



Town of River Bend Planning Board December 2, 2021



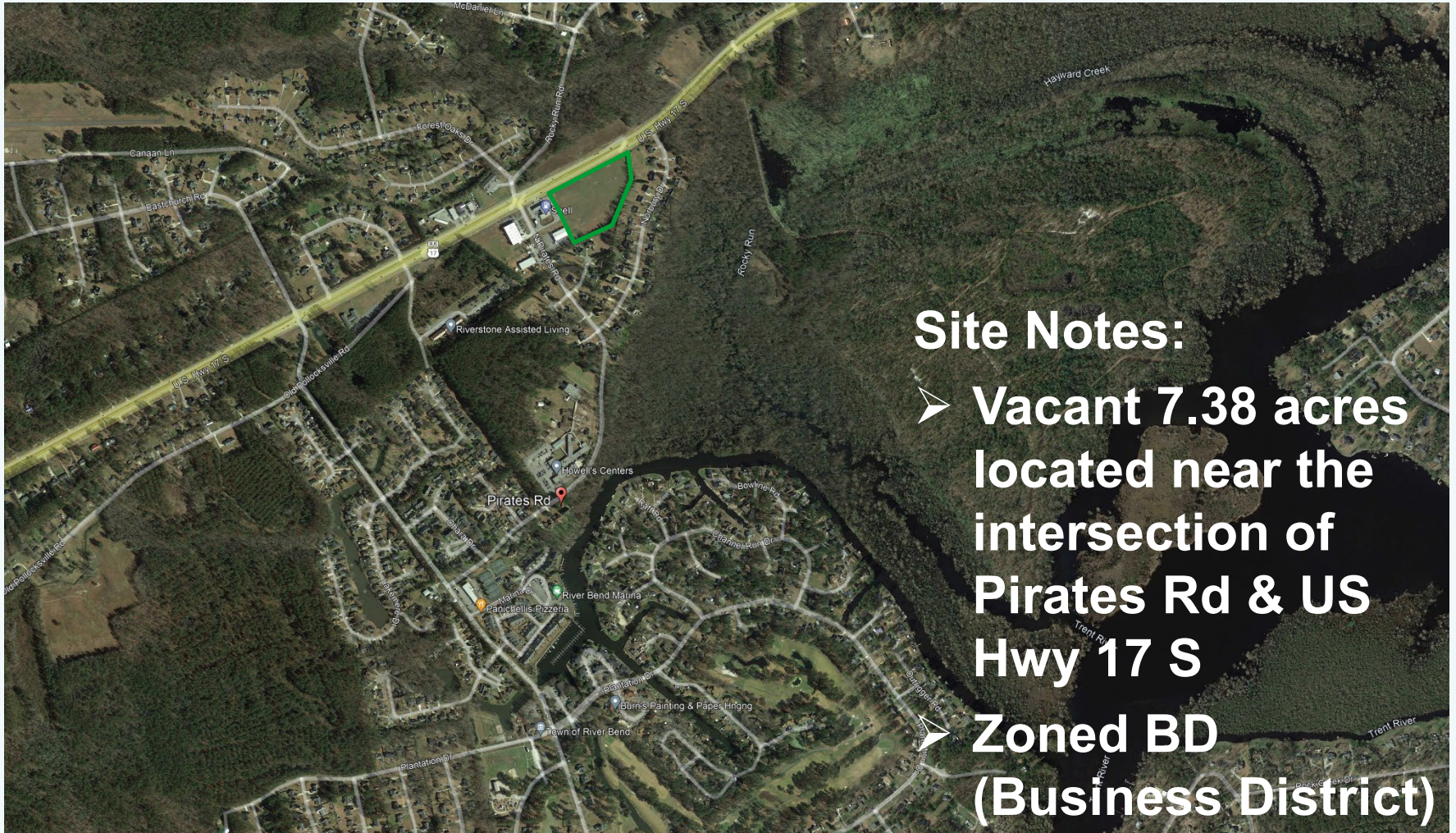
SUNBELT RENTALS
(PC1505)



Site Introduction



Site Introduction



Site Notes:

- Vacant 7.38 acres located near the intersection of Pirates Rd & US Hwy 17 S
- Zoned BD (Business District)

Site Introduction



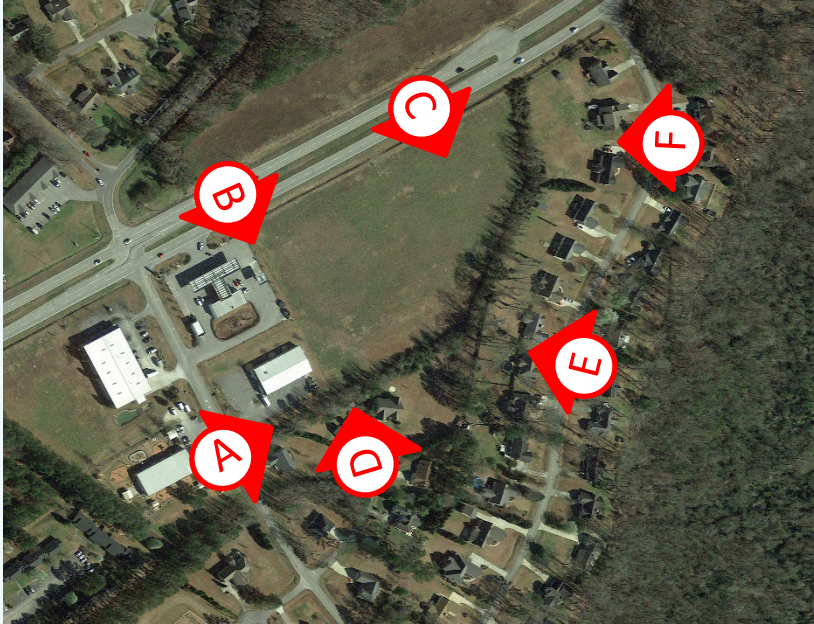
View A

Site Introduction



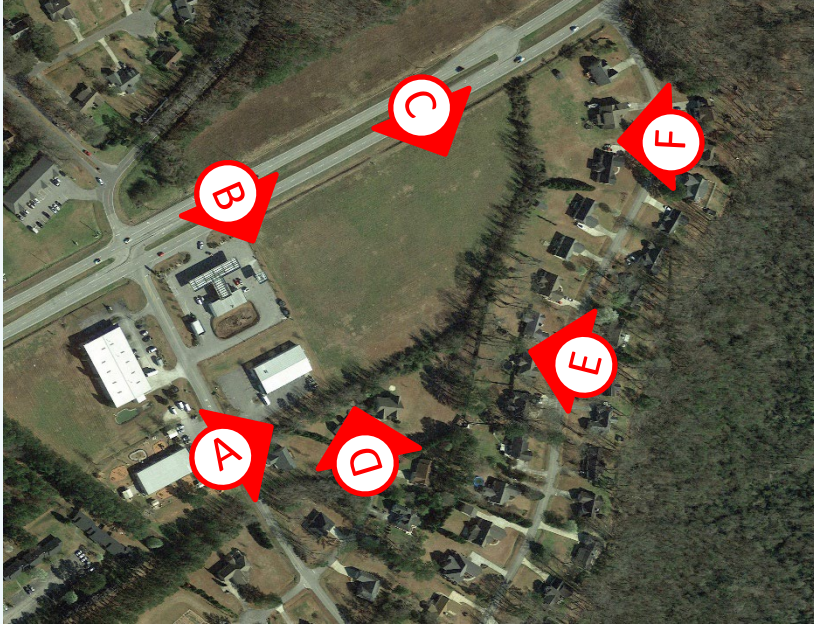
View B

Site Introduction



View C

Site Introduction



View D

Site Introduction



View E

Site Introduction



View F



Aerial View



Nearby Businesses

- Shell Gas Station
- Dollar General
- Excel Learning Center
- South Business Plaza
- Caro-San
- Baldwin Transmissions
- Pro Motors & Mill's Dent & Paint Shop
- Norville's Boat Repair

Street Views



Looking Northeast on US Hwy 17 S

Google

Street Views



Nearby Properties



South Business Plaza – Diagonally Across US Hwy 17 S

Nearby Properties



Nearby Properties



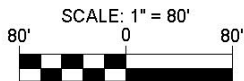
Nearby Properties



Nearby Properties



What is Proposed?



SCALE OF MAP MAY VARY
DUE TO METHODS OF REPRODUCTION.



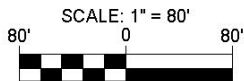
GENERAL TOOLS PC1505

- | # | SITE KEY |
|----|--------------------------------|
| 1 | 50'X230' BUILDING |
| 2 | CHAINLINK SECURITY FENCE |
| 3 | PARKING (20 SPACES) |
| 4 | 5' SIDEWALK |
| 5 | 10' CONCRETE APRON |
| 6 | SWING GATE TO REAR |
| 7 | PERSONNEL GATE TO REAR |
| 8 | 2.43 ACRE GRAVEL YARD |
| 9 | APPROX. LOCATION & SIZE OF SCM |
| 10 | PROPOSED FUEL ISLAND |



What is Proposed?

**Proposed Use:
Sunbelt Rentals
11,500 SF Building with
Outside Storage**



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Why Are We Here?

§ 15.02.038 BUSINESS DISTRICTS.

<i>Use District</i>	<i>Designation</i>
BD	Established to allow commercial development for retailing of goods and services and to provide offices and personal services. All these businesses shall provide a pleasing appearance, ample parking, controlled traffic movement and suitable landscaping and controls over lighting and signs so as not to affect adversely any adjoining properties.
PD-BD	Planned Development- Business District Land to be developed with an intent to either sell or rent 2 or more completed buildings or separated portions of the same building. All provisions of §§ 15.02.135 et seq. shall apply.
The area of a Business District development not covered by building shall be illuminated after dark and until the last of the business close for the day. Direct illumination on non-business district property, including public highways, by business district area lighting is prohibited. Reduced intensity illumination for security purposes during non-business hours may be used and is encouraged. All provisions of §§ 15.02.135 et seq. shall apply.	

§ 15.02.043 PERMITTED USES FOR BUSINESS DISTRICTS.

Permitted uses for Business Districts:

- A. Commercial development for stores, personal services, banks, restaurants, social and business associations and offices; and
- B.
 - 1. Residential use in a business district is allowed as long as the use is incidental to the intended business use.
 - 2. Where more than 1 business is located on a property or within a structure, such as but not limited to, a strip mall or office complex, this residential allowance shall be applied to each individual business location within the property or structure.

The UDO for River Bend does not specifically address the “Equipment Rental Use”. As such, a Special Use Permit is required for the use to be allowed within any district. The Equipment Rental Use is best suited for the Business District. The proposed site is located along US Hwy 17, near a mixture of residential and commercial uses, which is ideal for an Equipment Rental facility.



Site Compliance

<i>Schedule of District Requirements</i>										
	R-20	R-20A	R-15	PDR-MF	PDR-SF	ID	BD	WP	AGR	PD-BD
Min. Lot Area (SF)	20,000	20,000	15,000	-	6,500	20,000	20,000	-	-	20,000
District Size	-	-	-	5 acres	10 acres	-	-	-	-	4 acres
Density	-	-	-	*	†	-	‡	-	-	‡
Min. Front Lot Line (FT)	90**	90**	85**	50††	50††	-	100	-	-	100
Min. Bldg. Set Back (FT)	30	30	30	25	25	40	40	-	-	40
Min. Side Yard (FT)										
Main Building	10	10	10	10	10	10	10	-	-	10
Accessory Building	5	5	5	5	5	-	-	-	-	-
Swimming Pool	10	10	10	-	-	10	-	-	-	-
Tennis Court	15	15	15	-	-	10	-	-	-	-
Min. Rear Yard (FT)										
Main Building	15	15	15	15	15	10	20	-	-	20
Accessory Building	10	10	10	10	10	-	-	-	-	-
Swimming Pool	10	10	10	-	-	10	-	-	-	-
Tennis Court	15	15	15	-	-	10	-	-	-	-
Accessory Building	PLEASE REFERENCE CHART IN §15.02.061									
Max. Lot Coverage by Bldg. (%)	24	24	24	24	30	24	24	-	-	24
Max. Height (FT)										
Main Building	34	34	34	34	34	34	34	-	-	34
Accessory Building	The lesser of 18 FT or one (1) story									
CAMA and FEMA setbacks, if applicable, take priority to Town designated setbacks.										
*Density – PDR-MF – No more than 6.5 dwelling units per acre. †Density – PDR-SF – No more than 4 dwelling units per acre. ‡Density – BD, PD-BD – Nor more than 4 business units per acre. **Min. Front Lot Line – R-20, R-20A, R-15 – 40 FT on cul-de-sac. ††Min. Front Lot Line – PDR-MF, PDR-SF – 25 FT on cul-de-sac.										

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5.33 ac

468 ft

85 ft

195 ft

188 ft

5%

24 ft

The Proposed
 Special Use Site
 Plan meets all of
 the dimensional
 standards required
 by UDO Section
 15.02.047 for
 Business District
 (BD)





§ 15.02.048 APPLICATION REQUIREMENTS FOR BUSINESS DISTRICT AREAS ZONED BD AND BD-PD IN HEAVILY TRAFFICKED AREAS.

A. General provisions.

1. The purpose of this section is to visually enhance and provide for the orderly development of business and commercial areas along the Highway 17 corridor that is adjacent to or within the town and its extraterritorial jurisdiction, and along Shoreline Drive from Highway 17 to the first intersection with Plantation Drive. A site plan review process regulates the development of structures and sites in a manner that considers the following concerns, and where necessary, requires modification of development proposals to eliminate or minimize potential problems and nuisances, and to encourage architecturally and aesthetically integrated development in accordance with adopted architectural and site design guidelines. In addition, this section is designed to complement Article XXII of the City of New Bern's Code which outlines the architectural and aesthetic development of entrance corridors to the City of New Bern.
2. The principal areas of interest are:
 - a) Protection of property values;
 - b) The balancing of the landowner's rights to use his land, with the corresponding right of abutting and neighboring landowners to live without nuisances such as noise, smoke, fumes, odors, and glare of lights, visual pollution and the like;
 - c) The convenience and safety of vehicular and pedestrian movement within the site, and in relation to adjacent areas or roads;
 - d) Applicant's efforts to integrate the proposed development into the existing landscape, or to create a new "image" streetscape through design features such as vegetative buffers, berms, roadside plantings and the retention of open space; and
 - e) The building setbacks, area and location of parking, architectural compatibility, and how these features harmonize with the surrounding developments and the natural landscape.

The rear of corner of the proposed building is over 230 ft away from the nearest residence.

Site Compliance

The Proposed Special Use Site Plan is consistent with the provisions and goals of UDO Section 15.02.048. The site has been designed such that the building, parking, stormwater control measures and utilities are located as far away from the existing residences as practicable and closest to the existing adjacent commercial uses.



Site Compliance

F. *Design guidelines and performance standards.*

1. The following are the design guidelines and performance standards.
2. Exceptions to these guidelines may be granted by the Board of Adjustment after reviewing the petition of the developer along with the recommendations of the Zoning Administrator.
 - a) Required standards.
 - (1) For those developments abutting Highway 17, entrance shall be from Pirates Road or Efirid Boulevard. An exception may be granted for any single property not directly connected to Pirates Road or Efirid Boulevard.
 - (2)
 - (a) For all developments, each development under single ownership shall be limited generally to 1 driveway access to provide both ingress and egress.
 - (b) In cases where it is determined by the Zoning Administrator that more than 1 driveway access would provide a more efficient circulation pattern within the development and would promote improved traffic safety, 1 additional driveway access may be permitted.
 - (3)
 - (a) Shared driveway access between 2 neighboring developments shall also be recommended as a suitable alternative to the above mentioned requirement.
 - (b) In these cases, it is recommended that the driveway midpoint be the property line between the 2 parcels.
 - (c) The driveway must meet standard specifications, and the estimated driveway volume will be the sum of the trip generation rate of both land uses in question.
 - (4) Those portions of the principal building visible from any street right-of-way shall be sheathed in materials such as wood siding, stone, stucco (drivet), brick or other masonry materials (excluding cinder block or regular concrete block). Metal facades may be used only with special permission of the Board of Adjustment upon recommendation of the Zoning Administrator.

To safely accommodate the equipment rental use, a separate entrance & exit is requested. This arrangement provides the safest and most efficient traffic patterns and circulation for a rental facility. The separate entrance & exit allows both tractor-trailers and passenger trucks with trailers to enter on one side of the site, load or unload and safely exit on the opposite side, reducing the amount of conflicting traffic movements onsite.

Two driveway accesses are requested, one entrance and one exit, to allow for safe truck and trailer maneuvering through the site. Access on US Hwy 17 is RIRO by default due to the existing median. NCDOT has preliminarily reviewed the proposed layout and expressed that they are not opposed to the separate entrance/exit as shown.

Building Compliance

F. *Design guidelines and performance standards.*

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The proposed building uses a mixture of masonry, EIFS and CMU on the front facing façade and 50 ft down each side of the proposed building, along US Hwy 17, which is consistent with the materials requirements of UDO Section 15.02.048. The remainder of the building will be constructed with architectural metal panels along the side and rear of the building, which is in harmony with the surrounding commercial buildings.

- **All mechanical equipment and fuel island are located and screened from the public right of way to the maximum extent practical.**

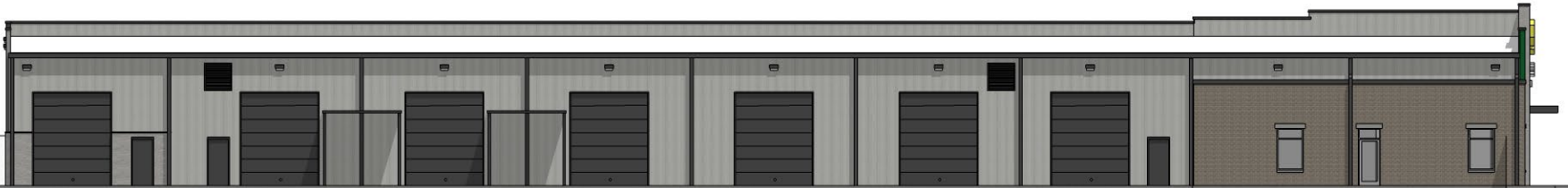
Architectural Elevations



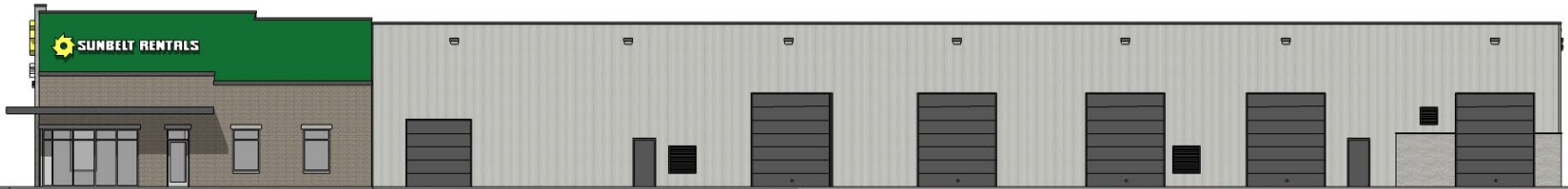
Proposed Front
Building Elevation



**Proposed Rear
Building Elevation**



Proposed East
Building Elevation



Proposed West
Building Elevation

3D Model Views



Proposed Building
Front View from US Hwy 17



Proposed Building
Side View from Shell Station

3D Model Views



Proposed Building
Side View from East

3D Model Views



Proposed Building
Side View from Rear

3D Model Views



Proposed Building
Aerial View from US Hwy 17

Similar Projects



Sunbelt – Wake Forest

Similar Projects

20' Perimeter Buffer



Sunbelt – Wake Forest

Similar Projects



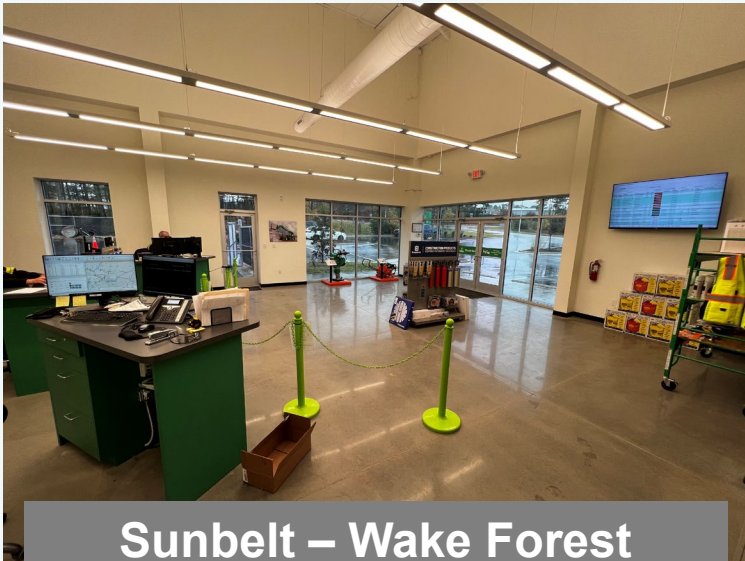
Sunbelt – Wake Forest

Similar Projects



Sunbelt – Wake Forest

Similar Projects



Sunbelt – Wake Forest



Sunbelt – Clayton

Similar Projects



Sunbelt – Clayton

Similar Projects



Sunbelt – Clayton

Similar Projects

20' Perimeter Buffer
Adjacent to Residential



Sunbelt – Clayton

Questions?



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