Attachment 3

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

Access and Development Connectivity in Pender County

Over the years, Pender County has adopted multiple transportation policies and ordinance standards that address access, street layout, and development connectivity. Currently, these policies and standards found in the Pender County Unified Development Ordinance, the Comprehensive Land Use Plan, and the Coastal Pender Collector Street Plan.

The reason for these policies is set forth in the Comprehensive Land Use Plan: "Private streets have a role to play in urbanizing areas of the County. However, the resistance of developers and property owners to extending or connecting private streets to other private streets or to public streets decreases public access and alternative vehicular routes. Lack of interconnectivity forces vehicular traffic back to public collector streets and major thoroughfares which increases traffic volumes and decreases traffic carrying capacities of public streets" (CLUP Sec. II, p.9).

By not requiring connections between developments, the existing transportation system absorbs the increased demand for adequate transportation routes. This in turn, concentrates motorized traffic on a limited number of large roads, which causes longer, indirect trips and limits opportunities for alternate routes.

Unified Development Ordinance Standards

To allow for flexibility in roadway design and account for varying circumstances, however, the adopted policies and UDO requirements do not set forth hard rules or calculations that must be followed with respect to development connectivity. Instead, Pender County has adopted standards based on reasonableness and adequacy:

- UDO §7.5.1.A.6 Public and Private Street Design: "The layout of the streets as to arrangement, width, grad, character, and location shall conform to...the adjoining street system, as well as existing, planned and proposed streets. Reasonable access will be provided to adjacent property for development.
- UDO §7.4.1 Access Requirements: "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.
- UDO §4.8.1.D.8 Planned Development District Standards: "The planned development's master plan shall demonstrate a safe and adequate on-site transportation system that addresses vehicular, bicycle, transit and pedestrian circulation. The on-site transportation system shall be integrated with the off-site transportation circulation of the County.

Adopted Land Use Policies

Pender County's emphasis on transportation interconnevity is not new. Policies supporting the idea of development connectivity can be found in the Pender 20/20 Plan, adopted in 2000.

- Transportation Policy 3.7: The County shall encourage street connections between adjoining residential neighborhoods, as well as connections between parking lots of adjoining commercial developments.

This recommendation was continued in the Pender County Collector Street Plan, adopted in 2007:

- "All new streets that have the potential to connect to adjacent developments should be constructed to NCDOT standards and added to the state system. This will limit the potential for disputes and ensure that interconnectivity is feasible when adjacent land is developed." – **Pender County Collector Street Plan, Recommendations, pg. 41.**

And the recommendation was renewed in 2010 through adoption of the Comprehensive Land Use Plan:

- **CLUP 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.
- **CLUP 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.