



Z-12-03-002

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

Zoning Commission Hearing Date: March 12, 2012

GENERAL INFORMATION

APPLICANT	Scott Wallace for Wendover At Meadowood, LLC et al
HEARING TYPE	Rezoning
REQUEST	CD-RM-18 (Conditional District-Residential-Multi Family) and R-3 (Residential-Single Family) to CD-RM-26 (Conditional District-Residential Multi Family)
CONDITIONS	<ol style="list-style-type: none">1. Limited to a maximum of 264 multifamily dwelling units and accessory uses.2. Building exterior shall be constructed of at least 65% brick or stone.3. Building height shall not exceed three stories above average grade.4. Maximum pole height of exterior lighting shall be 25 feet.
GFLUM	Moderate Residential to High Residential (for only 901-911 Meadowood Street)
LOCATION	901-911 Meadowood Street , generally described as the east side of Meadowood Street and south of Young Street.
PARCEL ID NUMBER(S)	7834727697, 7834728558, 7834729409, 7834729451, 7834820302 and 7834823632
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). 114 notices were mailed to those property owners in the mailing area.
TRACT SIZE	~13.05 Acres
TOPOGRAPHY	Undulating
VEGETATION	Residential landscaping in part (site under construction).

SITE DATA

Existing Use Four single-family dwellings and a vacant site under construction.

	Adjacent Zoning	Adjacent Land Uses
N	CD-RM-8 (Conditional District-Residential Multi Family)	Heritage Green Life Care Community
E	LI (Light Industrial), HI (Heavy Industrial) and C-M (Commercial-Medium)	Edwardia Industrial Park and Concrete/Plaster Production Facility
W	R-3 (Residential-Single Family), CD-RM-8 (Conditional District-Residential Multi Family) and CD-RM-5 (Conditional District-Residential Multi Family)	Single-family dwelling, duplexes and City of Greensboro fire station # 52
S	CD-O (Conditional District-Office), CD-LI (Conditional District-Light Industrial), LI (Light Industrial) and HI (Heavy Industrial)	Ruggles Street Learning Center, Crown Volkswagen and Flow Audi

Zoning History

Case #	Date	Request Summary
1955	10/01/1984	A portion of this site was rezoned from Residential 120S to CU-I (Conditional Use-Institutional-100) with the following conditions: <ol style="list-style-type: none"> 1. Uses limited to residential uses only. 2. There shall be no more than 10 units per acre constructed on the above described property.
3583	08/04/2007	A portion of this site was rezoned from CD-RM-8,RS-12 and HI to CD-RM-12 with the following conditions: <ol style="list-style-type: none"> 1. Uses: Townhomes designed for sale plus amenities. Not to exceed 96 units. 2. Townhomes shall be constructed of substantially all brick building materials with stone, wood and textured masonry accents. 3. Townhomes shall not exceed two stories in height. 4. Any freestanding exterior lighting shall be directed away from adjoining properties. 5. Subject to the approval of the applicable utility companies, all utility lines serving the townhomes on the subject property shall be located underground.

- 3695 10/21/2008 A portion of this site was rezoned from CD-RM-12 to CD-RM-18 with the following conditions:
- 1) Uses: Limited to multi-family uses.
 - 2) Building exterior shall be constructed of brick, vinyl, stone, wood or textured masonry accents.
 - 3) Building height shall not exceed three stories above average grade.
 - 4) Any freestanding exterior lighting shall utilize cutoff fixtures and be directed away from adjoining properties.
 - 5) Maximum pole height for exterior lighting shall be 25 feet.
 - 6) Subject to approval of the applicable utility companies, all utility lines serving the community on the subject property shall be located underground.
 - 7) Where the property abuts single family residential units, developer will double the required planting rate of the required landscape buffer.

ZONING DISTRICT STANDARDS

District Summary *

Zoning District Designation:	Existing (R-3)	Existing (CD-RM-18)	Requested (CD-RM-26)
Max. Density:	3.0 units per acre or less	18.0 units per acre or less	26.0 units per acre or less
Typical Uses	Primarily intended to accommodate low density single-family detached residential development.	Primarily intended to accommodate multi-family and similar residential uses.	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 Site drains to South Buffalo Creek Watershed

Floodplains Onsite

Streams Stream requires a 50ft buffer. An approved TRC plan is on file with a 50ft buffer, first 35ft undisturbed, next 15ft max.BUA 50%, no occupied structures allowed.

Other: See approved TRC plan 2011-1185 Wendover at Meadowood. Plan is proposing ‘equal or better’ performance by adding biocells. Original plan was for proposed apartments but current plan is for townhomes/condominiums.

Utilities

Potable Water Available

Waste Water Available

Airport Noise Cone

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

Landscaping Requirements

A TRC approved plan exists for this site. Landscaping requirements will have to be modified to reflect the added land area. All revisions shall be submitted to TRC.

Tree Preservation Requirements

Acreage

Requirements

13.05 ac. A TRC approved plan exists for this site. Tree Conservation requirements will have to be modified to reflect the added land area. All revisions shall be submitted to TRC.

Transportation

Street Classification: Meadowood Street – Collector street; Young Street – Local street

Site Access: All access(s) must be designed and constructed to the City of Greensboro standards.

Traffic Counts: Meadowood Street - AM Peak Hour = 558, PM Peak Hour = 652

Trip Generation: 24 Hour = 1,723, AM Peak Hour = 133, PM Peak Hour = 163.

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. Sidewalk does not exist nor are there any plans for the City to build sidewalk along the frontage of this property.

Transit in Vicinity: Yes, GTA route 1 on Wendover Avenue.

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-26** (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 **High Residential** and

Moderate Residential. The requested **CD-RM-26** (Conditional District- Residential Multi Family) zoning district is generally consistent with the High Residential GFLUM designation, but is general inconsistent with the Moderate Residential GFLUM designation. This rezoning request is accompanied by a requested amendment to the GFLUM to change the Moderate Residential portion to High Residential.

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 4A: Remove present impediments to infill and investment in urban areas.

Policy 4C: Promote new patterns and intensities of use to increase economic competitiveness and enhance quality of life in urban areas.

Housing and Neighborhoods Goal 6: 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.

Connections 2025 Map Policies

Moderate Residential (over 5 to 12 dwelling units per gross 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.

High Residential (over 12 dwelling units per gross acre) – This category provides for high-density apartment dwellings, condominiums, life care, and similar housing types. Creating opportunities for this type of housing will become increasingly important to respond to demographic shifts and demand for affordable housing, and it is ideally suited near major activity and employment centers and in areas suitable for future transit service. Within this district, office buildings may also be accommodated.

Comprehensive Plan Amendment History

Case #	Date	Request Summary
7-36	10/16/2007	From Commercial to Moderate Residential (for the portion of the subject site currently designated Moderate Residential).
CP-08-16	10/21/2008	From Moderate Residential to High Residential (for the portion of the subject site currently designated High Residential).

Applicant Stated Reasons for Request

“Combine with adjacent High Residential property and develop apartment home community.”

Explain in detail the conditions that you think may warrant a Plan Amendment – Per Applicant and Application

“The property is located near a highly visible and heavily traveled corridor with significant commercial and industrial uses in close proximity and adjacent to subject property.”

COMPREHENSIVE POLICY PLAN ANALYSIS

Need for Proposed Change

The requested zoning would allow uses that are incompatible with the GFLUM category on the portion of the site currently designated Moderate Residential. This requested GFLUM amendment would eliminate that potential inconsistency.

Effect of the proposed Change on the Need for City Services and Facilities (e.g. roadway level of service).

None identified.

Implications, if any, the Amendment may have for Other Parts of the Plan

None identified.

Unforeseen Circumstances or the Emergence of New Information (e.g. significant economic opportunity in Tier 2 or 3)

N/A

PLANNING BOARD COMMENTS

At their February 15th meeting, the Planning Board was asked to consider and comment on a change from Moderate Residential to High Residential, for the portion of the property facing Meadowood Street, as the majority of this property is already classified as High Residential. The Planning Board stated that the proposed change is in keeping with the area and the Comprehensive Plan, citing high traffic volumes along Meadowood, the mix of uses in the area, and the need for improvements and new development in the area.

CONFORMITY WITH OTHER PLANS

City Plans

Consolidated Plan 2010-2014: Plan for a Resilient Community

Principle 2 – Promote Equitable, Affordable Housing: 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.

Goal A: Increase opportunities for choices in housing location, unit type and level of accessibility.

Principle 6 – Value Communities and Neighborhoods: 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.

Goal A: Promote coordinated transportation and land use decisions for broader livability throughout Greensboro.

Other Plans– N/A

Staff/Agency Comments

Community Development

The proposed rezoning and development would result in demolition of 4 existing single family homes.

Applicant is strongly encouraged to discuss this proposed rezoning and development with representatives of The Thicket neighborhood, to which the subject site is adjacent.

Long-term livability for occupants of this proposed multi-family residential development would be greatly enhanced by provision of secure, accessible bicycle parking facilities.

The subject site is located within the area eligible for New Markets Tax Credits (federal), within the area eligible for Recovery Zone Bonds under the American Recovery and Reinvestment Act (federal), and within the area eligible for Urban Progress Zone tax credits (state).

Planning

The 13.05 subject property is located between West Market Street and West Wendover Avenue. The immediate vicinity is developed with varying densities and intensities of residential, institutional, office, industrial and commercial uses. Specifically, to the north is the Heritage Green Life Care Community and single-family dwellings, to the east is an industrial park and an asphalt plant, to the south is a child day care center and vehicle sales and service establishments and to the west are residential dwelling units and a fire station. Also close to the subject site is Interstate Highway 40.

Portions of this subject site have gone through several rezonings in the past. The applicant has acquired a few more properties currently zoned single-family residential and would like to rezone the entire site including the newly acquired properties for a multi-family housing project, which is already under construction.

Staff has consistently encouraged areas throughout the city to promote good transitions between higher and lower intensity land uses. Such a transition can be demonstrated with this request as there would be a steady progression along Meadowood Street from the higher intensity commercial uses along West Wendover Avenue to moderate intensity residential and finally to low intensity residential.

This rezoning request if approved will help promote a diverse mix of housing types, and densities in the general area which will 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.

Staff believes this request is consistent with the intent and purpose of the zoning code and will be compatible with the requested High Residential Generalized Future Land Use designation. Staff is also of the opinion that the request is generally compatible with existing development and trend in the surrounding area.

STAFF RECOMMENDATION

Staff recommends **approval** of the requested **CD-RM-26** (Conditional District- Residential Multi Family) zoning district.

ADDITIONAL INFORMATION

Meadowood Apartments; Greensboro, NC

Updated Transportation Impact Analysis

Prepared for Keystone Group, Inc.

Revised February 21, 2012

Executive Summary

The proposed Meadowood Apartment development is located on the southeastern quadrant of the intersection of Young Street and Meadowood Road in Greensboro, North Carolina. As originally planned, the site contained 192 apartment units. The current plan adds 72 units to the site, bringing the total number of apartment units to 264. The site plan proposes one full access point on Young Street and another one on Meadowood Road directly across from Cox Place (see Figure 1 - site plan).

In 2007, Davenport Transportation Consulting performed a Transportation Impact Analysis for this site. Because of the age of the study and change in use, the City of Greensboro has required an update to this study. DTC was retained to provide this update. The following intersections were included in the study:

- Meadowood Street @ Young Street
- Meadowood Street @ Cox Place/site access
- Meadowood Street @ West Wendover Avenue

The above mentioned three (3) intersections were analyzed for the following scenarios:

- 2012 Existing Conditions
- 2013 Future No Build Conditions
- 2013 Future Build-Out Conditions

The build-out analysis year for this project was assumed to be 2013. 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 Transportation Impact Analysis (TIA). Information regarding the property was provided by The Keystone Group, the developer. Figure 2 shows the vicinity map.

This report presents trip generation, trip distribution, capacity analyses, and recommendations for transportation improvements required to meet anticipated traffic demands.

Discussion of Results

The results of the study are discussed by intersection below:

Meadowood Street at Young Street

This unsignalized intersection currently operates at LOS B in AM and PM peaks. In 2013 future no build conditions, the level of service is expected to remain at LOS B in AM and PM peaks. With the addition of proposed site traffic, LOS B is expected in AM and PM peaks. The need for auxiliary turn lanes was reviewed based on page 24 of the 2004 GDOT Design Manual, and indicates that based on projected traffic volumes, no right turn lane is warranted on Meadowood Street. A two way left turn lane is currently in place to serve left-turning traffic into the site. No improvements are recommended.

Meadowood Street at Cox Place

This unsignalized intersection currently operates at LOS B in AM and PM peaks. In 2013 future no build conditions, the level of service is expected to remain at LOS B in AM and PM peaks. With the addition of proposed site traffic, LOS B is expected in AM and PM peaks. Our turn lane warrant analysis shows that based on projected traffic volumes, no right turn lane is warranted on Meadowood Street. A two way left turn lane is currently in place to serve left-turning traffic into the site. We recommend that this proposed driveway be constructed to comply with the GDOT Driveway Manual.

West Wendover Avenue at Meadowood Street

This signalized intersection currently experiences LOS C in the AM peak and LOS D in the PM peak. Under 2013 future no build conditions, LOS C and LOS D are expected in the AM and PM peaks, respectively. With the addition of site traffic, the level of service is expected to remain at LOS C in the AM peak and LOS D in the PM peak. No improvements are recommended.

Level of Service Summary

Table A presents the summary of the level of service analysis for the existing, future no-build, and future build scenarios.

Table A – Level of Service Summary				
	Scenario	Meadowood Street @ Young Street (Unsignalized)	Meadowood Street @ Cox Place (Unsignalized)	Meadowood Street @ West Wendover Avenue (Signalized)
AM Peak	2012 Existing	B (10.7) WB Approach	B (10.1) EB Approach	C (22.2)
	2013 Future No-Build	B (10.8) WB Approach	B (10.2) EB Approach	C (22.3)
	2013 Future Build	B (10.8) WB Approach	C 12.3) WB Approach	C (25.2)
PM Peak	2012 Existing	B (10.4) WB Approach	B (10.9) EB Approach	D (46.7)
	2013 Future No-Build	B (10.6) WB Approach	B (11.0) EB Approach	D (47.7)
	2013 Future Build	B (11.2) WB Approach	B (12.7) WB Approach	D (50.6)

LOS (delay in seconds); Note for unsignalized conditions, LOS & delay indicates only minor street approach with longest delay

Summary and Conclusion

DTC was retained to determine the potential traffic impacts of the proposed Meadowood Apartments and the transportation improvements that may be required to accommodate these impacts.

The proposed Meadowood Apartments development is located on the east side of the intersection of Meadowood Street and Cox Place in Greensboro, North Carolina. As currently planned, the site will consist of 264 units of apartments, and includes one access point on Young Street and one access on Meadowood Street opposite Cox Place. This site was assumed to be built out in 2013. Based on trip generation rates and equations published in Trip Generation (Institute of Transportation Engineers, 8th Edition, 2008), this development has the potential to generate a total of 1,723 daily trips.

This analysis has been conducted based on the scope given by the City of Greensboro Department of Transportation. Our analysis indicates that there are no deficiencies at the study intersections and they will maintain an acceptable level of service. There are no improvements recommended for this project. In conclusion, our analysis indicates that this project should have a minimal impact on the study area.

