

PLANNING BOARD MEETING

Wednesday, September 6, 2023

6:00 PM

City Hall Council Chambers

300 West Crowell Street

Monroe, NC

Agenda

- Item 1.** **Call to Order – Roll Call**
- Item 2.** **Pledge of Allegiance and Moment of Silence**
- Item 3.** **Approval of Minutes: August 2, 2023**
- Item 4.** **Zoning map amendment for the property located along N. Rocky River Road/Lacey Paige Road and the Monroe Expressway and further identified as tax parcel # 08-303-031. The request is to rezone one parcel of the original overall project from Conditional District “Rocky River Crossing” to Conditional District “Rocky River Crossing Self Storage”.**
- Item 5.** **Zoning map amendment for Planned Unit Development “Sycamore” for properties located along Morgan Mill Road, south of the Monroe Expressway and further identified as tax parcel #'s 09-143-002C, 09-143-003, 09-143-003B, 09-143-003C, 09-143-003D, 09-143-003E, 09-143-003G, 09-143-003H, 09-143-003J, and a portion of 09-143-004D. The request is to rezone a total of 23.44 acres from Community Corridor Mixed-Use 2 (CCMX-2) to Planned Unit Development “Sycamore”.**
- Item 6.** **Zoning map and text amendment request for the property located at 316 Normand Street and further identified as tax parcel 09-192-046 from General Industrial (GI) District to Conditional District Industrial.**
- Item 7.** **Next Meeting: October 4, 2023**
- Item 8.** **Adjournment**

ATTENTION BOARD MEMBERS:

Please contact Ashlyn Penegar at 704.282.4527 or Lisa Stiwinter at 704.282.4569 to confirm your attendance.

Thank you.

cc: **Planning Staff
Ashley Britt
Richard Long**

PLANNING BOARD MEETING

August 2, 2023 @ 6:00 PM
City Hall – Council Chambers
300 W. Crowell Street, Monroe, NC

Emailed to HR on: 08/07/2023

Item 1. **Call to Order/Roll Call**

Chair, Richard Yercheck called the August 2, 2023 meeting to order at 6:00 p.m. Ashlyn Penegar called the roll and noted that there was a quorum was present.

Members Present: Richard Yercheck (Chair), Jennifer Smith (Vice Chair), Patrick Furr, Kenneth Deal, David Dotson and Archie Morgan

Members Absent: Margaret Desio

Staff Present: Keri Mendler, Senior Planner; Megan Brightharp, Planner I; Patrick Blaszyk, Planner I; Ashley Britt, Assistant City Attorney; Richard Long, City Attorney; Ashlyn Penegar, Administrative Assistant II

Guests: Tom Crouch, Scott Hunsucker

Item 2. **Pledge of Allegiance and Moment of Silence**

Item 3: **Approval of Minutes: June 7, 2023 & July 5, 2023**

Motion: David Dotson made a motion to approve the minutes from July 7, 2023 and July 5, 2023.

Second: Archie Morgan

Action: The motion passed unanimously with the following votes:

AYES: Richard Yercheck, Jennifer Smith, Patrick Furr, Kenneth Deal, Archie Morgan and David Dotson

NAYS:

Item 4. Zoning map and text amendment for property located along E. Roosevelt Blvd. to rezone the property with tax parcel number 0-155-001B from CD “Camp Sutton Nursery” to CD “Camp Sutton Nursery 2”.

Keri Mendler, Senior Planner, approached the podium and said tonight I am presenting a request Zoning map and text amendment for property located along E. Roosevelt Blvd. to rezone the property with tax parcel number 0-155-001B from CD “Camp Sutton Nursery” to CD “Camp Sutton Nursery 2”.

On December 13, 2021 City Council approved a rezoning from General Industrial to CD “Camp Sutton Nursery” for tax parcel 09-155-001B and a portion of parcel 09-122-002. The rezoning was requested in order to utilize the property for a commercial greenhouse with onsite retail and wholesale sales, specifically plants and other landscaping needs such as rock, soil, mulch, and storage buildings. The site will also have outdoor storage including shrubs and plants. As part of the original approval, the applicant was required to pave the driveway, parking and circulation areas. Additionally, as required by the Engineering Standard Detail Manual and Planning staff, the applicant also showed the eight-foot wide sidewalk along E. Roosevelt Blvd. The applicant, UC QOZBII, LLC has requested an amendment to the original rezoning to request approval to not pave the parking and circulation area; however, they will pave the driveway up to the right-of-way line. The applicant is also requesting not to install the sidewalk along E. Roosevelt Blvd. as previously proposed and approved.

Proposal

The applicant is requesting an amendment to the original conditional district in order to not pave the circulation and parking area and to not install the required sidewalk along E. Roosevelt Blvd.

Landscaping

The original approval provided a 50-foot landscaped buffer along E. Roosevelt Blvd. and a 25- foot landscape buffer along the eastern property line. Parking lot landscaping will also be provided as indicated on the site plan.

Parking

As part of this proposal, the applicant is proposing 57 parking spaces to be constructed with gravel. Two of the parking spaces will be for accessible parking and will be paved with concrete.

Sidewalk

The original approval consisted of an eight foot (8') wide sidewalk along E. Roosevelt Blvd. The applicant is requesting not to install this sidewalk as part of the rezoning request. These parcels are located in an Opportunity Zone. Per the IRS website: “Opportunity Zones are economic development tools that allow development in distressed areas in the United States. The purpose of these zones is to spur economic development and job creation in low-income communities while providing tax benefits.” Because these parcels fall along a major thoroughfare and are located in an area poised for economic development, Planning staff recommends the sidewalk continue to be a requirement of this development.

Stormwater

The applicant will be required to provide stormwater management to treat the stormwater runoff for the project. The stormwater will be evaluated and reviewed, if the project is approved by City Council, at the building permit stage of the process. The location, size and type of storm water management systems depicted on the rezoning plan are subject to review and approval as part of the full development plan submittal and are not implicitly approved with this rezoning. Adjustments may be necessary in order to accommodate actual storm water treatment requirements and actual site discharge points. At the time of site plan submittal, site will meet stormwater management requirements in accordance with Chapter 159 Stormwater Management Ordinance of the Monroe Code of Ordinances.

Transportation

The site will be accessed by one entrance on E. Roosevelt Blvd. The applicant is proposing to pave the driveway entrance to the right-of-way line. Planning staff did recommend the applicant pave up to the 50-foot front setback line.

LAND USE AND TRANSPORTATION PLAN COMPLIANCE

The Land Use and Transportation Plan indicates this area is located in the Manufacturing, Logistics, and Aerospace character area with a small portion in the Medical character area, which is also located in the floodplain and is not being constructed on. The Manufacturing, Logistics, and Aerospace designation includes the city's existing base of industrial centers. These areas support manufacturing and production at a variety of scales, including assembly and processing, warehousing and distribution, bulk storage, and utilities. Manufacturing, Logistics, and Aerospace areas are found near major transportation assets (e.g., highway, rail, and/or air) and generally are buffered from surrounding development. Clusters of uses that support or serve similar industrial uses typically locate nearby. The need and desire for more sidewalks was a common theme in the Land Use and Transportation Plan, Forward Monroe. Through the public process, the citizens of Monroe commented on the need and desire for more sidewalks and safe connectivity throughout the City. While the proposed rezoning is consistent with the land development plan because commercial uses are listed as a priority use, staff believes sidewalk should continue to be a requirement of this development.

PUBLIC NOTIFICATION

A rezoning notification sign will be posted 10 days prior to the public hearing. An official rezoning notification letter will be sent to the adjacent property owners located within 150 feet, 10 days prior to the public hearing.

Keri Mendler said Staff does recommend approval of the rezoning, with the condition that the sidewalk continue to be a requirement to provide safe pedestrian connectivity, as well as paving the driveway to the 50 ft. front setback line, as compared to the right-of-way line that is currently proposed. I am happy to answer any questions and the applicant is here as well.

Archie Morgan said I have a question about the sidewalks within the City, we've all been down past this property and the businesses are going to be up the hill and off the highway, who is going to walk down there? Who is going to walk from Hilltop to this area? I just don't know the need for the sidewalk there.

Keri Mendler said from a pedestrian connectivity standpoint, we believe sidewalks are really important because there are other developments occurring the more east you go and it provides that safe connection from those areas further up to the intersection of 601 and 74. Otherwise, there is the potential for people walking in the grass or in the ditch, which is unsafe and there is less visibility for pedestrians. While it may seem that sidewalks wouldn't be utilized at this time, I believe that as development continues to occur in this area, that there would be a need for sidewalks in the future.

Archie Morgan said it may be so, it's a nursery, so you're not going to walk and buy a bunch of potting soil or plants, I just see people driving to this business and not taking a sidewalk.

Keri Mendler said we don't necessarily look at what the use is when we are talking about sidewalks, because obviously there is going to be people transitioning from point A to point B, not necessarily just

from this business. So, that is why we recommend that sidewalks be a part of development sidewalks in hope that eventually everything will connect. It might not connect now, but eventually as more developments come and as the City funds additional sidewalk connections, that is the goal.

Kenneth Deal said on the other businesses that are further east from there that have been approved. They are already putting in the sidewalks, correct?

Keri Mendler said it is a requirement of any new developments to provide sidewalks. I believe that they are requesting to go through the process to not do the sidewalk there, but I don't know if that's been submitted or not. To the south, there is residential as well and they've done sidewalks and some of these newer medical campuses, across from Metro Medical, when they've developed, they installed their sidewalks.

Kenneth Deal said from a personal observance, I will say that when I ran out to the sheriff's new digs out on 74, I had to cross lanes to avoid one of those battery powered wheel chairs because they had no other option. So, it may not be a significant need now, but that told me right there that there is a current need for something out there. They had no choice, but to be in the street.

Chair asked do we have anyone that would like to speak in favor of this project?

Tom Crouch approached the podium and introduced himself. He said I am here representing the Moser Group for this project and I thank you for your time. Keri did a great job in laying out the highpoints of this and I wanted to get a little deeper on a couple areas, just so you can see what we are working with. As Keri mentioned, this is an opportunity zone and this is Camp Sutton Nursery. So, this is an area where the government has deemed that this is a place for development and we want to bring forth a better development for the area. We want to bring forth a better product and develop areas that need it. This project is near and dear to our hearts, we went back and took some of the history behind Camp Sutton, which is indicative of the name and as well as our logo. You can see the older military barracks and military trucks that were used to kind of bring the history of the project forward. (Mr. Crouch presents a few photos of the project as it looks currently) We have 2 greenhouses and we have plans for 4 that we will put in in the future. The green roof is our sales office and then we have the better built building where they sell sheds, metal buildings and anything that you would need in your backyard. We have our loading area where we have hardscape, such as rocks, mulch, pines needles, deer stands and hunting supplies of that nature. One of the issues we thought of when asking for this amendment to the rezoning is the ADA spots, by keeping it stone, we want to make sure we accommodate with our ADA customers. So, we have 2 concrete ADA spots with an ADA sidewalk all the way to the sales office to allow all of our customer's access to that. We care about the image of this commercial site, this nursery, so we have a great general manager on site who really cares about the look and the image that we are portraying. We have all of our plants lined out in a straight line and they are well watered, well-manicured to allow a really clean and pristine look. On the side of the nursery, we have the sales office and we've set this up to sell everything from grass seed to ant killer, to potting soil, to seeds. This is a really unique area where we will be hosting different events, planting lists, planting suggestions, landscaping tips. You can follow us on Instagram to see all of the things that we are selling in there. We get new products in and new plants in all the time and we really recommend you follow us, it's a good way to see what we are selling. Moving to the back of the nursery, we are partnering with local vendors to sell everything from local produce, to local honeys,

jams, meats, chickens, the whole thing. We will have that positioned in our store with Instagram posts to show what's coming and what's next and we are really excited about that. One of the reasons we are asking for this site to stay stone and not paved, there are nurseries throughout the region and in Monroe. All of them are gravel and will remain gravel for one particular reason, specifically to keep the gravel looking nice and keeping the development looking nice. You have landscaping trucks coming in periodically, tractor trailer trucks coming in, residents coming in who are dropping trailers, tearing up the asphalt and leaving potholes, it's really hard to maintain a real crisp look with the asphalt with all the wear and tear. That's the main reason why we would like to have this stay stone. Moving into the site plan that Keri showed you, our request to not have a sidewalk there and I think you made a great point, it's very hard to have anyone walking up the Highway 74. There aren't many residents coming that are going to buy plants, then carry them down the sidewalk. As you can see on the left side of the site plan, that's Richardson Creek and there is no sidewalk there now and so our sidewalk would go and then stop right at the edge of the creek. Then you would have to walk on the bridge of 74 and come back across. So, it doesn't make any sense to have a sidewalk there that you can't access. Again, on the left side, the same thing, it would go to nowhere. Also, the sidewalk is setback so far because of the right-of-way that 74 has is really big, so if you have someone riding on the road on their powered wheel chair, you'd have to somehow cross a ditch and go through about 50 ft. of grass, get up on the sidewalk and then use it for as long as our site is, then same thing, get off the sidewalk, get back on 74. So, it wouldn't be very useful or usable at this time. The second thing we are requesting is to deviate from the landscape buffer for 2 reasons, one, we would really love to have an irrigated, sod lawn on the front to keep a really crisp and pristine look and you would have great visibility of what we are offering, as well as having a display area for some of our products. Such as, hunting gear, deer blinds and other landscape plants that we would put out and supplement and change as the seasons dictated. I appreciate you listening to me tonight and I would love to answer any questions or take any feedback that you might have.

Patrick Furr said let me get this straight, you are going down on 74 and along 74, you are going to landscape it where the berm was so we have some curb appeal there? You're not going to leave it like it is now?

Mr. Crouch said they aren't going to leave it as it is now. We would love to have a manicured lawn that we can mow some stripes in and have a really clean look and then on the left side of the driveway that you've seen out there, we would like to have a display area for some of our hunting equipment. If you've driven by today, you could've seen them putting up some deer blinds so you could see that from the street. We just want to display some of the stuff that we'd like to sell there and that changes periodically.

Patrick Furr asked are you a retail or a wholesale?

Mr. Crouch said both.

Patrick Furr said I can tell the Board this, from running a bunch of nurseries, the reason we didn't pave and you've got a good point on that. Whether I agree or disagree for the customer, is that we are running water 24/7 and with pavement, it was running down and running down, with the rocks, it absorbed right way. But, curb appeal is important going down 74 and it's a high impact area and it's becoming higher impact or you wouldn't be developing out there.

Mr. Crouch said absolutely. It's really important to us and our general manager. You get one chance when customers come in to see your nursery and we want to have a great appeal when they walk in.

Chair asked is this little stretch of sidewalk going to cause Moser Commercial Real Estate a hardship? That's a facetious question. I get why you're thinking it doesn't make sense to put it there because it's going to be the bridge to nowhere. We get that. But, part of what we are trying to do is set a precedent for when we do projects like this, we are putting sidewalks in in anticipation of not right now, but what's going to happen in the future. We want to look and we want a presentation that says when you come do business with us, this is what we expect and we are going to work to try to connect all of these. As Camp Sutton starts to build out, that might not get connected and that would be a disappointment, but other projects that may decide to come out that way or as you all start to do more, we may want to figure out ways to connect it. I think for me, I don't have any problem with the gravel and I think that makes sense. I appreciate the ADA pads, especially with my wife just coming off of ACL surgery and those crutches and walkers, that gravel gets rough. But, I think for what we are trying to do as a community, I think the sidewalk, even though your presentation is correct and it's not going to have a ton of effect, but I think from the visual aesthetic and to continue what we are trying to do as a community, it needs to be there.

Mr. Crouch said I agree completely and definitely in the City and unfortunately on Highway 74 right here, just on our side along, there are 4 bypass pipes that come under 74 that discharge onto our site. So, in order to build south across there, you are going to have some pretty tough challenges further on down the site to actually connect that sidewalk to anywhere. The way we chose our property line was actually where a stream ran from a discharge pipeline under 74. So, as far as connecting to anything, it would be very difficult to ever get a sidewalk in there.

Chair said thank you for that.

Jennifer Smith asked are you responsible for putting the sidewalks in? Or is that the City?

Mr. Crouch said we are responsible and we are requesting to deviate from that.

Chair asked the Board, does anybody have any further questions for Tom? Hearing none, is there anybody else that would like to speak in favor of this project? Seeing none, is there anybody that would like to speak against this project? Seeing none, I would entertain more conversation from the Board or a motion.

Patrick Furr asked we don't have to approve or disapprove the sidewalk and the rock as a package, in other words, we could say ok on the rock, but we want the sidewalks, or vice versa, right?

Chair said we can make that a stipulation of how this would move forward to Council.

David Dotson said I would be inclined to make a motion.

Motion: David Dotson made a motion to approve the gravel driveway and turn around, with the idea that the sidewalk be installed to provide pedestrian connectivity along the major through fare.

Second: Patrick Furr

Chair said Mr. Attorney, do you have any comments on how we are splitting this up or doing this?

Richard Long said if you are going to deny the other portion, you may want to set forth what you are denying to it can be clear for your motions.

David Dotson asked, make the motion denying the removal of the sidewalk, but approving the turn around and parking lot?

Richard Long said we have 3 issues that I see: buffer zone, the paving to the property line or the setbacks and you have the sidewalks. Those are your three issues involved with this motion.

David Dotson said my opinion would be if you are going to have the sidewalk, that you have them pave back to the setback, so it would all go together.

Chair asked David, will you rescind you motion to restate it?

Motion: David Dotson made a motion to rescind his previous motion.

Second: Patrick Furr

Action: The motion passed unanimously with the following votes:

AYES: Richard Yercheck, Jennifer Smith, Patrick Furr, Kenneth Deal, Archie Morgan and David Dotson

NAYS:

Motion: David Dotson made a motion to recommend approval of the modification to a gravel parking lot, to deny the removal of the sidewalk and to recommend paving the driveway to the 50 ft. setback line.

Second: Patrick Furr

Action: The motion passed unanimously with the following votes:

AYES: Richard Yercheck, Jennifer Smith, Patrick Furr, Kenneth Deal, Archie Morgan and David Dotson

NAYS:

Mr. Crouch said I just want to clarify, we actually had three requests. The sidewalk, the paving and the buffer zone. I didn't hear the buffer zone.

Chair asked the paving to the buffer?

Mr. Crouch said I may have misspoken earlier and didn't make it clear, there is a buffer zone that we are asking to deviate from. It's a landscape buffer zone on the front that we are asking to deviate from, by not installing that landscape there so that we can have the ability to have a display area for our product and have a lawn there that we can stripe.

Chair said ok.

Mr. Crouch said I apologize for that.

Chair said you did say that.

Motion: Richard Yercheck made a motion to approve the deviation of the landscape requirement up to the buffer zone so that you can have your lawn and presentation facility.

Second: David Dotson

Action: The motion passed unanimously with the following votes:

AYES: Richard Yercheck, Jennifer Smith, Patrick Furr, Kenneth Deal, Archie Morgan and David Dotson

NAYS:

Motion: David Dotson made a motion to recommend adoption of the Resolution Approving, with Staff's recommendation, Land Use and Transportation Plan Compliance, authorization for staff to draft the resolution based on the reasons provided and authorization for the Chair to sign the resolution at a later date.

Second: Richard Yercheck

Action: The motion passed unanimously with the following votes:

AYES: Richard Yercheck, Jennifer Smith, Patrick Furr, Kenneth Deal, Archie Morgan and David Dotson

NAYS:

Motion: Kenneth Deal made a motion to recommend adoption of Ordinance amending section 157.1.2.1 Official Zoning Map and section 157.1.3.1 Conditional Districts Established.

Second: Archie Morgan

Action: The motion passed unanimously with the following votes:

AYES: Richard Yercheck, Jennifer Smith, Patrick Furr, Kenneth Deal, Archie Morgan and David Dotson

NAYS:

Item 5. Zoning Text Amendment to the Code of Ordinances-Title XV: Land Usage, Chapter 157, Section 8.4.3: *Parking Design Standards*

Megan Brightharp approached the podium and said Planning Board is requested to consider a text amendment to clarify language on paving standards. The UDO currently states all uses except single family residential should have all parking, loading, and driveway areas paved and maintained with asphalt and concrete. However, the following section that outlines paving standards explicitly for single family residential uses does not list approved paving materials. Not having approved material language listed creates the possibility for unapproved materials to be utilized for single family driveways. Furthermore, the code currently says “single family residential shall be required to have ‘a’ paved driveway...”. However, it has become a concern that the word “a” could imply that only one driveway must be paved and could be argued that all additional driveways or expansions can be materials other than pavement such as gravel. It is the intention of this text amendment to clarify that all driveway areas for single family residential and all other uses should be paved in asphalt or concrete. Lastly, under subsection B.5, titled Exceptions to Paving Requirements, there are a list of exceptions to paving including areas of manufacturing and industrial uses and parking for heavy equipment, machinery, and vehicles. Staff recommends removing “vehicles” as an exception as it implies that if a property is utilized for industrial or manufacturing then paving is not required for vehicles, whereas the intent is to offer flexibility for heavy equipment and machinery only. Planning Staff recommends approval of the presented text amendment for Section 8.4.3 of the Unified Development Ordinance.

Chair asked does anyone have any questions as it relates to this text amendment change.

Kenneth Deal said I would just like to say that clarification is always a good thing and additional language is always a good thing.

Motion: **Kenneth Deal made a motion to recommend adoption of the Resolution Approving Land Use and Transportation Plan Compliance**

Second: **Richard Yercheck**

Action: **The motion passed unanimously with the following votes:**

AYES: **Richard Yercheck, Jennifer Smith, Patrick Furr, Kenneth Deal, Archie Morgan and David Dotson**

NAYS: **None**

Motion: **Kenneth Deal made a motion to recommend adoption of the Ordinance amending –Title XV Land Usage, Chapter 157, Section 8.4.3: Parking Design Standards.**

Second: **Jennifer Smith**

Action: **The motion passed unanimously with the following votes:**

AYES: **Richard Yercheck, Jennifer Smith, Patrick Furr, Kenneth Deal, Archie Morgan and David Dotson**

NAYS: **None**

Chair said I have spoken to Kathy Heintel, Chair of the Board of Education and invited her to come and speak and answer some questions and to give us some clarification on the numbers that we see and kind of what those mean today versus what they would be in 3,5, and 10 years down the road. She has agreed to do that, so we are looking for a time and a meeting where that would make sense. So, Kathy will be coming sometime in the next meeting or two or three.

Item 6. **Next Meeting: September 6, 2023**

Item 7. **Adjournment**

Motion: **Archie Morgan made a motion to adjourn.**

Second: **Jennifer Smith**

Action: **The motion to adjourn passed unanimously with the following votes:**

AYES: **Richard Yercheck, Jennifer Smith, Patrick Furr, Kenneth Deal, Archie Morgan and David Dotson**

NAYS: **None**

The meeting was adjourned at 6:31 p.m.

Respectfully Submitted,

Richard Yercheck, Chair
Planning Board

Ashlyn Penegar
Secretary to the Board



STAFF REPORT

TO: Planning Board Members

DATE: September 6, 2023

FROM: Lisa Stiwinter, Planning and Development Director

PREPARED BY: Doug Britt, Senior Planner

SUBJECT: Zoning Map Amendment request for Conditional District “Rocky River Crossing Self Storage”

SUMMARY STATEMENT

The Planning Board is requested to consider a zoning map amendment for the property located along N. Rocky River Road/Lacey Paige Road and the Monroe Expressway and further identified as tax parcel # 08-303-031. The request is to rezone one parcel of the overall project from Conditional District “Rocky River Crossing” to Conditional District “Rocky River Crossing Self Storage”. The applicant is requesting to increase the approved square footage of the storage facility from 90,000 square feet to 120,000 square feet. Planning staff deemed this to be a major modification due to the increase in square footage, thus requiring it to be processed as an amendment to the conditional district.

REVIEW

The applicant, Horizon Real Estate Fund LP, is requesting a conditional district rezoning for the property located along N. Rocky River Road/Lacey Paige Road and the Monroe Expressway. The total area of the project is 4.46 acres. Conditional District “Rocky River Crossing” was approved by City Council in June of 2021 and authorized the development of 360 market rate apartments, a 150-room hotel and a 90,000 square foot climate controlled storage facility. Please note, this project was approved under the previous ordinance.

AREA CHARACTERISTICS

The property is currently zoned Conditional District “Rocky River Crossing”.

Adjoining Land Uses and Zoning District

	Existing Uses	Zoning District
North	Monroe Expressway & Vacant	Conditional District “Rocky River Crossing”
East	Single Family Residential & Vacant	Conditional District “Rocky River Crossing”
South	Single Family Residential & Vacant	Conditional District “Rocky River Crossing”
West	Single Family Residential	Regional Corridor Mixed Use

Proposal

The applicant is requesting to rezone the storage facility portion of the site from Conditional District “Rocky River Crossing” to Conditional District “Rocky River Crossing Self Storage”. Additionally, the applicant is requesting to increase the square footage from the previously approved three story 90,000 square facility to 120,000 square feet while also offering limited outside storage for boats and RV’s.

REQUIREMENTS

Density & Dimensional Standards

The proposed minimum setbacks are as follows:

Front: 10 feet

Side: 25 feet

Rear: 25 feet

Elevation

The developer is proposing the exterior building materials to include brick, stucco, and metal panels.

Landscaping/Buffering

The applicant has provided a landscape plan that includes a mixture of trees and shrubs in order to satisfy the ordinance requirements.

Parking

The proposed storage facility is proposing to provide 18 parking spaces for customers and employees.

Stormwater

The applicant will be required to provide stormwater management to treat the stormwater runoff for the project. The stormwater will be evaluated and reviewed, if the project is approved by City Council, at the building permit stage of the process. The location, size and type of storm water management systems depicted on the rezoning plan are subject to review and approval as part of the full development plan submittal and are not implicitly approved with this rezoning. Adjustments may be necessary in order to accommodate actual storm water treatment requirements and actual site discharge points. At the time of site plan submittal, site will meet stormwater management requirements in accordance with Chapter 159 Stormwater Management Ordinance of the Monroe Code of Ordinances.

Transportation

The project is located off N. Rocky River Road/Lacee Paige Road, which is maintained by the North Carolina Department of Transportation. Since this is a multifamily and commercial project, there will not be any publicly maintained streets within the project. The owner(s) will maintain all private drive aisles and parking areas within the project. The City of Monroe will not have any street maintenance responsibilities within the development.

A traffic impact study was completed for this project and was reviewed by both the City of Monroe Engineering Department and the North Carolina Department of Transportation (NCDOT). The required transportation improvements for the project are as follows:

N. ROCKY RIVER ROAD AND LACEE PAIGE ROAD

- Northbound right-turn lane along N. Rocky River Road at Lacee Paige Road
- Southbound left-turn lane along N. Rocky River Road at Lacee Paige Road

LAND DEVELOPMENT PLAN CONSISTENCY

The Land Development Plan indicates this area is located in a Regional Mixed-Use Center. These centers are usually large-scale, measuring one mile in diameter that represents approximately a 20-minute walking distance. These centers are master-planned areas that are built in phases with a mix of non-residential, residential, and civic uses. It is likely that Regional Mixed-Use Centers will support the most intense concentrations of retail, employment, high-density residential and other mixed uses. These areas typically locate near major highways to ensure ease of access for longer trips.

The Future Lane Use Map designates two future interchanges of the Monroe Expressway as Regional Mixed Use Centers; however, the FLUM does not specify a dominant land use (or uses) for the center to respect market conditions and allow flexibility. Priority uses within the mixed-use centers include multi-family residential, commercial, office, medical, civic, and mixed-use.

Planning staff is of the opinion the development pattern of a mixed-use development with multifamily residential development at this location is consistent with the Land Development Plan.

PUBLIC NOTIFICATION

A rezoning notification sign will be posted 10 days prior to the public hearing.

An official rezoning notification letter will be sent to the adjacent property owners located within 150 feet, 10 days prior to the public hearing.

RECOMMENDATION

Staff recommends approval of Conditional District “Rocky River Crossing Self Storage” which will authorize the storage facility to increase the size from 90,000 square feet to 120,000 square feet.

APPROVAL	DENIAL
1. Motion to recommend adoption of a Resolution <i>Approving</i> Land Use and Transportation Plan compliance	1. Motion to recommend adoption of a Resolution <i>Denying</i> Land Use and Transportation Plan Compliance and authorization for staff to draft the resolution based on the reason(s) provided and authorization for the Chair to sign at a later date
2. Motion to recommend adoption of the Ordinance amending Section 157.1.2.1- Official Zoning Map and Section 157.1.3.1- Conditional Districts Established	3. Motion to recommend denial of the zoning text amendment

Attachments:

Attachment 1-Ortho Map
Attachment 2-Zoning Map
Attachment 3-Approved Site Plan
Attachment 4-Proposed Site Plan
Attachment 5-Elevation
Attachment 6-Future Land Use Map
Attachment 7-FLUM Description
Attachment 8-R-2023-XX Approval
Attachment 9-R-2023-XX Denial
Attachment 10-O-2023-XX 157.1.2.1
Attachment 11-O-2023-XX 157.1.3.1

Ortho Map

Case #: PLAMA 2024-00026

Legend

- Centerlines
- City Limits
- streams
- Parcels

Existing: Conditional District
Rocky River Crossing

Owner: Horizon Real
Estate Fund LP

Acres: 4.45



0 320 640
Feet

Zoning Map

Case #: PLAMA 2024-00026

Legend

- Centerlines
- City Limits
- streams
- Parcels

Zoning Districts

- CD
- RC-MX
- Union County RA-40

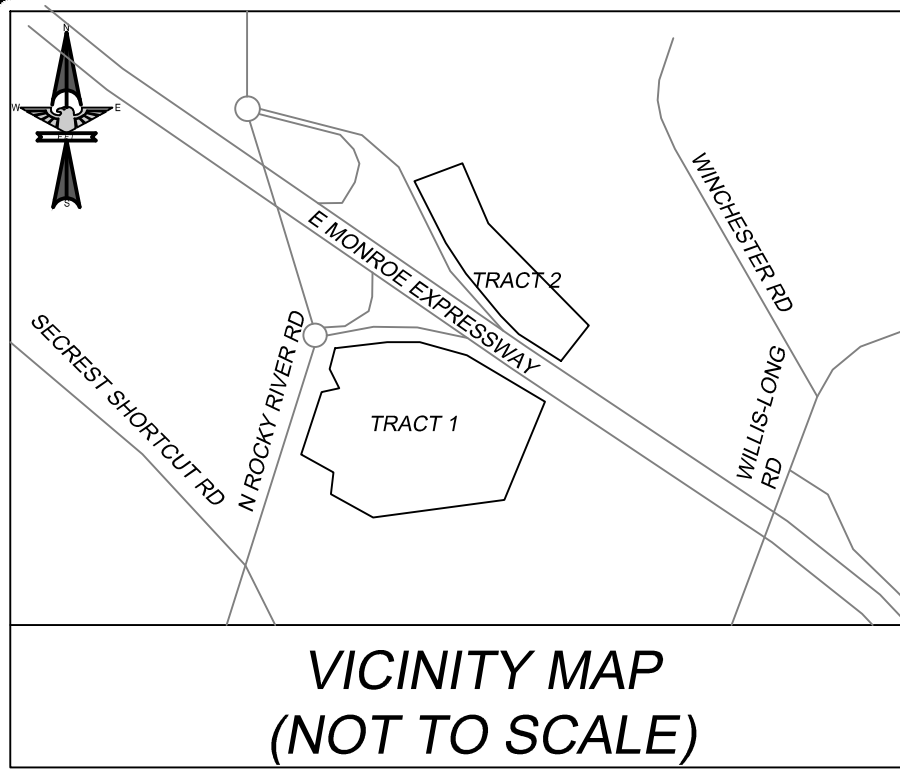
**Existing: Conditional District
Rocky River Crossing**

**Owner: Horizon Real
Estate Fund LP**

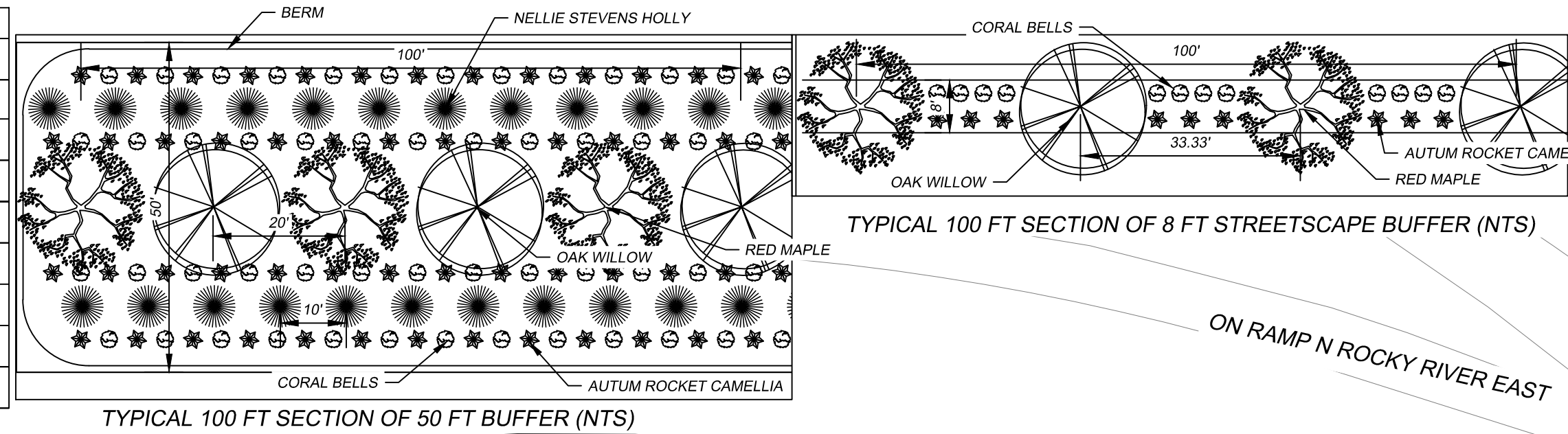
Acres: 4.45



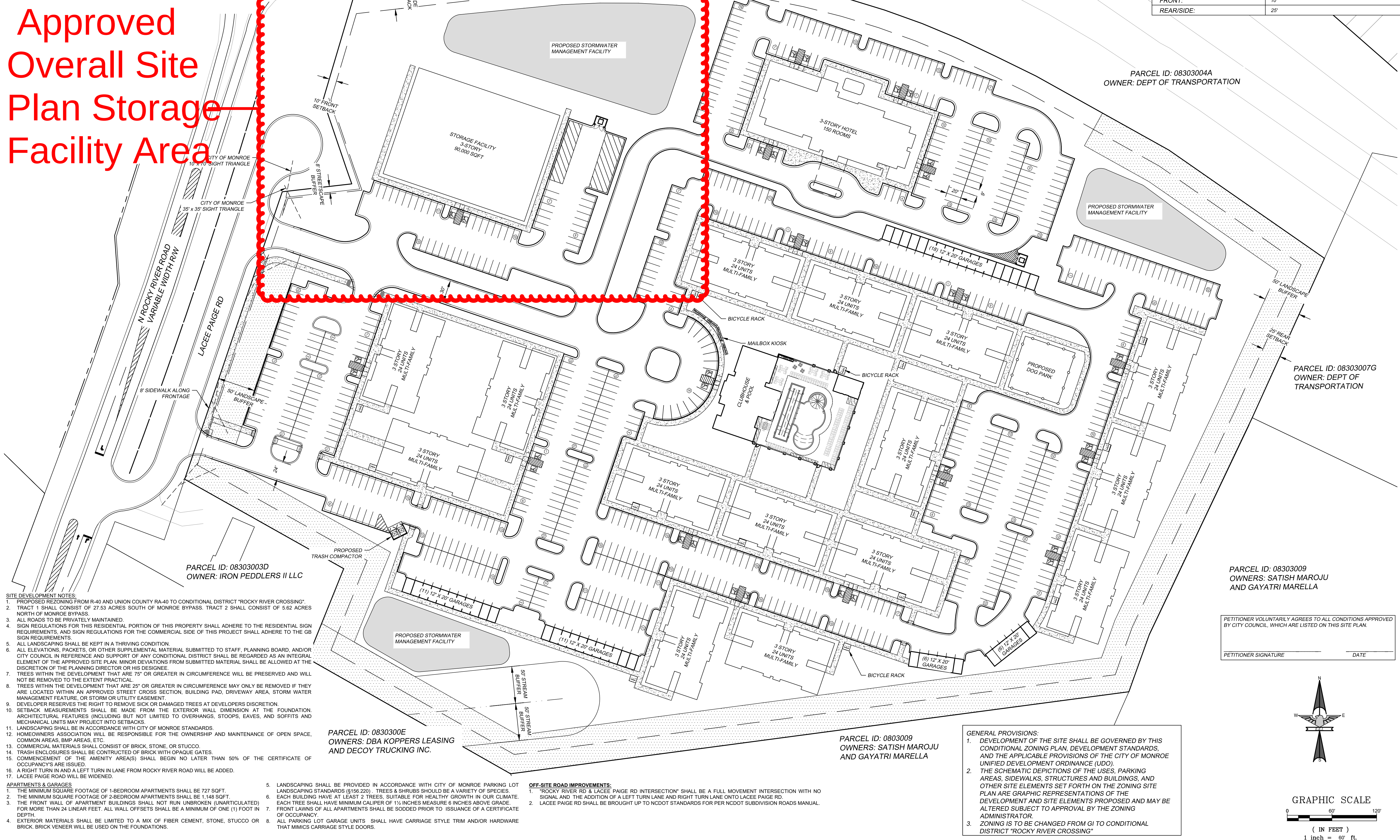
0 320 640
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PLANT SCHEDULE		
COMMON NAME	BOTANICAL NAME	HT
TREES		
RED MAPLE	ACER RUBRUM	40'-50'
OAK WILLOW	QUERCUS PHELLOS	40'-50'
TREES (EVERGREEN)		
NELLIE STEVENS HOLLY	ILEX X NELLIE STEVENS	15'-20'
SHRUBS		
AUTUMN ROCKET CAMELLIA	CAMELLIA SASANGUA AUTUMN ROCKET	8'-10'
CORAL BELLS	HEUCHERA X GEORGIA PEACH	1'-3'



PARKING REQUIREMENTS		SITE AND DEVELOPMENT DATA	
COMMERCIAL		JURISDICTION	CITY OF MONROE
BUILDING	PROVIDED SPACES	TAX PARCEL(S):	08303006, 08303005A, 08303005B, 08303005
HOTEL SPACES PROVIDED:	158 SPACES	SITE ADDRESS:	3626, 3730, 3736 & 3616 LACEE PAIGE RD.
ADA SPACES PROVIDED:	8 ADA SPACES	ZONING	RA-40 (UNION COUNTY) R-40 (MONROE)
STORAGE FACILITY PROVIDED:	52 SPACES	PROPOSED ZONING	CONDITIONAL DISTRICT "ROCKY RIVER CROSSING"
ADA SPACES PROVIDED:	2 SPACES	USE CLASSIFICATION	COMMERCIAL / MULTIFAMILY RESIDENTIAL
TOTAL SPACES PROVIDED:	220 SPACES	TOTAL AREA	27.53 ACRES
MULTIFAMILY		COMMON AREA	8.15 ACRES (29.80%)
	UNITS:	UNITS:	24 UNITS x 15 BUILDINGS = 360 UNITS
	SPACES PROVIDED:	DENSITY:	13.08 UNITS/ACRE
	GARAGE SPACES PROVIDED:	LANDSCAPE BUFFER:	
ADA SPACES PROVIDED:	24 SPACES	FRONT:	0'
TOTAL SPACES PROVIDED:	656 SPACES	SIDE:	50'
		REAR:	50'
		BUILDING SETBACKS:	
		FRONT:	10'
		REAR/SIDE:	25'



EAGLE ENGINEERING

2013A Van Buren Avenue
Indian Trail, NC 28079
(704) 882-4222
www.eagleonline.net

PRELIMINARY
NOT FOR
CONSTRUCTION

NO.	DATE	BY	ISSUE
1	10-20-2020	DAM	REVISED LAYOUT
2	02-10-2021	DAM	CITY OF MONROE COMMENTS
3	05-07-2021	BLD	CITY OF MONROE COMMENTS

ROCKY RIVER CROSSING
MONROE, NC

LIQUID MGMT., LLC.

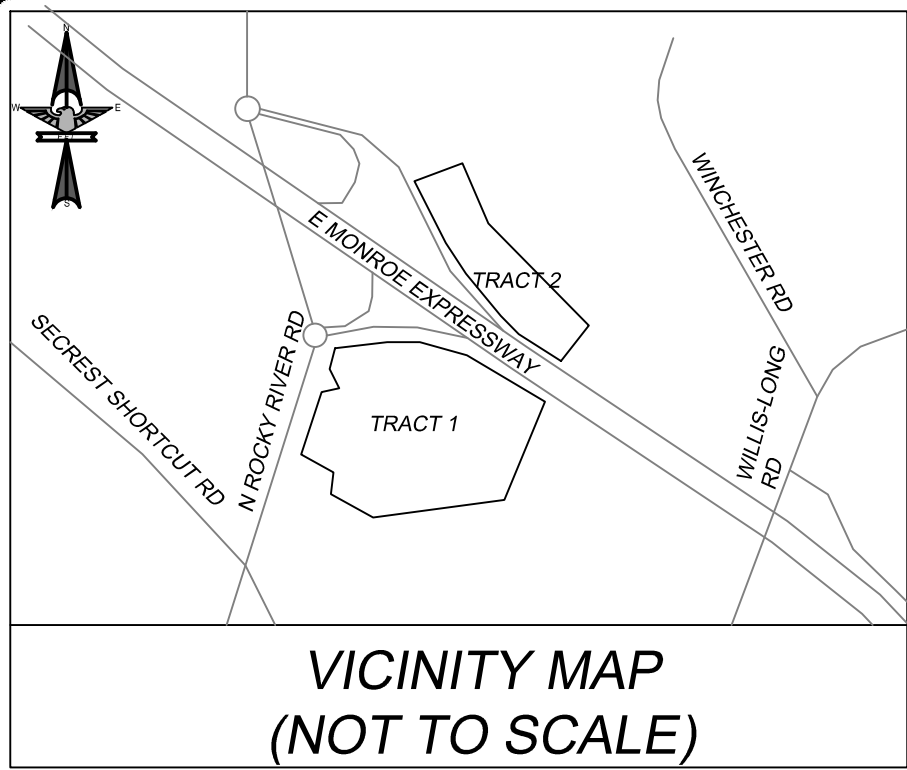
231 POST OFFICE DR. SUITE B8
INDIAN TRAIL, NC 28079

REZONING PLAN
CONDITIONAL DISTRICT
"ROCKY RIVER CROSSING"

DESIGNED BY	KEEL	CHECKED BY	MCK
DRAWN BY	DAM	DATE	5/7/21
AS SHOWN		JOB NUMBER	7180

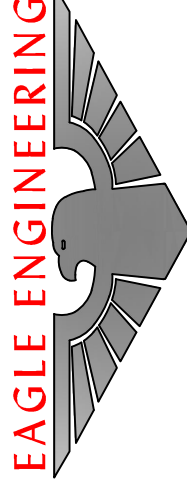
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RZP-1.0



SITE AND DEVELOPMENT DATA	
JURISDICTION	CITY OF MONROE
TAX PARCEL(S)	08303031
SITE ADDRESS:	LACEE PAIGE RD.
ZONING	CONDITIONAL DISTRICT "ROCKY RIVER CROSSING"
PROPOSED ZONING	CD "ROCKY RIVER CROSSING SELF STORAGE"
USE CLASSIFICATION	COMMERCIAL
TOTAL AREA	4.46 ACRES
COMMON AREA	N/A
LANDSCAPE BUFFER:	
FRONT:	0'
STREET:	8'
REAR:	50'
BUILDING SETBACKS:	
FRONT:	10'
REAR/SIDE:	25'
PARKING REQUIRED:	0.5/1,000 SF (120,000 SF = 60 SPACES)
PARKING PROVIDED:	20 (19'-10"x18', 8' X18" ADA)

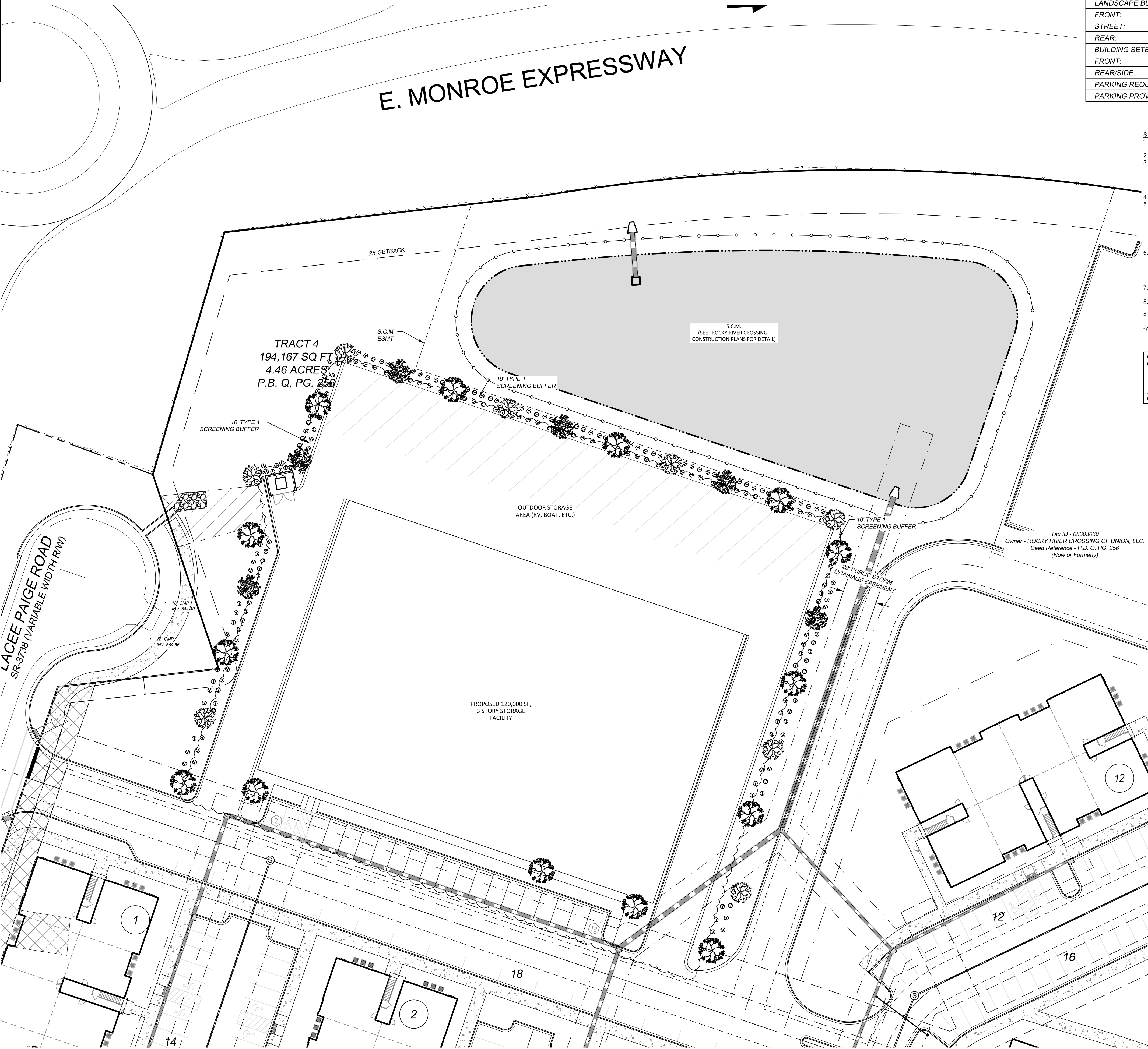
EAGLE ENGINEERING



FIRM LICENSE # C-0873
2013A Van Buren Avenue
Indian Trail, NC 28079
(704) 882-4222
www.eagleonline.net

PRELIMINARY
NOT FOR
CONSTRUCTION

08/22/23



- SITE DEVELOPMENT NOTES:
1. PROPOSED REZONING FROM CD TO CONDITIONAL DISTRICT "ROCKY RIVER SELF STORAGE".
 2. ALL ROADS TO BE PRIVATELY MAINTAINED.
 3. SIGN REGULATIONS FOR THIS RESIDENTIAL PORTION OF THIS PROPERTY SHALL ADHERE TO THE RESIDENTIAL SIGN REQUIREMENTS, AND SIGN REGULATIONS FOR THE COMMERCIAL SIDE OF THIS PROJECT SHALL ADHERE TO THE GB SIGN REQUIREMENTS.
 4. ALL LANDSCAPING SHALL BE KEPT IN A THRIVING CONDITION.
 5. ALL ELEVATIONS, PACKETS, OR OTHER SUPPLEMENTAL MATERIAL SUBMITTED TO STAFF, PLANNING BOARD, AND/OR CITY COUNCIL IN REFERENCE AND SUPPORT OF ANY CONDITIONAL DISTRICT SHALL BE REGARDED AS AN INTEGRAL ELEMENT OF THE APPROVED SITE PLAN. MINOR DEVIATIONS FROM SUBMITTED MATERIAL SHALL BE ALLOWED AT THE DISCRETION OF THE PLANNING DIRECTOR OR HIS DESIGNEE.
 6. SETBACK MEASUREMENTS SHALL BE MADE FROM THE EXTERIOR WALL DIMENSION AT THE FOUNDATION. ARCHITECTURAL FEATURES (INCLUDING BUT NOT LIMITED TO OVERHANGS, STOOPS, EAVES, AND SOFFITS AND MECHANICAL UNITS MAY PROJECT INTO SETBACKS.
 7. LANDSCAPING SHALL BE IN ACCORDANCE WITH CITY OF MONROE STANDARDS.
 8. MAINTENANCE ASSOCIATION OF ROCKY RIVER CROSSING WILL BE RESPONSIBLE FOR THE MAINTENANCE OF BMP AREAS.
 9. COMMERCIAL MATERIALS SHALL CONSIST OF BRICK, STONE, OR STUCCO.
 10. TRASH ENCLOSURES SHALL BE CONSTRUCTED OF BRICK WITH OPAQUE GATES.

PETITIONER VOLUNTARILY AGREES TO ALL CONDITIONS APPROVED BY CITY COUNCIL, WHICH ARE LISTED ON THIS SITE PLAN.

PETITIONER SIGNATURE _____ DATE _____

NO.	DATE	BY	ISSUE

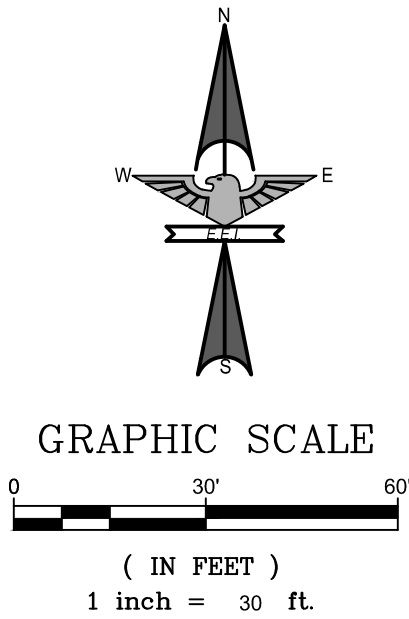
ROCKY RIVER CROSSING
MONROE, NC

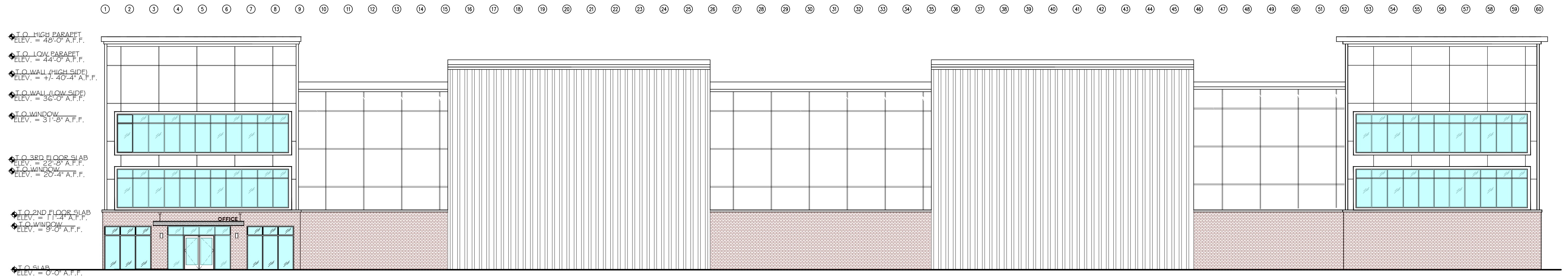
FA DEVELOP, LLC
530 EUGENE COURT
GREENSBORO, NC, 27401

REZONING PLAN AMENDMENT			
DESIGNED BY	KEL	CHECKED BY	MCK
DRAWN BY	KEL	DATE	8/22/23
Scale	AS SHOWN	JOB NUMBER	7180

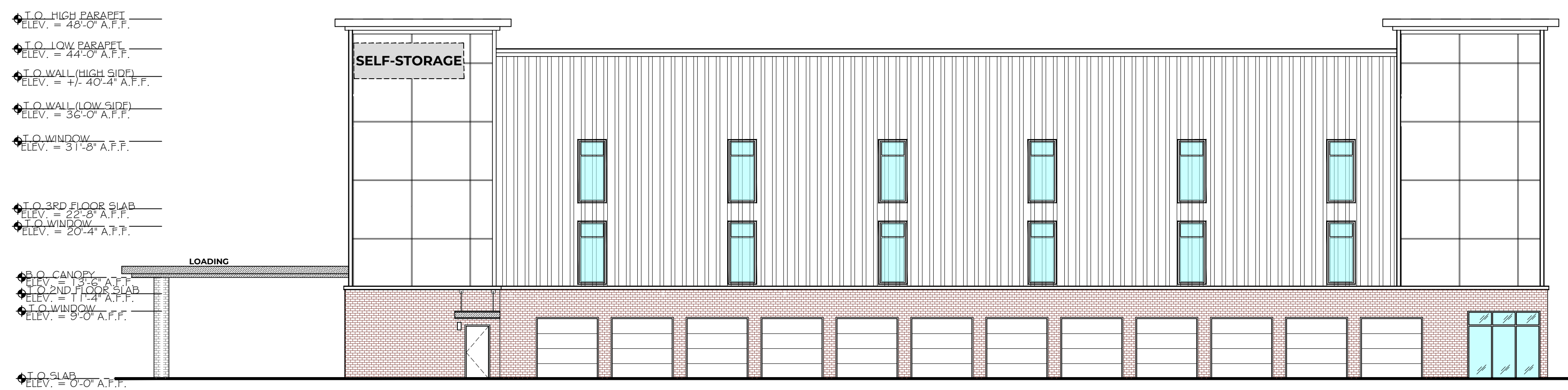
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RZP-1





SOUTH SIDE ELEVATION

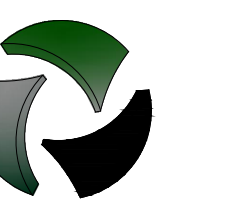


EAST SIDE ELEVATION

160' x 245' BUILDING ELEVATIONS



VALSTON, LLC
377 REYNOLDS DR.
EATONTON, GA 31024



**OMNI
CONSULTING
SERVICES**

401 Westpark Court
Suite 200
Peachtree City, Ga 30269
ph: 770.302.1701
fax: 770.818.5663

7/14/2023

Future Land Use Map

Case #: PLAMA 2024-00026

Legend

-  City Limits
-  Centerlines
-  Regional Centers
-  Parcels
-  streams

Existing: Conditional District
Rocky River Crossing

Owner: Horizon Real
Estate Fund LP

Acres: 4.45



0 360 720
 Feet

FUTURE LAND USE PLAN

Mixed-Use Centers attract people beyond Monroe for shopping, entertainment, employment, or recreation. These centers are usually large-scale, measuring one mile in diameter that represents approximately a 20-minute walking distance. These centers are master-planned areas that are built in phases with a mix of non-residential, residential, and civic uses. It is likely that Regional Mixed- Use Centers will support the most intense concentrations of retail, employment, high-density residential and other mixed uses. These areas typically locate near major highways to ensure ease of access for longer trips. Single-family residential should typically be discouraged within the center, but can be located to the periphery of the center as a transitional use.

The FLUM designates two future interchanges of the Monroe Expressway as Regional Mixed Use Centers; however, the FLUM does not specify a dominant land use (or uses) for the center to respect market conditions and allow flexibility.

Priority uses within the mixed-use centers include: multi-family residential, commercial, office, medical, civic, and mixed-use.

**RESOLUTION APPROVING LAND USE AND TRANSPORTATION PLAN
COMPLIANCE CONDITIONAL DISTRICT “ROCKY RIVER CROSSING STORAGE”
R-2023-XX**

WHEREAS, in accordance with the provisions of North Carolina General Statute 160D-605, the Planning Board does hereby find and determine that the adoption of the zoning map amendment for Conditional District “*ROCKY RIVER CROSSING STORAGE*” further described below is consistent with the adopted Land Use and Transportation Plan. The Land Use and Transportation Plan identifies this area as a Regional Mixed-Use Center.

Regional Mixed-Use Centers attract people beyond Monroe for shopping, entertainment, employment, or recreation. These centers are usually large-scale, measuring one mile in diameter that represents approximately a 20-minute walking distance. These centers are master-planned areas that are built in phases with a mix of non-residential, residential, and civic uses. These areas typically locate near major highways to ensure ease of access for longer trips. The proposed project is a commercial use that will be located along a corridor with higher traffic volumes- North Rocky River Road and a major highway, the Monroe Expressway; therefore, the project is consistent with the Land Use and Transportation Plan. The proposed project is a reasonable use and in the public interest because the storage facility use will serve the residents in the area.

NOW, THEREFORE, BE IT RESOLVED that the Planning Board of the City of Monroe recommends adoption of the Resolution Approving Land Use and Transportation Plan Compliance for property with Union County Tax Parcel Number: 08-303-001.

Adopted this 6th day of September, 2023

Richard A. Yercheck, Planning Board Chair

Attest:

Ashlyn Penegar, Secretary to Planning Board

**RESOLUTION DENYING LAND USE AND TRANSPORTATION PLAN
COMPLIANCE CONDITIONAL DISTRICT “ROCKY RIVER CROSSING STORAGE”
R-2023-XX**

WHEREAS, in accordance with the provisions of North Carolina General Statute 160D-605, the Planning Board does hereby find and determine that the adoption of the zoning map amendment for Conditional District “ROCKY RIVER CROSSING STORAGE” further described below is consistent with the adopted Land Use and Transportation Plan. The Land Use and Transportation Plan identifies this area as a Regional Mixed-Use Center.

Regional Mixed-Use Centers attract people beyond Monroe for shopping, entertainment, employment, or recreation. These centers are usually large-scale, measuring one mile in diameter that represents approximately a 20-minute walking distance. These centers are master-planned areas that are built in phases with a mix of non-residential, residential, and civic uses. These areas typically locate near major highways to ensure ease of access for longer trips. The proposed project is a commercial use that will be located along a corridor with higher traffic volumes- North Rocky River Road and a major highway, the Monroe Expressway; therefore, the project is consistent with the Land Use and Transportation Plan. However, this proposal is not a reasonable use or in the public interest because:

Based on this information, the conditions have changed which justify amending the Land Use and Transportation Plan. As a result of this zoning map amendment denial, the Land Use and Transportation Plan would be amended to reflect the land use modification.

NOW, THEREFORE, BE IT RESOLVED that the Planning Board of the City of Monroe recommends adoption of the Resolution Approving Land Use and Transportation Plan Compliance for property with Union County Tax Parcel Number: 08-303-001.

Adopted this 6th day of September, 2023

Richard A. Yercheck, Planning Board Chair

Attest:

Ashlyn Penegar, Secretary to Planning Board

ORDINANCE TO AMEND CITY OF MONROE CODE OF ORDINANCES
TITLE XV: LAND USES
CHAPTER 157: ZONING CODE
O-2023-XX

Preamble

Pursuant to authority conferred by Chapter 160D-701 of the North Carolina General Statutes, as amended and for the purpose of promoting the health, safety, morals, or general welfare of the inhabitants of the City by lessening congestion in and around the streets; securing safety; preventing the overcrowding of land; avoiding undue congestion; and facilitating the adequate provision of transportation,

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF MONROE THAT TITLE XV, CHAPTER 157 ZONING CODE OF THE CITY OF MONROE CODE OF ORDINANCES BE AMENDED AS FOLLOWS:

Section 1. Amend §157.1.2.1 **OFFICIAL ZONING MAP** as follows:

Rezone the property located along Rocky River Road and further identified as tax parcel # 08-303-001. The request is to rezone the property from Conditional District (CD) “Rocky River Crossing” to Conditional District (CD) “Rocky River Crossing Storage”.

Section 2. This Ordinance shall be effective upon adoption.

Adopted this 10th day of October, 2023.

Attest:

Marion L. Holloway Jr., Mayor

Bridgette H. Robinson, City Clerk

**ORDINANCE TO AMEND CITY OF MONROE CODE OF ORDINANCES
TITLE XV: LAND USES
CHAPTER 157: ZONING CODE
O-2023-XX**

Preamble

Pursuant to authority conferred by Chapter 160D-701 of the North Carolina General Statutes, as amended and for the purpose of promoting the health, safety, morals, or general welfare of the inhabitants of the City by lessening congestion in and around the streets; securing safety; preventing the overcrowding of land; avoiding undue congestion; and facilitating the adequate provision of transportation,

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF MONROE THAT TITLE XV, CHAPTER 157 ZONING CODE OF THE CITY OF MONROE CODE OF ORDINANCES BE AMENDED AS FOLLOWS:

Section 1. Amend §157.1.3.1 ZONING DISTRICTS ESTABLISHED as follows:

Conditional District (CD) “Rocky River Crossing Storage”

Section 2. This Ordinance shall be effective upon adoption.

Adopted this 10th day of October, 2023.

Attest:

Marion L. Holloway Jr., Mayor

Bridgette H. Robinson, City Clerk



STAFF REPORT

TO: Planning Board Members

DATE: September 6, 2023

FROM: Lisa Stiwinter, Director of Planning & Development

PREPARED BY: Keri Mendler, Senior Planner

SUBJECT: Zoning Map Amendment request for Planned Unit Development
“Sycamore” (Parcel ID #'s: 09-143-002C, 09-143-003, 09-143-003B, 09-143-003C, 09-143-003D, 09-143-003E, 09-143-003G, 09-143-003H, 09-143-003J, and a portion of 09-143-004D)

SUMMARY STATEMENT

The Planning Board is requested to consider a zoning map amendment for the properties located along Morgan Mill Road, south of the Monroe Expressway and further identified as tax parcel #'s 09-143-002C, 09-143-003, 09-143-003B, 09-143-003C, 09-143-003D, 09-143-003E, 09-143-003G, 09-143-003H, 09-143-003J, and a portion of 09-143-004D. The request is to rezone a total of 23.44 acres from Community Corridor Mixed–Use 2 (CCMX-2) to Planned Unit Development “Sycamore”. The rezoning application was submitted in February 2023, prior to many of the recent text amendments approved for the Unified Development Ordinance.

REVIEW

The applicant, Switzenbaum & Associates, Inc. is requesting a Planned Unit Development rezoning in order to develop an apartment complex that will consist of five buildings with a total of 275 units. The total area of the project is 23.44 acres, with approximately 15.51 acres or 66.2% of that reserved as common open space. The density of this project is 11.74 units per acre.

AREA CHARACTERISTICS

Adjoining Land Uses and Zoning District.

	Existing Uses	Zoning District
North	Monroe Expressway	Community Corridor Mixed–Use 2 (CCMX-2) & RLD (Residential Low Density)

East	NCDOT Facility	Community Corridor Mixed–Use 2 (CCMX-2) & RLD (Residential Low Density)
South	Lake Lee Church & Residential	Community Corridor Mixed–Use 2 (CCMX-2) & Union County RA-40
West	Boggs Complex	Union County Light Industrial

Proposal

The applicant is requesting a Planned Unit Development rezoning in order to develop a multi-family apartment project that will consist of 275 apartment units with a minimum unit size of 725 square feet. The total area of the project is 23.44 acres, with approximately 15.51 acres or 66.2% of that reserved as common open space. The overall project density is 11.74 units per acre.

REQUIREMENTS

Density & Dimensional Standards

The property is currently zoned Community Corridor Mixed-Use 2, which permits a density of 6 units per acre by right and 10 units per acre with incentives. The applicant is requesting a Planned Unit Development, which has no cap on density as they are required to be approved by City Council regardless of density. The density of this project is 11.74 units per acre.

Zoning District	Maximum Allowable Density
CC-MX2	6 units by-right & 10 units with incentives
RHD	10 units/acre
RMD	3 units/acre by-right; 4 units/acre clustering
RLD	2 units/acre

Setbacks

The minimum building setbacks are set by the landscape buffers, which are a minimum of 25-feet on all sides of the site.

Buffering & Landscaping

Parking lot trees will be provided as depicted on the site plan with a caliper of 2.5 inches measured 6-inches above grade.

Perimeter buffers are not required within the mixed use districts as the intent is to create walkable and connected projects; however, planned unit developments are required to provide perimeter buffers. The required buffer along the northern property line varies between a type 4 buffer (50-feet) and no buffer (along right-of-ways in excess of 60-feet wide); the applicant is requesting to install a variable width landscape buffer between 25-feet and 50-feet wide. The required buffer along the western property line is a type 4 (50-foot) buffer; the applicant is requesting to install a 25-foot wide landscape buffer. The required buffer along the southern property line is a type 4 (50-foot) buffer; the applicant is requesting to install a variable width landscape buffer between 25-feet and 50-feet wide. The required buffer along Morgan Mill Road is a type 1 (10-foot) buffer. The applicant is proposing a 25-foot landscape buffer in this location.

The 50-foot buffer also requires a 6-foot tall berm, fence, or wall; the applicant is requesting to deviate from the ordinance to not install a berm, fence, or wall.

The ordinance requires 10% tree save area, the applicant has complied with this requirement and is proposing 2.61 acres or 11.1% tree save area. A tree survey was provided which depicted all trees on the site that were greater than seventy-five inches in circumference. There are currently sixteen (16) trees measuring 75 inches in circumference or larger that will need to be removed for this development. The trees will be mitigated per the Unified Development Ordinance standards and the final plan will be determined at the erosion control plan review stage if the project is approved.

Open Space

The project is required to provide 35% open space, which would equal 8.19 acres. The applicant has provided approximately 15.51 acres or 66.2% of the total site. The ordinance states a maximum of 25% of the total required open space may include stormwater features and only wet stormwater facilities may be counted toward this requirement. The site plan delineates the stormwater feature will cover approximately .86 acres, which is 10.5% of the open space. The ordinance also states a maximum of 5% of the total required open space may include ponds and lakes not associated with stormwater management. This site has a 3.3-acre pond on site and the applicant is proposing to count .41 acres of the pond or 5% of the required open space towards their open space requirement. This results in 12.56 acres or 53.6% usable open space.

Planned Unit Developments less than twenty-five (25) acres in size are required to include at least two (2) small open space types and one (1) medium open space type. The small open space areas require a range of area from 500 square feet to 1 acre and the medium open space type requires 1-2.5 acres. There are two (2) small amenity areas and one (1) medium area proposed for this project. The open space features proposed for this project are as follows:

- Small amenity features: sports courts (for example pickle ball/tennis), putting greens, existing pond with access, and walking trails
- Medium amenity features: clubhouse with swimming pool and interior amenities

Elevations

Planned Unit Developments have a limit of three stories, the applicant is requesting a deviation in order to construct four-story buildings. Given the location of this site adjacent to the Monroe Expressway, staff does not see a concern with this request. The applicant has provided a list of prohibited building materials, which includes synthetic stucco (EFIS), masonite products, vinyl siding, and treated wood balcony railings. Vinyl trim, doors, and windows will be permitted. The minimum heated square footage of the units is 725 square feet.

Parking

The ordinance requires 1.5 spaces per dwelling unit, which is 413 required parking spaces for this development. The applicant is providing 458 surface parking spaces and 30 garage spaces throughout the site for a total of 488 parking spaces.

Sidewalk

A five-foot (5') wide sidewalk will be provided internally throughout the development. An eight-foot (8') wide sidewalk will be provided along Morgan Mill Road.

Stormwater

The applicant will be required to provide stormwater management to treat the stormwater runoff for the project. The stormwater will be evaluated and reviewed, if the project is approved by City Council, at the building permit stage of the process. The location, size and type of storm water management systems depicted on the rezoning plan are subject to review and approval as part of the full development plan submittal and are not implicitly approved with this rezoning. Adjustments may be necessary in order to accommodate actual storm water treatment requirements and actual site discharge points. At the time of site plan submittal, site will meet stormwater management requirements in accordance with Chapter 159 Stormwater Management Ordinance of the Monroe Code of Ordinances.

Schools

Don Ogram with the Union County Public Schools has provided the following information:

“Sycamore will be a 275-unit apartment complex to be located along the Monroe Expressway at the Morgan Mill interchange. It will be located within the following school attendance areas for the upcoming (2023-24) school year:

Unionville Elementary	Currently at 97% rated capacity
Piedmont Middle	Currently at 100% rated capacity
Piedmont High	Currently at 79% rated capacity”

Transportation

The proposed project will have an entrance from Curt Rollins Road via Lee Park Road, which are both publicly maintained roads. A traffic impact study was completed for this project as required by the ordinance and was reviewed by both the City of Monroe Engineering Department and the North Carolina Department of Transportation (NCDOT). The developer will be required to provide lane widening, curb and gutter, and a sidewalk on Curt Rollins Road. The developer will be required to install a right-in and right out at Lee Park Drive as well as a left turn onto Lee Park Drive. Lastly, the developer will be required to modify the intersection of Morgan Mill Road and Cyrus Edwards Road to accommodate U-turns from south-bound traffic on Morgan Mill Road.

Water/Sewer

The project will require phased permitting and water meter sets pursuant to a development agreement if approved by City Council, and consistent with the schedule for waste water treatment plant expansion. All onsite and offsite water and sewer main extensions for the proposed development shall be designed by a professional engineer, constructed and financed at the developer’s expense in accordance with the City of Monroe’s Standards and Extension Policy. Any required offsite easements are to be obtained by the Developer at their expense.

LAND USE AND TRANSPORTATION PLAN CONSISTENCY

The Land Development Plan indicates this project is located in a neighborhood mixed-use center. These centers provide neighborhood retail, professional office, service, and other community-oriented activities and uses for surrounding residential areas. The center's proximity to residential areas requires design to be integrated at a scale compatible with nearby residential

development. These centers measure half-a-mile across, representing approximately a 10-minute walking distance. The design transitions effectively between residential and nonresidential uses, and includes safe and convenient pedestrian and bicycle access for nearby residents. While commercial uses are likely to be prominent, these centers should emphasize a mixture of uses and residential housing units where possible. Single-family residential should be discouraged but may be used as a transition between land uses or to maintain continuity between the surrounding neighborhoods. These centers do not have density caps.

Planning staff is of the opinion the development pattern of a multi-family apartment complex is consistent with the Land Development Plan at 11.74 units per acre and is a reasonable use due to the project being located near a prominent interchange of the Monroe Expressway.

PUBLIC NOTIFICATION

The developer held a virtual neighborhood meeting on August 30, 2023.

A rezoning notification sign will be posted 10 days prior to the public hearing.

Official rezoning notification letters will be sent to the adjacent property owners located within at least 150 feet, 10 days prior to the public hearing.

RECOMMENDATION

Planning staff recommends approval of the rezoning to Planned Unit Development “Sycamore”.

Planning Board will need to take action on the following items:

Approval	Denial
Motion to recommend adoption of the Resolution Approving Land Use and Transportation Plan Compliance	Motion to recommend adoption of a Resolution Denying Land Use and Transportation Plan Compliance, authorization for staff to draft the resolution based on the reason(s) provided and authorization for the Chair to sign the resolution at a later date.
Motion to recommend adoption of the Ordinance amending section 157.1.2.1.	Motion to recommend denial of the zoning map amendment

Attachments:

1. Ortho Map
2. Zoning Map
3. Site Plan
4. Elevations
5. TIA Recommendations

6. Future Land Use Map
7. FLUM Description
8. Approval Resolution
9. Denial Resolution
10. Ordinance 157.1.2.1

Ortho Map

PLMA-2023-00128

Legend

— Centerlines

□ Parcels

--- City Limits

**Existing: CC-MX 2
Community Corridor-
Mixed Use 2**

Owners:

**John & Cynthia Scott
Sherry & Olin Smith
Kandy Pierce
Jeffrey & Darlene Rollins
Rickey & Delores Taylor
Richard Ewen
Lee Park Baptist Church Inc.**

Acres: 23.44



0 270 540
Feet

Zoning Map

PLMA-2023-00128

Legend

----- City Limits

▭ Parcels

City Zoning

▭ CC-MX2

▭ GI

▭ RLD

Union County Zoning

▭ LI

▭ RA-40

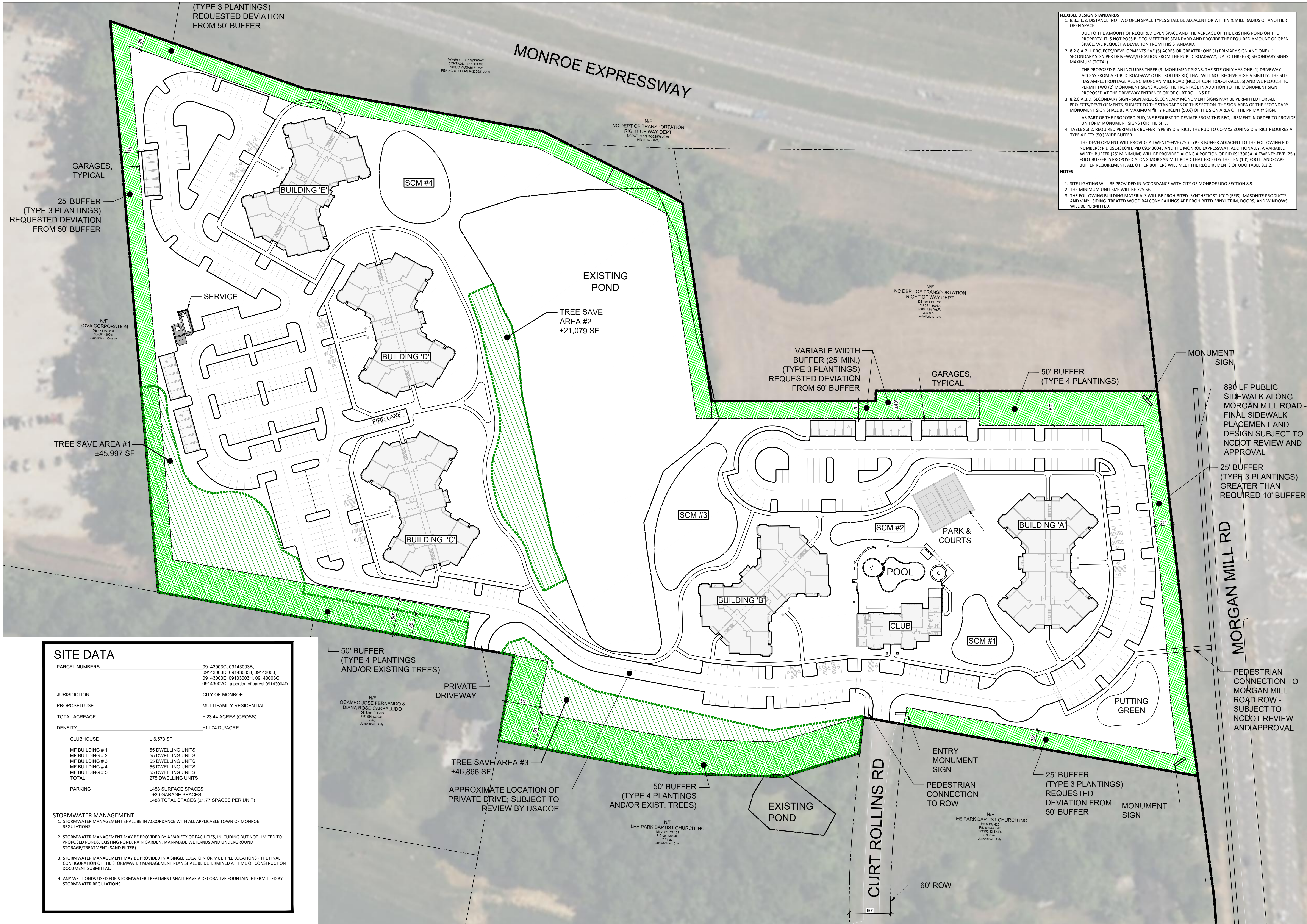
Existing: CC-MX 2
Community Corridor-
Mixed Use 2

Owners:
John & Cynthia Scott
Sherry & Olin Smith
Kandy Pierce
Jeffrey & Darlene Rollins
Rickey & Delores Taylor
Richard Ewen
Lee Park Baptist Church Inc.



Acres: 23.44

0 270 540
Feet



FLEXIBLE DESIGN STANDARDS

1. 8.3.3.E.2. DISTANCE. NO TWO OPEN SPACE TYPES SHALL BE ADJACENT OR WITHIN X MILE RADIUS OF ANOTHER OPEN SPACE.

DUE TO THE AMOUNT OF REQUIRED OPEN SPACE AND THE ACREAGE OF THE EXISTING POND ON THE PROPERTY, IT IS NOT POSSIBLE TO MEET THIS STANDARD AND PROVIDE THE REQUIRED AMOUNT OF OPEN SPACE. WE REQUEST A DEVIATION FROM THIS STANDARD.

2. 8.2.8.A.2.II. PROJECTS/DEVELOPMENTS FIVE (5) ACRES OR GREATER: ONE (1) PRIMARY SIGN AND ONE (1) SECONDARY SIGN PER DRIVEWAY/LOCATION FROM THE PUBLIC ROADWAY, UP TO THREE (3) SECONDARY SIGNS MAXIMUM (TOTAL).

THE PROPOSED PLAN INCLUDES THREE (3) MONUMENT SIGNS. THE SITE ONLY HAS ONE (1) DRIVEWAY ACCESS FROM A PUBLIC ROADWAY (CURT ROLLINS RD) THAT WILL NOT RECEIVE HIGH VISIBILITY. THE SITE HAS AMPLE FRONTAGE ALONG MORGAN MILL ROAD (NCDOT CONTROL-OF-ACCESS) AND WE REQUEST TO PERMIT TWO (2) MONUMENT SIGNS ALONG THE FRONTAGE IN ADDITION TO THE MONUMENT SIGN PROPOSED AT THE DRIVEWAY ENTRANCE OFF OF CURT ROLLINS RD.

3. 8.2.8.A.3.D. SECONDARY SIGN - SIGN AREA. SECONDARY MONUMENT SIGNS MAY BE PERMITTED FOR ALL PROJECTS/DEVELOPMENTS, SUBJECT TO THE STANDARDS OF THIS SECTION. THE SIGN AREA OF THE SECONDARY MONUMENT SIGN SHALL BE A MAXIMUM FIFTY PERCENT (50%) OF THE SIGN AREA OF THE PRIMARY SIGN.

AS PART OF THE PROPOSED PUD, WE REQUEST TO DEVIATE FROM THIS REQUIREMENT IN ORDER TO PROVIDE UNIFORM MONUMENT SIGNS FOR THE SITE.

4. TABLE 8.3.2. REQUIRED PERIMETER BUFFER TYPE BY DISTRICT. THE PUD TO CC-MX2 ZONING DISTRICT REQUIRES A TYPE 4 FIFTY (50') WIDE BUFFER.

THE DEVELOPMENT WILL PROVIDE A TWENTY-FIVE (25') TYPE 3 BUFFER ADJACENT TO THE FOLLOWING PID NUMBERS: PID 09143004H, PID 09143004L, AND THE MONROE EXPRESSWAY. ADDITIONALLY, A VARIABLE WIDTH BUFFER (25' MINIMUM) WILL BE PROVIDED ALONG A PORTION OF PID 0913003A. A TWENTY-FIVE (25') FOOT BUFFER IS PROPOSED ALONG MORGAN MILL ROAD THAT EXCEEDS THE TEN (10') FOOT LANDSCAPE BUFFER REQUIREMENT. ALL OTHER BUFFERS WILL MEET THE REQUIREMENTS OF UDO TABLE 8.3.2.

NOTES

1. SITE LIGHTING WILL BE PROVIDED IN ACCORDANCE WITH CITY OF MONROE UDO SECTION 8.9.

2. THE MINIMUM UNIT SIZE WILL BE 725 SF.

3. THE FOLLOWING BUILDING MATERIALS WILL BE PROHIBITED: SYNTHETIC STUCCO (EFIS), MASONITE PRODUCTS, AND VINYL SIDING. TREATED WOOD BALCONY RAILINGS ARE PROHIBITED. VINYL TRIM, DOORS, AND WINDOWS WILL BE PERMITTED.

SITE DATA	
PARCEL NUMBERS	09143003C, 09143003B, 09143003D, 09143003J, 09143003, 09143003E, 09133003H, 09143003G, 09143002C, a portion of parcel 09143004D
JURISDICTION	CITY OF MONROE
PROPOSED USE	MULTIFAMILY RESIDENTIAL
TOTAL ACREAGE	± 23.44 ACRES (GROSS)
DENSITY	± 11.74 DU/ACRE
CLUBHOUSE	± 6,573 SF
MF BUILDING # 1	55 DWELLING UNITS
MF BUILDING # 2	55 DWELLING UNITS
MF BUILDING # 3	55 DWELLING UNITS
MF BUILDING # 4	55 DWELLING UNITS
MF BUILDING # 5	55 DWELLING UNITS
TOTAL	275 DWELLING UNITS
PARKING	±458 SURFACE SPACES ±30 GARAGE SPACES ±488 TOTAL SPACES (±1.77 SPACES PER UNIT)
STORMWATER MANAGEMENT	
1. STORMWATER MANAGEMENT SHALL BE IN ACCORDANCE WITH ALL APPLICABLE TOWN OF MONROE REGULATIONS.	
2. STORMWATER MANAGEMENT MAY BE PROVIDED BY A VARIETY OF FACILITIES, INCLUDING BUT NOT LIMITED TO PROPOSED PONDS, EXISTING POND, RAIN GARDEN, MAN-MADE WETLANDS AND UNDERGROUND STORAGE/TREATMENT (SAND FILTER).	
3. STORMWATER MANAGEMENT MAY BE PROVIDED IN A SINGLE LOCATON OR MULTIPLE LOCATIONS - THE FINAL CONFIGURATION OF THE STORMWATER MANAGEMENT PLAN SHALL BE DETERMINED AT TIME OF CONSTRUCTION DOCUMENT SUBMITTAL.	
4. ANY WET PONDS USED FOR STORMWATER TREATMENT SHALL HAVE A DECORATIVE FOUNTAIN IF PERMITTED BY STORMWATER REGULATIONS.	

CLINE
DESIGN

125 N. Harrington St.
Raleigh, NC 27603
919/833-6413
ClineDesignAssoc.com

Switzenbaum & Associates

Sycamore at Monroe

Morgan Mill Road

Monroe, North Carolina

Preliminary
Review

PROJECT: 022112

DATE: 08.15.2023

REVISIONS:

	DATE
--	------

DRAWN BY: CR / JD

CHECKED BY: DB

Preliminary
Site Plan

LA1.00

Page 35 of 60

Scale: 1" = 60'



OPEN SPACE DATA

Required Open Space (35% of the project)	8.19 acres
Pond Area Counting Towards Open Space	.41 acres (5% of required open space)
Stormwater Area Counting Towards Open Space	.86 acres (10.5% of required open space)
Provided Open Space	15.51 acres (66.2% of required open space)
Pond Area Not Counting Towards Open Space	-2.89 acres
Net Open Space	12.56 acres (53.6% of total site)

LEGEND

STORMWATER CONTROL MEASURE

POND (PASSIVE OPEN SPACE)

PASSIVE OPEN SPACE

ACTIVE OPEN SPACE

TREE SAVE AREA

NOTE: The ultimate configuration of Open Space will be determined at time of development plan approval and subject to review by the City of Monroe and other required jurisdictional bodies.

CLINE DESIGN

125 N. Harrington St.
Raleigh, NC 27603
919/833-6413
ClineDesignAssoc.com

Switzenbaum & Associates

Sycamore at Monroe
Morgan Mill Road
Monroe, North Carolina

Preliminary Review

PROJECT: 022112

DATE: 08.15.2023

REVISIONS:

	DATE
--	------

DRAWN BY: CR / JD

CHECKED BY: DB

Preliminary Open Space Plan

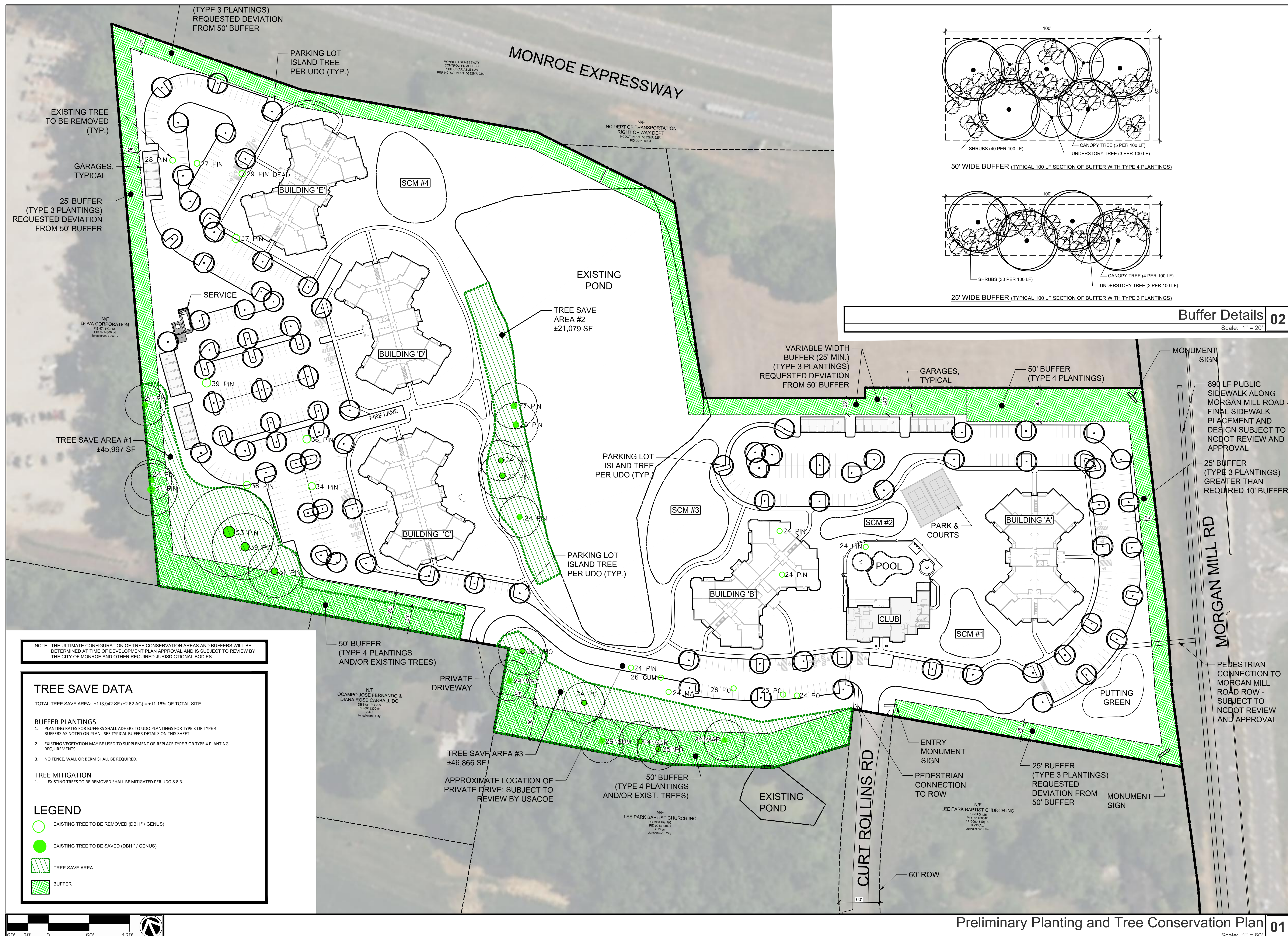
60' 30' 0 60' 120'

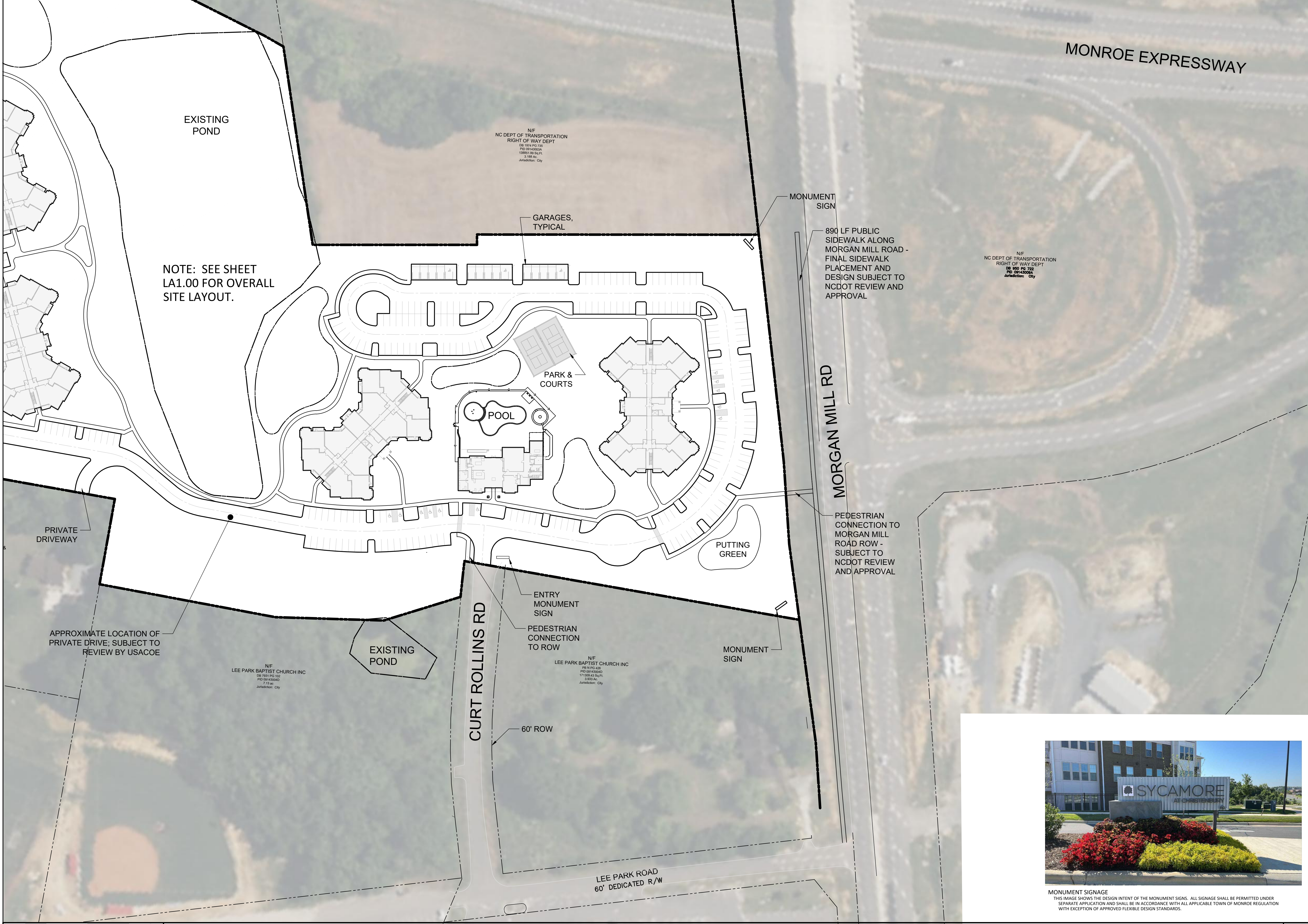
Preliminary Open Space Plan

01

LA1.10

Page 36 of 60





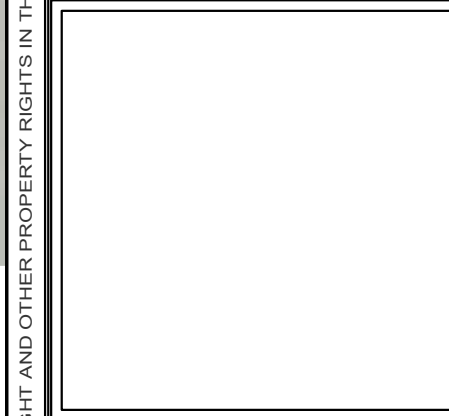
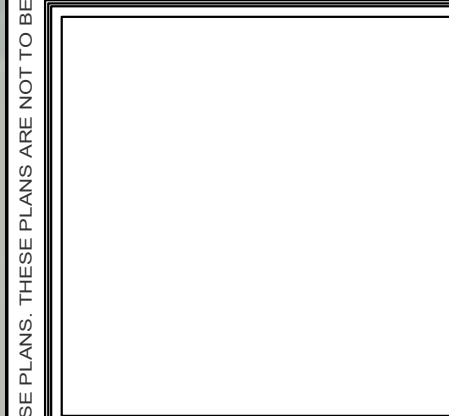
Switzenbaum & Associates

Sycamore at Monroe

Morgan Mill Road

Monroe, North Carolina

Preliminary
Review



PROJECT: 022112

DATE: 08.03.2023

REVISIONS:

	DATE
--	------

DRAWN BY: CR / JD

CHECKED BY: DB

Preliminary
Public Sidewalk
and Signage Plan



MONUMENT SIGNAGE
THIS IMAGE SHOWS THE DESIGN INTENT OF THE MONUMENT SIGNS. ALL SIGNAGE SHALL BE PERMITTED UNDER SEPARATE APPLICATION AND SHALL BE IN ACCORDANCE WITH ALL APPLICABLE TOWN OF MONROE REGULATION WITH EXCEPTION OF APPROVED FLEXIBLE DESIGN STANDARDS.

SUBJECT PROPERTY
PROPOSED SYCAMORE AT MONROE
RESIDENTIAL COMMUNITY

CURT ROLLINS ROAD

US 74 BYPASS - EXIT
US 74 BYPASS - ENTRANCE

MORGAN MILL ROAD

ALONG EAST-SIDE OF CURT
ROLLINS ROAD AND NORTH-SIDE
OF LEE PARK DRIVE PROVIDE
ROAD IMPROVEMENTS:
- LANE WIDENING
- CURB/GUTTER
- SIDEWALK

LEE PARK DRIVE

NCDOT FACILITY

THE INTERSECTION OF LEE PARK DRIVE
AND MORGAN MILL ROAD RECOMMENDED
TO OPERATE WITH THESE TURNING
MOVEMENTS:
- RIGHT-IN
- RIGHT-OUT
- LEFT-IN
PROVIDE APPROPRIATE ISLAND
CHANNELIZATION; ADD MORGAN MILL
ROAD MEDIAN BREAK FOR LEFT-IN.

LEE PARK
BAPTIST CHURCH

CYRUS EDWARDS ROAD

MODIFY INTERSECTION OF MORGAN
MILL ROAD AND CYRUS EDWARDS ROAD
TO ACCOMODATE U-TURN FROM
SOUTH-BOUND TRAFFIC ON MORGAN
MILL ROAD.

CYRUS EDWARDS ROAD

Google

NOT TO SCALE

- NOTES:**
1. THIS PLAN IS AN ILLUSTRATIVE EXHIBIT OF THE PROPOSED ROADWAY IMPROVEMENTS DESCRIBED IN THE TRAFFIC IMPACT ANALYSIS PREPARED BY VOLKERT ENGINEERING FOR THE SYCAMORE AT MONROE RESIDENTIAL COMMUNITY.
 2. THIS PLAN IS ILLUSTRATIVE, THE EXACT CONFIGURATION OF IMPROVEMENTS SHALL BE DETERMINED AT TIME OF CONSTRUCTION DOCUMENT SUBMITTAL.
 3. REFER TO THE PRELIMINARY SITE PLAN, TRAFFIC IMPACT ANALYSIS, AND RELATED REZONING DOCUMENTS SUBMITTED TO THE CITY OF MONROE AND NCDOT.





SYCAMORE AT MONROE

CONCEPT DESIGN

TRAFFIC IMPACT ANALYSIS

SYCAMORE MONROE

N of Rollings Boulevard & Curt Rollins Road
Monroe, North Carolina

Prepared for:

Switzenbaum and Associates, INC.

June 2023

Prepared By:

1200828.000

VOLKERT

6 Conclusion and Recommendation

In conclusion, based on the results of this capacity analysis, turn lane warrants and corresponding analyses (the specifics are described in the Traffic Analysis section of this report) the proposed Multi-Family Residential development is not expected to have any adverse traffic impacts to the adjacent roadways or intersections.

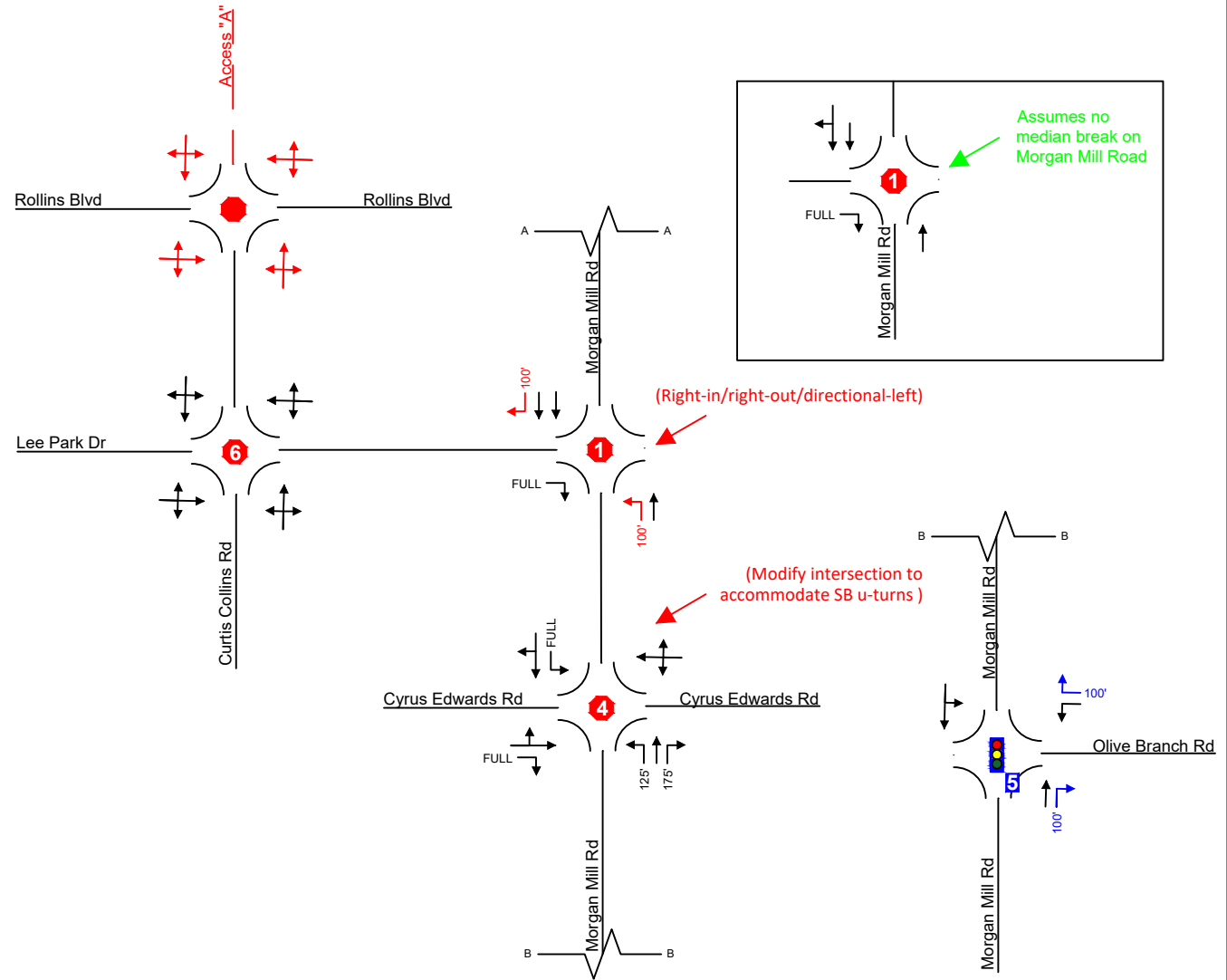
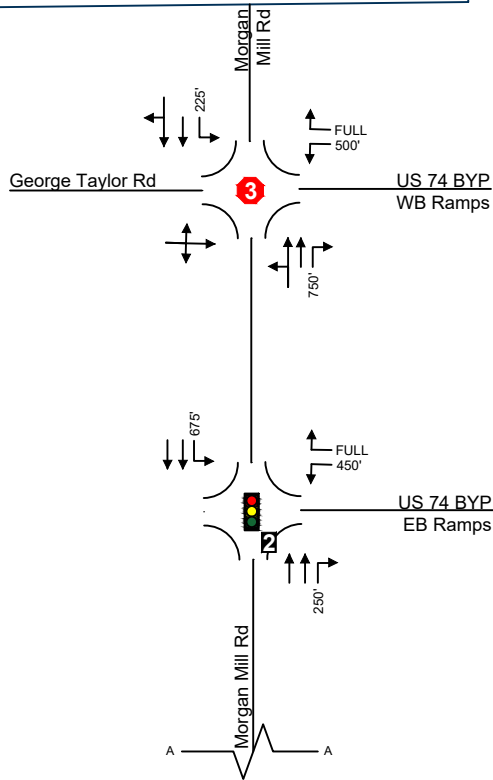
The principal findings of this traffic impact analysis are as follows:

- The proposed Multi-Family Residential is expected to generate 109 new AM peak hour trips and 108 new PM peak hour trips.
- It has been noted that due to the 2.5% compounded annual growth rate applied to the background traffic volumes in addition to accounting for the eight offsite studies, the Synchro model is inflated and therefore the findings of this study are conservative for the traffic that the corridor is most likely to experience based on engineering judgement.
- The intersections operate at a minimal increase between the No Build and Build traffic conditions.
- It is recommended that the Morgan Mill Road & Lee Park Drive intersection operate as a Right-in+Right-out+Left-in, with appropriate channelization, for the development of this project.
- Intersection modification should be considered for accommodating U-Turns at the intersection of Morgan Mill Road & Cyrus Edwards Rd.

See **Figure 10** for the Recommended Lane Exhibit.

LEGEND

- Unsignalized Intersection
- Signalized Intersection
- Existing Lane Configuration
- Recommended Lane Configuration
- Approved Offsite Lane Configuration
- No Median Break Lane Configuration



Future Land Use Map

PLMA-2023-00128

Legend

- Centerlines
- City Limits
- Parcels
- Neighborhood Centers

Future Land Use Character Area

- Community Corridor
- Rural
- Suburban

**Existing Zoning: CC-MX 2
Community Corridor-
Mixed Use 2**

Acres: 23.44



0 270 540
Feet

Land Use and Transportation Plan

Neighborhood Mixed-Use Centers provide neighborhood retail, professional office, service, and other community-oriented activities and uses for surrounding residential areas. In general, these centers are smaller in scale than Regional Mixed-Use Centers. The center's proximity to residential areas requires design to be integrated with and at a scale compatible with nearby residential development. These centers measure half-a-mile across, representing approximately a 10-minute walking distance. The design transitions effectively between residential and nonresidential uses, and includes safe and convenient pedestrian and bicycle access for nearby residents. While commercial uses are likely to be prominent, these centers should emphasize a mixture of uses and residential housing units where possible. Single family residential should be discouraged but may be used as a transition between land uses or to maintain continuity between the surrounding neighborhoods. For some centers, housing may include upper story residential and office uses. Site designs should minimize the impact of cut-through traffic on nearby neighborhood streets by orienting vehicle access and circulation away from surrounding neighborhoods.

**RESOLUTION APPROVING LAND USE AND TRANSPORTATION
PLAN COMPLIANCE PLANNED UNIT DEVELOPMENT
“SYCAMORE”**

R-2023-XX

WHEREAS, in accordance with the provisions of North Carolina General Statute 160D-605, the Planning Board does hereby find and determine that the adoption of the zoning map amendment for Planned Unit Development “Sycamore” further described below property is consistent with the adopted Land Use and Transportation Plan. The Land Use and Transportation Plan indicates this area is located in a Neighborhood Mixed-Use Center. While commercial uses are likely to be prominent, these centers should emphasize a mixture of uses and residential housing units where possible. Single-family residential should be discouraged but may be used as a transition between land uses or to maintain continuity between the surrounding neighborhoods. The Neighborhood Mixed-Use Centers allow multi-family residential without a cap on residential density. The proposed project is a multi-family apartment complex with a density of 11.74 units per acre; therefore, the project is consistent with the Land Use and Transportation Plan. The proposed project is a reasonable use and in the public interest because the project is being proposed at an intersection along the Monroe Expressway where nonresidential uses and higher density multi-family uses would primarily locate.

NOW, THEREFORE, BE IT RESOLVED that the Planning Board of the City of Monroe recommends adoption of the Resolution Approving Land Use and Transportation Plan Compliance of the zoning map amendment for the properties with Union County Tax Parcel Number(s): 09-143-002C, 09-143-003, 09-143-003B, 09-143-003C, 09-143-003D, 09-143-003E, 09-143-003G, 09-143-003H, 09-143-003J, and a portion of 09-143-004D.

Adopted this 6th day of September, 2023.

Richard A. Yercheck, Chair

Attest:

Ashlyn Penegar, Secretary to Planning Board

**RESOLUTION DENYING LAND USE AND TRANSPORTATION
PLAN COMPLIANCE PLANNED UNIT DEVELOPMENT
“SYCAMORE”**

R-2023-XX

WHEREAS, in accordance with the provisions of North Carolina General Statute 160D-605, the Planning Board does hereby find and determine that the adoption of the zoning map amendment for Planned Unit Development “Sycamore” further described below property is consistent with the adopted Land Use and Transportation Plan. The Land Use and Transportation Plan indicates this area is located in a Neighborhood Mixed-Use Center. While commercial uses are likely to be prominent, these centers should emphasize a mixture of uses and residential housing units where possible. Single-family residential should be discouraged but may be used as a transition between land uses or to maintain continuity between the surrounding neighborhoods. The Neighborhood Mixed-Use Centers allow multi-family residential without a cap on residential density. The proposed project is a multi-family apartment complex with a density of 11.74 units per acre; therefore, the project is consistent with the Land Use and Transportation Plan. However, the proposed development is not a reasonable use or in the public interest because:

Based on this information, the conditions have changed which justify amending the Land Use and Transportation Plan. As a result of this zoning map amendment denial, the Land Use and Transportation Plan would be amended to reflect the land use modification.

NOW, THEREFORE, BE IT RESOLVED that the Planning Board of the City of Monroe recommends adoption of the Resolution Denying Land Use and Transportation Plan Compliance for property with Union County Tax Parcel Number(s): 09-143-002C, 09-143-003, 09-143-003B, 09-143-003C, 09-143-003D, 09-143-003E, 09-143-003G, 09-143-003H, 09-143-003J, and a portion of 09-143-004D.

Adopted this 6th day of September, 2023.

Richard A. Yercheck, Chair

Attest:

Ashlyn Penegar, Secretary to Planning Board

ORDINANCE TO AMEND CITY OF MONROE CODE OF ORDINANCES
TITLE XV: LAND USES
CHAPTER 157: ZONING CODE
O-2023-XX

Preamble

Pursuant to authority conferred by Chapter 160D-701 of the North Carolina General Statutes, as amended and for the purpose of promoting the health, safety, morals, or general welfare of the inhabitants of the City by lessening congestion in and around the streets; securing safety; preventing the overcrowding of land; avoiding undue congestion; and facilitating the adequate provision of transportation,

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF MONROE THAT TITLE XV, CHAPTER 157 ZONING CODE OF THE CITY OF MONROE CODE OF ORDINANCES BE AMENDED AS FOLLOWS:

Section 1. Amend §157.1.2.1 **OFFICIAL ZONING MAP** as follows:

Rezone the properties located along Morgan Mill Road south of the Monroe Expressway and further identified as tax parcel #'s 09-143-002C, 09-143-003, 09-143-003B, 09-143-003C, 09-143-003D, 09-143-003E, 09-143-003G, 09-143-003H, 09-143-003J, and a portion of 09-143-004D. The request is to rezone the properties from Community Corridor Mixed-Use 2 (CCMX-2) to Planned Unit Development "Sycamore".

Section 2. This Ordinance shall be effective upon adoption.

Adopted this 10th day of October, 2023.

Attest:

Marion L. Holloway Jr., Mayor

Bridgette H. Robinson, City Clerk



STAFF REPORT

TO: Planning Board

DATE: September 6, 2023

FROM: Lisa Stiwinter, Planning and Development Director

PREPARED BY: Megan Brightharp, Planner

SUBJECT: Zoning Map and Text Amendment for the property identified as 316 Normand Street (tax parcel 09-192-046).

SUMMARY STATEMENT

Planning Board is requested to consider a zoning map and text amendment request for the property located at 316 Normand Street and further identified as tax parcel 09-192-046 from General Industrial (GI) District to Conditional District Industrial.

REVIEW

The City of Monroe has received a request from Dugan Slappe of Piedmont SFR, LLC to rezone the subject property from General Industrial to Conditional District Industrial in order to allow all GI uses as well as single family residential.

The property is currently improved with one single family home on the site with a gravel driveway. The proposed use, residential, is not permitted in the General Industrial zoning district. The single family home has not had active utilities since September 2022 and has since lost its “grandfathered” status for a residential sue. As the property is currently zoned it can only be utilized for uses allowed within the General Industrial zoning district.

AREA CHARACTERISTICS

Adjoining Land Uses and Zoning District

	Existing Uses	Zoning District
North	Vacant	GI, General industrial
East	Vacant	GI, General industrial
South	Single Family Residential	RMD, Residential Medium Density
West	Industrial	GI, General Industrial

LAND USE AND TRANSPORTATION PLAN CONSISTENCY

The Land Use and Transportation Plan indicates this area is Manufacturing, Logistics, and Aerospace. This designation supports manufacturing and production at a variety of scales, including assembly and processing, warehousing and distribution, bulk storage, and utilities. Manufacturing, Logistics, and Aerospace areas are found near major transportation assets (e.g., highway, rail, and/or air) and generally are buffered from surrounding development.

Planning staff believes the request is not consistent with the Land Use and Transportation Plan because the proposed rezoning will re-establish a residential use in an area designated for industrial development.

PUBLIC NOTIFICATION

A rezoning notification sign will be posted 10 days prior to the public hearing.

An official rezoning notification letter will be sent to the adjacent property owners located within 150 feet, 10 days prior to the public hearing.

RECOMMENDATION

Planning Staff recommends denial of the rezoning request.

Planning Board will need to take action on the following items:

- *Motion to recommend adoption of a Resolution Approving Land Use and Transportation Plan Compliance, authorization for staff to draft the resolution based on the reason(s) provided and authorize the Chair to sign at a later date **OR***
- *Motion to recommend adoption of the Resolution Denying Land Use and Transportation Plan Compliance*

If the Resolution of Land Use and Transportation Plan Compliance is recommended for approval, the Planning Board will also need to make the following motion:

- *Motion to recommend adoption of the Ordinance amending Section 157.1.2.1- Official Zoning Map.*

If the Resolution of Land Use and Transportation Plan Compliance is recommended for denial, the Planning Board will also need to make the following motion:

- *Motion to recommend denial of the zoning map amendment*

Attachments:

Attachment 1-Ortho Map

Attachment 2-Zoning Map

Attachment 3-Site Plan

Attachment 4-FLUM Description

Attachment 5- Future Land Use Map
Attachment 6-R-2023-XX Approval
Attachment 7-R-2023-XX Denial
Attachment 8-O-2023-XX Section 157.1.2.1

Ortho Map
Case #: PLMA-2024-00006

Legend

- Centerlines
- Parcels
- Subject Property

Owner:
Piedmont SFR, LLC

Acres: 0.26



0 60 120
Feet



Zoning Map

Case #: PLMA-2024-00006

Legend

Centerlines

Parcels

Zoning Districts

GI

RMD

Subject Property

Owner:
Piedmont SFR, LLC

Acres: 0.26



0 60 120
Feet

NORMAND ST

CURTIS ST

THIS IS TO CERTIFY THAT ON THE 31ST DAY OF JULY, 2023 AN ACTUAL SURVEY WAS MADE UNDER MY SUPERVISION OF THE PROPERTY SHOWN ON THIS PLAT, AND THAT THE BOUNDARY LINES AND THE IMPROVEMENTS, IF ANY, ARE AS SHOWN HEREON.

NOTES:

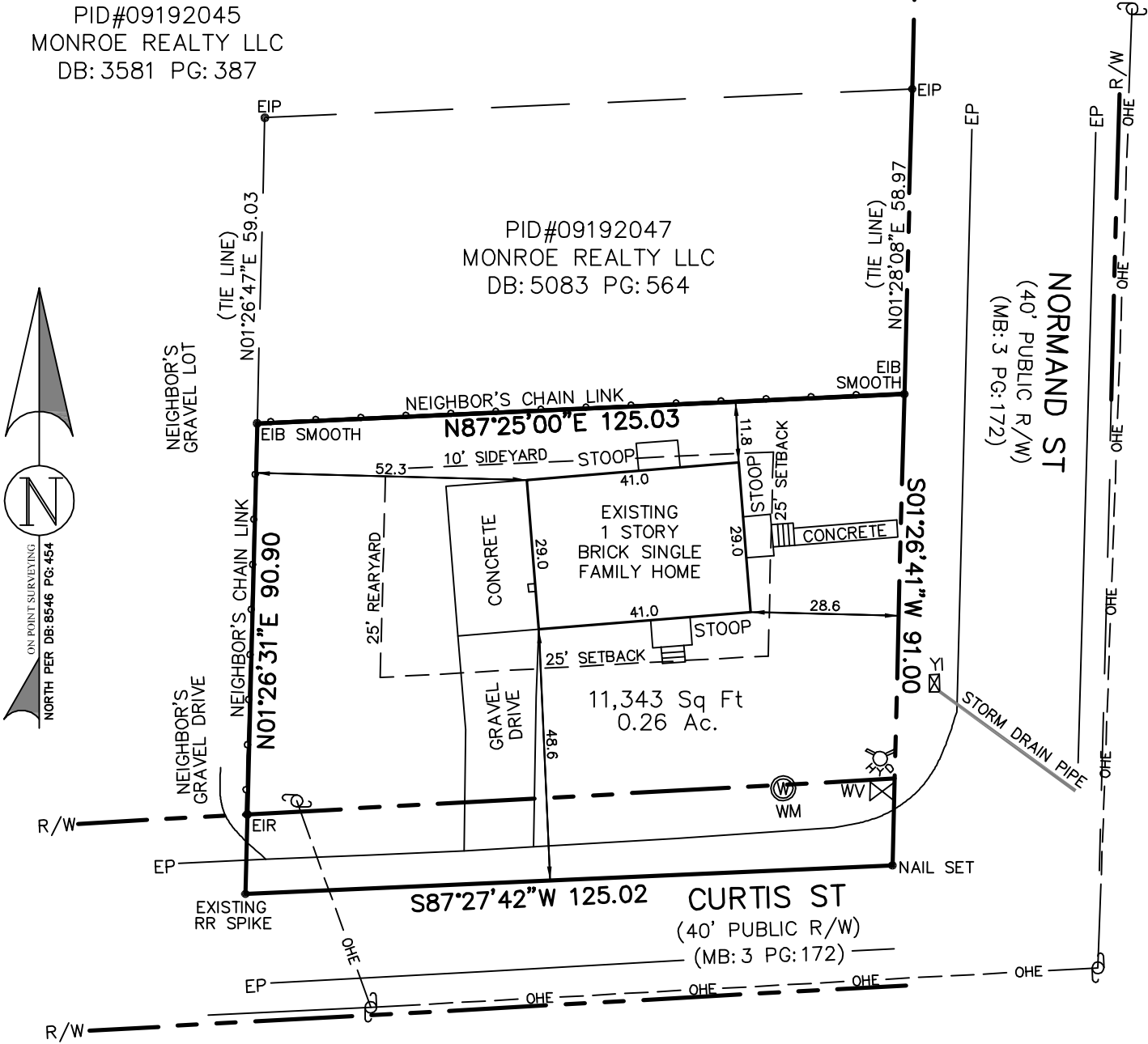
- 1. PARCEL ID# 09192046
- 2. DEED RECORDED AT DB: 8546 PG: 454
- 3. AREA COMPUTED BY COORDINATE METHOD.
- 4. THIS PROPERTY MAY BE SUBJECT TO ADDITIONAL RECORDED OR UNRECORDED EASEMENTS, RIGHTS-OF-WAY, OR RESTRICTIVE COVENANTS, OTHER THAN SHOWN.
- 5. THE SUBJECT PROPERTY IS NOT LOCATED IN A SPECIAL FLOOD HAZARD AREA AS SHOWN ON MAPS PREPARED BY THE F.E.M.A. AND FEDERAL INSURANCE ADMINISTRATION.
- 6. SETBACKS SHOWN ARE PER CURRENT ZONING OF GI (MONROE).
- 7. REZONING TO ALLOW FOR GENERAL INDUSTRIAL USE AS WELL AS SINGLE FAMILY RESIDENTIAL (CONDITIONAL INDUSTRIAL).
- 8. IF CONVERTED INTO AN INDUSTRIAL USE, THE PARCEL WILL NEED TO BE BROUGHT INTO COMPLIANCE WITH THE STANDARDS OF THE GENERAL INDUSTRIAL DISTRICT & CANNOT BE CONVERTED BACK TO RESIDENTIAL
- 9. 316 NORMAND STREET CANNOT BE FURTHER SUBDIVIDED.

Justin McKeown
JUSTIN MCKEOWN, PLS L-4739



PID#09192045
MONROE REALTY LLC
DB: 3581 PG: 387

PID#09192047
MONROE REALTY LLC
DB: 5083 PG: 564



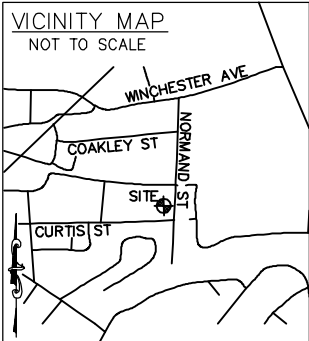
- LEGEND:
- EIR = EXISTING IRON REBAR
 - EIP = EXISTING IRON PIPE
 - EIP = EXISTING IRON BAR
 - R/W = RIGHT OF WAY
 - DB = DEED BOOK
 - MB = MAP BOOK
 - PG = PAGE
 - ⊙ = UTILITY POLE
 - OHE = OVERHEAD ELECTRIC
 - WM = WATER METER
 - YI = YARD INLET
 - WV = WATER VALVE
 - EP = EDGE OF PAVEMENT
 - ⊙ = FIRE HYDRANT



ON POINT SURVEYING, PLLC
2110 STATON ROAD
MARSHVILLE, NC 28103
980-328-8500
LICENSE NO: P-0716

A PHYSICAL SURVEY
OF
#316 NORMAND STREET
CITY OF MONROE, UNION COUNTY, NC

SCALE 1"=30'



DRAWN BY: JGM FIELDWORK BY: AJC,BG
LDD: NORMANDST316

Land Use and Transportation Plan Description

The Land Development Plan indicates this area is Manufacturing, Logistics and Aerospace. The Manufacturing, Logistics, and Aerospace designation includes the city's existing base of industrial centers. These areas support manufacturing and production at a variety of scales, including assembly and processing, warehousing and distribution, bulk storage, and utilities. Manufacturing, Logistics, and Aerospace areas are found near major transportation assets (e.g., highway, rail, and/or air) and generally are buffered from surrounding development. Clusters of uses that support or serve similar industrial uses typically locate nearby.

FLUM Map
Case #: PLMA-2024-00006

Legend

- Centerlines
- Parcels
- Future Land Use Character Area**
 - Industrial
 - Traditional Development
 - Subject Property

Owner:
Piedmont SFR, LLC

Acres: 0.26



0 60 120
Feet

NORMAND ST

CURTIS ST

**RESOLUTION APPROVING LAND USE AND TRANSPORTATION PLAN
COMPLIANCE**

R-2023-XX

WHEREAS, in accordance with the provisions of North Carolina General Statute 160D-605, the Planning Board does hereby find and determine that the adoption of the zoning map amendment for the property located at 316 Normand Street further described below is inconsistent with the adopted Land Use and Transportation Plan. The Land Use and Transportation Plan identifies this area as Manufacturing, Logistics and Aerospace where industrial is a priority use. The proposed rezoning request to Conditional District Industrial would allow General Industrial uses as well as single family residential. Single family residential is not a priority use in the Manufacturing, Logistics and Aerospace character area and is not consistent with the Plan. However, the proposed rezone is a reasonable use and in the public interest because:

Based on this information, the conditions have changed which justify amending the Land Use and Transportation Plan. As a result of this zoning map amendment recommendation for approval, the Land Use and Transportation Plan would be amended to reflect the land use modification.

NOW, THEREFORE, BE IT RESOLVED that the Planning Board of the City of Monroe recommends adoption of a Resolution Approving Land Use and Development Plan Compliance of the zoning map amendment for property with Union County Tax Parcel Number: 09-192-046.

Adopted this 6th day of September, 2023.

Richard A. Yercheck, Planning Board Chair

Attest:

Ashlyn Penegar, Secretary to Planning Board

**RESOLUTION DENYING LAND USE AND TRANSPORTATION PLAN
COMPLIANCE
R-2023-XX**

WHEREAS, in accordance with the provisions of North Carolina General Statute 160D-605, the Planning Board does hereby find and determine that the adoption of the zoning map amendment for the property located at 316 Normand Street further described below property is inconsistent with the adopted Land Use and Transportation Plan. The Land Use and Transportation Plan identifies this area as Manufacturing, Logistics and Aerospace where industrial is a priority use. The proposed rezoning request to Conditional District Industrial would allow General Industrial uses as well as single family residential. Single family residential is not a priority use in the Manufacturing, Logistics and Aerospace character area. The use is not reasonable or in the public interest because the existing development to the north is industrial and there could be a negative impact to a single family home near industrial uses.

NOW, THEREFORE, BE IT RESOLVED that the Planning Board of the City of Monroe recommends adoption of the Resolution Denying Land Use and Transportation Plan Compliance for property with Union County Tax Parcel Number(s): 09-192-046

Adopted this 6th day of September, 2023.

Richard A. Yercheck, Planning Board Chair

Attest:

Ashlyn Penegar, Secretary to Planning Board

**ORDINANCE TO AMEND CITY OF MONROE CODE OF ORDINANCES
TITLE XV: LAND USES
CHAPTER 157: ZONING CODE
O-2023-XX**

Preamble

Pursuant to authority conferred by Chapter 160D-701 of the North Carolina General Statutes, as amended and for the purpose of promoting the health, safety, morals, or general welfare of the inhabitants of the City by lessening congestion in and around the streets; securing safety; preventing the overcrowding of land; avoiding undue congestion; and facilitating the adequate provision of transportation,

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF MONROE THAT TITLE XV, CHAPTER 157 ZONING CODE OF THE CITY OF MONROE CODE OF ORDINANCES BE AMENDED AS FOLLOWS:

Section 1. Amend §157.1.2.1 **OFFICIAL ZONING MAP** as follows:

Rezone the property located at 316 Normand Street further identified with parcel ID # 09-192-046 from General Industrial (GI) to Conditional District Industrial.

Section 2. This Ordinance shall be effective upon adoption.

Adopted this 10th day of October, 2023

Attest:

Marion L. Holloway, Jr., Mayor

Bridgette H. Robinson, City Clerk