

# CITY OF HIGH POINT

## AGENDA ITEM



**Title:** Plan Amendment 17-01  
Zoning Map Amendment 17-09  
(BSC Holdings)

**From:** Lee Burnette, Planning & Development  
Director

**Meeting Date:** July 17, 2017

**Public Hearing:** Yes

**Advertising Date:** July 5, 2017 and July 12, 2017

**Advertised By:** Planning & Development

**Attachments:** A. Planning and Zoning Commission Recommendation  
B. Staff Report  
C. Zoning Ordinance

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### PURPOSE:

#### 1. Plan Amendment 17-01

A request by BSC Holdings to change the Land Use Map classification for approximately 37 acres from the Mixed-Use Development designation to a Medium-Density Residential designation. In addition, the Planning & Development Department is amending the request to add approximately 9 acres to the change, which is also from the Mixed-Use Development designation to a Medium-Density Residential designation. These requests are for the area lying east of Sandy Ridge Road, west of Kendale Road and approximately 2,000 feet south of the intersection of Sandy Ridge Road & Kendale Road.

#### 2. Zoning Map Amendment 17-09

A request by BSC Holdings to rezone approximately 71 acres from the Agricultural (AG) District, within Guilford County's zoning jurisdiction, to the Planned Development – Periphery (PD-P) District. The site is lying east of Sandy Ridge Road and west of Kendale Road. The northern point of the site is at the intersection of Sandy Ridge Road and John Knox Drive and its southern boundary is approximately 500 feet north of the intersection of Johnson Street and Cedar Springs Drive. Approval of this rezoning request is contingent upon City Council approval of a voluntary annexation request.

### BACKGROUND:

The staff report and the Planning & Zoning Commission's recommendation are enclosed.

### BUDGET IMPACT:

There is no budget impact.

### RECOMMENDATION / ACTION REQUESTED:

A. Staff recommended **approval** of PA-17-01 and ZA-17-09, as outlined in the attached staff report.

B. On June 27, 2017, a public hearing was held before the Planning and Zoning Commission regarding these requests. The Planning & Zoning Commission recommended **approval** of PA-17-01, by a vote of 8-0. The Commission also recommended **approval** of ZA-17-09, by a vote of 8-0, as outlined in the staff report and as recommended by staff.

## **PLANNING AND ZONING COMMISSION RECOMMENDATION**

### **BSC Holdings**

### **Plan Amendment 17-01** **Zoning Map Amendment 17-09**

At its June 27, 2017 public hearing, the Planning and Zoning Commission reviewed these requests to change the Land Use Map classification for approximately 46 acres to a Medium-Density Residential Designation and to establish initial City zoning of Planned Development – Periphery (PD-P) District on approximately 71 acres. All members of the Commission were present. Ms. Heidi Galanti, Planning Services Administrator, presented PA-17-01 and Mr. Herbert Shannon, Senior Planner, presented ZA-17-09.

#### **Speaking in favor of the request:**

Speaking in favor of these requests were the officers of BSC Holdings, Ms. Amanda Williams, and Mr. Barry Siegel. BSC Holding is located at 3929 Tinsley Drive, Suite 104, High Point, NC. These speakers gave an overview of the proposal to develop a 400-unit mixed residential development. They discussed the types of units, timing of the phases, demographics of potential customers, and infrastructure improvement and development standards to mitigate the impacts of the proposed development.

#### **Speaking in opposition of the request:**

Speaking in opposition to these requests were Ms. Georgia Reaves, 1435 Whites Mill Road, and Mr. Michael Corriher, 4543 Kendale Road. These speakers own property abutting the site along Kendale Road and they expressed the following concerns:

- Impact on their property as Phase B (single family portion) of the site abuts them.
- Legal liability and negative impact from children of future residents using their property as a cut-thru and using the pond on their property.
- Removal of mature trees near their property boundary that are on the zoning site.
- Increase traffic on Kendale Road.
- Impact on schools in the area.

Once the public hearing was closed, the Commission had a lengthy discussion during which it gained additional information and clarification based on questions they asked of the applicant, the Planning & Development Department staff and the Transportation Department staff.

### **Planning & Zoning Commission Action**

Staff explained to the Commission that PA-17-01 is a change in direction from the 2011 adopted Northwest Area Plan. If the Commission supports this request, then they should also change the remainder of the Mixed-Use Development to Medium Density Residential, because the remaining areas are disjointed and not large enough to serve as an Activity Center.

Additionally, staff explained if the Commission adopts PA-17-01, then ZA-17-09 would be consistent with the Land Use Plan. If PA-17-01 is not approved, then the zoning request would be inconsistent with the Land Use Plan and the request should be denied.

### **Plan Amendment 17-01**

The Planning & Zoning Commission recommended **approval** of PA-17-01, by a vote of 8-0. This approval included the 37 acres proposed by the applicant and adjacent 9 disconnected acres identified by staff.

### Zoning Map Amendment 17-09

The Planning & Zoning Commission recommended approval of ZA-17-09, by a vote of 8-0. Upon making its recommendation, the Planning & Zoning Commission stated that its recommendation of approval would be consistent with the City's adopted plans. Additionally, the Commission concurred with the staff report and found its approval recommendation reasonable and in the public interest because:

- 1) Subject to approval of Plan Amendment 17-01, the development will be consistent with the City's Land Use Plan;
- 2) The requested PD-P District will result in a mixture of residential use types that will be consistent with the existing mixture of residential dwellings that has been developed in this area. It also supports the intent of Goal #3 of the Land Use Plan, which encourages a wide range of housing opportunities for families of all income levels.
- 3) The location of the site between two thoroughfares, Sandy Ridge Road and Kendale Road, and at the intersection of two thoroughfares, Johnson Street/Sandy Ridge Road and the future Piedmont Parkway, makes this an appropriate location for higher density development; and
- 4) The applicant has offered transportation improvements to mitigate the impact of the development.

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

**STAFF REPORT  
PLAN AMENDMENT CASE 17-01, AND ZONING MAP AMENDMENT 17-09  
May 23, 2017**

<b>Requests</b>		
<b>Applicant:</b> BSC Holdings	<b>Owner:</b> Westmoreland and Motsinger, et al	
<b>Plan Amendment Proposal:</b> To change the future land use designation for approximately 46 acres to a Medium Density land use designation.	<b>From:</b>	Mixed Use Development
	<b>To:</b>	Medium Density Residential
<b>Zoning Map Amendment Proposal:</b> To rezone approximately 71 acres.	<b>From:</b>	AG Agricultural District ( <i>Guilford County</i> )
	<b>To:</b>	PD-P Planned Development – Periphery District

<b>Site Information</b>		
<b>Location:</b>	The site is lying east of Sandy Ridge Road and west of Kendale Road. The northern point of the site is at the intersection of Sandy Ridge Road and John Knox Dive and its southern boundary is approximately 500 feet north of the intersection of Johnson Street and Cedar Springs Drive	
<b>Tax Parcel Numbers:</b>	<b>Plan Amendment</b>	<b>Zoning Request</b>
	0171316, part of 0171325, 0171336, part of 0171341, 0171346, part of 0171348, 0171351	0171316, 0171336 (portion), 0171341 (portion), 0171348 and 0171313 (portion)
<b>Site Acreage:</b>	<b>Plan Amendment</b>	<b>Zoning Request</b>
	Approximately 37 acres	Approximately 71 acres
<b>Current Land Use:</b>	<b>Plan Amendment</b>	<b>Zoning Request</b>
	Rural residential and agriculture	Same
<b>Physical Characteristics:</b>	The site has a gentle to moderately sloping terrain consisting of open pasture lands and some wooded areas.	
<b>Water and Sewer Proximity:</b>	A 16-inch and an 8-inch City water line lie adjacent to the site along Sandy Ridge Road and Kendale Road, respectively. An 8-inch City sewer line lies approximately 950 feet southeast of the site at the intersection of Kendale Road and Alderbrook Drive.	
<b>General Drainage and Watershed:</b>	The site drains in a southerly direction and development is subject to the Oak Hollow Lake Watershed Critical Area (WCA) requirements. Engineered storm water treatment measures are required for multi-family development with a total impervious surface area greater than 24% of the site, and for single family developments with a gross density of 2 units per acre or more.	
<b>Overlay District:</b>	Oak Hollow Lake Watershed Critical Area (Tier 4) Airport Overlay Zone 3	

Adjacent Property Zoning and Current Land Use			
<b>North:</b>	AG	Agricultural District ( <i>Guilford County</i> )	Single family detached dwellings and undeveloped parcel
<b>South:</b>	AG	Agricultural District ( <i>Guilford County</i> )	Undeveloped parcels
<b>East:</b>	AG	Agricultural District ( <i>Guilford County</i> )	Single family detached dwellings and undeveloped parcels
<b>West:</b>	PDR CU-AG CZ R-5 AG	Planned Unit Development–Residential Conditional Use Agricultural District Conditional Zoning Residential Single Family-5 District Agricultural District ( <i>Guilford County</i> )	Mixed use continuing care retirement community, ambulance facility, single family detached dwellings and undeveloped parcels

Adjacent Land Use Plan Designations	
<b>North:</b>	Medium Density Residential
<b>South:</b>	Medium Density Residential
<b>East:</b>	Medium Density Residential
<b>West:</b>	Low-Density Residential

Purpose of Existing and Proposed Land Use Plan Designations	
<b>Existing Designation:</b>	<b>Mixed Use Development:</b> This classification provides 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.
<b>Proposed Designation:</b>	<b>Medium-Density Residential:</b> This classification includes a variety of attached dwellings, generally including higher density townhouses and less land-intensive multi-family housing such as garden apartments. Development densities shall range from eight to sixteen dwelling units per gross acre.

Relevant Land Use Policies and Related Zoning History	
<b>Community Growth Vision Statement</b>	<p>The following goal and objectives are relevant to this request:</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>Obj. 3B: Establish new or redevelop mixed use areas at key intersections where suitable land use development patterns exist.</p> <p>Obj. 3D: 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>
<b>Land Use Plan Goals, Objectives &amp; Policies:</b>	<p>The following policies of the Land Use Plan are relevant to this request:</p> <p><u>Sandy Ridge Road/Piedmont Parkway Extension Focal Area</u> – The Sandy Ridge Road/Piedmont Parkway Extension Focal Area is depicted on the map to contain approximately 277 acres and is located on the east side of Sandy Ridge Road in the vicinity of Kendale Road, Sandy Camp Road and Johnson Street. The main idea of a Focal Area is to create an area with a mix of uses (retail, office, service and residential) integrated together into a cohesive unified development.</p>

	<p><u>Activity Center</u> - The Activity Center, which is shown to be approximately 47 acres in size, will consist primarily of commercial, office and service uses along with supporting higher density residential uses. The center should consist of extremely well-integrated, neighborhood-scale retail and personal/professional service establishments rather than a regional shopping center. This Activity Center provides an excellent opportunity for a quality, coordinated/unified development in the vicinity surrounding the intersection of the extension of Piedmont Parkway with Johnson Street and Sandy Ridge Road. Both roadways are anticipated to be improved and are planned to consist of four lanes with landscaped medians.</p> <p><u>Medium Density Residential</u> – Large, mixed-density residential development, including mostly townhomes with some condominiums and apartments, of perhaps eight to 10 units per acre, is the most appropriate primary use to the immediate east and south of the Activity Center.</p> <p><u>Focal Area</u> – The combined Activity Center and the Medium Density Residential area make up the Focal Area. Ideally the Focal Area would be developed together so as to fully integrate a mix of uses and capitalize on the roadway dedication, watershed regulations and extension of water and sewer. The uses targeted for the Activity Center and the Medium Density Residential uses must be accommodated under the proposal, but they may be present in a different spatial arrangement. The assemblage of individual parcels of land is essential for a Developmental Focal Area to achieve its intent and full development potential. This will foster unified developments with integrated access and design, environmental protection where this is an issue, and enhanced sensitivity to surrounding land uses.</p> <p>The following goals and objective of the Land Use Plan are relevant to this request:</p> <p>Goal #3: Provide a wide range of housing opportunities for families of all income levels.</p> <p>Goal #4: Ensure that all required public services and facilities are sequenced to meet demands of development.</p> <p>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.</p> <p>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.</p>
<b>Relevant Area Plan:</b>	<p><u>Northwest Area Plan</u></p> <p>Same policy recommendation as the Focal Area discussed above.</p>
<b>Zoning History:</b>	<p>Since the 1990s, this northern portion of the City's Planning Area has experience steady growth from the approval of multiple annexations and zoning approvals totaling over 1,100 acres. From Skeet Club Road, northward to Bame Road, a wide variety and intensity of residential uses have been approved. And between</p>

	Bame Road northward to I-40, various commercial and industrial zonings have been approved.
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Transportation Information				
Adjacent Streets:	Name		Classification	Approx. Frontage
	Sandy Ridge Road		Major Thoroughfare	1,150 ft.
	Johnson Street		Major Thoroughfare	630 ft.
	Kendale Road		Minor Thoroughfare	300 ft.
Vehicular Access:	Sandy, Ridge Road, Johnson Street and Kendale Road, see zoning conditions for details.			
Traffic Counts: <i>(Average Daily Trips)</i>	Sandy Ridge Road		11,000 ADT (NCDOT 2015 count)	
	Johnson Street		9,400 ADT (NCDOT 2015 count)	
	Kendale Road		1,100 ADT (NCDOT 2015 count)	
Estimated Trip Generation:	Approximately 3,164 trips, over a 24-hour period, at buildout. Approximately 324 trips during the peak pm hour at build out.			
Traffic Impact Analysis:	Required		TIA Comments	
	<u>Yes</u> X	<u>No</u>	See TIA executive summary	
Comments:	See Transportation related items in the attached Development Standards.			

School District Comment				
Guilford County School District				
Local Schools:	Enrollment: Fall 2016 (20 <sup>th</sup> Day)	Maximum Design Capacity:	Mobile Classrooms:	Projected Additional Students:
Southwest Elementary	846	935	6	111 – 113
Southwest Middle	1,100	1,230	10	56 - 58
Southwest High School	1,601	1,597	11	51 - 53
<b>School District Remarks:</b> The Southwest schools are nearing or at capacity. A 400-unit development will impose capacity hardships on the schools.				

### Planned Development (PD) Overview

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

The Planned Development (PD) districts are established to allow development under unified control to occur 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 of the PD districts 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 the general standards of Section 3.7.3 of the Development Ordinance and must comply with Chapter 5: (Development Standards), Chapter 6: (Environmental Standards), and Chapter 7: (Subdivision and Infrastructure Standards) of the Development Ordinance, in addition to the specific standards of the respective PD District.

### Details of Proposal

A. General Overview:

The applicant has submitted voluntary annexation, plan amendment and zoning map amendment applications to obtain approval to develop a 400-unit mixed residential development on a 71-acre tract of land in the northern portion of the planning area. Annexation will permit this development to have access to City utilities and municipal services. The plan amendment proposes to change the Land Use Map classification of this portion of the City's Planning Area from Activity Center to Medium Density Residential. And the zoning map amendment proposes to establish a PD-P District on the property.

B. Summary of Land Use Plan Amendment Request:

The area proposed for a plan amendment and rezoning is designated in both the Land Use Plan and the Northwest Area Plan as a Focal Area/Activity Center, which means an area with a mix of uses such as retail, office, service and residential. This area was chosen because it is at an intersection of two major thoroughfares, being Sandy Ridge Road and the future Piedmont Parkway. Both roads are planned to be four-lane divided roadways with a median.

The proposed development is inconsistent with these area plans because it is only proposing residential development and not mixed uses. If approved, the commercial service uses that would have been located at this future major intersection will end up located elsewhere. This area has seen steady growth since the 1990s and it will continue to grow with the relocation of Wesleyan Christian Academy to the west and the proposed 350 South Business Park to the north.

The applicant is proposing to amend the Land Use Plan for approximately 37 acres of the 46-acre area that is designated as Mixed Use Development. If the amendment is approved, staff recommends amending the remainder of the Mixed-Use Development to Medium Density Residential, because the land area remaining is disjointed and not large enough to serve as an Activity Center.

C. Summary of Zoning Request:

The applicant has requested a PD-D District to facilitate development of a mixed residential development. The Master Plan depicts this 71-acre area being divided into two distinctly different development tracts. The northern half of the site is to be developed with a mixture of residential use types while the southern half of the site is proposed to be developed as a traditional single family subdivision.

The proposed extension of Piedmont Parkway (a future 4-lane divided roadway) is to run through the middle of the property from Kendale Road to align with Sandy Ridge Road. The applicant has offered to dedicate the land area for this future roadway extension, and this



roadway will serve as the division line between the northern and southern portions of the development. A summary of the two tracts is as follows:

Tracts	Acreage	Uses	Units
Tract A (northern area)	32.5±	This will be one large lot consisting of the follow types of dwelling units for rent. (single family detached dwellings, attached dwellings, quadplex units and a multi-story multifamily building)	290 dwelling units
Tract B (southern area)	38.5±	Single family detached dwellings on individual lots, subject to R-5 District standards.	110 dwelling units
TOTAL	71± acres	Total of 400 dwelling units at a density of 5.6 dwelling units per acre.	
The final acreage of the tracts will be reduced after land is dedicated for right-of-way for the Piedmont Parkway extension and the Johnson Street/Sandy Ridge Road widening.			

The application includes a Statement of Intent and Development Standards, PD Master Plan and a Traffic Impact Analysis (TIA). The Master Plan depicts access points to tracts, configuration of tracts and uses within the tracts. The statement of intent and development standards notes in detail allowable uses, development density, dimensional and development standards, vehicular access and traffic improvements.

### Staff Analysis

#### Planned Development Review Standards

The advisability of establishing a PD District classification is a matter committed to the legislative discretion of the City Council and is not controlled by any one factor. The Development Ordinance requires that City Council consider the following when deciding a planned development request:

- Standards Applied to all Planned Development Zoning Districts in Section 3.7.
- Standards for Type of Planned District requested (PD-P District).
- Conditional Zoning Review Standards in Section 2.4.5.C.

#### Planned Development District Standards:

Before approving a Planned Development zoning district, the City Council shall determine that the application, as well as the master plan, the statement of intent and development standards, and the common signage plan, if included, comply with Planned Development District standards.

#### Staff Comments:

Staff has determined the master plan, statement of intent and development standards sufficiently address the requirements, including allowable uses, mandatory use mix, density and building height.

#### Periphery (PD-P) Districts standards

#### Staff Comments:

Staff has determined the request meets the requirements of the PD-P District. The property exceeds the minimum area requirement, is located outside the Core City Area, and the proposed development is subject to the parking and landscaping standards of the Development Ordinance.

The only change in standards is that the development will provide a higher standard perimeter landscape yard around Tract A and a Streetyard in Tract B. A minimum 15-foot wide Type C

Landscape Yard will be installed around the entire perimeter of Tract A. This is a wider yard and provides more planting material than the typical standard, which is appropriate along the two thoroughfares. The Streetyard for Tract B will be placed in a common area to ensure that over the long-term landscaping will be properly maintained.

**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;

**Staff Comments:**

If Council adopts the proposed land use plan amendment, then the request would be consistent with the Land Use Plan. If not approved, it would be inconsistent with the Land Use Plan and the request should be denied.

**Review Factors:**

**Staff Comments:**

**Result in a development that is compatible with surrounding development character and land uses.**

❖ This zoning site is in an area that has developed with a wide variety of residential and institutional uses. The applicant's proposal to establish a mixed residential development will not introduce use types that are not already established in this immediate area and will result in development compatible with the surrounding development pattern. Adjacent similar mixed residential developments are:

- River Landings: A 150-acre Planned Development lying directly west of the zoning site. It consists of single family detached dwellings, multi-story multifamily buildings, an assisted living facility and a skilled nursing home facility.
- Alderbrook: A 131-acre development lying east of the zoning site, developed with a mixture of single family detached homes and a cluster home section with single family dwellings on smaller lots to preserve open space areas.
- Saddlebrook: This 53-acre mixed residential development consists of twin-homes, townhomes, and single family detached homes.

**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.;**

❖ A 400-unit residential development will impact traffic. To anticipate where these impacts may occur and to mitigate them, the applicant provided a Traffic Impact Analysis (TIA), as required by the Development Ordinance. The Transportation Department has negotiated with the developer as to their responsibilities to mitigate impacts from this proposed development. A summary of those issues are:

- Vehicular Access: Restricting the number and location of access points. The PD Development Standards offered by the applicant spell out improvements required at these access points, and in some instances limit them to right-in and right out type movement.
- Right-of-way dedication and road improvements: The applicant will dedicate right-of-way along its Johnson Street/Sandy Ridge Road frontage for the pending NCDOT road widening project and dedicate a 120-foot wide right-of-way for the future Piedmont Parkway extension. As part of the Piedmont Parkway dedication, the applicant will

construct a two-lane local residential street in this area of dedication that will provide alternate means of access to the two tracts.

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

- ❖ The property is within the Oak Hollow Lake watershed critical area. Development of the site is subject to the environmental standards of the Development Ordinance along with the development intensity restriction of the watershed critical area. These requirements of the Development Ordinance will mitigate any stormwater-related impacts. Additionally, site development (including streets, drives and other impervious surfaces) is restricted to 50% built upon area in Tier 4 of the Oak Hollow Lake Watershed Critical Area.

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

- ❖ The most intensive area of development will be in Tract A. To ensure compatibility with surrounding uses, the applicant's master plan and development standards provide for a 30-foot wide perimeter building setback and installation of a higher planting standard than required by the Development Ordinance. This 30-foot perimeter setback and landscape yard is similar to what was required for other mixed residential developments in this area.

**Changes in the Area:**

**There have been changes in the type or nature of development in the area of the proposed Planned Development that support the application.**

**Staff Comments:**

The City of High Point Planning Area extends along the Johnson Street/Sandy Ridge Road Corridor up to I-40. During the past two decades, this portion of the Johnson Street/Sandy Ridge Road corridor has begun to transform from a rural to a more suburban area due to the multiple voluntary annexation approvals and development of residential subdivisions.

**Development Patterns:**

**The proposed Planned Development results in development that promotes a logical, preferred and orderly development pattern.**

**Staff Comments:**

Since the mid-1990s, the City of High Point's corporate limit has expanded in this northern portion of the City Planning Area. This area has developed with a variety of residential use types and the applicant's proposal will be consistent with the development pattern that has been established in this area.

**Reasonableness/Public Interest:**

**An approval of the proposed Planned Development is considered reasonable and in the public interest.**

**Staff Comments:**

In this case, staff suggests that the approval of the applicant's request is reasonable and in the public interest because:

- 1) Subject to approval of Plan Amendment 17-01, the development will be consistent with the City's Land Use Plan;
- 2) The requested PD-P District will result in a mixture of residential use types that will be consistent with the existing mixture of residential dwellings that has been developed in this area. It also

- supports the intent of Goal #3 of the Land Use Plan, which encourages a wide range of housing opportunities for families of all income levels.
- 3) The location of the site between two thoroughfares, Sandy Ridge Road and Kendale Road, and at the intersection of two thoroughfares, Johnson Street/Sandy Ridge Road and the future Piedmont Parkway, makes this an appropriate location for higher density development; and
  - 4) The applicant has offered transportation improvements to mitigate the impact of the development.

### Recommendation

#### 1. **Plan Amendment 17-01:**

This area is located at a future intersection of two major thoroughfares and was designated as an Activity Center in the Northwest Area Plan that was adopted by City Council in 2011. This Activity Center calls for a mix of uses, including commercial uses, that provide local convenience services to the surrounding area. This request only includes residential uses and will not provide the commercial services intended by the plan. Due to the growth in this area, especially with the Wesleyan Christian Academy, the proposed 350 South business park, and the continued residential growth, these commercial services will end up located elsewhere in the vicinity due to market demands from residential development, such as this proposal. Preferably, such commercial services are better accommodated at major cross roads. This Land Use Plan amendment is a change in direction from the 2011 adopted Northwest Area Plan.

If the amendment is approved, then Council's actions should include changing the remainder of the Mixed-Use Development to Medium Density Residential, because the remaining areas are disjointed and not large enough to serve as an Activity Center.

#### 2. **Zoning Map Amendment 17-09:** **Staff Recommends Approval:**

If Council adopts Plan Amendment 17-01, then the Zoning Map Amendment request would be consistent with the Land Use Plan. If it is not approved, it would be inconsistent with the Land Use Plan and the request should be denied.

Subject to approval of Plan Amendment 17-01 and based on comments in the Staff Analysis section of this report, the proposed PD-P District will be compatible with the surrounding area and in conformance with adopted plans.

### Required Action

#### **Planning and Zoning Commission:**

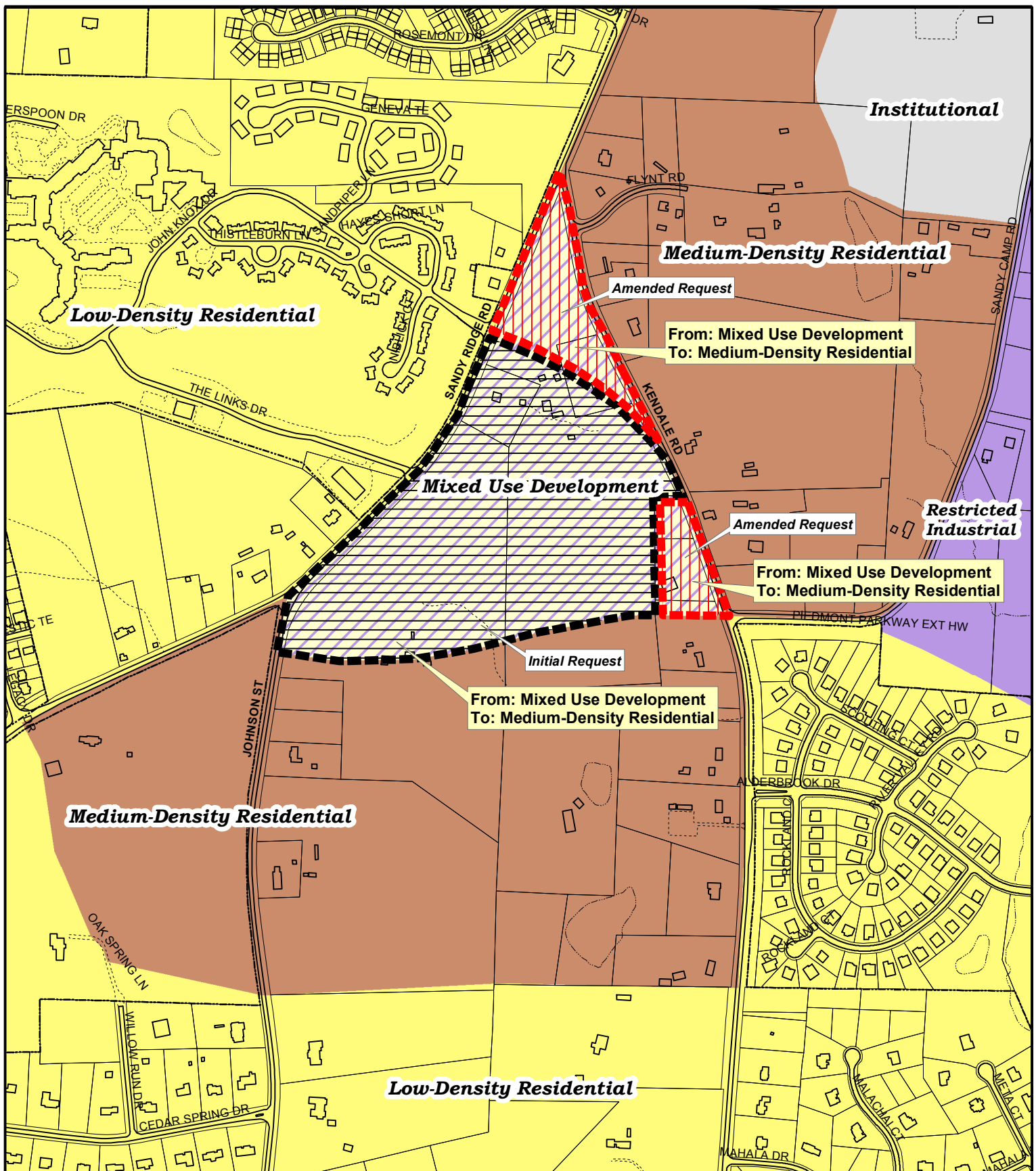
The NC General Statutes require that the Planning and Zoning Commission place in the official record a statement of consistency with the City's adopted plans when making its recommendation. This may be accomplished by adopting the statements in the Staff Analysis section of this report or by adopting 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 members Herbert Shannon Jr. AICP, Senior Planner and Heidi H. Galanti, AICP, Planning Administrator and reviewed by Robert Robbins AICP, Development Services Administrator and G. Lee Burnette AICP, Director.



# **PLAN AMENDMENT PA-17-01**

## **Land Use Plan**

**Existing Land Use Plan**  
**Subject Property Boundary**



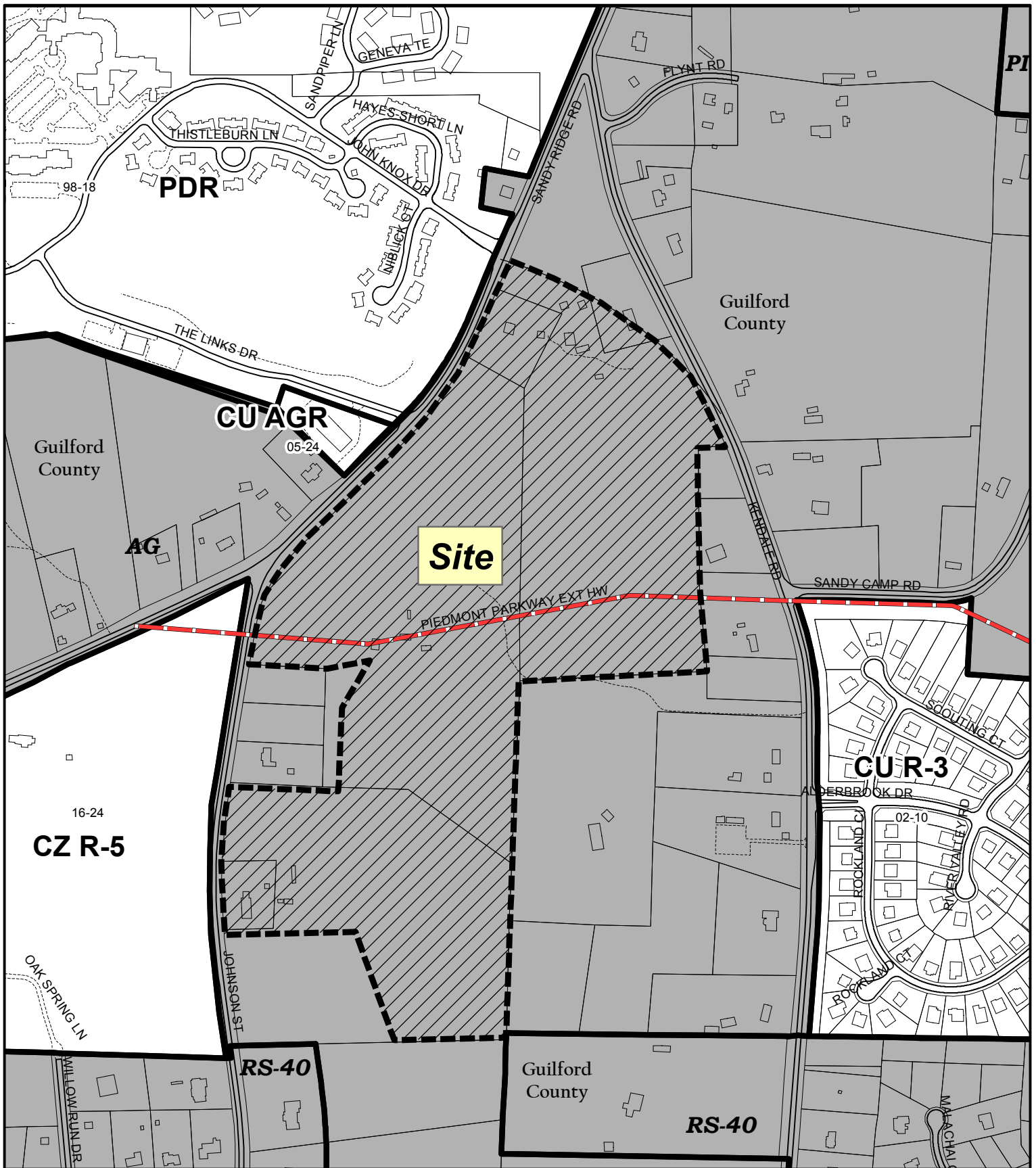
**Planning & Development  
 Department**

**City of High Point**

**Date: June 27, 2017**



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## ZONING MAP AMENDMENT ZA-17-09

**From: Agricultural (Guilford County)**  
**To: Planned Development-Periphery**

**Existing Zoning Boundary** —————  
**Subject Property Boundary** - - - - -

**Planning & Development  
 Department**

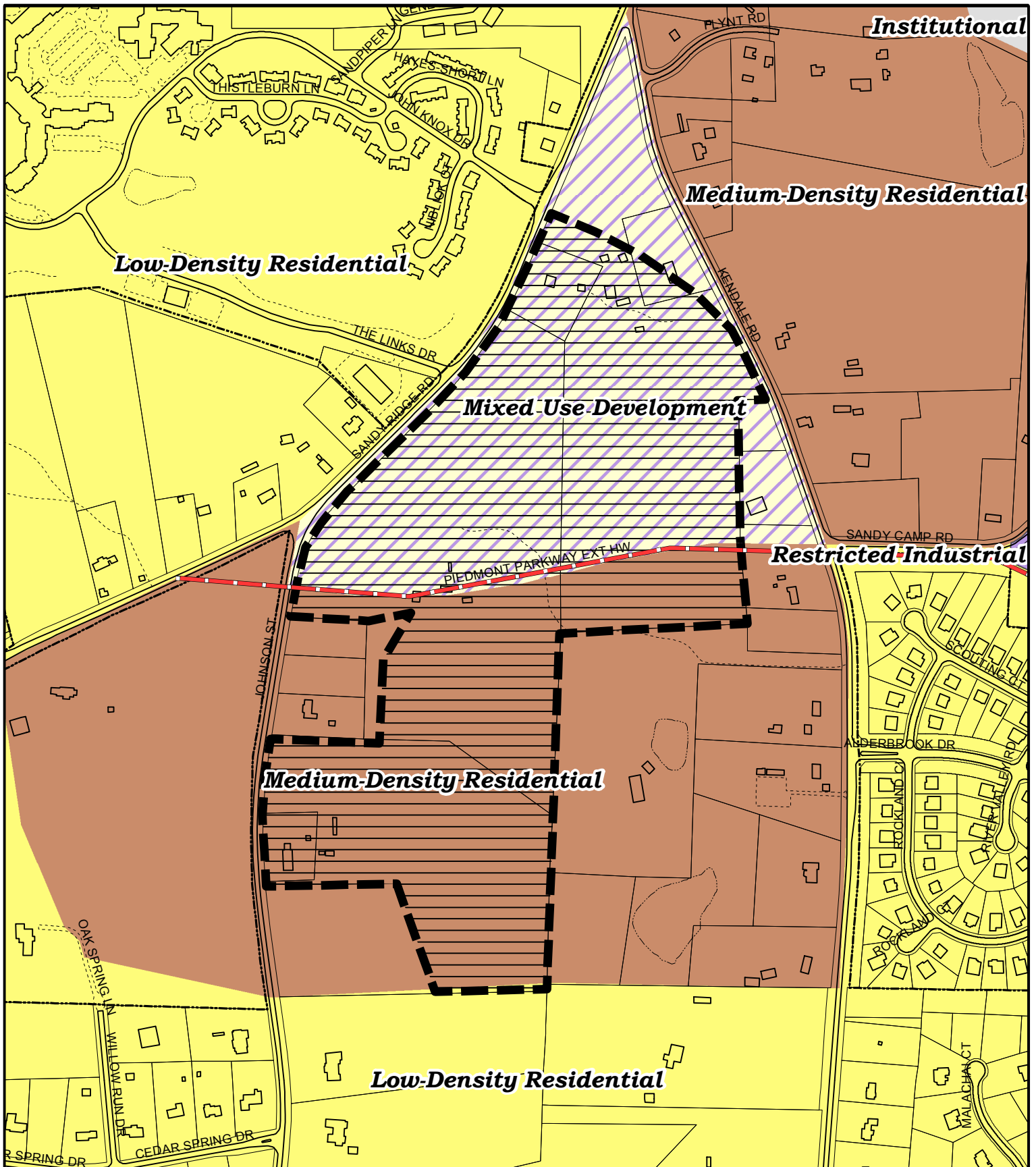
**City of High Point**

**Date: June 27, 2017**



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# ZONING MAP AMENDMENT ZA-17-09

## Land Use Plan

Existing Land Use Plan  
Subject Property Boundary



Planning & Development  
Department

City of High Point

Date: June 27, 2017



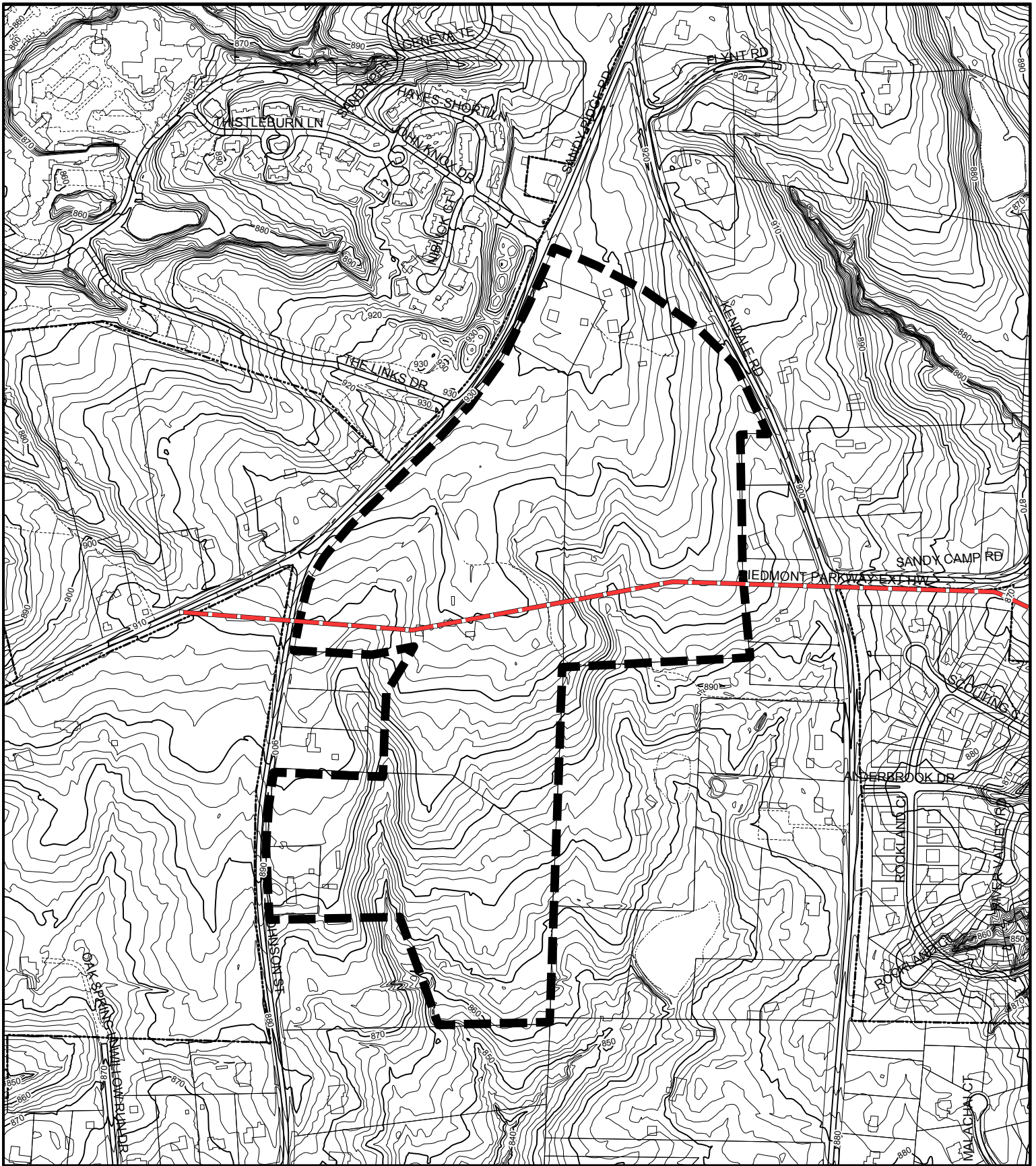
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# ZONING MAP AMENDMENT ZA-17-09







# ZONING MAP AMENDMENT ZA-17-09

## Topography

Subject Property Boundary - - - - -

Planning & Development  
Department

City of High Point

Date: June 27, 2017



Scale: 1"=500'

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## **Planned Unit Development Statement of Intent.**

Applicant: BSC Holdings, Inc. Date: June 19, 2017

- a) The applicant intends to develop a mixed residential development on 70.926 acres consisting of 2 tracts, Tract A, and Tract B, which will be separated by the dedication of right-of-way for the future Piedmont Parkway Extension. Tract A will consist of a mix of residential uses including single family detached, townhomes, multifamily buildings consisting of 8 apartment units per building, and a lofts style apartment building consisting of no more than 90 units. Tract B will consist of single family residential homes on individual lots for sale.
- b) The intent for Tract A is to build a high-end rental development with on-site amenities. Single-family structures will have brick veneer in the front façade. Target market of the units will be individuals who work in the Piedmont Center Business Park, as well as empty nesters who are too young for retirement community living. This development will bring a high value to the area. Tract A dwelling units will be maintained as rental units and will be managed by BSC Holdings, Inc., the property management company of the Developer.
- c) The intent for Tract B is to build a well-thought out and planned single family residential subdivision. Tract B units will be built by Royal Homes of NC and sold to individuals. Anticipated prices are in the \$250,000 to \$350,000 range.
- d) Tract A will function as a cohesive unified development. All entrances into Tract A will be gated. The road network will consist of private streets and drives. All tenants of the Tract A development will have access to the Recreational and Amenity areas.
- e) Tract B will consist of public streets with a main entrance off of the Piedmont Parkway extension and a secondary entrance and exit off of Johnson Street.
- f) Tract A will have a maximum of 290 residential dwelling units.
- g) Tract B will have a maximum of 110 residential dwelling units.
- h) All streets in Tract A are private. Trash services to be handled by the property owner.
- i) All streets in Tract B are public.
- j) In Tract A Parking lots will exist in front of the apartment buildings. Each single family detached house will have its own driveway. Many houses will have garages. Many townhomes will have their own garage and all will have a driveway to park additional vehicles, The Loft style apartment building will have wide central hallways and elevators. Each apartment will have a private balcony.
- k) Tract B will have individual driveways for each dwelling unit.

- 1) The project has been designed to complement the surrounding neighborhoods and the River Landing Community. This development will provide much needed additional for sale housing in the \$250,000 to \$350,000 price range and will also provide additional rental options for empty nesters and baby boomers who are not yet ready to consider other retirement home style choices.

## Development Standards

### Part I. USES:

#### A. Tract A:

1. Only single family detached dwelling units, single family attached dwelling units, multi-family dwelling units, duplex dwelling units, triplex/quadplex dwelling units and their customary accessory uses shall be permitted, subject to the development and dimensional requirements of the Development Ordinance, and the specific conditions listed in this Ordinance.
2. Common elements recreation.

#### B. Tract B:

1. Only single family detached dwelling units as allowed in the Residential Single Family-5 (R-5) District and their customary accessory uses shall be permitted, subject to the development and dimensional requirements of the Development Ordinance, and the specific conditions listed in this Ordinance.
2. Common elements recreation.

### Part II. CONDITIONS:

#### A. Development, Dimensional & Density Standards:

1. A maximum of 400 dwelling units shall be permitted. Development dimensional and density standards within each tract shall be as follows:
  - a. Tract A:
    - 1) A maximum of two hundred ninety (290) residential dwelling units shall be permitted.
    - 2) Common elements recreation (clubhouse/recreation area) shall be included in this tract.
    - 3) A street setback of 30 feet shall be provided around the perimeter of this tract where it abuts the Piedmont Parkway, Sandy Ridge Road and Kendale Road (current and future alignment) right-of-way's as depicted on the sketch plan. A 20-foot setback shall be provided where the perimeter of the tract does not abut a current or proposed future public right-of-way as depicted on the sketch plan.
    - 4) Except for single family detached dwelling units, all uses shall meet the development and dimensional standards of the Residential Multifamily - 16 (RM-16) District standards.
    - 5) Single family detached dwelling development shall meet one of two development options.
      - i. Option 1 - Single family detached dwelling development: Dwelling units

not developed on individual lots and as part of a group development shall meet the following standards:

<b><u>Principal Building Setbacks</u></b>	
<u>Front Street Setback:</u> (measured from back of curb or edge of pavement, if no curb is provided) <ul style="list-style-type: none"> <li>• Where no sidewalk is located along private drive/private street:---</li> <li>• Where sidewalk is located along the private drive/private street---</li> </ul>	22 ft. 25 ft.
<u>Side Street Setback:</u> <ul style="list-style-type: none"> <li>• For lots on a corner-----</li> </ul>	<u>10 ft.</u>
<b><u>Maximum Building Height (maximum two stories)</u></b>	
50 ft.	
<b>Accessory Structures</b> <ul style="list-style-type: none"> <li>• No accessory building(s) shall be permitted; except, this shall not prohibit amenity structures within the common elements area such as gazebos or similar structures.</li> <li>• Enclosed patios/sun rooms, etc. shall meet above noted principal building setback standards.</li> </ul>	

- ii. Option 2 – Single family detached dwelling development: Dwelling units developed on an individual lot shall meet the following standards:

<b><u>Minimum Lot Area:</u></b> There is no minimum lot area; however, the single family detached dwelling unit shall be fully contained within the lot.	
<b><u>Principal Building Setbacks</u></b>	
<u>Front Street Setback:</u> (setback measured from back of curb or edge of pavement, if no curb is provided) <ul style="list-style-type: none"> <li>• Where no sidewalk is located along private drive/private street:-</li> <li>• Where sidewalk is located along the private drive/private street-</li> </ul>	22 ft. 25 ft.
Side Setback-----	None
Side Street Setback: For lots on a corner-----	10 ft.
Rear Setback-----	5 ft.
<b><u>Maximum Building Height (maximum two stories)</u></b>	
50 ft.	

<u>Accessory Structures</u>	
<ul style="list-style-type: none"><li>• No accessory building(s) shall be permitted; except, this shall not prohibit amenity structures within the common elements area such as gazebos or similar structures.</li><li>• Enclosed patios/sun rooms, etc. shall meet above noted principal building setback standards.</li></ul>	



b. Tract B:

- 1) A maximum of one hundred and ten (110) residential dwelling units shall be permitted.
- 2) Uses shall meet the development and dimensional standards of the Residential Single Family- 5 (R-5) District.

B. Landscaping, Setback and Buffers

1. Tract A

A minimum 15-foot wide Type C planting yard shall be installed around the perimeter of Tract A.

2. Tract B

A 10-footwide street yard shall be installed along the Johnson Street and Piedmont Parkway frontages of Tract B. This planting yard shall be in the common elements area.

C. Fencing & Screening: If fencing is erected along the perimeter of a tract abutting a public street right-of-way, then a common fencing plan shall be provided. A common fencing plan shall be provided prior to Preliminary Plat approval for any portion of the tract where perimeter fencing is to be installed.

D. Lot Combination. All parcels within the rezoning site shall be combined into one (1) lot prior to any development.

E. Transportation

1. Vehicular Access and improvements:

- a. Only one point of vehicular access shall be permitted to Kendale Road (Access Point #3 as depicted on Sketch Plan)
- b. Only two points of access shall be provided to Sandy Ridge Road.
  - 1) Access Point #2 (Access Point #2 as depicted on Sketch Plan): This access point shall align with The Links Drive and will be a full access point (ingress and egress may be modified by NCDOT road improvement project U-4758). The developer shall install left and right turn lanes on Sandy Ridge Road at this access point.

- 2) Access Point #1 (Access Point #1 as depicted on Sketch Plan): This access point is the Piedmont Parkway extension. This will be a four-way intersection at Johnson Street/Sandy Ridge Road and Piedmont Parkway extension. The developer shall construct the necessary westbound traffic lanes at this intersection as part of the Piedmont Parkway Extension improvements.
- c. Access Point #4 (Johnson Street Access as depicted on Sketch Plan): One point of vehicular access shall be provided to Johnson Street to serve Tract B. This access shall be installed with the development of Tract B once Tract B exceeds 50 lots.  
This access shall be a right in- right out only drive in the location shown on the PD-P Sketch Plan and constructed to City of High Point and NCDOT standards.-
- d. Right-of-way dedication:
  - 1) Piedmont Parkway Extension: The developer shall dedicate to the City of High Point, prior to or with the first final subdivision plat for any portion of Tract B but no later than December 31, 2017, a 120-foot-wide right of way for the future construction of Piedmont Parkway Extension as shown on the PD-P Sketch Plan.
  - 2) Sandy Ridge Road and Johnson Street: The developer shall dedicate to the City of High Point, prior to or with the first final subdivision plat for any portion of Tract B but no later than December 31, 2017, right of way along Sandy Ridge Road and Johnson Street frontage of the site as shown on the PD-P Sketch Plan as required to meet alignment depicted in U4758.
- e. Piedmont Parkway Right-of-way improvements: The developer shall construct a 2 lane City standards local street from the Johnson Street/Sandy Ridge Road intersection to the access point into Tract A and Tract B as depicted on the sketch plan.
- f. The developer shall retain easement rights across the Piedmont Parkway right-of-way for utilities, stormwater, and access.

## 2. Pedestrian Access:

- a. A pedestrian access system shall be provided in Tract A so as to provide safe and convenient pedestrian access to open space/common area for all dwelling units. An access plan, for the entire development, shall be shown on the preliminary site plan.
  - b. A pedestrian access plan shall be submitted as part of the Preliminary Plat approval for each tract. The location of all sidewalks shall be indicated on plans submitted for approval. Pedestrian access shall be installed as part of each individual phase or sub-phase of the development.
3. The City of High Point Director of Transportation and the North Carolina Department of Transportation (NCDOT) shall approve all construction and improvements.



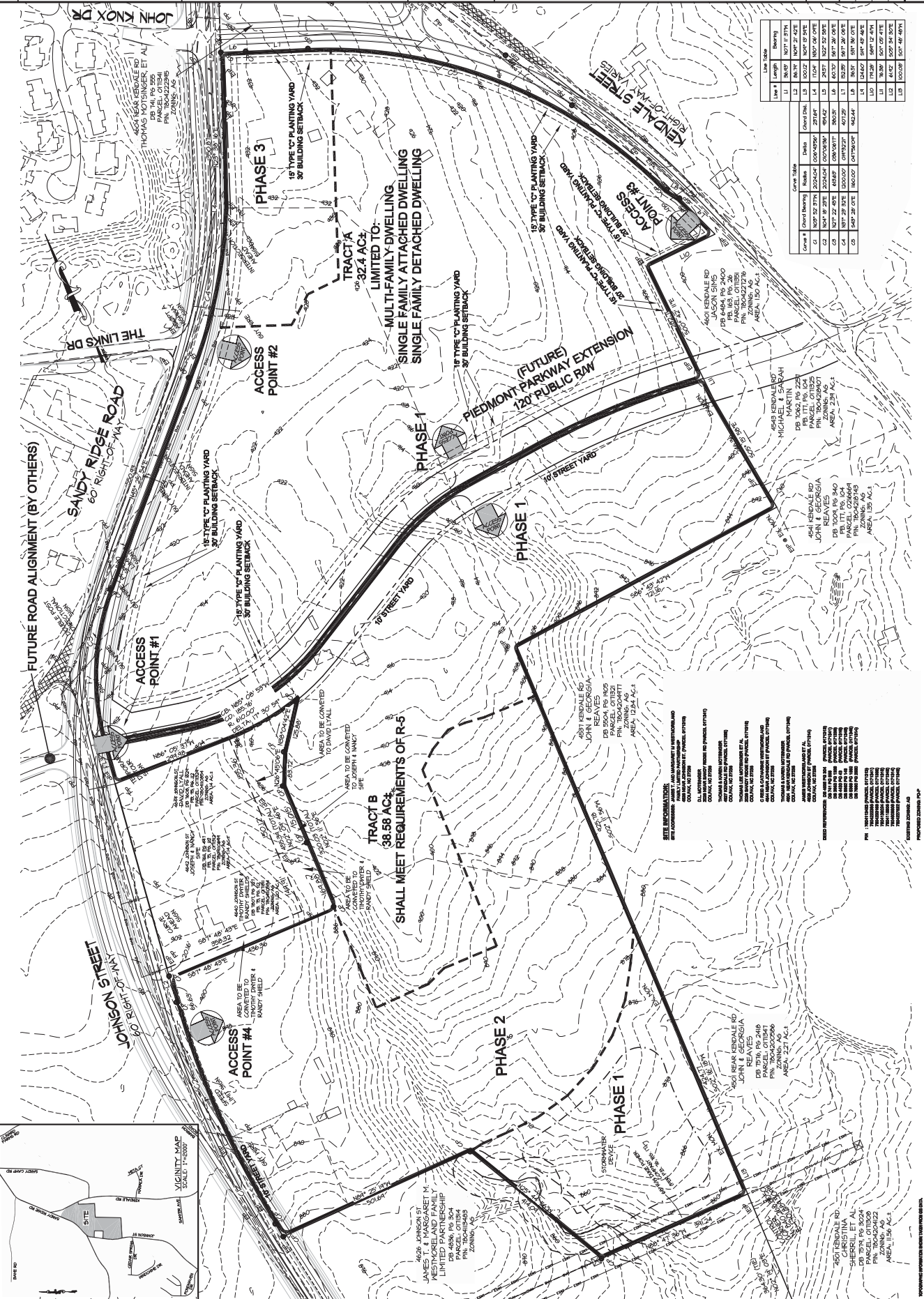
H) Signage: The location of signage on the rezoning site shall conform to the approved Common Signage Plan. An overall Common Signage Plan shall be submitted and approved prior to approval of the first preliminary plat approval for this development.

I) Relationship of Permit to Development Ordinance: The use and development of this site shall be subject to the uses and conditions within this Conditional Zoning Ordinance. The City of High Point Development Ordinance shall govern issues not addressed within this Conditional Zoning Ordinance.

FOR ELIMINARY  
PURPOSES ONLY

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AN ORDINANCE AMENDING “THE CITY OF HIGH POINT, NORTH CAROLINA DEVELOPMENT ORDINANCE,” PURSUANT TO SECTION 2.4.19, ZONING MAP AMENDMENT, 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 June, xx, 2017 and before the City Council of the City of High Point on July xx, 2017 regarding **Zoning Map Amendment Case 17-09 (ZA-17-09)** 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 June xx, 2017, for the Planning and Zoning Commission public hearing and on July xx, 2017 and July xx, 20xx, 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 \_\_\_\_\_.

**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). The property is approximately 70.926 acres lying along the east side of Sandy Ridge Road and Johnson Street and south of Kendale Drive (2028 Sandy Ridge Road, 4627 and 4604 Kendale Drive, 4644 and 4626 Johnson Street). The property is also known as Guilford County Tax Parcel 0171336(part), 0171341(part), 0171346, 0171316, 0171348, 0171314 and 0171313(part).

#### 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-P 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.

\_\_\_\_<sup>th</sup> day of XXXXXXXXXX XX, 2017.

Lisa B. Vierling, City Clerk

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.



# Transportation Impact Analysis

## Sandy Ridge Road Residential Development High Point, NC

Prepared for BSC Holdings, LLC

Original: May 2, 2016

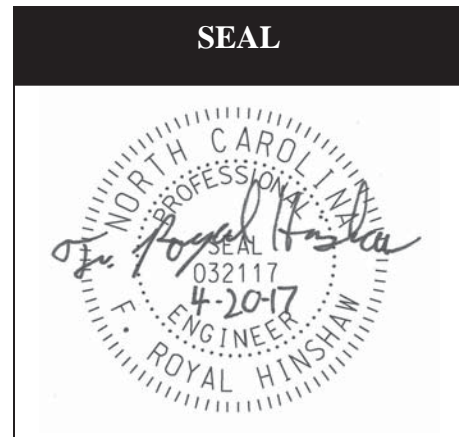
Revised: April 20, 2017

Analysis by: Trent Moody, P.E.;  
Monisha Badarinath;  
Royal Hinshaw, P.E.

Drafting/Graphics by: Trent Moody, P.E.;  
Monisha Badarinath

Reviewed by: Royal Hinshaw, P.E.

Sealed by: Royal Hinshaw, P.E.



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## **Sandy Ridge Road Residential Development – Transportation Impact Analysis High Point, NC**

**Prepared for BSC Holdings, LLC**

**Original: June 3, 2016**

**Revised: April 20, 2017**

### **Executive Summary**

The proposed Sandy Ridge Road residential development is to be located on the eastern side of Sandy Ridge Road, just south of Kendale Road in High Point, NC. As currently planned, this development will be built out in two phases and will consist of 98 single family detached homes, 170 apartments, 77 villas, and 33 townhomes. This development was analyzed for three design years: 2019, 2021 and 2040.

**Phase 1** will consist of 50 single family detached homes, 77 villas, 80 apartments, and 33 townhomes. Three site access points are proposed: one on Johnson Street, one on Sandy Ridge Road, and one on Kendale Road. Phase 1 has a proposed build out date of 2019. The following intersections were analyzed in 2019 design year portion of the study:

- Sandy Ridge Road at Johnson Street
- Sandy Ridge Road at The Links Drive/Site Access 2
- Sandy Ridge Road at Kendale Road
- Kendale Road at Site Access 3
- Johnson Street at Site Access 1

**Phase 2** will consist of 51 single family detached homes and 90 apartments. An additional access to Johnson Street will be provided to access the single family detached housing portion of the development. This additional access will to be restricted to right-in / right-out movements by a median as part of the STIP project U-4758 (see Section 3.2). Phase 2 has a proposed build out date of 2021. The following intersections were included in the 2021 design year portion of the study:

- Realigned Sandy Ridge Road/Site Access 1 at Johnson Street
- Sandy Ridge Road at The Links Drive/Site Access 2
- Sandy Ridge Road at Kendale Road
- Kendale Road at Site Access 3
- Johnson Street at Site Access 4 (right-in / right-out)

Due to the nearby STIP project U-4758, a 2040 design year analysis was also required. The following intersections were included in the 2040 design year portion of the study:

- Realigned Sandy Ridge Road/Site Access 1 at Johnson Street
- Sandy Ridge Road at The Links Drive/Site Access 2
- Sandy Ridge Road at John Knox Drive/Realigned Kendale Road
- Johnson Street at Site Access 4



DAVENPORT was retained to determine the potential traffic impacts of this development and to identify transportation improvements that may be required to accommodate the impacts of both background traffic and new development traffic. The intersections were analyzed during the AM (7-9 am) and PM (4-6 pm) peaks for the following conditions:

- Existing Conditions
- 2019 Future No-Build Conditions
- 2019 Phase 1 Build Conditions
- 2019 Phase 1 Build Conditions with Improvements
- 2021 Future No-Build Conditions
- 2021 Phase 2 Build Conditions
- 2021 Phase 2 Build Conditions with Improvements
- 2040 Future No-Build Conditions
- 2040 Future Build Conditions

The City of High Point Transportation Department, as well as NCDOT, were contacted to obtain background information and to ascertain the elements to be covered in this Transportation Impact Analysis (TIA). Information regarding the property was provided by BSC Holdings, LLC.

### **Level of Service Results (2019 Design Year Scenario)**

The results of the analysis are discussed by intersection below and presented in tabular format in Table A.

#### *Sandy Ridge Road at Johnson Street*

This unsignalized intersection currently operates at LOS F during the AM and PM peaks. In Phase 1 future no build and build conditions, LOS F is expected on the eastbound approach of Sandy Ridge Road. Significant queuing in the northbound direction along Johnson Street was observed during the PM peak in future build conditions. SimTraffic model results also show queuing in the eastbound direction along Sandy Ridge Road during the AM and PM peaks in existing, future no build and build conditions. It should be noted that this condition is expected in 2019 no build conditions, regardless of the proposed project. No improvements are recommended at this intersection as a result of Phase 1 project traffic. Committed improvements associated with projects in the vicinity of the site are anticipated to adequately accommodate the site traffic which will be discussed further in 2021 Phase 2 results section of the project.



### *Sandy Ridge Road at The Links Drive/Site Access 2*

LOS C and LOS D is currently experienced at this unsignalized intersection during the AM and PM peaks. In future no build conditions, LOS D is anticipated during both the peaks. Upon buildout of the proposed Sandy Ridge Road residential development, Site Access 2 will be constructed to connect with this existing intersection. With the addition of site traffic from Phase 1, LOS E is anticipated during the AM peak and LOS F during the PM peak. In accordance with the City of High Point Driveway Ordinance the following improvements are required:

- Construct a northbound right turn lane along Sandy Ridge Road consisting of 100 feet of storage and appropriate taper.
- Construct a southbound left turn lane along Sandy Ridge Road consisting of 100 feet of storage and appropriate taper.
- Construct a westbound left turn lane along Site Access 2 consisting of 100 feet of storage and appropriate taper.

With these improvements in place, LOS E is anticipated during the AM peak and LOS F is expected during the PM. This LOS is typical for unsignalized intersections during peak periods, but is expected to be short-lived and limited to peak periods.

### *Sandy Ridge Road at Kendale Road*

This unsignalized intersection currently operates at LOS D during the AM and PM peaks. In the 2019 future no build conditions, with the growth in background traffic, LOS E is expected during the AM peak and LOS D during the PM peak. With the addition of proposed site traffic, LOS F and LOS E is expected during the AM and PM peaks respectively. This LOS F/E condition is mainly due to lack of sufficient gaps for left turning vehicles from the stop controlled approach, and is a typical condition for minor approaches. These delays are expected to be limited to peak periods, and queues will be short lived. No improvements are recommended.

### *Kendale Road at Site Access 3*

This proposed site access is to be located approximately 1,725 feet southeast of Kendale Road's intersection with Sandy Ridge Road. In Phase 1 build conditions, LOS A is expected in the AM and PM peaks. No improvements are recommended.

### *Johnson Street at Site Access 1*

This site access is proposed along Johnson Road approximately 300 feet south of Sandy Ridge Road/ Johnson Street intersection. In Phase 1 build conditions, the westbound approach of Site Access 1 is anticipated to operate at LOS C during the AM peak and LOS B during the PM peak. Per the City of High Point Driveway Ordinance the following improvements are required:

- Construct a northbound right turn lane along Johnson Road consisting of 100 feet of storage and appropriate taper.
- Construct a southbound left turn lane along Johnson Road consisting of 100 feet of storage and appropriate taper.

With the improvements in place, LOS C and LOS B is maintained during the AM and PM peak periods respectively.

Table A summarizes the level of service for the level of service for the study intersections under the 2019 design year scenario.

Table A – Level of Service Summary 2019 Phase 1				
AM Peak	2016 Existing	2019 Future No Build	2019 Phase 1 Build	2019 Phase 1 Build + Imp
Sandy Ridge Road at Johnson Street	F (179.2) EB Approach	F (264.7) EB Approach	F (351.5) EB Approach	
Sandy Ridge Road at The Links Drive/Site Access 2	C (23.1) EB Approach	D (25.7) EB Approach	E (43.8) EB Approach	E (43.4) EB Approach
Sandy Ridge Road at Kendale Road	D (31.3) WB Approach	E (39.2) WB Approach	F (55.4) WB Approach	
Kendale Road at Site Access 3			A (9.6) EB Approach	
Johnson Street at Site Access 1			C (17.7) WB Approach	C (17.7) WB Approach
LOS (delay in seconds) Note for unsignalized conditions, LOS and delay indicates only minor street approach with longest delay				

**Table A – Level of Service Summary (Cont.)  
2019 Phase 1**

PM Peak	2016 Existing	2019 Future No Build	2019 Phase 1 Build	2019 Phase 1 Build + Imp
Sandy Ridge Road at Johnson Street	F (62.6) EB Approach	F (95.9) EB Approach	F (175.9) EB Approach	
Sandy Ridge Road at The Links Drive/Site Access 2	D (27.7) EB Approach	D (32.0) EB Approach	F (54.2) EB Approach	F (52.8) EB Approach
Sandy Ridge Road at Kendale Road	D (25.4) WB Approach	D (30.2) WB Approach	E (38.3) WB Approach	
Kendale Road at Site Access 3			A (9.8) EB Approach	
Johnson Street at Site Access 1			B (14.7) WB Approach	
LOS (delay in seconds) Note for unsignalized conditions, LOS and delay indicates only minor street approach with longest delay				

### Level of Service Results (2021 Design Year Scenario)

The results of the analysis are discussed by intersection below and presented in tabular format in Table B.

#### *Realigned Sandy Ridge Road/Johnson Street at Site Access 1*

In existing conditions, the Sandy Ridge Road and Johnson Street intersection operates as a three-legged unsignalized intersection. LOS F is currently witnessed during both AM and PM peaks. In 2021 no-build conditions without the inclusion of TIP improvements, LOS F is expected to remain during both peaks. With the construction of the improvements associated with U-4758, LOS F is maintained during the AM peak and LOS D is expected in the PM peak. With the addition of site generated traffic, LOS F is maintained during both peak periods. The LOS F observed at this intersection is an existing condition that is present regardless of the proposed development. An initial review of the traffic volumes collected during AM and PM peak hours show that this intersection satisfies peak-hour traffic volume signal warrants in existing conditions. Draft improvement figures associated with U-4758 also show this intersection becoming signalized in future conditions (see supporting documents section of the appendix). With signalization in place, LOS C is anticipated during the AM peak with LOS B in the PM peak. No additional improvements are recommended.

### *Sandy Ridge Road at The Links Drive/Site Access 2*

This existing unsignalized intersection currently operates at LOS C during the AM peak and LOS D during the PM peak. In 2021 no-build conditions without the inclusion of TIP improvements, LOS D is expected in the AM peak and LOS E is anticipated in the PM peak. With the construction of the improvements associated with U-4758, LOS C is expected during both peaks. With the site generated trips added, LOS E is expected during the AM and PM peaks. This LOS is typical for unsignalized intersections during peak periods, but is expected to be short-lived and limited to peak periods. No additional improvements recommended.

### *Sandy Ridge Road at Kendale Road*

This existing unsignalized intersection currently operates at LOS D during the AM and PM peaks. In 2021 no-build conditions without the inclusion of TIP improvements, LOS E and LOS D is anticipated in the AM and PM peaks. With the construction of the improvements associated with U-4758, LOS C is expected during both the peaks. With the addition of site generated trips, LOS D is expected during the AM peak and LOS C is expected to be maintained during the PM peak. No improvements are recommended.

### *Kendale Road at Site Access 3*

In 2021 build conditions, this intersection is anticipated to operate at LOS A during the AM peak and LOS B during the PM peak. No improvements are recommended.

### *Johnson Street at Site Access 4*

This site access is proposed along Johnson Street approximately 1,100 feet south of realigned Sandy Ridge Road/Johnson Street at Site Access 1. The improvements associated with STIP project U-4758 include a median that will restrict this access to right-in / right-out movements. In future build conditions, LOS B is anticipated during the AM peaks with LOS A during the PM peak. Per the City of High Point Ordinance, the following improvement is required:

- Construct a northbound right turn lane along Johnson Road consisting of 100 feet of storage and appropriate taper.

With the improvements in place, LOS B and LOS A is maintained during the AM and PM peak periods, respectively.

Table B summarizes the level of service for the level of service for the study intersections under the 2021 design year scenario.

**Table B – Level of Service Summary  
2021 Phase 2 (Full Build)**

AM Peak	2016 Existing	2021 Future No Build (Without TIP)	2021 Future No Build (With TIP)	2021 Future Build (With TIP)	2021 Future Build (With TIP) + Imp
Sandy Ridge Road/Johnson Street at Site Access 1	F (179.2) EB Approach	F (331.9) EB Approach	F (60.6) EB Approach	F (246.0) EB Approach	C (20.0)
Sandy Ridge Road at The Links Drive/Site Access 2	C (23.1) EB Approach	D (28.1) EB Approach	C (16.9) EB Approach	E (35.6) WB Approach	C (23.4) * WB Approach
Sandy Ridge Road at Kendale Road	D (31.3) WB Approach	E (47.0) WB Approach	C (23.5) WB Approach	D (30.9) WB Approach	
Kendale Road at Site Access 3				A (9.7) EB Approach	
Johnson Street at Site Access 4				B (11.4) WB Approach	B (11.3) WB Approach
PM Peak	2016 Existing	2021 Future No Build (Without TIP)	2021 Future No Build (With TIP)	2021 Future Build (With TIP)	2021 Future Build (With TIP) + Imp
Sandy Ridge Road/Johnson Street at Site Access 1	F (62.6) EB Approach	F (132.2) EB Approach	D (29.0) EB Approach	F (141.5) EB Approach	B (12.8)
Sandy Ridge Road at The Links Drive/Site Access 2	D (27.7) EB Approach	E (36.0) EB Approach	C (21.0) EB Approach	E (36.6) EB Approach	E (36.6) EB Approach
Sandy Ridge Road at Kendale Road	D (25.4) WB Approach	D (34.5) WB Approach	C (18.6) WB Approach	C (22.7) WB Approach	
Kendale Road at Site Access 3				B (10.0) EB Approach	
Johnson Road at Site Access 4				A (9.7) WB Approach	A (9.6) WB Approach

LOS (delay in seconds)

Note for unsignalized conditions, LOS and delay indicates only minor street approach with longest delay

\* Improvement in AM Peak due to upstream metering from signal at Sandy Ridge Road and Johnson Street.

## Level of Service Results (Planning Scenario)

The results of the analysis are discussed by intersection below and presented in tabular format in Table C.

### *Realigned Sandy Ridge Road/Johnson Street at Piedmont Parkway*

In 2040 build conditions, with the construction of the improvements related to U-4758 as well as Piedmont Parkway Extension; this intersection is proposed to become a signalized intersection. In 2040 no-build conditions LOS D is expected during both peak peaks. With the addition of residential development generated traffic, the level of service is maintained during both peak periods. No additional improvements are recommended.

### *Sandy Ridge Road at The Links Drive/Site Access 2*

In 2040 no-build conditions, this existing intersection is expected to operate at LOS C during the AM peak and LOS D during the PM peak. With the addition of residential development traffic to 2040 conditions, LOS E is expected during the AM peak and LOS F is anticipated during the PM peak. It is typical for stop controlled side streets and driveways intersecting major streets to experience longer delays during peak hours. However, delays are expected to be short-lived and limited to the peak hours. The queues created by this delay are expected to be maintained within proposed storage lengths, therefore, no additional improvements are recommended at this intersection.

### *Sandy Ridge Road at John Knox Drive / Relocated Kendale Road*

In 2040 build conditions, it was assumed that the existing Kendale Road and Sandy Ridge Road intersection would be relocated to the south to create a new four-leg, signalized intersection at the existing Sandy Ridge Road and John Knox Drive intersection. In 2040 no-build conditions, LOS B is expected during the AM peak and PM peak. With the addition of residential development generated traffic, the level of service is maintained during AM and PM peak periods. No additional improvements are recommended.

### *Johnson Street at Site Access 4*

In 2040 build conditions, the westbound approach of Site Access 4 is anticipated to operate at LOS C during the AM peak and LOS B during PM peak. No additional improvements are recommended.

**Table C – 2040 Level of Service Summary**

AM Peak	2040 Future No Build	2040 Future Build
Sandy Ridge Road/Johnson Street at Piedmont Parkway	D (39.6)	D (41.5)
Sandy Ridge Road at The Links Drive/Site Access 2	C (21.2) EB Approach	E (47.3) WB Approach
Sandy Ridge Road at John Knox Drive/Relocated Kendale Road	B (17.1)	B (17.6)
Johnson Street at Site Access 4		C (15.5) WB Approach
PM Peak	2040 Future No Build	2040 Future Build
Sandy Ridge Road/Johnson Street at Piedmont Parkway	D (36.2)	D (37.5)
Sandy Ridge Road at The Links Drive/Site Access 2	D (28.6) EB Approach	F (68.2) EB Approach
Sandy Ridge Road at John Knox Drive/Relocated Kendale Road	B (19.4)	B (19.4)
Johnson Street at Site Access 4		B (11.4) WB Approach

### Summary and Conclusion

The proposed Sandy Ridge Road residential development is to be located on the eastern side of Sandy Ridge Road, just south of Kendale Road in High Point, NC. The development is currently planned to include 98 single family detached homes, 170 apartments, 77 villas, and 33 townhome dwelling units. Four new site accesses are proposed in total. Site Access 1 of the development will be accessed off of Sandy Ridge Road and will connect with the proposed realigned Sandy Ridge Road and Johnson Street intersection. An additional site access along Sandy Ridge Road is also proposed to align with its intersection of The Links Drive. The third access will connect to Kendale Road, approximately 1,725 feet southeast of its intersection with Sandy Ridge Road. The fourth site access is proposed along Johnson Street approximately 1,100 feet south of intersection of Johnson Street and realigned Sandy Ridge Road and will be restricted to right-in / right-out movements by a median as planned part of the STIP project U-4758.

DAVENPORT was retained to determine the potential traffic impacts of this development and to identify transportation improvements that may be required to accommodate the impacts of the new development traffic. This development was



analyzed for three design years: 2019, 2021, and 2040 to further understand the site's implications on nearby planned roadway improvements.

Based on trip generation equations published in Trip Generation (Institute of Transportation Engineers, 9th Edition), this development has a trip generation potential of 3,164 daily trips in full build, with 240 trips in the AM peak and 324 net trips in the PM peak.

In conclusion, this study has determined the potential traffic impacts of this development and has identified transportation improvements that will be required to accommodate the impacts of the proposed development traffic in future conditions. The improvements committed by the projects in the vicinity of the site are anticipated to accommodate future traffic adequately in 2040 conditions. The aforementioned improvements should all be constructed in accordance with NCDOT's Policy on Street and Driveway Access to North Carolina Highways. Table D illustrates the recommendations related to this development.

<b>Table D – Recommended Improvement Summary</b>	
<b>2019 Design Year</b>	
Sandy Ridge Road at Johnson Street	No improvements recommended
Sandy Ridge Road at The Links Drive/Site Access 2	In accordance with the City of High Point Driveway Ordinance the following improvements are required: <ul style="list-style-type: none"> <li>• Construct a northbound right turn lane along Sandy Ridge Road consisting of 100 feet of storage and appropriate taper.</li> <li>• Construct a southbound left turn lane along Sandy Ridge Road consisting of 100 feet of storage and appropriate taper.</li> <li>• Construct a westbound left turn lane along Site Access 2 consisting of 100 feet of storage and appropriate taper.</li> </ul>
Sandy Ridge Road at Kendale Road	No improvements recommended
Kendale Road at Site Access 3	No improvements recommended
Sandy Ridge Road/Johnson Street at Site Access 1	Per the City of High Point Driveway Ordinance the following improvements are required: <ul style="list-style-type: none"> <li>• Construct a northbound right turn lane along Johnson Road consisting of 100 feet of storage and appropriate taper.</li> </ul>



**Table D – Recommended Improvement Summary (Continued)**

2021 Design Year	
Sandy Ridge Road/Johnson Street at Site Access 1	No additional improvements recommended
Sandy Ridge Road at The Links Drive/Site Access 2	No additional improvements recommended
Sandy Ridge Road at Kendale Road	No improvements recommended
Kendale Road at Site Access 3	No improvements recommended
Johnson Street at Site Access 4	<p>Per the City of High Point Driveway Ordinance the following improvements are required:</p> <ul style="list-style-type: none"> <li>• Construct a northbound right turn lane along Johnson Road consisting of 100 feet of storage and appropriate taper.</li> <li>• Construct a southbound left turn lane along Johnson consisting of 100 feet of storage and appropriate taper.</li> </ul>
2040 Design Year	
Sandy Ridge Road/Johnson Street at Piedmont Parkway	No additional improvements recommended
Sandy Ridge Road at The Links Drive/Site Access 2	No additional improvements recommended
Sandy Ridge Road at John Knox Drive/Relocated Kendale Road	No improvements recommended
Johnson Street at Site Access 4	No additional improvements recommended

# **Citizens Information Meeting Report Zoning Map Amendment 17-09**

Submitted by: BSC Holdings

## CITIZENS INFORMATION MEETING REPORT

### ZONING CASE ZA

#### SUBMITTED BY BARRY SIEGAL

Minutes for "Citizens Information Meeting" on the rezoning of 71 acres located between Johnson/Sandy Ridge and Kendale Roads.

A letter (see letter and mailing list attached) was sent to citizens who live within 300 feet of the property described below. The letter invited them to attend an informal meeting concerning the rezoning of this tract. The meeting was set for May 1 at 4:30 until 6:30 at the office of Ed Price & Associates.

On Monday afternoon, May 1, at 4:30, Barry Siegal & Amanda Williams for BSC Holdings (future developers for the site) met with the 10 home or land owners. Carol Ferrell, Janet Brown & Ed Price with Ed Price & Associates were also present. A register of the neighbors in attendance is attached.

Barry Siegal began the discussion by showing the neighbors the preliminary neighborhood plan. He explained the future realignment and widening of Sandy Ridge and the future building of Piedmont Parkway through the property. He explained that he will be dedicating Right-of-way for State and City projects. He also described the future points of access into the subject property.

Barry further described the preliminary map as the "master plan" minus 3 acres of future commercial property on the corner of Kendale and Sandy Ridge. Barry Siegal and Amanda Williams explained that Piedmont Parkway would divide the project into two unique products: 1) single family homes south of Piedmont Parkway and 2) villa homes, townhomes, two story apartments and a "lofts" building north of Piedmont Parkway. The multifamily project will be a rental only by BSC Holdings and the single family homes will be built and sold by Royal Homes. The following exhibits were available for review at the meeting: Bubble plan, site plan with

buildings and lots located on it, and a large poster board showing photographs of the exteriors and interiors of the multifamily units along with renderings for the townhome units and a listing of community amenities.

Barry Siegal and Amanda Williams explained to the neighbors that the Land Use Plan had projected the area to be an "Activity Center" (shopping with residential above). The developer will be requesting the City to downsize their zoning to "mixed residential" that will result in lower density (approximately 6 units per acre). They referred to similar developments that they could visit that are like the one they want to build here.

Several of the neighbors asked questions.

1. How annexation would affect his property.
2. Where would the retention pond be located.
3. Would there be a fence built between her property and the development.
4. What were the size of the lots and size of homes to be built.
5. What kinds of exterior material on the homes would be used.
6. Where would the entrance to the single homes to be located.
7. Will the multi-family development be gated.
8. When the first homes would be started.

Answers from the developers:

The annexation would only affect the proposed property. Forced annexation is illegal and the City could not annex property without an owner's consent.

The retention pond would be located in the far most southern corner of the property. There will be an association for the single family homes to take care of the pond, upgraded street lights, and entrance sign.

The building of fences was not a requirement in the ordinance, but a landscaped buffer was. They also discussed the topography and grades of the site. The City would require a "landscaped transition." One homeowner was concerned about the trees on their lot. It was explained that we could not touch anything on her lot.

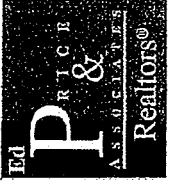
The developer outlined the size of the lots and the sizes of the homes that would be built by Royal Homes of NC. There were some questions about if vinyl siding would be used. The developers stated the homes to built were in the airport overlay zone and that it would probably cause the builder to use hardi plank siding in addition to brick or stone on the exterior.

The single family homes entrance would be located off the throw away road in Piedmont Parkway as well as the exit off of Johnson Street.

The multifamily would be gated at all entrances.

The rezoning of the development should be completed by the end of this summer. The plan should go before Planning and Zoning this month or next month. City Council should rule on the development in June or July. The developer plans to start site work late this fall. Lots will be available a year from now. Construction of homes should begin next summer.

Overall, the tone of the meeting was good and a week after the meeting we have not heard from any neighbors. We did have several phone calls with Tim Webster of Sandy Ridge at River Landing. He met with their residents and he said they were good with the development and excited for more growth out there. They are supportive of the development.



## SIGN IN SHEET

Name	Phone #	Address	Email
1. Fred + Catherine Westmoreland	336-993-3445	245 N. Benton Hill Rd, Colfax NC	27235
2. ROBERT & HELEN HOLLINS	336-672-0727	4531 KENDALE RD. H.P. N.C.	27265
3. CORRIE M.	336 207 -2587	4535 KENDALL	McCorrher@ccair.com <del>McCorrher@ccair.com</del>
4. NEEL MARTIN	336-382-8131	4833 CHILTON WAY	
5. Ralph & Georgina Leone	336-382-4132	4537 Kendall	
6. David Lyall	336-268-1399	4644 Johnson St.	
7.			
8.			
9.			
10.			
11.			
12.			



## Notes from "Citizens Information Meeting"

Developer talked about property to be developed by referring to map.  
He talked about the realignment of Kendale by NC DOT into Sandy Ridge at John Knox.  
He explained that the City and State DOT planned to do some major road work in this area.

During 2021 to 2022 there would be the widening of Sandy Ridge.  
The developer would be dedicating roadway for these projects (Piedmont Parkway and right of way along Sandy Ridge Road).  
The map displayed at the meeting is the master plan

The following are part of NC and High Point DOT's plans:  
Sandy Ridge will be a 4 to 5 lane road.  
Kendal Road will cul-de-sac before it hits Sandy Ridge.  
There will be a stoplight at the John Knox intersection.  
The dark line on the map going through the property is the future pathway of "Piedmont Parkway."  
This must be dedicated. NCDOT and the State will build Piedmont Parkway.  
Wesleyan is dedicating land to be used and to straighten out the intersection of Sandy Ridge at Johnson across from Piedmont Parkway.

Looking at the drawing to the left side of "Piedmont Parkway" developer is proposing to build Villa Homes, Townhomes, Two Story Apartments and a Loft Building.  
There will be three access points into the development.  
One access point will be across from the road into "River Landing" at the Links Drive.  
There will be a full median cut at this point per NC DOT.  
Links Drive leads to the golf course in River Landing.  
John Knox is what the residential traffic uses.  
Developer will be building a two lane throw-away road where the future Piedmont Parkway will be built.

To the right hand side of this road will be single family homes.  
Down in the left hand corner is the retention pond.  
It will handle storm water for the entire area to be developed.  
There will be a cul-de-sac and a right in and right out only onto Johnson due to a median being present.  
There are three homes along Johnson. Developer will give them some land.  
There will be 50 lots in Phase 1 accessed from Piedmont Parkway.  
Then Phase 11 will be built.

There are about 47 acres on The City's land Use Map designated as an "Activity Center".  
This is shopping area with residential above.  
The Developer is requesting the land use plan be downsized to "Mix Residential" with lower density of about 6 units per acre.

The Developer stated to the land owners at the meeting that he would be asking the City to "down zone" their Land Use Map.

There would be no commercial and the density would be half.

Amanda Williams stated that with the rental units cater to two clientele.

One is "baby boomers" who are young and healthy and the other is working professionals that are new to the area.

They will build the Villas and apartments first.

The apartments have no interior stairwells or hallways.

They are upper end with granite counter tops and tile floors.

There will be 77 "Villas" or patio homes.

The patio homes have a 2 or 1 car garage.

The square footage of the Villas is between 1100 and 1700 SF.

They will rent between \$1200 and \$1850 per unit per month.

The rental portion of the development will serve as a stepping stone into "River Landing."

The entrance fee for River Landing is \$150000 for a one bedroom apartment. The dues are \$2700 per month per person.

A potential patron must qualify with assets and health.

Before getting into River Landing you must have \$750000 in assets. Waiting list are 5 years on Villas and 5 years on apartments.

There will be 33 townhomes built with 4 to 5 units per building.

The townhomes will be two story units with 1200 sf to 1500 sf.

They will have garages.

There will be 10 buildings of apartments with 8 units per building.

Four units up and 4 down. All will have private entrances.

The "Loft Building" will be 3 stories high, all brick with elevators.

There will be wide halls with displays of artwork.

This building caters to people who want neighbors for security, health and company.

The property is fully staffed.

The interior and exterior of the units are cared for by the management company.

There are amenities within the building so you rarely need to leave.

The staff will check on a resident if requested to do so.

Barry Siegal and Amanda Williams talked about similar developments in other cities that they have completed.

They explained that any initial concerns of neighbors were alleviated with time and many moved into the facilities as time passed.

The single family homes will be built and sold.

They will be built by "Royal Homes." Royal Homes has been building for 8 years. You can go to the "Cottesmore Neighborhood" in north High Point to see the product that will be built. Construction is now going on in Phase 3 of Cottesmore.

Amanda Williams has floor plans to show.

Some homes will be 2800 sf to 4000 sf.

The price range of this product will be \$250000 to \$375000.

Others will be 2200 sf to 2800 sf and the price range will be \$200000 to \$260000.

Royal Homes presently has a home in the Greensboro Builders Parade of Homes.

The Parade home is located in "Glenstone" at 945 Beesons Field Drive in Kernersville.

The single family homes will have lots that are approximately 70 ft across the front and 140 to 145 ft deep.

The community will be serviced with water and sewer by the City of High Point.

Annexation will be requested.

A major sewer line will be run up the creek bed in the area to service future development.

The Developer will financially contribute to the cost of this project.

Questions from the attendees were:

What will be annexed? How will that affect me?

Where is the pond?

How long will the road be between the rental and to be sold single family home?

How long is the lease agreement on the rentals?

Will there be a fence built as a border behind our homes?

What will be on the exterior of the homes for sale?

How large will the lots be?

Will there be an association?

Will the rental side be gated?

What is the time frame?

Some of the answers follow:

The Developer said that the building of fences was not required but a landscaped buffer would be. Also grading was discussed and the topography of the land.

The City will require a "landscaped transition."

The homes to be built will be in "Noise Cone Three" and that will probably cause the builder to use a lot of "hardi plank" and/or brick on the exterior.

There will be an association for the single family homes to take care of the pond, upgraded street lights and the entrance.

The rental side of the project will be gated.

The rezoning of the development should be completed by the end of this summer.

The plan should go before Planning and Zoning this month or next month.

City Council should rule on the development in June or July.

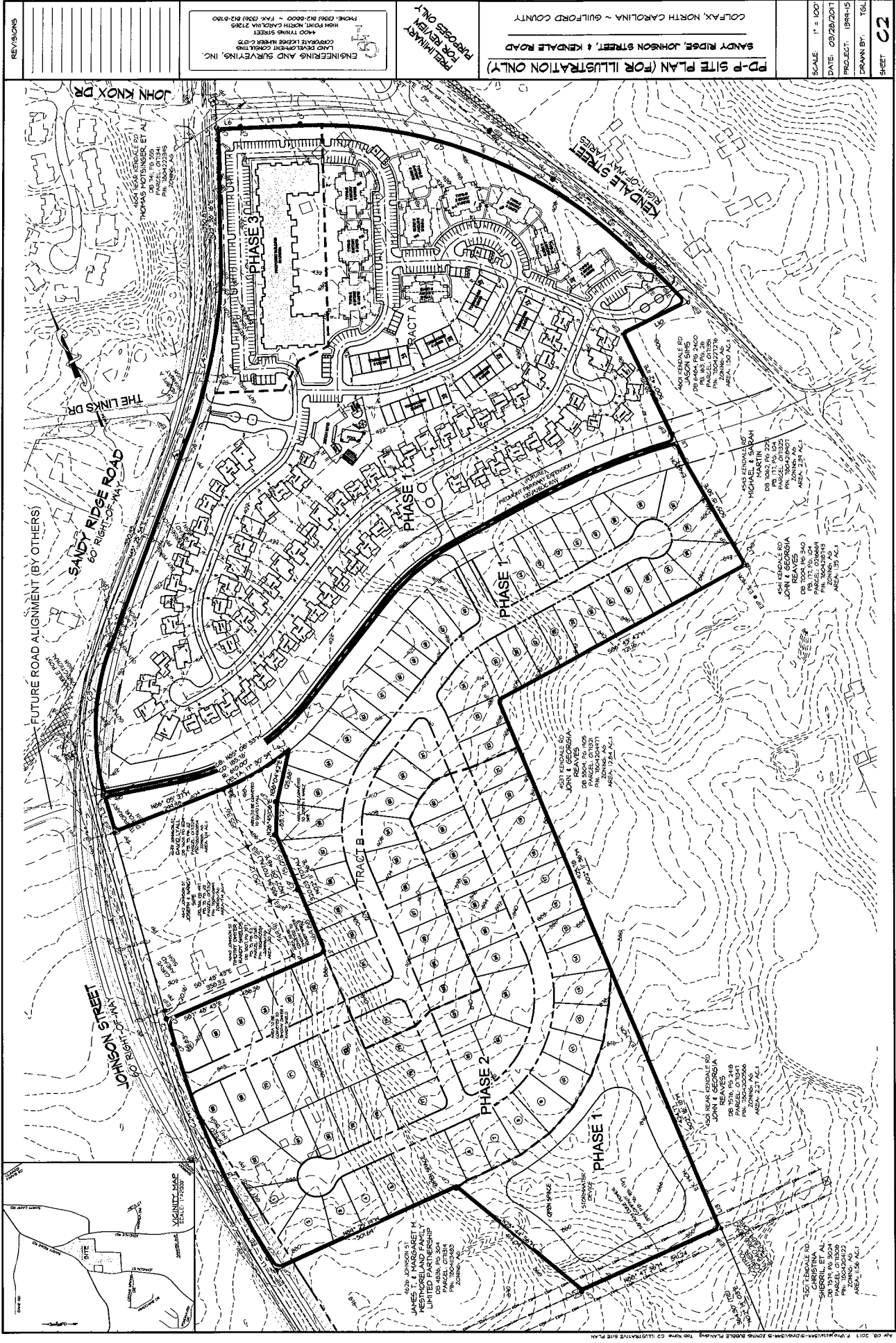
Developer can start site work late this fall.

Lots will be available a year from now.

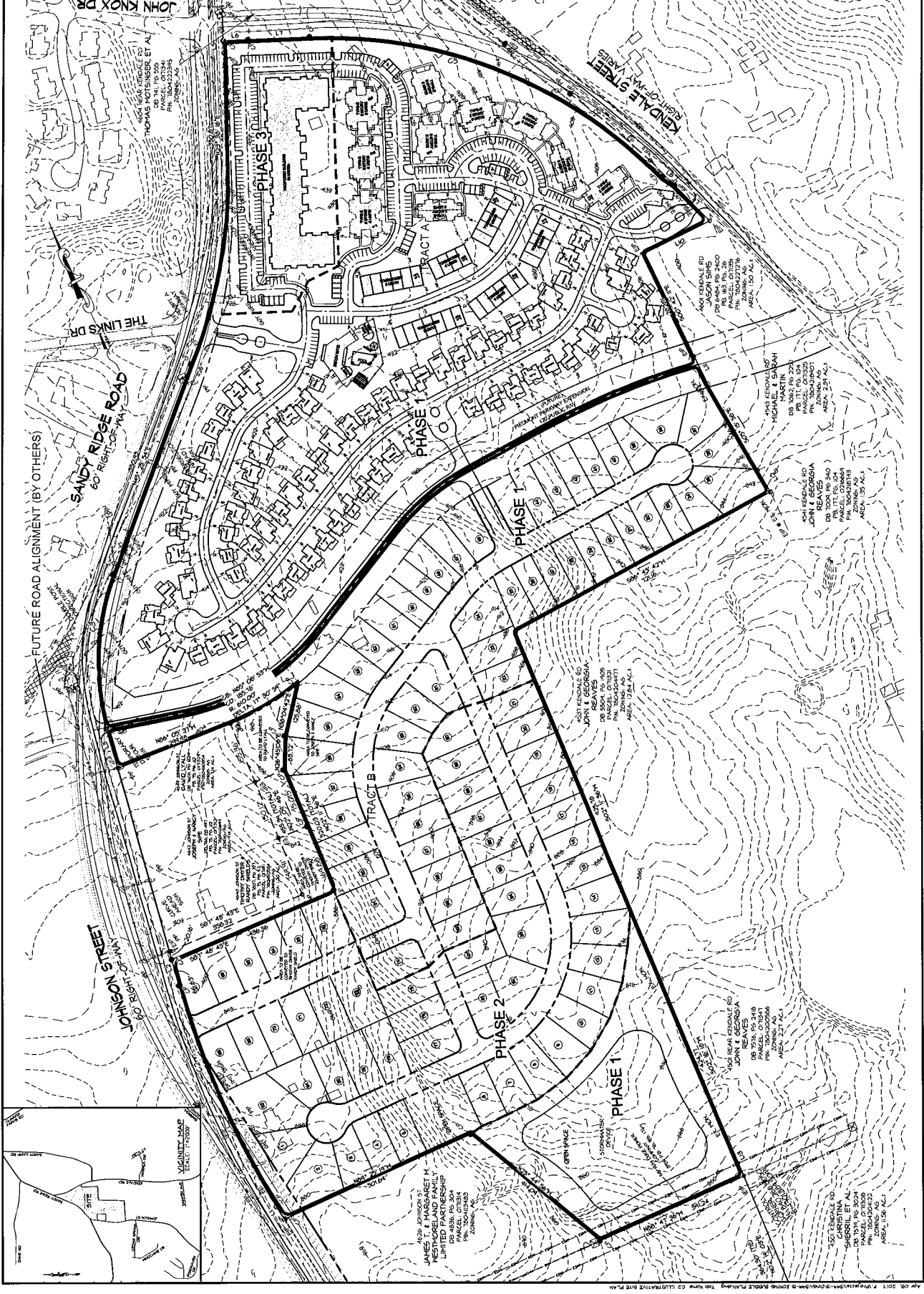
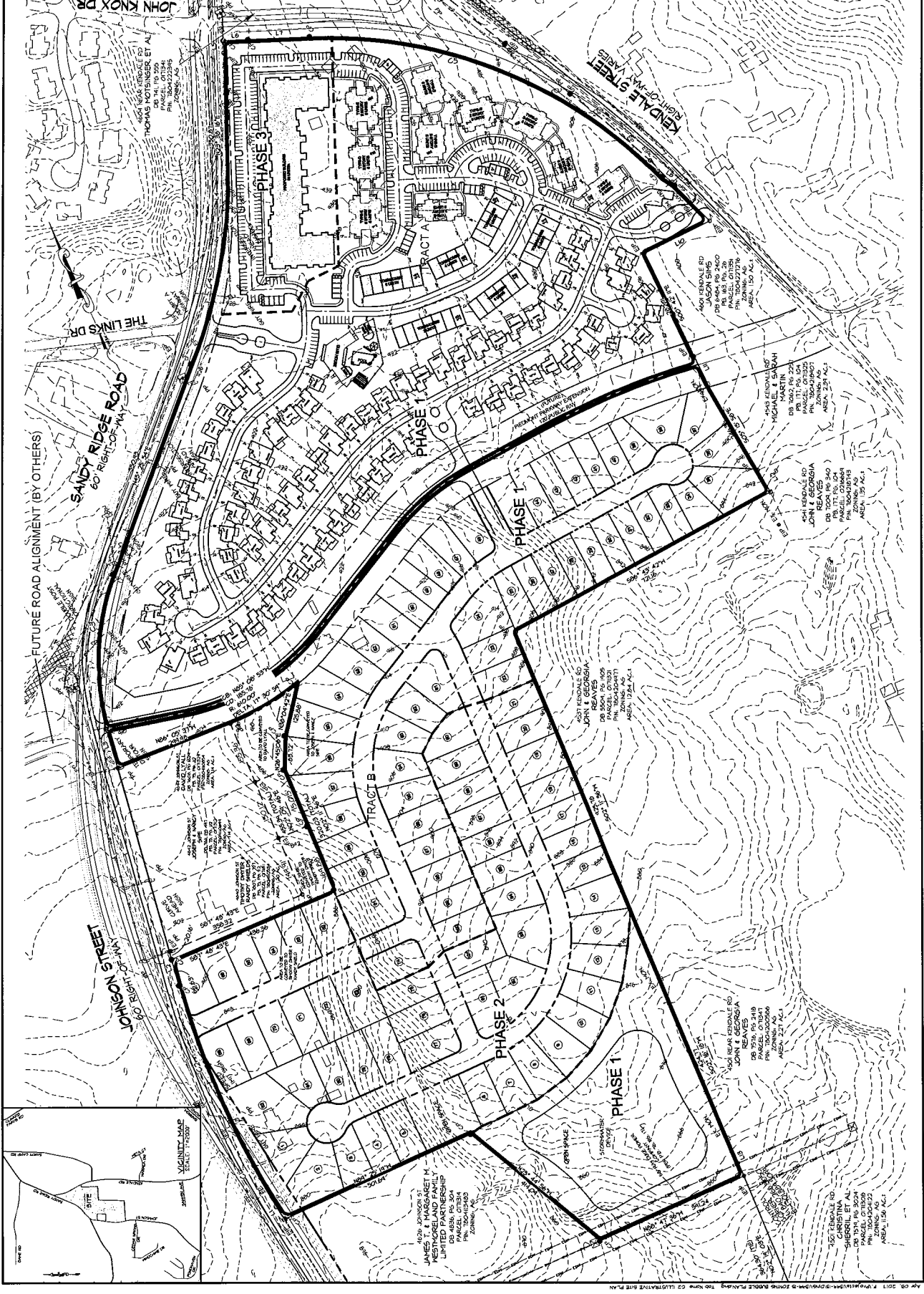
Construction of homes should begin next summer.

It will take two year to finish building.

## **Exhibits shown at the Neighborhood Meeting**



REVISIONS	PRELIMINARY FOR REVIEW PURPOSES ONLY	COLLAPSE, NORTH CAROLINA ~ GUILFORD COUNTY	SCALE: 1" = 100'
			DATE: 08/28/2017
			PROJECT: 1804-15
			DRAWN BY: TGS
			SHEET 02







# **BSC Holdings, Inc.**

P.O. Box 16168  
High Point, North Carolina 27261

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Phone: 336-292-9010  
Fax: 336-632-0207

April 25, 2017

Dear Neighbors,

We would like to invite you to join us for an Open House on Monday May 1<sup>st</sup>, 2017 at the office of Ed Price and Associates Realtors located at 1220 N. Main Street in High Point. The Open House will be from 4:30 pm to 6 pm. The purpose of the Open House is to review with you a future development on 71 acres of land shown on the attached map titled Zoning Map Amendment ZA-17-09.

We have requested the City of High Point to annex the property into the City to connect to water and sewer. We have also filed a rezoning application for a change in the zoning of the property from AG (agricultural) to PD-P (Planned Development-Peripheral).

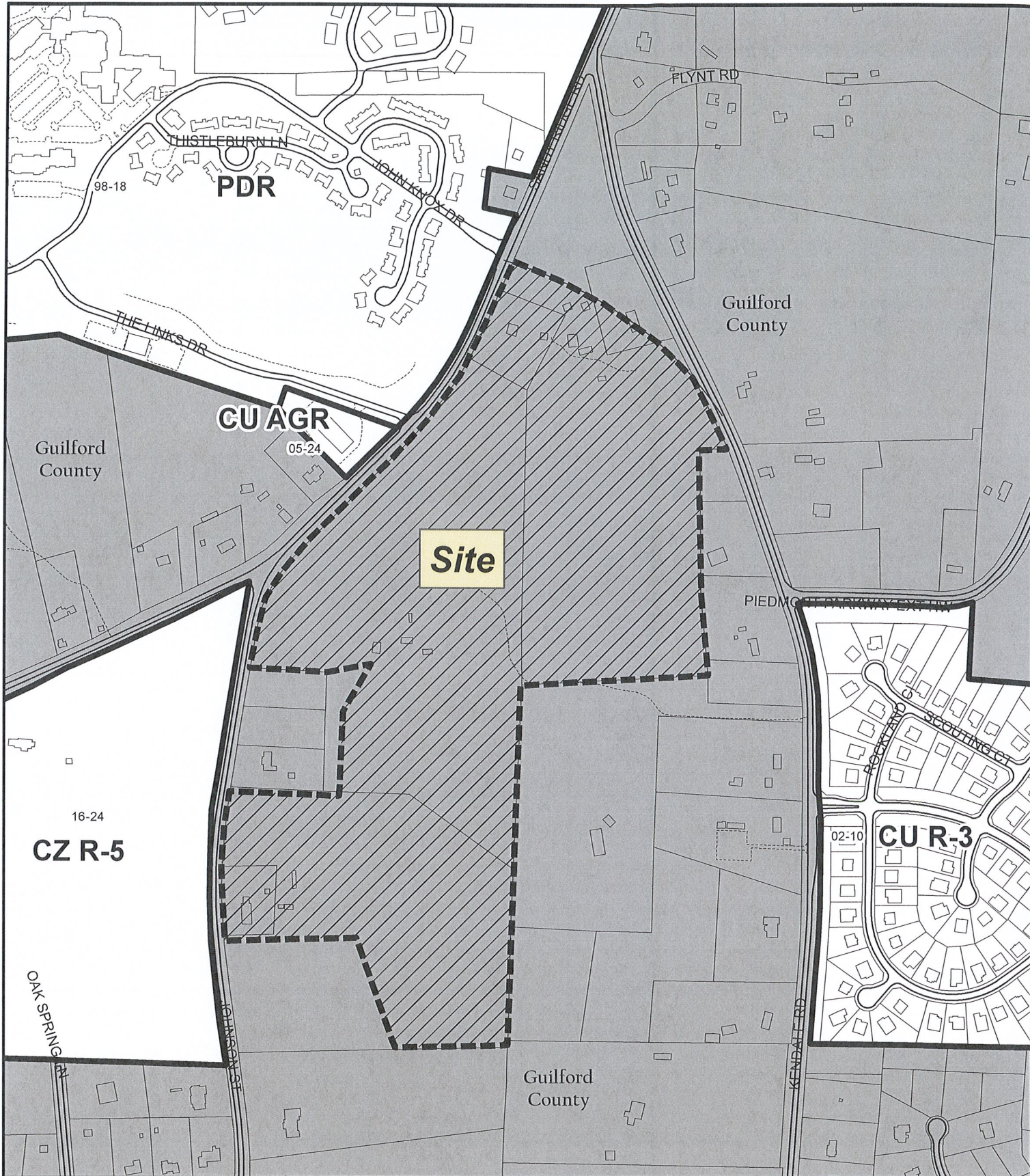
We have applied for a Land Use Amendment to change the current Land Use Plan for this area from an Activity Center with mixed use commercial and residential components and medium density residential (8 to 10 units per acre) to the South and East of the Activity Center. Our request is a downgrade and removes the commercial component permitted in the Land Use Plan, reduces the total number of units permitted, and restricts the use to residential use only.

A preliminary site plan has been prepared which we will have available for review at this meeting along with photos and information for the proposed residential development. We look forward to having you join us to share more details of our plans and to address any questions or concerns you may have. Please park in the parking lot behind the building. The conference room is located upstairs.

Sincerely,

Amanda Williams





## ZONING MAP AMENDMENT ZA-17-09

From: AG (GC)  
To: PD-P

Existing Zoning Boundary  
Subject Property Boundary

Planning & Development  
Department

City of High Point

Date:



Scale: 1"=500'

G:/Planning/Secure/ba-pz/  
2017/pz/za17-09.mxd



ABDULLAH, IZHAR ; KHAN, SAMINA ASLAM  
4601 KENDALE RD  
HIGH POINT NC 27265

BAME, L C JR ; BAME, CHRISTINE G  
4618 KENDALE RD  
HIGH POINT NC 27265

DWYER, TIMOTHY F ; SHIELDS, RANDY L  
4642 JOHNSON ST  
COLFAX NC 27235

HEDGECOCK, CAROLYN W  
4511 KENDALE RD  
HIGH POINT NC 27265

HOLLINS LIVING TRUST ; HOLLINS, ROBERT E  
TRUSTEE ; HOLLINS, HELEN M TRUSTEE  
4531 KENDALE RD  
HIGH POINT NC 27265

JAMES T AND MARGARET M WESTMORELAND  
FAMILY LIMITED PARTNERSHIP  
4626 JOHNSON ST  
COLFAX NC 27235

LEE, CHANG YOUNG ; LEE, OK BOON  
1106 HARTSTONE DR  
COLFAX NC 27235

LYALL, DAVID MARSH  
4644 JOHNSON ST  
COLFAX NC 27235

MARTIN, SARAH R ; CORRIHER, MICHAEL R  
4543 KENDALE RD  
HIGH POINT NC 27265

MINNICH, ROBERT S ; MINNICH, ROBIN D  
4630 KENDALE RD  
HIGH POINT NC 27265

MOTSINGER, D L  
2028 SANDY RIDGE RD  
COLFAX NC 27235

MOTSINGER, THOMAS L ; MOTSINGER, KAREN  
LYNN  
4627 KENDALE RD  
HIGH POINT NC 27265

MOTSINGER, THOMAS LEE ; MOTSINGER, JOHN  
AVERY ; MOTSINGER, L A M DEAN ; MOTSINGER,  
H G M HOLLI  
2028 SANDY RIDGE RD  
COLFAX NC 27235

NUCKLES, VIRGINIA I  
4610 KENDALE RD  
HIGH POINT NC 27265

OWENS, DOUGLAS R ; OWENS, REBECCA O  
4604 JOHNSON ST  
COLFAX NC 27235

PIEDMONT TRIAD AMBULANCE & RESCUE INC  
PO BOX 534  
HIGH POINT NC 27261

PRESBYTERIAN HOMES INC  
2109 SANDY RIDGE RD  
COLFAX NC 27235

PROCO, PATRICIA T ; PROCO, STEVE M  
1849 SANDY RIDGE RD  
COLFAX NC 27235

REAVES, JOHN RALPH ; REAVES, GEORGIA RAY ;  
REAVES, KERRY LANCE  
1435 WHITES MILL RD  
HIGH POINT NC 27265

SHERRILL, CHRISTINA B ; SHERRILL, ELAINE W ;  
SHERRILL, ERIC R ; SHERRILL, WILLIAM R  
4501 KENDALE RD  
HIGH POINT NC 27265

SIPE, JOSEPH M ; SIPE, NANCY W  
4642 JOHNSON ST  
COLFAX NC 27235

STAFFORD, JAMES C ; STAFFORD, WANDA D  
2007 SANDY RIDGE RD  
COLFAX NC 27235

THE PRESBYTERIAN HOMES INC  
2109 SANDY RIDGE RD  
COLFAX NC 27235

WESLEYAN EDUCATION CENTER  
1917 N. CENTENNIAL STREET  
HIGH POINT NC 27262

WESTMORELAND, C REID ; WESTMORELAND,  
CATHARINE B  
245 N BUNKER HILL RD  
COLFAX NC 27235

WESTMORELAND, JAMES T ; JAMES & MARGARET  
WESTMORELAND FAMILY LIMITED PARTNERSHIP  
4626 JOHNSON ST  
COLFAX NC 27235