

STAFF REPORT FOR Z18-16

CONDITIONAL REZONING APPLICATION

PLANNING BOARD ACTION

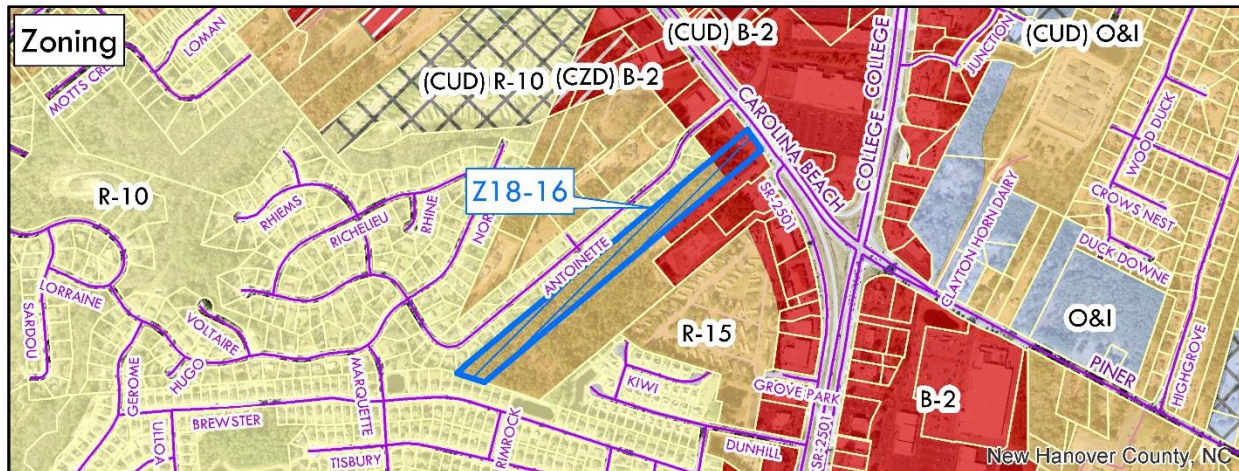
The Planning Board first considered this development proposal at their October 2018 meeting. The Planning Board had concerns over the design of the project, particularly about the proposed density, the amount of parking and open space, and the lack of a vehicular turn around at the southwest end of the project. The applicant agreed to continue the proposal to a later date in order to make modifications to the conceptual site plan.

The original request was to rezone the site to a (CUD) R-10 district in order to develop 100 townhomes at 10.9 du/ac. Since the October meeting, the applicant has updated the proposal and is now seeking a conditional rezoning to the Residential Multi-Family Moderate Density District (RMF-M) to allow for a maximum of 95 townhomes at 10.4 du/ac. This district is one of the eight new districts approved by Board of Commissioners in July.

The applicant has also updated the conceptual site plan to remove one of the buildings, resulting in the maximum number of units being reduced to 95 from 100. In addition, the updated plan includes a vehicular turn around at the southwest end of the site.

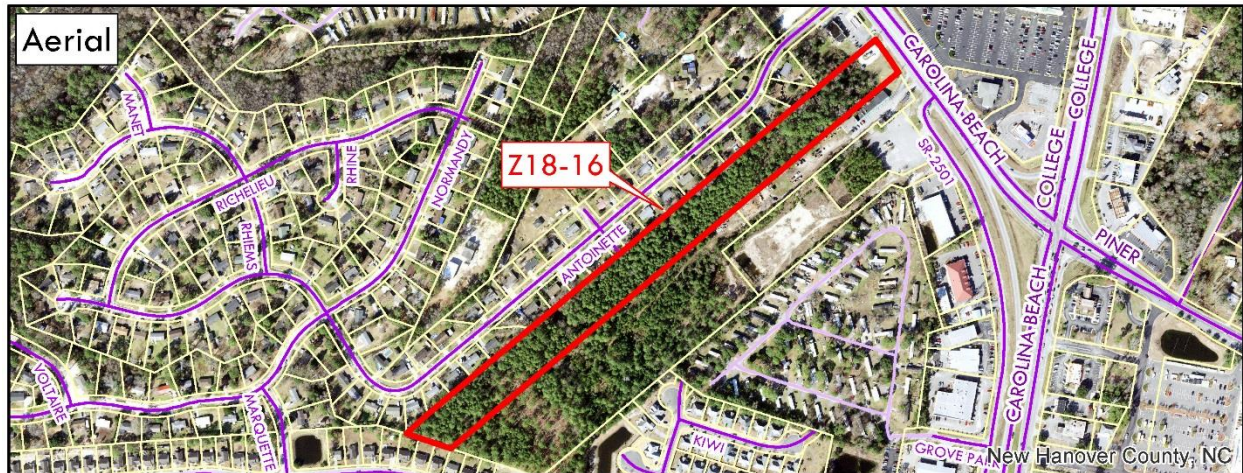
APPLICATION SUMMARY

Case Number: Z18-16	
Request: Rezoning to the Residential Multi-Family Moderate Density Zoning District (RMF-M)	
Applicant: College Acres Development, LLC	Property Owner(s): Bennett Commercial Properties, LLC
Location: 5308 Carolina Beach Road	Acreage: 9.14
PID(s): R07600-006-044-000	Comp Plan Place Type: Urban Mixed Use & General Residential
Existing Land Use: Undeveloped/Ice Vending Machine	Proposed Land Use: Townhome Development
Current Zoning: R-15 & B-2	Proposed Zoning: (CZD) RMF-M



SURROUNDING AREA

	LAND USE	ZONING
North	Single-Family Residential (Marquis Hills), Convenience Store (Scotchman)	R-10, B-2
East	Undeveloped, Retail Establishments	R-15, B-2
South	Undeveloped, Single-Family Residential (Brewster Place)	R-15, R-10
West	Single-Family Residential (Marquis Hills)	R-10



ZONING HISTORY

April 7, 1971	Initially zoned R-15 & B-2 (Area 4)
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COMMUNITY SERVICES

Water/Sewer	CFPUA water is adjacent to the parcel and is available through main line extension. CFPUA sewer must be extended to serve the parcel.
Fire Protection	New Hanover County Fire Services, New Hanover County Southern Fire District, New Hanover County Station Myrtle Grove
Schools	College Road Early Childhood Center, Bellamy Elementary, Codington Elementary, Murray Middle, and Ashley High schools
Recreation	Arrowhead Park

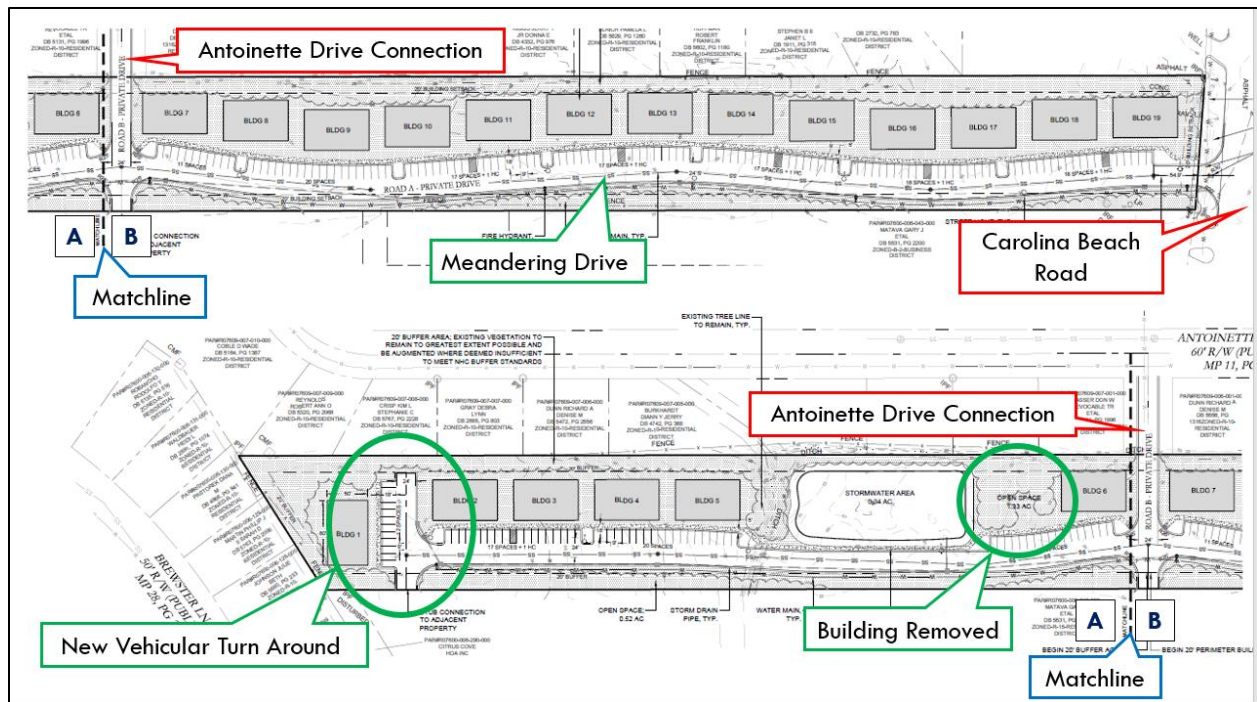
CONSERVATION, HISTORIC, & ARCHAEOLOGICAL RESOURCES

Conservation	No known conservation resources
Historic	No known historic resources
Archaeological	No known archaeological resources

PROPOSED CONCEPTUAL SITE PLAN

- The applicant proposes to construct a townhome development consisting of 95 units. The units will contain three bedrooms each.
- Under the special use permit high density standards, the subject property could be permitted up to 82 dwelling units on the approximately eight acres of the site (10.2 du/ac) that is currently zoned R-15. The proposed multi-family moderate density zoning would permit up to 155 units on the property at 17 du/ac.
- The proposed rezoning is for a maximum of 95 units (10.4 du/ac). In addition, the proposal would remove the B-2 zoning from the portion of the property along Carolina Beach Road.
- The Zoning Ordinance requires opaque buffers to be provided along property lines that abut residential uses and undeveloped residentially zoned land within the General Residential place type.

	Existing Zoning		Proposed RMF-M
	R-15 (approx 8 acres)	B-2 (approx 1.1 acres)	
Min Lot Size (Conventional)	15,000 sf	None	N/A
Max Density	2.5 du/ac (Performance) 10.2 du/ac (High Density SUP)	N/A	10.4 du/ac
Max Dwelling Units for Subject Property	20 (Performance) 82 (High Density SUP)	N/A	95
Commercial Uses	Limited (ex. kennels, recreation, and convenience stores w/ SUP)	Variety of retail, restaurant, office, service, and warehousing related uses.	None



Proposed Conceptual Site Plan with Notable Changes Highlighted in Green

TRANSPORTATION

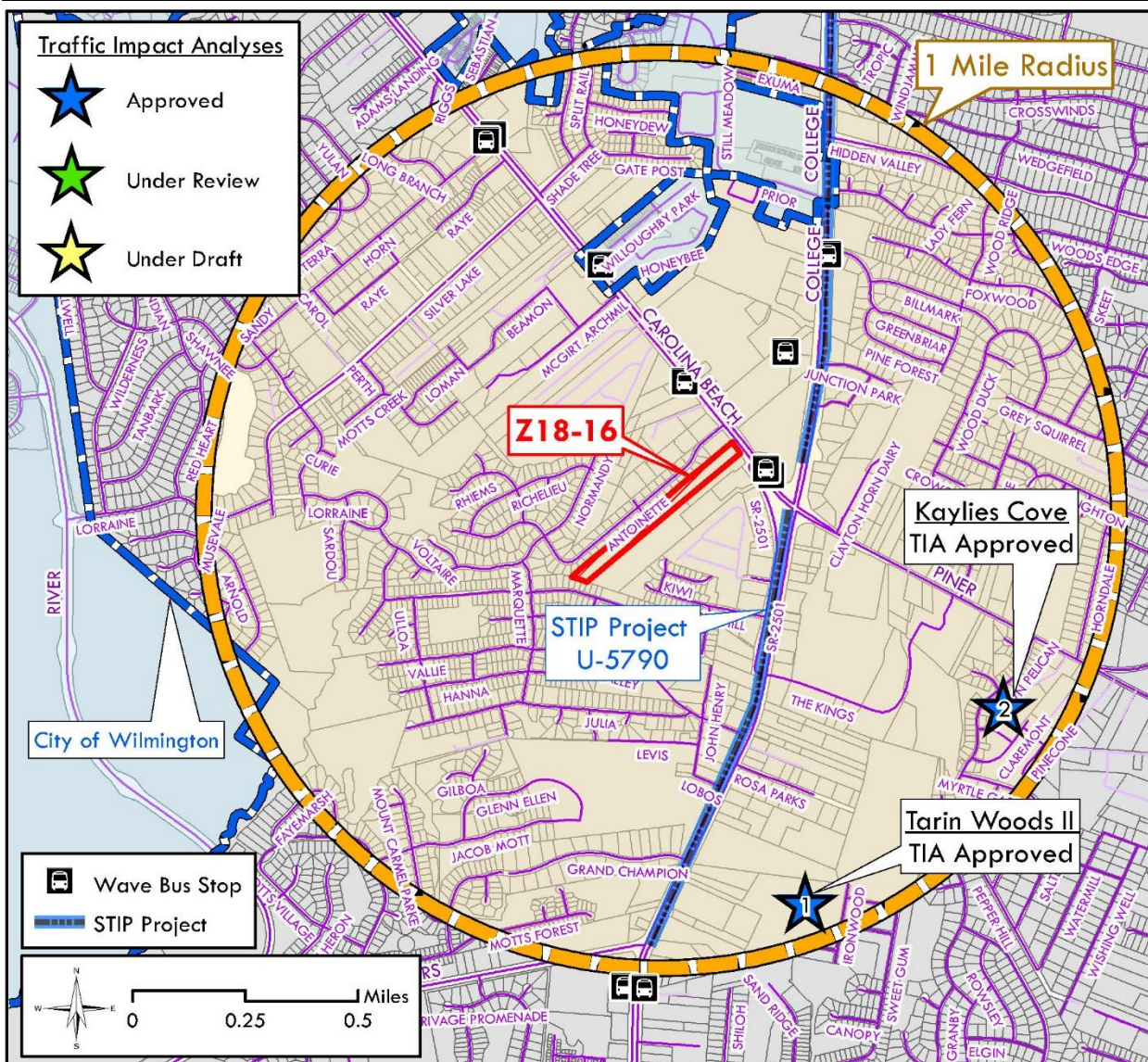
- Access is provided to the subject property by Carolina Beach Road (US 421) and by Antoinette Drive (SR 1247). The access to Carolina Beach Road would be limited to a right-in/right-out due to an existing concrete median within the road. The proposed development also connects to Antoinette Drive providing access to Carolina Beach Road at a signalized intersection which permits left turning movements.
- The proposed development requires a driveway permit from NCDOT. During the TRC process NCDOT provided preliminary comments on potential roadway improvements for the project, including an extension of the existing right turn lane on Carolina Beach Road to serve the site.
- As currently zoned, the R-15 portion of the subject site would be permitted a maximum of 20 dwelling units under the performance residential standards. A detached single-family dwelling typically generates about one trip during the peak hours.
- The trips generated from the B-2 portion of the property would vary based on the commercial use of the site. For general reference, if the B-2 portion of the site was developed with a typical approximate 25% building footprint, a 12,000 square foot shopping center or comparable development could be built. Using ITE trip generation figures, that center would generate an estimated 158 trips in the AM peak and 113 trips in the PM peak.
- As a result, the cumulative impact of the proposed rezoning is expected to reduce the number of trips generated from development of the site. Specifically, 95 townhomes are estimated to generate 45 trips in the AM peak hours and 57 trips in the PM peak hours.

- The applicant must obtain a driveway permit from NCDOT, however, a Traffic Impact Analysis (TIA) is not required due to the expected trips being less than 100 in the peak hours. Because a TIA was not required to analyze intersection impacts, staff has provided the volume to capacity ratio for Carolina Beach Road near the subject site. While volume to capacity ratio, based on average daily trips, can provide a general idea of the function of adjacent roadways, the delay vehicles take in seconds to pass through an intersection is generally considered a more effective measure when determining the Level of Service of a roadway. The volume to capacity ratio indicates capacity currently exists in this area and the proposed development is expected to reduce trip generation.

Traffic Counts – August 2018

Road	Location	Volume	Capacity	V/C
Carolina Beach Road	5300 Block	39,541	40,900	0.97

Nearby Planned Transportation Improvements and Traffic Impact Analyses



Nearby Traffic Impact Analyses:

Traffic Impact Analyses are completed in accordance with the WMPO and NCDOT standards. Approved analyses must be re-examined by NCDOT if the proposed development is not completed by the build out date established within the TIA.

- Reviews of TIAs are managed by the WMPO to ensure that roadway improvements are coordinated between multiple projects.

Proposed Development	Land Use/Intensity	TIA Status
1. Tarin Woods II	<ul style="list-style-type: none"> • 339 Single-Family Dwelling Units & 192 Apartment Units 	<ul style="list-style-type: none"> • Approved October 31, 2018
<p>The TIA required improvements be completed at certain intersections in the area. The notable improvements consisted of:</p> <ul style="list-style-type: none"> • Installation of a northbound leftover/U-turn lane on Carolina Beach Road at the new Harris Teeter driveway • Installation of a second westbound right turn lane on Manassas Drive at Carolina Beach Road; and signal modifications at this intersection. 		
<u>Nearby Proposed Developments included within the TIA:</u>		
<ul style="list-style-type: none"> • River Lights • Beau Rivage Commercial Update 		
Development Status: 103 single-family lots have been platted and homes are currently being built. The infrastructure for 85 additional lots is also currently under construction.		

2. Kaylies Cove	<ul style="list-style-type: none"> • 110 Single-Family Homes 	<ul style="list-style-type: none"> • Approved February 20, 2018 • 2019 Build Out Year
<p>The TIA required improvements be completed at certain intersections in the area. The notable improvements consisted of:</p> <ul style="list-style-type: none"> • Installation of a eastbound right turn lane and westbound left turn lane on Piner Road at the site's access. 		
<u>Nearby Proposed Developments included within the TIA:</u>		
<ul style="list-style-type: none"> • None 		
Development Status: 79 lots have been platted and the remainder of the development is under construction. The right turn lane has been constructed.		

STIP Project U-5790

ENVIRONMENTAL

- ## 2016 COMPREHENSIVE LAND USE PLAN

This map illustrates the 'Place Types' for various areas. A specific area is highlighted in blue and labeled 'Z18-16' with a callout box. This area is designated as 'GENERAL RESIDENTIAL'. Another area, located to the right of the blue-shaded area, is labeled 'URBAN MIXED USE'. The map shows a network of streets including MOTT'S CREEK, LOMAN, MCGIRT, ARGONNE, LORRAINE, SANDOZ, GEROME, HUGO, MARQUETTE, VALLE, TISBURY, BREWSTER, KIWI, DUNHILL, WELFLEET, COLLEGE, JUNCTION PARK, JUNCTION CREEK, CLAYTON HORN DAWY, DUCK DOWNE, THE KINGS, PINER, DRAYTON, GREY SQUIRREL, and HIGH GROVE. A road labeled 'SR 2301' is also visible.

Future Land Use Map Place Type	<p>Urban Mixed Use and General Residential</p> <p>Because of the general nature of place type borders, sites located in proximity to the boundaries between place types could be appropriately developed with the characteristics of either or both place types, allowing site-specific features and evolving development patterns in the surrounding area to be considered.</p>
Place Type Description	<p><u>Urban Mixed Use</u>: promotes development of a mix of uses at higher densities. Types of uses encouraged include office, retail, mixed use, small recreation, commercial, institutional, single-family, and multi-family residential.</p> <p><u>General Residential</u>: focuses on lower-density housing and associated civic and commercial services. Types of uses include single-family residential, low-density multi-family residential, light commercial, civic, and recreational. Commercial uses should be limited to strategically located office and retail spaces, while recreation and school facilities are encouraged throughout.</p>
Analysis	<p>The proposed townhome development is located between existing lower density residential neighborhoods and the Carolina Beach Road commercial corridor, which is envisioned for the most intensive place type, Urban Mixed Use. This type of residential use is identified as appropriate in both place types.</p> <p>In general, the Comprehensive Plan designates areas along roadways for higher residential densities and a mix of uses and those near existing neighborhoods as General Residential in order to allow for an orderly transition of densities and intensities. The overall project density of 10.4 dwelling units per acre is considered moderate according to the range of densities outlined in the Comprehensive Plan. The design of this project locates the majority of the project's density in the Urban Mixed Use area and provides an appropriate transition between the existing lower density neighborhoods and the more intensive uses along Carolina Beach Rd.</p>
Consistency Recommendation	<p>The proposed townhome development is generally CONSISTENT with the density and mix of uses envisioned for the Monkey Junction growth node and the Comprehensive Plan's intent of providing an orderly transition of uses and densities from higher intensity to lower intensity areas. In addition, it contributes to the range of housing types available in this area.</p>

STAFF RECOMMENDATION

The proposal is generally consistent with the Comprehensive Plan's Future Land Use Map, however, the updated conceptual site plan may not have fully addressed the concerns of the Planning Board discussed at the October 2018 meeting. While the updated plan reduces the number of units from 100 to 95 (10.9 du/ac to 10.4 du/ac), added a meandering drive, and provides for an additional vehicle turn around, the plan doesn't provide for overflow or visitor parking and did not substantially add open space.

Example Motion for Approval

I move to **APPROVE** the proposed rezoning to a Conditional Residential Multi-Family Moderate Density zoning district. I find it to be **CONSISTENT** with the purposes and intent of the Comprehensive Plan because the proposal would contribute to the mix of uses envisioned for the Monkey Junction growth node, will provide an orderly transition of uses and densities, and it will contribute to the range of housing types available in the area. I also find **APPROVAL** of the rezoning request is reasonable and in the public interest because the proposed development will connect to water and sewer services, is accessed by an arterial street, and will include roadway improvements that mitigate the traffic generated by the development.

[OPTIONAL] State any agreed upon conditions of approval.

Example Motion for Denial

I move to **DENY** the proposed rezoning to a Conditional Residential Multi-Family Moderate Density district. While I find it to be **CONSISTENT** with the purposes and intent of the Comprehensive Plan because the proposal would contribute the mix of uses envisioned for the Monkey Junction growth node, will provide an orderly transition of uses and densities from higher intensity to lower intensity areas, and it contributes to the range of housing types available in the area, I find **DENIAL** of the rezoning request is reasonable and in the public interest because the proposal is not consistent with the desired character of the surrounding community and the density could adversely impact the adjacent neighborhoods.