

Town of Beaufort

Board of Commissioners Meeting

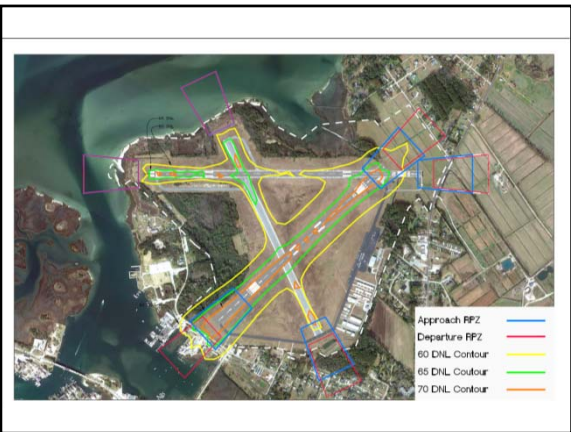
Monday

January 9, 2017

TO:	The Honorable Mayor & Board of Commissioners
FROM:	Kyle Garner, Planning Director
DATE:	December 28, 2016
RE:	Zoning Text Amendment Modifying SECTION (10E & 10F) Overlay/Conservation Districts
Background	
In November this item was discussed as a public hearing and after hearing comments from the community the Commissioners sent it to the Planning Committee on November 30th where it was recommended to allow single family and manufactured housing units a permitted use by right. Doing so would make the uses conforming. Two other recommendations are also included which is a maximum height limitation of 25 feet for any structure in the A-RE District as well as the requirement to only fill out Form 7460-1 if required by the FAA. As a result of this text revision only the Jehovah Witness Church off Copeland Road would be a non-conforming use and subject to Section 10-F-5 of A-RE regarding the rebuilding or replacement of a non-conforming structure. Additionally, letters were sent on December 22, 2016 to all the impacted properties in the A-RE district.	
Staff has included "Draft" text of SECTION 10E&F – A-RE Airport Environmental District & Airport Runway Exclusion District & Table 10-1 Overlay/Conservation Zoning Districts Table of Uses from the LDO. Language to be removed is shown as <u>underlined</u> with corrections in RED and the added text is bold highlighted to reflect new language.	
Action Needed:	Conduct Public Hearing Decision on proposed text amendment
Attachments:	Proposed Text Amendment Maps of A-ED & A-RE Districts
Agenda Item Prepared By: Kyle Garner, Planning Director	
Board Action: Motion by _____	2nd by _____
Aye _____	Not by _____



E) A-ED Airport Environmental District
1) Purpose.
The objective of the Airport Environmental District (A-ED) is to establish noise mitigation measures and to provide mechanisms for the notification of property owners around the airport of potential noise and vibration impacts for the Michael J. Smith Field.
2) Applicability.
The A-ED applies to designated property in the vicinity of the Michael J. Smith Field.
a) The district regulations are imposed in addition to those of the underlying zoning district(s) regulations.
b) None of the provisions of the A-ED regarding noise and vibration reduction shall be construed to prohibit the continuance, expansion, or reestablishment of any existing land use. The noise level reduction design standards only apply to new development of land and not to the expansion of or to structural additions of existing properties or existing uses within this district.
c) Nothing in this district is intended to state that objectionable levels of noise from overhead aircraft will be confined to the limits of this district.
3) Increased Noise Potential Zone A-ED Boundary.
The Increased Noise Potential Zone boundary extends outward of 1,200 feet from the centerline of each of the current and future airport runways as shown on the Federal Aviation Administration's (FAA) Official Map.
4) Airport Environmental District A-ED Requirements.
The following are required for all new properties and for all property transfers located within the increased noise potential zone.
a) Disclosure: For all properties in the Increased Noise Potential Zone, the Town will record a notice to the Currituck County Register of Deeds office with substantially the following text: "This property is located within the Town of Beaufort's Airport Environmental District and may be subject to increased noise and/or vibrations due to aircraft which may be objectionable dependent upon the use and location of the property. Please refer to the Town of Beaufort's Airport Environmental District regulations for more information."
➔ Noise Abatement Building Requirements: New construction of structures intended for residential occupancy shall be designed to achieve an outside to inside noise reduction level of at least 30 decibels (dB). This performance measure may be achieved by any suitable combination of building design, building materials, and construction standards so as to reduce the interior noise levels from potential overhead aircraft flights. Prior to the issuance of a residential use building permit in the A-ED Zone, construction methods and materials being used to construct the residential use will be reviewed to make sure they achieve at least a 30 dB noise reduction.



Article 10 - Construction

a) Regulate any new construction that exceed a height of 25 feet and if proposed, submit a file a Form "7460-1" to the FAA indicating construction activities will be occurring at certain times and what types of equipment may be used. An example of Form "7460-1" can be found in Appendix C at the end of this document.

b) Notwithstanding the permitted uses listed within the zoning regulations, the following shall be exempted within the airport zone, specifically industrial, manufacturing, office, school, day care facilities, churches, hospitals or medical clinics, retail and professional buildings, and all other commercial square foot area less than one acre, commercial retail buildings exceeding 10,000 cumulative square feet of leased space per acre, public utility buildings exceeding 10,000 cumulative square feet of leased space per acre, public utility, public cultural uses, and public recreation.

c) Lighting and electronic signals which interfere with air traffic, communications, or navigational aids are prohibited as determined by the FAA.

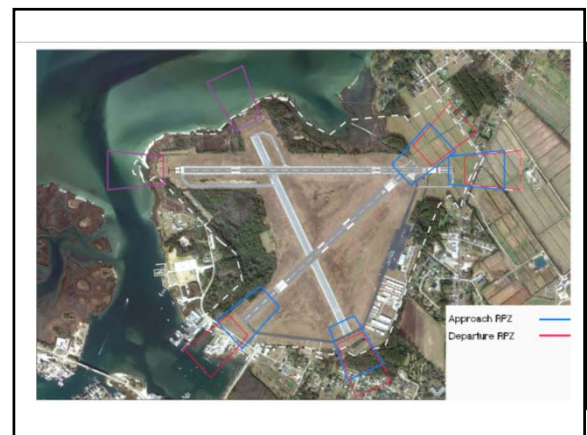
d) For all properties in the ABE, the Town will record a notice in the Carver County Register of Deeds office with substantially the following text:

"This property is located within the Town of Brandon's Airport Exclusion District and may be required to an increased chance of aircraft crashes which could cause injury and loss of life to persons on the ground as well as damage to property and structures within the District. Please refer to the Town of Brandon's Airport Runway Exclusion District regulations for more information."

e) Add a Existing Non-Compliance Provisions

When an existing non-complying structure would no longer be damaged by fire, flood, wind, or acts of God, the structure may be repaired and returned to its pre-existing condition on the pre-exist building plan provided the structure meets all applicable building codes.

However, if a non-complying structure neither was so threatened for any reason for a continuous period of ten business days from its replacement or not come for repair, it shall be considered abandoned and subject to removal.

[illegible]

Land Development Ordinance Uses		OS	HA	HA-L	HA-M	HA-H	A-ED	A-RE
Industrial Uses								
Industrial/Service Uses	General Industrial Service							Y
	Manufacturing, Heavy							Y
Manufacturing and Production Uses	Manufacturing, Light							Y
	Research & Development							Y
Telecommunications Facilities	Antenna Co-Location on Existing Tower							N
	Cellular (Fixed, Mobile, Antenna & Tower)							
	Other Building Mounted Antenna & Towers							
	Other Free-standing Towers							N
Warehouse and Freight Movement Uses	Commercial Warehouse Facility							Y
	Research Material Storage							Y
	Auto Storage							Y
	Truck Storage							Y
Water-Related Uses	Manufacturing and Distribution Establishment							
	Wholesale Establishment							
Accessory Uses and Structures								
Accessory Uses	Canopy							
	Deck							
	Garage, Private Detached							
	House Detachment							
	Guest House/Bedroom Addition							
	Mobile Home Addition							
	Shed							
	Sign, Commercial Free-standing							
	Swimming Pool (Private Use)							
	Temporary Construction Trailer							
	Vehicle-Charging Station							
	Yard							
	Yard							

Consistency Statement: This request for the A-ED & A-RE Overlay Districts are consistent with the surrounding character of the area and with the recommendation of the CAMA Land Use Plan that Public & Institutional land uses are recommended as the Michael J. Smith Field and airport facilities.



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Old Beaufort
Elementary School
Landmark Hearing



BEAU COAST – PHASE 1

Progress Report of Construction as of 1/7/2017
Wade Keeler – Town of Beaufort

Current Lots within Phase 1 with completed DCPs and Densities

DCP – Dynamic Cone Penetrometer

The highlighted lots have received DCP
and density testing.

These completed reports conform to
North Carolina Building Code
requirements for shallow foundations.

These soils will approximately handle a
load of 2000 pounds per square foot.



Current Roadways within Phase 1 with complete Proof Rolls and Densities

The roadways highlighted in blue depict
areas that have had proof rolls
performed on the substrate and have
received density testing that conforms
to NCDOT and Town of Beaufort
Standards. Deficiencies were addressed
at these times and have been corrected
as of 1/7/2017.

At this time, no roadways have received
asphalt. Only one roadway has received
curb and gutter and that is Shearwater
Lane, north of Lennoxville Road.



Current Sewer System completed within Phase 1

The highlighted areas are the
completed gravity feed sewer system
within Beau Coast – Phase 1.

Portions of the installed sewer main
has been pressure tested at this time.

However, no vacuum testing has
been performed on any installed
manholes at this time.



Current Sewer System within Phase 1 with passing pressure test results

The areas in orange and affiliated
services along the sewer main have all
passed pressure testing within Phase 1.

Pressure testing consists of applying 5
psi of pressure along the main between
two manholes. The pressure must stay
consistent and not drop over a period
of time based on the length of the main
between the two manholes.



Current Water System completed within Phase 1

The highlighted areas are the
currently installed aspects of the
water system within Beau Coast –
Phase 1.

All of the current water system
installed is 8" in diameter. To this
date, none of the 12" main has been
installed.



Current Water System within Phase 1 with passing pressure test results

The areas in orange and affiliated services along the water main have passed hydrostatic pressure testing within Phase 1.

Hydrostatic pressure testing consists of placing 200 psi of pressure along the main between two valves. The pressure must remain consistent along the main for a period of 2 hours.



Current Stormwater System completed within Phase 1

The areas highlighted in blue are the currently installed stormwater system within Phase 1.

At this time, all BMP ponds have been dug. However, some remaining emergency spillways have to be built.

All BMPs have been designed to safely pass the 100-year 24-hour storm without failing.

