



Z-14-05-003

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

Zoning Commission Hearing Date: May 12, 2014

GENERAL INFORMATION

APPLICANT Henry Isaacson, Attorney at Law on behalf of R. David Chambers

HEARING TYPE Rezoning Request

REQUEST **R-3** (Residential Single-family) to **CD-C-M** (Conditional District-Commercial-Medium)

CONDITIONS 1. Uses shall be limited to all uses permitted in the C-M district **except** sexually oriented businesses, businesses with a drive through facility, and a convenience store with fuel pumps.

LOCATION **3113 and 3115 Randleman Road**, generally described as east of Randleman Road and south of Webster Road.

PARCEL ID NUMBER(S) **7862230268 & 7862230179**

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

TRACT SIZE ~1.24 Acres

TOPOGRAPHY Primarily flat

VEGETATION Residential

SITE DATA

Existing Use Single Family Dwellings

Adjacent Zoning

Adjacent Land Uses

N C-M (Commercial-Medium)

Auto Parts Retail

E LI (Light Industrial)

Industrial Storage

W	R-3 (Residential Single-Family) C-M (Commercial-Medium)	Randleman Road right of way Auto Sales and Service Facility
S	R-3 (Residential Single Family)	Single-family dwellings

Zoning History

Case #	Date	Request Summary
N/A	N/A	The properties addressed 3113 and 3115 Randleman Road 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-C-M)
Max. Density:	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 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

n/a

Environmental/Soils

Water Supply Watershed Site drains to South Buffalo Creek

Floodplains ➤ 2000 Ft

Streams N/A

Other: If >1ac is disturbed, site must meet current Phase 2 requirements. Water quantity and water quality must be addressed. The 1yr 24hr storm must be reduced to predevelopment conditions. The 1 inch storm must be treated.

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

Street Planting Yards – Randleman Rd..

- (A) Street planting yards must be installed abutting public street rights-of-way.
- (B) The required street planting yard must have a minimum width of 10 feet (measured from the outside edge of the right-of-way or the back of the sidewalk, whichever is further from the street centerline), and include at least 2 canopy trees and 17 shrubs per 100 linear feet of required street planting yard, not including driveways.

30-10-2.3 Buffer Planting Yards

Buffer planting yards are required along the perimeter of a lot or development site (except portions parallel to a public street). They are intended to mitigate potential adverse impacts that may result when higher intensity land uses are located adjacent to lower intensity land uses.

Adjoining Single-Family - 25' wide Type B buffer yard – 3 canopy trees per 100 linear feet, 5 understory trees per 100 linear feet, 25 shrubs per 100 linear feet.

Adjoining Commercial (C-M; LI) – Type C Yard – average width of 15'; 2 canopy trees, 3 understory trees and 17 shrubs per 100' l.f. *The C-M adjacent to this would require only the 5' VUA buffer since it's the same LUC.*

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

1.24 Ac

5% of lot size.

Transportation

Street Classification: Randleman Road – Major Thoroughfare.

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

Traffic Counts: Randleman Road ADT = 9,646 (GDOT, 2012).

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 (South Town Connector) adjacent to subject site, along Randleman Road.

Traffic Impact Study: (TIS)	No TIS required per TIS Ordinance.
Street Connectivity:	N/A.
Other:	This site is within the limits of a GDOT sidewalk project to install sidewalk along the east side of Randleman Road between Creek Ridge Road and Glendale Drive scheduled to being construction in spring of 2014.

IMPACT 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 **Mixed Use Commercial**. The requested **CD-C-M (Conditional District, Commercial-Medium)** zoning district, as conditioned, is generally consistent with the Mixed Use Commercial 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 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.

Community Character, Goal 5.2 - Man-Made Environment: Preserve and enhance the character and visual quality of Greensboro's built environment, including historic resources, private developments, and public landscapes.

Policy 5F - Implement and improve design standards governing the appearance of development from public roadways.

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

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*****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 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 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.

Other Plans

N/A

STAFF/AGENCY COMMENTS**Community Development**

Applicant is strongly encouraged to discuss this proposed rezoning, and change of use with owners of surrounding properties.

Planning

Both subject properties are currently used as single family dwellings. Properties located north of the request, along Randleman Road frontage, and west across Randleman Road, are

currently zoned C-M (retail, sales, and service uses). South of the request the zoning transitions to R-3 (single family dwellings). East of the request the zoning is LI (industrial storage).

The applicant has requested to rezone the site to CD-C-M (Conditional District-Commercial-Medium). The C-M District is primarily intended to accommodate a wide range of retail, service and office uses. The proposal is conditioned to exclude all drive through facilities, sexually oriented businesses, and convenience stores with fuel pumps.

The Generalized Future Land Use map designates the site as Mixed Use Commercial. The Mixed Use Commercial 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. The requested CD-C-M is consistent with the GFLUM designation and continues a steady transition in this area from residential uses to non-residential uses.

Approving this request will address the Comprehensive Plan's Reinvestment/Infill Goal to promote sound investment in Greensboro's urban areas, including Center City, commercial, and industrial areas. The proposed zoning request is of less intensity than the industrial uses currently established east of the site and provides adjacent residential neighborhoods with additional services within close proximity.

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.