



Z-10-11-003

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

Zoning Commission Hearing Date: November 8, 2010

**GENERAL INFORMATION**

<b>APPLICANT</b>	Steve Cline for Innisbrook Village, LLC
<b>HEARING TYPE</b>	Rezoning
<b>REQUEST</b>	<b>CD-RM-18</b> (Conditional District-Residential Multi Family) to <b>CD-RM-18</b> (Conditional District-Residential Multi Family) <ol style="list-style-type: none"><li>1. Uses shall be limited to multi-family <b><u>dwelling units</u></b> buildings.</li><li>2. There shall be a maximum of <del>300</del> <b>312</b> multi-family <b><u>dwelling</u></b> units. <del>plus clubhouse.</del></li><li>3. Access to the subject development will be located at the intersection of McConnell Road and Clapp Farms Road, subject to the approval of Greensboro Department of Transportation.</li></ol>
<b>CONDITIONS</b>	<p><i>*(strike through denotes deleted condition, bold and underline denotes added condition)</i></p>
<b>LOCATION</b>	<b>3636 McConnell Road</b> , generally described as south side of McConnell Road, north of Interstate 40/85 east and west of Clapp Farms Road
<b>PARCEL ID NUMBER(S)</b>	<b>7894310582</b>
<b>PUBLIC NOTIFICATION</b>	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). <b>18</b> notices were mailed to those property owners in the mailing area.
<b>TRACT SIZE</b>	~30.13 Acres
<b>TOPOGRAPHY</b>	Generally flat
<b>VEGETATION</b>	Wooded

**SITE DATA**

<b>Existing Use</b>	Undeveloped
<b>Adjacent Zoning</b>	<b>Adjacent Land Uses</b>
N County AG (Agricultural)	Farmland
E County AG (Agricultural)	Single-family dwelling
W County AG (Agricultural)	Single-family dwelling/Farm
S City CD-LI (Conditional District-Light Industrial)	Interstate 85/40 Business

**Zoning History**

<b>Case #</b>	<b>Date</b>	<b>Request Summary</b>
<b>3638</b>	February 19, 2008	Original zoning from <b>County AG</b> (Agriculture) to City <b>CD-RM-18</b> (Conditional District-Residential Multi Family) was established for this property with the following conditions: <ol style="list-style-type: none"> <li>1. Uses: Uses shall be limited to multifamily buildings.</li> <li>2. There shall be a maximum of 300 multifamily units, plus clubhouse.</li> <li>3. Access to the subject development will be located at the intersection of McConnell Road and Clapp Farms Road.</li> </ol>

**ZONING DISTRICT STANDARDS**

**District Summary \***

Zoning District Designation:	Existing (CD-RM 18)	Requested (CD-RM 18)
Max. Density:	18 dwelling units/acre	18 dwelling units/acre
Typical Uses	Primarily intended to accommodate multi-family and similar residential uses	Primarily intended to accommodate multi-family and similar residential uses

\*These regulations may not reflect the actual requirements for all situations; see the City of Greensboro Zoning Code for actual 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 Lake MacIntosh Watersupply Watershed WS-IV, Little Alamance Creek
Floodplains	N/A
Streams	100ft stream buffer for perennial streams, Zone 1 30ft Undisturbed, Zone 2 20ft Vegetated Zone, Zone 3 No BUA in WS-III
Other:	High Density Development is 70%BUA, Low Density 24%. Site must meet current watershed regulations. Approved plan on file – Innisbrook Apartments(2008-1899)

**Utilities**

Water N/A  
 Sewer N/A

**Airport Noise Cone**

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

**Landscaping Requirements**

**Landscaping requirements for this site has been approved by TRC on October 14, 2008. Developer is to follow the approved plan or submit a revised plan to TRC.**

**Tree Preservation Requirements**

<b>Acreage</b>	<b>Requirements</b>
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30.13 ac.	<b>Tree Preservation requirements for this site has been approved by TRC on October 14, 2008. Developer is to follow the approved plan or submit a revised plan to TRC.</b>
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**Transportation**

Street Classification: McConnell Road – Major Thoroughfare, Clapp Farms Road – Major Thoroughfare.

Site Access: One access point proposed to align opposite of Clapp Farms Road. All access(s) must be designed and constructed to the City of Greensboro standards.

Traffic Counts: McConnell Road ADT = 3,400 (2007, NCDOT),  
 Clapp Farms Road = 185 (2007, NCDOT).

Trip Generation: 24 Hour = 1,953, AM Peak Hour = 151, PM Peak Hour = 183.

Sidewalks: Sidewalks are a requirement of the Development Ordinance. 6' sidewalk with a 4' 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. There are no plans for the City to build sidewalk in the area.

Transit in Vicinity: No transit in the area.

Traffic Impact Study: (TIS) Yes required per TIS Ordinance. Please see the end of this staff report for the Executive Summary of the TIS and the recommended improvements. Also, the trip generation comparison for the increase of 12 units is attached to the end of this report.

Street Connectivity: The collector street plan indicates that Clapp Farms Road shall be extended south through this property.

Other: N/A.

## **IMPACT ANALYSIS**

### **Land Use Compatibility**

The proposed **CD-RM-18** (Conditional District-Residential Multi Family) 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 **High Residential**. The requested CD-RM-18 (Conditional District-Residential Multi Family) zoning district is consistent with this GFLUM designation.

### **Connections 2025 Written Policies**

Housing and Neighborhoods Goal: 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 6A.2: Promote mixed-income neighborhoods.

POLICY 6A.4: Implement measures to protect neighborhoods from potential negative impacts of development, redevelopment, and/or public projects that are inconsistent with the neighborhood's livability, architectural or historical character, and reinvestment potential.

Including protection against incompatible commercial encroachments into residential neighborhoods

Economic Development Goal: 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.

### **Connections 2025 Map Policies**

High Residential (over 12 d.u./acre): This category provides for high-density apartment dwellings, condominiums, life care, and similar housing types. Creating opportunities for this type of housing will become increasingly important to respond to demographic shifts and demand for affordable housing, and it is ideally suited near major activity and employment centers and in areas suitable for future transit service. Within this district, office buildings may also be accommodated.

## **CONFORMITY WITH OTHER PLANS**

**City Plans – N/A**

**Other Plans - N/A**

### **Staff/Agency Comments**

**Water Resources – See above.**

### **Housing and Community Development**

No additional comments.

### **Planning**

Original zoning was established for this property in February, 2008 from County AG (Agriculture) to City CD-RM-18 (Conditional District-Residential Multi Family) for a maximum of 300 multifamily units. The applicant intends to increase the density to 312 multi-family dwellings so as to be able to work around wetlands and other site constraints.

Farms and scattered single-family dwellings are the predominant development patterns in this vicinity. Given the adjacent Interstate Highway and industrial park to the south and the outer loop to the east, staff feels that multifamily development of this property is a reasonable use and not contradictory to the Zoning Code.

This rezoning request if approved will help promote a diverse mix of housing types, and densities in the general area which will 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.

Staff believes that this request is consistent with the intent and purpose of the zoning code and the Comprehensive Plan (Connections 2025). 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-RM-18 (Conditional District-Residential Multi Family) zoning district.

**Immington Village - Traffic Impact Analysis  
Prepared for CIP Construction Company  
November 26, 2007**

**Executive Summary**

The proposed *Immington Village* development is located on McConnell Road in Guilford County, North Carolina. As currently planned, the proposed development will consist of a 300-unit residential apartment complex and is envisioned to be completed (built-out) in 2009. The site plan shows one access point located opposite Clapp Farms Road on McConnell Road (see Figure 1 - site plan). The total acreage of this site is 30 acres. John Davenport Engineering, Inc. was contracted 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 analysis year for this project was assumed to be 2009. The AM and PM peaks were analyzed.

**The Greensboro Department of Transportation (GDOT) was contacted to obtain background information and to ascertain the elements to be covered in this Traffic Impact Analysis (TIA). Information regarding the property was provided by CIP Construction Company.**

The Institute of Transportation Engineers (ITE) Trip Generation Software was utilized to project trips for this development. Below is a table that represents the trip generation for this project based on the attached site plan.

Table 4.2 -ITE Trip Generation								
CIP Construction Company								
Summary of Immington Village Project- Trip Generation Table								
3-Oct-07								
Average Weekday Driveway Volumes				24 Hour Two-Way	AM Peak Hour		PM Peak Hour	
Land Use	ITE Land Code	Size		Volume	Enter	Exit	Enter	Exit
Apartments	220	300	Dwelling Units	1,953	30	121	119	64

The following table represents the summary of the level of service analysis for the existing; future no-build, and future build scenarios.

Table 5.2 - LOS Table				
	Scenario	McConnell Road @ Clapp Farms	I 85\40W WB Ramps @ McConnell Road	I 85\40E EB Ramps @ McConnell Road
AM Peak	2007 Existing	B(10.0) SB Approach	A(8.7)	A(9.2) EBL Approach
	2009 Future No-Build	B(10.1) SB Approach	A(8.8)	A(9.3) EBL Approach
	2009 Future Build	B(11.2) SB Approach	A(8.8)	A(9.6) EBL Approach
PM Peak	2007 Existing	A(9.6) SB Approach	A(8.2)	A(9.9) EBL Approach
	2009 Future No-Build	A(9.7) SB Approach	A(8.3)	B(10.0) EBL Approach
	2009 Future Build	B(12.7) NB Approach	A(8.8)	B(10.5) EBL Approach
LOS (delay in seconds)		(***) = delay exceeds modeling capacity		

**All intersections included in the study area for this traffic impact analysis will operate at acceptable levels of service with the recommended roadway improvements in place.**

Recommendations for improvements to intersection lane geometry for intersections in the study area for this Traffic Impact Analysis are summarized in the table below. The existing and recommended lane geometry at the study intersections is shown in Figure 9.

Table: Recommended Improvement Summary Table	
	<u>2009 Future Build-Out Traffic</u>
McConnell Road @ Clapp Farms/Site Access	Construct a westbound left turn lane with 100 feet of storage and an eastbound right turn lane with 100 feet of storage
I 85\40W WB Ramps @ McConnell Road	None required
I 85\40E EB Ramps @ McConnell Road	None required

October 5, 2010

Ms. Carrie Reeves, PE  
City of Greensboro  
Department of Transportation  
300 W. Washington St.  
Greensboro, NC 27402-3136

RE: Innisbrook Village (formerly Immington Village) in Greensboro, NC - (**Project Number: 07-090**)

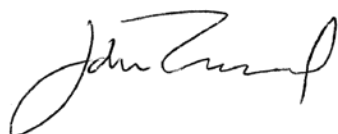
Dear Ms. Reeves:

This letter is to confirm that Davenport Transportation Consulting carried out the traffic impact study for the above mentioned development on November 26, 2007. The developer initially proposed a 300-unit residential apartment complex. This is shown in the attached site plan. However, the developer is seeking to increase the number of units from 300 to 312. The current name of the development is Innisbrook Village, whereas the study was previously submitted under the name of Immington Village.

We have attached a trip generation comparison table illustrating the previous traffic volumes versus the new traffic volumes. The trip generation comparison table shows an increase of 5 trips during the AM peak hour and 6 trips during the PM peak hour, due to the additional 12 apartment units. This is a very small difference in traffic volume, hence it is expected that the recommended improvements listed in the previous traffic impact study should be adequate to handle traffic generated by the proposed development.

Please feel free to contact me with any questions at 336-744-1636. Thank you for your help with this project.

Sincerely,

A handwritten signature in black ink, appearing to read "John Townsend". The signature is fluid and cursive, with a large initial "J" and "T".

John Townsend, PE



Trip Generation Comparison Table

<b>Previous ITE Trip Generation</b>								
Immington Village Original Trip Generation								
Average Weekday Driveway Volumes				24 Hour Two-Way	AM Peak Hour		PM Peak Hour	
<u>Land Use</u>	<u>ITE Land Code</u>	<u>Size</u>		<u>Volume</u>	<u>Enter</u>	<u>Exit</u>	<u>Enter</u>	<u>Exit</u>
Apartments	220	300	Dwelling Units	1,953	30	121	119	64
<b>Total Unadjusted Weekday Trips</b>				<b>1,953</b>	<b>30</b>	<b>121</b>	<b>119</b>	<b>64</b>
<b>Current ITE Trip Generation</b>								
Innisbrook Village Latest Trip Generation								
Average Weekday Driveway Volumes				24 Hour Two-Way	AM Peak Hour		PM Peak Hour	
<u>Land Use</u>	<u>ITE Land Code</u>	<u>Size</u>		<u>Volume</u>	<u>Enter</u>	<u>Exit</u>	<u>Enter</u>	<u>Exit</u>
Apartments	220	312	Dwelling Units	2,014	31	125	123	66
<b>Total Weekday Trips</b>				<b>2,014</b>	<b>31</b>	<b>125</b>	<b>123</b>	<b>66</b>