



Z-15-09-005

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

Zoning Commission Hearing Date: September 21, 2015

GENERAL INFORMATION

APPLICANT	Marc Isaacson on behalf of Edward J. Dungee Heirs
HEARING TYPE	Rezoning Request
REQUEST	R-3 (Residential Single-Family) to CD-RM-12 (Conditional District-Residential Multifamily)
CONDITIONS	1. All buildings shall have a maximum height of three stories. 2. Primary building materials shall consist of not less than fifty percent (50%) brick, stone, and/or cementous materials (e.g. Hardie Plank).
LOCATION	3061 YY Pisgah Place and 10 R1 Bent Oak Court
PARCEL ID NUMBER(S)	7856752114 & 7856840419
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). 143 notices were mailed to those property owners in the mailing area.
TRACT SIZE	~30.42 Acres
TOPOGRAPHY	Primarily flat
VEGETATION	None

SITE DATA

Existing Use	Undeveloped
Adjacent Zoning	Adjacent Land Uses
N	R-3 (Residential Single-Family) Single family dwellings
	CD-RM-12 (Conditional District-Residential Multifamily) Multifamily dwellings
E	CD-RM-12 (Conditional District-Residential Multifamily) Multifamily dwellings
	R-3 (Residential Single-Family) Single family dwellings

W	CD-O (Conditional District-Office)	Rehabilitation Services
S	R-3 (Residential Single-Family) CD-O (Conditional District-Office)	Single family dwellings Rehabilitation Services
	RM-12 (Residential Multifamily)	Multifamily dwellings

Zoning History

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

ZONING DISTRICT STANDARDS

Zoning District Designation:	Existing (R-3)	Requested (CD-RM-12)
Max. Density:	3.0 units per acre or less	12.0 units per acre or less
Typical Uses	Primarily intended to accommodate low density single family detached development.	Primarily intended to accommodate multi-density residential family and similar residential uses.

District Summary *

**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 WSIII, Lake Jeanette
Floodplains	On-site, a Floodplain Development Permit will be required
Streams	50 ft stream buffer required, measured from top of bank each side. See LDO Chapter 30-12-3, Table of Uses 12-5 for Activities and Structures allowed within each stream buffer zone
Other:	If >1acre is disturbed and Built Upon Area is increased, site must meet current Phase 2 requirements. Water Quality and water quantity must be addressed.

Utilities

Potable Water	Available
Waste Water	Available. Depending upon development sewer upgrades funded by the developer

may be necessary.

Airport Noise Cone

n/a

Landscaping & Tree Conservation Requirements

Street Yard: Street planting yards must be installed abutting public street rights-of-way. The required street planting yard must have a minimum width of 10 feet (as 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 allowed driveways.

Buffer Yard: Adjacent to residential lot: Type B buffer yard with an average width of 25' that includes 3 canopy trees, 5 understory trees, & 25 shrubs per 100 linear feet.
Adjacent to office: Type C buffer yard with an average width of 15' that includes 2 canopy trees, 3 understory trees, & 17 shrubs per 100 linear feet.

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 for required parking spaces: 1 canopy tree per 12 spaces

**Tree Conservation
Acreage**

Requirements

30.42 Acres 10% of lot size for a new development

Transportation

Street Classification: Pisgah Church Road – Major Thoroughfare.
 Lawndale Drive – Major Thoroughfare.
 Pisgah Place – Collector Street.
 Wireless Drive – Collector Street.
 Bent Oak Court – Local Street.
 Driftwood Road – Local Street.

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

Traffic Counts: Lawndale Drive ADT = 28,027 (GDOT, 2012).
 Pisgah Church Road ADT = 36,953 (GDOT, 2012)

Trip Generation: 24 Hour = 2,305, AM Peak Hour = 180, PM Peak Hour = 216.

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. Street network does not currently exist.

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: Street connectivity will be provided through the proposed area via a public street connection from Wireless Drive to Pisgah Place. In addition, Driftwood Road will be terminated with a city approved turn around.

Other: N/A.

IMPACT ANALYSIS

Land Use Compatibility

The proposed **CD-RM-12 (Conditional District – Residential, Multi-Family – 12 du/ac)** zoning, as conditioned, 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 **Low Residential (3-5 d.u./acre) and Moderate Residential (5-12 d.u./acre)** with the Moderate Residential designation covering the vast majority of the site. The requested **CD-RM-12 (Conditional District – Residential, Multi-Family – 12 du/ac)** zoning district, as conditioned, is generally consistent with the **Moderate Residential (5-12 d.u./acre)** GFLUM designation, but is generally inconsistent with the **Low Residential (3-5 d.u./acre)** GFLUM designation. However, per City Council adopted policy, a GFLUM amendment is not required for rezoning requests for which the proposed residential density is within 10% of the maximum or minimum residential density for the existing future land use classification.

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 4B: Target capital investments to leverage private 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.

Policy 4D: Identify potential opportunities and selectively target, plan and promote development/reuse initiatives.

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 5E: Improve the aesthetic quality of publicly owned and maintained landscapes.

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

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.

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 7A: Target city investment and regulatory policies for economic development.

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.

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.

CONFORMITY WITH OTHER PLANS

City Plans

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 Outreach**

Applicant is strongly encouraged to discuss this proposed rezoning and development with owners of surrounding properties and with representatives of the Country Park Acres neighborhood and the Natchez Trace neighborhood, within both of which the subject site is partially located.

Staff Analysis

This 30.42-acre subject site is currently undeveloped. North and east of the request are a combination of single family dwellings (R-3) and multifamily dwellings (CD-RM-12). South of the request is primarily multifamily dwellings (RM-12). To the southwest is a rehabilitation facility (CD-O). Further west are single family dwellings (R-3).

The Generalized Future Land Use Map designates this site as Moderate Residential. The Moderate Residential 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. The proposed RM-12, Residential Multifamily zoning district in general is primarily intended to accommodate multi-family and similar residential uses.

The CD-RM-12 request is consistent with the land uses established in close proximity and the proposed residential density is compatible with existing adjacent development. The applicant's conditions to limit building height to three stories and restrict the building materials help ensure compatibility with existing development in the area. The proposed request also supports the Comprehensive Plan's Reinvestment/Infill goal to promote sound investment in Greensboro's urban areas and the Housing and Neighborhoods 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 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 **CD-RM-12** (Conditional District-Residential Multifamily) zoning district.

Additional Information

**Ardmore Park Apartment Development – Transportation Impact Analysis,
Greensboro, NC
Prepared for Spark Development and Construction
August 14, 2015**

Executive Summary

An apartment development consisting of up to 360 dwelling units is proposed to be located near the intersection of Wireless Drive with Leland Drive in Greensboro, North Carolina. The connection here with Leland Drive was closed in 2003; the developer does not propose to reopen it. Two site accesses are proposed: one on Wireless Drive with a second making a connection to Pisgah Place.

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:

- Pisgah Church Road at Martinsville Road
- Lawndale Drive at Pisgah Church Road
- Pisgah Church Road at Wireless Drive
- Pisgah Church Road at Pisgah Place

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

- 2015 Existing Conditions
- 2017 Future No Build Conditions
- 2017 Future Build Conditions
- 2017 Future Build Conditions with Improvements (if necessary)

The planned build-out year for this development is 2016. A study year of 2017 (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) typical standards. Information regarding the property was provided by the developer, Spark Development and Construction.

Discussion of Results

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

Pisgah Church Road @ Martinsville Road

This signalized intersection currently operates at LOS C during both the AM and PM peaks. In the 2017 future no build conditions, with the growth in background traffic, the intersection is expected to remain at a LOS C in both the AM and PM peaks. With the addition of proposed site traffic, a LOS C is again expected in both the AM and PM peaks. No improvements are recommended.

Lawndale Drive @ Pisgah Church Road

This signalized intersection currently operates at LOS D during both the AM and PM peaks. In the 2017 future no build conditions, with the growth in background traffic, a LOS D is again expected in both the AM and PM peaks. With the addition of proposed site traffic, the intersection is expected to remain at a LOS D in both the AM and PM peaks. No improvements are recommended.

Pisgah Church Road @ Wireless Drive

This unsignalized intersection currently operates at LOS B during the AM peak and LOS C during the PM peak. In the 2017 future no-build conditions, with the growth in background traffic, a LOS C is expected in both the AM and PM peaks. With the addition of proposed site traffic, a LOS C is again expected in both the AM and PM peaks. No improvements are recommended.

Pisgah Church Road @ Pisgah Place

This signalized intersection currently operates at LOS A during both the AM and PM peaks. In the 2017 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 A is again expected in both the AM and PM peaks. No improvements are recommended.

Wireless Drive @ Leland Drive

This intersection was not modeled for Level of Service as there are no conflicting movements. There is a barricade blocking the access of Leland Drive just short of where it would meet Wireless Drive. The

Right-of-Way on Leland Drive was permanently closed for a distance of 10 feet at the location of the barricade in 2003. It is recommended that a solid white line be striped across the Leland Drive “approach”.

Level of Service Summary

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

Table A - Level of Service Summary			
AM Peak	2015 Base	2017 Future No Build	2017 Build
Pisgah Church Road at Martinsville Road	C (24.6)	C (25.4)	C (25.6)
Lawndale Drive at Pisgah Church Road	D (36.8)	D (37.1)	D (39.6)
Pisgah Church Road at Wireless Drive	B (14.9) SB Approach	C (15.3) SB Approach	C (18.1) SB Approach
Pisgah Church Road at Pisgah Place	A (8.7)	A (8.8)	B (10.6)
PM Peak	2015 Base	2017 Future No Build	2017 Build
Pisgah Church Road at Martinsville Road	C (29.1)	C (29.4)	C (30)
Lawndale Drive at Pisgah Church Road	D (45.2)	D (47.7)	D (49.7)
Pisgah Church Road at Wireless Drive	C (18.7) SB Approach	C (19.7) SB Approach	C (22.9) SB Approach
Pisgah Church Road at Pisgah Place	A (8.1)	A (8.3)	A (8.6)
LOS (delay in seconds)			
Note for unsignalized conditions, LOS and delay indicates only minor street approach with longest delay			

Proposed Site Access Throat Distance

The internal throat distance shown on the site plan should be 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.

Summary and Conclusion

Based on trip generation equations published in Trip Generation (Institute of Transportation Engineers, 9th Edition), this development has a trip generation potential of 180 site trips in the AM peak and 216 trips in the PM peak.

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 the new development traffic.

In conclusion, this study has reviewed the impacts the proposed development traffic and has determined that the projected future traffic can be accommodated on the existing roadway network. Overall, the analysis indicates LOS C or better can be expected at the study intersections during future build peaks with the exception of the signalized intersection of Lawndale Drive and Pisgah Church Road. This intersection operates at LOS D under current conditions and is expected to remain at LOS D under future build conditions. Improvements at this intersection, along with the intersection at Pisgah Church Road and Martinsville Road, are being planned by NCDOT and the City of Greensboro for 2020. Please note the proposed site accesses should be designed according to the GDOT Driveway Manual.

