

AMENDING OFFICIAL ZONING MAP

NCDOT RIGHT OF WAY (FUTURE GATE CITY BOULEVARD) AND RAILROAD RIGHT OF WAY, 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 original zoning from **County GO-M** (General Office Moderate) and **County RS-40** (Residential Single Family) to **City O** (Office).

The area is described as follows:

OFFICE ORIGINAL ZONING DESCRIPTION ALONG SOUTHEAST EDGE OF CROFTON SPRINGS

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 DEPARTING FROM THE EXISTING CITY LIMITS S 49° 55' 15" E approximately 6.4 feet to a corner in the northwest line of KSL Sedgefield Pilot, LLC, as recorded in Deed Book 6920, Page 1579, said corner being in the centerline of the Norfolk southern Railway right-of-way; thence with said centerline S 44° 04' 45" W 691.12 feet to 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 1.7 acres.

OFFICE ORIGINAL ZONING DESCRIPTION ALONG SOUTHEAST EDGE OF PILOT'S RIDGE

Beginning at a point in the existing Greensboro corporate limits (as of December 31, 2014), said point being at the intersection of the southeastwardly projection of the northeast line of Lot 1 of Property of Guilford County Board of Education, as recorded in Plat Book 121, Page 101, and the former centerline of the Norfolk Southern track; THENCE PROCEEDING WITH THE EXISTING CITY LIMITS in a northeasterly direction with said centerline approximately 634 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 S 45° 57' 15" E approximately 7 feet to the northernmost corner of said LLC; thence with the northwest line of said LLC S 44° 04' 44" W 634.10 feet to its intersection with the southeastwardly projection of the northeast line of said

Lot 1; thence with said projection N 49° 55' 15" W 7.3 feet to the POINT AND PLACE OF BEGINNING, containing approximately 0.1 acres.

OFFICE ORIGINAL REZONING DESCRIPTION
OVER RELOCATED HIGH POINT ROAD

Beginning at the intersection of the northwest right-of-way line of Norwood Drive (S.R.#1385) and the southwest right-of-way line of Alamance Road (S.R.#1385); thence with said Norwood Drive right-of-way line S 44° 08' 45" W approximately 410 feet to a monument at the southwest terminus of the right-of-way of Norwood Drive; thence across said terminus S 45° 57' 40" E 40.31 feet to an existing iron pin in the southeast right-of-way line of Norwood Drive in the northwest line of a property of the NCDOT; thence with the NCDOT line the following three (3) courses and distances: (1) S 44° 20' 50" W 25.00 feet to a monument, (2) S 46° 06' 30" E 3.28 feet to a monument, and (3) along a curve to the left having a radius of 580.07 feet and a chord bearing and distance of S 49° 30' 31" E 71.20 feet to a new iron pin on the northwest right-of-way line for relocated High Point Road; thence with said right-of-way line for relocated High Point Road the following seven (7) courses and distances: (1) S 65° 17' 01" W 89.79 feet to a new iron pipe, (2) S 76° 24' 26" W 272.78 feet to a new iron pipe, (3) along a curve to the left having a radius of 1,430.00 feet and a chord bearing and distance of S 65° 57' 20" W 175.94 feet to a new iron pipe, (4) S 27° 34' 17" E 30.00 feet to a new iron pipe, (5) along a curve to the left having a radius of 1,400.00 feet and a chord bearing and distance of S 58° 14' 30" W 204.43 feet to a new iron pipe, (6) S 67° 31' 01" W 88.91 feet to a new iron pipe, and (7) S 44° 07' 07" W 1,331.89 feet to a point in the northeast line of the Tucker/Siegal property; thence S 45° 56' 51" E 200.43 feet to a point in the southeast right-of-way line for the newly relocated High Point Road; thence with said southeast right-of-way line the following fourteen (14) courses and distances: (1) N 50° 25' 16" E 171.79 feet to a new iron pipe, (2) N 44° 50' 56" E 385.00 feet to a new iron pipe, (3) N 41° 02' 05" E 150.33 feet to a new iron pipe, (4) N 44° 50' 56" E 351.13 feet to a new iron pipe, (5) N 46° 42' 59" E 248.89 feet to a new iron pipe, (6) along a curve to the right having a radius of 1,149.59 feet and a chord bearing and distance of N 60° 01' 36" E 390.70 feet to an existing iron pin, (7) N 70° 42' 12" E 55.61 feet to a new iron pipe, (8) N 81° 20' 06" E 410.12 feet to a new iron pipe, (9) N 75° 12' 43" E 85.64 feet to a new iron pipe, (10) N 66° 40' 52" E 50.56 feet to a new iron pipe, (11) N 75° 12' 43" East 80.59 feet to a new iron pipe, (12) S 41° 23' 57" E 113.77 feet to an existing iron pipe, (13) S 39° 41' 11" W 175.21 feet to a new iron pipe, and (14) S 75° 11' 03" W 28.09 feet to its intersection with the southwest right-of-way line of Alamance Road; thence in a northwesterly direction with said southwest right-of-way line approximately 650 feet to the POINT AND PLACE OF BEGINNING, containing approximately 16.6 acres.

Section 2. This property will be perpetually bound to the uses authorized and subject to the development standards of the **O** (Office) 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 April 21, 2015.