



Z-23-04-001

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

Planning and Zoning Commission Hearing Date: April 10, 2023

GENERAL INFORMATION

| | |
|----------------------------|---|
| APPLICANT | Leo Pierce Lineberry |
| HEARING TYPE | Rezoning Request |
| REQUEST | R-3 (Residential Single-family - 3) to CD-O (Conditional District - Office) |
| CONDITIONS | 1. Permitted uses shall include all uses allowed in the Office zoning district except; All Cemeteries. |
| LOCATION | 347 West Vandalia Road |
| PARCEL ID NUMBER(S) | 7862254238 |
| PUBLIC NOTIFICATION | The notification area for this public hearing was 750 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). 49 notices were mailed to those property owners in the mailing area. |
| TRACT SIZE | 0.35 acres |
| TOPOGRAPHY | Front of property is slightly sloped and then flattens out |
| VEGETATION | Some existing trees on the lot |

SITE DATA

| | | |
|---------------------|---|------------------------------|
| Existing Use | Single-family dwelling | |
| | Adjacent Zoning | Adjacent Land Uses |
| N | R-3 (Residential Single-family – 3) | Single-family dwelling |
| E | R-3 (Residential Single-family – 3) | Single-family dwellings |
| S | RM-12 (Residential Multi-family – 12) | Multi-family dwellings |
| W | CD-C-M (Conditional District – Commercial - Medium) and C-M (Commercial - Medium) | Bank and Veterinary Hospital |

Zoning History

| Case # | Date | Request Summary |
|--------|------|---|
| N/A | N/A | The subject property is currently zoned R-3 (Residential Single-family – 3). This has been the zoning on this property since the adoption of the Land Development Ordinance (LDO) in July 2010. Prior to the adoption of the LDO, this property were zoned RS-12 (Residential Single Family). |

ZONING DISTRICT STANDARDS

District Summary *

| Zoning District Designation: | Existing (R-3) | Requested (CD-O) |
|------------------------------|---|--|
| Max. Density: | Up to 3 dwellings per acre | N/A |
| Typical Uses: | Typical uses in the R-3 district include single family residential of up to 3 dwelling units per acre | 1. Permitted uses shall include all uses allowed in the Office zoning district except; All Cemeteries. |

**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 not within an overlay zoning district.

The subject site is not:

- Located in a City of Greensboro Historic District or Heritage Community
- Designated as a Guilford County Landmark Property
- Recognized as a State of North Carolina Historic Site
- Listed in the National Register of Historic Places
- Located in a National Register Historic District

Environmental/Soils

Water Supply Watershed Site drains to South Buffalo Creek – Non-Watersupply Watershed

Floodplains N/A

Streams N/A

Other: Site is <1 acre therefore only Water Quantity must be addressed.

Utilities (Availability)

Water and sewer are available on W Vandalia Road. Private developer will need to extend water and sewer to City of Greensboro’s Standards

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 / Multi-Family: 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 linear feet.

Adjacent to commercial use/office: 5' 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 0.35 acres, 1% of parcel size to be dedicated in critical root zone for Tree Conservation

On lots of record that existed prior to July 1, 1992 that are less than 55,000 square feet in area, no development is required to landscape more than 15% of the site.

Transportation

Street Classification: West Vandalia Road – Major Thoroughfare.
Randleman Road – Major Thoroughfare.

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

Traffic Counts: West Vandalia Road AADT = 8,600 (NCDOT, 2019).

Trip Generation: N/A.

Sidewalks: Sidewalks are a requirement of the Development Ordinance and shall be installed per the Streets Design Standards Manual. Sidewalk does not currently exist along the frontage of this property.

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|-----------------------------|---|
| Transit in Vicinity: | Yes, GTA route 13 (Randleman Road) is within 250ft of subject site, along Randleman Road. |
| Traffic Impact Study: (TIS) | No TIS required per TIS Ordinance. |
| Street Connectivity: | N/A. |
| Other: | N/A. |

IMPACT/POLICY ANALYSIS

Land Use Compatibility

The proposed **CD-O (Conditional District – Office)** zoning district, as conditioned, would allow land uses that are compatible with the general character of the area.

GSO2040 Comprehensive Plan Policies

The **GSO2040** Future Land Use Map designates this location as **Commercial**, being adjacent to property fronting the Randleman Road commercial corridor and adjacent to parcels where the land use transitions to residential further to the east. The requested **CD-O (Conditional District – Office)** zoning district, as conditioned, would allow uses that are generally consistent with those described in the **Commercial** future land use designation.

The Future Built Form Map designates the area as **Urban General** and **Urban Mixed Use Corridor**. The parcel is near an **Activity Center - District**, a planned **Frequent Service Transit Corridor**, and a **Reinvestment Area and Corridor**.

GSO2040 Written Policies

Filling In Our Framework - How we arrange our land uses for where we live, work, attend school, shop and enjoy our free time can create a more vibrant and livable Greensboro.

Goal A - Greensboro is recognized and admired for its attractive, walkable and compact mixed-use activity centers where people live, work and enjoy life.

Strategy 2 – Ensure mixed use projects both strengthen and add value to the Community.

Becoming Car Optional - Expand quality transportation options beyond cars and maintain an efficient transportation system that allows people and goods to travel throughout Greensboro.

Goal A - Greensboro has unrivaled pedestrian, biking, transit and road networks that provide safe, comfortable, and convenient transportation options.

Strategy 2 – Encourage new development that is compatible with the intended use of the adjacent roadway.

Prioritizing Sustainability - Greensboro has a strong leadership role in environmental stewardship, social equity, and a resilient economy.

Goal A - Greensboro advances environmental stewardship, taking care of our natural resources and the natural systems that support all living things.

Strategy 1 - Promote resilient, efficient and environmentally beneficial patterns of land use.

Goal B - Greensboro embraces social equity, ensuring all residents benefit from fair and just treatment in the distribution of public services and have a voice in governance.

Goal C - Greensboro builds economic resilience, expanding the local economy's ability to withstand and adjust to disruptions and changes at the regional, national and global scales.

Strategy 1 - Consider the impact that growth and development patterns and infrastructure investments have on the City's fiscal health.

Strategy 2 – Cultivate a diverse range of industry sectors and scales of operation in the local economy to help minimize the impacts of major fluctuations within any single sector.

Strategy 3 – Enhance economic resiliency through strong partnerships and a deep reserve of social capital.

Growing Economic Competitiveness - Greensboro will build a prosperous, resilient economy that creates equitable opportunities to succeed.

Goal C – Investment in cutting edge communications technology enhances the quality of life for all residents and helps businesses thrive.

Goal E – Greensboro promotes homegrown businesses, supports entrepreneurship, cultivates industry leaders, and welcomes major corporations and institutions.

Strategy 2 – Provide entrepreneurs at all stages of the business life cycle with connections to education, financing, and other resources and assets that support their growth.

GSO2040 Map Policies

Future Land Use Map

Future Land Uses: Broad areas based on the main character of land uses that we want to see in the future. These are not intended to be exclusive; it is assumed that there are a variety of uses in each area, but the designation reflects the area's predominant character.

Commercial: includes retail sales, wholesale sales, personal service businesses, professional service businesses, restaurants, entertainment, hotels and hospitality, commercial assembly halls, and event spaces. These can be either linear commercial corridors or larger centers of commercial development or a combination of both. Some include residential uses as well, and represent an opportunity for denser development, particularly in conjunction with enhanced transit service and mobility hubs.

Future Built Form Map

Place Types: Areas that have a consistency of character, identity or purpose and that are most often bounded by corridors, natural features, or parks that create transition or separation from other neighborhoods that may not share the same characteristics.

Urban General should reflect these characteristics:

1. Setbacks, building orientation, building materials, height, and scale of residential buildings are considered within the existing neighborhood context.
2. New housing helps increase the range of choice, supply, and adds additional appropriately-scaled density with: Missing Middle housing; mid-rise multi-family; and high-rise multi-family in Activity Centers and along Mixed-Use Corridors.
3. Transitions between neighborhoods and different land uses provide continuity in scale, density, intensity with adjacent uses.
4. Cut-through traffic is minimized.
5. New freestanding or expanded business areas are created within or adjoining an existing Activity Center or as part of creating a new Activity Center.
6. Exterior building materials are durable, sustainable, and contribute positively to the character of the public realm.

7. The size and impact of surface parking lots is minimized through landscaping, screening, narrow curb-cuts, and use of glare-free, no-spill lighting.
8. New sidewalks contribute to the completion of a sidewalk network.

This site is adjacent to:

Activity Centers and Corridors

Ranging in size from a corner business at the intersection of two collector roads to regional shopping centers, activity centers attract people and are often the focus of community, civic, and social or commercial activity. Location, accessibility, size, and the extent and diversity of activities within an activity center influence the nature of economic development opportunities, potential impacts on nearby uses, and the way in which it is enjoyed by the community.

Neighborhood and District Scaled Activity Centers should reflect these characteristics:

1. Development (site and buildings) is properly scaled to the needs of residents in the appropriate market area. The scale and types of activities accommodated match the service area. A District Scaled Activity Center is physically larger, serves a wider market area, and has a greater breadth of businesses, services, and activities than a Neighborhood Activity Center, and draws vehicular traffic from a larger area, requiring more space for parking, loading, and greater spacing between vehicular access driveways.
2. Development adjacent to residential neighborhoods, parks, or other low intensity uses gives consideration to light, traffic, noise, and other potential impacts of the development.
3. Buildings and uses are easy to access on foot or by bike. These Centers include safe paths, bike racks, benches and other amenities for non-motorized travelers.
4. These Centers coordinate adjacent site designs and public improvements to provide comfortable sidewalk space for pedestrian movement, curb “bump-out” extensions, street trees/lighting/furniture, sidewalk cafés, and an active pedestrian-friendly environment.

High Frequency Transit Service Corridors reflect these additional characteristics:

1. These corridors are suitable for lower required off-street parking requirements.
2. They accommodate higher development densities with convenient access to transit stops.
3. They are suitable for personal service business, day care, and family support services.
4. Employment generating and institutional uses are encouraged where well-served by public transportation.

Reinvestment Corridors reflect these additional characteristics:

1. Consistency with adopted corridor plans.
2. Uses that support or provide access to employment are prioritized.
3. Existing buildings are adapted for reuse.
4. Neighborhood support services are accommodated.
5. Specific deficiencies, such as lack of access to healthy food, health services, and social services are eliminated.
6. Barriers to reinvestment are reduced.
7. Displacement is avoided for creative and activity-producing uses such as artist studios, work/live spaces, and galleries.

Urban (Mixed-Use) Corridors reflect these additional characteristics:

1. Consistency with adopted corridor plans.

2. Cross easements are provided for vehicular and pedestrian access.
3. They meet the existing need and convenience of the surrounding community.
4. Visual clutter and confusion caused by sign proliferation is minimized while maintaining safe and efficient wayfinding for both pedestrians and vehicles.
5. Landscaping, sidewalks, lighting, fencing, and building features are located so as to guide pedestrian movement on or through the site. On-site and on-building lighting at entrances and along walkways is maintained at safe lighting levels.

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.

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.

Staff's Rezoning Analysis

The approximately 0.35 acre subject property currently contains a single-family dwelling. North of the request contains a single-family dwelling, zoned R-3. East of the request contains single-family dwellings, zoned R-3. South of the request contains multi-family dwellings, zoned RM-12. West of the request contains a bank and a veterinary hospital, zoned CD-C-M and C-M.

The proposed rezoning request supports the Comprehensive Plan's Growing Economic Competitiveness Big Idea to build a prosperous, resilient economy that creates equitable opportunities to succeed. It also supports the Filling In our Framework goal to arrange our land uses where we can live, work, attend school, shop and enjoy our free time to create a more vibrant and livable Greensboro

The Comprehensive Plan's Future Land Use Map designates this property as Commercial. The Commercial designation includes retail sales, wholesale sales, personal service businesses, professional service businesses, restaurants, entertainment, hotels and hospitality, commercial assembly halls, and event spaces. These can be either linear commercial corridors or larger centers of commercial development or a combination of both. Some include residential uses as well, and represent an opportunity for denser development, particularly in conjunction with enhanced transit service and mobility hubs.

The Comprehensive Plan's Future Built Form Map also currently designates this property as Urban General within an Urban Mixed Use Corridor. The property is also near District Scaled Activity, a planned Frequent Service Transit Corridor, and the Reinvestment Area and Corridor Center.

The Urban General classification reflects these characteristics:

1. Setbacks, building orientation, building materials, height, and scale of residential buildings are considered within the existing neighborhood context.
2. New housing helps increase the range of choice, supply, and adds additional appropriately-scaled density with: Missing Middle housing; mid-rise multi-family; and high-rise multi-family in Activity Centers and along Mixed-Use Corridors.
3. Transitions between neighborhoods and different land uses provide continuity in scale, density, intensity with adjacent uses.
4. Cut-through traffic is minimized.
5. New freestanding or expanded business areas are created within or adjoining an existing Activity Center or as part of creating a new Activity Center.
6. Exterior building materials are durable, sustainable, and contribute positively to the character of the public realm.
7. The size and impact of surface parking lots is minimized through landscaping, screening, narrow curb-cuts, and use of glare-free, no-spill lighting.
8. New sidewalks contribute to the completion of a sidewalk network.

Urban (Mixed-Use) Corridors reflect these additional characteristics:

1. Consistency with adopted corridor plans.
2. Cross easements are provided for vehicular and pedestrian access.
3. They meet the existing need and convenience of the surrounding community.
4. Visual clutter and confusion caused by sign proliferation is minimized while maintaining safe and efficient wayfinding for both pedestrians and vehicles.
5. Landscaping, sidewalks, lighting, fencing, and building features are located so as to guide pedestrian movement on or through the site. On-site and on-building lighting at entrances and along walkways is maintained at safe lighting levels.

The proposed CD-O zoning designation, as conditioned, would allow a mix of office, professional service, and residential uses that can provide an appropriate transition between higher intensity commercial/retail uses fronting along Randleman Road and adjacent/nearby residential uses to the east. Residential densities allowed within the Office zoning district are also similar to those allowed with existing zoning and development to the south. Care should be taken with respect to building orientation, building materials, building height, and visual buffers to ensure an appropriate transition to the lower density residential uses on adjacent properties.

This request is consistent with the intent and purpose of the zoning code, the Comprehensive Plan (**GSO2040**) and is generally compatible with the existing development and trend in the surrounding area.

Staff Recommendation

Staff recommends **approval** of the requested **CD-O (Conditional District Office)** zoning district.