

AMENDING OFFICIAL ZONING MAP

5300 HIGH POINT ROAD, NORTH OF HIGH POINT ROAD AND WEST OF ALAMANCE ROAD.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GREENSBORO:

Section 1. The Official Zoning Map is hereby amended by rezoning from **PUD (Planned Unit Development)** to **PUD (Planned Unit Development)**.

The area is described as follows:

“Beginning at a point in the existing Greensboro corporate limits (as of December 31, 2014), said point being the northeast corner of that 19.07-acre annexation effective June 30, 1998, and shown on City of Greensboro Annexation Drawing D-2417; THENCE PROCEEDING WITH THE EXISTING CITY LIMITS in a westerly direction across the northern terminus of Atwater Drive to the southeast corner of Crofton Springs Subdivision Phase II, as recorded in Plat Book 110, Page 114; thence with the southeast lines of said Phase II and of Phase I of Crofton Springs Subdivision, as recorded in Plat Book 106, Page 151, N 38° 58' 01" E 831.42 feet to the easternmost corner of said Phase I; thence with the projection of the southwest line of Lot 1 of Property of Guilford County Board of Education, as recorded in Plat Book 121, Page 101, S 49° 55' 15" E approximately 93.6 feet to a point on the former centerline of the Norfolk Southern track; thence in a northeasterly direction with said centerline approximately 2,210 feet to its intersection with the northwestwardly projection of the northeast line of KSL Sedgefield Pilot, LLC, as recorded in Deed Book 6920, Page 1579; THENCE DEPARTING FROM THE EXISTING CITY LIMITS with said projection and said northeast line S 45° 57' 15" E approximately 308 feet to an existing iron pin in the northwest right-of-way line of Norwood Drive (S.R.#1385); thence with said right-of-way line S 44° 08' 45" W approximately 370 feet to its intersection with the southwest right-of-way line of Alamance Road (S.R.#1385), a variable width right-of-way; thence in a southeasterly direction with said southwest right-of-way line approximately 650 feet to a new iron pin in the southeast right-of-way line for the newly relocated High Point Road; thence continuing with the southwest right-of-way line of Alamance Road the following seventeen (17) courses and distances: (1) S 37° 27' 45" E 22.60 feet to an existing iron pin, (2) S 33° 51' 11" E 183.41 feet to a monument, (3) S 37° 20' 13" E 459.05 feet to an existing iron pin, (4) S 52° 39' 08" W 4.98 feet to an existing iron pin, (5) along a curve to the right having a radius of 502.78 feet and a chord bearing and distance of S 31 20' 47" E 104.95 feet to an existing iron pin, (6) S 25° 17' 30" E 249.60 feet to an existing iron pin, (7)

along a curve to the left having a radius of 1,318.27 feet and a chord bearing and distance of S 30° 17' 32" E 229.82 feet to a new iron pin, (8) S 35° 17' 57" E 36.26 feet to a new iron pin, (9) along a curve to the right having a radius of 464.99 feet and a chord bearing and distance of S 21° 36' 24" E 220.14 feet to an existing iron pin, (10) along a curve to the left having a radius of 321.14 feet and a chord bearing and distance of S 32° 32' 31" E 267.65 feet to an existing iron pin, (11) along a curve to the right having a radius of 1,192.05 feet and a chord bearing and distance of S 53° 35' 30" E 148.80 feet to an existing iron pin, (12) S 43° 21' 44" E 137.53 feet to an existing iron pin, (13) S 44° 19' 00" E 0.46 feet to an existing iron pin, (14) along a curve to the right having a radius of 133.70 feet and a chord bearing and distance of S 21° 17' 08" E 104.61 feet to an existing iron pin, (15) S 00° 35' 40" W 133.19 feet to an existing iron pin, (16) along a curve to the left having a radius of 351.76 feet and a chord bearing and distance of S 13° 11' 09" E 167.58 feet to an existing iron pin, and (17) S 26° 58' 00" E 12.16 feet to the intersection of the southwest right-of-way line of Alamance Road and the north right-of-way line of High Point Road, a 100-foot right-of-way (a/k/a U.S. Highway 29-70); thence running with the north right-of-way line of High Point Road the following eleven (11) courses and distances: (1) S 67° 46' 45" W 99.78 feet to an existing iron pin, (2) S 71° 57' 26" W 99.91 feet to an existing iron pin, (3) S 79° 11' 56" W 99.77 feet to an existing iron pin, (4) S 85° 42' 34" W 100.05 feet to an existing iron pin, (5) S 86° 39' 50" W 1,023.62 feet to an existing iron pin, (6) S 88° 39' 09" W 66.99 feet to an existing iron pin, (7) S 83° 43' 39" W 68.00 feet to an existing iron pin, (8) S 80° 48' 22" W 99.94 feet to an existing iron pin, (9) S 76° 40' 25" W 100.32 feet to an existing iron pin, (10) S 76° 25' 52" W 525.41 feet to an existing iron pin, and (11) S 77° 10' 20" W 99.99 feet to an existing iron pin in the southeast corner of the property of Henry R. Canipe, as recorded in Deed Book 5917, Page 199; thence with Canipe's east line N 13° 47' 55" W 576.86 feet to an existing iron pin in concrete at Canipe's northeast corner; thence with Canipe's north line S 77° 16' 44" W 183.81 feet to an existing iron pin in the northeast corner of the property of Sedgefield Gate, recorded in Plat Book 72, Page 87; thence with the north line of Sedgefield Gate S 77° 09' 02" W 199.84 feet to a new iron pin in the southeast corner of Sedgefield Gate Phase II, recorded in Plat Book 123, Page 27; thence with the east lines of said Phase II the following two (2) courses and distances: (1) N 12° 03' 39" W 75.10 feet to an existing iron pin, and (2) N 33° 29' 32" W 149.92 feet to a monument at the northernmost corner of said Phase; thence with the east lines of Sedgefield Gate Phase 3, Map 1, recorded in Plat Book 134, Page 8, and Sedgefield Gate Phase 3, Map 2, recorded in Plat Book 134, Page 71, the following two (2) courses and distances: (1) N 38° 21' 20" W 359.51 feet to a new iron pin, and (2) N 43° 11' 56" W 112.57 feet to an existing iron pin in the east corner of the property of The John and Lou Ann

Mothershead Family Trust – Trust B, recorded in Deed Book 7059, Page 317; thence with the northeast line of the Mothershead property N 43° 11' 56" W 119.61 feet to a monument in the southeast right-of-way line of Harnett Drive, a 40-foot right-of-way (a/k/a S.R. #1625), at its northeastern terminus; thence across said terminus N 45° 56' 51" W 27.35 feet to a new iron pin in the southeast right-of-way line for the newly relocated High Point Road; thence crossing said road N 45° 56' 51" W 200.43 feet to a new iron pin in the northwest right-of-way line of said road; thence with the northeast line of the Tucker/Siegal property the following two (2) courses and distances: (1) N 45° 56' 51" W 12.24 feet to an existing iron pin in the southeast right-of-way line of Norfolk Southern Railway, and (2) N 45° 56' 35" W 99.98 feet to an existing iron pin in the centerline of the right-of-way of Norfolk Southern Railway in the north corner of the Tucker/Siegal property; thence in a westerly direction approximately 130 feet to the POINT AND PLACE OF BEGINNING, containing approximately 146.3 acres. All deeds referred to herein are recorded in the Guilford County Register of Deeds Office..”

Section 2. That the zoning amendment from PUD (**Planned Unit Development**) to PUD (**Planned Unit Development**) is hereby authorized subject to the following use limitations and conditions:

- 1) Uses: All uses permitted in the PUD zone except Manufactured Dwellings; Manufactured Dwelling Parks; Sexually Oriented Businesses; Rooming Houses; Fraternities and Sororities; Cemeteries; Wireless Communication Facility; Junk Motor Vehicles; Portable Storage Units; Animal Shelters; TV/HDTV/AM/FM Broadcast Facilities; Amusement and Water Parks/Fairgrounds; Campgrounds and Recreational Vehicle Parks; Pawn Shops; Satellite Dishes/TV and Radio Antennae Towers.
- 2) Tract 1 and Tract 2, proposed mixed use/commercial, shall be limited to uses permitted in the R, RM, TN, MU, CL, CM, CH, CN and O zoning districts.
 - a) A mix of residential and commercial uses is allowed. The number of residential units in Tract 1 (18.91 acres) shall not exceed 445 units with a maximum building height of four stories and a minimum open space of 1.89 acres. Commercial square footage in this tract shall not exceed 225,000 (GFA), with a minimum open space of .52 acres

b) A mix of residential and commercial uses is allowed. The number of residential units in Tract 2 (16.72 acres) shall not exceed 380 units. If developed as residential, there will be a minimum open space of 1.67 acres. Commercial square footage in this tract shall not exceed 260,000 (GFA), with a minimum of .6 acres of the Tract reserved for open space. No building in Tract 2 shall exceed 5 stories in height.

2A) The following Conditions will apply to the western property boundary of Tract 1 contiguous with the Sedgefield Landing community.

- a) In conjunction with the initial phase of any new construction, a minimum 84 inch (where permitted) opaque fence will be constructed along the western side of Tract 1 that abuts Sedgefield Landing. The fence will be continuous (no breaks), and will continue along the entire Tract 1 property line beginning with the southernmost point of the Duke Power right-of-way, if permitted, and continuing to the point where the fence meets the existing NCDOT sound wall, if the DOT permits.
- b) A gate will be constructed in the fence, if permitted, at the point where the fence crosses the Duke Power right-of-way.
- c) There shall be a 35 foot wide buffer along the entire property line of Tract 1 that abuts Sedgefield Landing consisting of evergreen plantings in order to achieve a consistent visual screen. The initial evergreen plantings in this buffer shall be 6' tall and shall be installed on the Sedgefield Landing side of the fence, with the fence installed no closer than 15 feet to the property line where there are Sedgefield Landing residences within 25 feet of the property line and will be at least 5 feet from the property line in all other instances.

- d) Buildings located within 75 feet of the property line on Tract 1 which directly abuts the Sedgefield Landing community shall be no more than one story in height (structures outside of this 75 foot boundary may exceed one story). Businesses located in those buildings shall have operating hours of no earlier than 6 a.m. and no later than midnight; and, subject to City approval, there shall be no vehicle access behind these buildings.
 - e) Trash dumpsters shall be screened and located at least 50 feet from the western property boundary of Tract 1 that abuts Sedgefield Landing.
 - f) There will be no vehicular traffic access from the end of Sedgefield Gate Road in Sedgefield Landing onto the subject property, or from the subject property onto Sedgefield Gate Road.
- 3) Tract 3 (43.1 acres), proposed mixed use/commercial/residential/adaptive reuse, shall be limited to:
- a) All uses permitted in R, RM, and TN districts with dwelling units not to exceed 571 units with a maximum building height of 4 stories;
 - b) Uses permitted in a retail, office or an institutional setting containing uses permitted in R, RM, MU, PI, CL, CM, CH, CN and O zoning districts. New commercial square footage will not exceed 200,000 square feet (GFA), in addition to the square footage of existing buildings located on Tract 3 as of March 9, 2015.
 - c) A mix of residential and commercial uses is allowed.
- 4) Tracts 4 (11.79 acres) and 5 (24.08 acres), proposed residential, shall be limited to uses permitted in R, RM and TN districts and shall be further conditioned as follows:

- a) The number of residential units in Tract 4 shall not exceed 130 units with a maximum building height of three stories. Additionally, uses shall be limited to multifamily (Elderly). Chain link fencing is prohibited. No garages or storage buildings shall be located between High Point Road and the principal structure. Vinyl or stucco materials are prohibited on all exterior building elevations.
 - b) The number of residential units in Tract 5 shall not exceed 226 units, with a maximum building height of two stories and a minimum open space of 3.61 acres.
- 5) Tract 6 (16.81 acres) will be reserved as a buffer and mitigation site, with permitted uses limited to those consistent with the PNR district, with an exception to allow construction necessary for wetland mitigation and storm water control.

Section 3. This property will be perpetually bound to the uses authorized and subject to the development standards of the **PUD (Planned Unit Development)** zoning district unless subsequently changed or amended as provided for in Chapter 30 of the Greensboro Code of Ordinances. Final plans for any development shall be submitted to the Technical Review Committee for approval.

Section 4. Any violations or failure to accept any conditions and use limitations imposed herein shall be subject to the remedies provided in Chapter 30 of the Greensboro Code of Ordinances.

Section 5. This ordinance shall be effective on November 20, 2018.