

STAFF REVIEW FOR PLANNING BOARD APPROVAL ST. GEORGE'S REACH MASTER PLAN REVIEW

HISTORY:

Generation Development, applicant, on behalf of Country Club Road Assemblage, LLC, owner, is seeking approval of a PD Master Plan for St. George's Reach. A 10-lot minor subdivision was previously approved as Phase I of St. George's Reach at the August 7, 2007 Planning Board meeting.

In May 2007, the applicant's request to rezone 376 acres from R-20C, Residential Conventional Housing District to PD, Planned Development District was denied by the Pender County Board of Commissioners. The rezoning request was re-submitted and a motion to recommend approval of the request was unanimously approved at the September 11, 2007 Planning Board meeting. The Board of Commissioners voted 3-2 to pass a motion to approve this rezoning request at the October 1, 2007 meeting.

The Pender County Planning Board was presented the Master Plan for St. George's Reach on October 2, 2007 where it was continued to a separate meeting on October 9, 2007. At this meeting, the proposal was again tabled to the November 7, 2007 meeting.

The developers have revised the master plan and now propose 730 single-family lots and 470 multi-family units, totaling 1,200 units. In addition, the commercial, office and retail space has been reduced to 250,000 square feet (from 282,000). These revisions reduce overall gross density from 3.11 to 2.9 units per acre; and net density is reduced from 5.74 to 5.37 units per acre.

DEVELOPER'S PROPOSAL:

The applicant is requesting approval for a planned development located on 413 acres zoned PD, Planned Development. The property is located south of Country Club Drive in Hampstead. The property runs south to the Atlantic Intracoastal Waterway and is bounded by Belvedere Plantation to the northeast and Hideaway Shores to the southeast.

St. George's Reach will utilize a village development approach in which the intent is to create pedestrian communities where residential units are in close proximity to commercial goods and services. The individual communities are centered around a neighborhood center, square, or park.

For St. George's Reach, the applicant is proposing a total of 730 single-family residences, 470 attached multi-family dwellings, 250,000 square feet of village commercial and office space, and 120,000 square feet of civic and recreational space. These units are distributed among four different development areas: Mixed-use, village, neighborhood, and edge areas. The development is planned in a unified manner where the larger edge lots along the property's boundary give way to smaller, denser areas toward the center of the property. Parks, greenways open space areas, wetlands, and other preserved lands are located within the overall development to provide recreational space and encourage a pedestrian community.

The lot sizes range from a minimum lot size of 5,000 square feet in the neighborhood areas to 12,000 square feet in the edge lots on the perimeter. Average lot sizes are 6,000 square feet in the village area, 6,500 square feet in the neighborhood area, and 12,000 square feet in the edge area. The mixed-use area is located north of Country Club Drive and extends to US Highway 17 in an area to be called The Parkway at St. George's Reach. This area proposes 50 apartment/condominium units, 232,000 square feet of commercial/office and retail space, and 60,000 square feet of civic and recreational space. For specific data on each area, please refer to the data table located on the master plan.

Proposed gross density consists of 2.9 units per acre while proposed net density with all open space acreage removed consists of 5.37 units per acre. Belvedere Plantation, which is the adjacent subdivision along the north and east boundary, contains average lot sizes of .5 acres for a gross density of 2 units per acre. Hideaway Shores, which borders the property to the southwest, also contains average lot sizes of .5 acres for a gross density of 2 units per acre.

Access to the subdivision is to be provided via three points off of County Club Drive. Two of these points align with existing streets on the north side of Country Club Road at Weathersbee Drive and Leeward Lane. The third point provides the main thoroughfare through the development area and is proposed to extend across Country Club Drive north to a connection with US Highway 17. In addition to these major points of ingress and egress serving the development, several local streets are proposed to provide interconnectivity for traffic circulation as well as emergency access within the development. There are also opportunities for potential stub out connections shown on the master plan. The road infrastructure will be designated as private. This infrastructure will be built in accordance with NCDOT TND guidelines, and the applicant is currently working with the NCDOT to determine traffic demands and required road improvements.

The developer proposes wastewater treatment for the entire development to be served by an on-site wastewater treatment facility. Water services will be provided via an on-site operator as well. These facilities are proposed to be located within the mixed-use area between County Club Road and US Highway 17. Preliminary capacity estimates are for the facilities to accommodate 500,000 gallons per day each.

In addition to the residential and commercial development, the 120,000 square feet of civic and recreational space will be provided and distributed among the four development areas. St. George's Reach proposes 83.3 acres of open space, which exceeds the County's 15% requirement. There will also be 42 acres of preserved wetlands in St. George's Reach, with minimal proposed impacts to wetlands. With the additional 42 acres of preserved wetlands, the open space areas comprise approximately 30% of the entire property area. The open space areas include neighborhood parks, lakes, greenways, and buffers to adjacent neighborhoods. A property owners association will maintain all open space areas, common areas, and amenities.

The property does contain Coastal Area Management Act (CAMA) Areas of Environmental Concern (AEC's) along the Atlantic Intracoastal Waterway. Any proposed development in these areas must comply with CAMA regulations. The property also contains FEMA Special Flood Hazard Areas along the Atlantic Intracoastal Waterway as shown on the effective Flood Insurance Rate Map (FIRM) dated February 16, 2007. Any development within the SFHA's must comply with FEMA regulations.

STAFF RECOMMENDATION:

Planning Staff is submitting the proposal for Planning Board approval. The submission as presented tonight is sufficient for Planning Board review and disposition. Final preliminary plat will not be effective until all requirements of preliminary submission as prescribed are complete and the Director has signed copy of the preliminary plat. The approval is also subject to the following conditions:

Mandatory Items for Final Preliminary Plat Approval:

All requirements of the Pender County Subdivision Ordinance for Preliminary Plats, including items 1 thru 13 pages 22 have been submitted to and approval by the Director.

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 structure proposed.
2. Sufficient information shall be provided so that a corner of the property can be located on the ground and found with a measurement from the intersection of two state maintained roads.
 3. A copy of the Preliminary Map with the street names as approved by the Pender County Emergency Management Co-coordinator (EMC) or his designee. The plat shall be signed by the EMC representative indicating approval of the road names indicated on the plat. The copy of this plat must be submitted no later than 30 days after approval 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 Pender County Health Department.
 5. Verification of receipt of the preliminary plat of the development by the NCDOT District Engineer or his designee.
 6. General description and map of the proposed drainage for the subdivision shall include the following:
 - a. The boundaries of all drainage basins that flow through the property from upstream.
 - b. All drainage facilities that flow through the property and receive any storm water discharge from upstream.
 - c. The boundaries of all drainage basins that receive discharge from the property that is located from the discharge point on the property to the recipient perennial stream.
 - d. All drainage facilities that receive storm water discharge from the property from the discharge point to the recipient perennial stream.
 - e. This information can be described in a narrative submission and shown on a copy of a USGS 7.5 Minute Quad or other similar topographical map (11 X 17 map submission).
 7. Detailed description of any proposed waste water system and system maintenance arrangements and procedures to serve lots that are not suitable for traditional on site septic systems, along with a map showing the proposed location of the off site components of the system, including lines.
 8. When any development proposes private streets a description of the method to provide Pender County Emergency Service personnel and vehicles immediate access shall be submitted.
 9. When any street layout or geometric design does not specifically meet the NCDOT Secondary Road Standards or the adopted Pender County Private Street Standards, a narrative explanation, justification detailed drawing of the design shall be submitted for review.
 10. When the subdivision entrance does not connect to a NCDOT maintained road, recorded documents shall be submitted that confirm the property and the proposed lots have access to a NCDOT maintained road by a public or private street that meets the standards of this ordinance.
 11. The Director or the Planning Board may request additional information be submitted that is pertinent to review of the proposed subdivision for compliance with the provisions of this ordinance or other Pender County ordinances.

Requirements of the Pender County Subdivision Ordinance for Preliminary Plat, including items 3 to 7, 10-14, page 21 have been submitted to and approval by the Director.

3. Plat Submission – the preliminary plat must be submitted in digital format to the Director within the time frame indicated above. The digital submission of the plat will be considered proprietary information. The digital layout will be made available to the Tax Supervisor for parcel update and the digital submission may be returned to the person submitting it.
4. The preliminary plat must be prepared by an authorized Licensed Professional.
5. Scale of the plat must be no smaller than 1" to 200'.
6. The plat will be reviewed for compliance with Pender County Subdivision Ordinance, Zoning Ordinance and other applicable Ordinances.

7. All streets will be designated as public or private streets.
10. Preliminary plat approval shall be valid for two years. The two years will be extended by an additional two years if a final plat is recorded within the two-year time frame.
11. Preliminary plat approval constitutes approval of the layout and authorizes the developer to proceed with construction of the subdivision and improvements in accord with the approved plat and any conditions attached to the approval.
12. All conditions of preliminary plat approval must be completed and submitted within 12 months of the approval date.
13. If a preliminary plat is not approved, the reasons for disapproval must be specified and provided to the developer in writing. Disapproval of a preliminary plat may be appealed to the Pender County Board of Commissioners.
14. A preliminary plat will not be scheduled for review that is incomplete or does not have the required documents submitted with it.

The Following Material May Be Submitted As A Condition Of Approval Of The Preliminary Plat, When Approved By The Planning Board Or Director

All requirements of the Pender County Subdivision Ordinance for Preliminary Plats, including items 1 thru 11 pages 23 & 24 for review.

1. Approval by NCDOT of connection of subdivision roads with DOT maintained roads (Driveway Permit).
2. Street construction & street drainage plans as approved by DOT District Engineer with letter of approval (for public streets).
3. Street construction & street drainage plans in accord with DOT submittal requirements, design and construction standards or in accord with Private Street Standards, Pender County. The plans must be signed and sealed by a registered surveyor or engineer. A letter from the design professional will accompany the plans certifying that they meet the NCDOT submittal requirements, design and construction standards or Private Street Standards, Pender County (for private streets).
4. One of the following items will be required for any development with any lot sizes less than 20,000 sq. ft. or net densities of 2.1 units per acre or less and both items will be required when any lot sizes are less than 15,000 sq. ft. or net densities of 2.9 units per acre or less:
 - a. Water System
 - (1) Construction plans sealed by a registered engineer, as approved by DENR,
 - (2) Acceptance of operation and maintenance of the system by a Public or Community Water system as defined in this ordinance,
 - (3) Certification that the system will be owned by a Public or Community Water system as defined in this ordinance with conditional acceptance of ownership or certification that the system will be owned by a homeowners association established under the provisions of this ordinance.
 - b. Wastewater system
 - (1) Construction plans sealed by a registered engineer, as approved by DENR,
 - (2) Acceptance of operation and maintenance of the system by a Public or Community Water system as defined in this ordinance,
 - (3) Certification that the system will be owned by a Public or Community Water system as defined in this ordinance with conditional acceptance of ownership or certification that the system will be owned by a homeowners association established under the provisions of this ordinance.
5. Approval from the Division of Coastal Management when the development is located in an Area of Environmental Concern.
6. Sediment & Erosion Control Plans as approved by Land Quality (with letter of approval).

7. Storm water management plan as approved by the Water Quality Division (with letter of approval).
8. Approval of Wetlands Delineation by Corp. of Eng. (if wetlands in development).
9. Wetlands fill authorization or permit if construction in wetlands is involved.
10. A drainage plan that will include all portions of the development shall be submitted. This plan shall be prepared and sealed by a registered surveyor or engineer. The plan and facilities shall provide for a drainage system for these areas that will accommodate the ten-year storm event without flooding or substantial ponding of water in the areas included in the plan. The plan must also accommodate any discharge from properties in upland portions of the drainage basin that flows through the property for the same storm event for the type development for which that property is zoned. The boundary of any drainage area on a portion of the site and/or upland from the site and drainage areas between storm water discharge points from the site to the recipient perennial stream shall be shown on a map (copy of 7.5 min. USGS Quad or similar map). Any drainage facility receiving storm water discharge from the development shall have the capacity to carry the anticipated storm water flow from areas that discharge through them for the 10 year storm event from the point of discharge at the development to the recipient perennial stream without over flowing their banks. The location, size and/or capacity of all structures included in the drainage system and receiving discharge from the development to the recipient perennial stream shall be shown on the plan and calculations used in designing the drainage system shall be submitted in a legible format. This plan may be included in the street and drainage plan, storm water management plan or on the preliminary plat, as long as the design professional certifies that the specific drainage plan submitted complies with these requirements and the information required is shown or submitted as noted (See Required Drainage Certification in development Manual).
11. When any proposed subdivision of land with lots or areas other than open space where structures are prohibited is located in a "Designated Floodway," a "No Rise Certification" prepared by a Registered Engineer shall be submitted for the development.
12. When a proposed subdivision is located in a SFHA the Base Flood Elevation (BFE) shall be determined and shown along with the SFHA boundary on the Preliminary Plat. In SFHA's where the BFE has not been previously determined, the Developer shall be responsible for providing the BFE as determined by a Registered Professional in the manner prescribed by FEMA Regulations.
13. When a proposed subdivision is located within a SFHA and any water or sewer systems are not located on the site of the structure served, a statement from the Registered Professional responsible for design of the off site system shall be provided that " all public or community (off site) sewer and water systems and drainage facilities are designed to minimize flood damage and reduce exposure to flood hazards in accord with FEMA Guidelines."

Informational Notes for Developer:

1. A copy of the preliminary plat signed by EMC representative approving the street names will be required to be submitted within 30 days of Preliminary Plat approval by the Planning Board and before final Preliminary Plan approval by Planning Department.
2. Any reduction in open space, if applicable to this subdivision, will require Planning Board approval.
3. The applicant should be fully aware of the certification and guarantee requirements for roads, drainage plans, facilities and other improvements in the development. The certification forms are found on the Pender County Website. All documented certifications must be delivered to Planning Department prior to Final Plat Approval.
4. Any changes in the development name or road names after approval by the planning board will require an additional review fee with lot assessments to be paid in full.

Mandatory Items For Final Plat Approval:

1. The final plat shall be reviewed and approved or disapproved and notice of action taken provided to the applicant within 20 working days of completed submission. When the final plat is approved the signed original will be provided to the applicant and a signed copy placed in the Record File for the subdivision.
2. Plat Submission – the final plat must be submitted in digital format to the Director. The digital submission of the plat will be considered proprietary information. The digital layout will be made available to the Tax Supervisor for parcel update and the digital submission may be returned to the person submitting it. A copy on mylar suitable for recording shall be submitted for signing upon review & approval of the final map. The final plat shall be reviewed, approved and signed by the Director, upon approval.
3. All conditions of preliminary plat approval must have been met before any final plat will be considered for review. Confirmation of compliance with all provisions of Preliminary Plat must be submitted at least 10 days before the final plat is accepted for review.
4. All lots shown on the final plat other than open space or other specially approved lots shall meet either a., b., c., d. or e. as follows:
 - a. Be served by an on site waste water system, which is located on the site where the unit served is located, and the system has received an "Improvement Authorization Permit" from Environmental Health,
 - b. Be served by a Community Sewer System as defined in this ordinance and approval for connection to the system is provided,
 - c. Be served by a waste water system that meets the requirements of the "Water And Sewer System Requirements In Streets, Access Easements Or Other Locations Off The Site Of The Unit Served," of this ordinance,
 - d. The soil suitability analysis as required by this ordinance and submitted with the preliminary plat shows that each lot contains at least 5,000 sq. ft. of area that is "suitable" for traditional on site waste disposal and the required 5,000 sq. ft. is not within 10 ft of any lot boundary,
 - e. Lots not meeting a., b., c. or d. provisions of this paragraph shall be labeled with a bold note as follows:
"The Parcels So Noted Cannot Be Used For Sale Or Building Development, Unless A New Plat Is Approved And Recorded As Required Under The Pender County Subdivision Ordinance."
 - f. For alternative, see Design Requirements, Lots Section of this ordinance for "Special Purpose Lots."
5. All improvements proposed in the development must have been constructed and certifications of completion to standards specified provided or their construction guaranteed by a Performance Guarantee.
6. All public streets must have been constructed, inspected and approved in writing by the NCDOT District Engineer or a Performance Guarantee provided.
7. Minimum Number of Lots Required on a Final Plat – the minimum lots included on the final plat shall be as follows:
 - a. Approved Preliminary Subdivision Plat contains less than 100 lots or units – final plat shall contain at least 30 lots or units or the remainder of the lots or units in the subdivision,
 - b. Approved Preliminary Subdivision Plat contains more than 100 lots or units – final plat shall contain at least 50 lots or units or the remainder of the lots or units in the subdivision.
8. The completed final plat must be submitted within 24 months of approval of the preliminary plat or within 24 months of approval of a previously recorded final plat.
9. The final plat must be prepared by a licensed surveyor.
10. The final plat must conform generally to the preliminary plat and specifically to all conditions of approval of the preliminary plat.
11. Upon initial approval of the final plat parcel layout the Director shall immediately notify the Tax Assessor so that parcel identifiers can be issued. The Tax Assessor shall establish parcel identifiers for the parcels on the plat within 10 working days of receipt of notice.

12. The final plat, approved covenants, restrictions and homeowners association documents must be recorded in the Register of Deeds within 60 days after approval by the Planning Board and prior to any sale of lots in the development.
13. The Director must take action on the final plat within 20 days of completed submission and installation of improvements or security for improvements.
14. A final plat will not be accepted for review that is incomplete or for which has not been submitted the documents necessary for verification of the conditions of Preliminary Plat approval.

Additional Materials To Be Submitted With Final Plat.

1. Certification by District Engineer of completion of construction of all public streets or all of the following:
 - a. Estimate of the cost to complete construction of the streets and all other improvements required or proposed in the development that are not complete, prepared, signed and sealed by a licensed engineer,
 - b. Performance Guarantee for the cost of all improvements not certified as complete (see Security Documents Section in the Pender County Development Manual for requirements).
2. Certification by a licensed engineer of the completion of construction of all private streets and other required improvements, or all of the following:
 - a. Estimate of the cost to complete construction of the streets and all other improvements required or proposed in the development that are not complete, prepared, signed and sealed by a licensed engineer,
 - b. Performance Guarantee for the cost of all improvements not certified as complete (see Security Documents Section in the Pender County Development Manual for forms and requirements).
3. Certification by a professional land surveyor of installation of all required monuments and markers.
4. Two copies of Articles of Incorporation of Homeowner's Association and related documents for any development that contains private streets or other non-public facilities, including drainage systems outside public street right-of-ways, water systems and sewer systems and open space.
5. Two copies of the restrictive covenants to be recorded on the property.
6. The Defect Guarantee when a Performance Guarantee has not been provided for improvements.
7. Draft document transferring ownership of all common area and facilities to the Homeowners Association as shown on the final plat of the portion of the subdivision to be recorded. A recorded copy of this document must be submitted to the Director within 20 days of recording of the final plat (see "Homeowners Association Requirements" Section).

Certificates Required On Final Plat.

1. Certificate of Ownership, Dedication and Jurisdiction (org. signed)
2. Certificate of Approval Subdivision Public Road Construction by NCDOT District Engineer (must be signed before Map Review Officer signs off on plat)
3. Surveyor Certificate I
4. Surveyor Certificate II
5. Surveyor Certificate II
6. Parcel Identifier Certificate
7. Certificate of Registration by Register of Deeds (unsigned)
8. Certificate of Final Plat Approval

**Board Action for Master Plan Review:
St. George's Reach Master Plan**

Motion: _____ Seconded _____

Approved: _____ Denied: _____ Unanimous _____

Walton ____ Reynolds ____ Garrett ____ Gonzales ____ Marshburn ____ Millette ____ Smith ____

St. George's Reach Review Comments

Traffic:

- Planning Board: I think that this is a major issue with this project. There have been a number of concerns expressed about the traffic impact on Country Club Road and on Hwy. 17. Even though a TIA has been completed, we haven't seen it. We were told that it had been forwarded to the Roadway Design Branch in Raleigh, but that nothing will be coming out of there in four or five months. Once Division 3 receives Roadway Design's evaluation, it will still require time to develop their plans and, more importantly, work it into their budget. Meanwhile, as work progresses on St. George's Reach, traffic problems on Country Club Road and Hwy. 17 will continue to grow until the road work can catch up. As of now it doesn't seem that there is a plan to mitigate the congestion that now exists on Highway 17 and will certainly get worse with the completion of St. George's Reach (and other developments). It appears that there is the potential for the old familiar story to take place once again in the case of this development: the approach to addressing the traffic problem will be reactive rather than proactive.
- Planning Board: The new access from 17 to countryclub must be completed and accepted by ncdot as part of the phase one submittal.
- Planning Board: The subdivision main street must be accessible by school buses.
- Planning Board: I would like to see pervious pavement used in all parking areas in the subdivision.
- Planning Board: We need a second street to allow access all the way to the rear of the project for emergency access. It should be shown on the Master Plan.
- Planning Board: I would like to see right and left turn lanes in both directions on Country Club Road at the intersection of the main entrance and the new proposed parkway. A stop light should also be there.
- Planning Board: I would like the Parkway connection to Country Club Road to be centered between the neighboring property lines. This would require the entrance to St. George's Reach to be moved

This would require the entrance to St. George's Reach to be moved so that it aligns with the Parkway. This needs to be addressed in the Master Plan if it can be done.

- Planning Board: The traffic situation has still not been adequately addressed, putting this board again in the position of buying a pig in the poke. We have not seen the TIA and the DOT will not have an evaluation for up to five months. We really don't know how or if the proposals will adequately address the anticipated congestion. DOT ducked when asked about improvements at the 17 & Country Club road intersection. They also admitted as to not having a plan to improve Hwy 17 itself which is already congested. With a bypass years away, this traffic and new commercial development can only be dumped on 17 with new traffic lights causing additional clogging. (I invite anyone to try to turn onto 17 from either direction anytime after 3PM) Another factor to be considered is the new school with its attendant traffic and safety concerns of young drivers.
- Planning Board: My biggest concern is that the collector road from Country Club Road to Highway 17 needs to be constructed at or before the beginning of the First Phase of construction in the development. And we need a legal commitment from the developer that the road will be approved by DOT and that the developer will get the road accepted by DOT as soon as possible.
- Public: intra connectedness of St Georges reach. Please help me with the math. The map shows 2 villages on 30 acres with 530 multifamily residences, which means 265 homes per Village. 3 neighborhoods with 750 single home sites, 2 of which are in the County Club road side of the development and 1 on the waterside, which means 1/3 or 250 homes. So they propose to have 515 homes with 1 road connecting the waterside with the Country Club side of St Georges Reach. I have heard the argument that the wetlands prevent them from putting in an alternative additional road between the front and back half of the development , but I would like to think that this is their RESPONSIBILITY to provide adequate access within the development and out to the collector street (County Club Rd) and should be included at the master plan stage. Interconnection between separate developments should not be their fallback plan.
- Generation Development: Our TIA is complete and under review at NCDOT. We can provide a copy of it to the Board, but it is a very large report and difficult for a layperson to understand without guidance. Whatever the outcome of their review, we will be required to meet NCDOT's approval before any work can be started. They are the experts and we need to rely on their knowledge and findings.

We believe that we are being proactive in regards to traffic. Most developers would not have taken the step of preparing a TIA so early in the process, which we did in order to adequately address any traffic related concerns. We believe that committing to build the connector road between Country Club Road and Highway 17 in the initial phase is a significant step in that direction. We propose to build that road as part of the first Phase of development, and agree to pave it before anything else in the community gets paved. The Connector Road as well as the primary collector streets through the community will be turned over to NCDOT once they are built. The main streets into St. George's Reach will be designed such that school buses will be able to navigate them comfortably. Our TIA already calls for right and left turn lanes on Country Club Road into our entrances. We are also requesting traffic lights at both intersections.

Connectivity:

- Planning Board: There definitely needs to be connectivity between the back side of the development with the front side. The option discussed in the meeting of connecting two road on the south side of the lake to form a road parallel to the only planned exit seems to be a viable one, but a connector on the northeast side of the lake (over the wetlands area) would certainly provide a better alternate route. I would like to see an analysis to determine the possibility of and costs that would be involved in mitigating the wetlands considerations so that they could be weighed against the benefits of better access.
- Planning Board: Interconnectivity must be addressed, both internally and externally taking into consideration safety of the residents and the concerns of the adjacent residents. I am an advocate of interconnectivity, and there might have to be some give and take here.
- Planning Board: I am not in favor of linking the streets in St. Georges Reach to Sound view Drive. I would be satisfied with an easement in case the MPO collector street plan is ever implemented in that location.
- Planning Board: The interconectivity is also important internally as well as on the part between 17 and countyclub.
- Planning Board: Also we might want to look at making the entire subdivision street network public because of all of the public amenities they are proposing. We are continuing to allow gated

communities with no interconnectivity. So I don't see the need for the collector street plan if we have no way to implement it.

- Generation Development: We agree that connectivity between the back side of the development and the front side needs to be addressed. The discussions at the Public Hearing identified a second connection on the south side of the lake which would meet that requirement. The damage to the wetlands and exorbitant cost to cross them on the north side of the lake makes that option problematic. At its narrowest point it would still require a bridge approximately 250' in length would cost somewhere north of \$5 million

Wastewater Treatment:

- Planning Board: Where will the treatment plant and disposal fields be located? Should they not be on the Master Plan?
- Planning Board: I still have concerns about the reuse of reclaimed effluent being used for irrigation and wetlands reclamation since we are in drought conditions now I wonder how trying to put back 500000 gal per day back on an already normally wet location will affect runoff in a possible hurricane or any large rain event.
- Planning Board: I also think we also need to know the location of the sewer plant and possible buffering to adjoining properties.
- Public: First, I am concerned about waste treatment. We are talking about almost 1,300 dwelling units and an extensive amount of commercial space. That's a whole lot of waste water. Where will the treatment plant be located? How will that location impact the homes already here? What about the odor? Is my back porch going to smell like the airport parking lot once this project is on line? How will the solids be removed? Via what route? What penalties will be in place if the proposed measures are not sufficient or become exhausted or simply break down? How will waste water disposal affect the ICC? Will there be performance guarantees in place? How will they be enforced?
- Generation Development: The actual plant will be located on the mixed use portion of the site between Country Club Road and Highway 17. We propose to locate it in the southern corner of the 10 acre bump out closest to Transfer Station Road. We have an agreement with Topsail Golf Course to spray the effluent on the golf course. We also will utilize ponds onsite as well as on the golf course. Our plans also include an aquifer recharge in one of the wetland areas. We can show the locations of our proposed plants, but they will be subject to changes when the final plans go into review.

Waterfront Density:

- Planning Board: The developer's description of an idyllic village on the waterfront doesn't coincide with the type of development generally seen along the ICW. I think we should know more about the appearance of the development from the ICW, and we also should have a firmer idea as to the potential configuration of docks. Is there a possibility of a marina? Could docks be in lieu of a marina, or vice versa?
- Planning Board: The "Village" development pattern bordering the Intracoastal Waterway concerns me. The developer has described in general how beautiful the view will be in that location. The same must be true for boaters traveling along the waterway. That location should be developed in a way that preserves the natural beauty of the shoreline.
- Generation Development: We will provide a rendering of the village area from the perspective of the ICW to show the true nature of what we are proposing. We are proposing to have detached homes on more than two thirds of our frontage under the "Neighborhood" land use designation on our Master Plan. We did not include docks or marinas on the Master plan as those are not items which the Board has the ability to approve, and we don't know what we will actually be able to do in that regard at this time.

Buffers:

- Planning Board: There should be buffers adequate to screen the development from surrounding developments, and vice versa. Vegetative buffers may be appropriate in some cases, while berms might be better elsewhere. More specific delineation of what these buffers will look like is needed.
- Planning Board: I would like for the edge buffers to screen the development entirely from the view of neighboring residential areas. Dense vegetative buffers could do this. Or, a landscaped berm could do it. Berms also nearly eliminate noise outside the berm, and they can serve to prevent runoff from leaving the development and flowing onto neighboring properties. The downside to berms is they can also obstruct water flow, causing water to back up onto neighboring properties where it normally flows off.

- Planning Board: if the Village development on the ICW stays, they need to put a larger buffer along the north side of the Village area. A 75' densely vegetated buffer is what I suggest.
- Planning Board: The buffer between this development and belvedere I feel should be wider than the county minimum and preferably left in it's natural state and only enhanced where needed. Also in reference to buffers no lot lines should be allowed to encroach into any area that will be owned by an hoa.
- Planning Board: Buffers need to be defined. 30 ft or 75 ft?
- Generation Development: We have proposed a minimum of 30' of buffer along our perimeter in general, and 60' in the location of the Village area by the ICW. These would be conveyed to the HOA and left in their natural state with additional plantings as needed in any sparsely vegetated areas. We do not like berms as they are not in keeping with the type of community that we are proposing. They tend to look contrived, especially in flat terrains. As stated above, the 30' buffer proposed is double the 15' required by the Subdivision Ordinance. Likewise, the 100' buffer along the ICW which is again double the requirement of 50'.

Density:

- Planning Board: I don't have a problem with a village concept by the water way but I would propose a density less than that provided by the developer. I think overall project density would be acceptable at 2.5 units per acre.
- Planning Board: One of the major issues involved with this plan is density. This was hardly addressed at the workshop meeting. Given the wetlands, provision for roads and open space, a generous number of units on the previous R20 designation would have been about 550. (On the original 376 acres.) This would be about 1.4 units per acre. Given the character of the surrounding neighborhoods and the fact that the developer has been quoted as saying that he could make as much money if he just built homes, I think that a gross density of 2 would be a good starting point. Any reduction in density should come from the area near the ICW. This is an issue that I think this board must address. Also, the master plan should identify the acreage and the number of units proposed for each designated area.
- Planning Board: I have thought a lot about this density issue and I think we need to be around 2 per acre. I know they want the

density by the water because that's where the money is but we have runoff issues, and this is directly next to an orw. I would also like to see the edge lots larger than 12000 sq.ft. to better reflect the adjoining property. I feel we were not told the whole story about their proposal for the waterfront area and they need to make full disclosure about their plans for this section, since it is located in such a sensitive area.

- Generation Development: We believe that our requested density is both reasonable and practical. We are proposing almost identical densities as were approved for Lane's Ferry. We require the density to be able to fund such things as the connector road, the UNCW facility, and the potential public boat launch. A density of less than 3 to the acre becomes unviable for us under the current proposals.

Stormwater:

- Planning Board: I don't like the high density Village area on the waterfront. I would like to see the density reduced in that area. Or, innovative stormwater measures need to be used and the stormwater overflow should be directed away from the waterway. This can be done by collecting the stormwater and pumping it to an on-site disposal area. Pervious pavement could be used for the streets as well as the parking lots in this area. The gutters from each building can be routed to underground (or under parking) infiltration systems if sufficient depth to groundwater exists. I would look at the waterfront area more in terms of reducing impervious surface than in terms of units per acre. This needs to be addressed in the Master Plan.
- Planning Board: The developer will be required by NC DENR to collect and infiltrate back into the ground the first inch-and-a-half of stormwater. Beyond 1 1/2", the DENR rules allow the rest of the stormwater to by-pass the infiltration systems. They will have to discharge the excess water by sheet flow. With the amount of runoff that will be generated due to the size of the development, I would like to see measures beyond what DENR requires. I usually think the DENR measures are sufficient, but this case is an exception.
- Public: storm water control. I heard one of the developers say after the planing board workshop that the new storm water rules would encourage parking of cars under the houses to reduce footprint and therefore storm water runoff. this is excellent, but he also said that it would include measuring the heights of the houses from a different point of reference in

determining actual heights of the structures. Is this true that these new houses may in effect exceed the 35' maximum if the way they are measured is changed?

- Generation Development: We have proposed to utilize LID principles and the Universal Design standards for Stormwater Management, both in excess of what DENR currently requires of us. Additionally, we will agree to utilize stormwater runoff for irrigation where feasible. We agree to make our trail system out of pervious materials and will use pervious materials in our parking areas where practical. Be advised that for us to use the Universal Design Standards, we will need a commitment from Pender County to apply for and adopt the program. This will likely require additional staffing.

Building Height:

- Planning Board: From the many e mails and other input that I have gotten, it appears that the developer is being disingenuous about what he really wants. He stated at the last meeting that all county ordinances would be abided by, yet he has told residents that he needs the 35 foot height restriction waived. We were also told that there were no plans for a boat basin/marina. This is also contradicted by what he has told residents.
- Generation Development: We are not requesting that the Board do anything with the 35' building height restrictions. The concern came from discussions with some citizens related to FEMA policy for waterfront construction and our desire to park cars under the buildings to minimize impervious area.

Docks/Marina:

- Planning Board: I do not want to see multiple individual docks along the waterway. I would prefer a limited number of 10 slip docks. Even better, I would prefer an inland marina if the permits can be acquired. With the inland marina, I would not want any docks on the ICW. To me, an inland marina minimizes waterfront impacts (vs piers and docks.)
- Planning Board: The developer also mentioned after the oct. 9 meeting about having 10 or so single family lots along the water front, which we were not told about. Also they were proposing to have individual docks at each lot, which we as a board have always been opposed to.
- Planning Board: I would like to have in the agreement that an inland marina will be sought in lieu of piers and docks and that the piers and docks would only be allowed if permits can't be acquired for the inland marina.

- Planning Board: Docks and Marina/boat basin. Docks should be limited, and a Marina prohibited as this is considered ORW and a prime nursery area. Any disturbance of the shoreline should be prohibited.
- Planning Board: We were also not told about this boat basin or any docking facilities until oct. 9 meeting, I feel the developer has left out some important part of his initial submittal to us just so they can get there preliminary approval.
- Generation Development: We agree that a marina is far better than separate docks, but we do not have any assurances that a marina will be granted. If we can obtain approval for an inland marina we can agree not to build any docks or piers into the ICW. Either a marina or individual docks would require a great deal of review by CAMA and Fisheries such that we cannot begin to predict the outcome.

Public Boat Launch:

- Planning Board: I would like to have in the agreement that public access will be provided if a boat ramp is constructed. To assure that the boat ramp stays public, I would like to see some form of partnering with Pender County Parks and Recreation and/or NC Wildlife.
- Planning Board: Another concern is public water access. If the developer is proposing public water access, it should be included in the master plan with a schedule for construction and specifications of how public access will be provide, capacity for parking, boat launch facilities, etc. If there are questions, the term "public" to me means the general public, not just property owners and residents of St. George's Reach.
- Generation Development: As with the marina, we will provide a public boat launch if we can get a marina approved. We would reserve the right however to locate the public launch offsite on another parcel of land due to the space requirements for storing trailers.

Tree Preservation:

- Planning Board: I would like to see a plan for tree preservation. I hate it when developers clear-cut a piece of property with beautiful mature hardwoods and then put in landscaping that will not develop it's character for years. I have worked on plenty of developments myself that have clear-cut. But I much prefer development that preserves the natural beauty of the land.

- Generation Development: As we noted in our presentation at the public hearing, there really aren't any trees of value on the majority of this site. Where there are some nice quality trees is in the 42 acres of wetlands that we are preserving. This site was farmed for some time and what exists now is young growth primarily pine. We agree that specimen trees are worth saving, and we know the value of a wooded lot vs a clearcut lot. We do not intend to clear the entire site, but we do understand that sometimes we must remove more trees than we would like in order to accomplish the grading etc required. Noone wants to remove trees that don't need to come down.

Lighting:

- Planning Board: I don't like development that illuminates the entire area so that you can't even see the stars at night. I would like the developer to consider this and offer concrete plans for minimizing light pollution.
- Generation Development: We agree to install shields on our street lights etc to focus the lighting downward.

Schools:

- Planning Board: If legal, the Development Plan needs to require the developer to provide funds for new schools.
- Public: Anyone familiar with residential development well knows that dwelling units seldom pay for themselves via their property taxes. Our schools are already overtaxed.
- Generation Development: We are willing to discuss a per unit contribution for public services. This would be paid at the time that each building permit is issued. We need to have a better handle on our density and our other commitments before we can agree to a dollar amount. This is something we would like to discuss at our meeting today.

Common Areas:

- Planning Board: I think the buffers around the project perimeter should be common property. In other words, I don't think buffers should be part of lots to be sold. Especially since the Edge lots can be as small as 12,000 square feet.
- Planning Board: I also read in there presentation that some of the common areas were to be retained by the developer, some legal entity or the hoa. It has been our policy for all common areas to be

owned and maintained by an HOA. We also need to understand how this will affect their multi use concept in the residential section.

- Generation Development: We agree to convey all Common / Open Space areas to the HOA. Again, we are proposing more open space than is required of us.

Sheriff:

- Public: Our fire protection is excellent, but such an increase in need will force expansion. Has the Pender County Sheriff's Office been asked if they can handle all those additional people. Traffic be damned -- most Sheriff's officers will tell you that domestic issues are their most frequent problems and we're talking about an awful lot of new domiciles here.

Water:

- Public: Next, what about water? Have the major aquifers of Hampstead been mapped? Have the aquifers upon which St. George's will rely been mapped? Are they sufficient in capacity to meet the needs of St. George's without detracting from the water -- volume or quality -- supplying the homes already here? What about salt-water infiltration? What guarantees will be in place to prevent adverse impacts on those of us who are already here? Penalties if those guarantees are not met?

General Comment:

- Generation Development: We are somewhat concerned by the scrutiny of detail at this Master Plan level. So much depends on further reviews by numerous agencies that it is difficult for us to commit to these things before we really know what we have. This isn't the normal procedure for a Master Plan review per the current ordinances, and other subdivisions haven't been subjected to this level of scrutiny. We understand the need for revisions to both the Zoning Ordinance and the Development Ordinance, so we have been as cooperative as we can be until such time as the Ordinances can be changed. However, at this point we are reaching the limit of what we can agree to without further assurances about what will be approved by CAMA, Fisheries, NCDOT, DENR and the Pender County Planning Department. We need to address some of these concerns at a later date when more information is available.

Pender County Planning Department

805 South Walker Street
Burgaw, North Carolina 28425

Phone (910) 259-1202
Fax (910) 259-1295

PLANNING BOARD APPLICATION FOR PLANNED DEVELOPMENT MASTER PLAN REVIEW

Date: AUGUST 31, 2007 Application #: N/A Application Fee: \$4,123.00 Receipt #: 072238

I. **PROPERTY INFORMATION:** 4203-53-8614-0000, 4203-53-7319-0000, 4203-45-2563-0000, 4203-74-9682-0000, 4203-64-4581-0000, 4203-53-9769-0000, 4203-43-7857-0000, 4203-37-1190-0000, 4203-38-0253-0000, 4203-64-1002-0000, 4203-54-1913-0000, 4203-45-1389-0000, 4203-44-8578-0000
PIN #(S):
Property Location: COUNTRY CLUB ROAD
HAMPSTEAD, NC
Subdivision Name: ST. GEORGE'S REACH Phase: _____
Review Type: Master Preliminary Final

II. REQUIRED NAMES:

Applicant: GENERATION DEVELOPMENT Owner: DAVIS GREBAUGH - MEMBER MANAGER
LANDFALL BUSINESS CENTER COUNTRY CLUB ROAD ASSEMBLY LLC
Address: 1213 COLBRETH DRIVE Address: 101 REGAL PINE COURT
WILMINGTON, NC 28405 CARY, NC 27511
Phone: 910-509-7145 Fax: 988-214-8228 Phone: 919-740-7047 Fax: _____
Email: agarrich@generationdevelopment.net Email: davebaugh@generationbuilders.biz
Legal Relationship of Applicant to Property Owner: SAME

Authorized Project Contact (check one): Applicant Owner
(ANDREW GARRICH)

III. SIGNATURE OF OWNER/APPLICANT:

Andrew Garrich

*****SEE PENDER COUNTY ZONING ORDINANCE SECTION 17 - PD PLANNED DEVELOPMENT DISTRICT REQUIREMENTS FOR MASTER PLAN SUBMISSION REQUIREMENTS*****

*****SEE SUBDIVISION Preliminary Plat Checklist 04 FOR PRELIMINARY PLAT SUBMISSION REQUIREMENTS*****

PLANNING BOARD APPLICATION FOR MASTER PLAN

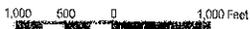
SUBMITTED BY GENERATION DEVELOPMENT

We are submitting a Master Plan for a 413 acre assemblage on Country Club Road in Hampstead, NC. Our intent is to develop the property under a PD zoning classification. We have reduced our lot yield from the previous applications, and are proposing to develop 730 Single Family Detached residences and 470 Attached Residential units for a total of 1200. In addition, we intend to develop 250,000 square feet of Commercial / Office / Retail Space. The Master Plan also includes 120,000 square feet of Civic and Recreational Space. We are proposing a Gross Density of 2.9 dwelling units per acre, and a Net Density of 5.37. There are 189 acres of land proposed for Lakes, Open Space, Wetlands and Road Rights of Way. Fire Protection will be provided on-site through the use of community wells and a community water distribution system. Wastewater will be handled via an onsite sewer treatment plant. It is our intention to submit for an inland marina on the site, which is shown on the Master Plan. This marina will require a special use permit, as well as the approvals of several outside agencies. We anticipate ground breaking in the Summer of 2008 with a total build out completion in 2013.

Davis Orebaugh
Member Manager Country Club Road Assemblage, LLC
Member Manager Generation Development,



1 inch equals 2,000 feet



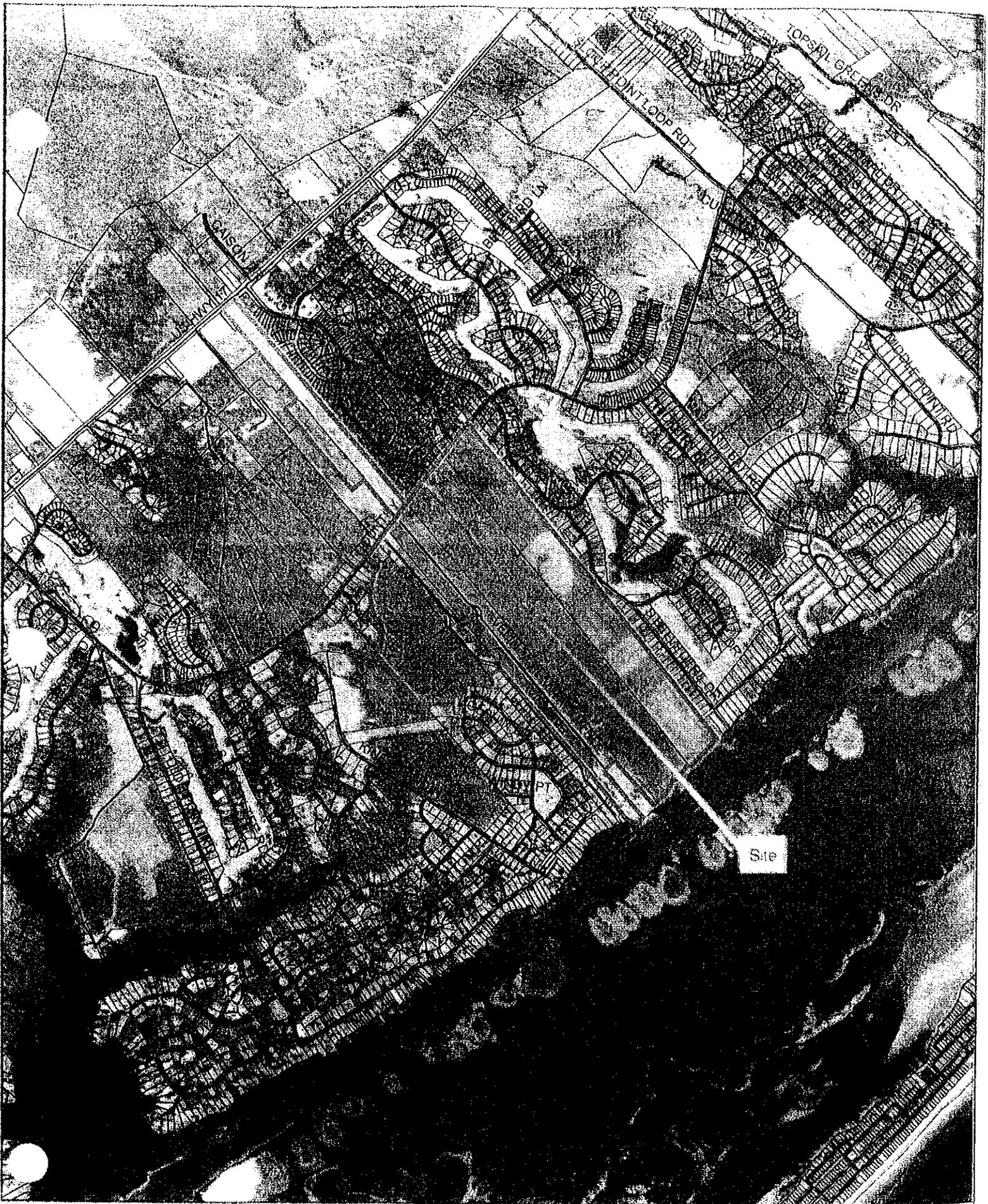
Master Plan - St. George's Reach
Vicinity Map



	B-1; B-2; B-3
	FA
	FA_DASH
	I-1; I-2
	PD
	R-10; R-15; R-20
	R-20C
	RA
	RT
	WSCA; WSPA

1 inch equals 2,000 feet
 1,000 500 0 1,000 Feet

Master Plan - St. George's Reach Zoning Map



1 inch equals 2,000 feet

1,000 500 0 1,000 Feet

Master Plan - St. George's Reach

Orthos (2003)