



**Flybridge Swansboro  
FLUM Amendment & Conditional Rezoning Narrative**

**Subject Site**

1481 W Corbett Ave  
Swansboro, NC 28584  
Tax Parcels: 019494 & 027733  
+/- 38.92 Acres

**Applicant/Owner Information**

Flybridge Swansboro, LLC  
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Sanford, NC 27331

**Agent Information**

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**Proposal**

Flybridge Swansboro, LLC, is requesting to amend the Future Land Use Map and conditionally rezone the subject site in order to construct a mixed-use development consisting of multi-family housing and commercial outparcels. The multi-family housing is also required to obtain a Special Use Permit.

The subject site is located on Hwy 24/W Corbett Ave near the intersection of Hwy 24 and Belgrade-Swansboro Rd. The subject site consists of two parcels totaling approximately 39 acres of land. The property was previously used for single-family residential and agricultural purposes.

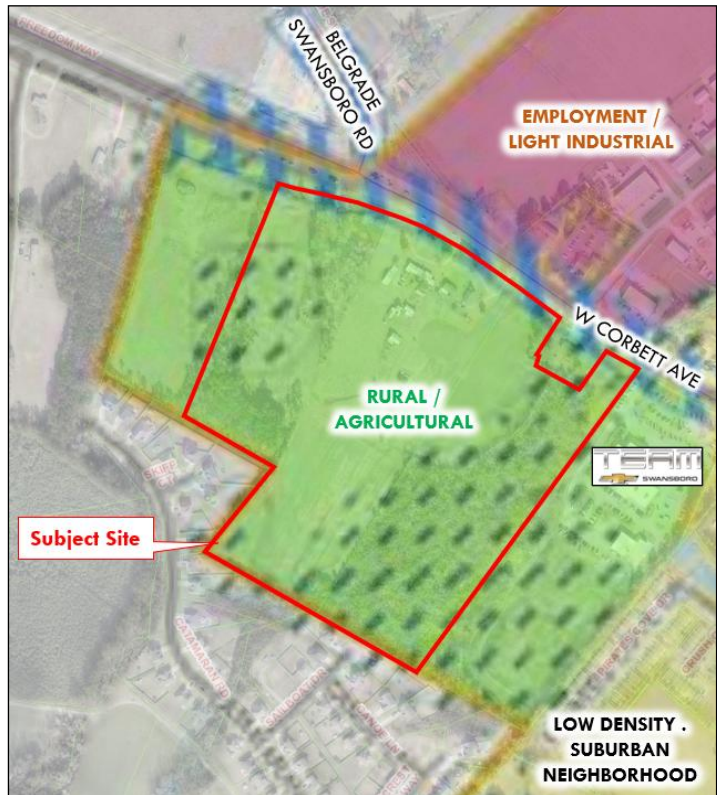
This proposal would amend the site's future land use classification to Suburban Town Center (STC) and rezone the property to a Conditional B1 district.

**Future Land Use Map Amendment**

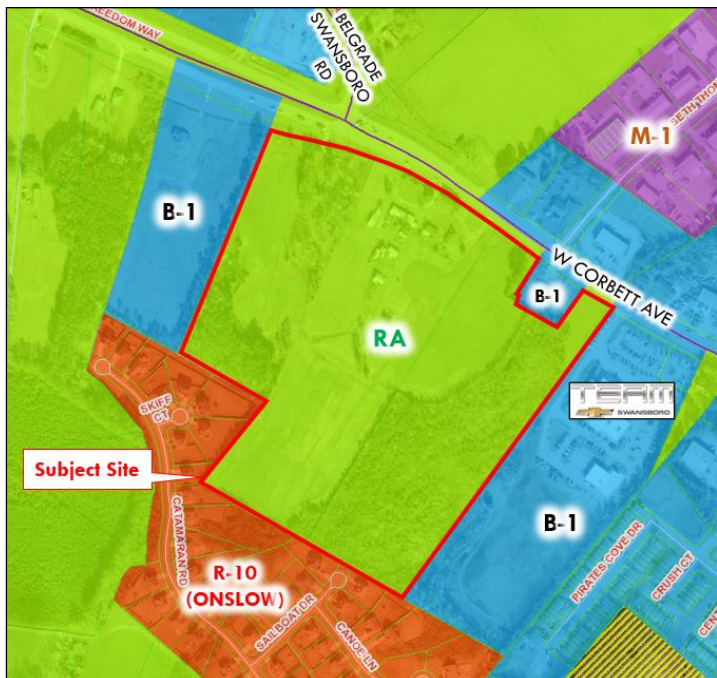
While the subject site is currently classified as Rural / Agricultural on the Future Land Use Map, its direct access to a major commercial corridor at a signalized intersection, along with existing and planned growth of the area make it more suitable for a mixed-use development. The Hwy 24 corridor heading east into Swansboro consists of many highway business land uses including grocery stores and large retailers, restaurants, car dealerships, offices, and auto service businesses. The CAMA Land Use Plan also recommends land directly across of the subject site to be developed for employment and light industrial uses.

In addition, the only other properties in this area classified as Rural / Agricultural are currently zoned for commercial purposes, with one of these properties having been developed with a Chevrolet dealership. The land directly across the site is also classified for Employment and Light Industrial development.

Future Land Use Map:



Zoning Map:



The applicant is requesting to amend the site's classification on the Future Land Use Map from Rural / Agricultural to Suburban Town Center. The Suburban Town Center is a highway commercial designation that promotes medium to high intensity uses on the NC 24 corridor and is in keeping with the existing land uses along the corridor. Specially the Suburban Town Center promotes:

- Commercial activities nodes that are more auto-oriented such as the intersections of Hammocks Beach Road or Queen's Creek Road with NC 24.
- Access to several businesses via easements, sidewalks, or a secondary road network.
- Mix of uses including higher density residential (up to 12 dwellings per acre) including townhomes and market-rate apartments with access to major thoroughfares and existing utilities.
- Development opportunities on greenfields or underutilized sites.
- Commercial services that supply the community and larger geographic area.
- Secondary internal street network to reduce curb cuts and turning movements along the major thoroughfare.
- Sidewalks throughout the development.

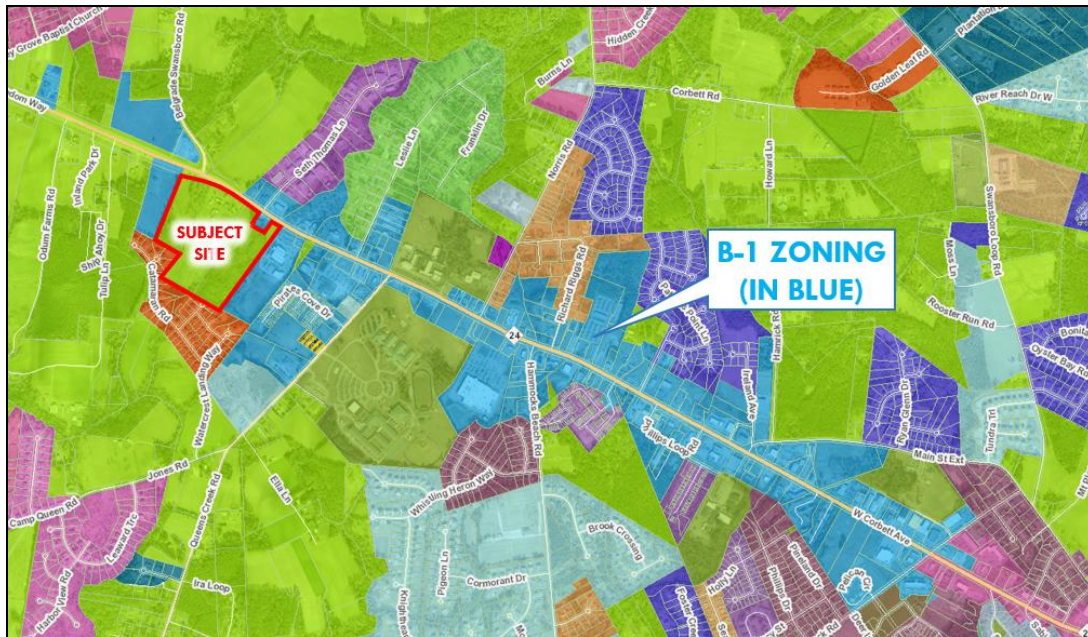
The site's location adjacent to a signalized intersection on NC 24 is consistent with the character of the Suburban Town Center classification, allowing convenient access to the community and surrounding area. In addition, the site's area of +/- 39 acres will allow for a mixture of uses, several commercial businesses, and an internal secondary road network. The mixture of uses positions people closer to the goods and services offered by the current and future commercial development, which helps reduce travel times and promotes alternative travel methods like walking and biking.

### **Conditional Rezoning**

The applicant is requesting to rezone the site to a Conditional B1 district in order to construct a mixed-use development consisting of 324 multi-family units and six commercial outparcels. The multi-family units are proposed to be phased, with 168 units being constructed in the first phase and the remaining 156 units being constructed in the second phase. The proposed commercial district is consistent with the current zoning of the Hwy 24 corridor. As shown below, the vast majority of property along Hwy 24 is currently zoning B-1.

Following the goals of the Suburban Town Center classification, the proposed concept plan has been designed to provide for a secondary street network to reduce curb cuts on NC 24 and includes an internal sidewalk network. In addition, the proposed multi-family density at 10.6 dwellings per acre complies with the recommended maximum of 12 dwellings per acre for the Suburban Town Center classification.

The concept plan has been laid out to provide additional separation between the adjacent residential housing and proposed multi-family buildings. In addition to stormwater facilities being proposed along the rear portion of the site, existing jurisdictional wetlands will be preserved along the eastern side, contributing to a natural buffer.



A Traffic Impact Analysis has been completed for the proposal and approved by NCDOT. The project will make several improvements to the adjacent roadway including the installation of right turn lanes at the project's entrances, and the extension of existing turn lanes at the NC 24/Belgrade-Swansboro Road intersection. Signal timing will also be optimized at this intersection and at the NC 24/Queens Creek Road intersection.

Overall, the proposed rezoning would be consistent with the current zoning of the Hwy 24 corridor and with the Suburban Town Center classification. The proposed development is designed to reduce impact to the surrounding residential housing, and will make improvements to the adjacent roadway system.

**Parking Narrative**

In accordance with standards for Conditional Rezoning, the proposal includes a variation from the off-street parking requirements for multi-family housing.

According to the Institute of Transportation Engineers (ITE) Parking Generation Manual, the proposed multi-family housing would generate an average parking peak of 1.27 vehicles per unit (411 spaces), and an 85<sup>th</sup> percentile demand of 1.59 vehicles per unit (515 spaces).

In addition, of the 324 units, 126 will be 1-bedroom units (about 39% of the units). The remaining units will consist of 162 2-bedrooms units (50%) and 36 3-bedroom units (11%). Overall, the proposal will include 558 bedrooms, which is less than the provided 575 parking spaces.

Therefore, the proposed parking ratio of 1.77 spaces per unit (575 spaces) would accommodate the parking need for the proposal. By reducing the required parking, the proposal reduces unneeded impervious surface allowing for additional green/open space to be provided.