

**Minutes of the Planning Board
Regular Meeting - Electronic
September 13, 2021**

Members Present: Jim Robertson, Chair, Neil Brown, Jon Blatt (Vice-Chair), Peter Hanley, Bob Johnson, Tamara Peacock, Barbara Cromar

Members Absent: Hunter Jones, Robert Hogan, Candi Guffey

Staff Present: Tyler Morrow, Planner II, Lew Holloway, Community Development Director, Matt Manley, Planning Manager, Alex Hunt, Planner and Terri Swann, Administrative Assistant III

I Call to Order. *The Chair called the meeting to order at 4:00 pm. A quorum was established.*

II Approval of Agenda. *Mr. Hanley moved for the agenda to be approved. The motion was seconded by Mr. Brown and passed unanimously.*

III Approval of Minutes for the meeting of August 9, 2021. *Mr. Hanley moved to approve the Planning Board minutes of the meeting of August 9, 2021. The motion was seconded by Mr. Brown and passed unanimously.*

IV Old Business

IV(A) Motion to Adopt a Comprehensive Plan Consistency Statement for the Zoning Text Amendment: Addition and Definition of Small Scale Manufacturing with Supplementary Standards. (File #P21-41-ZTA).

Lew Holloway, Community Development Director stated in the motion for this text amendment last month it did not include the reference to the Comprehensive Plan Consistency Statement, and this was an oversight that was caught by the Legal Department. Map Amendments have always referenced the Comp Plan Consistency Statement in the motion, but Text Amendments have not. With the changes of the North Carolina General Statute 160D-604(d), Text Amendments now require this to be added to the motion as well. The Consistency Statement states: 1) Encourages infill development and redevelopment in areas planned for high intensity development. 2) Contributes to downtown's role as the focal point of niche retailers within the city. 3) Encourages mixed-use development that reduces the need to drive. The Consistency statement is in the proposed motion. The Planning Board needs to formally adopt this and send it on to City Council for review. Chair asked if staff received any feedback from City Council. Mr. Holloway stated City Council could not hear this at their last meeting. The Legal Team caught the mistake, and it was sent back to the Planning Board. Staff has not heard any feedback from the public.

Mr. Hanley moved the Planning Board recommend approval of the addition and definition of Small Scale Manufacturing with Supplementary Standards to C-1, C-2, C-3, CMU, GHMU, HMU and CHMU, finding that the text amendment is consistent with the 2030 Comprehensive Plan, the Planning Board formally adopts the Comprehensive Plan Consistency Statement found on page 3 in the P21-41-ZTA staff report as the written recommendation to City Council, and that text amendment is reasonable and in the public's interest because: 1) It will promote additional diversity of job opportunities within the City of Hendersonville. 2) It encourages reinvestment in existing infrastructure and commercial real estate within the City of Hendersonville, supporting sustainable

tax base. 3) It reflects adaptation by the City to changing market trends in retail and manufacturing. Mr. Johnson seconded the motion which passed unanimously.

V(A) Conditional Zoning District – Application for a conditional rezoning from Michael Goforth of High Country Engineering, PC, First Victory Construction, Inc., applicants and Hickory Reality Fund, LLC, property owners. The applicants are requesting to rezone the subject property, PIN 9569-85-3434, 9569-85-7172, 9569-83-4918, 9569-85-1398 and 9569-85-3178 and located on N. Main Street, from PCD, Planned Commercial Development and R-20, Low Density Residential to PRD CZD, Planned Residential Development Conditional Zoning District for the construction of a housing development containing 93 single-family homes. Mr. Manley gave the following background:

This parcel involves five PIN's and included in the parcels is an approved past development that did not occur. These parcels are just over 20 acres and will have 93 single family home lots. Two Neighborhood Compatibility meetings were held for this project due to modifications to the site plan. Concerns from the meetings revolved around security, connections to Strick Garden Lane, traffic safety on North Main Street sight distance at the access points, tree preservation, stormwater and other related traffic concerns. The developer changed the site plan from the first Neighborhood meeting and removed the apartments from the rear of the property and added home sites near the road. This will save additional trees.

Parcels to the north across North Main Street are zoned R-20, Low Density Residential as well as the parcels to the east. Parcels to the south stretching all the way towards Four Seasons Boulevard along Duncan Hill Road are zoned C-3, Highway Business. Parcels to the west are zoned PRD, Planned Residential Development as part of a Housing Assistance Corporation development (Oklawaha Village). Primary land uses around the site are residential and vacant land. There is a large Ford dealership which is immediately adjacent to the site at the southeast corner. The location is primarily designated as Medium Intensity Neighborhood according to the Future Land Use Map. Due to the presence of floodplain, the Natural Resource/Agricultural designation is also present on a portion of the excess parcel which is located in the floodplain and not proposed to be developed. The Medium Intensity Neighborhood goal is to provide a transition between High and Low Intensity Neighborhood areas while providing a wide range of housing formats and price points and promote walkable neighborhood design and compatible infill development.

Chapter 3: Natural & Environmental Resources of the Comprehensive Plan requires the proposed development provide open space and preserve existing forest by clustering the development towards the front of the tract.

Chapter 2: Population and Housing has walkable design goals and encourages recessed garages with a focus on the front porch, which creates a sense of walkable communities. The goal of the Comp Plan is to utilize created space by providing a variety of quality open space that can be used for recreational opportunities and aesthetic enhancements.

Chapter 5 incorporates recreational amenity requirements and incentives in the PRD district.

Existing conditions of the site were shown. There is a pond on site. The tree survey was shown along with the area that is not being disturbed. This area contains a number of large trees. The total number of trees is 196. There are 125 preserved trees and 71 trees that will be removed.

A layout of the site plan was shown, showing the access to Strick Garden Lane. Two connections are required per the Subdivision Ordinance, not the Zoning Ordinance. There are two accesses planned from North Main Street.

The Oklawaha final site plan was shown with the access road being shown as a 45-foot public right-of-way.

Mr. Manley stated under the Subdivision Standards Section c states: the arrangement of streets in a development shall provide for the alignment and continuation of existing or proposed streets into adjoining lands in those cases in which the adjoining lands are undeveloped and deemed appropriate by the DRC for future development or in which the adjoining lands are developed and include opportunities for such connections.

The proposed plan was reviewed by DRC. The proposed site plan is generally compliant with the zoning code and the subdivision standards. The proposed use/site plan are supported by the Comprehensive Plan though some detailed design goals should be considered.

Staff had no recommended conditions. The Tree Board had one condition: Developer to utilize trees and shrubs from the Recommended Landscape Species List for street trees and development projects, to comply with section 15-4 of the Zoning Ordinance and to require all new tree plantings to be minimum of two-inch caliper.

Ms. Peacock asked if the apartments in the original plan had been taken out and they plan to develop that area later. Mr. Manley stated he would defer that to the developer. He believes there were some challenges there with the slope. There are no plans for the future development site.

Ms. Cromar asked if the access to Strick Garden Lane was public or private. Mr. Manley stated it is a platted public right-of-way and this developer will finish the street. It is required by the Subdivision Ordinance.

Mr. Blatt had concerns about the Tree Board condition requiring the trees have a two-inch caliper. What is the requirement in the ordinance? Mr. Manley stated the requirement in the ordinance is 1 ½ to 2 ½ is acceptable. Mr. Blatt asked about a dash line on the site plan. Mr. Manley stated that is an old parcel line.

Discussion was made about an old right-of-way. Mr. Manley explained that if the old right-of-way was in fact a public right-of-way it would need to be closed but if the right-of-way is a private one, it would not need to go before City Council to be closed. Mr. Blatt stated since this old right-of-way is private, the developer would have full control over it and will terminate it. Mr. Fowler stated yes.

Mr. Johnson asked about the R-20 zoning in the area. Mr. Manley pointed out the R-20 zoning. Mr. Johnson asked about the section concerning walkable neighborhoods and if they have any control over the porches being placed in the front. Mr. Manley stated that could be added as a condition if the developer is agreeable.

Mr. Brown stated he is not seeing internal sidewalks. Mr. Manley pointed out the sidewalks and stated a sidewalk will be on one side of the street and along North Main Street.

Mr. Blatt asked about the parking arrangement for each lot. Mr. Manley stated there will be a 12' x 12' space and garages on the front. Mr. Blatt stated so roughly two cars can park there. Mr. Manley stated yes.

Chair had concerns about parking ending up on the street. Most people have some type of storage in their garages, and this may create the need for parking on the street. Mr. Manley stated they cannot plan for every worst-case scenario, but they can address concerns with the developer about the building layout. The Comp Plan does state a recessed or rear garage is acceptable.

Jay Johnston, Engineer with High Country Engineering stated he was there in place of Mike Goforth. He stated the house elevations and architectural details will match with the walkable community in nature of design. They will have sidewalks internally and are abiding by the Zoning Code. If they plan to have street

parking, they will make sure it will fit safely and incorporate it nicely with the design. When the Oklawaha project was developed they left the access in there. It is a great access for sewer and utilities. They pitched this access as a need from a regulatory standpoint. They are required to have two accesses in the development. They would like to eliminate one access from North Main Street. After looking at the first entrance on North Main Street they have reconsidered it.

Ms. Cromar asked if they change the access would traffic go through the Oklawaha connection. Mr. Johnston stated no, the primary access is from North Main Street. The nexus of the second access comes from safety and the Fire Code and is a regulatory need.

Mr. Hanley asked if NCDOT had put in their comments about the second access. Mr. Johnston stated they have talked with NCDOT and discussed a right-in, right-out access. They are still in the process of discussing this with them.

Discussion was made concerning a planting strip between the sidewalk and the street. Mr. Blatt was opposed to those strips as a lot of times they get overgrown and are not maintained. Mr. Hanley asked if there would be a HOA to maintain the property.

Travis Fowler, First Victory Construction stated there will be a HOA. The two-foot landscape strip will help adjust the grade and get the sidewalk and street to match up evenly. They will make the neighborhood walkable. Mr. Manley stated this creates an extra buffer between the cars and the pedestrians.

Discussion was made about the rear setback being 30 feet and there is a 25-foot setback on North Main where there is double frontage. The parking and driveways will be reviewed and taken care of prior to the final site plan.

Ms. Peacock asked about their open space and site features. Mr. Fowler stated they will have regular spaced areas such as an area for pets, gathering areas for grilling out, etc. Ms. Peacock asked if they were committed to providing those. Mr. Fowler stated yes.

Chair asked about the four acres in the floodplain. Mr. Fowler stated they are not developing in the floodplain.

Chair asked about the bridge over the pond. Mr. Fowler stated they are planning to deconstruct the pond dam and rebuild it. Chair asked if this would become part of the stormwater area. Mr. Fowler stated yes.

Mr. Brown stated there is a requirement by the Post Office to have cluster mailboxes for developments such as this, where would they be located. Mr. Fowler stated in the open space area. Mr. Manley stated those details will be provided on the final site plan.

Chair asked if there were any further questions for staff. There were no further questions.

Ashlynn McCoy, Executive Director of the Housing Assistance Corporation stated they own the Oklawaha Village development, and she is concerned about the connection of the street. Strick Garden Lane was supposed to be a connection used for utilities and she was unaware that it could be used for the public. They have no issue with the housing because it is needed but they do have an issue with the connection being a public right-of-way. There are transmission lines from Duke Energy, and she feels there may be issues with this being public.

Jeff Moody, 156 Yon Hill Road stated he understands the Oklawaha Drive comes up to the access and that two accesses are needed but he thought the connection was for fire and safety only. The way the streets line up at Yon Hill Road and Oklawaha, and if the connection is opened this could create a huge problem

trying to get onto North Main Street. At the top entrance proposed for this development, that is a terrible idea. Cars come around that bend at 35 mph and this will create a dangerous situation. He thinks they should eliminate that top access. Both of the entrances are questionable. He asked how wide the road will be. Mr. Manley stated there is a 45-foot right-of-way for internal streets. The actual street will be 20-feet. There will be two 10-foot lanes. Mr. Moody stated if cars park on both sides of the street this will create a huge problem. With only a 20-foot street you won't be able to get around cars parked on both sides. Mr. Moody stated the way these projects end up is not always good. There are kids involved as well and their safety should be considered.

Chair asked if anyone else would like to speak. No one spoke.

Chair opened the public comment via zoom.

Ken Fitch, 1046 Patton Street stated for many years this property has been distinguished by the natural character and environment with a very active bird population in this area. The revised site plan is an improvement but there are still issues and future expansion could intensify those issues. The density of the project is appropriate, but the number of vehicles could intensify with any new development. Traffic is already an issue and this project will create more problems especially with children in the area. The western access to Oklawaha will be placed at risk with their children in the development. Some of the residents do not realize that access is proposed to be used and is on the site plan. Routing traffic through this area will have a major impact on the residents of Oklawaha Village. As a Planning Board member, you are responsible for reasonable growth in the City and this project will have a major impact on property owners in this area.

No one else spoke via zoom.

Chair asked if anyone else had any questions or would like to speak. When no one spoke, Chair closed the public comment time.

Chair asked what would trigger a TIA. Mr. Manley stated this project did not trigger a TIA and it was not even required when the apartments were proposed. Mr. Holloway stated the improvements for the road and the connection will be the responsibility of this developer and not the City or Oklawaha Village. Mr. Manley stated NCDOT will determine where the access will come in off of North Main Street.

Ms. Peacock asked if the developer has done similar projects like this one. Mr. Fowler stated he has done 37 developments in North Georgia. He completed one 10 years ago called Providence Walk and it has 145 lots. Ms. Peacock asked if that development had problems with cars parking on the street. Mr. Fowler stated no.

Mr. Fowler stated the access on Strick Garden Lane will remain closed during construction. They are not through the process with NCDOT yet on the entrance from North Main Street, but they will work with them and meet all the requirements from NCDOT. There has been talk about a roundabout at Baldwin Road.

Chair asked about a deceleration lane going in like the one at Oklawaha Village. Was this a requirement for Oklawaha? Ms. McCoy stated she was not sure if it was a requirement or not.

Discussion was made on open space and it not being developed. Mr. Manley stated they exceed the requirements for open space and that does not include the separate parcel for the future development area.

Mr. Manley explained the reasoning behind having connectivity to neighborhoods and developments. This relieves congestion points and is more effective than widening roads. There are benefits to connectivity and studies related to connectivity have been done.

Chair stated the Zoning Ordinance does not allow for a development to create outside traffic and that was updated in 2018. Mr. Manley stated he is not sure who would use that access from Providence Walk. It would be a longer way in and out. The Subdivision Ordinance was recently updated, and it dives into the streets and connectivity.

Chair stated they should look at the ingress and egress being one way in and out. They could also look at the alleys and having rear garages or have recessed garages which would allow for more room and a more predominant front porch. Mr. Manley stated they would need to talk over the conditions with the developer and be in agreement. Mr. Fowler stated with the amount of grade change that would make it very difficult to have a rear garage. They could push back some of the homes, all the garages are recessed but they could push them back more, but they also want a certain amount of square footage for the home. Chair asked if they could push the recessed garage back further from the street, maybe about six feet. Mr. Fowler stated they can try but he would like for the architect to take a look at it first. They will consider the recessed garages, but he is not sure about the six feet.

Chair asked if he was willing to consider a deceleration lane. Mr. Fowler stated yes.

Mr. Brown discussed keeping the Tree Board recommendation. Mr. Blatt stated the ordinance stated 1 ½" and he feels that is acceptable. Mr. Fowler stated he feels it is more important to pick the correct species of trees instead of the caliper of trees.

Ms. Peacock moved the Planning Board recommend City Council to approve an ordinance amending the official zoning map of the City of Hendersonville changing the zoning designation of the subject property from PCD CZD, Planned Commercial Development Conditional Zoning District and R-20, Low Density Residential District based on the site plan submitted by the applicant and subject to the following: 1. Residential Dwellings, Single-family. Conditions that shall be satisfied prior to final site plan approval include: 1. Require developer to utilize trees and shrubs from the Recommended Landscape Species List for Street Trees and Development Projects, to comply with Section 1504 of the Zoning Ordinance. 2. The developer will work with staff to recess the garages and create longer driveways in accordance with the Comp Plan Chapter 2: Population and Housing for Walkable Neighborhoods and 3. There will be a right-in/right-out northern entrance and the main entrance will include a deceleration lane. Finding that the rezoning is consistent with the Comprehensive Plans Future Land Use map and that the rezoning is reasonable and in the public interest for the following reasons: 1. The location of the proposed Planned Residential Development is in keeping with the surrounding land uses (Chapter 8 LU-6.1). 2. Single family detached is a primary use stated in the Land Use and Development (Chapter 8 LU 6.2). 3. The proposed density of the development (4.6 units/acre) is in line with the Land Use and Development Chapter's guidance of 2-8 units/acre (Chapter 9 LU 6.4). 4. The development has been laid out to minimize the impact to environmentally sensitive resources on the site and to preserve existing vegetation (Chapter 3 NR 2.1). Mr. Blatt seconded the motion. The vote was unanimous to approve.

The Planning Board took a five-minute recess at 5:29 pm. Chair called the meeting to order at 5:34 pm.

- V(B) Conditional Zoning District Application for a conditional rezoning from Warren Sugg of Civil Design Concepts and Graycliff Capital Development, LLC. The applicants are requesting to rezone the subject property, PIN 9588-11-9994 and located on S. Allen Road, from Henderson County OI, Office Institutional District to City of Hendersonville PRD CZD, Planned Residential Development**

Conditional Zoning District for the construction of a multi-family residential development containing 276 dwelling units on approximately 15.5 acres. Mr. Morrow gave the following background:

Mr. Morrow stated this is a portion of a larger PIN. The PIN was subdivided on Friday. This is a 15-acre parcel, and the County will issue a new PIN for it. The City annexed this property on September 2, 2021. Planned Residential Developments are not a by-right zoning district. All PRD's must go through the CZD process which involves a list of uses and potential conditions and a binding site plan. The total acreage 15.5 acres and they are proposing 264 units. The property is zoned Henderson County Office Institutional, and the proposed use will be multi-family.

A Neighborhood Compatibility meeting was held June 11, 2021. Topics discussed were density, height, traffic concerns, impact on the fire service and parking. A map of the current zoning and proposed zoning was shown. Parcels to the north are zoned Henderson County Office Institutional and City of Hendersonville Planned Residential Development (Landings of Flat Rock) and contain the Elizabeth House, Residential uses and the Blue Ridge Community College property. Parcels to the west are zoned Henderson County Regional Commercial and Residential 1 and contain various uses including Park Place RV Park. Parcels located to the south are zoned Henderson County Regional Commercial, City of Hendersonville C-3, Highway Business and City of Hendersonville Planned Commercial Development and contain various commercial uses such as the Holiday Inn Express, Bojangles and State Employees Credit Union and also include a residential use. Parcels along the east are zoned Henderson County Office Institutional and Regional Commercial and contain I-26, vacant land and commercial uses.

The 2030 Comprehensive plan's Future Land Use Map designates this parcel as Regional Activity Center. Parcels located to the north, east and south are designated Regional Activity Center. Parcels to the west are designated as Business Center and Natural Resource & Agricultural. This designation can be found around the general area of the project, this designation represents areas in the floodplain. Henderson County sites this as Industrial Business in their Comp Plan. The rezoning will have to be done with a Comp Plan Consistency statement.

Photos were shown of the existing conditions. Multi-family residential only makes up 4% of the existing land use acreages. There was not a lot of multi-family when this area was first developed. The goal of the Population and Housing Chapter 2 Comprehensive Plan Consistency is to encourage a wide range of housing types and price points in order to meet the diverse and evolving needs of current and future residents, match the housing supply with the local workforce and promote diverse neighborhoods.

A tree survey was done. The total number of trees is 244. The total number of trees preserved is 117. The total number of trees removed is 127. A lot of the mature trees to the south that are acting as the buffer from the adjacent properties will be retained.

A proposed sidewalk is shown along both sides of the proposed portion of the road. A view of the site plan was shown. Because they are disturbing over an acre, they will be required to have a stormwater maintenance agreement. Stormwater retention areas are required.

They are required to have 421 parking spaces and they are proposing 444 spaces which is over the requirement.

There is a building height limitation exemption. They must meet the three requirements shown on the screen for the exemption. The first one is the major one that everyone looks at which states Such building will not block sunlight from adjacent property between the hours of 10:00 a.m. and 2:00 p.m. from the months of October 1st to May 1st.

Mr. Morrow stated a TIA is normally done for projects this size. This is a large project from the City of Hendersonville standpoint. They plan to have a second access and tie the sidewalks in all the way to Upward Road. Mr. Morrow explained the requirements and what triggers a TIA. He also explained the Density Bonus in Section 5-14-5 and how all five requirements must be met.

The intersections were studied, and the recommended mitigations were: South Allen at Upward Road, Upward Road at Upward Crossing Drive/Commercial Boulevard and South Allen Road at site driveway. A deceleration lane was not a recommended mitigation factor as part of the TIA study.

Staff analysis is the proposed site was reviewed by the DRC, the proposed development is generally compliant with the zoning code and the proposed use/site are supported by the Comprehensive Plan. Staff had one recommended condition: The developer shall build the second access to City Street standards and allow it to be used for resident ingress and egress. The Tree Board also had one recommended condition: To require the developer to plant trees 2 ½ inch caliper size trees rather than 1 ½ inch caliper size trees; to preserve as many trees as possible on the site; and to plant the number of trees as specified by the City's Zoning Ordinance.

The suggested motions were shown.

Mr. Johnson asked about the distance from Upward Road and the Blue Ridge Campus. Mr. Morrow stated he did not know the exact distance, maybe 1,300 feet to the college.

Mr. Blatt asked if South Allen Road was a thoroughfare. Mr. Morrow stated yes, it is a major thoroughfare. Mr. Blatt asked if a sidewalk is required on South Allen. Mr. Morrow stated yes.

Chair asked if there were any further questions for staff. There were no further questions.

Seth Peterson, with Graycliff Capital, Greenville SC stated staff's recommendations were not to gravel the second access and to put in sidewalks and they are on board with those recommendations. They want to create workforce rental housing and the goal is to be able to walk on the sidewalks and go to work in this area. They are trying to create housing near employment and make this area a walkable community. Most of the site is clear and they will design the site around the roads to save 50% of the trees on site. There is a height component but not for the whole project, only for two buildings. There will be stormwater areas and they will keep the drainage area where it already is on site.

Mr. Blatt asked if the garage buildings would be enclosed. Warren Sugg, Civil Design Concepts stated they are enclosed. Buildings 13, 14 and 15 are just garages fully enclosed. Buildings 12, 11, 10 and 9 have garages on the first level and livable units above.

Mr. Brown stated they are asking for a density bonus and height exemption, what will they be offering as a good faith measure. Mr. Sugg stated they are offering workforce housing as a good faith measure. Mr. Peterson stated they are paying more to upgrade the second access to city standards, and they will be putting in 5-foot sidewalks.

Mr. Brown asked if they would consider meeting the Outdoor Lighting Basics from the International Dark Sky Association which are: only be on when needed, only light the area that needs it, be no brighter than necessary, minimize blue light emissions and be fully shielded, pointing downward. Mr. Sugg stated they would be agreeable to that.

Mr. Johnson asked if there would be any gathering spaces. Mr. Sugg stated they plan to have a clubhouse, pool, dog park, open space and green space. He pointed those locations out on the site plan.

Chair opened the public comment and asked if anyone present would like to speak.

June Miller stated she lives in Eagle Pointe right beside the campus. She stated this looks nice on paper, but the two larger buildings may be a problem. Can you see these buildings from South Allen Road? Chair stated they are four-story buildings, and he imagines you can see them from South Allen. Ms. Miller asked how many apartments are in the four-story buildings, she asked if the entrance in the back would be paved. Will the development be gated? Is there only one entrance on South Allen? Chair stated yes, there is only one entrance on South Allen. Ms. Miller asked if they cannot occupy all of the buildings will they use them for subsidized housing. Ms. Miller stated with 444 parking spots, 2,300 students enrolled at the college, 200+ at the career center, 50 in the hospice facility and 100+ at the assisted living facility, traffic is going to become dangerous. People cut through to Four Seasons anyway. This will be a major traffic headache. She feels like South Allen is a country road and people don't move to the mountains to have this type of eyesore built next to them. Most students can't afford to pay \$1,600 a month for rent. This is not the right place for this development.

Chair asked if anyone else attending would like to speak. No one else spoke.

Chair opened the public comment via zoom. No one spoke via zoom.

Mr. Peterson stated there will be 62 units in the four-story building. The senior center is three stories, and this building will not be seen any more than that one. They do not propose having any gates. They have considered Section 8 housing, but they do not feel they will not have any trouble occupying the units. Mr. Sugg stated 80 to 90% of the units are occupied in their other developments.

Ms. Cromar asked about the elevator. Mr. Peterson stated they will have one elevator and it will be centered in the building with stairs at the end of the buildings. The ADA requirements for elevators were discussed. Mr. Holloway stated the Building Inspections Department will determine that.

Chair asked about the deceleration lane. Matt Keech, Traffic Engineer stated the multiple access points will dispense the traffic very well. All of the traffic will not be dumped on South Allen Road. Chair stated he felt like deceleration lane was needed and should be considered. Mr. Sugg stated they are not against considering the deceleration lane, but they would like to hear from NCDOT on this. Mr. Holloway stated the driveway permits will be obtained through NCDOT and they will consult with them prior to City Council.

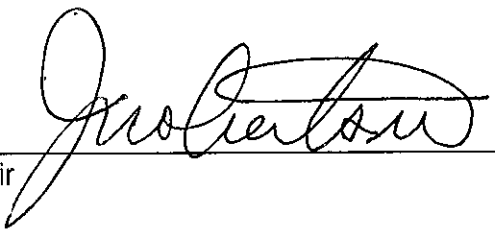
Mr. Blatt stated the caliper of the trees in the Tree Board recommendation grew by ½". Mr. Morrow stated the motion can be amended.

Mr. Brown moved the Planning Board recommend that City Council adopt an ordinance amending the official zoning map of the City of Hendersonville changing the zoning designation of the subject property (portion of PIN 9588-11-9994) from Henderson County Office Institutional Zoning District to City of Hendersonville Planned Residential development Conditional Zoning District based on the site plan submitted by the applicant and subject to the following: Permitted Uses shall include: Multi-family residential dwellings. Conditions that shall be satisfied prior to final site plan approval include: 1. The developer shall construct the rear access that connects to Upward Crossing Drive to City street standards and allow it to be used as an ingress and egress for residents. 2. To preserve as many trees as possible on the site; and to plant the number of trees as specified by the City's Zoning Ordinance. 3. The developer work with city staff to comply with the five Outdoor Lighting Basics from the International Dark Sky Association and 4. Work with NCDOT and city staff for a deceleration lane. Finding that the amended zoning is consistent with the Comprehensive Plan's Future Land Use map, and that the rezoning is reasonable and in the public interest for the following reasons: 1. Multi-family is a secondary use stated in the Land Use & Development

public interest for the following reasons: 1. Multi-family is a secondary use stated in the Land Use & Development Chapter (Chapter 8 – LU-9.3) 2.The development is in a priority growth area as described in the Land Use and development Chapter (Chapter 8 Section 8.3) 3.The development provides a type of housing that is underrepresented within the City. Outlined in the graphic in Chapter 8 Section 8.2. Mr. Hanley seconded the motion which passed unanimously.

VI Other Business. Mr. Manley discussed the goal for having committees and how it would be structured. He asked the Board to think about where their interests are. He will send out an email concerning this since all the members are not in attendance.

VII Adjournment – *The meeting was adjourned at 6:38 pm.*


Chair