



# Pender County

## Agenda

### Planning Board Meeting

Wednesday, September 1, 2021 @ 7:00 PM

Pender County Hampstead Annex

|                                                                | Presenter | Page     |
|----------------------------------------------------------------|-----------|----------|
| 1. CALL TO ORDER                                               |           |          |
| 2. ROLL CALL                                                   |           |          |
| 3. INVOCATION                                                  |           |          |
| 4. PLEDGE OF ALLEGIANCE                                        |           |          |
| 5. ADOPTION OF AGENDA                                          |           |          |
| 6. ADOPTION OF MINUTES                                         |           |          |
| Planning Board Minutes from 7-6-2021 Meeting                   |           | 3 - 10   |
| <a href="#">Planning Board Minutes July 6, 2021 - Pdf</a>      |           |          |
| 7. PUBLIC COMMENT                                              |           |          |
| 8. PUBLIC HEARINGS                                             |           |          |
| 8.1. REZONE 2021-25                                            |           | 11 - 40  |
| <a href="#">REZONE 2021-25 - Pdf</a>                           |           |          |
| 8.2. MDP 2021-30                                               |           | 41 - 79  |
| <a href="#">MDP 2021-30 - Pdf</a>                              |           |          |
| 8.3. MDP 2021-31                                               |           | 81 - 122 |
| <a href="#">MDP 2021-31 - Pdf</a>                              |           |          |
| 8.4. Pender County Collector Street Plan 2021                  |           | 123 -    |
| <a href="#">Pender County Collector Street Plan 2021 - Pdf</a> |           | 182      |
| 9. DISCUSSION                                                  |           |          |
| 10. NEXT MEETING DATE                                          |           |          |
| October 5, 2021                                                |           |          |
| 7:00 PM                                                        |           |          |
| Location TBD                                                   |           |          |
| 11. ADJOURNMENT                                                |           |          |





**Pender County  
Planning Board Minutes from 7-6-2021  
Meeting**

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**TO:** Planning Board  
**FROM:** Travis Henley  
**DATE:** September 1, 2021  
**SUBJECT:** Planning Board Minutes from 7-6-2021 Meeting

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**SUMMARY:**

Planning Board Meeting Minutes July 6, 2021

**ACTION REQUESTED:**

Adopt meeting minutes



**MINUTES**  
**Planning Board Meeting**  
**Tuesday, July 6, 2021**  
**Pender County Public Assembly Room**  
**7:00 PM**

**MEMBERS PRESENT:**      Theatrice McClammy  
                                 Delva Jordan  
                                 John Gruntfest  
                                 Jeffrey Pitts  
                                 Norman K. (Ken) Teachey

**MEMBERS ABSENT:**      Jeff Beaudoin  
                                 Damien Buchanan

**OTHERS PRESENT:**      Travis Henley, Planning Director  
                                 Tera Cline, Administrative Assistant  
                                 Other Staff and Members of the Public.

**1      CALL TO ORDER**

Chairman called meeting to order at 7:00 PM

**2      ROLL CALL**

**3      INVOCATION**

**4      PLEDGE OF ALLEGIANCE**

**5      ADOPTION OF AGENDA**

- a)      Adoption of Agenda with discussion on Agenda item 7 (c) Rezone 2021-24

Moved by Norman K. (Ken) Teachey, seconded by Delva Jordan

*Motion Approved*

|                    | <b>For</b> | <b>Against</b> | <b>Abstained</b> | <b>Absent</b> |
|--------------------|------------|----------------|------------------|---------------|
| Theatrice McClammy | x          |                |                  |               |
| Delva Jordan       | x          |                |                  |               |
| Jeff Beaudoin      |            |                |                  | x             |

|                         |   |   |   |   |
|-------------------------|---|---|---|---|
| Damien Buchanan         |   |   |   | x |
| John Gruntfest          | x |   |   |   |
| Jeffrey Pitts           | x |   |   |   |
| Norman K. (Ken) Teachey | x |   |   |   |
|                         | 5 | 0 | 0 | 2 |

CARRIED.

b) Discussion of Rezone 2021-24

Travis Henley, Director, explained to the board some updates received on Rezone 2021-24. He stated that we had advertised this case a few weeks ago in accordance with state statutes and the Pender County Unified Development Ordinance. With that being said within the last couple of days before this hearing the Planning Department was contacted by a member of the public via their real estate agent questioning ownership of one of the two parcels that are subject properties in the proposal. The parcel in question is the front smaller parcel that is zoned General Business that has frontage along US highway 17. Given that there are questions about the ownership of the property, rezoning applications do require all owners to be consenting. Mr. Henley stated he wanted to communicate this information to the board. He stated after discussion with the county attorney, the Planning Board Chairman, and the applicant, one option is to table the item to the next meeting or to a date uncertain while the issues are addressed. The other option is to simply not consider this parcel in this application.

Sonya Edens, Applicant, addressed the board stating they purchased these properties back in 2019 and have paid the taxes and the deeds are in their names. Ms. Edens and her husband were not aware of any ownership issues with the properties. She stated to the board they have contacted their closing attorney to get more information. She requested to move forward with the rezoning of the back parcel if possible and just table the front parcel until information is resolved.

Trey Thurman, Attorney, explained to the board there is not an issue to precede with the rezoning of the larger tract.

**6 PUBLIC COMMENT**

**7 ADOPTION OF MINUTES**

Tabled to next meeting due to clinch in attachment of minutes.

**8 PUBLIC HEARINGS**

a) MDP 2021-29

Gideon Smith, Senior Planner, presented on behalf of the applicant requesting approval of a Master Development Plan within the PD, Planned Development zoning district for the construction of two structures consisting of an 11,880 square foot preschool and a 10,080 square foot multi-use commercial building, with a third 5,800 square foot multi-use commercial building for future development. All permitted uses within the commercial buildings are to be included as part of the Master Development Plan. The subject property consists of an approximately 4.21-acre tract of land located on the northeastern corner of the intersection of US HWY 17 and Bay Ridge Road in the Topsail Township and may be further identified by Pender County PIN: 4204-87-1130-0000. Mr. Smith included descriptions of neighboring properties and all requested information in regards to the application. He stated a traffic impact analysis would need to be completed. Mr. Smith also shared the significant tree survey as well as the public input meeting information.

Micheal Nadeau, Commercial Broker, presented on behalf of the applicant and the developer. Gave a brief overview of the project and layout.

Liz Peloquin, owner of Creative Minds Preschool, expressed to the board the need for a bigger school with the growth of the county.

Shelly Martin, Pender County Smart Start, spoke to the board in favor of the application.

Russell Wright, 135 Bay Ridge Rd, had some questions on access to the facility and the traffic impact it will have on his neighborhood. Wanted to know why the 60 foot right of way could not be used. Requested to have a gate put up as well.

Shannon Royer, 116 Penguin Pl, spoke in favor of the application.

Nadia Gleason, 55 Crestwood Ct., spoke to the board in favor of the application.

Connie Carr Costin, Pender County Smart Start, addressed the board in favor of this application.

Micheal Nadeau, stated that the questions Mr. Wright asked would be best answered by the Department of Transportation. He said the developer agreed to the 8 foot fence along the buffer. The board asks what roads will be widened. Mr. Nadeau stated Bay Ridge road will be widened by the developer but does not have to be to DOT specifications.

The board asked staff and the applicant representative about storm water control points? Michael Nadeau stated that there will be an infiltration system subsurface that will retain water. Gideon Smith, Senior Planner, added that the NC DEQ will evaluate the storm water conditions as well before the project is complete. Travis Henley, Director of Planning, also noted to the board that the engineer will have to sign off on all storm water points as well.

Moved by Norman K. (Ken) Teachey, seconded by Jeffrey Pitts

*Motion Approved*

|                         | <b>For</b> | <b>Against</b> | <b>Abstained</b> | <b>Absent</b> |
|-------------------------|------------|----------------|------------------|---------------|
| Theatrice McClammy      | x          |                |                  |               |
| Delva Jordan            | x          |                |                  |               |
| Jeff Beaudoin           |            |                |                  | x             |
| Damien Buchanan         |            |                |                  | x             |
| John Gruntfest          | x          |                |                  |               |
| Jeffrey Pitts           | x          |                |                  |               |
| Norman K. (Ken) Teachey | x          |                |                  |               |
|                         | 5          | 0              | 0                | 2             |

CARRIED.

b) REZONE 2021-23

Gideon Smith, Senior Planner, presented on behalf of the applicant. He gave an overview of the property and the request. He noted planning staff is submitting the proposal for Planning Board disposition. The proposed rezoning is for one parcel totaling approximately 3.64 acres from the RP, Residential Performance zoning district to the GB, General Business zoning district. The proposal was found to be in conformance with the Pender County Unified Development Ordinance. While the proposal was found to be consistent with one policy within the Pender

2.0 Comprehensive Land Use Plan, the proposal was found to conflict with two policies as well as the Future Land Use Map within Pender 2.0. Based on the conflicts with Pender 2.0, Planning staff respectfully recommend denial of the request as outlined in this report.

Sonia Edens, 15226 US Hwy 17, she shared findings that this parcel can only maintain around 400 gallons of water a day which is less than a 4 bedroom home. This is an issue with building residential on the parcel. Ms. Edens, expressed their intent for the property.

Trey Thurman, Attorney, reminded the board that the use of the property shared by Ms. Edens should not be considered in their decision.

Hugh Hawthorne, 101 Holiday Drive, stated if the rezoning was approved he would like a fence/buffer against his property behind the applicants parcel.

Joy Walmer, 109 Holiday Drive, expressed concerns in regards to noise disturbance and stated she did not feel that commercial zoning on this parcel is what is best for the area.

Milton Redd, declined to speak.

Travis Henley, Director of Planning, stated the NC DOT has done a study on consideration of turning 210 into a four lane highway.

Sonia Edens, the applicant stated that the property was mowed and ditches cleaned out and buffers will be used once the property is developed.

The Board requested to know from staff if the bypass was considered when the future land use plan was adopted. Travis Henley, stated yes but the amount of right away was not.

Sonia Edens, addressed the board once more asking if the application could be tabled and possibly revisited at a later date with a Conditional Rezoning so that the board and neighbors could see the plan and make a decision.

The board and staff discussed what would need to happen to table and come back with a conditional rezoning.

Motion made to table to a date uncertain.

Moved by John Gruntfest, seconded by Jeffrey Pitts

*Motion Tabled to date uncertain*

|                         | <b>For</b> | <b>Against</b> | <b>Abstained</b> | <b>Absent</b> |
|-------------------------|------------|----------------|------------------|---------------|
| Theatrice McClammy      | x          |                |                  |               |
| Delva Jordan            | x          |                |                  |               |
| Jeff Beaudoin           |            |                |                  | x             |
| Damien Buchanan         |            |                |                  | x             |
| John Gruntfest          | x          |                |                  |               |
| Jeffrey Pitts           | x          |                |                  |               |
| Norman K. (Ken) Teachey | x          |                |                  |               |
|                         | 5          | 0              | 0                | 2             |

CARRIED.

c) REZONE 2021-24

Gideon Smith, Senior Planner, presented to the board on behalf of the applicant. The proposed Zoning Map Amendment is compliant with the Pender County Unified Development Ordinance. In addition, the request is consistent with the Future Land Use Map, as well as three policies within the Pender 2.0 Comprehensive Land Use Plan within the Pender 2.0 Comprehensive Land Use Plan, while conflicting with none. Overall, the proposed RP, Residential Performance zoning district rezoning request is generally consistent with the Pender 2.0 Comprehensive Land Use Plan because it is in line with the recommended densities in the Low-Density Residential future land use category and is compatible with the existing development pattern in this area. Therefore, Planning staff recommend approval of the Zoning Map Amendment as detailed in this report. Please note it is only ONE parcel at this time. He also clarified that with only parcel being included now the maximum number of structures would only be 2 instead of 3.

Sonia Edens, applicant, stated to the board that they are just looking to put a couple of single family dwellings on the property.

Travis Henley, Planning Director, asks the county attorney if the board would need to make a motion and vote on splitting up the parcels as discussed at the beginning of the meeting.

Trey Thurman, Attorney, stated that two separate motions would not be needed.

Mr. Gruntfest made a motion to separate/exclude the front parcel originally included in the application and table that rezoning until the next meeting of August 3, 2021. With this motion he also recommended a motion to approve the rezoning of the rear parcel included in this application.

Moved by John Gruntfest, seconded by Norman K. (Ken) Teachey

*Motion approved for rear parcel rezoning and front parcel rezoning tabled until 8-3-2021 meeting.*

|                         | For | Against | Abstained | Absent |
|-------------------------|-----|---------|-----------|--------|
| Theatrice McClammy      | x   |         |           |        |
| Delva Jordan            | x   |         |           |        |
| Jeff Beaudoin           |     |         |           | x      |
| Damien Buchanan         |     |         |           | x      |
| John Gruntfest          | x   |         |           |        |
| Jeffrey Pitts           | x   |         |           |        |
| Norman K. (Ken) Teachey | x   |         |           |        |
|                         | 5   | 0       | 0         | 2      |

CARRIED.

**9 DISCUSSION**

**10 NEXT MEETING DATE**

August 3, 2021 7 P.M.

**11 ADJOURNMENT**

Chairman adjourned the meeting at 8:22 p.m.



## **Pender County REZONE 2021-25**

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**TO:** Planning Board  
**FROM:** Gideon Smith  
**DATE:** September 1, 2021  
**SUBJECT:** REZONE 2021-25

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**SUMMARY:**

Elloyd McIntire, applicant and owner, is requesting approval of a Zoning Map Amendment to rezone one tract totaling approximately 69.67 acres of land from RA, Rural Agricultural zoning district to RP, Residential Performance zoning district. The subject property is located at the terminus of Pine Village Drive, approximately one-half mile southwest of the intersection of Pine Village Drive and NC HWY 210 in the Rocky Point Township and may be further identified by Pender County PIN 3204-87-6373-0000.

**ACTION REQUESTED:**

To hold a Public Hearing and consider the Zoning Map Amendment.

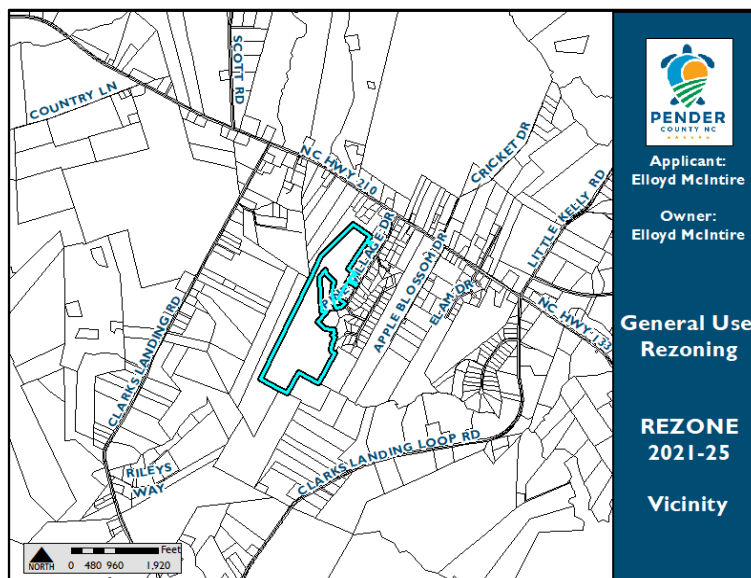
**ATTACHMENTS:**

1. REZONE 2021-25 Staff Report
2. REZONE 2021-25 Application
3. REZONE 2021-25 Narrative
4. REZONE 2021-25 Site Plan
5. REZONE 2021-25 Legal Description
6. REZONE 2021-25 Attachment 1

## STAFF REPORT FOR REZONE 2021-25 ZONING MAP AMENDMENT APPLICATION

| APPLICATION SUMMARY                 |                                                                             |
|-------------------------------------|-----------------------------------------------------------------------------|
| Case Number                         | REZONE 2021-25                                                              |
| Hearing Dates                       | September 1, 2021 Planning Board<br>October 18, 2021 Board of Commissioners |
| Applicant                           | Elloyd E. McIntire                                                          |
| Property Owner(s)                   | Elloyd E. McIntire, Sr.                                                     |
| Parcel Identification Number        | 3204-87-6373-0000                                                           |
| Acreage                             | 69.67                                                                       |
| Township                            | Rocky Point                                                                 |
| Pender 2.0 Future Land Use Category | Low-Density Residential                                                     |

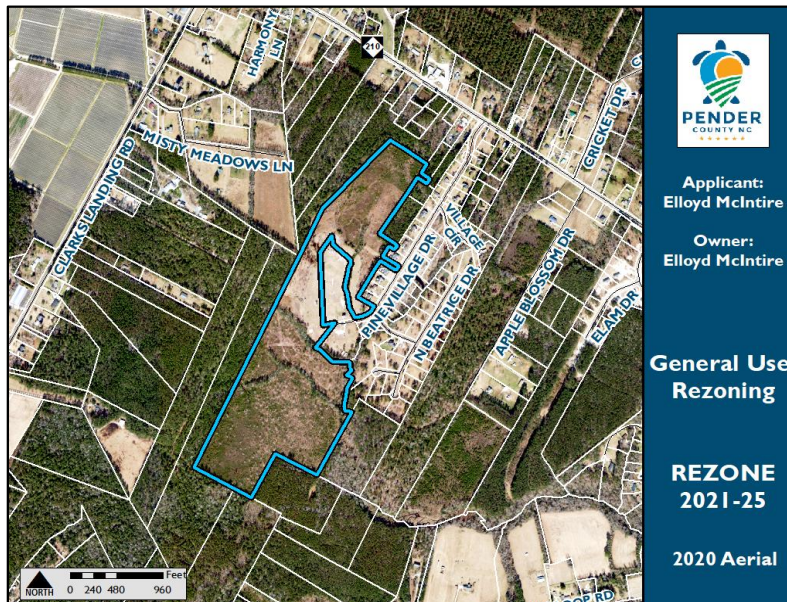
| REZONING PROPOSAL                                                                                                                                                                                                                                 |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Elloyd McIntire, applicant and owner, is requesting approval of a Zoning Map Amendment to rezone one tract totaling approximately 69.67 acres of land from RA, Rural Agricultural zoning district to RP, Residential Performance zoning district. |
| LOCATION                                                                                                                                                                                                                                          |
| The subject property is located at the terminus of Pine Village Drive, approximately one-half mile southwest of the intersection of Pine Village Drive and NC HWY 210.                                                                            |



## REZONING PROPOSAL

The applicant is proposing to rezone approximately 69.67 acres from RA, Rural Agricultural zoning district to RP, Residential Performance zoning district. Because this is a general use rezoning, a conceptual plan is not included within the application. If approved, the site could be developed based upon all uses that are permitted by right or by Special Use Permit in the RP, Residential Performance zoning district. However, any future development of the site must comply with the standards of the RP, Residential Performance zoning district and is subject to review and approval by the Technical Review Committee (TRC) to ensure compliance with all applicable local, State, and Federal regulations.

If any non-residential development permitted by right or by Special Use Permit were proposed, that development would also be reviewed by the (TRC) to ensure compliance with applicable County and State regulations.



### Dimensional Requirements

As this is a general use rezoning, the standard setbacks in the RP, Residential Performance zoning district apply and are outlined in the table below. The dimensional standards are proposed to apply uniformly to all buildings and uses on the subject properties.

| Minimum Setback (Residential Performance) |     |
|-------------------------------------------|-----|
| Front                                     | 30' |
| Side                                      | 10' |
| Rear                                      | 25' |
| Corner                                    | 15' |
| Max. Height                               | 35' |
| Structure Separation                      | 30' |

The minimum lot size in this district for single-family dwellings is 15,000 square feet and 22,000 square feet for duplexes. Based on the total gross site acreage and the minimum lot size for the RP zoning district, a total of 203 single-family residential units could potentially be developed on the site. However, it is unlikely that this intense of a land use could be achieved on site because public and/or private rights-of-ways, required open space, and wetlands were not factored into the gross density calculation. Once a site-specific plan with more detail is submitted for review, the total number of units and its net density will be reviewed and evaluated.

### **Allowable Uses**

Because this is a general use rezoning, the site could be developed based upon all uses that are permitted by right or by Special Use Permit in the RP, Residential Performance zoning district. The table below provides a general list of typical developments permitted in the RP, Residential Performance zoning district. A comprehensive list of all uses from Section 5.2.3 of the UDO is included in Attachment I.

|                                | <b>RP, Residential Performance</b>                                                                                                                                                                                                                                                                                                             |
|--------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Permitted Housing Types</b> | Single-family (detached conventional), duplex (attached), accessory dwelling, manufactured home                                                                                                                                                                                                                                                |
| <b>Nonresidential Uses</b>     | <p>≈ 8 uses by-right (solid waste collection (Solely by public organizations, right?), public administration, family care homes, parks, temporary fruit stands, etc.</p> <p>≈ 33 uses w/ SUP (food/beverage stores, postal services, financial institutions, professional offices, salons, educational services, recreational clubs, etc.)</p> |

## **TRANSPORTATION INFRASTRUCTURE**

### **Access**

Access is provided to the subject property via Pine Village Drive, a private right-of-way, which connects directly to NC HWY 210, an NCDOT maintained Minor Arterial Road based on the WMPO Functional Classification Map.

### **Traffic**

Traffic Impact Analyses (TIA) are not required for general use rezoning since a site-specific development plan is not required to be included in the application package. The UDO requires a Traffic Impact Analysis (TIA) to be completed when a development generates 100 trips in the morning or evening peak hours or over 1,000 trips per day. If approved and developed in the future, estimated trip generation data will be required during the review of any site-specific development plan to determine if a TIA is required.

Because a Traffic Impact Analysis is not required at this time, the volume to capacity ratio for NC HWY 210 near the subject site has been provided. This ratio is based on average daily trips and the design characteristics of a given roadway, which can provide a general idea of the function of such roadway. Based upon the available volume to capacity data, NC HWY 210 in this area has capacity to handle the anticipated traffic volume increases as result of the proposed rezoning.

**NCDOT Average Annual Daily Traffic (AADT) – 2019; WMPO Roadway Capacities – 2019**

| Road       | Location                                                                           | Volume | Capacity | V/C  |
|------------|------------------------------------------------------------------------------------|--------|----------|------|
| NC HWY 210 | 19000 Block (West of NC HWY 210/ NC HWY 133 Intersection)                          | 4,600  | 20,942   | 0.22 |
| NC HWY 210 | 18000 Block (East of NC HWY 210/ Little Kelly Intersection)                        | 2,100  | 20,492   | 0.22 |
| NC HWY 133 | 18000 Block (East of NC HWY 210/ NC HWY 133/Clarks Landing Loop Road Intersection) | 4,200  | 15,438   | 0.27 |

**OTHER INFRASTRUCTURE****Utilities**

Public water is available through Pender County Utilities (PCU). However, according to available GIS data, the nearest PCU water main is located on the opposite side of NC HWY 210. PCU sewer is not available for the subject property. The method of water and sewer service will be determined when a site-specific development plan is submitted for review.

**Schools**

There is no development proposal associated with this general use rezoning, so no specific impacts to the school system are known at this time. However, because the proposed request is to rezone the subject property to RP, Residential Performance zoning district, which would allow up to 203 new dwelling units based on the total gross acreage of the site, there is a potential that this proposal may impact the school districts in the area.

**ENVIRONMENTAL CONCERNS**

|                                                           |                                                                                                                                                                                                                                                                                                  |
|-----------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Special Flood Hazard Areas                                | The subject property does not contain any Special Flood Hazard Areas <sup>1</sup> .                                                                                                                                                                                                              |
| Wetlands                                                  | Portions of the subject property may contain wetlands <sup>2,3</sup> . The location of any wetlands will be verified when a site-specific development plan is submitted for review. Any disturbance within these wetlands is subject to review and approval by the U.S. Army Corps of Engineers. |
| Areas of Environmental Concern                            | The subject property does not contain any Areas of Environmental Concern (AEC) <sup>4</sup> .                                                                                                                                                                                                    |
| Biodiversity and Wildlife Habitat Assessment <sup>5</sup> | The majority of the site is unranked. Small portions towards the south are ranked 8, portions near the southwestern corner are ranked as a 6, and portions near the northwest are ranked 2-4.                                                                                                    |

<sup>1</sup> According to the effective regulatory and preliminary Flood Insurance Rate Maps NC Flood Risk Information System (NC FRIS)

<sup>2</sup> According to the NC Division of Coastal Management (NC DCM)

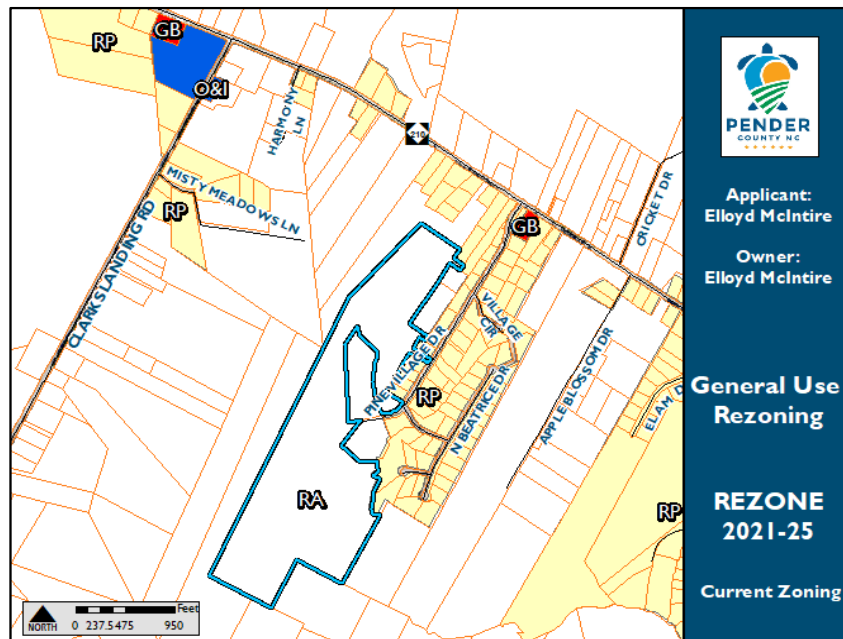
<sup>3</sup> According to the National Wetlands Inventory (NWI)

<sup>4</sup> According to the North Carolina Department of Environmental Quality (NCDEQ)

<sup>5</sup> According to the North Carolina Wildlife Resources Commission (WRC) Biodiversity and Wildlife Habitat Assessment included in their Conservation Planning Tool. Land that has been inventoried through this Assessment is ranked on scale ranging from 1 to 10, with higher numbers signifying a more prevalent presence of “more rare, abundant, and diverse species and habitats” in those areas.

## EVALUATION

*Below: Zoning Map of the Area*



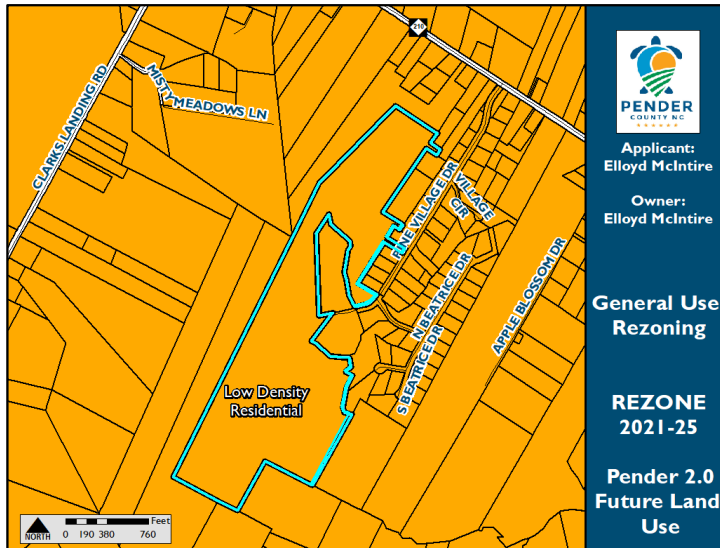
### CHARACTERISTICS OF THE SURROUNDING AREA

|              | LAND USE                  | ZONING                      |
|--------------|---------------------------|-----------------------------|
| <b>North</b> | Undeveloped               | RA, Rural Agricultural      |
| <b>East</b>  | Single-Family Residential | RP, Residential Performance |
| <b>South</b> | Undeveloped               | RA, Rural Agricultural      |
| <b>West</b>  | Undeveloped               | RA, Rural Agricultural      |

\*The subject property completely surrounds a recreational land use (i.e. the Grand Oaks Driving Range)

**Pender 2.0 Comprehensive Land Use Plan Compliance:**

The subject property is located within the Low-Density Residential Future Land Use Classification as shown in the Future Land Use Map within the Pender 2.0 Comprehensive Land Use Plan. This future land use category is established in areas that are typically established single-family neighborhoods with a low-density residential development pattern. Appropriate uses include



single-family dwellings and neighborhood-scale institutional facilities. Commercial and industrial uses are inappropriate in these areas, as are large institutions and other significant traffic generators. Duplexes and townhomes may be suitable when proposed as part of a master planned community whereby the dimensional requirements and uses forming the outer boundary of the community are compatible with the adjacent properties or permissible uses. Development density within this category is two dwelling units per acre or less.

The Low-Density Residential future land use category provides opportunities for development densities up to 2 dwelling units per acre (du/ac) and neighborhood-scale institutional facilities. Recent residential developments within the Rocky Point/NC HWY 210 area that are zoned RP, Residential Performance zoning district have an average density of 1.5 dwelling units per acre, generally indicating that the existing development patterns within the RP district conform with the Low-Density Residential future land use category.

If the subject site were developed with approximately 7 acres of right-of-way, a total of 95 units would equate to a gross density of 1.5 du/ac. If 125 units were constructed, the density would equate to 2 du/ac. Although a more intense development could be constructed based solely on gross acreage of the subject site, the applicable standards within the UDO will limit any proposed development from achieving the maximum density and number residential units permitted by-right within the RP zoning district. Based on that reasoning, Staff find that the requested zoning change is generally consistent with the Low-Density Residential future land use category.

In addition to the Future Land Use Map, the Zoning Map Amendment was found to be consistent with three policies within the Pender 2.0 Comprehensive Land Use Plan while conflicting with none:

**Policy 5.1.D: Focused Growth and Development:** The County supports a growth pattern that includes low density single-family residential communities, but also allows for the strategic placement of higher density residential, mixed uses, and

commercial development to accommodate and support future population growth, where necessary infrastructure exists or is planned.

**Policy 5.1.V: Residential Development:** The County supports a range of housing types and development at appropriate densities and locations that are compatible with their surroundings and are in accordance with the future land use map.

**Policy 5.1.W: Single-family Residential Development:** The County shall maintain areas exclusively for conventional single-family development. Conversion of single-family homes to two-family and/or multi-family residential uses within established single-family neighborhoods shall be discouraged.

The proposed general use rezoning is supported by the above policies because of it has the potential to be generally consistent with other low-density single-family uses in the vicinity and within the RP zoning district. In addition, the proposed rezoning and allowable uses within the requested zoning district are also compatible with the surrounding area and existing development pattern.

**Unified Development Ordinance Compliance:** Section 3.3.5 of the Unified Development Ordinance provides for standards that shall be followed by the Planning Board and Board of County Commissioners before a favorable recommendation of approval for a rezoning can be made. These standards include evaluating proposals against whether adequate public facilities/services (i.e. water, wastewater, roads, schools, etc.) exist, are planned, or can be reasonably provided to serve the needs of any permitted uses likely to be constructed as a result of such change. The standards have been outlined in this report for consideration by the Planning Board and Board of County Commissioners.

### 3.3.5 Approval Criteria for Rezoning

The reviewing bodies (Planning Board and Board of Commissioners) shall consider the following matters in deciding a rezoning proposal, in addition to any other considerations as detailed in the specific rezoning application type:

- A. Whether the entire range of uses permitted by the proposed change would be appropriate to the area concerned, including that the proposed rezoning not:
  1. be detrimental to the natural environment,
  2. adversely affect the health, safety, or welfare of residents or workers in the area,
  3. be detrimental to the use or development of adjacent property,
  4. materially or adversely affect the character of the general neighborhood, and
  5. be reasonable as it relates to the public interest.
- B. Whether adequate public facilities/services (i.e.- water, wastewater, roads, schools, etc.) exist, are planned, or can be reasonably provided to serve the needs of any permitted uses likely to be constructed as a result of such change;
- C. Whether the proposed change is consistent with the County's Comprehensive Land Use Plan, CAMA Land Use Plan, and any other adopted land use document.

## RECOMMENDATION

Planning Staff is submitting the proposal for Planning Board disposition. The proposed Zoning Map Amendment is consistent with the Future Land Use Map, as well as three policies within the Pender 2.0 Comprehensive Land Use Plan, while conflicting with none. In addition, the request is compliant with the Pender County Unified Development Ordinance.

The proposed RP, Residential Performance zoning district rezoning request is generally consistent with the Pender 2.0 Comprehensive Land Use Plan because the proposed rezoning and allowable uses within the requested zoning district are compatible with the surrounding area and existing development pattern, and development that can occur within the RP, Residential Performance zoning district is generally consistent with the Low Density Residential future land use category. Therefore, Planning staff recommend approval of the Zoning Map Amendment as detailed in this report.

### PLANNING BOARD ACTION NEEDED:

**TO APPROVE:** Motion to approve the Zoning Map Amendment and to make a finding that the approval is consistent with the following policies in the Pender 2.0 Comprehensive Land Use Plan:

- **Policy 5.1.D**
- **Policy 5.1.V**
- **Policy 5.1.W**

The proposed rezoning is consistent with the Low-Density Residential Future Land Use classification in the Pender 2.0 Comprehensive Land Use Plan because the density is in line with the density and housing type recommendations for this future land use category and is compatible with the existing development pattern in the area.

**TO DENY:** Motion to deny the Zoning Map Amendment and to make a finding of denial because although the proposal is consistent with the Pender 2.0 Comprehensive Land Use Plan, said denial is reasonable and in the public interest and does not further the goals of the Pender 2.0 Comprehensive Land Use Plan because [INSERT REASONING]...

|                                                       |
|-------------------------------------------------------|
| <b>PLANNING BOARD ACTION FOR GENERAL USE REZONING</b> |
|-------------------------------------------------------|

| MOTION | SECONDED |
|--------|----------|
|        |          |

| APPROVED | DENIED | UNANIMOUS |
|----------|--------|-----------|
|          |        |           |

| McClammy | Jordan | Beaudoin | Buchanan | Gruntfest | Pitts | Teachey |
|----------|--------|----------|----------|-----------|-------|---------|
|          |        |          |          |           |       |         |

# **Pender County Planning and Community Development**

## **Planning Division**

805 S. Walker Street  
PO Box 1519  
Burgaw, NC 28425



Phone: 910-259-1202  
Fax: 910-259-1295  
[www.pendercountync.gov](http://www.pendercountync.gov)

## **GENERAL USE REZONING**

### **GENERAL**

1. An applicant shall be required to schedule a pre-submittal meeting with the Administrator at least thirty (30) days prior to submission of an application.
2. Amendments to the Zoning Map, also called a Rezoning, shall be made in accordance with the provisions of the Pender County UDO and shall follow the review process as shown in Figure 1 at the end of Section 3.4.
3. The County Commissioners shall approve or deny amendments to the Zoning Map of Pender County, as may be required from time to time.
4. Rezoning must correspond with the boundary lines of existing platted lots or tracts. Where the boundaries of a rezoning request do not follow a boundary line or a split zoned property line, it must be possible to subdivide and develop that portion of the property outside the proposed rezoning boundary in accordance with the existing zoning and other requirements of the UDO. An illustration containing a metes and bounds description is required.
5. All zoning requirements shall be met within the boundaries of the area being rezoned. If all of the requirements cannot be met on the site being rezoned, the rezoning shall be expanded to include all property necessary to meet zoning requirements.
6. Must show substantial compliance with the goals and policies of the Comprehensive Land Use Plan and other adopted plans.

### **APPROVAL STANDARDS**

1. Whether the range of uses permitted by the proposed change would be appropriate to the area concerned (including not being detrimental to the natural environment, not adversely affecting the health or safety of residents or workers in the area, not being detrimental to the use or development of adjacent property, and not materially or adversely affecting the character of the general neighborhood).
2. Whether adequate public facilities/services (i.e., water, wastewater, roads) exist, are planned, or can be reasonably provided to serve the needs of any permitted uses likely to be constructed as a result of such change.
3. Whether the proposed change is consistent with the County's Comprehensive Land Use Plan and CAMA Land Use Plan or any other adopted land use document.
4. Whether the proposed amendment is reasonable as it relates to the public interest.

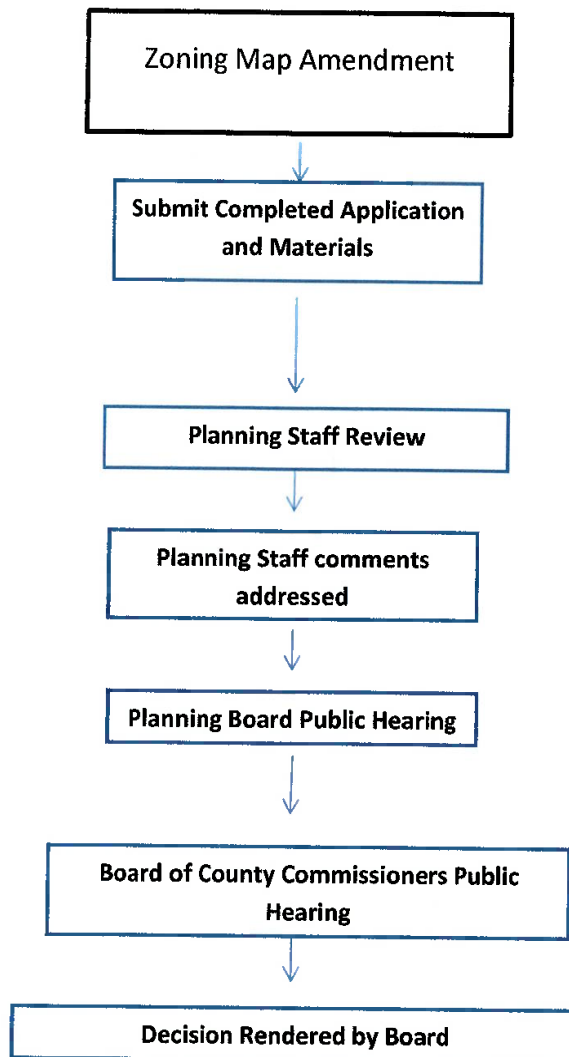
## **Zoning Map Amendment Specific Requirements**

### **1. Application Submittal**

- Application
- Rezoning must correspond with the boundary lines of existing platted lots or tracts. Where the boundaries of a rezoning request do not follow a boundary line or a split zoned property line, it must be possible to subdivide and develop that portion of the property outside the proposed rezoning boundary in accordance with the existing zoning and other requirements of this Ordinance. An illustration containing a metes and bounds description is required.
- All zoning requirements shall be met within the boundaries of the area being rezoned. If all of the requirements cannot be met on the site being rezoned, the rezoning shall be expanded to include all property necessary to meet zoning requirements.
- Must show substantial compliance with the goals and policies of the Comprehensive Land Use Plan.
- The rezoning application must contain a description and/or statement of the present and proposed zoning regulation or district boundary, and the name(s) and address(es) of the owner(s) of the property involved as required by General Statute.
- The applicant shall provide an accurate legal description or a map drawn to scale showing the property boundaries that are to be rezoned, in sufficient detail for the rezoning to be located on the Official Zoning Map.

### **2. Planning Board and Board of Commissioners Review Criteria (per Section 3.3.8)**

- A. Whether the range of uses permitted by the proposed change would be appropriate to the area concerned (including not being detrimental to the natural environment, not adversely affecting the health or safety of residents or workers in the area, not being detrimental to the use or development of adjacent property, and not materially or adversely affecting the character of the general neighborhood);
- B. Whether adequate public facilities/services (i.e., water, wastewater, roads) exist, are planned, or can be reasonably provided to serve the needs of any permitted uses likely to be constructed as a result of such change;
- C. Whether the proposed change is consistent with the County's Comprehensive Land Use Plan and CAMA Land Use Plan or any other adopted land use document.
- D. Whether the proposed amendment is reasonable as it relates to the public interest.



|                                                 |           | Agenda<br>Deadline | Planning Board<br>Meeting Date | Board of<br>Commissioners<br>Meeting |
|-------------------------------------------------|-----------|--------------------|--------------------------------|--------------------------------------|
| Planning Board<br>and Board of<br>Commissioners | January   | 11.21.19           | 1.7.20                         | 3.16.20                              |
|                                                 | February  | 12.13.19           | 2.4.20                         | 4.20.20                              |
|                                                 | March     | 1.17.20            | 3.3.20                         | 5.18.20                              |
|                                                 | April     | 2.14.20            | 4.7.20                         | 6.15.20                              |
|                                                 | May       | 3.13.20            | 5.5.20                         | 7.6.20                               |
|                                                 | June      | 4.17.20            | 6.2.20                         | 8.17.20                              |
|                                                 | July      | 5.15.20            | 7.7.20                         | 9.21.20                              |
|                                                 | August    | 6.12.20            | 8.4.20                         | 10.19.20                             |
|                                                 | September | 7.17.20            | 9.1.20                         | 11.16.20                             |
|                                                 | October   | 8.14.20            | 10.6.20                        | 12.7.20                              |
|                                                 | November  | 9.18.20            | 11.3.20                        | January 2021                         |
|                                                 | December  | 10.16.20           | 12.1.20                        | February 2021                        |

Complete Application Date: All documents must be received by 12PM on the deadline date to be considered a complete application.

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### Zoning Map Amendment Submission (Rezoning)

Applications will be considered for review by Staff only when deemed complete. The application will be regarded as incomplete until the following items are received by the Planning and Community Development Staff.

1. X **Pre-submittal Meeting**  
Date of Meeting 7-JUNE 2021
2. X **Signed Application**
3. \$1170.00 **Payment**  
\$500 for the first 5 acres; \$10/ acre thereafter up to 1,000 acres; \$5 per acre thereafter
4. X **Requested Revision Boundary Map**  
Rezoning must correspond with the boundary lines of existing platted lots or tracts. Where the boundaries of a rezoning request do not follow a boundary line or a split zoned property line, it must be possible to subdivide and develop that portion of the property outside the proposed rezoning boundary in accordance with the existing zoning and other requirements of this Ordinance. An illustration containing a metes and bounds description is required.
4. X **Narrative**  
A description and/or statement of the present and proposed land use classification and stating why the request is being made and any information that is pertinent to the case.
5. X **Digital Submission**  
For all documents submitted in paper copy, bring a digital copy with paper submission.
6. X **Adjacent Property List**  
A list of names and addresses, of the owners of all properties located within 500-feet of the perimeter of the project bounds as obtained from the county tax listings and tax abstract, of the property under consideration for project parcel.
7. X **Adjacent Property Envelopes**  
The applicant shall provide a set of business envelopes addressed to each person of the owners of all the properties located within 500-feet of the perimeter of the project bounds, accompanied with the amount of postage required for first class postage.

I certify that all information presented in this application is accurate to the best of my knowledge.

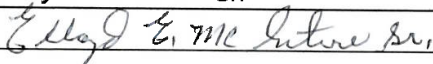
Signature of Applicant Eloy E. McIntire Sr. Date 7 July 2021

Printed Name

ELOYD E. MCINTIRE SR.

Staff Initials: \_\_\_\_\_  
Date: \_\_\_\_\_

## **APPLICATION FOR REZONING (Zoning Map Amendment)**

| THIS SECTION FOR OFFICE USE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                     |                                  |                        |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|----------------------------------|------------------------|
| <b>Application No.</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <b>ZMA</b>                                                                          | <b>Date</b>                      |                        |
| <b>Application Fee</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <b>\$</b>                                                                           | <b>Invoice</b>                   |                        |
| <b>Pre-Application Conference</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                     | <b>Hearing Date</b>              |                        |
| <b>SECTION 1: APPLICANT INFORMATION</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                     |                                  |                        |
| <b>Applicant's Name:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Elloyd E. McIntire                                                                  | <b>Owner's Name:</b>             | Elloyd E. McIntire Sr. |
| <b>Applicant's Address:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 309 Pine Village Drive                                                              | <b>Owner's Address:</b>          | 309 Pine Village Drive |
| <b>City, State, &amp; Zip</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Rocky Point, NC 28457                                                               | <b>City, State, &amp; Zip</b>    | Rocky Point, NC 28457  |
| <b>Phone Number:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 910-675-9337                                                                        | <b>Phone Number:</b>             | 910-675-9337           |
| <b>Email Address:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | emcintyre2@ec.rr.com                                                                | <b>Email Address:</b>            | emcintyre2@ec.rr.com   |
| <b>Legal relationship of applicant to landowner:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                     |                                  |                        |
| <b>SECTION 2: PROJECT INFORMATION</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                     |                                  |                        |
| <b>Property Identification Number (PIN):</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 3204-87-63730000                                                                    | <b>Total property acreage:</b>   |                        |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                     | 72.0 acre                        |                        |
| <b>Current Zoning District:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | RA                                                                                  | <b>Proposed Zoning District:</b> | RP                     |
| <b>Project Address:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 124 Pine Village Drive , Rocky Point, NC 28457                                      |                                  |                        |
| <b>Description of Project Location:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Take Highsmith RD. To HW210 Turn Left on 210 go to Pine Village Dr. turn Rt to end  |                                  |                        |
| <b>SECTION 3: SIGNATURES</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                     |                                  |                        |
| <b>Applicant's Signature</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |  | <b>Date:</b>                     | 7 July 2021            |
| <b>Applicant's Name Printed</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Elloyd E. McIntire Sr.                                                              | <b>Date:</b>                     | 7 July 2021            |
| <b>Owner's Signature</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  | <b>Date:</b>                     | 7 July 2021            |
| <b>Owner's Name Printed</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Elloyd E. McIntire Sr.                                                              | <b>Date:</b>                     | 7 July 2021            |
| <b>NOTICE TO APPLICANT</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                     |                                  |                        |
| <ol style="list-style-type: none"> <li>1. Applicant must also submit the information described on the Rezoning Checklist.</li> <li>2. Applicant or agent authorized in writing must attend the public hearing.</li> <li>3. Once the public hearing has been advertised, the case will be heard unless the applicant withdraws the application or unless the Planning Board or other authorized person agrees to table or delay the hearing.</li> <li>4. All fees are non-refundable</li> <li>5. A complete application packet must be submitted prior to the deadline in order to be placed on the next Planning Board Agenda</li> </ol> |                                                                                     |                                  |                        |

### **Rezoning/Zoning Map Amendment Checklist**

|                                                                                                                                                   |                                                                                                                                                                                                                                                                                     |
|---------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <input checked="" type="checkbox"/>                                                                                                               | Signed application form                                                                                                                                                                                                                                                             |
| <input checked="" type="checkbox"/>                                                                                                               | Application fee                                                                                                                                                                                                                                                                     |
| <input checked="" type="checkbox"/>                                                                                                               | A list of names and addresses, as obtained from the county tax listings and tax abstract, all adjacent property owners, including property owners directly across any road or road easement, and owners of the property under consideration for rezoning.                           |
| <input checked="" type="checkbox"/>                                                                                                               | Two (2) business size envelopes legibly addressed with <b>first class</b> postage for each of the adjacent and abutting property owners on the above list.                                                                                                                          |
| <input checked="" type="checkbox"/>                                                                                                               | Accurate legal description or a map drawn to scale showing the property boundaries to be rezoned, in sufficient detail to for the rezoning to be located on the Official Zoning Map.                                                                                                |
| <input checked="" type="checkbox"/>                                                                                                               | 18 (11"x17") map copies to be distributed to the Planning Board                                                                                                                                                                                                                     |
| <input checked="" type="checkbox"/>                                                                                                               | 20 (11"x17") map copies to be distributed to the Board of Commissioners                                                                                                                                                                                                             |
| <input checked="" type="checkbox"/>                                                                                                               | Digital (.pdf) submission of all application materials                                                                                                                                                                                                                              |
| <input checked="" type="checkbox"/>                                                                                                               | A description and/or statement of the present and proposed zoning regulation or district boundary and stating why the request is being made and any information that is pertinent to the case. If the owner and applicant are different, the letter must be signed by both parties. |
| <b>Office Use Only</b>                                                                                                                            |                                                                                                                                                                                                                                                                                     |
| <input type="checkbox"/>                                                                                                                          | <b>ZMA Fees:</b> (\$500.00 for first 5 acres; \$10/acre thereafter up to 1,000 acres; \$5/acre thereafter) <span style="float: right;"><b>Total Fee Calculation:</b> \$</span>                                                                                                      |
| <b>Attachments Included with Application: (Please include # of copies)</b>                                                                        |                                                                                                                                                                                                                                                                                     |
| CD /other digital version                                                                                                                         | <input type="checkbox"/> Y<br><input type="checkbox"/> N                                                                                                                                                                                                                            |
| Plan Sets                                                                                                                                         | # of large                                                                                                                                                                                                                                                                          |
|                                                                                                                                                   | # of 11X17                                                                                                                                                                                                                                                                          |
| Other documents/Reports                                                                                                                           | <input type="checkbox"/> Y<br><input type="checkbox"/> N                                                                                                                                                                                                                            |
| <b>Payment Method:</b>                                                                                                                            | <b>Cash :</b><br><input type="checkbox"/> \$ _____                                                                                                                                                                                                                                  |
|                                                                                                                                                   | <b>Credit Card:</b><br><input type="checkbox"/> Master Card<br><input type="checkbox"/> Visa                                                                                                                                                                                        |
|                                                                                                                                                   | <b>Check:</b><br><input type="checkbox"/> Check # _____                                                                                                                                                                                                                             |
| <b>Application received by:</b>                                                                                                                   | <b>Date:</b>                                                                                                                                                                                                                                                                        |
| <b>Application completeness approved by:</b>                                                                                                      | <b>Date:</b>                                                                                                                                                                                                                                                                        |
| Dates scheduled for public hearing:<br><input type="checkbox"/> <b>Planning Board:</b><br><input type="checkbox"/> <b>Board of Commissioners:</b> |                                                                                                                                                                                                                                                                                     |

**RETURN COMPLETED APPLICATION TO:**  
 Pender County Planning & Community Development  
 805 South Walker Street  
 P.O. Box 1519  
 Burgaw, NC 28425

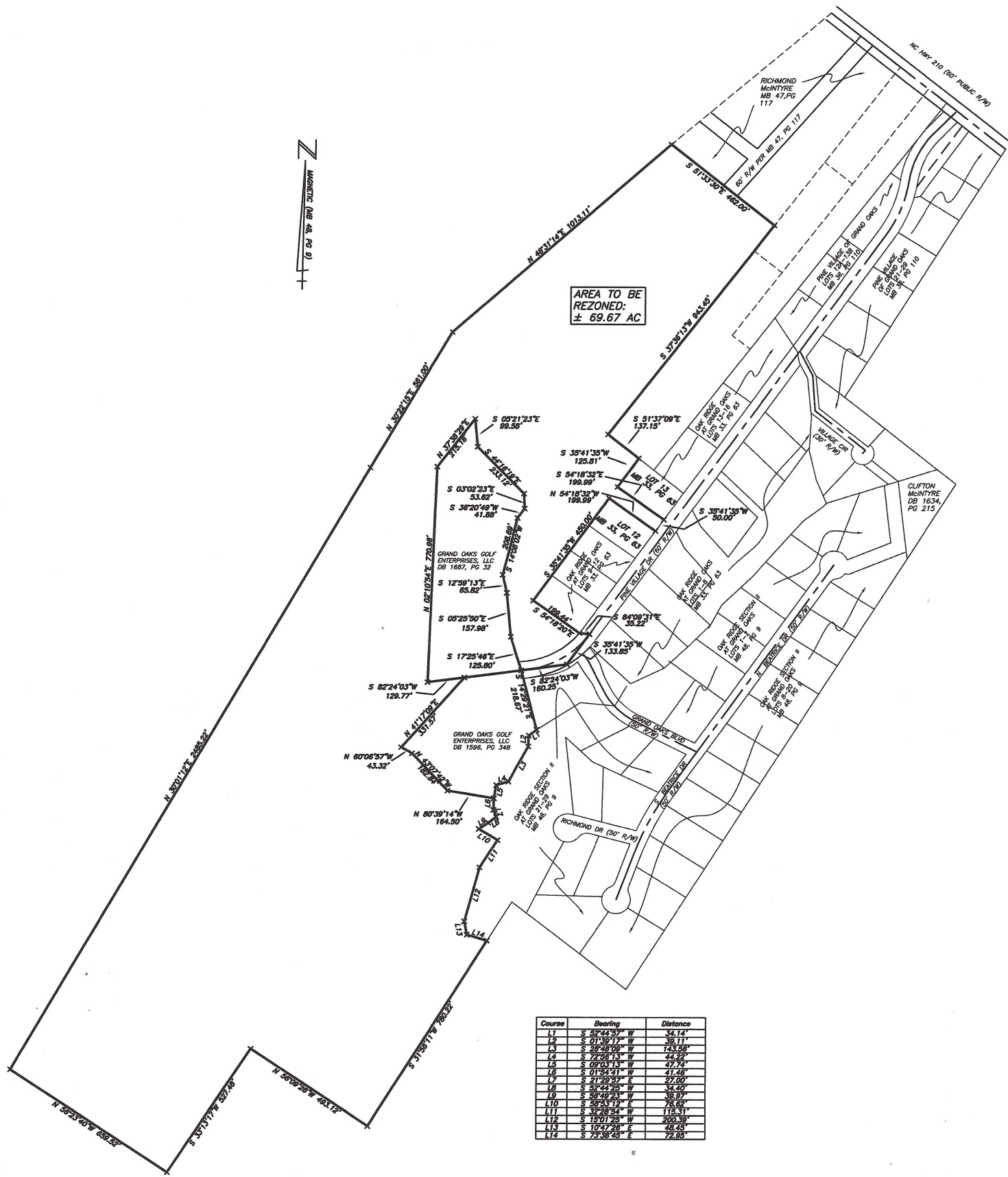
## Narrative far Elloyd E. McIntire

I am requesting a rezoning of the 72.0 (+ or -) acres now zoned RA to be rezoned to RP for the purpose of annexing this property as the third (3rd) and final phase of the Grand Oaks Development Project. This property is the last section of the 127.5 acres that my wife Edna L. McIntire and I purchased from the Wilson Family in 1957. Phase one was approved by the Pender County Planning Board on August 1, 1987, under the guidelines of the Mobile Home Park ordinance adopted October 1, 1984 and was developed as a Mobile-home park in 1987 which consisted of 8 acres with 14 lots with two (2) additional lots added in 1996 for a total of 16 lots, those two (2)) additional lots met the guidelines of the Mobile Home Park ordinance adopted October 1, 1984 because the expansion was located within the original area approved in 1987.

Phase Two (2) of the Grand Oaks project was started in May of 1996 as Oak Ridge of Grand Oaks containing 16 lots. Also a special use permit for the purpose of operating an outdoor recreational golf course facility was also requested and approved on May 20, 1996. This property is located at the terminus of pine Village Drive in Long Creek Township of Rocky Point, NC which was zoned Rural Agricultural at that time. That phase consisted of 5.12 acres plus 3.14 acres that was added later. Making the total 8.26 acres.

The addition of Oak Ridge II of Grand Oaks was approved, with the development starting in 2007 and was completed in 2008 and was added to the Grand Oaks Community. This section consisted of 29 lots. on 26.32 acres completing Phase two (2) of Grand Oaks. A part Oak Ridge II of Grand Oaks was sold to Tioga LLC in September of 2020 and the other part on 1 may, 2021. The rezoning of the 72.0 (+ or -) acres now zoned RA is requested to be rezoned to RP, that will complete the grand Oaks project. I thank the Pender County Planning Board for its consideration of this request.

Elloyd E. McIntire Sr.



COMPOSITE MAP  
FOR  
**ELLOYD McINTIRE**  
LONG CREEK TOWNSHIP - PENDER COUNTY - NORTH CAROLINA  
SCALE: 1" = 200' JULY 2021  
REVISED: JULY 9, 2021 TO REMOVE GOLF COURSE AREA FROM REZONING



Revised Legal description of property to be rezoned from for Elloyd McIntire (Grand Oaks Subdivision)      PIN No. 3204-87-6376-0000

Located in Long Creek Township, Pender County, North Carolina and beginning at the southeastern corner of Lot 13 as shown on a map of Oak Ridge at Grand Oaks, recorded in Map Book 33, Page 63, Pender County Registry. Running thence, with the western line of Pine Village Drive, (60 foot private right of way) South 35 degrees 41 minutes 35 seconds West – 50.00 feet to a point at the northeast corner of Lot 12, Map Book 33, Page 63; thence, North 54 degrees 18 minutes 32 seconds West – 199.99 feet to northwest corner of Lot 12; thence, with the western line of Lots 9,10,11,& 12, Oak Ridge at Grand Oaks, South 35 degrees 41 minutes 35 seconds West – 450.00 feet to the southwestern corner of Lot 9; thence, with the southern line of Lot 9, South 54 degrees 18 minutes 20 seconds East – 199.44 feet to a point in the western right of way of Pine Village Drive; thence, South 84 degrees 09 minutes 31 seconds East – 35.22 feet to a point in the centerline of Pine Village Drive at the northwestern point of Oak Ridge Section 2 at Grand Oaks as shown on a map recorded in Map Book 48 at Page 9, Pender County Registry; thence, with the western line of Oak Ridge Section 2 at Grand Oaks, South 35 degrees 41 minutes 35 seconds West – 133.85 feet to a point at the PI of a curve; thence, South 82 degrees 24 minutes 03 seconds West – 160.25 feet to a point in the centerline of Pine Village Drive and at the western corner of Lot 29, Oak Ridge Section 2 at Grand Oaks (Map Book 48, Page 9); thence with the line of Grand Oaks Golf Enterprises, LLC (Deed Book 1687, Page 32 and Deed Book 1596, Page 348), North 17 degrees 25 minutes 46 seconds West – 125.80 feet to a point; thence, North 05 degrees 25 minutes 50 seconds West – 157.98 feet to a point; thence, North 12 degrees 59 minutes 13 seconds West – 65.82 feet to a point; thence, North 14 degrees 08 minutes 02 seconds East – 208.69 feet to a point; thence, North 36 degrees 20 minutes 49 seconds East – 41.88 feet to a point; thence, North 03 degrees 02 minutes 23 seconds West – 53.62 feet to a point; thence, North 44 degrees 16 minutes 19 seconds West – 233.12 feet to a point; thence, North 05 degrees 21 minutes 23 seconds West – 99.58 feet to a point; thence, South 37 degrees 38 minutes 29 seconds West – 215.18 feet to a point; thence, South 02 degrees 10 minutes 54 seconds West – 770.98 feet to a point; thence, North 82 degrees 24 minutes 03 seconds East – 129.77 feet to a point; thence, South 41 degrees 17 minutes 09 seconds West – 331.57 feet to a point; thence, South 60 degrees 06 minutes 57 seconds East – 43.32 feet to a point; thence, South 43 degrees 07 minutes 42 seconds East – 182.84 feet to a point; thence, South 80 degrees 39 minutes 14 seconds East – 164.50 feet to a point in a branch at the western line of Oak Ridge Section 2 at Grand Oaks; thence with the run of a branch and the western line of Oak Ridge Section 2 at Grand Oaks, South 01 degrees 54 minutes 41 seconds West – 41.46 feet to a point, South 21 degrees 29 minutes 57 seconds East – 27.00 feet to a point, South 52 degrees 44 minutes 25 seconds West – 34.40 feet to a point, South 56 degrees 49 minutes 23 seconds West – 39.97 feet to a point, South 58 degrees 53 minutes 12 seconds East – 76.62 feet to a point, South 32 degrees 28 minutes 54 seconds West – 115.31 feet to a point, South 15 degrees 01 minutes 25 seconds West – 200.39 feet to a point, South 10 degrees 47 minutes 26 seconds East – 48.45 feet to a point, South 73 degrees 38 minutes 45 seconds East – 72.95 feet to a point at the southeastern corner of Lot 24, Oak Ridge Section 2 at Grand Oaks; thence, South 31 degrees 56 minutes 11 seconds West – 780.22 feet to a point; thence, North 56 degrees 09 minutes 28 seconds West – 493.12 feet to a point; thence, South 33 degrees 13

minutes 17 seconds West – 527.48 feet to a point; thence, North 56 degrees 23 minutes 40 seconds West – 659.52 feet to a point; thence, North 30 degrees 01 minutes 12 seconds East – 2485.22 feet to a point; thence, North 30 degrees 22 minutes 15 seconds East – 561.00 feet to a point, thence, North 48 degrees 31 minutes 14 seconds East – 1013.11 feet to a point; thence, South 51 degrees 33 minutes 30 seconds East – 462.00 feet to a point; thence, South 37 degrees 36 minutes 13 seconds West – 943.45 feet to a point; thence, South 51 degrees 37 minutes 09 seconds East – 137.15 feet to a point; thence, South 35 degrees 41 minutes 35 seconds West – 125.81 feet to a point; thence, South 54 degrees 18 minutes 32 seconds East – 199.99 feet to the point of beginning containing 69.67 acres more or less.

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## Table of Permitted Uses Pender County Unified Development Ordinance

### 5.2.3 Table of Permitted Uses

The Table of Permitted Uses shows those principal uses that are permitted by right, permitted subject to limited use standards, or permitted subject to a Special Use Permit.

| TABLE OF PERMITTED USES                                                                                                                                                              |           |                  |    |    |     |           |            |            |                 |    |    |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|------------------|----|----|-----|-----------|------------|------------|-----------------|----|----|
| P=Permitted Use D=Permitted w/ Use Standards S=Special Use Approval Required SD=Special Use Approval Required w/ Additional Standards PM=Permitted in conjunction w/ the MDP process |           |                  |    |    |     |           |            |            |                 |    |    |
| Use Category Specific Use Type                                                                                                                                                       |           | Residential      |    |    |     | Mixed Use | Commercial | Industrial | Special Purpose |    |    |
|                                                                                                                                                                                      |           | Zoning Districts |    |    |     |           |            |            |                 |    |    |
| Use Type                                                                                                                                                                             | Ref NAICS | RA               | RP | RM | MH  | PD        | GB         | OI         | IT              | GI | EC |
| RESIDENTIAL                                                                                                                                                                          |           |                  |    |    |     |           |            |            |                 |    |    |
| SFD: Detached-Conventional                                                                                                                                                           |           | P                | P  | P  | P   | P         |            |            |                 |    |    |
| SFD: Detached Zero Lot Line                                                                                                                                                          |           |                  |    | P  |     | P         |            |            |                 |    |    |
| SFD-Attached: Duplex                                                                                                                                                                 |           | P                | P  | P  |     | P         |            |            |                 |    |    |
| SFD-Attached: Multiplex                                                                                                                                                              |           |                  |    | P  |     | P         |            |            |                 |    |    |
| SFD-Townhouse (5+ attached)                                                                                                                                                          |           |                  |    | P  |     | P         |            |            |                 |    |    |
| Multifamily (condominium/apartment)                                                                                                                                                  |           |                  |    | P  |     | P         |            |            |                 |    |    |
| Upper Story Residential                                                                                                                                                              |           |                  |    |    |     | P         | P          | P          |                 |    |    |
| Accessory Dwelling                                                                                                                                                                   |           | D                | D  | P  |     | D         |            |            |                 |    |    |
| Accessory Dwelling on Non Residential Principal Uses                                                                                                                                 |           | D                |    |    |     | D         |            |            | P               | P  |    |
| Manufactured Home                                                                                                                                                                    |           | P                | D  |    | P   |           |            |            |                 |    |    |
| Manufactured Home Park                                                                                                                                                               |           |                  |    |    | PMD |           |            |            |                 |    |    |
| ACCESSORY USES AND STRUCTURES                                                                                                                                                        |           |                  |    |    |     |           |            |            |                 |    |    |
| Accessory Structures                                                                                                                                                                 |           | P                | P  | P  | P   | P         | P          | P          | P               | P  |    |
| Cottage Occupations                                                                                                                                                                  |           | SD               | SD | SD |     | SD        | SD         |            |                 |    |    |

|                                                             |                  |                         |           |           |           |           |           |           |           |           |           |
|-------------------------------------------------------------|------------------|-------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Home Occupation                                             |                  | D                       | D         | D         | D         | D         | D         |           |           |           |           |
| Agritourism Activities on active farms                      |                  | D                       | D         | D         | D         | D         | D         | D         | D         | D         | D         |
| <b>Sector 21: MINING, QUARRYING, OIL AND GAS EXTRACTION</b> |                  |                         |           |           |           |           |           |           |           |           |           |
| Nonmetallic Mineral Mining & Quarrying                      | 2123             | S                       |           |           |           |           |           |           |           | S         |           |
| Except: 212392 Phosphate Rock Mining                        |                  |                         |           |           |           |           |           |           |           |           |           |
| Except: 212321 Borrow Pit Sand Mining                       |                  |                         | PMD/S     |           |           | PMD       |           |           |           |           |           |
| <b>Sector 22: UTILITIES</b>                                 |                  |                         |           |           |           |           |           |           |           |           |           |
| Fossil Fuel Electric Power Generation                       | 221112           |                         |           |           |           |           |           |           |           | S         |           |
| Other Electric Power Generation                             | 221119           | S                       | S         |           |           | S         |           |           | P         | P         |           |
| Electric Bulk Power Transmission & Control                  | 221121           | S                       | S         | S         | S         | S         | S         | S         | P         | P         |           |
| Natural Gas Distribution Except Transmission Lines          | 221210           |                         |           |           |           |           |           |           |           | P         |           |
| Water Supply Facilities*                                    | 221310           |                         | S         |           |           | PM        |           |           |           | P         |           |
| Sewage Treatment Facilities*                                | 221320           |                         | S         | PMD/S     |           | PMD/S     |           |           |           | P         |           |
| Except: Sewage Lift Stations*                               |                  | SD                      | SD        | PMD/S     | PMD/S     | PMD/S     | D         | D         | D         | D         |           |
| *County Owned or County Service District Provided Systems=P |                  |                         |           |           |           |           |           |           |           |           |           |
|                                                             |                  | <b>Zoning Districts</b> |           |           |           |           |           |           |           |           |           |
| <b>Use Type</b>                                             | <b>Ref NAICS</b> | <b>RA</b>               | <b>RP</b> | <b>RM</b> | <b>MH</b> | <b>PD</b> | <b>GB</b> | <b>OI</b> | <b>IT</b> | <b>GI</b> | <b>EC</b> |
| <b>Sector 23: CONSTRUCTION</b>                              |                  |                         |           |           |           |           |           |           |           |           |           |
| Construction of Buildings                                   | 236              |                         |           |           |           |           | D         |           | P         | P         |           |
| Heavy and Civil Engineering Construction                    | 237              |                         |           |           |           |           | D         |           | P         | P         |           |
| Specialty Trade Contractors                                 | 238              |                         |           |           |           |           | D         |           | P         | P         |           |
| <b>Sectors 31-33 MANUFACTURING</b>                          |                  |                         |           |           |           |           |           |           |           |           |           |
| Artisan Manufacturing                                       |                  | S                       | S         |           |           | P         | P         |           | P         |           |           |
| Food Manufacturing                                          | 311              |                         |           |           |           |           |           |           |           | P         |           |
| Beverage and Tobacco Product Manufacturing                  | 312              |                         |           |           |           |           |           |           |           | P         |           |
| Textile Mills                                               | 313              |                         |           |           |           |           |           |           |           | P         |           |
| Textile Product Mills                                       | 314              |                         |           |           |           |           |           |           |           | P         |           |
| Apparel Manufacturing                                       | 315              |                         |           |           |           |           |           |           |           | P         |           |
| Wood Product Manufacturing                                  | 321              |                         |           |           |           |           |           |           | P         | P         |           |
| Truss Manufacturing                                         | 321214           |                         |           |           |           |           | S         |           | P         | P         |           |
| Prefabricated Wood Building Manufacturing                   | 321992           |                         |           |           |           |           | S         |           | P         | P         |           |
| Prefabricated Metal Building and Component Manufacturing    | 332311           |                         |           |           |           |           | S         |           | P         | P         |           |

|                                                                                   |                  |           |           |           |           |           |           |           |           |           |           |
|-----------------------------------------------------------------------------------|------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Paper Manufacturing                                                               | 322              |           |           |           |           |           |           |           |           | S         |           |
| Converted Paper Product Manufacturing                                             | 3222             |           |           |           |           |           |           |           |           | P         |           |
| Printing and Related Support Activities                                           | 323              |           |           |           |           |           |           |           | P         | P         |           |
| Petroleum and Coal Products Manufacturing                                         | 324              |           |           |           |           |           |           |           |           | S         |           |
| Synthetic Dye and Pigment Manufacturing                                           | 32513            |           |           |           |           |           |           |           |           | P         |           |
| Other Basic Organic Chemical Manufacturing                                        | 32519            |           |           |           |           |           |           |           |           | P         |           |
| Resin, Synthetic Rubber & Artificial Synthetic Fibers and Filaments Manufacturing | 3252             |           |           |           |           |           |           |           |           | P         |           |
| Pharmaceutical Manufacturing                                                      | 3254             |           |           |           |           |           |           |           | P         | P         |           |
| Paint, Coating and Adhesive Manufacturing                                         | 3255             |           |           |           |           |           |           |           |           | P         |           |
| Soap, Cleaning Compound and Toilet Preparation Manufacturing                      | 3256             |           |           |           |           |           |           |           |           | P         |           |
| Other Chemical Product and Preparation Manufacturing                              |                  |           |           |           |           |           |           |           |           | P         |           |
| Except: 32592 Explosive Manufacturing                                             |                  |           |           |           |           |           |           |           |           |           |           |
| Plastics and Rubber Products Manufacturing                                        | 326              |           |           |           |           |           |           |           |           | P         |           |
| Clay Product and Refractory Manufacturing                                         | 3271             |           |           |           |           |           |           |           |           | P         |           |
| Ready-Mix Concrete Manufacturing                                                  | 32732            |           |           |           |           |           |           |           |           | P         |           |
| Concrete Pipe, Brick, & Block Manufacturing                                       | 32733            |           |           |           |           |           |           |           |           | P         |           |
| <b>Zoning Districts</b>                                                           |                  |           |           |           |           |           |           |           |           |           |           |
| <b>Use Type</b>                                                                   | <b>Ref NAICS</b> | <b>RA</b> | <b>RP</b> | <b>RM</b> | <b>MH</b> | <b>PD</b> | <b>GB</b> | <b>OI</b> | <b>IT</b> | <b>GI</b> | <b>EC</b> |
| <b>Sectors 31-33 MANUFACTURING</b>                                                |                  |           |           |           |           |           |           |           |           |           |           |
| Other Concrete Product Manufacturing                                              | 32739            |           |           |           |           |           |           |           |           | P         |           |
| Gypsum Product Manufacturing                                                      | 32742            |           |           |           |           |           |           |           |           | P         |           |
| Fabricated Product Manufacturing                                                  | 332              |           |           |           |           |           |           |           |           | P         |           |
| Machine Shops; Turned Product; and Screw, Nut, and Bolt Manufacturing             | 3327             |           |           |           |           |           |           |           | P         | P         |           |
| Machinery Manufacturing                                                           | 333              |           |           |           |           |           |           |           |           | P         |           |

|                                                            |        |   |   |  |  |   |   |   |   |   |  |
|------------------------------------------------------------|--------|---|---|--|--|---|---|---|---|---|--|
| Computer & Electronic Product Manufacturing                | 334    |   |   |  |  |   |   |   | P | P |  |
| Electrical Equipment, Appliance, & Component Manufacturing | 335    |   |   |  |  |   |   |   |   | P |  |
| Transportation Equipment Manufacturing                     | 336    |   |   |  |  |   |   |   |   | P |  |
| Furniture and Related Product Manufacturing                | 337    |   |   |  |  |   |   |   | P | P |  |
| Miscellaneous Manufacturing                                | 339    |   |   |  |  |   |   |   | P | P |  |
| <b>Sector 42 WHOLESALE TRADE</b>                           |        |   |   |  |  |   |   |   |   |   |  |
| Wholesale Trade                                            | 42     | S |   |  |  |   |   |   | P | P |  |
| <b>Sectors 44-45 RETAIL TRADE</b>                          |        |   |   |  |  |   |   |   |   |   |  |
| Motor Vehicle and Parts Dealers                            | 441    | S |   |  |  |   | P |   | P |   |  |
| Furniture and Home Furnishings Stores                      | 442    |   |   |  |  |   | P |   | P |   |  |
| Electronics and Appliance Stores                           | 443    | S |   |  |  | P | P |   | P |   |  |
| Building Material, Garden Equipment & Supplies Dealers     | 444    | S |   |  |  |   | P |   | P | P |  |
| Food and Beverage Stores                                   | 445    | S | S |  |  | P | P |   | P |   |  |
| Health and Personal Care Stores                            | 446    | S | S |  |  | P | P | P | P |   |  |
| Gasoline Stations                                          | 447    | S |   |  |  | P | P |   | P |   |  |
| Clothing and Clothing Accessories Stores                   | 448    | S |   |  |  | P | P |   | P |   |  |
| Sporting Goods, Hobby, Book, and Music Stores              | 451    |   |   |  |  | P | P |   | P |   |  |
| Miscellaneous Store Retailers                              | 453    | S |   |  |  | P | P |   |   |   |  |
| Non store Retailers                                        | 454    | S |   |  |  | P | P |   | P |   |  |
| Liquefied Petroleum Gas Dealers                            | 454312 |   |   |  |  |   |   |   |   | P |  |
| <b>Sectors 48-49: TRANSPORTATION AND WAREHOUSING</b>       |        |   |   |  |  |   |   |   |   |   |  |
| Air Transportation                                         | 481    |   |   |  |  |   |   |   | P | P |  |
| Rail Transportation                                        | 482    |   |   |  |  |   |   |   | P | P |  |
| Truck Transportation                                       | 484    |   |   |  |  |   |   |   | P | P |  |
| Transit and Ground Passenger Transportation                | 485    |   |   |  |  |   |   |   | P | P |  |
| Interurban and Rural Bus Transportation                    | 4852   |   |   |  |  |   | P |   | P | P |  |
| Taxi and Limousine Service                                 | 4853   |   |   |  |  |   | P |   | P | P |  |
| School and Employee Bus Transportation                     | 4854   |   |   |  |  |   |   |   | P | P |  |

|                                                                                            |                  |           |           |           |           |           |           |           |           |           |           |
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| Charter Bus Industry                                                                       | 4855             |           |           |           |           |           |           |           | P         | P         |           |
| Support Activities for Transportation                                                      | 4881             |           |           |           |           |           |           |           | P         | P         |           |
| Support Activities for Road Transportation                                                 | 4884             | S         |           |           |           |           | P         |           | P         | P         |           |
| Postal Services                                                                            | 491110           | S         | S         |           |           | P         | P         | P         |           |           |           |
| Couriers and Messengers                                                                    | 492              |           |           |           |           |           | P         | P         | P         | P         |           |
| <b>Zoning Districts</b>                                                                    |                  |           |           |           |           |           |           |           |           |           |           |
| <b>Use Type</b>                                                                            | <b>Ref NAICS</b> | <b>RA</b> | <b>RP</b> | <b>RM</b> | <b>MH</b> | <b>PD</b> | <b>GB</b> | <b>OI</b> | <b>IT</b> | <b>GI</b> | <b>EC</b> |
| <b>Sectors 48-49: TRANSPORTATION AND WAREHOUSING</b>                                       |                  |           |           |           |           |           |           |           |           |           |           |
| Warehousing and Storage                                                                    | 493              | S         |           |           |           |           |           |           | P         | P         |           |
| <b>Sector 51: INFORMATION</b>                                                              |                  |           |           |           |           |           |           |           |           |           |           |
| Information                                                                                | 51               |           |           |           |           | P         | P         | P         | P         | P         |           |
| Finance and Insurance                                                                      | 52               | S         | S         |           |           | P         | P         | P         | P         | P         |           |
| <b>Sector 53: REAL ESTATE AND RENTAL AND LEASING</b>                                       |                  |           |           |           |           |           |           |           |           |           |           |
| Real Estate and Rental and Leasing                                                         | 53               | S         | S         |           |           | P         | P         | P         | P         | P         |           |
| Commercial and Industrial Machinery and Equipment Rental and Leasing                       | 5324             |           |           |           |           |           |           |           | P         | P         |           |
| <b>Sector 54: PROFESSIONAL, SCIENTIFIC AND TECHNICAL SERVICES</b>                          |                  |           |           |           |           |           |           |           |           |           |           |
| Professional, Scientific, & Technical Services                                             | 54               | S         | S         |           |           | P         | P         | P         | P         | P         |           |
| <b>Sector 55: MANAGEMENT OF COMPANIES AND ENTERPRISES</b>                                  |                  |           |           |           |           |           |           |           |           |           |           |
| Management of Companies and Enterprises                                                    | 55               | S         | S         |           |           | P         | P         | P         | P         | P         |           |
| <b>Sector 56: ADMINISTRATIVE AND SUPPORT AND WASTE MANAGEMENT AND REMEDIATION SERVICES</b> |                  |           |           |           |           |           |           |           |           |           |           |
| Administrative and Support Services                                                        | 561              | S         |           |           |           | P         | P         | P         | P         | P         |           |
| Solid Waste Collection Public                                                              | 562111           | P         | P         | P         | P         | P         | P         | P         | P         | P         |           |
| Solid Waste Collection Private                                                             | 562111           |           |           |           |           |           |           |           |           | S         |           |
| Solid Waste Landfill                                                                       | 562212           |           |           |           |           |           |           |           |           | S         |           |
| Solid Waste Combustors and Incinerators                                                    | 562213           |           |           |           |           |           |           |           |           | S         |           |

|                                                                                           |                  |           |           |           |           |           |           |           |           |           |           |
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| Other Nonhazardous Waste Treatment and Disposal                                           | 562219           | S         |           |           |           |           | S         |           | S         | S         |           |
| Remediation Services                                                                      | 562910           |           |           |           |           |           |           |           |           | S         |           |
| Materials Recovery Facilities                                                             | 562920           |           |           |           |           |           |           |           |           | S         |           |
| All Other Waste Management Facilities                                                     | 56299            |           |           |           |           |           |           |           |           | S         |           |
| <b>Sector 61: EDUCATIONAL SERVICES</b>                                                    |                  |           |           |           |           |           |           |           |           |           |           |
| Educational Services                                                                      | 611              | P         | S         |           |           | P         | P         | P         |           |           |           |
| Business Schools, Computer & Management Training                                          | 6114             | S         |           |           |           | P         |           | P         | P         |           |           |
| Technical and Trade Schools                                                               | 6115             | S         |           |           |           | P         | P         | P         | P         | P         |           |
| Other Schools and Instruction                                                             | 6116             | S         |           |           |           | P         | P         | P         | P         |           |           |
| <b>Sector 62: HEALTH CARE AND SOCIAL ASSISTANCE</b>                                       |                  |           |           |           |           |           |           |           |           |           |           |
| Ambulatory Health Care Services                                                           | 621              |           |           |           |           | P         | P         | P         |           |           |           |
| <b>Except:</b> Outpatient Mental Health and Substance Abuse Centers                       | 62142            |           |           |           |           |           | P         | S         |           |           |           |
| Hospitals                                                                                 | 622              | S         |           |           |           | P         | P         | P         |           |           |           |
| <b>Zoning Districts</b>                                                                   |                  |           |           |           |           |           |           |           |           |           |           |
| <b>Use Type</b>                                                                           | <b>Ref NAICS</b> | <b>RA</b> | <b>RP</b> | <b>RM</b> | <b>MH</b> | <b>PD</b> | <b>GB</b> | <b>OI</b> | <b>IT</b> | <b>GI</b> | <b>EC</b> |
| <b>Sector 62: HEALTH CARE AND SOCIAL ASSISTANCE</b>                                       |                  |           |           |           |           |           |           |           |           |           |           |
| <b>Except:</b> Psychiatric and Substance Abuse Hospitals                                  | 6222             |           |           |           |           |           |           | S         |           |           |           |
| <b>Except:</b> Outpatient Mental Health and Substance Abuse Hospitals                     | 62142            |           |           |           |           |           | S         | S         |           |           |           |
| Nursing and Residential Care Facilities                                                   | 623              | S         | S         |           |           | P         | P         | P         |           |           |           |
| <b>Except:</b> Residential Mental Retardation, Mental Health & Substance Abuse Facilities | 6232             | S         |           |           |           |           |           | S         |           |           |           |
| Social Assistance                                                                         | 624              | S         |           |           |           | P         | P         | P         |           |           |           |
| Vocational Rehabilitation Services                                                        | 6243             |           |           |           |           |           | P         | P         | P         | P         |           |
| <b>Sector 71: ARTS, ENTERTAINMENT, AND RECREATION</b>                                     |                  |           |           |           |           |           |           |           |           |           |           |
| Performing Arts Companies                                                                 | 7111             | S         |           |           |           | P         | P         |           |           |           |           |
| Spectator Sports                                                                          | 7112             | S         |           |           |           |           | P         |           | P         |           |           |

|                                                                                  |           |    |    |    |    |    |    |    |    |    |    |
|----------------------------------------------------------------------------------|-----------|----|----|----|----|----|----|----|----|----|----|
| Promoters of Performing Arts, Sports and Similar Events                          | 7113      | S  |    |    |    | S  | S  |    |    |    |    |
| Agents and Managers for Artists, Athletes, Entertainers and Other Public Figures | 7114      |    |    |    |    | P  | P  | P  |    |    |    |
| Museums, Historical Sites and Similar Institutions                               | 712       | S  |    |    |    | P  | P  | P  |    |    |    |
| Amusement and Theme Parks                                                        | 713110    | S  |    |    |    | S  | S  |    |    |    |    |
| Amusement Arcades                                                                | 713120    |    |    |    |    |    | P  |    |    |    |    |
| Golf Courses and Country Clubs                                                   | 713910    | S  | PM |    |    | P  |    |    |    |    |    |
| Fitness & Recreational Sports Centers                                            | 713940    | S  |    |    |    | P  | P  | P  | P  |    |    |
| Bowling Centers                                                                  | 71395     |    |    |    |    | P  | P  | P  | P  |    |    |
| All Other Amusement & Recreation Industries                                      | 71399     | S  |    |    |    | P  | P  |    | P  |    |    |
| Aviation Clubs, Recreational                                                     | 713990    | S  | S  |    |    | P  | P  |    | P  |    |    |
| Canoeing, Recreational                                                           | 713990    | S  | S  |    |    | P  | P  |    | P  |    |    |
| Fishing Clubs, Recreational                                                      | 713990    | S  | S  |    |    | P  | P  |    | P  |    |    |
| Flying Clubs, Recreational                                                       | 713990    | S  | S  |    |    | P  | P  |    | P  |    |    |
| Guide Services (i.e. Fishing, Hunting, Tourist)                                  | 713990    | S  | S  |    |    | P  | P  |    | P  |    |    |
| Horse Riding, Recreational                                                       | 713990    | P  | S  |    |    |    |    |    |    |    |    |
| Outdoor Shooting Ranges                                                          | 713990    | S  |    |    |    |    |    |    |    |    |    |
| Zoning Districts                                                                 |           |    |    |    |    |    |    |    |    |    |    |
| Use Type                                                                         | Ref NAICS | RA | RP | RM | MH | PD | GB | OI | IT | GI | EC |
| <b>Sector 72: ACCOMMODATIONS AND FOOD SERVICES</b>                               |           |    |    |    |    |    |    |    |    |    |    |
| Hotels and Motels                                                                | 72111     |    |    |    |    | P  | D  | D  |    |    |    |
| Bed and Breakfast Inns                                                           | 721191    | S  | S  |    | S  | P  | P  |    |    |    |    |
| All Other Traveler Accommodation                                                 | 721199    | S  | S  |    | S  | P  | P  |    |    |    |    |
| RV Parks and Recreational Camps                                                  | 7212      | SD |    |    |    |    | SD |    |    |    |    |
| Recreational and Vacation Camps                                                  | 721214    | S  |    |    |    |    |    |    |    |    | S  |
| Rooming and Boarding Houses                                                      | 721310    | S  |    |    |    | P  | P  |    |    |    |    |
| Full Service Restaurants                                                         | 7221      | S  |    |    |    | P  | P  | P  | P  | P  |    |
| Limited Service Eating Places                                                    | 7222      | S  |    |    |    | P  | P  | P  | P  | P  |    |
| Special Food Services                                                            | 7223      | S  |    |    |    | P  | P  | P  | P  | P  |    |
| Drinking Places (Alcoholic Beverages)                                            | 7224      | S  |    |    |    | P  | P  |    |    |    |    |

| <b>Sector 81: OTHER SERVICES,<br/>EXCEPT PUBLIC<br/>ADMINISTRATION</b>                                      |                  |           |           |           |           |           |           |           |           |           |           |
|-------------------------------------------------------------------------------------------------------------|------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Automotive Repair and Maintenance                                                                           | 8111             | S         |           |           |           |           | P         |           | P         | P         |           |
| Electronic and Precision Equipment Repair and Maintenance                                                   | 8112             | S         |           |           |           |           | P         | P         | P         | P         |           |
| Commercial and Industrial Machinery and Equipment (except Automotive and Electronic) Repair and Maintenance | 8113             |           |           |           |           |           |           |           | P         | P         |           |
| Personal and Household Goods Repair and Maintenance                                                         | 8114             | S         |           |           |           | P         | P         | P         | P         | P         |           |
| Personal Care Services                                                                                      | 8121             | P         | S         |           |           | P         | P         | P         | P         |           |           |
| Funeral Homes and Funeral Services                                                                          | 81221            | S         |           |           |           |           | P         | P         | P         | P         |           |
| Cemeteries and Crematories Except: Private Cemetery                                                         | 81222            | S         | S         |           |           | S         | S         | S         | S         | S         |           |
| Coin Operated Laundries and Drycleaners                                                                     | 812310           | P         |           |           |           | P         | P         |           |           |           |           |
| Dry-cleaning and Laundry Services                                                                           | 812320           | S         |           |           |           | P         | P         |           | P         | P         |           |
| Linen & Uniform Supply                                                                                      | 81233            |           |           |           |           |           |           |           | P         | P         |           |
| Other Personal Services                                                                                     | 8129             | S         |           |           |           | P         | P         | P         | P         |           |           |
| Pet Care Services                                                                                           | 812910           | D         |           |           |           |           | D         |           | D         | D         |           |
| Religious Organizations                                                                                     | 8131             | P         | S         |           |           | P         | P         | P         | P         |           |           |
| Grant making and Giving Services                                                                            | 8132             |           |           |           |           | P         | P         | P         | P         |           |           |
| Social Advocacy Organizations                                                                               | 8133             |           |           |           |           | P         | P         | P         | P         |           |           |
| Civic and Social Organizations                                                                              | 813410           | S         | S         |           |           | P         | P         | P         |           |           |           |
| Business, Professional, Labor, Political and Similar Organizations                                          | 8139             |           |           |           |           | P         | P         | P         | P         |           |           |
| Public Administration                                                                                       | 92               | P         | P         | P         | P         | P         | P         | P         | P         | P         |           |
| <b>Zoning Districts</b>                                                                                     |                  |           |           |           |           |           |           |           |           |           |           |
| <b>Use Type</b>                                                                                             | <b>Ref NAICS</b> | <b>RA</b> | <b>RP</b> | <b>RM</b> | <b>MH</b> | <b>PD</b> | <b>GB</b> | <b>OI</b> | <b>IT</b> | <b>GI</b> | <b>EC</b> |
| <b>MISCELLANEOUS USES</b>                                                                                   |                  |           |           |           |           |           |           |           |           |           |           |
| Adult and Sexually Oriented Businesses                                                                      |                  |           |           |           |           |           |           |           | S         | S         |           |
| Adult Retail                                                                                                |                  |           |           |           |           |           |           |           | S         | S         |           |
| Bona fide Farm Purposes                                                                                     |                  | D         | D         | D         | D         | D         | D         | D         | D         | D         | D         |

|                                                                                                                              |  |    |     |     |     |     |    |    |    |    |  |
|------------------------------------------------------------------------------------------------------------------------------|--|----|-----|-----|-----|-----|----|----|----|----|--|
| Child Care Center                                                                                                            |  | P  | S   |     |     | S   | P  | P  |    |    |  |
| Community Boating Facility                                                                                                   |  | SD | SD  | SD  | SD  | SD  |    |    |    |    |  |
| Community Boating Facility in<br>conjunction with a Master<br>Development Plan                                               |  | SD | PMD | PMD | PMD | PMD |    |    |    |    |  |
| Disaster Volunteer Housing                                                                                                   |  | D  | D   | D   | D   | D   | D  | D  | D  | D  |  |
| Family Care Home                                                                                                             |  | D  | D   | D   | D   | D   |    |    |    |    |  |
| Family Child Care Home                                                                                                       |  | P  | P   |     |     | P   | P  | P  |    |    |  |
| Industrial Park                                                                                                              |  |    |     |     |     |     |    |    |    | SD |  |
| Marina (Commercial)                                                                                                          |  | SD | PMD |     |     | PMD |    |    |    |    |  |
| Portable Storage Containers                                                                                                  |  | D  | D   | D   | D   | D   | D  | D  | D  | D  |  |
| Private Cemetery less than<br>6,000 sq. ft.                                                                                  |  | D  | D   |     |     |     | D  | D  | D  |    |  |
| Private Cemetery 6,000 sq. ft.<br>and larger                                                                                 |  | S  | S   |     |     |     | S  | S  | S  |    |  |
| Public Parks                                                                                                                 |  | P  | P   | P   | P   | P   | P  | P  | P  | P  |  |
| Private Residential Boating<br>Facility                                                                                      |  | D  | D   | D   | D   | D   |    |    |    |    |  |
| Salvage Operations                                                                                                           |  | S  |     |     |     |     |    |    |    | D  |  |
| Storage of Merchandise,<br>Materials or Equipment On<br>Site Inside or Outside An<br>Enclosed Building, Excluding<br>Salvage |  | S  |     |     |     |     |    |    | P  | P  |  |
| Storage of boats and<br>watercraft outdoors or on dry<br>stack structures                                                    |  |    |     |     |     |     | S  |    |    |    |  |
| Sweepstakes Center                                                                                                           |  |    |     |     |     |     | SD |    | SD | SD |  |
| Telecommunication Facilities                                                                                                 |  | SD | SD  |     |     | SD  | SD | SD | SD | SD |  |
| Telecommunication Facilities<br>– Public Safety                                                                              |  | SD | SD  |     |     | SD  | SD | SD | SD | SD |  |
| Temporary Manufactured<br>Homes                                                                                              |  | P  | P   |     |     | P   |    |    |    |    |  |
| Temporary<br>Modular/Manufactured<br>Offices                                                                                 |  |    |     |     |     | P   | P  | P  | P  | P  |  |
| Temporary Fruit & Vegetable<br>Stands                                                                                        |  | P  | P   |     |     |     |    |    |    |    |  |
| Temporary Buildings for<br>Construction or Development                                                                       |  | D  | D   | D   | D   | D   | D  | D  | D  | D  |  |
| Temporary Events                                                                                                             |  | D  |     |     |     |     | D  | D  | D  | D  |  |



## Pender County MDP 2021-30

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**TO:** Planning Board  
**FROM:** Gideon Smith  
**DATE:** September 1, 2021  
**SUBJECT:** MDP 2021-30

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### **SUMMARY:**

Evolve Acquisitions LLC, applicant on behalf of Lanwillo Development Co. and Headwaters Properties LLC, owners, is requesting the approval of a Master Development Plan within the PD, Planned Development zoning district to allow for a mixed-use development consisting of 174 multi-family units and three commercial outparcels, with numerous potential commercial uses. The subject properties consist of 4 tracts of land totaling approximately 24.26 acres and are located on the eastern side of US HWY 17 between its intersections with Hughes Road to the south and Deerfield Drive to the north in the Topsail Township. The subject properties may be further identified by the following Pender County PINs: 3282-74-3515-0000; 3282-74-1001-0000; 3282-74-6231-0000; and 3282-74-8862-0000.

### **ACTION REQUESTED:**

To hold a Public Hearing and consider the Master Development Plan

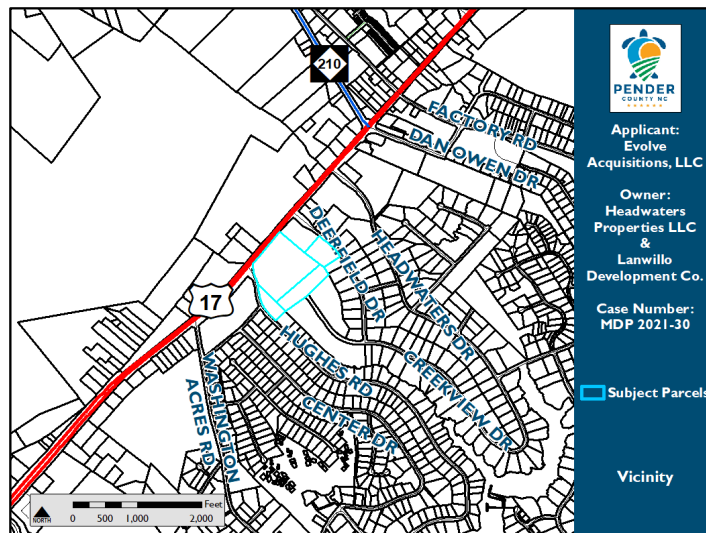
### **ATTACHMENTS:**

- 1.MDP 2021-30 Staff Report
- 2.MDP 2021-30 Application
- 3.MDP 2021-30 Narrative
- 4.MDP 2021-30 Proposed Master Plan
- 5.MDP 2021-30 Approved Scope
- 6.MDP 2021-30 Community Meeting Report
- 7.MDP 2021-30 TRC comments

## STAFF REPORT FOR MDP 2021-30 MASTER DEVELOPMENT PLAN APPLICATION

| APPLICATION SUMMARY                 |                                                                                |
|-------------------------------------|--------------------------------------------------------------------------------|
| Case Number                         | MDP 2021-30                                                                    |
| Hearing Date                        | September 1, 2021 Planning Board                                               |
| Applicant                           | Evolve Acquisitions, LLC                                                       |
| Property Owner(s)                   | Landwillo Development Co. & Headwaters Properties, LLC                         |
| Parcel Identification Number        | 3282-74-3515-0000; 3282-74-1001-0000; 3282-74-6231-0000; and 3282-74-8862-0000 |
| Acreage                             | 24.26                                                                          |
| Township                            | Topsail                                                                        |
| Zoning District                     | PD, Planned Development                                                        |
| Pender 2.0 Future Land Use Category | Regional Mixed-Use                                                             |

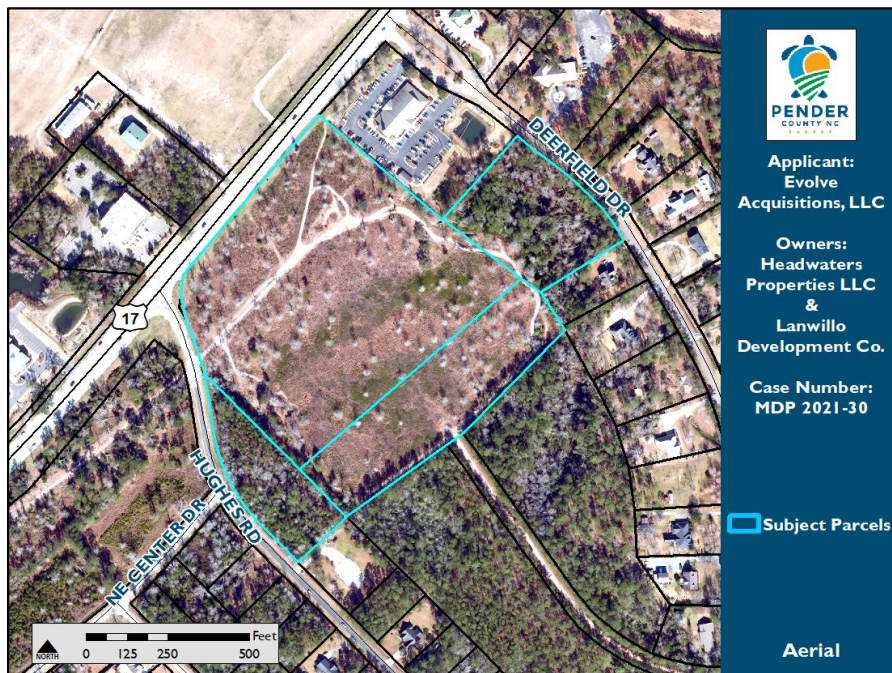
| MASTER DEVELOPMENT PLAN PROPOSAL                                                                                                                                                                                                                                                                                                                                               |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Evolve Acquisitions LLC, applicant on behalf of Lanwillo Development Co. and Headwaters Properties LLC, owners, is requesting the approval of a Master Development Plan within the PD, Planned Development zoning district to allow for a mixed-use development consisting of 174 multi-family units and three commercial outparcels, with numerous potential commercial uses. |
| LOCATION                                                                                                                                                                                                                                                                                                                                                                       |
| The subject property consists of 4 tracts of land and is located on the eastern side of US HWY 17 between its intersections with Hughes Road to the south and Deerfield Drive to the north in the Topsail Township.                                                                                                                                                            |



## MASTER DEVELOPMENT PLAN PROPOSAL

The applicant is proposing to construct a mixed-use development, Evolve Headwaters Apartments, consisting of 174 multi-family units within seven multi-family apartment buildings. One building is proposed to contain 30 dwelling units while the remaining 6 buildings will contain 24 dwelling units each. Additionally, the proposal includes 3 outparcels reserved for non-residential development along US HWY 17 to the north of the US HWY 17/Hughes Road intersection. The proposal also includes associated amenities for the residential uses, four new roadways, a wastewater pump station, and other associated infrastructure.

According to the applicant's narrative, the residential component of the site is proposed to be constructed as one phase, including proposed amenities and all stormwater infrastructure. The non-residential outparcels along US HWY 17 will be constructed as tenants are established. All phases of the proposed development shall occur in accordance with the PD, Planned Development zoning district. Additional information regarding the development is detailed in subsequent sections in this report.



### Dimensional Requirements

Dimensional standards within the PD, Planned Development zoning district are specific to individual parcels or parcels included in master development plans. If a property is not included in a master development plan, dimensional standards must be reviewed and approved by the Planning Board.

The applicant is proposing the below minimum dimensional standards. These standards are to be applied uniformly to all buildings and uses on the subject properties.

| Evolve Headwaters Proposed Setbacks |                 |
|-------------------------------------|-----------------|
|                                     | Minimum Setback |
| Front                               | 5'              |
| Side                                | 5'              |
| Rear                                | 5'              |
| Corner                              | 5'              |
| Max. Building Height                | 45'             |
| Structure Separation                | 20'             |

#### Allowable Uses

Per Section 6.1.1.A of the Pender County Unified Development Ordinance, all proposed uses shall be specified in the Master Development Plan narrative by NAICS code. All proposed uses included on the applicant's master plan are sourced from Section 5.2.3 of the Pender County Unified Development Ordinance (UDO) and are permitted in the PD, Planned Development zoning district as part of an approved master development plan. All permitted uses included in this master plan are included in the table below.

| Proposed Allowable Uses in Master Development Plan |                                                  |            |                                                                                 |
|----------------------------------------------------|--------------------------------------------------|------------|---------------------------------------------------------------------------------|
| NAICS Code                                         | Use                                              | NAICS Code | Use                                                                             |
| 443                                                | Electronic & Appliance Stores                    | 7111       | Performing Arts Companies                                                       |
| 445                                                | Food & Beverage Stores                           | 7114       | Agents and Managers for Artists, Athletes, Entertainers, & Other Public Figures |
| 446                                                | Health & Personal Care Stores                    | 712        | Museums, Historical Sites, & Similar Institutions                               |
| 447                                                | Gasoline Station                                 | 713940     | Fitness & Recreational Sports Centers                                           |
| 448                                                | Clothing & Clothing Accessories Stores           | 71395      | Bowling Centers                                                                 |
| 451                                                | Sporting Goods, Hobby, Book & Music Stores       | 72111      | Hotels & Motels                                                                 |
| 453                                                | Miscellaneous Store Retailers                    | 7221       | Full Service Restaurants                                                        |
| 454                                                | Non-Store Retailers                              | 7222       | Limited Service Eating Places                                                   |
| 491110                                             | Postal Services                                  | 7223       | Special Food Services                                                           |
| 52                                                 | Finance and Insurance                            | 7224       | Drinking Places                                                                 |
| 53                                                 | Real Estate and Rental & Leasing                 | 8114       | Personal & Household Goods, Repair & Maintenance                                |
| 54                                                 | Professional, Scientific, & Technical Services   | 8121       | Personal Care Services                                                          |
| 55                                                 | Management of Companies & Enterprises            | 812310     | Coin Operated Laundries & Dry Cleaners                                          |
| 561                                                | Administrative & Support Services                | 812320     | Dry Cleaning & Laundry Services                                                 |
| 611                                                | Educational Services                             | 8129       | Other Personal Services                                                         |
| 6114                                               | Business Schools, Computer & Management Training | 8131       | Religious Organizations                                                         |

|      |                             |      |                                                                  |
|------|-----------------------------|------|------------------------------------------------------------------|
| 6115 | Technical & Trade Schools   | 8139 | Business Professional, Labor, Political, & Similar Organizations |
| 6116 | Other Schools & Instruction | 92   | Public Administration                                            |
| 622  | Hospitals                   |      |                                                                  |

### Density

The net density of the proposed project is shown in the table below and calculated in accordance with Section 4.6.7.A.2 of the UDO. A net density of 12.27 dwelling units/acre (du/ac) conforms with the Future Land Use Map in the Pender 2.0 Comprehensive Land Use Plan, from which guidance for residential project density for master development plans are sourced. The Future Land Use Category for the subject properties is Regional Mixed Use, which envisions multi-family residential development at a density of up to 15 units per acre.

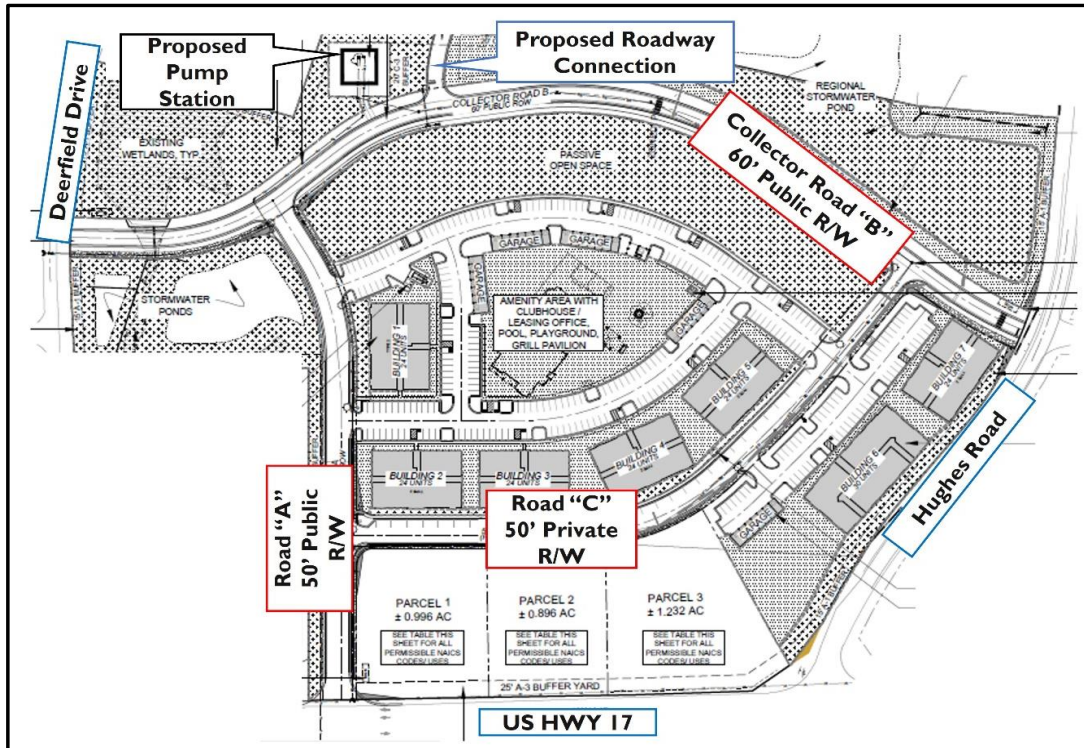
| Evolve Headwaters Density Calculations                 |                       |
|--------------------------------------------------------|-----------------------|
| Total Site Acreage                                     | 24.26 acres           |
| Potential Wetland Acreage                              | 0.86 acres            |
| Total Non-Residential Acreage (including right-of-way) | 4.00 acres            |
| Total Required Open Space                              | 5.22 acres            |
| Total Provided Open Space (Active)                     | 3.70 acres            |
| Total Provided Open Space (Passive)                    | 7.35 ac               |
| Total Undevelopable Land Acreage                       | 10.08 ac              |
| Total Developable Land Acreage                         | 14.18 ac              |
| Total Number of Units                                  | 174 residential units |
| Maximum Density (Regional Mixed Use)                   | 15 du/ac              |
| <b>Proposed Density</b>                                | <b>12.27 du/ac</b>    |

## TRANSPORTATION INFRASTRUCTURE

### Roadways, Street Connectivity, and Access

The proposed development will be accessed via Hughes Drive and Deerfield Drive which connect to US HWY 17. The applicant is proposing to construct one collector street as part of the proposal. The proposed master plan shows "Collector Road B" running parallel to US HWY 17 connecting Deerfield Drive to Hughes Road at the intersection of Hughes Road and NE Center Drive. This roadway is proposed to be constructed in accordance with the Pender County Collector Street Plan (CSP), with this portion of the roadway intending to be part of a larger parallel collector street to US HWY 17 that extends from Factory Road south toward Scotts Hill. "Road A" is proposed to connect "Collector Road B" to US HWY 17 as a public right-of-way, meeting US HWY 17 at a preliminary approved signal-controlled intersection.

*Below: Applicant's Master Plan with Staff Markups*



Additional roadways include "Road C" which will connect Road A to Collector Road B as a private right-of-way and will provide primary access to the non-residential outparcels, as well as a roadway stub to the east to connect to the proposed development (49 single-family detached dwelling units) established in 2018 under RM-CD4, Residential Mixed Conditional District 4. Through this adjacent development, an additional connection point with Deerfield and Creekview Drives (SR 1673/1674) will be established. Road C will include on-street parking adjacent to the northbound lane.

In addition to being in conformance with the Pender County Collector Street Plan and the Pender County Unified Development Ordinance, the roadway network proposed to be established by the development outlined in this report will serve to significantly increase the interconnectivity of the surrounding community by providing an additional signalized intersection along US HWY 17 between Hughes Road and Deerfield Drive, establishing a connection between the Deerfield community and the signalized intersection at US HWY 17 and Washington Acres Road, and continuing a parallel roadway to US HWY 17 will continue to help reduce congestion and increase safety as more portions of the roadway are built.

A graphic of the proposed cross section to be utilized for Collector Road B, which shall include an 8 ft. wide Multi-Use Path parallel to it, is provided on the following page as shown in the Pender County Collector Street Plan

*Below: Collector Street Cross-Section from Pender County CSP*



In accordance with proposed condition 9, the non-residential outparcels will be required to connect internally to the development, prohibiting direct access to US HWY 17. As a result, cross access corridors will be established and will be reviewed for compliance with the UDO when site specific development plans are submitted for each outparcel.

#### **Pedestrian Access**

Per the applicant's submitted master plan, pedestrian facilities are proposed along one side of all rights-of-way within the proposed development and throughout the residential portion of the development. The proposed pedestrian infrastructure is in conformance with the Pender County Unified Development Ordinance as well as the Pender 2.0 Comprehensive Land Use Plan's vision for this portion of the County, whereby bicycle and pedestrian access to proposed developments is greatly encouraged.

#### **Traffic**

A Traffic Impact Analysis (TIA) is required for the proposed master development plan because it is estimated to generate more than 100 trips in the morning and evening peak hours and over 1,000 trips per day. Any traffic requirements will be addressed by NCDOT and will be required to be compliant with their standards. The chart below shows the trip generation calculations that the applicant submitted based upon the proposed uses included in this request. Although the estimated trips per land use category are not specified, the cumulative sum of these trips exceeds the threshold that requires a TIA to be submitted.

A TIA has been prepared by Ramey Kemp and Associates and is currently under review by NCDOT and the Wilmington Urban Area Metropolitan Planning Organization (WMPO). The approved scope can be found in Attachment I of the Board's packet. The below table includes data from the pending TIA. The approved TIA will be required prior to construction and will be provided to Pender County Planning Staff upon its completion.

| Evolve Headwaters Apartments Site Trip Generation* |           |                   |             |                    |      |                    |      |
|----------------------------------------------------|-----------|-------------------|-------------|--------------------|------|--------------------|------|
| Land Use                                           | Size      | Unit              | Daily Trips | AM Peak Hour Trips |      | PM Peak Hour Trips |      |
|                                                    |           |                   |             | Enter              | Exit | Enter              | Exit |
| Multi-Family Residential (LUC 221)                 | 174       | Dwelling Units    | 950         | 15                 | 44   | 46                 | 29   |
| General Office Building (LUC 710)                  | 1,400 sf  | Ground Floor Area | 40          | 4                  | 0    | 12                 | 55   |
| Shopping Center (LUC 820)                          | 4,550 sf  | Ground Floor Area | 740         | 95                 | 59   | 26                 | 29   |
| High-Turnover (Sit-Down) Restaurant (LUC 932)      | 12,600 sf | Ground Floor Area | 1,410       | 101                | 76   | 114                | 105  |
| Total                                              |           |                   | 3,140       | 394                |      | 416                |      |
| Total Primary Trips**                              |           |                   |             | 343                |      | 245                |      |

\*Site Trip Generation data sourced from the pending Traffic Impact Analysis that is being performed by Ramey Kemp & Associates, Inc.

\*\*Total Primary Trips are calculated by subtracting the internal capture trips and pass-by trips from the total trips.

Because a Traffic Impact Analysis has not been completed at this time that analyzes roadway impacts as a result of the development, the volume to capacity ratio for US HWY 17 near the subject site has been provided. This ratio is based on average daily trips and the design characteristics of a given roadway, which can provide a general idea of the function of such roadway. Based upon the available volume to capacity data, US HWY 17 in this area has capacity to handle the anticipated traffic volume increases associated with the proposed master development plan.

#### **NCDOT Average Annual Daily Traffic (AADT) – 2019; WMPO Roadway Capacities – 2019**

| Road      | Location    | Volume | Capacity | V/C  |
|-----------|-------------|--------|----------|------|
| US HWY 17 | 14000 Block | 39,000 | 66,000   | 0.59 |

#### **Parking**

The UDO does not establish parking minimums for residential developments including the multi-family residential use type. The applicant has proposed 345 parking spaces including five garage buildings. As such, the submitted master plan is found to be in conformance with the UDO at this time, though parking will be reevaluated through the zoning approval process for conformance with all other parking design standards.

As specific tenants for the non-residential component are not yet known, parking requirements for this portion of the project cannot be determined at this time. Through the site development plan approval process, parking will be reevaluated at point at which each outparcel moves forward, with the specific number of parking spaces dependent upon the use(s) or tenant(s) of each outparcel.

### Landscape and Buffers

The table below outlines the required buffers in the PD, Planned Development zoning district based on the adjacent land uses to the subject property. The proposed master plan illustrates the type of buffer along each property boundary, all of which are compliant with UDO requirements.

| Required and Proposed Buffers |                                                                                    |
|-------------------------------|------------------------------------------------------------------------------------|
| Buffer Type                   | Location of Buffer                                                                 |
| Type A                        | Adjacent US HWY 17 & Hughes Road                                                   |
| Type B                        | Adjacent to all non-residential uses (Church of Jesus Christ of Latter-Day Saints) |
| Type C                        | Adjacent to all single-family residential uses & proposed pump station             |

Due to the presence of a regional stormwater pond between the proposed development at the development to the east, the required Type C buffer along that border is proposed along Collector Road B instead of the property line.

Additionally, a Type C-3 Buffer is to be planted around the perimeter of the proposed pump station to provide a visual barrier for any adjacent residential properties due to comments received during the community meetings. All required project buffers are in compliance with Ordinance standards.

### Significant Trees

A significant tree survey conforming with section 8.1.3 of the Pender County Unified Development Ordinance will be required prior to administrative approval of any subsequent Preliminary Plat or Site Development Plan within this project. A previous significant tree survey was provided in the context of a previous development proposal for the subject properties. Per proposed condition 3, an updated significant tree survey and mitigation plan shall be required prior to the issuance of zoning approval by Staff for any portion of the project. Any significant tree proposed for removal shall be mitigated by the on-site planting of two (2) trees of the same species with a minimum caliper of 2" or greater.

### Open Space

The proposed mixed-use development is required to provide a minimum of 5.22 acres of open space, with a minimum of 2.61 acres dedicated as active and a minimum of 2.61 acres dedicated as passive. The table below outlines the required open space as well as the proposed open space associated with the master plan. The applicant's submitted master plan demonstrates compliance with this requirement, and the total open space (11.05 acres) provided exceeds that which is required by the UDO.

| Required and Proposed Open Space |                     |                                  |
|----------------------------------|---------------------|----------------------------------|
| Open Space Dedication            | Open Space Required | Open Space Provided              |
| Active                           | 2.61 ac             | 3.70 ac (15.25% of site)         |
| Passive                          | 2.61 ac             | 7.35 ac (30% of site)            |
| <b>Total</b>                     | <b>5.22 ac</b>      | <b>11.05 ac (45.25% of site)</b> |

### Recreational Units

Per Section 7.6.2 of the Pender County Unified Development Ordinance, developments are required to provide recreational units equivalent to financial credits based on the total proposed dwelling units as established in Table 5 below. The applicant has proposed 174 residential units and is therefore required to provide two (2) recreation units totaling a minimum of \$20,000. The applicant has illustrated an unspecified amenity area on the submitted plan.

| Required Recreation Units |                      |                 |
|---------------------------|----------------------|-----------------|
| Dwelling Units            | Recreational Unit(s) | Financial Unit  |
| 34-99                     | 1.0                  | \$10,000        |
| 100-150                   | 1.5                  | \$15,000        |
| <b>151-200</b>            | <b>2.0</b>           | <b>\$20,000</b> |

### OTHER INFRASTRUCTURE

#### Utilities

The project is proposing to connect to Pender County Utilities (PCU) for water supply and is subject to review and approval by PCU. The development is proposed to be serviced by the water service line that runs along US HWY 17. Wastewater service to the development is proposed through Pluris Hampstead, LLC, a private wastewater utility located along US HWY 17. The developer is proposing to construct a pump station south of Collector Road B as illustrated on the master plan.

All wastewater services are subject to review and approval by Pluris and the State of North Carolina, in conjunction with Pender County. Additionally, a Type C-3 Buffer shall be located around the perimeter of the proposed pump station to act as an enhanced buffer to nearby residential properties.

#### Stormwater

The applicant is proposing to design the stormwater retention system to exceed the standards of Section 7.9 of the UDO by retaining stormwater from the 100-year, 24-hour storm event. Compliance with these standards will be verified during TRC review if this request is approved. Certification from a licensed engineer that the project meets these requirements shall be required at administrative approval of the development, and all necessary state permits will be required prior to administrative approval for land disturbing activities.

Additionally, the applicant has also proposed the project to meet Pender County's Low Impact Development standards. Where the previously referenced standards address stormwater quantity, Low Impact Development implementation has implications for water quality impacts that occur due to stormwater runoff. Low Impact Development certification requires the implementation of Best Management Practices (BMPs) to treat stormwater runoff on-site to ensure it does not impact water quality in surrounding waterways. Per proposed condition 1, Planning Staff shall require the Low Impact Development certification located in the UDO prior to the issuance of zoning approval for any portion of the site.

The applicant's submitted master plan shows a regional stormwater pond to the east that is intended to also be utilized by the proposed single-family detached development on that parcel.

| ENVIRONMENTAL CONCERNS         |                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|--------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Special Flood Hazard Areas     | The subject property does not contain any Special Flood Hazard Areas <sup>1</sup> .                                                                                                                                                                                                                                                                                                                                                                  |
| Wetlands                       | Portions of the subject property may contain wetlands <sup>2, 3</sup> . The extent of these wetlands are illustrated on the submitted master plan. No Jurisdictional Determination from the U.S. Army Corps of Engineers has been submitted by the applicant, which will be required prior to any administrative development approvals. Any disturbance within these wetlands is subject to review and approval by the U.S. Army Corps of Engineers. |
| Areas of Environmental Concern | The subject property does not contain any Areas of Environmental Concern (AEC) <sup>4</sup> .                                                                                                                                                                                                                                                                                                                                                        |

<sup>1</sup> According to the effective regulatory and preliminary Flood Insurance Rate Maps from the NC Flood Risk Information System (NC FRIS)

<sup>2</sup> According to the NC Division of Coastal Management (NC DCM)

<sup>3</sup> According to the National Wetlands Inventory (NWI)

<sup>4</sup> According to the North Carolina Department of Environmental Quality (NCDEQ)

### External Permits

All applicable local, state, and federal agency permits including a Stormwater Management Permit, Sedimentation and Erosion Control permit, wetlands impact permits, and NCDOT Driveway Permit will be required prior to the approval of each phase as applicable.

## PUBLIC INPUT MEETING

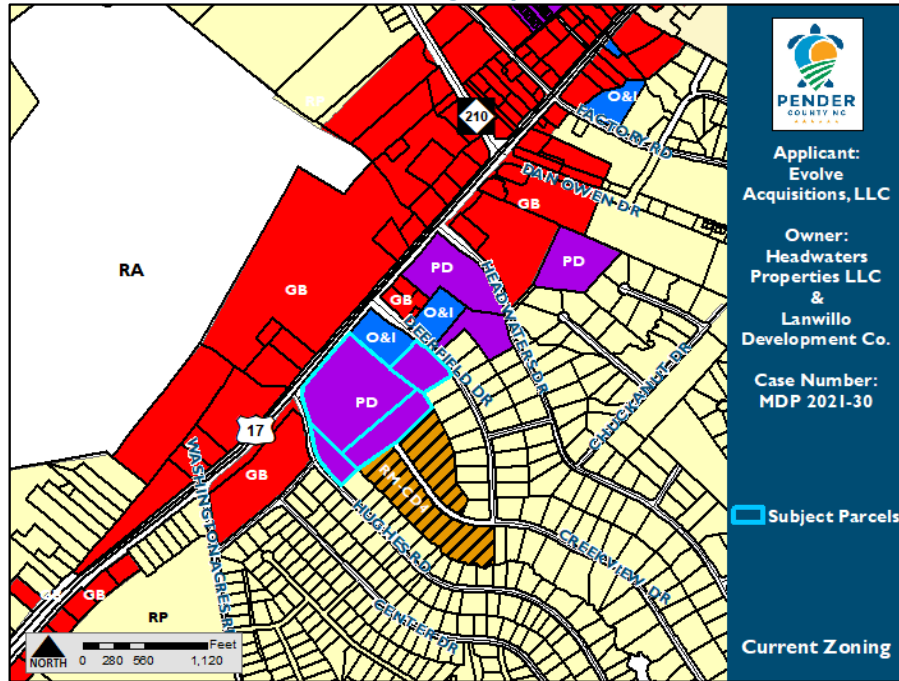
In accordance with the Pender County Unified Development Ordinance, the applicant held a public input meeting on Tuesday, August 17, 2021 at the Hampstead Annex. According to the information provided by the applicant, 15 nearby residents attended the meeting citing concerns regarding traffic, stormwater, housing options, school capacity impacts. Attendees also had general inquiries about the review process for master plans and the proposed utility providers and their respective capacities. A summary of the report provided by the applicant can be found in Attachment 2 of the Board's packet.

## TECHNICAL REVIEW COMMITTEE (TRC) RESPONSES

On July 12, 2021, the proposed master development plan was sent to the Pender County Technical Review Committee for review. All Technical Review Committee comments can be found in Attachment 3 of the Board's packet.

## EVALUATION

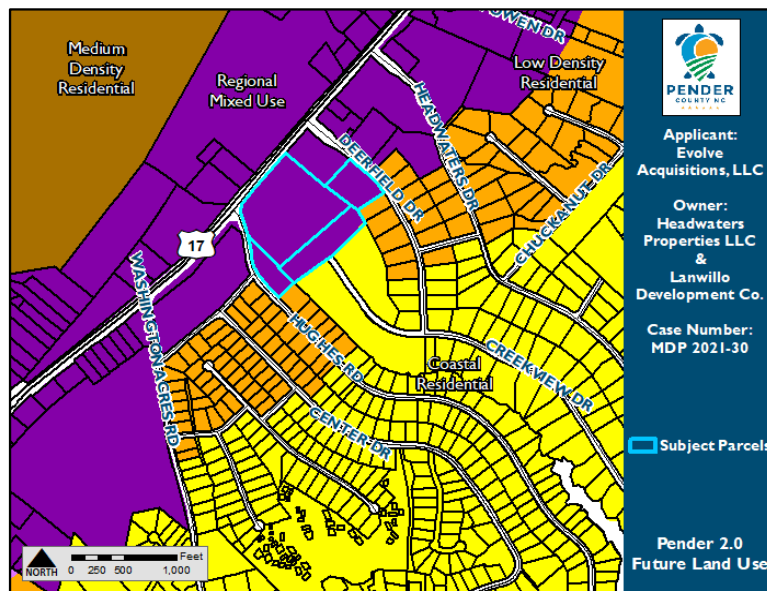
Below: Zoning Map of the Area



| CHARACTERISTICS OF THE SURROUNDING AREA |                                                             |                                                                             |
|-----------------------------------------|-------------------------------------------------------------|-----------------------------------------------------------------------------|
|                                         | LAND USE                                                    | ZONING                                                                      |
| <b>North</b>                            | Church of Jesus Christ of Latter-Day Saints and Undeveloped | OI, Office & Institutional, GB, General Business                            |
| <b>East</b>                             | Single-Family Residential and Undeveloped                   | RP, Residential Performance, RM-CD4, Residential Mixed-Conditional District |
| <b>South</b>                            | Undeveloped and Single-Family Residential                   | GB, General Business, RP, Residential Performance                           |
| <b>West</b>                             | The Beacon Building and Undeveloped                         | RP, Residential Performance, IT, Industrial Transitional                    |

**Pender 2.0 Comprehensive Land Use Plan Compliance:** The subject properties are located within the Regional Mixed Use Future Land Use Category as shown in the Future Land Use Map within the Pender 2.0 Comprehensive Land Use Plan. The Regional Mixed-Use category allows for the strategic allocation of future development and population growth, while limiting land use conflicts within existing neighborhoods. Growth is focused in locations that are served by water/sewer infrastructure and are located along planned major collector roadways and existing primary roadway corridors in the southern portion of the County (I-40, US 17, US 117, US 421, and NC-210). This future land use category provides access to retail, office, and multi-family residential uses. These land uses are primarily accessed by the automobile, but facilities should be included to increase the viability of access via walking or cycling.

The proposed development is consistent with the County's preferred growth pattern for the subject properties for several reasons. The project is proposing to construct a walkable community, with a multi-use path and bike-lanes. Furthermore, the project is proposing a stormwater management system that is proposed to retain more stormwater than is required by the Unified Development Ordinance.



In addition to the Future Land Use Map, the proposed Master Development Plan was found to be consistent with three goals, two objectives, and four policies within the Pender 2.0 Comprehensive Land Use Plan:

**Goal 4.2:** Manage the timing, location and intensity of growth by coordinating transportation improvements in accordance with development and ensuring safe and efficient modes of transportation are available to all residents and visitors.

**Policy 4.2.F: Collector Street Plan:** The County shall continue to support and implement the Pender County Collector Street Plan when reviewing and

approving new development proposals within the WMPO Boundary area of the County.

**Goal 4.3:** Provide safe opportunities for walking and cycling, while supporting the need for paratransit service and other alternatives to provide transportation choices for residents and visitors.

**Objective 4.3:** Encourage alternative means of transportation to reduce traffic, enhance economic development, offer services to those without use of a vehicle, and provide recreational opportunities for residents and visitors.

**Goal 5.1: Land Use and Growth Management:** Manage the physical growth and development of Pender County by encouraging more intensive land uses in key locations identified for such growth while preserving and protecting the unique physical character and social assets of the rural heritage and coastal habitat that makes the County a unique place to live.

**Objective 5.1: Land Use and Growth Management:** Ensure that development and use of resources balances protection of natural resources and agricultural lands with economic development, avoids risks to public health and welfare, and is consistent with the capability of the land.

**Policy 5.1.K: Commercial Development:** The County supports a wide range of commercial development, particularly those businesses that provide needed services to residents and visitors, provided that the impacts on traffic are minimized.

**Policy 5.1.H: Mixed Use Development:** The County supports a wide range of commercial and residential development at varying intensities, when appropriately located, and provided that impacts to adjacent property owners and traffic congestion is mitigated.

**Policy 5.1.V: Residential Development:** The County supports a range of housing types and development at appropriate densities and locations that are compatible with their surroundings and are in accordance with the future land use map.

The proposed project fulfills several desired outcomes for development as outlined in the Pender 2.0 Comprehensive Land Use Plan. These outcomes include extending existing collector streets and promoting increased interconnectivity for multiple communities, providing pedestrian facilities across the proposed development, and incorporating mixed use and multi-family development types in an area of the County in which this type of development is desired. Furthermore, the project is intending to provide above-average stormwater management infrastructure in the form of an increased stormwater retention standards and a Low Impact Development (LID) certification.

**Unified Development Ordinance Compliance:** Section 3.5.4 of the UDO provides the applicable review procedure for Master Development Plans.

#### **3.5.4 Master Development Plan Review**

- A. Applicants shall submit the MDP to the Administrator, together with completed application materials.
- B. Application form must be completed, and fee paid at the time of submission.
- C. The Master Development Plan must meet all the requirements prescribed in Section 6.1, Master Development Plan Contents.
- D. The Administrator will forward the MDP to the Technical Review Committee for review. The TRC shall make recommendations concerning whether the plan meets the requirements and or plans of their particular state agency, county department or utility authority.
- E. When the submission is complete, the Administrator shall submit the plans, application materials and comments to the Planning Board for its consideration, if required in accordance with Section 3.5.2.
- F. The Planning Board shall act on the MDP within 90 days of the date of the presentation of the plan to the Board. The Planning Board shall approve the plan, approve it with required changes or deny the plan. If the Planning Board fails to act within 90 days, the plan shall be deemed approved. The applicant may request additional time if he/she deems it necessary.
- G. If the MDP is denied by the Planning Board, the applicant may choose to withdraw the application and resubmit it with changes as a new plan or appeal the Planning Board's decision to Zoning Board of Adjustment.
- H. Any decision rendered by the Planning Board is appealable to the Zoning Board of Adjustment within thirty (30) days of the decision.
- I. Planning Board Master Development Plan approval shall be valid for two (2) years.

#### **CONDITIONS OF APPROVAL**

The applicant has agreed to the following conditions for the proposed Master Development Plan:

1. The applicant shall be required to submit Low Impact Development design certifications in accordance with Section 7.14 of the Pender County Unified Development Ordinance prior to receiving zoning approval for any phase of the proposed development.
2. In accordance with Section 7.9 of the Pender County Unified Development Ordinance, the applicant shall be required to submit stormwater certifications with updates to reference the proposed 100-year pre-post retention standard.
3. The applicant shall be required to submit an updated significant tree survey and mitigation plan prior to issuance of zoning approval for any portion of the site.
4. The applicant shall be required to demonstrate species and location of native vegetation on all submitted site development plans or preliminary plats.
5. Prior to the issuance of a Certificate of Occupancy for any residential building, all roadways shall be installed and certified in accordance with the standards for such found within the Pender County Unified Development Ordinance.
6. The non-residential outparcels shall include pedestrian facilities that provide effective pedestrian linkages to the residential component of this project and the surrounding community as a whole.

7. Pedestrian facilities shall be constructed along the portions of Hughes Road and Deerfield Drive that border the proposed development.
8. A pedestrian easement shall be required along US HWY 17 in advance of the U-5732 Hampstead Median Project, which will include sidewalks along both sides of US HWY 17 at the time of construction. All sidewalks and multi-use paths within the development shall be maintained by the development, unless they are proposed within a current or future NCDOT right-of-way. A tri-party agreement shall be required for such facilities within NCDOT rights-of-way.
9. Parcels 1-3 shall only be accessed internally to the development; no direct access to these parcels from US HWY 17 shall be permitted.
10. A type C-3 Buffer shall be located around the perimeter of the proposed pump station.

### RECOMMENDATION

Planning Staff is submitting the proposal for Planning Board disposition. The request is consistent with the Future Land Use Map, as well as three goals, two objectives, and four policies within the Pender 2.0 Comprehensive Land Use Plan, while conflicting with none. The proposed Master Development Plan is also compliant with the Pender County Unified Development Ordinance. Therefore, Planning Staff recommends the approval of the Master Development Plan as detailed in the report for the development known as Evolve Headwaters Apartments. All future development, phases, or changes to the Master Development Plan are subject to the Planning Board review and approval.

### PLANNING BOARD ACTION FOR MASTER DEVELOPMENT PLAN

| MOTION |  | SECONDED |  |  |  |  |
|--------|--|----------|--|--|--|--|
|        |  |          |  |  |  |  |

| APPROVED | DENIED |  | UNANIMOUS |  |  |
|----------|--------|--|-----------|--|--|
|          |        |  |           |  |  |

| McClammy | Jordan | Beaudoin | Buchanan | Gruntfest | Pitts | Teachey |
|----------|--------|----------|----------|-----------|-------|---------|
|          |        |          |          |           |       |         |

# Pender County Planning and Community Development

805 S. Walker Street  
PO Box 1519  
Burgaw, NC 28425



Phone: 910-259-1202  
Fax: 910-259-1295  
[www.pendercountync.gov](http://www.pendercountync.gov)

## Planned Development & Residential Mixed Zoning Districts Master Development Plan Submission

Applications will be considered for the Technical Review Committee hearing and reviewed by Staff only when deemed complete. The application will be regarded as incomplete until the following items are received by the Planning and Community Development Staff.

1. ☒ **Pre-submittal Meeting**  
Date of Meeting \_\_\_\_\_
2. ☒ **Signed Application**
3. ☒ **Payment**  
\$500 plus \$10 per acre for the first 100 acres, \$5 per acre thereafter
4. ☒ **Paper Plan Sets**  
One (1) 24 x 36, Fifteen (15) 11 x 17
5. ☒ **Digital Submission**  
For all documents submitted in paper copy, bring a digital copy with paper submission.
6. ☒ **Adjacent Property List**  
A list of names and addresses, as obtained from the county tax listings and tax abstract, to the owners of all properties located within 500-feet of the of the perimeter of the project bounds.
7. ☒ **Adjacent Property Envelopes**  
The applicant shall provide a set of business envelopes addressed to each of the owners of all properties located within 500-feet of the perimeter of the project bounds and accompanied with the amount of postage required for first class postage.
8. ☒ **Permits**  
Please include any permits issued on the project including but not limited to: environmental, traffic analysis, utility, or other site specific conditions.
9. ☒ **Site Plan Requirements**  
A prepared site plan in accordance with the Unified Development Ordinance standards 6.1, Pender County Collector Street Plan, Pender County Transportation Plan, other approved State of Federal Transportation Improvement Plan, or any other adopted plan in Pender County.  
(See Master Development Plan Checklist)

I certify that all information presented in this application is accurate to the best of my knowledge.

Signature of Applicant

Date 7/8/21

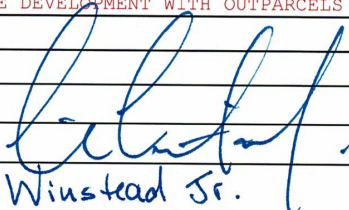
Printed Name

Mike Winstead Jr.

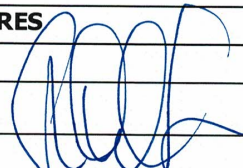
Staff Initials: \_\_\_\_\_

Date: \_\_\_\_\_

## APPLICATION FOR MASTER DEVELOPMENT PLAN

| THIS SECTION FOR OFFICE USE                           |                                                                                     |                                                                       |                                                            |
|-------------------------------------------------------|-------------------------------------------------------------------------------------|-----------------------------------------------------------------------|------------------------------------------------------------|
| Application No.                                       | MDP                                                                                 | Date                                                                  |                                                            |
| Application Fee                                       | \$                                                                                  | Invoice Number:                                                       |                                                            |
| Pre-Application Conference                            |                                                                                     | Hearing Date                                                          |                                                            |
| <b>SECTION 1: APPLICANT INFORMATION</b>               |                                                                                     |                                                                       |                                                            |
| Applicant's Name:                                     | MIKE WINSTEAD                                                                       | Owner's Name:                                                         | HEADWATERS PROPERTIES, LLC                                 |
| Applicant's Address:                                  | 2012 EASTWOOD ROAD                                                                  | Owner's Address:                                                      | 113-B MILITARY CUTOFF ROAD                                 |
| City, State, & Zip                                    | WILMINGTON, NC 28403                                                                | City, State, & Zip                                                    | WILMINGTON, NC 28405                                       |
| Phone Number:                                         | 910-239-9120                                                                        | Phone Number:                                                         | 910-256-2211                                               |
| Email Address:                                        | MIKE@EVOLVECOS.COM                                                                  | Email Address:                                                        | CLAUDE@SWAINASSOCIATES.COM                                 |
| Legal relationship of applicant to land owner:        |                                                                                     |                                                                       |                                                            |
| <b>SECTION 2: PROJECT INFORMATION</b>                 |                                                                                     |                                                                       |                                                            |
| Type of Master Development Plan                       | <input type="checkbox"/> Residential<br><i>RP, PD, RM MH District</i>               | <input type="checkbox"/> Commercial<br><i>GB, OI, IT, GI District</i> | <input checked="" type="checkbox"/> Mixed Use<br><i>PD</i> |
| Property Identification Number (PIN):                 | 3282-74-3515-000 & 3282-74-1001-000                                                 |                                                                       | Total property acreage: 24.26                              |
| Zoning Classification:                                | PD                                                                                  | Acreage to be disturbed:                                              | 22.0                                                       |
| Water Provider                                        | PENDER COUNTY                                                                       | Wastewater Provider:                                                  | PLURIS HAMSTEAD, LLC                                       |
| Project Address :                                     |                                                                                     |                                                                       |                                                            |
| Description of Project Location:                      | HWY 17 BETWEEN HUGHES ROAD AND DEERFIELD DRIVE                                      |                                                                       |                                                            |
| Describe activities to be undertaken on project site: | MIXED USE DEVELOPMENT WITH OUTPARCELS AND MULTI-FAMILY DEVELOPMENT                  |                                                                       |                                                            |
| <b>SECTION 3: SIGNATURES</b>                          |                                                                                     |                                                                       |                                                            |
| Applicant's Signature                                 |  |                                                                       | Date: 7/8/21                                               |
| Applicant's Printed Name                              | Mike Winstead Jr.                                                                   |                                                                       | Date:                                                      |
| Owner's Signature                                     |                                                                                     |                                                                       | Date:                                                      |
| Owner's Printed Name                                  |                                                                                     |                                                                       | Date:                                                      |

## APPLICATION FOR MASTER DEVELOPMENT PLAN

| THIS SECTION FOR OFFICE USE                           |                                                                                                                                                                                                        |                          |                               |
|-------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|-------------------------------|
| Application No.                                       | MDP                                                                                                                                                                                                    | Date                     |                               |
| Application Fee                                       | \$                                                                                                                                                                                                     | Invoice Number:          |                               |
| Pre-Application Conference                            |                                                                                                                                                                                                        | Hearing Date             |                               |
| <b>SECTION 1: APPLICANT INFORMATION</b>               |                                                                                                                                                                                                        |                          |                               |
| Applicant's Name:                                     | MIKE WINSTEAD                                                                                                                                                                                          | Owner's Name:            | HEADWATERS PROPERTIES, LLC    |
| Applicant's Address:                                  | 2012 EASTWOOD ROAD                                                                                                                                                                                     | Owner's Address:         | 113-B MILITARY CUTOFF ROAD    |
| City, State, & Zip                                    | WILMINGTON, NC 28403                                                                                                                                                                                   | City, State, & Zip       | WILMINGTON, NC 28405          |
| Phone Number:                                         | 910-239-9120                                                                                                                                                                                           | Phone Number:            | 910-256-2211                  |
| Email Address:                                        | MIKE@EVOLVECOS.COM                                                                                                                                                                                     | Email Address:           | CLAUDE@SWAINASSOCIATES.COM    |
| Legal relationship of applicant to land owner:        |                                                                                                                                                                                                        |                          |                               |
| <b>SECTION 2: PROJECT INFORMATION</b>                 |                                                                                                                                                                                                        |                          |                               |
| Type of Master Development Plan                       | <input type="checkbox"/> Residential<br><i>RP, PD, RM MH District</i> <input type="checkbox"/> Commercial<br><i>GB, OI, IT, GI District</i> <input checked="" type="checkbox"/> Mixed Use<br><i>PD</i> |                          |                               |
| Property Identification Number (PIN):                 | 3282-74-3515-000 & 3282-74-1001-000                                                                                                                                                                    |                          | Total property acreage: 24.26 |
| Zoning Classification:                                | PD                                                                                                                                                                                                     | Acreage to be disturbed: | 22.0                          |
| Water Provider                                        | PENDER COUNTY                                                                                                                                                                                          | Wastewater Provider:     | PLURIS HAMSTEAD, LLC          |
| Project Address :                                     |                                                                                                                                                                                                        |                          |                               |
| Description of Project Location:                      | HWY 17 BETWEEN HUGHES ROAD AND DEERFIELD DRIVE                                                                                                                                                         |                          |                               |
| Describe activities to be undertaken on project site: | MIXED USE DEVELOPMENT WITH OUTPARCELS AND MULTI-FAMILY DEVELOPMENT                                                                                                                                     |                          |                               |
| <b>SECTION 3: SIGNATURES</b>                          |                                                                                                                                                                                                        |                          |                               |
| Applicant's Signature                                 |                                                                                                                     |                          | Date:                         |
| Applicant's Printed Name                              |                                                                                                                                                                                                        |                          | Date:                         |
| Owner's Signature                                     |                                                                                                                     |                          | Date:                         |
| Owner's Printed Name                                  | H. David Swain                                                                                                                                                                                         |                          | Date: 7/7/2021                |

**APPLICATION FOR MASTER DEVELOPMENT PLAN**

| THIS SECTION FOR OFFICE USE                                                                                              |                                                                |                                                                |                                                     |
|--------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------|----------------------------------------------------------------|-----------------------------------------------------|
| Application No.                                                                                                          | MDP                                                            | Date                                                           |                                                     |
| Application Fee                                                                                                          | \$                                                             | Invoice Number:                                                |                                                     |
| Pre-Application Conference                                                                                               |                                                                | Hearing Date                                                   |                                                     |
| <b>SECTION 1: APPLICANT INFORMATION</b>                                                                                  |                                                                |                                                                |                                                     |
| Applicant's Name:                                                                                                        | MIKE WINSTEAD                                                  | Owner's Name:                                                  | LANWILLO DEVELOPMENT CO                             |
| Applicant's Address:                                                                                                     | 2012 EASTWOOD ROAD                                             | Owner's Address:                                               | 2325 TATTERSALLS DRIVE                              |
| City, State, & Zip                                                                                                       | WILMINGTON, NC 28403                                           | City, State, & Zip                                             | WILMINGTON, NC 28403                                |
| Phone Number:                                                                                                            | 910-239-9120                                                   | Phone Number:                                                  | 910-619-0248                                        |
| Email Address:                                                                                                           | MIKE@EVOLVECOS.COM                                             | Email Address:                                                 |                                                     |
| Legal relationship of applicant to land owner:                                                                           |                                                                |                                                                |                                                     |
| <b>SECTION 2: PROJECT INFORMATION</b>                                                                                    |                                                                |                                                                |                                                     |
| Type of Master Development Plan                                                                                          | <input type="checkbox"/> Residential<br>RP, PD, RM MH District | <input type="checkbox"/> Commercial<br>GB, OI, IT, GI District | <input checked="" type="checkbox"/> Mixed Use<br>PD |
| Property Identification Number (PIN):                                                                                    | 3282-74-3515-000 & 3282-74-1001-000                            |                                                                | Total property acreage: 24.26                       |
| Zoning Classification:                                                                                                   | PD                                                             | Acreage to be disturbed:                                       | 22.0                                                |
| Water Provider                                                                                                           | PENDER COUNTY                                                  | Wastewater Provider:                                           | PLURIS HAMSTEAD, LLC                                |
| Project Address :                                                                                                        |                                                                |                                                                |                                                     |
| Description of Project Location: HWY 17 BETWEEN HUGHES ROAD AND DEERFIELD DRIVE                                          |                                                                |                                                                |                                                     |
| Describe activities to be undertaken on project site: MIXED USE DEVELOPMENT WITH OUTPARCELS AND MULTI-FAMILY DEVELOPMENT |                                                                |                                                                |                                                     |
| <b>SECTION 3: SIGNATURES</b>                                                                                             |                                                                |                                                                |                                                     |
| Applicant's Signature                                                                                                    |                                                                | Date:                                                          |                                                     |
| Applicant's Printed Name                                                                                                 |                                                                | Date:                                                          |                                                     |
| Owner's Signature                                                                                                        | DocuSigned by:<br>Lonnice B. Williams, Jr. - President         | Date:                                                          | 7/7/2021                                            |
| Owner's Printed Name                                                                                                     | Lonnice Williams, Jr.                                          | Date:                                                          | 7/7/2021                                            |

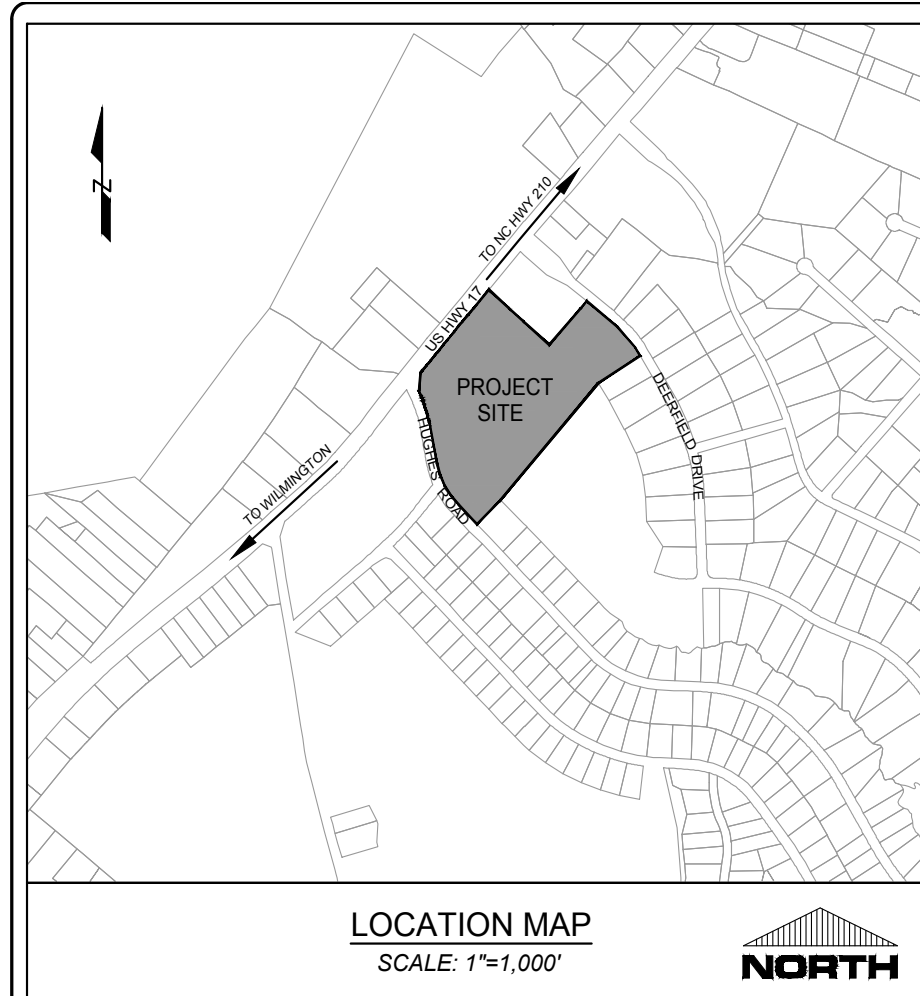


Evolve Headwaters Apartments – 9 July 2021:

Evolve Acquisitions, LLC is requesting an update to the MDP approved on October 3, 2017. The subject parcels include 3282-74-8862-0000, 3282-74-6231-0000, 3282-74-3515-0000, and 3282-74-1001-0000 totaling ±24.26 acres. We are proposing a mixed-use development that will be a combination of 174 multi-family units and (3) commercial outparcels, which fits the intended uses along the major thoroughfare Hwy 17 and has a density of 12.27 units/acre. The land is currently zoned PD, and will remain so under this request. The future land use plan classification identifies this site as regional mixed use which allows up to 15 units/acre. Our design integrates a planned collector road between Hughes Road and Deerfield Drive and public road connection to connect to Hwy 17. As part of the collector road, we are implementing an 8-foot multi use path along one side of the road and bike lanes. We are also having sidewalks throughout the development to promote a walking project. This project is also proposing exceptional design features. We understand that stormwater on this and all sites throughout the county are of major importance. We are proposing to go above and beyond the county stormwater requirements of the 25-year event but designing our stormwater BMP's to control the peak stormwater flow up and including the 100-year event. We believe this not only enhances our project but also addresses some of the County's and downstream neighbors' concerns. We also will amenitize the ponds by placing fountains, walking trails and lookout viewing stations, therefore making the pond a vital part of our active open space. Additionally, we will include the following strategies above and beyond the County's minimum requirements: Preservation of wetlands; Managing storm water on site; Using storm water management and treatment features as amenities; 100-year pre/post stormwater peak flow design.

The property has a current Traffic impact analysis in place, and we are in the process of modifying through the WMPO for the change of use. Currently we have preliminary approval at our main entrance for a traffic signal, this access lines up with the entrance for the property across Hwy 17. By working with the landowner across Hwy 17, we are minimizing new access points to the highway and helping with traffic movements for residents that live off Deerfield and Hughes Roads. In addition, this will allow for easier traffic flow for any future development that occurs on the 42 acre (currently zoned GB) property across Hwy 17. As part of the TIA modification, the timing of when the light is warranted will be determined and improvements installed accordingly.

The project has arrangements for utilities in to be installed with this proposed project. The site will be served by Pluris of Hampstead, LLC for sewer and Pender County engineering for public water. For the subject site and the residential property that was rezoned on November 20, 2018, a regional pump station will be constructed and connect to main line along Hwy 17.



**SITE INFORMATION**  
APPLICANT INFORMATION: HEADWATERS ACQUISITIONS, LLC  
2918-A MARTINSVILLE ROAD  
GREENSBORO, NC 27408

OWNER INFORMATION: LANWILLO DEVELOPMENT CO.  
PO BOX 2088  
WILMINGTON, NC 28402

PINS: 3282-74-8862-0000 (LANWILLO)  
3282-74-6231-0000 (LANWILLO)  
3282-74-3515-0000 (HEADWATERS)  
3282-74-1001-0000 (HEADWATERS)

CURRENT LAND USE: VACANT LAND  
CURRENT ZONING: PD

PROPOSED USE: COMMERCIAL  
MULTI-FAMILY RESIDENTIAL

TOTAL SITE AREA: ± 24.26 ACRES

PROPOSED UNITS: 174 UNITS

**DIMENSIONAL REQUIREMENTS**  
FRONTYARD SETBACK: 5' MINIMUM  
SIDEYARD SETBACK: 5' MINIMUM  
CORNER SIDEYARD SETBACK: 5' MINIMUM  
REAR SETBACK: 5' MINIMUM  
MAXIMUM HEIGHT: 45'  
BUILDING SEPARATION: 20' MIN.

**OPEN SPACE REQUIREMENTS**  
REQUIRED: 0.03 ACRES x 174 UNITS = 5.22 ACRES  
(NO MORE THAN 50% OF THE REQUIRED OPEN SPACE CAN BE PASSIVE)  
PROVIDED: 11.05 ACRES INCLUDING:  
ACTIVE SPACE: 3.70 ACRES (71% OF REQUIRED)  
PASSIVE SPACE: 7.35 ACRES

**BOUNDARY**  
1. SURVEY IS COMPLETE & TITLE SEARCH FOR EXISTING EASEMENTS IS UNDERWAY.  
FINAL PLAT WILL REFLECT ANY EASEMENT.

**LANDSCAPING**  
1. LANDSCAPE PLANS WILL BE PROVIDED TO COUNTY PLANNING STAFF & IN COMPLIANCE WITH SECTION 8 OF THE PENDER COUNTY UDO.

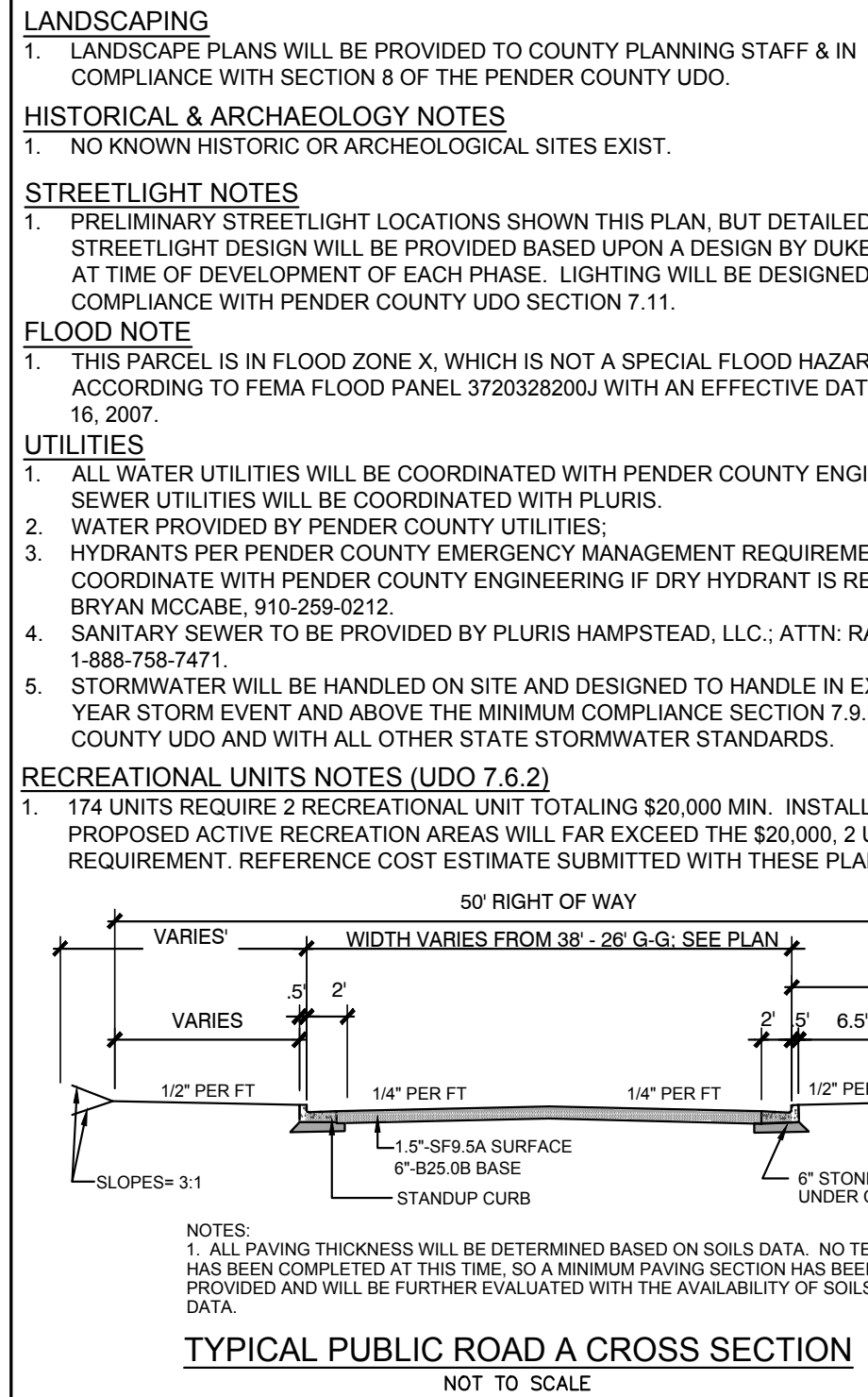
**HISTORICAL & ARCHAEOLOGY NOTES**  
1. NO KNOWN HISTORIC OR ARCHEOLOGICAL SITES EXIST.

**STREETLIGHT NOTES**  
1. PRELIMINARY STREETLIGHT LOCATIONS SHOWN THIS PLAN, BUT DETAILED STREETLIGHT DESIGN WILL BE PROVIDED BASED UPON A DESIGN BY DUKE ENERGY AT TIME OF DEVELOPMENT OF EACH PHASE. LIGHTING WILL BE DESIGNED IN COMPLIANCE WITH PENDER COUNTY UDO SECTION 7.11.

**FLOOD NOTE**  
1. THIS PARCEL IS IN FLOOD ZONE X, WHICH IS NOT A SPECIAL FLOOD HAZARD AREA, ACCORDING TO FEMA FLOOD PANEL 3720328200J WITH AN EFFECTIVE DATE OF FEBRUARY 16, 2007.

**UTILITIES**  
1. ALL WATER UTILITIES WILL BE COORDINATED WITH PENDER COUNTY ENGINEERING AND SEWER UTILITIES WILL BE COORDINATED WITH PLURIS.  
2. WATER PROVIDED BY PENDER COUNTY UTILITIES.  
3. HYDRANTS PER PENDER COUNTY EMERGENCY MANAGEMENT REQUIREMENTS. OWNER TO COORDINATE WITH PENDER COUNTY ENGINEERING IF DRY HYDRANT IS REQUIRED. ATTN: BRYAN MCCABE, 910-259-0212.  
4. SANITARY SEWER TO BE PROVIDED BY PLURIS HAMPSTEAD, LLC.; ATTN: RANDY HOFFER, 1-888-758-7471.  
5. STORMWATER WILL BE HANDLED ON SITE AND DESIGNED TO HANDLE IN EXCESS OF A 25 YEAR STORM EVENT AND ABOVE THE MINIMUM COMPLIANCE SECTION 7.9 B OF THE PENDER COUNTY UDO AND WITH ALL OTHER STATE STORMWATER STANDARDS.

**RECREATIONAL UNITS NOTES (UDO 7.6.2)**  
1. 174 UNITS REQUIRE 2 RECREATIONAL UNIT TOTALING \$20,000 MIN. INSTALLATION OF THE PROPOSED ACTIVE RECREATION AREAS WILL FAR EXCEED THE \$20,000, 2 UNIT REQUIREMENT. REFERENCE COST ESTIMATE SUBMITTED WITH THESE PLANS



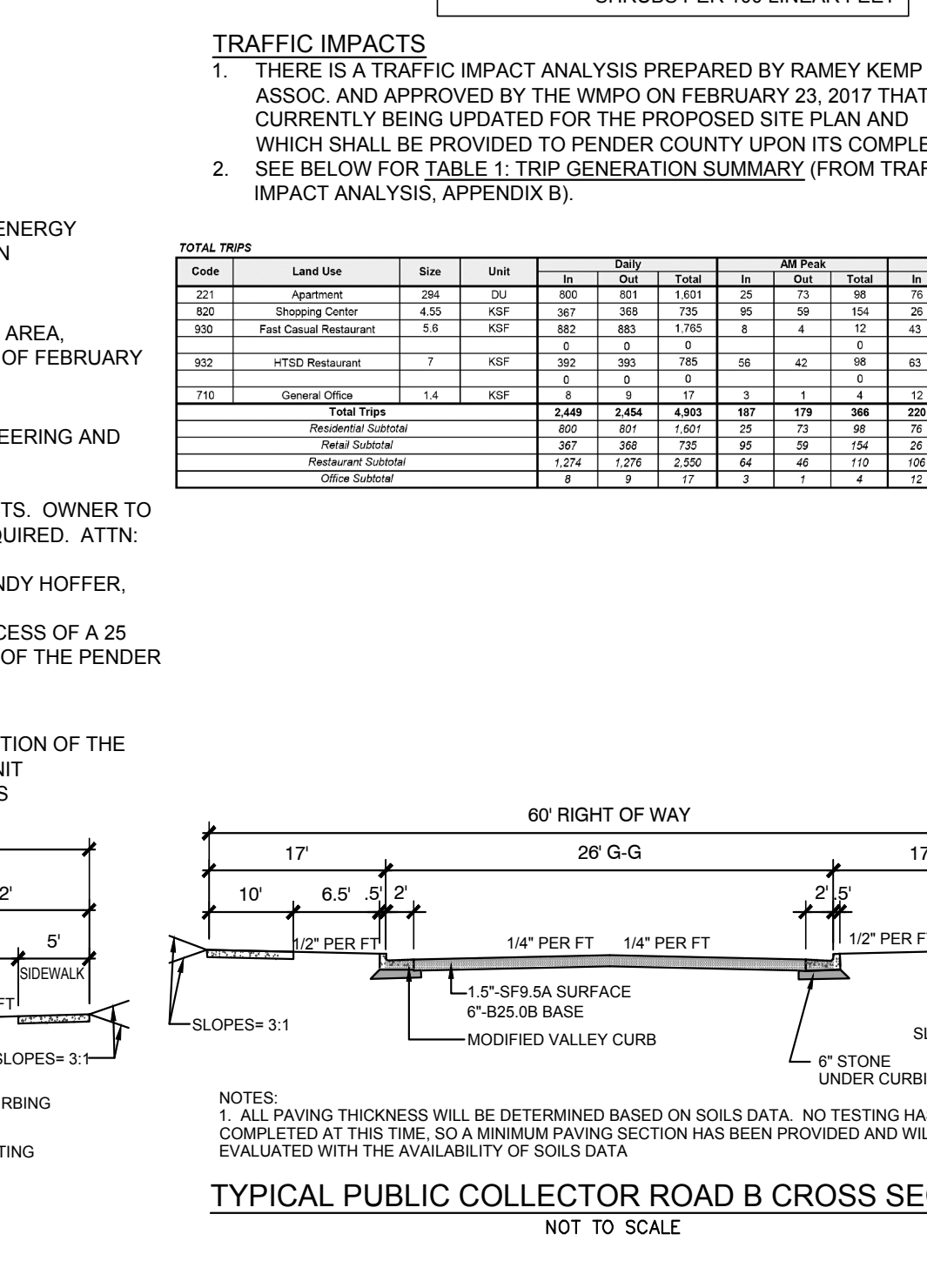
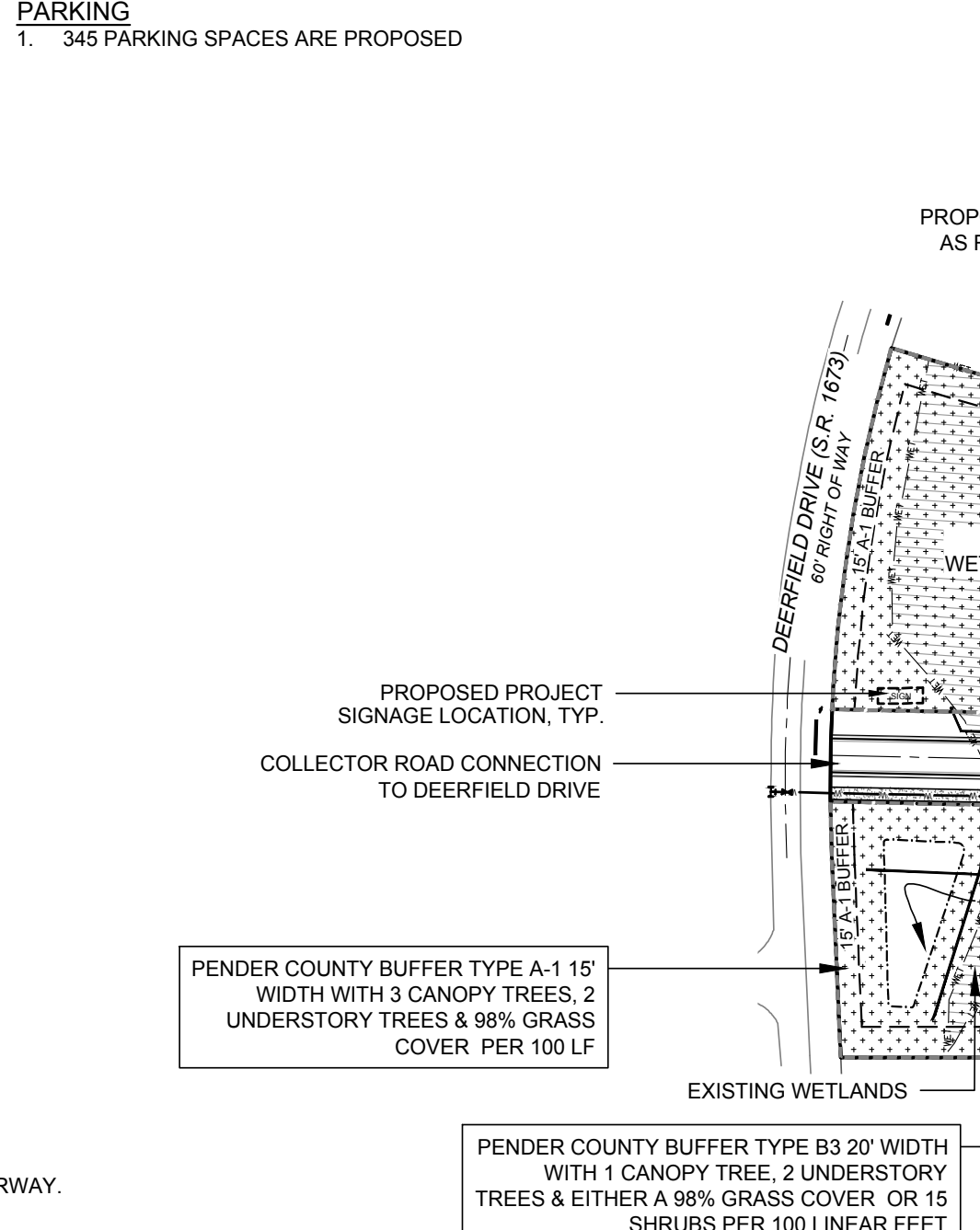
**PROJECT ROAD NOTES**  
1. ALL COLLECTOR ROADS WILL BE PUBLIC RIGHT OF WAYS CONSTRUCTED TO NCDOT SUBDIVISION ROADS MINIMUM CONSTRUCTION STANDARDS AND IN COORDINATION WITH PENDER COUNTY COLLECTOR STREETS PLAN.  
2. ALL PROPOSED INTERNAL ROADWAY INTERSECTIONS AND CONNECTIONS TO EXISTING ROADWAYS & THE PROJECT COLLECTOR ROAD WILL HAVE A 30' RADIUS MINIMUM. ALL OTHER RADI ON THE PROJECT WILL BE 25' MIN OR AS OTHERWISE DICTATED BY TRUCK MOVEMENTS.  
3. STREET NAME SIGNS SHALL BE INSTALLED AS SOON AS ROADWAYS ARE ACCESSIBLE BY VEHICLE TRAFFIC TO INCLUDE DURING CONSTRUCTION AND MEET PENDER COUNTY STREET SIGN SPECIFICATIONS.  
4. SIDEWALKS WILL BE LOCATED ON ONE SIDE OF ALL ROADS EXCEPT THE MAIN COLLECTOR ROAD.  
5. COLLECTOR ROAD SIDEWALKS WILL BE BUILT TO THE COUNTY'S COLLECTOR STREET STANDARDS AS DESIGNATED IN PENDER COUNTY COLLECTOR STREET PLAN. SIDEWALKS SHALL MEET ALL APPLICABLE ADA REQUIREMENTS.  
6. NO PROPOSED ROAD EXCEEDS 1 MILE IN LENGTH OR ACCESSES MORE THAN 200 LOTS. ALL ROADS WILL COMPLY WITH SECTION 7.5.3 OF THE PENDER COUNTY UDO.

**PHASING**  
1. THE RESIDENTIAL PORTION OF THIS NEIGHBORHOOD IS PLANNED TO HAVE 1 PHASE  
2. AMENITIES WILL BE CONSTRUCTED DURING PHASE 1  
3. THE OUTPARCELS OF THIS NEIGHBORHOOD WILL BE CONSTRUCTION AS TENANTS BECOME AVAILABLE AND INDIVIDUAL PLANS ARE APPROVED

**TREE MITIGATION NOTES**  
1. ALL TREE MITIGATION TO COMPLY WITH THE PENDER COUNTY UDO SECTION 8.1.3.

**STORMWATER**  
1. STORMWATER DESIGN SHALL BE COMPLIANT WITH PENDER COUNTY UDO  
2. FULL PERMIT APPROVALS TO BE PROVIDED TO COUNTY WHEN RECEIVED  
3. STORMWATER WILL BE HANDLED ON SITE IN COMPLIANCE WITH ALL STATE AND COUNTY STORMWATER STANDARDS.  
4. REGIONAL STORMWATER POND TO HANDLE STORMWATER FROM FUTURE SINGLE FAMILY DEVELOPMENT TO THE EAST (3282-83-0888-0000)

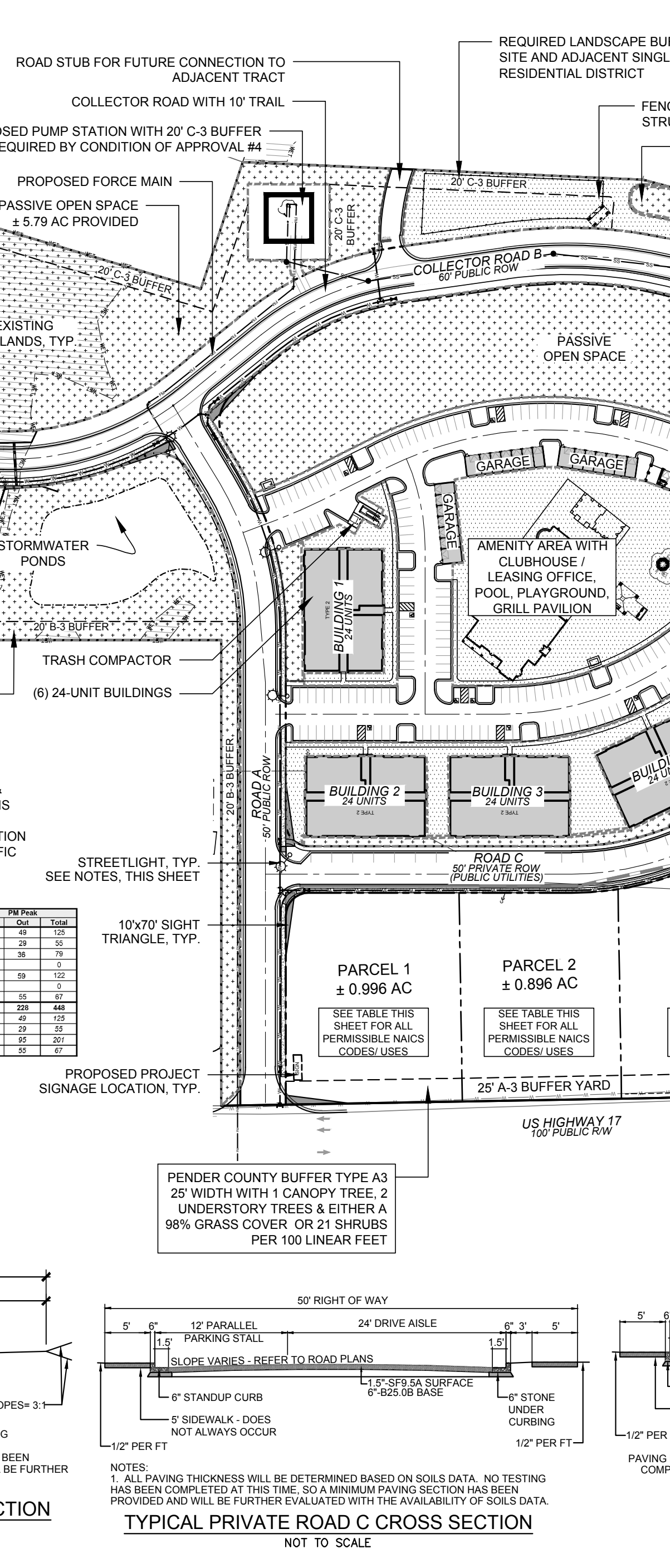
**PARKING**  
1. 345 PARKING SPACES ARE PROPOSED



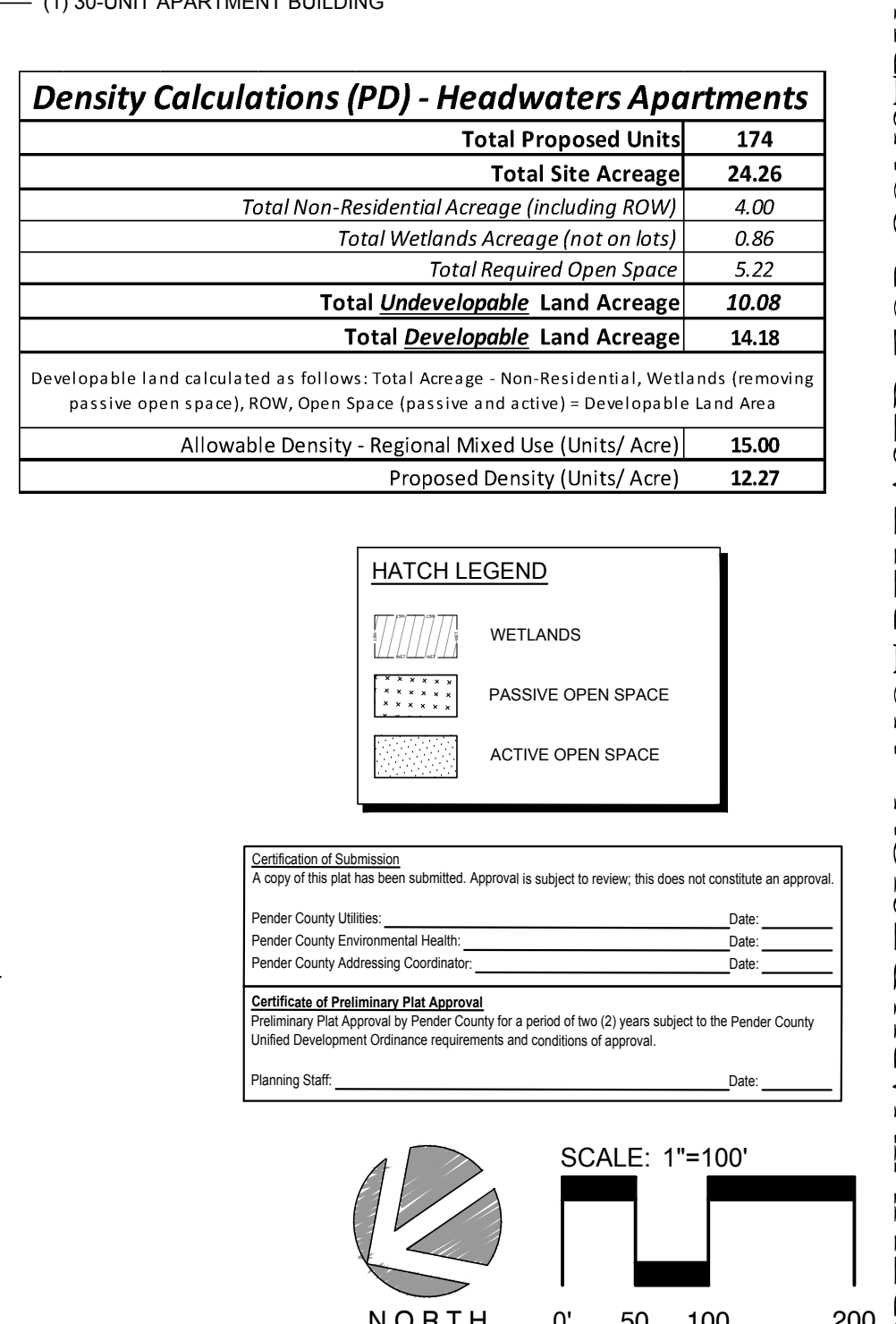
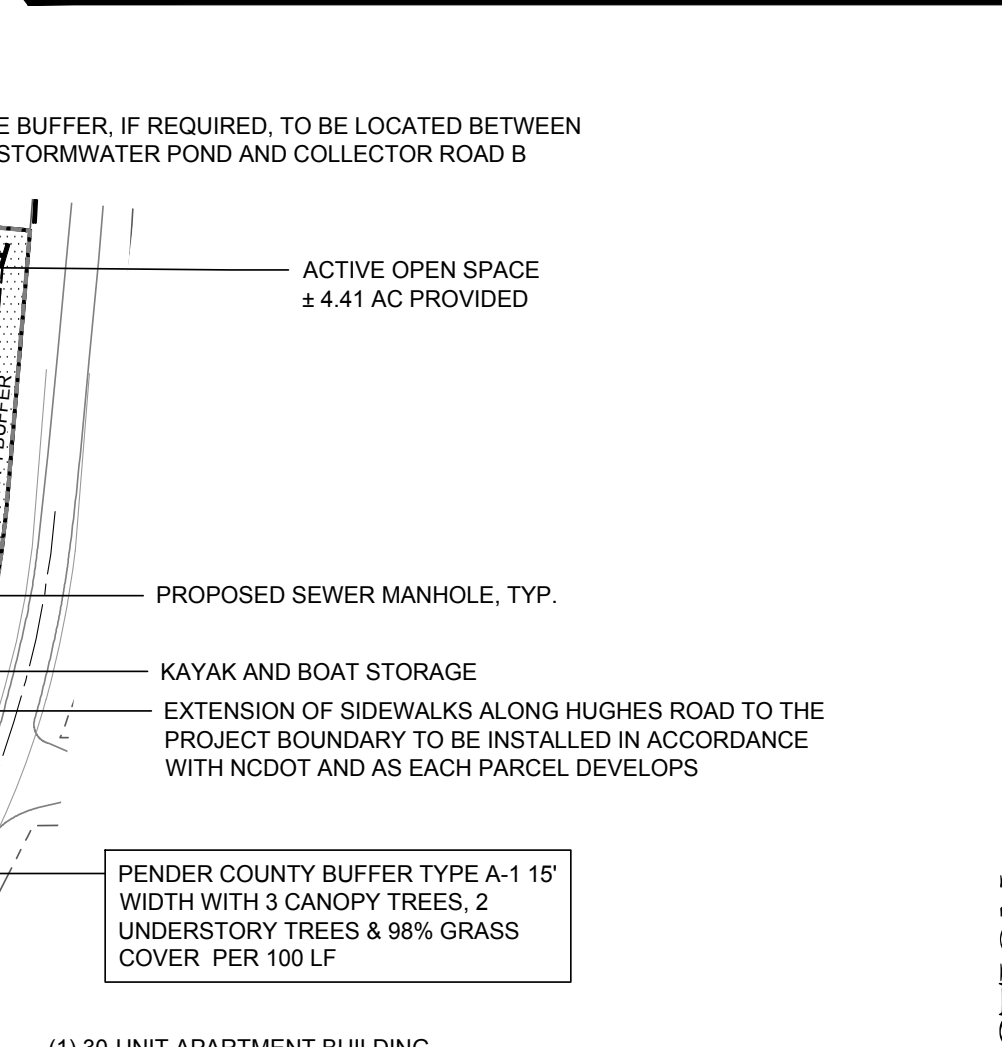
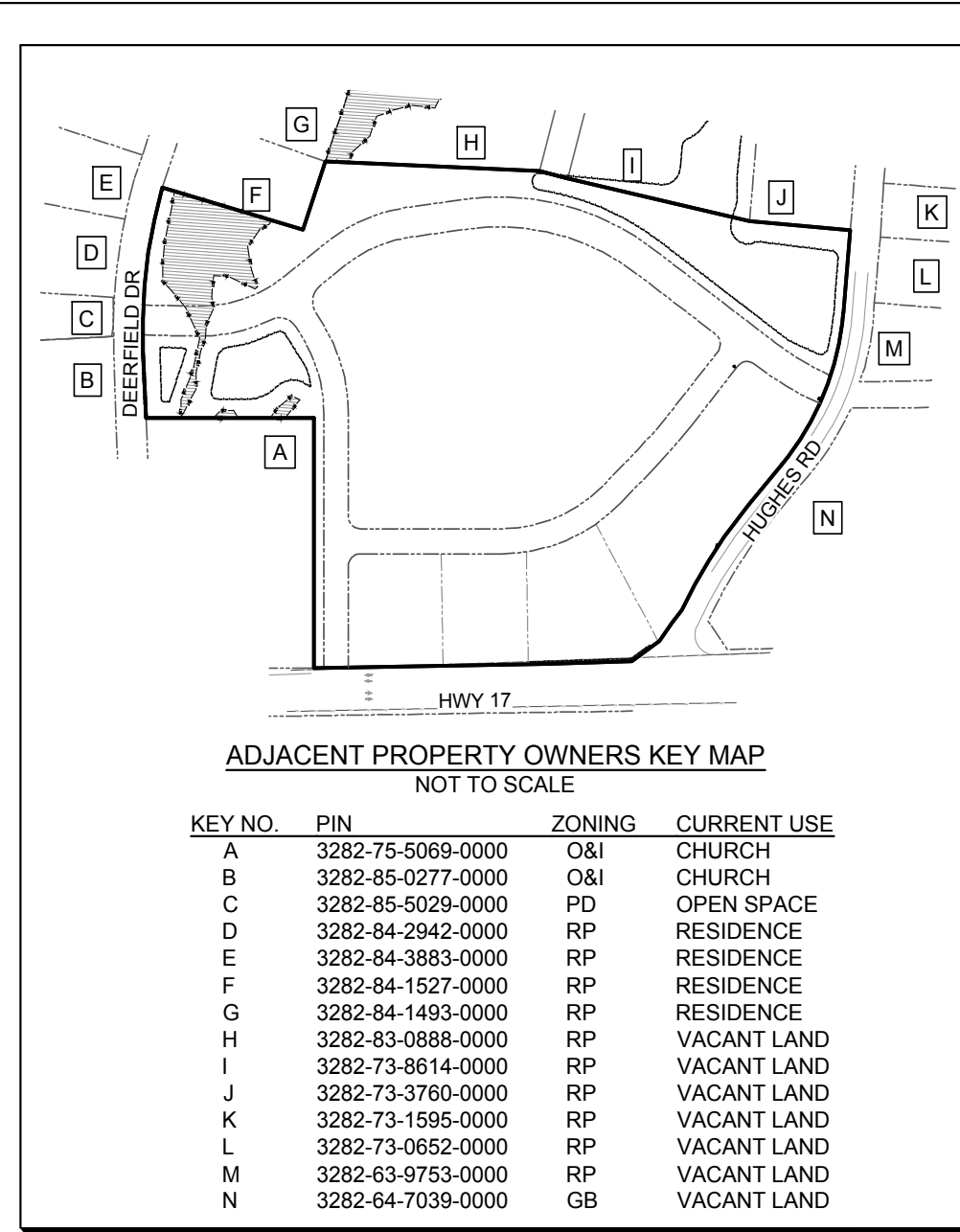
**MASTER DEVELOPMENT PLAN CONDITIONS**  
EXCERPT FROM APPROVAL LETTER 436-2016 MASTER DEVELOPMENT PLAN CONDITIONAL APPROVAL - ISSUED 1/9/17 FROM PENDER COUNTY PLANNING STAFF:  
1. UNLESS OUTPARCEL DEVELOPMENT OCCURS PRIOR TO THE CONSTRUCTION OF THE U-5732 HAMPSTEAD MEDIAN PROJECT, PEDESTRIAN FACILITIES SHALL BE CONSTRUCTED PARALLEL TO US HWY 17 AS EACH OUTPARCEL IS DEVELOPED, ALONG WITH INTERIOR PEDESTRIAN FACILITIES TO CONNECT EACH OUTPARCEL AND TO THE SHOPPING CENTER IN ORDER TO MEET THE REQUIREMENTS OF SECTION 4.8.1.D OF THE PENDER COUNTY UNIFIED DEVELOPMENT ORDINANCE. IF AN OUTPARCEL IS DEVELOPED PRIOR TO THE COMPLETION OF THE U-5732 HAMPSTEAD MEDIAN PROJECT, A PAYMENT IN LIEU OF CONSTRUCTION SHALL BE REQUIRED FOR SIDEWALK CONSTRUCTION ON THE EXTERIOR SIDEWALK PARALLEL TO US HWY 17. ALL SIDEWALKS AND MULTI-USE PATHS SHALL BE MAINTAINED BY THE DEVELOPMENT, UNLESS SUCH FACILITIES ARE LOCATED IN AN NCDOT RIGHT OF WAY. A TRI-PARTY AGREEMENT (SHALL) BE REQUIRED IF SUCH FACILITIES ARE LOCATED WITHIN AN NCDOT RIGHT OF WAY.  
2. ALL PEDESTRIAN FACILITIES ALONG SITE ENTRANCES, COLLECTOR STREETS, AND LOCATED WITHIN THE INTERIOR OF GROCERY AND RETAIL DEVELOPMENT SHALL BE CONSTRUCTED DURING PHASE 1 (MAIN ANCHOR/GROCERY/RETAIL CENTER).  
3. THE REQUIRED COLLECTOR STREET SHALL BE CONSTRUCTED DURING PHASE 1 (MAIN ANCHOR/GROCERY/RETAIL CENTER) AND COMPLETED PRIOR TO ANY FINAL ZONING APPROVALS.  
4. A TYPE C-3 BUFFER SHALL BE LOCATED AROUND THE PERIMETER OF THE PROPOSED PUMP STATION.  
5. PARCELS 1-5 SHALL ONLY BE ACCESSED INTERNALLY TO THE DEVELOPMENT.

**NOTE: CONDITIONS PROVIDED FOR CONTEXT. ABOVE REFERENCED APPROVAL HAS EXPIRED.**

**HOMEOWNERS ASSOCIATION**  
1. PER PENDER COUNTY UDO 7.3, HOMEOWNERS ASSOCIATIONS SHALL BE REQUIRED FOR ALL DEVELOPMENTS WITH DEDICATED IMPROVEMENTS SUCH AS PRIVATELY MAINTAINED STREETS AND/OR OPEN SPACE DEDICATIONS AND MUST BE RECORDED ALONG WITH THE FIRST PHASE OF A FINAL PLAT TO ENCOMPASS THE ENTIRE DEVELOPMENT WITH AN OUTLINE OF AMENITIES/LAND TRANSFERRED TO THE SAID HOA AT OR BEFORE 25% OF ALL UNITS ARE CONSTRUCTED.



| NAICS CODE | USE                                                | 622    | HOSPITALS                                                                    |
|------------|----------------------------------------------------|--------|------------------------------------------------------------------------------|
| 443        | ELECTRONIC & APPLIANCE STORES                      | 7111   | PERFORMING ARTS COMPANIES                                                    |
| 445        | FOOD & BEVERAGE STORES                             | 7114   | AGENTS & MANAGERS FOR ARTISTS, ATHLETES, ENTERTAINERS & OTHER PUBLIC FIGURES |
| 446        | HEALTH & PERSONAL CARES STORES                     | 712    | MUSEUMS, HISTORICAL SITES & SIMILAR INSTITUTIONS                             |
| 447        | GASOLINE STATION                                   | 713940 | FITNESS & RECREATIONAL SPORTS CENTERS                                        |
| 448        | CLOTHING & CLOTHING ACCESSORIES STORES             | 71395  | BOWLING CENTERS                                                              |
| 451        | SPORTING GOODS, HOBBY, BOOK AND MUSIC STORES       | 7211   | HOTELS & MOTELS                                                              |
| 453        | MISCELLANEOUS STORE RETAILERS                      | 7221   | FULL SERVICE RESTAURANTS                                                     |
| 454        | NON STORE RETAILERS                                | 7222   | LIMITED SERVICE EATING PLACES                                                |
| 45110      | POSTAL SERVICES                                    | 7223   | SPECIAL FOOD SERVICES                                                        |
| 52         | FINANCE & RENTAL & LEASING                         | 7224   | DRINKING PLACES                                                              |
| 53         | PROFESSIONAL, SCIENTIFIC & TECHNICAL SERVICES      | 8114   | PERSONAL & HOUSEHOLD GOODS REPAIR & MAINTENANCE                              |
| 54         | MANAGEMENT OF COMPANIES & ENTERPRISES              | 8121   | PERSONAL CARE SERVICES                                                       |
| 55         | ADMINISTRATIVE & SUPPORT SERVICES                  | 812310 | COIN OPERATED LAUNDRIES & DRY CLEANERS                                       |
| 611        | EDUCATIONAL SERVICES                               | 8129   | OTHER PERSONAL SERVICES                                                      |
| 6114       | BUSINESS SCHOOLS, COMMUTER AND MANAGEMENT TRAINING | 8131   | RELIGIOUS ORGANIZATIONS                                                      |
| 6115       | TECHNICAL & TRADE SCHOOLS                          | 8139   | BUSINESS PROFESSIONAL, LABOR, POLITICAL, & SIMILAR ORGANIZATIONS             |
| 6116       | OTHER SCHOOL & INSTRUCTION                         | 92     | PUBLIC ADMINISTRATION                                                        |



PRELIMINARY DESIGN - NOT RELEASED FOR CONSTRUCTION

REVISIONS:

CLIENT INFORMATION

MASTER DEVELOPMENT PLAN OVERALL SITE PLAN EVOLVE HEADWATERS APARTMENTS HAMPSTEAD PENDER COUNTY, NORTH CAROLINA

PROJECT STATUS

SEAL

EVOLVE ACQUISITIONS LLC  
2918-A MARTINSVILLE ROAD  
GREENSBORO, NC 27408

122 Cinema Drive  
Wilmington, North Carolina 28403  
(910) 791-6707 (O) (910) 791-6760 (F)  
NC License # C-2846

PARAMOUNT ENGINEERING

DATE: 07/09/21  
DESIGNED: 08/12/21  
CHECKED: 09/12/21  
DATE: 09/12/21

MDP

PEI JOB#: 20358 PE

## Gideon Smith

---

**From:** Caroline Cheeves <ccheeves@rameykemp.com>  
**Sent:** Thursday, July 29, 2021 12:27 PM  
**To:** Gideon Smith; Scott James; Danielle Troutman  
**Cc:** Covarrubias, Eva P; Dan Cumbo; Leonard, Jessi L; Haste, Bradley L; dracine@ncdot.gov; Travis Henley  
**Subject:** [External]RE: [External]RE: Headwaters Apartments - Updated Scoping Information  
**Attachments:** Trip Generation - updated 7.29.21.pdf

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

All,

We confirmed with the project team that the density is 174 units – the non-residential portion remained unchanged.

See attached for an updated trip generation, we are moving forward with updating our files for this minor change.

Please let me know if you have any questions. Thanks!

---

**Caroline Cheeves (Bojarski), PE**  
**Traffic Engineering Project Manager**  
D 919 987 1281 | T 919 872 5115 | C 814 323 0552



---

**From:** Caroline Cheeves  
**Sent:** Tuesday, July 27, 2021 3:55 PM  
**To:** Gideon Smith <gsmith@pendercountync.gov>; Scott James <Scott.James@wilmingtonnc.gov>; Danielle Troutman <dtroutman@rameykemp.com>  
**Cc:** Covarrubias, Eva P <epcovarrubias@ncdot.gov>; Dan Cumbo <drcumbo@ncdot.gov>; Leonard, Jessi L <jleonard6@ncdot.gov>; Haste, Bradley L <blhaste@ncdot.gov>; dracine@ncdot.gov; Travis Henley <thenley@pendercountync.gov>  
**Subject:** RE: [External]RE: Headwaters Apartments - Updated Scoping Information

Thanks for the heads up, Gideon!

I will follow-up ASAP.

---

**Caroline Cheeves (Bojarski), PE**  
**Traffic Engineering Project Manager**  
D 919 987 1281 | T 919 872 5115 | C 814 323 0552



---

**From:** Gideon Smith <[gsmith@pendercountync.gov](mailto:gsmith@pendercountync.gov)>  
**Sent:** Tuesday, July 27, 2021 3:53 PM  
**To:** Scott James <[Scott.James@wilmingtonnc.gov](mailto:Scott.James@wilmingtonnc.gov)>; Caroline Cheeves <[ccheeves@rameykemp.com](mailto:ccheeves@rameykemp.com)>; Danielle Troutman <[dtroutman@rameykemp.com](mailto:dtroutman@rameykemp.com)>  
**Cc:** Covarrubias, Eva P <[epcovarrubias@ncdot.gov](mailto:epcovarrubias@ncdot.gov)>; Dan Cumbo <[drcumbo@ncdot.gov](mailto:drcumbo@ncdot.gov)>; Leonard, Jessi L <[jleonard6@ncdot.gov](mailto:jleonard6@ncdot.gov)>; Haste, Bradley L <[blhaste@ncdot.gov](mailto:blhaste@ncdot.gov)>; [dracine@ncdot.gov](mailto:dracine@ncdot.gov); Travis Henley <[thenley@pendercountync.gov](mailto:thenley@pendercountync.gov)>  
**Subject:** RE: [External]RE: Headwaters Apartments - Updated Scoping Information

Good afternoon everyone,

I noticed on the approved scope is for 168 multi-family units. According to the plans that were submitted to our office, 174 units are proposed. I would think this needs revised to reflect what is being proposed so there are no issues down the line.

Ms. Cheeves – can you please reach out to your client to confirm the number of multi-family units?

Thanks,  
Gideon

**Gideon Smith | Senior Planner**  
[Pender County Planning & Community Development](mailto:gsmith@pendercountync.gov)  
(910) 259-1529  
[gsmith@pendercountync.gov](mailto:gsmith@pendercountync.gov)  
805 S. Walker Street,  
Burgaw, NC 28425



[www.pendercountync.gov](http://www.pendercountync.gov)

---

**From:** Scott James <[Scott.James@wilmingtonnc.gov](mailto:Scott.James@wilmingtonnc.gov)>  
**Sent:** Friday, July 23, 2021 3:12 PM  
**To:** Caroline Cheeves <[ccheeves@rameykemp.com](mailto:ccheeves@rameykemp.com)>; Danielle Troutman <[dtroutman@rameykemp.com](mailto:dtroutman@rameykemp.com)>  
**Cc:** Covarrubias, Eva P <[epcovarrubias@ncdot.gov](mailto:epcovarrubias@ncdot.gov)>; Dan Cumbo <[drcumbo@ncdot.gov](mailto:drcumbo@ncdot.gov)>; Leonard, Jessi L <[jleonard6@ncdot.gov](mailto:jleonard6@ncdot.gov)>; Haste, Bradley L <[blhaste@ncdot.gov](mailto:blhaste@ncdot.gov)>; [dracine@ncdot.gov](mailto:dracine@ncdot.gov); Sam Shore <[sshore@pendercountync.onmicrosoft.com](mailto:sshore@pendercountync.onmicrosoft.com)>; Travis Henley <[thenley@pendercountync.gov](mailto:thenley@pendercountync.gov)>  
**Subject:** [External]RE: Headwaters Apartments - Updated Scoping Information

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,

Please find attached the **revised** approved scope of study for this project and the revised trip generation estimates.

The reduction in land use intensity has been noted.

Thank you and have a great weekend.

Scott

Scott A. James, P.E.  
Transportation Planning Engineer  
Planning, Development & Transportation Department  
Desk line (910) 473 - 5130

---

**From:** Caroline Cheeves [<mailto:ccheeves@rameykemp.com>]  
**Sent:** Tuesday, July 20, 2021 2:15 PM  
**To:** Scott James <[Scott.James@wilmingtonnc.gov](mailto:Scott.James@wilmingtonnc.gov)>; Danielle Troutman <[dtroutman@rameykemp.com](mailto:dtroutman@rameykemp.com)>  
**Cc:** Covarrubias, Eva P <[epcovarrubias@ncdot.gov](mailto:epcovarrubias@ncdot.gov)>; Dan Cumbo <[drcumbo@ncdot.gov](mailto:drcumbo@ncdot.gov)>; Leonard, Jessi L <[jleonard6@ncdot.gov](mailto:jleonard6@ncdot.gov)>; Haste, Bradley L <[blhaste@ncdot.gov](mailto:blhaste@ncdot.gov)>  
**Subject:** RE: Headwaters Apartments - Updated Scoping Information

Thanks, Scott!

It appears that those files had the previous density for the apartments (294) - Do you need to issue a new scope approval for the updated density (168 apartments)? Or are we okay to just state that the density was reduced since receiving the scope approval? We also didn't include internal capture or pass-by in the original scoping documentation.

We can send on the updated site trip assignment, or we can just include all that in the TIA.

Thanks!

---

**Caroline Cheeves (Bojarski), PE**  
**Traffic Engineering Project Manager**  
C 814 323 0552 | T 919 872 5115 | D 919 987 1281  
[rameykemp.com](http://rameykemp.com)

---

**From:** Scott James <[Scott.James@wilmingtonnc.gov](mailto:Scott.James@wilmingtonnc.gov)>  
**Sent:** Monday, July 19, 2021 5:08 PM  
**To:** Caroline Cheeves <[ccheeves@rameykemp.com](mailto:ccheeves@rameykemp.com)>; Danielle Troutman <[dtroutman@rameykemp.com](mailto:dtroutman@rameykemp.com)>  
**Cc:** Covarrubias, Eva P <[epcovarrubias@ncdot.gov](mailto:epcovarrubias@ncdot.gov)>; Dan Cumbo <[drcumbo@ncdot.gov](mailto:drcumbo@ncdot.gov)>; Leonard, Jessi L <[jleonard6@ncdot.gov](mailto:jleonard6@ncdot.gov)>; Haste, Bradley L <[blhaste@ncdot.gov](mailto:blhaste@ncdot.gov)>  
**Subject:** RE: Headwaters Apartments - Updated Scoping Information

Hello Caroline,

I've reviewed the files and found this response from June 29<sup>th</sup>.

NC DOT has provided comments and is awaiting the preliminary TIA.

Please confirm receipt of the attachment.

Scott

Scott A. James, P.E.  
Transportation Planning Engineer  
Planning, Development & Transportation Department  
Desk line (910) 473 - 5130

---

**From:** Caroline Cheeves [<mailto:ccheeves@rameykemp.com>]  
**Sent:** Thursday, July 15, 2021 10:26 AM  
**To:** Scott James <[Scott.James@wilmingtonnc.gov](mailto:Scott.James@wilmingtonnc.gov)>  
**Cc:** Danielle Troutman <[dtoutman@rameykemp.com](mailto:dtoutman@rameykemp.com)>; Covarrubias, Eva P <[epcovarrubias@ncdot.gov](mailto:epcovarrubias@ncdot.gov)>  
**Subject:** Headwaters Apartments - Updated Scoping Information

Hey Scott!

Jay had previously scoped out a TIA for the Headwaters Apartments development. The TIA was put on hold, but is now kicking back off with a slightly different site plan (fewer apartment units). Attached is the previous scope approval and the updated trip generation. We are hoping that the same scope will be applicable with the new trip generation.

I am not 100% positive where this one was left off in the scoping process, but below is a link to all of the scoping information, please let us know if this was previously reviewed.

 [Headwaters at Hampstead - WMPO Scope Approval](#)

The project team wants to move forward as quickly as possible with this update. Let us know if you have any questions or if we need to hop on the call next week to discuss.

Thanks!

---

**Caroline Cheeves (Bojarski), PE**  
**Traffic Engineering Project Manager**  
C 814 323 0552 | T 919 872 5115 | D 919 987 1281  
[rameykemp.com](http://rameykemp.com)

Moving forward.



**RAMEY KEMP ASSOCIATES**  
OWNERSHIP > OUR CULTURE > YOUR SUCCESS



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E-mail correspondence to and from this address is subject to the North Carolina Public Records Law and may be disclosed to third parties.

**Table 1 – Trip Generation Summary**

| Land Use<br>(ITE Code)                                                 | Intensity   | Daily<br>Traffic<br>(vpd) | Weekday<br>AM Peak<br>Hour Trips<br>(vph) |            | Weekday<br>PM Peak<br>Hour Trips<br>(vph) |            |
|------------------------------------------------------------------------|-------------|---------------------------|-------------------------------------------|------------|-------------------------------------------|------------|
|                                                                        |             |                           | Enter                                     | Exit       | Enter                                     | Exit       |
| Multifamily Housing Mid-Rise<br>(221)                                  | 174 units   | 950                       | 15                                        | 44         | 46                                        | 29         |
| General Office Building<br>(710)                                       | 1,400 s.f.  | 40                        | 4                                         | 0          | 12                                        | 55         |
| Shopping Center<br>(820)                                               | 4,550 s.f.  | 740                       | 95                                        | 59         | 26                                        | 29         |
| High-Turnover (Sit-Down) Restaurant<br>(932)                           | 12,600 s.f. | 1,410                     | 101                                       | 76         | 114                                       | 105        |
| <b>Total Trips</b>                                                     |             | <b>3,140</b>              | <b>215</b>                                | <b>179</b> | <b>198</b>                                | <b>218</b> |
| <i>Internal Capture<br/>(13% AM &amp; 19% PM)</i>                      |             |                           | -28                                       | -23        | -38                                       | -41        |
| <b>Total External Trips</b>                                            |             |                           | <b>187</b>                                | <b>156</b> | <b>160</b>                                | <b>177</b> |
| <i>Pass-By Trips: Shopping Center<br/>(34% PM)</i>                     |             |                           | --                                        | --         | -8                                        | -8         |
| <i>Pass-By Trips: High-Turnover (Sit-Down) Restaurant<br/>(43% PM)</i> |             |                           | --                                        | --         | -38                                       | -38        |
| <b>Total Primary Trips</b>                                             |             |                           | <b>187</b>                                | <b>156</b> | <b>114</b>                                | <b>131</b> |

| NCHRP 8-51 Internal Trip Capture Estimation Tool |                         |  |  |               |           |
|--------------------------------------------------|-------------------------|--|--|---------------|-----------|
| Project Name:                                    | Headwaters at Hampstead |  |  | Organization: | RKA       |
| Project Location:                                | Hampstead, NC           |  |  | Performed By: | DT        |
| Scenario Description:                            |                         |  |  | Date:         | 7/29/2021 |
| Analysis Year:                                   |                         |  |  | Checked By:   |           |
| Analysis Period:                                 | AM Street Peak Hour     |  |  | Date:         |           |

| Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate) |                                         |          |       |                         |          |         |
|------------------------------------------------------------------------------|-----------------------------------------|----------|-------|-------------------------|----------|---------|
| Land Use                                                                     | Development Data (For Information Only) |          |       | Estimated Vehicle-Trips |          |         |
|                                                                              | ITE LUCs <sup>1</sup>                   | Quantity | Units | Total                   | Entering | Exiting |
| Office                                                                       | 710                                     | 1,400    | s.f.  |                         | 4        | 0       |
| Retail                                                                       | 820                                     | 4,550    | s.f.  |                         | 95       | 59      |
| Restaurant                                                                   | 932                                     | 12,600   | s.f.  |                         | 101      | 76      |
| Cinema/Entertainment                                                         |                                         |          |       |                         |          |         |
| Residential                                                                  | 221                                     | 174      | units |                         | 15       | 44      |
| Hotel                                                                        |                                         |          |       |                         |          |         |
| All Other Land Uses <sup>2</sup>                                             |                                         |          |       |                         |          |         |
| Total                                                                        |                                         |          |       | 0                       | 215      | 179     |

| Table 2-A: Mode Split and Vehicle Occupancy Estimates |                |           |                 |               |           |                 |
|-------------------------------------------------------|----------------|-----------|-----------------|---------------|-----------|-----------------|
| Land Use                                              | Entering Trips |           |                 | Exiting Trips |           |                 |
|                                                       | Veh. Occ.      | % Transit | % Non-Motorized | Veh. Occ.     | % Transit | % Non-Motorized |
| Office                                                | 1.10           |           |                 | 1.10          |           |                 |
| Retail                                                | 1.10           |           |                 | 1.10          |           |                 |
| Restaurant                                            | 1.10           |           |                 | 1.10          |           |                 |
| Cinema/Entertainment                                  | 1.10           |           |                 | 1.10          |           |                 |
| Residential                                           | 1.10           |           |                 | 1.10          |           |                 |
| Hotel                                                 | 1.10           |           |                 | 1.10          |           |                 |
| All Other Land Uses <sup>2</sup>                      | 1.10           |           |                 | 1.10          |           |                 |

| Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance) |                  |        |            |                      |             |       |
|---------------------------------------------------------------------------|------------------|--------|------------|----------------------|-------------|-------|
| Origin (From)                                                             | Destination (To) |        |            |                      |             |       |
|                                                                           | Office           | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office                                                                    |                  |        |            |                      |             |       |
| Retail                                                                    |                  |        |            |                      |             |       |
| Restaurant                                                                |                  |        |            |                      |             |       |
| Cinema/Entertainment                                                      |                  |        |            |                      |             |       |
| Residential                                                               |                  |        |            |                      |             |       |
| Hotel                                                                     |                  |        |            |                      |             |       |

| Table 4-A: Internal Person-Trip Origin-Destination Matrix* |                  |        |            |                      |             |       |
|------------------------------------------------------------|------------------|--------|------------|----------------------|-------------|-------|
| Origin (From)                                              | Destination (To) |        |            |                      |             |       |
|                                                            | Office           | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office                                                     |                  | 0      | 0          | 0                    | 0           | 0     |
| Retail                                                     | 0                |        | 8          | 0                    | 0           | 0     |
| Restaurant                                                 | 1                | 8      |            | 0                    | 1           | 0     |
| Cinema/Entertainment                                       | 0                | 0      | 0          |                      | 0           | 0     |
| Residential                                                | 0                | 0      | 10         | 0                    |             | 0     |
| Hotel                                                      | 0                | 0      | 0          | 0                    | 0           |       |

| Table 5-A: Computations Summary           |       |          |         |
|-------------------------------------------|-------|----------|---------|
|                                           | Total | Entering | Exiting |
| All Person-Trips                          | 434   | 237      | 197     |
| Internal Capture Percentage               | 13%   | 12%      | 14%     |
| External Vehicle-Trips <sup>3</sup>       | 345   | 191      | 154     |
| External Transit-Trips <sup>4</sup>       | 0     | 0        | 0       |
| External Non-Motorized Trips <sup>4</sup> | 0     | 0        | 0       |

| Table 6-A: Internal Trip Capture Percentages by Land Use |                |               |
|----------------------------------------------------------|----------------|---------------|
| Land Use                                                 | Entering Trips | Exiting Trips |
| Office                                                   | 25%            | N/A           |
| Retail                                                   | 8%             | 12%           |
| Restaurant                                               | 16%            | 12%           |
| Cinema/Entertainment                                     | N/A            | N/A           |
| Residential                                              | 6%             | 21%           |
| Hotel                                                    | N/A            | N/A           |

|                                                                                                                                                       |
|-------------------------------------------------------------------------------------------------------------------------------------------------------|
| <sup>1</sup> Land Use Codes (LUCs) from <i>Trip Generation Informational Report</i> , published by the Institute of Transportation Engineers.         |
| <sup>2</sup> Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator |
| <sup>3</sup> Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A                                           |
| <sup>4</sup> Person-Trips                                                                                                                             |
| *Indicates computation that has been rounded to the nearest whole number.                                                                             |
| <i>Estimation Tool Developed by the Texas Transportation Institute</i>                                                                                |

|                         |                         |
|-------------------------|-------------------------|
| <b>Project Name:</b>    | Headwaters at Hampstead |
| <b>Analysis Period:</b> | AM Street Peak Hour     |

| Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends |                               |               |               |                              |               |               |
|----------------------------------------------------------------|-------------------------------|---------------|---------------|------------------------------|---------------|---------------|
| Land Use                                                       | Table 7-A (D): Entering Trips |               |               | Table 7-A (O): Exiting Trips |               |               |
|                                                                | Veh. Occ.                     | Vehicle-Trips | Person-Trips* | Veh. Occ.                    | Vehicle-Trips | Person-Trips* |
| Office                                                         | 1.10                          | 4             | 4             | 1.10                         | 0             | 0             |
| Retail                                                         | 1.10                          | 95            | 105           | 1.10                         | 59            | 65            |
| Restaurant                                                     | 1.10                          | 101           | 111           | 1.10                         | 76            | 84            |
| Cinema/Entertainment                                           | 1.10                          | 0             | 0             | 1.10                         | 0             | 0             |
| Residential                                                    | 1.10                          | 15            | 17            | 1.10                         | 44            | 48            |
| Hotel                                                          | 1.10                          | 0             | 0             | 1.10                         | 0             | 0             |

| Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin) |                  |        |            |                      |             |       |
|------------------------------------------------------------------------------------|------------------|--------|------------|----------------------|-------------|-------|
| Origin (From)                                                                      | Destination (To) |        |            |                      |             |       |
|                                                                                    | Office           | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office                                                                             |                  | 0      | 0          | 0                    | 0           | 0     |
| Retail                                                                             | 19               |        | 8          | 0                    | 9           | 0     |
| Restaurant                                                                         | 26               | 12     |            | 0                    | 3           | 3     |
| Cinema/Entertainment                                                               | 0                | 0      | 0          |                      | 0           | 0     |
| Residential                                                                        | 1                | 0      | 10         | 0                    |             | 0     |
| Hotel                                                                              | 0                | 0      | 0          | 0                    | 0           |       |

| Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination) |                  |        |            |                      |             |       |
|-----------------------------------------------------------------------------------------|------------------|--------|------------|----------------------|-------------|-------|
| Origin (From)                                                                           | Destination (To) |        |            |                      |             |       |
|                                                                                         | Office           | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office                                                                                  |                  | 34     | 26         | 0                    | 0           | 0     |
| Retail                                                                                  | 0                |        | 56         | 0                    | 0           | 0     |
| Restaurant                                                                              | 1                | 8      |            | 0                    | 1           | 0     |
| Cinema/Entertainment                                                                    | 0                | 0      | 0          |                      | 0           | 0     |
| Residential                                                                             | 0                | 18     | 22         | 0                    |             | 0     |
| Hotel                                                                                   | 0                | 4      | 7          | 0                    | 0           |       |

| Table 9-A (D): Internal and External Trips Summary (Entering Trips) |                       |          |       |                         |                      |                            |
|---------------------------------------------------------------------|-----------------------|----------|-------|-------------------------|----------------------|----------------------------|
| Destination Land Use                                                | Person-Trip Estimates |          |       | External Trips by Mode* |                      |                            |
|                                                                     | Internal              | External | Total | Vehicles <sup>1</sup>   | Transit <sup>2</sup> | Non-Motorized <sup>2</sup> |
| Office                                                              | 1                     | 3        | 4     | 3                       | 0                    | 0                          |
| Retail                                                              | 8                     | 97       | 105   | 88                      | 0                    | 0                          |
| Restaurant                                                          | 18                    | 93       | 111   | 85                      | 0                    | 0                          |
| Cinema/Entertainment                                                | 0                     | 0        | 0     | 0                       | 0                    | 0                          |
| Residential                                                         | 1                     | 16       | 17    | 15                      | 0                    | 0                          |
| Hotel                                                               | 0                     | 0        | 0     | 0                       | 0                    | 0                          |
| All Other Land Uses <sup>3</sup>                                    | 0                     | 0        | 0     | 0                       | 0                    | 0                          |

| Table 9-A (O): Internal and External Trips Summary (Exiting Trips) |                       |          |       |                         |                      |                            |
|--------------------------------------------------------------------|-----------------------|----------|-------|-------------------------|----------------------|----------------------------|
| Origin Land Use                                                    | Person-Trip Estimates |          |       | External Trips by Mode* |                      |                            |
|                                                                    | Internal              | External | Total | Vehicles <sup>1</sup>   | Transit <sup>2</sup> | Non-Motorized <sup>2</sup> |
| Office                                                             | 0                     | 0        | 0     | 0                       | 0                    | 0                          |
| Retail                                                             | 8                     | 57       | 65    | 52                      | 0                    | 0                          |
| Restaurant                                                         | 10                    | 74       | 84    | 67                      | 0                    | 0                          |
| Cinema/Entertainment                                               | 0                     | 0        | 0     | 0                       | 0                    | 0                          |
| Residential                                                        | 10                    | 38       | 48    | 35                      | 0                    | 0                          |
| Hotel                                                              | 0                     | 0        | 0     | 0                       | 0                    | 0                          |
| All Other Land Uses <sup>3</sup>                                   | 0                     | 0        | 0     | 0                       | 0                    | 0                          |

<sup>1</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

<sup>2</sup>Person-Trips

<sup>3</sup>Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

\*Indicates computation that has been rounded to the nearest whole number.

| NCHRP 8-51 Internal Trip Capture Estimation Tool |                         |  |  |               |           |
|--------------------------------------------------|-------------------------|--|--|---------------|-----------|
| Project Name:                                    | Headwaters at Hampstead |  |  | Organization: | RKA       |
| Project Location:                                | Hampstead, NC           |  |  | Performed By: | DT        |
| Scenario Description:                            |                         |  |  | Date:         | 7/29/2021 |
| Analysis Year:                                   |                         |  |  | Checked By:   |           |
| Analysis Period:                                 | PM Street Peak Hour     |  |  | Date:         |           |

| Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate) |                                         |          |       |                         |          |         |
|------------------------------------------------------------------------------|-----------------------------------------|----------|-------|-------------------------|----------|---------|
| Land Use                                                                     | Development Data (For Information Only) |          |       | Estimated Vehicle-Trips |          |         |
|                                                                              | ITE LUCs <sup>1</sup>                   | Quantity | Units | Total                   | Entering | Exiting |
| Office                                                                       | 710                                     | 1,400    | s.f.  |                         | 12       | 55      |
| Retail                                                                       | 820                                     | 4,550    | s.f.  |                         | 26       | 29      |
| Restaurant                                                                   | 932                                     | 12,600   | s.f.  |                         | 114      | 105     |
| Cinema/Entertainment                                                         |                                         |          |       |                         |          |         |
| Residential                                                                  | 221                                     | 174      | units |                         | 46       | 29      |
| Hotel                                                                        |                                         |          |       |                         |          |         |
| All Other Land Uses <sup>2</sup>                                             |                                         |          |       |                         |          |         |
| Total                                                                        |                                         |          |       | 0                       | 198      | 218     |

| Table 2-P: Mode Split and Vehicle Occupancy Estimates |                |           |                 |               |           |                 |
|-------------------------------------------------------|----------------|-----------|-----------------|---------------|-----------|-----------------|
| Land Use                                              | Entering Trips |           |                 | Exiting Trips |           |                 |
|                                                       | Veh. Occ.      | % Transit | % Non-Motorized | Veh. Occ.     | % Transit | % Non-Motorized |
| Office                                                | 1.10           |           |                 | 1.10          |           |                 |
| Retail                                                | 1.10           |           |                 | 1.10          |           |                 |
| Restaurant                                            | 1.10           |           |                 | 1.10          |           |                 |
| Cinema/Entertainment                                  | 1.10           |           |                 | 1.10          |           |                 |
| Residential                                           | 1.10           |           |                 | 1.10          |           |                 |
| Hotel                                                 | 1.10           |           |                 | 1.10          |           |                 |
| All Other Land Uses <sup>2</sup>                      | 1.10           |           |                 | 1.10          |           |                 |

| Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance) |                  |        |            |                      |             |       |
|---------------------------------------------------------------------------|------------------|--------|------------|----------------------|-------------|-------|
| Origin (From)                                                             | Destination (To) |        |            |                      |             |       |
|                                                                           | Office           | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office                                                                    |                  | 2610   | 2610       |                      | 2610        |       |
| Retail                                                                    |                  |        |            |                      | 2610        |       |
| Restaurant                                                                |                  |        |            |                      | 2610        |       |
| Cinema/Entertainment                                                      |                  |        |            |                      | 2610        |       |
| Residential                                                               |                  | 2610   | 2610       |                      |             |       |
| Hotel                                                                     |                  |        |            |                      | 2610        |       |

| Table 4-P: Internal Person-Trip Origin-Destination Matrix* |                  |        |            |                      |             |       |
|------------------------------------------------------------|------------------|--------|------------|----------------------|-------------|-------|
| Origin (From)                                              | Destination (To) |        |            |                      |             |       |
|                                                            | Office           | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office                                                     |                  | 0      | 0          | 0                    | 1           | 0     |
| Retail                                                     | 1                |        | 9          | 0                    | 4           | 0     |
| Restaurant                                                 | 3                | 15     |            | 0                    | 8           | 0     |
| Cinema/Entertainment                                       | 0                | 0      | 0          |                      | 0           | 0     |
| Residential                                                | 1                | 0      | 1          | 0                    |             | 0     |
| Hotel                                                      | 0                | 0      | 0          | 0                    | 0           |       |

| Table 5-P: Computations Summary           |       |          |         |
|-------------------------------------------|-------|----------|---------|
|                                           | Total | Entering | Exiting |
| All Person-Trips                          | 459   | 218      | 241     |
| Internal Capture Percentage               | 19%   | 20%      | 18%     |
| External Vehicle-Trips <sup>3</sup>       | 340   | 160      | 180     |
| External Transit-Trips <sup>4</sup>       | 0     | 0        | 0       |
| External Non-Motorized Trips <sup>4</sup> | 0     | 0        | 0       |

| Table 6-P: Internal Trip Capture Percentages by Land Use |                |               |
|----------------------------------------------------------|----------------|---------------|
| Land Use                                                 | Entering Trips | Exiting Trips |
| Office                                                   | 38%            | 2%            |
| Retail                                                   | 52%            | 44%           |
| Restaurant                                               | 8%             | 22%           |
| Cinema/Entertainment                                     | N/A            | N/A           |
| Residential                                              | 25%            | 6%            |
| Hotel                                                    | N/A            | N/A           |

|                                                                                                                                                       |
|-------------------------------------------------------------------------------------------------------------------------------------------------------|
| <sup>1</sup> Land Use Codes (LUCs) from <i>Trip Generation Informational Report</i> , published by the Institute of Transportation Engineers.         |
| <sup>2</sup> Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator |
| <sup>3</sup> Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P                                           |
| <sup>4</sup> Person-Trips                                                                                                                             |
| *Indicates computation that has been rounded to the nearest whole number.                                                                             |
| <i>Estimation Tool Developed by the Texas Transportation Institute</i>                                                                                |

|                         |                         |
|-------------------------|-------------------------|
| <b>Project Name:</b>    | Headwaters at Hampstead |
| <b>Analysis Period:</b> | PM Street Peak Hour     |

| Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends |                               |               |               |                              |               |               |
|----------------------------------------------------------------|-------------------------------|---------------|---------------|------------------------------|---------------|---------------|
| Land Use                                                       | Table 7-P (D): Entering Trips |               |               | Table 7-P (O): Exiting Trips |               |               |
|                                                                | Veh. Occ.                     | Vehicle-Trips | Person-Trips* | Veh. Occ.                    | Vehicle-Trips | Person-Trips* |
| Office                                                         | 1.10                          | 12            | 13            | 1.10                         | 55            | 61            |
| Retail                                                         | 1.10                          | 26            | 29            | 1.10                         | 29            | 32            |
| Restaurant                                                     | 1.10                          | 114           | 125           | 1.10                         | 105           | 116           |
| Cinema/Entertainment                                           | 1.10                          | 0             | 0             | 1.10                         | 0             | 0             |
| Residential                                                    | 1.10                          | 46            | 51            | 1.10                         | 29            | 32            |
| Hotel                                                          | 1.10                          | 0             | 0             | 1.10                         | 0             | 0             |

| Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin) |                  |        |            |                      |             |       |
|------------------------------------------------------------------------------------|------------------|--------|------------|----------------------|-------------|-------|
| Origin (From)                                                                      | Destination (To) |        |            |                      |             |       |
|                                                                                    | Office           | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office                                                                             |                  | 1      | 0          | 0                    | 1           | 0     |
| Retail                                                                             | 1                |        | 9          | 1                    | 4           | 2     |
| Restaurant                                                                         | 3                | 48     |            | 9                    | 9           | 8     |
| Cinema/Entertainment                                                               | 0                | 0      | 0          |                      | 0           | 0     |
| Residential                                                                        | 1                | 1      | 1          | 0                    |             | 1     |
| Hotel                                                                              | 0                | 0      | 0          | 0                    | 0           |       |

| Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination) |                  |        |            |                      |             |       |
|-----------------------------------------------------------------------------------------|------------------|--------|------------|----------------------|-------------|-------|
| Origin (From)                                                                           | Destination (To) |        |            |                      |             |       |
|                                                                                         | Office           | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office                                                                                  |                  | 0      | 0          | 0                    | 2           | 0     |
| Retail                                                                                  | 4                |        | 36         | 0                    | 23          | 0     |
| Restaurant                                                                              | 4                | 15     |            | 0                    | 8           | 0     |
| Cinema/Entertainment                                                                    | 1                | 1      | 4          |                      | 2           | 0     |
| Residential                                                                             | 7                | 0      | 2          | 0                    |             | 0     |
| Hotel                                                                                   | 0                | 1      | 6          | 0                    | 0           |       |

| Table 9-P (D): Internal and External Trips Summary (Entering Trips) |                       |          |       |                         |                      |                            |
|---------------------------------------------------------------------|-----------------------|----------|-------|-------------------------|----------------------|----------------------------|
| Destination Land Use                                                | Person-Trip Estimates |          |       | External Trips by Mode* |                      |                            |
|                                                                     | Internal              | External | Total | Vehicles <sup>1</sup>   | Transit <sup>2</sup> | Non-Motorized <sup>2</sup> |
| Office                                                              | 5                     | 8        | 13    | 7                       | 0                    | 0                          |
| Retail                                                              | 15                    | 14       | 29    | 13                      | 0                    | 0                          |
| Restaurant                                                          | 10                    | 115      | 125   | 105                     | 0                    | 0                          |
| Cinema/Entertainment                                                | 0                     | 0        | 0     | 0                       | 0                    | 0                          |
| Residential                                                         | 13                    | 38       | 51    | 35                      | 0                    | 0                          |
| Hotel                                                               | 0                     | 0        | 0     | 0                       | 0                    | 0                          |
| All Other Land Uses <sup>3</sup>                                    | 0                     | 0        | 0     | 0                       | 0                    | 0                          |

| Table 9-P (O): Internal and External Trips Summary (Exiting Trips) |                       |          |       |                         |                      |                            |
|--------------------------------------------------------------------|-----------------------|----------|-------|-------------------------|----------------------|----------------------------|
| Origin Land Use                                                    | Person-Trip Estimates |          |       | External Trips by Mode* |                      |                            |
|                                                                    | Internal              | External | Total | Vehicles <sup>1</sup>   | Transit <sup>2</sup> | Non-Motorized <sup>2</sup> |
| Office                                                             | 1                     | 60       | 61    | 55                      | 0                    | 0                          |
| Retail                                                             | 14                    | 18       | 32    | 16                      | 0                    | 0                          |
| Restaurant                                                         | 26                    | 90       | 116   | 82                      | 0                    | 0                          |
| Cinema/Entertainment                                               | 0                     | 0        | 0     | 0                       | 0                    | 0                          |
| Residential                                                        | 2                     | 30       | 32    | 27                      | 0                    | 0                          |
| Hotel                                                              | 0                     | 0        | 0     | 0                       | 0                    | 0                          |
| All Other Land Uses <sup>3</sup>                                   | 0                     | 0        | 0     | 0                       | 0                    | 0                          |

<sup>1</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

<sup>2</sup>Person-Trips

<sup>3</sup>Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

\*Indicates computation that has been rounded to the nearest whole number.



305 Chestnut Street  
PO Box 1810  
Wilmington, NC 28402  
Ph: (910) 341-3258  
Fax: (910) 341-7801  
www.wmpo.org

~~February 23, 2021~~ **REVISED July 23, 2021**

**Ms. Caroline (Bojarski) Cheeves, PE**

Ramey Kemp Associates  
5808 Faringdon Place  
Raleigh, NC 27609

RE: **REVISED** Scope approval for the Traffic Impact Analysis (TIA) associated with the proposed  
**Headwaters Apartments Development**  
Pender County, NC

Dear Mr. Clapp,

Based on the information provided, and conversations held to date, it is our understanding that the proposed development will consist of:

- LUC 221 – ~~294~~ **168** Multi-Family Housing (Mid Rise)
- LUC 712 – 1,400 SF Small Office Building (8 employees)
- LUC 820 – 4,550 SF Shopping Center
- LUC 932 – 12,600 SF High Turnover (Sit-Down) Restaurant

Below please find the scope to be used for the Traffic Impact Analysis:

1. **Data Collection - Analysis Parameters:**

a) Study Intersections

i. For existing intersections, provide turning movement counts for weekday AM (7:00am-9:00am) and PM (4:00pm-6:00pm) peak periods, signal timing (if applicable), and lane geometry:

- US 17 at NC 210/ SR 1784 (Dan Owen Drive)
- US 17 at SR 1673 (Deerfield Drive)
- US 17 at SR 1618 (Hughes Road)
- US 17 at SR 1582 (Washington Acres Road)
- US 17 at Site Access 1
- SR 1673 (Deerfield Drive) at SR 1684 (NE Center Drive)/Site Access 3
- SR 1673 (Deerfield Drive) at SR 1674 (Creekview Drive)
- SR 1673 (Deerfield Drive) at Site Access 2
- SR 1582 (Washington Acres Road) at SR 1684 (SW Center Drive)

Wilmington Urban Area Metropolitan Planning Organization

City of Wilmington • Town of Carolina Beach • Town of Kure Beach • Town of Wrightsville Beach  
County of New Hanover • Town of Belville • Town of Leland • Town of Navassa • County of Brunswick  
County of Currituck • Cape Fear Public Transportation Authority • North Carolina Department of Transportation

**REVISED** Scope of study letter for the Headwaters Apartments Traffic Impact Analysis (TIA)

b) Site Trip Generation, Site Trip Distribution and Background Traffic Assumptions

- i. Site Trip Generation Estimate - **REVISED**
  - Attached
- ii. Site Trip Distribution
  - To be submitted and approved prior to use in TIA
- iii. Adjacent Development (approved but not yet built):
  - Lea Marina
- iv. Planned Roadway Improvements
  - N/A
- v. Background Traffic Assumptions
  - Full Build - 2023
  - Growth rate – 1% per year

2. **Capacity Analysis: Week day AM & PM Peak Hour**

- a) Technical Analysis
  - i. 2021 Existing
  - ii. 2023 Future No-Build  
[Existing + 1% background growth + approved development trips]
  - iii. 2023 Full Build Conditions  
[Existing + 1% background growth + approved development trips + site trips]
  - iv. 2023 Full Build Conditions + improvements  
[Existing + 1% background growth + site trips]

3. **Final Report Submittal:**

- a) Completed TIA Application
- b) Signed and sealed by a Professional Engineer
- c) Three bound copies
- d) Electronic copies to include PDF of TIA and Synchro output files and Synchro analysis files in digital format

4. **Notes:**

- a) This scope shall remain valid for three months from the date of this letter.
- b) Please note that if any changes occur (including but not limited to; land use, intensity, phasing, and/or site access) additional analysis may be required.

Please contact me at (910) 473 - 5130 with any questions regarding this scope.

Sincerely,

Scott A. James, PE  
Transportation Planning Engineer  
Wilmington Urban Area MPO

**REVISED** Scope of study letter for the Headwaters Apartments Traffic Impact Analysis (TIA)

Attachments: Traffic Impact Analysis Supplemental Guidelines

**REVISED** Trip Generation Summary (provided by Ramey Kemp)

Site Map (provided by Ramey Kemp)

ec: Dan Cumbo, PE, District Engineer, NCDOT  
Doug Racine, Assistant District Engineer, NCDOT  
Brad Haste, Assistant District Engineer, NCDOT  
Jessi Leonard, PE, Division Traffic Engineer, NCDOT  
Eva Covarrubias, EI Transportation Engineering Associate, NCDOT  
Mike Kozlosky, Executive Director, WMPO  
Travis Henley, MPA, Planning Director, Pender County  
Sam Shore, MPA, Long Range Planner, Pender County

## COMMUNITY MEETING SIGN-IN SHEET

Headwaters at Hampstead

Meeting Date: August 17, 2021, 6:30 pm

Place/Room: Hampstead Annex, 15060 US Hwy 17, Hampstead NC

| Name                    | Address                    | E-Mail (optional)       |
|-------------------------|----------------------------|-------------------------|
| Pat Donovan-Brandenburg | 201 Creekview Drive        | pdonovan-Brandenburg    |
| Walt + Sue Hyale        | 144 Shandy Way             | @jacksonvillewc.gov     |
| RON + PAULINE STICK     | 115 DEERFIELD DR           |                         |
| Laura LaBree            | 527 N Line Dr 28443        | llabree78@gmail.com     |
| Micki L. Tanbouz        | 531 North Line Drive 28443 | mtanbouz@charter.net    |
| Scot Ricks              | 121 Deerfield Dr           |                         |
| Darryl Widmeyer         | B2 Circle Dr.              |                         |
| Dee Becker              | 345 Hughes Rd              | starbettehchem@live.com |
| Fred Isenigard          | 345 Hughes Rd              |                         |
| Danielle Peacock        | 123 Deerfield Dr           |                         |
| David Peacock           | 123 Deerfield Dr           |                         |
| Mary Martin             | 338 Creekview Drive        |                         |
| Kelli Ramsay            | 405 Headwaters Dr          |                         |
| Dickinsons              | 48 Sally Ln                | Kadickinson7@gmail.com  |
| Doug Holdstein          | 313 Creekview Dr.          |                         |
|                         |                            |                         |
|                         |                            |                         |
|                         |                            |                         |

**Community Meeting Summary  
for Master Development Plan by Evolve Acquisitions, LLC**

Meeting Date & Time: August 17, 6:30 PM -7:30 PM

Meeting Location: Hampstead Annex

Paramounte Engineering, Inc. (PEI), Evolve Acquisitions, LLC (Evolve), and Swain & Associates (Swain) (collectively, Development Team) hosted a meeting to introduce the proposed development for Hawthorne at Headwaters to the adjacent neighbors attending the meeting. Property owners within 500 ft. of the proposed development (as required by Pender County) were notified of the community meeting by mail on August 6, 2021.

The open-house style meeting allowed people to view a context aerial for general site location purposes, a concept of the overall proposed master development as well as examples of other Evolve multifamily projects and Swain commercial/retail projects. The community asked the Development Team questions about the plans, and many of the same questions were discussed repeatedly during the meeting. The following is a synopsis of the comments heard at the meeting.

- Attendees were concerned about traffic from the development, The team stated that traffic report takes into account this, previously approved and any other developments in the planning stage with the county
- Attendees discussed stormwater and where ponds discharged and size of ponds, The team stated that ponds sized for the 100 year event and below, which is greater than Pender County stormwater ordinance
- Attendees asked if there would be Section 8 housing, The team stated no Section 8 housing
- Concerns were raised regarding a multifamily project's impact on the school system, team stated that multi-family has less school children than traditional single-family neighborhoods
- Attendees asked about process for review by Pender County, team stated review is based on technical standards of Pender County UDO/Subdivision ordinance
- Attendees asked about sewer for the property, team stated sewer pump station to be built for development, will tie into Pluris Hampstead system
- Attendees asked about water capacity, team stated have capacity letter from Pender County Utilities stating capacity for project

## Gideon Smith

---

**From:** Gideon Smith  
**Sent:** Monday, July 12, 2021 1:00 PM  
**To:** Gideon Smith  
**Cc:** Travis Henley; Tera Cline; Vanessa Lacer; Carlene Shaw; Greg Feldman  
**Subject:** Pender County TRC - August 5  
**Attachments:** MDP 2021-30 Evolve Headwaters Apartments Master Plan 7.9.2021.pdf; MDP 2021-31 Scotts Hill RMX Proposed Master Plan 7.9.2021.pdf

Good afternoon everyone,

We have not received any applications for the August 5, 2021 TRC meeting. If no one objects, we will plan to cancel that meeting.

We have, however, received two Master Development Plans for Planning Board consideration at their September meeting. Will you please review the attached plans and provide any comments to me by Monday, July 26? Please let me know if you would like to meet and discuss these items at 9:00 AM on Thursday, August 5, 2021 (regular TRC meeting date/time).

Please note that these two developments were originally proposed to be rezoned a few months ago, but the applicants have withdrawn those applications. They are now proposing new site designs as shown on these Master Development Plans.

Thanks,  
Gideon

**Gideon Smith | Senior Planner**  
[Pender County Planning & Community Development](#)  
(910) 259-1529  
[gsmith@pendercountync.gov](mailto:gsmith@pendercountync.gov)  
805 S. Walker Street,  
Burgaw, NC 28425



[www.pendercountync.gov](http://www.pendercountync.gov)



## **Technical Review Committee (TRC) Comment Sheet**

**Project Title:** Evolve Headwaters Apartments Master Development Plan  
**Case Number:** MDP 2021-30  
**TRC Meeting Date:** 7/12/2021 – Sent to TRC for review and comment  
**Board Hearing (if applicable):** 9/1/2021

The following comments have been received for the September 1, 2021 Planning Board meeting. No additional comments from other TRC members have been received at this time.

### **Pender County Addressing Coordinator, Mike Dickson 910-259-1442**

1. ROAD A, COLLECTOR ROAD B, ROAD C, and the three unlabeled roads in the apartment parking area must be named.
2. The developer must submit road names and possible alternatives to me for approval.
3. The building address numbers will be assigned by me during each individual building permit approval for the multi-family buildings, the amenity center for the multi-family buildings, and the garage buildings.
4. The developer is responsible for assigning the individual unit numbers.

### **Pender County Soil and Water Conservation District, Jason Turner 910-471-9122**

1. Pender SWCD has no issue with this request.

### **WMPO, Scott James, 910-473-5130**

1. A revised approved scope of study for this project and the revised trip generation estimates have been sent to the applicant's traffic engineer.
2. The reduction in land use intensity has been noted.

### **Pluris, Kaarin Williams 910-218-7653**

1. Currently Pluris does not see any issues with this project.





## **Pender County MDP 2021-31**

---

**TO:** Planning Board  
**FROM:** Gideon Smith  
**DATE:** September 1, 2021  
**SUBJECT:** MDP 2021-31

---

### **SUMMARY:**

Tribute Investment and Development, Inc., applicant on behalf of Wilbur R. Corbett Trust, owner is requesting the approval of a Master Development Plan within the PD, Planned Development zoning district to allow for a mixed-use development consisting of 9 single-family lots and 116 townhomes for a total of 125 units. The subject property consists of one tract of land totaling approximately 20.38 acres and is located on the eastern side of US HWY 17 across from Christian Chapel Road in the Topsail Township and may be further identified by Pender County PIN 3281-29-4277-0000.

### **ACTION REQUESTED:**

To hold a Public Hearing and consider the Master Development Plan

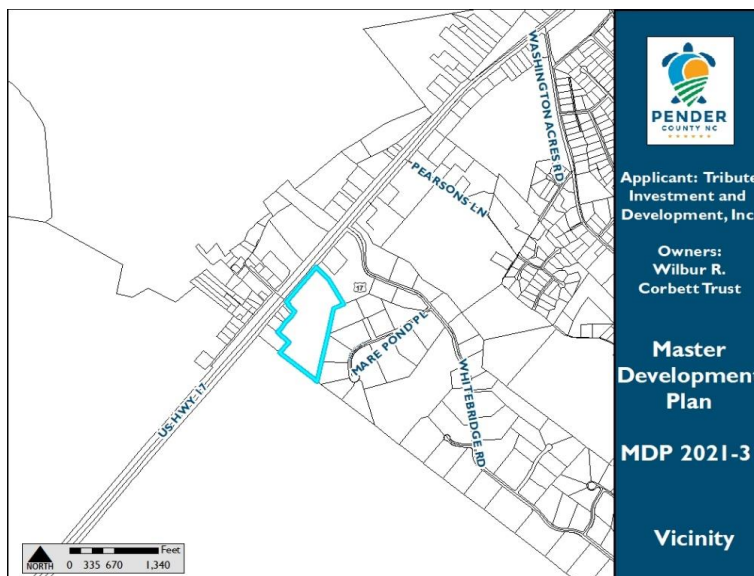
### **ATTACHMENTS:**

- 1.MDP 2021-31 Staff Report
- 2.MDP 2021-31 Application
- 3.MDP 2021-31 Narrative
- 4.MDP 2021-31 Master Plan
- 5.MDP 2021-31 Trip Generations
- 6.MDP 2021-31 Community meeting report
- 7.MDP 2021-31 TRC comments

## STAFF REPORT FOR MDP 2021-31 MASTER DEVELOPMENT PLAN APPLICATION

| APPLICATION SUMMARY                 |                                          |
|-------------------------------------|------------------------------------------|
| Case Number                         | MDP 2021-31                              |
| Hearing Date                        | September 1, 2021 Planning Board         |
| Applicant                           | Tribute Investment and Development, Inc. |
| Property Owner(s)                   | Wilbur R. Corbett Trust                  |
| Parcel Identification Number        | 3281-29-4277-0000                        |
| Acreage                             | 20.38                                    |
| Township                            | Topsail                                  |
| Zoning District                     | PD, Planned Development                  |
| Pender 2.0 Future Land Use Category | Neighborhood Mixed Use                   |

| MASTER DEVELOPMENT PLAN PROPOSAL                                                                                                                                                                                                                                                                                              |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Tribute Investment and Development, Inc., applicant, on behalf of Wilbur R. Corbett Trust, owners, is requesting approval of a Master Development Plan within the PD, Planned Development zoning district to allow for a mixed-use development consisting of 9 single-family lots and 116 townhomes for a total of 125 units. |
| LOCATION                                                                                                                                                                                                                                                                                                                      |
| The subject property is located on the eastern side of US HWY 17 across from Christian Chapel Road in the Topsail Township.                                                                                                                                                                                                   |



## MASTER DEVELOPMENT PLAN PROPOSAL

The applicant is proposing to construct a mixed-use development, Scotts Hill Residential Mixed-Use, in one phase that consists of 9 single-family cottage homes and 116 townhome units (total of 125 units). The 116 townhomes units will be distributed across 29 residential structures with 4 units each (a townhome structure with 3-4 units is also referred to as a multiplex in the Pender County Unified Development Ordinance (UDO)). Based on the proposed uses associated with this request and the design of the site, this application meets the requirements of Section 4.8.1.B.d of the UDO. Because the subject property is less than 100 acres, a mix of residential and non-residential uses is not required.

As proposed, the uses associated with the Scotts Hill Residential Mixed-Use Master Development Plan will be limited to single-family lots and townhomes. Additional information regarding the proposed development is detailed in subsequent sections in this report.



If this proposed request is approved, the applicant will be required to submit a site-specific plan to be reviewed by the Technical Review Committee (TRC) to ensure compliance with all applicable local, State, and Federal regulations. Approval of the Master Development Plan shall not be construed to grant approval to begin construction.

### Density

The proposed net density of the project is shown in the table below and calculated in accordance with Section 4.6.7.A.2 of the UDO. A net density of 9.98 dwelling units/acre (du/ac) is in conformance with the Future Land Use Map in the Pender 2.0 Comprehensive Land Use Plan as it meets the maximum density recommended for the Neighborhood Mixed Use Future Land Use Classification, which envisions development at a density of up to ten dwelling units an acre.

| Density Calculation              |                                              |
|----------------------------------|----------------------------------------------|
| Total Site Acreage               | 20.38 ac                                     |
| Potential Wetland Acreage        | 3.39 ac                                      |
| Proposed Right-of-Way (60' wide) | 2.6 ac                                       |
| Required Open Space*             | 3.75 ac<br>(1.88 ac active; 1.88 ac passive) |
| Total Number of Units            | 125                                          |
| <b>Net Density</b>               | <b>9.98 du/ac</b>                            |

\*Passive open space may be subtracted from the total wetland area (Section 4.6.7.A.2)

### Dimensional Requirements

Dimensional standards within the PD, Planned Development zoning district are specific to individual parcels or parcels included in master development plans. If a property is not included in a master development plan, dimensional standards must be reviewed and approved by the Planning Board.

The applicant is proposing the below minimum dimensional standards. According to the applicant, the building footprints of both the cottage homes and the townhomes will be used as lot lines where residents will own the land beneath the house while the remainder of the site will be in common ownership maintained by a Homeowners' Association. Because the subject property will not be subdivided in a traditional sense, the proposed dimensional standards are to be applied to the exterior project boundary.

| Scotts Hill Residential Mixed-Use Proposed Setbacks |                 |
|-----------------------------------------------------|-----------------|
|                                                     | Minimum Setback |
| Front (Adjacent US HWY 17)                          | 25'             |
| Front (Adjacent Collector Road)                     | 15'             |
| Side                                                | 15'             |
| Rear                                                | 25'             |
| Max. Building Height                                | 35'             |
| Structure Separation                                | 15'             |

### Landscaping & Buffers

The table below outlines the required buffers in the PD, Planned Development zoning district based on the adjacent land uses to the subject property. As shown, the proposed master plan is in compliance with landscaping and buffer requirements outlined in Article 8 of the UDO.

| Required and Proposed Buffers |                                                                                     |
|-------------------------------|-------------------------------------------------------------------------------------|
| Buffer Type                   | Location of Buffer                                                                  |
| Type A                        | Adjacent US HWY 17                                                                  |
| Type B                        | Along all other boundaries                                                          |
| Type C                        | Adjacent existing residential lots along US HWY 17 and in the Whitebridge community |

### Significant Trees

A significant tree survey conforming with section 8.1.3 of the Pender County Unified Development Ordinance will be required prior to administrative approval of any subsequent Preliminary Plat or Site Development Plan within this project. Any significant tree proposed for removal shall be mitigated by the on-site planting of two (2) trees of the same species with a minimum caliper of 2" or greater. Please note that a significant tree survey is not required in areas designated as wetland and will be verified during site plan review if approved.

### Open Space

The proposed mixed-use development is required to provide a minimum of 3.75 acres of open space, with a minimum of 1.88 acres dedicated as active and a minimum of 1.88 acres dedicated as passive. The table below outlines the required open space as well as the proposed open space associated with the master plan.

| Required and Proposed Open Space |                     |                         |
|----------------------------------|---------------------|-------------------------|
| Open Space Dedication            | Open Space Required | Open Space Provided     |
| Active                           | 1.88 ac             | 1.97 ac (9.6% of site)  |
| Passive                          | 1.88 ac             | 3.39 ac (16.6% of site) |
| Total                            | 3.75 ac             | 5.36 ac (26.2% of site) |

### Recreational Units

Per Section 7.6.2 of the Pender County Unified Development Ordinance, developments are required to provide recreational units equivalent to financial credits based on the total proposed dwelling units. The bolded information in the table below includes the Recreational Unit requirement for the proposed mixed-use project. The applicant has illustrated a location for an amenity area on the master plan.

| Required Recreation Units |                      |                 |
|---------------------------|----------------------|-----------------|
| Dwelling Units            | Recreational Unit(s) | Financial Unit  |
| 34-99                     | 1.0                  | \$10,000        |
| <b>100-150</b>            | <b>1.5</b>           | <b>\$15,000</b> |
| 151-200                   | 2.0                  | \$20,000        |

## TRANSPORTATION INFRASTRUCTURE

### Roadways, Street Connectivity, and Access

The applicant is proposing to construct two public roadways illustrated in the Pender County Collector Street Plan. A Major Collector Street (60' right-of-way width) would run generally parallel to US HWY 17 throughout the development. A Minor Collector Street (60' right-of-way width) would connect this new collector road to US HWY 17 and serve as the entrance to the project.

The construction of the two collector roads will facilitate three new roadway connections that will provide access to the subject site via US HWY 17 and to the adjacent properties once developed. No decision regarding the ownership of the internal roadway network has been provided at this time.

In accordance with the Pender County Collector Street Plan and Unified Development Ordinance, individual driveway access will not be permitted on the collector streets. The proposed roadway network conforms with the Pender County Collector Street Plan and the UDO. Staff will ensure all submittals meet state and local requirements prior to administrative approval.

### Traffic

A Traffic Impact Analysis (TIA) is not required for the proposed master development plan because it is estimated to generate less than 100 trips in the morning and evening peak hours and less than 1,000 trips per day. Any traffic requirements will be addressed by NCDOT and will be required to be compliant with their standards. The table below includes estimates provided by the applicant's traffic engineer that reflect the estimated trips anticipated to be generated by the proposed mixed-use development. The below estimates are also included as Attachment I in the Board's packet.

| Scotts Hill Residential Mixed-Use Estimated Trip Generation |      |                |             |                    |      |                    |      |
|-------------------------------------------------------------|------|----------------|-------------|--------------------|------|--------------------|------|
| Land Use                                                    | Size | Unit           | Daily Trips | AM Peak Hour Trips |      | PM Peak Hour Trips |      |
|                                                             |      |                |             | Enter              | Exit | Enter              | Exit |
| Single Family Residential (LUC 210)                         | 9    | Dwelling Units | 113         | 3                  | 8    | 6                  | 4    |
| Low-Rise Residential (LUC 220)                              | 116  | Dwelling Units | 836         | 13                 | 42   | 42                 | 25   |
| Total                                                       | 125  | Dwelling Units | 949         | 66                 |      | 77                 |      |

Because a Traffic Impact Analysis has not been completed at this time that analyzes roadway impacts as a result of the development, the volume to capacity ratio for US HWY 17 near the subject site has been provided. This ratio is based on average daily trips and the design characteristics of a given roadway, which can provide a general idea of the function of such roadway. Based upon the available volume to capacity data, US HWY 17 in this area has capacity to handle the anticipated traffic volume increases associated with the proposed master development plan.

### NCDOT Average Annual Daily Traffic (AADT) – 2019; WMPO Roadway Capacities – 2019

| Road      | Location    | Volume | Capacity | V/C  |
|-----------|-------------|--------|----------|------|
| US HWY 17 | 12700 Block | 38,500 | 75,800   | 0.51 |

### Pedestrian Access

The applicant has agreed to two conditions to provide a multi-use path along one side of the collector street running parallel to US HWY 17 and along one side of the collector street connecting to US HWY 17. Sidewalks or other equivalent pedestrian infrastructure will also be installed along one side of every right-of-way or drive aisle throughout the development.

## OTHER INFRASTRUCTURE

### Utilities

According to the applicant, the proposed mixed-use development intends to utilize Pender County Utilities (PCU) for water service and Pluris for wastewater service. A pump station will also be constructed on the parcel in order to provide utility service to the proposed development. Relevant documentation from state, local, or private entities involved in the construction and operation of these utilities will be required prior to administrative approval to construct the development.

### Stormwater

The applicant is proposing to exceed the standards prescribed in Section 7.9 of the UDO by constructing a stormwater system which would accommodate a fifty-year storm and be analyzed for a one-hundred-year storm. Compliance with these standards will be verified during TRC review if this request is approved. Certification from a licensed engineer that the project meets these requirements shall be required at administrative approval of the development, and all necessary state permits will be required prior to administrative approval for land disturbing activities.

| ENVIRONMENTAL CONCERNS         |                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|--------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Special Flood Hazard Areas     | The subject property does not contain any Special Flood Hazard Areas <sup>1</sup> .                                                                                                                                                                                                                                                                                                                                                                  |
| Wetlands                       | Portions of the subject property may contain wetlands <sup>2, 3</sup> . The extent of these wetlands are illustrated on the submitted master plan. No Jurisdictional Determination from the U.S. Army Corps of Engineers has been submitted by the applicant, which will be required prior to any administrative development approvals. Any disturbance within these wetlands is subject to review and approval by the U.S. Army Corps of Engineers. |
| Areas of Environmental Concern | The subject property does not contain any Areas of Environmental Concern (AEC) <sup>4</sup> .                                                                                                                                                                                                                                                                                                                                                        |

<sup>1</sup> According to the effective regulatory and preliminary Flood Insurance Rate Maps NC Flood Risk Information System (NC FRIS)

<sup>2</sup> According to the NC Division of Coastal Management (NC DCM)

<sup>3</sup> According to the National Wetlands Inventory (NWI)

<sup>4</sup> According to the North Carolina Department of Environmental Quality (NCDEQ)

### External Permits

All applicable state and federal agency permits including, but not limited to, a Stormwater Management Permit, Erosion Control Plan, wetlands impact permits, and NCDOT Driveway Permit will be required prior to approval of a site approval.

### PUBLIC INPUT MEETING

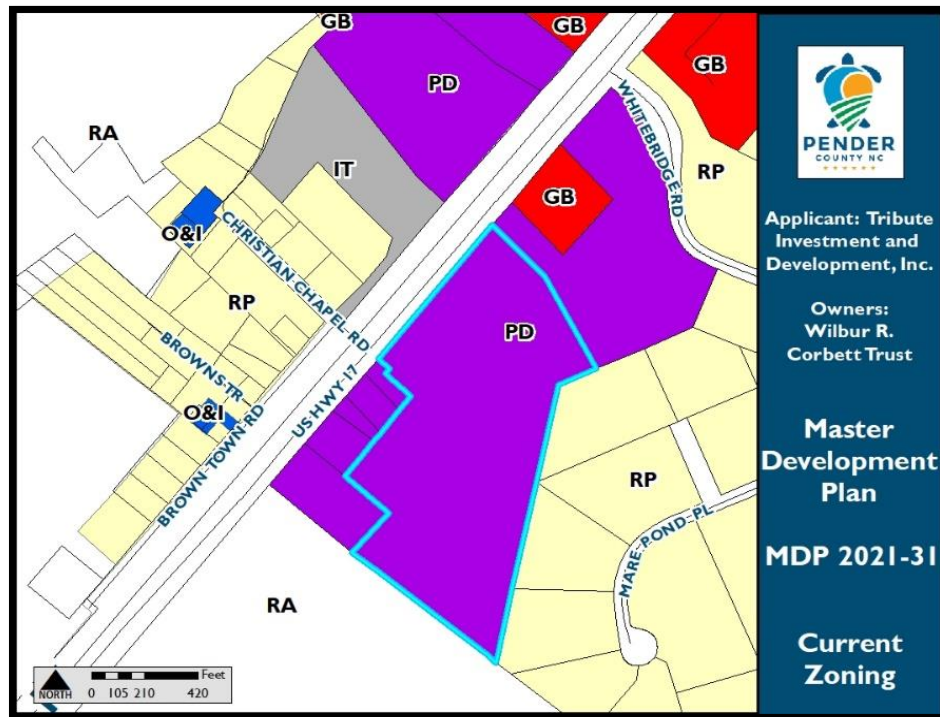
In accordance with the Pender County Unified Development Ordinance, the applicant held a public input meeting on Thursday, August 12, 2021 at the Hampstead Annex. The applicant notified property owners with 500 feet of the subject property via mail on August 2, 2021. Four neighboring properties owners attended the meeting citing concerns regarding flooding, the proposed density, and increased traffic in the area created by the development. A summary of the report provided by the applicant can be found in Attachment 2.

### TECHNICAL REVIEW COMMITTEE (TRC) RESPONSES

On July 12, 2021, the proposed master development plan was sent to the Pender County Technical Review Committee for review. The responses collected can be found in Attachment 3.

## EVALUATION

*Below: Zoning Map of the Area*

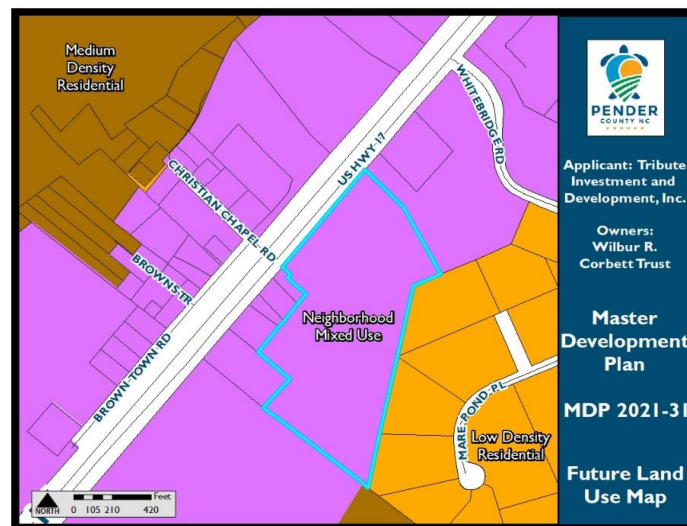


| CHARACTERISTICS OF THE SURROUNDING AREA |                                                     |                                                             |
|-----------------------------------------|-----------------------------------------------------|-------------------------------------------------------------|
|                                         | LAND USE                                            | ZONING                                                      |
| <b>North</b>                            | Educational Services<br>(Topsail Montessori School) | PD, Planned Development                                     |
| <b>East</b>                             | Single-Family Residential                           | RP, Residential Performance                                 |
| <b>South</b>                            | Undeveloped                                         | RA, Rural Agricultural                                      |
| <b>West</b>                             | Single-Family Residential and AWE<br>Outdoors       | RP, Residential Performance, IT, Industrial<br>Transitional |

**Pender 2.0 Comprehensive Land Use Plan Compliance:** The Pender 2.0 Comprehensive Land Use Plan designates the subject property as Neighborhood Mixed Use. Neighborhood Mixed Use allows for a transition between more intense commercial, office, and residential development to lower density residential neighborhoods. The Neighborhood Mixed Use category is primarily dedicated to non-residential uses that provide services, entertainment, and amenities to residents within a three mile radius. Land use and development within this category is closely coordinated with existing and planned roadway transportation networks, while encouraging bicycle and pedestrian access. This future land use category should be composed of a mixture of integrated commercial, office, institutional, and single-family residential uses. This future land use classification is not intended to be solely reserved for mixed use developments. Single use developments that contribute toward an integrated land use pattern of appropriate commercial, office, civic, and medium density residential uses are encouraged.

Desired uses include single-family dwellings – detached, duplex, and townhouse (up to ten units in a single structure) in addition to commercial/retail and office uses that serve existing communities. Examples include restaurants, cafes, drug stores, healthcare facilities, professional offices, and retail-oriented uses.

Inappropriate uses include Establishments requiring large surface parking in excess of 20,000 square feet, low density residential uses, industrial uses, and storage facilities.



The project conforms with the Neighborhood Mixed Use Future Land Use classification, providing for a level of residential density called for in this area.

In addition to conforming with the Future Land Use Map, the Master Development Plan request is supported by four goals, two objectives, and four policies within the Pender 2.0 Comprehensive Land Use Plan:

**Goal 4.2:** Manage the timing, location and intensity of growth by coordinating transportation improvements in accordance with development and ensuring safe and efficient modes of transportation are available to all residents and visitors.

**Policy 4.2.F: Collector Street Plan:** The County shall continue to support and implement the Pender County Collector Street Plan when reviewing and approving new development proposals within the WMPO Boundary area of the County.

**Goal 4.3:** Provide safe opportunities for walking and cycling, while supporting the need for paratransit service and other alternatives to provide transportation choices for residents and visitors.

**Objective 4.3:** Encourage alternative means of transportation to reduce traffic, enhance economic development, offer services to those without use of a vehicle, and provide recreational opportunities for residents and visitors.

**Goal 5.1: Land Use and Growth Management:** Manage the physical growth and development of Pender County by encouraging more intensive land uses in key locations identified for such growth while preserving and protecting the unique physical character and social assets of the rural heritage and coastal habitat that makes the County a unique place to live.

**Objective 5.1: Land Use and Growth Management:** Ensure that development and use of resources balances protection of natural resources and agricultural lands with economic development, avoids risks to public health and welfare, and is consistent with the capability of the land.

**Policy 5.1.D: Focused Growth and Development:** The County supports a growth pattern that includes low density single-family residential communities, but also allows for the strategic placement of higher density residential, mixed uses, and commercial development to accommodate and support future population growth, where necessary infrastructure exists or is planned.

**Policy 5.1.H: Mixed Use Development:** The County supports a wide range of commercial and residential development at varying intensities, when appropriately located, and provided that impacts to adjacent property owners and traffic congestion is mitigated.

**Policy 5.1.V: Residential Development:** The County supports a range of housing types and development at appropriate densities and locations that are compatible with their surroundings and are in accordance with the future land use map.

**Goal 5.8: Topsail Planning Area:** Protect existing single-family neighborhoods and coastal habitats from the expansion of incompatible land uses, while focusing more intensive growth and development in key locations along the US 17 corridor and in accordance with the US 17 Bypass and Collector Street Plan.

The project fulfills several desired policy outcomes for development as described in the Pender 2.0 Comprehensive Land Use Plan. The proposal provides enhanced transportation infrastructure, constructing multiple collector streets as well as bicycle and pedestrian connectivity throughout the development in addition to providing residential density in a key location to support the projected population growth of Pender County.

**Unified Development Ordinance Compliance:** Section 3.5.4 of the UDO provides the applicable review procedure for Master Development Plans.

#### **3.5.4 Master Development Plan Review**

- A. Applicants shall submit the MDP to the Administrator, together with completed application materials.
- B. Application form must be completed, and fee paid at the time of submission.
- C. The Master Development Plan must meet all the requirements prescribed in Section 6.1, Master Development Plan Contents.
- D. The Administrator will forward the MDP to the Technical Review Committee for review. The TRC shall make recommendations concerning whether the plan meets the requirements and or plans of their particular state agency, county department or utility authority.
- E. When the submission is complete, the Administrator shall submit the plans, application materials and comments to the Planning Board for its consideration, if required in accordance with Section 3.5.2.
- F. The Planning Board shall act on the MDP within 90 days of the date of the presentation of the plan to the Board. The Planning Board shall approve the plan, approve it with required changes or deny the plan. If the Planning Board fails to act within 90 days, the plan shall be deemed approved. The applicant may request additional time if he/she deems it necessary.
- G. If the MDP is denied by the Planning Board, the applicant may choose to withdraw the application and resubmit it with changes as a new plan or appeal the Planning Board's decision to Zoning Board of Adjustment.
- H. Any decision rendered by the Planning Board is appealable to the Zoning Board of Adjustment within thirty (30) days of the decision.
- I. Planning Board Master Development Plan approval shall be valid for two (2) years.

#### **CONDITIONS OF APPROVAL**

The applicant has agreed to the following conditions for the proposed Master Development Plan:

1. A multi-use path shall be constructed along one side of the collector street running parallel to US Hwy 17 and one side of the collector street connecting to US Hwy 17.
2. Sidewalks or other equivalent pedestrian infrastructure shall be constructed along at least one side of every right-of-way or drive aisle.
3. The project shall be designed so that the post development runoff from the project be no more than ten (10) percent more than the pre- development runoff for the 10-, 25-, and 50-year return period events and be analyzed for the 100-year event.
4. Informational signs to be installed at 500 ft intervals along all delineated wetland boundaries within platted open space, and to be maintained by the HOA and replaced as necessary. The applicant shall include this provision in the recorded covenants and restrictions for the development in perpetuity.

### RECOMMENDATION

Planning Staff is submitting the proposal for Planning Board disposition. The request is consistent with the Future Land Use Map as well as four goals, two objectives, and four policies within the Pender 2.0 Comprehensive Land Use Plan, while conflicting with none. The proposed development is also consistent with the Pender County Unified Development Ordinance. Therefore, Planning Staff recommend the approval of the Master Development Plan as detailed in the report for the development known as Scotts Hill Residential Mixed-Use. All future development, phases, or changes to the Master Development Plan are subject to the Planning Board review and approval.

### PLANNING BOARD ACTION FOR MASTER DEVELOPMENT PLAN

| MOTION | SECONDED |
|--------|----------|
|        |          |

| APPROVED | DENIED | UNANIMOUS |
|----------|--------|-----------|
|          |        |           |

| McClammy | Jordan | Beaudoin | Buchanan | Gruntfest | Pitts | Teachey |
|----------|--------|----------|----------|-----------|-------|---------|
|          |        |          |          |           |       |         |

**Pender County  
Planning and Community Development**



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**Planned Development & Residential Mixed Zoning Districts  
Master Development Plan Submission**

Applications will be considered for the Technical Review Committee hearing and reviewed by Staff only when deemed complete. The application will be regarded as incomplete until the following items are received by the Planning and Community Development Staff.

1. ☒ **Pre-submittal Meeting**  
Date of Meeting June 4, 2021
2. ☒ **Signed Application**
3. ☐ **Payment**  
\$500 plus \$10 per acre for the first 100 acres, \$5 per acre thereafter
4. ☒ **Paper Plan Sets**  
One (1) 24 x 36, Fifteen (15) 11 x 17
5. ☒ **Digital Submission**  
For all documents submitted in paper copy, bring a digital copy with paper submission.
6. ☒ **Adjacent Property List**  
A list of names and addresses, as obtained from the county tax listings and tax abstract, to the owners of all properties located within 500-feet of the perimeter of the project bounds.
7. ☒ **Adjacent Property Envelopes**  
The applicant shall provide a set of business envelopes addressed to each of the owners of all properties located within 500-feet of the perimeter of the project bounds and accompanied with the amount of postage required for first class postage.
8. ☐ **Permits**  
Please include any permits issued on the project including but not limited to: environmental, traffic analysis, utility, or other site specific conditions.
9. ☐ **Site Plan Requirements**  
A prepared site plan in accordance with the Unified Development Ordinance standards 6.1, Pender County Collector Street Plan, Pender County Transportation Plan, other approved State of Federal Transportation Improvement Plan, or any other adopted plan in Pender County.  
(See Master Development Plan Checklist)

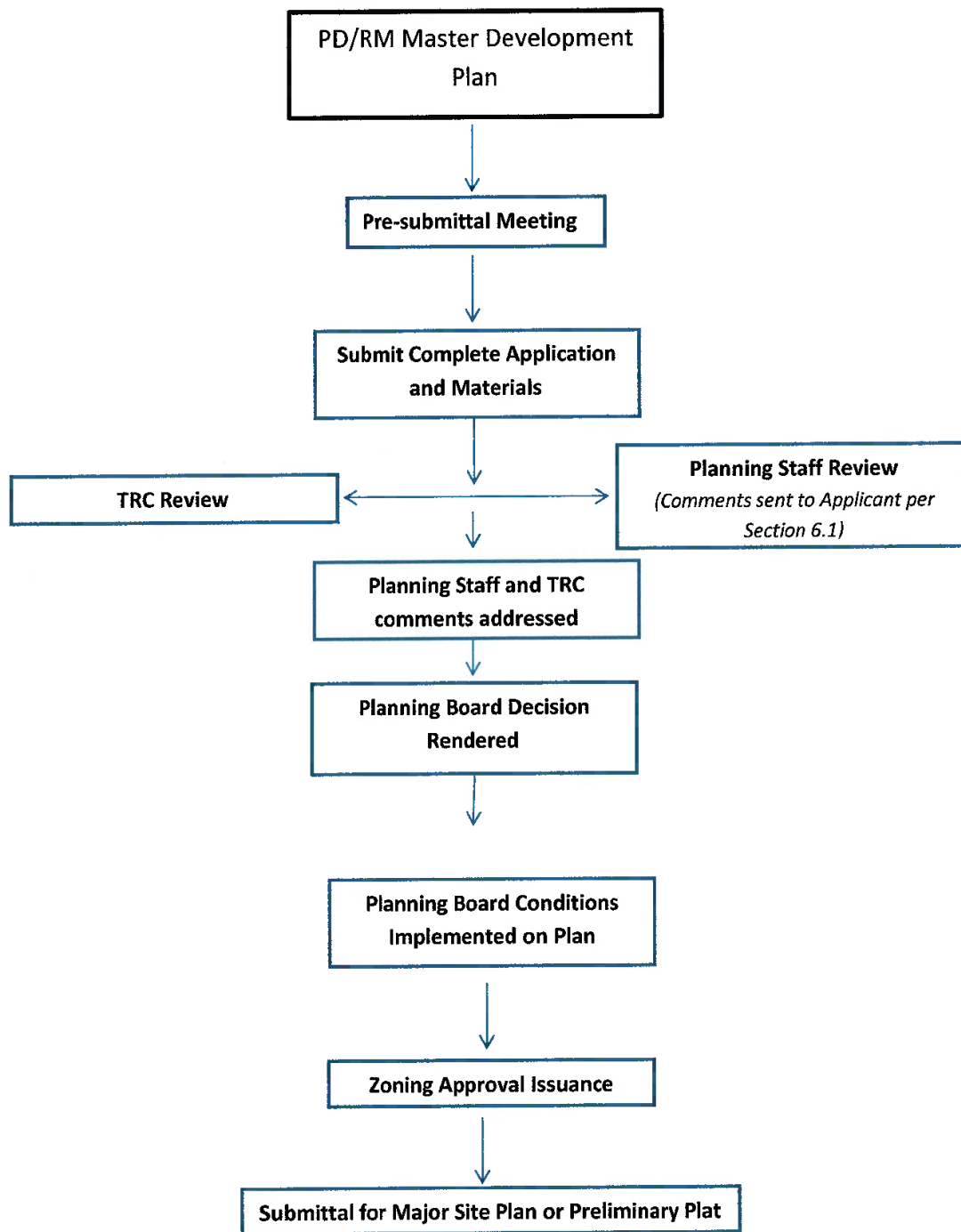
I certify that all information presented in this application is accurate to the best of my knowledge.

Signature of Applicant

Date July 9, 2021

Printed Name Mark Maynard

|                 |       |
|-----------------|-------|
| Staff Initials: | _____ |
| Date:           | _____ |



|     |           | Meeting Date | Complete Application Due Date | Applicant Final Submission for PB | Planning Board Meeting |
|-----|-----------|--------------|-------------------------------|-----------------------------------|------------------------|
| TRC | January   | 1.8.20       | 12.13.19                      | 1.17.20                           | 2.4.20                 |
|     | February  | 2.5.20       | 1.17.20                       | 2.14.20                           | 3.3.20                 |
|     | March     | 3.4.20       | 2.14.20                       | 3.13.20                           | 4.7.20                 |
|     | April     | 4.1.20       | 3.13.20                       | 4.17.20                           | 5.5.20                 |
|     | May       | 5.6.20       | 4.17.20                       | 5.15.20                           | 6.2.20 (H)             |
|     | June      | 6.3.20       | 5.15.20                       | 6.12.20                           | 7.7.20                 |
|     | July      | 7.1.20       | 6.12.20                       | 7.17.20                           | 8.4.20                 |
|     | August    | 8.5.20       | 7.17.20                       | 8.14.20                           | 9.1.20                 |
|     | September | 9.2.20       | 8.14.20                       | 9.11.20                           | 10.6.20 (H)            |
|     | October   | 10.7.20      | 9.18.20                       | 10.16.20                          | 11.3.20                |
|     | November  | 11.4.20      | 10.16.20                      | 11.13.20                          | 12.1.20                |
|     | December  | 12.2.20      | 11.13.20                      | 12.17.20                          | 1.5.21 (H)             |

Complete Application Date: All documents must be received by 12PM on the deadline date to be considered a complete application.

Final Applicant Submission for Planning Board: All final documents must be submitted by 10AM or the item will be removed from the Planning Board's Agenda.

Specific requirements can be found in Section 6.1 of the Pender County Unified Development Ordinance

#### **Master Development Plan – Mixed Use Districts Specific Requirements**

##### **1. Requirements**

- a. A land use plan
- b. Boundaries of existing environmental features as defined
- c. The proposed location of entrances to the development
- d. Proposed parking areas.
- e. The proposed location, arrangement, and right-of-way widths of roads and streets, including roads and streets -providing access to adjoining parcels
- f. The use of adjoining parcels and the location of adjoining streets and utilities
- g. The approximate location of sewer
- h. Letter of intent for wastewater connection to package plant
- i. The approximate location of water mains
- j. Wastewater disposal method
- k. Water source with statements
- l. A conceptual plan for stormwater management
- m. The proposed location and arrangement of all streets
- n. Estimated AM and PM Peak Hour Trips per the Institute of Transportation Engineers Trip Generation Manual.
- o. A Traffic Impact Analysis is required when the development generates 100 trips in the morning or peak hours or 1,000 trips per day. The Traffic Impact Analysis must state the dates and times the counts were conducted.
- p. The location and treatment proposed for all historical structures
- q. Timing of construction for all amenities

##### **2. Roadways**

- a. Public roadways - Built to NCDOT Subdivision Roads Minimum Construction Standards
- b. Private roadways - All designated private streets designed and constructed in compliance with the current NCDOT Subdivision Roads Minimum Construction Standards
- c. Private streets will be subject to requirements to construct public collector streets under any of the following conditions (per Section 7.5.3.C)
  - Dimension of more than 5280 ft.
  - -Any street in the subdivision has the potential to serve more than 200 residential or commercial units
  - -Access to any lot or unit in the subdivision is more than 5280 ft. by a private street to a public street
  - -Existing public streets have been dedicated or constructed to the property line of the subdivision
  - -Access to adjacent properties will be hindered as a result of private streets being allowed in the subdivision

##### **3. Access (per Section 7.4)**

- a. All lots shall have direct or indirect access to a public street, private street, or private access easement.
- b. Access must provide a reasonable means of ingress and egress for emergency vehicles as well as for all those likely to need or desire access to the property in its intended use.

##### **4. Public and Private Street Design (per Section 7.5.1)**

- a. Adjoining street systems,
- b. Existing, planned and proposed streets, topographic, drainage and other natural features of the property,
- c. Continuity in existing streets and proposed streets,

Specific requirements can be found in Section 6.1 of the Pender County Unified Development Ordinance

- d. Adequate right-of-way for collector streets
  - e. Reasonable access provided to adjacent properties for development
  - f. Street intersections are directly aligned if possible.
  - g. If not aligned not offset centerline to centerline by not less than 125 ft.
  - h. Intersect as nearly as possible at right angles
  - i. Permanent dead end streets (cul-de-sacs) or temporary dead end (stub) streets are longer than 1,000 ft.
  - j. Street name approval from the Pender County Addressing Coordinator.
  - k. Sight triangles as required in the NCDOT
- 5. Buffers** (8.2 please refer to Section 4.15 of the Pender County UDO)
- a. Along all boundaries adjacent to a street Buffer A
  - b. Along all boundaries adjacent to single family residential uses or residential lots with a parcel size of less than 1 acre and when a single family structure is within 50' of the boundary of the development Buffer C
  - c. Along all other boundaries Buffer B
  - d. -Boundaries and location of common open space, with the percentage of the total acreage of the site to be common open space.
- 6. Housing Types** (per Section 4.15)
- 7. Residential Dimensional Requirements**
- a. Front Setbacks
  - b. Side Setback
  - c. Rear Setbacks
  - d. Corner Setbacks
  - e. Building Height
  - f. Structure Separation
  - g. Minimum Chord distance
  - h. Minimum lot width
- 8. Commercial Dimensional Requirements**
- a. Front Setbacks
  - b. Side Setback
  - c. Rear Setbacks
  - d. Corner Setbacks
  - e. Building Height
  - f. Structure Separation
  - g. Minimum Chord distance
  - h. Minimum lot width
- 9. Density**
- a. Non-Residential Acreage
  - b. Wetlands Acreage
  - c. Passive Open space Acreage
  - d. Active Open Space Acreage
  - e. Right of Way Acreage
  - f. Total Units
  - g. Developable Land
  - h. Net Density
- 10. Open Space Labeled Clearly with Acreages** (per Section 7.6)
- a. Open Space
  - b. Passive Open Space
  - c. Active Open Space

## Pender County Planning and Community Development

### Planning Division

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Burgaw, NC 28425



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### **MASTER DEVELOPMENT PLAN**

Prior to submission of a preliminary master development plan for approval, the applicant shall request a pre-application review conference with the County staff.

1. The purpose of the pre-application conference shall be to discuss the proposal in relation to the requirements of the Land Use Plan and UDO and to obtain advice on the preparation of the master development plan.
2. At the pre-application conference, the applicant shall provide a land use plan describing the following:
  - a. The general location of the site.
  - b. The general location of proposed roads.
  - c. The general location of proposed uses, environmental areas, housing types or open space.
  - d. The uses on adjoining properties.
  - e. Utility requirements.

The purpose of the master development plan (MDP) is to promote orderly and planned development of property within Pender County. It is the purpose of the MDP to ensure that such development occurs in a manner that suits the characteristics of the land, is harmonious with adjoining property, is in substantial compliance with the goals and policies of the adopted Land Use Plan, and is in the best interest of the general public. The MDP shall be used to illustrate the characteristics of the property proposed for development and of surrounding properties.

*\*See Figures 2 and 3 at the end of Section 3.4, Pender County UDO for an illustrative process*

1. The MDP shall at least include all contiguous land under single or common ownership in the above zoning districts.
2. A preliminary MDP may be submitted with an application for a conditional rezoning but shall not be considered binding until approval of a final MDP.

#### **Waivers to MDP – Residential Districts**

The Administrator may waive the requirements of a MDP in the Residential Districts if the proposed development contains all of the following criteria:

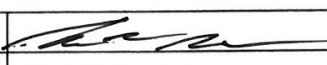
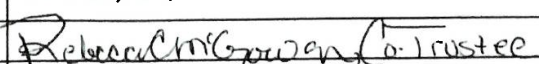
1. Contains ten (10) or less traditional detached single-family dwelling units;
2. Is not an integral portion of a property proposed or planned for future development or subdivision;
3. Is planned to be developed in a manner that is harmonious with surrounding properties and land uses; and
4. Does not substantially affect the purpose and intent of its zoning district and the intent of this article.

#### **Waivers to MDP – Commercial and Industrial Districts**

The Administrator may waive the requirement of a MDP in the Commercial and Industrial Districts if the proposed development contains all of the following criteria:

1. If the proposed subdivision or development is less than five (5) acres in size;
2. Includes no new streets, roads or rights-of-way, does not further extend any existing or dedicated street, road or rights-of-way and does not significantly change the layout of any existing or dedicated street, road or rights-of-way;
3. Is not an integral portion of a property proposed or planned for future development or subdivision;
4. That such development is limited to one individual parcel and one single use in accordance with Section 5.2.

## **APPLICATION FOR MASTER DEVELOPMENT PLAN**

| THIS SECTION FOR OFFICE USE                                           |                                                                                                   |                                                                              |                                                        |
|-----------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------|--------------------------------------------------------|
| <b>Application No.</b>                                                | <b>MDP</b>                                                                                        | <b>Date</b>                                                                  |                                                        |
| <b>Application Fee</b>                                                | <b>\$</b>                                                                                         | <b>Invoice Number:</b>                                                       |                                                        |
| <b>Pre-Application Conference</b>                                     |                                                                                                   | <b>Hearing Date</b>                                                          |                                                        |
| <b>SECTION 1: APPLICANT INFORMATION</b>                               |                                                                                                   |                                                                              |                                                        |
| <b>Applicant's Name:</b>                                              | Tribute Investment and Development, Inc.                                                          | <b>Owner's Name:</b>                                                         | Wilbur R. Corbett Trust                                |
| <b>Applicant's Address:</b>                                           | 10 S. Cardinal Drive                                                                              | <b>Owner's Address:</b>                                                      | 928 Cove Point Lane                                    |
| <b>City, State, &amp; Zip</b>                                         | Wilmington, NC 28403                                                                              | <b>City, State, &amp; Zip</b>                                                | Tega Cay, SC 29708                                     |
| <b>Phone Number:</b>                                                  | 910-251-5030                                                                                      | <b>Phone Number:</b>                                                         |                                                        |
| <b>Email Address:</b>                                                 | InfoCompanies@tributeproperties.com                                                               | <b>Email Address:</b>                                                        | rebmcgowan@comporium.net                               |
| <b>Legal relationship of applicant to land owner:</b> Agent for Owner |                                                                                                   |                                                                              |                                                        |
| <b>SECTION 2: PROJECT INFORMATION</b>                                 |                                                                                                   |                                                                              |                                                        |
| <b>Type of Master Development Plan</b>                                | <input checked="" type="checkbox"/> <b>Residential</b><br><i>RP, PD, RM MH District</i>           | <input type="checkbox"/> <b>Commercial</b><br><i>GB, OI, IT, GI District</i> | <input type="checkbox"/> <b>Mixed Use</b><br><i>PD</i> |
| <b>Property Identification Number (PIN):</b>                          | 3281-29-4277-0000                                                                                 | <b>Total property acreage:</b>                                               | 20.38                                                  |
| <b>Zoning Classification:</b>                                         | PD                                                                                                | <b>Acreage to be disturbed:</b>                                              |                                                        |
| <b>Water Provider</b>                                                 | Pender County                                                                                     | <b>Wastewater Provider:</b>                                                  | Pluris                                                 |
| <b>Project Address :</b>                                              | Hwy 17                                                                                            |                                                                              |                                                        |
| <b>Description of Project Location:</b>                               | East side of US Hwy 17 directly across from Christian Chapel Rd (SR 1587) in the Topsail Township |                                                                              |                                                        |
| <b>Describe activities to be undertaken on project site:</b>          | See Narrative                                                                                     |                                                                              |                                                        |
| <b>SECTION 3: SIGNATURES</b>                                          |                                                                                                   |                                                                              |                                                        |
| <b>Applicant's Signature</b>                                          |                | <b>Date:</b>                                                                 | 7/8/21                                                 |
| <b>Applicant's Printed Name</b>                                       | Mark Maynard, Jr.                                                                                 | <b>Date:</b>                                                                 | July 8, 2021                                           |
| <b>Owner's Signature</b>                                              |                | <b>Date:</b>                                                                 | 7/8/2021                                               |
| <b>Owner's Printed Name</b>                                           | Rebecca C. McGowan / Melissa Corbett                                                              | <b>Date:</b>                                                                 | July 8, 2021                                           |

Hampstead South Mixed PD-and-RM-MDP-Applic

- or rights-of-way;
3. Is not an integral portion of a property proposed or planned for future development or subdivision;
  4. That such development is limited to one individual parcel and one single use in accordance with Section 5.2.

**APPLICATION FOR MASTER DEVELOPMENT PLAN**

| THIS SECTION FOR OFFICE USE                                    |                                                                                                   |                                                                |                                          |
|----------------------------------------------------------------|---------------------------------------------------------------------------------------------------|----------------------------------------------------------------|------------------------------------------|
| Application No.                                                | MDP                                                                                               | Date                                                           |                                          |
| Application Fee                                                | \$                                                                                                | Invoice Number:                                                |                                          |
| Pre-Application Conference                                     |                                                                                                   | Hearing Date                                                   |                                          |
| <b>SECTION 1: APPLICANT INFORMATION</b>                        |                                                                                                   |                                                                |                                          |
| Applicant's Name:                                              | Tribute Investment and Development, Inc.                                                          | Owner's Name:                                                  | Wilbur R. Corbett Trust                  |
| Applicant's Address:                                           | 10 S. Cardinal Drive                                                                              | Owner's Address:                                               | 928 Cove Point Lane                      |
| City, State, & Zip                                             | Wilmington, NC 28403                                                                              | City, State, & Zip                                             | Tega Cay, SC 29708                       |
| Phone Number:                                                  | 910-251-5030                                                                                      | Phone Number:                                                  |                                          |
| Email Address:                                                 | InfoCompanies@tributeproperties.com                                                               | Email Address:                                                 | rebmcgowan@comporium.net                 |
| Legal relationship of applicant to land owner: Agent for Owner |                                                                                                   |                                                                |                                          |
| <b>SECTION 2: PROJECT INFORMATION</b>                          |                                                                                                   |                                                                |                                          |
| Type of Master Development Plan                                | <input checked="" type="checkbox"/> Residential<br>RP, PD, RM MH District                         | <input type="checkbox"/> Commercial<br>GB, OI, IT, GI District | <input type="checkbox"/> Mixed Use<br>PD |
| Property Identification Number (PIN):                          | 3281-29-4277-0000                                                                                 | Total property acreage:                                        | 20.38                                    |
| Zoning Classification:                                         | PD                                                                                                | Acreage to be disturbed:                                       |                                          |
| Water Provider                                                 | Pender County                                                                                     | Wastewater Provider:                                           | Pluris                                   |
| Project Address:                                               | Hwy 17                                                                                            |                                                                |                                          |
| Description of Project Location:                               | East side of US Hwy 17 directly across from Christian Chapel Rd (SR 1587) in the Topsail Township |                                                                |                                          |
| Describe activities to be undertaken on project site:          | See Narrative                                                                                     |                                                                |                                          |
| <b>SECTION 3: SIGNATURES</b>                                   |                                                                                                   |                                                                |                                          |
| Applicant's Signature                                          |                                                                                                   | Date:                                                          |                                          |
| Applicant's Printed Name                                       | Mark Maynard, Jr.                                                                                 | Date:                                                          | July 8, 2021                             |
| Owner's Signature                                              | <i>Melissa Corbett</i>                                                                            | Date:                                                          | 7-8-21                                   |
| Owner's Printed Name                                           | Rebecca C. McGowan / Melissa Corbett                                                              | Date:                                                          | July 8, 2021                             |

| NOTICE TO APPLICANT                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                          |                                                                                              |            |                                                         |                                                                                     |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------|----------------------------------------------------------------------------------------------|------------|---------------------------------------------------------|-------------------------------------------------------------------------------------|
| 1. Applicant or agent authorized in writing must attend the public hearing.<br>2. Once the public hearing has been advertised, the case will be heard unless the applicant withdraws the application or unless the Planning Board or other authorized person agrees to table or delay the hearing.<br>3. All fees are non-refundable<br>4. A complete application packet must be submitted prior to the deadline in order to be placed on the next Planning Board Agenda |                                                          |                                                                                              |            |                                                         |                                                                                     |
| Office Use Only                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                          |                                                                                              |            |                                                         |                                                                                     |
| <input type="checkbox"/> MDP Fees: (\$500.00 plus \$10/acre for the first 100 acres \$5/acre thereafter)                                                                                                                                                                                                                                                                                                                                                                 |                                                          | Total Fee Calculation: \$                                                                    |            |                                                         |                                                                                     |
| Attachments Included with Application: (Please include # of copies)                                                                                                                                                                                                                                                                                                                                                                                                      |                                                          |                                                                                              |            |                                                         |                                                                                     |
| CD /other digital version                                                                                                                                                                                                                                                                                                                                                                                                                                                | <input type="checkbox"/> Y<br><input type="checkbox"/> N | Plan Sets                                                                                    | # of large | # of 11X17                                              | Other documents/Reports<br><input type="checkbox"/> Y<br><input type="checkbox"/> N |
| <b>Payment Method:</b><br><b>Cash :</b><br><input type="checkbox"/> \$ _____                                                                                                                                                                                                                                                                                                                                                                                             |                                                          | <b>Credit Card:</b><br><input type="checkbox"/> Master Card<br><input type="checkbox"/> Visa |            | <b>Check:</b><br><input type="checkbox"/> Check # _____ |                                                                                     |
| Application received by:                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                          |                                                                                              |            |                                                         | Date:                                                                               |
| Application completeness approved by:                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                          |                                                                                              |            |                                                         | Date:                                                                               |
| Date scheduled for public hearing:                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                          |                                                                                              |            |                                                         |                                                                                     |

| <b>Contents of a Preliminary Master Development Plan – Residential Districts</b>                                                                                                    |                                                                                                                                                                                                                        |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Site plans shall contain a conceptual plan, showing the location and functional relationship between all proposed housing types and land uses, including the following information: |                                                                                                                                                                                                                        |
|                                                                                                                                                                                     | A land use plan, showing the location, arrangement and approximate boundaries of all proposed land uses.                                                                                                               |
|                                                                                                                                                                                     | The location and approximate boundaries of proposed housing types conceptually shown in accord and with other non-residential uses dimensional requirements.                                                           |
|                                                                                                                                                                                     | The proposed number of dwelling units of each type in each phase and in the total development accompanied by density calculation of the development.                                                                   |
|                                                                                                                                                                                     | The location and approximate boundaries of existing environmental features as defined.                                                                                                                                 |
|                                                                                                                                                                                     | The location of environmental protection land to be included in common open space.                                                                                                                                     |
|                                                                                                                                                                                     | The approximate acreage in common open space, each use, housing type and in roads, streets or right-of-ways for each phase and the total development.                                                                  |
|                                                                                                                                                                                     | The approximate boundaries and location of common open space, with the percentage of the total acreage of the site to be placed in common open space.                                                                  |
|                                                                                                                                                                                     | The location and general configuration of recreational facilities, with a general statement of the types of recreational facilities to be provided if applicable.                                                      |
|                                                                                                                                                                                     | The location and extent of proposed buffers, with statements, profiles, cross sections or examples clearly specifying the screening to be provided if applicable.                                                      |
|                                                                                                                                                                                     | The proposed location, arrangement, and right-of-way widths of roads and streets, including roads and streets providing access to adjoining parcels.                                                                   |
|                                                                                                                                                                                     | The location and arrangement of street entrances, driveways and parking areas.                                                                                                                                         |
|                                                                                                                                                                                     | The use of adjoining parcels and the location of adjoining streets and utilities.                                                                                                                                      |
|                                                                                                                                                                                     | Estimated AM and PM Peak Hour Trips per the Institute of Transportation Engineers Trip Generation Manual.                                                                                                              |
|                                                                                                                                                                                     | Estimated Average Daily Trips created by the development at build-out per the Institute of Transportation Engineers Trip Generation Manual.                                                                            |
|                                                                                                                                                                                     | Based on estimated traffic counts, a Traffic Impact Analysis may be required stating the dates and times counts were conducted for the proposed development.                                                           |
|                                                                                                                                                                                     | The approximate location of sewer and water mains, sewage disposal and water source with statements concerning the connection with and availability of existing facilities.                                            |
|                                                                                                                                                                                     | A conceptual plan for stormwater management with the location of stormwater facilities designed to serve more than one lot.                                                                                            |
|                                                                                                                                                                                     | Calculations describing all proposed bonus factors with the location of and specifications for bonus improvements, when proposed.                                                                                      |
|                                                                                                                                                                                     | The location and treatment proposed for all historical structures and sites recognized as significant by the County Commissioners or as identified on any historical landmarks survey for Pender County.               |
|                                                                                                                                                                                     | Location and timing of construction for all amenities.                                                                                                                                                                 |
|                                                                                                                                                                                     | Landscaping and Buffer requirements per Article 8.                                                                                                                                                                     |
|                                                                                                                                                                                     | All subdivided land and parcels shall comply with Section 7.2, Lot Design.                                                                                                                                             |
|                                                                                                                                                                                     | Homeowners Association shall be required for all major residential subdivisions with privately maintained streets, open space, and other dedicated land as stated in Section 7.3, Homeowners Association Requirements. |
|                                                                                                                                                                                     | Street layout and access shall conform to Section 7.4, Access and Section 7.5, Street Design                                                                                                                           |
|                                                                                                                                                                                     | Calculated open space requirements shall adhere to Section 7.6, Open Space.                                                                                                                                            |

| <b>Contents of a Preliminary Master Development Plan – Commercial and Industrial Districts</b>                                                          |                                                                                                                                                                                                                                            |
|---------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| The site plan shall contain a conceptual plan, showing the location and functional relationship between streets and land uses, including the following: |                                                                                                                                                                                                                                            |
|                                                                                                                                                         | A conceptual plan, showing the location and arrangement of proposed uses.                                                                                                                                                                  |
|                                                                                                                                                         | The location and treatment proposed for all historical structures and sites recognized as significant by the County Commissioners or identified on any historical survey for Pender County.                                                |
|                                                                                                                                                         | The location and extent of proposed buffers, with statements, profiles, cross sections or examples clearly specifying the screening to be provided. The location and approximate boundaries of existing environmental features as defined. |
|                                                                                                                                                         | Estimated AM and PM Peak Hour Trips per the Institute of Transportation Engineers Trip Generation Manual.                                                                                                                                  |
|                                                                                                                                                         | Estimated Average Daily Trips created by the development at build-out per the Institute of Transportation Engineers Trip Generation Manual.                                                                                                |
|                                                                                                                                                         | Based on estimated traffic counts, a Traffic Impact Analysis may be required stating the dates and times counts were conducted for the proposed development.                                                                               |
|                                                                                                                                                         | The proposed location of entrances to the development from existing public streets and proposed parking areas.                                                                                                                             |
|                                                                                                                                                         | The proposed location, arrangement, and right-of-way widths of roads and streets, including roads and streets providing access to adjoining parcels.                                                                                       |
|                                                                                                                                                         | Landscaping and Buffer requirements per Article 8.                                                                                                                                                                                         |
|                                                                                                                                                         | The use of adjoining parcels and the location of adjoining streets and utilities.                                                                                                                                                          |
|                                                                                                                                                         | The approximate location of sewer and water mains, sewage disposal and water source with statements concerning the connection with and availability of existing facilities.                                                                |
|                                                                                                                                                         | A conceptual plan for stormwater management and description and the location of all stormwater facilities designed to serve more than one parcel.                                                                                          |

| <b>Contents of a Preliminary Master Development Plan – Mixed Use Districts</b>                                                 |  |
|--------------------------------------------------------------------------------------------------------------------------------|--|
| Site plan shall contain a conceptual plan, showing the location and functional relationship between all proposed housing types |  |

|  |                                                                                                                                                                                                                        |
|--|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | and land uses, including the following information:                                                                                                                                                                    |
|  | A land use plan, showing the location, arrangement and approximate boundaries of all proposed land uses.                                                                                                               |
|  | The location and approximate boundaries of existing environmental features as defined.                                                                                                                                 |
|  | The proposed location of entrances to the development from existing public streets and proposed parking areas.                                                                                                         |
|  | The approximate acreage in common open space, each use, housing type and in roads, streets or right-of-ways for each phase and the total development.                                                                  |
|  | The approximate boundaries and location of common open space, with the percentage of the total acreage of the site to be placed in common open space.                                                                  |
|  | The proposed location, arrangement, and right-of-way widths of roads and streets, including roads and streets providing access to adjoining parcels.                                                                   |
|  | The use of adjoining parcels and the location of adjoining streets and utilities.                                                                                                                                      |
|  | The approximate location of sewer and water mains, sewage disposal and water source with statements concerning the connection with and availability of existing facilities.                                            |
|  | A conceptual plan for stormwater management and description and the location of all stormwater facilities designed to serve more than one parcel.                                                                      |
|  | The proposed location and arrangement of all streets and utility systems.                                                                                                                                              |
|  | The location and extent of proposed buffers, with statements, profiles, cross sections or examples clearly specifying the screening to be provided if applicable.                                                      |
|  | The location and approximate boundaries of proposed housing types conceptually shown in accord and with other non-residential uses dimensional requirements.                                                           |
|  | The proposed number of dwelling units of each type in each phase and in the total development accompanied by density calculation of the development                                                                    |
|  | Estimated AM and PM Peak Hour Trips per the Institute of Transportation Engineers Trip Generation Manual.                                                                                                              |
|  | Estimated Average Daily Trips created by the development at build-out per the Institute of Transportation Engineers Trip Generation Manual.                                                                            |
|  | Based on estimated traffic counts, a Traffic Impact Analysis may be required stating the dates and times counts were conducted for the proposed development.                                                           |
|  | The approximate location of sewer and water mains, sewage disposal and water source with statements concerning the connection with and availability of existing facilities.                                            |
|  | Calculations describing all proposed bonus factors with the location of and specifications for bonus improvements, when proposed.                                                                                      |
|  | The location and treatment proposed for all historical structures and sites recognized as significant by the County Commissioners or as identified on any historical landmarks survey for Pender County.               |
|  | Location and timing of construction for all amenities.                                                                                                                                                                 |
|  | Landscaping and Buffer requirements per Article 8.                                                                                                                                                                     |
|  | All subdivided land and parcels shall comply with Section 7.2, Lot Design.                                                                                                                                             |
|  | Homeowners Association shall be required for all major residential subdivisions with privately maintained streets, open space, and other dedicated land as stated in Section 7.3, Homeowners Association Requirements. |
|  | Street layout and access shall conform to Section 7.4, Access and Section 7.5, Street Design.                                                                                                                          |
|  | Calculated open space requirements shall adhere to Section 7.6, Open Space.                                                                                                                                            |

Master Development Plan Narrative for  
Tribute's Application for Scotts Hill Residential Mixed-Use Site

**Description**

This application for a Master Development Plan Submission on approximately  $\pm 20.38$  acres is to allow Applicant to develop and build 9 single family homes and 116 townhomes (29 4-unit multi-family buildings). The proposed development is located on the east side of US Hwy 17 directly across from Christian Chapel Rd (SR 1587) in the Topsail Township (see "Exhibit A – Map of Property"). The subject property is zoned PD, Planned Development zoning district and may be further identified by Pender County PIN 3281-29-4277-0000. Under the Pender County 2.0 Comprehensive Land Use Plan, the subject property is designated for Neighborhood Mixed Use (see "Exhibit B, Map 5.14: Topsail Planning Area Future Land Use Map").

**Existing Uses**

The subject property is approximately 20.38 acres in size and is along the southern corridor of US Hwy 17 in the Topsail Township with over 650 feet of frontage along Hwy 17. The subject property is to the south of Whitebridge Road with the southeastern section of the property bordering homes in the Whitebridge subdivision. The property is currently vacant and is very open land. Many of the trees on the property were cleared many years ago for agricultural purposes, but the land has not been farmed for the last few years.

**Proposed Uses**

According to population projections provided by the NCOSBM & Cape Fear Council of Governments, Pender County is anticipated to experience a population growth rate of nearly 62% or an increase of more than 35,000 residents from 2015 to 2045.

**Table 2.4: 2045 Population Projections**

Source: NCOSBM & Cape Fear Council of Governments

| 2045 Population Projections   |               |                  |                    |               |
|-------------------------------|---------------|------------------|--------------------|---------------|
| Population Estimates          | Pender County | Brunswick County | New Hanover County | Duplin County |
| 2045 Projection               | 93,846        | 216,691          | 318,058            | 59,867        |
| 2040 Projection               | 87,941        | 201,058          | 300,947            | 59,867        |
| 2035 Projection               | 82,566        | 186,128          | 278,612            | 59,866        |
| 2030 Projection               | 76,410        | 170,230          | 264,016            | 59,866        |
| 2025 Projection               | 70,254        | 154,332          | 249,424            | 59,866        |
| 2020 Projection               | 64,102        | 138,430          | 234,826            | 59,866        |
| 2015 Population               | 57,941        | 115,926          | 213,091            | 59,453        |
| 2010 Population               | 52,205        | 107,431          | 202,667            | 58,505        |
| 2000 Population               | 41,079        | 73,143           | 160,307            | 49,063        |
| Population Growth/Projections |               |                  |                    |               |
| Growth 2015-2045 (%)          | 61.97%        | 86.92%           | 49.26%             | 0.70%         |
| Growth 2015-2020 (%)          | 10.63%        | 19.41%           | 10.20%             | 0.69%         |

\*2045 Unincorporated County Population Projection: 83,578.

Section 3.5.1 of the Pender County Unified Development Ordinance states that “[t]he purpose of the Master Development Plan (MDP) is to promote orderly and planned development of property within Pender County. The purpose of the MDP is to ensure that such development occurs in a manner that suits the characteristics of the land, is harmonious with the adjoining property, is in substantial compliance with the goals and policies of the adopted Land Use Plans, Unified Development Ordinance, and is in the best interest of the general public.”

The Planned Development (PD) District is a mixed-use zoning district. PD is intended to encourage “progressive land planning and design concepts and is intended to provide an alternative to a conventional development. The PD District allows projects of innovative design and layout that may not otherwise be permitted under this Ordinance due to the strict application of zoning district or general development standards.” There are 11 purposes of the PD District including but not limited to:

- allowing for a mix of uses such as a mix of housing types and lot sizes
- promoting quality urban design and environmentally sensitive development by incorporating walkable and compact development, preserving critical environmental resources, providing above-average open space amenities, and providing efficiency in the layout and provision of roads, utilities and other infrastructure
- reduce the amount of infrastructure necessary for development including paved surfaces and utility easements by permitting clustering of houses and structures.

This plan must meet the “Master Development Plan Contents – Mixed Use Districts” in the UDO 6.1.4 to be approved. The public input meeting will be held before the Planning Board reviews the application.

#### **Permitted Use**

The use must be consistent with the Table of Permitted Uses in Section 5.2.3, the Comprehensive Land Use Plan, and also in accordance with a Master Development Plan as prescribed in Section 3.5 and 4.8.1.B.2.

The UDO provides that the Planning Board shall review the proposed use(s) and overall design to determine if the Master Development Plan is in accordance with the standards of UDO and any other adopted plans. UDO 4.8.1.B.2.d. The UPD requires a MDP for a vacant tract that is less than 100 acres in area and not part of an Approved Master Development Plan to have a mix of uses, however, a mix of residential and non-residential uses is not required. Under the Comprehensive Land Use Plan, appropriate uses for the neighborhood mixed use category include higher density single-family residences, attached and detached.

A mix of single-family homes and townhome units is a mix of residential uses and satisfies the permitted use requirement.

UDO, Section 5.2.3 - Table of Permitted Uses, for Residential Use

| TABLE OF PERMITTED USES                                                                                                                                                              |           |                  |    |    |     |           |            |            |                 |    |    |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|------------------|----|----|-----|-----------|------------|------------|-----------------|----|----|
| P=Permitted Use D=Permitted w/ Use Standards S=Special Use Approval Required SD=Special Use Approval Required w/ Additional Standards PM=Permitted in conjunction w/ the MDP process |           |                  |    |    |     |           |            |            |                 |    |    |
| Use Category Specific Use Type                                                                                                                                                       |           | Residential      |    |    |     | Mixed Use | Commercial | Industrial | Special Purpose |    |    |
|                                                                                                                                                                                      |           | Zoning Districts |    |    |     |           |            |            |                 |    |    |
| Use Type                                                                                                                                                                             | Ref NAICS | RA               | RP | RM | MH  | PD        | GB         | OI         | IT              | GI | EC |
| RESIDENTIAL                                                                                                                                                                          |           |                  |    |    |     |           |            |            |                 |    |    |
| SFD: Detached-Conventional                                                                                                                                                           |           | P                | P  | P  | P   | P         |            |            |                 |    |    |
| SFD: Detached Zero Lot Line                                                                                                                                                          |           |                  |    | P  |     | P         |            |            |                 |    |    |
| SFD-Attached: Duplex                                                                                                                                                                 |           | P                | P  | P  |     | P         |            |            |                 |    |    |
| SFD-Attached: Multiplex                                                                                                                                                              |           |                  |    | P  |     | P         |            |            |                 |    |    |
| SFD-Townhouse (5+ attached)                                                                                                                                                          |           |                  |    | P  |     | P         |            |            |                 |    |    |
| Multifamily (condominium/apartment)                                                                                                                                                  |           |                  |    | P  |     | P         |            |            |                 |    |    |
| Upper Story Residential                                                                                                                                                              |           |                  |    |    |     | P         | P          | P          |                 |    |    |
| Accessory Dwelling                                                                                                                                                                   |           | D                | D  | P  |     | D         |            |            |                 |    |    |
| Accessory Dwelling on Non Residential Principal Uses                                                                                                                                 |           | D                |    |    |     | D         |            |            | P               | P  |    |
| Manufactured Home                                                                                                                                                                    |           | P                | D  |    | P   |           |            |            |                 |    |    |
| Manufactured Home Park                                                                                                                                                               |           |                  |    |    | PMD |           |            |            |                 |    |    |

### Density

Maximum density is determined by the Future Land Use Classification within the adopted land use plan. UDO 4.8.1. In effort to encourage quality urban design and environmentally sensitive development, an increase in density may be allowed by the Planning Board when such an increase can be justified by superior design or the provision of additional amenities such as public and/or private open space. 4.8.1.C.

The proposed net density of the project is shown on Exhibit C, "Table of Density Calculation" and calculated in accordance with Section 4.6.7.A.1 of the UDO, totaling approximately 10 units per acre. The proposed density conforms with the Future Land Use Map in the Pender 2.0 Comprehensive Land Use Plan for the Neighborhood Mixed use Future Land Use Classification, which is a density of up to **ten dwelling units an acre**. The proposed plan is within the "by right" calculation. The applicant is not requesting Planning Board for an increase in density is being requested.

### Development Standards

#### Dimensional

See the site plan for dimensions of buildings. All buildings will be separate by a minimum of 16'.

**Phasing**

This project will be constructed in one phase.

**Environmental, Landscaping and Recreation**

This project is not detrimental to natural environment. The property has no Special Flood Hazard Areas on the effective regulatory or preliminary Flood Insurance Rate Maps. The N.C. Department of Environmental Quality has not identified any Areas of Environmental Concern (AECs) on the site. With much of the site having already been cleared, nearly the entire property is unranked on the Biodiversity and Wildlife Habitat Assessment published by the N.C. Wildlife Resources Commission.

The proposed development includes concepts consistent with the Pender County 2.0 Comprehensive Land Use Plan with regards to preservation of environmentally sensitive areas, including 3.39 acres of wetlands.

The proposed project has 3.76 acres of open space, which satisfies the open space requirement. The project will have buffers that conform to the vegetative buffering requirements for Planned Developments found in Article 8 of the Pender County Unified Development Ordinance. See the site plan for proposed buffers.

An amenity area will be available to residents that will be in conformance with Section 7.6.2 of the UDO.

**Transportation Infrastructure**

Access to the property will be from US Hwy 17. The proposed development includes a collector street that is consistent with the Pender County Collector Street Plan. Based on standard trip generation, the trip counts yield less than 100 peak hour trips. Applicant will consult with Pender County Planning Staff to determine whether a traffic impact analysis will be required. See email from Davenport Engineering.

**Stormwater**

Section 7.9 of the Pender County Unified Development Ordinance requires that stormwater infrastructure be built such that the post development runoff from the project be no more than ten (10) percent more than the pre- development runoff. Low-density projects are required to meet this standard for the 1 year 24-hour event, while high-density projects are required to meet this standard for a twenty-five year storm and be analyzed for a fifty-year storm. The applicant has proposed meeting these standards by constructing a stormwater system which would accommodate a twenty-five-year storm and be analyzed for a fifty-year storm.

**Utilities**

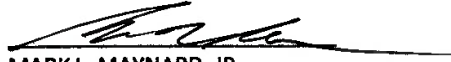
This proposed development will use Pender County Utilities for water and Pluris for wastewater disposal. PCU has provided a letter confirming there is sufficient water capacity for this project. PCU confirmed there is an existing 12" water main adjacent to the property.

**Conclusion**

This proposed development satisfies the requirements for PD and is consistent with the goals and policies outlined in the Pender County Uniform Development Ordinance (as well as the Pender County 2.0 Comprehensive Land Use Plan adopted to facilitate orderly growth and development).

SIGNATURES ON FOLLOWING PAGE

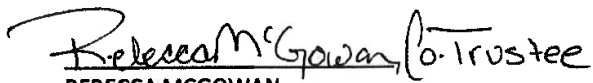
APPLICANT: TRIBUTE INVESTMENT AND DEVELOPMENT, INC.

  
MARK L. MAYNARD, JR.

OWNER: WILBUR R. CORBETT TRUST

---

MELISSA CORBETT

  
REBECCA MCGOWAN

**APPLICANT: TRIBUTE INVESTMENT AND DEVELOPMENT, INC.**

---

**MARK L. MAYNARD, JR.**

**OWNER: WILBUR R. CORBETT TRUST**

 co-ti v6t#0  
**MELISSA CORBETT**

---

**REBECCA MCGOWAN**

## ATTACHMENT - MAP OF PROPERTY

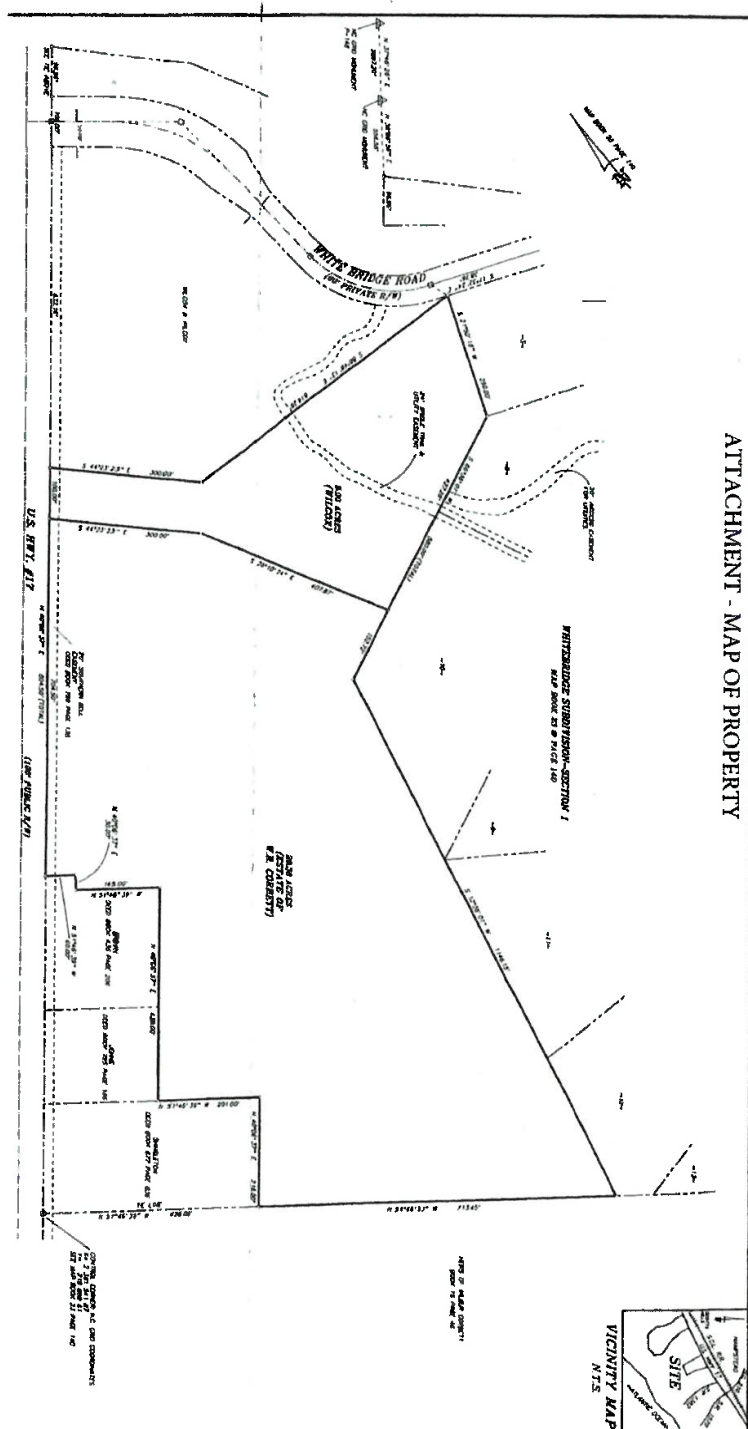


Exhibit B – Map 5.14: Topsail Planning Area Future Land Use Map

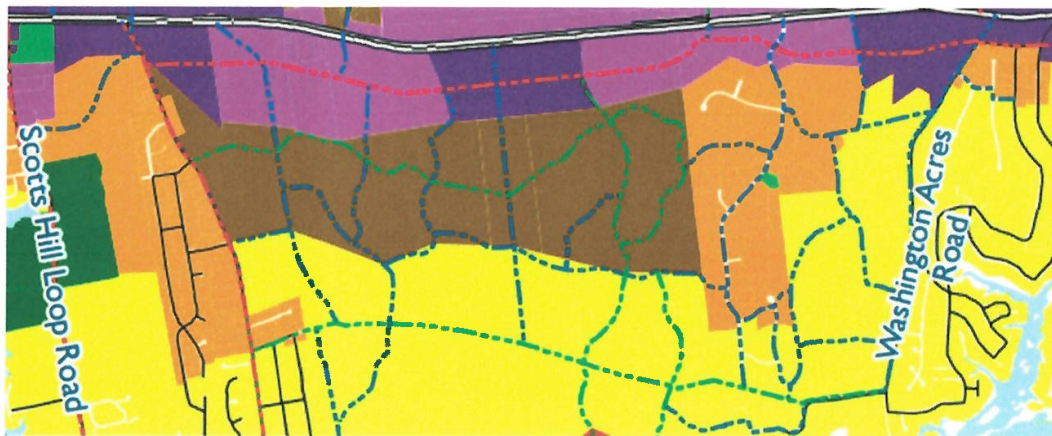
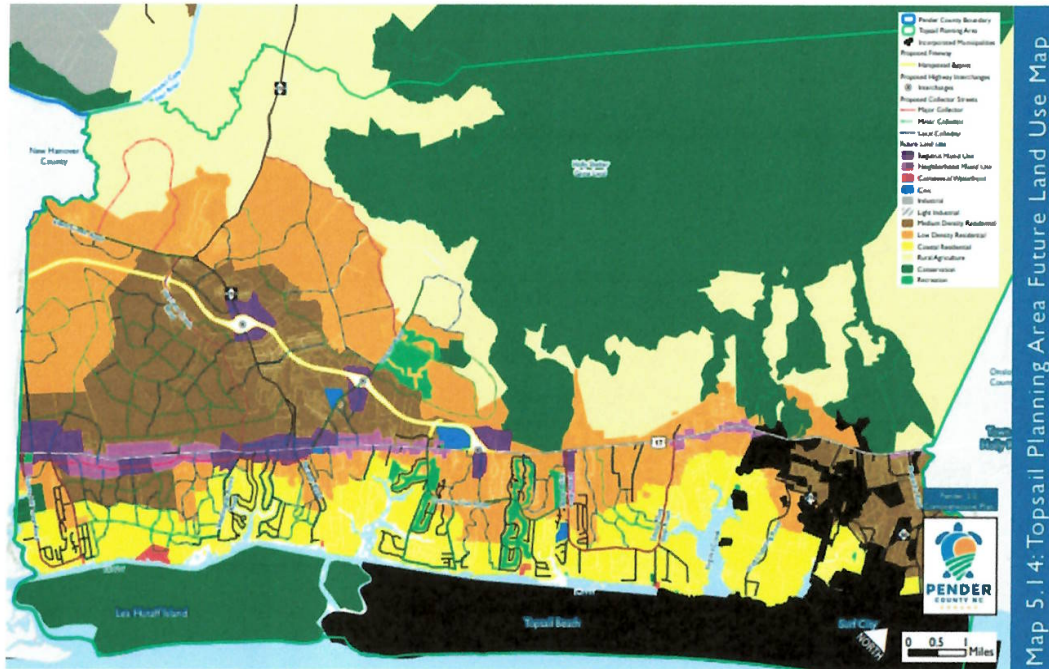


Exhibit C – Table of Density Calculation

| Density Calculations                         |                                                                          |
|----------------------------------------------|--------------------------------------------------------------------------|
| <b>Total Site Area</b>                       | <b>20.38 Acres (887,753 SF)</b>                                          |
| Total Wetland Area                           | 3.39 Acres                                                               |
| 60' ROW Area                                 | 2.60 Acres                                                               |
| Open Space Requirement (125 x .03) = 3.75 AC |                                                                          |
| Active                                       | 1.88 Acres                                                               |
| Passive                                      | 1.88 Acres (Subtracted from Total Wetland Area for Net Area Calculation) |
| <b>Net Area</b>                              | <b>12.52 acres</b>                                                       |
| <b>Net Density</b>                           | <b>10 units / acre</b>                                                   |
| Recommended Density (Future Land Use Plan)   | 10 units / acre                                                          |

---

RE: Scotts Hill - PD Master Plan



Don Bennett <[DBennett@davenportworld.com](mailto:DBennett@davenportworld.com)>

To Helen Herbert; Tim Clinkscales; Josh Mihaly; Mark L. Maynard, Jr

Cc Amy Schaefer; Rickey Bright; Marc Simeone

[External Sender - Exercise Caution]

With permission, I will contact the WMPO this AM with the revised Trip Gen and request formal waiver of TIA requirement.



**Don Bennett, PE** | Senior Transportation Engineer  
DAVENPORT

[5917 Oleander Drive, Suite 206 | Wilmington, NC 28403](#)  
t (910) 550-3741 ext: 22212 | c (910) 599-1380

**Please note our new address**

[website](#) | [map](#) | [email](#)

## Trip Generation Summary

Alternative: Alternative 1

Phase:

Project: Scotts Hill - Corbett Trust Property

Open Date: 7/9/2021

Analysis Date: 7/9/2021

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| ITE                              | Land Use           | Weekday Average Daily Trips |       |      |       | Weekday AM Peak Hour of Adjacent Street Traffic |       |      |       | Weekday PM Peak Hour of Adjacent Street Traffic |       |      |       |
|----------------------------------|--------------------|-----------------------------|-------|------|-------|-------------------------------------------------|-------|------|-------|-------------------------------------------------|-------|------|-------|
|                                  |                    | *                           | Enter | Exit | Total | *                                               | Enter | Exit | Total | *                                               | Enter | Exit | Total |
| 210                              | SFHOUSE 1          |                             | 57    | 56   | 113   |                                                 | 3     | 8    | 11    |                                                 | 6     | 4    | 10    |
|                                  | 9 Dwelling Units   |                             |       |      |       |                                                 |       |      |       |                                                 |       |      |       |
| 220                              | LOW-RISE 1         |                             | 418   | 418  | 836   |                                                 | 13    | 42   | 55    |                                                 | 42    | 25   | 67    |
|                                  | 116 Dwelling Units |                             |       |      |       |                                                 |       |      |       |                                                 |       |      |       |
| Unadjusted Volume                |                    |                             | 475   | 474  | 949   |                                                 | 16    | 50   | 66    |                                                 | 48    | 29   | 77    |
| Internal Capture Trips           |                    |                             | 0     | 0    | 0     |                                                 | 0     | 0    | 0     |                                                 | 0     | 0    | 0     |
| Pass-By Trips                    |                    |                             | 0     | 0    | 0     |                                                 | 0     | 0    | 0     |                                                 | 0     | 0    | 0     |
| Volume Added to Adjacent Streets |                    |                             | 475   | 474  | 949   |                                                 | 16    | 50   | 66    |                                                 | 48    | 29   | 77    |

Total Weekday Average Daily Trips Internal Capture = 0 Percent

Total Weekday AM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

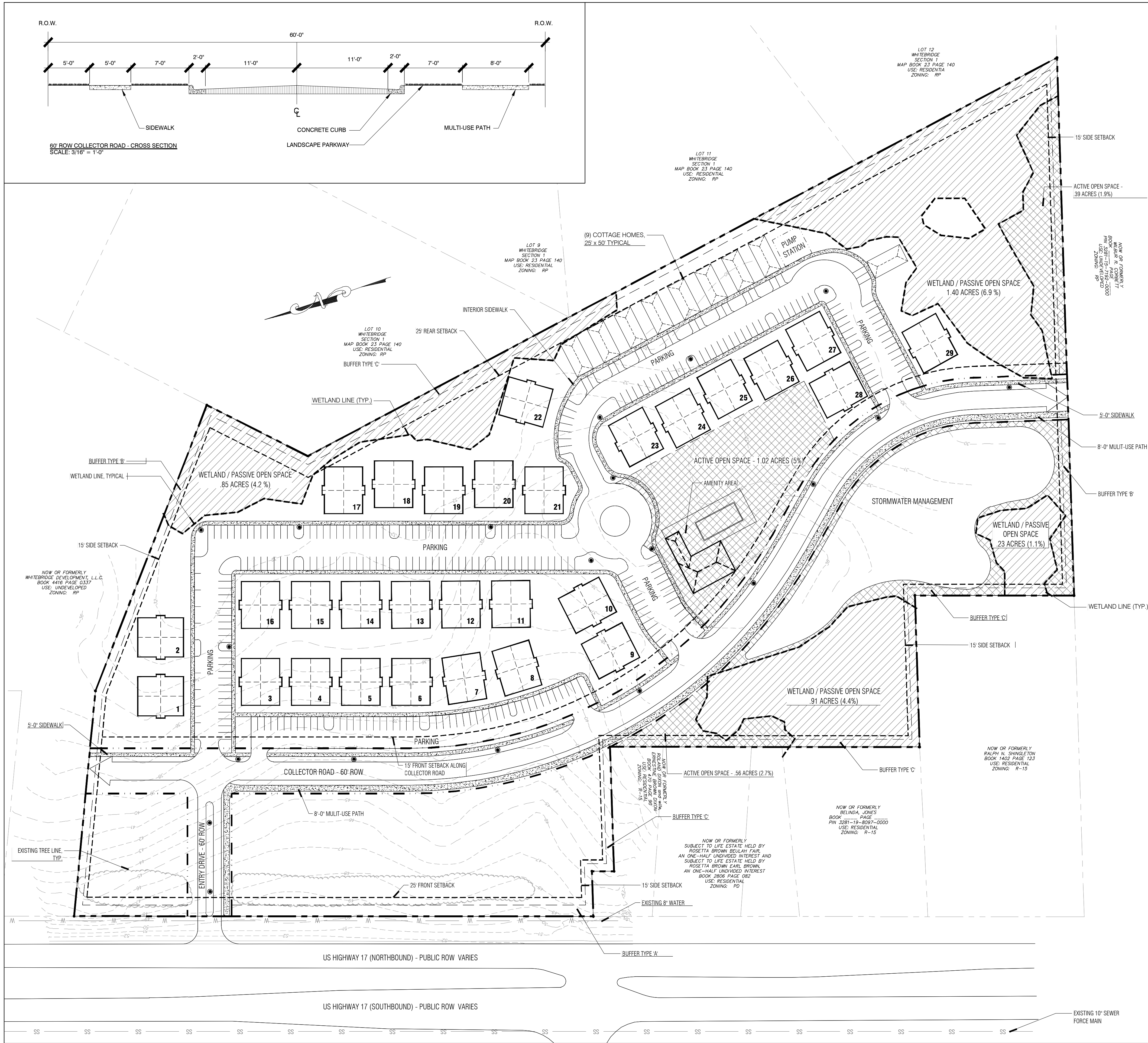
Total Weekday PM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

\* - Custom rate used for selected time period.

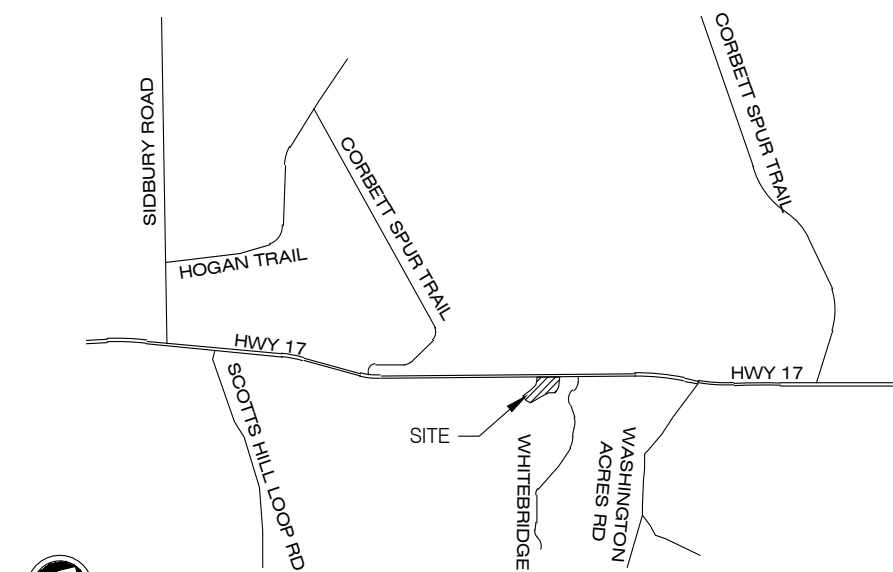
Source: Institute of Transportation Engineers, Trip Generation Manual 10th Edition

**TRIP GENERATION 10, TRAFFICWARE, LLC**

P. 1



VICINITY MAP



NOT TO SCALE

SITE DATA

|                                   |                                        |
|-----------------------------------|----------------------------------------|
| PARCEL PIN:                       | 3281-29-4277-0000                      |
| TOTAL PROJECT AREA:               | 887,753 SF (20.38 AC.)                 |
| FUTURE LAND CLASS CLASSIFICATION: | NEIGHBORHOOD MIXED USE                 |
| EXISTING ZONING:                  | PD - Planned Development               |
| PROPOSED ZONING:                  | NO CHANGE                              |
| OWNER:                            | WILBUR R. CORBETT TRUST                |
| APPLICANT:                        | TRIBUNE INVESTMENT & DEVELOPMENT, INC. |
| PROPOSED BUILDING SEPARATION:     | 16'                                    |
| PROPOSED BUILDING HEIGHT MAXIMUM: | 35'                                    |
| COTTAGE HOMES:                    | 9 HOMES                                |
| ATTACHED HOUSING:                 | 116 UNITS (29 BUILDINGS)               |
| TOTAL UNITS:                      | 125 UNITS                              |

ESTIMATED TRIP GENERATION

|                                                    |                  |
|----------------------------------------------------|------------------|
| 125 UNITS (9 COTTAGE HOMES / 116 ATTACHED HOUSING) | 66 AM PEAK HOURS |
|                                                    | 77 PM PEAK HOURS |

DENSITY CALCULATIONS

|                                                                       |                                                                                 |
|-----------------------------------------------------------------------|---------------------------------------------------------------------------------|
| TOTAL SITE AREA                                                       | 20.38 ACRES (887,753 SF)                                                        |
| TOTAL WETLAND AREA                                                    | 3.39 ACRES                                                                      |
| 60' ROW AREA                                                          | 2.60 ACRES                                                                      |
| OPEN SPACE REQUIREMENT                                                | REQUIRED PROVIDED                                                               |
| ACTIVE                                                                | 1.88 ACRES 3.39 AC (9.6 %)                                                      |
| PASSIVE (SUBTRACTED FROM TOTAL WETLAND AREA FOR NET AREA CALCULATION) | 1.88 ACRES 1.97 AC (16.6 %)                                                     |
| TOTAL OPEN SPACE:                                                     | (125 X .03) 3.75 ACRES 5.36 ACRES (18.4 % OF TOTAL SITE) (26.2 % OF TOTAL SITE) |

|                                             |                 |
|---------------------------------------------|-----------------|
| NET AREA:                                   | 12.52 ACRES     |
| NET DENSITY:                                | 10 UNITS / ACRE |
| RECOMMENDED DENSITY: (FUTURE LAND USE PLAN) | 10 UNITS / ACRE |

PARKING CALCULATIONS

|                                    |          |          |
|------------------------------------|----------|----------|
|                                    | REQUIRED | PROPOSED |
| 29 QUADRAPLEX BUILDINGS (2 / UNIT) | 232      | 261      |
| 9 COTTAGE HOMES (2 / UNIT)         | 18       | 18       |
| TOTAL PARKING:                     | 250      | 279      |

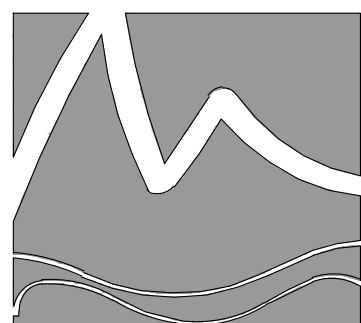
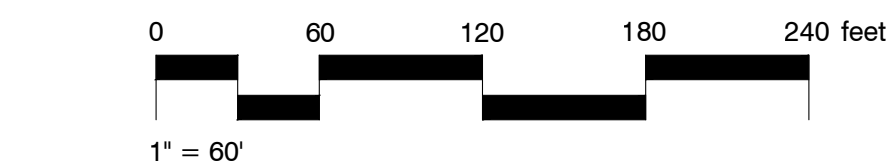
PD DIMENSIONAL STANDARDS

|                                            |          |          |
|--------------------------------------------|----------|----------|
|                                            | REQUIRED | PROPOSED |
| MIN. LOT WIDTH                             | 50'      | 50'      |
| MIN. FRONT YARD (ALONG HIGHWAY 17)         | 25'      | 25'      |
| MIN. FRONT YARD (ALONG 60' COLLECTOR ROAD) | 15'      | 15'      |
| MIN. SIDE YARD                             | 15'      | 15'      |
| MIN. REAR YARD                             | 25'      | 25'      |
| MAX. HEIGHT                                | 35'      | 35'      |
| BUILDING SEPARATION                        | 15'      | 15'      |

- NOTES:
1. PLAN BASED ON SURVEY TITLED "WILCOX DIVISION PROVIDED BY MICHAEL UNDERWOOD AND ASSOCIATES, P.A. ON JANUARY, 2021"
  2. WETLAND LINE BASED ON PLAN TITLED "WETLAND DELINEATION SKETCH" PREPARED BY LAND MANAGEMENT GROUP ON JANUARY 2021.
  3. PROJECT WILL BE DEVELOPED AS ONE (1) PHASE
  4. WATER WILL BE PROVIDED BY PENDER COUNTY UTILITIES.
  5. SEWER WILL BE PROVIDED BY PLURIS HOLDINGS, LLC.
  6. TOWNHOMES AND SINGLE FAMILY LOTS WILL BE SUBDIVIDED INTO INDIVIDUAL LOTS.
  7. BUILDING FOOTPRINTS WILL BE USED AS LOT LINES WITH THE OPEN SPACE AS COMMON AREA. AN HOA WILL BE ESTABLISHED TO MAINTAIN COMMON AREA.

LEGEND

|  |                          |  |                    |
|--|--------------------------|--|--------------------|
|  | 8' MULTI-USE PATH        |  | RIGHT OF WAY LINE  |
|  | CONCEPTUAL SITE LIGHTING |  | PROPERTY BOUNDARY  |
|  | WETLAND LINE             |  | PASSIVE OPEN SPACE |
|  | ACTIVE OPEN SPACE        |  | SETBACK LINE       |



MIHALY  
LAND DESIGN

PLANNING + LANDSCAPE ARCHITECTURE  
330 MILITARY CUTOFF RD., Suite A3  
Wilmington, NC 28405 910.392.4355

Revisions

2021-06-02: REVISED PER TRC COMMENTS

PROJECT  
SCOTTS HILL RESIDENTIAL MIXED-USE  
HIGHWAY 17  
HAMPSTEAD, NC 28443

MASTERPLAN

Date: 2021-07-09  
Phase:  
Job Number: 830-19  
Designed by: MLD  
Drawn by: MAS  
Checked by: JWM  
Sheet Title:  
PD MASTERPLAN

Sheet Number:

L1.0

of 1 sheets

## Trip Generation Summary

Alternative: Alternative 1

Phase:

Project: Scotts Hill - Corbett Trust Property

Open Date: 7/9/2021

Analysis Date: 7/9/2021

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| ITE                              | Land Use           | Weekday Average Daily Trips |       |      |       | Weekday AM Peak Hour of Adjacent Street Traffic |       |      |       | Weekday PM Peak Hour of Adjacent Street Traffic |       |      |       |
|----------------------------------|--------------------|-----------------------------|-------|------|-------|-------------------------------------------------|-------|------|-------|-------------------------------------------------|-------|------|-------|
|                                  |                    | *                           | Enter | Exit | Total | *                                               | Enter | Exit | Total | *                                               | Enter | Exit | Total |
| 210                              | SFHOUSE 1          |                             | 57    | 56   | 113   |                                                 | 3     | 8    | 11    |                                                 | 6     | 4    | 10    |
|                                  | 9 Dwelling Units   |                             |       |      |       |                                                 |       |      |       |                                                 |       |      |       |
| 220                              | LOW-RISE 1         |                             | 418   | 418  | 836   |                                                 | 13    | 42   | 55    |                                                 | 42    | 25   | 67    |
|                                  | 116 Dwelling Units |                             |       |      |       |                                                 |       |      |       |                                                 |       |      |       |
| Unadjusted Volume                |                    |                             | 475   | 474  | 949   |                                                 | 16    | 50   | 66    |                                                 | 48    | 29   | 77    |
| Internal Capture Trips           |                    |                             | 0     | 0    | 0     |                                                 | 0     | 0    | 0     |                                                 | 0     | 0    | 0     |
| Pass-By Trips                    |                    |                             | 0     | 0    | 0     |                                                 | 0     | 0    | 0     |                                                 | 0     | 0    | 0     |
| Volume Added to Adjacent Streets |                    |                             | 475   | 474  | 949   |                                                 | 16    | 50   | 66    |                                                 | 48    | 29   | 77    |

Total Weekday Average Daily Trips Internal Capture = 0 Percent

Total Weekday AM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

Total Weekday PM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

\* - Custom rate used for selected time period.

Source: Institute of Transportation Engineers, Trip Generation Manual 10th Edition

**TRIP GENERATION 10, TRAFFICWARE, LLC**

P. 1



August 2, 2021

RE: Community Meeting for Master Development Plan Request by Tribute Investment and Development, Inc.

Paramounte Engineering, Inc. and Tribute Investment and Development, Inc. invite you to a community meeting on Thursday, August 12, 2021 from 6:00-7:00 pm at the Pender County Hampstead Annex Building located at 15060 US Hwy 17 N., Hampstead, NC. You are receiving this invitation because Pender County GIS records indicate you own property near or adjacent to the property subject to the master development plan submission. The County requires that we hold a community meeting with any interested property owners within 500 feet of the proposed master development plan. The subject property is the  $\pm$  20.38 acre tract of land south of Whitebridge Road and east of US Highway 17 and is identified as Pender County Parcels: 3281-29-4277-0000.

To find out more about our proposed project, please drop in any time during our open house between the hours of 6:00 and 7:00.

We appreciate your interest in the project and look forward to being a good neighbor and an asset to the community.

We look forward to seeing you at **6:00 PM on August 12, 2021 at the Pender County Hampstead Annex Building** located:

15060 US Highway 17 N.  
Hampstead, NC 28443

# COMMUNITY MEETING SIGN-IN SHEET

|                 |                          |
|-----------------|--------------------------|
| <b>Project:</b> | Parcel 3281-29-4277-0000 |
|-----------------|--------------------------|

|                      |                 |
|----------------------|-----------------|
| <b>Meeting Date:</b> | August 12, 2021 |
|----------------------|-----------------|

|             |                 |
|-------------|-----------------|
| Place/Room: | Hampstead Annex |
|-------------|-----------------|

[illegible]

**Community Meeting Summary  
for Master Development Plan Request by Tribute Investment and Development, Inc.**

Meeting Date & Time: Thursday, August 12, 2021, 6:00 PM -7:00 PM

Meeting Location: Hampstead Annex

Paramounte Engineering, Inc. (PEI) and Tribute Investment and Development, Inc. (Tribute) along with Mihaley Land Design (collectively, Development Team) hosted a meeting to introduce the proposed development for the Tribute project on the 20.38 acre tract of land south of Whitebridge Road and east of US Highway 17 and is identified as Pender County Parcel 3281-29-4277-0000 to the adjacent neighbors attending the meeting. Property owners within 500 ft. of the proposed development (as required by Pender County) were notified of the community meeting by mail on August 2, 2021.

The open-house style meeting allowed people to view a context aerial for general site location purposes, a concept of the overall proposed conditional rezoning as well as examples of other Tribute projects. The community asked the Development Team questions about the plans, and many of the same questions were discussed repeatedly during the meeting. The following is a synopsis of the comments heard at the meeting.

- Attendees were most concerned about the potential for flooding. Portions of the adjacent neighborhoods flood, according to the surrounding community participants. Water ponds on the roadways and heads toward the waterway from Highway 17. It was explained that the state stormwater regulations require the project to treat all water on site and not contribute to flooding in the area, but the developer would not be addressing flooding off-site.
- An attendee asked about the number of units and expressed worry about the number of residential units that could be built there.
- General concern around the traffic that will potentially be created by the development.

## Gideon Smith

---

**From:** Gideon Smith  
**Sent:** Monday, July 12, 2021 1:00 PM  
**To:** Gideon Smith  
**Cc:** Travis Henley; Tera Cline; Vanessa Lacer; Carlene Shaw; Greg Feldman  
**Subject:** Pender County TRC - August 5  
**Attachments:** MDP 2021-30 Evolve Headwaters Apartments Master Plan 7.9.2021.pdf; MDP 2021-31 Scotts Hill RMX Proposed Master Plan 7.9.2021.pdf

Good afternoon everyone,

We have not received any applications for the August 5, 2021 TRC meeting. If no one objects, we will plan to cancel that meeting.

We have, however, received two Master Development Plans for Planning Board consideration at their September meeting. Will you please review the attached plans and provide any comments to me by Monday, July 26? Please let me know if you would like to meet and discuss these items at 9:00 AM on Thursday, August 5, 2021 (regular TRC meeting date/time).

Please note that these two developments were originally proposed to be rezoned a few months ago, but the applicants have withdrawn those applications. They are now proposing new site designs as shown on these Master Development Plans.

Thanks,  
Gideon

**Gideon Smith | Senior Planner**  
[Pender County Planning & Community Development](#)  
(910) 259-1529  
gsmith@pendercountync.gov  
805 S. Walker Street,  
Burgaw, NC 28425



[www.pendercountync.gov](http://www.pendercountync.gov)



## **Technical Review Committee (TRC) Comment Sheet**

**Project Title:** Scotts Hill Residential Mixed-Use Master Development Plan

**Case Number:** MDP 2021-31

**TRC Meeting Date:** 7/12/2021 – Sent to TRC for review and comment

**Board Hearing (if applicable):** 9/1/2021

The following comments have been received for the September 1, 2021 Planning Board meeting. No additional comments from other TRC members have been received at this time.

### **Pender County Addressing Coordinator, Mike Dickson 910-259-1442**

1. ENTRY ROAD, COLLECTOR ROAD, and the two roads labeled PARKING must be named. The developer must submit road names and possible alternatives to me for approval.
2. The building address numbers will be assigned by me during each individual building permit approval. The developer is responsible for assigning the individual unit numbers if it pertains to the mixed spaces.

### **Pender County Soil and Water Conservation District, Jason Turner 910-471-9122**

1. Pender SWCD has no issue with this request.

### **Pluris, Kaarin Williams 910-218-7653**

1. Currently Pluris does not see any issues with this project.



## **Pender County Pender County Collector Street Plan 2021**

---

**TO:** Planning Board  
**FROM:** Travis Henley  
**DATE:** September 1, 2021  
**SUBJECT:** Pender County Collector Street Plan 2021

---

### **SUMMARY:**

Pender County staff, the Wilmington Metropolitan Planning Organization (WMPO), and WSP began the process of updating the Pender County Collector Street Plan in late 2020, after the County initially adopted the plan in 2016. The Plan update is intended to assess and further improve the County's efforts to provide for an efficient and safe transportation network as the County continues to grow, by requiring specific roadway types in key locations that will become part of the state-maintained roadway system in the future. These roadways are required to be built as part of private developments to higher standards that will serve to convey traffic toward arterial roadways (such as US 17, US 117, and US 421).

The Collector Street Plan Update is needed primarily due to the adoption of the Pender 2.0 Comprehensive Land Use Plan, which set forth a new preferred growth scenario for the entire County when adopted in August 2018. The preferred growth scenario established by Pender 2.0 establish numerous areas identified for high-intensity, mixed-use growth, and many of the proposed collector streets are designed in such a way to provide connections from those nodes to areas desired to be primarily residential. Also informing the update were multiple rounds of public engagement as well as staff experience in attempts to implement the current version of the plan, which have proven difficult. Included in the draft Plan Update are recommendations for collector streets going forward, as well as bicycle and pedestrian facilities, and base cross-sections that developers must follow when required to construct collector streets.

Following the discussion at the August 3, 2021 Planning Board meeting, additional notes relating to funding, phasing, and incentives in the context of collector streets were added on Page 47 of the draft plan. The draft Collector Street Plan Update is attached, and will be presented in public hearings to the Board of Commissioners in September and October.

**ACTION REQUESTED:**

Approval of the Pender County Collector Street Plan 2021

DRAFT



AN UPDATE TO THE  
2016 PENDER COUNTY COLLECTOR STREET PLAN



DRAFT

# ACKNOWLEDGEMENTS



## PENDER COUNTY BOARD OF COMMISSIONERS

George Brown, Chairman  
Fred McCoy, Vice-Chairman  
Jackie Newton  
David Piepmeyer  
David Williams

## PENDER COUNTY PLANNING BOARD

Theo McClammy, Chairperson  
Delva Jordan, Vice-Chairperson  
Jeffrey Pitts  
Damien Buchanan  
John R. Gruntfest  
Norman K. Teachey  
Jeff Beaudoin  
Commissioner David Piepmeyer (Alternate)

## PENDER COUNTY PLANNING & COMMUNITY DEVELOPMENT

Travis Henley, MPA, CFM, Director  
Vanessa Lacer, MPA, Long Range Planner



## WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

Mike Kozlosky, Executive Director  
Abby Lorenzo, Deputy Director  
Rachel McIntyre, PLA, Associate Transportation Planner



## CONSULTANT TEAM

Will Letchworth, PE  
Shivang Shelat, AICP  
Katharine Mather, AICP  
Sarah Parkins, AICP

DRAFT

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Conclusion

DRAFT

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## PENDER COUNTY STREETS PLAN 2021



The Wilmington Urban Area Metropolitan Planning Organization (WMPO), by request and in partnership with the Pender County Planning and Community Development Department (Planning Department), has commissioned an update to the 2016 Pender County Collector Street Plan (the 2016 Plan) to determine future transportation needs in southeastern Pender County.

The 2016 Plan developed recommendations for new collector street alignments and bicycle and pedestrian facilities. Upon implementation of the 2016 Plan, the rigidity and specificity of the collector street recommendations, as well as the lack of consideration for natural resources, North Carolina Department of Transportation (NCDOT) design requirements, and the realities of development in a coastal county, have created multiple requests for variances and pushback from the development community. Southeastern Pender County has seen high growth rates since 2016 and changes in regional plans and projects such as the adoption of the WMPO's 2045 Metropolitan

Transportation Plan (MTP), the NCDOT 2020-2029 State Transportation Improvement Program (STIP), an update to Pender County's land use plan in 2018, and the progression of the US 17/Hampstead Bypass, necessitates an update to the 2016 Plan that addresses future transportation needs while affording flexibility in implementation.

This report details the planning process undertaken between January 2021 and June 2021 to update the 2016 Plan and the resulting recommendations.

## STUDY AREA

This 2021 Plan Update (the Update) maintains the same study area used in the 2016 Plan. The study area is bordered by NC 210 to the north, the Pender/New Hanover County boundary to the east and south, and Black River to the west. Figure 1-1 on the following page shows the study area.

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## PENDER COUNTY STREETS PLAN 2021

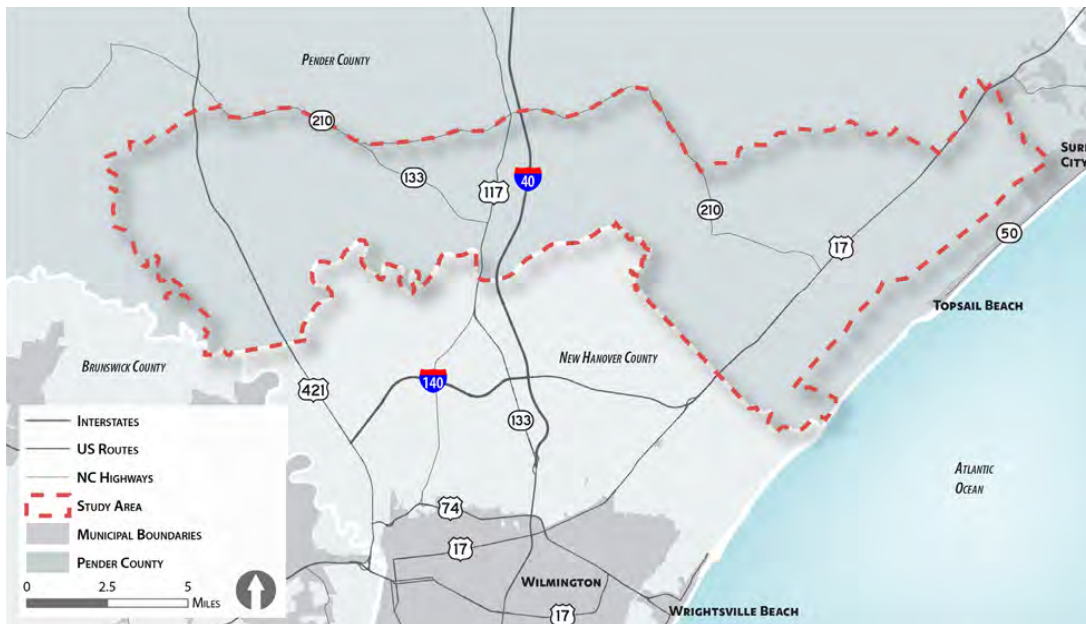


Figure 1-1 | *Collector Street Plan Study Area*



*Existing Collector Street, Sloop Point Loop Road*

### WHAT ARE COLLECTOR STREETS?

Collector streets are defined as streets that connect local roads and neighborhoods to arterial roadways. Examples of collector streets in the study area include Country Club Drive, Sloop Point Loop Road, NC-133, and Hoover Road. Collector streets are typically two lanes, two to three miles in length, have speed limits between 25 and 45 miles per hour, and accommodate lower volumes of traffic.

Collector streets serve a number of important functions within the street network. They are very important in reducing congestion on arterial roads by equitably distributing the traffic burden so that shorter, local trips use the collector street system and long-distance trips remain on the arterial streets. Another important benefit is providing enhanced mobility opportunities for all roadway users, including emergency service providers, pedestrians, bicyclists, and municipal services.\*

\*There are no municipalities within the study area.

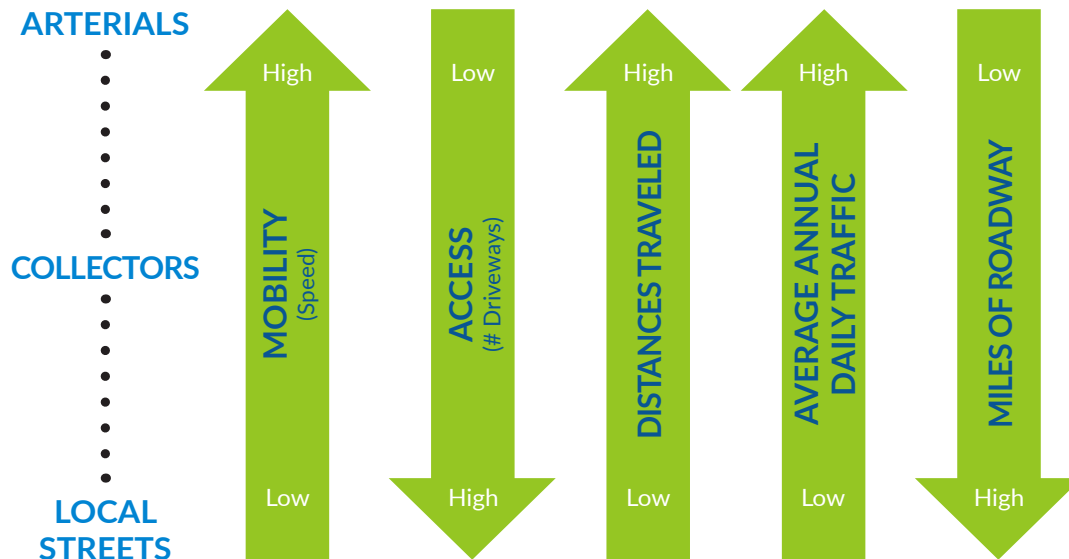


Figure 1-2 | *Functional Classification of Roadways*

## COLLECTOR STREETS IN THE FUNCTIONAL CLASSIFICATION SYSTEM

Roadways serve two primary functions: mobility, the ability to move from one place to another; and access, opportunities for entry to/exit from specific locations (driveways) along a route. Most roadways provide a combination of mobility and access. In terms of function, there are three general categories of roadways:

### Arterials

Arterial roadways provide a high level of mobility and are used mostly for long-distance travel. Some arterials are designed as controlled access or partially controlled access facilities. These facilities, which include Interstates, freeways, and expressways, limit the number of locations where vehicles can enter or exit. Examples in the study area include I-40 and I-140. Other arterials are designed with signalized

intersections to control traffic flow. In these cases, the arterial roadway receives most of the green time. Examples in the study area include US 421 and US 17.

### Collectors

Collector streets provide a balance between mobility and access. For more information on collector streets, refer to the previous section on page 2.

### Local Streets

Local streets provide a high level of access. With many driveways providing direct access to adjacent land uses, local streets are not designed to carry through traffic. According to the Federal Highway Administration (FHWA), often, after all arterials and collector streets have been identified, the remaining roadways are classified as Local Streets by default.

Figure 1-2 above illustrates the hierarchy of and differences between the roadway classifications.

Source: [https://www.fhwa.dot.gov/planning/processes/statewide/related/highway\\_functional\\_classifications/section02.cfm](https://www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/section02.cfm)

**“To improve connectivity, inform land development, maintain acceptable levels-of-service on existing roadways, ensure conservation of natural areas, and provide a safe and high-quality transportation network for residents, businesses, and visitors using all modes of travel. ”**

*-2016 Pender County Collector Street Plan Vision*

## VISION AND GOALS

This Update builds upon the 2016 Plan. The analysis and recommendations incorporate new data and analysis techniques to provide better direction for obtaining the vision and goals of the 2016 Plan.

The vision for this Update, carried forward from the 2016 Pender County Collector Street Plan, is as follows:

The purpose of a collector street plan for Pender County is to guide investment in new collector streets to improve connectivity, inform land development, maintain acceptable levels-of-service on existing roadways, ensure conservation of natural areas, and provide a safe and high-quality transportation network for residents, businesses, and visitors using all modes of travel.

In order to achieve this vision, the 2016 Plan established the following goals, which remain in place for this Update:

- 1** Develop a realistic and feasible network of collector streets that support the local street and arterial system
- 2** Work with the development community to ensure proper connectivity and collector street design
- 3** Be sensitive to environmental issues and “build-in” context-sensitive design approaches where applicable
- 4** Integrate multimodal design features into the street design that support walkability and bikability





## 2016 PENDER COUNTY COLLECTOR STREET PLAN

The 2016 Pender County Collector Street Plan (the 2016 Plan) surveyed existing conditions, conducted public outreach, developed recommendations, and identified design requirements and policy strategies. New and existing collector street recommendations were developed based on analysis of existing land use and trip generation into a "Preferred Scenario." This "Preferred Scenario" is presented in Figure 2-1 on the following pages. Nine typical sections were identified and categorized into five groups for implementation. Each collector street recommendation was assigned to one of these five groups. The typical sections in each group vary in the multimodal facilities provided to allow flexibility in implementation.

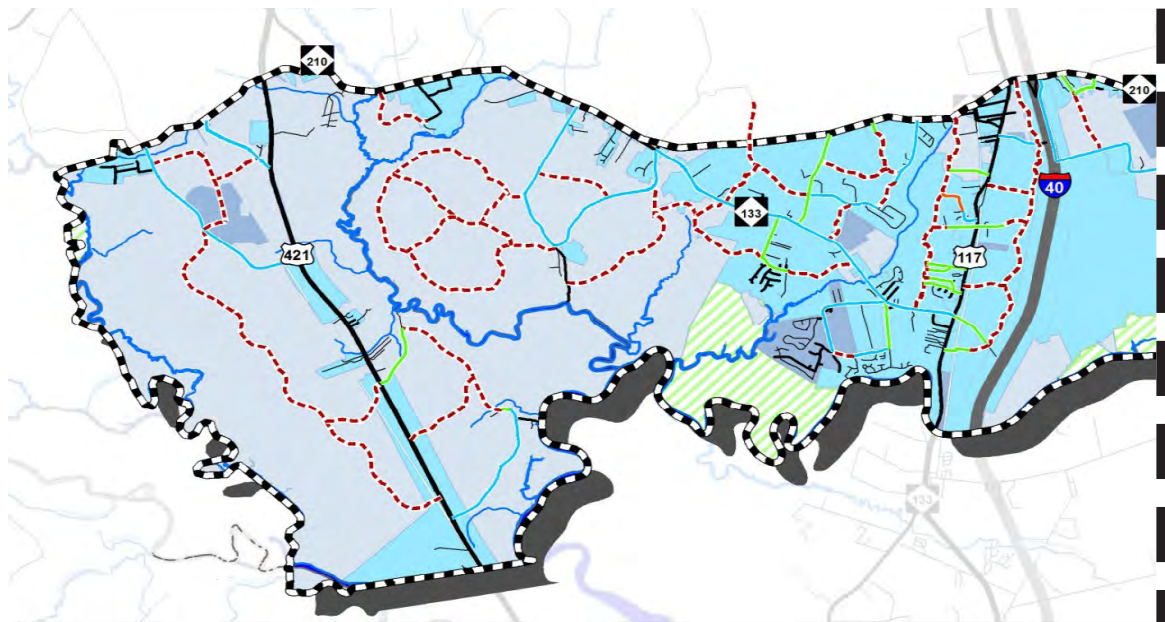
Additionally, the 2016 Plan proposed eleven supporting policy recommendations that addressed

stormwater integration, street spacing and access, multimodal facility integration, traffic impact analyses, environmental conservation, and maintenance.

The 2016 Plan was used as the basis to begin the analysis for this 2021 Plan Update (the Update), though new data was used when available.

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# PENDER COUNTY STREETS PLAN 2021



## Legend

### Proposed Collectors

- Existing Collector Standards
- Existing Roads - Need Improvement
- Planned Connections
- Preferred Scenario

### Roadways

- Interstate
- NC and US Routes
- Local Roads
- Hampstead Bypass

### Land Use Intensity

- Environmental Conservation
- Low Intensity
- Medium Intensity
- High Intensity

### Other Symbols

- Study Area
- Lakes and Ponds
- Streams
- County Boundaries

| LAND USE INTENSITY/<br>TYPE OF COLLECTOR STREET                                                                                         | INTENSITY                                          | ACCESS<br>FUNCTION | APPROX. STREET<br>SPACING |
|-----------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------|--------------------|---------------------------|
| No Collector Streets (Environmental Conservation)                                                                                       | Little to No Development                           | N/A                | N/A                       |
| Lowest Intensity (Rural Agricultural)                                                                                                   | Less than 2 Dwelling Units per Acre                | Highest            | 3,000 to 6,000 feet apart |
| Medium Intensity (General Business, General Industrial, Industrial Transition, Manufactured Housing Community, Residential Performance) | 2 to 4 Dwelling Units per Acre                     | High               | 1,500 to 3,000 feet apart |
| High Intensity (Residential Mixed, Office Institutional, Planned Development)                                                           | More than 4 Dwelling Units per Acre/Activity Nodes | Medium             | 750 to 1,500 feet apart   |

NOTE: Table included as part of Figure 2-1

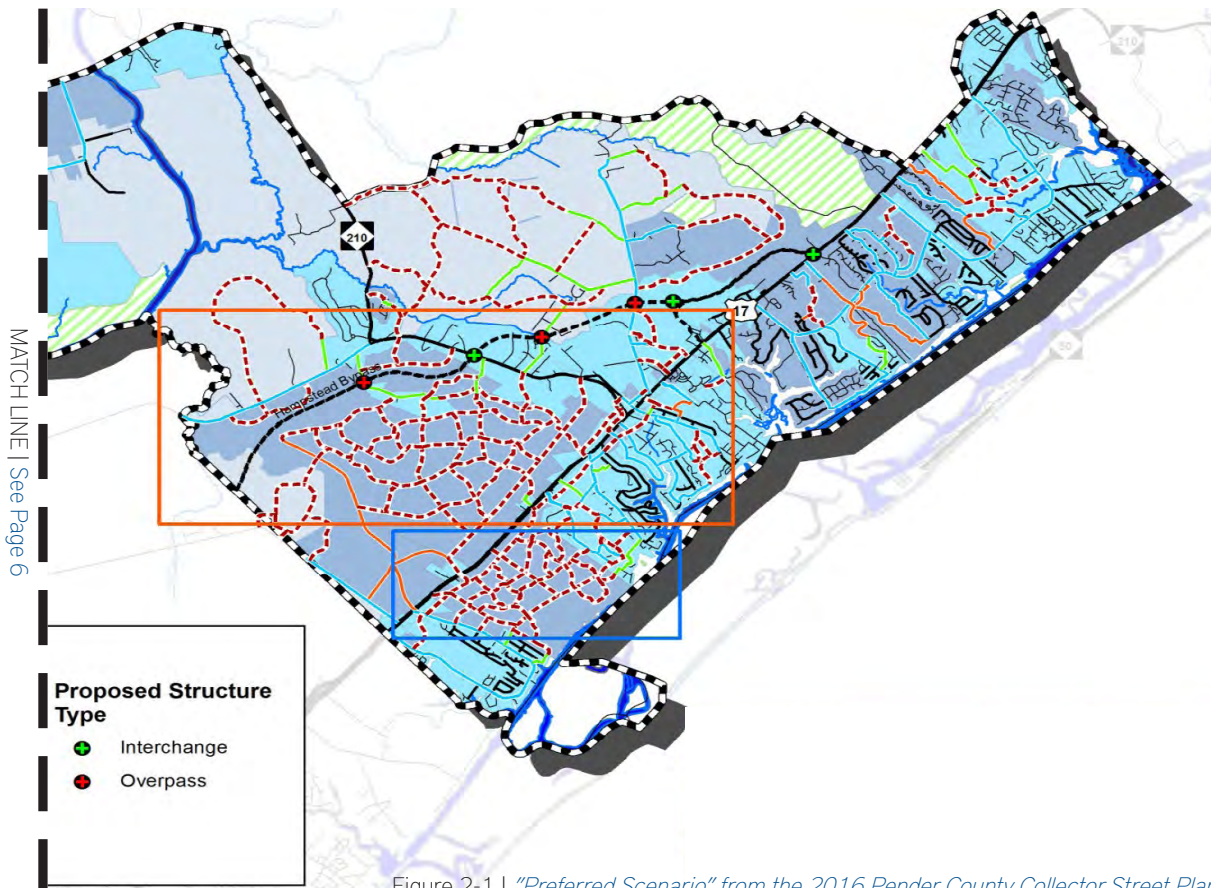


Figure 2-1 | "Preferred Scenario" from the 2016 Pender County Collector Street Plan

## REGIONAL PLANNING DOCUMENTS

### Cape Fear Moving Forward 2045 Metropolitan Transportation Plan

The WMPO's adopted Metropolitan Transportation Plan (MTP), Cape Fear Moving Forward 2045, provides a multimodal transportation framework to guide future transportation investment within the WMPO's boundary. MTPs are fiscally constrained,

meaning only projects that can be constructed with expected funding are included. This differs from a collector street plan, where recommendations are made in advance of known funding and, therefore, the plan can guide future transportation projects as funding becomes available. As most collector streets will be funded and constructed as part of new developments, these streets are typically funded from private sources.

Table 2-1 on the following page presents the roadway projects identified in the 2045 MTP that are within

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# PENDER COUNTY STREETS PLAN 2021

the study area. The recommendations made in this Update assume the implementation of these projects.

### NCDOT 2020-2029 STIP

The NCDOT 2020-2029 State Transportation Improvement Program (STIP) identifies the schedule and funding of all transportation projects to be conducted by NCDOT over the next ten years. Table 2-2 below presents the roadway projects identified in the 2020-2029 STIP that are within the study area. The recommendations made in this Update assume the implementation of these projects.

### Pender 2.0: Comprehensive Land Use Plan

Pender 2.0: Comprehensive Land Use Plan (Land Use Plan) was adopted in August 2018 to guide the future growth of Pender County by addressing needs related to environmental protection, community facilities and services, and future land use. The Land Use Plan identifies 12 land use classifications for parcels located in unincorporated parts of the county. (There are no incorporated areas within the study area.) These land use classifications are presented in Figure 2-2 on the opposite page.

| MTP PROJECT NUMBER | PROPOSED PROJECT                                          | PROPOSED PROJECT LIMITS                                                                                                       | HORIZON YEAR |
|--------------------|-----------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------|--------------|
| RW-6               | Hoover Road Widening                                      | Hoover Road from US 17 to Blue Clay Road                                                                                      | 2030         |
| RW-13              | Godfrey Creek Road Extension                              | Godfrey Creek Road from Godfrey Creek to Saint Johns Church Road                                                              | 2035         |
| RW-18              | Sloop Point Road Widening                                 | Sloop Point Road from US 17 to road terminus                                                                                  | 2040         |
| RW-23              | Sidbury Road Widening                                     | Sidbury Road from Blue Clay Road to US 17                                                                                     | 2045         |
| RW-29, 30, & 31    | Center Drive Extension                                    | Center Drive from about 600' east of US 17 along Whitebridge Road to roughly 1,000' east of US 17 along Scotts Hill Lopp Road | 2045         |
| RW-35              | Harrison Creek Road Extension                             | Harrison Creek Road from an extension of Holliday Dr to Realigned intersection of US 17 and Washington Acres Rd               | 2045         |
| RW-166             | Future NC417/Hampstead Bypass & Sidbury Road Interchange* |                                                                                                                               | 2035         |

Table 2-1 | 2045 MTP Projects within the Study Area

| STIP PROJECT NUMBER | PROPOSED PROJECT                | PROPOSED PROJECT LIMITS                   | CONSTRUCTION FISCAL YEAR (FY) |
|---------------------|---------------------------------|-------------------------------------------|-------------------------------|
| R-3300              | Hampstead Bypass                | US 17 at Long Leaf Drive to I-140         | FY 2022**                     |
| U-5732              | US 17 Conversion to Superstreet | Washington Acres Road to Sloop Point Road | FY 2029**                     |

Table 2-2 | 2020-2029 STIP Projects within the Study Area

\*Project located in New Hanover County but significant for the study area

\*\*Construction Fiscal Years taken from the May 2021 STIP

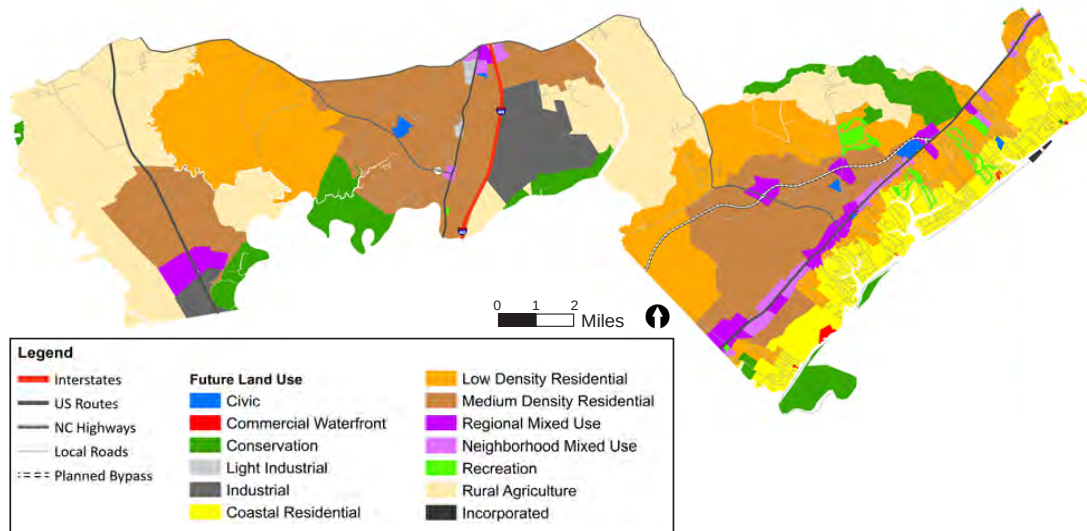


Figure 2-2 | *Pender County Future Land Use Map*

The majority of future land use classifications within the study area are residential. Mixed-use classifications are concentrated along US 17 and in isolated pockets along US 117 and NC 210. Rural agriculture classifications are located adjacent to US 421 and along the Northeast Cape Fear River. The only industrial classifications within the study area are located east of I-40 and along US 421 near the southern edge of the study area boundary.

Land use classifications within the study area are notably denser than in other unincorporated areas of Pender County—almost all residential and mixed-use classifications are concentrated within the study area. This is reflective of the influence of urban growth from New Hanover County. Within the study area, the densest classifications are adjacent to the arterial roadways that directly connect Pender and New Hanover Counties including US 17, US 117, the southern portion of US 421, and NC 133.

These land use classifications were used as the basis for the development of recommendations prepared in this Update.

## NATURAL AND BUILT ENVIRONMENT

A review of the natural and built environment was conducted through desktop analysis and WMPO GIS shapefile data. This review was not intended to serve as a formal environmental review, but rather to guide the development of recommendations. Implementation of the recommendations made in this Update is subject to compliance with all necessary environmental reviews and/or permitting requirements.

The high-level review revealed that protected lands, including Natural Heritage Areas and state-owned lands, are located throughout the study area but concentrated west of US 421, south of NC 133 between US 421 and US 117, and west and east of the Northeast Cape Fear River (see Figure 2-3 on the following page). Data from the National Wetland Inventory and the North Carolina Flood Risk Information System were used as wetland and floodplain sources, respectively. These sources indicated that potential wetlands and 100-year floodplains are scattered throughout the study area.

but are concentrated at the previously identified protected lands and between US 117 and I-40 and south of NC 210/Island Creek Road between the study area boundary and US 17. These natural resources were combined with future land use data to serve as the basis for the recommendations made in this Update.

Excluding the existing built areas east of US 17, the study area is mostly undeveloped. Concentrations of existing development include residential development between Clarks Landing Road and US 117, and small-scale residential developments along NC 210 between the Northeast Cape Fear River and US 17. Considering the extent of future residential classifications from the Land Use Plan, there is high potential for future development within the study area.

## TRAFFIC CONDITIONS

Existing traffic patterns and volumes were derived from StreetLight Data and Average Annual Daily Traffic (AADT) data from NCDOT. One key difference between these two datasets is that AADT presents the traffic volumes of an average day in 2019, without accounting for seasonal or daily fluctuations. The StreetLight Data extracted for this analysis

presents traffic volumes on an average day in the months of March and October of 2019, when traffic volumes are typically representative of normal traffic patterns. The chosen analysis year was 2019 due to abnormal travel patterns in 2020 related to the COVID-19 pandemic.

NCDOT AADT data indicates that the average daily traffic volume along US 17 is approximately 36,000 vehicles per day (vpd) north of Belvedere Drive; 43,500 vpd between NC 210 and Belvedere Drive; and 40,000 vpd south of NC 210. The daily traffic volume along NC 210 averages 9,300 vpd near the intersection with US 17; 2,100 vpd near the intersection with NC 133; and 15,000 vpd between I-40 and US 117. Along US 117, daily traffic volume ranges between 7,000 and 14,000 vpd. Daily traffic on NC 133 averages from 11,000 vpd at US 117 to 2,300 vpd at US 421. Average daily traffic on US 421 varies from 5,700 vpd at NC 133 to 7,600 vpd near the Pender/New Hanover County border.

As NCDOT AADT data does not indicate the distribution of traffic, StreetLight Data was used to provide this information. Figure 2-4 on the opposite page presents the study area, divided in two halves by the Northeast Cape Fear River. Based on the StreetLight Data analysis, the western and eastern

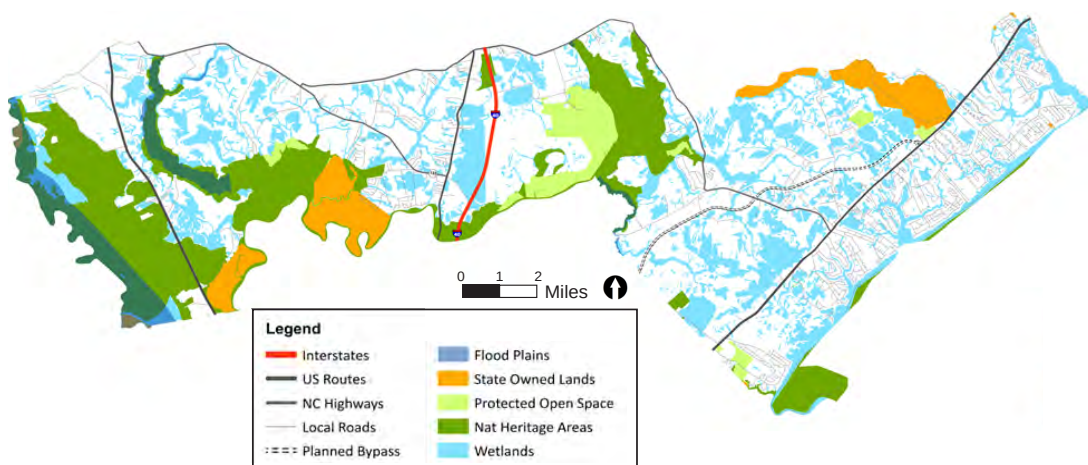


Figure 2-3 | *Natural Resources in the Study Area*

halves generated 21,710 and 74,850 daily trips in 2019, respectively. See Appendix A for StreetLight Data outputs.

In the western half, 24% of trips remained within this half of the study area; 60% of trips were to or from New Hanover and Brunswick Counties; and only 15% of trips traveled to and from north of the study area. There was a high volume of pass-through traffic, 38,250 vpd, in the western half due to the presence of multiple north-south routes including I-40, US 421, and US 117. In the eastern half, 38% of the trips remained within this half of the study area; 38% of trips traveled to and from New Hanover County; and 23% of trips traveled north of the study area. In addition to those trips, there were about 16,200 daily trips that traveled through the eastern half of the study area. Approximately 900 daily trips are made between the eastern and western halves of the study area, which accounts for the remaining 1% of total trips in each half.

NCDOT AADT data was used to develop future traffic projections along existing arterial roads. The historical AADT values at various locations along these roads were tabulated and projected to future year 2045 using a straight-line projection method. These values

were compared to the roadway capacity and Travel Demand Model-based travel projections, which are discussed in the Methodology section of this Update.

## TRAFFIC MODELING

The latest update to the WMPO's adopted Travel Demand Model (TDM) occurred in November 2020. The TDM projects travel demand based on projected population and employment levels in 2045 while assuming the infrastructure improvements in the MTP. The TDM has been an appropriate tool for forecasting needs in more urban New Hanover County, but analysis performed during this Update indicates that the population and employment projections for Pender County may not be reflective of development patterns as the rate of development is typically higher. This difference is further distorted due to the adoption of the Land Use Plan, which dedicates more land for higher density development than what was assigned in the previous land use plan and TDM. As the TDM only features major arterial roads within the study area, the TDM is unable to provide a sufficient basis for the development of collector streets.

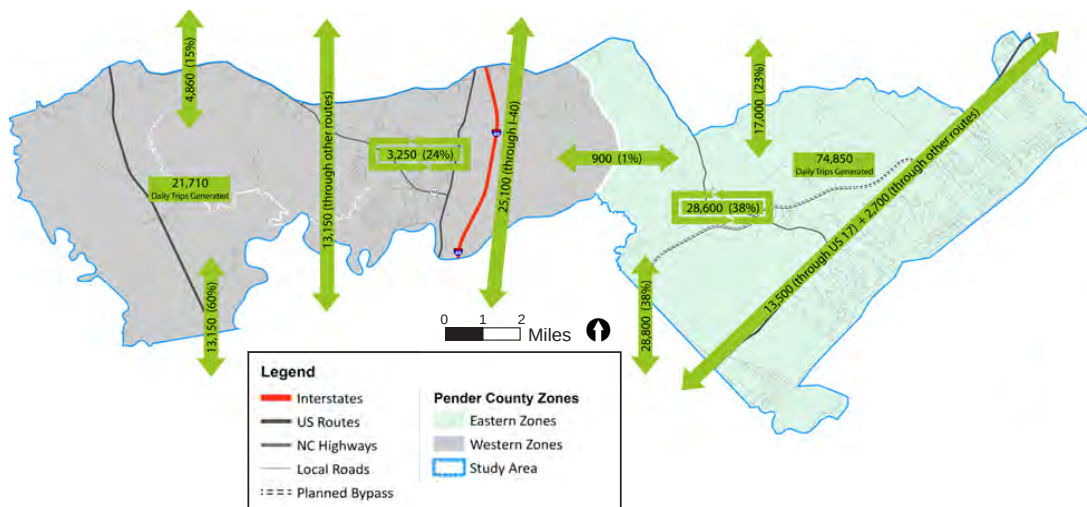


Figure 2-4 | *StreetLight Data Traffic Distribution*

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## PENDER COUNTY STREETS PLAN 2021

For the development of this Update, the TDM was used to determine the daily vehicle carrying capacities of each roadway classification. These capacities were compared with the traffic projections based off of AADT values and those from the TDM to determine which roadway segments may be over capacity in the future on a daily volume basis and peak-hour basis. Appendix B presents the calculations used for this comparison.

The analysis suggested the daily traffic volumes on almost all arterial roads will be lower than their daily carrying capacity. However, during peak hours, many portions of US 17 and NC 210 may experience significant congestion. The AADT projections for

US 17 were highly overestimated because they did not consider the distribution of traffic related to the future Hampstead Bypass. However, even after adjusting the volumes to consider the future bypass, US 17 may still experience congestion at certain locations during peak hours. This conclusion, combined with the earlier observation that there is a significant volume of intra-zonal trips in the region, indicates collector streets parallel to US 17 may be required to address local traffic needs and alleviate congestion on US 17.



# PUBLIC OUTREACH AND STAKEHOLDER ENGAGEMENT

Two periods of public outreach and stakeholder engagement were held during the development of the 2021 Plan Update (the Update). Key takeaways from the engagement periods are highlighted below. Detailed summaries and findings from each engagement period are presented in Appendix C.

## PHASE I (MARCH/APRIL 2021)

The first round of public engagement was held in March and April 2021 to seek feedback on the 2016 Pender County Collector Street Plan (the 2016 Plan), identify conditions that have changed since 2016, and understand current transportation and development needs and concerns. An online survey provided the opportunity for public comments and 440 responses were received. Members of the development and real estate community were included through a parallel online survey and a Stakeholder Steering Committee meeting.

Responses and feedback received during this engagement period were used in the development of the draft recommendations.

## PHASE I PUBLIC SURVEY RESULTS

Results of the public survey indicated most respondents experience delays during their daily travel during peak times and that seasonal travel impacts related to tourism often lead to considerable delays. Responses further indicated delayed travel times are typically experienced along US 17, specifically at the intersections of NC 210, County Club Road, Topsail Schools, Sloop Point Road, and Washington Acres Road. Seventy-seven percent of respondents also noted US 17 as a concern through a separate comment.

When asked if respondents would walk or bike more often within the study area if better, safer facilities were available, 58% of respondents answered yes, 22% answered no, and 20% answered maybe.

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Select your top three priorities to be addressed when new collector streets are being constructed.

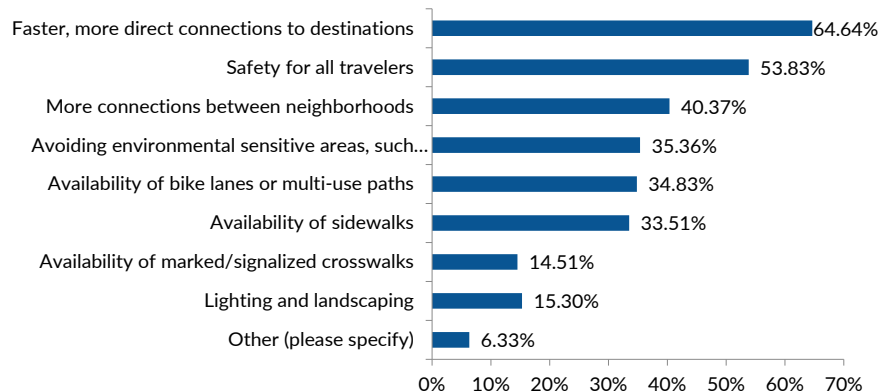


Figure 3-1 | *Transportation Priorities Identified in the First Public Survey*

Finally, respondents were asked to select their top three transportation priorities from a list of eight options. Responses to this question are shown in Figure 3-1 above.

### DEVELOPER SURVEY AND STAKEHOLDER MEETING I RESULTS

The developers survey received three responses, which are recorded in Appendix C.

Stakeholder meeting participants indicated the 2016 Plan was generally not helpful for guiding development and site plan design. Further, participants indicated general infrastructure needs, such as utilities and schools, were barriers to future development in addition to transportation and traffic needs. Figure 3-2 on page 15 presents the selection of transportation elements participants saw as important for future development.

### PHASE II (MAY/JUNE 2021)

In order to present the draft recommendations to the public and collect feedback on various elements of the recommendations, an ESRI Storymap website was developed. The website was available

from May 17<sup>th</sup> until June 21<sup>st</sup> 2021. The website, made available at [www.tinyurl.com/PenderStreets](http://www.tinyurl.com/PenderStreets), included four sections: Overview, Methodology, Draft Recommendations, and Next Steps. An interactive map of the draft recommendations was available for users to see the recommendations in detail. Survey questions were asked throughout the website using ESRI's Survey123 tool. Eight questions were asked, in addition to 11 optional demographic questions. In total, there were 639 unique visitors to the website, and 22 individuals completed at least one survey question.

### PHASE II PUBLIC SURVEY RESULTS

Questions asked respondents to rate how they felt about the proposed collector street recommendations, broken up by region, on a scale from strongly disagree to strongly agree. There was a total of 13 responses for each of the three questions. Figure 3-3 on page 15 shows the results for each region. It can be inferred from the results that most respondents agree with the collector street alignment recommendations. Another question asked respondents to rate their opinion of the proposed bicycle and pedestrian recommendations. A total of 12 responses were received, shown in Figure 3-4 on page 15. A majority of the respondents strongly agreed with the proposed recommendations.

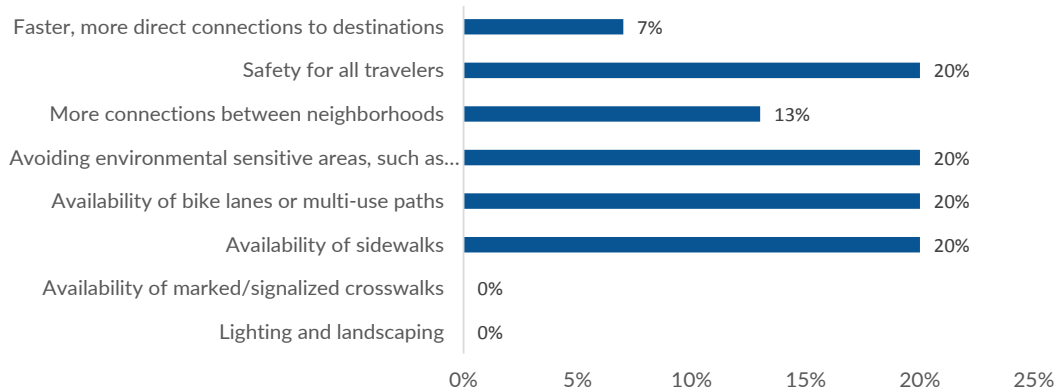


Figure 3-2 | *Development Preferences Identified in the First Stakeholder Meeting*

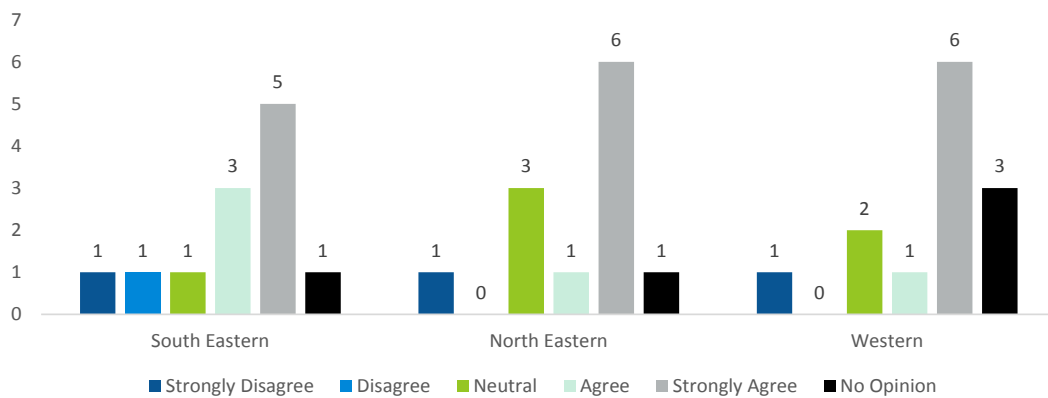


Figure 3-3 | *Survey Results – Respondent Opinions on Collector Street Recommendations*

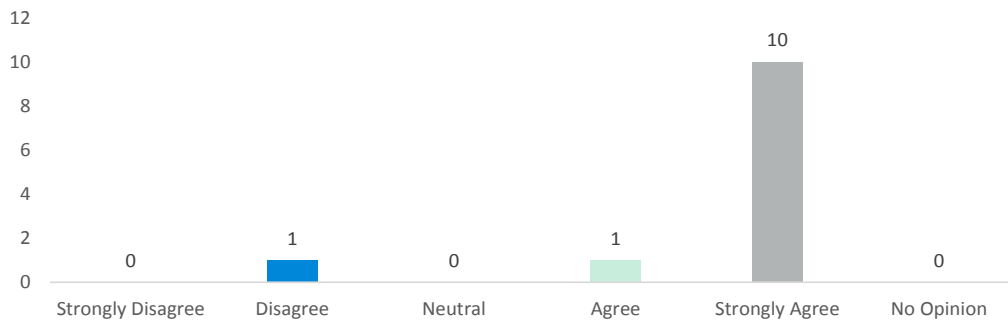


Figure 3-4 | *Survey Results – Respondent Opinions on Bicycle and Pedestrian Recommendations*

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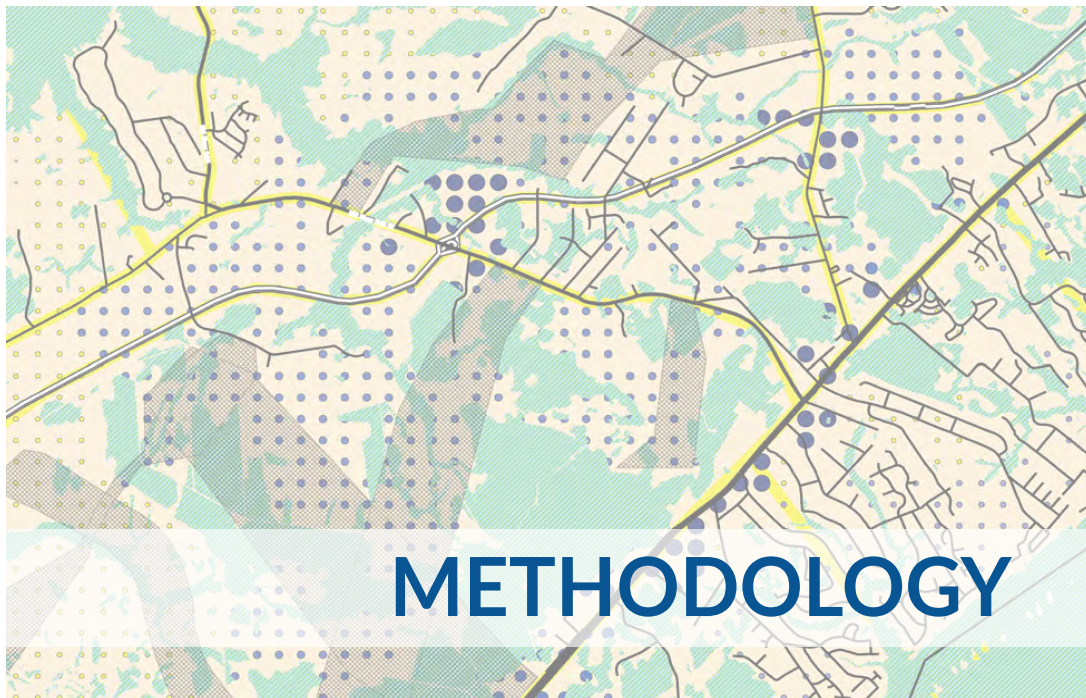
## PENDER COUNTY STREETS PLAN 2021

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### STAKEHOLDER MEETING II RESULTS

A second stakeholder meeting was held on May 20, 2021 to review and discuss the draft recommendations and collect feedback from the Stakeholder Steering Committee. The purpose of the meeting was to present data collected on current travel patterns, the methodology developed to determine future collector street needs, the geographies of proposed collector streets, and recommendations for street cross sections, with multimodal facilities.

There was some concern from attendees that the cross sections presented were too limiting and that the Update should establish design minimums rather than prescribe exact cross sections. It was voiced that the decision to use a clear zone versus a curb and gutter should be left up to the developer based on site conditions and constraints. It was also noted that bicycle and pedestrian network contiguity should be taken into consideration as far as the types of facilities provided in the cross section. Finally, there was a discussion regarding the need for Pender County Planning and Community Development (Planning Department) staff to work with developers to ensure that collector streets are designed to stub out to developable and feasible locations on adjacent parcels to avoid any uncrossable environmental features regardless of the gap in time between developments.



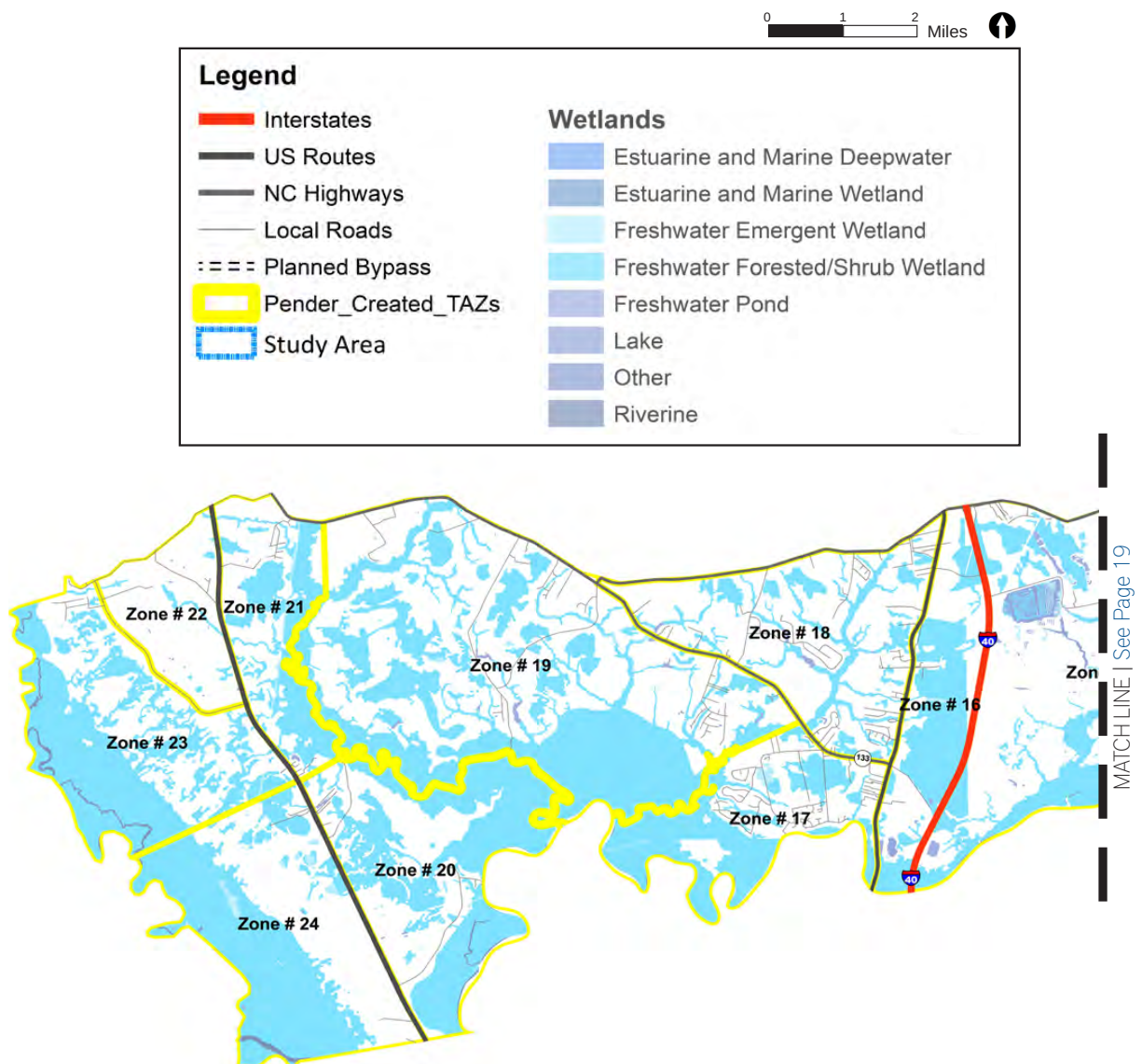
## DEVELOPMENT OF COLLECTOR STREET RECOMMENDATIONS

WMPO's Travel Demand Model (TDM) was compared against the future land use classifications identified in Pender County's 2018 future land use plan, Pender 2.0: Comprehensive Land Use Plan (Land Use Plan). As discussed in the previous section, this comparison indicated the TDM projections likely underestimate future growth, and therefore projections would need to be revised as part of this 2021 Plan Update (the Update).

Collector street recommendations were developed by calculating potential future travel demand and from input received during public outreach and stakeholder engagement. The process for developing these projections is outlined on the following pages.

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## PENDER COUNTY STREETS PLAN 2021



## STEP 1

### Identify Travel Demand Zones

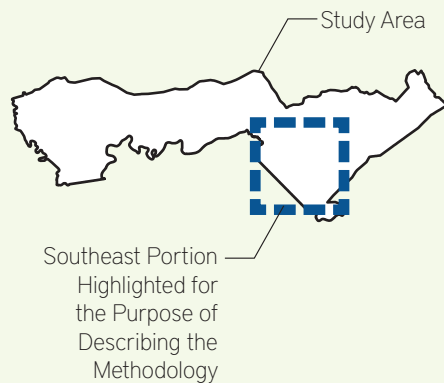
Since new trip projections were needed, the study area was subdivided into smaller areas to mimic how Traffic Analysis Zones (TAZs) are used in the TDM. The boundaries of the modified TAZs were identified through the existing arterial street network, parcel boundaries, and physical boundaries, such as the Northeast Cape Fear River. Trips within each modified TAZ typically feed onto a single arterial road. Using this method, 24 modified TAZs were identified within the study area and are presented in Figure 4-1 below.



Figure 4-1 | *Modified Traffic Analysis Zones*

## NOTE

While this methodology was applied across the entire study area, the corresponding images represent the analysis done in the southeast portion only.



## STEP 2

## Project Future Development and Density

Residential and mixed-use classifications identified in the Land Use Plan were selected as the basis of analysis since most travel is generated from homes and typically requires the use of a collector street. Non-home-based travel is typically routed along arterials where workplaces and commercial development are usually located. Figure 4-2 shows the residential and mixed-use zones in the southeastern part of the study area.

From these residential and mixed-use areas, undeveloped or underdeveloped areas were identified for further analysis. These areas were further refined by removing natural resources likely to inhibit development such as wetlands, 100-year floodplains, and protected lands. The areas remaining (see Figure 4-3) represent the areas that could be developed in the future and would be the primary sources of new traffic.

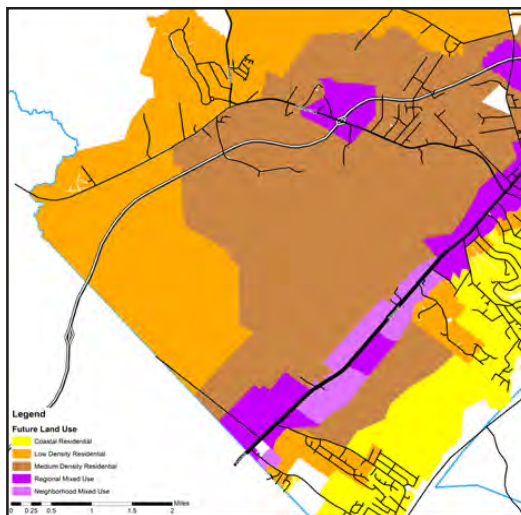


Figure 4-2 | Residential and Mixed Land Uses

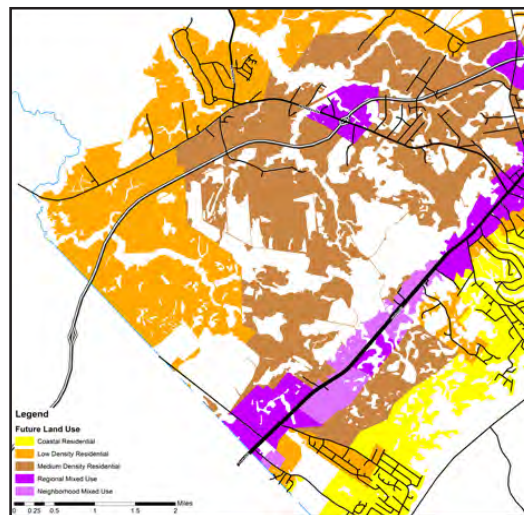


Figure 4-3 | Developable Residential Zones

STEP 3

These areas were subdivided into 10-acre subunits to assign projected household density. Density was expressed as the number of households within each 10-acre subunit and was assigned based on the specific residential classification from the Land Use Plan and the corresponding allowable units per acre specified in Pender County's Unified Development Ordinance (UDO). These subunits and associated densities are presented in Figure 4-4. The density assignment allowed for the potential future number of households to be projected.

Project Future Travel Demand and Develop Recommendations

The WMPO TDM uses various household characteristics such as household size, income, and number of vehicles to determine the number of daily trips that a given household will generate. These factors average to each household generating approximately 6.67 trips per day (see Appendix B for calculations). Although this rate pertains to the entire WMPO jurisdiction, the project team determined this rate was the most accurate local representation of travel demand. The potential daily trips from each 10-acre subunit were aggregated to determine the daily trips generated from each modified TAZ, as depicted in Figure 4-5.

A variety of factors influence the rate and pattern of development. While high rates of growth are anticipated in the study area in the upcoming decades, a full buildout would be an unrealistic expectation and could disproportionately

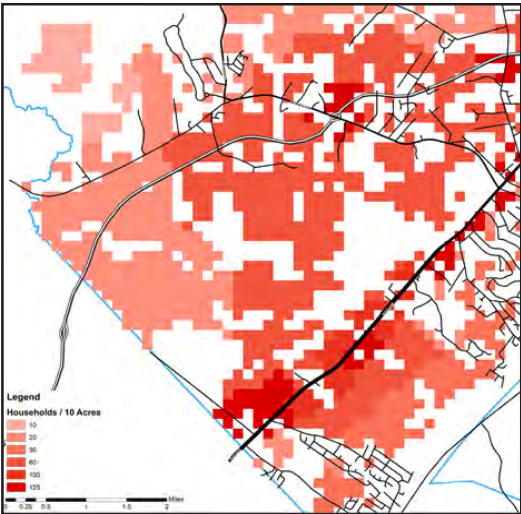


Figure 4-4 | Modified Traffic Analysis Zones

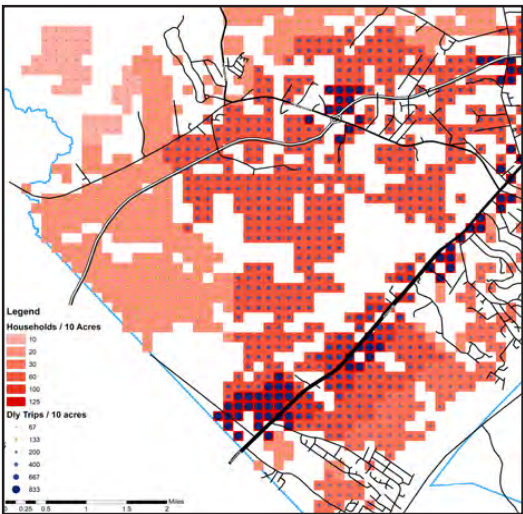


Figure 4-5 | Daily Trips Generated from Each 10-acre Subunit

### STEP 3, continued

influence growth needs. Additionally, development requirements such as setbacks, open space requirements, and public infrastructure limit the buildable area of any parcel. For example, a 25-acre parcel where the Land Use Plan allows 4 units per acre can theoretically build 100 houses. But 20% of this parcel is designated wetland and the developer will need to build 5 units per acre in the remaining 20-acre land to achieve full buildout. Moreover, after adding requisite roadways, setbacks, green spaces, etc., the developer loses an additional 4 acres, which means the remaining 16 acres will need 6.25 units per acre to come up with 100 houses. However, development and real estate market research shows that, in this area, quarter-acre parcels are most in demand and will yield the highest profit. Applying this industry knowledge to the example parcel would yield only 64 homes out of the maximum permissible 100 homes, leading to 36% unrealized real estate and by extension, unrealized trip generation.

Similar situations can occur at varying degrees across all parcels in the study area, where the range of unrealized real estate can vary from 5% to 60% depending on the parcel. A cursory analysis and discussions with Pender County led to the conclusion that, overall, these land and market inefficiencies will result in approximately 25% fewer households than that permitted by the Land Use Plan. Fewer households will collectively produce 25% fewer daily trips and the collector streets plan should account for this reduction. Therefore, trip projections were reduced by 25% to take this into account. This would mean that for a TAZ where daily additional trips were calculated to be 10,000, the number of trips would be reduced to 7,500. The daily travel demand numbers shown in Figure 4-6 reflect these reductions.

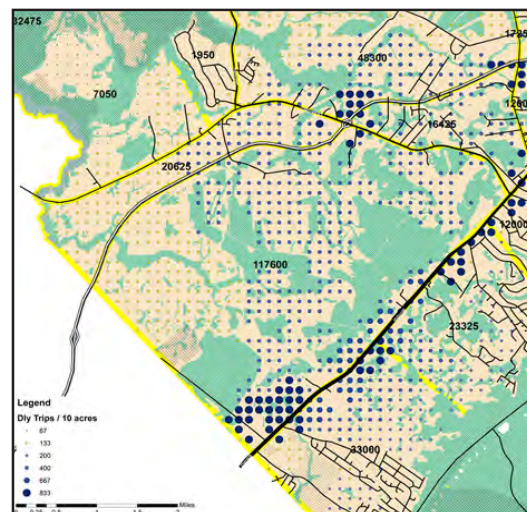


Figure 4-6 | *Daily Trips Aggregated to Traffic Analysis Zones*

## STEP 4

### Identify Location of Future Collector Streets

A two-lane road posted at 35 miles per hour can carry approximately 18,000 vehicles per day (2012 FDOT Quality/Level of Service Handbook). The projected number of trips within each modified TAZ can be compared to this benchmark to determine the number of collector streets necessary for each modified TAZ. For several TAZs, the existing collector street network is sufficient to carry additional traffic, whereas the geometry of some TAZs made the addition of a collector street infeasible. Figure 4-7 shows potential alignment options in the southeastern portion of the study area.

For modified TAZs where new collector streets were warranted, parcel boundaries, natural resources, potential traffic volumes, and intersection density along arterials influenced the recommended locations of new collector streets. Additionally, several arterials warranted parallel collector streets to provide sufficient capacity. Figure 4-8 shows how the potential alignments were further refined to form polygons which denote areas with the highest probability to align a collector street.

To understand the effect that recommended collector streets would have on the existing roadway network, projected trips were assigned onto the existing network based on travel demand generation. While full analysis would require changes to the WMPO TDM, this preliminary analysis suggests existing roads perform well based on daily traffic volume. However, several sections of US 17 and NC 210 may experience significant congestion.

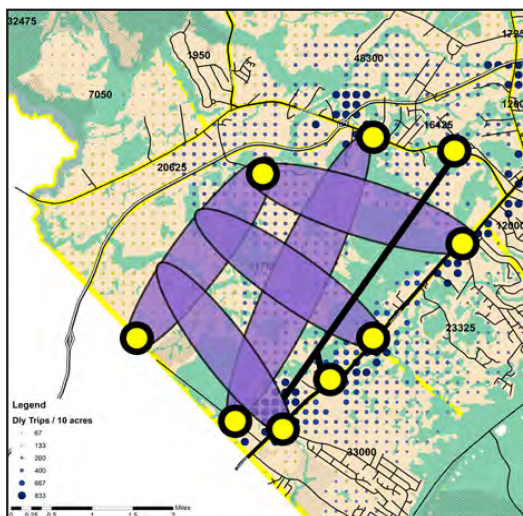


Figure 4-7 | *Potential Alignment Options Showing Collector Street Connectivity Intent*

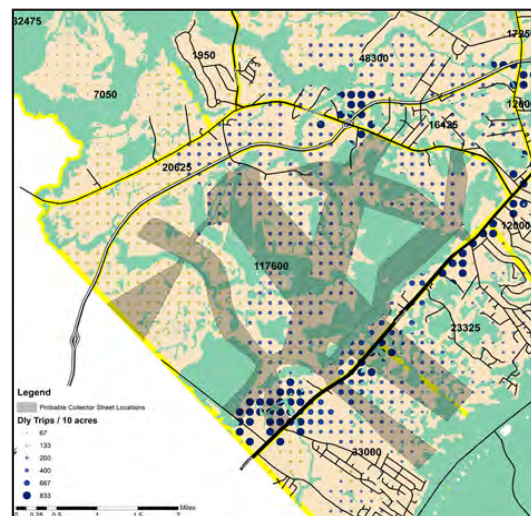


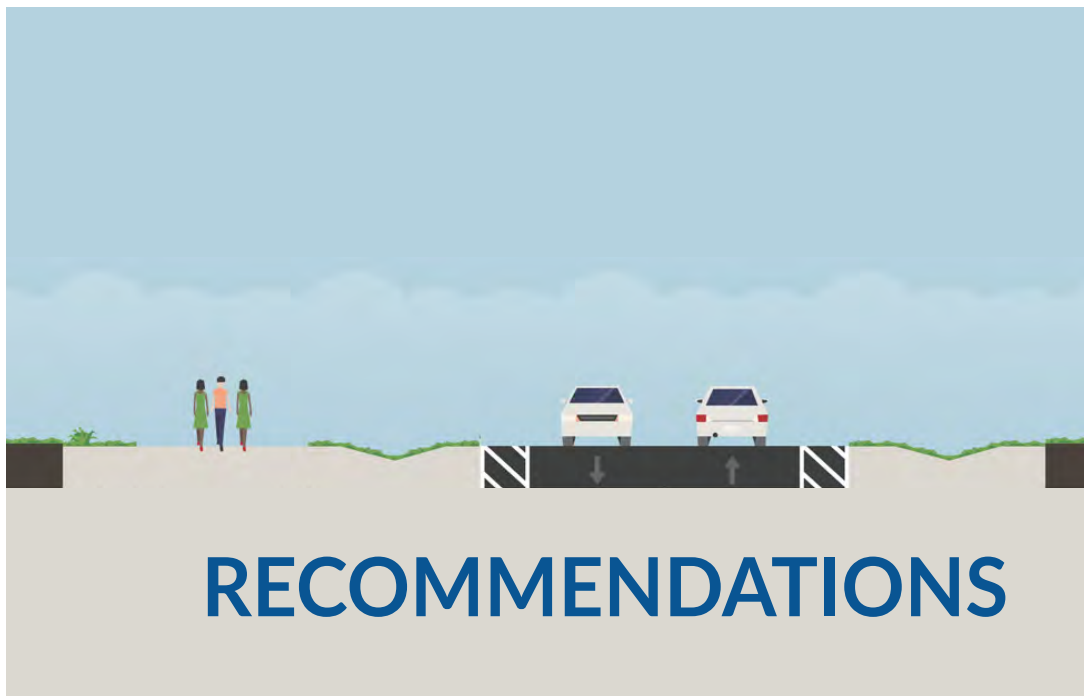
Figure 4-8 | *Polygons Showing Probable Collector Street Locations*

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## PENDER COUNTY STREETS PLAN 2021

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## ROADWAY

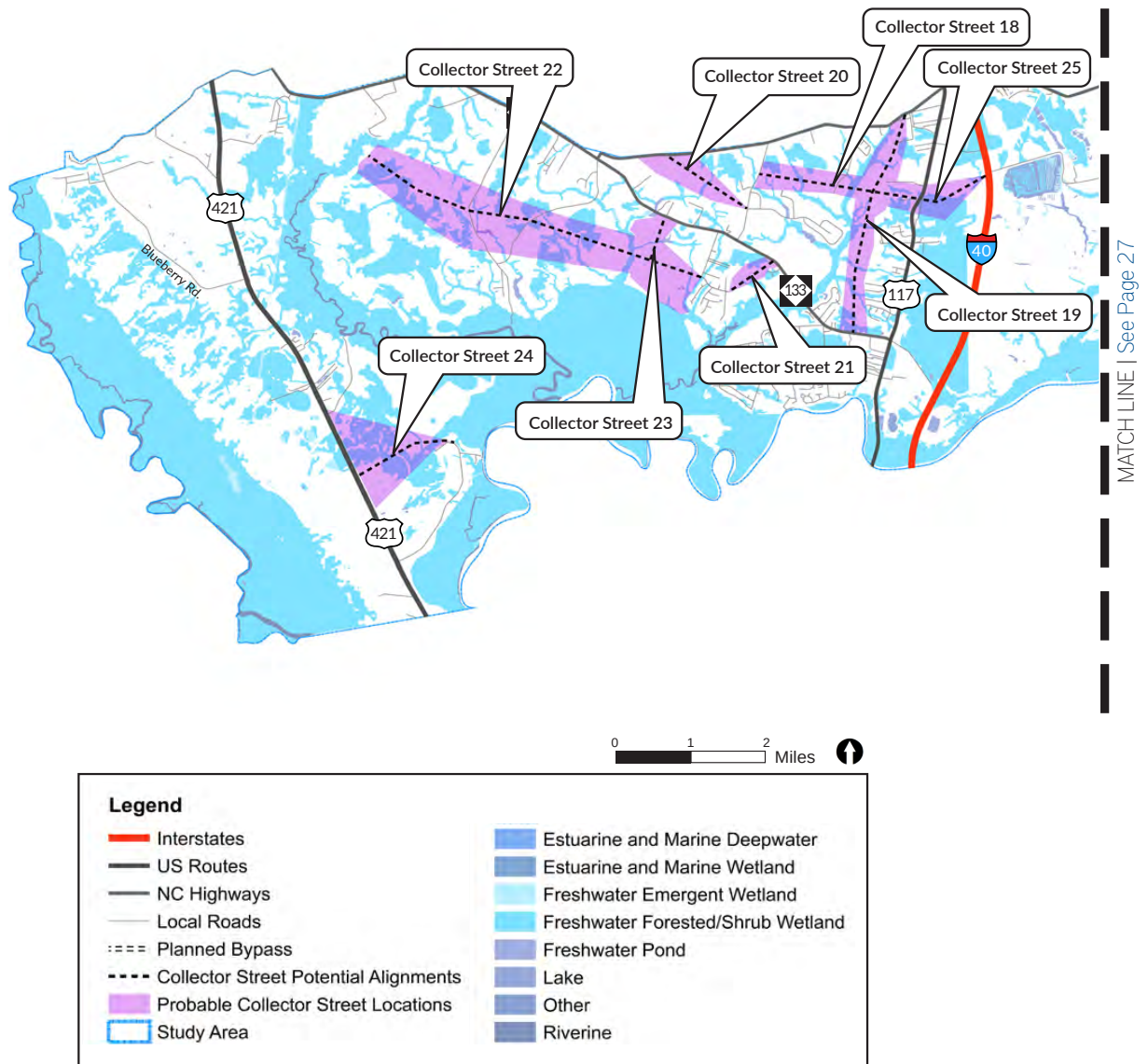
The proposed updated collector street network consists of 25 collector street recommendations within the study area. In addition to the methodology detailed in the previous section, feedback from the public; input from Pender County Planning and Community Development (Planning Department) and WMPO staffs; and comments and suggestions from stakeholders informed the selection of the proposed collector streets.

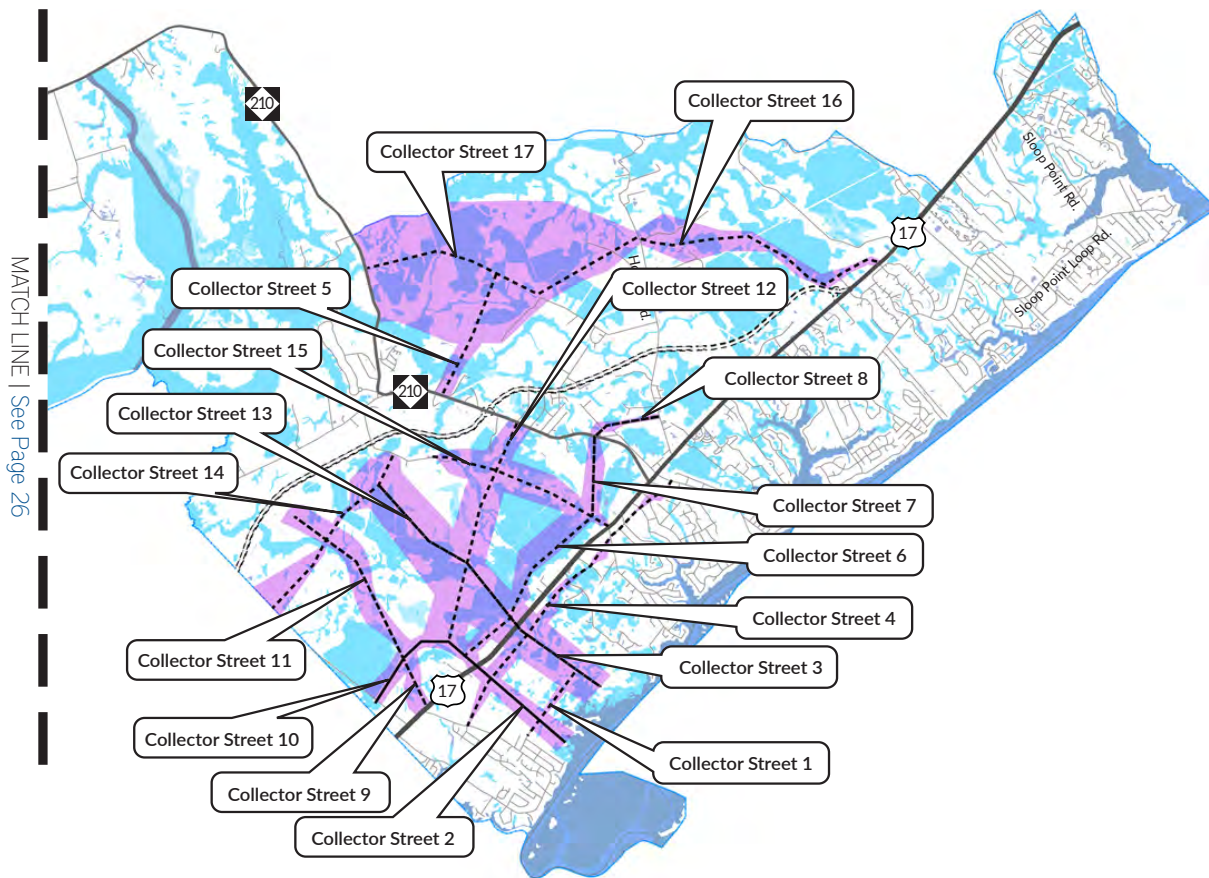
An alignment was proposed for each of the recommended collector streets, as well as a general boundary in which the collector street could be aligned. Depending on other constraints and development plans, having a proposed alignment that can then be adjusted inside a certain area provides flexibility when planning for a collector street. All proposed alignments and collector street boundaries were planned so that they

avoided smaller parcels, disruptions to established neighborhoods and communities, major wetland areas, natural areas, and preserved areas. The final set of recommendations is shown in Figure 5-1 on the following pages. Details for individual collector streets are shown in Appendix D.

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## PENDER COUNTY STREETS PLAN 2021



Figure 5-1 | *Collector Streets Alignment Recommendations*

These recommendations represent a significant reduction in the mileage of collector streets from the 2016 Pender County Collector Streets Plan (the 2016 Plan), shown in Figure 2-1. The 2016 Plan recommended 245 miles of collector streets while this 2021 Plan Update (the Update) recommends 63 miles of collector streets, which is a reduction of approximately 74%. This was achieved by simplification of tiers, consolidating redundant collector streets, and retaining only the most necessary collector streets based on mathematical calculation of travel demand requirements.

The polygons corresponding to the collector street boundaries are dynamic and their geometries are likely to become more limited as more and more segments of a collector street are constructed. The scenarios on the following pages outline the method of interpretation of the collector street boundaries.

## SCENARIO 1

A general area has been identified for where a collector street should be aligned. This is represented by the polygon showing all possible alignment options for a particular collector street. Parcels A, B and C represent the parcels through which the collector street needs to be aligned.

In this scenario, no part of the collector street has been constructed in parcels A, B, or C. Whichever parcel develops first can construct the collector street on its parcel with significant leeway in alignment selection as long as it falls within the polygon and it can be extended to the adjacent parcel where the same polygon passes through.

The other parcels will have to tie it into this determined alignment.

## SCENARIO 2

The developer of Parcel A has decided to align the collector street in a certain way. Parcel A has confirmed with the Parcel B owner and the Planning Department that the extension of this street into Parcel B would NOT impact an environmental feature that could preclude the construction of the collector street in Parcel B.

Parcel B and C now have a reduced number of alignment options to locate the collector street on their respective parcels since the street will eventually have to connect to the alignment in Parcel A. This is determined by design speeds and local buildability conditions. This results in the shrinking of the polygon as one approaches Parcel A.



Figure 5-2 | *Polygon Scenario 1*

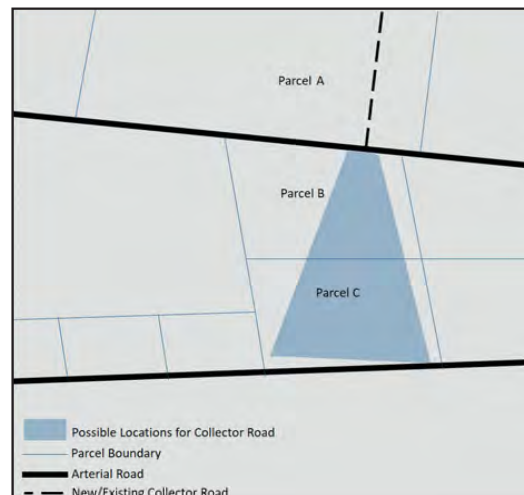


Figure 5-3 | *Polygon Scenario 2*

### SCENARIO 3

In this scenario, both Parcel A and Parcel C have decided to align the collector street in a certain way within their respective parcels and the collector street polygon. The parcel owners have confirmed that extension of this street into Parcel B would not impact an environmental feature that could preclude the construction of the collector street in Parcel B.

Now Parcel B has two fixed endpoints to honor when aligning the collector street. The developer is still free to determine the internal alignment through Parcel B as long as design standards and road geometries are maintained, and the street eventually connects to the stub-outs in Parcels A and C.

Note: A stub-out is a temporary termination of a street that is intended to be extended through adjacent property in the future. Stub-outs are generally required when it is anticipated that adjacent property will need to extend the street to accommodate future development.

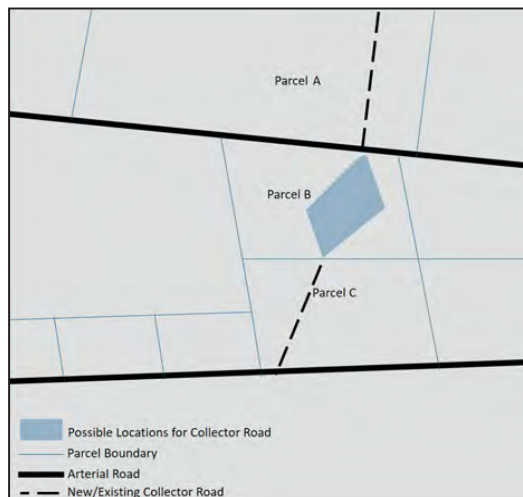


Figure 5-4 | *Polygon Scenario 3*

During implementation, developers should not be allowed to stub out the collector street in such a way that its extension would be burdensome to the adjacent parcels due to environmental conditions. Additional language strengthening this clause was added to the policy recommendations empowering the Planning Department to ensure overall connectivity can be achieved without disproportionate adverse impacts on any parcel.

Construction of collector streets will necessitate further strengthening of the arterial street network so that the overall roadway network will function at acceptable standards. The travel demand calculations carried out in this Update indicate the improvements listed below would be necessary to maintain acceptable levels of traffic. Detailed evaluation of these improvements should occur in a separate planning effort. Appendix E shows detailed calculations of traffic growth at key locations based on historic Average Annual Daily Traffic (AADT) data from NCDOT and a comparison with the traffic volumes in the Travel Demand Model (TDM).

1. Widening US 17 from 4 lanes to 6 lanes between I-140 and NC 210
2. Widening US 17 from 4 lanes to 6 lanes between NC 50 and US 17 Bypass
3. Widening NC 210 from 2 lanes to 4 lanes between US 17 and Island Creek Road
4. Realigning NC 210 such that it forms a T-junction with Island Creek Road\*
5. Constructing an interchange on US 17 Bypass at Sidbury Road\*
6. Widening Sidbury Road from 2 lanes to 4 lanes between US 17 and US 17 Bypass
7. Widening NC 210 from 2 lanes to 4 lanes between US 117 and I-40 interchange

\*projects included in the WMPO's adopted Metropolitan Transportation Plan (MTP), Cape Fear Moving Forward 2045

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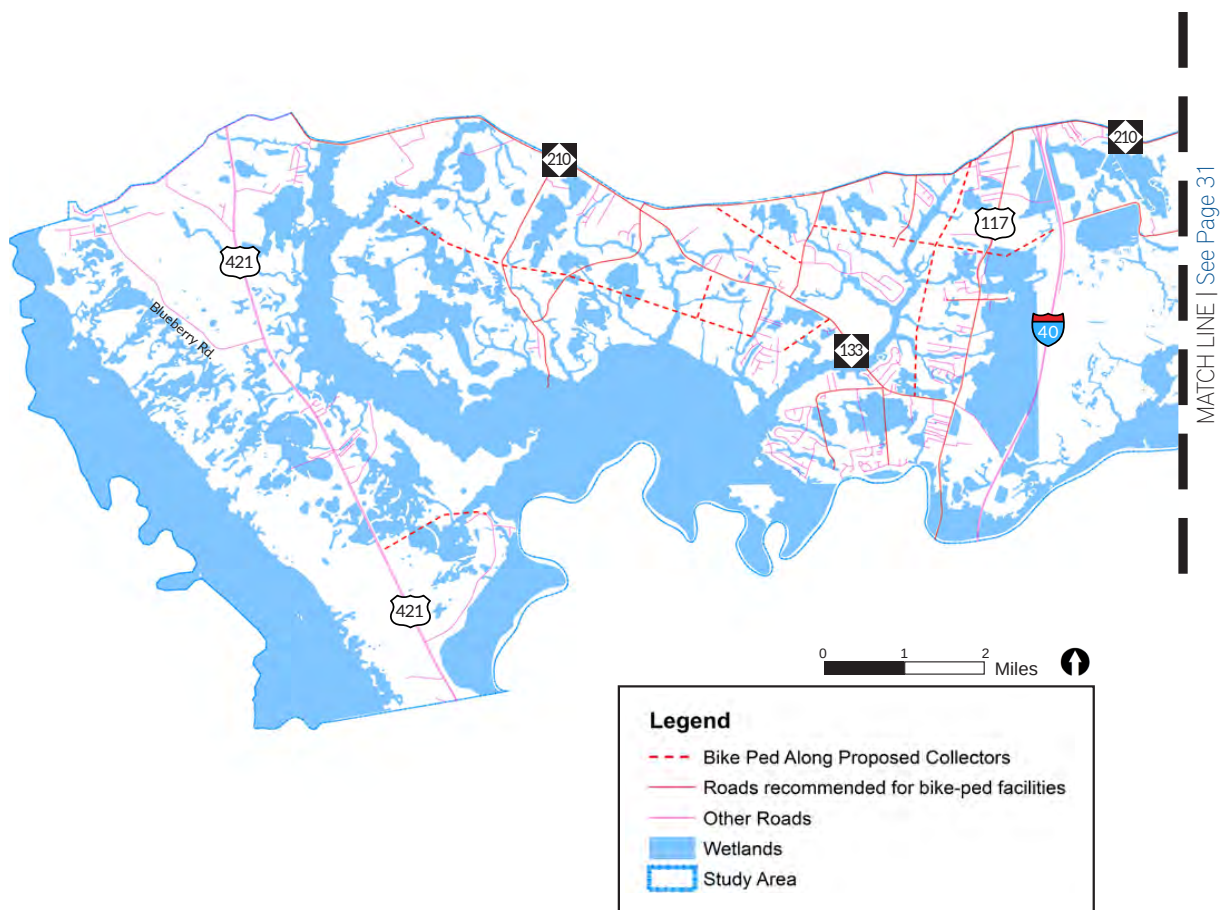
## PENDER COUNTY STREETS PLAN 2021

### BICYCLE AND PEDESTRIAN

Multi-use paths (MUPs) or sidewalks and bicycle lanes are proposed as part of all collector street recommendations. The eventual selection of a facility would depend upon several factors including the source of funding and adjacent facilities.

Bicycle and pedestrian recommendations were made for existing arterials or collector streets that feature existing residential development, are projected to have future residential development, and/or provide a connection between collector street recommendations.

The implementation of bicycle and pedestrian facilities on existing roadways will depend upon future development projects, future roadway improvement projects completed by NCDOT, or the availability of dedicated funding for stand-alone bicycle and pedestrian projects. Documenting proposed facilities is important so that the County may be able to utilize NCDOT's Complete Streets Policy, where NCDOT will pay for facilities in full if the proposed facilities have been previously identified in an adopted Metropolitan Transportation Plan (MTP) or Comprehensive Transportation Plan (CTP). These draft recommendations are presented in Figure 5-5 below.



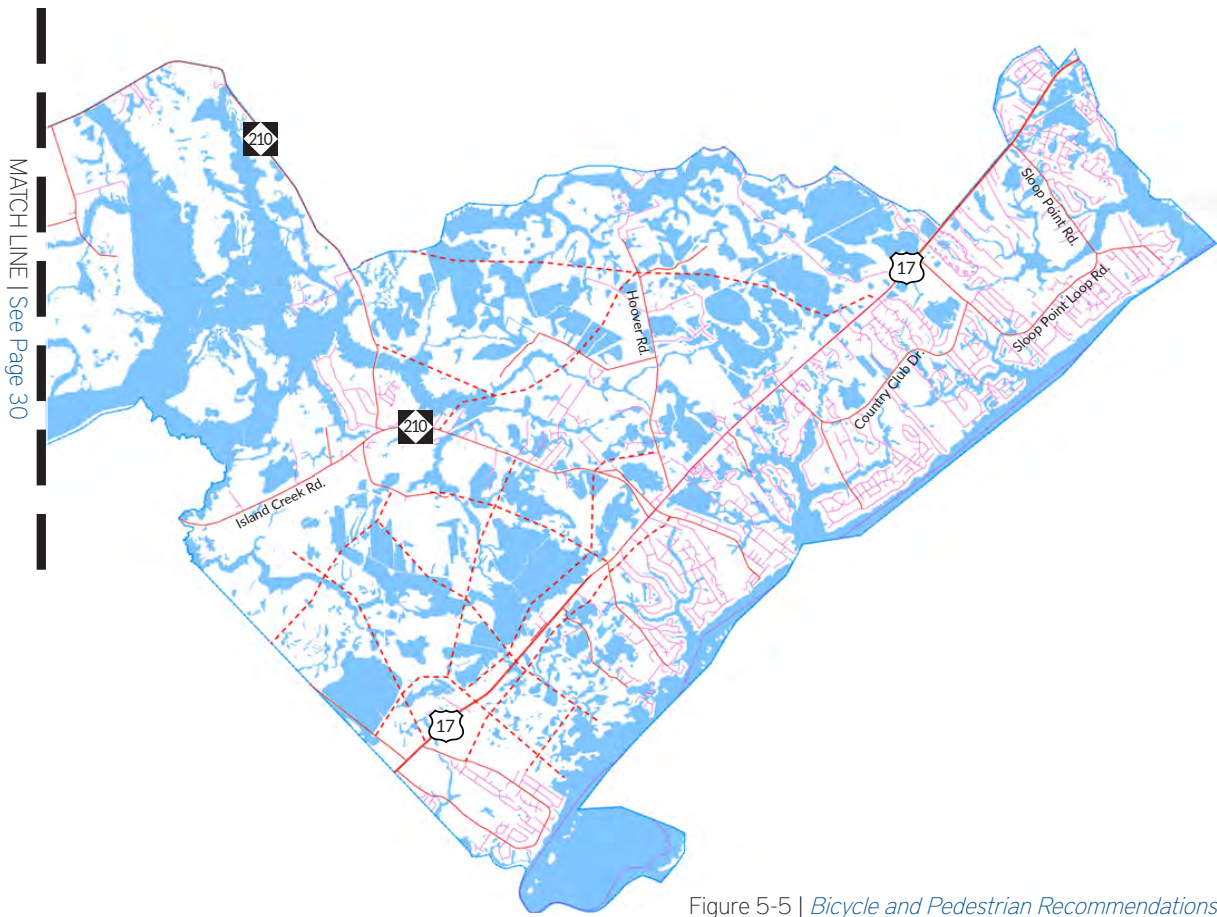


Figure 5-5 | *Bicycle and Pedestrian Recommendations*

## STREET CROSS SECTIONS

This Update recommends four types of street sections to guide the design of the collector streets in southeastern Pender County. These cross-sections are not intended to be prescriptive, but provide the minimum design standards in accordance with NCDOT design criteria while affording developers flexibility in design aesthetics.

All collector streets recommended in this Update are divided into four main categories. These categories are based on NCDOT Typical Section 2F and should be designed at a minimum of 40 mph design speed (35 mph posted speed). Developers must select one of the types outlined in Table 5-1 below as a starting point which can then be expanded upon. The minimum requirements of each street cross section type are described in the sections following the table.

|                            | A. WITH MULTI-USE PATH (MUP) | B. WITH SIDEWALK AND BIKE LANES |
|----------------------------|------------------------------|---------------------------------|
| 1. WITHOUT CURB AND GUTTER | 1A                           | 1B                              |
| 2. WITH CURB AND GUTTER    | 2A                           | 2B                              |

Table 5-1 | *Types of Street Cross Sections*

### TYPE 1A

Collector streets without curb and gutter with an MUP must have a minimum of:

1. Two (2) 11'-wide (minimum) travel lanes going in opposite directions
2. Two (2) 4'-wide (minimum) paved shoulders on the far sides of the travel lanes
3. 10'-wide (minimum) multi-use path (MUP) on one side of the roadway with additional 2'-wide paved shoulders on each side of the MUP (resulting in a minimum of 14' paved surface)
4. A minimum clear zone of 20' between the edge of vehicular travel lane and the interior edge of MUP. This equates to a minimum clear zone of 14' between the edges of roadway pavement (including paved shoulders) and the interior edge of MUP (including paved buffer)
5. Additional minimum dimensions as shown in Figure 5-6

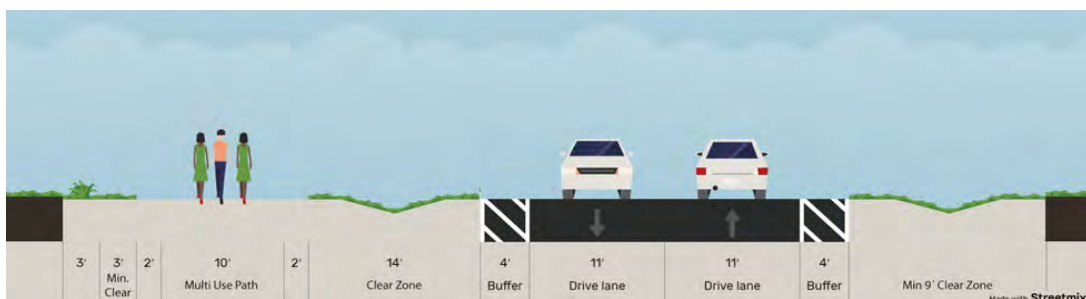


Figure 5-6 | *Street Type 1A: 2-Lane Road with MUP (without Curb and Gutter)*

## NOTE

Developers can add medians, provide wider lanes, wider sidewalks, wider distances between the roadway and the sidewalk or MUP, transit bulb-outs and shelters, and other aesthetic and functional features to these base roadway cross sections. These enhancements are subject to NCDOT review.

Two out of 25 collector streets in this Update (#9 and #10) are recommended to be 4-lane based on the traffic projections. Converting any other roads to 4-lane roads is at the discretion of the developer and the Planning Department. Converting any of the four street cross section types to a 4-lane cross section will necessitate the additional features listed below and must adhere to NCDOT design criteria.

1. For Types 1A and 1B: adding a minimum 23'-wide clear zone in the median with appropriate drainage ditch and a minimum 2'-wide paved shoulder between the innermost lane and the median.
2. For Types 2A and 2B: adding a minimum 18'-wide raised median (with additional 2 1/2' curbs on each side of the median)

## TYPE 1B

Collector streets without curb and gutter with bike lanes and sidewalks must have a minimum of:

1. Two (2) 11'-wide (minimum) travel lanes going in opposite directions
2. 6'-wide (minimum) bike lanes on both sides of the travel lanes
3. 6'-wide (minimum) sidewalks on both sides of the roadway
4. A minimum clear zone of 20' between the edge of vehicular travel lane and the interior edge of sidewalk. This equates to a minimum clear zone of 14' between the edges of roadway pavement (including bike lanes) and the interior edge of sidewalk
5. Additional minimum dimensions as shown in Figure 5-7

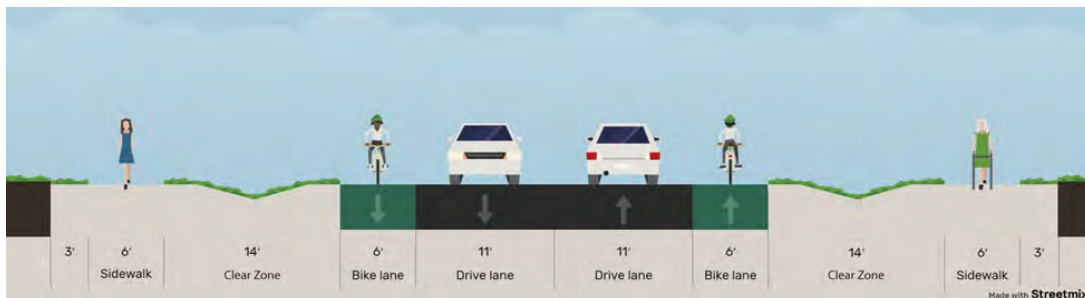


Figure 5-7 | *Street Type 1B: 2-Lane Road with Sidewalks and Bike Lanes (without Curb and Gutter)*

## TYPE 2A

Collector streets with curb and gutter with an MUP must have a minimum of:

1. Two (2) 12'-wide (minimum) travel lanes going in opposite directions
2. 2 1/2'-wide (minimum) curb and gutter on both sides of paved roadway
3. 10'-wide (minimum) multi-use path (MUP) on one side of the roadway with additional 2'-wide paved shoulders on each side of the MUP (making the total width of the paved surface a minimum of 14')
4. 8'-wide (minimum) planting area between the curb and the MUP (including paved buffer)
5. 8'-wide (minimum) clear zone beyond the curb on the side of the roadway opposite the MUP
6. Additional minimum dimensions as shown in Figure 5-8

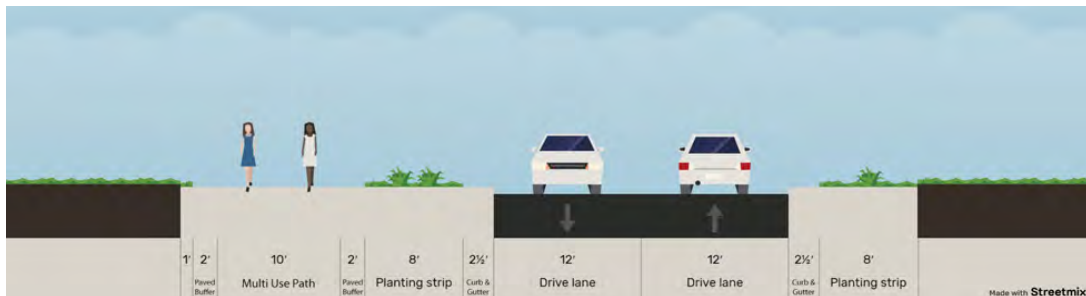


Figure 5-8 | *Street Type 2A: 2-Lane Road with MUP (with Curb and Gutter)*

## TYPE 2B

Collector streets with curb and gutter with bike lanes and sidewalks must have a minimum of:

1. Two (2) 11'-wide (minimum) travel lanes going in opposite directions
2. 6'-wide (minimum) bike lanes on both sides of the travel lanes
3. 2 1/2'-wide (minimum) curb and gutter on both sides of paved roadway
4. 6'-wide (minimum) sidewalks on both sides of the roadway
5. 6'-wide (minimum) planting area between the curbs and the sidewalks
6. Additional minimum dimensions as shown in Figure 5-9

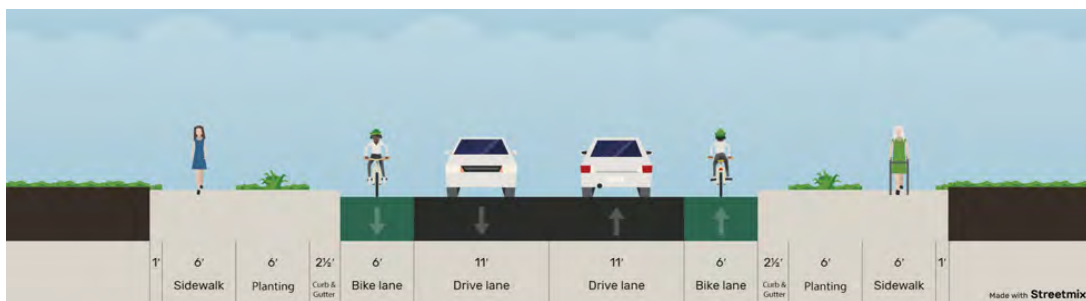


Figure 5-9 | *Street Type 2B: 2-Lane Road with Sidewalks and Bike Lanes (with Curb and Gutter)*

## POLICY RECOMMENDATIONS

The 2016 Pender County Collector Street Plan (the 2016 Plan) included nine recommendations to be added to the Unified Development Ordinance (UDO) to ensure proper implementation of the Plan. These recommendations were evaluated in order to assess whether they should be retained, modified, or removed from this 2021 Plan Update (the Update).

### 1| STORMWATER RUNOFF MANAGEMENT

**Recommendation:** Stormwater BMPs and Green Streets Policies are essential in mitigating pollution and maintaining water quality, particularly in sensitive natural areas. Pender County is home to significant natural resources, which can be negatively impacted by stormwater runoff. To avoid this type of environmental degradation, stormwater BMPs are recommended to be implemented as appropriate to local conditions.

**Action:** To be carried forward in the Update.

**Reason:** This recommendation is essential for the preservation of water quality in Pender County.

**Additional Notes:** Two broad categories of street sections have been developed: one with curb and gutter, and one with a ditch section to provide flexibility to the developers based on availability of water and sewer infrastructure.

### 2| STREET SPACING STANDARDS

**Recommendation:** Enact a policy that creates street spacing standards for collector streets to ensure adequate cross access between land uses.

**Action:** To be removed as a policy recommendation.

**Reason:** This recommendation was a result of the methodology by which the 2016 Plan was created. The methodology used in this Update does not include standard street spacing criteria, thereby rendering this policy recommendation unnecessary.

**Additional Notes:** The text of the policy recommendation does not differentiate between local and collector streets. This text should also be removed from the UDO.

### 3| TRAFFIC IMPACT ASSESSMENT

**Recommendation:** A Traffic Impact Assessment (TIA) shall be required if one of the following applies to a specific site plan:

- The development generates 1,000 vehicle trips per day; or
- 100 vehicles in the AM or PM peak hour.

**Action:** To be carried forward in the Update.

**Reason:** The basis of this policy recommendation was that this requirement already exists in Pender County's current UDO.

**Additional Notes:** This threshold is largely consistent with other counties and municipalities throughout North Carolina.

### 4| NCDOT COMPLETE STREETS

**Recommendation:** Proposed collector streets as defined by the Collector Street Plan will adhere to the NCDOT Roadway Design Manual, including the design of multimodal facilities – i.e., proposed pedestrian and bicycle facilities must be designed and constructed to the applicable standard.

**Action:** To be carried over from the 2016 Plan and merged with bicycle and pedestrian facility recommendations. Bicycle and pedestrian facility design criteria will be incorporated into the updated NCDOT Roadway Design Manual anticipated to be released in Summer 2021.

**Reason:** This Update intends to strengthen the non-motorized network along with the collector street network and this recommendation would help to achieve that goal.

**Additional Notes:** Additional language added to ascertain transition between two different types of bicycle and pedestrian facilities.

### 5| ENVIRONMENTAL CONSERVATION POLICY

**Recommendation:** In order to preserve the unique natural environment in Pender County, any new development that would require the construction of a collector street as defined by the Collector Street Plan, would avoid or minimize impacts to sensitive natural areas, such as wetlands, floodplains, and areas with endangered flora/fauna.

**Action:** To be carried forward in the Update.

**Reason:** This recommendation furthers environmental protection, which is in line with the goals of this Update.

**Additional Notes:** Additional language added to ensure alignment of collector streets on one parcel does not encroach onto environmentally sensitive areas in adjacent parcels when the street could be extended in the future.

## 6| TRI-PARTY AGREEMENT

**Recommendation:** The Tri-Party agreement is a framework for the construction and maintenance of new pedestrian and bicycle facilities along collector streets.

**Action:** To be carried forward in the Update.

**Reason:** Although this recommendation has not yet been implemented, the inclusion of this recommendation provides a pathway for it to be included in future updates of the UDO.

**Additional Notes:** The inclusion of this recommendation was discussed with Pender County.

## 7| GENERAL CONNECTIVITY OF COLLECTOR STREETS

**Recommendation:** Connectivity requires that private entities coordinate across different properties to anticipate future connections between adjacent properties. Providing connectivity to nearby amenities and to the arterial system is important to avoid congestion across the transportation system. This policy requires that new collector roadways be constructed to provide connections between the collector and arterial systems.

**Action:** To be carried forward in the Update with additional language describing the situations and conditions.

**Reason:** The basis of this Update is to improve connectivity and this recommendation promotes this.

**Additional Notes:** This recommendation should be moved further up the list of policy recommendations.

## 8| BICYCLE AND PEDESTRIAN ACCOMMODATION

**Recommendation:** All proposed collector streets, as defined by the Collector Street Plan, shall have accommodations for bicycle or pedestrian facilities.

**Action:** To be carried forward in the Update.

**Reason:** This Update looks to strengthen the non-motorized network along with the collector street network and this recommendation would help to achieve that goal.

**Additional Notes:** NCDOT Complete Streets recommendation merged into this recommendation. Additional language added to ascertain transition between two different types of bicycle and pedestrian facilities within one development and across adjacent developments.

## 9| REDUCED PAPER STREETS

**Recommendation:** Encourage the construction of paper streets to the greatest extent possible; reduce the number and extent of paper streets.

**Action:** To be carried forward in the Update.

**Reason:** There are a few paper streets in the study area which need to be honored by new developments.

**Additional Notes:** Retention of this recommendation and the strengthening of it may result in developers planning subdivisions that take paper streets into consideration.

## POLICY STRATEGIES

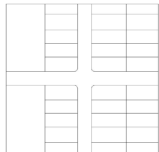
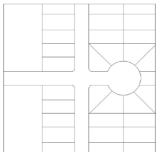
The following tables provide information for the policy measures recommended by this Update.

NOTE: The Planning Department should consult with the County's attorney before any or all of the sample language on the following pages is added to the UDO.

| CONNECTIVITY AND CONTIGUITY OF COLLECTOR STREETS |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|--------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Description/<br/>Purpose</b>                  | <p>Connectivity requires that private entities coordinate across different properties to anticipate future connections between adjacent properties. Providing connectivity to nearby amenities and to the arterial system is important to avoid congestion across the transportation system. This policy requires that new collector streets be constructed to provide connections between the collector and arterial systems.</p> <p>As new development is programmed, this policy would require that collector streets are not closed off, but are "stubbed out" to ensure that future roadway construction can tie back into the public roadway network. Essentially, this policy stipulates that no collector street can dead end.</p> <p>In addition to the contiguity of collector streets, this policy is also designed to ensure contiguity of bicycle and pedestrian infrastructure.</p> |
| <b>Target<br/>Performance<br/>Measure</b>        | <p>Each new development needs to provide connections to another collector or arterial, or shall provide a signed stub-out to allow future connections as new development occurs. All practical connections must be included.</p> <p>No collector street should be discontinued without signage (i.e., Future Connection)</p> <div data-bbox="498 1551 875 1757" data-label="Image"> </div>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

| CONNECTIVITY AND CONTIGUITY OF COLLECTOR STREETS |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|--------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Sample Language                                  | <p>All recommended collector streets have been designed in anticipation of future growth and connectivity requirements of the area. For each collector street recommendation, there is a corresponding polygon representing the boundaries of possible alignments.</p> <p>All new developments in the parcels that contain the collector street polygons are required to build collector streets unless the requirement has been waived by Pender County Planning and Community Development (Planning Department). The Planning Department shall evaluate the proposals of waiver and shall provide waivers based on their assessment keeping in mind the following criteria:</p> <ol style="list-style-type: none"> <li>1. Redundancy: A collector street segment located on adjacent parcel has fulfilled the connectivity intent in such a way that constructing it on the parcel in question will create a parallel redundant collector street.</li> <li>2. Discontinuity: An adjacent parcel has constructed a collector street that does not stub-out to the parcel in question and hence constructing it on the parcel in question will create a discontinuous segment of the collector street.</li> <li>3. Futility: There is no possibility of a future connection between the parcel in question and another discrete segment of the same collector street even with a bridge, or other structure and hence constructing it on the parcel in question will be futile.</li> <li>4. Impossibility: If a large portion of the parcel is unbuildable because of local environmental features, it may not be possible to appropriately route the collector street in that parcel.</li> </ol> <p>In cases where a section of the collector street polygon passes through multiple parcels of land in such a way that the collector street can be aligned on any of those parcels without compromising the overall connectivity intent, the Planning Department shall decide which parcel is most appropriate to route that collector street. The following criteria must be kept in mind while making that decision:</p> <ol style="list-style-type: none"> <li>1. Road geometry.</li> <li>2. Local environmental and buildability conditions.</li> <li>3. Relative parcel sizes and assessment of undue disadvantage to smaller parcels.</li> </ol> <p>A collector street shall be located within the corresponding polygon and shall connect to any one of the following:</p> <ol style="list-style-type: none"> <li>1. Adjacent land at a location that allows the continuation of the collector street onto the adjacent property as a temporary stub-out.</li> <li>2. Another collector street or another, higher-level (e.g., arterial) street.</li> <li>3. At least two local streets in case a collector street ends in a property without a recommended connection to either adjacent property or a higher-level street. This connection can be made using an intersection or a roundabout with 3 local streets, a Y-junction, T-junction, or a roundabout with two local streets. Collector streets cannot transition into only one local street.</li> </ol> |

| CONNECTIVITY AND CONTIGUITY OF COLLECTOR STREETS |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|--------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Sample Language, continued                       | <p>In instances where the collector street cannot be constructed in its entirety, a temporary turnaround at the end of the street, which shall be reviewed and approved by NCDOT, is required.</p> <p>Stub-outs shall be adequately signed at the time of final plat recordation, with an easement recorded to the adjacent parcel, and their existence shall be noted on all subdivision plats and deed documents.</p> <p>The alignment of a collector street shall be such that its continuation to the adjacent parcel does not encounter environmental features (floodplains, wetlands etc.) that can create a barrier for the continuation of the street in future. The Planning Department shall be empowered to disallow any collector street alignment that can cause an avoidable undue burden to the adjacent parcel (stream crossing, environmental mitigation, etc.). This may require coordination with owners of adjacent parcels and the Planning Department.</p> <p>All plat drawings shall indicate the extents of the collector street polygons if any part of a polygon is located on any of the parcels for which the plat drawings are prepared.</p>                                                                                                                                                                                                 |
| Additional Notes                                 | <p>The Planning Department should weigh the burden on each parcel against the overall goal of connectivity and make the appropriate decision. While it is easy to prescribe a roadway alignment for an area, it is impossible to evaluate each parcel at a planning level to determine exact alignment and hence, a case-by-case analysis becomes important. It is equally important to achieve connectivity goals while avoiding undue burden to small, more vulnerable parcels. This does not mean that all smaller parcels get a waiver from the requirement that collector streets be routed through them, but that all options should be evaluated before a decision is made.</p> <p>The County shall allow for improvements associated with the installation of a collector street to be phased within the construction of a development in accordance with existing performance guarantee processes.</p> <p>The County may consider development agreements for a number of reasons, including but not limited to the construction of collector streets.</p> <p>The County should consider modifying density calculations or adding a density bonus when a collector street is to be constructed as part of a development proposal. Such changes, if implemented, shall be weighted in accordance with the length of the collector street(s) to be constructed.</p> |

| CONNECTIVITY AND CONTIGUITY OF LOCAL STREETS |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|----------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Description/<br/>Purpose</b>              | <p>When neighborhoods lack sufficient local street connectivity to adjacent parcels in all directions, they increase travel distances and force all trips through collector streets. These artificially inflated travel distances increase traffic while making it impractical to walk or bike. Higher connectivity also reduces emergency response times.</p> <p>The most effective way to improve local connectivity is to encourage smaller block sizes, which in turn can be achieved by minimizing cul-de-sacs and encouraging street connections to adjacent parcels. Cut-through traffic can be discouraged by traffic-calming and slowing measures. Cul-de-sacs must be required to provide through connections for bicycles and pedestrians.</p> <p>Current regulations stipulate that for a development with more than 30 units, at-least two access roads are required. This requirement should be expanded in such a way that for single family residential, each additional number of units of a certain multiple requires one additional access road be provided.</p> <p>Contiguity of the local streets will also ensure contiguity of bicycle and pedestrian infrastructure. Based on local conditions, if a two-way local street is not feasible, a minimum connection should be provided to ensure bicycle and pedestrian network contiguity.</p> |
| <b>Target<br/>Performance<br/>Measure</b>    | <p>Each new development needs to provide local street connections to all adjacent parcels wherever feasible or shall provide a signed stub-out to allow future connections as new development occurs. All practical connections must be included.</p> <p>Local street connections to adjacent properties shall be provided such that a block length of 1500 feet in low density areas, 1000 feet in medium density areas and 500 feet in high density areas is maintained.</p> <p>No local street should be discontinued without signage (i.e., Future Connection)</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <b>Sample Language</b>                       | <p>A network of interconnected streets providing both external and internal connectivity is required for all types of new development. This network can be constructed with either public streets or private streets as allowed.</p> <p>All existing street stub-outs from adjacent developments shall be extended into the development with proper road geometry. Continuation of such streets through the development is encouraged, and ending these streets with a T-junction or a T-junction with a cul-de-sac across is discouraged.</p> <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;">  <p>Encouraged</p> </div> <div style="text-align: center;">  <p>Discouraged</p> </div> </div>                                                                                                                                                                                                                                                                                                                                                                                                                               |

CONNECTIVITY AND CONTIGUITY OF LOCAL STREETS

Sample Language, continued

A block is defined as a piece of land bounded by roads on all sides. Recommended block length for residential land uses is as follows:

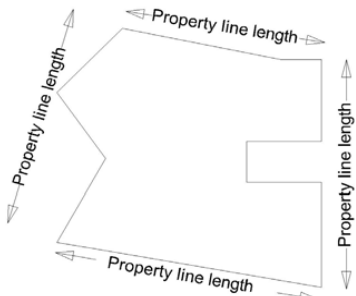
|                                   |            |
|-----------------------------------|------------|
| ≤1 dwelling unit per acre         | 1,500 feet |
| >1 and ≤4 dwelling units per acre | 1,000 feet |
| >4 dwelling units per acre        | 600 feet   |

Additional new local street connections shall be required to ensure that the overall block dimensions of the region adhere to the dimensions listed above.

Measure the length of each property boundary and divide by the appropriate preferred block length spacing to determine the overall number of blocks required along that boundary. Round down to the nearest whole number. This is the required number of block faces along that boundary. Where the result is less than two but the property line length exceeds the recommended block length, one street is required.

Where an odd-shaped parcel has a series of boundary segments shorter than the preferred block length, but separate blocks would be required if the site is measured across (as opposed to along the boundary segments), then a local street shall be required. Where the extension of non-local and adjacent local streets creates a street network that meets the required number of blocks, no additional new streets are required. If the distance from the nearest adjacent street to the parcel boundary exceeds the maximum block length, then a street may be required.

If any property boundary abuts an environmental feature where any connection to the adjacent parcel is not feasible, the block length requirements may be relaxed by explicit consent of the Planning Department.



No. of External Street Connections at each side =  $\left( \frac{\text{Property line length}}{\text{Recommended Block length}} \right) - 1$

Construct new local streets where additional streets are required to create the blocks calculated above, including any required stub streets or half streets. When the property abuts a local street, begin by aligning, where possible, with streets or driveways across the local street to create four-way intersections.

| CONNECTIVITY AND CONTIGUITY OF LOCAL STREETS |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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| Sample Language, continued                   | <p>Stub-outs shall be adequately signed at the time of final plat recordation, with an easement recorded to the adjacent parcel, and their existence shall be noted on all subdivision plats and deed documents.</p> <p>In cases where the existing development in an adjacent parcel completed construction before financial year 2021, and a planned stub-out was not constructed up to the property line of the adjacent parcel, the developer must build the portion of the stub-out in the adjacent parcel up to the common parcel boundary so that there is no gap between the previous stub-out and its extension to the proposed development. The street connecting to the stub-out in the adjacent parcel should be constructed such that vehicles, and non-motorized modes, do not experience a gap in pavement while going from one development to another using the said street.</p> <p>Once the external streets are created, they should be connected internally, and a network should be created in a way that the average of the block lengths for the entire site does not exceed the recommended block length listed above.</p> <p>Cul-de-sacs should be discouraged since they increase the overall block length. The maximum permissible length of a cul-de-sac is 500 feet.</p> <p>The alignment of the local streets shall be such that its continuation to the adjacent parcel does not encounter environmental features (floodplains, wetlands etc.) that can create a barrier for the continuation of the street in future. The Planning Department shall be empowered to disallow any local street alignment that can cause an avoidable undue burden to the adjacent parcel (stream crossing, environmental mitigation, etc.). This may require coordination with owners of adjacent parcels and the Planning Department.</p> |
| Additional Notes                             | If a collector street passes through a parcel, some of these requirements may be relaxed by the Planning Department after assessing the overall impacts to connectivity in the area.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |

| TRAFFIC IMPACT ASSESSMENT REQUIREMENT |                                                                                                                                                                                                                                                                                                                                                                                                                                |
|---------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Description/<br>Purpose               | NCDOT requires that Traffic Impact Assessments (TIAs) be conducted for developments forecast to generate 3,000 vehicle trips per day (vpd). Pender County requires a lower threshold, 100 vehicle trips during the AM or PM peak hour or 1,000 vpd. This policy ensures that the arterial system in Pender County is not unduly burdened without understanding the impacts of the proposed development to the existing system. |

| TRAFFIC IMPACT ASSESSMENT REQUIREMENT |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
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| <b>Target Performance Measure</b>     | <p>Require new developments forecasted to generate over 100 trips during the AM or PM Peak hour or 1,000 vpd to conduct a TIA.</p> <p>The TIA is a useful assessment tool that can have an expanded range and different levels of considerations to make it more suitable for use on collector streets. TIA reports are a critical part of the development review and approval process, as they are the primary tool for identifying the potential net effects from a development proposal. The standard 1,000 vpd threshold that can trigger a TIA represents a significant fraction (8%- 10%) of the total capacity of a collector street. A significant increase in traffic on a collector street can reduce functional integrity and public purpose. A traffic study should consider all modes of travel including vehicles, transit, bicyclists, and pedestrians.</p> |
| <b>Sample Language</b>                | <p>A Traffic Impact Assessment (TIA) shall be required if one of the following applies to a specific site plan:</p> <ol style="list-style-type: none"> <li>1. The development generates 1,000 vehicle trips per day (vpd); or</li> <li>2. 100 vehicles in the AM or PM peak hour.</li> </ol> <p>This requirement applies to all phases of a proposed development. Other stipulations regarding internal capture, trip generation, trip distribution, and peak hour factors will be part of the basic requirements of the TIA. It is recommended to assess and quantify the cumulative impact to the roadway network and establish processes to address additional traffic created as a result of additional development.</p>                                                                                                                                               |
| <b>Additional Notes</b>               | <p>With substantial development likely to occur in the study area in the next decades, establishing robust measures to ensure that back access is created to new developments along US 17 is of paramount concern. Traffic is already high on US 17 and the provision of multiple developments without adequate cross-access to other roadways in the area will only worsen existing traffic issues. This measure is a requirement.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                    |

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## PENDER COUNTY STREETS PLAN 2021

| COLLECTOR STREETS DESIGN STANDARDS AND REQUIREMENTS |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|-----------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Description/<br>Purpose                             | In addition to the contiguity of routing the collector streets, it is equally important that their cross section types and other design aspects be kept as consistent as possible.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Target<br>Performance<br>Measure                    | <p>Each collector street, despite passing through different parcels, is designed such that the user experience is not impacted.</p> <p>Each collector street has seamless transitions between different street section designs despite being constructed over different periods of time by different developers.</p> <p>Bicyclists and pedestrians can use long contiguous stretches of non-motorized infrastructure facilities (MUP, sidewalks, bike lanes) without the need of multiple crossovers, missing sections, etc.</p> <p>The collector street is capable of functioning at Level of Service (LOS) E at peak hours, with better LOS at off peak hours.</p> <p>Note: LOS is a qualitative measure used to relate the quality of motor vehicle traffic service. LOS is used to analyze roadways and intersections by categorizing traffic flow and assigning quality levels of traffic based on performance measure like vehicle speed, density, congestion, etc.</p> |

## COLLECTOR STREETS DESIGN STANDARDS AND REQUIREMENTS

|                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
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| Sample Language  | <p>All collector streets must be designed at a minimum of 40mph design speed (35 mph posted speed). This includes curvatures, signage distances, lane tapers and all other engineering requirements as required by NCDOT. Additional traffic studies may be required to determine whether auxiliary turning lanes should be provided at the intersections with local, collector, or arterial roads.</p> <p>Driveways and intersections should be no less than 500 feet apart unless there is/are parcel(s) that will not have feasible access to another roadway besides the collector street. The Planning Department will review these instances on a case-by-case basis and will work with developers to ensure that the majority of driveways will primarily be accessed by local streets.</p> <p>All collector streets must meet the minimum design standards of at least one of the four street cross section types detailed in the Collector Street Plan. Should the developer choose to go beyond the minimum street cross section design criteria, the street cross sections should appropriately transition back to the minimum design standards (of the appropriate street cross section type) at the stub-outs to avoid undue burden to the adjacent parcels.</p> <p>The collector streets shall be continued from stub-outs of adjacent parcels using the same cross section design as the stub-out, which shall not deviate from one of the four street cross section types shown in the "Street Cross Sections" portion of the Collector Street Plan.</p> <p>For any collector street, the street cross section changes that necessitate transitions between MUP on one side and sidewalks and bicycle lanes on both sides shall be kept to a minimum to provide seamless access to cyclists and pedestrians with minimal crossovers. Such transitions, if required, shall be encouraged at collector-collector and collector-arterial intersections. Such transitions shall be avoided at collector-local intersections.</p> <p>High-visibility crosswalks built to NCDOT standards with proper Americans with Disabilities (ADA) accommodations shall be provided at all collector-local, collector-collector, and collector-arterial intersections.</p> |
| Additional Notes | <p>Strengthening the non-motorized infrastructure may result in people switching from cars to other modes for short trips. The key is well-maintained, seamless, and safe pedestrian and bicycle infrastructure.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

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## PENDER COUNTY STREETS PLAN 2021

| BICYCLE AND PEDESTRIAN ACCOMMODATION WITH NCDOT COMPLETE STREETS GUIDELINES |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|-----------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Description/<br/>Purpose</b>                                             | <p>As Pender County develops, the demand for safe, comfortable bicycle and pedestrian facilities will continue to increase. This policy requires the accommodation of non-motorized users along collector streets, particularly in areas close to residential developments, schools, or parks. The network of facilities for pedestrians and bicyclists will become a high-quality amenity in the County. Beyond health- and mobility-related benefits, one additional advantage of accommodations for bikes/pedestrians is preservation of capacity along the roadways with reduced vehicular use (active modes of transportation).</p> <p>The NCDOT Roadway Design Manual (anticipated summer 2021 release) provides guidance on the design and construction of streets that accommodate all users of the transportation system, including bicyclists, pedestrians, transit users, and motorists. This policy would require implementing a Complete Streets approach in new street design and construction in areas where bicycle and pedestrian amenities are programmed in the adopted Collector Street Plan.</p> |
| <b>Target<br/>Performance<br/>Measure</b>                                   | <p>Connect key destinations, including schools, parks, commercial centers, and residential developments with pedestrian and bicycle amenities.</p> <p>Proposed collector streets should be designed to Complete Streets standards to accommodate pedestrians and bicyclists when these facilities are recommended in the adopted Collector Street Plan.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <b>Sample Language</b>                                                      | <p>All recommended collector streets, as defined in the adopted Collector Street Plan, shall have accommodations for bicycle or pedestrian facilities.</p> <p>Requirements for bicycle or pedestrian facilities will be made in accordance with the design criteria outlined in the Collector Street Plan. Any deviation from the aforementioned designs shall adhere to the minimum bicycle and pedestrian infrastructure design standards specified by NCDOT. Other bicycle and pedestrian facilities will be considered if required by existing planning documents.</p> <p>Proposed collector streets as defined by the Collector Street Plan will adhere to the NCDOT Roadway Design Manual, including the design of multimodal facilities – i.e., proposed pedestrian and bicycle facilities must be designed and constructed to the applicable standard.</p> <p>The contiguity of the type of bicycle and pedestrian facilities shall be maintained in accordance to the requirements outlined in the “Connectivity and Contiguity of Collector Streets” section of the policy recommendations.</p>             |

## BICYCLE AND PEDESTRIAN ACCOMMODATION WITH NCDOT COMPLETE STREETS GUIDELINES

|                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|-------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Additional Notes</b> | <p>The inclusion of sidewalks/pedestrian paths/bikeways on all collector streets should be viewed as a required minimum standard.</p> <p>This measure is based on a stated desire from the public and other adopted plans in the County to include more pedestrian and bicycle facilities along roads in the Collector Street Plan study area. Construction of new roadways or upgrades to existing roadways should be to the standards indicated in the NCDOT Roadway Design Manual and in this Update.</p> |
|-------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

## STORMWATER/GREEN STREETS POLICY REQUIREMENT

|                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|-------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Description/<br/>Purpose</b>           | Stormwater and Green Streets Policies can help ensure stormwater Best Management Practices (BMPs) are implemented, safeguarding precious natural resources, ensuring water quality, and preventing infrastructure maintenance issues. Both NCDOT and the North Carolina Department of Natural and Cultural Resources (DNCR) provide guidance regarding stormwater BMPs. In Pender County, shellfish habitat can be negatively affected as nutrient rich runoff from roads and other impervious surfaces enters streams, rivers, and wetlands. Safely treating stormwater runoff is important in terms of maintaining critical wildlife habitats and ensuring water quality for plant, animal, and human uses. |
| <b>Target<br/>Performance<br/>Measure</b> | Pender County will implement a community education campaign regarding the importance of stormwater mitigation; develop a stormwater management master plan with a focus on the reduction of runoff volumes (as stated in Pender 2.0: Comprehensive Land Use Plan); and explore the possibility of providing incentives to developers for providing stormwater BMPs which will enhance the standard level of treatment. All provisions should be developed and articulated in the Stormwater Management Master Plan.                                                                                                                                                                                           |
| <b>Sample Language</b>                    | Stormwater BMPs and Green Streets Policies are essential in mitigating pollution and maintaining water quality, particularly in sensitive natural areas. Pender County is home to notable natural resources, which can be negatively impacted by stormwater runoff. To avoid this type of environmental degradation, the implementation of stormwater BMPs is recommended to be implemented as appropriate.                                                                                                                                                                                                                                                                                                   |
| <b>Additional Notes</b>                   | This measure ensures a rigorous implementation of stormwater BMPs and establishes a regulatory framework to require stormwater BMPs where appropriate. Providing stormwater BMPs around critical surface waters and watershed areas can help mitigate water quality issues.                                                                                                                                                                                                                                                                                                                                                                                                                                   |

| ENVIRONMENTAL CONSERVATION POLICY         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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| <b>Description/<br/>Purpose</b>           | <p>Extending outward from the need to create interconnected populations (streets and greenways) and a reduced footprint from water quality/quantity impacts is the desire to create interconnected ecologies. This practice is called “landscape ecology,” a subset of conservation biology which requires the consideration of green space interconnectivity to provide habitat for species, green spaces for people, and the preservation of the rural character that is valued in Pender County. Large, protected areas like parks and preservation zones need to be connected with “stepping stone” areas that allow the movement of wildlife and promotion of biodiversity.</p> <p>It is recommended to develop a “Greenprint” that shows areas that would be preserved based on utility (or lack thereof) to private development; linkages to large, protected areas; and biologically diverse habitat (e.g., streams, older-growth forests).</p> <p>Future developments would incorporate these green areas into their plans as part of open space requirements; additional space provisions could be rewarded through clustering bonuses that allow a higher intensity of development elsewhere on the site.</p> |
| <b>Target<br/>Performance<br/>Measure</b> | Avoid sensitive natural areas to the degree possible when programming new development or reserving road right-of-way (ROW).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <b>Sample Language</b>                    | In order to preserve the unique natural environment of Pender County, any new development that would require the construction of collector streets as defined by the adopted Collector Street Plan, shall avoid or minimize impacts to sensitive natural areas, such as wetlands, floodplain, and areas with endangered flora/fauna. Additional justification (i.e., Corps Delineation, etc.) or other additional resources may be necessary.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <b>Additional Notes</b>                   | In some cases, development will necessarily encroach into sensitive natural areas. Avoiding these areas is strongly recommended, but may not always be feasible or even desirable to do so.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |

| TRI-PARTY AGREEMENT             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|---------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Description/<br/>Purpose</b> | <p>The Tri-Party agreement is a framework for the construction and maintenance of new pedestrian and bicycle facilities along collector streets. While NCDOT would ultimately maintain the street, all maintenance and liability costs for the construction and maintenance of pedestrian and bicycle facilities would be borne by Pender County or the Homeowner’s Association (HOA) until construction was complete. At that point, maintenance would be transferred to the HOA or other qualified party, absolving both NCDOT and Pender County from any liability or maintenance relating to the pedestrian and bicycle amenity.</p> |

| TRI-PARTY AGREEMENT               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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| <b>Target Performance Measure</b> | Negotiate and implement the Tri-Party agreement with NCDOT. (See Appendix F)<br><br>Inform affected development community/HOA that this agreement may be warranted for specific situations related to the implementation of bicycle or pedestrian facilities.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <b>Sample Language</b>            | NCDOT may maintain the multimodal (bicycle and pedestrian) facilities if the following conditions are met:<br><br><ol style="list-style-type: none"> <li>1. NCDOT's local Division agrees on the facility design to ensure that they are able to maintain it after construction.</li> <li>2. It is located in an unincorporated area</li> <li>3. Developer is turning the ownership of the road with multimodal facilities over to NCDOT</li> <li>4. Multimodal facilities are within the NCDOT ROW post handover.</li> </ol> <p>These conditions were inferred from the NCDOT Complete Streets Implementation Guide and conversations with NCDOT. Multimodal facility maintenance on collector streets will need to be decided on a case by case basis.</p> <p>For facilities that do not meet these conditions, details of the tri-party agreement can be seen Appendix F.</p> |
| <b>Additional Notes</b>           | The Tri-Party Agreement is fundamental to constructing and maintaining pedestrian and bicycle amenities in the study area. Implementing and abiding by this agreement would be a requirement in situations where bicycle and pedestrian amenities are planned to be constructed.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

| REDUCED PAPER STREETS             |                                                                                                                                                                                                                                                                                                                                                          |
|-----------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Description/ Purpose</b>       | A paper street is a "street shown on a recorded plan but never built on the ground" (Shapiro v. Burton, 23 Mass. App. Ct. 327, 328, 1987). These anticipated roads are shown in planning documents or on plats currently on record.<br><br>This policy requires that platted ROW becomes built to NCDOT standards to ensure connectivity is implemented. |
| <b>Target Performance Measure</b> | Encourage the construction of existing paper streets to the greatest extent possible; reduce the number and extent of new paper streets.                                                                                                                                                                                                                 |

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## PENDER COUNTY STREETS PLAN 2021

| REDUCED PAPER STREETS |                                                                                                                                                                                                                                                                                                                                                                                                                          |
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| Sample Language       | <p>All platted site plans must honor paper streets, reserving ROW and ensuring that streets can be constructed to NCDOT standards. Paper streets must be preserved until such time as they are constructed.</p> <p>Changing or realigning paper streets will require the developer to obtain all required permissions from the owners of all the parcels that are affected by the changes proposed by the developer.</p> |
| Additional Notes      | <p>Proper ROW preservation/width is needed to ensure implementation of an adequate street system with the appropriate non-motorized facilities.</p>                                                                                                                                                                                                                                                                      |

### CONCLUSION

The recommendations presented in this document are based on a thorough analysis of Pender 2.0: Comprehensive Land Use Plan, the existing built and natural environment, and stakeholder and public input. These recommendations are purposefully developed to provide flexibility to both Pender County and the development community to build a safe and efficient multimodal transportation network while recognizing the constraints present within individual parcels, adjacent development, and natural resources.