

Pender County Planning and Community Development



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

Phone: 910-259-1202
Fax: 910-259-1295
www.pendercountync.gov

AGENDA

**Pender County Planning Board
Tuesday, May 3, 2016 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: ___ Fullerton ___ Baker: ___ Carter: ___ Edens: ___ McClammy: ___ Nalee: ___

1. Adoption of the Agenda:

2. Adoption of the Minutes: (April 5, 2016)

3. Public Comment:

(Public Hearings Open)

4. Preliminary Plat Revision:

Signature Top Sail NC, LTD, applicant, on behalf of J L Morris Enterprises of Hampstead Inc., Morris Jeffrey Let al, and Signature Top Sail NC, LTD, owners, is requesting a revision to the previously approved Phase III Preliminary Plat for the mixed-use development proposal known as Wyndwater. Specifically this request is to; increase the overall project area from \pm 39.34 acres to \pm 43.43 acres, increase the total units from sixty-nine (69) single-family conventional lots and forty (40) single-family attached duplex lots to one hundred twenty-eight (128) single-family conventional lots. The subject properties are zoned PD, Planned Development zoning district. The properties are located to the north of Doral Drive (SR 1693), northwest of Sloop Point Loop Road (SR 1563), south of the conditionally approved Master Development Plan known as Cardinal Pointe and east of US HWY 17 in Hampstead. The properties may be further identified by Pender County PINs; 4214-12-3906-0000, 4214-04-6027-0000, 4214-04-9162-0000, and 4214-23-2200-0000.

5. Preliminary Plat:

Signature Top Sail NC, LTD, applicant, on behalf of Capstone Ventures LLC., owner, is requesting the approval of a Preliminary Plat for Phase IV of the mixed-use development proposal known as Wyndwater. Specifically, the request for Phase IV approval includes fifty-four (54) single-family

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.

conventional lots on ± 22.4 acres. The subject property is zoned PD, Planned Development zoning district. The properties are located to the north of Wyndwater Phase II, to the south of vacant undeveloped land, to the east of the conditionally approved Cardinal Pointe Master Development Plan (Case 11067) and to the west of Friendly Lane (private). The subject property may be further identified by Pender County PIN: 4214-22-7567-0000.

6. Zoning Text Amendment:

Pender County, applicant, is requesting the approval of a Zoning Text Amendment to the Pender County Unified Development Ordinance: Article 1 General Provisions, Article 6 Development Requirements and Content, Article 7 Design Standards, Article 11 Enforcement and Penalties, Appendix A, and add Articles 12 and 13. Specifically, the request is to amend: the Traffic Impact Analysis requirements (Section 6.1.2.A.15, Section 6.1.3.A.7, Section 6.1.4.A.16, Section 6.3.C.7 and Section 6.4.A.20); replace references to the Coastal Pender Collector Street Plan with the Pender County Collector Street Plan (Sections 1.5, Section 7.2.6, 7.2.7, 7.5.1); update cul de sac radius requirements (Section 7.5.1.F) and to incorporate the Addressing and Road Naming Ordinances into the Unified Development Ordinance (Articles 11, 12, and 13 and Appendix A).

(Public Hearings Closed)

7. Discussion Items:

a. Planning Staff Items:

- i. Zoning Text Amendment Update:
- ii. Comprehensive Land Use Plan Update:
- iii. TRC Update:

b. Planning Board Members Items:

8. Next Meeting: June 7, 2016, if applicable

9. Adjournment:

**PLANNING STAFF REPORT
PRELIMINARY PLAT PHASE III REVISION
WYNDWATER**

SUMMARY:

Hearing Date: May 3, 2016

Applicant: Signature Top Sail NC, Ltd.

Property Owner: Signature Top Sail NC, Ltd. Morris Jeffrey L et al and JL Morris Enterprises of Hampstead Inc.

Case Number: 205-2016

Development Proposal: Signature Top Sail NC, LTD, applicant, on behalf of J L Morris Enterprises of Hampstead Inc., Morris Jeffrey L et al, and Signature Top Sail NC, LTD, owners, are requesting a revision to the previously approved Phase III Preliminary Plat for the mixed-use development proposal known as Wyndwater. Specifically this request is to; increase the overall project area from ± 39.34 acres to ± 43.43 acres and to increase the total units from sixty-nine (69) single-family conventional lots and forty (40) single-family attached duplex lots to one hundred eighteen (118) single-family conventional lots. The subject properties are zoned PD, Planned Development zoning district.

Property Record Number, Acreage, and Location: Phase III consists of ± 43.43 acres of the ± 204.07 acres in the mixed use Master Development Plan known as Wyndwater located on the former Topsail Greens Golf Course; The properties are located to the north of Doral Drive (SR 1693), northwest of Sloop Point Loop Road (SR 1563), south of the conditionally approved Master Development Plan known as Cardinal Pointe and east of US HWY 17 in Hampstead. The properties may be further identified by Pender County PINs: 4214-12-3906-0000, 4214-04-6027-0000, 4214-04-9162-0000, and 4214-23-2200-0000.

RECOMMENDATION

Planning Staff is submitting the proposal for Planning Board disposition. The request is consistent with five (5) policies and conflicting with no policies in the 2010 Pender County Comprehensive Land Use Plan and Pender County Unified Development Ordinance. The request is consistent with other approved planning documents; therefore Planning Staff recommends the conditional approval of the Phase III Preliminary Plat Revision request as detailed in the report. Any and all future development, as well as all phases or changes to the Master Development Plan are subject to Planning Board review and approval. The proposed Phase III revision is consistent with the latest Master Development Plan Revision which was approved on February 2, 2016.

HISTORY

Project history may be found as Attachment 1.

Phase III Preliminary Plat

Non-Residential

Currently there are not any non-residential areas identified in Phase III. The non-residential will be in a future phase and is identified as "Commercial" on the Master Development Plan. The commercial area will be located on the western side of the development near US HWY 17.

Residential

Density

According to Section 4.8.1.C the net density in the PD, Planned Development zoning district shall be a maximum of five (5) units per acre. All density calculations shall be in accordance with the Pender County Unified Development Ordinance requirements and examined further if any variables of the project change.

The Wyndwater Master Development Plan was conditionally approved on February 2, 2016, with a net density of ± 3.14 units per acre. This Phase III Preliminary Plat request provides a density of ± 4.12 units per acre, this request was previously approved at ± 4.8 units per acre reviewed and approved on October 13, 2015 at the Preliminary Plat hearing for Phase III. This request is consistent with the overall approved Master Development Plan density as approved by the Planning Board.

Phases Proposed Density

Phase	Density Approved (units per acre)
Phase I	± 1.6
Phase II	± 1.98
Phase IIB	± 3.29
Proposed Phase III	± 4.12 (request before Planning Board 5/6/2016)
Proposed Phase IV	± 3.06 (request before Planning Board 5/6/2016)
Current Average	± 2.81
Approved MDP	± 3.14

The net density takes in account that certain phases may have a higher density and certain Phases may have a lower density.

Phase III Proposed Density

	Previously Approved (10/13/15)	Proposed(5/6/16)
Total Acreage	39.34	43.43
Non-Residential Acreage	0	0
Wetlands Acreage	0	2.48
Right-of-Way Acreage	7.19	7.84
Open Space Acreage	9.45	9.88
Active	4.2	5.93
Passive	5.25	3.95
Total Units	109	118
<i>Developable Land</i>	22.7	28.65
<i>Net Density</i>	4.80	4.12

Total Requested Lots

Phase III Preliminary Plat submittal request includes one hundred eighteen (118) single family conventional lots. Phase III is proposed to add nine (9) single family lots and ± 4.09 acres to the previously approved sixty-nine (69) single-family conventional lots, forty (40) single-family lots and ± 39.34 acres.

Phase III is proposed to be broken into two sections. The applicant is required to show this phasing of the Preliminary Plat if the intentions is to not record the entire Preliminary Plat project area during the Final Plat process. The applicant has met the requirements of Phase III revision on the Preliminary Plat.

Phase III	Lot Counts	Lot Numbers
Section I	76	106-181
Section II	42	189-223

Per Section 6.5.8.D if the Final Plat has over one hundred (100) or more lots, then the minimum initial recordation is required to be fifty (50) lots. The following recordation may have minimum increments of ten (10) lots/units thereafter. The submittal includes one hundred eighteen (118) lots. Phase III is proposed to add nine (9) single family lots and ± 4.09 acres to the previously approved sixty-nine (69) single-family conventional lots, forty (40) single-family lots and ± 39.34 acres.

Lot Requirements

There are no requested changes to the proposed setbacks or height as last approved by the Master Development Plan on February 2, 2016. As outlined in the Unified Development Ordinance, Section 4.8.1.D the Master Development Plan established the required lots sizes, yard setbacks, and building height.

Phase III Previously Approved Setbacks

Setback	Distance (In feet)
Front	15
Rear	20
Side	0 Lot line (with 8-10 ft. maintenance easement)
Corner	15
Height	38

Landscaping & Buffers

All landscape and buffers are to be approved in accordance with Section 8.2.8 of the Pender County Unified Development Ordinance. In multi-family and Planned Developments a Buffer A is required along all boundaries adjacent to a street. Buffer C is required along all boundaries adjacent to single-family residential uses or residential lots with a parcel size of less than one (1) acre and when a single-family structure is within fifty (50) feet of the boundary of the development.

The applicant has provided a Buffer Plan for Phase III. The proposed Buffer Plan shows the existing trees in the proposed Phase III area and the proposed buffers specified by Section 8.2.8 of the Pender County Unified Development Ordinance. The Buffer Plan adequately addresses the buffer standards set forth by the Pender County Unified Development Ordinance.

Open Space

Per the Pender County Unified Development Ordinance Section 7.6, all proposed residential subdivisions shall provide open space in the amount of 0.03 acres per dwelling unit within the subdivision; half of which must be designated active open space. The submittal meets the open space requirements set forth in Section 7.6.1.C of the Pender County Unified Development Ordinance as outlined below.

Open Space	Required	Provided
Total Open Space	3.54	9.88 Acres
Passive	1.77	3.95 Acres
Active	1.77	5.93 Acres

Recreational Units

Currently, Phase III is proposed to have one hundred eighteen (118) single family units. According to Section 7.6.2 the recreation unit for Phase III is 1.5 with the financial amount is \$15,000. The applicant has submitted a pool facility (NAICS 713940) to serve as the recreation facilities for Phases I-IV which in total will service two hundred seventy-seven (277) lots.

The Pender County Unified Development Ordinance supports the proposed pool facility as recreation in the active open space per Section 7.6.1.B; Active Open Space consists of areas such as park land chosen without regard to natural features for the explicit purposes of enhancing design, such as village commons, or providing space for outdoor recreation activities which may include, but not be limited to; cluster boxes, tennis courts, ball fields, swimming pools, and tot lots with play equipment.

Roadways

Public Roadways

Per Section 7.5.2 of the Pender County Unified Development Ordinance, roadways which are proposed as public roadways must be built to NCDOT standards as outlined in the NCDOT Subdivision Manual published in January 2010.

Currently there is one (1) public roadway identified on the Phase III Preliminary Plat Revision. The northern most roadways are running southeast to northwest connecting to the Cardinal Pointe Master Development Plan (Case #11067) and terminating with the temporary cul de sac. The temporary cul de sac will be removed once this collector street is constructed and the adjacent parcel develops. The proposed public roadway has a fifty (50) foot right of way with two (2) foot valley gutters.

This future connection to US HWY 17 will be designed to accommodate convenient movement of traffic. The Collector Street Plan identifies the roadways into specific groups. The identified roadway within this parcel is in group one (1). The applicant is utilizing Figure twenty-three (23) of the Pender County Collector Street Plan as the chosen cross section (Attachment 2). The applicant has chosen to build a four (4) foot sidewalk shown as a pedestrian easement on the south side of the proposed collector street. The applicant has the option to build one sidewalk. The sidewalk can be placed within the NCDOT right of way. A tri-party agreement must be developed for the maintenance and liability costs as well as the cost of construction. This is in compliance with the Pender County Collector Street Plan.

Per Section 7.5.3.C the applicant will be required to construct to public collector street standards when stubbing to adjacent properties to prevent any hindrance of future connection. Currently there are three (3) roadways proposed to connect into the parcel to the north (property owner: Morris and identified by PIN: 4214-04-9162-0000).

Private Roadways

According to Section 7.5.3 all designated private streets shall be designed and constructed in compliance with the current NCDOT Subdivision Roads Minimum Construction Standards. The proposed private right-of-ways identified in the Phase III Preliminary Plat revision are forty (40) feet in width with two (2) foot valley gutters; which will meet the NCDOT standards as outlined in the 2010 Subdivision Manual with a curb and gutter section.

Currently the proposed Evening Walk (private) extends west from proposed Aurora Place (public) to a cul de sac. Pender County Staff will require the connection to Topsail Greens Drive (private) to be completed and included as a condition. Per Section 7.5.1.A.4 providing continuity in existing streets and proposed streets is required (Attachment 3). Per page forty-five (45) of the 2016 Pender County Collector Street Plan it is important to note that all roadways, and in particularly collector streets will be designed to accommodate the safe and convenient movement of emergency vehicles, including roll curb where appropriate. Per Section 7.5.1.A.1 the layout of streets and arrangement shall conform to the Pender Collector Street Plan. Currently the submitted Phase III revision does not meet the requirements of the Ordinance for connectivity and outlined in the Pender Collector Street Plan.

Street Connectivity and Access

The PD, Planned Development zoning district per Section 4.8.1.E requires reasonable access to be provided to adjacent properties for development. Adequate connections to adjacent parcels will

promote interconnectivity and build road networks throughout the County (Attachment 4). Per Section 7.5.3.C.5 these roadways are required to be designated as public when connected to adjacent parcels.

Currently this proposal meets the Master Development Plan approved conditions. Condition one (1), four (4), five (5), and six (6) have been met within this proposal. The proposed connections to the Cardinal Pointe Master Development Plan (Case #11067) will be dedicated as public and will have a right of way width of fifty (50) feet. Currently there is a proposed temporary cul de sac to be removed once the adjacent property develops. This is in compliance with requirements of a future connection to US HWY 17. Currently the applicant does not own the parcel extending to US HWY 17; however at time any plans are submitted for this parcel the applicant will be required to make this connection converting the temporary cul de sac to a Collector Street connection extending to US HWY 17.

The Pender County Fire Marshal did not require a forty (40) foot radius for the temporary cul de sac and the cul de sac leading to the emergency access located at the south end of Moonlight Walk (private) connecting Doral (SR 1693). The Temporary cul de sac and the cul de sac on Moonlight Walk (private) meet the requirements of the ordinance per Section 7.5.1.F the cul-de-sac end shall be a bulb type with minimum radii as follows: Curb & Gutter Section: RW = forty-five (45) feet, Pavement = thirty-seven 37 feet to gutter edge, Shoulder Section: RW =fifty (50) feet, Pavement =Thirty-five (35) feet.

This requirement of a public dedication will include the emergency access to Doral Drive (SR 1693). The eastern most private roadway near the proposed pool facility and will have a cul de sac leading to the previously conditioned emergency access to Doral Drive (SR 1693). Per TRC the emergency access will be required to be twelve (12) feet in width and have the approved breakaway bollards at the front of the emergency access. The emergency access will be required to be dedicated as a public access easement and will be located here for the safety and well-being of the residents. Currently there is a detail shown on page C-3.2 of the site plan for the design of the emergency path showing 1.5" asphalt to be placed on six (6) inches of ABC stone. The Fire Marshal agreed that there are no issues with Phase III at this time.

Traffic

A Traffic Impact Analysis assesses the effects of a specific development's traffic on the community. An examination of traffic impact on the existing road network surrounding the subject properties must be updated. This will require coordination with NCDOT and the Wilmington Metropolitan Planning Organization (WMPO). At this time a Traffic Impact Analysis has been approved; the developer must stay within the approved TIA or amend it to fit any new proposals outside the scope of the approved TIA. The TIA will determine what improvements are necessary to the existing roadway network. Listed below are the approved study intersections for the TIA (Attachment 5).

Currently, the approved TIA addresses two hundred fifty-four (254) single family residential lots and fifty-five (55) townhome units. Currently we are within Phase II of the approved TIA. The applicant is proposing no townhomes at this point, as were originally included in the TIA for this Phase. Following a discussion at the TRC meeting with WMPO staff members, an updated ITE trip generation from the applicant and a letter from the engineer contracted by the applicant have been provided.

The current ITE Trip Generation calculations have decreased from the approved ITE Trip Generation calculations. Wyndwater is currently in compliance with the TIA.

	Approved TIA Trip Generation	Provided Trip Generation
Total Daily Trips	2,858	2,134
AM Peak Hour	220	167
PM Peak Hour	280	225

Pedestrian Access

The Pender Collector Street Plan recommends five (5) foot sidewalks on one side of the collector streets which are well connected to all sidewalks and walkways to internal and adjacent developments. The applicant has proposed five (5) foot sidewalks on the main public collector roadway in the subdivision.

The proposed sidewalk has access to open space which is conveniently located throughout Phase III. The proposed sidewalk is located on the south side of the proposed collector street, Aurora Place (public). The sidewalk is currently proposed to be placed outside of the right of way; however it may be placed inside of the right of way with a tri-party agreement. The tri-party agreement must be developed for the maintenance and liability costs as well as the cost of construction. The proposed sidewalk to be placed along Aurora Place (public) will terminate at the temporary cul de sac. The continuation of the collector street to US HWY 17 will constitute the continuation of the proposed sidewalk as well. The sidewalks in Phase III will give the future residents accessibility to the active open space areas within the subdivision including accessibility to a five (5) foot mulch walking path located in the active open space west of the proposed pool and south of the proposed collector street.

The Doral Drive (SR 1693) emergency access connection and pedestrian facility will connect into the planned STP-DA sidewalk along Doral Drive (SR 1693), and the awarded North Carolina Safe Routes to School pedestrian path connecting North Topsail Elementary and Hampstead Kiwanis Park. Currently the project is working toward contractual agreement with NCDOT.

Services (Wastewater/Water)

Phase III wastewater will be treated by Pluris LLC., a private regional treatment facility. An intent to service letter was provided by the applicant on behalf of Pluris (Attachment 6). The original wastewater approval is for forty (40) single family residences, but may be increased to two hundred ten (210) single family residences as Pluris accepts future capacity. The applicant shall work directly with Pluris LLC. and the County for each Phase approval. Pluris request during the Technical Review Committee meeting was for the applicant to provide an updated plan with consecutive lot numbers for clarity during the wastewater permitting process.

PCU is working closely with the applicant to satisfy applicable requirements for the Phase III water needs. According to TRC comments, a detailed plan is required to be submitted to PCU depicting the intended sub-phasing of Phase III Preliminary Plat. An inter-connection to waterline located on US HWY 17 will be required to be constructed once the applicant reaches the intersection of Topsail Greens Drive.

Environmental Concerns

The subject parcel, of ± 204.07 acres does contain portions of environmentally sensitive areas including wetlands.

There are ± 2.48 acres of wetlands in the proposed Phase III revision. Any development within these areas may be subject to the permit requirements of Section 404 of the Clean Water Act. A Jurisdictional Determination will be required for Phase III.

The subject property is not located in the Special Flood Hazard Area (SFHA) according to the Flood Insurance Rate Map (FIRM) 3720421400J published February 16, 2007. In the DFIRMS preliminary maps released in August 2014, the property remains outside a designated flood zone.

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

The PD, Planned Development zoning district requires a tree survey to be submitted prior to the Final Preliminary Plat approval, the applicant has provided this documentation to Planning Staff at this time and is in compliance with this requirement.

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

Technical Review Committee (TRC) Responses:

On Tuesday April 5, 2016 the Pender County Technical Review Committee reviewed the Phase III Preliminary Plat of Wyndwater. The responses collected can be seen in Attachment 7 and incorporated throughout this report.

EVALUATION

A) Public Notifications: Public Notice of the proposal for map change has been advertised in the *Pender-Topsail Post and Voice* and a public notification sign has been placed on the property.

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

C) Existing Land Use in Area: This proposal is located within the area previously known as the Topsail Greens Golf Course, west of the property is the existing Topsail Greens Community. The properties immediately north are low density residential housing communities, Sloop Point South and Cardinal Acres Manufactured Home Park. Along the immediate southern boundary is a low density residential subdivision called Greenway Plantation and moderate density multifamily (Vista Cove). Along the immediate east boundary is the previously recorded Phase IIA of Wyndwater.

D) 2010 Comprehensive Land Use Plan: *The subject property is designated as Mixed Use land classification*]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.

Supporting Comprehensive Plan Policies and Goals:

- a. **Growth Management Goal 1A.1** Manage the physical growth and development of Pender County by promoting more intensive land uses in key locations identified for such growth while preserving and protecting the unique physical character and social assets of the predominant rural lifestyle and coastal environment that makes the County a unique place to live.
 - i. **Policy 1A.1.2**
Encourage development in areas where the necessary infrastructure – roads, water, sewer, and schools - are available, planned or can be most cost effectively provided and extended to serve existing and future development.
- b. **Transportation Goal 2B.1** Manage the timing, location and intensity of growth by coordinating transportation improvements in accordance with the Comprehensive Land Use Plan and the Coastal Pender Collector Street Plan.
 - i. **Policy 2B.1.9**
As recommended in the Coastal Pender Collector Street Plan, all new streets that have the potential to connect to adjacent developments should be constructed to NCDOT secondary road standards and accepted for public maintenance to ensure future connectivity.
- c. **Emergency Services Goal 2E.1** Ensure adequate response times and capabilities of Sheriff, Police, Fire and Emergency Medical Services.
 - i. **Policy 2E.1.2**
Ensure that streets and parking lots within new developments are designed and constructed to accommodate the turning radius and load bearing requirements for emergency services vehicles and equipment.

The request is consistent with five (5) policies from the 2010 Pender County Comprehensive Land Use Plan and conflicts with none.

Previous Conditions

1. Phase III: Provide connection to adjacent property for future development to the northwest of the subject property (documented under case #11067 Cardinal Pointe, as submitted to Planning Board in December 2013);

The applicant has provided three (3) connections to adjacent property Cardinal Pointe Master Development Plan (Case # 11067). As a portion of the original Cardinal Pointe Master Development Plan is now included in the Wyndwater Master Development Plan revision, the connections shall be re-examined. Coordination between the applicant and the adjacent property owner shall be necessary to ensure interconnectivity.

2. Phase II: Provide connection to identified "Capstone Property" identified by Pender County PIN 4214-22-7567-0000;

The applicant has provided the required connection in Phase II with the Stubbing out of the West Craftsman Way to the "Capstone Property" identified by Pender County PIN 4214-22-7567-0000.

3. Phase I: Allow for "alternative" design for alleyway

The applicant has provided this alternative design in Phase I and it was recorded on Map Book 57, Page 14 at the Register of Deeds as an access easement in Phase I.

4. Phase III: Allow for emergency access along the connection to Doral Drive (SR 1693).

The applicant has provided the required emergency access in Phase III for the safety and well-being of the home owners in the development. The developer has since requested that this emergency access be moved to the next phase of the development and provided to the same standards as required by Emergency Management. The Technical Review Committee meeting provided insight on this change. The Fire Marshal agreed that the same standards would be met and same safety measures would be in place for citizens if the connection was provided in Phase III as requested.

5. Phase III: The temporary cul de sac shown on the western portion Phase III shall be converted to a through roadway at the time of the adjacent parcel development.

The applicant has provided the temporary cul de sac shown on the western portion Phase III Wyndwater. This approved turn around shall be built to collector street standards as outlined in Section 7.5.3.C. Coordination between the applicant and the adjacent property owner shall be necessary to ensure interconnectivity.

6. Phase III: Additional to condition five (5), a second roadway connection shall be shown to the adjacent parcel (PIN: 4204-94-9912-0000 and identified as the Cardinal Pointe Master Development Plan Case # 11067).

The applicant has provided the required connection in the Phase III Preliminary Plat revision which will be reviewed by the Planning Board on May 3, 2016.

7. Phase IV: Provide adjacent property connection north to PIN 4214-43-1229-0000 (Westbrook tract).

The applicant has provided this connection and is being shown in this Phase IV Preliminary Plat Submittal. The condition is being met through the extension of West Craftsman Way (private).

8. Phase VI: Provide connection to Oak Circle (private).

The applicant will be required to provide the connection to Oak Circle (private) when Phase VI Preliminary Plat is submitted.

9. Phase IV: Allow for "alternative" design of a hammerhead. The applicant has implemented this design into the Phase IV submittal.

The applicant has proposed hammerhead in the Phase IV Preliminary Plat submittal and it is located west of Friend Lane (private).

Phase III Preliminary Plat Revision

Potential Approval Conditions

10. Required connection to the proposed Evening Walk (private) roadway from the existing Topsail Greens Drive (private). At current this is shown as a cul de sac, this is required to connect as a through roadway on the western portion of Phase III.

STAFF RECOMMENDATION

Planning Staff is submitting the proposal for Planning Board disposition. The request is consistent with five (5) policies and conflicting with no policies in the 2010 Pender County Comprehensive Land Use Plan and Pender County Unified Development Ordinance. The request is consistent with other approved planning documents; therefore Planning Staff recommends the approval with the specific conditions listed above of the Phase III Preliminary Plat Revision request as detailed in the report. Any and all future development, as well as all phases or changes to the Master Development Plan are subject to Planning Board review and approval. The proposed Phase III revision is consistent with the latest Master Development Plan Revision which was approved on February 2, 2016.

BOARD ACTION FOR PHASE III PRELIMINARY PLAT REVISION:

Planning Board

Motion: _____ Seconded: _____

Approved: _____ Denied: _____ Unanimous: _____

Williams: ___ Fullerton: ___ Baker: ___ Carter: ___ Edens: ___ McClammy: ___ Nalee: ___

APPLICATION FOR SUBDIVISION

THIS SECTION FOR OFFICE USE			
Application No.	PP <u>205-2015</u>	Date	<u>3-22-16</u>
Application Fee	\$ <u>250 (revised)</u>	Receipt No.	Receipt # TRC-112-24-03-2016 Invoice # 111
Master Plan Hearing Date	<u>3-1-16</u>	Preliminary Plat Hearing Date	<u>5-3-16 Planning Board</u>

SECTION 1: APPLICANT INFORMATION

Applicant's Name:	Signature Top Sail NC, LP	Owner's Name:	1. Signature Top Sail NC, LP 2. Morris Jeffery L et al 3. J.L. Morris Enterprises of Hampstead
Applicant's Address:	9337B Katy Freeway #377	Owner's Address:	1. 9337B Katy Freeway #377 2. PO BOX 280 3. PO BOX 280
City, State, & Zip	Houston, Texas 77024	City, State, & Zip	1. Houston, Texas 77024 2. Hampstead NC 28443 3. Hampstead NC 28443
Phone Number:	713-822-3891	Phone Number:	713-822-3891

Legal relationship of applicant to land owner: Owner

SECTION 2: PROJECT INFORMATION

Preliminary Plat	<input checked="" type="checkbox"/> Residential <i>RP, PD, RM, MH District</i>	<input type="checkbox"/> Mixed Use <i>PD</i>	<input type="checkbox"/> Exempt
Subdivision Type	<input checked="" type="checkbox"/> Major (11 lots or more)	<input type="checkbox"/> Minor (10 lots or less)	<input type="checkbox"/> Other
Property Identification Number (PIN):	1. 4214-12-3906-0000 2. 4214-04-6027-0000 3. 4214-04-9182-0000 4. 4214-23-2200-0000	Total property acreage:	43.43
Zoning Classification:	PD	Acreage to be disturbed:	43.43

Additional Information: Wyndwater Phase 3 - 128 Lots

SECTION 3: SIGNATURES

Applicant's Signature		Date:	<u>3-20-16</u>
Owner's Signature		Date:	

NOTICE TO APPLICANT

1. Applicant or agent authorized in writing must attend the public hearing.
2. Once the public hearing has been advertised, the case will be heard unless the applicant withdraws the application or unless the Planning Board or other authorized person agrees to table or delay the hearing.
3. All fees are non-refundable.
4. A complete application packet must be submitted prior to the deadline in order to be placed on the next Planning Board Agenda.

Office Use Only

<input type="checkbox"/>	Subdivision Fees: \$500 + \$10/lot-unit for the first 100 lots/units; \$5.00/lot-unit thereafter	Total Fee Calculation: \$	<u>250 (revised)</u>
Attachments Included with Application: (Please include # of copies)			
CD /other digital version	<input type="checkbox"/> Y <input type="checkbox"/> N	Plan Sets	# of large <u>0</u> # of 11X17 <u>15</u>
Other documents/Reports	<input type="checkbox"/> Y <input type="checkbox"/> N	Payment Method:	Credit Card: <input type="checkbox"/> Master Card <input type="checkbox"/> Visa
Cash: <input type="checkbox"/> \$ _____	Check: <input checked="" type="checkbox"/> Check # <u>6072</u>	Application received by:	<u>R. H. Rupp</u> Date: <u>3-22-16</u>
Application completeness approved by:	<u>R. H. Rupp</u> Date: <u>3-22-16</u>	Date scheduled for public hearing:	<u>5-3-16 Planning Board</u>

GSP CONSULTING

April 21, 2016

Pender County
Planning and Community Development
805 S. Walker Street
Burgaw, NC 28425

Re: Wyndwater – Phase 3
Project Narrative

Dear Mr. Meredith:

This is for a revision to the previously approved Wyndwater Phase 3 and is an extension from Phase 2. This phase of the project will contain 118 single family homes that will contain Public NCDOT subdivision roads & Private Streets serving all of the lots. The Emergency Access from Doral Drive is shown in this Phase connecting to the proposed Private Subdivision Street, Moonlight Walk. The project will also include a Public waterline extension that will be owned and maintained by Pender County Utilities and a sewer main extension that will be owned and maintained by Pluris, LLC. The primary stormwater measures for this site will be a closed conduit system that will direct the runoff to 2 proposed wet detention basins that will be designed to control the peak runoff from the 10-year storm event and will be analyzed for the 100-year storm event to prevent flooding of the proposed development. This project will require approvals from NCDEQ-Public Water Supply Section for the water line extension, NCDOT for the subdivision street, NCDEQ-Division of Water Resources for the sewer extension & NCDEQ-Division of Energy, Mineral and Land Resources for Stormwater & Erosion & Sediment Control. The traffic for this phase of the development is estimated to be approximately 1,129 total daily trips with 89 in the AM peak hour and 119 in the PM peak hour based on the ITE Trip Generation Manual 8th edition using ITE Code 210 for single family homes. Through this Phase of the development (based on 223 single family homes), the Total Generated Trips are estimated to be 2,134 total daily trips with 167 in the AM peak hour and 225 in the PM peak hour. The Approved Traffic Impact Analysis (TIA) through this phase of the development (based on 254 single family homes & 55 townhome units), estimated the Total Generated Trips at 2,858 total daily trips with 220 in the AM peak hour and 280 in the PM peak hour. The required improvements specified in the approved TIA are currently being designed and will be submitted to NCDOT.

Please contact me immediately at (910) 442-7870 or gpape@gsp-consulting.com if you have any questions or require additional information.

Sincerely,
GSP CONSULTING, PLLC.



Garry S. Pape, P.E.

GSP CONSULTING

April 21, 2016

Pender County
Planning and Community Development
805 S. Walker Street
Burgaw, NC 28425

Re: Wyndwater – Phase 4
Total Generated Trips

Dear Mr. Meredith:

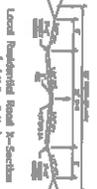
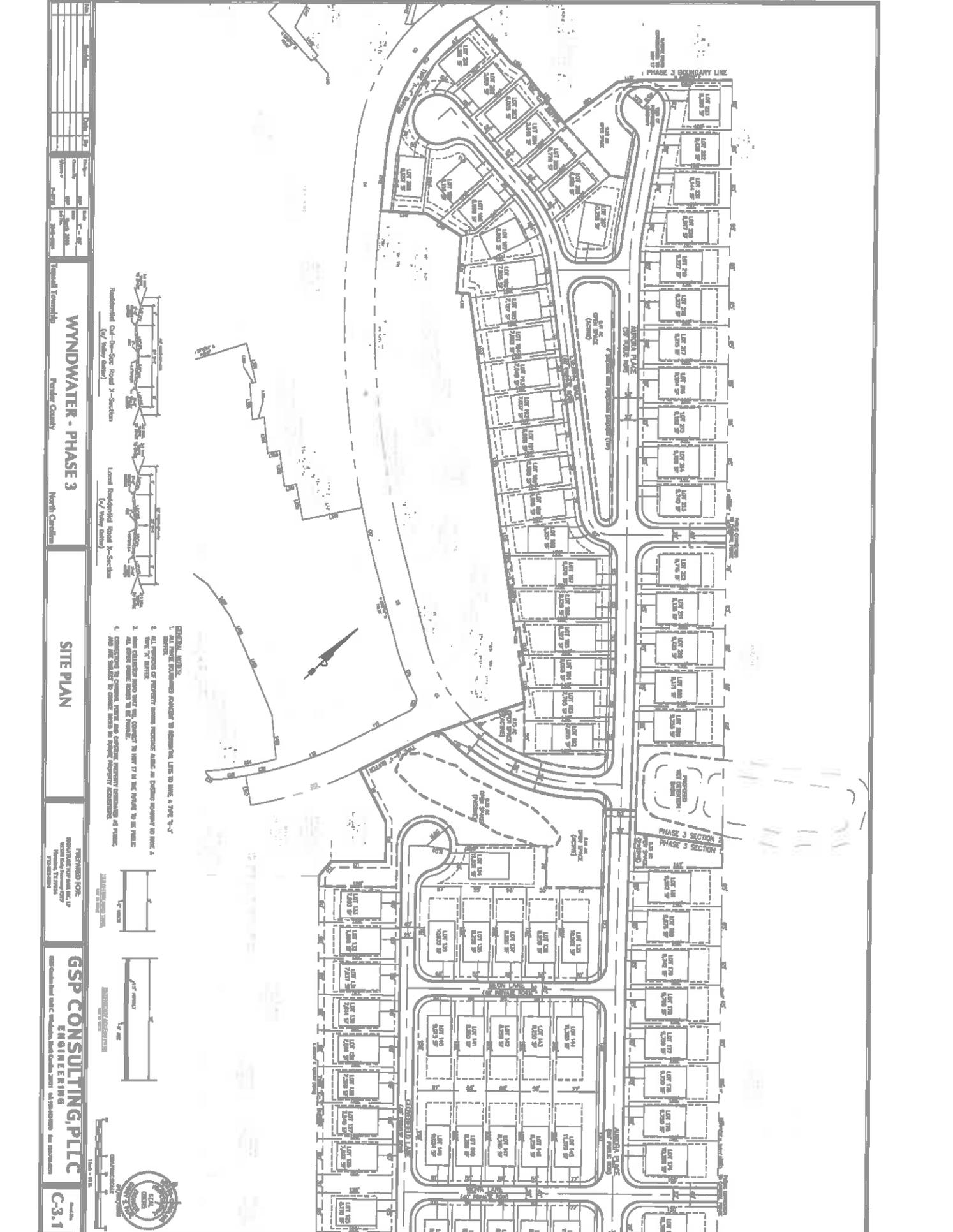
Through this Phase of the development (based on 277 single family homes), the Total Generated Trips are estimated to be 2,651 total daily trips. The Approved Traffic Impact Analysis (TIA) through this phase of the development (based on 254 single family homes & 55 townhome units), estimated the Total Generated Trips at 2,858 total daily trips. The required improvements specified in the approved TIA are currently being designed and will be submitted to NCDOT.

Please contact me immediately at (910) 442-7870 or gpape@gsp-consulting.com if you have any questions or require additional information.

Sincerely,
GSP CONSULTING, PLLC.



Garry S. Pape, P.E.



- GENERAL NOTES:**
1. ALL TRUCK EXHAUSTS ADJACENT TO RESIDENTIAL LOTS TO HAVE A 7'x4' SINK.
 2. ALL PORTIONS OF PROPERTY BOUNDING ADJACENT ARE EXISTING EXCEPT TO HAVE A 7'x4' SINK.
 3. ALL EXISTING STORM WATER DRAINAGE TO BE MAINTAINED TO 10% TYPICAL TO BE MAINTAINED.
 4. CONNECTIONS TO EXISTING STORM AND POTABLE WASTEWATER COLLECTION SYSTEMS ARE THE RESPONSIBILITY OF THE PROPERTY OWNER.

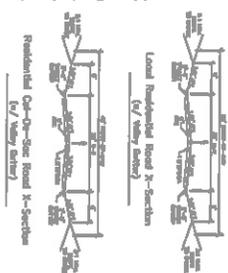
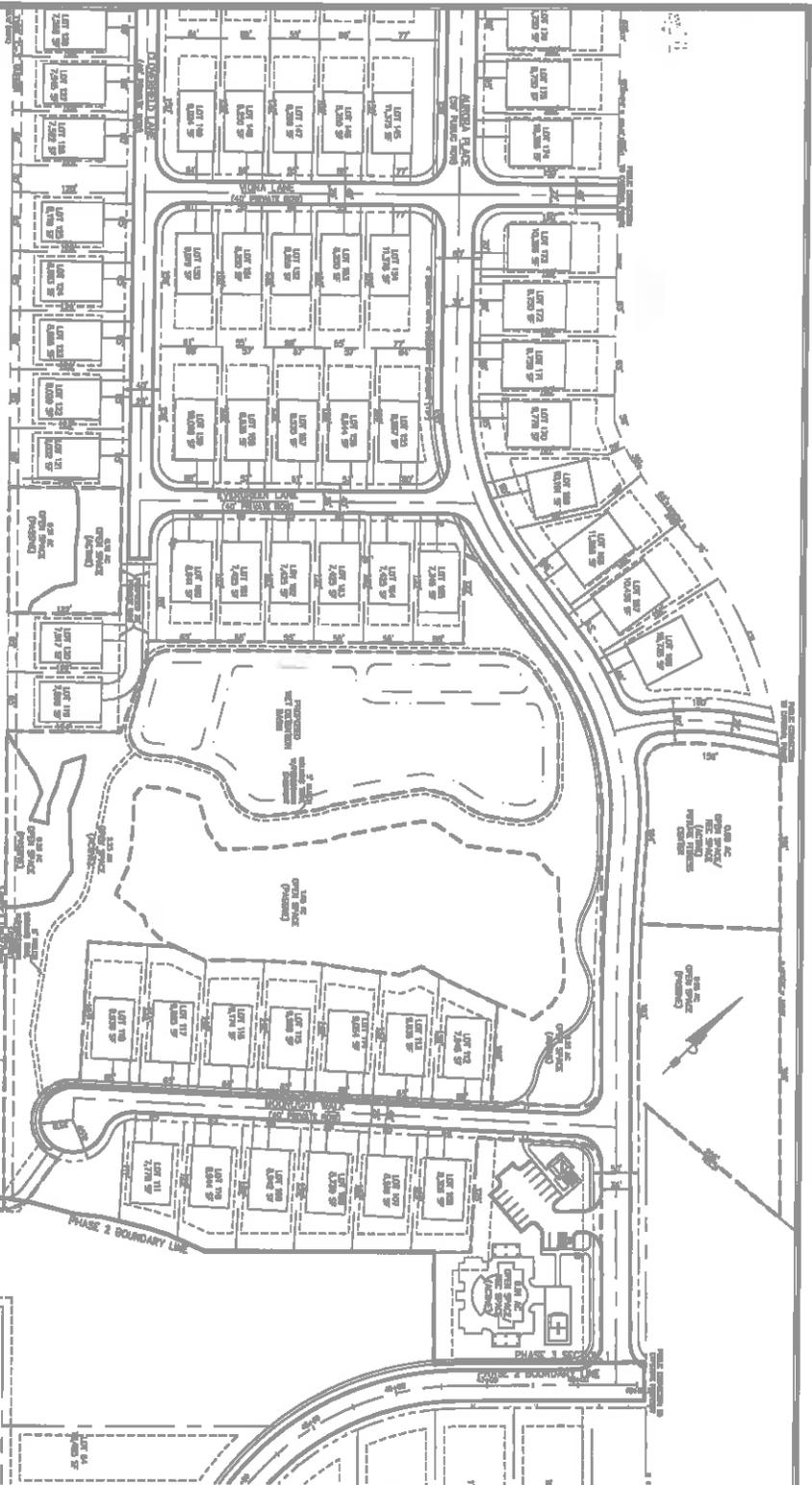


Project Name	WYNDWATER - PHASE 3
Location	North Carolina
Client	GSP CONSULTING, PLLC
Scale	AS SHOWN
Sheet No.	C-3.1
Date	10/15/2011
Drawn By	[Signature]
Checked By	[Signature]
Approved By	[Signature]

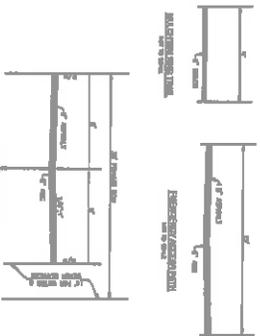
WYNDWATER - PHASE 3

SITE PLAN

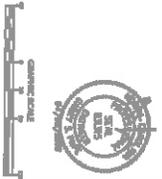
GSP CONSULTING, PLLC
 ENGINEERING
 6000 Columbia Road, Suite C, Raleigh, North Carolina 27607 | 919.489.0000 | www.gsp-engineering.com



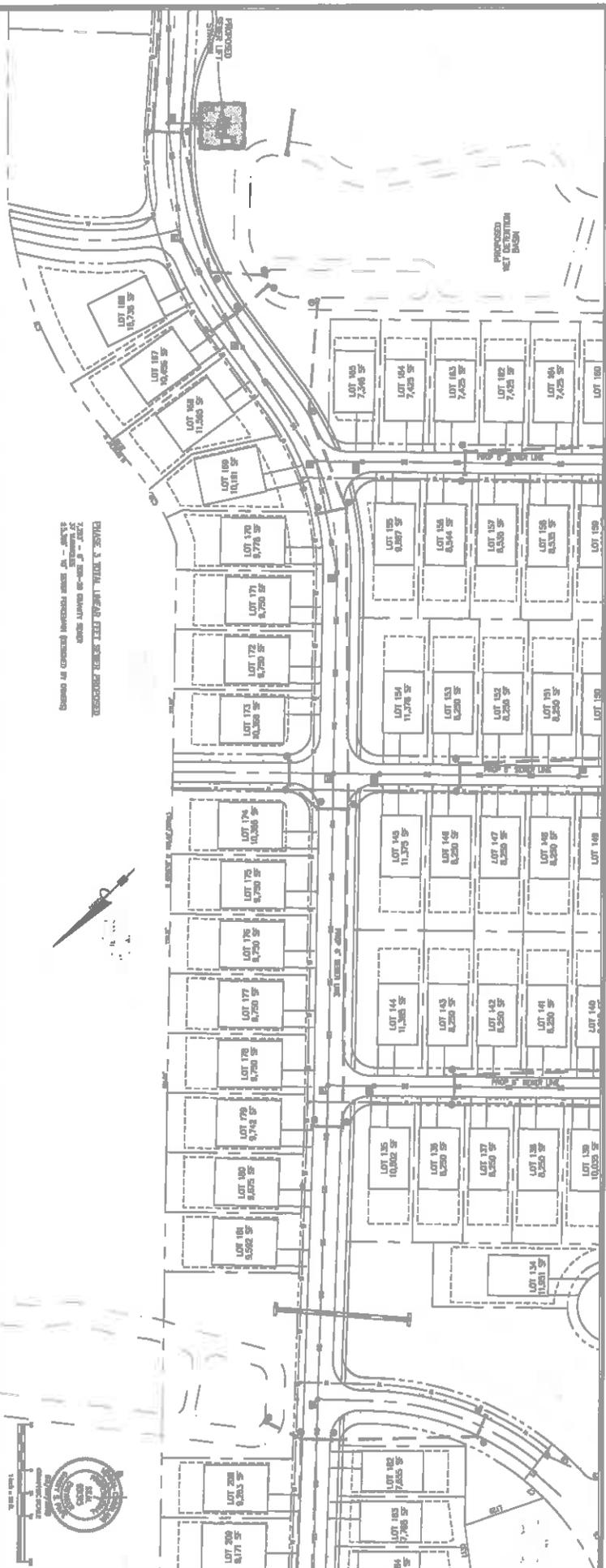
REMARKS:
 1. SHOWS OF EXISTING UTILITIES +
 2. ALL UTILITIES TO BE DELETED
 3. ALL UTILITIES TO BE INSTALLED
 4. ALL UTILITIES TO BE MAINTAINED
 5. ALL UTILITIES TO BE PROTECTED



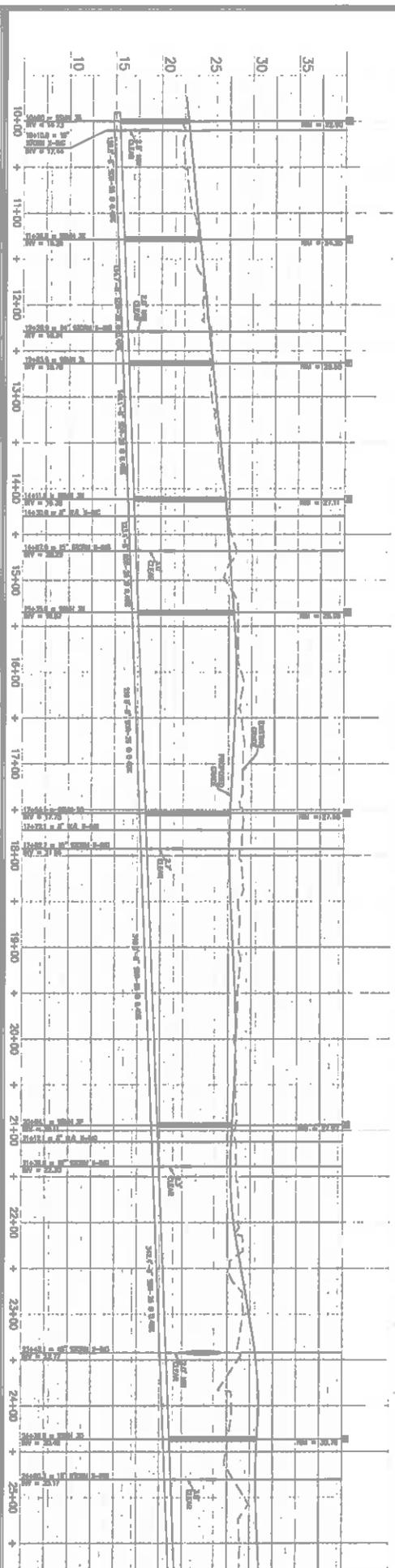
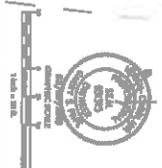
- GENERAL NOTES:**
1. ALL UTILITIES SHOWN SUBJECT TO EXISTING LOTS TO BE A 10% "C" OF
 2. ALL UTILITIES TO BE INSTALLED SUBJECT TO EXISTING LOTS TO BE A 10% "C" OF
 3. ALL UTILITIES TO BE MAINTAINED SUBJECT TO EXISTING LOTS TO BE A 10% "C" OF
 4. ALL UTILITIES TO BE PROTECTED SUBJECT TO EXISTING LOTS TO BE A 10% "C" OF



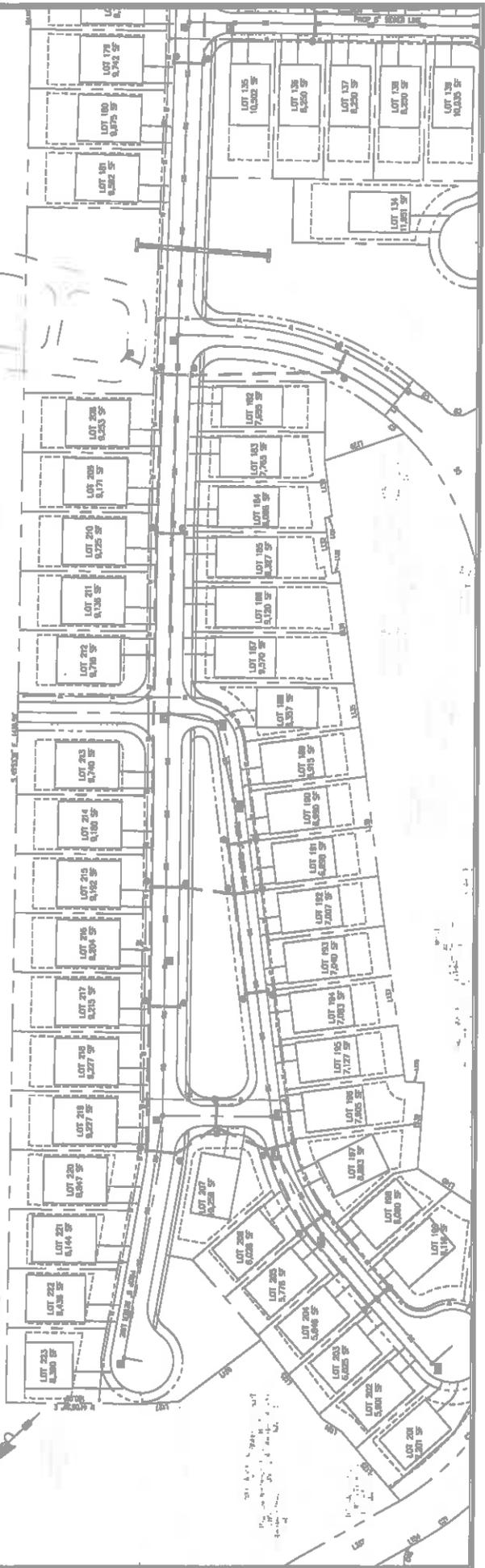
WYNDWATER - PHASE 3
 North Carolina
 GSP CONSULTING PLLC
 ENGINEERING
 C-3.2



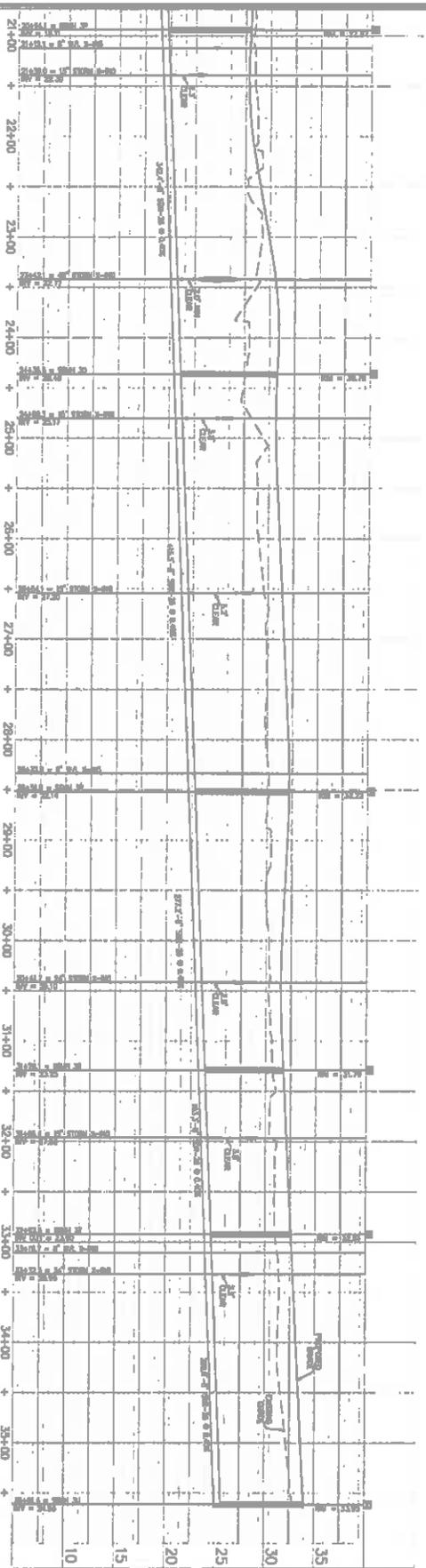
PHASE 3 WITH LARGER FEET SQUARE PROPOSED
 7.500' - 0" DIA. - 20' CURB AND GUTTER
 24.500' - 0" DIA. - 20' CURB AND GUTTER
 42.500' - 0" DIA. - 20' CURB AND GUTTER (REMOVED BY OWNER)



WYNDWATER - PHASE 3 Parkway County North Carolina		UTILITY PLAN		PREPARED FOR: GSP CONSULTING, PLLC 1000 W. 10th Street Raleigh, NC 27601 919.877.1111		GSP CONSULTING, PLLC ENGINEERING		C-4.4	
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CHANGE 1: TYPICAL LINE AND POINT SYMBOLS
 7/20/21 - R. J. SMITH - S. J. SMITH
 10/20/21 - R. J. SMITH - S. J. SMITH
 12/20/21 - R. J. SMITH - S. J. SMITH

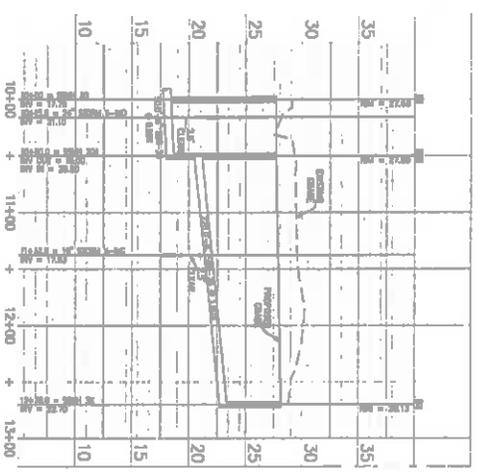
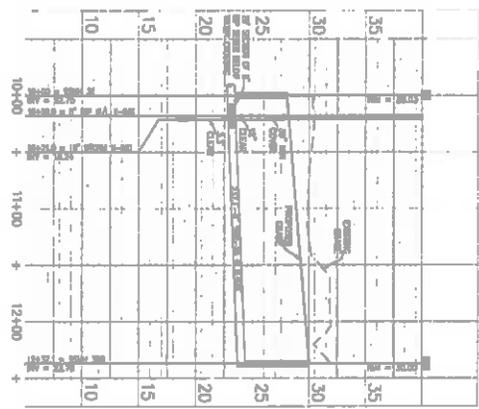
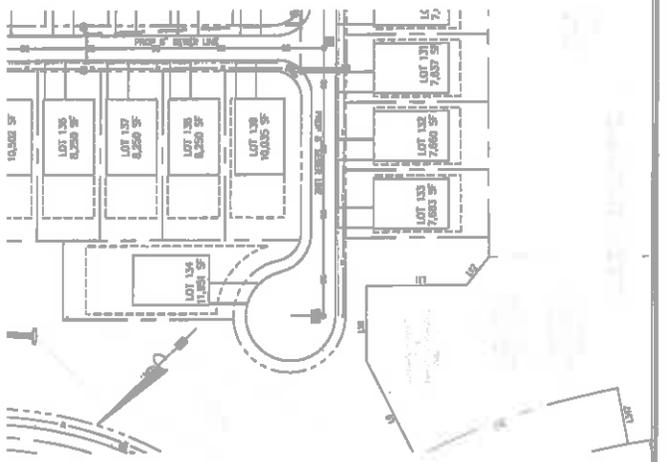
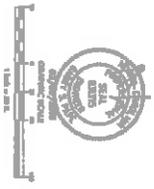


NORTH CAROLINA
 PROFESSIONAL ENGINEER
 R. J. SMITH
 10000

WYNDWATER - PHASE 3 Parkway County North Carolina	UTILITY PLAN	PREPARED FOR: WINDWATER DEVELOPMENT, LLC 10000 WINDWATER DRIVE WYNDWATER, NC 28786	GSP CONSULTING, PLLC ENGINEERING 10000 WINDWATER DRIVE, SUITE 200 WYNDWATER, NC 28786	C-4.5
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FIGURE 3: TYPICAL LINEAR BEST SEVER ENGINEERING
 7.50' x 7.50' x 50' x 50' SQUARE MANHOLE
 24" DIA. x 12" DEPTH MANHOLE
 18" DIA. x 12" DEPTH MANHOLE
 12" DIA. x 12" DEPTH MANHOLE



WINDWATER - PHASE 3

Parsons Company

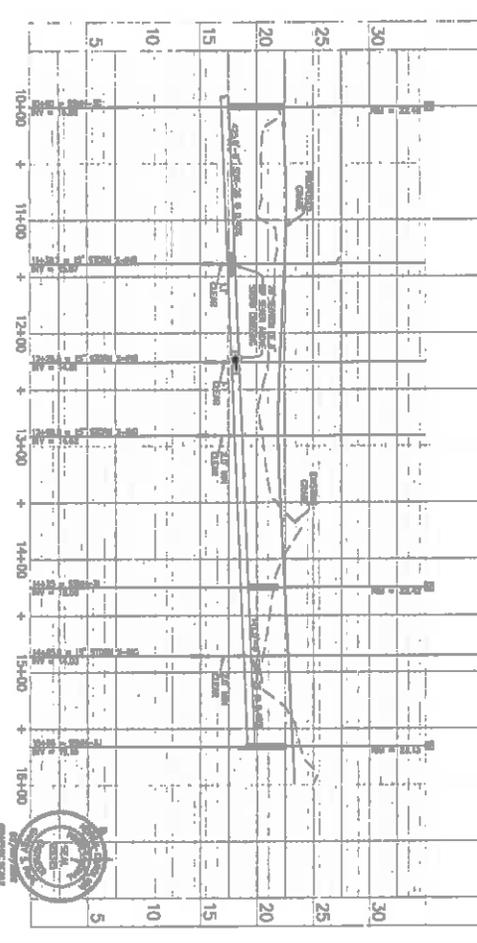
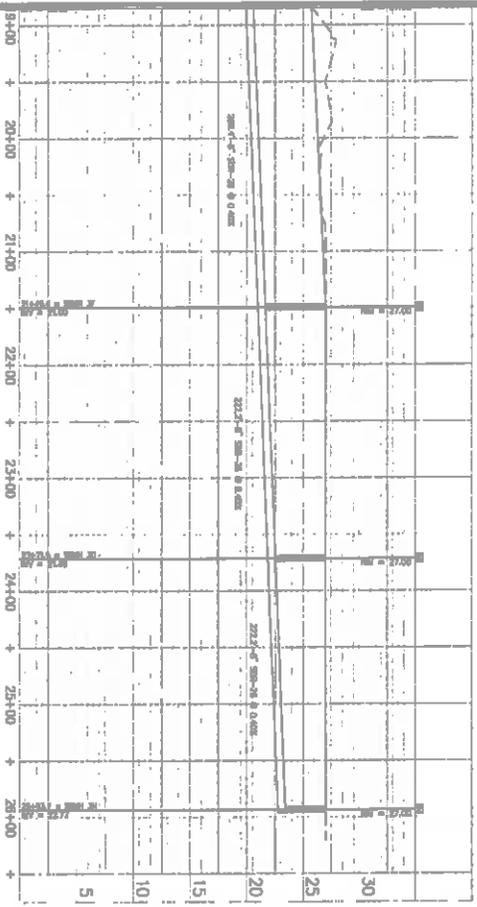
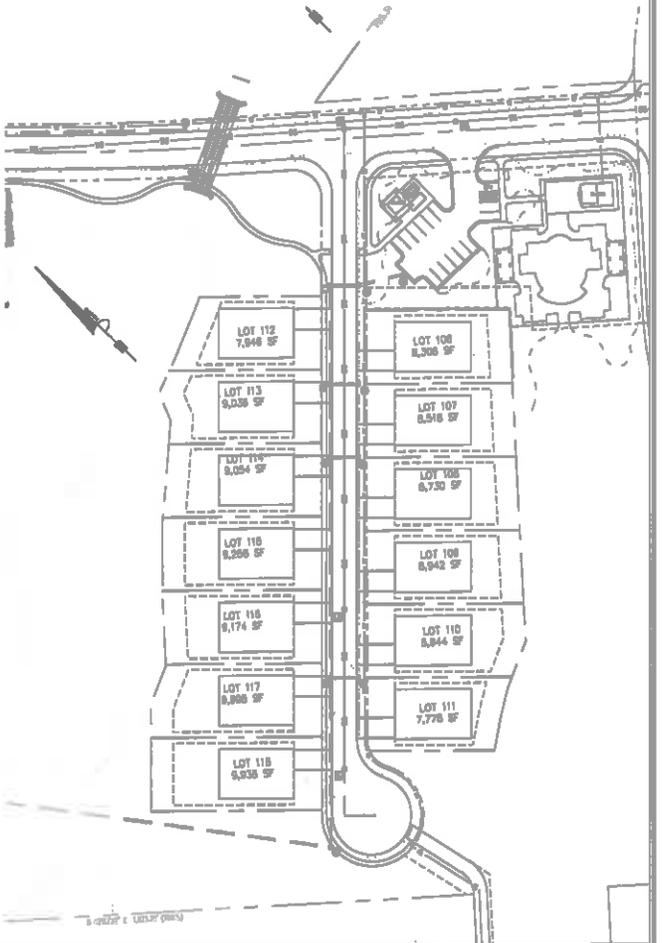
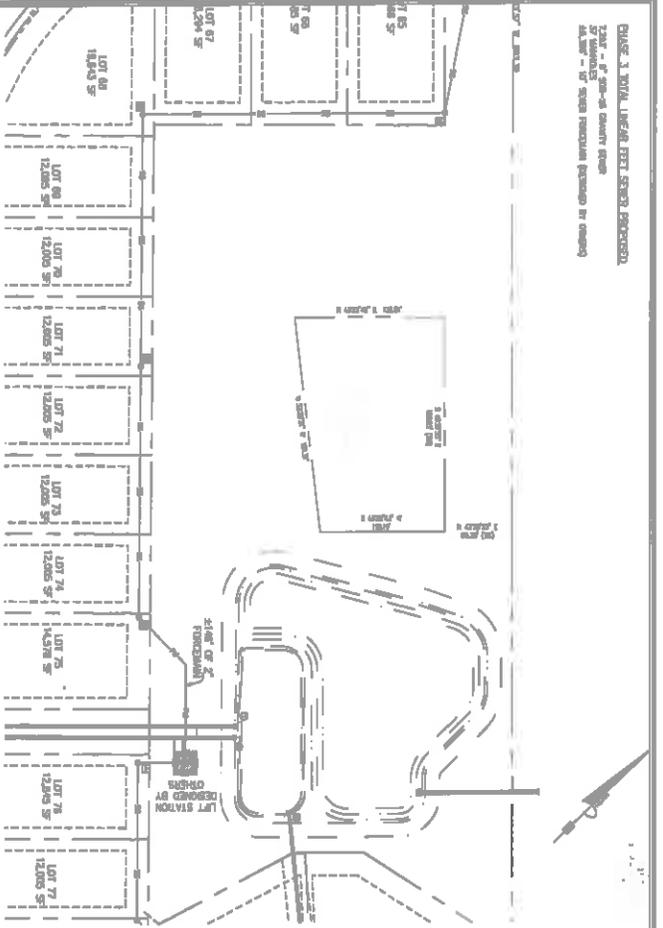
UTILITY PLAN

GSP CONSULTING, PLLC

ENGINEERING

C-4.6

CHASE 3 NORTH LINDEN FIRST STREET EXTENSION
 124' x 7' SIDE-TO-SIDE DRIVEWAY
 24.50' x 7' SIDE DRIVEWAY (EXTENSION BY CHASE)



WYNDWATER - PHASE 3

UTILITY PLAN

PREPARED FOR:
 WYNDWATER DEVELOPMENT, LLC
 1000 WYNDWATER DRIVE
 WYNDWATER, NC 27982

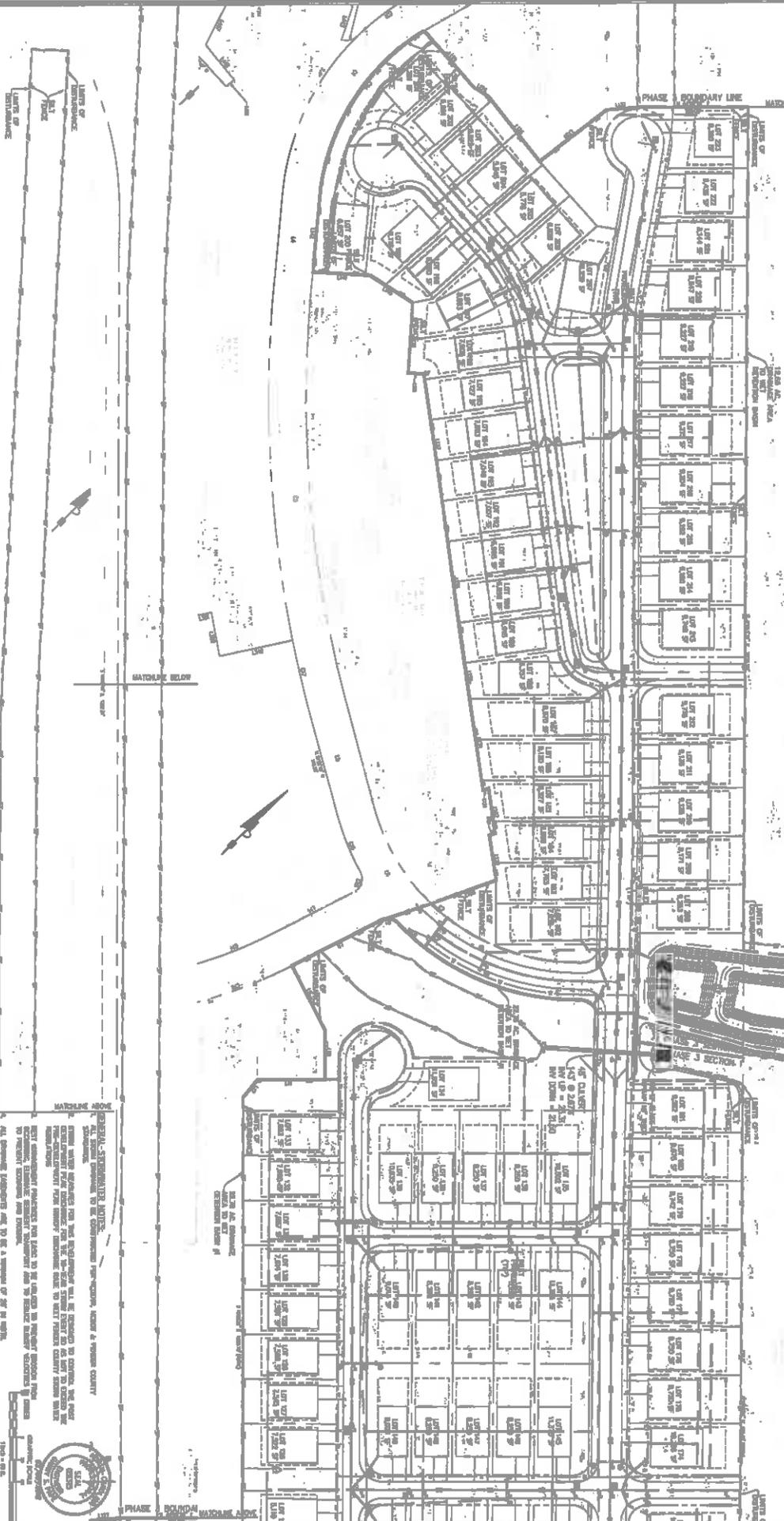
GSP CONSULTING, PLLC
 ENGINEERING

C-4.9

THIS PLAN SHALL BE SUBJECT TO THE REVIEW AND APPROVAL OF THE ENGINEER, AND SHALL BE SUBJECT TO THE REVIEW AND APPROVAL OF THE LOCAL GOVERNMENT. THE ENGINEER'S REVIEW IS LIMITED TO THE TECHNICAL ASPECTS OF THE PLAN AND DOES NOT CONSTITUTE A GUARANTEE OF THE ACCURACY OF THE INFORMATION PROVIDED HEREON. THE ENGINEER SHALL NOT BE RESPONSIBLE FOR THE CONSTRUCTION OF THE PROJECT OR FOR THE PERFORMANCE OF THE PROJECT. THE ENGINEER SHALL NOT BE RESPONSIBLE FOR THE OBTAINING OF ANY NECESSARY PERMITS OR FOR THE OBTAINING OF ANY NECESSARY INFORMATION FROM THE LOCAL GOVERNMENT. THE ENGINEER SHALL NOT BE RESPONSIBLE FOR THE OBTAINING OF ANY NECESSARY INFORMATION FROM THE LOCAL GOVERNMENT. THE ENGINEER SHALL NOT BE RESPONSIBLE FOR THE OBTAINING OF ANY NECESSARY INFORMATION FROM THE LOCAL GOVERNMENT.

SEDIMENT BASIN CALCULATIONS

SEDIMENT BASIN #	BRASSAGE AREA (AC)	REQUIRED STORAGE (1,000 CU FT)	REQUIRED FLOW (CU FT/HR)	REQUIRED AREA (SQ FT)	PROPOSED AREA (SQ FT)	SEDIMENT SIZE (IN)
SEDIMENT BASIN #1	22,500	82,150	4,818	13,970	82,000	4.75
SEDIMENT BASIN #2	22,500	82,150	4,818	13,970	82,000	4.75



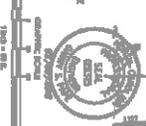
WYNDWATER - PHASE 3

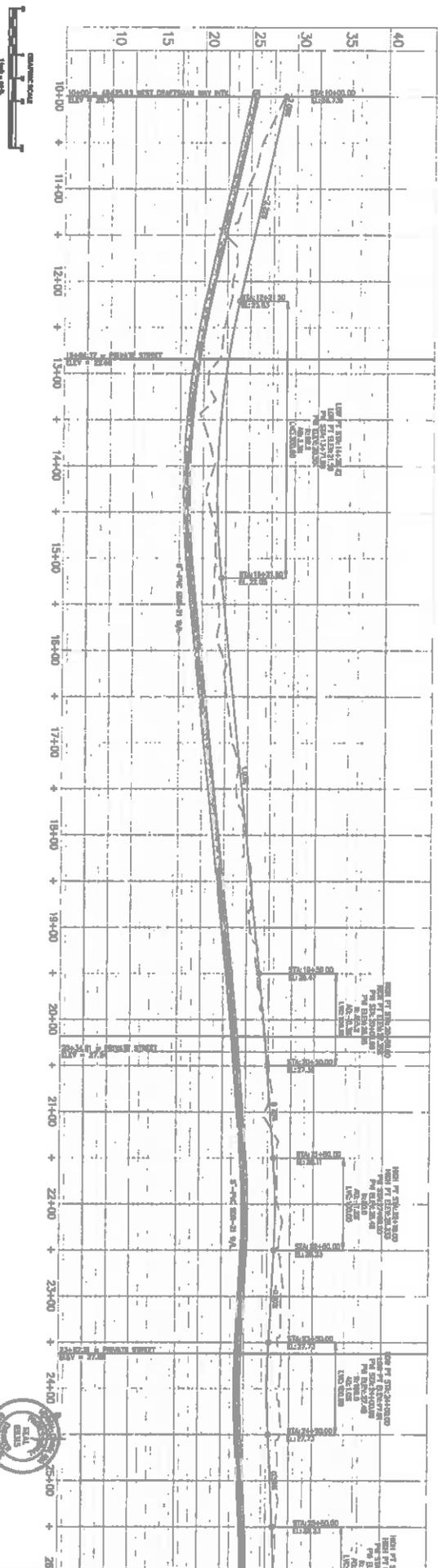
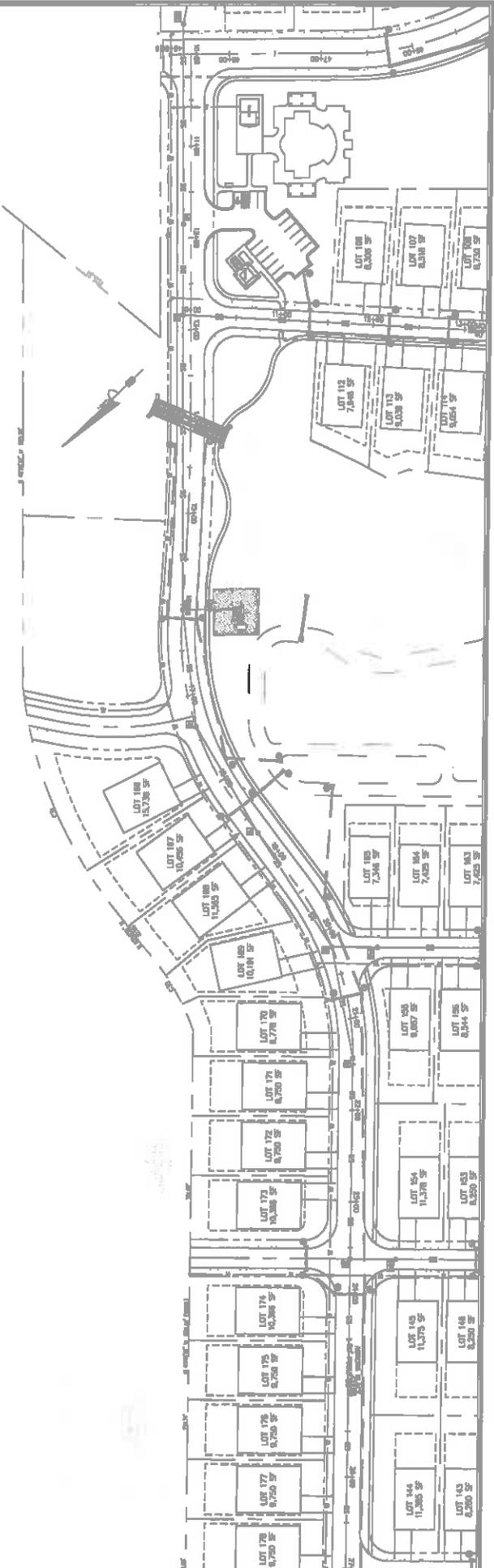
GRADING, DRAINAGE & EROSION & SEDIMENT CONTROL PLAN

GSP CONSULTING, PLLC
ENGINEERING

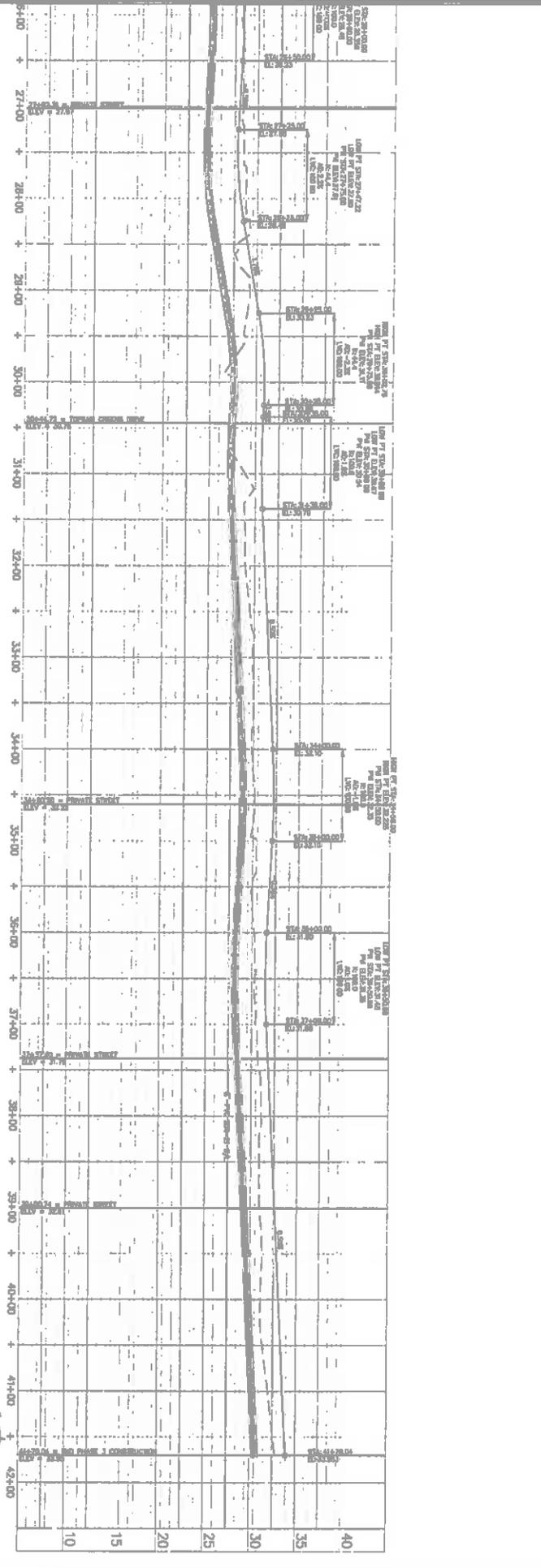
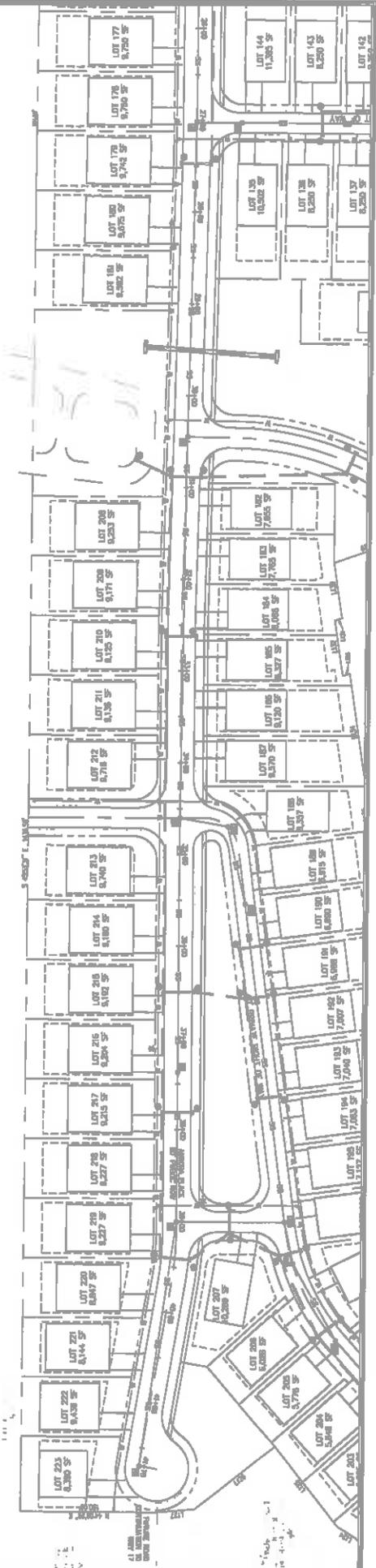
C-5.1

GENERAL NOTES:
1. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE NORTH CAROLINA CONSTRUCTION CODES AND REGULATIONS.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL GOVERNMENT.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE OBTAINING OF ANY NECESSARY INFORMATION FROM THE LOCAL GOVERNMENT.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE OBTAINING OF ANY NECESSARY INFORMATION FROM THE LOCAL GOVERNMENT.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE OBTAINING OF ANY NECESSARY INFORMATION FROM THE LOCAL GOVERNMENT.

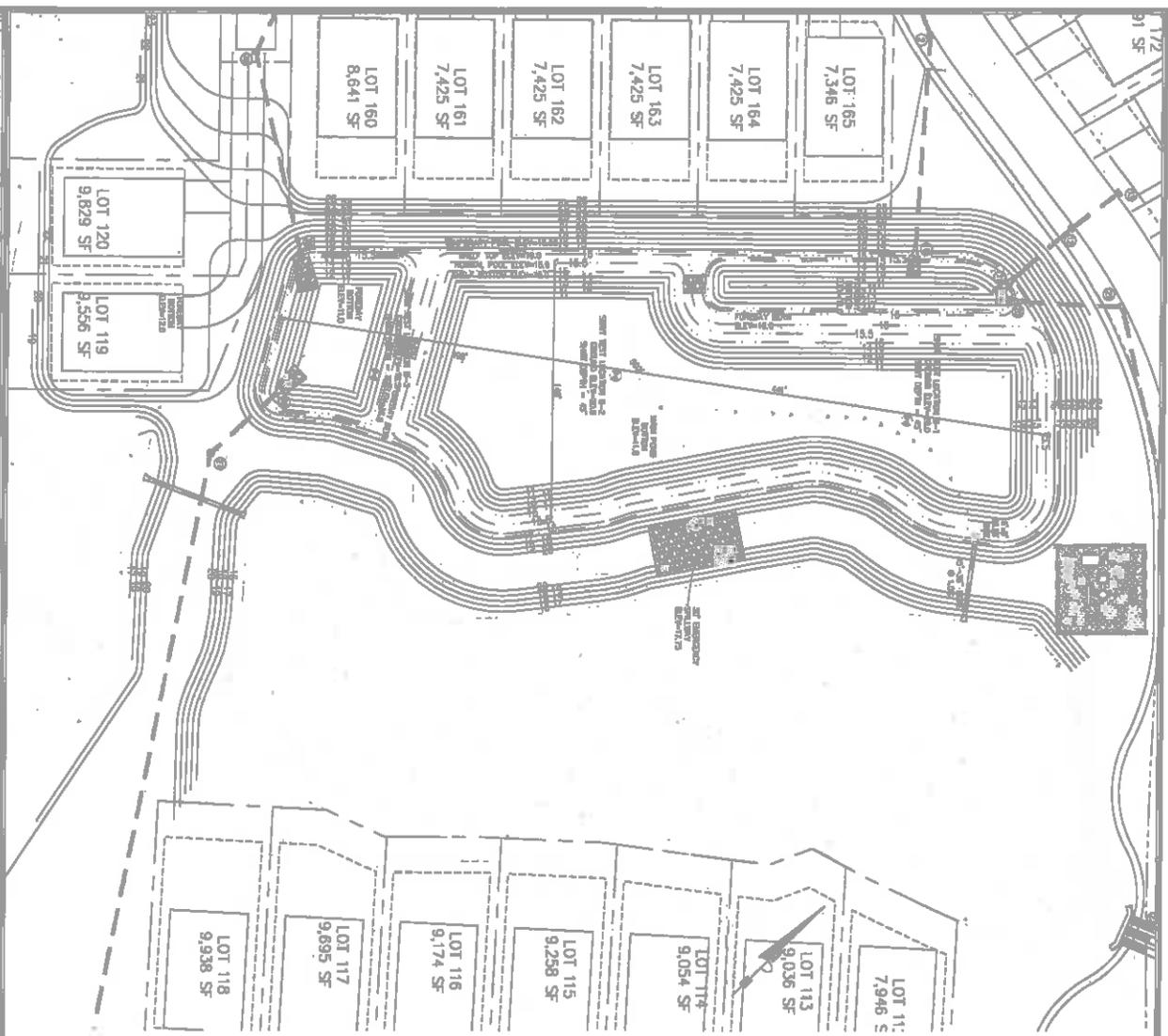




<p>WYNDWATER - PHASE 3</p> <p>Parsons County North Carolina</p>	<p>AURORA PLACE</p> <p>PLAN & PROFILE</p>	<p>PREPARED FOR:</p> <p>DEVELOPER: THE W&M INC. LP</p> <p>1000 W. 10th Street</p> <p>WYNDWATER, NC 28785</p>	<p>GSP CONSULTING, PLLC</p> <p>ENGINEERING</p> <p>1000 S. 10th Street, Suite 200</p> <p>WYNDWATER, NC 28785</p>	<p>DATE: 08/15/2011</p> <p>SCALE: C-6</p>
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WYNDWATER - PHASE 3 Aurora Place Plan & Profile		NORTH CAROLINA PROFESSIONAL ENGINEER STATE BOARD OF ENGINEERING EXPIRES 12/31/2011 720-CO-00000000	
WYNDWATER - PHASE 3 Aurora Place Plan & Profile		GSP CONSULTING, PLLC ENGINEERING 800 Goldsboro Blvd., Suite 200 Goldsboro, NC 27530 Tel: 919-286-9900 Fax: 919-286-9901 www.gsp-engineering.com	
WYNDWATER - PHASE 3 Aurora Place Plan & Profile		C-7	



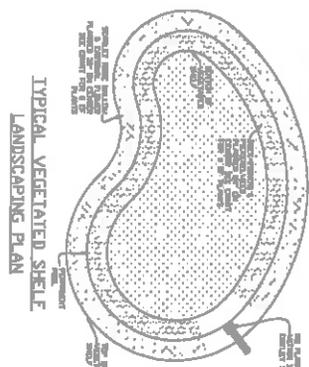
WYNDWATER - PHASE 3
 WET DETENTION BASIN #1 DETAILS

PROPOSED TOWN
 NORTH COUNTY
 NORTH COUNTY

PROPOSED TOWN
 NORTH COUNTY
 NORTH COUNTY

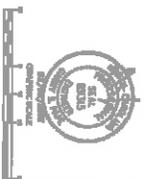
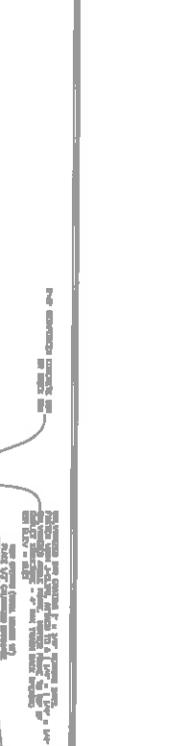
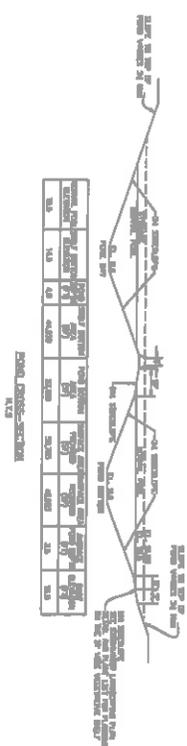
GSP CONSULTING, PLLC
 ENGINEERING

C-9.1



SHALLOW WATER CONCENTRATED FLOW POOL TO SHELF BOTTOM - 4397 SF.

NO.	DESCRIPTION	AMOUNT	UNIT PRICE	TOTAL
1	EROSION MAT	4397	1.00	4397.00
2	STABILIZED BANK	4397	1.00	4397.00
3	VEGETATION	4397	1.00	4397.00
4	LANDSCAPING	4397	1.00	4397.00
5	CONCRETE	4397	1.00	4397.00
6	PAVING	4397	1.00	4397.00
7	GRASS	4397	1.00	4397.00
8	WOOD	4397	1.00	4397.00
9	STEEL	4397	1.00	4397.00
10	BRICK	4397	1.00	4397.00
11	GLASS	4397	1.00	4397.00
12	PLASTER	4397	1.00	4397.00
13	PAINT	4397	1.00	4397.00
14	CEILING	4397	1.00	4397.00
15	FLOORING	4397	1.00	4397.00
16	MECHANICAL	4397	1.00	4397.00
17	ELECTRICAL	4397	1.00	4397.00
18	PLUMBING	4397	1.00	4397.00
19	HEATING	4397	1.00	4397.00
20	Cooling	4397	1.00	4397.00
21	INSULATION	4397	1.00	4397.00
22	ROOFING	4397	1.00	4397.00
23	FOUNDATION	4397	1.00	4397.00
24	CONCRETE	4397	1.00	4397.00
25	PAVING	4397	1.00	4397.00
26	GRASS	4397	1.00	4397.00
27	WOOD	4397	1.00	4397.00
28	STEEL	4397	1.00	4397.00
29	BRICK	4397	1.00	4397.00
30	GLASS	4397	1.00	4397.00
31	PLASTER	4397	1.00	4397.00
32	PAINT	4397	1.00	4397.00
33	CEILING	4397	1.00	4397.00
34	FLOORING	4397	1.00	4397.00
35	MECHANICAL	4397	1.00	4397.00
36	ELECTRICAL	4397	1.00	4397.00
37	PLUMBING	4397	1.00	4397.00
38	HEATING	4397	1.00	4397.00
39	Cooling	4397	1.00	4397.00
40	INSULATION	4397	1.00	4397.00
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42	FOUNDATION	4397	1.00	4397.00
43	CONCRETE	4397	1.00	4397.00
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49	GLASS	4397	1.00	4397.00
50	PLASTER	4397	1.00	4397.00
51	PAINT	4397	1.00	4397.00
52	CEILING	4397	1.00	4397.00
53	FLOORING	4397	1.00	4397.00
54	MECHANICAL	4397	1.00	4397.00
55	ELECTRICAL	4397	1.00	4397.00
56	PLUMBING	4397	1.00	4397.00
57	HEATING	4397	1.00	4397.00
58	Cooling	4397	1.00	4397.00
59	INSULATION	4397	1.00	4397.00
60	ROOFING	4397	1.00	4397.00
61	FOUNDATION	4397	1.00	4397.00
62	CONCRETE	4397	1.00	4397.00
63	PAVING	4397	1.00	4397.00
64	GRASS	4397	1.00	4397.00
65	WOOD	4397	1.00	4397.00
66	STEEL	4397	1.00	4397.00
67	BRICK	4397	1.00	4397.00
68	GLASS	4397	1.00	4397.00
69	PLASTER	4397	1.00	4397.00
70	PAINT	4397	1.00	4397.00
71	CEILING	4397	1.00	4397.00
72	FLOORING	4397	1.00	4397.00
73	MECHANICAL	4397	1.00	4397.00
74	ELECTRICAL	4397	1.00	4397.00
75	PLUMBING	4397	1.00	4397.00
76	HEATING	4397	1.00	4397.00
77	Cooling	4397	1.00	4397.00
78	INSULATION	4397	1.00	4397.00
79	ROOFING	4397	1.00	4397.00
80	FOUNDATION	4397	1.00	4397.00
81	CONCRETE	4397	1.00	4397.00
82	PAVING	4397	1.00	4397.00
83	GRASS	4397	1.00	4397.00
84	WOOD	4397	1.00	4397.00
85	STEEL	4397	1.00	4397.00
86	BRICK	4397	1.00	4397.00
87	GLASS	4397	1.00	4397.00
88	PLASTER	4397	1.00	4397.00
89	PAINT	4397	1.00	4397.00
90	CEILING	4397	1.00	4397.00
91	FLOORING	4397	1.00	4397.00
92	MECHANICAL	4397	1.00	4397.00
93	ELECTRICAL	4397	1.00	4397.00
94	PLUMBING	4397	1.00	4397.00
95	HEATING	4397	1.00	4397.00
96	Cooling	4397	1.00	4397.00
97	INSULATION	4397	1.00	4397.00
98	ROOFING	4397	1.00	4397.00
99	FOUNDATION	4397	1.00	4397.00
100	CONCRETE	4397	1.00	4397.00



Case Type	Planning Board Hearing	Requested Change	Conditions
Master Development Plan	11/12/2013	±185 Single family residential units and ±58,370 square footage of commercial space to be located on ± 143 acres	<ol style="list-style-type: none"> 1. Provide connection to adjacent property to future development to the northwest (document cases #11067) 2. Provide Connection to Identified Capstone Property 3. Allow for "alternative" design for alleyway as shown on sheet C 3.4 4. Allow for emergency access along the connection to Doral Drive (SR 1693)
Phase I Preliminary Plat	3/4/2014	Phase I Includes 42 single family lots on ± 25.58 acres	No new conditions added
Phase II Preliminary Plat	5/6/2014	Phase II Includes 55 single family lots on ± 28.35 acres	No new conditions added
Master Development Plan Revision	1/6/2015	Addition of Zero Lot Line	No new conditions added
Master Development Plan Revision	7/7/2015	<ol style="list-style-type: none"> 1. Increase project area ± 6.2 acres 2. Increase project density from 2.72 to 3.1 units per acre 3. add duplex housing type 4. Reduce lot size from 12,000 sq. ft. to 5,000 sq. ft. 5. Change emergency access to Doral Drive (SR 1693) from Phase II to Phase III 6. Increase total units to 350 	<ol style="list-style-type: none"> 5. The temporary cul de sac shown on the western portion of the Master Development Plan (PG C-3.2 of the Site Plan) shall be converted to a through roadway at the time of the adjacent parcel development; the roadway connecting the Wyndwater and Cardinal Pointe shall be built to constructor street standards as outlined in Section 7.5.3.C. Coordination between the applicant and the adjacent property owner shall be necessary to ensure Interconnectivity. 6. Addition to the condition five (5), a second roadway connection shall be shown to the adjacent parcel (PIN: 4204-94-9912-0000)
Phase IIB Preliminary Plat (Revision to Phase II)	11/4/2015	27 Lots on N. Lamplighter Walk and 4 lots on W. Craftsman Way	No new conditions added
Master Development Plan Revision	2/2/2016	<ol style="list-style-type: none"> 1. Increase project area to ± 204.07 acres 2. Increase the project density to 3.1 units per acre to 3.14 units per acre 3. Change the front yard setback from 20 ft. to 15 ft. 4. Allow "Alternative" design for alleyway located in Phase II as shown on the MDP submittal PG C-2.3 5. Allow for "alternative" design of a hammerhead in Phase IV as shown on the MDP submittal PG C-3.7 	<ol style="list-style-type: none"> 7. Provide adjacent property connection north to PIN 4214-43-1229-0000 (Westbrook Tract) 8. Provide Connection to Oak Circle (private) 9. Allow "Alternative" design for alleyway located in Phase II as shown on the MDP submittal PG C-2.3 10. Allow for "alternative" design of a hammerhead in Phase IV as shown on the MDP submittal PG C-3.7
Phase III Preliminary Plat	9/1/2016	Tabled Request for 69 Single Family Detached lots and 40 single family detached lots	No new conditions added
Phase III Preliminary Plat	10/13/2016	69 Single Family Detached lots and 40 single family detached lots	No new conditions added



Figure 22: Baseline with Bike Lanes



Figure 23: Baseline with Sidewalk (only required on one side)



Pender County Planning and Community Development

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



Phone: 910-259-1202
Fax: 910-259-1295
www.pendercountync.gov

Access and Development Connectivity in Pender County

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

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

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

Unified Development Ordinance Standards

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

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

Adopted Land Use Policies

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

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

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

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

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

- CLUP Policy 2B.1.4: Adopt regulations that require new developments and individual sites throughout the County to provide vehicular and pedestrian interconnectivity to existing or planned adjacent sites and adjoining developments.
- CLUP Policy 2B.1.9: As recommended in the Coastal Pender Collector Street Plan, all new streets that have the potential to connect to adjacent developments should be constructed to NCDOT secondary road standards and accepted for public maintenance to ensure future connectivity.



Applicant:
Signature Top Sail NC, LTD

Owners:
J L Morris Enterprises of Hampstead Inc.,
Morris Jeffrey L et al,
and Signature Top Sail NC, LTD

**Phase III
Preliminary Plat
Revision**

**Case Number:
205-2016**

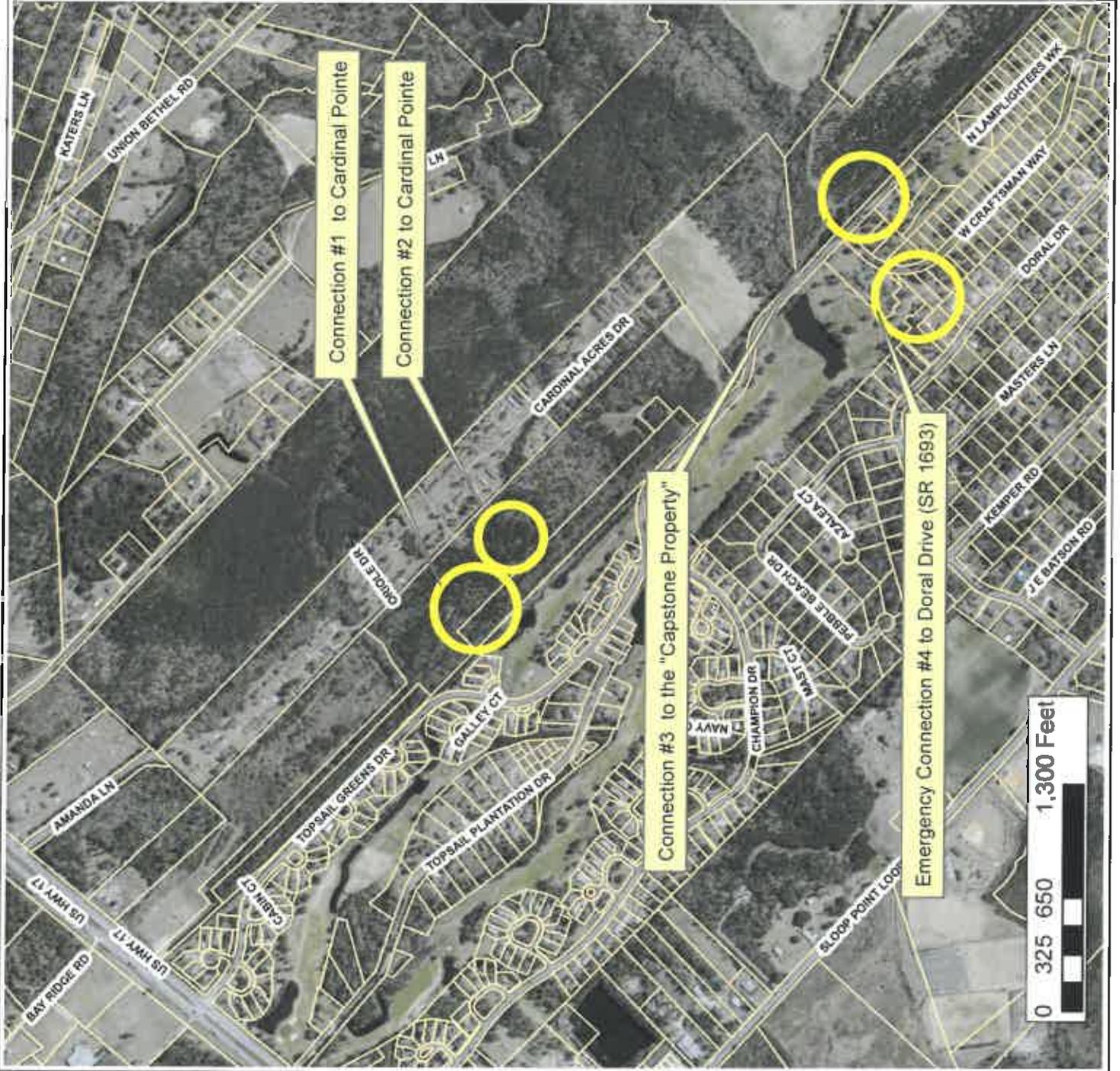
Wyndwater

Legend

-  Wyndwater MDP Project Area
-  Wyndwater Proposed Roadways
-  Cardinal Pointe Proposed Roadways



Adjacent Connections





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

February 17, 2016

Dan Cumbo, PE
Davenport
3722 Shipyard Boulevard, Suite E
Wilmington, NC 28403

RE: Revised Approval of the Traffic Impact Analysis (TIA) associated with the proposed Wyndwater Development Pender County, NC

The WMPO, NCDOT, and Pender County staffs have reviewed the Wyndwater Development TIA dated October 15, 2015 with updated Synchro files dated December 3, 2015. The approved document consists of the following phases:

Phase 1

- 110 Single Family Homes

Phase 2 (including phase 1)

- 254 Single Family Homes
- 55 Townhomes

Phase 3 (including phases 1 and 2)

- 329 Single Family Homes
- 135 Townhomes
- 60,000 square ft. of Mini Storage

Phase 4/Full Build (including phases 1, 2, and 3)

- 379 Single Family Homes
- 155 Townhomes
- 60,000 square ft. of Mini Storage
- 100 Senior Adult Housing Dwelling units

Wilmington Urban Area Metropolitan Planning Organization

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

We concur with the recommendations of the TIA as stated below with modifications shown in red:

Phase 1

Sloop Point Loop Road at Site Access 1 (northeast of Masters Lane)

- No improvements are recommended

Sloop Point Loop Road at Site Access 2 (northeast of Friendly Lane)

- This access will not be installed in this phase

US 17 at Topsail Greens Drive

- No improvements are recommended

US 17 at Topsail Plantation Drive

- No improvements are recommended

US 17 at Champion Drive

- No improvements are recommended

US 17 at Sloop Point Road

- No improvements are recommended

US 17 at Sloop Loop Point Road

- No improvements are recommended

Phase 2

Sloop Point Loop Road at Site Access 1 (northeast of Masters Lane)

- Provide a northbound left turn lane with 100 feet of storage and appropriate taper

Sloop Point Loop Road at Site Access 2 (northeast of Friendly Lane)

- This access will not be installed in this phase

US 17 at Topsail Greens Drive

- Three-lane cross-section: One Ingress, Two Egress
 - Egress
 - Shared left and through
 - Dedicated right turn

US 17 at Topsail Plantation Drive

- No improvements are recommended

US 17 at Champion Drive

- Three-lane cross-section: One Ingress, Two Egress
 - Egress
 - Shared left and through
 - Dedicated right turn

US 17 at Sloop Point Road

- No improvements are recommended

US 17 at Sloop Loop Point Road

- Restripe the existing pavement to provide a three-lane cross-section: One Ingress, Two Egress
 - Egress
 - Shared left and right
 - Dedicated left turn
- Provide signal modifications to facilitate striping changes

Phase 3

Sloop Point Loop Road at Site Access 1 (northeast of Masters Lane)

- Provide a southbound left-turn lane with 100 feet of storage and appropriate taper (once the east side access is installed)

Sloop Point Loop Road at Site Access 2 (northeast of Friendly Lane)

- No improvements are recommended

US 17 at Topsail Greens Drive

- No additional improvements are recommended

US 17 at Topsail Plantation Drive

- No additional improvements are recommended

US 17 at Champion Drive

- No additional improvements are recommended

US 17 at Sloop Point Road

- No improvements are recommended

US 17 at Sloop Loop Point Road

- No improvements are recommended

If changes are made to the proposed site driveways and/or use, the current trip distribution may need to be modified and would require a revised Traffic Impact Analysis to be submitted for review by the NCDOT, WMPO, and Pender County. This approval would become null and void.

The applicant is required to obtain all applicable Pender County and NCDOT permits for access to the road network. All applicable NCDOT and Pender County technical standards and policies shall apply.

Please contact me at 910-473-5130 with any questions regarding this approval.

Sincerely,

Amy Kimes, PE
Project Manager
Wilmington Metropolitan Planning Organization

Cc: Robert Vause, PE, District Engineer, NCDOT
Katie Hite, PE, Division Traffic Engineer, NCDOT
Kyle Breuer, Planning Director, Pender County
Megan O'Hare, Senior Planner, Pender County
Bill McDow, Transportation Planner, WMPO
Mike Kozlosky, Executive Director, WMPO



April 13, 2016

Mike Pollak
Manager
Signature Topsail NC LTD
6450 Shinnwood Road
Wilmington NC 28409

Re: Pluris Hampstead, LLC Intent to Serve Signature Topsail LTD, Pender County

Dear Mr. Pollak,

This letter serves as confirmation of Pluris Hampstead, LLC ("Pluris") intent to serve the above reference development with wastewater treatment in accordance with the requirements of the DENR, and the NCUC to whom Pluris will be subject to for environmental and rate regulation respectively; In addition Pluris will be subject to the provisions of the County of Pender approved Special Use Permit

It is our understanding that this development contains multiple phases that may include up to five hundred (500) single family residences. Please note that this letter of intent to provide wastewater service to the development is contingent upon the execution of an amended developer agreement between Signature Topsail NC LTD and Pluris Hampstead, LLC.

If you have any questions please do not hesitate to call me at (910) 327-2880 or my cell (910) 852-0630

Sincerely,

A handwritten signature in black ink, appearing to read "Randy Hoffer".

Randy Hoffer
Regional Manager

TECHNICAL REVIEW COMMITTEE (TRC) RESPONSES:

Cape Fear Council of Governments RPO

No Attendance.

Four County Electric Company

No Attendance.

NC DENR Division of Coastal Management

No Attendance.

NC DENR Division of Forestry

No Attendance.

NC DEQ

Requirements: Any of the projects listed that plan to disturb an acre or greater will need to submit an approvable erosion and sedimentation control plan 30 days prior to beginning of the project. It appears the following projects already have approved plans:

- Wyndwater Ph III, (Pende-2016-004) a revision may be needed for the additional 4.08 acres added

NC DENR Division of Waste Management

No Attendance.

NC DENR Division of Water Quality

No Attendance.

NC DOT Division of Highways

Left-turn lane with 100 feet of storage, and appropriate taper, on Sloop Point Road at Site access 1, northeast of Masters Lane, (once the east side access is installed).

NC DOT Transportation Planning Branch

No Attendance.

NC Office of State Archaeology

No Attendance.

NC Wildlife Resources Commission

No Attendance.

Pender County Addressing Coordinator

The newest revision to Phase 3 & 4 of Wyndwater will require some additional road names in addition to the ones Mr. Greer had previously submitted.

Recommendations:

Comments:

Information Requested:

The newest revisions will create 4 intersections with the road centerlines. Per the Addressing ordinance they will have to use directional or choose alternate road names. Please follow up with Jan Dawson to submit these additional names and your preferences on directional.

Pender County Building Inspections

No Attendance.

Pender County Emergency Management

No Attendance.

Pender County Environmental Health

IP/CA required for each lot.

Pender County Fire Marshal

No problems with project

Pender County Flood Plain Management

The subject property is not located in the Special Flood Hazard Area (SFHA) according to the Flood Insurance Rate Map (FIRM) 3720421400J published February 16, 2007. In the DFIRMS preliminary maps released in August 2014, the property remains outside a designated floodzone.

No further requirements at this time.

Pender County Parks and Recreation

No Response.

Pender County Public Library

No response .

Pender County Public Utilities

No Response.

Pender County Schools

No Response.

Pender County Sheriff's Department

No Response.

Pender County Soil and Water Conservation District

No Response.

Progress Energy Corporation

No Response.

US Army Corps of Engineers

No Response.

Wilmington Metropolitan Planning Organization

Requirements: Wyndwater Phase 3

1. The proposed site plan does not show some of the street names for adjacent streets.
2. Increase the pavement cross section of the proposed streets. A minimum of 2" asphalt and 6" base stone is necessary to accommodate the weight of Fire and Rescue vehicles.
3. Provide the sidewalk and pedestrian access to the active recreation areas.

Recommendations:

1. The pool house is adjacent to sidewalk on the nearby street, (shown above Lot# 7), however, a wheel chair ramp has not been installed on either sidewalk. Install the wheel chair ramp at this location and at the street corner.
2. Based upon the size of this development, additional parking may be needed for this amenity area. Please provide overflow parking, or increase the width of the streets to allow for on-street parking.
3. Show the landscape plan and street light plans for the site.
4. The Moonlight Walk Cul-de-sac bulb is not R40. Please increase.



Applicant:
Signature Top Sail NC, LTD

Owners:
**J L Morris Enterprises of Hampstead Inc.,
Morris Jeffrey L et al,
and Signature Top Sail NC, LTD**

**Phase III
Preliminary Plat
Revision**

**Case Number:
205-2016**

Wyndwater



Subject Property



Vicinity





Applicant:
Signature Top Sail NC, LTD

Owners:
J L Morris Enterprises of Hampstead Inc
Morris Jeffrey L et al,
and Signature Top Sail NC, LTD

Phase III
Preliminary Plat
Revision

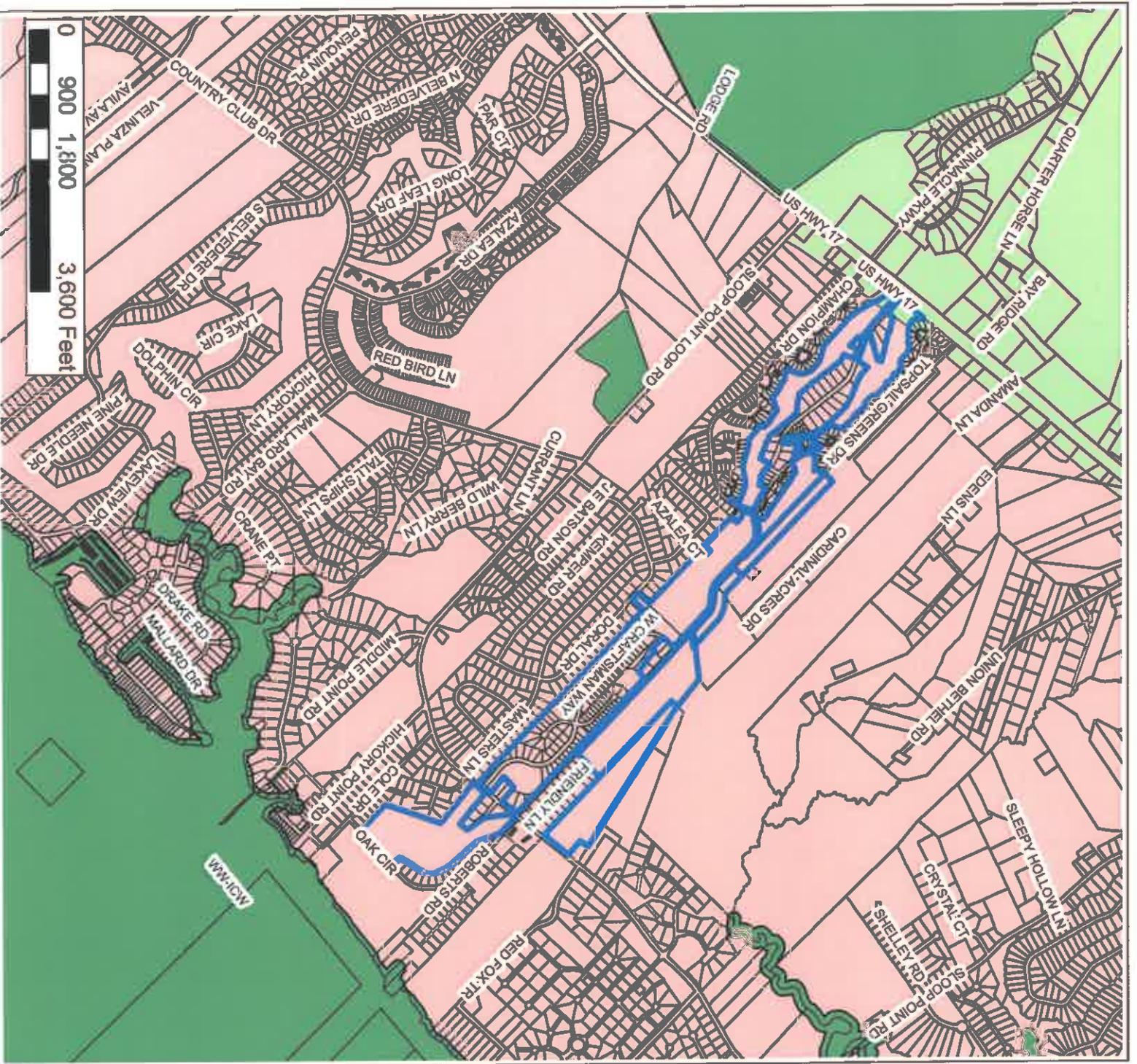
Case Number:
205-2016

Wyndwater

- Legend**
-  Subject Property
 -  Conservation
 -  Industrial
 -  Mixed Use
 -  Office, Institutional, Business
 -  Rural Growth
 -  Suburban Growth



Future Land Use





Applicant:
Signature Top Sail NC, LTD

Owners:
J L Morris Enterprises of Hampstead Inc.,
Morris Jeffrey L et al,
and Signature Top Sail NC, LTD

**Phase III
Preliminary Plat
Revision**

**Case Number:
205-2016**

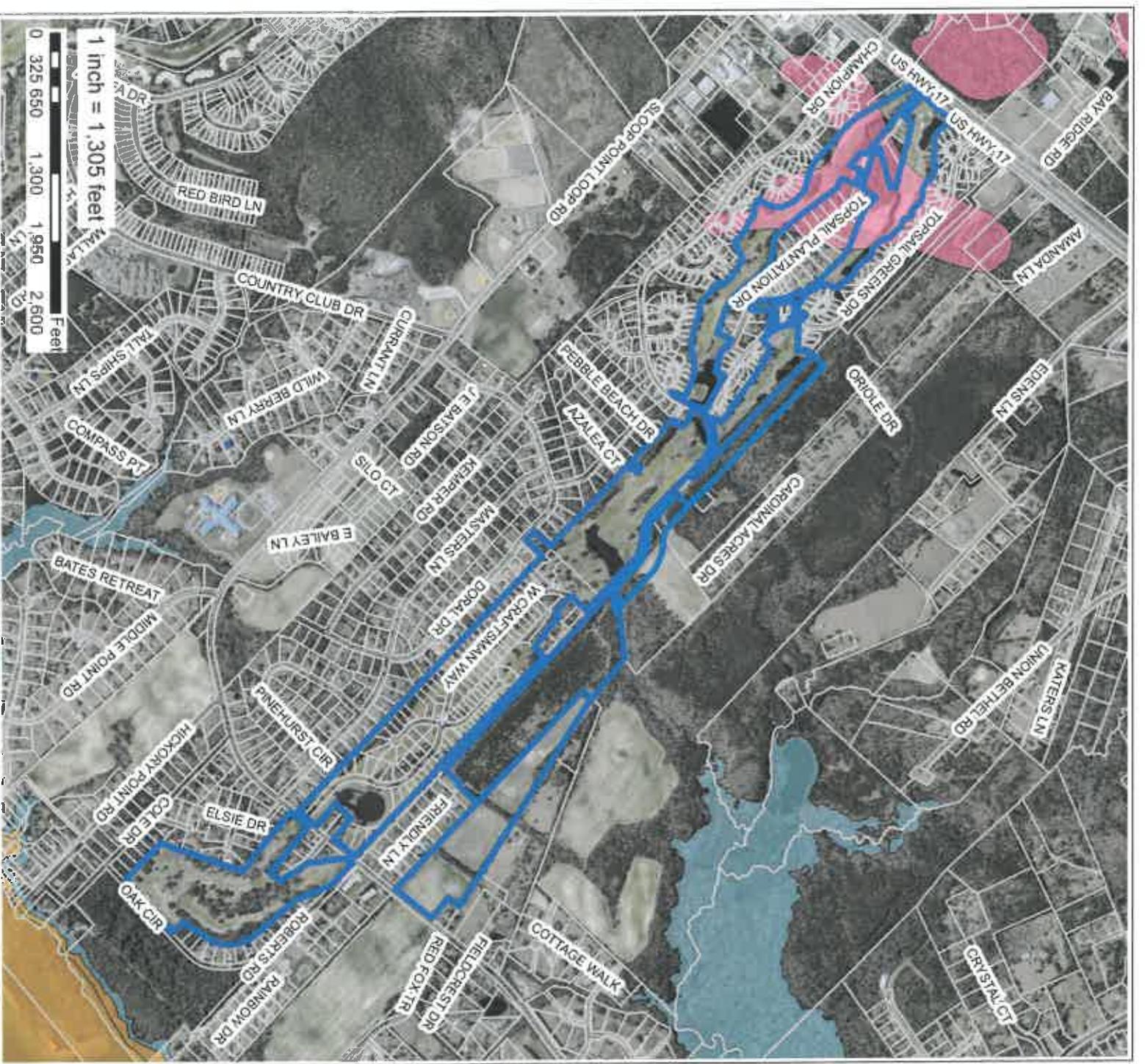
Wyndwater



Legend
 Subject Parcel



2012 AERIAL



Applicant:
Signature Top Sail NC, LTD

Owners:
J L Morris Enterprises of Hampstead Inc.,
Morris Jeffrey L et al,
and Signature Top Sail NC, LTD

Phase III
Preliminary Plat
Revision

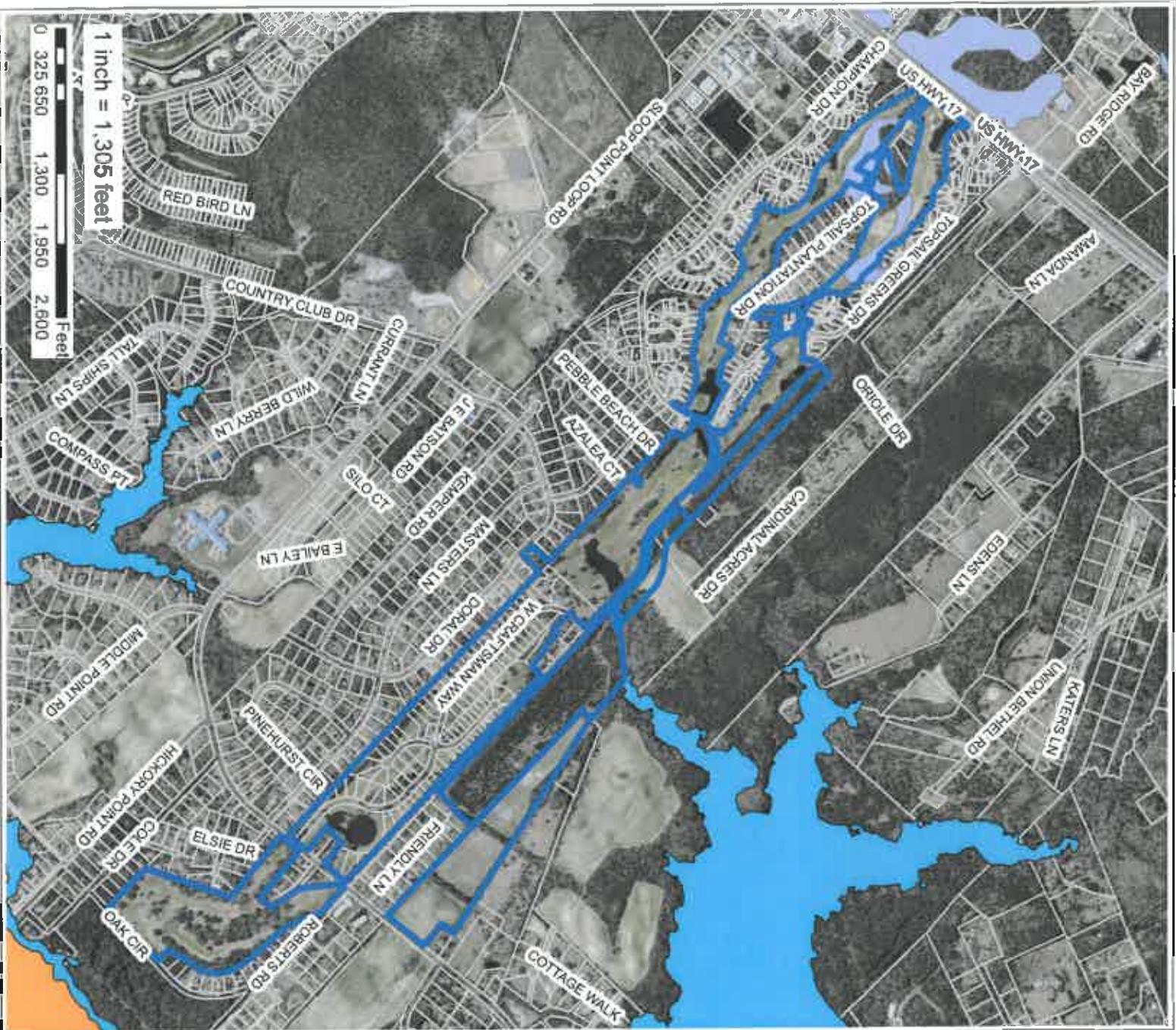
Case Number:
205-2016

Wyndwater

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



Flood Zones



Applicant:
Signature Top Sail NC, LTD

Owners:
J L Morris Enterprises of Hampstead Inc.,
Morris Jeffrey L et al,
and Signature Top Sail NC, LTD

Phase III
Preliminary Plat
Revision

Case Number:
205-2016

Wyndwater

Legend

 Subject Property



Preliminary
Flood Zones

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

SUMMARY:

Hearing Date: May 3, 2016
Applicant: Signature Top Sail NC, Ltd.
Property Owner: Signature Top Sail NC, Ltd.
Case Number: 206-2016

Development Proposal: Signature Top Sail NC, LTD, applicant, on behalf of Capstone Ventures LLC., owner, is requesting the approval of a Preliminary Plat for Phase IV of the mixed-use development proposal known as Wyndwater. Specifically, the request for includes fifty-four (54) single-family conventional lots on ± 21.94 acres. The subject property is zoned PD, Planned Development zoning district.

Property Record Number, Acreage, and Location: Phase IV consists of ± 21.94 acres of the ± 204.07 acres in the entire Master Development Plan located on the former Topsail Greens Golf Course; the properties are located to the north of Wyndwater Phase II, to the south of vacant undeveloped land, to the east of the conditionally approved Cardinal Pointe Master Development Plan (Case 11067) and to the west of Friendly Lane (private). The subject property may be further identified by Pender County PIN: 4214-22-7567-0000.

RECOMMENDATION

Planning Staff is submitting the proposal for Planning Board disposition. The request is consistent with five (5) policies and conflicting with no policies in the 2010 Pender County Comprehensive Land Use Plan. The request is consistent with other approved planning documents; therefore Planning Staff recommends the approval of the Wyndwater Phase IV Preliminary Plat request as detailed in this report. Any and all future development, as well as all phases or changes to the Master Development Plan are subject to Planning Board review and approval. The proposed Phase IV is consistent with the latest Master Development Plan Revision which was approved on February 2, 2016.

HISTORY

Project history may be found as Attachment 1.

Phase IV Preliminary Plat

Non-Residential

Currently there are not any non-residential areas identified in Phase IV. The non-residential will be in a future phase and is identified as "Commercial" on the Master Development Plan. The commercial area will be located on the western side of the subdivisions near US HWY 17.

Residential

Density

According to Section 4.8.1.C the net density in the PD, Planned Development zoning district shall be a maximum of five (5) units per acre. All density calculations shall be in accordance with the Pender County Unified Development Ordinance requirements and examined further if any variables of the project change.

The Wyndwater Master Development Plan was conditionally approved February 2, 2016, with a net density of ± 3.14 units per acre. This Phase IV Preliminary Plat request includes a density of ± 3.06 units per acre. This request is consistent with the overall approved Master Development Plan density as approved by the Planning Board.

Phases Proposed Density

Phase	Density Approved (units per acre)
Phase I	± 1.6
Phase II	± 1.98
Phase IIB	± 3.29
Proposed Phase III	± 4.12 (request before Planning Board 5/6/2016)
Proposed Phase IV	± 3.06 (request before Planning Board 5/6/2016)
Current Average	± 2.81
Approved MDP	± 3.14

Phase IV Density

Total Acreage	21.94
Non-Residential Acreage	0
Wetlands Acreage	0
Right-of-Way Acreage	3.64
Open Space Acreage	1.62
	Active 0.81
	Passive 0.81
Total Units	54
	Developable Land 17.67
	Net Density 3.06

Total Requested

Lots Phase IV Preliminary Plat submittal request includes fifty-four (54) single family lots.

Lot Requirements

There are no requested changes to the proposed setbacks or height as last approved by the Master Development Plan on February 2, 2016. As outlined in the Unified Development Ordinance, Section 4.8.1.D the Master Development Plan established the required lots sizes, yard setbacks, and building height.

Phase IV Previously Approved Setbacks

Setback	Distance (In feet)
Front	15
Rear	20
Side	0 Lot line (with 8-10 ft. maintenance easement)
Corner	15
Height	38

Landscaping & Buffers

All landscape and buffers are to be approved in accordance with Section 8.2.8 of the Pender County Unified Development Ordinance. In multi-family and Planned Developments a Buffer A is required along all boundaries adjacent to a street. A Buffer C is required along all boundaries adjacent to single-family residential uses or residential lots with a parcel size of less than one (1) acre and when a single-family structure is within fifty (50) feet of the boundary of the development.

The applicant has provided a Buffer Plan for Phase IV. The proposed Buffer Plan shows the existing trees in the proposed Phase IV area and the proposed buffers specified by Section 8.2.8 of the Pender County Unified Development Ordinance. The Buffer Plan adequately addresses the buffer standards set forth by the Pender County Unified Development Ordinance.

Open Space

Per the Pender County Unified Development Ordinance Section 7.6, all proposed residential subdivisions shall provide open space in the amount of \pm 0.03 acres per dwelling unit within the subdivision; half of which must be designated active open space. The submittal meets the open space requirements set forth in Section 7.6.1.C of the Pender County Unified Development Ordinance.

Open Space	Required	Provided
Total Open Space	1.62	1.62
Passive	0.81	0.81
Active	0.81	0.81

Recreational Units

Currently, Phase IV is proposed to have fifty-four (54) single family units. According to Section 7.6.2 the recreation unit for Phase IV is 1.0 with the financial amount is \$10,000. The applicant has submitted a

pool facility (NAICS 713940) to serve as the recreation facilities for Phases I-IV which in total services 287 lots.

The Pender County Unified Development Ordinance supports the proposed pool facility as recreation in the active open space per Section 7.6.1.B; Active Open Space consists of areas such as park land chosen without regard to natural features for the explicit purposes of enhancing design, such as village commons, or providing space for outdoor recreation activities which may include, but not be limited to; cluster boxes, tennis courts, ball fields, swimming pools, and tot lots with play equipment.

Roadways

Public Roadways

Per Section 7.5.3.A of the Pender County Unified Development Ordinance, roadways which are proposed as public roadways must be built to NCDOT standards as outlined in the NCDOT Subdivision Manual published in January 2010.

Currently there are two (2) public roadways identified on the Phase IV Preliminary Plat submittal. West Craftsman Way extends to the property line of the parcel to the north (owned by Westbrook and further identified by PIN: 4214-43-1229-0000). The second proposed public roadway will extend from the roadway West Craftsman Way to the east to connect to Sloop Point Loop Road (SR 1563). The proposed public roadway has a fifty (50) foot right of way with two (2) foot valley gutters.

The Collector Street Plan identifies the roadways into specific groups. The identified roadway within this parcel is in group one (1). The applicant is utilizing Figure twenty-three (23) of the Pender County Collector Street Plan as the chosen cross section (Attachment 2). The applicant has chosen to build a four (4) foot sidewalk shown as a pedestrian easement on the east side of the proposed collector street. The applicant has the option to build one sidewalk. The sidewalk can be placed within the NCDOT right of way. A tri-party agreement must be developed for the maintenance and liability costs as well as the cost of construction. This is in compliance with the Pender County Collector Street Plan.

Phase IV proposes a collector street to extend to the parcel to the north (owned by Westbrook and further identified by PIN: 4214-43-1229-0000). The collector street is proposed to have a sidewalk located to the eastern side of the collector roadway. The proposed sidewalk is to be located outside of the NCDOT right of way.

The applicant has the option to build one sidewalk. The sidewalk can be placed within the NCDOT right of way. A tri-party agreement must be developed for the maintenance and liability costs as well as the cost of construction and maintenance.

Private Roadways

According to Section 7.5.3 all designated private streets shall be designed and constructed in compliance with the current NCDOT Subdivision Roads Minimum Construction Standards. The proposed private right-of-ways are identified on the Phase IV Preliminary Plat as forty (40) feet in width with two (2) foot valley gutters; which will meet the NCDOT standards as outlined in the 2010 Subdivision Manual with a curb and gutter section.

The applicant has designed all cul de sacs in Phase IV to have a forty (40) foot edge of pavement radii. This currently exceeds the regulation per Section 7.5.1.F for the required thirty-five (35) foot edge of pavement requirement.

At this time the road names are outstanding and a Preliminary Plat will be required to be submitted to the Addressing Coordinator with the proposed road names.

Street Connectivity and Access

The PD, Planned Development zoning district per Section 4.8.1.E requires reasonable access to be provided to adjacent properties for development. Adequate connections to adjacent parcels will promote interconnectivity and build road networks throughout the County. Per Section 7.5.3.C.5 these roadways are required to be designated as public when connected to adjacent parcels.

The applicant has proposed a connection to the parcel to the north (owned by Westbrook and further identified by PIN: 4214-43-1229-0000). The proposed extension from West Craftsman Way (Public) will extend through the Capstone tract identified by PIN: 4214-22-7567-0000 and stub out at the parcel line for the Westbrook and further identified by PIN: 4214-43-1229-0000. The applicant will also stub out to the Lewis Ruth Carolina Kalmar et al identified by PIN 4214-50-8387-0000 for future development of Phase VI (Attachment 3).

Traffic

A Traffic Impact Analysis assesses the effects specific developments have on traffic in the community. An examination of traffic impact on the existing road network surrounding the subject properties must be updated. This update will require coordination with NCDOT and the Wilmington Metropolitan Planning Organization (WMPO). At this time a Traffic Impact Analysis has been approved; and the developer must stay within the approved TIA or amend it to fit any new proposals outside the scope of the previously approved TIA. The TIA will determine what improvements are necessary to the existing roadway network (Attachment 4).

Currently, the approved TIA addresses two hundred fifty-four (254) single family residential lots and fifty-five (55) townhome units. Currently we are within Phase II of the approved TIA. The applicant is proposing no townhomes at this point, as were originally included in the TIA for this Phase. Following a discussion at the TRC meeting with WMPO staff members, an updated ITE trip generation from the applicant and a letter from the engineer contracted by the applicant have been provided.

The current ITE Trip Generation calculations have decreased from the approved ITE Trip Generation calculations. Wyndwater is currently in compliance with the TIA.

	Approved TIA Trip Generation	Provided Trip Generation
Total Dally Trips	2,858	2,651
AM Peak Hour	220	208
PM Peak Hour	280	280

Pedestrian Access

The proposed sidewalks in Phase IV will give the future residents accessibility to the active open spaces areas within the subdivision including accessibility to a five (5) foot mulch walking path located in the active open space around the proposed stormwater pond. The proposed walking trail will be located within active open space and be dedicated as a pedestrian easement. Currently the sidewalk is located outside of the NCDOT right of way, however with the new Pender County Collector Street Plan the

sidewalk may be placed within the NCDOT Right of way with a tri-party agreement for the maintenance and liability costs as well as the cost of construction and maintenance.

Services (Wastewater/Water)

Phase IV wastewater will be treated by Pluris LLC., a private regional treatment facility. An Intent to Service Letter was provided by the applicant on behalf of Pluris LLC. (Attachment 5). The original wastewater approval is for forty (40) single family residences, but may be increased to two hundred ten (210) single family residences as Pluris LLC. accepts future capacity. The applicant shall work directly with Pluris LLC., State agencies and the Pender County for each Phase approval.

The Pender County Utilities Department is working closely with the applicant to satisfy applicable requirements for the Phase IV water needs. A detailed plan is required to be submitted to Pender County Utilities Department showing a required connection to be made to a four (4) inch water line located on Friendly Lane (private).

Environmental Concerns

The subject parcel, of ± 204.07 acres does contain portions of environmentally sensitive areas including wetlands.

There are ± 0.32 acres of wetlands in the proposed Phase IV revision. Any development within these areas may be subject to the permit requirements of Section 404 of the Clean Water Act. A Jurisdictional Determination will be required for Phase IV.

The subject property is not located in the Special Flood Hazard Area (SFHA) according to the Flood Insurance Rate Map (FIRM) 3720421400J published February 16, 2007. In the DFIRMS preliminary maps released in August 2014, the property remains outside a designated flood zone.

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

The PD, Planned Development zoning district requires a tree survey to be submitted prior to the Final Preliminary Plat approval, the applicant has provided this documentation to Planning Staff at this time and is in compliance with this requirement.

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

Technical Review Committee (TRC) Responses:

On Tuesday April 5, 2016 the Pender County Technical Review Committee reviewed the Phase IV Preliminary Plat of Wyndwater. The responses collected can be seen in Attachment 6 and incorporated throughout this report.

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

C) Existing Land Use in Area: The properties surrounding the parcel are low density residential housing communities, located to the west is Cardinal Acres Manufactured Home Park, located to the east is Sloop Point South and located to the north east Pecan Grove. Along the immediate southern boundary is the previously recorded Phase I and Phase IIA and IIB of Wyndwater.

D) 2010 Comprehensive Land Use Plan: The subject property is designated as Mixed Use land classification. 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.

Supporting Comprehensive Plan Policies and Goals:

- a. **Growth Management Goal 1A.1** Manage the physical growth and development of Pender County by promoting more intensive land uses in key locations identified for such growth while preserving and protecting the unique physical character and social assets of the predominant rural lifestyle and coastal environment that makes the County a unique place to live.
 - i. **Policy 1A.1.2**
Encourage development in areas where the necessary infrastructure – roads, water, sewer, and schools - are available, planned or can be most cost effectively provided and extended to serve existing and future development.
- b. **Transportation Goal 2B.1** Manage the timing, location and intensity of growth by coordinating transportation improvements in accordance with the Comprehensive Land Use Plan and the Coastal Pender Collector Street Plan.
 - i. **Policy 2B.1.9**
As recommended in the Coastal Pender Collector Street Plan, all new streets that have the potential to connect to adjacent developments should be constructed to NCDOT secondary road standards and accepted for public maintenance to ensure future connectivity.
- c. **Water and Sewer Goal 2A.1** manage the timing, location and intensity of growth by locating water and sewer improvements in accordance with the Comprehensive Land Use Plan and Water and Wastewater Master Plans.

The request is consistent with three (3) goals and six (6) policies from the 2010 Pender County Comprehensive Land Use Plan and conflicts with none.

Previous Conditions

1. Phase III: Provide connection to adjacent property for future development to the northwest of the subject property (documented under case #11067 Cardinal Pointe, as submitted to Planning Board in December 2013);

The applicant has provided three (3) connections to adjacent property Cardinal Pointe Master Development Plan (Case # 11067). As a portion of the original Cardinal Pointe Master Development Plan is now included in the Wyndwater Master Development Plan revision, the connections shall be re-examined. Coordination between the applicant and the adjacent property owner shall be necessary to ensure interconnectivity.

2. Phase II: Provide connection to identified "Capstone Property" identified by Pender County PIN 4214-22-7567-0000;

The applicant has provided the required connection in Phase II with the Stubbing out of the West Craftsman Way to the "Capstone Property" identified by Pender County PIN 4214-22-7567-0000.

3. Phase I: Allow for "alternative" design for alleyway

The applicant has provided this alternative design in Phase I and it was recorded on Map Book 57, Page 14 at the Register of Deeds as an access easement in Phase I.

4. Phase III: Allow for emergency access along the connection to Doral Drive (SR 1693).

The applicant has provided the required emergency access in Phase II for the safety and well-being of the home owners in the development. The developer has since requested that this emergency access be moved to the next phase of the development and provided to the same standards as required by Emergency Management. The Technical Review Committee meeting provided insight on this change. The Fire Marshal agreed that the same standards would be met and same safety measures would be in place for citizens if the connection was provided in Phase III as requested.

5. Phase III: The temporary cul de sac shown on the western portion Phase III shall be converted to a through roadway at the time of the adjacent parcel development.

The applicant has provided the temporary cul de sac shown on the western portion Phase III Wyndwater. This approved turn around shall be built to collector street standards as outlined in Section 7.5.3.C. Coordination between the applicant and the adjacent property owner shall be necessary to ensure interconnectivity.

6. Phase III: Additional to condition five (5), a second roadway connection shall be shown to the adjacent parcel (PIN: 4204-94-9912-0000 and identified as the Cardinal Pointe Master Development Plan Case # 11067).

The applicant has provided the required connection in the Phase III Preliminary Plat revision which will be reviewed by the Planning Board on May 3, 2016.

7. Phase IV: Provide adjacent property connection north to PIN 4214-43-1229-0000 (Westbrook tract).

The applicant has provided this connection and is being shown in this Phase IV Preliminary Plat Submittal. The condition is being met through the extension of West Craftsman Way (private).

8. Phase VI: Provide connection to Oak Circle (private).

The applicant will be required to provide the connection to Oak Circle (private) when Phase VI Preliminary Plat is submitted.

9. Phase IV: Allow for "alternative" design of a hammerhead. The applicant has implemented this design into the Phase IV submittal.

The applicant has proposed a hammerhead in the Phase IV Preliminary Plat submittal and it is located west of Friend Lane (private).

STAFF RECOMMENDATION

Planning Staff is submitting the proposal for Planning Board disposition. The request is consistent with five (5) policies and conflicting with no policies in the 2010 Pender County Comprehensive Land Use Plan. The request is consistent with other approved planning documents; therefore Planning Staff recommends the approval of the Phase IV Preliminary Plat request as detailed in the report. Any and all future development, as well as all phases or changes to the Master Development Plan are subject to Planning Board review and approval. The proposed Phase IV is consistent with the latest Master Development Plan Revision which was approved on February 2, 2016.

BOARD ACTION FOR PHASE IV PRELIMINARY PLAT:

Planning Board

Motion: _____ Seconded: _____

Approved: _____ Denied: _____ Unanimous: _____

Williams: ___ Fullerton: ___ Baker: ___ Carter: ___ Edens: ___ McClammy: ___ Nalee: ___

APPLICATION FOR SUBDIVISION

THIS SECTION FOR OFFICE USE

Application No.	2016-2016	Date	3-22-16
Application Fee	1240	Receipt No.	TRC-113-24-03-2016
Master Plan Hearing Date	3-1-16	Preliminary Plat Hearing Date	5-3-16

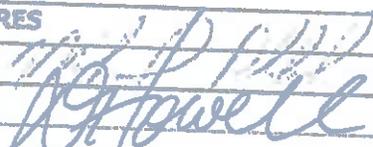
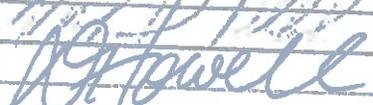
SECTION 1: APPLICANT INFORMATION

Applicant's Name:	Signature Top Sail NC, LP	Owner's Name:	1. CAPSTONE VENTURES LLC 2. LEWIS BEECHER BIRCHING KALMAR et al
Applicant's Address:	9337B Katy Freeway #377	Owner's Address:	1. 129 EMBER HILL PLACE 2. QUEENS ROAD
City, State, & Zip	Houston, Texas 77024	City, State, & Zip	1. Chapel Hill NC 27514 2. Charlotte NC 284207
Phone Number:	713-822-3891	Phone Number:	
Legal relationship of applicant to land owner: Owner			

SECTION 2: PROJECT INFORMATION

Preliminary Plat	Residential RP, PD, RM, MH District	Mixed Use PD	Exempt
Subdivision Type	<input checked="" type="checkbox"/> Major (11 lots or more)	<input type="checkbox"/> Minor (10 lots or less)	<input type="checkbox"/> Other
Property Identification Number (PIN):	1. 4214-22-7587-0000 2. 4214-50-8387-0000	Total property acreage:	21.94
Zoning Classification:	PD	Acreage to be disturbed:	21.94
Additional Information: Wyndwater Phase 4 - 46 Lots			

SECTION 3: SIGNATURES

Applicant's Signature		Date:	3-22-16
Owner's Signature		Date:	4/14/16

NOTICE TO APPLICANT

1. Applicant or agent authorized in writing must attend the public hearing.
2. Once the public hearing has been advertised, the case will be heard unless the applicant withdraws the application or unless the Planning Board or other authorized person agrees to table or delay the hearing.
3. All fees are non-refundable.
4. A complete application packet must be submitted prior to the deadline in order to be placed on the next Planning Board Agenda.

Office Use Only

<input type="checkbox"/> Subdivision Fees: \$500 + \$10/lot-unit for the first 100 lots/units; \$5.00/lot-unit thereafter	Total Fee Calculation: \$					
Attachments Included with Application: (Please include # of copies)						
CD (other digital version)	<input type="checkbox"/> Y <input type="checkbox"/> N	Plan Sets	# of large 0	# of 11X17 15	Other documents/Reports	<input type="checkbox"/> Y <input type="checkbox"/> N
Payment Method:	Cash: <input type="checkbox"/> \$ _____	Credit Card: <input type="checkbox"/> Master Card <input type="checkbox"/> Visa	Check: <input checked="" type="checkbox"/> Check # 6073 3500			
Application received by:		Date:	3-22-16			
Application completeness approved by:		Date:	3-22-16			
Date scheduled for public hearing:	5-3-2016					

GSP CONSULTING

March 22, 2016

Pender County
Planning and Community Development
805 S. Walker Street
Burgaw, NC 28425

Re: Wyndwater – Phase 4
Project Narrative

Dear Mr. Meredith:

This phase of the Wyndwater project is an extension from Phase 2. This phase of the project will contain 54 single family homes that will contain Public NCDOT subdivision roads & Private Streets serving all of the lots. The project will also include a Public waterline extension and a sewer main extension that will be owned and maintained by Pluria, LLC. The primary stormwater measures for this site will be a closed conduit system that will direct the runoff to a proposed wet detention basin that will be designed to control the peak runoff from the 10-year storm event and will be analyzed for the 100-year storm event to prevent flooding of the proposed development. This project will require approvals from DENR-Public Water Supply Section for the water line extension, NCDOT for the subdivision street, NCDENR-Division of Water Resources for the sewer extension & NCDENR-Division of Energy, Mineral and Land Resources for Stormwater & Erosion & Sediment Control. The traffic for this phase of the development are estimated to be approximately 517 total daily trips with 41 in the AM peak hour and 55 in the PM peak hour based on the ITE Trip Generation Manual 8th edition using ITE Code 210 for single family homes.

Please contact me immediately at (910) 442-7870 or gpape@gsp-consulting.com if you have any questions or require additional information.

Sincerely,
GSP CONSULTING, PLLC.



Garry S. Pape, P.E.

GSP CONSULTING

April 21, 2016

Pender County
Planning and Community Development
805 S. Walker Street
Burgaw, NC 28425

Re: Wyndwater – Phase 4
Total Generated Trips

Dear Mr. Meredith:

Through this Phase of the development (based on 277 single family homes), the Total Generated Trips are estimated to be 2,651 total daily trips. The Approved Traffic Impact Analysis (TIA) through this phase of the development (based on 254 single family homes & 55 townhome units), estimated the Total Generated Trips at 2,858 total daily trips. The required improvements specified in the approved TIA are currently being designed and will be submitted to NCDOT.

Please contact me immediately at (910) 442-7870 or gpape@gsp-consulting.com if you have any questions or require additional information.

Sincerely,
GSP CONSULTING, PLLC.



Garry S. Pape, P.E.

Case Type	Planning Board Hearing	Requested Change	Conditions
Master Development Plan	11/12/2013	±185 Single family residential units and ±58,370 square footage of commercial space to be located on ± 143 acres	<ol style="list-style-type: none"> 1. Provide connection to adjacent property to future development to the northwest (document cases #11067) 2. Provide Connection to Identified Capstone Property 3. Allow for "alternative" design for alleyway as shown on sheet C 3.4 4. Allow for emergency access along the connection to Doral Drive (SR 1693)
Phase I Preliminary Plat	3/4/2014	Phase I Includes 42 single family lots on ± 25.58 acres	No new conditions added
Phase II Preliminary Plat	5/6/2014	Phase II Includes 55 single family lots on ± 28.35 acres	No new conditions added
Master Development Plan Revision	1/6/2015	Addition of Zero Lot Line	No new conditions added
Master Development Plan Revision	7/7/2015	<ol style="list-style-type: none"> 1. Increase project area ± 6.2 acres 2. Increase project density from 2.72 to 3.1 units per acre 3. add duplex housing type 4. Reduce lot size from 12,000 sq. ft. to 5,000 sq. ft. 5. Change emergency access to Doral Drive (SR 1693) from Phase II to Phase III 6. Increase total units to 350 	<ol style="list-style-type: none"> 5. The temporary cul de sac shown on the western portion of the Master Development Plan (PG C-3.2 of the Site Plan) shall be converted to a through roadway at the time of the adjacent parcel development; the roadway connecting the Wyndwater and Cardinal Pointe shall be built to constructor street standards as outlined in Section 7.5.3.C. Coordination between the applicant and the adjacent property owner shall be necessary to ensure interconnectivity. 6. Addition to the condition five (5), a second roadway connection shall be shown to the adjacent parcel (PIN: 4204-94-9912-0000)
Phase IIB Preliminary Plat (Revision to Phase II)	11/4/2015	27 Lots on N. Lamplighter Walk and 4 lots on W. Craftsman Way	No new conditions added
Master Development Plan Revision	2/2/2016	<ol style="list-style-type: none"> 1. Increase project area to ± 204.07 acres 2. Increase the project density to 3.1 units per acre to 3.14 units per acre 3. Change the front yard setback from 20 ft. to 15 ft. 4. Allow "Alternative" design for alleyway located in Phase II as shown on the MDP submittal PG C-2.3 5. Allow for "alternative" design of a hammerhead in Phase IV as shown on the MDP submittal PG C-3.7 	<ol style="list-style-type: none"> 7. Provide adjacent property connection north to PIN 4214-43-1229-0000 (Westbrook Tract) 8. Provide Connection to Oak Circle (private) 9. Allow "Alternative" design for alleyway located in Phase II as shown on the MDP submittal PG C-2.3 10. Allow for "alternative" design of a hammerhead in Phase IV as shown on the MDP submittal PG C-3.7
Phase III Preliminary Plat	9/1/2016	Tabled Request for 69 Single Family Detached lots and 40 single family detached lots	No new conditions added
Phase III Preliminary Plat	10/13/2016	69 Single Family Detached lots and 40 single family detached lots	No new conditions added



Applicant:
Signature Top Sail NC, LTD

Owners:
Capstone Ventures LLC.,

Preliminary Plat

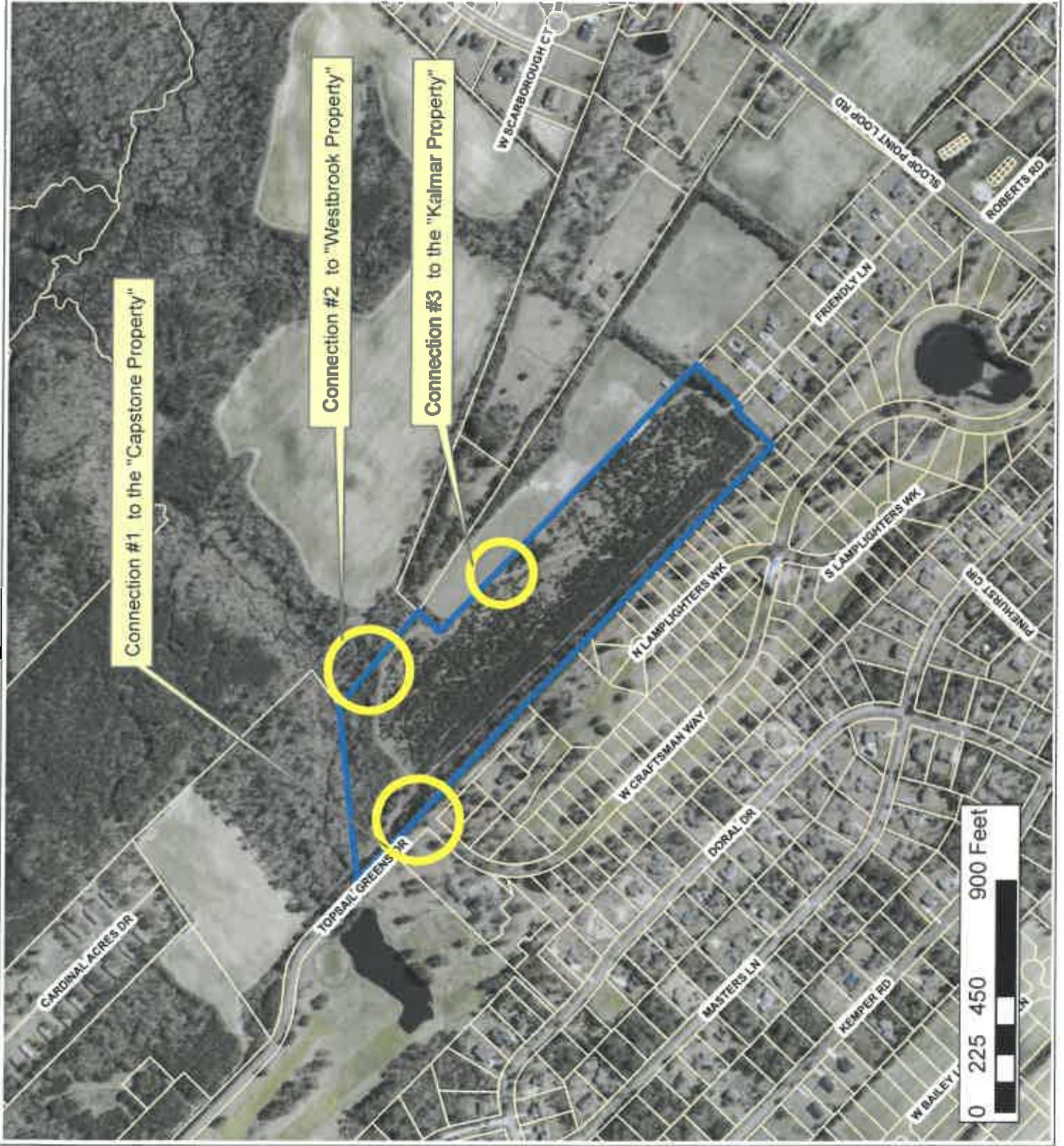
Case Number:
206-2016

Wyndwater

Legend



Adjacent Connections





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

February 17, 2016

Dan Cumbo, PE
Davenport
3722 Shipyard Boulevard, Suite E
Wilmington, NC 28403

RE: Revised Approval of the Traffic Impact Analysis (TIA) associated with the proposed Wyndwater Development Pender County, NC

The WMPO, NCDOT, and Pender County staffs have reviewed the Wyndwater Development TIA dated October 15, 2015 with updated Synchro files dated December 3, 2015. The approved document consists of the following phases:

Phase 1

- 110 Single Family Homes

Phase 2 (including phase 1)

- 254 Single Family Homes
- 55 Townhomes

Phase 3 (including phases 1 and 2)

- 329 Single Family Homes
- 135 Townhomes
- 60,000 square ft. of Mini Storage

Phase 4/Full Build (including phases 1, 2, and 3)

- 379 Single Family Homes
- 155 Townhomes
- 60,000 square ft. of Mini Storage
- 100 Senior Adult Housing Dwelling units

Wilmington Urban Area Metropolitan Planning Organization

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

We concur with the recommendations of the TIA as stated below with modifications shown in red:

Phase 1

Sloop Point Loop Road at Site Access 1 (northeast of Masters Lane)

- No improvements are recommended

Sloop Point Loop Road at Site Access 2 (northeast of Friendly Lane)

- This access will not be installed in this phase

US 17 at Topsail Greens Drive

- No improvements are recommended

US 17 at Topsail Plantation Drive

- No improvements are recommended

US 17 at Champion Drive

- No improvements are recommended

US 17 at Sloop Point Road

- No improvements are recommended

US 17 at Sloop Loop Point Road

- No improvements are recommended

Phase 2

Sloop Point Loop Road at Site Access 1 (northeast of Masters Lane)

- Provide a northbound left turn lane with 100 feet of storage and appropriate taper

Sloop Point Loop Road at Site Access 2 (northeast of Friendly Lane)

- This access will not be installed in this phase

US 17 at Topsail Greens Drive

- Three-lane cross-section: One Ingress, Two Egress
 - Egress
 - Shared left and through
 - Dedicated right turn

US 17 at Topsail Plantation Drive

- No improvements are recommended

US 17 at Champion Drive

- Three-lane cross-section: One Ingress, Two Egress
 - Egress
 - Shared left and through
 - Dedicated right turn

US 17 at Sloop Point Road

- No improvements are recommended

US 17 at Sloop Loop Point Road

- Restripe the existing pavement to provide a three-lane cross-section: One Ingress, Two Egress
 - Egress
 - Shared left and right
 - Dedicated left turn
- Provide signal modifications to facilitate striping changes

Phase 3

Sloop Point Loop Road at Site Access 1 (northeast of Masters Lane)

- Provide a southbound left-turn lane with 100 feet of storage and appropriate taper (once the east side access is installed)

Sloop Point Loop Road at Site Access 2 (northeast of Friendly Lane)

- No improvements are recommended

US 17 at Topsail Greens Drive

- No additional improvements are recommended

US 17 at Topsail Plantation Drive

- No additional improvements are recommended

US 17 at Champion Drive

- No additional improvements are recommended

US 17 at Sloop Point Road

- No improvements are recommended

US 17 at Sloop Loop Point Road

- No improvements are recommended

If changes are made to the proposed site driveways and/or use, the current trip distribution may need to be modified and would require a revised Traffic Impact Analysis to be submitted for review by the NCDOT, WMPO, and Pender County. This approval would become null and void.

The applicant is required to obtain all applicable Pender County and NCDOT permits for access to the road network. All applicable NCDOT and Pender County technical standards and policies shall apply.

Please contact me at 910-473-5130 with any questions regarding this approval.

Sincerely,

Amy Kimes, PE
Project Manager
Wilmington Metropolitan Planning Organization

Cc: Robert Vause, PE, District Engineer, NCDOT
Katie Hite, PE, Division Traffic Engineer, NCDOT
Kyle Breuer, Planning Director, Pender County
Megan O'Hare, Senior Planner, Pender County
Bill McDow, Transportation Planner, WMPO
Mike Kozlosky, Executive Director, WMPO



April 13, 2016

Mike Pollak
Manager
Signature Topsail NC LTD
6450 Shinnwood Road
Wilmington NC 28409

Re: Pluris Hampstead, LLC Intent to Serve Signature Topsail LTD, Pender County

Dear Mr. Pollak,

This letter serves as confirmation of Pluris Hampstead, LLC ("Pluris") intent to serve the above reference development with wastewater treatment in accordance with the requirements of the DENR, and the NCUC to whom Pluris will be subject to for environmental and rate regulation respectively; In addition Pluris will be subject to the provisions of the County of Pender approved Special Use Permit

It is our understanding that this development contains multiple phases that may include up to five hundred (500) single family residences. Please note that this letter of intent to provide wastewater service to the development is contingent upon the execution of an amended developer agreement between Signature Topsail NC LTD and Pluris Hampstead, LLC.

If you have any questions please do not hesitate to call me at (910) 327-2880 or my cell (910) 852-0630

Sincerely,

A handwritten signature in black ink, appearing to read "Randy Hoffer".

Randy Hoffer
Regional Manager

Cape Fear Council of Governments RPO
No Attendance.

Four County Electric Company
No Attendance.

NC DENR Division of Coastal Management
No Attendance.

NC DENR Division of Forestry
No Attendance.

NC DENR, Division of Energy, Mineral, and Land Resources - Land Quality Section
No Attendance.

NC DENR Division of Waste Management
No Attendance.

NC DEQ Division of Water Quality
It looks like plans will be required for the following based on land disturbance proposed:

NC DOT Division of Highways
Submit Plans for review.

NC DOT Transportation Planning Branch
No Attendance.

NC Office of State Archaeology
No Attendance.

NC Wildlife Resources Commission
No Attendance.

Pender County Addressing Coordinator
The newest revision to Phase 3 & 4 of Wyndwater will require some additional road names in addition to the ones Mr. Greer had previously submitted.

Pender County Building Inspections
No Response.

Pender County Emergency Management
No Attendance.

Pender County Environmental Health
IP/CA required for each lot using septic.

Pender County Fire Marshal

Road to the north to connect to Westbrook Property is longer than 150' turn around or cut roadway short of 150'

Recommendations:

Stop roadway at 150' from intersection or make a alternate T-turn around

Pender County Flood Plain Management

The subject property is not located in the Special Flood Hazard Area (SFHA) according to the Flood Insurance Rate Map (FIRM) 3720421400J published February 16, 2007. In the DFIRMS preliminary maps released in August 2014, the property has a small portion that may be located in a SFHA, however according to the applicant's site plan this portion of the property remains as community open space.

Pender County Parks and Recreation

Parks and Recreation has no issues with this request.

Pender County Public Library

No Attendance

Pender County Public Utilities

- Loop 2" Watermain In Cul de sac around the bulb rather than through it
 - Show all crossings (Storm drain , culverts, gravity sewer, and sewer force main) in the plan profiles with the watermain noting separation distances.
 - Interconnect watermain with existing 4" watermain In Friendly LN
- Public water submittal documents will need to be provided to PCU for the review/approval

Pender County Schools

No Response.

Pender County Sheriff's Department

No Attendance.

Pender County Soil and Water Conservation District

No Attendance.

Progress Energy Corporation

No Attendance.

Pluris

We need the updated plans showing the correct lot numbers going with the certified sections.

US Army Corps of Engineers

No Attendance.

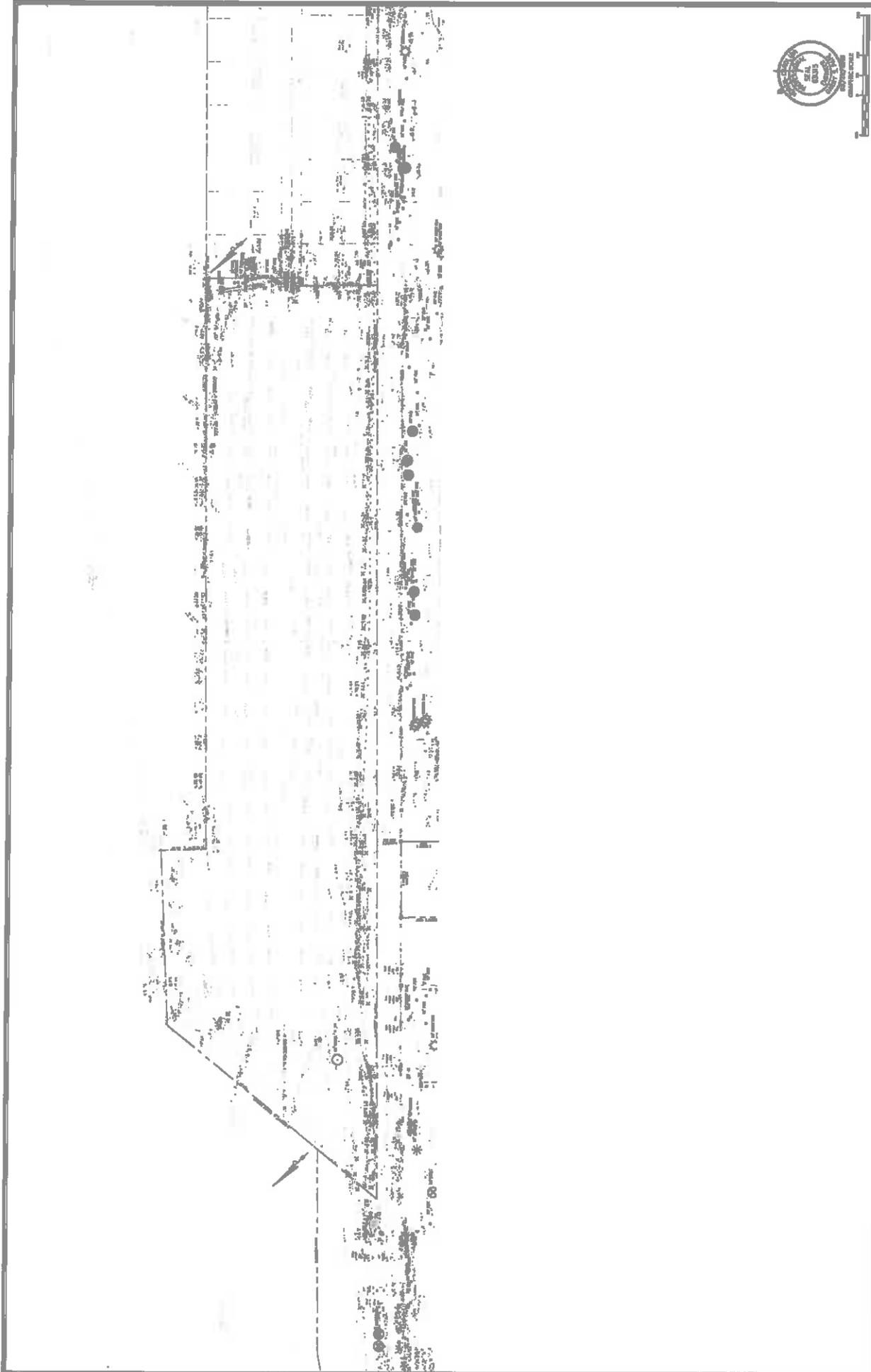
Wilmington Metropolitan Planning Organization

Requirements: Wyndwater Phase 4

1. The number and mix of housing types for this Phase of development has changed. The Wyndwater Phase I, II, IIB, III and IV make Phase 1 and 2 of the approved TIA for 254 Single Family Houses and 54 Townhouses. Please amend to show only SF Units. Current plans only show the 287 SF homes.
2. Contact Amy Kimes, PE at (910) 473-5130 amy.kimes@wilmingtonnc.gov to discuss these changes and provide an updated Trip Generation for the project.
3. The housing changes may impact the timing for improvements required by the approved Wyndwater TIA.
4. The proposed site plan does not show some of the street names for adjacent streets.
5. Increase the pavement cross section of the proposed streets. A minimum of 2" asphalt and 6" base stone is necessary to accommodate the weight of Fire and Rescue vehicles.
6. Add dimensions for the roadways to the site plans.
7. Provide the sidewalk and pedestrian access to the active recreation areas.

Recommendations:

1. Revise boundary lines on the site plan to match homes for this phase. Lot # 67 was shown at one of these boundary lines, however, it is unclear which lots will be in this phase.
2. Show the continuation of the Roadway at the boundary of Phase 2 and Phase 4.
3. Show the road/ driveway connection to the Lift Station.
4. Please show the Parking configuration that was proposed with the Wyndwater Pool House. This will allow comparison of how parking in this phase and the pool house parking plan will be integrated.
5. Show the landscape plan and street light plans for the site.



Scale: 1" = 40'

GSP CONSULTING, PLLC
 ENGINEERING
 4000 Goshens Road, Suite C, Matthews, North Carolina 28105 | 704.241.0000 | Fax: 704.241.0000

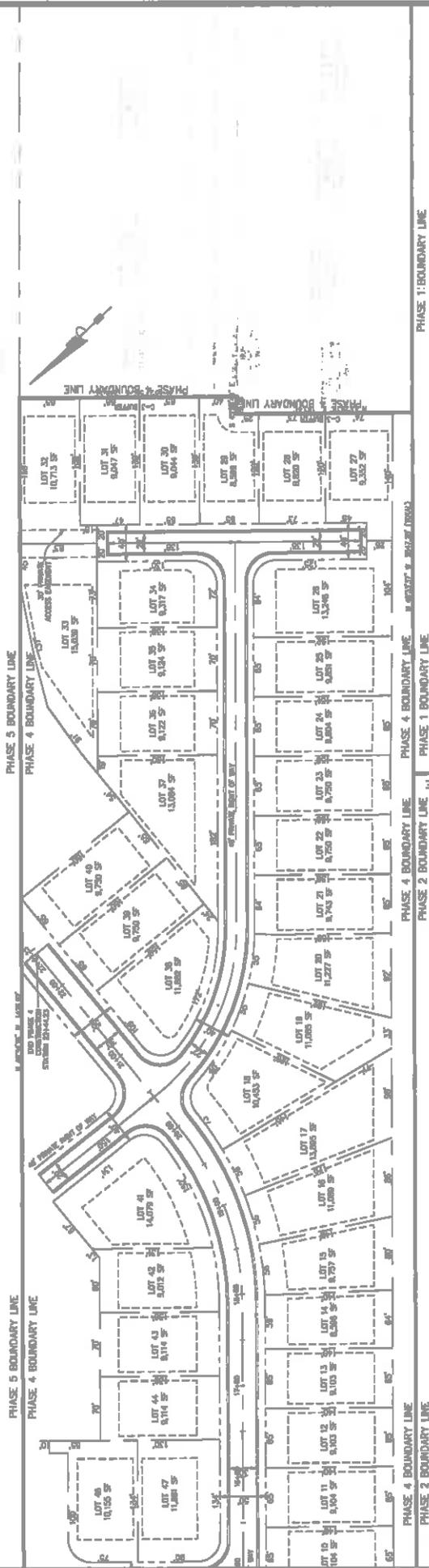
REGISTERED PROFESSIONAL ENGINEER
 STATE OF NORTH CAROLINA
 LICENSE NO. 99077-0000
 EXPIRES 12/31/2018

EXISTING CONDITIONS

WYNDWATER - PHASE 4
 North Carolina
 Forsyth County

DATE	BY	REVISION

Project: WYNDWATER - PHASE 4
 Date: 12/15/2017
 Scale: 1" = 40'
 Drawing No.: 17-0000-0000-0000



- GENERAL NOTES:**
1. ALL DIMENSIONS ASSUMED TO BE MEASURED TO THE CENTERLINE OF THE ROAD.
 2. ALL RECORDS OF PROPERTY HAVING REFERENCE ALONG AN EXISTING HIGHWAY TO HAVE A TYPE 'X' SYMBOL.
 3. ROAD COLLECTOR DRAINAGE SHALL BE CONNECTED TO EXISTING PUBLIC LEAD DRAIN & TO MAINTAIN PROPERTY IN THE FUTURE TO BE PUBLIC. ALL OTHER DRAINAGE SHALL BE PRIVATE.
 4. ALL THE DATA OF THIS DRAWING TO BE A VERSION OF 2011. ALL THE DATA AT THE TOP OF EACH SHEET TO BE 2011. ALL THE DATA TO BE OF RECORD TO BE 2011.



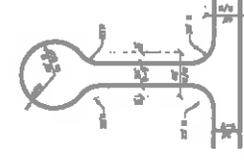
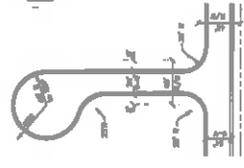
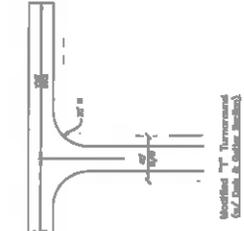
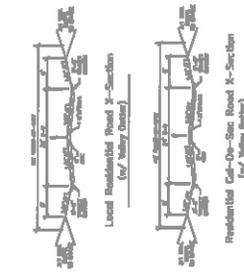
SCALE: 1" = 40'

GSP CONSULTING, PLLC
ENGINEERING

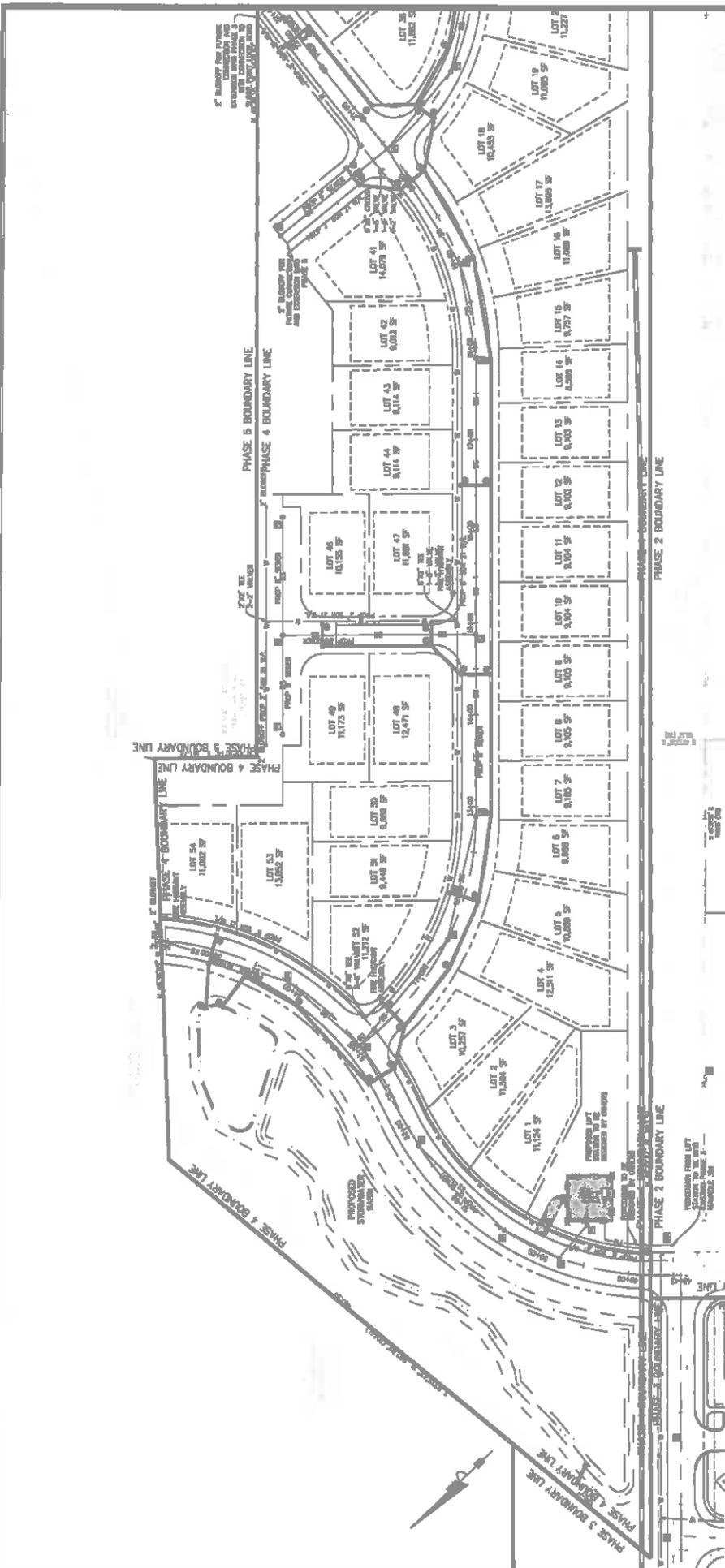
PREPARED FOR:
WYNDWATER PHASE 4, LLC
10000 WYNDWATER DRIVE
DURHAM, NC 27703

SITE PLAN

WYNDWATER - PHASE 4
North Carolina
Forsyth County
Troyesville Township



No.	Revision	Date	By	Check	Scale	Sheet	Total
1							
2							
3							
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GENERAL UTILITY NOTES:

1. WATER SERVICE SHALL BE DAILY TO FINDER COUNTY OFFICE SHADINGS AND OPERATIONS.
2. ALL UTILITIES SHALL BE UNDERGROUND.
3. WATER SERVICE TO BE A PUBLIC FERRY DISTRIBUTION SYSTEM OWNED AND OPERATED BY FINDER COUNTY.
4. ALL WATER AND SANITARY SEWER SYSTEMS SHALL BE DESIGNED TO MEET FINDER COUNTY STANDARDS AND TO OBTAIN PERMITS TO CONSTRUCT FROM TO BRITAIN HIGHLANDS.
5. ALL WINDMILLS SHALL BE DESIGNED TO ACCORDANCE WITH APPLICABLE FINDER COUNTY AND STATE REGULATIONS.
6. ALL WATER SERVICES TO BE INSTALLED BY ENGINEER AND INSPECTED BY FINDER COUNTY UTILITIES.

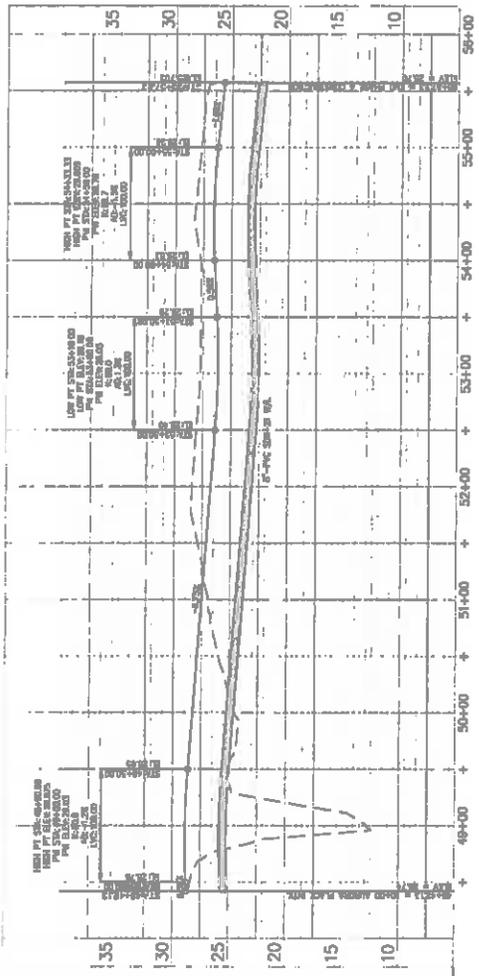
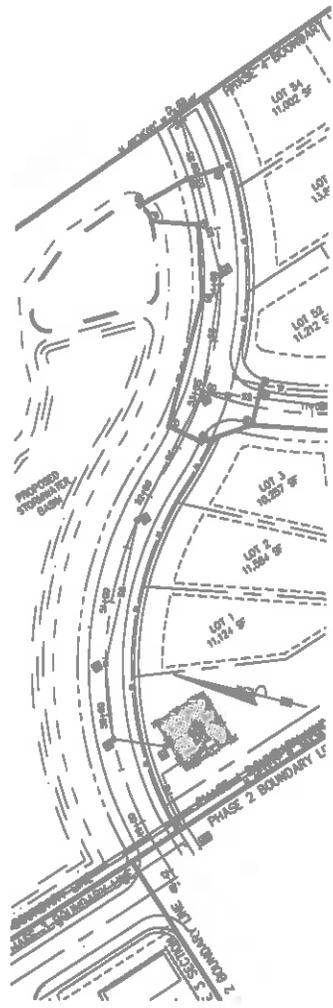
GENERAL SEWER NOTES:

1. ALL SEWERS TO BE 18" DIA. UNLESS OTHERWISE NOTED.
2. ALL SEWERS SHALL BE 4" MIN. COVER UNLESS OTHERWISE NOTED.
3. ALL SEWERS SHALL BE 10% SLOPE UNLESS OTHERWISE NOTED.
4. ALL SEWERS SHALL BE 10% SLOPE UNLESS OTHERWISE NOTED.
5. ALL SEWERS SHALL BE 10% SLOPE UNLESS OTHERWISE NOTED.
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14. ALL SEWERS SHALL BE 10% SLOPE UNLESS OTHERWISE NOTED.
15. ALL SEWERS SHALL BE 10% SLOPE UNLESS OTHERWISE NOTED.

TOTAL LINEAR FEET WATER ENCASED:
 100' - 2" DIA - 3" WINDMILL
 100' - 4" DIA - 3" WINDMILL



<p>WYNDWATER - PHASE 4 Finders County North Carolina</p>		<p>UTILITY PLAN</p>		<p>GSP CONSULTING, PLLC ENGINEERING 1000 S. W. 10th St. Tallahassee, FL 32310 904.487.1111 www.gspconsulting.com</p>	
<p>Prepared For: Finders County 1000 S. W. 10th St. Tallahassee, FL 32310 904.487.1111</p>		<p>Project No.: 2014-001</p>		<p>Scale: 1" = 10'</p>	
<p>Drawn By: J. Smith</p>		<p>Checked By: M. Jones</p>		<p>Date: 10/15/14</p>	



DATE	BY	CHKD BY	APP'D BY

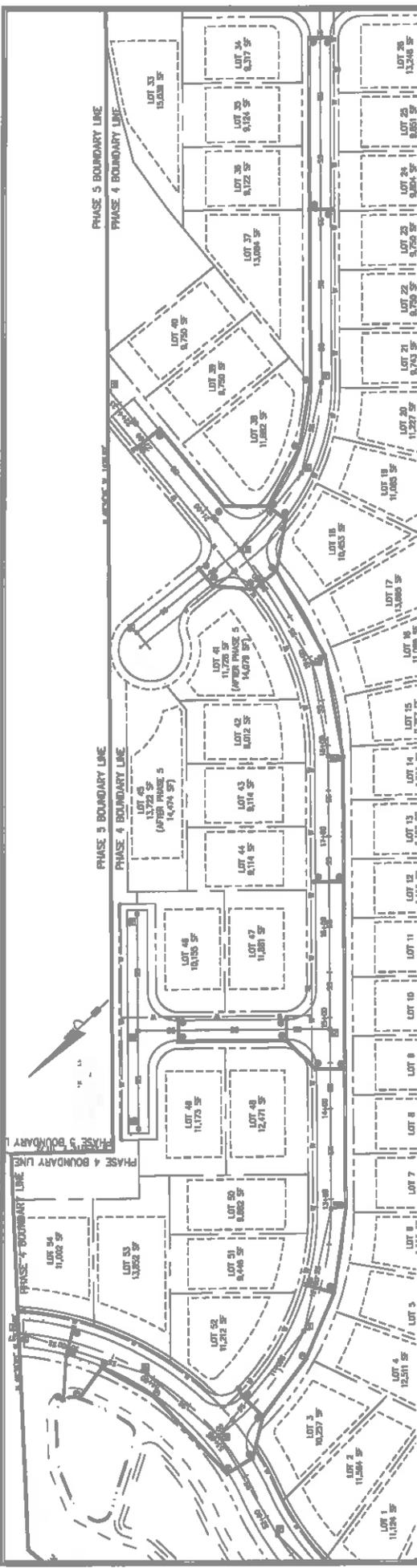
WYNDWATER - PHASE 4
 North County
 Poudre Corridor

WEST CRAFTSMAN WAY
 PLAN & PROFILE

PREPARED FOR:
 SOUTHWEST ENGINEERING, LLC
 1000 East 10th Street, Suite 100
 Fort Collins, CO 80504

GSP CONSULTING, PLLC
 ENGINEERING
 600 Collins Road, Suite C, Windsor, North Carolina 28787
 813-736-8200 Fax: 813-736-8209





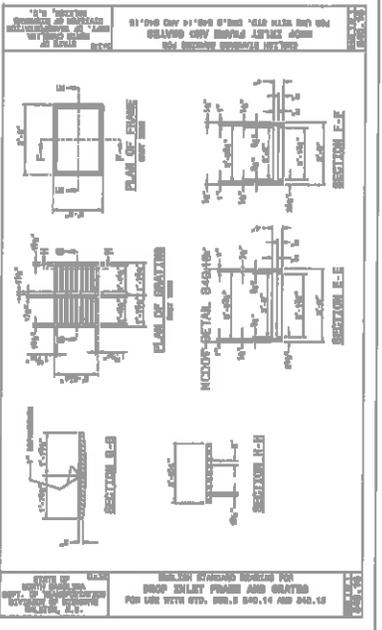
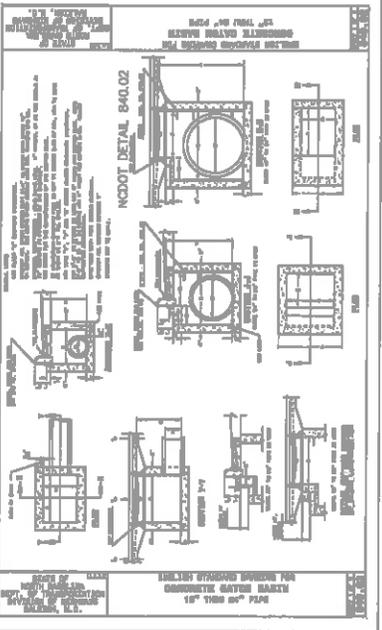
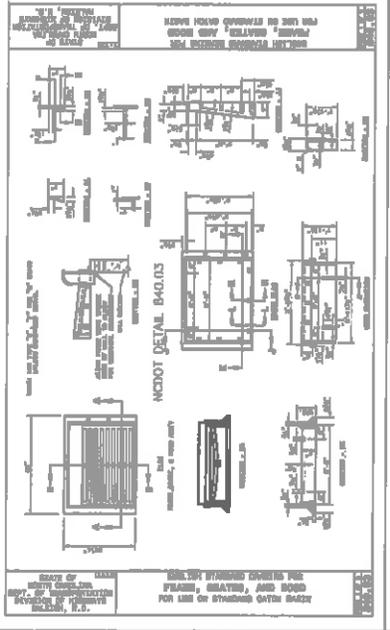
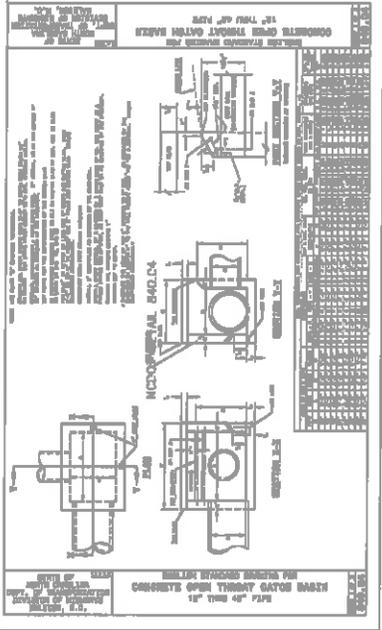
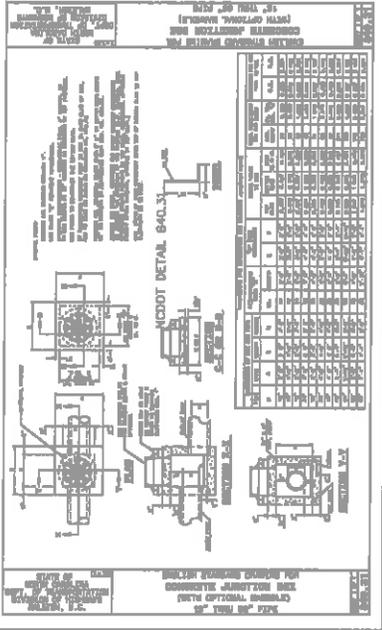
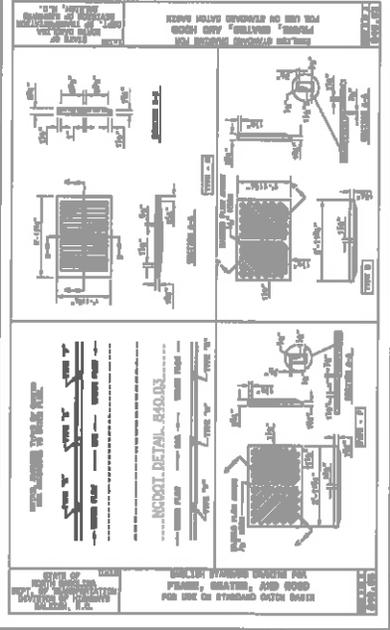
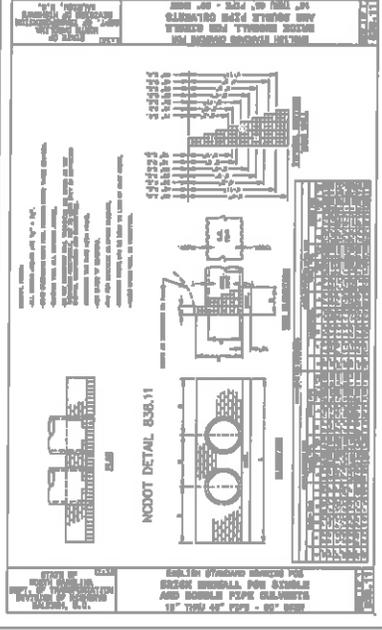
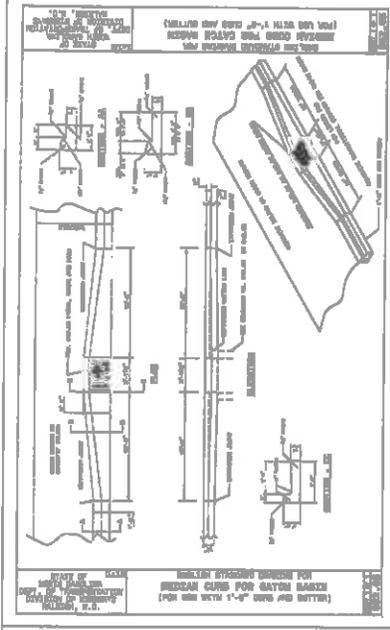
No.	Revisions	Date	By

WYNDWATER - PHASE 4
 Powell County
 North Carolina
 (Toward) Townships

**COLLECTOR ROAD
 PLAN & PROFILE**

PREPARED FOR:
 WYNDWATER PHASE 4, LLC
 10000 WYNDWATER RD
 HARRIS, VIRGINIA 22060

GSP CONSULTING, PLLC
 ENGINEERING
 4000 GARDNER RD, SUITE C, WASHINGTON, VA 22192
 TEL: 703-441-9200 FAX: 703-441-9201



DATE	BY	CHKD BY	APP'D BY



C-1122

GSP CONSULTING, PLLC
ENGINEERING

1000 Oldfield Road, Raleigh, North Carolina 27607

PERMITTED FOR
USE FOR THIS PROJECT
ON THE BASIS OF THE
PROVISIONS OF THE
PROFESSIONAL
REGULATIONS

**PENDER COUNTY
UTILITIES DETAILS**

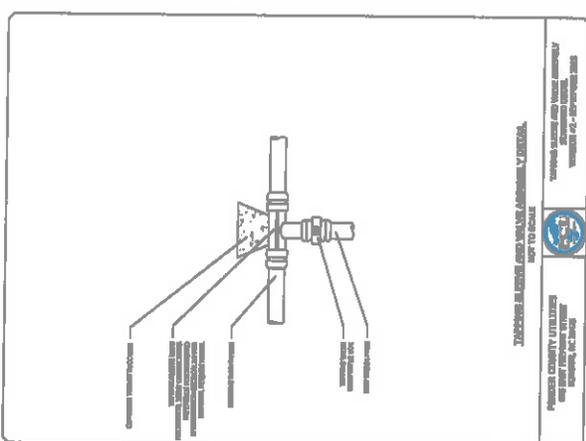
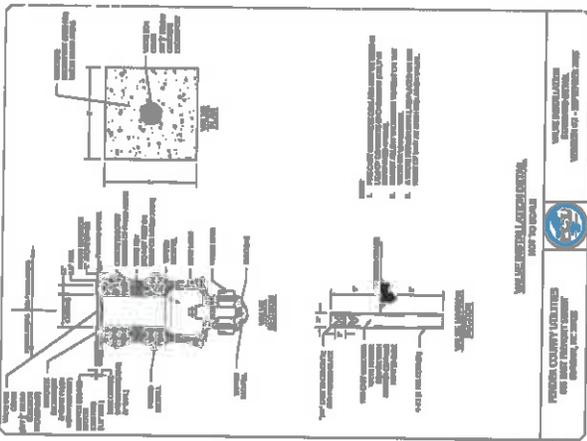
WYNDWATER - PHASE 4

Pender County

North Carolina

Uppaham Township

DATE: 08/14/2018
TIME: 10:00 AM
PROJECT: WYNDWATER - PHASE 4
SHEET: 10 OF 10

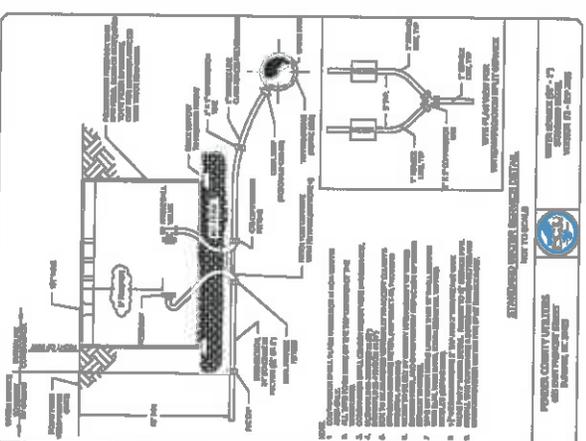


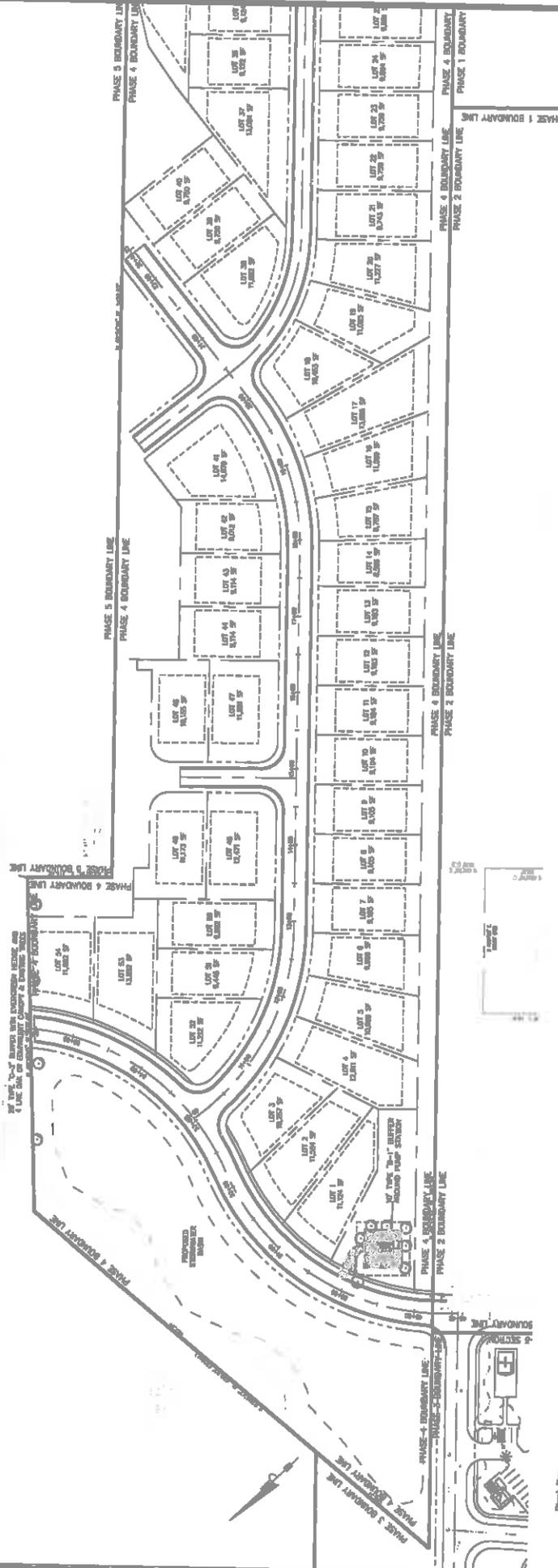
Manhole Length to Feet Per Shoulder

MANHOLE SIZE	12" DIA.	15" DIA.	18" DIA.	21" DIA.	24" DIA.	30" DIA.	36" DIA.	42" DIA.	48" DIA.	54" DIA.	60" DIA.	72" DIA.	84" DIA.	96" DIA.
12" DIA.	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
15" DIA.	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
18" DIA.	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
21" DIA.	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
24" DIA.	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
30" DIA.	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
36" DIA.	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
42" DIA.	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
48" DIA.	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
54" DIA.	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
60" DIA.	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
72" DIA.	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
84" DIA.	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
96" DIA.	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

PENDER COUNTY UTILITIES
1000 Oldfield Road
Raleigh, NC 27607

WYNDWATER - PHASE 4





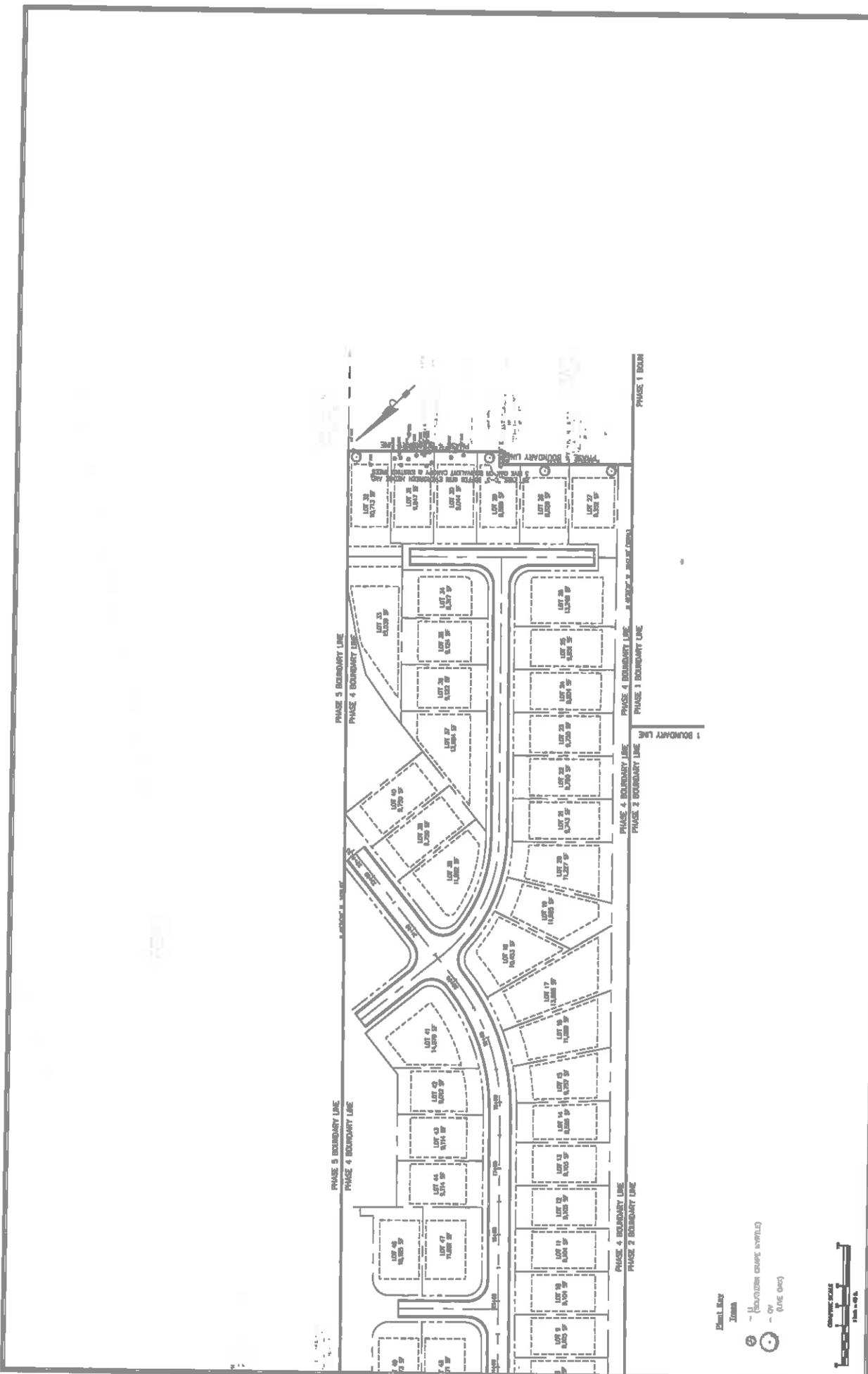
GSP CONSULTING, PLLC
 ENGINEERING
 6010 Oakdale Road, Suite C, Washington, North Carolina 27171 | 919-844-3330 | Fax 919-844-3330

PREPARED FOR:
 WYNDWATER PHASE 4, LLC
 1000 WYNDWATER DRIVE
 WASHINGTON, NC 27171
 919-844-3330

BUFFER LANDSCAPE PLAN

WYNDWATER - PHASE 4
 North Carolina
 Pamlico County

No.	Date	By	Check	Date	Drawn



PREPARED FOR:
 GSP CONSULTING, PLLC
 1000 Gables Road, Suite C
 McKinney, TX 75069
 75069-0000

BUFFER LANDSCAPE PLAN

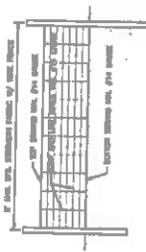
WYNDWATER - PHASE 4
 North Carolina
 Perryville County
 Tipton Township

DATE	11/11/2014
BY	J. G. G.
PROJECT	14-000000
SCALE	AS SHOWN

NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMIT	11/11/2014
2	REVISED PER PERMIT COMMENTS	11/11/2014
3	REVISED PER PERMIT COMMENTS	11/11/2014
4	REVISED PER PERMIT COMMENTS	11/11/2014
5	REVISED PER PERMIT COMMENTS	11/11/2014
6	REVISED PER PERMIT COMMENTS	11/11/2014
7	REVISED PER PERMIT COMMENTS	11/11/2014
8	REVISED PER PERMIT COMMENTS	11/11/2014
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34	REVISED PER PERMIT COMMENTS	11/11/2014
35	REVISED PER PERMIT COMMENTS	11/11/2014

- Plant Box
- Iron
- FOUNDATION DRAIN SWIRLEY
- 6"
- 8"
- 12"
- 18"
- 24"
- 36"
- 48"
- 60"
- 72"
- 84"
- 96"
- 108"
- 120"
- 132"
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- 1992"
- 2004"
- 2016"
- 2028"
- 2040"
- 2052"
- 2064"
- 2076"
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- 2256"
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- 2280"
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- 2976"
- 2988"
- 3000"





NOTES:

1. FABRIC FILTER SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS.
2. FABRIC FILTER SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS.
3. FABRIC FILTER SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS.
4. FABRIC FILTER SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS.

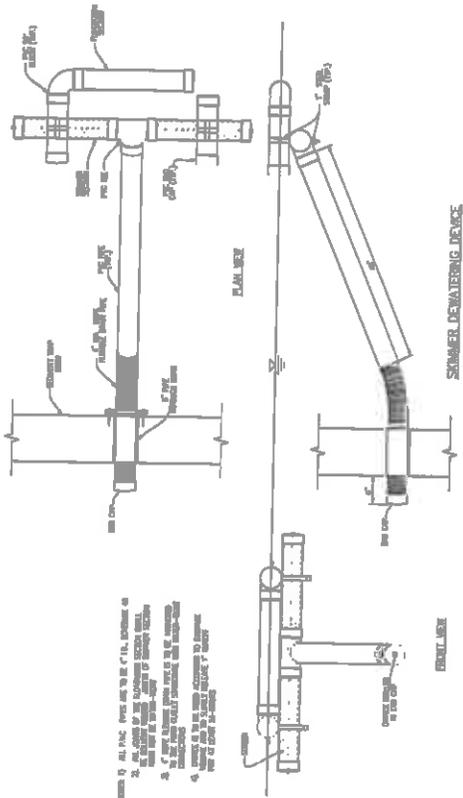
TEMPORARY SILT FENCE
NOT TO SCALE



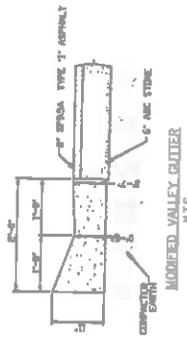
RIPRAP LOCATION	LENGTH (FT)	WIDTH (FT)	DEPTH (FT)	PERCENTAGE OF RIPRAP
10' OUTLET	7.5	3.75	3.0	50
20' OUTLET	6.0	4.5	6.0	50
30' OUTLET	12.0	6.0	6.0	50
40' OUTLET	18.0	7.5	6.0	50
50' OUTLET	24.0	9.0	6.0	50
60' OUTLET	30.0	10.5	6.0	50

RIPRAP OUTLET PROTECTION
N.T.S.

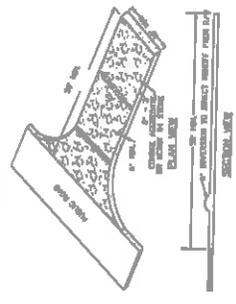
- SEQUENCE OF CONSTRUCTION**
1. INSTALL TEMPORARY CONSTRUCTION DRAINAGE AS SHOWN ON DRAWING & SURVEY CONTROL PLAN.
 2. INSTALL TEMPORARY CONTROLS (TEMPORARY DRAINAGE CONTROL, TEMPORARY EROSION CONTROL, ETC.) AS SHOWN ON THE DRAWING & SURVEY CONTROL PLAN. COMPLETE ALL EROSION CONTROL MEASURES PRIOR TO OPERATING LEAD INSTALLATION ACTIVITIES.
 3. THE DRAINING POND SHALL ACT AS TEMPORARY DRAINAGE CONTROL DURING AND AFTER CONSTRUCTION.
 4. EROSION CONTROL MEASURES SHALL BE INSTALLED AS SHOWN ON THE DRAWING & SURVEY CONTROL PLAN. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO OPERATING LEAD INSTALLATION ACTIVITIES.
 5. UPON COMPLETION OF THE ROAD, THE ROAD SHALL BE REGRADED TO THE ORIGINAL GRADE. THE ROAD SHALL BE REGRADED TO THE ORIGINAL GRADE. THE ROAD SHALL BE REGRADED TO THE ORIGINAL GRADE.
 6. THE ROAD SHALL BE REGRADED TO THE ORIGINAL GRADE. THE ROAD SHALL BE REGRADED TO THE ORIGINAL GRADE. THE ROAD SHALL BE REGRADED TO THE ORIGINAL GRADE.
 7. FOR TEMPORARY EROSION CONTROL MEASURES, ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO OPERATING LEAD INSTALLATION ACTIVITIES.
 8. AFTER CONSTRUCTION OPERATIONS ARE COMPLETED, ALL EROSION CONTROL MEASURES SHALL BE REMOVED AND THE ROAD SHALL BE REGRADED TO THE ORIGINAL GRADE. THE ROAD SHALL BE REGRADED TO THE ORIGINAL GRADE.



SUMMER DEWATERING DEVICE
N.T.S.



MODIFIED VALLEY GUTTER
N.T.S.



TEMPORARY CONSTRUCTION ENTRANCE
N.T.S.



GSP CONSULTING, PLLC
ENGINEERING

PREPARED FOR:
SOUTHWESTERN POWER & LIGHT
CORPORATION
1000 WEST 10TH AVENUE
DENVER, COLORADO 80202

STANDARD DETAILS

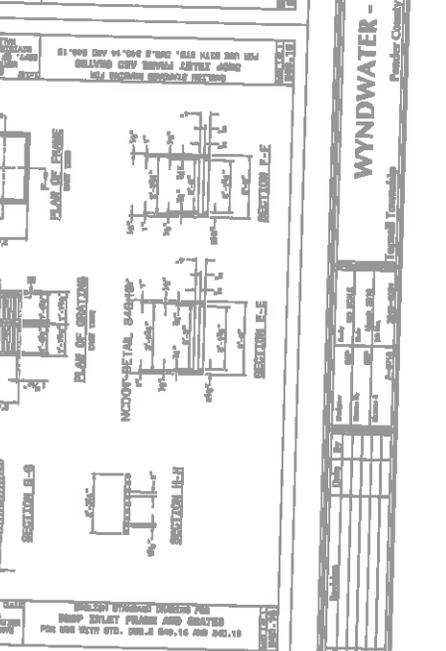
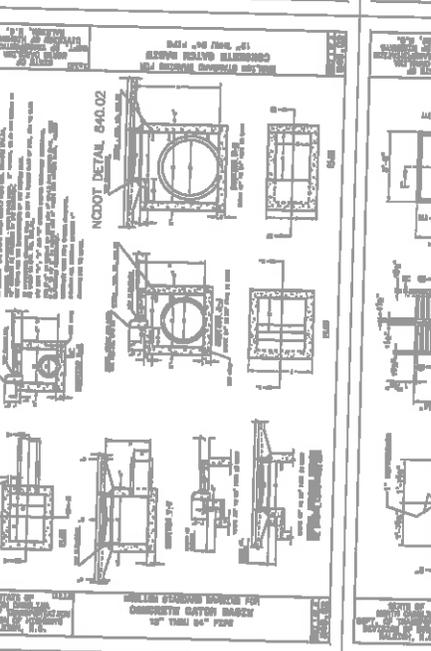
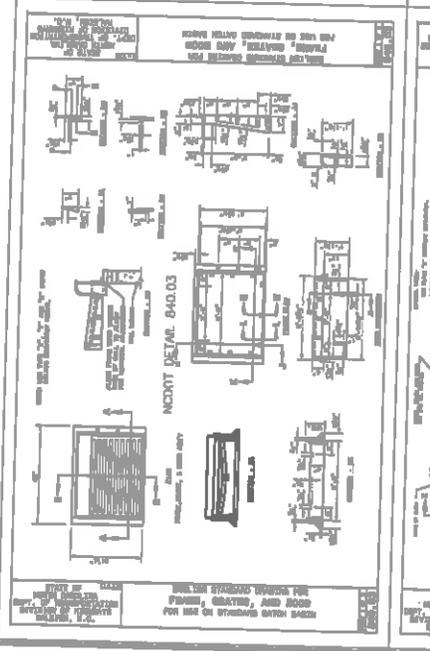
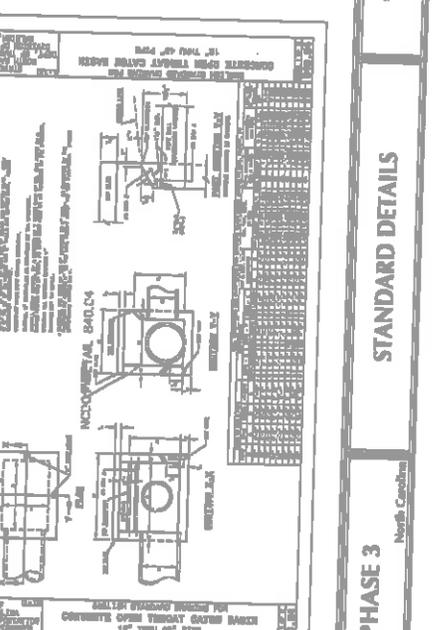
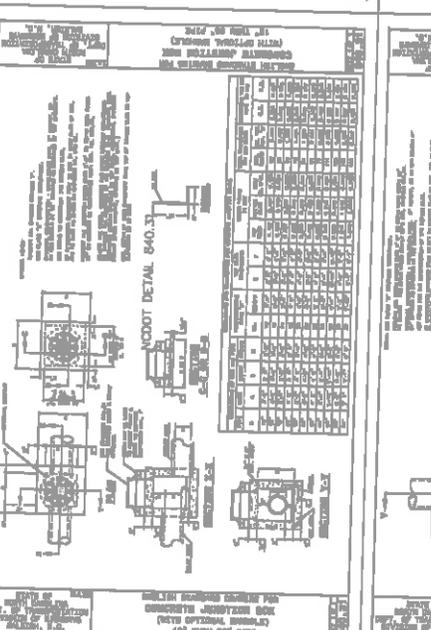
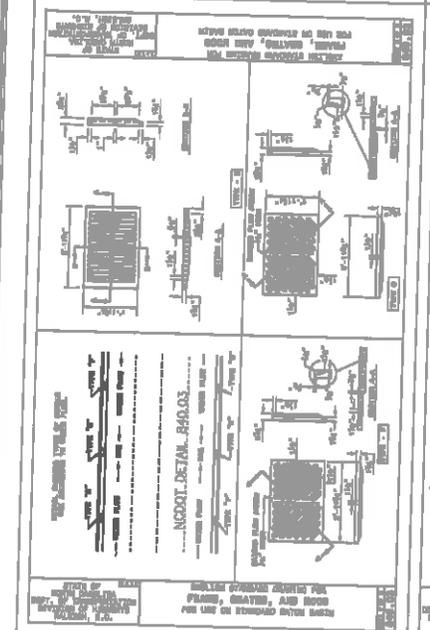
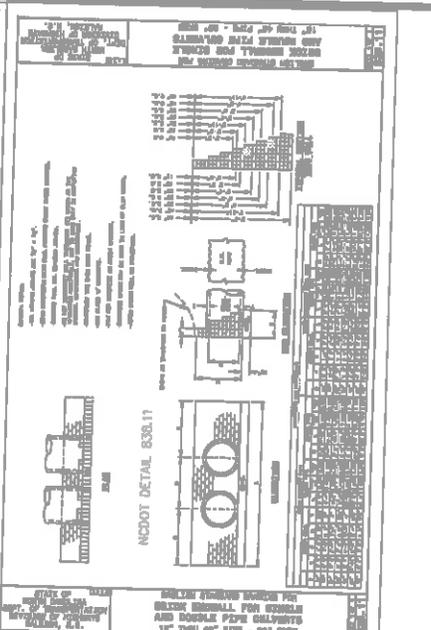
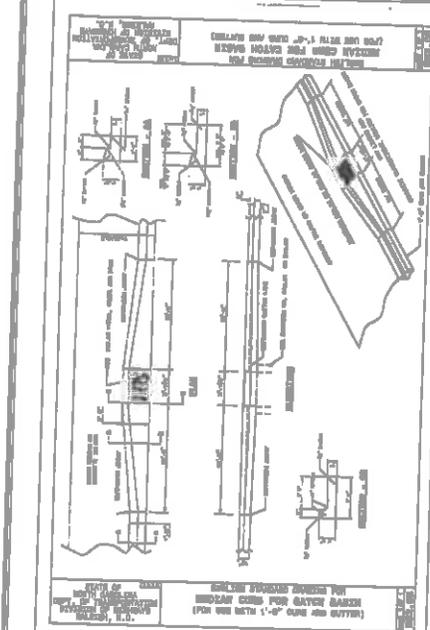
WYNDWATER - PHASE 3
Poudre Canyon

North Carolina
Topographical

DATE	BY	REVISION

Sheet No. **C-10**

1000 West 10th Avenue, Suite 100, Denver, CO 80202
Tel: 303.733.8888 Fax: 303.733.8889



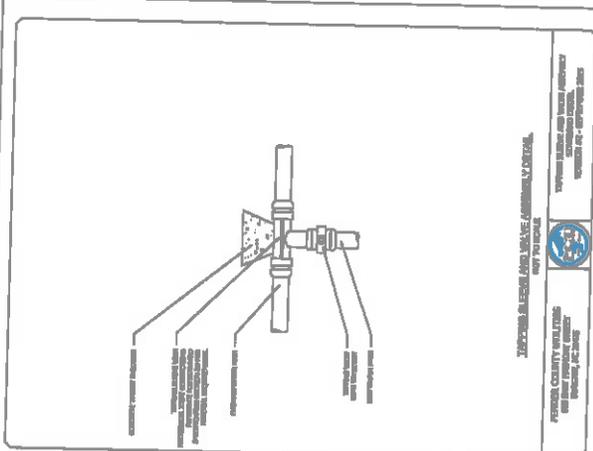
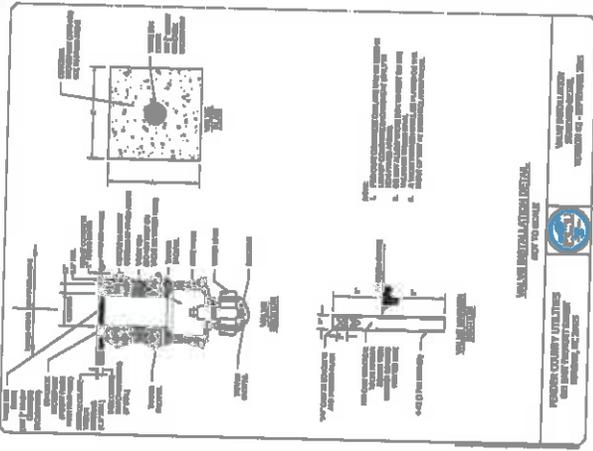


PREPARED FOR:
 CONSULTING FOR THE STATE OF NORTH CAROLINA
 PENDER COUNTY UTILITIES
 PENDER COUNTY, NC 28562

PENDER COUNTY UTILITIES DETAILS

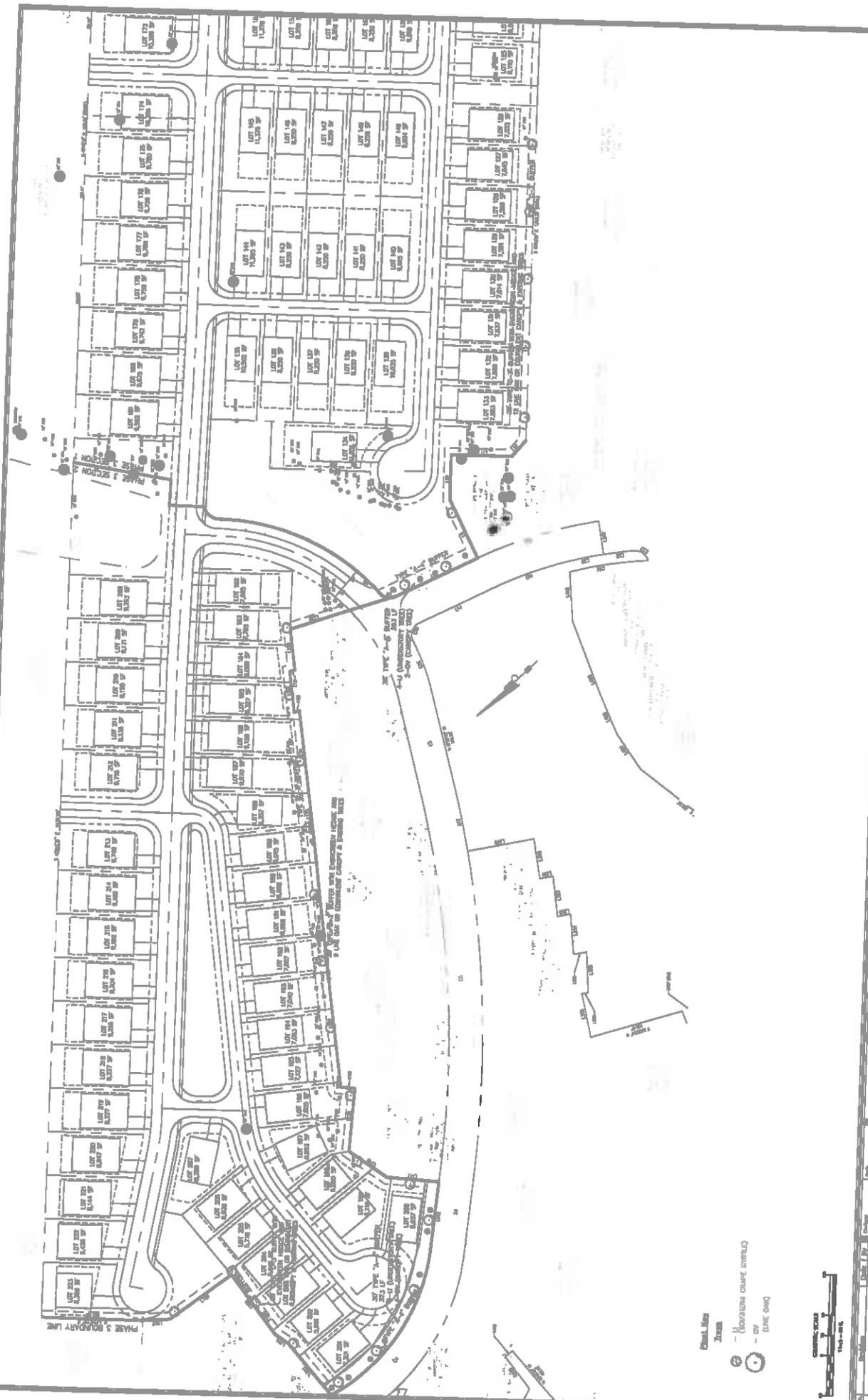
WYNDWATER - PHASE 3
 Pender County
 North Carolina

DATE	BY	REVISION



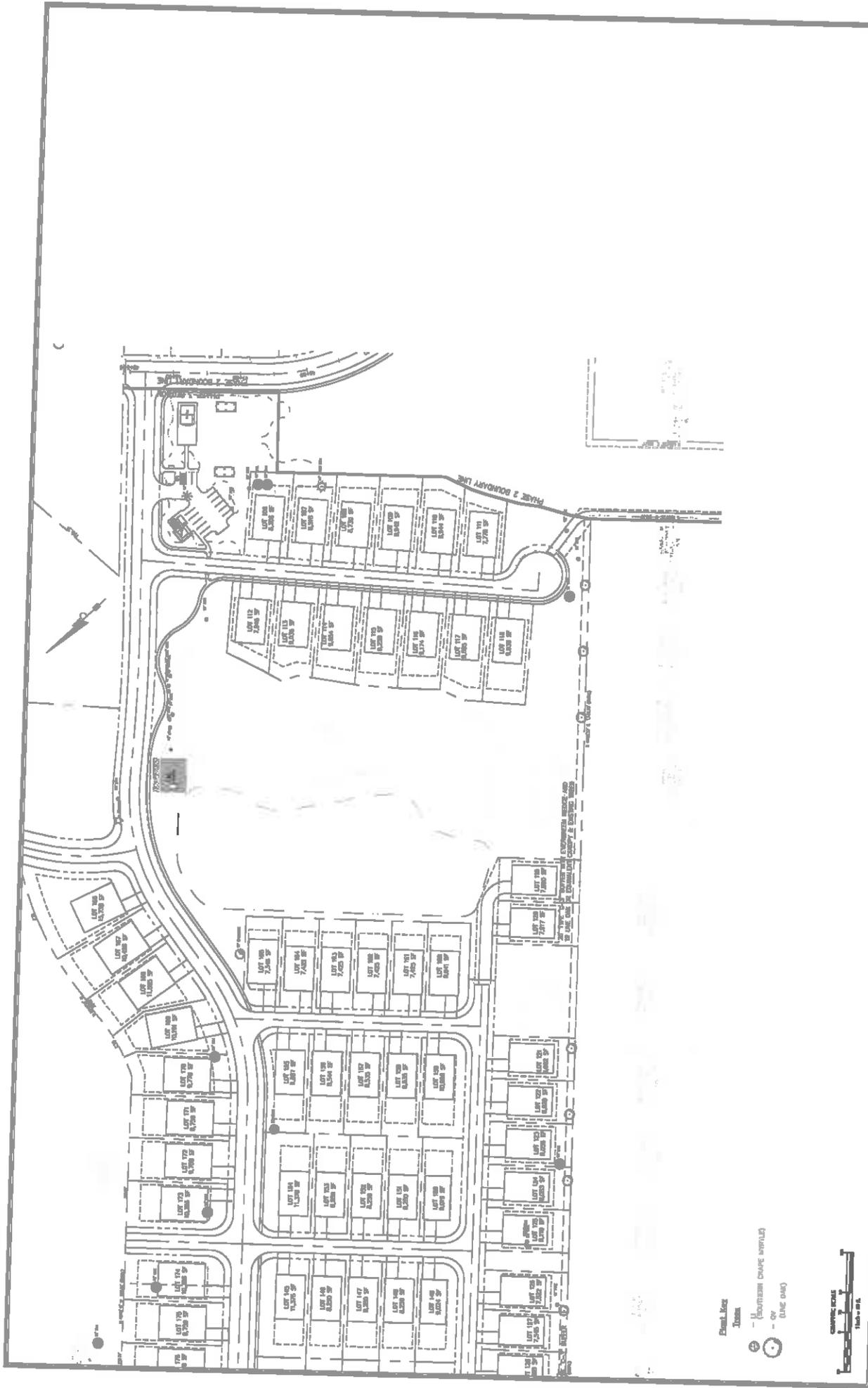
Standard Lengths for Various Pipe Sizes and Materials

PIPE SIZE (IN)	PIPE MATERIAL	STANDARD LENGTH (FT)
1/2	Cast Iron	10
3/4	Cast Iron	10
1	Cast Iron	10
1 1/2	Cast Iron	10
2	Cast Iron	10
3	Cast Iron	10
4	Cast Iron	10
6	Cast Iron	10
8	Cast Iron	10
10	Cast Iron	10
12	Cast Iron	10
15	Cast Iron	10
18	Cast Iron	10
24	Cast Iron	10
30	Cast Iron	10
36	Cast Iron	10
42	Cast Iron	10
48	Cast Iron	10
60	Cast Iron	10
72	Cast Iron	10
84	Cast Iron	10
96	Cast Iron	10
108	Cast Iron	10
120	Cast Iron	10
144	Cast Iron	10
168	Cast Iron	10
192	Cast Iron	10
216	Cast Iron	10
240	Cast Iron	10
270	Cast Iron	10
300	Cast Iron	10
360	Cast Iron	10
420	Cast Iron	10
480	Cast Iron	10
540	Cast Iron	10
600	Cast Iron	10
720	Cast Iron	10
840	Cast Iron	10
960	Cast Iron	10
1080	Cast Iron	10
1200	Cast Iron	10
1440	Cast Iron	10
1680	Cast Iron	10
1920	Cast Iron	10
2160	Cast Iron	10
2400	Cast Iron	10
2700	Cast Iron	10
3000	Cast Iron	10
3600	Cast Iron	10
4200	Cast Iron	10
4800	Cast Iron	10
5400	Cast Iron	10
6000	Cast Iron	10
7200	Cast Iron	10
8400	Cast Iron	10
9600	Cast Iron	10
10800	Cast Iron	10
12000	Cast Iron	10
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216000	Cast Iron	10
240000	Cast Iron	10
270000	Cast Iron	10
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6000000	Cast Iron	10
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14400000	Cast Iron	10
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720000000000000000	Cast Iron	10
840000000000000000	Cast Iron	



NO.	REVISION	DATE	BY
1	ISSUED FOR PERMIT	08/15/2023	JG
2	REVISED PER COMMENTS	09/01/2023	JG

No.	Description	Date	By	Check By



Scale: 1" = 50'
1" = 50'
1" = 50'

Point, Misc.
Trees
SOURTHSHOPE DRIVE INTERLOCK
DATE: 04/15/15

ENGINEERING REVIEW AND
DATE: 04/15/15



Applicant:
Signature Top Sail NC, LTD

Owner:
Capstone Ventures LLC.,

Preliminary Plat

Case Number:
206-2016

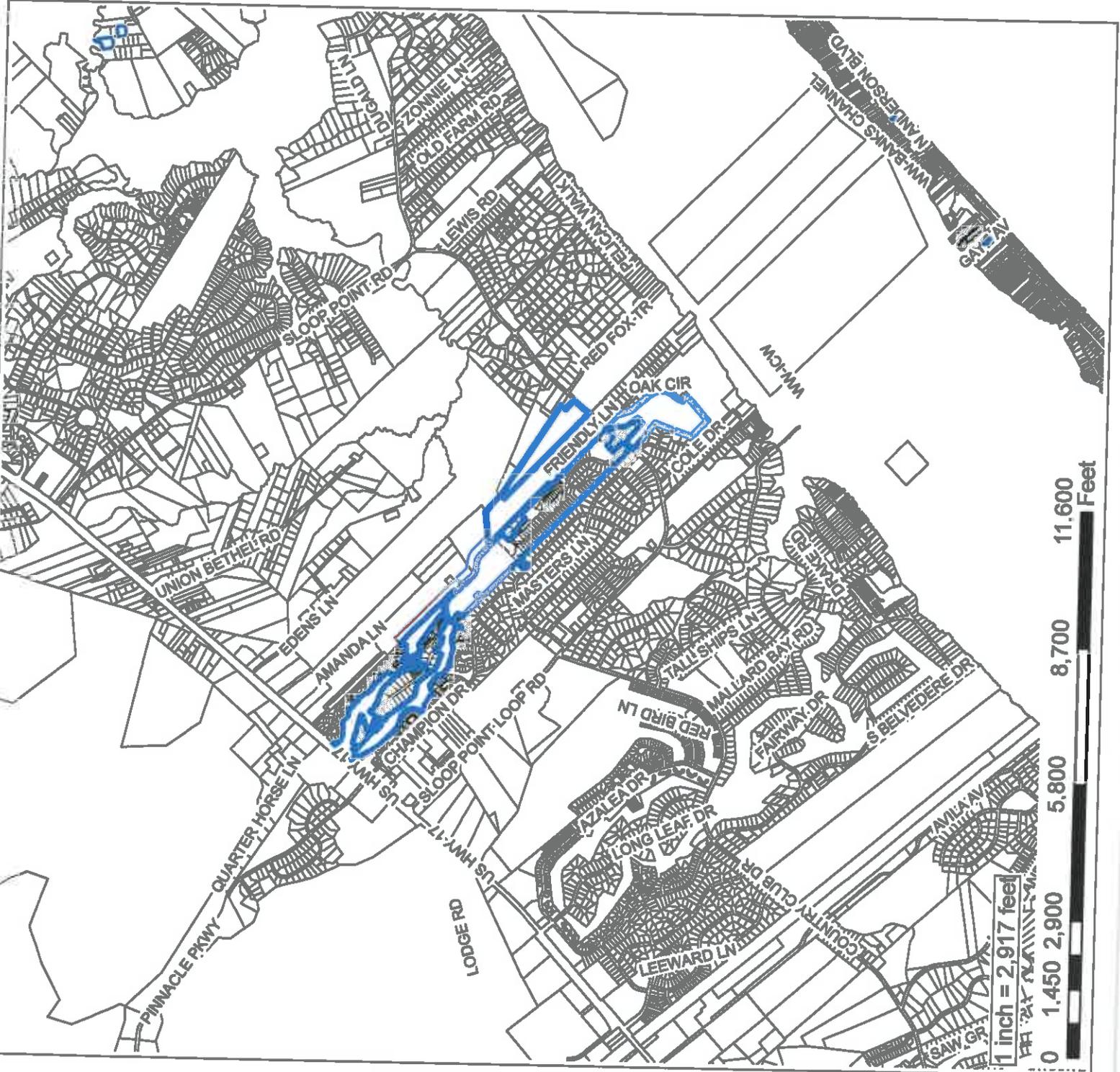
Wyndwater



Subject Property



Vicinity



1 inch = 2,917 feet

0 1,450 2,900 5,800 8,700 11,600 Feet



Applicant:
Signature Top Sail NC, LTD

Owner:
Capstone Ventures LLC.,

Phase IV
Preliminary Plat

Case Number:
206-2016

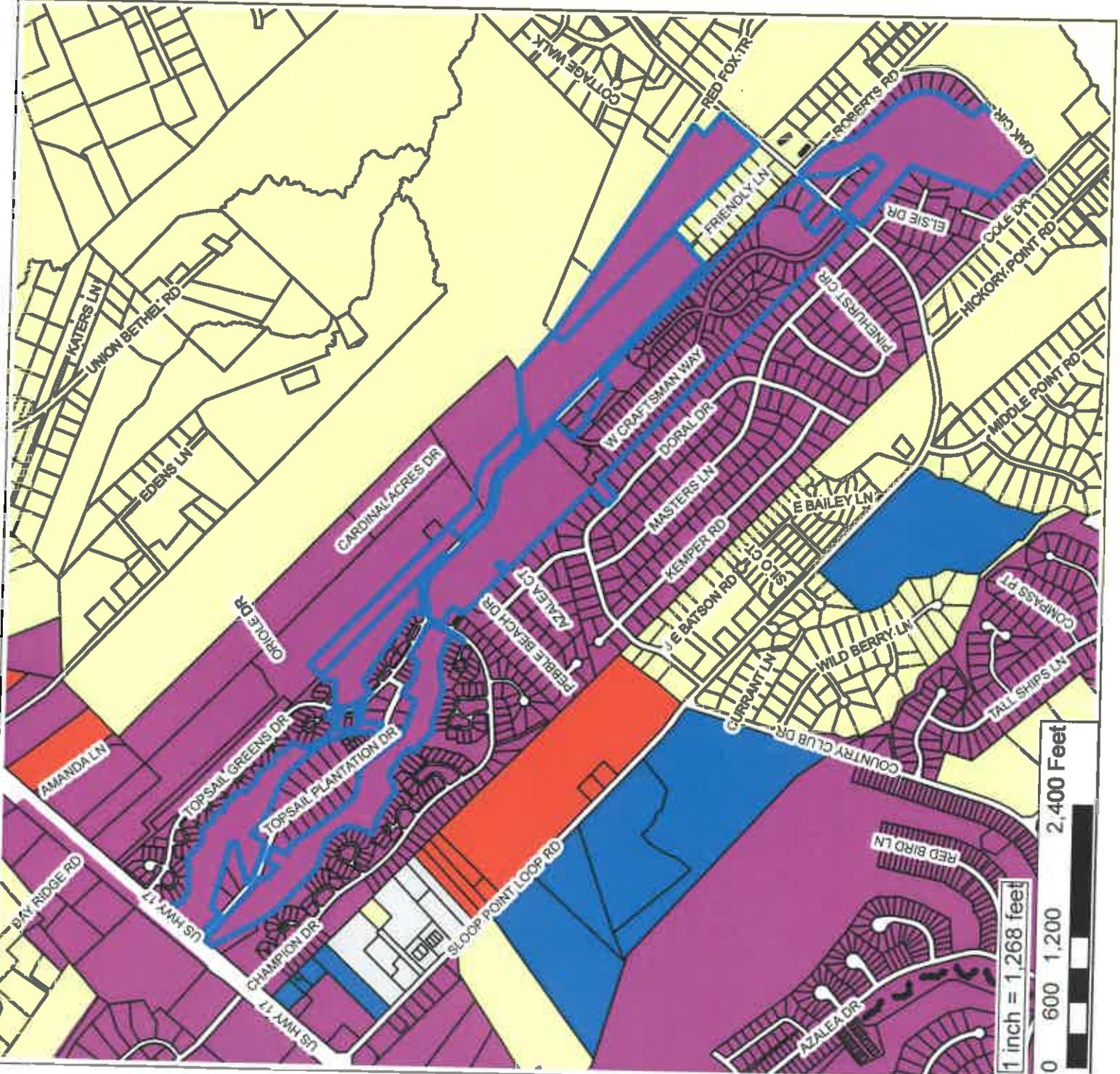
Wyndwater

Legend

- Subject Property
- UDO_ZONING**
- EC
- GB
- GI
- INCORP
- IT
- MH
- O&I
- O&I-CD1
- PD
- RA
- RA-CD1
- RM-CD1
- RP



Current Zoning





Applicant:
Signature Top Sail NC, LTD

Owner:
Capstone Ventures LLC.,

Preliminary Plat

Case Number:
206-2016

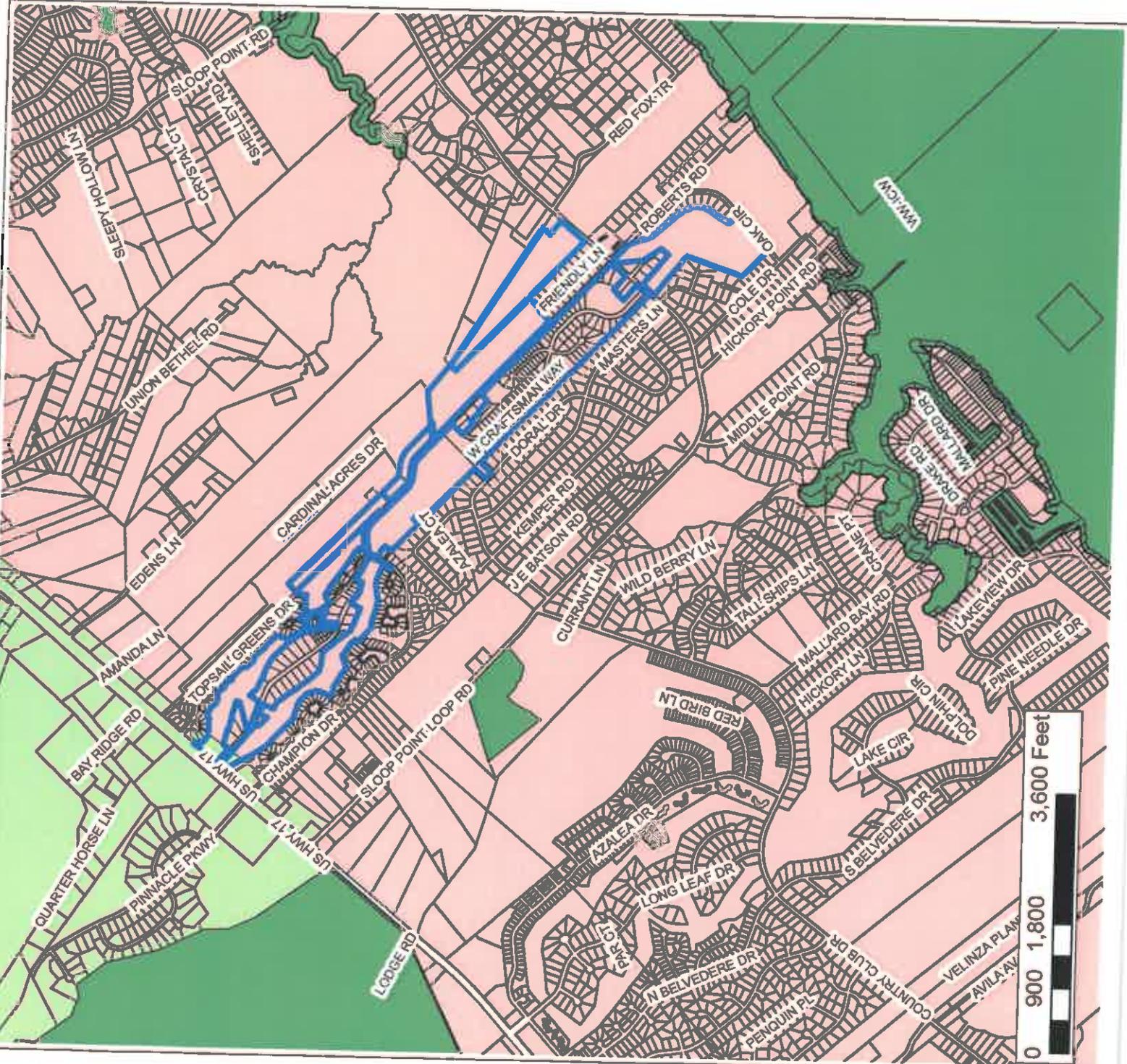
Wyndwater

Legend

-  Subject Property
-  Conservation
-  Industrial
-  Mixed Use
-  Office, Institutional, Business
-  Rural Growth
-  Suburban Growth



Future Land Use





Applicant:
Signature Top Sail NC, LTD

Owner:
Capstone Ventures LLC.,

Preliminary Plat

Case Number:
206-2016

Wyndwater

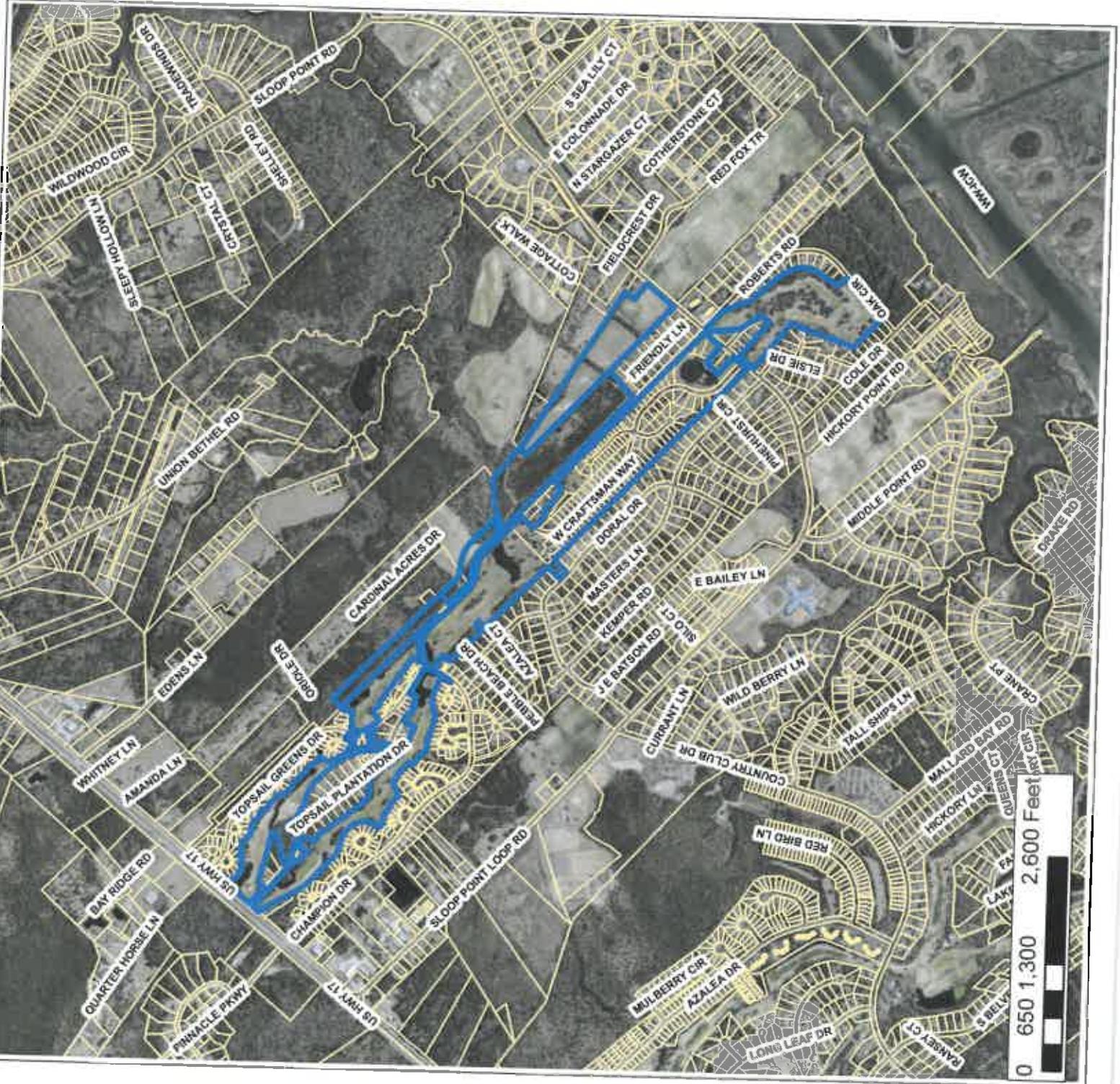
Legend



Subject Parcel



2012 AERIAL





Applicant:
Signature Top Sail NC, LTD

Owner:
Capstone Ventures LLC.,

**Preliminary Plat
Revision**

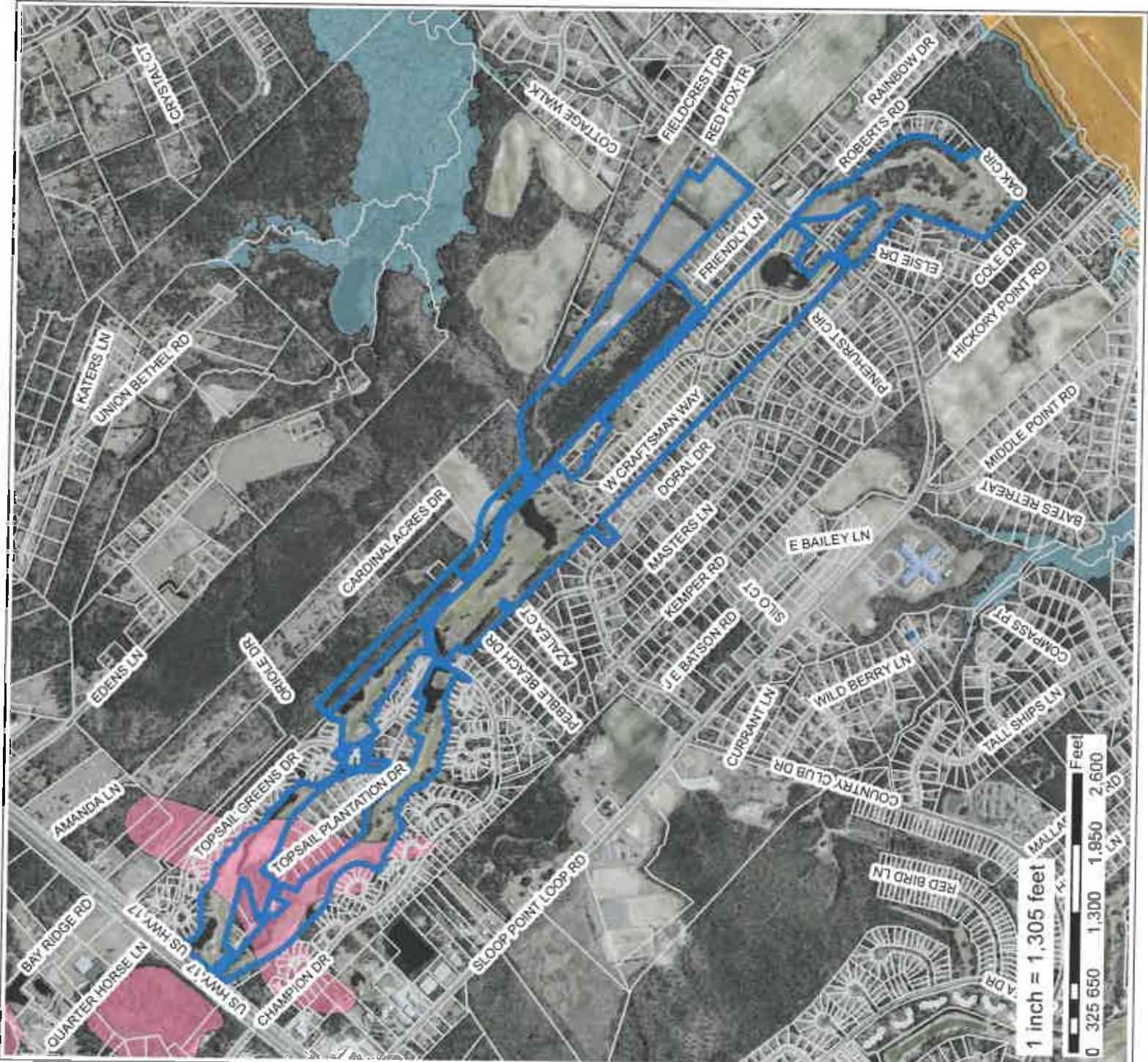
Case Number:
206-2016

Wyndwater

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



Flood Zones





Applicant:
Signature Top Sail NC, LTD

Owner:
Capstone Ventures LLC.,

Preliminary Plat

Case Number:
206-2016

Wyndwater

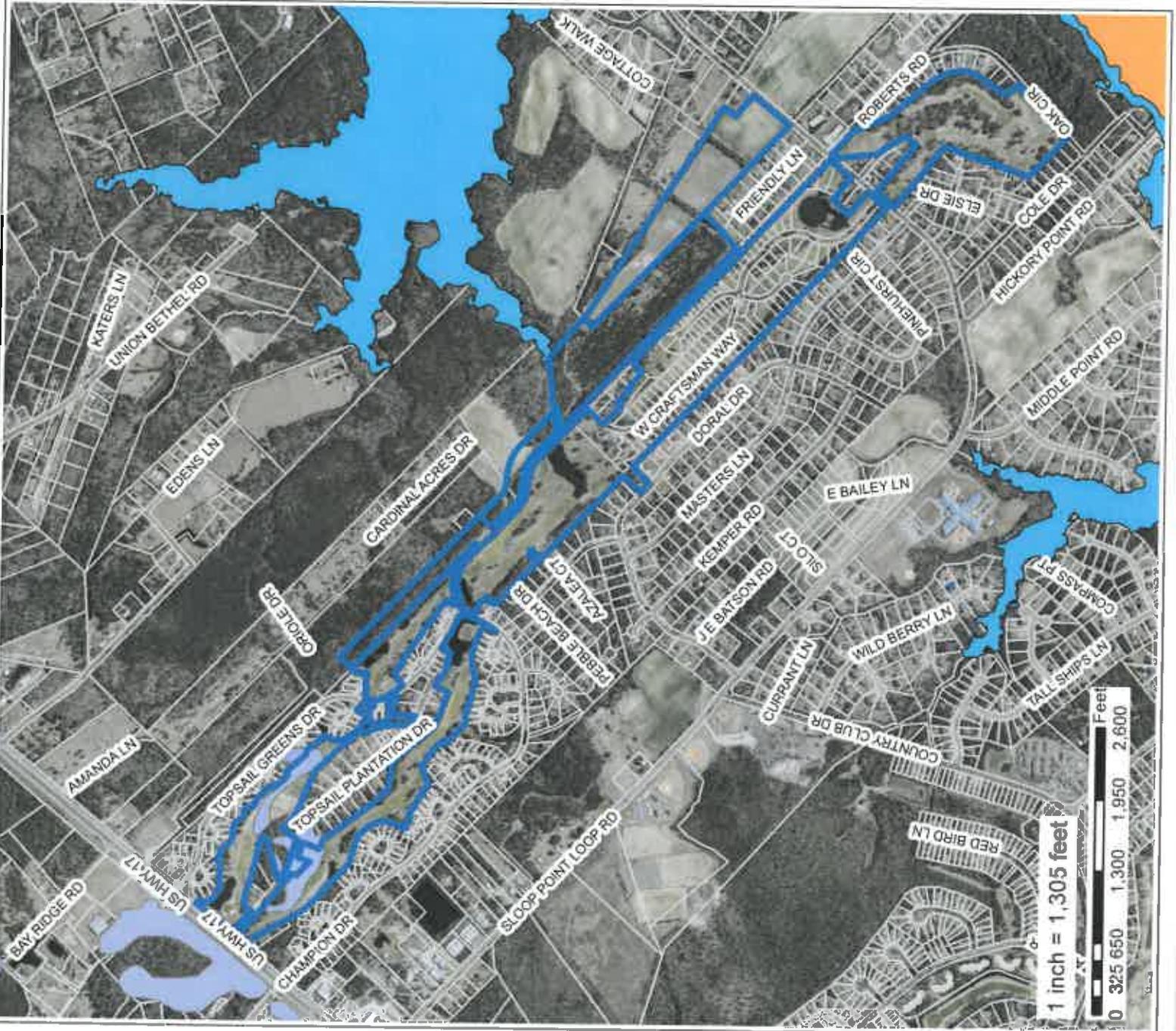
Legend



Subject Property



**Preliminary
Flood Zones**



**PLANNING STAFF REPORT
ZONING TEXT AMENDMENT**

SUMMARY:

Hearing Date: May 3, 2016 Planning Board
May 16, 2016 Board of Commissioners
Applicant: Pender County
Case Number: ZTA 169-2016

Text Amendment Proposal: Pender County, applicant, is requesting the approval of a Zoning Text Amendment to the Pender County Unified Development Ordinance: Article 1 General Provisions, Article 6 Development Requirements and Content, Article 7 Design Standards, Article 11 Enforcement and Penalties, Appendix A, and add Articles 12 and 13. Specifically, the request is to amend: the Traffic Impact Analysis requirements (Section 6.1.2.A.15, Section 6.1.3.A.7, Section 6.1.4.A.16, Section 6.3.C.7 and Section 6.4.A.20); replace references to the *Coastal Pender Collector Street Plan* with the *Pender County Collector Street Plan* (Sections 1.5, Section 7.2.6, 7.2.7, 7.5.1); update cul de sac radius requirements (Section 7.5.1.F) and to incorporate the Addressing and Road Naming Ordinances into the Unified Development Ordinance (Articles 11, 12, and 13 and Appendix A).

RECOMMENDATION

The Administrator respectfully recommends approval of the Zoning Text Amendment to the Unified Development Ordinance as described in this report, as it is consistent with other areas of the Pender County Unified Development Ordinance and with the 2010 Pender County Comprehensive Land Use Plan. There are no known conflicts with any other approved plans.

AMENDMENT DESCRIPTION

The proposed amendment to the Unified Development Ordinance can be simplified by reviewing it as if it is five separate amendments to the document. The amendments will be described in that manner for simplicity.

The first of the amendments is to Article 7, specifically Section 7.5.1 (F). The purpose of amending this section is to modernize requirements on dead end and stub streets. The text provided was drafted from input generated after multiple conversations at the Planning Board. The amendment proposes that the County differentiates cul de sac requirements by the length of the street. This amendment also gives the Technical Review Committee and Planning Board the ability to approve alternate designs when specific criteria are met.

The second amendment is to Article 6, specifically the requirements for Traffic Impact Analysis studies on master development plans for residential districts, master development plans for commercial and industrial districts, master development plans for mixed use districts, major site development plans and preliminary plat submittals. This amendment requires that a Traffic Impact Analysis is performed when a project is going to generate 100 trips during peak morning or evening hours, or 1,000 trips per day. This amendment is being proposed for consistency with Chapter 6 of the Pender County Collector Street Plan, specifically the target performance measures listed in Table 5.

The third amendment is to Section 1.5, Section 7.2.6 and to Section 7.5.1. This amendment simply replaces references to the *Coastal Pender Collector Street Plan* with references to the *Pender County Collector Street Plan* adopted in 2016.

The fourth amendment is to Appendix A. This amendment adds definitions from the Road Naming and Addressing Ordinances into the Unified Development Ordinance. The following definitions will be added: Addressable Structure, Directional, Master Street Address Guide, Official Road Name, Pocket Neighborhood, Private Road, Public Road, Road, Road of Origin, Street Suffixes and T-Intersection.

The fifth and final amendment proposed incorporates the Pender County Road Naming Ordinance and the Pender County Addressing and Display Ordinance into the Unified Development Ordinance. This is necessary for improving efficiency in development approvals now that the GIS department, which houses addressing, has been incorporated into the Planning and Community Development Department. These ordinances have been combined into one chapter of the Unified Development Ordinance that will be located in Article 11. The current Article 11, Enforcement and Penalties, will be moved to Article 13. An Article 12 will be reserved for future needs. The adoption of this article will repeal those two ordinances in their entirety. In addition to incorporating these ordinances, regulations have been added to accommodate structures accessed by an alley or from the rear and the ability for the addressing coordinator to issue addresses following preliminary plat on lots with 100 feet of road frontage or less.

EVALUATION

As prescribed in the Pender County Unified Development Ordinance Section 3.18.5, in evaluating any proposed Ordinance text amendment, the Planning Board and the County Commissioners shall consider the following:

- 1) The extent to which the proposed text amendment is consistent with the remainder of the Ordinance, including, specifically, any purpose and intent statements;
- 2) The extent to which the proposed text amendment represents a new idea not considered in the existing Ordinance, or represents a revision necessitated by changing circumstances over time;
- 3) Whether or not the proposed text amendment corrects an error in the Ordinance; and
- 4) Whether or not the proposed text amendment revises the Ordinance to comply with state or federal statutes or case law.

In deciding whether to adopt a proposed Ordinance text amendment, the central issue before the Planning Board and County Commissioners is whether the proposed amendment advances the public health, safety or welfare and is consistent with any adopted County Land Use Plan documents and the specific intent of this Ordinance.

2010 Comprehensive Land Use Plan Compliance

There are no conflicting policies within any adopted land use documents for the proposed Zoning Text Amendment. This Zoning Text Amendment request is consistent with two (2) goals and four (4) policies of the 2010 Comprehensive Land Use Plan and conflicts with none.

The following goals and policies within the plan may be relevant to the proposed Zoning Text Amendment:

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.

Policy 1A.1.4 The County should develop and utilize innovative and flexible landplanning techniques that encourage developments to efficiently use land resources that result in more compact urban areas, infill development, redevelopment, and the adaptive re-use of existing buildings.

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

Policy 2B.1.3 The County should utilize and promote a hierarchical, functional transportation system that prioritizes needed improvements, and promotes the proper arrangement of land use patterns to ensure and determine the proper levels of service (LOS) to reduce any associated negative impacts to the overall transportation network.

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

Policy 2B.1.7 Ensure that the Coastal Pender Collector Street Plan, adopted on May 21, 2007, is used consistently when reviewing and approving new development proposals within the Hampstead and Scotts Hill areas of the County. Consider applying Plan recommendations for roadway connectivity to all new developments countywide.

There are no conflicting policies in the 2010 Comprehensive Land Use Plan. The amendments are consistent with the Pender County Collector Street Plan.

RECOMMENDATION

The proposed text amendment is consistent with two (1) goal and four (4) policies within the 2010 Pender County Comprehensive Land Use Plan. The proposed amendment will provide better customer service by streamlining the addressing process. It will update the Unified Development Ordinance to reflect Traffic Impact Analysis policies in the Pender County Collector Street Plan. It will eliminate repetitive debates over dead-end street policies. It will allow for controlled flexibility when development of dead-end streets is reviewed and it will replace outdated plan referenced. For these reasons, staff recommends approval of this zoning text amendment to the Unified Development Ordinance as described in this report.

BOARD ACTION FOR ZONING TEXT AMENDMENT

Motion: _____ **Seconded:** _____

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

Williams: ___ **Fullerton:** ___ **Baker:** ___ **Carter:** ___ **Edens:** ___ **McClammy:** ___ **Nalee:** ___

ATTACHMENT 1

6.1.2 Master Development Plan Contents - Residential Districts

- A. Site plans shall contain a conceptual plan, showing the location and functional relationship between all proposed housing types and land uses, including the following information:
- 1) A land use plan, showing the location, arrangement and approximate boundaries of all proposed land uses.
 - 2) The location and approximate boundaries of proposed housing types conceptually shown in accord and with other non-residential uses dimensional requirements.
 - 3) The proposed number of dwelling units of each type in each phase and in the total development accompanied by density calculation of the development.
 - 4) The location and approximate boundaries of existing environmental features as defined.
 - 5) The location of environmental protection land to be included in common open space.
 - 6) The approximate acreage in common open space, each use, housing type and in roads, streets or right-of-ways for each phase and the total development.
 - 7) The approximate boundaries and location of common open space, with the percentage of the total acreage of the site to be placed in common open space.
 - 8) The location and general configuration of recreational facilities, with a general statement of the types of recreational facilities to be provided if applicable.
 - 9) The location and extent of proposed buffers, with statements, profiles, cross sections or examples clearly specifying the screening to be provided if applicable.
 - 10) The proposed location, arrangement, and right-of-way widths of roads and streets, including roads and streets providing access to adjoining parcels.
 - 11) The location and arrangement of street entrances, driveways and parking areas.
 - 12) The use of adjoining parcels and the location of adjoining streets and utilities.
 - 13) Estimated AM and PM Peak Hour Trips per the Institute of Transportation Engineers Trip Generation Manual.
 - 14) Estimated Average Daily Trips created by the development at build-out per the Institute of Transportation Engineers Trip Generation Manual.
 - 15) ~~Based on estimated traffic counts, a Traffic Impact Analysis may be required stating the dates and times counts were conducted for the proposed development.~~ **A Traffic Impact Analysis is required when the development generates 100 trips in the morning or evening peak hours or over 1,000 trips per day. The Traffic Impact Analysis must state the dates and times the counts were conducted.**
 - 16) The approximate location of sewer and water mains, sewage disposal and water source with statements concerning the connection with and availability of existing facilities.
 - 17) A conceptual plan for stormwater management with the location of stormwater facilities designed to serve more than one lot.
 - 18) Calculations describing all proposed bonus factors with the location of and specifications for bonus improvements, when proposed.

- 19) The location and treatment proposed for all historical structures and sites recognized as significant by the County Commissioners or as identified on any historical landmarks survey for Pender County.
- 20) Location and timing of construction for all amenities.
- 21) Landscaping and Buffer requirements per Article 8.
- 22) All subdivided land and parcels shall comply with Section 7.2, Lot Design.
- 23) Homeowners Association shall be required for all major residential subdivisions with privately maintained streets, open space, and other dedicated land as stated in Section 7.3, Homeowners Association Requirements.
- 24) Street layout and access shall conform to Section 7.4, Access and Section 7.5, Street Design
- 25) Calculated open space requirements shall adhere to Section 7.6, Open Space.

6.1.3 Master Development Plan Contents - Commercial and Industrial Districts

B. The site plan shall contain a conceptual plan, showing the location and functional relationship between streets and land uses, including the following:

- 1) A conceptual plan, showing the location and arrangement of proposed uses.
- 2) The location and approximate boundaries of existing environmental features as defined.
- 3) The location and treatment proposed for all historical structures and sites recognized as significant by the County Commissioners or identified on any historical survey for Pender County.
- 4) The location and extent of proposed buffers, with statements, profiles, cross sections or examples clearly specifying the screening to be provided.
- 5) Estimated AM and PM Peak Hour Trips per the Institute of Transportation Engineers Trip Generation Manual.
- 6) Estimated Average Daily Trips created by the development at build-out per the Institute of Transportation Engineers Trip Generation Manual.
- 7) ~~Based on estimated traffic counts, a Traffic Impact Analysis may be required stating the dates and times counts were conducted for the proposed development.~~ **A Traffic Impact Analysis is required when the development generates 100 trips in the morning or evening peak hours or over 1,000 trips per day. The Traffic Impact Analysis must state the dates and times the counts were conducted.**
- 8) The proposed location of entrances to the development from existing public streets and proposed parking areas.
- 9) The proposed location, arrangement, and right-of-way widths of roads and streets, including roads and streets providing access to adjoining parcels.
- 10) Landscaping and Buffer requirements per Article 8.
- 11) The use of adjoining parcels and the location of adjoining streets and utilities.
- 12) The approximate location of sewer and water mains, sewage disposal and water source with statements concerning the connection with and availability of existing facilities.

- 13) A conceptual plan for stormwater management and description and the location of all stormwater facilities designed to serve more than one parcel.

6.1.4 Master Development Plan Contents – Mixed Use Districts

- C. Site plan shall contain a conceptual plan, showing the location and functional relationship between all proposed housing types and land uses, including the following information:
- 1) A land use plan, showing the location, arrangement and approximate boundaries of all proposed land uses.
 - 2) The location and approximate boundaries of existing environmental features as defined.
 - 3) The proposed location of entrances to the development from existing public streets and proposed parking areas.
 - 4) The approximate acreage in common open space, each use, housing type and in roads, streets or right-of-ways for each phase and the total development.
 - 5) The approximate boundaries and location of common open space, with the percentage of the total acreage of the site to be placed in common open space.
 - 6) The proposed location, arrangement, and right-of-way widths of roads and streets, including roads and streets providing access to adjoining parcels.
 - 7) The use of adjoining parcels and the location of adjoining streets and utilities.
 - 8) The approximate location of sewer and water mains, sewage disposal and water source with statements concerning the connection with and availability of existing facilities.
 - 9) A conceptual plan for stormwater management and description and the location of all stormwater facilities designed to serve more than one parcel.
 - 10) The proposed location and arrangement of all streets and utility systems.
 - 11) The location and extent of proposed buffers, with statements, profiles, cross sections or examples clearly specifying the screening to be provided if applicable.
 - 12) The location and approximate boundaries of proposed housing types conceptually shown in accord and with other non-residential uses dimensional requirements.
 - 13) The proposed number of dwelling units of each type in each phase and in the total development accompanied by density calculation of the development.
 - 14) Estimated AM and PM Peak Hour Trips per the Institute of Transportation Engineers Trip Generation Manual.
 - 15) Estimated Average Daily Trips created by the development at build-out per the Institute of Transportation Engineers Trip Generation Manual.
 - 16) ~~Based on estimated traffic counts, a Traffic Impact Analysis may be required stating the dates and times counts were conducted for the proposed development.~~ **A Traffic Impact Analysis is required when the development generates 100 trips in the morning or evening peak hours or over 1,000 trips per day. The Traffic Impact Analysis must state the dates and times the counts were conducted.**
 - 17) The approximate location of sewer and water mains, sewage disposal and water source with statements concerning the connection with and availability of existing facilities.
 - 18) Calculations describing all proposed bonus factors with the location of and specifications for bonus improvements, when proposed.

- 19) The location and treatment proposed for all historical structures and sites recognized as significant by the County Commissioners or as identified on any historical landmarks survey for Pender County.
- 20) Location and timing of construction for all amenities.
- 21) Landscaping and Buffer requirements per Article 8.
- 22) All subdivided land and parcels shall comply with Section 7.2, Lot Design.
- 23) Homeowners Association shall be required for all major residential subdivisions with privately maintained streets, open space, and other dedicated land as stated in Section 7.3, Homeowners Association Requirements.
- 24) Street layout and access shall conform to Section 7.4, Access and Section 7.5, Street Design.
- 25) Calculated open space requirements shall adhere to Section 7.6, Open Space.

6.3 MAJOR SITE DEVELOPMENT PLAN CONTENTS

The site plan shall be clearly legible and shall be drawn at a scale acceptable to the Administrator no less than 1:50 scale on a paper size no less than 24"X36". The major site plan shall include three general sections, the project information section, the calculations section, and the site plan and details section.

The information required for each section is listed below:

- A. Project information section
 - 1) A title that includes the name of the proposed or existing business and a subtitle which describes the proposed development.
 - 2) The name, address, and phone number of the landowner, developer, and designer.
 - 3) The Pender County Property Identification Number (PIN) of all lots included on the site plan.
 - 4) The number and type of dwelling units included on the site plan for residential uses.
 - 5) The total land area and total developed land area of all lots included on the site plan.
 - 6) A detailed description of the proposed use or uses of the development, as well as a description of the existing use or uses.
 - 7) A reference to any other site plan or Master Development Plan approved by the County for the site.
 - 8) The date the site plan was prepared and a list of all revisions made, including the date and a description of why the site plan was revised.
 - 9) A table of contents including all pages of the site plan.
 - 10) A list of all proposed utility providers, with their address, name and phone number.
 - 11) An inset map showing the location of the site, along with the location of streets, roads and land uses within 500 feet of the property.
 - 12) A statement listing all requirements and conditions placed on the land included in the site plan resulting from approval of conditional zoning or a special use permit.
 - 13) A description of setbacks or conditions placed on the site as a result of an approved variance.
- B. Calculations section.
 - 1) Calculations showing the total number of required and proposed parking spaces, including the total number of existing and proposed spaces.

C. Site plan and details section.

- 1) The location of all adjoining lots with the owner's name, specific use, zoning, and zoning boundaries shown.
- 2) The location of all existing or planned rights-of-way and easements that adjoin the property, with street names, widths, and speed limits shown.
- 3) All nearby entrances that are within 200 feet of any existing or proposed entrances to the site. Existing or proposed interconnections to adjoining sites as applicable.
- 4) All existing and proposed driveways, parking and loading spaces, parking lots and a description of surfacing material and construction details to be used. The size and angle of parking spaces, aisles, maneuvering areas, and loading spaces shall be shown.
- 5) Estimated AM and PM Peak Hour Trips per the Institute of Transportation Engineers Trip Generation Manual.
- 6) Estimated Average Daily Trips created by the development at build-out per the Institute of Transportation Engineers Trip Generation Manual.
- ~~7) Based on estimated traffic counts, a Traffic Impact Analysis may be required stating the dates and times counts were conducted for the proposed development.~~ **A Traffic Impact Analysis is required when the development generates 100 trips in the morning or evening peak hours or over 1,000 trips per day. The Traffic Impact Analysis must state the dates and times the counts were conducted.**
- 8) A North arrow.
- 9) A graphic scale and statement of scale.
- 10) A legend describing all symbols and other features that need description.
- 11) The present zoning of all portions of the site, with the location of zoning boundaries.
- 12) The location of all existing and proposed structures, with the height, specific use, ground floor area, and total floor area labeled.
- 13) The location of all existing and proposed outdoor uses, with the height, specific use, and land area labeled.
- 14) Existing topographic contour lines at intervals acceptable to the Administrator. Proposed finished grades shall be shown by contour.
- 15) The location of the front, side, and rear yard setback lines required by the applicable zoning district.
- 16) The location and boundaries of existing environmental features, including streams, floodplains, lakes and ponds, wetlands, natural stormwater retention areas, steep slopes, and woodlands.
- 17) The location of outdoor trash receptacles.
- 18) The location of all outdoor lighting fixtures.
- 19) Signage requirements per Article 10.
- 20) Landscaping and Buffer requirements per Article 8.
- 21) The location of sidewalks and walkways.
- 22) The location and width of proposed easements and dedications.
- 23) A stormwater management plan describing the location of all stormwater management facilities with design calculations and details.

- 24) A soil erosion and sedimentation plan describing methods to be used.
- 25) The location and size of sewage disposal and water supply systems.
- 26) A signed seal of the certified design professional who prepared the plan.
- 27) A space labeled "Approved by the Pender County Unified Development Administrator" for the signature of the Administrator, approval date, and a statement that reads "site plan valid for two (2) years from approval date."
- 28) Other information or statements may be required on the site plan by the Administrator to ensure that all requirements of the Pender County Code and Land Use Plans are met.

6.4 PRELIMINARY PLAT CONTENTS

Preliminary plats not illustrating or containing the following data shall be returned to the developer or his authorized agent for completion and resubmission.

- A. The preliminary plat shall be prepared in accordance with the following specifications:
 - 1) The plat must be prepared by an authorized Licensed Professional.
 - 2) The name of the subdivision.
 - 3) The name(s), address(es), and telephone number(s) of the owner(s), registered land surveyor(s), land planner(s), architect(s), landscape architect(s), and professional engineer(s) responsible for the subdivision and the registration number(s) and seal(s) of the registered land surveyor(s).
 - 4) A sketch vicinity map at an appropriate scale, showing the relationship between the subdivision and the surrounding area.
 - 5) The exact boundary lines of the tract to be developed fully dimensioned by bearings and distances, and the location of intersecting boundary lines of adjoining lands.
 - 6) Scale at 1" = 50' or larger, denoted both graphically and numerically.
 - 7) North arrow in accordance with the Standards of Practice for Land Surveyors.
 - 8) Approved road names.
 - 9) Landscaping and Buffers shall be shown on the site plan and adhere to the landscaping standards set forth in Article 8, Landscaping and Buffers.
 - 10) All subdivided land and parcels shall comply with Section 7.2, Lot Design.
 - 11) Homeowners Association shall be required for all major residential subdivisions with privately maintained streets, open space, and any other dedicated land as stated in Section 7.3, Homeowners Association Requirements.
 - 12) Street layout and access shall conform to Section 7.4, Access and Section 7.5, Street Design.
 - 13) Calculated open space requirements must adhere to Section 7.6, Open Space.
 - 14) The location, purpose, and dimensions of areas to be used for purposes other than residential;
 - 15) The names of current owners of adjacent landowners along with PIN, current uses, other legal reference where applicable, shall be shown.
 - 16) The location and measurements of all proposed minimum building setback lines.

- 17) The location and dimensions of all proposed and existing rights-of-way, utility or other easements, riding trails, pedestrian or bicycle paths, natural buffers, and areas if any to be dedicated to public use with the purpose of each stated.
- 18) Existing traffic counts for road(s) and intersection(s) studied and dates/times counts were conducted.
- 19) Estimated AM and PM Peak Hour Trips per the Institute of Transportation Engineers Trip Generation Manual.
- 20) ~~Based on estimated traffic counts, a Traffic Impact Analysis may be required stating the dates and times counts were conducted for the proposed development.~~ **A Traffic Impact Analysis is required when the development generates 100 trips in the morning or evening peak hours or over 1,000 trips per day. The Traffic Impact Analysis must state the dates and times the counts were conducted.**
- 21) Right-of-way lines and pavement widths of all roads and the location and width of all adjacent roads and easements.
- 22) Property lines, buildings or other structures, water courses, railroads, bridges, culverts, storm drains, and corporate limits, township boundaries, and county lines.
- 23) Sufficient survey to determine readily and reproduce on the ground every straight or curved boundary line, road line, lot line, right-of-way line, easement line, and setback line, including dimensions, bearings, or deflection angles, radii, central angles, and tangent distances for the center line of curved roads and curved property lines that are not the boundary of curved roads. All dimensions shall be in accordance with the Standards and Practices of Land Surveyors.
- 24) The accurate locations and descriptions of all monuments, markers, and control points.
- 25) The blocks lettered alphabetically throughout the entire subdivision and the lots numbered consecutively throughout each block.
- 26) The date of the survey and the plan preparation; with spaces per subsequent revision.
- 27) The name of the township, county, and state in which the subdivision is located.
- 28) Deed book and reference of ownership acquisition.
- 29) Certificate of approval by the Pender County Addressing Coordinator for proposed road names.
- 30) Compliance with all applicable requirements of this Ordinance.
- 31) Agreement with the most recently adopted CAMA Land Use Plan and any other applicable adopted land use document(s). Reference of recently approved MDP.
- 32) For non-residential and multifamily projects, the location of trash handling, recycling, grease bins, and other waste-related facilities employed in the normal operation of the use.
- 33) The location and design of parking areas and pedestrian and vehicular access points.
- 34) That the design of traffic patterns, traffic control measures and street pavement areas, including plan profiles and cross section views, and with provisions for maintaining traffic flows for both public use as well as emergency management services are consistent with the requirements of this Ordinance.
- 35) Compliance with site construction specifications.

- 36) Stormwater facilities, water supply, sanitary sewer service, fire protection and hydrants, street signs, and street lighting designed in conformance with department standards, specifications and guidelines; Plan profile and cross section of drainage and utility services and
- 37) Other proposed easements or dedications as required.

1.5 RELATIONSHIP TO ADOPTED PLANS

The administration, enforcement, and amendment of this Ordinance shall be accomplished with consideration of recommendations presented in the documents comprising the Comprehensive Plan. These documents include, but are not limited to, the following: the Pender County Comprehensive Plan, the Pender County CAMA Land Use Plan, ~~Coastal Pender Collector Street Plan~~, **Pender County Collector Street Plan** and the Parks and Recreation Master Plan. A copy of the adopted Pender County Comprehensive Plan shall be filed with the County Clerk.

7.2.6 Lots on Thoroughfares

Major or minor subdivisions shall not be approved that provide for individual residential lots to access Principal Arterial, Minor Arterial or Major Collector roads or streets as shown on the ~~Coastal Pender Collector Street Plan~~ **Pender County Collector Street Plan**, Pender County Transportation Plan or other approved State Transportation Improvement Plan.

7.5.1 Public and Private Street Design

- A. Layout of streets as to arrangement, width, grade, character, and location shall conform to the following:
 - 1) ~~Coastal Pender Collector Street Plan~~, **Pender County Collector Street Plan**, Pender County Transportation Plan or other approved State of Federal Transportation Improvement Plan.
 - 2) Adjoining street systems,
 - 3) Existing, planned and proposed streets, topographic, drainage and other natural features of the property,
 - 4) To provide for continuity in existing streets and proposed streets,
 - 5) Provide adequate right-of-way for collector streets,
 - 6) Reasonable access will be provided to adjacent properties for development.
- B. Spite strips along development boundaries preventing access to streets from adjacent properties are prohibited.
- C. Street Alignment – local residential street intersections should be directly aligned if possible.
- D. When such intersections cannot be aligned, they shall be offset centerline to centerline by not less than 125 ft. Intersections of Collector streets as defined herein or shown on the ~~Coastal Pender Collector Street Plan~~, **Pender County Collector Street Plan**, Pender County Transportation Plan or other approved State Transportation Improvement Plan.

7.5 STREET DESIGN

7.5.1 Public and Private Street Design

- A. Layout of streets as to arrangement, width, grade, character, and location shall conform to the following:
- 1) Coastal Pender Collector Street Plan, Pender County Transportation Plan or other approved State of Federal Transportation Improvement Plan.
 - 2) Adjoining street systems,
 - 3) Existing, planned and proposed streets, topographic, drainage and other natural features of the property,
 - 4) To provide for continuity in existing streets and proposed streets,
 - 5) Provide adequate right-of-way for collector streets,
 - 6) Reasonable access will be provided to adjacent properties for development.
- B. Spite strips along development boundaries preventing access to streets from adjacent properties are prohibited.
- C. Street Alignment – local residential street intersections should be directly aligned if possible.
- D. When such intersections cannot be aligned, they shall be offset centerline to centerline by not less than 125 ft. Intersections of Collector streets as defined herein or shown on the Coastal Pender Collector Street Plan, Pender County Transportation Plan or other approved State Transportation Improvement Plan.
- E. Streets should intersect as nearly as possible at right angles.
- F. Permanent dead end streets (cul-de-sacs) or temporary dead end (stub) streets shall be no longer than 1,000 ft. unless it is demonstrated by the developer that the configuration of the property prevents its development without longer streets to provide access to the lots and common area to be subdivided.
- 1) Temporary dead end or stub streets shall provide turn around capabilities to meet the following NCDOT requirements: ~~The Cul-de-sac end shall be a bulb type with minimum radii as follows: Curb & Gutter Section: RW = 45', Pavement = 37' to gutter edge, Shoulder Section: RW = 50', Pavement = 35'.~~

	Total Length	Edge of Pavement Radius	Right of Way Radius With Curb and Gutter	Right of Way Radius Without No Curb and Gutter
Short Cul-de-sac	500 ft. or less	35 ft.	45 ft.	50 ft.
Long Cul-de-sac	501 ft. to 1,000 ft.	40 ft.	50 ft.	55 ft.

2) Alternative turnaround designs (hammerhead, y turn around, t intersection, etc.) may be approved given specific criteria including; topographical constraints, existing structures, or any other criteria as approved by the Technical Review Committee or Planning Board, as applicable, in conjunction with NCDOT.

- G. Applicants for subdivision approval shall obtain approval for street names from the Pender County Addressing Coordinator. A copy of the approved preliminary plat with approved street

names must be submitted to the Administrator within 30 days of approval of the preliminary plat and prior to final plat submission.

- H. Sight triangles as required in the NCDOT Secondary Roads Standards shall be provided at all street intersections.

Definitions to be added to Appendix A

Addressable Structure: Any structure requiring the installation of a dedicated permanent electrical meter.

Directional: This includes the cardinal (North, South, East, West) points of direction.

Master Street Address Guide (MSAG): Consists of the street name, number range, and emergency providers for that range.

Official Road Name: Any road name that has been approved by the Pender County Board of Commissioners.

Pocket Development: A type of planned development that consists of a grouping of structures that face a shared common green space accessed by an alleyway and designed to promote a close knit sense of community.

Private Road: A road that has not been or not intended to be accepted for permanent maintenance by North Carolina Department of Transportation for use by the public.

Road of Origin: Each road shall have a road of origin. Generally, a road's origin will be the beginning point of the road as accessed from another road, from major road to minor roads, and from proximity to the axis point. These road origins shall be established by the Addressing Coordinator.

Street: Is defined as a thoroughfare for motor vehicle use.

Street, Public: A road, so classified by the North Carolina Department of Transportation or by the standards of Pender County, designed to provide access to adjoining or abutting properties.

Street Suffixes: The word following the street name that indicates the street type.

T Intersection: A place where one road joins two others but does not cross them, so that the roads form the shape of the letter "T".

Article 11 Section 1 General

11.1 Under the authority and provisions of the General Statutes of North Carolina, Chapter 153A-121, 239.1., and local modifications thereto, a county may by ordinance, name or rename any road within the county and not within a city, and may assign or reassign street numbers for use on such a road.

11.1.1 These regulations shall apply to and govern each and every public or private road within the County of Pender outside of the jurisdiction of any incorporated municipality.

11.1.2 The Addressing Coordinator, or their assigned agent, shall be responsible for assigning a number for each addressable structure in Pender County, including the municipalities of St. Helena and Watha, and for the naming of public and private roads as directed by the provisions of this article. As conditions merit, such official numbers may be changed upon proper official notice to the property owner and public agencies.

11.1.3 In naming or renaming a road, a county may not:

- A. Change the name, if any, given to the road by the Board of Transportation unless the Board of Transportation agrees;
- B. Change the number assigned to the road by the Board of Transportation, but may give the road a name in addition to its number; or
- C. Give the road a name that is deceptively similar to the name of any other public road in the vicinity.

11.1.4 After naming or renaming a road, or assigning or reassigning street numbers on a road, a county shall cause notice of its action to be given to the local postmaster with jurisdiction over the road, to the Board of Transportation, and to any city within five miles of the road.

Article 11 Section 2 Purpose

11.2 The purpose of this article is to provide a uniform system of road naming and addressing along both public and private roads in order to facilitate the provision of adequate public safety and emergency response services. This article is designed to:

- A. Establish the procedures by which a road may be named and addressed or by which an existing name may be changed and readdressed.
- B. Establish and maintain an official map and listing of all roads in Pender County.
- C. Eliminate duplicate or phonetically similar road names in accordance with the National Emergency Number Association (NENA) road naming standards.
- D. Provide for the uniform marking of roads.
- E. Implement a systematic numbering system for all addressable structures within the geographic limits of Pender County as related to the Emergency 911 Telephone System.
- F. Establish procedures through which the implementation of Chapter 62A of the North Carolina General Statutes may be carried out.

Article 11 Section 3 Road Naming

11.3 The Pender County Addressing Coordinator or their designated agent is authorized to determine the need for new road names or road name changes within jurisdiction of Pender County for both private and public roads outside the corporate limits of any municipality within the county.

11.3.1 New Road Names. When a public or private road provides access to more than three (3) addressable structures or combinations thereof, regardless of the length of such road, a road name shall be assigned.

11.3.2 The property owners along such road shall provide a petition with the proposed road name to the Pender County Addressing Coordinator within thirty (30) days of written notice.

11.3.4 The proposed road name will be subject to review pursuant to the criteria set forth in this article.

11.3.5 If there is a unanimous decision among the property owners as to the name of the road and the submitted name satisfies the criteria established by this article, the Addressing Coordinator or their designated agent shall review the petition and approve the submitted name.

11.3.6 If a consensus among the property owners cannot be met, the Addressing Coordinator or their designated agent shall submit the name recommended by the majority of the property owners to the Pender County Board of Commissioners.

11.3.2 Road Name Changes. Any road officially named by the Pender County Board of Commissioners shall not be petitioned for a road name change unless:

- A. Evidence shows a mistake was made in the naming of the road in the form of deeds, plats, or maps.
- B. The road has been physically altered.
- C. By special direction from the Addressing Coordinator for a unique circumstance.

11.3.3 If a petition is made for a road name change, the petition must be signed by a majority of the property owners along the road in question with each such person's mailing address and telephone number listed. The petition shall identify one of the signatories as spokesman for the applicants. Because of the cost involved and the confusion generated during this process, the county will follow a basic policy of discouraging petitioned road name changes.

11.3.4 Criteria. The following criteria shall be used to formulate recommendations for road names or changes:

- A. When appropriate and feasible, commonly known informal road names shall be retained.
- B. The Addressing Coordinator or their designated agent should consider geographical, physical and historically significant factors regarding the road.
- C. U.S. and N.C. highways shall retain their numbers as their road names throughout the county.
- D. Offensive or distasteful road names shall not be used.
- E. Family names for road identification shall be permitted when there is a well-established non-conflicting history as to the particular family being the majority of the residents of the road.
- F. Roads with continuous alignments should have only one name.
- G. New road segments that are an extension or a continuous alignment of an existing road shall maintain the existing road name.
- H. Road names and/or numbers should only change when there is a substantial intersection, or at municipal boundaries.

11.3.5 When renaming a road consider the following:

- A. The road with a name of historical significance should have its name retained.
- B. The road with the most properties on it should retain its name.
- C. The road that has been named for the longest period of time shall retain its name.

11.3.6 A directional must be placed ahead of the road name and cannot be used as a suffix. If a "North" directional is used there must be a "South" directional. If an "East" directional is used there must be a "West" directional. The prefix "N" shall be used for North, the prefix "S" shall be used for South, the prefix "E" shall be used for East and the prefix "W" shall be used for West.

11.3.7 In the case of a double ended road, two different road names may be assigned or a directional prefix may be utilized indicating which direction that portion extends from the road of origin. A cardinal direction is recommended in the naming of a T Intersection.

11.3.8 Prohibited Road Names. The Pender County Addressing Coordinator shall not recommend newly proposed road names which fall under the following categories:

- A. Numbers used as part of the name, unless the name is well known and there is a general acceptance.
- B. Names which are difficult to pronounce.
- C. Names which are less than 3 characters in total length or over 20 characters in total length, including spaces, but not including street type.
- D. Names which are duplicated in neighboring counties if the roads are in the same postal district, fire department/rescue district, or telephone exchange.
- E. Names which are similar to the name of an existing subdivision or landmark unless the road lies within that same subdivision.
- F. Duplicate, near duplicate (Ex. Apple Road and Apple Hill Road) or phonetically similar road names.
- G. Streets having the same name but different street types are considered duplicate names.
- H. Streets having the same name but different directionals are considered duplicate names unless they are in continuous alignment and are intersected by another road.
- I. Names that contain a street type or directional within the road name field.
- J. "EXT" is not to be used as a suffix when a road is extended. Instead, the name shall remain the same and the address range extended to accommodate the new section.

11.3.9 Street Suffixes:

Alley = Aly	Lane = Ln
Avenue = Av	Loop = Loop
Bay = Bay	Parkway = Pkwy
Bend = Bend	Path = Path
Boulevard = Blvd	Place = Pl
Branch = Br	Point = Pt
Cay = Cay	Ridge = Rdg
Center = Ctr	Road = Rd
Circle = Cir	Run = Run
Court = Ct	Spur = Spur
Cove = Cove	Station = Sta
Crest = Crst	Street = St
Crossing = Crsg	Terrace = Ter
Drive = Dr	Trace = Trc
Highway = Hwy	Trail = Tr
Hollow = Holw	Walk = Wk
Landing = Ldg	Way = Way

Article 11 Section 5 Subdivisions

11.5.1 For all subdivisions in which new roads are proposed, the following items must be submitted by the developer to the Pender County Addressing Coordinator at the preliminary review phase:

- A. A scaled map of the road layout with the proposed name identified on each road.
- B. An alphabetical list of the proposed road names and subdivision name. An alternate for each road name and subdivision name should also be submitted for review should the proposed name not comply with this article.
- C. A signature line labeled "Reviewed and Approved by the Addressing Coordinator."

11.5.2 The new subdivision name shall not duplicate or be phonetically similar to an existing road name or existing subdivision name.

11.5.3 The Addressing Coordinator will review the proposed road names for overall compliance with the Pender County Unified Development Ordinance. If a submitted road name(s) does not comply with this article, the Addressing Coordinator will contact the developer, explain the reasons for non-compliance, and request new names be submitted. Road names and subdivision names for new developments may be reserved for up to two years or through validation of the preliminary plat.

11.5.4 After preliminary approval, any road configuration change or any request to change an approved road name will require resubmission of the map and the road name list for review. The approved road names/subdivision name shall be identified on the final approved plan with a signature line labeled "Reviewed and Approved by the Addressing Coordinator" and a copy submitted by the developer to the Addressing Coordinator.

Article 11 Section 6 Numerical Addressing System

11.6.1 Numerical addressing will be assigned using the federal standard scale of 1000 numbers per mile, which calculates to an available number every 5.28 feet.

11.6.2 The range of addresses shall begin with the lowest number in the range being closest to the road of origin. As the numbers are increasing, even numbers will be assigned to structures located on the right side of the road and odd numbers will be assigned to structures located on the left side of the road.

11.6.3 All addresses should numerically balance on both sides of the road.

11.6.4 It is the policy of Pender County to assign addresses when the footing inspection has been approved or when there is a final site plan approval. The only deviation of this policy is when the structure is located in an approved subdivision where addresses have previously been assigned.

11.6.5 Subdivisions and/or individual lots with up to 100 feet of road frontage may be assigned preliminary addresses following map recordation. Final addresses will not be assigned until compliance with Section 11.6.4 has been demonstrated.

11.6.6 Addresses will be assigned to the front door of the structure. Structures that are situated more than two hundred (200) feet from a named road will be addressed where the driveway intersects the road. If the structure is not visible from any distance off the road the address will be assigned at the driveway.

11.6.7 Structures using the same driveway shall be addressed with the structure nearest the road of origin having the lower digit.

11.6.8 Structures whose vehicular access is via an alley shall be assigned addresses from the alley side of the structure.

11.6.9 In the event a portion of a roadway that has been addressed using the 5.28 numbering scheme is spot annexed into a municipality, the current numbering scheme shall be maintained.

11.6.10 Corner lots will be assigned an address from the road on which the structure faces. An address can be assigned from the side road location in situations where the front of the building is obscured or difficult to distinguish.

11.6.11 Addresses should not be assigned to structures that are simply accessory to the principal building.

11.6.12 Garage apartments shall be given a new address. If there are no addresses available then a unit letter may be assigned (ex. 503A) as a last resort.

11.6.13 Duplexes and apartments will be assigned structure numbers as well as unit numbers for secondary locators. For multi-story development the number will reflect the floor number and unit number.

11.6.14 Townhouses/Condominiums shall be assigned individual addresses for each unit.

11.6.15 Commercial development will be assigned one address per building as well as suite numbers for secondary location indicators. Each individual building shall have a separate address. For multi-story development the number will reflect the floor number and suite number.

11.6.16 Each mobile home within a mobile home park shall be assigned a primary 911 address. A mobile home park owner may assign lot numbers but the lot numbers shall not be used as the physical address.

Article 11 Section 7 Compliance

11.7 The Building Inspector shall not issue a Certificate of Compliance or a Certificate of Occupancy until the new structure complies in full with the requirements of this article.

11.7.1 The owner of any existing structure, mobile home park, or complex shall be required to comply with this article within thirty (30) days of written notification by the Pender County Addressing Coordinator, or their agent.

Article 11 Section 8 Size, Color, Maintenance & Location

11.8 The standard minimum size of a number for a typical residential or nonresidential structure shall be three (3) inches in height.

11.8.1 The standard minimum size of a number for a large residential or nonresidential structure such as an apartment, townhouse, condominium complex or a commercial or industrial complex shall be six (6) inches in height. Minimum sizes larger than the standard shall be required in any situation where the standard size would not provide necessary identification deemed appropriate by the 911 Addressing Coordinator or their assigned agent.

11.8.2 The color of the numbers placed on a structure or pedestal shall be in contrast to the color scheme of the structure or pedestal so that the number is clearly visible. Reflective numbers for nighttime identification are encouraged.

11.8.3 Every structure shall be posted with the official assigned number in at least one location in conformance with this article and as follows:

- A. The location of the numbers shall be maintained within a three (3) foot perimeter of the structure entrance. For apartment, townhouse, condominium, commercial or industrial complexes, the numbers shall be

located in the approximate center of the building or on the end of the building so that they are clearly visible from the road. Each individual unit must also be posted with the assigned unit number/suite number, letter or combination thereof. In the event the structure is located in such a manner that the assigned number is not visible, additional posting of the numbers shall be required at the driveway entrance or access to the structure.

- B. All commercial or industrial buildings that have a rear or side door that is used for deliveries, public entry purposes, or as a required exit, shall be posted with the official assigned number at such doors.
- C. In a "pocket neighborhood" the numbers shall be displayed on the rear of the structure and the front of the structure facing the common green space.

11.8.4 The Addressing Coordinator will have the right to authorize and approve alternate methods of displaying property numbers which meet the intent of this article when strict adherence to the standards herein set forth cannot reasonably be met.

11.8.5 Following the posting of the assigned number, as required, the owner or occupant shall at all times maintain such house or building number in compliance with the above standards. Building numbers shall not be obstructed from view.

Article 11 Section 9 Subdivisions

11.9 The address shall be displayed on the structure in such a way that is clearly visible from the roadway. Additional requirements are as follows:

- A. If the structure is less than 75 feet from the roadway the address shall be composed of numbers no less than three (3) inches in height.
- B. If the structure is more than 75 feet from the roadway the address shall be composed of numbers no less than four (4) inches in height.
- C. If the structure is more than 150 feet from the roadway the address shall be composed of numbers no less than four (4) inches in height and displayed at the driveway entrance with a decorative post or placard.
- D. According to the U S Postal Service Reform Act a cluster box is required when there are eight (8) or more lots in a subdivision.
- E. When the structure is accessed by an alleyway the address will be assigned from that access.

Article 11 Section 10 Official List, Official Map, and Identification

11.10.1 Road Name List and Map. The Pender County Planning and Community Development Department shall maintain a listing of all official road names in Pender County as well as maintain an official street centerline database exhibiting the approved names and location of all roads in Pender County.

11.10.2 Identification. A sign showing the official name and state road number shall identify all public roads in the unincorporated areas of Pender County. These road signs shall be placed at all intersections.

11.10.3 A sign showing the official name shall identify all private roads in the unincorporated areas of Pender County. These road signs shall be placed at all intersections.

11.10.4 Every road sign shall comply with the following criteria:

- A. The sign blade shall be constructed of aluminum with green sheeting, 6 inches in width, and extruded edges.
- B. The lettering shall be upper case, 4 inches in height, at least ½ inch in stroke, and shall be made of white reflective material.

- C. The street type and state road lettering shall be upper case, 2 inches in height, at least ¼ inch in stroke, and shall be made of white reflective material.
- D. The post shall be constructed of U-shaped galvanized steel measuring 12 feet in height.
- E. The post shall be firmly anchored with the sign blade approximately 8 feet above ground.

11.10.5 Developers of subdivisions shall be responsible for the initial street signs. The sign blade must meet the criteria as set forth in this article.

11.10.6 Developers of subdivisions may utilize decorative posts and brackets only if the road will not be petitioned for addition to the state highway system. In the event the sign is stolen or damaged, the developer or Homeowners Association shall be responsible for replacing the posts and brackets.

11.10.7 Sign installers shall work with the North Carolina Department of Transportation and the various utility companies as to the particular location of the sign. If the road is private in nature, the sign must be installed within the right-of-way or easement of said road and be clearly visible.

Article 11 Section 11 Installation and Maintenance

11.11.1 Installation. The Pender County Public Works Department shall be responsible for the provisions of installation of road signs, except in the case of subdivisions with proposed new roads wherein the developer in that case shall be responsible for the installation of said signs.

11.11.2 Maintenance. The Pender County Public Works Department shall be responsible for repair and replacement of road signs.

Article 11 Section 12 Violations, Penalties & Enforcement

11.12.1 It shall be unlawful for any person(s) to:

- A. Erect any road sign with an unofficial name or a name that is substantially similar to any public road or private road in the unincorporated areas in Pender County.
- B. Remove, deface, damage, or obscure a road sign in the jurisdiction of this article.
- C. Erect any road sign that does not meet the Pender County sign specifications.
- D. Number or assign a number to any structure without the written approval of Pender County.
- E. Fail to post the official assigned number in accordance with this article.

11.12.2 Any person who does not comply with this article will be notified, by certified mail, to meet the requirements within 30 days from the date of notification.

11.12.3 Any person violating provisions in this article shall be guilty of a misdemeanor and shall be subject to a fine of not more than fifty dollars (\$50) dollars or imprisonment of not more than thirty (30) days as provided by North Carolina General Statute 14-4. Each day shall constitute a separate violation and shall be punishable as a separate offense.

11.12.4 Enforcement - Any person who does not comply with this article will be notified, by certified mail, and required to come into compliance within 30 days from the date of notification.

11.12.5 Any violation of this article may be subject to civil remedies as set forth in North Carolina General Statute 153A-123C.

11.12.6 This article shall be enforceable by citation, injunction and restraining order. Any person violating the provisions of this article shall be subject to a civil penalty for each violation in the amount of fifty dollars (\$50). Each day of violation shall constitute a separate and distinct offense.

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

MEMORANDUM

To: Pender County Planning Board
From: Planning Staff
Date: May 3, 2016
RE: Upcoming Zoning Text Amendments

Planning Staff continues to prepare additional zoning text amendments in order to further clarify and modernize the Unified Development Ordinance. The forthcoming amendments are intended to update the Ordinance with new legislation, reflect policies adopted in the Pender County Collector Street Plan and create clearer standards for streamlined development reviews. Staff will be introducing these issues to the Planning Board and generating conversation for policy input at the quarterly Planning Board work session in June. The following are Ordinance sections and topic areas that will be updated:

Collector Street Plan Policies

Staff will be further evaluating the adopted policies in the Pender County Collector Street Plan to incorporate into the UDO as development regulations.

Interconnectivity

The Ordinance needs to be updated for stronger requirements regarding interconnectivity and retrofitting improvements on substandard roadways. Staff is seeking guidance from outside resources on this issue.

The Ordinance needs to have a clear standard regarding when connections may be necessary. Multiple areas of the UDO reference that "reasonable" access be provided. The term "reasonable" needs to be replaced with a clear standard. There also needs to be standards for maintenance of private access easements incorporated in new developments.

Subdivision Review

The Ordinance requires a revision of performance guarantees for subdivision improvements in Article 6. S.L. 2015-187 (H.B. 721) clarifies the restrictions on performance guarantee requirements from a local government authority.

Additional clarity is required. At this time Staff is proposing no new regulations, only that these reorganized and clarified.

Notifications

Staff is researching amending notification policies to adjacent property owners. It has been suggested in several meetings that the requirements should be expanded further than the direct, adjacent property owners as outlined in NC GS § 153A-343.(a) Method of procedure. The Statute requires notification for zoning map amendments, however Pender County follows the same process for Master Development Plan, Major Subdivisions, Variances and Special Use Permits. An excerpt from the Statute can be seen below;

“The procedures adopted pursuant to this section shall provide that whenever there is a zoning map amendment, the owner of that parcel of land as shown on the county tax listing, and the owners of all parcels of land abutting that parcel of land as shown on the county tax listing, shall be mailed a notice of a public hearing on the proposed amendment by first class mail at the last addresses listed for such owners on the county tax abstracts. This notice must be deposited in the mail at least 10 but not more than 25 days prior to the date of the public hearing.”

The consideration could include a buffer around a subject property to further notify property owners of amendment or plans on a particular property additional to the statutory requirement.

The following Ordinance Sections need to be updated to reflect the notification requirements policy change:

- Rezoning (Article 3)
- Master Development Plans (Article 3)
- Major Subdivisions (Article 3)
- Special Use Permits (Article 3)
- Variance requests (Article 3)
- Conditional Rezoning (Article 4)

Access Easements

The Ordinance needs to have more defined and clearer requirements on dealing with access easements. Staff will prepare an example with varying buffer distances for the Board’s review and direction. Currently there are standards scattered throughout the Ordinance in various subdivision regulations. Staff is advising the removal of these references and organizing them consistently in one place. This policy include splitting parcels accessed by an easement in Article 7, the creation of a policy on the number of structures accessed by the easement, and a consistent policy on the length and width requirements for these easements.

Administrative

The Ordinance requires an amendment to Article 3 to eliminate the reference that a rezoning is reviewed by the Technical Review Committee as this is not currently correct. Rezoning generally do not contain a level of detail for review by the TRC, staff consults with applicable agencies as necessary to render a recommendation on this application.

Parking

Parking requirements needs to be updated with standards for multi-family buildings. Currently the UDO does not contain standards for this type of development and the lack of this requirement could potentially cause complications with this type of development forthcoming.