



Z-14-09-001

City of Greensboro Planning Department Zoning Staff Report and Plan Amendment Evaluation

Zoning Commission Hearing Date: September 8, 2014

GENERAL INFORMATION

APPLICANT	Redwolf Development Co., LLC on behalf of Jack and Martha Fields
HEARING TYPE	Original zoning
REQUEST	County RS-40 (Residential-Single Family) & County AG (Agriculture) to City R-3 (Residential Single-Family)
CONDITIONS	None
LOCATION	5209 Liberty Road , generally described as northeast of Liberty Road and south of Field Horney Road.
PARCEL ID NUMBER(S)	7881923205, 7881819919, & 7881817258
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). 108 notices were mailed to those property owners in the mailing area.
TRACT SIZE	~33.76 Acres
TOPOGRAPHY	Undulating
VEGETATION	None

SITE DATA

Existing Use	Undeveloped	
	Adjacent Zoning	Adjacent Land Uses
N	County RS-40 (Residential-Single Family)	Single family dwellings
E	County RS-40 (Residential-Single Family)	Undeveloped
W	County RS-40 (Residential Single Family) County CU-RM-5 (Residential Multi-Family)	Single family dwelling Multifamily dwellings

S County AG (Agriculture) Single-family dwellings

Zoning History

Case #	Date	Request Summary
		None

ZONING DISTRICT STANDARDS

District Summary *

Zoning District Designation:	Existing (County RS-40)	Existing (County AG)	Requested (City R-3)
Max. Density:	1.0 dwelling units per acre or less	N/A	3.0 dwelling units per acre or less
Typical Uses	Primarily intended to accommodate low-density single-family detached dwellings on large lots.	Primarily intended to accommodate uses of an agricultural nature, including farm residences and farm tenant housing. It also accommodates scattered non-farm residences on large tracts of land.	Primarily intended to accommodate low density single-family detached residential development.

**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 - Site drains to South Buffalo Creek

Water Supply Watershed Site drains to Lake MacIntosh Water Supply Watershed WSIV, Big Alamance Creek to the southwest and Little Alamance Creek to the northeast

Floodplains N/A

Streams Perennial streams in watershed areas require 100ft buffer each side measured from top of bank. Please show and label location of wetlands, if any, on plan and contact state/corps for appropriate permits if wetland disturbance or stream crossing/disturbance is proposed. Add the following note to the plans: "All the necessary approvals have been/will be obtained from the state/corps for any wetland disturbance and stream crossing/disturbance".

Jordan Buffer Rules apply for utility connections across a stream. See the Land Development Ordinance (LDO) Chp.30-12-3.9, Table 12-5 for activities & structures allowed in stream buffers Zone 1 & Zone 2. See attached chart for activities. A 'No Practical Alternative' letter will need to be submitted Stormwater for approval for any disturbance that is considered 'Allowable with Restrictions'. *We recommend that it is assumed that the entire 50ft buffer is to be undisturbed since very few uses are allowed according to State requirements.*

Other: Site must meet current watershed requirements. High Density development maximum BUA is 70%, Low Density development is 24%. Water quality and water quantity must be addressed.

Utilities

Potable Water Available

Waste Water Available

Airport Noise Cone

n/a

Landscaping Requirements

Not applicable for single family dwellings

Tree Preservation Requirements

Acreage

Requirements

Not applicable for single family dwellings

Transportation

Street Classification: Liberty Road – Minor Thoroughfare
Field Horney Road - Local street

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

Traffic Counts: None Available.

Trip Generation: 24 Hour = 1,060, AM Peak Hour = 80, PM Peak Hour = 106.

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 **City R-3 (Residential, Single Family, 3 du/ac)** original 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 **Interim Residential (generally at or above 3 dwelling units per acre)**. The requested **City R-3 (Residential, Single Family, 3 du/ac)** original zoning district is generally consistent with this GFLUM designation. The Growth Strategy Map designates the subject site as being within **Tier Three, Long-Term Growth Area (2025+)**.

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, including: a Fringe Area Land Use Plan; a “tiered” approach that designates growth areas for staged development; specific criteria for water and sewer extensions and annexations; of the fringe as Greensboro's extraterritorial jurisdiction; and a proactive plan to provide infrastructure.

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

Interim Residential (generally at or above 3 dwelling units per acre) – Areas with a mix of all types of residential densities and uses (single family detached, single family attached and multi-family), with some limited local-serving non-residential uses (schools, churches, convenience services). It is assumed that most of the new housing developed in the Water Sewer Service Area would be connected to water and sewer.

Tier Three, Long-Term Growth Area (2025+) – Where growth, annexation, and the extension of public facilities is anticipated beyond 12 years, and where premature, fragmented, leapfrog, or inefficient development shall be discouraged by the City and County. Annexations will be discouraged until the full complement of City services can be efficiently provided, which is currently projected beyond the 12-year horizon.

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.

Sustainability Action Plan

Element 1) Transportation and Land Use:

Policy 1) Encourage increased density, a mix of land uses and more integrated links between transportation and land use through changes to Greensboro's Comprehensive Plan, Development Ordinance and other related plans.

Element 2) Green Jobs and Buildings:

Policy 3) Develop a coordinated City program to provide technical support, energy audits and education and outreach to increase energy efficiency and conservation in commercial and residential buildings.

Policy 4) Use a combination of code changes, incentives, partnerships and education to promote green building in Greensboro.

Policy 6) Promote more efficient use of water through education, partnerships and pilot projects.

Element 3) Waste Reduction and Recycling:

Policy 7) Employ a combination of expanded recycling infrastructure, regulations and incentives to increase Greensboro's solid waste diversion and recycling rates.

Element 6) Education and Outreach:

Policy 11) Provide technical support, awards and recognition to individuals and organizations furthering Greensboro's energy and sustainability efforts.

Other Plans

n/a

STAFF ANALYSIS AND RECOMMENDATION

Community Development

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

Staff Analysis

This 33.76-acre subject site is currently undeveloped but zoned for single-family residential use. It adjoins County RS-40 to the north and east (single family dwellings). West of the request the zoning transitions from County RS-40 to County CU-RM-5 (single family and multifamily dwellings). South of the request the zoning transitions from County RS-40 to County AG (single family dwellings).

This original zoning request is accompanied by a voluntary annexation petition and the applicant (Redwolf Development Company, LLC) intends to develop the site as a residential single family subdivision.

Approving this request will help meet the needs of present and future Greensboro citizens by way of providing 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. It will also 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.

This request is consistent with the intent and purpose of the zoning code, the Comprehensive Plan (Connections 2025) and is generally compatible with the existing development and trend in the surrounding area.

Staff Recommendation

Staff recommends **approval** of the requested **City R-3** (Residential Single Family) original zoning district.

ADDITIONAL INFORMATION

The Farm at Forest Oaks – Transportation Impact Analysis

Greensboro, NC

Prepared for Redwolf Development Company, LLC

July 9, 2014

Executive Summary

The proposed The Farm at Forest Oaks development is located on Liberty Road between Field Horney Road and Forest Oaks Drive in Greensboro, North Carolina. As currently planned, this development will have the capacity for 101 single family detached homes with a build-out date of 2018.

DAVENPORT was retained to determine the potential traffic impacts of this development and to identify any 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:

- Liberty Road at Field Horney Road
- Liberty Road at Forest Oaks Drive
- Liberty Road at Proposed Site Access

The intersections were analyzed during the AM (7-9 am) and PM (4-6 pm) peaks for the following conditions:

- 2014 Existing Conditions
- 2019 Future No Build Conditions
- 2019 Future Build Conditions
- 2019 Future Build Conditions with Improvements (if necessary)

The planned build-out year for this development is 2018. A study year of 2019 (build-out plus one year) was used for analysis purposes.

This Transportation Impact Analysis (TIA) was carried out based on Greensboro Department of Transportation (GDOT) and North Carolina Department of Transportation (NCDOT) typical standards. Information regarding the property was provided by the developer, Redwolf Development Company, LLC.

Discussion of Results

The results of the study are discussed by intersection below and presented in Table A on the following page:

Liberty Road @ Field Horney Road

This unsignalized intersection currently operates at LOS A during both the AM and PM peaks. In the 2019 future no build conditions, with the growth in background traffic, a LOS A is expected in both the AM and PM peaks. With the addition of proposed site traffic, the intersection is expected to remain at a LOS A in both the AM and PM peaks. No improvements are recommended.

Liberty Road @ Forest Oaks Drive

This unsignalized intersection currently operates at LOS B during both the AM and PM peaks. In the 2019 future no build conditions, with the growth in background traffic, the intersection is expected to remain at a LOS A in both the AM and PM peaks. With the addition of proposed site traffic, a LOS B is again expected in both the AM and PM peaks. No improvements are recommended.

Liberty Road @ Proposed Site Access

In 2019 future build out conditions, the intersection was modeled as an unsignalized intersection with a single exiting lane on the proposed site access. Under this scenario, the intersection is expected to operate at a LOS A in the AM peak and a LOS B in the PM peak. 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 on pages 24 and 28 in the GDOT Driveway Manual. Based on projected traffic volumes, this access will warrant 100 feet of left turn storage. We recommend providing an eastbound left turn lane with 100 feet of storage and appropriate deceleration / taper in order to facilitate left turn entry into the site.

The recommended improvements are illustrated in Figure A.

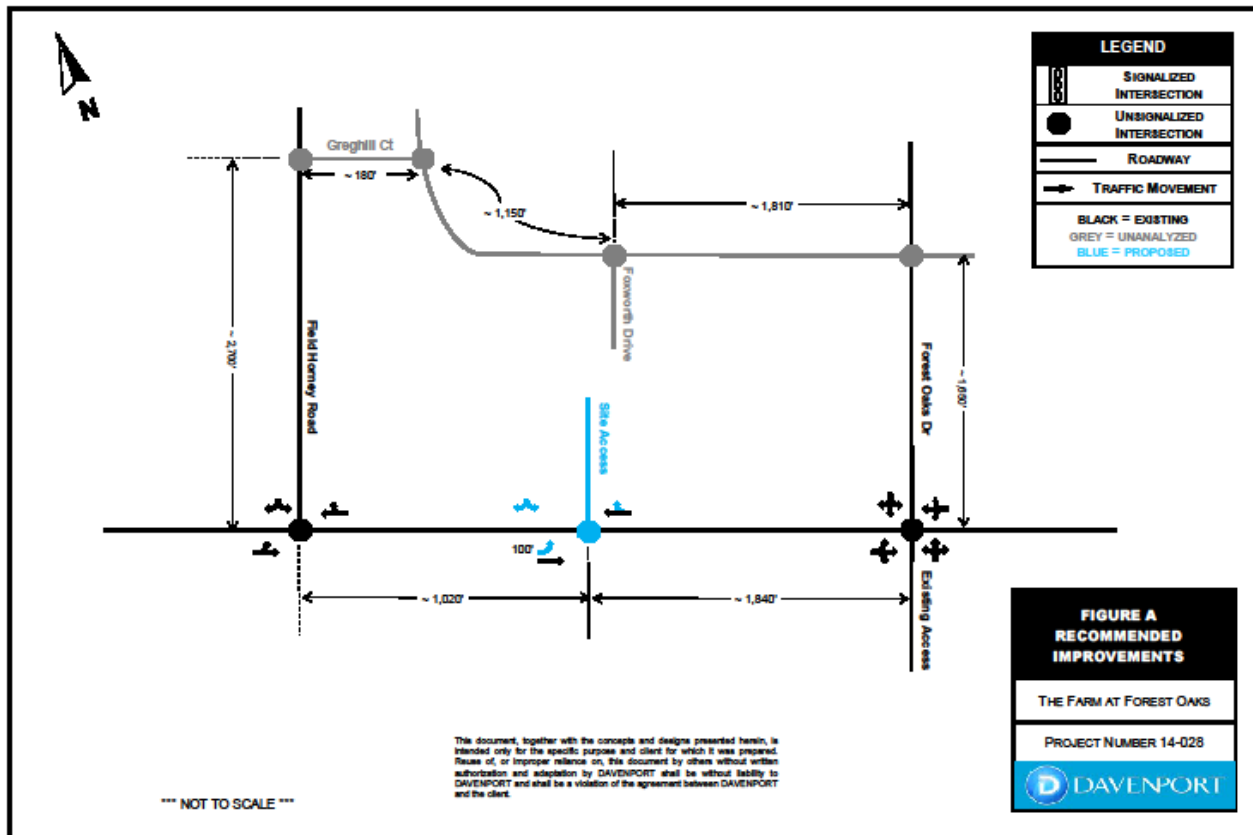
Proposed Site Access Throat Distance

The internal throat distance was reviewed using the GDOT Driveway Manual, which states that the distance from the adjacent street right of way to the near side of any internal service drive or parking aisle should be 25 feet, or greater than the expected inbound queue at the location. Based on the number of vehicles entering the site access during the AM and PM peaks (23 and 63 vehicles, respectively), a throat distance of 50 feet will be required. The access point should be designed according to the GDOT Driveway Manual.

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

Table A - Level of Service Summary				
AM Peak	2014 Base	2019 Future No Build	2019 Build	2019 Build + Improvements
Liberty Road at Field Horney Road	A (9.2) SB Approach	A (9.4) SB Approach	A (9.7) SB Approach	
Liberty Road at Forest Oaks Drive	B (10.1) SB Approach	B (10.3) SB Approach	B (10.6) SB Approach	
Liberty Road at Proposed Site Access			A (9.8) SB Approach	A (9.8) SB Approach
PM Peak	2014 Base	2019 Future No Build	2019 Build	2019 Build + Improvements
Liberty Road at Field Horney Road	A (9.4) SB Approach	A (9.5) SB Approach	A (9.9) SB Approach	
Liberty Road at Forest Oaks Drive	B (12.8) NB Approach	B (13.6) NB Approach	B (14.3) NB Approach	
Liberty Road at Proposed Site Access			B (11.0) SB Approach	B (11.0) SB Approach
LOS (delay in seconds)				
Note for unsignalized conditions, LOS and delay indicates only minor street approach with longest delay				

Exhibit A – Recommended Improvements



Summary and Conclusion

The proposed The Farm at Forest Oaks development is located on Liberty Road between Field Horney Road and Forest Oaks Drive in Greensboro, North Carolina. As currently planned, this development will have the capacity for 101 single family detached homes with a build-out date of 2018.

DAVENPORT was retained to determine the potential traffic impacts of this development and to identify any transportation improvements that may be required to accommodate the impacts of both background traffic and new development traffic.

Based on trip generation equations published in Trip Generation (Institute of Transportation Engineers, 8th Edition), this development has a trip generation potential of 80 site trips in the AM peak and 106 trips in the PM peak.

Based on projected traffic volumes at the site access, it is recommended to provide an eastbound left turn lane on Liberty Road with 100 feet of storage and appropriate deceleration / taper to accommodate left turns into the site.

In conclusion, this study has reviewed the impacts of both background traffic and proposed development traffic, and has determined that with the recommended improvements in place, future traffic can be accommodated. Overall, the level of service indicates LOS B or better at the study intersections during future build peaks. Please note the proposed site access should be designed according to the GDOT Driveway Manual.