



Z-13-03-006
Planning & Community Development
Zoning Staff Report and Plan Amendment Evaluation

Zoning Commission Hearing Date: March 11, 2013

GENERAL INFORMATION

APPLICANT Charles E. Hadley for Thomas R. Woodard

HEARING TYPE Rezoning

REQUEST **LI** (Light Industrial) to **CD-C-M** (Conditional District-Commercial-Medium).

CONDITIONS

1. Uses: All uses in the C-M district **except** any use which contains a drive-thru, convenience stores with fuel pumps and sexually oriented businesses.
2. The existing structure shall not be expanded and no new structures will be added.

LOCATION 2635 Randleman Road, northeastern intersection of Greengate Drive and Randleman Road

PARCEL ID NUMBER(S) **7862298771**

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

TRACT SIZE ~1.5 Acres

TOPOGRAPHY Generally flat-property elevations slightly below street grade

VEGETATION non-residential landscaping

SITE DATA

Existing Use Vacant building

	Adjacent Zoning	Adjacent Land Uses
N	C-M (Commercial Medium)	Commercial Optical business
E	LI (Light Industrial)	Auto sales and service repair
W	O (Office)	Multi-family dwellings
S	LI (Light Industrial)	Office/wholesaler

Zoning History

Case #	Date	Request Summary
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This property has been zoned **LI** (Light Industrial) since July 1, 2010. Prior to the implementation of the Land Development Ordinance (LDO), it was zoned **LI** (Light Industrial).

ZONING DISTRICT STANDARDS

District Summary *

Zoning District Designation:	Existing (LI)	Requested (CD-C-M)
Max. Density:	N/A	N/A
Typical Uses	Primarily intended to accommodate limited manufacturing, wholesaling, warehousing, research and development, and related commercial/service activities which in their normal operations have little or no adverse effect upon adjoining properties.	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.

**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 Watershed

Floodplains N/A

Streams N/A

Other: If >1acre is disturbed, site must meet Phase 2 requirements, Water Quality and Water quantity control must be addressed for the entire site.

Utilities (Availability and Capacity)

Potable Water Water is available and capacity is in line with request
 Waste Water Sewer is available and capacity is in line with request

Airport Overlay District

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

Landscaping Requirements – Only Applicable at such time as the site is redeveloped or expanded

Randleman Rd. - Street Yard – minimum width 10’; 2 canopy trees per 100’, 17 shrubs per 100’

Greengate Dr. - Street Yard – minimum width 10’; 2 canopy trees per 100’, 17 shrubs per 100’

East Property Line – 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 – Only Applicable at such time as the site is redeveloped or expanded

Acreage Requirements

1.5 ac 5% of lot size (aerial photographs indicate that there may not be any existing trees on this site. If so, Tree Conservation would not be applicable).

Transportation

Street Classification: Randleman Road – Major Thoroughfare.
Greengate Drive – Local Street.

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

Traffic Counts: Randleman Road ADT = 13,795 (GDOT, 2007).

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 12 (Randleman Road / S. Elm-Eugene Street), along Randleman Road is adjacent to the subject site.

Traffic Impact Study: No TIS required per TIS Ordinance.
(TIS)

Street Connectivity: N/A.

Other: N/A.

IMPACT/POLICY ANALYSIS

Land Use Compatibility

The proposed **CD-C-M (Conditional District-Commercial-Medium)** 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 (GFLUM) designates this location as **Industrial/Corporate Park**. The requested **CD-C-M (Conditional District-Commercial-**

Medium) zoning district is generally inconsistent with this GFLUM designation, however, per City Council adopted policy, a GFLUM amendment is not required for zoning requests that do not involve a significant physical change resulting in new or expanded structures.

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.

Economic Development, Goal 7: 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.

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.

Connections 2025 Map Policies

Industrial/Corporate Park: This designation applies to areas where present or anticipated uses include both light and heavy industrial uses, such as manufacturing, assembly, and fabrication; wholesaling and distribution; and corporate office and technology parks, which may be introduced to replace older heavy industrial uses. Although new residential development is discouraged in areas designated for this land use category, pre-existing residential uses may be present in or adjacent to these areas. As established industrial areas redevelop, such residential, institutional, or similar uses should be protected from adverse impacts (heavy truck traffic, significant outside storage, factors such as noise, dust, and glare, etc.) through performance-based standards, buffers, and proper separation from noxious uses.

CONFORMITY WITH OTHER PLANS

City Plans

Consolidated Plan 2010-2014: Plan for a Resilient Community

Principle 1) Provide More Transportation Choices:

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 3) Enhance Economic Competitiveness:

Goal F) Provide opportunities for job training, mentoring, education and job creation.

Principle 4) Support Existing Communities:

Goal F) Promote neighborhood and economic development by fulfilling target area commitments and creating a process for identifying new opportunities for neighborhood revitalization and planning.

Principle 6) Value Communities and Neighborhoods:

Goal E) Work at the neighborhood level to reconnect neighborhoods to jobs and services, promote "Desirable Infill Development" and redevelop major corridors to strengthen adjacent neighborhoods.

Principle 7) Recognize The Environment as a Critical Element of Community Sustainability:

Goal A) Promote more efficient land development patterns.

Community Development

The subject site is located within the Randleman Road Reinvestment Corridor designated by the Connections 2025 Comprehensive Plan, and accordingly may be eligible for local economic development assistance pursuant to the City of Greensboro Urban Development Investment Guidelines.

Applicant is strongly encouraged to discuss this proposed rezoning and change of use with representatives of the Greenhaven neighborhood, which is adjacent to the subject site, to the west.

STAFF ANALYSIS AND RECOMMENDATION

Staff Analysis

The subject site is generally located at the northeastern intersection of Randleman Road and Greengate Drive. The subject site contains a one-story vacant building which contains approximately 10,000 square feet. Privilege license records reflect that in 2007 the building was last occupied by Edu Play Incorporated which functioned as a wholesale operation for educational supplies geared towards elementary ages.

The immediate vicinity is generally developed with varying densities and intensities of residential, commercial and industrial uses. Specifically, to the north is an optical operation, to the west is multi-family development, to the east is a vehicle sales and service operation and to the south is a wholesale distribution and office use.

This request, as conditioned, does implement measures to protect adjacent residential uses from potential negative impacts of development that are inconsistent with the neighborhood's livability, architectural or historical character, and reinvestment potential.

Approving this request will help encourage "home-grown" and community-based businesses and entrepreneurs. It will also promote a healthy, diversified economy with a strong tax base and opportunities for employment and entrepreneurship while and for-profit and non-profit economic development for all segments of the community, including under-served areas such as East Greensboro.

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-C-M** (Conditional District-Commercial-Medium) zoning district.