



Z-12-07-001
Planning & Community Development
Zoning Staff Report and Plan Amendment Evaluation

Zoning Commission Hearing Date: July 9, 2012

GENERAL INFORMATION

APPLICANT Joseph P. Leonard for Melos Investments US Inc.

HEARING TYPE Rezoning

REQUEST **C-M** (Commercial-Medium) to **CD-RM-18** (Conditional District-Residential Multi Family).

CONDITIONS 1. Uses: Limited to a maximum of 132 multi-family dwelling units.

LOCATION **3621 Belmont Street**, generally described as east of Belmont Street and north of Tolar Drive.

PARCEL ID NUMBER(S) **7852782193**

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). **56** notices were mailed to those property owners in the mailing area.

TRACT SIZE ~7.52 Acres

TOPOGRAPHY Undulating

VEGETATION Scant vegetation

SITE DATA

Existing Use Undeveloped, a steel building and an outdoor advertising sign (billboard)

| | Adjacent Zoning | Adjacent Land Uses |
|---|---|--|
| N | R-5 (Residential-Single Family) and C-M (Commercial-Medium) | Single-family dwellings and a convenience store with fuel pumps. |
| E | C-M (Commercial-Medium) | Undeveloped |
| W | RM-18 (Residential-Multi Family) | Multi-family dwellings |
| S | C-M (Commercial-Medium) | Tolar Drive ROW |

Zoning History

| | | |
|--------|------|-----------------|
| Case # | Date | Request Summary |
|--------|------|-----------------|

This property has been zoned C-M (Commercial-Medium) since July 1, 2010. Prior to the implementation of the Land Development Ordinance (LDO), it was zoned HB (Highway Business).

ZONING DISTRICT STANDARDS

District Summary *

| | | |
|------------------------------|---|--|
| Zoning District Designation: | Existing (C-M) | Requested (CD-RM-18) |
| Max. Density: | N/A | 18.0 dwelling units per acre or less |
| 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 South Buffalo Creek, non-watersupply watershed

Floodplains FEMA Floodplain is onsite. Site is almost completely located within the floodplain. No new BUA is allowed within the FEMA non-encroachment area without supporting technical engineering calculations submitted to Stormwater. An Elevation Certificate is required for any structures built within the floodplain. A Floodplain Development Permit is required for 'ANY' disturbance within the floodplain.

Streams 50ft Jordan Buffer rules apply, see LDO for Jordan Buffer allowances and restrictions.

Other: Plan must be submitted by August 10, 2012 and receive full TRC approval by December 31, 2012 or site must meet Jordan Lake Rule requirements for Nitrogen and Phosphorus reduction.

Utilities (Availability and Capacity)

Potable Water Water is available and capacity appears to be adequate for this zoning request.

Waste Water Sewer is available and capacity appears to be adequate for this zoning request.

Airport Overlay District

The subject property is not located within the Airport Overlay District.

Landscaping Requirements

Tolar Dr. & Belmont St. - Street Yard – minimum width 10’; 2 canopy trees per 100’, 17 shrubs per 100’

North property line - Type C Yard – average width 15’; 2 canopy trees per 100’, 3 understory trees per 100’, 17 shrubs per 100’

East property line adjoining open space – NA

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 |
|----------------|---------------------|
| 7.25 ac. | 10% of lot size |

Transportation

| | |
|-----------------------------|---|
| Street Classification: | Belmont Street – Local street. Tolar Drive – Collector street. |
| Site Access: | All access(s) must be designed and constructed to the City of Greensboro standards. |
| Traffic Counts: | None available. |
| Trip Generation: | N/A. |
| 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 along the frontage of this property. |
| Transit in Vicinity: | Yes, GTA Route 12A (Southtown Connector) is within 0.16 miles of the subject site, along West Vandalia Road. |
| Traffic Impact Study: (TIS) | No TIS required per TIS Ordinance. |
| Street Connectivity: | N/A. |
| Other: | N/A. |

IMPACT/POLICY ANALYSIS

Land Use Compatibility

The proposed **CD-RM-18** (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 Commercial. The requested **CD-RM-18** (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 4: Promote new patterns and intensities of use to increase economic competitiveness and enhance quality of life in urban areas.

Community Character, Goal 5.1 - Parks, Open Space, and Natural Resources: Protect and restore Greensboro's irreplaceable scenic and natural resources: its system of parks and greenways, urban and woodland tree canopy, stream corridors and wetlands, and air and water quality.

Policy 5A: Establish an expanded network of parks and greenways.

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.

Transportation, Goal 8: 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 8A: Maintain a roadway network that safely and efficiently accommodates vehicular traffic while supporting other community objectives defined in the Comprehensive Plan.

Policy 8B: Develop comprehensive pedestrian and bicycle facility networks.

Connections 2025 Map Policies

Mixed Use Commercial: This designation is intended to promote a mix of uses, of which various commercial uses remain predominant, but where residential, service, and other uses are complementary. Where applied to older highway corridors characterized by "strip" commercial uses, the intent is to encourage infill and redevelopment for a more diverse and attractive mix of uses over time. Examples include residential units over commercial uses or a wider array of economically viable uses to replace obsolete uses. Such areas also may represent opportunities for the introduction of substantial higher density and/or mixed-income housing, with negligible impacts on, or resistance from, nearby single-family neighborhoods. Ensuring that buildings are of the appropriate scale and intensity is critical, as is ensuring that sites are designed in a coordinated, as opposed to a lot-by-lot, manner. New "strip" commercial development is discouraged.

CONFORMITY WITH OTHER PLANS

City Plans – N/A

Consolidated Plan 2010-2014: Plan for a Resilient Community

Principle 1) Provide More Transportation Choices:

Goal A) Promote transportation and development patterns and types that contribute to decreased household transportation costs.

Goal B) Improve access to destinations, especially via alternate modes (public transit, walking, and bicycling); including the critical first and last miles of journeys.

Principle 2) Promote Equitable, Affordable Housing:

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

Principle 6) Value Communities and Neighborhoods:

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

Goal C) Promote Healthy Lifestyles and Complete, Livable Neighborhoods.

Community Development

Applicant is strongly encouraged to discuss this proposed rezoning and development with adjacent property owners. Long-term livability for residents of this proposed multi-family residential development could be enhanced by inclusion of vehicular and pedestrian access using the currently stubbed end of Temple Street.

STAFF ANALYSIS AND RECOMMENDATION

Staff Analysis

The 7.52-acre subject site is generally located east of Belmont Street, west of Rehobeth Church Road and north of Tolar Drive. Also located south of the subject site is Interstate Highway 85 (I-85). The immediate area is generally developed with varying densities and intensities of multi-family, single-family and commercial uses. Specifically, to the north of the subject site are single-family dwellings, to the west are multi-family dwellings and a special events center and to the east is a convenience store with fuel pumps.

The applicant proposes to develop the entire site for an infill, multi-family project which will consist of a maximum of 132 multi-family dwelling units.

Approving this request will help promote a diverse mix of uses, housing types, and densities in the general area. The site's location at a highway interchange with moderate commercial development and the presence of other moderate to high density multi-family developments makes it a viable location for additional moderate to high density multi-family developments.

The proposed request, if approved, will complement the surrounding area's viability without negatively impacting the overall mix of uses found in this area of the City. It will also help meet the needs of present and future Greensboro citizens for a choice of decent and affordable housing in stable, livable neighborhoods that offer security, quality of life, and the necessary array of services and facilities.

Staff finds this rezoning request consistent with the applicable provisions of the Comprehensive Plan, the Zoning Ordinance and the development pattern of the surrounding area.

Staff Recommendation

Staff recommends **approval** of the requested **CD-RM-18** (Conditional District-Residential Multi Family) zoning district.