

# Pender County Planning and Community Development

## Planning Division

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



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## AGENDA

**Pender County Planning Board  
Wednesday November 5, 2014 7:00 p.m.  
Pender County Public Meeting Room  
805 S. Walker Street, Burgaw, North Carolina**

**Call to Order:** Chairman Williams

**Roll Call:** Chairman Williams

Pender County Planning Board Members:

Williams: \_\_\_ McClammy: \_\_\_ Baker: \_\_\_ Boney: \_\_\_ Edens: \_\_\_ Marshburn \_\_\_ Nalee: \_\_\_

**1. Adoption of the Agenda:**

**2. Adoption of the Minutes: (October 7, 2014)**

**3. Public Comment:**

*\*(Public Hearings Open)\**

**4. Zoning Map Amendment:**

Edward Sinram, applicant and owner, is requesting a Zoning Map Amendment for a general use rezoning of one (1) tract totaling  $\pm 0.51$  acres from GB, General Business District, to RP, Residential Performance District. The property is located at 22018 US HWY 17, across from Morris Drive (private). The subject property may be further identified by Pender County PIN 4215-55-1517-0000.

**5. Zoning Map Amendment:**

Stroud Engineering, P.A., applicant, on behalf of Jack Stocks and TIOGA, LLC, owners, are requesting a Zoning Map Amendment for a general use rezoning of three (3) tracts totaling approximately  $\pm 83.81$  acres from PD, Planned Development District to RP, Residential Performance District. The properties are located along Carver Drive (SR 1437) between Tom's Creek Road (private) and Bellhammon Drive (SR 1456) in Rocky Point. The subject properties may be further identified by Pender County PIN(s) 3223-34-8834-0000; 3223-35-4303-0000; and 3223-46-7092-0000.

**6. Zoning Map Amendment: **Withdrawn****

Laurence Crawford, applicant and owner, is requesting approval of a Zoning Map Amendment for a general use rezoning of one tract totaling 1.52 acres from IT, Industrial Transitional District, to RP, Residential Performance District. The subject property is located along Sloop Point Loop Road (SR 1563), to the rear of the parcels at 175 and 177 Sloop Point Road, in Hampstead. The subject property may be further identified by Pender County PIN 4204-74-5291-0000.

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Anyone wishing to address the **Pender County Planning Board** shall make a request on the "Public Comment" sign-up sheet. Please provide the information requested.

If you wish to speak on *a specific public hearing item*, please sign-in on the appropriate "Public Hearing" sign-up sheet. Speakers will be allowed to speak *prior* to any action/vote taken by the Board.

\*A time limit of **two** minutes per speaker or up to **ten** minutes for groups of five or more, with a designated speaker will be imposed.

**7. Comprehensive Transportation Plan:**

Pender County and NCDOT will hold a public hearing for recommendation on adoption of the draft Pender County Comprehensive Transportation Plan.

*\*(Public Hearings Closed)\**

**8. Discussion Items:**

**a. Planning Staff Items:**

- i. First physical TRC (Technical Review Committee) Meeting held November 4, 2014

**b. Planning Board Members Items:**

**9. Next Meeting:** December 2, 2014

**10. Adjournment:**

**PLANNING STAFF REPORT**  
**Zoning Map Amendment**

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**SUMMARY:**

**Hearing Date:** November 5, 2014 – Planning Board  
December 1, 2014 – Board of Commissioners  
**Case Number:** 11153 – Sinram (ZMA)  
**Applicant:** Edward Sinram  
**Property Owner:** Same

**Rezoning Proposal:** Edward Sinram, applicant and owner, is requesting approval of a Zoning Map Amendment for a general use rezoning of a 0.508 acre tract from GB, General Business to RP, Residential Performance zoning district.

**Property Record Number, Acreage, and Location:** The subject property is located at 22018 US HWY 17 N Hampstead, NC, and may be identified by Pender County PIN 4215-55-1517-0000. There is one tract associated with this request totaling 0.508 acres.

**Planning Board Recommendation:**

**Staff Recommendation:** The request complies with all criteria set forth in Article §3.3.8 of the *Pender County Unified Development Ordinance* and complies with one (1) policy in the *2010 Comprehensive Land Use Plan*, while conflicting with none. Staff respectfully recommends that the request be approved.

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**HISTORY:**

This property was previously zoned RT, Rural Transitional zoning district prior to the adoption of the 2010 Unified Development Ordinance, at which time it was rezoned to GB, General Business.

The subject property is under a current Notice of Violation for the construction of an accessory/addition to the primary structure on the property. Permits were not obtained for the work completed.

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**DESCRIPTION:**

Edward Sinram, applicant and owner, is requesting approval of a zoning map amendment for a general use rezoning of 0.508 acres from GB, General Business to RP, Residential Performance zoning district. The property is located along the northeast side of US HWY 17 N, directly across from Morris Drive (private) and 22019 US HWY 17 N, which currently operates as a modular home dealer. The subject property currently contains a structure with existing septic, water, and electrical service and may be identified by Pender County PIN 4215-55-1517-0000.

According to the narrative, the applicant would like to fully convert the structure on-site as a permanent residential dwelling for future use. However, the property is currently zoned GB, General Business, and

per the Pender County UDO, single-family dwellings are not allowed in the General Business district (§5.3.2). Therefore, the applicant is applying for a general use rezoning to change the property from GB, General Business, to RP, Residential Performance.

Due to the fact that the parcel in question is adjacent to a parcel(s) of land that is currently zoned RP, Residential Performance, this tract of land meets the minimum rezoning acreage requirement of 5 acres for the RP.

In general, as the General Business district is a commercial classification this rezoning from GB to RP (A residential classification) results in the allowance of fewer “intensive” uses.

This is a general use rezoning which will encompass all uses permitted-by-right in the RP, Residential Performance District, as shown on the Permitted Use Table 5.2.3 of the Pender County Unified Development Ordinance. The Residential Performance District is intended to allow a variety of residential uses and densities and also limited commercial activities as well as agritourism. Existing or new agricultural and farm uses shall be allowed on undeveloped land prior to development.

#### **PROJECT EVALUATION:**

This zoning map amendment request has been evaluated for compliance with the Pender County Unified Development Ordinance and the Pender County Comprehensive Land Use Plan, as well as the existing land uses and zoning classifications in the surrounding area. The relevant sections of the UDO are included in Attachment A.

- 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, as well as a sign placed on the subject property.
- B. **Existing Zoning:** To the north, south, and west (across US HWY 17) the properties are all zoned GB, General Business District. To the west contains an approximately 18 acre tract zoned RP, Residential Performance District.
- C. **Existing Land Use:** The property is bordered to the north by the recently approved “Buddy’s Seafood Market”, and across US HWY 17 from “Custom Built Homes of the Carolinas”. The property to the south is vacant and undeveloped, and to the west contains an 18 acre tract which contains a single-family dwelling (22072 US HWY 17) .
- D. **2010 Comprehensive Land Use Compliance:** The 2010 Comprehensive Land Use Plan designates the subject property “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.
  - a. **Preferred Development Patterns Policy 3A.1.4:** *Consistently use the Comprehensive Land Use Plan, as well as other plans and studies, to determine if a rezoning request is appropriate and consistent with local policies.*

**E. Unified Development Ordinance Compliance:** This is a general use rezoning which will allow all uses permitted-by-right in the RP, Residential Performance zoning district. The RP zoning district is defined as follows: (“The Residential Performance District is intended to allow a variety of residential uses and densities and also limited commercial activities as well as agritourism. Existing or new agricultural and farm uses shall be allowed on undeveloped land prior to development.” (§ 4.7.2))

**3.3.8 Review Criteria for Rezoning**

*The Planning Board and Board of Commissioners shall consider the following matters in considering a rezoning request:*

- 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.*

**F. Summary and Administrator Recommendation:** The application consists of a general use rezoning of 0.508 acres from GB, General Business to the RP, Residential Performance zoning district. As submitted, the application is in compliance with the standards of the Pender County Unified Developed Ordinance and not in direct conflict of the Comprehensive Land Use Plan.

**VOTING AND RESOLUTION:**

**Planning Board**

Motion: \_\_\_\_\_ Seconded \_\_\_\_\_

Approved: \_\_\_\_\_ Denied: \_\_\_\_\_ Unanimous \_\_\_\_\_

Williams: \_\_ McClammy: \_\_ Boney: \_\_ Baker: \_\_ Edens: \_\_ Marshburn: \_\_ Nalee: \_\_

UDO §3.3.1 General Use Rezoning

- A. Amendments to the Zoning Map, also called a Rezoning, shall be made in accordance with the provisions of this Section and shall follow the review process as shown in Figure 1 at the end of Section 3.4.
- B. The County Commissioners shall approve or deny amendments to the Zoning Map of Pender County, as may be required from time to time.
- C. 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.
- D. 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.
- E. Must show substantial compliance with the goals and policies of the Comprehensive Land Use Plan.

UDO §3.3.6 Action by Planning Board

- A. Before making any recommendation on a rezoning request, the Planning Board shall consider any recommendations from the Administrator and shall conduct a public hearing where interested parties may be heard.
- B. The Planning Board shall make a recommendation based on the Approval Criteria listed in 3.3.8.
- C. Following Planning Board review and recommendation, the completed request, Planning Board recommendation, staff recommendation and any related materials shall be forwarded to the County Commissioners.
- D. If the Planning Board fails to make a recommendation within 75 days following the date of the first hearing on the request, the County Commissioners may process the request without a recommendation.

UDO §3.3.8 Review Criteria for Rezoning

The Planning Board and Board of Commissioners shall consider the following matters in considering a rezoning request:

- 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.

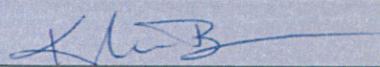
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SEP 04 2014

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

THIS SECTION FOR OFFICE USE		PENDER PLANNING DEPT.	
Application No.	ZMA 11256	Date	9/4/14
Application Fee	\$ 500 + Postage/envelope (2) + Copies of site map 1/5/14	Receipt No.	142193
Pre-Application Conference	7/30/2014	Hearing Date	PB 11/5/14 12/2/14 (BOCC)
<b>SECTION 1: APPLICANT INFORMATION</b>			
Applicant's Name:	Edward Sinram	Owner's Name:	SAME
Applicant's Address:	734 CASTLE BAY DR.	Owner's Address:	↓
City, State, & Zip	HAMPSTEAD N.C 28443	City, State, & Zip	
Phone Number:	910-789-0383	Phone Number:	
Legal relationship of applicant to land owner: OWNER			
<b>SECTION 2: PROJECT INFORMATION</b>			
Property Identification Number (PIN):	4215-55-1517-0000	Total property acreage:	1/2 Acre
Current Zoning District:	GB	Proposed Zoning District:	RP
Project Address :	22018 Hwy 17 N. Hampstead N.C 28443		
Description of Project Location:	EAST side of Hwy 17 APPROX. 1 mile NORTH OF Sloop Point Rd + APPROX 1 mile SOUTH OF Hwy 210 EAST.		
<b>SECTION 3: SIGNATURES</b>			
Applicant's Signature	Edward F. Sinram	Date:	9-3-14
Owner's Signature	Edward F. Sinram	Date:	9-3-14
<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 checked="" type="checkbox"/>	ZMA Fees: (\$500.00 for first 5 acres; \$10/acre thereafter up to 1,000 acres; \$5/acre thereafter)	Total Fee Calculation: \$ 500 + postage/copies ↳ \$506.36	
<b>Attachments Included with Application: (Please include # of copies)</b>			
CD /other digital version	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	Plan Sets	# of large
			# of 11X17 <input checked="" type="checkbox"/>
			Other documents/Reports <input checked="" type="checkbox"/> Y <input type="checkbox"/> N
<b>Payment Method:</b>	<b>Cash :</b> <input type="checkbox"/> \$ _____	<b>Credit Card:</b> <input type="checkbox"/> Master Card <input type="checkbox"/> Visa	<b>Check:</b> <input checked="" type="checkbox"/> Check # <u>1094</u>
<b>Application received by:</b>	<u>Kylie Brewer</u>		<b>Date:</b> <u>2/3/14</u>
<b>Application completeness approved by:</b>			<b>Date:</b> <u>2/4/14</u>
<b>Dates scheduled for public hearing:</b>			
<input type="checkbox"/> <b>Planning Board:</b> <u>11-5-14</u>			
<input type="checkbox"/> <b>Board of Commissioners:</b> <u>12-2-14</u>			

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

9/13/14

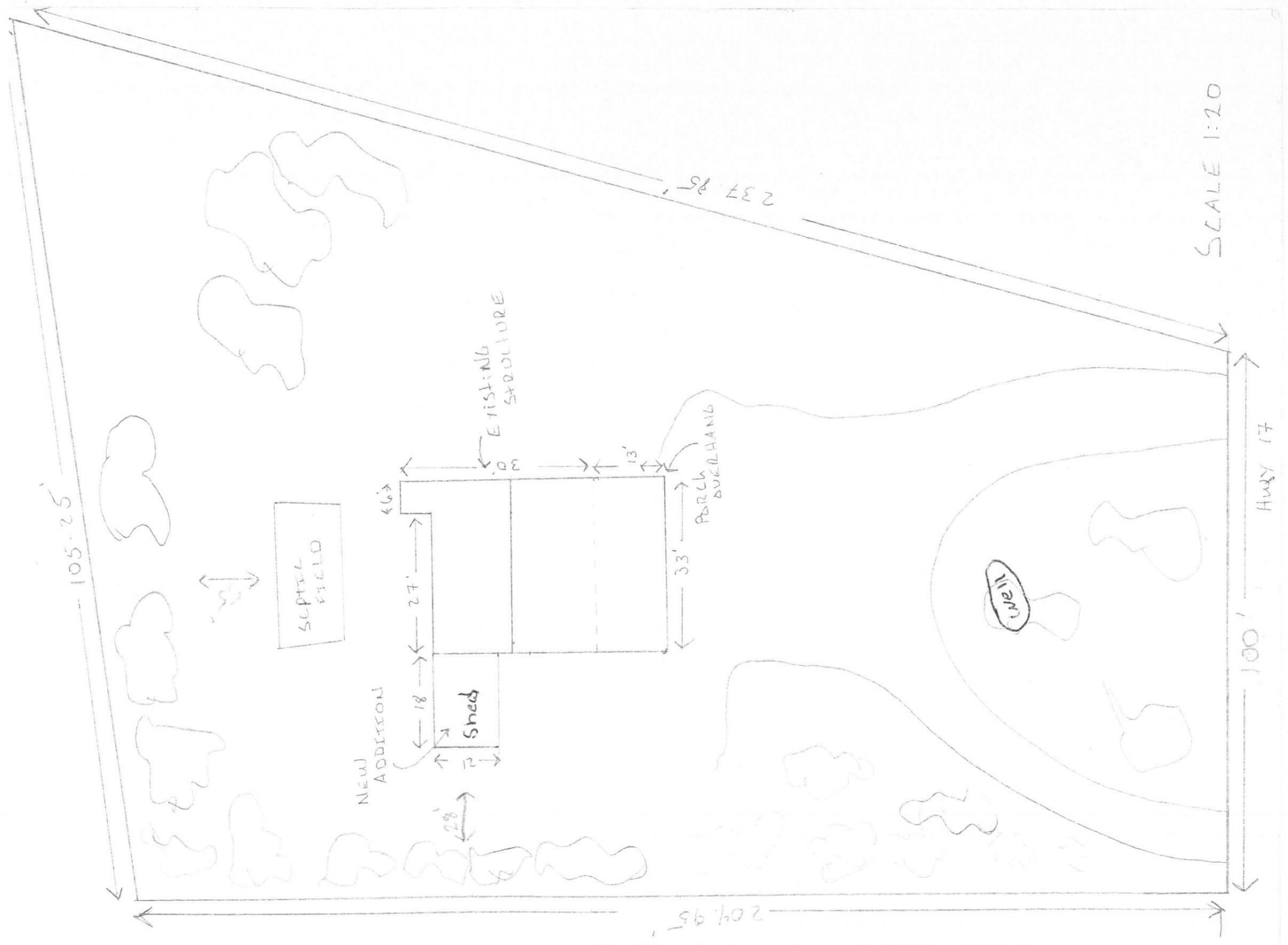
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My wife + I would like to change <sup>SEP 04 2014</sup> our property zoning  
G.B to R.P. The reason for this change is <sup>PENDER PLANNING DEPT.</sup> to provide us  
with living quarters when we retire + will still have  
a residence to live in Hampstead. We are currently preparing  
for retirement + will not be able to afford to live  
in our home in Castle Bay. The building that is on our  
property has been upgraded with new well + septic + also  
200 AMP service about 5-6 yrs ago. There is not very much  
more work to be done. Thank you for your consideration

Edward F. Aivva  
Edward F. SINRAM

Case #11256 – Property photos taken from Pender County GIS.









**Applicant:**  
Edward Sinram

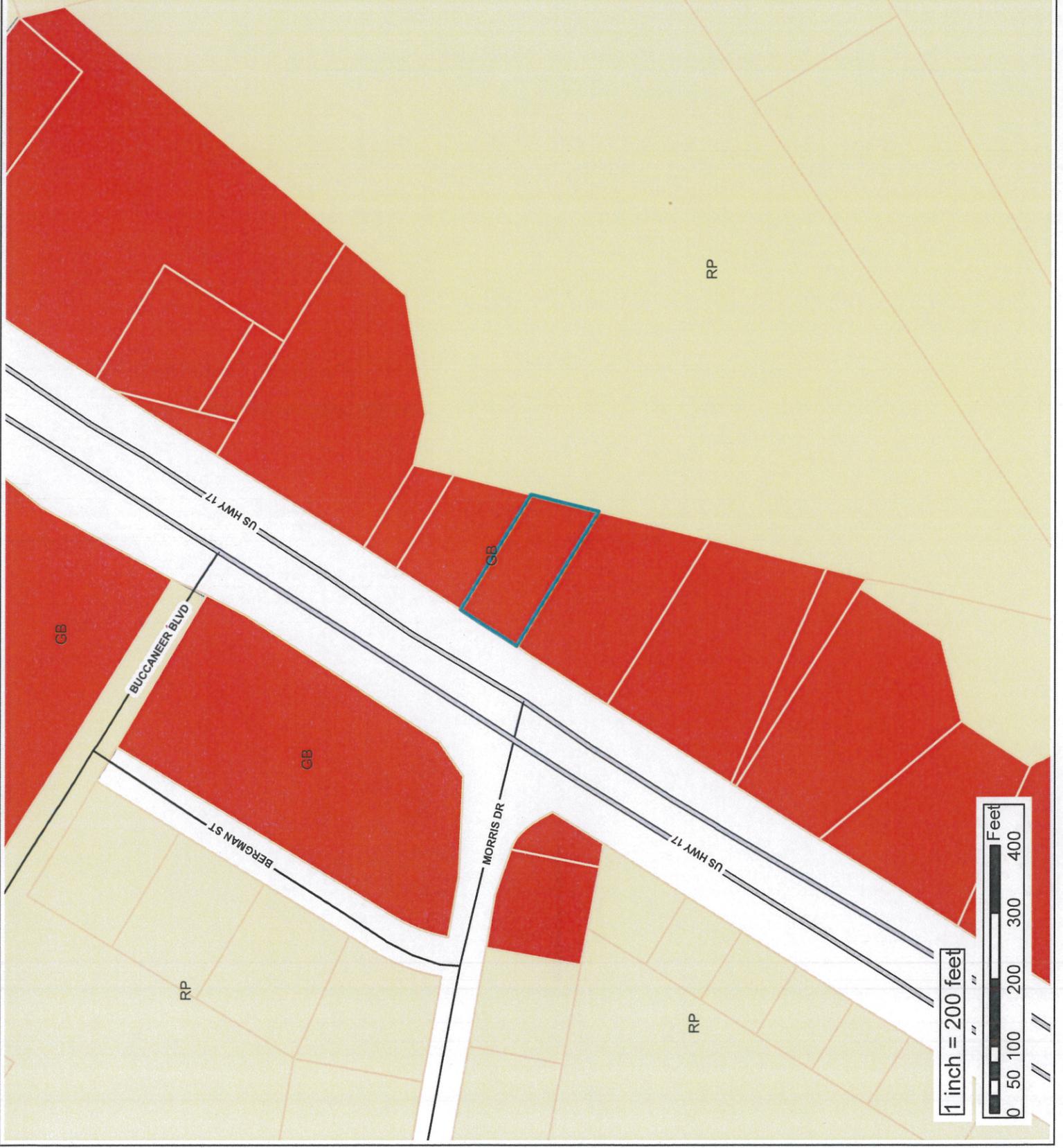
**Owner:**  
Same

**Zoning Map Amendment**  
11256

Legend	
	Subject Property
	UDO_ZONING GB
	PD
	RP



**Current Zoning**





**Applicant:**  
Edward Sinram

**Owner:**  
Same

**Zoning Map Amendment**  
11256

Legend	
	Subject Property
	Future Land Use
	Conservation
	Industrial
	Mixed Use
	Rural Growth
	Suburban Growth



**Future Land Use**





Applicant:  
Edward Sinram

Owner:  
Same

Zoning Map Amendment  
11256



Aerial - 2012



**PLANNING STAFF REPORT**  
**Zoning Map Amendment**

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**SUMMARY:**

**Hearing Date:** November 5, 2014 – Planning Board  
December 1, 2014 – Board of Commissioners  
**Application Number:** 11257 – Stroud Engineering, PA (ZMA)  
**Applicant:** Stroud Engineering, PA  
**Property Owner:** Jack Stocks/TIOGA, LLC

**Rezoning Proposal:** The request consists of rezoning three tracts from PD, Planned Development to RP, Residential Performance zoning district.

**Property Record Numbers, Acreage, and Location:** The property consists of 83.81 acres, is located on Carver Drive (SR 1437), Rocky Point, and may be identified by PIN(s) 3223-34-8834-0000; 3223-35-4303-0000; 3223-46-7092-0000.

**Staff Recommendation:** The request complies with the criteria set forth in Article 3.3.8 of the Unified Development Ordinance. The request is not in conflict with 2010 Comprehensive Land Use Plan; therefore, staff respectfully recommends that the request be approved.

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**DESCRIPTION:**

Stroud Engineering, PA, applicant, on behalf of Jack Stocks and TIOGA, LLC, owners, is requesting approval of a general use rezoning for three tracts totaling 83.81 acres from PD, Planned Development to RP, Residential Performance zoning district.

Currently, the 83.81 acre property is undeveloped and has approximately 693 feet of frontage (chord length) along Carver Drive, and is bordered along the rear by Turkey Creek, a tributary of the Northeast Cape Fear River. A portion of the property is located within the 100 year floodplain (Zone AE) as shown on FIRM Community Panel 3720 3223 00J.

The existing zoning in the surrounding area consists of PD, Planned Development and RP, Residential Performance. The parcel to the south of the subject parcel is part of the Bellhammon Plantation subdivision and is zoned PD, Planned Development. According to Map Book 31, Page 40 and Map Book 31, Page 50, Bellhammon Plantation requires a minimum lot size of 15,000 square feet. To the south, across from the subject tract contains The Pines, a residential subdivision containing 16 lots with a minimum lot size of 19,000 square feet (Map Book 31, Page 7). To the east contains the residential subdivision The Knolls at Turkey Creek (Map Book 56, Page 46), which was approved through the Master Development Plan process and contains 26 lots with a 15,000 square foot minimum lot size. *Map Book and Page references are accompanying this report.*

The 2010 Comprehensive Land Use Plan designates the subject property as Suburban Growth. This land use classification identifies those areas of the county where significant residential growth is expected to occur over within the Land Use Plan's planning horizon.

This is a general use rezoning which will encompass all uses permitted-by-right in the RP, Residential Performance zoning district, as shown on the Permitted Use Table 5.2.3 of the *Pender County Unified Development Ordinance*. The Residential Performance zoning district is intended to allow a variety of residential uses and densities and also limited commercial activities as well as agritourism.

## 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 existing zoning in the vicinity of the subject property consists of PD, Planned Development, and RP, Residential Performance zoning districts.
- C) Existing Land Use in Area:** The existing land uses of the surrounding property consist of vacant/undeveloped areas in addition to moderate density single-family residential uses within the subdivision of The Pines, Bellhammon Plantation, and The Knolls at Turkey Creek.
- D) 2010 Comprehensive Land Use Plan Compliance:** The 2010 Comprehensive Land Use Plan designates the subject property as Suburban Growth. This land use classification identifies those areas of the county where significant residential growth is expected to occur over within the Land Use Plan's planning horizon.

The following goals and policies within this plan support the rezoning request:

- 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.
  - b) **Growth Management Policy 1A.1.1:** Encourage development in and around municipal corporate limits and other developed areas within the County to yield a more compact pattern of development that will reduce suburban/rural sprawl.
  - c) **Growth Management 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.
  - d) **Growth Management Policy 1A.1.3:** The County shall actively direct growth towards suitable land areas and away from fragile natural resource areas, conservation areas, and hazardous areas.
  - e) **Rocky Point Small Area Plan Policy 4B.1.4:** New development within the small area should be compatible with existing residential uses.
- E) Unified Development Ordinance Compliance:** Article 3.3.8 of the Unified Development Ordinance provides for standards that shall be followed by the Planning Board before a favorable recommendation of approval for rezoning can be made. The proposed rezoning meets the standards of Article 3.3.8 of the Unified Development Ordinance.

**3.3.8 Review Criteria for Rezoning**

*The Planning Board and Board of Commissioners shall consider the following matters in considering a rezoning request:*

- 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.*

**G) Summary & Staff Recommendation:** The proposal consists of rezoning three tracts containing approximately 83.81 acres from PD, Planned Development, to RP, Residential Performance. The request complies with the criteria set forth in Article 3.3.8 of the Unified Development Ordinance. The request is also consistent with the 2010 Comprehensive Land Use Plan. Therefore, staff respectfully recommends that the request be approved.

**VOTING AND RESOLUTION:**

**Planning Board**

Motion: \_\_\_\_\_ Seconded \_\_\_\_\_

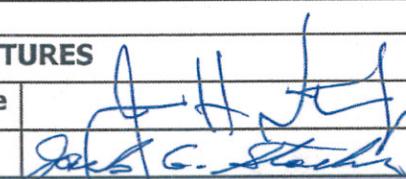
Approved: \_\_\_\_\_ Denied: \_\_\_\_\_ Unanimous \_\_\_\_\_

Williams: \_\_ McClammy: \_\_ Boney: \_\_ Baker: \_\_ Edens: \_\_ Marshburn: \_\_ Nalee: \_\_

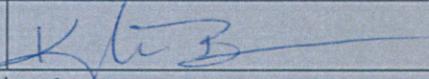
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SEP 04 2014

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

THIS SECTION FOR OFFICE USE			
Application No.	ZMA 11257	Date	9/4/14
Application Fee	\$ 1288.10	Receipt No.	142207
Pre-Application Conference	7/29/2014	Hearing Date	PB-11/5 BOCC - 12/2
<b>SECTION 1: APPLICANT INFORMATION</b>			
Applicant's Name:	Stroud Engineering. P.A.	Owner's Name:	Jack Stocks / TIOGA, LLC
Applicant's Address:	102-D Cinema Dr.	Owner's Address:	2245 Page Road
City, State, & Zip	Wilmington, NC 28403	City, State, & Zip	Burgaw, NC 28425
Phone Number:	910-815-0775	Phone Number:	910-520-3083
Legal relationship of applicant to land owner: Engineer			
<b>SECTION 2: PROJECT INFORMATION</b>			
Property Identification Number (PIN):	3223-34-8834-0000 3223-35-4303-0000 3223-46-7092-0000	Total property acreage:	83.81 Ac
Current Zoning District:	PD	Proposed Zoning District:	RP
Project Address :	Carver Road		
Description of Project Location:	Off Hwy 133/Off Bell Hammond Rd. SR 1437 Along Turkey Creek		
<b>SECTION 3: SIGNATURES</b>			
Applicant's Signature		Date:	9/3/2014
Owner's Signature		Date:	8-28-14
<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 checked="" type="checkbox"/>	<b>ZMA Fees:</b> (\$500.00 for first 5 acres; \$10/acre thereafter up to 1,000 acres; \$5/acre thereafter)	<b>Total Fee Calculation:</b> \$	1288.10
<b>Attachments Included with Application: (Please include # of copies)</b>			
CD /other digital version	<input checked="" type="checkbox"/> Y <input checked="" type="checkbox"/> N	Plan Sets	# of large
			# of 11X17
			Other documents/Reports
			<input type="checkbox"/> Y <input checked="" type="checkbox"/> N
<b>Payment Method:</b>	<b>Cash :</b> <input type="checkbox"/> \$ _____	<b>Credit Card:</b> <input type="checkbox"/> Master Card <input type="checkbox"/> Visa	<b>Check:</b> <input checked="" type="checkbox"/> Check # 2712
Application received by:	Kyle Brewer	Date:	9/4/14
Application completeness approved by:		Date:	9/4/14
Dates scheduled for public hearing:			
<input type="checkbox"/> Planning Board: 11/5/14 <input checked="" type="checkbox"/> Board of Commissioners: 12/2/14			

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

Print Form

RECEIVED

SEP 04 2014



STROUD ENGINEERING, P.A.

CONSULTING ENGINEERS  
102-D CINEMA DRIVE  
WILMINGTON, NORTH CAROLINA 28403  
(910) 815-0775

PENDER PLANNING DEPT.

## Rezoning Narrative for Properties of Jack Stocks on Carver Road

8/28/2014

### Introduction

The three subject properties consist of eighty four acres total off of Carver Road, Rocky Point Township, in Pender County, NC, and belong to Jack Stocks. The property is generally bounded by Carver Road to the south, Turnstone Plantation to the east, and Turkey Creek to the north. We are proposing Residential Performance, RP, Zoning to enable residential only uses consistent with the immediately adjacent land uses. The Planned Development, PD, zoning that was established on the property prior to the Unified Development Ordinance, UDO, no longer allows for residential only development. There now has to be a mix of uses proposed in the PD zone.

### Present Zoning

These properties were the parent tract for the property to the east, now known as The Knolls at Turkey Creek. This property was rezoned as Residential Performance in 2013. We want these three properties to be considered to be rezoned as RP as its adjacent parcel are.

### Adjoining Land Uses

Land uses along Carver Road vary. In the immediate area of this property, the land use is residential, mostly manufactured homes. All properties adjacent to this piece are residential uses; however, these parcels are zoned Planned Development. Prior to the UDO, the landowner could propose residential only uses. The desire to develop a residential subdivision motivates this rezoning.

### Proposed Residential Performance Rezoning

This proposal is for the rezoning of approximately eighty four acres from Planned Development, PD, to Residential Performance, RP zoning. This will enable exclusive residential development for subdivision to lots no smaller than fifteen thousand square feet given the availability of public water. Pender County Utilities has both water and sewer on Carver Road but it is understood that the sewer is for commercial uses only. The subject property, once rezoned, will be available to develop in similar fashion as the properties to which it is immediately adjacent.

107 COMMERCE ST.  
SUITE B  
GREENVILLE, NC 27858  
(252) 756-9352

102-D CINEMA DRIVE  
WILMINGTON, NC 28403  
(910) 815-0775

HESTRON PLAZA TWO  
151-A HWY. 24  
MOREHEAD CITY, NC 28557  
(252) 247-7479



**Applicant:**  
Stroud Engineering, PA

**Owner:**  
Jack Stocks/TIOGA, LLC

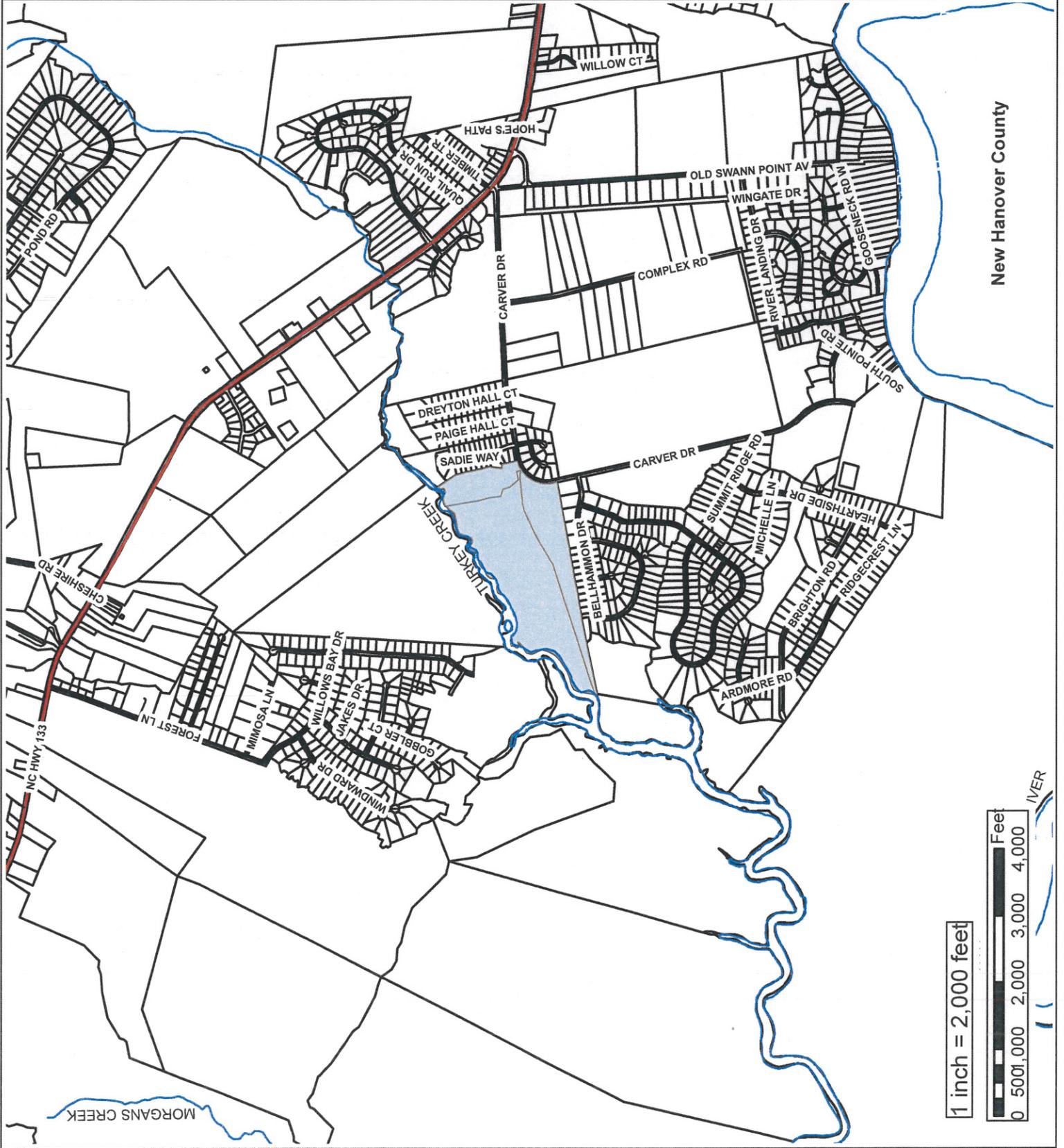
**Zoning Map Amendment**  
11257

**Legend**

 Subject Property

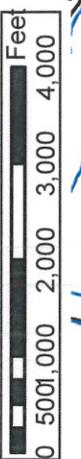


**Vicinity**



New Hanover County

1 inch = 2,000 feet

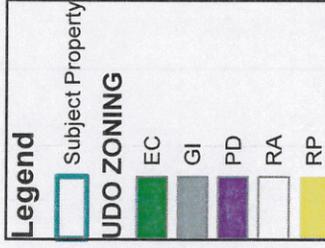




**Applicant:**  
Stroud Engineering, PA

**Owner:**  
Jack Stocks/TIOGA, LLC

**Zoning Map Amendment**  
11257



**Current Zoning**





**Applicant:**  
Stroud Engineering, PA

**Owner:**  
Jack Stocks/TIOGA, LLC

**Zoning Map Amendment**  
11257

**Legend**

- Subject Property
- Rocky Point FLU Small Area Plan**
- Land Use Classification**
- Conservation
- Industrial
- Mixed Use
- Office, Institutional, Business
- Rural Growth
- Suburban Growth



**Future Land Use**





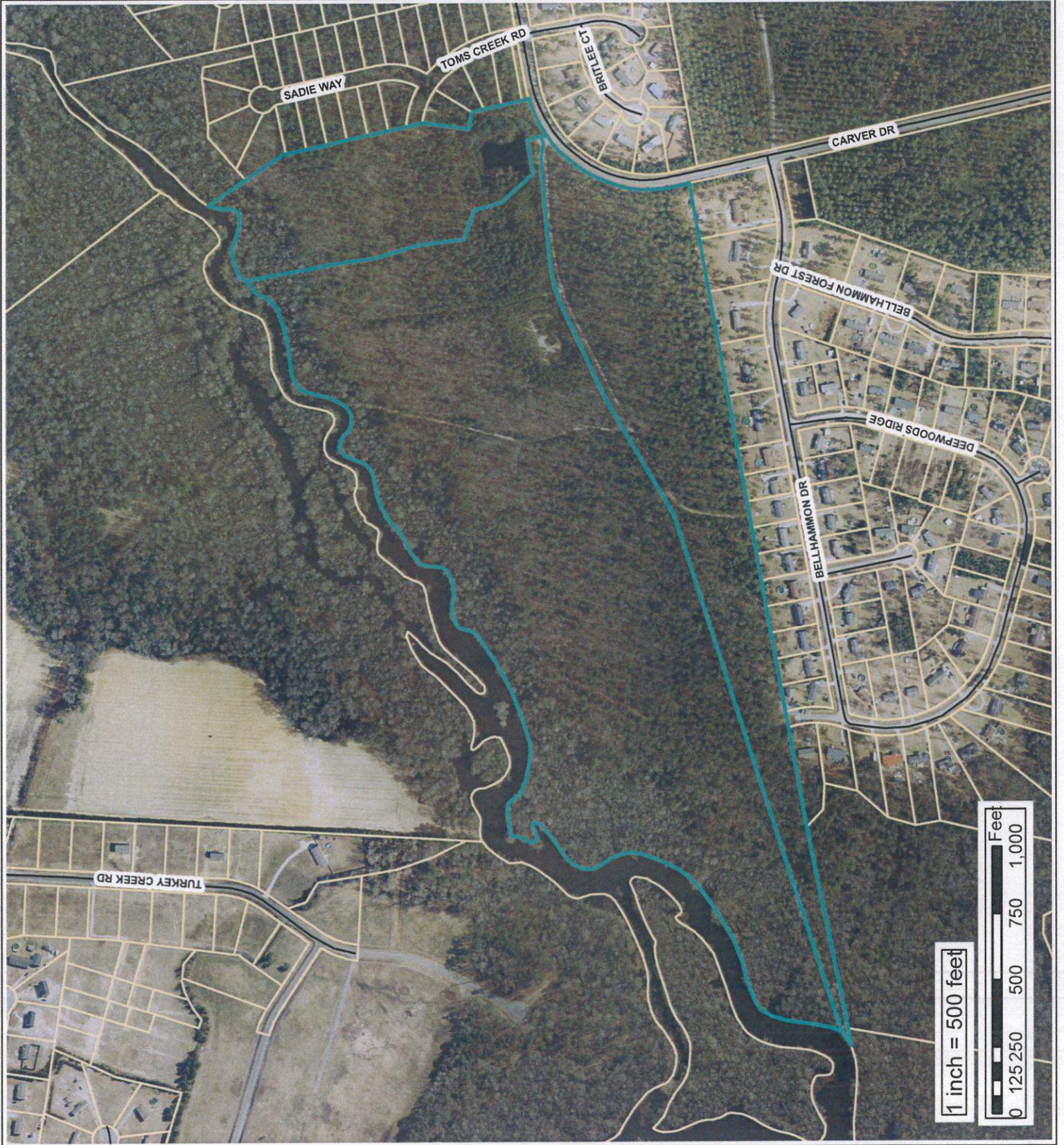
**Applicant:**  
Stroud Engineering, PA

**Owner:**  
Jack Stocks/TIOGA, LLC

**Zoning Map Amendment**  
11257



**Aerial - 2012**





**Applicant:**  
Stroud Engineering, PA

**Owner:**  
Jack Stocks/TIOGA, LLC

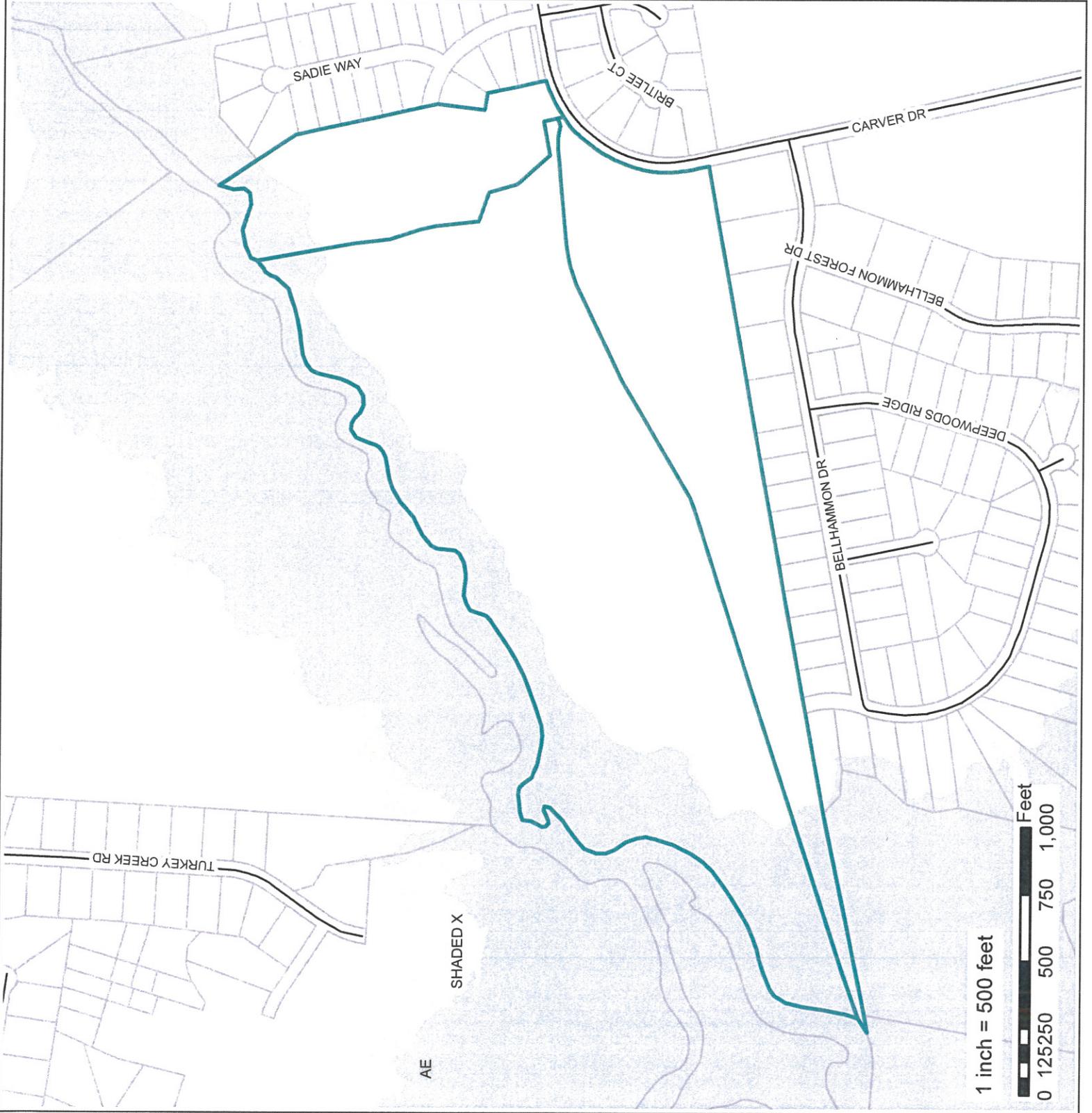
**Zoning Map Amendment**  
11257

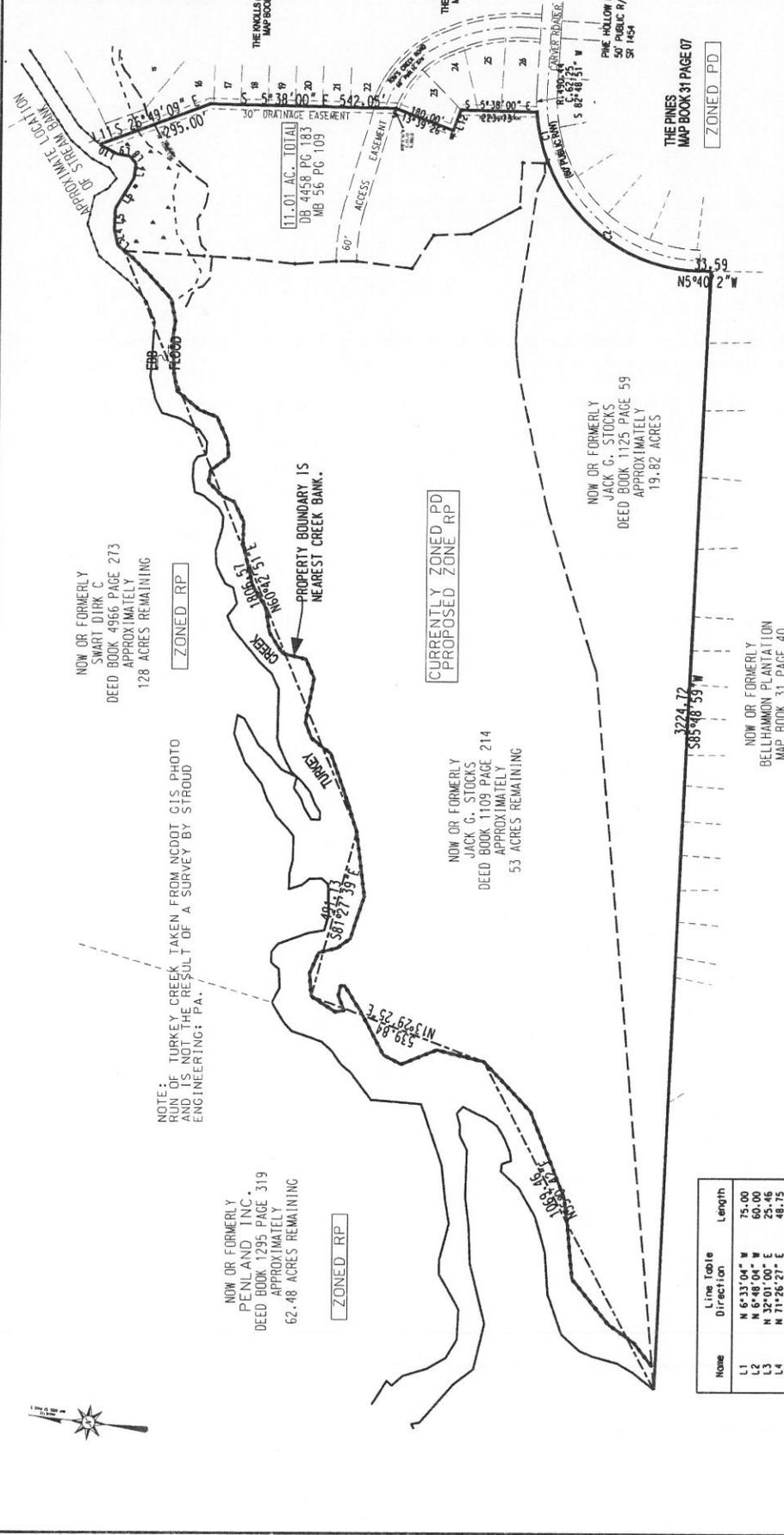
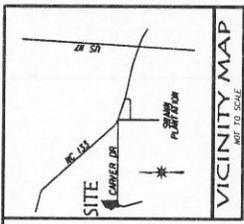
**Legend**

- Subject Property
- Flood Hazard Areas
- A
- AE
- AEFW
- SHADED X
- VE



**Flood  
Hazard Areas**





NOW OR FORMERLY  
SWART DIRK C  
DEED BOOK 4966 PAGE 273  
APPROXIMATELY  
128 ACRES REMAINING

NOTE:  
RUN OF TURKEY CREEK TAKEN FROM NCOOT G.I.S. PHOTO  
AND IS NOT THE RESULT OF A SURVEY BY STROUD  
ENGINEERING, P.A.

NOW OR FORMERLY  
PENLAND INC  
DEED BOOK 1295 PAGE 319  
APPROXIMATELY  
62.48 ACRES REMAINING

CURRENTLY ZONED PD  
PROPOSED ZONE RP

NOW OR FORMERLY  
JACK G. STOCKS  
DEED BOOK 1109 PAGE 214  
APPROXIMATELY  
53 ACRES REMAINING

NOW OR FORMERLY  
JACK G. STOCKS  
DEED BOOK 1125 PAGE 59  
APPROXIMATELY  
19.82 ACRES

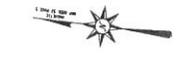
NOW OR FORMERLY  
BELLHAMMON PLANTATION  
MAP BOOK 31 PAGE 40

THE PINES  
MAP BOOK 31 PAGE 07

THE KNOLLS @ TURKEY CREEK  
MAP BOOK 59 PAGE 48

THE KNOLLS @ TURKEY CREEK  
MAP BOOK 59 PAGE 48

PINE HOLLOW DRIVE  
50 PUBLIC R/W  
SR 1454



Name	Line Table Direction	Length
L1	N 6°33'04" W	75.00
L2	N 6°48'04" W	60.00
L3	N 37°11'00" E	25.48
L4	N 71°31'20" E	59.12
L5	N 85°28'00" E	59.12
L6	S 65°02'27" E	102.85
L7	S 89°51'41" E	42.36
L8	N 42°46'45" E	27.18
L9	N 2°55'00" E	39.74
L10	S 26°46'08" E	26.82
L11	S 58°48'08" E	26.82
L12	S 75°19'33" E	63.41

Name	Delta	Radius	Arc Length	Chord Length	Tangent Length	Chord Direction
C1	17°42'08"	490.44	151.53	150.93	76.37	S 70°19'26" W
C2	67°10'5"	490.44	574.95	542.59	489.54	S 27°53'18" W



GRAPHIC SCALE: 1" = 300'

REZONING EXHIBIT

CARVER DRIVE TRACT

ROCKY POINT TOWNSHIP    PENDER COUNTY    NORTH CAROLINA

OWNER: JACK G. STOCKS  
ADDRESS: 2245 PAGE ROAD  
PHONE: BURGAW, NORTH CAROLINA

DESIGNED: JHF  
DRAWN: EBN  
APPROVED: JHF

DATE: 9/3/14  
SCALE: 1" = 300'  
SHEET 1 OF 1

STROUD ENGINEERING, P.A.  
102-D CINEMA DRIVE  
WILMINGTON, NORTH CAROLINA 28403  
(910) 815-0775

Previous Page

View as PDF Zoom in Zoom out

Book:56 Page:46

Next Page



Previous Page

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Next Page





# BELLHAMMON PLANTATION

SECTION THREE and A REVISION OF LOT 58 SECTION 1  
ROCKY POINT TOWNSHIP PENDER COUNTY  
NORTH CAROLINA

DATE: FEBRUARY 19, 1997

OWNER/DEVELOPER: THE PINES DEVELOPMENT GROUP  
P.O. BOX 807  
WRIGHTSVILLE BEACH, N.C. 28408  
PHONE: 910-313-0019

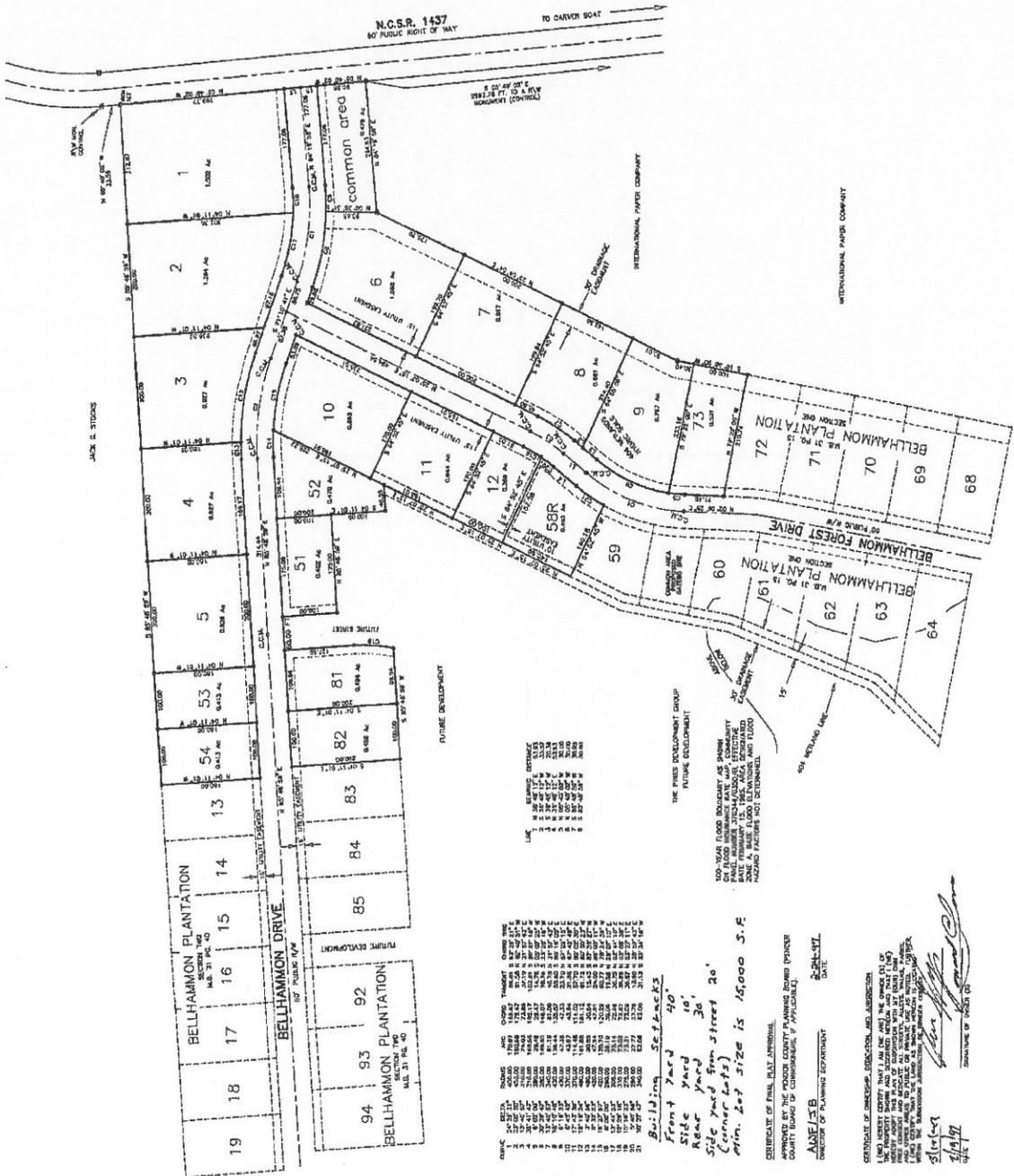


TABLE OF LOTS

LOT	AREA (AC)	FRONT YARD SETBACK (FT)	REAR YARD SETBACK (FT)	SIDE YARD SETBACK (FT)	MIN. LOT SIZE (S.F.)
1	1.000	10	10	10	10,000
2	1.000	10	10	10	10,000
3	1.000	10	10	10	10,000
4	1.000	10	10	10	10,000
5	1.000	10	10	10	10,000
6	1.000	10	10	10	10,000
7	1.000	10	10	10	10,000
8	1.000	10	10	10	10,000
9	1.000	10	10	10	10,000
10	1.000	10	10	10	10,000
11	1.000	10	10	10	10,000
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14	1.000	10	10	10	10,000
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16	1.000	10	10	10	10,000
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89	1.000	10	10	10	10,000
90	1.000	10	10	10	10,000
91	1.000	10	10	10	10,000
92	1.000	10	10	10	10,000
93	1.000	10	10	10	10,000
94	1.000	10	10	10	10,000

Building Setbacks  
Front yard 10'  
Side yard 10'  
Rear yard 30'  
Side yard from street 20'  
(corner lots)  
min. lot size is 15,000 S.F.

APPROVED BY THE PENDER COUNTY PLANNING BOARD (PENCER COUNTY BOARD OF COMMISSIONERS, IF APPLICABLE)  
DATE: 2-19-97  
JANE JEB  
DIRECTOR OF PLANNING DEPARTMENT

CERTIFICATE OF COMPLETION, SIGNATURE AND ADDRESS  
I, THE COUNTY ENGINEER, HEREBY CERTIFY THAT THE MAP AND THE SPECIAL USE ZONING MAP HAVE BEEN EXAMINED AND FOUND TO BE IN ACCORDANCE WITH THE PENDER COUNTY ZONING ORDINANCES AND THE PENDER COUNTY SUBDIVISION MAP ACT.  
DATE: 2/19/97  
SIGNED: [Signature]  
COUNTY ENGINEER

NOTES & LEGEND

1. THIS MAP IS A REVISION OF THE 1997 MAP.
2. ALL DISTANCES ARE IN FEET.
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CERTIFICATE OF ACCURACY AND ADDRESS  
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DATE: 2/19/97  
SIGNED: [Signature]  
COUNTY ENGINEER



# 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)

## MEMORANDUM

**To:** Pender County Planning Board

**From:** Kyle M. Breuer, Director, Pender County Planning and Community Development

**Date:** November 5, 2014

**RE:** Pender County Comprehensive Transportation Plan

A Comprehensive Transportation Plan (CTP) is a long-range multi-modal transportation plan that identifies deficiencies and formulates recommendations to existing and future transportation networks. The development of this document was following a yearlong planning process involving numerous agencies and jurisdictions including the following: NC Department of Transportation, Cape Fear Rural Planning Organization, Pender Adult Services, The Nature Conservancy, and the Towns of Atkinson, Burgaw, St. Helena, Surf City, Topsail Beach, Wallace, and Watha. A kickoff meeting for Pender County's CTP was held on January 13, 2011, with the committee meeting monthly until April 2012 to make recommendations to the existing and future comprehensive transportation network for the study area. The Pender County Planning Board, on August 7, 2012 unanimously recommended approval of the Pender County Comprehensive Transportation Plan.

Due to circumstances outside of Pender County's control, the CTP was never adopted by the Board of Commissioners and has been delayed through the beginning of 2014. Overall, all policies and recommendations are consistent with the Board's initial recommendation, excluding geographical boundary changes that have taken place since the initial review. These changes included the additional area within Pender County that has since been included within the Wilmington Metropolitan Planning Organizations jurisdiction. Also, areas included within the Topsail Area CTP (2011) were removed due to redundancy in that adopted plan. To accommodate these changes, an additional 30-day public comment period was opened and an open house was held to garner further comment. With these changes, Staff, along with the NCDOT and Cape Fear RPO, are respectfully requesting the Planning Board recommend approval of the Pender County CTP.

As you will see within the Recommendations section of the Plan, four (4) major topics were identified for future recommendations, and these are: Highway, Public Transit, Rail, and Bicycle and Pedestrian improvements. Implementation of the recommendations within the CTP will follow Pender County's Local Prioritization Program which was established in 2011 to be able to allocate local requests through the Cape Fear Rural Planning Organization. Also, as the Plan

states, it is critical that NCDOT and Pender County continue to coordinate on relevant land development reviews and all transportation projects to ensure proper implementation of the CTP.

A public hearing will be held for your consideration on the complete CTP which was provided to you on October 7, 2014.

# Executive Summary for Pender County CTP Survey

## Important Transportation Issues

### Top Rated Responses

- Safer and More Efficient Travel (Reduced congestion with the use of more turn lanes, better traffic signal timing, and improved intersection design)
- Community and Rural Preservation (maintain rural character, e.g. building a bypass)
- Economic Growth (Improve roadway, railway, and other infrastructure to support industrial and commercial growth)
- Increased Recreational Opportunities (expand and interconnect Greenway walking/hiking trails and bike trails systems with town and recreation centers)

## How to improve a road

### Top Rated Responses

- Improve intersection designs for turn lanes and traffic signal timing
- Build additional traffic lanes
- Provide for alternative means of transportation
- Control the frequency and locations of driveways and cross streets that access the road

## Alternate Transportation Methods

### Top Rated Responses

- Sidewalks
- Greenway walking and biking recreation trails
- On-road bike lanes

Most Popular Locations: Hampstead, Burgaw, Topsail, Surf City

## Most popular reasons for congested roads

- Heavy traffic volumes on US 17 in the Hampstead Area
- Many stops for school buses when in no pass zones the bus holds up traffic
- Beach Traffic on NC 210 East

## Areas in Pender County to focus on

- US 17 in Hampstead, specifically business entrances and exits without traffic lights.
- The intersections of US 17/Factory Rd, US 17/Country Club Rd, US 17/GoGas Entrance, US 17/Sloop Point Loop Rd, US 17/Washington Acres Rd, and US 17/NC 210
- NC 210 & NC 50 going into Surf City, Surf City Bridge
- US 117 in Burgaw and St Helena
- NC 53 through Burgaw
- Business driveways at NC 53/US 117 in Burgaw

### **Public Comments**

- Safety is more important than access.
- There should be traffic lights at intersections on US 17 that don't limit access.
- A bypass around Hampstead would alleviate a lot of problems.
- Need to enforce the speed limit on US 17
- US 17 has too many driveways on it. You could reduce the number.
- Too many trucks going through Burgaw

### **Requested locations for sidewalks**

- US 17 in Hampstead
- Walker Street in Burgaw
- Topsail Beach / Surf City
- Country Club Drive
- Sloop Point Loop Rd
- Around Kiwanis Park, schools, library area

### **Requested locations for bike lanes**

- US 17 in Hampstead
- NC 210 W of US 17
- Walker St in Burgaw
- Along 50/210 in Topsail / Surf City
- Kiwanis Park area
- Neighborhoods on East side of US 17

### **Requested locations for bus/taxi/van service**

- Burgaw to Wilmington
- Hampstead to Wilmington, Hampstead to Jacksonville
- Up and down US 17
- Surf City / Topsail to Wilmington
- Burgaw to Raleigh

### **Typical Travel Destination for work**

- 33% - Wilmington
- 22% - Burgaw
- 13% - Pender Beaches (Topsail / Surf City)
- 9% - Jacksonville
- 5% - Hampstead
- 4% - Raleigh
- 3% - Wallace
- 3% - Brunswick Co

### **Typical Travel Destination for purposes other than work**

- 31% - Wilmington
- 20% - Pender Beaches (Topsail/Surf City)
- 10% - Jacksonville
- 10% - Raleigh
- 8% - Burgaw
- 8% - Myrtle Beach
- 5% - Wallace
- 3% - Brunswick Co

## **Pender County Comprehensive Transportation Plan**

### Goals and Objectives Statement

May 18<sup>th</sup>, 2011

#### **Purpose:**

Coordinate with Pender County, North Carolina Department of Transportation, Cape Fear Rural Planning Organization, Pender Adult Services, The Nature Conservancy Village of St. Helena, and the Towns of Atkinson, Burgaw, Surf City, Topsail Beach, Wallace, and Watha to analyze all methods of transportation utilized within these areas and to develop a Comprehensive Transportation Plan (CTP) to serve as a policy document for all future transportation needs and recommendations.

#### **Vision:**

Enhance the connectivity of Pender County through the development of a multi-modal transportation network which provides safe, reliable, efficient, and sustainable transportation alternatives. Develop this transportation network to improve quality of life and economic vitality while maintaining compatibility with existing and future environmental and land use patterns.

#### **Goals:**

1. Coordinate transportation and land use plans with Pender County and its municipalities, the North Carolina Department of Transportation, Cape Fear Rural Planning Organization, and other partner agencies.
2. Coordinate recommendations with those of the Topsail Area Comprehensive Transportation Plan and Wilmington Metropolitan Area Comprehensive Transportation Plan.
3. Establish a county-wide multi-modal transportation system to ensure that safe and reliable alternatives are available to County residents, visitors, and travelers by utilizing existing rights-of-way and new alignments.
4. Encourage right-of-way preservation to ensure expansion of the existing system and for future new alignments.
5. Analyze capacity and crash data in order to make recommendations where needed to reduce congestion and improve safety.
6. Make informed transportation decisions that consider impacts to sensitive environmental areas.
7. Educate the public on general transportation issues as well as alternative forms of transportation.
8. Develop a network that minimizes the need for expansion of roadways within incorporated towns and rural community centers so that the rural nature and character of these locations is maintained.



**NCDOT** TPB  
TRANSPORTATION PLANNING BRANCH

# **DRAFT Comprehensive Transportation Plan**



**Pender County**

**July 2012**

---

# Comprehensive Transportation Plan

## Pender County

**Prepared by:** Shane D. York, PE Project Engineer  
James Upchurch, Southeast Planning Group Supervisor  
Travis Marshall, PE, Eastern Unit Manager  
Transportation Planning Branch  
N.C. Department of Transportation

**In Cooperation with:** Pender County Planning Department  
Atkinson  
Burgaw  
St. Helena  
Surf City  
Topsail Island  
Watha  
Cape Fear Rural Planning Organization

**Date**

*Professional Seal Here*

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Name  
Title

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## Executive Summary

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In January of 2011, the Transportation Planning Branch of the North Carolina Department of Transportation, Pender County, and the Cape Fear Rural Planning Organization initiated a study to cooperatively develop the Pender County Comprehensive Transportation Plan (CTP), which includes the towns of Atkinson, Burgaw, St. Helena, and Watha. This is a long range multi-modal transportation plan that covers transportation needs through the year 2040. Modes of transportation evaluated as part of this plan include: highway, public transportation and rail, bicycle, and pedestrian. This plan does not cover routine maintenance or minor operations issues. Refer to Appendix A for contact information on these types of issues.

Findings of this CTP study were based on an analysis of the transportation system, environmental screening, and public input. Refer to Figure 1 for the CTP maps, which were mutually endorsed/adopted in 2012. Implementation of the plan is the responsibility of Pender County and its municipalities, and NCDOT. Refer to Chapter 2 for information on the implementation process.

This report documents the recommendations for improvements that are included in the Pender County CTP. The major recommendations for improvements are listed below. More detailed information about these and other recommendations can be found in Chapter 2.

- **US 117:** Widen the existing 2-3 lane facility from New Hanover County to US 117 Business to a four-lane divided major thoroughfare with 12-foot lanes. This project also includes a multi-use path along the east side of the facility.
- **US 117 Bypass:** Widen the existing 3-lane facility from US 117 Business (South Walker Street) to NC 53 to a four-lane divided major thoroughfare with 12-foot lanes. This project also includes sidewalks on both sides of the facility.
- **NC 53:** Widen the existing facility from US 117 Bypass to Stag Park Road (SR 1509) to a four-lane divided major thoroughfare with 12-foot lanes. This project also includes a sidewalk on one side of the facility.
- **NC 53 Bypass (Burgaw) TIP No. R-3302:** Construct a two-lane roadway on multi-lane right of way from New Savannah Road (SR 1340) to NC 53 with 12-foot lanes and four-foot paved shoulders.
- **NC 210:** convert the existing facility from US 117 to I-40 to a four-lane divided major thoroughfare with 12-foot lanes. This project also includes a multi-use path on the north side of the facility.

**Adoption**



# Pender County

North Carolina

## Comprehensive Transportation Plan

Plan date:

- Sheet 1 Adoption Sheet
- Sheet 2 Highway Map
- Sheet 3 Public Transportation and Rail Map
- Sheet 4 Bicycle Map
- Sheet 5 Pedestrian Map

**Legend**

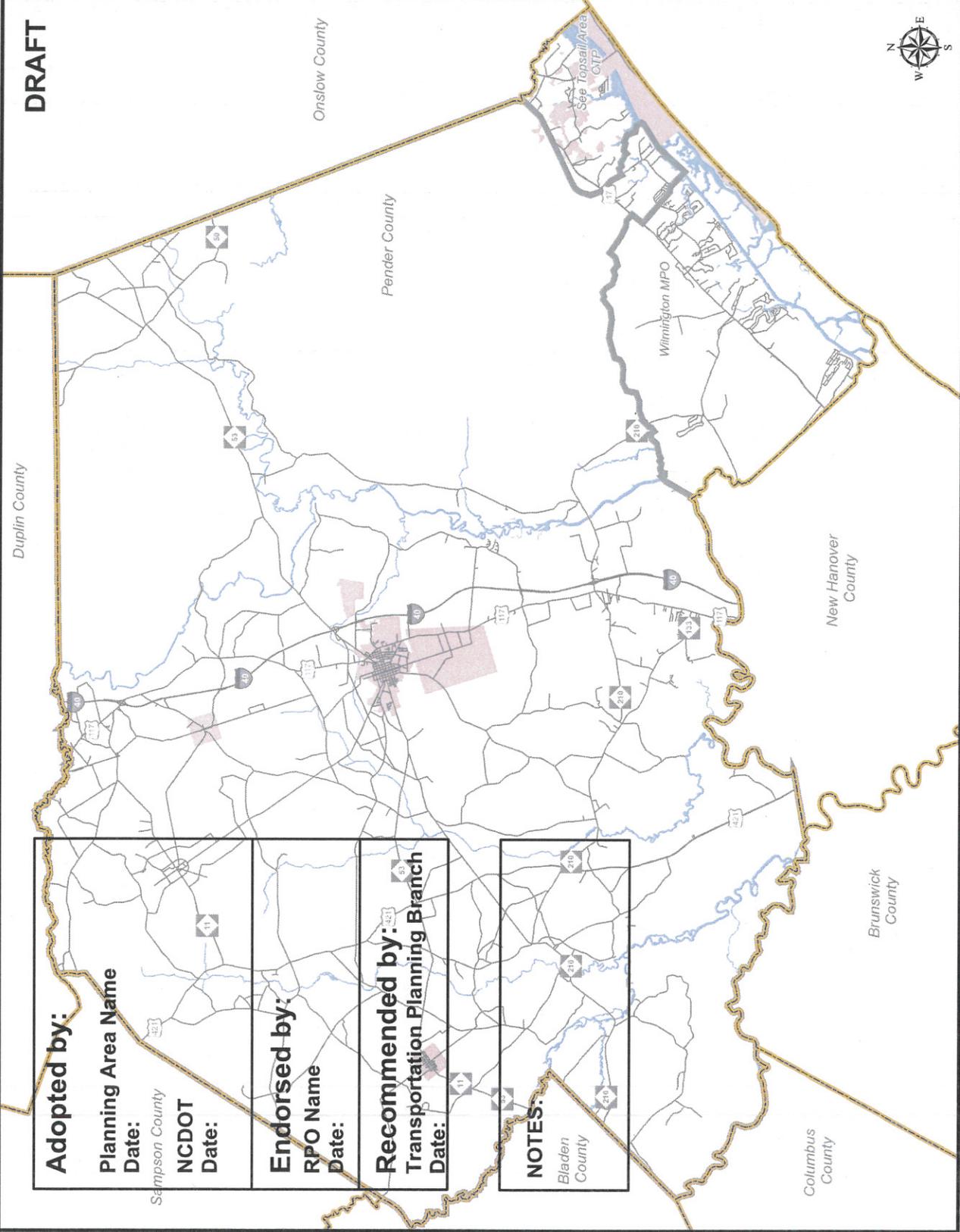
- Municipalities
- Water Bodies
- Rivers and Streams
- Planning Boundary
- County Boundary



Figure 1, Sheet 1 of 5

Base map date: March 19, 2012  
Refer to CTP document for more details

**DRAFT**



**Adopted by:**  
**Planning Area Name**  
**Date:**  
 Sampson County

**NCDOT**  
**Date:**

**Endorsed by:**  
**RPO Name**  
**Date:**

**Recommended by:**  
 Transportation Planning Branch  
**Date:**

**NOTES:**  
 Bladen County

# Highway Map



## Pender County Comprehensive Transportation Plan

Plan date:

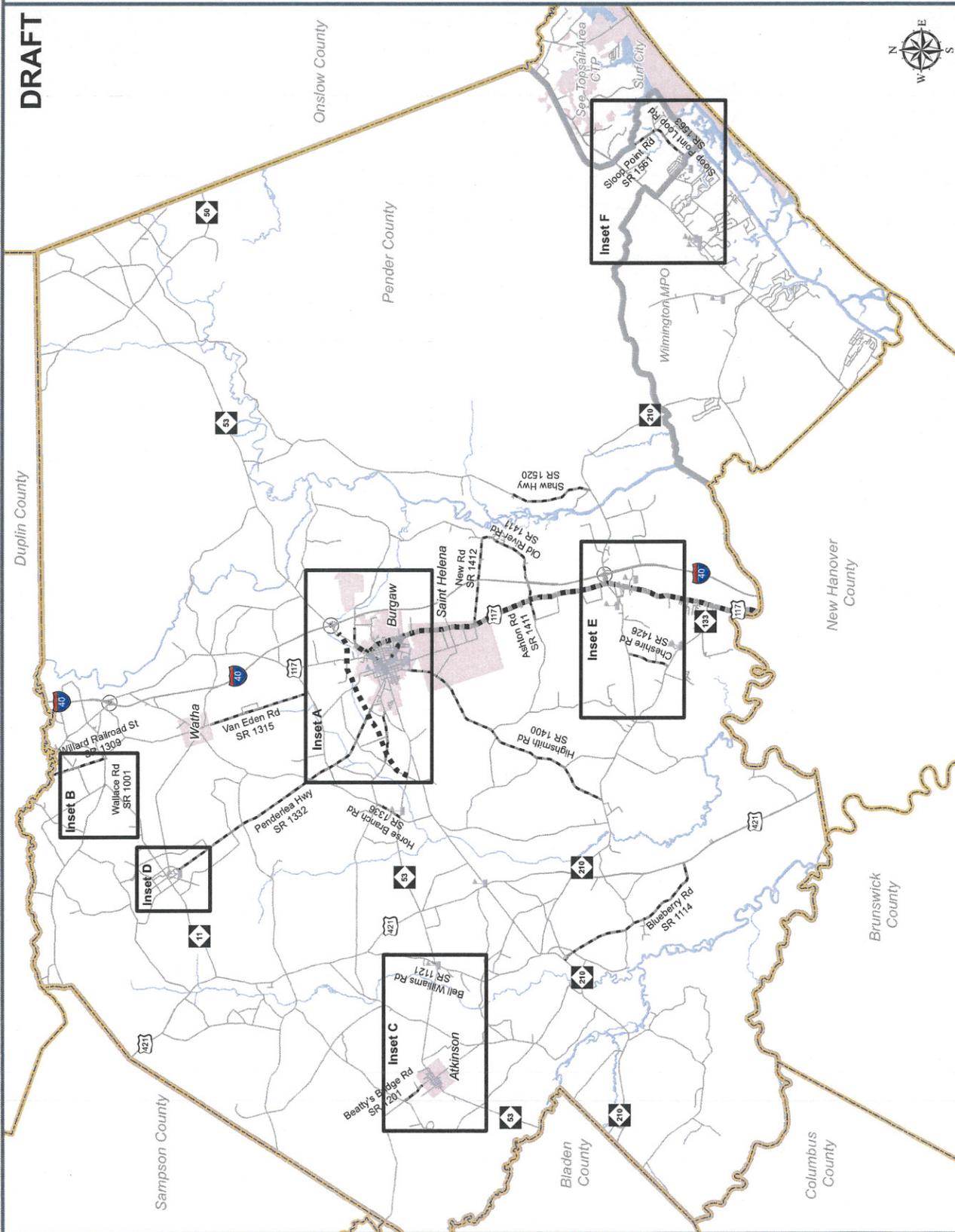
- |                                  |  |                           |
|----------------------------------|--|---------------------------|
| <b>Freeways</b>                  |  | Existing                  |
|                                  |  | Needs Improvement         |
|                                  |  | Recommended               |
| <b>Expressways</b>               |  | Existing                  |
|                                  |  | Needs Improvement         |
|                                  |  | Recommended               |
| <b>Boulevards</b>                |  | Existing                  |
|                                  |  | Needs Improvement         |
|                                  |  | Recommended               |
| <b>Other Major Thoroughfares</b> |  | Existing                  |
|                                  |  | Needs Improvement         |
|                                  |  | Recommended               |
| <b>Minor Thoroughfares</b>       |  | Existing                  |
|                                  |  | Needs Improvement         |
|                                  |  | Recommended               |
| <b>Interchanges</b>              |  | Existing Interchange      |
|                                  |  | Proposed Interchange      |
| <b>Separations</b>               |  | Existing Grade Separation |
|                                  |  | Proposed Grade Separation |

Figure 1, Sheet 2 of 5



Base map date: 5/18/12

Refer to CTP document for more details



**DRAFT**

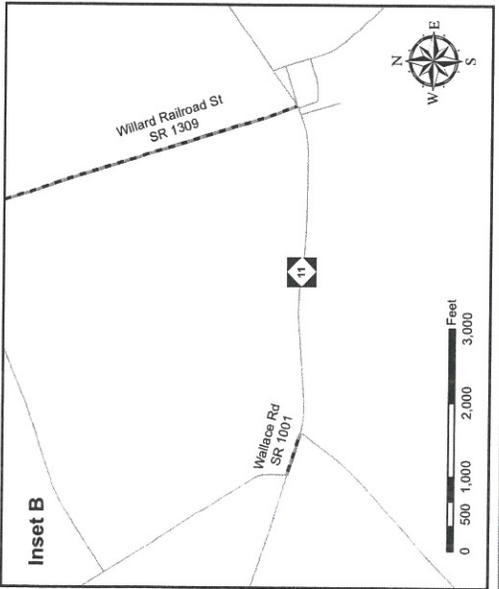
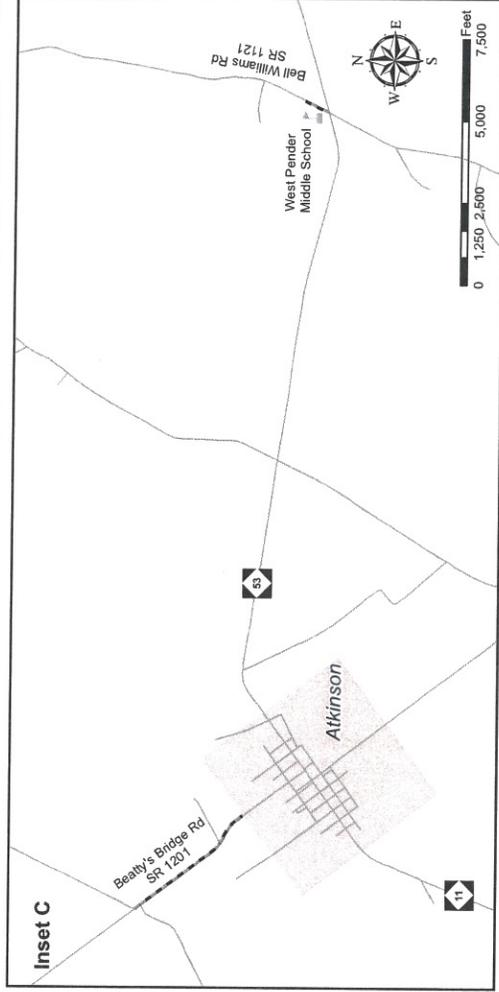
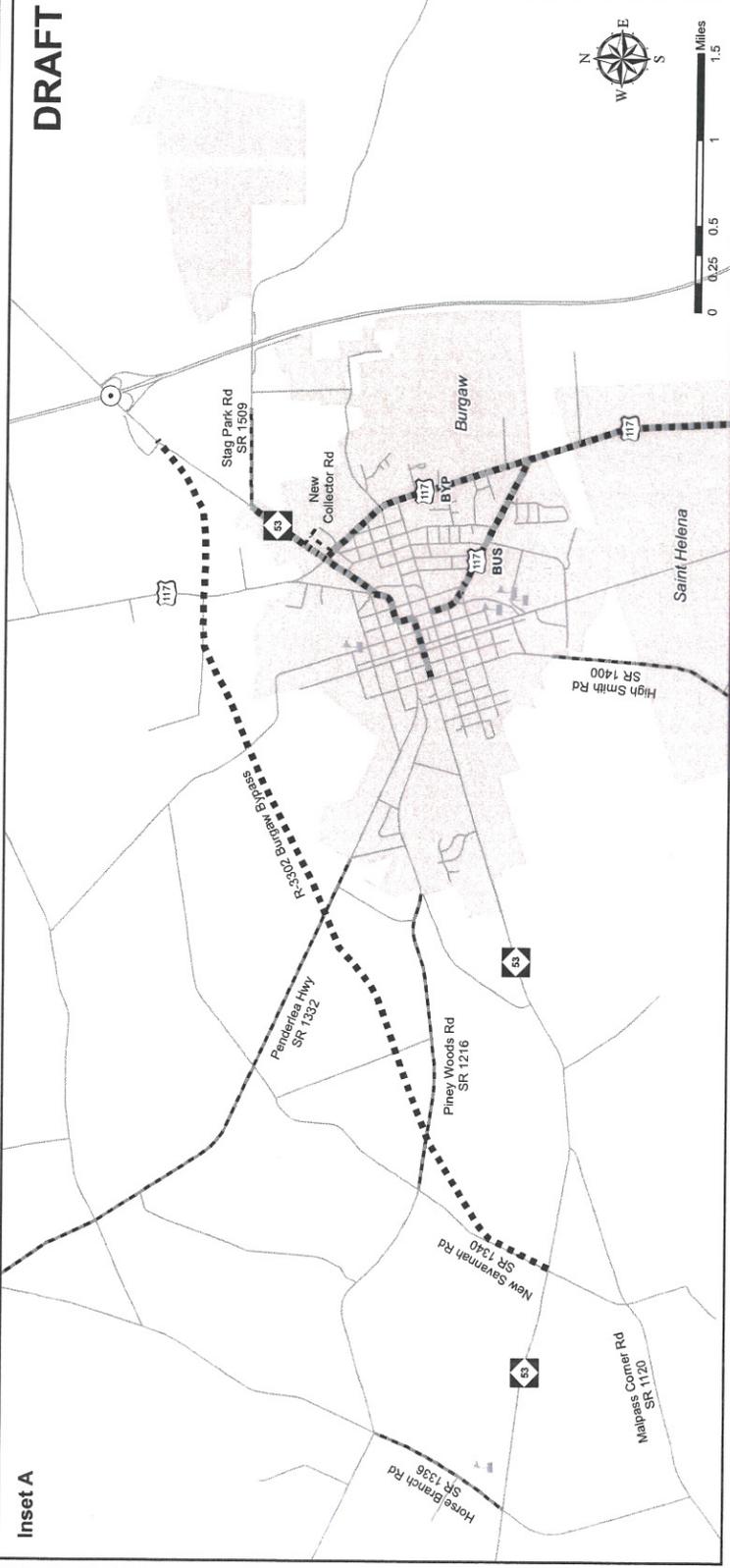


# Pender County Comprehensive Transportation Plan

Plan date:

- |                                  |                           |                           |             |
|----------------------------------|---------------------------|---------------------------|-------------|
| <b>Freeways</b>                  | Existing                  | Needs Improvement         | Recommended |
| <b>Expressways</b>               | Existing                  | Needs Improvement         | Recommended |
| <b>Boulevards</b>                | Existing                  | Needs Improvement         | Recommended |
| <b>Other Major Thoroughfares</b> | Existing                  | Needs Improvement         | Recommended |
| <b>Minor Thoroughfares</b>       | Existing                  | Needs Improvement         | Recommended |
| <b>Interchanges</b>              | Existing Interchange      | Proposed Interchange      |             |
| <b>Grade Separations</b>         | Existing Grade Separation | Proposed Grade Separation |             |

Figure 1, Sheet 2A of 5  
Base map date: 5/18/12  
Refer to CTP document for more details



**Highway Map**  
Inset D, E, F



**Pender County**  
**Comprehensive**  
**Transportation Plan**

Plan date:

- |                                  |          |                   |             |
|----------------------------------|----------|-------------------|-------------|
| <b>Freeways</b>                  | Existing | Needs Improvement | Recommended |
| <b>Expressways</b>               | Existing | Needs Improvement | Recommended |
| <b>Boulevards</b>                | Existing | Needs Improvement | Recommended |
| <b>Other Major Thoroughfares</b> | Existing | Needs Improvement | Recommended |
| <b>Minor Thoroughfares</b>       | Existing | Needs Improvement | Recommended |
| <b>Interchanges</b>              | Existing | Proposed          |             |
| <b>Grade Separations</b>         | Existing | Proposed          |             |

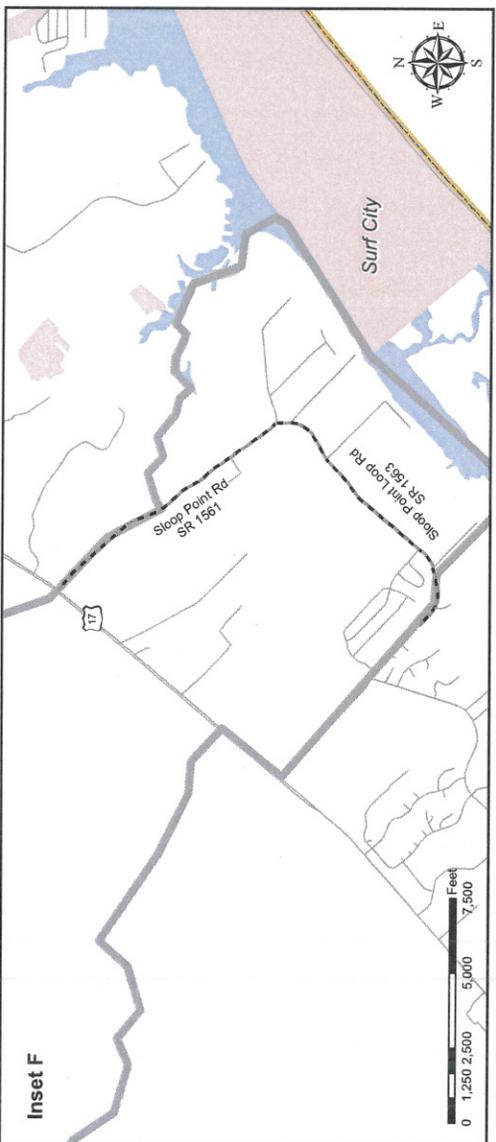
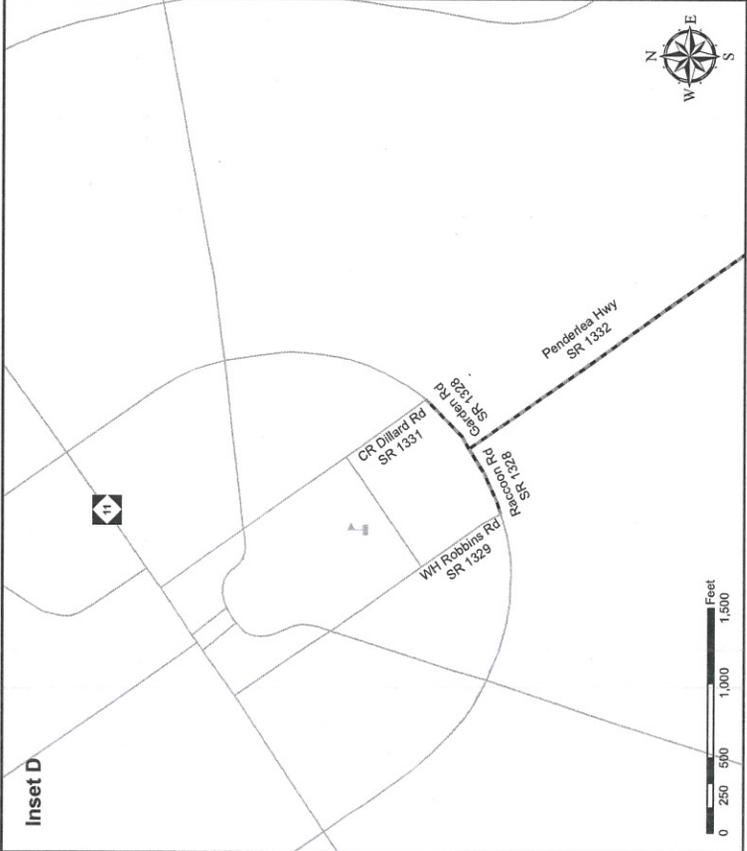
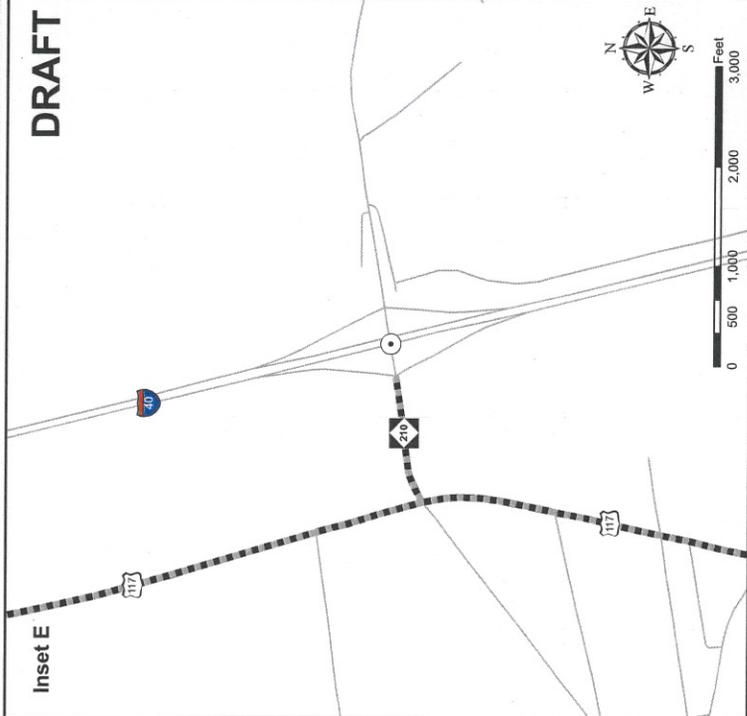


Figure 1, Sheet 2B of 5  
Base map date: 5/18/12  
Refer to CTP document for more details

# Public Transportation and Rail Map



## Pender County Comprehensive Transportation Plan

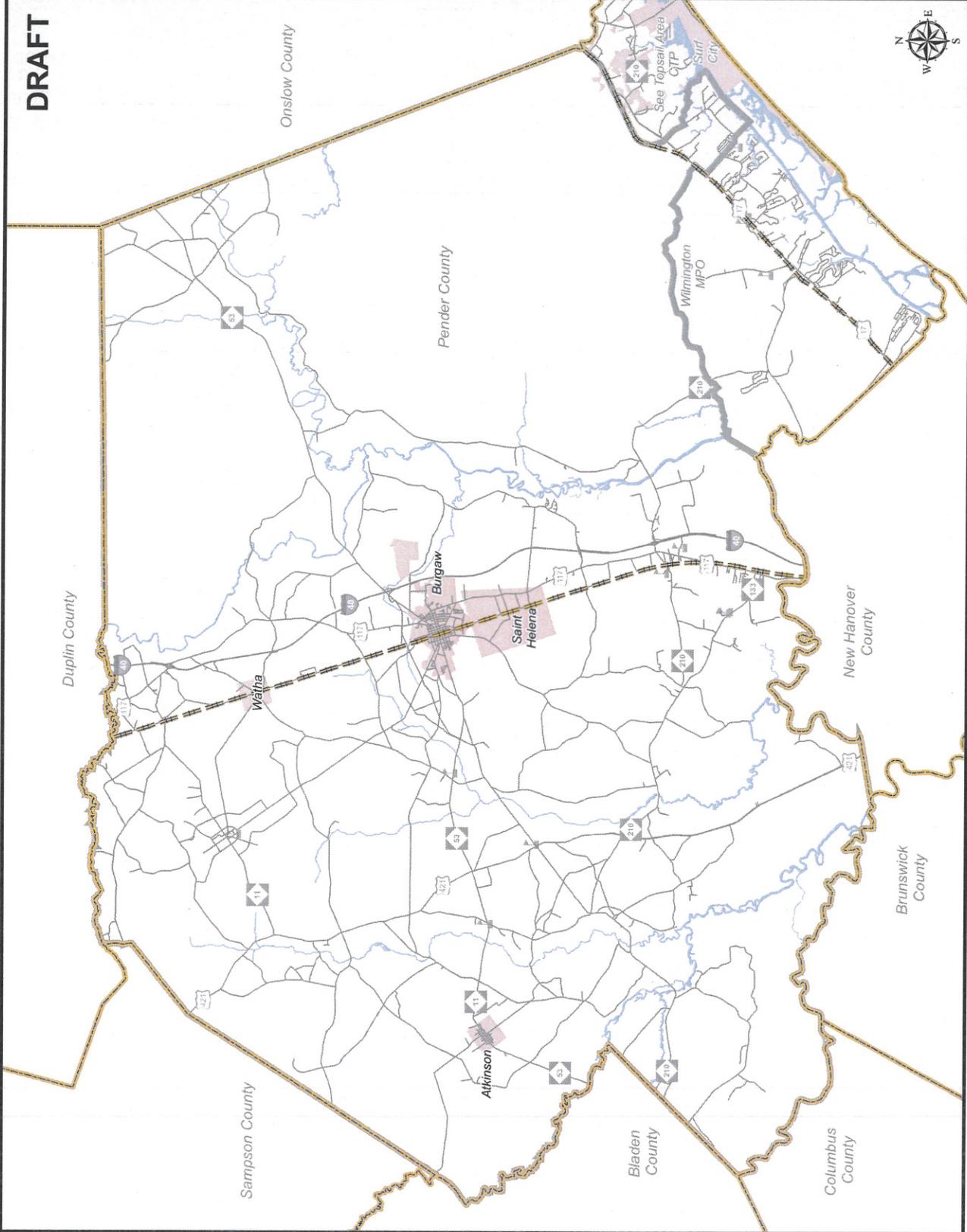
Plan date:

- Bus Routes**
  - Existing
  - Needs Improvement
  - Recommended
- Fixed Guideway**
  - Existing
  - Needs Improvement
  - Recommended
- Operational Strategies**
  - Existing
  - Needs Improvement
  - Recommended
- Rail Corridor**
  - Active
  - Inactive
  - Recommended
- High Speed Rail Corridor**
  - Existing
  - Recommended
- Rail Stops**
  - Existing
  - Recommended
- Intermodal Connector**
  - Existing
  - Recommended
- Park and Ride Lot**
  - Existing
  - Recommended



Figure 1, Sheet 3 of 5  
Base map date: 5/18/12  
Refer to CTP document for more details

**DRAFT**



**Bicycle Map**

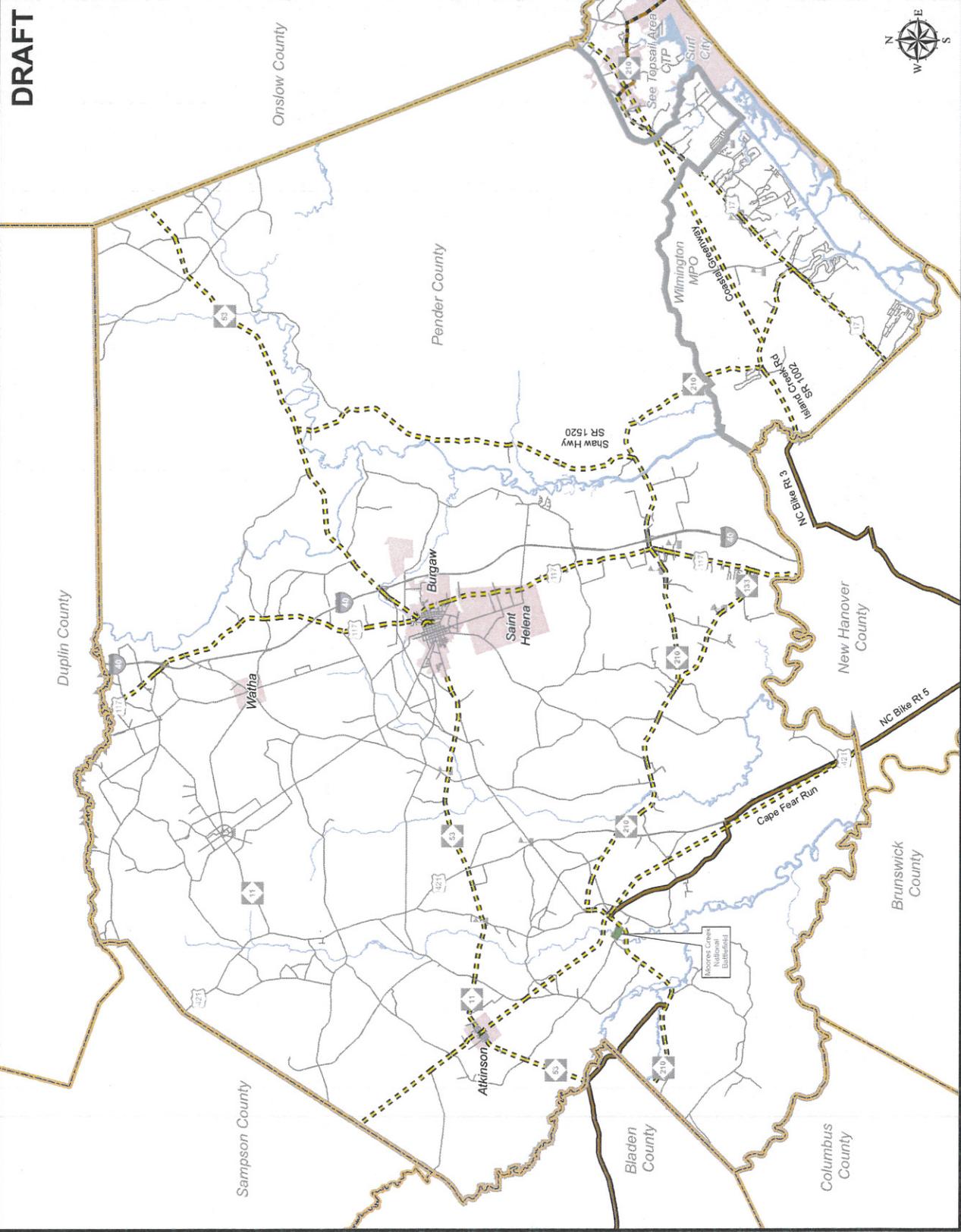


**Pender County  
Comprehensive  
Transportation Plan**

Plan date: 6/21/12

- On-road**
  - Existing: Solid yellow line
  - Needs Improvement: Dashed yellow line
  - Recommended: Dotted yellow line
- Off-road**
  - Existing: Solid green line
  - Needs Improvement: Dashed green line
  - Recommended: Dotted green line
- Multi-Use Paths**
  - Existing: Solid blue line
  - Needs Improvement: Dashed blue line
  - Recommended: Dotted blue line
- Existing Grade Separation: Circle with a horizontal line through it
- Proposed Grade Separation: Circle with a vertical line through it

Figure 1, Sheet 4 of 5  
 0 0.5 1 2 3 Miles  
 Base map date: 5/18/12  
 Refer to CTP document for more details



**Pedestrian Map**



**Pender County  
Comprehensive  
Transportation Plan**

Plan date:

- Sidewalks**
  - Existing: Solid black line
  - Needs Improvement: Dashed black line
  - Recommended: Dotted black line
- Off-road**
  - Existing: Solid green line
  - Needs Improvement: Dashed green line
  - Recommended: Dotted green line
- Multi-Use Paths**
  - Existing: Solid yellow line
  - Needs Improvement: Dashed yellow line
  - Recommended: Dotted yellow line
- Grade Separation**
  - Existing Grade Separation: Open circle
  - Proposed Grade Separation: Filled circle

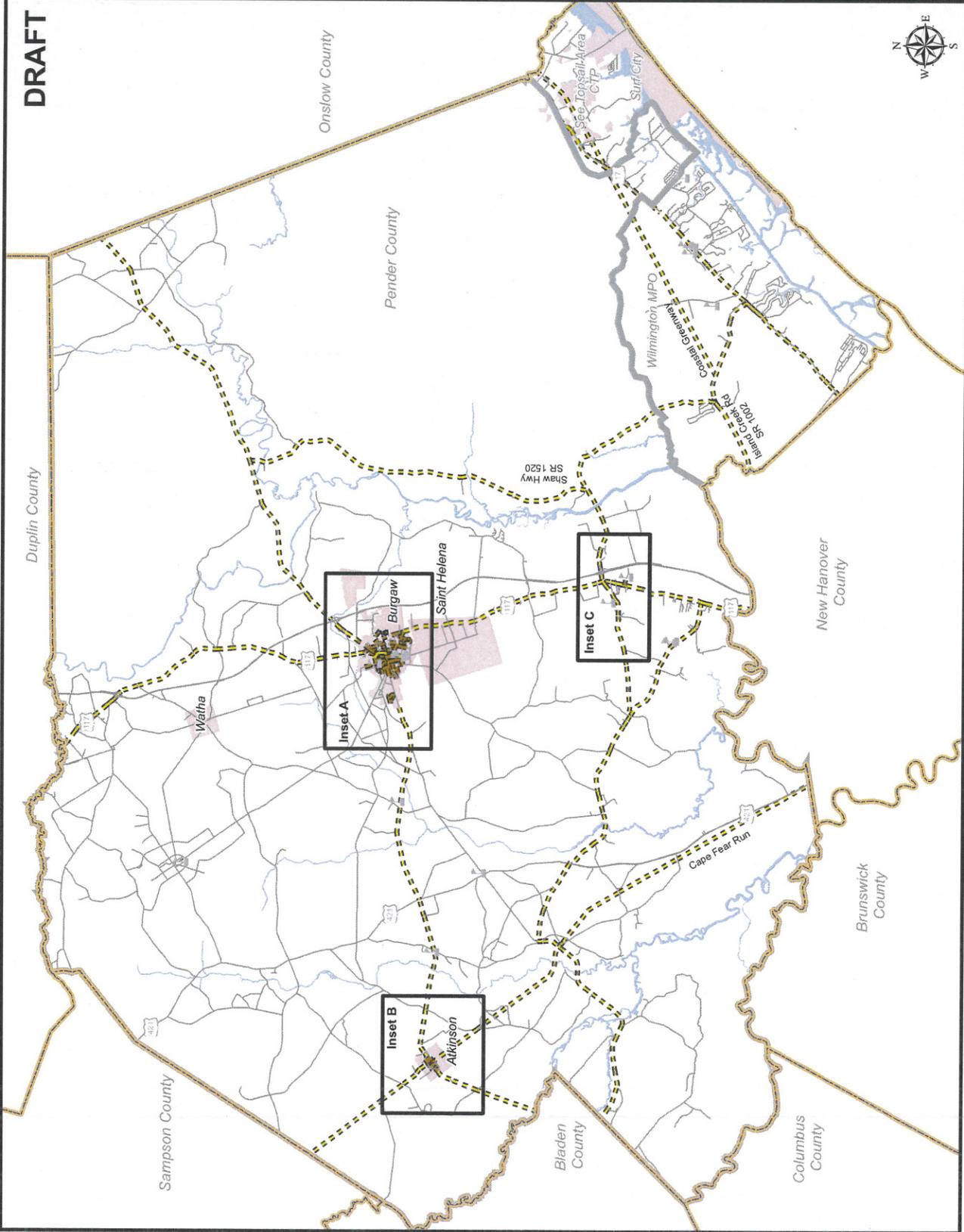
Figure 1, Sheet 5 of 5



Base map date: 5/18/12

Refer to CTP document for more details

**DRAFT**





**Pedestrian Map**  
Inset B, C

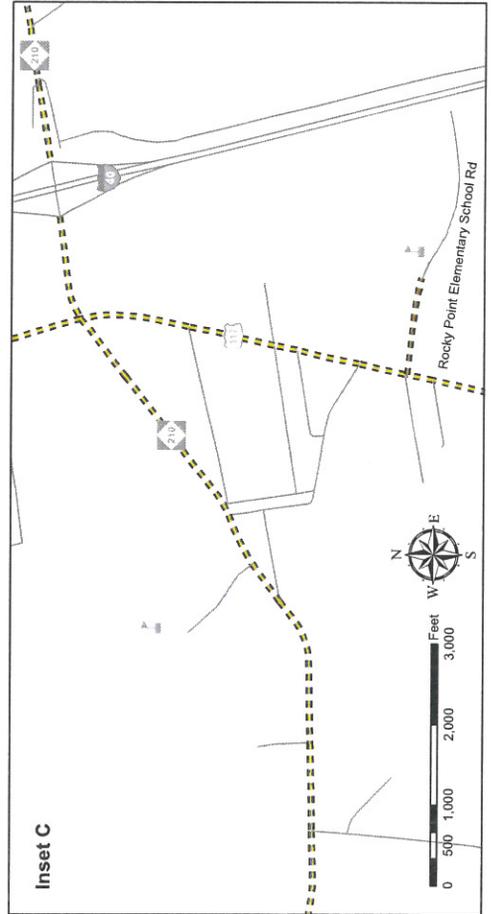
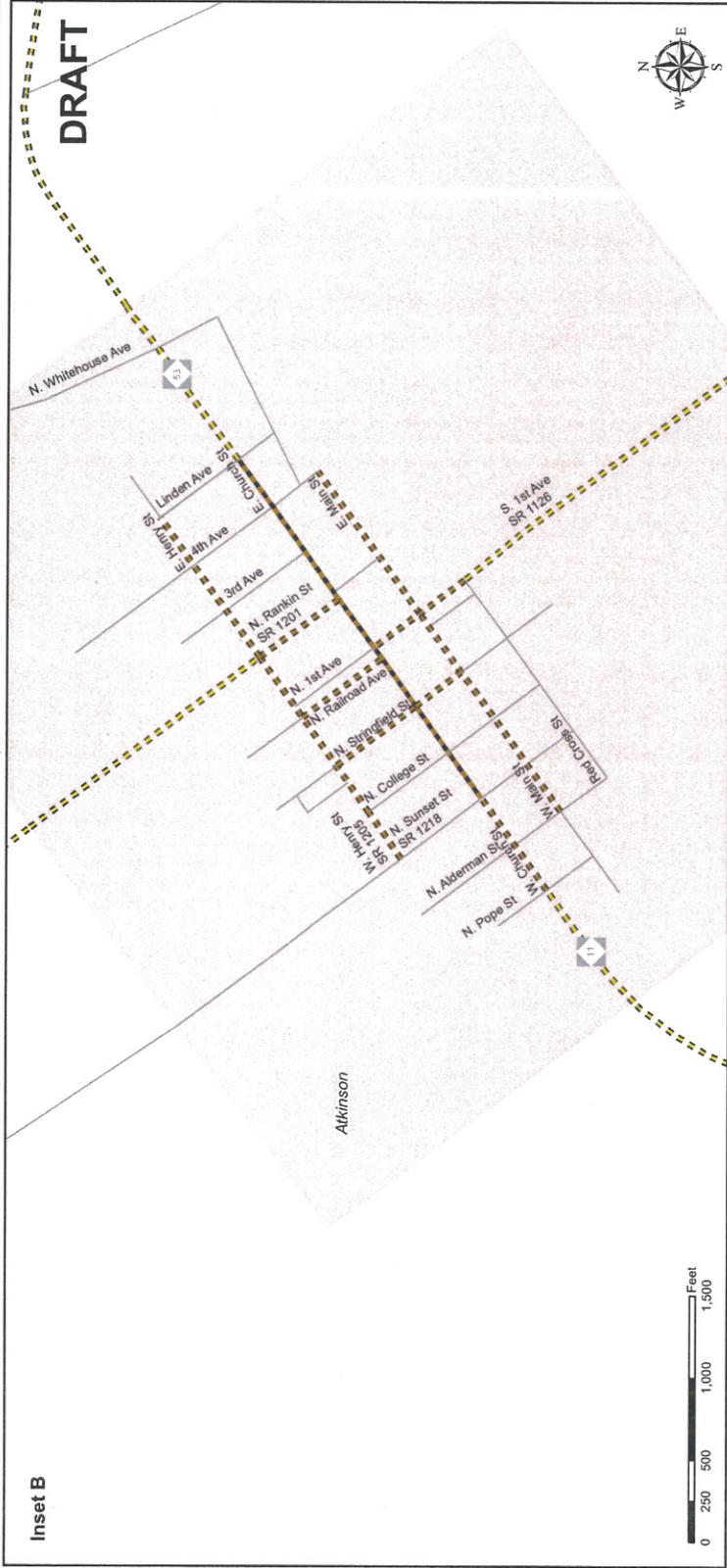


**Pender County  
Comprehensive  
Transportation Plan**

Plan date:

- |                  |  |                 |  |                        |  |                                  |                                  |
|------------------|--|-----------------|--|------------------------|--|----------------------------------|----------------------------------|
| <b>Sidewalks</b> | Existing<br>Needs Improvement<br>Recommended | <b>Off-road</b> | Existing<br>Needs Improvement<br>Recommended | <b>Multi-Use Paths</b> | Existing<br>Needs Improvement<br>Recommended | <b>Existing Grade Separation</b> | <b>Proposed Grade Separation</b> |
|                  |  |                 |  |                        |  | ○                                | ●                                |

Figure 1, Sheet 5B of 5  
Base map date: 5/18/12  
Refer to CTP document for more details



# **I. Analysis of the Existing and Future Transportation System**

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A Comprehensive Transportation Plan (CTP) is developed to ensure that the progressively developed transportation system will meet the needs of the region for the planning period. The CTP serves as an official guide to providing a well-coordinated, efficient, and economical transportation system for the future of the region. This document should be utilized by the local officials to ensure that planned transportation facilities reflect the needs of the public, while minimizing the disruption to local residents, businesses and environmental resources.

In order to develop a CTP, the following are considered:

- Analysis of the transportation system, including any local and statewide initiatives;
- Impacts to the natural and human environment, including natural resources, historic resources, homes, and businesses;
- Public input, including community vision and goals and objectives.

## ***Analysis Methodology and Data Requirements***

Reliable forecasts of future travel patterns must be estimated in order to analyze the ability of the transportation system to meet future travel demand. These forecasts depend on careful analysis of the character and intensity of existing and future land use and travel patterns.

An analysis of the transportation system looks at both current and future travel patterns and identifies existing and anticipated deficiencies. This is usually accomplished through a capacity deficiency analysis, a traffic crash analysis, and a system deficiency analysis. This information, along with population growth, economic development potential, and land use trends, is used to determine the potential impacts on the future transportation system.

## ***Roadway System Analysis***

An important stage in the development of a CTP is the analysis of the existing transportation system and its ability to serve the area's travel desires. Emphasis is placed not only on detecting the existing deficiencies, but also on understanding the causes of these deficiencies. Roadway deficiencies may result from inadequacies such as pavement widths, intersection geometry, and intersection controls; or system problems, such as the need to construct missing travel links, bypass routes, loop facilities, additional radial routes or infrastructure improvements to meet statewide initiatives.

One of those statewide initiatives is the Strategic Highway Corridor (SHC) Vision Plan adopted by the Board of Transportation on September 2, 2004 and last revised on July 10, 2008. The SHC Vision Plan represents a timely initiative to protect and maximize the mobility and connectivity on a core set of highway corridors throughout North Carolina, while promoting environmental stewardship through maximizing the use of existing facilities to the extent possible, and fostering economic prosperity through the quick and efficient movement of people and goods.

The primary purpose of the SHC Vision Plan is to provide a network of high-speed, safe, reliable highways throughout North Carolina. The primary goal to support this purpose is to create a greater consensus towards the development of a genuine vision for each corridor – specifically towards the identification of a desired facility type (Freeway, Expressway, Boulevard, or Thoroughfare) for each corridor. Individual Comprehensive Transportation Plans shall incorporate the long-term vision of each corridor. Refer to Appendix A for contact information.

In the development of this plan, travel demand was projected from 2010 to 2040 using a trend line analysis based on Annual Average Daily Traffic (AADT) from 1990 to 2010. In addition, local land use plans and growth expectations were used to further refine future growth rates and patterns.

Existing and future travel demand is compared to existing roadway capacities. Capacity deficiencies occur when the traffic volume of a roadway exceeds the roadway's capacity. Roadways are considered near capacity when the traffic volume is at least eighty percent of the capacity. Refer to Figures 2 and 3 for existing and future capacity deficiencies.

Capacity is the maximum number of vehicles which have a "reasonable expectation" of passing over a given section of roadway, during a given time period under prevailing roadway and traffic conditions. Many factors contribute to the capacity of a roadway including the following:

- Geometry of the road (including number of lanes), horizontal and vertical alignment, and proximity of perceived obstructions to safe travel along the road;
- Typical users of the road, such as commuters, recreational travelers, and truck traffic;
- Access control, including streets and driveways, or lack thereof, along the roadway;
- Development along the road, including residential, commercial, agricultural, and industrial developments;
- Number of traffic signals along the route;
- Peaking characteristics of the traffic on the road;
- Characteristics of side-roads feeding into the road; and

- Directional split of traffic or the percentages of vehicles traveling in each direction along a road at any given time.

The relationship of travel demand compared to the roadway capacity determines the level of service (LOS) of a roadway. Six levels of service identify the range of possible conditions. Designations range from LOS A, which represents the best operating conditions, to LOS F, which represents the worst operating conditions.

LOS D indicates “practical capacity” of a roadway, or the capacity at which the public begins to express dissatisfaction. The practical capacity for each roadway was developed based on the 2000 Highway Capacity Manual using the Level of Service D Standards for Systems Level Planning (10/14/2011). Recommended improvements and overall design of the transportation plan were based upon achieving a minimum LOS D on existing facilities and a LOS C for new facilities. Refer to Appendix E for detailed information on LOS.

#### Traffic Crash Analysis

Traffic crashes are often used as an indicator for locating congestion and roadway problems. Crash patterns obtained from an analysis of crash data can lead to the identification of improvements that will reduce the number of crashes. A crash analysis was performed for the Pender County CTP for crashes occurring in the planning area between March 1, 2008 and March 1, 2011. During this period, a total of 14 intersections were identified as having a high number of crashes as illustrated in Figure 4. Refer to Appendix F for a detailed crash analysis.

#### Bridge Deficiency Assessment

Bridges are a vital and unique element of a highway system. First, they represent the highest unit investment of all elements of the system. Second, any inadequacy or deficiency in a bridge reduces the value of the total investment. Third, a bridge presents the greatest opportunity of all potential highway failures for disruption of community welfare. Finally, and most importantly, a bridge represents the greatest opportunity of all highway failures for loss of life. For these reasons, it is imperative that bridges be constructed to the same design standards as the system of which they are a part.

The NCDOT Bridge Maintenance Unit inspects all bridges in North Carolina at least once every two years. Bridges having the highest priority are replaced as Federal and State funds become available. 15 deficient bridges were identified within the planning area and are illustrated in Figure 5. Refer to Appendix G for more detailed information.

Figure 2

# 2010 Volumes and Capacity Deficiencies



## Pender County Comprehensive Transportation Plan

Plan date: 5/21/12

### Legend

- Near Capacity
- Over Capacity
- Municipal Boundary
- Water Bodies
- Rivers and Streams
- Planning Boundary
- County Boundary

14000	2010 AADT
15900	2010 Capacity

0 1 2 4 6  
Miles

Base map date: 12/12/11  
Refer to CTP document for more details

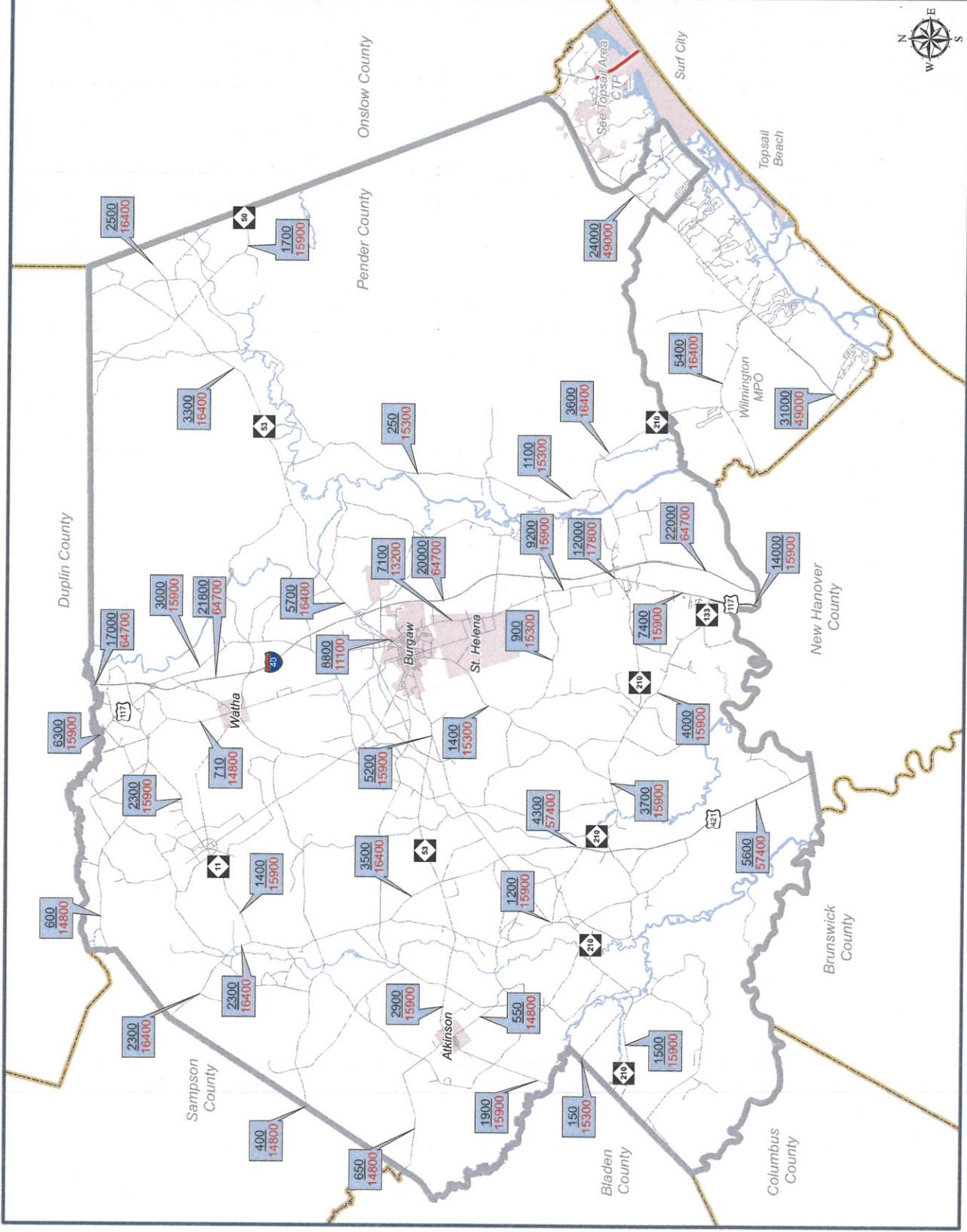


Figure 2b

# 2010 Volumes and Capacity Deficiencies



## Town of Burgaw Pender County Comprehensive Transportation Plan

Plan date: 5/21/12

### Legend

- Near Capacity
  - Over Capacity
  - Municipal Boundary
  - Water Bodies
  - Rivers and Streams
  - Planning Boundary
  - County Boundary
- 9800 2010 AADT  
11100 2010 Capacity

0 750 1,500 3,000 Feet

Base map date: 12/12/11

Refer to CIP document for more details

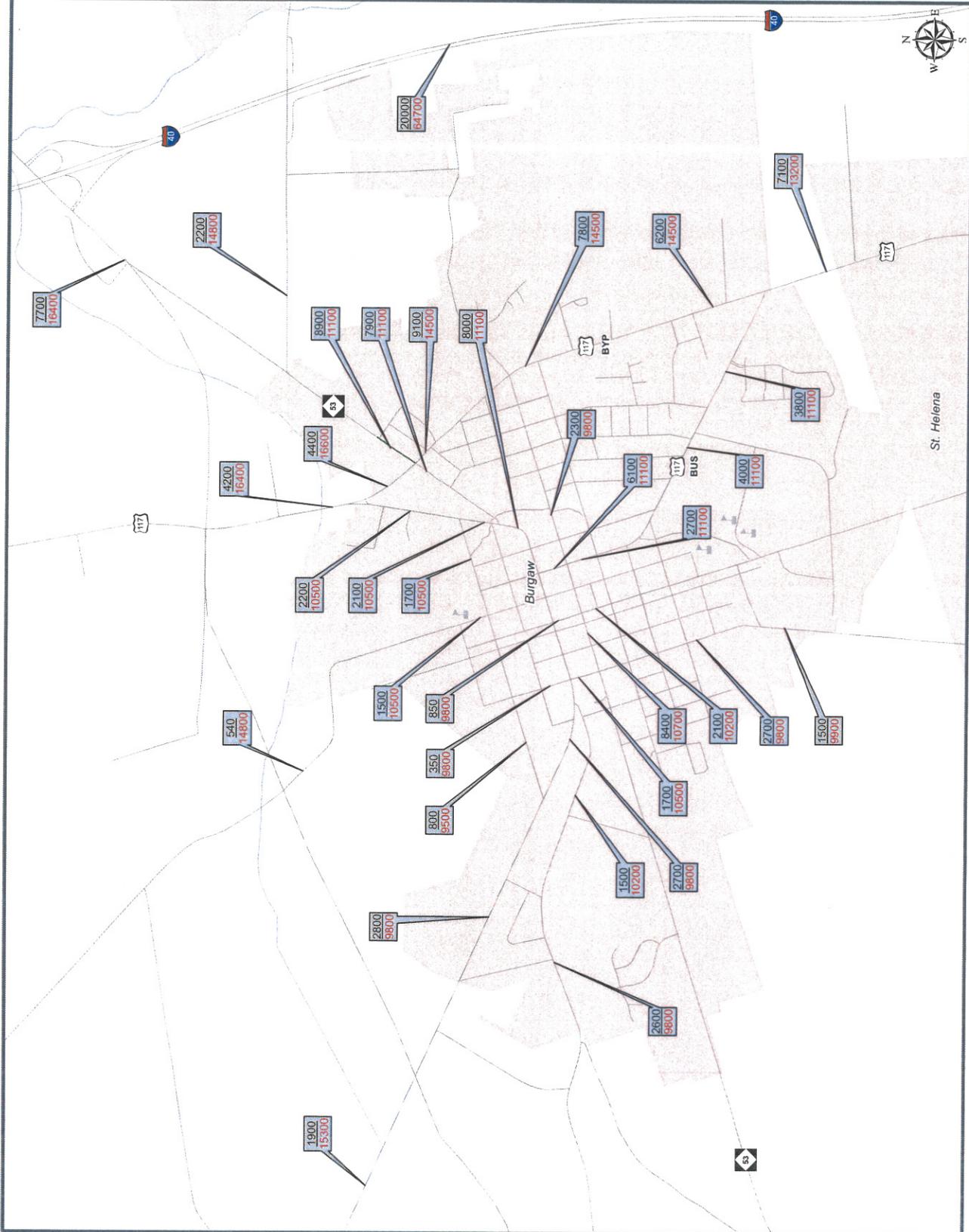


Figure 3

# 2040 Volumes and Capacity Deficiencies



## Pender County Comprehensive Transportation Plan

Plan date: 5/21/12

### Legend

- Near Capacity
- Over Capacity
- Municipal Boundary
- Water Bodies
- Rivers and Streams
- Planning Boundary
- County Boundary

14000 2040 AADT  
15900 2010 Capacity

0 1 2 4 6  
Miles

Base map date: 12/12/11

Refer to CTP document for more details

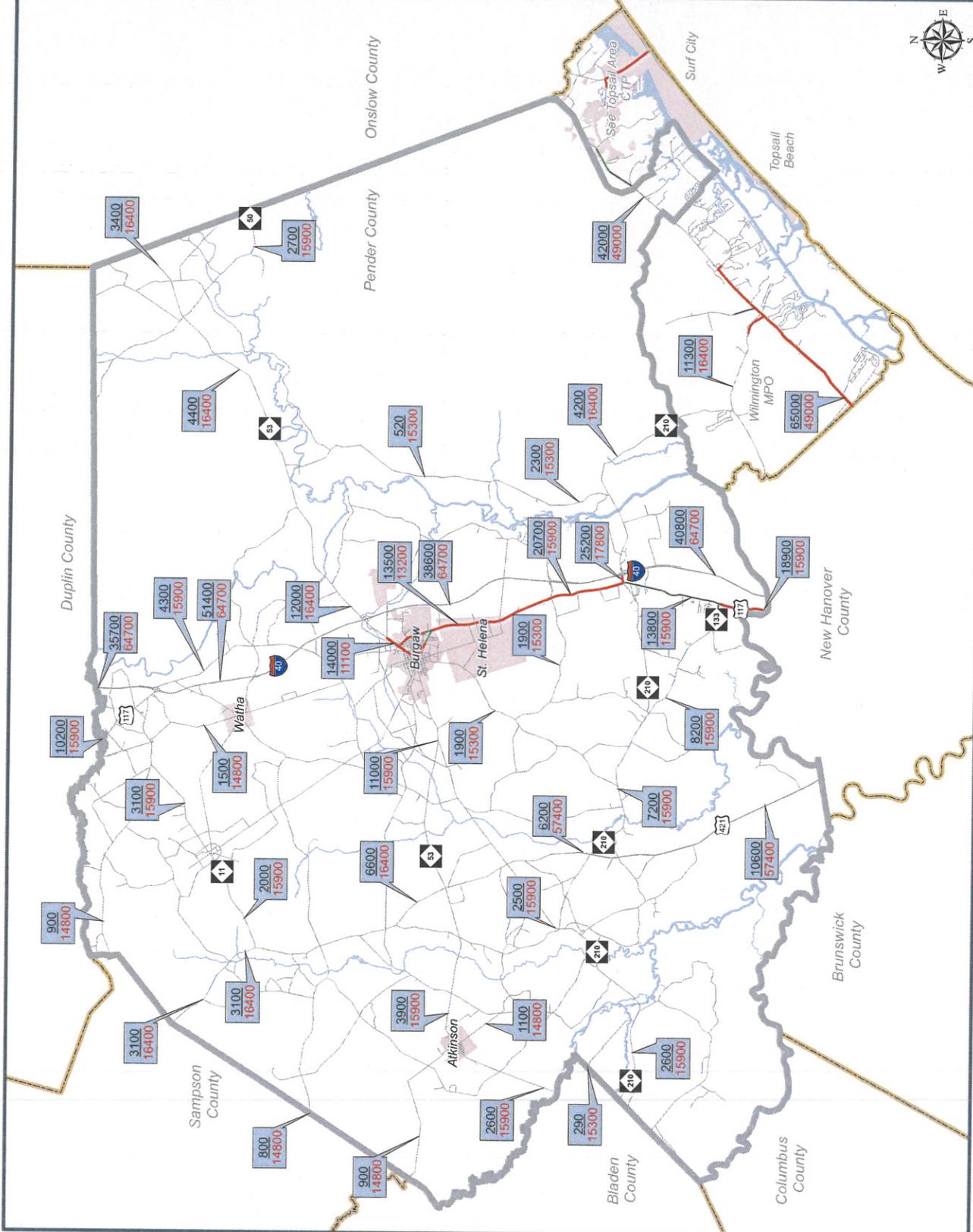


Figure 3b

# 2040 Volumes and Capacity Deficiencies



## Town of Burgaw Pender County Comprehensive Transportation Plan Plan date: 5/21/12

### Legend

- Near Capacity
- Over Capacity
- Municipal Boundary
- Water Bodies
- Rivers and Streams
- Planning Boundary
- County Boundary
- 9800 2040 AADT
- 11100 2010 Capacity

0 750 1,500 3,000 Feet

Base map date: 12/12/11

Refer to CTP document for more details



Figure 4

# Crash Locations

March 1, 2008 to March 1, 2011



## Pender County

### Comprehensive Transportation Plan

Plan date: 5/21/12

#### Legend

- Schools
- Crash Locations
- Roads
- Municipal Boundary
- Water Bodies
- Rivers and Streams
- Planning Boundary
- County Boundary



Base map date: 5/16/11  
Refer to CTP document for more details

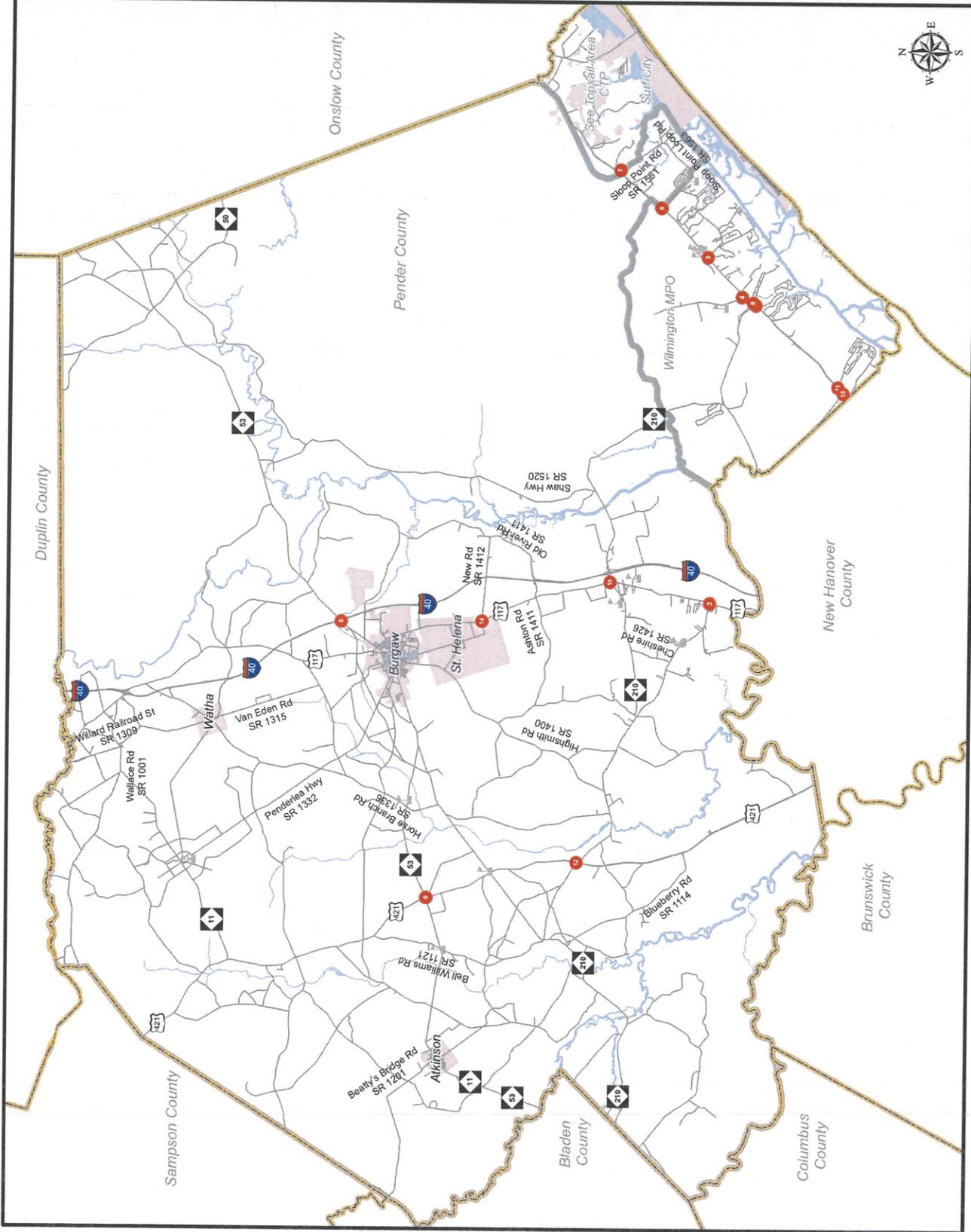


Figure 5  
Deficient Bridges



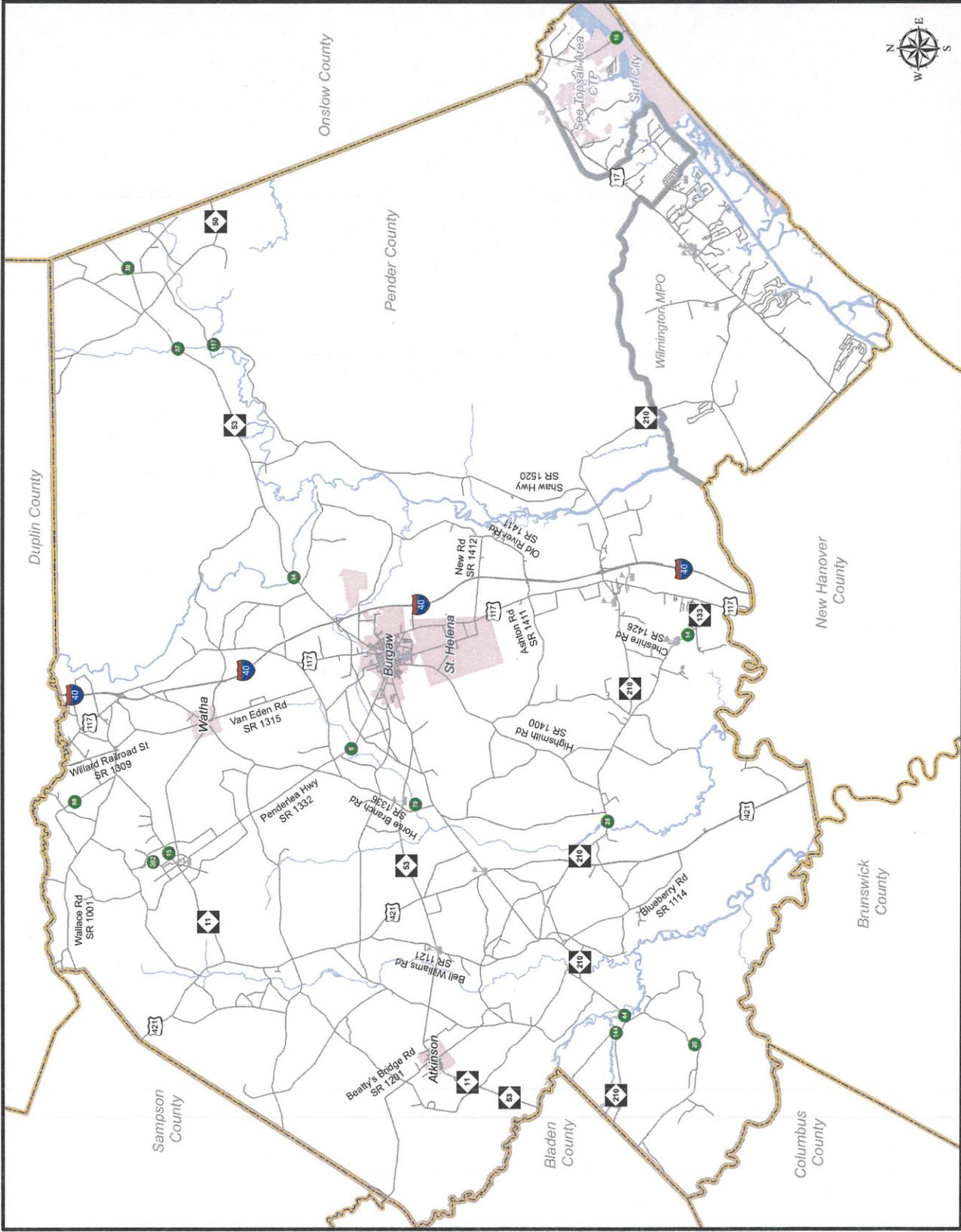
**Pender County**  
Comprehensive  
Transportation Plan  
Plan date: 5/21/12

**Legend**

- Schools
- Deficient Bridge
- Roads
- Municipal Boundary
- Water Bodies
- Rivers and Streams
- Planning Boundary
- County Boundary



Base map date: 4/02/12  
Refer to CTP document for more details



## ***Public Transportation and Rail***

Public transportation and rail are vital modes of transportation that give alternative options for transporting people and goods from one place to another.

### Public Transportation

North Carolina's public transportation systems serve more than 50 million passengers each year. Five categories define North Carolina's public transportation system: community, regional community, urban, regional urban and intercity.

- Community Transportation - Local transportation efforts formerly centered on assisting clients of human service agencies. Today, the vast majority of rural systems serve the general public as well as those clients.
- Regional Community Transportation - Regional community transportation systems are composed of two or more contiguous counties providing coordinated / consolidated service. Although such systems are not new, the NCDOT Board of Transportation is encouraging single-county systems to consider mergers to form more regional systems.
- Urban Transportation – There are currently nineteen urban transit systems operating in North Carolina, from locations such as Asheville and Hendersonville in the west to Jacksonville and Wilmington in the east. In addition, small urban systems are at work in three areas of the state. Consolidated urban-community transportation exists in five areas of the state. In those systems, one transportation system provides both urban and rural transportation within the county.
- Regional Urban Transportation - Regional urban transit systems currently operate in three areas of the state. These systems connect multiple municipalities and counties.
- Intercity Transportation - Intercity bus service is one of a few remaining examples of privately owned and operated public transportation in North Carolina. Intercity buses serve many cities and towns throughout the state and provide connections to locations in neighboring states and throughout the United States and Canada. Greyhound/Carolina Trailways operates in North Carolina. However, community, urban and regional transportation systems are providing increasing intercity service in North Carolina.

An inventory of existing and planned fixed public transportation routes for the planning area is presented on Sheet 3 of Figure 1. Pender County doesn't have an existing fixed Transit network. However, Pender Adult Services has a van service that provides transportation for the elderly by way of appointments made with Pender Senior Center. All recommendations for public transportation were coordinated with the local governments and the Public Transportation Division of NCDOT. Refer to Appendix A for contact information.

## Rail

Today North Carolina has 3,684 miles of railroad tracks throughout the state. There are two types of trains that operate in the state, passenger trains and freight trains.

The North Carolina Department of Transportation sponsors two passenger trains, the Carolinian and Piedmont. The Carolinian runs between Charlotte and New York City, while the Piedmont train carries passengers from Raleigh to Charlotte and back everyday. Combined, the Carolinian and Piedmont carry more than 200,000 passengers each year.

There are two major freight railroad companies that operate in North Carolina, CSX Transportation and Norfolk Southern Corporation. Also, there are more than 20 smaller freight railroads, known as shortlines.

An inventory of existing and planned rail facilities for the planning area is presented on Sheet 3 of Figure 1. Existing railroad tracks between Wallace and Castle Hayne, and Wilmington and Jacksonville were removed over 30 years ago. Now there is an interest in restoring both those routes. The exact location of the routes and crossings will need to be determined with a future feasibility study. All recommendations for rail were coordinated with the local governments and the Rail Division of NCDOT. Refer to Appendix A for contact information.

## ***Bicycles & Pedestrians***

Bicyclists and pedestrians are a growing part of the transportation equation in North Carolina. Many communities are working to improve mobility for both cyclists and pedestrians.

NCDOT's Bicycle Policy, updated in 1991, clarifies responsibilities regarding the provision of bicycle facilities upon and along the 77,000-mile state-maintained highway system. The policy details guidelines for planning, design, construction, maintenance, and operations pertaining to bicycle facilities and accommodations. All bicycle improvements undertaken by the NCDOT are based upon this policy.

The 2000 NCDOT Pedestrian Policy Guidelines specifies that NCDOT will participate with localities in the construction of sidewalks as incidental features of highway improvement projects. At the request of a locality, state funds for a sidewalk are made available if matched by the requesting locality, using a sliding scale based on population.

NCDOT's administrative guidelines, adopted in 1994, ensure that greenways and greenway crossings are considered during the highway planning process. This policy was incorporated so that critical corridors which have been adopted by localities for future greenways will not be severed by highway construction.

Inventories of existing and planned bicycle and pedestrian facilities for the planning area are presented on Sheets 4 and 5 of Figure 1. The town of Burgaw Bike and Pedestrian System Plan was utilized in the development of these elements of the CTP.

There are two state bike routes that go through Pender County. NC Bike Route 5 is a signed route that enters Pender County from Bladen County and runs along NC 210 and US 421 into New Hanover County. NC Bike Route is a signed route that enters Pender County from New Hanover County and runs along NC 210 and US 17 into Onslow County. All recommendations for bicycle and pedestrian facilities were coordinated with the local governments and the NCDOT Division of Bicycle and Pedestrian Transportation. Refer to Appendix A for contact information.

### ***Land Use***

G.S. §136-66.2 requires that local areas have a current (less than five years old) land development plan prior to adoption of the CTP. For this CTP, the 2010 Pender County Comprehensive Land Use Plan was used to meet this requirement and is illustrated in Figures 6 and 7, respectively.

Land use refers to the physical patterns of activities and functions within an area. Traffic demand in a given area is, in part, attributed to adjacent land use. For example, a large shopping center typically generates higher traffic volumes than a residential area. The spatial distribution of different types of land uses is a predominant determinant of when, where, and to what extent traffic congestion occurs. The travel demand between different land uses and the resulting impact on traffic conditions varies depending on the size, type, intensity, and spatial separation of development. Additionally, traffic volumes have different peaks based on the time of day and the day of the week. For transportation planning purposes, land use is divided into the following categories:

- Residential: Land devoted to the housing of people, with the exception of hotels and motels which are considered commercial.
- Commercial: Land devoted to retail trade including consumer and business services and their offices; this may be further stratified into retail and special retail classifications. Special retail would include high-traffic establishments, such as fast food restaurants and service stations; all other commercial establishments would be considered retail.
- Industrial: Land devoted to the manufacturing, storage, warehousing, and transportation of products.
- Public: Land devoted to social, religious, educational, cultural, and political activities; this would include the office and service employment establishments.
- Agricultural: Land devoted to the use of buildings or structures for the raising of non-domestic animals and/or growing of plants for food and other production.
- Mixed Use: Land devoted to a combination of any of the categories above.

Anticipated future land development is, in general, a logical extension of the present spatial land use distribution. Locations and types of expected growth within the planning area help to determine the location and type of proposed transportation improvements.

Pender County primarily anticipates growth in the areas of Coastal Pender along US 17 in the Hampstead area, the Rocky Point area, and along the US 421 corridor. They expect more suburban growth in the areas surrounding the municipalities, as well as the Penderlea Middle School area, the Shiloh Road area east of US 421, the US 421 at NC 11/53 area, the Currie area, the Whitestocking Road area, the Willard area, and the NC 53 at NC 50 area in the north east corner of the county. See Figure 7 for details.

Substantial residential and commercial growth is expected in the southern part of the County, particularly around the US 17 corridor.

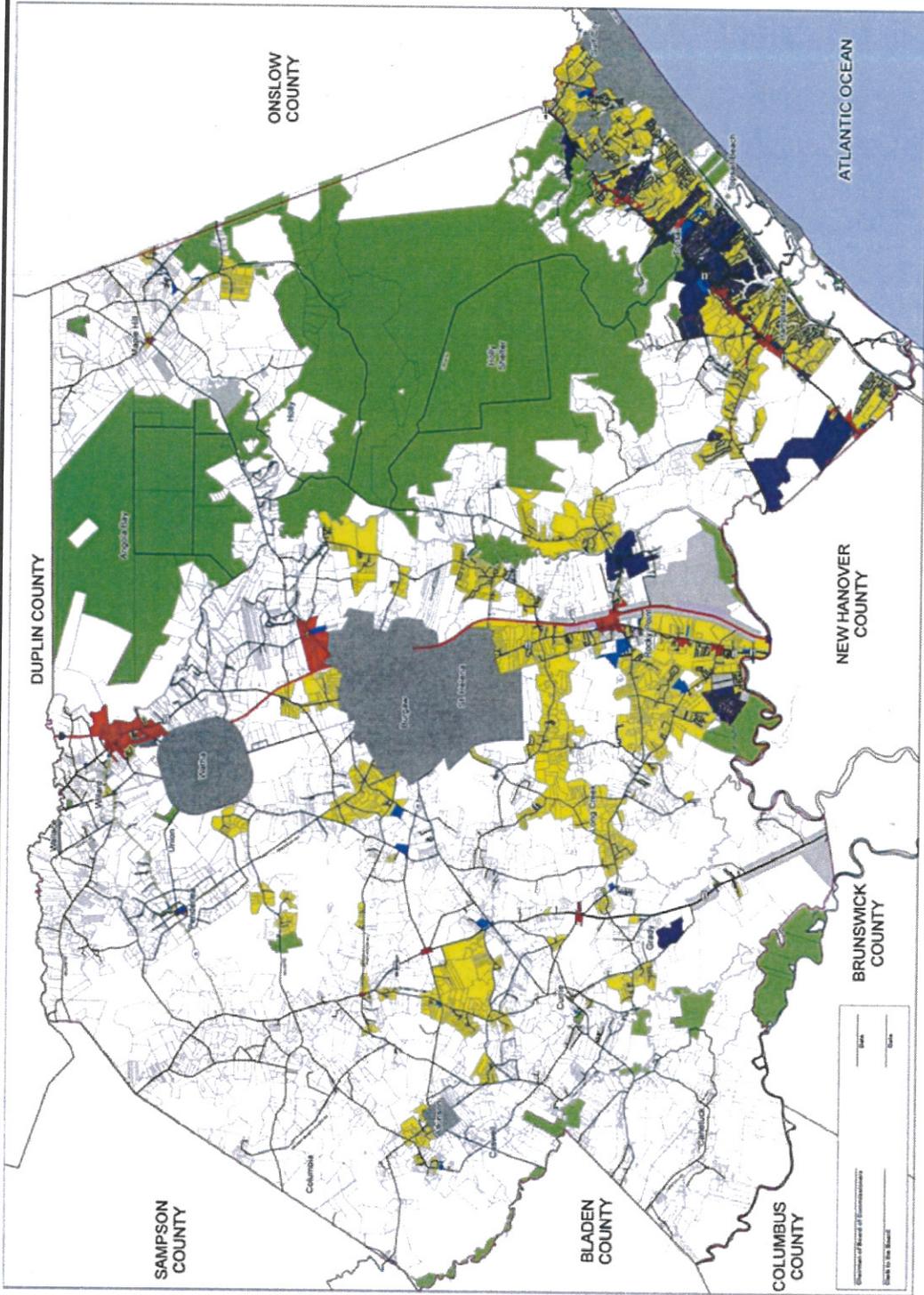
Figure 6  
Existing Land Use



**Pender County  
Comprehensive  
Transportation Plan**

Plan date: 6/09/12

Base map date: 4/02/12  
Refer to CTP document for more details



**ZONING MAP OF:  
PENDER COUNTY, NORTH CAROLINA**  
OFFICIAL ZONING MAP  
August 10, 2011

**Legend**

- Municipal Jurisdiction
- Manufactured Housing Community
- Office & Institutional
- Planned Development
- Environmental Conservation
- Rural Agricultural
- General Business
- General Industrial
- Residential Mixed
- Residential Performance
- Industrial Transition

**Zoning Classification**

- INCORPORATED
- Industrial Transition

Department of Planning & Transportation  
[Back to the Main Page](#)

Figure 7  
**Future Land Use**



# Pender County Comprehensive Transportation Plan

Plan date: 6/09/12

11-10-09

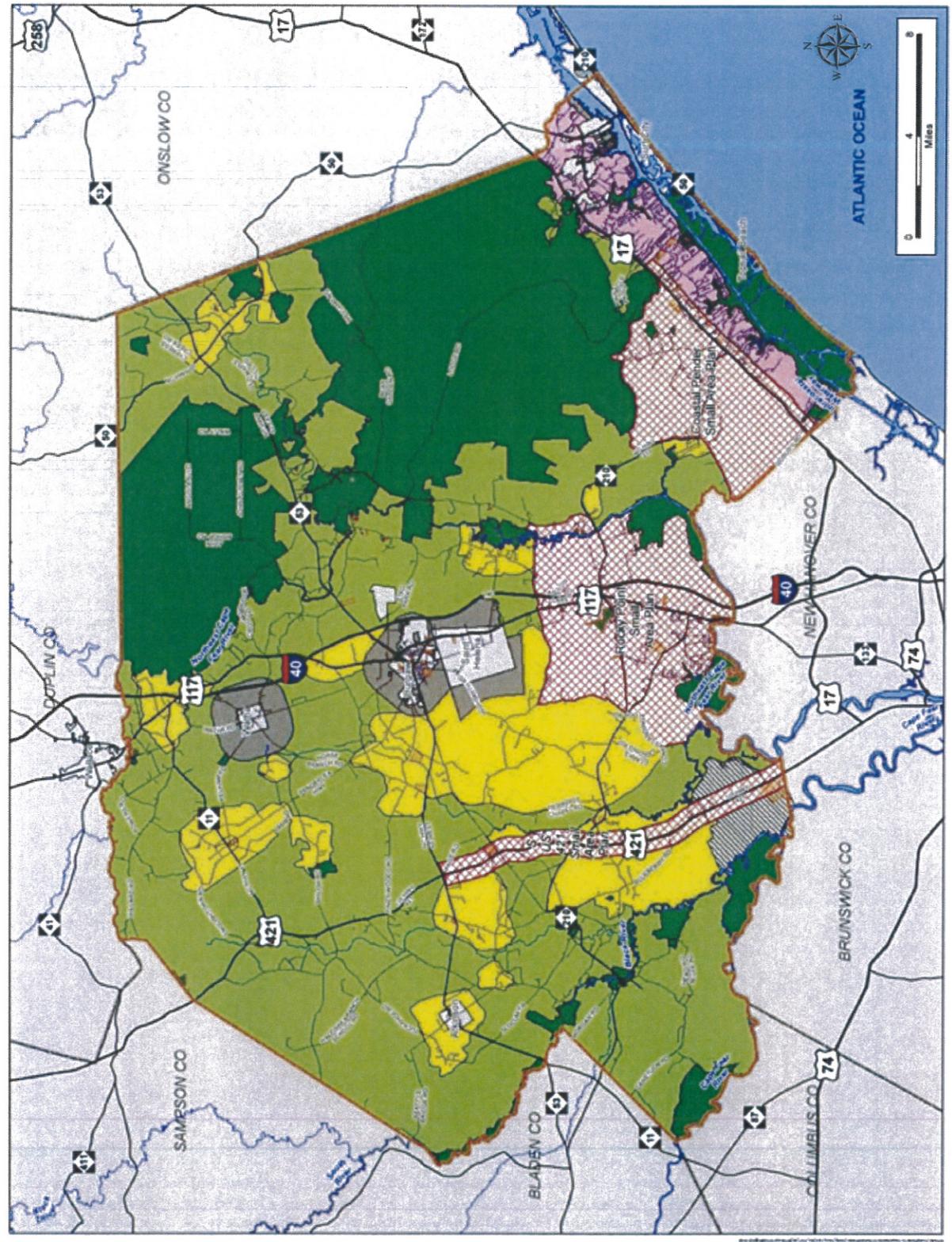
Pender County, North Carolina

**PRELIMINARY  
 FOR PLANNING  
 PURPOSES ONLY**



**Legend**

- Future Land Use Classification**
- Conservation
  - Industrial
  - Mixed Use
  - Rural Growth
  - Suburban Growth
- Other Features**
- Small Area Plan
  - County Owned Property
  - Water Body
  - Major Stream
  - Interstate
  - US Route
  - NC Route
  - Road Centerline
  - County Boundary



Base map date: 4/02/12  
 Refer to CTP document for more details

## ***Consideration of Natural and Human Environment***

Environmental features are a key consideration in the transportation planning process. Section 102 of the National Environmental Policy Act (NEPA) requires consideration of impacts on wetlands, wildlife, water quality, historic properties, and public lands. While a full NEPA evaluation was not conducted as part of the CTP, potential impacts to these resources were identified as a part of the project recommendations in Chapter 2 of this report. Prior to implementing transportation recommendations of the CTP, a more detailed environmental study would need to be completed in cooperation with the appropriate environmental resource agencies.

A full listing of environmental features that were examined as a part of this study is shown in the following tables utilizing the best available data. Environmental features occurring within Pender County are shown in Figure 8.

---

**Table 1 – Environmental Features**

---

- |  |   |
|--|---|
| <ul style="list-style-type: none"><li>• Airport Boundaries</li><li>• Anadromous Fish Spawning Areas</li><li>• Beach Access Sites</li><li>• Bike Routes (NCDOT)</li><li>• Coastal Marinas</li><li>• Colleges and Universities</li><li>• Conservation Tax Credit Properties</li><li>• Emergency Operation Centers</li><li>• Federal Land Ownership</li><li>• Fisheries Nursery Areas</li><li>• Geology (including Dikes and Faults)</li><li>• Hazardous Substance Disposal Sites</li><li>• Hazardous Waste Facilities</li><li>• High Quality Water and Outstanding Resource Water Management Zones</li><li>• Hospital Locations</li><li>• Hydrography (1:24,000 scale)</li><li>• Land Trust Priority Areas</li><li>• National Heritage Element Occurrences</li><li>• National Wetlands Inventory</li></ul> | <ul style="list-style-type: none"><li>• North Carolina Coastal Region Evaluation of Wetland Significance (NC-CREWS)</li><li>• Paddle Trails – Coastal Plain</li><li>• Railroads (1:24,000 scale)</li><li>• Recreation Projects – Land and Water Conservation Fund</li><li>• Sanitary Sewer Systems – Discharges, Land Application Areas, Pipes, Pumps and Treatment Plants</li><li>• Schools – Public and Non-Public</li><li>• Shellfish Strata</li><li>• Significant Natural Heritage Areas</li><li>• State Parks</li><li>• Submersed Rooted Vasculars</li><li>• Target Local Watersheds - EEP</li><li>• Trout Streams (DWQ)</li><li>• Trout Waters (WRC)</li><li>• Water Distribution Systems – Pipes, Pumps, Tanks, Treatment Plants, and Wells</li><li>• Water Supply Watersheds</li><li>• Wild and Scenic Rivers</li></ul> |
|--|---|

Additionally, the following environmental features were considered but are not mapped due to restrictions associated with the sensitivity of the data.

---

**Table 2 – Restricted Environmental Features**

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- Archaeological Sites
- Historic National Register Districts
- Historic National Register Structures
- Macrosite Boundaries
- Managed Areas
- Megasite Boundaries

**DRAFT**

**Figure 8  
Environmental  
Features Map**



**Pender County  
Comprehensive  
Transportation Plan**

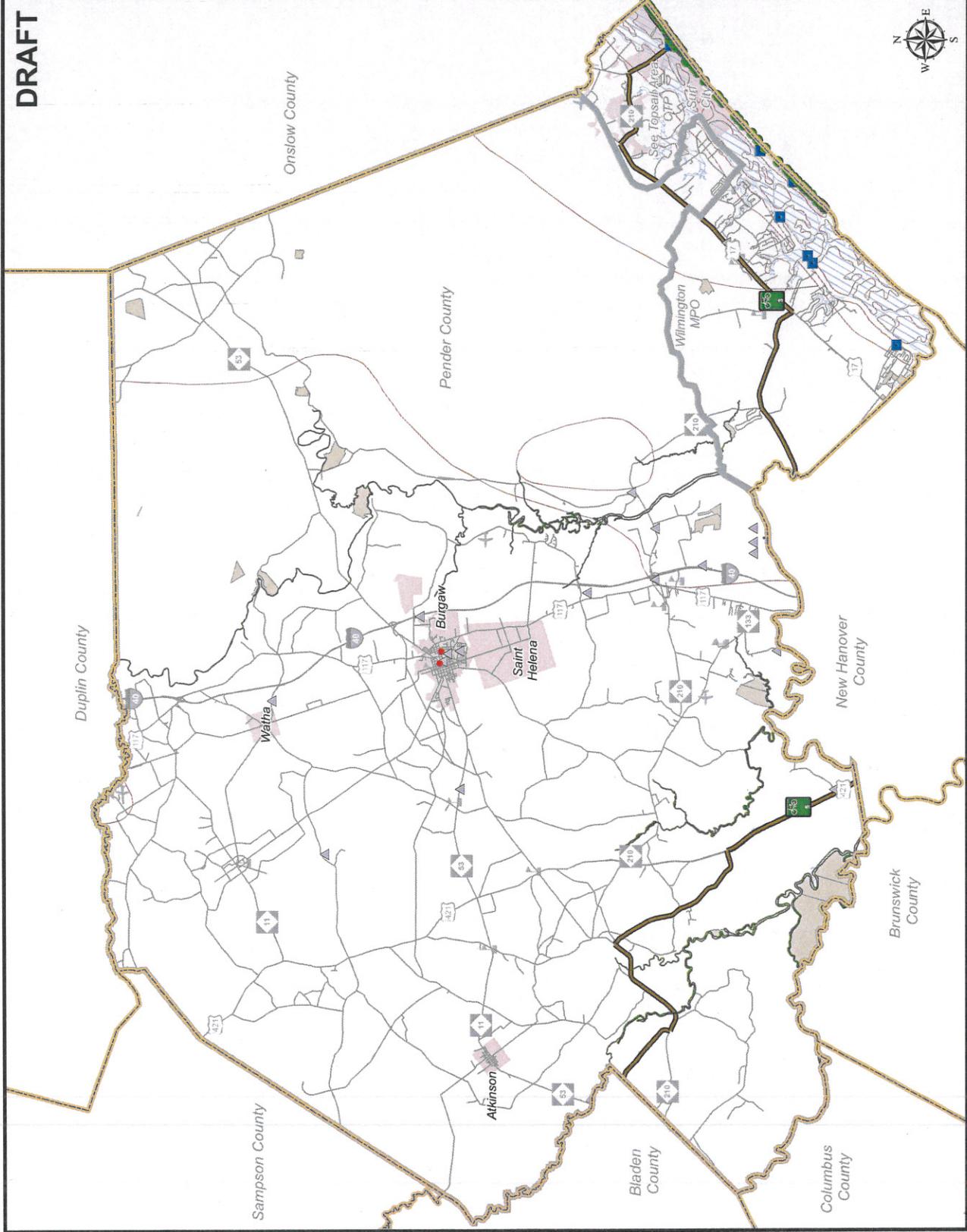
Plan date: 6/21/12

**Legend**

- Schools Public and Non-Public
- Airports
- Anadromous Fish Spawning Areas
- Beach Access
- Coastal Marinas
- Conservation Tax Credit Properties
- Emergency Operation Centers
- Geology
- Hazardous Substance Disposal Sites
- Bike Routes (NCDOT)
- Roads
- Paddle Trails - Coastal Plain
- Fisheries Nursery Areas
- Natural Heritage Element Occurrences
- Municipal Boundary
- Planning Boundary
- County Boundary



0 1 2 4 6  
Miles  
Base map date: 5/18/12  
Refer to CTP document for more details





**Bicycle Map**



**Pender County  
Comprehensive  
Transportation Plan**

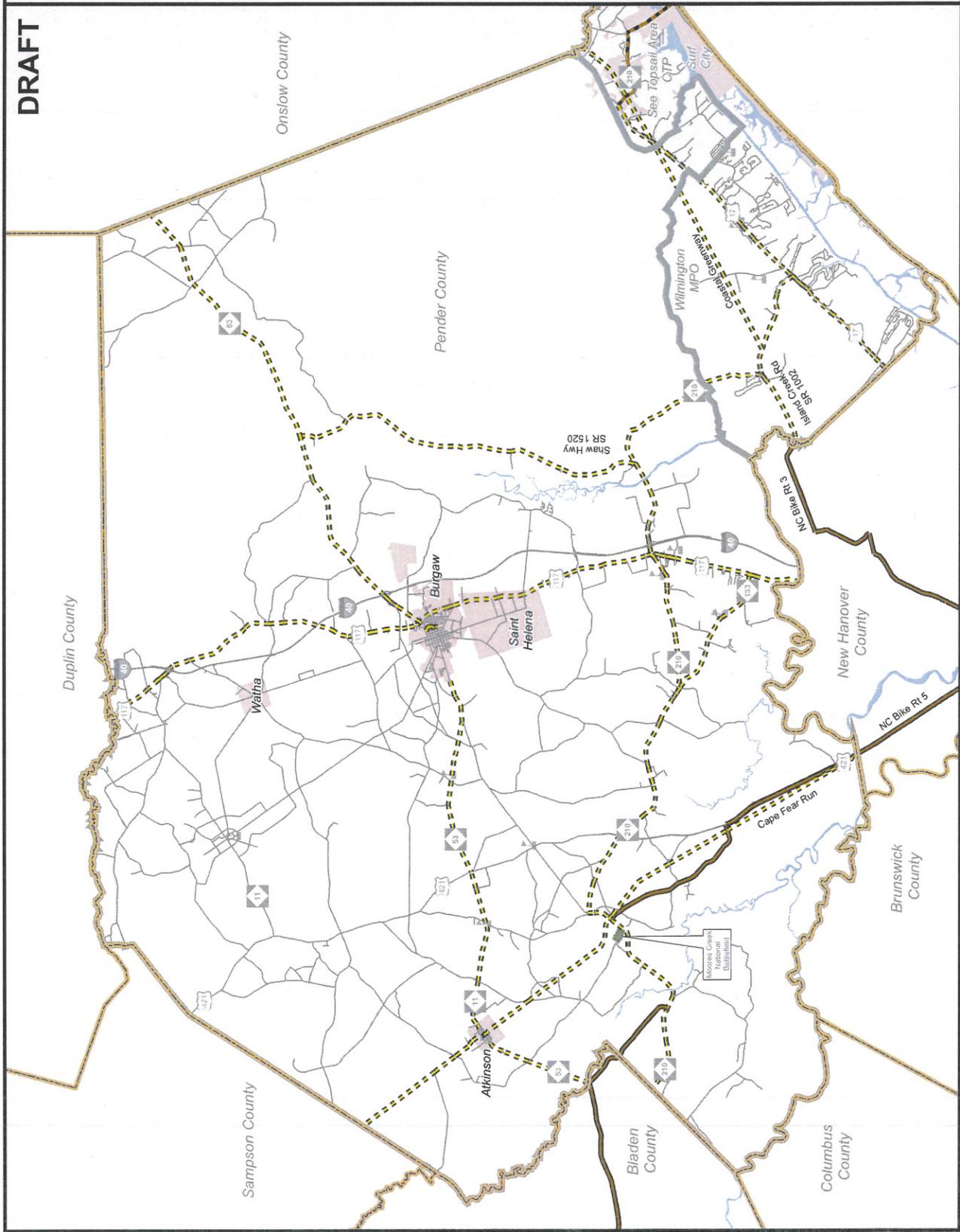
Plan date:

- On-road
  - Existing
  - Needs Improvement
  - Recommended
- Off-road
  - Existing
  - Needs Improvement
  - Recommended
- Multi-Use Paths
  - Existing
  - Needs Improvement
  - Recommended
- Existing Grade Separation
- Proposed Grade Separation



Base map date: 5/18/12  
Refer to CTP document for more details

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# The Pender County Comprehensive Transportation Plan

## *Executive Summary*

May 21, 2012

In January of 2011, the Transportation Planning Branch of the North Carolina Department of Transportation, Pender County, and the Cape Fear Rural Planning Organization initiated a study to cooperatively develop the Pender County Comprehensive Transportation Plan (CTP), which includes the towns of Atkinson, Burgaw, St. Helena, and Watha. This is a long range multi-modal transportation plan that covers transportation needs through the year 2040. Modes of transportation evaluated as part of this plan include: highway, public transportation and rail, bicycle, and pedestrian.

Achievements of the Pender County CTP include:

- A Vision Statement
- A transportation survey that received 445 responses.
- Identification of the worst accident locations in Pender County
- Traffic Volumes forecast on major roads to year 2040 to identify roads that will be over capacity
- Identified all the roads that don't meet minimum widths by current standards
- Coordinated with Pender County schools and identified the corridors with the most school buses.
- Made recommendations for road improvements based on volumes, widths, and heavy school traffic. Coordinated plans with recommendations made by the NC 53 Corridor Study in Burgaw, the 2010 Pender County Comprehensive Parks and Recreation Master Plan, and the US 17/ NC 210 Corridor Study.
- Identified Walker Street (US 117 Bus) as a corridor that needs access improvements.
- Identified deficient bridges in Pender County
- Bike and Pedestrian subcommittee made recommendations for Multi-use paths
- Atkinson and Burgaw made recommendations for sidewalks.
- Recommended restoring rail lines connecting Wilmington to Jacksonville, and Wallace to Castle Hayne.

The public drop in session will be held on June 21st, 2012 from 4:00 – 7:00 pm in the Pender County Administration Bldg, 805 S. Walker Street in Burgaw in the Public Assembly Room.

All members of the Pender County Steering Committee brought forth great ideas and lively discussions to our meetings. I would like to thank them for all their hard work.

Please send comments to Shane York at [sdyork@ncdot.gov](mailto:sdyork@ncdot.gov)

# Highway Map

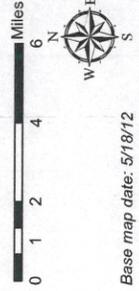


## Pender County Comprehensive Transportation Plan

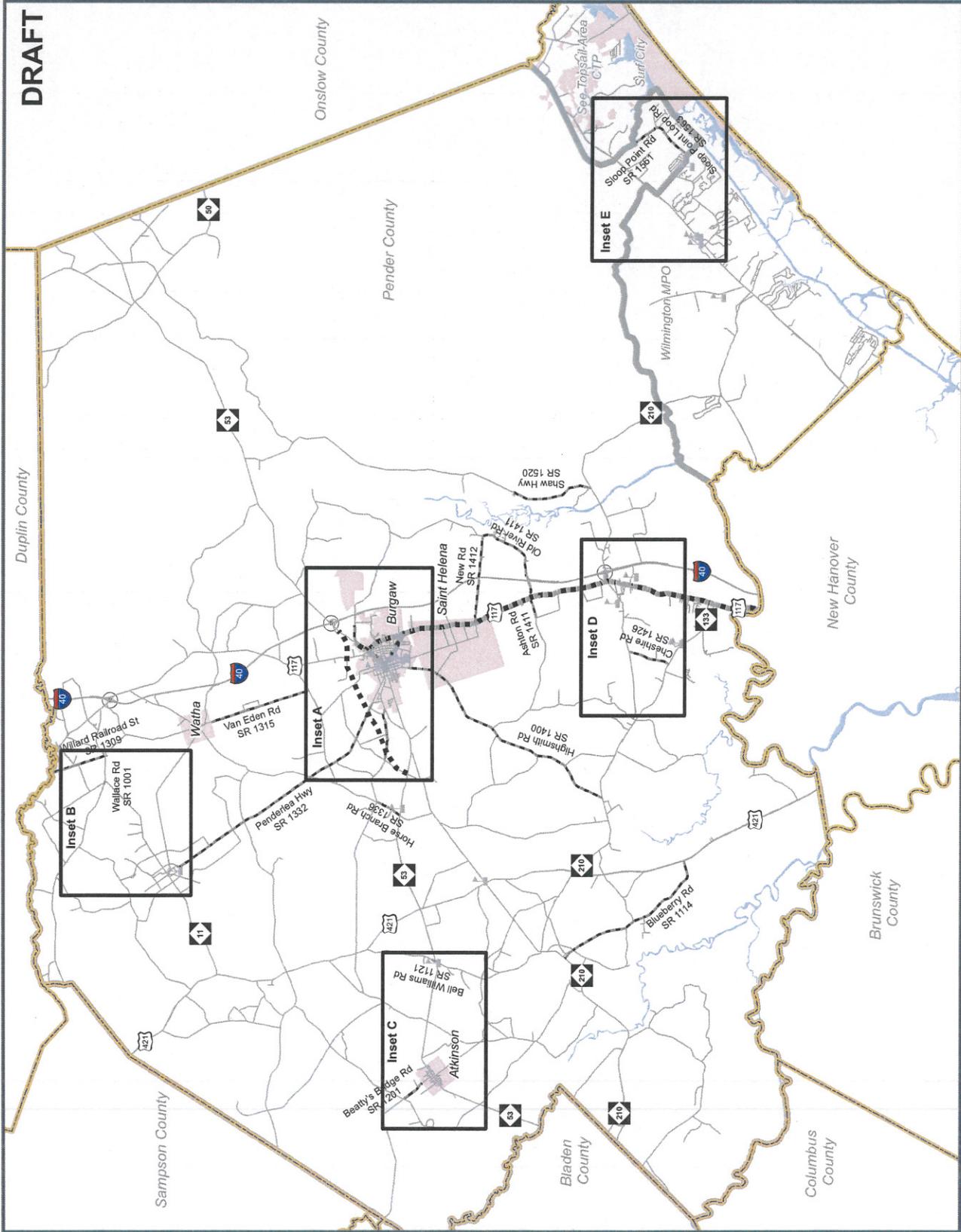
Plan date:

- |                                  |  |                   |
|----------------------------------|--|-------------------|
| <b>Freeways</b>                  |  | Existing          |
|                                  |  | Needs Improvement |
|                                  |  | Recommended       |
| <b>Expressways</b>               |  | Existing          |
|                                  |  | Needs Improvement |
|                                  |  | Recommended       |
| <b>Boulevards</b>                |  | Existing          |
|                                  |  | Needs Improvement |
|                                  |  | Recommended       |
| <b>Other Major Thoroughfares</b> |  | Existing          |
|                                  |  | Needs Improvement |
|                                  |  | Recommended       |
| <b>Minor Thoroughfares</b>       |  | Existing          |
|                                  |  | Needs Improvement |
|                                  |  | Recommended       |

- |  |                           |
|--|---------------------------|
|  | Existing Interchange      |
|  | Proposed Interchange      |
|  | Existing Grade Separation |
|  | Proposed Grade Separation |



Base map date: 5/18/12  
Refer to CTP document for more details



**DRAFT**



Highway Map  
Inset D, E, F



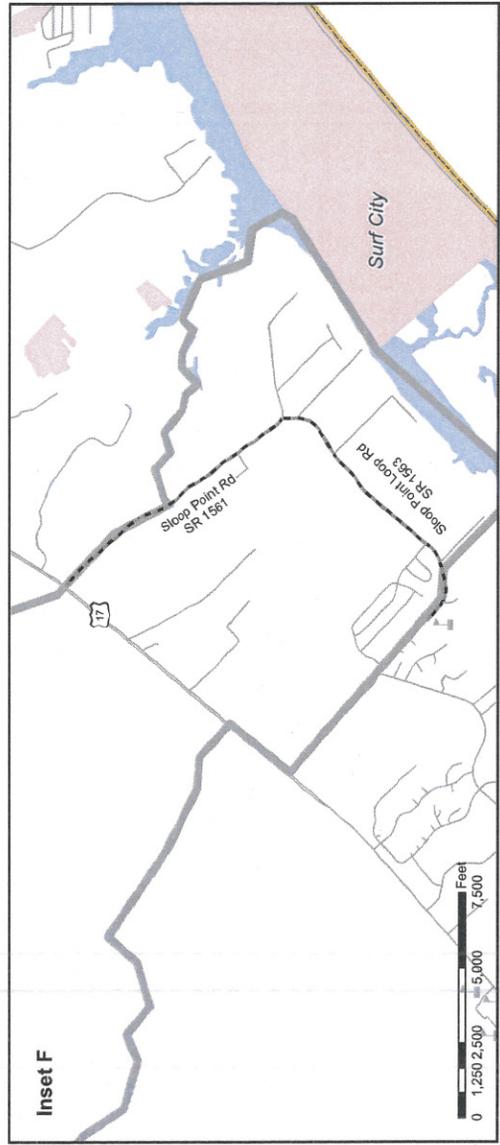
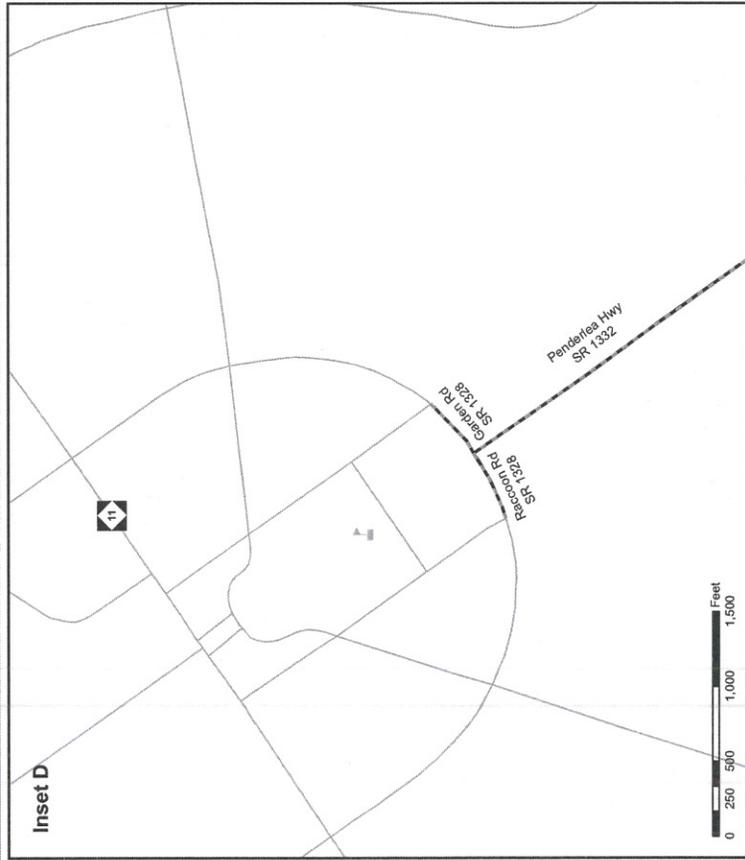
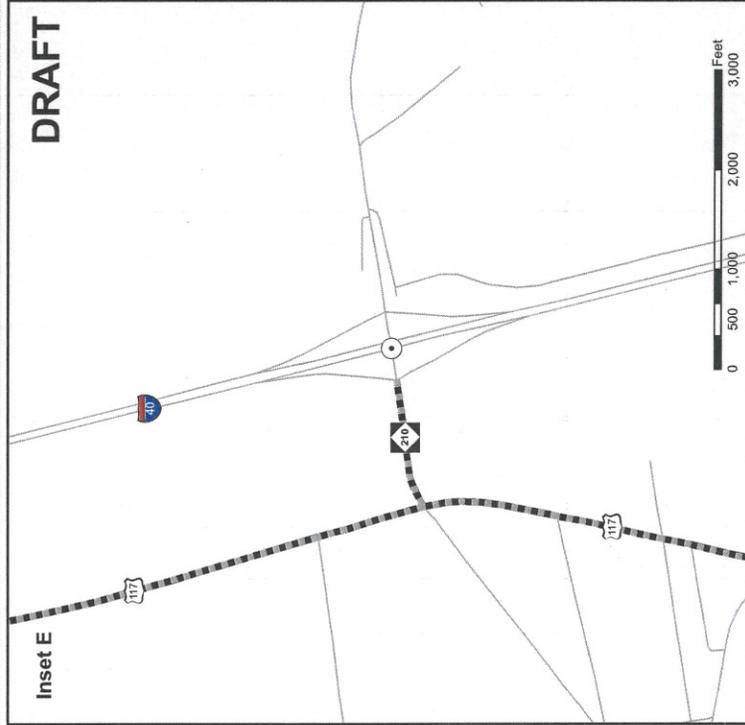
**Pender County  
Comprehensive  
Transportation Plan**

Plan date:

- |                                  |          |                   |             |
|----------------------------------|----------|-------------------|-------------|
| <b>Freeways</b>                  | Existing | Needs Improvement | Recommended |
| <b>Expressways</b>               | Existing | Needs Improvement | Recommended |
| <b>Boulevards</b>                | Existing | Needs Improvement | Recommended |
| <b>Other Major Thoroughfares</b> | Existing | Needs Improvement | Recommended |
| <b>Minor Thoroughfares</b>       | Existing | Needs Improvement | Recommended |
| <b>Interchanges</b>              | Existing | Proposed          |             |
| <b>Grade Separations</b>         | Existing | Proposed          |             |



Base map date: 5/18/12  
Refer to CTP document for more details



**Pedestrian Map**



**Pender County  
Comprehensive  
Transportation Plan**

Plan date:

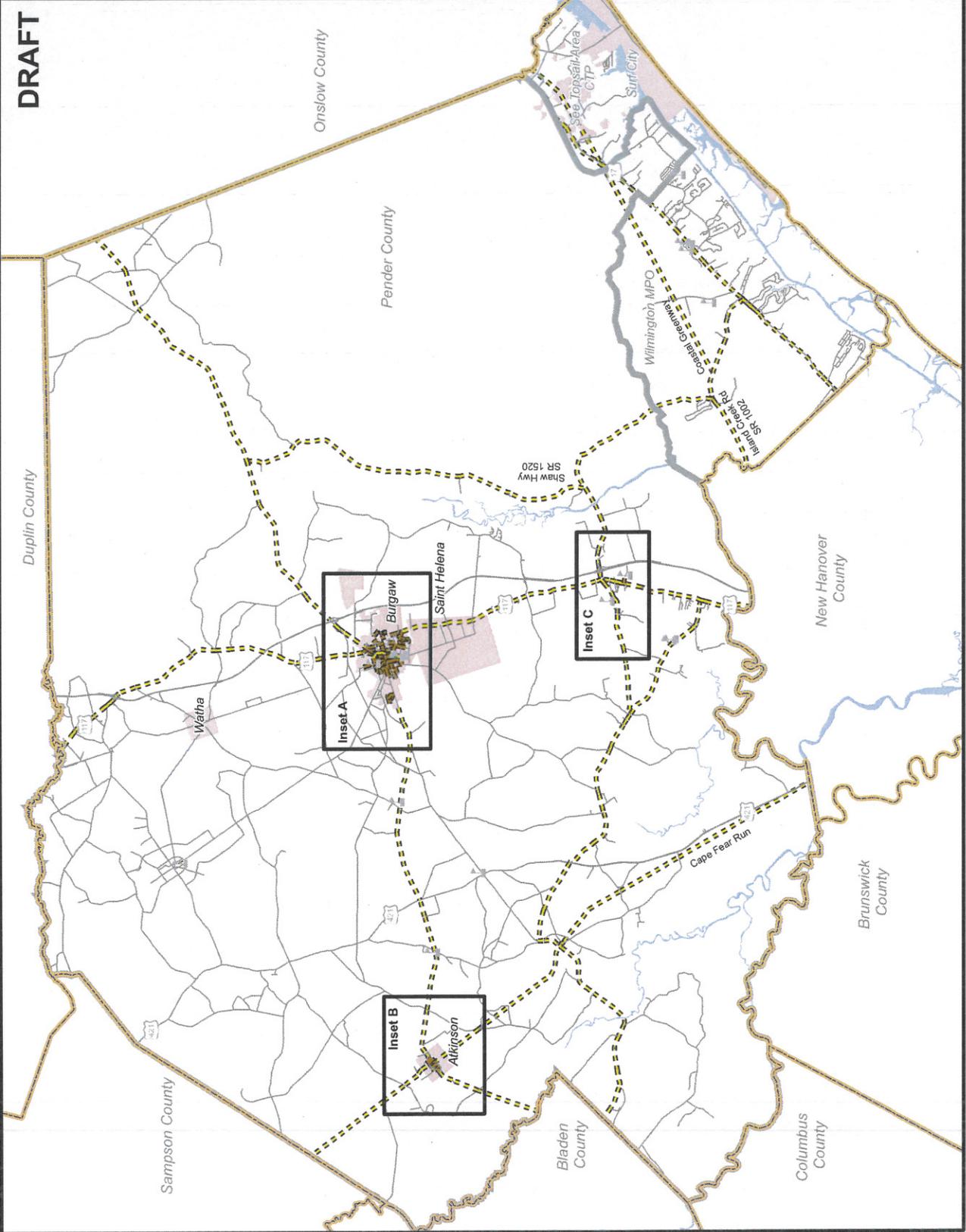
- |                        |                           |                           |             |
|------------------------|---------------------------|---------------------------|-------------|
| <b>Sidewalks</b>       | Existing                  | Needs Improvement         | Recommended |
| <b>Off-road</b>        | Existing                  | Needs Improvement         | Recommended |
| <b>Multi-Use Paths</b> | Existing                  | Needs Improvement         | Recommended |
|                        | Existing Grade Separation | Proposed Grade Separation |             |



Base map date: 5/18/12

Refer to CTP document for more details

**DRAFT**



**Pedestrian Map**  
Inset A



**Pender County  
Comprehensive  
Transportation Plan**

Plan date:

- |                         |          |                   |             |
|-------------------------|----------|-------------------|-------------|
| <b>Sidewalks</b>        | Existing | Needs Improvement | Recommended |
| <b>Off-road</b>         | Existing | Needs Improvement | Recommended |
| <b>Multi-Use Paths</b>  | Existing | Needs Improvement | Recommended |
| <b>Grade Separation</b> | Existing | Proposed          |             |



Base map date: 5/18/12  
Refer to CTP document for more details

**DRAFT**



**Pedestrian Map**  
Inset B, C



**Pender County  
Comprehensive  
Transportation Plan**

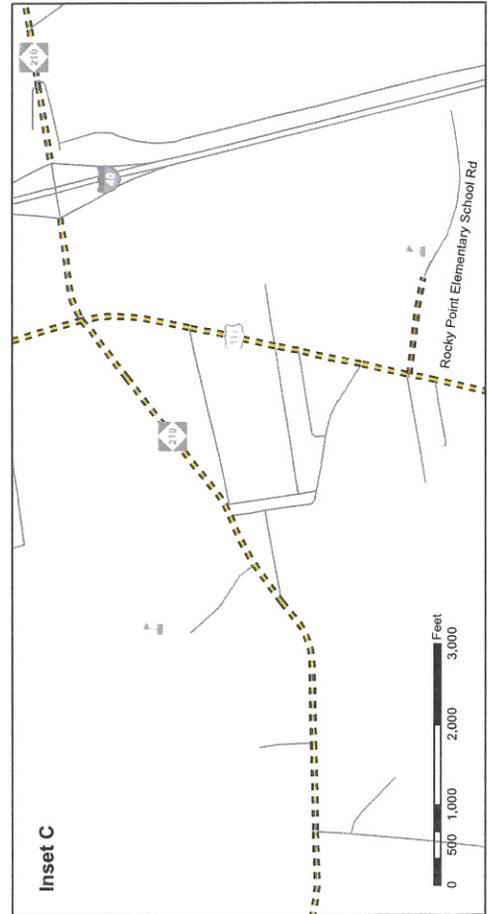
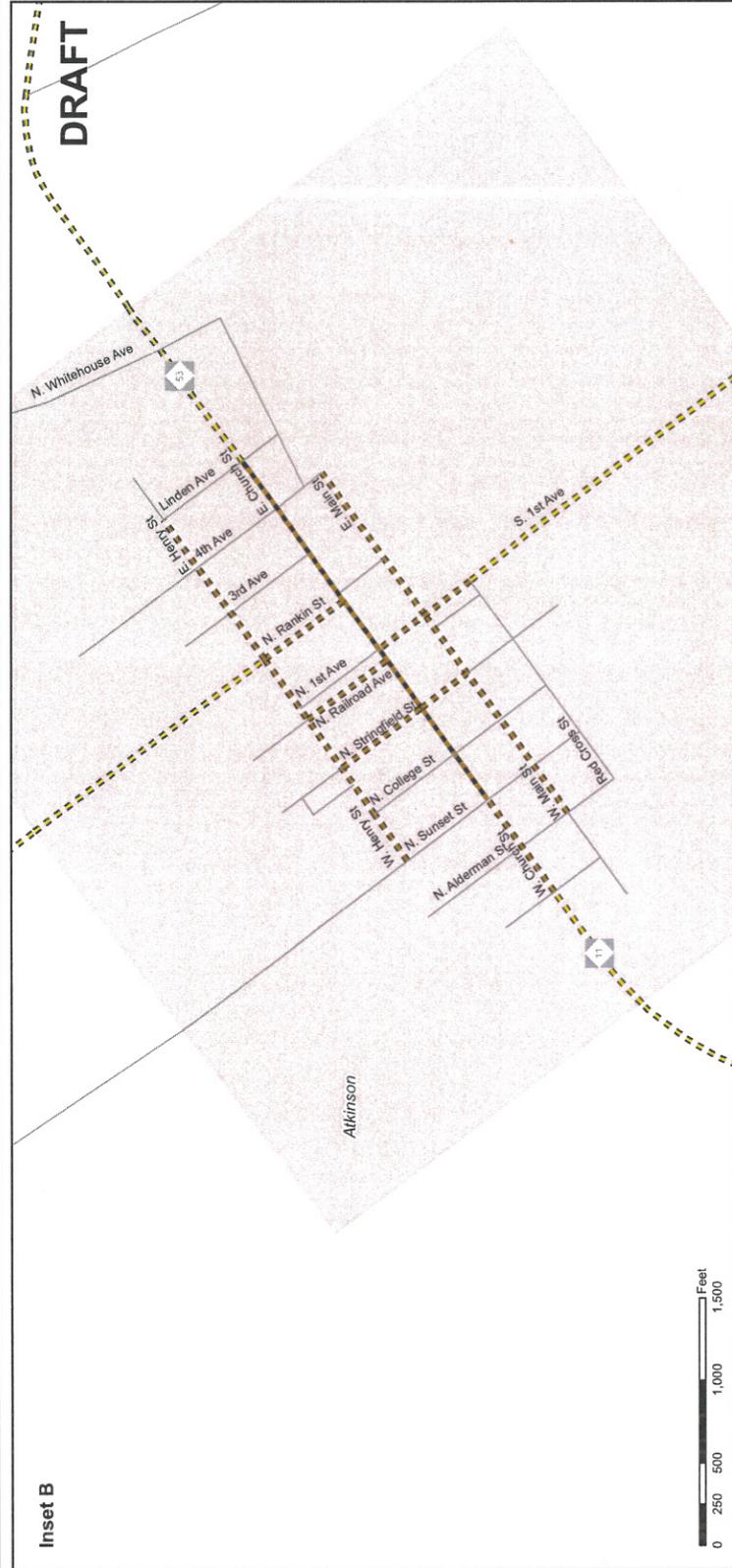
Plan date:

- |                        |                           |                           |             |
|------------------------|---------------------------|---------------------------|-------------|
| <b>Sidewalks</b>       | Existing                  | Needs Improvement         | Recommended |
| <b>Off-road</b>        | Existing                  | Needs Improvement         | Recommended |
| <b>Multi-Use Paths</b> | Existing                  | Needs Improvement         | Recommended |
|                        | Existing Grade Separation | Proposed Grade Separation |             |



Base map date: 5/18/12

Refer to CTP document for more details



# Public Transportation and Rail Map



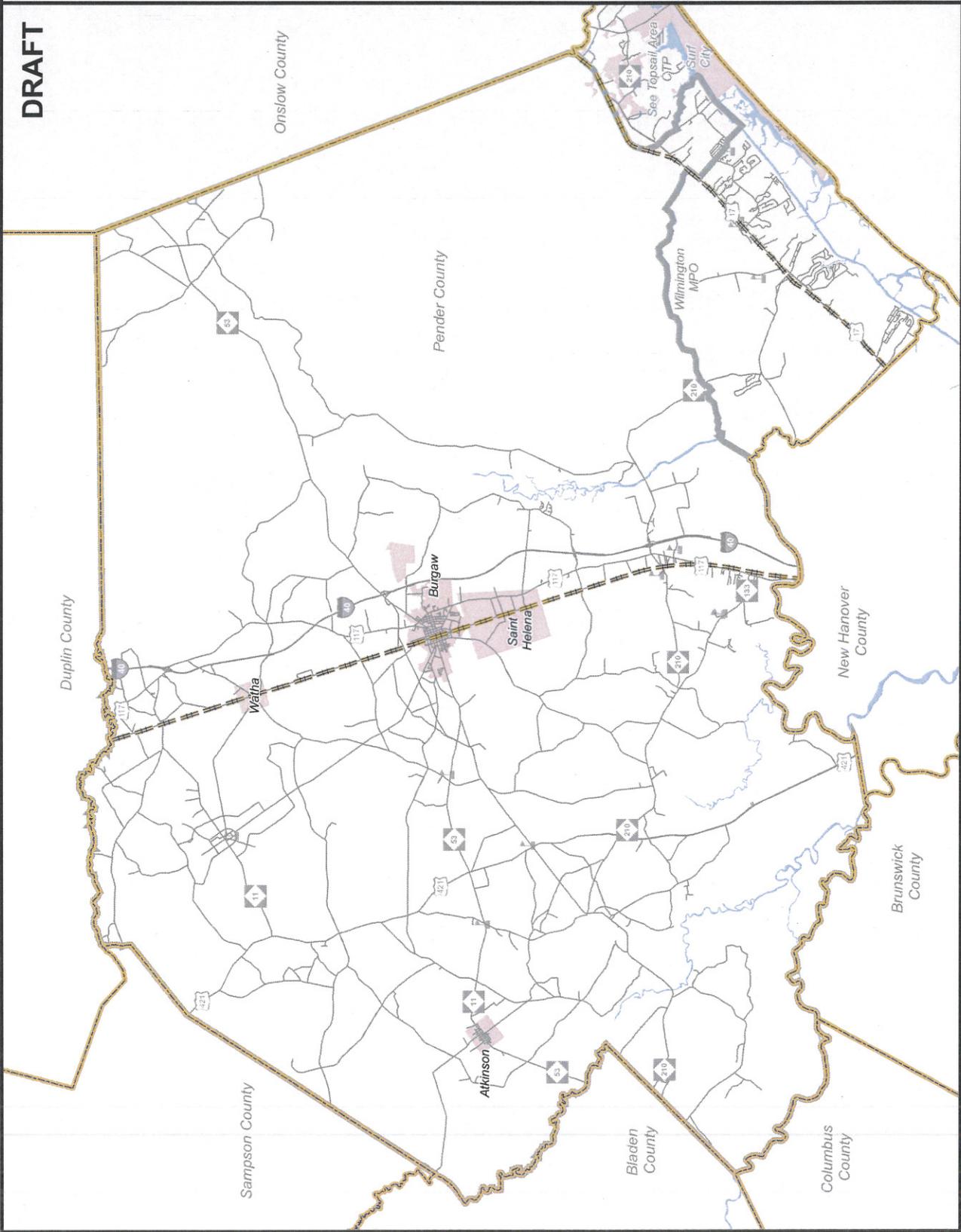
## Pender County Comprehensive Transportation Plan

Plan date:

- Bus Routes**
  - Existing: Solid line with small squares
  - Needs Improvement: Dashed line with small squares
  - Recommended: Dotted line with small squares
- Fixed Guideway**
  - Existing: Solid line with small squares
  - Needs Improvement: Dashed line with small squares
  - Recommended: Dotted line with small squares
- Operational Strategies**
  - Existing: Solid line with small squares
  - Needs Improvement: Dashed line with small squares
  - Recommended: Dotted line with small squares
- Rail Corridor**
  - Active: Solid line with small squares
  - Inactive: Dashed line with small squares
  - Recommended: Dotted line with small squares
- High Speed Rail Corridor**
  - Existing: Solid line with small squares
  - Recommended: Dotted line with small squares
- Rail Stops**
  - Existing: Blue circle
  - Recommended: Blue square
- Intermodal Connector**
  - Existing: Yellow triangle
  - Recommended: Yellow square
- Park and Ride Lot**
  - Existing: Blue 'P' in a square
  - Recommended: Yellow 'P' in a square

0 0.5 1 2 3 Miles

Base map date: 5/18/12  
Refer to CTP document for more details.



**DRAFT**