

**PARTIAL MINUTES OF THE
ZONING COMMISSION
April 19, 2021**

PL(P) 21-11 and Z-21-04-003: An annexation and original zoning from County AG (Agricultural) and County RS-30 to City CD-RM-12 (Conditional District -Residential Multi-family-12) for the property identified as a portion of 138 Flemingfield Road, and portions of the Flemingfield right of way, generally described as east of Flemington Road and north of Burlington Road, (32.113 acres). (Recommended Approval) and

Z-21-04-010: An annexation and original zoning from County AG (Agricultural) and County RS-30 (Residential Single-family) to City RM-12 (Residential Single-family-12) for the properties identified as a portion of 138 Flemingfield Road, right of way , generally described as north of Burlington Road and south of Huffine Mill Road, (.39 acres). (Recommended Approval)

Mr. Kirkman advised the Commission of the three decisions with the two cases. Mr. Kirkman reviewed the zoning maps and other summary information for the subject properties and surrounding properties. Mr. Kirkman advised of the conditions associated with this request. Chair Holston asked if there were questions for Mr. Kirkman. Seeing none, Chair Holston requested the lead applicant to come forward to state their name, address and present their case.

Judy Stalder, 115 Southwest Gate Drive, Greensboro advised Jeff Garnier, Developer from True Homes and Richard Glover from Jamestown Engineering were also present in the meeting to answer questions. She stated this request is for conditional district RM-12 zoning to allow townhomes with a density of around 5.3 homes per acre. The area has an established zoning pattern with the Charter School, the property adjacent to the Charter School, and Eagles Trace subdivision which are all RM-18. The residential developments have proposed densities ranging from 4.5 to 6.5 per acre and this proposal is in the middle at 5.3. The townhomes will be limited to 170 maximum. The topography of the site limits the location of where development can occur. A site plan was depicted indicating streams on the property and Ms. Stalder advised 13.5 acres would be preserved as open space which is over 40% of the property that remains. The number of homes proposed required a traffic impact study. Transportation engineers from Davenport found the projected volume of traffic did not warrant any improvements beyond NCDOT and Greensboro DOT standards for entrances. The main entrance will line up with the entrance to the school for safety of movement and the second entrance will be approximately 550 north providing adequate separation. The developer will dedicate additional right of way on Flemingfield Road and widen the pavement to accommodate Flemingfield Road as a 3-lane road. A sidewalk will be installed along the frontage of the property in accordance with the Land Development Ordinance. A photograph was depicted indicating what the townhomes would look like upon completion. The townhomes will be individually sold with a maximum height of 40 feet in keeping to scale with existing development in the area; each unit will be 1,850 to 2,200 square feet in area with a garage for each unit. The homes will sell in the low \$200,000 range. An HOA will maintain the exterior landscaping, common space, and open space. Letters were sent to approximately 190 neighbors in addition to emails, phone calls, and a Zoom meeting. Questions and comments centered on the types of homes, pricing, timeline of construction, and technical issues such as traffic and utilities. Ms. Stalder referred to a report the Commissioners had that addressed the comments and questions in the meeting and also would address any questions in this presentation. She concluded that the Flemingfield townhomes are in character with other similar neighborhoods in the area and in conformance with the Greensboro 2040 Comprehensive Plan policies and requested a favorable recommendation for both the annexation and the zoning.

Chair Holston asked if the Commissioners had questions for Ms. Stalder. Seeing none, Chair Holston inquired if there was anyone from Ms. Stalder's team wishing to speak in favor of the request. Ms. Stalder responded they were available to answer questions. Chair Holston inquired if there was anyone wishing to speak in opposition to the request. Mr. Carter advised Mr. Plummer wished to speak. Chair Holston requested Mr. Plummer to provide his name and address for the record.

Christopher Plummer, 2258 Owls Nest Trail, McLeansville, NC, advised his question, comment, or concern was more directed toward the Technical Review Committee. It was his understanding that both Windsor and True Homes were looking at the same traffic study. Windsor Homes concluded that they needed a right-hand turning lane into the development. True Homes came to the conclusion that they did not need a right-hand turning lane into the development. Mr. Plummer stated he had a lot of conflict with that conclusion. Chair Holston asked Mr. Plummer if that was his only question. Mr. Plummer responded that was his only question or concern. That and the fact that an intersection will come directly across the street, next to the school. Mr. Plummer stated he was also surprised there was no representation from the school at this meeting. Mr. Plummer thought that maybe they need to be directed toward the Technical Review Committee more so than the Zoning Commission. Chair Holston asked Mr. Kirkman, Mr. Carter and Mr. Tipton of GDOT for their thoughts regarding Mr. Plummer's question/concern. Mr. Tipton responded the consultant for the applicant would be the person to best address the turn lane issue and it was the same consultant for both traffic studies. Mr. Engle stated in this instance the development appears to have two entrances. Mr. Tipton stated multi-family development is different than single family development. Single family homes traditionally put out more cars per unit than multi-family residences. Mr. Plummer stated the main issue was turning right into the neighborhood would be the first entrance. Chair Holston thanked Mr. Plummer for his feedback.

Chair Holston inquired if there was anyone else wishing to speak in opposition to the request. Seeing none, Chair Holston asked if Ms. Stalder had rebuttal. The question was the turn lanes and perhaps the engineer would want to say something about that in addition to what had been said.

Ms. Stalder, thanked Mr. Plummer for his comments and for attending their Zoom meeting as it was very enlightening. Traffic patterns are different for townhomes and generally generate fewer trips per day per unit than single-family homes because of the population. Townhomes typically have single professionals and retirees that have down sized. Townhomes usually generate different traffic volumes and times of different traffic volumes during the day. Peak hour generation is not the same as with single-family. Ms. Stalder stated there would be two entrances. In the past transportation engineers, GDOT and NCDOT line up the two entrances, if possible. It is the safest way for movement of traffic between two intersections. When vehicles approach head on, it is understood what should be done. If there is an offset in entrances, it a little more difficult for a driver to figure that out.

Chair Holston inquired if there was rebuttal from the opposition.

Mr. Plummer stated there was a lot of traffic going in and out frequently. It is usually younger individuals living in the townhomes. Mr. Plummer stated he was concerned with the two entrances and asked if it was being used for traffic volume calculations. Mr. Plummer asked if there were any post reviews done after development is completed of the facilities to see how well the traffic study lined up with actual traffic. Mr. Tipton responded that GDOT does not do a follow-up per se with individual projects or developments. Currently Flemingfield Road is not in the city. Once it is in the city it would be monitored for congestion issues. GDOT is always available to evaluate requests and concerns from the citizens. Mr. Engle stated this project could take four or five years to build out. The status of roads and transportation will change in that time period. What has been provided is hopefully a very good max case scenario. Mr. Plummer stated

he also had a concern with the traffic study being done during a time when there is a global pandemic. Adjustments were done and had to have been hard to obtain accurate data.

Chair Holston stated if there was no one else to speak in opposition, the public hearing was closed and he then requested to hear from city staff for a recommendation.

Mr. Kirkman stated for the main property, the GSO 2040 Comprehensive Plan designates this site as Urban Central on the Future Built Form Map and Residential on the Future Land Use Map. The original zoning does support the Comprehensive Plan's Creating Great Places goal to expand Greensboro city wide network in unique neighborhoods; offering residents of all walks of life a variety of quality housing choices and the Building Community Connections goal to maintain stable, attractive, and healthy places to live and raise families. The proposed CD-RM-12 zoning district allows moderate to density residential uses compatible with the various residential uses located nearby. The Flemingfield Road right of way, is also designated as Urban General in the Future Built Form Map and residential in the Future Lane Use Map that does also support the Comprehensive Plan's Creating Great Places goal to expand Greensboro's city wide network of unique neighborhoods; offering residents of all walks of life a variety of quality housing choices and the Building Community Connections goal to maintain stable, attractive, and healthy places to live and raise families. The proposed RM-12 zoning district allows uses that are compatible to uses on adjacent properties. Staff recommended approval of both requests.

Chair Holston asked the Commissioners for any thoughts or comments. Mr. Engle stated this request meets the character of the area and was closer to Burlington Road so it made sense. This is something that the developer and Mr. Plummer have time to continue talking about this. All of the annexations are ultimately approved at a later time. With infrastructure, there is time to talk and resolve any issues. The 5.3 units per acre was a reasonable amount of housing. Mr. Engle advised he was ready to make a motion unless there were other comments. Chair Holston inquired if any other Commissioners had any comments before the motion. Hearing none, Mr. Engle moved both annexations to be approved; seconded by Mr. Rosa. The Commission voted 8-0. (Ayes: Chair Holston, Magid, Collins, Bryson, Rosa, Engle, Alford, and O'Connor. Nays: 0). Chair Holston stated the approvals constitute a favorable recommendation and were subject to a public hearing at the May 18, 2021 City Council meeting.

Mr. Engle stated regarding Z-21-04-003, the Greensboro Zoning Commission believes that its action to recommend approval of the original zoning request for the property described as a portion of 138 Flemingfield Road from County AG (Agricultural) to City CD-RM-12 (Conditional District-Residential Multi-family-12) to be consistent with the Adopted GSO 2040 Comprehensive Plan and considers the action take to be reasonable and in the public interest for the following reasons: (1). The request is consistent with the Comprehensive Plan's Future Built Form Map and Future Lane Use Map. (2). The proposed CD-RM-12 zoning district, as conditioned, permits uses which fit the context of surrounding area and limits negative impacts on the surrounding area. (3). The request is reasonable due to the size, physical conditions, and other attributes of the area. It will benefit the property owner and surrounding community. Approval is in the public interest; seconded by Mr. Alford. The Commission voted 8-0. (Ayes: Chair Holston, Magid, Collins, Bryson, Rosa, Engle, Alford, and O'Connor. Nays: 0). Chair Holston stated the approval constitutes a favorable recommendation and are subject to a public hearing at the May 18, 2021 City Council meeting.

Mr. Engle stated regarding Z-21-04-010, the Greensboro Zoning Commission believes that its action to recommend approval of the original zoning request for the property described as a portion of Flemingfield Road Right of Way from County AG (Agricultural) to City RM-12 (Residential Multi-family-12) to be consistent with the Adopted GSO 2040 Comprehensive Plan and considers the action take to be reasonable and in the public interest for the following reasons: (1).The request is consistent with the Comprehensive Plan's Future Built Form Map and Future

Lane Use Map. (2). The proposed RM-12 zoning district permits uses which fit the context of the surrounding area. (3). The request is reasonable due to the size, physical conditions, and other attributes of the area. It will benefit the property owner and surrounding community. Approval is in the public interest; seconded by Ms. O'Connor. The Commission voted 8-0. (Ayes: Chair Holston, Magid, Collins, Bryson, Rosa, Engle, Alford, and O'Connor. Nays: 0). Chair Holston stated the approval constituted a favorable recommendation and would be subject to a public hearing at the May 18, 2021 City Council meeting.