



# PLZ-22-36

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

City Council Hearing Date: September 20, 2022

### GENERAL INFORMATION

**APPLICANT** Marc Isaacson for DHF Holdings, LLC on behalf of Sylvia H. Helton and others

**HEARING TYPE** Annexation, Original Zoning Request, and Unified Development Plan

**REQUEST** County AG (Agricultural) and County RS-30 (Residential Single-family) to City PUD (Planned Unit Development) and consideration of the associated Unified Development Plan

### **CONDITIONS**

#### **Tract 1**

1. Uses limited to nonresidential uses allowed in the C-M and O zoning districts.
2. Maximum building area shall be limited to 15,000 square feet.
3. Building height not to exceed 3 stories or 45 feet.
4. Tract 1 shall not be developed until all required access is established per the final, approved Traffic Impact Analysis, as amended.

#### **Tract 2**

1. If developed as a separate tract, uses are limited to nonresidential uses allowed in the C-M and O zoning district with a maximum of 12,000 square feet and a maximum building height not to exceed 3 stories or 45 feet.
2. If combined with Tract 3, the area within Tract 2 will be used for accessory uses to the multi-family uses in Tract 3.
3. Tract 2 shall not be developed until required access to a public street is established per the final, approved Traffic Impact Analysis as amended.

#### **Tract 3**

1. Uses limited to a maximum of 360 residential dwelling units meeting the standards of the RM-26 zoning district.
2. Building height shall not exceed 5 stories or 75 feet.
3. Building façade materials shall consist of no less than 30% wood, stone, glass, brick and/or cementitious material.

4. Tract 3 shall not be developed until required access to a public street is established per the final, approved Traffic Impact Analysis as amended.

3911, 4007, 4007-ZZ, 4009, 4011, and 4013 South Elm-Eugene Street, 4209 and 4300, 4315, 4318, 4324 Cahill Drive

**PARCEL ID NUMBER(S)** 7861695582, 7861597210, 7861597247, 7861597100, 7861596090, 7861586960, 7861693627, 7861690530, 7861684904, 7861588908 and 7861588838

**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). **17** notices were mailed to those property owners in the mailing area.

**TRACT SIZE** 29.54 acres

**TOPOGRAPHY** Undulating

**VEGETATION** Mostly Wooded

**SITE DATA**

**Existing Use** Single-family dwellings and undeveloped land

	<b>Adjacent Zoning</b>	<b>Adjacent Land Uses</b>
N	City R-3 (Residential Single-family-3)	Interstate highway
E	County RS-30 (Residential Single-family)	Undeveloped land
S	County RS-30 (Residential Single-family) and County AG (Agricultural) and City CD-C-M (Conditional District-Commercial-Medium)	Undeveloped land
W	County RS-40 (Residential Single-family) and City CD-C-M (Conditional District-Commercial-Medium)	Undeveloped land and shopping center and convenience store with fuel pumps

**Zoning History**

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

**ZONING DISTRICT STANDARDS**

**District Summary \***

Zoning District Designation:	Existing <b>(County AG)</b>	Existing <b>(County RS-30)</b>	<b>Requested (PUD)</b>
Max. Density:	1 dwelling unit per acre	1 dwelling unit per 30,000 square feet	Per UDP
Typical Uses:	Primarily intended to provide locations for agricultural operations, farm residences, and farm tenant housing on large tracts of land. It also accommodates scattered non-farm residences on large tracts of land.	Primarily meant to accommodate single-family detached dwellings in areas without access to public water and sewer services with a minimum lot size of 30,000 square feet.	<p>Tract 1: Uses limited to nonresidential uses allowed in the C-M and O zoning districts</p> <p>Tract 2: If developed as a separate tract, uses are limited to nonresidential uses allowed in the C-M d O zoning district with a maximum of 12,000 square feet and a maximum building height not to exceed 3 stories or 45 feet.</p> <p>Tract 3: Uses limited to a maximum of 360 residential dwelling units meeting the standards of RM-26 zoning district.</p>

*\*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 (approximately the northeastern one-quarter) located within the SCOD-1 (Scenic Corridor Overlay District 1) of the Greensboro Urban Loop. The subject site is partially (approximately the northwestern one-half) located within the SCOD-2 (Scenic Corridor Overlay District 2) of the Greensboro Urban Loop. Consult the Scenic Corridor Overlay Districts Design Manual, for detailed applicable requirements and guidelines for architecture, lighting, signage, landscaping and other elements.

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 Watershed

Floodplains N/A

Streams Blue Line and Non-Blue Line streams are onsite. Non-Blue Line features must be identified. Blue Line and Non-Blue Line streams require a 50ft stream buffer measured from top of bank on each side. Refer to the City’s LDO Chapter 30-12-3.9 for stream buffer requirements. State and Corps permits are required for any stream/wetland disturbance and or crossing.

Other: If >1acre is disturbed and the BUA is increased, site must meet current watershed Phase 2 development requirements, Water Quality and Water Quantity Control must be addressed. Water Quantity Control must reduce the 1yr, 2yr & 10yr, 24hr storms to pre-development levels. All new BUA must be treated by a State approved water quality BMP/SCM and any existing BUA that would drain to the BMP/SCM to the maximum extent practicable.

**Utilities (Availability)**

Water is available on S. Elm-Eugene Street. Sewer is available to the northwest of the properties on an outfall at 4001 YY Elton Way. Private developer will need to extend water and sewer to City of Greensboro’s Water and Sewer Design Standards.

**Airport Overlay District & Noise Cone**

n/a

**Landscaping & Tree Conservation Requirements**

**Landscaping:**

The landscaping requirements of the PUD are established within the Unified Development Plan. The minimum requirements are those set out in Section 30-10 of the Land Development Ordinance, as noted below.

**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:**

Tract 1 and 2: For Commercial or Office uses adjacent to Multi-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 linear feet. Adjacent to vacant lots: Vehicular Use Area buffer yard (see Parking Lots, below).

Tract 3: For Multi-Family residential uses placed adjacent to Single-Family residential uses or to Office or Commercial uses: Type C buffer yard, with an average width of 15’, a minimum width of 10’, and a planting rate of 2 canopy trees, 3 understory trees, and 17 shrubs per 100 linear feet.

Adjacent to other Multi-family uses or to vacant lots: Vehicular Use Area buffer yard (see Parking Lots, below).

**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 29.54 acres, 10% of parcel size in critical root zone to be dedicated for Tree Conservation

**Transportation**

Street Classification: S Elm-Eugene Street – major Thoroughfare.  
Wolfetrail Road – Collector Street.

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

Traffic Counts: Wolfetrail Road AADT = 14,500 vpd (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.

Transit in Vicinity: No.

Traffic Impact Study: (TIS) Yes, this development at future build-out does require a TIS per TIS Ordinance. However, as conditioned in the UDP, this site will not produce additional traffic. Please see the end of this staff report for the Executive Summary of the **DRAFT** TIS that provides analysis for full build-out of this site and that is referenced in the UDP.

Street Connectivity: N/A.

Other: N/A.

**IMPACT/POLICY ANALYSIS**

**Land Use Compatibility**

The proposed **City PUD (Planned Unit Development)** zoning district, as conditioned, would allow land uses that are compatible with the general character of the area.

**GSO 2040 Comprehensive Plan Policies**

The GSO 2040 Future Land Use Map designates this location as **Residential** (approximately the western one-half) and **Industrial** (remainder). The proposed **PUD (Planned Unit Development)** zoning district, as conditioned, would allow uses that are generally consistent with those described in the **Residential** future land use designation, but which are generally inconsistent with those described in the **Industrial** future land use designation. If this rezoning request is approved, the Future Land Use designation for the portion of the subject site currently designated as **Industrial**, is considered to be amended to **Residential** in order to ensure an appropriate fit between future land use designation and zoning. The GSO 2040 Future Built Form Map designates the subject site as **Urban General** (approximately the western one-half) and **Planned Industrial District** (remainder). The Growth Tiers map identifies the subject site as being within **Growth Tier 1**.

### **GSO 2040 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 1** - Encourage higher density, mixed-use, walkable infill development.

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

**Goal B** – Greensboro attracts world-class development to transform underutilized sites and buildings into valued assets that complement their surroundings.

**Strategy 2** – Establish infill development guidelines that ensure revitalized sites will be of high quality and complement existing neighborhood character.

**Creating Great Places** - Creating interesting and attractive places and vibrant public spaces in neighborhoods, across Greensboro, in downtown and with our historic resources.

**Goal A** - Greensboro's citywide network of unique neighborhoods offer residents of all walks of life a variety of quality housing choices.

**Strategy 2** - Meet housing needs and desires with a sufficient and diverse supply of housing products, prices and locations.

**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.

**Goal B** - Everyone loves our interconnected green spaces, which provide recreation and transportation opportunities, promote active living, and protect our natural environment.

**Strategy 1** - Expand the greenway network to connect all parts of the city as a key element of the transportation system.

**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.

**Strategy 4** – Enhance proactive stormwater and flood hazard mitigation efforts to address impacts from more frequent high duration and high intensity storm events.

**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.

**Strategy 1** – Evaluate impacts to vulnerable populations and communities when reviewing existing and considering new public policies, projects and services.

**Strategy 2** – Work to ensure that all Greensboro residents have meaningful opportunities to participate in public decision-making processes.

**Strategy 3** – Promote a just, ethical, and respectful community.

**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.

**Building Community Connections** - Greensboro is unique and memorable based on our quality of life, culture, arts and places and the ties that bind us together as a community.

**Goal E** – Everyone does their part to maintain stable, attractive, and healthy places to live and raise families.

**Strategy 1** – Build upon successful community initiatives to improve housing conditions while encouraging community involvement and participation.

**Strategy 3** – Improve the city's housing through effective use of code enforcement and the strategic leveraging of resources.

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

**Goal A** – Strategic public investment in historically underserved areas of Greensboro attracts private investment and sets the stage for revitalization without displacing existing residents.

**Strategy 2** – Support the addition of a variety of housing types and price points in coordination with investment in historically underserved areas.

**Goal B** – Increase and preserve the inventory of developable sites compatible with corporate and industrial uses.

**Strategy 1** – Work with community partners to ensure that the appropriate sites on Greensboro's periphery are designated as Industrial on the Future Land Use map.

**Strategy 2** – Ensure that the appropriate sites in the developed, central areas of Greensboro are designated as Industrial on the Future Land Use Map.

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

**Strategy 1** – Encourage fiber-ready infrastructure to reduce the need for costly future upfits, increase property values and promote economic growth.

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

**Strategy 1** – Work cooperatively with local and regional economic development and entrepreneurial entities to leverage relationships and maximize impact with our collective resources.

**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.

## **GSO 2040 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.

**Residential:** Includes both single and multifamily residential. Other uses should generally be in the scale of a Neighborhood- or a District- Scaled Activity Center as described in the Future Built Form Map, in a form that is appropriate to the character of the area. Many residential areas include commercial corridors, and future development along these corridors should be oriented to the corridor to avoid negative impacts to adjacent residences.

**Industrial:** includes light and heavy manufacturing, assembly and fabrication, and warehousing, logistics and distribution centers. Greensboro has seen a loss of land suitable for and attractive to industrial development, and it is critical that these areas be protected for larger industrial development opportunities.

### **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.

**Planned Industrial Districts** should reflect these characteristics:

1. Employment or employment support uses only are permitted. Support could include retail, services, and housing but only if new uses do not undermine the potential for future job creation.
2. Employment areas are protected from erosion by non-employment uses so that their viability for industrial and other uses that create quality, living-wage jobs is not lessened. This could include guarding against loss of important road or rail access, having contiguous land broken up into smaller pieces, or introducing new housing or other uses that can later claim that the employment uses are not compatible.
3. They have a demonstrated tolerance for noise, trucking, and other off-site impacts.
4. They are sufficiently supported by roadways, rail lines, and other infrastructure.



- 5. Employment and employees are supported and connected through transit, bicycle and pedestrian access and connections, and the installation of high-quality infrastructure such as bus shelters, heating, lights, and data displays.
- 6. Adaptive reuse of older industrial and commercial property is encouraged.
- 7. Inactive uses, such as storage facilities, are screened by active uses along street frontages or located above or below street level.

**Growth Tiers Map**

**Growth Tiers:** areas outside Greensboro’s city limits but inside the area in which the City can legally annex property and extend water and sewer services; this is called the Water Sewer Service Area (WSSA). Three tiers are delineated based on the cost to extend City services to the area, primarily water and sewer, solid waste collection, and Police and Fire protection, as well as long-term maintenance of City facilities. In Growth Tier 1, due to the nearby presence of existing City infrastructure, the City is able to extend services currently, if an annexation is requested; Tiers 2 and 3 will require significant City investment to serve.

Growth Tier 1: This is the area 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.

**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.

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

- Economic Development Impact Zone 2 (local).

**Staff Annexation Analysis**

The subject property is currently located in the County. On September 1, 2020 the Planning and Zoning Commission assumed responsibility for reviewing annexation petitions and making a recommendation to City Council regarding annexation requests. Upon submittal of a valid annexation petition, Planning staff forwards annexation requests to City services providers. These service providers include Water Resources (water and sewer), Fire Marshal’s Office, Police Department, and Solid Waste (trash and recycling services). Each service provider has stated that infrastructure is in place or will be in place to provide City services to this location. The Technical Review Committee recommended approval of this annexation request at its July 29, 2022 meeting. This property is located within the Growth Tier 1 Area on the Growth Strategy map in the Comprehensive Plan. Since this property can be served by City utility providers, it is the City of Greensboro’s policy to annex the property pending approval of the associated original zoning.

**Staff’s Unified Development Plan (UDP) Analysis**

On September 1, 2020 the Planning and Zoning Commission assumed responsibility for reviewing Unified Development Plans in conjunction with zoning requests to a Planned Unit Development zoning district.

There are three main purposes for a Unified Development Plan (UDP). One is to specify the type of development and dimensional standards that will govern the development in various sections of the property. The second is to make sure that City of Greensboro service providers can adequately serve the proposed development. Finally, the Unified Development Plan puts the development standards into a form recordable at the Guilford County Register of Deeds Office so there will be notice of these requirements to future owners and occupants.

When making the determination to approve a Unified Development Plan (UDP), the Planning and Zoning Commission must review the UDP for consistency with the approved Planned Unit Development (PUD) Concept Plan and zoning conditions.

**Staff’s Rezoning Analysis**

The approximately 29.54 acres subject properties currently contain undeveloped land and single-family dwellings. North of the request is Interstate 85, zoned City R-3. East of the request contains undeveloped land, zoned County RS-30. South of the request also contains undeveloped land zoned County RS-30, County AG, and City CD-C-M. West of the request contains undeveloped land, a shopping center, and a convenience store with fuel pumps, zoned County RS-40 and City CD-C-M.

The proposed original zoning request supports both the Comprehensive Plan’s Creating Great Places Big Idea to expand Greensboro’s citywide network of unique neighborhoods offering residents of all walks of life a variety of quality housing choices and the Building Community Connections Big Idea to maintain stable, attractive, and healthy places to live and raise families.

The proposal also supports the Filling in Our Framework Big Idea through the strategy of ensuring missed use projects both strengthen and add value to the Community.

The Comprehensive Plan's Future Land Use Map designates the properties as Residential (the western one-half) and Industrial (remainder). The proposed PUD (Planned Unit Development) zoning district, as conditioned, would allow uses that are generally consistent with those described in the Residential future land use designation, but which are generally inconsistent with those described in the Industrial future land use designation. If this rezoning request is approved, the Future Land Use designation for the portion of the subject site currently designated as Industrial, is considered to be amended to Residential in order to ensure an appropriate fit between future land use designation and zoning.

The Residential designation includes both single-and multi-family residential. Other uses should generally be in the scale of a Neighborhood- or a District- Scaled Activity Center as described in the Future Built Form Map, in a form that is appropriate to the character of the area. Many residential areas include commercial corridors, and future development along these corridors should be oriented to the corridor to avoid negative impacts to adjacent residences.

The Comprehensive Plan's Future Built Form Map currently designates this property as Urban General (the western one-half) and Planned Industrial District (remainder). Applicable characteristics of the Urban General classification should reflect the following:

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.

These Urban General place types work in conjunction with the Planned Industrial District designation through some of the following characteristics for future development:

1. Employment or employment support uses only are permitted. Support could include retail, services, and housing but only if new uses do not undermine the potential for future job creation.
2. Employment areas are protected from erosion by non-employment uses so that their viability for industrial and other uses that create quality, living-wage jobs is not lessened. This could include guarding against loss of important road or rail access, having contiguous land broken up into smaller pieces, or introducing new housing or other uses that can later claim that the employment uses are not compatible.
3. They have a demonstrated tolerance for noise, trucking, and other off-site impacts.

4. They are sufficiently supported by roadways, rail lines, and other infrastructure.
5. Employment and employees are supported and connected through transit, bicycle and pedestrian access and connections, and the installation of high-quality infrastructure such as bus shelters, heating, lights, and data displays.
6. Adaptive reuse of older industrial and commercial property is encouraged.
7. Inactive uses, such as storage facilities, are screened by active uses along street frontages or located above or below street level.

The proposed PUD zoning designation, as conditioned, would allow a mix of residential, commercial and service uses similar to those uses found in the surrounding area and expanding housing choices in close proximity to a major thoroughfare. With the planned improvements discussed in the Traffic Impact Study, the proposed development is compatible with the scale and design of the adjacent road and nearby uses.

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

**Staff Recommendation**

Staff recommends **approval** of the requested annexation, Unified Development Plan, and **PUD (Planned Unit Development)** zoning district.

## **Traffic Impact Study (TIS) DRAFT**

### **EXECUTIVE SUMMARY**

A traffic impact study was conducted for the proposed South Elm-Eugene Street Mixed-Use in accordance NCDOT guidelines. The proposed development is located on the east side of South Elm-Eugene Street south of I-85 in Greensboro, North Carolina. The development is expected to consist of a 6,140 square-foot convenience store with 12 vehicle fueling pumps, 5,000 square feet of retail, 325 multifamily housing units, and 50 townhome units. The development is planned to be built in two phases. Phase 1 would be the convenience store and is expected to be completed by 2023. Phase 2 would include the retail, multifamily, and townhomes and is expected to be completed by 2025. Access to the site is to be provided via a full movement connection located on South Elm-Eugene Street at the existing traffic signal opposite Wolfetrail Road. Additionally, a right-in/right-out connection is to be provided on South Elm-Eugene Street opposite Elmsley Meadows Lane.

The study was determined through coordination with NCDOT and the City of Greensboro and consists of the following intersections:

- South Elm-Eugene Street and I-85 Southbound Ramps
- South Elm-Eugene Street and I-85 Northbound Ramps
- South Elm-Eugene Street and Wolfetrail Road/Site Access A
- South Elm-Eugene Street and Ritters Lake Road
- South Elm-Eugene Street and Site Access B

For the purpose of this analysis, the study intersections listed above were analyzed under the following scenarios:

- Existing (2022) Conditions
- No-Build (2023) Conditions
- Build (2023) Conditions
- No-Build (2025) Conditions
- Build (2025) Conditions

Traffic operations during the AM and PM peak hours were modeled for each scenario. The results of each scenario were compared to determine impacts from background traffic growth and the proposed development.

The capacity analysis indicates that the most approaches at the signalized intersections are expected to experience increased delay in the Build scenarios, particularly at South Elm-Eugene Street and Wolfetrail Road due to the additional approach. By retiming the corridor after each phase of the development, all the traffic signals are anticipated to operate acceptably. The recommended improvements are summarized below.

Recommendations:

**Phase 1 (2023):**

- Install a full movement access with two egress lanes on South Elm-Eugene Street at the existing signal opposite Wolfetrail Road.
- Modify the existing signal at South Elm-Eugene Street and Wolfetrail Road to accommodate the new approach.
- Optimize the signal timings for the corridor.
- Install a 100-ft northbound right turn taper on South Elm-Eugene Street at Site Access B.

**Phase 2 (2025):**

- Install a 50-ft northbound right turn lane with appropriate taper on South Elm-Eugene Street at Site Access B.
- Optimize the signal timings for the corridor.