

CITY OF HIGH POINT

AGENDA ITEM



Title: Zoning Map Amendment 20-07
(Keystone Group, Inc.)

From: Lee Burnette, Planning & Development
Director

Meeting Date: July 20, 2020

Public Hearing: Yes

Advertising Date: July 8, 2020, and
July 15, 2020

Attachments: A. Staff Report
B. Zoning Ordinance

Advertised By: Planning & Development

PURPOSE:

A request by Keystone Group, Inc. to rezone approximately 114.79 acres from the Planned Unit Development - Residential (PDR) District to an amended Planned Unit Development – Residential (PDR) District. The site is lying along the south side of Boylston Road, approximately 1,300 feet west of Adkins Road.

BACKGROUND:

The Planning and Zoning Commission reviewed this request at their June 23, 2020 regular meeting and took final action when the meeting was reconvened on June 25, 2020. On the date of final action, all members of the Commission were present except for Mr. Thad Juszczak. Mr. Herbert Shannon, Senior Planner, presented the case and recommended approval of the request as outlined in the staff report.

Speaking on the request:

The applicant's representative, Ms. Judy Stalder, 665 N. Main Street, High Point, was in attendance remotely. Ms. Stalder spoke in favor of the request. Ms. Stalder said that the overall density of the development would increase by a little less than one (1) unit per acre. She also noted that more than \$400,000 in transportation improvements have already been made, including a left turn lane off Boylston Road, and that they are confident the transportation network is going to support the size of the development. She added that the property owners that have already purchased a home in the tracts under development will not see an increased density in their immediate neighborhood as a result of the request.

The following members of the public provided comments in opposition to the request. Mr. Jim Hedgecock, 8857 Boylston Road (via phone); Ms. Toni Bjurstrom (via e-mail); Mr. Linus Newsome, 8817 Boylston Road (via phone) and Mr. Ray Gorrell, 919 Quail Meadow Lane (via e-mail). A summary of their issues of concern are as follows:

- Request to postpone hearing until it can be held in person.
- Concern with increase in traffic and infrastructure needed to support the increase number of homes.
- Recommend the developer reduce number of homes to add more common areas, nature trail and to retain more trees to help with water drainage.
- In 2016, the Planning and Zoning Commission recommended reducing the number of homes in the development from 450 to 300 when it deemed the requested number too many.

- Existing retention pond has caused some properties to become waterlogged and stormwater runoff will negatively impact the water quality within the watershed.
- Development is inconsistent with the character of the surrounding properties that are in the county.

Prior to acting on this request the Commission had a lengthy discussion on this proposal. Summary of comments from this discussion are as follows:

- Member Stone noted that she is uncomfortable with the requested 25 percent (25%) increase in density and that the Commission can't address public comments in person.
- Member Kirkman expressed concern with the developer previously agreeing to a certain number of units and then coming back to add additional units. However, he stated that he understood the developer was responding to changes in market conditions.
- Member Swift expressed concerns about the traffic in response to a public comment that was received about it already being difficult for residents to get out of the development with only one-third of the development being constructed.
- Member Walsh stated that it would be difficult for the developer to reach 402 units given the difficult topography of the site.
- Member Wheatley said that the Traffic Impact Analysis and traffic improvements were made with 450 units in mind and they are under that threshold, and may not even build 402 units.

BUDGET IMPACT:

There is no budget impact.

RECOMMENDATION / ACTION REQUESTED:

A. Staff Recommendation

Staff recommended ***approval*** of this request as outlined in the attached staff report.

B. Planning and Zoning Commission Action

1. The Planning and Zoning Commission recommended ***approval*** of this request, as recommended by staff, by a vote of 6-1, with Ms. Stone voting in opposition.

2. **Consistency and Reasonableness Statements**

The Planning and Zoning Commission voted 6-1 to approve the following statement:

That Zoning Map Amendment 20-07 is consistent with the City's adopted policy guidance because both the adopted Land Use Plan and Northwest Area Plan designate this as Low Density Residential, which is a land use classification that supports densities up to 5 units per acre. Furthermore, the request is reasonable in public interest because the impacts are mitigated from the requested increase in dwelling units, which would be a maximum of 102 additional dwelling units increasing the planned development to a maximum of 3.5 units per acre.

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

**STAFF REPORT
ZONING MAP AMENDMENT ZA-20-07
June 23, 2020**

Request	
Applicant: Keystone Group, Inc.	Owners: Keystone Group, Inc. and various property owners within the Northborough Subdivision
Zoning Proposal: To amend the approximately 114.79-acre planned development	From: PDR Planned Unit Development – Residential District
	To: PDR Planned Unit Development – Residential District

Site Information	
Location:	The site is located along the south side of Boylston Road, approximately 1,300 feet west of Adkins Road.
Tax Parcel Number:	Guilford County Tax Parcels 168988 through 90, 168996, 168999, 169000, 169008 through 13, 169016, 169017, 169020, 169025, 169030, 169031, 169033, 169035, 169036, 171017, 171078, 171082, 171083, 171160 through 68, 171172 through 81, 218873, 227973 through 228010, 229940 through 63 and 230745 through 55.
Site Acreage:	Approximately 114.79 acres
Current Land Use:	Single family detached dwellings, twin home dwellings, townhome dwellings and undeveloped parcels
Physical Characteristics:	The site has a moderate to severely sloping terrain. A perennial stream, the W. Fork Deep River, bisects the western third of the site and a FEMA classified floodway; 100-year flood plain and 500-year flood plain are lying along both sides of the stream. Additionally, a 50-foot-wide Piedmont Natural Gas right-of-way transects the northeastern corner of the site near Sweetmeadow Road.
Water and Sewer Proximity:	A 16-inch City water line lies adjacent to the site along Boylston Road and an 18-inch City sewer line runs through the site along the east side of the stream. As part of development of the initial phases of this subdivision, an 8-inch City water line and an 8-inch City sewer line was installed in the public streets within the subdivision.
General Drainage and Watershed:	The eastern two-thirds of the site drain in a general southwesterly direction toward the stream and the western third of the site drains in an easterly directly toward the stream. Development is subject to the Oak Hollow Lake GWA 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.
Overlay Districts:	Oak Hollow Lake General Watershed (GWA) Airport Overlay – Zone 3

Adjacent Property Zoning and Current Land Use			
North:	AG	Agricultural District (<i>Guilford County</i>)	Single family dwellings
South:	AG	Agricultural District (<i>Guilford County</i>)	Single family dwellings and undeveloped parcels
East:	RS-40	Residential Single Family-40 District (<i>Guilford County</i>)	Single family dwellings
West:	AG	Agricultural District (<i>Guilford County</i>)	Undeveloped

Relevant Land Use Policies and Related Zoning History	
Community Growth Vision Statement	<p>The following goals and objectives of the Community Growth Vision Statement are relevant to this request:</p> <p><u>Obj. 1B</u>: Preserve and link environmentally sensitive lands such as floodplains, wetlands and steep slopes.</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>
Land Use Plan Map Classification:	<p>The site currently has three land use designations:</p> <ul style="list-style-type: none"> • Low Density Residential: These areas include primarily single family detached dwellings on individual lots. Development densities in these areas shall not exceed five dwelling units per gross acre. • Recreation/Open Space: Lands for recreation or open space are included in this classification, offering either active use or passive enjoyment and environmental protection. • Future Growth Area: This classification includes environmentally sensitive lands, rural subdivisions and agricultural or undeveloped areas lacking public water and sewer and other municipal facilities, infrastructure and services. These lands are not intended for development within the five-year timeframe of this adopted Land Use Plan, but shall await reevaluation during the next scheduled Major Five-Year Review process or a Plan Amendment before they can be reclassified to an appropriate land use category supportive of urban development. So long as any land remains classified as a Future Growth Area, such land shall not be approved for development by the City nor considered for annexation, the extension of water or sewer or the provision of other municipal facilities, infrastructure or services.
Land Use Plan Goals, Objectives & Policies:	<p>The following goals and objectives of the Land Use Plan are relevant to this request:</p> <p>Goal #1: Ensure that development respects the natural environment.</p> <p>Goal #3: Provide a wide range of housing opportunities for families of all income levels.</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. #2. Protect and preserve environmentally sensitive locations including designated open space and watershed critical areas from inappropriate development.</p>

	Obj.#5. Maintain an appropriate balance between the size, location and density of new development and the availability and demands upon the public services and facilities required to serve that development.
Relevant Area Plan:	<p><u>Northwest Area Plan:</u> This plan, adopted in 2011, recommends that the ultimate land use designation for the developable portions of the site be Low Density Residential. The following goals and objectives from the plan are also relevant to this request:</p> <p><u>Goal 1:</u> Protect the natural environment and its many features.</p> <ul style="list-style-type: none"> Obj. 1a: Preserve streams, wetlands and steep slopes through the siting of development in appropriate locations. <p><u>Goal 2:</u> Achieve high quality development in the built environment.</p> <ul style="list-style-type: none"> Obj. 2d: Provide for residential development at a variety of densities and affordability levels. <p><u>Goal 3:</u> Create a fully integrated transportation system that recognizes and accommodates a wide variety of transportation needs and users.</p> <ul style="list-style-type: none"> Obj. 3b: Provide intra-and inter-development transportation connectivity via streets, sidewalks, greenways and less formal trails.
Zoning History:	<p>Lands associated with this zoning request were part of two zoning map amendment requests in 2015. The first request, ZA-15-16, proposed a 450-unit mixed residential development under the PDR district. The Planning and Zoning Commission and the City Council denied this request. Primary issues of concern were:</p> <ol style="list-style-type: none"> <u>Density:</u> The proposal for 450 dwelling units was too high. <u>Construction traffic:</u> Restrict construction vehicles from using side streets (Sweetmeadow Road and Quail Meadow Lane). <u>Location of the western stub street:</u> What is easiest and most cost-effective for the developer versus impact on nearby property owners. <p>Later in 2015, the applicant resubmitted this application under ZA-15-21 and amended conditions and the Master Plan to address concerns raised from the previous request. The density of the development was reduced from 450 to 300 dwelling units. Also, access conditions were revised to install improvements at the Boylston Road entrance and to clarify construction vehicle access. Based on these changes, the revised submittal received a favorable recommendation from the Planning and Zoning Commission and was approved by the City Council in March 2016.</p>

Transportation Information			
Adjacent Streets:	Name	Classification	Approx. Frontage
	Boylston Road	Minor Thoroughfare	400 feet
	Sweetmeadow Road	Local	70 feet
	Quail Meadow Lane	Local	80 feet
Vehicular Access:	Via recently installed public street connection from Boylston Road, Sweetmeadow Road and Quail Meadow Lane		
Traffic Counts: (Average Daily Trips)	Boylston Road	1,200 ADT (NCDOT 2017 trip count)	
	Sweetmeadow Road	N/A	
	Quail Meadow Lane	N/A	

Estimated Trip Generation:	Based on allowable number of dwelling units, the following number of vehicular trips are estimated to be generated: 450 dwelling units———3,692 trips per day (number used in TIA study) 402 dwelling units———3,174 trips per day (new proposal ZA-20-07) 300 dwelling units———2,792 trips per day (current approval ZA-15-21)		
Traffic Impact Analysis (TIA):	Required		TIA Comments
	<u>Yes</u>	<u>No</u> X	The previous TIA from 2015 is still applicable and a new study is not required. There are no proposed changes to transportation-related conditions and conditioned improvements are in the process of being installed.
Conditions:	All transportation-related conditions from ZA-15-21 shall still be required to be met.		

School District Comment				
Guilford County				
Local Schools:	Enrollment: 2019 – 2020 (20 th day of class)	Maximum Design Built Capacity: (2019 – 2020):	Mobile Classrooms:	Projected Additional Students:
Colfax Elementary	679	912	7	111 - 113
Southwest Middle	1,202	1,223	10	57 - 59
Southwest High School	1,623	1,506	11	51 - 53
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. Built capacity assumes 30 students per core academic classroom and is not inclusive of capacity reduction from programmatic utilization.				

Planned Development District Overview

The purpose of the Planned Development (PD) zoning district is to encourage the most economical and efficient development (or redevelopment) of land under unified ownership. This is an optional form of land development designed to permit multiple housing types or land uses that are planned for and controlled by a master plan. The main advantage of a PD zoning district is the design flexibility afforded it through the Development Ordinance. Specific Development Ordinance standards pertaining to density, size, location and arrangement of buildings and structures, lot dimensions and landscaping are set aside and replaced by those specifically approved with the PD district. However, the scale and setbacks of buildings and structures within 150 feet of the perimeter of the PD District shall be in harmony with development on adjacent lands.

Details of Proposal

This Zoning Map Amendment proposes to amend conditions of a previously approved planned development that was granted PDR District approval in March 2016, which was prior to the adoption of the current Development Ordinance. The current Development Ordinance permits amendment of a former Planned Development District using the standards of the previous Development Ordinance.

This previously adopted PDR District included a master plan and zoning conditions allowing up to 300 dwelling units consisting of a mixture of single family, twin home and townhome dwellings. The applicant has requested to amend the previous zoning approval to increase the development's allowable number of dwelling units from 300 to 402. This would increase the maximum allowable

density for the development from 2.6 units per acre to 3.5 units per acre. All other conditions from the previous zoning approval is being carried forward into this amended request. Below is a summary of allowable uses, development density and proposed changes.

Tracts	Acreage	Uses	Units	Proposed changes
Tract A	12.2± ac	Single family dwellings or Clubhouse and amenity area	40 dwelling units	None
Tract B	24± ac	Single family dwellings	120 dwelling units	Allowable dwelling units reduced to 96
Tract C	11.9± ac	Single family, twin home or townhome dwellings	80 dwelling units	None
Tract D	13.8± ac	Single family, twin home or townhome dwellings	110 dwelling units	None
Tracts E-1 & E-2	24.5± ac	Single family, twin home or townhome dwellings	160 dwelling units	None
Tract F	3.9± ac	Clubhouse and amenity area or single family, twin home or townhome dwellings	30 dwelling units	Allowable dwelling units reduced to 28

Approximately 90.3 acres are within the individual tracts. The remaining 24.4 acres consist of road right-of way and environmentally sensitive areas that will be in a common area tract.

Although the sum of all units listed above exceeds 402 units, the overall development is limited to a maximum of 402 dwelling units. This allows the developer flexibility in the manner in which individual tracts may be developed.

Staff Analysis

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 items noted below. Based on the applicant's submittal and proposed conditions the Planning and Development Department offers the following comments relative to these ordinance considerations.

Consistency with Adopted Policy Guidance

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

Both the adopted Land Use Plan and Northwest Area Plan designate this area as Low Density Residential, which is a land use classification that supports densities up to 5 units per acre.

Reasonableness/Public Interest:

Why a decision to approve, or to deny, the proposed planned development district would be reasonable and in the public interest.

The impacts are mitigated from the requested increase in dwelling units, which would be a maximum of 102 additional dwelling units increasing the planned development to a maximum of 3.5 units per acre.

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.

The requested amendment does not change previously approved compatibility findings from the initial zoning approval. There is no change in the type of residential uses allowed, no changes in development standards for allowable residential uses and no changes in the maximum number of dwelling units permitted in the various individual tracts.

Consistency with PD District Standards

This proposal for an amended PDR District meets the standards of the PD District.

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.

- ❖ Except for an increase in the maximum development density, all conditions and development standards from the prior approval are being carried forward in this new request. The requested amendment does not add any new vehicular access points, does not change the uses or configuration of various tracts, and does not increase the previously approved allowable number of dwelling units permitted within individual 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 General Watershed Area. Development of the site is subject to the environmental standards of the Development Ordinance. Furthermore, where a perennial stream and flood plain bisect the site, there is no change to the Master Plan, which continues to depict an approximately 350 to 500-foot wide flood zone area that is being preserved within the common area/open space recreation area of the development.

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.

- ❖ The site is within an area served by City of High Point utilities and services. As part of the initial development of Tracts F and B, public streets, water and sewer services was extended internally into the site.
- ❖ Previously approved transportation improvements are in the process of being completed. This includes installing turn lanes at the Boylston Road entrance into the development and connection of the internal road network of the development to abutting stub streets.

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

- ❖ Except for the requested increase in the maximum development density, this requested amended PDR District carries forward all the previously adopted zoning conditions. There is no change in the type of residential uses and no increase in the allowable number of dwelling units permitted within the individual tracts.
- ❖ The proposed new PDR district master plan does not change the boundary or configuration of the various residential tracts. Lower intensity single-family tracts are still situated toward the eastern half of the site next to smaller single family lots and the more intensive twin home/townhome tracts are still situated toward the interior of the site or next to larger lots that are 5 acres or greater in area.

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.

Primary changes in this portion of the City's Planning Area have been the extension of City utility lines (water and sewer lines), which were installed in 2009. The availability of these utilities have opened this northwestern portion of the City's Planning Area to development.

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.

The adopted Land Use Plan and Northwest Area Plan both support residential development at a density up to five units per acre for this area.

Recommendation

Staff Recommends Approval

The Planning and Development Department recommends approval of the request to amend this 114.79-acre PDR District.

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

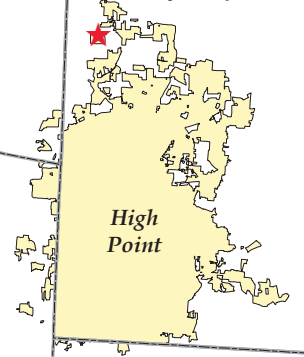
This report was prepared by Planning and Development Department staff member Herbert Shannon Jr. AICP, Senior Planner, and reviewed by Chris Andrews AICP, Development Services Administrator and G. Lee Burnette AICP.

LOCATION MAP

ZONING MAP AMENDMENT: ZA-20-07

Applicant: Keystone Group

Vicinity Map



Site



SANDY RIDGE RD

Guilford County

Forsyth County

Guilford County

City of Greensboro

Guilford County

WILLARD DAIRY RD

SKET CLUB RD

W WENDOVER AV

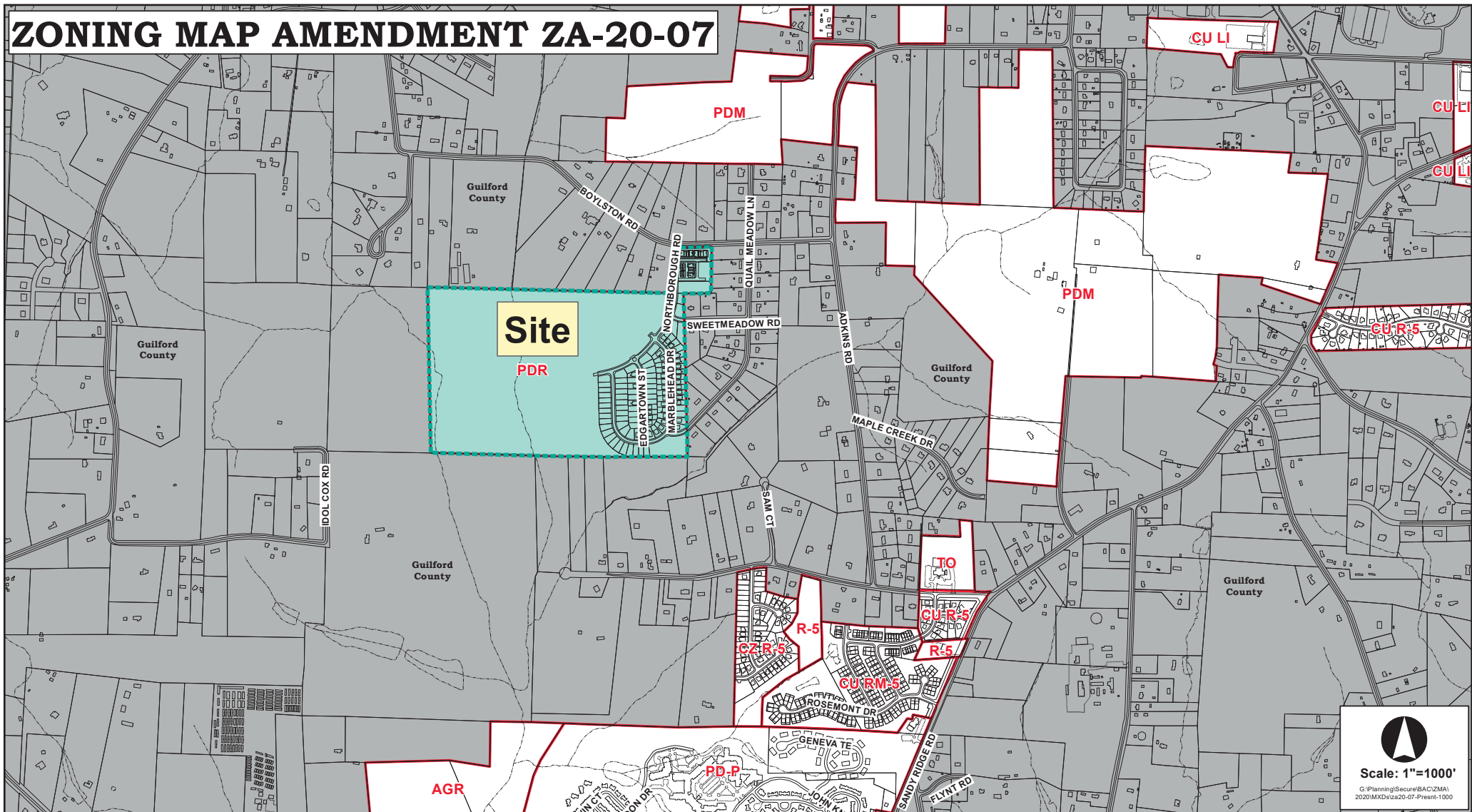
City of High Point



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ZONING MAP AMENDMENT ZA-20-07



ZONING MAP AMENDMENT ZA-20-07

PDM

PDR

Site

Guilford County

BOYLSTON RD

QUAIL MEADOW LN

NORTHBOROUGH RD

SWEETMEADOW RD

ADKINS RD

MAPLE CREEK DR

SAM CT

MARBLEHEAD DR

EDGARTOWN ST

IDOL COX RD

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PDM

Guilford
County

Site

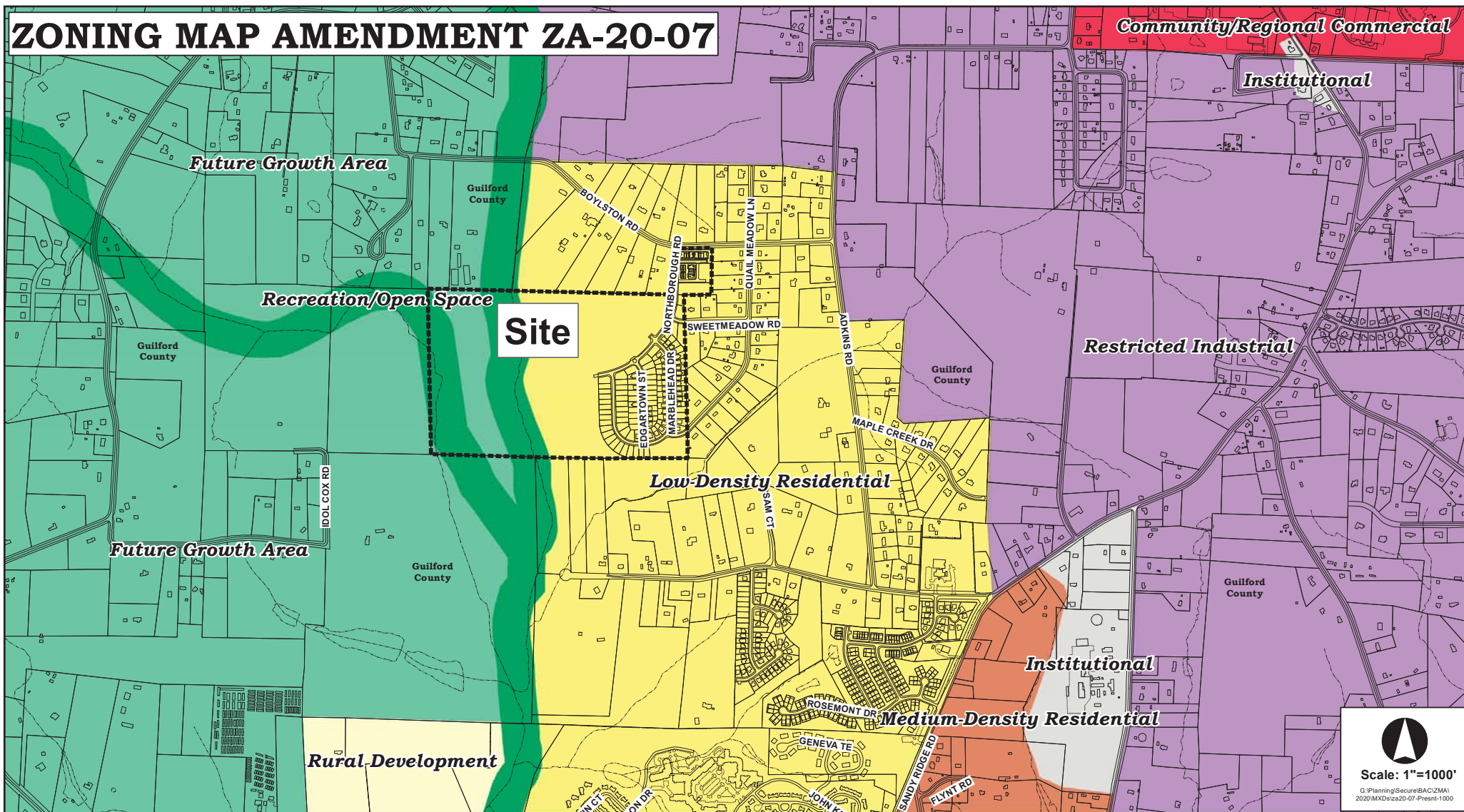
SWEETMEADOW RD

Guilford
County

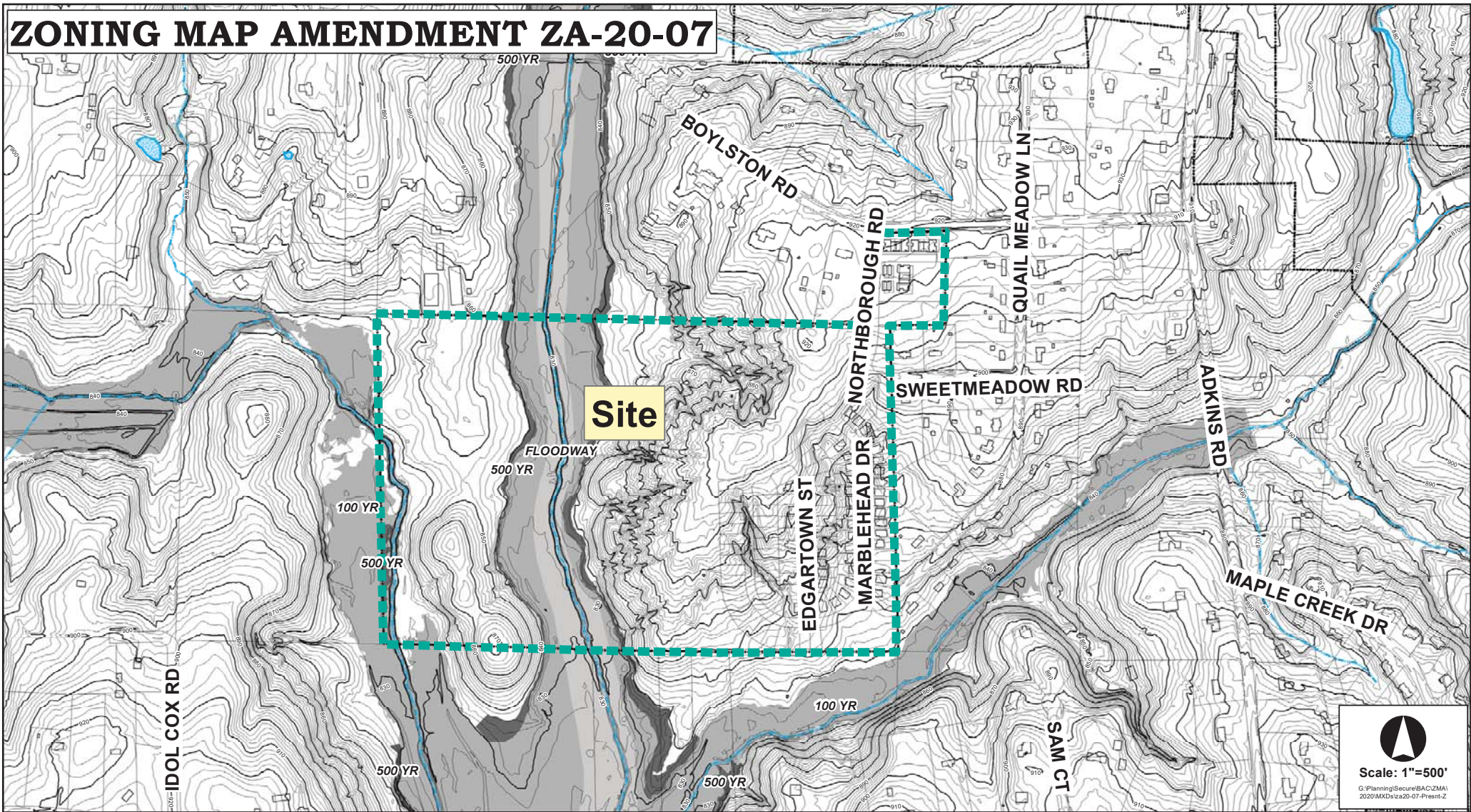


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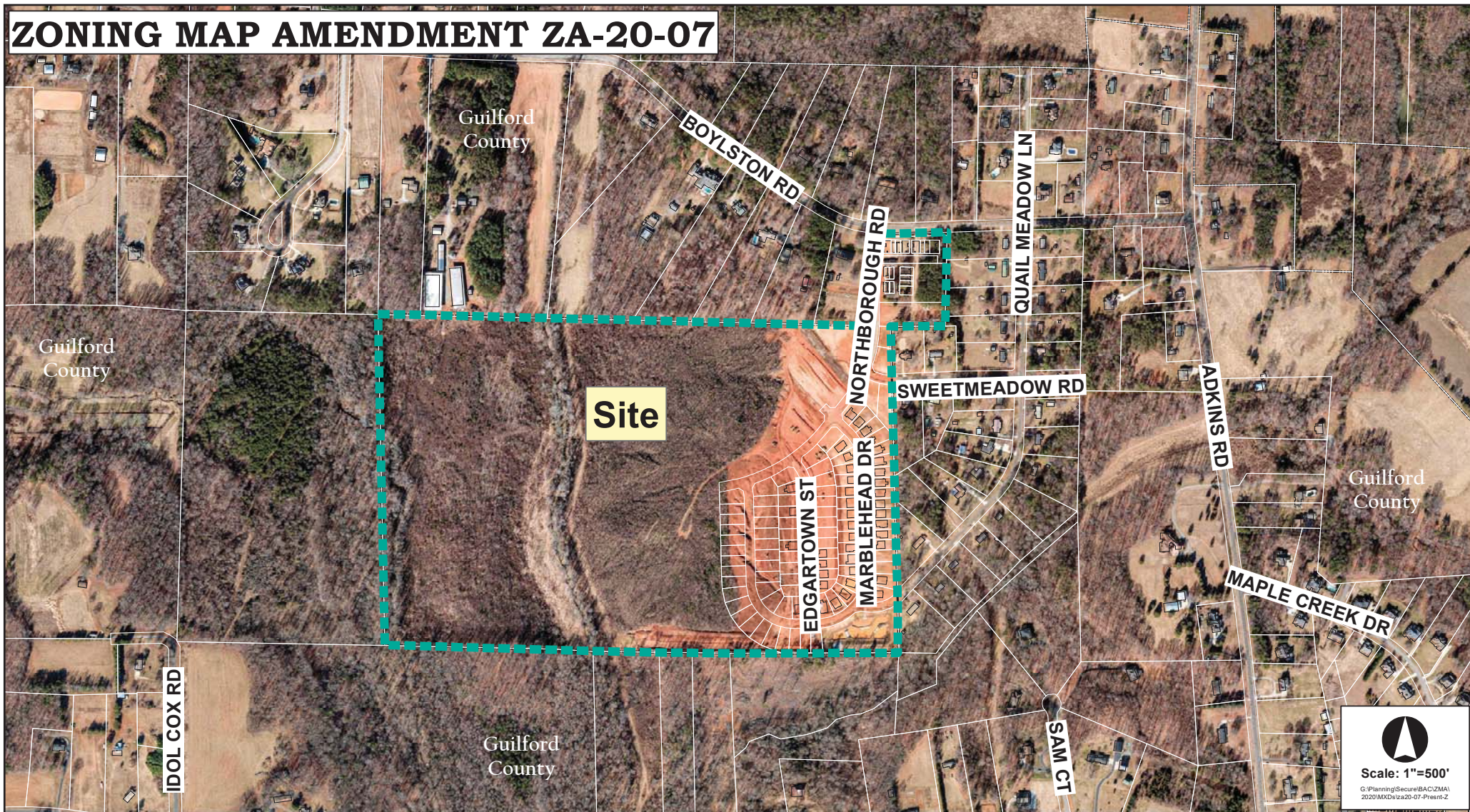
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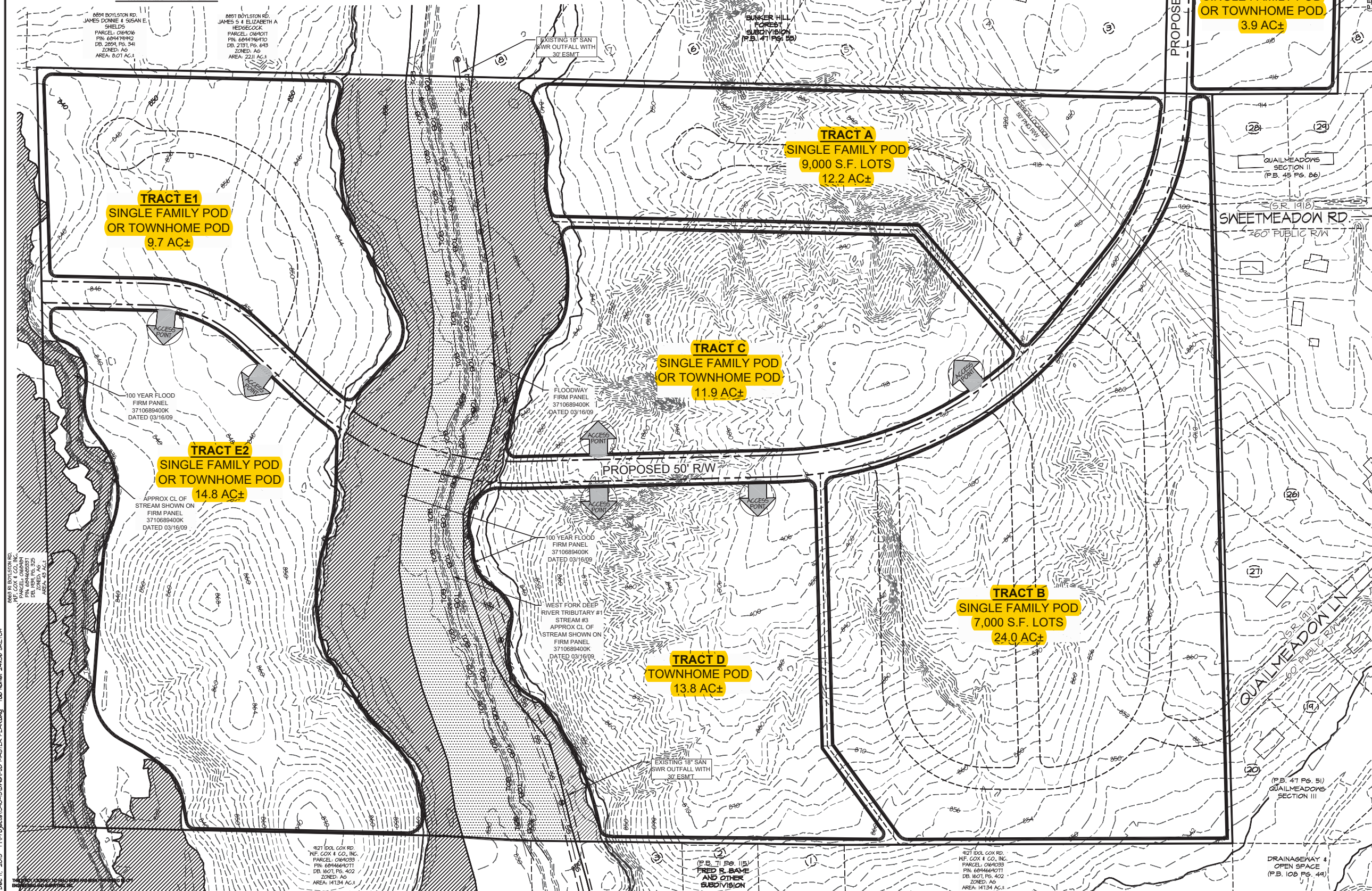
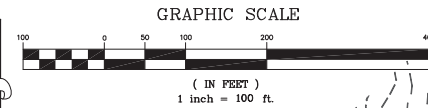
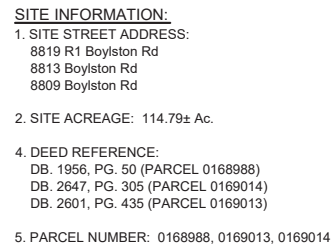
ZONING MAP AMENDMENT ZA-20-07



ZONING MAP AMENDMENT ZA-20-07




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AN ORDINANCE AMENDING “THE CITY OF HIGH POINT, NORTH CAROLINA DEVELOPMENT ORDINANCE,” PURSUANT TO SECTION 2.4.20, 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 23, 2020 and before the City Council of the City of High Point on August 3, 2020 regarding **Zoning Map Amendment Case 20-07 (ZA-20-07)** 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 14, 2020, for the Planning and Zoning Commission public hearing and on July 22, 2020 and July 29, 2020, 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 **xxxxxxx,xx, 2020.**

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 Unit Development – Residential (PDR) District.** The property is approximately 114.79 acres lying along the south side of Boylston Road, approximately 1,300 feet west of Adkins Road. The property is also known as Guilford County Tax Parcels **169000, 169008 thru 13, 169016, 169017, 169020, 169025, 169030, 169031, 169033, 169035, 169036, 168988 thru 90, 168996, 168999, 171017, 171078, 171082, 171083, 171160 thru 68, 171172 thru 81, 218873, 227973 thru 228010, 229940 thru 63 and 230745 thru 55.**

SECTION 2

That the property herein described shall be perpetually bound by the following use(s) authorized and condition(s) imposed, unless subsequently changed or amended as provided for by the Development Ordinance.

Part I. USES:

A. Tract A:

1. Only single family detached dwelling units as allowed in the **Residential Single Family - 5 (R-5) District** ~~Residential Single Family 9 (RS-9) 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. Clubhouse and recreational amenities customary to residential uses.

- B. Tract B: Only single family detached dwelling units as allowed in the **Residential Single Family - 5 (R-5) District** ~~Residential Single Family 7 (RS-7) 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.
- C. Tract C:
1. Only single family detached dwelling units as allowed in the **Residential Single Family - 5 (R-5) District** ~~Residential Single Family 7 (RS-7) 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.
- OR
2. Only twin homes and townhomes as allowed in the **Residential Multi-Family - 16 (RM-16) District** ~~Residential Multifamily 8 (RM-8) District~~ and their customary accessory uses shall be permitted, subject to the development and dimensional requirements of the Development Ordinance except Minimum **Street Setback (front and side) Building Lines** shall be 15 feet ~~for front setbacks, 15 feet for side street setbacks,~~ and 20 feet for minimum driveway length as measured from property line, and the specific conditions listed in this Ordinance.
 3. The tract shall be developed in its entirety as either a single family subdivision (with single family detached dwellings); or as a townhome/twin home subdivision. There shall be no mixture of dwelling types.
- D. Tract D: Only twin homes and townhomes as allowed in the **Residential Multi-Family - 16 (RM-16) District** ~~Residential Multifamily 8 (RM-8) District~~ and their customary accessory uses shall be permitted, subject to the development and dimensional requirements of the Development Ordinance except Minimum **Street Setback (front and side) Building Lines** shall be 15 feet ~~for front setbacks, 15 feet for side street setbacks,~~ and 20 feet for minimum driveway length as measured from property line, and the specific conditions listed in this Ordinance.
- E. Tract E-1:
1. Only single family detached dwelling units as allowed in the **Residential Single Family - 5 (R-5) District** ~~Residential Single Family 7 (RS-7) 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.
- OR
2. Only twin homes and townhomes as allowed in the **Residential Multi-Family - 16 (RM-16) District** ~~Residential Multifamily 8 (RM-8) District~~ and their customary accessory uses shall be permitted, subject to the development and dimensional requirements of the Development Ordinance except Minimum **Street Setback (front and side) Building Lines** shall be 15 feet ~~for front setbacks, 15~~

~~feet for side street setbacks,~~ and 20 feet for minimum driveway length as measured from property line, and the specific conditions listed in this Ordinance.

3. The tract shall be developed in its entirety as either a single family subdivision (with single family detached dwellings); or as a townhome/twin home subdivision. There shall be no mixture of dwelling types.

F. Tract E-2:

1. Only single family detached dwelling units as allowed in the **Residential Single Family - 5 (R-5) District** ~~Residential Single Family 7 (RS 7) 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.

OR

Only twin homes and townhomes as allowed in the **Residential Multi-Family - 16 (RM-16) District** ~~Residential Multifamily 8 (RM 8) District~~ and their customary accessory uses shall be permitted, subject to the development and dimensional requirements of the Development Ordinance except Minimum **Street Setback (front and side) Building Lines** shall be 15 feet ~~for front setbacks, 15 feet for side street setbacks,~~ and 20 feet for minimum driveway length as measured from property line, and the specific conditions listed in this Ordinance.

2. The tract shall be developed in its entirety as either a single family subdivision (with single family detached dwellings); or as a townhome/twin home subdivision. There shall be no mixture of dwelling types.

G. Tract F:

1. Clubhouse and recreational amenities customary to residential uses.
2. Only single family detached dwelling units as allowed in the **Residential Single Family - 5 (R-5) District** ~~Residential Single Family 9 (RS 9) 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.

OR

3. Only twin homes and townhomes as allowed in the **Residential Multi-Family - 16 (RM-16) District** ~~Residential Multifamily 8 (RM 8) District~~ and their customary accessory uses shall be permitted, subject to the development and dimensional requirements of the Development Ordinance except Minimum **Street Setback (front and side) Building Lines** shall be 15 feet ~~for front setbacks, 15 feet for side street setbacks,~~ and 20 feet for minimum driveway length as measured from property line, and the specific conditions listed in this Ordinance. Twin homes and townhomes will face the internal street, provide a higher perimeter rear setback, and be limited to four homes per structure.

3. The tract shall be developed in its entirety as either a single family subdivision (with single family detached dwellings); or as a townhome/twin home subdivision. There shall be no mixture of dwelling types

Part II. CONDITIONS:

A. Development, Dimensional & Density Standards:

- 1 A maximum of **402** ~~300~~ dwelling units shall be permitted. Development intensity within each tract shall be as follows:
 - a. Tract A:
 - 1) A maximum of forty (40) residential dwelling units shall be permitted.
 - 2) Amenity area may be included in this tract.
 - b. Tract B: A maximum of **ninety-six (96)** ~~one hundred and twenty (120)~~ residential dwelling units shall be permitted.
 - c. Tract C:
 - 1) A maximum of eighty (80) residential dwelling units shall be permitted.
 - 2) Townhome uses shall be limited to a maximum of eight (8) dwelling units per structure.
 - 3) Building Setback for Townhome/twinhomes - Townhomes and Twin homes shall meet setback requirements of the **(RM-16)** ~~RM-8~~ District, except that **Minimum Street Setback (front and side)** ~~minimum Local Street setback (street and side corner)~~ shall be fifteen (15) feet. However, a minimum driveway length of twenty (20) feet, as measured from the property line, shall be provided.
 - d. Tract D:
 - 1) A maximum of one hundred and ten (110) residential dwelling units shall be permitted.
 - 2) Townhome uses shall be limited to a maximum of eight (8) dwelling units per structure.
 - 3) Building Setback for Townhome/twinhomes - Townhomes and Twin homes shall meet setback requirements of the **(RM-16)** ~~RM-8~~ District, except that **Minimum Street Setback (front and side)** ~~minimum Local Street setback (street and side corner)~~ shall be fifteen (15) feet. However, a minimum driveway length of twenty (20) feet, as measured from the property line, shall be provided.
 - e. Tracts E-1 and E-2:
 - 1) A combined maximum of one hundred and sixty (160) residential dwelling units shall be permitted.
 - 2) Townhome uses shall be limited to a maximum of eight (8) dwelling units per structure.
 - 3) Building Setback for Townhome/twinhomes - Townhomes and Twin homes shall meet setback requirements of the **(RM-16)** ~~RM-8~~ District,

except that **Minimum Street Setback (front and side)** ~~minimum Local Street setback (street and side corner)~~ shall be fifteen (15) feet. However, a minimum driveway length of twenty (20) feet, as measured from the property line, shall be provided.

f. Tract F:

- 1) A maximum of **twenty-eight (28)** ~~thirty (30)~~ residential dwelling units shall be permitted.
- 2) Amenity area may be included in this tract.
- 3) Principal structure(s) shall face the internal streets of the tract.
- 4) A minimum fifty (50) foot building setback shall be required from the eastern and southern boundary of Tract F.
- 5) Townhome building(s) shall be restricted to a maximum of four (4) units per building.
- 6) Building Setback for Townhome/twinhomes - Townhomes and Twin homes shall meet setback requirements of the **(RM-16)** ~~RM-8~~ District, except that **Minimum Street Setback (front and side)** ~~minimum Local Street setback (street and side corner)~~ shall be fifteen (15) feet. However, a minimum driveway length of twenty (20) feet, as measured from the property line, shall be provided.

B. Open Space and Common Recreation Facilities:

1. The overall development shall have a clubhouse/recreation area in Tract A or F. This shall not preclude the development of additional recreational amenities within other tracts.
2. A minimum 20-foot access easement shall be provided to all common areas.
3. Final plat approval for no more than 200 lots (single family, twin homes and townhomes lots) shall be allowed until such time as open space and common recreational facilities, as required by Section **3.7.3.F.2 (Standards Applied to All Planned Development District – Development Standards (Open Space)** ~~9-4-3(a)(3)(6)~~ of the Development Ordinance, are installed. Acreage of open space and common recreational facilities shall be based on number of dwelling units noted in Section II.A of this ordinance.

C. Landscaping, Setback and Buffers

1. A minimum twenty (20) foot wide Type C Planting yard shall be provided along the Boylston Road frontage of the zoning site. This planting yard shall be within or part of a common area separate from individual residential lots and exclusive of any utility easements, except for perpendicular crossings by utilities and roadways.

- D. Fencing & Screening: If fencing is erected along the common areas abutting the Boylston Road right-of-way, then a common fencing plan shall be provided. A common fencing plan shall be provided prior Preliminary Plat approval on the rezoning site.
- E. Lot Combination. All parcels within the rezoning site shall be combined into one (1) lot prior to any development.
- F. Exterior Lighting: All exterior common area lighting shall be directed away from adjacent properties to avoid spillover lighting.
- G. Transportation
1. Vehicular Access:
 - a. One point of vehicular access shall be provided to Boylston Road. This access shall extend through the zoning site providing access to the various tracts as generally depicted on the PUD Master Plan.
 - b. Construction Entrance/Traffic - Construction traffic to and from the site shall use an approved construction entrance on Boylston Road.
 - c. One point of vehicular access shall be provided to Quail Meadow Lane consisting of an extension of this public street as generally depicted on the PUD Master Plan. This access shall be installed with the development of Tract B.
 - d. One point of vehicular access shall be provided to Sweetmeadow Drive consisting of an extension of this public street as generally depicted on the PUD Master Plan. This access shall be installed with the development of Tract B.
 - e. Individual tract with more than 50 dwelling units shall provide at least two point of access to said tract.
 - f. The location and number of stub streets to the western portions of the site (from Tract E1 & E2) shall be determined and approved by the Technical Review Committee (TRC) at the time of Preliminary Plan ~~Plat~~-approval for Tract E.
 2. Pedestrian Access:
 - a. A pedestrian access system shall be provided so as to provide safe and convenient pedestrian access to open space/common for all dwelling units.
 - 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.
 - c. The property owner shall dedicate to the City of High Point a greenway easement for the development of a public greenway trail. Said easement shall be a minimum of fifty (50) feet in width, be a minimum of thirty (30) feet from the top of bank of the streams running through the site. The dedicated area shall also be depicted on the approved development plats for the site.
 - d. Internal pedestrian access shall be provided to the Greenway.

3. Roadway and Intersection Improvements
 - a. Boylston Road at Site Access Point: The developer or property owners shall install a westbound left turn lane with a minimum of one hundred (100) feet of storage and appropriate bay taper.
 - b. All roadway and intersection improvements shall be completed and approved by the City of High Point prior to issuance of Certificate of Occupancy
 4. 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) Environmental Sensitive Areas:
1. Any portion of the rezoning site that is within a floodway, floodway fringe, steep slope, wetlands or any other environmentally sensitive areas shall be left in its natural state and undisturbed, except to provide access to the common area, greenways, approved utility extensions, erosion control and stormwater control devices.
 2. Any portion of the site within the 100-year flood plain area, and required stream buffers shall remain as undisturbed areas. However, required water quality devices may be permitted within that portion of the 100-year flood plain area lying outside any stream buffers, subject to the watershed regulations.
- J) Owners Association: An owners' association shall be established, in accordance with Section ~~7.3~~ ~~9-6-10~~ of the Development Ordinance, prior to the recording of any final plat(s) and shall be responsible for the common areas of the development.
- K) 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.
- L) Construction Entrance: Construction Entrance and construction traffic to be restricted to utilizing the Boylston Road Access Point to the site.

SECTION 3

That plans for any development on the property described herein shall be pursued in accordance with this conditional zoning district 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.

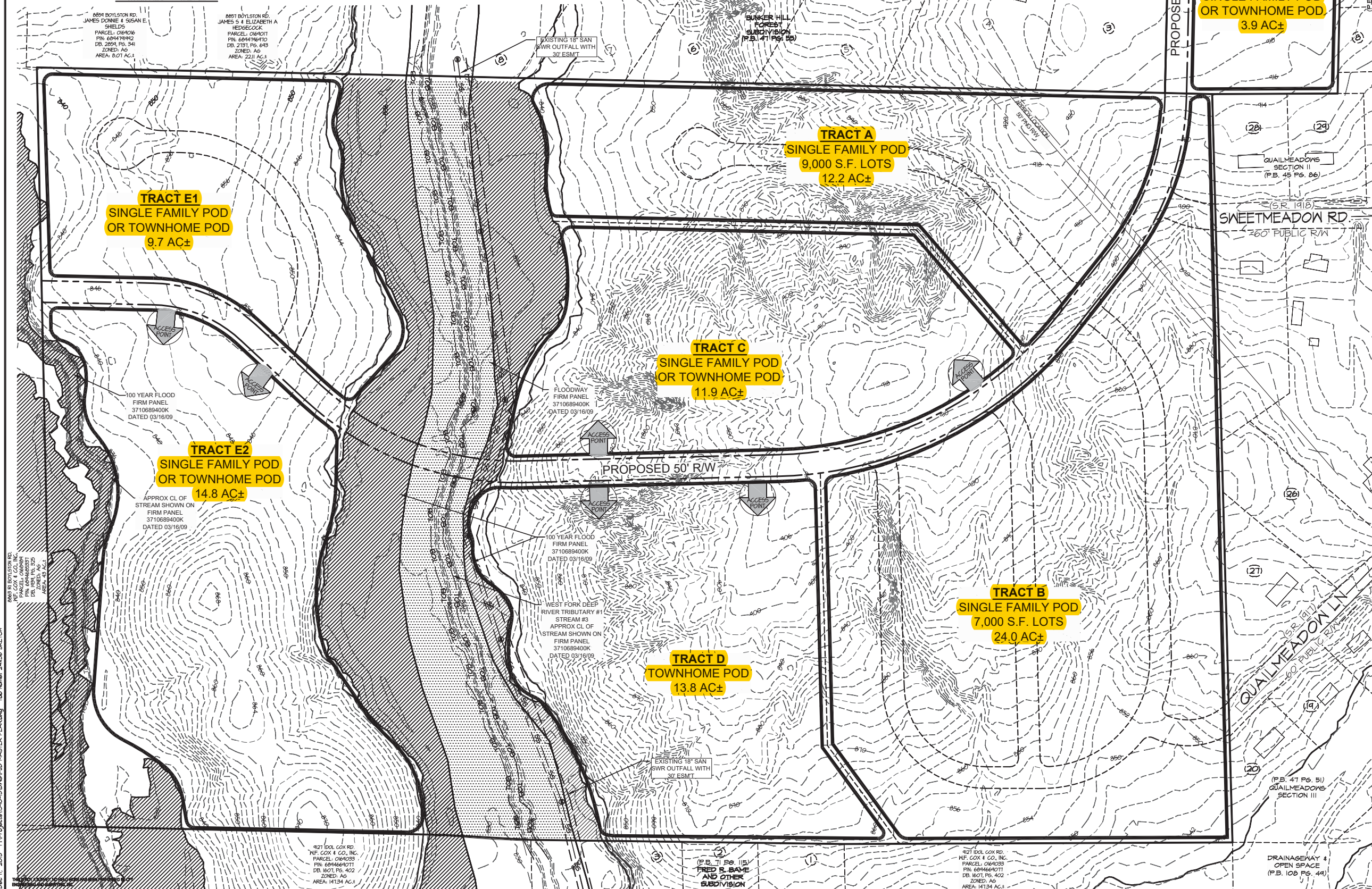
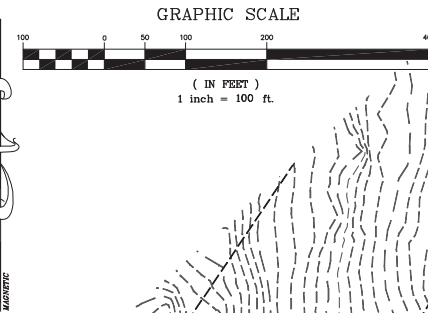
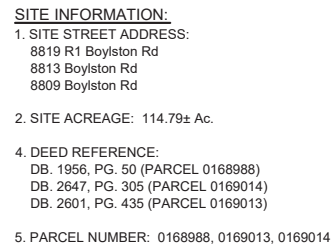
Adopted by the City Council
City of High Point, North Carolina
The xxrd day of xxxxxxxx, 2020

By: _____

Jay W. Wagner, Mayor

ATTEST:

Lisa B. Vierling, City Clerk

[illegible]

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

Prepared for Keystone Homes

Project Number: 15-055
8/21/15

Boylston Road Development High Point, NC



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Transportation Impact Analysis

Boylston Road Development High Point, NC

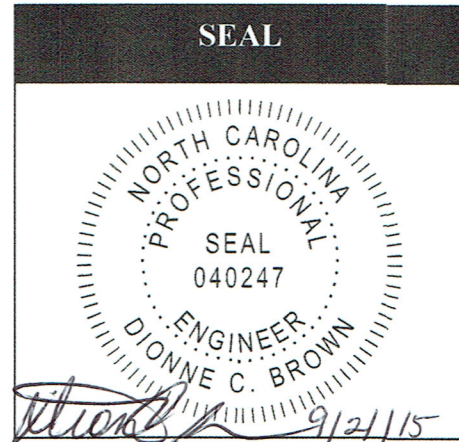
Prepared for Keystone Homes
August 21, 2015

Analysis by: Dionne C. Brown, P.E.

Drafting/Graphics by: Dionne C. Brown, P.E.

Reviewed by: Frank Amenya, P.E., PTOE
F. Royal Hinshaw, P.E.

Sealed by: Dionne C. Brown, P.E.



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Boylston Road Development – Transportation Impact Analysis
Prepared for Keystone Homes
August 21, 2015

Executive Summary

The proposed Boylston Road Development is located along the southern side of Boylston Road between the intersections of Quailmeadow Lane and Bunker Hill Road in High Point, North Carolina. As currently planned, this development will consist of 270 single family detached homes and 180 townhomes. Figure 1, in the report, presents the sketch plan. Access to the site will be available from Boylston Road, Quailmeadow Lane and Sweetmeadow Road.

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 following intersections were included in the study:

- Sandy Ridge Road at Norcross Road
- Sandy Ridge Road at Endicott Road
- Sandy Ridge Road at Bame Road
- Boylston Road at Adkins Road
- Boylston Road at Quailmeadow Lane
- Boylston Road at Bunker Hill Road
- Quailmeadow Lane at Sweetmeadow Road
- Boylston Road at Site Access

The above-mentioned intersections were analyzed for the following scenarios:

- 2015 Existing Conditions
- 2020 Future No Build Conditions
- 2020 Future Build-Out Conditions
- 2020 Future Build-Out with Improvements (as necessary)

The build-out analysis year for this project was assumed to be 2020. The AM (7-9 am) and PM (4-6 pm) peaks were studied.

The City of High Point and the North Carolina Department of Transportation (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 Keystone Homes.

Level of Service Results

The results of the study are discussed by intersection below:

Sandy Ridge Road at Norcross Road

This unsignalized intersection currently operates at LOS C in the AM and PM peaks. In 2020 future no build conditions, the analysis indicates LOS E in the AM peak and LOS D in the PM peak. With the addition of site traffic, this intersection is projected to operate at LOS F in the AM and PM peaks. This is typical for a minor street to experience LOS E/F during peak hours due to the lack of gaps to allow turning movements onto the major roadway. This intersection's geometry will be modified during the construction of TIP U-4758 which will make this a right-in/ right-out. The TIP I-5712 could also modify this intersection; therefore, no improvements are recommended for this intersection.

Sandy Ridge Road at Endicott Road

This unsignalized intersection currently operates at LOS C in the AM and PM peaks. In 2020 future no build conditions, the analysis indicates LOS D in the AM peak and LOS C in the PM peak. With the addition of site traffic, this intersection is projected to operate at LOS F in the AM peak and LOS D in the PM peak. This is typical for a minor street to experience LOS E/F during peak hours due to the lack of gaps to allow turning movements onto the major roadway. This intersection's geometry will be modified during the construction of TIP U-4758 which will realign with Piedmont Triad Farmers Market's access. Therefore, no improvements are recommended for this intersection.

Sandy Ridge Road at Bame Road

This unsignalized intersection currently operates at LOS B in the AM peak and LOS C in the PM peak. In 2020 future no build conditions, the analysis indicates LOS C in the AM and PM peaks. With the addition of site traffic, this intersection is projected to operate at LOS C in the AM peak and LOS D in the PM peak. No improvements are recommended for this intersection.

Boylston Road at Adkins Road

This unsignalized intersection currently operates at LOS A in the AM and PM peaks. In 2020 future no build conditions, the analysis indicates LOS A in the AM and PM peaks. With the addition of site traffic, this intersection is projected to operate at LOS B in the AM and PM peaks. No improvements are recommended for this intersection.

Boylston Road at Quailmeadow Lane

This unsignalized intersection currently operates at LOS A in the AM and PM peaks. In 2020 future no build conditions, the analysis indicates LOS A in the AM peak and LOS B in the PM peak. With the addition of site traffic, this intersection is projected to operate



at LOS B in the AM peak and LOS C in the PM peak. No improvements are recommended for this intersection.

Boylston Road at Bunker Hill Road

This unsignalized intersection currently operates at LOS A in the AM and PM peaks. In 2020 future no build conditions, the analysis indicates LOS A in the AM and PM peaks. With the addition of site traffic, this intersection is projected to operate at LOS A in the AM peak and LOS B in the PM peak. No improvements are recommended for this intersection.

Quailmeadow Lane at Sweetmeadow Road

This unsignalized intersection currently operates at LOS A in the AM and PM peaks. In 2020 future no build conditions, the analysis indicates LOS A in the AM and PM peaks. With the addition of site traffic, this intersection is projected to operate at LOS A in the AM and PM peaks. No improvements are recommended for this intersection.

Boylston Road at Site Access 1

This unsignalized intersection is expected to operate at LOS A in the AM and PM peaks in future 2020 build conditions. Based on the NCDOT “Policy on Street and Driveway Access” guidelines, the westbound left turn volumes warrant a turn lane; therefore, it is recommended to provide a 100 foot storage lane with appropriate taper.

The recommended improvements at the study intersections are illustrated in Figure 9 in the report.

Level of Service Summary

Table A presents the summary of the level of service analysis.

Table A - Level of Service Summary				
AM Peak	2015 Existing	2020 Future No Build	2020 Build	2020 Build with Improvements
Sandy Ridge Road at Norcross Road	C (21.2) EB Approach	E (35.7) EB Approach	F (76.1) EB Approach	
Sandy Ridge Road at Endicott Road	C (19.2) EB Approach	D (30.3) EB Approach	F (53.2) EB Approach	
Sandy Ridge Road at Bame Road	B (14.1) EB Approach	C (18.4) EB Approach	C (17.8) EB Approach	
Boylston Road at Adkins Road	A (9.0) EB Approach	A (9.0) EB Approach	B (11.1) EB Approach	
Boylston Road at Quailmeadow Lane	A (9.2) SB Approach	A (9.3) SB Approach	B (12.6) SB Approach	
Boylston Road at Bunker Hill Road	A (9.4) WB Approach	A (9.5) WB Approach	A (9.6) WB Approach	
Quailmeadow Lane at Sweetmeadow Road	A (8.6) EB Approach	A (8.6) EB Approach	A (9.2) EB Approach	
Boylston Road at Site Access			A (9.6) NB Approach	A (9.6) NB Approach
PM Peak	2015 Existing	2020 Future No Build	2020 Build	2020 Build with Improvements
Sandy Ridge Road at Norcross Road	C (19.4) EB Approach	D (32.7) EB Approach	F (52.3) EB Approach	
Sandy Ridge Road at Endicott Road	C (17.5) EB Approach	C (24.1) EB Approach	D (33.3) EB Approach	
Sandy Ridge Road at Bame Road	C (15.2) EB Approach	C (20.8) EB Approach	D (26.2) EB Approach	
Boylston Road at Adkins Road	A (9.3) EB Approach	A (9.4) EB Approach	B (13.2) EB Approach	
Boylston Road at Quailmeadow Lane	A (9.9) SB Approach	B (10.1) SB Approach	C (16.6) SB Approach	
Boylston Road at Bunker Hill Road	A (9.8) WB Approach	A (9.9) WB Approach	B (10.2) WB Approach	
Quailmeadow Lane at Sweetmeadow Road	A (8.6) EB Approach	A (8.6) EB Approach	A (9.2) EB Approach	
Boylston Road at Site Access			A (9.7) NB Approach	A (9.7) NB Approach
LOS (delay in seconds) Note for unsignalized conditions, LOS and delay indicates only minor street approach with longest delay				

Summary and Conclusion

The proposed Boylston Road Development is located along the southern side of Boylston Road between the intersections of Quailmeadow Lane and Bunker Hill Road in High Point, North Carolina. As currently planned, this development will consist of 270 single family detached homes and 180 townhomes. Access to the site will be available from Boylston Road, Quailmeadow Lane and Sweetmeadow Road.

The trip generation indicates that based on the current site plan the proposed project is projected to generate a net total of 3,692 trips per day, 282 AM peak hour trips and 354 PM peak hour trips.

Table B summarizes the recommended improvements for the 2020 future build scenario. Improvements are shown in Figure 9 in the report.

In conclusion, this analysis has been conducted based on NCDOT and City of High Point guidelines and has determined the potential traffic impacts of this development. With the build-out of the site, the analysis indicates there will be adequate capacity to accommodate future traffic. Note that the site accesses should be designed according to NCDOT standards as appropriate.

Table B - Recommended Improvement Summary	
Boylston Road at Site Access	<ul style="list-style-type: none">• Provide westbound left turn lane with 100 feet of storage and appropriate taper
All other intersections	No improvements recommended

Citizens Information Meeting Report Zoning Map Amendment 20-07

Submitted by: Judy Stalder, Development Consultant, on
behalf of Keystone Group, Inc.

Citizen Information Meeting Report

Northborough Subdivision

Zoning Case ZA-20-07

Keystone Group Inc was unable to convene a Neighborhood Information Meeting due to North Carolina, Guilford County and City of Greensboro *Stay at Home* orders, However, an informational letter dated March 23 was sent by US Mail to 72 addresses supplied by the City of High Point Planning and Development Department. This mailing included the *City of High Point Conditional Use District Zoning Citizen Information Meetings* statement. A copy of the letter and list of addressees are attached.

As a result of the letter, we received 2 telephone calls about the rezoning. Judy Stalder provided general information about the rezoning to both callers.

- 1) The requested zoning amendment is to change the number of units allowed from a maximum of 300 to a maximum of 402.
- 2) The number of units permitted in each of the 6 tracts will not change.
- 3) Public hearings are postponed indefinitely due to the Stay at Home order. Neighbors will be notified by the Planning and Development Department when a public hearing is scheduled.

Blake Cox of W F Cox & Co that owns property adjacent to the western boundary 9101 Boylston Road and southern boundary west of the creek, 9127 Idol Cox Road. After hearing the general information, he wanted to know when the creek on his property would be crossed. It was confirmed that Keystone would not cross the creek on the Cox property. He also wanted to see a site plan. The approved site plan for the PDR was emailed to him.

Betty Bame owns property at 8790 Bame Road. Ms. Bame is interested in selling her property or acquiring driveway access to her property that is adjacent to the southern boundary.

The Stalder Group LLC PO Box 5581 High Point NC 27262
336.688.2204 jstalder@northstate.net

March 23, 2020

Dear Neighbor,

This letter is to notify you of a request to amend Zoning Map Amendment 15-21, for the community known as Northborough. Northborough is located south of Boylston Road at the intersection of Marblehead Drive.

Currently, we are unable to convene a Citizen Information Meeting. However, we want to provide you with information about the amendment and contact information for your questions and comments. Please refer to the enclosed statement from the High Point Planning and Development Department concerning Citizen Information Meetings.

The property is currently zoned PUD Planned Unit Development. You may know that the property is divided into six tracts, lettered A-F. Each tract has a designated type of housing, either single family homes, twin homes/townhomes or a combination of both. Some tracts have designated setbacks. Each tract also has a designated maximum number of homes. **These specifications of home types, setbacks and density per tract will NOT change.** What may change is the overall number of homes permitted. The current zoning allows a maximum of 300 homes overall. The amendment will allow up to 402 homes overall. **Again, the allowable density of each tract will NOT change.**

At this time, the Planning and Zoning Commission public hearing is scheduled for Tuesday, April 28 at 6:00 pm in Council Chambers at 211 South Hamilton Street.

Please contact me with your questions and comments. You may call or text 336.688.2204 or email me at jstalder@northstate.net. I look forward to hearing from you.

Sincerely,

Judy Stalder
Development Consultant

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AMBROGI-SWAIM, MICHELE;SWAIM, TRAVIS S
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ANNADE, VENKATA RAMANA REDDY
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COLFAX NC 27235

BAME, FRED R
8744 BAME RD
COLFAX NC 27235

BEAM, JOSEPH VINCENT;BEAM, ALEXANDRA
ELYSE
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COLFAX NC 27235

BENNETT, TIMOTHY
1609 SUNNY HILL WAY
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BOSTICK, JAMES C;BOSTICK, KRISTI R
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COLFAX NC 27235

BOWMAN, DARRELL S;BOWMAN, KAREN E
8861 BOYLSTON RD
COLFAX NC 27235

BRACKETT, STEVEN C;BRACKETT, PEGGY Y
8831 BOYLSTON RD
COLFAX NC 27235

BROWN, ALISON D;BROWN, MICAH A
8704 SWEETMEADOW RD
COLFAX NC 27235

CARTER, CHARLES R;CARTER, KATHY C
7829 CLINARD FARMS RD
HIGH POINT NC 27265

CARTER, CHELSEA DANIELLE;TOOMEY, JAMES
PAUL
5633 MARBLEHEAD DR
COLFAX NC 27235

CARTER, GRAYLIN W;CARTER, GINGER BYRD
8705 SWEETMEADOW RD
COLFAX NC 27235

CHELLEW, JOHN ALAN;CHELLEW, ELIZABETH E
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COLFAX NC 27235

CHEN, JESSICA D;CHEN, HSIAO S
5653 MARBLEHEAD DR
COLFAX NC 27235

CHO, HYE YOUNG;CHO, SUNG SOO
5629 MARBLEHEAD DR
COLFAX NC 27235

COLUMBRES, RONNIE AGUAYO;COLUMBRES,
SONIA SISON
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COLFAX NC 27235

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DEFRATIS, GLENN EDWARD;DEFRATIS,
STEPHANIE DAWN
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COLFAX NC 27235

EDWARDS, DAVID K
904 QUAILMEADOW LN
COLFAX NC 27235

FARZAN, ISBAH ALI;MOMENI, EHSAN
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COLFAX NC 27235

FLETCHER, JOSHUA ALAN;FLETCHER, LAKEN
NICOLE
5652 MARBLEHEAD DR
COLFAX NC 27235

FRANKLIN, KYLE R;FRANKLIN, SARAH H
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COLFAX NC 27235

GORRELL, LESTER R
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HARALDSON, AARON R
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COLFAX NC 27235

HARDING, JEFFREY ALLAN;HARDING, LUEALICE P
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COLFAX NC 27235

HARTZFELD, EARL G;HARTZFELD, MILDRED M
8827 BOYLSTON RD
COLFAX NC 27235

HEDGECOCK, JAMES S;HEDGECOCK, ELIZABETH A
8857 BOYLSTON RD
COLFAX NC 27235

HILL, EUGENE R;HILL, LINDA K
8818 BOYLSTON RD
COLFAX NC 27235

HILL, YOLANDA;ROBINSON, MARK K
5664 MARBLEHEAD DR
COLFAX NC 27235

HUTCHENS, GILBERT R;HUTCHENS, ANNIE B
8760 BAME RD
COLFAX NC 27235

IRVIN, ARIA C;IRVIN, ANTHONY T
5649 MARBLEHEAD DR
COLFAX NC 27235

JACKSON, THOMAS C;JACKSON, BRENDA L
8814 BOYLSTON RD
COLFAX NC 27235

JOHNSON, JONATHAN D;JOHNSON, TERESA M
4515 CAMELLIA LN
WALKERTOWN NC 27051

JONES, DANNY R;WOODBURN, BEVERLY G
5648 MARBLEHEAD DR
COLFAX NC 27235

KEYSTONE GROUP INC
3708 ALLIANCE DR
GREENSBORO NC 27407

KIVETT, VIRGINIA E HEIRS
8810 BOYLSTON RD
COLFAX NC 27235

KORDSMEIER, HANNAH T;KORDSMEIER, RYAN KEITH
5608 MARBLEHEAD DR
COLFAX NC 27235

LASZLO, DANIEL W
1617 SUNNY HILL WAY
COLFAX NC 27235

LEWIS, JOSEPH BRYAN;LEWIS, NICKI YVONNE
808 QUAILMEADOW LN
COLFAX NC 27235

LIN, HUI;CHANG, BOAHE
5628 MARBLEHEAD DR
COLFAX NC 27235

LIN, SHANBIN
5668 MARBLEHEAD DR
COLFAX NC 27235

LY, QUAN H;SEO, ANN J
5636 MARBLEHEAD DR
COLFAX NC 27235

MANN, CASANDRA C
800 QUAILMEADOW LN
COLFAX NC 27235

MARWAHA, ANIL K;MARWAHA, RICHA
5612 MARBLEHEAD DR
COLFAX NC 27235

MAZZA, KIRSTEN
8707 SWEETMEADOW RD
COLFAX NC 27235

MORGAN, JEFFREY D;MORGAN, SHARON B
5601 MARBLEHEAD DR
COLFAX NC 27235

NEWSOME, LINUS WILSON;NEWSOME, VICKI S
8817 BOYLSTON RD
COLFAX NC 27235

NORMAN, HULDA A
902 QUAILMEADOW LN
COLFAX NC 27235

PANEDA, ROGELIO LAROCO;PANEDA, JESSICA V
5609 MARBLEHEAD DR
COLFAX NC 27235

PARKER, REBEKAH A
1619 SUNNY HILL WAY
COLFAX NC 27235

PEREZ, ALEXANDER RUBEN;PEREZ, VERONICA
SIMPSON
806 QUAILMEADOW LN
COLFAX NC 27235

PUTNAM, GREGORY L;PUTNAM, MAUREEN O
917 QUAILMEADOW LN
COLFAX NC 27284

SCHOLTZ, ADAM B;SCHOLTZ, ELIZABETH C
8823 BOYLSTON RD
COLFAX NC 27235

SHIELDS, ELIZABETH B;SHIELDS, RICHARD
1505 MINERAL SPRINGS RD
MADISON NC 27025

SHIELDS, JAMES DONNIE;SHIELDS, SUSAN E
8859 BOYLSTON RD
COLFAX NC 27235

SILVA, LUCAS CAMACHO FERREIRA;VALADAO F
C, ALCANTATA
5645 MARBLEHEAD DR
COLFAX NC 27235

SLAUGHTER, CHARLES M;SLAUGHTER, SUSAN D
5604 MARBLEHEAD DR
COLFAX NC 27235

STEIGERWALD, JENNIFER L
5616 MARBLEHEAD DR
COLFAX NC 27235

STOUT, ROBERT M;STOUT, CAROLE B
804 QUAILMEADOW LN
COLFAX NC 27235

TACKETT, JONATHAN K;ELISEO, SAVANNAH ROSE
5640 MARBLEHEAD DR
COLFAX NC 27235

VALADE, MARY J;VALADE, KURT C
5613 MARBLEHEAD DR
COLFAX NC 27235

WHITE, RYAN C;METZ, KYLEE
5637 MARBLEHEAD DR
COLFAX NC 27235

WILBORNE, JAMES R;WILBORNE, PATRICIA M
802 QUAILMEADOW LN
COLFAX NC 27235

WOODARD, LARRY M;WOODARD, SANDRA S
906 QUAILMEADOW LN
COLFAX NC 27235

YANCEY, LILLIE ELLEN
915 QUAILMEADOW LN
COLFAX NC 27235

YARBOROUGH, STEVE LYNN;YARBOROUGH,
DONNA G
908 QUAILMEADOW LN
COLFAX NC 27235

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