

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

Application Information Piver Tract Master Development Plan

Case Number: MDP-2025-81

Application Type: Master Development Plan

Applicant: Landeavor Acquisitions, LLC

Owners: See application

Location: The subject properties are located on the eastern side of Hwy 17 and southeast of County Club Drive.

Property ID #(s): 3292-99-5735-0000, 3292-98-3715-0000, 3292-99-8024-0000, 3292-98-2955-0000, 3292-98-5886-0000, and 3292-99-2121-0000

Description: Landeavor Acquisitions, LLC, applicant, is requesting approval of a Master Development Plan for a residential development consisting of 358 single family homes along with associated infrastructure and amenities such as sidewalks, trails, boardwalks, community docks, community boating facility, community center and sales center.

Current Zoning: PD, Planned Development

Application Materials

Application

Narrative

Site Plan

Traffic Impact Analysis

Traffic Impact Analysis Approval

APPLICATION

APPLICATION FOR MASTER DEVELOPMENT PLAN

SECTION 1: APPLICANT INFORMATION			
Applicant's Name:	Landeavor Acquisitions, LLC	Owner's Name:	See Exhibit A (attached hereto and made a part of this application by reference)
Applicant's Address:	10006 N. Dale Mabry Hwy., Ste. 201	Owner's Address:	
City, State, & Zip	Tampa, FL 33618	City, State, & Zip	
Phone Number:	(910) 791-6707	Phone Number:	
Email Address:	Paramounte Engineering (Consultant) landplanning@paramounte-eng.com	Email Address:	
Legal relationship of applicant to landowner: Developer			
SECTION 2: PROJECT INFORMATION			
Type of Master Development Plan	<input checked="" type="checkbox"/> Residential <i>RP, PD, RM MH District</i>	<input type="checkbox"/> Commercial <i>GB, OI, IT, GI District</i>	<input type="checkbox"/> Mixed Use <i>PD</i>
Property Identification Number (PIN):	3292-99-5735-0000 3292-98-3715-0000 3292-99-8024-0000 3292-98-2955-0000 3292-98-5886-0000 3292-99-2121-0000	Total property acreage: (rounded to the nearest whole acre)	147.5 Ac.
Zoning Classification:	PD	Acreage to be disturbed:	+/- 100 Ac. Total
Water Provider	Pender County Utilities	Wastewater Provider:	Pluris Hampstead, LLC
Project Address :	Spring Garden Rd. Hampstead, NC 28443	Township:	Topsail
Description of Project Location:	Between Olde Point Rd. and Ravenswood Rd.	NAICS:	237210, 531110 713930-01, 531210-03
		Road Type:	Public/Private/Both
Describe activities to be undertaken on project site:	Development of single family residential subdivision and associated infrastructure and amenities, such as utilities, roads, sidewalks, trails, boardwalks, community docks, community boating facility, community center, sales center		
SECTION 3: SIGNATURES			
Applicant's Signature	<i>Adam Lorry</i>	Date:	05/01/2025
Applicant's Printed Name	Adam Lorry	Date:	
Owner's Signature	See Exhibit A (attached hereto and made a part of this application by reference)		
Owner's Printed Name			

Piver Tract

PIN(s): 3292-99-5735-0000, 3292-99-8024-0000, 3292-98-5886-0000, 3292-98-3715-0000,
3292-98-2955-0000, 3292-99-2121-0000

EXHIBIT A

APPLICATION FOR MASTER DEVELOPMENT PLAN

Owner's Name:	DeLaine Garcia		
Owner's Address:			
City, State, & Zip:			
Phone Number:			
Email Address:			
Owner's Signature:		Date:	
Owner's Printed Name:	DeLaine Garcia	Date:	

Owner's Name:	Spring View Pentecostal Free Will Baptist Church		
Owner's Address:			
City, State, & Zip:			
Phone Number:			
Email Address:			
Owner's Signature:		Date:	
Owner's Printed Name:	_____, on behalf of Spring View Pentecostal Free Will Baptist Church	Date:	

Owner's Name:	Selma Jennings Piver Revocable Trust dated June 12, 1995		
Owner's Address:	171 KENDRICK PINES BLVD		
City, State, & Zip:	SPRING, TX 77389		
Phone Number:			
Email Address:			
Owner's Signature:	<i>Christie P. Streetman Trustee of The Selma Jennings Piver Revocable Trust dated June 12, 1995</i>	Date:	4/28/2025
Owner's Printed Name:	Christie P. Streetman, Trustee of the Selma Jennings Piver Revocable Trust dated June 12, 1995	Date:	

Piver Tract
 PIN(s): 3292-99-5735-0000, 3292-99-8024-0000, 3292-98-5886-0000, 3292-98-3715-0000,
 3292-98-2955-0000, 3292-99-2121-0000

EXHIBIT A

APPLICATION FOR MASTER DEVELOPMENT PLAN

Owner's Name:	James Judson Piver Revocable Trust dated June 12, 1995		
Owner's Address:	171 Kendrick Pines Blvd		
City, State, & Zip:	Spring, TX 79389		
Phone Number:			
Email Address:			
Owner's Signature:	<i>Christie P Streetman, trustee of the James Judson Piver Revocable Trust dated June 12, 1995</i>		Date: 4/28/2016
Owner's Printed Name:	Christie P. Streetman, Trustee of the James Judson Piver Revocable Trust dated June 12, 1995		Date:

Owner's Name:	Charlotte Piver Kelly		
Owner's Address:			
City, State, & Zip:			
Phone Number:			
Email Address:			
Owner's Signature:			Date:
Owner's Printed Name:	Charlotte Piver Kelly		Date:

Owner's Name:	Glenda Kay Piver		
Owner's Address:			
City, State, & Zip:			
Phone Number:			
Email Address:			
Owner's Signature:			Date:
Owner's Printed Name:	Glenda Kay Piver		Date:

Piver Tract

PIN(s): 3292-99-5735-0000, 3292-99-8024-0000, 3292-98-5886-0000, 3292-98-3715-0000,
3292-98-2955-0000, 3292-99-2121-0000

EXHIBIT A

APPLICATION FOR MASTER DEVELOPMENT PLAN

Owner's Name:	Jacquelyn Ann Batson		
Owner's Address:			
City, State, & Zip:			
Phone Number:			
Email Address:			
Owner's Signature:		Date:	
Owner's Printed Name:	Jacquelyn Ann Batson	Date:	

Owner's Name:	John Marshall Taylor III		
Owner's Address:			
City, State, & Zip:			
Phone Number:			
Email Address:			
Owner's Signature:		Date:	
Owner's Printed Name:	John Marshall Taylor III	Date:	

Owner's Name:	Christy Streetman aka Christie Streetman		
Owner's Address:	171 KENDRICK PINES BLVD		
City, State, & Zip:	SPRING, TX 77389		
Phone Number:			
Email Address:			
Owner's Signature:	<i>Christie Streetman</i>	Date:	4/28/2025
Owner's Printed Name:	Christy Streetman aka Christie Streetman	Date:	

Piver Tract
 PIN(s): 3292-99-5735-0000, 3292-99-8024-0000, 3292-98-5886-0000, 3292-98-3715-0000,
 3292-98-2955-0000, 3292-99-2121-0000

EXHIBIT A

APPLICATION FOR MASTER DEVELOPMENT PLAN

Owner's Name:	James Judson Piver Revocable Trust dated June 12, 1995		
Owner's Address:			
City, State, & Zip:			
Phone Number:			
Email Address:			
Owner's Signature:		Date:	
Owner's Printed Name:	Christie P. Streetman, Trustee of the James Judson Piver Revocable Trust dated June 12, 1995	Date:	

Owner's Name:	Charlotte Piver Kelly		
Owner's Address:			
City, State, & Zip:			
Phone Number:			
Email Address:			
Owner's Signature:		Date:	
Owner's Printed Name:	Charlotte Piver Kelly	Date:	

Owner's Name:	Glenda Kay Piver		
Owner's Address:	1112 Spring Garden Road		
City, State, & Zip:	Hampstead, NC 28443		
Phone Number:	910-270-2826 (Home) 910-612-2193 (Cell)		
Email Address:	kaynglenn@bellsouth.net		
Owner's Signature:	<i>Glenda Kay Piver</i>	Date:	
Owner's Printed Name:	Glenda Kay Piver	Date:	

Piver Tract
 PIN(s): 3292-99-5735-0000, 3292-99-8024-0000, 3292-98-5886-0000, 3292-98-3715-0000,
 3292-98-2955-0000, 3292-99-2121-0000

EXHIBIT A

APPLICATION FOR MASTER DEVELOPMENT PLAN

Owner's Name:	DeLaine Garcia		
Owner's Address:			
City, State, & Zip:			
Phone Number:			
Email Address:			
Owner's Signature:		Date:	
Owner's Printed Name:	DeLaine Garcia	Date:	

Owner's Name:	Spring View Pentecostal Free Will Baptist Church		
Owner's Address:			
City, State, & Zip:			
Phone Number:			
Email Address:	jbuckner10@protonmail.com		
Owner's Signature:	<i>Joseph E Buckner</i>	Date:	4-29-2025
Owner's Printed Name:	Joseph E Buckner, on behalf of Spring View Pentecostal Free Will Baptist Church	Date:	4-29-2025

Owner's Name:	Selma Jennings Piver Revocable Trust dated June 12, 1995		
Owner's Address:			
City, State, & Zip:			
Phone Number:			
Email Address:			
Owner's Signature:		Date:	
Owner's Printed Name:	Christie P. Streetman, Trustee of the Selma Jennings Piver Revocable Trust dated June 12, 1995	Date:	

Piver Tract
 PIN(s): 3292-99-5735-0000, 3292-99-8024-0000, 3292-98-5886-0000, 3292-98-3715-0000,
 3292-98-2955-0000, 3292-99-2121-0000

EXHIBIT A

APPLICATION FOR MASTER DEVELOPMENT PLAN

Owner's Name:	Glenda Piver Labelle		
Owner's Address:	100 Sweet Bay Court		
City, State, & Zip:	Hampstead, NC 28443		
Phone Number:	910-619-5928		
Email Address:	glendaplabelle67@gmail.com		
Owner's Signature:	<i>Glenda Piver Labelle</i>	Date:	4/28/25
Owner's Printed Name:	Glenda Piver Labelle	Date:	

Owner's Name:	Luellyn Piver		
Owner's Address:	419 Bear Creek Drive		
City, State, & Zip:	Hampstead, NC 28443		
Phone Number:	910-617-0031		
Email Address:	heyluellyne@gmail.com		
Owner's Signature:	<i>Luellyn Piver</i>	Date:	4/28/25
Owner's Printed Name:	Luellyn Piver	Date:	

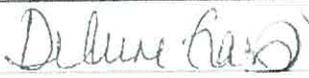
Owner's Name:	Adam J. Smith		
Owner's Address:			
City, State, & Zip:			
Phone Number:			
Email Address:			
Owner's Signature:		Date:	
Owner's Printed Name:	Adam J. Smith	Date:	

Piver Tract

PIN(s): 3292-99-5735-0000, 3292-99-8024-0000, 3292-98-5886-0000, 3292-98-3715-0000,
3292-98-2955-0000, 3292-99-2121-0000

EXHIBIT A

APPLICATION FOR MASTER DEVELOPMENT PLAN

Owner's Name:	DeLaine Garcia		
Owner's Address:	417 West Peace Street # 426		
City, State, & Zip:	Raleigh, NC		
Phone Number:	710 422 5442		
Email Address:	naturetrail47@gmail.com		
Owner's Signature:		Date:	4/29/25
Owner's Printed Name:	DeLaine Garcia <i>DeLaine Garcia</i>	Date:	4/29/25

Owner's Name:	Spring View Pentecostal Free Will Baptist Church		
Owner's Address:			
City, State, & Zip:			
Phone Number:			
Email Address:			
Owner's Signature:		Date:	
Owner's Printed Name:	_____, on behalf of Spring View Pentecostal Free Will Baptist Church	Date:	

Owner's Name:	Selma Jennings Piver Revocable Trust dated June 12, 1995		
Owner's Address:			
City, State, & Zip:			
Phone Number:			
Email Address:			
Owner's Signature:		Date:	
Owner's Printed Name:	Christie P. Streetman, Trustee of the Selma Jennings Piver Revocable Trust dated June 12, 1995	Date:	

Piver Tract

PIN(s): 3292-99-5735-0000, 3292-99-8024-0000, 3292-98-5886-0000, 3292-98-3715-0000,
3292-98-2955-0000, 3292-99-2121-0000

EXHIBIT A

APPLICATION FOR MASTER DEVELOPMENT PLAN

Owner's Name:	John Marshall Taylor, Jr.		
Owner's Address:	PO Box 1146		
City, State, & Zip:	Hampstead, N.C. 28443		
Phone Number:			
Email Address:			
Owner's Signature:		Date:	4/28/2025
Owner's Printed Name:	John Marshall Taylor, Jr.	Date:	

Owner's Name:			
Owner's Address:			
City, State, & Zip:			
Phone Number:			
Email Address:			
Owner's Signature:		Date:	
Owner's Printed Name:		Date:	

Owner's Name:			
Owner's Address:			
City, State, & Zip:			
Phone Number:			
Email Address:			
Owner's Signature:		Date:	
Owner's Printed Name:		Date:	

Piver Tract
 PIN(s): 3292-99-5735-0000, 3292-99-8024-0000, 3292-98-5886-0000, 3292-98-3715-0000,
 3292-98-2955-0000, 3292-99-2121-0000

EXHIBIT A

APPLICATION FOR MASTER DEVELOPMENT PLAN

Owner's Name:	Jacquelyn Ann Batson		
Owner's Address:			
City, State, & Zip:			
Phone Number:			
Email Address:			
Owner's Signature:		Date:	
Owner's Printed Name:	Jacquelyn Ann Batson	Date:	

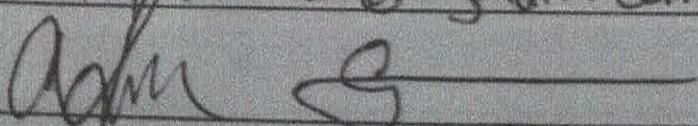
Owner's Name:	John Marshall Taylor III		
Owner's Address:	41 Manorfield Rd.		
City, State, & Zip:	Cobbs Creek, VA 23035		
Phone Number:			
Email Address:			
Owner's Signature:		Date:	4/28/2025
Owner's Printed Name:	John Marshall Taylor III	Date:	

Owner's Name:	Christy Streetman aka Christie Streetman		
Owner's Address:			
City, State, & Zip:			
Phone Number:			
Email Address:			
Owner's Signature:		Date:	
Owner's Printed Name:	Christy Streetman aka Christie Streetman	Date:	

EXHIBIT A
APPLICATION FOR MASTER DEVELOPMENT PLAN

Owner's Name:	Glenda Piver Labelle		
Owner's Address:			
City, State, & Zip:			
Phone Number:			
Email Address:			
Owner's Signature:		Date:	
Owner's Printed Name:	Glenda Piver Labelle	Date:	

Owner's Name:	Luellyn Piver		
Owner's Address:			
City, State, & Zip:			
Phone Number:			
Email Address:			
Owner's Signature:		Date:	
Owner's Printed Name:	Luellyn Piver	Date:	

Owner's Name:	Adam J. Smith		
Owner's Address:	3947 Nashville Dr.		
City, State, & Zip:	Fayetteville North Carolina 28306		
Phone Number:	(910) 229-5387		
Email Address:	SmithyLawman@gmail.com		
Owner's Signature:		Date:	5-1-20
Owner's Printed Name:	Adam J. Smith	Date:	5-1-20

Piver Tract
PIN(s): 3292-99-5735-0000, 3292-99-8024-0000, 3292-98-5886-0000, 3292-98-3715-0000,
3292-98-2955-0000, 3292-99-2121-0000

EXHIBIT A

APPLICATION FOR MASTER DEVELOPMENT PLAN

Owner's Name:	James Judson Piver Revocable Trust dated June 12, 1995		
Owner's Address:			
City, State, & Zip:			
Phone Number:			
Email Address:			
Owner's Signature:		Date:	
Owner's Printed Name:	Christie P. Streetman, Trustee of the James Judson Piver Revocable Trust dated June 12, 1995	Date:	

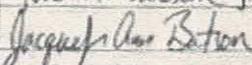
Owner's Name:	Charlotte Piver Kelly		
Owner's Address:	5350 Pt Caswell Rd		
City, State, & Zip:	Atkinson, NC 28421		
Phone Number:	919-302-9165		
Email Address:	jackie.batson@gmail.com		
Owner's Signature:	Jacquelyn A. Batson, FPIA	Date:	5-1-2025
Owner's Printed Name:	Charlotte Piver Kelly	Date:	5-1-2025

Owner's Name:	Glenda Kay Piver		
Owner's Address:			
City, State, & Zip:			
Phone Number:			
Email Address:			
Owner's Signature:		Date:	
Owner's Printed Name:	Glenda Kay Piver	Date:	

Plat Tract
PIN(s): 3292-99-5735-0000, 3292-99-8024-0000, 3292-99-5886-0000, 3292-99-3715-0000,
3292-99-2965-0000, 3292-99-2121-0000

EXHIBIT A

APPLICATION FOR MASTER DEVELOPMENT PLAN

Owner's Name:	Jacquelyn Ann Batson	Date:	
Owner's Address:	4129 Stells Rd	Date:	
City, State, & Zip:	Wake Forest, NC 27587	Date:	
Phone Number:	919-302-9165	Date:	
Email Address:	jackie.batson@gmail.com	Date:	
Owner's Signature:		Date:	5-1-2025
Owner's Printed Name:	Jacquelyn Ann Batson	Date:	5-1-2025

Owner's Name:	John Marshall Taylor III	Date:	
Owner's Address:		Date:	
City, State, & Zip:		Date:	
Phone Number:		Date:	
Email Address:		Date:	
Owner's Signature:		Date:	
Owner's Printed Name:	John Marshall Taylor III	Date:	

Owner's Name:	Christy Streetman aka Christie Streetman	Date:	
Owner's Address:		Date:	
City, State, & Zip:		Date:	
Phone Number:		Date:	
Email Address:		Date:	
Owner's Signature:		Date:	
Owner's Printed Name:	Christy Streetman aka Christie Streetman	Date:	

NARRATIVE

Date: 16 March 2017

Piver Tract Project Narrative

The application for the Piver Tract project is Master Development Plan for a proposed single-family neighborhood in an existing Planned Development (PD) zoning district that is accessible by Spring Garden Rd., from Country Club Road. The property is located on Pender County parcels (PIN #s) 3292-99-5735-0000, 3292-99-8024-0000, 3292-98-5886-0000, 3292-98-3715-0000, 3292-98-2955-0000, 3292-99-2121-0000, totaling 147.5 acres. The project proposes building as many as 355 new single-family homes and retaining three existing home sites within the project area for a total maximum number of housing units of 358 and a project density of 3.0 dwelling units per acre.

The project will incorporate several different housing types, ranging from contemporary residential units with front-facing driveways to neo-traditional residential units with rear-alley access and garden-style cottages clustered and designed to face towards green space. All the proposed units are single family, there are no duplexes or multi-family units proposed. These differing single family housing types provide the variety units required in a PD zoning district and will add to the unique character that the proposed project intends to provide. Additionally, the different sizes and styles of the proposed single-family homes will offer a variety of opportunities for homeowners to choose from, including different cost points and individual needs based on family size. The project will use sewer and public water for utility services, which will support and allow for the proposed variety of lot sizes.

The proposed project's road network offers a hierarchy of private right-of-way widths and access easements in the form of alleys to offer differing scales and purposes their uses. The main road spine, identified as Road 'A' on the Master Plan, serves as the main entry and collector road for the community. It proposed with a central landscaped median that divides the two lanes of traffic to provide a landscape rich streetscape that includes trees and pedestrian sidewalks. Road 'B' is the secondary spine and is proposed with a landscaped median and limited areas of on-street parking. Most residences on both Roads 'A' and 'B' are only accessible by vehicle traffic from rear alleyways. This allows for an uninterrupted streetscape of landscaped yards and front porches to create a small-town coastal feel. Smaller rights-of-way extend off the two main spine roads, which lead to even smaller alleyways that provide access to private homes sites to complete this hierarchy of road types and create differing scales to these public spaces.

Based on a coastal architectural theme, the design of the community will embrace its marsh and wetland frontages by preserving many of the most picturesque views for public enjoyment and use. There are several community parks and gathering areas proposed along the waterfront, as opposed to blocking-off these premiere locations to the public by lining

the entire frontage with private houses. The applicant sees the site's wetlands, creeks and other natural features as critical community amenities and the intent is to share these features and views with the entire community.

Storm water ponds are provided to meet the requirements of the State and County standards and are also designed as features for the project with many homes lining their perimeters. Trails and gathering spaces, such as picnic areas, playgrounds and community mailboxes are oriented near and around these ponds to help create an amenity-rich environment for the community. The project also proposes a community clubhouse with other recreational features, including a pool, and several community docks and water access for recreational boating or kayaking. The applicant is interested in creating a pedestrian-friendly community by linking all these features with trails and elevated boardwalks that provide access around the property.

The Piver Tract is a special property with a long family history in the community that the applicant wishes to honor with the design of this high-quality development. By working with the land on the layout of the home sites and roads, the intent is to preserve much of the natural topography and incorporate stands of existing trees where possible. The site will preserve passive open space in wetland and marsh areas. There is no proposed development within the 75' CAMA setback line on the property and the existing creekside bluffs and coastal wetlands will remain and contribute to the scenic beauty of the site as seen from within the project as well as from the creeks and other properties located across the waterway.

SITE PLAN

RESIDENTIAL LOT LEGEND

- 'PARK UNDER' HOMESITES
10' DEEP (MIN.) X 32' WIDE, TYP.
3-STORY, REAR DRIVEWAY LOADED (ALLEY ACCESS ONLY)
23 UNITS TOTAL
- GARDEN COTTAGES
10' DEEP (MIN.) X 35' WIDE, TYP.
REAR LOADED, FRONT-FACING GREEN SPACE
60 UNITS TOTAL
- NEO-TRADITIONAL HOMESITES
120' DEEP (MIN.) X 45' WIDE, TYP.
REAR-LOADED, VEHICLE ACCESS VIA ALLEY ONLY
(FRONT FACING MEDIAN DIVIDED ROADWAY)
46 UNITS TOTAL
- SIDE-COURTYARD HOMESITES
120' (MIN.) DEEP X 50' WIDE, TYP.
REAR-LOADED, VEHICLE ACCESS VIA ALLEY ONLY
(FRONT FACING MEDIAN DIVIDED ROADWAY)
32 UNITS TOTAL
- INTERIOR AND WETLAND FRONT HOMESITES
130' (MIN.) DEEP X 51' WIDE, TYP.
TRADITIONAL FRONT LOADED
(STANDARD DRIVEWAY)
100 UNITS TOTAL
- PERIMETER AND WETLAND OR POND FRONT HOMESITES
120' (MIN.) DEEP X 61' WIDE, TYP.
TRADITIONAL FRONT LOADED
(STANDARD DRIVEWAY)
51 UNITS TOTAL
- PERIMETER AND WETLAND OR CREEK FRONT HOMESITES
160' DEEP X 70' WIDE, TYP.
TRADITIONAL FRONT LOADED
(STANDARD DRIVEWAY)
43 UNITS TOTAL
- EXISTING LOTS TO REMAIN
(SIZE VARIES)
3 UNITS TOTAL

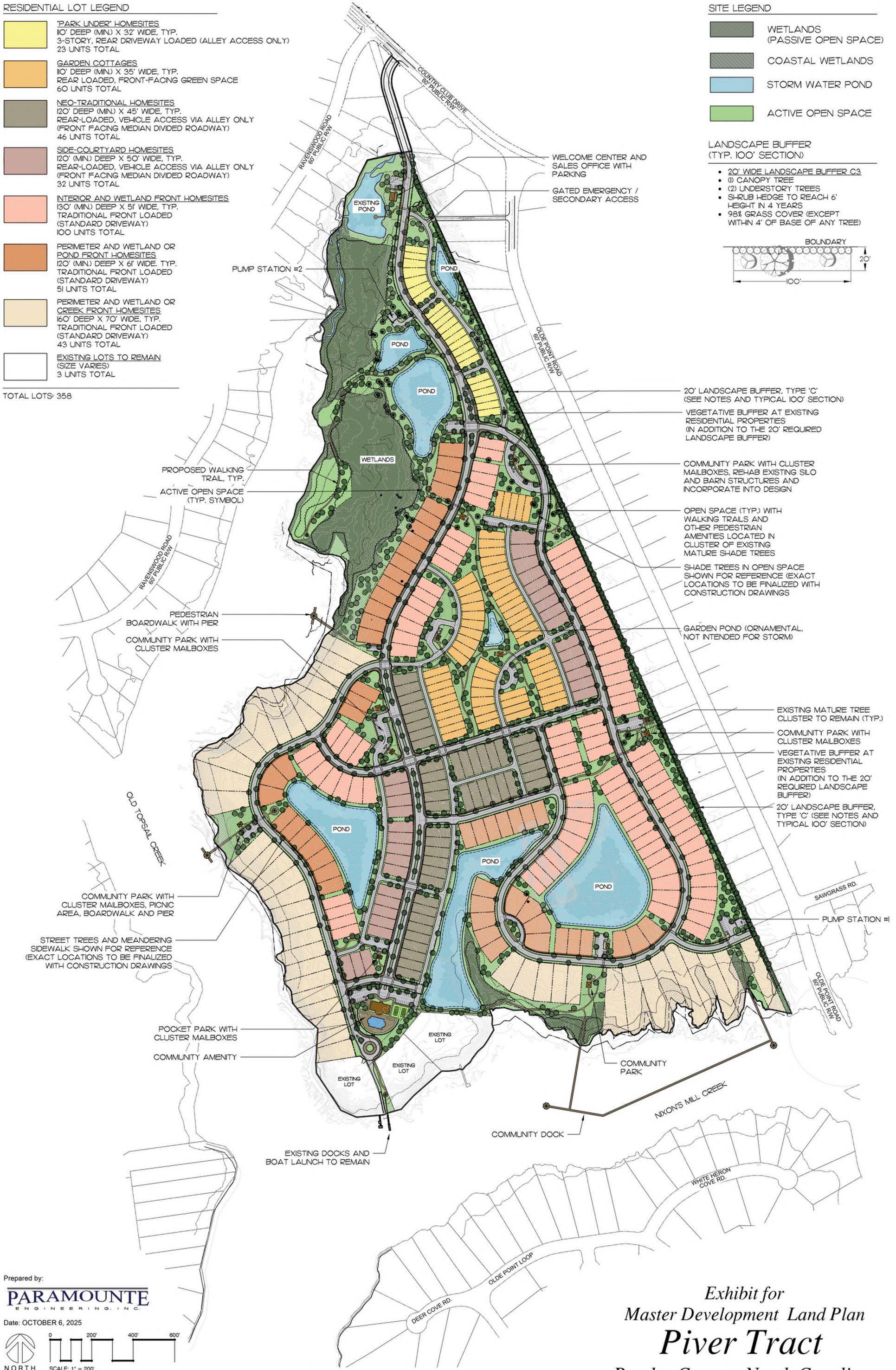
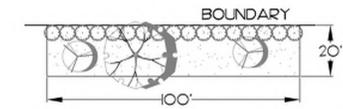
TOTAL LOTS: 358

SITE LEGEND

- WETLANDS
(PASSIVE OPEN SPACE)
- COASTAL WETLANDS
- STORM WATER POND
- ACTIVE OPEN SPACE

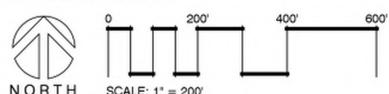
LANDSCAPE BUFFER
(TYP. 100' SECTION)

- 20' WIDE LANDSCAPE BUFFER C3
- (1) CANOPY TREE
- (2) UNDERSTORY TREES
- SHRUB HEDGE TO REACH 6' HEIGHT IN 4 YEARS
- 98% GRASS COVER (EXCEPT WITHIN 4' OF BASE OF ANY TREE)



Prepared by:
PARAMOUNTE
ENGINEERING, INC.

Date: OCTOBER 6, 2025



Preliminary; Not For Construction. This site plan is a graphic representation and should be utilized for discussion purposes only. This site plan approximates existing conditions relating to structures, wetlands, roads, parking, vegetation and property boundaries. Plan components may change based upon regulatory and municipal regulations and requirements at the time of approvals and/or development activity.

Exhibit for
Master Development Land Plan
Piver Tract
Pender County, North Carolina

PIVER TRACT

SPRING GARDEN ROAD

HAMPSTEAD, NORTH CAROLINA

MASTER DEVELOPMENT PLAN

OCTOBER 2025

APPLICANT:
LANDEAVER ACQUISITIONS
 10006 N. DALE MABRY HWY, STE. 201
 TAMPA, FL 33618

NOTICE REQUIRED

ALL EXISTING UNDERGROUND UTILITIES SHALL BE PHYSICALLY LOCATED PRIOR TO THE BEGINNING OF ANY CONSTRUCTION IN THE VICINITY OF SAID UTILITIES.

CONTRACTORS SHALL NOTIFY OPERATORS WHO MAINTAIN UNDERGROUND UTILITY LINES IN THE AREA OF PROPOSED EXCAVATION AT LEAST TWO WORKING DAYS, BUT NOT MORE THAN TEN WORKING DAYS PRIOR TO COMMENCEMENT OF EXCAVATION OR DEMOLITION.

CONTRACTORS SHALL CONTACT OVERHEAD ELECTRIC PROVIDER TO COMPLY WITH FEDERAL OSHA 1910.333 MINIMUM APPROACH DISTANCE TO ENERGIZED POWERLINES AND OSH 29 CFR 1926.1407-1411 MUST BE FOLLOWED.

CONTACT THESE UTILITIES

PENDER COUNTY PLANNING DEVELOPMENT
 ATTN: DANIEL ADAMS, PLANNING & COMMUNITY DEVELOPMENT DIRECTOR
 PH: 910-259-0231

EMERGENCY DIAL 911
 POLICE - FIRE - RESCUE

SEWER
 PLURIS HAMPSTEAD, LLC
 PH: 910-327-0374

WATER
 PENDER COUNTY UTILITIES
 PH: 910-259-1570

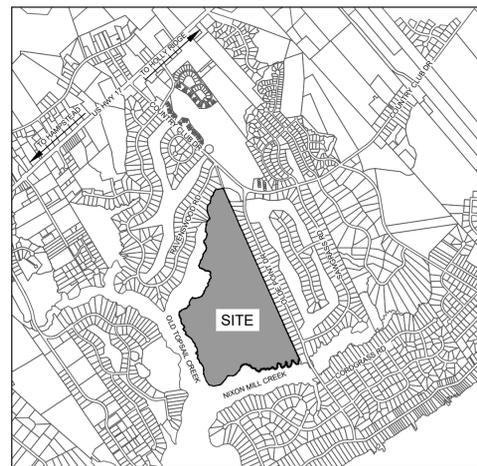
ELECTRIC
 DUKE ENERGY
 PH: 910-452-2777

AT&T/BELL SOUTH
 PH: 844-855-1539

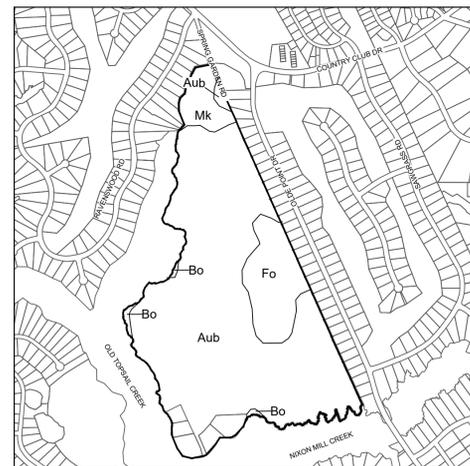
SPECTRUM
 PH: 866-943-1074



Know what's below.



VICINITY MAP
 SCALE: 1"=2,000'



SOILS MAP
 SCALE: 1"=1,000'



PRELIMINARY DESIGN - NOT RELEASED FOR CONSTRUCTION

PIVER TRACT
 MASTER DEVELOPMENT PLAN

PROJECT # 24355.PE

OCTOBER 2, 2025

SHEET INDEX

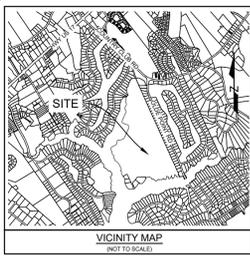
SHEET NUMBER	SHEET TITLE
	COVER SHEET
EX. 1	EXISTING CONDITIONS EXHIBIT
EX. 2	ADJACENT PROPERTIES EXHIBIT
MDP-1	MASTER DEVELOPMENT PLAN
MDP-2	TYPICAL ROAD SECTIONS
C-2.1 - C-2.10	DETAIL SITE PLANS

PROJECT CONSULTANTS

ENGINEER/ LAND PLANNER/ LANDSCAPE ARCHITECT	SURVEYOR
PARAMOUNTE ENGINEERING, INC. 122 CINEMA DRIVE WILMINGTON, NC 28403	PARAMOUNTE ENGINEERING, INC. 122 CINEMA DRIVE WILMINGTON, NC 28403
CIVIL: TIM CLINKSCALES, PE (910-791-6707)	JOSH TAYLOR, PLS (910-791-6707)

PREPARED BY:

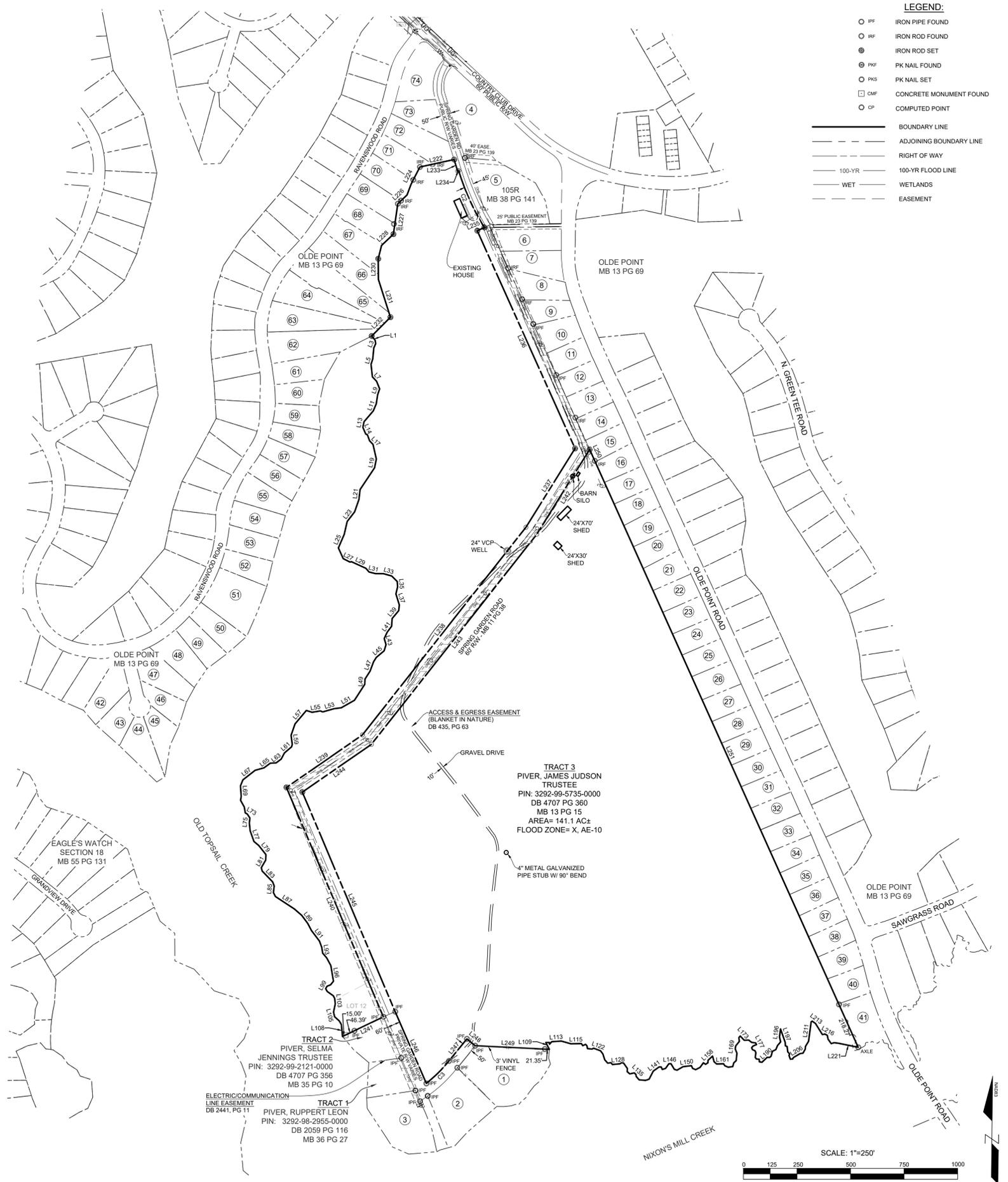
PARAMOUNTE
 ENGINEERING, INC.
 122 Cinema Drive Wilmington, North Carolina 28403
 (910) 791-6707 (O) (910) 791-6760 (F)
 NC License #: C-2846



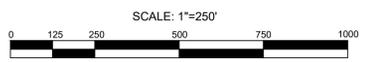
- NOTES**
- AREA CALCULATED BY COORDINATE METHOD.
 - HORIZONTAL (NAD 83-2011) AND VERTICAL (NAVD 88) DATA WERE ESTABLISHED UTILIZING A TOPCON HIRERV GPS RECEIVER OPERATING IN VRS MODE WITH REPEAT OBSERVATIONS.
 - ALL DISTANCES ARE HORIZONTAL GROUND DISTANCES.
 - THIS PARCEL IS LOCATED IN ZONES X & AE (BFE = 10.0) - A SPECIAL FLOOD HAZARD AREA - AS SHOWN ON FEMA FLOOD MAP NO. 37203200J, BEARING AN EFFECTIVE DATE OF 2/16/2007.
 - UTILITIES AS SHOWN ARE PLOTTED FROM INFORMATION VISIBLE IN THE FIELD. ADDITIONAL UTILITIES NOT SHOWN MAY EXIST. THE APPROPRIATE UTILITY COMPANIES SHOULD BE CONTACTED PRIOR TO LAND DISTURBING ACTIVITIES.
 - SURVEYOR IS NOT AWARE OF ANY CHANGES IN STREET RIGHT-OF-WAY LINES, EITHER COMPLETED OR PROPOSED AND AVAILABLE FROM THE CONTROLLING JURISDICTION.
 - NO WETLAND DELINEATION MARKERS WERE OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK.
 - NO CEMETERIES, GRAVE SITES, AND/OR BURIAL GROUNDS WERE OBSERVED OR NOTED IN RECORD DOCUMENTS OBTAINED OR PROVIDED DURING THE COURSE OF THIS SURVEY.
 - FIELD WORK COMPLETED ON 02/13/2025.

ADJACENT PROPERTY OWNERS KEY MAP

- | | | | |
|--|--|--|---|
| <p>1 TAYLOR JOAN P
PID: 3293-99-004-000
ADDRESS: PO BOX 1146
ZONE: PD - PLANNED DEVELOPMENT
LAND USE: SINGLE FAMILY RESIDENTIAL
DB 2224 PG 183</p> <p>2 KELLY CHARLOTTE PIVER
PID: 3292-98-888-000
ADDRESS: 99 SPRING GARDEN RD
ZONE: PD - PLANNED DEVELOPMENT
LAND USE: VACANT
DB 2059 PG 120</p> <p>3 PIVER EDWIN G
PID: 3292-98-875-000
ADDRESS: 112 SPRING GARDEN RD
ZONE: PD - PLANNED DEVELOPMENT
LAND USE: SINGLE FAMILY RESIDENTIAL
DB 2059 PG 129</p> <p>4 NEW OLDE POINT CC LLC
PID: 3293-94-467-000
ADDRESS: 513 COUNTRY CLUB DR
ZONE: RP - RESIDENTIAL PERFORMANCE
LAND USE: CLUBHOUSE/RESTAURANT
DB 4636 PG 0490</p> <p>5 PILEGGI STEPHEN
PID: 3293-92-809-000
ADDRESS: 100 OLDE POINT RD
ZONE: PD - PLANNED DEVELOPMENT
LAND USE: SINGLE FAMILY RESIDENTIAL
DB 1A PG 6613</p> <p>6 DAVIS JONATHAN W III
PID: 3293-92-9818-000
ADDRESS: 102 OLDE POINT RD
ZONE: PD - PLANNED DEVELOPMENT
LAND USE: SINGLE FAMILY RESIDENTIAL
DB 4650 PG 2300</p> <p>7 BELANGER ERROL A
PID: 3293-92-9717-000
ADDRESS: 104 OLDE POINT RD
ZONE: PD - PLANNED DEVELOPMENT
LAND USE: SINGLE FAMILY RESIDENTIAL
DB 4702 PG 1798</p> <p>8 MCLEAN DAVID
PID: 3293-92-8646-000
ADDRESS: 7106 OLDE POINT RD
ZONE: PD - PLANNED DEVELOPMENT
LAND USE: SINGLE FAMILY RESIDENTIAL
DB 4691 PG 2001</p> <p>9 RAMSEY THOMAS LEE LIFE
PID: 4203-02-0545-000
ADDRESS: 108 OLDE POINT ROAD
ZONE: PD - PLANNED DEVELOPMENT
LAND USE: SINGLE FAMILY RESIDENTIAL
DB 4823 PG 1671</p> <p>10 GAGLIO NICHOLAS J
PID: 4203-02-0475-000
ADDRESS: 110 OLDE POINT RD
ZONE: PD - PLANNED DEVELOPMENT
LAND USE: SINGLE FAMILY RESIDENTIAL
DB 4756 PG 1716</p> <p>11 CARNELLEY JOSHUA
PID: 4203-02-1315-000
ADDRESS: 112 OLDE POINT RD
ZONE: PD - PLANNED DEVELOPMENT
LAND USE: SINGLE FAMILY RESIDENTIAL
DB 4579 PG 119</p> <p>12 KENAN VIVIAN KAY
PID: 4203-02-1265-000
ADDRESS: 114 OLDE POINT RD
ZONE: PD - PLANNED DEVELOPMENT
LAND USE: SINGLE FAMILY RESIDENTIAL
DB 4276 PG 244</p> <p>13 ARTELLI LLC
PID: 4203-02-2114-000
ADDRESS: 116 OLDE POINT RD
ZONE: PD - PLANNED DEVELOPMENT
LAND USE: SINGLE FAMILY RESIDENTIAL
DB 4416 PG 103</p> <p>14 CARON ARMAND
PID: 4203-02-2055-000
ADDRESS: 118 OLDE POINT RD
ZONE: PD - PLANNED DEVELOPMENT
LAND USE: SINGLE FAMILY RESIDENTIAL
DB 4674 PG 0072</p> <p>15 DEATON DAVID
PID: 4203-01-2995-000
ADDRESS: 120 OLDE POINT RD
ZONE: PD - PLANNED DEVELOPMENT
LAND USE: SINGLE FAMILY RESIDENTIAL
DB 3932 PG 049</p> <p>16 SKULSKI NICHOLAS
PID: 4203-01-3845-000
ADDRESS: 122 OLDE POINT RD
ZONE: PD - PLANNED DEVELOPMENT
LAND USE: SINGLE FAMILY RESIDENTIAL
DB 4825 PG 1213</p> <p>17 LAMBERT CAROLINE
PID: 4203-01-3785-000
ADDRESS: 124 OLDE POINT RD
ZONE: PD - PLANNED DEVELOPMENT
LAND USE: SINGLE FAMILY RESIDENTIAL
DB 4854 PG 82</p> <p>18 WRIGHT JAMES BOYKIN
PID: 4203-01-4635-000
ADDRESS: 126 OLDE POINT RD
ZONE: PD - PLANNED DEVELOPMENT
LAND USE: SINGLE FAMILY RESIDENTIAL
DB 4674 PG 2140</p> | <p>19 HAMMERS TORI M
PID: 4203-01-4575-000
ADDRESS: 128 OLDE POINT RD
ZONE: PD - PLANNED DEVELOPMENT
LAND USE: SINGLE FAMILY RESIDENTIAL
DB 4629 PG 2640</p> <p>20 TALONE DANIEL PAUL
PID: 4203-01-5425-000
ADDRESS: 130 OLDE POINT RD
ZONE: PD - PLANNED DEVELOPMENT
LAND USE: SINGLE FAMILY RESIDENTIAL
DB 4390 PG 160</p> <p>21 MARCONI ALICE
PID: 4203-01-5364-000
ADDRESS: 132 OLDE POINT RD
ZONE: PD - PLANNED DEVELOPMENT
LAND USE: SINGLE FAMILY RESIDENTIAL
DB 4781 PG 439</p> <p>22 REEVES ROBERT
PID: 4203-01-6215-000
ADDRESS: 134 OLDE POINT RD
ZONE: PD - PLANNED DEVELOPMENT
LAND USE: SINGLE FAMILY RESIDENTIAL
DB 4636 PG 0490</p> <p>23 ELLER DANIEL W
PID: 4203-01-6155-000
ADDRESS: 136 OLDE POINT RD
ZONE: PD - PLANNED DEVELOPMENT
LAND USE: SINGLE FAMILY RESIDENTIAL
DB 2450 PG 001</p> <p>24 YONER GREGORY J
PID: 4203-01-7004-000
ADDRESS: 138 OLDE POINT RD
ZONE: PD - PLANNED DEVELOPMENT
LAND USE: SINGLE FAMILY RESIDENTIAL
DB 4650 PG 2300</p> <p>25 WASHINGTON SHAUN
PID: 4203-00-7955-000
ADDRESS: 140 OLDE POINT RD
ZONE: PD - PLANNED DEVELOPMENT
LAND USE: SINGLE FAMILY RESIDENTIAL
DB 4624 PG 2297</p> <p>26 FLAFORD GARY R
PID: 4203-00-8804-000
ADDRESS: 142 OLDE POINT RD
ZONE: PD - PLANNED DEVELOPMENT
LAND USE: SINGLE FAMILY RESIDENTIAL
DB 4626 PG 1665</p> <p>27 PAIT BOBBY COSTON
PID: 4203-00-9701-000
ADDRESS: 144 OLDE POINT RD
ZONE: PD - PLANNED DEVELOPMENT
LAND USE: SINGLE FAMILY RESIDENTIAL
DB 4807 PG 1959</p> <p>28 PAYNE GAYLE S
PID: 4203-00-8694-000
ADDRESS: 146 OLDE POINT RD
ZONE: PD - PLANNED DEVELOPMENT
LAND USE: SINGLE FAMILY RESIDENTIAL
DB 2406 PG 293</p> <p>29 PLATIA JOSEPH
PID: 4203-00-9494-000
ADDRESS: 150 OLDE POINT RD
ZONE: PD - PLANNED DEVELOPMENT
LAND USE: SINGLE FAMILY RESIDENTIAL
DB 3076 PG 153</p> <p>30 DAVIS LAUREN C
PID: 4203-10-0333-000
ADDRESS: 152 OLDE POINT RD
ZONE: PD - PLANNED DEVELOPMENT
LAND USE: SINGLE FAMILY RESIDENTIAL
DB 4789 PG 660</p> <p>31 JAMES PHILIP M
PID: 4203-10-1113-000
ADDRESS: 156 OLDE POINT RD
ZONE: PD - PLANNED DEVELOPMENT
LAND USE: SINGLE FAMILY RESIDENTIAL
DB 4854 PG 82</p> <p>32 WILSON JEREMY LEE
PID: 4202-19-2914-000
ADDRESS: 160 OLDE POINT RD
ZONE: PD - PLANNED DEVELOPMENT
LAND USE: SINGLE FAMILY RESIDENTIAL
DB 4705 PG 1645</p> <p>33 KOKINDA JOHN WILLIAM JR
PID: 4202-19-2863-000
ADDRESS: 162 OLDE POINT RD
ZONE: PD - PLANNED DEVELOPMENT
LAND USE: SINGLE FAMILY RESIDENTIAL
DB 4682 PG 1931</p> | <p>37 BLUME IVAN H
PID: 4202-19-3703-000
ADDRESS: 164 OLDE POINT RD
ZONE: PD - PLANNED DEVELOPMENT
LAND USE: SINGLE FAMILY RESIDENTIAL
DB 4789 PG 660</p> <p>38 HERRING ESTHER
PID: 4202-19-3644-000
ADDRESS: 166 OLDE POINT RD
ZONE: PD - PLANNED DEVELOPMENT
LAND USE: SINGLE FAMILY RESIDENTIAL
DB 2273 PG 206</p> <p>39 PIVER SELMA JENNINGS, TRUSTEE OF SELMA
PID: 4202-19-3583-000
ZONE: PD - PLANNED DEVELOPMENT
LAND USE: VACANT
DB 1562 PG 81</p> <p>40 LOWDER ROBERT A
PID: 4202-19-4451-000
ADDRESS: 170 OLDE POINT ROAD
ZONE: PD - PLANNED DEVELOPMENT
LAND USE: SINGLE FAMILY RESIDENTIAL
DB 3779 PG 091</p> <p>41 KNIERIM MARK G
PID: 4202-19-4294-000
ZONE: PD - PLANNED DEVELOPMENT
LAND USE: VACANT
DB 4508 PG 059</p> <p>42 BRADSHAW JASON GRIFFIN
PID: 3293-70-9775-000
ZONE: PD - PLANNED DEVELOPMENT
LAND USE: VACANT
DB 4612 PG 1390</p> <p>43 GODWIN SARAH MARGARET
PID: 3293-80-0633-000
ZONE: PD - PLANNED DEVELOPMENT
LAND USE: VACANT
DB 2294 PG 035</p> <p>44 GODWIN SARAH MARGARET
PID: 3293-80-1521-000
ADDRESS: 105 MARSHVIEW RD
ZONE: PD - PLANNED DEVELOPMENT
LAND USE: VACANT
DB 1821 PG 299</p> <p>45 GODWIN SARAH MARGARET
PID: 3293-80-2526-000
ADDRESS: 101 MARSHVIEW RD
ZONE: PD - PLANNED DEVELOPMENT
LAND USE: VACANT
DB 4845 PG 0929</p> <p>46 MCELHON MICHAEL JAMES
PID: 3293-80-2711-000
ADDRESS: 103 MARSHVIEW RD
ZONE: PD - PLANNED DEVELOPMENT
LAND USE: SINGLE FAMILY RESIDENTIAL
DB 4836 PG 1599</p> <p>47 CHRISTIAN HART CUSTOM HOMES
PID: 3293-80-2813-000
ADDRESS: 101 MARSHVIEW RD
ZONE: PD - PLANNED DEVELOPMENT
LAND USE: SINGLE FAMILY RESIDENTIAL
DB 4845 PG 0929</p> <p>48 SHEPARD NICHOLAS KYLE
PID: 3293-80-3903-000
ADDRESS: RAVENSWOOD RD
LAND USE: SINGLE FAMILY RESIDENTIAL
DB 4753 PG 2666</p> <p>49 MARGANTONIO MINDY LOU
PID: 3293-81-3070-000
ADDRESS: 604 RAVENSWOOD RD
ZONE: PD - PLANNED DEVELOPMENT
LAND USE: SINGLE FAMILY RESIDENTIAL
DB 2676 PG 176</p> <p>50 STAMPLI JENNIFER
PID: 3293-81-4067-000
ADDRESS: 606 RAVENSWOOD RD
ZONE: PD - PLANNED DEVELOPMENT
LAND USE: SINGLE FAMILY RESIDENTIAL
DB 4833 PG 2039</p> <p>51 TYSON JAMIE LEE CO-TRUSTEES
PID: 3293-81-5189-000
ADDRESS: 610 RAVENSWOOD RD
ZONE: PD - PLANNED DEVELOPMENT
LAND USE: SINGLE FAMILY RESIDENTIAL
DB 2292 PG 052</p> <p>52 CLARK DANA L
PID: 3293-81-4314-000
ADDRESS: 614 RAVENSWOOD RD
ZONE: PD - PLANNED DEVELOPMENT
LAND USE: VACANT
DB 4722 PG 1125</p> <p>53 CLARK DANA L
PID: 3293-81-4445-000
ADDRESS: 616 RAVENSWOOD RD
ZONE: PD - PLANNED DEVELOPMENT
LAND USE: VACANT
DB 4490 PG 048</p> <p>54 SCHILLER LESLIE DOW
PID: 3293-81-6566-000
ADDRESS: 618 RAVENSWOOD RD
ZONE: PD - PLANNED DEVELOPMENT
LAND USE: SINGLE FAMILY RESIDENTIAL
DB 4851 PG 1435</p> <p>55 DEVINE YVONNE L
PID: 3293-81-6807-000
ADDRESS: 618 RAVENSWOOD RD
ZONE: PD - PLANNED DEVELOPMENT
LAND USE: SINGLE FAMILY RESIDENTIAL
DB 4859 PG 234</p> | <p>56 COCKRELL JONATHAN L
PID: 3293-81-7756-000
ADDRESS: 620 RAVENSWOOD RD
ZONE: PD - PLANNED DEVELOPMENT
LAND USE: SINGLE FAMILY RESIDENTIAL
DB 4740 PG 1788</p> <p>57 HARADON ROBERT E JR TRUSTEE
PID: 3293-81-8805-000
ADDRESS: 622 RAVENSWOOD RD
ZONE: PD - PLANNED DEVELOPMENT
LAND USE: SINGLE FAMILY RESIDENTIAL
DB 4805 PG 988</p> <p>58 HARLEY JARRETT
PID: 3293-81-8935-000
ADDRESS: 624 RAVENSWOOD RD
ZONE: PD - PLANNED DEVELOPMENT
LAND USE: SINGLE FAMILY RESIDENTIAL
DB 4708 PG 2754</p> <p>59 FEIND EUGENE G ET AL
PID: 3293-82-8035-000
ADDRESS: 626 RAVENSWOOD RD
ZONE: PD - PLANNED DEVELOPMENT
LAND USE: SINGLE FAMILY RESIDENTIAL
DB 4668 PG 1016</p> <p>60 OYE JENNIFER
PID: 3293-82-8156-000
ADDRESS: 628 RAVENSWOOD RD
ZONE: PD - PLANNED DEVELOPMENT
LAND USE: SINGLE FAMILY RESIDENTIAL
DB 4695 PG 0592</p> <p>61 DIXON BETTY
PID: 3293-82-8245-000
ADDRESS: 630 RAVENSWOOD RD
ZONE: PD - PLANNED DEVELOPMENT
LAND USE: SINGLE FAMILY RESIDENTIAL
DB 4432 PG 276</p> <p>62 THACKER KRISTEN ANN
PID: 3293-82-8349-000
ADDRESS: 632 RAVENSWOOD RD
ZONE: PD - PLANNED DEVELOPMENT
LAND USE: SINGLE FAMILY RESIDENTIAL
DB 677 PG 276</p> <p>63 MCHUGH, JONATHAN FRANCIS JOSEPH
PID: 3293-82-8591-000
ADDRESS: 634 RAVENSWOOD RD
ZONE: PD - PLANNED DEVELOPMENT
LAND USE: SINGLE FAMILY RESIDENTIAL
DB 4326 PG 280</p> <p>64 GROOMS JAY M
PID: 3293-82-9629-000
ADDRESS: 636 RAVENSWOOD RD
ZONE: PD - PLANNED DEVELOPMENT
LAND USE: SINGLE FAMILY RESIDENTIAL
DB 3401 PG 324</p> <p>65 BURK KEVIN COLE
PID: 3293-82-9765-000
ADDRESS: 640 RAVENSWOOD RD
ZONE: PD - PLANNED DEVELOPMENT
LAND USE: SINGLE FAMILY RESIDENTIAL
DB 4690 PG 1135</p> <p>66 TOMPKINS, MARGARET SUSAN TRUSTEE
PID: 3293-92-1906-000
ZONE: PD - PLANNED DEVELOPMENT
LAND USE: VACANT
DB 4497 PG 096</p> <p>67 BATSON JARED
PID: 3293-92-1996-000
ADDRESS: 644 RAVENSWOOD RD
ZONE: PD - PLANNED DEVELOPMENT
LAND USE: SINGLE FAMILY RESIDENTIAL
DB 4610 PG 2977</p> <p>68 KNOWLES CHRISTOPHER R
PID: 3293-93-2026-000
ADDRESS: 646 RAVENSWOOD DR
ZONE: PD - PLANNED DEVELOPMENT
LAND USE: SINGLE FAMILY RESIDENTIAL
DB 4715 PG 1354</p> <p>69 MEILY DAVID R
PID: 3293-93-2175-000
ZONE: PD - PLANNED DEVELOPMENT
LAND USE: VACANT
DB 2691 PG 148</p> <p>70 MUST CLARENCE R
PID: 3293-93-3235-000
ZONE: PD - PLANNED DEVELOPMENT
LAND USE: VACANT</p> <p>71 LUNDIN KEITH
PID: 3293-93-4303-000
ADDRESS: 654 RAVENSWOOD RD
ZONE: PD - PLANNED DEVELOPMENT
LAND USE: VACANT</p> <p>72 BOURDEAU, ISAAC W.
PID: 3293-93-4415-000
ADDRESS: 654 RAVENSWOOD RD
ZONE: PD - PLANNED DEVELOPMENT
LAND USE: SINGLE FAMILY RESIDENTIAL
DB 4851 PG 1435</p> <p>73 LOBDELL JOHN STRATTON
PID: 3293-93-4601-000
ADDRESS: 656 RAVENSWOOD RD
ZONE: PD - PLANNED DEVELOPMENT
LAND USE: SINGLE FAMILY RESIDENTIAL
DB 4859 PG 234</p> |
|--|--|--|---|



- LEGEND:**
- IPF IRON PIPE FOUND
 - IRF IRON ROD FOUND
 - IRON ROD SET
 - ⊙ PKF PK NAIL FOUND
 - ⊙ PKS PK NAIL SET
 - CMF CONCRETE MONUMENT FOUND
 - CP COMPUTED POINT
 - BOUNDARY LINE
 - - - ADJADARY BOUNDARY LINE
 - - - RIGHT OF WAY
 - 100-YR 100-YR FLOOD LINE
 - WET WETLANDS
 - - - EASEMENT



PRELIMINARY DESIGN - NOT RELEASED FOR CONSTRUCTION

REVISIONS:

NO.	DATE	DESCRIPTION

CLIENT INFORMATION:
LANDEAVOR ACQUISITIONS, LLC
 10006 N. DALE MAIBRY HWY., STE. 201
 TAMPA, FL 33618

PARAMOUNT ENGINEERING
 122 Cinema Drive
 Wilmington, North Carolina 28403
 (910) 791-6707 (O) (910) 791-6700 (F)
 NC License #: C-2846

PROJECT STATUS:
 CONCEPTUAL LAYOUT:
 PRELIMINARY LAYOUT:
 RELEASED FOR CONSTRUCTION

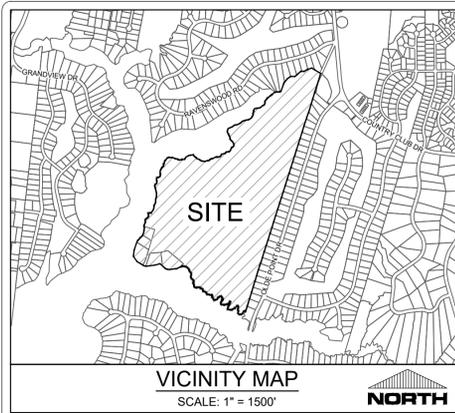
ADJACENT PARCELS MASTER DEVELOPMENT PLAN
 PIVER TRACT
 160 SPRING GARDEN RD.
 HAMPSTEAD, NORTH CAROLINA

DRAWING INFORMATION:
 DATE: 06/02/25
 DESIGNED BY: T.A.H.
 DRAWN BY: J.H.C.
 CHECKED BY: J.H.C.

SEAL

EX-2

PEI JOB#: 24355.PE



SITE INFORMATION
 APPLICANT: LUNDEAVOR
 10006 N. DALE MABRY HWY., STE. 201
 TAMPA, FL 33618
 PROJECT ADDRESS: SPRING GARDEN RD
 HAMPSTEAD, NC 28443

PARCELS:

PARCEL ID	DEED BOOK / MAP BOOK	ACRES
3292-98-5735-0000	DB 4707 PG. 307 MB 13 PG. 15	+/- 1.14
3292-98-8024-0000	DB 2224 PG. 183 MB 35 PG. 10	+/- 1.96
3292-98-5886-0000	DB 2059 PG. 120 MB 36 PG. 27	+/- 1.45
3292-98-3715-0000	DB 2059 PG. 129 MB 36 PG. 27	+/- 1.54
3292-98-2955-0000	DB 3292 PG. 118 MB 36 PG. 27	+/- 0.81
3292-99-2121-0000	DB 4707 PG. 356 MB 35 PG. 10	+/- 0.73

TOTAL ACRES: +/- 147.5

OWNERS:
 GLENDA PIVER LABELLE
 LUELLYN PIVER
 ADAM J. SMITH
 JAMES JUDSON PIVER REVOCABLE TRUST (6/12/1995)
 CHARLOTTE PIVER KELLY
 GLENDA KAY PIVER
 DELAINE GARCIA
 SPRING VIEW PENTECOSTA FREE WILL BAPTIST CHURCH
 SELMA JENNINGS PIVER REVOCABLE TRUST (6/12/1995)
 JACQUELYN ANN BATSON
 JOHN MARSHALL TAYLOR II
 CHRISTY STREETMAN (aka CHRISTIE STREETMAN)
 JOHN MARSHALL TAYLOR, JR.

CURRENT LAND USE: RESIDENTIAL & UNDEVELOPED LAND
EXISTING ZONING: PD - PLANNED DEVELOPMENT

PROPOSED USES: SFD - SINGLE FAMILY DWELLING
 355 PROPOSED LOTS + 5 EXISTING LOTS = 358 TOTAL

TOTAL SITE AREA:
 SITE UPLANDS AREA: ± 146.76 AC (± 65,392,726 SF)
 SITE WETLANDS AREA: ± 12.81 AC
 SITE TOTAL AREA: ± 146.76 AC

PROPOSED USE NAICS CODES: 237210, 531110, 713930-01, 531210-03

SINGLE FAMILY DIMENSION REQUIREMENTS
 PROPOSED LOT TYPES: ALL UNITS ARE SINGLE FAMILY DWELLING

LEGEND

BOUNDARY LINE	---
ADJOINING BOUNDARY LINE	---
RIGHT OF WAY	---
CONTOUR LINE	---
WATER LINE	---
SEWER LINE	---
FORCE MAIN	---
STORM PIPE	---

- PROJECT ROAD NOTES**
- ALL ROADS WILL BE PRIVATE RIGHTS OF WAY OPEN TO PUBLIC USE, CONSTRUCTED TO NCDOT SUBDIVISION ROADS MINIMUM CONSTRUCTION STANDARDS BUT NOT DEDICATED TO NCDOT. PRIVATE ROADS TO BE MAINTAINED BY COMMUNITY HOA.
 - ALL PROPOSED INTERNAL ROADWAY INTERSECTIONS AND CONNECTIONS TO EXISTING ROADWAYS & THE PROJECT COLLECTOR ROAD WILL HAVE A 25' RADIUS MINIMUM. ALL PROPOSED ALLEYWAYS WILL HAVE A MINIMUM 20' RADIUS AT INTERSECTIONS WITH OTHER ALLEYWAYS, 25' MINIMUM AT INTERSECTIONS WITH OTHER ROADS LOCATED WITHIN PRIVATE RIGHTS OF WAY.
 - STREET NAME SIGNS SHALL BE INSTALLED AS SOON AS ROADWAYS ARE ACCESSIBLE BY VEHICLE TRAFFIC TO INCLUDE DURING CONSTRUCTION AND MEET PENDER COUNTY STREET SIGN SPECIFICATIONS.
 - ADDRESSING WILL COMPLY WITH PENDER COUNTY UDO ARTICLE 11.
 - SIDEWALKS WILL BE LOCATED ON ONE SIDE OF ALL ROADS. SIDEWALKS SHALL MEET ALL APPLICABLE COLLECTOR ROAD STANDARDS.
 - NO PROPOSED ROAD EXCEEDS 1 MILE IN LENGTH OR ACCESSES MORE THAN 200 LOTS. ALL ROADS WILL COMPLY WITH SECTION 7.5.3 OF THE PENDER COUNTY UDO.
 - PRIVATE DRIVES ARE DESIGNED TO NCDOT STANDARDS AND ALL LOTS SHALL BE ACCESSIBLE TO PENDER COUNTY EMERGENCY SERVICE VEHICLES, WITH CLEARANCE TO TREES OVER THE ROADWAY FROM 13.5' IN HEIGHT BY 20' IN WIDTH.

TRIP GENERATION

ITE Trip Generation (11th Edition)
 Piver Tract - Phase 3

Site Trips	Land Use	Intensity	Units	Avg Rate or Direction	Daily Trips			AM Peak Hour Trips			PM Peak Hour Trips		
					Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
210	Single-Family Detached Housing	361	Dwelling Units	Eq.	3,288	1,644	1,644	240	60	180	330	209	123
Total					3,288	1,644	1,644	240	60	180	330	209	123

TYPICAL ROW CROSS SECTION NOTES

- CURBS MAY BE PROVIDED ON EITHER OR BOTH SIDES OF STREETS AND STREET CROWNS MAY BE INVERTED AS NEEDED TO CONVEY DRAINAGE (TYP. ALL SECTIONS PROVIDED ON THIS SHEET).
- SIDEWALKS WILL BE PROVIDED AS REQUIRED PER PENDER COUNTY UDO: 5' SIDEWALKS ON BOTH SIDES OF STREET; OR 8' SIDEWALK PROVIDED ON ONE SIDE OF STREET (SEE DETAIL SITE PLANS FOR ADDITIONAL INFORMATION).
- REFER TO TYPICAL CROSS SECTIONS - PROVIDED ON A SEPARATE SHEET IN THIS SET OF DRAWINGS.

Density Calculations (PD Zoning) - Piver Tract

Proposed Units	355
Existing Units	3
TOTAL UNITS	355
TOTAL SITE ACRES	146.76

Density Calculated as Total Site Acres Subtracting the Following (Deduct Acres):

Areas Reserved as Non-Residential Development	0.00
Total Wetland Calculations (12.81 ac) - Passive Open Space (10.65 ac)	2.16
Rights of Way and Parking Areas	15.81
Required Active Open Space (0.03 Ac. Per Unit)	10.65
Subtotal Deduct Acres	28.62
Developable Land Calculation (Total Acres - Deduct Acres)	118.14
Allowable Density - Future Land Use Plan "Coastal Residential"	3.00
Proposed Density (Units/ Acre)	3.00

SITE WETLANDS KEY

WETLANDS	▨
COASTAL WETLANDS	▨

OPEN SPACE KEY

1	±10.28 AC
A1	±3.90 AC
A2	±0.54 AC
A3	±2.57 AC
A4	±0.46 AC
A5	±0.67 AC
A6	±0.71 AC
A7	±0.69 AC
A8	±0.59 AC
TOTAL ACTIVE OPEN SPACE:	±10.13 AC

LANDSCAPE BUFFER (TYP. 100' SECTION)

20' WIDE LANDSCAPE BUFFER C3 - PERIMETER

- (1) CANOPY TREE
- (2) UNDERSTORY TREES
- SHRUB HEDGE TO REACH 6' HEIGHT IN 4 YEARS
- 98% GRASS COVER (EXCEPT WITHIN 4' OF BASE OF ANY TREE)

NOTE: BUFFER MAY BE SATISFIED BY EXISTING VEGETATION THAT IS EQUIVALENT TO THE BUFFER REQUIREMENTS, PER SECTION 8.2.6

LANDSCAPE & SCREENING NOTES

- ALL LANDSCAPE SHALL BE INSTALLED PER PENDER COUNTY UDO.
- BUFFERS AND PARKING LOT LANDSCAPING SHALL BE PROVIDED IN COMPLIANCE WITH SECTION 8.3.2 OF PENDER COUNTY UDO.
- SURROUNDING ADJACENT PROPERTIES ARE ZONED PD - SEE PLANS FOR SPECIFIC BUFFER TYPES, LOCATIONS, AND PROPOSED PLANTING.
- DUMPSTERS MUST BE SCREENED FROM VIEW WITH THE USE OF EITHER A SOLID OPAQUE FENCE OR MASONRY WALL WITH A MINIMUM HEIGHT OF 6' OR A SOLID EVERGREEN HEDGE WITH A MINIMUM MATURITY HEIGHT OF 6 FEET.
- ALL DISTURBED AREAS OUTSIDE OF MULCH AREAS SHALL BE SEEDED PER EROSION CONTROL SPECIFICATIONS.

WETLANDS
 WETLAND DELINEATION PREPARED BY SOUTHERN ENVIRONMENTAL GROUP (SEG) 03/05/2025. THE APPLICANT IS COMMITTED TO PROTECTING THE SITE'S EXISTING WETLANDS. ANY WETLAND IMPACTS WILL BE PERMITTED WITH THE USACE PRIOR TO CONSTRUCTION. IN ADDITION TO PROVIDING AN ENVIRONMENTALLY SENSITIVE DESIGN, THE DEVELOPER WILL PROVIDE (1) SIGN AT THE REAR PROPERTY LINE OF EACH LOT THAT BORDERS WETLANDS TO INFORM THE HOMEOWNERS OF THE WETLAND BOUNDARY.

FLOOD NOTES
 PORTIONS OF THE SUBJECT PARCEL LIE WITHIN FLOOD ZONE X (MINIMAL FLOOD RISK) & AS INDICATED BY FEMA FLOOD ZONE PANEL 3292, MAP NUMBER 3720329200K, BEARING AN EFFECTIVE DATE OF JANUARY 17, 2025.

HISTORICAL & ARCHAEOLOGY NOTES
 1. NO KNOWN HISTORIC OR ARCHAEOLOGICAL SITES EXIST ON ANY OF THE SUBJECT PARCELS.

UTILITIES
 1. WATER SERVICE FROM PENDER COUNTY UTILITIES.
 2. PLURIS WILL SERVE THE SITE WITH SEWER.
 3. HYDRANTS SHALL BE PROVIDED PER PENDER COUNTY EMERGENCY MANAGEMENT REQUIREMENTS.

STORMWATER
 1. STORMWATER MANAGEMENT WILL BE DESIGNED IN ACCORDANCE WITH STATE STORMWATER STANDARDS AND PER PENDER COUNTY UDO, SECTION 7.9.
 2. FULL PERMIT APPROVALS TO BE PROVIDED TO COUNTY WHEN RECEIVED.
 3. STORMWATER WILL BE HANDLED ON SITE IN COMPLIANCE WITH ALL STATE AND COUNTY STORMWATER STANDARDS.

PROJECT ROAD NOTES
 1. STREET NAME SIGNS SHALL BE INSTALLED ON NECESSARY INTERNAL DRIVES AS REQUIRED BY PENDER COUNTY GIS/ADDRESSING.
 2. ADDRESSING WILL COMPLY WITH PENDER COUNTY UDO ARTICLE 11.
 3. PRIVATE DRIVES ARE DESIGNED TO PENDER COUNTY REQUIREMENTS AND WILL PROVIDE FIRE/EMS ACCESS TO ALL BUILDINGS.

STREETLIGHT NOTES
 1. STREET LIGHT LOCATIONS ARE PRELIMINARY. ALL STREET SIGNS & LIGHTING TO CONFORM WITH PENDER COUNTY UDO, SECTION 7.1. FINAL DESIGN, LOCATIONS, AND CALCULATIONS WILL BE PROVIDED BY DUKE ENERGY.

SIGNS
 1. ALL PROPOSED SIGNS SHALL BE CONSISTANT TO PENDER COUNTY UDO ARTICLE 9.

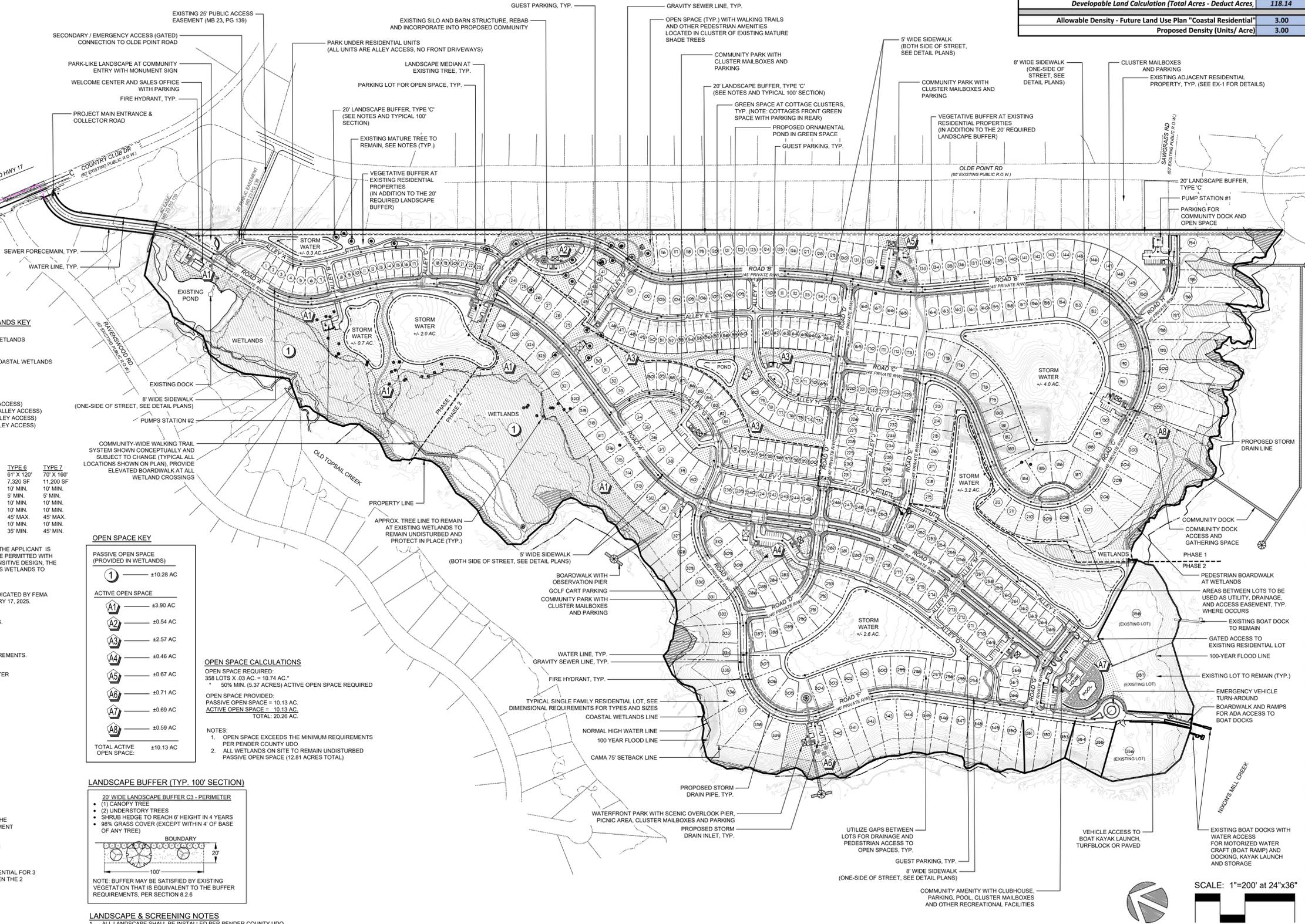
RECREATION UNIT NOTES
 1. 358 LOTS REQUIRE 4.0 RECREATION UNIT TOTALING \$40,000 OR MORE. INSTALLATION OF THE PROPOSED ACTIVE RECREATION AREAS WILL FAR EXCEED THE \$40,000, 4.0 UNIT REQUIREMENT AND MAY INCLUDE, BUT IS NOT LIMITED TO: TRAILS, DOCKS, SHADE STRUCTURES, PLAY GROUNDS, PARK AREAS, COMMUNITY CLUBHOUSE, SWIMMING POOL AND RECREATIONAL COURTS. TIMING / COMPLETION OF RECREATIONAL AMENITIES SHALL CORRESPOND WITH PROPOSED PROJECT PHASING. SEE PLAN.

PHASING
 1. THE MASTER PLANNED COMMUNITY IS PLANNED TO HAVE 2 MAIN PHASES, WITH THE POTENTIAL FOR 3 SUB-PHASES WITHIN EACH MAIN PHASE. SEE PLAN FOR 2 PROPOSED PHASE LINE BETWEEN THE 2 MAIN PHASES.
 2. AMENITIES WILL BE CONSTRUCTED THROUGHOUT THE PHASES.

TRAFFIC IMPROVEMENT NOTES
 1. A TIA FOR ENTIRE DEVELOPMENT IS REQUIRED AND PROVIDED UNDER SEPARATE COVER BY EXHIBIT ENGINEERING.

HOMEOWNERS ASSOCIATION
 1. PER PENDER COUNTY UDO 7.3, HOMEOWNERS ASSOCIATIONS SHALL BE REQUIRED FOR ALL DEVELOPMENTS WITH DEDICATED IMPROVEMENTS SUCH AS PRIVATELY MAINTAINED STREETS AND/OR OPEN SPACE DEDICATIONS AND MUST BE RECORDED ALONG WITH THE FIRST PHASE OF A FINAL PLAT TO ENCOMPASS THE ENTIRE DEVELOPMENT WITH AN OUTLINE OF AMENITIES/LAND TRANSFERRED TO THE SAID HOA AT OR BEFORE 25% OF ALL UNITS ARE CONSTRUCTED.

BOUNDARY & TOPOGRAPHIC SURVEY
 1. SURVEY IS COMPLETE. FINAL PLAT WILL REFLECT ANY EASEMENTS, SEE SHEET SV-1



APPROVED BY PENDER COUNTY UNIFIED DEVELOPMENT ORDINANCE ADMINISTRATOR

SIGNATURE: _____

DATE: _____

SITE PLAN VALID FOR TWO YEARS FROM APPROVAL DATE.

SCALE: 1"=200' at 24"x36"

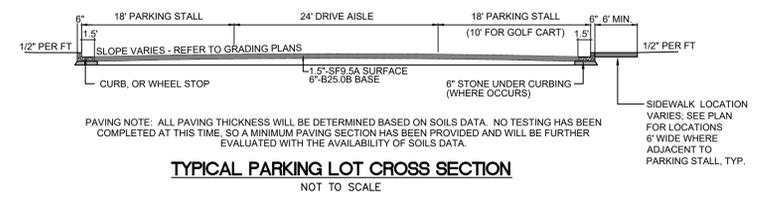
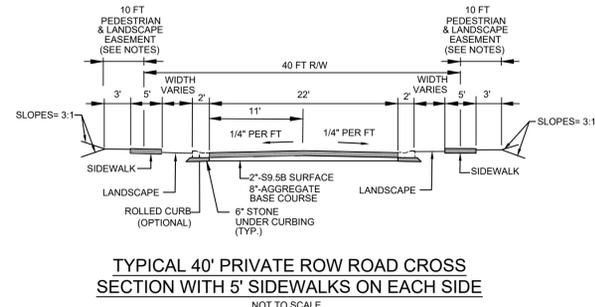
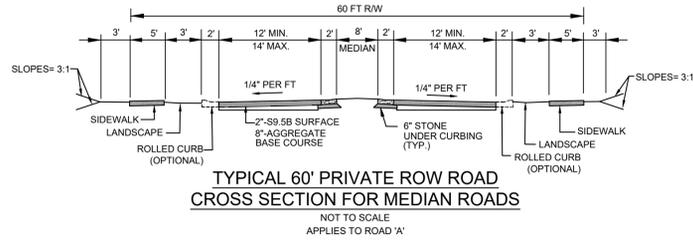
0 100' 200' 400'

PRELIMINARY DESIGN - NOT RELEASED FOR CONSTRUCTION

SITE PLAN MASTER DEVELOPMENT PLAN PIVER TRACT
 160 SPRING GARDEN RD.
 HAMPSTEAD, NORTH CAROLINA

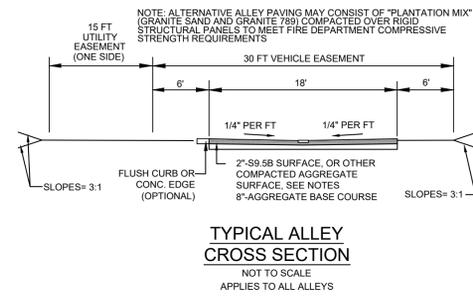
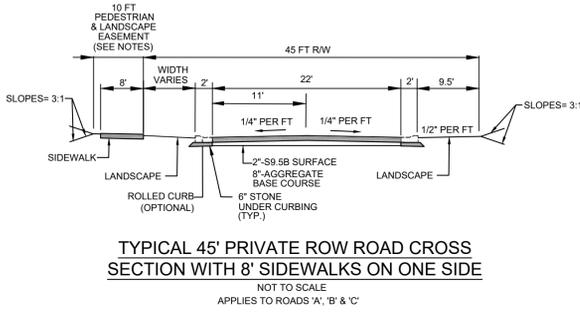
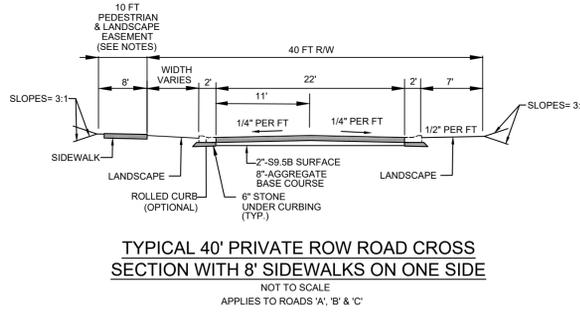
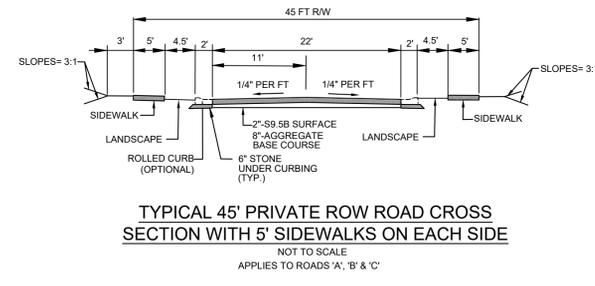
PARAMOUNT ENGINEERING
 122 Cinema Drive
 Wilmington, North Carolina 28403
 (910) 791-6707 (O) (910) 791-6766 (F)
 NC License #: C-2846

MDP-1
 PEI JOB#: 24355.PE



TYPICAL ROW CROSS SECTION NOTES

- CURBS MAY BE PROVIDED ON EITHER OR BOTH SIDES OF STREETS AND STREET CROWNS MAY BE INVERTED AS NEEDED TO CONVEY DRAINAGE (TYP. ALL SECTIONS PROVIDED ON THIS SHEET)
- 8' SIDEWALK OPTION CAN BE PROVIDED ON EITHER SIDE OF STREET AND IS DESIGNED AS A MEANDERING PATH OFFSET FROM CURB AT VARIOUS WIDTHS. AN EASEMENT IS PROVIDED ON PRIVATE PROPERTY WHERE OCCURS AND ADJACENT LOT DEPTH IS INCREASED BY SAME WIDTH OF EASEMENT TO ACCOMMODATE



REVISIONS:

CLIENT INFORMATION:
LANDEAVOR ACQUISITIONS, LLC
10006 N. DALE MABRY HWY., STE. 201
TAMPA, FL 33618

PARAMOUNT ENGINEERING
122 Cinema Drive
Wilmington, North Carolina 28403
(910) 791-6707 (O) (910) 791-6766 (F)
NC License #: C-2846

TYPICAL ROAD SECTIONS
PIVER TRACT
160 SPRING GARDEN RD.
HAMPSHIRE, NORTH CAROLINA

PROJECT STATUS:
CONCEPTUAL LAYOUT:
PRELIMINARY LAYOUT:
RELEASED FOR CONST.
DRAWING INFORMATION:
DATE: 10/26/2022
DESIGNED:
DRAWN:
CHECKED:

SEAL
APPROVED BY PENDER COUNTY UNIFIED DEVELOPMENT ORDINANCE ADMINISTRATOR
SIGNATURE: _____
DATE: _____
SITE PLAN VALID FOR TWO YEARS FROM APPROVAL DATE.
MDP-2
PEI JOB#: 24355.PE

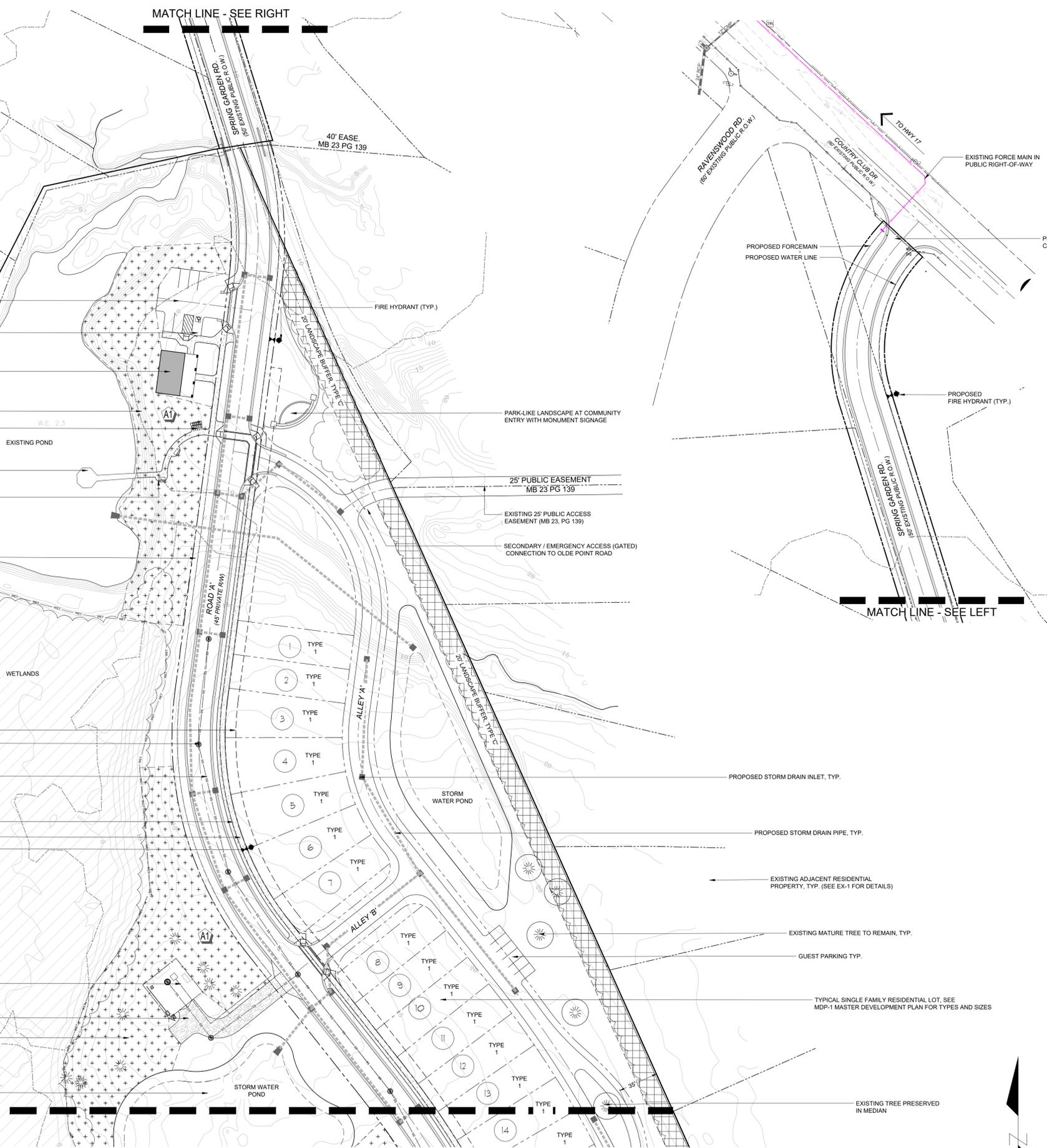
PRELIMINARY DESIGN - NOT RELEASED FOR CONSTRUCTION

SINGLE FAMILY DIMENSION REQUIREMENTS
 PROPOSED LOT TYPES: ALL UNITS ARE SINGLE FAMILY DWELLING

UNITS	QUANTITY	LOT NUMBERS	DESCRIPTION
TYPE 1:	23 LOTS	1-23	PARK-UNDER, REAR LOADED (ALLEY ACCESS)
TYPE 2:	60 LOTS	41-100	GARDEN COTTAGES, REAR LOADED (ALLEY ACCESS)
TYPE 3:	46 LOTS	220-265	NEO-TRADITIONAL, REAR LOADED (ALLEY ACCESS)
TYPE 4:	32 LOTS	101-115, 266-282	SIDE COURTYARD, REAR LOADED (ALLEY ACCESS)
TYPE 5:	100 LOTS	24-40, 116-183, 283-297	TRADITIONAL, FRONT LOADED
TYPE 6:	51 LOTS	184-193, 208-219, 298-326	TRADITIONAL, FRONT LOADED
TYPE 7:	43 LOTS	194-207, 327-355	TRADITIONAL, FRONT LOADED
TOTAL LOTS:	355 LOTS PROPOSED + 3 EXISTING = 358 TOTAL		

DIMENSION REQUIREMENTS:	TYPE 1	TYPE 2	TYPE 3	TYPE 4	TYPE 5	TYPE 6	TYPE 7
MINIMUM LOT DIMENSIONS:	32' X 110'	35' X 110'	45' X 120'	50' X 120'	51' X 130'	61' X 120'	70' X 160'
MINIMUM LOT SIZE:	3,500 SF	3,500 SF	5,400 SF	6,000 SF	6,120 SF	7,320 SF	11,200 SF
FRONTYARD SETBACK:	10' MIN.						
SIDEYARD SETBACK:	3' MIN.	3' MIN.	3' MIN.	5' MIN.	5' MIN.	5' MIN.	5' MIN.
CORNER SIDEYARD SETBACK:	10' MIN.						
REAR SETBACK:	5' MIN.	5' MIN.	5' MIN.	5' MIN.	10' MIN.	10' MIN.	10' MIN.
MAXIMUM BUILDING HEIGHT:	45' MAX.						
STRUCTURE SEPARATION:	6' MIN.	6' MIN.	6' MIN.	10' MIN.	10' MIN.	10' MIN.	10' MIN.
MINIMUM CORD DISTANCE:	15' MIN.	15' MIN.	15' MIN.	25' MIN.	30' MIN.	35' MIN.	45' MIN.

- PARKING LOT FOR WELCOME CENTER AND SALES OFFICE
- ADA PARKING SPACE, TYP.
- WELCOME CENTER AND SALES OFFICE
- 100-YEAR FLOOD LINE
- BICYCLE PARKING
- EXISTING DOCK
- BENCH, TYP.
- COMMUNITY-WIDE WALKING TRAIL SYSTEM SHOWN CONCEPTUALLY AND SUBJECT TO CHANGE (TYPICAL ALL LOCATIONS SHOWN ON PLAN), PROVIDE ELEVATED BOARDWALK AT ALL WETLAND CROSSINGS
- EASEMENT, TYP.
- SEWER MANHOLE, TYP.
- SEWER LINE, TYP.
- WATER LINE, TYP.
- 8' SIDEWALK
- FIRE HYDRANT, TYP.
- PROPERTY LINE
- PASSIVE OPEN SPACE PROVIDED IN WETLANDS
- PUMP STATION #2
- MAINTENANCE ACCESS ROAD (GRAVEL)
- ACTIVE OPEN SPACE, AREA A1 (SEE MDP-1 MASTER DEVELOPMENT PLAN)
- STORMWATER POND, TYP. PONDS NOT INCLUDED IN OPEN SPACE CALCULATIONS



LEGEND

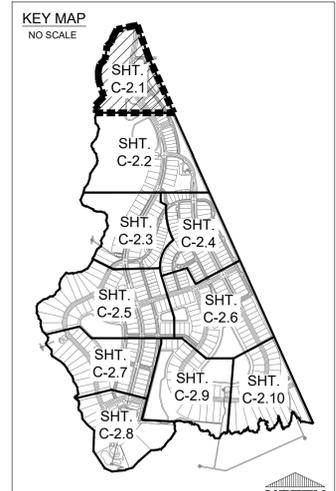
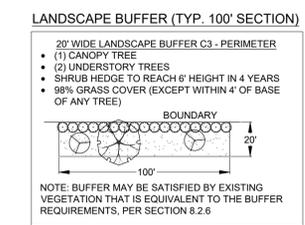
[Symbol]	WETLANDS
[Symbol]	COASTAL WETLANDS
[Symbol]	COASTAL WETLANDS
[Symbol]	LANDSCAPE BUFFER

OPEN SPACE KEY

Symbol	Description	Area (AC)
1	PASSIVE OPEN SPACE (PROVIDED IN WETLANDS)	±10.28 AC
A1	ACTIVE OPEN SPACE	±3.90 AC
A2		±0.54 AC
A3		±2.57 AC
A4		±0.46 AC
A5		±0.67 AC
A6		±0.71 AC
A7		±0.69 AC
A8		±0.59 AC
TOTAL ACTIVE OPEN SPACE:		±10.13 AC

OPEN SPACE CALCULATIONS
 OPEN SPACE REQUIRED:
 358 LOTS X 0.03 AC = 10.74 AC.*
 * 50% MIN. (5.37 ACRES)
 ACTIVE OPEN SPACE REQUIRED

OPEN SPACE PROVIDED:
 PASSIVE OPEN SPACE = 10.13 AC.
 ACTIVE OPEN SPACE = 10.13 AC.
 TOTAL: 20.26 AC.



REVISIONS:

CLIENT INFORMATION:
LANDEAVOR ACQUISITIONS, LLC
 10006 N. DALE MABRY HWY., STE. 201
 TAMPA, FL 33618

PARAMOUNT ENGINEERING
 122 Cinema Drive
 Wilmington, North Carolina 28403
 (910) 791-6707 (O) (910) 791-6700 (F)
 NC License #: C-2846

DETAIL SITE PLAN
PIVER TRACT
 160 SPRING GARDEN RD.
 HAMPSTEAD, NORTH CAROLINA

PROJECT STATUS:
 CONCEPTUAL LAYOUT
 PRELIMINARY LAYOUT
 RELEASED FOR CONST.

DRAWING INFORMATION:
 DATE: 10.02.25
 1"=50' ANA
 DRAWN: ANA
 DESIGNED: ANA
 CHECKED: ANA

SEAL

C-2.1
 PEI JOB#: 24355.PE

PRELIMINARY DESIGN - NOT RELEASED FOR CONSTRUCTION

OPEN SPACE KEY

PASSIVE OPEN SPACE (PROVIDED IN WETLANDS)	
①	±10.28 AC
ACTIVE OPEN SPACE	
A1	±3.90 AC
A2	±0.54 AC
A3	±2.57 AC
A4	±0.46 AC
A5	±0.67 AC
A6	±0.71 AC
A7	±0.69 AC
A8	±0.59 AC
TOTAL ACTIVE OPEN SPACE: ±10.13 AC	

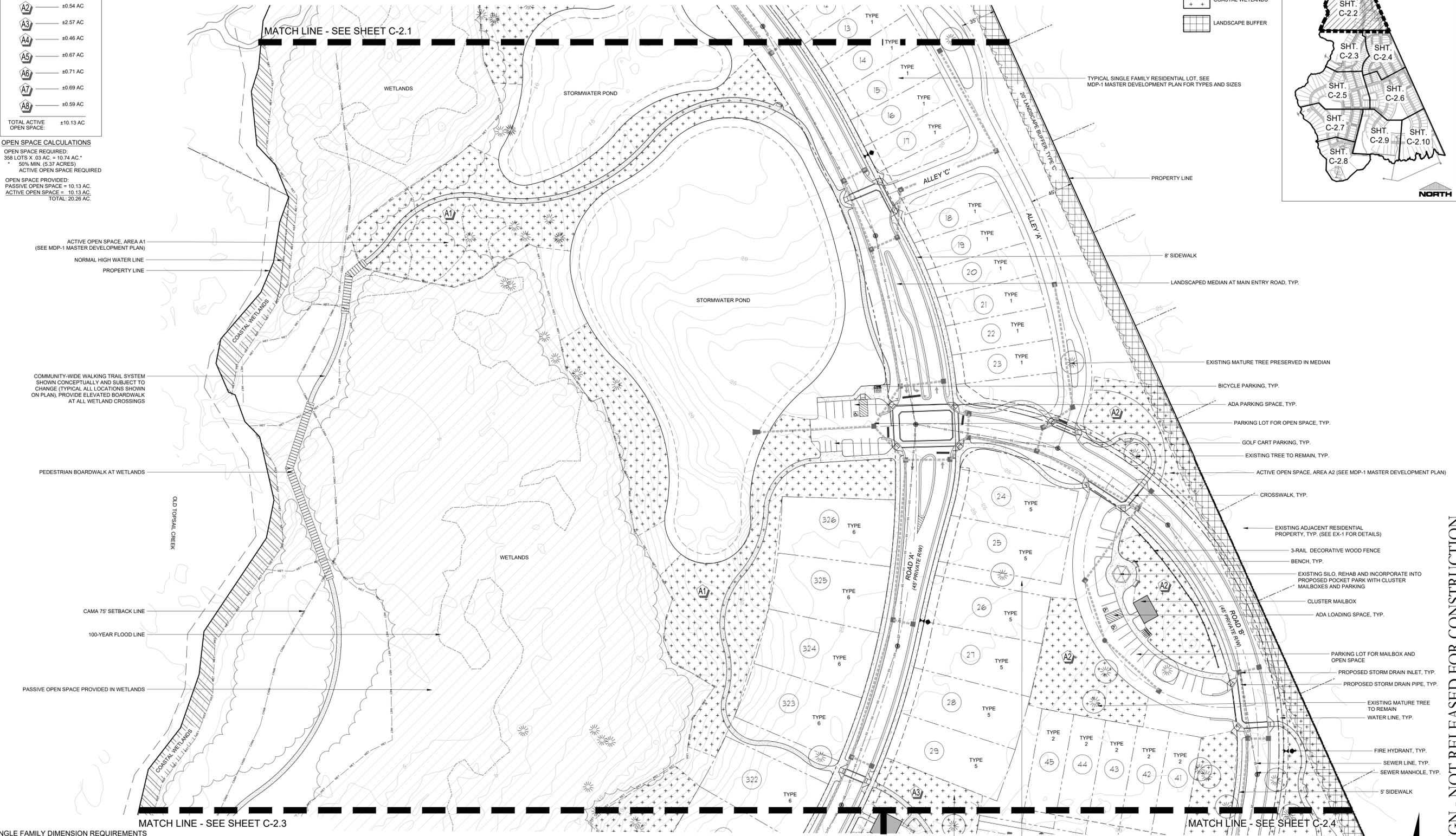
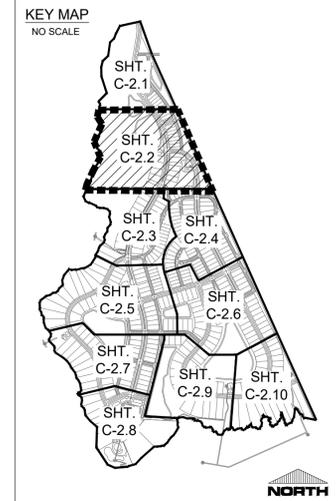
OPEN SPACE CALCULATIONS

OPEN SPACE REQUIRED:
 358 LOTS X .83 AC = 10.74 AC +
 50% MIN. (5.37 ACRES)
 ACTIVE OPEN SPACE REQUIRED

OPEN SPACE PROVIDED:
 PASSIVE OPEN SPACE = 10.13 AC
 ACTIVE OPEN SPACE = 10.13 AC
 TOTAL: 20.26 AC

LEGEND

[Hatched Pattern]	WETLANDS
[Dotted Pattern]	COASTAL WETLANDS
[Cross-hatched Pattern]	COASTAL WETLANDS
[Grid Pattern]	LANDSCAPE BUFFER

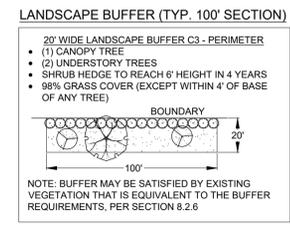


SINGLE FAMILY DIMENSION REQUIREMENTS

PROPOSED LOT TYPES: ALL UNITS ARE SINGLE FAMILY DWELLING

UNITS	QUANTITY	LOT NUMBERS	DESCRIPTION
TYPE 1:	23 LOTS	1-23	PARK-UNDER, REAR LOADED (ALLEY ACCESS)
TYPE 2:	60 LOTS	41-100	GARDEN COTTAGES, REAR LOADED (ALLEY ACCESS)
TYPE 3:	46 LOTS	220-265	NEO-TRADITIONAL, REAR LOADED (ALLEY ACCESS)
TYPE 4:	32 LOTS	101-115; 266-282	SIDE COURTYARD, REAR LOADED (ALLEY ACCESS)
TYPE 5:	100 LOTS	24-40; 116-183; 283-297	TRADITIONAL, FRONT LOADED
TYPE 6:	51 LOTS	184-193; 208-219; 298-326	TRADITIONAL, FRONT LOADED
TYPE 7:	43 LOTS	194-207; 327-355	TRADITIONAL, FRONT LOADED
TOTAL LOTS: 355 LOTS PROPOSED + 3 EXISTING = 358 TOTAL			

DIMENSION REQUIREMENTS:	TYPE 1	TYPE 2	TYPE 3	TYPE 4	TYPE 5	TYPE 6	TYPE 7
MINIMUM LOT DIMENSIONS:	32' X 110'	35' X 110'	45' X 120'	50' X 120'	51' X 130'	61' X 120'	70' X 160'
MINIMUM LOT SIZE:	3,500 SF	3,500 SF	5,400 SF	6,000 SF	6,120 SF	7,320 SF	11,200 SF
FRONT YARD SETBACK:	10' MIN.						
SIDEYARD SETBACK:	3' MIN.	3' MIN.	3' MIN.	5' MIN.	5' MIN.	5' MIN.	5' MIN.
CORNER SIDEYARD SETBACK:	10' MIN.						
REAR SETBACK:	5' MIN.	5' MIN.	5' MIN.	5' MIN.	10' MIN.	10' MIN.	10' MIN.
MAXIMUM BUILDING HEIGHT:	45' MAX.						
STRUCTURE SEPARATION:	6' MIN.	6' MIN.	6' MIN.	10' MIN.	10' MIN.	10' MIN.	10' MIN.
MINIMUM CORD DISTANCE:	15' MIN.	15' MIN.	15' MIN.	25' MIN.	30' MIN.	35' MIN.	45' MIN.



REVISIONS:

CLIENT INFORMATION:
LANDEAVOR ACQUISITIONS, LLC
 10006 N. DALE MABRY HWY., STE. 201
 TAMPA, FL 33618

PARAMOUNT ENGINEERING
 122 Cinema Drive
 Wilmington, North Carolina 28403
 (910) 791-6707 (O) (910) 791-6700 (F)
 NC License #: C-2846

DETAIL SITE PLAN
PIVER TRACT
 160 SPRING GARDEN RD.
 HAMPSTEAD, NORTH CAROLINA

PROJECT STATUS:
 CONCEPTUAL LAYOUT
 PRELIMINARY LAYOUT
 RELEASED FOR CONST.

DRAWING INFORMATION:
 DATE: 10/22/25
 1" = 50' (HORIZONTAL)
 1" = 10' (VERTICAL)

SCALE: 1"=50'

PEI JOB#: 24355.PE

C-2.2

PRELIMINARY DESIGN - NOT RELEASED FOR CONSTRUCTION

OPEN SPACE KEY

PASSIVE OPEN SPACE (PROVIDED IN WETLANDS)	
①	±10.28 AC
ACTIVE OPEN SPACE	
A1	±3.90 AC
A2	±0.54 AC
A3	±2.57 AC
A4	±0.46 AC
A5	±0.67 AC
A6	±0.71 AC
A7	±0.69 AC
A8	±0.59 AC
TOTAL ACTIVE OPEN SPACE:	
±10.13 AC	

OPEN SPACE CALCULATIONS
 OPEN SPACE REQUIRED:
 358 LOTS X .03 AC. = 10.74 AC.*
 * 50% MIN. (5.37 ACRES)
 ACTIVE OPEN SPACE REQUIRED
 OPEN SPACE PROVIDED:
 PASSIVE OPEN SPACE = 10.13 AC.
 ACTIVE OPEN SPACE = 10.13 AC.
 TOTAL: 20.26 AC.

COMMUNITY-WIDE WALKING TRAIL SYSTEM SHOWN CONCEPTUALLY AND SUBJECT TO CHANGE (TYPICAL ALL LOCATIONS SHOWN ON PLAN). PROVIDE ELEVATED BOARDWALK AT ALL WETLAND CROSSINGS

GAZEBO

100-YEAR FLOOD LINE

PROPERTY LINE
 NORMAL HIGH WATER LINE
 CAMA 75' SETBACK LINE
 5' SIDEWALK

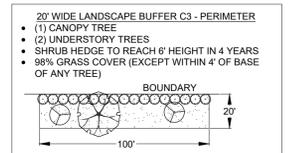
ACTIVE OPEN SPACE, AREA A1 (SEE MDP-1 MASTER DEVELOPMENT PLAN)

BOARDWALK WITH OBSERVATION PIER

GOLF CART PARKING

TYPICAL SINGLE FAMILY RESIDENTIAL LOT. SEE MDP-1 MASTER DEVELOPMENT PLAN FOR TYPES AND SIZES

LANDSCAPE BUFFER (TYP. 100' SECTION)



SINGLE FAMILY DIMENSION REQUIREMENTS

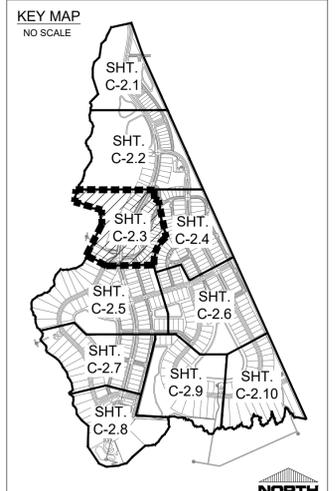
PROPOSED LOT TYPES: ALL UNITS ARE SINGLE FAMILY DWELLING

UNITS	QUANTITY	LOT NUMBERS	DESCRIPTION
TYPE 1:	23 LOTS	1-23	PARK-UNDER, REAR LOADED (ALLEY ACCESS)
TYPE 2:	60 LOTS	41-100	GARDEN COTTAGES, REAR LOADED (ALLEY ACCESS)
TYPE 3:	46 LOTS	220-265	NEO-TRADITIONAL, REAR LOADED (ALLEY ACCESS)
TYPE 4:	32 LOTS	101-115; 266-282	SIDE COURTYARD, REAR LOADED (ALLEY ACCESS)
TYPE 5:	100 LOTS	24-40; 116-183; 283-297	TRADITIONAL, FRONT LOADED
TYPE 6:	51 LOTS	184-193; 208-219; 298-326	TRADITIONAL, FRONT LOADED
TYPE 7:	43 LOTS	194-207; 327-355	TRADITIONAL, FRONT LOADED
TOTAL LOTS: 355 LOTS PROPOSED + 3 EXISTING = 358 TOTAL			

DIMENSION REQUIREMENTS:	TYPE 1	TYPE 2	TYPE 3	TYPE 4	TYPE 5	TYPE 6	TYPE 7
MINIMUM LOT DIMENSIONS:	32' X 110'	35' X 110'	45' X 120'	50' X 120'	51' X 130'	61' X 120'	70' X 160'
MINIMUM LOT SIZE:	3,500 SF	3,500 SF	5,400 SF	6,000 SF	6,120 SF	7,320 SF	11,200 SF
FRONT YARD SETBACK:	10' MIN.						
SIDEYARD SETBACK:	3' MIN.	3' MIN.	3' MIN.	5' MIN.	5' MIN.	5' MIN.	5' MIN.
CORNER SIDEYARD SETBACK:	10' MIN.						
REAR SETBACK:	5' MIN.	10' MIN.					
MAXIMUM BUILDING HEIGHT:	45' MAX.						
STRUCTURE SEPARATION:	6' MIN.	6' MIN.	6' MIN.	10' MIN.	10' MIN.	10' MIN.	10' MIN.
MINIMUM CORD DISTANCE:	15' MIN.	15' MIN.	15' MIN.	25' MIN.	30' MIN.	35' MIN.	45' MIN.

LEGEND

[Symbol]	WETLANDS
[Symbol]	COASTAL WETLANDS
[Symbol]	COASTAL WETLANDS
[Symbol]	LANDSCAPE BUFFER



REVISIONS:

CLIENT INFORMATION:
LANDEAVOR ACQUISITIONS, LLC
 10006 N. DALE MABRY HWY., STE. 201
 TAMPA, FL 33618

PARAMOUNT ENGINEERING
 122 Cinema Drive
 Wilmington, North Carolina 28403
 (910) 791-6707 (O) (910) 791-6700 (F)
 NC License #: C-2546

DETAIL SITE PLAN
PIVER TRACT
 160 SPRING GARDEN RD
 HAMPSTEAD, NORTH CAROLINA

PRELIMINARY DESIGN - NOT RELEASED FOR CONSTRUCTION

PROJECT STATUS:
 ORIGINAL LAYOUT:
 FINAL DESIGN:
 RELEASED FOR CONSTRUCTION:

DRAWING INFORMATION:
 DATE: 10/02/25
 SCALE: 1"=50'
 DRAWING: ATC
 CHECKED: M

SEAL

C-2.3

PEI JOB#: 24355.PE

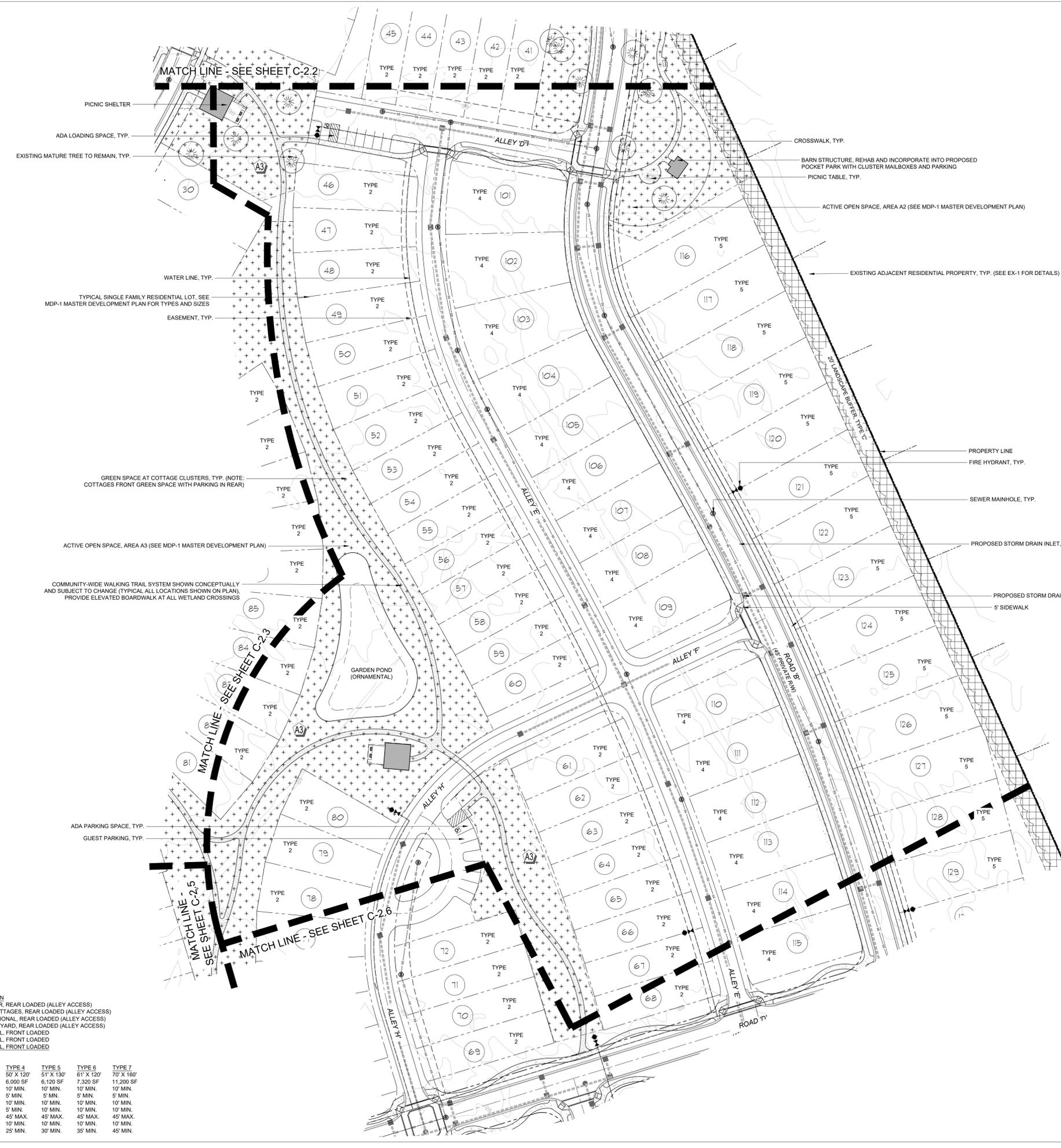
OPEN SPACE KEY

PASSIVE OPEN SPACE (PROVIDED IN WETLANDS)	
①	±10.28 AC
ACTIVE OPEN SPACE	
A1	±3.90 AC
A2	±0.54 AC
A3	±2.57 AC
A4	±0.46 AC
A5	±0.67 AC
A6	±0.71 AC
A7	±0.69 AC
A8	±0.59 AC
TOTAL ACTIVE OPEN SPACE:	±10.13 AC

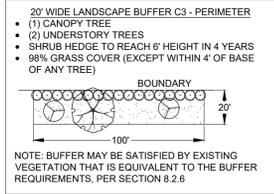
OPEN SPACE CALCULATIONS
 OPEN SPACE REQUIRED:
 358 LOTS X .03 AC. = 10.74 AC.
 * 50% MIN. (5.37 ACRES)
 ACTIVE OPEN SPACE REQUIRED
 OPEN SPACE PROVIDED:
 PASSIVE OPEN SPACE = 10.13 AC.
 ACTIVE OPEN SPACE = 10.13 AC.
 TOTAL: 20.26 AC.

LEGEND

	WETLANDS
	COASTAL WETLANDS
	COASTAL WETLANDS
	LANDSCAPE BUFFER



LANDSCAPE BUFFER (TYP. 100' SECTION)



SINGLE FAMILY DIMENSION REQUIREMENTS

PROPOSED LOT TYPES: ALL UNITS ARE SINGLE FAMILY DWELLING

UNITS	QUANTITY	LOT NUMBERS	DESCRIPTION
TYPE 1:	23 LOTS	1-23	PARK-UNDER, REAR LOADED (ALLEY ACCESS)
TYPE 2:	60 LOTS	41-100	GARDEN COTTAGES, REAR LOADED (ALLEY ACCESS)
TYPE 3:	48 LOTS	220-265	NEO-TRADITIONAL, REAR LOADED (ALLEY ACCESS)
TYPE 4:	32 LOTS	101-115; 286-282	SIDE COURTYARD, REAR LOADED (ALLEY ACCESS)
TYPE 5:	100 LOTS	24-40; 116-183; 283-297	TRADITIONAL, FRONT LOADED
TYPE 6:	51 LOTS	184-193; 208-219; 298-326	TRADITIONAL, FRONT LOADED
TYPE 7:	43 LOTS	194-207; 327-355	TRADITIONAL, FRONT LOADED
TOTAL LOTS:	355 LOTS PROPOSED + 3 EXISTING = 358 TOTAL		

DIMENSION REQUIREMENTS:	TYPE 1	TYPE 2	TYPE 3	TYPE 4	TYPE 5	TYPE 6	TYPE 7
MINIMUM LOT DIMENSIONS:	32' X 110'	35' X 110'	45' X 120'	50' X 120'	51' X 130'	61' X 120'	70' X 160'
MINIMUM LOT SIZE:	3,500 SF	3,500 SF	5,400 SF	6,000 SF	6,120 SF	7,320 SF	11,200 SF
FRONT YARD SETBACK:	10' MIN.						
SIDEYARD SETBACK:	3' MIN.	3' MIN.	3' MIN.	5' MIN.	5' MIN.	5' MIN.	5' MIN.
CORNER SIDEYARD SETBACK:	10' MIN.						
REAR SETBACK:	5' MIN.	5' MIN.	5' MIN.	5' MIN.	10' MIN.	10' MIN.	10' MIN.
MAXIMUM BUILDING HEIGHT:	45' MAX.						
STRUCTURE SEPARATION:	6' MIN.	6' MIN.	6' MIN.	10' MIN.	10' MIN.	10' MIN.	10' MIN.
MINIMUM CORD DISTANCE:	15' MIN.	15' MIN.	15' MIN.	25' MIN.	30' MIN.	35' MIN.	45' MIN.

REVISIONS:

CLIENT INFORMATION:
 LANDEAVOR ACQUISITIONS, LLC
 10006 N. DALE MABRY HWY., STE. 201
 TAMPA, FL 33618

PARAMOUNT ENGINEERING
 122 Cinema Drive
 Wilmington, North Carolina 28403
 (910) 791-6707 (O) (910) 791-6700 (F)
 NC License #: C-2846

DETAIL SITE PLAN
 PIVER TRACT
 160 SPRING GARDEN RD.
 HAMPSTEAD, NORTH CAROLINA

PROJECT STATUS

CONCEPTUAL LAYOUT	
PRELIMINARY LAYOUT	
RELEASED FOR CONST.	

DRAWING INFORMATION

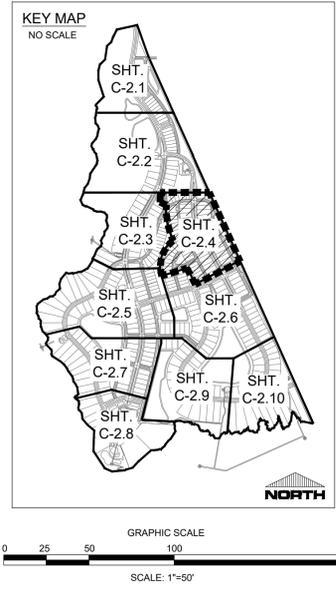
DATE:	10.02.25
SCALE:	1" = 50' ANA
DESIGNED:	
DRAWN:	
CHECKED:	

SEAL

C-2.4

PEI JOB#: 24355.PE

PRELIMINARY DESIGN - NOT RELEASED FOR CONSTRUCTION



SINGLE FAMILY DIMENSION REQUIREMENTS
PROPOSED LOT TYPES: ALL UNITS ARE SINGLE FAMILY DWELLING

UNITS	QUANTITY	LOT NUMBERS	DESCRIPTION
TYPE 1:	23 LOTS	1-23	PARK-UNDER, REAR LOADED (ALLEY ACCESS)
TYPE 2:	60 LOTS	41-100	GARDEN COTTAGES, REAR LOADED (ALLEY ACCESS)
TYPE 3:	46 LOTS	220-265	NEO-TRADITIONAL, REAR LOADED (ALLEY ACCESS)
TYPE 4:	32 LOTS	101-115, 266-282	SIDE COURTYARD, REAR LOADED (ALLEY ACCESS)
TYPE 5:	100 LOTS	24-40, 116-163, 283-297	TRADITIONAL, FRONT LOADED
TYPE 6:	51 LOTS	184-193, 208-219, 298-326	TRADITIONAL, FRONT LOADED
TYPE 7:	43 LOTS	194-207, 327-355	TRADITIONAL, FRONT LOADED
TOTAL LOTS:	355 LOTS PROPOSED + 3 EXISTING = 358 TOTAL		

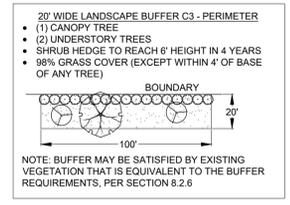
DIMENSION REQUIREMENTS:	TYPE 1	TYPE 2	TYPE 3	TYPE 4	TYPE 5	TYPE 6	TYPE 7
MINIMUM LOT DIMENSIONS:	32' X 110'	35' X 110'	45' X 120'	50' X 120'	51' X 130'	61' X 120'	70' X 160'
MINIMUM LOT SIZE:	3,500 SF	3,500 SF	5,400 SF	6,000 SF	6,120 SF	7,320 SF	11,200 SF
FRONT YARD SETBACK:	10' MIN.						
SIDEYARD SETBACK:	3' MIN.	3' MIN.	3' MIN.	5' MIN.	5' MIN.	5' MIN.	5' MIN.
CORNER SIDEYARD SETBACK:	10' MIN.						
REAR SETBACK:	5' MIN.	5' MIN.	5' MIN.	5' MIN.	10' MIN.	10' MIN.	10' MIN.
MAXIMUM BUILDING HEIGHT:	45' MAX.						
STRUCTURE SEPARATION:	5' MIN.	5' MIN.	5' MIN.	10' MIN.	10' MIN.	10' MIN.	10' MIN.
MINIMUM CORD DISTANCE:	15' MIN.	15' MIN.	15' MIN.	25' MIN.	30' MIN.	35' MIN.	45' MIN.

OPEN SPACE KEY

PASSIVE OPEN SPACE (PROVIDED IN WETLANDS)	ACTIVE OPEN SPACE
① ±10.28 AC	A1 ±3.90 AC
	A2 ±0.54 AC
	A3 ±2.57 AC
	A4 ±0.46 AC
	A5 ±0.67 AC
	A6 ±0.71 AC
	A7 ±0.69 AC
	A8 ±0.59 AC
TOTAL ACTIVE OPEN SPACE: ±10.13 AC	

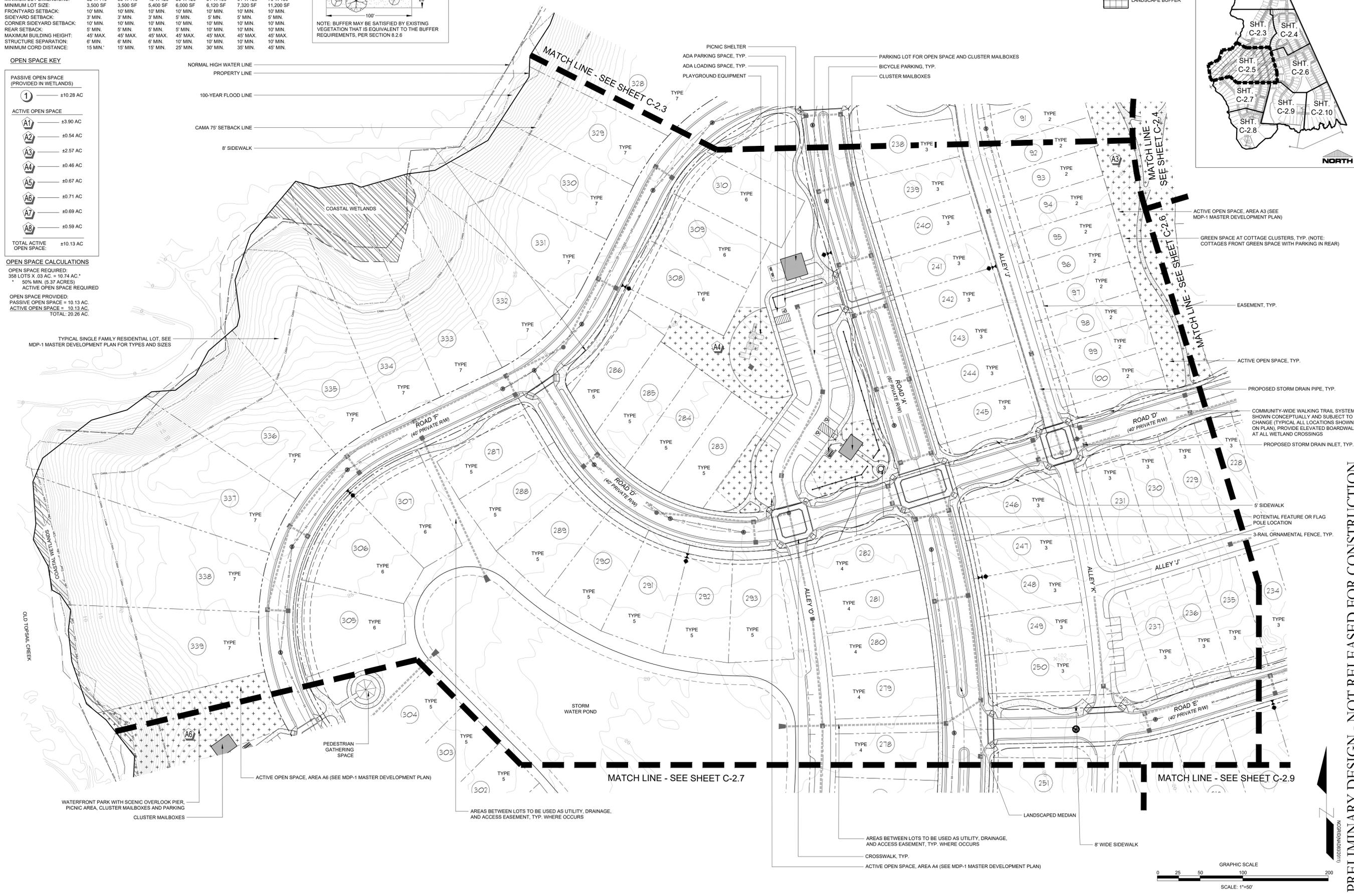
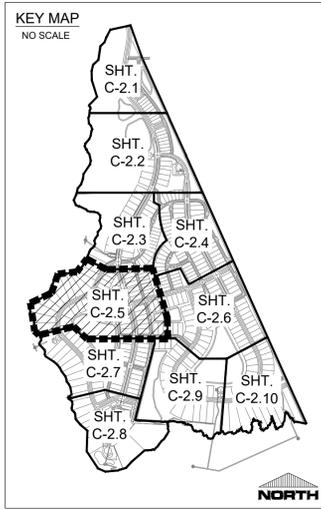
OPEN SPACE CALCULATIONS
OPEN SPACE REQUIRED:
358 LOTS X .03 AC = 10.74 AC.*
* 50% MIN. (5.37 ACRES)
ACTIVE OPEN SPACE REQUIRED
OPEN SPACE PROVIDED:
PASSIVE OPEN SPACE = 10.13 AC.
ACTIVE OPEN SPACE = 10.13 AC.
TOTAL: 20.26 AC.

LANDSCAPE BUFFER (TYP. 100' SECTION)



LEGEND

- WETLANDS
- COASTAL WETLANDS
- COASTAL WETLANDS
- LANDSCAPE BUFFER



REVISIONS:

CLIENT INFORMATION:
LANDEAVOR ACQUISITIONS, LLC
10006 N. DALE MABRY HWY., STE. 201
TAMPA, FL 33618

PARAMOUNT ENGINEERING
122 Cinema Drive
Wilmington, North Carolina 28403
(910) 791-6707 (O) (910) 791-6700 (F)
NC License #: C-2846

DETAIL SITE PLAN
PIVER TRACT
160 SPRING GARDEN RD.
HAMPSTEAD, NORTH CAROLINA

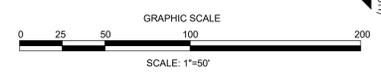
PROJECT STATUS
CONCEPTUAL LAYOUT
PRELIMINARY LAYOUT
RELEASED FOR CONST.

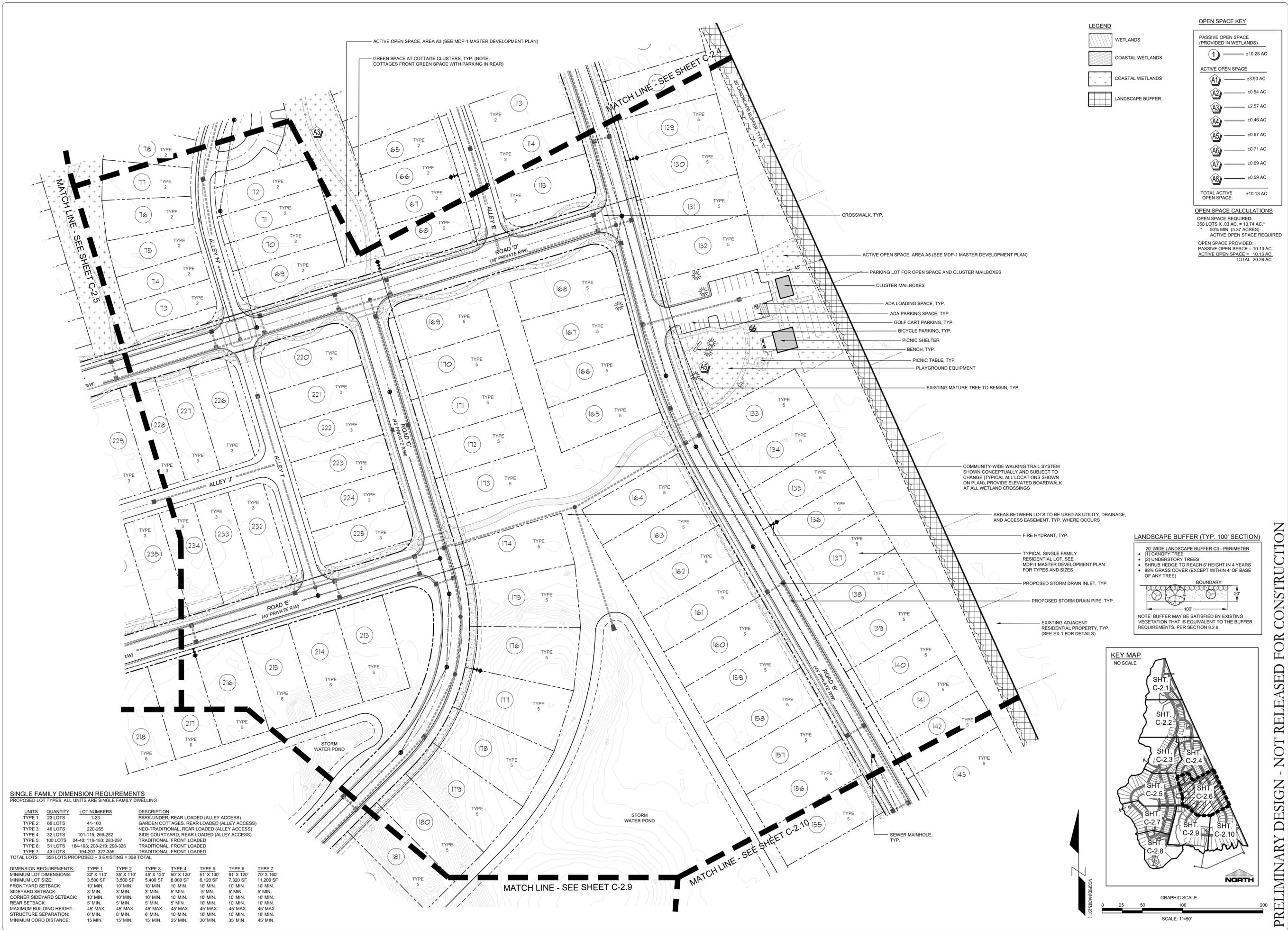
DRAWING INFORMATION
DATE: 10.02.25
1" = 40' (HORIZONTAL)
1" = 80' (VERTICAL)
DESIGNED:
DRAWN:
CHECKED:
CREATED:

SEAL

C-2.5
PEI JOB#: 24355.PE

PRELIMINARY DESIGN - NOT RELEASED FOR CONSTRUCTION





LEGEND

- WETLANDS
- COASTAL WETLANDS
- LANDSCAPE BUFFER

OPEN SPACE KEY

PASSIVE OPEN SPACE (PROVIDED IN WETLANDS)

ACTIVE OPEN SPACE

A1	±10.28 AC
A2	±3.90 AC
A3	±0.54 AC
A4	±2.57 AC
A5	±0.46 AC
A6	±0.87 AC
A7	±0.71 AC
A8	±0.69 AC
A9	±0.59 AC

TOTAL ACTIVE OPEN SPACE: ±10.13 AC

OPEN SPACE CALCULATIONS

OPEN SPACE REQUIRED:
 358 LOTS X .03 AC = 10.74 AC
 50% MIN. (5.37 AC)
 ACTIVE OPEN SPACE REQUIRED

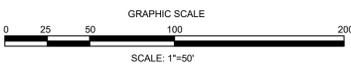
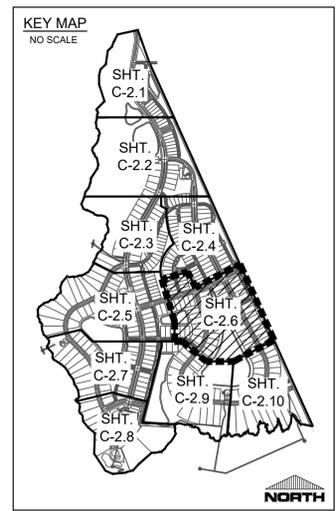
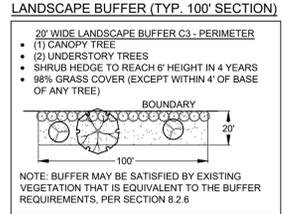
OPEN SPACE PROVIDED:
 PASSIVE OPEN SPACE = 10.13 AC
 ACTIVE OPEN SPACE = 10.13 AC
 TOTAL: 20.26 AC

SINGLE FAMILY DIMENSION REQUIREMENTS
 PROPOSED LOT TYPES: ALL UNITS ARE SINGLE FAMILY DWELLING

UNITS	QUANTITY	LOT NUMBERS	DESCRIPTION
TYPE 1	23 LOTS	1-23	PARK-UNDER, REAR LOADED (ALLEY ACCESS)
TYPE 2	60 LOTS	41-100	GARDEN COTTAGES, REAR LOADED (ALLEY ACCESS)
TYPE 3	46 LOTS	220-265	NEO-TRADITIONAL, REAR LOADED (ALLEY ACCESS)
TYPE 4	32 LOTS	101-115, 266-282	SIDE COURTYARD, REAR LOADED (ALLEY ACCESS)
TYPE 5	100 LOTS	24-40; 116-183; 283-297	TRADITIONAL, FRONT LOADED
TYPE 6	51 LOTS	184-193; 208-219; 298-326	TRADITIONAL, FRONT LOADED
TYPE 7	43 LOTS	194-207; 327-355	TRADITIONAL, FRONT LOADED

TOTAL LOTS: 355 LOTS PROPOSED + 3 EXISTING = 358 TOTAL

DIMENSION REQUIREMENTS:	TYPE 1	TYPE 2	TYPE 3	TYPE 4	TYPE 5	TYPE 6	TYPE 7
MINIMUM LOT DIMENSIONS:	32' X 110'	35' X 110'	45' X 120'	50' X 120'	51' X 130'	61' X 120'	70' X 160'
MINIMUM LOT SIZE:	3,500 SF	3,500 SF	5,400 SF	6,000 SF	6,120 SF	7,320 SF	11,200 SF
FRONT YARD SETBACK:	10' MIN.						
SIDEYARD SETBACK:	5' MIN.						
CORNER SIDEYARD SETBACK:	10' MIN.						
REAR SETBACK:	5' MIN.	5' MIN.	5' MIN.	5' MIN.	10' MIN.	10' MIN.	10' MIN.
MAXIMUM BUILDING HEIGHT:	45' MAX.						
STRUCTURE SEPARATION:	6' MIN.	6' MIN.	6' MIN.	10' MIN.	10' MIN.	10' MIN.	10' MIN.
MINIMUM CORD DISTANCE:	15' MIN.	15' MIN.	15' MIN.	25' MIN.	30' MIN.	35' MIN.	45' MIN.



REVISIONS:

CLIENT INFORMATION:
LANDEAVOR ACQUISITIONS, LLC
 10006 N. DALE MABRY HWY., STE. 201
 TAMPA, FL 33618

PARAMOUNT ENGINEERING
 122 Cinema Drive
 Wilmington, North Carolina 28403
 (910) 791-6707 (O) (910) 791-6766 (F)
 NC License #: C-2846

DETAIL SITE PLAN
 PIVER TRACT
 160 SPRING GARDEN RD.
 HAMPSTEAD, NORTH CAROLINA

PROJECT STATUS:
 CONCEPTUAL LAYOUT:
 PRELIMINARY LAYOUT:
 RELEASED FOR CONST.

DRAWING INFORMATION:
 DATE: 10/22/20
 DRAWN: JAC
 CHECKED: JAC

PRELIMINARY DESIGN - NOT RELEASED FOR CONSTRUCTION

SEAL

C-2.6

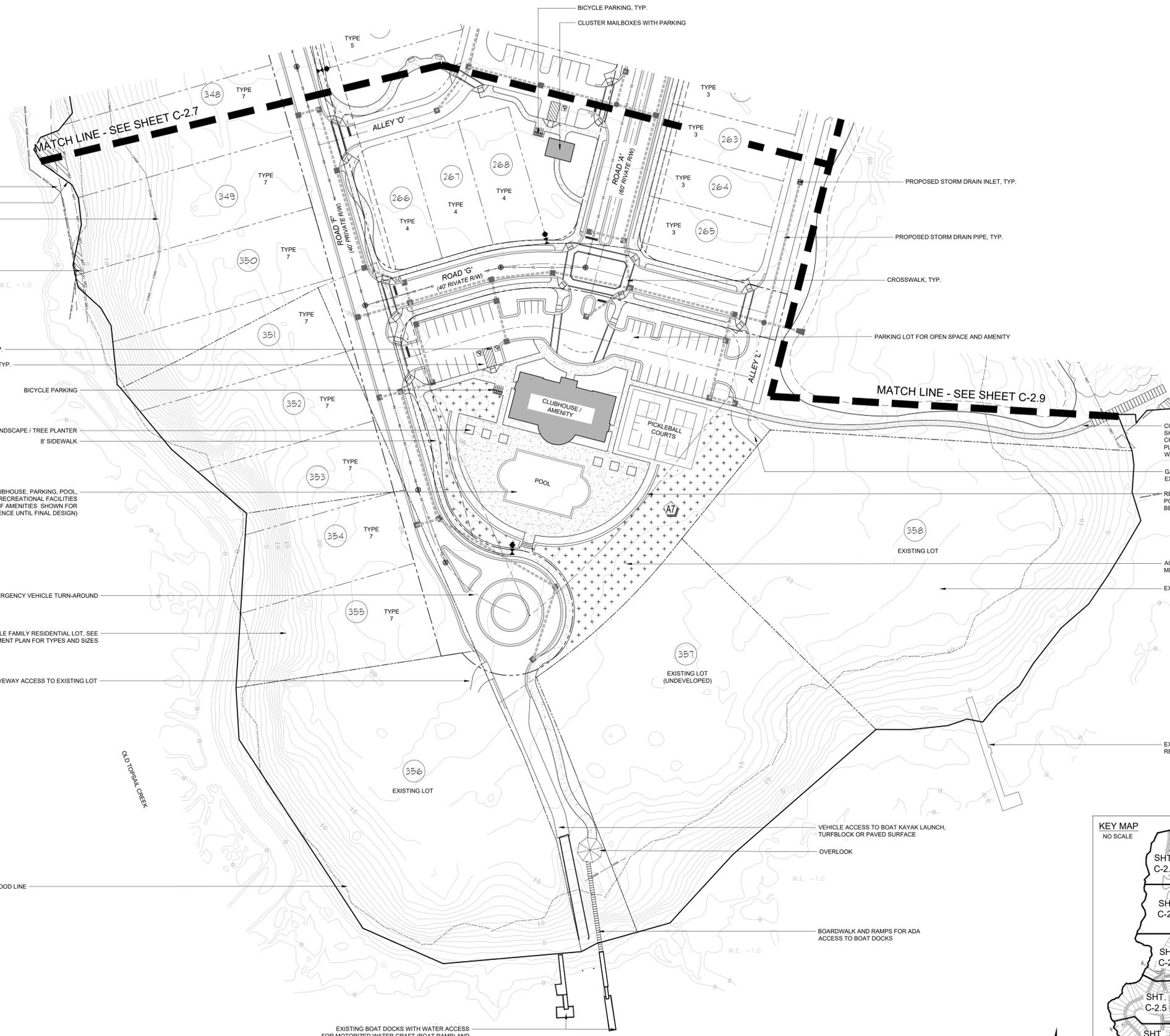
PEI JOB#: 24355.PE

OPEN SPACE KEY

PASSIVE OPEN SPACE (PROVIDED IN WETLANDS)	
1	±10.28 AC
ACTIVE OPEN SPACE	
A1	±3.90 AC
A2	±0.54 AC
A3	±2.57 AC
A4	±0.46 AC
A5	±0.67 AC
A6	±0.71 AC
A7	±0.69 AC
A8	±0.59 AC
TOTAL ACTIVE OPEN SPACE:	
±10.13 AC	

OPEN SPACE CALCULATIONS
 OPEN SPACE REQUIRED:
 358 LOTS X .03 AC. = 10.74 AC.
 * 50% MIN. (5.37 ACRES)
 ACTIVE OPEN SPACE REQUIRED
 OPEN SPACE PROVIDED:
 PASSIVE OPEN SPACE = 10.13 AC.
 ACTIVE OPEN SPACE = 10.13 AC.
 TOTAL: 20.26 AC.

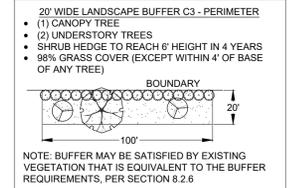
NORMAL HIGH WATER LINE
 PROPERTY LINE
 CAMA 75' SETBACK LINE
 COASTAL WETLANDS, TYP.
 ADA LOADING SPACE, TYP.
 ADA PARKING SPACE, TYP.
 BICYCLE PARKING
 LANDSCAPE / TREE PLANTER
 8' SIDEWALK
 COMMUNITY AMENITY WITH CLUBHOUSE, PARKING, POOL, CLUSTER MAILBOXES AND OTHER RECREATIONAL FACILITIES (CONFIGURATION AND TYPES OF AMENITIES SHOWN FOR REFERENCE UNTIL FINAL DESIGN)
 EMERGENCY VEHICLE TURN-AROUND
 TYPICAL SINGLE FAMILY RESIDENTIAL LOT, SEE MDP-1 MASTER DEVELOPMENT PLAN FOR TYPES AND SIZES
 DRIVEWAY ACCESS TO EXISTING LOT



LEGEND

[Symbol]	WETLANDS
[Symbol]	COASTAL WETLANDS
[Symbol]	COASTAL WETLANDS
[Symbol]	LANDSCAPE BUFFER

LANDSCAPE BUFFER (TYP. 100' SECTION)

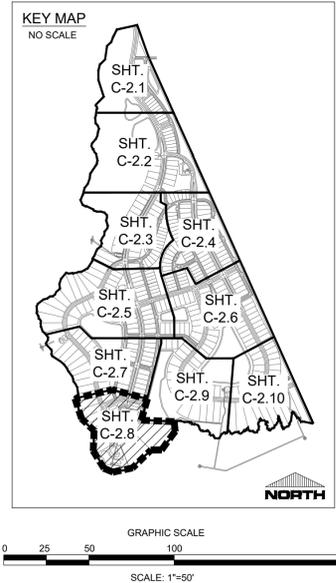


SINGLE FAMILY DIMENSION REQUIREMENTS

PROPOSED LOT TYPES: ALL UNITS ARE SINGLE FAMILY DWELLING

UNITS	QUANTITY	LOT NUMBERS	DESCRIPTION
TYPE 1:	23 LOTS	1-23	PARK-UNDER, REAR LOADED (ALLEY ACCESS)
TYPE 2:	60 LOTS	41-100	GARDEN COTTAGES, REAR LOADED (ALLEY ACCESS)
TYPE 3:	46 LOTS	220-265	NEO-TRADITIONAL, REAR LOADED (ALLEY ACCESS)
TYPE 4:	32 LOTS	101-115, 266-282	SIDE COURTYARD, REAR LOADED (ALLEY ACCESS)
TYPE 5:	100 LOTS	24-40, 116-183, 283-297	TRADITIONAL, FRONT LOADED
TYPE 6:	51 LOTS	184-193, 208-219, 288-328	TRADITIONAL, FRONT LOADED
TYPE 7:	43 LOTS	194-207, 327-355	TRADITIONAL, FRONT LOADED
TOTAL LOTS: 355 LOTS PROPOSED + 3 EXISTING = 358 TOTAL			

DIMENSION REQUIREMENTS:	TYPE 1	TYPE 2	TYPE 3	TYPE 4	TYPE 5	TYPE 6	TYPE 7
MINIMUM LOT DIMENSIONS:	32' X 110'	35' X 110'	45' X 120'	50' X 120'	51' X 130'	61' X 120'	70' X 160'
MINIMUM LOT SIZE:	3,500 SF	3,500 SF	5,400 SF	6,000 SF	6,120 SF	7,320 SF	11,200 SF
FRONT YARD SETBACK:	10' MIN.						
SIDEYARD SETBACK:	3' MIN.						
CORNER SIDEYARD SETBACK:	10' MIN.						
REAR SETBACK:	5' MIN.						
MAXIMUM BUILDING HEIGHT:	45' MAX.						
STRUCTURE SEPARATION:	6' MIN.						
MINIMUM CORD DISTANCE:	15' MIN.	15' MIN.	15' MIN.	25' MIN.	30' MIN.	35' MIN.	45' MIN.



REVISIONS:

CLIENT INFORMATION:
LANDEAVOR ACQUISITIONS, LLC
 10006 N. DALE MABRY HWY., STE. 201
 TAMPA, FL 33618

PARAMOUNT ENGINEERING
 122 Cinema Drive
 Wilmington, North Carolina 28403
 (910) 791-6707 (O) (910) 791-6700 (F)
 NC License #: C-2846

DETAIL SITE PLAN
 PIVER TRACT
 160 SPRING GARDEN RD.
 HAMPSTEAD, NORTH CAROLINA

PROJECT STATUS:
 CONCEPTUAL LAYOUT
 PRELIMINARY LAYOUT
 RELEASED FOR CONST.

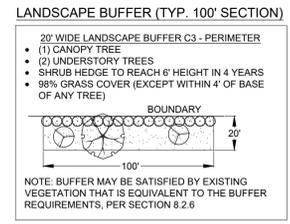
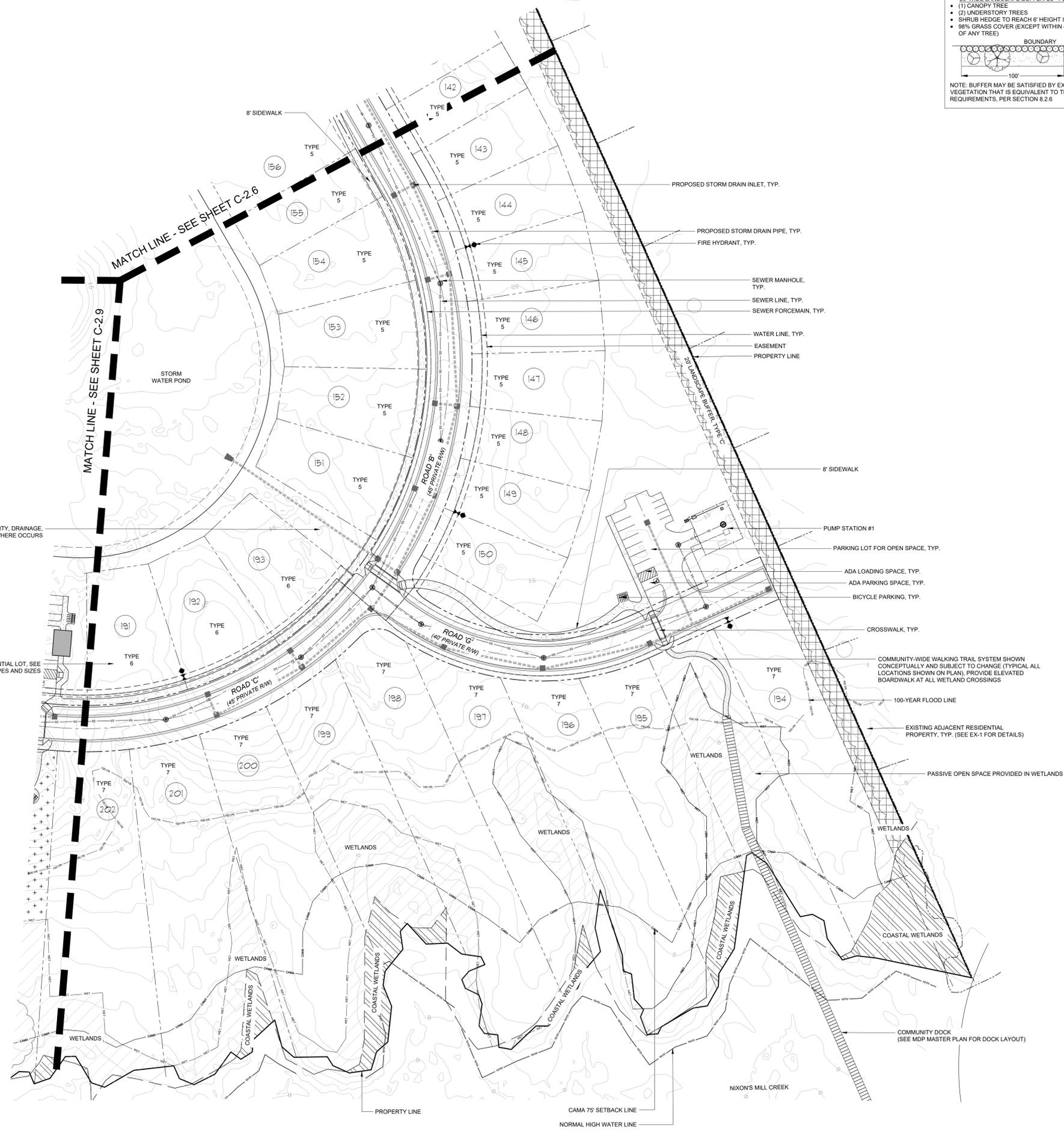
DRAWING INFORMATION:
 DATE: 10.02.25
 1" = 100' AS SH.

SEAL

C-2.8

PEI JOB#: 24355.PE

PRELIMINARY DESIGN - NOT RELEASED FOR CONSTRUCTION



SINGLE FAMILY DIMENSION REQUIREMENTS
PROPOSED LOT TYPES: ALL UNITS ARE SINGLE FAMILY DWELLING

UNITS	QUANTITY	LOT NUMBERS	DESCRIPTION
TYPE 1:	23 LOTS	1-23	PARK-UNDER, REAR LOADED (ALLEY ACCESS)
TYPE 2:	60 LOTS	41-100	GARDEN COTTAGES, REAR LOADED (ALLEY ACCESS)
TYPE 3:	46 LOTS	220-265	NEO-TRADITIONAL, REAR LOADED (ALLEY ACCESS)
TYPE 4:	32 LOTS	101-115; 266-282	SIDE COURTYARD, REAR LOADED (ALLEY ACCESS)
TYPE 5:	100 LOTS	24-40; 116-183; 283-297	TRADITIONAL, FRONT LOADED
TYPE 6:	51 LOTS	184-193; 208-219; 298-326	TRADITIONAL, FRONT LOADED
TYPE 7:	43 LOTS	194-207; 327-355	TRADITIONAL, FRONT LOADED
TOTAL LOTS: 355 LOTS PROPOSED + 3 EXISTING = 358 TOTAL			

DIMENSION REQUIREMENTS:	TYPE 1	TYPE 2	TYPE 3	TYPE 4	TYPE 5	TYPE 6	TYPE 7
MINIMUM LOT DIMENSIONS:	32' X 110'	35' X 110'	45' X 120'	50' X 120'	51' X 130'	61' X 120'	70' X 160'
MINIMUM LOT SIZE:	3,500 SF	3,500 SF	5,400 SF	6,000 SF	6,120 SF	7,320 SF	11,200 SF
FRONTYARD SETBACK:	10' MIN.						
SIDEYARD SETBACK:	3' MIN.	3' MIN.	3' MIN.	5' MIN.	5' MIN.	5' MIN.	5' MIN.
CORNER SIDEYARD SETBACK:	10' MIN.						
REAR SETBACK:	5' MIN.	5' MIN.	5' MIN.	5' MIN.	10' MIN.	10' MIN.	10' MIN.
MAXIMUM BUILDING HEIGHT:	45' MAX.						
STRUCTURE SEPARATION:	6' MIN.	6' MIN.	6' MIN.	10' MIN.	10' MIN.	10' MIN.	10' MIN.
MINIMUM CORD DISTANCE:	15' MIN.	15' MIN.	15' MIN.	25' MIN.	30' MIN.	35' MIN.	45' MIN.

LEGEND

- WETLANDS
- COASTAL WETLANDS
- LANDSCAPE BUFFER

OPEN SPACE KEY

PASSIVE OPEN SPACE (PROVIDED IN WETLANDS)

- 1 ±10.26 AC

ACTIVE OPEN SPACE

- A1 ±3.90 AC
- A2 ±0.54 AC
- A3 ±2.57 AC
- A4 ±0.46 AC
- A5 ±0.67 AC
- A6 ±0.71 AC
- A7 ±0.69 AC
- A8 ±0.59 AC

TOTAL ACTIVE OPEN SPACE: ±10.13 AC

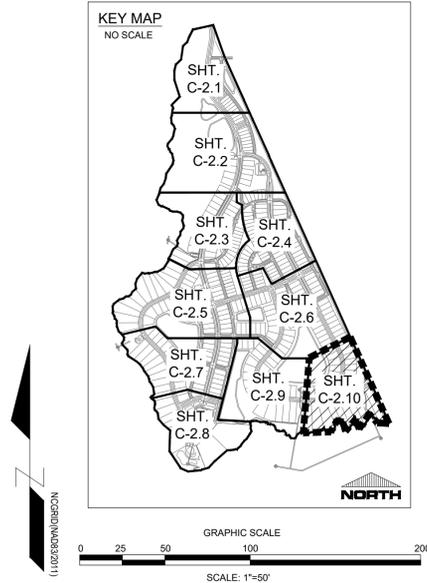
OPEN SPACE CALCULATIONS

OPEN SPACE REQUIRED:
358 LOTS X .03 AC = 10.74 AC.
50% MIN. (5.37 ACRES)
ACTIVE OPEN SPACE REQUIRED

OPEN SPACE PROVIDED:
PASSIVE OPEN SPACE = 10.13 AC
ACTIVE OPEN SPACE = 10.13 AC
TOTAL: 20.26 AC

AREAS BETWEEN LOTS TO BE USED AS UTILITY, DRAINAGE, AND ACCESS EASEMENT, TYP. WHERE OCCURS

TYPICAL SINGLE FAMILY RESIDENTIAL LOT, SEE MDP-1 MASTER DEVELOPMENT PLAN FOR TYPES AND SIZES



PRELIMINARY DESIGN - NOT RELEASED FOR CONSTRUCTION

REVISIONS:

CLIENT INFORMATION:
LANDEAVOR ACQUISITIONS, L.L.C.
10006 N. DALE MABRY HWY., STE. 201
TAMPA, FL 33618

PARAMOUNT ENGINEERING
122 Cinema Drive
Wilmington, North Carolina 28403
(910) 791-6707 (O) (910) 791-6700 (F)
NC License #: C-2846

DETAIL SITE PLAN
PIVER TRACT
160 SPRING GARDEN RD.
HAMPSTEAD, NORTH CAROLINA

PROJECT STATUS:
CONCEPTUAL LAYOUT:
PRELIMINARY LAYOUT:
RELEASED FOR CONST.

DRAWING INFORMATION:
DATE: 10/02/25
1" = 1" AN
1" = 1" AN
DESIGNED:
DRAWN:
CHECKED:

SEAL

C-2.10
PEI JOB#: 24355.PE

**TRAFFIC IMPACT
ANALYSIS (TIA)
APPROVAL**



525 N Fourth Street
PO Box 1810
Wilmington, NC 28402
Ph: (910) 341-3258
Fax: (910) 341-7801
www.wmpo.org

September 11, 2025

Mr. Tyler Blang, PE
Exult Engineering, PC
304 W Millbrook Road, Suite F
Raleigh, NC 27609

RE: Approval with conditions of the Traffic Impact Analysis (TIA) associated with the proposed **Piver Tract** development located in Pender County, North Carolina.

The WMPO has coordinated the review of the **Piver Tract** TIA (sealed July 24, 2025) by NCDOT and Pender County staff. Based on the information provided and conversations held to date, it is our understanding that the proposed development will be built in three (3) phases and consist of:

Phase 1 (build year 2028)

- ITE Land Use Code 210 Single Family Detached Housing – 95 DU

Phase 2 (build year 2029)

- ITE Land Use Code 210 Single Family Detached Housing – 228 DU

Full Build (build year 2031)

- ITE Land Use Code 210 Single Family Detached Housing – 361 DU

The following improvements are required as part of this development:

US 17 at SR 1565 (Country Club Drive) / SR 1593 (Jenkins Road) (existing signalized intersection)

- Phase 2
 - No improvements are required.
- Full Build
 - No improvements are required.

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

SR 1565 (Country Club Drive) at SR 1609 (Spring Garden Road) (existing unsignalized intersection)

- Phase 1
 - *Construct an eastbound right turn lane on Country Club Drive with 75 feet of storage and appropriate deceleration and taper lengths.*
- Phase 2
 - *Signalize the intersection.*
- Full Build
 - No further improvements are required.

SR 1565 (Country Club Drive) at SR 1695 (Transfer Station Road) (existing signalized intersection; future signalized intersection by others)

- Phase 2
 - No improvements are required.
- Full Build
 - No improvements are required.

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 and this approval would be rendered null and void.

The applicant is required to obtain all applicable Pender County and NCDOT permits for access to the road network. A copy of this TIA approval shall be included with any NCDOT driveway permit application. 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,



Caitlin M. Cerza
Transportation Planning Engineer
Wilmington Urban Area MPO

Ec: Kirsten Spirakis, PE, District Engineer, NCDOT
Krista Kimmel, PE, Deputy District Engineer, NCDOT
O'Neal Hill, Assistant District Engineer, NCDOT
Stonewall Mathis, PE, Division Traffic Engineer, NCDOT
Bryce Cox, Senior Assistant Traffic Engineer, NCDOT
Madi Lee, PE, Development Review Engineer, NCDOT
Adrienne Cox, Division Planning Engineer, NCDOT
Eric Ritzel, Division Corridor Development Engineer, NCDOT
Justin Brantley, Planning Director, Pender County
Abby Lorenzo, MPA, Deputy Director, WMPO
Luke Hutson, Engineering Associate, WMPO

TRAFFIC IMPACT ANALYSIS (TIA)

July 2025



PIVER TRACT RESIDENTIAL

Traffic Impact Analysis

HAMPSTEAD, NC

Prepared for:

Landeavor Acquisitions, LLC
10006 N Dale Mabry Hwy #201
Tampa, Florida 33618

Prepared by:

Exult Engineering, PC
P.O. Box 99277
Raleigh, NC 27624



This document entitled Piver Tract Residential Traffic Impact Analysis was prepared by Exult Engineering, PC for the account of Landeavor Acquisitions, LLC. The material in it reflects Exult Engineering's best judgement in light of the information available to them at the time of preparation. Any use which a third party makes of this report, or any reliance on or decisions made based on it, are the responsibilities of such third parties. Exult Engineering, PC accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions based on this report.

Piver Tract Residential Traffic Impact Analysis

DocuSigned by:
Tyler Blang
54551A9ACD31460...
Prepared by: _____ (sign)
Date: 07/24/2025

Tyler Blang, PE

DocuSigned by:
Chanlin Wong
E47A39E8ABFA481...
Reviewed by: _____ (sign)
Date: 07/24/2025

Chanlin Wong, PE



TABLE OF CONTENTS

EXECUTIVE SUMMARY..... 6

INTRODUCTION..... 10

EXISTING CONDITIONS..... 14

FUTURE CONDITIONS 18

PROPOSED SITE 27

CAPACITY ANALYSIS..... 37

 US 17 at Country Club Drive/Jenkins Road 40

 Country Club Drive at Spring Garden Road..... 48

 Country Club Drive at Transfer Station Road 53

RECOMMENDATIONS 59

APPENDIX..... 62

LIST OF FIGURES

Figure 1: Vicinity Map 12

Figure 2: Proposed Site Plan 13

Figure 3: Existing Lane Geometry 16

Figure 4: Existing 2025 AM and PM Peak Hour Traffic Volumes 17

Figure 5: Phase 1 - 2028 AM Peak Hour No-Build Traffic Volumes 21

Figure 6: Phase 1 - 2028 PM Peak Hour No-Build Traffic Volumes 22

Figure 7: Phase 2 - 2029 AM Peak Hour No-Build Traffic Volumes 23

Figure 8: Phase 2 - 2029 PM Peak Hour No-Build Traffic Volumes 24

Figure 9: Phase 3 - 2031 AM Peak Hour No-Build Traffic Volumes 25

Figure 10: Phase 3 - 2031 PM Peak Hour No-Build Traffic Volumes 26

Figure 11: Site Traffic Distribution and Assignment 30

Figure 12: Phase 1 – 2028 AM Peak Hour Buildout Traffic Volumes 31

Figure 13: Phase 1 – 2028 PM Peak Hour Buildout Traffic Volumes 32

Figure 14: Phase 2 – 2029 AM Peak Hour Buildout Traffic Volumes 33

Figure 15: Phase 2 – 2029 PM Peak Hour Buildout Traffic Volumes 34

Figure 16: Phase 3 – 2031 AM Peak Hour Buildout Traffic Volumes 35

Figure 17: Phase 3 – 2031 PM Peak Hour Buildout Traffic Volumes 36

Figure 18: Recommended Lane Geometry 61

LIST OF TABLES

Table 1: Trip Generation 28

Table 2: Highway Capacity Manual (LOS and Delay) 37

Table 3: Level-of-Service: US 17 at Country Club Drive/Jenkins Road (Signalized)..... 43

Table 4: Queuing: US 17 at Country Club Drive/Jenkins Road (Signalized) 46

Table 5: Level-of-Service: Country Club Drive at Spring Garden Road (Unsignalized) 50

Table 6: Queuing: Country Club Drive at Spring Garden Road (Unsignalized)..... 52

Table 7: Level-of-Service: Country Club Drive at Transfer Station Road (Unsignalized/Signalized) 55

Table 8: Queuing: Country Club Drive at Transfer Station Road (Unsignalized/Signalized) 57

EXECUTIVE SUMMARY

The proposed 147.36-acre site is located along Spring Garden Road, southwest of Country Club Drive in Hampstead, North Carolina. The property is located within Pender County limits and is currently zoned as Planned Development District (PD). The proposed development consists of a total of 361 single-family detached housing units. The site does not require rezoning to accommodate the anticipated development plan.

The proposed site is to be developed in three phases:

- Phase 1 is expected to be developed by the year 2028 and includes 95 single-family detached housing units.
- Phase 2 is expected to be developed by the year 2029 and includes an additional 133 single-family detached housing units.
- Phase 3 is expected to be developed by the year 2031 and includes an additional 133 single-family detached housing units.

Access for the site consists of one full movement driveway onto Country Club Road via a connection to the existing Spring Garden Road. The connection will be constructed as a part of Phase 1.

The purpose of this Traffic Impact Analysis (TIA) is to analyze the potential traffic impacts of the proposed development on the surrounding roadway network and to identify any roadway improvements necessary to mitigate the impact of the project traffic.

A TIA scoping meeting took place on March 19, 2025, with representatives from Wilmington Urban Area Metropolitan Planning Organizations (WMPO), Pender County, and the North Carolina Department of Transportation (NCDOT) in attendance. The scoping correspondence and approved scoping documentation are included in the Appendix of this report. The *NCDOT Congestion Management Capacity Analysis Guidelines* were referenced to perform this study.

As determined by WMPO, Pender County, and NCDOT, the study area includes:

1. US 17 at Country Club Drive/Jenkins Road
2. Country Club Drive at Spring Garden Road
3. Country Club Drive at Transfer Station Road

At full buildout, the proposed development is expected to generate 3,288 daily trips, 240 AM peak hour trips (60 entering, 180 exiting) and 332 PM peak hour trips (209 entering, 123 exiting).

Based on coordination with WMPO and NCDOT, a 2% annual growth rate was applied to the existing traffic volumes to determine 2028, 2029, and 2031 background traffic volumes. Approved developments are developments in the vicinity of the proposed site that have been approved but not yet constructed. The traffic from these approved developments is expected to contribute to the no-build traffic volumes projected for the study intersections. Based on coordination with WMPO and NCDOT, the following approved developments were included in the future year analysis scenarios:

- Hawksbill Cove – Proposed development located along Country Club Drive at Transfer Station Road consisting of 475 single-family detached homes, 548 single-family attached housing, and 23,200 square-feet of retail space. According to the *Turn Lane Warrant Analysis Study* prepared

by DRMP (August 2024), the intended buildout year for this site is 2028. At the time of this analysis, WMPO and NCDOT indicated that the development has not yet started construction. Therefore, it was assumed that 100% of the development would be constructed by 2028.

- Jenkins Commercial – Proposed redevelopment at the northwest corner of US 17 and Jenkins Road/Country Club Drive consisting of 600 additional storage units (resulting in 879 units total), a new 3,200 square-foot of fast food restaurant with a drive-through window, and a new 4,850 square-foot convenience store/gas station. According to the *Jenkins Commercial TIA* prepared by Kimley-Horn (August 2024), the intended buildout year for the site is 2026. However, at the time of this analysis, WMPO and NCDOT indicated that the development has not yet started construction. Therefore, it was assumed that 100% of the development would be constructed by 2028. According to the TIA, two access scenarios were studied (Scenario 1 and Scenario 2). WMPO and NCDOT confirmed that access Scenario 1 (full movement) is being pursued.

Information provided by WMPO and NCDOT related to the approved developments is included in the Appendix of this report.

NCDOT TIP Project R-3300 includes construction of the US 17 Bypass from NC 140 to US 17 north of Hampstead. The project is expected to be fully constructed by the year 2030. Therefore, traffic volume adjustments were made to the Phase 3 (2031) No-Build volumes to appropriately account for the construction of the bypass in the future year. Volume adjustments were made based on the *Hampstead Bypass Traffic Forecast Report*, dated April 2017. The TIP forecast included a 2016 base year no-build scenario, a 2040 future year no-build scenario, and seven (7) 2040 future year build scenarios. As referenced in the traffic forecast report, interpolation/extrapolation of TIP Build scenario volumes was not allowed since a base year Build forecast was not completed. Therefore, reductions to traffic along US 17 at the intersection of US 17 at Country Club Drive/Jenkins Road were made based on the diversion rates assumed in the traffic forecast. Because the bypass won't be fully complete until 2030, the reductions were only made to the Phase 3 (2031) scenarios. The volume development methodology and build alternative used were confirmed by NCDOT and WMPO. Referenced traffic forecast data is included in the Appendix of this report.

Additionally, NCDOT TIP Project U-5732 plans include construction of reduced conflict intersections along US 17 from Washington Acres Road to Vista Lane. According to the current *NCDOT 2026-2035 State Transportation Improvement Program (STIP) Map*, this project is currently funded and slated to begin construction in the year 2032. Therefore, the TIP project was not considered in the future year analysis scenarios.

To determine the traffic impact of the proposed development, capacity analyses were performed at the study intersections under the following scenarios in accordance with the approved scoping documents:

- Existing (2025) AM and PM Peak Hour
- No-Build Phase 2 (2029) AM and PM Peak Hour
- Buildout Phase 2 (2029) AM and PM Peak Hour
- Buildout Phase 2 (2029) AM and PM Peak Hour with Recommended Improvements
- No-Build Phase 3 (2031) AM and PM Peak Hour
- Buildout Phase 3 (2031) AM and PM Peak Hour
- Buildout Phase 3 (2031) AM and PM Peak Hour with Recommended Improvements

In accordance with the approved scoping documents, in lieu of capacity analysis for Phase 1 (2028), a turn lane warrant analysis was performed for the intersection of County Club Drive and Spring Garden Road.

WMPO and NCDOT have indicated the following improvements will be constructed by others (Hawksbill Cove and Jenkins Commercial) and were included in the future year no-build and buildout scenarios:

US 17 at Country Club Drive/Jenkins Road

- Extend the existing exclusive southbound right turn lane on US 17 to provide full-width storage to Site Access 2 (approximately 600 feet of full-width storage and appropriate taper).

Country Club Drive at Transfer Station Road

- Install a traffic signal, if warranted.
- Construct an exclusive eastbound right-turn lane on Country Club Drive to provide 100 feet of full-width storage and appropriate taper.
- Construct an exclusive westbound left-turn lane on Country Club Drive to provide 150 feet of full-width storage and appropriate taper.
- Construct an exclusive westbound right-turn lane on Country Club Drive to provide 100 feet of full-width storage and appropriate taper.
- Restripe the southbound approach to consist of a shared through/right-turn lane and exclusive left-turn lane on Transfer Station Road.
- Construct an exclusive northbound site driveway with one ingress lane and three egress lanes consisting of:
 - An exclusive left-turn lane to provide 200 feet of full-width storage and appropriate taper
 - An exclusive through lane
 - An exclusive right-turn lane to provide 200 feet of full-width storage and appropriate taper

Phase 1 (2028)

Based on the turn lane warrant analysis presented herein, the following roadway improvement is recommended to be completed by the developer to accommodate Phase 1 (2028) buildout site traffic volumes:

Country Club Drive at Spring Garden Road

- Construct an exclusive eastbound right-turn lane on Country Club Drive to provide 75 feet of full-width storage and appropriate taper.

Phase 2 (2029)

Based on the capacity analysis presented herein, the following roadway improvements, in addition to those listed above for Phase 1, are recommended to be completed by the developer to accommodate Phase 2 (2029) buildout site traffic volumes:

US 17 at Country Club Drive/Jenkins Road

- Restripe the eastbound Jenkins Road approach to provide an exclusive left-turn lane and a shared through/right-turn lane.
- Upgrade the existing traffic signal to operate as an 8-phase signal providing a protected left-turn phase on the eastbound approach.

Country Club Drive at Spring Garden Road

- Install a traffic signal.

Phase 3 (2031)

Based on the capacity analysis presented herein, there are no additional recommended improvements to be completed by the developer to accommodate Phase 3 (2031) buildout site traffic volumes.

INTRODUCTION

The proposed 147.36-acre site is located along Spring Garden Road, southwest of Country Club Drive in Hampstead, North Carolina, as shown on Figure 1. The property is located within Pender County limits and is currently zoned as Planned Development District (PD). The proposed development consists of a total of 361 single-family detached housing units, as shown on Figure 2. The site does not require rezoning to accommodate the anticipated development plan.

The site will be developed in three phases:

- Phase 1 will be developed by the year 2028 and includes 95 single-family detached housing units.
- Phase 2 will be developed by the year 2029 and includes an additional 133 single-family detached housing units.
- Phase 3 will be developed by the year 2031 and includes an additional 133 single-family detached housing units.

Access for the site consists of one full movement driveway along Country Club Road via a connection to the existing Spring Garden Road. The connection will be constructed as a part of Phase 1.

The purpose of this TIA is to analyze the potential traffic impacts of the proposed development on the surrounding roadway network and to identify any roadway improvements necessary to mitigate the impact of the project traffic. This study includes analysis of the following traffic scenarios:

- Existing (2025) AM and PM Peak Hour
- No-Build Phase 2 (2029) AM and PM Peak Hour
- Buildout Phase 2 (2029) AM and PM Peak Hour
- Buildout Phase 2 (2029) AM and PM Peak Hour with Recommended Improvements
- No-Build Phase 3 (2031) AM and PM Peak Hour
- Buildout Phase 3 (2031) AM and PM Peak Hour
- Buildout Phase 3 (2031) AM and PM Peak Hour with Recommended Improvements

In accordance with the approved scoping documents, in lieu of capacity analysis for Phase 1 (2028), a turn lane warrant analysis was performed for the intersection of County Club Drive and Spring Garden Road.

Based on coordination with WMPO and NCDOT, a 2% annual growth rate was applied to the existing traffic volumes to determine 2028, 2029, and 2031 background traffic volumes. Approved developments are developments in the vicinity of the proposed site that have been approved but not yet constructed. The traffic from these approved developments is expected to contribute to the no-build traffic volumes projected for the study intersections. Based on coordination with WMPO and NCDOT, the following approved developments were included in the future year analysis scenarios:

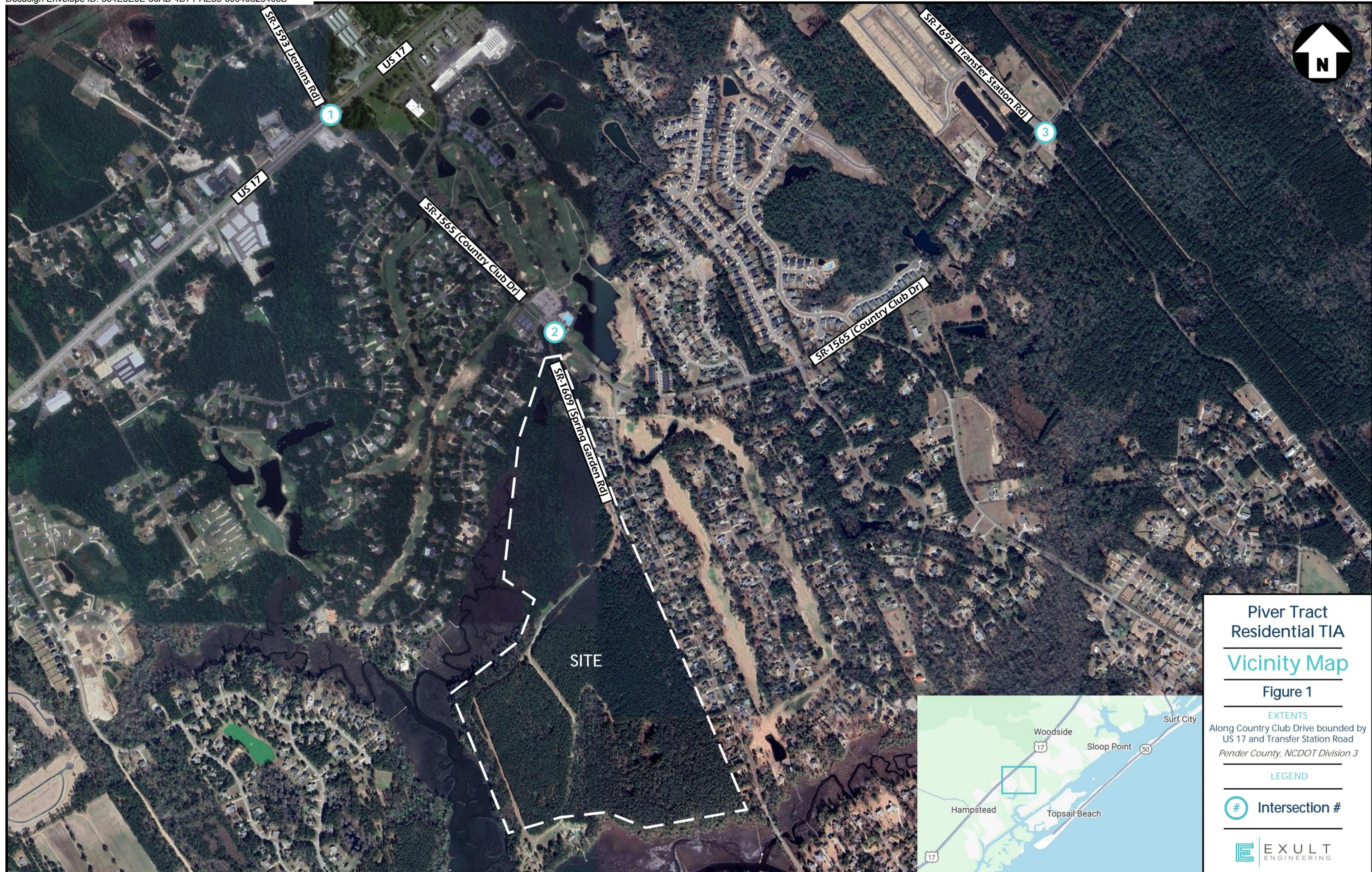
- Hawksbill Cove – Proposed development located along Country Club Drive at Transfer Station Road consisting of 475 single-family detached homes, 548 single-family attached housing, and 23,200 square-feet of retail space. According to the *Turn Lane Warrant Analysis Study* prepared by DRMP (August 2024), the intended buildout year for this site is 2028. At the time of this analysis, WMPO and NCDOT indicated that the development has not yet started construction. Therefore, it was assumed that 100% of the development would be constructed by 2028.

- Jenkins Commercial – Proposed redevelopment at the northwest corner of US 17 and Jenkins Road/Country Club Drive consisting of 600 additional storage units (resulting in 879 units total), a new 3,200 square-foot of fast food restaurant with a drive-through window, and a new 4,850 square-foot convenience store/gas station. According to the *Jenkins Commercial TIA* prepared by Kimley-Horn (August 2024), the intended buildout year for the site is 2026. However, at the time of this analysis, WMPO and NCDOT indicated that the development has not yet started construction. Therefore, it was assumed that 100% of the development would be constructed by 2028. According to the TIA, two access scenarios were studied (Scenario 1 and Scenario 2). WMPO and NCDOT confirmed that access Scenario 1 (full movement) is being pursued.

Information provided by WMPO and NCDOT related to the approved developments is included in the Appendix of this report.

NCDOT TIP Project R-3300 includes construction of the US 17 Bypass from NC 140 to US 17 north of Hampstead. The project is expected to be fully constructed by the year 2030. Therefore, traffic volume adjustments were made to the Phase 3 (2031) No-Build volumes to appropriately account for the construction of the bypass in the future year. Volume adjustments were made based on the *Hampstead Bypass Traffic Forecast Report*, dated April 2017. The TIP forecast included a 2016 base year no-build scenario, a 2040 future year no-build scenario, and seven (7) 2040 future year build scenarios. As referenced in the traffic forecast report, interpolation/extrapolation of TIP Build scenario volumes was not allowed since a base year Build forecast was not completed. Therefore, reductions to traffic along US 17 at the intersection of US 17 at Country Club Drive/Jenkins Road were made based on the diversion rates assumed in the traffic forecast. Because the bypass won't be fully complete until 2030, the reductions were only made to the Phase 3 (2031) scenarios. The volume development methodology and build alternative used were confirmed by NCDOT and WMPO. Referenced traffic forecast data is included in the Appendix of this report.

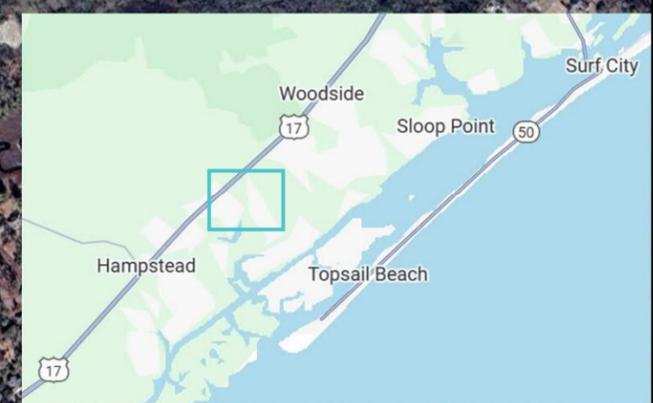
Additionally, NCDOT TIP Project U-5732 plans include construction of reduced conflict intersections along US 17 from Washington Acres Road to Vista Lane. According to the current *NCDOT 2026-2035 State Transportation Improvement Program (STIP) Map*, this project is currently funded and slated to begin construction in the year 2032. Therefore, the TIP project was not considered in the future year analysis scenarios.



Piver Tract
Residential TIA
Vicinity Map

Figure 1
EXTENTS
Along Country Club Drive bounded by
US 17 and Transfer Station Road
Pender County, NCDOT Division 3

LEGEND
Intersection



**Piver Tract
Residential TIA**
**Proposed
Site Plan**

Figure 2

EXTENTS

Along Country Club Drive bounded by
US 17 and Transfer Station Road

Pender County, NCDOT Division 3

Prepared by
Paramounte Engineering



RESIDENTIAL LOT LEGEND

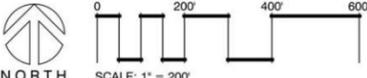
- 'PARK UNDER' HOMESITES**
100' DEEP X 28' WIDE, TYP.
3-STORY, REAR DRIVEWAY LOADED (ALLEY ACCESS ONLY)
32 UNITS TOTAL (8.87%)
- GARDEN COTTAGES**
100' DEEP X 35' WIDE, TYP.
REAR LOADED, FRONT-FACING GREEN SPACE
62 UNITS TOTAL (17.17%)
- NEO-TRADITIONAL HOMESITES**
120' DEEP X 45' WIDE, TYP.
REAR-LOADED, VEHICLE ACCESS VIA ALLEY ONLY
(FRONT FACING MEDIAN DIVIDED ROADWAY)
64 UNITS TOTAL (17.72%)
- INTERIOR AND WETLAND FRONT HOMESITES**
120' DEEP X 51' WIDE, TYP.
FRONT LOADED (STANDARD DRIVEWAY)
94 UNITS TOTAL (26.04%)
- PERIMETER AND WETLAND OR POND FRONT HOMESITES**
120' DEEP X 61' WIDE, TYP.
FRONT LOADED (STANDARD DRIVEWAY)
68 UNITS TOTAL (18.84%)
- PERIMETER AND WETLAND OR CREEK FRONT HOMESITES**
160' DEEP X 70' WIDE, TYP.
FRONT LOADED (STANDARD DRIVEWAY)
41 UNITS TOTAL (11.36%)

TOTAL PROPOSED LOTS: 361 (100%)



Prepared by:
PARAMOUNTE ENGINEERING, INC.

Date: March 10, 2025



Preliminary; Not For Construction. This site plan is a graphic representation and should be utilized for discussion purposes only. This site plan approximates existing conditions relating to structures, wetlands, roads, parking, vegetation and property boundaries. Plan components may change based upon regulatory and municipal regulations and requirements at the time of approvals and/or development activity.

*Preliminary
Conceptual Land Plan
Option E
Piver Tract
Pender County, North Carolina*

EXISTING CONDITIONS

The proposed 147.36-acre site is located along Spring Garden Road, southwest of Country Club Drive in Hampstead, North Carolina. The property is located within Pender County limits and is currently zoned as Planned Development District (PD). The proposed development consists of a total of 361 single-family detached housing units. The site does not require rezoning to accommodate the anticipated development plan. Per WMPO and NCDOT, the study area for the proposed development includes the following existing intersections:

1. US 17 at Country Club Drive/Jenkins Road
2. Country Club Drive at Spring Garden Road
3. Country Club Drive at Transfer Station Road

A site visit was performed on Friday, April 11, 2025, to observe existing field conditions, such as lane geometry, posted speed limits, and traffic operations. Figure 3 shows the Existing Lane Geometry at the above existing study intersections.

Peak-hour turning movement traffic counts were performed at the existing study intersection of US 17 at Country Club Drive/Jenkins Road during the AM (7:00 – 9:00) and PM (4:00 – 6:00) peak periods on Thursday, April 10, 2025 while school was in session. 13-hour (6:00 AM – 7:00 PM) turning movement traffic counts were also performed at the existing study intersections of Country Club Drive at Spring Garden Road and Country Club Drive at Transfer Station Road on Thursday, April 10, 2025. It was confirmed with WMPO and NCDOT that counts collected during these time periods were acceptable and represent conservative traffic conditions. Traffic count data is included in the Appendix of this report.

In accordance with the *NCDOT Traffic Impact Analysis Supplemental Guidelines*, the peak hour for analysis was determined based on the controlling intersection's (US 17 at Country Club Drive/Jenkins Road) peak hour. No volume balancing adjustments were made to the existing volumes since any imbalances were deemed justified given the number of access points and land uses located between study intersections. Figure 4 depicts the 2025 AM and PM Peak Hour Existing Traffic Volumes.

US 17 is currently a 4-lane undivided roadway with a posted speed limit of 45 miles per hour (mph) in the project vicinity. US 17 is classified as a Principal Arterial on the *NCDOT Functional Class Map*. US 17 has a 2023 average annual daily traffic (AADT) volume of 52,500 vehicles per day in the project vicinity according to the *NCDOT Annual Average Daily Traffic Map*.

Country Club Drive is currently a 2-lane undivided roadway with a posted speed limit of 45 mph in the project vicinity. It is classified as a Local Road on the *NCDOT Functional Class Map*. Country Club Drive has a 2022 AADT of 9,200 vehicles per day in the project vicinity according to the *NCDOT Annual Average Daily Traffic Map*.

Spring Garden Road is currently a 2-lane undivided roadway with an assumed speed limit of 25 mph in the project vicinity. It is classified as a Local Road on the *NCDOT Functional Class Map*. Assuming the PM peak hour accounts for approximately 10% of the daily traffic volume, the estimated 2025 daily traffic volume on Spring Garden Road is 50 vehicles per day.

Transfer Station Road is currently a 2-lane undivided roadway with a posted speed limit of 35 mph in the project vicinity. It is classified as a Local Road on the *NCDOT Functional Class Map*. Assuming the PM peak

hour accounts for approximately 10% of the daily traffic volume, the estimated 2025 daily traffic volume on Transfer Station Road is 1,360 vehicles per day.

Piver Tract Residential TIA

Existing Lane Geometry

EXTENTS

Along Country Club Drive
bounded by US 17 and Transfer
Station Road

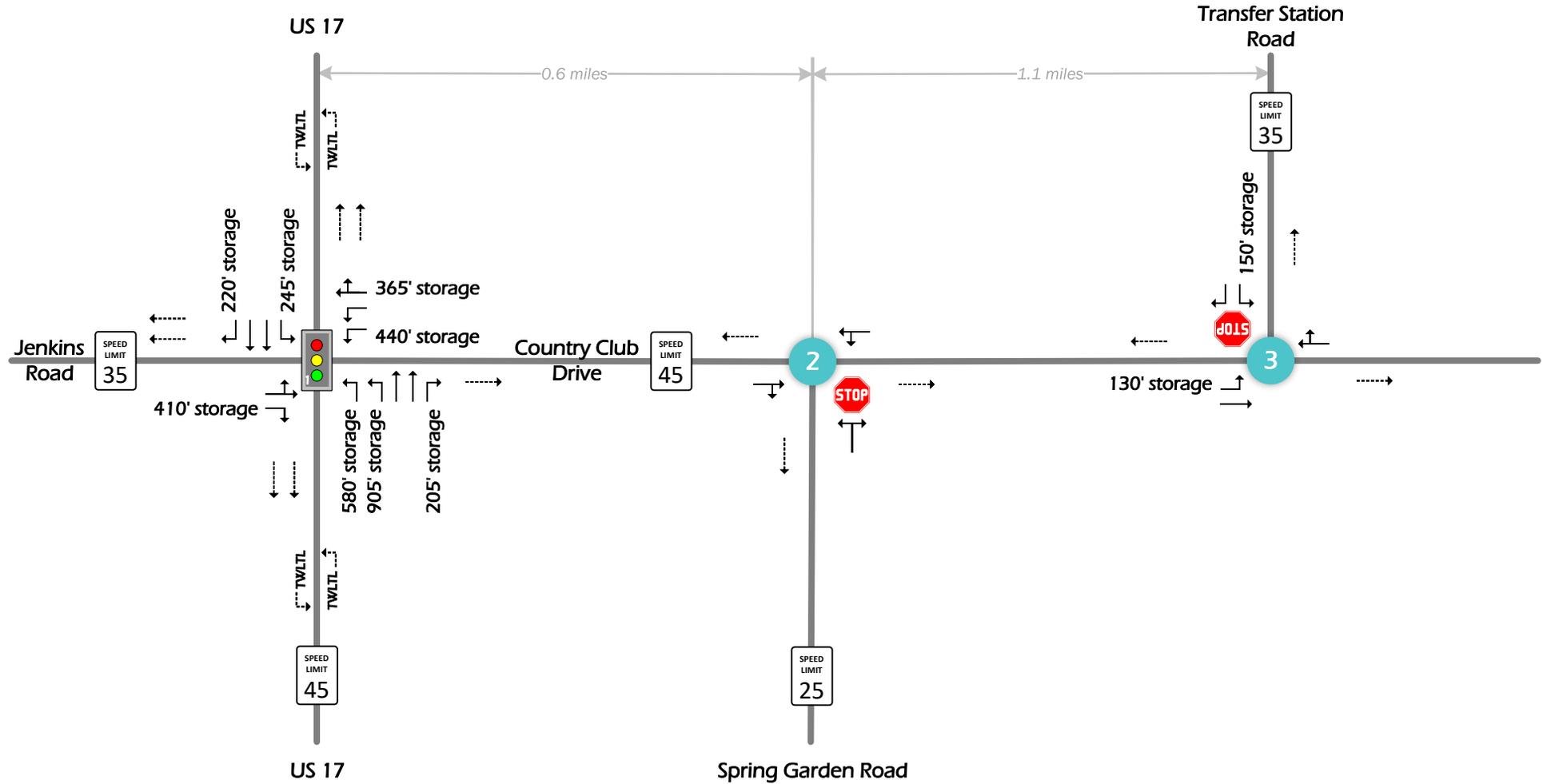
Pender County, NCDOT Division 3

Figure 3



LEGEND

-  Stop Control  Approach Lane
 -  Speed Limit  Departure Lane
 -  Signal Control  Intersection Spacing
- XX' - FULL STORAGE LENGTH



Piver Tract Residential TIA

Existing 2025 AM and PM Peak Hour Traffic Volumes

Figure 4

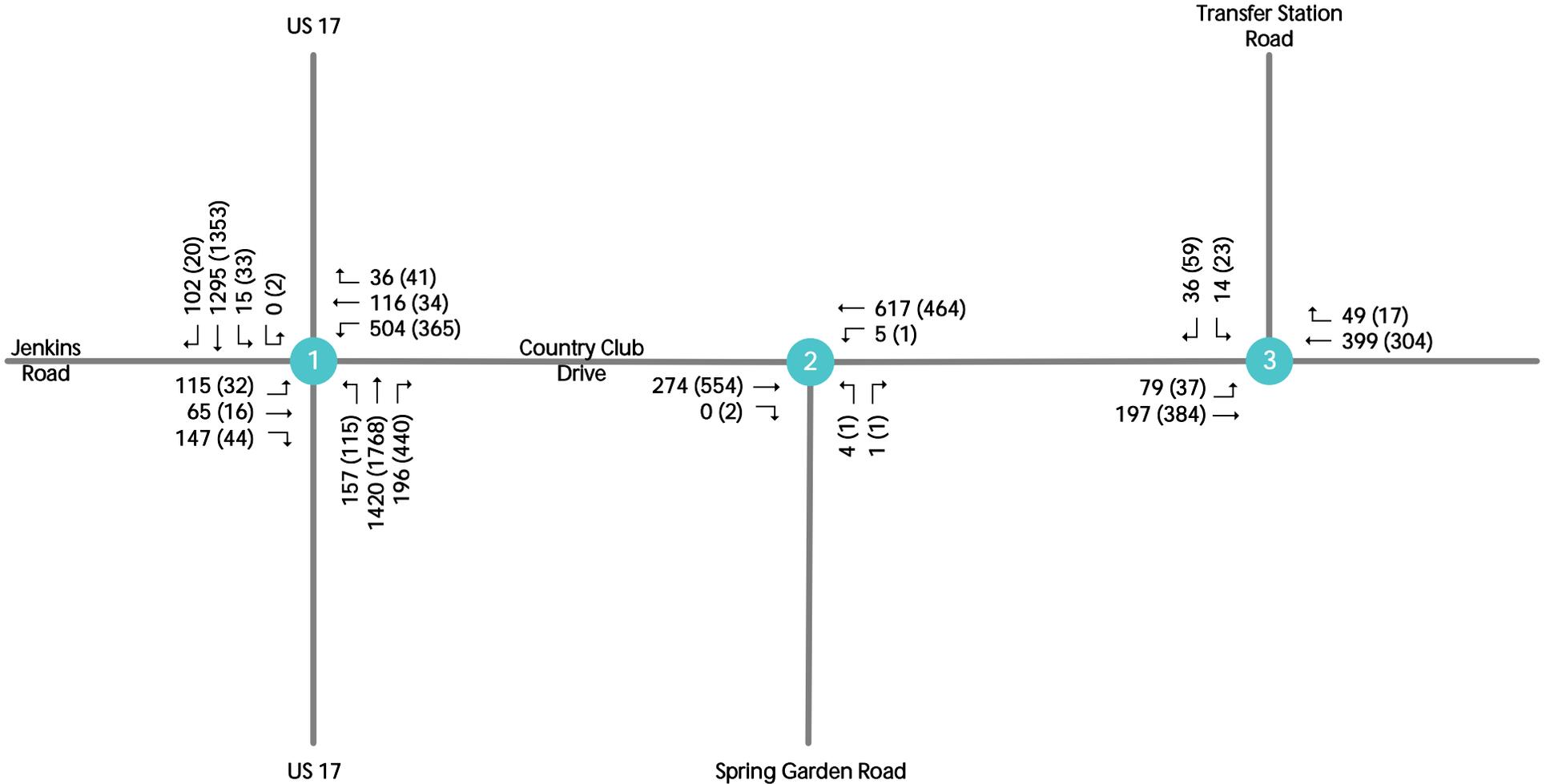
LEGEND

XX (XX) – AM (PM) Traffic Volumes

EXTENTS

Along Country Club Drive bounded by US 17 and Transfer Station Road.

Pender County, NCDOT Division 3



FUTURE CONDITIONS

The proposed site is to be developed in three phases. Phase 1 is expected to be developed by the year 2028, Phase 2 is expected to be developed by the year 2029, and Phase 3 is expected to be developed by the year 2031. The projected 2028, 2029, and 2031 no-build traffic volumes consist of existing 2025 traffic volumes plus background growth and approved development traffic.

Based on coordination with WMPO and NCDOT, a 2% annual growth rate was applied to the existing traffic volumes to determine 2028, 2029, and 2031 background traffic volumes. Approved developments are developments in the vicinity of the proposed site that have been approved but not yet constructed. The traffic from these approved developments is expected to contribute to the no-build traffic volumes projected for the study intersections. Based on coordination with WMPO and NCDOT, the following approved developments were included in the future year analysis scenarios:

- Hawksbill Cove – Proposed development located along Country Club Drive at Transfer Station Road consisting of 475 single-family detached homes, 548 single-family attached housing, and 23,200 square-feet of retail space. According to the *Turn Lane Warrant Analysis Study* prepared by DRMP (August 2024), the intended buildout year for this site is 2028. At the time of this analysis, WMPO and NCDOT indicated that the development has not yet started construction. Therefore, it was assumed that 100% of the development would be constructed by 2028.
- Jenkins Commercial – Proposed redevelopment at the northwest corner of US 17 and Jenkins Road/Country Club Drive consisting of 600 additional storage units (resulting in 879 units total), a new 3,200 square-feet of fast food restaurant with a drive-through window, and a new 4,850 square-foot convenience store/gas station. According to the *Jenkins Commercial TIA* prepared by Kimley-Horn (August 2024), the intended buildout year for the site is 2026. However, at the time of this analysis, WMPO and NCDOT indicated that the development has not yet started construction. Therefore, it was assumed that 100% of the development would be constructed by 2028. According to the TIA, two access scenarios were studied (Scenario 1 and Scenario 2). WMPO and NCDOT confirmed that access Scenario 1 (full movement) is being pursued.

Information provided by WMPO and NCDOT related to the approved developments is included in the Appendix of this report.

NCDOT TIP Project R-3300 includes construction of the US 17 Bypass from NC 140 to US 17 north of Hampstead. The project is expected to be fully constructed by the year 2030. Therefore, traffic volume adjustments were made to the Phase 3 (2031) No-Build volumes to appropriately account for the construction of the bypass in the future year. Volume adjustments were made based on the *Hampstead Bypass Traffic Forecast Report*, dated April 2017. The TIP forecast included a 2016 base year no-build scenario, a 2040 future year no-build scenario, and seven (7) 2040 future year build scenarios. As referenced in the traffic forecast report, interpolation/extrapolation of TIP Build scenario volumes was not allowed since a base year Build forecast was not completed.

The Phase 3 (2031) No-Build volumes for the intersection of US 17 at Country Club Drive/Jenkins Road were adjusted by applying the Build Alternative 7 diversion rates of -72.06% to the northbound through and -83.15% to the southbound through movements. The diversion rates for Jenkins Road, Country Club Drive, and Transfer Station Road were all 0% under Build Alternative 7, so no other adjustments were made to any other movements at the TIA study intersections.

Forecast Location	2040 Model Volumes, Daily		Model Diversion Rate	Chosen Diversion Rate	Future Year Build Volumes	
	No-Build	Build - Scenario 5	2010-2040	2016-2040	2040 No-Build	2040 Build - Scenario 5
US 17 - Williams Store Rd (SR 1568) to Jenkins Rd/Country Club Rd	46,683	11,090	-76.24%	-72.06%	74,100	20,700
US 17 - Jenkins Rd/Country Club Rd to Hampstead Town Center	46,683	11,090	-76.24%	-83.15%	63,500	10,700

Diversion Rate Table Snipped for Build Alternative 7 from U-3300 Traffic Forecast

Due to the anticipated completion year of the bypass, TIP forecast adjustments were not made to the Phase 1 (2028) or Phase 2 (2029) future year analysis volumes. The volume development methodology and build alternative used were confirmed by NCDOT and WMPO. Referenced traffic forecast data is included in the Appendix of this report.

Additionally, NCDOT TIP Project U-5732 plans include construction of reduced conflict intersections along US 17 from Washington Acres Road to Vista Lane. According to the current *NCDOT 2026-2035 State Transportation Improvement Program (STIP) Map*, this project is currently funded and slated to begin construction in the year 2032. Therefore, the TIP project was not considered in the future year analysis scenarios.

The projected 2028 no-build traffic volumes for the study intersections are shown in Figure 5 (Phase 1 - 2028 AM Peak Hour No-Build Traffic Volumes) and Figure 6 (Phase 1 - 2028 PM Peak Hour No-Build Traffic Volumes).

The projected 2029 no-build traffic volumes for the study intersections are shown in Figure 7 (Phase 2 - 2029 AM Peak Hour No-Build Traffic Volumes) and Figure 8 (Phase 2 - 2029 PM Peak Hour No-Build Traffic Volumes).

The projected 2031 no-build traffic volumes for the study intersections are shown in Figure 9 (Phase 3 - 2031 AM Peak Hour No-Build Traffic Volumes) and Figure 10 (Phase 3 - 2031 PM Peak Hour No-Build Traffic Volumes).

WMPO and NCDOT have indicated the following improvements will be constructed by others (Hawksbill Cove and Jenkins Commercial) and were included in the future year no-build and buildout scenarios:

US 17 at Country Club Drive/Jenkins Road

- Extend the existing exclusive southbound right turn lane on US 17 to provide full-width storage to Site Access 2 (approximately 600 feet of full-width storage and appropriate taper).

Country Club Drive at Transfer Station Road

- Install a traffic signal, if warranted.
- Construct an exclusive eastbound right-turn lane on Country Club Drive to provide 100 feet of full-width storage and appropriate taper.

- Construct an exclusive westbound left-turn lane on Country Club Drive to provide 150 feet of full-width storage and appropriate taper.
- Construct an exclusive westbound right-turn lane on Country Club Drive to provide 100 feet of full-width storage and appropriate taper.
- Restripe the southbound approach to consist of a shared through/right-turn lane and an exclusive left-turn lane on Transfer Station Road.
- Construct an exclusive northbound site driveway with one ingress lane and three egress lanes consisting of:
 - An exclusive left-turn lane to provide 200 feet of full-width storage and appropriate taper
 - An exclusive through lane
 - An exclusive right-turn lane to provide 200 feet of full-width storage and appropriate taper

Piver Tract Residential TIA

Phase 1 – 2028 AM Peak Hour No-Build Traffic

LEGEND

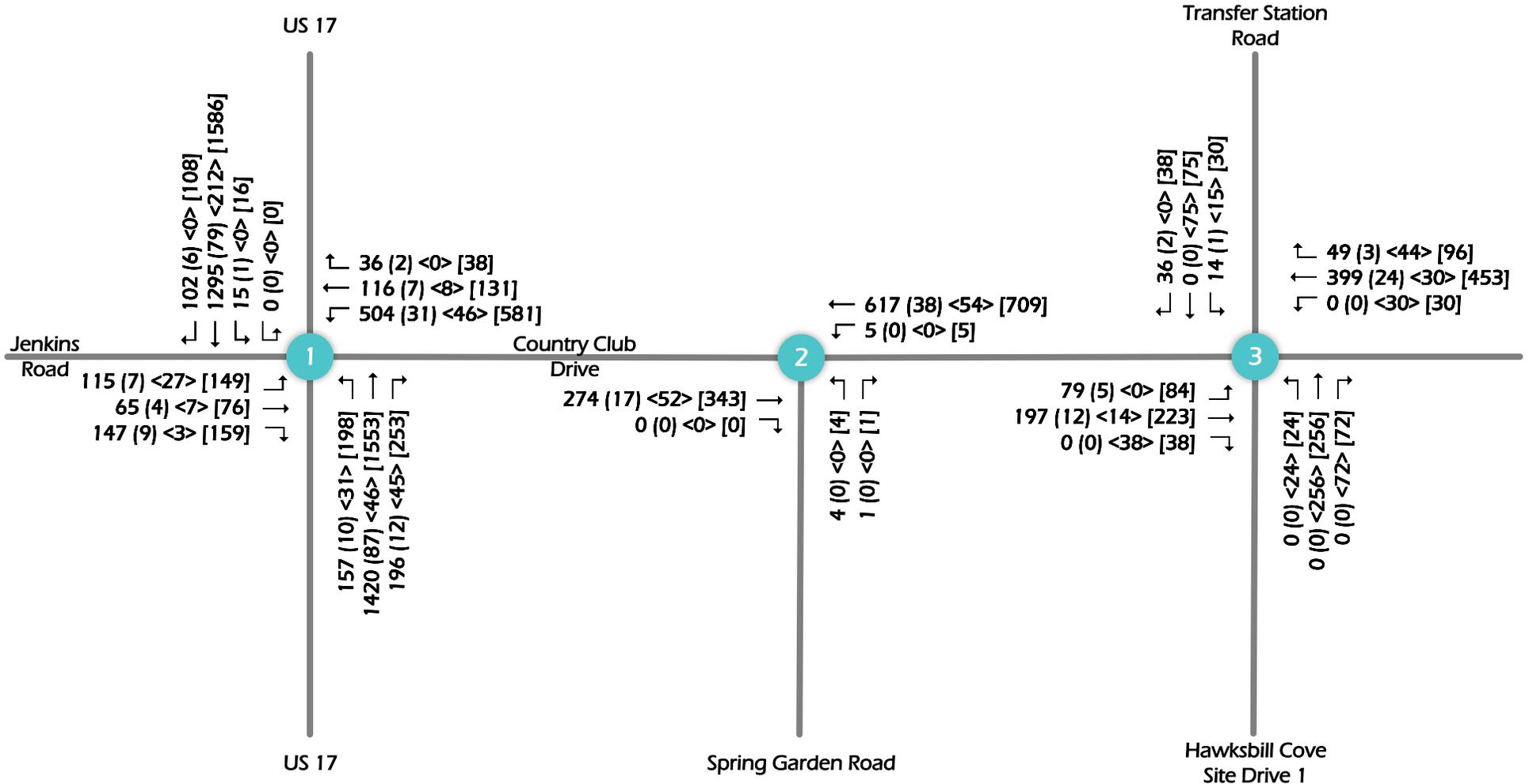
- XX – 2025 Existing Traffic
- (XX) – 2028 Background Traffic Growth
- <XX> – Approved Development Traffic
- [XX] – 2028 No-Build Traffic
- XX + (XX) + <XX> = [XX]

EXTENTS

Along Country Club Drive
bounded by US 17 and Transfer
Station Road.
Pender County, NCDOT Division 3



Figure 5



Piver Tract Residential TIA

Phase 1 – 2028 PM Peak Hour No-Build Traffic

LEGEND

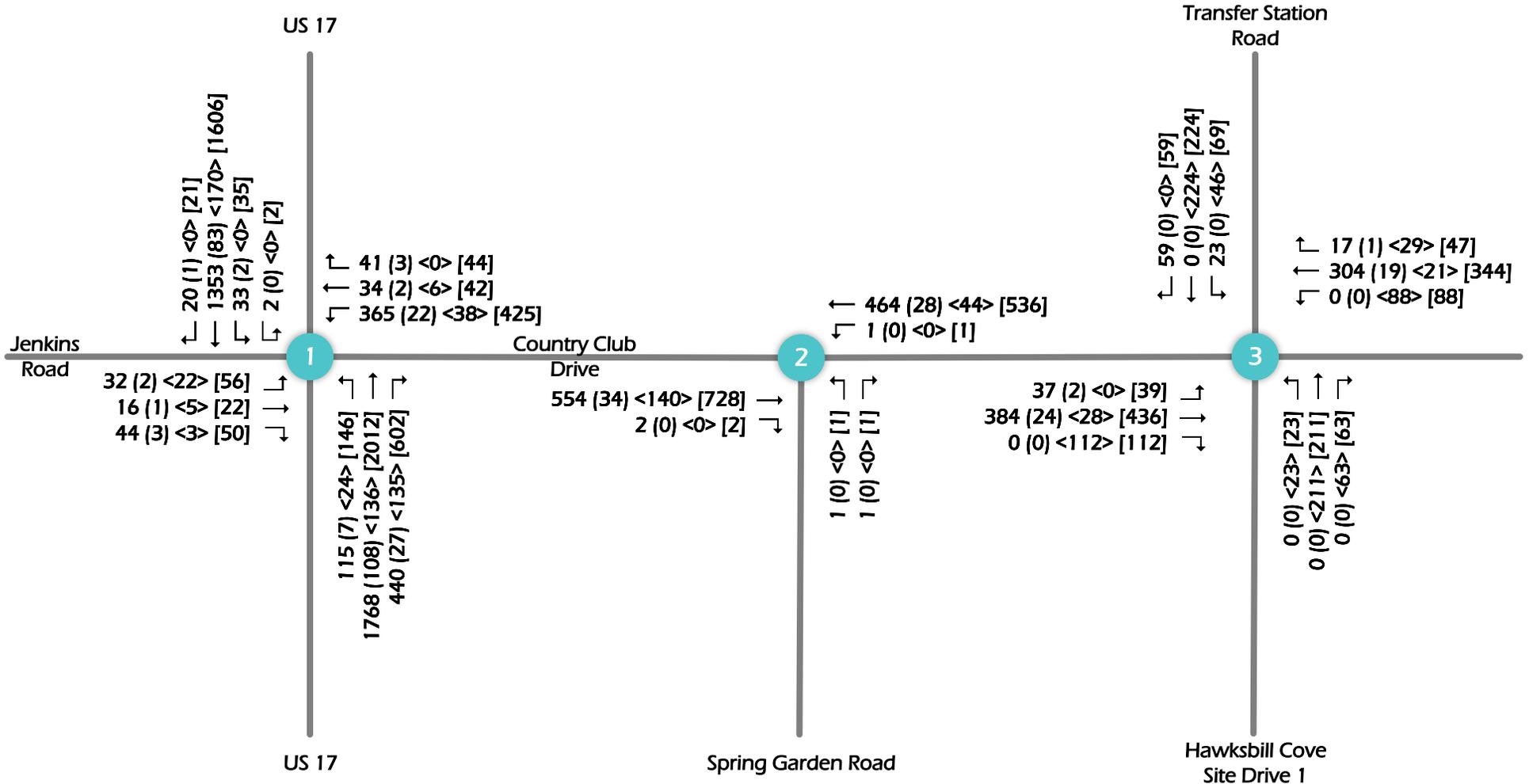
- XX – 2025 Existing Traffic
- (XX) – 2028 Background Traffic Growth
- <XX> – Approved Development Traffic
- [XX] – 2028 No-Build Traffic
- XX + (XX) + <XX> = [XX]

EXTENTS

Along Country Club Drive
bounded by US 17 and Transfer
Station Road.
Pender County, NCDOT Division 3



Figure 6



Piver Tract Residential TIA

Phase 2 – 2029 AM Peak Hour No-Build Traffic

LEGEND

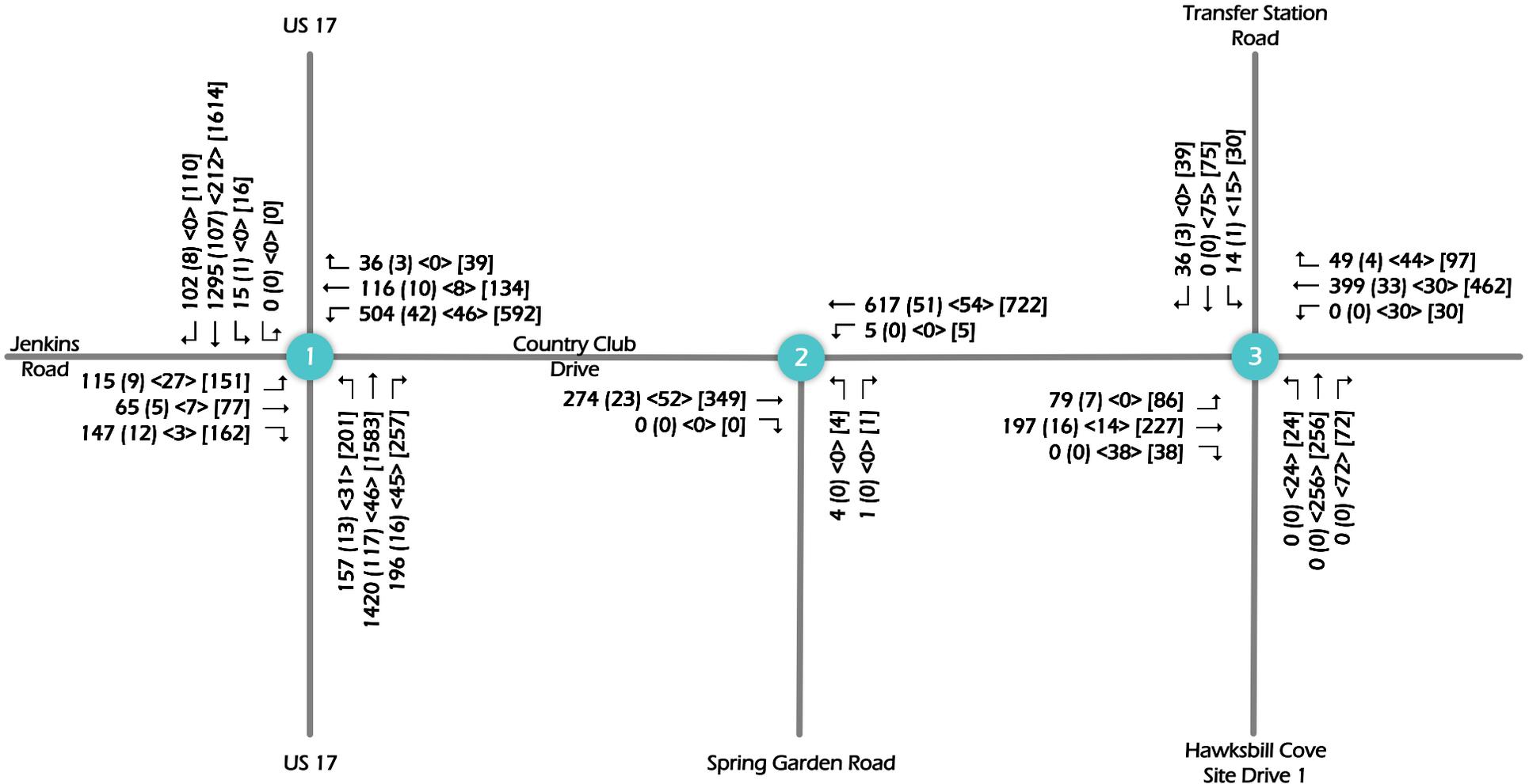
- XX – 2025 Existing Traffic
- (XX) – 2029 Background Growth
- <XX> – Approved Development Traffic
- [XX] – 2029 No-Build Traffic
- XX + (XX) + <XX> = [XX]

EXTENTS

Along Country Club Drive
bounded by US 17 and Transfer
Station Road.
Pender County, NCDOT Division 3



Figure 7



Piver Tract Residential TIA

Phase 2 – 2029 PM Peak Hour No-Build Traffic

LEGEND

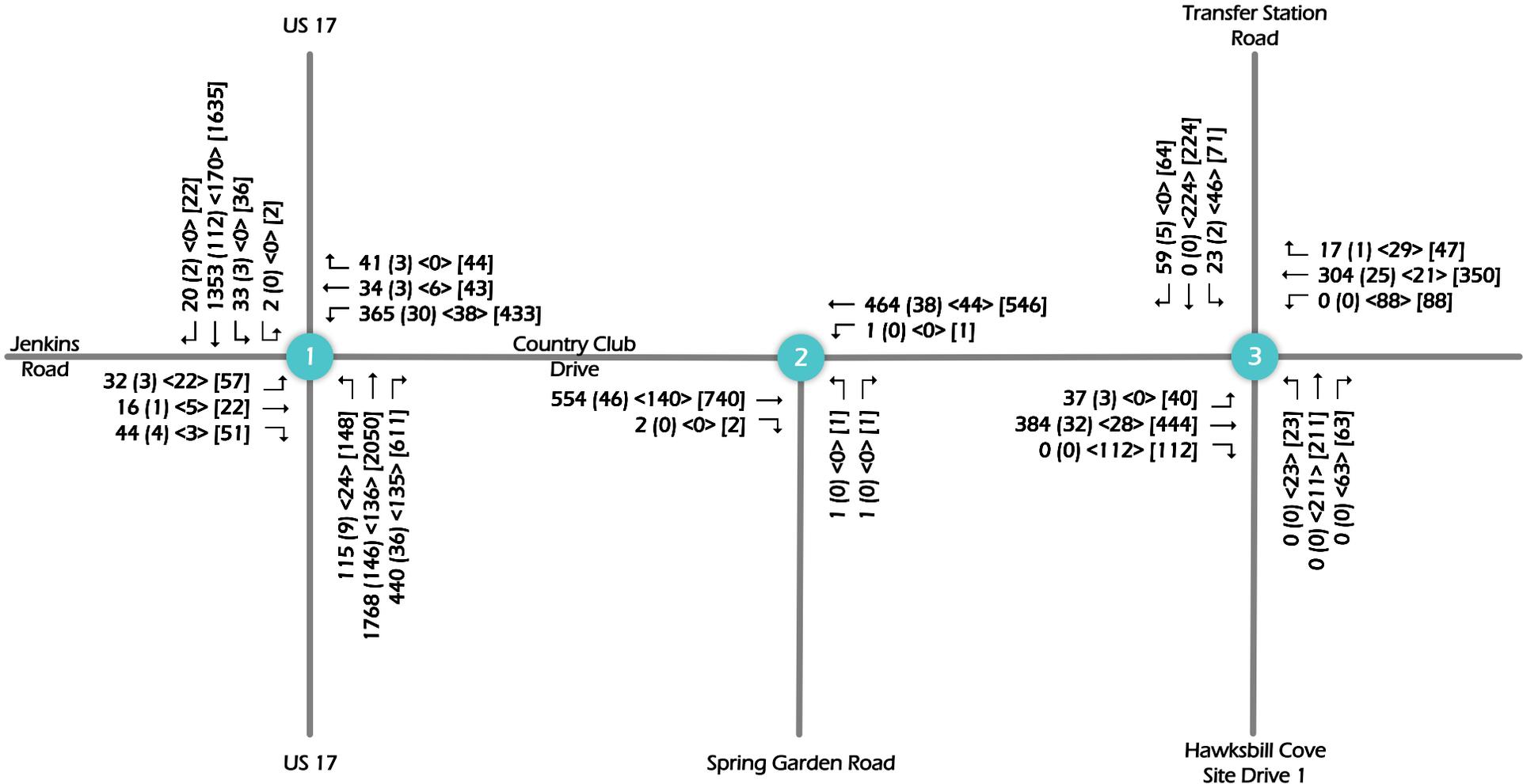
- XX – 2025 Existing Traffic
- (XX) – 2029 Background Traffic Growth
- <XX> – Approved Development Traffic
- [XX] – 2029 No-Build Traffic
- XX + (XX) + <XX> = [XX]

EXTENTS

Along Country Club Drive
bounded by US 17 and Transfer
Station Road.
Pender County, NCDOT Division 3



Figure 8



Piver Tract Residential TIA

Phase 3 – 2031 AM Peak Hour No-Build Traffic

LEGEND

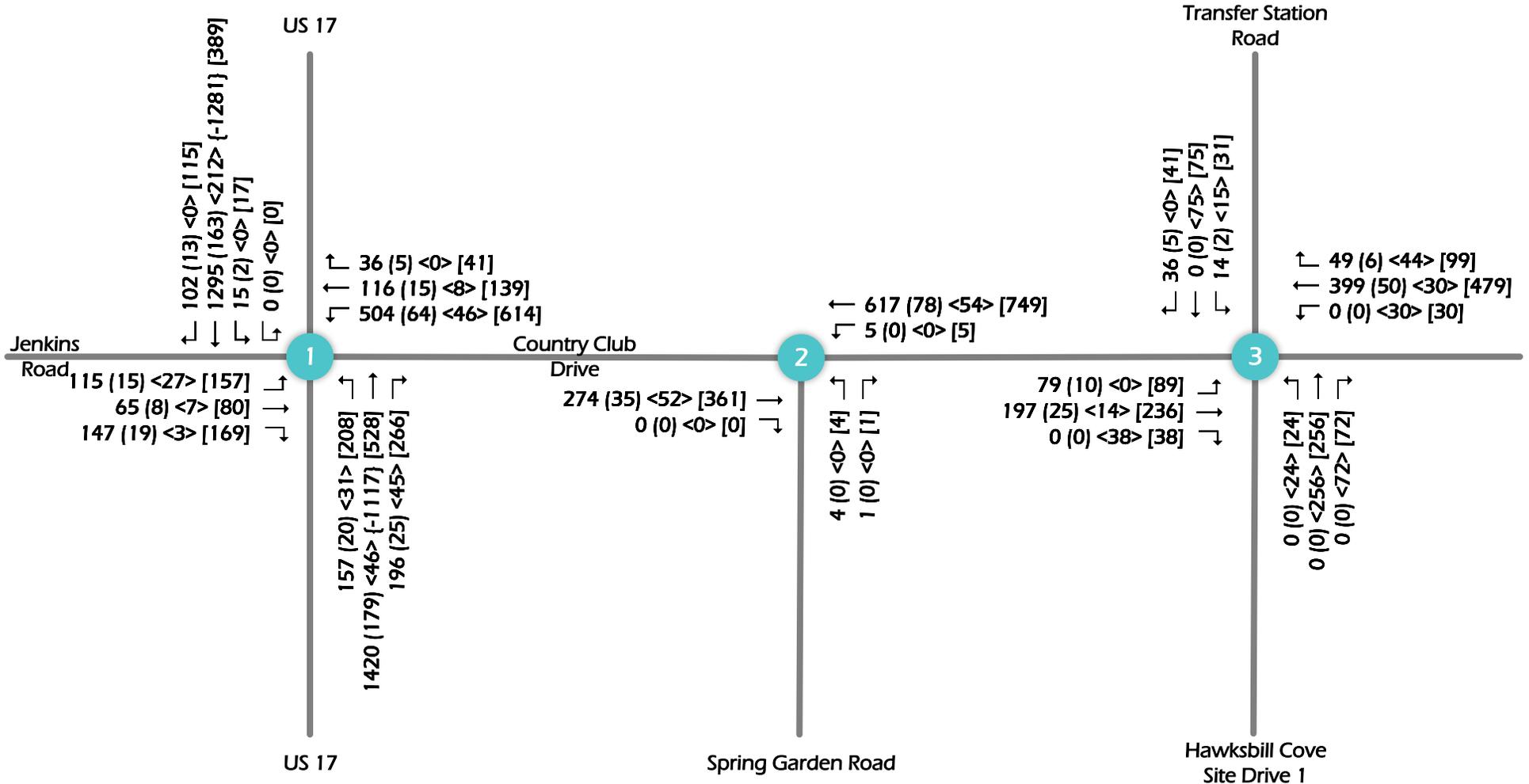
- XX – 2025 Existing Traffic
- (XX) – 2031 Background Traffic Growth
- <XX> – Approved Development Traffic
- [XX] – 2031 No-Build Traffic
- XX + (XX) + <XX> = [XX]

EXTENTS

Along Country Club Drive
bounded by US 17 and Transfer
Station Road.
Pender County, NCDOT Division 3



Figure 9



Piver Tract Residential TIA

Phase 3 – 2031 PM Peak Hour No-Build Traffic

LEGEND

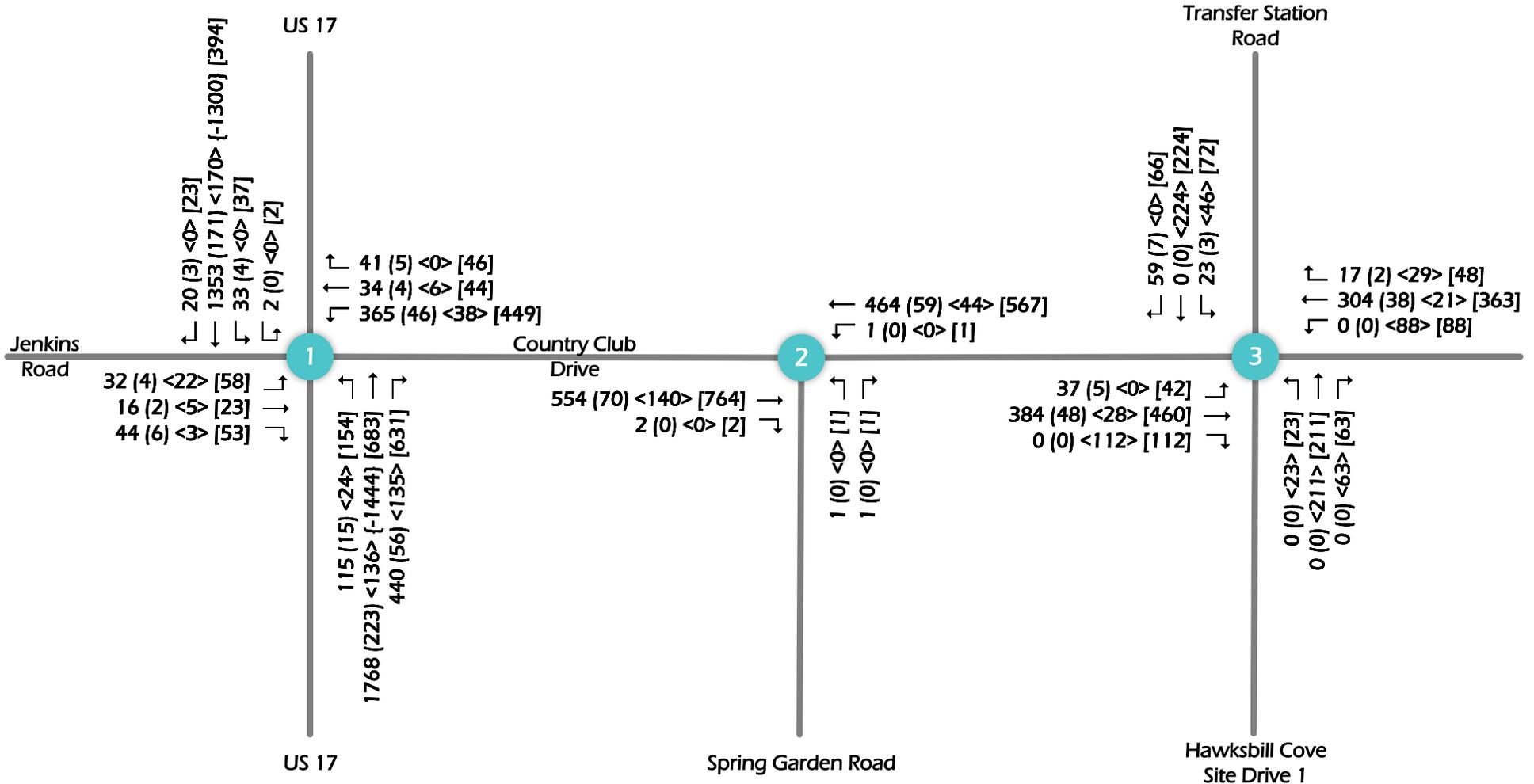
- XX – 2025 Existing Traffic
- (XX) – 2031 Background Traffic Growth
- <XX> – Approved Development Traffic
- [XX] – 2031 No-Build Traffic
- XX + (XX) + <XX> = [XX]

EXTENTS

Along Country Club Drive
bounded by US 17 and Transfer
Station Road.
Pender County, NCDOT Division 3



Figure 10



PROPOSED SITE

The proposed 147.36-acre site is located along Spring Garden Road, southwest of Country Club Drive in Hampstead, North Carolina. The property is located within Pender County limits and is currently zoned as Planned Development District (PD). The proposed development consists of a total of 361 single-family detached housing units. The site does not require rezoning to accommodate the anticipated development plan.

The proposed site is to be developed in three phases:

- Phase 1 is expected to be developed by the year 2028 and includes 95 single-family detached housing units.
- Phase 2 is expected to be developed by the year 2029 and includes an additional 133 single-family detached housing units.
- Phase 3 is expected to be developed by the year 2031 and includes an additional 133 single-family detached housing units.

Access for the site consists of one full movement driveway along Country Club Road via a connection to the existing Spring Garden Road. The connection will be constructed as a part of Phase 1.

Table 1 shows the projected trip generation for the proposed site by phase. The trip generation was based on rates and equations published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition. The NCDOT Congestion Management Rate vs. Equation Spreadsheet was used for guidance.

Phase 1 of the development is expected to generate 964 daily trips, 71 AM peak hour trips (18 entering, 53 exiting) and 95 PM peak hour trips (60 entering, 35 exiting). Phase 2 of the development is expected to generate an additional 1,190 daily trips, 87 AM peak hour trips (21 entering, 66 exiting) and 121 PM peak hour trips (76 entering, 45 exiting). Phase 3 of the development is expected to generate an additional 1,134 daily trips, 82 AM peak hour trips (21 entering, 61 exiting) and 116 PM peak hour trips (73 entering, 43 exiting). At full buildout the proposed development is expected to generate 3,288 daily trips, 240 AM peak hour trips (60 entering, 180 exiting) and 332 PM peak hour trips (209 entering, 123 exiting). Detailed trip generation calculations are included in the Appendix of this report.

Table 1: Trip Generation

Land Use			Daily	AM Peak Hour			PM Peak Hour		
				Total	Enter	Exit	Total	Enter	Exit
<i>Phase 1</i>									
210: Single-Family Detached Housing	95	d.u.	964	71	18	53	95	60	35
Phase 1 Total Site Trips			964	71	18	53	95	60	35
<i>Phase 2</i>									
210: Single-Family Detached Housing	228	d.u.	2,154	158	39	119	216	136	80
Minus Phase 1 Trips			964	71	18	53	95	60	35
Phase 2 Net New Site Trips			1,190	87	21	66	121	76	45
<i>Phase 3</i>									
210: Single-Family Detached Housing	361	d.u.	3,288	240	60	180	332	209	123
Minus Phase 1 + Phase 2 Trips			2,154	158	39	119	216	136	80
Phase 3 Net New Site Trips			1,134	82	21	61	116	73	43
Total Net New Site Trips (Full Buildout)			3,288	240	60	180	332	209	123

References: *Trip Generation Manual*, 11th Edition, Institute of Transportation Engineers, September 2021

Based on the existing traffic patterns and surrounding opportunities to major highways, access to retail and office developments, the proposed trip distribution for the overall site is as follows:

- 35% to/from the north on US 17
- 50% to/from the south on US 17
- 5% to/from the west on Jenkins Road
- 5% to/from the north on Transfer Station Road
- 5% to/from the east on Country Club Drive

The site distribution was previously approved by WMPO and NCDOT. Figure 11 (Site Traffic Distribution and Assignment) shows the Site Traffic Distribution and Assignment at the study intersections. The trip assignments were applied to the total trips generated for each phase of the proposed development to determine the projected AM and PM peak hour site traffic.

Phase 1 AM and PM peak hour site traffic volumes were added to the 2028 no-build traffic volumes to determine 2028 buildout traffic volumes. The projected 2028 buildout traffic volumes for the study intersections are shown in Figure 12 (Phase 1 - 2028 AM Peak Hour Buildout Traffic Volumes) and Figure 13 (Phase 1 - 2028 PM Peak Hour Buildout Traffic Volumes).

AM and PM peak hour site traffic volumes expected with the buildout of Phase 2 were added to the 2029 no-build traffic volumes to determine 2029 buildout traffic volumes. The projected 2029 buildout traffic volumes for the study intersections are shown in Figure 14 (Phase 2 - 2029 AM Peak Hour Buildout Traffic Volumes) and Figure 15 (Phase 2 - 2029 PM Peak Hour Buildout Traffic Volumes).

AM and PM peak hour site traffic volumes expected with the buildout of Phase 3 were added to the 2031 no-build traffic volumes to determine 2031 buildout traffic volumes. The projected 2031 buildout traffic volumes for the study intersections are shown in Figure 16 (Phase 3 - 2031 AM Peak Hour Buildout Traffic Volumes) and Figure 17 (Phase 3 - 2031 PM Peak Hour Buildout Traffic Volumes).

Piver Tract Residential TIA

Site Traffic Distribution & Assignment

LEGEND

(XX%) – Outbound Site Traffic

XX% – Inbound Site Traffic

(XX%) – Overall Distribution

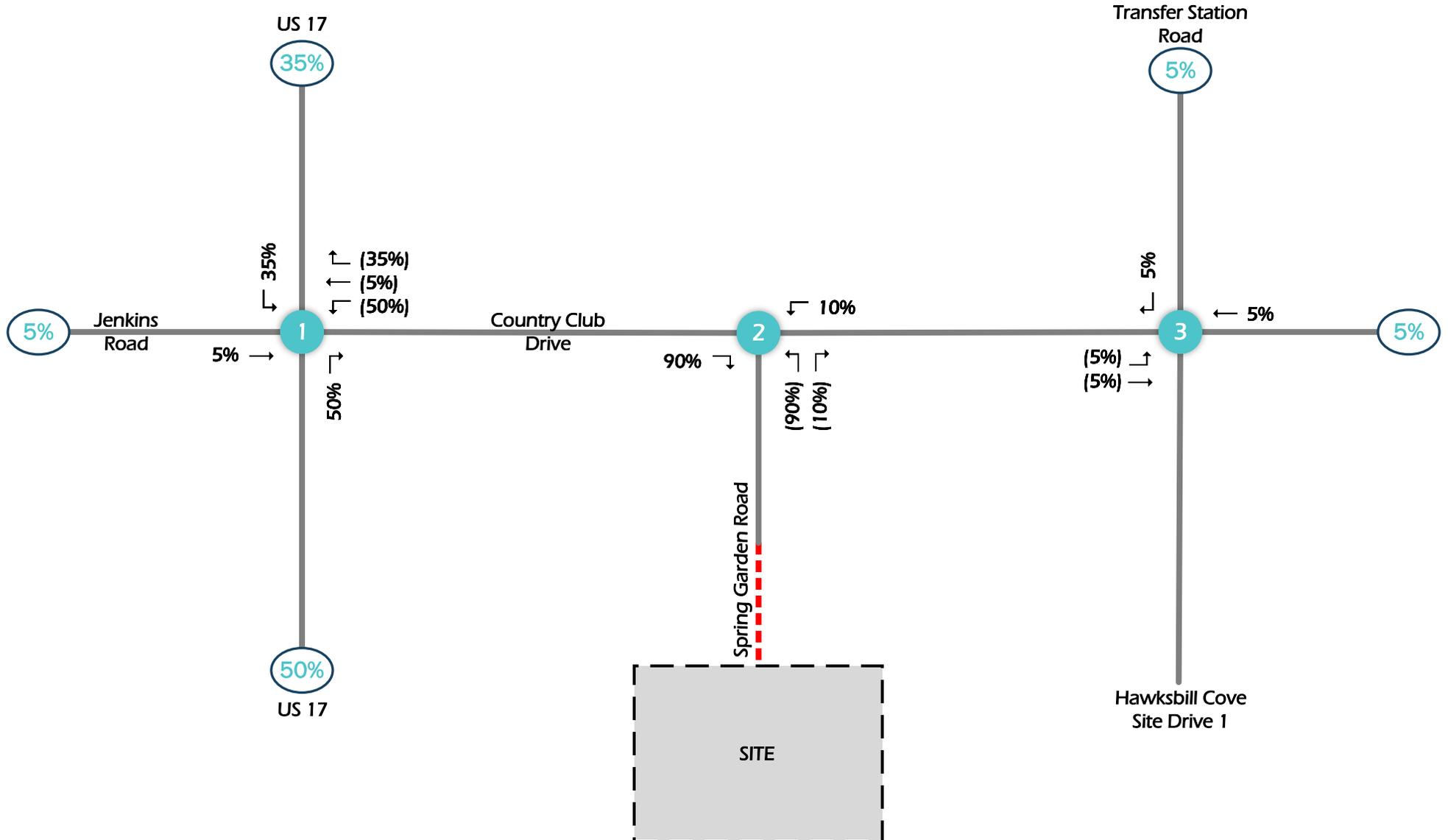
EXTENTS

Along Country Club Drive
bounded by US 17 and Transfer
Station Road.

Pender County, NCDOT Division 3



Figure 11



Piver Tract Residential TIA

Phase 1 – 2028 AM Peak Hour Buildout-Traffic

LEGEND

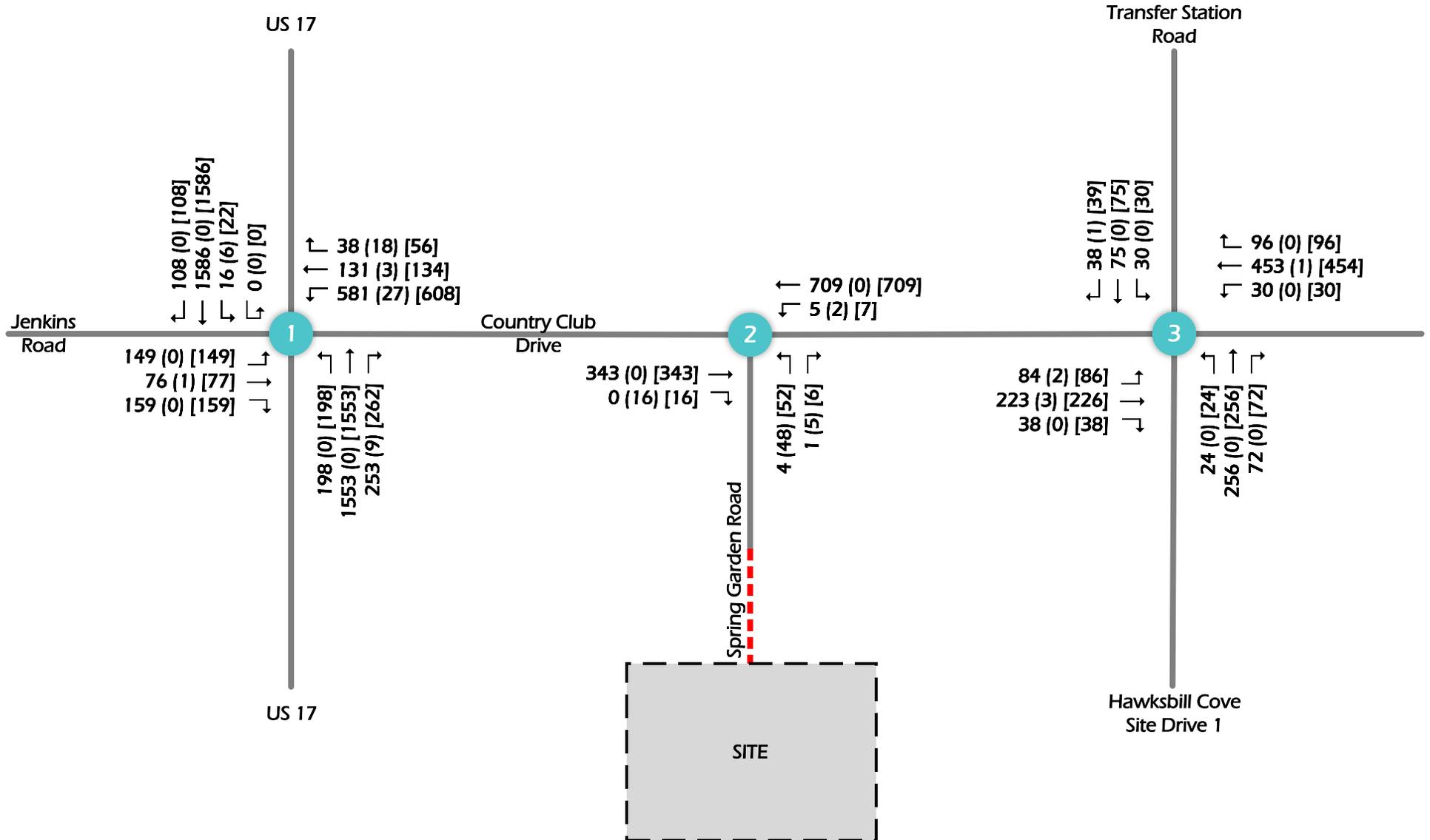
- XX – 2028 No-Build Traffic
- (XX) – Phase 1 Site Traffic
- [XX] – 2028 Total Buildout Traffic
- XX + (XX) = [XX]

EXTENTS

Along Country Club Drive
bounded by US 17 and Transfer
Station Road.
Pender County, NCDOT Division 3



Figure 12



Piver Tract Residential TIA

Phase 1 – 2028 PM Peak Hour Buildout-Traffic

LEGEND

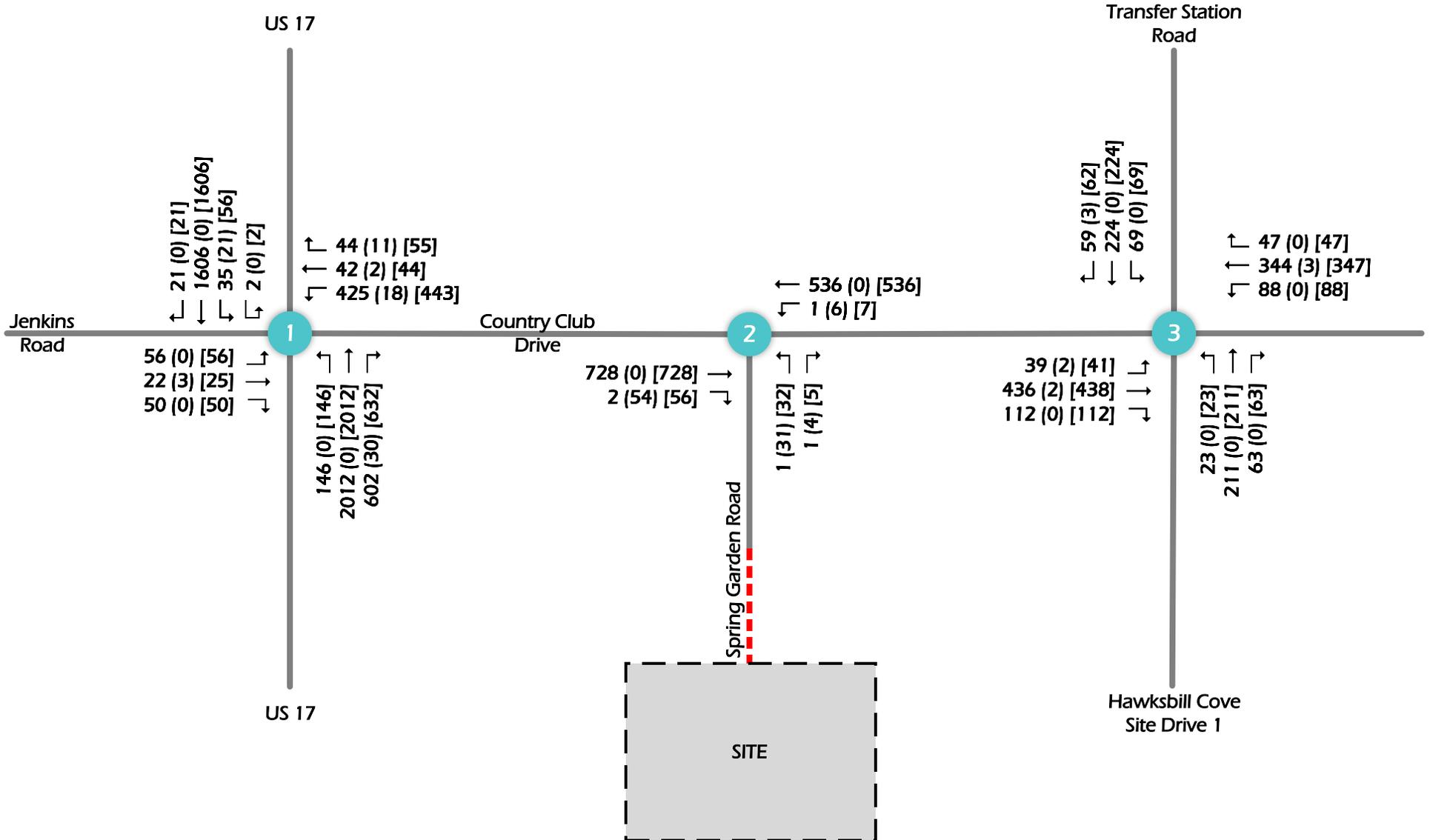
- XX – 2028 No-Build Traffic
- (XX) – Phase 1 Site Traffic
- [XX] – 2028 Total Buildout Traffic
- XX + (XX) = [XX]

EXTENTS

Along Country Club Drive
bounded by US 17 and Transfer
Station Road.
Pender County, NCDOT Division 3



Figure 13



Piver Tract Residential TIA

Phase 2 – 2029 AM Peak Hour Buildout-Traffic

LEGEND

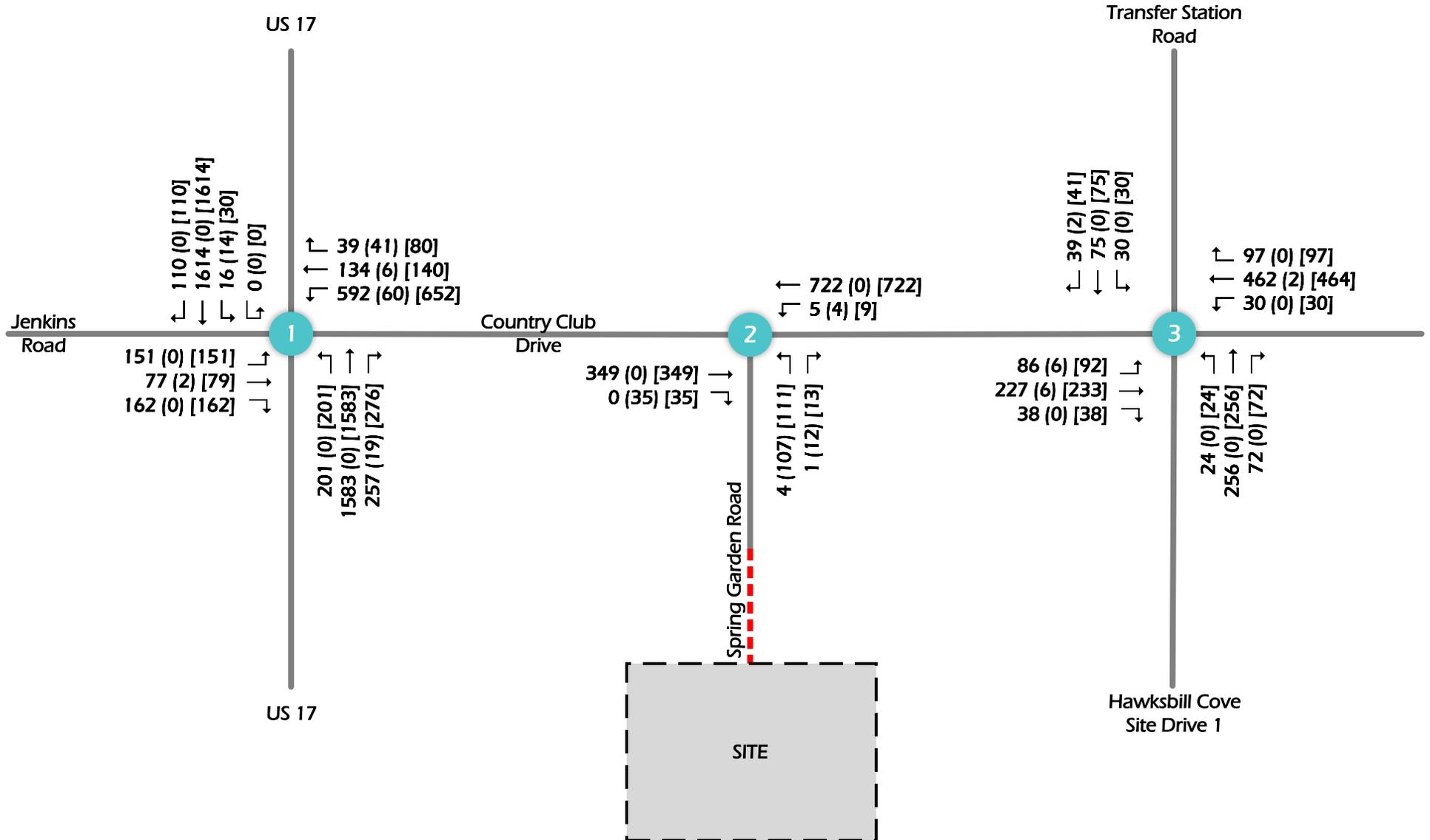
- XX – 2029 No-Build Traffic
- (XX) – Phase 2 Site Traffic
- [XX] – 2029 Total Buildout Traffic
- XX + (XX) = [XX]

EXTENTS

Along Country Club Drive
bounded by US 17 and Transfer
Station Road.
Pender County, NCDOT Division 3



Figure 14



Piver Tract Residential TIA

Phase 2 – 2029 PM Peak Hour Buildout-Traffic

LEGEND

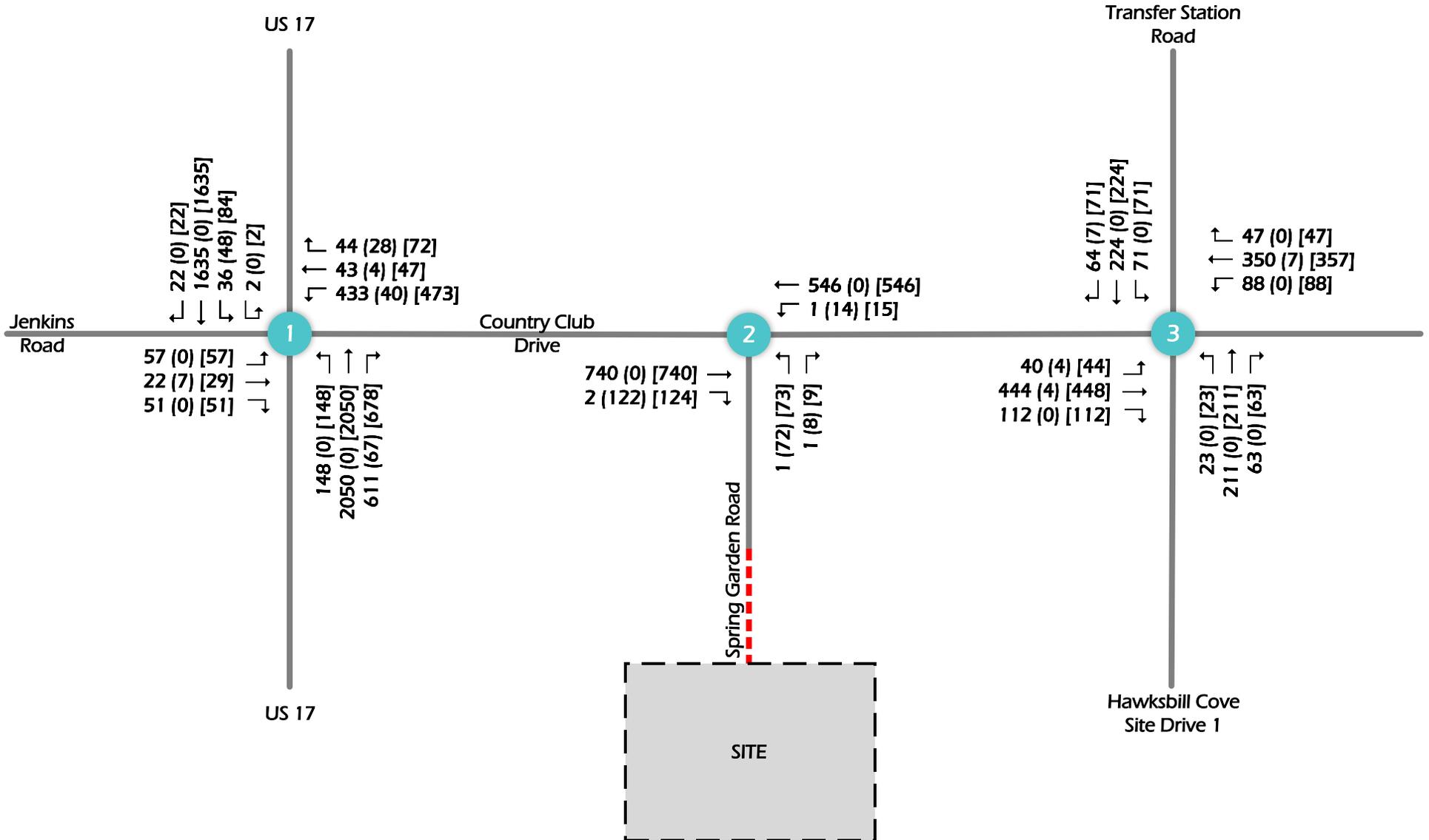
- XX – 2029 No-Build Traffic
- (XX) – Phase 2 Site Traffic
- [XX] – 2029 Total Buildout Traffic
- XX + (XX) = [XX]

EXTENTS

Along Country Club Drive
bounded by US 17 and Transfer
Station Road.
Pender County, NCDOT Division 3



Figure 15



Piver Tract Residential TIA

Phase 3 – 2031 AM Peak Hour Buildout-Traffic

LEGEND

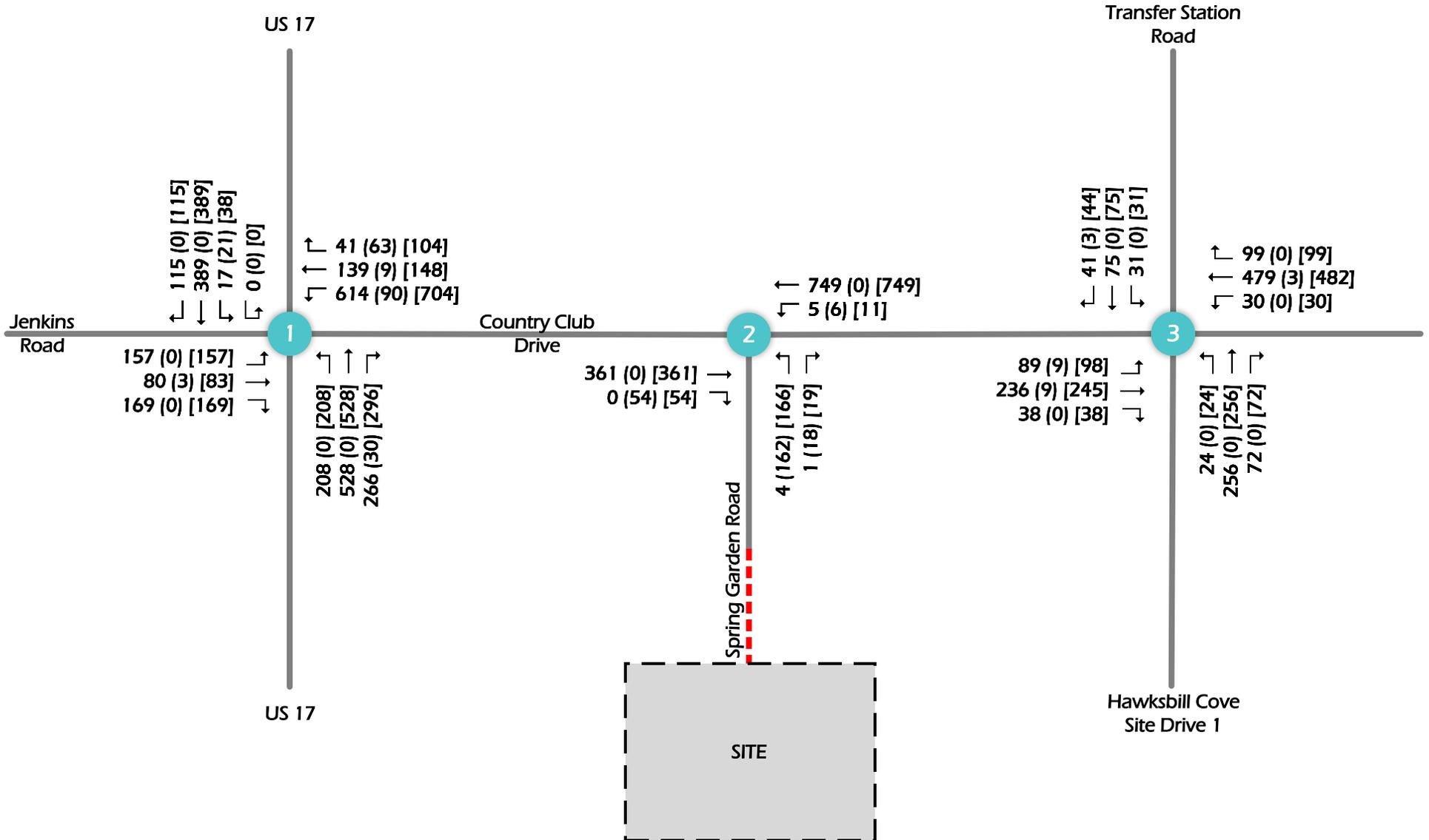
- XX – 2031 No-Build Traffic
- (XX) – Phase 3 Site Traffic
- [XX] – 2031 Total Buildout Traffic
- XX + (XX) = [XX]

EXTENTS

Along Country Club Drive
bounded by US 17 and Transfer
Station Road.
Pender County, NCDOT Division 3



Figure 16



Piver Tract Residential TIA

Phase 3 – 2031 PM Peak Hour Buildout-Traffic

LEGEND

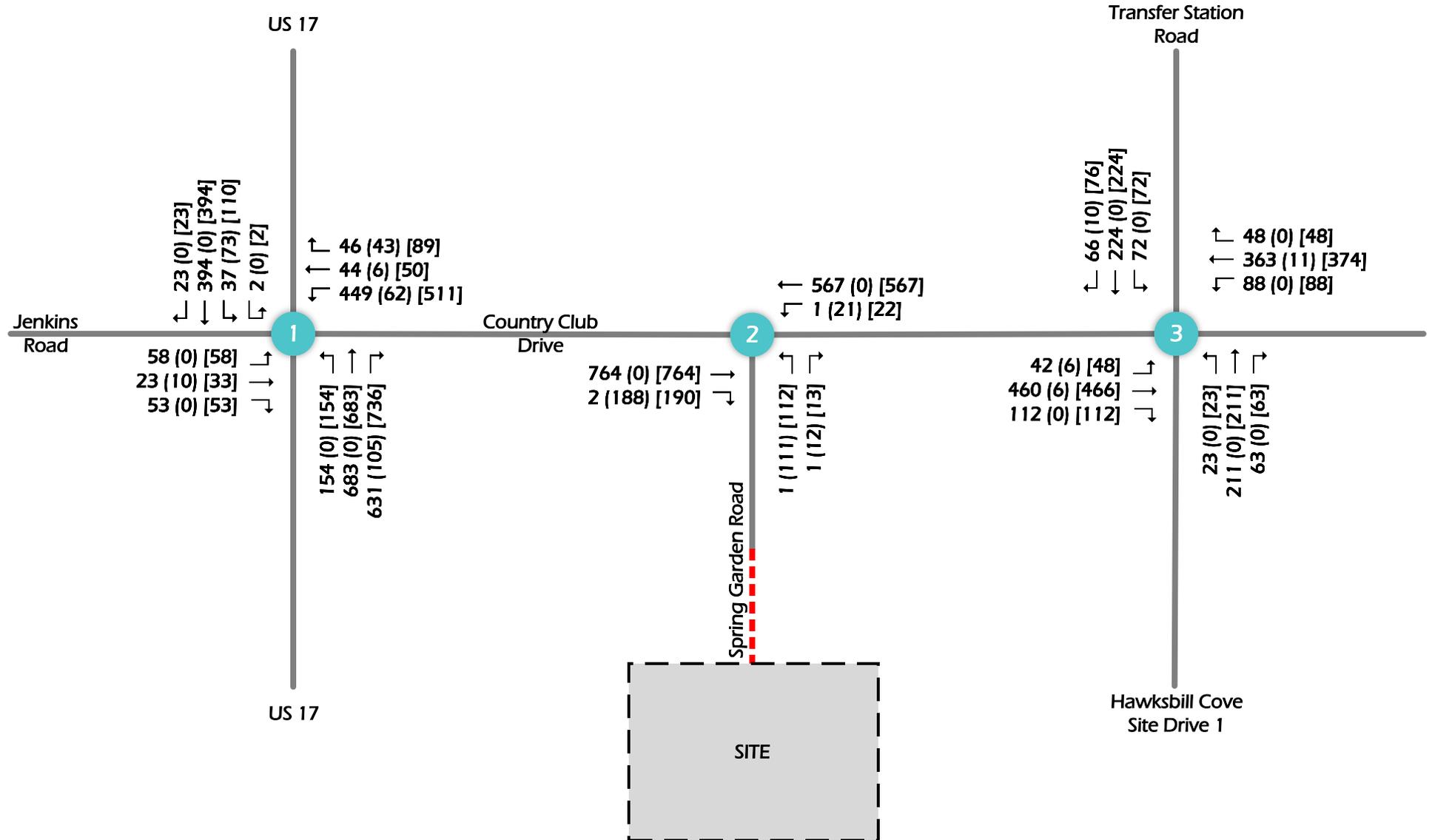
- XX – 2031 No-Build Traffic
- (XX) – Phase 3 Site Traffic
- [XX] – 2031 Total Buildout Traffic
- XX + (XX) = [XX]

EXTENTS

Along Country Club Drive
bounded by US 17 and Transfer
Station Road.
Pender County, NCDOT Division 3



Figure 17



CAPACITY ANALYSIS

The intersections identified within the study area were analyzed under 2025 existing, no-build (2029 and 2031), and buildout (2029 and 2031) conditions to identify the potential traffic impact of the proposed development on the roadway network. Necessary roadway improvements to mitigate the anticipated impact of the proposed site traffic were recommended based on the level-of-service (LOS) analysis results.

The Phase 1 portion of the proposed site is expected to be developed by the year 2028. The Phase 2 portion of the proposed site is expected to be developed by 2029. The Phase 3 portion of the proposed site is expected to be developed by 2031.

This study includes analysis of the following traffic scenarios:

- Existing (2025) AM and PM Peak Hour
- No-Build Phase 2 (2029) AM and PM Peak Hour
- Buildout Phase 2 (2029) AM and PM Peak Hour
- Buildout Phase 2 (2029) AM and PM Peak Hour with Recommended Improvements
- No-Build Phase 3 (2031) AM and PM Peak Hour
- Buildout Phase 3 (2031) AM and PM Peak Hour
- Buildout Phase 3 (2031) AM and PM Peak Hour with Recommended Improvements

In accordance with the approved scoping documents, in lieu of capacity analysis for Phase 1 (2028), a turn lane warrant analysis was performed for the intersection of County Club Drive and Spring Garden Road.

LOS is a qualitative measurement of traffic operations that is a measure of delay time. The Transportation Research Board's *Highway Capacity Manual* (HCM) defines six levels of service for intersections with LOS "A" representing the best operating condition and LOS "F" representing the worst. The following table summarizes the criteria for signalized intersections and stop-controlled intersections.

Table 2: Highway Capacity Manual (LOS and Delay)

Signalized Intersection		Stop-Controlled Intersection	
Level-of-Service (LOS)	Average Control Delay (Seconds per Vehicles)	Level-of-Service (LOS)	Average Control Delay (Seconds per Vehicle)
A	≤ 10.0	A	≤ 10.0
B	> 10.0 and ≤ 20.0	B	> 10.0 and ≤ 15.0
C	> 20.0 and ≤ 35.0	C	> 15.0 and ≤ 25.0
D	> 35.0 and ≤ 55.0	D	> 25.0 and ≤ 35.0
E	> 55.0 and ≤ 80.0	E	> 35.0 and ≤ 50.0
F	> 80.0	F	> 50.0

The current update (version 11.1) of Synchro Professional software was used to determine the LOS, delay, and expected queue length at the signalized and unsignalized intersections. SimTraffic was also used to determine the maximum queue length experienced at the study intersections. This software is based on

the analysis procedures defined in the HCM and detailed reports are included in the Appendix of this report. For unsignalized intersections, Synchro reports were created using the HCM 6th Edition option for unsignalized intersections. Queue lengths for the turn lanes are shown in the summary tables. Detailed Synchro and SimTraffic reports are included in the Appendix of this report.

LOS for a two-way stop-controlled (TWSC) intersection is determined by the control delay and is defined for the minor approaches. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. With respect to field measurements, this summation of control delay is defined as the total time elapsed from the time a vehicle stops at the end of the queue to the time the vehicle departs from the stop line. Capacity analysis results between LOS A and LOS C for the minor street stop-controlled approaches are assumed to represent short delays. Results between LOS D and LOS E for the minor street stop-controlled approaches are assumed to represent moderate delays, and LOS F for the minor street stop-controlled approaches is assumed to represent long delays. It is typical for minor street stop-controlled approaches and driveways intersecting major streets to experience long delays during peak hours, particularly for left-turn movements. However, the majority of the traffic moving through the intersection experiences little or no delay on the major street approaches.

Capacity Analysis Inputs

The following inputs were used for all intersections:

- Peak Hour Factor (PHF) was based on existing count data by intersection for existing scenarios. For no-build and buildout scenarios, a PHF of 0.90 was used per *NCDOT Congestion Management* guidelines.
- Heavy vehicle (HV%) percentages were based on existing count data by approach for existing scenarios. For no-build and buildout scenarios, a HV% of 2% was used per *NCDOT Congestion Management* guidelines.
- For allowable movements where zero (0), one (1), two (2), or three (3) volumes are projected, a value of four (4) was used in the Synchro capacity analysis model.
- Right-turns on red were not permitted, except for channelized yield-controlled movements per *NCDOT Congestion Management* guidelines.
- Enter Blocked Intersection was set to 1 vehicle for all stop-controlled approaches, unless specified otherwise.
- For signalized intersections, the following settings were used in accordance with the *NCDOT Traffic Impact Analysis Supplemental Guidelines*:
 - Lost time set to 5 seconds, yellow time set to 5 seconds, and red time set to 2 seconds for all signalized intersections under all (existing, no-build, and buildout) scenarios.
 - For existing signals, the detector size, position, and delays were coded per the latest signal plans.
 - For future signalized intersections, detector size, placement, and delays were coded per Part 1, Section 4 of the *NCDOT Signal Design Manual* in accordance with the *NCDOT Traffic Impact Analysis Supplemental Guidelines*. For the mainline roads, volume density detection was assumed and therefore coded in accordance with the *NCDOT TSMO Unit Design Manual* and posted roadway speed limits.
 - Intersection timings were “locked” in all existing, no-build, buildout scenarios. For buildout with improvement scenarios, intersection timings were optimized only where signal phasing changes are included as part of the recommended improvements.

- Other timings were coded per the signal plan, unless otherwise stated.

For unsignalized intersections, queue length for HCM from Synchro is given in terms of number of vehicles. To convert to queue length in feet, an estimated 25'/vehicle was applied.

The following subsections summarize the LOS and queue length results for the capacity analysis under 2025 existing, no-build (2029 and 2031), and buildout (2029 and 2031) conditions as well as recommended improvements for each study intersection.

US 17 at Country Club Drive/Jenkins Road

US 17 at Country Club Drive/Jenkins Road is currently a signalized, four-legged intersection. Existing signal plans and timing databases were obtained from NCDOT and used in the 2025 analysis scenarios. The signal plans and timings are included in the Appendix of this report.

WMPO and NCDOT previously reviewed and approved the Synchro coding for the intersection.

The capacity analysis and queueing results for the intersection are summarized in Tables 3 and 4 and are provided at the end of this subsection.



Southbound Approach of US 17 at Country Club Drive/Jenkins Road

Based on coordination with WMPO and NCDOT, the following improvements will be constructed by others (Jenkins Commercial) this intersection and were included in the Phase 2 (2029) and Phase 3 (2031) future year analysis scenarios.

- Extend the existing exclusive southbound right turn lane on US 17 to provide full-width storage to Site Access 2 (approximately 600 feet of full-width storage and appropriate taper).

Existing Conditions

As shown in Table 3, the intersection currently operates at LOS E during the AM peak hour and at LOS D during the PM peak hour.

Phase 2 (2029) Conditions

The intersection is expected to operate at LOS E during both the AM and PM peak hours under Phase 2 (2029) no-build conditions. The intersection is expected to operate at LOS F during the AM peak hour and at LOS E during the PM peak hour under Phase 2 (2029) buildout conditions.

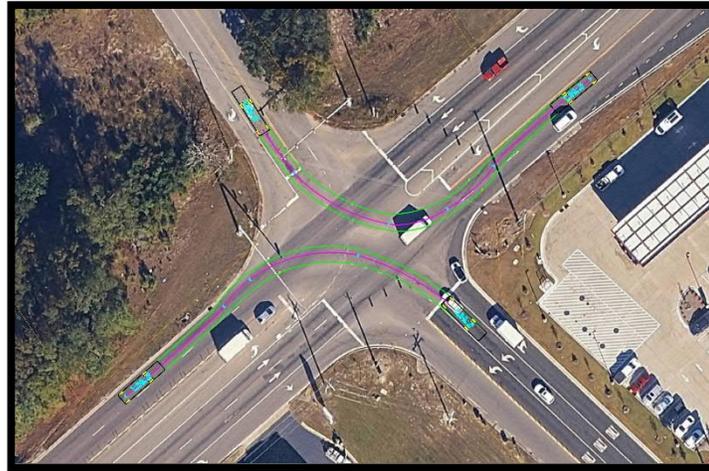
According to the guidelines published in NCDOT's *Policy on Street and Driveway Access to North Carolina Highways* (July 2003), mitigation improvements should be identified if the total average delay at the intersection increases by 25% or more with the addition of the proposed development site trips, or if the intersection operates at LOS F with the addition of the proposed development site trips. The overall projected delay for the intersection under Phase 2 (2029) buildout conditions increases by less than 25% when compared to Phase 2 (2029) no-build conditions, but the intersection is expected to operate at LOS F during the AM peak hour under Phase 2 (2029) buildout conditions. Therefore, the following roadway improvements are recommended to be completed by the developer to accommodate Phase 2 (2029) site traffic:

- Restripe the eastbound Jenkins Road approach to provide an exclusive left-turn lane and a shared through/right-turn lane
- Upgrade the existing traffic signal to operate as an 8-phase signal providing a protected left-turn phase on the eastbound approach.

With the recommended improvement in place, the intersection is expected to operate at LOS E during the AM peak hour and at LOS D during the PM peak hour under Phase 2 (2029) buildout conditions. Signal

timings were optimized under the improvements scenario since the recommended improvements include phasing changes for the intersection.

Based on preliminary analysis, it was confirmed the existing intersection layout can accommodate exclusive left-turns from Jenkins Road and Country Club Road as shown in the snip below.



Autoturn movements for concurrent minor road left-turns for US 17 at Country Club Drive/Jenkins Road

Phase 3 (2031) Conditions

NCDOT TIP Project R-3300 includes construction of the US 17 Bypass from NC 140 to US 17 north of Hampstead. The project is expected to be fully constructed by the year 2030. Therefore, traffic volume adjustments were made to the Phase 3 (2031) No-Build volumes to appropriately account for the construction of the bypass in the future year. Volume adjustments were made based on the *Hampstead Bypass Traffic Forecast Report*, dated April 2017. The TIP forecast included a 2016 base year no-build scenario, a 2040 future year no-build scenario, and seven (7) 2040 future year build scenarios. As referenced in the traffic forecast report, interpolation/extrapolation of TIP Build scenario volumes was not allowed since a base year Build forecast was not completed. Therefore, reductions to traffic along US 17 at the intersection of US 17 at Country Club Drive/Jenkins Road were made based on the diversion rates assumed in the traffic forecast.

The intersection is expected to operate at LOS F during the AM peak hour and at LOS E during the PM peak hour under Phase 3 (2031) no-build conditions. The intersection is also expected to operate at LOS F during the AM peak hour and at LOS E during the PM peak hour under Phase 3 (2031) buildout conditions.

The overall projected delay for the intersection under Phase 3 (2031) buildout conditions increases by more than 25% when compared to Phase 3 (2031) no-build conditions. However, the improvement recommended above for Phase 2 (2029) site traffic, is expected to be sufficient to mitigate impact for Phase 3 (2031) site traffic. Therefore, there are no additional improvements recommended to be completed by the developer to accommodate Phase 3 (2031) site traffic.

With the Phase 2 recommended improvement in place, the intersection is expected to operate at LOS D during the AM peak hour and at LOS C during the PM peak hour under Phase 3 (2031) buildout conditions. Additionally, each approach is expected to operate at the same or an improved LOS when compared to

the Phase 3 (2031) no-build conditions and all Synchro/SimTraffic queues are expected to be accommodated within the available storages.

It is also worth noting that NCDOT TIP Project U-5732 plans include construction of reduced conflict intersections along US 17 from Washington Acres Road to Vista Lane. According to the current *NCDOT 2026-2035 State Transportation Improvement Program (STIP) Map*, this project is currently funded and slated to begin construction in the year 2032. Therefore, the TIP project was not considered in the future year analysis scenarios. However, these additional improvements will be made to the intersection of US 17 at Country Club Drive/Jenkins Road shortly after the development is constructed.

Table 3: Level-of-Service: US 17 at Country Club Drive/Jenkins Road (Signalized)

Scenario	Movement	AM Peak		PM Peak	
		LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
2025 Existing	Overall	E	61.7	D	38.9
	EB	F	124.2	F	122.3
	EBT	F	126.6	F	120.8
	EBR	F	121.3	F	124.0
	WB	F	118.1	F	110.0
	WBL	F	125.4	F	113.4
	WBT	F	93.8	F	93.4
	NB	D	43.3	C	30.4
	NBL	F	111.1	F	115.8
	NBT	D	38.7	C	27.7
	NBR	C	22.9	B	18.5
	SB	D	44.2	C	25.2
	SBL	C	20.9	B	14.5
	SBT	D	45.8	C	25.6
SBR	C	26.9	B	16.4	
Phase 2 2029 No-Build	Overall	E	77.9	E	59.0
	EB	F	141.7	F	123.0
	EBT	F	155.3	F	127.2
	EBR	F	122.5	F	116.5
	WB	F	167.4	F	112.3
	WBL	F	186.8	F	116.7
	WBT	F	100.7	F	90.5
	NB	D	46.8	E	57.0
	NBL	F	115.4	F	125.7
	NBT	D	41.8	E	59.5
	NBR	C	24.0	C	32.0
	SB	E	60.9	D	41.1
	SBL	F	110.6	F	124.3
	SBT	E	62.7	D	39.4
SBR	C	27.4	B	18.6	
Phase 2 2029 Buildout	Overall	F	86.9	E	71.0
	EB	F	142.7	F	124.4
	EBT	F	156.9	F	130.0
	EBR	F	122.5	F	115.0
	WB	F	202.5	F	113.8
	WBL	F	230.2	F	118.9
	WBT	F	120.8	F	93.4
	NB	D	49.0	E	74.5

PIVER TRACT RESIDENTIAL TRAFFIC IMPACT ANALYSIS

	NBL	F	115.4	F	129.0
	NBT	D	44.6	F	81.4
	NBR	C	25.8	D	41.8
	SB	E	61.5	D	46.6
	SBL	F	120.7	F	155.6
	SBT	E	62.7	D	41.1
	SBR	C	27.4	B	18.9
Phase 2 2029 Buildout With Improvements	Overall	E	79.8	D	53.4
	EB	F	126.3	F	175.4
	EBL	F	89.6	F	82.6
	EBT	F	149.3	F	241.1
	WB	F	104.9	F	111.1
	WBL	F	120.5	F	122.0
	WBT	E	58.9	E	67.7
	NB	E	57.8	D	47.7
	NBL	F	164.9	F	98.3
	NBT	D	53.0	E	57.6
	NBR	A	7.5	A	6.5
	SB	F	82.6	C	33.6
	SBL	E	77.2	F	185.0
	SBT	F	87.5	C	25.9
SBR	B	11.4	A	5.9	
Phase 3 2031 No-Build	Overall	F	96.1	E	56.3
	EB	F	148.3	F	124.0
	EBT	F	163.0	F	128.5
	EBR	F	127.9	F	117.1
	WB	F	179.6	F	112.7
	WBL	F	202.2	F	117.2
	WBT	F	102.7	F	90.0
	NB	D	42.6	D	37.8
	NBL	F	116.8	F	129.7
	NBT	C	22.7	C	20.8
	NBR	C	24.2	C	33.8
	SB	C	31.1	C	29.3
	SBL	F	111.3	F	124.7
	SBT	C	28.6	C	20.2
SBR	C	27.6	B	18.7	
Phase 3 2031 Buildout	Overall	F	120.1	E	69.2
	EB	F	150.1	F	126.0
	EBT	F	165.8	F	132.4
	EBR	F	127.9	F	114.9
	WB	F	238.3	F	114.1
	WBL	F	270.9	F	119.4

PIVER TRACT RESIDENTIAL TRAFFIC IMPACT ANALYSIS

	WBT	F	147.1	F	94.7
	NB	D	43.4	D	47.0
	NBL	F	116.8	F	135.1
	NBT	C	24.0	C	24.1
	NBR	C	26.3	D	49.8
	SB	D	35.4	E	64.7
	SBL	F	129.6	F	225.0
	SBT	C	28.6	C	21.3
	SBR	C	27.6	B	18.9
Phase 3 2031 Buildout With Improvements	Overall	D	44.0	C	34.5
	EB	E	61.8	E	74.7
	EBL	E	63.4	E	66.2
	EBT	E	60.9	F	80.4
	WB	D	47.4	D	36.8
	WBL	D	52.3	D	38.2
	WBT	C	33.7	C	31.4
	NB	D	35.3	C	28.5
	NBL	E	60.6	E	59.3
	NBT	D	37.9	D	35.8
	NBR	B	12.9	B	15.4
	SB	D	41.0	D	38.2
	SBL	E	73.6	E	71.1
	SBT	D	43.0	C	29.9
SBR	C	23.5	C	20.1	

Table 4: Queuing: US 17 at Country Club Drive/Jenkins Road (Signalized)

Scenario	Movement	Existing/ Committed Storage (ft)	AM Peak		PM Peak	
			Synchro 95% Queue (ft)	SimTraffic Max Queue (ft)	Synchro 95% Queue (ft)	SimTraffic Max Queue (ft)
2025 Existing	EBL/T	Cont.	428'	405'	131'	140'
	EBR	410'	347'	327'	122'	125'
	WBL	440'	585'	565'	356'	367'
	WBT/R	365'	329'	459'	172'	208
	NBL	745'	176'	226'	136'	172'
	NBT	Cont.	1066'	580'	1267'	689'
	NBR	205'	216'	484'	469'	484'
	SBL	245'	21'	284'	34'	321'
	SBT	Cont.	995'	708'	838'	586'
SBR	220'	128'	310'	28'	200'	
Phase 2 2029 No-Build	EBL/T	Cont.	605'	617'	204'	185'
	EBR	410'	404'	470'	143'	146'
	WBL	440'	737'	1507'	452'	387'
	WBT/R	365'	372'	475'	205'	218'
	NBL	745'	220'	239'	191'	609'
	NBT	Cont.	1245'	727'	2104'	1213'
	NBR	205'	288'	485'	886'	485'
	SBL	245'	60'	344'	119'	326'
	SBT	Cont.	1489'	874'	1267'	714'
SBR	600'	136'	585'	31'	53'	
Phase 2 2029 Buildout	EBL/T	Cont.	611'	749'	219'	205'
	EBR	410'	404'	523'	143'	150'
	WBL	440'	841'	1795'	531'	445'
	WBT/R	365'	528'	475'	270'	321'
	NBL	745'	220'	248'	191'	614'
	NBT	Cont.	1245'	754'	2104'	1218'
	NBR	205'	312'	485'	1072'	485'
	SBL	245'	94'	344'	286'	345'
	SBT	Cont.	1489'	874'	1267'	796'
SBR	600'	136'	639'	31'	176'	
Phase 2 2029 Buildout With Improvements	EBL	Cont.	267'	900'	112'	261'
	EBT/R	410'	465'	658'	218'	325'
	WBL	440'	513'	905'	392'	759'
	WBT/R	365'	303'	455'	193'	474'
	NBL	745'	209'	430'	142'	469'
NBT	Cont.	1062'	717'	1306'	1112'	

PIVER TRACT RESIDENTIAL TRAFFIC IMPACT ANALYSIS

	NBR	205'	138'	484'	158'	485'
	SBL	245'	67'	344'	221'	344'
	SBT	Cont.	1103'	1049'	768'	742'
	SBR	600'	72'	700'	14'	235'
Phase 3 2031 No-Build	EBL/T	Cont.	635'	722'	210'	194'
	EBR	410'	431'	515'	148'	135'
	WBL	440'	774'	1711'	486'	477'
	WBT/R	365'	387'	475'	211'	233'
	NBL	745'	227'	235'	204'	210'
	NBT	Cont.	270'	256'	348'	495'
	NBR	205'	298'	296'	937'	482'
	SBL	245'	62'	79'	122'	134'
	SBT	Cont.	217'	235'	190'	194'
SBR	600'	142'	186'	33'	46'	
Phase 3 2031 Buildout	EBL/T	Cont.	647'	938'	230'	241'
	EBR	410'	431'	657'	148'	150'
	WBL	440'	930'	1797'	601'	504'
	WBT/R	365'	646'	475'	314'	381'
	NBL	745'	227'	248'	204'	211'
	NBT	Cont.	270'	272'	348'	804'
	NBR	205'	337'	313'	1268'	485'
	SBL	245'	114'	132'	393'	322'
	SBT	Cont.	217'	215'	190'	448'
SBR	600'	142'	156'	33'	46'	
Phase 3 2031 Buildout With Improvements	EBL	Cont.	203'	216'	96'	109'
	EBT/R	410'	295'	314'	155'	196'
	WBL	440'	359'	352'	226'	268'
	WBT	365'	237'	257'	136'	202'
	NBL	745'	134'	177'	103'	160'
	NBT	Cont.	287'	242'	352'	298'
	NBR	205'	193'	184'	280'	413'
	SBL	245'	72'	101'	186'	176'
	SBT	Cont.	222'	215'	191'	173'
SBR	600'	111'	138'	30'	46'	

Country Club Drive at Spring Garden Road

Country Club Drive at Spring Garden Road is currently an unsignalized, three-legged intersection. The northbound minor street approach (Spring Garden Road) operates under stop control while the eastbound and westbound major street approaches (Country Club Drive) are free-flow. The site access is proposed to tie into the existing Spring Garden Road.



Westbound Approach of Country Club Drive at Spring Garden Road

The capacity analysis and queueing results for the intersection are summarized in Tables 5 and 6 and are provided at the end of this subsection.

Existing Conditions

As shown in Table 5, the intersection currently operates with short delays for the northbound minor street approach (Spring Garden Road) during the AM and PM peak hours.

Phase 1 (2028) Conditions

In accordance with the approved scoping documents, in lieu of capacity analysis for Phase 1 (2028), a turn lane warrant analysis was performed for the intersection of Country Club Drive and Spring Garden Road. Based on NCDOT's *Warrant for Left and Right-Turn Lanes*, the following roadway improvement is recommended to be completed by the developer to accommodate Phase 1 (2028) site traffic:

- Construct an exclusive eastbound right-turn lane on Country Club Drive with 75 feet of full-width storage and appropriate taper.

Turn lane nomograph information is provided in the Appendix to this report.

Phase 2 (2029) Conditions

The intersection is expected to continue to operate with short delays during the AM and PM peak hours for the northbound minor street approach (Spring Garden Road) under Phase 2 (2029) no-build conditions. The intersection is expected to operate with long delays during the AM and PM peak hours for the northbound minor street approach (Spring Garden Road) under Phase 2 (2029) buildout conditions.

According to the guidelines published in NCDOT's *Policy on Street and Driveway Access to North Carolina Highways* (July 2003), mitigation improvements should be identified if the total average delay at the intersection increases by 25% or more with the addition of the proposed development site trips. The overall projected delay for the northbound approach under Phase 2 (2029) buildout conditions increases by more than 25% when compared to Phase 2 (2029) no-build conditions. Based on the Federal Highway Administration *Manual on Uniform Traffic Control Devices* (11th Edition), the Eight-Hour, Four-Hour, and Peak Hour Vehicular Volume traffic signal warrants are expected to be met under Phase 2 (2029) buildout conditions.

Therefore, in addition to the improvement recommended for Phase 1, the following roadway improvement is recommended to be completed by the developer to accommodate Phase 2 (2029) site traffic:

- Install a traffic signal.

With the recommended improvements in place, the intersection is expected to operate at overall LOS A during the AM and PM peak hours under Phase 2 (2029) buildout conditions. Additionally, the northbound minor street approach (Spring Garden Road) is expected to operate at LOS C.

Phase 3 (2031) Conditions

The intersection is expected to continue to operate with short delays during the AM and PM peak hours for the northbound minor street approach (Spring Garden Road) under Phase 3 (2031) no-build conditions. With the addition of site traffic, the intersection is expected to operate with long delays during the AM and PM peak hours for the northbound minor street approach (Spring Garden Road) under Phase 3 (2031) buildout conditions.

The overall projected delay for the northbound approach under Phase 3 (2031) buildout conditions increases by more than 25% when compared to Phase 3 (2031) no-build conditions. However, the improvements recommended above for Phase 1 (2028) and Phase 2 (2029) site traffic are also expected to be sufficient to mitigate impact for Phase 3 (2031) site traffic. Therefore, no additional improvements are recommended to be completed by the developer to accommodate Phase 3 (2031) site traffic.

With the recommended improvements in place, the intersection is expected to operate at LOS B during the AM and PM peak hours under Phase 3 (2031) buildout conditions. Additionally, the northbound minor street approach (Spring Garden Road) is expected to operate at LOS C.

It is worth noting that even with the improvements in place, SimTraffic indicates maximum queuing for the eastbound right-turn lane is expected to exceed the recommended storage of 75 feet during the PM peak hour under buildout conditions. However, this queuing demand may be unrealistic due to the blocking that can occur from the adjacent through lane that is stopped due to the traffic signal. The Synchro 95th percentile is 0 feet, and no queueing issues were observed for this lane in the SimTraffic simulations.

Table 5: Level-of-Service: Country Club Drive at Spring Garden Road (Unsignalized)

Scenario	Movement	AM Peak		PM Peak	
		LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
2025 Existing	EB	A	0.0	A	0.0
	EBT	A	-	A	-
	EBR	A	-	A	-
	WB	A	0.1	A	0.1
	WBL	A	7.9	A	8.8
	WBT	A	0.0	A	0.0
	NB	C	15.6	C	17.4
	NBL/R	C	15.6	C	17.4
Phase 2 2029 No-Build	EB	A	0.0	A	0.0
	EBT	A	-	A	-
	EBR	A	-	A	-
	WB	A	0.1	A	0.1
	WBL	A	8.1	A	9.5
	WBT	A	0.0	A	0.0
	NB	C	17.0	C	23.0
	NBL/R	C	17.0	C	23.0
Phase 2 2029 Buildout	EB	A	0.0	A	0.0
	EBT	A	-	A	-
	EBR	A	-	A	-
	WB	A	0.1	A	0.3
	WBL	A	8.2	B	10.1
	WBT	A	0.0	A	0.0
	NB	F	50.9	F	78.0
	NBL/R	F	50.9	F	78.0
Phase 2 2029 Buildout With Improvements (Signalized)	Overall	A	8.8	A	8.1
	EB	A	4.5	A	7.7
	EBT	A	5.0	A	9.0
	EBR	A	0.0	A	0.1
	WB	A	8.7	A	6.9
	WBT	A	8.7	A	6.9
	NB	C	23.4	C	21.2
	NBL/R	C	23.4	C	21.2
Phase 3 2031 No-Build	EB	A	0.0	A	0.0
	EBT	A	-	A	-
	EBR	A	-	A	-
	WB	A	0.1	A	0.1
	WBL	A	8.1	A	9.6
	WBT	A	0.0	A	0.0

PIVER TRACT RESIDENTIAL TRAFFIC IMPACT ANALYSIS

	NB	C	17.6	C	24.2
	NBL/R	C	17.6	C	24.2
Phase 3 2031 Buildout	EB	A	0.0	A	0.0
	EBT	A	-	A	-
	EBR	A	-	A	-
	WB	A	0.1	A	0.4
	WBL	A	8.3	B	10.7
	WBT	A	0.0	A	0.0
	NB	F	138.1	F	230.8
	NBL/R	F	138.1	F	230.8
Phase 3 2031 Buildout With Improvements (Signalized)	Overall	B	12.4	B	10.2
	EB	A	5.1	A	9.5
	EBT	A	5.9	B	11.8
	EBR	A	0.0	A	0.2
	WB	B	12.1	A	8.5
	WBT	B	12.1	A	8.5
	NB	C	30.0	C	24.2
	NBL/R	C	30.0	C	24.2

Table 6: Queuing: Country Club Drive at Spring Garden Road (Unsignalized)

Scenario	Movement	Existing/ Proposed Storage (ft)	AM Peak		PM Peak	
			Synchro 95% Queue (ft)	SimTraffic Max Queue (ft)	Synchro 95% Queue (ft)	SimTraffic Max Queue (ft)
2025 Existing	WBL/T	-'	0'	38'	0'	21'
	NBL/R	-'	3'	46'	3'	31'
Phase 2 2029 No-Build	WBL/T	-'	0'	29'	0'	61'
	NBL/R	-'	3'	25'	3'	29'
Phase 2 2029 Buildout	EBT/R	-'	-'	16'	-'	16'
	WBL/T	-'	0'	999'	3'	269'
	NBL/R	-'	100'	172'	95'	151'
Phase 2 2029 Buildout With Improvements (Signalized)	EBT	-'	75'	121'	227'	170'
	EBR	75'	0'	32'	0'	51'
	WBL/T	-'	223'	282'	145'	222'
	NBL/R	-'	94'	111'	67'	95'
Phase 3 2031 No-Build	WBL/T	-'	0'	288'	0'	87'
	NBL/R	-'	3'	27'	3'	31'
Phase 3 2031 Buildout	EBT/R	-'	-'	12'	-'	26'
	WBL/T	-'	0'	1279'	3'	556'
	NBL/R	-'	243'	428'	225'	478'
Phase 3 2031 Buildout With Improvements (Signalized)	EBT	-'	84'	130'	242'	172'
	EBR	75'	0'	43'	0'	136'
	WBL/T	-'	261'	291'	158'	286'
	NBL/R	-'	157'	158'	95'	129'

Country Club Drive at Transfer Station Road

Country Club Drive at Transfer Station Road is currently an unsignalized, three-legged intersection. The southbound minor street approach (Transfer Station Road) operates under stop control while the eastbound and westbound major street approaches (Country Club Drive) are free-flow.



Southbound Approach of Transfer Station Road at Country Club Drive

The capacity analysis and queueing results for the intersection are summarized in Tables 7 and 8 and are provided at the end of this subsection.

Based on coordination with WMPO and NCDOT, the following improvements will be constructed by others (Hawksbill Cover) at this intersection and were included in the future year analysis scenarios.

- Install a traffic signal, if warranted.*
- Construct an exclusive eastbound right-turn lane on Country Club Drive to provide 100 feet of full-width storage and appropriate taper.
- Construct an exclusive westbound left-turn lane on Country Club Drive to provide 150 feet of full-width storage and appropriate taper.
- Construct an exclusive westbound right-turn lane on Country Club Drive to provide 100 feet of full-width storage and appropriate taper.
- Restripe the southbound approach to consist of a shared through/right-turn lane and exclusive left-turn lane on Transfer Station Road.
- Construct an exclusive northbound site driveway with one ingress lane and three egress lanes consisting of:
 - An exclusive left-turn lane to provide 200 feet of full-width storage and appropriate taper
 - An exclusive through lane
 - An exclusive right-turn lane to provide 200 feet of full-width storage and appropriate taper

*A traffic signal warrant analysis was performed under Phase 2 (2029) No-Build conditions to determine if a signal is warranted. Based on the Federal Highway Administration *Manual on Uniform Traffic Control Devices* (11th Edition), the Eight-Hour, Four-Hour and Peak Hour Vehicular Volume traffic signal warrants are all expected to be met under Phase 2 (2029) buildout conditions. Therefore, the intersection of Country Club Drive at Transfer Station Road was modeled as a signalized intersection in Phase 2 (2029) and Phase 3 (2031) no-build and buildout scenarios.

Existing Conditions

As shown in Table 7, the intersection currently operates with short delays for the southbound minor street approach (Transfer Station Road) during the AM and PM peak hours.

Phase 2 (2029) Conditions

The intersection is expected to operate at overall LOS B during both the AM and PM peak hours under Phase 2 (2029) no-build conditions with the committed improvements in place. The intersection is expected to continue to operate at LOS B during both the AM and PM peaks hours under Phase 2 (2029) buildout conditions, and all movements are projected to operate at LOS B or better.

According to the guidelines published in NCDOT's *Policy on Street and Driveway Access to North Carolina Highways* (July 2003), mitigation improvements should be identified if the total average delay at the intersection increases by 25% or more with the addition of the proposed development site trips. The overall projected delay for the intersection under Phase 2 (2029) buildout conditions increases by less than 25% when compared to Phase 2 (2029) no-build conditions. Therefore, there are no roadway improvements recommended to be completed by the developer to accommodate Phase 2 (2029) site traffic.

Phase 3 (2031) Conditions

The intersection is expected to continue to operate at overall LOS B during both the AM and PM peak hours under Phase 3 (2031) no-build conditions with the committed improvements in place. The intersection is expected to continue to operate at overall LOS B during both the AM and PM peak hours under Phase 3 (2031) buildout conditions and all movements are projected to operate at LOS B or better.

The overall projected delay for the intersection under Phase 3 (2031) buildout conditions increases by less than 25% when compared to Phase 3 (2031) no-build conditions. Therefore, there are no roadway improvements recommended to be completed by the developer to accommodate Phase 3 (2031) site traffic.

Table 7: Level-of-Service: Country Club Drive at Transfer Station Road (Unsignalized/Signalized)

Scenario	Movement	AM Peak		PM Peak	
		LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
2025 Existing (Unsignalized)	EB	A	2.5	A	0.7
	EBL	A	8.9	A	8.1
	EBT	A	-	A	-
	WB	A	0.0	A	0.0
	WBT	A	-	A	-
	WBR	A	-	A	-
	SB	B	14.0	B	12.8
	SBL	C	19.4	C	18.0
	SBR	B	11.9	B	10.8
Phase 2 2029 No-Build (Signalized)	Overall	B	12.4	B	13.3
	EB	A	9.0	B	11.7
	EBL	B	10.7	A	8.4
	EBT	A	8.6	B	12.8
	EBR	A	7.2	A	8.5
	WB	B	11.3	B	10.7
	WBL	A	7.4	B	11.4
	WBT	B	12.3	B	10.9
	WBR	A	7.7	A	7.8
	NB	B	16.8	B	15.1
	NBL	B	13.8	B	13.7
	NBT	B	17.8	B	15.7
	NBR	B	14.2	B	13.5
	SB	B	14.6	B	17.8
	SBL	B	14.3	B	14.8
SBT	B	14.6	B	18.5	
Phase 2 2029 Buildout (Signalized)	Overall	B	12.5	B	13.5
	EB	A	9.1	B	12.1
	EBL	B	11.0	A	8.9
	EBT	A	8.7	B	13.2
	EBR	A	7.2	A	8.8
	WB	B	11.3	B	11.1
	WBL	A	7.3	B	11.9
	WBT	B	12.3	B	11.4
	WBR	A	7.7	A	8.1
	NB	B	16.9	B	14.8
	NBL	B	13.8	B	13.4
	NBT	B	18.0	B	15.4
	NBR	B	14.3	B	13.2

PIVER TRACT RESIDENTIAL TRAFFIC IMPACT ANALYSIS

	SB	B	14.7	B	17.8
	SBL	B	14.4	B	14.5
	SBT	B	14.8	B	18.5
Phase 3 2031 No-Build (Signalized)	Overall	B	12.6	B	13.5
	EB	A	9.1	B	11.8
	EBL	B	11.0	A	8.5
	EBT	A	8.6	B	13.0
	EBR	A	7.1	A	8.4
	WB	B	11.4	B	10.8
	WBL	A	7.3	B	11.5
	WBT	B	12.5	B	11.0
	WBR	A	7.7	A	7.8
	NB	B	17.2	B	15.4
	NBL	B	14.0	B	14.0
	NBT	B	18.3	B	16.0
	NBR	B	14.5	B	13.7
	SB	B	15.0	B	18.3
	SBL	B	14.6	B	15.1
	SBT	B	15.1	B	19.1
	Phase 3 2031 Buildout (Signalized)	Overall	B	12.7	B
EB		A	9.3	B	12.1
EBL		B	11.7	A	8.8
EBT		A	8.7	B	13.2
EBR		A	7.1	A	8.5
WB		B	11.5	B	11.1
WBL		A	7.3	B	11.8
WBT		B	12.5	B	11.3
WBR		A	7.7	A	7.8
NB		B	17.3	B	15.4
NBL		B	14.1	B	14.1
NBT		B	18.3	B	16.1
NBR		B	14.6	B	13.8
SB		B	15.1	B	18.7
SBL		B	14.7	B	15.2
SBT		B	15.2	B	19.5

Table 8: Queuing: Country Club Drive at Transfer Station Road (Unsignalized/Signalized)

Scenario	Movement	Existing/ Committed Storage (ft)	AM Peak		PM Peak	
			Synchro 95% Queue (ft)	SimTraffic Max Queue (ft)	Synchro 95% Queue (ft)	SimTraffic Max Queue (ft)
2025 Existing (Unsignalized)	EBL	130'	8'	66'	3'	44'
	WBT/R	-'	-'	7'	-'	-'
	SBL	150'	5'	33'	8'	36'
	SBR	-'	5'	58'	8'	50'
Phase 2 2029 No-Build (Signalized)	EBL	130'	44'	101'	22'	80'
	EBT	-'	84'	137'	186'	241'
	EBR	100'	20'	60'	47'	176'
	WBL	150'	17'	52'	47'	115'
	WBT	-'	189'	192'	140'	184'
	WBR	100'	40'	88'	24'	52'
	NBL	200'	22'	55'	21'	55'
	NBT	-'	142'	173'	114'	173'
	NBR	200'	47'	89'	42'	72'
	SBL	150'	25'	65'	48'	92'
SBT/R	-'	67'	115'	160'	187'	
Phase 2 2029 Buildout (Signalized)	EBL	130'	48'	99'	25'	124'
	EBT	-'	87'	130'	197'	249'
	EBR	100'	20'	58'	49'	188'
	WBL	150'	17'	52'	49'	105'
	WBT	-'	190'	172'	149'	178'
	WBR	100'	40'	88'	25'	57'
	NBL	200'	22'	50'	21'	54'
	NBT	-'	142'	180'	112'	158'
	NBR	200'	47'	87'	41'	73'
	SBL	150'	25'	55'	47'	89'
SBT/R	-'	69'	117'	160'	198'	
Phase 3 2031 No-Build (Signalized)	EBL	130'	46'	111'	23'	142'
	EBT	-'	87'	143'	195'	278'
	EBR	100'	20'	72'	47'	187'
	WBL	150'	17'	56'	48'	105'
	WBT	-'	198'	187'	145'	172'
	WBR	100'	41'	72'	24'	59'
	NBL	200'	22'	55'	21'	54'
	NBT	-'	144'	191'	115'	162'
	NBR	200'	48'	88'	42'	87'
	SBL	150'	26'	58'	49'	86'

PIVER TRACT RESIDENTIAL TRAFFIC IMPACT ANALYSIS

	SBT/R	-'	70'	110'	162'	191'
Phase 3 2031 Buildout (Signalized)	EBL	130'	52'	119'	26'	135'
	EBT	-'	91'	171'	199'	243'
	EBR	100'	20'	49'	47'	166'
	WBL	150'	17'	50'	48'	108'
	WBT	-'	200'	180'	151'	171'
	WBR	100'	41'	114'	24'	63'
	NBL	200'	22'	45'	21'	60'
	NBT	-'	144'	172'	115'	167'
	NBR	200'	48'	80'	42'	80'
	SBL	150'	26'	57'	49'	126'
	SBT/R	-'	71'	104'	168'	226'

RECOMMENDATIONS

The recommended lane geometry for each phase is shown on Figure 18.

The following improvements are committed to be constructed by others (Hawksbill Cove and Jenkins Commercial) and were included in the future year no-build and buildout scenarios:

US 17 at Country Club Drive/Jenkins Road

- Extend the existing exclusive southbound right turn lane on US 17 to provide full-width storage to Site Access 2 (approximately 600 feet of full-width storage and appropriate taper).

Country Club Drive at Transfer Station Road

- Install a traffic signal, if warranted.
- Construct an exclusive eastbound right-turn lane on Country Club Drive to provide 100 feet of full-width storage and appropriate taper.
- Construct an exclusive westbound left-turn lane on Country Club Drive to provide 150 feet of full-width storage and appropriate taper.
- Construct an exclusive westbound right-turn lane on Country Club Drive to provide 100 feet of full-width storage and appropriate taper.
- Restripe the southbound approach to consist of a shared through/right-turn lane and exclusive left-turn lane on Transfer Station Road.
- Construct an exclusive northbound site driveway with one ingress lane and three egress lanes consisting of:
 - An exclusive left-turn lane to provide 200 feet of full-width storage and appropriate taper
 - An exclusive through lane
 - An exclusive right-turn lane to provide 200 feet of full-width storage and appropriate taper

Phase 1 (2028)

Based on the turn lane warrant analysis presented herein, the following roadway improvement is recommended to be completed by the developer to accommodate Phase 1 (2028) buildout site traffic volumes:

Country Club Drive at Spring Garden Road

- Construct an exclusive eastbound right-turn lane on Country Club Drive to provide 75 feet of full-width storage and appropriate taper.

Phase 2 (2029)

Based on the capacity analysis presented herein, the following roadway improvements, in addition to those listed above for Phase 1, are recommended to be completed by the developer to accommodate Phase 2 (2029) buildout site traffic volumes:

US 17 at Country Club Drive/Jenkins Road

- Restripe the eastbound Jenkins Road approach to provide an exclusive left-turn lane and a shared through/right-turn lane.

- Upgrade the existing traffic signal to operate as an 8-phase signal providing a protected left-turn phase on the eastbound approach.

Country Club Drive at Spring Garden Road

- Install a traffic signal.

Phase 3 (2031)

Based on the capacity analysis presented herein, there are no additional improvements recommended to be completed by the developer to accommodate Phase 3 (2031) buildout site traffic volumes.

It is also worth noting that NCDOT TIP Project U-5732 plans include construction of reduced conflict intersections along US 17 from Washington Acres Road to Vista Lane. According to the current *NCDOT 2026-2035 State Transportation Improvement Program (STIP) Map*, this project is currently funded and slated to begin construction in the year 2032. Therefore, the TIP project was not considered in the future year analysis scenarios. However, these additional improvements will be made to the intersection of US 17 at Country Club Drive/Jenkins Road shortly after the development is constructed.

Piver Tract Residential TIA

Recommended Lane Geometry

- LEGEND**
- Speed Limit
 - Signal Control
 - Committed Traffic Signal by Others
 - Phase 2 Recommended Traffic Signal By Developer
 - Existing Approach Lane
 - Committed Improvements by Others
 - Phase 1 Recommended Approach Lane By Developer
 - Phase 2 Recommended Approach Lane By Developer
 - Departure Lane
 - XX' Intersection Spacing
 - XX' FULL STORAGE LENGTH

EXTENTS

Along Country Club Drive bounded by US 17 and Transfer Station Road.
 Pender County, NCDOT Division 3

Figure 18

