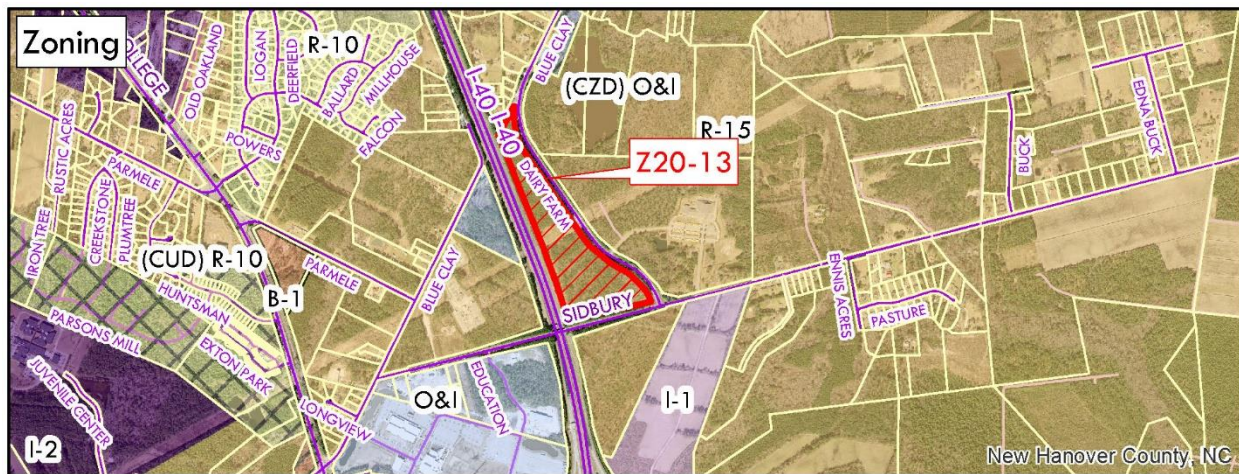


STAFF REPORT FOR Z20-13

ZONING MAP AMENDMENT APPLICATION

APPLICATION SUMMARY	
Case Number: Z20-13	
Request: Rezoning to a conditional RMF-L district	
Applicant: Cindee Wolf – Design Solutions	Property Owner(s): Desirable Properties, LLC
Location: Northwest corner of Sidbury Road and Dairy Farm Road	Acreage: 31.31
PID(s): R01800-003-012-001	Comp Plan Place Type: Community Mixed Use
Existing Land Use: Undeveloped	Proposed Land Use: 288 Multi-Family Units
Current Zoning: R-15	Proposed Zoning: (CZD) RMF-L



SURROUNDING AREA		
	LAND USE	ZONING
North	Single-Family Residential	R-15
East	Northern NHCS Transportation Division, SeaTECH	R-15
South	Undeveloped	R-15
West	Interstate 40	n/a



ZONING HISTORY

July 7, 1972	The site was initially zoned R-15 (Area 8A)
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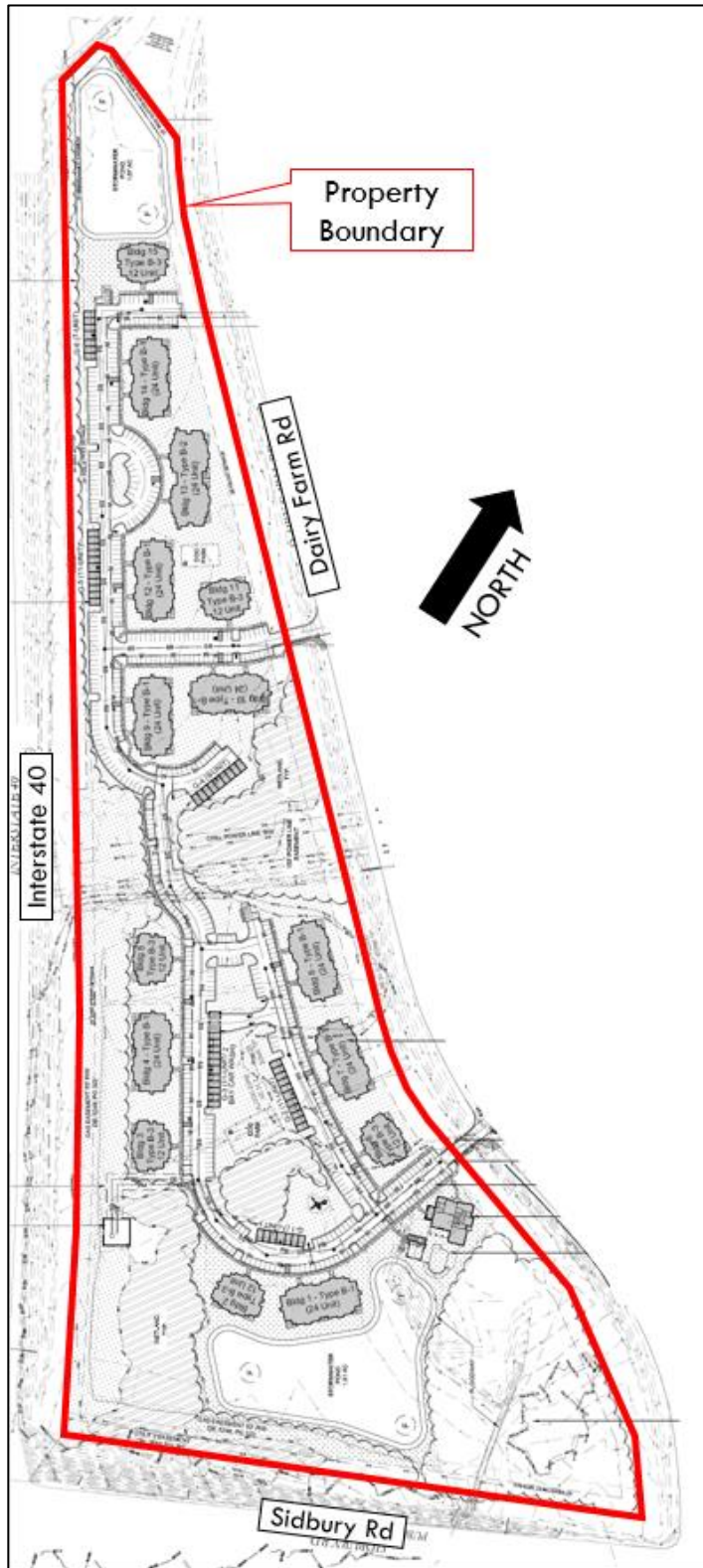
COMMUNITY SERVICES

Water/Sewer	Water and sewer will be provided by CFPUA. Specific design will be determined during site plan review.
Fire Protection	New Hanover County Fire Services, New Hanover County Northern Fire District, New Hanover County Station Castle Hayne
Schools	Castle Hayne Elementary, Holly Shelter Middle, and Laney High schools For more information, see the school data below.
Recreation	Northern Regional Park, Blue Clay Bike Park

CONSERVATION, HISTORIC, & ARCHAEOLOGICAL RESOURCES

Conservation	The Conservation Resources Map indicates that pocosin wetlands may be present on the site. The applicant's conceptual site plan indicates that there are approximately 3.3 acres of wetlands on the site. Verification of regulated wetlands will be required during the site plan review process. Conservation space is required for pocosin or swamp forest wetlands when at least five acres of the resource exists on the property.
Historic	No known historic resources
Archaeological	No known archaeological resources

APPLICANT'S PROPOSED CONCEPTUAL PLAN

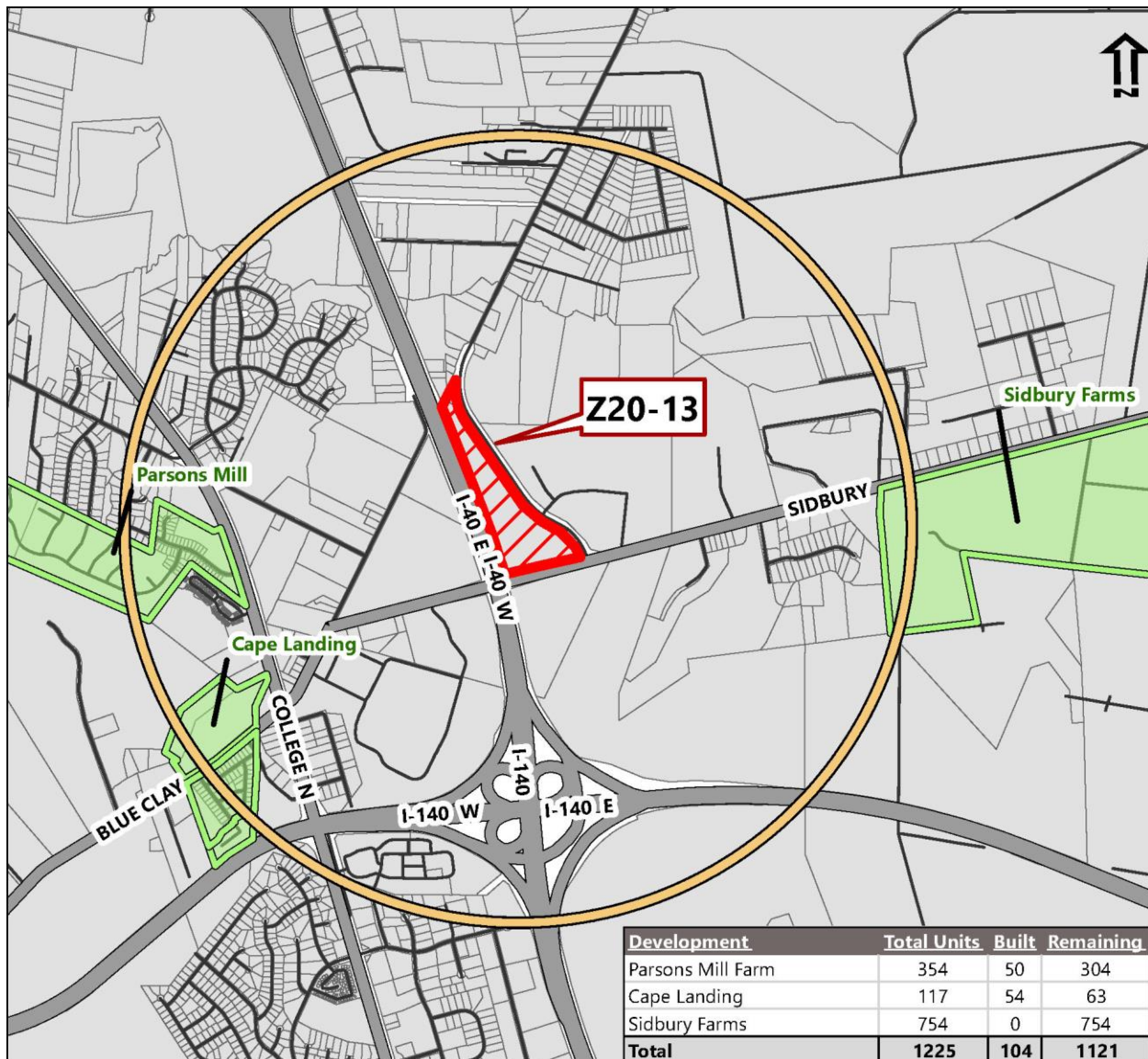


- The applicant is proposing to construct a multi-family development consisting of 288 units.
- The units will be located within 15 buildings containing 12 to 24 units each. The buildings can be three stories with a maximum height of 45 feet.
- The applicant's proposed conceptual plan indicates that 10.7 acres (about 34%) of the site will be within open space area, exceeding the County's requirement of providing 20% open space.
- The buildings will be located a minimum of 480 feet from existing single-family homes, which exceeds the 20-foot buffer requirement between attached housing and single-family dwellings.

ZONING CONSIDERATIONS

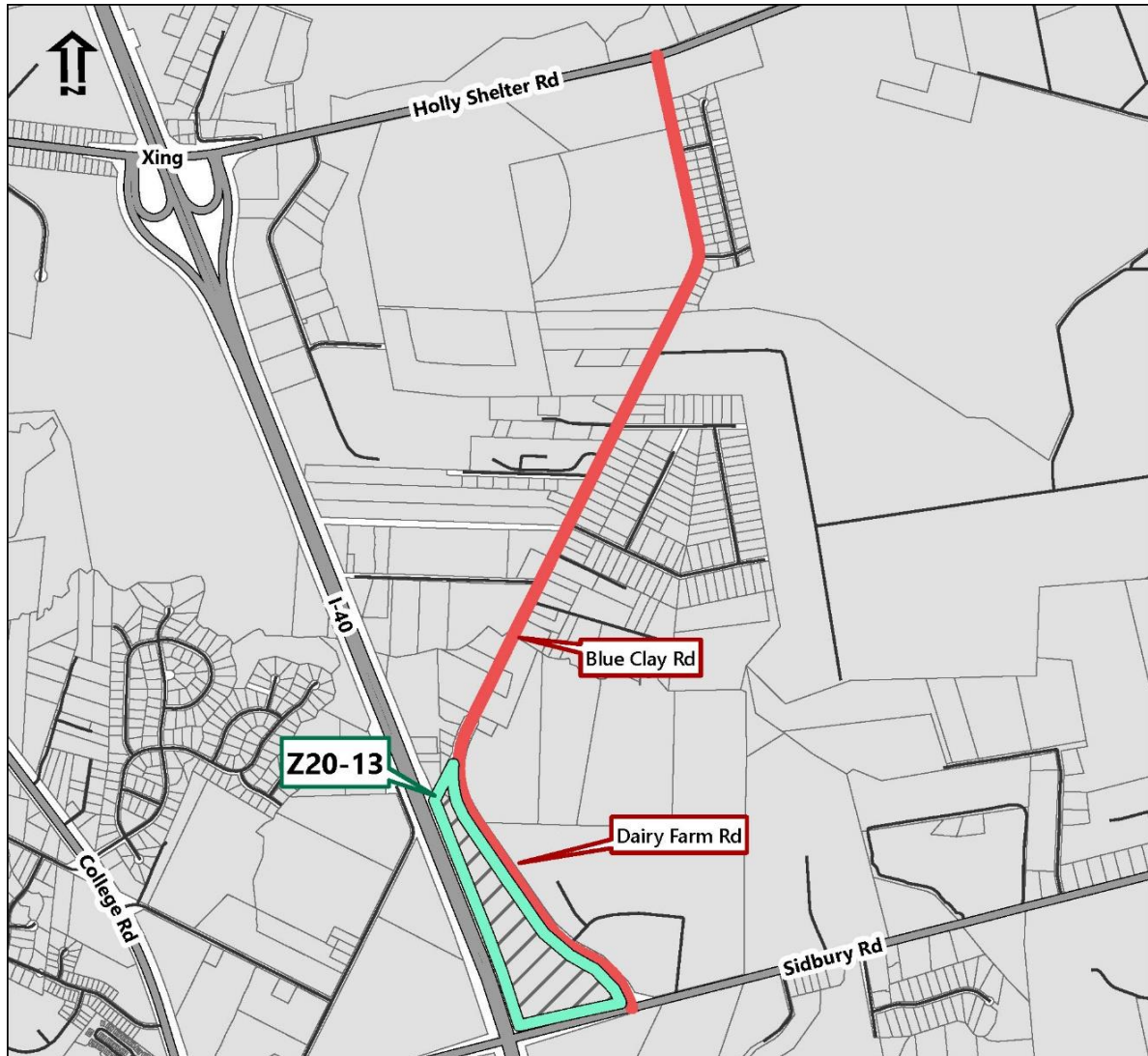
- Under the County's performance residential standards, the site would be permitted up to 78 dwelling units at a density of 2.5 du/ac. The proposed 288 units equates to an overall density of 9.2 du/ac.
- The subject site has a unique location in that three sides border street rights-of-way (I-40, Sidbury Road, and Dairy Farm Road). Only about 230 feet of the site boundary abuts a residentially zoned property.
- While the subject property is located adjacent residentially zoned land, much of the surrounding area is undeveloped or used for nonresidential purposes. New Hanover County Schools owns about 79 acres directly east of the site along Dairy Farm Road containing a school bus storage area and SeaTECH.

AREA SUBDIVISIONS UNDER DEVELOPMENT



TRANSPORTATION

- The site is accessed by Dairy Farm Road, a NCDOT maintained collector road. An interchange to I-40 is located north of the site on Holly Shelter Road.

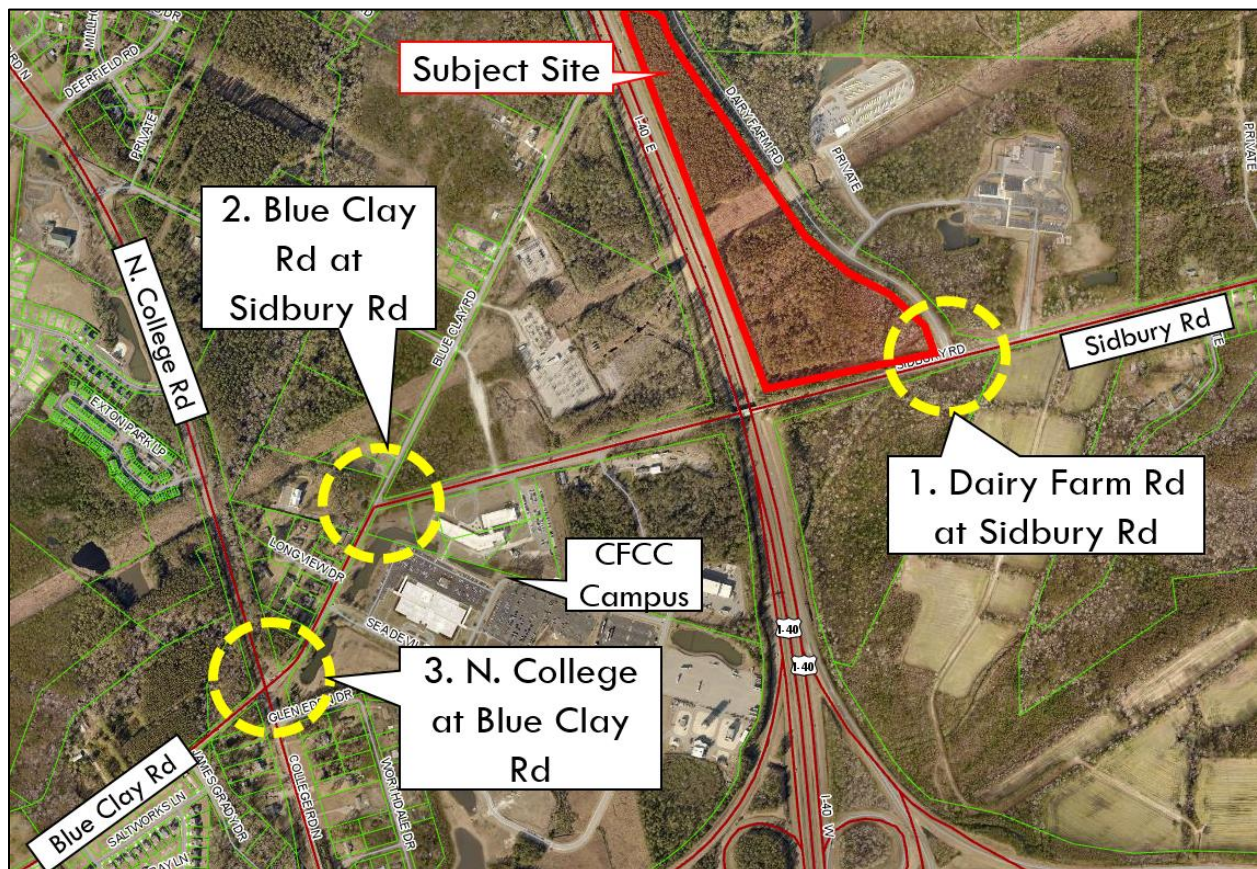


- As currently zoned, it is estimated the site would generate about 60-80 trips during the peak hours if developed at the permitted density. The proposed RMF-L development would increase the estimated number of peak hour trips by approximately 40.

	Intensity	Approx. Peak Hour Trips
Existing Development:	Undeveloped	0 AM / 0 PM
Typical Development under Current Zoning:	78 single-family homes	60 AM / 80 PM
Proposed RMF-L Development:	288 Multi-Family mid-rise units	97 AM / 122 PM

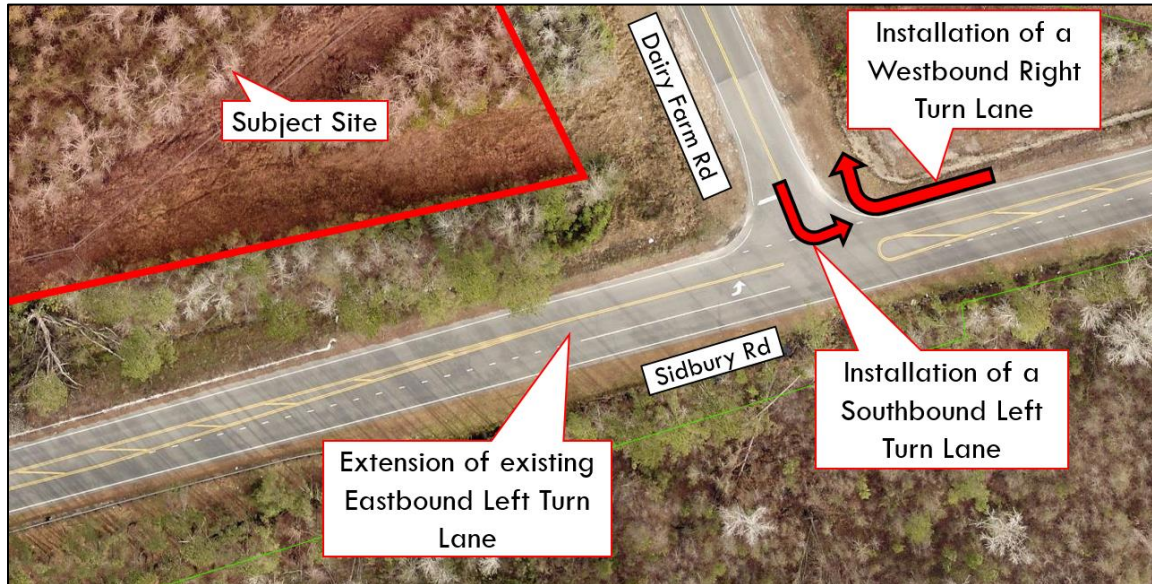
Traffic Impact Analysis

- The applicant has completed a Traffic Impact Analysis (TIA) for the project which has been approved by NCDOT and the WMPO. The TIA analyzed the development of 320 multi-family units on the subject property (which exceeds the 288 units proposed).
- The TIA analyzed the Level of Service (LOS) in vehicle delay per second at notable intersections in the area and requires the following roadway improvements:
 1. Dairy Farm Road at Sidbury Road
 - Extension of the eastbound left turn lane.
 - Installation of a westbound right turn lane.
 - Installation of a southbound left turn lane.
 2. Blue Clay Road at Sidbury Road
 - Realignment of the intersection to provide stop control for the southbound approach only, allowing for the eastbound/westbound movements to operate at free flow.
 3. N. College Road at Blue Clay Road
 - Installation of a westbound right turn lane.
 - Extension of the westbound left turn lane.
 - Signal modification.



Dairy Farm Road at Sidbury Road		
Scenario	Overall LOS	Delay in Seconds
<i>AM PEAK – Southbound Approach (Worst Approach)</i>		
2020 Existing	B	12.9
2024 Future without Project	C	15.7
2024 Future with Project	C	20.9
2024 Future with Project & Improvements	C	16.9
<i>PM PEAK – Southbound Approach (Worst Approach)</i>		
2020 Existing	B	12.2
2024 Future without Project	B	14.7
2024 Future with Project	C	19.6
2024 Future with Project & Improvements	C	15.9

Required Improvements to Dairy Farm Road at Sidbury Road

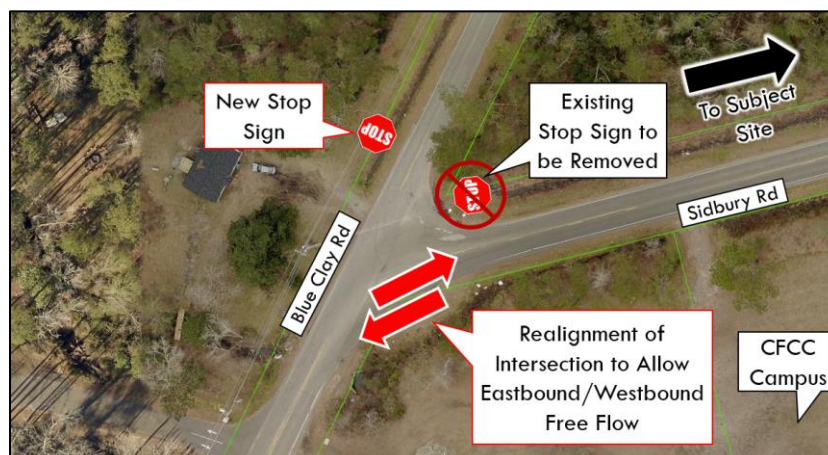


Blue Clay Road at Sidbury Road		
Scenario	Overall LOS (Delay in Seconds)	
	AM PEAK	
	Westbound	Southbound
2020 Existing	C (16.5)	A (4.8)
2024 Future without Project	D (29.3)	A (4.9)
2024 Future with Project	E (48.1)	A (5)
2024 Future with Project & Improvements	A (0)	C (18.8)
	PM PEAK	
	Westbound	Southbound
2020 Existing	B (13.9)	A (6.6)
2024 Future without Project	C (20.4)	A (6.7)
2024 Future with Project	D (28)	A (6.9)
2024 Future with Project & Improvements	A (0)	C (20.7)

**The westbound and southbound movements are shown as they are impacted the most by the recommended improvements. The northbound movement will remain relatively unaffected, with the improvements resulting in less than a one second delay. In addition, Blue Clay Road terminates at I-40 resulting in a relatively low number of dwelling units located north of this intersection (approximately 20-25).*

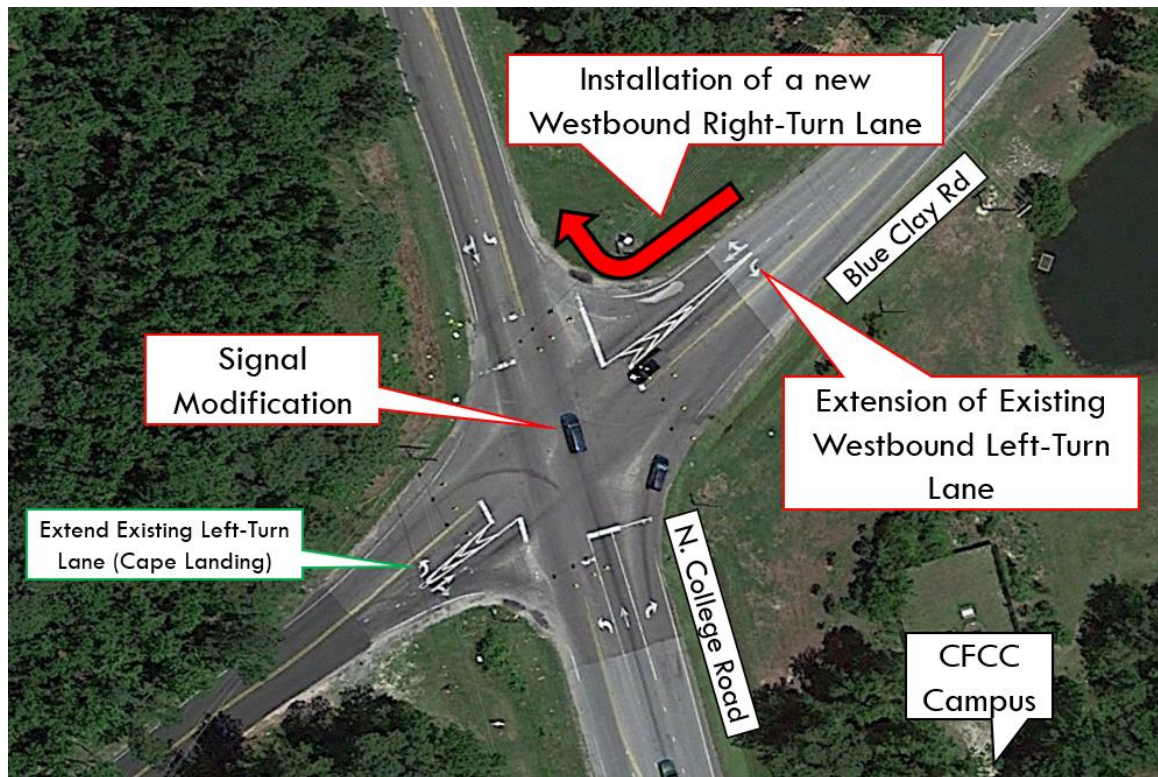


Required Improvements to Dairy Farm Road at Sidbury Road

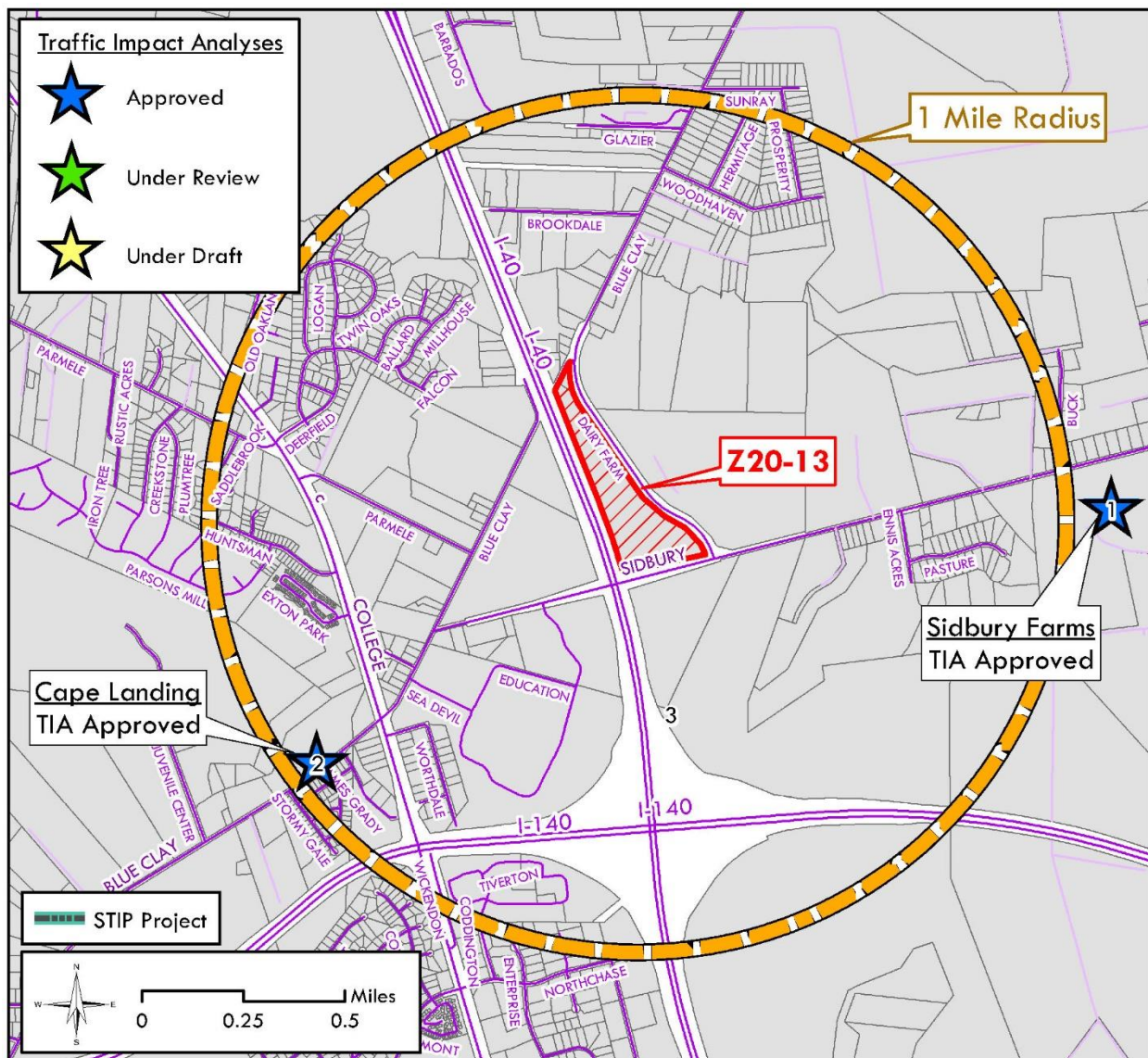


N. College Road at Blue Clay Road		
Scenario	Overall LOS	Delay in Seconds
<i>AM PEAK</i>		
2020 Existing	C	28
2024 Future without Project	E	61.4
2024 Future with Project	E	65
2024 Future with Project & Improvements	E	58.6
<i>PM PEAK</i>		
2020 Existing	D	49
2024 Future without Project	F	145
2024 Future with Project	F	164.8
2024 Future with Project & Improvements	F	136.2

Required Improvements to Dairy Farm Road at Sidbury Road



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.

Proposed Development	Land Use/Intensity	TIA Status
1. Sidbury Farms	<ul style="list-style-type: none"> 655 single-family dwellings 103 townhomes 	<ul style="list-style-type: none"> Approved February 12, 2020 Build Out Years: <ul style="list-style-type: none"> 2024 – 258 SFDs 2029 – 421 SFDs, 59 townhomes 2034 – Full Build
<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 right and left turn lanes at the site's access points on Sidbury Road (Phase 1). Installation of southbound right turn lane and westbound right turn lane, and extension of the westbound left turn lane and northbound right turn lane at the intersection of N. College and Blue Clay Road (Phase 2). Installation of a roundabout at Sidbury Road and Blue Clay Road (Phase 2). Installation of a southbound left turn lane at Dairy Farm Road and Sidbury Road (Full Build) 		
<u>Nearby Proposed Developments included within the TIA:</u>		
<ul style="list-style-type: none"> Scott's Hill Medical Blake Farms Scott's Hill Village Cape Landing Coastal Prep Academy 		
Development Status: Construction plans for Phase 1 are currently under review.		

Proposed Development	Land Use/Intensity	TIA Status
2. Cape Landing	<ul style="list-style-type: none"> 126 single-family 	<ul style="list-style-type: none"> Approved December 21, 2017 2021 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"> Extension of the existing eastbound left-turn lane at Blue Clay Road and N. College Road. 		
<u>Nearby Proposed Developments included within the TIA:</u>		
<ul style="list-style-type: none"> None 		
Development Status: Phase 1 is nearing completion with approximately 55 homes being constructed and occupied.		

SCHOOLS

- Students generated from this development would be assigned to Wrightsboro Elementary, Holly Shelter Middle, and Laney High schools. Students may apply to attend public magnet, year-round elementary, or specialty high schools.
- Seventy-eight dwelling units would be permitted under the current R-15 zoning base density, and 288 units would be allowed under the proposed zoning for an increase of 210 dwelling units.
- Based on average student generation rates,* there are an average of 0.24 public school students (0.11 for elementary, 0.05 for middle, and 0.08 for high) generated per dwelling unit across New Hanover County. The proposed development can be estimated to generate 69.05 (22.57 elementary, 11.42 middle, and 16.36 high), which is approximately 50.35 more students than if developed under existing zoning.

<i>Development Type</i>	<i>Intensity</i>	<i>Estimated Student Generation</i>
Existing Development	0 residential unit	Total: 0 (0 elementary, 0 middle, 0 high)
Typical Development under Current Zoning	78 residential units	Total: 18.7 (8.38 elementary, 4.24 middle, 6.08 high)
Proposed Development under Proposed (CZD) MF-L Zoning	288 residential units	Total: 69.05 (30.95 elementary, 15.66 middle, 22.44 high)

*Average student generation rates are calculated by dividing the projected New Hanover County public school student enrollment for the 2020-2021 school year by the estimated number of dwelling units in the county. While different housing types and different locations typically yield different numbers of students, these average generation rates can provide a general guide for the number of students to anticipate. Total projected student enrollment was used, which includes students attending out-of-district specialty schools, such as year-round elementary schools, Isaac Bear, and SeaTECH.

School Enrollment* and Capacity**—2021-2022 Estimates

<i>Level</i>	<i>Total NHC % Capacity</i>	<i>School</i>	<i>Enrollment of Assigned School</i>	<i>Capacity of Assigned School w/ Portables</i>	<i>% of Capacity of Assigned School</i>	<i>Funded Capacity Upgrades</i>
Elementary	97%	Castle Hayne	483	529	91%	None
Middle	107%	Holly Shelter	917	934	98%	None
High	105%	Laney	2063	1903	108%	None

*Enrollment is based on projected New Hanover County Schools enrollment for the 2020-2021 school year.

**Capacity calculations were determined by New Hanover County Schools for the 2020-2021 school year and are based on NC DPI Facility Guidelines & Class Size Requirements. Modifications refer to specific program requirements unique to a particular school. These may include exceptional children's classrooms beyond the original building design; classrooms to serve a unique population such as ESL; or classrooms designated for art and music if the building wasn't specifically designed with those spaces.

ENVIRONMENTAL

- The property is not within a Natural Heritage Area. The southern portion of the property is within an AE Special Flood Hazard Area with a base flood elevation of 31.7 to 31.8 feet.
- The property is within the Prince George Creek (C;Sw) watershed.
- Per the Classification of Soils in New Hanover County for Septic Tank Suitability, soils on the property consist of Class III (severe limitation) soils, however, the project will connect to CFPWA sewer services.

CONTEXT AND COMPATIBILITY

- The property has a unique shape resulting in the vast majority of its boundary abutting an arterial or collector road corridor, including Interstate 40.
- While the area was zoned for low density housing in the early 1970s, the 2016 Comprehensive Plan recommends a mixture higher density housing and commercial uses along the Sidbury Road corridor.
- The property is located near the Cape Fear Community College North Campus, which has been identified as a growth node in the Comprehensive Plan.
- Most of the surrounding land is either undeveloped or used for nonresidential purposes (NHC Schools).
- The proposed concept plan positions a portion of the stormwater facilities closer to the existing single-family homes to the north of the site, resulting in the proposed buildings being over 450 feet from an existing residential structure.

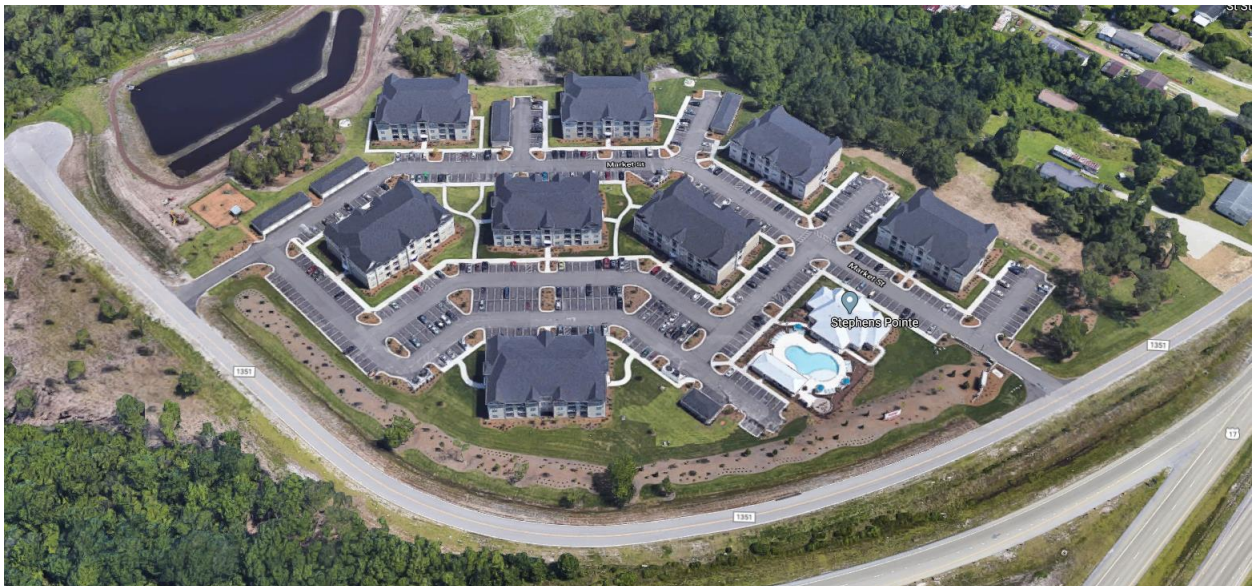
Representative Developments of RMF-L:



Woodlands at Echo Farms



Amberleigh Shores



Stephens Pointe

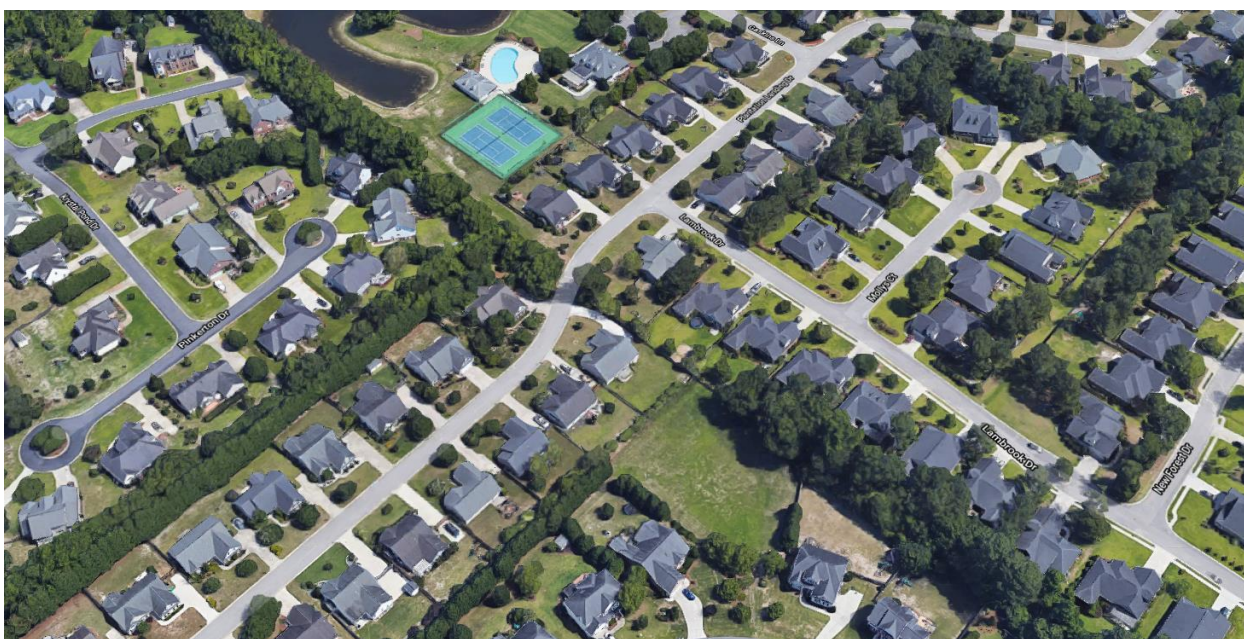
Representative Developments of R-15:



Grayson Park



Clay Crossing



Plantation Landing

2016 COMPREHENSIVE LAND USE 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.



Future Land Use Map Place Type	COMMUNITY MIXED USE Because of the general nature of place type borders, sites located in proximity to the boundaries between place types could be appropriately developed with either place type, allowing site-specific features and evolving development patterns in the surrounding area to be considered.
Place Type Description	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.
Analysis	<p>The subject property is located on the corner of Dairy Farm Road and Sidbury Road. It is situated between Southeast Area Technical High School (SEA-Tech) to the east and single family residential to the north, with vacant property to the south. The entire western property line borders I-40 to the west. The CFCC North Campus Area Growth Node is located across I-40.</p> <p>The Comprehensive Plan indicates that multi-family residential is typical, and is an appropriate land use within Community Mixed Use place type that will allow future developments to accommodate population growth in a greater range of housing types.</p>

	<p>In general, the Comprehensive Plan designates areas along roadways for higher residential densities and a mix of uses as Community Mixed Use in order to allow for an orderly transition of densities and intensities. The proposed development would serve as an appropriate transition in intensity from the interstate and CFCC Growth Node to existing residential districts and future Community Mixed Use development along Sidbury and Blue Clay Roads. Water and sewer service will be extended to that portion of Sidbury Road to serve the project.</p> <p>The Community Mixed Use place type provides opportunities for moderate-density housing (up to 15 units/acre) for multi-family and single-family residential, with building heights up to three stories. The overall project density of 9.2 units/acre meets the proposed density range and building height for the Community Mixed Use place type.</p> <p>The proposed development allows for the area to obtain the desired small-scale, compact mixed-use development pattern providing an efficient use of land between an interstate highway and areas of future development. It also assists in meeting the intent of the Comprehensive Plan by providing for a range of housing types, opportunities, and choices.</p>
Consistency Recommendation	<p>The proposed CZD MF-L zoning is generally CONSISTENT with the 2016 Comprehensive Plan because multi-family development is a typical land use within areas designated as Community Mixed Use, and because the proposed number of units is in-line with the recommended densities for the area. In addition, it provides for diverse housing options and an orderly transition from a major road corridor to areas zoned for lower density housing.</p>

PLANNING BOARD ACTION

The Planning Board considered this application at their September 3, 2020 meeting. At the meeting, no one from the public spoke in favor of, or in opposition to, the proposal. The Planning Board recommended approval of the application (7-0), finding it to be:

CONSISTENT with the purposes and intent of the Comprehensive Plan because multi-family development is a typical land use within areas designated as Community Mixed Use, and because the proposed number of units is in-line with the recommended densities for the area. In addition, multi-family housing is generally more appropriate along major road corridors like Interstate 40 than low density single-family housing. The Planning Board also found **APPROVAL** of the rezoning request is reasonable and in the public interest because the proposal would benefit the community by providing diverse housing options.

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 RMF-L district. I find it to be **CONSISTENT** with the purposes and intent of the Comprehensive Plan because multi-family development is a typical land use within areas designated as Community Mixed Use, and because the proposed number of units is in-line with the recommended densities for the area. In addition, multi-family housing is generally more appropriate along major road corridors like Interstate 40 than low density single-family housing. I also find **APPROVAL** of the rezoning request is reasonable and in the public interest because the proposal would benefit the community by providing diverse housing options.

[**Optional**] Note any conditions to be added to the district.

Example Motion for Denial

I move to **DENY** the proposed rezoning to a conditional RMF-L district. While I find it to be **CONSISTENT** with the purposes and intent of the Comprehensive Plan because multi-family development is a typical land use within areas designated as Community Mixed Use, and because the proposed number of units is in-line with the recommended densities for 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 will adversely impact the adjacent neighborhoods.