



# Z-18-10-004

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

Zoning Commission Hearing Date: October 15, 2018

### GENERAL INFORMATION

<b>APPLICANT</b>	Jeff Nimmer for WAW Properties, LLC.
<b>HEARING TYPE</b>	Rezoning Request
<b>REQUEST</b>	R-3 (Residential Single Family) to CD-C-M (Conditional District – Commercial Medium)
<b>CONDITIONS</b>	1. All uses permitted in C-M District excluding Group Living, Retreat Centers, Bus and Rail Terminals, Funeral Home/Crematoriums, and Recycling Collection Points
<b>LOCATION</b>	6807 Pepperdine Road
<b>PARCEL ID NUMBER(S)</b>	<b>7826460512</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>23</b> notices were mailed to those property owners in the mailing area.
<b>TRACT SIZE</b>	0.92 Acres
<b>TOPOGRAPHY</b>	Generally flat
<b>VEGETATION</b>	Residential

### SITE DATA

<b>Existing Use</b>	Residential Single-family	
	<b>Adjacent Zoning</b>	<b>Adjacent Land Uses</b>
N	City R-3 (Single-family Residential)	Fire Department
E	City C-H (Commercial - High)	Shopping Center
W	County RS-40 (Single-family Residential)	Single-family Residence
S	No City Zoning Designation (Airport Exemption Area)	Undeveloped

## Zoning History

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

## ZONING DISTRICT STANDARDS

### District Summary \*

Zoning District	Existing	Requested
Designation:	<b>(R-3)</b>	<b>(CD-C-M)</b>
Max. Density:	3 dwelling units per acre	N/A
Typical Uses	Typical uses in the R-3 district may include single-family uses	All uses permitted in C-M District excluding Group Living, Retreat Centers, Bus and Rail Terminals, Funeral Home/Crematoriums, and Recycling Collection Points.

*\*These regulations may not reflect all requirements for all situations; see the City of Greensboro Land 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 WS-III Watersupply Watershed, Brush Creek Watershed

Floodplains ➤ 2000LT

Streams N/A

Other: Site must meet current watersupply watershed requirements for any additional BUA. Max High Density BUA is 70%, Low Density is 24% with sewer. Site is located within the PTI 5 mile statue radius. No BMP/SCM that holds a normal pool elevation can be utilized without engineering documentation.

### Utilities (Availability)

Existing water/sewer available

### Airport Overlay District & Noise Cone

n/a

### Landscaping & Tree Conservation Requirements

### Landscaping:

**Street Yards:**

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 Yards:**

Adjacent to Single-family Residential uses: Type B buffer yard, with an average width of 25', a minimum width of 20', and a planting rate of 3 canopy trees, 5 understory trees, and 25 shrubs per 100 l.f.

Adjacent to vacant property or Commercial uses: Vehicular Use Area buffer yard (see below) between any parking lot or drive aisle and the adjacent property line.

**Parking Lots:**

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, in islands or medians within the parking lot.

**Tree Conservation:**

For 0.92 acres, 1% of parcel size in critical root zone to be dedicated for Tree Conservation.

**Transportation**

Street Classification: Pepperdine Road – Collector Street.  
Old Oak Ridge Road – Major Thoroughfare.

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

Traffic Counts: Old Oak Ridge Road AADT = 12,000 vpd (NCDOT, 2016).

Trip Generation: 24 Hour = 1,225, AM Peak Hour = 106, PM Peak Hour = 86.

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: Yes, required per TIS Ordinance. Please see the end of this staff report (TIS) for the Executive Summary of the TIS.

Street Connectivity: N/A.

Other: N/A.

## **IMPACT/POLICY 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 designates this location as **Low Residential (3-5 d.u./acre)**. The requested **CD-C-M (Conditional District – Commercial – Medium)** zoning district is generally inconsistent with the **Low Residential (3-5 d.u./acre)** future land use designation, however, per City Council adopted policy, a GFLUM amendment is not required for rezoning requests that are less than one acre in size.

### **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.

## **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 adjacent Cardinal neighborhood, located to the east of the subject site.

### **Staff Analysis**

The 0.92 acre subject property currently contains a single-family residence. North of the request is an emergency services building (zoned City R-3). East of the request is a shopping center (zoned City C-H). South of the request is undeveloped land owned by PTI Airport (no City zoning designation under airport exemption). West of the request is a single-family dwelling (zoned County RS-40).

The Comprehensive Plan's Future Land Use Map currently designates this site as Low Residential. The Low Residential category includes the City's predominantly single-family neighborhoods as well as other compatible housing types that can be accommodated within this density range. Per City Council adopted policy, a GFLUM amendment is not required for rezoning requests that are less than one acre in size.

The proposed C-M zoning district incorporates conditions that limit uses to all uses permitted in C-M District excluding Group Living, Retreat Centers, Bus and Rail Terminals, Funeral Home/Crematoriums, and Recycling Collection Points. This condition limits potential negative impacts on surrounding the surrounding area.

This request is supported by the Comprehensive Plan's Economic Development goal to 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. It also is consistent with the Reinvestment/Infill goal to promote sound investment in Greensboro's urban areas.

The 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-C-M** (Conditional District – Commercial-Medium) zoning district.



**Pepperdine Road Restaurant – Transportation Impact Analysis  
Greensboro, NC  
Prepared for Kotis Properties, Inc.  
August 7, 2018**

## **Executive Summary**

**The proposed development is located on the southwest quadrant of the intersection of Old Oak Ridge Road and Pepperdine Road in Greensboro, North Carolina. This development is in preliminary stages of rezoning and the land use for the site is not known at this time. Due to the uncertainty of the actual land use, this study assumed a 2,600 sq. ft. restaurant. Two (2) access points to the site are proposed, each to be located on Pepperdine Road. The expected build-out year for this project is 2019. A study year of 2020 (build-out plus one year) was used for analysis purposes.**

## **Trip Generation**

**Based on trip generation equations published in ITE’s Trip Generation Manual (10th Edition), this development has a trip generation potential of 1,225 daily trips with 106 trips in the AM peak and 86 trips in the PM peak. With the effects of pass-by trip reduction, the trip generation potential is 74 net trips in the AM peak and 60 net trips in the PM peak.**

## **Capacity Analysis**

**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. Four**

**(4) intersections were included in the study:**

- Old Oak Ridge Road at Muirfield Drive / College Lakes Drive
- Old Oak Ridge Road at Pepperdine Road / Cardinal Shopping Center Access
- Pepperdine Road at Site Access 1
- Pepperdine Road at Fire Station 17 Access/ Site Access 2

**At the intersection of Old Oak Ridge Road at Pepperdine Road / Cardinal Shopping Center Access, a northbound left turn entry lane with 100 feet storage has been recommended along Old Oak Ridge Road to accommodate traffic entering the site. As a result of this new left turn lane, geometric modifications will be needed at the signalized intersection of Old Oak Ridge Road and Muirfield Drive / College Lakes Drive, along with modification of the traffic signal. Additionally, an eastbound right turn lane is recommended on Pepperdine Road to reduce delays and enhance exit movement from the site.**

### Alternative Access Scenario

It is understood that the developer is exploring the potential for an access on College Lakes Drive. In effect, this would provide a signalized access to the site via the traffic signal on Old Oak Ridge Road at Muirfield Drive / Collage Lakes Drive, which would reduce the amount of site traffic using Pepperdine Road. An analysis was performed for this access scenario, which indicates adequate capacity at the study intersections and that no intersection improvements are necessary. A northbound left turn lane on Old Oak Ridge Road at Pepperdine Road is not warranted in this scenario due to the routing of left turn traffic primarily through College Lakes Drive. It may be necessary to widen the section of College Lakes Drive between Old Oak Ridge Road and the potential access point, as the pavement is only 17 to 18 feet wide currently.

### Conclusion

In conclusion, this analysis has been conducted based on NCDOT and GDOT guidelines and has determined the potential traffic impacts of this development. The recommended improvements for the current site plan are summarized in Table A below and are shown in Exhibit A. The exact layout of the site will need to be coordinated during the site plan review process. Please note that all accesses to the site are recommended to be designed according to NCDOT and GDOT standards.

<b>INTERSECTION</b>	<b>RECOMMENDATIONS</b>
Old Oak Ridge Road at Pepperdine Road / Cardinal Shopping Center Access	<ul style="list-style-type: none"><li>• Construct a northbound left turn lane along Old Oak Ridge Road with 100 feet of storage plus appropriate taper.</li><li>• Construct an eastbound right turn lane along Pepperdine Road with full storage.</li></ul>
Old Oak Ridge Road at Muirfield Drive / College Lakes Drive	<ul style="list-style-type: none"><li>• Signal modification to accommodate the lane geometry changes recommended at the intersection of Old Oak Ridge Road at Pepperdine Road</li></ul>
Pepperdine Road at Site Access 1	No improvements recommended
Pepperdine Road at Fire Station 17 Access/ Site Access 2	No improvements recommended