



Legislation Details (With Text)

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Title:	Public Hearing for the Adoption of a Land Development Ordinance Text Amendment and Map Amendment (Overlay) - Amending Sections 30-4-1.4 (Mailed Notice), 30-4-8.7 (District Boundaries), 30-7-8.2 (District Standards), and 30-13-9.2 (Owner's Associations) and Article 2 (Nonconformities) of the Land Development Ordinance related to the Airport Overlay District - OPTION "A"				
Sponsors:	Planning				
Indexes:					
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Attachments:	1. AOD Map, 2. Zoning Minutes from 5-17-21 mtg for airport overlay changes.pdf, 3. 21-0415 Airport Overlay Change Option A Alpha.pdf				

Date	Ver.	Action By	Action	Result
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Public Hearing for the Adoption of a Land Development Ordinance Text Amendment and Map Amendment (Overlay) - Amending Sections 30-4-1.4 (Mailed Notice), 30-4-8.7 (District Boundaries), 30-7-8.2 (District Standards), and 30-13-9.2 (Owner's Associations) and Article 2 (Nonconformities) of the Land Development Ordinance related to the Airport Overlay District - OPTION "A"

Council Priority: Create an Environment to Promote Economic Development Opportunities and Job Creation / Maintain Infrastructure and Provide Sustainable Growth Opportunities

Department: Planning

Council District: Districts #3, #4 and #5

Public Hearing: Yes

Advertising Date/By: June 3 and June 10, 2021 / City Clerk

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PURPOSE:

The purpose of the text amendment is to amend the Land Development Ordinance and the Zoning Map to reflect the 60 DNL Noise Cone from Airport's PART 150 Study. As a result, some property that is currently in the overlay district will no longer be so, some property not in the overlay district will be added, and some property within the current overlay district will fall under new development regulations.

As this request is a text amendment, the City Council will conduct a public hearing to consider and take action on this request at its June 15, 2021 meeting.

BACKGROUND:

The Planning Department received several requests to re-evaluate the current boundary of the Airport Overlay District based on information contained within the airport's most recent "FAA Part 150 Study for the Piedmont Triad International Airport" and the associated Noise Exposure Maps.

The study conducted by the airport in 2007 for the Federal Aviation Administration (FAA) reflected a change in the noise impacts from anticipated airport operations. This study resulted in identifying an FAA-approved Day/Night Average Sound Level for the airport of 60 decibels.

The sound level for an airport is commonly called a "noise cone" and in Greensboro, the noise cone boundary is the same boundary as the Airport Overlay District. In general, overlay districts have special land use regulations, in addition to the standard zoning regulations, to help development fit better with the site and surrounding properties.

The proposed text amendment and zoning map amendment redraws the overlay district around Piedmont Triad International Airport, referred to in the Land Development Ordinance as the "Airport Overlay District," which contains regulations related to land development and aircraft noise.

This proposal aims to continue to safeguard public health and safety, while balancing current property owners' rights with the future growth potential of PTI.

OPTION "A" - The proposed overlay district will be divided into two parts:

1) AOD-A where the proposed boundary would be the area determined by the airport as part of its PART 150 study from November 2007 to have a Day/Night Average Sound Level of 60 decibels. The proposed land use regulations would be those currently in effect, which would continue to prohibit residential uses except for single-family dwellings on lots greater than 40,000 square feet; and

2) AOD-B where the proposed boundary would be the area north of Bryan Boulevard between the 2007 Study and the boundary of the current district. The proposed land use regulations would continue to allow single-family dwellings on lots greater than 40,000 square feet. In addition, other residential uses would be permitted with requirements for notification of the noise to potential land buyers and for newly built dwellings in the district to reduce the noise levels via a myriad of construction techniques.

OPTION "B" - The proposed overlay district will be divided into two parts:

1) AOD-A where the proposed boundary would be the area determined by the airport as part of its PART 150 study from November 2007 to have a Day/Night Average Sound Level of 60 decibels. The proposed land use regulations would permitted single-family dwellings on lots greater than 40,000 square feet with requirements for notification of the noise to potential land buyers and for newly built dwellings in the district to reduce the noise levels via a myriad of construction techniques. This option would continue to prohibit residential uses except for single-family dwellings on lots greater than 40,000 square feet; and

2) AOD-B where the proposed boundary would be the area north of Bryan Boulevard between the 2007 Study and the boundary of the current district. The proposed land use regulations would allow all residential uses (including single-family dwellings on lots greater than 40,000 square feet) with requirements for notification of the noise to potential land buyers and for newly built dwellings in the district to reduce the noise levels via a myriad of construction techniques.

3) Nonconformities - Allows residential units existing or permitted before June 15, 2021 to be rebuilt

The current overlay district contains approximately 7,386 acres and the new district will contain approximately 6,932 acres. The proposed amendment will add approximately 213 acres and remove approximately 667 acres from the district. The portion of the overlay within AOD-2 will contain approximately 797 acres. Under this proposal, a total of 1,464 acres of land in northwest Greensboro will be available for more residential development than currently exists.

BUDGET IMPACT:

This item will have no budget impact.

RECOMMENDATION / ACTION REQUESTED:

The Zoning Commission recommended Option “B” at its May meeting on a vote of _8-0.

Staff recommends that City Council receive citizen comments and consider adoption of either Option “A” or Option “B” of the text amendment.