



PLZ-25-20

City of Greensboro Planning Department Zoning Staff Report

City Council Hearing Date: May 20, 2025

GENERAL INFORMATION

APPLICANT	Marc Isaacson on behalf of Carlos Sanchez for CSBO Architecture PC and Barbara H. and Edwin Ozment
HEARING TYPE	Annexation and Original Zoning Request
REQUEST	County RS-30 (Residential Single-family) to City CD-RM-12 (Conditional District - Residential Multi-family – 12)
CONDITIONS	<ol style="list-style-type: none">1. Permitted uses shall be limited to: Single-family Detached Dwellings; Single-family Detached Dwellings, Zero Lot Line; Duplexes; Traditional Houses; Townhouses and Twin Homes.2. Exterior building façades shall consist of no less than 35% brick, stone or cementitious material (i.e. hardie board).
LOCATION	521 Kallamdale Road and a portion of 3425 Randleman Road
PARCEL ID NUMBER(S)	7862200396 and a portion of 7861290622
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). 68 notices were mailed to those property owners in the mailing area.
TRACT SIZE	6.64 acres
TOPOGRAPHY	Generally flat
VEGETATION	Cleared
<u>SITE DATA</u>	
Existing Use	Undeveloped

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 CD-RM-12 (Conditional District - Residential Multi-family – 12), and County AG (Agricultural)	Multi-family dwellings under development and Interstate 85 Right-of-way
S	County AG (Agricultural)	Interstate 85 Right-of-way
W	City R-5 (Residential Single-family – 5) and County RS-40 (Residential Single-family)	Single-family dwellings, common elements, and 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	Existing	Requested
Designation:	(County RS-30)	(City CD-RM-12)
Max. Density:	1.45 du/ac	12 du/ac (max. 79 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.	Permitted uses shall be limited to: Single-family Detached Dwellings; Single-family Detached Dwellings, Zero Lot Line; Duplexes; Traditional Houses; Townhouses and Twin Homes.

**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 Watershed

Floodplains N/A

Streams N/A

Other: If >1 acre is disturbed and the BUA is increased, site must meet current Phase 2 watershed requirements for Water Quality and Water Quantity. Water Quality must treat the first 1" of rainfall. 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 device. State / Corps permits are required for any stream or wetland disturbance or crossing.

Utilities (Availability)

Water and sewer are available on Kallamdale Road. Water is also available on Randleman Road. 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

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:

The site is within the Scenic Corridor Overlay District 1 (SCOD1). SCOD1 buffer requirements for lots adjacent to the Urban Loop right-of-way are for a natural undisturbed buffer next to the right-of-way, with an average width of 50', a minimum width of 40', and a maximum width of 75 feet, along the portion of any lot adjacent to the highway right-of-way. If there are no existing canopy or understory trees within the buffer, or if existing trees are not adequate to provide screening equal to the required planting rate, then additional trees shall be planted to achieve screening equivalent to the required planting rate of 9 canopy trees and 12 understory trees per 100 l.f.

Adjacent to vacant property or same land use: 5' wide 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 6.64 acres, 10% of parcel size to be dedicated in critical root zone for Tree Conservation.

Transportation

Street Classification: Kallamdale Road – Local Street.

Randleman Road – Major Thoroughfare.

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

Site Access:

Traffic Counts: Randleman Road AADT – 14,500 (NCDOT,2023)

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 exist along the frontage of this property.

Transit in Vicinity: Yes- GTA Route 13 (Randleman Road) approx. 800 feet north of site, at the intersection of Randleman Road/West Elmsley Drive.

Traffic Impact Study: No TIS required per Ordinance.
(TIS)

Street Connectivity: N/A.

Other: N/A.

IMPACT/POLICY ANALYSIS

Land Use Compatibility

The proposed **City CD-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 CD-RM-12 (Conditional District - 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:

Other Plans

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.

N/A

STAFF ANALYSIS AND RECOMMENDATION

Community Outreach

The 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. 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 request.

Staff Original Zoning Analysis

The subject properties are approximately 6.64 acres and are currently undeveloped. North of the request contains single- and multi-family dwellings, zoned City RM-18 (Residential Multi-family – 18) and County RS-30 (Residential Single-family). East of the request contains multi-family dwellings currently under construction and Right-of-way for Interstate 85, zoned City CD-RM-12 (Conditional District - Residential Multi-family – 12) and County AG (Agricultural), South of request contains Interstate 85 Right-of-way, zoned County AG (Agricultural). West of the request contains single-family dwellings, common elements, and street right-of-way, zoned City R-5 (Residential Single-family – 5) and County RS-40 (residential Single-family).

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 being 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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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.

The proposed CD-RM-12 zoning district, as conditioned, limits permitted uses to single- and multi-family dwelling types that reflect the developing character of the area around the subject properties. The uses permitted in the proposed zoning district are compatible with existing uses located on adjacent tracts.

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 **City CD-RM-12 (Conditional District - Residential Multi-family – 12)** zoning district.