

**PLANNING STAFF REPORT
PRELIMINARY PLAT PHASE II
WYNDWATER**

SUMMARY:

Hearing Date: May 6, 2014

Applicant: Signature Topsail NC, Ltd.

Property Owner: Signature Topsail NC, Ltd.

Case Number: Preliminary Plat 11035

Development Proposal: Signature Topsail NC, Ltd. applicant and owner, is requesting Preliminary Plat approval for Phase II of the approved Master Development Plan for The Oaks at Sloop Point, now known as Wyndwater. Phase II includes fifty-five (55) single family homes on approximately 28.35 acres. On November 12, 2013 the Planning Board conditionally approved a Master Development Plan for the Oaks at Sloop Point, now known as Wyndwater.

Property Record Number, Acreage, and Location: Phase II consists of approximately 28.35 acres, of the overall 143.62 acres in the total Master Development Plan, Wyndwater, which utilizes the former Topsail Greens Golf Course. The proposed development is located to the north of Doral Drive (SR 1693), northwest of Sloop Point Loop Road (SR 1563), south of the approved Cardinal Pointe subdivision and east of US Highway 17 in Hampstead. The subject property may be further identified by PIN 4214-12-8251-0000. The property is zoned PD, Planned Development District.

RECOMMENDATION

The request is consistent with the 2010 Pender County Comprehensive Land Use Plan and Pender County Unified Development Ordinance; therefore planning staff recommends the approval of the Preliminary Plat for Phase II of Wyndwater. Any and all future development, phases or changes to the Master Development Plan are subject to the Planning Board review and approval.

HISTORY

The subject property was previously known as the Topsail Greens Golf Course as recorded in the Pender County Register of Deeds on August 21, 1975 (Map Book 16, Page 73). The property was zoned PD, Planned Development from the adoption of zoning in Pender County (Pender County Zoning Ordinance 1988). On November 12, 2013 the Pender County Planning Board approved the Master Development Plan (Attachment 1) titled The Oaks at Sloop Point, now known as Wyndwater.

APPROVED MASTER DEVELOPMENT PLAN

In total, Wyndwater will be developed in three (3) phases for a maximum of 185 single family residential lots. Approximately 58,370 square feet of non-residential development was approved in the Master Development Plan per the PD, Planned Development zoning district requirements. Net density of the approved project was approved at 2.72 units per acre, all other density calculations for each Phase are required to meet Pender County Unified Development Ordinance.

Lot Requirements

As outlined in the Unified Development Ordinance, Section 4.8.1.D the Master Development Plan established the required lots sizes, yard setbacks, and building height. The applicant was approved for a minimum lot size of 12,000 square feet with a maximum building height of thirty-eight (38) feet and the following proposed yard setbacks:

Setback	Distance
Front	20 feet
Side	10 feet
Rear	20 feet
Corner	15 feet

Services (Wastewater/Water)

The Oaks at Sloop Point Master Development Plan, now known as Wyndwater, was approved with traditional on-site septic which is contingent upon their submitted soil suitability analysis; subject to review and approval by the Pender County Environmental Health Department prior to Final Preliminary Plat approval.

Additionally, a public water connection to Pender County Utilities was proposed at the time of Master Development Plan submittal. Currently, the applicant has submitted necessary items to Pender County Utilities for review and approval. In conversations with Pender County Utilities staff, the applicant will likely be required to connect waterlines with existing waterlines such that these connections mirror street interconnectivity between the surrounding residential neighborhoods.

Planning Board Conditions of Master Development Plan Approval

At the November 12, 2013 Public Hearing for the Master Development Plan for The Oaks at Sloop Point, now known as Wyndwater, the following conditions were required of all phases of the development (Attachment 2):

1. Provide connection to adjacent property for future development to the northwest of the subject property (documented under case #11067 Cardinal Acres, as submitted to Planning Board in December 2013);
2. Provide connection to identified “Capstone Property” identified by Pender County PIN 4214-22-7567-0000;
3. Allow for “alternative” design for alleyway as shown on Master Development Plan submittal page C-3.4; and
4. Allow for emergency access along the connection to Doral Drive (SR 1693).

PHASE II PRELIMINARY PLAT ASSESSMENT

The Preliminary Plat for Phase II of Wyndwater includes fifty-five (55) single family homes of the approved 185 total for the Master Development Plan. This portion of the project will access through previously approved Phase I adjacent to Sloop Point Road (SR 1563) towards the southern portion of the tract with future connection towards existing private Topsail Greens Drive. As the aforementioned Master Development Plan was approved by the Planning Board in November 2013, the following assessment includes only items that are specific to Phase II of the development.

Landscaping & Buffers

All landscape and buffers in the Phase II submittal for Preliminary Plat are in accordance with Section 8.2.8, *Project Boundary Buffer* of the Pender County Unified Development Ordinance. In multi-family and Planned Developments a Buffer C is required along all boundaries adjacent to single family residential uses or residential lots with a parcel size of less than one (1) acre and when a single family structure is within fifty (50) feet of the boundary of the development. The applicant submitted a C-1 Buffer with a six (6) foot tall fence will be used along the northern and southern project boundaries. No buffer is required between phases along the eastern and western borders Specific buffer requirements from Section 8.2.8 can be viewed in the Appendix.

Open Space & Rec Units

Per the Pender County Unified Development Ordinance, all proposed residential subdivisions shall provide open space in the amount of 0.03 acres per dwelling unit within the subdivision; half of which must be designated active open space. The applicant meets the required open space requirements for Phase II Preliminary Plat with 1.5 acres proposed. As there are fifty-five (55) lots proposed, 1.65 acres is required as open space with 0.825 acres which must be active.

With a proposed lot number of fifty-five (55), \$10,000 or 1 recreational unit is required by the Pender County Unified Development Ordinance for the Master Development Plan, Section 7.6.2. This will need to be completed prior to Final Preliminary Plat approval. The applicant is proposing a ten (10) foot wide multi-use path with a twelve (12) foot portion for emergency access to Doral Drive (SR 1693), to be described in detail to follow. Additionally, a five (5) foot mulch walking trail will circle the wet detention basin in the active open space as shown in the site plan (Attachment 5). These proposals will count towards recreation units required for Phase II of the development. At the time of recording Final Plat for Phase II these elements must be constructed and certified of completion to standards specified or guaranteed by a Performance Guarantee referenced in Appendix D (Section 6.5.A.6) of the Pender County Unified Development Ordinance.

As previously discussed for Phase I, it is the developers' intention to utilize the recreational unit and apply toward off-site bicycle and pedestrian connections to service Kiwanis Park. This proposal will be for Phase I and potentially Phase II rec unit payment depending on the total cost. The multi-use path will provide pedestrian connectivity within the residential subdivision. Staff is currently working with the Wilmington Metropolitan Planning Organization (WMPO) and the developer to facilitate this proposal. If this proposal is unsuccessful staff will work with both the Planning Board and the developer to ensure compliance with this open space requirement. This proposed facility will intend to connect Doral Drive (SR 1693) and Hampstead Kiwanis Park with a bicycle and pedestrian path in the reserved NCDOT right of way; a preliminary proposal as well as the Safe Routes to School project area can be seen in Attachment 2 and 3.

Connectivity & Road Design

According to the applicant's narrative the roadways are proposed as public and built to NCDOT subdivision road standards as outlined in the NCDOT Subdivision Manual published in January 2010. These roadways are subject to NCDOT review and approval through a Driveway Permit, the applicant must submit plans to the NCDOT for approval prior to Pender County approval of this Preliminary Plat submission.

The one cul-de-sac proposed in Phase II of Wyndwater conforms to the Pender County Unified Development Ordinance requirement in Section 7.5.1.F. where a minimum shoulder section of fifty (50) feet and right of way paved at thirty-five (35) feet is required, all other approvals of this cul-de sac are subject to NCDOT requirements.

Currently, the applicant proposes that West Craftsman Way will terminate in a cul de sac with future road connection shown to continue to meet existing private drive, Topsail Greens Drive. This design of future road connection must be built prior to recording Final Plat for Phase III, as Phase III will be the last portion of the approved Master Development Plan. Condition two (2) of the Planning Board approved Master Development Plan on November 12, 2013 requires the applicant to provide connection to identified "Capstone Property" identified by Pender County PIN 4214-22-7567-0000.

Pender County Staff recommends this connection be this Preliminary Plat for Phase II based on Section 7.2.2 of the Pender County Unified Development Ordinance; lots shall be arranged for the opening of future streets and logical further subdivision of adjacent properties as well as 7.4.10.C; required 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. The Pender County Comprehensive Land Use Plan encourages vehicular and pedestrian interconnectivity to existing or planned adjacent sites and adjoining development (Policy 2B.1.4). It also recommends that these streets be dedicated public to promote interconnectivity. Per Policy 2B.1.9 of the Plan, "all new streets that have the potential to connect to adjacent developments should be constructed to NCDOT secondary road standards and accepted for public maintenance to ensure future connectivity." A connection to existing private drive, Topsail Greens Drive would be the second point of entrance and exit for this residential subdivision not only alleviating traffic funneling on Sloop Point Road (SR 1563) but also an additional emergency vehicle access point.

Pedestrian Access

The applicant proposes a five (5) foot sidewalk through a pedestrian easement on the main collector road in the subdivision (West Craftsman Way). This sidewalk proposal will be on private property outside of the NCDOT right of way and will be recorded as a pedestrian easement. The Coastal Pender Collector Street Plan recommends five (5) foot sidewalks on both sides of the collector streets which are well connected to all sidewalks and walkways internal to adjacent developments. An internal connection will be made from Phase I sidewalk through the main collector road in Phase II and connecting to the proposed multi-use path on the western portion of the submitted site plan. The internal pedestrian connectivity will eventually connect into the awarded North Carolina Safe Routes to School pedestrian path connecting North Topsail Elementary and Hampstead Kiwanis Park. Wyndwater's proposal adequately meets the Coastal Pender Collector Street Plan intent to promote viable pedestrian connections.

Emergency Access

The proposed multi-use path will serve as the emergency access along the connection to Doral Drive (SR 1693). This connection is proposed on an access easement through Pender County owned land. The recordation of this access easement would need to be completed prior to Final Preliminary Plat approval. The multi-use path will be ten (10) feet wide with one and a half (1.5) inches of asphalt and four (4) inches of ABC stone, as shown in the submittal (Attachment 5). This is Planning Board condition four (4) of the Master Development approval from November 12, 2013. The portion of the multi-use path for emergency access will be twelve (12) feet wide with two (2) inches of asphalt. NCDOT will require approval of the portion of the path connecting to Doral Drive (SR 1693). Emergency management staff responded to TRC comment pertaining to the emergency access specifications; *the purported 12ft multi use path to Doral Drive (SR 1693) will NOT meet the requirements of a Fire Apparatus Access Road for emergency access. Code 503.2.1 requires 20 ft wide and 13 ft 6 in clearance. 12 ft wide roadway with 4ft sides on both sides that will support a fire apparatus up to 80,000 lbs. (Pervious pavement, concrete, tile or stone can be use be to allow to reduce the amount of impervious covering in this area).* This emergency access multi-use path

connecting to Doral Drive (SR 1693) is required to meet Emergency Management standards for approval of Phase II.

Traffic

According to the applicant's submitted narrative the traffic impacts to adjacent properties will be minimal based on this phase of the project generating approximately 526 total daily trips with 41 in the AM peak hour and 56 in the PM peak hour based on the ITE Trip Generation Manual 8th edition using ITE Code 210 for fifty-five (55) single family homes. Phase I traffic impacts were calculated for forty-two (42) single family home development; 402 daily trips with 32 in the AM peak hour and 42 in the PM peak hour. The combined traffic for Phases I and II would be for ninety-seven (97) single family with 928 daily trips; 73 in AM peak hour and 98 in PM peak hour.

Any deceleration or turning lanes required on Sloop Point Road (SR 1563) due to traffic impacts from the proposed residential development would be based on a Traffic Impact Analysis. Section 6.4.A.20 of the Pender County Unified Development Ordinance states, based on estimate traffic counts, a Traffic Impact Analysis may be required stating the dates and times counts were counted for the proposed development. According to the Coastal Pender Collector Street Plan, the submission of a traffic impact analysis is required prior to the submittal of any preliminary plan that will generate more than 100 trips during peak hours based on the latest Institute of Transportation Engineers Trip Generation Manual (page 45). As this proposal does not include over 100 trips during peak hours for both Phase I and Phase II a Traffic Impact Analysis is not required to determine improvements to Sloop Point Road (SR 1563).

Subsequent phases will trigger a Traffic Impact Analysis as the AM or PM peak trips become over 100, currently the proposal for both Phase I and Phase II includes 97 single family homes with 928 daily trips, 73 in AM peak hour and 98 in PM peak hour.

Density

The Master Development Plan for the Oaks at Sloop Point was approved with a density of 2.72 units per acre, Phase II proposes a density of 1.94 units per acre. This is calculated using the total 28.35 acres in Phase II, with the fifty-five (55) lots and 1.65 acres of open space. As the required density for a PD, Planned Development Zoning district requires a density of less than five (5) units per acre, per Section 4.8.1.C.1. This is in accordance with PD, Planned Development zoning district requirements.

Environmental Concerns

The subject parcel, of approximately 143 acres does contain portions of environmentally sensitive areas including wetlands and floodplains.

There are approximately 3.24 acres of wetlands on the Master Development Plan subject property, as shown on a wetland declination submitted to the Army Corps of Engineers, subject to review and approval. Any development within these areas may be subject to the permit requirements of Section 404 of the Clean Water Act. A Jurisdictional Determination of the Wetlands has been conducted by the Army Corps of Engineers and submitted for staff review.

There is a portion of the subject property that is located within the "Approximate Zone A" Special Flood Hazard Area, according to the 2007 Flood Insurance Rate Maps (FIRMs), Map Number 3720420400J, Panel Number 4204 however, this is not located in the Phase II boundary area, this portion is represented in the Future Development portion of the tract (Attachment 6). Any subsequent Preliminary Plat approvals including the "Approximate Zone A" portion of the property will require a flood study be submitted and approved as required in the Pender County Unified Development Ordinance Section 9.5.3

prior to any development occurring on the site. This study would be required prior to Final Plat of any phase on the property or dedicated as perpetual open space.

After a preliminary analysis, it appears no CAMA Areas of Environmental Concern are located on the project site. CAMA Areas of Environmental Concern are tidal and/or navigable waters within Pender County are classified as Public Trust Area up to the normal high water line or normal water level and are subject to the CAMA. The Public Trust Shoreline AEC extends 30' landward of the normal high water line or normal water level.

The PD, Planned Development zoning district requires a tree survey to be submitted prior to the Final Preliminary Plat approval, the applicant has provided this documentation to Planning Staff with this Phase II Preliminary Plat submittal.

All applicable state and federal agency permits including a Stormwater Management Permit, and Erosion Control Plan, wetlands impact permits, and NCDOT Driveway Permit will be required prior to the approval of the Final Preliminary Plat for each phase.

TECHNICAL REVIEW COMMITTEE (TRC) RESPONSES:

On Friday April 4, 2014 the Pender County Technical Review Committee was sent the Wyndwater Phase II application, narrative, and plats as well as the Planning Board approved Master Development Plan. The following responses were collected:

Cape Fear Council of Governments RPO

Cape Fear RPO has no comment since the project is in the WMPO.

Four County Electric Company

No Response.

NC DENR Division of Coastal Management

No Response.

NC DENR Division of Forestry

No Response.

NC DENR, Division of Energy, Mineral, and Land Resources - Land Quality Section

No Response.

NC DENR Division of Waste Management

No Response.

NC DENR Division of Water Quality

Phase I of The Oaks at Sloop Point has yet to be permitted. It is in process now assigned permit #SW8 140219. Phase II would require either a separate permit, or a modification to the Phase I permit to add Phase II whenever Phase I is issued.

NC DOT Division of Highways

We have had discussions with the Mr. Pape the project engineer about this project. Hydro has conducted a review, and Mr. Pape picked up plans last week to address the comments. I have reviewed there driveway permit, and have sent comments. Mr. Pape is in the process of getting plans to me for the review of the subdivision plan approval. If you have any questions, please contact me.

We would not have any comments concerning the sidewalk which is proposed to be off of the right of way. The emergency access would be the same, it is proposed on private property. But the developer would have to obtain a permit for the proposed emergency access off of Doral Drive. Let me know if you need anything else.

NC DOT Transportation Planning Branch

No Response.

NC Office of State Archaeology

No Response.

NC Wildlife Resources Commission

No Response.

Pender County Addressing Coordinator

In discussions with the applicant about proposed road names.

Pender County Building Inspections

No Response.

Pender County Emergency Management

The private access to Topsail Greens Drive needs to be completed during this Phase II. The purposed 12ft multi use path to Doral Drive will NOT meet the requirements of a Fire Apparatus Access Road for emergency access. Code 503.2.1 requires 20ft wide and 13 ft 6 in clearance. 12 ft wide roadway with 4ft sides on both sides that will support a fire apparatus up to 80,000 lbs. (Pervious pavement, concrete, tile or stone can be use be to allow to reduce the amount of impervious covering in this area)

Pender County Environmental Health

The applicant will need to apply for septic systems for each lot.

Pender County Fire Marshal

No Response.

Pender County Flood Plain Management

No Response.

Pender County Parks and Recreation

Parks and Recreation has no issues with this request.

Pender County Public Library

No response

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Pender County Public Utilities

No Response.

Pender County Schools

The concern for Pender County Schools is the extra traffic that will be generated by the new housing. We do not stand in the way of growth. I know NCDOT is aware of traffic at several of our sites and that they are working on them. The community needs to be aware the potential traffic that will be added to the area.

Pender County Sheriff's Department

No Response.

Pender County Soil and Water Conservation District

No Response.

Progress Energy Corporation

No Response.

US Army Corps of Engineers

I do not see where the wetlands have been addressed on this property. Has a JD been done?

Wilmington Metropolitan Planning Organization

Here are my comments for Wyndwater phase 2. As we discussed, this project is part of the Oaks at Sloop Point project and adjacent to the 268 homes proposed for Cardinal Pointe to the north. The two projects will add a significant amount of traffic to Sloop Point Loop Rd, and adjacent roads. The applicant has not proposed any turn lanes on US 17, Sloop Point Loop Rd, Topsail Greens Dr, Cardinal Dr, or other roadways to relieve traffic. Unless this is required, level of service on the roads may be degraded.

- 1. The applicant must provide details on proposed 5' sidewalk and update the street cross section to show the location of the sidewalk.*
- 2. It is unclear how residents will access the sidewalk and Multi-use path, due to the presence of the ditch that is adjacent to the 6' grass shoulder. Provide details on how they will cross the ditch or provide connection points along the street to the sidewalk and paths.*
- 3. The sidewalk ends at the proposed Multi-use path, show a transition from the sidewalk to the path.*
- 4. **The proposed 35' Radius for the subdivision cul-de-sacs are too small to accommodate fire engines and school buses. Pender County schools have made this comment on multiple plans. Since West Craftsman Way is over 1700' in length from the intersection of North Lamplighters Walk to the end of the Cul-de-sac, it would be unsafe to attempt to back up this far along the street.***
- 5. **Revise the proposed cul-de-sac cross section to a minimum of 40' to accommodate School Buses and Fire Engines using the streets.***
- 6. The proposed Cul-de-sac is over 500' in length and has a R35' cul-de-sac bulb. In this phase, it will not be connected to another street; therefore, fire engines and school buses cannot turn around on the street. Provide a larger cul-de-sac or Fire Turn-around for Pender County Fire Access.*

7. *The mulch path appears to be on separated from the street by the swale and ditch. Revise the connection for the mulch path to the West Craftsman Way.*
8. *Applicant must provide a driveway detail on the site plan.*
9. ***West Craftsman Way is functioning as a Residential Collector street with a 50' Right of Way. However, the proposed street is shown with the street cross section of a local residential street, which does not meet minimum requirements for a Collector street. Upgrade to NCDOT standards for a Collector street with 22' pavement.***
10. *The project is proposing connections directly to US Hwy 17 and Sloop Point Rd, which will require a NCDOT Driveway permit.*
11. ***Based upon the Trip generation numbers for the Oaks at Sloop Point Project Master Plan and adjacent development (Cardinal Pointe), the combined developments will require additional infrastructure on Sloop Point Rd, US Hwy 17 and connecting roadways such as Topsail Greens Dr, to include turn lanes, to prevent a degradation of level of service on these roads. The applicant should contact Pender County to determine if a TIA needs to be started.***
12. *The project proposed connections too many other subdivisions, so the traffic impact on these subdivision roads will need to be analyzed during the TIA process.*
13. *The Cardinal Pointe project submitted a Master Development Plan for 268 Single Family Unit subdivision located on US Hwy 17 and Cardinal Dr.*

Please let me know if you have any comments and/or questions regarding these comments.

Bill McDow

EVALUATION

A) Public Notifications: Public Notice of the proposal for map change has been advertised in the *Pender-Topsail Post and Voice*. Adjacent property owners have been given written notice of the request, and a public notification sign has been placed on the property.

B) Existing Zoning in Area: The property is located within a PD, Planned Development District. The intent of the PD, Planned Development District is to provide an alternative to a conventional development. The PD, Planned Development District allows projects of innovative design and layout that would not otherwise be permitted under this Ordinance because of the strict application of zoning district or general development standards. The PD District encourages progressive land planning and design concepts. The properties to the north and east are zoned RP, Residential Performance zoning district and the properties to the south and west are zoned PD, Planned Development District.

C) Existing Land Use in Area: This proposal is located within the area previously known as the Topsail Greens Golf Course. To the north of the Phase II area is future development of this Master Development Plan as well as the existing Topsail Greens Community. The properties immediately northeast of Phase II are low density residential housing communities, Sloop Point South and Cardinal Acres Manufactured Home Park. Along the immediate southern and western boundary of the Phase I is a low density residential subdivision called Greenway Planation and moderate density multifamily (Vista Cove).

D) 2010 Comprehensive Land Use Plan:

1. Mixed Use: The Mixed Use land use classification designates locations where a mixture of higher density/intensity uses is to be encouraged. Mixed Use areas should be characterized by physically and aesthetically unified developments containing a mixture of commercial, office, institutional, and high- and medium-density residential uses, arranged in a walkable, compact, pedestrian and transit friendly manner.

2. Supporting Comprehensive Plan Policies and Goals:

a. **Growth Management Goal 1A.1** Manage the physical growth and development of Pender County by promoting more intensive land uses in key locations identified for such growth while preserving and protecting the unique physical character and social assets of the predominant rural lifestyle and coastal environment that makes the County a unique place to live.

i. **Policy 1A.1.2** Encourage development in areas where the necessary infrastructure – roads, water, sewer, and schools - are available, planned or can be most cost effectively provided and extended to serve existing and future development

b. **Transportation Goal 2B.1** Manage the timing, location and intensity of growth by coordinating transportation improvements in accordance with the Comprehensive Land Use Plan and the Coastal Pender Collector Street Plan.

i. **Policy 2B.1.4** Adopt regulations that require new developments and individual sites throughout the County to provide vehicular and pedestrian interconnectivity to existing or planned adjacent sites and adjoining developments.

ii. **Policy 2B.1.9** As recommended in the Coastal Pender Collector Street Plan, all new streets that have the potential to connect to adjacent developments should be constructed to NCDOT secondary road standards and accepted for public maintenance to ensure future connectivity.

STAFF RECOMMENDATION

The approval is also subject to the all conditions required by the Pender County Planning Board and regulatory State and Federal Agencies. The submitted Preliminary Plat for Phase II of Wyndwater must meet all Pender County Unified Development standards, particularly those outlined in Section 6.4 Preliminary Plat Contents; the following items are outstanding and must be finalized prior to Final Preliminary Plat approval:

- 1) Soil suitability analysis indicating the suitability of the property for individual septic tanks or an Improvement Authorization Permit for each lot unless community sewer is available and a conditioned approval for connection is submitted. The soil suitability analysis of the property shall also indicate the suitability of the soil for the type structures proposed.
- 2) A copy of the Preliminary Plat with the street names as approved by the Pender County Addressing Coordinator or his/her designee.
- 3) Verification of receipt of the preliminary plat of the development by the Pender County Health Department.
- 4) Verification of receipt of the preliminary plat of the development by the NCDOT District Engineer or his designee.
- 5) Approval by NCDOT of connection of subdivision roads with DOT maintained roads (Driveway Permit).
- 6) Street construction & street drainage plans as approved by DOT District Engineer with letter of approval (for public streets).
- 7) Acceptance of operation and maintenance of the system by a Public or Community Water system as defined in this Ordinance,
- 8) Sediment & Erosion Control Plans as approved by Land Quality (with letter of approval).
- 9) Stormwater management plan as approved by the Water Quality Division (with letter of approval).

Any further action toward Final Preliminary Plat approval requires all aforementioned requirements be met, as the plat must meet all Pender County Unified Development Ordinance standards. Additional items required prior to approval include:

- 1) An approved access easement or means of pedestrian and emergency vehicle ingress and egress connecting to Doral Drive (SR 1693);
- 2) The emergency access multi-use path connecting to Doral Drive (SR 1693) is required to meet Emergency Management standards: Code 503.2.1 requires twenty (20) feet wide and thirteen (13) feet six (6) inches clearance with a twelve (12) feet wide roadway with four (4) feet sides on both sides that will support a fire apparatus up to 80,000 lbs. (Previous pavement, concrete, tile or stone can be use be to allow to reduce the amount of impervious covering in this area); and
- 3) Roadway connection to existing private Topsail Greens Drive (SR 1663) during Phase II construction is recommended.

The request is consistent with the 2010 Pender County Comprehensive Land Use Plan and Pender County Unified Development Ordinance; therefore planning staff recommends the approval of the Preliminary Plat for Phase II of Wyndwater given that all aforementioned requirements are met. Any and all future development, phases or changes to this Master Development Plan are subject to the Planning Board review and approval.

Board Action for Preliminary Plat Phase II Wyndwater:

Motion: _____ **Seconded:** _____

Approved: _____ **Denied:** _____ **Unanimous:** _____

Williams: __ McClammy: _____ Boney: __ Baker: __ Edens: __ Marshburn: __ Nalee: __