



Z-13-10-006

**Planning Department
Zoning Staff Report and Plan Amendment Evaluation**

Zoning Commission Hearing Date: October 14, 2013

GENERAL INFORMATION

APPLICANT	BSC Holdings, Inc. on behalf of Charlie Brown, Norma Barham, Jean Brown, Robert brown, Clayton Denny, and Kevin Staley
HEARING TYPE	Original Zoning and Rezoning
REQUEST	County RS-40 (Residential Single-Family) to City PUD (Planned Unit Development) and City CD-RM-12 (Conditional District-Residential Multifamily) to City PUD (Planned Unit Development)
CONDITIONS	<ol style="list-style-type: none">1. Uses: Limited to single-family dwellings, townhomes, and multifamily dwellings.2. Buildings shall not exceed 2 stories in height.3. A maximum of one drive shall be permitted on Guilford College Road and one drive shall be permitted on Ruffin Road.4. No access shall be allowed to Shimer Drive or Clell Road.5. The site shall be limited to a maximum of 220 residential dwelling units.6. A 20 foot street planting yard meeting the street planting yard requirements plus 2 additional understory trees and 10 additional shrubs per 100 feet shall be installed along Guilford College Road and Ruffin Road.
LOCATION	1201, 1207, 1209 Guilford College Road and 5711 Ruffin Road , generally described as south of Ruffin Road and east of Guilford College Road
PARCEL ID NUMBER(S)	7823868312, 7823963030, 7823856883, & 7833064189
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). 89 notices were mailed to those property owners in the mailing area.

TRACT SIZE	~34.8 Acres (Updated acreage based on deeded R.O.W discovery)
TOPOGRAPHY	Undulating
VEGETATION	Undeveloped

SITE DATA

Existing Use Undeveloped

	Adjacent Zoning	Adjacent Land Uses
N	City CD-RM-12(Conditional District - Residential Multifamily)	Vacant and Single family dwellings
E	County-RS-40 (Residential Single-family)	Vacant and single family dwellings
W	County-RS-40 (Residential Single-family)	Undeveloped
S	County-RS-40 (Residential Single Family)	Single-family dwellings

Zoning History

Case #	Date	Request Summary
N/A (Guilford College Road)	N/A	Not currently in the City limits

PL(Z) 08-31 October 7, Approximately 37.01 acres rezoned from County RS-40 to City CD-
 (portion of 5711 2008 RM-12 with the following conditions:
 Ruffin Rd)

- (1) All residential uses permitted in the RM-12 zoning district;
- (2) The total number of dwelling units shall be limited to 400 units;
- (3) Building exterior shall be constructed of wood or simulated wood products and may have up to 20% brick or stone accent;
- (4) The proximity of Interstate 40 shall be disclosed to all purchasers of homes within the development as follows: as part of the Developer's recorded declaration of covenants and restrictions, within any purchase contract between Developer and initial purchaser, and any recorded plat of the subject property. All such documentation shall be provided to the city upon request;
- (5) Any freestanding exterior lighting shall utilize energy saving properties. Maximum pole height for exterior lighting shall be 25 feet;
- (6) In order to reduce highway noise impacts on proposed residences, the two areas of this site between the Urban Loop ROW and adjacent residences will utilize the following grading, landscaping and site layout techniques to reduce residential noise: (a) existing topography and new grades and berms shall be utilized whenever possible to shield direct exposure of units to the highway noise. (b) landscaping materials shall be of a dense mix of different height evergreen species designed to shield residences. (c) buildings should be located and situated to maximize distances from the highway, add other uninhabited building sections or accessory buildings between them, and minimize residence windows and doors directly exposed to the highway;
- (7) Developer will double the planting rate in the required buffers along the southernmost and westernmost boundaries of the subject property, as well as along the border with the Greensboro Urban Loop; and
- (8) Buildings adjacent to existing single family residences along the southernmost boundary of the subject site shall be limited to 2 stories in height.

ZONING DISTRICT STANDARDS

District Summary *

Zoning District Designation:	Existing (County RS-40)	Existing (City CD-RM-12)	Requested (City PUD)
Max. Density:	A maximum of 1.0 units per acre or less.	A maximum density of 12.0 units per acre or less.	N/A
Typical Uses	Primarily intended to accommodate single-family detached dwellings on large lots in areas without access to public water and wastewater services.	Primarily intended to accommodate multi-family and similar residential uses.	Primarily intended to accommodate a wide range of retail, service, and office 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

The northeastern portion of the subject site is located within the SCOD-2 (Scenic Corridor Overlay District 2) of the Greensboro Urban Loop. Consult the Scenic Corridor Overlay Districts Design Manual, for detailed requirements and design guidelines.

Environmental/Soils

Water Supply Watershed Site drains to Lower Randleman Watersupply Watershed WSIV, Bull Run Creek

Floodplains >2000ft

Streams Perennial stream onsite for subdivision requires a 100ft buffer - Zone 1 first 30ft undisturbed, Zone 2 next 20ft vegetated zone, Zone 3 No BUA. Intermittent streams require a 50ft buffer - Zone 1 first 30ft undisturbed, Zone 2 next 20ft vegetated zone.

Other: Site is within the '5 statute mile radius' of the Piedmont Triad International Airport. No BMP's are allowed that hold a permanent pool elevation. Maximum High Density BUA for Lower Randleman watershed is 50%. Low Density development is 12%. Site must meet current watersupply watershed requirements.

Utilities

Potable Water Upgrades to COG water and sewer system must be performed per COG feasibility dated 2-11-13. Construction approval and permitting are contingent upon sewer flow acceptance from Jamestown/High Point and DWQ permitting.

Waste Water

Airport Noise Cone

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

Landscaping Requirements

Guilford College Rd. and Ruffin Rd. - Street Yard – minimum width 20'; 2 canopy trees, 2 understory trees and 27 shrubs per 100' per condition # 6.

Adjoining Single Family Homes - Type C Yard – average width 15'; 2 canopy trees per 100', 3 understory trees per 100', 17 shrubs per 100'

Adjoining Vacant Land – 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

36 ac.

10% of Lot size

Transportation

Street Classification: Guilford College Road – Major Thoroughfare.
Ruffin Road – Collector Street.

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

Traffic Counts: Guilford College Road ADT = 16,000 (NCDOT, 2011).

Trip Generation: 24 Hour = 1,727, AM Peak Hour = 131, PM Peak Hour = 172.

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:	No.
Traffic Impact Study: (TIS)	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 **PUD (Planned Unit Development)** 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 **Moderate Residential**. The requested **PUD (Planned Unit Development)** zoning district is generally consistent with this GFLUM designation. The Growth Strategy Map designates the subject site as being within **Growth Tier 1, Current Growth Area (2013 – 2019)**.

Connections 2025 Written Policies

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 4F - Initiate a fringe area growth management framework comprising the following elements:

- A Fringe Area Land Use Plan;
- A “tiered” approach that designates growth areas for staged development, annexation, and extension of public facilities;
- Specific criteria for water and sewer extensions and annexations;
- Designation of the fringe as Greensboro's extraterritorial jurisdiction; and
- A proactive plan to provide infrastructure in advance of development, consistent with the growth “tiers” and Fringe Area Land Use Plan.

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.

Community Facilities, Services, and Infrastructure, Goal 9: Provide community facilities, services, and infrastructure in a cost-effective manner to meet citizens' needs, contribute to quality of life, and support desired land use patterns.

Policy 9A - Proactively target infrastructure (water/sewer) extensions to support desired land use patterns.

Connections 2025 Map Policies

Moderate Residential (5-12 d.u./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.

Growth Tier 1, Current Growth Area (2013 – 2019): Where infrastructure systems are in place, can be economically provided and/or will be proactively extended and where continued annexation and consolidation of the City's development pattern shall be encouraged over the next six years.

CONFORMITY WITH OTHER PLANS

City Plans

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.

Goal C: Improve the safety of transportation systems and facilities, especially for vulnerable transportation users (children, seniors, handicapped adults, pedestrians, bicyclists).

Principle 2 – Promote Equitable, Affordable Housing:

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

Goal B: Increase housing affordability through a combination of housing assistance and reduction in overall housing related costs through efficiency factors such as: proximity to jobs, transportation, or services; energy efficiency and resource conservation standards; or reduction in housing access barriers.

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.

Other Plans – N/A

n/a

STAFF/AGENCY COMMENTS

Community Development

Applicant is strongly encouraged to discuss the proposed annexation, original zoning, and development with owners of surrounding properties.

Planning

This original zoning request is associated with a utility agreement and voluntary annexation petition signed by the developer. As part of this annexation process an original City zoning designation must be applied. The subject proposal adjoins the City limits to the north and contains a portion of property already located within the city's zoning jurisdiction.

The subject properties have a combined acreage of 36.60 acres and are currently vacant. The contiguous properties located to the west, east, and south are outside the City limits and are zoned County RS-40 (Residential-Single Family).

The subject properties are all located within the Moderate Residential Generalized Future Land Use Map (GFLUM) designation. The designation 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.

Approving this request will address the Comprehensive Plan's goal 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. This request will also help 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.

Staff finds this original zoning 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 **City PUD** (Planned Unit Development) zoning district.

ADDITIONAL INFORMATION



Ruffin Road Residential Development, Greensboro, NC – Transportation Impact Analysis Prepared for BSC Holdings, Inc.

August 26, 2013

Executive Summary

Ruffin Road Residential development is located at the southeast quadrant at the intersection of Guilford College Road and Ruffin Road, in Greensboro, North Carolina. The proposed Ruffin Road Residential Development is planned to consist of 83 single family homes and 120 apartments units. The site plan shows two (2) site access points: one on Guilford College Road and one on Ruffin Road. Figure 1 shows the site plan.

DAVENPORT was retained to determine the potential traffic impacts of this development and to identify transportation improvements that may be required to accommodate the impacts of both background traffic and new development traffic. The following intersections were included in the study:

- Guilford College Road at Wendover Avenue Eastbound Ramps
- Guilford College Road at Ruffin Road
- Guilford College Road at Devoncourt Place/Proposed Site Access
- Guilford College Road at Piedmont Parkway/Hilltop Road
- Ruffin Road at Proposed Site Access

The above-mentioned intersections were analyzed for the following scenarios:

- 2013 Existing Conditions
- 2015 Future No Build Conditions
- 2015 Future Build Conditions

The expected build-out year for this project is 2015. The AM (7-9 am) and PM (4-6 pm) peaks were studied.

This Transportation Impact Analysis (TIA) was carried out based on Greensboro Department of Transportation (GDOT) typical standards. Information regarding the property was provided by the developer, BSC Holdings, Inc.

Discussion of Results

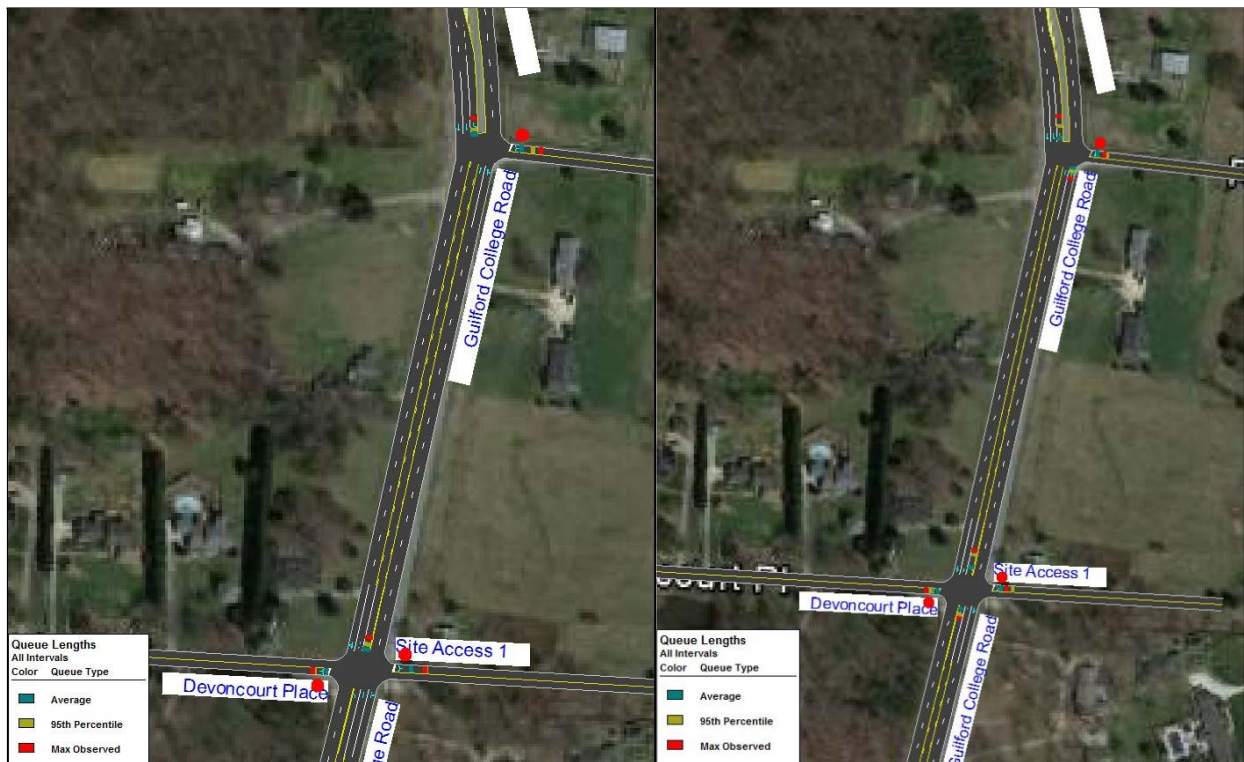
The results of the study are discussed by intersection below:

Guilford College Road at Wendover Avenue Eastbound Ramps

This signalized intersection currently operates at LOS C during the AM peak and LOS B during the PM peak. In 2015 future no build conditions, LOS C is expected in the AM peak and LOS B during the PM peak. With the addition of future site traffic, LOS C is expected in the AM peak and LOS B in the PM peak. The traffic simulation model using Sim Traffic software does not indicate any queuing issues. No improvements are recommended at this intersection.

Guilford College Road at Ruffin Road

This unsignalized intersection operates at LOS B during existing AM and PM peaks. In 2015 future no build conditions, LOS B is expected in both AM and PM peaks. With the addition of future site traffic, the level of service is expected to remain at LOS B during AM and PM peaks. The need for auxiliary turn lanes was reviewed based on page 80 of the 2003 NCDOT “Policy On Street and Driveway Access to North Carolina Highways” and based on page 24 of the GDOT Driveway Manual. Based on projected traffic volumes, no turn lanes are warranted. A southbound left turn lane is currently in place on Guilford College Road, which will be adequate to accommodate left turns into the site. The queuing results from the Sim Traffic simulation are shown below. No improvements are recommended at this intersection.



Screenshot of Queuing Results for Future Build AM Peak (left) and PM Peak (right)



Guilford College Road at Devoncourt Place/Proposed Site Access 1

This unsignalized intersection operates at LOS B during existing AM and PM peaks. In 2015 future no build conditions, LOS B is expected in both AM and PM peaks. With the addition of future site traffic, the level of service is expected to remain at LOS B during AM and PM peaks. The need for auxiliary turn lanes was reviewed based on page 80 of the 2003 NCDOT “Policy On Street and Driveway Access to North Carolina Highways” and based on page 24 of the GDOT Driveway Manual. Based on projected traffic volumes, no turn lanes are warranted. A two way left turn lane is currently in place on Guilford College Road, which will be adequate to accommodate left turns into the site. No improvements are recommended at this intersection.

Guilford College Road at Piedmont Parkway/Hilltop Road

This signalized intersection currently operates at LOS C during AM and PM peaks. In 2015 future no build conditions, LOS C is expected in AM and PM peaks. With the addition of future site traffic, LOS C is expected in AM and PM peaks. The traffic simulation model using Sim Traffic software does not indicate any queuing issues. No improvements are recommended at this intersection.

Ruffin Road at Proposed Site Access 2

In 2015 future build conditions, this site access is expected to operate at LOS A during AM and PM peaks. We recommend that this site access be designed according to the GDOT Driveway Manual and NCDOT standards where applicable.

The recommended improvements are illustrated in Figure 9 of the report.



Level of Service Summary

Table A summarizes the level of service analysis at the study intersections:

Table A - Level of Service Summary			
AM Peak	2013 Existing	2015 Future No Build	2015 Future Build
Guilford College Road at Wendover Avenue EB Ramps	C (24.5)	C (24.9)	C (24.8)
Guilford College Road at Ruffin Road	B (13.8) WB Approach	B (14.2) WB Approach	B (14.4) WB Approach
Guilford College Road at Devoncourt Place/Site Access 1	B (10.3) EB Approach	B (10.4) EB Approach	B (13.4) WB Approach
Guilford College Road at Piedmont Parkway/Hilltop Road	C (26.3)	C (26.9)	C (28.2)
Ruffin Road at Site Access 2			A (8.7) NB Approach
PM Peak	2013 Existing	2015 Future No Build	2015 Future Build
Guilford College Road at Wendover Avenue EB Ramps	B (18.1)	B (18.5)	B (18.8)
Guilford College Road at Ruffin Road	B (10.5) WB Approach	B (10.6) WB Approach	B (11.5) WB Approach
Guilford College Road at Devoncourt Place/Site Access 1	B (11.7) EB Approach	B (11.9) EB Approach	B (12.2) WB Approach
Guilford College Road at Piedmont Parkway/Hilltop Road	C (33.1)	C (34.3)	C (34.9)
Ruffin Road at Site Access 2			A (8.8) NB Approach
LOS (delay in seconds)			
Note for unsignalized conditions, LOS and delay indicates only minor street approach with longest delay			



Summary and Conclusion

The proposed Ruffin Road Residential Development will be located at the southeast quadrant at the intersection of Guilford College Road and Ruffin Road in Greensboro, North Carolina. As currently planned, this site will consist of 83 single family and 120 apartments units. The site plan shows two (2) accesses: one on Guilford College Road and one on Ruffin Road. The site is expected to be built out in 2015.

DAVENPORT was retained to determine the potential traffic impacts of this development and the transportation improvements that may be required to accommodate these impacts. Based on trip generation equations published in Trip Generation (Institute of Transportation Engineers, 8th Edition, 2008), the proposed development has a trip generation potential of 131 AM peak trips and 172 PM peak trips.

Based on projected traffic volumes, no right turn lanes are warranted at the site accesses. A left turn lane is currently in place on Guilford College Road, which will be adequate to accommodate left turns into the site.

In conclusion, this study has reviewed the impacts of both background traffic and this development traffic, and has determined that with the recommended improvements in place, there will be adequate capacity to accommodate future traffic. We recommend that the site driveways should be constructed to comply with the GDOT Driveway Manual and NCDOT standards where applicable.

