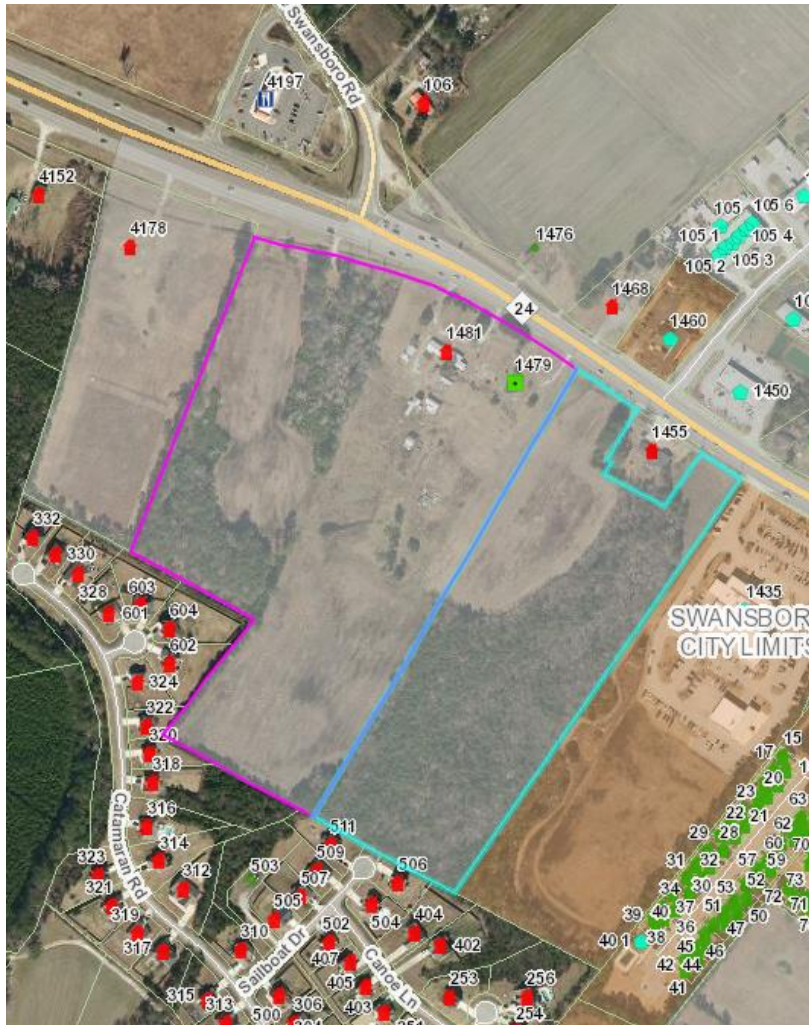


Flybridge

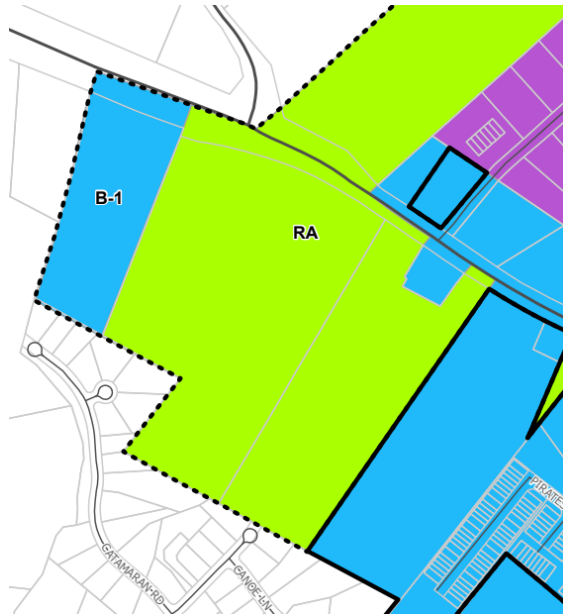
At Tax Parcel ID 019494 and 027733, the proposed mixed-use development will consist of 300 multi-family units, and five commercial outparcels on approximately +/- 38.92 acres of land. This parcel of land is in Swansboro's extra territorial jurisdiction and does fall under Swansboro's planning jurisdiction.



To start, developers for Flybridge have applied for a conditional rezoning and a future land use map amendment (please see application attached). Currently, the parcel is zoned RA (residential-agricultural) and is also labeled as RA (rural/agricultural) on Swansboro's Future Land Use Map. In order to meet zoning and planning requirements, they are requesting to be rezoned to Conditional B-1 (business) and have the Future Land Use Map be amended to Suburban Town Center (highway commercial). These parcels are surrounded on either side by properties zoned B-1. Conditional rezonings differ from your standard rezoning process in that it allows the Town to enter in discussion with the developer to agree on conditions in order to meet desired development and typically is used to preserve environmentally sensitive areas such as wetlands. In return, the developers are granted some flexibility in zoning requirements such as lot sizes,

setbacks, and building heights. It is important to note that developers must offer these conditions or officially indicate, on the record, that it consents to any revised or additional condition under consideration.

Town Zoning Map and Legend



Town Limits	ZONING	CON	O-I	R-6
Extraterritorial Jurisdiction	B-1	G/E	PUD	R-6SF
Swansboro Historic District	B-2	M-1	R-10SF	R-8SF
Parcels	B-2HDO	MHS	R-20SF	RA
	B-3	MHS-15SF	R-40SF	

Swansboro Future Land Use Map and Legend



Legend

Urban_Waterfront
Road Centerlines
Town Limits
Extraterritorial Jurisdiction (ETJ)
Future Land Use Designations
Traditional Town Center (TTC)
Suburban Town Center (STC)
Coastal Traditional Neighborhood (CTN)
Low Density / Suburban Neighborhood (LDSN)
Rural / Agricultural (RA)
Employment / Light Industrial (ELI)
Conservation Priority Area (CPA)
Gateway Corridor (GC)

Steps needed for approval:

1. Two community meetings held by developers to inform citizens on proposed development (this is a requirement of conditional rezoning and mailed notice was sent out to all who live in a mile radius of the site). This is not a Town sponsored meeting, and no decisions are made at this meeting.

After community meetings are completed:

2. Future Land Use Map amendment to Suburban Town Center and;
3. Conditional rezoning to B-1

Items 2 and 3 will be heard first at the Planning Board and then at the Board of Commissioners in September depending on if the Planning Board decides to table discussion/recommendation for any reason. With approval of both step 2 and 3 from the Board of Commissioners, they will then move to step 4.

4. Technical Review Committee which is a staff level review of Site Plan.

Once TRC review is complete and Site Plan is approved;

5. Special Use Permit will need to be granted. Multi-family development, apartments in this case, is only a permitted use with a Special Use Permit in B-1.

The Special Use Permit application will first go to the Planning Board for review and recommendation and then go to the Board of Commissioners for approval or denial.

History:

This is Flybridge's second application submittal for this request of a CAMA Future Land Use amendment and conditional rezoning. The first application for a CAMA Future Land Use amendment was heard by the Planning Board at their January 7, 2025, regular meeting and was denied by the Board of Commissioners at their February 25, 2025, regular meeting. The first application for conditional rezoning was heard and recommended for denial to the Board of Commissioners by the Planning Board at their January 7, 2025, regular meeting and was withdrawn by developer at the Board of Commissioners February 25, 2025, regular meeting.

The second submittal for these items was brought before the Planning Board at their August 5, 2025, regular meeting and was tabled for further review until their September 2, 2025, regular meeting. At their September 2, 2025, regular meeting, the Planning Board recommended denial to the Board of Commissioners for both items.

TIA review by town traffic engineer and NCDOT:

Regarding the required traffic impact analysis for this project, Jeff Hochanadel with the Timmons Group (town traffic engineer) along with engineers at NCDOT reviewed, made comments, and required improvements be made by the developer. The NCDOT approval letter (attached in agenda) of Flybridge TIA was reviewed and approved by our town engineer as well. The sealed report outlining this review and approval from our traffic engineer is included in the agenda.

See excerpts from the CAMA Future Land Use Plan for Rural/Agricultural (current designation) and Suburban Town Center (proposed designation)

RURAL / AGRICULTURAL (RA)

Respect for agricultural lands was determined to be an important character of the Swansboro area. Rural views and working farms were once a major component of the landscape. Contrary to common conception, farms are not idyllic gardens or “neighborhoods waiting to develop” but are an almost industrial-type use where soil is worked and food/products are grown and harvested by large machines. Higher, flatter, drier areas are often the first to be consumed by development, and that has occurred in Swansboro, even as recently as the construction of the new high school. Preservation of existing agricultural areas was therefore prioritized with the creation of a FLU designed to protect these landscapes.

CHARACTER

Residential structures are typically separated from each other by large yards and/or working farms that may contain industrial-style structures like pole barns or large metal sheds. Farm equipment and machinery is likely to be found stored outside either year-round or in between jobs. Landscaping is often sparse and generally is subservient to the uses on the farms.

ACCESS AND CIRCULATION

Characterized by rural roads with ditches and very little accommodation for pedestrians. Additional right-of-way may be reserved if the road is a rural thoroughfare, or likely to be widened and improved in the future.



Example of a rural homestead



Agricultural field

SETBACKS

Setbacks for residential structures often mimic Low Density/Suburban Neighborhood (LDSN), but setbacks for industrial structures should be closer to or greater than those found in Employment / Light Industrial (ELI). Minimum setbacks are often exceeded by nonresidential structures, which are located to facilitate work operations. Farm buildings often also function as repair shops, storage facilities, and limited processing operations, and so should be treated (and buffered) as such.

MASSING AND BUILDING HEIGHTS

Usually lower height structures, especially for residential, although some non-residential structures will likely be two stories tall to accommodate larger farm equipment.

BLOCKS

Maximum block lengths must not exceed twice the specifications found in Coastal Traditional Neighborhoods, regardless of density of development. This is especially relevant when connecting to existing roads which are or will be thoroughfares or collectors of any sort, including residential collectors. The appropriate block length will allow the neighborhood to evolve as the town grows and changes through time.

PARKING

Off-street parking is prevalent in this area. It is not uncommon to have informal parking areas associated with farm operations. Residential uses will have parking consistent with their zoning.

APPROPRIATE DENSITY

- » Lower densities that are separated by working agricultural areas.
- » Up to 4 dwellings per acre of any type of residential within a 1/2-mile walking distance of any Town Center area or within 1/4 mile walking distance of a Coastal Traditional Neighborhood area, whichever is greater (i.e. - allows increased densities to more property).
- » Up to 4 dwellings per acre of any type residential within a 1/4-mile walking distance



Example of Rural Agricultural (RA)

of a public park of 5 acres or more in size, if there is improved pedestrian access.

- » Up to 0.2 dwellings per acre in all other areas.

REPRESENTATIVE AREAS

- » Farmland and residential homes on Howard Lane
- » And to a lesser degree, on Corbett Road, Ella Lane, and some areas along Swansboro Loop Road

OTHER CONCERNS

The lower density of development in RA will quickly consume land in this area when it is developed and may inadvertently displace residential demand and development to just outside the town's ETJ. This may be exacerbated by the availability of water and sewer services, and potentially lower lot size requirements. The Town should coordinate with the County and ONWASA to avoid this outcome.

Additionally, a restriction on density within the town which provides municipal services (i.e. - parks, streets, water, sewer, police, etc.) may consume a large amount of land and return a lower amount of revenue (property taxes) that is used to support those municipal services. Generally speaking, higher density lots will provide greater return on investment (property taxes) to support the services that the town provides.

SUBURBAN TOWN CENTER (STC)

These areas are meant to be commercial activity nodes that are more auto-oriented such as the intersections of Hammocks Beach Road or Queen's Creek Road with NC 24. In well-designed projects, a person can patronize several businesses via access easements between businesses, a secondary road network, or on foot. Uses may be mixed, generally are larger in scale and include higher density residential including townhomes, market-rate apartments with access to major thoroughfares and existing utilities. Office, civic and institutional uses may be incorporated into this land use class. Development opportunities may occur on greenfields or sites with underutilized uses ripe for redevelopment.

CHARACTER

This auto-oriented business district, located at nodes along NC 24, supplies goods and services used by the community over the course of a week or month. These businesses are often supported by customers over a large geographic area and may be a regional draw. Uses may be mixed - often mixed horizontally - outlots and larger-scale (ex - grocery, larger-scale retail up to a certain square footage, etc.). While vehicular traffic dominates, all modes of travel are accommodated.

ACCESS AND CIRCULATION

Access management from major thoroughfares is key and the creation of a secondary internal street network can relieve or reduce the number of curb cuts and turning movements. Access to private or shared

Variety of scale and character for commercial development





Example of Suburban Town Center (STC)

parking, cross-access and shared driveways between adjacent businesses should be required in order to reduce traffic congestion. There are limited on-street parking opportunities.

Complete streets should be utilized, including bicycle and pedestrian infrastructure. Sidewalks should be included on all roads and from the main roads to business entrances. Ideally, sidewalks will be separated from traffic lanes by landscaping which is also used to screen the parking areas. Inter-parcel access is paramount for improving traffic circulation between developments and adjacent parcels of land.

SETBACKS

Large developments should be presented as a cohesive plan and can be implemented in phases. Smaller lot development is characterized by moderate setbacks which can accommodate vehicular circulation. Access between parcels is required. Parking may be either allowed or discouraged between the main structure and the streets, depending on context, but should be screened with landscaping.

MASSING AND BUILDING HEIGHTS

Scale is important. Large buildings setback behind a field of parking a couple hundred feet from the road is not the desired aesthetic expressed by the community. Minimum heights and maximum setbacks should be considered along thoroughfares. The orientation of entrances

to other buildings to create "spaces" that are "places" is important.

PARKING

Parking is primarily accommodated in private lots for each business or building. Some on-street parking may be present, but likely only in targeted areas.

APPROPRIATE DENSITY / INTENSITY

This district has a moderate level of density with:

- » Up to eight dwellings per acre single family detached residential.
- » Up to 12 dwellings per acre multi-family residential.
- » Development of this intensity should employ stormwater control measures that exceed the State stormwater control standards, and may include solutions that are shared between several properties. With increased density, the minimum elements of the Watershed Plan should be addressed:
 - » Identify pollution sources that need control measures
 - » Identify and detail reduction load and measures necessary to meet water quality standards
 - » Detailed management activities and the expected outcome
 - » Utilize green infrastructure