

REZONING: CONDITIONAL REZONING –THE LOFTS AT CHADWICK (P24-04-CZD)

CITY OF HENDERSONVILLE - COMMUNITY DEVELOPMENT STAFF REPORT

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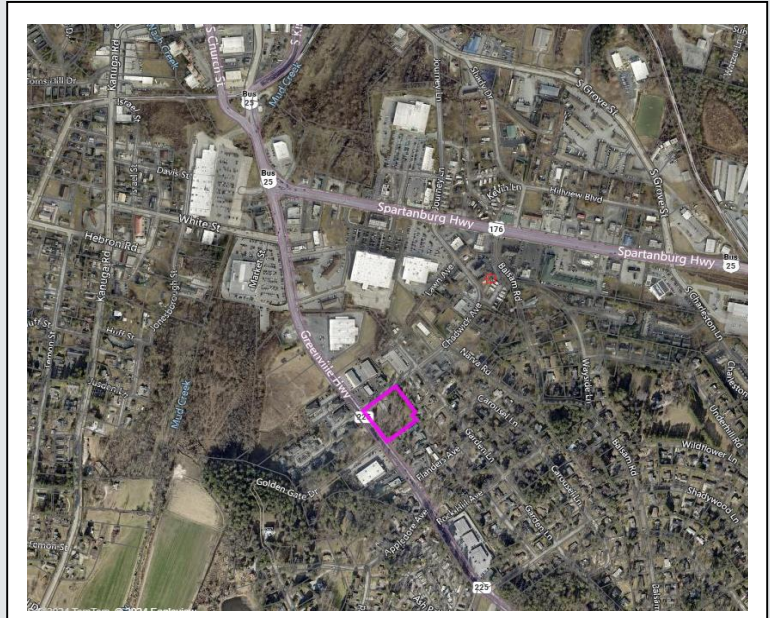
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PROJECT SUMMARY

- Project Name & Case #:
 - The Lofts at Chadwick
 - P24-04-CZD
- Applicant & Property Owner:
 - Stephen Drake (President) – Broadcraft Construction & Development Inc. [Applicant]
 - Brett Barry (Manager) – Gordon Dooley Holdings LLC [Owner]
- Property Address:
 - 904 Greenville Highway
- Project Acreage:
 - 2.25 Acres
- Parcel Identification (PIN):
 - 9568-92-1924
- Current Parcel Zoning:
 - GHMU-CZD, Greenville Highway Mixed Use Conditional Zoning District
- Future Land Use Designation:
 - High Intensity Neighborhood
- Requested Zoning:
 - GHMU-CZD, Greenville Highway Mixed Use Conditional Zoning District
- Requested Uses:
 - Residential, Multi-Family
- Neighborhood Compatibility Meeting:
 - February 1st, 2024



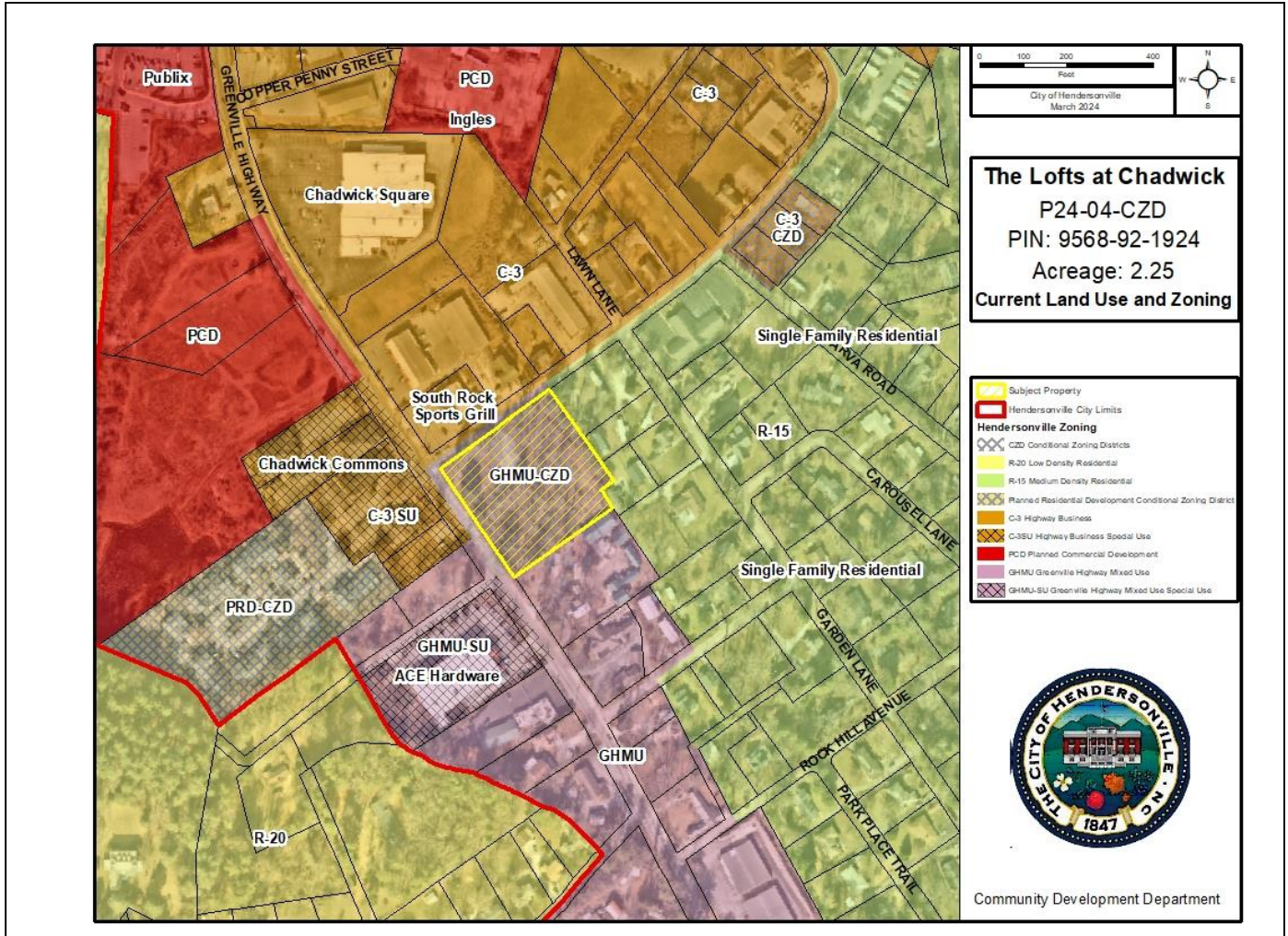
SITE VICINITY MAP

The City of Hendersonville is in receipt of an application for a Conditional Rezoning from Stephen Drake of Broadcraft Construction & Development Inc., applicant, and Brett Barry of Gordon Dooley Holdings LLC., property owner. The applicant is requesting to rezone the subject property, PIN 9568-92-1924 and located at 904 Greenville Highway, from GHMU-CZD, Greenville Highway Mixed Use Conditional Zoning District to GHMU-CZD, Greenville Highway Mixed Use Conditional Zoning District for the construction of 60 low-income housing tax credit senior multi-family units on approximately 2.25 acres. This equates to a density of 26.67 units per acre.

The proposal includes the construction of 1 L-shaped multi-family structure with a proposed footprint of 24,500 square feet and a gross floor area of 73,500 square feet. Additionally, the development proposes 70 parking spaces.

The proposed site is outside of the floodplain and floodway. According to the latest USGS 7.5-minute quad maps, there is a blueline stream along the northeastern property boundary.

EXISTING ZONING & LAND USE



City of Hendersonville Current Zoning & Land Use Map

This parcel is at the intersection of Greenville Highway and Chadwick Ave and represents the beginning of the Greenville Highway Mixed Use zoning district. The GHMU district extends along Greenville Highway towards the Village of Flat Rock. Parcels to the south along this corridor are all zoned GHMU/GHMU-SU and consist of a mix of commercial (office, retail, etc.) and residential uses (multi-family and single-family). The properties to the east of the subject parcel are zoned R-15 and consist of typical suburban single-family homes. Parcels to the north are C-3 and representative of the hub of commercial activity found at the intersection of Greenville Highway and Spartanburg Highway. Some PCD zoning is found in this area and is associated with the 3 large, grocery store-anchored strip center developments in close proximity to the subject property – each of which is less than a ½ mile (less than a 10-minute walk) from the subject property. The subject property is .85 miles (15 to 20-minute walk) from Downtown (using the Historic Henderson County Courthouse as destination point).

SITE IMAGES



View of the approximate location of the proposed drive for the development, looking towards the intersection of Greenville Highway and Chadwick Ave.



Typical view of the mature trees on the site and existing impervious surfaces.

SITE IMAGES



View of the existing impervious surfaces associated with the previous mobile home use.

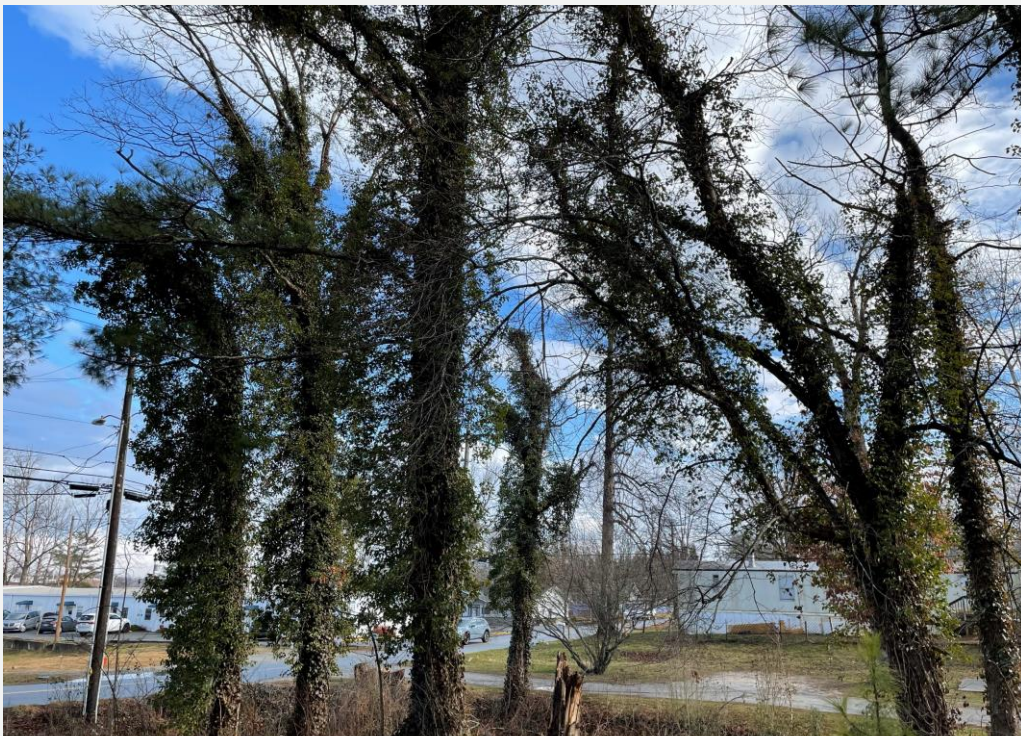


View of the area depicted as a blueline stream on the northeastern property boundary (after a rainfall event). Debris is from the adjacent property.

SITE IMAGES



View of the area depicted as a blueline stream on the northeastern property boundary (after a rainfall event).



View of existing mature trees that are covered with ivy along the northeastern property boundary referenced by the Tree Board during their meeting.

SITE IMAGES



View of existing driveway from Greenville Highway (would be removed with this project).



Typical view within the site facing towards Chadwick Ave.

SITE IMAGES



Typical view of existing mobile home pads within the subject property.



View of existing drive entrance on Chadwick Ave. According to the plans this access would be removed and relocated up Chadwick Ave further away from the Greenville Highway intersection.

REZONING HISTORY

Prior Rezoning (P21-78-CZD)	Summary of Prior Petition	Status
3-3-2022 (GHMU to GHMU-CZD)	2.25 acre development for the construction of 70 multi-family units in 3 buildings.	Active Entitlements

Full Minutes from City Council Meeting:

<https://library.municode.com/nc/hendersonville/munidocs/munidocs?nodeId=4e1ec93b4650e>

904 Greenville Highway Multi-family

3 Buildings (Total Building Footprint= 29,400 Sq Ft) (117,600 Sq Ft of Gross Floor Area)

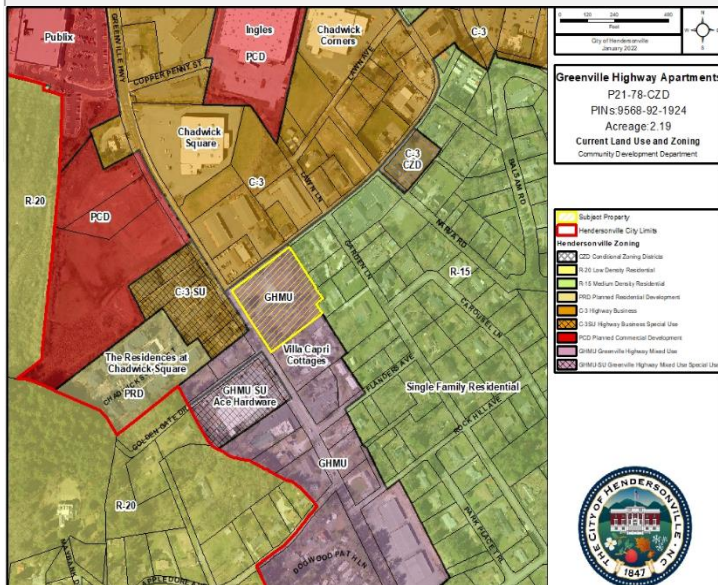
- Building 1- Chadwick Ave
 - 9,800 Square feet
 - 21 units
- Building 2- Corner of Chadwick Ave and Greenville Highway
 - 9,800 Square Feet
 - 28 Units
- Building 3- Greenville Highway
 - 9,800 Square Feet
 - 21 Units

Height:

- 3 and 4 story split.
- 42' max height.

Parking:

- Included surface parking with pervious parking in certain areas.
 - 70 spaces required.
 - 91 spaces proposed.



REZONING HISTORY

Prior Rezoning (P21-78-CZD)	Summary of Prior Petition	Status
3-3-2022 (GHMU to GHMU-CZD)	2.25 acre development for the construction of 70 multi-family units in 3 buildings.	Active Entitlements

Conditional Zoning District Ordinance:

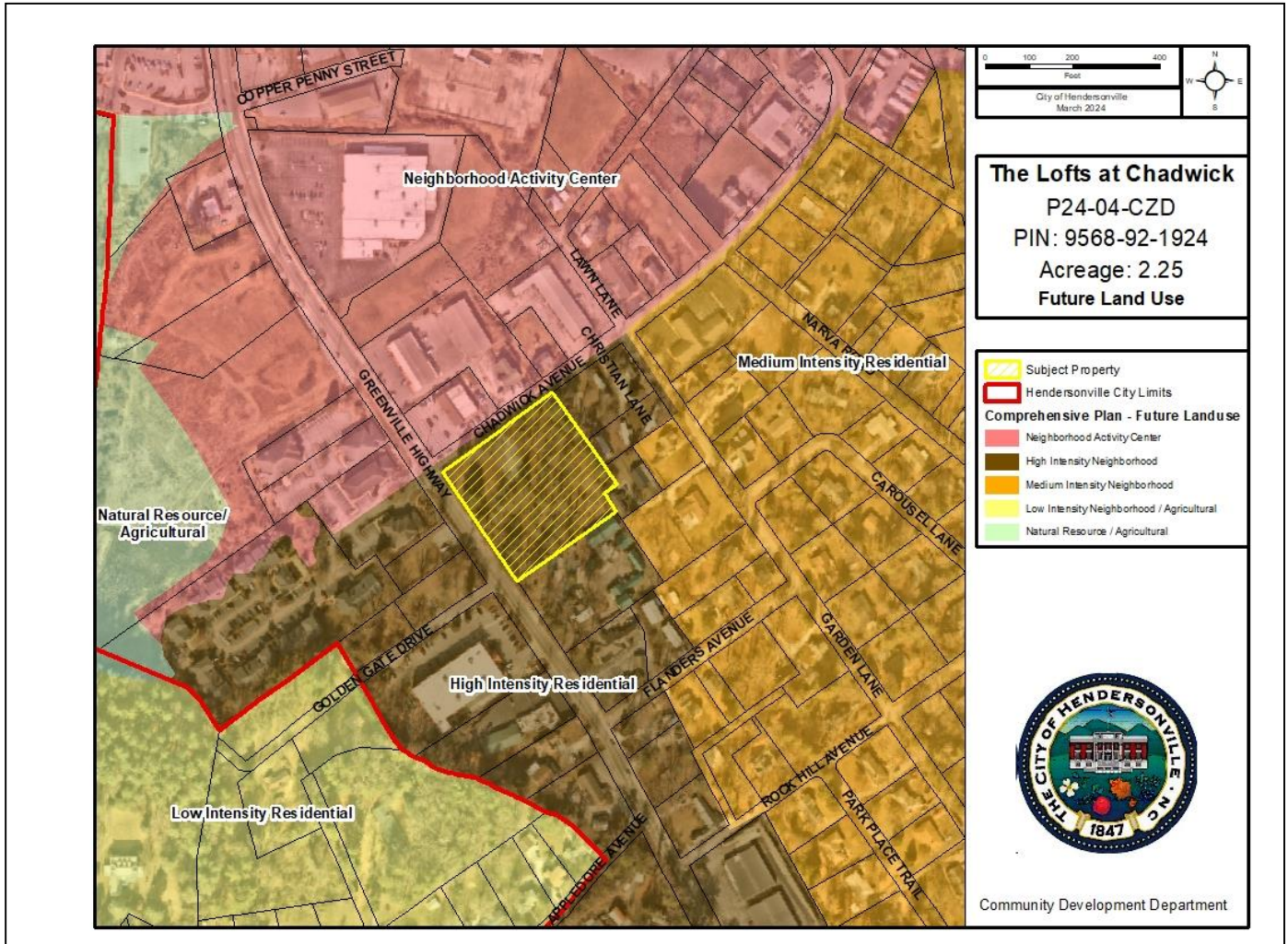
<https://library.municode.com/nc/hendersonville/munidocs/munidocs?nodetid=56dd16b45f6aa>

Conditions:

1. Driveway location shall be shifted as far from the intersection of Chadwick Ave and Greenville Highway as possible.
2. ROW shall be dedicated along Chadwick Ave to include all areas from the back of the proposed sidewalk to the existing ROW/property boundary. At a minimum, the ROW dedication will provide an additional 7.5' measured from the Centerline of Chadwick Ave. Final details of width needed will be coordinated with Traffic Consultant and Public Works Director. The provision of ROW to the City will not reduce the Open Space accounted towards the proposed development.
3. Open greenspace shall be used and preserved around parking areas for green infrastructure: bioswales, bioretention areas, and rain gardens to the degree feasible.
4. The existing natural drainage way along the eastern boundary of the parcel must be preserved at a minimum but should be improved.
5. Trees along the edge of the parking lots and the drainage way along eastern boundary shall be protected in compliance with Article XV, Section 15-4 (C) of the Zoning Ordinance.
6. Additional hardscaping elements to be installed at intersection of Chadwick Ave and Greenville Hwy to demonstrate compliance with Section 18-6-4.5 which states, "On corner lots, the applicant is encouraged to provide a building entry, additional building mass, and distinctive architectural elements at corner of buildings."



FUTURE LAND USE



City of Hendersonville Future Land Use Map

The subject property is located at a boundary edge where a High Intensity Neighborhood District transitions from a Neighborhood Activity Center along the Chadwick Ave intersection with Greenville Highway. It is also in close proximity to the Activity Node located at the intersection of Greenville Highway & Spartanburg Highway. Not only does this location serve as a transitional area for the intensity related to the Activity Node but also the intensity of uses along Greenville Highway - transitioning from High Intensity Neighborhood to Medium Intensity Neighborhood to the east. Low Intensity Neighborhood and Natural Resource / Agricultural designations are also found in vicinity of the project but have a lesser relationship to the proposed rezoning/redevelopment proposal.

GENERAL REZONING STANDARDS: COMPREHENSIVE PLAN CONSISTENCY

Future Land Use	<p>Goal LU-7. High-Intensity Neighborhood: Create Encourage low-maintenance, high density housing that supports Neighborhood and Regional Activity Centers and downtown and provides a transition between commercial and single-family development. Promote walkable neighborhood design that creates attractive and functional roadway corridors and multi-family residential neighborhoods. [CONSISTENT]</p>
	<p>Strategy LU-7.1. Locations:</p> <ul style="list-style-type: none"> • Existing or planned high-density housing neighborhoods (greater than eight units per acre) [CONSISTENT] • Priority infill development areas where high-density development is desirable and/or expected, including: <ul style="list-style-type: none"> • Boulevard and Major Thoroughfare corridors near Neighborhood Activity Centers [CONSISTENT] • Areas surrounding Regional Activity Centers [INCONSISTENT] • Neighborhoods near Downtown, excluding historic neighborhoods. [CONSISTENT] • Neighborhoods between Jackson Park and US-176 [INCONSISTENT]
	<p>Strategy LU-7.2. Primary recommended land uses: Single-family attached and multi-family residential, Planned Residential Developments, Open space [CONSISTENT]</p> <p>Strategy LU-7.3 Secondary recommended land uses: Public and institutional uses, Offices and retail along thoroughfares, Recreational amenities [INCONSISTENT]</p>
	<p>Strategy LU-7.4 Development guidelines:</p> <ul style="list-style-type: none"> • Eight or more units per gross acre [CONSISTENT] • Placement of higher-intensity uses (e.g. office or higher-density residential) close to Boulevards and Major Thoroughfares, and/or adjacent to Neighborhood and Regional Activity Centers [CONSISTENT] • At least 60% open space in new residential developments greater than three acres [INCONSISTENT] • Architectural guidelines to encourage compatibility between different land uses (e.g. similarities in building height, massing, roof pitch, and rhythm of windows and façade detailing) [CONSISTENT] • Encouragement of walkable neighborhood design, as described under Goal PH-3 in Chapter 2 [CONSISTENT]
Land Use & Development	<p>The property is designated as a “Priority Infill Area” on the Growth Management Map (Map 8.3a). Priority infill areas are “Areas that are considered a high priority for the City to encourage infill development on remaining vacant lots and redevelopment of underutilized or underdeveloped properties”. [CONSISTENT]</p>
	<p>Goal LU-1. Encourage infill development that utilizes existing infrastructure in order to maximize public investment and revitalize existing neighborhoods. [CONSISTENT]</p>

	Strategy LU-1.1. Encourage infill development and redevelopment in areas planned for high-intensity development, as indicated by the “Priority Infill Areas” on Map 8.3a. [CONSISTENT]
Population & Housing	Housing Affordability: <ul style="list-style-type: none"> • Growth in home values in Hendersonville and Henderson County has outpaced the Asheville MSA, North Carolina and the United States. • Home appreciation rates have exceeded income and population growth, creating a need for affordable housing and a mismatch between jobs and housing in Hendersonville. • Comprehensive Plan Survey respondents overwhelmingly felt that there is an inadequate supply of safe/decent affordable housing in Hendersonville. • Participants at Steering Committee and public meetings expressed a desire for a mix of housing types that are affordable to a range of incomes
	Strategy PH-1.1. Promote compatible infill development.
	Action PH-1.1.1. Develop design guidelines for infill development. Guidelines should focus on architectural compatibility and scale. Landscape buffering standards should be included for scenarios in which architectural transitions are inadequate. Special attention should be given to properties within or adjacent to historic districts.
	Action PH-1.1.2. Implement zoning map and/or text amendments as needed in the Priority Infill Areas identified on the Growth Management Map in Chapter 8 (Map 8.3a). Priority Infill Areas are areas in which the City encourages infill and/or redevelopment. Amendments will bring zoning standards in line with desired form and land uses.
	Action PH-1.5.6. Promote the installation of street trees through private redevelopment projects and targeted installations in locations such as “park streets” identified in Strategy CF-7.1 in Chapter 5
	Goal PH-2. Encourage a wide range of housing types and price points in order to meet the diverse and evolving needs of current and future residents, match the housing supply with the local workforce, and promote diverse neighborhoods.
	Strategy PH-2.2. Encourage provision of affordable housing units in new developments.
	Action PH-2.2.1. Develop performance standards and/or density bonuses that encourage at least 10% of new housing units sold in a new development to be affordable to people making up to 80% of the area median household income.
	Goal PH-3. Promote safe and walkable neighborhoods.
	Strategy PH-3.2. Encourage mixed land use patterns that place residents within walking distance of services.
Action PH-3.2.1. Promote mixed-use redevelopment along major thoroughfares through zoning map and/or text amendments in accordance with the High-Intensity Neighborhood and Neighborhood Activity Center classifications on the Future Land Use Map	
Natural &	Goal NR-1. -Preserve environmentally sensitive areas in order to protect life and property from natural hazards, protect water resources, and preserve

Environmental Resources	natural habitat.
	Strategy NR-1.2 Protect land adjacent to streams to protect water quality, reduce erosion and protect wildlife habitat.
	Action NR-1.2.1 Encourage protection of streams and wetlands and land adjacent to them
	Goal NR-2. - Provide a variety of quality open space, distributed equitably throughout Hendersonville, that can be used for recreational opportunities and aesthetic enhancements
	Strategy NR-2.3 Promote preservation of woodlands. Mature trees and wooded areas are significant community-defining natural features that contribute to Hendersonville’s identity. Trees provide several additional community benefits, as described in Figure 3.3c.
	Action NR-2.3.1 Continue to encourage tree preservation by providing existing tree preservation credit toward landscaping requirements
	Action NR-2.3.5 Encourage larger developments to place structures and roadways in areas where land has been disturbed and trees have already been removed
	Goal NR-3. Reduce the ecological footprint of developed and developing areas in order to reduce the impact on natural resources, create a healthy, sustainable community and reduce energy costs.
	Strategy NR-3.2. Enable and encourage Low-Impact Development practices in stormwater management
Cultural & Historic Resources	The subject property is less than .3 miles from a locally-designated historic landmark, the Brookland Charles Edmondston House at 299 Balsam Rd. The surrounding residential area appears to primarily be post-WWII conventional suburban development.
	No Goals, Strategies, or Actions are directly applicable to this project.
Community Facilities	No Goals, Strategies or Actions are directly applicable to this project.
Water Resources	Goal WR-2. Understanding that communities and the natural environment located downstream are dependent on clean water, strive to preserve the quality of water as it flows through Henderson County
	Strategy WR-2.1. Continue to fund and operate the City’s stormwater management program.
	Action WR-2.1.4 Continue to require the control of construction site runoff through the permitting and inspection process of Henderson County’s Erosion Control Division
	Action WR-2.1.5 Continue to require the control of post construction runoff through the City’s stormwater regulations.
	Strategy WR-2.3. Enable and encourage Low-Impact Development practices in stormwater management.

Transportation & Circulation	Greenville Highway is designated as a major throughfare in need of improvements according to Map 7.3a: Transportation Plan
	Map 7.3a shows a potential greenway location along this property's frontage on Greenville Highway.
	Walk Hendo identified sidewalks along Greenville Highway as a priority. <ul style="list-style-type: none"> • NC-225 Sidewalk South of Chadwick Avenue Golden Gate Drive • NC-225 Sidewalk South of Golden Gate Drive Appledore Avenue • NC-225 Sidewalk Appledore Avenue Erkwood Drive (SR-1164) Sidewalks on Chadwick Ave were also identified. <ul style="list-style-type: none"> • Chadwick Avenue Sidewalk NC-225 South of Lawn Avenue
	Strategy TC-1.1. - Encourage mixed-use, pedestrian-friendly development that reduces the need to drive between land uses.
	Goal TC-3. Provide a safe and efficient roadway system that meets adequate vehicular level-of-service requirements in order to support business activity and residential quality of life.
	Strategy TC-3.2. Coordinate with the NC Department of Transportation and French Broad River Metropolitan Planning Organization (MPO) on localized transportation planning.
	Action TC-3.2.1 Work with the French Broad River MPO on updates to the Comprehensive Transportation Plan to reflect the map classifications depicted on Map 7.3a
	Action TC-3.4.5 Widen and improve existing roadways as indicated on Map 7.3a, based on studies of existing and projected traffic volume as compared to current capacity
	Strategy TC-4.2. Ensure that all bus stops are in locations that can be accessed safely and conveniently by pedestrians.

GENERAL REZONING STANDARDS	
Compatibility	Whether and the extent to which the proposed amendment is compatible with existing and proposed uses surrounding the subject property –
	The subject property is currently a vacant and previously developed site. The proposed development site is located in a commercial corridor near the US and State route intersection of Spartanburg Highway (US 176) and Greenville Highway (NC225). The subject property is also in the general proximity of downtown. The design guidelines of the GHMU Zoning District, further ensures that a development of this scale is compatible with the surrounding area and corridor.
Changed Conditions	Whether and the extent to which there are changed conditions, trends or facts that require an amendment -
	The southern end of Hendersonville has continued to develop as a key commercial node for the City with a wide range of groceries, restaurants, pharmacies, retail shops, services, and high density residential.
Public Interest	Whether and the extent to which the proposed amendment would result in a logical and orderly development pattern that benefits the surrounding neighborhood, is in the public interest and promotes public health, safety and general welfare -
	Based on the 2021 Bowen Housing Needs Assessment for Western North Carolina, Henderson County has an estimated rental housing gap of 1,650 to 2,008 Units for incomes between <50%-120% AMI. This represents one of the largest gaps in the WNC region. Over the last 4 years, the City of Hendersonville has approved <u>1,915</u> rental units (218 of the units are inactive *been dormant for more than 6 months*). If this project is approved, Hendersonville’s recently-approved rental units would total <u>1,975</u> . However, of the 1,915 units approved over the last 4 years, only <u>103</u> of the units have been affordable units for residents making 30% to 80% AMI. It should also be noted that the Housing Needs Assessment Study does not account for the housing gap for incomes below 50% AMI. An additional gap, beyond that reflected in the “1,650 to 2,008-unit gap”, exists for those income levels lower than 50% AMI.
Public Facilities	Whether and the extent to which adequate public facilities and services such as water supply, wastewater treatment, fire and police protection and transportation are available to support the proposed amendment
	This development would be considered an infill development. It would utilize existing roadways and infrastructure. Water and sewer infrastructure are already present in Greenville Highway and Chadwick Ave. The site is already served by Hendersonville police and fire.
Effect on Natural Environment	Whether and the extent to which the proposed amendment would result in significantly adverse impacts on the natural environment including but not limited to water, air, noise, storm water management, streams, vegetation, wetlands and wildlife -

Blueline Stream- The most recent USGS seven-and-one-half minute quadrangle topographic maps covering the City of Hendersonville shows that this property has a blueline stream along the northeastern property boundary. The site plan does not currently show the required 30' stream buffer and 20' transitional area. The developer proposed a condition that states "...Based on the revision from the 2019 to the 2022 USGS quad maps the drainage feature now shows as a stream. Prior to the construction document phase developer shall have the surveyor complete a field survey of the existing drainage feature and have an environmental scientist complete a site assessment to determine if the stream is jurisdictional. The developer does not proposed to have any impacts with the stream and agrees to as much as possible clean up the stream and stabilize the stream banks within our property. In either case the developer is requesting the required stream buffers to be waived."

Mature Trees: There are a total of 60 trees that are 12" or greater DBH on the site. 12 of the existing trees are proposed to be preserved while 48 trees are slated for removal. The developer proposed the following condition "Developer shall provide tree protection during construction process. The proposed tree protection fence limits will not meet the code requirements of 1' for every 1" of tree diameter based on the existing impervious coverage and tight constraints of the site. Proposed tree protection will provide the maximum amount of tree protection as possible. Any preserved tress (large maturing or pine) counted towards credit that dies within 10 years will be re-planted with a single Genera Quercus (Oaks), Acer (Maples), or Carya (Hickories)." This condition was a counter to a Tree Board recommended condition.

Floodplain: The subject site is completely outside of the special flood hazard areas. However, the site is approximately 31' from the 500 year floodplain boundary and approximately 53' from the 100 year floodplain boundary.

The petition is found to be **consistent** with the City of Hendersonville 2030 Comprehensive Plan based on the information from the staff analysis and the public hearing, and because:

The petition aligns with the City's 2030 Comprehensive Plan's Goals because it encourages infill development in an area planned for high-intensity development, as indicated by its "Priority Infill Area" designation and because multi-family residential of 8 or more units per acre is a primary recommended land use for the High Intensity Neighborhood Designation.

We [**find/do not find**] this petition to be reasonable and in the public interest based on the information from the staff analysis and the public hearing, and because:

DRAFT [Rationale for Approval]

- *The petition proposes to provide additional affordable housing to offset the large affordable local rental demand.*
- *The petition proposes to provide affordable housing on a long vacant and underutilized piece of property near commercial corridors and is within walking distance to downtown.*
- *The proposed project would be a reduction in permitted by right intensity for the subject property by going from a 70 unit, 3-4 story spilt market rate multi-family development to a 60 unit, 3 story affordable senior housing multi-family development.*
- *The proposed development is the only LIHTC (Low Income Housing Tax Credit) project going through the tax credit process in the City of Hendersonville this cycle. If the project is approved and receives tax credits; the development would provide senior affordable housing as governed by North Carolina Housing Finance Agency requirements.*

DRAFT [Rational for Denial]

- *The proposed development proposes to remove 48 mature trees from the site while only maintaining 12 mature trees. The developer is proposing to receive tree credits for the 12 preserved trees on the site while not providing the required tree preservation measures outlined in 15-4.*
- *The project is not providing all required stream buffer and transitional area protections measures for a blueline stream identified in the most recent USGS seven-and-one-half minute quadrangle topographic maps.*
- *The proposed development does not show an area designated for loading and unloading as required by the zoning ordinance.*

PROPOSED REQUEST DETAILS

Site Plan Summary:

- Proposed Uses:
 - Residential, Multi-Family

- Building:
 - 60 Units
 - Gross Floor area: 75,000 SF
 - Building footprint: 25,000 SF
 - 3 stories (36' 3" at the highest point)
 - The building/site is required to meet all building and design requirements of Greenville Highway Mixed Use developments, and this includes but is not limited to building materials, building offsets, building projections, building orientation, building scale, etc.

- Transportation:
 - The site will have one access point from Chadwick Avenue (local street).
 - The development will not be utilizing either existing access to the site. The Greenville Highway Access will be removed, and the Chadwick Ave access is being pushed further from the Greenville Highway and Chadwick Ave. intersection.
 - The developer is dedicating 25' of R/W from the center line of Greenville Highway to NCDOT and 25' from the centerline of Chadwick Ave. to the City to aid in any future improvements of each road.

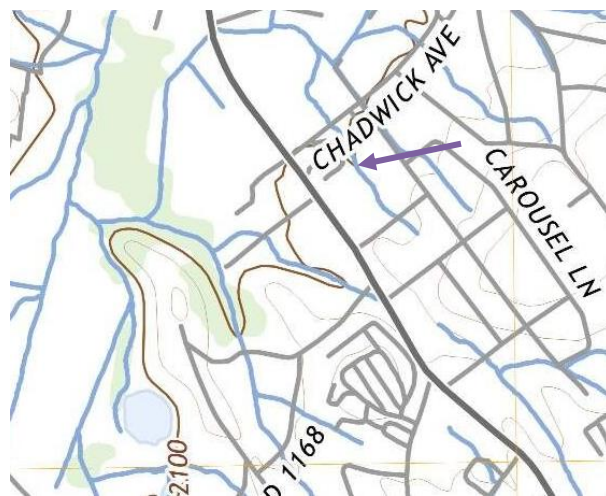
- Sidewalks
 - The development will provide sidewalks along their entire property frontage on Chadwick Avenue and Greenville Highway. The sidewalks are shown as 6' wide; the City's minimum requirement is 5' wide.
 - A private sidewalk will connect all entrances of the building to the public sidewalks at Chadwick Avenue.

- Lighting
 - All site lighting will be required to conform to the City's lighting standards for multi-family developments and developments abutting a blueline stream. The lighting plan is a component of the final site plan review.

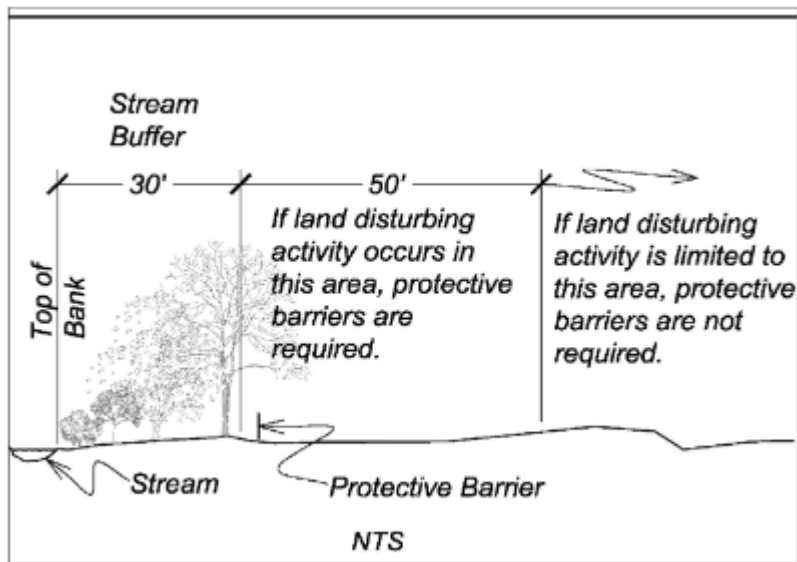
- Parking:
 - Parking is required at 1 per dwelling unit.
 - Parking required: 60 spaces.
 - Parking provided: 70 spaces (including 10 ADA parking spaces)
 - All parking is provided at the side or rear of the property and screened from the public rights of way.
 - Drive Aisles
 - All interior drive aisles are proposed to be 26' wide. This is in

alignment with the requirements of Appendix D of the Fire Code.

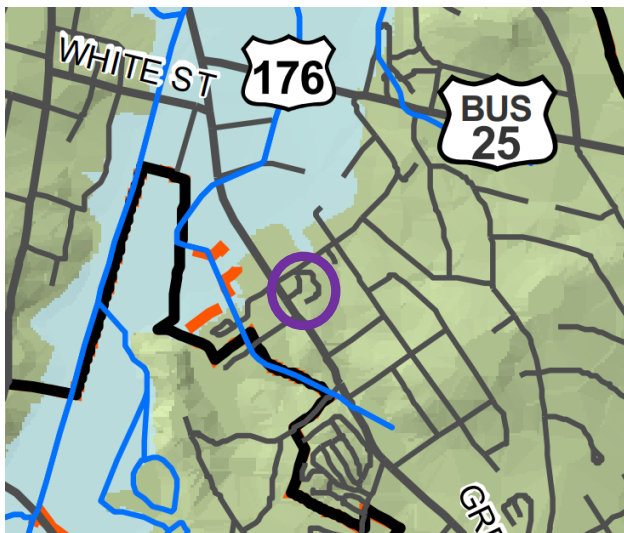
- Landscaping
 - This development will be required to provide:
 - Vehicular Use Landscaping (Sec. 15-9. - Landscaping for vehicular use areas.)
 - Interior parking lot plantings.
 - Planting strip plantings.
 - Buffer from street plantings.
 - Street trees (Sec. 5-18. - EC Entry Corridor Overlay Districts.)
 - Common Space Trees (5-22-4.1.4 Common space.)
 - Open Space trees and shrubs (Sec. 15-13. - Special provisions regarding open space landscaping in Mixed Use Districts)
 - The developer is proposing that his “Mixed Use District Open Space” shrubs create a pollinator garden of perennials and shrubs along the northeastern property boundary running parallel to the blueline stream.
- Blueline Stream
 - The most recent (2022) USGS seven-and-one-half minute quadrangle topographic maps covering the City of Hendersonville shows that this property has a blueline stream along the northeastern property boundary.



- Blueline streams require stream buffers which apply on each side of the stream and is measured 30 feet horizontally from the top of the stream bank in a direction perpendicular to the stream flow.
- There is also a 20-foot transitional area immediately landward of the stream buffer which may be graded, landscaped and/or used for pedestrian or vehicular purposes so long as no impervious materials are utilized.



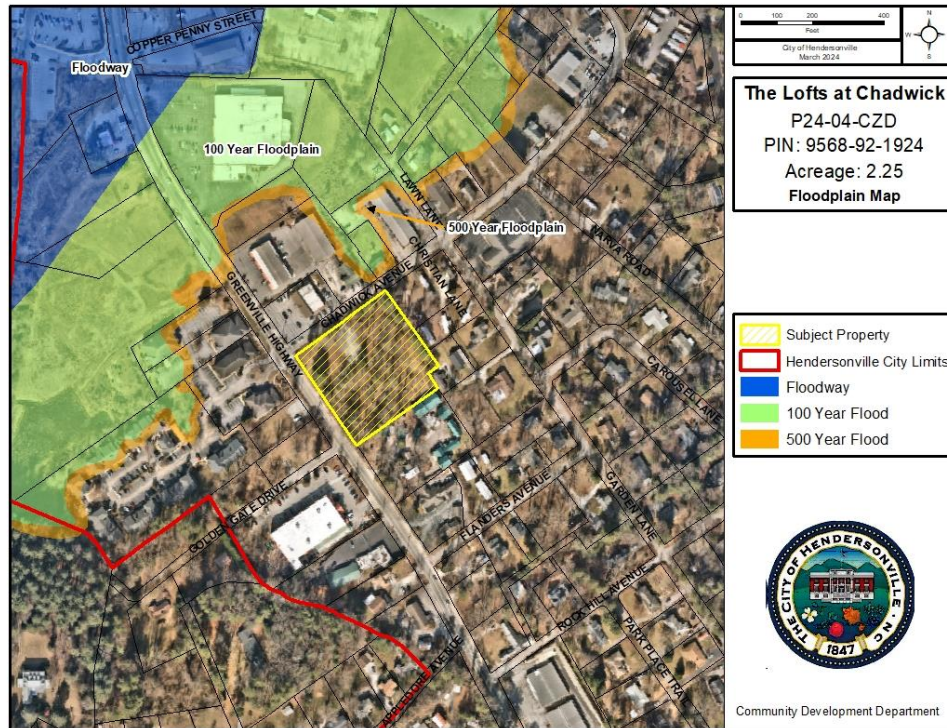
- This blueline stream was not present in our comprehensive plan’s natural resource chapter (2009). Shown below:



- It was also not present in the 2019 USGS seven-and-one-half minute quadrangle topographic maps covering the City of Hendersonville



- Floodplain
 - According to the 2008 FEMA floodplain maps, no portion of this property falls within the Special Flood Hazard areas.
 - The map below shows the mapped floodway, 100 year floodplain and 500 year floodplain.



- Previous Development on the Site:
 - Photo below taken January 27th 2010. Approximately 13 mobile homes were once present on the site. Internal drives, unit pads and abandoned electric meter poles and boxes can still be found around the site today from this development.
 - The previous development appears to go back at least as far back as 1984.
 - It appears that sometime between 2016 and 2018, the mobile home development was demolished.



DEVELOPER PROPOSED CONDITIONS:

- 1. Tree Protection
 - Developer shall provide tree protection during construction process. The proposed tree protection fence limits will not meet the code requirements of 1' for every 1" of tree diameter based on the existing impervious coverage and tight constraints of the site. Proposed tree protection will provide the maximum amount of tree protection as possible. Any preserved trees (large maturing or pine) counted towards credit that dies within 10 years will be re-planted with a single *Quercus* (Oaks), *Acer* (Maples), or *Carya* (Hickories). **Counter to a Tree Board recommended condition.**
- 2. Loading and Unloading
 - Developer is requesting not to provide a loading/unloading zone. The project includes vehicle parking above the code minimum requirement.
- 3. Stream Buffer Requirements
 - At this point it is not clear if the drainage feature along the eastern property line lies within our site or the adjacent property and whether it would be classified as a jurisdictional stream per the ASAAOE criteria. Based on the revision from the 2019 to the 2022 USGS quad maps the drainage feature now shows as a stream. Prior to the construction document phase developer shall have the surveyor complete a field survey of the existing drainage feature and have an environmental scientist complete a site assessment to determine if the stream is jurisdictional. The developer does not proposed to have any impacts with the stream and agrees to as much as possible clean up the stream and stabilize the stream banks within our property. In either case the developer is requesting the required stream buffers to be waived. **Counter to parts of a Tree Board recommended condition and zoning ordinance requirement.**
- 4. Façade
 - The developer is requesting the north, south and east facades of the building to have a maximum offset distance of 24 versus the required 16' as indicated on the architectural building elevations.
- 5. Low-income Housing Tax Credits
 - Proposed development is LIHTC (Low Income Housing Tax Credit) with all (60 units) of the units at or below 80% AMI. The proposed development will provide senior affordable housing as governed by North Carolina Housing Finance Agency requirements.

OUTSTANDING ISSUES & CITY PROPOSED CONDITIONS:

COMMUNITY DEVELOPMENT

Site Plan Comments:

- The site plan accompanying this petition meets the standards established by the Zoning Ordinance for Greenville Highway Mixed (5-22) (minus any developer proposed conditions).

Proposed City-Initiated Conditions:

- None

CITY ENGINEER

Site Plan Comments:

- None

Proposed City-Initiated Conditions:

- None

WATER / SEWER

Site Plan Comments:

- None

Proposed City-Initiated Conditions:

- None

FIRE MARSHAL

Site Plan Comments:

- None

Proposed City-Initiated Conditions:

- None

STORMWATER ADMINISTRATOR

Site Plan Comments:

- None

Proposed City-Initiated Conditions:

- None

FLOODPLAIN ADMINISTRATOR

Site Plan Comments:

- None

Proposed City-Initiated Conditions:

- None

PUBLIC WORKS

Site Plan Comments:

- None

Proposed City-Initiated Conditions:

- Provide the City of Hendersonville with the dedication of R/W 30' from the center of the existing R/W for Chadwick Ave.
 - The developer did not agree to this but is showing a dedication of 25' from the center line of Chadwick Ave.

NCDOT

Site Plan Comments:

- This site plan does not define the right of way width as shown.
- This section of NC 225 is identified as a "Major Thoroughfare - Needs Improvement" by the approved FBRMPO CTP. The CoH has identified this section as needing improvement.
- Should show a dedicated Right of Way line as 50' from centerline, as has been previously required on this section of NC 225.
- Per the NCDOT Driveway Manual "the NCDOT may require the applicant to reserve or dedicate minimum right-of-way needs as identified by local government transportation plans for the state-maintained roadway along the property frontage. This may require that the driveway design and internal circulation be compatible with the future right-of-way location"
- This site plan prevents the CoH and NCDOT from being able to make improvements needed for this classification of roadway without purchasing the entire structure.
- NCGS 136-18(29) provides statutory authority to require turn lanes for roads with an ADDT over 4000. This site plan would prevent a single right turn lane onto Chadwick.
- If the CoH chooses not to follow the approved CTP on this one – the CoH should coordinate with FBRMPO to have the CTP amended to remove this section of NC 225.

Proposed NCDOT-Initiated Conditions:

- Provide NCDOT with a 50' R/W from the centerline of Greenville Highway.
 - The Developer did not agree to this, but is showing a dedication of 25' of R/W from the center line of Greenville Highway.

HENDERSON COUNTY SOIL & EROSION CONTROL

Site Plan Comments:

- None

Proposed Condition:

- None

TRANSPORTATION CONSULTANT (KIMLEY HORN)

TIA Comments:

- A TIA was not required for this project due to the low expected trip generation. The City's triggers of 100 peak hour trips and 1,000 daily trips were not met.

Trip Generation									
Land Use	Intensity	Units	Daily	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
Residential Land Uses			198	12	4	8	15	8	7
252 - Senior Adult Housing - Multifamily	60	DU	198	12	4	8	15	8	7

Proposed Condition:

- None

For historical reference only (this is not related to this development):

- The previously approved development conducted a TIA for their development. The previous development had the below expected trip generation:

Table E-1: Site Trip Generation

LAND USE (ITE Code)	INTENSITY	DAILY TRIPS (VPD)	WEEKDAY AM PEAK HOUR (VPH)		WEEKDAY PM PEAK HOUR (VPH)	
			Enter	Exit	Enter	Exit
Mid-rise Multifamily (221)	80 DU	434	7	21	22	14

- The only recommended mitigation that came from this TIA was at the site entrance. The traffic engineer who conducted the TIA provided the below mitigation.
 - Chadwick Avenue and Site Access.
 - Construct northbound approach [Site Access] with one ingress lane and one egress lane.
- These findings were based on these existing traffic conditions:
 - Existing peak hour traffic volumes were determined based on traffic counts conducted at the study intersections listed below, in January 2022 during the typical weekday AM (7:00 AM – 9:00 AM) and PM (4:00 PM – 6:00 PM) peak periods while local schools were in session:
 - Greenville Highway and Spartanburg Highway
 - Greenville Highway and Chadwick Avenue
 - Spartanburg Highway and Chadwick Avenue
 - Greenville Highway and White Street
- The City’s Traffic consultant (Jonathan Guy) reviewed the provided TIA for this project and determined that:
 - “Based on a technical review of the TIA as submitted, the analysis and recommendations provide a reasonable assessment of the traffic impacts associated with the proposed development on the adjacent street network. The report text and figures should be revised as noted herein for completeness and correctness, and a technical memo or addendum to this TIA should be completed as a response to all comments.”
 - Jonathan provided an additional recommendation which was

“Consideration should be given to moving the driveway on Chadwick Avenue as far back from the intersection with Greenville Highway as practically possible. As shown, the current location could impact the operations of the intersection. Furthermore, pushing the driveway back will allow for a future installation of a left-turn lane at the signal with Greenville Highway. In its current location and with the installation of a left turn lane the driveway could be limited to right-in/right out operations at some point in the future.”

- **The current proposal has taken this advice and moved their site access as far away from the Greenville Highway Chadwick Ave intersection as possible.**

TREE BOARD

Site Plan Comments:

- None

Proposed City-Initiated Conditions:

- See attached Tree Board summary.