

**City of Greensboro Planning Department
Zoning Staff Report
November 13, 2006 Public Hearing**

The information provided in this staff report has been included for the purpose of reviewing proposed zoning changes. Since the zoning process does not require a site plan, there may be additional requirements placed on the property through the Technical Review Committee process to address subdivision and development regulations.

Item: C
Location: 2607 Zola Drive (north and west of the terminus of Zola Drive, south of Collinswood Lane, west of Mizell Road, and north of Denny Road)

Applicant: Thomas H. Broadaway and Beverly B. Isaacs
Owner: Thomas H. Broadaway and Beverly B. Isaacs

From: RS-9
To: RS-7

Conditions: N/A

SITE INFORMATION	
Maximum Developable Units	35
Net Density	5 dwelling units per acre
Existing Land Use	Vacant and Single Family Residential
Acreage	7.024
Physical Characteristics	<i>Topography:</i> Generally flat <i>Vegetation:</i> Wooded <i>Other:</i> N/A
Overlay Districts	N/A
Historic District/Resources	N/A
Generalized Future Land Use	Low Residential / Moderate Residential
Other	N/A

SURROUNDING ZONING AND LAND USE		
Location	Land Use	Zoning
<i>North</i>	Single Family Residential	RS-9
<i>South</i>	Single Family Residential	RS-9
<i>East</i>	Single Family Residential	RS-9
<i>West</i>	Single Family Residential	RS-9

ZONING HISTORY		
Case #	Year	Request Summary
D810	2005	This property has been zoned RS-9 since July 1, 1992. Prior to the implementation of the UDO, it was zoned Residential 120S. A request to rezone this property from RS-9 to CD-RS-5 was approved by the Zoning Commission on March 14, 2005. This decision was appealed. On April 19, 2005 the City Council denied the rezoning application.

DIFFERENCES BETWEEN RS-9 (EXISTING) AND RS-7 (PROPOSED) ZONING DISTRICTS
RS-9: Primarily intended to accommodate moderate to high density single family detached dwellings in developments where public water and sewer service is required. The overall gross density will typically be 4.0 units per acre or less.
RS-7: Primarily intended to accommodate high density single family detached dwellings in developments where public water and sewer service is required. The overall gross density will typically be 5.0 units per acre or less.

TRANSPORTATION	
Street Classification	Zola Drive – Local Street.
Site Access	Access proposed via a Zola Drive street connection.
Traffic Counts	None available.
Trip Generation	N/A.
Sidewalks	Sidewalks are a requirement of the Development Ordinance. 6' sidewalk with a 4' grass strip is required along both sides of thoroughfares. 5' sidewalk with a 3' grass strip is required along one side (at a minimum, collectors may require sidewalk on both sides) of all other street types.
Transit	No.
Traffic Impact Study	Not required per TIS Ordinance.
Street Connectivity	Zola Drive is this property's only point of access. Zole Drive will be a required street connection. Please see the Additional Information section of this staff report.
Other	N/A.

ENVIRONMENTAL REVIEW	
Water Supply Watershed	No, site drains to North Buffalo Creek
Floodplains	N/A
Streams	N/A
Other	N/A

LANDSCAPING REQUIREMENTS	
Location	Required Planting Yard Type and Rate
North	N/A
South	N/A
East	N/A
West	N/A

CONNECTIONS 2025 COMPREHENSIVE PLAN POLICIES

Connections 2025 Written Policies:

Reinvestment/Infill Goal: Promote sound investment in Greensboro's urban areas, including Center City, commercial and industrial areas, and neighborhoods.

POLICY 4C.1: Establish standards for and promote new forms of compact development.

Housing and Neighborhoods Goal: Meet the needs of present and future Greensboro citizens for a choice of decent, affordable housing in stable, livable neighborhoods that offer security, quality of life, and the necessary array of services and facilities.

POLICY 6A.2: Promote mixed-income neighborhoods.

POLICY 6A.4: Implement measures to protect neighborhoods from potential negative impacts of development, redevelopment, and/or public projects that are inconsistent with the neighborhood's livability, architectural or historical character, and reinvestment potential.

POLICY 6C: Promote the diversification of new housing stock to meet the needs of all citizens for suitable, affordable housing.

Transportation Goal: Develop and maintain a safe, efficient, and environmentally sound transportation system that provides convenient choices for accessing destinations throughout Greensboro and the Triad, including a range of well-integrated transit, pedestrian, and bicycle linkages.

POLICY 8F.1: Modify development standards for new developments (e.g., roadway connectivity).

Connections 2025 Map Policies:

The area requested for rezoning lies within the following map classifications:

Low Residential (3-5 d.u./acre): This category includes the City's predominantly single-family neighborhoods as well as other compatible housing types that can be accommodated within this density range. Although there are some existing residential areas in the City developed on lots greater than 1/3 acre, future residential developments and "conventional" subdivisions should generally maintain a gross density of no less than three dwellings per acre, except where environmental constraints (e.g., the Watershed Critical Area) prevent such densities from being achieved. Compact developments that include clustered, small lots with substantial retained open space are encouraged.

Moderate Residential (Over 5-12 d.u./acre): This category accommodates housing types ranging from small-lot, single-family detached and attached single-family dwellings such as townhomes to moderate density, low-rise apartment dwellings.

CONFORMITY WITH OTHER PLANS

The following aspects of relevant plans may be applicable in this case:

City Plans: N/A

Other Plans: N/A

STAFF COMMENTS

Planning: The previous application to rezone this property was to CD-RS-5. Staff recommended approval of that previous request which contained the following conditions:

- 1) Single family detached dwellings not to exceed 5 units per acre.
- 2) Minimum building setback of 20 feet from the northern property line.
- 3) A 10 foot undisturbed buffer shall be maintained along the northern property line.

The applicant will be required to connect Zola Drive with the stub to the north as part of the subdivision of this property which will help improve connectivity and vehicular circulation in this area.

This property is in an area designated as Low Residential (bordering Moderate Residential) on the Generalized Future Land Use Map of Connections 2025. The western portion of this tract is within an Activity Center which is centered around North Elm Street, Pisgah Church Road, and Church Street. Aside from being consistent with the future land use classification, this proposal meets a number of other goals and policies of Connections 2025 as listed above, including promoting of new forms of compact development, promoting mixed income neighborhoods, and promoting the diversification of new housing stock to meet the need for suitable housing.

GDOT: No additional comments.

Water Resources: No additional comments.

Housing and Community Development: No additional comments.

STAFF RECOMMENDATION

Based on all the information contained in this report, the Planning Department recommends approval.

ADDITIONAL INFORMATION

Street Connection Policy:

In accordance with Section 30-6.13.3 (C) of the Greensboro Development Ordinance, street extensions that extend from existing neighborhood through a proposed development site into or through another existing neighborhood shall be evaluated and established based on the following criteria:

1. Emergency Response Times:

How much a street connection may decrease emergency response times or enhance emergency vehicle access. (Fire Department to evaluate)

- The connection is recommended in order to provide an additional access to both portions of the existing Zola Drive.
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2. Excessive Block Lengths:

Evaluate current neighborhood block lengths and determine if a street connection is needed. (Planning Department to evaluate)

- The existing block perimeter in this area of approximately 8,100 feet is in excess of the 6,000 feet desired. This proposed connection would provide a sub-block within this perimeter of approximately 3,600 feet. This connection is recommended along with a future connection of Collinswood Lane to Church Street with additional development of adjoining properties.
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3. Traffic Congestion:

Existing and/or anticipated street patterns warrant a street connection(s) in order to reduce traffic congestion. (Greensboro Department of Transportation to evaluate)

- The proposed street connection is not anticipated to increase or reduce traffic congestion in this area.
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4. Pedestrian:

Existing street and sidewalk patterns warrant a street connection(s) and or sidewalk connection(s) to enhance pedestrian and bicyclist activities. (Greensboro Department of Transportation to evaluate)

- The proposed street connection will enhance pedestrian and bicycle activity between the two existing Zola Drive neighborhoods, and the proposed development.
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5. Coordinated Street Plan:

A street connection fits into adopted street plans (thoroughfare plan, collector street plan, local street plan) (Greensboro Department of Transportation to evaluate)

- There are no adopted street plans for this proposed area. The proposed street connection is consistent with previous street patterns for this area, as evidenced by the naming of the existing Zola Drive street stubs.

6. Extraneous Traffic:

Whether or not a proposed street connections(s) would encourage traffic volumes with origins and destinations outside the existing neighborhood or encourage truck traffic to pass through the neighborhood. (Greensboro Department of Transportation to evaluate)

- The proposed street connection is not anticipated to encourage extraneous traffic to utilize this local street network.
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7. Impacts to Natural Areas:

Whether or not a proposed street connection(s) would adversely affect streams, lakes/ponds, and whether or not there are topographical barriers or unique natural areas. (Greensboro Department of Transportation, Water Resources Department, and Parks and Recreation Department to evaluate)

- The proposed connection of Zola Drive presents no known impacts to natural areas.
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8. Impacts to Public Facilities:

Whether or not a proposed street connection(s) would adversely affect other public facilities such as parks, bike trails, nature trails, and natural areas. (Greensboro Department of Transportation and parks and Recreation Department to evaluate public facilities)

- The proposed street connection would have no impact on existing or planned public facilities in this area.
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9. Public Service Delivery:

Whether or not a proposed street connection would enhance delivery of public services. (Greensboro Department of Transportation and other appropriate departments to evaluate)

- The proposed street connection would improve the delivery of public services such as solid waste collection, and school bus routing.
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Public Involvement Procedure:

When, during the rezoning stage, the initial analysis by the City of Greensboro staff indicates a proposed street connection is warranted (based on a review of criteria 1-9) the Zoning Commission meeting will serve as the public hearing for public involvement and information gathering.

When, during the plan review stage, the initial analysis by City of Greensboro staff indicated a proposed street connection is warranted (based on a review of criteria 1-9) and prior to City of Greensboro staff making a recommendation to the Technical Review Committee, an information gathering meeting will be held with adjacent property owners to seek additional information related to criteria 1-9. (Greensboro Department of Transportation to coordinate public involvement)

Should a proposed rezoning or an appeal of a TRC plat denial be made, this form (and attached map showing all proposed street connection locations and public involvement summary) will be provided to the Planning Board and City Council for their use and consideration in the appeals process.

Staff Recommendation:

Based on a review of the nine technical criteria described above, the proposed street extension and connection of the two existing stub streets for Zola Drive is warranted. An additional future street connection to Church Street (Collinswood Lane) via the adjoining property also appears clearly warranted and needed. The exact location of these street connections should be coordinated to reduce the any potential impacts to both the environment and the existing neighborhoods.

Turn Around Evaluation:

Street: Zola Drive
Limits: Zola Drive stubs into the southern and northern property line of this proposed development
Length: Southern street stub is approximately 675', and the northern street stub is approximately 200'.

1. How important is a permanent turn around at the end of Zola Drive in order for your Department to provide services in a safe and efficient manner? (Please Circle)
 - a. Critical
 - b. Very Important
 - c. Somewhat Important
 - d. Not Important at all

2. Does your Department request that a permanent turn around be installed at the end of Zola Drive? (Please Circle)
 - a. Yes (If yes please list reasons why your department requests a turn around, please include any departmental standards and policies)
 - b. No

Planning Department: The type of turn around will depend on how the abutting property is developed: 1) If single family lots are to be created on the end of Zola Drive it should be terminated in a cul-de-sac. 2) If the newly created lots will have frontage and access from the new streets created within the proposed subdivision we defer the decision to the Departments which provide service to the lots on that segment of Zola Drive.

Environmental Services: If no through street is developed a permanent structure will be required. Solid waste does not have an alternative to backing at least 75 feet or more. Most services are provided with a single operated vehicle. Blind spots are associated with these vehicles.

Fire Department: Fire code requires any street longer than 150' to have a permanent turn around. The Greensboro Fire Department requires a minimum Cul-De-Sac diameter of 65', or a T/L – shaped turn around w/ the minimum branch length of 50'.

3. If your Department requests a permanent turn around, what type of turn-a-round do you request? (Please circle desired type of turn around)
 - a. Cul-De-Sac (COG Std. 503)
 - b. Branch "L" Permanent (COG Std. 502)
 - c. "T"-Type Permanent (COG Std. 502)
 - d. Temporary (COG Std. 502)
 - e. Other

Environmental Services: A cul-de-sac is the preference for the operations of Environmental Services' vehicles. However, a "t" could be managed if adequate space and visibility is provided.

Fire Department: Fire has no preference other than one of the above highlighted permanent turn arounds be installed at the end of streets.

4. Are you aware of any constraints that would prohibit the construction of a turnaround at this location?
 - a. No
 - b. Yes (Please list constraints below)