

Local Land Use & Development



NEW HANOVER COUNTY
The Model of Good Governance

W^{CITY OF}
WILMINGTON
NORTH CAROLINA

1945 City Limits

WILMINGTON NORTH CAROLINA.

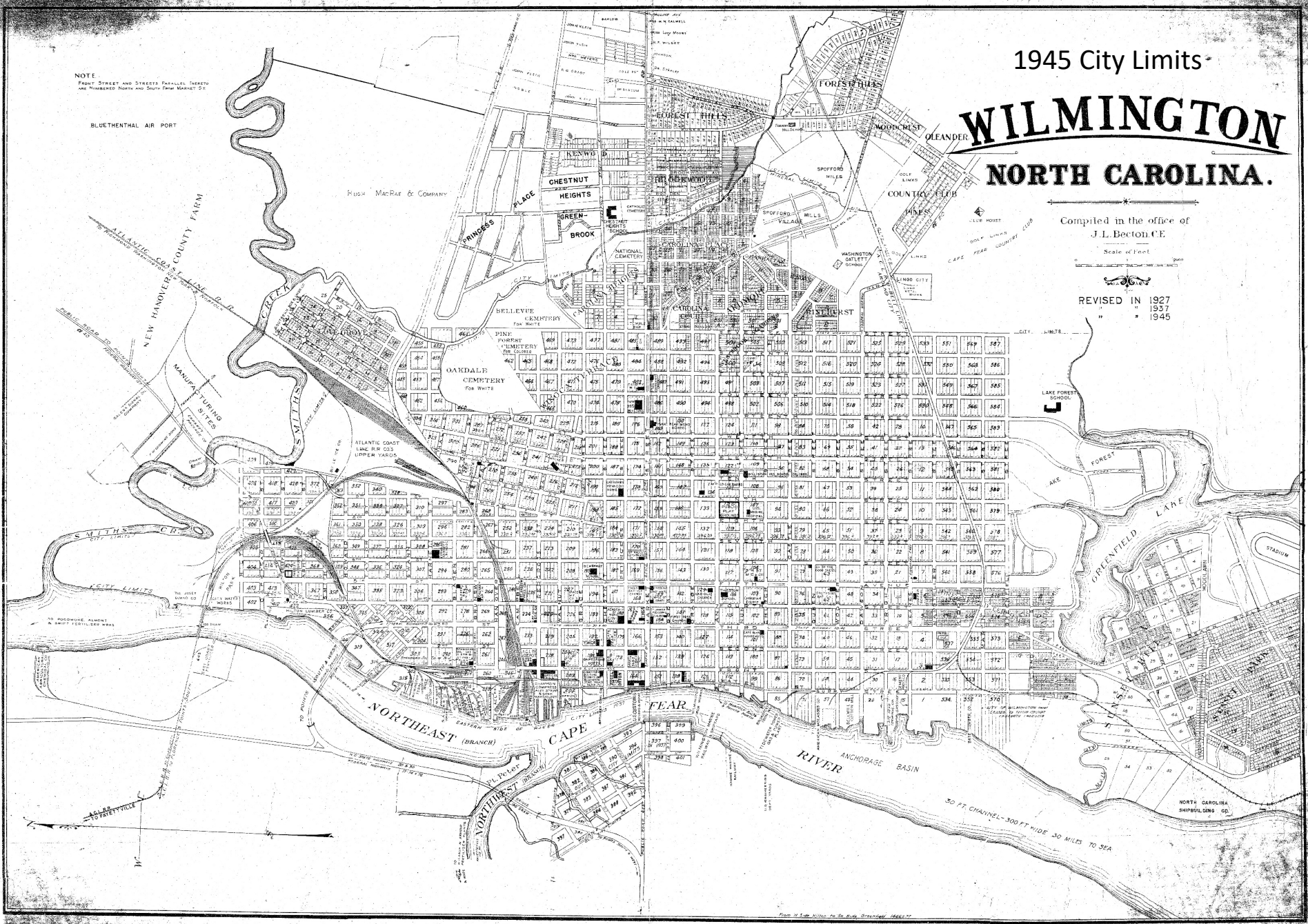
Computed in the office of
J. L. Becton, C.E.

Scale of Feet

REVISED IN 1927
1937
1945

NOTE
FROM STREET AND STREETS PARALLEL THERETO
AND THROUGHOUT THERE AND SHOW FOUR MARKETS OF

BLUETHENTHAL AIR PORT



ATLANTIC COAST LINE R.R. CO'S UPPER YARDS
NEW HANOVER COUNTY FARM
MANUFACTURING PLANTS

PRINCESS PLAZA
CHESTNUT HEIGHTS
GREEN BROOK

BELLEVEUE CEMETERY
OAKDALE CEMETERY
PINK PAPER CEMETERY

FOREST HILLS
WOODREST
CLEANER
COUNTRY CLUB

LAKE FOREST SCHOOL
LAKE FOREST

GREENFIELD LAKE

NORTH CAROLINA SHIPBUILDING CO.

30 FT. CHANNEL-300 FT. WIDE 30 MILES TO SEA

1946 - 1965

ZONING MAP OF WILMINGTON NORTH CAROLINA

SCALE

THIS MAP IS REFERRED TO AS AND IS A PART OF THE ZONING ORDINANCE ADOPTED BY THE CITY COUNCIL AT A REGULAR MEETING HELD FEBRUARY 19, 1965 AND PER 280, 1965 AFTER DUE PUBLIC HEARINGS.

THE CITY ENGINEER HAS REVIEWED THIS MAP AND HAS FOUND IT TO BE IN ACCORDANCE WITH THE ZONING ORDINANCE.

James H. Hester
CITY ENGINEER
L48930

- R-1A ONE SINGLE FAMILY DETACHED
- R-2 ONE OR MORE SINGLE FAMILY DETACHED
- R-3 ONE OR MORE SINGLE FAMILY DETACHED
- R-4 ONE OR MORE SINGLE FAMILY DETACHED
- R-1A-1 ONE OR MORE SINGLE FAMILY DETACHED
- R-1A-2 ONE OR MORE SINGLE FAMILY DETACHED
- R-1A-3 ONE OR MORE SINGLE FAMILY DETACHED
- R-1A-4 ONE OR MORE SINGLE FAMILY DETACHED
- R-1A-5 ONE OR MORE SINGLE FAMILY DETACHED
- R-1A-6 ONE OR MORE SINGLE FAMILY DETACHED
- R-1A-7 ONE OR MORE SINGLE FAMILY DETACHED
- R-1A-8 ONE OR MORE SINGLE FAMILY DETACHED
- R-1A-9 ONE OR MORE SINGLE FAMILY DETACHED
- R-1A-10 ONE OR MORE SINGLE FAMILY DETACHED
- R-1A-11 ONE OR MORE SINGLE FAMILY DETACHED
- R-1A-12 ONE OR MORE SINGLE FAMILY DETACHED
- R-1A-13 ONE OR MORE SINGLE FAMILY DETACHED
- R-1A-14 ONE OR MORE SINGLE FAMILY DETACHED
- R-1A-15 ONE OR MORE SINGLE FAMILY DETACHED
- R-1A-16 ONE OR MORE SINGLE FAMILY DETACHED
- R-1A-17 ONE OR MORE SINGLE FAMILY DETACHED
- R-1A-18 ONE OR MORE SINGLE FAMILY DETACHED
- R-1A-19 ONE OR MORE SINGLE FAMILY DETACHED
- R-1A-20 ONE OR MORE SINGLE FAMILY DETACHED
- R-1A-21 ONE OR MORE SINGLE FAMILY DETACHED
- R-1A-22 ONE OR MORE SINGLE FAMILY DETACHED
- R-1A-23 ONE OR MORE SINGLE FAMILY DETACHED
- R-1A-24 ONE OR MORE SINGLE FAMILY DETACHED
- R-1A-25 ONE OR MORE SINGLE FAMILY DETACHED
- R-1A-26 ONE OR MORE SINGLE FAMILY DETACHED
- R-1A-27 ONE OR MORE SINGLE FAMILY DETACHED
- R-1A-28 ONE OR MORE SINGLE FAMILY DETACHED
- R-1A-29 ONE OR MORE SINGLE FAMILY DETACHED
- R-1A-30 ONE OR MORE SINGLE FAMILY DETACHED
- R-1A-31 ONE OR MORE SINGLE FAMILY DETACHED
- R-1A-32 ONE OR MORE SINGLE FAMILY DETACHED
- R-1A-33 ONE OR MORE SINGLE FAMILY DETACHED
- R-1A-34 ONE OR MORE SINGLE FAMILY DETACHED
- R-1A-35 ONE OR MORE SINGLE FAMILY DETACHED
- R-1A-36 ONE OR MORE SINGLE FAMILY DETACHED
- R-1A-37 ONE OR MORE SINGLE FAMILY DETACHED
- R-1A-38 ONE OR MORE SINGLE FAMILY DETACHED
- R-1A-39 ONE OR MORE SINGLE FAMILY DETACHED
- R-1A-40 ONE OR MORE SINGLE FAMILY DETACHED
- R-1A-41 ONE OR MORE SINGLE FAMILY DETACHED
- R-1A-42 ONE OR MORE SINGLE FAMILY DETACHED
- R-1A-43 ONE OR MORE SINGLE FAMILY DETACHED
- R-1A-44 ONE OR MORE SINGLE FAMILY DETACHED
- R-1A-45 ONE OR MORE SINGLE FAMILY DETACHED
- R-1A-46 ONE OR MORE SINGLE FAMILY DETACHED
- R-1A-47 ONE OR MORE SINGLE FAMILY DETACHED
- R-1A-48 ONE OR MORE SINGLE FAMILY DETACHED
- R-1A-49 ONE OR MORE SINGLE FAMILY DETACHED
- R-1A-50 ONE OR MORE SINGLE FAMILY DETACHED

AMEND. NO.	DESCRIPTION	DATE	BY
1	CHANGE FROM C-1 TO ALL LOTS IN 1418...	10/14/46	...
2	CHANGE FROM C-1 TO ALL LOTS IN 1418...	10/14/46	...
3	CHANGE FROM C-1 TO ALL LOTS IN 1418...	10/14/46	...
4	CHANGE FROM C-1 TO ALL LOTS IN 1418...	10/14/46	...
5	CHANGE FROM C-1 TO ALL LOTS IN 1418...	10/14/46	...
6	CHANGE FROM C-1 TO ALL LOTS IN 1418...	10/14/46	...
7	CHANGE FROM C-1 TO ALL LOTS IN 1418...	10/14/46	...
8	CHANGE FROM C-1 TO ALL LOTS IN 1418...	10/14/46	...
9	CHANGE FROM C-1 TO ALL LOTS IN 1418...	10/14/46	...
10	CHANGE FROM C-1 TO ALL LOTS IN 1418...	10/14/46	...
11	CHANGE FROM C-1 TO ALL LOTS IN 1418...	10/14/46	...
12	CHANGE FROM C-1 TO ALL LOTS IN 1418...	10/14/46	...
13	CHANGE FROM C-1 TO ALL LOTS IN 1418...	10/14/46	...
14	CHANGE FROM C-1 TO ALL LOTS IN 1418...	10/14/46	...
15	CHANGE FROM C-1 TO ALL LOTS IN 1418...	10/14/46	...
16	CHANGE FROM C-1 TO ALL LOTS IN 1418...	10/14/46	...
17	CHANGE FROM C-1 TO ALL LOTS IN 1418...	10/14/46	...
18	CHANGE FROM C-1 TO ALL LOTS IN 1418...	10/14/46	...
19	CHANGE FROM C-1 TO ALL LOTS IN 1418...	10/14/46	...
20	CHANGE FROM C-1 TO ALL LOTS IN 1418...	10/14/46	...
21	CHANGE FROM C-1 TO ALL LOTS IN 1418...	10/14/46	...
22	CHANGE FROM C-1 TO ALL LOTS IN 1418...	10/14/46	...
23	CHANGE FROM C-1 TO ALL LOTS IN 1418...	10/14/46	...
24	CHANGE FROM C-1 TO ALL LOTS IN 1418...	10/14/46	...
25	CHANGE FROM C-1 TO ALL LOTS IN 1418...	10/14/46	...
26	CHANGE FROM C-1 TO ALL LOTS IN 1418...	10/14/46	...
27	CHANGE FROM C-1 TO ALL LOTS IN 1418...	10/14/46	...
28	CHANGE FROM C-1 TO ALL LOTS IN 1418...	10/14/46	...
29	CHANGE FROM C-1 TO ALL LOTS IN 1418...	10/14/46	...
30	CHANGE FROM C-1 TO ALL LOTS IN 1418...	10/14/46	...
31	CHANGE FROM C-1 TO ALL LOTS IN 1418...	10/14/46	...
32	CHANGE FROM C-1 TO ALL LOTS IN 1418...	10/14/46	...
33	CHANGE FROM C-1 TO ALL LOTS IN 1418...	10/14/46	...
34	CHANGE FROM C-1 TO ALL LOTS IN 1418...	10/14/46	...
35	CHANGE FROM C-1 TO ALL LOTS IN 1418...	10/14/46	...
36	CHANGE FROM C-1 TO ALL LOTS IN 1418...	10/14/46	...
37	CHANGE FROM C-1 TO ALL LOTS IN 1418...	10/14/46	...
38	CHANGE FROM C-1 TO ALL LOTS IN 1418...	10/14/46	...
39	CHANGE FROM C-1 TO ALL LOTS IN 1418...	10/14/46	...
40	CHANGE FROM C-1 TO ALL LOTS IN 1418...	10/14/46	...
41	CHANGE FROM C-1 TO ALL LOTS IN 1418...	10/14/46	...
42	CHANGE FROM C-1 TO ALL LOTS IN 1418...	10/14/46	...
43	CHANGE FROM C-1 TO ALL LOTS IN 1418...	10/14/46	...
44	CHANGE FROM C-1 TO ALL LOTS IN 1418...	10/14/46	...
45	CHANGE FROM C-1 TO ALL LOTS IN 1418...	10/14/46	...
46	CHANGE FROM C-1 TO ALL LOTS IN 1418...	10/14/46	...
47	CHANGE FROM C-1 TO ALL LOTS IN 1418...	10/14/46	...
48	CHANGE FROM C-1 TO ALL LOTS IN 1418...	10/14/46	...
49	CHANGE FROM C-1 TO ALL LOTS IN 1418...	10/14/46	...
50	CHANGE FROM C-1 TO ALL LOTS IN 1418...	10/14/46	...



Annexation keeps North Carolina moving forward, fairly

For 49 years, North Carolina's annexation laws have helped keep tax rates low for city residents and businesses, attract new jobs and protect property values, the environment, and bond and credit ratings. Prohibiting annexation puts all those benefits for the majority of North Carolinians at risk.

Annexation opponents want a veto, not a vote. Prohibiting annexation will harm the majority of North Carolinians through higher taxes, more expensive bond costs and creeping community decay.

ANNEXATION KEEPS TAXES LOW

Annexation of urbanizing areas is the most cost-effective way to deal with growth. Expanding existing infrastructure benefits city and county taxpayers by saving millions of dollars by not building duplicative systems.

ANNEXATION IS EQUITABLE

In other states, prohibiting annexation leads to deteriorating city centers, multiple mini-cities with duplicative services and a proliferation of overlapping tax districts that drain state and county financial resources. A study shows that the more restrictive it is to annex, the poorer a city's bond rating.

People locate their residences and businesses near cities and towns for a reason. Annexation helps spread the cost for the advantages of living in close proximity to a city or town to people who benefit from them. Our cities and towns provide services and amenities such as transportation, public safety, recreation, economic development, shopping and jobs that benefit not only city residents, but also those living outside municipal borders. Note that city residents pay 60 percent of the property taxes used to provide county services in unincorporated areas.

ANNEXATION PROMOTES ECONOMIC DEVELOPMENT

Existing annexation laws make it easier for cities and towns to compete for new jobs and provide public services to residents and businesses.

Cities and towns are job centers. More than 85 percent of all jobs in NC are in the metropolitan areas. The economic health of the cities drives the economic health of the entire region.

ANNEXATION PROTECTS THE ENVIRONMENT AND PUBLIC HEALTH

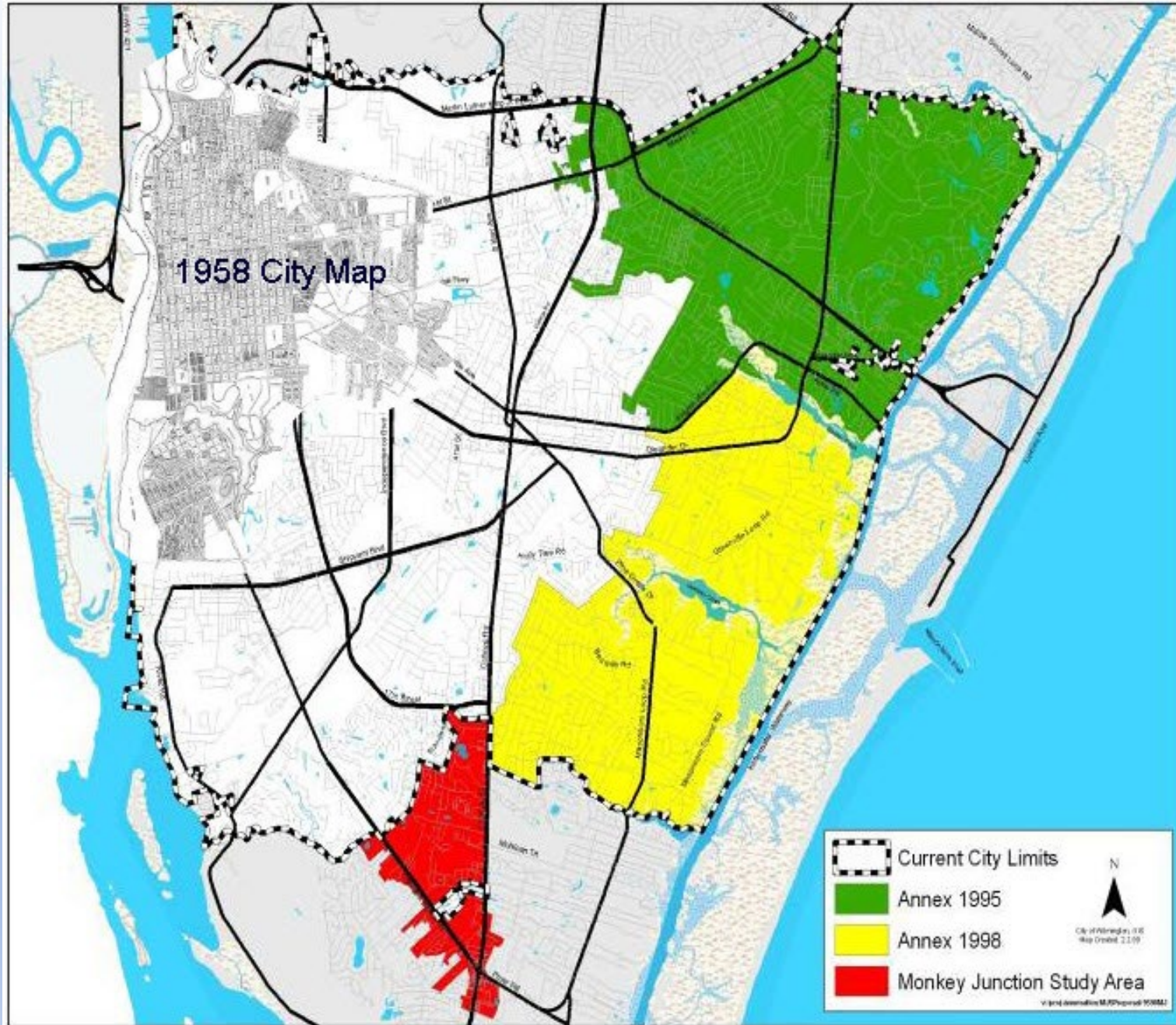
An annexation veto will lead to more of North Carolina's growing population being on septic tanks, substandard wells and privately-operated and sometimes costly sewage treatment plants that significantly increase environmental and public health risks.

THE GENERAL ASSEMBLY SET RIGOROUS STANDARDS

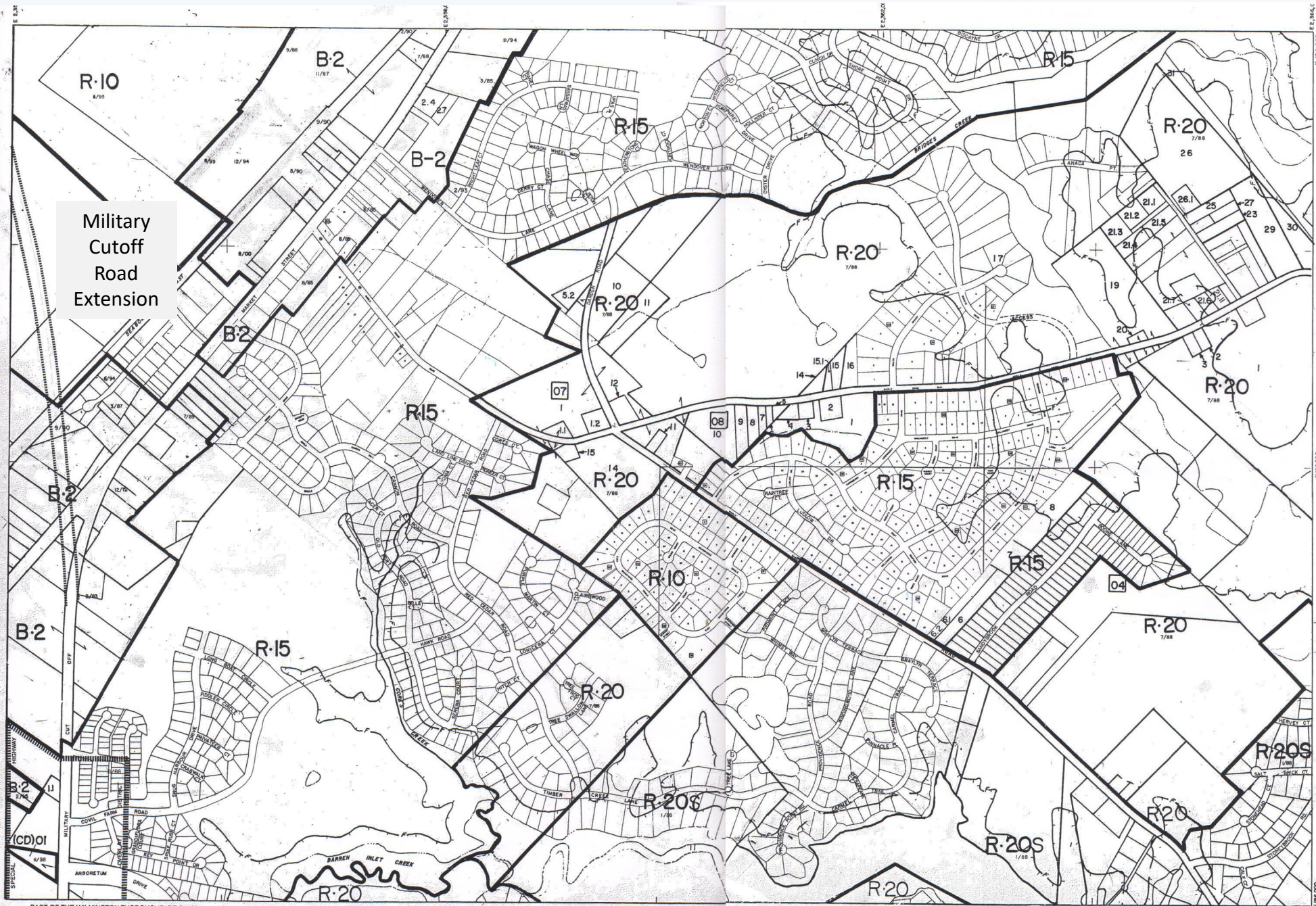
City- and town- initiated annexations are an open and transparent process that must meet tough legal standards before being allowed to proceed.

Don't allow a few to veto success for many

North Carolina became a great state by moving forward and not letting a few people veto progress for everyone else.



Military
Cutoff
Road
Extension



PREPARED FOR
NEW HANOVER COUNTY
BOARD OF COUNTY
COMMISSIONERS
WILMINGTON, N. C.
NO. 100000

PREPARED BY
COLE
LAYER
THOMAS
KIM
ATLANTA, GEORGIA

LEGEND

MAPPING

STATE & COUNTY LINE
TOWNSHIP LINE
MUNICIPALITY, LAND'S STREET R/W
MUNICIPALITY, LAND'S STREET R/W
UTILITY EASEMENT & STREAM
INTERESTED PARTY
U.S. HWY

32	34	37
43	45	48
50	51	52

(8000' x 84000')

INDEX TO
ADJOINING SECTIONS

DATE OF MAP: MARCH, 1974
DATE OF REVISION: 6/12/95
DATE OF AERIAL PHOTO: FEB. 1973

SCALE: 1" = 400'

PLANNING MAP
NEW HANOVER COUNTY
NORTH CAROLINA
PARCEL SERIES

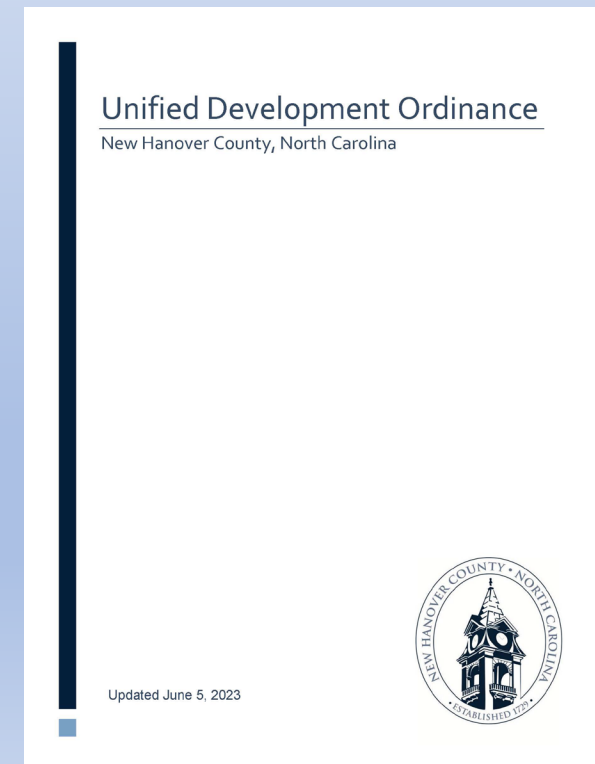
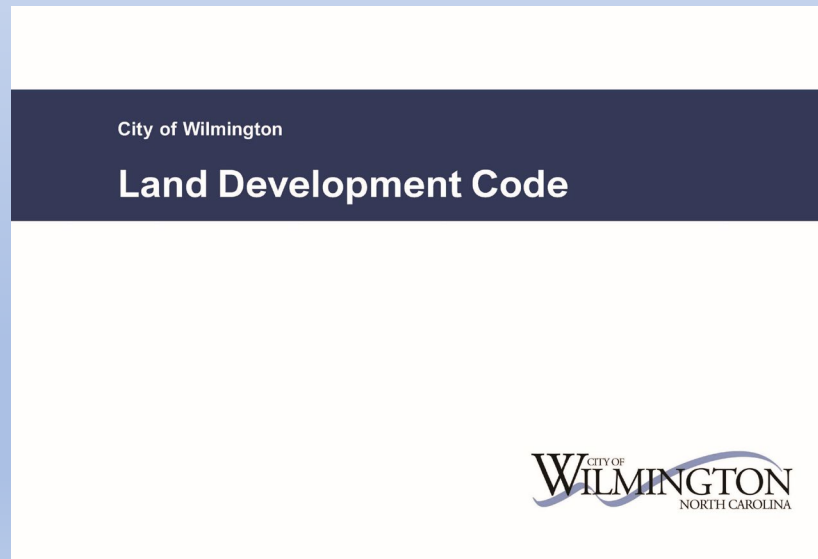
STAGE
MAP NUMBER
44

LAST UPDATE - 6/12/95

*** PART OF THE WILMINGTON THOROUGHFARE PLAN

General Purpose and Intent:

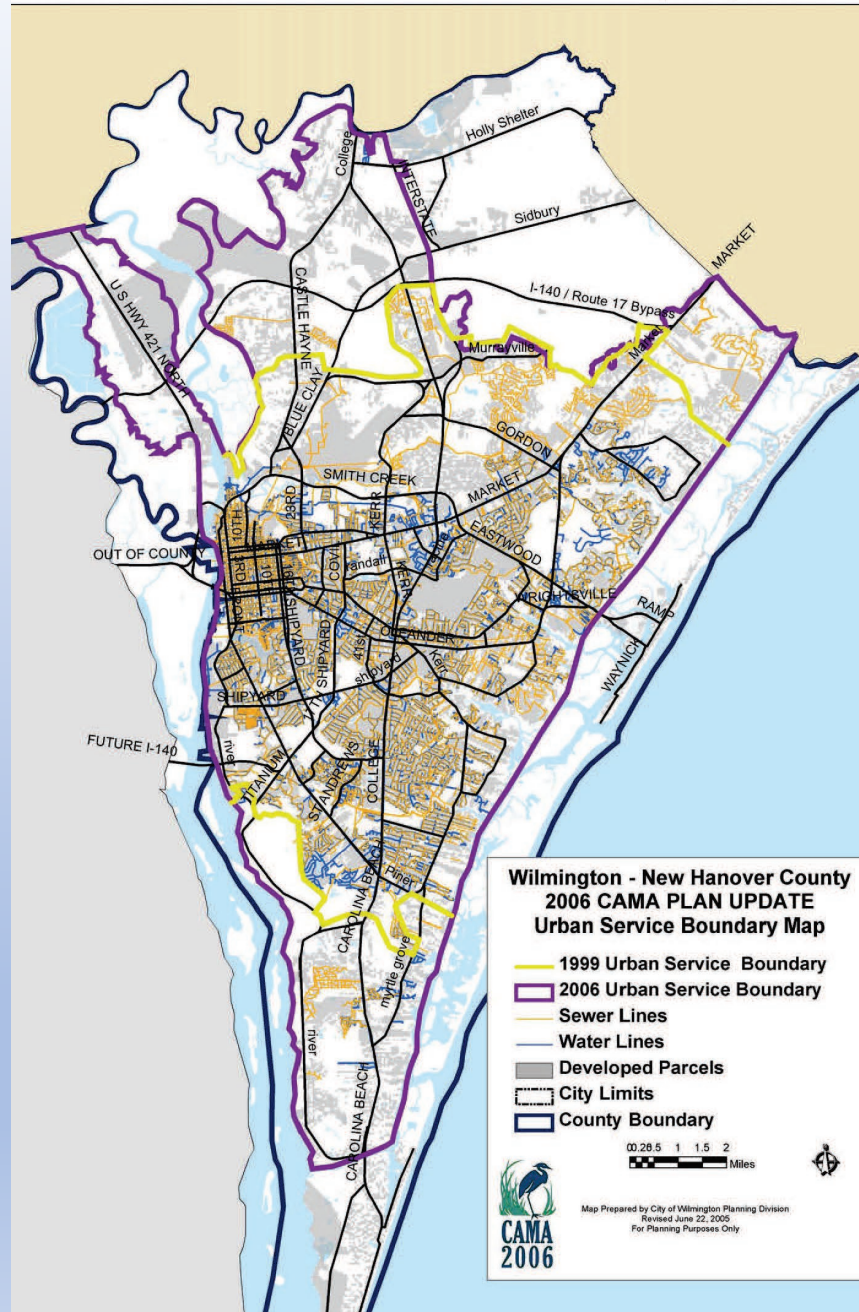
- Promote the health, safety, and general welfare of the residents.
- Implement the policies and goals contained within officially adopted plans.
- Preserve the overall quality of life for residents and visitors.
- Maintain orderly and compatible land-use and development patterns.
- Support long-term community resilience.
- Establish clear and efficient development review and approval procedures.
- Accommodate growth and development that complies with the preceding stated purposes.



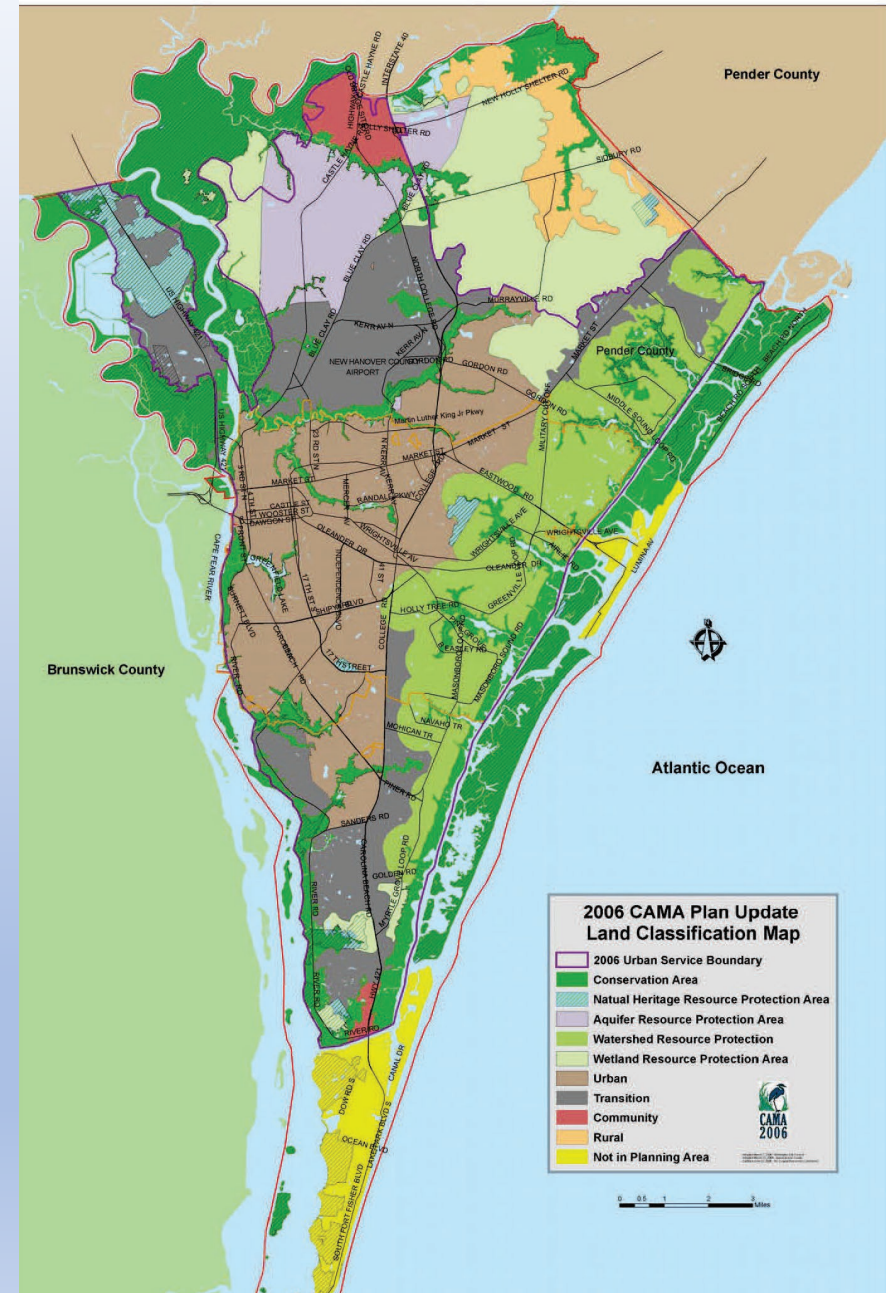


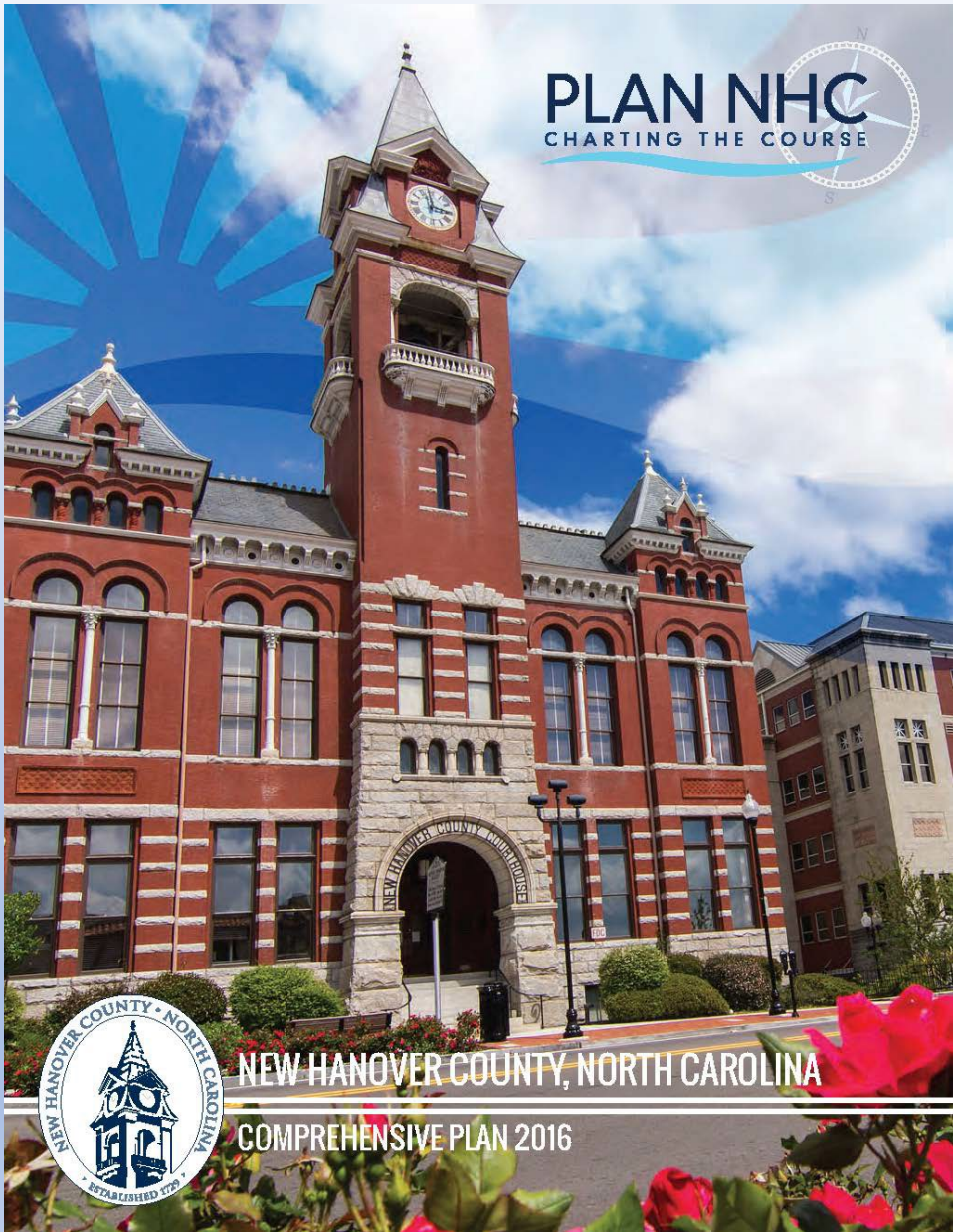
Wilmington – New Hanover County
 Joint Coastal Area Management Plan
 2006 Update

CAMA 2006 Urban Services Boundary Map



2006 Wilmington - New Hanover County CAMA Plan
 Land Classification Map Update





Plan NHC Charting the Course

Future Land Use Map

Existing Zoning Districts

citizens involved in the Plan NHC process. While not legally binding (like Zoning), it shall be used by planning staff, NHC Planning Board, and NHC Board of Commissioners as a tool to guide development.

Click on the map for more information on the Place Types

Future Land Use

Growth Nodes



Future Roads



I-140 Extension



Major Roads



N_MU_Node



S_MU_Node



E_MU_Node



Place Types

PlaceType

COMMERCE ZONE

EMPLOYMENT CENTER

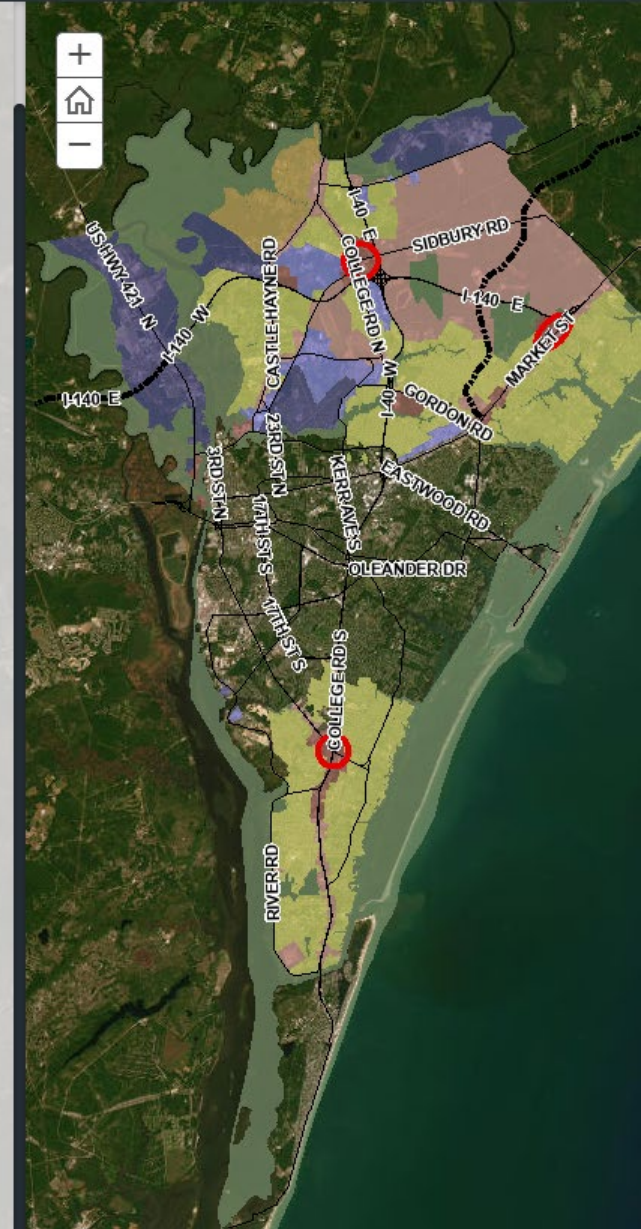
GENERAL RESIDENTIAL

URBAN MIXED USE

COMMUNITY MIXED USE

RURAL RESIDENTIAL

CONSERVATION





OVERVIEW

Create Wilmington Comprehensive Plan



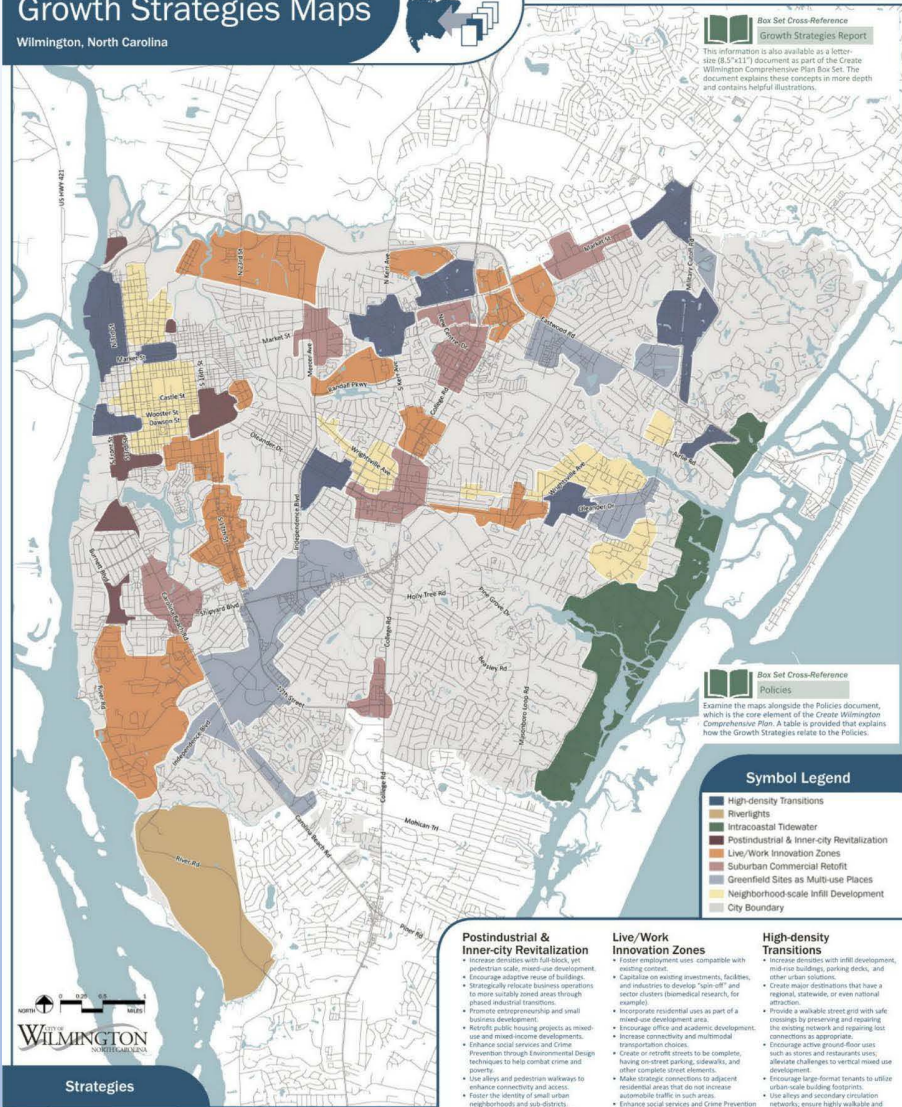
CREATE WILMINGTON COMPREHENSIVE PLAN

Growth Strategies Maps

Wilmington, North Carolina

Map 2 of 5

Areas of Opportunity



- Greenfield Sites as Multi-use Places**
- Implement adopted master plans, create new master plans as needed.
 - Encourage town centers and other suburban mixed-use development types.
 - Make connections to adjacent areas and incorporate them into new development.
 - Provide abundant open space and buffers along low-density neighborhoods, but integrate with existing multifamily and commercial areas.
 - Maximize structured parking and concealed parking and minimize the use of large surface parking lots.
 - Develop multi-use areas and provide multimodal connections between various uses.
 - Encourage a variety of building types: employ new and traditional urban design principles in site and building design.
 - Ensure a walkable block structure and a clear hierarchy of complete streets.
 - Provide Main Streets with pedestrian-friendly storefronts and street furniture.
- Suburban Commercial Revolt**
- Encourage infill development in surface parking lots.
 - Overcome barriers to pedestrian movement such as excessive distances at street crossings, lack of sidewalks and crosswalks, and disconnected walking networks.
 - Add residential uses and make connections to nearby existing residential areas.
 - Develop design standards for commercial development.
 - Use access management techniques, such as connected parking lots, to reduce the number of driveways along corridors.
 - Encourage underperforming and outdated suburban buildings and sites.
 - Prioritize a more urban building prototype for large format and chain commercial developments.
 - Establish an urban block structure in appropriate locations; convert parking lot driveways to full-service streets.
- Intracoastal Tidewater**
- Focus on small-scale development, especially single-family residential.
 - Place particular emphasis on surrounding neighborhood fabric.
 - Encourage neighborhood-scale commercial development along corridors to serve the neighborhood.
 - Enhance neighborhood gateways through architectural improvements, public art, signage and buildings that front towards the street.
 - Prioritize the redevelopment of out-of-place sites, such as a small-scale industrial area with out-building in a residential area.
- Postindustrial & Inner-city Revitalization**
- Foster entrepreneurial uses compatible with existing context.
 - Encourage adaptive reuse of buildings.
 - Strategically relocate business operations to more suitably zoned areas through phased industrial transitions.
 - Promote entrepreneurship and small business development.
 - Refurbish public housing projects as mixed-use and mixed-income developments.
 - Enhance social services and Crime Prevention through Environmental Design techniques to help combat crime and poverty.
 - Use alleys and pedestrian walkways to enhance connectivity and access.
 - Foster the identity of small urban neighborhoods and districts.
 - Repair street connectivity and block structure that has been lost over time.
- Live/Work Innovation Zones**
- Foster entrepreneurial uses compatible with existing context.
 - Capitalize on existing investments, facilities, and industries to develop "spin-off" and sector clusters (biomedical research, for example).
 - Incorporate residential uses as part of a mixed-use development area.
 - Encourage office and academic development.
 - Increase connectivity and multimodal transportation choices.
 - Create or retrofit streets to be complete, having on-street parking, sidewalks, and other complete street elements.
 - Make strategic connections to adjacent residential areas that do not receive automobile traffic in such areas.
 - Enhance social services and Crime Prevention through Environmental Design techniques to combat crime and poverty.
 - Reconsider industrial zoning that calls for excessive separation of uses.
- Neighborhood-scale Infill Development**
- Focus on small-scale development, especially single-family residential.
 - Place particular emphasis on surrounding neighborhood fabric.
 - Encourage neighborhood-scale commercial development along corridors to serve the neighborhood.
 - Enhance neighborhood gateways through architectural improvements, public art, signage and buildings that front towards the street.
 - Prioritize the redevelopment of out-of-place sites, such as a small-scale industrial area with out-building in a residential area.
- High-density Transitions**
- Increase densities with infill development, mid-rise buildings, parking decks, and other urban solutions.
 - Create major destinations that have a regional, statewide, or even national attraction.
 - Provide a walkable street grid with safe crossings by greenway and repairing lost connections to an appropriate.
 - Encourage active ground-floor uses, such as stores and restaurants, to alleviate challenges to vertical mixed-use development.
 - Encourage large-format tenants to utilize urban scale building footprints.
 - Enhance social services and Crime Prevention through Environmental Design techniques to combat crime and poverty.
 - Place parking to the rear of buildings and ensure primary building access from the public sidewalk network.
 - Create design guidelines for key areas as needed.
- River Fronts**
- Implement master plans.
 - Encourage mixed-use centers and new and existing development patterns.
 - Ensure that new development meets the spirit of adjacent plans.
 - Encourage public water access areas and incorporate natural features into the public space network.

Box Set Cross-Reference
Growth Strategies Report
 This information is also available as a letter-size (8.5"x11") document as part of the Create Wilmington Comprehensive Plan Box Set. The document explains these concepts in more depth and contains helpful illustrations.

Box Set Cross-Reference
Policies
 Examine the maps alongside the Policies document, which is the core element of the Create Wilmington Comprehensive Plan. A table is provided that explains how the Growth Strategies relate to the Policies.

- Symbol Legend**
- High-density Transitions
 - Riverfronts
 - Intracoastal Tidewater
 - Postindustrial & Inner-city Revitalization
 - Live/Work Innovation Zones
 - Suburban Commercial Revolt
 - Greenfield Sites as Multi-use Places
 - Neighborhood-scale Infill Development
 - City Boundary

HOUSING NEEDS
ASSESSMENT UPDATE

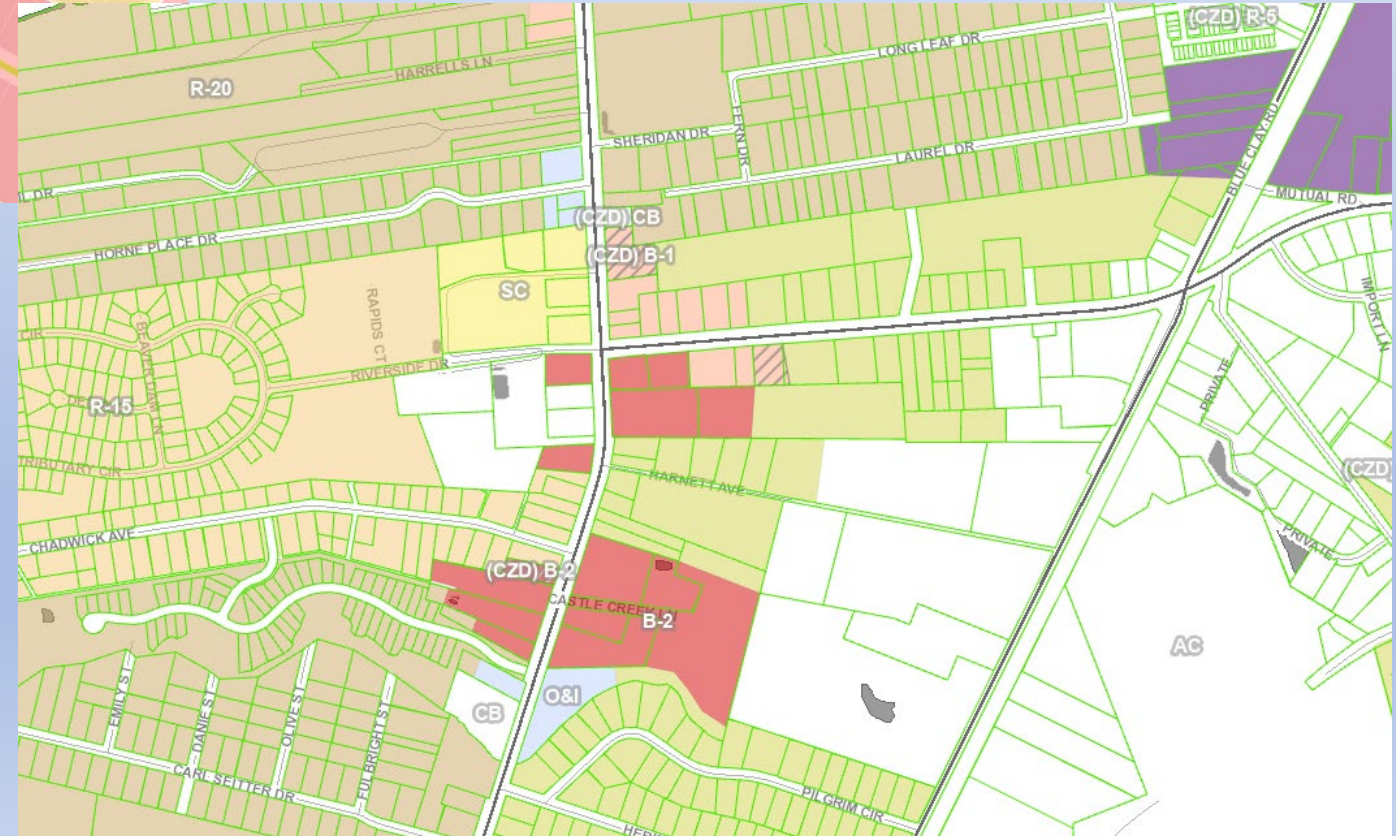
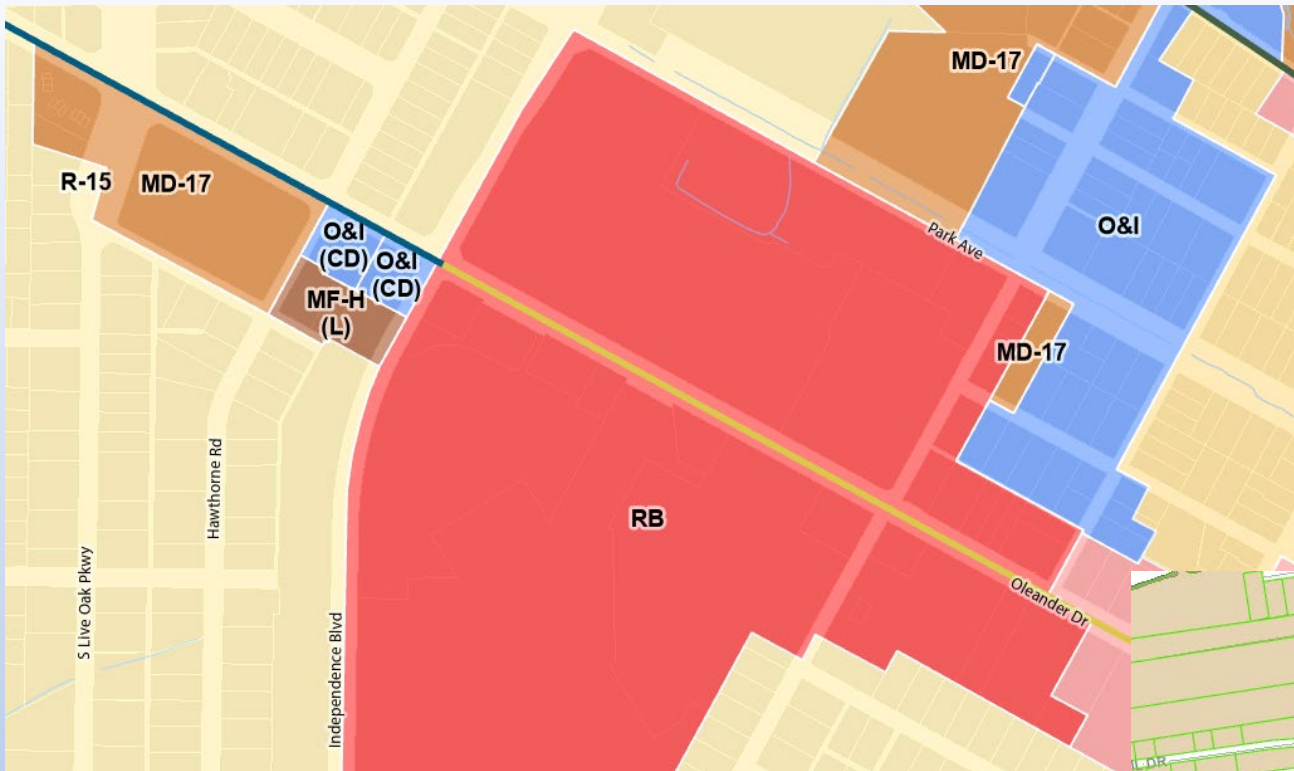
City of Wilmington &
New Hanover County,
North Carolina



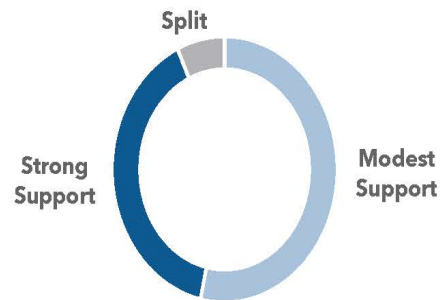
2022

By accomplishing the study's objectives, government officials, area stakeholders, and area employers can: (1) better understand the area's evolving housing market, (2) establish housing priorities, (3) modify or expand local government housing policies, and (4) enhance and/or expand the area's housing market to meet current and future housing needs.

Table 5						CSA (New Hanover County) Housing Gap Estimates – Number of Units Needed				
		Housing Segment			Current Units Needed (2022-2032)	Original (2020-2030)				
	Percent of AMHI	Annual Income	Rent/Price Range							
Rentals	≤ 30%	≤ \$25,560	≤ \$639	2,344	2,787					
	31%-50%	\$25,561-\$42,600	\$640-\$1,065	1,792	1,968					
	51%-60%	\$42,601-\$51,120	\$1,066-\$1,278	1,772	1,231					
	61%-80%	\$51,121-\$68,160	\$1,279-\$1,704	2,359	1,431					
	81%-120%	\$68,161-\$102,240	\$1,705-\$2,256	3,002	1,796					
	121%+	\$102,241+	\$2,557+	878	1,563					
	TOTAL UNITS				12,147	10,776				
For-Sale	≤ 30%	≤ \$25,560	≤ \$85,200	1,294	1,228					
	31%-50%	\$25,561-\$42,600	\$85,201-\$142,000	1,670	862					
	51%-60%	\$42,601-\$51,120	\$142,001-\$170,400	1,784	1,165					
	61%-80%	\$51,121-\$68,160	\$170,401-\$227,200	2,216	1,471					
	81%-120%	\$68,161-\$102,240	\$227,201-\$340,800	3,746	3,659					
	121%+	\$102,241+	\$340,801+	6,165	4,632					
	TOTAL UNITS				16,875	13,017				



- The proposed rezoning is consistent with the Create Wilmington Comprehensive Plan. While staff has evaluated the proposal for consistency with several policies, the policies identified below strongly support the proposed rezoning:
 - **1.7.1.** Growth should be accommodated in the city through mixed-use neighborhoods with a variety of housing types and price points.
 - **1.11.3.** Areas well-suited for infill and redevelopment, should be redeveloped in a way that maintains or enhances the desired character of the surrounding area, improves access to goods, services, and amenities, increases housing options, and improves the overall quality of life in the vicinity.
 - **9.3.1.** Mixed-use buildings and multi-use development sites should be encouraged where appropriate. Infill development that creates a destination for existing land uses should include opportunities for cross-site pedestrian connections, shared parking arrangements and other strategies to enhance mixed-use environments.



2.4 Planning Commission Recommendation: **CONDITIONAL APPROVAL**

The Planning Commission held a legislative hearing on July 10, 2024. Two people, including a representative of the surrounding neighborhood, spoke in opposition to the request, citing concerns with density, traffic, stormwater and drainage, tree preservation, commercial use, landscaping, and access. One person spoke in favor of the request. Following discussion, the Planning Commission voted 4-1 to recommend conditional approval subject to the conditions recommended by staff.

2016 COMPREHENSIVE PLAN

The New Hanover County Future Land Use Map provides a general representation of the vision for New Hanover County's future land use, as designated by place types describing the character and function of the different types of development that make up the community. These place types are intended to identify general areas for particular development patterns and should not be interpreted as being parcel specific.



Future Land Use Map Place Type	Community Mixed Use
Place Type Description	Focuses on small-scale, compact, mixed use development patterns that serve all modes of travel and act as an attractor for county residents and visitors. Types of appropriate uses include office, retail, mixed use, recreational, commercial, institutional, and multi-family and single-family residential.
Analysis	<p>The Comprehensive Plan designates this property as Community Mixed Use, a land use classification that promotes a mix of retail, office, and residential development at moderate densities up to 15 units per acre. This classification is generally applied to areas intended as community-level service nodes and / or transitions between lower density housing and higher intensity development.</p> <p>At 14 du/ac, the proposed maximum density for the development is within the density recommendation for the place type. Site features such as landscaping buffers, parking, and stormwater facilities have been located along the boundaries of the project adjacent to existing single-family development to provide a transition between the residential uses. An additional voluntary condition by the applicant also ensures workforce housing affordability for 10 percent of the units, or 7 total units whichever is greater, for a period of 15 years.</p> <p>The Community Mixed Use place type specifically identifies the Carolina Beach Road corridor as appropriate for the place type and recommends higher-intensity mixed use with first floor retail and office and housing above, with a building height range of 1 to 3 stories.</p> <p>The RMF-M district is intended to act as a transitional district between residential and commercial development. The proposed project would provide a buffer between the highway and single-family development.</p>
Consistency Recommendation	The proposed rezoning request is generally CONSISTENT with the 2016 Comprehensive Plan's intent for development to act as a transition between major roadways and higher intensity uses and existing residential areas and providing a range of housing types, opportunities, and choices. An additional voluntary condition by the applicant also ensures workforce housing affordability for 10 percent of the units, or 8 total units whichever is greater, for a period of 15 years.

Zoning Amendment Consistency Statements: Table of Potential Outcomes

	CONSISTENT	INCONSISTENT
<u>Approve</u>	<p>Must adopt a Statement that:</p> <ol style="list-style-type: none"> 1. <u>Approves</u> the amendment; and 2. Describes its <u>consistency</u> with existing applicable plans; and 3. Explains why this action is <u>reasonable</u> and in the <u>public interest</u>. 	<p>Must adopt a Statement that:</p> <ol style="list-style-type: none"> 1. <u>Approves</u> the amendment; and 2. Declares the approval to also be an <u>amendment</u> to existing applicable plans; and 3. Explains the <u>change in conditions</u> the board took into account in amending the zoning ordinance to meet the development needs of the community; and 4. Explains why this action is <u>reasonable</u> and in the <u>public interest</u>.
<u>Reject</u>	<p><u>May want to</u> adopt a Statement that:</p> <ol style="list-style-type: none"> 1. <u>Rejects</u> the amendment; and 2. <u>Amends</u> the existing applicable plans; and 3. Explains the <u>change in conditions</u> the board took into account in amending the applicable plans to meet the development needs of the community; and 4. Explains why this action is <u>reasonable</u> and in the <u>public interest</u>. 	<p>Must adopt a Statement that:</p> <ol style="list-style-type: none"> 1. <u>Rejects</u> the amendment; and 2. Describes its <u>inconsistency</u> with existing applicable plans; and 3. Explains why this action is <u>reasonable</u> and in the <u>public interest</u>.

Questions?

