

Expanded Overview:

The four parcels of land requested for rezoning by Emerald Coast, Inc. are in the ETJ and currently zoned O/I (Office Institutional). *See figure 1.* The 2019 CAMA Land Use Plan depicts these parcels as Low Density /Suburban Neighborhood (LDSN) along the Gateway Corridor (GC). *See figure 2.* The tracts front on Queens Creek Road and are located approximately 966 feet from the intersection with NC Highway 24. They are surrounded by property zoned B-1. Across Queens Creek the property is Government/Education and contains Swansboro High School and Queens Creek Elementary School. Some recent NCDOT improvements have been made to the entrances at the schools as well as a traffic light added at the intersection. *See figure 3.* The allowable density according to the 2019 CAMA Land Use Plan is up to 5 dwellings per acre of any type of residential development.

Staff supports the property remaining O/I (office institutional) zoning as a buffer between the low-density residential zoning and the surrounding commercial area, as previously designated in the 2009 Future CAMA Land Use Map. Currently, the commercial B-1 rezoning request is not in keeping with the newer 2019 Future CAMA Land Use Map which now designates this area as a Low Density/Suburban Neighborhood.

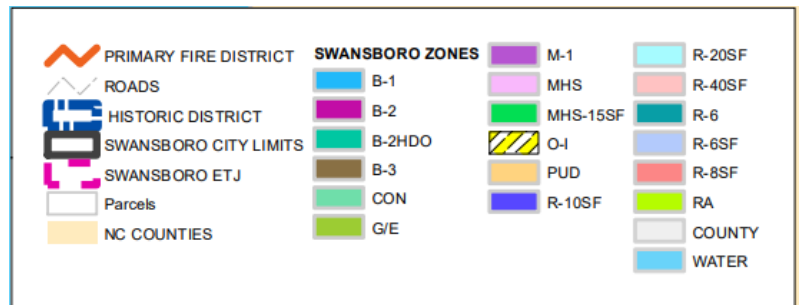
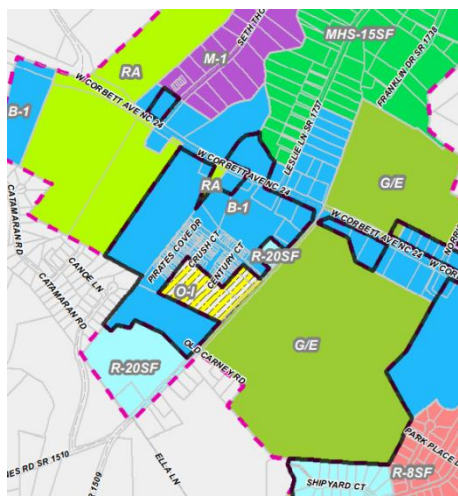


Figure 1- Town Limits Map

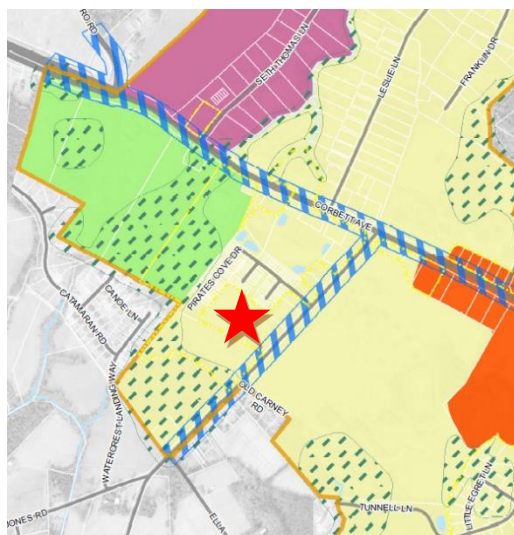


Figure 2- Future Land Use Map

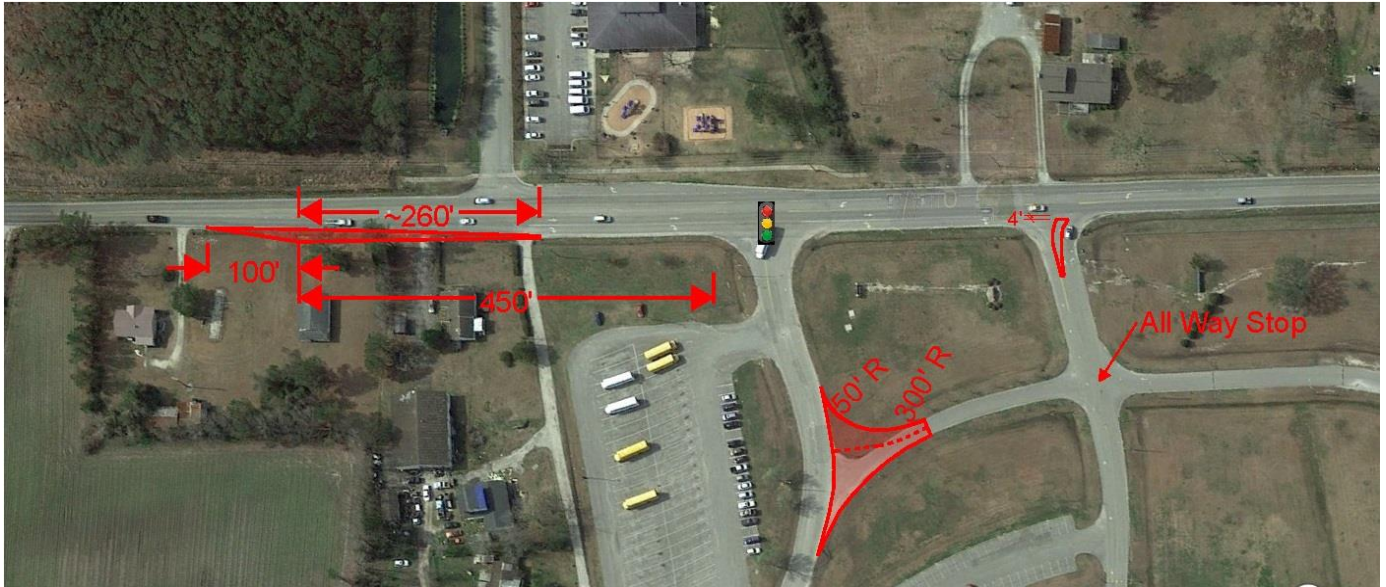


Figure 3- NCDOT Improvements

A recent conversation with the Town’s Traffic Engineer, Jeff Hochanadel verified that the most recent bidirectional traffic count on Queens Creek Road was from 2019 and was 14,000 trips a day. A significant increase of 2,000 trips from the past count in 2015 which was 12,000 trips a day.

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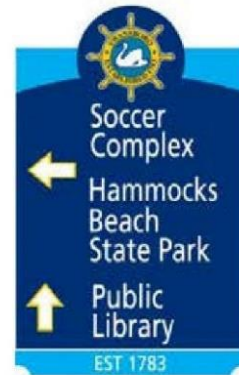
GATEWAY CORRIDOR (GC)

The area around and encompassing NC 24 is the foyer of the community: a place that welcomes travelers and residents alike. For some people, it may be the only part of Swansboro that they see, and the impression it leaves should be reflective of the community's values: welcoming friendliness, coastal charm, and beauty. The appearance and function of this corridor are in need of attention, and updated and enhanced regulation were identified as important to the community. The Gateway Corridor is all lots within 100' of and visible from, or with frontage on NC 24.

CHARACTER

The Gateway Corridor is a new designation intended to enhance the function and appearance of the NC 24 corridor, as well as other main entranceways to the town. Generally, the GC area encompasses properties that are directly adjacent to, visible from, and interact with NC 24, although any regulations developed

Character concepts for the GC district





Example of Gateway Corridor (GC)

may need to reduce or expand that definition to accomplish their goals. Recommendations from the Gateway Corridor Report (2013) as well as input from the public open house workshop should inform any regulations that will be developed for this area.

ACCESS AND CIRCULATION

This designation lies along the major thoroughfares in the Town. These high speed, NCDOT-owned roadways designed for local and through traffic. Pedestrian accommodations (likely built to NCDOT Complete Street standards), median beautification and additional landscaping, and reduced left-turn movements should be required and retrofitted. Additional right-of-way dedication or reservation will likely be required for new development or redevelopment, to accommodate anticipated or likely future widenings.

SETBACKS

Additional setbacks, and potentially right-of-way reservation or dedication, will likely be required along major thoroughfares, particularly state highways that are likely to be widened in the future.

MASSING AND BUILDING HEIGHTS

The underlying FLU may control the massing of buildings within the GC, but additional

requirements may also be necessary depending on the particulars of the desired outcome(s).

BLOCKS

As designated by the underlying FLU category, but potentially modified depending on access and traffic management concerns. Adding cross access and interconnectivity between parcels will be crucial to enhancing connectivity and function.

PARKING

Parking is governed by the underlying FLU designation but should also take into account visual impacts on the corridor. Generally, jurisdictions seek to minimize the visibility of parking areas along character enhancement corridors.

APPROPRIATE DENSITY / INTENSITY

As designated by the underlying FLU category, and potentially modified to create an area with enhanced functional and visual characteristics.

REPRESENTATIVE AREAS

This newly formed designation functions as an overlay designed to enhance the existing NC 24 corridor. Ideally, it will have associated zoning regulations that will regulate and enhance the function and appearance of the corridor.

LOW DENSITY / SUBURBAN NEIGHBORHOOD (LDSN)

This residential neighborhood type generally reflects recent development in Swansboro. Lots are a little larger and although the neighborhood is walkable, most people move into and out of the neighborhood by car. Although some small-scale non-residential or multi-family residential may occur at key intersections or near significant public resources (like parks), this area is primarily single family detached residential homes.

CHARACTER

Almost exclusively single family detached residential, although occasionally more intense development may be allowed near select town infrastructure, such as near large parks. Low intensity, low nuisance nonresidential uses may also be allowed at select crossroads or neighborhood activity centers. Lots are wider and regular.

ACCESS AND CIRCULATION

Streets are residential in character, with low speeds and occasional, informal on-street parallel parking. Street trees are present but may be separated from the edge of pavement by a ditch. Sidewalks are present but depending on density may not be on both sides of the street.

SETBACKS

Setbacks are generally more restrictive than in other residential districts, with significantly sized yards often present on all sides of a building.

MASSING AND BUILDING HEIGHTS

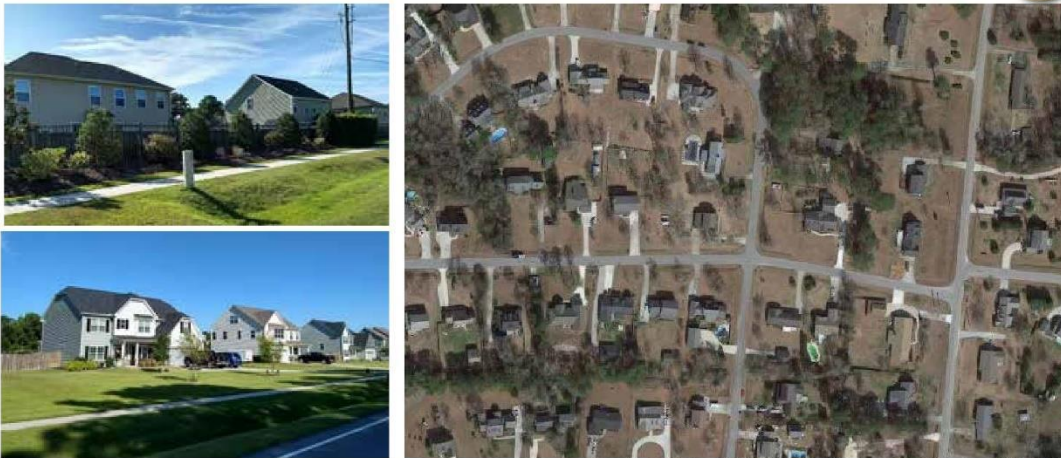
Lower height structures, that typically do not exceed two stories, with one-story structures also common. Buildings are separated from each other by relatively large side yards.

BLOCKS

Maximum block lengths must be similar to those of the CTN, 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.



Forestbrook Neighborhood



Example of Low Density / Suburban Neighborhood (LDSN)

PARKING

Parking location is less restrictive than in CTN, and can be located on any side of a building, including in corner yards. The larger lots accommodate garages on the sides of buildings, which may be front- or side-loaded.

APPROPRIATE DENSITY

- » This low-density residential type will occupy most of the town's land area.
- » Up to 5 dwellings per acre of any type of residential within 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 density).
- » Up to 4 dwellings per acre of any type residential within 1/4 mile walking distance of a public park of 5 acres or more in size, if there is improved pedestrian access.
- » Up to 2 dwellings per acre in all other areas.

REPRESENTATIVE AREAS

- » The Forestbrook, Halls Creek, Halls Creek North, and River Reach neighborhoods, especially if there was greater connectivity or stub-outs to adjacent parcels.
- » The neighborhood surrounding Swansboro Hills Apartments

OTHER CONCERNS

Maintaining connectivity between subdivisions and neighborhoods is what creates a community. Blocks and street connections must be designed such that future connections and extensions are made that create a cohesive, regular, intuitive street pattern, to the greatest extent possible. This also ensures that as the area evolves, more intense uses can replace older uses through redevelopment.

The lower density of development in the outskirts of this FLU designation (2 du/acre) will quickly consume land 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 (i.e. - 2 dwellings per acre) 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.