



Z-11-11-002

**Planning & Community Development
Zoning Staff Report and Plan Amendment Evaluation**

Zoning Commission Hearing Date: November 14, 2011

GENERAL INFORMATION

APPLICANT	Henry H. Isaacson for Triad Townhomes-RGII, LLC.
HEARING TYPE	Rezoning
REQUEST	CD-C-M (Conditional District-Commercial-Medium) to CD-RM-12 (Conditional District-Residential Multi Family)
CONDITIONS	<ol style="list-style-type: none">1. Uses: Limited to a maximum of 32 townhouse dwellings.2. No building shall exceed two (2) stories in height as viewed from the front of the buildings.3. All townhouses shall be designed for sale.4. There shall be common signage, a common entrance and exit from Regional Road; building materials shall be of the same type and color, and there shall be one or more connection(s) between the proposed development and the existing Robyn's Glen Phase I and Phase II developments.5. The homeowner's association for the proposed residential homes will be an expansion of the existing association of the Robyn's Glen community, and will include use of the amenities within all phases by all residents.6. Along the northern boundary of the proposed development, developer shall establish and maintain a landscape buffer a minimum of 25 feet in width and consisting of a staggered, double row of Leyland Cypress or other comparable evergreen trees. Such trees shall be a minimum height of 6 feet and planted a maximum of 8 feet on center.7. The proximity of Piedmont Triad International Airport at which there are daytime and nighttime flights of aircraft, as well as the proximity of nearby properties on which there are business activities during late night and early morning hours, shall be disclosed to all purchasers of homes within the development as follows: as a part of the developer's recorded declaration of covenants and restrictions, within any purchase contract between developer and initial purchaser, and on any recorded plat of the subject property. Upon request, copies of these

documents shall be made available and delivered to the City of Greensboro Planning Department.

8. On second-floor bedrooms of all homes within two hundred (200) feet of the property's northern and eastern boundaries (not to be interpreted to include developer's adjoining commercial property to the east) and with building facades substantially oriented toward and directly abutting, i.e. not buffered by other buildings, the developer shall install windows with improved sound attenuating qualities, i.e. a minimum of 4 dB more sound blockage than standard windows.

LOCATION **607 North Regional Road**, generally described as west of North Regional Road and north of Blue Robin Way

PARCEL ID NUMBER(S) **7816626126 (portion of)**

PUBLIC NOTIFICATION The notification area for this public hearing was 600 feet (Chapter 30-4-1.4 of the Land Development 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). **147** notices were mailed to those property owners in the mailing area.

TRACT SIZE ~2.77 Acres

TOPOGRAPHY Generally flat

VEGETATION Wooded

SITE DATA

Existing Use	Undeveloped	
	Adjacent Zoning	Adjacent Land Uses
N	BP (Business Park)	Warehouse
E	BP (Business Park)	Offices
W	CD-RM-12 (Conditional District-Residential Multi Family)	Multi-family dwelling units
S	CD-RM-12 (Conditional District-Residential Multi Family)	Multi-family dwelling units

Zoning History

Case #	Date	Request Summary
3522	12/05/2006	<p>This property was rezoned from LI (Light Industrial) to CD-GB (Conditional District-General Business) with the following conditions:</p> <ol style="list-style-type: none"> 1. Uses shall be limited to office, daycare and retail and the retail shall be limited to a maximum of two-thousand (2,000) square feet on the first or ground floor of the office building. 2. Buildings shall be limited to three (3) stories in height. 3. All exterior lighting shall be directed toward the interior of the property. 4. There shall be a maximum of two access points to the property from Regional Road. 5. Developer shall construct a six (6) foot wide sidewalk along the frontage of the property along Regional Road. 6. Developer shall construct a six (6) foot wide sidewalk connecting the subject property with the Robyn's Glen community located to the south. 7. Developer shall construct a vehicular and pedestrian connection from the subject property to the residential developments that abut the subject property, allowing vehicular and pedestrian access to and from those residential developments.

The GB (General Business) zoning designation was subsequently changed to C-M (Commercial-Medium) in 2010 with the adoption of the LDO (Land Development Ordinance).

ZONING DISTRICT STANDARDS

District Summary *

Zoning District Designation:	Existing (CD-C-M)	Requested (CD-RM-12)
Max. Density:	N/A	12 dwelling units per acre
Typical Uses	Primarily intended to accommodate a wide range of retail, service and office uses. The district is typically located along thoroughfares in areas which have developed with minimal front setbacks.	Primarily intended to accommodate multi-family and similar residential uses.

**These regulations may not reflect all requirements for all situations; see the City of Greensboro Development Ordinance for all applicable regulations for site requirements for this zoning district.*

SPECIAL INFORMATION

Overlay District Ordinance/Historic Preservation – N/A

Environmental/Soils

Water Supply Watershed Site drains to Greensboro Watersupply Watershed, Brush Creek basin

Floodplains N/A, not on this portion of the property

Streams N/A

Other: BMP onsite must be recertified prior to issuance of any Certificate of Occupancy.

Utilities

Potable Water Available with the condition that the 20’ public sewer easement across the frontage of Regional Road requested on the approved set of plans titled Eagles Trace II be recorded and provided to Water Resources

Waste Water Available

Airport Noise Cone

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

Landscaping Requirements

North property line: 25’ landscape buffer per Condition # 6 above

East property line: Street Yard – minimum width 10’; 2 canopy trees per 100’, 17 shrubs per 100’

South property line: NA – Private Street

West property line: NA – LUC 2 to a LUC 2

Parking Lot Landscaping

Requiring landscaping within parking areas is intended to shade and improve the attractiveness of large areas of pavement.

Required Landscaping

Parking lot planting yards must include at least one canopy tree for every 12 parking spaces.

Required canopy tree areas must be located within the parking lot. They may be located in landscape islands, landscape divider medians between rows of parking, or in driveway medians.

Islands or other planting areas for canopy trees must have a minimum area of 200 square feet with a minimum dimension of 7 feet, measured in any direction. Islands or planting areas of less than 200 square feet may not be counted toward satisfying parking lot landscaping requirements.

The landowner may provide required landscape islands or planting areas using one or more of the planting area sizes below. Each parking space must be entirely within the designated distance of a parking lot planting area as specified below:

Table 10-4: Location of Parking Lot Planting Areas		
Size of Parking Lot Planting Area (sq. ft.)	Number of Trees In Planting Area	Max. Distance from Parking Space (feet)
200-499	1	100 (1)
500-899	3	130
(1) Canopy trees installed as part of a required planting yard that abuts the parking lot may be used for up to 50% of the required distance		

Grouping canopy trees within the same landscape island or planting area is strongly encouraged, even if this would decrease the number of islands within the parking lot.

When a parking lot or other vehicular use area abuts a vacant site or a site with the same land use classification as the subject site, a planting yard with a minimum width of 5 feet must be provided between the parking lot/vehicular use area and the abutting (interior) property line. This required planting area must be landscaped with at least 2 understory trees and 18 evergreen shrubs per 100 linear feet.

Trees used to satisfy the planting requirements for parking lot areas may not be counted toward the planting requirements for other required plantings on the site.

**Tree Preservation Requirements
Acreage**

Requirements

2.77 ac NA – Tree Conservation for this property has been provided off-site in the development plan approved by TRC for Robyn’s Glen.

Transportation

- Street Classification N. Regional Road – Collector Street.
- Site Access All access(s) must be designed and constructed to the City of Greensboro standards. Access is existing for this development. No additional access will be approved by GDOT.
- Traffic Counts N Regional Road ADT = 9029 (2007).
- Trip Generation 24 Hour = 1849, AM Peak Hour = 227, PM Peak Hour = 303.
- 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 is no sidewalk along the frontage of this property nor are there any plans for the City to build sidewalk in this area.
- Transit in Vicinity No.
- Traffic Impact Study Yes, required per TIS Ordinance. Please see the end of this staff report for the Executive Summary of the TIS.
- Street Connectivity N/A.
- Other N/A.

IMPACT ANALYSIS

Land Use Compatibility

The proposed **CD-RM-12** (Conditional District-Residential Multi Family) 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 **Mixed Use Corporate Park**. The requested **CD-RM-12** (Conditional District-Residential Multi Family) zoning district is generally consistent with this GFLUM designation.

Connections 2025 Written Policies

Land Use Goal 4.1 (Growth Strategy): 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.

Land Use Goal 4.3 (Growth at the Fringe): 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.

Policy 4G – Improve the quality and patterns of development through incentives and regulatory guidelines.

Housing & Neighborhoods Goal 6.0: 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 6C – Promote the diversification of new housing stock to meet the needs of all citizens for suitable, affordable housing.

Economic Development Goal 7.0: 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.

Policy 7C – Ensure that city land use policies and regulations allow for an adequate supply of land to accommodate economic development.

Connections 2025 Map Policies

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 are strongly encouraged to be developed prior to or in conjunction with any supportive uses. The primary uses should be developed 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**City Plans – N/A****Other Plans – N/A****Staff/Agency Comments****Community Development**

Applicant is strongly encouraged to discuss this proposed rezoning and development with representatives of the existing Robyn's Glen community, to which the subject site is adjacent.

Planning

The subject site for the proposed **CD-RM-12** (Conditional District-Residential Multi Family) zoning district is currently undeveloped. This area of the City is developed with varying densities and intensities of residential, commercial, industrial and office uses. Specifically, to the north of the subject site is a vacant warehouse, to the west and south are multi-family dwellings and to the east are offices.

It is the intent of the applicant to construct 32 townhouse dwellings on this site, which will become a part of the adjacent Robyn's Glen community located south and west of the subject site. It is to be noted that the subject site is approximately 2 miles from the Piedmont Triad International Airport (PTIA) and the proposal incorporates similar zoning conditions in terms of noise protection as the other portions of Robyn's Glen community.

This property was rezoned in 2006 from LI (Light Industrial) to CD-GB (Conditional District-General Business) for offices, child daycare center and retail uses to support the nearby residential, commercial and office uses. With the growth and expansion of the Airport, staff believes that this request is consistent with the Comprehensive Plan policies in that it will encourage residential infill opportunities to meet the needs of present and future Greensboro citizens for a choice of decent, affordable housing. It will also promote the diversification of new housing stock to meet the needs of all citizens for suitable, affordable housing.

While Comprehensive Plan policies discuss the need to ensure that city land use policies and regulations allow for an adequate supply of land to accommodate economic development, it also speaks to the need to 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. To this end, this request will serve to provide suitable housing close to the airport as the airport and related businesses expand. This request will have limited impact on the overall mix of uses found in this vicinity.

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 compatible with the existing development and trend in the surrounding area especially as the airport expands.

STAFF RECOMMENDATION

Staff recommends **approval** of the requested **CD-RM-12** (Conditional District-Residential Multi Family) zoning district.

ADDITIONAL INFORMATION

I. Executive Summary

The proposed Regional Road II Development is located on the west side of Regional Road, just north of the intersection of Airport Center Drive / Regional Road / Bentley Road in Greensboro, North Carolina. This proposed mixed-use development is planned to consist of 142 townhouse units, an 8,000 square feet day care facility, 10,000 square feet of office space, and 2,000 square feet of specialty retail.

The purpose of this report is to evaluate the proposed development in terms of projected traffic conditions, evaluate the ability of the adjacent roadways to accommodate the additional traffic volumes, and to recommend transportation improvements needed to mitigate congestion that may result from the additional site traffic. This report presents trip generation, trip distribution, traffic analyses, and recommendations for transportation improvements needed to meet anticipated traffic demands. This report examines existing conditions, 2011 No-Build conditions, and 2011 Build Out conditions.

According to the Preliminary Conceptual Sketch Plans, the development is proposed to have three (3) full movement access points on Regional Road. Site access #1 (Blue Robin Way) is proposed to serve the townhouse traffic on Regional Road while Site Access #2 and #3 are designated for Day Care, Specialty Retail, and Office use.

The proposed development is projected to generate approximately 1,849 trips per average weekday with 227 trips predicted to occur during the morning peak hour and 303 trips predicted to occur during the afternoon peak hour.

A summary of the Highway Capacity Software Analysis analyzed using Synchro version 6.0 is shown in the following table:

Regional Road II Development Level-of-Service Summary						
	2006 Existing		2011 No-Build		2011 Build Out	
Intersection	AM	PM	AM	PM	AM	PM
Regional Road/ Bentley Road/ Airport Center Drive	A (3.0)	A (6.9)	A (3.6)	A (7.7)	A (4.1)	A (7.8)
Regional Road/ Business Park Drive/ Site Access#1 (Blue Robin Way)	# (0.4) B (10.6) EB	# (1.4) B (11.5) EB	# (0.8) B (12.0)EB	# (1.7) B(12.5) EB	# (1.7) B(13.2)EB	# (2.2) B(14.1)EB
Regional Road/ Site Access #2	N/A	N/A	N/A	N/A	# (0.8) B(10.8)EB	# (1.1) B(10.1)EB
Regional Road/ Site Access #3	N/A	N/A	N/A	N/A	# (0.9) B(13.7)EB	# (1.5) B(13.0)EB

- No letter value assigned by Synchro, only overall intersection delay

* - Intersection Splits / Cycle Lengths Optimized

Recommended Improvements

This study shows that the proposed development will have minor effects on traffic operations in the vicinity of the development. Based on the analysis performed, on-site observations of existing traffic conditions, and Greensboro Department of Transportation (GDOT) turn lane warrants, the following improvements are recommended to be evaluated with the development of the site plan:

- Construct Site Access #2 to meet Greensboro and/or NCDOT driveway standards.
- Construct Site Access #3 to meet Greensboro and/or NCDOT driveway standards.

Conclusions

This study shows that the proposed development will have minor impact on traffic operations along Regional Road as well as the secondary streets in the project's vicinity. The results of the analyses indicate that all of the site access intersections will operate at acceptable levels of service.

The traffic projected to be generated by the proposed development should not materially endanger public health, safety, or welfare.