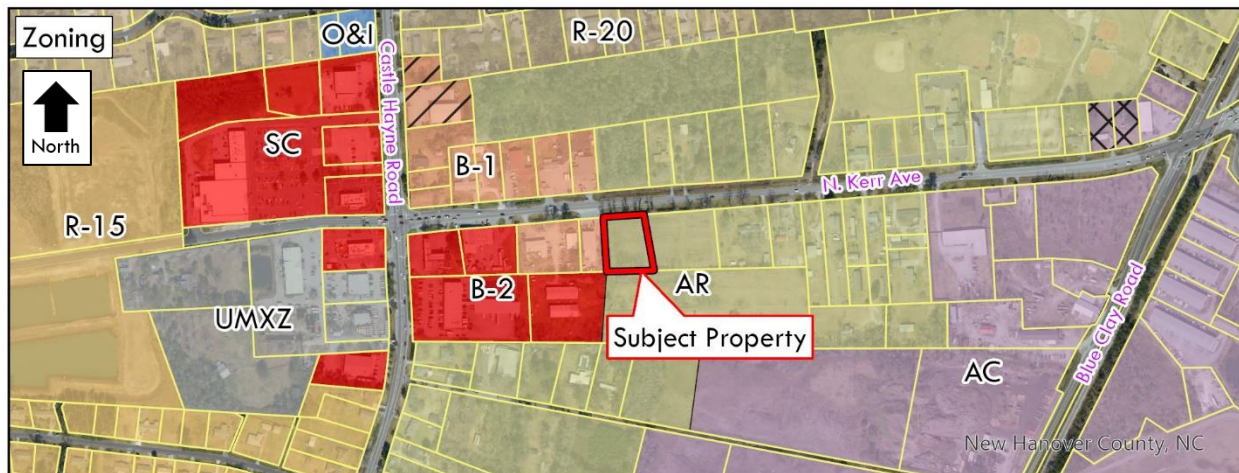


# STAFF REPORT FOR Z21-05

## CONDITIONAL REZONING APPLICATION

APPLICATION SUMMARY	
<b>Case Number:</b> Z21-05	
<b>Request:</b> Rezoning to a Conditional B-1 district	
<b>Applicant:</b> Cindee Wolf with Design Solutions	<b>Property Owner(s):</b> Bonnie D. & David M. Narron
<b>Location:</b> 3419 N. Kerr Avenue	<b>Acreage:</b> 0.8
<b>PID(s):</b> R03316-004-018-000	<b>Comp Plan Place Type:</b> Community Mixed Use
<b>Existing Land Use:</b> Undeveloped	<b>Proposed Land Use:</b> Vehicle Service Station
<b>Current Zoning:</b> AR, Airport Residential	<b>Proposed Zoning:</b> (CZD) B-1



SURROUNDING AREA		
	LAND USE	ZONING
<b>North</b>	Commercial Services, Single-Family Residential, Undeveloped Land	B-1, AR
<b>East</b>	Single-Family Residential	AR
<b>South</b>	Single-Family Residential, Undeveloped Land, Commercial Services	AR, B-2
<b>West</b>	Commercial Services	B-1, B-2



## ZONING HISTORY

<b>October 4, 1976</b>	Initially zoned AR (Area Airport)
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## COMMUNITY SERVICES

<b>Water/Sewer</b>	Water services are available through CFPUA. Sanitary sewer is available through CFPUA with a force main connection or can be serviced by a private septic system approved and permitted by the NHC Health Department.
<b>Fire Protection</b>	New Hanover County Fire Services, New Hanover County Northern Fire District, New Hanover County Wrightsboro Station
<b>Schools</b>	Wrightsboro Elementary, Holly Shelter Middle, and New Hanover High Schools
<b>Recreation</b>	Optimist Park

## CONSERVATION, HISTORIC, & ARCHAEOLOGICAL RESOURCES

<b>Conservation</b>	No known conservation resources
<b>Historic</b>	No known historic resources
<b>Archaeological</b>	No known archaeological resources

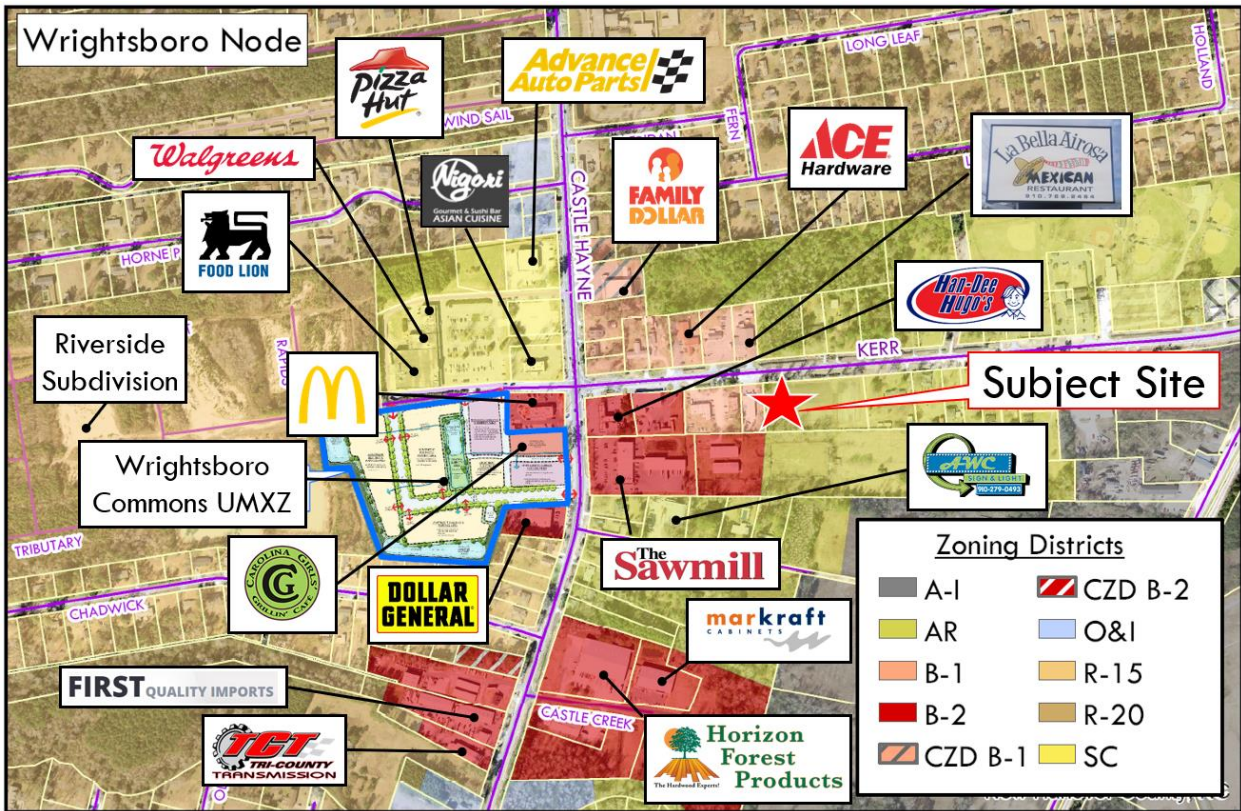
[illegible]

- The applicant is proposing to construct a 6,000 square foot vehicle service station.
- Under the proposed B-1 zoning district, vehicle service stations are restricted to performing repairs of vehicles that are minor in nature such as tune ups, oil changes, and tire replacement, etc. Major repairs that require assembly or disassembly of engine parts, body parts, transmissions, etc. are prohibited in the B-1 zoning district.



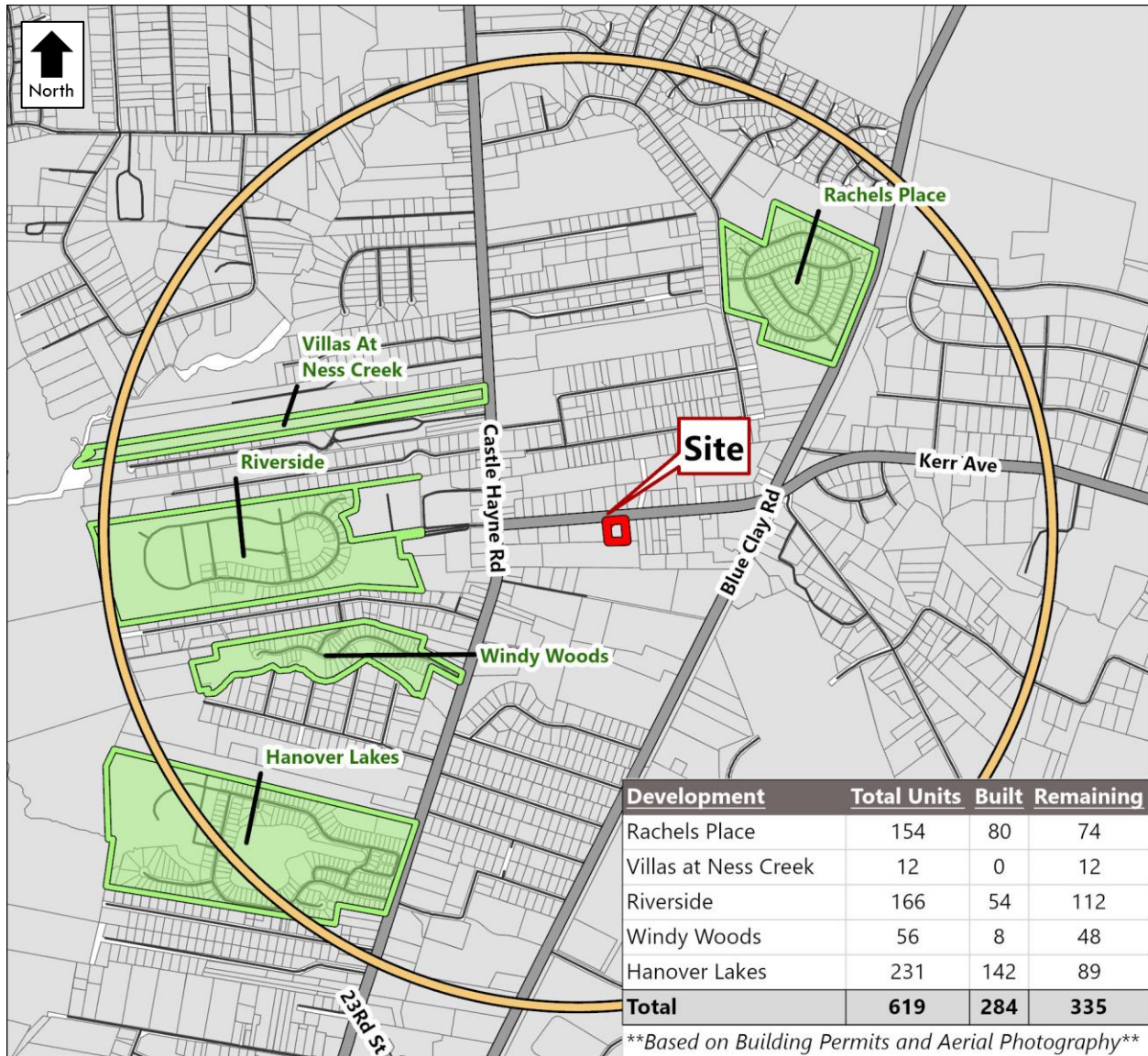
## ZONING CONSIDERATIONS

- The AR district in this area was established in 1974. At the time, the purpose of the AR district was to promote low density housing in the vicinity of the Airport and discourage uses which tend to concentrate large number of people like schools, hospitals, and rest homes.
- While the site is zoned AR, it directly abuts B-1 zoning within the Wrightsboro commercial node.



- As currently zoned the subject site would be permitted 1 residential lot with a minimum area of 30,000 square feet.
- The subject 0.8-acre site is currently part of a parent parcel approximately 2.27 acres in area. The residual property is not included with this proposal and will remain zoned AR.

## AREA SUBDIVISIONS UNDER DEVELOPMENT



## TRANSPORTATION

- Access is proposed to be provided to the subject property from N. Kerr Ave, an NCDOT-maintained minor arterial street.
- The proposed driveway will consist of two egress lanes and one ingress lane. A parking lot cross-access connection will also be provided to the undeveloped portion of the parent parcel.
- As currently zoned, it is estimated the site would generate about 1 trip during the peak hours if developed at the permitted density. The proposed development would increase the estimated number of peak hour trips by about 15-20 trips.
- The estimated traffic generated from the site is under the 100 peak hour threshold that triggers the ordinance requirement for a Traffic Impact Analysis (TIA).

	Intensity	Approx. Peak Hour Trips
Existing Development:	Undeveloped	0 AM / 0 PM
Typical Development under Current Zoning:	1 Single-Family Dwelling	1 AM / 1 PM
Proposed Development:	6,000 Square Foot Vehicle Service Station	14 AM / 19 PM

- Because a TIA is not required to analyze transportation impacts at this time, Staff has provided the volume to capacity ratio for the adjacent roadway 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 intersections is generally considered a more effective measure when determining the Level of Service of a roadway. However, the available volume to capacity data indicates capacity currently exists in this area.

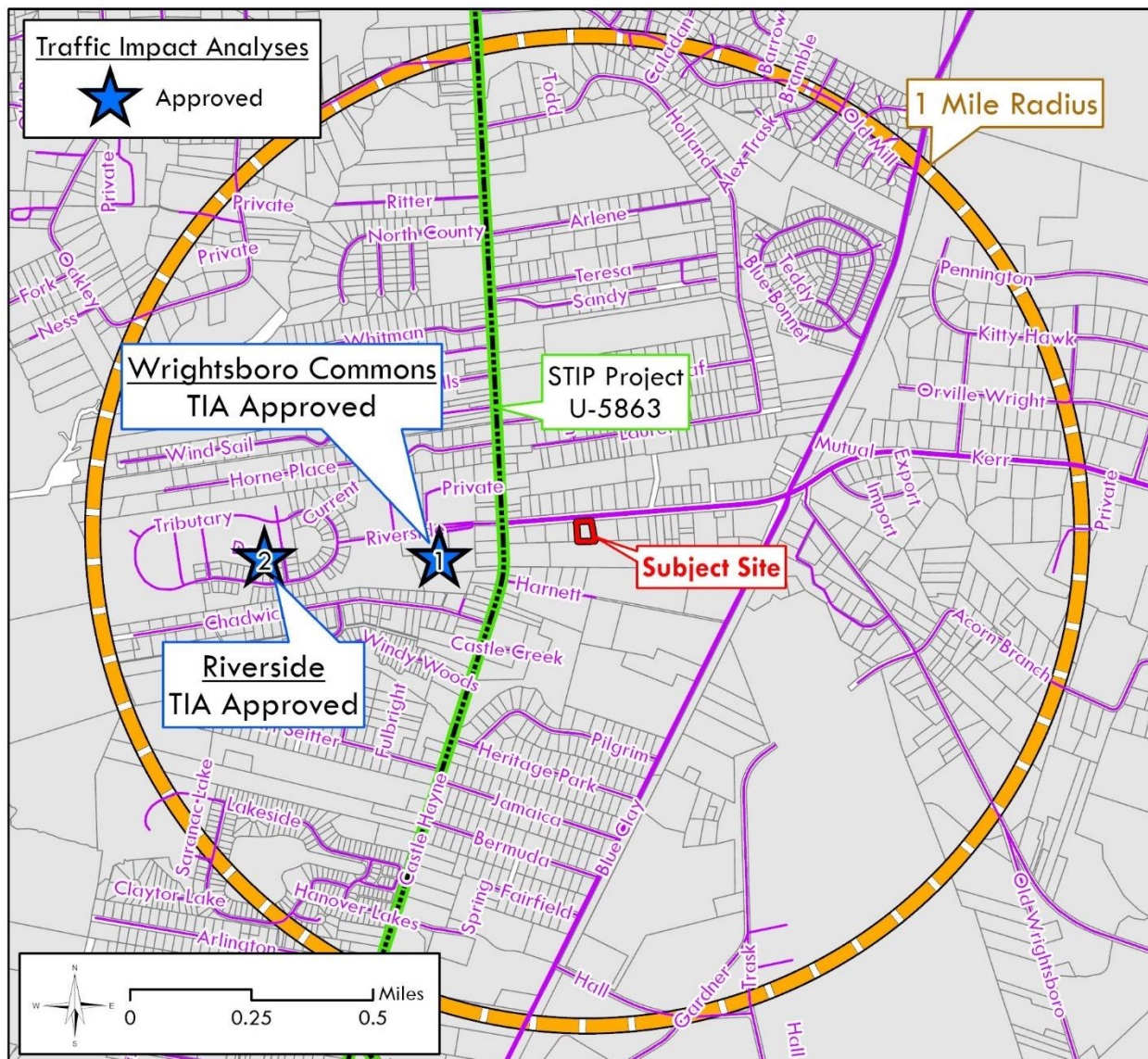
### ***NCDOT Average Annual Daily Traffic (AADT) - 2019***

Road	Location	Volume	Capacity	V/C
N. Kerr Ave	Castle Hayne Road to Blue Clay Road	9,500	18,000	0.52

- According to the TIA completed for the nearby Wrightsboro Commons project, the Castle Hayne Road and N. Kerr Ave intersection was estimated to operate at a "D/E" Level of Service (LOS) in 2021 when Phase 1 of that project was expected to be completed.



### Nearby Planned Transportation Improvements and Traffic Impact Analyses



**Nearby NC STIP Projects:**

- STIP Project U-5863
  - Project to widen Castle Hayne Road from I-140 to Division Drive. This project will add a center turn lane or median to sections of the road.
  - The project is currently scheduled to begin construction after 2029.

**Nearby Traffic Impact Analyses:**

Traffic Impact Analyses (TIAs) 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.

Proposed Development	Land Use/Intensity	TIA Status
<b>1. Wrightsboro Commons</b>	<ul style="list-style-type: none"><li>• 226 Multi-Family Units</li></ul>	<ul style="list-style-type: none"><li>• TIA approved November 28, 2018</li><li>• 2023 Build Out Year</li></ul>
The TIA requires improvements be completed at certain intersections in the area. The notable improvements consisted of: <ul style="list-style-type: none"><li>• Installation of a new signal plan at the intersection of N. Kerr Avenue and Castle Hayne Road.</li></ul>		
Nearby Proposed Developments included within the TIA:		
<ul style="list-style-type: none"><li>• Riverside</li></ul>		
<b>Development Status: Project is currently being reviewed by the Technical Review Committee</b>		

Proposed Development	Land Use/Intensity	TIA Status
<b>2. Riverside</b>	<ul style="list-style-type: none"><li>• 165 Single-Family Dwellings</li><li>• 72 Multi-Family Units</li></ul>	<ul style="list-style-type: none"><li>• TIA approved August 13, 2015</li><li>• 2019 Build Out Year (no update required per NCDOT)</li></ul>
The TIA requires improvements be completed at certain intersections in the area. The notable improvements consisted of: <ul style="list-style-type: none"><li>• Installation of an eastbound right turn lane on Riverside Drive at Castle Hayne Road.</li></ul>		
Nearby Proposed Developments included within the TIA:		
<ul style="list-style-type: none"><li>• River Bluffs</li><li>• Trasco Distribution Center</li></ul>		
<b>Development Status: Currently under construction. The required roadway improvement has not been installed at this time.</b>		

**ENVIRONMENTAL**

- The property is not within a Natural Heritage Area or Special Flood Hazard Area.
- The property is within the Ness Creek watershed.
- Per the Classification of Soils in New Hanover County for Septic Tank Suitability, soils on the property consist of Class II (moderate limitation) soils.



## OTHER CONSIDERATIONS

### REPRESENTATIVE DEVELOPMENTS

#### Representative Developments of AR:



#### Representative Developments of B-1:



*Ace Hardware in Wrightsboro*



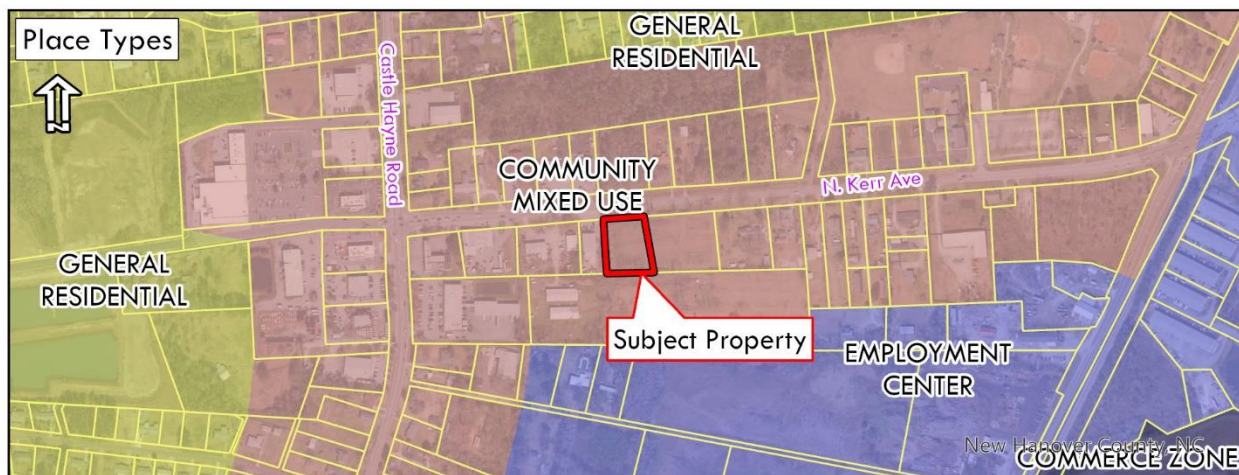
*First Quality Imports in Wrightsboro*

### Context and Compatibility

- The property is located on a minor arterial road and abuts the Wrightsboro commercial node.
- The business seeking the rezoning (First Quality Imports) has an existing location in Wrightsboro on Castle Hayne Road approximately one quarter mile south of N. Kerr Ave.

### 2016 COMPREHENSIVE PLAN

The New Hanover County Future Land Use Map provides a general representation of the vision for New Hanover County's future land use, as designated by place types describing the character and function of the different types of development that make up the community. These place types are intended to identify general areas for particular development patterns and should not be interpreted as being parcel specific.





<b>Future Land Use Map Place Type</b>	Community Mixed Use
<b>Place Type Description</b>	Focuses on small-scale, compact, mixed use development patterns that serve all modes of travel and act as an attractor for county residents and visitors. Types of appropriate uses include office, retail, mixed use, recreational, commercial, institutional, and multi-family and single-family residential.
<b>Analysis</b>	<p>The Comprehensive Plan classifies the Wrightsboro commercial node and the adjacent N. Kerr Avenue corridor as Community Mixed Use. It is the intent of the plan to allow for the continued growth of this node with commercial services and moderate to high density residential development while also providing a transition between the lower density housing to the north and the higher intensity Airport Commerce employment center to the south and east. The subject site is located on the boundary of the existing commercial node making it appropriate for lower intensity commercial uses that will help provide that transition, such as the proposed vehicle service station.</p> <p>The vehicle service station is also consistent with the types of commercial uses that would be appropriate in a Community Mixed Use place type and would provide services to the surrounding community.</p>
<b>Consistency Recommendation</b>	The proposed rezoning for a vehicle service station is generally <b>CONSISTENT</b> with the types of commercial uses encouraged in the Community Mixed Use place type.

## PLANNING BOARD ACTION

The Planning Board considered this application at their April 1<sup>st</sup> meeting. At the meeting, two residents spoke in opposition of the item, citing concerns over commercial development encroaching closer to nearby residential homes on N. Kerr Ave. The Planning Board recommended approval of the application (6-0) with conditions, finding it to be:

**CONSISTENT** with the purposes and intent of the Comprehensive Plan because the proposed business is consistent with the types of commercial uses that would be encouraged in the Community Mixed Use place type. The Planning Board also found **APPROVAL** of the rezoning request is reasonable and in the public interest because the site is located on a minor arterial street near existing commercial services, the use would have limited traffic impacts, and approval supports the success of an existing business.

### Conditions

1. A connection and easement for a future parking lot cross-access shall be provided to the undeveloped land adjoining the site to the east.
2. The business hours of operation shall be limited to Monday through Friday, 8:00 a.m. to 6:00 p.m.



## STAFF RECOMMENDATION

Staff concurs with the Planning Board's recommendation and suggests the following motion:

I move to **APPROVE** the proposed rezoning to a Conditional B-1 district. I find it to be **CONSISTENT** with the purposes and intent of the Comprehensive Plan because the proposed business is consistent with the types of commercial uses that would be encouraged in the Community Mixed Use place type. I also find **APPROVAL** of the rezoning request is reasonable and in the public interest because the site is located on a minor arterial street near existing commercial services, the use would have limited traffic impacts, and approval supports the success of an existing business.

[Optional] Note any conditions to be added to the district:

1. A connection and easement for a future parking lot cross-access shall be provided to the undeveloped land adjoining the site to the east.
2. The business hours of operation shall be limited to Monday through Friday, 8:00 a.m. to 6:00 p.m.

### Alternative Motion for Denial

I move to **DENY** the proposed rezoning to a Conditional B-1 district. While I find it to be **CONSISTENT** with the purposes and intent of the Comprehensive Plan because the proposed business is consistent with the types of commercial uses that would be encouraged in the Community Mixed Use place type, 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 intensity will adversely impact the adjacent neighborhoods.