



# Z-25-04-003 & PL(P) 25-15

City of Greensboro Planning Department  
Zoning Staff Report

City Council Hearing Date: May 20, 2025

## GENERAL INFORMATION

<b>APPLICANT</b>	City of Greensboro
<b>HEARING TYPE</b>	Annexation and Original Zoning Request
<b>REQUEST</b>	County RS-30 (Residential Single-family) to City RM-12 (Residential Multi-Family)
<b>CONDITIONS</b>	N/A
<b>LOCATION</b>	A portion of Kallamdale Road Right-of-way
<b>PARCEL ID NUMBER(S)</b>	N/A
<b>PUBLIC NOTIFICATION</b>	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). <b>68</b> notices were mailed to those property owners in the mailing area.
<b>TRACT SIZE</b>	0.63 acres
<b>TOPOGRAPHY</b>	Flat
<b>VEGETATION</b>	None

## SITE DATA

### Existing Use

Kallamdale Road

### Adjacent Zoning

### Adjacent Land Uses

N	City RM-18 (Residential Multi-family – 18), and County RS-30 (Residential Single-family)	Single- and multi-family dwellings
E	City RM-12 (Residential Multi-family – 12)	Kallamdale Road Right-of-way

S County RS-30 (Residential Single-family) Undeveloped land (Z-25-04-002 subject properties)

W City RM-18 (Residential Multi-family – 18) Kallamdale Road Right-of-way

**Zoning History**

Case #	Effective 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 <b>(County RS-30)</b>	Requested <b>(City RM-12)</b>
Max. Density:	1.45 du/ac	12 du/ac (max. 7 du)
Typical Uses	Primarily intended to accommodate single-family detached dwellings in areas without access to public water and sewer. The minimum lot size of this district is 30,000 square feet.	Primarily intended to accommodate medium-density multi-family residential development of up to 12 dwelling units per acre.

*\*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 located within an overlay 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-Water Supply Watershed

Floodplains N/A

Streams N/A

Other: Site is <1 acre. Site must meet current Watershed requirements for Water Quantity Control. Water Quantity Control must be addressed for the entire site.

State/Corps permits are required for any stream or wetland disturbance or crossing.

**Utilities (Availability)**

Water and sewer are in the right of way. Private developer shall ensure all extensions to the property and on site water and sewer meet the City of Greensboro and NCDEQ's Standards.

**Airport Overlay District & Noise Cone**

n/a

**Landscaping & Tree Conservation Requirements**

Landscaping and Tree Conservation requirements are not applicable to street right-of-ways.

**Transportation**

Street Classification: Kallamdale Road – Local Street.

Site Access: N/A.

Traffic Counts: N/A.

Trip Generation: N/A.

Sidewalks: N/A

Transit in Vicinity: No.

Traffic Impact Study: N/A.  
(TIS)

Street Connectivity: N/A.

Other: N/A.

**IMPACT/POLICY ANALYSIS**

**Land Use Compatibility**

The proposed **City RM-12 (Conditional District - Residential Multi-family – 12)** zoning district 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 **Residential** and **Commercial**. The requested **City RM-12 (Residential Multi-family – 12)** zoning district would allow uses that are generally consistent with those currently on the property and described in the **Residential** future land use designation. The **GSO2040** Future Built Form Map designates this location as **Urban General**. The subject site is also located in the **Randleman Road Corridor Plan Phase 2**, an **Urban Mixed Use Corridor**, and adjacent to a **Frequent Service Transit Corridor**. The subject site is located in **Growth Tier 1** of the Growth Tiers Map.

**GSO2040 Written Policies:**

**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.

**GSO2040 Map Policies:**

**Future Land Use Map**

**Future Land Uses:** The future land uses from that plan are described below.

**Residential:** 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.

**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**

**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.

**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.

**Corridors:** Corridors are the linear commercial and office developments typically along collector or arterial roadways. They include properties directly fronting on the road and may include properties having primary access to or in immediate proximity to the road. The character and function of the road and the uses within a corridor are highly correlated.

**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.

**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.

## **CONFORMITY WITH OTHER PLANS**

### **City Plans**

#### ***Randleman Road Phase 2***

The proposed rezoning of the subject site is consistent with the Randleman Road Phase 2 plan. This plan calls for modernization along the corridor by promoting balanced and harmonious development patterns. Phase 2 recommends encouraging new residential and commercial uses that support and complement developing employment. It also suggests focusing density along the commercial corridor, directing non-single-family residential use types into activity centers, and limiting density east and west of the commercial corridor.

#### ***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 original zoning and development with the surrounding community.

**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 stated that infrastructure is in place to provide City services to this location. The Technical Review Committee recommended approval of this annexation request at its March 31, 2025 meeting. The subject property is located within the Tier 1 Growth Area on the Growth Strategy map in the Comprehensive Plan.

**Staff Original Zoning Analysis**

The subject property is approximately 0.63 acres and is a portion of the right of way for Kallamdale Road. North of the request contains single- and multi-family dwellings, zoned City RM-18 and County RS-30. East of the request contains a portion of Kallamdale Road right-of-way, zoned City RM-12. South of the request contains the undeveloped land with the associated Z-25-04-002 original zoning request, zoned County RS-30. West of the request contains a portion of Kallamdale Road right-of-way, zoned City RM-18.

The proposed original zoning request supports the Comprehensive Plan’s Creating Great Places goal to expand Greensboro’s citywide network of unique neighborhoods offering residents of all walks of life a variety of quality housing choices.

The Comprehensive Plan’s Future Land Use Map designates this property as roughly half Residential and half Commercial, the Commercial designation situated towards the lot line fronting on Randleman Road. The Residential designation includes both single-and multi-family residential uses. Other uses should generally be in the scale of a Neighborhood or a Community 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 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 GSO2040 Comprehensive Plan’s Future Built Form Map currently designates the subject property as Urban General. Applicable characteristics of the Urban General classification include 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.
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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.

The proposed RM-12 zoning district is primarily intended to accommodate medium-density multi-family residential development of up to 12 dwelling units per acre. The uses permitted in the proposed zoning district are compatible with existing uses located on adjacent tracts, and the request ensures the continuity of road right-of-way jurisdiction to provide for quality transportation supporting growth in the area.

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 annexation and original zoning request to the **City RM-12 (Residential Multi-Family)** zoning district.