CITY OF SOUTHPORT
PLANNING BOARD – REGULAR MEETING
INDIAN TRAIL MEETING HALL
113 W MOORE ST, SOUTHPORT NC 28461
September 17, 2026 **|** 6:00 PM

AGENDA

A. Call to Order

B. Invocation

C. Pledge of Allegiance

D. Ethics Statement - If any members know of any conflict of interest, or the appearance of a conflict of interest, concerning matters on the agenda, please so state it at this time.

E. Approval of Agenda

F. Approval of Minutes

1. July 16, 2026, Planning Board Regular Meeting Miunutes

G. Public Comment

H. Old Business

1. Planning Dashboard

I. New Business

1. ZMA-26-04 Southport Crossing PUD Master Development Plan Major Modification

J. Announcements

1. Staff Report

K. Adjourn

City of Southport
Planning Board Regular Meeting
Indian Trail Meeting Hall
113 W. Moore Street
Southport NC 28461
July 16th, 2026,
6:00 pm
MINUTES

Present Members: Chair Lawrence N. Ashley, Vice Chair Fred Fiss, Ed Ekert, Doug Luehe, John Bove, Clark Freise, Maria Horton, Bob Lambert

Staff Present: Wendell Biddle, City Planner; ChyAnn Ketchum, Public Information Officer; Tori Deviney, City Clerk; Scott Baillargeon, Deputy City Clerk

Absent: None

Board of Aldermen Liaisons: Karen Mosteller and Rebecca Kelley

A. **Call to Order**

Chair Ashley called the meeting to order at 6:00 p.m.

B. **Invocation**
Mr. Ekert provided the invocation.

C. **Pledge of Allegiance**
Chair Ashley led members in the recitation of the Pledge.

D. **Swearing in of Reappointed Members**
   a. Planning Board Oaths of Office
   Deputy Clerk Baillargeon administered the Planning Board Oath of Office to Ed Ekert (Seat 5) and Lawrence N. Ashley (Seat 4).

Current Roster:		Appointed/Expiration:
Seat 1	Maria Horton	25-Jul/28-Jun
Seat 2	Doug Luehe	25-Jul/28-Jun
Seat 3	John Bove	25-Jan/28-Jun

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Seat 4	Larry Ashley	26-Jun/29-Jun
Seat 5	Ed Ekert	26-Jun/29-Jun
Seat 6	Fred Fiss	24-Jan/27-Jun
Seat 7	Bob Lambert	25-Jan/27-Jun
Seat 8 ALT	Clark Freise	26-May/29-Jun

b. Selection of Chair and Vice Chair.

A motion was made by Mr. Fiss and seconded by Mr. Bove to nominate Lawrence N. Ashley to continue serving as Chair.

The motion carried unanimously.

A motion was made by Mr. Lambert and seconded by Mr. Ekert to nominate Fred Fiss to continue serving as Vice Chair.

The motion carried unanimously.

Ethics Statement:
If any members know of any conflict of interest, or the appearance of a conflict of interest, concerning matters on the agenda, please so state it at this time.

E. Approval of Agenda
Chair Ashley asked for a motion and second to approve the agenda.

A motion was made by Ms. Horton and seconded by Mr. Lambert, to Approve the agenda.

The motion carried unanimously.

F. Approval of Minutes

a. June 18th, 2026, Planning Board Regular Meeting Minutes
Mr. Bove noted an error occurring on Page 24, Sidney, Ohio, should have been Shallotte NC.

A motion was made by Mr. Bove and seconded by Mr. Fiss, to Approve the May 21st, 2026, Planning Board Regular Meeting Minutes with revisions.

The motion carried unanimously.

G. Public Comment
Deputy Clerk Baillargeon read the emails for Public Comment

Ms. Wendy Long – 310 Herring Drive

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Ms. Long stated that she has been a Southport resident for more than 30 years and expressed opposition to the consideration of a data center within the City limits. The speaker cited the City's proximity to existing industrial and federal facilities and encouraged the Board to focus its efforts on maintaining and strengthening existing infrastructure. The speaker also urged the Board to prioritize infrastructure improvements, pause additional residential growth, and preserve the character of the community. The speaker thanked the Board for its time.

Mr. W. Neal Nesbitt – A Resident of Wilmington NC
Mr. Nesbitt expressed opposition to the consideration of a data center within the City limits, stating that he believed such a use was incompatible with Southport's small-town character. He suggested that a data center may be more appropriate in another area of Brunswick County and encouraged the Board to consider visiting an existing data center before moving forward with any related proposals. Mr. Nesbitt also stated that he believed the impact of a data center were greater than had been represented.

H. Old Business

None

I. New Business

a. ZMA-26-03 Map Amendment 1501 N. Howe Street

Planning Services Director Meehan presented the request for a zoning assignment for the property located at 1501 N. Howe Street in conjunction with a pending annexation. She explained that the property is currently located within the County's former extraterritorial jurisdiction (ETJ) and carries Brunswick County commercial low-density zoning. Because zoning does not automatically transfer when property is annexed into the City, the City is required to assign zoning within 60 days of annexation. She noted that if no zoning is assigned within that timeframe, the property would remain without municipal zoning. State statutes allow zoning assignments to be considered concurrently with annexation proceedings.

Director Meehan stated that the annexation petition was accepted by the Board of Aldermen at its previous meeting and that a public hearing on the annexation is scheduled for the August Board of Aldermen meeting. The proposed zoning assignment is being considered concurrently so both matters may be heard at the same meeting.

For reference, Director Meehan identified the property as being located just south of Robert Ruark Drive adjacent to Walgreens. She explained that the property had previously been designated Highway Commercial (HC) while it was within the City's ETJ and that, had the ETJ remained in place, no zoning assignment would be necessary.

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Director Meehan reviewed the HC zoning district, explaining that it is intended for larger-scale, auto-oriented commercial uses that are generally not appropriate adjacent to residential areas. She summarized the district standards, including a minimum lot size of 10,000 square feet, required front, rear, and side setbacks, and a maximum building height of 40 feet. The subject property is approximately 1.14 acres and contains an existing building of approximately 6,800 square feet. She noted that assigning the HC zoning designation would not create any nonconformities for the existing structure or use.

Director Meehan further explained that both the Planning Board and the Board of Aldermen are required to consider the Comprehensive Plan and Future Land Use Map when making zoning recommendations and to adopt a consistency statement. She stated that the property is designated as a Gateway on the Future Land Use Map, which envisions medium-scale commercial development, including retail, restaurant, and office uses, with buildings generally under 30,000 square feet and a maximum height of 40 feet. She stated that the proposed HC zoning is consistent with that designation.

Director Meehan also explained that when considering a zoning assignment, the Board must evaluate the full range of uses permitted within the proposed zoning district rather than any specific future development proposal. Based on the permitted uses within the HC district, the surrounding land uses, and the consistency of the request with the Comprehensive Plan and Future Land Use Map, Staff recommended that the Planning Board recommend approval of the HC zoning assignment for the property located at 1501 N. Howe Street to the Board of Aldermen.

Chair Ashley opened the floor for Board comments and questions.

Mr. Luehe asked if Staff had considered a Business District (BD) as a zoning option.

Director Meehan stated that Staff did not evaluate the BD zoning classification. She explained that the applicant requested the HC zoning designation because the property had previously been designated HC while within the City's ETJ, and Staff found that designation appropriate based on the surrounding land uses.

Ms. Horton stated that she shared Mr. Luehe's comments regarding the proposed zoning assignment. She noted that, when considering the Gateway area identified in the Comprehensive Plan, she viewed the area as a gateway to the City's business district, particularly given the existing and emerging

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commercial development nearby. She expressed concern that the HC zoning district could permit more intensive commercial or industrial-type uses that she believed would be incompatible with the surrounding development. Ms. Horton stated that she would be more inclined to assign the BD zoning designation rather than HC, citing the character of the surrounding businesses and hotels.

Director Meehan stated that, if the Board was in agreement, it could amend the motion to recommend assignment of the BD zoning designation in place of the proposed HC zoning designation.

Mr. Luehe asked whether a recommendation to assign the BD zoning designation would require consideration by the Board of Aldermen. Ms. Meehan confirmed that it would.

Mr. Fiss asked whether the HC zoning district would prohibit mixed-use development in the future. Ms. Meehan confirmed that it would. Mr. Fiss noted that the BD zoning designation would allow mixed-use development, and Ms. Meehan confirmed that was correct.

Mr. Luehe asked Staff to discuss the advantages and disadvantages of the two zoning districts.

Mr. Fiss commented that assigning the BD zoning designation would preserve the opportunity for future mixed-use development should a property owner or developer choose to pursue it.

Chair Ashley asked which zoning district offered the greatest flexibility.

Director Meehan explained that flexibility depended on the type of development being considered. She stated that the BD zoning district permits mixed-use development, whereas the HC district does not. She further noted that the HC district allows several commercial land uses that are not permitted within the BD zoning district.

Ms. Horton stated that, in her opinion, the HC zoning designation could increase the property's market value because it permits additional commercial uses. However, she expressed her preference for the BD zoning designation, emphasizing the property's location within the Gateway area and the City's long-term vision for the corridor. She stated that the BD classification better supports the City's future planning goals, the character of the area, and ongoing improvements to the surrounding intersection. Ms. Horton commented that, while the HC designation may provide greater value to the property owner, she believed the BD designation would provide greater

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long-term benefit to the City.

Mr. Fiss commented that he was encouraged to see a property owner seeking annexation into the City.

Chair Ashley asked whether the interest in annexation could be attributed to the City's Planning Services and Building Inspections Departments being more accessible and responsive to business owners and developers than the County. Ms. Meehan stated that she had heard similar comments but could not confirm that as the reason for the applicant's request.

Chair Ashley further asked whether, from a business perspective, it was advantageous to be located within the City. Ms. Meehan acknowledged the question but did not offer a definitive conclusion regarding the applicant's motivation.

Mr. Luehe stated that he viewed the BD zoning designation as more restrictive than the HC district because it prohibits certain uses that would otherwise be permitted under HC. He cited examples of uses prohibited in the BD, including jails, kennels, and industrial laundry.

Mr. Luehe referenced the Board's previous discussion regarding a rezoning request near Maverick and contrasted that property with the subject site. He stated that the area surrounding the subject property retains a character that reflects the transition of former residences into businesses and contributes to the City's identity. In his opinion, assigning the BD zoning designation would better preserve that character by limiting more intensive commercial uses from expanding closer to nearby residential areas.

Mr. Luehe also noted that the BD zoning designation would preserve the opportunity for future mixed-use development, which he believed provided an additional benefit for the property and the City's long-term planning objectives.

Mr. Bove observed that the subject property is largely surrounded by existing parking areas and appears to function as an isolated site within an already developed commercial area. He stated that, based on those characteristics, he believed the property differed from other sites that may be more closely associated with adjacent residential uses. He also commented that the property owner may have an intended use more consistent with the HC zoning designation.

Mr. Luehe asked whether Mr. Bove viewed those characteristics as favorable or unfavorable. Mr. Bove responded that he viewed them simply as a

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distinguishing characteristic of the site. He further stated that, regardless of the zoning designation assigned, the existing building would remain surrounded by parking areas and continue to function within the larger commercial setting.

Mr. Friese stated that he supports opportunities to increase affordable and workforce housing, particularly through mixed-use development in areas where residents can access services by golf cart or other alternative means of transportation. However, he noted that the subject property contains an existing commercial building that has recently shown signs of renovation activity. Based on his observations, he believed the owner intends to repurpose the existing structure rather than redevelop the site, and therefore he questioned whether mixed-use development was a practical consideration at this time.

Chair Ashley asked whether Mr. Friese viewed the proposal primarily as a development issue or a commercial issue. Mr. Friese responded that he viewed it as neither. He reiterated his support for encouraging mixed-use and residential opportunities whenever redevelopment occurs, citing the need for additional housing identified in the City's 2050 Comprehensive Plan. He stated, however, that because work appears to be focused on renovating the existing building rather than replacing it, he did not believe the current project presented a realistic opportunity for mixed-use development.

Mr. Luehe acknowledged the previous comments regarding the property's current condition and anticipated use but encouraged the Board to consider the site's long-term redevelopment potential. He expressed concern that assigning the HC zoning designation could limit future opportunities for mixed-use redevelopment. In his opinion, assigning the BD zoning designation would preserve greater flexibility for future redevelopment, including the potential to replace the existing building and parking areas with a mixed-use project should circumstances change over time.

Mr. Friese noted that the subject property is located along the boundary between the BD and HC zoning districts on the City's zoning map. He observed that the property could reasonably be viewed as compatible with either zoning classification based on its location.

Chair Ashley then asked the Board for additional comments and discussion.

A motion was made by Ms. Horton and seconded by Mr. Luehe to recommend assignment of the Business District (BD) zoning designation for the property located at 1501 N. Howe Street and forward it to the Board of Aldermen for consideration.

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Chair Ashley asked for further discussion.

Mr. Fiss asked whether the applicant had expressed any preferences regarding the proposed zoning designation. He stated that, in his view, annexation of the property into the City was the primary consideration and asked whether recommending the BD zoning designation instead of HC would create any disadvantage for the applicant.

Director Meehan explained that the principal difference would be that the BD zoning designation does not permit major retail uses, which are defined as retail establishments exceeding 5,000 square feet.

Ms. Horton asked for the size of the existing building. Ms. Meehan stated that the building contains approximately 6,800 square feet and that the entire building is currently being used for commercial purposes. She added that Staff could not speculate on or consider any future plans the property owner may have for the site.

Ms. Horton asked whether assigning the BD zoning designation could be inconsistent with the property's existing size, noting that major retail uses are defined as retail establishments exceeding 5,000 square feet. She also referenced the City's long-term vision for the Gateway area identified in the 2050 Comprehensive Plan.

Director Meehan responded that the Gateway area will likely require broader planning efforts, such as area-wide zoning changes or design standards, to achieve the vision established in the Comprehensive Plan. She stated that the character of the area may ultimately be shaped more by design standards than by the permitted uses within an individual zoning district.

Mr. Friese expressed concern that, if the current renovations were intended to establish a single commercial tenant within the existing 6,800-square-foot building, the proposed BD zoning designation could create a zoning issue.

Ms. Horton asked whether office space would be included in the calculation.

Director Meehan explained that the determination would depend on how the building is ultimately configured and occupied, noting that multiple tenants or uses could affect how the standards are applied. Mr. Friese reiterated his concern that, if the building were occupied by a single retail business, it could potentially become nonconforming upon assignment of the BD zoning designation.

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Chair Ashley expressed concern that assigning the BD zoning designation could result in the existing building becoming nonconforming.

Ms. Horton stated that, although the Board had recently considered conditional zoning and mixed-use development in other contexts, she continued to believe the property was more appropriately classified as BD than HC. She emphasized the property's location within the Gateway area and stated that the BD designation better reflects the City's long-term vision and character. Ms. Horton also noted that zoning regulations and development standards may be revised over time through future updates to the UDO and that the BD designation would preserve greater flexibility for future redevelopment, including potential mixed-use development.

Chair Ashley reminded the Board that its action was limited to making a recommendation to the Board of Aldermen, which would make the final decision on the zoning assignment and could elect to assign either the BD or HC zoning designation.

Mr. Fiss asked whether changing the proposed zoning designation from HC to BD would constitute a downzoning.

Director Meehan explained that assigning the BD zoning designation in place of the proposed HC designation could be considered a downzoning under other circumstances. However, because the property is not currently subject to City zoning, the zoning assignment associated with annexation would not constitute a prohibited downzoning under State law.

Mr. Fiss asked whether the existing building would be grandfathered if the BD zoning designation were assigned, given that the property was transitioning from the County's former ETJ into the City.

Director Meehan asked whether he was referring to the existing building, and Mr. Fiss confirmed that he was. Ms. Meehan explained that the existing structure could remain under the City's nonconformity provisions. She stated that the structure may continue to exist and be used unless it is substantially damaged or demolished beyond the thresholds established in the UDO, at which point the applicable zoning regulations would govern future redevelopment.

Mr. Luehe sought clarification regarding Mr. Fiss's question, asking whether he was suggesting that the existing use could retain the benefits of the former HC zoning designation if the property were assigned the BD zoning designation upon annexation. He stated his understanding that the property transitions from County zoning to no municipal zoning upon annexation until

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the City assigns a zoning designation. Mr. Fiss stated that they would be grandfathered in as HC.

Ms. Horton added that the City has 60 days following annexation to assign zoning to the property. Director Meehan clarified once the annexation occurs.

Mr. Friese stated that, in his understanding, once the property is annexed into the City it becomes subject to the City's zoning process, and the zoning assignment made during that process would not constitute a downzoning because the property is not currently zoned by the City. He reiterated that the City has 60 days following annexation to assign zoning.

Mr. Luehe asked whether assigning a zoning designation different from the applicant's request could discourage investment or future business development.

Mr. Friese responded that this was his primary concern. He noted that the applicant specifically requested the HC zoning designation and may have done so because it reflects the property's previous zoning, is consistent with adjacent properties, or best supports the applicant's intended use. He stated that applicants are not required to disclose their future plans as part of a zoning assignment request and cautioned against making assumptions about those plans. Based on his observations of ongoing renovations at the property, he believed the owner appeared to be preparing the existing building for continued use rather than undertaking a substantial redevelopment. He stated that this consideration weighed in favor of approving the applicant's requested zoning designation.

Mr. Luehe stated that, while the Board had discussed several possible future scenarios, many of those considerations were based on assumptions about the applicant's intentions that were not known.

Chair Ashley asked whether the applicant could withdraw the annexation request if the Board recommended a zoning designation different from the one requested and at what point such a decision could be made. Ms. Meehan explained that the final action on both the annexation and zoning assignment rests with the Board of Aldermen.

Ms. Horton asked whether the applicant would be notified of the Planning Board's recommendation prior to the Board of Aldermen meeting. Ms. Meehan stated that the applicant would be notified. Ms. Horton noted that the applicant would therefore have an opportunity to communicate any concerns or preferences to the Board of Aldermen before final action was taken.

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Chair Ashley asked whether the matter would need to return to the Planning Board if the applicant requested a different zoning designation. Following discussion, the Board proceeded to vote on the pending motion.

The motion carried by a vote of 4–2 and was forwarded to the Board of Aldermen with a recommendation for approval.

Chair Ashley read the Statement of Consistency:

AMENDMENT: ZMA-26-03 – 1501 N Howe Street Zoning Map Amendment
STATEMENT OF CONSISTENCY AND RECOMMENDATION:
The City of Southport Planning Board hereby finds that the proposed amendment is consistent with the City's 2050 Comprehensive Plan adopted on October 9, 2025, and Certified by the Coastal Resources Commission on January 7, 2026. Specifically, the proposal is consistent with Policy 7.2: Support existing small businesses and encourage new businesses and Action 7.2.1: Encourage the development of new businesses and context-sensitive mixed-use development in Gateway, Neighborhood Commercial, and Midtown character areas.

The Planning Board recommends **APPROVAL** of the map amendment to the Board of Aldermen.

b. ZTA-26-05 Text Amendment Data Centers
Chair Ashley introduced the next agenda item; discussion of a proposed text amendment related to data centers. He explained that one of the Planning Board's responsibilities is to review and make recommendations to the Board of Aldermen regarding amendments to the UDO. He stated that some amendments address routine matters, while others respond to emerging industries or changes in development patterns, citing data centers as an example.

Chair Ashley emphasized that the Board's role is to evaluate proposed UDO amendments in accordance with the City's adopted ordinances and applicable North Carolina law, ensuring that all applicants are treated fairly, consistently, and transparently. He noted that discussion of potential data center regulations was first identified as a possible UDO amendment during the previous year's planning discussions and stated that he had requested the topic be brought back for further consideration. Chair Ashley clarified that the request originated with him rather than Staff.

Chair Ashley stated that, although he believed it was unlikely that Southport would attract a large hyperscale data center, smaller decentralized data centers could present similar land use considerations. He explained that, to his knowledge, no applications for data centers had been submitted to the City. He stated that the purpose of the discussion was to consider whether

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proactive development standards should be established before any future applications are received. He noted that potential topics for discussion could include water use, power sources, backup generators, noise, lighting, setbacks, site location, and other development standards, as well as the possible use of a temporary development moratorium if deemed appropriate. He concluded by stating that establishing regulations before an application is submitted provides the City with a more effective planning framework than attempting to develop standards after a proposal has been filed.

Director Meehan presented the proposed text amendment to establish regulations for data centers within the UDO. She explained that the purpose of the amendment is to add data centers as a defined land use and establish development standards before any such proposal is submitted to the City. She emphasized that the amendment is proactive in nature and that the City has not received any inquiries or applications for a data center.

Director Meehan stated that the proposal was being presented for discussion only and that the Board's comments, questions, and suggested revisions would be incorporated into future drafts before any formal recommendation is considered.

Director Meehan explained that Staff's research concluded that the City should establish clear standards for data centers in advance of any application to avoid making policy decisions during the review of a specific project. She reviewed the current provisions of the UDO for uses that are not specifically listed in the Table of Permitted Uses, explaining that such proposals are either evaluated as a use substantially similar to an existing permitted use or, if no comparable use exists, may be considered under the UDO's unclassified nonresidential use provisions through a Special Use Permit issued by the Board of Adjustment. She stated that those existing mechanisms do not provide standards specifically tailored to data centers.

Director Meehan stated that the proposed amendment is intended to minimize potential off-site impacts, including noise, power demand, water and wastewater usage, traffic, and other effects on surrounding properties and public infrastructure. She noted that the proposal also seeks to protect established neighborhoods, preserve the City's infrastructure, and ensure that future development is consistent with the City's long-term planning goals and the protection of the public health, safety, and welfare.

Director Meehan explained that, under the proposed amendment, data centers would be permitted only on property zoned HC and would require approval through the Conditional Zoning process. She stated that Conditional Zoning is site-specific and requires submission of a detailed development

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plan. She further explained that the Board of Aldermen would consider each request through a legislative process, including a public hearing, and would have the authority to evaluate the proposed location, compatibility with surrounding properties, consistency with adopted plans, impacts on adjacent property owners and the community, and to impose site-specific conditions as appropriate.

Director Meehan concluded by noting that the draft amendment contains numerous technical standards specific to data center development. She stated that she would not review each standard individually and instead invited members of the committee to provide additional comments before opening discussion with the full Board.

Ms. Horton stated that she holds professional certifications in information systems security and has experience touring and working within multiple data centers. She explained that, although she was initially opposed to considering data center regulations, she came to believe that establishing development standards in advance is necessary to protect the City and comply with North Carolina law.

Ms. Horton expressed support for the intent of the proposed text amendment but stated that she believed additional provisions should be considered. She recommended further evaluation of setback requirements from residential properties and suggested that the draft include consideration of monitoring electromagnetic field (EMF) levels associated with data center operations. She also recommended that the Board review available technical research and evaluate whether additional standards or monitoring requirements would be appropriate.

Ms. Horton further recommended that the City seek input from the local electric utility regarding the potential effects of data centers on electrical infrastructure, including power quality, system capacity, and operational impacts. She stated that these considerations should be evaluated as part of any future review process.

Ms. Horton also questioned the proposed language encouraging on-site solar power generation, noting that she believed the feasibility and design of renewable energy systems should remain the responsibility of the facility owner. She encouraged the Planning Board and Board of Aldermen to continue researching the technical aspects of data center development as the proposed text amendment is refined.

Mr. Friese stated that the proposed definition of a data center should explicitly address cryptocurrency mining facilities, noting that such operations are

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often classified as data centers and, despite their smaller size, may produce similar operational impacts. He stated that cryptocurrency mining facilities may be more likely to locate in the area and should therefore be clearly addressed within the proposed ordinance.

Mr. Friese also expressed support for requiring independent environmental monitoring as part of any future data center approval. He noted that third-party environmental monitoring is commonly required for other types of development and suggested that a similar approach could be used to verify compliance with operational standards for data centers. He stated that such monitoring could include measurements related to electromagnetic fields and electrical system performance to ensure ongoing compliance with approved conditions.

Ms. Horton stated that operational monitoring should be considered as part of any future approval for a data center. She suggested that the proposed ordinance include provisions for ongoing monitoring of EMF levels during facility operations and that acceptable performance standards be established to help protect nearby residents. She noted that published research has examined potential health effects associated with EMF and recommended that the City consider those studies when developing operational standards.

Ms. Horton also recommended that the City seek input from appropriate regulatory agencies regarding water quality and wastewater management associated with data center operations. She stated that the proposed ordinance should consider standards addressing potential contaminants in discharged water and suggested consultation with agencies such as the North Carolina Department of Environmental Quality (DEQ) when refining the draft amendment.

Chair Ashley observed that the proposed standards could require a facility to function with an on-site wastewater treatment component. Ms. Horton expressed agreement.

Mr. Friese discussed several additional provisions that he recommended be considered as part of the proposed text amendment. He suggested strengthening the standards governing process liquids and wastewater management, including prohibiting evaporative volume reduction methods for process fluids and addressing the handling and disposal of regulated industrial chemicals.

Mr. Friese also recommended that the proposed ordinance requires applicants to submit a drought management plan as part of any water use

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plan. He further suggested that engineering reports be prepared by professional engineers licensed in North Carolina.

Finally, Mr. Friese recommended that the ordinance include decommissioning and abandonment requirements for data centers. He suggested requiring a performance bond or decommissioning bond to ensure that facilities are properly removed or repurposed if operations cease, stating that such requirements are commonly used for other specialized industrial facilities and would help protect the City from abandoned sites.

Ms. Horton stated that any abandonment or decommissioning requirements should address the removal and proper disposal of servers and other equipment, including any associated materials that require specialized handling or disposal.

Mr. Friese recommended that the draft ordinance more clearly defines the qualifications required for professionals preparing technical plans and reports. He suggested requiring that such professionals hold appropriate licenses or registrations in the State of North Carolina to ensure accountability and regulatory oversight. He stated that establishing clear qualification requirements would help ensure that the City receives plans prepared by professionals subject to North Carolina's licensing standards.

Ms. Horton expressed concern that the draft language prohibiting customer service operations could be interpreted too broadly. She noted that data centers commonly provide scheduled access for clients, vendors, and security-related visitors and suggested that the language be revised to more accurately reflect typical data center operations.

Chair Ashley clarified that the intent of the provision was to prohibit walk-in customer service or retail operations rather than scheduled business or operational visits to the facility.

Ms. Horton agreed with Chair Ashley's clarification and noted that legitimate data centers typically maintain strict security protocols for scheduled visitors. She stated that, while customer access does occur, it is controlled and related to facility operations rather than walk-in customer service.

Mr. Bove commented that the ordinance should also avoid creating language that could allow other commercial operations to be characterized as data centers in order to circumvent the intent of the zoning regulations. Ms. Horton expressed agreement with Mr. Bove's comment.

Mr. Friese stated that he believed adoption of a specific data center definition

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and associated regulations was essential. He explained that, without a clearly defined land use, a cryptocurrency mining facility could potentially argue that it falls under another permitted use within the current Table of Permitted Uses. He stated that a specific definition would provide greater clarity and reduce ambiguity in the administration of the UDO.

Mr. Bove noted that cryptocurrency mining facilities are included within the proposed definition of a data center, although the definition is lengthy.

Ms. Horton asked whether the Board could return the draft text amendment for further revisions while preserving some level of protection should an application be submitted before the ordinance is adopted.

Chair Ashley responded that, to his understanding, a proposed ordinance does not provide regulatory effect until it has been formally adopted. He noted that, while some states recognize pending ordinances for regulatory purposes, he did not believe North Carolina law provides the same protection.

Ms. Horton stated that she would like to review the draft language related to site security, including provisions addressing perimeter fencing and outdoor lighting. She noted that data centers typically incorporate secure perimeter fencing and other security measures to protect critical infrastructure and suggested that the proposed standards reflect those operational characteristics.

Mr. Bove commented that, while much of the public discussion has focused on large hyperscale data centers, the technology continues to evolve rapidly. He stated that future facilities may become smaller and more efficient as equipment changes over time and encouraged the Board to develop regulations that remain effective as the industry evolves.

Ms. Horton recommended that the draft text amendment also consider emerging energy technologies that may be used to power future data centers, including small modular nuclear reactors or similar technologies. She suggested that the ordinance include standards addressing alternative on-site power sources to ensure that future proposals involving such technologies are evaluated under appropriate development criteria.

Mr. Bove commented that small modular nuclear reactors represent an emerging energy technology but stated that he believed consideration of that technology was beyond the scope of the current text amendment.

Chair Ashley noted his understanding that widespread deployment of small modular nuclear reactors remains several years away.

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Ms. Horton responded that some small modular reactor technologies are already in operation and reiterated that the proposed ordinance should consider emerging on-site power technologies when developing standards for future data center proposals.

Mr. Luehe commended Chair Ashley, Ms. Meehan, and the committee for bringing forward the proposed text amendment. He stated that, although he initially questioned whether the topic warranted the Board's attention, additional research convinced him that proactively addressing data centers through the UDO was an appropriate step to protect the City's long-term interests.

Mr. Luehe stated that the discussion demonstrated both the complexity of the issue and the need for additional study. While he believed the committee had developed a strong foundation, he noted that the Board's discussion had identified several additional considerations that may warrant inclusion in the draft ordinance. He stated that further time and research would be beneficial before finalizing the proposed amendment.

Mr. Luehe then asked Chair Ashley what procedural options were available under the UDO and the City's legislative process to allow additional refinement of the proposed text amendment while continuing to prepare for the possibility of a future data center proposal.

Chair Ashley outlined three options available to the Board. He explained that the Board could recommend approval of the proposed text amendment as drafted, return the draft to the subcommittee for additional revisions, or recommend that the Board of Aldermen consider adopting a temporary moratorium on data centers while additional research and ordinance development are completed.

Chair Ashley stated that, in his opinion, recommending a temporary moratorium of up to one year would provide the City with an opportunity to further develop appropriate regulations while protecting the public interest. He noted that any moratorium would require supporting findings, a defined purpose, and continued progress toward completing the ordinance, consistent with applicable legal requirements.

Chair Ashley stated that he would entertain a motion recommending that the Board of Aldermen consider adopting a temporary moratorium on data centers and similar facilities for up to one year while Staff and the Planning Board continue refining the proposed text amendment. He further stated that the effort would likely require participation from the full Planning Board in

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addition to the subcommittee.

Chair Ashley also noted that the City had received public feedback and additional technical information during the review process, including comments identifying topics that warrant further evaluation, such as backup power systems, battery technologies, emergency power generation, and other operational considerations. He stated that the scope of issues associated with data center development had proven to be broader and more complex than initially anticipated.

Ms. Horton clarified that she did not view the comments offered by herself or Mr. Friese as negative. She stated that their recommendations were intended to strengthen the proposed ordinance and protect the City and its residents by addressing potential health, energy, and infrastructure considerations.

Chair Ashley clarified that his earlier reference to negative comments was not directed toward members of the Planning Board and apologized for any misunderstanding.

Mr. Friese asked whether a local government has the authority to adopt a temporary moratorium on a particular land use while developing related zoning regulations.

Chair Ashley responded that a local government may adopt a temporary development moratorium when supported by specific findings and a demonstrated public purpose, rather than as a blanket prohibition. He stated that, in his opinion, the complexity of regulating data centers could justify consideration of such a moratorium while appropriate standards are developed. He also noted that other jurisdictions have recently considered similar actions.

Chair Ashley further commented that he believed local governments throughout Brunswick County should consider proactively addressing data center development and stated that additional guidance from the State regarding energy and utility infrastructure would be beneficial. He then indicated that he would entertain a motion from the Board regarding a recommendation for a temporary moratorium.

Mr. Friese commended the subcommittee and Staff for their work in preparing the draft text amendment, describing it as an exceptional first draft. He stated that his comments were intended to strengthen an already well-developed proposal by identifying additional issues for consideration.

Mr. Friese expressed support for establishing interim protections while the

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ordinance is further refined. He also encouraged the Board to remain mindful of the rapidly evolving nature of artificial intelligence and data center technologies, noting that future facilities may differ significantly from current large-scale developments. He stated that, for that reason, it is important to establish clear definitions and development standards that are adaptable to future technological changes while addressing the potential impacts identified through the Board's research and discussion.

Ms. Horton stated that, before the Board acted on a recommendation, she would encourage consultation with appropriate State agencies, legislators, and other subject matter experts regarding the potential impacts of data centers on energy infrastructure and utility costs. She expressed concern about reports of increased electric rates in other jurisdictions with significant data center development and stated that the Board should seek additional information on how such impacts could affect Southport residents. Ms. Horton recommended that those issues be incorporated into the Board's continued review of the proposed text amendment.

Mr. Bove agreed that additional technical expertise would be valuable but observed that, based on the committee's research, there is currently limited State guidance addressing data centers, including standards related to issues such as PFAS, EMFs, or other data center-specific operational impacts. He stated that local governments may therefore need to develop regulations in the absence of comprehensive State standards.

Ms. Horton stated that her perspective on the issue had evolved as she learned more about data center development. She commented that local governments should take a proactive and adaptable approach to emerging technologies by developing regulations in advance rather than waiting to respond after proposals are submitted.

Chair Ashley noted that the North Carolina General Assembly is considering legislation related to utility ratepayer protections. He stated that the proposed legislation is intended to help protect residential and commercial utility customers from certain costs associated with energy infrastructure.

Mr. Fiss asked whether the draft standards contained in the proposed text amendment were adapted from ordinances already adopted by other communities that have established data center regulations.

Mr. Luehe explained that the subcommittee did not draft the proposed standards from scratch. Instead, it reviewed ordinances adopted by other jurisdictions, particularly nearby communities, and incorporated provisions it considered to be the most effective while adding standards tailored to

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Southport's needs. He noted that the Board's discussion had also identified additional items for future consideration.

Mr. Fiss asked whether, under the draft standards as written, an existing large commercial building, such as a vacant retail store, could potentially satisfy many of the proposed requirements for a data center based primarily on the applicable setback and location standards.

Mr. Luehe stated that one of the questions considered by the subcommittee was whether there are locations within Southport where a data center could be appropriately accommodated under the proposed standards. He noted that existing large commercial buildings were discussed as examples of sites that could potentially meet certain locational criteria.

Mr. Luehe also emphasized that the proposed ordinance was intended to remain adaptable as data center technology evolves. He observed that future facilities may require significantly smaller sites than current developments and stated that the draft standards were written to address both the direct operational characteristics of data centers and potential secondary impacts, such as effects on utilities and community infrastructure, rather than focusing solely on the scale of today's facilities.

Mr. Fiss returned to the discussion of existing commercial buildings and observed that a former large retail building would likely be located within 1,000 feet of residential properties. He noted that, under the proposed draft standards, such a location would not satisfy the required residential setback.

Mr. Friese agreed that many existing commercial properties in the City are located relatively close to residential areas and commented that the proposed setback standard could limit where a data center might be located.

Ms. Horton reiterated her recommendation that the Board conduct additional research regarding EMF associated with data center operations. She suggested that the proposed ordinance include requirements for monitoring and reporting operational EMF levels to ensure compliance with any standards ultimately adopted by the City.

Mr. Bove commented that one of the challenges in developing objective standards for data centers is identifying measurable criteria supported by established technical guidance. He noted that determining appropriate thresholds for issues such as electromagnetic fields would require additional research.

Ms. Horton responded that she believed further technical evaluation was

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warranted before establishing operational standards. She stated that the Board should continue researching appropriate monitoring and reporting requirements for electromagnetic fields associated with data center operations so that any standards adopted by the City are supported by reliable technical information.

Mr. Bove stated that establishing numerical performance standards for certain operational impacts may be challenging because, based on the committee's research, there are few established regulatory benchmarks available for local governments to adopt.

Ms. Horton acknowledged that developing specific standards would require additional judgment and research. She stated that, in her opinion, the City should consider a precautionary approach when evaluating potential operational impacts and develop standards that prioritize the protection of residents as the proposed ordinance continues to be refined.

Chair Ashley responded that the Board should exercise caution when establishing development standards, noting that regulations should be reasonable and attainable rather than so restrictive that no applicant could comply with them.

Ms. Horton agreed and stated that she believed the proposed standards could be further refined.

Mr. Fiss asked Director Meehan whether the Conditional Zoning process would provide the City with discretion to determine whether a proposed data center is appropriate for a particular location, even if the applicant satisfies the technical requirements of the ordinance.

Director Meehan confirmed that Conditional Zoning provides that discretion. She explained that, while an applicant may satisfy the ordinance standards, the Board of Aldermen may also consider the specific characteristics of the proposal and the site, impose additional conditions where appropriate, or determine whether the proposed use is suitable for the location as part of the legislative review process.

Mr. Fiss stated that, for the benefit of the public, the proposed text amendment is intended to establish a specific land use classification and development standards for data centers before any application is received. He noted that the City has previously amended the UDO to address land uses that were not specifically identified in the Table of Permitted Uses, and Director Meehan confirmed that was correct.

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Chair Ashley added that, unlike a Special Use Permit, the Conditional Zoning process includes public hearings that provide opportunities for public participation before a final decision is made.

Mr. Bove explained that the draft ordinance was intentionally structured to require a comprehensive application during the Conditional Zoning process. He stated that applicants would be expected to provide detailed information regarding topics such as energy demand, water use, wastewater, noise, and other operational characteristics at the zoning stage so that the City would have sufficient information to evaluate potential impacts before considering approval. He noted that additional review would also occur during subsequent permitting and construction phases.

Mr. Fiss stated that he supported the concept of a temporary moratorium and asked whether such an action would be legally permissible.

Director Meehan confirmed that North Carolina General Statute Chapter 160D authorizes local governments to adopt development moratoria when the statutory requirements are satisfied.

Chair Ashley stated that he anticipated two separate actions: one recommending that the Board of Aldermen consider adopting a temporary moratorium on data centers and similar uses for a period determined by the Board of Aldermen, and a second continuing work on the proposed text amendment. He noted that a moratorium exceeding 60 days would require the public notice procedures prescribed by State law.

Director Meehan explained that a moratorium exceeding 60 days would be advertised in the same manner as other legislative land use actions, including the required newspaper notices.

Chair Ashley commented that he did not believe the remaining work on the proposed ordinance could reasonably be completed within 60 days.

Mr. Ekert asked whether the City currently has any vacant or underutilized properties that could realistically accommodate a data center or other suitable redevelopment site.

Mr. Fiss responded that there are properties within the City that could potentially accommodate a data center under certain circumstances. He referenced a tract of land in the East Moore Street area but stated that he did not believe such a use would represent the highest and best use of the property.

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Ms. Horton observed that the area identified by Mr. Fiss is located near existing utility infrastructure, including electrical service and water. She also referenced another recently discussed redevelopment area but noted that its proximity to residential properties could make it less suitable under the proposed standards. Ms. Horton stated that these examples reinforced the need for comprehensive development standards addressing potential impacts on surrounding properties and natural resources.

Mr. Bove asked whether any such property would also be required to have a HC zoning designation under the proposed ordinance.

Mr. Friese stated that, under the current UDO, there are no data center-specific regulations in place. He expressed concern that, absent a temporary moratorium, a proposal could be submitted before the City has an opportunity to adopt appropriate standards. He also noted that certain locations within the City could possess characteristics that make them attractive for future data center development.

Mr. Ekert asked whether that meant the City currently faces the potential for data center proposals. Members of the Board indicated that such a possibility exists.

Ms. Horton noted that, as data center technology continues to evolve and facilities become smaller, additional sites within the City could potentially become suitable for such development.

Mr. Friese stated that he believed the proposed definition of a data center provides a strong foundation and suggested that the City should establish a formal definition as part of its regulatory framework while continuing work on the proposed ordinance.

Chair Ashley responded that further refinement of the definition would occur as part of the Board's continuing work on the proposed text amendment.

Mr. Friese stated that he believed the proposed definition of a data center was sufficiently developed to be forwarded to the Board of Aldermen for consideration. He suggested that adoption of the definition could be followed by consideration of a temporary moratorium while the remaining ordinance provisions are refined.

Ms. Horton asked whether a moratorium could extend beyond one year.

Chair Ashley responded that a moratorium could initially be adopted for up to one year and noted his understanding that it could potentially be extended if

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warranted.

Director Meehan explained that the duration of any moratorium must be supported by appropriate findings and justification. She stated that the length of a moratorium would depend upon the legal basis established for its adoption.

A motion was made by Ms. Horton and seconded by Mr. Bove to request a form the Board of Aldermen a moratorium for up to 15 months concerning data centers and related industries to obtain further data from Duke Energy, local Water Resources, DEQ, and other like industries to craft meaningful text in the UDO.

Mr. Luehe suggested that any recommendation for a temporary moratorium should clearly state that its purpose is to provide the Planning Board and Staff with sufficient time to continue developing and refining the proposed data center regulations.

Chair Ashley indicated that he had considered a separate motion directing the Planning Board to continue its work on the proposed text amendment but agreed that such a motion was unnecessary if the purpose of the moratorium recommendation clearly reflected the Board's intent. He added that the continued review process would welcome input from subject matter experts and interested members of the public.

Mr. Luehe stated that the recommendation to the Board of Aldermen should emphasize that the requested moratorium is intended to allow the Planning Board and Staff to continue researching and developing comprehensive standards for data centers rather than simply delaying future applications.

Chair Ashley stated that he preferred a separate motion directing the Planning Board to continue working on the proposed data center text amendment. He explained that a separate action would clearly demonstrate the Board's commitment to completing the ordinance rather than leaving the effort to proceed informally.

Mr. Friese stated that he favored a shorter moratorium period to encourage timely completion of the ordinance. He commented that developing entirely new technical standards where none currently exist would likely require significant time and specialized expertise. He suggested that the Board focus on adopting standards supported by existing research and regulatory practices rather than attempting to develop new technical benchmarks independently.

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Ms. Horton responded that a longer timeframe would provide additional flexibility for research, coordination, and public review. She noted that the Board of Aldermen could modify the duration of any moratorium as appropriate and stated that the Planning Board could complete its work sooner if the ordinance was ready before the moratorium expired.

Chair Ashley stated that he preferred a separate motion directing the Planning Board to continue work on the proposed data center text amendment. He explained that a separate action would clearly demonstrate the Board's commitment to completing the ordinance rather than leaving the effort to proceed informally.

Mr. Friese stated that he favored a shorter moratorium period to encourage timely completion of the ordinance. He commented that developing entirely new technical standards where none currently exist would likely require significant time and specialized expertise. He suggested that the Board focus on adopting standards supported by existing research and regulatory practices rather than attempting to develop new technical benchmarks independently.

Ms. Horton responded that a longer timeframe would provide additional flexibility for research, coordination, and public review. She noted that the Board of Aldermen could modify the duration of any moratorium as appropriate and stated that the Planning Board could complete its work sooner if the ordinance was ready before the moratorium expired.

Chair Ashley stated that development of the proposed ordinance would also require assistance from the Board of Aldermen, including coordination with State agencies and legislators as appropriate.

Mr. Friese reiterated that, for certain technical issues, there are currently no established regulatory standards available for the Planning Board to adopt directly. He cautioned against attempting to create new scientific standards where none presently exist.

Chair Ashley agreed that the ordinance should rely on established, enforceable standards whenever possible. He stated that the Board's objective should be to establish a practical regulatory framework using currently available information and to refine the ordinance over time as additional research, regulatory guidance, and industry standards become available. He noted that the UDO can be amended in the future as new standards are developed and adopted by appropriate regulatory authorities.

Chair Ashley stated that the Board should avoid delaying adoption of the

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ordinance in pursuit of perfect solutions. He emphasized the importance of developing practical, enforceable regulations while continuing to refine them as additional information becomes available. Chair Ashley also commented that the Board's diverse expertise would help ensure the ordinance remains both effective and reasonable.

Mr. Bove asked whether the Board's objective should be to deliver a completed ordinance to the Board of Aldermen by the end of any moratorium period, regardless of whether every emerging technical issue has been fully resolved. He agreed that certain topics, including PFAS, EMF, and utility impacts, involve broader issues that extend beyond the Planning Board's authority and may continue to evolve. Mr. Bove stated that, in his view, the Board should focus on producing a comprehensive and workable ordinance that the Board of Aldermen can consider at the conclusion of the moratorium period.

Mr. Luehe stated that the Board should remain mindful of the relationship between the proposed moratorium and the current provisions of the UDO. He noted that, if the Board of Aldermen does not adopt a moratorium, the Planning Board may need to proceed more quickly with developing and recommending data center regulations.

Mr. Luehe stated that, in his view, the Board should balance the need for comprehensive regulations with the need to provide timely protections for the City. He commented that the discussion had highlighted the importance of acting proactively to ensure Southport has an appropriate regulatory framework in place before a data center proposal is submitted.

The motion carried unanimously.

A motion was made Mr. Luehe and seconded by Ms. Horton that the subcommittee and the Planning Board continue to work with Staff on this issue.

Mr. Bove asked whether the Planning Board should commit to presenting a completed set of recommended regulations or best practices to the Board of Aldermen at the conclusion of any moratorium period.

Ms. Horton responded that she would not tie the Board's work to the duration of a moratorium, noting that, if the Board of Aldermen does not adopt a moratorium, the Planning Board would likely need to continue its work on an accelerated schedule.

Mr. Friese suggested that the Planning Board seek formal support from the

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Board of Aldermen for its continued research and development of the proposed data center regulations. He stated that such support could assist the Board in consulting with outside experts and organizations as it continues refining the proposed ordinance.

Chair Ashley explained that adoption of a development moratorium requires a formal legislative process supported by detailed findings and justification. He stated that a moratorium is accompanied by a series of findings outlining the public purposes, objectives, and timeline supporting the action, rather than a simple motion to suspend development.

Mr. Fiss asked whether the moratorium would require specific reasons to support its adoption.

Chair Ashley responded that it would. He explained that the findings could include considerations related to public health, public safety, and other legitimate governmental interests, and noted that the Board of Aldermen, City Attorney, and Staff would prepare the necessary findings and supporting language if the Board of Aldermen elected to pursue a moratorium.

Ms. Horton stated that her recommendation to involve utility providers and other agencies was intended to support the City's evaluation of potential impacts on water resources, infrastructure, and related public interests. She noted that those considerations could provide additional information to assist the City in developing appropriate standards and supporting findings for the proposed ordinance.

The motion carried unanimously.

The Board adjourned for a ten-minute recess at 7:35 p.m. and reconvened at 7:48 p.m.

Chair Ashley thanked the Board for consideration and read the Statement of Consistency for ZMA-26-03 – 1501 North Howe Street Zoning Map.

c. Zoning Tempate Review – Discussion

Ms. Horton presented a draft UDO Text Amendment Template that she and Mr. Luehe developed as a Planning Board subcommittee. She explained that the template was created to provide a standardized format for future UDO text amendments and to improve consistency, organization, and documentation of information presented to the Planning Board.

Ms. Horton stated that the draft template is intended for Board review and

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input and will also be reviewed by the City Attorney and Staff before being finalized. She explained that the template includes sections identifying the amendment number, title, applicant or requester, preparer, and other basic project information. It also contains a decision packet summarizing the purpose of the amendment, proposed changes, anticipated impacts, alternatives considered, consistency with adopted plans and policies, and Staff recommendations.

Ms. Horton noted that the template also includes a section for written Staff analysis to ensure that Staff's evaluation accompanies each proposed text amendment. She stated that sample motions and recommendation categories are included to promote consistency during Board action.

Finally, Ms. Horton explained that the template incorporates a section for supporting documentation and the legislative record. She stated that this information would improve the City's ability to review the history and rationale behind previous text amendments and provide a more complete record for future reference. She then asked Chair Ashley whether he had any additional comments regarding the proposed template.

Chair Ashley stated that Ms. Horton had accurately summarized the purpose of the proposed template. He added that one of its primary objectives is to provide greater transparency in the Planning Board's review process and in the recommendations forwarded to the Board of Aldermen.

Chair Ashley explained that the template is organized so that readers can review varying levels of detail depending on their interests, ranging from an executive summary to more comprehensive Staff analysis and supporting documentation. He stated that one of the most valuable features of the template is the side-by-side comparison of the existing and proposed ordinance language, which would allow the public to more easily understand the specific changes being recommended. He commented that the overall goal is to improve public understanding of proposed text amendments, the reasons for those amendments, and the basis for the Planning Board's recommendations.

Ms. Horton stated that the draft template was intended to document the basis for future Planning Board decisions rather than relying solely on past practice. She explained that creating a standardized record of the information considered during each text amendment would provide future boards with historical context, including the reasons for decisions and the supporting information relied upon at the time.

Ms. Horton requested that Planning Board members and Staff review the draft

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template and provide comments before it returns for further consideration. She stated that the additional input would be incorporated into a revised draft for future Board review.

Ms. Horton also commented that establishing a standardized format for text amendments would create a more complete historical record to support future updates to the UDO and assist future Planning Boards in evaluating proposed amendments.

Mr. Luehe asked whether the Board intended to establish a deadline for completing the proposed UDO Text Amendment Template.

Chair Ashley responded that the goal is to finalize the template by September so it can be used for future UDO text amendments during the upcoming fiscal year. He emphasized that the current version is a first draft and encouraged Board members to review it carefully and provide feedback.

Ms. Horton asked Director Meehan to provide any Staff comments to both Mr. Luehe and Chair Ashley so they could incorporate revisions into the next draft. She also encouraged Planning Board members to submit comments and suggestions before the Board's normal August meeting date to allow sufficient time to prepare a revised draft for consideration at the September meeting.

Chair Ashley noted that the subcommittee would also meet with Staff before bringing the revised template back to the Planning Board.

Mr. Ekert requested an electronic copy of the UDO Text Amendment Template. Ms. Horton shared that she would forward electronic copies to those who would like one.

J. Staff Updates

a. Planning Service Updates

Director Meehan presented a revised format for the Planning Services Department update, explaining that the new format was intended to provide a more concise and organized summary of ongoing projects and initiatives. She noted that the format was developed with input from Chair Ashley and was designed to allow Board members to quickly identify the status of specific projects, rezonings, and text amendments. She stated that the document remained a draft and welcomed feedback on its content and format.

Director Meehan provided an update on current Planning Board initiatives, including the proposed data center text amendment and the draft UDO Text

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Amendment Template, both of which remain under review by the Planning Board.

She reported that the Sandy Lane rezoning request from R-20 to HC is scheduled for a public hearing before the Board of Aldermen on August 13. She also noted that the Food Vendor and Gateway Overlay text amendments were adopted in June and that work will continue the ad hoc committee's review of bed and breakfast and special event regulations.

Director Meehan updated the Board on several development projects, stating that a revised site plan for Dutchmen Village had recently been resubmitted following Staff comments on an earlier application. She noted that the project remains in the early stages of review and may be ready for Planning Board consideration later in the year. She also reported that an application had been received that day for a modification to the Southport Crossings Planned Unit Development (PUD), which Staff had not yet reviewed.

Director Meehan also informed the Board of recently enacted State legislation that will require future updates to the UDO. She explained that new legislation addressing off-street parking standards and stormwater requirements generally limits municipalities' ability to regulate minimum parking requirements. However, she noted that coastal counties are exempt from portions of the legislation and that additional provisions affecting National Register Historic Districts may also apply within Southport. She stated that Staff is continuing to evaluate the new legislation and will return with recommended UDO amendments as necessary.

Chair Ashley asked whether the recently enacted legislation clarified which statutory exception would control when multiple exemptions appear to apply.

Director Meehan explained that, based on Staff's review, the legislation provides an exemption for coastal counties but also includes a separate provision affecting jurisdictions with certain historic district designations. She stated that Staff is continuing to evaluate how those provisions interact under the new law.

Ms. Horton asked for clarification regarding the parking requirements addressed by the legislation.

Director Meehan explained that the legislation pertains to minimum off-street parking requirements for new development. She stated that, under the law, municipalities are restricted from requiring developers to provide a specified minimum number of parking spaces based on factors such as building size or floor area in circumstances where the legislation applies.

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Mr. Friese asked how the new parking legislation would affect Southport's historic district, noting his understanding that the City's historic district regulations are applied on a property-by-property basis.

Director Meehan explained that the legislation references the City's National Register Historic District, which encompasses approximately 110 blocks. She stated that Staff will provide the Board with a map of the district and noted that the applicable provisions do not take effect until January 1, providing Staff with time to evaluate the legislation and prepare any necessary amendments to the UDO.

Mr. Luehe asked how the legislation would affect the City's ability to regulate parking requirements and what the practical implications would be for future development once the law becomes effective.

Director Meehan explained that, under the new legislation, the City may be prohibited from requiring minimum off-street parking spaces for certain developments located within the National Register Historic District. She stated that, where the law applies, property owners would no longer be required to provide a minimum number of parking spaces to satisfy the City's UDO.

Mr. Luehe asked what the practical effect of that change would be for property owners.

Director Meehan responded that the amount of parking provided would largely become the property owner's decision rather than a City requirement. She explained that, under the current UDO, redevelopment or new development is required to provide a specified number of off-street parking spaces based on the proposed use. Under the new legislation, those minimum parking requirements may no longer be enforceable in areas where the statutory exemption applies.

Mr. Luehe observed that the practical concern for the City is not excessive parking but the possibility that future developments could provide insufficient off-street parking. He noted that, under the new legislation, a development could potentially be constructed with little or no off-street parking where minimum parking requirements are no longer enforceable. Director Meehan agreed with his observation.

Chair Ashley commented that the legislation appears to have been developed primarily to address large expanses of impervious parking associated with larger commercial developments. He expressed concern that the legislation

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may not fully account for the circumstances of smaller communities, where off-street parking is often important to support local businesses. Chair Ashley stated that reducing the City's ability to require off-street parking could shift additional parking demand to public streets and municipal parking resources.

Ms. Horton noted that the new legislation relates to the Board's earlier discussion regarding public rights-of-way and parking.

Mr. Fiss asked whether mixed-use developments within the BD would no longer be required to provide off-street parking if they are located within the National Register Historic District.

Director Meehan responded that, where the statutory provisions apply within the National Register Historic District, the City may no longer be able to require minimum off-street parking. She noted that Staff has been reviewing guidance from the UNC School of Government and other resources to better understand the legislation and its implementation. Ms. Meehan explained that jurisdictions across the state are currently interpreting the new law and working through its practical implications.

Director Meehan stated that, once the legislative session concludes and Staff has completed its review of all enacted legislation affecting land use, Staff will present the Planning Board with a comprehensive UDO update addressing all required statutory changes in a single package.

Mr. Fiss asked how the new legislation would affect a major site plan approved under the current regulations if the law changes before a building permit is issued.

Director Meehan explained that, under North Carolina's permit choice provisions, an applicant who has not yet obtained a building permit at the time the law changes may have the option to proceed under either the regulations in effect at the time of the application or the subsequently adopted regulations, as provided by State law.

Mr. Bove commented that the practical effect of the legislation could be to reduce off-street parking areas while allowing additional building coverage on a site, resulting in impervious surface being shifted from parking areas to building rooftops.

Director Meehan noted that, although the new legislation may limit the City's ability to require minimum off-street parking in certain circumstances, many businesses may still choose to provide parking based on their operational needs and customer demand.

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Chair Ashley discussed how the legislation could affect future business development and asked for clarification regarding its application within and outside the National Register Historic District. During the discussion, he corrected his understanding of the legislation after recognizing that he had reversed the applicability of the historic district provisions.

Director Meehan explained that, under recently enacted legislation, existing impervious surface on a redevelopment site is generally not considered new impervious surface for stormwater calculations. She noted that the City's current stormwater regulations already address many of these situations but stated that Staff will review the legislation with the City's Stormwater Engineer to determine whether amendments to the UDO are necessary.

Director Meehan also reported that House Bill 372, addressing home-based businesses, has become effective. She explained that the legislation defines "no-impact home-based businesses" and prohibits municipalities from requiring permits, special use permits, variances, or similar approvals for qualifying home-based businesses.

Chair Ashley commented that qualifying no-impact home-based businesses are generally those that do not involve customer visits to the property. Ms. Meehan agreed.

Director Meehan reported that Senate Bill 876 includes provisions affecting local historic preservation commissions and local historic districts.

Chair Ashley clarified that, regardless of those changes, the City's National Register Historic District remains separate from any local historic district and is not affected in the same manner.

Director Meehan also provided an update on several ongoing Planning Services projects. She reported that Planner Biddle continues to work on the GIS Dashboard in coordination with Mr. Luehe. She further stated that Staff expects to resume work on the proposed land disturbance and soil erosion ordinance following a meeting with the City's Stormwater Engineer to discuss the remaining technical issues before moving the project forward.

Chair Ashley asked whether the proposed land disturbance and soil erosion ordinance would be affected by recently enacted State legislation addressing development regulations and density calculations.

Director Meehan responded that the City's work on the land disturbance and soil erosion ordinance will continue independently of those legislative

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changes. She also reported that the City is continuing work on its Resilient Coastal Communities Program and noted that the program's steering committee is scheduled to meet on August 4.

Chair Ashley commented that the City's ongoing discussions regarding resiliency, water resources, and potential water restrictions highlight the importance of considering those issues as part of future planning efforts.

Director Meehan agreed that water availability and resiliency are important planning considerations and noted that the City's resiliency planning efforts address a range of climate-related issues, including extreme weather, drought, flooding, and other environmental conditions.

Director Meehan also reported that Staff is completing the Multi-Modal Transportation Plan, which will establish transportation priorities for pedestrian, bicycle, and safety improvements throughout the City. She stated that the plan identifies projects such as crosswalk improvements, multi-use paths, and other transportation enhancements based on stakeholder input, public surveys, and community engagement.

Director Meehan explained that the completed plan will prioritize projects, provide estimated implementation costs, and identify a framework for future implementation. She noted that this information will assist the City in identifying grant opportunities, budgeting for long-term improvements, and advancing smaller projects as funding becomes available.

Ms. Horton asked about the next phase of the Resilient Coastal Communities Program, noting that the update referenced a forthcoming public input meeting. She asked whether the public would receive a document or presentation outlining the proposed goals and strategies.

Director Meehan responded that the program would include a public engagement phase during which draft goals, strategies, and priorities will be presented to the public. She explained that the purpose of the meeting is to inform residents about the program and gather additional feedback regarding community priorities for resiliency planning.

Ms. Horton then asked whether the upcoming public engagement materials would incorporate information gathered through the public survey previously distributed by the City.

Director Meehan confirmed that the public survey is one component of the Resilient Coastal Communities Program and noted that the survey will close

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the following day. She encouraged Board members and the public to participate if they had not already done so.

Director Meehan explained that information gathered through the survey, along with other public input, will be used to help identify broad resiliency goals and priorities. She stated that the program is structured in multiple phases, with the current phase focused on developing a strategic plan. Future phases will identify more specific implementation projects and provide opportunities to pursue additional funding for those projects.

Ms. Horton commented that she found the Resilient Coastal Communities Program survey to be somewhat restrictive because respondents were limited to ranking predetermined priorities. She suggested that future surveys include opportunities for open-ended comments or additional feedback so that participants may identify concerns or priorities beyond those listed in the survey.

Director Meehan thanked Ms. Horton for the suggestion.

Mr. Luehe complimented the revised project status update format and asked for clarification regarding the target completion date shown for the Multi-Modal Transportation Plan. He asked whether the listed late summer target reflected the anticipated completion of the current Staff review phase.

Director Meehan confirmed that Staff is completing its final review of the Multi-Modal Transportation Plan and stated that, following completion of that review, the plan will be presented for local adoption.

Mr. Luehe asked whether the “Current Update” column in the project status report represented work that Staff expected to complete by late summer, allowing the items identified under “Next Steps” to proceed thereafter. Ms. Meehan confirmed that was correct.

Ms. Horton commented that she appreciated the revised project status format and observed that implementation of the Multi-Modal Transportation Plan would likely have implications for future reviews of alleyways, pedestrian connections, and related transportation improvements. She thanked Staff for preparing the updated report.

Mr. Luehe referenced a previous discussion regarding soil movement and asked whether recent activity at Indigo Marina was related to that matter.

Director Meehan explained that Indigo Plantation Marina is currently dredging its marina basin and placing the dredged material in the rear parking area of

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the property. She stated that the project is being conducted under the required permits and approvals issued by the DEQ and other applicable regulatory agencies.

b. Cancellation of August 20, 2026, Planning Board Regular Meeting

A motion was made by Mr. Luehe and seconded by Mr. Fiss to cancel the August 20th, 2026, Planning Board Regular Meeting.

The motion carried unanimously.

Board Comments

Mr. Fiss reported that he recently spoke with the North Carolina Department of Transportation (NCDOT) project manager regarding the NC 211 widening project. He stated that the project manager advised him that the bridge improvements will include approximately three-foot shoulders on each side of the bridge, with the shoulders widening to approximately five feet beyond the bridge approaches.

Mr. Fiss also reported that, according to the project manager, installation of a 66-inch stormwater pipe is expected to significantly affect traffic entering Southport. He noted that construction activities at the intersection of NC 211, NC 87, and Robert Ruark Drive are anticipated to result in substantial traffic disruptions beginning after September 15.

Mr. Friese asked whether the City's ongoing stormwater planning efforts could address situations where development outside the City limits increase stormwater runoff into Southport. He referenced flooding concerns in the Windsong neighborhood and stated that nearby land clearing in Brunswick County had increased runoff entering the City. Mr. Friese observed that, although private stormwater facilities may be maintained by individual developments, the City ultimately experiences the downstream impacts. He asked whether future stormwater planning could consider strategies for addressing runoff originating outside the City's jurisdiction that affects properties within Southport.

Chair Ashley asked whether the flooding issue discussed was the same project for which the proposed development is expected to reduce stormwater runoff by approximately 80 to 85 percent once completed. He noted his understanding that the property had been cleared several years earlier, resulting in increased runoff into the Rivermist area, but that construction of the approved stormwater facilities as part of the development is anticipated to significantly reduce those impacts. Chair Ashley then asked whether there were any actions the City could take to address the situation in the interim.

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Director Meehan responded that Staff is already reviewing the issue and stated that she would provide additional information to the Planning Board as it becomes available.

Mr. Bove asked for clarification regarding the City's stormwater regulations, stating his understanding that the UDO does not allow development within the City to discharge stormwater onto adjacent properties in a manner that adversely affects neighboring landowners.

Mr. Friese expressed concern about situations in which development outside the City limits increase stormwater runoff entering Southport. He asked whether the City's stormwater planning efforts should consider the cumulative impacts of stormwater originating outside the City's jurisdiction.

Chair Ashley responded that those external drainage patterns are not currently incorporated into the City's stormwater design standards and suggested that coordination with Brunswick County's stormwater requirements may warrant further review. Director Meehan commented that she believed Staff to be reviewing the matter but would provide more information later.

K. Adjourn

A motion was made by Mr. Luehe and seconded by Mr. Lambert to adjourn.

The motion carried unanimously.

The meeting adjourned at 8:32 p.m.

X

Lawrence N. Ashley
Chair

X

Scott Baillargeon
Deputy City Clerk

DRAFT

STAFF REPORT FOR SOUTHPORT CROSSING
PLANNED UNIT DEVELOPMENT
MASTER DEVELOPMENT PLAN MAJOR MODIFICATION
ZMA-26-04

APPLICATION SUMMARY	
Presentation Date	September 17, 2026 Planning Board
Applicant	Allison Engebretson and Brad Schuler, Paramounte Engineering and Edgehill REC, LLC
Property Owner	MDI Management, LLC
Zoning District	PUD

SUMMARY OF ZONING MODIFICATION

This is a resubmittal of a modification of a master development plan that that was denied by the Board of Aldermen in May of 2026. There is no waiting period for the resubmittal of development or rezoning applications.

Existing Approved Master Development Plan

- 32 Multi-Family, 28 Single-Family – 60 total units
- 1.13 dwelling units/acre
- 39.96 acres (75%) Open Space
    - 3.96 acres uplands
    - 36 acres wetlands
- No proposed community amenities

Proposed Master Development Plan

- 110 Multi-Family - Townhomes – 110 total units
- 2.3 dwelling units/acre
- 31.04 acres (64.7%) Open Space
    - 8.52 acres upland
    - 22.52 acres wetlands
- Clubhouse and pool

Allison Engebretson and Brad Schuler, applicants, on behalf of MDI Management, LLC, are requesting approval of a modification to the master development plan for an existing Planned Unit Development (PUD). This modification includes changing the type and number of dwelling units, changing the amount of open space, and the addition of onsite amenities for the community.

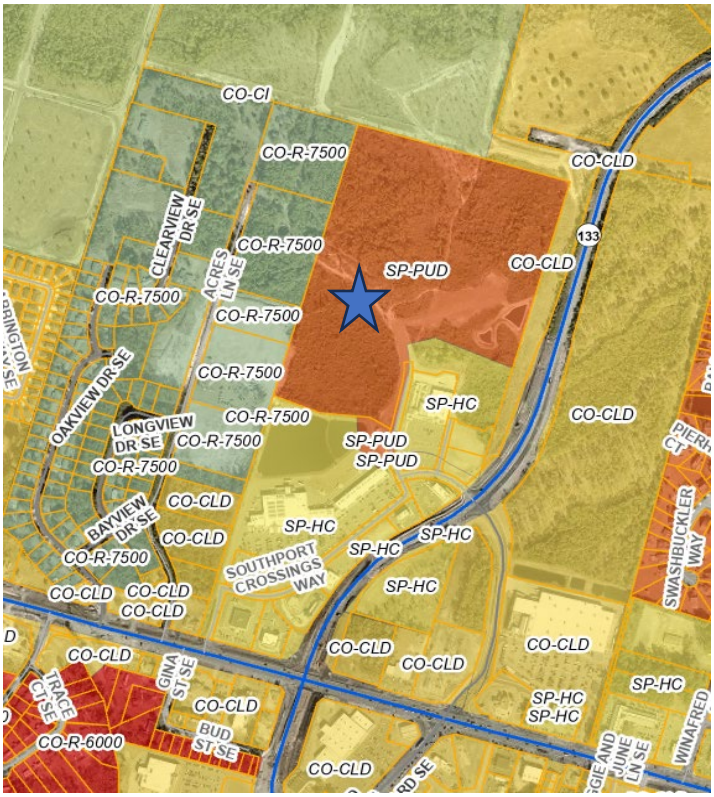
A planned unit development is defined as a development constructed on a tract of land at least 8 acres of net buildable area under single ownership or approved partnership in

the city limits of Southport, planned and developed as in integral unit, and consisting of a combination of residential and nonresidential uses on land withing a PUD zoning district.

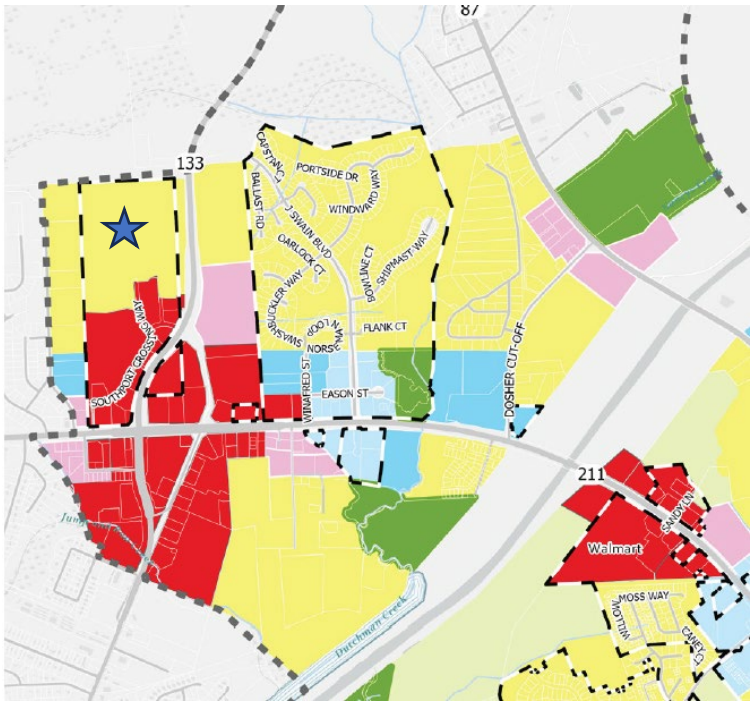
LOCATION AND SITE DETAILS

Subject property is situated west of NC 133 adjacent to the existing Southport Crossing commercial development, with access from NC 133 and NC 211. There is an existing 50' public right-of-way, Marino Run, to the west of Tractor Supply Company accessed by Southport Crossings Way that will be the main entrance to the residential portion of the development.

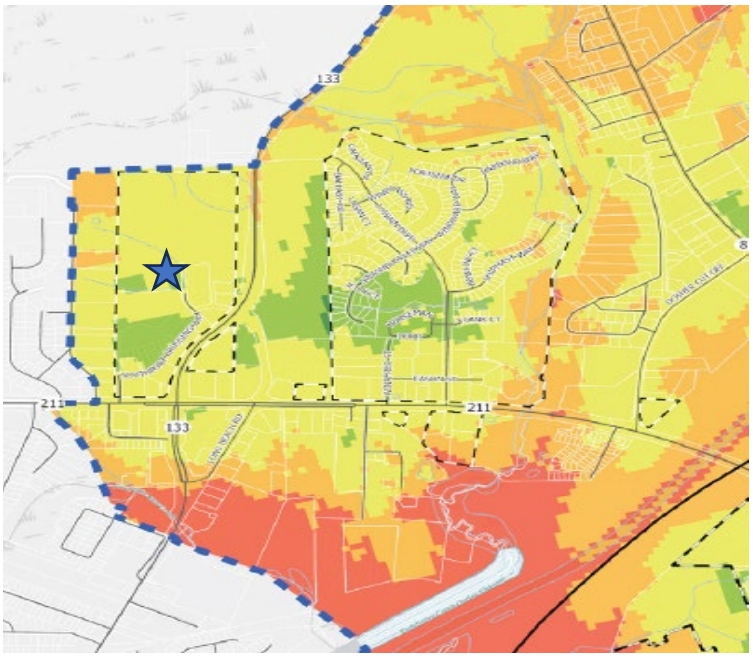
According to the survey, the subject property is 47.97 acres. There are 404 Wetlands, non-jurisdictional wetlands, and uplands throughout the property.



The property is zoned Planned Unit Development (PUD) and is adjacent to Highway Commercial (HC) parcels south as part of the existing commercial development of Southport Crossings. Adjacent properties within Brunswick County's jurisdiction include CO-R-7500 - residential, CO-CI – commercial industrial, and CO-CLD – commercial low density.



The future land use map designation for the property is low to medium density residential. Most development in the low to medium density residential future land use designations is single family homes, with some multi-family allowances in planned developments. The density rage for this designation is 3-4 units/acre.



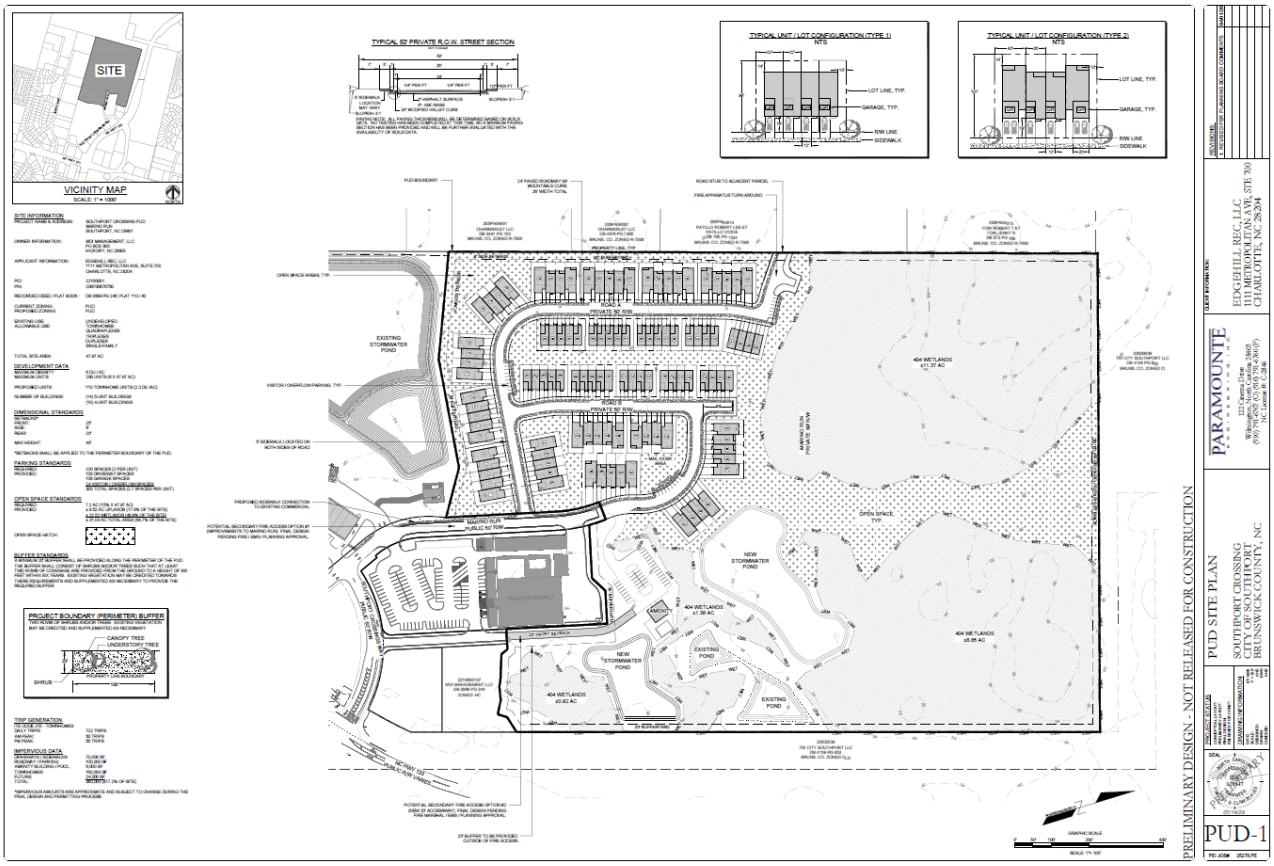
The property is designated as medium to medium-high suitability on the Development Suitability Map. This map analyzes the suitability of development in relationship to existing conditions such as infrastructure (water, sewer, road systems, etc.) availability, adjacent development patterns, parcel size, and environmental factors (wetlands, floodplain, storm surge, habitat, etc.).

BACKGROUND

The 2008 Southport Crossing project originally was a development encompassing the existing commercial and proposed residential parcels as well as 2 large parcels across NC 133. The build-out plan included over 300,000 SF of non-residential land uses and 324 multi-family residential units. The project was amended in 2015 to remove the 2 parcels of land across NC133, which in turn reduced the amount of non-residential square footage to approximately 265,000 SF and the number of dwelling units to 46. A PUD master development plan was approved in 2016 after rezoning and annexation into the city limits. A master development site plan with all dimensional standards and applicable land use standards is required for a PUD rezoning and carries forward through the life of the project.

As the commercial portion of the project moved forward, a major modification to the master development plan was necessary. The master development plan was amended by the Board of Aldermen in 2019 to reconfigure a commercial lot and to adjust the proportions of residential unit types. The existing master development plan includes 32 residential attached units and 28 single-family lots, for a total of 60 dwelling units, equaling 1.13 du/acre. Further, the approved plan includes 39.96 acres of open space, 3.96 acres of upland, and 36 acres of wetlands, for approximately 75% open space. A PUD approved under the previous unified development ordinance requires 15% open space.

PROPOSED AMENDMENT



A Master development plan is a detailed overview of the project and does not include the level of detail required for a major subdivision preliminary plat submission. Appendix A of the UDO outlines the required elements of a Master Development Plan. The following assessment of the proposal follows the outline of Appendix A.

Land Use

The current submission, in relation to the proposal denied in May of 2026, reduces the proposed number of dwelling units from 130 to 110 townhomes. Open space increases by approximately 0.22 acres, and impervious surface area decreases by approximately 3%.

The applicant is requesting a major modification to change the type of dwelling unit to multi-family units as attached townhomes and increase the number of units to 110, which increases the density of the proposal to 2.3 du/acre. This increase in dwelling units is in response to an Approved Jurisdictional Determination (AJD) by the Army Corps of Engineers which decreases the acreage of jurisdictional wetlands on the property. This creates more buildable land for housing and neighborhood amenities.

The new master development plan includes 31.04 acres of open space, 8.52 acres of upland and 22.52 acres of wetlands for approximately 64.7% open space. The open space requirement for this development is 15% per the previous UDO. The recreational amenity portion of the property is not included in the calculation of open space.

Impervious surface area is approximately 360,000 SF or 17.2% of the parcel of land. This includes the homes, driveways and sidewalks, roads and parking, and the amenity clubhouse with pool. This number is anticipated to change with approval and final design of the subdivision plat and/or major site plan. Both state and local stormwater permits are necessary, and the stormwater system will be reviewed and signed off by the City Engineer. Stormwater designs and calculations will be required at the time of preliminary plat and/or major site plan applications.

Water and sewer are provided by Brunswick County Utilities. A request to join the technical review committee was unanswered. Sewer and water installation and approvals from Brunswick County will be required prior to any future development on-site.

Traffic/Parking/Movement

The site plan remains unchanged from the May 2026 proposal that was denied by the BOA for access, parking, and movement. NCDOT reviewed a new traffic analysis that takes into consideration existing land uses with the proposed residential units.

A new traffic analysis was prepared using the existing land uses and traffic counts, in addition to the proposed dwelling units. The applicant and Staff shared the new analysis with the NCDOT for review and comment. Comments from Ben Hughes, NCDOT Division 3 Traffic Engineer, state that with the reduction in units, no new access improvements are required.

The proposed 110 townhomes are expected to generate 722 daily trips. Per the 2004 UDO, a traffic impact study is required for PUDs when the estimated traffic generated exceeds eight hundred (800) trips/day.

The neighborhood will be accessed by existing public rights-of-way from Southport Crossings Way onto Marino Run. The proposed street system through the development will include 50' private rights-of-way. Fire Chief, Charles Drew reviewed the plan and the proposed 50' R/W with 26' wide roads are acceptable. Further, a fire apparatus turn around is identified and there are two options for secondary fire access as required by the Residential Code Fire for developments of 100 or more units. Both options have been reviewed and discussed with the City's Fire Marshal, Madison Drew. Either option is acceptable, although final approval will be made at the Major Subdivision Preliminary Plat or Major Site Plan phase of the project.

Sidewalks are proposed on both sides of the street for connection to the mail kiosk area and proposed on-site amenity center. Additionally, sidewalks will connect with the commercial portion of Southport Crossing.

Environmental Standards
The environmental assessment remains unchanged from the May 2026 proposal that was denied by the BOA.

The property is not located within a special flood hazard area and does not include any Coastal Area Management Act (CAMA) Areas of Environmental Concern or coastal wetlands.

There are 404 wetlands as delineated on the first page of the master development plan. A jurisdictional determination letter from Katharine Elks, Regulatory Specialist with the Army Corps of Engineers, Wilmington District identifies the limits of the waters of the United States that are illustrated on the master development plan. Other than the jurisdictional wetlands, there are no other environmental features of significance on-site.

Landscaping & Tree Preservation
The landscaping and tree protection assessment remains unchanged from the May 2026 proposal that was denied by the BOA.

The existing UDO requirements for landscaping and tree preservation are vastly different than those in the 2004 UDO. The applicant has proposed a 20' vegetated perimeter buffer and there will be parking lot landscaping plan and tree protection plan submitted at the time of preliminary plat for the subdivision.

Land Use Plan Consistency
The Southport 2050 Comprehensive Plan is the plan that is used for policy decisions in the City. The Planning Board and Board of Aldermen shall consult the plan's policies

when considering a zoning change or for this instance an amendment to the master development plan associated with a PUD.

The plan overall encourages development patterns that preserve walkable neighborhoods, increases resiliency to natural hazards, and encourages higher intensity development to areas on North Howe Street and NC 211.

Policy 1.1 Encourage a development pattern that honors Southport's character and respects the natural environment.

Action 1.1.7 Support office uses, multi-family uses and house-scale attached residential as a transition between commercial area and lower density residential land uses.

The modified master development plan proposes medium density multi-family uses adjacent to commercial development.

Policy 1.3 Encourage new development to employ site and building design techniques to reinforce a walkable traditional village scale and character.

The modified master development plan provides a neighborhood adjacent to a mix of nonresidential uses. The incorporation of sidewalks and amenities encourages walking to neighborhood activities, restaurants, and shopping.

Policy 1.9 Support a variety of quality housing that meets local needs at appropriate scales.

The modified master development plan provides a housing option that is not prevalent in the city limits and will provide opportunities for different demographics.

STAFF DETERMINATION

The application has been deemed complete and is eligible for review. Staff find that the request is consistent with the Southport 2050 Comprehensive Plan and 2004 Unified Development Ordinance.

Upon review of the application, the Planning Board will send a recommendation of approval, conditional approval, or denial to the Board of Aldermen for a final decision.

Attachments:

1) Consistency Statements
2) Proposed Master Development Plan
3) Application
4) Applicant's Summary of the proposed amendment and architectural renderings
5) July 2026 Traffic Impact Assessment
6) Army Corps of Engineers Jurisdictional Determination Letter

City of Southport Planning Board
Statement of Plan Consistency and Zoning Recommendation
(As per NC General Statute 160D-604)

When conducting a review of proposed zoning text or map amendments pursuant to this section, the planning board shall advise and comment on whether the proposed action is consistent with any comprehensive plan that has been adopted and any other officially adopted plan that is applicable. The planning board shall provide a written recommendation to the governing board that addresses plan consistency and other matters as deemed appropriate by the planning board, but a comment by the planning board that a proposed amendment is inconsistent with the comprehensive plan shall not preclude consideration or approval of the proposed amendment by the governing board.

AMENDMENT: **ZMA-26-04 – Southport Crossing PUD Master Development Plan Major Modification**

STATEMENT OF CONSISTENCY AND RECOMMENDATION:

The City of Southport Planning Board hereby finds that the proposed amendment is consistent with the City's 2050 Comprehensive Plan adopted on October 9, 2025, and Certified by the Coastal Resources Commission on January 7, 2026. Specifically, the proposal is consistent with Policy 1.1. Encourage a development pattern that honors Southport's Character and respects the natural environments and Action 1.1.7 Support office uses, multi-family uses and house-scale attached residential as a transition between commercial area and lower density residential land uses.

The project will provide multi-family residential as a transition between a commercial area and lower density residential areas. The Planning Board recommends that the Board of Aldermen **APPROVE** the modification of the Southport PUD Master Development Plan.

The statement and motion was seconded and passed _____.

Ayes:_____
Noes:_____
Absent or Excused:_____

_____ _____

Scott Baillargeon, Deputy City Clerk | Date Lawrence N. Ashley, Chairman | Date

City of Southport Planning Board
Statement of Plan Consistency and Zoning Recommendation
(As per NC General Statute 160D-604)

When conducting a review of proposed zoning text or map amendments pursuant to this section, the planning board shall advise and comment on whether the proposed action is consistent with any comprehensive plan that has been adopted and any other officially adopted plan that is applicable. The planning board shall provide a written recommendation to the governing board that addresses plan consistency and other matters as deemed appropriate by the planning board, but a comment by the planning board that a proposed amendment is inconsistent with the comprehensive plan shall not preclude consideration or approval of the proposed amendment by the governing board.

AMENDMENT: **ZMA-26-04 – Southport Crossing PUD Master Development Plan Major Modification**

STATEMENT OF CONSISTENCY AND RECOMMENDATION:

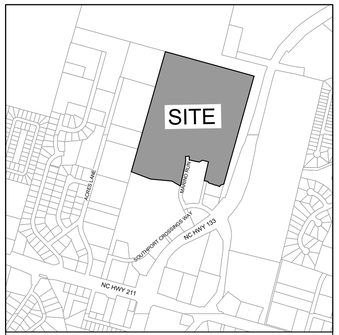
The City of Southport Planning Board hereby finds that the proposed amendment is inconsistent with the City's 2050 Comprehensive Plan adopted on October 9, 2025, and Certified by the Coastal Resources Commission on January 7, 2026. The Planning Board recommends that the Board of Aldermen **DENY** the modification of the Southport PUD Master Development Plan.

The statement and motion was seconded and passed _____.

Ayes:_____
Noes:_____
Absent or Excused:_____

_____ _____

Scott Baillargeon, Deputy City Clerk | Date Lawrence N. Ashley, Chairman | Date



VICINITY MAP

SCALE: 1" = 1000'

NORTH

SITE INFORMATION

PROJECT NAME & ADDRESS:	SOUTHPORT CROSSING PUD MARINO RUN SOUTHPORT, NC 28461
OWNER INFORMATION:	MDI MANAGEMENT, LLC PO BOX 800 HICKORY, NC 28603
APPLICANT INFORMATION:	EDGEHILL REC, LLC 1111 METROPOLITAN AVE, SUITE 700 CHARLOTTE, NC 28204
PID: PIN:	22100001 208700876750
RECORDED DEED / PLAT BOOK :	DB 3569 PG 246; PLAT 110 / 40
CURRENT ZONING: PROPOSED ZONING:	PUD PUD
EXISTING USE: ALLOWABLE USE:	UNDEVELOPED TOWNHOMES QUADRAPLEXES TRIPLEXES DUPLEXES SINGLE-FAMILY
TOTAL SITE AREA:	47.97 AC

DEVELOPMENT DATA

MAXIMUM DENSITY:	6 DU / AC
MAXIMUM UNITS:	288 UNITS (6 X 47.97 AC)
PROPOSED UNITS:	110 TOWNHOME UNITS (2.3 DU /AC)
NUMBER OF BUILDINGS:	(14) 5-UNIT BUILDINGS (10) 4-UNIT BUIILDINGS

DIMENSIONAL STANDARDS

SETBACKS*

FRONT:	25'
SIDE:	8'
REAR:	20'
MAX HEIGHT:	40'

*SETBACKS SHALL BE APPLIED TO THE PERIMETER BOUNDARY OF THE PUD.

PARKING STANDARDS

REQUIRED:	220 SPACES (2 PER UNIT)
PROVIDED:	138 DRIVEWAY SPACES 138 GARAGE SPACES 24 VISITOR / OVERFLOW SPACES 300 TOTAL SPACES (2.7 SPACES PER UNIT)

OPEN SPACE STANDARDS

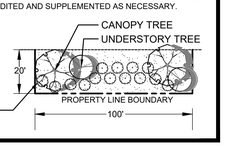
REQUIRED:	7.2 AC (15% X 47.97 AC)
PROVIDED:	± 8.52 AC UPLANDS (17.8% OF THE SITE) ± 22.52 WETLANDS (46.9% OF THE SITE) ± 31.04 AC TOTAL AREA (64.7% OF THE SITE)
OPEN SPACE HATCH:	

BUFFER STANDARDS

A MINIMUM 20' BUFFER SHALL BE PROVIDED ALONG THE PERIMETER OF THE PUD. THE BUFFER SHALL CONSIST OF SHRUBS AND/OR TREES SUCH THAT AT LEAST TWO ROWS OF COVERAGE ARE PROVIDED FROM THE GROUND TO A HEIGHT OF SIX FEET WITHIN SIX YEARS. EXISTING VEGETATION MAY BE CREDITED TOWARDS THESE REQUIREMENTS AND SUPPLEMENTED AS NECESSARY TO PROVIDE THE REQUIRED BUFFER.

PROJECT BOUNDARY (PERIMETER) BUFFER

TWO ROWS OF SHRUBS AND/OR TREES. EXISTING VEGETATION MAY BE CREDITED AND SUPPLEMENTED AS NECESSARY.



TRIP GENERATION

ITE CODE 215 - TOWNHOMES

DAILY TRIPS:	722 TRIPS
AM PEAK:	50 TRIPS
PM PEAK:	55 TRIPS

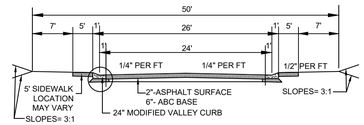
IMPERVIOUS DATA

DRIVEWAYS / SIDEWALKS:	70,000 SF
ROADWAY / PARKING:	100,000 SF
AMENITY BUILDING / POOL:	6,000 SF
TOWNHOMES:	160,000 SF
FUTURE:	24,000 SF
TOTAL:	360,000 (±17.2% OF SITE)

*IMPERVIOUS AMOUNTS ARE APPROXIMATE AND SUBJECT TO CHANGE DURING THE FINAL DESIGN AND PERMITTING PROCESS.

TYPICAL 50' PRIVATE R.O.W. STREET SECTION

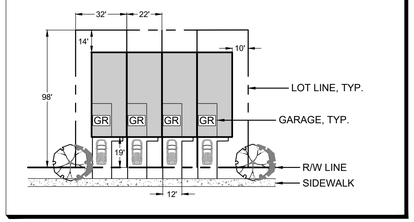
NOT TO SCALE



PAVING NOTE: ALL PAVING THICKNESS WILL BE DETERMINED BASED ON SOILS DATA. NO TESTING HAS BEEN COMPLETED AT THIS TIME, SO A MINIMUM PAVING SECTION HAS BEEN PROVIDED AND WILL BE FURTHER EVALUATED WITH THE AVAILABILITY OF SOILS DATA.

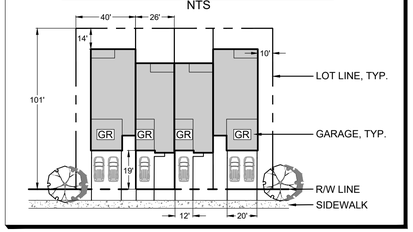
TYPICAL UNIT / LOT CONFIGURATION (TYPE 1)

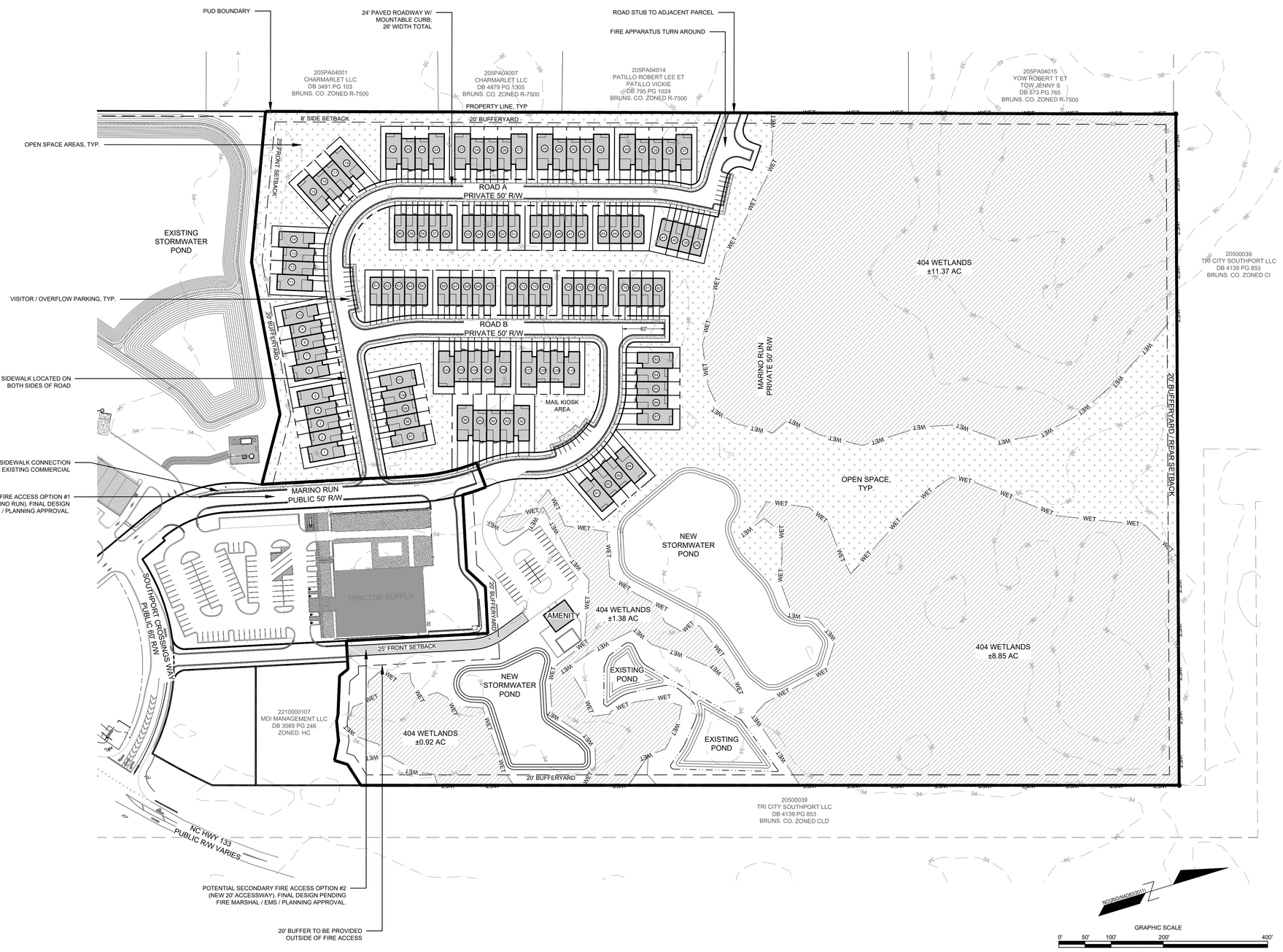
NTS



TYPICAL UNIT / LOT CONFIGURATION (TYPE 2)

NTS





PRELIMINARY DESIGN - NOT RELEASED FOR CONSTRUCTION

REVISIONS:	
1. REVISED PER PLANNING BOARD COMMENTS	04/01/26

CLIENT INFORMATION:

EDGEHILL REC, LLC
1111 METROPOLITAN AVE, STE 700
CHARLOTTE, NC 28204

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

PUD SITE PLAN

SOUTHPORT CROSSING
CITY OF SOUTHPORT
BRUNSWICK COUNTY, NC

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

DRAWING INFORMATION

DATE:	07/14/26
SCALE:	1"= 100'
DESIGNED:	AHE
DRAWN:	BWS
CHECKED:	AHE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 027147 ENGINEER TRACY G. CLINKSCALES
PRELIMINARY
07/14/26

PUD-1

PEI JOB#: 25278.PE

Planned Unit Development Permit

City of Southport, North Carolina

1029 N. Howe St, Southport NC 28461
www.southportnc.org

Planning & Inspections
Phone 910-457-7961 Fax 910-457-7957

For Staff Use Only

PERMIT No. ZMA-26-04 FEE: $ 1,000 Date Received: 7/16/26 - app
7/20/26 - Check

Applicant's Name: Edgehill REC, LLC

Mailing Address: 1111 Metropolitan Ave, Suite 700 City: Charlotte

State: NC Zip Code: 28204 Phone: 910-791-6707 (rep)

Email: aengebretson@paramounte-eng.com (rep) bschuler@paramounte-eng.com (rep)

Property Owner's Name: MDI Management, LLC

Address of Owner: PO Box 800 City: Hickory

State: NC Zip Code: 28603 Phone: 336-775-3004

Email: dave.koppenhafer@alexlee.com

Property Address: Marino Run City: Southport

Parcel Size (acres): +/- 47.97 AC Number of Dwellings: 110

Open Space Area: +/- 31.04 AC Right-of-way Area: +/- 2.8 AC

Surveyor: Josh Taylor, Paramounte Engineering, Inc. License #: L-5217

Mailing Address: 122 Cinema Drive City: Wilmington

State: NC Zip Code: 28403 Phone: 910-791-6707

Email: jtaylor@paramounte-eng.com

Per Section 2.9 of the UDO, the purpose of A Planned Unit Development (PUD), is planned and developed as an integral unit, in a single development operation or a definitely programmed series of development

operations and according to an approved master development plan. All PUDs require an amendment to the city's zoning map and master development plan approval, followed by the major subdivision approval process as specified in this ordinance.

The minimum amount of land (unified control to be planned and developed as a whole) required for a PUD district shall be eight (8) acres of net buildable area within the city corporate limits, on one or more contiguous parcels or 25 acres of net buildable area in the ETJ, on one (1) or more parcels (this may include parcels on both sides of a street).

Application and Planned Unit Development Review Procedure is found in Section 2.9.C

Minimum Dimensional Standards:

1. Lot area. Not less than 60 percent of the minimum lot area which would normally be required under the single-family standards of the prevailing zoning district.
2. Lot width. 40 feet.
3. Lot frontage. 40 feet, except on the radius of a cul-de-sac where such distance may be reduced to 20 feet.
4. Public or private street setback. No principal or accessory structure shall be closer than 10 feet to a public street right-of-way or private street easement.
5. Side yard setback. Not less than 8 feet. Dwellings which do not utilize zero lot line provisions shall maintain a minimum side setback of not less than six (6) feet.
6. Rear yard setback. Not less than 15 feet.
7. Building separations. No portion of any principal structure shall be located less than 10 feet from any accessory structure as measured to the closest point.
8. Periphery boundary setback. No principal or accessory structure shall be located less than 25 feet from the peripheral boundaries of the development.
9. Maximum height. 40 feet.
10. Detached accessory structure requirements.
    a) Shall not be located within any front yard setback;
    b) Shall not be located within five (5) feet of any other accessory structure;
    c) Shall not cover more than twenty (20) percent of any side or rear yard; and
    d) The side or rear yard requirement for detached accessory structures shall not be less than five (5) feet.
    e) Shall not be greater than 30 feet in height.

Casey Rothrell — 7/10/26

Signature (Owner or Authorized Applicant) — Date

APPROVED BY:

Maureen Meehan — 8/3/26

UDO Administrator — Date

PARAMOUNTE
ENGINEERING, INC.

Southport Crossing – PUD Modification Narrative

The applicant, Edgehill REC LLC, is seeking to modify the existing Southport Crossing PUD Master Development Plan to allow for a townhome development. Since the Board of Alderman's consideration of the previous application to modify the PUD in May, the proposed Master Development Plan has been revised to reduce the overall scale of the proposed development. Specifically, the new plan:

- Reduces the number of units 110;
- Reduces the overall impervious area; and
- Increases stormwater management facilities.

An Approved Jurisdictional Determination (AJD) was issued by U.S. Army Corps of Engineers last year which found less jurisdiction wetlands located on the site than previously determined. As such, additional land is now available for housing.

The proposed development will consist of 110 townhomes and associated amenity areas. Each townhome will be subdivided on individual lots and contain a 1 or 2 car garage. Visitor/overflow parking is provided throughout the development. Pedestrian access is provided throughout the development with sidewalks proposed on both sides of the road.

Overall, about 65% of the site will be open space including approximately 22.5 acres of wetlands and 8.5 acres of uplands. A pool and clubhouse amenity is also proposed outside of the areas credited for open space.

The existing PUD was approved under the previous UDO which still applies to the proposed modification. However, the applicant is proposing a plan that goes beyond those previous requirements to better align with the current development regulations. In doing so, the applicant is proposing to provide a 20' vegetated buffer along the perimeter of the overall development in accordance with today's standards. Under the previous UDO, no buffers would be required.

The site directly abuts the Southport Crossing commercial shopping center which includes a Lowes Food grocery store, Tractor Supply, and various retail stores and restaurants. The proposed townhomes will add to the mixture of uses in the area and allow the future residents to have easy access to commercial services without having to drive on a major roadway.

Southport's 2050 Comprehensive Plan classifies the site as Low to Medium Density Residential on the Future Land Use Map. This classification promotes attached residential within planned developments at a density of 3 to 4 units per acre. Overall, the proposed 2.3 units per acre is consistent with this recommendation.

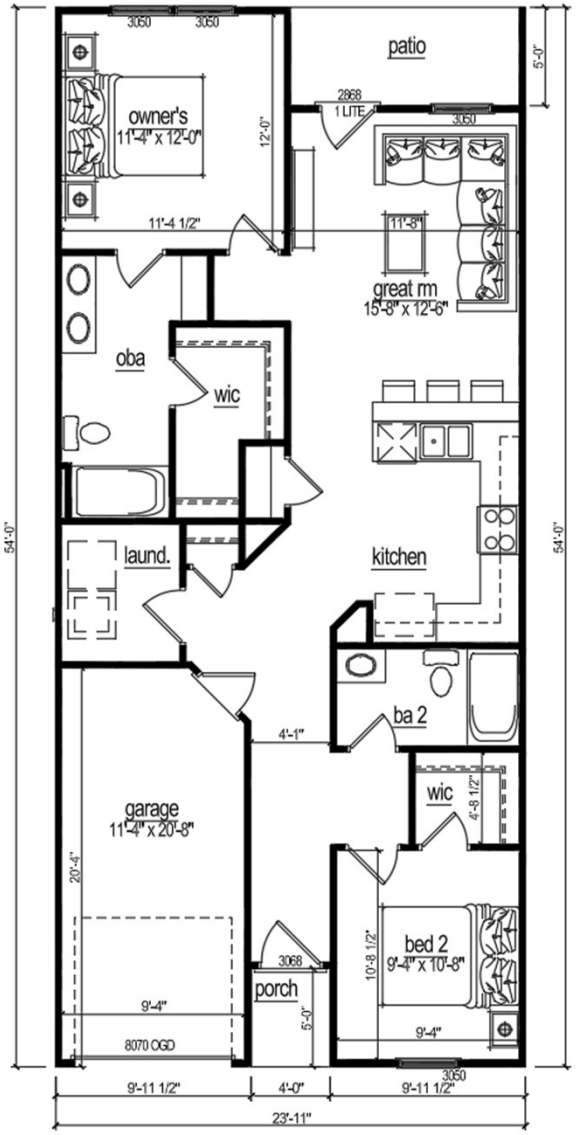
Low to Medium Density Residential

- Low-to-medium density single-family residential development. Block lengths are typically less than 800' with smaller rights-of-way than the traditional and historic neighborhoods but wide enough to accommodate pedestrian activity.
- Example Uses: Primarily single-family detached homes and parks. Some attached may be part of planned developments.
- Allowable Density: 3 to 4 units per acre
- Maximum Height: 40 feet

Single-Story Floorplan

EDGEHILL

Note: floorplans below are representative of the product type, but elevations will match that of surrounding neighborhoods and community to ensure Southport Crossing integrates into the existing inventory and coastal feel of the area



Two-Story Floorplan

EDGEHILL

Note: floorplans below are representative of the product type, but elevations will match that of surrounding neighborhoods and community to ensure Southport Crossing integrates into the existing inventory and coastal feel of the area

Representative Amenity Offerings

EDGEHILL

Proposed 3,000 SF amenity building, including:

- Pool
- Fitness Center
- Resident Lounge
- Leasing Office
- Men's & Women's Bathrooms
- Mail & package facility

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Phone: 919.872.5115 | 1.833.811.3767
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July 30, 2026

DRMP Job #: 251420

Maureen Meehan
Planning Services Director
City of Southport
E: mmeehan@cityofsouthport.com

Reference: Southport Crossings Townhomes – Southport, NC
Updated Traffic Impact Assessment

Dear Ms. Meehan:

This letter provides an updated traffic impact assessment for the Southport Crossing development. The previous Traffic Impact Assessment was updated to reflect a reduction in units from 130 townhomes to 110 townhomes and current traffic count data was collected to compare traffic projections from previous traffic studies. The residential area of the development, located at the northern portion of the overall development around the existing Tractor Supply store, is requesting site plan approval to construct 110 townhomes. This residential area is part of the overall Southport Crossing development that was approved in prior years.

This study compares the trip generation of the overall Southport Crossing development with the trip generation from the previous Traffic Impact Analysis (TIA) prepared for the development. The original TIA for the Southport Crossings development (aka Keesee Property) was submitted in October 2008. The 2008 TIA was reviewed and approved by the NCDOT. A copy of the NCDOT review letter is attached.

In 2015, a trip generation study was completed for the overall development to evaluate the current land uses for the development and compare the trip generation to the original 2008 TIA. The updated land uses in Southport Crossing were shown to generate fewer trips than the original 2008 TIA; therefore, a TIA update was not required. In this trip generation study, the residential area in Southport Crossings was assumed to include 324 apartment units.

In addition, this study provides a comparison of current peak season traffic counts with the traffic projections used in the original TIA to verify the assumptions used in the original TIA report and analysis.

Overall Development Improvements

As part of the previous development approvals, the improvements that were associated with the original 2008 TIA were required to be constructed. These improvements were identified and compared as a part of the 2015 Trip Generation study. In the 2015 Trip Comparison study, the area that is currently the Southport Crossings development was separated from two other properties that were part of the original TIA. Those properties have not been developed, so improvements associated with those properties were not constructed.

In addition to the improvements at the site drives there were improvements that were recommended at the intersection of NC 211 and NC 133, including additional turn lanes along the eastbound approach of NC 211 and southbound approach of NC 133, and extending turn lane storages along NC 211. Improvements associated with the original TIA were for the at-grade intersection that was current at the time of the TIA and did not consider the improvements to be completed as part of the NCDOT STIP project. The STIP project has constructed a grade-separated crossing at this location. NCDOT coordinated with the Southport Crossing development when plans were completed for the STIP project. The Southport Crossing development entered into an agreement with the NCDOT to contribute financially for improvements in the area that would be the responsibility of the development but constructed as part of the STIP project.

A copy of the previous NCDOT approval letter and a list of the previously required improvements can be found in the attachments.

Overall Development Trip Generation

The trip generation from the original 2008 TIA is attached. In the 2008 TIA, the daily trip generation was estimated to be over 20,000 daily trips. The 2008 TIA evaluated the weekday PM peak hour and the Saturday peak hour. In 2015, a trip generation study was completed with updated land uses for the overall development. In the 2015 study, the daily trip generation for the overall development was shown to be approximately 17,000 daily trips. The 2015 study updated the trip generation for the subject property and compared the trip generation to the original 2008 TIA by removing the Keesee and Swain properties since these two properties were not constructed. The full trip generation from the original TIA and 2015 study can be found in the attachments. The daily and peak hour trip generation for the overall development is summarized in Table 2.

Table 1 shows the current trip generation for the existing Southport Crossings as it is currently built and approved. A site plan referencing where the site currently is located and the current land uses can be found in the attachments. There are currently three vacant outparcels on the property, and these vacant outparcels were assumed to be development with a total of 15,000 s.f. of additional retail space (or 5,000 s.f. per outparcel). Average weekday daily, PM peak hour trips, and Saturday peak hour trips were calculated using methodology contained within the ITE Trip Generation Manual 12th Edition. The trip generation for the current site includes reductions for internal capture trips and pass-by trips. Internal capture trips were calculated using the NCHRP methodology. Pass-by trips were calculated using data from the ITE Trip Generation Manual.

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Internal capture is the consideration for trips that would go between multiple land uses within the site, so trips never actually leave the overall site but can still be considered as a trip to that specific land uses. Pass-by trips are traffic already using the adjacent roadway, entering the site as an intermediate stop on their way to another destination. Pass-by rates for the Saturday peak hour trips were assumed to be the same as the weekday PM peak hour pass-by rates for the existing site.

Table 1: Site Trip Generation for Current Development

Land Use (ITE Code)	Intensity	Daily Traffic (vpd)	Weekday PM Peak Hour Trips (vph)		Saturday Peak Hour Trips (vph)	
			Enter	Exit	Enter	Exit
Medical-Dental Office Building (720)	3,128 s.f.	106	3	8	2	1
Tractor Supply* (810)	22,000 s.f.	310	15	16	34	36
Shopping Plaza (821)	56,516 s.f.	5,030	226	235	234	243
Automobile Parts Sale (843)	6,912 s.f.	378	16	18	32	31
Supermarket (850)	51,000 s.f.	4,708	224	224	254	253
High-Turnover Sit-Down Restaurant (932)	9,333 s.f.	968	52	34	53	51
Coffee/Donut Shop (937)	2,756 s.f.	1,656	54	53	100	105
Automated Car Wash (948)	2,684 s.f.	680	32	33	43	43
Total Trips		**13,836**	**622**	**621**	**752**	**763**
*Total Internal Capture***			*-69*	*-67*	*-100*	*-102*
Total External Trips			**553**	**554**	**652**	**661**
Pass-By Trips: Shopping Plaza (40% PM)			*-86*	*-86*	*-87*	*-87*
Pass-By Trips: Automobile Parts Store (43% PM)			*-7*	*-7*	*-12*	*-12*
Pass-By Trips: Supermarket (24% PM)			*-50*	*-50*	*-55*	*-55*
Pass-By Trips: High-Turnover (Sit-Down) Restaurant (43% PM)			*-12*	*-12*	*-15*	*-15*
Pass-By Trips: Coffee/Donut Shop (98% PM)			*-34*	*-34*	*-68*	*-68*
Total Primary Trips			**364**	**365**	**415**	**424**

*Daily Traffic was not provided in the ITE 12th Edition so daily traffic was assumed to be 10% of the PM peak hour traffic.
**Utilizing methodology contained in the NCHRP Report 684.
***Saturday Pass-by rates were assumed to be similar to the PM rates.

The current development as it is today, including the trip generation potential for the three vacant outparcels, is expected to generate 13,836 daily trips. Table 2, on the following page, shows a trip comparison between the 2008 original TIA, the 2015 trip generation update, and the current site as it is today (plus the proposed residential units and 3 outparcels).

Table 2: Overall Development Trip Generation Comparison

Document	Daily	PM Peak Hour Primary Trips (vph)	Saturday Peak Hour Total Trips (vph)
2008 TIA Total Trips	20,362	1,260	2,642
2015 Trip Generation Comparison Total Trips	17,140	941	1,917
Current Development	13,836	729	1,511*
Difference (Existing Site – 2015 Trip Gen)	-3,304	-212	-406
% Change	**-19%**	**-23%**	**-21%**

*Saturday volumes were compared as total trips.

As shown in Table 2, the site as it currently sites today produces significantly less traffic from the assumptions in the original TIA report. When comparing the Saturday peak hour traffic, the original TIA and 2015 Trip generation comparison did not consider additional reductions from internal capture and pass-by trips.

With taking internal capture and pass-by traffic into consideration the Saturday peak hour total primary trips is 839 primary trips which results in a total reduction of 44% from the 2015 Trip Generation Comparison letter.

Residential Area Trip Generation

Table 3 shows trip generation for the residential portion from the original TIA report for the original Southport Crossings development. The original TIA trip generation included only weekday PM and Saturday peak hour trips, which are shown in Table 3. AM peak our trips were calculated using the ITE *Trip Generation Manual*, 12th Edition.

Table 3: Original TIA Site Trip Generation for Residential Area

Land Use (ITE Code)	Intensity	Daily Traffic (vpd)	Weekday AM Peak Hour Trips (vph) *		Weekday PM Peak Hour Trips (vph)		Saturday Peak Hour Trips (vph)	
			Enter	Exit	Enter	Exit	Enter	Exit
Apartments (220)	324 Units	2,087	30	96	127	69	76	76

*AM peak hour trips calculated using ITE Trip Generation Manual, 12th Edition

The current development plan includes 110 townhomes for the residential area which would replace the assumption of 324 apartment units. Table 4 below shows the trip generation for the currently proposed townhome use based on the ITE *Trip Generation Manual*, 12th Edition.

Table 4: Current Site Plan Trip Generation for Residential Area

Land Use (ITE Code)	Intensity	Daily Traffic (vpd)	Weekday AM Peak Hour Trips (vph)		Weekday PM Peak Hour Trips (vph)		Saturday Peak Hour Trips (vph)	
			Enter	Exit	Enter	Exit	Enter	Exit
Townhomes (215)	110 Units	722	12	38	31	24	25	27

The trip generation for the currently proposed townhomes indicates that fewer trips would be expected from this use than from the previously assumed apartment use. A summary of the comparison between uses is shown in Table 5.

Table 5: Trip Generation Summary Comparison of Residential Area

Metric	Daily	AM Peak Hour Trips (vph)	PM Peak Hour Trips (vph)	Saturday Peak Hour Trips (vph)
2008 TIA Total Trips	2,087	126	196	152
Current Plan Total Trips	722	50	55	52
Difference	-1,365	-76	-141	-100
% Change	**-65%**	**-60%**	**-72%**	**-66%**

As shown in Table 5, the current proposed townhome land use will result in a significant decrease in trips from the assumptions in the original TIA report.

Traffic Volume Comparison

In the original 2008 TIA, build year (2015) weekday PM peak hour traffic volumes were calculated based on the State Transportation Improvement Project (STIP) R-3324 traffic forecasts. Using the Intersection Analysis Utility (IAU) and the Interpolating Intermediate Traffic Volumes spreadsheets provided by NCDOT Congestion Management, a linear interpolation of traffic volumes for the years 2015 and 2030 was calculated.

To compare traffic volumes from the 2008 TIA to 2026, traffic counts were taken in July of 2026 during the peak summer season. Traffic from the current development as built was included in the 2026 existing traffic volumes. When comparing the 2026 traffic counts to the previous projections in the TIA, the 2026 actual counts are 33% lower than the 2015 TIA volumes and 31% lower than the 2030 TIA volumes.

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With the 2026 traffic volumes being lower than the projected traffic volumes from the TIA, the previously approved 2008 TIA recommended improvements are adequate to mitigate traffic at the site.

Conclusions

Transportation improvements required as part of the overall development as part of the original TIA (and higher trip generation) are completed. Trip generation for the current overall Southport Crossings development (plus proposed or future parcels) is lower than assumed in the original 2008 TIA report and 2015 trip generation study. The trip generation for the proposed residential portion of the development is also lower than assumed in the previous studies. Current traffic counts, taken during peak season show that traffic projections in the previous studies were higher than actual conditions. Since the trip generation is lower for the overall development, traffic volumes analyzed in the previous studies were conservatively higher than actual conditions, and all required improvements are completed, no additional traffic study or roadway improvements should be required as part of the townhome development.

Please let us know if you have any questions or comments regarding this letter or if additional information is needed.

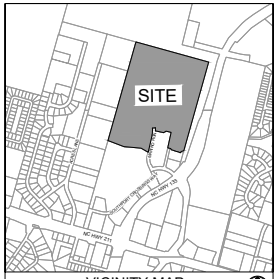
Sincerely,

NORTH CAROLINA PROFESSIONAL SEAL 028926 ENGINEER RYNAL G. STEPHENSON

7/30/26

Rynal Stephenson, PE.
Chief Traffic Analysis Engineer
DRMP, INC.
NC Corporate License # F-1524

Attachments: Current Site Plan
2008 TIA Information
2015 Trip Generation Study Information
NCDOT Review and Requirements
2015 Traffic Volumes from TIA
2030 Traffic Volumes from TIA
Current Traffic Count Reports



VICINITY MAP
SCALE: 1" = 1000'
NORTH

SITE INFORMATION

PROJECT NAME & ADDRESS:	SOUTHPORT CROSSING PUD MARINO RUN SOUTHPORT, NC 28461
OWNER INFORMATION:	MDI MANAGEMENT, LLC PO BOX 800 HICKORY, NC 28603
APPLICANT INFORMATION:	EDGEHILL REC, LLC 1111 METROPOLITAN AVE, SUITE 700 CHARLOTTE, NC 28204
PID:	22100001
PIN:	208700876750
RECORDED DEED / PLAT BOOK :	DB 3569 PG 246; PLAT 110 / 40
CURRENT ZONING:	PUD
PROPOSED ZONING:	PUD
EXISTING USE:	UNDEVELOPED
ALLOWABLE USE:	TOWNHOMES QUADRAPLEXES TRIPLEXES DUPLEXES SINGLE-FAMILY
TOTAL SITE AREA:	47.97 AC

DEVELOPMENT DATA

MAXIMUM DENSITY:	6 DU / AC
MAXIMUM UNITS:	288 UNITS (6 X 47.97 AC)
PROPOSED UNITS:	110 TOWNHOME UNITS (2.3 DU /AC)
NUMBER OF BUILDINGS:	(14) 5-UNIT BUILDINGS (10) 4-UNIT BUILDINGS

DIMENSIONAL STANDARDS

SETBACKS*

FRONT:	25'
SIDE:	8'
REAR:	20'
MAX HEIGHT:	40'

*SETBACKS SHALL BE APPLIED TO THE PERIMETER BOUNDARY OF THE PUD.

PARKING STANDARDS

REQUIRED:	220 SPACES (2 PER UNIT)
PROVIDED:	138 DRIVEWAY SPACES 138 GARAGE SPACES 24 VISITOR / OVERFLOW SPACES 300 TOTAL SPACES (2.7 SPACES PER UNIT)

OPEN SPACE STANDARDS

REQUIRED:	7.2 AC (15% X 47.97 AC)
PROVIDED:	± 8.52 AC UPLANDS (17.8% OF THE SITE) ± 22.52 WETLANDS (46.9% OF THE SITE) ± 31.04 AC TOTAL AREA (64.7% OF THE SITE)

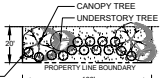
OPEN SPACE HATCH:

BUFFER STANDARDS

A MINIMUM 20' BUFFER SHALL BE PROVIDED ALONG THE PERIMETER OF THE PUD. THE BUFFER SHALL CONSIST OF SHRUBS AND/OR TREES SUCH THAT AT LEAST TWO ROWS OF COVERAGE ARE PROVIDED FROM THE GROUND TO A HEIGHT OF SIX FEET WITHIN SIX YEARS. EXISTING VEGETATION MAY BE CREDITED TOWARDS THESE REQUIREMENTS AND SUPPLEMENTED AS NECESSARY TO PROVIDE THE REQUIRED BUFFER.

PROJECT BOUNDARY (PERIMETER) BUFFER

TWO ROWS OF SHRUBS AND/OR TREES. EXISTING VEGETATION MAY BE CREDITED AND SUPPLEMENTED AS NECESSARY.



TRIP GENERATION

ITE CODE 215 - TOWNHOMES

DAILY TRIPS:	X TRIPS
AM PEAK:	X TRIPS
PM PEAK:	X TRIPS

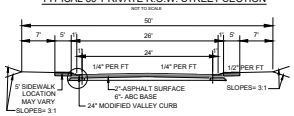
IMPERVIOUS DATA

DRIVEWAYS / SIDEWALKS:	X SF
ROADWAY / PARKING:	X SF
AMENITY BUILDING / POOL:	6,000 SF
TOWNHOMES:	X SF
FUTURE:	X SF
TOTAL:	X (X% OF SITE)

*IMPERVIOUS AMOUNTS ARE APPROXIMATE AND SUBJECT TO CHANGE DURING THE FINAL DESIGN AND PERMITTING PROCESS.

TYPICAL 50' PRIVATE R.O.W. STREET SECTION

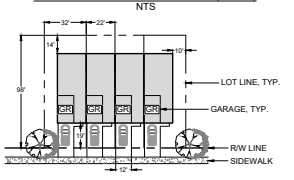
NOT TO SCALE



PAVING NOTE: ALL PAVING THICKNESS WILL BE DETERMINED BASED ON SOILS DATA. NO TESTING HAS BEEN COMPLETED AT THIS TIME, SO A MINIMUM PAVING SECTION HAS BEEN PROVIDED AND WILL BE FURTHER EVALUATED WITH THE AVAILABILITY OF SOILS DATA.

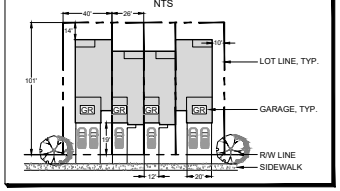
TYPICAL UNIT / LOT CONFIGURATION (TYPE 1)

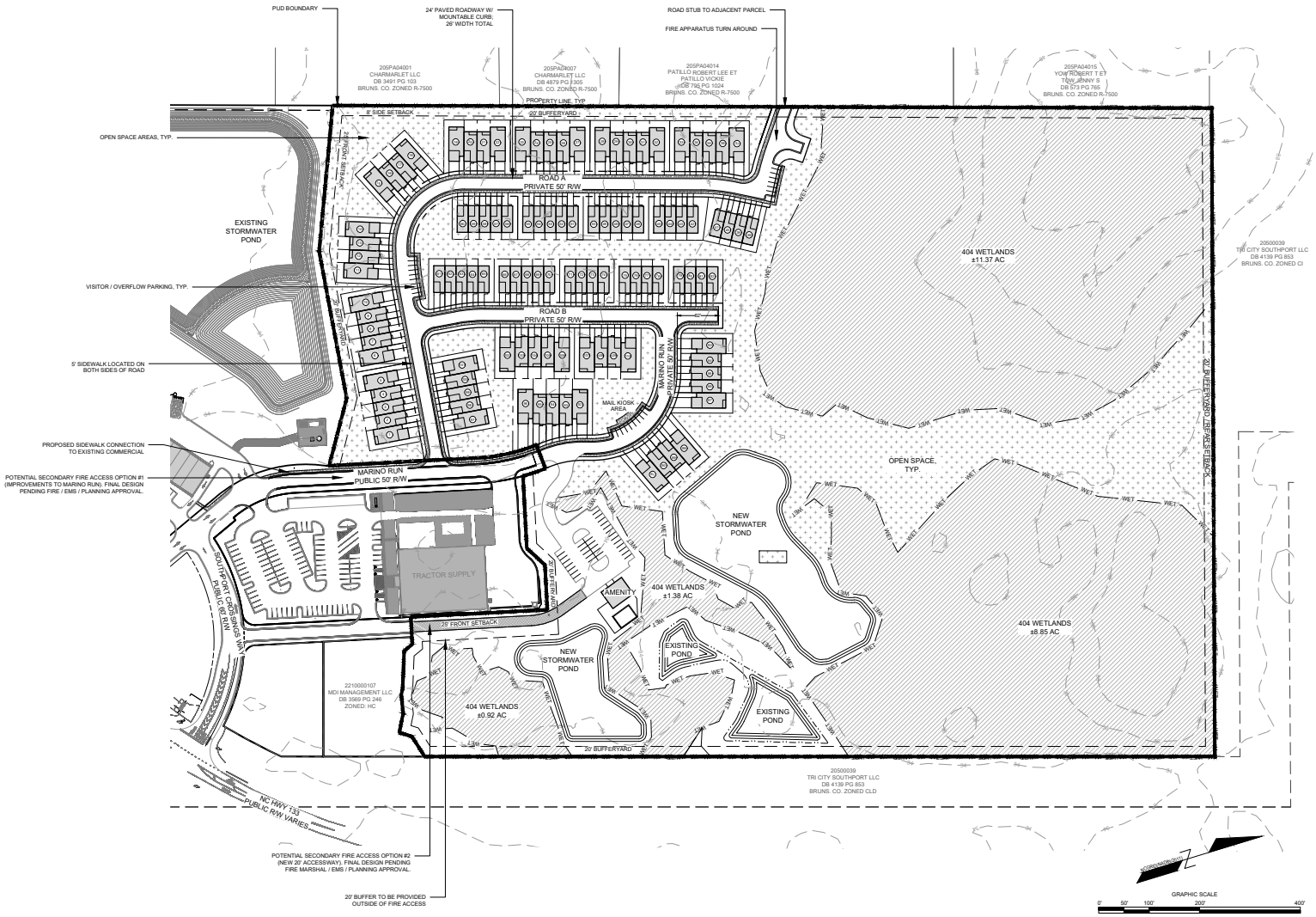
NTS



TYPICAL UNIT / LOT CONFIGURATION (TYPE 2)

NTS





PRELIMINARY DESIGN - NOT RELEASED FOR CONSTRUCTION

REVISIONS:	
1 REVISED PER PLANNING BOARD COMMENTS	04/01/26

CLIENT INFORMATION:
EDGEHILL REC, LLC
1111 METROPOLITAN AVE, STE 700
CHARLOTTE, NC 28204

PARAMOUNTE ENGINEERING, P.C.
122 Cinema Drive
Wilmington, North Carolina 28403
(910) 791-6707 (O) (910) 791-6704 (F)
NC License #: C-2946

PUD SITE PLAN
SOUTHPORT CROSSING
CITY OF SOUTHPORT
BRUNSWICK COUNTY, NC

PROJECT STATUS
CONCEPTUAL LAYOUT
PRELIMINARY LAYOUT
FINAL DESIGN
RELEASED FOR CONST.

DRAWING INFORMATION

DATE:	01/19/26
SCALE:	1"=100'
DESIGNED:	AHE
DRAWN:	BGB
CHECKED:	AHE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 27847 ENGINEER ANTHONY H. ELLIS
04/01/26

PUD-1

PEI JOB#: 25278.PE

Strip Commercial
Retail / Restaurants
6,200sf
6,130sf (tax records)
Grocery (Lowes)
51,000sf
52,178sf (tax record)
Strip Commercial
Retail / Restaurants
10,500sf
10,395sf (tax records)
Retail (Tractor Supply)
22,000sf
21,717sf (tax records)
Strip Commercial
Retail / Restaurants
24,816sf
25,200sf (tax records)
Pharmacy (CVS)
9,651sf (tax records)
Eggs Up Grill
Lowes Foods of Southport
Brunswick Church of Christ
CVS
Bagel Dock Express Southport
Southport Crossing Wy
Southport Crossing Wy
Southport Crossing Wy
Crossings Cir
0.88 AC
0.84 AC
0.55 AC
Advance Auto Parts
Whistle Express Car Wash
Starbucks
San Felipe Mexican Restaurant
Retail (Advance Auto)
6,912sf (tax records)
Restaurant
3,046sf (tax records)
Urgent Care / Starbucks
3,128sf Ur. Care (tax records)
2,576sf Starbucks (tax records)
Car Wash
20 Washing/Vacuum Stalls
2,684sf (tax records)
Vacant Outparcel
Restaurant
6,287sf (tax records)
Vacant Outparcels

rec'd. 10/23/15

TRAFFIC IMPACT ANALYSIS

FOR THE

KEESEE PROPERTY COMMERCIAL DEVELOPMENT

LOCATED
IN

BRUNSWICK COUNTY, NORTH CAROLINA

Prepared For:
Mr. Brian Keesee
200 Country Club Drive, Suite D
Oak Island, North Carolina 28465

Prepared By:
Ramey Kemp & Associates, Inc.
5808 Faringdon Place, Suite 100
Raleigh, NC 27609

October 2008

RKA Project #08132

NORTH CAROLINA PROFESSIONAL SEAL 028926 ENGINEER RYAN G. SEPTKENSON

10-17-08

4. TRIP GENERATION

The average weekday daily, weekday PM peak hour, and Saturday peak hour trips for the proposed development were calculated utilizing methodology contained within the Institute of Transportation Engineers (ITE) *Trip Generation* Manual, 7th Edition. A detailed breakdown of the trip generation results can be found in Table 2.

TABLE 2
Trip Generation Summary

ITE LAND USE (Code)	SIZE	AVERAGE DAILY TRAFFIC (vpd)	PM PEAK HOUR (vph)		SAT PEAK HOUR (vph)	
			Entering	Exiting	Entering	Exiting
Shopping Center (820)	74,850 s.f.	5,626	248	269	373	344
Less Pass- By Trips			*-88*	*-88*	-	-
Pharmacy/Drugstore (881)	15,100 s.f.	1,331	64	66	59	59
Less Pass- By Trips			*-32*	*-32*	-	-
Pharmacy/Drugstore (881)	13,300 s.f.	1,173	56	58	52	52
Less Pass- By Trips			*-28*	*-28*	-	-
Supermarket (850)	50,000 s.f.	4,739	275	264	296	285
Less Pass- By Trips			*-97*	*-97*	-	-
Home Imp. Superstore (862)	129,000 s.f.	3,848	216	177	369	327
Less Pass- By Trips			*-94*	*-94*	-	-
Drive-in Bank (912)	3 Lanes	1,234	77	77	104	96
Less Pass- By Trips			*-36*	*-36*	-	-
Fast-Food Restaurant (934)	3,455 s.f.	1,714	62	57	104	100
Less Pass- By Trips			*-26*	*-26*	-	-
Automated Car Wash (948)	1,620 s.f.	--	11	11	11	11
Bowling Alley (437)	20,900 s.f.	697	26	48	0	0
Total Site Trips		20,362	1,035	1,027	1,368	1,274
Less Total Pass-By Trips		--	*-401*	*-401*	--	--
Total Primary New Trips		**20,362**	**634**	**626**	**1,368**	**1,274**

RAMEY KEMP & ASSOCIATES
TRANSPORTATION ENGINEERS

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Raleigh, NC 27609
Phone - 919-872-5115 Fax - 919-878-5416
www.rameykemp.com

March 11, 2016

Benjamin Hughes, P.E.
NCDOT District Office
300 Division Drive
Wilmington, NC 28401
(O) 910-251-2655
E: bthughes@ncdot.gov

Subject: **Trip Generation Letter**
Southport Crossings – Southport, North Carolina

Dear Mr. Hughes:

Southport Crossings is a retail development located in the northwest quadrant of the intersection of Long Beach Road (NC 133) and NC 211. Southport Crossings was previously part of a larger property owned by Mr. Keesee. The entire Keesee Property originally had a Traffic Impact Analysis (TIA) completed in 2008 to determine recommendations for roadway improvements. Since the original submittal in 2008, the site plan for the largest parcel of the overall Keesee Property has been updated with different land uses than previously studied. The updated site plan is attached along with a drawing illustrating the area of the overall Keesee property that will be developed as Southport Crossings (labeled large parcel).

The purpose of this letter is to provide a site trip generation comparison between the original area and the updated site for the largest parcel of the Keesee Property that is proposed as Southport Crossings. The comparison is being completed to request that an updated TIA report not be required for this site plan.

The updated site plan for Southport Crossings will consist of the following land uses:

- 46 single-family homes
- 50,000 sq. ft. of supermarket
- 63,910 sq. ft. of retail
- 3,000 sq. ft. of a drive-in bank
- 6,000 sq. ft. of fast-food restaurant
- 14,000 sq. ft. of pharmacy
- A gas station with 10 fueling positions

Updated Site Trip Generation

The trip generation calculations provided in this letter were determined using equations and methodology outlined in the *ITE Trip Generation Manual*, 9th Edition. Table 1 summarizes the trip generation potential for the updated site plan for Southport Crossings. It is expected that the site will generate a total of 12,567 site trips during a typical weekday. Of those daily trips, 1,917 site trips (981 entering and 936 exiting) are expected to occur during the Saturday peak hour and 941 site trips (475 entering and 466 exiting) are expected to occur during the weekday PM peak hour.

Table 1
Trip Generation – Updated Site Plan

Land Use (ITE Code)	Size	Weekday 24 Hour Volumes	Saturday Peak Hour Trips		Weekday PM Peak Hour Trips	
			Enter	Exit	Enter	Exit
Single-Family Homes (210)	46 dwellings	440	23	20	29	17
Shopping Center (820)	63,910 sq. ft.	5,100	340	314	213	231
Supermarket (850)	50,000 sq. ft.	5,100	272	261	242	232
Pharmacy / Drugstore (881)	14,000 sq. ft.	1,350	56	59	69	70
Drive-In Bank (912)	3,000 sq. ft.	450	40	39	36	37
Fast-Food Restaurant (934)	6,000 sq. ft.	3,000	181	173	102	94
Gasoline / Service Station (944)	10 fueling positions	1,700	69*	70*	69	70
Total Site Trips		**17,140**	**981**	**936**	**760**	**751**
Pass-By Trips [Shopping Center: 17% Daily, 34% PM]		867	--	--	75	75
Pass-By Trips [Supermarket: 18% Daily, 36% PM]		918	--	--	85	85
Pass-By Trips [Pharmacy: 24% Daily, 49% PM]		324	--	--	34	34
Pass-By Trips [Drive-In Bank: 32% Daily, 35% PM]		144	--	--	13	13
Pass-By Trips [Fast-Food Restaurant: 49% Daily, 50% PM]		1,470	--	--	49	49
Pass-By Trips [Gasoline/Service Station: 50% Daily, 42% PM]		850	--	--	29	29
Total Primary Site Trips		**12,567**	**981**	**936**	**475**	**466**

* Saturday peak hour trips were calculated using the Weekday PM peak hour trip calculations because there was no data for a Saturday peak hour in the ITE Manual.

Trip Generation Comparison

With the submittal of the original Traffic Impact Study, in 2008, a trip generation was completed for the large parcel site plan that was current at the time. The large parcel for the 2008 study consisted of the following land uses:

- 45,250 sq. ft. of retail
- 15,100 sq. ft. of pharmacy
- 50,000 sq. ft. of supermarket
- 129,000 sq. ft. of home improvement superstore
- A drive-in bank with 3 lanes
- 3,455 sq. ft. of fast-food restaurant
- 1,620 sq. ft. of automated car wash
- 20,900 sq. ft. of a bowling alley

The original trip generation calculations can be found attached to this letter. A site plan referencing where the large parcel is located and a table further breaking down the trip generation comparison are also attached,. The purpose of this letter is to showcase that the updated site generates fewer trips than what were originally calculated for the large parcel of the Keesee Property. Table 2, below, provides a summary of the comparison between two primary trip generations.

Table 2
Primary Trip Generation Comparison

Scenario	Weekday 24 Hour Volumes	Saturday Peak Hour Trips		Weekday PM Peak Hour Trips	
		Enter	Exit	Enter	Exit
Original TIA Calculations	16,964	1,168	1,086	543	525
Updated Site Plan Calculations	12,567	981	936	475	466
Site Trip Difference	**-4,397**	**-187**	**-150**	**-68**	**-59**

As illustrated above, if the proposed site is developed, there would be an anticipated decrease in traffic in comparison to what was originally calculated. In a typical 24-hour weekday, there will be a decrease of 4,397 expected site trips. Of those trips, it is anticipated there will be a decrease of 337 (187 entering and 150 exiting) during the Saturday peak hour and a decrease of 127 (68 entering and 59 exiting) during the PM peak hour.

Conclusion

Considering the findings from this trip generation letter, it is determined that the updated site plan for Southport Crossings (the large parcel of the Keesee Property) will generate fewer trips than what was originally calculated with the original TIA submittal in 2008. Due to the decrease in anticipated site traffic, no additional roadway improvements are recommended beyond previous requirements.

If you should have any questions, please feel free to contact me at (919) 872-5115.

Sincerely,

Rynal Stephenson, P.E.
Regional Manager

RAMEY KEMP & ASSOCIATES, INC.
NC Corporate License # C-0910

Attachments: Southport Crossings Updated Site Plan
Original TIA Trip Generation
Keesee Property Overall Site Location
Trip Generation Comparison

VICINITY MAP
(NOT TO SCALE)

SITE DATA

PROJECT NAME:	HWY 211 & NC 133 COMMERCIAL DEVELOPMENT
SITE ADDRESS:	SOUTHPORT-SUPPLY ROAD (NC HWY 211)
NHC PIN:	208712874140
PROPERTY OWNER:	MDI MANAGEMENT, LLC
SOURCE DEED:	DEED BOOK 3569, PAGE 246
OVERALL SITE AREA:	3,623,179 SF (83.18 ACRES)
PROJECT AREA:	1,201,435 SF (27.58 ACRES)
ZONING:	HC (HIGHWAY COMMERCIAL)
PROPOSED USE:	RETAIL

DIMENSION REQUIREMENTS

	REQUIRED	PROVIDED
FRONT SETBACK	25'	
SIDE SETBACK	8'	
REAR SETBACK	25'	
MAXIMUM HEIGHT	40'	

BUILDING INFORMATION

PROPOSED 1-STORY GROCERY STORE	50,900 SF (INCL. CANOPIES)
PROPOSED RETAIL A	3,200 SF
PROPOSED RETAIL B	20,600 SF
PROPOSED RETAIL C	27,040 SF
PROPOSED RETAIL D	10,000 SF
PROPOSED RETAIL E	3,070 SF
TOTAL BUILDINGS	114,810 SF

IMPERVIOUS CALCULATIONS

PROPOSED BUILDINGS	114,810 SF
PROPOSED PAVEMENT	417,043 SF
PROPOSED SIDEWALK	31,350 SF
PROPOSED TOTAL	563,203 SF
FUTURE IMPERVIOUS	206,275 SF (75% OF OUTPARCELS)
TOTAL (PROPOSED + FUTURE)	769,478 SF

PARKING INFORMATION

PARKING:	1 SPACE PER 300 SF REQUIRED
GROCERY STORE:	50,900 SF = 170 SPACES REQUIRED
RETAIL:	63,910 SF = 213 SPACES REQUIRED
TOTAL:	383 TOTAL SPACES REQUIRED
PROVIDED:	601 SPACES (1 SPACE PER 191 SF)
HANDICAPPED REQUIRED:	12 SPACES
HANDICAPPED PROVIDED:	26 SPACES

FLOOD NOTE:

THIS TRACT LIES WITHIN DESIGNATED FLOOD ZONE X, ACCORDING TO FEMA FIRM COMMUNITY-PANEL NUMBER 3720208700J, BEARING AN EFFECTIVE DATE OF JUNE 2, 2006. ZONE "X" INCLUDES AREAS DETERMINED TO BE OUTSIDE THE 0.2% (500-YEAR) ANNUAL CHANCE FLOODPLAIN.

PRELIMINARY DESIGN - NOT RELEASED FOR CONSTRUCTION

REVISIONS:

CLIENT INFORMATION:
WAKEFIELD ASSOCIATES
188 WINDCHIME COURT
SUITE 201, RALEIGH, NC 27615

PARAMOUNTE ENGINEERING
5911 Oleander Drive, Suite 201
Wilmington, North Carolina 28403
(910) 791-6707 (O) (910) 791-6760 (F)
NC License #: C-2846

OVERALL SITE PLAN
SOUTHPORT CROSSINGS
CITY OF SOUTHPORT
BRUNSWICK COUNTY, NC

PROJECT STATUS
CONCEPTUAL LAYOUT:
PRELIMINARY LAYOUT:
FINAL DESIGN:
RECORDED PLAT:

DRAWING INFORMATION
DATE: 07/01/16
SCALE: 1" = 150'
DESIGNED: DJ/JGB/BS
DRAWN: DJ/JGB/BS
CHECKED: DJ/JGB/BS

SEAL

C-2.0

PEI JOB#: 14159.PE

Original TIA Trip Generation

LARGE PARCEL – TRIP GENERATION FROM ORIGINAL TIA

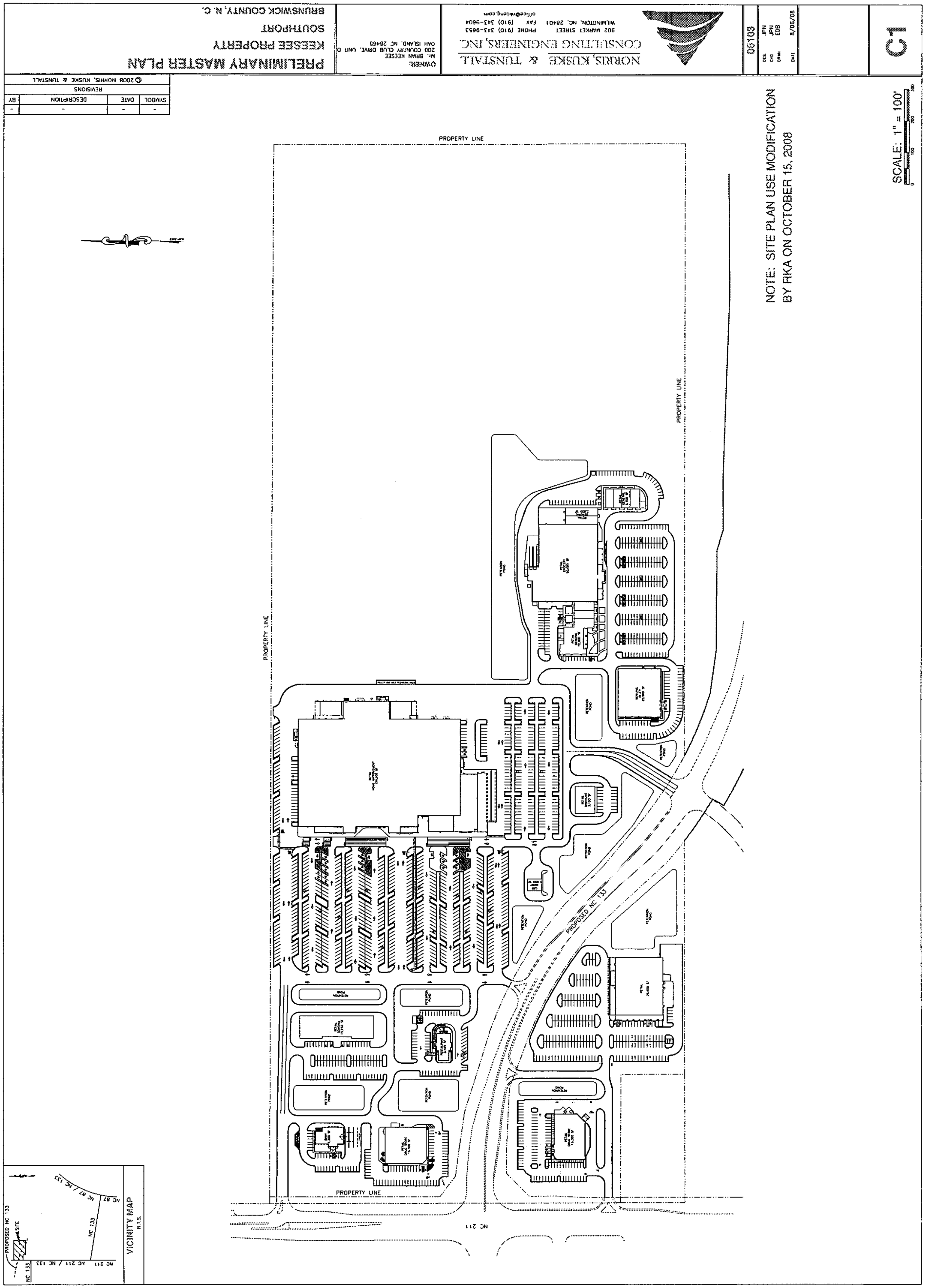
ITE LAND USE (Code)	SIZE	AVERAGE DAILY TRAFFIC (vpd)	PM PEAK HOUR (vph)		SAT PEAK HOUR (vph)	
			Entering	Exiting	Entering	Exiting
Shopping Center (820)	45,250 s.f.	3,401	150	163	225	208
Less Pass- By Trips			*-53*	*-53*	-	-
Pharmacy/Drugstore (881)	15,100 s.f.	1,331	64	66	59	59
Less Pass- By Trips			*-32*	*-32*	-	-
Supermarket (850)	50,000 s.f.	4,739	275	264	296	285
Less Pass- By Trips			*-97*	*-97*	-	-
Home Imp. Superstore (862)	129,000 s.f.	3,848	216	177	369	327
Less Pass- By Trips			*-94*	*-94*	-	-
Drive-in Bank (912)	3 Lanes	1,234	77	77	104	96
Less Pass- By Trips			*-36*	*-36*	-	-
Fast-Food Restaurant (934)	3,455 s.f.	1,714	62	57	104	100
Less Pass- By Trips			*-26*	*-26*	-	-
Automated Car Wash (948)	1,620 s.f.	--	11	11	11	11
Bowling Alley (437)	20,900 s.f.	697	26	48	0	0
Total Site Trips		16,964	881	863	1,168	1,086
Less Total Pass-By Trips		--	*-338*	*-338*	--	--
Total Primary New Trips		**16,964**	**543**	**525**	**1,168**	**1,086**

KEESEE PROPERTY – TRIP GENERATION FROM ORIGINAL TIA

ITE LAND USE (Code)	SIZE	AVERAGE DAILY TRAFFIC (vpd)	PM PEAK HOUR (vph)		SAT PEAK HOUR (vph)	
			Entering	Exiting	Entering	Exiting
Shopping Center (820)	29,600 s.f.	2,225	98	106	148	136
Less Pass- By Trips			*-35*	*-35*	-	-
Total Primary New Trips		**2,225**	**63**	**71**	**148**	**136**

SWAIN PROPERTY – TRIP GENERATION FROM ORIGINAL TIA

ITE LAND USE (Code)	SIZE	AVERAGE DAILY TRAFFIC (vpd)	PM PEAK HOUR (vph)		SAT PEAK HOUR (vph)	
			Entering	Exiting	Entering	Exiting
Pharmacy/Drugstore (881)	13,300 s.f.	1,173	56	58	52	52
Less Pass- By Trips			*-28*	*-28*	-	-
Total Primary New Trips		**1,173**	**28**	**28**	**52**	**52**


PRELIMINARY MASTER PLAN
KEESEE PROPERTY
SOUTHPORT
BRUNSWICK COUNTY, N. C.
OWNER:
Mr. BRIAN KEESEE
200 COUNTRY CLUB DRIVE, UNIT D
OAK ISLAND, NC 28465
NORRIS, KUSKE & TUNSTALL
CONSULTING ENGINEERS, INC.
902 MARKET STREET
WILMINGTON, NC 28401
PHONE (910) 343-9653
FAX (910) 343-9604
office@nktieng.com
06103
8/06/08
C1
©2008 NORRIS, KUSKE & TUNSTALL
REVISIONS
SYMBOL
DATE
DESCRIPTION
BY
NOTE: SITE PLAN USE MODIFICATION
BY RKA ON OCTOBER 15, 2008
SCALE: 1" = 100'
PROPERTY LINE
PROPERTY LINE
PROPERTY LINE
PROPERTY LINE
PROPOSED NC 133
NC 211
VICINITY MAP
N.T.S.

4. TRIP GENERATION

The average weekday daily, weekday PM peak hour, and Saturday peak hour trips for the proposed development were calculated utilizing methodology contained within the Institute of Transportation Engineers (ITE) *Trip Generation* Manual, 7th Edition. A detailed breakdown of the trip generation results can be found in Table 2.

TABLE 2
Trip Generation Summary

ITE LAND USE (Code)	SIZE	AVERAGE DAILY TRAFFIC (vpd)	PM PEAK HOUR (vph)		SAT PEAK HOUR (vph)	
			Entering	Exiting	Entering	Exiting
Shopping Center (820)	74,850 s.f.	5,626	248	269	373	344
Less Pass- By Trips			*-88*	*-88*	-	-
Pharmacy/Drugstore (881)	15,100 s.f.	1,331	64	66	59	59
Less Pass- By Trips			*-32*	*-32*	-	-
Pharmacy/Drugstore (881)	13,300 s.f.	1,173	56	58	52	52
Less Pass- By Trips			*-28*	*-28*	-	-
Supermarket (850)	50,000 s.f.	4,739	275	264	296	285
Less Pass- By Trips			*-97*	*-97*	-	-
Home Imp. Superstore (862)	129,000 s.f.	3,848	216	177	369	327
Less Pass- By Trips			*-94*	*-94*	-	-
Drive-in Bank (912)	3 Lanes	1,234	77	77	104	96
Less Pass- By Trips			*-36*	*-36*	-	-
Fast-Food Restaurant (934)	3,455 s.f.	1,714	62	57	104	100
Less Pass- By Trips			*-26*	*-26*	-	-
Automated Car Wash (948)	1,620 s.f.	--	11	11	11	11
Bowling Alley (437)	20,900 s.f.	697	26	48	0	0
Total Site Trips		20,362	1,035	1,027	1,368	1,274
Less Total Pass-By Trips		--	*-401*	*-401*	--	--
Total Primary New Trips		**20,362**	**634**	**626**	**1,368**	**1,274**

LEGEND:

- IPF — IRON PIPE FOUND
- IRF — IRON ROD FOUND
- DOT MON — NC DOT MONUMENT

NOTES:

1. AREA CALCULATED BY COORDINATES.
2. SURVEY COMPLETED WITHOUT BENEFIT OF AN ABSTRACT OF TITLE. ADDITIONAL EASEMENTS AND/OR ENCUMBRANCES MAY OR MAY NOT AFFECT THE SUBJECT PARCEL.
3. THIS TRACT DOES NOT LIE WITHIN A DESIGNATED FLOOD ZONE ACCORDING TO FEMA FIRM COMMUNITY–PANEL NUMBER 3720208700J, BEARING AN EFFECTIVE DATE OF JUNE 2, 2006.

LINE TABLE		
LINE	LENGTH	BEARING
L1	18.78	S18°37'18"W

CURVE TABLE				
CURVE	LENGTH	RADIUS	CHORD	DISTANCE
C1	291.70'	1209.00'	S50°15'15"W	291.08'
C2	253.84'	1254.97'	S51°08'05"W	253.42'
C3	109.35'	1765.00'	S38°11'08"W	109.31'

CERTIFICATE OF ACCURACY AND MAPPING

I, TIMOTHY CLINKSCALES, CERTIFY THAT THIS PLAT WAS DRAWN UNDER MY SUPERVISION FROM AN ACTUAL SURVEY MADE UNDER MY SUPERVISION (DEED DESCRIPTIONS RECORDED IN THE REFERENCES NOTED ON THIS DRAWING), THAT THE BOUNDARIES NOT SURVEYED ARE SHOWN AS DASHED LINES AS DRAWN FROM INFORMATION NOTED, THAT THE RATIO OF PRECISION IS 1:10,000; AND THAT THIS MAP MEETS THE REQUIREMENTS OF THE STANDARDS OF PRACTICE FOR LAND SURVEYING IN NORTH CAROLINA (21 NCAC 56, 1600). THIS _____ DAY OF _____, A.D., _____.

_____
TIMOTHY CLINKSCALES, PLS LICENSE NO. L-4953

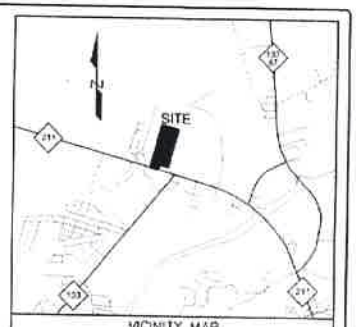
I, TIMOTHY CLINKSCALES, CERTIFY THAT THIS SURVEY IS OF AN EXISTING PARCEL OR PARCELS OF LAND AND DOES NOT CREATE A NEW STREET OR CHANGE AN EXISTING STREET.

_____
TIMOTHY CLINKSCALES, PLS LICENSE NO. L-4953

CERTIFICATE OF BRUNSWICK COUNTY REVIEW OFFICER

I, _____ REVIEW OFFICER OF BRUNSWICK COUNTY, CERTIFY THAT THE MAP OR PLAT TO WHICH THIS CERTIFICATION IS AFFIXED MEETS ALL STATUTORY REQUIREMENTS FOR RECORDING.

REVIEW OFFICER _____ DATE _____



VICINITY MAP
(NOT TO SCALE)

Current Ownership

WAKEFIELD ASSOCIATES, INC.
188 WIND CHIME COURT, SUITE 201
RALEIGH, NC 27615

PARAMOUNTE

PROPERTY SURVEY
PART OF TRACT 1
MAP BOOK 19, PAGE 506
NC HIGHWAY 211
SMITHVILLE TOWNSHIP
BRUNSWICK COUNTY, NC

PRELIMINARY DRAWING
DO NOT USE FOR CONSTRUCTION, RECORDATION, CONVEYANCES, OR SALES.

1 OF 1
SCALE 1"=200'

PRIMARY TRIP GENERATION COMPARISON SUMMARY

Development	AVERAGE DAILY TRAFFIC (vpd)	PM PEAK HOUR (vph)		SAT PEAK HOUR (vph)	
		Entering	Exiting	Entering	Exiting
Original TIA					
Large Parcel	16,964	543	525	1,168	1,086
Keesee Property	2,225	63	71	148	136
Swain Property	1,173	28	28	52	52
Original TIA Total	**20,362**	**634**	**624**	**1,368**	**1,274**
Updated Plan					
Large Parcel	12,567	475	466	981	936
Keesee Property	2,225	63	71	148	136
Swain Property	1,173	28	28	52	52
Updated Plan Total	**15,965**	**566**	**565**	**1,181**	**1,124**
TRIPS DIFFERENCE	**-4,397**	**-68**	**-59**	**-187**	**-150**

Transportation

PAT McCRORY
Governor

NICHOLAS J. TENNYSON
Secretary

November 24, 2015

Rynal G. Stephenson, PE
Regional Manager
Ramey Kemp & Associates, Inc.
5808 Faringdon Place, Suite 100
Raleigh, NC 27609

Subject: Approval of the update for Southport Retail Project

To: Rynal Stephenson, PE

The Southport Retail Project is part of the TIA for Keesee Property Commercial Development (dated October 2008). Congestion Management provided their review comments to the TIA in a letter dated December 19, 2008. The larger parcel of the original TIA, located in the NW quadrant of NC 211 and the realigned NC 133, is the subject of this update. The property is now owned by MDI Management. The two smaller parcels located in the NE quadrant of the study intersection, are the Keesee and Swain properties. Their land uses are not included in the Southport Retail Project.

The NCDOT Division 3, District 3, Congestion Management, and Roadway Design staffs have reviewed the Southport Retail Project. Based on the collective review, the updated plan is accepted and approved based on the recommendations as outlined in Congestion Management's review of the original TIA, dated December 19, 2008. A copy of the letter with recommendations is included with the transmittal of this response.

Please note that Site Drive #1 on NC 211 will be restricted to right-in/right-out only. The internal protected storage lengths remain as recommended for all site drives. For Site Drive #5 at NC 133, the three egress lanes should include a minimum of 250 feet storage for the exclusive left-turn lane and exclusive right-turn lane. The improvements at NC 211 and Site Drive #2, and at NC 133 and Site Drive #3, do not serve the Southport Retail Project and are not considered part of this approval.

The applicant will be required to obtain an NCDOT driveway permit for access to the state road network. All applicable NCDOT driveway access technical standards and policies will apply.

If changes are made to the proposed site driveways, land use and/or intensity, the study parameters will need to be modified and a revised Traffic Impact Analysis will be required for review.

Sincerely,

Benjamin Hughes

Benjamin T. Hughes, PE
District Engineer
Division 3, District 3

BTH/kls

EC: James H. Dunlop, PE, Congestion Management Regional Engineer
Katie E. Hite, PE, PTOE, Division Traffic Engineer
Gary R. Lovering, PE, Project Engineer – Eastern Region, Roadway Design Unit
Steven D. Kendall, PE, Transportation Engineering Supervisor, Roadway Design Unit

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

December 19, 2008

In reply, refer to
File No. SC-2008-050

NORTH CAROLINA PROFESSIONAL SEAL 033303 ENGINEER REGINA E. PAGE

Regina E Page 12/19/2008

MEMORANDUM

TO: Dan R. Cumbo, P.E., Division Traffic Engineer
Division 3

FROM: Regina E. Page, P.E., Eastern Region Project Design Engineer
Congestion Management Section

SUBJECT: Proposed Keesee Property Commercial Development on NC 133 (TIP R-3324) and NC 211 in Brunswick County

Per your request, the Congestion Management Section of the Transportation Mobility and Safety Division has completed a review of the subject site. The comments and recommendations contained in this review are based on data for background conditions presented in the sealed TIA and are subject to the approval of the local District Engineer's Office and appropriate local authorities.

Date of Complete Information for Project Received by This Office	11/25/2008	Date of Second Preliminary Review Letter	11/25/2008
Date of Preliminary Master Plan Prepared by Norris, Kuske & Tunstall Consulting Engineers, Inc.	04/21/2008	Date of Sealed TIA Prepared by Ramey Kemp and Associates, Inc.	10/17/2008

Proposed Development

According to the TIA, the proposed Keesee Property Commercial Development is to be located on NC 133 north of NC 211. The TIA states the development is to be constructed by 2015 and is to consist of the following:

Land Use	Size
Shopping Center	74,850 square feet
Pharmacy/Drug Store	28,400 square feet
Supermarket	50,000 square feet
Home Improvement Superstore	129,000 square feet
Drive-in Bank	3 drive-through lanes

MAILING ADDRESS:
TRANSPORTATION MOBILITY AND SAFETY DIVISION
1561 MAIL SERVICE CENTER
RALEIGH NC 27699-1561

TELEPHONE: 919-773-2800
FAX: 919-771-2745

WEBSITE: WWW.NCDOT.ORG

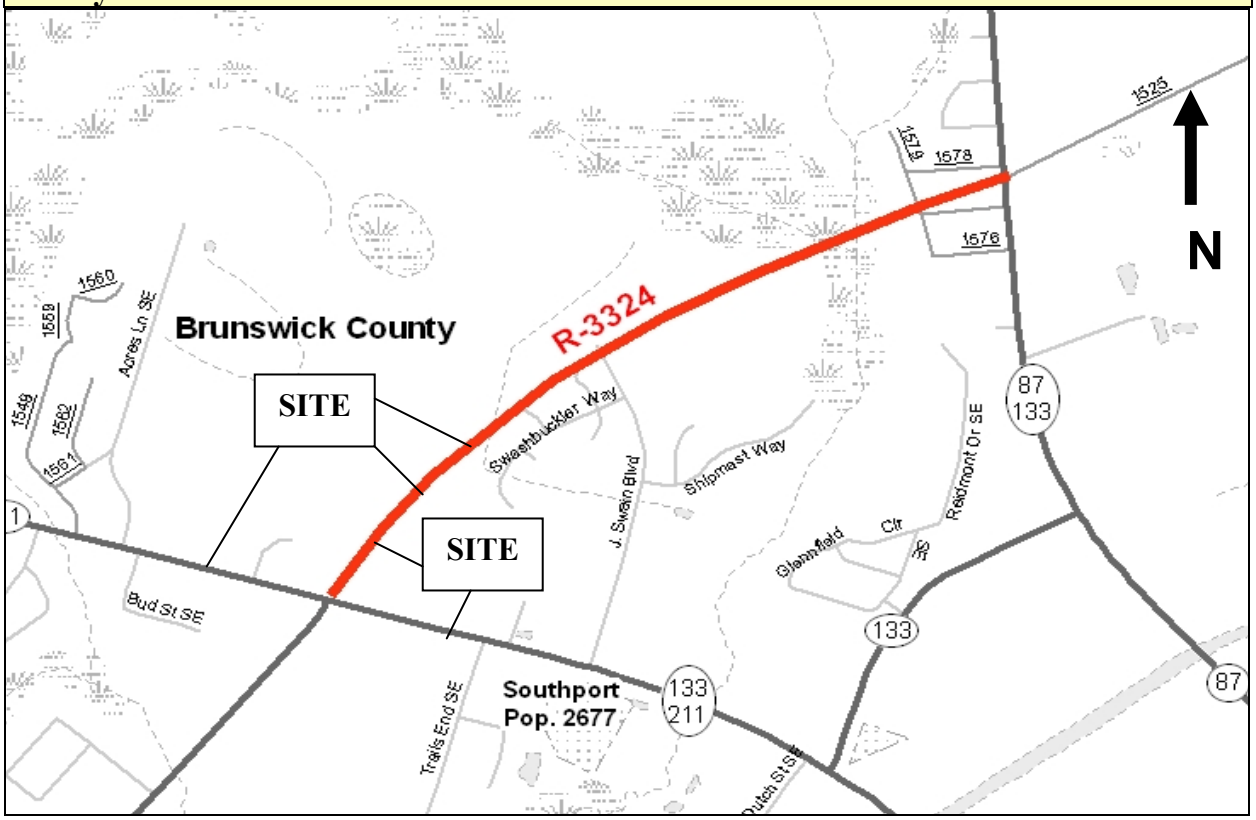
LOCATION:
750 N GREENFIELD PARKWAY
GARNER NC 27529

Fast-Food Restaurant	3,455 square feet
Automated Car Wash	1,620 square feet
Bowling Alley	20,900 square feet

Trip Generation – Unadjusted Volumes During a Typical Weekday / Saturday Based on appropriate methodology outlined in the *ITE Trip Generation Manual, 7th Edition*			
	IN	**OUT**	**TOTAL**
PM Peak Hour	1,035	1,027	2,062
Saturday Peak Hour	1,368	1,274	2,642
		Daily Weekday Trips	**20,362**

Requested Access Points		
Driveway	**Public Roadway**	**Access Type**
1	NC 211	Left-over
2	NC 211	Right-in / Right-out
3	NC 133	Right-in / Right-out
4	NC 133	Right-in / Right-out
5	NC 133	Full Movement

Study Area



TIP Projects in Study Area			
Project	**Description**	**Let Date**	**Completion**
R-3324	New Route, NC 211 to NC 87 at SR 1525 (Bethel Road). Two lane connector on new location.	07/21/2009	2011

Recommendations – Based on Full Build Out in TIP Design Year (2030)

NC 211 and NC 133 (TIP R-3324) Intersection (Signalized)

Due to the anticipated impacts that the additional traffic volumes associated with this development may have on the adjacent traffic facilities and with various other geometric improvements that may occur, this intersection may require signal modifications to accommodate this additional traffic volume.

Based upon our review, multiple movements are anticipated to operate at a poor level of service in the peak hour in the design year (2030). The following recommendations should accommodate the site-generated traffic, but do not include all improvements necessary to allow the intersection to attain acceptable levels of service with acceptable queuing.

Eastbound NC 211

- We recommend providing dual left-turn lanes with 400 feet (minimum) of full storage and appropriate transitional taper. To accommodate the dual left-turn lanes, dual receiving lanes will be required on NC 133 northbound departure. The additional receiving lane should terminate as an exclusive left-turn lane at the NC 133 and Site Driveway #5 intersection.
- We concur with the TIA recommendation that the TIP provide dual right-turn lanes with 300 feet (minimum) of full storage and appropriate deceleration taper.

Southbound NC 133

- We recommend providing an exclusive left-turn lane with 350 feet (minimum) of full storage and appropriate transitional taper.

NC 211 and Site Drive #1 (Right-in/Right-out)

Eastbound NC 211

- The TIA recommends a leftover with 200 feet of full storage at this intersection. Based on the analysis, a leftover is expected to operate at an acceptable level of service in the 2030 design year.
- Based on the analysis, if the leftover is denied, the intersection of NC 211 and NC 133 is expected to experience minor increases in delay and queuing.
- Due to the major thoroughfare classification of NC 211, we recommend this access be restricted to right-in / right-out access only at this intersection.

Westbound NC 211

- We concur with the TIA recommendation to provide an exclusive right-turn lane with 150 feet (minimum) of full storage and appropriate deceleration taper.

- We recommend that the dual receiving lanes resulting from the dual northbound left-turn lanes at the intersection of NC 133 and NC 211 extend 600' minimum past this intersection before merging traffic into a single lane.

Southbound Site Drive #1

- We concur with the TIA recommendation to provide a two lane cross-section consisting of one ingress lanes and one egress lane. The egress lane should provide for an exclusive right-turn lane only.
- The egress lane should provide a minimum of 150 feet of internal protected storage before parking and crossing maneuvers should be allowed. A concrete island should be provided to encourage exiting right-turn movements only.

NC 211 and Site Drive #2 (Right-in/Right-out)

We concur with the TIA recommendation that this driveway be restricted to right-in/right-out movements only. The following recommendations are based on this intersection operating as a right-in/right-out.

Westbound NC 211

- We concur with the TIA recommendation to provide an exclusive right-turn lane with 150 feet (minimum) of full storage and appropriate deceleration taper.

Southbound Site Drive #2

- We concur with the TIA recommendation to provide a two lane cross-section consisting of one ingress lanes and one egress lane. The egress lane should provide for an exclusive right-turn lane only.
- The egress lane should provide a minimum of 300 feet of internal protected storage before parking and crossing maneuvers should be allowed. A concrete island should be provided to encourage exiting right-turn movements only.

NC 133 and Site Drive #3 (Right-in/Right-out)

We concur with the TIA recommendation that this driveway be restricted to right-in/right-out movements only. The following recommendations are based on this intersection operating as a right-in/right-out.

Westbound Site Drive #3

- We concur with the TIA recommendation to provide a two lane cross-section consisting of one ingress lanes and one egress lane. The egress lane should provide for an exclusive right-turn lane only.
- The egress lane should provide a minimum of 100 feet of internal protected storage before parking and crossing maneuvers should be allowed. A concrete island should be provided to encourage exiting right-turn movements only.

Northbound NC 133

- We concur with the TIA recommendation to provide an exclusive right-turn lane with 150 feet (minimum) of full storage and appropriate deceleration taper.

NC 133 and Site Drive #4 (Right-in/Right-out)

We concur with the TIA recommendation that this driveway be restricted to right-in/right-out movements only. The following recommendations are based on this intersection operating as a right-in/right-out.

Eastbound Site Drive #4

- We concur with the TIA recommendation to provide a two lane cross-section consisting of one ingress lanes and one egress lane. The egress lane should provide for an exclusive right-turn lane only.
- The egress lane should provide a minimum of 200 feet of internal protected storage before parking and crossing maneuvers should be allowed. A concrete island should be provided to encourage exiting right-turn movements only.

Southbound NC 133

- We concur with the TIA recommendation to provide an exclusive right-turn lane with 150 feet (minimum) of full storage and appropriate deceleration taper.

NC 133 and Site Drive #5 / TriCity Property Driveway (Signalized)

Due to the anticipated impacts that the additional site-generated traffic may have on this intersection, we recommend, with approval from the Regional Traffic Engineer and the Division Traffic Engineer, that this intersection be signalized. The following recommendations are based on a traffic signal in place.

Based upon our review, multiple movements are anticipated to operate at a poor level of service in the peak hour in the design year (2030). The following recommendations should accommodate the site-generated traffic, but do not include all improvements necessary to allow the intersection to attain acceptable levels of service with acceptable queuing.

Eastbound Site Driveway # 5

- We concur with the TIA recommendation to provide a five lane cross-section consisting of two ingress lanes and three egress lanes. The egress lanes should consist of an exclusive left-turn lane, an exclusive through lane, and an exclusive right-turn lane. We recommend providing 300 feet (minimum) of internal protected storage before crossing maneuvers and parking should be allowed.

Northbound NC 133

- We concur with the TIA recommendation to provide dual exclusive left-turn lanes with 400 feet (minimum) of full storage and appropriate transitional taper.

Southbound NC 133

- We concur with the TIA recommendation to provide an exclusive right-turn lane with 150 feet (minimum) of full storage and appropriate deceleration taper.

General Reference and Recommendations

Policy on Street and Driveway Access to North Carolina Highways, July 2003
http://www.ncdot.org/doh/preconstruct/altern/value/manuals/pos.pdf

North Carolina Median Crossover Guidelines
http://www.ncdot.org/doh/preconstruct/traffic/congestion/CM/docs/MCGuidelines.pdf

NCDOT TIA Analysis Guidelines
http://www.ncdot.org/doh/preconstruct/traffic/congestion/CM/docs/TIA.pdf
NCDOT Trip Generation Rate/Equation Recommendations
http://www.ncdot.org/doh/preconstruct/traffic/congestion/CM/docs/rate.xls

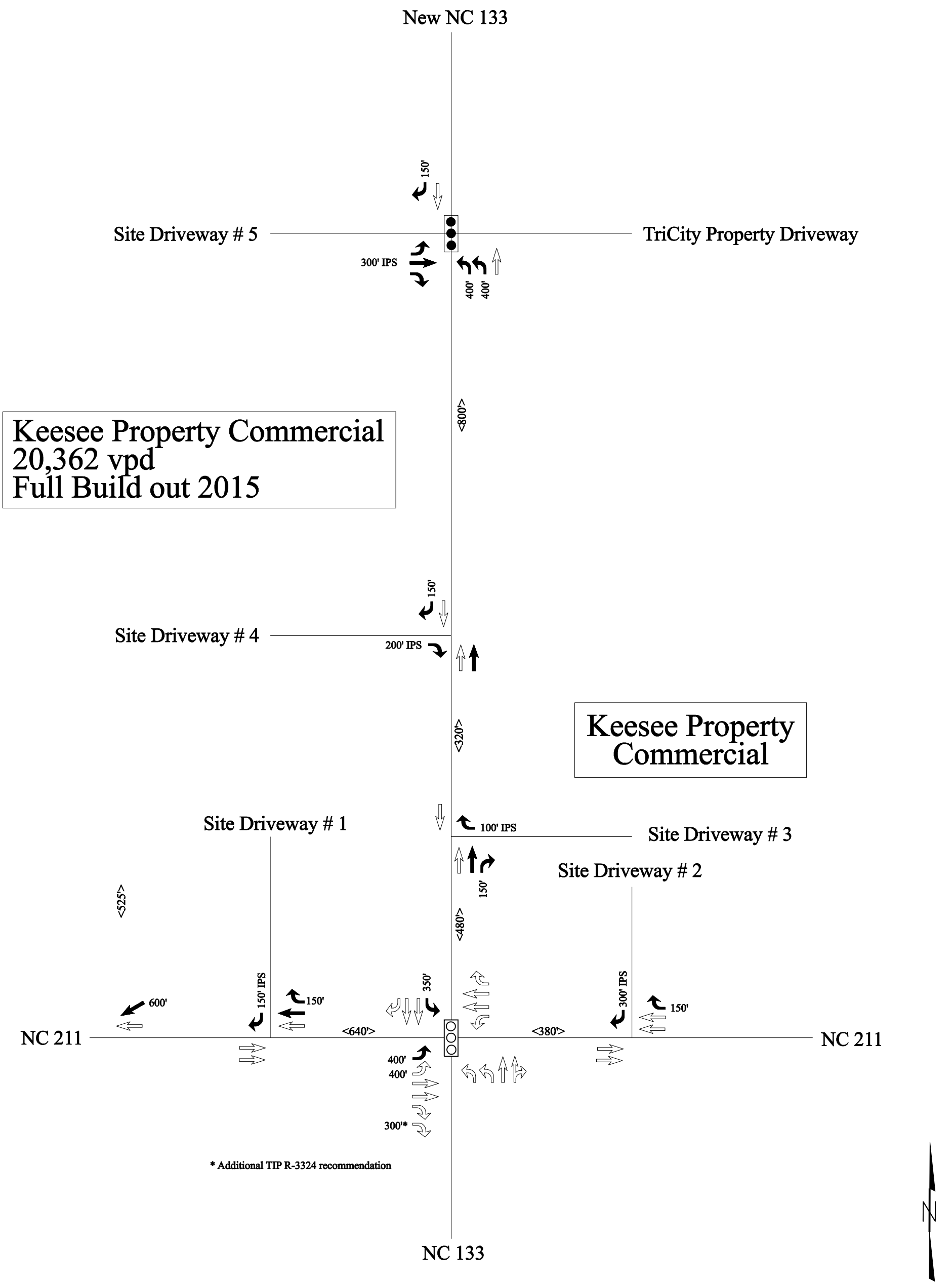
NCDOT Congestion Management Driveway Permit Review General Comments
http://www.ncdot.org/doh/preconstruct/traffic/congestion/CM/docs/GenComments.pdf

Once the driveway permit has been approved and issued, a copy of the final driveway permit requirements should be forwarded to this office. If we can provide further assistance, please contact me or BenJetta L. Johnson, P.E. at (919) 773-2800.

REP

Attachment

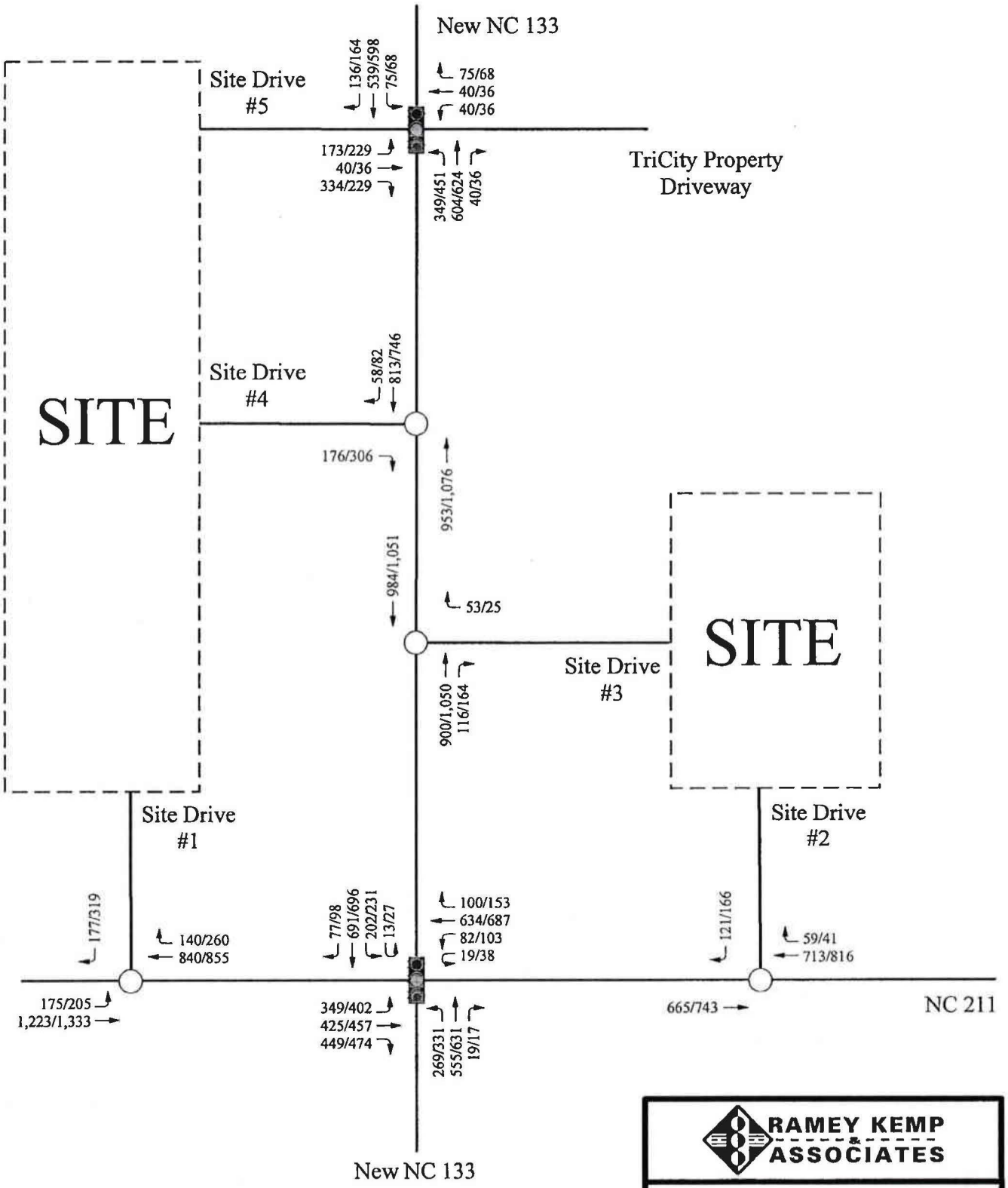
cc: H. A. Pope, P.E.
A. Law
J. K. Lacy, P.E., C.P.M.
T. M. Hopkins, P.E. (Attention: A. D. Wyatt, P.E. and P. H. Daughtry, P.E.)
M. P. Butler, P.E.
G. A. Fuller, P.E. (Attention: P. L. Alexander, P.E.)
J. S. Goodnight, P.E.
J. S. Bourne, P.E.
J. H. Dunlop, P.E.
B. L. Johnson, P.E.
D. Y. Ishak



Keesee Property Commercial Development (SC-2008-050)
Recommended Laneage and Storage (TIP Design Year 2030)
Legend

⇨	Existing / TIP R-3324 Proposed Lane	IPS	Internal Protected Storage
➡	Recommended Laneage		TIP R-3324 Proposed Signal
<XXX'>	Approximate Distance Between Intersections		Proposed Signal
XXX'	Storage Lengths		

* Drawing Not To Scale *



LEGEND

Signalized Intersection

Unsignalized Intersection

XX/XX Traffic Volumes - PM Peak / Sat. Peak

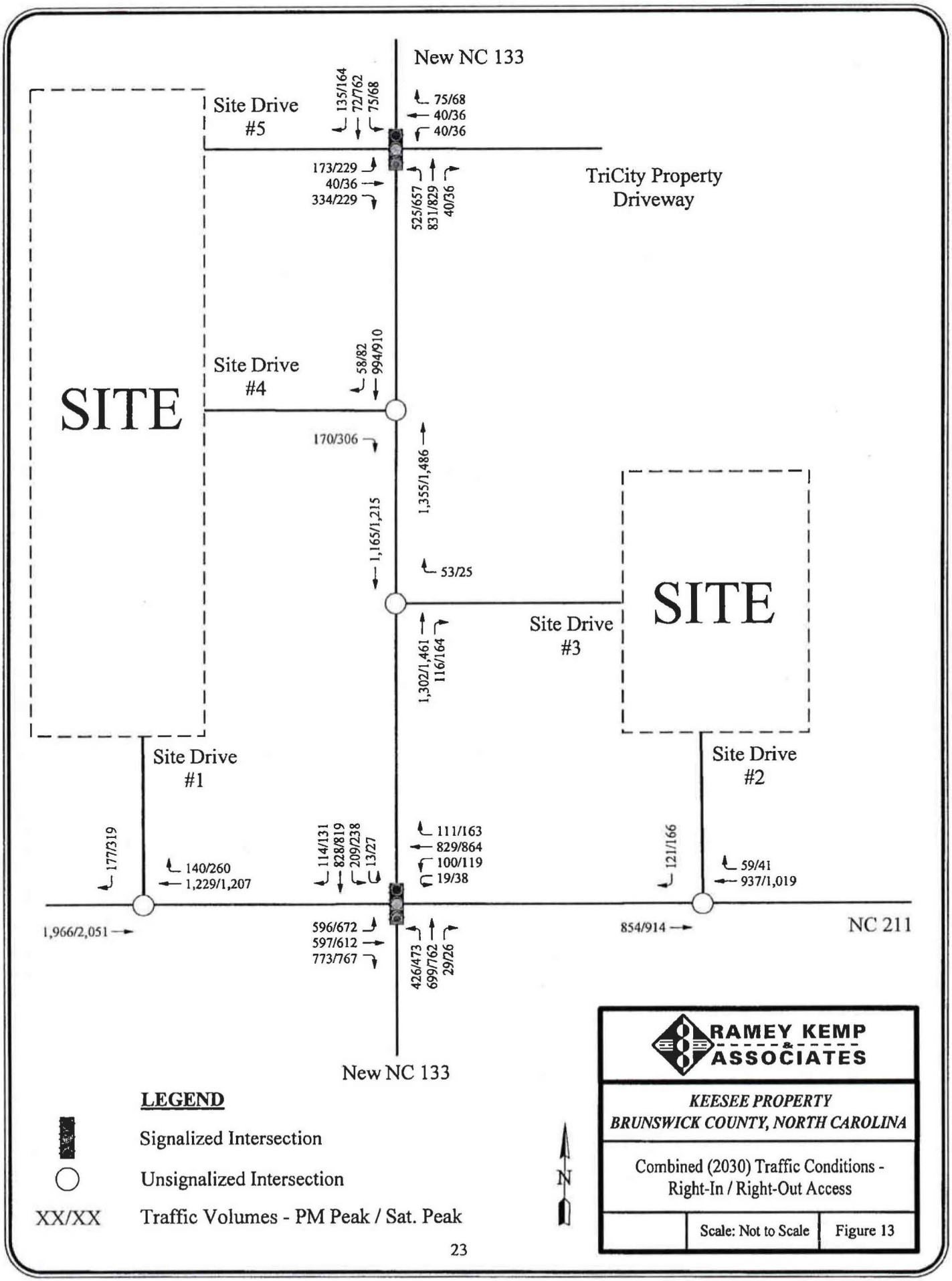
N

RAMEY KEMP & ASSOCIATES

KEESEE PROPERTY
BRUNSWICK COUNTY, NORTH CAROLINA

Combined (2015) Traffic Conditions

Scale: Not to Scale | Figure 11


New NC 133
Site Drive #5
135/164
72/762
75/68
75/68
40/36
40/36
173/229
40/36
334/229
525/657
831/829
40/36
TriCity Property Driveway
SITE
Site Drive #4
58/82
994/910
170/306
1,355/1,486
1,165/1,215
53/25
SITE
Site Drive #3
1,302/1,461
116/164
Site Drive #1
Site Drive #2
177/319
140/260
1,229/1,207
114/131
828/819
209/238
13/27
111/163
829/864
100/119
19/38
121/166
59/41
937/1,019
1,966/2,051
596/672
597/612
773/767
426/473
699/762
29/26
854/914
NC 211
New NC 133
LEGEND
Signalized Intersection
Unsignalized Intersection
XX/XX Traffic Volumes - PM Peak / Sat. Peak
N
RAMEY KEMP & ASSOCIATES
KEESEE PROPERTY
BRUNSWICK COUNTY, NORTH CAROLINA
Combined (2030) Traffic Conditions - Right-In / Right-Out Access
Scale: Not to Scale
Figure 13

National Data & Surveying Services

Intersection Turning Movement Count

Location: SR 133/Long Beach Rd SE & Old Long Beach Rd SE/Southport Crossing Wy
City: Southport
Control: Signalized

Project ID: 26-160046-001
Date: 7/16/2026

Data - Total

NS/EW Streets:	SR 133/Long Beach Rd SE				SR 133/Long Beach Rd SE				Old Long Beach Rd SE/Southport Crossing Wy				Old Long Beach Rd SE/Southport Crossing Wy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	1	1	1	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	5	46	6	0	25	61	8	0	7	2	1	0	1	13	33	0	208
7:15 AM	7	31	4	0	36	66	11	0	9	5	1	0	7	7	37	0	221
7:30 AM	11	32	2	0	36	87	6	0	5	7	1	0	6	12	26	0	231
7:45 AM	14	45	6	1	45	87	21	0	8	8	0	0	5	15	47	0	302
8:00 AM	9	48	13	1	53	86	14	0	12	9	2	0	7	20	38	0	312
8:15 AM	20	56	11	0	40	62	12	0	10	12	4	0	11	14	48	0	300
8:30 AM	21	39	9	0	42	76	10	0	7	17	4	0	6	22	28	0	281
8:45 AM	23	42	14	1	32	76	15	0	10	11	5	0	16	20	40	0	305
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	110	339	65	3	309	601	97	0	68	71	18	0	59	123	297	0	2160
APPROACH %'s :	21.28%	65.57%	12.57%	0.58%	30.69%	59.68%	9.63%	0.00%	43.31%	45.22%	11.46%	0.00%	12.32%	25.68%	62.00%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	73	185	47	2	167	300	51	0	39	49	15	0	40	76	154	0	1198
PEAK HR FACTOR :	0.793	0.826	0.839	0.500	0.788	0.872	0.850	0.000	0.813	0.721	0.750	0.000	0.625	0.864	0.802	0.000	0.960
	0.882				0.846				0.920				0.888				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	1	1	1	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	11	65	8	1	33	86	26	0	31	7	2	0	21	27	41	0	359
4:15 PM	15	90	8	1	39	96	28	0	23	18	7	0	7	32	56	0	420
4:30 PM	17	71	11	1	43	88	22	0	17	12	2	0	12	23	67	0	386
4:45 PM	26	96	8	1	39	87	39	0	25	11	4	0	10	31	53	0	430
5:00 PM	25	86	5	0	41	71	29	0	16	15	7	0	10	29	61	0	395
5:15 PM	24	67	9	0	37	76	25	0	28	17	5	0	7	32	62	0	389
5:30 PM	28	77	5	2	34	65	31	0	20	14	7	0	8	33	47	1	372
5:45 PM	18	45	8	0	28	64	27	0	22	14	5	0	4	38	37	0	310
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	164	597	62	6	294	633	227	0	182	108	39	0	79	245	424	1	3061
APPROACH %'s :	19.78%	72.01%	7.48%	0.72%	25.48%	54.85%	19.67%	0.00%	55.32%	32.83%	11.85%	0.00%	10.55%	32.71%	56.61%	0.13%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	83	343	32	3	162	342	118	0	81	56	20	0	39	115	237	0	1631
PEAK HR FACTOR :	0.798	0.893	0.727	0.750	0.942	0.891	0.756	0.000	0.810	0.778	0.714	0.000	0.813	0.898	0.884	0.000	0.948
	0.880				0.942				0.818				0.958				

National Data & Surveying Services

Intersection Turning Movement Count

Location: SR 133/Long Beach Rd SE & Old Long Beach Rd SE/Southport Crossing Wy
City: Southport
Control: Signalized

Project ID: 26-160046-001
Date: 7/16/2026

Data - Cars

NS/EW Streets:	SR 133/Long Beach Rd SE				SR 133/Long Beach Rd SE				Old Long Beach Rd SE/Southport Crossing Wy				Old Long Beach Rd SE/Southport Crossing Wy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	1	1	1	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	5	42	6	0	23	57	8	0	7	2	0	0	1	13	32	0	196
7:15 AM	7	31	4	0	33	64	11	0	9	5	0	0	7	7	33	0	211
7:30 AM	11	30	2	0	35	80	6	0	5	7	1	0	4	12	20	0	213
7:45 AM	14	43	6	1	42	84	20	0	8	8	0	0	5	14	44	0	289
8:00 AM	8	45	11	1	49	80	14	0	11	9	2	0	7	18	33	0	288
8:15 AM	19	54	11	0	37	59	12	0	10	12	4	0	11	14	44	0	287
8:30 AM	21	37	9	0	36	71	9	0	7	17	4	0	6	21	27	0	265
8:45 AM	21	41	14	1	28	73	15	0	9	11	5	0	16	19	33	0	286
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	106	323	63	3	283	568	95	0	66	71	16	0	57	118	266	0	2035
APPROACH %'s :	21.41%	65.25%	12.73%	0.61%	29.92%	60.04%	10.04%	0.00%	43.14%	46.41%	10.46%	0.00%	12.93%	26.76%	60.32%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	69	177	45	2	150	283	50	0	37	49	15	0	40	72	137	0	1126
PEAK HR FACTOR :	0.821	0.819	0.804	0.500	0.765	0.884	0.833	0.000	0.841	0.721	0.750	0.000	0.625	0.857	0.778	0.000	0.977
	0.872				0.844				0.902				0.902				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	1	1	1	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	11	64	8	1	31	84	26	0	31	7	2	0	21	27	39	0	352
4:15 PM	15	88	8	1	38	92	28	0	22	18	7	0	7	32	54	0	410
4:30 PM	17	69	10	1	40	83	21	0	17	12	2	0	12	23	63	0	370
4:45 PM	26	93	8	1	35	86	39	0	25	11	4	0	10	31	51	0	420
5:00 PM	25	82	5	0	40	71	29	0	16	15	7	0	10	29	60	0	389
5:15 PM	23	66	8	0	36	76	25	0	28	17	5	0	7	32	60	0	383
5:30 PM	28	76	5	2	31	64	31	0	20	14	7	0	8	32	44	1	363
5:45 PM	18	44	8	0	26	64	27	0	21	14	5	0	4	36	37	0	304
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	163	582	60	6	277	620	226	0	180	108	39	0	79	242	408	1	2991
APPROACH %'s :	20.10%	71.76%	7.40%	0.74%	24.67%	55.21%	20.12%	0.00%	55.05%	33.03%	11.93%	0.00%	10.82%	33.15%	55.89%	0.14%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	83	332	31	3	153	332	117	0	80	56	20	0	39	115	228	0	1589
PEAK HR FACTOR :	0.798	0.892	0.775	0.750	0.956	0.902	0.750	0.000	0.800	0.778	0.714	0.000	0.813	0.898	0.905	0.000	0.946
	0.877				0.941				0.830				0.965				

National Data & Surveying Services

Intersection Turning Movement Count

Location: SR 133/Long Beach Rd SE & Old Long Beach Rd SE/Southport Crossing Wy
City: Southport
Control: Signalized

Project ID: 26-160046-001
Date: 7/16/2026

Data - HT

NS/EW Streets:	SR 133/Long Beach Rd SE				SR 133/Long Beach Rd SE				Old Long Beach Rd SE/Southport Crossing Wy				Old Long Beach Rd SE/Southport Crossing Wy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	1	1	1	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	4	0	0	2	4	0	0	0	0	1	0	0	0	1	0	12
7:15 AM	0	0	0	0	3	2	0	0	0	0	1	0	0	0	4	0	10
7:30 AM	0	2	0	0	1	7	0	0	0	0	0	0	2	0	6	0	18
7:45 AM	0	2	0	0	3	3	1	0	0	0	0	0	0	1	3	0	13
8:00 AM	1	3	2	0	4	6	0	0	1	0	0	0	0	2	5	0	24
8:15 AM	1	2	0	0	3	3	0	0	0	0	0	0	0	0	4	0	13
8:30 AM	0	2	0	0	6	5	1	0	0	0	0	0	0	1	1	0	16
8:45 AM	2	1	0	0	4	3	0	0	1	0	0	0	0	1	7	0	19
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	4	16	2	0	26	33	2	0	2	0	2	0	2	5	31	0	125
APPROACH %'s :	18.18%	72.73%	9.09%	0.00%	42.62%	54.10%	3.28%	0.00%	50.00%	0.00%	50.00%	0.00%	5.26%	13.16%	81.58%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	4	8	2	0	17	17	1	0	2	0	0	0	0	4	17	0	72
PEAK HR FACTOR :	0.500	0.667	0.250	0.000	0.708	0.708	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.500	0.607	0.000	0.750
	0.583				0.729				0.500				0.656				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	1	1	1	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	1	0	0	2	2	0	0	0	0	0	0	0	0	2	0	7
4:15 PM	0	2	0	0	1	4	0	0	1	0	0	0	0	0	2	0	10
4:30 PM	0	2	1	0	3	5	1	0	0	0	0	0	0	0	4	0	16
4:45 PM	0	3	0	0	4	1	0	0	0	0	0	0	0	0	2	0	10
5:00 PM	0	4	0	0	1	0	0	0	0	0	0	0	0	0	1	0	6
5:15 PM	1	1	1	0	1	0	0	0	0	0	0	0	0	0	2	0	6
5:30 PM	0	1	0	0	3	1	0	0	0	0	0	0	0	1	3	0	9
5:45 PM	0	1	0	0	2	0	0	0	1	0	0	0	0	2	0	0	6
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	15	2	0	17	13	1	0	2	0	0	0	0	3	16	0	70
APPROACH %'s :	5.56%	83.33%	11.11%	0.00%	54.84%	41.94%	3.23%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	15.79%	84.21%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	11	1	0	9	10	1	0	1	0	0	0	0	0	9	0	42
PEAK HR FACTOR :	0.000	0.688	0.250	0.000	0.563	0.500	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.563	0.000	0.656
	0.750				0.556				0.250				0.563				

National Data & Surveying Services

Intersection Turning Movement Count

Location: SR 133/Long Beach Rd SE & Old Long Beach Rd SE/Southport Crossing Wy
City: Southport
Control: Signalized

Project ID: 26-160046-001
Date: 7/16/2026

Data - Bikes

NS/EW Streets:	SR 133/Long Beach Rd SE				SR 133/Long Beach Rd SE				Old Long Beach Rd SE/Southport Crossing Wy				Old Long Beach Rd SE/Southport Crossing Wy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	1	1	1	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	1	1	1	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%					
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250
									0.250								

National Data & Surveying Services

Intersection Turning Movement Count

Location: SR 133/Long Beach Rd SE & Old Long Beach Rd SE/Southport Crossir **Project ID:** 26-160046-001
City: Southport **Date:** 7/16/2026

Data - Pedestrians (Crosswalks)

NS/EW Streets:	SR 133/Long Beach Rd SE		SR 133/Long Beach Rd SE		Old Long Beach Rd SE/Southport Crossing Wy		Old Long Beach Rd SE/Southport Crossing Wy		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	08:00 AM - 09:00 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	04:15 PM - 05:15 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Prepared by National Data & Surveying Services

SR 133/Long Beach Rd SE & Old Long Beach Rd SE/Southport Crossing Wy

Peak Hour Turning Movement Count

ID: 26-160046-001
City: Southport

Day: Thursday
Date: 7/16/2026

	PEAK HOURS	COUNT PERIODS
AM	08:00 AM - 09:00 AM	7:00 AM - 09:00 AM
NOON	NONE	NONE
PM	04:15 PM - 05:15 PM	4:00 PM - 06:00 PM

SOUTHBOUND — SR 133/Long Beach Rd SE

	Right	Through	Left	U-Turn	Departing
AM	51	300	167	0	378
NOON	0	0	0	0	0
PM	118	342	162	0	661
Lanes	1	2	1	0	

EASTBOUND — Old Long Beach Rd SE/Southport Crossing Wy

	AM	NOON	PM	Lanes
Departing	200	0	316	
U-Turn	0	0	0	0
Left	39	0	81	1
Through	49	0	56	1
Right	15	0	20	1

WESTBOUND — Old Long Beach Rd SE/Southport Crossing Wy

	Lanes	PM	NOON	AM
Right	1	237	0	154
Through	1	115	0	76
Left	1	39	0	40
U-Turn	0	0	0	0
Departing		250	0	263

NORTHBOUND — SR 133/Long Beach Rd SE

	Departing	U-Turn	Left	Through	Right
Lanes		0	1	2	1
PM	404	3	83	343	32
NOON	0	0	0	0	0
AM	357	2	73	185	47

CONTROL

Signalized

	AM	NOON	PM
TEV	1198	0	1631
PHF	0.96		0.95

Cars (AM)

Approach	Left	Through	Right
Southbound	150	283	50
Eastbound	37	49	15
Westbound	40	72	137
Northbound	69	177	45

HT (AM)

Approach	Left	Through	Right
Southbound	17	17	1
Eastbound	2	0	0
Westbound	0	4	17
Northbound	4	8	2

Cars (NOON)

Approach	Left	Through	Right
Southbound	0	0	0
Eastbound	0	0	0
Westbound	0	0	0
Northbound	0	0	0

HT (NOON)

Approach	Left	Through	Right
Southbound	0	0	0
Eastbound	0	0	0
Westbound	0	0	0
Northbound	0	0	0

Cars (PM)

Approach	Left	Through	Right
Southbound	153	332	117
Eastbound	80	56	20
Westbound	39	115	228
Northbound	83	332	31

HT (PM)

Approach	Left	Through	Right
Southbound	9	10	1
Eastbound	1	0	0
Westbound	0	0	9
Northbound	0	11	1

Pedestrians (Crosswalks)

Crosswalk	AM	NOON	PM
North leg	0	0	0
South leg	0	0	0
East leg	0	0	0
West leg	0	0	0
Diagonals (each)	0	0	0

Project ID: 26-160046-001
Location: SR 133/Long Beach Rd SE & Old Long Beach Rd SE/Southport Crossing Wy
City: Southport

Day: Thursday
Date: 7/16/2026

Groups Printed - Cars, PU, Vans - Heavy Trucks

	SR 133/Long Beach Rd SE Northbound						SR 133/Long Beach Rd SE Southbound						Old Long Beach Rd SE/Southport Crossing W Eastbound						Old Long Beach Rd SE/Southport Crossing Wy Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
7:00 AM	5	46	6	0	0	57	25	61	8	0	0	94	7	2	1	0	0	10	1	13	33	0	0	47	208
7:15 AM	7	31	4	0	0	42	36	66	11	0	0	113	9	5	1	0	0	15	7	7	37	0	0	51	221
7:30 AM	11	32	2	0	0	45	36	87	6	0	0	129	5	7	1	0	0	13	6	12	26	0	0	44	231
7:45 AM	14	45	6	1	0	66	45	87	21	0	0	153	8	8	0	0	0	16	5	15	47	0	0	67	302
Total	37	154	18	1	0	210	142	301	46	0	0	489	29	22	3	0	0	54	19	47	143	0	0	209	962
8:00 AM	9	48	13	1	0	71	53	86	14	0	0	153	12	9	2	0	0	23	7	20	38	0	0	65	312
8:15 AM	20	56	11	0	0	87	40	62	12	0	0	114	10	12	4	0	0	26	11	14	48	0	0	73	300
8:30 AM	21	39	9	0	0	69	42	76	10	0	0	128	7	17	4	0	0	28	6	22	28	0	0	56	281
8:45 AM	23	42	14	1	0	80	32	76	15	0	0	123	10	11	5	0	0	26	16	20	40	0	0	76	305
Total	73	185	47	2	0	307	167	300	51	0	0	518	39	49	15	0	0	103	40	76	154	0	0	270	1198
BREAK																									
4:00 PM	11	65	8	1	0	85	33	86	26	0	0	145	31	7	2	0	0	40	21	27	41	0	0	89	359
4:15 PM	15	90	8	1	0	114	39	96	28	0	0	163	23	18	7	0	0	48	7	32	56	0	0	95	420
4:30 PM	17	71	11	1	0	100	43	88	22	0	0	153	17	12	2	0	0	31	12	23	67	0	0	102	386
4:45 PM	26	96	8	1	0	131	39	87	39	0	0	165	25	11	4	0	0	40	10	31	53	0	0	94	430
Total	69	322	35	4	0	430	154	357	115	0	0	626	96	48	15	0	0	159	50	113	217	0	0	380	1595
5:00 PM	25	86	5	0	0	116	41	71	29	0	0	141	16	15	7	0	0	38	10	29	61	0	0	100	395
5:15 PM	24	67	9	0	0	100	37	76	25	0	0	138	28	17	5	0	0	50	7	32	62	0	0	101	389
5:30 PM	28	77	5	2	0	112	34	65	31	0	0	130	20	14	7	0	0	41	8	33	47	1	0	89	372
5:45 PM	18	45	8	0	0	71	28	64	27	0	0	119	22	14	5	0	0	41	4	38	37	0	0	79	310
Total	95	275	27	2	0	399	140	276	112	0	0	528	86	60	24	0	0	170	29	132	207	1	0	369	1466
Grand Total	274	936	127	9	0	1346	603	1234	324	0	0	2161	250	179	57	0	0	486	138	368	721	1	0	1228	5221
Apprch %	20.4	69.5	9.4	0.7	0.0		27.9	57.1	15.0	0.0	0.0		51.4	36.8	11.7	0.0	0.0		11.2	30.0	58.7	0.1	0.0		
Total %	5.2	17.9	2.4	0.2	0.0	25.8	11.5	23.6	6.2	0.0	0.0	41.4	4.8	3.4	1.1	0.0	0.0	9.3	2.6	7.0	13.8	0.0	0.0	23.5	
Cars, PU, Vans	269	905	123	9		1306	560	1188	321	0		2069	246	179	55	0		480	136	360	674	1		1171	5026
% Cars, PU, Vans	98.2	96.7	96.9	100.0		97.0	92.9	96.3	99.1	0.0		95.7	98.4	100.0	96.5	0.0		98.8	98.6	97.8	93.5	100.0		95.4	96.3
Heavy trucks	5	31	4	0		40	43	46	3	0		92	4	0	2	0		6	2	8	47	0		57	195
%Heavy trucks	1.8	3.3	3.1	0.0		3.0	7.1	3.7	0.9	0.0		4.3	1.6	0.0	3.5	0.0		1.2	1.4	2.2	6.5	0.0		4.6	3.7

Project ID: 26-160046-001
Location: SR 133/Long Beach Rd SE & Old Long Beach Rd SE
City: Southport

PEAK HOURS

Day: Thursday
Date: 7/16/2026

AM

	SR 133/Long Beach Rd SE Northbound					SR 133/Long Beach Rd SE Southbound					Long Beach Rd SE/Southport Crossin Eastbound					Long Beach Rd SE/Southport Crossin Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
8:00 AM	9	48	13	1	71	53	86	14	0	153	12	9	2	0	23	7	20	38	0	65	312
8:15 AM	20	56	11	0	87	40	62	12	0	114	10	12	4	0	26	11	14	48	0	73	300
8:30 AM	21	39	9	0	69	42	76	10	0	128	7	17	4	0	28	6	22	28	0	56	281
8:45 AM	23	42	14	1	80	32	76	15	0	123	10	11	5	0	26	16	20	40	0	76	305
Total Volume	73	185	47	2	307	167	300	51	0	518	39	49	15	0	103	40	76	154	0	270	1198
% App. Total	23.8	60.3	15.3	0.7	100	32.2	57.9	9.8	0.0	100	37.9	47.6	14.6	0.0	100	14.8	28.1	57.0	0.0	100	
PHF					0.882					0.846					0.920					0.888	0.960
Cars, PU, Vans	69	177	45	2	293	150	283	50	0	483	37	49	15	0	101	40	72	137	0	249	1126
% Cars, PU, Vans	94.5	95.7	95.7	100.0	95.4	89.8	94.3	98.0	0.0	93.2	94.9	100.0	100.0	0.0	98.1	100.0	94.7	89.0	0.0	92.2	94.0
Heavy trucks	4	8	2	0	14	17	17	1	0	35	2	0	0	0	2	0	4	17	0	21	72
%Heavy trucks	5.5	4.3	4.3	0.0	4.6	10.2	5.7	2.0	0.0	6.8	5.1	0.0	0.0	0.0	1.9	0.0	5.3	11.0	0.0	7.8	6.0

PM

	SR 133/Long Beach Rd SE Northbound					SR 133/Long Beach Rd SE Southbound					Long Beach Rd SE/Southport Crossin Eastbound					Long Beach Rd SE/Southport Crossin Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
4:15 PM	15	90	8	1	114	39	96	28	0	163	23	18	7	0	48	7	32	56	0	95	420
4:30 PM	17	71	11	1	100	43	88	22	0	153	17	12	2	0	31	12	23	67	0	102	386
4:45 PM	26	96	8	1	131	39	87	39	0	165	25	11	4	0	40	10	31	53	0	94	430
5:00 PM	25	86	5	0	116	41	71	29	0	141	16	15	7	0	38	10	29	61	0	100	395
Total Volume	83	343	32	3	461	162	342	118	0	622	81	56	20	0	157	39	115	237	0	391	1631
% App. Total	18.0	74.4	6.9	0.7	100	26.0	55.0	19.0	0.0	100	51.6	35.7	12.7	0.0	100	10.0	29.4	60.6	0.0	100	
PHF					0.880					0.942					0.818					0.958	0.948
Cars, PU, Vans	83	332	31	3	449	153	332	117	0	602	80	56	20	0	156	39	115	228	0	382	1589
% Cars, PU, Vans	100.0	96.8	96.9	100.0	97.4	94.4	97.1	99.2	0.0	96.8	98.8	100.0	100.0	0.0	99.4	100.0	100.0	96.2	0.0	97.7	97.4
Heavy trucks	0	11	1	0	12	9	10	1	0	20	1	0	0	0	1	0	0	9	0	9	42
%Heavy trucks	0.0	3.2	3.1	0.0	2.6	5.6	2.9	0.8	0.0	3.2	1.2	0.0	0.0	0.0	0.6	0.0	0.0	3.8	0.0	2.3	2.6

National Data & Surveying Services

Intersection Turning Movement Count

Location: Crossings Ct & Southport Crossing Wy
City: Southport
Control: 1-Way Stop(SB)

Project ID: 26-160046-002
Date: 7/16/2026

Data - Total

NS/EW Streets:	Crossings Ct				Crossings Ct				Southport Crossing Wy				Southport Crossing Wy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	1	0	0	0	0	9	0	0	0	25	1	0	36
7:15 AM	0	0	0	0	0	0	0	0	0	15	0	0	0	24	1	0	40
7:30 AM	0	0	0	0	0	0	0	0	0	14	0	0	0	28	1	0	43
7:45 AM	0	0	0	0	0	0	0	0	1	15	0	0	0	50	0	0	66
8:00 AM	0	0	0	0	1	0	0	0	0	22	0	0	0	39	4	0	66
8:15 AM	0	0	0	0	1	0	0	0	0	25	0	0	0	44	2	0	72
8:30 AM	0	0	0	0	1	0	0	0	0	27	0	0	0	51	2	0	81
8:45 AM	0	0	0	0	4	0	0	0	0	25	0	0	0	54	3	1	87
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	8	0	0	0	1	152	0	0	0	315	14	1	491
APPROACH %'s :					100.00%	0.00%	0.00%	0.00%	0.65%	99.35%	0.00%	0.00%	0.00%	95.45%	4.24%	0.30%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	7	0	0	0	0	99	0	0	0	188	11	1	306
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.438	0.000	0.000	0.000	0.000	0.917	0.000	0.000	0.000	0.870	0.688	0.250	0.879
					0.438				0.917				0.862				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	2	0	0	0	0	38	0	0	0	55	6	0	101
4:15 PM	0	0	0	0	8	0	0	0	0	40	0	0	0	76	2	0	126
4:30 PM	0	0	0	0	3	0	1	0	0	27	0	0	0	53	6	1	91
4:45 PM	0	0	0	0	2	0	0	0	0	38	0	0	0	94	4	0	138
5:00 PM	0	0	0	0	2	0	0	0	0	41	0	0	0	76	7	0	126
5:15 PM	0	0	0	0	1	0	0	0	0	47	0	0	0	75	6	0	129
5:30 PM	0	0	0	0	7	0	1	0	0	32	0	0	0	79	10	0	129
5:45 PM	0	0	0	0	3	0	0	0	0	37	0	0	0	82	4	0	126
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	28	0	2	0	0	300	0	0	0	590	45	1	966
APPROACH %'s :					93.33%	0.00%	6.67%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	92.77%	7.08%	0.16%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	12	0	1	0	0	158	0	0	0	324	27	0	522
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.429	0.000	0.250	0.000	0.000	0.840	0.000	0.000	0.000	0.862	0.675	0.000	0.946
					0.406				0.840				0.895				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Crossings Ct & Southport Crossing Wy
City: Southport
Control: 1-Way Stop(SB)

Project ID: 26-160046-002
Date: 7/16/2026

Data - Cars

NS/EW Streets:	Crossings Ct				Crossings Ct				Southport Crossing Wy				Southport Crossing Wy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	1	0	0	0	0	8	0	0	0	25	1	0	35
7:15 AM	0	0	0	0	0	0	0	0	0	14	0	0	0	24	1	0	39
7:30 AM	0	0	0	0	0	0	0	0	0	14	0	0	0	28	1	0	43
7:45 AM	0	0	0	0	0	0	0	0	1	15	0	0	0	48	0	0	64
8:00 AM	0	0	0	0	1	0	0	0	0	21	0	0	0	36	4	0	62
8:15 AM	0	0	0	0	1	0	0	0	0	25	0	0	0	43	2	0	71
8:30 AM	0	0	0	0	1	0	0	0	0	27	0	0	0	49	2	0	79
8:45 AM	0	0	0	0	4	0	0	0	0	23	0	0	0	51	3	1	82
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	8	0	0	0	1	147	0	0	0	304	14	1	475
APPROACH %'s :					100.00%	0.00%	0.00%	0.00%	0.68%	99.32%	0.00%	0.00%	0.00%	95.30%	4.39%	0.31%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	7	0	0	0	0	96	0	0	0	179	11	1	294
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.438	0.000	0.000	0.000	0.000	0.889	0.000	0.000	0.000	0.877	0.688	0.250	0.896
					0.438				0.889				0.868				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	2	0	0	0	0	38	0	0	0	55	6	0	101
4:15 PM	0	0	0	0	8	0	0	0	0	39	0	0	0	76	2	0	125
4:30 PM	0	0	0	0	3	0	1	0	0	27	0	0	0	52	6	1	90
4:45 PM	0	0	0	0	2	0	0	0	0	38	0	0	0	94	4	0	138
5:00 PM	0	0	0	0	2	0	0	0	0	41	0	0	0	76	7	0	126
5:15 PM	0	0	0	0	1	0	0	0	0	47	0	0	0	74	6	0	128
5:30 PM	0	0	0	0	7	0	1	0	0	32	0	0	0	78	10	0	128
5:45 PM	0	0	0	0	3	0	0	0	0	36	0	0	0	80	4	0	123
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	28	0	2	0	0	298	0	0	0	585	45	1	959
APPROACH %'s :					93.33%	0.00%	6.67%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	92.71%	7.13%	0.16%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	12	0	1	0	0	158	0	0	0	322	27	0	520
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.429	0.000	0.250	0.000	0.000	0.840	0.000	0.000	0.000	0.856	0.675	0.000	0.942
					0.406				0.840				0.890				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Crossings Ct & Southport Crossing Wy
City: Southport
Control: 1-Way Stop(SB)

Project ID: 26-160046-002
Date: 7/16/2026

Data - HT

NS/EW Streets:	Crossings Ct				Crossings Ct				Southport Crossing Wy				Southport Crossing Wy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	5
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	5	0	0	0	11	0	0	16
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	3	0	0	0	9	0	0	12
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.750	0.000	0.000	0.600
									0.375				0.750				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	2	0	0	0	5	0	0	7
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500
													0.500				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Crossings Ct & Southport Crossing Wy
City: Southport
Control: 1-Way Stop(SB)

Project ID: 26-160046-002
Date: 7/16/2026

Data - Bikes

NS/EW Streets:	Crossings Ct				Crossings Ct				Southport Crossing Wy				Southport Crossing Wy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Crossings Ct & Southport Crossing Wy
City: Southport

Project ID: 26-160046-002
Date: 7/16/2026

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Crossings Ct		Crossings Ct		Southport Crossing Wy		Southport Crossing Wy		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	08:00 AM - 09:00 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Prepared by National Data & Surveying Services

Crossings Ct & Southport Crossing Wy

Peak Hour Turning Movement Count

ID: 26-160046-002
City: Southport

Day: Thursday
Date: 7/16/2026

PEAK HOURS		COUNT PERIODS
08:00 AM - 09:00 AM		7:00 AM - 09:00 AM
NONE		NONE
04:45 PM - 05:45 PM		4:00 PM - 06:00 PM

SOUTHBOUND (Crossings Ct)

AM	0	0	7	0	11	AM
NOON	0	0	0	0	0	NOON
PM	1	0	12	0	27	PM

EASTBOUND (Southport Crossing Wy)

AM	NOON	PM	
188	0	325	⇦
0	0	0	↶ 0
0	0	0	↱ 0
99	0	158	→ 1
0	0	0	↳ 0

WESTBOUND (Southport Crossing Wy)

	PM	NOON	AM
0 ↰	27	0	11
1 ←	324	0	188
0 ↰	0	0	0
0 ↰	0	0	1
⇨	170	0	107

NORTHBOUND (Crossings Ct)

PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

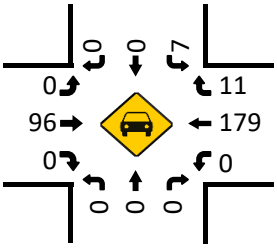
	0	1	0	0
	0	0	0	0

CONTROL

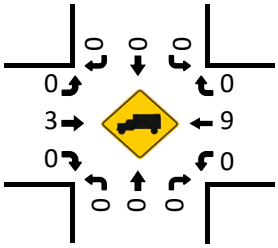
1-Way Stop(SB)

TEV	306 AM	0 NOON	522 PM
PHF	0.88		0.95

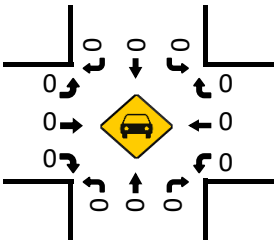
Cars (AM)



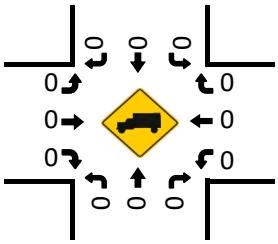
HT (AM)



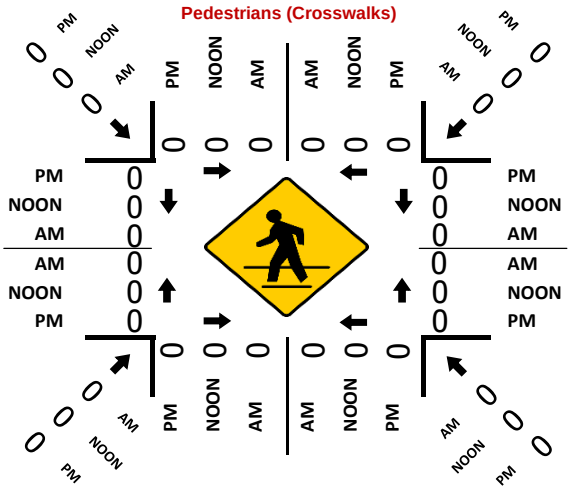
Cars (NOON)



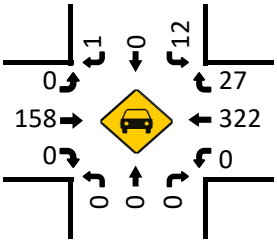
HT (NOON)



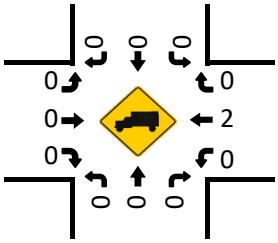
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Project ID: 26-160046-002
Location: Crossings Ct & Southport Crossing Wy
City: Southport

Day: Thursday
Date: 7/16/2026

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Crossings Ct Northbound						Crossings Ct Southbound						Southport Crossing Wy Eastbound						Southport Crossing Wy Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
7:00 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	9	0	0	0	9	0	25	1	0	0	26	36
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	15	0	24	1	0	0	25	40
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	14	0	28	1	0	0	29	43
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	15	0	0	0	16	0	50	0	0	0	50	66
Total	0	0	0	0	0	0	1	0	0	0	0	1	1	53	0	0	0	54	0	127	3	0	0	130	185
8:00 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	22	0	0	0	22	0	39	4	0	0	43	66
8:15 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	25	0	0	0	25	0	44	2	0	0	46	72
8:30 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	27	0	0	0	27	0	51	2	0	0	53	81
8:45 AM	0	0	0	0	0	0	4	0	0	0	0	4	0	25	0	0	0	25	0	54	3	1	0	58	87
Total	0	0	0	0	0	0	7	0	0	0	0	7	0	99	0	0	0	99	0	188	11	1	0	200	306
BREAK																									
4:00 PM	0	0	0	0	0	0	2	0	0	0	0	2	0	38	0	0	0	38	0	55	6	0	0	61	101
4:15 PM	0	0	0	0	0	0	8	0	0	0	0	8	0	40	0	0	0	40	0	76	2	0	0	78	126
4:30 PM	0	0	0	0	0	0	3	0	1	0	0	4	0	27	0	0	0	27	0	53	6	1	0	60	91
4:45 PM	0	0	0	0	0	0	2	0	0	0	0	2	0	38	0	0	0	38	0	94	4	0	0	98	138
Total	0	0	0	0	0	0	15	0	1	0	0	16	0	143	0	0	0	143	0	278	18	1	0	297	456
5:00 PM	0	0	0	0	0	0	2	0	0	0	0	2	0	41	0	0	0	41	0	76	7	0	0	83	126
5:15 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	47	0	0	0	47	0	75	6	0	0	81	129
5:30 PM	0	0	0	0	0	0	7	0	1	0	0	8	0	32	0	0	0	32	0	79	10	0	0	89	129
5:45 PM	0	0	0	0	0	0	3	0	0	0	0	3	0	37	0	0	0	37	0	82	4	0	0	86	126
Total	0	0	0	0	0	0	13	0	1	0	0	14	0	157	0	0	0	157	0	312	27	0	0	339	510
Grand Total	0	0	0	0	0	0	36	0	2	0	0	38	1	452	0	0	0	453	0	905	59	2	0	966	1457
Apprch %	0.0	0.0	0.0	0.0	0.0		94.7	0.0	5.3	0.0	0.0		0.2	99.8	0.0	0.0	0.0		0.0	93.7	6.1	0.2	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.1	0.0	0.0	2.6	0.1	31.0	0.0	0.0	0.0	31.1	0.0	62.1	4.0	0.1	0.0	66.3	
Cars, PU, Vans	0	0	0	0		0	36	0	2	0		38	1	445	0	0		446	0	889	59	2		950	1434
% Cars, PU, Vans	0.0	0.0	0.0	0.0		0.0	100.0	0.0	100.0	0.0		100.0	100.0	98.5	0.0	0.0		98.5	0.0	98.2	100.0	100.0		98.3	98.4
Heavy trucks	0	0	0	0		0	0	0	0	0		0	0	7	0	0		7	0	16	0	0		16	23
%Heavy trucks	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	1.5	0.0	0.0		1.5	0.0	1.8	0.0	0.0		1.7	1.6

Project ID: 26-160046-002
Location: Crossings Ct & Southport Crossing Wy
City: Southport

PEAK HOURS

Day: Thursday
Date: 7/16/2026

AM

	Crossings Ct Northbound					Crossings Ct Southbound					Southport Crossing Wy Eastbound					Southport Crossing Wy Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
8:00 AM	0	0	0	0	0	1	0	0	0	1	0	22	0	0	22	0	39	4	0	43	66
8:15 AM	0	0	0	0	0	1	0	0	0	1	0	25	0	0	25	0	44	2	0	46	72
8:30 AM	0	0	0	0	0	1	0	0	0	1	0	27	0	0	27	0	51	2	0	53	81
8:45 AM	0	0	0	0	0	4	0	0	0	4	0	25	0	0	25	0	54	3	1	58	87
Total Volume	0	0	0	0	0	7	0	0	0	7	0	99	0	0	99	0	188	11	1	200	306
% App. Total	0.0	0.0	0.0	0.0	0	100.0	0.0	0.0	0.0	100	0.0	100.0	0.0	0.0	100	0.0	94.0	5.5	0.5	100	
PHF										0.438					0.917					0.862	0.879
Cars, PU, Vans	0	0	0	0	0	7	0	0	0	7	0	96	0	0	96	0	179	11	1	191	294
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	97.0	0.0	0.0	97.0	0.0	95.2	100.0	100.0	95.5	96.1
Heavy trucks	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	9	0	0	9	12
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	4.8	0.0	0.0	4.5	3.9

PM

	Crossings Ct Northbound					Crossings Ct Southbound					Southport Crossing Wy Eastbound					Southport Crossing Wy Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
4:45 PM	0	0	0	0	0	2	0	0	0	2	0	38	0	0	38	0	94	4	0	98	138
5:00 PM	0	0	0	0	0	2	0	0	0	2	0	41	0	0	41	0	76	7	0	83	126
5:15 PM	0	0	0	0	0	1	0	0	0	1	0	47	0	0	47	0	75	6	0	81	129
5:30 PM	0	0	0	0	0	7	0	1	0	8	0	32	0	0	32	0	79	10	0	89	129
Total Volume	0	0	0	0	0	12	0	1	0	13	0	158	0	0	158	0	324	27	0	351	522
% App. Total	0.0	0.0	0.0	0.0	0	92.3	0.0	7.7	0.0	100	0.0	100.0	0.0	0.0	100	0.0	92.3	7.7	0.0	100	
PHF										0.406					0.840					0.895	0.946
Cars, PU, Vans	0	0	0	0	0	12	0	1	0	13	0	158	0	0	158	0	322	27	0	349	520
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	100.0	0.0	100.0	0.0	0.0	100.0	0.0	99.4	100.0	0.0	99.4	99.6
Heavy trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.6	0.4

National Data & Surveying Services

Intersection Turning Movement Count

Location: Southport Crossing Wy & Southport Crossing Wy/Bagel Dock Express-Southport Dwy
City: Southport
Control: 1-Way Stop(NB/SB)

Project ID: 26-160046-003
Date: 7/16/2026

Data - Total

NS/EW Streets:	Southport Crossing Wy				Southport Crossing Wy				Southport Crossing Wy/Bagel Dock Express-Southport Dwy				Southport Crossing Wy/Bagel Dock Express-Southport Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	0	5	0	3	0	0	0	0	1	0	0	13	11	1	0	35
7:15 AM	0	0	8	0	2	1	0	0	0	5	0	0	8	15	1	0	40
7:30 AM	0	0	7	0	0	0	1	0	0	7	0	0	6	19	3	0	43
7:45 AM	0	0	8	0	6	0	1	0	0	2	0	0	19	28	1	0	65
8:00 AM	0	2	13	0	3	0	1	0	0	6	0	0	10	26	5	0	66
8:15 AM	0	0	14	0	4	1	2	0	3	7	0	0	13	27	3	0	74
8:30 AM	0	1	16	0	4	0	0	0	0	7	0	0	26	22	2	0	78
8:45 AM	0	1	14	0	4	0	1	0	0	8	0	0	11	38	7	0	84
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	4	85	0	26	2	6	0	3	43	0	0	106	186	23	0	485
APPROACH %'s :	1.11%	4.44%	94.44%	0.00%	76.47%	5.88%	17.65%	0.00%	6.52%	93.48%	0.00%	0.00%	33.65%	59.05%	7.30%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	4	57	0	15	1	4	0	3	28	0	0	60	113	17	0	302
PEAK HR FACTOR :	0.000	0.500	0.891	0.000	0.938	0.250	0.500	0.000	0.250	0.875	0.000	0.000	0.577	0.743	0.607	0.000	0.899
	0.897				0.714				0.775				0.848				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	1	18	0	3	1	2	0	0	15	1	0	23	33	4	0	101
4:15 PM	0	1	18	0	6	0	0	0	0	16	0	0	26	45	5	0	117
4:30 PM	0	1	11	0	2	0	0	0	0	14	0	0	22	28	4	0	82
4:45 PM	2	0	22	0	1	0	1	0	0	15	0	0	38	54	2	0	135
5:00 PM	2	0	28	0	5	0	1	0	0	8	2	0	36	36	4	0	122
5:15 PM	2	1	27	0	2	1	2	0	0	18	1	0	39	32	3	0	128
5:30 PM	0	0	19	0	2	1	2	0	0	11	1	0	48	32	1	0	117
5:45 PM	1	2	22	0	2	1	1	0	1	13	0	0	44	31	3	0	121
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	7	6	165	0	23	4	9	0	1	110	5	0	276	291	26	0	923
APPROACH %'s :	3.93%	3.37%	92.70%	0.00%	63.89%	11.11%	25.00%	0.00%	0.86%	94.83%	4.31%	0.00%	46.54%	49.07%	4.38%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	6	1	96	0	10	2	6	0	0	52	4	0	161	154	10	0	502
PEAK HR FACTOR :	0.750	0.250	0.857	0.000	0.500	0.500	0.750	0.000	0.000	0.722	0.500	0.000	0.839	0.713	0.625	0.000	0.930
	0.858				0.750				0.737				0.864				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Southport Crossing Wy & Southport Crossing Wy/Bagel Dock Express-Southport Dwy
City: Southport
Control: 1-Way Stop(NB/SB)

Project ID: 26-160046-003
Date: 7/16/2026

Data - Cars

NS/EW Streets:	Southport Crossing Wy				Southport Crossing Wy				Southport Crossing Wy/Bagel Dock Express-Southport Dwy				Southport Crossing Wy/Bagel Dock Express-Southport Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	0	5	0	2	0	0	0	0	1	0	0	13	11	1	0	34
7:15 AM	0	0	8	0	1	1	0	0	0	5	0	0	8	15	1	0	39
7:30 AM	0	0	7	0	0	0	1	0	0	7	0	0	6	19	3	0	43
7:45 AM	0	0	8	0	6	0	1	0	0	2	0	0	18	28	0	0	63
8:00 AM	0	2	12	0	3	0	1	0	0	6	0	0	10	26	2	0	62
8:15 AM	0	0	14	0	4	1	2	0	3	7	0	0	12	27	3	0	73
8:30 AM	0	1	16	0	4	0	0	0	0	7	0	0	25	22	1	0	76
8:45 AM	0	1	12	0	4	0	1	0	0	8	0	0	11	37	5	0	79
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	4	82	0	24	2	6	0	3	43	0	0	103	185	16	0	469
APPROACH %'s :	1.15%	4.60%	94.25%	0.00%	75.00%	6.25%	18.75%	0.00%	6.52%	93.48%	0.00%	0.00%	33.88%	60.86%	5.26%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	4	54	0	15	1	4	0	3	28	0	0	58	112	11	0	290
PEAK HR FACTOR :	0.000	0.500	0.844	0.000	0.938	0.250	0.500	0.000	0.250	0.875	0.000	0.000	0.580	0.757	0.550	0.000	0.918
	0.853				0.714				0.775				0.854				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	1	18	0	3	1	2	0	0	15	1	0	23	33	4	0	101
4:15 PM	0	1	18	0	5	0	0	0	0	16	0	0	26	45	5	0	116
4:30 PM	0	1	11	0	2	0	0	0	0	14	0	0	21	28	4	0	81
4:45 PM	2	0	22	0	1	0	1	0	0	15	0	0	38	54	2	0	135
5:00 PM	2	0	28	0	5	0	1	0	0	8	2	0	36	36	4	0	122
5:15 PM	2	1	27	0	2	1	2	0	0	18	1	0	38	32	3	0	127
5:30 PM	0	0	19	0	2	1	2	0	0	11	1	0	47	32	1	0	116
5:45 PM	1	2	21	0	2	1	1	0	1	13	0	0	43	30	3	0	118
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	7	6	164	0	22	4	9	0	1	110	5	0	272	290	26	0	916
APPROACH %'s :	3.95%	3.39%	92.66%	0.00%	62.86%	11.43%	25.71%	0.00%	0.86%	94.83%	4.31%	0.00%	46.26%	49.32%	4.42%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	6	1	96	0	10	2	6	0	0	52	4	0	159	154	10	0	500
PEAK HR FACTOR :	0.750	0.250	0.857	0.000	0.500	0.500	0.750	0.000	0.000	0.722	0.500	0.000	0.846	0.713	0.625	0.000	0.926
	0.858				0.750				0.737				0.859				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Southport Crossing Wy & Southport Crossing Wy/Bagel Dock Express-Southport Dwy
City: Southport
Control: 1-Way Stop(NB/SB)

Project ID: 26-160046-003
Date: 7/16/2026

Data - HT

NS/EW Streets:	Southport Crossing Wy				Southport Crossing Wy				Southport Crossing Wy/Bagel Dock Express-Southport Dwy				Southport Crossing Wy/Bagel Dock Express-Southport Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2
8:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	4
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2
8:45 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	1	2	0	5
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	3	0	2	0	0	0	0	0	0	0	3	1	7	0	16
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	100.00%	0.00%	0.00%	0.00%					27.27%	9.09%	63.64%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	0	3	0	0	0	0	0	0	0	0	0	2	1	6	0	12
PEAK HR FACTOR :	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.250	0.500	0.000	0.600
	0.375												0.750				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
5:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	1	0	1	0	0	0	0	0	0	0	4	1	0	0	7
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	100.00%	0.00%	0.00%	0.00%					80.00%	20.00%	0.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.500
													0.500				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Southport Crossing Wy & Southport Crossing Wy/Bagel Dock Express-Southport Dwy
City: Southport
Control: 1-Way Stop(NB/SB)

Project ID: 26-160046-003
Date: 7/16/2026

Data - Bikes

NS/EW Streets:	Southport Crossing Wy				Southport Crossing Wy				Southport Crossing Wy/Bagel Dock Express-Southport Dwy				Southport Crossing Wy/Bagel Dock Express-Southport Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%					
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Southport Crossing Wy & Southport Crossing Wy/Bagel Dock Express **Project ID:** 26-160046-003
City: Southport **Date:** 7/16/2026

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Southport Crossing Wy		Southport Crossing Wy		Southport Crossing Wy/Bagel Dock Express-		Southport Crossing Wy/Bagel Dock Express-		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	08:00 AM - 09:00 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	1	0	0	0	0	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	1	0	0	0	0	0	1
APPROACH %'s :			100.00%	0.00%					
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Prepared by National Data & Surveying Services

Southport Crossing Wy & Southport Crossing Wy/Bagel Dock Express-Southport Dwy

Peak Hour Turning Movement Count

ID: 26-160046-003
City: Southport

Day: Thursday
Date: 7/16/2026

	PEAK HOURS	COUNT PERIODS
AM	08:00 AM - 09:00 AM	7:00 AM - 09:00 AM
NOON	NONE	NONE
PM	04:45 PM - 05:45 PM	4:00 PM - 06:00 PM

SOUTHBOUND — Southport Crossing Wy

	Right	Thru	Left	U-Turn	Out
AM	4	1	15	0	24
NOON	0	0	0	0	0
PM	6	2	10	0	11
HT	0	1	0	0	

EASTBOUND — Southport Crossing Wy/Bagel Dock Express-Southport Dwy

	AM	NOON	PM	HT
Out	117	0	166	
U-Turn	0	0	0	0
Left	3	0	0	0
Thru	28	0	52	1
Right	0	0	4	0

WESTBOUND — Southport Crossing Wy/Bagel Dock Express-Southport Dwy

	HT	PM	NOON	AM
Right	0	10	0	17
Thru	1	154	0	113
Left	0	161	0	60
U-Turn	0	0	0	0
Out		158	0	100

NORTHBOUND — Southport Crossing Wy

	Out	U-Turn	Left	Thru	Right
HT		0	0	1	0
PM	167	0	6	1	96
NOON	0	0	0	0	0
AM	61	0	0	4	57

CONTROL

1-Way Stop(NB/SB)

	AM	NOON	PM
TEV	302	0	502
PHF	0.90		0.93

Cars and HT

	SB Right	SB Thru	SB Left	EB Left	EB Thru	EB Right	WB Right	WB Thru	WB Left	NB Left	NB Thru	NB Right
Cars (AM)	4	1	15	3	28	0	11	112	58	0	4	54
Cars (NOON)	0	0	0	0	0	0	0	0	0	0	0	0
Cars (PM)	6	2	10	0	52	4	10	154	159	6	1	96
HT (AM)	0	0	0	0	0	0	6	1	2	0	0	3
HT (NOON)	0	0	0	0	0	0	0	0	0	0	0	0
HT (PM)	0	0	0	0	0	0	0	0	2	0	0	0

Pedestrians (Crosswalks)

	AM	NOON	PM
North crosswalk (eastbound)	0	0	0
North crosswalk (westbound)	0	0	0
South crosswalk (eastbound)	0	0	0
South crosswalk (westbound)	0	0	0
West crosswalk (northbound)	0	0	0
West crosswalk (southbound)	0	0	0
East crosswalk (northbound)	0	0	0
East crosswalk (southbound)	0	0	0
NW diagonal	0	0	0
NE diagonal	0	0	0
SW diagonal	0	0	0
SE diagonal	0	0	0

Project ID: 26-160046-003
Location: Southport Crossing Wy & Southport Crossing Wy/Bagel Dock Express-Southport Dwy
City: Southport

Day: Thursday
Date: 7/16/2026

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Southport Crossing Wy Northbound						Southport Crossing Wy Southbound						ort Crossing Wy/Bagel Dock Express-Southp Eastbound						port Crossing Wy/Bagel Dock Express-Southpo Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
7:00 AM	1	0	5	0	0	6	3	0	0	0	0	3	0	1	0	0	0	1	13	11	1	0	0	25	35
7:15 AM	0	0	8	0	0	8	2	1	0	0	0	3	0	5	0	0	0	5	8	15	1	0	0	24	40
7:30 AM	0	0	7	0	0	7	0	0	1	0	0	1	0	7	0	0	0	7	6	19	3	0	0	28	43
7:45 AM	0	0	8	0	0	8	6	0	1	0	0	7	0	2	0	0	0	2	19	28	1	0	0	48	65
Total	1	0	28	0	0	29	11	1	2	0	0	14	0	15	0	0	0	15	46	73	6	0	0	125	183
8:00 AM	0	2	13	0	0	15	3	0	1	0	0	4	0	6	0	0	0	6	10	26	5	0	0	41	66
8:15 AM	0	0	14	0	0	14	4	1	2	0	0	7	3	7	0	0	0	10	13	27	3	0	0	43	74
8:30 AM	0	1	16	0	0	17	4	0	0	0	0	4	0	7	0	0	0	7	26	22	2	0	0	50	78
8:45 AM	0	1	14	0	0	15	4	0	1	0	0	5	0	8	0	0	0	8	11	38	7	0	0	56	84
Total	0	4	57	0	0	61	15	1	4	0	0	20	3	28	0	0	0	31	60	113	17	0	0	190	302
BREAK																									
4:00 PM	0	1	18	0	0	19	3	1	2	0	0	6	0	15	1	0	0	16	23	33	4	0	0	60	101
4:15 PM	0	1	18	0	0	19	6	0	0	0	0	6	0	16	0	0	0	16	26	45	5	0	0	76	117
4:30 PM	0	1	11	0	0	12	2	0	0	0	0	2	0	14	0	0	0	14	22	28	4	0	0	54	82
4:45 PM	2	0	22	0	0	24	1	0	1	0	0	2	0	15	0	0	0	15	38	54	2	0	0	94	135
Total	2	3	69	0	0	74	12	1	3	0	0	16	0	60	1	0	0	61	109	160	15	0	0	284	435
5:00 PM	2	0	28	0	0	30	5	0	1	0	0	6	0	8	2	0	0	10	36	36	4	0	0	76	122
5:15 PM	2	1	27	0	0	30	2	1	2	0	0	5	0	18	1	0	0	19	39	32	3	0	0	74	128
5:30 PM	0	0	19	0	0	19	2	1	2	0	0	5	0	11	1	0	0	12	48	32	1	0	0	81	117
5:45 PM	1	2	22	0	1	25	2	1	1	0	0	4	1	13	0	0	0	14	44	31	3	0	0	78	121
Total	5	3	96	0	1	104	11	3	6	0	0	20	1	50	4	0	0	55	167	131	11	0	0	309	488
Grand Total	8	10	250	0	1	268	49	6	15	0	0	70	4	153	5	0	0	162	382	477	49	0	0	908	1408
Apprch %	3.0	3.7	93.3	0.0	0.4		70.0	8.6	21.4	0.0	0.0		2.5	94.4	3.1	0.0	0.0		42.1	52.5	5.4	0.0	0.0		
Total %	0.6	0.7	17.8	0.0	0.1	19.0	3.5	0.4	1.1	0.0	0.0	5.0	0.3	10.9	0.4	0.0	0.0	11.5	27.1	33.9	3.5	0.0	0.0	64.5	
Cars, PU, Vans	8	10	246	0		264	46	6	15	0		67	4	153	5	0		162	375	475	42	0		892	1385
% Cars, PU, Vans	100.0	100.0	98.4	0.0		98.5	93.9	100.0	100.0	0.0		95.7	100.0	100.0	100.0	0.0		100.0	98.2	99.6	85.7	0.0		98.2	98.4
Heavy trucks	0	0	4	0		4	3	0	0	0		3	0	0	0	0		0	7	2	7	0		16	23
%Heavy trucks	0.0	0.0	1.6	0.0		1.5	6.1	0.0	0.0	0.0		4.3	0.0	0.0	0.0	0.0		0.0	1.8	0.4	14.3	0.0		1.8	1.6

Project ID: 26-160046-003
Location: Southport Crossing Wy & Southport Crossing Wy/B
City: Southport

PEAK HOURS

Day: Thursday
Date: 7/16/2026

AM

	Southport Crossing Wy Northbound					Southport Crossing Wy Southbound					Crossing Wy/Bagel Dock Express-Sou Eastbound					Crossing Wy/Bagel Dock Express-Sou Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
8:00 AM	0	2	13	0	15	3	0	1	0	4	0	6	0	0	6	10	26	5	0	41	66
8:15 AM	0	0	14	0	14	4	1	2	0	7	3	7	0	0	10	13	27	3	0	43	74
8:30 AM	0	1	16	0	17	4	0	0	0	4	0	7	0	0	7	26	22	2	0	50	78
8:45 AM	0	1	14	0	15	4	0	1	0	5	0	8	0	0	8	11	38	7	0	56	84
Total Volume	0	4	57	0	61	15	1	4	0	20	3	28	0	0	31	60	113	17	0	190	302
% App. Total	0.0	6.6	93.4	0.0	100	75.0	5.0	20.0	0.0	100	9.7	90.3	0.0	0.0	100	31.6	59.5	8.9	0.0	100	
PHF					0.897					0.714					0.775					0.848	0.899
Cars, PU, Vans	0	4	54	0	58	15	1	4	0	20	3	28	0	0	31	58	112	11	0	181	290
% Cars, PU, Vans	0.0	100.0	94.7	0.0	95.1	100.0	100.0	100.0	0.0	100.0	100.0	100.0	0.0	0.0	100.0	96.7	99.1	64.7	0.0	95.3	96.0
Heavy trucks	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	2	1	6	0	9	12
%Heavy trucks	0.0	0.0	5.3	0.0	4.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.3	0.9	35.3	0.0	4.7	4.0

PM

	Southport Crossing Wy Northbound					Southport Crossing Wy Southbound					Crossing Wy/Bagel Dock Express-Sou Eastbound					Crossing Wy/Bagel Dock Express-Sou Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
4:45 PM	2	0	22	0	24	1	0	1	0	2	0	15	0	0	15	38	54	2	0	94	135
5:00 PM	2	0	28	0	30	5	0	1	0	6	0	8	2	0	10	36	36	4	0	76	122
5:15 PM	2	1	27	0	30	2	1	2	0	5	0	18	1	0	19	39	32	3	0	74	128
5:30 PM	0	0	19	0	19	2	1	2	0	5	0	11	1	0	12	48	32	1	0	81	117
Total Volume	6	1	96	0	103	10	2	6	0	18	0	52	4	0	56	161	154	10	0	325	502
% App. Total	5.8	1.0	93.2	0.0	100	55.6	11.1	33.3	0.0	100	0.0	92.9	7.1	0.0	100	49.5	47.4	3.1	0.0	100	
PHF					0.858					0.750					0.737					0.864	0.930
Cars, PU, Vans	6	1	96	0	103	10	2	6	0	18	0	52	4	0	56	159	154	10	0	323	500
% Cars, PU, Vans	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	0.0	100.0	100.0	0.0	100.0	98.8	100.0	100.0	0.0	99.4	99.6
Heavy trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	0.0	0.6	0.4

DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, WILMINGTON DISTRICT
WILMINGTON REGULATORY OFFICE
69 DARLINGTON AVENUE
WILMINGTON NORTH CAROLINA 28403

September 30, 2025

Regulatory Program/Division

Sent Via Email: nhakim@edgehillrec.com & rrowe@wakefieldassociates.net

Nick Hakim
Edgehill Real Estate Capital
1111 Metropolitan Avenue #700
Charlotte, NC 28204

And

John Orgain
MDI Management LLC
120 4th Street SW
Hickory, NC 28602

Dear Mr. Hakim & Mr. Orgain:

This letter is in response to your request to the Wilmington District, Wilmington Field Office for an approved jurisdictional determination. The project/review area is located on the west side of Long Beach Road SE near the Southport Commons shopping area at the intersection with Southport Supply Road SE (Hwy 211), at Latitude 33.956930 and Longitude -78.048030; in Southport, Brunswick County, North Carolina. The review area for this determination is limited to an approximately 48.01 acre area (comprised of 1 parcel (parcel number: 208700876750), which is illustrated on the enclosed site maps. This request has been assigned the file number SAW-2022-01540 or SAW-2024-01303 (Southport Crossing / Long Beach Road / Southport NC / Brunswick County). These file numbers represent two separate jurisdictional determination requests for the same property. Both requestors are included in this verification letter. Either file number can be referenced in correspondence concerning this project.

Based on our review of the information you furnished, a site inspection conducted on September 25, 2025, and other information available to our office, we have determined the above-referenced area contains 22.524 acres of waters of the United States under U.S. Army Corps of Engineers (Corps) regulatory jurisdiction. These waters are identified in the enclosed site maps, Figure 7: Wetlands and Waters Delineation Map dated September 29, 2025, and include wetlands. This determination was made in accordance with the Corps regulatory authority pursuant to Section 404 of the Clean Water Act, and based upon criteria contained in the 1987 Corps of Engineers Wetland Delineation Manual and the Atlantic and Gulf Coastal Plain regional supplement. This determination is valid for a period of **five years** from the date of the letter, unless new

information warrants revision of the determination before the expiration date or a District Engineer has identified, after public notice and comment, that specific geographic areas with rapidly changing environmental conditions merit re-verification on a more frequent basis.

This letter contains an approved jurisdictional determination for your subject site. If you object to this determination, you may request an administrative appeal under Corps regulations at 33 CFR Part 331. Enclosed you will find a Notification of Appeal Process (NAP) fact sheet and request for appeal (RFA) form. If you request to appeal this determination you must submit a completed RFA form to the Division Appeals Officer at the address listed on the RFA form. In order for an RFA to be accepted by the Corps, the Corps must determine that it is complete, that it meets the criteria for appeal under 33 CFR part 331.5, and that it has been received by the Division Office within 60 days of the date of the NAP. Should you decide to submit an RFA form, it must be received by the Corps by November 29, 2025. **It is not necessary to submit an RFA form to the Division Office if you do not object to the determination in this correspondence.**

Section 404 of the Clean Water Act requires a Department of the Army (DA) permit be obtained prior to the discharge of dredged or fill material into waters of the United States, including wetlands. Section 10 of the Rivers and Harbors Act of 1899 requires a DA permit be obtained for any work in, on, over or under navigable waters of the United States.

This determination has been conducted to identify the limits of Corps' Clean Water Act jurisdiction for the review area identified in this request. The determination may not be valid for the wetland conservation provisions of the Food Security Act of 1985. If you or your tenant are USDA Program participants, or anticipate participation in USDA programs, you should request a certified wetland determination from the local office of the Natural Resources Conservation Service, prior to starting work.

You are cautioned that work performed below the mean high water line or ordinary high water line in waters of the United States; and/or, the discharge of dredged or fill material into any areas identified on the enclosed information as within Federal jurisdiction, without a Department of the Army permit could subject you to enforcement action. Receipt of a permit from a state or local municipality does not obviate the requirement for obtaining a Department of the Army permit.

If you have any questions concerning this correspondence, please contact Katharine Elks, project manager of the Wilmington Field Office at 910-251-4567, by mail at the above address, or by email at katharine.b.elks@usace.army.mil. Please take a moment to complete our customer satisfaction survey located at https://regulatory.ops.usace.army.mil/customer-service-survey/.

Sincerely,

Katharine Elks
Regulatory Specialist, Wilmington Field Office

Enclosures

cc: John Perry, Timmons Group (via john.perry@timmons.com)

Noah Dean, Southern Environmental Group, inc. (via ndean@segi.us)

Delineation table on page 2.

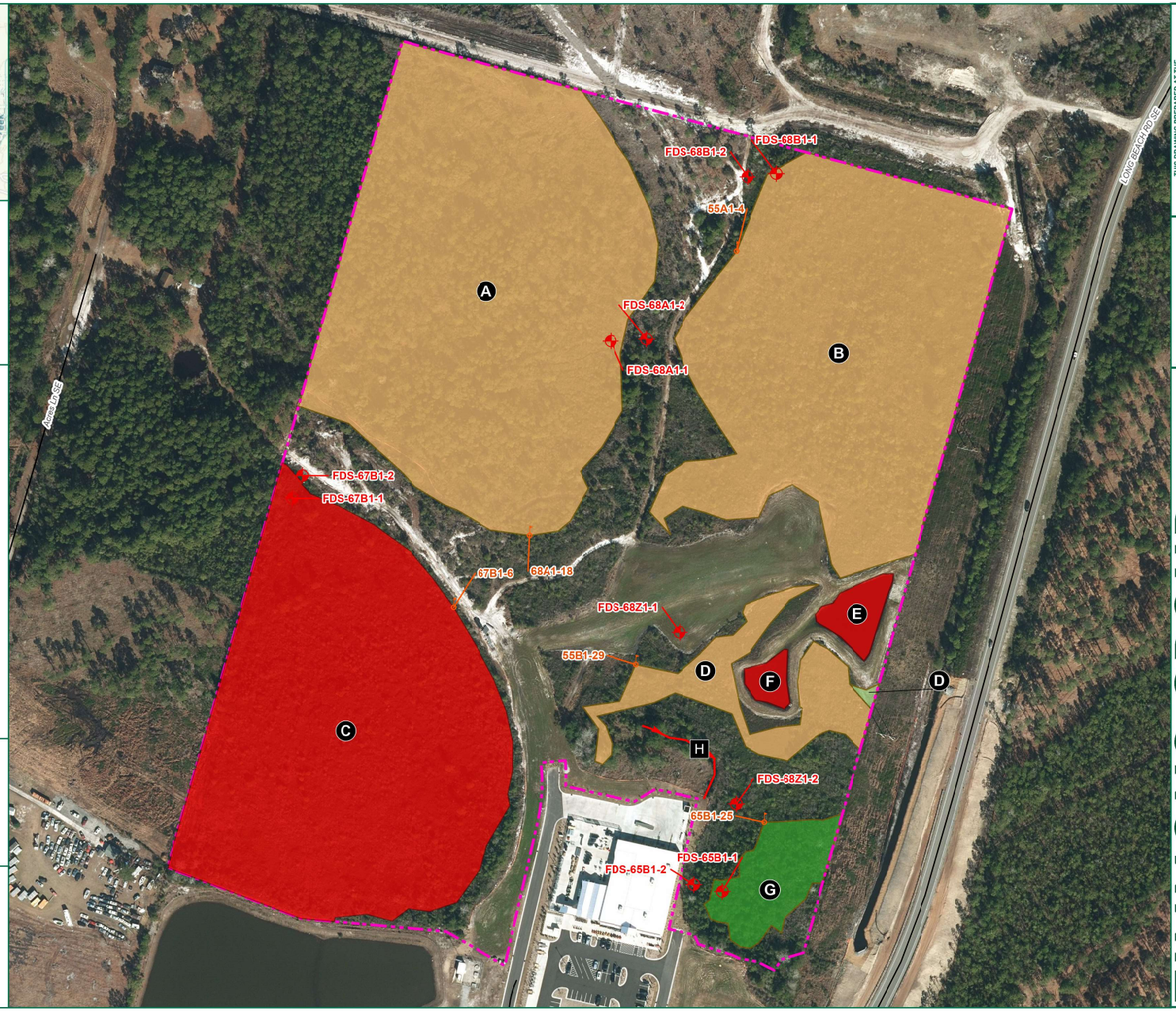
Legend

- Project Study Limits - 48.01 acres
- Ditch Identifier
- Wetland Identifier
- Flag
- Field Data Station
- Non-Jurisdictional Potential Non-Wetland Waters - Ditch
- Non-Jurisdictional Palustrine Scrub-Shrub (PSS) Wetland
- Potential Palustrine Emergent (PEM) Wetland
- Potential Palustrine Forested (PFO) Wetland
- Potential Palustrine Scrub-Shrub (PSS) Wetland
- Non-Jurisdictional Non-Wetland Waters - Pond

1. Waters of the U.S. within the project study limits have been located using submeter, Bluetooth GPS antennas by Timmons Group.
2. Waters of the U.S. have not been confirmed by the U.S. Army Corps of Engineers until stamped.
3. Project limits are approximate.

N

0 100 200 400
Feet



TIMMONS GROUP

YOUR VISION ACHIEVED THROUGH OURS

THIS DRAWING PREPARED AT THE CORPORATE OFFICE
7053 Celebration Pkwy, Suite 300, Richmond, VA 23225
TEL 804.200.6500 FAX 804.560.1648 www.timmons.com

Site Development | Residential | Infrastructure | Technology | Environmental

DATE	REVISION DESCRIPTION

DATE 09/29/2025
DRAWN BY L. YOWELL
DESIGNED BY L. YOWELL
CHECKED BY J. PERRY
SCALE 1" = 200'

SOUTHPORT CROSSING

BRUNSWICK COUNTY, NORTH CAROLINA

FIGURE 7: WETLANDS AND WATERS DELINEATION MAP

JOB NUMBER 73345
SHEET NO. 1 OF 2

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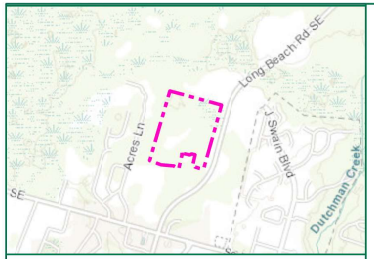
Path: Y:\80573345- Southport Crossing-Brunswick Co, NC\GIS\Southport Crossing\Southport Crossing.aprx



Resource Identification	Confirmation				Resource Description Notes*	State Jurisdictional (401) & Federally Jurisdictional (404)
	PFO (acres)	PSS (acres)	PEM (acres)	POW (acres)		
A		11.369			NT/V	401 & 404
B		8.849			NT/V	401 & 404
C		9.816			NT/V	Non-Jurisdictional
D		1.384	0.027		NT/V	401 & 404
E				0.323	NT/NV	Non-Jurisdictional
F				0.169	NT/NV	Non-Jurisdictional
G	0.922				NT/V	401 & 404
Total	**0.92**	**31.42**	**0.03**	**0.49**		
Total Potentially Jurisdictional Wetland Area =			**22.55 ac**			
Total Potentially Jurisdictional Stream Length =			**0 lf**			
Total Non-Jurisdictional Wetland Area =			**9.82 ac**			

* T=Tidal; NT=Non-tidal; V=Vegetated; NV=Non-Vegetated; PFO=Palustrine Forested Wetland; PSS=Palustrine Scrub-Shrub Wetland; PEM=Palustrine Emergent Wetland; POW= Palustrine Open Water; R3= Upper Perennial Streams; R4=Intermittent Streams; R6 = Ephemeral Streams

1. Waters of the U.S. within the project study limits have been located using submeter, Bluetooth GPS antennas by Timmons Group.
2. Waters of the U.S. have not been confirmed by the U.S. Army Corps of Engineers until stamped.
3. Project limits are approximate.

N

0 1,500 3,000 6,000
Feet

Path: Y:\80573345- Southport Crossing\Brunswick Co. NC\GIS\Southport Crossing\Southport Crossing.aprx

THIS DRAWING PREPARED AT THE CORPORATE OFFICE
7053 Celebration Point Drive, Suite 100 Richmond, VA 23225
TEL. 804.200.6500 FAX 804.560.1648 www.timmons.com

YOUR VISION ACHIEVED THROUGH OURS

Site Development | Residential | Infrastructure | Technology | Environmental

DATE	REVISION DESCRIPTION

TIMMONS GROUP

DATE 09/29/2025
DRAWN BY L. YOWELL
DESIGNED BY L. YOWELL
CHECKED BY J. PERRY
SCALE 1" = 3,000'

SOUTHPORT CROSSING
BRUNSWICK COUNTY, NORTH CAROLINA

FIGURE 7: WETLANDS AND WATERS DELINEATION MAP

JOB NUMBER 73345
SHEET NO. 2 OF 2

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U.S. Army Corps of Engineers (USACE)

NOTIFICATION OF ADMINISTRATIVE APPEAL OPTIONS AND PROCESS AND REQUEST FOR APPEAL

For use of this form, see Section 404 of the Clean Water Act, Section 10 of the Rivers and Harbors Act of 1899, and Section 103 of the Marine Protection, Research, and Sanctuaries Act; the proponent agency is CECW-COR.

Form Approved –
OMB No. 0710-0003
Expires 2027-10-31

DATA REQUIRED BY THE PRIVACY ACT OF 1974

Authority The authorities for requesting this information are Sections 9, 10, 13, and 14, Rivers and Harbors Act of March 3, 1899; Section 404, Clean Water Act; and Section 103 Marine Protection Research and Sanctuaries Act of 1972.

Principal Purpose This information serves as notification to affected parties regarding the USACE administrative appeal options and process, as well as to facilitate requests for appeal of USACE decisions with which they disagree.

Routine Uses Routine uses will include: (a) To serve as notification to affected parties of the Corps administrative appeal options and process and to facilitate requests for appeal of Corps decisions with which they disagree. (b) Records may be referred to the Department of Justice for possible criminal prosecution. (c) Records may be referred to other Federal, State, and local agencies for evaluation and enforcement purposes.

Disclosure Disclosure of this information is voluntary on your part. However, failure of individual to provide requested information could result in inability to determine all pertinent information regarding a Department of the Army permit matter.

The Agency Disclosure Notice (ADN)

The Public reporting burden for this collection of information, 0710-0003, is estimated to average 1 hour per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or burden reduction suggestions to the Department of Defense, Washington Headquarters Services, at whs.mc-alex.esd.mbx.dd-dod-information-collections@mail.mil. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number.

PURPOSE: This form is used to facilitate the initiation of the administrative appeals process. The appeals process allows an affected party to pursue an administrative appeal of certain Corps of Engineers decisions with which they disagree.

Upon release, this form will also be available on the Corps website https://www.usace.army.mil/Missions/Civil-Works/Regulatory-Program-and-Permits/

Applicant: Nick Hakim	File Number: SAW-2022-01540	Date: 9/30/2025

Documents Attached (*select all that apply*):		Form Reference Section:
☐	INITIAL PROFFERED PERMIT (Standard Permit or Letter of permission)	A
☐	PROFFERED PERMIT (Standard Permit or Letter of permission)	B
☐	PERMIT DENIAL WITHOUT PREJUDICE	C
☐	PERMIT DENIAL WITH PREJUDICE	D
☒	APPROVED JURISDICTIONAL DETERMINATION	E
☐	PRELIMINARY JURISDICTIONAL DETERMINATION	F

SECTION I

The following identifies your rights and options regarding an administrative appeal of the above decision. Additional information may be found at https://www.usace.army.mil/Missions/Civil-Works/Regulatory-Program-and-Permits/appeals/ or Corps regulations at 33 CFR Part 331.

A: INITIAL PROFFERED PERMIT: You may accept or object to the permit

- ACCEPT: If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.

- OBJECT: If you object to the permit (Standard or LOP) because of certain terms and conditions therein, you may request that the permit be modified accordingly. You must complete Section II of this form and return the form to the district engineer. Upon receipt of your letter, the district engineer will evaluate your objections and may: (a) modify the permit to address all of your concerns, (b) modify the permit to address some of your objections, or (c) not modify the permit having determined that the permit should be issued as previously written. After evaluating your objections, the district engineer will send you a proffered permit for your reconsideration, as indicated in Section B below.

B: PROFFERED PERMIT: You may accept or appeal the permit

- ACCEPT: If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.

- APPEAL: If you choose to decline the proffered permit (Standard or LOP) because of certain terms and conditions therein, you may appeal the declined permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

C. PERMIT DENIAL WITHOUT PREJUDICE: Not appealable

You received a permit denial without prejudice because a required Federal, state, and/or local authorization and/or certification has been denied for activities which also require a Department of the Army permit before final action has been taken on the Army permit application. The permit denial without prejudice is not appealable. There is no prejudice to the right of the applicant to reinstate processing of the Army permit application if subsequent approval is received from the appropriate Federal, state, and/or local agency on a previously denied authorization and/or certification.

D: PERMIT DENIAL WITH PREJUDICE: You may appeal the permit denial

You may appeal the denial of a permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

E: APPROVED JURISDICTIONAL DETERMINATION: You may accept or appeal the approved JD or provide new information for reconsideration

- ACCEPT: You do not need to notify the Corps to accept an approved JD. Failure to notify the Corps within 60 days of the date of this notice means that you accept the approved JD in its entirety and waive all rights to appeal the approved JD.

- APPEAL: If you disagree with the approved JD, you may appeal the approved JD under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

- RECONSIDERATION: You may request that the district engineer reconsider the approved JD by submitting new information or data to the district engineer within 60 days of the date of this notice. The district will determine whether the information submitted qualifies as new information or data that justifies reconsideration of the approved JD. A reconsideration request does not initiate the appeal process. You may submit a request for appeal to the division engineer to preserve your appeal rights while the district is determining whether the submitted information qualifies for a reconsideration.

F: PRELIMINARY JURISDICTIONAL DETERMINATION: Not appealable

You do not need to respond to the Corps regarding the preliminary JD. The Preliminary JD is not appealable. If you wish, you may request an approved JD (which may be appealed), by contacting the Corps district for further instruction. Also, you may provide new information for further consideration by the Corps to reevaluate the JD.

POINT OF CONTACT FOR QUESTIONS OR INFORMATION:

If you have questions regarding this decision you may contact:	If you have questions regarding the appeal process, or to submit your request for appeal, you may contact:
Name: Katharine Elks	Name: Krista Sabin, Regulatory Appeals Review Officer
Street Address, City, State: 69 Darlington Avenue Wilmington, NC 28403	Street Address, City, State: 60 Forsyth Street SW Room 9M 15 Atlanta, Georgia 30303-8801
Phone: 910-251-4567	Phone: 904-314-9631
Email: katharine.b.elks@usace.army.mil	Email: CESAD-Regulatory@usace.army.mil

SECTION II – REQUEST FOR APPEAL or OBJECTIONS TO AN INITIAL PROFFERED PERMIT	
REASONS FOR APPEAL OR OBJECTIONS: (Describe your reasons for appealing the decision or your objections to an initial proffered permit in clear concise statements. Use additional pages as necessary. You may attach additional information to this form to clarify where your reasons or objections are addressed in the administrative record.)	
ADDITIONAL INFORMATION: The appeal is limited to a review of the administrative record, the Corps memorandum for the record of the appeal conference or meeting, and any supplemental information that the review officer has determined is needed to clarify the administrative record. Neither the appellant nor the Corps may add new information or analyses to the record. However, you may provide additional information to clarify the location of information that is already in the administrative record.	
RIGHT OF ENTRY: Your signature below grants the right of entry to Corps of Engineers personnel, and any government consultants, to conduct investigations of the project site during the course of the appeal process. You will be provided a 15-day notice of any site investigation and will have the opportunity to participate in all site investigations.	
Email address of appellant and/or agent	Telephone number
Signature of appellant or agent	Date

DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, WILMINGTON DISTRICT
69 DARLING AVENUE
WILMINGTON, NORTH CAROLINA 28403

SAW-RG-L 29 September 2025

MEMORANDUM FOR RECORD

SUBJECT: US Army Corps of Engineers (Corps) Approved Jurisdictional Determination in accordance with the "Revised Definition of 'Waters of the United States'"; (88 FR 3004 (January 18, 2023) as amended by the "Revised Definition of 'Waters of the United States'; Conforming" (8 September 2023) ,[1] [SAW-2022-01540 & SAW-2024-01303] [(MFR 1 of 1)][2]

BACKGROUND. An Approved Jurisdictional Determination (AJD) is a Corps document stating the presence or absence of waters of the United States on a parcel or a written statement and map identifying the limits of waters of the United States on a parcel. AJDs are clearly designated appealable actions and will include a basis of JD with the document.[3] AJDs are case-specific and are typically made in response to a request. AJDs are valid for a period of five years unless new information warrants revision of the determination before the expiration date or a District Engineer has identified, after public notice and comment, that specific geographic areas with rapidly changing environmental conditions merit re-verification on a more frequent basis.[4]

On January 18, 2023, the Environmental Protection Agency (EPA) and the Department of the Army ("the agencies") published the "Revised Definition of 'Waters of the United States,'" 88 FR 3004 (January 18, 2023) ("2023 Rule"). On September 8, 2023, the agencies published the "Revised Definition of 'Waters of the United States'; Conforming", which amended the 2023 Rule to conform to the 2023 Supreme Court decision in *Sackett v. EPA*, 598 U.S., 143 S. Ct. 1322 (2023) ("*Sackett*").

This Memorandum for Record (MFR) constitutes the basis of jurisdiction for a Corps AJD as defined in 33 CFR §331.2. For the purposes of this AJD, we have relied on Section 10 of the Rivers and Harbors Act of 1899 (RHA),[5] the 2023 Rule as amended,

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[1] While the Revised Definition of "Waters of the United States"; Conforming had no effect on some categories of waters covered under the CWA, and no effect on any waters covered under RHA, all categories are included in this Memorandum for Record for efficiency.
[2] When documenting aquatic resources within the review area that are jurisdictional under the Clean Water Act (CWA), use an additional MFR and group the aquatic resources on each MFR based on the TNW, the territorial seas, or interstate water that they are connected to. Be sure to provide an identifier to indicate when there are multiple MFRs associated with a single AJD request (i.e., number them 1, 2, 3, etc.).
[3] 33 CFR 331.2.
[4] Regulatory Guidance Letter 05-02.
[5] USACE has authority under both Section 9 and Section 10 of the Rivers and Harbors Act of 1899 but for convenience, in this MFR, jurisdiction under RHA will be referred to as Section 10.

as well as other applicable guidance, relevant case law, and longstanding practice in evaluating jurisdiction.

1. SUMMARY OF CONCLUSIONS.

   a. Provide a list of each individual feature within the review area and the jurisdictional status of each one (i.e., identify whether each feature is/is not a water of the United States and/or a navigable water of the United States).

      i.

Name of Aquatic Resource	JD or Non-JD	Section 404/Section 10
A PSS	JD	Section 404
B PSS	JD	Section 404
C PSS	Non-JD	NA
D PSS	JD	Section 404
H PUB	Non-JD	NA
E POW	Non-JD	NA
F POW	Non-JD	NA
G PFO	JD	Section 404
D PEM	JD	Section 404

2. REFERENCES.

   a. "Revised Definition of 'Waters of the United States,'" 88 FR 3004 (January 18, 2023) ("2023 Rule")

   b. "Revised Definition of 'Waters of the United States'; Conforming" 88 FR 61964 (September 8, 2023))

   c. *Sackett v. EPA*, 598 U.S. 651, 143 S. Ct. 1322 (2023)

3. REVIEW AREA.
   A. Project Are Size (in acres): 48.01
   B. Center Coordinates of the Project Site (in decimal degrees)
   Latitude: 33.9574595 Longitude: -78.0476051
   C. Nearest City or Town: Southport
   D. County: Brunswick
   E. State: North Carolina
   F. Other associated Jurisdictional Determinations (including outcomes):

Action ID	Type	Outcome
SAW-2008-01687	AJD	All waters were considered as jurisdictional under the AJD

G. Any additional, relevant site-specific information: Duplicate JD request from the property owner under Action ID 2024-01303. This JD request is from a potential buyer (2022-01540). Site visit to verify boundaries on 9/25/25, much drier than normal.

4. NEAREST TRADITIONAL NAVIGABLE WATER (TNW), THE TERRITORIAL SEAS, OR INTERSTATE WATER TO WHICH THE AQUATIC RESOURCE IS CONNECTED.
   A. Name of nearest downstream TNW, Territorial Sea or interstate water: Dutchman Creek, which is a TNW.
   B. Determination based on: This determination was made based on a review of desktop data resources listed in Section 9 of this memorandum and a field visit conducted on 9/25/25, and a review of the SAW Section 10 list.

5. FLOWPATH FROM THE SUBJECT AQUATIC RESOURCES TO A TNW, THE TERRITORIAL SEAS, OR INTERSTATE WATER.

   Wetland A, B, D, and G are connected to RPWs that are contiguous with Dutchman Creek. The wetlands meet the hydrophytic vegetation, wetland hydrology, and hydric soil criteria of the 1987 Corps of Engineers Wetland Delineation Manual and the Eastern Mountains and Piedmont Regional Supplement and are contiguous with the unnamed tributary.

   Historic Flowpath:
   Wetland C is a Carolina Bay feature that extends out of the project area. It is surrounded on the southeast sides by an upland rim and development (stormwater pond). The west side of the Carolina Bay is cut off by Acres Lane SE. It appears that this area may have drained via ditch near the northwest corner toward Dutchman Creek, but this connection appears to have been cut off by the road and residential development. Wetland C meets the hydrophytic vegetation, wetland hydrology, and hydric soil criteria of the 1987 Corps of Engineers Wetland Delineation Manual and the Eastern Mountains and Piedmont Regional Supplement.

   Ponds E & F were dug as a stormwater feature. During the 9.25.25 site visit these ponds had outlet control boxed installed. Neither pond is contiguous with downstream wetland or RPW.

   RPW H is not abutting or contiguous with a TNW or an RPW. Based on the previous JD (2008-01687) this ditch extended south into wetlands labeled G and the wetlands in the roadside ROW. During the site visit there was an Ordinary High Water Mark (OHWM) observed as indicated by the following physical characteristics:

natural line impressed on the bank, absence of vegetation, scour, and bed and banks.

6. SECTION 10 JURISDICTIONAL WATERS[6]: Describe aquatic resources or other features within the review area determined to be jurisdictional in accordance with Section 10 of the Rivers and Harbors Act of 1899. Include the size of each aquatic resource or other feature within the review area and how it was determined to be jurisdictional in accordance with Section 10.[7] N/A

7. SECTION 404 JURISDICTIONAL WATERS: Describe the aquatic resources within the review area that were found to meet the definition of waters of the United States in accordance with the 2023 Rule as amended, consistent with the Supreme Court's decision in *Sackett*. List each aquatic resource separately, by name, consistent with the naming convention used in section 1, above. Include a rationale for each aquatic resource, supporting that the aquatic resource meets the relevant category of "waters of the United States" in the 2023 Rule as amended. The rationale should also include a written description of, or reference to a map in the administrative record that shows, the lateral limits of jurisdiction for each aquatic resource, including how that limit was determined, and incorporate relevant references used. Include the size of each aquatic resource in acres or linear feet and attach and reference related figures as needed.

   a. Traditional Navigable Waters (TNWs) (a)(1)(i): N/A

   b. The Territorial Seas (a)(1)(ii): N/A

   c. Interstate Waters (a)(1)(iii): N/A

   d. Impoundments (a)(2): N/A

   e. Tributaries (a)(3): N/A

   f. Adjacent Wetlands (a)(4):

[6] 33 CFR 329.9(a) A waterbody which was navigable in its natural or improved state, or which was susceptible of reasonable improvement (as discussed in § 329.8(b) of this part) retains its character as "navigable in law" even though it is not presently used for commerce, or is presently incapable of such use because of changed conditions or the presence of obstructions.

[7] This MFR is not to be used to make a report of findings to support a determination that the water is a navigable water of the United States. The district must follow the procedures outlined in 33 CFR part 329.14 to make a determination that water is a navigable water of the United States subject to Section 10 of the RHA.

Name of Aquatic Resource	Size (in acres)	Contiguous with or abutting? If so, list water	Describe continuous surface connection
A	11.369	Yes, RPW to Dutchman Creek	The wetland boundary is connecting and contiguous with an RPW of Dutchman Creek.
B	8.849	Yes, RPW to Dutchman Creek	
D	1.384	Yes, RPW to Dutchman Creek	
G	0.922	Yes, RPW to Dutchman Creek	

g. Additional Waters (a)(5): N/A

8. NON-JURISDICTIONAL AQUATIC RESOURCES AND FEATURES

a. Describe aquatic resources and other features within the review area identified in the 2023 Rule as amended as not "waters of the United States" even where they otherwise meet the terms of paragraphs (a)(2) through (5). Include the type of excluded aquatic resource or feature, the size of the aquatic resource or feature within the review area and describe how it was determined to meet one of the exclusions listed in 33 CFR 328.3(b).[8] N/A

b. Describe aquatic resources and features within the review area that were determined to be non-jurisdictional because they do not meet one or more categories of waters of the United States under the 2023 Rule as amended (e.g., tributaries that are non-relatively permanent waters; non-tidal wetlands that do not have a continuous surface connection to a jurisdictional water).

Aquatic Resource Name	Resource Type	Reason the AR is not jurisdictional
C	Wetland (9.816 ac)	C was not abutting or contiguous with a TNW or an RPW.
E	Pond (0.323 ac)	E was not abutting or contiguous with a TNW or an RPW.
F	Pond (0.169 ac)	F was not abutting or contiguous with a TNW or an RPW.

9. DATA SOURCES. List sources of data/information used in making determination. Include titles and dates of sources used and ensure that information referenced is available in the administrative record.

a. 1. Date of Office (desktop review): 9/29/25
   2. Date(s) of Field Review (if applicable): 9/25/25
b. Data sources used to support this determination (included in the administrative record).

[8] 88 FR 3004 (January 18, 2023)

- ☒ Aquatic Resources delineation submitted by, or on behalf of, the requestor: Figure 7: Wetlands and Waters Delineation Map; dated 9/26/2025
- ☐ Aquatic Resources delineation prepared by the USACE: N/A
- ☐ Wetland field data sheets prepared by the Corps: N/A
- ☐ OHWM data sheets prepared by the USACE: N/A
- ☒ Previous JDs (AJD or PJD) addressing the same (or portions of the same) review area: SAW-2008-01687
- ☒ Photographs: Timmons, 6/26/2025
- ☒ Aerial Imagery: NC OneMap
- ☒ LIDAR: QL2, 2014
- ☒ USDA NRCS Soil Survey: Figure 5: NRCS Soil Survey Map
- ☐ USFWS NWI maps: N/A
- ☒ USGS topographic maps: USGS Quadrangle Southport NC
- ☐ USGS NHD data/maps: Title and Dates
- ☐ Section 10 resources used: Title and Dates
- ☐ NCDWR stream identification forms
- ☐ North Carolina Stream Assessment Method (NCSAM) forms
- ☐ North Carolina Wetland Assessment Method (NCWAM) forms
- ☒ Antecedent Precipitation Tool Analysis: 6/26/2025 & 7/17/2025
- ☐ Other sources of Information: List

10. OTHER SUPPORTING INFORMATION. This AJD, MFR, and map is verified for 2 separate requests for the same property, one request by the owner and one request by the developer. SAW-2022-01540 and SAW-2024-01303

11. NOTE: The structure and format of this MFR were developed in coordination with the EPA and Department of the Army. The MFR's structure and format may be subject to future modification or may be rescinded as needed to implement additional guidance from the agencies; however, the approved jurisdictional determination described herein is a final agency action.

Planning Services - Planning Board Update

September 2026

1. Planning Board Subcommittee Updates

Summarize work performed by Planning Board subcommittees, decisions reached, products under development, and the next scheduled step.

Subcommittee / Initiative	Current Status and Recent Activity	Next Step(s)	Lead / Support	Target Date
Data Centers UDO Update ZTA-26-05	15-Month Moratorium established to complete research and work on updates to the UDO. Research of local, regional, and other states ordinances and protocols.		Chair Ashley, Board Member Bove, Board Member Luehe	

Board Direction / Action Needed	Information only.

2. Zoning Status Updates

Track zoning map amendments, text amendments, overlay districts, UDO initiatives, and other zoning matters through review and adoption.

Case / Initiative	Stage / Status	Recent Activity	Next Milestone	Target Date
Data Center Public Hearing	Public Hearing and adoption of ordinance at 9/10 BOA meeting.	15-month Moratorium established.	PB Committee continues working with staff on UDO amendments for addition of land use standards for data centers and similar facilities.	
TA-24-05 - Bed & Breakfast Special Events	BOA/Staff Ad Hoc	Staff scheduling committee meeting for September to discuss allowable (if any) accessory uses for B&Bs.	Ad Hoc Committee meeting.	September
ZMA-26-01 – Sandy Lane Rezoning R-20 to HC	Adopted 8/13/26	Property rezoned HC	N/A	
ZMA-26-03 – 1501 N Howe Street	Adopted 8/13/26	Property annexed and zoned HC	N/A	

Board Direction / Action Needed	Information only

3. Pipeline Update

List active or anticipated development applications and pre-application matters. Include only information appropriate for a public report.

Project / Location	Application Type	Current Review Stage	Key Issue(s) / Status	Next Action / Date
Dutchman Village Commercial	Major Site Plan	Applicant resubmittal after TRC comments.	Staff waiting on items requested at TRC for final review.	PB review – October 2026 – subject to change upon staff review of the most recent submittal.

Board Direction / Action Needed	Information only

4. Planning/Zoning NC Legislative Awareness

Identify state legislation, session laws, agency rules, or court decisions that could affect local planning, zoning, stormwater, permitting, or development review.

Board Direction / Action Needed	The UNC School of Government provides an annual legislative update to local governments, which outlines what local changes must be made to come into compliance with the new state statutes. The publication is usually available in October. Staff will bring forward text amendments to incorporate applicable changes to the UDO.

5. Planning Services Staff Update

Report internal initiatives, process improvements, code administration work, intergovernmental coordination, training, and staffing matters.

Staff Initiative	Progress Since Last Report	Next Step(s)	Responsible Staff / Partner	Target Date
Dashboard Update	Staff working with Planning Board Member Luehe to create a comprehensive GIS application	Presentation to PB at September meeting.	Wendell Biddle	ongoing
Performance Bond Update	Staff discussion with City Manager	Discussions on allowing performance bonds for certain developments as allowed by state statute.	Mo Meehan/legal/BOA	ongoing
Land Disturbance & Soil Erosion - City Code Update	None	Final review by staff and submittal to the Board of Aldermen for consideration	Tom Zilinek/Mo Meehan	

Staff Initiative	Progress Since Last Report	Next Step(s)	Responsible Staff / Partner	Target Date
Data Center Workshop	Staff and members of the Data Center UDO Committee attended a Data Center workshop by the UNC School of Government on 9/10.	The recording will be available to share with the full PB by the end of the month.	Mo Meehan	When available
UDO RFP Open	The UDO re-write RFP is open and submittals are due by September 30.	Staff will review proposals and interview short-listed firms/consultants.	Mo Meehan	ongoing

Board Direction / Action Needed	Information Only

6. Other Planning Related Updates

Capture planning matters not included above, such as resiliency, transportation, housing, economic development, hazard mitigation, grants, or regional coordination.

Topic / Initiative	Current Update	Planning Relevance	Next Step(s)	Target Date
Resilient Coastal Communities Program (RCCP)	Public Input meeting took place on September 2. Additional public input can be made at the following link https://www.surveymonkey.com/r/SQBFTCF You can also find more information on the RCCP webpage found on the City's website. https://www.cityofsouthport.gov/departments/development_services/southport_resilience_planning_project.php	This plan evaluates how to prepare for hazards such as flooding, storms, and sea level rise while protecting the places and services that matter most to the community.	Prioritized projects will be identified within the final document. Phase 3 funding for design and engineering is open and staff will apply for funding for one of the nature based priorities in the plan.	Final Plan available for review in late October.
NCODT Multi-Modal Accelerated Transportation Plan	Staff and NCDOT review.	The completed plan provides prioritized walking, biking, and multi-use trails including implementation strategies, timing, and costs.	Staff reviewing final document for adoption.	

Board Direction / Action Needed	Please complete the RCCP survey and share the link with your contacts.

7. Other Committees Update

Summarize committee actions that may require Planning Board awareness, coordination, referral, or follow-up.

Committee	Recent Action / Discussion	Planning Board Relevance	Coordination / Next Step	Next Meeting
Zoning Board of Adjustment	August meeting included the installation of 2 new members and the designation of Chair and Vice-Chair. The September agenda includes 2 ADU applications and an Appeal of Decision of the UDO Administrator	Information Only	N/A	9/22/26
Forestry Committee	Southport Cares is working with the Forestry Committee to plant trees to honor the victims both deceased and survivors of the September 2025 shooting at American Fish. There will be a public ceremony on 9/27/26 time and location TBD.	PB will receive the proposed UDO updates and provide a recommendation to the BOA.	Staff will bring proposed language to the PB for review and recommendation to the BOA.	10/13/26

Board Direction / Action Needed	Information only