

Zoning Docket from July 15, 2019 Public Hearing

Docket Number	Applicant	CC DIST.	STAFF REC.	GCPC REC.	P&D REC.	COUNCIL ACTION
CZ-2019-42	Eric Kronberg, Kronberg Wall Architects for Simon Tuohy and Rob Howell, Water Dagger LLC, Water Tower Greenways LLC and Oceana Rapid LLC 1320 Hampton Avenue Extension, West Washington Street, Cedar Lane Court and Buncombe Road 0149000800100, 0149000800200, 0139000100100, 0139000100300, 0140000100100 and 0140000100200 I-1, Industrial and S-1, Services to FRD, Flexible Review District	23	Approval with conditions	Approval with conditions as amended 7-24-19	Approval with conditions as amended 7-29-19	
Public Comments	<p>Some of the general comments made by Speakers at the Public Hearing on July 15, 2019 were:</p> <p><u>Speakers For:</u></p> <p>1) Applicant</p> <ul style="list-style-type: none"> • Greenville County expected to experience significant increase in population • Providing quality housing • Locate close to public transportation and amenities • Walkable community • Believes it will create a vibrant community and project. • Not as many parking spaces are required because people will be coming and going at different hours <p><u>Speakers Against:</u></p> <p>None</p> <p>List of meetings with staff: Applicant 4/9/19, 5/7/19, 6/12/19 & 7/3/19</p>					<p>Petition/Letter For: None</p> <p>Against: None</p>
Staff Report	<p>ANALYSIS:</p> <p>The subject property is part of the <u>Imagine Greenville</u> Comprehensive Plan and is designated as <i>Residential Land Use 3</i> which is prescribed at 6 or more units per acre. The subject parcels are along a bus route. Route 506 is 0.33 miles away from the site, located at the intersection of Cedar Lane Road and Old Buncombe Road. Additionally, there are sidewalks in the area, although they do not connect to the bus route from the subject site. Both the Orange and Green Lines for the Swamp Rabbit Trails runs through or near this site. Floodplain is present on the site.</p> <p>The subject property is adjacent to a <i>Neighborhood Corridor</i>, but lacks direct access. These corridors are predominantly residential in form and function but do allow for some limited nonresidential use. Traffic speeds in this corridor are very slow for safety and convenience. Given the low volume and speed, access is largely unmanaged.</p> <p>SUMMARY:</p> <p>The subject parcels zoned I-1, Industrial and S-1, Services, are 22.04 acres of property located on Hampton Avenue Extension, West Washington Street, Cedar Lane Court, and Buncombe Road approximately 0.67 miles southeast of the intersection of Cedar Lane Road and West Blue Ridge Drive. The parcel has approximately 695 feet of frontage along Hampton Avenue Extension, 120 feet of frontage along West Washington Street, 995 feet of frontage along Cedar Lane Court, and 140 feet of frontage along Buncombe Road. The applicant is requesting to rezone the property to FRD, Flexible</p>					

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Review District.

The applicant states the proposed land use is for mixed use.

Project Information: The applicant is requesting to rezone the property to FRD, Flexible Review District as a mixed use development of commercial and multifamily. The allowable uses consist of any use permitted in the C-3, Commercial district, along with additional uses such as kennels with outside runs, feed and seed sales, breweries and distilleries. The total overall residential square footage of the project is 369,500 square feet. The overall commercial building square footage is 115,000 sqft and the overall square footage of the outdoor event space is 62,000 square feet. The applicant states that there will be a maximum of 326 dwelling units with a density of 14.5 units per acre. The applicant states no building will be more than 5 stories plus a potential basement, with a maximum height of 65 feet. The existing water towers on both sites will remain. The entire project will be maintained by a Property Owners Association.

Parcel 2 consists of two existing buildings with a square footage of 7,500 sqft to be continued as commercial uses, along with an additional 16,500 sqft of outdoor event space. Parcels 3 and 4 consist mainly of the existing commercial with 107,500 sqft on site, along with 43,500 square feet of new multifamily and 33,500 sqft of new outdoor event space. All three parcels have been granted a Board of Zoning Appeals variance for the existing buildings on site for a reduced 25 foot setback which is addressed in a later section of this report. Parcel 16 will contain all of the remaining multifamily residential uses with a maximum square footage of 326,000 sqft along with 12,000 sqft of outdoor event space. There will also be an amenity area provided to the residents and may consist of a pool, lawns, gazebos or other outdoor enjoyment facilities. There are two points of ingress and egress into this site. No buildings or outdoor event space is designated on Parcel 1 or 17.

Access: The project consists of a total of 4 points of ingress and egress points. Two points of ingress and egress are located on Parcel 16, and one point of ingress and egress is located on Parcels 2 and 3.

The applicant is also providing a minimum of 6 foot sidewalks along Hampton Avenue Extension along with sidewalks internally throughout the development. The proposed sidewalk also allows a connection with the Swamp Rabbit Trail which will run along and through the project. Both the Orange and the Green Line of the Swamp Rabbit Trail are near this site.

Parking: Parking for Parcel 2 will consist of 155 overflow parking spaces. Parking on Parcels 3 and 4 will consist of 130 parking spaces with a ratio of 0.75 parking spaces per residential unit and 1 space per 1,000 sqft of commercial use. Parcel 16 will require a minimum of 228 parking spaces on site, with a ratio of 1 parking space per residential unit minimum. No parking is provided on Parcels 1 and 17.

The applicant is proposing the use of on-street parking, along with reduced parking space minimums throughout the site. The applicant states there will be a mixture of parking spaces, with the average size being 8 feet by 6 inches wide and 18 feet deep. There are also "jumbo" and "compact" sizes proposed for parking. The "jumbo" parking is 9 feet wide by 18 feet deep with a minimum of 30% of the overall parking. The "compact" parking will be 8 feet wide and 16 feet deep with a maximum of 20% of the overall parking. Both the "jumbo" and compact spaces will be signed on the site, a "C" for compact and "SUV" for jumbo spaces.

The applicant is also proposing the use of bike racks throughout the site with a minimum of 1 space per 20 residential units and 1 space for every 5,000 sqft of commercial space. The applicant also states that the use of bike valets during special events may be utilized along with the use of indoor bike storage to meet bike parking minimums.

Staff is cautiously optimistic about this parking approach and wants to support a more compact, walkable form of development in these kinds of locations. To balance support of this concept with the need to ensure adequate parking, a standardized statement regarding future parking needs (should parking prove to be inadequate) is included as a part of our recommendations.

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Architectural Design: The existing commercial buildings were previously used for industrial use. The applicant will be keeping with an industrial design and look for the current and any new buildings while making repairs, modification and façade improvements where needed. The existing buildings consist of masonry with accent materials such as metal panels, storefront windows and doors and canopies. Similar colors are already in use and will be continued throughout the site.

The multifamily building materials may consist of stone, masonry, cementous panel, siding and/or decorative metal accent panels. Balconies, porches, stoops and entries along Hampton Street Extension and the Swamp Rabbit Trail will be utilized. The multifamily residential buildings will consist of natural colors for brick and stone. Accent colors will also be incorporated into the buildings.

Landscaping: Public greenspaces, which include plazas, parks, gardens, hardscape, trails and/or seating areas, will be provided throughout the site. Plantings will consist of shade trees, small flowering trees, grassed open spaces and foundation plantings and shrubs. Street trees will also be provided along Parcels 16 and 17 where the sidewalks are proposed. All landscaping requirements will meet the Greenville County Zoning Ordinance.

Signage and Lighting: One monument sign currently exists on Parcel 3 identifying Hampton Station. Buildings on Parcels 2, 3 and 4 will be able to maintain existing painted signage on the buildings along with modifications or updates. Directional, information wayfinding signage and temporary event signage may be used on Parcels 2, 3 and 4. Building signage on Parcels 16 and 17 will incorporate overall building identification signage along with ground floor signage if applicable. Signage can have gooseneck or similar external lighting, along with opaque numbers or backlit letters. All signage will meet the Greenville County Sign Ordinance requirements.

Lighting will consist of full-cutoff fixtures between 16 to 20 feet in height. Decorative light fixtures will also be used throughout the development, as well as for streetscapes and public right-of-way. A lighting plan will be provided at the time a Final Development Plan is submitted to ensure lighting trespass will be prevented.

Board of Zoning Appeals Variance and Road Abandonment: Parcels 2, 3 and 4 were granted a setback variance by the Board of Zoning Appeals per CB-19-20. The variance for 1326 Hampton Avenue Extension received a variance of a 7.6 foot left side setback from Building 1 and a 25 foot right side setback from Building 2. 1320 Hampton Avenue Extension received a variance of 25 foot front and left side setback, along with a 17.8 rear setback for Building 3. A copy of the approved plan is provided in your packet.

Parcels 3 and 4 also have an abandoned road running through their site. The applicant is currently in the process of obtaining formal road abandonment with Greenville County Roads and Bridges.

CONCLUSION:

The intent of an FRD, Flexible Review District is to provide a way for inventive design to accomplish and permit development that could not be achieved through conventional zoning. The Hampton Station FRD allows for exactly this; innovative design while trying to accomplish a list of uses that would not otherwise be possible.

Staff still maintains some concerns regarding the project as a whole. Staff is very concerned about the lack of parking on the entire site, as well as any additional or new commercial or residential added to the site. However staff is willing to see if reduced parking can work, especially since the site is located along the Swamp Rabbit Trail, and biking and walking are used as an alternative mode of transportation.

Staff is also concerned about the overflow parking on Parcel 2, which can easily use the Swamp Rabbit Trail as a means of vehicle ingress or egress since that currently is not prohibited. Greenville County Parks and Recreation states no motor vehicles are not permitted on the Swamp Rabbit Trail other than for emergency access (EMS and the Sheriff's Department) and maintenance. Staff believes this issue could be mitigated with appropriate architectural fixtures such as bollards, fencing or other creative measures.

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Safety for the general public on the Swamp Rabbit Trail must be ensured.

There is also a concern with outdoor event space not being counted towards parking requirements, which is not calculated into the overall commercial square footage of the site. Staff believes including the outdoor event space in the overall parking for the site is appropriate because it can be used similarly to commercial square footage by bringing in more patrons. Changing the parking requirements to include the outdoor event space would address this issue.

Staff believes a connection to the northwest parcel, 0140000100101 should be provided between both projects to promote interconnectivity throughout this area. Currently, this developer does not wish to connect to the neighboring parcel. A connection would prevent another curb cut for the adjacent project.

Staff, including Roads and Bridges requires that roads be widened to 20 feet. Currently Hampton Avenue Extension is 16 feet wide and using the roads currently as they are would be a safety issue. Staff also requests that 25 foot of right-of-way be given to Roads and Bridges.

The subject site is located in an area that is mainly made up of industrial and service type zoning but has land uses such as multifamily, single-family, warehousing, retail and vacant land present. Staff is of the opinion the requested FRD is appropriate for this area, allowing for a mixture of similar land uses such as multifamily, service and commercial uses found in the surrounding zoned area and on site. Staff believes the requested zoning will have a positive impact on the surrounding community.

Based on these reasons staff recommends approval with the following conditions:

- Provide the required use table, to identify the list of uses and square footage of what currently exists on site along with the proposed uses to ensure adequate parking calculations are being met per these parking ratios.
- Add the additional maximum outdoor event space into the Statement of Intent, along with changing the overall commercial square footage on the Concept Plan and Statement of Intent.
- Provide the following statement regarding parking in the Statement of Intent, "Should the county determine, at any time in the future, that parking is inadequate, the county may require an immediate resolution to the problem through submittal of a new Statement of Intent and Final Development Plan. Resolution will be the sole responsibility of the developer/owner of the property, his successors, and assigns."
- Provide on the Concept Plan and in the Statement of Intent some type of architecturally appropriate fixture, such as bollards, fencing or other materials, along the Swamp Rabbit Trail to ensure vehicles are not able to access it where the property abuts.
- Revise the Concept Plan and Statement of Intent for the required parking for multifamily residential to 320 parking spaces.
- Provide a road connection to the northwest parcel, Woodfield Apartments identified as parcel 0140000100101.
- All on-street parking will be private and maintained by the Hampton Station POA.
- Widen Hampton Avenue Extension to 20 feet between development property lines to the RxR crossing.
- Provide 25 feet of right-of-way from the center line to Greenville County Roads and Bridges.
- For any new or proposed commercial/retail space provide an updated TIS per the agreed upon TIAS Study Addendum #1 dated July 10, 2019, from Short Engineering and Consulting, LLC and Seamon Whiteside and Associates stating that, "when any additional development, including up-fits of existing space, (residential, commercial, etc.) is proposed within the overall Hampton Station development or when/if any existing uses are proposed for re-development, an updated TIAS will be completed to assess potential traffic/transportation impacts".

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GCPC	<p>At the July 24, 2019 Planning Commission meeting the Commission members voted to approve the zoning request with all conditions, except the following condition:</p> <ul style="list-style-type: none">• Provide the following statement regarding parking in the Statement of Intent, “Should the county determine, at any time in the future, that parking is inadequate, the county may require an immediate resolution to the problem through submittal of a new Statement of Intent and Final Development Plan. Resolution will be the sole responsibility of the developer/owner of the property, his successors, and assigns.”
P&D Committee	<p>At the July 29, 2019 Planning and Development Committee meeting the Committee members voted to approve the zoning request with the following amended conditions:</p> <ul style="list-style-type: none">• Provide the required use table, to identify the list of uses and square footage of what currently exists on site along with the proposed uses to ensure adequate parking calculations are being met per these parking ratios.• Add the additional maximum outdoor event space into the Statement of Intent, along with changing the overall commercial square footage on the Concept Plan and Statement of Intent.• Provide on the Concept Plan and in the Statement of Intent some type of architecturally appropriate fixture, such as bollards, fencing or other materials, along the Swamp Rabbit Trail to ensure vehicles are not able to access it where the property abuts.• Revise the Concept Plan and Statement of Intent for the required parking for multifamily residential to 320 parking spaces.• Provide a road connection to the northwest parcel, Woodfield Apartments identified as parcel 0140000100101.• All on-street parking will be private and maintained by the Hampton Station POA.• For any new or proposed commercial/retail space provide an updated TIS per the agreed upon TIAS Study Addendum #1 dated July 10, 2019, from Short Engineering and Consulting, LLC and Seamon Whiteside and Associates stating that, “when any additional development, including up-fits of existing space, (residential, commercial, etc.) is proposed within the overall Hampton Station development or when/if any existing uses are proposed for re-development, an updated TIAS will be completed to assess potential traffic/transportation impacts”.