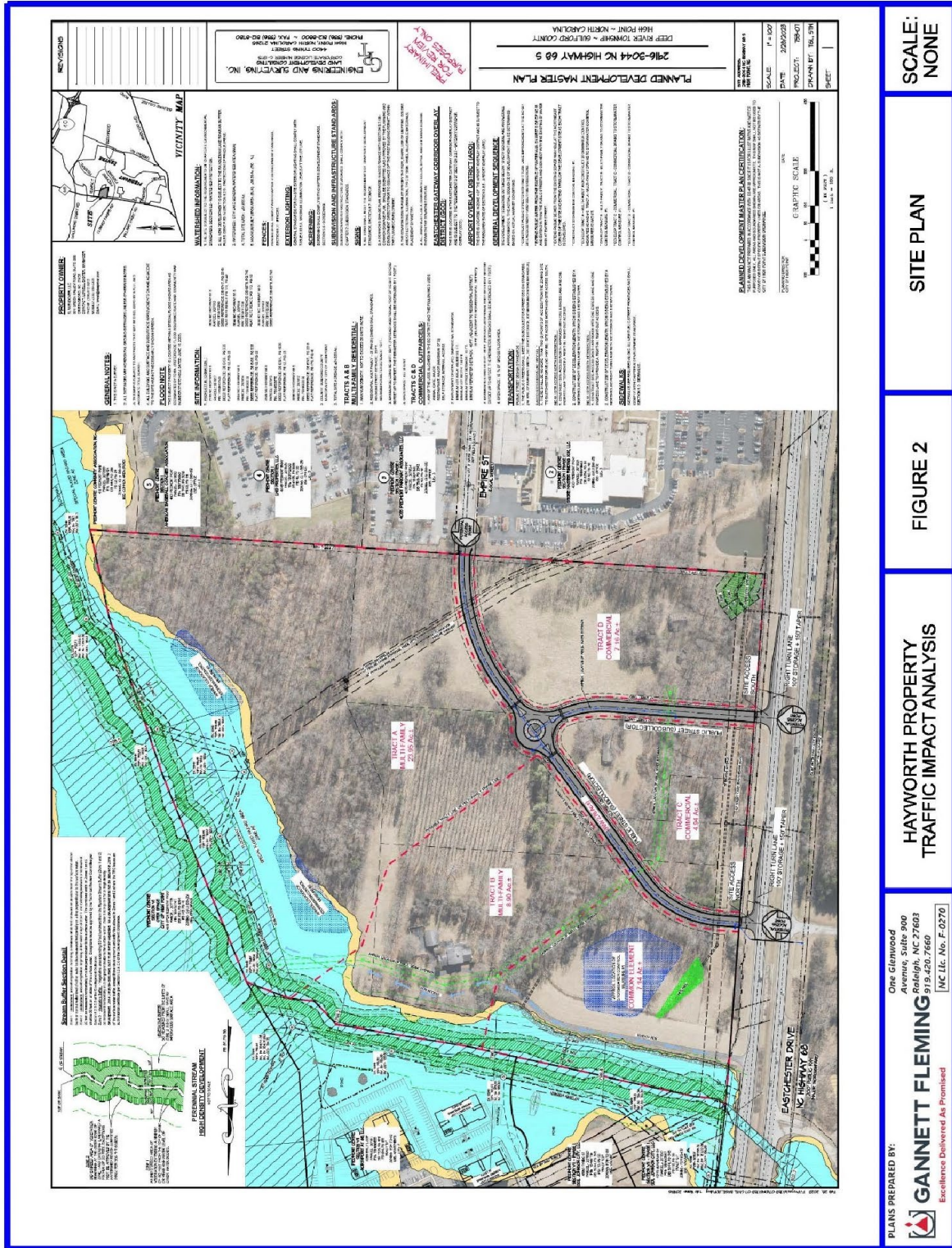


Figure 2 - Site Plan



PLANS PREPARED BY:
GANNETT FLEMING
One Glenwood Avenue, Suite 900
Raleigh, NC 27603
919.420.7660
[NC Lic. No. F-0270]
Excellence Delivered As Promised

HAYWORTH PROPERTY TRAFFIC IMPACT ANALYSIS

FIGURE 2

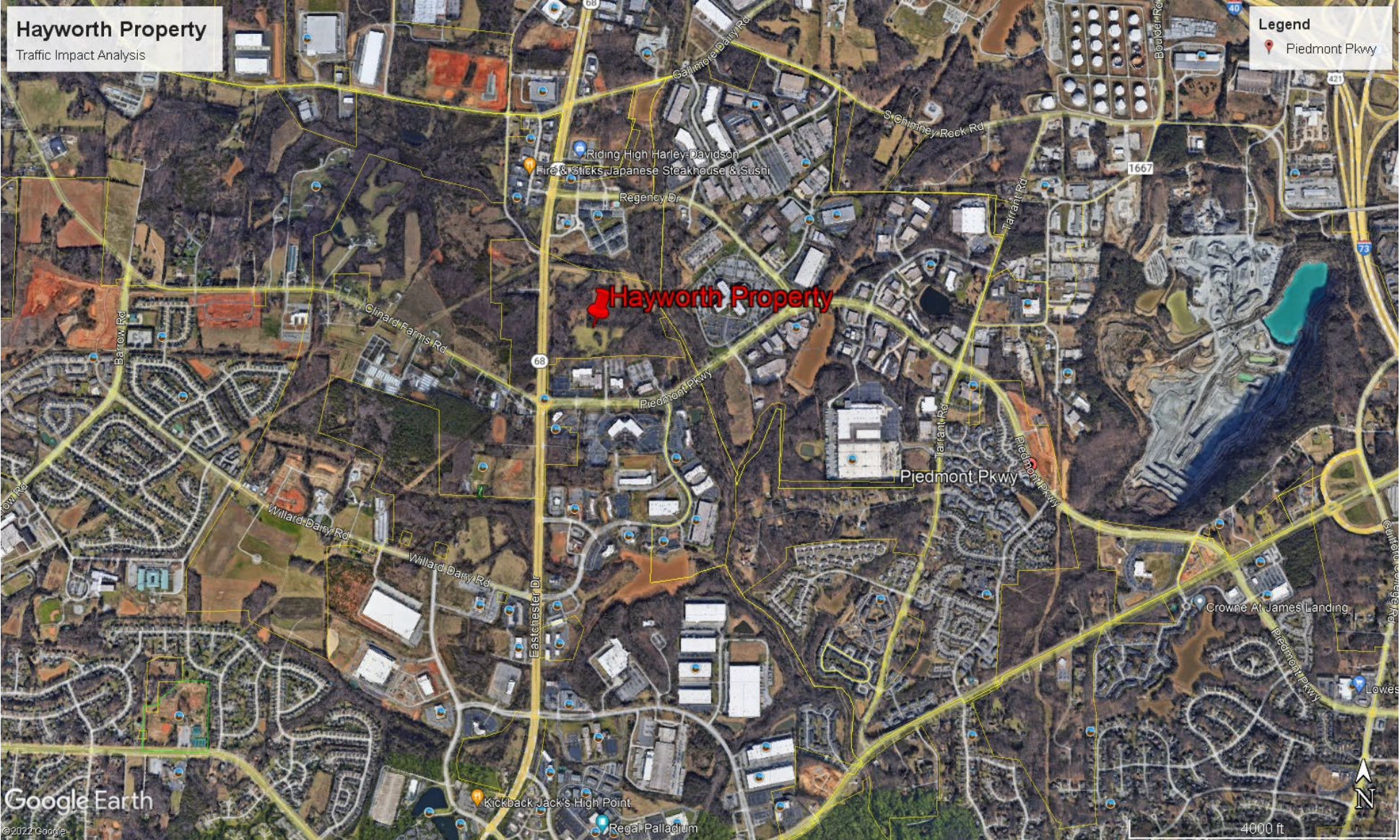
SITE PLAN

SCALE: NONE

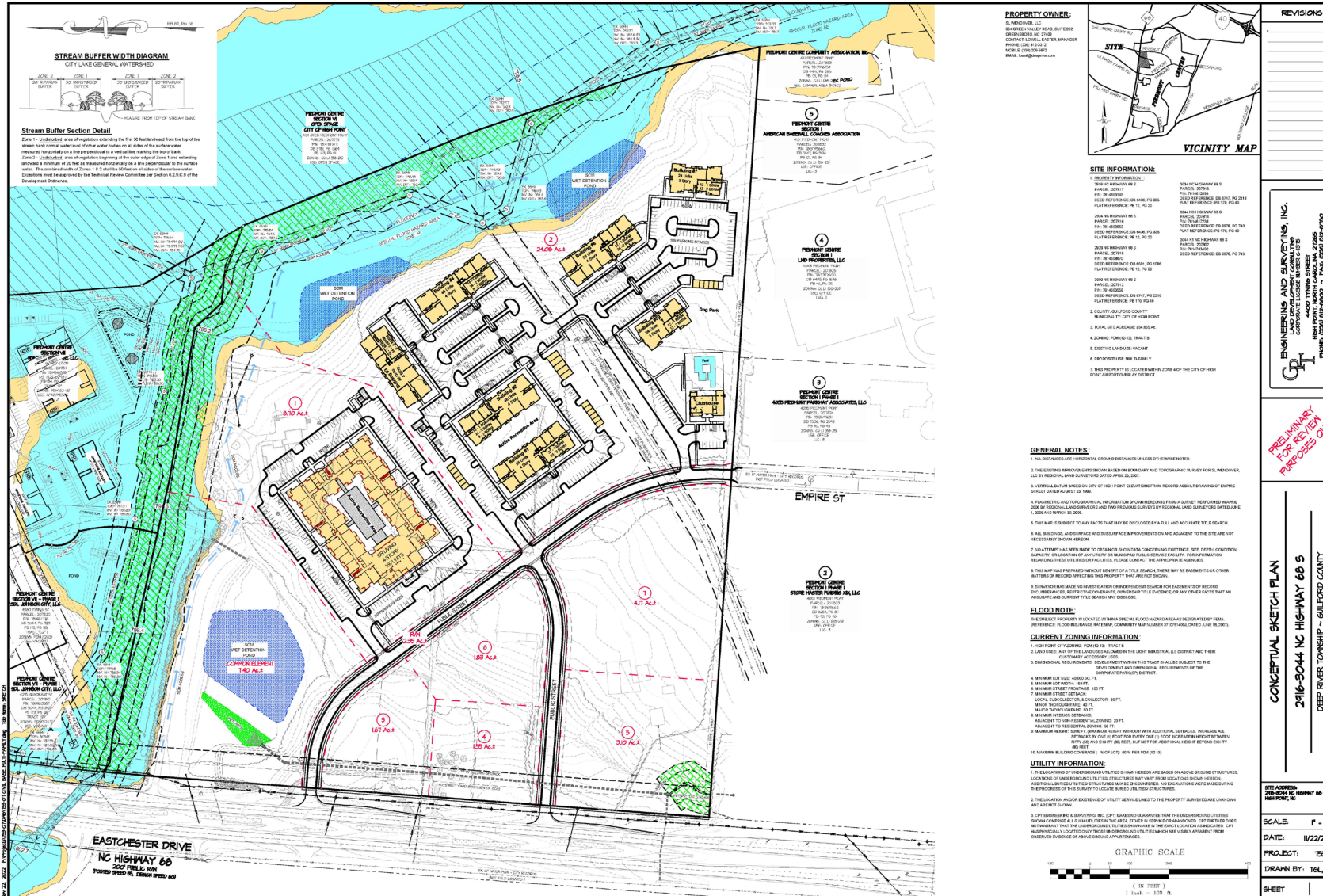
Proposed Hayworth Property Memorandum of Assumptions Appendix



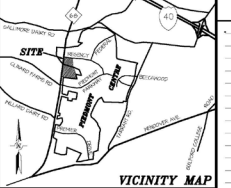
Vicinity Map



Conceptual Sketch Plan



PROPERTY OWNER:
 14-1800000-00
 14-1800000-00 SUITE 202
 14-1800000-00 SUITE 202
 CONTACT: JIMMY L. BARNHART
 PHONE: (703) 337-0372
 EMAIL: jlb@jlbgroup.com



| NO. | REVISIONS |
|-----|-----------|
| | |
| | |
| | |
| | |
| | |
| | |
| | |

SITE INFORMATION:

1. SITE: 216-3044 NC HIGHWAY 60 S
 PARCEL: 20214
 PLAT REFERENCE: PL 12 PG 30
 2. COUNTY: GUILFORD COUNTY
 MUNICIPALITY: CITY OF HIGH POINT
 3. ZONING: COMMERCIAL-INDUSTRIAL
 4. ZONING: PUD-10, TRACT B
 5. EXISTING LANDUSE: VACANT
 6. PROPOSED USE: MULTIFAMILY
 7. THIS PROPERTY IS LOCATED WITHIN ZONING OF THE CITY OF HIGH POINT AND/OR PUBLIC DISTRICT.

8. THE SURVEYOR HAS REVIEWED RECORDS ON HAND AND TOPOGRAPHIC SURVEY FOR SURVEYOR'S FILE BY REGIONAL LAND SURVEYORS DATED APRIL 20, 2007.
 9. VERTICAL DATUM IS BASED ON CITY OF HIGH POINT ELEVATIONS FROM RECORD ASSETS DRAWINGS OF EXISTING STREETS DATED APRIL 20, 2007.
 10. PLANNING AND TOPOGRAPHICAL INFORMATION SHOWN HEREON IS FROM A SURVEY PERFORMED BY JAMES W. WILSON, REGISTERED PROFESSIONAL SURVEYOR, IN ACCORDANCE WITH THE RULES AND REGULATIONS OF THE BOARD OF SURVEYING AND MAPPING, STATE OF NORTH CAROLINA.
 11. THIS MAP IS SUBJECT TO ANY FACTS THAT MAY BE DISCLOSED BY A FULL AND ACCURATE TITLE SEARCH.
 12. ALL RECORDS, RECORDS AND SURFACE IMPROVEMENTS ON AND ADJACENT TO THE SITE ARE NOT NECESSARILY SHOWN HEREON.
 13. THIS SURVEY HAS BEEN MADE TO OBTAIN RECORD DATA CONCERNING EXISTENCE, SET, DEPTH, CONCRETE, GRANITE, OR LOCATION OF ANY UTILITY OR MECHANICAL PUBLIC SERVICE FACILITY. FOR INFORMATION REGARDING THESE UTILITIES OR FACILITIES, PLEASE CONTACT THE APPROPRIATE AGENCIES.
 14. THIS MAP IS A PRELIMINARY SURVEY AND SHOULD NOT BE USED FOR CONSTRUCTION PURPOSES WITHOUT THE WRITTEN APPROVAL OF THE SURVEYOR.
 15. SURVEYOR HAS REVIEWED RECORDS ON HAND AND TOPOGRAPHIC SURVEY FOR EASTCHESTER DRIVE, RECORD NUMBER 1887-0001, COUNTY OF GUILFORD, CONVENTION TO THE RECORDS ON HAND FOR THIS TRACT AND ADJACENT AND CURRENT TITLE SEARCH MAY DISCLOSE.
 16. THIS SURVEY HAS BEEN MADE TO OBTAIN RECORD DATA CONCERNING EXISTENCE, SET, DEPTH, CONCRETE, GRANITE, OR LOCATION OF ANY UTILITY OR MECHANICAL PUBLIC SERVICE FACILITY. FOR INFORMATION REGARDING THESE UTILITIES OR FACILITIES, PLEASE CONTACT THE APPROPRIATE AGENCIES.

GENERAL NOTES:

1. ALL DIMENSIONS ARE HORIZONTAL UNLESS OTHERWISE NOTED.
 2. THE SURVEYOR HAS REVIEWED RECORDS ON HAND AND TOPOGRAPHIC SURVEY FOR SURVEYOR'S FILE BY REGIONAL LAND SURVEYORS DATED APRIL 20, 2007.
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FLOOD NOTE:
 1. THIS SURVEY HAS BEEN MADE TO OBTAIN RECORD DATA CONCERNING EXISTENCE, SET, DEPTH, CONCRETE, GRANITE, OR LOCATION OF ANY UTILITY OR MECHANICAL PUBLIC SERVICE FACILITY. FOR INFORMATION REGARDING THESE UTILITIES OR FACILITIES, PLEASE CONTACT THE APPROPRIATE AGENCIES.

CURRENT ZONING INFORMATION:

1. HIGH POINT CITY CHARTER: PUD-10, TRACT B
 2. LANDUSES: ANY OF THE LANDUSES ALLOWED IN THE LIGHT INDUSTRIAL-3 DISTRICT AND THEIR EQUIVALENT ACCESSORY USES.
 3. DIMENSIONAL REQUIREMENTS: DEVELOPMENT UNDER THIS TRACT SHALL BE SUBJECT TO THE DEVELOPMENT AND DIMENSIONAL REQUIREMENTS OF THE CORPORATE PARK C/D DISTRICT.
 4. MINIMUM LOT SIZE: 48,000 SQ. FT.
 5. MINIMUM FRONT YIELD: 10%
 6. MINIMUM STREET FRONTAGE: 100 FT.
 7. MINIMUM STREET FRONTAGE: 100 FT.
 8. LOCAL DEVELOPMENT: COLLECTION 2017
 9. MINIMUM FRONT SETBACK: 30 FT.
 10. MINIMUM SIDE SETBACK: 10 FT.
 11. MINIMUM REAR SETBACK: 10 FT.
 12. MINIMUM BUILDING COVERAGE: 1% TO 10%
 13. MINIMUM BUILDING COVERAGE: 1% TO 10%
 14. MINIMUM BUILDING COVERAGE: 1% TO 10%

UTILITY INFORMATION:
 1. THE SURVEYOR HAS REVIEWED RECORDS ON HAND AND TOPOGRAPHIC SURVEY FOR SURVEYOR'S FILE BY REGIONAL LAND SURVEYORS DATED APRIL 20, 2007.
 2. THIS SURVEY HAS BEEN MADE TO OBTAIN RECORD DATA CONCERNING EXISTENCE, SET, DEPTH, CONCRETE, GRANITE, OR LOCATION OF ANY UTILITY OR MECHANICAL PUBLIC SERVICE FACILITY. FOR INFORMATION REGARDING THESE UTILITIES OR FACILITIES, PLEASE CONTACT THE APPROPRIATE AGENCIES.
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ENGINEERS AND SURVEYORS, INC.
 LAND DEVELOPMENT CONSULTANTS
 1400 YOUNG STREET
 HIGH POINT, NORTH CAROLINA 27605
 PHONE: 703.337.0372 FAX: 703.337.0370

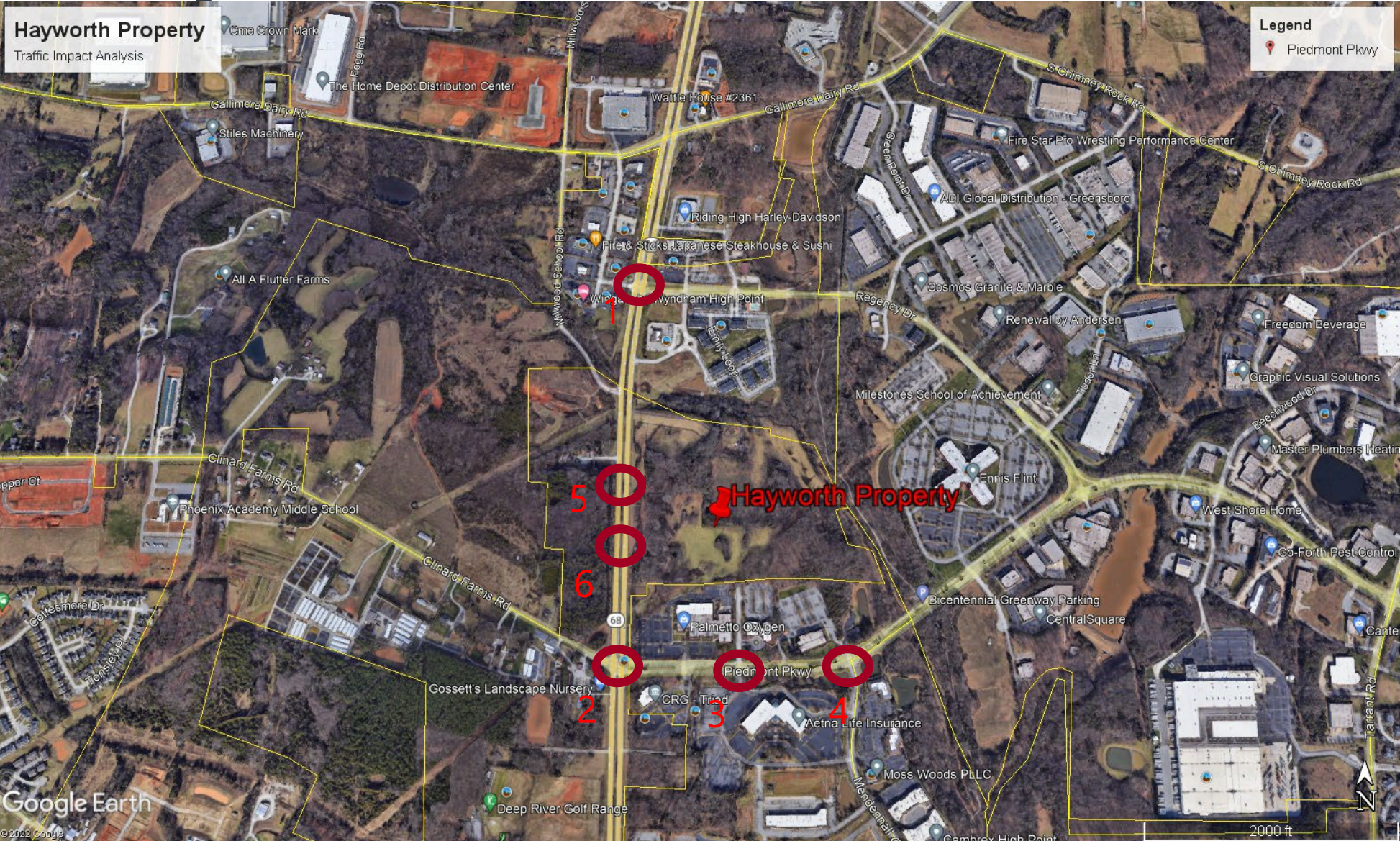
PRELIMINARY
 For Review
 Purposes Only

CONCEPTUAL SKETCH PLAN
 216-3044 NC HIGHWAY 60 S
 DEEP RIVER TOWNSHIP - GUILFORD COUNTY
 HIGH POINT - NORTH CAROLINA

SITE ADDRESS:
 216-3044 NC HIGHWAY 60 S
 HIGH POINT, NC

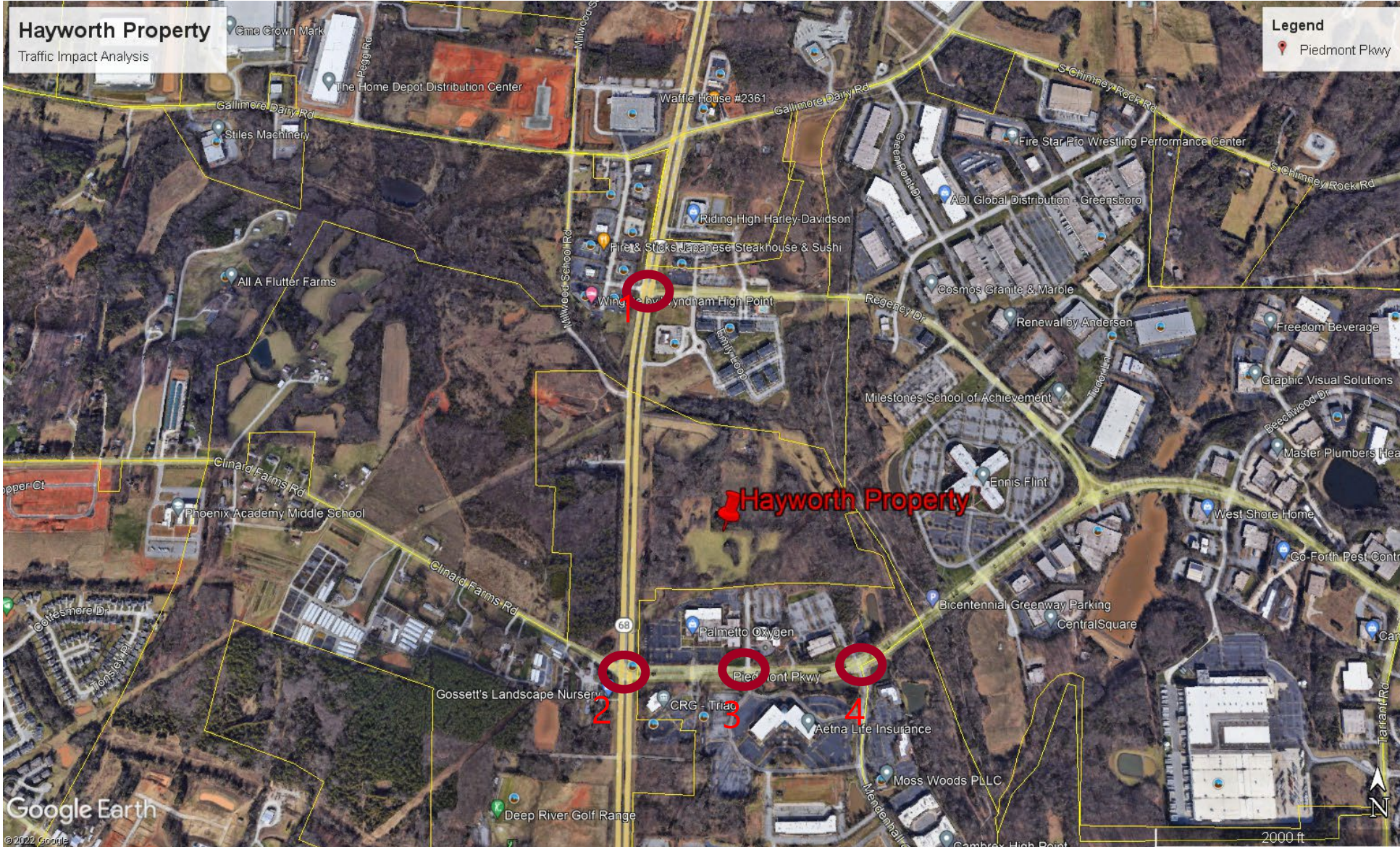
SCALE: 1" = 100'
DATE: 1/22/2022
PROJECT: 153-01
DRAWN BY: TGL, 5TH
SHEET: 1

Study Area Intersections



- Legend**
- Intersection
 - x Intersection Number
 - 1-4 Existing Intersections
 - 5-6 Proposed Site Accesses

Study Area Intersections – To Be Counted



Directions of Approach & Departure



Legend
x%
Direction of Approach and Departure