



**GUILFORD COUNTY
PLANNING AND DEVELOPMENT
PLANNING BOARD**

Special Meeting Agenda

Board of Commissioners' Chambers, Old County Courthouse
301 W. Market Street, 2nd Floor, Greensboro, NC 27401

January 26, 2022

6:00 PM

- A. Roll Call
- B. Agenda Amendments
- C. Approval of Minutes: None
- D. Rules and Procedures
- E. Continuance Requests
- F. Old Business

Public Hearing Items:

CONDITIONAL ZONING CASE #21-10-GCPL-09584: CONDITIONAL ZONING – PLANNED UNIT DEVELOPMENT - MIXED (CZ-PDM) FOR CASE #30-05, AND AGRICULTURAL (AG) To CONDITIONAL ZONING – LIGHT INDUSTRIAL (CZ-LI)) TAX PARCELS 116790, 116782, 116778, AND 116787 (NON-CONTIGUOUS) ON KNOX ROAD; TAX PARCELS 116784 AND 116789 ON MARLEY DRIVE; AND, TAX PARCELS 116776, 116783, 120447, AND 120423 ON BLOOMFIELD ROAD.

Located on 749, 725, 729 and 709 (non-contiguous) Knox Road; 5441 and 5437 Marley Drive; and 1074, 1076 1080, 1080, and 1036 Bloomfield Road, Guilford County Tax Parcels 116790, 116782, 116778, and 116787 (non-contiguous) on Knox Road; 116784 and 116789 on Marley Drive, and 116776, 116783, 120447, and 120423 on Bloomfield Road, comprising approximately 178.67 acres.

The proposed Conditional Zoning from Planned Unit Development-Mixed Use (CZ-PDM) and Agricultural (AG), to Conditional Zoning - Light Industrial (CZ-LI), includes the following Use Condition: All uses permitted within the LI zoning district, with the exception of: (1) Go-Cart Raceway; (2) Cemetery or Mausoleum; and (3) Construction or



GUILFORD COUNTY

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Demolition Debris Landfill, Minor. No Development Conditions were proposed in the application.

The proposed Conditional Zoning is inconsistent with the Northeast Area Plan land use classification of AG Rural Residential, thus if approved a plan amendment to Light Industrial land use classification would be required.

Information for **CONDITIONAL REZONING CASE #21-10-GCPL-09584** can be viewed by scrolling to the January 26, 2022 Agenda Packet at <https://www.guilfordcountync.gov/our-county/planning-development/boards-commissions/planning-board>. The Transportation Impact Analyses can be viewed at <https://www.guilfordcountync.gov/home/showpublisheddocument/12510/637728396501800000> and

<https://www.guilfordcountync.gov/home/showpublisheddocument/12512/637728396525230000>

for Bloomfield Road and Knox Road, respectively, or you may contact the Guilford County Planning & Development Department at 336.641.3334.

Non-Public Hearing Items:

None

H. Other Business

I. Adjourn

(Insert Color Paper)



GUILFORD COUNTY
PLANNING AND DEVELOPMENT

Planning Board
Conditional Zoning
Amended Application

Date Submitted: 11/9/21 Fee \$500.00 Receipt # 161640 Case Number CZ 21-11-GCPL-09584

Date of Resubmission: 1/7/22 *BH*

Provide the required information as indicated below. Pursuant to the Unified Development Ordinance (UDO), this application will not be processed until application fees are paid; the form below is completed and signed; and all required maps, plans and documents have been submitted to the satisfaction of the Enforcement Officer. A pre-application meeting with Planning staff is required. Scheduling for the Planning Board-agenda will be based on the determination of a complete application submittal.

Pursuant to Section 3.5.M of the Unified Development Ordinance (UDO), the undersigned hereby requests Guilford County to rezone the property described below from the CZ-PD-M & AG zoning district to the CZ-LI zoning district.

Said property is located See attached Exhibit A

in Jefferson Township; Being a total of: 165.95- 178.67 acres.

Further referenced by the Guilford County Tax Department as:

Tax Parcel # See attached Exhibit A

Tax Parcel # See Attached Exhibit A

Tax Parcel # _____

Tax Parcel # _____

Tax Parcel # _____

Tax Parcel # _____

Additional sheets for tax parcels are available upon request.

Check One:

- The property requested for rezoning is an entire parcel or parcels as shown on the Guilford County Tax Map.
- The property requested for rezoning is a portion of a parcel or parcels as shown on the Guilford County Tax Map; a written legal description of the property and/or a map are attached.

Check One:

- Public services (i.e. water and sewer) are not requested or required.
- Public services (i.e. water and sewer) are requested or required; the approval letter is attached.

Conditional Zoning Requirements:

- Zoning Sketch Plan. A sketch plan illustrating proposed conditions and other pertinent information is required for all conditional rezoning requests. Sketch elements not illustrating proposed conditions are subject to subdivision and site plan review. Refer to Appendix 2, Map Standards of the Unified Development Ordinance (UDO).
- Zoning Conditions. Use and/or development conditions must be provided. Complete Page 2 of this application. Refer to uses as listed in Table 4-3-1 of the Unified Development Ordinance (UDO).



**GUILFORD COUNTY
PLANNING AND DEVELOPMENT**

**Planning Board
Conditional Zoning
Application**

Use Conditions

Uses of the property shall be limited to the following uses as listed in Article 4, Table 4-3-1 of the Unified Development Ordinance (UDO):

- 1) All uses permitted within the LI zoning district, with the exception of: (1) Go-cart Raceway; (2) Cemetery or Mausoleum; (3) Construction or Demolition Debris Landfill, Minor
- 2) _____
- 3) _____
- 4) _____

Development Conditions

Development of the property shall occur in accordance with the following standards and requirements in addition to those specified in the Unified Development Ordinance (UDO):

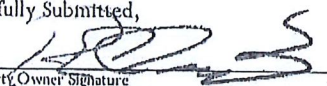
- 1) _____
- 2) _____
- 3) _____
- 4) _____

YOU OR SOMEONE REPRESENTING YOU MUST BE PRESENT AT THE PUBLIC HEARING


A Conditional Zoning Application must be signed by current property owner(s).

I hereby agree to conform to all applicable laws of Guilford County and the State of North Carolina and certify that the information provided is complete and accurate to the best of my knowledge. I acknowledge that by filing this application, representatives from Guilford County Planning and Development may enter the subject property for the purpose of investigation and analysis of this request.

Respectfully Submitted,



 Property Owner Signature
Roy E. Carroll, II, as Manager
 Name
P. O. Box 8846
 Mailing Address
Greensboro, NC 27429
 City, State and Zip Code
(336) 274-8531 rccarroll@theCarroll
 Phone Number Email Address
Companies.com



 Owner/ Representative/Applicant Signature (if applicable)
Michael S. Fox, Attorney for Owners
 Name
400 Bellemeade Street, Suite 800
 Mailing Address
Greensboro, NC 27401
 City, State and Zip Code
336-271-5244 mfox@tuggleduggins.com
 Phone Number Email Address

EXHIBIT A TO CONDITIONAL REZONING APPLICATION

LIST OF SUBJECT PROPERTIES

Parcel No.	Address	Current Zoning	Acres	Owner
116776	1074 Bloomfield Rd.	CZ-PD-M	42.71	Land Port Investments, LLC
116783	1076 1080 Bloomfield Rd.	CZ-PD-M	16.63	Land Port Investments, LLC
116784	5441 Marley Dr.	CZ-PD-M	3.29	Land Port Investments, LLC
116787	709 Knox Rd.	CZ-PD-M	2.92	Land Port Investments, LLC
116789	5437 Marley Dr.	CZ-PD-M	23.21	Land Port Investments, LLC
116790	749 Knox Rd.	CZ-PD-M	23.73	Land Port Investments, LLC
120423	1036 Bloomfield Rd.	AG	50.84	Land Port Investments, LLC
116782	725 Knox Rd.	AG	1.23	Carroll Industrial Development US, LLC
116778	729 Knox Rd.	AG	1.39	Carroll Industrial Development US, LLC

~~120477~~ 1080 Bloomfield Rd. CZ-PD-M 12.72 Burch Creek Farm LLC

120447-OB 1/7/22

&AG-OB
1/7/22

BH

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CONDITIONAL ZONING CASE #21-10-GCPL-09584: CONDITIONAL ZONING – PLANNED UNIT DEVELOPMENT - MIXED (CZ-PDM) FOR CASE #30-05, AND AGRICULTURAL (AG) To CONDITIONAL ZONING – LIGHT INDUSTRIAL (CZ-LI) (AMENDED BY APPLICANT 1/7/2022)

Property Information

Located on 749, 725, 729 and 709 (non-contiguous) Knox Road; 5441 and 5437 Marley Drive; and 1074, 1076, 1080, 1080, and 1036 Bloomfield Road, Guilford County Tax Parcels 116790, 116782, 116778, and 116787 (non-contiguous) on Knox Road; 116784 and 116789 on Marley Drive, and 116776, 116783, 120447, and 120423 on Bloomfield Road. The amended application was revised to add 1080 Bloomfield Road, Parcel 120447, 12.72 acres, which was part of the PUD, to the original application. Total acreage in the amended application is approximately 178.67 acres.

Zoning History of Denied Cases: There is no history of denied cases.

Nature of the Request

This proposed request is to Conditionally Zone property from CZ-PD-M, Planned Unit Development-Mixed and AG, Agricultural to CZ-LI, Light Industrial with the following Use Condition: All uses permitted within the LI zoning district, with the exception of: (1) Go-Cart Raceway; (2) Cemetery or Mausoleum; and (3) Construction or Demolition Debris Landfill, Minor. No Development Conditions are proposed in the application.

District Descriptions

The Agricultural (AG) district is intended to provide locations for agricultural operations, farm residences, and farm tenant housing on large tracts of land. This district is further intended to reduce conflicts between residential and agricultural uses and preserve the viability of agricultural operations. Commercial agricultural product sales - “agritourism”- may be permitted. The minimum lot size of this district is 40,000 square feet.

The Planned Unit Development – Mixed (PD-M) district is intended to accommodate residential, commercial and light industrial uses developed on large tracts in accordance with a Unified Development Plan.

The Light Industrial (LI) district accommodates limited, small-scale manufacturing, wholesaling, warehousing, research and development, and related commercial activities that have little adverse effect, through noise, odor, or visual distraction, on neighboring properties. Development shall Provide adequate screening and buffers and be located where there are adequate public utilities and access to arterial streets and highways.

Conditional Zoning, bearing the designation CZ, is established as a companion district for every district established in the Unified Development Ordinance. These districts include the CZ-LI

district. All regulations which apply to a general use zoning district also apply to the companion conditional zoning. All other regulations, which may be offered by the property owner and approved by the Jurisdiction as part of the rezoning process, also shall apply.

Character of the Area

This request is in an area that includes light industrial, single-family residential subdivisions, and rural residential uses.

Existing Land Use(s) on the Property: The parcels currently zoned CZ-PDM are largely undeveloped while the zoning allows a mix of light industrial and multifamily development. The AG zoned parcels mostly are undeveloped or used for single-family residential purposes.

Surrounding Uses:

- North: Rural residential or undeveloped
- South: Interstate 85/40 right-of-way
- East: Undeveloped or rural residential
- West: RS-40 single-family residential subdivision

Historic Properties: There are no inventoried Historic Properties located on or near the property

Cemeteries: No cemeteries are shown to be located on this property, but efforts should be made to rule out the potential of unknown grave sites.

Infrastructure and Community Facilities

Public School Facilities:

Due to the zoning restrictions on residential development under the Light Industrial zoning category, these parcels would not generate any residential development; therefore, there would not have any additional impact on Guilford County Schools regarding new student yields.

Emergency Response:

- Fire Protection District: McLeansville FPSD
- Miles from Fire Station: Approximately 0.78 miles

Water and Sewer Services:

- Provider: The applicant is not requesting public water or sewer. Private Septic Systems and Wells
- Within Service Area: This property is within or adjacent to the Greensboro Growth Tier 1 water service boundary.
- Feasibility Study or Service Commitment: No

Transportation:

Existing Conditions: Knox Road is a minor thoroughfare. Bloomfield Road is a local/collector street

Proposed Improvements: Applicants provided Traffic Impact Analysis reports for potential impacts and improvements on Knox Road and Bloomfield Road developments. Each report contains a Discussion of Results with a summary of recommended improvements. The Knox Road report recommends a right turn lane and left turn lane for access. The Bloomfield Road report recommends improvements to Burlington Road and Bloomfield Road under different scenarios. The Discussion of Results from each report are attached. The full reports are uploaded onto the County website for public view.

A NCDOT driveway permit will be required for site plan approval.

Environmental Assessment

Topography: Nearly flat, gently sloping, and moderately sloping.

Regulated Floodplain/Wetlands:

Most of the properties contain regulated floodplain. Some of the properties contain mapped wetlands.

Streams and Watershed:

There are multiple mapped streams running through or directly adjacent to all of the properties. The properties are located in the Lake Mackintosh (Big Alamance Creek - WS-IV) Water Supply Watershed in the General Watershed Area.

Land Use Analysis

Land Use Plan: Northeast Area Plan (2016)

Plan Recommendation: AG Rural Residential

Consistency:

The proposed Conditional Zoning is inconsistent with the Northeast Area Plan land use classification of AG Rural Residential. Light Industrial zoning is not supported under the AG Rural Residential land use classification.

Recommendation

Staff Recommendation: Staff recommends approval

Although the proposed Conditional Zoning is inconsistent with the recommendation of the Northeast Area Plan, the requested action is reasonable and in the public interest because the existing CZ-PDM-zoned properties currently allow a mix of light industrial and multi-family uses.

The parcels are in an area where several properties west along Knox Road currently are zoned and developed for light industrial uses and the requested zoning will add employment opportunities for citizens.

Area Plan Amendment Recommendation:

The proposed Conditional Zoning is inconsistent with the Northeast Area Plan land use classification of AG Rural Residential, thus if approved, a plan amendment to Light Industrial land use classification would be required.

DRAFT

TABLE OF PERMITTED USES FOR LI ZONING DISTRICT

X = Prohibited in the WCA. For details on prohibited uses in the WCA, see Section Article 9 - Environmental Regulations
 P = Use by Right D = Individual Development Standards Apply - See Article 5 S = Individual Development Standards per Article 5
 Apply & Special Use Permit Required

**Strikethrough text= Uses proposed by the Applicant to be excluded
 under Conditional Zoning Case CZ 21-11-GCPL-09584**

Use Category	Use Type	WCA Prohibited Use	LI
Agriculture/Animal Services	Animal Services (Livestock)		P
	Animal Services (Other)		P
	Horticultural Specialties		P
Group Living/Social Service	Homeless Shelter		D
Recreation and Entertainment	Outdoor Recreation		D
	Amusement or Water Parks, Fairgrounds		D
	Athletic Fields		P
	Auditorium, Coliseum or Stadium		P
	Country Club with Golf Course		D
	Go-cart Raceway		P
	Golf Course		D
	Physical Fitness Center		P
	Public Park (including Public Recreation Facility)		D
	Shooting Range, Indoor		D
	Swim and Tennis Club		D
	Civic, Educational, and Institutional	Place of Worship	
Vocational, Business or Secretarial School			P
Daycare Centers in Residence (In-Home) (12 or Less)			D
Daycare Center (Not In-Home)			D
Emergency Services			P
Fraternity or Sorority (University or College Related)			P
Government Office			P
Business, Professional, and Personal Services	Post Office		P
	Office (General)		P
	Medical or Professional Office		P
	Personal Service		P
	Advertising, Outdoor Services		P
	Bank or Finance without Drive- through		P
	Bank or Finance with Drive- through		P
	Boat Repair	X	P
	Building Maintenance Services		P
	Furniture Stripping or Refinishing (including Secondary or Accessory Operations)	X	P
	Insurance Agency (Carriers and On-Site Claims Inspections)		P
	Kennels or Pet Grooming		P
	Landscape and Horticultural Services	X	P
	Motion Picture Production		P
	Pest or Termite Control Services	X	P
	Research, Development or Testing Services		P
	Studios-Artists and Recording		P
	Automobile Rental or Leasing	X	P
	Automobile Repair Services	X	P
	Car Wash	X	P
	Building Supply Sales (with Storage Yard)		P
	Convenience Store (with Gasoline Pumps)	X	P
	Equipment Rental and Repair, Light		P
	Fuel Oil Sales	X	P
	Garden Center or Retail Nursery		P
	Manufactured Home Sales		P
	Motor Vehicle, Motorcycle, RV or Boat Sales (New and Used)		P
Service Station, Gasoline	X	P	
Retail Trade	Tire Sales		P
Food Service	Restaurant (Without Drive-thru)		P
Funeral and Internment Services	Cemetery or Mausoleum		D
	Wholesale Trade-Heavy		S
	Wholesale Trade-Light		P
	Automobile Parking (Commercial)		P
	Automotive Towing and Storage Services	X	D
	Equipment Rental and Leasing (No Outside Storage)		P
	Equipment Rental and Leasing (with Outside Storage)		P
	Equipment Repair, Light		P

TABLE OF PERMITTED USES FOR LI ZONING DISTRICT

X = Prohibited in the WCA. For details on prohibited uses in the WCA, see Section Article 9 - Environmental Regulations
 P = Use by Right D = Individual Development Standards Apply - See Article 5 S = Individual Development Standards per Article 5 Apply & Special Use Permit Required

Strikethrough text= Uses proposed by the Applicant to be excluded under Conditional Zoning Case CZ 21-11-GCPL-09584

Use Category	Use Type	WCA Prohibited Use	LI
	Truck Stop	X	P
	Truck and Utility Trailer Rental and Leasing, Light	X	P
	Truck Tractor and Semi-Rental and Leasing, Heavy	X	P
	Beneficial Fill Area		D
	Bus Terminal and Service Facilities	X	P
	Courier Service, Central Facility		P
	Courier Service Substation		P
	Heliport	X	S
	Moving and Storage Service		P
Transportation, Warehousing, and Who	Railroad Terminal or Yard	X	P
	Communication or Broadcasting Facility		P
Utilities and Communication	Wireless Communication Tower – Stealth Camouflage Design		D
	Wireless Communication Tower – Non-Stealth Design		D
	Small Cell Wireless Tower		S
	Radio or TV Station		P
	Utilities, Major		S
	Utilities, Minor		P
	Solar Collectors Principal		S
	Taxi Terminal	X	P
	Utility Company Office		P
	Utility Equipment and Storage Yards		P
	Construction or Demolition Debris Landfill, Minor		D
	Land Clearing & Inert Debris Landfill, Minor		D
	Recycling Facilities, Outdoors		P
Waste-Related Uses	Septic Tank Services	X	P
General Industrial	Trucking or Freight Terminal	X	P
	Warehouse (General Storage, Enclosed)		P
	Warehouse (Self-Storage)		P
	Laundry or Dry Cleaning Plant	X	P
	Laundry or Dry Cleaning Substation	X	P
	Welding Shops	X	P
Manufacturing	Manufacturing Light		P
Special Events	Temporary Events/Uses		D



Discussion of Results

Mount Hope Church Road at I-40 Eastbound Ramp

This signalized intersection operates at LOS B during the AM peak and LOS C during the PM peak hours in base and future no-build scenarios. In future build scenario, with the addition of site traffic, this intersection is anticipated to operate at LOS C during the AM and PM peak hours. Analysis indicates there will be adequate capacity at this intersection to accommodate the traffic associated with the proposed industrial site in future build conditions. Therefore, no improvements are recommended as a result of this development.

Mount Hope Church Road at I-40 Westbound Ramp

This signalized intersection operates at LOS A during the AM peak and LOS B during the PM peak hours in base and future no-build scenarios. In future build scenario, with the addition of site traffic, this intersection is anticipated to operate at LOS B during the AM and PM peak hours. Analysis indicates there will be adequate capacity at this intersection to accommodate the traffic associated with the proposed industrial site in future build conditions. Therefore, no improvements are recommended as a result of this development.

Mount Hope Church Road at Knox Road

This signalized intersection operates at LOS B during the AM and PM peak hour during base and future no build scenarios. In future build scenario, this intersection is anticipated to operate at LOS B during the AM peak and LOS C during the PM peak hours. Analysis indicates there will be adequate capacity at this intersection to accommodate the traffic associated with the proposed industrial site in future build conditions. Therefore, no improvements are recommended as a result of this development.

Knox Road at Birch Creek Road

This unsignalized intersection operates at LOS A during the AM and PM peak hours in base and future no build scenario. In future build scenario, this intersection is anticipated to operate at LOS B during the AM and PM peak hour. Analysis indicates there will be adequate capacity at this intersection to accommodate the traffic associated with the proposed industrial site in future build conditions. Therefore, no improvements are recommended as a result of this development.

Knox Road at US 70

This signalized intersection operates at LOS B during the AM and PM peak hours in base, future no build and build scenarios. Analysis indicates there will be adequate capacity at this intersection to accommodate the traffic associated with the proposed



industrial site in future build conditions. Therefore, no improvements are recommended as a result of this development.

Knox Road at Site Access 1

In the future build, this intersection is expected to operate at LOS B in the AM and PM peaks. The need for left and right turn lanes was reviewed based on GDOT Driveway Manual and NCDOT "Policy on Street and Driveway Access to North Carolina Highways." Based on the AADT and to enhance flow in and out of the main access, it is recommended to provide a right turn lane and left turn lane with 100 feet of storage and appropriate taper at this entrance. The site access should be designed in accordance with GDOT and NCDOT standards as applicable.

Knox Road at Site Access 2

In the future build, this intersection is expected to operate at LOS A in the AM peak and LOS B in the PM peak. The need for left and right turn lanes was reviewed based on GDOT Driveway Manual and NCDOT "Policy on Street and Driveway Access to North Carolina Highways." Based on projected volumes, auxiliary lanes are not warranted. The site access should be designed in accordance with GDOT and NCDOT standards as applicable.

Recommended improvements at the study intersections are illustrated in Figure 9.

Capacity Analysis

Level of Service Evaluation Criteria

The Transportation Research Board's Highway Capacity Manual (HCM) utilizes a term "level of service" to measure how traffic operates in intersections and on roadway segments. There are currently six levels of service ranging from A to F. Level of service "A" represents low-volume traffic operations and Level of Service "F" represents high-volume, oversaturated traffic operations. Synchro Traffic Modeling software was used to determine the level of service for studied intersections. All worksheet reports from the analyses can be found in the Appendix.

Table 6 – Level of Service and Control Delay Criteria from Highway Capacity Manual			
Levels of Service and Control Delay Criteria			
Signalized Intersection		Unsignalized Intersection	
Level of Service	Control Delay Per vehicle (sec)	Level of Service	Delay Range (sec)
A	≤ 10	A	≤ 10
B	> 10 and ≤ 20	B	> 10 and ≤ 15
C	> 20 and ≤ 35	C	> 15 and ≤ 25
D	> 35 and ≤ 55	D	> 25 and ≤ 35
E	> 55 and ≤ 80	E	> 35 and ≤ 50
F	> 80	F	> 50

Discussion of Results

Rock Creek Dairy Road at I-40 Eastbound Ramp

This signalized intersection operates at LOS B during the AM peak and LOS C during the PM peak hours in base conditions. In the future no-build and future build scenario, with the addition of site traffic, this intersection is anticipated to operate at LOS C during the AM and PM peak hours. Analysis indicates there will be adequate capacity at this intersection to accommodate the traffic associated with the proposed industrial site in future build conditions. Therefore, no improvements are recommended as a result of this development.

Rock Creek Dairy Road at I-40 Westbound Ramp

This signalized intersection operates at LOS C during the AM and PM peak hours in base and future no-build scenarios. In future build scenario, with the addition of site



traffic, this intersection is anticipated to remain at LOS C during the AM and PM peak hours. Analysis indicates there will be adequate capacity at this intersection to accommodate the traffic associated with the proposed industrial site in future build conditions. Therefore, no improvements are recommended as a result of this development.

Rock Creek Dairy Road at US 70 (Burlington Road)

This signalized intersection operates at LOS D during the AM and PM peak hour during base conditions. In the future no build and future build scenario, this intersection is anticipated to operate at LOS E during the AM and PM peak hours. No improvements are recommended as a result of this development.

US 70 (Burlington Road) at Rockhurst Road

Scenario 1:

This unsignalized intersection operates at LOS B during the AM peak and LOS C in the PM peak hour during base conditions. In the future no build and future build scenario, this intersection is anticipated to remain at the same LOS during the AM and PM peak hours. No improvements are recommended as a result of this development.

Scenario 2:

This unsignalized intersection operates at LOS B during the AM peak and LOS C in the PM peak hour during base conditions. In the future no build, the LOS is expected to remain the same. In the future build scenario, this intersection is anticipated to operate at LOS C during the AM and PM peak hours. There is currently a 50-foot eastbound left turn lane on US 70. Due to the close proximity and safety along US 70, it is recommended to provide side by side left turn lanes on US 70 from Bloomfield Road to Rockhurst Road.

US 70 (Burlington Road) at Bloomfield Road

Scenario 1:

This unsignalized intersection operates at LOS B during the AM and PM peak hours in base conditions. In the future no build scenario, this intersection is anticipated to operate at LOS B in the AM peak hour and LOS C in the PM peak hour. In the future build scenario, it is expected to operate at LOS B in the AM and PM peak hours. Based on the volume and the NCDOT turn lane warrants, the existing left turn lane storage is expected to accommodate the future site trips. Therefore, no improvements are recommended as a result of this development.



Scenario 2:

This unsignalized intersection operates at LOS B during the AM and PM peak hours in base conditions. In the future no build scenario and future build scenario, this intersection is anticipated to operate at LOS B in the AM peak hour and LOS C in the PM peak hour. There is currently a 50-foot westbound left turn lane on US 70. Due to the close proximity and safety along US 70, it is recommended to provide side by side left turn lanes on US 70 from Bloomfield Road to Rockhurst Road. It is also recommended to provide an eastbound right turn lane with 100 feet of storage and appropriate taper.

An illustration is shown in the figures of the side-by-side concept.

Knox Road at US 70

This signalized intersection operates at LOS B during the AM and PM peak hours in base, future no build and build scenarios. Analysis indicates there will be adequate capacity at this intersection to accommodate the traffic associated with the proposed industrial site in future build conditions. Therefore, no improvements are recommended as a result of this development.

Bloomfield Road at Site Access 1

In the future build, this intersection is expected to operate at LOS A in the AM and PM peaks. The need for left and right turn lanes was reviewed based on GDOT Driveway Manual and NCDOT "Policy on Street and Driveway Access to North Carolina Highways." Based on the volumes, turn lanes are not recommended. However, it is recommended to upgrade Bloomfield Road to NCDOT standards and the site access should be designed in accordance with GDOT and NCDOT standards as applicable.

Bloomfield Road at Site Access 2

In the future build, this intersection is expected to operate at LOS A in the AM and PM peaks. The need for left and right turn lanes was reviewed based on GDOT Driveway Manual and NCDOT "Policy on Street and Driveway Access to North Carolina Highways." Based on the volumes, turn lanes are not recommended. However, it is recommended to upgrade Bloomfield Road to NCDOT standards and the site access should be designed in accordance with GDOT and NCDOT standards as applicable.

Recommended improvements at the study intersections are illustrated in Figures 11 and 12.



Scenario 2:

This unsignalized intersection operates at LOS B during the AM and PM peak hours in base conditions. In the future no build scenario and future build scenario, this intersection is anticipated to operate at LOS B in the AM peak hour and LOS C in the PM peak hour. There is currently a 50-foot westbound left turn lane on US 70. Due to the close proximity and safety along US 70, it is recommended to provide side by side left turn lanes on US 70 from Bloomfield Road to Rockhurst Road. It is also recommended to provide an eastbound right turn lane with 100 feet of storage and appropriate taper.

An illustration is shown in the figures of the side-by-side concept.

Knox Road at US 70

This signalized intersection operates at LOS B during the AM and PM peak hours in base, future no build and build scenarios. Analysis indicates there will be adequate capacity at this intersection to accommodate the traffic associated with the proposed industrial site in future build conditions. Therefore, no improvements are recommended as a result of this development.

Bloomfield Road at Site Access 1

In the future build, this intersection is expected to operate at LOS A in the AM and PM peaks. The need for left and right turn lanes was reviewed based on GDOT Driveway Manual and NCDOT "Policy on Street and Driveway Access to North Carolina Highways." Based on the volumes, turn lanes are not recommended. However, it is recommended to upgrade Bloomfield Road to NCDOT standards and the site access should be designed in accordance with GDOT and NCDOT standards as applicable.

Bloomfield Road at Site Access 2

In the future build, this intersection is expected to operate at LOS A in the AM and PM peaks. The need for left and right turn lanes was reviewed based on GDOT Driveway Manual and NCDOT "Policy on Street and Driveway Access to North Carolina Highways." Based on the volumes, turn lanes are not recommended. However, it is recommended to upgrade Bloomfield Road to NCDOT standards and the site access should be designed in accordance with GDOT and NCDOT standards as applicable.

Recommended improvements at the study intersections are illustrated in Figures 11 and 12.

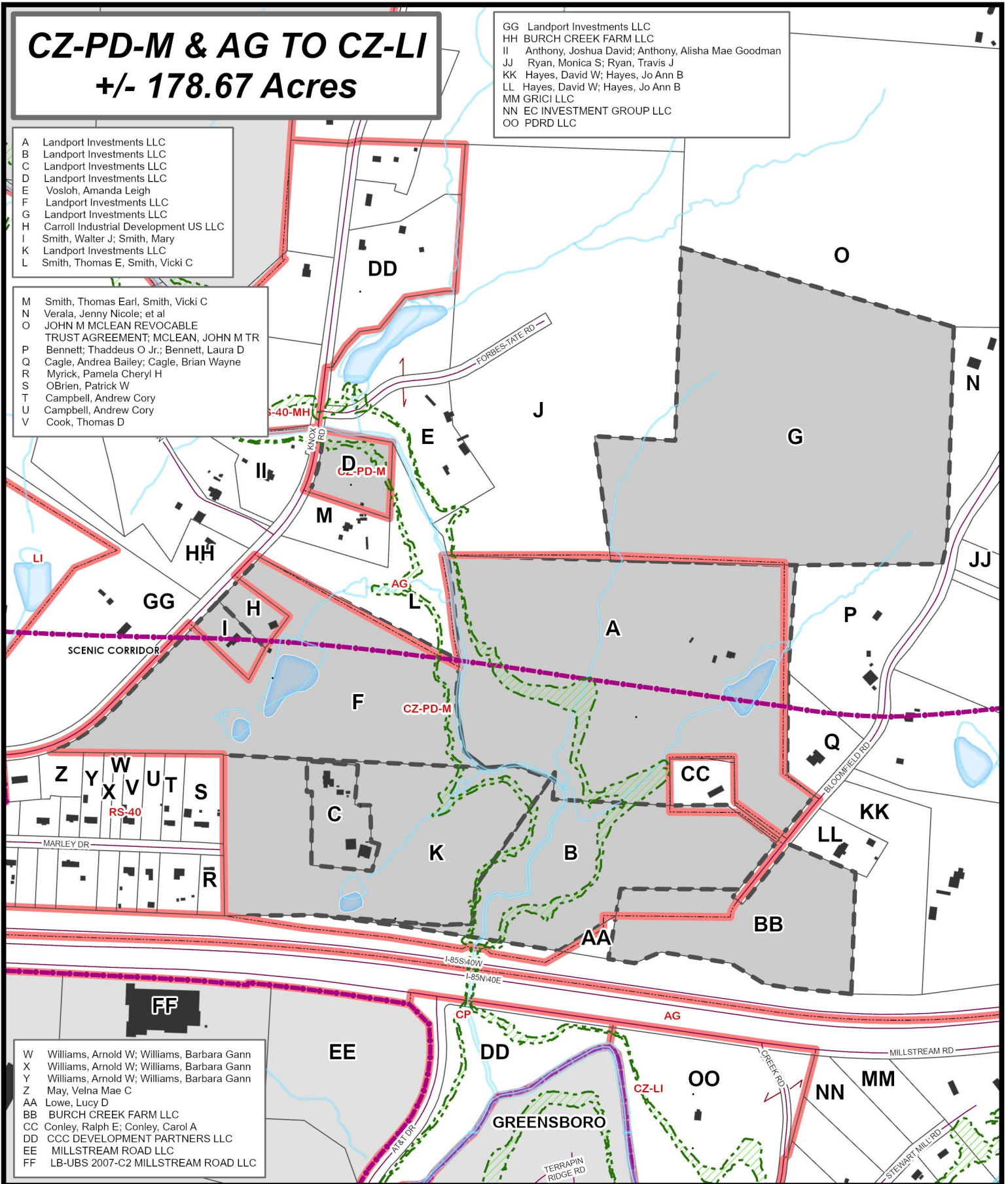
CZ-PD-M & AG TO CZ-LI +/- 178.67 Acres

GG Landport Investments LLC
 HH BURCH CREEK FARM LLC
 II Anthony, Joshua David; Anthony, Alisha Mae Goodman
 JJ Ryan, Monica S; Ryan, Travis J
 KK Hayes, David W; Hayes, Jo Ann B
 LL Hayes, David W; Hayes, Jo Ann B
 MM GRICI LLC
 NN EC INVESTMENT GROUP LLC
 OO PDRD LLC

A Landport Investments LLC
 B Landport Investments LLC
 C Landport Investments LLC
 D Landport Investments LLC
 E Vosloh, Amanda Leigh
 F Landport Investments LLC
 G Landport Investments LLC
 H Carroll Industrial Development US LLC
 I Smith, Walter J; Smith, Mary
 K Landport Investments LLC
 L Smith, Thomas E, Smith, Vicki C

M Smith, Thomas Earl, Smith, Vicki C
 N Verala, Jenny Nicole; et al
 O JOHN M MCLEAN REVOCABLE TRUST AGREEMENT; MCLEAN, JOHN M TR
 P Bennett; Thaddeus O Jr.; Bennett, Laura D
 Q Cagle, Andrea Bailey; Cagle, Brian Wayne
 R Myrick, Pamela Cheryl H
 S OBrien, Patrick W
 T Campbell, Andrew Cory
 U Campbell, Andrew Cory
 V Cook, Thomas D

W Williams, Arnold W; Williams, Barbara Gann
 X Williams, Arnold W; Williams, Barbara Gann
 Y Williams, Arnold W; Williams, Barbara Gann
 Z May, Velna Mae C
 AA Lowe, Lucy D
 BB BURCH CREEK FARM LLC
 CC Conley, Ralph E; Conley, Carol A
 DD CCC DEVELOPMENT PARTNERS LLC
 EE MILLSTREAM ROAD LLC
 FF LB-UBS 2007-C2 MILLSTREAM ROAD LLC

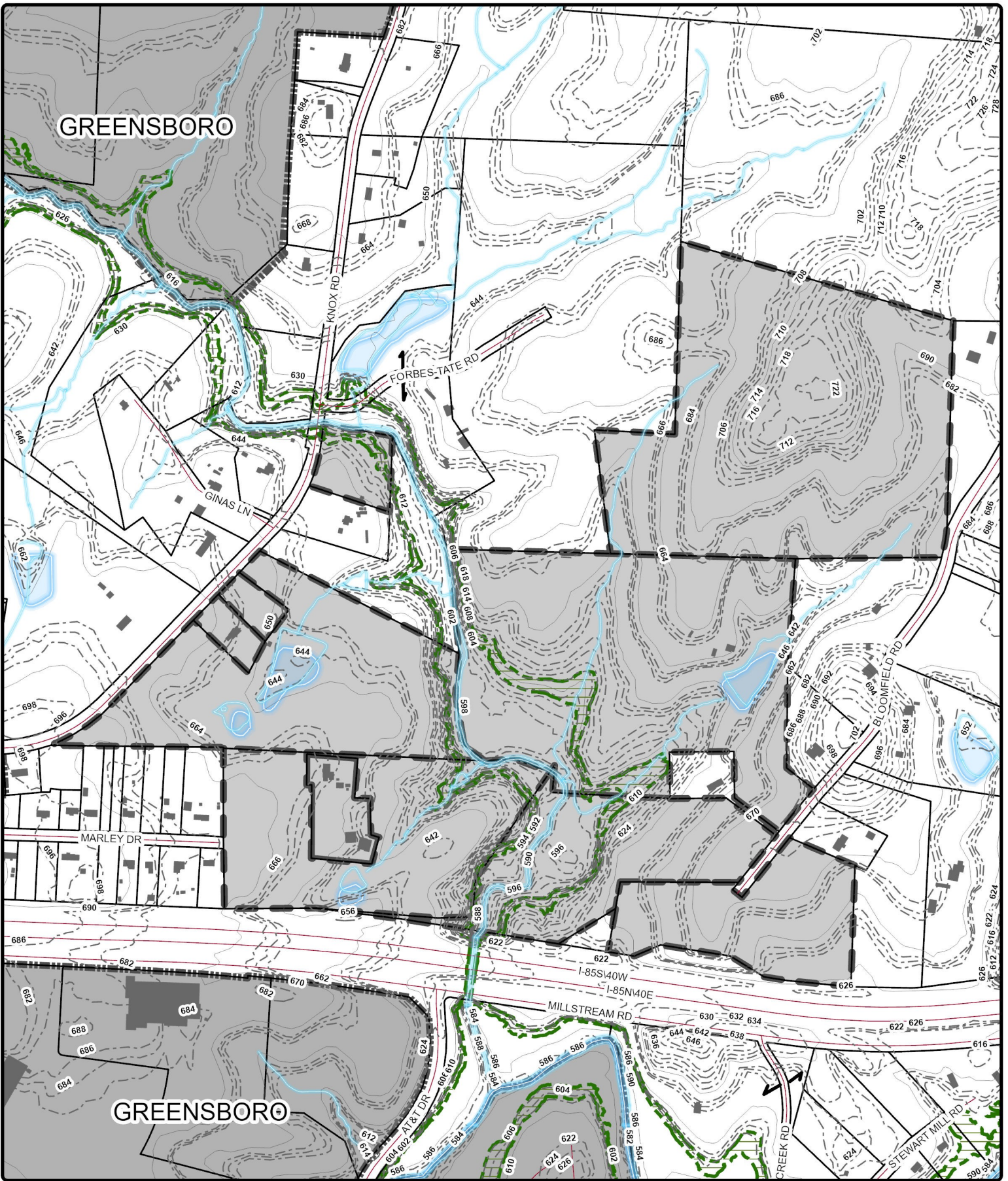


JURISDICTION:
 GUILFORD COUNTY
 Guilford County
 Planning & Development
 Department

Rezoning Case #
 21-11-GCPL-09584
Scale: 1" = 621'

Map: 116776, 116783,
 116784, 116787,
 116789, 116790
 120423, 116782,
 116778, 120447





CASE #21-11-GCPL-09584

Scale: 1" = 621'





CASE #21-11-GCPL-09584

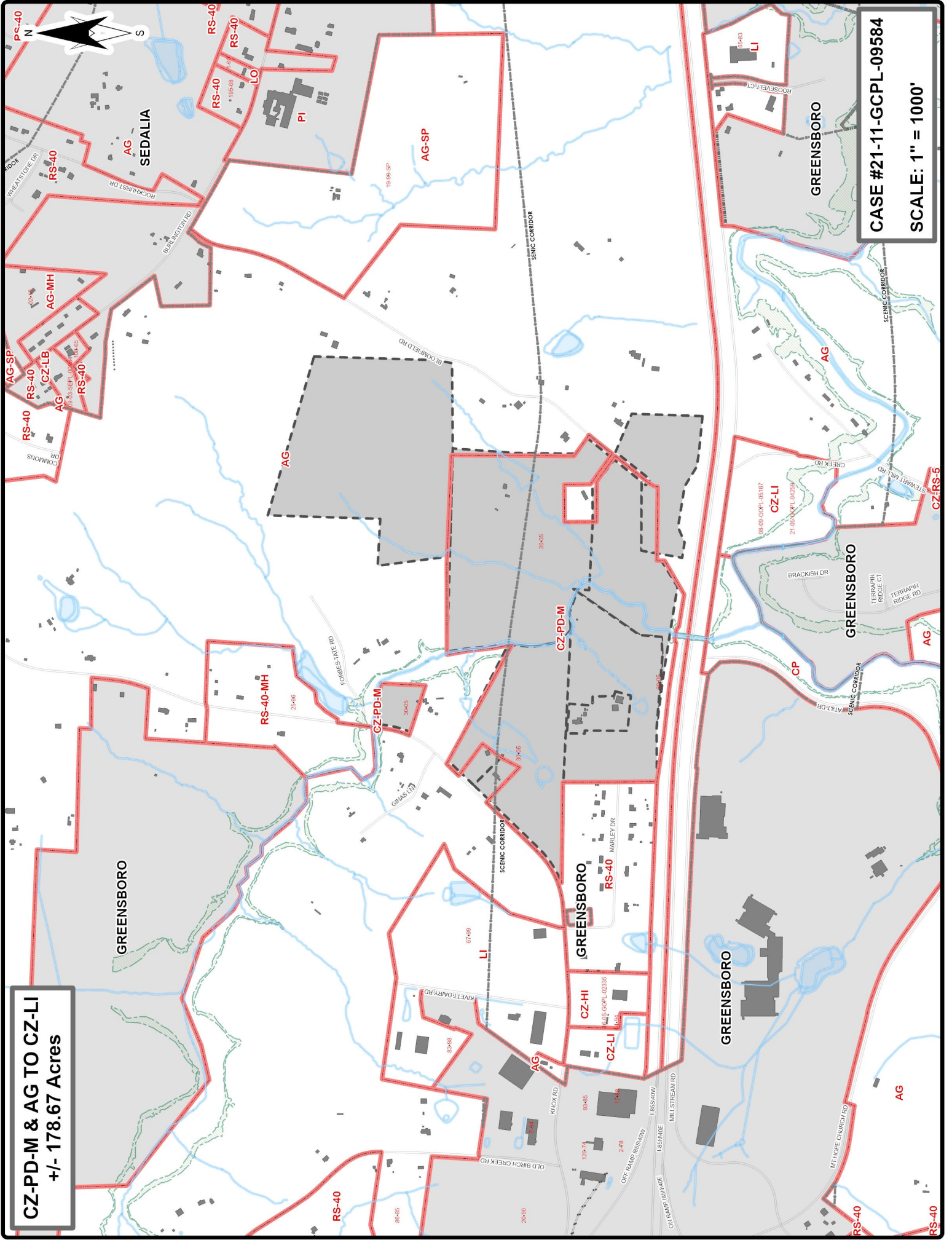
Scale: 1" = 620'



**CZ-PD-M & AG TO CZ-LI
+/- 178.67 Acres**

CASE #21-11-GCPL-09584

SCALE: 1" = 1000'



CONDITIONAL ZONING CASE #21-10-GCPL-09584: CONDITIONAL ZONING – PLANNED UNIT DEVELOPMENT - MIXED (CZ-PDM) FOR CASE #30-05, AND AGRICULTURAL (AG) To CONDITIONAL ZONING – LIGHT INDUSTRIAL (CZ-LI) TAX PARCELS 116790, 116782, 116778, AND 116787 (NON-CONTIGUOUS) ON KNOX ROAD; TAX PARCELS 116784 AND 116789 ON MARLEY DRIVE; AND, TAX PARCELS 116776, 116783, 120447, AND 120423 ON BLOOMFIELD ROAD.

**GUILFORD COUNTY PLANNING BOARD
ZONING AMENDMENT STATEMENT OF CONSISTENCY**

DECISION MATRIX

Zoning	Plan Consistency	Decision
Approve	Consistent	#1
Deny	Inconsistent	#2
Approve	Inconsistent	#3
Deny	Consistent	#4

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CONDITIONAL ZONING CASE #21-10-GCPL-09584: CONDITIONAL ZONING – PLANNED UNIT DEVELOPMENT - MIXED (CZ-PDM) FOR CASE #30-05, AND AGRICULTURAL (AG) To CONDITIONAL ZONING – LIGHT INDUSTRIAL (CZ-LI) TAX PARCELS 116790, 116782, 116778, AND 116787 (NON-CONTIGUOUS) ON KNOX ROAD; TAX PARCELS 116784 AND 116789 ON MARLEY DRIVE; AND, TAX PARCELS 116776, 116783, 120447, AND 120423 ON BLOOMFIELD ROAD.

**GUILFORD COUNTY PLANNING BOARD
ZONING AMENDMENT STATEMENT OF CONSISTENCY**

**DECISION # 1
APPROVE-CONSISTENT
NO PLAN AMENDMENT**

I move to **Approve** this zoning amendment located on Guilford County Tax Parcels **116790, 116782, 116778, AND 116787 (non-contiguous) on Knox Road; Tax Parcels 116784 and 116789 on Marley Drive; and, Tax Parcels 116776, 116783, 120447, and 120423 on Bloomfield Road** from **mixed (CZ-PDM) for CASE #30-05, and AGRICULTURAL (AG) to CONDITIONAL ZONING – LIGHT INDUSTRIAL (CZ-LI) ZONING DISTRICT** because:

1. The amendment **is** consistent with applicable plans because:
[Describe elements of controlling land use plans and how the amendment is consistent.]

2. The amendment **is** reasonable and in the public interest because:
[Factors may include public health and safety, character of the area and relationship of uses, applicable plans, or balancing benefits and detriments.]

CONDITIONAL ZONING CASE #21-10-GCPL-09584: CONDITIONAL ZONING – PLANNED UNIT DEVELOPMENT - MIXED (CZ-PDM) FOR CASE #30-05, AND AGRICULTURAL (AG) To CONDITIONAL ZONING – LIGHT INDUSTRIAL (CZ-LI) TAX PARCELS 116790, 116782, 116778, AND 116787 (NON-CONTIGUOUS) ON KNOX ROAD; TAX PARCELS 116784 AND 116789 ON MARLEY DRIVE; AND, TAX PARCELS 116776, 116783, 120447, AND 120423 ON BLOOMFIELD ROAD.

**GUILFORD COUNTY PLANNING BOARD
ZONING AMENDMENT STATEMENT OF CONSISTENCY**

**DECISION #2
DENY-INCONSISTENT
NO PLAN AMENDMENT**

I move to **Deny** this zoning amendment located on Guilford County Tax Parcels **116790, 116782, 116778, AND 116787 (non-contiguous) on Knox Road; Tax Parcels 116784 and 116789 on Marley Drive; and, Tax Parcels 116776, 116783, 120447 and 120423 on Bloomfield Road** from **mixed (CZ-PDM) for CASE #30-05, and AGRICULTURAL (AG) to CONDITIONAL ZONING – LIGHT INDUSTRIAL (CZ-LI) ZONING DISTRICT** because:

- 1. The amendment **is not** consistent with applicable plans because:
[Describe elements of controlling land use plans and how the amendment is not consistent.]

- 2. The amendment **is not** reasonable and in the public interest because:
[Factors may include public health and safety, character of the area and relationship of uses, applicable plans, or balancing benefits and detriments.]

CONDITIONAL ZONING CASE #21-10-GCPL-09584: CONDITIONAL ZONING – PLANNED UNIT DEVELOPMENT - MIXED (CZ-PDM) FOR CASE #30-05, AND AGRICULTURAL (AG) To CONDITIONAL ZONING – LIGHT INDUSTRIAL (CZ-LI) TAX PARCELS 116790, 116782, 116778, AND 116787 (NON-CONTIGUOUS) ON KNOX ROAD; TAX PARCELS 116784 AND 116789 ON MARLEY DRIVE; AND, TAX PARCELS 116776, 116783, 120447, AND 120423 ON BLOOMFIELD ROAD.

**GUILFORD COUNTY PLANNING BOARD
ZONING AMENDMENT STATEMENT OF CONSISTENCY**

**DECISION #3
APPROVE-INCONSISTENT
PLAN AMENDMENT**

I move to **Approve** this zoning amendment located on Guilford County Tax Parcels **116790, 116782, 116778, AND 116787 (non-contiguous) on Knox Road; Tax Parcels 116784 and 116789 on Marley Drive; and, Tax Parcels 116776, 116783, 120447 and 120423 on Bloomfield Road** from **mixed (CZ-PDM) for CASE #30-05, and AGRICULTURAL (AG) to CONDITIONAL ZONING – LIGHT INDUSTRIAL (CZ-LI) ZONING DISTRICT** because:

1. This approval also amends the **Northeast Area Plan**.
2. The zoning map amendment and associated **Northeast Area Plan** amendment are based on the following change(s) in condition(s) in the **Northeast Area Plan**:
[Explanation of the change in conditions to meet the development needs of the community that were taken into account in the zoning amendment.]

3. The amendment **is** reasonable and in the public interest because:
[Factors may include public health and safety, character of the area and relationship of uses, applicable plans, or balancing benefits and detriments.]

CONDITIONAL ZONING CASE #21-10-GCPL-09584: CONDITIONAL ZONING – PLANNED UNIT DEVELOPMENT - MIXED (CZ-PDM) FOR CASE #30-05, AND AGRICULTURAL (AG) To CONDITIONAL ZONING – LIGHT INDUSTRIAL (CZ-LI) TAX PARCELS 116790, 116782, 116778, AND 116787 (NON-CONTIGUOUS) ON KNOX ROAD; TAX PARCELS 116784 AND 116789 ON MARLEY DRIVE; AND, TAX PARCELS 116776, 116783, 120447, AND 120423 ON BLOOMFIELD ROAD.

**GUILFORD COUNTY PLANNING BOARD
ZONING AMENDMENT STATEMENT OF CONSISTENCY**

**DECISION #4
DENY-CONSISTENT
NO PLAN AMENDMENT**

I move to **Deny** this zoning amendment located on Guilford County Tax Parcel **116790, 116782, 116778, AND 116787 (non-contiguous) on Knox Road; Tax Parcels 116784 and 116789 on Marley Drive; and, Tax Parcels 116776, 116783, 120447 and 120423 on Bloomfield Road from mixed (CZ-PDM) for CASE #30-05, and AGRICULTURAL (AG) to CONDITIONAL ZONING – LIGHT INDUSTRIAL (CZ-LI) ZONING DISTRICT** because:

1. The amendment **is** consistent with applicable plans because:
[Describe elements of controlling land use plans and how the amendment is consistent.]

2. The amendment **is** consistent but not in the public interest because:
[Factors may include public health and safety, character of the area and relationship of uses, applicable plans, or balancing benefits and detriments.]
