



Agenda

1. Call to Order

2. Agenda Adjustment

3. Approval of Minutes

- a. August 6, 2024 Land Use Advisory Committee Minutes

4. Requests and Communications

- a. 2420 Avent Ferry Road

5. Other Business

6. Adjournment

In accordance with ADA regulations please contact the Town Clerk's office at least 48 hours before the meeting to request an auxiliary aid or service needed to participate in this meeting:

kathryn.white@hollyspringsnc.gov 919-567-4033



Town of Holly Springs Land Use Advisory Committee

Agenda Cover Sheet

Agenda Item#: 3.a.

Approval of Minutes

Title: August 6, 2024 Land Use Advisory Committee Minutes

Strategic Priority Area:

Staff Resource:

Action(s):

Explanation:

Background:

Funding Source(s):

Attachment(s):

1. August 6, 2024 LUAC Minutes - draft



Town of Holly Springs Land Use Advisory Committee

Minutes: *August 6, 2024*

Agenda Item 1: ROLL CALL

The Land Use Advisory Committee (LUAC) met on Tuesday, August 6, 2024 in the Holleman Room at 3:00 p.m. when a quorum was established.

Members Present: Randy Harrington
Scott Chase
Chris Hills
Elizabeth Goodson
LeeAnn Plumer
Irena Krstanovic
Dan Berry, Mayor Pro Tem
Roger Bess, Planning Board Representative
Josh Prizer, Planning Board Alternate
Mayor Sean Mayefskie

Members Absent: Daniel Weeks
Kendra Parrish
Chris Deshazor

Staff Members

Present: Grayson Taylor
Elliot Blonshine
Elizabeth Goodson
Bridgette Peters
Ryan Smith
Will Cooper
Rachel Jones
Catherine Jacobs
Cheryl Caines
Kathy White (recording the minutes)

Agenda Item 2: AGENDA ADJUSTMENT

None

Agenda Item 3: APPROVAL OF MINUTES

Motion to approve minutes of June 4, 2024 as submitted.

Motion: Randy Harrington
Second: Scott Chase
Vote: Unanimous

Agenda Item 4: REQUESTS AND COMMUNICATIONS

a. 4500 Old Holly Springs Apex Rd - Rezoning

In attendance for this item was: Laura Holloman – McAdams
Shawnda Rossi, Fusion Development
Danielle Weaver, Fusion Development
Jason Barron – Morningstar Development
Sarah Van Every – McAdams
Rehab Hamad – New Hill 1300 LLC

Ms. Holloman with McAdams has requested to meet with the Land Use Advisory Committee to discuss the potential development of ~20.50 acres of land located at 4500 Old Holly Springs Road. The proposal consists of a possible mixed-use development of 300 apartment dwellings, 20 attached dwellings, and a proposed fueling station with a 7,500sf convenience store.

Following the first round of staff review comments on a Rezoning application, staff recommended the applicant submit an application for the Land Use Advisory Committee. The application submitted for LUAC discussion incorporated additional development on the parcel south of the 4500 Old Holly Springs Apex Rd site (PIN: 0649352730 & 0649353581) for a fueling station. The application has been further revised with new site layout and unit mix.

Grayson Taylor, Development Services, gave an overview of the project as described in the Agenda Packet, and gave a history of the project. He explained that while the new design may meet a theme of the Land Use & Character Plan, there may be several characteristics of the Mixed-Use Center Character where this proposal might not be compatible.

Elliott Blonshine gave a presentation on the Public Utilities at the site, as well as the Transportation summary, as stated in the Agenda Packet. There is existing water, sewer and reclaimed water available at the site. A Downstream Sewer Evaluation has been submitted to evaluate the capacity and condition of existing sewer infrastructure and pump stations to determine the project impact. The development will be subject to the Water Resource Management Policy as a Priority Level 2. A traffic study has been submitted with the proposed rezoning.

Mr. Taylor presented the staff analysis, stating that the proposed Conditional Zoning District contains several elements that may be incompatible with the Comprehensive Plan. The updated plan displays fewer elements compatible with the Comprehensive Plan, and should consider retaining elements of the initial design, and finally, the Town should weigh the pros and cons of a fueling station at the Holly Springs New Hill and Old Holly Springs Apex Road intersection.

Jason Barron began the applicant statement by giving a history of the project. He said originally, they wanted to develop a rental only development, but then after several discussions with staff, decided to add a gas station for the project, as it was something that was needed in this area. They have pared down the amount of retail in the project, while leaving the possibility open for retail.

Laura Holloman discussed the Master Plan by further explaining the location of the gas station. They wanted to have a central open space so it can be easily accessed by everyone. She stated they tried to introduce an additional walkable community between the Townhomes in this development and the Target area on the other side of the corridor. She discussed parking and tree preservation in the area. They're trying to create an outdoor seating area around the gas station, much like The Hub in Apex. She showed a concept of the multi-family townhomes, gathering spaces and the gas station. Mr. Barron said that they are already anticipating what the rear of the station will look like, so it doesn't look like just the back of the building, facing the residential area. He said ultimately, the idea is to combine residential and commercial that fits in this particular location and gave several examples of how this would be accomplished.

Elizabeth Goodson opened the floor for questions from the Committee.

Mr. Chase asked about the road improvements that Crescent might bring to this project. Catherine Jacobs said they just got an update from Crescent for their next phase. They need tenants before they will commit to the widening, but they realignment is moving forward. Ms. Goodson further explained that the road widening associated with these two roads would be something that would happen with this project. They discussed the rights-of-way associated with the widening and realignment.

MPT Berry asked about the other parcel that's not included with this project. Has it already been rezoned? Mr. Barron explained that the other parcel to the west has already been approved for an off turn.

Mayor Mayefskie asked where this project is in the NCDOT queue. Jason Barron replied he believes this project is at least two years behind the other project as far as permitting is concerned.

Mr. Harrington asked Mr. Taylor to explain the difference in the current zoning and proposed zoning. Mr. Taylor said that a Mixed-Use Center is more flexible, Community Business while flexible is typically apartments, you can have mixed use there. Mr. Barron said that the Town Homes are going to be flat parcels, not stacked apartments, and they would be owned and operated by the same entity that owns the apartments. Mr. Taylor continued by saying you can have larger big box stores in Community Business. Mixed-Use can apply to Community Business, Neighborhood Center, a wide variety of different commercial applications.

Mr. Harrington wanted to recognize Fusion Development Partners and the passing of Jim Chandler and thanked them for being here. He said this is a much stronger proposal than the one previously submitted. He said he likes the features such as the open spaces, the village green, and it looks the storm water could be some sort of a good amenity. He thinks the preservation of trees around the gas station is a good idea. He did wonder if having green space at the entrance where people would be walking around or relaxing is a good idea when so many cars would be driving around. Also, the one question they might get in the Council setting is the concentration of multi-family in that part of town.

Roger Bess asked about school drop offs and pick-ups from Thales Academy. Mr. Barron explained that with the road network they're providing, a new road will T into New Hill to give an additional entrance. Mr. Bess continued by asking about how this development will affect traffic in the area. Ms. Goodson explained how Crescent and other project road improvements will help with circulation, school traffic and emergency access.

Mayor Mayefskie asked how the traffic will flow in and out of the development off of Holly Springs Apex Road. Jason Barron said it will be a right in, right out. Laura Holloman said if the gas station goes in first, there would be an access that would go away when the full access goes live. Ms. Goodson said having a full access go down to a partial access later doesn't go well.

Mayor Mayefskie asked if there are still plans when Crescent gets there, would there be access to the Business Park from that intersection? Elizabeth explained that from the southern lane of that intersection

back to the Business Park is not something currently proposed with anyone's project, but it's still on the Comprehensive Transportation Plan for the future.

Chris Hills said his team hasn't had much time to review everything that's part of this new proposal, but they will review it and will provide feedback to the applicant's questions. He reiterated that the goal for this area is to provide walkability. This is why density works so well here. He also said that while most planners don't say this, our town needs more gas stations, so this is a good aspect of the proposal.

Dan Berry said the proposal reminds him of the Briar Creek Subdivision. He likes the townhouse concept, and wonders if only having townhouses would be a better fit? The gas station will be a much-welcomed feature in this part of town. He understands that with the big box retail right next door, it's not economical to add more big retail. Maybe a fast-food restaurant would work well?

Mayor Mayefskie said they're trying to lessen traffic in the area. How can we re-route the public transportation busses to this area? Ms. Goodson said there's a lot of opportunity for a bus stop in the Holly Springs Town Center, especially if we get a critical mass amount of people in the area. Mr. Hills said right now, we struggle with where our route goes to, there are only choice riders, and they're not choosing to ride, because they prefer their own vehicles. We need to connect the dots with the folks who are not choice riders or get the destinations so that they gain time back by riding the bus. Mr. Barron said they'd absolutely consider a transportation easement, if that would help.

Irena Krystanovic. said they also need to consider all of the new jobs/employees that are coming to this area. Having a transportation hub would help reduce the number of cars in this area.

Roger Bess asked if they've considered affordable housing. Jason Barron said they would consider it and having the larger density would make this easier.

Mr. Harrington asked if all of the multi-family properties would be interior entrances and have elevators and was told yes to both. He also emphasized the importance of the tree coverage in the back of the gas station.

Jason thanked the committee for their time. Laura Holloman said Holly Springs is the only municipality in Wake County that offers this opportunity.

Agenda Item 5: OTHER BUSINESS

None

Agenda Item 6: ADJOURNMENT

The meeting adjourned at 4:08

Motion: Scott Chase

Second: Dan Berry



Kathryn L. White
LUAC Clerk



Town of Holly Springs Land Use Advisory Committee

Agenda Cover Sheet

Agenda Item#: 4.a.

Requests and Communications

Title: 2420 Avent Ferry Road

Strategic Priority Area: Growth Management & Economic Vitality

Staff Resource: Brett Gosney, Development Services, Elliot Blonshine, Development Services

Action(s):

- No official action by the LUAC will be taken other than providing verbal feedback on the proposed Rezoning of the subject property at 2420 Avent Ferry Road.

Explanation:

- Kate Murdoch McAdams, has requested to meet with the Land Use Advisory Committee to discuss a potential mixed-use development at 2420 Avent Ferry Road.
- The applicant has proposed a rezoning from Rural Residential to Neighborhood Center Residential Conditional District. The development includes 134 total units with 18 being detached single family dwellings and 116 being attached dwellings. The development also includes a commercial component along Avent Ferry Road.
- The rezoning application for this Conditional Zoning District has not yet been received by the Town and, therefore, this proposal has not fully gone through staff review.

Background:

- The LUAC provides informal review, technical support, assistance, comment and critique in the assessment of proposed development petitions.
- 2420 Avent Ferry Road was previously presented to the Land Use Advisory Committee on September 5, 2023 as a mixed use development including commercial and various types of residential product types. During this meeting concerns were shared regarding the proposals density and intensity, the amount of commercial associated with the project, and the need for high quality place making. The applicant seeking feedback on this proposal is different from the previous application.

Funding Source(s):

N/A

Attachment(s):

1. 2420AventFerry_LUACStaffReport#2_08232024
2. 2420AventFerry_LUACApplication
3. 2420AventFerry_LUACSitePlan

Land Use Advisory Committee
September 3, 2024



Land Use Advisory Committee

Subject Title: 2420 Avent Ferry Road
Meeting Date: September 3, 2024
Presenter: Brett Gosney, Elliot Blonshine, Development Services
Attachments: LUAC Application, Concept Plan

Topic Highlights/Summary

Kate Murdoch with McAdams has requested to meet with the Land Use Advisory Committee to discuss the potential for a mixed-use development located at 2420 Avent Ferry Road, adjacent to the intersection of Avent Ferry Road and Buckhorn Duncan Road. The applicant has provided a concept plan with the request. The concept plan has not been extensively reviewed by staff and may not meet all Unified Development Ordinance standards; however, it has been provided as a visual aid for feedback from the committee.

Future Land Use Designations: Residential Neighborhood, Natural Area, & Conservation Neighborhood

Proposed Future Land Use Designations: Neighborhood Center

Current Zoning: RR - Rural Residential

Proposed Zoning: NCR – CD Neighborhood Center Residential Conditional Zoning District

LUAC Discussion

The Land Use Advisory Committee is being asked to discuss the acceptability of the development proposal and consistency with the Land Use & Character expectations for development.

Points of discussion:

- Is the proposed use consistent with the goals of the Vision Holly Springs Comprehensive Plan? If not, does the applicant present sufficient justification for potential change in Future Land Use?
- Does the LUAC support the proposed use & proposed zoning district, with the suggested conditions, at this location?
- Would LUAC support the proposed use and zoning district under separate conditions?
- Are the proposed type residential units appropriate for this location and consistent with the character of the surrounding developments?
- Are the design standards, such as alley loaded dwellings and dwellings facing the thoroughfare, appropriate for the location and consistent with the character of surrounding development?

The applicant has requested specific guidance from LUAC on the following:

- Proposed Concept Plan
- General feedback and potential for Rezoning

- Is there potential to see this site as a location for mixed residential uses and commercial space given the other developments and proposals in the process along Avent Ferry?
- How can we best address the park search area that this site falls within?

Project Location Map



Staff Analysis of Proposed Concept

Comprehensive Plan Analysis

The proposed project incorporates some of the key themes from the Comprehensive Plan for a Residential Neighborhood:

- Over 30% Open Space provided
- Preservation of area currently designated Natural Area and Conservation Neighborhood
- Construction of Buckhorn Duncan Road as identified in the Comprehensive Transportation Plan

Areas where the proposed project is not in alignment with the Comprehensive Plan:

- The proposed zoning district and concept plan does not meet the description of the current Future Land Use designation of Residential Neighborhood, which calls for detached dwellings only, variable lot sizes, and comprehensive and connected networks of open space

During the drafting and adoption of the Land Use & Character Plan in 2019, the Town made a strategic decision to locate Neighborhood Centers at key intersections in the community. The selected locations were those deemed most appropriate for non-residential uses and those locations most likely to support neighborhood services. Adding a new Neighborhood Center along the Avent Ferry Road corridor could limit further development of the already designated, and largely undeveloped, Neighborhood Centers.

Zoning Analysis

The Future Land Use Map identifies the subject parcel to have similar development typologies as the adjacent Holly Pointe and the Mills at Avent Ferry subdivisions which are primarily detached dwellings with front facing driveways. The most appropriate zoning for this property would be the SR Suburban Residential District.

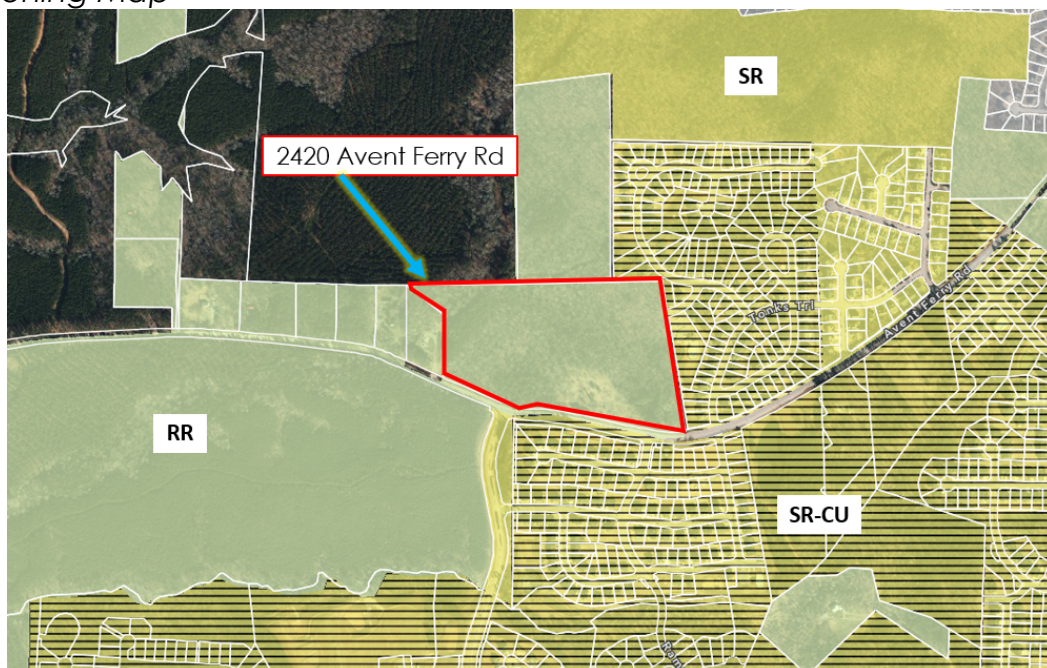
The applicant is requesting consideration of rezoning to the NCR-CD – Neighborhood Center Residential Conditional Zoning District, which is not compatible with the Residential Neighborhood Character Area. The NCR District:

- Encourages the creation of highly walkable neighborhoods in proximity to Commercial & Mixed-Use Districts with a range of predominately residential types including Detached and Attached Dwellings, small-scale Apartment Dwellings, and limited public and institutional Uses.
- Should provide development compatible with the edge conditions of adjacent lower density neighborhoods.
- Allows for 8 units an acre by right with a 12-unit option with a Conditional Zoning District.
- Allows for 5% maximum for non-residential uses, as well as 3 acres of maximum contiguous non-residential area.

If NCR is supported by the LUAC, a companion Comprehensive Plan Amendment to change the Future Land Use designation to Neighborhood Center would be required.

The proposed rezoning from RR Rural Residential to NCR-CD Neighborhood Center Residential Conditional District is not consistent with Character Area Designation of Residential Neighborhood because the proposal includes housing types other than just single family detached and is including a commercial portion with the development. Allowing for this type of development in an area not already designated for these uses could detract from the residential character already established in the surrounding area and a new Neighborhood Center designation could further limit commercial development at Cass Holt and Avent Ferry Roads.

Current Zoning Map

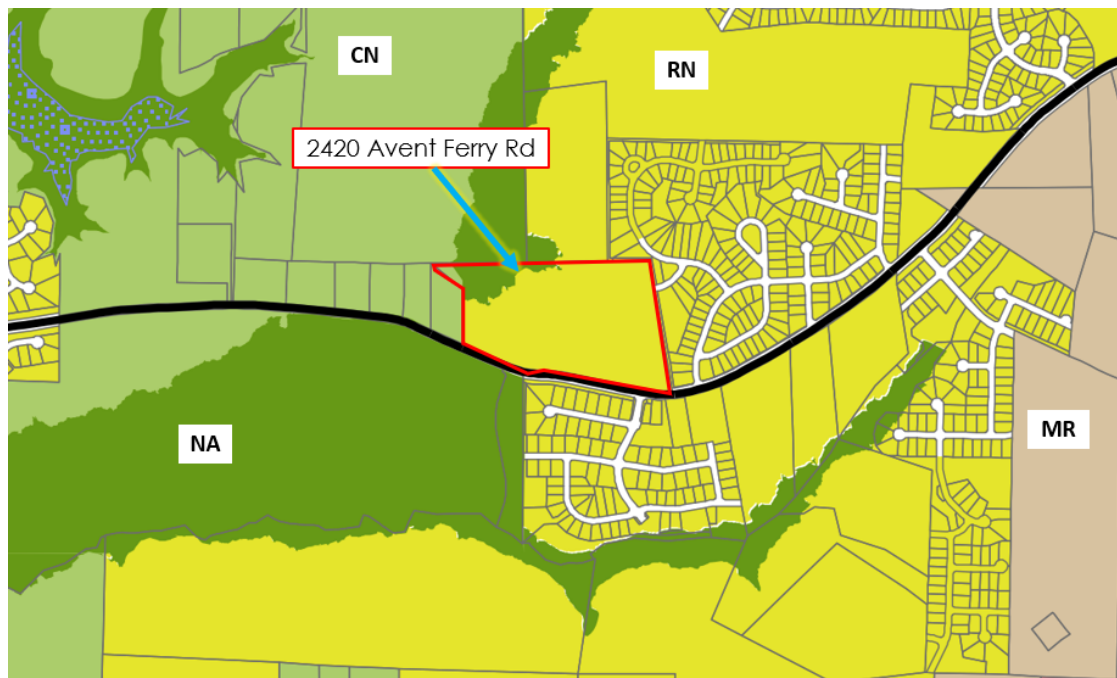
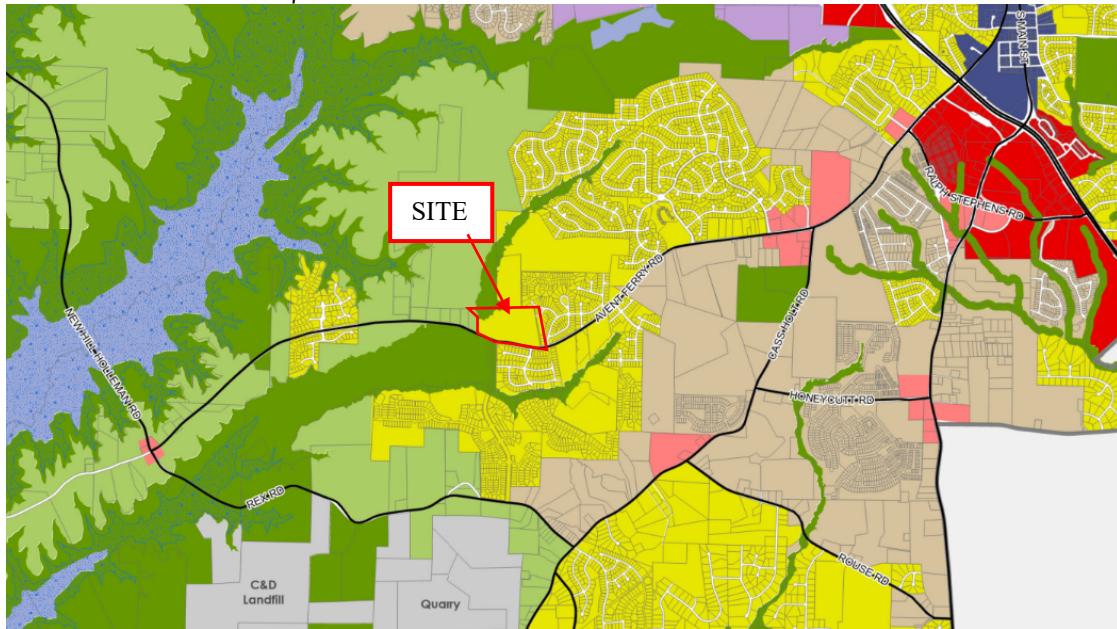


Background Informatin

Comprehensive Plan Section 1: Land Use & Character:

The Future Land Use Map designates the project area as Residential Neighborhood, Conservation Neighborhood, and Natural Area.

Current Future Land Use Map



Residential Neighborhood

A Residential Neighborhood area includes one housing type — single dwelling detached — on different lot sizes that vary enough to provide a range of home choices in the same neighborhood. Homes are oriented toward streets with rear yards larger than front yards. Some Residential Neighborhood areas may mix lot and house sizes on the same block, or provide accessory dwelling units. Pedestrian-scale blocks and a grid street network support a well-connected, cohesive community. New Residential Neighborhood areas should include a comprehensive and connected network of open space throughout the site to accommodate small parks, gathering spaces, and community gardens; preserve large tree stands; and help manage stormwater run-off. Internal streets and open space in a Residential Neighborhood area should connect to existing or future neighborhoods nearby. Residential Neighborhoods are primarily residential but may include limited civic or other non-residential (non-commercial) uses.

Street & Block Patterns

- Streets are generally in a grid network.
- Blocks vary in size, growing larger from the center to the edge of the neighborhood.
- Streets should provide connections to adjacent neighborhoods and development.
- New residential uses have off-street parking at the side or rear of the lot to enhance the streetscape and walkability. Parking areas on larger lots may be accessed from frontloaded driveways, while smaller lots may be served by rear alleys.
- Informal (unmarked) parking may be provided on-street.

Open Spaces & Natural Resources

- Development should be sensitive to existing natural resources including large tree stands and drainage-ways. Mass grading and tree clearing should be avoided whenever possible.
- Community open spaces may include small parks and community gardens.
- Low-impact landscape design techniques and sustainable stormwater practices should be incorporated.
- Specimen tree preservation is encouraged.

Lot Size & Building Placement

- Lot width and depth is variable, with larger lots near the edges of the neighborhood and smaller lots near the center, creating a mix of densities throughout the neighborhood.
- Front and side setbacks are variable, with larger setbacks near the edges of the neighborhood and smaller setbacks near the center.
- Front-facing garages should be avoided. Where garages face the street, they should be set back significantly from the facade of the building.

Building Types & Massing

- Residential building types are limited to single dwelling detached residential, including accessory dwelling units, in a variety of sizes. Single dwelling attached and multi-dwelling are not allowed.
- Civic buildings, including schools, may be appropriate in some Residential Neighborhood areas.
- Buildings may be up to 3 stories in height.

Transportation Network

- Multi-modal walkable streets with curbs and formal street tree planting.
- Very walkable, with sidewalks, bike facilities, paths and trails.

Conservation Neighborhood

A Conservation Neighborhood preserves 30% to 50% of the buildable land on a site for permanent open space — protecting environmental features, tree stands, or outstanding viewsheds — by closely clustering homes together of varying lot sizes and densities. Conservation Neighborhood design should respond to specific features on the site; however, goals to reallocate gross allowable densities into compact development areas that minimize infrastructure investments and maximize large, continuous areas for permanent open space are encouraged. Resident amenities in these neighborhoods should include walking trails and neighborhood gardens. Conservation Neighborhoods are primarily residential but may include limited civic or other non-residential (non-commercial) uses.

Only a small portion of the site has this designation and the applicant is proposing to leave this portion as open space.

Natural Area

Natural Areas are largely undeveloped and reserved for preservation and low-impact recreation (trails and greenways) because of their outstanding beauty, environmental features, or proximity to Harris Lake.

Key features of development of a Natural Area:

Street & Block Patterns

- There are no discernible blocks.
- Other than residential driveways, curb cuts are minimal, providing access to parking areas or public utility facilities.
- Paved or unpaved surface parking lots only in association with recreational or other non-residential uses. Permeable surfaces should be considered for surface parking.

Open Space & Natural Resources

- These areas prioritize preservation of open space, topography and natural resources, and may include woodlands, parks, greenways and water bodies.
- Any development should be sensitive to existing conditions. Mass grading is not permitted. Tree clearing is not permitted except on properties under forest management programs agriculture, recreation, or for a single dwelling residential home site.
- Any civic or recreational open space is informal in character.

Lot Size & Building Placement

- Land is in large parcels, and in most cases, unable to be subdivided.
- Building placement is varied and informal.

Building Types & Massing

- Single dwelling residential houses are permitted.

Transportation Network

- Rural road character with irregular, naturalistic street plantings.
- Curvilinear street pattern with relatively low street connectivity.
- Primarily auto-oriented.
- Sidewalk on at least one side.
- May have some trails or bike paths.

Comprehensive Plan Section 2: Comprehensive Transportation Plan (CTP)

There is a new roadway shown on the Town's Comprehensive Transportation Plan that will bisect the proposed property. The development will be responsible for the design and construction of this new roadway across the length of the property. In addition, the development is required to construct roadway improvements to meet ½ the ultimate cross section along the property frontage of Avent Ferry Road.



Traffic Study:

A Traffic Study Scoping Form and subsequent Traffic Scoping Meeting will be required by this development. If warranted by the anticipated daily or peak hour trips, a Traffic Study will be required with the proposed Rezoning to analyze the impact of the development on the Town's and NCDOT's transportation facilities and recommend improvements required to mitigate the project impact. All improvements identified during the Traffic Study review process are required to be shown on the subsequent Major Subdivision and Development Plans. Improvements are required to be designed and constructed by the developer.

Comprehensive Plan Section 5: Utilities & Infrastructure

With the development of these properties, public utility connection is required in accordance with the Town's Unified Development Ordinance (UDO), Engineering Design & Construction Standards (ED&CS) and other governing standards.

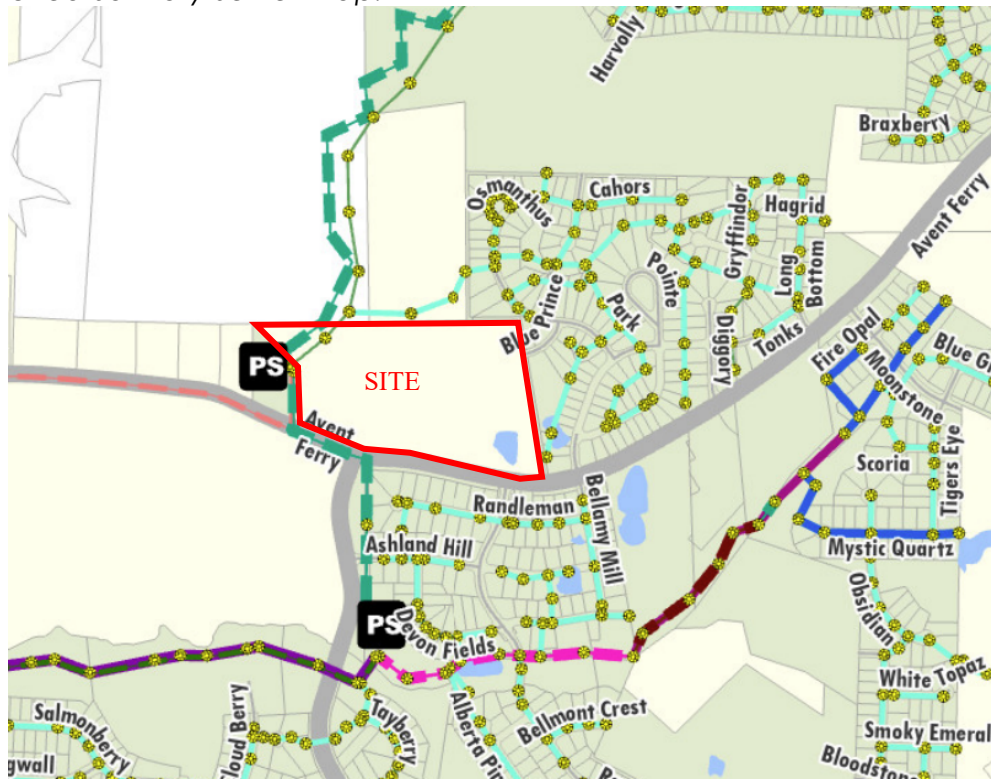
Sanitary Sewer:

This project is adjacent to the Avent Ferry Pump Station and will be required to extend gravity sewer to the development and stub to all upstream adjacent properties.

A Sewer Study Scoping Form and subsequent Sewer Scoping Meeting will be required by this development. If warranted by the anticipated flow or downstream pump station capacity, a Downstream Sewer Evaluation and Pump Station Capacity Report will be required with the proposed rezoning to analyze the impact of the development on the Town's sewer infrastructure and facilities and recommend improvements required to mitigate the project impact. All improvements identified during the Sewer Study review process are required to be shown on the subsequent Major Subdivision and Development Plans. Improvements are required to be designed and constructed by the developer.

This development will also be subject to the Town's Water Resource Management Policy. Per the Policy, this development has access within 1000' to existing public utilities and is therefore considered a Priority Level 2. This means the development must commit to two allocation elements to be considered by Town Council for utility allocation.

Town's Approved Sanitary Sewer Map:



Potable Water:

There is a 12" water main along the frontage of the property, and an 8" stub on the adjacent property to the east. This development will require a connection and extension of the water main throughout the proposed development. A stub to the adjacent properties to the north and west will be required. A Fire Flow Analysis will be required with the Major Subdivision Plan to verify that adequate pressure is available.

Town's Approved Potable Water Map



Additional Background Information

This property previously was presented to Land Use Advisory Committee by a different applicant on September 5, 2023 with a similar proposal of mixed use with commercial, apartments, townhomes, and single family detached. During the review of this proposal, concerns were shared regarding the density of the development not matching the adjacent neighborhoods, the large amount of commercial in the development may detract from other commercial areas on the Future Land Use Map and the amount of parkland dedication that may be required for this project as it is within a Park Search Area.

Motion/Action Requested

No action is requested. The purpose of this agenda item is to provide the developer feedback and guidance regarding a potential comprehensive plan amendment, rezoning, and development request for the property in question.

Agenda Item Contact Information				
Agenda item prepared by:				
Agenda Item Department Head Approval for Review and TRC Discussion				
	Approved for Distribution			
Staff	Yes	No	Initials	Department Head Comments
Brett Gosney	X			
Elliot Blonshine	X			

For Department Use Only:
LUAC Discussion/Action



LAND USE ADVISORY COMMITTEE

Request & Communication Application

DPM Appendix #A.19 Supplement 20 January 2023

PETITION CONTACT INFORMATION <i>(Attach additional sheets if needed)</i>	
Applicant and Financially Responsible Party will need to register for an account on the CityView Portal.	
Project Applicant Check One: <input type="checkbox"/> Owner <input type="checkbox"/> Owner's Agent <input type="checkbox"/> Design Professional <input type="checkbox"/> Developer	
Name:	Company:
Mailing Address:	
City, State Zip:	
Telephone:	E-Mail:
REQUIRED: Property Owner(s) if different from Applicant/Contact <i>(Attach additional sheets if needed)</i>	
Name:	Company:
Mailing Address:	
City, State Zip:	
Telephone:	E-Mail:

PROJECT INFORMATION	
Project Name	
Project Location <i>Use street address If none, use closes intersection</i>	<input type="checkbox"/> Within Corporate Limits <input type="checkbox"/> Within Holly Springs ETJ <input type="checkbox"/> Pending Annexation
PIN(s)	
Project Acreage	
Current Zoning	Proposed Zoning
Current Future Land Use Designation	
Proposed Future Land Use Designation	
Area Plan Designation <i>If applicable</i>	

PROJECT TYPE <i>(check all that apply)</i>
<input type="checkbox"/> Comprehensive Plan Amendment <input type="checkbox"/> Text Amendment <input type="checkbox"/> Future Land Use Plan Map Amendment <input type="checkbox"/> Area/Corridor Plan Map Amendment/Name: _____ <input type="checkbox"/> Zoning Map Change: General Use District <input type="checkbox"/> Zoning Map Change: Conditional Zoning District <input type="checkbox"/> Major Subdivision <input type="checkbox"/> Development Plan <input type="checkbox"/> Other:



LAND USE ADVISORY COMMITTEE Request & Communication Application

DPM Appendix #A.19 Supplement 20 January 2023

LUAC MEETING REQUEST

LUAC Meeting Date Requested:

Note: A maximum of two items shall be scheduled per LUAC meeting agenda in the order that they are received, your request will be placed on the closest meeting date to the date requested.

DISCUSSION TOPICS

What specific topics or questions are you seeking feedback from the LUAC?
(attach additional sheets if needed)



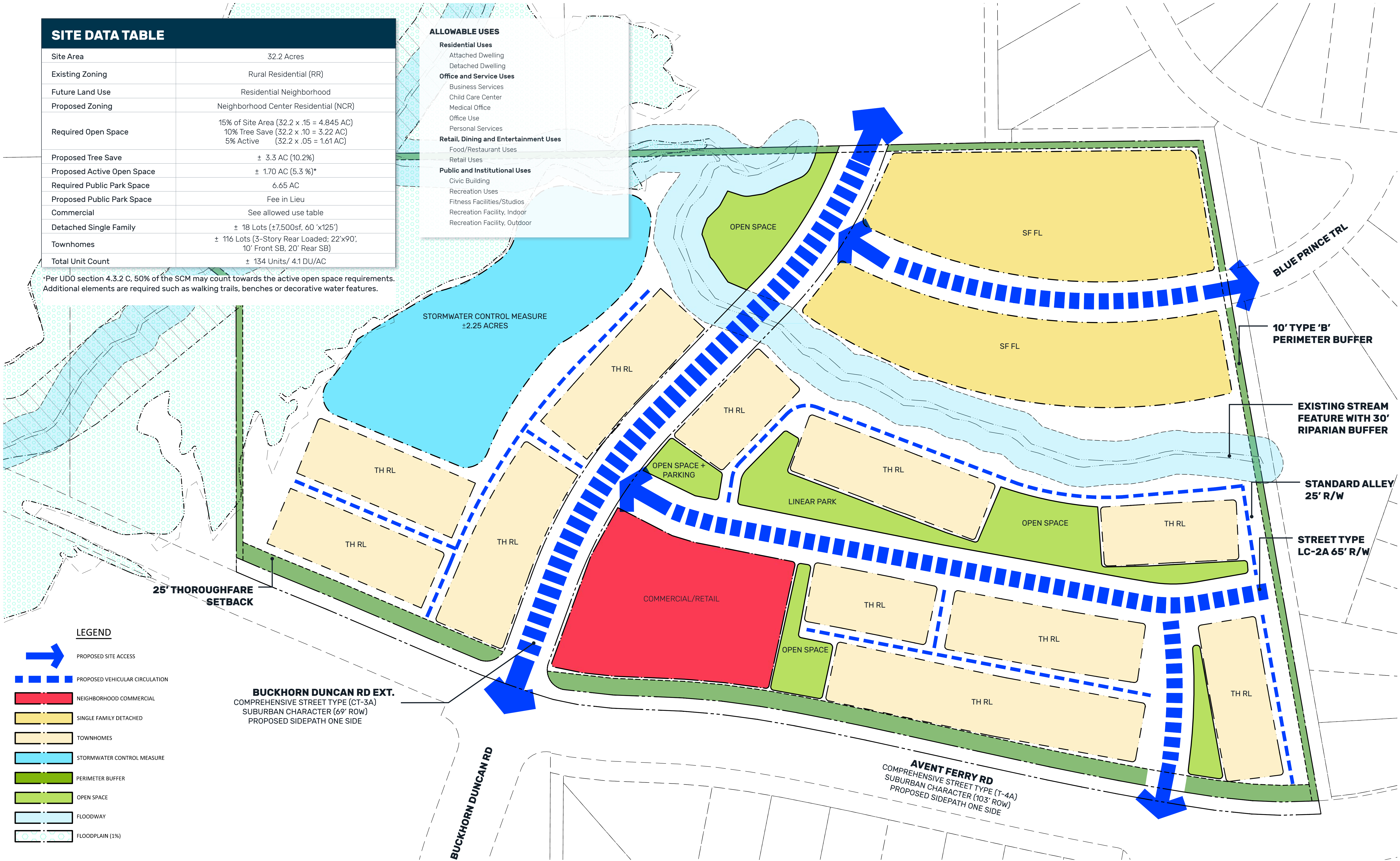
SITE DATA TABLE

Site Area	32.2 Acres
Existing Zoning	Rural Residential (RR)
Future Land Use	Residential Neighborhood
Proposed Zoning	Neighborhood Center Residential (NCR)
Required Open Space	15% of Site Area (32.2 x .15 = 4.845 AC) 10% Tree Save (32.2 x .10 = 3.22 AC) 5% Active (32.2 x .05 = 1.61 AC)
Proposed Tree Save	± 3.3 AC (10.2%)
Proposed Active Open Space	± 1.70 AC (5.3 %)*
Required Public Park Space	6.65 AC
Proposed Public Park Space	Fee in Lieu
Commercial	See allowed use table
Detached Single Family	± 18 Lots (±7,500sf, 60' x125')
Townhomes	± 116 Lots (3-Story Rear Loaded; 22'x90', 10' Front SB, 20' Rear SB)
Total Unit Count	± 134 Units/ 4.1 DU/AC

ALLOWABLE USES

- Residential Uses**
 - Attached Dwelling
 - Detached Dwelling
- Office and Service Uses**
 - Business Services
 - Child Care Center
 - Medical Office
 - Office Use
 - Personal Services
- Retail, Dining and Entertainment Uses**
 - Food/Restaurant Uses
 - Retail Uses
- Public and Institutional Uses**
 - Civic Building
 - Recreation Uses
 - Fitness Facilities/Studios
 - Recreation Facility, Indoor
 - Recreation Facility, Outdoor

*Per UDO section 4.3.2 C, 50% of the SCM may count towards the active open space requirements. Additional elements are required such as walking trails, benches or decorative water features.



LEGEND

- PROPOSED SITE ACCESS
- PROPOSED VEHICULAR CIRCULATION
- NEIGHBORHOOD COMMERCIAL
- SINGLE FAMILY DETACHED
- TOWNHOMES
- STORMWATER CONTROL MEASURE
- PERIMETER BUFFER
- OPEN SPACE
- FLOODWAY
- FLOODPLAIN (1%)

BUCKHORN DUNCAN RD EXT.
COMPREHENSIVE STREET TYPE (CT-3A)
SUBURBAN CHARACTER (69' ROW)
PROPOSED SIDEWALK ONE SIDE

AVENT FERRY RD
COMPREHENSIVE STREET TYPE (T-4A)
SUBURBAN CHARACTER (103' ROW)
PROPOSED SIDEWALK ONE SIDE