



## **PLZ-18-02**

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

**City Council Hearing Date: March 20, 2018**

#### **GENERAL INFORMATION**

<b>APPLICANT</b>	Eric Morgan of Morgan Surveying, Inc. for Michael P. Bryant
<b>HEARING TYPE</b>	Original Zoning Request
<b>REQUEST</b>	Original zoning from County RS-30 (Residential Single Family) to City CD-O (Conditional District – Office).
<b>CONDITIONS</b>	<ol style="list-style-type: none"><li>1. Building square footage shall not exceed 25,000 square feet.</li><li>2. Maximum building height shall not exceed three (3) stories,</li><li>3. There shall be no driveway cuts on Burlington Road.</li></ol>
<b>LOCATION</b>	4209 Burlington Road and 109-115 Flemingfield Road
<b>PARCEL ID NUMBER(S)</b>	0115247, 0115248, and 0115249
<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>27</b> notices were mailed to those property owners in the mailing area.
<b>TRACT SIZE</b>	3.4 Acres
<b>TOPOGRAPHY</b>	Generally Flat
<b>VEGETATION</b>	Residential

#### **SITE DATA**

<b>Existing Use</b>	<b>Residential</b>
<b>Adjacent Zoning</b>	<b>Adjacent Land Uses</b>

N	County CU-RM-18 (Conditional Use - Residential Multi-family)	Single family dwelling
E	County LI (Light Industrial), County RS-30 (Residential Single Family) & County AG (Agricultural)	Shopping center with auto repair and single family dwellings
W	County RS-30 (Residential Single Family)	Single family dwelling
S	City LI (Light Industrial)	Convenience store with fuel pumps

**Zoning History**

Case #	Date	Request Summary
N/A	N/A	The subject property is not currently located in the City's jurisdiction.

**ZONING DISTRICT STANDARDS****District Summary \***

Zoning District Designation:	Existing (County RS-30)	Requested (City CD-O)
Max. Density:	1.3 dwelling units per acre	N/A
Typical Uses	Primarily intended to accommodate low density single-family detached dwellings on large lots in areas without access to public water and wastewater services.	Primarily intended to accommodate office, institutional, supporting service and other uses.

\*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 S. Buffalo Creek, Non-Watersupply Watershed Watershed

Floodplains >2000FT

Streams N/A

Other: If >1 acre is disturbed and the impervious area (BUA) is increased, the site must meet current Phase 2 watershed requirements, water quality & water quantity control must be addressed.

**Utilities**

Potable Water Available

Waste Water Available

**Airport Overlay District & Noise Cone**

N/A

**Landscaping & Tree Conservation Requirements****Landscaping:**

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

**Tree Conservation:**

Tree Conservation is required for all expansions of buildings, parking areas, or open uses of land in critical root zone to be dedicated.

**Transportation**

Street Classification: Burlington Road – Major Thoroughfare.  
Flemingfield Road – Minor Thoroughfare.  
Elsielee Road – Local Street.

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

Traffic Counts: Burlington Road ADT = 24,000 (NCDOT, 2016).

Trip Generation: N/A.

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: No TIS required per TIS Ordinance.  
(TIS)

Street Connectivity: N/A.

Other: N/A.

### **IMPACT/POLICY ANALYSIS**

#### **Land Use Compatibility**

The proposed **CD-O (Conditional District - Office)** 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 **Mixed Use Commercial**. The requested **CD-O (Conditional District - Office)** zoning district is generally consistent with the **Mixed Use Commercial** GFLUM designation. The Growth Strategy Map designates the subject side as being within the **East Market Street / Burlington Road Reinvestment Corridor** and within the **Growth Tier 1, Current Growth Area (2013 – 2019)**.

#### **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 comprising the following elements:

- Create a Fringe Area Land Use Plan;
- Establish a “tiered” approach that designates growth areas for staged development, annexation, and extension of public facilities within the water and sewer service boundary;
- Define specific criteria for water and sewer extensions and annexations;
- Initiate designation of the fringe as Greensboro's extraterritorial jurisdiction; and
- Establish a proactive plan to provide infrastructure in advance of development, consistent with the growth “tiers” and Fringe Area Land Use Concept Plan.

**Policy 4G:** Improve the quality and patterns of development through incentives and regulatory guidelines.

**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**

**Mixed Use Commercial:** This designation is intended to promote a mix of uses, of which various commercial uses remain predominant, but where residential, service, and other uses are complementary. Where applied to older highway corridors characterized by “strip” commercial uses, the intent is to encourage infill and redevelopment for a more diverse and attractive mix of uses over time. Examples include residential units over commercial uses or a wider array of economically viable uses to replace obsolete uses. Such areas also may represent opportunities for the introduction of substantial higher density and/or mixed-income housing, with negligible impacts on, or resistance from, nearby single-family neighborhoods. Ensuring that buildings are of the appropriate scale and intensity is critical, as is ensuring that sites are designed in a coordinated, as opposed to a lot-by-lot, manner. New “strip” commercial development is discouraged.

**Growth Tier 1, Current Growth Area (2013 – 2019):** Where infrastructure systems are in place, can be economically provided and/or will be proactively extended and where continued annexation and consolidation of the City’s development pattern shall be encouraged over the next six years.

**Reinvestment Corridor:** Reinvestment Areas and Corridors represent priority opportunities for combined public and private sector reinvestment and the application of policies described in Section 4.5.1 (Reinvestment/Infill). More specifically, Reinvestment Corridors are older commercial corridors that would benefit from significant public and private investment to enhance their economic viability and strengthen adjacent neighborhoods.

## **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 original zoning and development with owners of surrounding properties.

Based on the proximity of the subject site to a planned greenway or sidepath along Burlington Road, as specified in the 2015 BiPed Plan, long term safety and accessibility for users and employees at the subject site would be greatly enhanced by provision of secure, convenient bicycle parking facilities.

The subject site is located within the area(s) eligible for the following economic development incentive or assistance program(s):

- Urban Development Investment Incentives (local), and
- Economic Development Impact Zone 2 (local).

### **Staff Analysis**

The 3.4 acre subject site currently is made up of three (3) separate properties. Two (2) of the subject properties contain single family dwellings. The remaining property is vacant. Uses to the north, and west are single family dwellings. Uses to the east are a combination of single family dwellings and a shopping center that includes an auto repair center. The uses to the south include

a convenience store with fuel pumps. The applicant is interested in accessing City services for all portions of their property and thus has requested annexation of the properties into the City.

The Comprehensive Plan's Future Land Use Map currently designates this site as Mixed Use Commercial. The Mixed Use Commercial designation is intended to promote a mix of uses, of which various commercial uses remain predominant, but were residential, service, and other uses are complementary.

The Office district in general is considered a moderate intensity zoning classification that allows uses that are generally compatible with nearby residential uses and often serves as a transition between higher density commercial uses and lower density residential uses. This request also contains conditions to limit the size and scale of any future development to limit impacts on adjacent residential uses.

The request is also located in a Reinvestment Corridor. Reinvestment Corridors are older commercial corridors that would benefit from significant public and private investment to enhance their economic viability and strengthen adjacent neighborhoods.

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 CD-O** (Conditional District - Office) zoning district.