



Z-19-01-001

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

Zoning Commission Hearing Date: January 23, 2018

GENERAL INFORMATION

APPLICANT	George E. Carr, III for Beacon Management Corporation
HEARING TYPE	Rezoning Request
REQUEST	CD-RM-12 (Conditional Residential Multifamily - 12) to CD-RM-12 (Conditional District Residential Multifamily - 12)
CONDITION	<ol style="list-style-type: none">1. Building materials will consist of not less than 50% brick, stone, and/or masonry building materials.2. Buildings shall not exceed 3 stories in height3. Combined maximum density not to exceed 208 dwelling units4. Along the northern property line, parallel to Silver Creek Drive, a 30 foot undisturbed buffer area shall be dedicated. Existing vegetation within the buffer shall be augmented as needed to ensure continuous visual screening.
LOCATION	3523-3527 Lewiston Road
PARCEL ID NUMBER(S)	783635139, 7818441381, 783637097
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). 90 notices were mailed to those property owners in the mailing area.
TRACT SIZE	25.01 Acres
TOPOGRAPHY	Generally Flat
VEGETATION	Partially wooded
<u>SITE DATA</u>	
Existing Use	Undeveloped

	Adjacent Zoning	Adjacent Land Uses
N	R-3 (Residential Single-family – 3)	Single Family Residences
E	R-3 (Residential Single-family – 3)	Single Family Residences
W	R-3 (Residential Single-family – 3)	Single Family Residences
S	O (Office)	Single Family Residences

Zoning History

Case #	Date	Request Summary
Z-15-10-007	10/19/15	<p>These properties were rezoned from CD-RM-12 (Conditional District Residential Multifamily - 12) to CD-RM-12 (Conditional District Residential Multifamily - 12) with the following conditions:</p> <ol style="list-style-type: none"> 1. Building materials will consist of not less than 50% brick, stone and/or other masonry building materials. 2. Buildings shall not exceed 3 stories in height. 3. Tract A, consisting of addresses 3516-3520 Lewiston Road, will have a maximum density of 80 dwelling units. Tract B, consisting of addresses 3525 & 3527 Lewiston Road, shall have a maximum density of 128 dwelling units. 4. Along the northern property line, parallel to Silver Creek Drive, a 30 foot undisturbed buffer area shall be dedicated. Existing vegetation within the buffer shall be augmented as needed to ensure continuous visual screening.
3985	April 7, 2015	<p>3525 & 3527 Lewiston Rd were rezoned from R-3 to CD-RM-12 with the following conditions:</p> <ol style="list-style-type: none"> 1. Building materials will consist of not less than 50% brick, stone and/or other masonry building materials. 2. Density shall be limited to a maximum of 130 dwelling units. 3. Buildings shall not exceed 2 stories in height. 4. A six foot tall opaque fence shall be installed, where permitted, along the northern property line, parallel to Silver Creek Drive. Where the fence impacts required tree conservation areas it must be installed by hand with non-motorized equipment.

- 3949 August 22, 2014 The property addressed 3516 3520 Lewiston Rd was rezoned from R-3 to CD-RM-12 with the following conditions:
1. Building materials will consist of not less than 50% brick, stone and/or other masonry building materials.
 2. Density shall be limited to a maximum of 80 dwelling units.
 3. Buildings shall not exceed 2 stories in height.

ZONING DISTRICT STANDARDS

District Summary *

Zoning District	Existing	Requested
Designation:	(CD-RM-12)	(CD-RM-12)
Max. Density:	Maximum 208 dwelling units	Maximum 208 dwelling units
Typical Uses	Primarily intended to accommodate moderate to higher intensity residential development.	Primarily intended to accommodate moderate to higher intensity residential development.

**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

The subject site is partially located (southeastern edge) within the SCOD-1 (Scenic Corridor Overlay District 1) of the Greensboro Urban Loop. Consult the Scenic Corridor Overlay Districts Design Manual, for detailed applicable requirements and design guidelines.

The subject site is partially located (approximately the southeastern half) within the AO, Airport Overlay District / 60 decibel noise level noise cone of the Piedmont Triad International Airport. However, because the tract is split by the boundary of the AO District, development on the entire tract is considered exempt from the provisions of this overlay district, provided that exemption would not adjust the boundary line for the overlay by more than 600 feet.

Environmental/Soils

Water Supply Watershed Site drains to Greensboro Watersupply Watershed WS-III, Brush Creek Watershed

Floodplains >2000LF

Streams Blue Line streams onsite require a 50ft stream buffer measured from top of stream bank on each side.

Other: Site must meet current Watershed requirements for Water Quality and Water Quantity Control must be addressed. Site is also located within the PTI 5 statue mile radius. No BMP/SCM can be located within this radius without an engineer’s justification and documentation.

Utilities (Availability)

Potable Water Available

Waste Water Available

Airport Overlay District & Noise Cone

The subject site is partially located (approximately the southeastern half) within the AO, Airport Overlay District / 60 decibel noise level noise cone of the Piedmont Triad International Airport. However, because the tract is split by the boundary of the AO District, development on the entire tract is considered exempt from the provisions of this overlay district, provided that exemption would not adjust the boundary line for the overlay by more than 600 feet.

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: 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.

Parking Lots:

Trees for required parking spaces: 1 canopy tree per 12 spaces, in islands or medians within the parking lot.

Tree Conservation:

For 25.01 acres, 10% of parcel size in critical root zone to be dedicated for Tree Conservation.

Transportation

Street Classification: Lewiston Road – Minor Thoroughfare.
Fleming Road – Minor Thoroughfare.

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

Traffic Counts: Lewiston Road AADT = 7,400 (NCDOT, 2017).

Trip Generation: 24 Hour = 1384, AM Peak = 106, PM Peak = 132.

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/POLICY ANALYSIS

Land Use Compatibility

The proposed **CD-RM-12 (Residential, Multifamily – 12)** 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 **Mixed Use Corporate Park**, with almost all of the site within the Mixed Use Corporate Park designation. The requested **CD-RM-12 (Residential, Multifamily – 12)** zoning district as conditioned is generally consistent with the **Mixed Use Corporate Park** 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 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.

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.

Generalized Future Land Use Map Policies

Mixed Use Corporate Park: This designation is intended for large tracts of undeveloped land near the City's fringe that are appropriate for well planned, larger scale business/employment parks with supporting uses such as retail, hotels, and residential. Primary uses such as office, flex office, technology research and development, light manufacturing, distribution, and assembly should be placed in a campus-like or "corporate park" setting with generous, linked open space to maximize value and to promote visual quality and compatibility with the surrounding area. Pedestrian-friendly features such as buildings placed near the street, sidewalks, and trails leading to nearby uses such as retail and housing should be encouraged.

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 with owners of adjacent properties and with representatives of the Cardinal Neighborhood, within which the subject site is located.

Staff Analysis

This 25.01 acre request is to rezone existing multifamily zoning to allow greater development flexibility across the site, while maintaining the same residential density. There are also no proposed changes to previously approved conditions related to height, building materials and enhanced buffers intended to aid with compatibility with nearby residential uses. North, east, south and west of the request are single family dwellings on varying sized lots zoned R-3 and O.

The site is currently designated Mixed Use Corporate Park and Low Residential on the Comprehensive Plan's Generalized Future Land Use Map with the Mixed Use Corporate Park designation covering almost all of the site. This designation is intended for large tracts of undeveloped land near the City's fringe that are appropriate for well planned, larger scale business/employment parks with supporting uses such as retail, hotels, and residential. Primary uses such as office, flex office, technology research and development, light manufacturing, distribution, and assembly should be placed in a campus-like or "corporate park" setting with generous, linked open space to maximize value and to promote visual quality and compatibility with the surrounding area. Pedestrian-friendly features such as buildings placed near the street, sidewalks, and trails leading to nearby uses such as retail and housing should be encouraged. The request is also generally consistent with the Comprehensive Plan's 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. It also 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-RM-12** (Conditional District Residential Multifamily - 12) zoning district.



**Lewiston Road Apartment Development – Transportation Impact Analysis
Greensboro, NC**

**Prepared for Beacon Management
Corporation November 16, 2018**

Executive Summary

The proposed Lewiston Road Apartment Development is located on the west side of Lewiston Road just south of the intersection with Oneida Road (street addresses 3523 to 3527 Lewiston Road) in Guilford County, North Carolina. The development is planned to consist of 208 apartments.

DAVENPORT was retained 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 following intersections were included in the study:

- Fleming Road at Lewiston Road
- Lewiston Road at Hickory Woods Drive
- Lewiston Road at Site Access 1
- Lewiston Road at Site Access 2

This development is planned to be complete by 2020. A study year of 2021 (built out plus one year) was used for analysis purposes. The study intersections were analyzed for AM (7-9 am) and PM (4-6 pm) peaks for the following conditions:

- 2018 Existing Conditions
- 2021 Future No Build Conditions
- 2021 Future Build Conditions
- 2021 Future Build with Improvements

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, Beacon Management Corporation.

Discussion of Results

The results of the level of analysis are discussed by intersection below.

Fleming Road at Lewiston Road

This signalized intersection currently operates at LOS C during the AM and PM peaks. In 2021, committed improvements will be in place to add turn lanes to the intersections, specifically, a westbound right turn lane on Fleming Road and a southbound right turn lane on Lewiston Road. In 2021 future no build and build conditions, it is expected during the AM and PM peaks that this intersection will operate at LOS C. **No additional improvements are recommended.**

Lewiston Road at Hickory Woods Drive

This unsignalized intersection currently operates at LOS B during the AM and PM peaks. In 2021 future no build and build conditions, LOS B is expected to remain in the AM and PM peak. **No improvements are recommended.**

Lewiston Road at Site Access 1

In future build conditions, this site access is expected to operate at LOS B during the AM and PM peaks. The need for auxiliary turn lanes was reviewed based on page 80 of the NCDOT “Policy on Street and Driveway Access to North Carolina Highways” and on pages 24 and 28 of the GDOT Driveway Manual. Based on projected volumes, a turn lane is not warranted. **However, Lewiston Road carries approximately 7,000 vehicles per day and to provide safe turning movements on the road, it is recommended to provide a northbound left turn lane and southbound right turn lane with 100 feet of storage and appropriate deceleration length.**

Lewiston Road at Site Access 2

In future build conditions, this site access is expected to operate at LOS B during the AM and PM peaks. The need for auxiliary turn lanes was reviewed based on page 80 of the NCDOT “Policy on Street and Driveway Access to North Carolina Highways” and on pages 24 and 28 of the GDOT Driveway Manual. Based on projected volumes, a turn lane is not warranted. **However, Lewiston Road carries approximately 7,000 vehicles per day and to provide safe turning movements on the road, it is recommended to provide a northbound left turn lane and southbound right turn lane with 100 feet of storage and appropriate deceleration length.**

The recommended improvements at the study intersections are shown in Figure 9 in the report.

Level of Service Summary

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

Table A - Level of Service Summary				
AM Peak	2018 Existing	2021 No Build	2021 Build	2021 Build with Improvements
Fleming Road at Lewiston Road	C (22.8)	C (22.9)	C (24.7)	
Lewiston Road at Hickory Woods Drive	B (11.3) EB Approach	B (13.5) EB Approach	B (13.7) EB Approach	

Lewiston Road at Site Access 1			B (13.8) EB Approach	B (13.8) EB Approach
Lewiston Road at Site Access 2			B (13.3) EB Approach	B (13.3) EB Approach
PM Peak	2018 Existing	2021 No Build	2021 Build	2021 Build with Improvements
Fleming Road at Lewiston Road	C (23.9)	C (27.8)	C (33.5)	
Lewiston Road at Hickory Woods Drive	B (11.4) EB Approach	B (13.7) EB Approach	B (14) EB Approach	
Lewiston Road at Site Access 1			B (12.8) EB Approach	B (12.8) EB Approach
Lewiston Road at Site Access 2			B (12.5) EB Approach	B (12.5) EB Approach
LOS (delay in seconds) Note for unsignalized conditions, LOS and delay indicates only minor street approach with longest delay				

Site Access Throat Distance

The internal throat distance for the site accesses 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. Table B below presents the results and throat distances that will be required.

Table B – Site Access Throat Distance			
Intersection Movement	SimTraffic Maximum Queue (feet)		Throat Distance Required *
	AM Peak Hour Entry Volume	PM Peak Hour Entry Volume	
Lewiston Road at Site Access 1	30	53	55 feet
Lewiston Road at Site Access 2	31	30	50 feet

Summary and Conclusion

The proposed Lewiston Road Apartment Development is located on the west side of Lewiston Road just south of the intersection with Oneida Road (street addresses 3523 to 3527 Lewiston Road) in Guilford County, North Carolina. The development is planned to consist of 208 apartments. Two (2) full access points are proposed on Lewiston Road.

Based on trip generation equations published in Trip Generation (Institute of Transportation Engineers, 10th Edition), this development has a trip generation potential of 106 trips in the AM peak and 132 trips in the PM peak.

DAVENPORT was retained 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.

Based on analysis, all study intersections are expected to operate at LOS C or better in the future. It was found that the need for auxiliary turn lanes at the site accesses was not warranted based on page 80 of the NCDOT "Policy on Street and Driveway Access to North Carolina Highways" and on pages 24 and 28 of the GDOT Driveway Manual. **However, Lewiston Road carries approximately 7,000 vehicles per day and to provide safe turning movements on the road, it is recommended to provide a northbound left turn lane and southbound right turn lane with 100 feet of storage and appropriate deceleration length.**

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, there will be adequate capacity to accommodate future site traffic. Please note that both access points should be designed according to NCDOT and GDOT roadway design standard.