

DESIGN ADJUSTMENT

COMMITTEE

Agenda Item # 1



CASE SUMMARY
Design Adjustment Committee
DAC-11-125

Design Adjustment
January 15, 2025

Zac Smith, Planner I, 910.341.3257, zachary.smith@wilmingtonnc.gov

Request

<i>Address</i>	4504 & 4632 Still Meadow Drive	
<i>Acreage</i>	Approximately 27.01 acres	
<i>Request</i>	Request for design adjustments to exceed the maximum length for private driveways	
<i>Consultants/ Agents</i>	Cindee Wolf P.O Box 7221 Wilmington, NC 28406	(910) 620-2374 cwolf@lobodemar.biz
<i>Property Owner</i>	CPGPI Still Meadow, LLC 1330 Saint Mary's Road, Suite 100 Raleigh, NC 27605	(919) 803-6736 jack.dunn@cpgre.com
<i>Design Adjustment Committee Action</i>	1/15/25; Scheduled for Evidentiary Hearing	

Property Characteristics

<i>Existing Zoning</i>	MD-10, Residential District
<i>Current Land Use</i>	Multi-family Development
<i>CAMA Land Use</i>	Urban
<i>Existing Water Main(s) Public/CFPUA</i>	Still Meadow Drive (8-inch) S. College Road (16-inch)
<i>Existing Sewer Main(s) Public/CFPUA</i>	Still Meadow Drive (8-inch)
<i>Existing Impervious</i>	417,500 sq. feet
<i>Proposed Impervious</i>	499, 500 sq. feet

ADJUSTMENTS REQUESTED

The applicant has requested the following design adjustments (Attachment 3):

1. Relief from the standard maximum length of a private driveway.

ANALYSIS

1. The site contains 27.01 acres, and is located within an existing MD-10, Residential District.
2. The applicant proposes to exceed the maximum length allowed for three private driveways.
3. The applicant is proposing to extend two private driveways from S. College Road. The maximum distance of each driveway would be 770 feet and 1,080 feet, respectively.
4. The applicant is also proposing to extend a private driveway from Honeydew Lane. The maximum distance would be 820 feet.
5. The applicant requests relief from the Technical Standards & Specifications Manual (TSSM).
6. The Technical Standards & Specifications Manual (TSSM) specifies minimum standards for a private driveway:
 - If the private driveway accesses a through street, the total length shall not exceed five hundred linear feet (500 l.f.).
 - Lengths are measured from the curbline of the intersecting through street to the bottom of the cul-de-sac bulb, or end of roadway, to the furthestmost end of the parking lot or area which the private driveway serves.

Figure 1. Exhibit

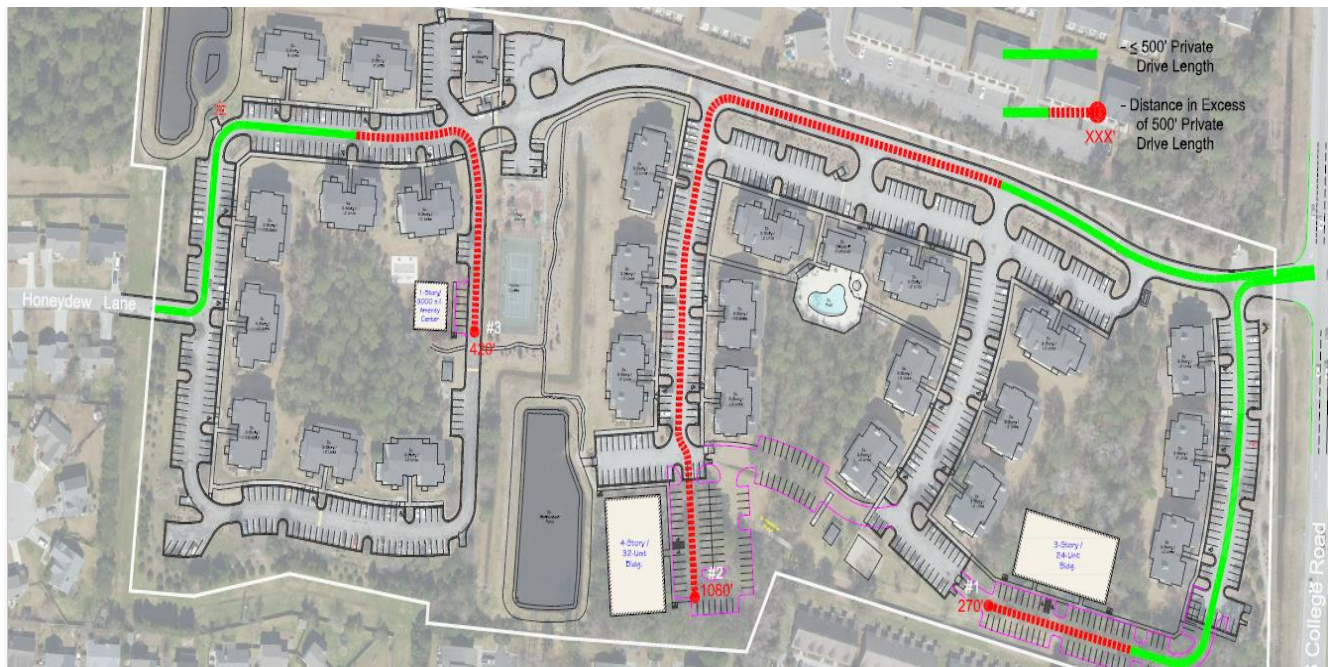


Table 1. Requested Adjustments (Attachment 3)

Adjustment	Requirement	Proposed
1	<p>Maximum distance for private driveways: a). Required no more than 500 linear feet CH. VII (C4.1) (Page 7-16)</p>	<p>a) 500' maximum</p>
<p>Applicant's Justification: A waiver is requested due to:</p> <p>a). The purpose of the relief is to accommodate access for proposed new structures on site. All proposed improvements will continue to meet emergency services criteria. Granting the requested deviation to the length of the private driveway would not increase congestion, compromise safety and conform with the adopted comprehensive plans.</p>		

FINDINGS OF FACT

In granting a requested adjustment, the design adjustment committee shall make findings of fact that the following requirements have been met, where applicable.

- The request meets the intent of this chapter.
- The request conforms with adopted comprehensive plans and other applicable plans.
- The request does not increase congestion or compromise safety.
- The request does not create any lots without direct street frontage.

STANDARDS FOR APPROVAL

A request for adjustment from the subdivision design standards or the Technical Standards and Specification Manual shall be deemed reasonable due to one or more of the following:

- Topographic constraints.
- The presence of existing buildings, stream, or other natural features.
- Site layout of adjacent adjoining properties.
- Adjoining uses or their vehicles are incompatible.
- Strict compliance would pose a safety hazard.
- Conflict with an approved or built roadway construction project adjacent to or in the vicinity of the site.

The request from the building design and materials standards shall be deemed reasonable due to one or more of the following situations:

- Unnecessary hardship would result from the strict application of this chapter. It shall not be necessary to demonstrate that in the absence of the adjustment no reasonable use can be made of the property.
- The adjustment would meet the intent of the standards requested for adjustment.

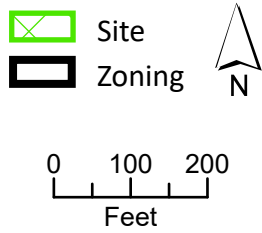
- The adjustment would conform with adopted comprehensive plans and any applicable adopted plans or design manual.
- The adjustment would not substantially injure the value of adjoining or abutting property.
- The character of the requested adjustment would be in harmony with the area in which the subject property is located.
- Strict compliance would pose a safety hazard.

NEIGHBORHOOD CONTACT

Design Adjustment Committee	
<i>Signs Posted</i>	1/2/25
<i>Property Owner Letters</i>	1/2/25
<i>Advertisement Date(s)</i>	1/10/25

ATTACHMENTS

1. Location Map (dated 12/3/24)
2. Design Adjustment Application (dated 11/21/2024)
3. Waiver Request Letter (received 11/21/2024)
4. Exhibit (received 11/21/2024)



Design Adjustment Committee

12/3/2024

DAC-11-125

4504 & 4632 Still Meadow Drive



New Hanover County NC

DESIGN ADJUSTMENT APPLICATION

DESIGN ADJUSTMENT COMMITTEE REVIEW



City of Wilmington
Planning and Development

PO Box 1810 | 929 N Front St.
Wilmington, NC 28401
Telephone 910.254.0900

- Subdivision Design Building Design & Materials Technical Standards & Specifications

All projects that require a design adjustment must submit a *Design Adjustment Application*. Design adjustments allow for deviations from the subdivision design standards, building design and material standards, or *Technical Standards and Specifications Manual*. Design adjustments will be heard by the Design Adjustment Committee (DAC) at a quasi-judicial hearing (Section 18-603). Following the DAC decision, construction plans may be submitted via the standard Formal TRC Review process. An application for a design adjustment must be submitted at the time of application for a preliminary subdivision plan or formal site plan review. Application packages must include the following:

- Design Adjustments Application & Fee (\$500.00)
- Design Adjustment Narrative (standard, requested adjustment, justification)
- Mailing Fee for Notification of Adjacent Property owners
 - o An invoice will be emailed for the mailing fee at a cost of \$0.85 per notice. Payment must be made within 5 business days of the invoice.

Project Information

Project Name: Still Meadow Village Infill
Location: 4504 & 4632 S. Cllege Road
Current Zoning: MD-10 Site Acreage: 27.01 ac.
Proposed Land Uses: Apartment Complex Expansion Proposed Number of Units/Lots: 56 new units
AM Peak Hour Vehicle Trips: 29 PM Peak Hour Vehicle Trips: 35

Owner Information

Owner(s)' Name: CPGPI Still Meadow, L.L.C.
Mailing Address: 1330 SaintMarys Road, Ste 100, Raleigh, NC 27605
Phone: 919-803-6736 Email: jack.dunn@cpgre.com (Contact: Jack Dunn)

Consultant/Agent Information

Consultant/Agent Name: Design Solutions / Cindee Wolf
Mailing Address: P.O. Box 7221, Wilmington, NC 28406
Phone: 910-620-2374 Email: cwolf@lobodemar.biz

Owner Authorization: *Cynthia Wolf* Date: 11/21/24
Authorized Agent for Conditional Rezoning

DESIGN ADJUSTMENT APPLICATION

Design Adjustment Narrative

The Design Adjustment Narrative must identify the standard(s) for which a design adjustment is being requested, the requested adjustments, and the justification for each requested adjustment. The applicant shall provide any pertinent material necessary for review. This may include architectural renderings, materials samples, roadway cross-sections, site or subdivision layouts, or other project specific information. It is recommended that a redline diagram (cutsheet from site plan) be provided to help illustrate each waiver/adjustment being requested.

DAC Review & Approval

In granting the requested adjustment, the design adjustment committee shall make findings of fact that the following requirements have been met, where applicable.

- The request meets the intent of this chapter.
- The request conforms with adopted comprehensive plans and other applicable plans.
- The request does not increase congestion or compromise safety.
- The request does not create any lots without direct street frontage.

A request for adjustment from a subdivision design standard or the Technical Standards and Specification Manual shall be deemed reasonable due to one or more of the following:

- Topographic constraints;
- The presence of existing buildings, stream, or other natural features;
- Site layout of adjacent adjoining properties;
- Adjoining uses or their vehicles are incompatible;
- Strict compliance would pose a safety hazard; or
- Conflict with an approved or built roadway construction project adjacent to or in the vicinity of the site.

A request for an adjustment from a building design and materials standard shall be deemed reasonable due to one or more of the following situations.

- Unnecessary hardship would result from the strict application of this chapter. It shall not be necessary to demonstrated that in the absence of the adjustment no reasonable use can be made of the property.
- The adjustment would meet the intent of the standards requested for adjustment.
- The adjustment would conform with adopted comprehensive plans and any applicable adopted plans or design manual.
- The adjustment would not substantially injure the value of adjoining or abutting property.
- The character of the requested adjustment would be in harmony with the area in which the subject property is located.
- Strict compliance would pose a safety hazard.

In no instance shall the design adjustment committee consider an application regarding:

- Minimum or maximum dimensional requirements for lot area, building height, or buffer width;
- Increases in maximum allowable residential density;
- Minimum required separation distance between two use types;
- Design elements required for compliance within a local historic district;
- Floodplain regulations; or
- Any condition of approval from another board or commission with purview of the project.

Design Adjustment Narrative for Still Meadow Village Apartments Infill

Waivers #1, #2 & #3:

Chapter VII.C.4.1. – Private Driveways

The private drives accessing the proposed new structures exceed the maximum distance of five-hundred (500) linear feet from a through street. Waivers requested for the maximum distance include:



1. Allowance for a private drive to extend a maximum distance of 770', from S. College Road.
 - a. The subject building will have a sprinkler system.
 - b. The building is accessible from dual directions.
 - c. All travel lanes are a minimum of 20' in width, and interior curves have a minimum radius of 20'.
2. Allowance for a private drive to extend a maximum distance of 1080', from S. College Road.
 - a. The subject building will have a sprinkler system.
 - b. The building is accessible from dual directions.
 - c. All travel lanes are a minimum of 20' in width, and interior curves have a minimum radius of 20'.
 - d. All points within the parking area are accessible from dual directions.
3. Allowance for a private drive to extend a maximum distance of 820', from Honeydew Lane.

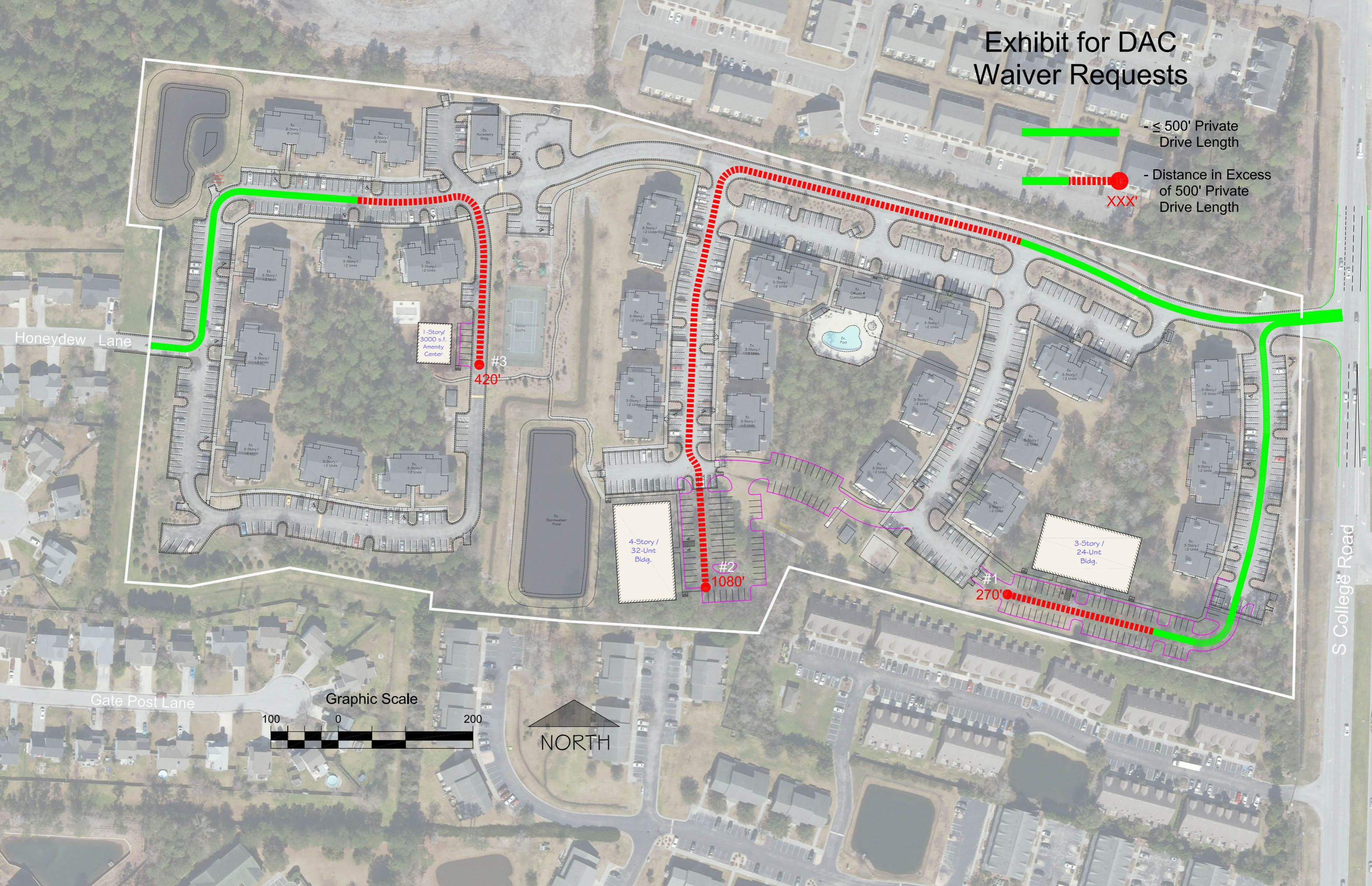
Justification -

We believe that granting the requested deviations to the lengths of private drives would:

- Not increase congestion or compromise safety. Traffic within the private drives will be limited to the traverse of the residents and guests of the apartment complex.
- Not be contrary to the public interest, nor materially endanger the overall public safety because all proposed improvements continue to meet emergency services criteria.
- Conform with adopted comprehensive plans and other applicable plans in that development is promoted for under-utilized land where existing urban services are available. Multi-dwelling residential projects can accommodate that growth strategy.

Exhibit for DAC Waiver Requests

-  - ≤ 500' Private Drive Length
-  - Distance in Excess of 500' Private Drive Length



Design Adjustment Narrative for Still Meadow Village Apartments Infill

Waivers #1, #2 & #3:

Chapter VII.C.4.1. – Private Driveways

The private drives accessing the proposed new structures exceed the maximum distance of five-hundred (500) linear feet from a through street. Waivers requested for the maximum distance include:



1. Allowance for a private drive to extend a maximum distance of 770', from S. College Road.
 - a. The subject building will have a sprinkler system.
 - b. The building is accessible from dual directions.
 - c. All travel lanes are a minimum of 20' in width, and interior curves have a minimum radius of 20'.
2. Allowance for a private drive to extend a maximum distance of 1080', from S. College Road.
 - a. The subject building will have a sprinkler system.
 - b. The building is accessible from dual directions.
 - c. All travel lanes are a minimum of 20' in width, and interior curves have a minimum radius of 20'.
 - d. All points within the parking area are accessible from dual directions.
3. Allowance for a private drive to extend a maximum distance of 820', from Honeydew Lane.

Justification -

We believe that granting the requested deviations to the lengths of private drives would:

- Not increase congestion or compromise safety. Traffic within the private drives will be limited to the traverse of the residents and guests of the apartment complex.
- Not be contrary to the public interest, nor materially endanger the overall public safety because all proposed improvements continue to meet emergency services criteria.
- Conform with adopted comprehensive plans and other applicable plans in that development is promoted for under-utilized land where existing urban services are available. Multi-dwelling residential projects can accommodate that growth strategy.

Exhibit for DAC Waiver Requests

-  - ≤ 500' Private Drive Length
-  - Distance in Excess of 500' Private Drive Length

