



Z-08-09-003

City of Greensboro Planning Department
Zoning Staff Report and Plan Amendment Evaluation

Zoning Commission Hearing Date: September 8, 2008

GENERAL INFORMATION

| | |
|-----------------------------|---|
| APPLICANT | Charles Melvin for Lindley Heights Apartments Inc. |
| HEARING TYPE | Zoning Commission |
| REQUEST | RS-12 (Residential-Single Family) to CD-LB (Conditional District-Limited Business) |
| CONDITIONS | <ol style="list-style-type: none">1) Uses: All uses permitted in the LB zoning district.2) All outdoor lighting on the site shall utilize cut-off fixtures3) All freestanding light poles shall not exceed twenty-five feet (25') in height.4) Where the property abuts a designated Greensboro Transit Authority (GTA) transit stop, a transit pedestrian shelter shall be allowed to be constructed. |
| LOCATION | 100-118 West Vandalia Road; generally described as the northwest corner of South Elm-Eugene Street and West Vandalia Road |
| PARCEL ID NUMBER (S) | 00-00-0494-0-0006-00-005 |
| PUBLIC NOTIFICATION | The notification area for this public hearing was 600 feet (Chapter 30-9-1.2 of the City Ordinance requires notification of the owner of that parcel of land and the owners of all parcels of land adjoining and contiguous to that parcel of land as shown on the County tax listing). 82 notices were mailed to those property owners in the mailing area. |
| TRACT SIZE | ~6.44 acres |
| TOPOGRAPHY | Slopes northwards |
| VEGETATION | Heavily wooded and natural vegetation |

SITE DATA

| | |
|---|--|
| Existing Use | Undeveloped |
| Adjacent Zoning | Adjacent Land Uses |
| N RS-12 (Residential-Single Family) | Single-Family dwelling units |
| E RS-12 (Residential-Single Family) and CD-HB (Conditional District-Highway Business) | Convenience store and single-family dwelling units |
| W RS-12 (Residential-Single Family) | Single-Family dwelling units |
| S RS-12 (Residential-Single Family) and CD-RM-12 (Residential-Multi Family) | Vandalia Presbyterian Church and apartments |

Zoning History

| Case # | Date | Request Summary |
|--------|------|--|
| | | This property has been zoned RS-12 since July 1, 1992. Prior to the implementation of the UDO, it was zoned RES 120S |

ZONING DISTRICT STANDARDS

District Summary *

| Zoning District Designation: | Existing (RS-12) | Requested (CD-LB) |
|------------------------------|---|---|
| Max. Density: | 3 dwelling units per acre | N/A |
| Typical Uses | Primarily intended to accommodate moderate density single-family detached dwellings in developments where public water and sewer service is required. | Primarily intended to accommodate moderate intensity shopping and services close to residential areas. The district is established to provide locations for businesses, which serve nearby neighborhoods. The district is typically located near the intersection of collectors or thoroughfares in areas, which are otherwise developed with residences. |

**These regulations may not reflect the actual requirements for all situations; see the City of Greensboro Zoning Code for actual regulations for site requirements for this zoning district.*

SPECIAL INFORMATION

Overlay District Ordinance/Historic Preservation – N/A

Environmental/Soils

| | |
|------------------------|--|
| Water Supply Watershed | N/A |
| Floodplains | N/A |
| Streams | Yes, pond & stream onsite. 50ft stream buffer required, Flood Damage Prevention Ordinance requires a 30 ft. or 5 times channel width (whichever greater) non-encroachment buffer on all unmapped intermittent and perennial streams. |
| Other: | Potential for wetlands on site. Contact the State Division of Water Quality and USACE for any wetlands disturbance or stream crossing / disturbance. |

Utilities

Potable Water
Waste Water

Airport Noise Cone

The subject property is not located in the Airport Noise Cone.

Landscaping Requirements

| Location | Required Planting Yard Type and Rate |
|----------|--|
| North | Type A Yard – avg. width 50'; 4 canopy trees per 100'; 10 understory trees per 100'; 33 shrubs per 100', Type D Yard – minimum width 5'; 2 understory trees per 100'; 18 shrubs per 100' |
| South | Street Yard - minimum width 8'; 2 canopy tree per 100', 17 shrubs per 100' |
| East | Street Yard - minimum width 8'; 2 canopy tree per 100', 17 shrubs per 100' |
| West | Street Yard - minimum width 8'; 2 canopy tree per 100', 17 shrubs per 100' |

Tree Preservation Requirements

| Acreage | Requirements |
|----------|--|
| 6.44 Ac. | All trees 4" or greater DBH which are located within the required planting yards or within 15' of the side and rear property lines, whichever is greater |

Transportation

| | |
|-----------------------|--|
| Street Classification | S. Elm-Eugene Street – Major Thoroughfare, Vandalia Road – Major Thoroughfare. |
| Site Access | All access must be designed and constructed to the City of Greensboro standards. GDOT will approve one access per street frontage as far away from the intersection as possible. |
| Traffic Counts: | S. Elm-Eugene Street ADT = 17,170(2007), Vandalia Road ADT = 7,131(2007). |
| Trip Generation: | 24 Hour = 4,555, AM Peak Hour = 138, PM Peak Hour = 587. |

| | |
|----------------------------|--|
| Sidewalks | Sidewalks are a requirement of the Development Ordinance. 5' sidewalk with a 5' 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. There are no funded sidewalk projects in this area. |
| Transit in Vicinity | Yes, route 12, Randleman Road and S. Elm-Eugene Street. |
| Traffic Impact Study (TIS) | Yes required per TIS Ordinance. |
| Street Connectivity | N/A. |
| Other | N/A. |

IMPACT ANALYSIS

Land Use Compatibility

The proposed **CD-LB** (Conditional District-Limited Business) zoning would allow land uses that are compatible with the general character of the area.

Connections 2025 Comprehensive Plan Policies

The Generalized Future Land Use Map designates this location as **Low Residential**. The requested **CD-LB** zoning district is consistent with this GFLUM designation as this district allows neighborhood oriented service uses supported by the Low Residential designation.

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: Promote new patterns and intensities of use to increase economic competitiveness and enhance quality of life in urban areas.

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.

- Including protection against incompatible commercial encroachments into residential neighborhoods

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

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.

CONFORMITY WITH OTHER PLANS

City Plans - N/A

Other Plans - N/A

Staff/Agency Comments**Planning**

The subject site currently consists of an undeveloped property which is heavily wooded and has a pond in the middle which backs-up against the single-family dwelling units to the north. The applicant has indicated that a strip shopping plaza will be the end product of this request.

This area of the City is generally developed with single-family residential units. In the immediate vicinity specifically to the south is the Vandalia Presbyterian Church and apartment buildings, to the east is a small convenience store and to the west and north are single-family dwelling units.

The presence of very stable neighborhoods in this area and the absence of any major neighborhood serving commercial center within half a mile's radius, makes this site which is at the intersection of two major thoroughfares (S. Elm-Eugene Street and Vandalia Road) a prime location for a neighborhood serving commercial center. This proposed project will compliment the livability of the residential neighborhoods especially when design components such as site integration, strong pedestrian and vehicular connectivity, and orientation of buildings to streets are included in the final plan. Staff has worked diligently with the applicant to come out with conditions that will help make this development more neighborhood friendly.

This rezoning request will help promote a diverse mix of uses in the general area. It will also promote a healthy, diversified economy with a strong tax base and opportunities for employment and entrepreneurship while at the same time promoting sound investment in Greensboro's urban areas. Additionally, it will also promote new patterns and intensities of use to increase economic competitiveness and enhance quality of life in urban areas.

Staff believes that this request is consistent with the intent and purpose of the zoning code and the Comprehensive Plan (Connections 2025). Staff is also of the opinion that the request is generally compatible with the existing development and trend in the surrounding area.

Water Resources

Open channels that carry public runoff require appropriately sized DMUE (size based on amount of flow conveyed in channel).

Housing and Community Development

Long term quality of life for residents of adjacent single family homes in the Woodlea Acres Neighborhood would be greatly enhanced by appropriate use of constructed and/or vegetated buffering along the northern and western boundaries of this site. Applicant is strongly encouraged to discuss this proposal with representatives of the Woodlea Acres Neighborhood and the adjacent Woodlea Lakes Neighborhood.

STAFF RECOMMENDATION**PLANNING**

Staff recommends **approval** of the requested **CD-LB** (Conditional District-Limited Business) zoning district.

South Elm -Vandalia Crossing - Traffic Impact Analysis
Prepared for The Dascalakis Companies
May 5, 2008

Executive Summary

The developer proposes to build a retail development on the northwest quadrant of West Vandalia Road and South Elm-Eugene Street in south-central Greensboro, NC. At the request of the developer and Greensboro Department of Transportation, our firm John Davenport Engineering, Inc, has performed a traffic impact analysis for the proposed development. The developer proposes two full access points, one on West Vandalia Street and another on South Elm-Eugene Street (See site plan Figure 1). The developer also proposes to build a pharmacy with drive thru, a drive-thru bank, a shopping center and an automated car wash. This assessment summarizes the traffic impact analysis of the existing traffic conditions, as well as the projected traffic impact associated with the development. The scope of the study was determined to be the following intersections:

- Site Access A@ S. Elm Eugene Street
- Site Access B @ West Vandalia Road
- West Vandalia Road @ Lakefield Drive
- West Vandalia Road @ S. Elm Eugene Street
- West Vandalia Road @ Randleman Road

These intersections were analyzed for the following scenarios:

- Existing Conditions

- Future No Build Conditions
- Build-Out Conditions

The build out date for this project is estimated to be 2009. Traffic conditions were analyzed for both the AM and PM peaks. The City of Greensboro 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 the developer.

The Institute of Transportation Engineers (ITE) Trip generation software was used to develop the projected trips created by this development. It is expected that this development will generate a net total of 4,555 vehicle trips per day with an AM peak of 138 and a PM peak of 587.

The following table shows the summary of the level of service analysis for the 2009 Future Build with and without Improvements.

| LOS Table for Future Build with and without improvement | | | | |
|--|----------------------|----------------------------|----------------------|----------------------------|
| Scenario | AM Peak | | PM Peak | |
| | 2009 Future Build | 2009 Build w/ Improvements | 2009 Future Build | 2009 Build w/ Improvements |
| W Vandalia Road @ Randleman Road <i>(signalized)</i> | C (22.9) | C (22.9) | C (30.7) | C (30.7) |
| W Vandalia Road @ Site Access B <i>(unsignalized)</i> | B (13.4) SB Approach | B (12.9) SBL | F (98.0) SB Approach | D (34.4) SBL |
| W Vandalia Road @ Lakefield Drive <i>(unsignalized)</i> | C (17.6) SB Approach | C (17.0) SBL | E (38.3) SB Approach | D (34.5) SBL |
| W Vandalia Road @ S Elm Eugene Street <i>(signalized)</i> | B (19.3) | B (19.3) | C (20.2) | C (20.2) |
| Site Access A @ S Elm Eugene Street <i>(unsignalized)</i> | B (11.1) EB Approach | B (11.0) EB Approach | B (13.2) EB Approach | B (12.6) EB Approach |

LOS (delay in seconds)
 Note that (***) indicates delay exceeds modeling capacity of the software
 Note under unsignalized conditions, LOS & delay indicates only minor street approach with longest delay

The following table contains the improvements necessary to handle the projected traffic from this project.

| Recommended Improvement Summary Table | |
|--|--|
| W Vandalia Road @ Randleman Road <i>(signalized)</i> | No improvements were recommended for this intersection. |
| W Vandalia Road @ Site Access B <i>(unsignalized)</i> | We recommend constructing a 100-foot southbound left turn lane from the site and a 175-foot eastbound left turn lane on West Vandalia Road. |
| W Vandalia Road @ Lakefield Drive <i>(unsignalized)</i> | Our analysis indicates the PM peak will operate at LOS E. This is very typical for side street movement and mainly due to heavy through traffic on W. Vandalia Road. Constructing a 100-foot southbound left turn lane on Lakefield Drive will change the PM peak LOS from LOS E to LOS D. GDOT will need to monitor this intersection to determine the need for this offsite improvement. |
| W Vandalia Road @ S Elm Eugene Street <i>(signalized)</i> | This intersection will operate under acceptable LOS conditions during both the AM and the PM. No improvements were recommended for this intersection. |
| Site Access A @ S Elm Eugene Street <i>(unsignalized)</i> | We recommend constructing a 100-foot southbound right turn lane on South Elm-Eugene Street. |

Summary and Conclusion

This analysis was conducted according to City of Greensboro DOT guidelines. The proposed development is projected to generate approximately **4,555 trips** per weekday. We have identified all anticipated areas of deficiency and made recommendations for improvements where possible. The developer will need to coordinate with GDOT to determine which improvements will be required and the schedule for their implementation. The results of the analyses indicate that with the noted improvements most of the intersections are projected to operate at acceptable levels of service.

In conclusion, the proposed South Elm-Vandalia Crossing development, if constructed with the recommended improvements, should not significantly degrade the mobility within the study area.