

**City of Greensboro Planning Department  
Zoning Staff Report  
December 10, 2007 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:** Interstate 40/85 right-of-way west of McConnell Road interchange  
**Applicant:** Planning Department  
**Owner:** State of North Carolina  
**From:** County AG  
**To:** City CP  
**Conditions:** N/A

<b>SITE INFORMATION</b>	
<b>Maximum Developable Units</b>	N/A
<b>Net Density</b>	N/A
<b>Existing Land Use</b>	Interstate Right-of-Way
<b>Acreage</b>	8.09 acres
<b>Physical Characteristics</b>	<i>Topography: N/A Vegetation: N/A Other: N/A</i>
<b>Overlay Districts</b>	N/A
<b>Historic District/Resources</b>	N/A
<b>Generalized Future Land Use</b>	Mixed Use Corporate Park
<b>Other</b>	N/A

<b>SURROUNDING ZONING AND LAND USE</b>		
<b>Location</b>	<b>Land Use</b>	<b>Zoning</b>
<i>North</i>	Single family home and vacant parcel	Co. AG
<i>South</i>	McConnell One Industrial Park	CD-LI
<i>East</i>	Business 85/Interstate 40 (McConnell Road interchange)	Co. AG
<i>West</i>	Business 85/Interstate 40	Co. AG

<b>ZONING HISTORY</b>		
<b>Case #</b>	<b>Year</b>	<b>Request Summary</b>
N/A	N/A	N/A

<b>DIFFERENCES BETWEEN AG (EXISTING) AND CP (PROPOSED) ZONING DISTRICTS</b>	
<b>AG:</b>	Primarily intended to accommodate uses of an agricultural nature including farm residences and farm tenant housing. It also accommodates scattered nonfarm residences on large tracts of land. It is not intended for major residential subdivisions.
<b>CP:</b>	Primarily intended to accommodate office, warehouse, research and development, and assembly uses on large sites in a planned, campus-like setting compatible with adjacent residential uses. The district may also contain retail and service uses which customarily locate within planned employment centers.

<b>TRANSPORTATION</b>	
<b>Street Classification</b>	McConnell Road – Major Thoroughfare, Clapp Farms Road – Major Thoroughfare.
<b>Site Access</b>	One access point proposed to align opposite of Clapp Farms Road. All access(s) must be designed and constructed to the City of Greensboro standards.
<b>Traffic Counts</b>	McConnell Road ADT = 3,400, Clapp Farms Road = 185.
<b>Trip Generation</b>	24 Hour = 1,953, AM Peak Hour = 151, PM Peak Hour = 183.
<b>Sidewalks</b>	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.
<b>Transit</b>	No.
<b>Traffic Impact Study</b>	Yes required per TIS Ordinance. Please see the Additional Information section of this staff report for the Executive Summary of the TIS and the recommended improvements.
<b>Street Connectivity</b>	The collector street plan indicates that Clapp Farms Road shall be extended south through this property.
<b>Other</b>	N/A.

<b>ENVIRONMENTAL REVIEW</b>	
<b>Water Supply Watershed</b>	Lake MacIntosh WS IV, Little Alamance Creek
<b>Floodplains</b>	N/A
<b>Streams</b>	Perennial stream & pond require buffer. Any other potential streams onsite must be identified; if perennial, appropriate buffer, measured from top of bank and normal pool elevation, will be required. Perennial streams in water supply watershed areas require a 100ft buffer on each side of the stream (If high density development is proposed or 30ft).
<b>Other</b>	Maximum built upon area (BUA) per watershed density is 70% of the site acreage for high density development. If high density development (24%-70% of BUA) is proposed all the built upon area must drain and get treated by a State approved water quality device (pond or similar). If low density development is proposed site must meet score sheet requirements.

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:**

Growth at the Fringe Goal: Provide a development framework for the fringe that guides sound, sustainable patterns of land use, limits sprawl, protects rural character, evidences sound stewardship of the environment, and provides for efficient provision of public services and facilities as the City expands. Development will increase density and mix land uses at a pedestrian scale with sidewalks, bikeways, and where possible, public transit.

Economic Development Goal: Promote a healthy, diversified economy with a strong tax base and opportunities for employment, entrepreneurship and for-profit and non-profit economic development for all segments of the community, including under-served areas such as East Greensboro.

**Connections 2025 Map Policies:**

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

Mixed Use Corporate Park: This designation is intended for large tracts of undeveloped land near the City’s fringe that are appropriate for well planned, larger scale business/employment parks with supporting uses such as retail, hotels, and residential. Primary uses such as office, flex office, technology research and development, light manufacturing, distribution, and assembly should be placed in a campus-like or “corporate park” setting with generous, linked open space to maximize value and to promote visual quality and compatibility with the surrounding area. Pedestrian-friendly features such as buildings placed near the street, sidewalks, and trails leading to nearby uses such as retail and housing should be encouraged.

**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 CP District is the zoning classification that has been established for the I-40/85 and McConnell Road interchange, as well as the southern portion of the interstate/Urban Loop interchange and a segment of I-40/85 east of that interchange. Since this area is included in the Mixed Use Corporate Park land use classification on the Generalized Future Land Use Map, CP zoning makes sense in that regard.

**GDOT:** No additional comments.

**Water Resources:** Contact the State Division of Water Quality and the Army Corps of Engineers to obtain appropriate approvals prior to any stream crossing / disturbance or wetlands disturbance. Channels that carry public water require a properly sized DMUE.

**Housing & Community Development:** No additional comments.

### **STAFF RECOMMENDATION**

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

## ADDITIONAL INFORMATION

**Immington Village – Traffic Impact Analysis**  
**Prepared for CIP Construction Company**  
**November 26, 2007**

**Executive Summary**

The proposed *Immington Village* development is located on McConnell Road in Guilford County, North Carolina. As currently planned, the proposed development will consist of a 300-unit residential apartment complex and is envisioned to be completed (built-out) in 2009. The site plan shows one access point located opposite Clapp Farms Road on McConnell Road (see Figure 1 – site plan). The total acreage of this site is 30 acres. John Davenport Engineering, Inc. was contracted to determine the potential traffic impacts of this development and to identify transportation improvements that may be required to accommodate the impacts of both background traffic and new development traffic. The analysis year for this project was assumed to be 2009. The AM and PM peaks were analyzed.

*The Greensboro Department of Transportation (GDOT) was contacted to obtain background information and to ascertain the elements to be covered in this Traffic Impact Analysis (TIA). Information regarding the property was provided by CIP Construction Company.*

The Institute of Transportation Engineers (ITE) Trip Generation Software was utilized to project trips for this development. Below is a table that represents the trip generation for this project based on the attached site plan.

<b>Table 4.2 -ITE Trip Generation</b>								
CIP Construction Company								
Summary of Immington Village Project- Trip Generation Table								
3-Oct-07								
Average Weekday Driveway Volumes				24 Hour Two-Way	AM Peak Hour		PM Peak Hour	
<u>Land Use</u>	<u>ITE Land Code</u>	<u>Size</u>		<u>Volume</u>	<u>Enter</u>	<u>Exit</u>	<u>Enter</u>	<u>Exit</u>
Apartments	220	300	Dwelling Units	1,953	30	121	119	64

The following table represents the summary of the level of service analysis for the existing; future no-build, and future build scenarios.

<b>Table 5.2 - LOS Table</b>				
	Scenario	McConnell Road @ Clapp Farms	I 85\40W WB Ramps @ McConnell Road	I 85\40E EB Ramps @ McConnell Road
AM Peak	2007 Existing	B(10.0) SB Approach	A(8.7)	A(9.2) EBL Approach
	2009 Future No-Build	B(10.1) SB Approach	A(8.8)	A(9.3) EBL Approach
	2009 Future Build	B(11.2) SB Approach	A(8.8)	A(9.6) EBL Approach
PM Peak	2007 Existing	A(9.6) SB Approach	A(8.2)	A(9.9) EBL Approach
	2009 Future No-Build	A(9.7) SB Approach	A(8.3)	B(10.0) EBL Approach
	2009 Future Build	B(12.7) NB Approach	A(8.8)	B(10.5) EBL Approach
LOS (delay in seconds)		(***) = delay exceeds modeling capacity		

All intersections included in the study area for this traffic impact analysis will operate at acceptable levels of service with the recommended roadway improvements in place.

Recommendations for improvements to intersection lane geometry for intersections in the study area for this Traffic Impact Analysis are summarized in the table below. The existing and recommended lane geometry at the study intersections is shown in Figure 9.

<b>Table: Recommended Improvement Summary Table</b>	
	<u>2009 Future Build-Out Traffic</u>
McConnell Road @ Clapp Farms/Site Access	Construct a westbound left turn lane with 100 feet of storage and an eastbound right turn lane with 100 feet of storage
I 85\40W WB Ramps @ McConnell Road	None required
I 85\40E EB Ramps @ McConnell Road	None required