



Z-14-01-001

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

Zoning Commission Hearing Date: January 13, 2014

GENERAL INFORMATION

APPLICANT	Janet Dees, Northwest Pediatrics
HEARING TYPE	Rezoning Request
REQUEST	R-3 (Residential Single-Family) to CD-O (Conditional District-Office)
CONDITIONS	<ol style="list-style-type: none">1. Uses: Limited to all office uses in the Office and Medical Facilities subcategories of the Permitted Use Table of the Land Development Ordinance except hospitals and specialty hospitals.2. The maximum square footage of proposed building(s) shall not exceed 12,000 square feet.3. The maximum height of all buildings shall not exceed 2 stories in height.
LOCATION	4527 Jessup Grove Road , generally described as south of Jessup Grove Road and east of Straw Hat Road
PARCEL ID NUMBER(S)	7837619352
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). 22 notices were mailed to those property owners in the mailing area.
TRACT SIZE	~1.505 Acres
TOPOGRAPHY	Flat
VEGETATION	Undeveloped

SITE DATA

Existing Use	Vacant
Adjacent Zoning	Adjacent Land Uses
N R-3 (Residential Single-Family)	Single family dwelling
E PI (Public and Institutional)	Proehlfic Park
W R-3 (Single Family Residential)	Undeveloped
S R-3 (Residential Single Family)	Single family dwelling

Zoning History

Case #	Date	Request Summary
N/A	N/A	The property has been zoned R-3 (Residential Single-Family) since July 1, 2010. Prior to the implementation of the Land Development Ordinance (LDO) it was zoned RS-12 (Residential Single-Family).

ZONING DISTRICT STANDARDS

District Summary *

Zoning District Designation:	Existing (R-3)	Requested (CD-O)
Max. Density:	A maximum of 3.0 units per acre or less.	N/A
Typical Uses	Primarily intended to accommodate low density single-family detached residential development.	Primarily intended to accommodate moderate-to-high intensity office and institutional uses and supporting service and retail 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 WS-III, Horsepen Creek sub-basin

Floodplains >2000ft

Streams N/A

Other: Site must comply with current Watersupply Watershep requirements. Site is located within the 5 statue mile radius of the Piedmont International Airport. Per Federal regulations, Session Law 2012-200 Senate Bill 229 Part IV, the City of Greensboro encourages the design engineer to use Best Management Practices (BMP's) that do not promote standing water or a normal pool elevation.

Utilities

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 Noise Cone

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

Landscaping Requirements

Jessup Grove Rd and Straw Hat rd. - Street Yard – minimum width 10'; 2 canopy trees per 100', 17 shrubs per 100'

Adjoining LUC 3 – 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

1.50ac.

Not applicable – no existing trees on the property.

Transportation

Street Classification: Jessup Grove Road – Collector Street.
Straw Hat Road – Local Street.

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

Traffic Counts: Jessup Grove ADT– 5,000 (NCDOT, 2011).

Trip Generation: 24 Hour = 1,120, AM Peak Hour = 71, PM Peak Hour = 108.

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 **CD-O (Conditional District – Office)** 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 **Low Residential (3-5 d.u./acre)**. The requested **CD-O (Conditional District – Office)** zoning district is generally inconsistent with this GFLUM designation, however the applicant has concurrently submitted a request to amend the GFLUM designation on the subject site to **Mixed Use Corporate Park** which, if approved, would resolve this inconsistency.

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

Low Residential (3-5 d.u./acre): This category includes the City's predominantly single-family neighborhoods as well as other compatible housing types that can be accommodated within this density range. Although there are some existing residential areas in the City developed on lots greater than 1/3 acre, future residential developments and "conventional" subdivisions should generally maintain a gross density of no less than three dwellings per acre, except where environmental constraints (e.g., the Watershed Critical Area) prevent such densities from being achieved. Compact developments that include clustered, small lots with substantial retained open space are encouraged.

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 should be placed 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.

Comprehensive Plan Amendment History

Case #	Date	Request Summary
n/a	n/a	n/a

Applicant Stated Reasons for Request

"The property is currently zoned R-3. The applicant would like to construct a medical/professional office on the property. The Comprehensive Plan change is needed to change the zoning to CD-O. The property borders Proehlfic Park's lighted fields. The property is not suitable for residential uses because of the noise and light associated with the fields."

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

"With the widening of Horse Pen Creek Road and the development of Proehlfic Park there has been a change in the development pattern of the area. This is a vacant property that will remain undeveloped as a single family residential use. Changing the use and allowing construction of an office will provide economic opportunities and increase the tax base."

COMPREHENSIVE POLICY PLAN ANALYSIS

Need for Proposed Change

The requested zoning would allow uses that are incompatible with the GFLUM category on the site, which is currently designated **Low Residential**. This requested GFLUM amendment to **Mixed Use Corporate Park** would eliminate that potential inconsistency.

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

See recommendations of attached Traffic Impact Analysis.

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

n/a

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 December 18, 2013 meeting, the Planning Board was asked to consider and comment on the requested change to the GFLUM as discussed above. The Planning Board commented that this is an area in transition with increasing development, the widening of Horse Pen Creek Road, and the future construction of the urban loop nearby. The change is consistent with the intent and purpose of the definition of Mixed-Use Corporate Park as found in Connections 2025 by being built in a coordinated manner on two adjacent lots as opposed to being built without consideration to surrounding uses. The new use will also complement the development across Horse Pen Creek Road.

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 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 3 – Enhance Economic Competitiveness:

Goal E: Focus on energy efficiency as an economic generator for small business development.

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

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.

Principle 7 – Recognize the Environment as a Critical Element of Community**Sustainability:**

Goal A: Promote more efficient land development patterns.

Other Plans

n/a

STAFF/AGENCY COMMENTS

Community Development

Applicant is strongly encouraged to discuss the proposed rezoning, GFLUM amendment, and development with owners of surrounding properties. Long term vitality of this proposed office development would be greatly enhanced by provision of secure, accessible bicycle parking facilities for both employees and visitors.

Planning

The subject site is adjoined to the north and west by properties zoned R-3 (existing single family dwellings). South and east of the proposal the zoning transitions to PI (Proehlfic Park). The site is designated Low Residential on the adopted Generalized Future Land Use map, which predominantly consists of single-family neighborhoods as well as other compatible housing types that can be accommodated within a density range of 3 to 5 dwelling units per gross acre. The applicant has submitted a GFLUM amendment with this rezoning request to reclassify the area as Mixed Use Corporate Park consistent with the proposed office use.

The Mixed Use Corporate Park designation is intended to accommodate undeveloped land near the city's fringe that is appropriate for well planned, larger scale business/employment parks with supporting uses. Primary uses typically include 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 Planning Board discussed the requested amendment at their December 18th meeting and comments were generally supportive of the change.

This rezoning request, if approved, will help promote efficient land development patterns in the area in conjunction with the existing large scale recreation facility and planned commercial development in close proximity. The request will also 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.

Staff believes that this rezoning request, as conditioned, and the requested GFLUM amendment to **Mixed Use Corporate Park** includes measures to protect neighborhoods from potential negative impacts of development and is consistent with the intent and purpose of the zoning code and the Comprehensive Plan. Staff is also of the opinion that the request is generally compatible with the existing development and trend in the surrounding area.

STAFF RECOMMENDATION

Staff recommends **approval** of the requested **CD-O** (Conditional District-Office) zoning district.

ADDITIONAL INFORMATION

Northwest Pediatrics Jessup Grove Road Site – Transportation Impact Analysis

Prepared for Northwest Pediatrics, Inc.

October 29, 2013

Executive Summary

The proposed Northwest Pediatrics development is located at the intersection of Jessup Grove Road and Straw Hat Road in northwestern Greensboro, North Carolina. As currently planned, this development will include a total of 31,000 square feet of medical office building. This includes 20,000 square feet of medical office on the west parcel located at the southwest corner of Jessup Grove Road at Straw Hat Road, and 11,000 square feet of medical office on the east parcel located on the southeast corner of the intersection. The site plan for the west parcel is shown in Figure 1A. The site plan for the east parcel is shown in Figure 1B.

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 new development traffic. The following intersections were included in the study:

- Jessup Grove Road at Lewiston Road
- Jessup Grove Road at Site Access 1
- Jessup Grove Road at Straw Hat Road
- Straw Hat Road at Site Access 2
- Straw Hat Road at Site Access 3
- Horse Pen Creek Road at Jessup Grove Road

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

- 2013 Existing Conditions
- 2016 Future No Build Conditions
- 2016 Future Build Conditions
- 2016 Future Build Conditions with Improvements

The expected build-out year for this site is 2015. A future analysis year of 2016 was used per direction by Greensboro Department of Transportation (build out plus one year). This study analyses the combined impacts of the build-out of the west parcel and east parcel. The AM (7-9 am) and PM (4-6 pm) peaks were studied.

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 site civil engineer, CPT Engineering and Surveying, Inc.



Discussion of Results

The results of the study are discussed by intersection below:

Jessup Grove Road at Lewiston Road

This signalized intersection currently operates at level of service (LOS) B during AM and PM peaks. In 2016 future no build conditions, LOS B is expected in AM and PM peaks. With the addition of proposed site traffic, LOS B is expected in AM and PM peaks. The traffic simulation using Sim Traffic software does not indicate queuing issues at this intersection. No improvements are recommended.

Jessup Grove Road at Site Access 1

With the build out of the site, this intersection is expected to operate at LOS B in the AM and PM peaks. The need for auxiliary turn lanes was reviewed based on pages 23-28 of the 2004 GDOT Driveway Manual, and indicates that based on projected traffic volumes, no turn lanes are warranted. This site access should be designed according to GDOT Driveway Manual standards where applicable.

Jessup Grove Road at Straw Hat Road

This unsignalized intersection operates at LOS B during existing AM and PM peaks. In 2016 future no build conditions, LOS B is expected in AM and PM peaks. With the addition of site traffic, the level of service is expected to remain at LOS B 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.

Straw Hat Road at Site Access 2

With the build out of the site, this intersection is expected to operate at LOS A in the AM and PM peaks. Based on projected traffic volumes, no turn lanes are warranted. This site access should be designed according to GDOT Driveway Manual standards where applicable.

Straw Hat Road at Site Access 3

With the build out of the site, this intersection is expected to operate at LOS A in the AM and PM peaks. Based on projected traffic volumes, no turn lanes are warranted. This site access should be designed according to GDOT Driveway Manual standards where applicable.



Horse Pen Road at Jessup Grove Road

This signalized intersection operates at LOS B during the existing AM and PM peaks. In 2016 future no build conditions and with the Horse Pen Creek Road Widening Project in place, LOS C is expected in AM and PM peaks. With the addition of future site traffic, the level of service is expected to remain at LOS C 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.

Recommended improvements at the study intersections are illustrated in Figure 9 of the report.

Level of Service Summary

Table A - Level of Service Summary			
AM Peak	2013 Existing	2016 Future No Build	2016 Future Build
Jessup Grove Road at Lewiston Road	B (10.9)	B (12.0)	B (12.2)
Jessup Grove Road at Site Access 1			B (12.6) NB Approach
Jessup Grove Road at Straw Hat Road	B (11.9) NB Approach	B (12.9) NB Approach	B (13.2) NB Approach
Straw Hat Road at Site Access 2			A (8.9) EB Approach
Straw Hat Road at Site Access 3			A (8.8) EB Approach
Horse Pen Creek Road at Jessup Grove Road	B (12.0)	C (22.3)	C (22.8)
PM Peak	2013 Existing	2016 Future No Build	2016 Future Build
Jessup Grove Road at Lewiston Road	B (10.6)	B (14.0)	B (15.5)
Jessup Grove Road at Site Access 1			B (14.3) NB Approach
Jessup Grove Road at Straw Hat Road	B (12.4) NB Approach	B (14.4) NB Approach	B (14.8) NB Approach
Straw Hat Road at Site Access 2			A (9.1) EB Approach
Straw Hat Road at Site Access 3			A (8.9) EB Approach
Horse Pen Creek Road at Jessup Grove Road	B (16.2)	C (27.2)	C (27.7)
LOS (delay in seconds)			
Note for unsignalized conditions, LOS and delay indicates only minor street approach with longest delay			



Summary and Conclusion

The proposed Northwest Pediatrics development is located at the intersection of Jessup Grove Road and Straw Hat Road in northwestern Greensboro, North Carolina. As currently planned, this development will include a total of 31,000 square feet of medical office building. This includes 20,000 square feet of medical office on the west parcel located at the southwest corner of Jessup Grove Road at Straw Hat Road, and 11,000 square feet of medical office on the east parcel located on the southeast corner of the intersection. This study analyses the combined impacts of the build-out of the west parcel and east parcel.

DAVENPORT was retained to determine the potential traffic impacts of the proposed Northwest Pediatrics 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), this development has a trip generation potential of 71 trips in the AM peak and 108 trips in the PM peak.

The need for auxiliary turn lanes was reviewed at the site accesses along Jessup Grove Road and Straw Hat Road based on GDOT turn lane warrant criteria. Based on projected traffic volumes, no auxiliary turn lanes are warranted. The traffic simulation does not indicate queuing issues at the study intersections in future build conditions. The Horse Pen Creek Road Widening Project will also widen Horse Pen Creek Road to a four-lane divided section. This project is planned to be complete by fall 2016, and is expected to enhance traffic flow on Horse Pen Creek Road in the vicinity of the site. Recommended improvements are illustrated in Figure 9 of the report.

In conclusion, this study has reviewed the impacts of both background traffic and this development traffic. Please note that all driveway connections are required to be constructed according to GDOT Driveway Manual standards where applicable.