



**CITY OF SOUTHPORT
PLANNING BOARD
REGULAR MEETING AGENDA**

March 16, 2023
6:00 PM

Agenda

Please turn off all cell phones

Meetings are open to the public. Face masks and social distancing may be used at the discretion of each individual. Changes to this policy may occur, as needed to help prevent the spread of the Coronavirus.

The regular monthly meeting of the Planning Board will be held at 6:00 p.m. on the third Thursday of each month. All members are asked to attend.

- A. Call to Order**
- B. Invocation**
- C. Pledge of Allegiance**
- D. Approval of Minutes**
 - 1. February 16, 2023
- E. Approval of Agenda**
- F. Public Comment**
- G. Old Business**
 - 1. 115 N. Howe St. Major Site Plan
 - 2. Oakton Subdivision
 - 3. Alley Adandonment
 - 4. Public Hearing: Proposed Conditional Zoning Amendment
- H. New Business**
 - 1. Prices Creek Townhomes Phase 2- Preliminary Plat
- I. Other Business**
- J. Announcements**
- K. Member's Information**
 - 1. Member's Roster
 - 2. Attendance Record

L. Adjourn



City of Southport
Planning and Zoning Board Minutes
Community Building 223 E. Bay St.
February 16, 2023
6:00 P.M.

Members Present: Sue Hodgins, Will Hewett, Scott Jones, Dick Sloan, Fred Fiss, Chris Jones, and Donnie Joyner (via telephone).

Members Absent: None

Staff Present: Travis Henley, Development Services Director
Mo Meehan, City Planner
Tanya Shannon, Deputy Clerk

Board of Aldermen Liaisons: Karen Mosteller and John Allen

Chair Sue Hodgins called the meeting to order at 6:03 p.m.

- A. Mr. Donnie Joyner gave the Invocation.
- B. Chair Hodgins led the Pledge of Allegiance.
- C. Motion to approve the January 19, 2023, meeting minutes By Vice-Chair Hewett and seconded by Mr. Dick Sloan. **Unanimous vote; Motion carried.**
- D. Motion to approve the Meeting Agenda By Vice-Chair Hewett and seconded by Mr. Fred Fiss. **Unanimous vote; Motion Carried.**

Before advancing the Meeting's Agenda, Chair Hodgins made the following verbatim comments regarding the Article in the State Port Pilot and the resignation of Mr. Gustavo Mibelli:

"Oftentimes when we don't agree with something, as humans we tend to want to make comments and attempt to sway public perception to our own way of thinking. This was apparent in an article in this week's Port Pilot regarding an item once again on our Agenda, and a Planning Board Member's resignation. I want to address some of the --- and I do not like the term SO bantered about these days, but I think it's appropriate here -- the 'misinformation' published in this article. Call me Paul Harvey (for those of you who remember him).... as I give you 'the rest of the story.'

First off, this article references PROPOSED and POTENTIAL UDO text amendments. If the changes that we will discuss again tonight are only PROPOSED and POTENTIAL, how can that be 'a done deal'?

Next, the article reports that the prior Member 'called an impromptu meeting with other Planning Board Members on Feb 8 to share his doubts'. Can I see a show of hands for the Members who met with Mr. Mibelli on Feb 8th? I don't see any. From this, I'm asking The Port Pilot to retract this published info so that it is NOT incorrectly and inflammatorily published in the media that the Southport Planning Board held 'an impromptu meeting' outside the requirements of the NC Open Meetings Act.

After Mr. Mibelli had resigned both verbally and in writing on February 7 and 8, I emailed the (sitting) Board Members on the 8th. The email is considered Public Record, so I have no qualms sharing it:

Feb 8th Email from Sue Hodgkin to Planning Board Members, cc'd to Asst City Manager and DS Staff:

It is unfortunate that Mr. Mibelli made the decision to resign from the Southport Planning Board; the decision was fully his.

He stayed in our scheduled meeting yesterday long enough to deliver a lengthy diatribe to Travis and me regarding his ideas and concerns with current activities for our Board but did not remain long enough for full rebuttal or explanation of the process that is due Conditional Zoning (or any proposed zoning or UDO change for that matter). I regret, and apologize to you all, that he chose to continue imparting his own opinions and campaign against CZ – after he'd resigned. I believe each of us can absorb information, ask questions, have discussion, and form our own opinions without coercion.

At last month's meeting we heard the FIRST presentation and discussion of CZ; I thought we all understood it would certainly not be the last. Travis recently sent out responses to Mr. Mibelli's comments and questions from other Members wherein he elaborated on some of the information presented last month. Travis and all the Development Services (DS) Staff are being upfront and detailed with the info we are provided. This month we will continue CZ discussion. And let me be clear: we will continue having discussion, asking questions and offering suggestions for the text amendment being drafted by DS until we're all ready to take a vote on the matter for forwarding to the Aldermen.

On that note let me state that nothing about the actions of DS Staff in this regard is improper. They are our Staff, not the 'driving force'; in my opinion, the Planning Board has never had Staff so experienced, so involved, so competent to do what's right for us and Southport. They have our back – they are on our side. It is their responsibility to draft text amendments and have them ready for the Planning Board's consideration and potential action -- they are not cramming anything down our throats. As I stated at last month's Board meeting, I'm convinced we now have talented, experienced DS Staff and we should give them all the benefit of the doubt when they present ideas they think will benefit our City. Ultimately however we deliberate, we vote and we make recommendations for the Aldermen's consideration and final decisions.

I take umbrage to G's statement that we're not being transparent, the public is not being involved. The CZ information presented last month is public record and available to anyone. (Some have already taken advantage of this availability.) The CZ proposal will absolutely have the opportunity for public consumption and comment: at every Planning Board meeting, and every Board of Aldermen meeting until a decision is made. In addition, once our recommendation is forwarded to the Aldermen, they are required to conduct a Public Hearing on the proposal.

If you look in your UDO, CZ is already included as a zoning option, so this is nothing new thrown at us; this option has been available as a part of the major UDO revision completed several years ago. It has, as Travis explained last month, only been attempted one time in Southport and that attempt was not successful. Because something's new or different to our norm shouldn't condemn it. Because one individual in town (or two, or a group) is opposed to a process, it shouldn't be thrown out.

I've asked Travis to come to this month's Planning Board meeting with scenarios, examples from his own experience of CZ applications that worked (and the resulting benefit for a town or county), and then some that were rejected and the reasons. Again, I want us to have more information - not less – by which we base our questions and deliberations. This is a significant change, and we will take the time we need...but we also will not beat this horse to death: if/when we feel it can run, we'll let it.

I wanted to send this out in response to G's recent emails...to assure you that I do not consider this Board to be 'misguided and ineffectual' and I most certainly do not think we're 'allowing uncontrolled

growth'. Frankly I don't believe the majority of our citizenry believe that – almost everyone who's ever spoken with me about our work has been complimentary and appreciative. Bottom line: don't be distracted by a few grumblers. Let's keep moving forward, doing the very best we can to create a positive path for our wonderful little town. (End of Feb 8th Email)

On February 9th, Mr. Mibelli sent yet another email to the Planning Board Members saying he was 'putting my resignation on hold, as a few people have told me it was premature. I want to try again teamwork.' The City researched the UNC School of Government protocol and policy statements regarding resignations-then-'I take it back' and determined it could not be done ... his resignation was given (twice) and accepted.

On the same day that Mr. Mibelli tried to put his resignation 'on hold' citing 'teamwork', he also contacted The Port Pilot and solicited an interview to get his concerns out in published media. I'd suggest another approach towards teamwork 'may' have been to remain open and engaged with peer Members and Staff, come to the Board meeting tonight and be an actual part of Q&A and FULL discussion. If only we fought just as hard to understand as we do to disagree.....

My Feb 8th email stated, and I will state here again... NOTHING is being crammed down anyone's throat, and NOTHING is being hidden. This Board is NOT (per quote in the Pilot article) 'ready to approve the proposal.' NO ONE has told Mr. Mibelli that 'this was it ... it would be approved.'

My Feb 8th email to the Board reaffirmed the public-participation process, and I'll state it here tonight so there can be no misunderstanding, no claimed ignorance of the ordinance:

- This Board works – as a team with City DS Staff – to develop items and text amendments for discussion regarding zoning and ANY other UDO component. While discussion is ongoing, any drafted amendment continues revisions.
- There are several opportunities for public comment (at both Planning Board and Aldermen's meetings), and a draft amendment can receive further revisions based on those comments.
- When the Planning Board reaches a decision from its deliberations, the recommendation for any UDO text amendment is voted on by the full Board, and it is forwarded to the Aldermen. Even then, the Amendment has a required Public Hearing by the Aldermen before actions are taken. Public comment is never restricted.
- The Board of Aldermen can even send an amendment back to the Planning Board for additional research/revision before its vote is taken.

Let's try keeping our eye on the ball, here, folks: the process we will use in this Item is the very same as we use in any UDO revision discussion. As I've said at previous meetings, TRUST THE PROCESS.

You know, this Board's Members are bound and committed to listen to citizens' opinions and comments. We sit before you every month and listen ... the comments are often not even within this Board's purview but we sit, take the comments in, and offer thanks for participation. But when a very recently- resigned Member gives a media interview that he requests and it includes blatantly incorrect information, I cannot and will not sit and take it – not for me, not for this Board, not for our City Staff.

This is my statement, like the prior Member has made his. I will not engage in a back-and-forth tonight, or at any other time beyond.

For the full Planning Board, I wish to extend thanks to Mr. Mibelli for his volunteer service to Southport."

Chair Hodgkin reminded everyone that the Planning Board's City Alternate position is still open, and the deadline for applications is February 25th. The Public Notice for City Position will be posted soon.

With a City Alternate and a City Appointment vacancy, Chair Hodgkin named ETJ Alternate Member Chris Jones into a voting position for this meeting.

Chair Hodgkin requested a Motion to enter into Public Comment. A Motion was made by Vice-Chair Hewett and was seconded by Mr. Sloan. ***Unanimous vote, Motion carried.***

F. Public Comment

1. Rich Bandera, 409 N. Burrington Ave., is concerned about the use of Conditional Zoning. As a former member of the Planning Board, he disagreed with the approval of Conditional Zoning when it was first proposed. He said that during that time period when Conditional Zoning was approved, it was thought to be tightly managed and intended for use only in the Business District. He does not think that expanding Conditional Zoning into Residential Districts would be beneficial and would conflict with the Land Use Plan.
2. Marjorie Jones, 136 Stuart Ave., does not want an access point across from her property on Stuart Ave. to the Oakton Subdivision. She stated that this would create a burden for entering and exiting her driveway. She said there are already four other proposed accesses, and she does not feel this one is necessary. She said cutting down trees is unnecessary and will create more traffic on a busy street. She asked the Board to deny the request for this access point.
 - Deputy Clerk Tanya Shannon read the three following comments submitted via email.
3. Madeleine Bombeld, 809 Cades Trail, does not want an access/egress road off Stuart Avenue for the Oakton Subdivision. She said there is no need for another access point at this location when there are several other access points. She said removing the trees causes unnecessary harm to the environment as trees help capture stormwater overflow and are used for protection. She encourages denying the developer's request the Stuart Avenue access.
4. Rebecca Leonard, resident of Stuart Ave., would like the Board to deny the ingress/egress request to the Oakton Subdivision on Stuart Ave. She said it is not necessary to remove more trees for this purpose when there are other areas to enter and exist.
5. Karen Collins, 138 Stuart Ave., said that she has been a resident for seventeen years and is objecting to the access point on Stuart Ave. for the Oakton Subdivision. She said there is already a high level of traffic on this road, and creating more traffic will destroy the neighbors' privacy. She said it is already difficult for people to walk their pets and let their children ride their bikes.

Since there were no further comments, a Motion was made by Vice-Chair Hewett to close Public Comment and seconded by Scott Jones. ***Unanimous vote; Motion Carried.***

G. Old Business

1. Tractor Supply Major Site Plan

Development Services Director gave an overview of the Site Plan. He stated that the applicant had submitted a revision request to the approved Major Site Plan for Tractor Supply to construct two propane tanks located to the west (rear) of the proposed building along the southern property line. The tanks are proposed for use by the building and are not for public use. Such tanks are required to meet the general

structure setbacks required in the Highway Commercial zoning district. The submitted site plan has been determined by Staff to be in compliance from a setback perspective: the minimum side setback in this zoning district is 8 feet, and the submitted site plan shows the proposed tanks at 10 feet from the side property line. The Unified Development Ordinance does not offer specific standards for constructing and operating such tanks outside the Special Flood Hazard Area, and the subject property does not include such areas. Therefore, from a placement perspective, the request is determined to be in conformance with the applicable standards of the Unified Development Ordinance.

Due to the addition of the proposed propane tanks, a modification to the landscape plan and placement of required mitigation trees was required to provide appropriate separation of the trees from the tanks. The modified landscape plan was also deemed to remain in compliance with the Unified Development Ordinance.

Upon Staff's review of the request, the request was deemed to be considered a major revision due to the increase of impervious surface coverage by a new structure. Because Major Site Plan approval authority is vested with the Planning and Zoning Board, the Board is also asked to approve any modification considered a major revision.

Staff Review and Recommendation

While the UDO offers no specific standards regarding propane tanks, Staff engaged the City's Building Inspector and Fire Marshal to gain their initial feedback. The Fire Marshal reported no concerns with the request. The applicant and Building Inspector worked collaboratively to ensure the appropriate separation of the tanks from the proposed building and the nearby property line in compliance with all applicable building codes. The Building Inspector and Fire Marshal will be further involved in the building permit submittal phase of the project for the primary structure and individual tanks.

Planning Staff have reviewed the request and determined that the requested revision is in compliance with all applicable provisions of the Unified Development Ordinance as well as the spirit and intent of the previous Major Site Plan approval. As such, Planning Staff recommends approval of the request.

Vice-Chair Hewett questioned if the propane tanks would be near the road that comes along to the wetland area on the site plan. Mr. Henley showed the plan on the vibe board that showed the tanks on the backside of the building at the loading dock area. Vice-Chair Hewett asked how many trees would be removed for this revision. Mr. Henley said no additional trees would be removed, but they will mitigate other trees. Vice-Chair Hewett noted that he and Chris Jones were on the Review Committee and included the Building Inspector and Fire Marshall for detailed review and approval.

Mr. Fiss questioned why natural gas was not utilized instead of propane. He wondered if it was because of the Highway 211 project or if Piedmont Natural Gas could not provide for it. Mr. Henley said he was unsure but thought it might be a combination of both those effects.

Vice-Chair Hewett made a Motion to approve the Modification for the Tractor Supply Major Site Plan as presented and was seconded by Mr. Sloan. ***Unanimous vote; motion carried.***

H. New Business

- 1. Conditional Zoning Discussion**
- 2. Brief Process Discussion**

Chair Hodgin commented that the presentation for Conditional Zoning was first presented at the January 19th Meeting, and she said it would *not* be the last. She encouraged the Members of the Board to engage and ask questions. She said the information presented is an excellent way to start discussions

and gather feedback. She requested that Public Comments or Questions be refrained until next month's meeting to allow time for the presentation.

Director Henley gave a PowerPoint presentation on Conditional Zoning and the proposed first draft of the language. He said the City of Southport Planning Staff is proposing a Zoning Text Amendment to the UDO for consideration. Specifically, the request is to amend Section 2.11 'Conditional Rezoning' to modify the types of projects allowable under Conditional Rezoning, process improvements in general and in relation to the modifications that were discussed, and reconstruction of Appendix A and other amendments for clarification, and including all proposed changes, such as additions and deletions. A draft of the revisions to the language was presented on the PowerPoint. Some Highlights of the presentation was as follows:

Development Standards:

- Draft Language: Development standards can be increased through conditional zoning but not lessened.
- Example: If required to build a fenced buffer, the fence can be increased in height but cannot be shortened or removed.
- Example: Parking for X use can be increased but not below the minimum.
- Draft language could be written to provide flexibility to lessen development standards in response to specific site conditions and/or public input.

Dimensional Standards

- Flexibility is designed to allow for unique projects that do not fit into traditional zoning districts but remain consistent with the land use plan.
- Draft language does not stop an applicant from using the dimensional standards applicable to an existing zoning district
- Authority to consider dimensional standards of original zoning district/neighboring zoning given to PB/Aldermen, but those standards do not influence what an applicant can request.
- Context is important.

Use Standards

- UDO includes a number of standards that apply to specific uses – some are always applicable, some are only applicable in certain zoning districts
- Ex: Exterminating services are permitted with standards in CBD/BD, permitted without standards in HC, LI, and HI.
- Should those use standards apply to conditional rezonings?
- Options:
- Automatically apply to any conditional district.
- Automatically apply if proposing a conditional version of the traditional district; up to the applicant to propose if applicable in the custom district and up to Staff/boards to review.
- Included at the wish of the applicant always, reviewed case-by-case.

Minimum Acreage

- UDO Today: No Conditional Rezonings from Residential, no minimum acreage requirement to submit otherwise.
- Draft Language: If starting from a residential zoning district (R-20, R-10, MF, MH) and PUD, must have at least 5 contiguous acres to start.
- Additional acreage can be added; draft language does not require contiguity if the initial 5-acre requirement is met.
- CZ requires the consent of every property owner proposed to be a part of it.

Planning Board Role

- Currently, for all rezonings and text amendments: Public hearing is only with Aldermen, optional at the Planning Board level.
- Staff Proposal: Planning Board becomes required to hold a public hearing for Conditional Rezoning, ensuring: Sign Posting, Notices published in newspapers and Nearby property mailers.

Mr. Fiss stated that before the use of Conditional Zoning, a large Heritage Oak Tree in the BD needed to be removed so that the Business could meet the City's parking requirement. He asked if Conditional Zoning would have been useful in this situation to negotiate the protection of the tree and, in return, reduce the parking. Mr. Henley explained that if the language is written to allow it under Conditional Zoning, the parking may be reduced in that situation to preserve the tree. However, he said that decision cannot be made lightly, being that Southport has very limited parking. Mr. Henley said that a provision could have worked in this situation, but there will be other instances where Conditional Zoning would not work. Mr. Fiss confirmed that the UDO Administrator and the Planning Board could deny a request if it is deemed unacceptable.

Chair Hodgkin noted that if the language to provide flexibility is included in the provisions to negotiate and lessen development, the applications for Conditional Zoning would still go through the same detailed review process. Mr. Henley said the proposed language would say that the applicant can request specific adjustments, but it can be denied. Mr. Henley said the process for approval would remain the same such as a Review by the Planning Board for recommendation to the Board of Aldermen for a final decision and a Public Hearing(s).

Mr. Henley stated that the process could also be determined by the City's Board of Adjustment, a quasi-judicial system, and reviewed as a Variance Request. He explained that could be challenging if the two boards disagreed.

Before going on a five-minute break Chair Hodgkin noted that the Public Hearings and Input will be a tremendous tool for both the applicant and the City to determine if the request for the Conditional Zoning is appropriate and beneficial to Southport.

After returning from break, Mr. Chris Jones commented that he agrees with the minimum of 5-acre minimum rule as stated in the proposed language in 2.11.B.7, "*Conditional Rezoning requests originating from a residential zoning district and from the PUD zoning district shall not be considered unless containing at least five (5) acres. Such minimum acreage must be contiguous may be contained within one or multiple parcels. Other non-contiguous parcels may be added to a Conditional Rezoning application so long as the minimum contiguous acreage requirement is otherwise met.*" He said that if it is less than five-acres, a request for a text amendment would be needed, and then an application for Conditional Zoning could be applied for after. He said that this would also reduce spot zoning. Mr. Henley said that was correct.

Chair Hodgkin commented on the proposed options for the 'Use Standards'. She said reiterated that the UDO includes a number of standards that apply to specific uses – some are always applicable, and some are only applicable in certain zoning districts. She felt the appropriate option for the CZ use standards would be to review on a case-by-case basis only.

Vice-Chair Hewett said that a benefit of the process for Conditional Zoning would be Public Input and Hearings. He said that not only would the applicants be held to the standards of the City but also to the benefit of the Community.

Chair Hodgkin asked that the language be drafted to state for the CZ 'use standards' are to be reviewed on a case-by-case basis. She recommended that the Planning Board have a Public Hearing(s) on

the proposed Zoning Text Amendment. She stated that the more information that can be provided to the public and receiving their input would be beneficial to the concept of the provisions.

It was the consensus of the Board to call a Public Hearing for the March 16th Meeting.

The Staff's Report and language on the presentation was to gather feedback only. No action was taken other than to receive feedback from the Board.

I. Other Business:

1. Update on 115 N. Howe St.

Director Henley stated that a new site plan had been received but there has been no response from the applicant regarding the questions that the Review Committee asked. Once the answers have been received the Review Committee will reconvene.

2. Update on 101 E. Moore St.

City Planner Meehan said that the Applicant stated that they are working with a Professional Traffic Consultant regarding parking issues and other questions from the Review Committee. They will provide more information when it is available.

3. Oakton Subdivision

Mr. Henley said that an updated plan had been received from the applicant. The Review Committee met and discussed the feedback regarding the ingress/egress point into the Subdivision off Stuart Ave. He said the applicant went back and studied the plan and update the plan to show only an entry point and not an exit point from Stuart. The plan is still being reviewed. Mr. Henley said that the Committee was hoping to remove the point entirely, but he said there is no provision in the Ordinance that could prohibit that. He said it could be omitted from the plan but only if the applicant is willing to do so. Right now, the plan shows that it has been revised to entry only. The Review Committee consists of Vice-Chair Hewett, Chris Jones, and Dick Sloan.

4. Shoppes at Dutchman Village

Director Henley said that the Review Committee has met and discovered that the applicant is not seeking a waiver from the TIA, and they will be performing a new Traffic Impact Analysis. A meeting will be scheduled with Staff, The Applicant, and the Traffic Engineer. He said it would most likely be a few months before the Review Committee that, consisting of Vice-Chair Hewett, Chris Jones, and Scott Jones, will meet.

5. Short-term Rentals

Mr. Henley said that at the September Board of Aldermen Meeting, the Board voted to withdraw the enforcement of the registration requirement. He said that everything in the Short-Term Rental Ordinance, all provisions and requirements remains the same except for the enforcement of the registration requirement.

6. Review Process

Director Henley stated that he and City Planner Meehan are still identifying ways to streamline the review process, and the improvements will be made clearer.

7. N. Caswell Alley Abandonment

The Review Committee, which consists of Vice-Chair Hewett, Chris Jones, and Scott Jones, met along with the Applicant, Mr. Brown, and it was the consensus to Review other cases for this type of request and discuss the best options.

J. Announcements

Mr. Donnie Joyner announced that the Black History Symposium would feature several events during the weekend of February 17 at the Southport Community Building, located at 223 E Bay St. The proceeds will benefit the Cedar Hill/West Bank Heritage Foundation and the restoration of the Reaves Chapel Church.

Without further business or comments, Chair Hodgin asked for a Motion to Adjourn.

Mr. Joyner made a Motion to Adjourn the meeting and was seconded by Vice-Chair Hewett.
Unanimous vote; motion carried.

Adjournment: 9:42 P.M.

Chair, Sue Hodgin

Deputy Clerk, Tanya Shannon

STAFF REPORT FOR 115 N. HOWE STREET MAJOR SITE PLAN APPLICATION

APPLICATION SUMMARY	
Presentation Date	March 16, 2023 Planning and Zoning Board
Applicant	Ron Greger
Property Owner	Barbee Enterprises of Southport, Inc.
Parcel ID:	237LG041
Project Acreage	0.36 Acres
Parcel Acreage	0.36 Acres
Zoning District	CBD, Central Business District

PROJECT OVERVIEW

Ron Greger, applicant, on behalf of Barbee Enterprises of Southport, Inc., owner, is requesting the approval of a Major Site Plan for the construction and operation of a mixed use building located at 115 N. Howe Street. Specifically, the request includes the demolition of the existing building on site and the construction of a three-story structure, to include retail, residential, and restaurant uses, all of which are permitted within the CBD, Central Business District zone.

LOCATION

The subject property is located at 115 N. Howe Street, which is at the southwestern corner of the intersection of N. Howe Street and W. Nash Street. The subject property is approximately 0.36 acres in size and may be further identified by Brunswick County PIN 237LG04.

REVIEW PROCESS & CONTEXT

A Major Site Plan is considered an administrative approval. Based on the proposal submitted by the applicant, this proposal is eligible to be considered through the Major Site Plan process based on the type of uses proposed, all of which are permitted within the CBD, Central Business District zoning district. As such, per Section 2.7.B of the City of Southport Unified Development Ordinance, should all ordinance requirements be found to be met, the City is under a statutory obligation to approve the project as it is presented.

While not explicitly listed as review criteria, the following information is provided to establish context to the proposal. The subject property is currently home to an existing brick building utilized as an insurance office. Immediate uses the vicinity include residential homes along both sides of W. Nash Street and numerous non-residential and institutional uses, including churches and government buildings and locations, located along N. Howe Street and E. Nash Street.

Page 13 of 202

REVIEW COMMITTEE REPORTS AND REVIEW SUMMARY

The Major Site Plan outlined in this report has been presented multiple times to the Planning Board in the past, particularly throughout late-Spring, early-Summer 2022. The following was provided as a report to the full Planning Board in July 2022 and has been reproduced in its entirety here:

The review committee met on July 15th at 3:30 pm. The review committee consisted of Chair Sue Hodgins, Gustavo Mibelli, Fred Fiss, and staff. Also present was the project manager Ron Greger and the property owners Frankie & Eric Beacham. The committee started out discussing the importance of the Central Business District in Southport and how it was important to have architectural design that matched the character of Southport. The review committee mentioned that missing from the application was a Traffic Impact Study, lighting plan, and signage plan. A traffic impact study is required for any project that exceeds 500 trips a day. If an applicant feels like their project does not exceed 500 trips a day, they need to have a traffic engineer submit documentation as to why this is the case using ITRE Trip Generation Manual. The applicant said that they would get back together with their civil engineer and work on that documentation.

A review committee also indicated that they were concerned with the lack of parking for these uses. Although the CBD does not require off-street parking for nonresidential uses, they were concerned with the lack of parking for the intensity of uses at this location. There was discussion on the 8 parking spaces for nonresidential uses and how one of those parking spaces was handicapped. They asked if the dwelling units be able to use this spot if they did not have a handicapped placard. Staff indicated that they would not. Mr. Mibelli brought up the 5 ft parking setback from the property line and how it needed to be shown on the plan. Mr. Greger indicated he would get that modified. He also asked whether there would be an elevator structure to the rooftop bar in order to comply with ADA requirements. The elevator shaft would need to be in line with zoning requirements.

The committee also discussed that the corner visibility needed to be clarified and discussed the increase in impervious area on the site. While the site already has 11,431 sf of impervious area, there would be an additional 2,886 added to the site if developed how proposed. The committee further discussed the architectural compatibility. Mr. Greger said they were willing to talk about architectural considerations within reason. He indicated that they would talk to a local architect in Wilmington to get further ideas on how to soften the building and make it more compatible with Southport. There was also discussion on whether the applicant was aware of potential changes to the City's lighting policy and becoming Dark Sky Compliant.

Mr. Fiss asked about the occupancy and whether there was enough Egress according to the fire code. It was his understanding that there would need to be 3 stairwells. Mr. Greger indicated that they were considering adjusting that and that they would need to resubmit an updated version. There was also discussion on grease interceptors, recycling containers, and the dumpster. Mr. Fiss conveyed to the applicant that folks around town indicated that they would be more comfortable with a two-story structure rather than a 38 foot tall building. Mr. Greger indicated that this was a good way to introduce the project and that they gained valuable feedback. He indicated that he would incorporate some changes and bring the plan back as a resubmittal.

It was the consensus of the review committee to table this site plan until it comes back for resubmittal.

As a result of the review committee meeting referenced above, the applicant commenced the completion of a Traffic Impact Study, which is provided as an attachment to this report. Additionally, the applicant, Staff, and the review committee continued to review updated submittals from the applicant as they were provided. A Technical Review Committee meeting of Staff and the applicant convened on September 20th, 2022, and the Review Committee convened again on December 14th, 2022, at which point additional comments were provided. Through this review process, it was determined that the proposal was not subject to the requirements of Section 3.11 of the Unified Development Ordinance, which sets forth design standards for new construction within the CBD and BD zoning districts, because this proposal is defined as redevelopment by the Unified Development Ordinance.

Staff and the Review Committee jointly provided a final list of comments, specifically regarding the elevator, occupancy, site triangles, and tree protection, on January 31st, 2023. The applicant provided an updated site plan, floor plan, and elevation drawings responding to those comments in mid-February, and another review committee meeting was convened on March 1st, 2023 to discuss the updated drawings. The following is a report from that meeting:

A review committee consisting of Planning Board members Sue Hodgins and Fred Fiss convened on March 1st, 2023 with Staff and the applicant team for the 115 N. Howe Street project. During this meeting, Staff conveyed that updated plans for the project had been provided that demonstrated compliance with the Unified Development Ordinance, specifically with regard to comments regarding building height, site lines, occupancies shown on the submitted floor plans, and critical root zone protections for a large oak tree on a neighboring property. Additional discussion centered around the proposed architectural style of the building and any potential opportunities for collaboration in the future to ensure that the building fits within the existing character of downtown Southport.

With no other comments, it was the decision of the review committee to bring the proposal back to the full Planning Board with a recommendation to approve the proposal as presented as it was found to comply with all applicable Ordinance requirements.

In addition to approving the Major Site Development Plan, the Planning Board shall also review and approve the attached Traffic Impact Study, which has also been found to meet all applicable standards required of them as outlined in Section 3.13 of the Unified Development Ordinance.

Dimensional Requirements

The subject property is zoned CBD, Central Business District. Per Section 3.9.A of the City of Southport Unified Development, and consistent with the intention of the CBD zone, no building setbacks are enforced within this zoning district.

At the time this project was submitted, the maximum building height within the CBD zone was 40 feet. Subsequent to this application being made and being deemed complete, a Zoning Text Amendment was submitted and approved that lowered the maximum height within the district to 30 feet. However, because this case was submitted prior to that Zoning Text Amendment, the case is entitled to the Ordinance as it was written when it was submitted as provided under North Carolina General Statutes.

Transportation and Street Access

The subject property currently gains vehicular access to the roadway network via driveways on N. Howe Street and W. Nash Street. The proposed site plan removes the driveway access to N. Howe Street, with all vehicular access to the site after construction occurring via the existing driveway along W. Nash Street.

Traffic

Based on the traffic generation calculations as determined by the ITE 11th Edition Traffic Generation Manual, the subject project was subject to the Traffic Study requirements as outlined in Section 3.13 of the City of Southport Unified Development. A Traffic Study meeting those requirements was conducted at the request of the applicant and is provided as an attachment to this report.

Parking

Based on the Unified Development Ordinance at the time the project was submitted, non-residential uses within the CBD zone were not subject to any off-street parking requirements. The residential uses proposed required a minimum of eight (8) parking spaces to be provided on site, which are shown on the attached site plans in a manner conforming to the requirements of the Unified Development Ordinance.

Landscaping, Buffers, and Tree Protection

All landscaping and buffers proposed on site shall be in compliance with Section 3.17 of the City of Southport Unified Development and shall be reviewed again following

installation prior to the issuance of a Certificate of Occupancy for the structure. At the time the proposal was submitted, bufferyards were not required for projects located within the CBD zone that bordered R-10 zoned areas. As such, the proposal is in compliance with the Unified Development Ordinance applicable to the project. In Staff's original proposal, Staff recommended the placement of a fence along the border with R-10 zoned areas, and such fencing is standing as of March 2023.

The applicant, through the course of the various site plan revisions, has amended the site plan at the southeast corner of the site to provide a landscaped parking island in a similar location to the existing parking island on site, which is underneath an existing large oak tree which is primarily on the immediately adjacent property to the west. Additionally, the applicant has proposed pervious paving material in the immediate vicinity of this parking island and around the proposed location of trash receptacles.

All trees within the south side of the right-of-way along W. Nash Street are proposed to remain.

Signage

Approval of a preliminary plat does not include sign permit approval. All future signs associated with the project shall require separate review and approval by Planning Staff based on conformance with Section 3.19 of the City of Southport Unified Development Ordinance.

Utilities

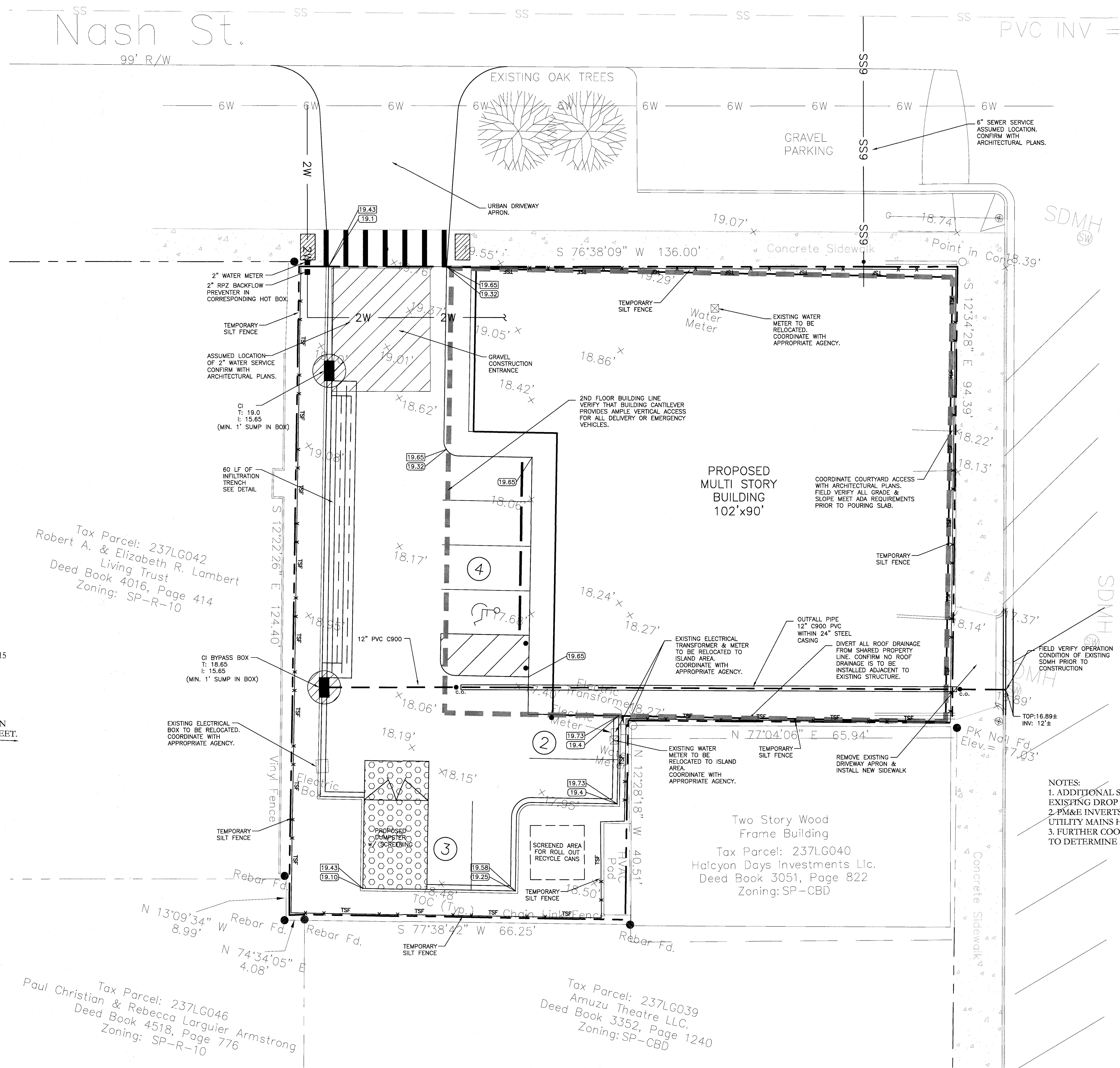
Water and sewer service to the site is currently provided by the City of Southport and is proposed to continue under the proposed project. Specifications regarding taps, system development fees, and all other applicable standards on water and sewer connections shall be determined through the building permit process. System Development Fees shall be based on the specifications of each use in accordance with existing City policy.

STAFF'S RECOMMENDATION

Planning Staff respectfully submit the outlined Major Site Plan proposal and associated Traffic Impact Study for the Planning Board's consideration. Staff and the Review Committee have reviewed the proposal and found it to be in compliance with all applicable standards of the appropriate version of the Unified Development Ordinance in place at the time the proposal was submitted. As such, both Staff and Review Committee respectfully recommend approval of the project as submitted.

Attachments

1. Site Plans, Floor Plans, and Elevation Drawings
2. Traffic Impact Study
3. Application



REVISIONS			
SYMBOL	DATE	DESCRIPTION	BY
© 2021 NORRIS & TUNSTALL			

GRADING AND UTILITY PLAN
BEACHAM MIXED USE DEVELOPMENT
115 N HOWE STREET, SOUTHPORT
BRUNSWICK COUNTY, NORTH CAROLINA

CONTRACTOR/DEVELOPER:

- R.G. Tec Securities, Inc.
- 613 Lockwood Folly Dr.
- Bolivia, NC
- 1-919-422-9732
- triatcoast@yahoo.com

NORRIS & TUNSTALL
— CONSULTING ENGINEERS P.C. —

900 EASTWOOD RD SUITE #11
WILMINGTON, NC 28403
1429 ASH-LITTLE RIVER RD, NW
ASH, NC 28420
PHONE (910) 297-5900
FAX (910) 292-0672

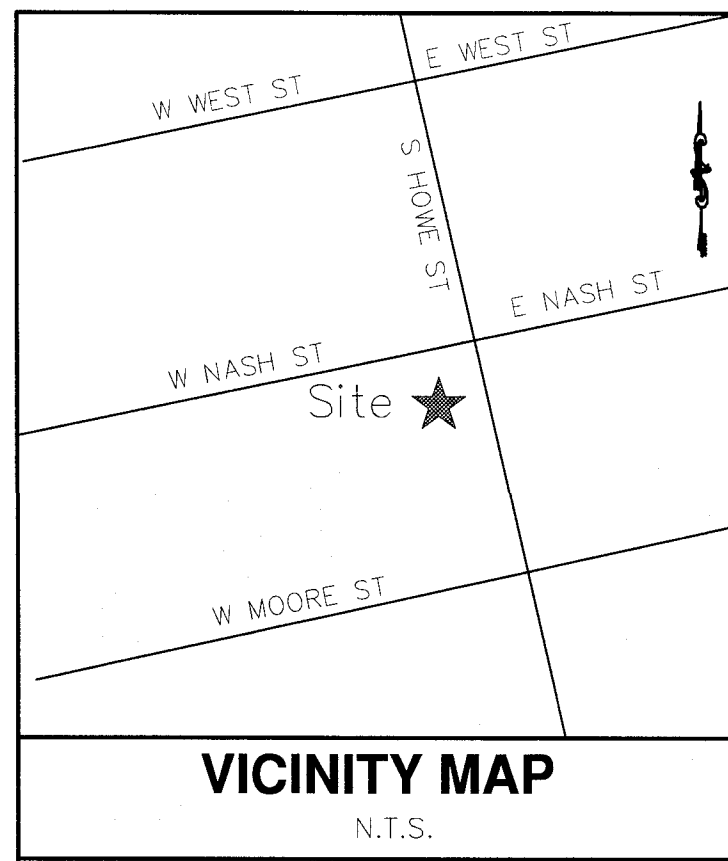
Licence #C-3641

21069

DES.	JPN
CKD.	JPN
DRWN.	ZAC
DATE	02/22/

FOR PERMIT ONLY
DO NOT USE FOR
CONSTRUCTION

C2



VICINITY MAP

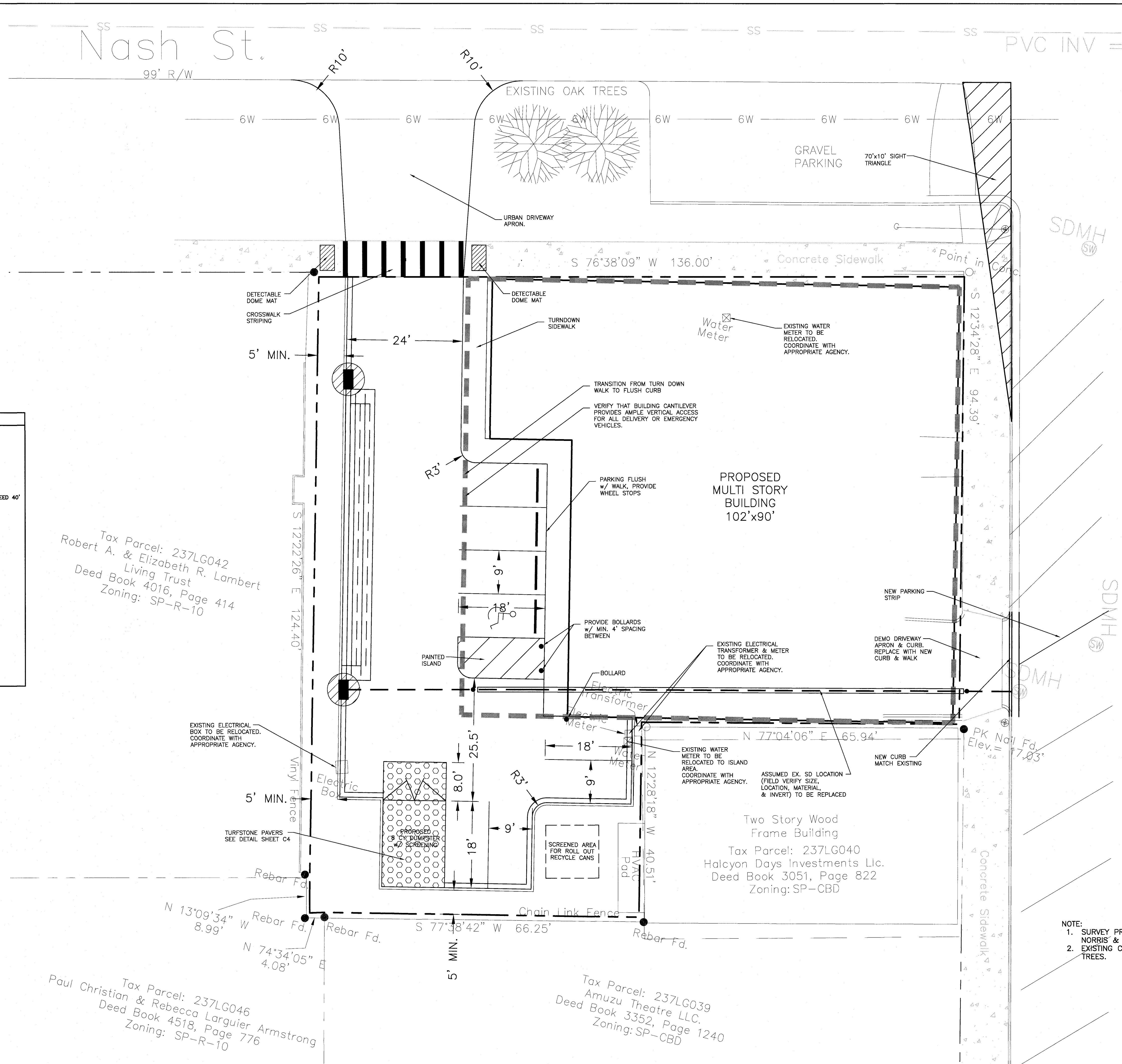
N.T.S.

SITE DATA	
PARCEL NUMBER:	237LG041
OWNER:	BARBEE ENTERPRISES OF SOUTHPORT 115 N HOWE ST. SOUTHPORT, NC 28461
ZONING:	CBD
CITY OF SOUTHPORT:	CBD
TOTAL SITE AREA:	15,608.45 SF / .36 AC
BUILDING USE:	RETAIL / RESIDENTIAL / RESTAURANT
BUILDING HEIGHT:	TBD - MAX BLDG. HEIGHT NOT TO EXCEED 40'
BUILDING SETBACKS:	NO SETBACKS REQUIRED
IMPERVIOUS AREAS: EXISTING	
BUILDING:	3,600 SF
DRIVE ISLE / PARKING:	7,276 SF
WALKS / CONCRETE:	555 SF
TOTAL EX. IMPERVIOUS AREA:	11,431 SF / .26 AC
IMPERVIOUS AREAS: PROPOSED	
BUILDING:	9,180 SF
DRIVE ISLE / PARKING:	4,846 SF
WALKS / CONCRETE:	235 SF
TOTAL IMPERVIOUS AREA:	14,261 SF / .33 AC
TOTAL NET INCREASE:	2,830 SF / 0.07 AC
% IMPERVIOUS:	92.43%
PARKING REQUIRED:	
ONSITE TOTAL REQUIRED:	4 RESIDENTIAL UNITS x 2 SP/RESIDENTIAL UNIT = 8 SPACES
PARKING PROVIDED:	
SPACES PROVIDED:	8 SPACES
HANDICAP SPACES PROVIDED:	1 SPACES
TOTAL SPACES PROVIDED:	9 SPACES

Tax Parcel: 237LG042
Robert A. & Elizabeth R. Lambert
Living Trust
Deed Book 4016, Page 414
Zoning: SP-R-10

Tax Parcel: 237LG046
Paul Christian & Rebecca Languier Armstrong
Deed Book 4518, Page 776
Zoning: SP-R-10

Tax Parcel: 237LG039
Amuzu Theatre LLC.
Deed Book 3352, Page 1240
Zoning: SP-CBD



- NOTE:
1. SURVEY PROVIDED BY OTHERS. SURVEY PERFORMED BY NORRIS & WARD LAND SURVEYING.
 2. EXISTING CONDITIONS SURVEY DID NOT IDENTIFY ANY SPECIMEN TREES.

SCALE: 1" = 10'

SYMBOL	DATE	DESCRIPTION	BY

© 2021 NORRIS & TUNSTALL

LAYOUT PLAN

BEACHAM MIXED USE DEVELOPMENT

115 N HOWE STREET, SOUTHPORT

BRUNSWICK COUNTY, NORTH CAROLINA

CONTRACTOR/DEVELOPER:

R.G. The Securities, Inc.
613 Lockwood Folly Dr.
Bohemia, NC
1-919-422-9732
thatcoast@yahoo.com

NORRIS & TUNSTALL
CONSULTING ENGINEERS P.C.

1000 EASTWOOD RD SUITE #11
WILMINGTON, NC 28403
PHONE (910) 343-9653

Licence #C-3641

21069

DES. JPN
CHK. JPN
DRWN. ZAC

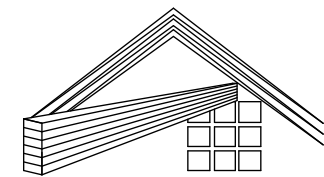
DATE 02/22/23

FOR PERMIT ONLY
DO NOT USE FOR
CONSTRUCTION

C3

2018 APPENDIX B
BUILDING CODE SUMMARY
FOR ALL COMMERCIAL PROJECTS
(EXCEPT 1 AND 2-FAMILY DWELLINGS AND TOWNHOUSES)
(Reproduce the following data on the building plans sheet 1 or 2)

Name of Project: Southport 3-Story Building
Address: 115 N. Howe Street, Southport North Carolina
Zip Code: 28461



Daniel C. Smith, PE
Consulting Engineer
5068 Isabella Cannon Dr
Raleigh, NC 27612
www.dansmithpe.com
Ph: 919.844.6050

NEW BUILDING W/ RESTAURANT & APARTMENTS
115 N. HOWE ST., SOUTHPORT,
NORTH CAROLINA, 28461

☐ For Construction
☒ Not For Construction

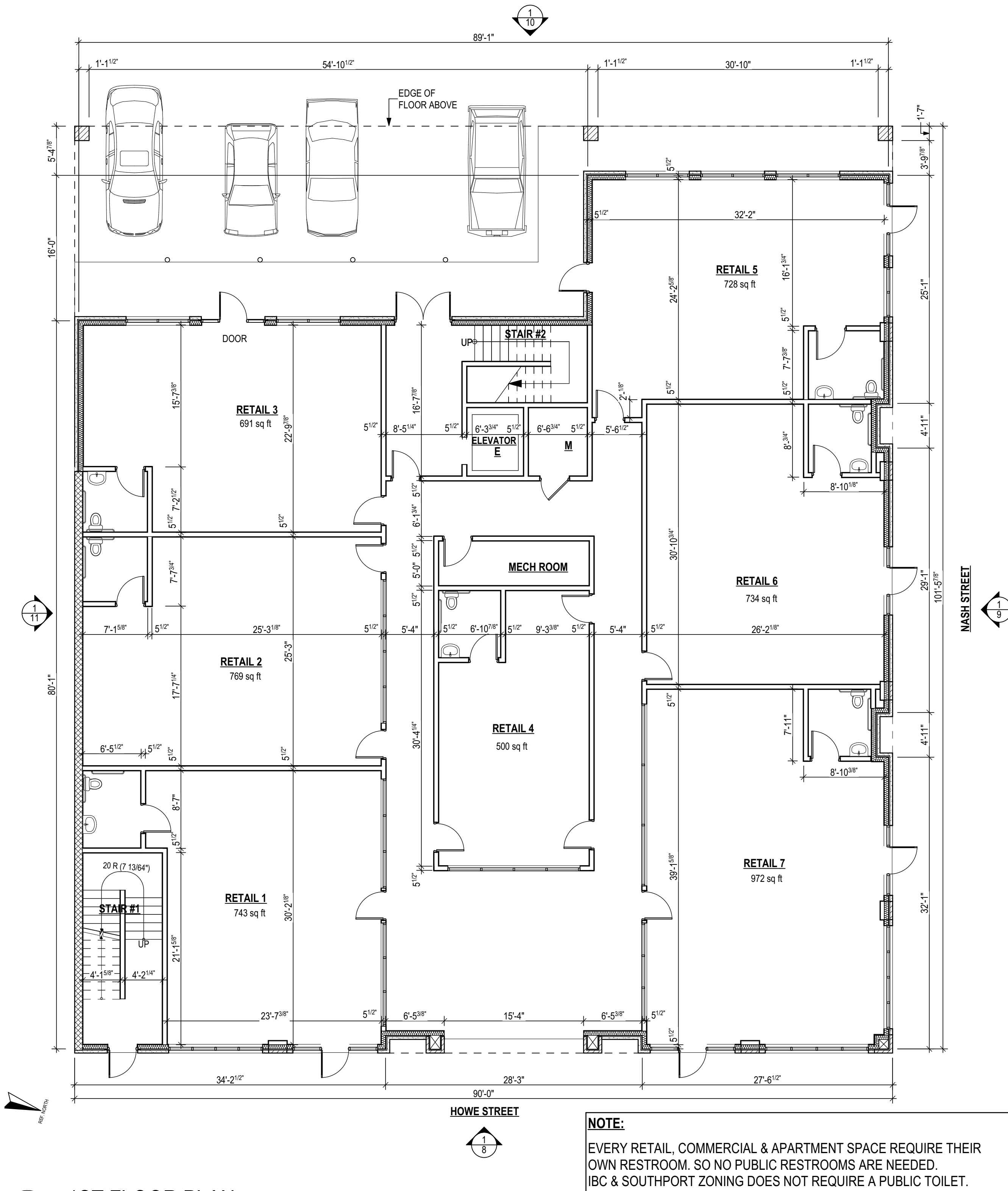
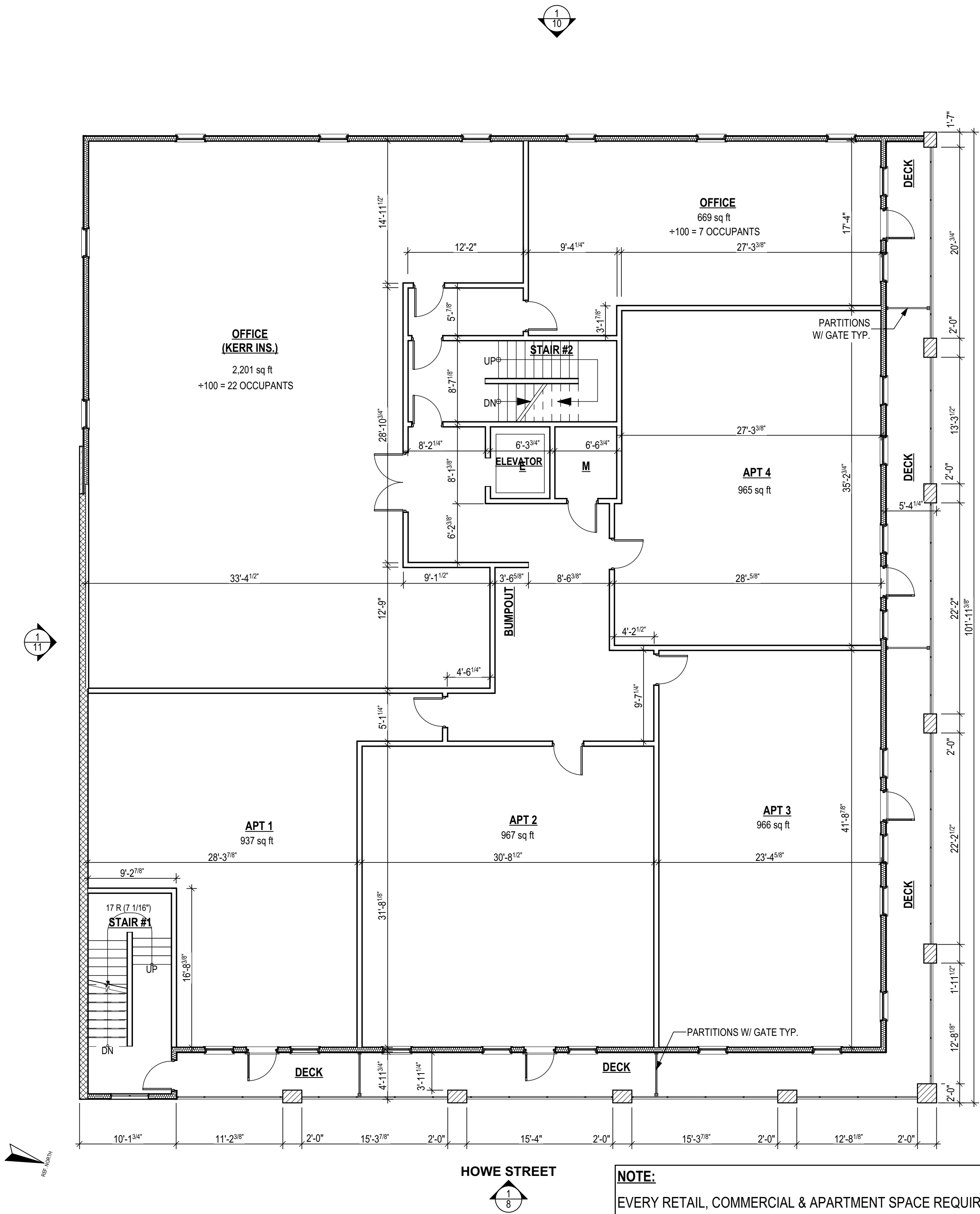
Checked By: DS
Drawn By: SRA

Project # 22-18
Date: 02-10-2023

Revisions:

Sheet Title:
1ST & 2ND
FLOOR PLAN

Sheet:
6
of
11



503.1.4 Occupied roofs. [E]

A roof level or portion thereof shall be permitted to be used as an occupied roof provided the occupancy of the roof is an occupancy that is permitted by Table 504.4 for the story immediately below the roof. The area of the occupied roofs shall not be included in the building area as regulated by Section 506.

Exceptions:

1. The occupancy located on an occupied roof shall not be limited to the occupancies allowed on the story immediately below the roof where the building is equipped throughout with an *automatic sprinkler system* in accordance with Section 903.3.1.1 or 903.3.1.2 and occupant notification in accordance with Section 907.5 is provided in the area of the occupied roof.
2. Assembly occupancies shall be permitted on roofs of open parking garages of Type I or Type II construction, in accordance with the exception to Section 903.2.1.6.

503.1.4.1 Enclosures over occupied roof areas.

Elements or structures enclosing the occupied roof areas shall not extend more than 48 inches (1220 mm) above the surface of the occupied roof.

Exception: Penthouses constructed in accordance with Section 1510.2 and towers, domes, spires and cupolas constructed in accordance with Section 1510.5.

504.2 Mixed occupancy.

In a building containing mixed occupancies in accordance with Section 508, no individual occupancy shall exceed the height and number of story limits specified in this section for the applicable occupancies.

506.2.4 Mixed-occupancy, multistory buildings.

Each story of a mixed-occupancy building with more than one story above grade plane shall individually comply with the applicable requirements of Section 508.1. For buildings with more than three stories above grade plane, the total building area shall be such that the aggregate sum of the ratios of the actual area of each story divided by the allowable area of such stories, determined in accordance with Equation 5-3 based on the applicable provisions of Section 508.1, shall not exceed three.

$$A_a = [A_s + (NS \times I_f)] \quad (\text{Equation 5-3})$$

where:

A_a = Allowable area (square feet).

A_s = Tabular allowable area factor (NS, S13R, S13D or SM value, as applicable) in accordance with Table 506.2.

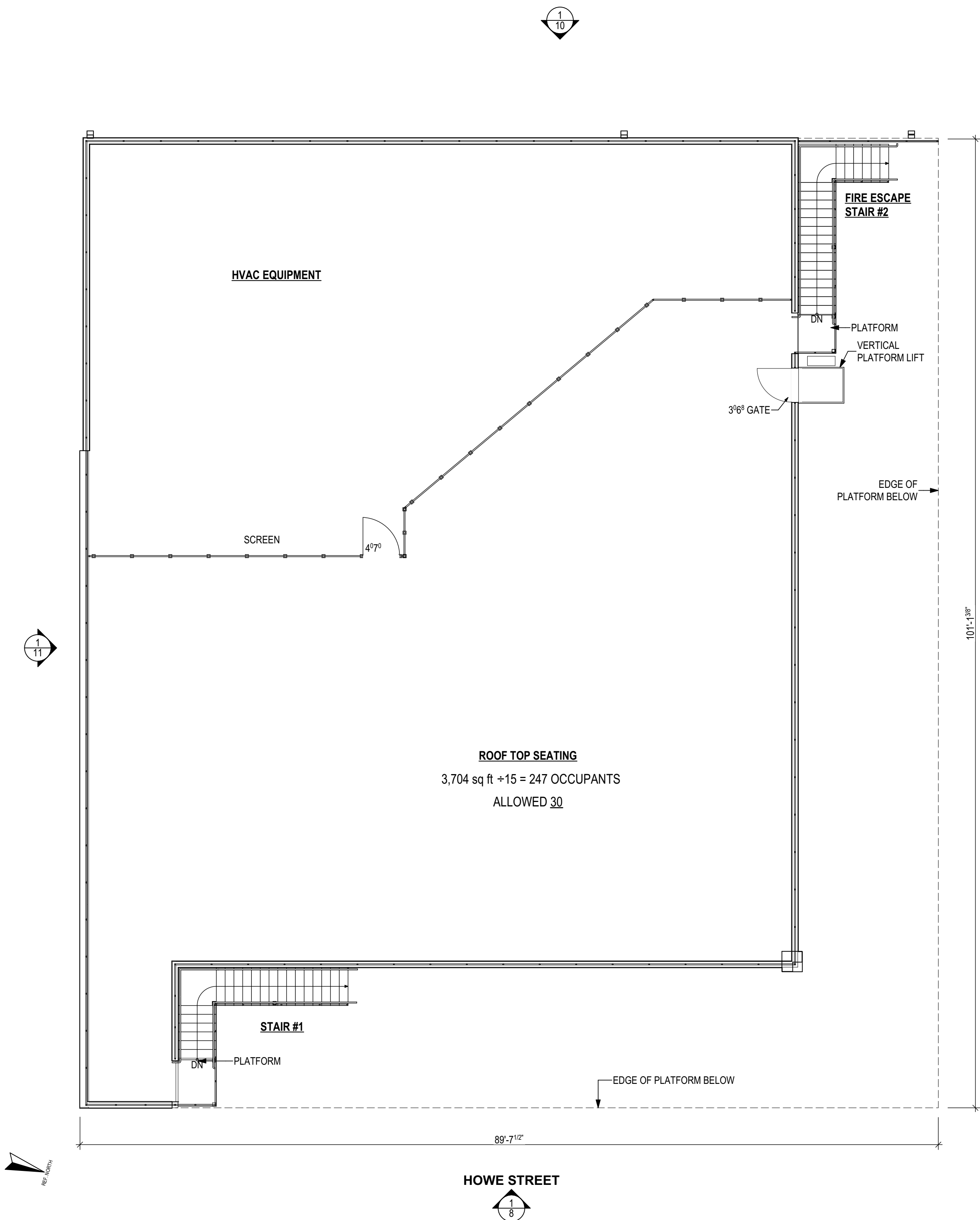
NS = Tabular allowable area factor in accordance with Table 506.2 for a nonsprinklered building (regardless of whether the building is sprinklered).

I_f = Area factor increase due to frontage (percent) as calculated in accordance with Section 506.3.

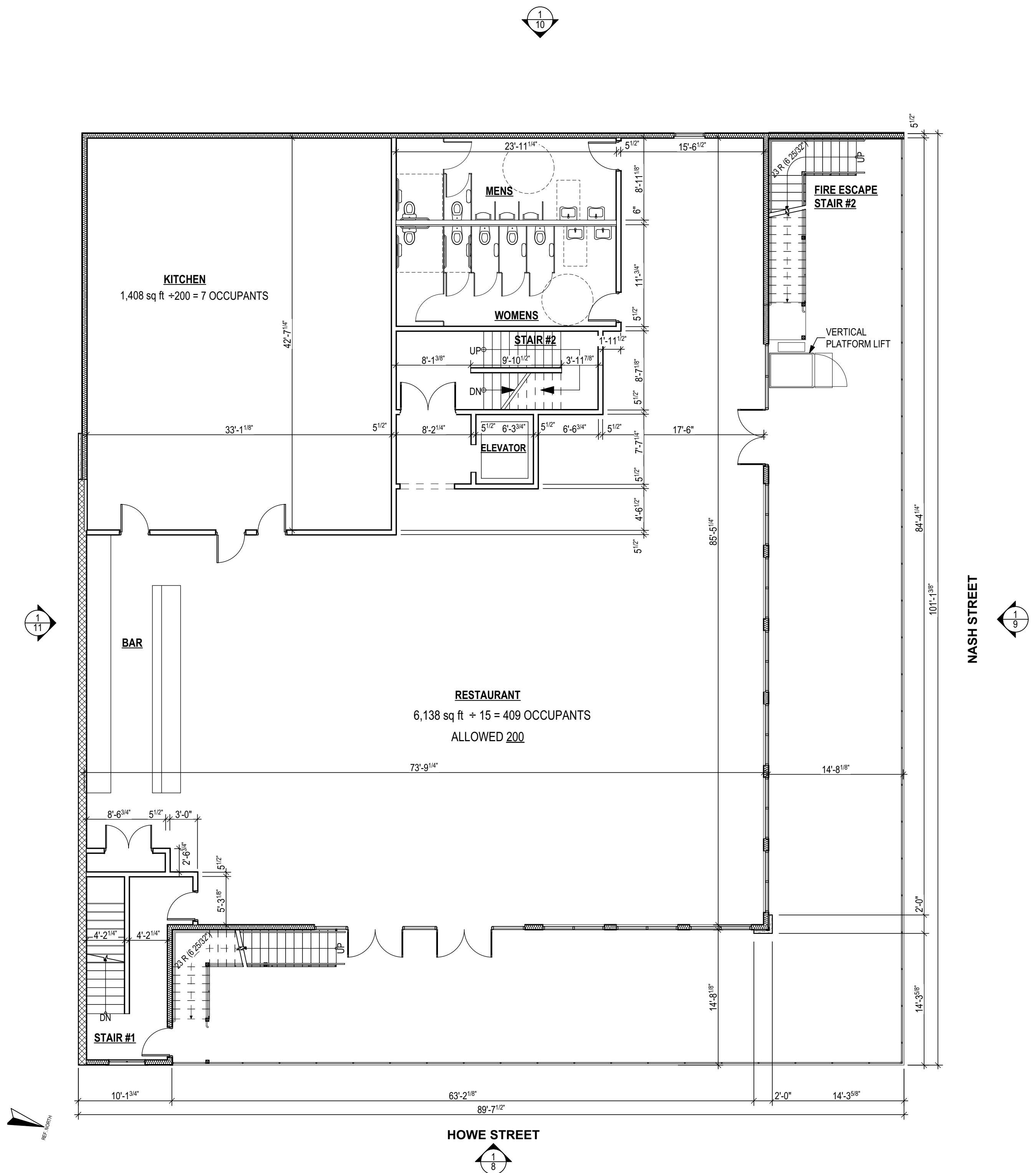
Exception: For buildings designed as separated occupancies under Section 508.4 and equipped throughout with an *automatic sprinkler system* installed in accordance with Section 903.3.1.2, the total building area shall be such that the aggregate sum of the ratios of the actual area of each story divided by the allowable area of such stories determined in accordance with Equation 5-3 based on the applicable provisions of Section 508.1, shall not exceed four.

508.3.2 Allowable building area, height and number of stories. [E]

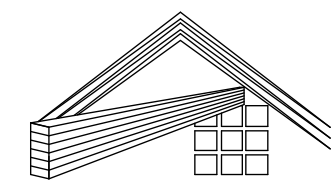
The allowable building area, height and number of stories of the building or portion thereof shall be based on the most restrictive allowances for the occupancy groups under consideration for the type of construction of the building in accordance with Section 503.1.



2
7 ROOF PLAN
SCALE: 1/8" = 1'-0"



1
7 3RD FLOOR PLAN
SCALE: 1/8" = 1'-0"



Daniel C. Smith, PE
Consulting Engineer
5068 Isabella Cannon Dr
Raleigh, NC 27612
www.dansmithpe.com
Ph: 919.844.6050

NEW BUILDING W/ RESTAURANT & APARTMENTS
115 N. HOWE ST., SOUTHPORT,
NORTH CAROLINA, 28461

For Construction

Not For Construction

Checked By: DS

Drawn By: SRA

Project #

22-18

Date :

02-10-2023

Revisions :

-

Sheet Title :

3RD FLOOR &
ROOF PLAN

Sheet :

7
of
11

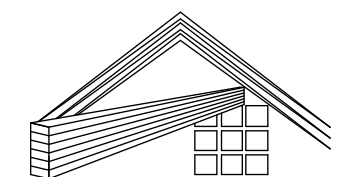


1
8 EAST (FRONT) ELEVATION - FACING HOWE STREET

SCALE: 1/4" = 1'-0"

LIGHTING NOTE:
WALL SCONCES (BDGW-LED):
- 18 WATTS
- 2420 LUMENS
- 0-10V DIMMING
- DARK SKY COMPLIANT

SIGNAGE NOTE:
- SIGNS TO MEET UDO SECTION 3.19 H. ILLUMINATION


Daniel C. Smith, PE
Consulting Engineer
5068 Isabella Cannon Dr
Raleigh, NC 27612
www.dansmithpe.com
Ph: 919.844.6050

NEW BUILDING W/ RESTAURANT & APARTMENTS
115 N. HOWE ST., SOUTHPORT,
NORTH CAROLINA, 28461

☐ For Construction
☒ Not For Construction

Checked By: DS
Drawn By: SRA

Project # 22-18
Date : 02-10-2023

Revisions :

Sheet Title :
FRONT
ELEVATION

Sheet :
8
of
11

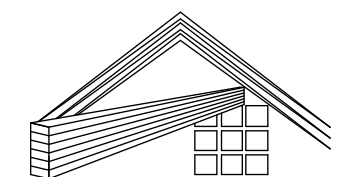


1 NORTH (RIGHT) ELEVATION - FACING NASH STREET

SCALE: 1/4" = 1'-0"

LIGHTING NOTE:
WALL SCONCES (BDGW-LED):
- 18 WATTS
- 2420 LUMENS
- 0-10V DIMMING
- DARK SKY COMPLIANT

SIGNAGE NOTE:
- SIGNS TO MEET UDO SECTION 3.19 H. ILLUMINATION


Daniel C. Smith, PE
Consulting Engineer
5068 Isabella Cannon Dr
Raleigh, NC 27612
www.dansmithpe.com
Ph: 919.844.6050

NEW BUILDING W/ RESTAURANT & APARTMENTS
115 N. HOWE ST., SOUTHPORT,
NORTH CAROLINA, 28461

☐ For Construction
☒ Not For Construction
Checked By: DS
Drawn By: SRA
Project # 22-18
Date : 02-10-2023

Revisions :
- -

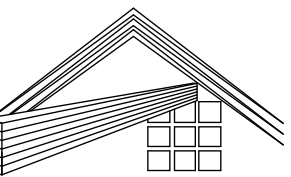
Sheet Title :
RIGHT
ELEVATION

Sheet :
9
of
11



1
10 WEST (REAR) ELEVATION
SCALE: 1/4" = 1'-0"

LIGHTING NOTE:
WALL SCONCES (BDGW-LED):
- 18 WATTS
- 2420 LUMENS
- 0-10V DIMMING
- DARK SKY COMPLIANT



Daniel C. Smith, PE
Consulting Engineer
5068 Isabella Cannon Dr
Raleigh, NC 27612
www.dansmithpe.com
Ph: 919.844.6050

NEW BUILDING W/ RESTAURANT & APARTMENTS
115 N. HOWE ST., SOUTHPORT,
NORTH CAROLINA, 28461

☐ For Construction
☒ Not For Construction

Checked By: DS
Drawn By: SRA

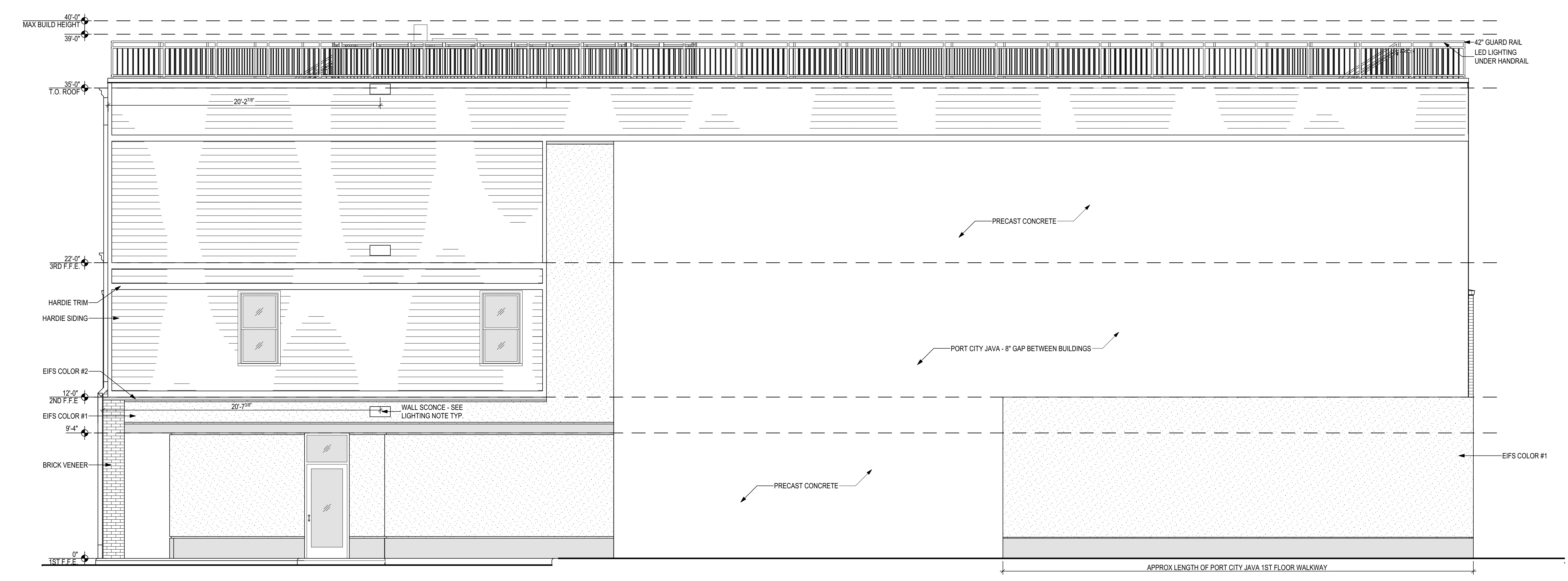
Project # 22-18

Date : 02-10-2023

Revisions :
- -

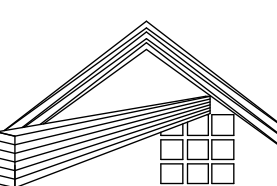
Sheet Title :
REAR
ELEVATION

Sheet :
10
of
11



1
11 SOUTH (LEFT) ELEVATION
SCALE: 1/4" = 1'-0"

LIGHTING NOTE:
WALL SCONCES (BDGW-LED):
- 18 WATTS
- 2420 LUMENS
- 0-10V DIMMING
- DARK SKY COMPLIANT


Daniel C. Smith, PE
Consulting Engineer
5068 Isabella Cannon Dr
Raleigh, NC 27612
www.dansmithpe.com
Ph: 919.844.6050

NEW BUILDING W/ RESTAURANT & APARTMENTS
115 N. HOWE ST., SOUTHPORT,
NORTH CAROLINA, 28461

☐ For Construction
☒ Not For Construction
Checked By: DS
Drawn By: SRA
Project # 22-18
Date: 02-10-2023

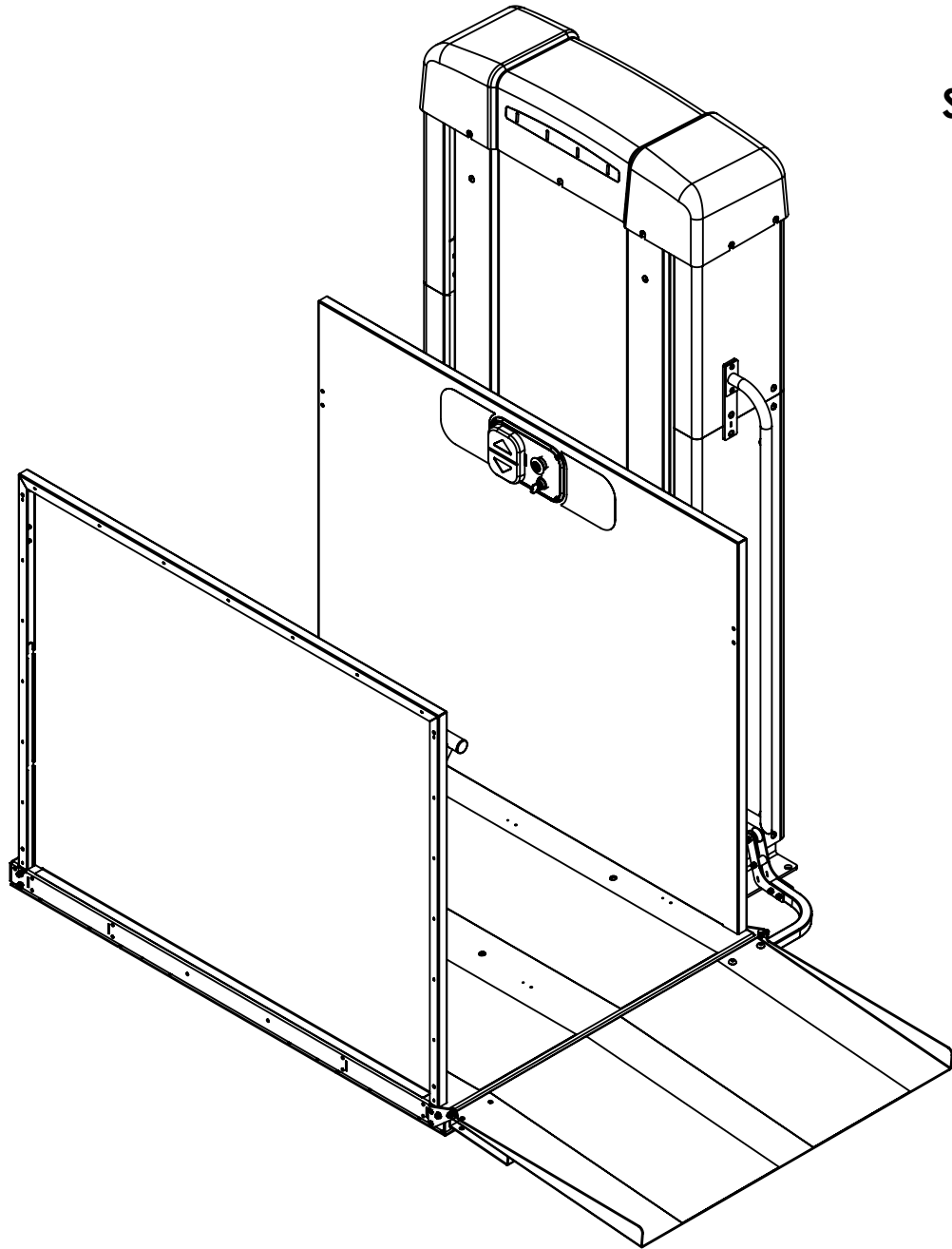
Revisions :
- -

Sheet Title :
LEFT
ELEVATION

Sheet :
11
of
11

TYPICAL DRAWING
VPL UNENCLOSED NO PIT
STRAIGHT THRU PLATFORM

REVISIONS				
REV.	DESCRIPTION	BY	CHK	DATE
A	INITIAL RELEASE, ECO-005013	CJP	DN	16APR20



PRODUCT SPECIFICATIONS

RATED LOAD:	750 LBS (340 KG) MAXIMUM
INPUT POWER SOURCE:	1 110-120 VAC, 20 AMP, 60 HZ DEDICATED SERVICE
-AC POWERED UNIT:	BASE 2X 12 V BATTERIES (NOT AVAILABLE FOR VPL800-1400)
-OPT BATTERY BACKUP UNIT:	PLUS 4X 12 V BATTERIES
DRIVE:	2/3 HP, 26:1 GEARMOTOR W/BRAKE, 90 VDC,
-AC POWERED UNIT:	INTERMITTENT DUTY, CLASS H
DRIVE:	1" DIAMETER, 0.1" PITCH, 10 START ACME SCREW (1" LEAD)
LIFT SPEED:	7-10 FEET/MINUTE
SAFETY:	MOTOR FRICTION BRAKE AND ELECTRIC BRAKE, OVERSPEED GOVERNOR, BACKUP ACME NUT, SAFETY PAN, E-STOP, OVERLOAD SENSING, OVER TEMPERATURE SENSING, PERFORMANCE MONITORING, BATTERY MONITORING (ON BATTERY BACKUP UNITS)

FOR COMPLETE TECHNICAL SPECIFICATIONS, REFER TO HARMAR DOCUMENT MKT-000126.
SPECIFICATIONS SUBJECT TO CHANGE WITH OR WITHOUT NOTICE.

DESIGN AND REGULATORY REQUIREMENTS

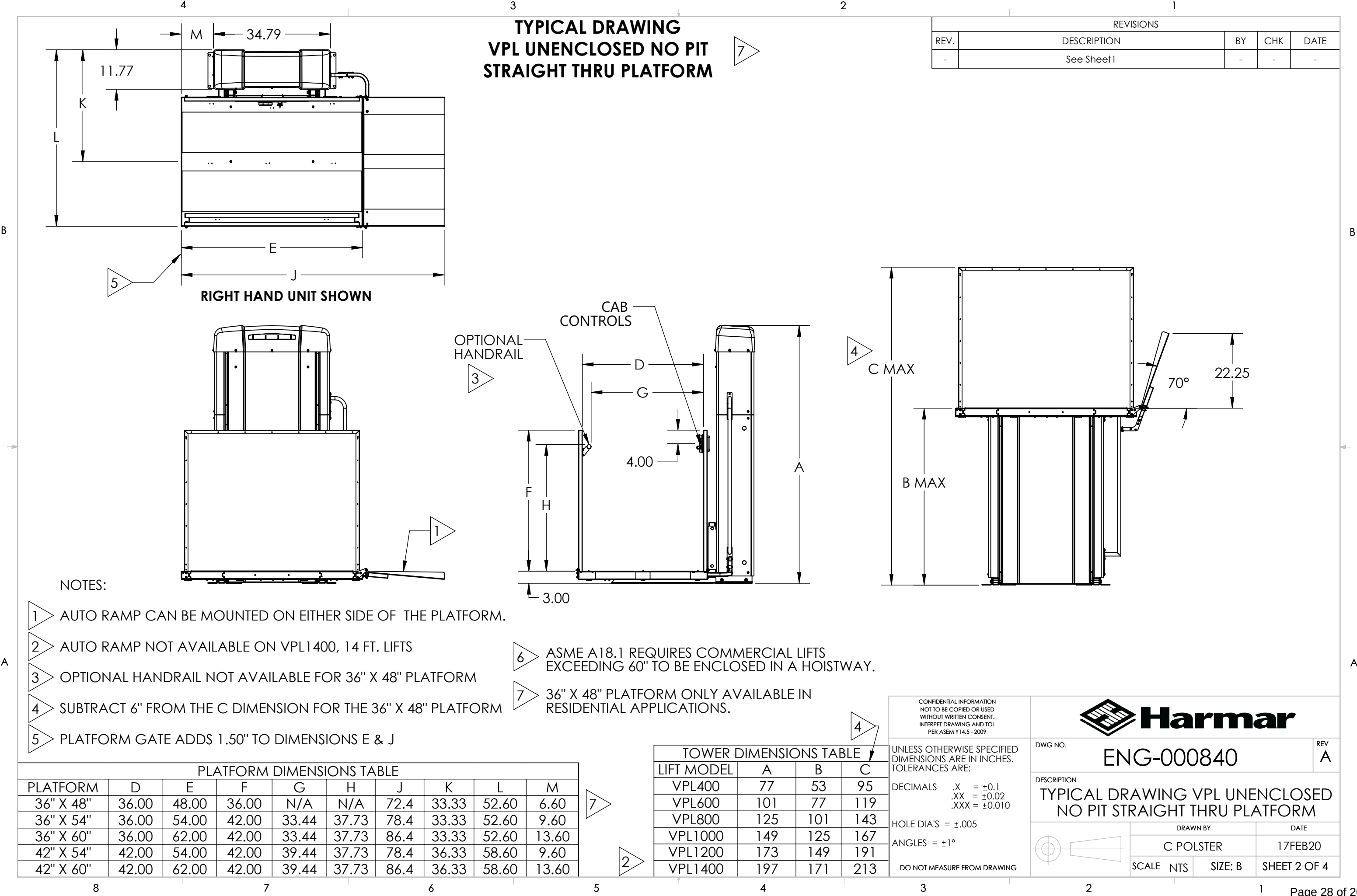
USA FOOD & DRUG ADMINISTRATION: CLASS II, 510(K) EXEMPT FILE NO. 890.3930, PRODUCT CODE: PCE

- DESIGNED IN COMPLIANCE WITH THE FOLLOWING CODES:
- ASME A18.1 SAFETY STANDARD FOR PLATFORM LIFTS AND STAIRWAY CHAIRLIFTS (SECTIONS 2 AND 5)
 - CSA B44.1/ASME A17.5 ELEVATOR AND ESCALATOR ELECTRICAL EQUIPMENT
 - ICC ANSI A117.1 ACCESSIBLE AND USABLE BUILDINGS AND FACILITIES
 - NFPA 70 NATIONAL FIRE PROTECTION AGENCY - NATIONAL ELECTRICAL CODE
 - ETL CERTIFIED - CONTROL NUMBER 3148125

FDA INDICATION OF USE STATEMENT

THE HIGHLANDER II VERTICAL PLATFORM LIFT IS TO ASSIST IN THE TRANSFER OF PATIENTS OR A MOBILITY IMPAIRED PERSON, UP AND DOWN BETWEEN LEVELS OF A RESIDENTIAL OR COMMERCIAL FACILITY.

CONFIDENTIAL INFORMATION NOT TO BE COPIED OR USED WITHOUT WRITTEN CONSENT. INTERPRET DRAWING AND TOL PER ASME Y14.5 - 2009		
	DWG NO.	REV
	ENG-000840	A
	DESCRIPTION	
UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN INCHES. TOLERANCES ARE: DECIMALS .X = ±0.1 .XX = ±0.02 .XXX = ±0.010 HOLE DIA'S = ±.005 ANGLES = ±1° DO NOT MEASURE FROM DRAWING	TYPICAL DRAWING VPL UNENCLOSED NO PIT STRAIGHT THRU PLATFORM	
	DRAWN BY	DATE
	C POLSTER	17FEB20
	SCALE NTS	SIZE: B
	SHEET 1 OF 4	



TYPICAL DRAWING
VPL UNENCLOSED NO PIT
STRAIGHT THRU PLATFORM

REVISIONS				
REV.	DESCRIPTION	BY	CHK	DATE
-	See Sheet1	-	-	-

NOTES:

- 1 AUTO RAMP CAN BE MOUNTED ON EITHER SIDE OF THE PLATFORM.
- 2 AUTO RAMP NOT AVAILABLE ON VPL1400, 14 FT. LIFTS
- 3 OPTIONAL HANDRAIL NOT AVAILABLE FOR 36" X 48" PLATFORM
- 4 SUBTRACT 6" FROM THE C DIMENSION FOR THE 36" X 48" PLATFORM
- 5 PLATFORM GATE ADDS 1.50" TO DIMENSIONS E & J
- 6 ASME A18.1 REQUIRES COMMERCIAL LIFTS EXCEEDING 60" TO BE ENCLOSED IN A HOISTWAY.
- 7 36" X 48" PLATFORM ONLY AVAILABLE IN RESIDENTIAL APPLICATIONS.

PLATFORM DIMENSIONS TABLE									
PLATFORM	D	E	F	G	H	J	K	L	M
36" X 48"	36.00	48.00	36.00	N/A	N/A	72.4	33.33	52.60	6.60
36" X 54"	36.00	54.00	42.00	33.44	37.73	78.4	33.33	52.60	9.60
36" X 60"	36.00	62.00	42.00	33.44	37.73	86.4	33.33	52.60	13.60
42" X 54"	42.00	54.00	42.00	39.44	37.73	78.4	36.33	58.60	9.60
42" X 60"	42.00	62.00	42.00	39.44	37.73	86.4	36.33	58.60	13.60

TOWER DIMENSIONS TABLE			
LIFT MODEL	A	B	C
VPL400	77	53	95
VPL600	101	77	119
VPL800	125	101	143
VPL1000	149	125	167
VPL1200	173	149	191
VPL1400	197	171	213

CONFIDENTIAL INFORMATION
NOT TO BE COPIED OR USED
WITHOUT WRITTEN CONSENT.
INTERPET DRAWING AND TOL
PER ASEM Y14.5 - 2009

UNLESS OTHERWISE SPECIFIED
DIMENSIONS ARE IN INCHES.
TOLERANCES ARE:
DECIMALS .X = ±0.1
.XX = ±0.02
.XXX = ±0.010
HOLE DIA'S = ±.005
ANGLES = ±1°
DO NOT MEASURE FROM DRAWING

DWG NO. **ENG-000840** REV **A**

DESCRIPTION
**TYPICAL DRAWING VPL UNENCLOSED
NO PIT STRAIGHT THRU PLATFORM**

DRAWN BY
C POLSTER

DATE
17FEB20

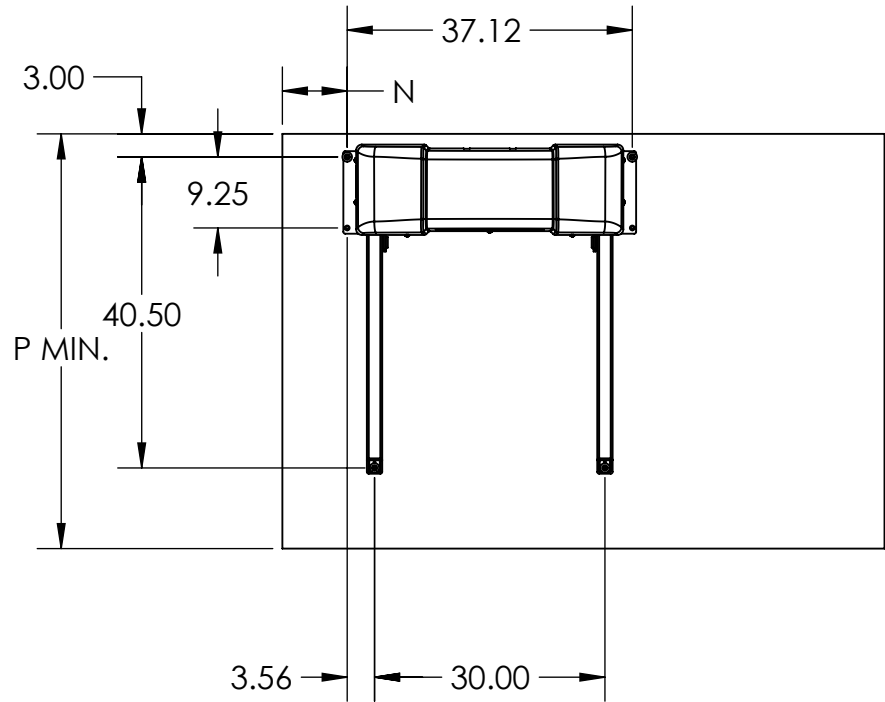
SCALE NTS

SIZE: B

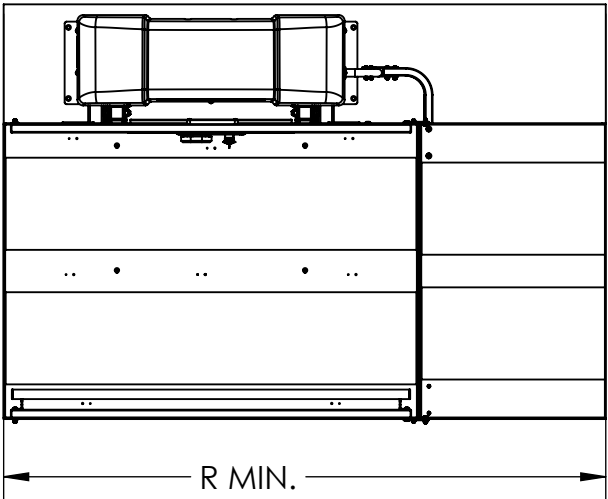
SHEET 2 OF 4

TYPICAL DRAWING
VPL UNENCLOSED NO PIT
STRAIGHT THRU PLATFORM

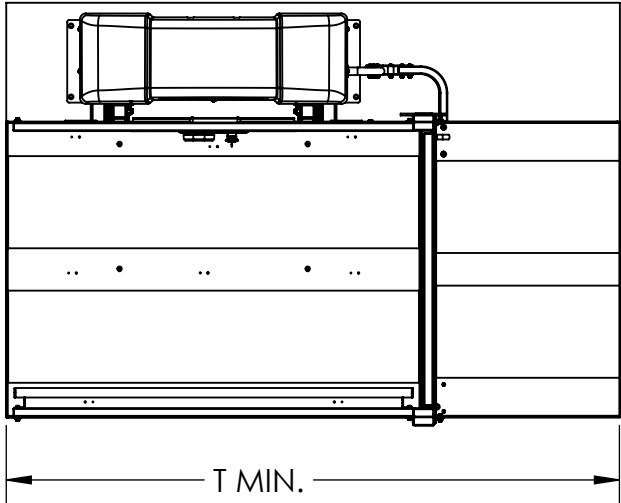
REVISIONS				
REV.	DESCRIPTION	BY	CHK	DATE
-	See Sheet1	-	-	-



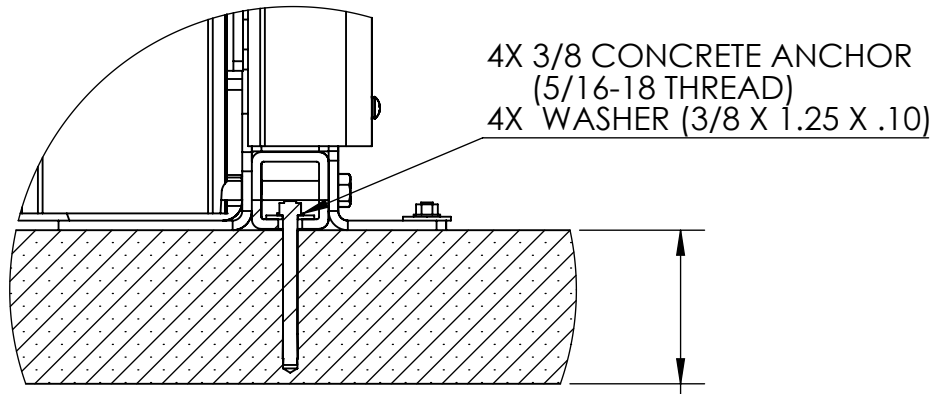
CONCRETE PAD DETAIL



LIFT WITH AUTO RAMP



LIFT WITH GATE AND AUTO RAMP



SECTION VIEW
OF CONCRETE ANCHOR
(NOT TO SCALE)

4.00 MIN
3500 PSI REINFORCED CONCRETE RECOMMENDED

PAD DIMENSIONS (MINIMUM)				
PLATFORM	N	P	R	T
36" X 48"	5.44	54.00	72.4	73.9
36" X 54"	8.44	54.00	78.4	79.9
36" X 60"	12.44	54.00	86.4	87.9
42" X 54"	8.44	60.00	78.4	79.9
42" X 60"	12.44	60.00	86.4	87.9

CONFIDENTIAL INFORMATION
NOT TO BE COPIED OR USED
WITHOUT WRITTEN CONSENT.
INTERPET DRAWING AND TOL
PER ASEM Y14.5 - 2009

UNLESS OTHERWISE SPECIFIED
DIMENSIONS ARE IN INCHES.
TOLERANCES ARE:

DECIMALS .X = ±0.1
.XX = ±0.02
.XXX = ±0.010

HOLE DIA'S = ±.005
ANGLES = ±1°

DO NOT MEASURE FROM DRAWING

DWG NO. **ENG-000840**

DESCRIPTION
**TYPICAL DRAWING VPL UNENCLOSED
NO PIT STRAIGHT THRU PLATFORM**

DRAWN BY
C POLSTER

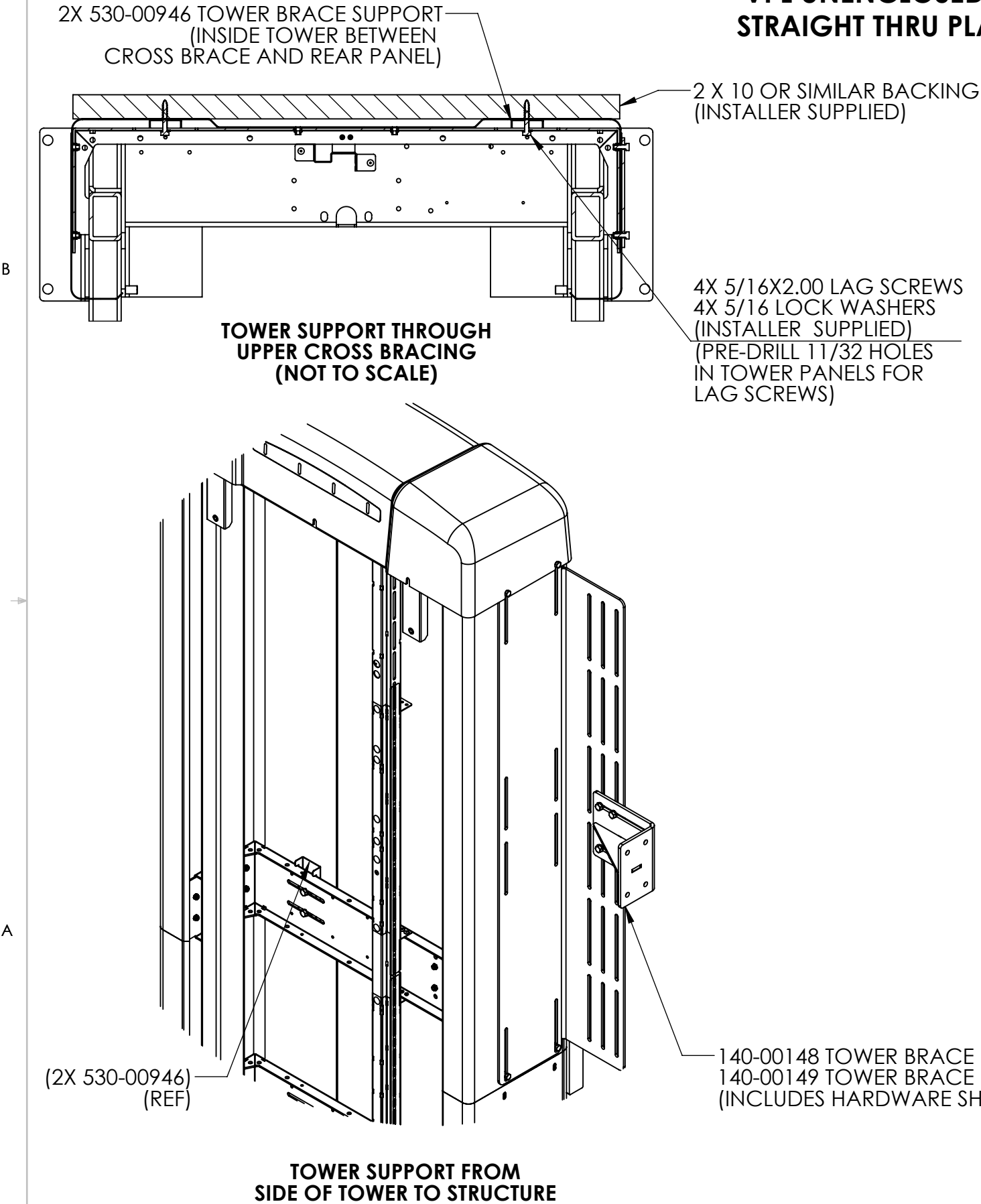
DATE
17FEB20

SCALE NTS SIZE: B SHEET 3 OF 4

REV **A**

TYPICAL DRAWING
VPL UNENCLOSED NO PIT
STRAIGHT THRU PLATFORM

REVISIONS				
REV.	DESCRIPTION	BY	CHK	DATE
-	See Sheet1	-	-	-



Site Construction Details

Electrical Requirements:
Check NFPA 70 and all applicable codes for all electrical and wiring requirements.

Platform Pathway Requirements:
Ensure the platform pathway is sufficiently illuminated, clear of any electrical conduit and wireways and there is sufficient headroom clearance (minimum of 79"-2007mm) per ASME A18.1 throughout floor-to-floor travel.

Floor Recommendations:
A 4" (102mm) thick, 3500 PSI minimum compressive strength, reinforced concrete pad is recommended. Refer to sheet 3 for minimum pad dimensions.

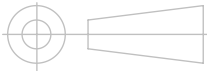
Tower Floor Anchoring:
VPL must be fastened to concrete pad using a minimum of four (4) 3/8" (5/16" bolt) x minimum 2-1/2" long concrete anchors suitable for the environment. Refer to Pad Details on sheet 3 for mounting hole locations. Follow selected concrete anchor manufacturer's guidelines and all applicable codes.

Tower Support:
Tower support is not required on lifts with travel under 8 feet. Lifts with travel of 8 feet or more are required to be supported appropriately. See views at left or installation manual for more details.

Top Landing Gate Attachment:
Refer to landing gate detail pages.

Platform to Top of Landing Sill Clearance:
ASME A18.1 code stipulates the platform-to-sill clearance at the upper landing shall not be less than 3/8" (9.5mm) nor exceed 3/4" (19.1mm). Follow all applicable codes.

Fascia Wall Requirements:
ASME A18.1 code stipulates that fascia should be smooth and/or non-perforated that guards the full length and width of the platform. The fascia shall be securely fastened from the upper landing sill down to ground level. The fascia must be able to support a 125-pound side load over any 4-inch square area. Follow all applicable codes.

CONFIDENTIAL INFORMATION NOT TO BE COPIED OR USED WITHOUT WRITTEN CONSENT. INTERPRET DRAWING AND TOL PER ASEM Y14.5 - 2009		
	DWG NO.	ENG-000840
	DESCRIPTION	TYPICAL DRAWING VPL UNENCLOSED NO PIT STRAIGHT THRU PLATFORM
	REV	A
UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN INCHES. TOLERANCES ARE: DECIMALS .X = ±0.1 .XX = ±0.02 .XXX = ±0.010 HOLE DIA'S = ±.005 ANGLES = ±1° DO NOT MEASURE FROM DRAWING	DRAWN BY	
	C POLSTER	
	DATE	
	17FEB20	
	SCALE	NTS
	SIZE: B	SHEET 4 OF 4



11/1/2022

TRANSPORTATION IMPACT ANALYSIS

Beacham Mixed-Use Development

Southport, NC

*Prepared for the
City of Southport*



This report is printed on recycled paper with 30% post-consumer content.
All paper is FSC Certified. The entire document, including binding, is 100% recyclable.

Project #: 220253

Firm's License: C-2522



Transportation Impact Analysis

Beacham Mixed-Use Development Southport, NC

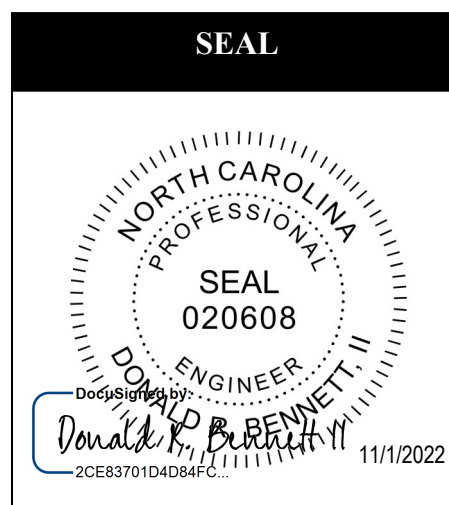
Prepared for the City of Southport
November 1, 2022

Analysis by: Don Bennett, PE
Jesse Dollarhite

Drafting/Graphics by: Jesse Dollarhite

Reviewed by: Don Bennett, PE

Sealed by: Don Bennett, PE



This document, together with the concepts and designs presented herein, is intended only for the specific purpose and client for which it was prepared. Reuse of, or improper reliance on, this document by others without written authorization and adaptation by DAVENPORT shall be without liability to DAVENPORT and shall be a violation of the agreement between DAVENPORT and the client.

Home Office:
119 Brookstown Ave. Suite PH1
Winston-Salem, NC 27101
Main: 336.744.1636; Fax: 336.458.9377

Wilmington Regional Office:
5917 Oleander Drive, Suite 206
Wilmington, NC 28403
Main: 910.251.8912; Fax: 336.458.9377

Serving the Southeast since 2002
Firm's License: C-2522



**Beacham Mixed-Use Development
Transportation Impact Analysis
Southport, NC
R. G. Tec Securities Inc.
November 1, 2022**

Table of Contents

1.0 Introduction.....	2
Figure 1 – Site Plan	3
Figure 2A – Site Location Map.....	4
Figure 2B – Vicinity Map	5
2.0 Existing Conditions	6
2.1 Inventory.....	6
2.2 Existing Traffic Volumes	6
Figure 3 – Existing Lane Geometry.....	7
Figure 4 – Existing Traffic Volumes	8
3.0 Approved Development and Committed Improvements	9
3.1 Approved Developments	9
3.2 Committed Improvements	9
4.0 Methodology	9
4.1 Base Assumptions and Standards.....	9
4.2 Trip Generation	10
4.3 Trip Distribution	10
4.4 2025 Future Build Volumes.....	10
Figure 5 – Future No Build Volumes	11
Figure 6A – Residential Trip Distribution.....	12
Figure 6B – Office, Restaurant and Retail Trip Distribution	13
Figure 7A – Residential Site Trips.....	14
Figure 7B – Office, Restaurant and Retail Trips	15
Figure 8 – Future Build Volumes	16
5.0 Capacity Analysis.....	17
5.1 Level of Service Evaluation Criteria.....	17
5.2 Level of Service and Queueing Results.....	18
Queueing Analysis Results	20
6.0 Crash Analysis.....	21
7.0 Summary and Conclusion	22
Appendix.....	23
Approved Scoping Documents	
Capacity Analysis	
Synchro Worksheets	
Queueing Analysis	
SimTraffic Worksheets	
Turning Movement Counts	
Supporting Documentation	



**Beacham Mixed-Use Development
Transportation Impact Analysis
Southport, NC
R. G. Tec Securities Inc.
November 1, 2022**

1.0 Introduction

The Beacham Mixed-Use proposed development is located on the southwest side of Nash Street and will consist of up to four (4) Multi-Family Low Rise homes, 2, 770 square feet of office space, 5,170 square feet of retail space, and a two hundred seat restaurant. One new full movement access point is proposed along Nash Street. A conceptual site plan is shown in Figure 1, and a site location map and a vicinity map are provided in Figures 2A and 2B, respectively.

DAVENPORT was retained to determine the potential traffic impacts of this development and to identify transportation improvements that may be required to accommodate the impacts of the new development traffic. The following intersections were included in the study:

1. N Howe Street and Nash Street – (unsignalized)
2. Nash Street at Site Access 1 (future unsignalized)

These intersections were analyzed during the AM and PM peaks for the following conditions:

- 2022 Existing Conditions
- 2025 Future No Build Conditions
- 2025 Future Build Conditions
- 2025 Future Build Conditions + Improvements

The planned build-out year for this development is 2025. The Transportation Impact Analysis (TIA) was performed based on the scope agreed upon with the City of Southport and North Carolina Department of Transportation (NCDOT). Information regarding the property was provided by R. G. Tec Securities Inc.



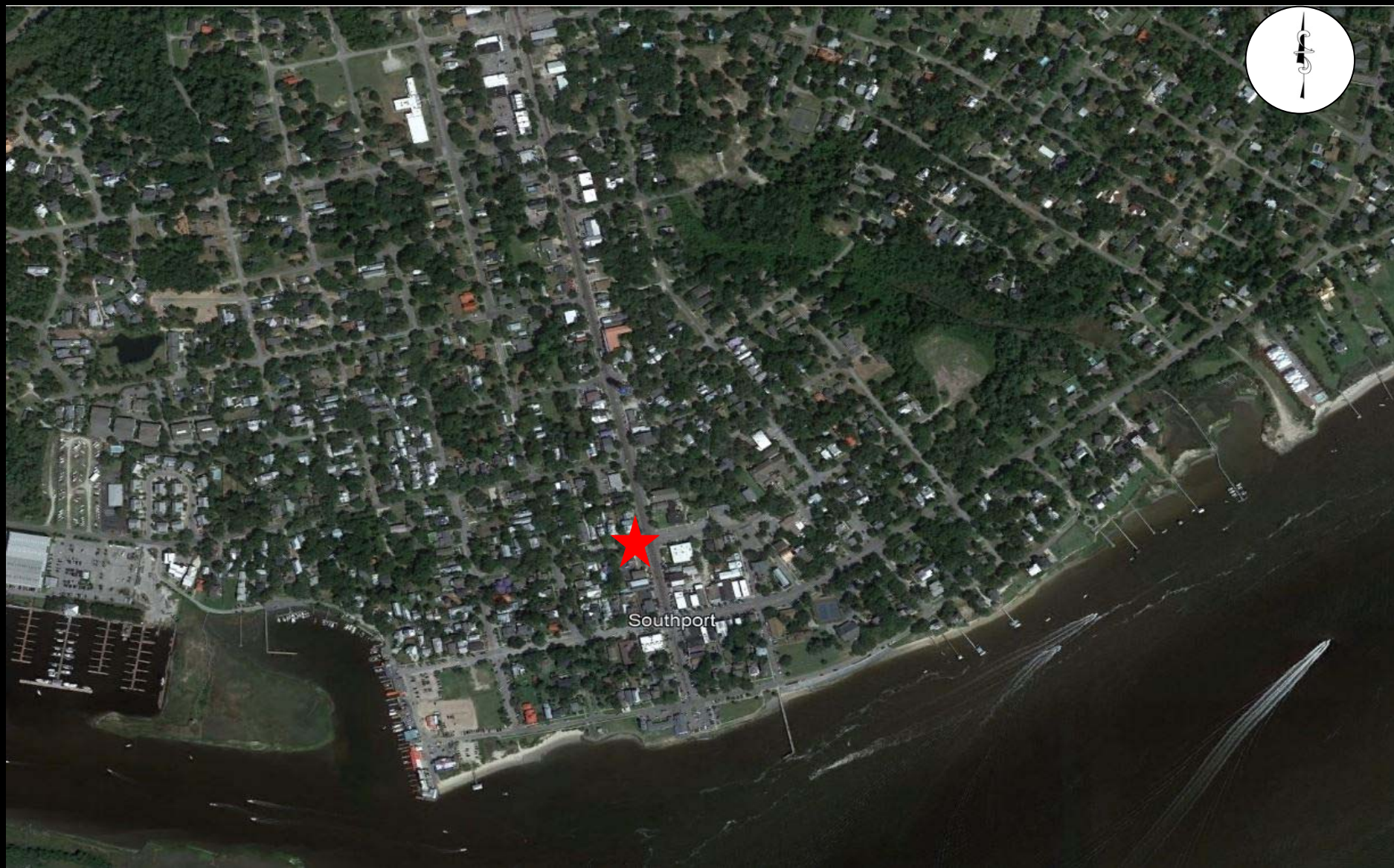


FIGURE 2A
SITE LOCATION MAP

SITE INDICATOR



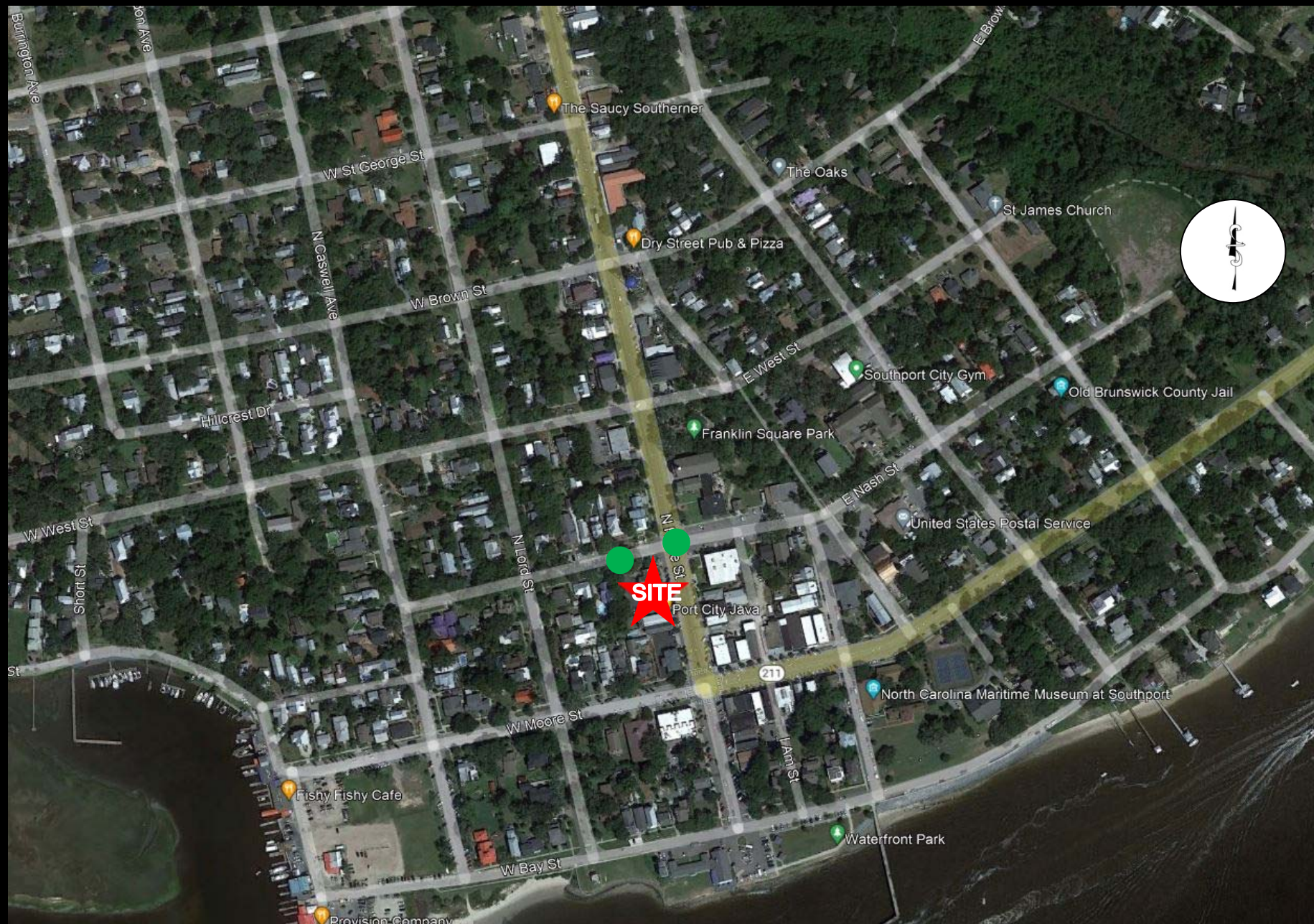


FIGURE 2B
VICINITY MAP

STUDY INTERSECTIONS
EXISTING ●



2.0 Existing Conditions

2.1 Inventory

A desktop investigation was conducted by DAVENPORT staff to determine the existing roadway conditions in the study area. Table 2.1 presents a summary of this investigation. AADT volumes were obtained through available historical NCDOT data. Figure 3 presents the existing lane geometry.

Table 2.1 - Street Inventory					
Facility Name	Route #	Typical Cross Section	Pavement Width	Speed Limit	Maintained By
N Howe Street	NC-211	2-lane undivided	12-foot lanes	25 MPH	NCDOT
Nash Street	NA	2-lane undivided	9-foot lanes	25 MPH	Southport

2.2 Existing Traffic Volumes

Existing traffic volumes for this project were collected by True Direction Traffic. Table 2.2 below contains the dates these counts were conducted. Traffic counts were taken in fifteen (15) minute intervals.

Table 2.2 - Traffic Volume Data		
<u>Count Location:</u>	<u>Date Taken:</u>	<u>By:</u>
N Howe Street at Nash Street	9/22/2022	True Direction Traffic

The 2021 existing volumes for AM and PM peak hours are shown in Figure 4. More information can be found in the Traffic Volume Data section of the Appendix.





3.0 Approved Development and Committed Improvements

3.1 Approved Developments

There are no approved developments considered as part of this project.

3.2 Committed Improvements

Committed improvements are improvements that are planned by NCDOT, Southport, or a developer in the area, but which are not yet constructed. There are no committed improvements in the vicinity.

4.0 Methodology

4.1 Base Assumptions and Standards

In general, the analysis for this project was conducted utilizing commonly accepted NCDOT standards. Table 4.1 contains a summary of the base assumptions.

Table 4.1 - Assumptions	
Background Traffic Annual Growth Rate	1%
Analysis Software	Synchro/SimTraffic Version 10.0
Lane widths	12 feet
Peak Hour Factor	0.90
Truck percentage	2%

4.2 Future No Build Volumes

The 2025 future no build traffic volumes were computed by applying a one percent (1%) compounded annual growth rate to the 2022 existing traffic volumes. Figure 5 shows 2025 future no build traffic volumes for AM and PM peaks.



4.2 Trip Generation

The proposed development will contain four (4) Multi-Family Low Rise homes, 2,770 square feet of office space, 5,170 square feet of retail space, and a two hundred seat restaurant. The trip generation potential of this site was projected based on the 11th edition of ITE Trip Generation Manual. Table 4.2 presents the results.

Table 4.2 - ITE Trip Generation 11th Edition									
Average Weekday Driveway Volumes					24 Hour Two-Way	AM Peak Hour		PM Peak Hour	
Land Use	ITE Land Code	Size		Method/Type	Volume	Enter	Exit	Enter	Exit
Multifamily Homes (Low-Rise)	210	4	Dwelling Units	Adjacent/ Equation	101	6	18	14	8
Office Space	710	2.77	1000 sq	Adjacent/ Equation	51	7	1	1	7
Retail	822	5.17	1000 sq	Adjacent/ Equation	448	11	8	24	25
Restaurant	932	200	Seats	Adjacent/ Equation	874	54	51	44	34
Total Unadjusted Trips					1,474	78	78	83	74

4.3 Trip Distribution

Site trips for this proposed development were distributed based on the existing traffic patterns and engineering judgment. The trip distribution models are shown in Figure 6A and 6B, and the directional distribution for new residential site trips is:

- 65% to/from the north on NC-211/N Howe Street
- 35% to/from the south on NC-211/N Howe Street
- 20% to/from the east on Nash Street

For the office space, retail, and restaurant:

- 60% to/from the north
- 30% to/from the south
 - o This traffic is expected to park south of the studied intersections

4.4 2025 Future Build Volumes

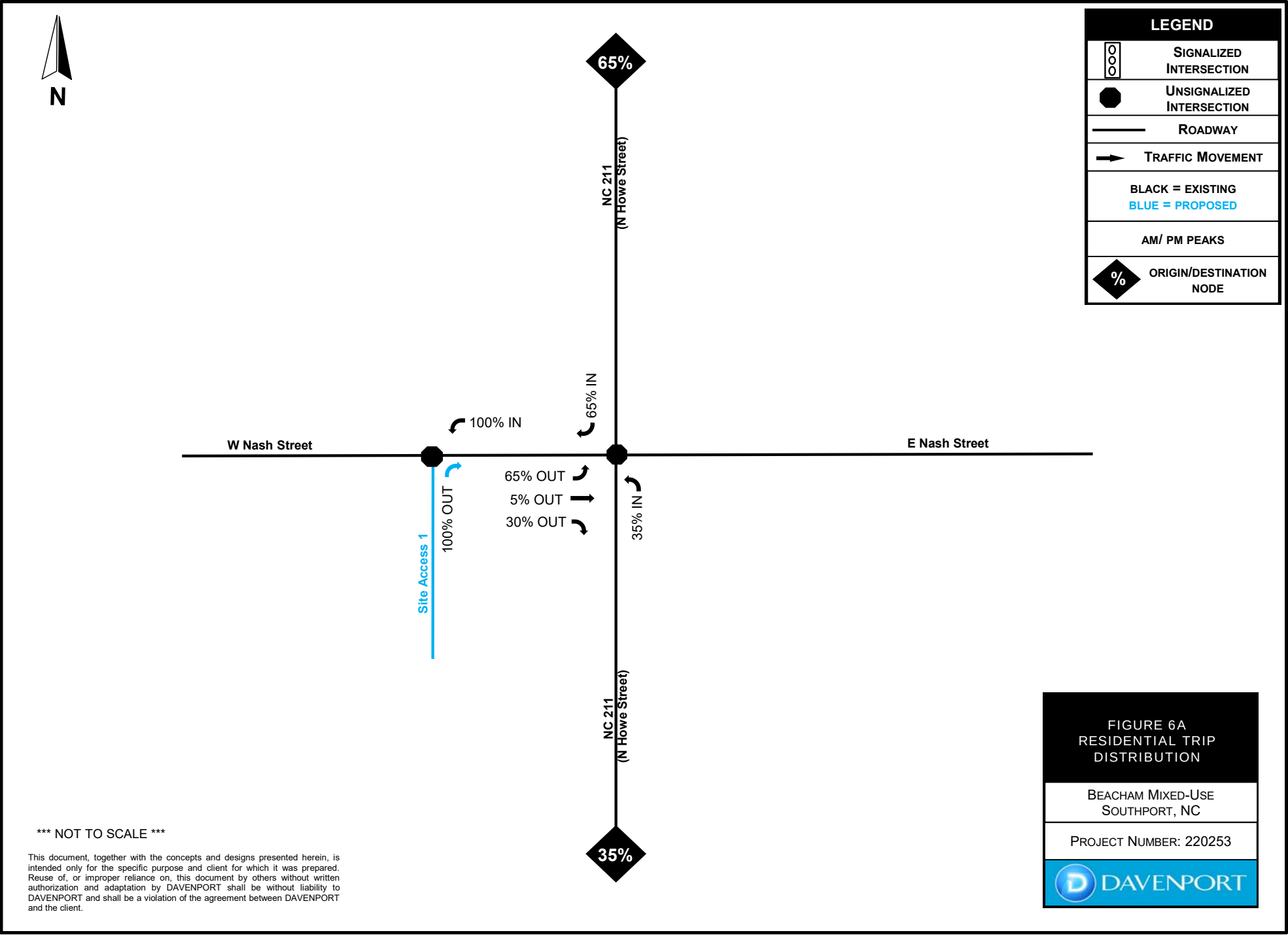
Site trip volumes were added to the No Build volumes to compute the 2025 Future Build volumes. No trip reductions, such as pass-by or internal capture trips, were taken. Site trips are shown in Figure 7, and Future Build volumes are shown in Figure 8.

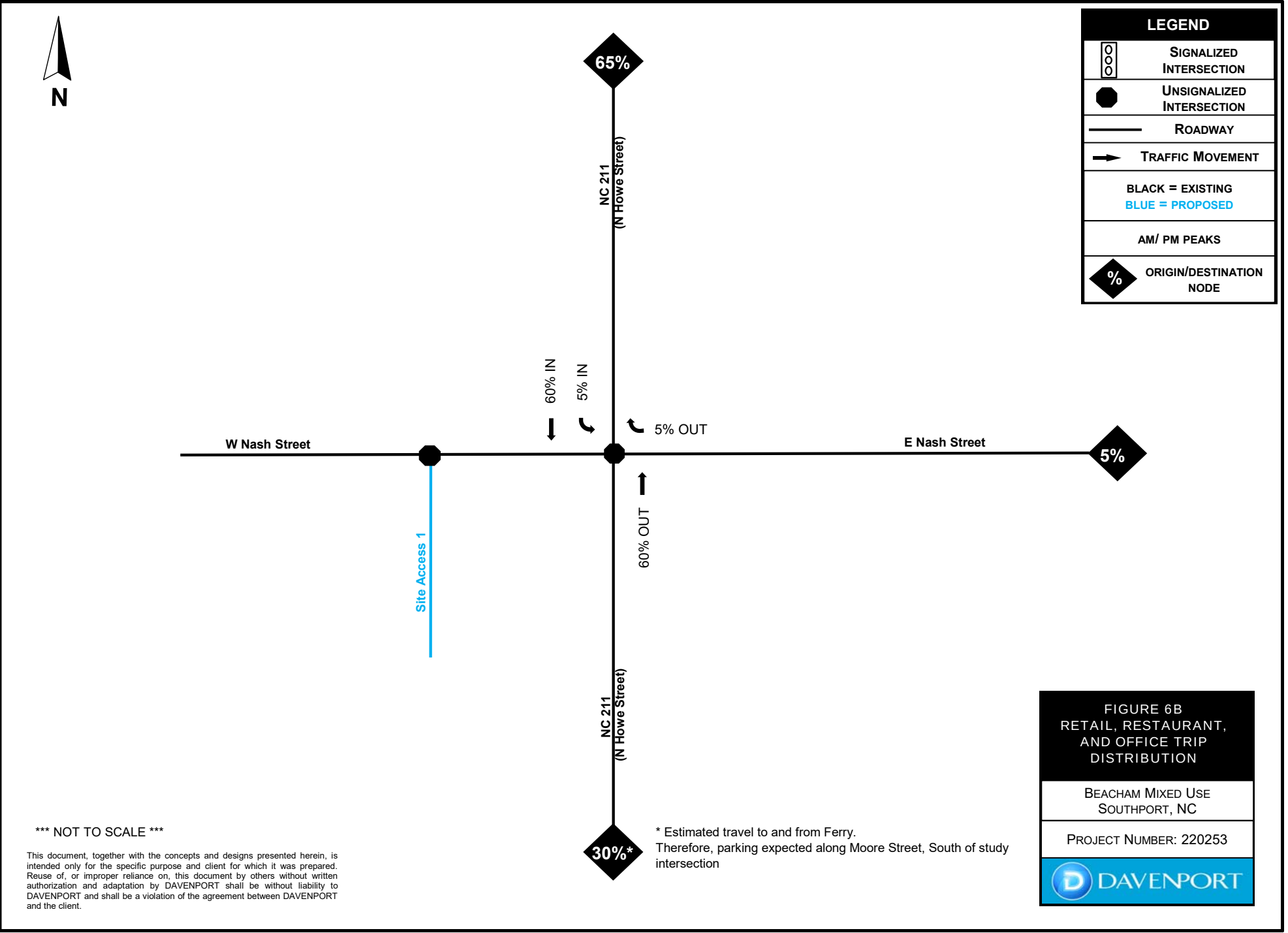
*A minimum of 4 vehicles per hour is analyzed for each movement per NCDOT Congestion Management Guidelines

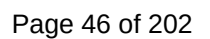
FIGURE 5
2025 FUTURE NO
BUILD VOLUMES

BEACHAM MIXED-USE
SOUTHPORT, NC

PROJECT NUMBER: 220253









*A minimum of 4 vehicles per hour is analyzed for each movement per NCDOT Congestion Management Guidelines

FIGURE 8
2025 FUTURE BUILD
VOLUMES

BEACHAM MIXED-USE
SOUTHPORT, NC

PROJECT NUMBER: 220253



5.0 Capacity Analysis

5.1 Level of Service Evaluation Criteria

The Transportation Research Board's Highway Capacity Manual (HCM) utilizes a term "level of service" (LOS) to measure how traffic operates in intersections and on roadway segments. There are currently six levels of service ranging from A to F as shown in Table 5.1. Level of service "A" represents low-volume traffic operations and level of service "F" represents high-volume, oversaturated traffic operations. Synchro traffic modeling software was used to determine the LOS and delay for studied intersections. For unsignalized intersection analyses, the LOS noted is for the worst approach of the intersection, which is typically the left-turn movement for the side street approach, due to the number of opposing movements. Worksheet reports from the analyses are provided in the Appendix.

Table 5.1 – Highway Capacity Manual			
Levels of Service and Control Delay Criteria			
Signalized Intersection		Unsignalized Intersection	
Level of Service	Control Delay Per vehicle (seconds)	Level of Service	Delay Range (seconds)
A	≤ 10	A	≤ 10
B	> 10 and ≤ 20	B	> 10 and ≤ 15
C	> 20 and ≤ 35	C	> 15 and ≤ 25
D	> 35 and ≤ 55	D	> 25 and ≤ 35
E	> 55 and ≤ 80	E	> 35 and ≤ 50
F	> 80	F	> 50



5.2 Level of Service and Queueing Results

The results of the level of service analysis and queues are summarized in Tables 5.2 and 5.3. The results and recommendations are discussed by intersection in the following paragraphs.

Table 5.2 - W. Nash Street at NC-211 (Howe Street)													
AM Peak Hour													
Scenario	LOS of Worst Approach	Level of Service (Delay) per Movement & by Approach (Delay in seconds/vehicle)											
		Queue (feet)											
		Eastbound		Westbound		Northbound			Southbound				
W. Nash Street at NC-211 (Howe Street)													
2022 Base	B (12.2) Eastbound	-	LTR	-	-	LTR	-	L	TR	-	L	TR	-
		-	B (12.2)	-	-	B (10.0)	-	A (7.7)	A (0.0)	A (0.0)	A (7.6)	A (0.0)	A (0.0)
		B (12.2)		B (10.0)		A (0.3)			A (1.8)				
	Available Storage	-	FULL	-	-	FULL	-	100	FULL	-	100	FULL	-
	95th% Queue	-	1	-	-	4	-	0	0	-	4	0	-
	Max Queue	-	36	-	-	58	-	18	24	-	30	28	-
W. Nash Street at NC-211 (Howe Street)													
2025 No Build	B (12.2) Eastbound	-	LTR	-	-	LTR	-	L	TR	-	L	TR	-
		-	B (12.2)	-	-	B (10.0)	-	A (7.8)	A (0.0)	A (0.0)	A (7.6)	A (0.0)	A (0.0)
		B (12.2)		B (10.0)		A (0.4)			A (1.8)				
	Available Storage	-	FULL	-	-	FULL	-	100	FULL	-	100	FULL	-
	95th% Queue	-	2	-	-	5	-	0	0	-	4	0	-
	Max Queue	-	31	-	-	49	-	24	12	-	39	22	-
W. Nash Street at NC-211 (Howe Street)													
2025 Build	B (14.1) Eastbound	-	LTR	-	-	LTR	-	L	TR	-	L	TR	-
		-	B (14.9)	-	-	B (11)	-	A (7.9)	A (0.0)	A (0.0)	A (7.7)	A (0.0)	A (0.0)
		B (14.9)		B (11)		A (0.4)			A (1.6)				
	Available Storage	-	FULL	-	-	FULL	-	100	FULL	-	100	FULL	-
	95th% Queue	-	5	-	-	-	-	0	0	-	4	0	-
	Max Queue	-	53	-	-	58	-	24	52	-	38	72	-
LOS increased by 25% or more				LOS increased by a letter but less than 25%					Queue exceeds storage				



PM Peak Hour													
W. Nash Street at NC-211 (Howe Street)													
2021 Base	B (14.8) Eastbound Approach	-	LTR	-	-	LTR	-	L	TR	-	L	TR	-
		-	B (14.8)	-	-	B (11.5)	-	A (8.0)	A (0.0)	A (0.0)	A (7.8)	A (0.0)	A (0.0)
		B (14.8)			B (11.5)			A (0.2)			A (0.8)		
	Available Storage	-	FULL	-	-	FULL	-	100	FULL	-	100	FULL	-
	95th% Queue	-	3	-	-	4	-	0	0	-	2	0	-
	Max Queue	-	35	-	-	36	-	30	35	-	34	51	-
W. Nash Street at NC-211 (Howe Street)													
2025 No Build	C (15.2) Eastbound Approach	-	LTR	-	-	LTR	-	L	TR	-	L	TR	-
		-	C (15.2)	-	-	B (11.7)	-	A (8.0)	A (0.0)	A (0.0)	A (7.8)	A (0.0)	A (0.0)
		C (15.2)			B (11.7)			A (0.1)			A (0.8)		
	Available Storage	-	FULL	-	-	FULL	-	100	FULL	-	100	FULL	-
	95th% Queue	-	3	-	-	4	-	0	0	-	2	0	-
	Max Queue	-	40	-	-	41	-	24	29	-	34	43	-
W. Nash Street at NC-211 (Howe Street)													
2025 Build	C (17.6) Eastbound Approach	-	LTR	-	-	LTR	-	L	TR	-	L	TR	-
		-	C (18.8)	-	-	B (13.2)	-	A (8.3)	A (0.0)	A (0.0)	A (8.1)	A (0.0)	A (0.0)
		C (18.8)			B (13.2)			A (0.3)			A (0.8)		
	Available Storage	-	FULL	-	-	FULL	-	100	FULL	-	100	FULL	-
	95th% Queue	-	5	-	-	5	-	1	0	-	2	0	-
	Max Queue	-	48	-	-	72	-	30	53	-	43	56	-
LOS increased by 25% or more				LOS increased by a letter but less than 25%					Queue exceeds storage				

W. Nash Street at NC-211 (N. Howe Street)

This unsignalized intersection currently operates at an overall LOS B in the AM peak and in the PM peak hours. In future no build conditions, LOS B is expected during the AM peak hours and LOS C during the PM peak hours. Under full build conditions, the LOS remains B in the AM peak and remains an LOS C in the PM peak hours. With this intersection operating under capacity at a maximum of LOS C, no improvements are recommended.

**Table 5.3 - W. Nash Street at Site Access 1****AM Peak Hour**

Scenario	LOS of Worst Approach	Level of Service (Delay) per Movement & by Approach (Delay in seconds/vehicle)								
		Queue (feet)								
		Eastbound		Westbound			Northbound			
W. Nash Street at Site Access 1										
2025 Build	A (8.5) Northbound Approach	-	TR	-	-	LT	-	-	LR	-
		-	A (0.0)	-	A (7.3)	A (0.0)	-	A (8.5)	-	-
		A (0.0)		A (2.2)			A (8.5)			
	Available Storage	-	FULL	-	-	FULL	-	-	FULL	-
	95th% Queue	-	0	-	-	0	-	-	2	-
	Max Queue	-	0	-	-	0	-	-	41	-
LOS increased by 25% or more				LOS increased by a letter but less than 25%						Queue exceeds storage

PM Peak Hour**W. Nash Street at Site Access 1**

2025 Build	A (8.6) Northbound Approach	-	TR	-	-	LT	-	-	LR	-
		-	A (0.0)	-	A (7.3)	A (0.0)	-	A (8.6)	-	-
		A (0.0)			A (3.4)			A (8.6)		
	Available Storage	-	FULL	-	-	FULL	-	-	FULL	-
	95th% Queue	-	0	-	-	1	-	-	1	-
	Max Queue	-	0	-	-	0	-	-	31	-
LOS increased by 25% or more				LOS increased by a letter but less than 25%					Queue exceeds storage	

W. Nash Road and Site Driveway 1

The southbound approach at this unsignalized, full access site drive is anticipated to operate at LOS A in the AM and PM peak under 2025 future build conditions.

The intersection was analyzed for a right-turn lane using the Division 3 nomograph methodology from the NCDOT *Policy on Street and Driveway Access to North Carolina Highways*. The turn lane warrant nomograph is provided in the Appendix and shows that no taper or turn lane is recommended.

Construct the driveway according to applicable local and NCDOT standards. No additional improvements are recommended.

Queuing Analysis Results

A queuing analysis was performed using Synchro and SimTraffic simulation, based on a minimum 10-minute seeding and 60-minute recording period. Details are provided in tables 6.1-6.3 below as well as the Synchro and SimTraffic reports in the Appendix. The results of the analysis show that all the queues can be accommodated by existing storage.



6.0 Crash Analysis

In order to identify any pre-existing safety issues at the study intersections, crash data was obtained from NCDOT for a five-year period from September 2017 to August 2022. The five-year crash summary is shown in Table 8.1.

Table 6.1 - Crash Data										
Intersection	Severity Index	Crash Rate	Crash Type	<u>2017</u> (9/1 - 12/31)	<u>2018</u> (1/1 - 12/31)	<u>2019</u> (1/1 - 12/31)	<u>2020</u> (1/1 - 12/31)	<u>2021</u> (1/1 - 12/31)	<u>2022</u> (1/1 - 8/31)	Total
N Howe Street at Nash Street	2.48	23.81	Rear end	1	-	1	-	-	-	2
			Sideswipe	-	-	-	1	1	-	2
			Backing	-	-	1	-	-	-	1
			Total	1	0	2	1	1	0	5
*Others includes head on, backing up, moveable object, pedestrian, animal, other collision with vehicle or other non-collision Crash data obtained from NCDOT for 09/01/2017 to 08/31/2022										

Table 6.2 - Crash Severity						
Intersection	Crash Type					
	Fatal	Class A	Class B	Class C	Property Damage Only	Total
N Howe Street at Nash Street	0	0	0	1	4	5

The severity index of a crash location is equal to the total equivalent property damage only (EPDO) divided by the number of crashes. NCDOT considers a severity index of 8.40 as a benchmark above which intersections tend to have more serious accidents. As most pedestrians and cyclists involved in a crash will sustain some type of injury, the severity index for crashes involving these road users is higher. The normal severity index for pedestrian crashes is approximately 13.40 and for bicycle crashes is approximately 11.30. The study intersections have a severity index that is at or below 2.48.

In the five-year history, there were 5 crashes reported at the study intersections. The reported crashes consisted of 2 rear end crashes, 2 sideswipe crashes, and 1 backing crash.

More crash history data can be found in the Crash Data section of the Appendix.

Pedestrian Crossing Study

As with many developments in a Central Business District, the bulk of the patrons are expected to arrive on foot. Most sites in a CBD rely on public parking and patrons walking to the development. In this case, pedestrian trips were estimated based on the proportional allocation of adjacent public parking and 1.67 persons per vehicle based on Federal Highway Administration data. Pedestrians were assumed to take the shorted path to the site.



An analysis of pedestrian crossing was conducted utilizing the NCDOT Pedestrian Crossing Treatment Flowchart. Figures depicting the flowchart can be found in the Appendix.

The results of the study indicate that no additional pedestrian accommodations are recommended.

7.0 Summary and Conclusion

The Beacham Mixed-Use proposed development is located on the southwest side of Nash Street and will consist of up to four (4) Multi-Family Low Rise homes, 2, 770 square feet of office space, 5,170 square feet of retail space, and a two hundred seat restaurant. One new full movement access point is proposed along Nash Street.

DAVENPORT was retained to determine the potential traffic impacts of this development and to identify transportation improvements that may be required to accommodate the impacts of the new development traffic.

The planned build-out year for this development is 2025. This Transportation Impact Analysis (TIA) was carried out based on the scope agreed upon with the City of Southport and NCDOT. Information regarding the property was provided by R. G. Tec Securities Inc. This site has a trip generation potential of 156 trips in the AM peak hour and 157 trips in the PM peak hour.

In conclusion, this study has determined the potential traffic impacts of this development. No Improvements are recommended to accommodate the impacts of new development traffic. Table 6.1 summarizes the recommended improvements. The site shown in Figure 1 should be constructed to comply with NCDOT Policy on Street and Driveway Access to North Carolina Highways, where applicable.

Table 6.1 – Recommended Improvements	
INTERSECTION	RECOMMENDATIONS
N Howe Street at Nash Street	No improvements are recommended
W. Nash Street at Site Access 1	Construct the driveway according to applicable local and NCDOT standards



Appendix



Approved Scoping Documents

Don Bennett

From: Dorothy Dutton <Ddutton@cityofsouthport.com>
Sent: Wednesday, September 14, 2022 1:02 PM
To: Wes Macleod; Don Bennett; Ron Greger
Cc: Catherine Beacham; Erin Govea; Ben Hughes; Gordon Hargrove
Subject: RE: 115 Howe street project - DAVENPORT project 220253

I agree with those parameters. Please proceed with the inclusion of the pedestrian activity.

Thank you,
Dorothy Dutton, City Clerk

From: Wes Macleod <wmacleod@capefearcog.org>
Sent: Wednesday, September 14, 2022 12:54 PM
To: Don Bennett <DBennett@davenportworld.com>; Dorothy Dutton <Ddutton@cityofsouthport.com>; Ron Greger <triatcoast@yahoo.com>
Cc: Catherine Beacham <cbbeacham@yahoo.com>; Erin Govea <EGovea@davenportworld.com>; Ben Hughes <bthughes@ncdot.gov>; Gordon Hargrove <ghargrove@cityofsouthport.com>
Subject: RE: 115 Howe street project - DAVENPORT project 220253

Hi Don,

I believe the two intersections provided are sufficient. In addition, as discussed in our call, the scope of the study should also address pedestrian activity in the proximity, to the degree possible. While this is not typical of a traditional TIA, the site will generate the majority of visits through proximal pedestrian activity from nearby on-street parking. Please confirm if that would be possible.

Lastly, as I am only an advisor to the City, it must be the City Manager (or City Clerk) to finalize the study scope. Both are copied here and I will reach out to request a final confirmation.

Gordon/Dorrie – if you concur with the study parameters please indicate via email so that the transportation engineers may proceed.

Thanks,

Wes

From: Don Bennett <DBennett@davenportworld.com>
Sent: Wednesday, September 14, 2022 10:44 AM
To: Dorothy Dutton <Ddutton@cityofsouthport.com>; Ron Greger <triatcoast@yahoo.com>
Cc: Catherine Beacham <cbbeacham@yahoo.com>; Erin Govea <EGovea@davenportworld.com>; Wes Macleod <wmacleod@capefearcog.org>; Ben Hughes <bthughes@ncdot.gov>
Subject: RE: 115 Howe street project - DAVENPORT project 220253

Are the two intersections proposed in the scope acceptable, and are we approved on scope so that we can order our counts?



Don Bennett, PE | Senior Transportation Engineer
DAVENPORT
5917 Oleander Drive, Suite 206 | Wilmington, NC 28403
t (910) 550-3741 c (910) 599-1380
www.davenportworld.com

— Celebrating 20 years | est. 2002 —

From: Dorothy Dutton <Ddutton@cityofsouthport.com>
Sent: Wednesday, September 14, 2022 10:26 AM
To: Don Bennett <DBennett@davenportworld.com>; Ron Greger <triatcoast@yahoo.com>
Cc: Catherine Beacham <cbbeacham@yahoo.com>; Erin Govea <EGovea@davenportworld.com>;
wmacleod@capefearcog.org; Ben Hughes <bthughes@ncdot.gov>
Subject: RE: 115 Howe street project - DAVENPORT project 220253

Good morning, Mr. Bennett.

Wes McLeod is traveling this morning, but he might have a different perspective. I understand that NCDOT does not require a TIA, and the requirement is the City's. Please send submittals, reports, etc., to the City and Mr. McLeod.

Thank you.
Dorothy Dutton

From: Don Bennett <DBennett@davenportworld.com>
Sent: Wednesday, September 14, 2022 7:56 AM
To: Dorothy Dutton <Ddutton@cityofsouthport.com>; Ron Greger <triatcoast@yahoo.com>
Cc: Catherine Beacham <cbbeacham@yahoo.com>; Erin Govea <EGovea@davenportworld.com>;
wmacleod@capefearcog.org; Ben Hughes <bthughes@ncdot.gov>
Subject: RE: 115 Howe street project - DAVENPORT project 220253

Ms. Dutton,

We are prepared to initiate the preparation of the TIA for this site. We provided a proposed scope of study and need confirmation that the site drive and the adjacent intersection of Howe/Nash are the approved study intersections. Please confirm that with NCDOT indicating that they will not require study, all submittals from this point forward as to be submitted to the City and the Mr. Macleod for review. If there are others that need a copy of the submittals, then please provide their contact information on reply.

With the Planning Committee meeting this week, I would like to be able to indicate that a scope of study has been established and that the TIA is underway.



Don Bennett, PE | Senior Transportation Engineer
DAVENPORT
5917 Oleander Drive, Suite 206 | Wilmington, NC 28403
t (910) 550-3741 c (910) 599-1380
www.davenportworld.com

— Celebrating 20 years | est. 2002 —

From: Dorothy Dutton <Ddutton@cityofsouthport.com>

Sent: Wednesday, August 31, 2022 1:11 PM

To: Ron Greger <triatcoast@yahoo.com>

Cc: Catherine Beacham <cbbeacham@yahoo.com>; Don Bennett <DBennett@davenportworld.com>; Erin Govea <EGovea@davenportworld.com>; wmacleod@capefearcog.org

Subject: RE: 115 Howe street project - DAVENPORT project 220253

Good afternoon, Ron.

I believe that Wes McLeod will respond to this email as soon as possible. I know you all are anxious to get things moving, and I appreciate your patience!

Dorothy

From: Ron Greger <triatcoast@yahoo.com>

Sent: Wednesday, August 31, 2022 12:32 PM

To: Dorothy Dutton <Ddutton@cityofsouthport.com>

Cc: Catherine Beacham <cbbeacham@yahoo.com>; Don Bennett <dbennett@davenportworld.com>; Erin Govea <egovea@davenportworld.com>

Subject: Fw: 115 Howe street project - DAVENPORT project 220253

Dorothy

115 Howe street.

Need to know if we need to get this started. NCDOT has verbally responded that they do not think required and they will not do one. We need (if you are requiring) it to set some perimeters, so if we engage Davenport (Don) to do. We will have everything else the committee requested by end of week, so ready to meet with committee again. The week of the 12th of september will work for me. Please read below what we have gotten from our traffic engineer. Thank you for your help

thanks

R.G. Tec Securities Inc
919-422-9732
613 Lockwood Folly Drive
Bolivia , N.C. 28422
Triatcoast@yahoo.com

----- Forwarded Message -----

From: Don Bennett <dbennett@davenportworld.com>

To: Ron Greger <triatcoast@yahoo.com>

Cc: Catherine Beacham <cbbeacham@yahoo.com>; Erin Govea <egovea@davenportworld.com>; Edith Peters <epeters@davenportworld.com>

Sent: Wednesday, August 31, 2022 at 11:21:34 AM EDT

Subject: RE: 115 Howe street project - DAVENPORT project 220253

Thank you.

A proposed scope of study was provided to both the NCDOT and Town. To initiate the study requires an *approved* scope from the reviewing agencies. At this time, the town has not responded in the required 10 day legislated scope review and response time. The NCDOT has indicated verbally no study needed. I will try to contact the Town before Friday to determine if they are going to require the scope we submitted, or if they are going to require more/different study. If the State has opted out and refuses to review, we will streamline the TIA process, follow all the general rules to prepare a TIA

as if it were formally scoped and proceed. We will need to get counts, which can be completed now that school is back in session. This will require a contract addendum to move from scoping to study and report preparation. Please note that I have added Erin and Edith to the email string. As I will be out of the country next week, as will Erin, to keep continuity and momentum on the project, please make sure that Edith is copied on all correspondence. Edith is out being noted as out this week.

Erin, can I request an addendum for a TIA that meets the requirements of the Southport UDO. The scope would be anticipated to be the two intersections listed in the scoping submitted to NCDOT on the 15th which is stored in the project folder. For this one, I think we end up bypassing Steps 2 and 3, getting the counts, then submitting the TIA for Southport review.

From: Ron Greger <triatcoast@yahoo.com>
Sent: Tuesday, August 30, 2022 4:33 PM
To: Don Bennett <DBennett@davenportworld.com>
Cc: Catherine Beacham <cbbeacham@yahoo.com>
Subject: 115 Howe street project

R.G. Tec Securities Inc

919-422-9732

613 Lockwood Folly Drive

Bolivia , N.C. 28422

Triatcoast@yahoo.com



Capacity Analysis Synchro Worksheets



Existing Conditions

HCM 6th TWSC

100: Howe St & W Nash St/E Nash St

10/25/2022

Intersection

Int Delay, s/veh 2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	4	4	4	4	4	34	4	87	7	60	183	9
Future Vol, veh/h	4	4	4	4	4	34	4	87	7	60	183	9
Conflicting Peds, #/hr	4	0	17	13	0	0	17	0	13	0	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	4	4	4	4	38	4	97	8	67	203	10

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	493	485	242	485	486	118	230	0	0	118	0	0
Stage 1	359	359	-	122	122	-	-	-	-	-	-	-
Stage 2	134	126	-	363	364	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	486	482	797	492	481	934	1338	-	-	1470	-	-
Stage 1	659	627	-	882	795	-	-	-	-	-	-	-
Stage 2	869	792	-	656	624	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	436	446	771	454	445	919	1316	-	-	1452	-	-
Mov Cap-2 Maneuver	436	446	-	454	445	-	-	-	-	-	-	-
Stage 1	646	589	-	869	783	-	-	-	-	-	-	-
Stage 2	823	780	-	607	586	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.2		10		0.3		1.8	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1316	-	-	514	766	1452	-
HCM Lane V/C Ratio	0.003	-	-	0.026	0.061	0.046	-
HCM Control Delay (s)	7.7	-	-	12.2	10	7.6	-
HCM Lane LOS	A	-	-	B	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0.1	-

HCM 6th TWSC

100: Howe St & W Nash St/E Nash St

10/25/2022

Intersection

Int Delay, s/veh 1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	10	4	4	4	4	21	4	204	4	32	279	12
Future Vol, veh/h	10	4	4	4	4	21	4	204	4	32	279	12
Conflicting Peds, #/hr	7	0	16	15	0	6	16	0	15	6	0	7
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	4	4	4	4	23	4	227	4	36	310	13

Major/Minor	Minor2		Minor1		Major1		Major2		Major2		Major2	
Conflicting Flow All	663	659	349	661	663	251	339	0	0	246	0	0
Stage 1	405	405	-	252	252	-	-	-	-	-	-	-
Stage 2	258	254	-	409	411	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	375	384	694	376	382	788	1220	-	-	1320	-	-
Stage 1	622	598	-	752	698	-	-	-	-	-	-	-
Stage 2	747	697	-	619	595	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	344	361	673	351	359	772	1201	-	-	1301	-	-
Mov Cap-2 Maneuver	344	361	-	351	359	-	-	-	-	-	-	-
Stage 1	610	572	-	738	686	-	-	-	-	-	-	-
Stage 2	713	685	-	584	569	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.7		11.5		0.2		0.8	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1201	-	-	391 583	1301	-	-
HCM Lane V/C Ratio	0.004	-	-	0.051 0.055	0.027	-	-
HCM Control Delay (s)	8	-	-	14.7 11.5	7.8	-	-
HCM Lane LOS	A	-	-	B B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2 0.2	0.1	-	-



Future No Build Conditions

HCM 6th TWSC

100: Howe St & W Nash St/E Nash St

10/25/2022

Intersection

Int Delay, s/veh 2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	4	4	5	4	4	36	5	90	8	62	189	10
Future Vol, veh/h	4	4	5	4	4	36	5	90	8	62	189	10
Conflicting Peds, #/hr	4	0	17	13	0	0	17	0	13	0	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	4	6	4	4	40	6	100	9	69	210	11

Major/Minor	Minor2		Minor1		Major1		Major2		Major2		Major2	
Conflicting Flow All	514	505	250	506	506	122	238	0	0	122	0	0
Stage 1	371	371	-	130	130	-	-	-	-	-	-	-
Stage 2	143	134	-	376	376	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	471	470	789	477	469	929	1329	-	-	1465	-	-
Stage 1	649	620	-	874	789	-	-	-	-	-	-	-
Stage 2	860	785	-	645	616	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	421	433	764	438	432	914	1307	-	-	1447	-	-
Mov Cap-2 Maneuver	421	433	-	438	432	-	-	-	-	-	-	-
Stage 1	635	581	-	859	776	-	-	-	-	-	-	-
Stage 2	811	772	-	595	577	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.2		10		0.4		1.8	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1307	-	-	514	762	1447	-
HCM Lane V/C Ratio	0.004	-	-	0.028	0.064	0.048	-
HCM Control Delay (s)	7.8	-	-	12.2	10	7.6	-
HCM Lane LOS	A	-	-	B	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0.1	-

HCM 6th TWSC

100: Howe St & W Nash St/E Nash St

10/25/2022

Intersection

Int Delay, s/veh 1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	11	4	4	5	4	22	4	211	4	33	288	13
Future Vol, veh/h	11	4	4	5	4	22	4	211	4	33	288	13
Conflicting Peds, #/hr	7	0	16	15	0	6	16	0	15	6	0	7
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	4	4	6	4	24	4	234	4	37	320	14

Major/Minor	Minor2		Minor1		Major1		Major2		Major2		Major2	
Conflicting Flow All	682	678	359	680	683	258	350	0	0	253	0	0
Stage 1	417	417	-	259	259	-	-	-	-	-	-	-
Stage 2	265	261	-	421	424	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	364	374	685	365	372	781	1209	-	-	1312	-	-
Stage 1	613	591	-	746	694	-	-	-	-	-	-	-
Stage 2	740	692	-	610	587	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	333	352	664	340	350	765	1191	-	-	1293	-	-
Mov Cap-2 Maneuver	333	352	-	340	350	-	-	-	-	-	-	-
Stage 1	601	565	-	733	682	-	-	-	-	-	-	-
Stage 2	705	680	-	575	561	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	15.1		11.8		0.1		0.8	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1191	-	-	377 565	1293	-	-
HCM Lane V/C Ratio	0.004	-	-	0.056 0.061	0.028	-	-
HCM Control Delay (s)	8	-	-	15.1 11.8	7.9	-	-
HCM Lane LOS	A	-	-	C B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2 0.2	0.1	-	-



Future Build Conditions

HCM 6th TWSC

100: Howe St & W Nash St/E Nash St

10/25/2022

Intersection

Int Delay, s/veh 2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	16	4	11	4	4	39	7	126	8	66	232	14
Future Vol, veh/h	16	4	11	4	4	39	7	126	8	66	232	14
Conflicting Peds, #/hr	25	0	35	27	0	17	35	0	27	17	0	25
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	4	12	4	4	43	8	140	9	73	258	16

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	656	639	336	643	643	197	309	0	0	176	0	0
Stage 1	447	447	-	188	188	-	-	-	-	-	-	-
Stage 2	209	192	-	455	455	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	379	394	706	386	392	844	1252	-	-	1400	-	-
Stage 1	591	573	-	814	745	-	-	-	-	-	-	-
Stage 2	793	742	-	585	569	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	320	349	660	337	347	803	1210	-	-	1364	-	-
Mov Cap-2 Maneuver	320	349	-	337	347	-	-	-	-	-	-	-
Stage 1	567	524	-	788	720	-	-	-	-	-	-	-
Stage 2	723	718	-	521	521	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.9		11		0.4		1.6	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1210	-	-	397	653	1364	-
HCM Lane V/C Ratio	0.006	-	-	0.087	0.08	0.054	-
HCM Control Delay (s)	8	-	-	14.9	11	7.8	-
HCM Lane LOS	A	-	-	B	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.3	0.2	-

HCM 6th TWSC

200: Site Drive 1 & W Nash St

10/25/2022

Intersection

Int Delay, s/veh 4.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	11	4	6	14	4	18
Future Vol, veh/h	11	4	6	14	4	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	4	7	16	4	20

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	16
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1602
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1602
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.2	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1046	-	-	1602	-
HCM Lane V/C Ratio	0.023	-	-	0.004	-
HCM Control Delay (s)	8.5	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

HCM 6th TWSC

100: Howe St & W Nash St/E Nash St

10/25/2022

Intersection

Int Delay, s/veh 1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	16	4	6	5	4	25	9	251	4	36	329	22
Future Vol, veh/h	16	4	6	5	4	25	9	251	4	36	329	22
Conflicting Peds, #/hr	28	0	34	29	0	23	34	0	29	23	0	28
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	4	7	6	4	28	10	279	4	40	366	24

Major/Minor	Minor2		Minor1		Major1		Major2		Major2		Major2	
Conflicting Flow All	837	824	446	828	834	338	424	0	0	312	0	0
Stage 1	492	492	-	330	330	-	-	-	-	-	-	-
Stage 2	345	332	-	498	504	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	286	308	612	290	304	704	1135	-	-	1248	-	-
Stage 1	558	548	-	683	646	-	-	-	-	-	-	-
Stage 2	671	644	-	554	541	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	247	278	573	258	274	666	1098	-	-	1214	-	-
Mov Cap-2 Maneuver	247	278	-	258	274	-	-	-	-	-	-	-
Stage 1	535	513	-	658	622	-	-	-	-	-	-	-
Stage 2	616	620	-	508	506	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	18.8		13.2		0.3		0.8	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1098	-	-	290	475	1214	-
HCM Lane V/C Ratio	0.009	-	-	0.1	0.08	0.033	-
HCM Control Delay (s)	8.3	-	-	18.8	13.2	8.1	-
HCM Lane LOS	A	-	-	C	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.3	0.1	-

HCM 6th TWSC

200: Site Drive 1 & W Nash St

10/25/2022

Intersection						
Int Delay, s/veh	3.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	17	4	14	16	4	8
Future Vol, veh/h	17	4	14	16	4	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	19	4	16	18	4	9
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	23	0	71	21
Stage 1	-	-	-	-	21	-
Stage 2	-	-	-	-	50	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1592	-	933	1056
Stage 1	-	-	-	-	1002	-
Stage 2	-	-	-	-	972	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1592	-	924	1056
Mov Cap-2 Maneuver	-	-	-	-	924	-
Stage 1	-	-	-	-	1002	-
Stage 2	-	-	-	-	962	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		3.4		8.6	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	1008	-	-	1592	-	
HCM Lane V/C Ratio	0.013	-	-	0.01	-	
HCM Control Delay (s)	8.6	-	-	7.3	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile O(veh)	0	-	-	0	-	



Queueing Analysis SimTraffic Worksheets

Queuing and Blocking Report

AM

10/25/2022

Intersection: 100: Howe St & W Nash St/E Nash St

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	L	TR
Maximum Queue (ft)	36	58	18	24	30	28
Average Queue (ft)	11	24	1	1	7	2
95th Queue (ft)	36	50	8	9	28	15
Link Distance (ft)	1179	1013		1098		1342
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			100		100	
Storage Blk Time (%)						
Queuing Penalty (veh)						

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report

AM

10/25/2022

Intersection: 100: Howe St & W Nash St/E Nash St

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	L	TR
Maximum Queue (ft)	31	49	24	12	39	22
Average Queue (ft)	11	23	1	0	7	2
95th Queue (ft)	35	49	9	6	29	13
Link Distance (ft)	1225	1013		1098		1342
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			100		100	
Storage Blk Time (%)						
Queuing Penalty (veh)						

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report

AM

10/25/2022

Intersection: 100: Howe St & W Nash St/E Nash St

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	L	TR
Maximum Queue (ft)	53	58	24	52	38	72
Average Queue (ft)	22	26	1	5	12	9
95th Queue (ft)	48	53	10	27	37	40
Link Distance (ft)	76	1013		1097		1342
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			100		100	
Storage Blk Time (%)						0
Queuing Penalty (veh)						0

Intersection: 200: Site Drive 1 & W Nash St

Movement	NB
Directions Served	LR
Maximum Queue (ft)	41
Average Queue (ft)	15
95th Queue (ft)	42
Link Distance (ft)	875
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report

PM

10/25/2022

Intersection: 100: Howe St & W Nash St/E Nash St

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	L	TR
Maximum Queue (ft)	35	36	30	35	34	51
Average Queue (ft)	14	17	1	2	8	3
95th Queue (ft)	40	44	12	14	30	23
Link Distance (ft)	1179	1013		1098		1342
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			100		100	
Storage Blk Time (%)						
Queuing Penalty (veh)						

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report

PM

10/25/2022

Intersection: 100: Howe St & W Nash St/E Nash St

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	L	TR
Maximum Queue (ft)	40	41	24	29	34	43
Average Queue (ft)	15	19	2	2	9	3
95th Queue (ft)	41	45	13	14	31	19
Link Distance (ft)	1179	1013		1098		1342
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			100		100	
Storage Blk Time (%)						
Queuing Penalty (veh)						

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report

PM

10/25/2022

Intersection: 100: Howe St & W Nash St/E Nash St

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	L	TR
Maximum Queue (ft)	48	72	30	53	43	56
Average Queue (ft)	17	22	3	8	8	9
95th Queue (ft)	43	55	17	34	31	36
Link Distance (ft)	86	1013		1097		1342
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			100		100	
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 200: Site Drive 1 & W Nash St

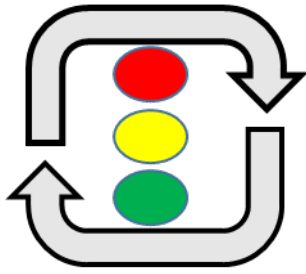
Movement	NB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	9
95th Queue (ft)	32
Link Distance (ft)	1055
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 0



Turning Movement Counts



TRUE DIRECTION

TRAFFIC SERVICES, INC.

236-1 Grandview Dr, Sneads Ferry NC, 28460
919-749-3979 truedirectiontraffic@gmail.com

Count Number: SOUTHPORT

County: BRUNSWICK

Division: 03

Location: HOWE ST. AND NASH ST.

Location Type: 4-LEG

Count Type: TURNING MOVEMENT

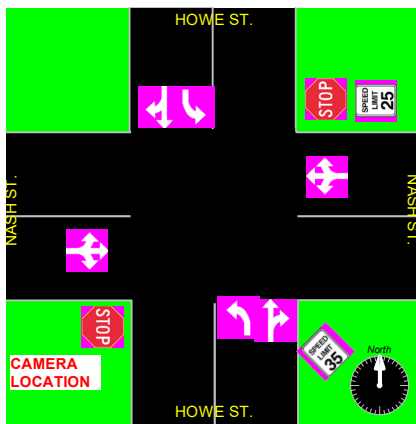
Count Start Date: 09-22-22

Time: 7:00AM-9:00AM AND 4:00PM-6:00PM

Video Time Used: 7:00AM-9:00AM AND 4:00PM-6:00PM (09-22)

Total Volume: 1,736

Weather: SUNNY



1. School in Session: YES
2. Pedestrians Observed During Count: YES
3. Disabled Pedestrians Present: NO
4. Counted By: KENNETH JOHNSON
5. Data Processor: MICHAEL JOHNSON
6. Signal Inventory: N/A
7. Intersection Controlled By: STOP SIGN
8. Data Collection Method: Jamar DB-400 Electronic Count Board
9. Equipment Operating Properly: Yes
10. Area Lighting: YES
11. Construction Present: NO
12. Traffic Problems Observed: NONE



LOCATION OF COUNT SITE: SOUTHPORT

Southbound Approach:



Westbound Approach:



Northbound Approach:



Eastbound Approach:



TRUE DIRECTION TRAFFIC SERVICES, INC.**236-1 GRANDVIEW DR.****SNEADS FERRY NC 28460****TRUEDIRECTIONTRAFFIC@GMAIL.COM****919-749-3979****MICHAEL JOHNSON**

HOWE ST. AND NASH ST.
 SOUTHPORT BRUNSWICK CO.
 WEATHER: SUNNY
 COUNTED BY: KENNETH JOHNSON

File Name : SOUTHPORT

Site Code : SOUTHPOR

Start Date : 9/22/2022

Page No : 1

Groups Printed- ALL VEHICLES - PEDESTRAINS - BIKES

	HOWE ST. SOUTHBOUND					NASH ST. WESTBOUND					HOWE ST. NORTHBOUND					NASH ST. EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	2	15	1	0	18	0	0	1	0	1	0	17	0	0	17	0	0	0	0	0	36
07:15 AM	5	20	2	0	27	0	0	0	0	0	0	22	0	0	22	1	0	0	0	1	50
07:30 AM	6	27	0	0	33	1	0	4	0	5	1	8	1	0	10	1	0	0	0	1	49
07:45 AM	5	29	2	0	36	1	0	2	0	3	0	18	0	0	18	0	1	0	0	1	58
Total	18	91	5	0	114	2	0	7	0	9	1	65	1	0	67	2	1	0	0	3	193
08:00 AM	15	35	3	0	53	1	0	5	0	6	0	19	0	0	19	0	0	2	0	2	80
08:15 AM	22	46	2	0	70	0	0	3	0	3	1	18	1	0	20	1	4	0	0	5	98
08:30 AM	14	45	0	0	59	0	0	19	0	19	1	29	3	0	33	1	5	2	0	8	119
08:45 AM	9	61	4	0	74	0	0	7	0	7	2	21	3	0	26	1	5	0	0	6	113
Total	60	187	9	0	256	1	0	34	0	35	4	87	7	0	98	3	14	4	0	21	410
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	10
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	10
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	7
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	0	0	31	31
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TRUE DIRECTION TRAFFIC SERVICES, INC.**236-1 GRANDVIEW DR.****SNEADS FERRY NC 28460****TRUEDIRECTIONTRAFFIC@GMAIL.COM****919-749-3979****MICHAEL JOHNSON**

HOWE ST. AND NASH ST.
 SOUTHPORT BRUNSWICK CO.
 WEATHER: SUNNY
 COUNTED BY: KENNETH JOHNSON

File Name : SOUTHPORT
 Site Code : SOUTHPOR
 Start Date : 9/22/2022
 Page No : 2

Groups Printed- ALL VEHICLES - PEDESTRAINS - BIKES

	HOWE ST. SOUTHBOUND					NASH ST. WESTBOUND					HOWE ST. NORTHBOUND					NASH ST. EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	13	31	2	0	46	0	1	21	0	22	0	50	0	0	50	4	0	1	0	5	123
04:30 PM	8	44	0	0	52	1	0	10	0	11	0	45	2	0	47	3	0	1	0	4	114
04:45 PM	6	64	0	0	70	1	2	10	0	13	0	41	1	0	42	3	0	0	0	3	128
Total	27	139	2	0	168	2	3	41	0	46	0	136	3	0	139	10	0	2	0	12	365
05:00 PM	5	54	0	0	59	1	0	13	0	14	0	53	0	0	53	2	0	0	0	2	128
05:15 PM	6	75	5	0	86	2	0	8	0	10	1	48	1	0	50	7	7	0	0	14	160
05:30 PM	5	58	5	0	68	0	2	7	0	9	0	54	1	0	55	2	4	1	0	7	139
05:45 PM	8	63	0	0	71	0	4	0	0	4	1	50	0	0	51	0	2	0	0	2	128
Total	24	250	10	0	284	3	6	28	0	37	2	205	2	0	209	11	13	1	0	25	555
06:00 PM	13	84	2	0	99	2	0	6	0	8	1	52	1	0	54	1	4	1	0	6	167
06:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
06:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:45 PM	0	0	0	0	0	0	8	0	0	8	0	3	0	0	3	0	0	0	0	0	11
Total	13	84	2	0	99	2	12	6	0	20	1	55	1	0	57	1	4	1	0	6	182
Grand Total	142	751	28	0	921	10	21	116	0	147	8	548	14	0	570	27	63	8	0	98	1736
Apprch %	15.4	81.5	3	0		6.8	14.3	78.9	0		1.4	96.1	2.5	0		27.6	64.3	8.2	0		
Total %	8.2	43.3	1.6	0	53.1	0.6	1.2	6.7	0	8.5	0.5	31.6	0.8	0	32.8	1.6	3.6	0.5	0	5.6	
ALL VEHICLES	142	736	28	0	906	10	3	116	0	129	8	545	14	0	567	27	4	8	0	39	1641
% ALL VEHICLES	100	98	100	0	98.4	100	14.3	100	0	87.8	100	99.5	100	0	99.5	100	6.3	100	0	39.8	94.5
PEDESTRAINS	0	15	0	0	15	0	18	0	0	18	0	3	0	0	3	0	59	0	0	59	95
% PEDESTRAINS	0	2	0	0	1.6	0	85.7	0	0	12.2	0	0.5	0	0	0.5	0	93.7	0	0	60.2	5.5
BIKES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% BIKES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name : SOUTHPORT
Site Code : SOUTHPOR
Start Date : 9/22/2022
Page No : 3

Page 86 of 202

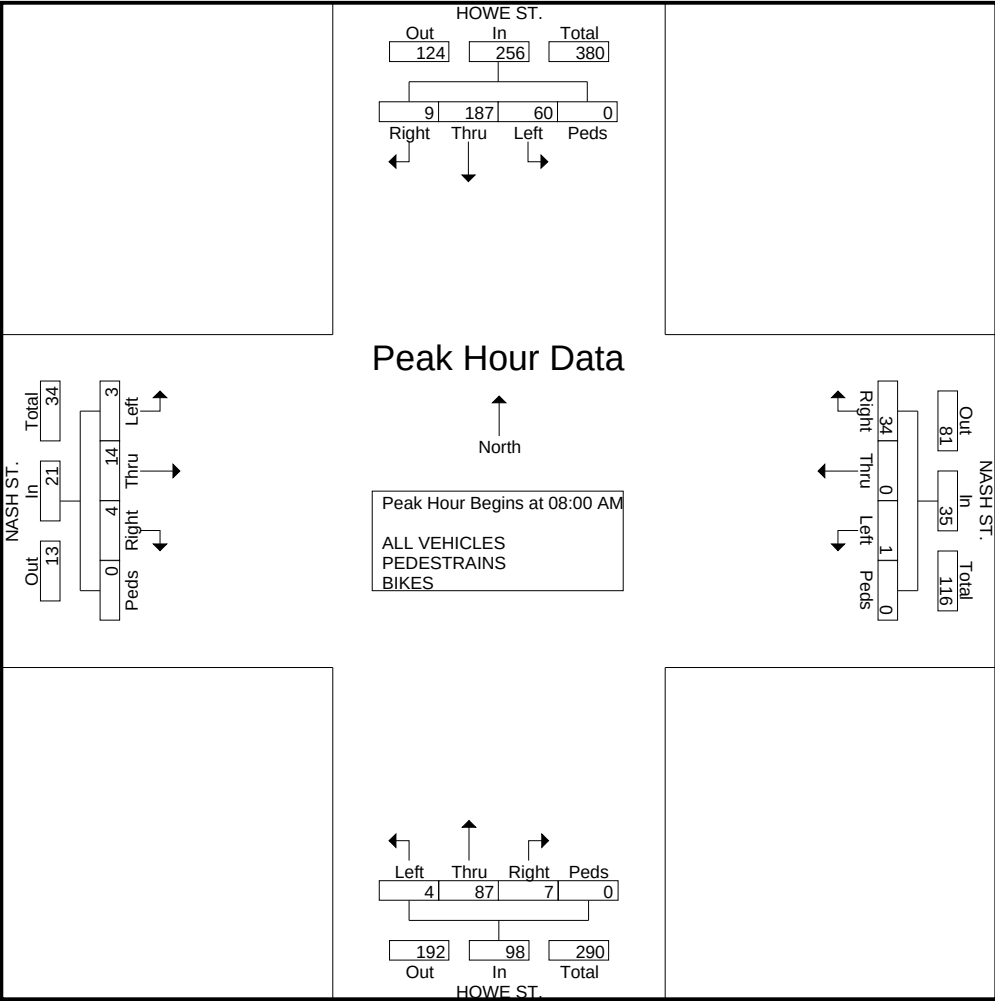
TRUE DIRECTION TRAFFIC SERVICES, INC.

236-1 GRANDVIEW DR.
SNEADS FERRY NC 28460
TRUEDIRECTIONTRAFFIC@GMAIL.COM
919-749-3979
MICHAEL JOHNSON

HOWE ST. AND NASH ST.
SOUTHPORT BRUNSWICK CO.
WEATHER: SUNNY
COUNTED BY: KENNETH JOHNSON

File Name : SOUTHPORT
Site Code : SOUTHPOR
Start Date : 9/22/2022
Page No : 4

	HOWE ST. SOUTHBOUND					NASH ST. WESTBOUND					HOWE ST. NORTHBOUND					NASH ST. EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 12:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	15	35	3	0	53	1	0	5	0	6	0	19	0	0	19	0	0	2	0	2	80
08:15 AM	22	46	2	0	70	0	0	3	0	3	1	18	1	0	20	1	4	0	0	5	98
08:30 AM	14	45	0	0	59	0	0	19	0	19	1	29	3	0	33	1	5	2	0	8	119
08:45 AM	9	61	4	0	74	0	0	7	0	7	2	21	3	0	26	1	5	0	0	6	113
Total Volume	60	187	9	0	256	1	0	34	0	35	4	87	7	0	98	3	14	4	0	21	410
% App. Total	23.4	73	3.5	0		2.9	0	97.1	0		4.1	88.8	7.1	0		14.3	66.7	19	0		
PHF	.682	.766	.563	.000	.865	.250	.000	.447	.000	.461	.500	.750	.583	.000	.742	.750	.700	.500	.000	.656	.861



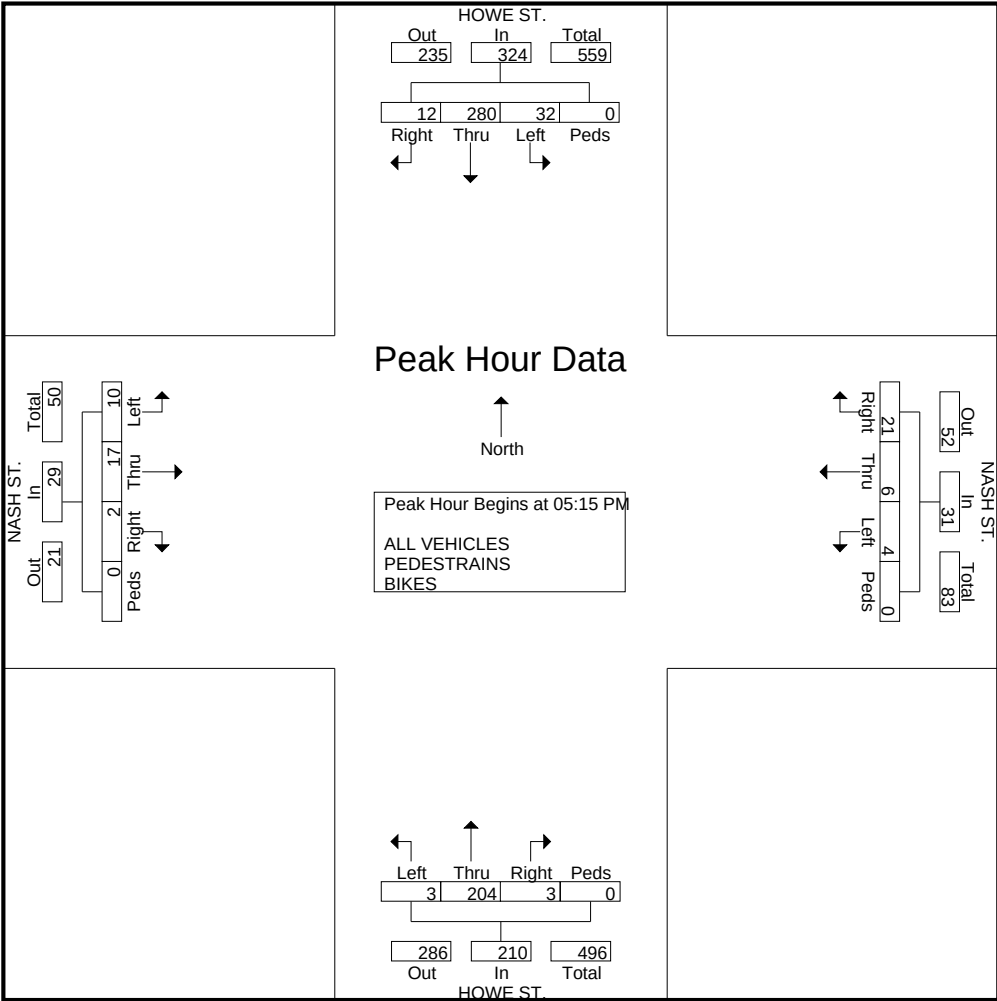
TRUE DIRECTION TRAFFIC SERVICES, INC.

236-1 GRANDVIEW DR.
SNEADS FERRY NC 28460
TRUEDIRECTIONTRAFFIC@GMAIL.COM
919-749-3979
MICHAEL JOHNSON

HOWE ST. AND NASH ST.
SOUTHPORT BRUNSWICK CO.
WEATHER: SUNNY
COUNTED BY: KENNETH JOHNSON

File Name : SOUTHPORT
Site Code : SOUTHPOR
Start Date : 9/22/2022
Page No : 5

	HOWE ST. SOUTHBOUND					NASH ST. WESTBOUND					HOWE ST. NORTHBOUND					NASH ST. EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	6	75	5	0	86	2	0	8	0	10	1	48	1	0	50	7	7	0	0	14	160
05:30 PM	5	58	5	0	68	0	2	7	0	9	0	54	1	0	55	2	4	1	0	7	139
05:45 PM	8	63	0	0	71	0	4	0	0	4	1	50	0	0	51	0	2	0	0	2	128
06:00 PM	13	84	2	0	99	2	0	6	0	8	1	52	1	0	54	1	4	1	0	6	167
Total Volume	32	280	12	0	324	4	6	21	0	31	3	204	3	0	210	10	17	2	0	29	594
% App. Total	9.9	86.4	3.7	0		12.9	19.4	67.7	0		1.4	97.1	1.4	0		34.5	58.6	6.9	0		
PHF	.615	.833	.600	.000	.818	.500	.375	.656	.000	.775	.750	.944	.750	.000	.955	.357	.607	.500	.000	.518	.889



TRUE DIRECTION TRAFFIC SERVICES, INC.**236-1 GRANDVIEW DR.****SNEADS FERRY NC 28460****TRUEDIRECTIONTRAFFIC@GMAIL.COM****919-749-3979****MICHAEL JOHNSON**

HOWE ST. AND NASH ST.
 SOUTHPORT BRUNSWICK CO.
 WEATHER: SUNNY
 COUNTED BY: KENNETH JOHNSON

File Name : SOUTHPORT
 Site Code : SOUTHPOR
 Start Date : 9/22/2022
 Page No : 1

Groups Printed- ALL VEHICLES

	HOWE ST. SOUTHBOUND					NASH ST. WESTBOUND					HOWE ST. NORTHBOUND					NASH ST. EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	2	11	1	0	14	0	0	1	0	1	0	17	0	0	17	0	0	0	0	0	32
07:15 AM	5	17	2	0	24	0	0	0	0	0	0	22	0	0	22	1	0	0	0	1	47
07:30 AM	6	27	0	0	33	1	0	4	0	5	1	8	1	0	10	1	0	0	0	1	49
07:45 AM	5	28	2	0	35	1	0	2	0	3	0	18	0	0	18	0	1	0	0	1	57
Total	18	83	5	0	106	2	0	7	0	9	1	65	1	0	67	2	1	0	0	3	185
08:00 AM	15	33	3	0	51	1	0	5	0	6	0	19	0	0	19	0	0	2	0	2	78
08:15 AM	22	44	2	0	68	0	0	3	0	3	1	18	1	0	20	1	0	0	0	1	92
08:30 AM	14	45	0	0	59	0	0	19	0	19	1	29	3	0	33	1	0	2	0	3	114
08:45 AM	9	61	4	0	74	0	0	7	0	7	2	21	3	0	26	1	1	0	0	2	109
Total	60	183	9	0	252	1	0	34	0	35	4	87	7	0	98	3	1	4	0	8	393
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TRUE DIRECTION TRAFFIC SERVICES, INC.

236-1 GRANDVIEW DR.

SNEADS FERRY NC 28460

TRUEDIRECTIONTRAFFIC@GMAIL.COM

919-749-3979

MICHAEL JOHNSON

HOWE ST. AND NASH ST.
SOUTHPORT BRUNSWICK CO.
WEATHER: SUNNY
COUNTED BY: KENNETH JOHNSON

File Name : SOUTHPORT

Site Code : SOUTHPOR

Start Date : 9/22/2022

Page No : 2

Groups Printed- ALL VEHICLES

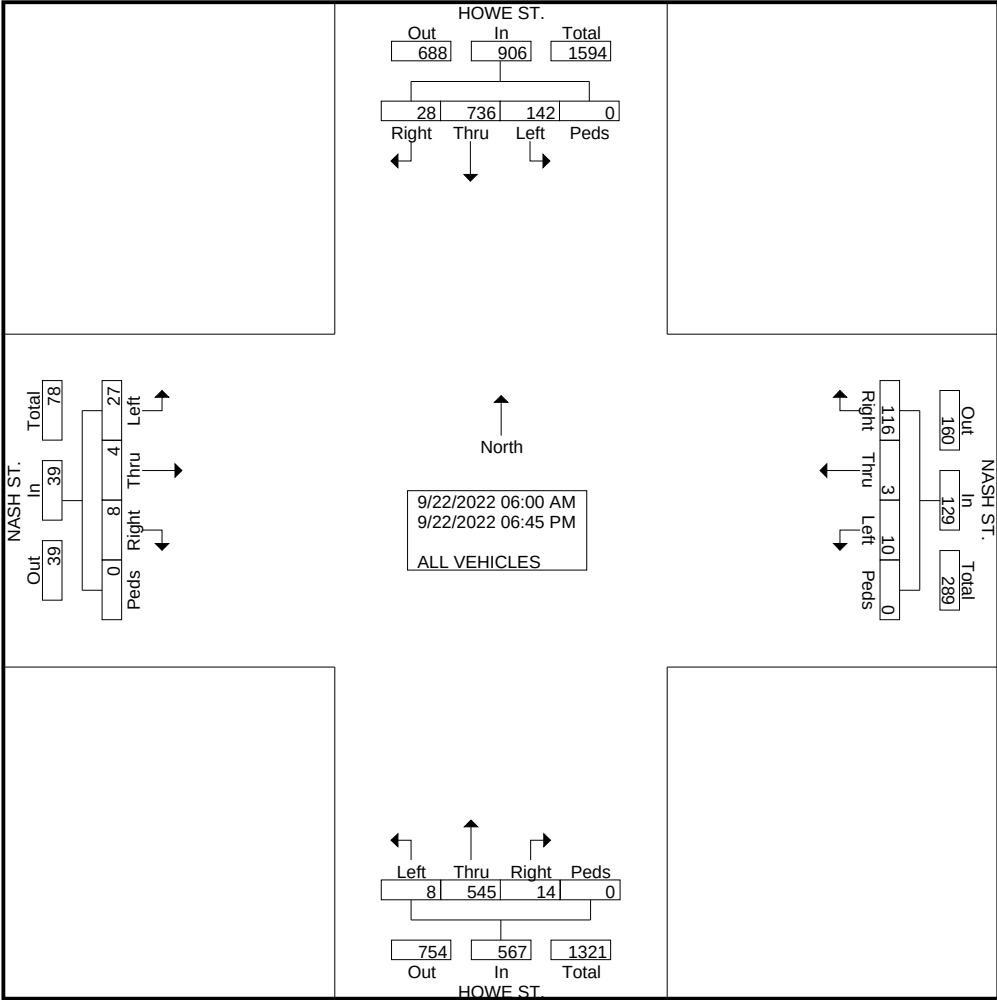
	HOWE ST. SOUTHBOUND					NASH ST. WESTBOUND					HOWE ST. NORTHBOUND					NASH ST. EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	13	31	2	0	46	0	1	21	0	22	0	50	0	0	50	4	0	1	0	5	123
04:30 PM	8	44	0	0	52	1	0	10	0	11	0	45	2	0	47	3	0	1	0	4	114
04:45 PM	6	62	0	0	68	1	2	10	0	13	0	41	1	0	42	3	0	0	0	3	126
Total	27	137	2	0	166	2	3	41	0	46	0	136	3	0	139	10	0	2	0	12	363
05:00 PM	5	54	0	0	59	1	0	13	0	14	0	53	0	0	53	2	0	0	0	2	128
05:15 PM	6	75	5	0	86	2	0	8	0	10	1	48	1	0	50	7	0	0	0	7	153
05:30 PM	5	57	5	0	67	0	0	7	0	7	0	54	1	0	55	2	0	1	0	3	132
05:45 PM	8	63	0	0	71	0	0	0	0	0	1	50	0	0	51	0	1	0	0	1	123
Total	24	249	10	0	283	3	0	28	0	31	2	205	2	0	209	11	1	1	0	13	536
06:00 PM	13	84	2	0	99	2	0	6	0	8	1	52	1	0	54	1	1	1	0	3	164
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	13	84	2	0	99	2	0	6	0	8	1	52	1	0	54	1	1	1	0	3	164
Grand Total	142	736	28	0	906	10	3	116	0	129	8	545	14	0	567	27	4	8	0	39	1641
Apprch %	15.7	81.2	3.1	0		7.8	2.3	89.9	0		1.4	96.1	2.5	0		69.2	10.3	20.5	0		
Total %	8.7	44.9	1.7	0	55.2	0.6	0.2	7.1	0	7.9	0.5	33.2	0.9	0	34.6	1.6	0.2	0.5	0	2.4	

TRUE DIRECTION TRAFFIC SERVICES, INC.

236-1 GRANDVIEW DR.
SNEADS FERRY NC 28460
TRUEDIRECTIONTRAFFIC@GMAIL.COM
919-749-3979
MICHAEL JOHNSON

HOWE ST. AND NASH ST.
SOUTHPORT BRUNSWICK CO.
WEATHER: SUNNY
COUNTED BY: KENNETH JOHNSON

File Name : SOUTHPORT
Site Code : SOUTHPOR
Start Date : 9/22/2022
Page No : 3



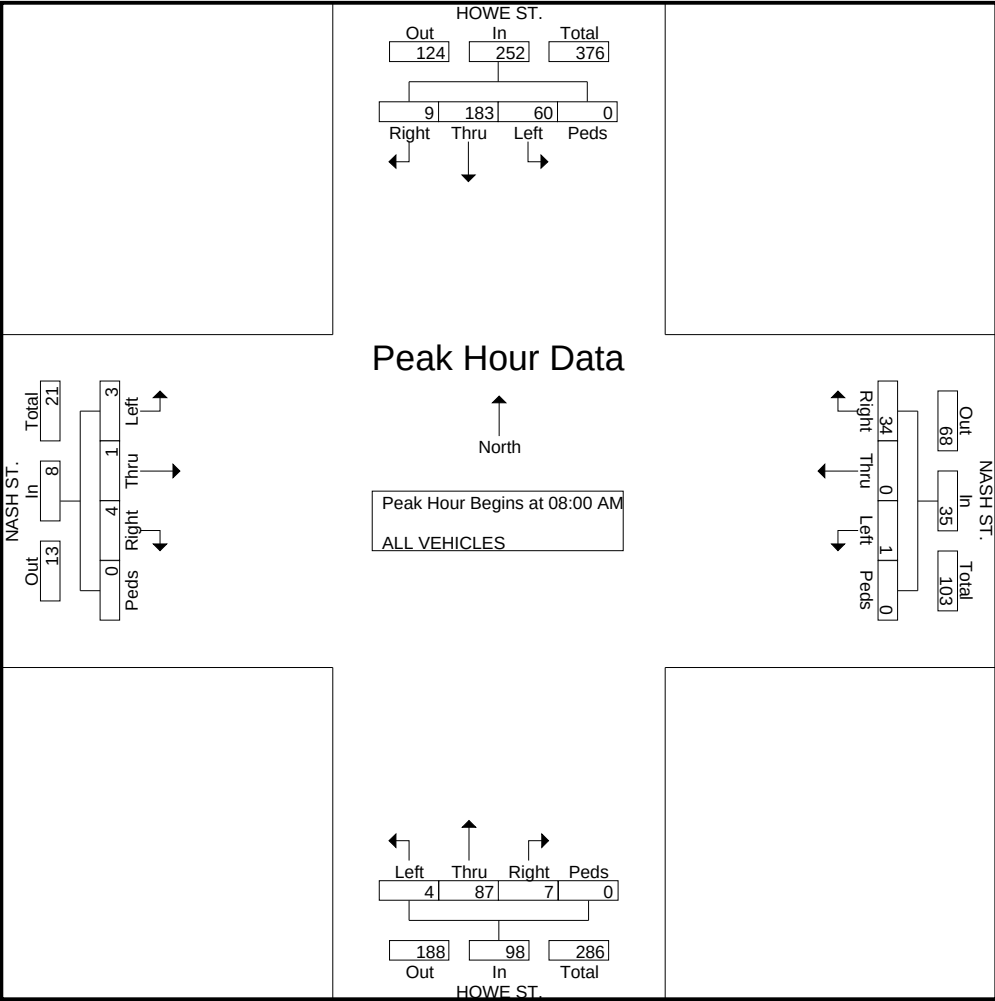
TRUE DIRECTION TRAFFIC SERVICES, INC.

236-1 GRANDVIEW DR.
SNEADS FERRY NC 28460
TRUEDIRECTIONTRAFFIC@GMAIL.COM
919-749-3979
MICHAEL JOHNSON

HOWE ST. AND NASH ST.
SOUTHPORT BRUNSWICK CO.
WEATHER: SUNNY
COUNTED BY: KENNETH JOHNSON

File Name : SOUTHPORT
Site Code : SOUTHPOR
Start Date : 9/22/2022
Page No : 4

	HOWE ST. SOUTHBOUND					NASH ST. WESTBOUND					HOWE ST. NORTHBOUND					NASH ST. EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 12:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	15	33	3	0	51	1	0	5	0	6	0	19	0	0	19	0	0	2	0	2	78
08:15 AM	22	44	2	0	68	0	0	3	0	3	1	18	1	0	20	1	0	0	0	1	92
08:30 AM	14	45	0	0	59	0	0	19	0	19	1	29	3	0	33	1	0	2	0	3	114
08:45 AM	9	61	4	0	74	0	0	7	0	7	2	21	3	0	26	1	1	0	0	2	109
Total Volume	60	183	9	0	252	1	0	34	0	35	4	87	7	0	98	3	1	4	0	8	393
% App. Total	23.8	72.6	3.6	0		2.9	0	97.1	0		4.1	88.8	7.1	0		37.5	12.5	50	0		
PHF	.682	.750	.563	.000	.851	.250	.000	.447	.000	.461	.500	.750	.583	.000	.742	.750	.250	.500	.000	.667	.862



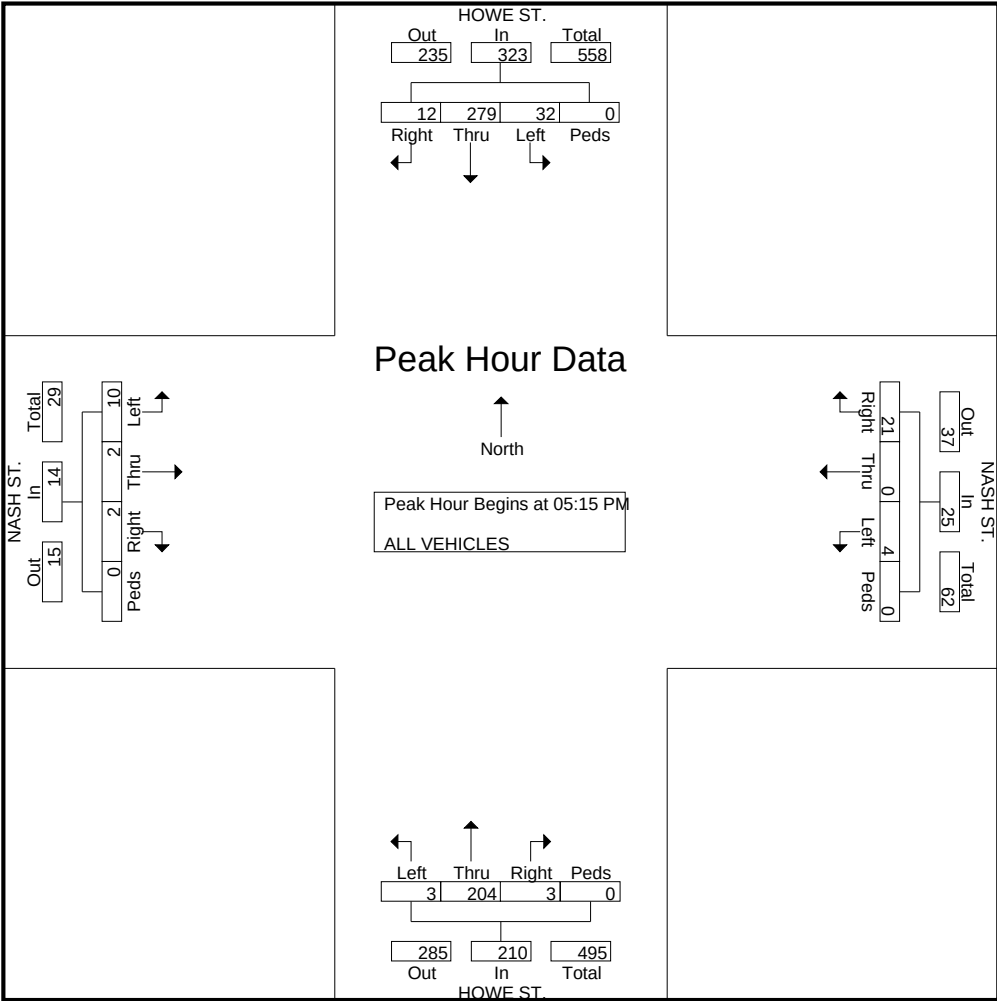
TRUE DIRECTION TRAFFIC SERVICES, INC.

236-1 GRANDVIEW DR.
SNEADS FERRY NC 28460
TRUEDIRECTIONTRAFFIC@GMAIL.COM
919-749-3979
MICHAEL JOHNSON

HOWE ST. AND NASH ST.
SOUTHPORT BRUNSWICK CO.
WEATHER: SUNNY
COUNTED BY: KENNETH JOHNSON

File Name : SOUTHPORT
Site Code : SOUTHPOR
Start Date : 9/22/2022
Page No : 5

	HOWE ST. SOUTHBOUND					NASH ST. WESTBOUND					HOWE ST. NORTHBOUND					NASH ST. EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	6	75	5	0	86	2	0	8	0	10	1	48	1	0	50	7	0	0	0	7	153
05:30 PM	5	57	5	0	67	0	0	7	0	7	0	54	1	0	55	2	0	1	0	3	132
05:45 PM	8	63	0	0	71	0	0	0	0	0	1	50	0	0	51	0	1	0	0	1	123
06:00 PM	13	84	2	0	99	2	0	6	0	8	1	52	1	0	54	1	1	1	0	3	164
Total Volume	32	279	12	0	323	4	0	21	0	25	3	204	3	0	210	10	2	2	0	14	572
% App. Total	9.9	86.4	3.7	0		16	0	84	0		1.4	97.1	1.4	0		71.4	14.3	14.3	0		
PHF	.615	.830	.600	.000	.816	.500	.000	.656	.000	.625	.750	.944	.750	.000	.955	.357	.500	.500	.000	.500	.872



TRUE DIRECTION TRAFFIC SERVICES, INC.**236-1 GRANDVIEW DR.****SNEADS FERRY NC 28460****TRUEDIRECTIONTRAFFIC@GMAIL.COM****919-749-3979****MICHAEL JOHNSON**

HOWE ST. AND NASH ST.
 SOUTHPORT BRUNSWICK CO.
 WEATHER: SUNNY
 COUNTED BY: KENNETH JOHNSON

File Name : SOUTHPORT

Site Code : SOUTHPOR

Start Date : 9/22/2022

Page No : 1

Groups Printed- PEDESTRAINS

	HOWE ST. SOUTHBOUND					NASH ST. WESTBOUND					HOWE ST. NORTHBOUND					NASH ST. EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
07:15 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
08:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	6
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
Total	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	17
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	10
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	10
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	7
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	0	0	31	31
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TRUE DIRECTION TRAFFIC SERVICES, INC.

236-1 GRANDVIEW DR.
 SNEADS FERRY NC 28460
 TRUEDIRECTIONTRAFFIC@GMAIL.COM
 919-749-3979
 MICHAEL JOHNSON

HOWE ST. AND NASH ST.
 SOUTHPORT BRUNSWICK CO.
 WEATHER: SUNNY
 COUNTED BY: KENNETH JOHNSON

File Name : SOUTHPORT
 Site Code : SOUTHPOR
 Start Date : 9/22/2022
 Page No : 2

Groups Printed- PEDESTRAINS

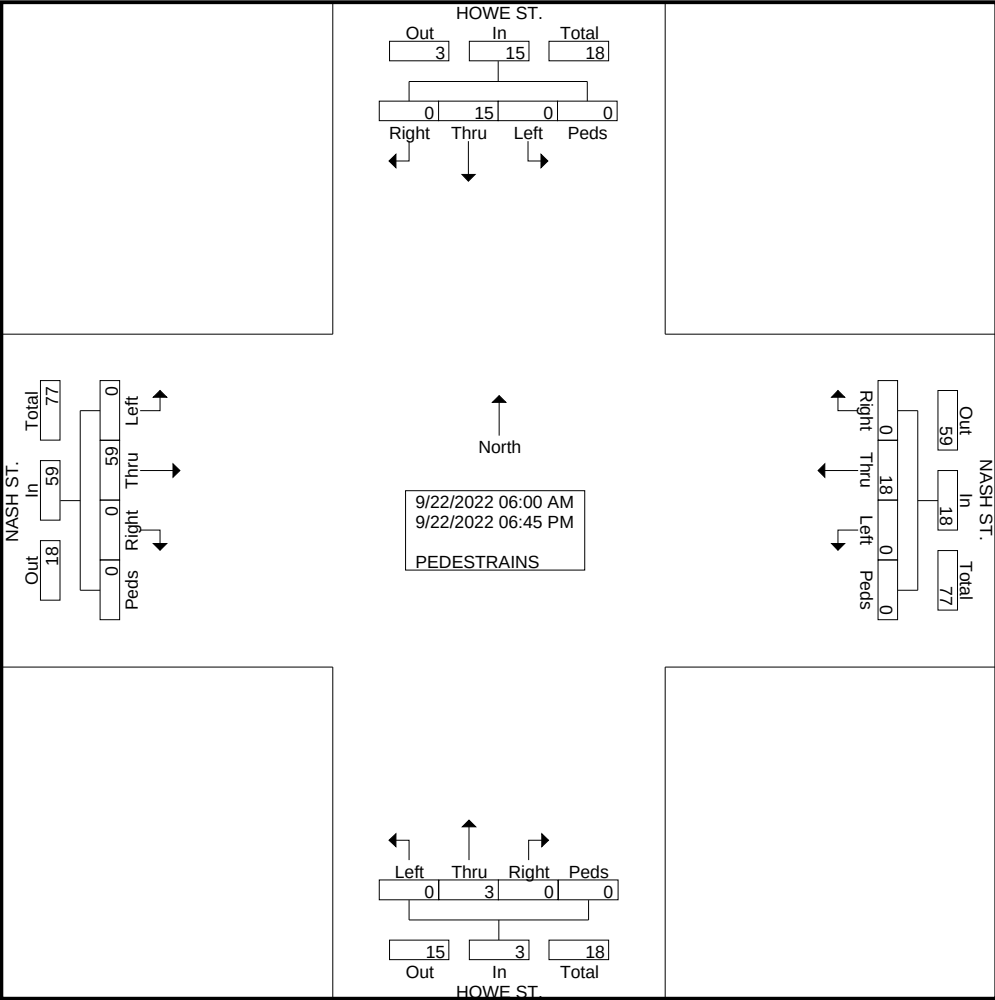
	HOWE ST. SOUTHBOUND					NASH ST. WESTBOUND					HOWE ST. NORTHBOUND					NASH ST. EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	7
05:30 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	7
05:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	5
Total	0	1	0	0	1	0	6	0	0	6	0	0	0	0	0	0	12	0	0	12	19
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
06:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
06:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:45 PM	0	0	0	0	0	0	8	0	0	8	0	3	0	0	3	0	0	0	0	0	11
Total	0	0	0	0	0	0	12	0	0	12	0	3	0	0	3	0	3	0	0	3	18
Grand Total	0	15	0	0	15	0	18	0	0	18	0	3	0	0	3	0	59	0	0	59	95
Apprch %	0	100	0	0		0	100	0	0		0	100	0	0		0	100	0	0		
Total %	0	15.8	0	0	15.8	0	18.9	0	0	18.9	0	3.2	0	0	3.2	0	62.1	0	0	62.1	

TRUE DIRECTION TRAFFIC SERVICES, INC.

236-1 GRANDVIEW DR.
SNEADS FERRY NC 28460
TRUEDIRECTIONTRAFFIC@GMAIL.COM
919-749-3979
MICHAEL JOHNSON

HOWE ST. AND NASH ST.
SOUTHPORT BRUNSWICK CO.
WEATHER: SUNNY
COUNTED BY: KENNETH JOHNSON

File Name : SOUTHPORT
Site Code : SOUTHPOR
Start Date : 9/22/2022
Page No : 3



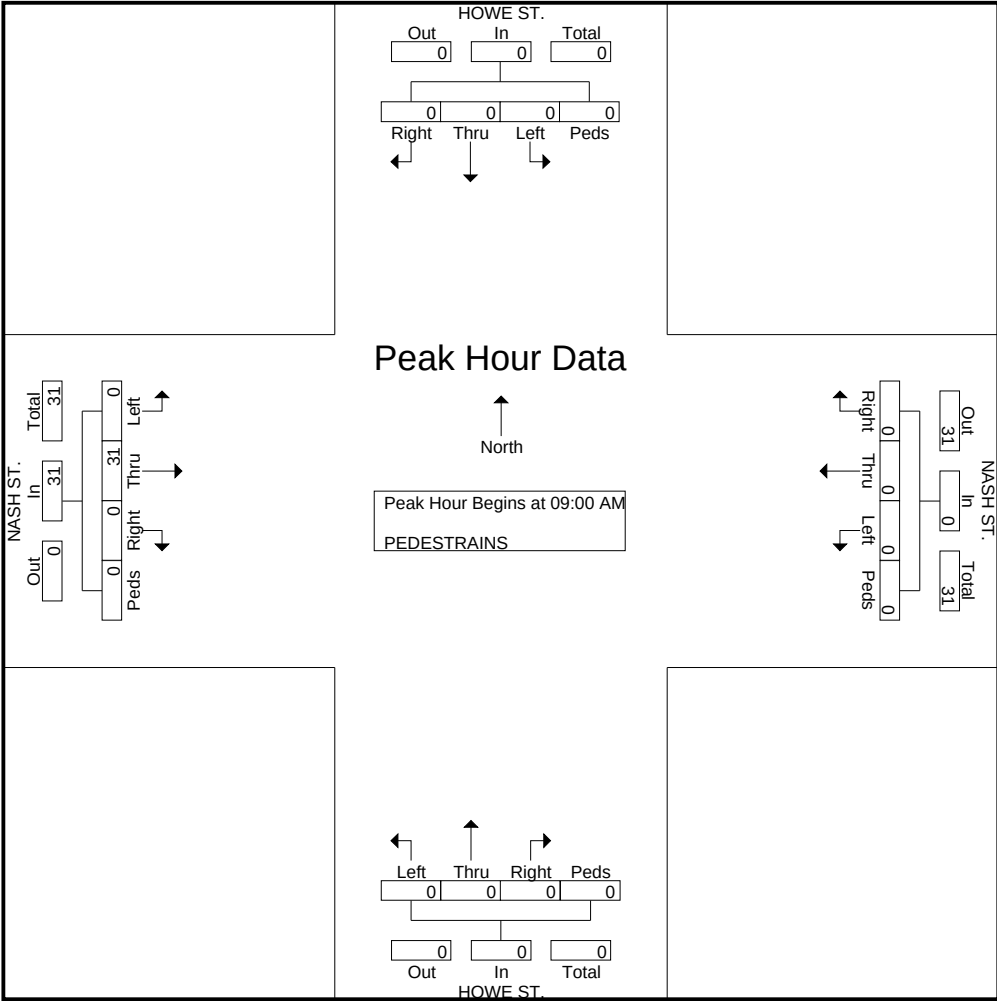
TRUE DIRECTION TRAFFIC SERVICES, INC.

236-1 GRANDVIEW DR.
SNEADS FERRY NC 28460
TRUEDIRECTIONTRAFFIC@GMAIL.COM
919-749-3979
MICHAEL JOHNSON

HOWE ST. AND NASH ST.
SOUTHPORT BRUNSWICK CO.
WEATHER: SUNNY
COUNTED BY: KENNETH JOHNSON

File Name : SOUTHPORT
Site Code : SOUTHPOR
Start Date : 9/22/2022
Page No : 4

	HOWE ST. SOUTHBOUND					NASH ST. WESTBOUND					HOWE ST. NORTHBOUND					NASH ST. EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 12:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 09:00 AM																					
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	10
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	10
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	7
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	0	0	31	31
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.775	.000	.000	.775	.775



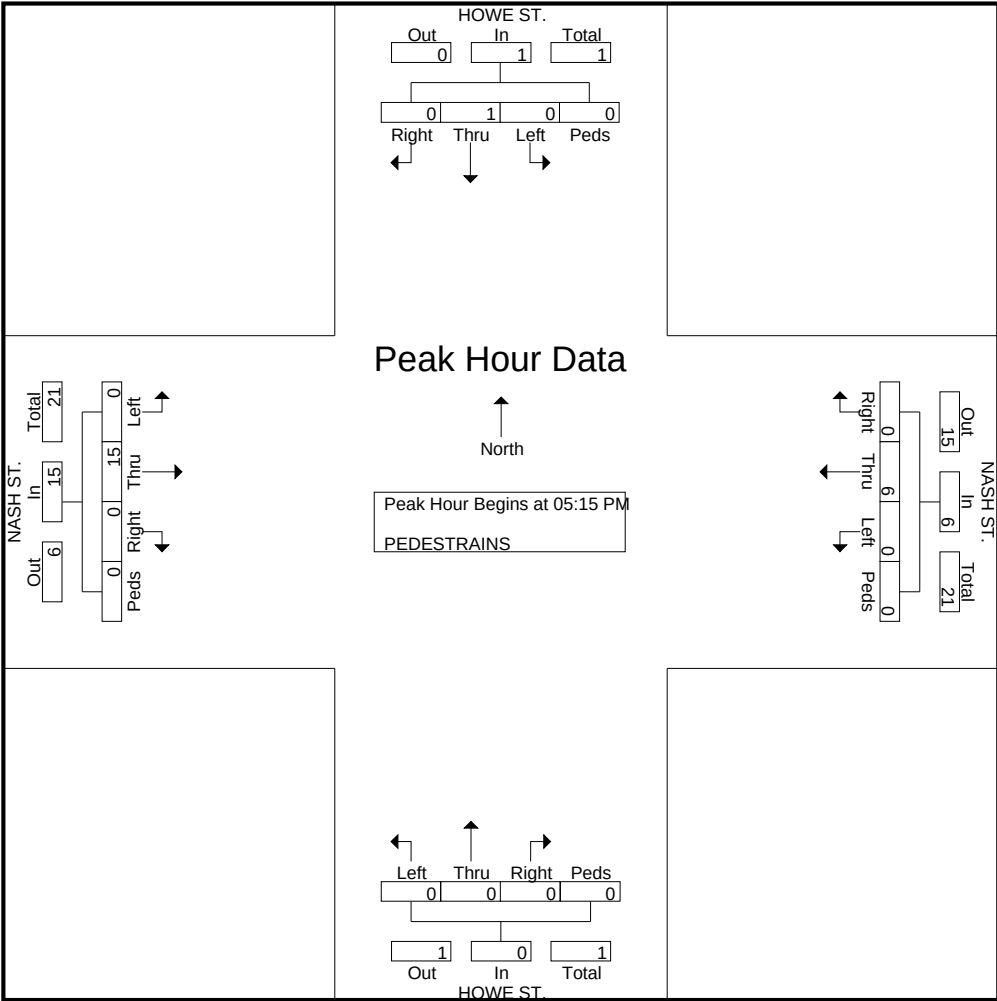
TRUE DIRECTION TRAFFIC SERVICES, INC.

236-1 GRANDVIEW DR.
SNEADS FERRY NC 28460
TRUEDIRECTIONTRAFFIC@GMAIL.COM
919-749-3979
MICHAEL JOHNSON

HOWE ST. AND NASH ST.
SOUTHPORT BRUNSWICK CO.
WEATHER: SUNNY
COUNTED BY: KENNETH JOHNSON

File Name : SOUTHPORT
Site Code : SOUTHPOR
Start Date : 9/22/2022
Page No : 5

	HOWE ST. SOUTHBOUND					NASH ST. WESTBOUND					HOWE ST. NORTHBOUND					NASH ST. EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	7
05:30 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	7
05:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	5
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Total Volume	0	1	0	0	1	0	6	0	0	6	0	0	0	0	0	0	15	0	0	15	22
% App. Total	0	100	0	0		0	100	0	0		0	0	0	0		0	100	0	0		
PHF	.000	.250	.000	.000	.250	.000	.375	.000	.000	.375	.000	.000	.000	.000	.000	.000	.536	.000	.000	.536	.786



TRUE DIRECTION TRAFFIC SERVICES, INC.**236-1 GRANDVIEW DR.****SNEADS FERRY NC 28460****TRUEDIRECTIONTRAFFIC@GMAIL.COM****919-749-3979****MICHAEL JOHNSON**

HOWE ST. AND NASH ST.
 SOUTHPORT BRUNSWICK CO.
 WEATHER: SUNNY
 COUNTED BY: KENNETH JOHNSON

File Name : SOUTHPORT
 Site Code : SOUTHPOR
 Start Date : 9/22/2022
 Page No : 1

Groups Printed- BIKES

	HOWE ST. SOUTHBOUND					NASH ST. WESTBOUND					HOWE ST. NORTHBOUND					NASH ST. EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TRUE DIRECTION TRAFFIC SERVICES, INC.

236-1 GRANDVIEW DR.
 SNEADS FERRY NC 28460
 TRUEDIRECTIONTRAFFIC@GMAIL.COM
 919-749-3979
 MICHAEL JOHNSON

HOWE ST. AND NASH ST.
 SOUTHPORT BRUNSWICK CO.
 WEATHER: SUNNY
 COUNTED BY: KENNETH JOHNSON

File Name : SOUTHPORT
 Site Code : SOUTHPOR
 Start Date : 9/22/2022
 Page No : 2

Groups Printed- BIKES

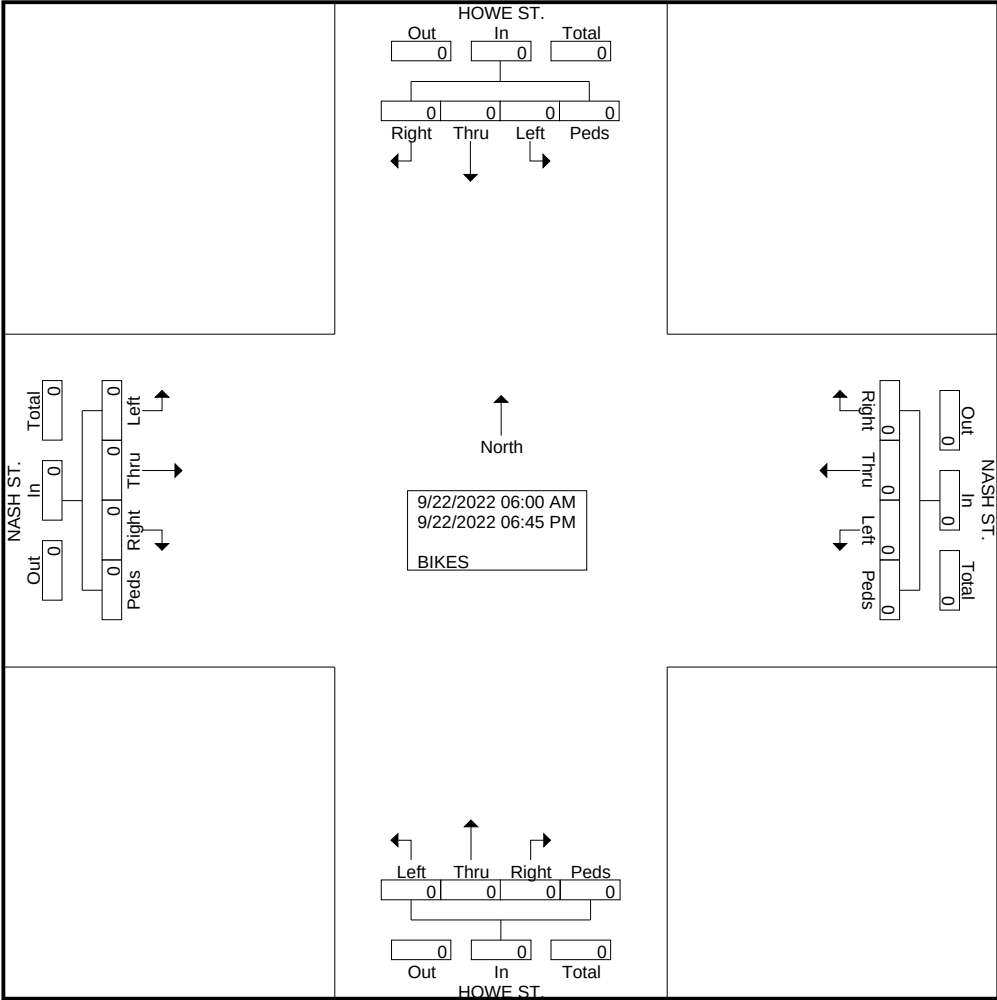
	HOWE ST. SOUTHBOUND					NASH ST. WESTBOUND					HOWE ST. NORTHBOUND					NASH ST. EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

TRUE DIRECTION TRAFFIC SERVICES, INC.

236-1 GRANDVIEW DR.
SNEADS FERRY NC 28460
TRUEDIRECTIONTRAFFIC@GMAIL.COM
919-749-3979
MICHAEL JOHNSON

HOWE ST. AND NASH ST.
SOUTHPORT BRUNSWICK CO.
WEATHER: SUNNY
COUNTED BY: KENNETH JOHNSON

File Name : SOUTHPORT
Site Code : SOUTHPOR
Start Date : 9/22/2022
Page No : 3



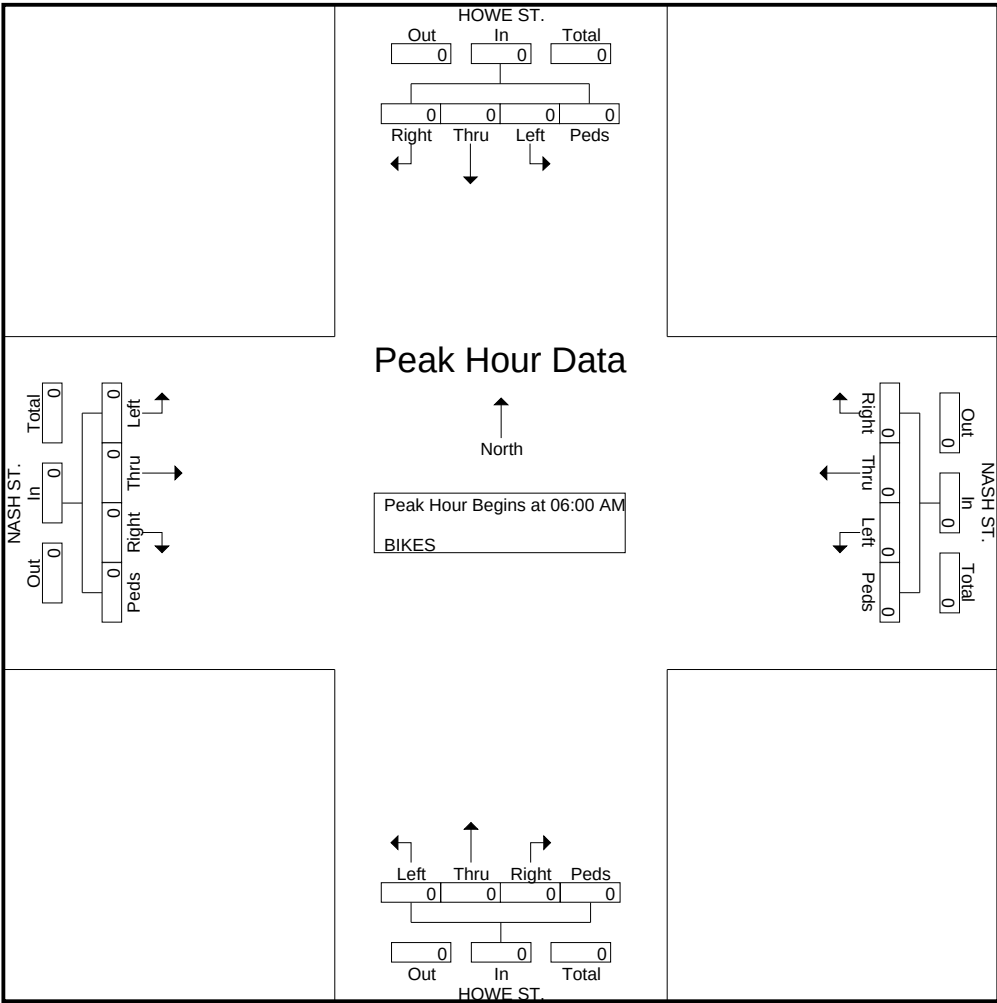
TRUE DIRECTION TRAFFIC SERVICES, INC.

236-1 GRANDVIEW DR.
SNEADS FERRY NC 28460
TRUEDIRECTIONTRAFFIC@GMAIL.COM
919-749-3979
MICHAEL JOHNSON

HOWE ST. AND NASH ST.
SOUTHPORT BRUNSWICK CO.
WEATHER: SUNNY
COUNTED BY: KENNETH JOHNSON

File Name : SOUTHPORT
Site Code : SOUTHPOR
Start Date : 9/22/2022
Page No : 4

	HOWE ST. SOUTHBOUND					NASH ST. WESTBOUND					HOWE ST. NORTHBOUND					NASH ST. EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 12:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:00 AM																					
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000



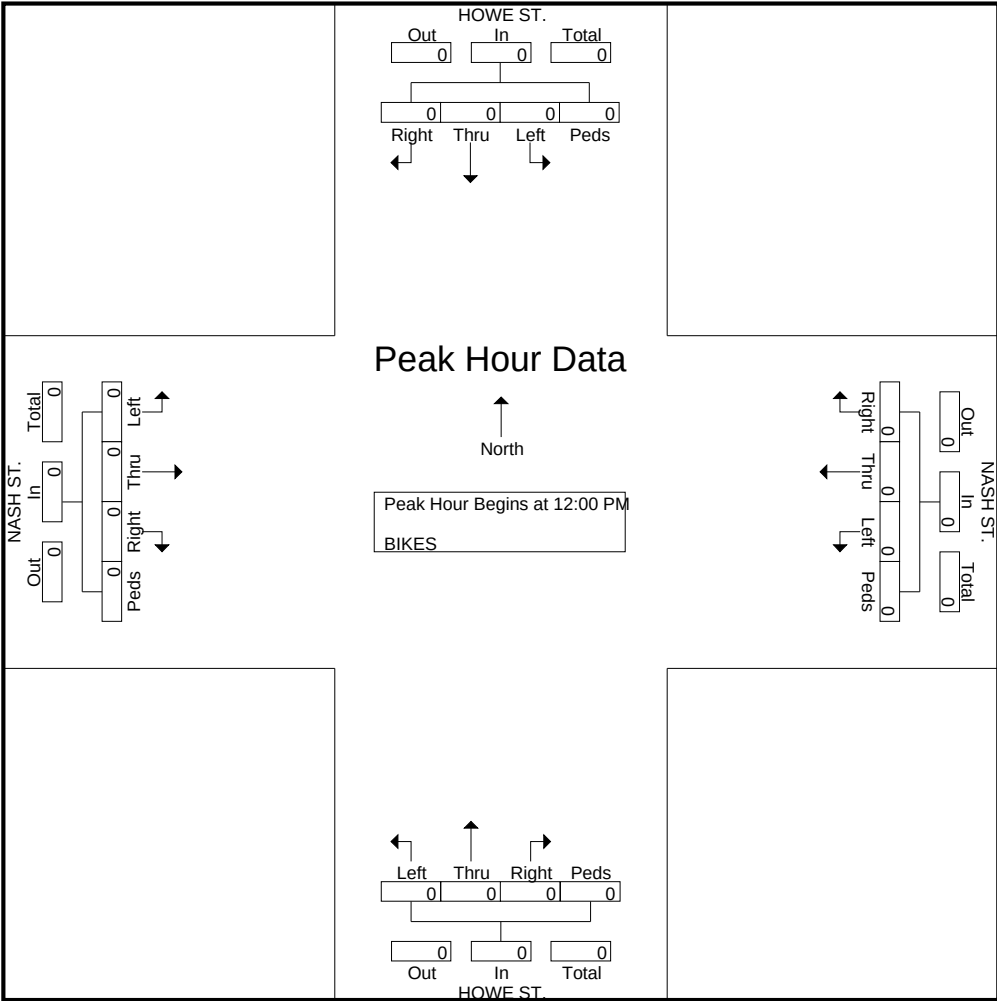
TRUE DIRECTION TRAFFIC SERVICES, INC.

236-1 GRANDVIEW DR.
SNEADS FERRY NC 28460
TRUEDIRECTIONTRAFFIC@GMAIL.COM
919-749-3979
MICHAEL JOHNSON

HOWE ST. AND NASH ST.
SOUTHPORT BRUNSWICK CO.
WEATHER: SUNNY
COUNTED BY: KENNETH JOHNSON

File Name : SOUTHPORT
Site Code : SOUTHPOR
Start Date : 9/22/2022
Page No : 5

	HOWE ST. SOUTHBOUND					NASH ST. WESTBOUND					HOWE ST. NORTHBOUND					NASH ST. EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000



TRUE DIRECTION TRAFFIC SERVICES, INC.

236-1 GRANDVIEW DR.
SNEADS FERRY NC 28460
TRUEDIRECTIONTRAFFIC@GMAIL.COM
919-749-3979
MICHAEL JOHNSON

HOWE ST. AND NASH ST.
SOUTHPORT BRUNSWICK CO.
WEATHER: SUNNY
COUNTED BY: KENNETH JOHNSON

File Name : SOUTHPORT
Site Code : SOUTHPOR
Start Date : 9/22/2022
Page No : 6

SOUTHBOUND: HOWE ST.



TRUE DIRECTION TRAFFIC SERVICES, INC.

236-1 GRANDVIEW DR.
SNEADS FERRY NC 28460
TRUEDIRECTIONTRAFFIC@GMAIL.COM
919-749-3979
MICHAEL JOHNSON

HOWE ST. AND NASH ST.
SOUTHPORT BRUNSWICK CO.
WEATHER: SUNNY
COUNTED BY: KENNETH JOHNSON

File Name : SOUTHPORT
Site Code : SOUTHPOR
Start Date : 9/22/2022
Page No : 7

WESTBOUND: NASH ST.



TRUE DIRECTION TRAFFIC SERVICES, INC.

236-1 GRANDVIEW DR.
SNEADS FERRY NC 28460
TRUEDIRECTIONTRAFFIC@GMAIL.COM
919-749-3979
MICHAEL JOHNSON

HOWE ST. AND NASH ST.
SOUTHPORT BRUNSWICK CO.
WEATHER: SUNNY
COUNTED BY: KENNETH JOHNSON

File Name : SOUTHPORT
Site Code : SOUTHPOR
Start Date : 9/22/2022
Page No : 8

NORTHBOUND: HOWE ST.



TRUE DIRECTION TRAFFIC SERVICES, INC.

236-1 GRANDVIEW DR.
SNEADS FERRY NC 28460
TRUEDIRECTIONTRAFFIC@GMAIL.COM
919-749-3979
MICHAEL JOHNSON

HOWE ST. AND NASH ST.
SOUTHPORT BRUNSWICK CO.
WEATHER: SUNNY
COUNTED BY: KENNETH JOHNSON

File Name : SOUTHPORT
Site Code : SOUTHPOR
Start Date : 9/22/2022
Page No : 9

EASTBOUND: NASH ST.

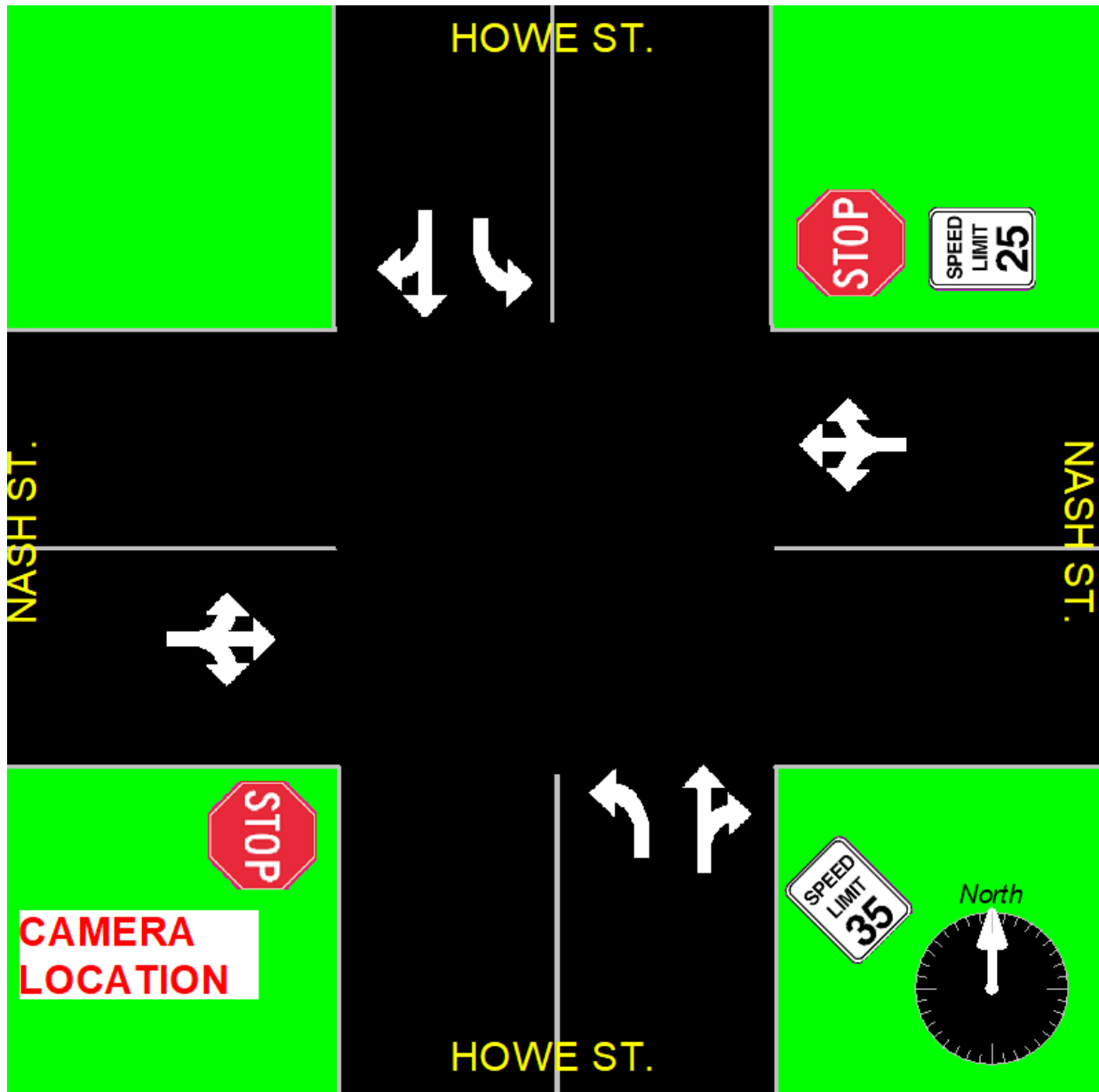


TRUE DIRECTION TRAFFIC SERVICES, INC.

236-1 GRANDVIEW DR.
SNEADS FERRY NC 28460
TRUEDIRECTIONTRAFFIC@GMAIL.COM
919-749-3979
MICHAEL JOHNSON

HOWE ST. AND NASH ST.
SOUTHPORT BRUNSWICK CO.
WEATHER: SUNNY
COUNTED BY: KENNETH JOHNSON

File Name : SOUTHPORT
Site Code : SOUTHPOR
Start Date : 9/22/2022
Page No : 10





Supporting Documentation

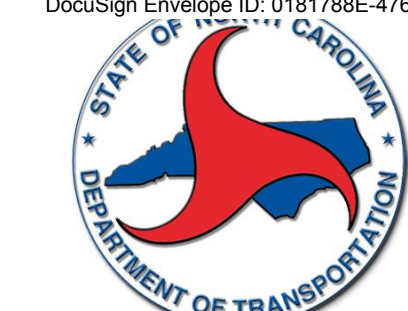
U.S. Department of Transportation
Federal Highway Administration
1200 New Jersey Avenue, SE
Washington, DC 20590
202-366-4000

[Policy and Governmental Affairs](#)
[Office of Highway Policy Information](#)

2017 NHTS Weighted Vehicle Occupancy Factors

Vehicle type	Mileage-Weighted vehicle occupancy factor
Car	1.54
SUV	1.83
Van	2.44
Pickup truck	1.49
Motorcycle / Moped	1.20
RV (motor home, ATV, snowmobile)	1.83
Other ^[1]	2.19
All	1.67

^[1] Other includes Rental Car, a new category in 2017 that likely was integrated into other POV modes in 2009 and earlier surveys.



NCDOT PEDESTRIAN CROSSING TREATMENT EVALUATION GUIDANCE



This flowchart lays out a process to evaluate the need for treatments to assist pedestrians at potential crossing locations and aims to establish consistency in the use of pedestrian treatments. It is not intended to be used to prioritize sidewalk improvements or to evaluate the connectivity of a pedestrian network. It is intended to be applied at the approach level for each leg of an intersection or for mid-block locations. The flowchart may also be applied to shared-use path, trail, or other crossing locations where bicyclists and other non-motorized users may share the same facility as pedestrians; however, the research supporting this flowchart is based on pedestrian-only usage. Several general principles and considerations for the use of this flowchart are given below:

- While thresholds for factors are provided, engineering judgment is always encouraged when considering the appropriateness of a desired crossing location as well as what traffic control device(s), if any, may be suitable to assist pedestrians in crossing, particularly for sites near threshold values or sites with special circumstances or populations.
- Field visits are recommended to confirm site characteristics and input data.
- Decisions that lead to the consideration of or need for a treatment should only be implemented if financial resources are available to install and maintain the treatment. Local participation is encouraged to support the installation of treatments identified as appropriate.
- The flowchart and assessment process gives considerations and recommendations for treatment installation, rather than requirements (other than in a few instances where requirements are put forth by national policy).⁴
- Crossing locations within school zones or along school walking routes are beyond the scope of this assessment and should be reviewed using different factor thresholds where applicable.

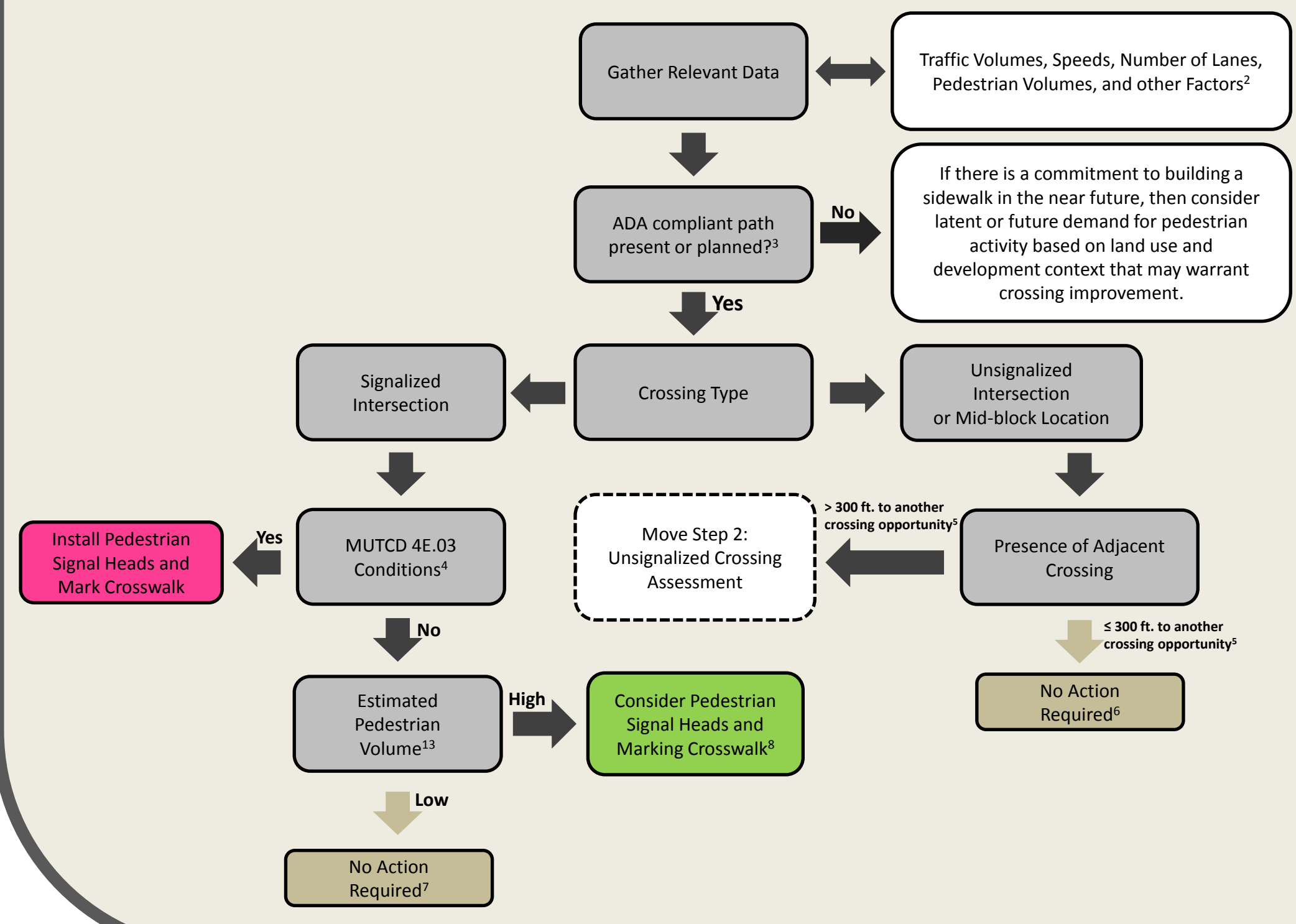
For further background, resources, or references that support the Flowchart, please consult the North Carolina Pedestrian Crossing Guidance report at www.ncdot.gov

The use of this flowchart may be prompted through a variety of mechanisms, including:

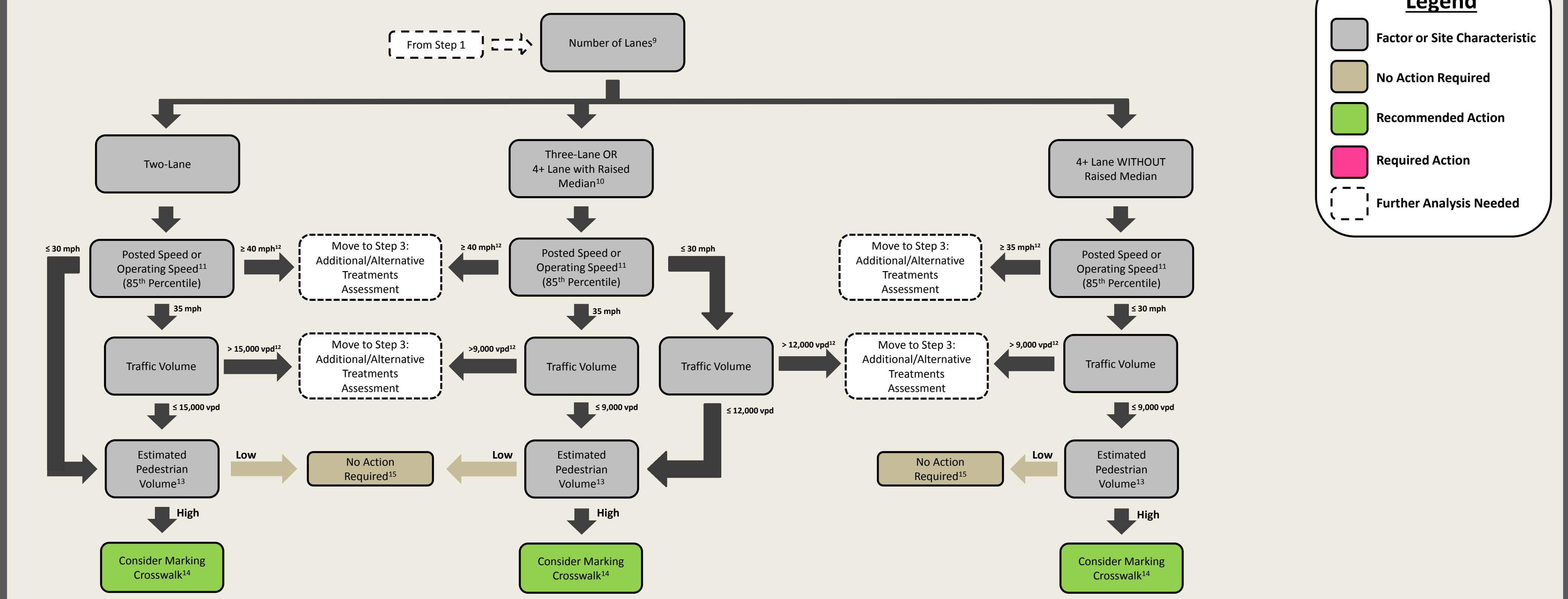
- Citizen requests or municipal requests
- Development of a pedestrian or greenway plan
- Identification of a pedestrian crash hot spot location
- Systematic review of existing crossing locations
- As a component within an established operations and maintenance assessment process

An ADA request¹ follows a different process.

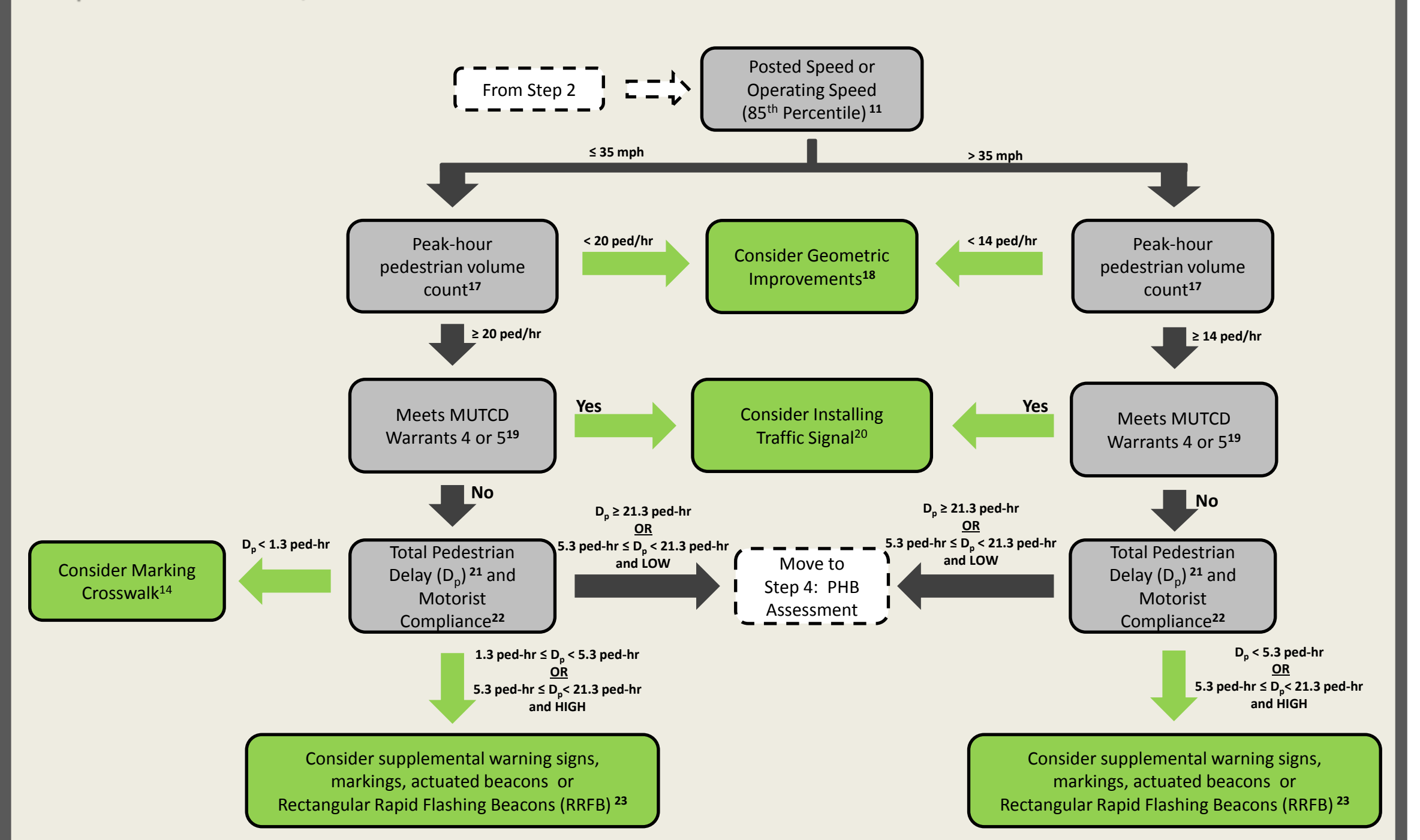
Step 1: Document Existing Characteristics / Signalized Crossing Assessment



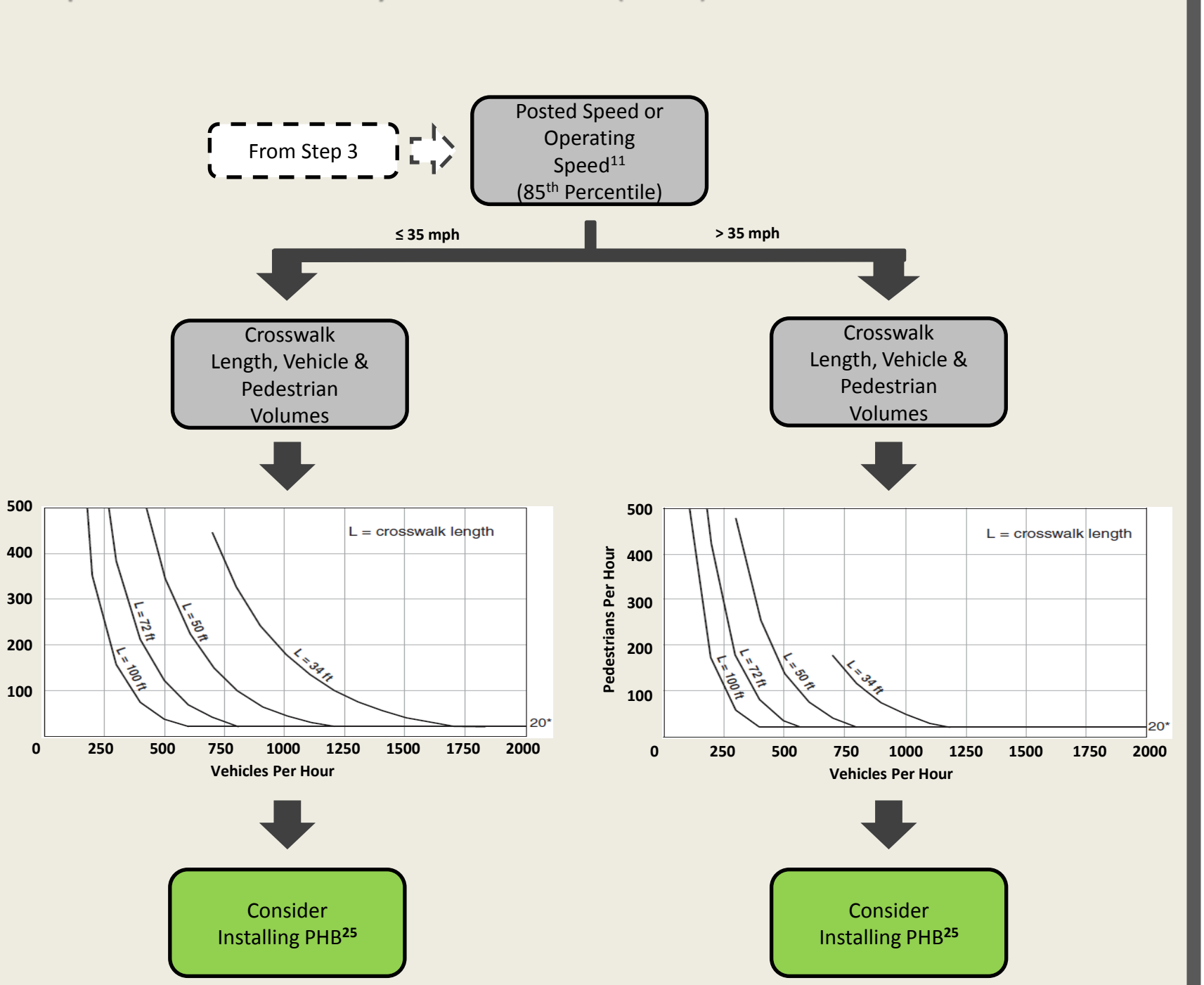
Step 2: Unsignalized Crossing or Midblock Crossing Assessment



Step 3: Additional/Alternative Treatments Assessment¹⁶



Step 4: Pedestrian Hybrid Beacon (PHB) Assessment²⁴



- Legend**
- Factor or Site Characteristic
 - No Action Required
 - Recommended Action
 - Required Action
 - Further Analysis Needed
- (1) The ADA only applies to locations with existing pedestrian facilities. Crosswalks constitute distinct elements of the right-of-way intended to facilitate pedestrian traffic. Resurfacing of a crosswalk requires the provision of curb ramps at that crosswalk. (DOI-DOT Joint Technical Assistance on Title II ADA requirements, 7/8/2013).
- (2) In the process of installing or improving a pedestrian crossing, additional factors or site characteristics should be considered, which enhance an understanding of the local context of the pedestrian facility in question. Other factors to consider include:
- Sight distance restrictions,
 - Driver yielding rates,
 - Pedestrian compliance,
 - Crash history,
 - Heavy truck traffic,
 - Lighting considerations,
 - Proximity to or location of transit stops,
 - Special pedestrian populations (children and/or elderly),
 - Future (5-10 yr. out) traffic or pedestrian volumes, and
 - Future (5-10 yr. out) land use changes, growth or development patterns.
- (3) If no sidewalk is present, but there is evidence of pedestrian activity, consider initiating a separate process outside the scope of this flow chart to develop a project to construct the sidewalk. Curb ramps with landings and crossing treatments may be included in TIP projects where entity expresses firm commitment and has funds to install sidewalk in the near future. (NCDOT Alternate Curb Ramp Designs memo 10/20/2011)
- (4) Pedestrian signal heads MUST be installed in conjunction with traffic signals if: MUTCD Warrant 4 or 5 is met, an exclusive signal phase is provided for pedestrian movements, the site is an established school crossing, or where multi-phase signal indications may confuse or cause conflicts with pedestrians guided only by traffic signal indications. (see MUTCD 4E.03) Engineering judgment should always be applied in decisions to install pedestrian signal heads. Check signal timing to ensure adequate times for pedestrian movements, and consider additional treatments, if appropriate, to shorten crossing distances.
- (5) Mid-block crosswalks should not be located ≤ 300 ft. of an unsignalized intersection or ≤ 400 ft. of a signalized intersection. (NCDOT Standard Practice for Crosswalks – Mid-Block (Unsignalized) Signage, 2/2/2008). For distances greater than these thresholds, an engineering study should be performed to evaluate whether the intersection operations would interfere with the provision of a crosswalk.
- (6) Nearby crossing location should allow sufficient crossing opportunity. Use engineering judgment for unique circumstances where closely spaced crosswalks may be needed due to pedestrian activity.
- (7) If a crash problem is evident or a high percentage of special pedestrian populations are present, consider other geometric or supplemental treatments to enhance pedestrian safety. See Common Resources List (Appendix A) for other options.
- (8) Consider installing a pedestrian signal to provide consistency with adjacent intersections (e.g. in downtown area). If a crash problem is evident or a high percentage of special pedestrian populations are present, consider additional treatments to supplement a pedestrian signal, if deemed appropriate from an engineering study, to enhance pedestrian safety. See common resources list for other options.
- (9) Number of lanes required for full crossing. This does not consider if lanes are wide, or if the street includes on-street parking, bike lanes or other features that may increase the overall crossing distance. Two-way center turn lanes are not considered medians and should be counted when determining the number of lanes.
- (10) Raised medians or crossing islands must be at least 6 ft wide and 5 ft long to function as a refuge area for pedestrians. Multi-lane (4+ lane) undivided roads, or roads with painted medians, are considered the same as no raised median. (FHWA Report HRT-04-100, Sept. 2005)
- (11) For most sites, the speed limit can be used as an approximation of operating conditions. Where there is concern that the 85th percentile operating speeds may be near or exceed speed thresholds given, a speed study should be conducted to determine the 85th percentile speed. If both data are available, use whichever speed is higher.
- (12) Marking a crosswalk alone may be insufficient and may cause an increase in pedestrian crash risk. Further engineering analysis is needed. (FHWA Report HRT-04-100, Sept. 2005)
- (13) Consider whether pedestrian volume, obtained through observational data or estimated by proxy measures based on land use context, is sufficient to prioritize location for marking crosswalk. Use judgment to choose appropriate "low" volume threshold. Considerations include:
- Is not near high pedestrian trip generators
 - Does not connect complementary land uses
 - Has less than 25 pedestrians per pedestrian peak hour or less than 100 pedestrians/day.
 - For mid-block locations only: has less than 25
- (14) Use engineering judgment based on location context to determine if the crosswalk should be marked and what type of pattern is most appropriate. Mid-block crosswalks should be marked using a high-visibility type of pattern. High-visibility markings may be appropriate for school crosswalks or where pedestrians may not be expected by drivers. All decisions are subject to availability of funding to install and maintain treatments.
- (15) Gap availability should allow for sufficient crossing opportunities.
- (16) Additional/Alternative Treatments Assessment thresholds are per NCHRP Report 562, Appendix A (2006). See the report for using observed peak-hour pedestrian volumes, calculating total pedestrian delay, and other details.
- (17) Observed pedestrian volume count thresholds include pedestrians crossing the roadway during the pedestrian peak-hour. At an intersection, this includes all pedestrian crossings from both directions and both approaches of the roadway.
- (18) Further engineering study is needed to determine what, if any, modifications to the intersection or crossing geometry should be implemented. Geometric improvements may include the installation of median refuge islands, curb extensions, or traffic calming devices, or other modifications at a crossing location to minimize the crossing distance, make the crossing as perpendicular to the conflict traffic as feasible, enhance visibility of and by the pedestrian by removing obstacles to both pedestrian and driver lines of sight, etc. See Common Resources List (Appendix A) for other options.
- (19) Paraphrased from the 2009 MUTCD 4C.05.02 Warrant 4, Pedestrian Volume: The need for a traffic signal shall be considered if:
- A. For each of any 4 hrs of an avg. day, there are at least 107 ped/hr crossing it (see Fig. 4C.5); or
 - B. For 1 hr (any 4 consecutive 15-min periods) of an avg. day, there are at least 133 ped/hr crossing it (see Fig. 4C.7).
- Note: If posted, statutory, or 85th percentile speed > 35 mph OR site is in built-up area of isolated community with population < 10,000, use minimum thresholds of 75 ped/hr for A and 93 ped/hr for B. (see MUTCD 4C.05.03)
- (20) If the warrant is met, there is still no requirement to install a traffic signal. Other treatments like the pedestrian hybrid beacon may be able to be used instead of a signal to mitigate impacts on vehicular delay. An engineering study should be conducted prior to installation of either treatment.
- (21) Total Pedestrian Delay uses average pedestrian delay as calculated using Equation 18-21 of the 2000 Highway Capacity Manual and multiplies that by the peak-hour pedestrian volume to determine total pedestrian delay for the approach. (See Note 16 regarding peak-hour pedestrian volume.)
- (22) Motorist compliance is considered "HIGH", if within the general vicinity of the location under study, driver culture is such that motorists tend to yield to a pedestrian attempting to cross at an uncontrolled location. If motorists rarely stop for a crossing pedestrian in the vicinity of the location under study, then compliance is considered "LOW." (NCHRP Report 562, Appendix A, 2006)
- (23) Further engineering study is needed to determine what, if any, enhanced or active traffic control devices should be implemented. These improvements may include warning signs, markings, or beacons that are present or active at the crossing location at all times or those devices that display a warning only when pedestrians are present or crossing the street (such as an RRB or other actuated device). See Common Resources List (Appendix A) for other options.
- (24) Pedestrian Hybrid Beacon Assessment is per 4F.01.06 and 4F.01.07 of the MUTCD.
- (25) If plotted point falls above applicable curve for crosswalk length, consider installing a Pedestrian Hybrid Beacon (PHB). This assumes that traffic signal does not meet MUTCD Warrant 4 or 5, or that it was rejected after being considered through an engineering study. If plotted point falls below applicable curve for crosswalk length, consider supplemental warning signs, markings, actuated beacons or RRBs.

Figure C

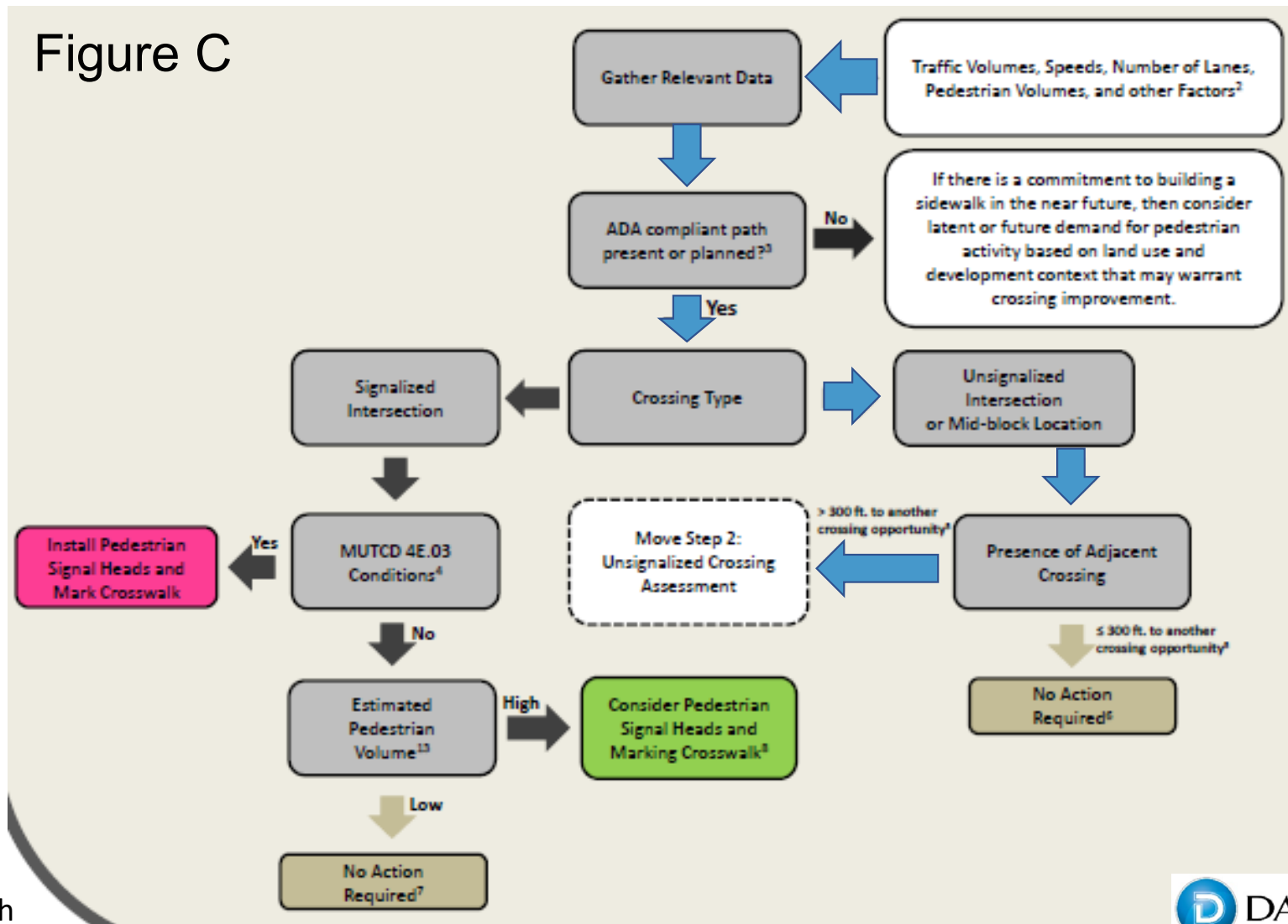
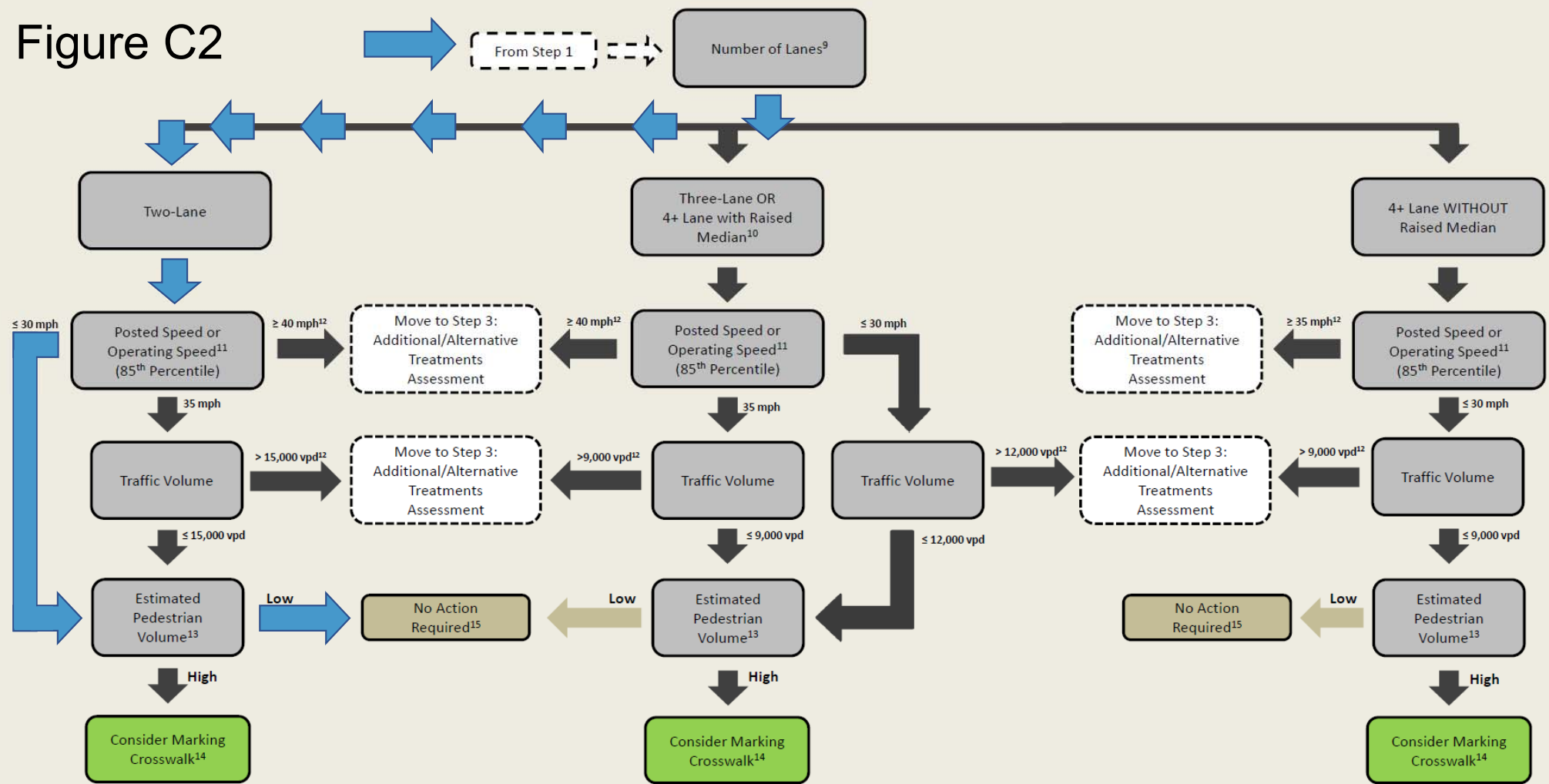
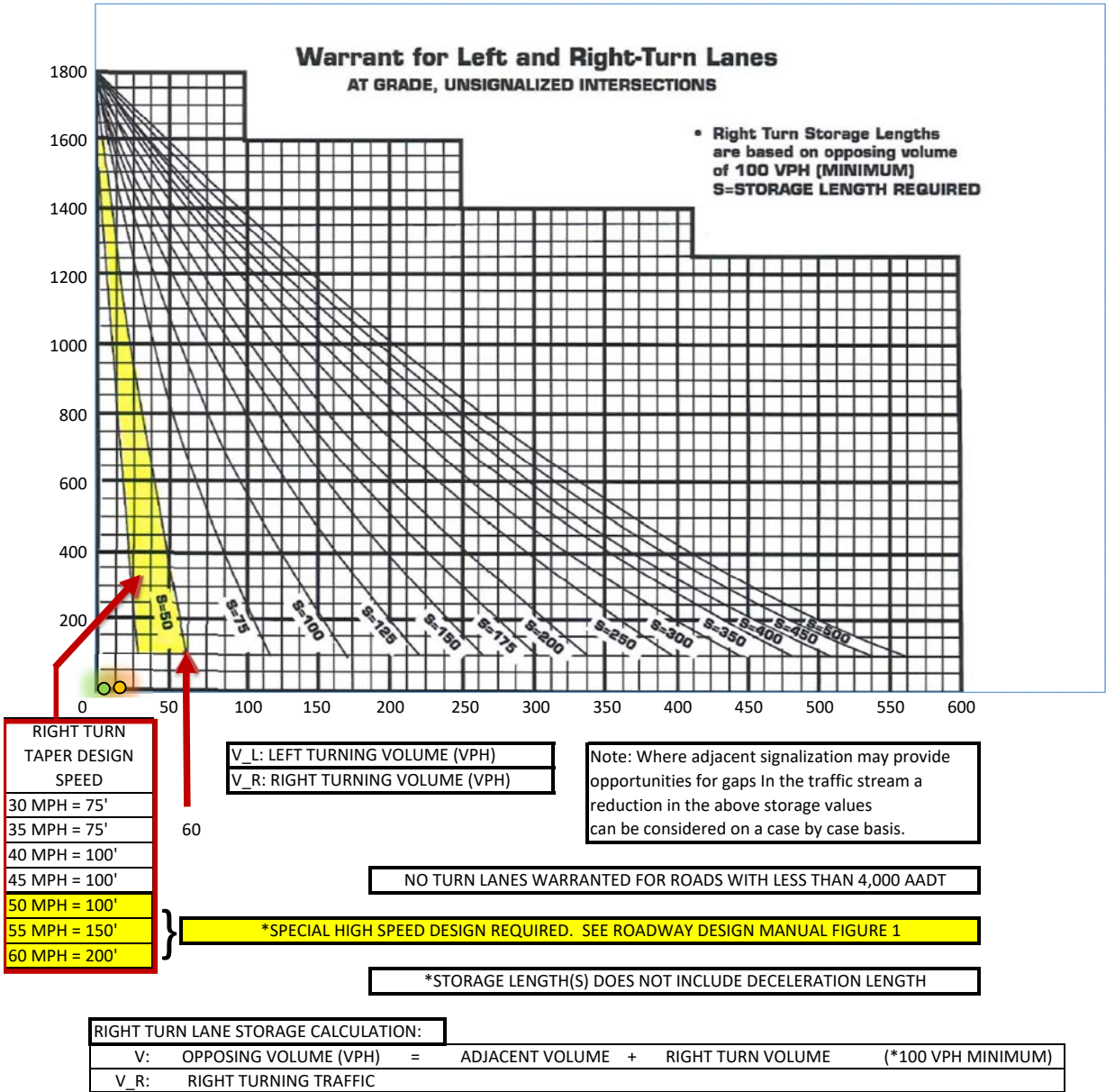


Figure C2

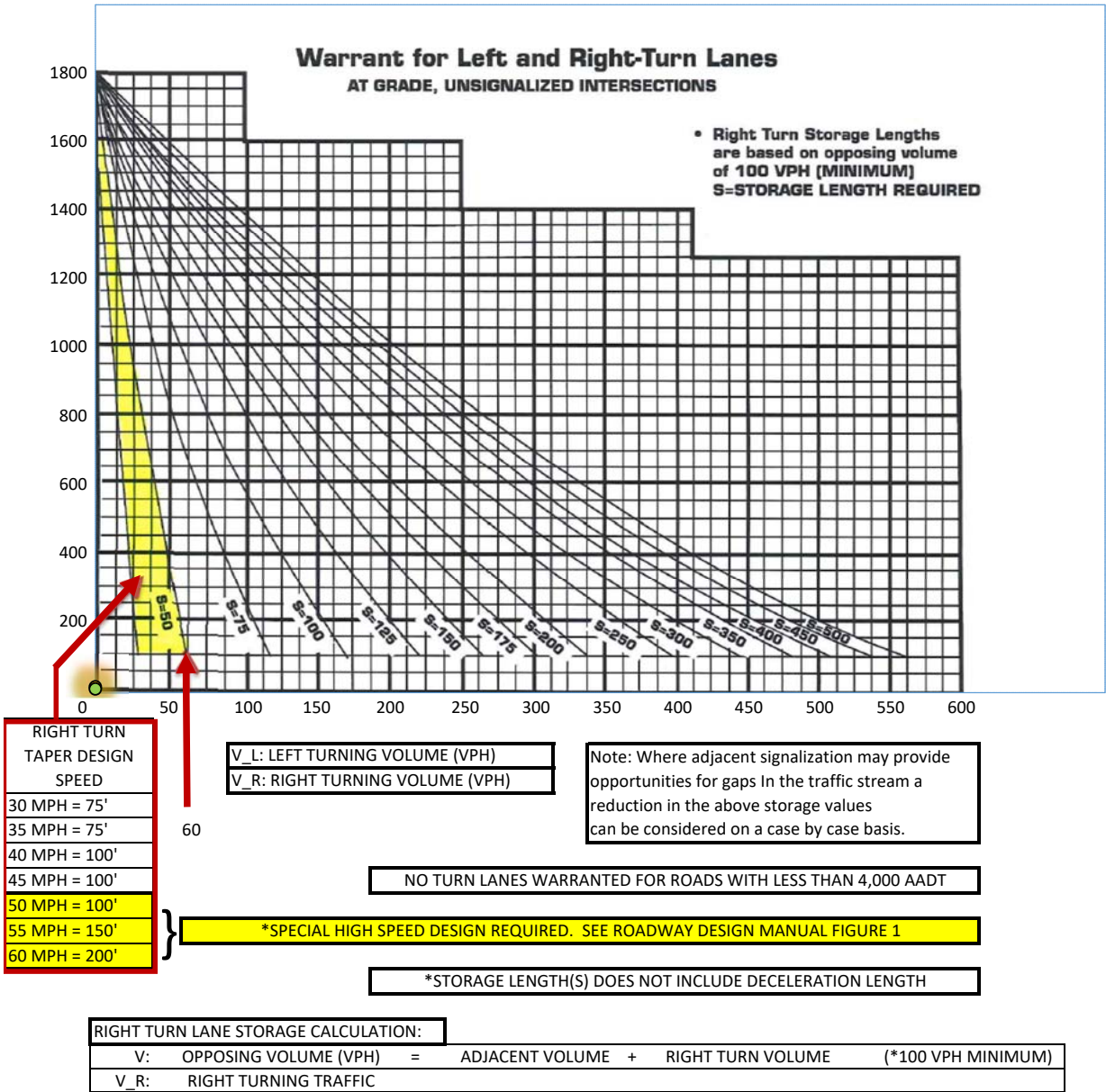


➡ = Path



	AM Peak	PM Peak
Right Turning Traffic (Horizontal Axis)	6	17
Opposing Volume (Vertical Axis)	11	14

Left Turn Lane Warrant for
Nash Street at Site Access 1



	AM Peak	PM Peak
Right Turning Traffic (Horizontal Axis)	0	0
Opposing Volume (Vertical Axis)	11	17

Right Turn Lane Warrant for Nash Street at Site Access 1



Major Site Plan

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. _____ FEE: \$ _____ Date Received: _____

Applicant's Name: RON GREGER - R.G. TEC SECURITIES INC

Mailing Address: 613 LOCKWOOD FALLY DR. City: BOLIVIA

State: NC Zip Code: 28422 Phone: 919-422-9732

Email: TRIATCOAST@YAHOO.COM

Location of the property: CORNER OF W NASH ST & HOWE STREET

Parcel No.: 237LG041 Overall Acreage: 0.36 Number of lots: 1

Property Owner's Name: BARBEE ENTERPRISES OF SOUTHPORT INC

Address of Owner: 115 N HOWE ST. Phone: _____

City: SOUTHPORT State: NC Zip Code: 28461

Email: cbbercham@yahoo.com

Design Professional: JEDY BLAND
NORRIS & TUNSTALL CONSULTING ENGINEERS License #: 41620

Mailing Address: 1429 ASH LITTLE RIVER RD City: ASH

State: NC Zip Code: 28420

Phone: 910-287-5900 Email: JBLAND@NTSENGINEERS.COM

Major Site Plan Definition

Per Section 2.7.B of the UDO, Purpose. A major site plan is intended for more intense development proposals requiring greater discretion of the city.

The following development types must submit a major site plan as specified in this ordinance:

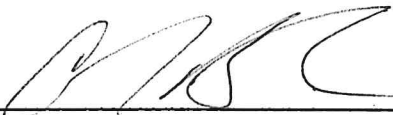
- a) Residential development of four (4) or more dwelling units on a lot.
- b) Nonresidential development whereby 10,000 square feet or more of impervious surfaces are proposed.
- c) All other development not subject to minor site plan approval.

Pre-Application Meetings: Applicants may request a pre-application meeting with the UDO Administrator prior to submission of an application to discuss procedural and substantive matters related to the proposed application.

Required Application Materials for Submittal:

- One (1) digital copy and 12 hard copies of the major site plan shall be submitted with all such applications.
- The major site plan shall be prepared by and sealed by a licensed land surveyor, landscape architect, or engineer registered to practice in the state of North

Major site plans shall include all required information as provided in Appendix A: Submission Requirements of the UDO.



Signature (Owner or Authorized Applicant)

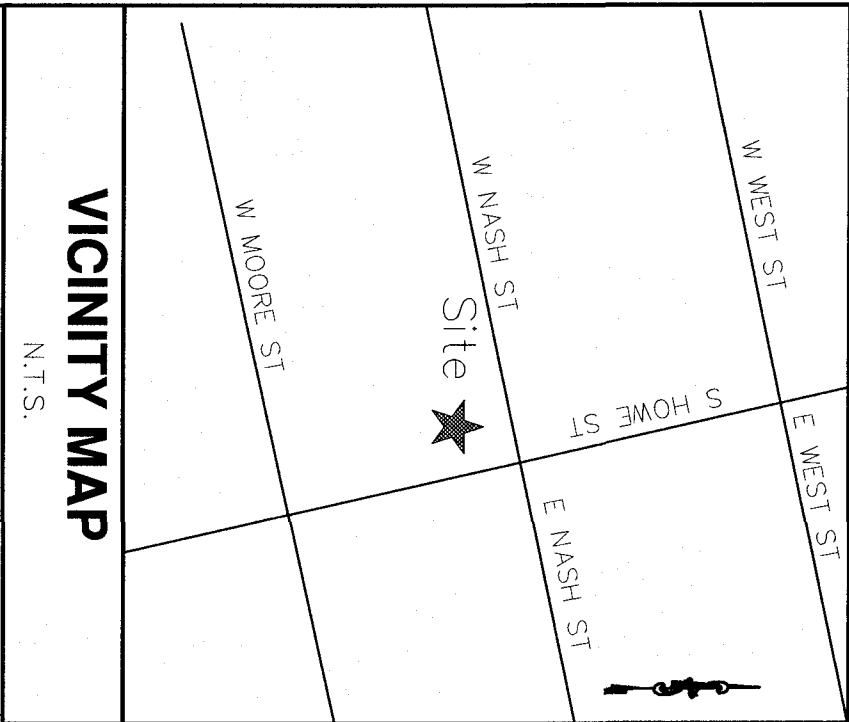
11/30/21

Date

APPROVED BY:

UDO Administrator

Date



Tax Parcel: 23710038
Nobles, Terrence JR ET
Deed Book 451, Page 1405
Zoning: SP-R-10

Tax Parcel: 23710039
Suggs, Norma W
Deed Book 2920, Page 409
Zoning: SP-R-10

Tax Parcel: 23710040
Allen, John L ETUX
Deed Book 451, Page 409
Zoning: SP-R-10

Tax Parcel: 23710041
Mack, Freddie L Et ux
Deed Book 04657, Page 336
Zoning: SP-R-10

Tax Parcel: 23710042
Peterson, Amy S ETUX
Deed Book 04074, Page 059
Zoning: SP-BD

Tax Parcel: 23710026
Southport Baptist Church
Deed Book 411, Page 411
Zoning: SP-BD

ASSUMED SEWER MAIN
FIELD VERIFY EXACT LOCATION,
DEPTH, & MATERIAL

Nash St.
99' R/W

EXISTING 6" WATER MAIN
(FIELD VERIFY EXACT LOCATION,
DEPTH, & MATERIAL)

PVC INV = 11.54'

DI INV = 11.63'

BY	DESCRIPTION	DATE	SYMBOL
REVISIONS			
© 2021 NORRIS & TUNSTALL			

EXISTING CONDITIONS / DEMO PLAN
BEACHAM MIXED USE DEVELOPMENT
115 N HOWE STREET, SOUTHPORT
BRUNSWICK COUNTY, NORTH CAROLINA

CONTRACTOR/DEVELOPER:
- R.G. Tec Securities, Inc.
- 613 Lockwood Folly Dr.
- Bolivia, NC
- 1-919-422-9732
- triatcoast@yahoo.com

NORRIS & TUNSTALL
CONSULTING ENGINEERS P.C.

1900 EASTWOOD RD SUITE #11 WILMINGTON, NC 28403
PHONE (910) 343-9653
1429 ASH-LITTLE RIVER RD. NW ASH, NC 28420
PHONE (910) 287-5900

Licence #C-3641

21069

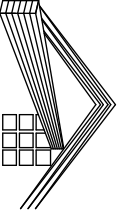
DES. JPN
CHK. JPN
DRWN. ZAC
DATE 12/01/21

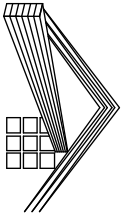
SCALE: 1" = 20'

C1

NOTE:
1. ALL INFORMATION BASED ON COMBINATION OF SITE SURVEY, GIS
INFO & AERIAL PHOTO.



 Daniel C. Smith, PE Consulting Engineer 5068 Isabella Cannon Dr Raleigh, NC 27612 www.dansmithpe.com Ph: 919.844.6050		NEW BUILDING W/ RESTAURANT & APARTMENTS 115 N. HOWE ST., SOUTHPORT, NORTH CAROLINA, 28461	Revisions: For Construction ■ Not for Construction	Project # 22-18 Date : 4-22-2022 Sheet : 1 of 3
--	--	---	---	---



Daniel C. Smith, PE
Consulting Engineer
5068 Isabella Cannon Dr
Raleigh, NC 27612
www.dansmithpe.com
Ph: 919.844.6050

NEW BUILDING
W/ RESTAURANT & APARTMENTS
115 N. HOWE ST., SOUTHPORT, NORTH CAROLINA, 28461

Revisions:

Project #

22-18

Date :

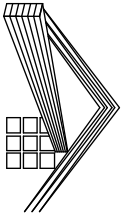
4-22-2022

___ For Construction

■ Not for Construction

Sheet :

2 of 3



Daniel C. Smith, PE
Consulting Engineer
5068 Isabella Cannon Dr
Raleigh, NC 27612
www.dansmithpe.com
Ph: 919.844.6050

NEW BUILDING
W/ RESTAURANT & APARTMENTS
115 N. HOWE ST., SOUTHPORT, NORTH CAROLINA, 28461

Revisions:

Project #

22-18

Date :

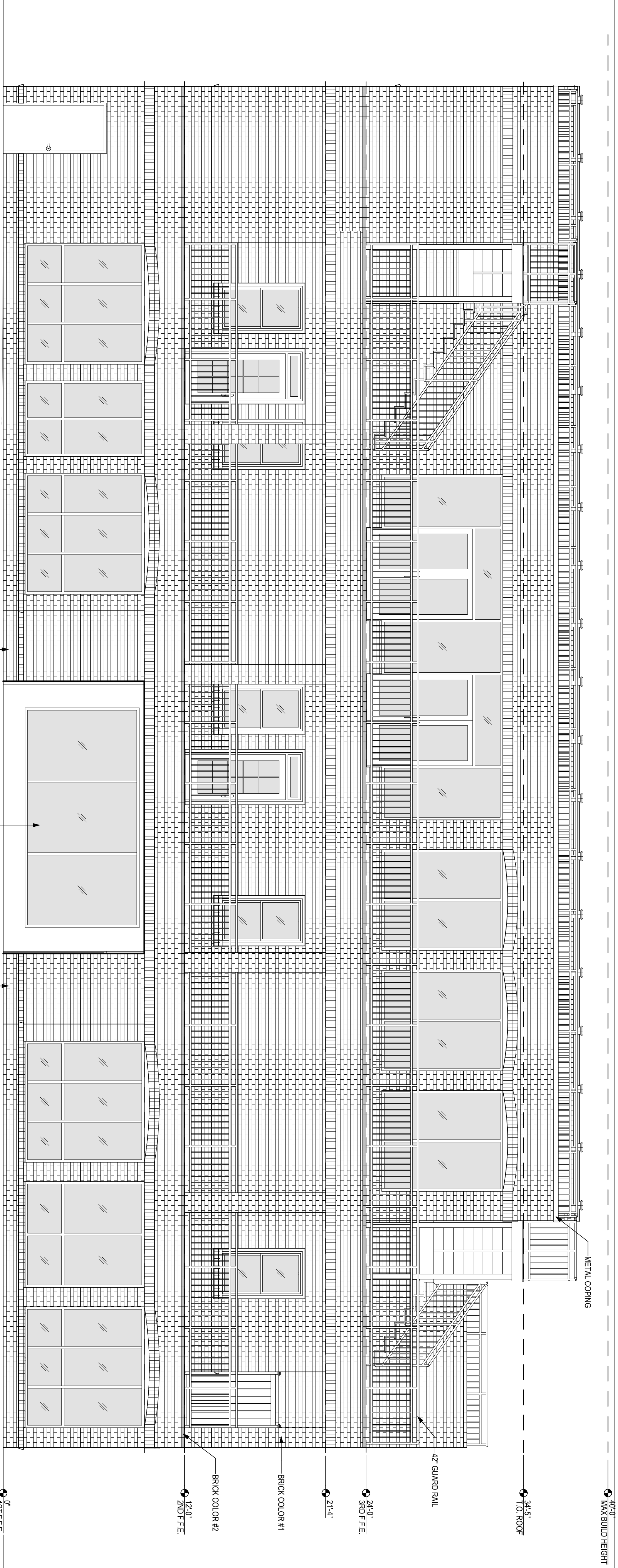
4-22-2022

Sheet :

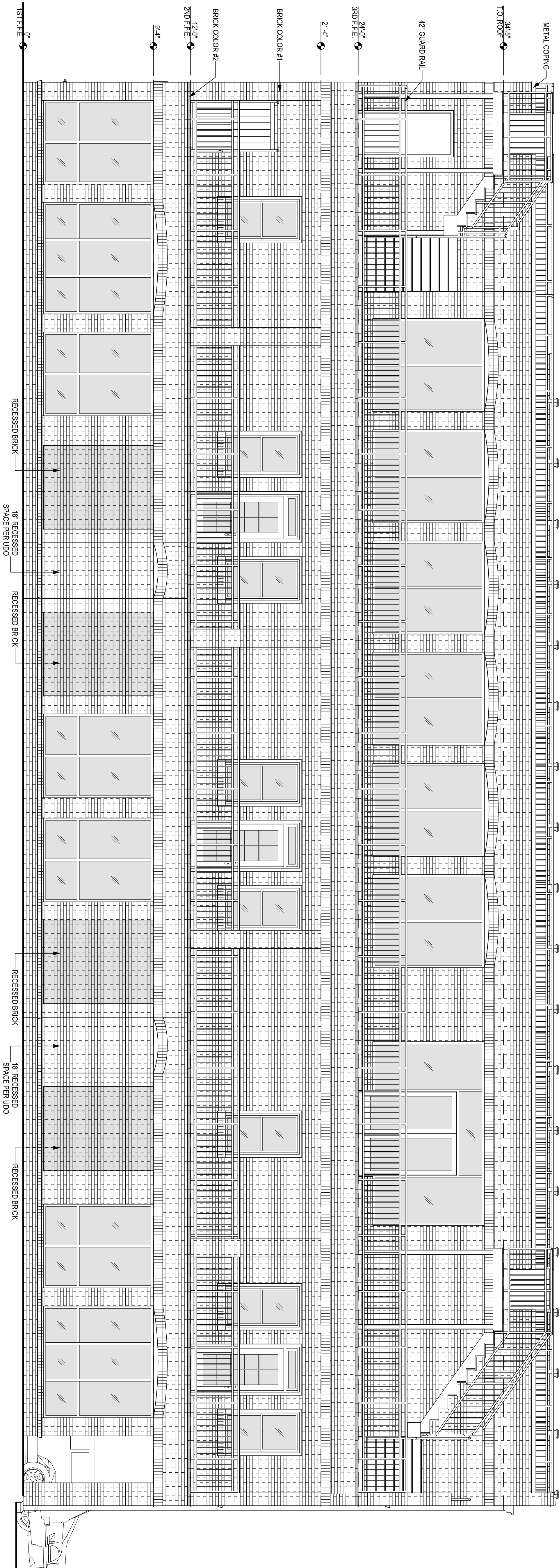
3 of 3

For Construction

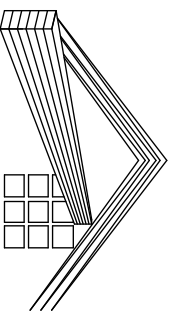
Not for Construction



1
A2.1
FRONT ELEVATION
SCALE 1/4" = 1'-0"



2
A2.1
RIGHT ELEVATION
SCALE 1/4" = 1'-0"


Daniel C. Smith, PE
Consulting Engineer
5068 Isabella Cannon Dr
Raleigh, NC 27612
www.dansmithpe.com
PH: 919.844.6080

NEW BUILDING W/ RESTAURANT & APARTMENTS
115 N. HOWE ST., SOUTHPORT,
NORTH CAROLINA, 28461

☐ For Construction
☒ Not For Construction

Checked By: DS
Drawn By: SRA

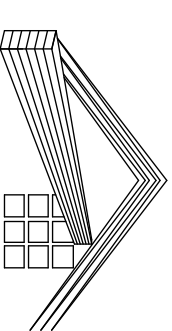
Project # 22-18

Date: 04-22-2022

Revisions :

Sheet Title :
ELEVATIONS

Sheet :
3
of
4



Daniel C. Smith, PE
Consulting Engineer
5068 Isabella Cannon Dr
Raleigh, NC 27612
www.dansmithpe.com
PH: 919.844.6080

NEW BUILDING W/ RESTAURANT & APARTMENTS
115 N. HOWE ST., SOUTHPORT,
NORTH CAROLINA, 28461

☐ For Construction

☒ Not For Construction

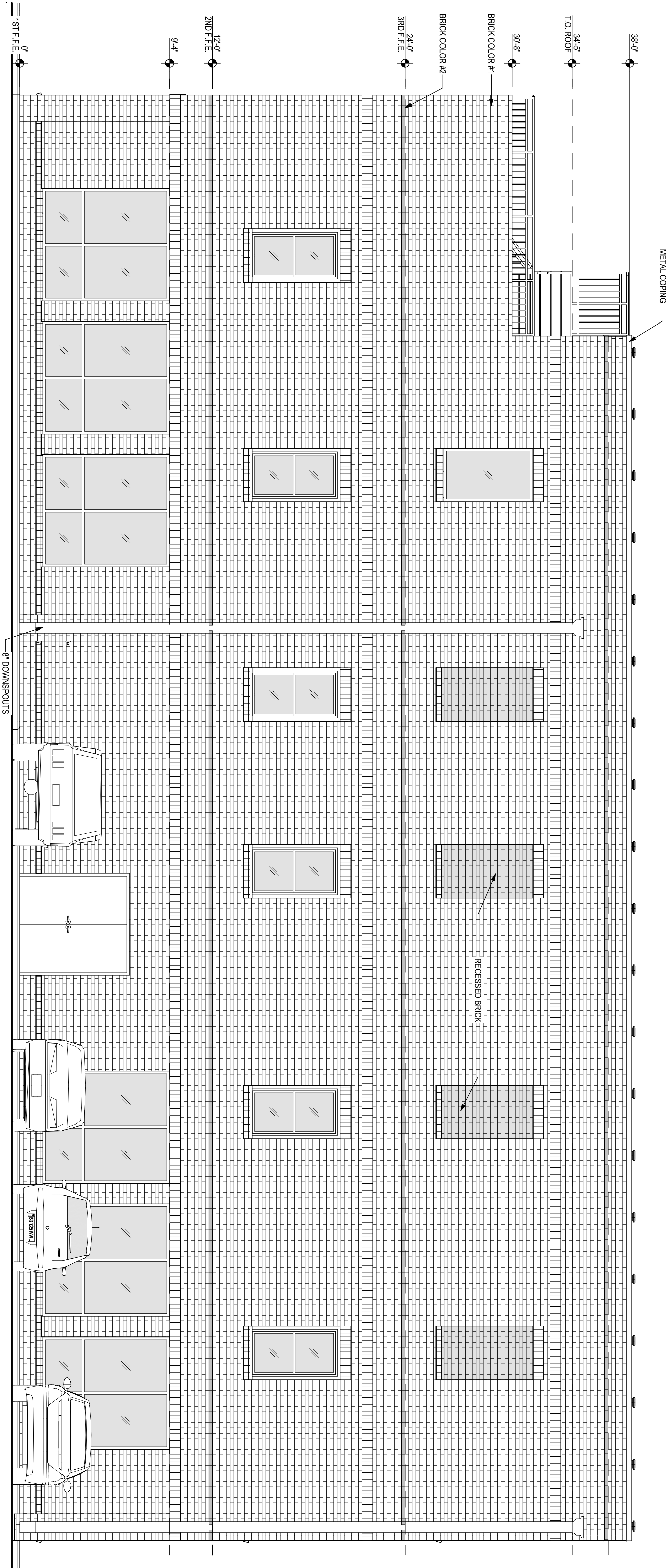
Checked By: DS
Drawn By: SRA

Project #
22-18

Date:
04-22-2022

Revisions :
-

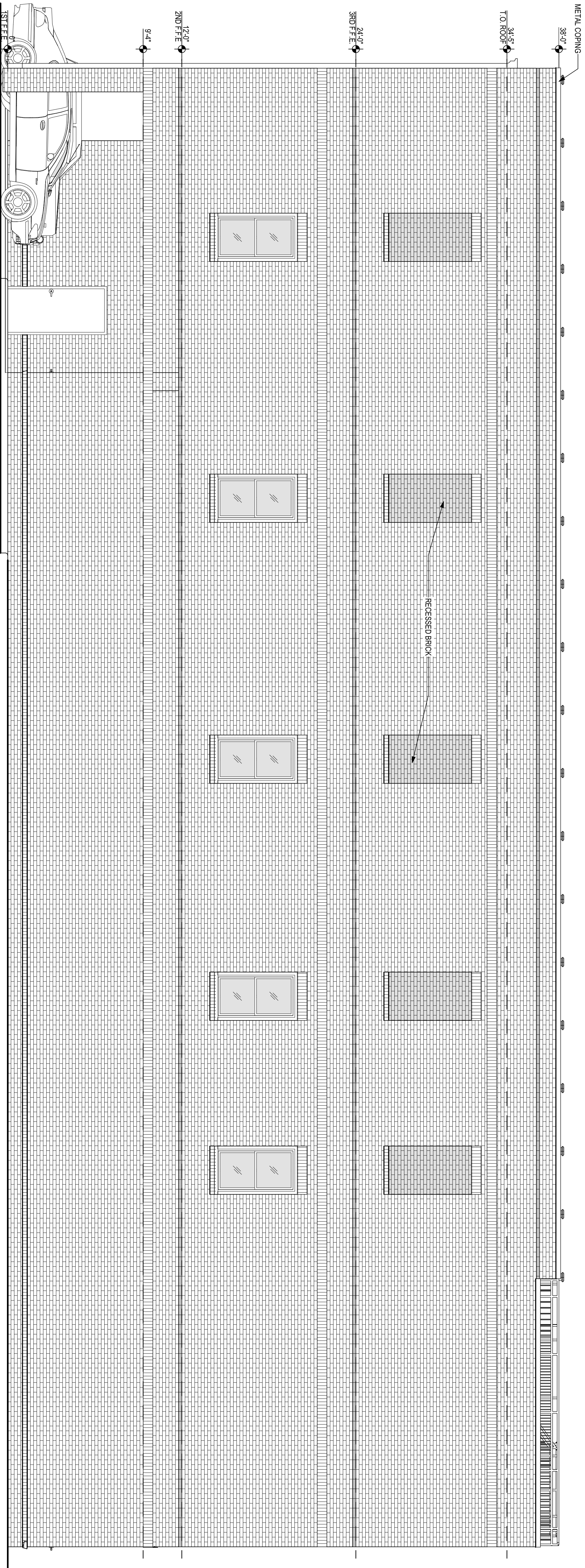
Sheet Title :
ELEVATIONS



1
A22

REAR ELEVATION

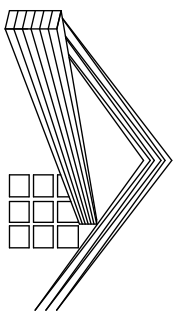
SCALE: 1/4" = 1'-0"



2
A22

LEFT ELEVATION

SCALE: 1/4" = 1'-0"



Daniel C. Smith, PE
Consulting Engineer
5068 Isabella Cannon Dr
Raleigh, NC 27612
www.dansmithpe.com
PH: 919.844.6050

NEW BUILDING W/ RESTAURANT & APARTMENTS 115 N. HOWE ST., SOUTHPORT, NORTH CAROLINA, 28461

☐ For Construction
☒ Not For Construction

Checked By: DS

Drawn By: SRA

Project #

22-18

Date:

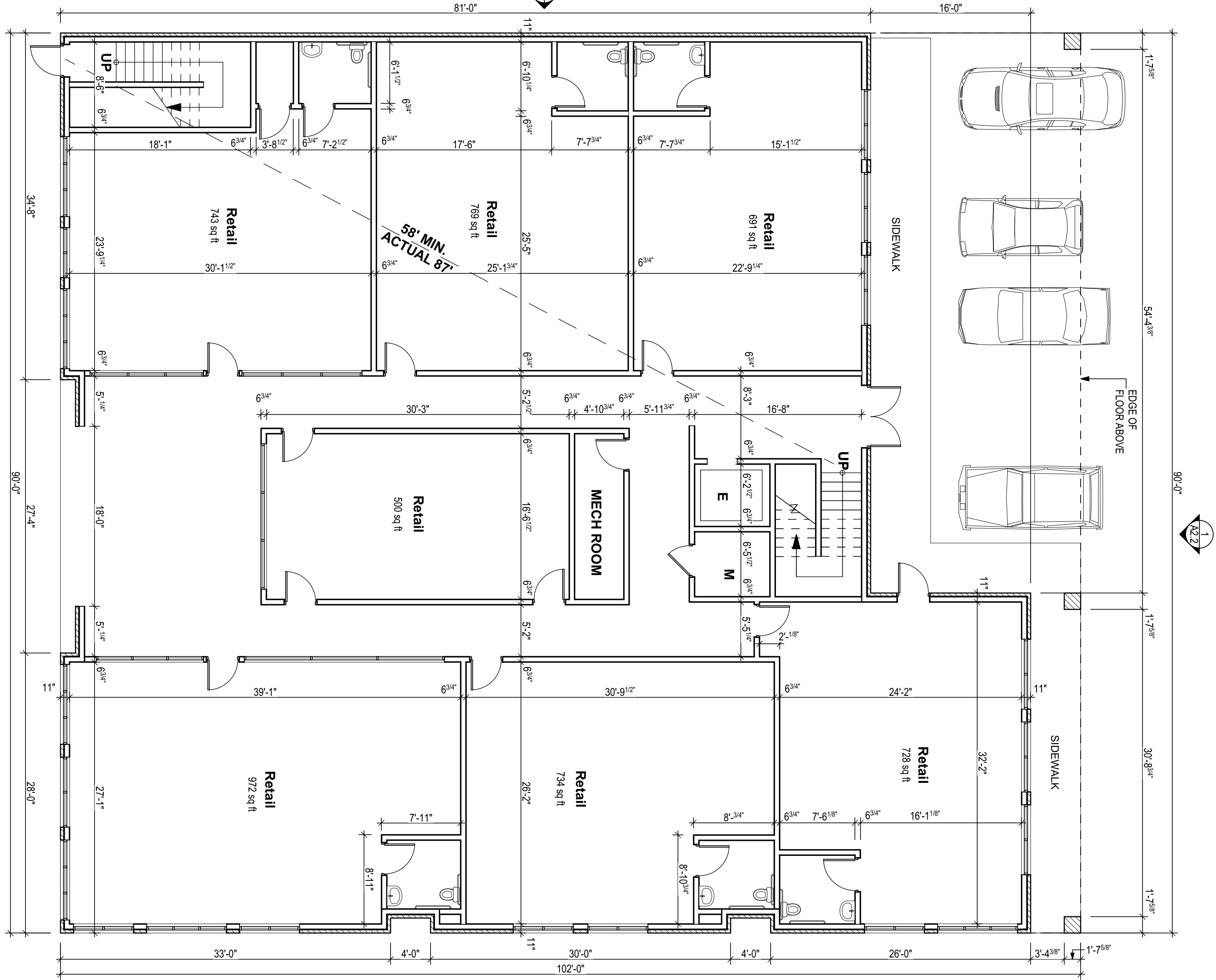
04-22-2022

Revisions:

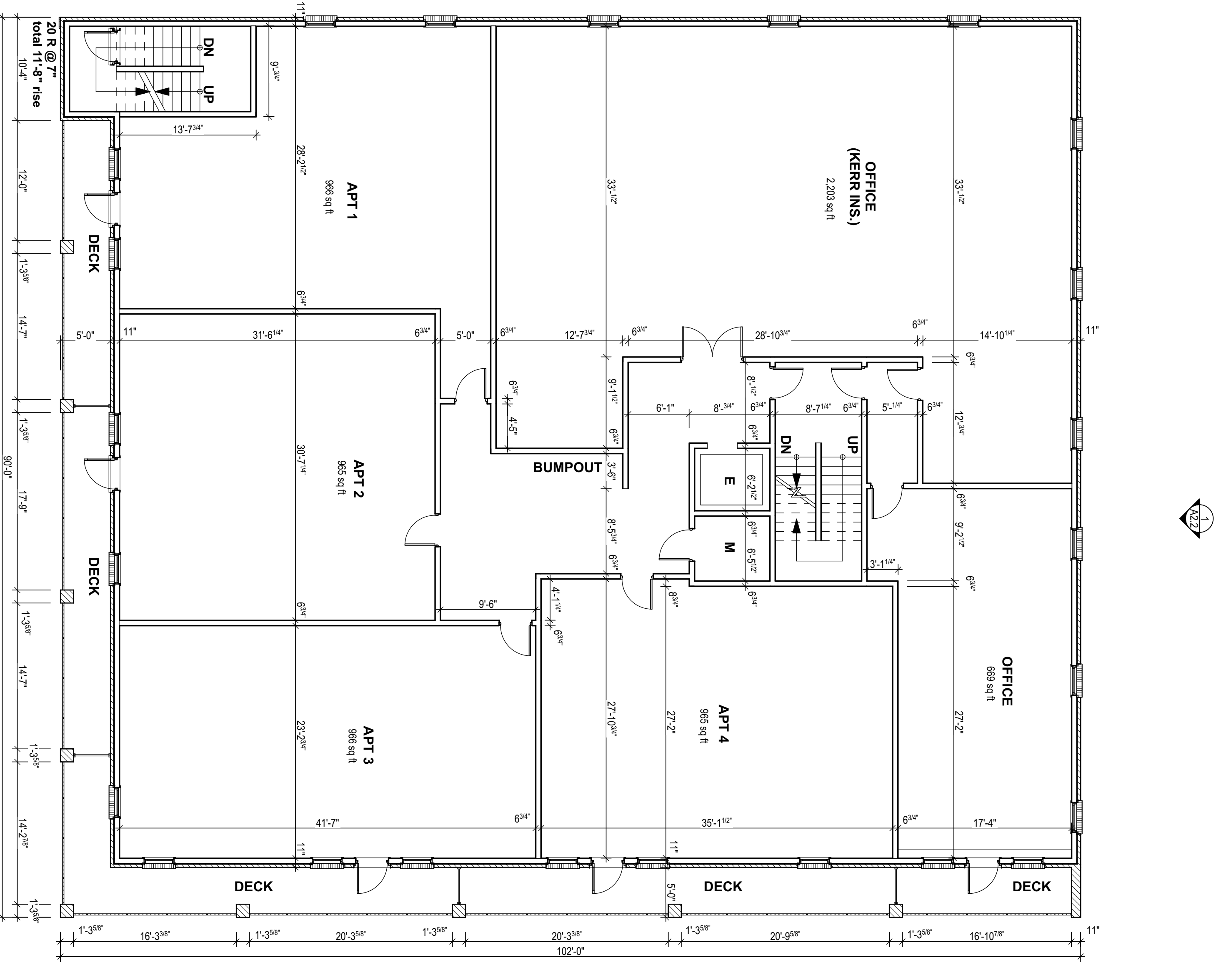
Sheet Title:
1ST & 2ND
FLOOR PLAN

Sheet:

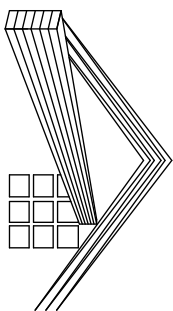
1
of
4



1
A12 1ST FLOOR PLAN
SCALE: 1/8" = 1'-0"



2
A12 2ND FLOOR PLAN
SCALE: 1/8" = 1'-0"



Daniel C. Smith, PE
Consulting Engineer
5068 Isabella Cannon Dr
Raleigh, NC 27612
www.dansmithpe.com
PH: 919.584.6050

NEW BUILDING W/ RESTAURANT & APARTMENTS 115 N. HOWE ST., SOUTHPORT, NORTH CAROLINA, 28461

☐ For Construction
☒ Not For Construction

Checked By: DS
Drawn By: SRA

Project #
22-18

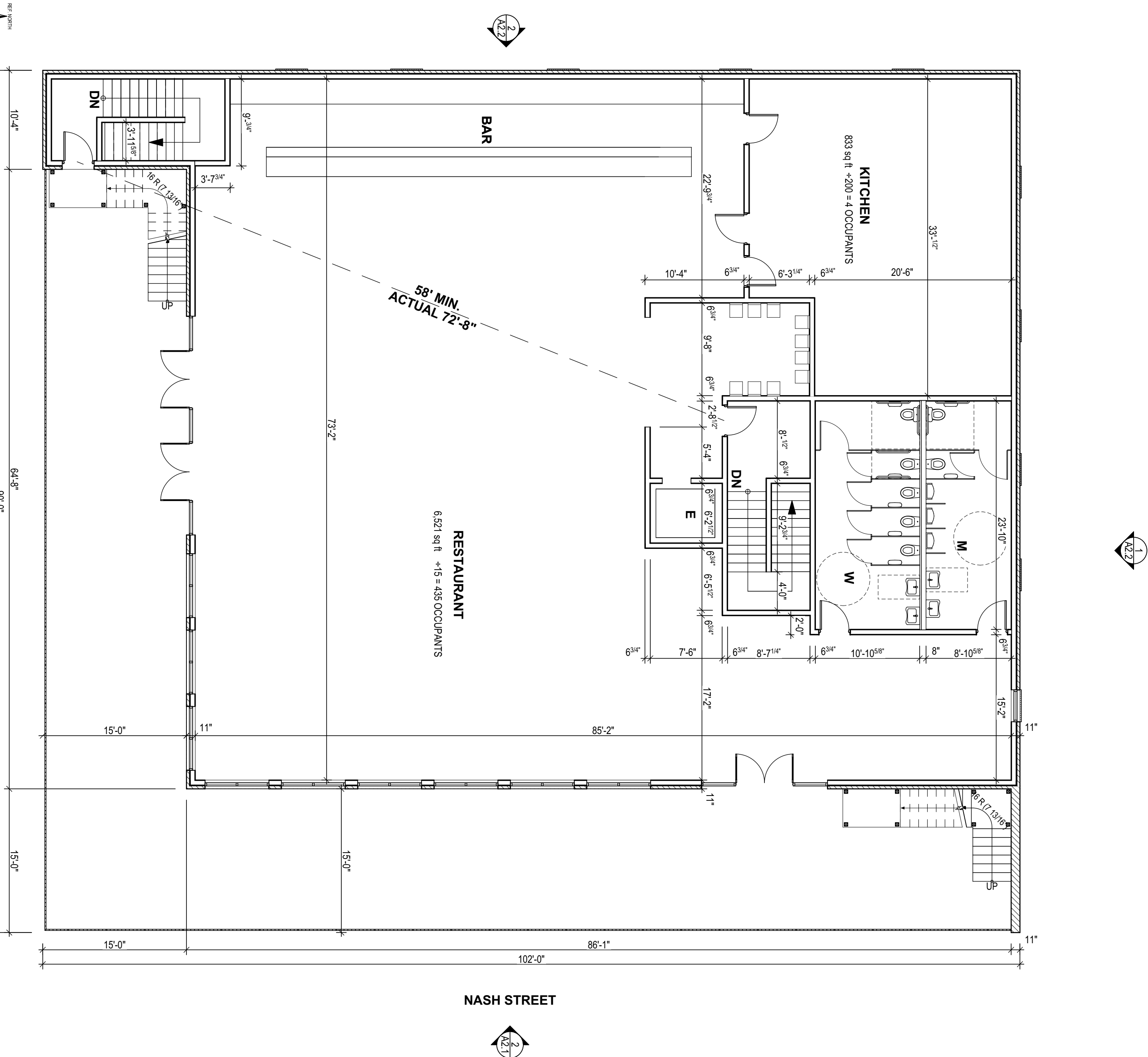
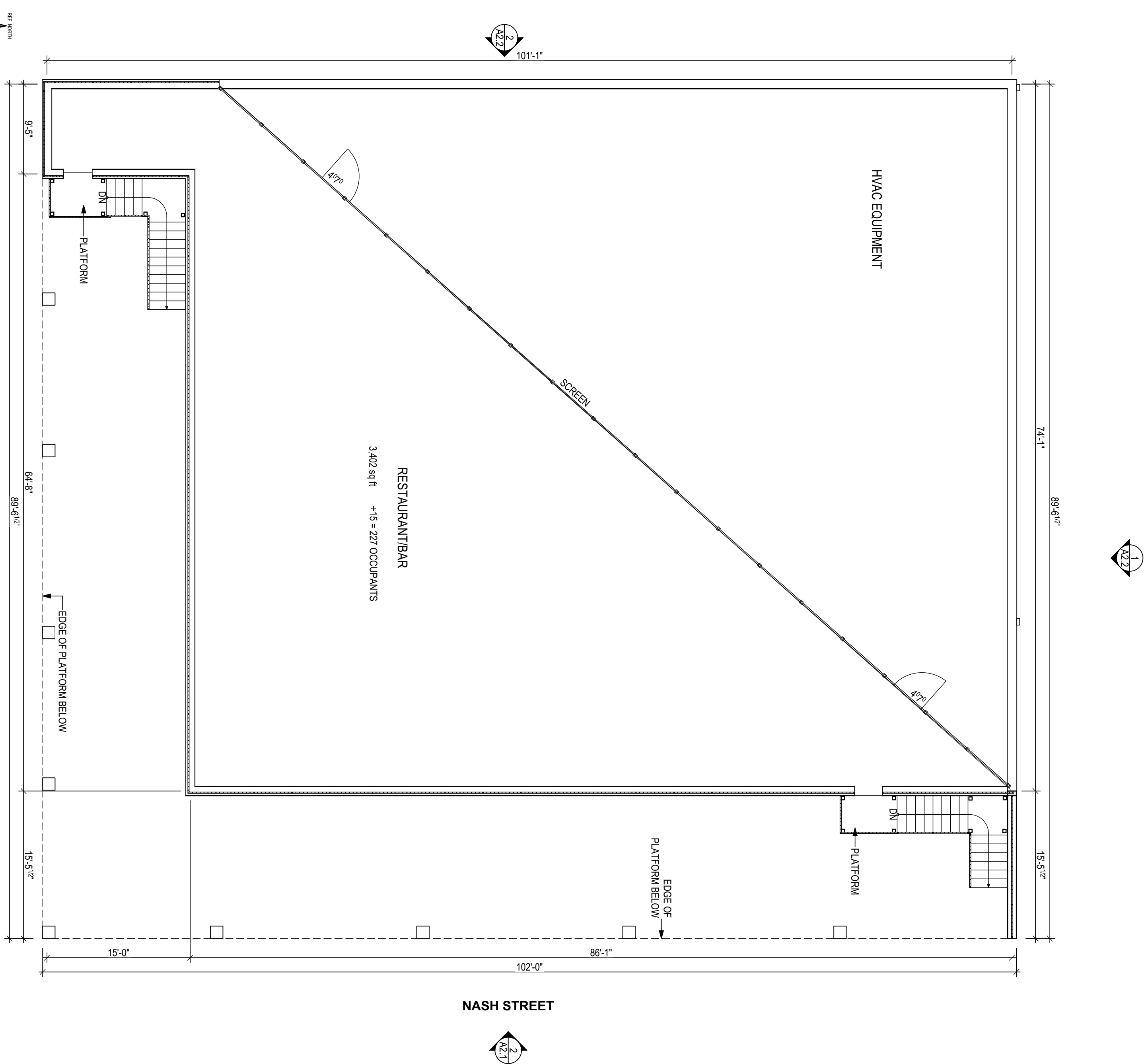
Date: 04-22-2022

Revisions:

Sheet Title:
3RD FLOOR &
ROOF PLAN

Sheet:

2
of
4



STAFF REPORT FOR OAKTON MAJOR SUBDIVISION PRELIMINARY PLAT APPLICATION

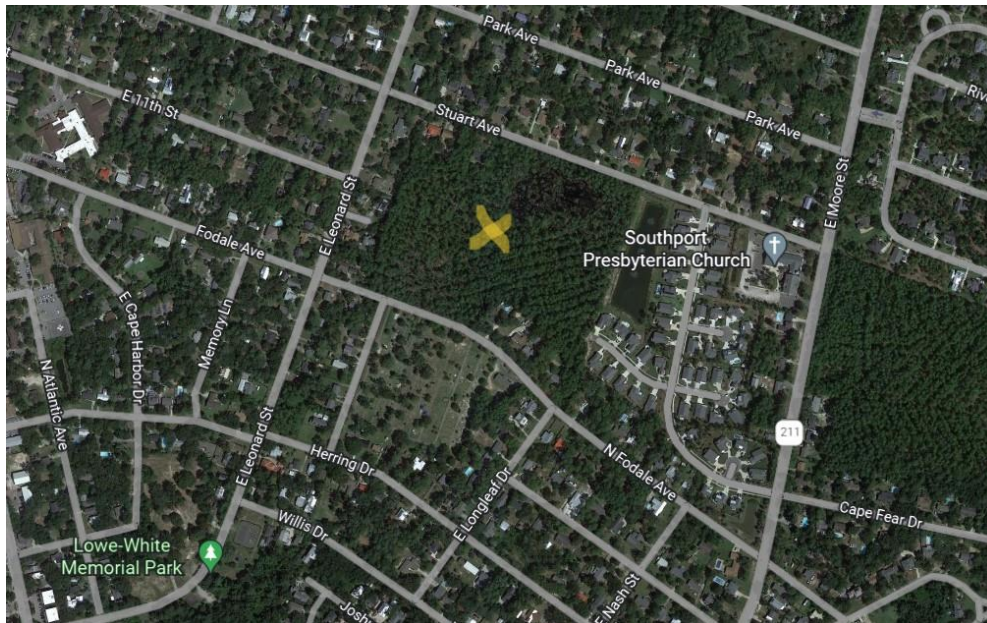
APPLICATION SUMMARY	
Presentation Date	March 16, 2023 Planning and Zoning Board
Applicant	Greg Wayne, Hanover Design Group
Property Owner	Stanley Martin Homes
Parcel ID:	238AC002
Project Acreage	20.51 acres
Parcel Acreage	20.51 acres
Zoning District	R-10

PRELIMINARY PLAT OVERVIEW

Greg Wayne, on behalf of Stanley Martin Homes, is seeking approval of Oakton Subdivision Preliminary Plat consisting of 42 single family home lots.

LOCATION

The subject property is located between Fodale Avenue and Stuart Avenue and is adjacent to the Hammocks subdivision. The property is located within the incorporated city limits and can be further identified by parcel number 238C002.



REVIEW PROCESS

A major subdivision preliminary plat review provides analysis and coordination of a proposed subdivision with the local UDO, transportation facilities, and utility availability. Per Section 2.8.E of the City of Southport Unified Development Ordinance, the Planning Board shall review the proposal and transmit a formal recommendation to the Board of Aldermen.

A Preliminary Plat approval conveys the authority to begin construction of infrastructure associated with the proposed subdivision, including such items as roadways, water and sewer utilities, sidewalks, etc. It does not convey any authority to construct dwellings or any other buildings. Upon completion of the installation of infrastructure, the applicant shall submit a Final Plat application. The review of the Final Plat includes site inspections by various City staff to determine if infrastructure has been installed in accordance with the Preliminary Plat. Upon a positive determination from those inspections, the Final Plat shall be considered by the Board of Aldermen. Upon approval by the Board of Aldermen, the Final Plat shall be recorded with the Brunswick County Register of Deeds, and such will convey the authority to begin to obtain building permits for structures.

The approval of the Final Plat is not an acceptance of infrastructure by the City of Southport. That process, for infrastructure such as roadways and water and sewer lines, occurs as a separate process to also be approved by the Board of Aldermen upon a determination that said infrastructure remains in accordance with any applicable standards put forth by the City.

PRELIMINARY PLAT PROPOSAL

This project was first introduced as a sketch plan at the July 15, 2021 Planning Board Meeting. The applicant submitted a preliminary plat application that was presented at the November 17, 2022 planning board meeting.

Dimensional Requirements

The subject property is zoned R-10. Per Section 3.9 there is a minimum lot size of 10,000 square feet and minimum lot width of 75'. Setbacks and building height shall be reviewed further at the time building permits are reviewed.

Section 4.7.D lists the Required Improvements for Subdivisions. The following discussions will outline how the applicant has met the eight (8) requirements, including other provisions necessary for approval found in the UDO.

Transportation and Streets

Access to the site includes 1, one-way entrance from Stuart Avenue, 2, two-way entrances from Fodale Avenue and connection with the Hammocks Subdivision via Sand Dollar Lane. These entrances meet the street connectivity requirements. All streets will be dedicated public rights of way and constructed to meet Section 4.8

Lighting

Per section 4.9, the applicant is required to install street lighting with underground distribution along all proposed streets. Such street lighting is compliant and has been labeled on the site plan.

Street Name Signs, and Cluster Mailboxes

Street signs, both traffic-control and name signs will be installed by the applicant and conform to all sign regulations as outlined in Section 4.10. The newly designed entrance to the subdivision on Stuart Avenue will include one-way signs and a no right turn sign will be installed on Sand Dollar Way facing Oakton Drive.

The required cluster mailbox kiosk has been identified on the site plan on Lot CA-2 on Rosin Drive.

Pedestrian Facilities

Per Section 4.11 sidewalks are required on at least 1 side of the street for all major subdivisions. The applicant has provided 5' sidewalks on both sides of each street and exceeds this requirement.

Water Supply and Sewage Disposal Systems

Section 4.12 – The property is located within the incorporated city limits. The city will provide both water and sewer to this subdivision.

Erosion and Sedimentation, Drainage Control Facilities, and Stormwater

A stormwater retention pond, which will collect all onsite stormwater is proposed and meets the requirements of Section 4.13. The city's engineer has reviewed and confirmed the storm calculations for capacity limits. Any permits from NC Department of Environmental Quality shall be obtained prior to commencing construction.

Recreation and Open Space

The applicant has provided 2.97 acres of open space, excluding wetlands. This exceeds the 2% open space/lot requirement of .84 acres, found in Section 4.14.C. Further, a walking trail has been proposed around the 2.58-acre stormwater retention pond.

Landscaping and Buffers

Section 3.17.B applies to new construction non-residential, multi-family uses, or changes in uses that would result in the addition of 10 or more parking spots. Therefore, no landscape or buffer yards are required for this proposal.

Tree Protection and Landscape Preservation

The applicant has provided a tree removal plan (Section 3.18.F) along with a landscape plan (sheets L1.0 and L0.1) showing required mitigation onsite (Section 3.18.H). The tree removal plan outlines both the infrastructure, drainage, and utilities impact zone and lot grading and drainage zone. Within the infrastructure, drainage, and utilities zone only live oaks 8" and greater are required to be mitigated. There will be 3 live oak trees over 8" removed from this construction zone requiring 58" of mitigation. The lot grading mitigation

requires the same number of inches removed to be replaced on site. Removal with mitigation of 2,912" are required and shown on sheet L0.1.

Signage

Approval of a preliminary plat does not include sign permit approval. All future signs associated with the project shall require separate review and approval by Planning Staff based on conformance with Section 3.19 of the City of Southport Unified Development Ordinance.

REVIEW COMMITTEE

A review committee, whose members included Vice-Chair Will Hewitt, Chris Jones, and Dick Sloan, was formed to review the proposed subdivision preliminary plat.

The committee met with the applicant at a duly advertised meeting on January 11, 2023. After a review of the subdivision requirements and design features, discussion focused on 2 main topics, access to the subdivision, especially from Stuart Avenue and stormwater capacity/flooding issues in the neighborhood. It was requested that the entrance to Stuart be considered as either a walking/multi-use trail entrance or one way entrance into the subdivision, alignment of Oakton Drive and Mitchell Street on Fodale Avenue, and for 100-year storm event discharge control design calculations be checked to show capacity of the proposed stormwater retention pond.

The applicant agreed to adjust the site plan and provide stormwater calculations for a 100yr/24 hr storm event. A new site plan with a one-way entrance from Stuart Avenue and alignment to Mitchell Street was submitted as well as the requested pond capacity calculations.

The city's engineer, Bob Jarvis, reviewed the 100-year stormwater calculations and determined that it appears that the pond functions without topping. It is noted that detailed utility plans may be submitted after site plan or preliminary plat approval and must be approved by the City's Public Works Department prior to construction of improvements or the issuance of building permits or approval of final plat.

A final duly advertised committee meeting was held on March 7, 2023 to review the new submittal for the Oakton preliminary plat. A representative for the applicant met with the committee and staff to review the site plan and stormwater calculations. After discussions of the one-way entrance and capacity of the proposed stormwater pond, it was the recommendation of the committee to forward the preliminary plat to the full Planning Board for approval.

STAFF'S RECOMMENDATION

Planning Staff are submitting this proposal for Planning Board recommendation to the Board of Alderman in accordance with the standards and processes laid out within the City of Southport Unified Development Ordinance. The proposal has been deemed complete and is eligible to be approved as a Preliminary Plat known as Oakton Subdivision.

Attachments:

Preliminary Plat Application
Updated Preliminary Plat Submittal dated 2-14-23
Stormwater Calculations

Subdivision Application

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

FEE: \$ 5,200.00

Subdivision Type: R-10 (CONVENTIONAL) Permit #: _____

Applicant's Name: GREG A. WAYNE

Mailing Address: 1123 FLORAL PARKWAY City: WILMINGTON

State: N.C. Zip Code: 28403

Phone: 910-343-8002 Email: GWAYNE@HDSILM.COM

Location of the property to be subdivided: STURART AVENUE

Parcel Number: 238AC002

Overall Acreage: 20.53 Number of lots: 42

Surveyor: GREG A. WAYNE, PLS License #: L-2876

Mailing Address: 1123 FLORAL PARKWAY City: WILMINGTON

State: N.C. Zip Code: 28403

Phone: 910-343-8002 Email: GWAYNE@HDSILM.COM

Subdivision Fees as of July 1, 2018

Minor Subdivision: 1-2 lots	\$300.00
Minor Subdivision: 3-7 lots	\$300.00 + \$50/lot
Creation of Lots (Heirs)	\$100.00
Subdivision Exception	\$200.00
Major Subdivision	\$1,000 + \$100/lot
Master Plan Approval (PUD)	\$1,000 + \$100/acre
PUD Special Use/Land Use Plan	\$2,000.00
PUD Modification (Minor)	\$500.00
PUD Modification (Major)	\$1,000.00

Signature (Owner or Authorized Applicant)

T:\ApplicationForms\SubdivisionApplicationJuly2018.docx

Date

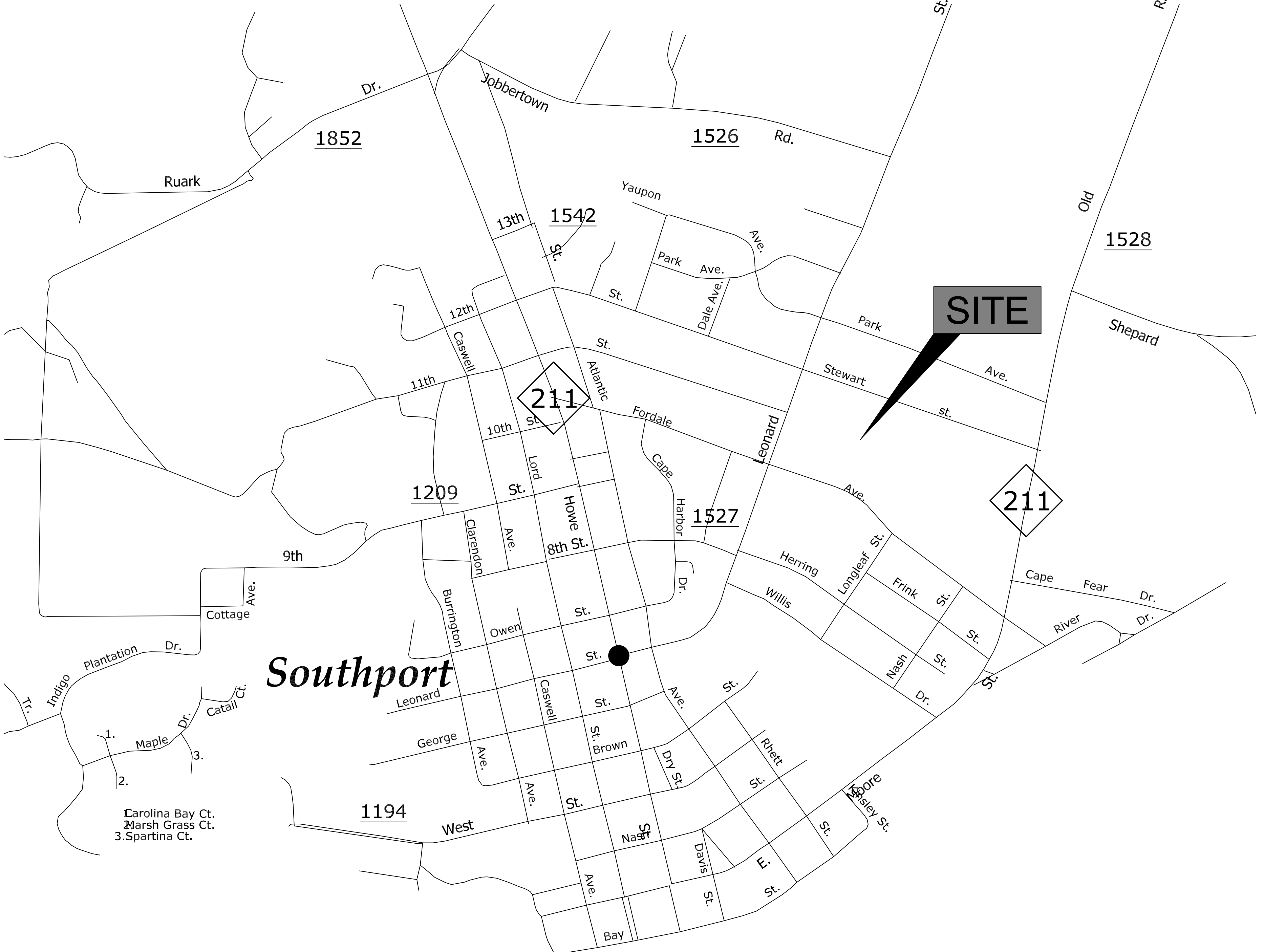
OAKTON

LOCATED IN THE CITY OF SOUTHPORT, BRUNSWICK COUNTY, NORTH CAROLINA

OWNER: STANLEY MARTIN HOMES

13310 SOUTH RIDGE DRIVE, SUITE A

CHARLOTTE, N.C. 28273



Southport

1. Carolina Bay Ct.
2. Marsh Grass Ct.
3. Spartina Ct.

4.

LAND SURVEYORS, ENGINEERS & LAND PLANNERS

1123 FLORAL PARKWAY
WILMINGTON, N.C. 28403
PHONE: (910) 343-9002

[illegible]

Copyright © Haworth Design Services, P.A. All rights reserved. Reproduction or use of the contents of this document, or additions or deletions to this document, in whole or part, without written consent of the Land Surveyor or Engineer, is prohibited. Only copies from the original of this document, and not copies made from copies, shall be considered to be valid and true records.

OAKTON

OWNER: STANLEY MARTIN HOMES
13310 SOUTH RIDGE DRIVE, SUITE A
CHARLOTTE, N.C. 28273

Date: _____

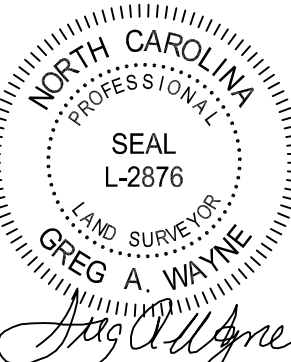
Scale:
HORIZ : 1" = 60'

Drawn:

Checked:

Project No:

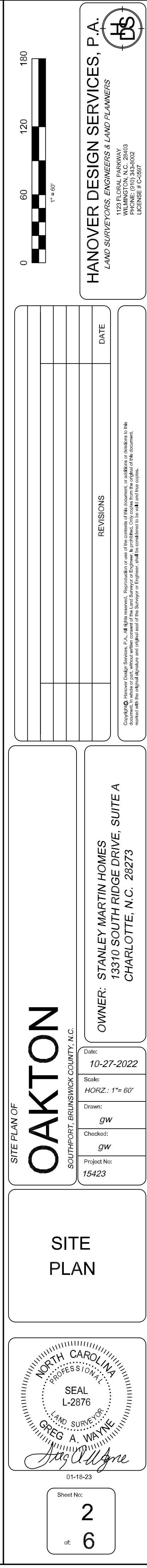
COVER SHEET



01-18-23

Sheet No:

of



STUART AVENUE
60' PUBLIC R/W

EAST LEONARD STREET
60' PUBLIC R/W

SOFTWIND WAY
60' PUBLIC R/W

N. FODALE AVENUE
60' PUBLIC R/W

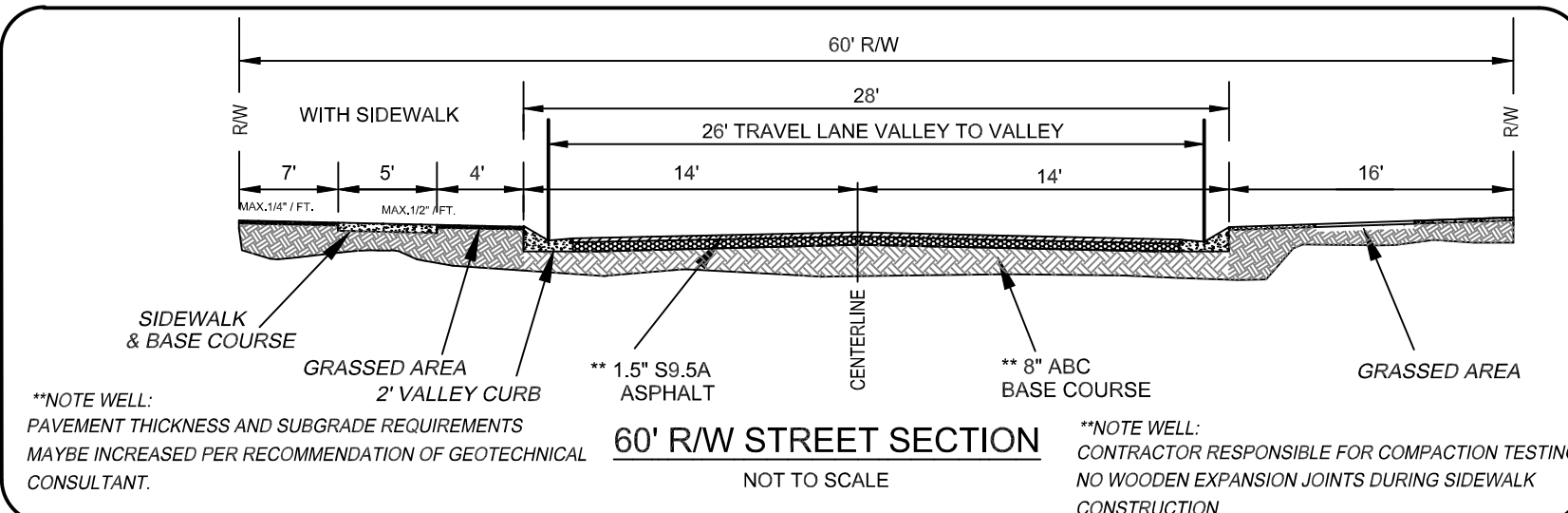
MITCHELL ST.
50' PUBLIC R/W

LEGEND

- I.S. IRON SET
E.I.P. EXIST. IRON PIPE
E.C.M. EXIST. CONCRETE MONUMENT
C.C.M. CONCRETE CONTROL MONUMENT
E.A. EXIST. AXLE
I.L.M. IRON LINE MARKER
D.E. DRAINAGE EASEMENT
R/W RIGHT-OF-WAY
E.I. EXIST. IRON
S.T. SITE TRIANGLE
CA COMMON AREA

NOTES:

- SURVEYED IN DECEMBER OF 2020.
- FOR REFERENCE SEE D.B. 3857 PAGE 64.
- ALL DISTANCES ARE HORIZONTAL.
- ALL BEARINGS ARE RELATIVE TO NAD 83 (2011).
- AREA COMPUTED BY COORDINATE METHOD.
- THIS PROPERTY IS NOT LOCATED WITHIN A SPECIAL FLOOD HAZARD AREA.
- TOTAL AREA 20.52 ACRES
- NO U.S. ARMY CORPS JURISDICTIONAL WETLANDS EXIST ON SITE



LEGEND

- (L.P.) = LIGHT POLE
EXISTING CONTOUR
PROPOSED CONTOUR
PROPERTY LINE
BUILDING SETBACK
CENTERLINE
EASEMENT
COMPUTED PROPERTY LINE
PROPOSED STORM DRAIN
PROPOSED WATER SERVICE
PROPOSED GAS SERVICE
PROPOSED 6" SANITARY SEWER SERVICE
PROPOSED SIDEWALK

NOTES

- DEVELOPER TO INSTALL ALL STREET SIGNS AT EACH STREET INTERSECTION AND ARE SUBJECT TO APPROVAL BY THE UDO ADMINISTRATOR
- DEVELOPER TO INSTALL CLUSTER BOX UNITS (CBU) IN ACCORDANCE WITH POSTAL OPERATIONS MANUAL
- FIRE HYDRANTS SHOWN ARE PRELIMINARY AND FINAL LOCATION TO BE APPROVED BY SOUTHPORT FIRE MARSHAL
- STREET LIGHTS TO BE INSTALLED BY DEVELOPER VIA UNDERGROUND DISTRIBUTION ALONG ALL STREETS. DESIGN AND INSTALLATION SHALL MEET OR EXCEED SOUTHPORT STREET LIGHT POLICY

Certification of Approval of the Preliminary/Final Plat by the Southport Board of Aldermen
The Southport Board of Aldermen hereby approves or approves conditionally the (preliminary or final plat) of _____ Subdivision.
If approved conditionally, the specific conditions shall be listed.

Mayor, City of Southport

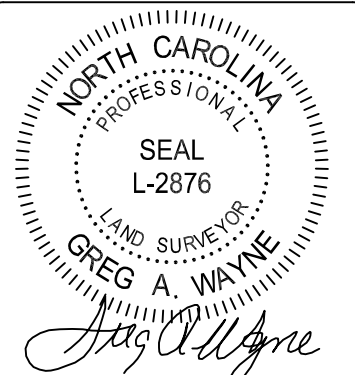
Date

REVISIONS	DATE

OWNER: STANLEY MARTIN HOMES
13310 SOUTH RIDGE DRIVE, SUITE A
CHARLOTTE, N.C. 28273

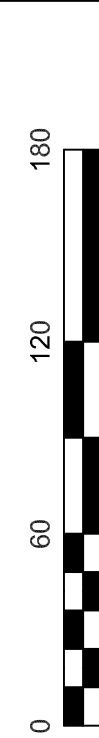
Date: 10-27-2022
Scale: HORIZ.: 1"= 60'
Drawn: gw
Checked: gw
Project No: 15423

SITE PLAN



Sheet No: 3
of 6

HANOVER DESIGN SERVICES, P.A.
LAND SURVEYORS, ENGINEERS & LAND PLANNERS
WILMINGTON, N.C. 28403
LICENSE # 00002



MAJOR SUBDIVISION PRELIMINARY PLAT

STUART AVENUE
60' PUBLIC R/W

EAST LEONARD STREET
60' PUBLIC R/W

SOFTWIND WAY
60' PUBLIC R/W

N. FODALE AVENUE
60' PUBLIC R/W

MITCHELL ST.
50' PUBLIC R/W

LEGEND

- I.S. IRON SET
E.I.P. EXIST. IRON PIPE
E.C.M. EXIST. CONCRETE MONUMENT
C.C.M. CONCRETE CONTROL MONUMENT
E.A. EXIST. AXLE
I.L.M. IRON LINE MARKER
D.E. DRAINAGE EASEMENT
R/W RIGHT-OF-WAY
E.I. EXIST. IRON
S.T. SITE TRIANGLE
CA COMMON AREA

NOTES:

- SURVEYED IN DECEMBER OF 2020.
- FOR REFERENCE SEE D.B. 3857 PAGE 64.
- ALL DISTANCES ARE HORIZONTAL
- ALL BEARINGS ARE RELATIVE TO GRID N.A.D. 83 (2011)
- AREA COMPUTED BY COORDINATE METHOD.
- THIS PROPERTY IS NOT LOCATED WITHIN A SPECIAL FLOOD HAZARD AREA
- TOTAL AREA 20.52 ACRES
- NO U.S. ARMY CORPS JURISDICTIONAL WETLANDS EXIST ON SITE

LEGEND

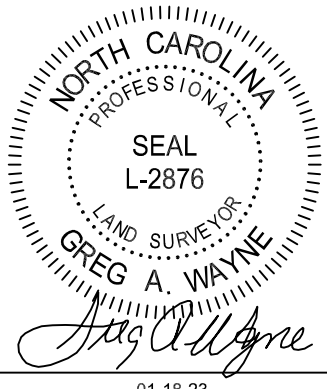
- EXISTING CONTOUR
PROPERTY LINE
BUILDING SETBACK
CENTERLINE
EASEMENT
COMPUTED PROPERTY LINE

EXISTING CONDITIONS

OAKTON
SOUTHPORT, BRANSWICK COUNTY, N.C.

Date: 10-27-2022
Scale: HORIZ.: 1"= 60'
Drawn: gw
Checked: gw
Project No: 15423

EXISTING
FEATURES



Sheet No: 4
of 6

HANOVER DESIGN SERVICES, P.A.
LAND SURVEYORS, ENGINEERS & LAND PLANNERS
WILMINGTON, N.C. 28403
LICENSE # 00007

REVISIONS	DATE

Copyright: Hanover Design Services, P.A., & its licensors. Reproduction or use of the contents of this document, in whole or in part, without the written consent of Hanover Design Services, P.A., is prohibited. This document is the property of Hanover Design Services, P.A. and is to be used only for the project and location identified on the title block. It is not to be distributed, copied, or otherwise used for any other project or location without the written consent of Hanover Design Services, P.A.

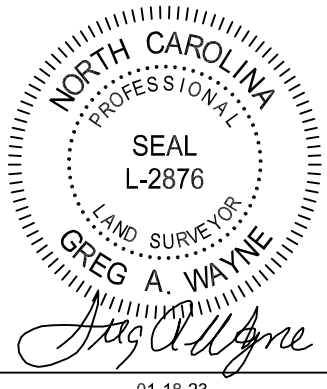
OWNER: STANLEY MARTIN HOMES
13310 SOUTH RIDGE DRIVE, SUITE A
CHARLOTTE, N.C. 28273

EXISTING CONDITIONS

OAKTON
SOUTHPORT, BRANSWICK COUNTY, N.C.

Date: 10-27-2022
Scale: HORIZ.: 1"= 60'
Drawn: gw
Checked: gw
Project No: 15423

EXISTING
FEATURES



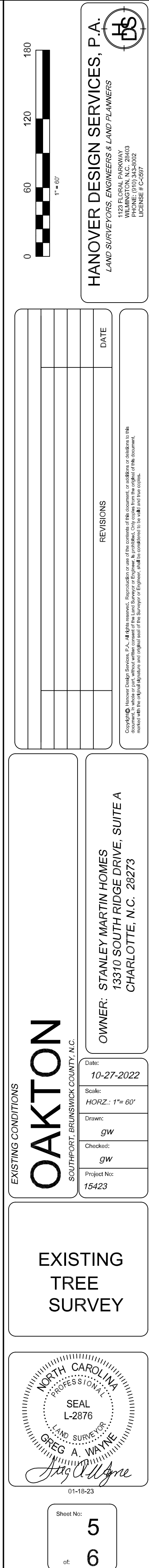
Sheet No: 4
of 6

HANOVER DESIGN SERVICES, P.A.
LAND SURVEYORS, ENGINEERS & LAND PLANNERS
WILMINGTON, N.C. 28403
LICENSE # 00007

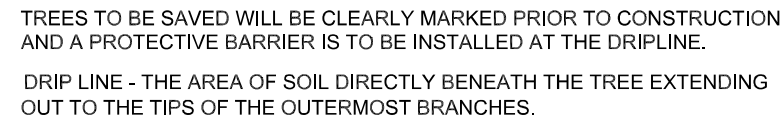
REVISIONS	DATE

Copyright: Hanover Design Services, P.A., & its licensors. Reproduction or use of the contents of this document, in whole or in part, without the written consent of Hanover Design Services, P.A., is prohibited. This document is the property of Hanover Design Services, P.A. and is to be used only for the project and location identified on the title block. It is not to be distributed, copied, or otherwise used for any other project or location without the written consent of Hanover Design Services, P.A.

OWNER: STANLEY MARTIN HOMES
13310 SOUTH RIDGE DRIVE, SUITE A
CHARLOTTE, N.C. 28273



DETAIL



METHOD OF TREE PROTECTION DURING CONSTRUCTION

NOT TO SCALE

TREE PROTECTION DURING CONSTRUCTION

1. DO NOT COMPACT SOIL BENEATH TREES. NO VEHICLE SHALL BE ALLOWED TO PARK UNDER TREES. NO HEAVY MATERIALS SHALL BE STORED BENEATH TREES. RESULT OF COMPACTION CAUSE WATER AND AIR NOT TO REACH THE ROOTS AND THE TREE WILL DIE. THESE "FEEDING ROOTS" OCCUR WELL AWAY FROM THE BASE OF THE TREE TO THE EDGE OF THE OVERHEAD BRANCH CANOPY. DAMAGING THE BARK WITH LAWNMOWERS, CONSTRUCTION EQUIPMENT, OR ANYTHING ELSE IS PROHIBITED. PROTECTIVE BARRIER SHOULD PREVENT DAMAGE FROM OCCURRING DURING CONSTRUCTION.

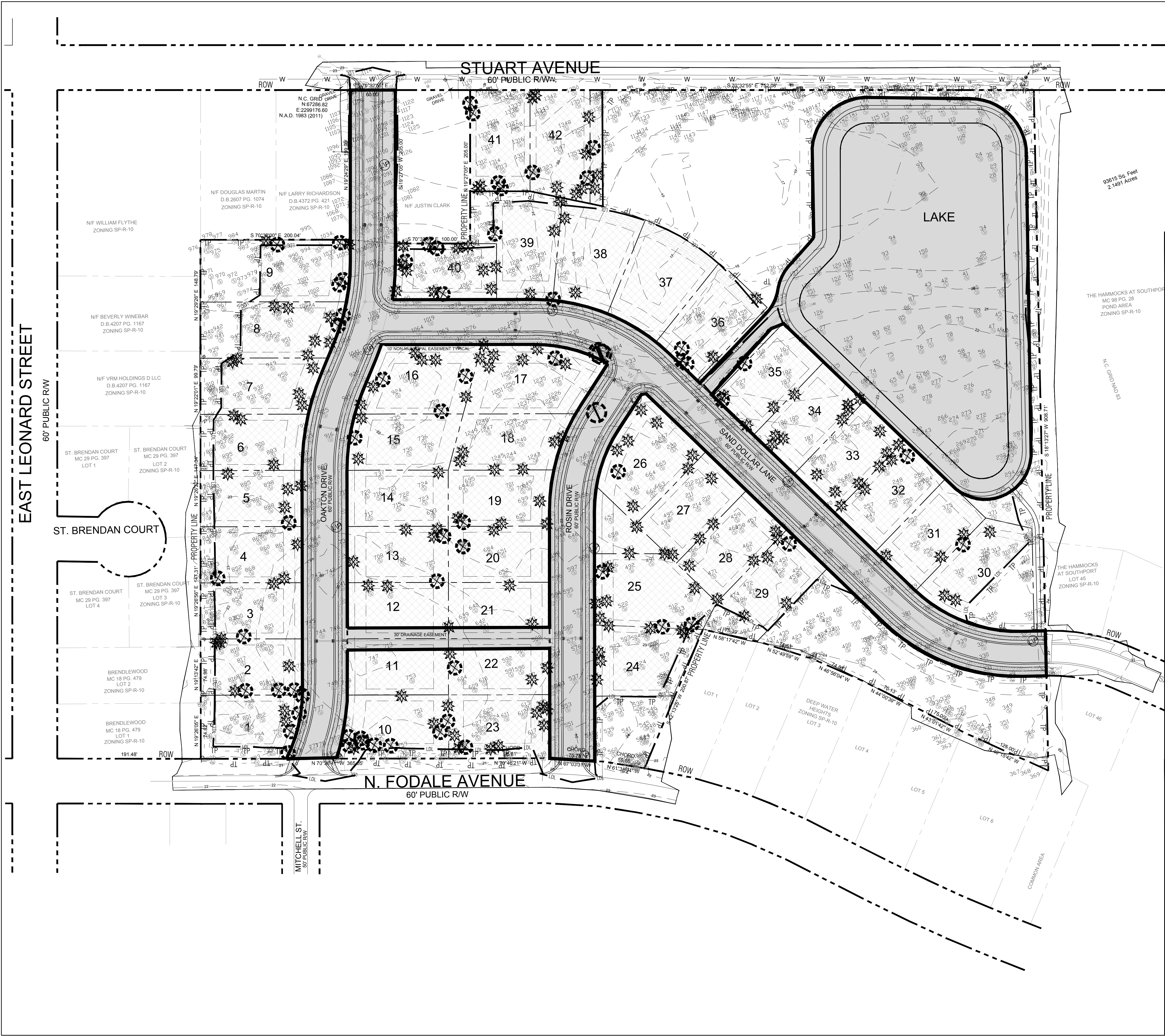
2. NO CUTTING OF LARGE STRUCTURAL ROOTS LOCATED NEAR THE BASE OF THE TRUNK. THESE ARE ESSENTIAL IN SUPPORTING THE TREE AND HOLDING IT UPRIGHT IN HIGH WINDS. REMOVAL OF THESE ROOTS ALONG ONE SIDE IS OFTEN DONE BECAUSE OF A WALK, PAVING OR BUILDING WHICH IS BEING CONSTRUCTED.

3. AVOID CUT AND FILL WITHIN DIAMETER OF TREE CROWN DURING EXCAVATION.

	Description	Point#	Description	Point#	Description	Point#	Description	Point#	Description	Point#	Description	Point#	Description	Point#	Description	Point#	Description	Point#	Description
4	8" hardwood	108	16" pine	213	12" pine	322	15" pine	428	18" oak	535	14" pine	640	14" pine	751	8" oak	855	13" pine	960	9" oak
5	14" pine	109	13" pine	214	13" pine	323	8" oak	429	4" mag	536	14" pine	641	12" pine	752	12" pine	856	15" pine	961	9" oak
6	12" pine	110	12" pine	215	13" pine	324	4" holly	430	14" pine	537	17" pine	642	12" pine	753	14" pine	857	16" pine	962	12" pine
7	14" pine	111	13" pine	216	14" pine	325	14" pine	431	9" oak	538	8" oak	643	12" pine	754	13" pine	858	12" pine	963	14" pine
8	14.5" pine	112	12" pine	217	14" pine	326	8" oak	432	13" pine	539	19" pine	644	12" pine	755	10" oak	859	14" pine	964	12" pine
9	13.5" pine	113	13.5" pine	218	16" pine	327	12" pine	433	9" oak	540	15" pine	645	12" pine	756	15" pine	860	13" pine	965	14" pine
10	14" pine	114	14" pine	219	14" pine	328	15" pine	434	15" pine	541	10" oak	646	15" pine	757	13" pine	861	12" pine	966	10" oak
11	12" pine	115	15" pine	220	14" pine	329	16" pine	435	17" pine	542	13" pine	647	16" pine	758	8" oak	862	15" pine	967	17" pine
12	12.5" pine	116	13" pine	222	14" pine	330	12" pine	436	15" pine	543	14" pine	649	12" pine	759	10" oak	863	14" pine	968	14" pine
13	13" oak	117	8" oak	223	14" pine	331	15" pine	437	13" oak	544	13" pine	650	14" pine	760	13" oak	864	13" pine	969	16" oak
14	13" pine	118	13" pine	224	18" pine	332	13" pine	438	12" pine	545	14" pine	651	16" pine	761	9" oak	865	13" pine	970	15" pine
15	21" pine	119	13.5" hardwood	225	8" oak	333	13" pine	439	13" pine	546	14" pine	652	17" pine	762	8" oak	866	13" pine	971	10" oak
16	13.5" pine	120	14" pine	226	15" pine	334	12" pine	440	13" pine	547	17" pine	653	12" pine	763	8" oak	867	12" pine	972	10" oak
17	14" pine	121	14.5" pine	227	16" pine	335	15" pine	441	12" pine	548	13" pine	656	13" pine	764	9" oak	868	15" pine	973	16" oak
18	12" pine	122	14.5" pine	228	8" oak	336	15" pine	442	12" pine	549	15" pine	657	12" pine	765	9" oak	870	15" pine	974	8" oak
19	14" pine	123	15" pine	229	16" pine	337	13" pine	443	12" pine	550	19" pine	658	15" pine	766	13" pine	871	14" pine	975	16" pine
20	14" pine	124	12" pine	231	8" oak	338	9" oak	444	13" pine	551	13" pine	659	13" pine	767	8" oak	872	9" oak	976	16" pine
21	8" hardwood	125	15" pine	232	13" hardwood	339	13" pine	446	14" pine	552	12" pine	660	15" pine	768	14" pine	873	15" pine	977	16" pine
22	13" pine	126	15" oak	233	15" hardwood	340	8" oak	447	14" oak	553	9" oak	661	14" pine	769	12" pine	874	13" pine	978	15" pine
23	12.5" pine	127	15" pine	234	14" pine	341	13" pine	448	12" pine	554	triple 11" / 14" / 14" oak	662	12" pine	770	14" pine	875	12" pine	979	17" pine
24	13" oak	128	19" pine	235	12" pine	342	12" pine	449	12" pine	555	11" oak	663	12" pine	771	13" pine	876	16" pine	980	17" pine
25	9" oak	129	9" hardwood	236	13" pine	343	14" pine	450	12" pine	556	9" oak	664	12" pine	772	10" oak	877	16" pine	981	14" pine
26	12" pine	130	18" oak	237	12" pine	344	13" pine	451	13" pine	557	11" oak	665	13" pine	773	10" oak	878	13" pine	982	14" pine

[illegible]

MAJOR SUBDIVISION PRELIMINARY PLAT



VICINITY MAP

NOT TO SCALE

LANDSCAPE REQUIREMENTS

TREE REMOVAL ZONE FOR INFRASTRUCTURE, DRAINAGE, AND UTILITIES IMPACT

MITIGATION REQUIREMENTS FOR REMOVED REGULATED LIVE OAK TREES 8" OR GREATER WITHIN INFRASTRUCTURE AND DRAINAGE AREAS.

QUANTITY	SIZE	COMMON NAME
1	14"	LIVE OAK
1	14/14"	LIVE OAK
1	16"	LIVE OAK
3	58"	LIVE OAK

TOTAL CALIBER INCHES REQUIRED FOR MITIGATION = 58" CAL. INCHES

TREE REMOVAL ZONE FOR LOT GRADING AND DRAINAGE

MITIGATION REQUIREMENTS FOR REMOVED REGULATED OAKS / HARDWOODS 8" OR GREATER AND 12" OR GREATER CONIFERS TREES, LOCATED OUTSIDE OF BUILDING ENVELOPE.

QUANTITY	SIZE	COMMON NAME
1	10"	HARDWOOD
1	15"	HARDWOOD
34	12"	PINE
31	13"	PINE
33	14"	PINE
29	15"	PINE
15	16"	PINE
12	17"	PINE
3	18"	PINE
1	19"	PINE
3	20"	PINE
1	16.5"	PINE
1	24"	PINE
20	8"	OAK
9	9"	OAK
7	10"	OAK
9	11"	OAK
2	13"	OAK
1	14"	OAK
1	9/8"	OAK
1	10/12"	OAK
1	25"	LIVE OAK
215	2,853.5"	LIVE OAK

TOTAL CALIBER INCHES REQUIRED FOR MITIGATION = 2,853.5" CAL. INCHES

OVERALL TOTAL CALIBER INCHES REQUIRED FOR MITIGATION = 2,912" CAL. INCHES

SYMBOL LEGEND

	PROPERTY LINE
	RIGHT OF WAY
	LIMITS OF DISTURBANCE
	WETLAND BOUNDARY LINE
	INTERIOR PROPERTIES
	SETBACKS
	ADJACENT PROPERTIES
	TREE PROTECTION
	EXISTING LIVE OAK TO BE REMOVED WITHIN R.O.W.
	EXISTING HARDWOOD 8" OR GREATER TO BE REMOVED
	EXISTING CONIFER 12" OR GREATER TO BE REMOVED

0 60 120 180 feet

SCALE: 1" = 60'

MIHALY LAND DESIGN
PLANNING + LANDSCAPE ARCHITECTURE
330 MILITARY CUTOFF RD., Suite A3
Wilmington, NC 28405 910.392.4355

Revisions
2023-02-14: REVISED PER CITY OF SOUTHPORT COMMENTS

CLIENT
STANLEY MARTIN HOMES
13310 SOUTH RIDGE DRIVE, SUITE A
CHARLOTTE, NC

PROJECT
OAKTON
SOUTHPORT
BRUNSWICK COUNTY, NC

Date: 2022-07-14
Phase:
Job Number: 101-890
Designed by: MLD
Drawn by: RJB
Checked by: JWM
Sheet Title: TREE REMOVAL PLAN
Sheet Number:
L1.0
of 2 sheets

Page 140 of 202

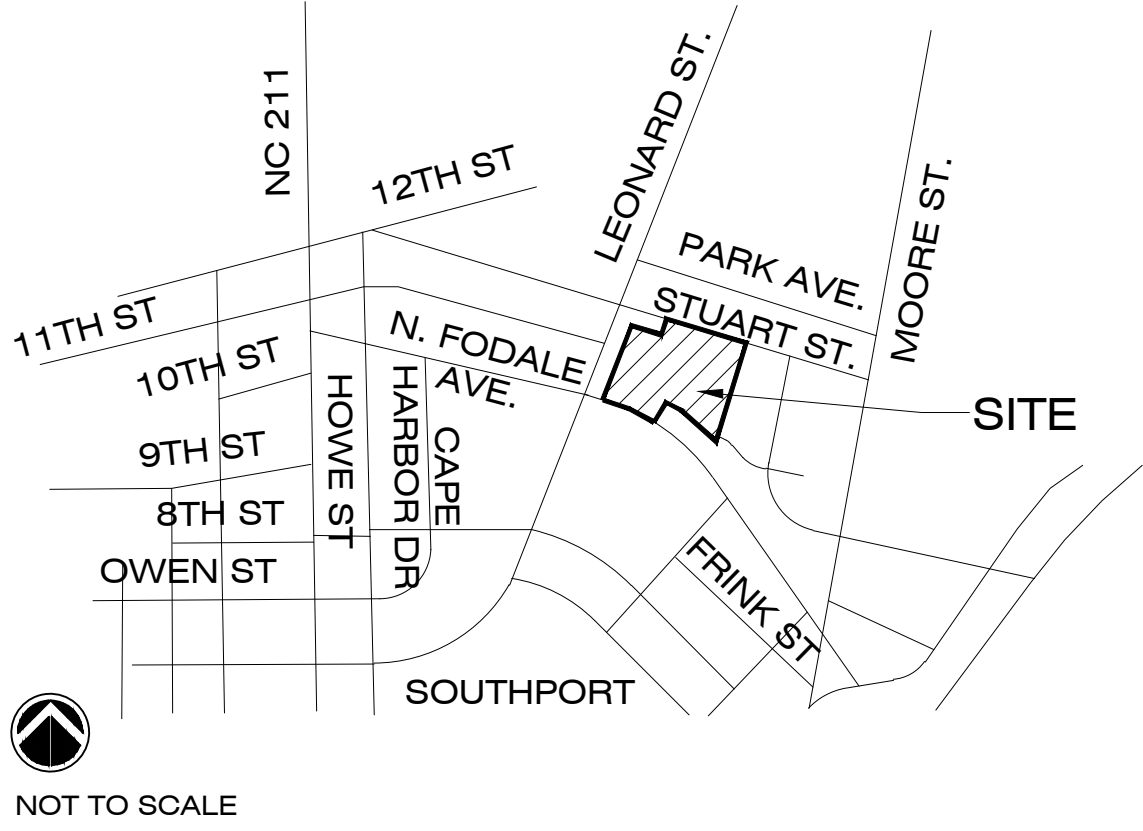


PROJECT
OAKTON
SOUTHPORT
BRUNSWICK COUNTY, NC

Date:	2022-07-14
Phase:	
Job Number:	101-890
Designed by:	MLD
Drawn by:	RJB
Checked by:	JWM

Sheet Title:
TREE MITIGATION PLAN

Sheet Number:
L0.1
of 2 sheets



POND			
DRAINAGE AREAS			
IMPERVIOUS AREAS:			
TYPE	AREA (SF)	AREA (AC)	
PARKING/ROADS	73,772	1.694	
BUILDING 42 LOTS @ 6000	252,000	5.785	
SIDEWALK	24,647	0.566	
OTHER		0.000	
FUTURE	96,500	2.215	
EXISTING IMPERVIOUS	-	0.000	
TOTAL IMPERVIOUS (PROPOSED AND FUTURE):	446,919	10.260	
DRAINAGE AREA	893,874	20.521	
GREEN AREA	446,955	10.261	
PERCENT BUA	50.0%		
SA/DA FROM TABLE @ 5' DEPTH	2.35%		
WSEL	16.5		
SA REQUIRED 85% TSS REMOVAL	21,006	0.482	
SURFACE AREA PROVIDED	74,297	1.706	
MAIN POOL VOLUME PROVIDED	376,516		
MAIN POOL AVERAGE DEPTH	5.1		
VOLUME REQUIRED (SIMPLE METHOD):			
$V = 3630 \cdot R(D) \cdot R(V) \cdot A$			
R(V)	0.499981877		
R(D)	1.5	IN	
A	20.521	AC	
STATE STORAGE ELEVATION	16.5		
VOLUME REQUIRED:	55,865	CF	
STATE STORAGE VOLUME PROVIDED :	99,465	CF	AT 17.50
DRAWDOWN			
TEMPORARY POOL ELEVATION (FT)	17.50	PERMANENT POOL EL.	16.50
ORIFICE DIAMETER (IN)	4		
COEFFICIENT	0.6		
AREA OF ORIFICE (SF)	0.087266463		
GRAVITY (FEET PER SECOND^2)	32.2		
HEAD (FT)	0.333333333		
DISCHARGE (CFS)	0.242594488		
TIME (DAYS)	2.67		
SEDIMENTATION BASIN CONSIDERATIONS			
DISTURBED AREA (ACRES)	15.20		
STORAGE REQUIRED (CF)	27,360	1800 CF * Disturbed AC	
STORAGE PROVIDED (CF)	99,465		
Q(10) (CFS)	40.56		
SURFACE AREA REQUIRED (SF)	17,644	435 SF x Q10	
SURFACE AREA PROVIDED (SF)	74,297		
V(10-YEAR) (FPS)	7.43		

POND RUNOFF SUMMARY (CFS)			
EVENT	PRE-DEVELOPED (CFS)	POST-DEVELOPED (CFS)	POST DEVELOPED ROUTED (CFS)
1-YEAR	0.46	18.53	0.32
2-YEAR	1.48	28.12	0.77
10-YEAR	9.03	62.26	6.79
25-YEAR	17.14	88.28	12.89
100-YEAR	36.02	139.5	20.94

Events for Pond 1P:

Event	Inflow (cfs)	Outflow (cfs)	Primary (cfs)	Secondary (cfs)	Elevation (feet)	Storage (acre-feet)
1-Year	18.53	0.32	0.32	0.00	17.26	1.717
2-Year	28.12	0.77	0.77	0.00	17.59	2.498
5-Year	45.81	3.37	3.37	0.00	17.87	3.154
10-Year	62.26	6.79	6.79	0.00	18.13	3.763
25-Year	88.28	12.89	12.89	0.00	18.64	5.015
50-Year	112.35	16.02	16.02	0.00	19.21	6.423
100-Year	139.50	20.94	20.94	0.00	19.85	8.051



PLANNING & ZONING BOARD

MEMORANDUM

To: Members of the Planning Board
From: Development Services Staff
Re: N. Caswell Avenue Partial Alley Abandonment
Date: March 16, 2023

The partial abandonment of the northern section of the alleyway located to the West of N. Caswell Street, north of W. 9th Street, was first discussed at the Planning Board's December 15th meeting, at which time it was referred to a review committee consisting of Planning Board members Will Hewett, Chris Jones, and Donnie Joyner. This review committee met three times: on January 10th, on February 14th, and on February 28th. During these review committees, various topics were discussed, including:

- Potential abandonment of the entire alley;
- Abandoned city infrastructure located within the alley;
- Potential current and future city needs for the alley and needs of the surrounding property owners; and
- Previous alleyway abandonment requests and the precedent that will potentially or actually be set by granting this request.

The committee also noted the need for further study on all City alleyways going forward regardless of the outcome of this particular case.

Following these discussions, the review committee was unable to reach consensus regarding a formal approval or denial recommendation to the full Planning Board. As such, the review committee voted to return the item to the Planning Board without a review committee recommendation. Upon the arrival at a recommendation by the Planning Board, the item will be forwarded back to the Board of Aldermen for their final decision. Should the Aldermen vote in favor of an intent to abandon the alleyway, such a resolution shall trigger additional processes as outlined in the attached excerpts from NC General Statute, including the holding of a public hearing on the matter by the Board of Aldermen.



BOARD OF ALDERMEN

AGENDA ITEM SUMMARY

DATE: December 1, 2022

DEPARTMENT: City Manager's Office

PRESENTED BY: N/A

ITEM SPONSORED BY: Bonnie Therrien, Interim City Manager

ITEM/TOPIC: Abandonment of a Portion of an Alley

COST: N/A

BUDGET LINE ITEM: N/A

JUSTIFICATION: We have a request by Gaines Brown (see attached information) and Tina Monk to abandon a portion of an alley that runs parallel with N. Caswell Avenue.

IMPACT IF NOT APPROVED: The alley would stay it is now.

DEPARTMENT HEAD COMMENTS: I have checked with the Police and Fire Chiefs as well as the Public Services Director and they have no issue with this request.

CITY MANAGER COMMENTS: I see no issue with moving forward with this.

ATTACHMENTS: 1. Letter from Gaines Brown and Tina Monk with attachments
2. Survey 3. NCGS 160A-299 Procedure for permanently closing streets and alleys.

REQUESTED ACTION: To move forward with the abandonment of a portion of the alley running parallel with N. Caswell Avenue as outlined by the attachment map. The next step of the process (N.C.G.S. 160A-299) is for the Board to adopt a Resolution declaring the intent to close the alleyway.

PROPOSED MOTION: I move to more forward with the process of permanently closing the alleyway and direct the Clerk to prepare a Resolution for consideration at the January Board meeting.

October 30, 2022

Southport Board of Aldermen
C/O: Dorothy Dutton, City Clerk
1029 North Howe Street
Southport NC 28461

Dear Mayor, City Manager, and Board of Aldermen,

I'm writing on behalf of a neighbor, Ms. Tina Monk. Ms. Monk and I request the abandonment of a portion of an alley as described in N C State Statute 160A-299 (see attached documents). Ms. Monk is in the process of developing the property that enters from West Ninth Street and runs parallel with North Caswell Avenue. I currently own lots #20,21,22 on North Caswell that back up to the alley. The north end of the alley terminates in a dead-end and serves no thru access or other purpose. Our request is to abandon a portion (shown in yellow on the attachment) of the unopened alley, creating a green space between the rear of lots 20, 21, and 22 on N. Caswell Ave. and a wedged-shaped portion of Ms. Monk's property.

Please advise me of any other information I need to provide. I respectfully submit this request for the Board's consideration and approval.

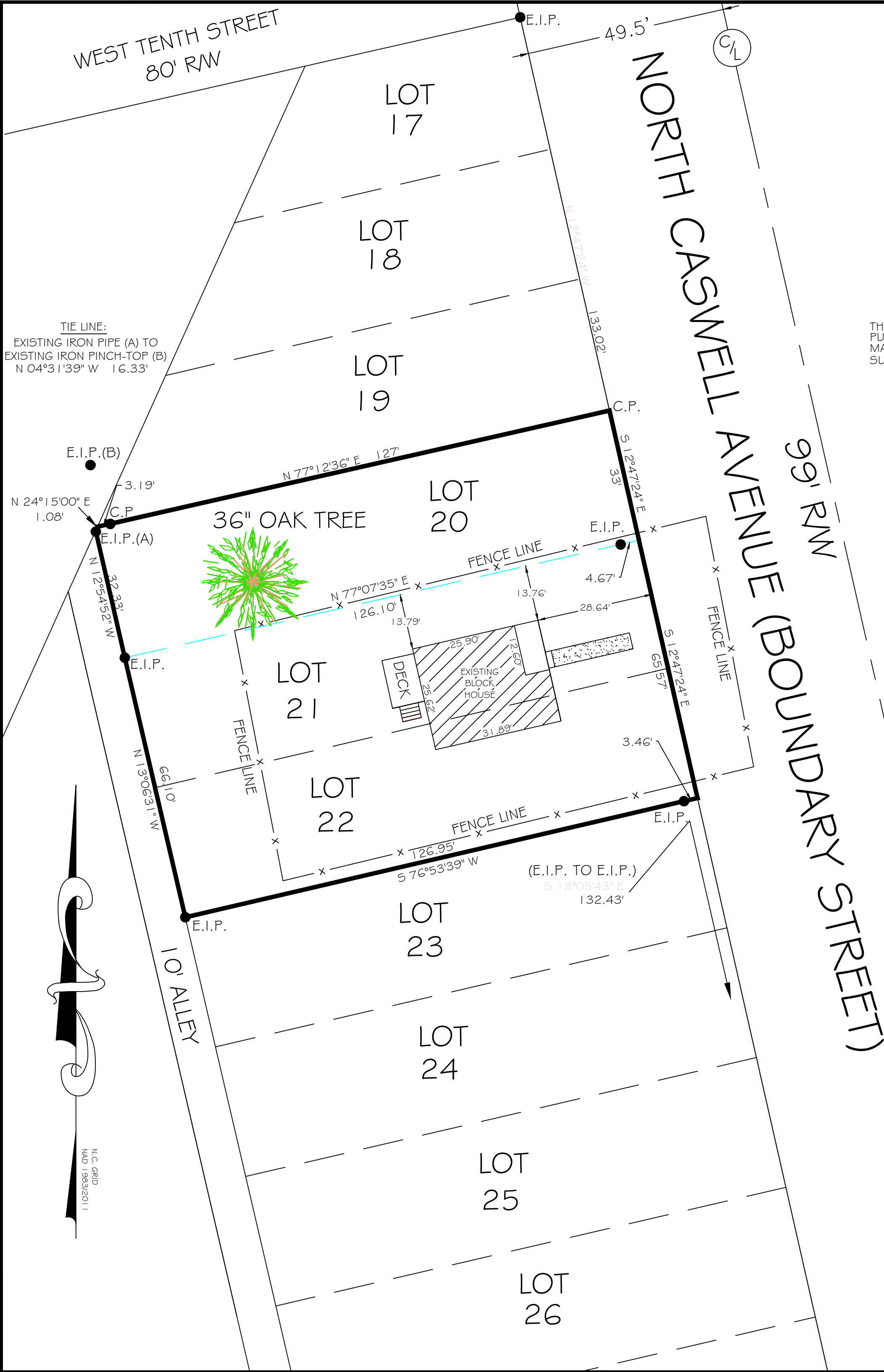
Sincerely,

Gaines Brown

921 North Caswell Avenue
Southport, NC 28461
gainesbrown@gmail.com
704-334-1442

Attachments:

- NC State Statute 160A-299
- Boundary survey of 921 N Caswell w/ alley
- West 9th Street Subdivision w/ lots 1,2,3,4,&5
(belonging to Ms. Tina Monk)
- Drawing showing the proposed portion of the alley in yellow.



NORTH CAROLINA BRUNSWICK COUNTY

I, WILLIAM W. DELANEY II, P.L.S. CERTIFY THAT THIS PLAT WAS DRAWN UNDER MY SUPERVISION FROM AN ACTUAL SURVEY MADE UNDER MY SUPERVISION (DEED DESCRIPTION RECORDED IN DEED BOOK 2428 AT PAGE 97 IN BRUNSWICK COUNTY REGISTER OF DEEDS OFFICE); THAT THE BOUNDARIES NOT SURVEYED ARE CLEARLY INDICATED AS DRAWN FROM INFORMATION FOUND IN BOOK _____ AT PAGE _____; THAT THE RATIO OF PRECISION AS CALCULATED BY COMPUTER IS 1:10,000+; THAT THIS PLAT WAS PREPARED IN ACCORDANCE WITH G.S. 47-30 AS AMENDED.

WITNESS MY ORIGINAL SIGNATURE, REGISTRATION NUMBER AND SEAL THIS ____ DAY OF _____ AD. , 20__.

PROFESSIONAL LAND SURVEYOR L-2973

THIS ELECTRONIC FILE IS NOT A TRUE COPY AND IS FOR INFORMATION PURPOSES ONLY. ONLY COPIES FROM THE ORIGINAL OF THIS DOCUMENT, MARKED WITH THE ORIGINAL SIGNATURE AND ORIGINAL SEAL OF THE SURVEYOR, SHALL BE CONSIDERED VALID AND TRUE.

SPECIAL NOTE OF CAUTION:
DUE TO DISCREPANCIES FOUND
IN THE FIELD, LINE AGREEMENTS
ARE SUGGESTED ON ALL SIDES.

NOTES:
1. THIS PROPERTY IS SUBJECT TO ANY AND ALL EASEMENTS, RIGHT-OF-WAY, COVENANTS, RESTRICTIONS, AND CONDITIONS OF RECORD AFFECTING SAID PREMISES.
2. A TITLE SEARCH WAS NOT PERFORMED ON THE PARCELS SHOWN. THIS PLAT IS NOT A GUARANTEE OF TITLE.

I, WILLIAM W. DELANEY II, P.L.S. CERTIFY TO ONE OF THE FOLLOWING:

☐ THAT THE SURVEY CREATES A SUBDIVISION OF LAND WITHIN THE AREA OF A COUNTY OR MUNICIPALITY THAT HAS AN ORDINANCE THAT REGULATES PARCELS OF LAND.

☒ THAT THE SURVEY IS OF AN EXISTING PARCEL OF LAND.

☐ THAT THE SURVEY IS OF ANOTHER CATEGORY, SUCH AS RECOMBINATION OF EXISTING PARCELS, A COURT ORDERED SURVEY, OR OTHER EXCEPTION TO THE DEFINITION OF SUBDIVISION.

PROFESSIONAL LAND SURVEYOR L-2973

W. 10th STREET

W. 9th STREET

N. CASWELL AVENUE

N. LORD ST.

N. HOWE ST.

VICINITY MAP - NOT TO SCALE

PLAT SCALE: 1" = 20'

0

20

40

60

Surveyed and Mapped By:

Tide Water Land Surveying

P.O. Box 11506

802 North Howe Street

Southport, North Carolina 28461

Phone: 910-457-9580

NOTES:

1. "I, WILLIAM W. DELANEY, P.L.S CERTIFY THAT THE OWNER OF THIS LAND IS _____ AND THE SURVEY AS SHOWN AREA OF A COUNTY OR MUNICIPALITY THAT HAS AN ORDINANCE THAT REGULATES PARCELS OR LAND."

PROFESSIONAL LAND SURVEYOR L-2973

2. SURVEY DATE: JUNE 7, 2018.

3. PLAT SCALE: 1" = 20'.

4. ALL DISTANCES ARE HORIZONTAL GROUND.

5. THE LAND SHOWN ON THIS PLAT IS NOT IN A FLOOD HAZARD AREA.

6. ZONED: 5P-R-10.

7. C.P. = COMPUTED POINT.

8. I.S.S. = IRON STAKE SET.

9. E.R.B. = EXISTING RE-BAR.

10. E.I.P. = EXISTING IRON PIPE.

11. E.I.P.P. = EXISTING IRON PINCH PIPE.

Smith & Weeks Subdivision:

Block 17

Lots: 20, 21 & 22

Ref. Deed Book: 2585 Page: 97

Parcel ID #237DF02601

Ref. Deed Book: 2428 Page: 210

Parcel ID #237DF025

TOTAL AREA:

12926.18 SQ.FT.

0.30 ACRES

Surveyed and Mapped for:

Gaines Brown

City of Southport

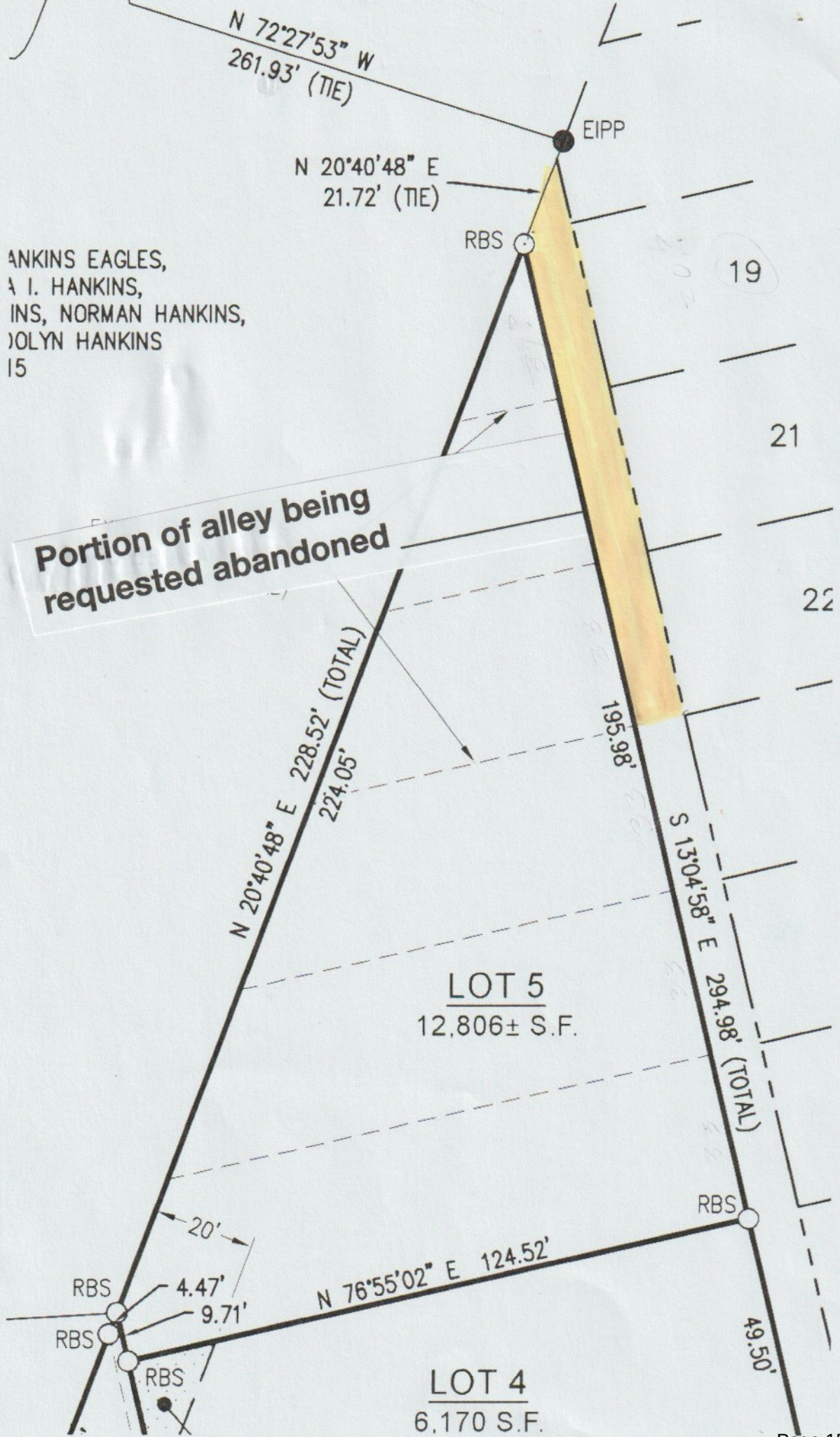
Smithville Township

Brunswick County

State of North Carolina

DWG: 921 AND 925 N CASWELL AVE CRD: 921 AND 925 N CASWELL AVE

HANKINS EAGLES,
A I. HANKINS,
INS, NORMAN HANKINS,
JOLYN HANKINS
15



§ 160A-299. Procedure for permanently closing streets and alleys.

(a) When a city proposes to permanently close any street or public alley, the council shall first adopt a resolution declaring its intent to close the street or alley and calling a public hearing on the question. The resolution shall be published once a week for four successive weeks prior to the hearing, a copy thereof shall be sent by registered or certified mail to all owners of property adjoining the street or alley as shown on the county tax records, and a notice of the closing and public hearing shall be prominently posted in at least two places along the street or alley. If the street or alley is under the authority and control of the Department of Transportation, a copy of the resolution shall be mailed to the Department of Transportation. At the hearing, any person may be heard on the question of whether or not the closing would be detrimental to the public interest, or the property rights of any individual. If it appears to the satisfaction of the council after the hearing that closing the street or alley is not contrary to the public interest, and that no individual owning property in the vicinity of the street or alley or in the subdivision in which it is located would thereby be deprived of reasonable means of ingress and egress to his property, the council may adopt an order closing the street or alley. A certified copy of the order (or judgment of the court) shall be filed in the office of the register of deeds of the county in which the street, or any portion thereof, is located.

(b) Any person aggrieved by the closing of any street or alley including the Department of Transportation if the street or alley is under its authority and control, may appeal the council's order to the General Court of Justice within 30 days after its adoption. In appeals of streets closed under this section, all facts and issues shall be heard and decided by a judge sitting without a jury. In addition to determining whether procedural requirements were complied with, the court shall determine whether, on the record as presented to the city council, the council's decision to close the street was in accordance with the statutory standards of subsection (a) of this section and any other applicable requirements of local law or ordinance.

No cause of action or defense founded upon the invalidity of any proceedings taken in closing any street or alley may be asserted, nor shall the validity of the order be open to question in any court upon any ground whatever, except in an action or proceeding begun within 30 days after the order is adopted. The failure to send notice by registered or certified mail shall not invalidate any ordinance adopted prior to January 1, 1989.

(c) Upon the closing of a street or alley in accordance with this section, subject to the provisions of subsection (f) of this section, all right, title, and interest in the right-of-way shall be conclusively presumed to be vested in those persons owning lots or parcels of land adjacent to the street or alley, and the title of such adjoining landowners, for the width of the abutting land owned by them, shall extend to the centerline of the street or alley.

The provisions of this subsection regarding division of right-of-way in street or alley closings may be altered as to a particular street or alley closing by the assent of all property owners taking title to a closed street or alley by the filing of a plat which shows the street or alley closing and the portion of the closed street or alley to be taken by each such owner. The plat shall be signed by each property owner who, under this section, has an ownership right in the closed street or alley.

(d) This section shall apply to any street or public alley within a city or its extraterritorial jurisdiction that has been irrevocably dedicated to the public, without regard to whether it has actually been opened. This section also applies to unopened streets or public alleys that are shown on plats but that have not been accepted or maintained by the city, provided that this section shall not abrogate the rights of a dedicator, or those claiming under a dedicator, pursuant to G.S. 136-96.

(e) No street or alley under the control of the Department of Transportation may be closed unless the Department of Transportation consents thereto.

(f) A city may reserve a right, title, and interest in any improvements or easements within a street closed pursuant to this section. An easement under this subsection shall include utility, drainage, pedestrian, landscaping, conservation, or other easements considered by the city to be in the public interest. The reservation of an easement under this subsection shall be stated in the order of closing. The reservation also extends to utility improvements or easements owned by private utilities which at the time of the street closing have a utility agreement or franchise with the city.

(g) The city may retain utility easements, both public and private, in cases of streets withdrawn under G.S. 136-96. To retain such easements, the city council shall, after public hearing, approve a "declaration of retention of utility easements" specifically describing such easements. Notice by certified or registered mail shall be provided to the party withdrawing the street from dedication under G.S. 136-96 at least five days prior to the hearing. The declaration must be passed prior to filing of any plat or map or declaration of withdrawal with the register of deeds. Any property owner filing such plats, maps, or declarations shall include the city declaration with the declaration of withdrawal and shall show the utilities retained on any map or plat showing the withdrawal. (1971, c. 698, s. 1; 1973, c. 426, s. 47; c. 507, s. 5; 1977, c. 464, s. 34, 1981, c. 401; c. 402, ss. 1, 2; 1989, c. 254; 1993, c. 149, s. 1; 2015-103, s. 1.)

STAFF REPORT – ZTA 23-01

ZONING TEXT AMENDMENT APPLICATION

CONDITIONAL ZONING & APPENDIX A

APPLICATION SUMMARY	
Presentation Date	March 16, 2023 Planning and Zoning Board Public Hearing
Applicant	City of Southport Planning Staff
Relevant Ordinance Sections	Section 2.11 'Conditional Rezoning' & Appendix A

ZONING TEXT AMENDMENT PROPOSAL
City of Southport Planning Staff, applicant, respectfully submits a Zoning Text Amendment to the City of Southport Unified Development Ordinance for the purposes of discussion. Specifically, the request is to amend Section 2.11 'Conditional Rezoning' to modify the types of projects allowable under a Conditional Rezoning, process improvements in general and in relation to the aforementioned modifications, a reconstruction of Appendix A, and other amendments for the purposes of clarification. All proposed changes, including additions and deletions, can be found as an attachment to this report and may also be viewed in the City of Southport Development Services Department offices.

REVIEW PROCESS

A Zoning Text Amendment proposal is considered a legislative process. As laid out by North Carolina General Statutes, a legislative process is a policy-level decision with broad discretion by the decision-making authority, in Southport's case the Board of Aldermen. In a decision to approve or deny a legislative proposal, the Board of Aldermen shall include a statement referencing the decisions consistency with the adopted land use plan for the City of Southport. Per the City of Southport Unified Development Ordinance, the Planning and Zoning Board shall also provide a recommendation on any proposed Zoning Text Amendment to the Board of Aldermen. The Board of Aldermen shall hold a public hearing prior to voting on any Zoning Text Amendment.

AMENDMENT DESCRIPTION

City of Southport Planning Staff is submitting this Zoning Text Amendment to provide for modifications to the City's already adopted Conditional Rezoning process. Key features of the request include:

1. An expansion of the allowable proposals that made be submitted via Conditional Rezoning, including an expansion in the uses allowable within the project, the zoning districts from which a Conditional Rezoning can originate, and an allowance of a purely custom conditional zoning district, as opposed to a conditional zoning district tied to one of the City's existing zoning districts;
2. General process improvements and process improvements proposed in light of the amendments referenced above and for the purposes of ensuring process consistency across any submittal of this type and further increasing the role the public plays in the process;
3. A reconstruction of Appendix A, in light of the amendments referenced above and also based on experience in reviewing recent projects; and
4. Other amendments for the purposes of clarification.

The following sections of this report break down the proposed changes line-by-line, with additional context provided where appropriate and necessary.

2.11.A Purpose

Planning Staff propose no changes to Section 2.11.A, which discusses the purpose of a Conditional Rezoning and Conditional Zoning District. However, it is important to note that a Conditional Rezoning is primarily designed for projects that have a high certainty of being constructed should approval be granted, as well as noting that a Conditional Rezoning process follows the same review and approval procedures as a traditional or General Use Rezoning.

2.11.B Application and Conditional Zoning Review Procedure

Planning Staff propose numerous amendments within Section 2.11.B. The first proposed amendment is a clarification that a Master Development Plan is required to be submitted in conjunction with a Conditional Rezoning proposal, as opposed to in conjunction with a Zoning Map Amendment request. A Conditional Rezoning is a Zoning Map Amendment request itself, thus requiring a separate Zoning Map Amendment in conjunction is redundant and therefore not necessary. Further, the language is proposed to be amended to require the submission of a narrative providing an overview of the project including any proposed uses, dimensional standards, self-imposed development standards or conditions, and so on. Importantly, this section also references the flexibility afforded to conditional rezonings in terms of increasing or reducing development standards, and explicitly requires that any deviations be specifically addressed in the submitted narrative.

The next section of proposed language removes the language that requires a coupling of a Conditional Rezoning proposal to an existing traditional zoning district. This proposal is made in order to increase the amount of flexibility allowable within the process, a process already established under the Planned Unit Development (PUD) guidelines. This language does not prohibit the coupling of a Conditional Rezoning proposal to an existing zoning district, it only removes it as a requirement. This is reinforced by proposed language in Section 2.11.B.3, which states that dimensional requirements of the zoning district currently designated on a subject property have no bearing on the dimensional standards an applicant for a conditional rezoning could propose but may be considered by the various reviewing entities if the specifics of the case require it.

A Conditional Rezoning proposal can and often are very similar to projects that under the current Ordinance would be submitted via the Planned Unit Development (PUD) process. Proposed language in Section 2.11.B.2 includes a requirement that all conditional rezonings outside areas currently zoned BD or CBD that include residential uses shall designate no less than 20% of the tract as protected open space in accordance with Section 4.14.C.1.b. Among the possibilities afforded by the conditional rezoning process is the ability for projects to exceed that 20% requirement by some margin, further aided by the additional flexibility elsewhere.

Staff also propose additional clarifications as to the form and function of potential conditional rezoning applications, including:

- 1) An explicit statement that density and proposed uses within a conditional rezoning proposal shall be reviewed for consistency with any and all adopted plans;
- 2) An explicit statement that a conditional rezoning proposal shall speak to any use standards applicable within the Ordinance and that those use standards may be used in the evaluation of a proposal that includes such use; and
- 3) A requirement that any conditional rezoning application originating from a residential district contain at least five contiguous acres, on one or multiple parcels. Non-contiguous acreage may be added to a request if the initial five-acre requirement is otherwise met.

Throughout the remainder of Section 2.11.B, there are various procedural changes that clarify the discretion available to the Unified Development Ordinance Administrator (Planning Staff), as well as requiring a meeting of the Technical Review Committee to review a Conditional Rezoning proposal prior to the proposal being presented to the Planning Board and/or Board of Aldermen. The most significant change within the remainder of this section is the inclusion of a required public hearing at the Planning Board level, in addition to the public hearing at the Aldermen level. Current ordinance language gives the Planning Board the discretion to call a public hearing or not – the proposed amendment would make the public hearing automatic, and also includes the full range of public notice requirements applicable to rezoning public hearings.

Commentary: The amendments referenced above are solely designed to broaden the types and features of proposals that can be submitted by applicants. It is in no way designed to increase the number of projects that are submitted or approved, nor does it guarantee projects that come forward in this manner an approval. Conditional Rezoning is the most intense form of development review that exists under North Carolina General Statutes, provide the greatest opportunity for discretion to be utilized by the City of Southport, and provide the most effective and impactful methods for members of the public to participate in the development process. Regardless of whether the proposed Zoning Text Amendment is approved or not, Conditional Rezoning will receive the same level of review by City Staff under the same review criteria.

2.11.C Public Input Meeting

Following feedback received from the Planning Board, the proposed language maintains the requirement that the public input meeting shall be held, and the report from such meeting filed with the UDO Administrator, prior to the case being scheduled for a public hearing. This will require that the report shall be filed at such time to ensure that public notice for the Planning Board's public hearing can be provided. Failure to provide that report in the appropriate timeline shall result in the application being withheld from the Planning Board's agenda.

Furthermore, the proposed draft language requires the public notice sent by the applicant advising of the public input meeting to also be provided to the City Clerk and UDO Administrator.

2.11.D Conditions to Approval of Petition

The requested amendments in Section 2.11.D are primarily aimed toward providing clarity in existing processes. In Section 2.11.D.1, it makes clear that the UDO Administrator may make recommendations on potential conditions in addition to the Planning Board. Further amendments include rewriting the timeline for an applicant to respond to conditions and clarification that such response shall occur in writing, regardless of the nature of the response, so that such response can be included within the agenda packet for consideration by the Board of Aldermen. Finally, included at the conclusion of this section is an additional statement clarifying that modifications to conditions of approval shall require the entire conditional rezoning process to begin again.

2.11.E Effect of Approval

Within this section, amendments are also aimed toward increasing clarity. The most significant change is in reference to how Conditional Zoning districts are designated on the City's official zoning map, providing a naming scheme for custom Conditional Zoning districts that do not have a corresponding traditional zoning district. For the purposes of added clarity, additional language is also included that reinforces the fact that a Conditional Rezoning approval is not an approval to begin construction, and that any relevant site plan review process (Major Site Plan, Preliminary Plat, etc.) must also occur prior to any construction beginning on the site.

2.11.F Review of Approval of a Conditional Zoning District

Conditional Zoning, and the districts that result from this process, are designed primarily for projects that have a high degree of certainty of being constructed should they receive approval,

as laid out within the purpose statement of Section 2.11. To this end, the existing Unified Development Ordinance provides a mechanism by which the Planning Board shall review conditional zoning approvals and make recommendations as to potential avenues to rezone properties out of the conditional zoning district they possess if conditions and/or timelines aren't being met. The only requested change to this section is to provide clarity that the UDO Administrator shall provide this information to the Planning Board at least once every 12 months (generally as part of an annual report) as well as upon request by the Planning Board.

Appendix A

Currently, Appendix A exists as a table, with rows representing various requirements for information to be displayed on site plan documents, and columns representing various case types and the applicability of each piece of information to each case type. Given the amendments discussed above, Appendix A already requires an update just in the context of conditional rezonings. However, due to Staff experience and feedback from the Planning Board and applicants broadly, Staff propose eliminating the table and giving each case type its own section of Appendix A, which will aid in ensuring that it is abundantly clear which requirements apply to which case types and aid in the creation of checklists.

Included within the draft Ordinance language is a reconstructed Appendix A, which references six case types: Master Development Plans/PUDs, Conditional Rezonings, Minor Site Plans, Major Site Plans, Subdivision Preliminary Plats, and Subdivision Final Plats. Proposed amendments to the specific language within Appendix A include the allowance of approximation for some information within a Conditional Rezoning (more closely mirroring existing PUD requirements) and an explicit requirement on traffic generation figures being included in a site plan and references to the City's Traffic Impact Study requirement as laid out in Section 3.13.

EVALUATION AND CONTEXT

Unified Development Ordinance Compliance

Zoning Text Amendments, like General Use Zoning Map Amendments (Rezonings), follow the process laid out in Section 2.10 of the City of Southport Unified Development Ordinance. Pursuant to this section, the Planning Board shall advise and comment on whether the proposed text or zoning map amendment is consistent with the comprehensive plan or any other official adopted plans that are applicable. The Board of Aldermen shall, in their final decision-making capacity, base their decision upon the same.

2014 CAMA Core Land Use Plan Compliance

It is important to note that the when the 2014 CAMA Core Land Use Plan was adopted, Conditional Zoning had only very recently been made available as a tool for local governments to use within North Carolina General Statutes as a mechanism for rezoning and development review. As such, explicit references to conditional zoning are not present within the document and the plan references the General Use Rezoning process as the only rezoning process available.

On Page 128 of the 2014 CAMA Core Land Use Plan, the following can be found:

Completing the LUP [Land Use Plan], illustrating the City's vision for the future, does not ensure that its objectives will be met. The City must continuously work at accomplishing plan implementation and maintaining an effective planning program. One important concept is 'smart development.'

The Plan goes on to speak at length on six principles of "smart development" or "smart growth," some of which speak directly to the same possibilities that can come from conditional rezoning projects:

Principle 1 - Efficient Use of Land Resources: Smart development supports the preservation of land and natural resources. These benefits result from compact building forms, in-fill development, and moderation in street and parking standards. Compact building patterns preserve land for city and neighborhood parks as well as local woods and wetlands. Furthermore, compact development shortens trips, lessening dependence on the automobile, and therefore reducing levels of energy consumption and air pollution. Finally, a compact development pattern supports more cost-effective infrastructure than does low-density fringe development.

Principle 2 - Full Use of Urban Services: The same frugality of land development supports efficient use of public and private infrastructure. Smart development means creating neighborhoods where more people will use existing services like water lines and sewers, roads, emergency services, and schools. Inefficient land use, whether within or outside urban areas, places a financial strain on communities trying to provide for the construction and maintenance of infrastructure needs.

Building compactly does not mean that all areas must be densely developed. Rather, the goal is an average density for the area, at a level that makes full use of urban services. Averaging allows for areas to have a mix of low-, medium-, and high-density development. Mixing densities to encourage efficient use of services also means requiring a high level of building and siting compatibility, encouraging neighborhoods to have both character and privacy.

Careful street sizing and the accommodation of some parking on streets reduces impervious surfaces and efficiently uses urban services by saving on land acquisition, construction, and maintenance costs. In short, streets should be sized for their use: lower density areas that have little through traffic are best served by slower, narrower streets, while transportation corridors that move district-wide traffic need wider travel ways.

Principle 3 - Mix of Uses: Locating stores, offices, residences, schools, and recreation spaces within walking distance of each other in compact neighborhoods with pedestrian-oriented streets promotes:

- independence of movement, especially for the young and the elderly who can conveniently walk, cycle, or ride transit;
- safety in commercial areas, through around-the-clock presence of people;
- reduction in auto use, especially for shorter trips;
- support for those who work at home, through nearby services and parks; and
- a variety of housing choices, so that the young and old, singles and families, and those of varying economic ability may find places to live.

Mixed-use examples include a corner store in a residential area, an apartment near or over a shop, and a lunch counter in an industrial zone. Most codes prohibit the co-location of any residential and commercial buildings. This prohibition is based on the functional and architectural incompatibility of the buildings. Using design standards, in tandem with mixed-use zoning, overcomes incompatibility. Additionally, limitations on commercial functions, such as hours of operation and delivery truck access, may be necessary. More fundamentally, to gain the full benefits of a mix of uses, buildings must be conveniently connected by streets and paths. Otherwise, people will still be inclined or required to use cars, even for the shortest trips.

Principle 6 - Implementation: Southport's ability to adopt smart development principles will depend on the ability and willingness of developers to apply the principles. Frustrating, costly, and time-consuming delays due, in part, to inflexible standards, regulations, and processes will discourage innovative approaches to development and design. Providing for flexibility and certainty in the application of standards, and administrative approval of "minor" variances, can help promote creative development that complies with the principles. Effective use of Planned Unit Developments (PUD's) can also relieve some of the regulatory barriers for developers and lighten the administrative load for planners (See pages 128-130 of the 2014 CAMA Core Land Use Plan).

If the proposed zoning text amendment is ultimately approved, there is no guarantee that every conditional rezoning application will be able to speak to all or any of the above principles. However, given the inflexibility of traditional zoning districts, it is quite difficult for projects within Southport today to be consistent with these principles as well. Conditional Zoning is one tool that can allow for progressive land use techniques to be incorporated into a proposed development while maintaining the ability to review those techniques in a site-specific manner, ensuring that those aspects remain compatible with the surrounding community and that any impacts created by the project are appropriately mitigated.

As Conditional Rezoning requests come forward, they are evaluated for their consistency with the future land use map and the goals, objectives, and policies within the CAMA Core Land Use Plan. A non-exhaustive list of policies that may be relevant in the review of a hypothetical conditional rezoning from a use perspective include the following:

Policy 2.1: Southport discourages the rezoning of existing residentially-developed or zoned areas to a non-residential classification. Such rezoning and amendments in classifications to the future land use map should be carefully balanced with a demonstrated need for such proposed development.

Policy 2.3: Southport supports quality development reflecting the spectrum of housing needs, from low-end (affordable) residences to high-end (luxury) residences.

Policy 2.5: The City supports providing adequate conservation/open space buffers between areas designated for residential development as indicated on the future land use map and any adjacent non-residential land use.

Policy 2.7: Southport does not support “strip” residential development along highways and certain roads carrying heavy traffic and encourage service roads or an internal street pattern to eliminate direct driveway connections to highways and roads.

Policy 2.9: Southport supports utilizing Office/Institutional/Multi-family development as a buffer between light industrial and commercial development and adjacent residential land uses.

Policy 2.10: Southport supports Office/Institutional/Multi-family land uses that are developed along transportation thoroughfares to provide transition between commercial nodes and to preserve vehicle carrying capacity.

Policy 2.11: Southport supports development that blends a mix of uses at a reasonable scale offering convenient retail facilities to nearby residents in an effort to reduce traffic flow on main thoroughfares.

Policy 2.15: Southport supports industrial development which will be located adjacent to and/or with direct access to major thoroughfares.

Based on the above information, Staff finds the Zoning Text Amendment request outlined in this report to be consistent generally with the 2014 Southport CAMA Core Land Use Plan due to the types of development made possible by Conditional Zoning being consistent with many stated objectives within the Plan, the specific inclusion of the public at large within the development process, as well as the requirement that any proposal undergoing the Conditional Rezoning process be evaluated for its consistency with this plan and all other adopted plans, coupled with the statutorily-required consistency statements that must accompany all rezoning requests. Further, Conditional Zoning allows the Board greater flexibility in promoting economic efficiency, optimizing resources, and preserving wetlands, wildlife habitat, and other environmentally sensitive areas.

STAFF'S RECOMMENDATION

City Planning Staff respectfully submit the proposed Zoning Text Amendment to the Planning and Zoning Board for their consideration, as outlined in this report and as evidenced in the two attachments that follow this report. The proposal is found to be consistent with the 2014 CAMA Core Land Use Plan, specifically with regard to desired outcomes for development as well as the inclusion of the public within the development process, as well as remaining consistent with the Unified Development Ordinance. Because of those consistencies, Planning Staff respectfully recommend approval of the request as presented. Staff also recommend consideration of the adopted of the provided consistency statement located on the following page.

**City of Southport Planning & Zoning Board
Statement of Plan Consistency
(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: ZTA-23-01

Statement of Consistency and Recommendation:

The City of Southport Planning & Zoning Board finds that the proposed Zoning Text Amendment is consistent with the 2014 CAMA Core Land Use Plan adopted November 13, 2014 and subsequently amended by the Board of Aldermen. Specifically, the proposed Zoning Text Amendment is consistent with the Plan due to its allowance for development patterns that are explicitly identified as desirable by the Plan but are not currently possible under the Unified Development Ordinance, the inclusion of the public within the development process, and the explicit requirement that all Conditional Rezoning be evaluated for their conformance to the 2014 CAMA Core Land Use Plan and any other adopted plans relevant to the proposal. Further, Conditional Zoning allows the Board greater flexibility in promoting economic efficiency, optimizing resources, and preserving wetlands, wildlife habitat, and other environmentally sensitive areas.

Sue Hodgin, Chair
Planning & Zoning Board
City of Southport, NC

Tanya Shannon, Clerk
Planning & Zoning Board
City of Southport, NC

2.11 CONDITIONAL REZONING

A. PURPOSE

1. A conditional zoning district is intended for a development that has a high level of certainty of being constructed and the most commonly expected application will contain a specified use or uses, permitted by right or special use, on small- and large-scale projects.
2. All uses listed as part of any application must be in the same format and description as listed in the table of uses.
3. Except as provided herein, all applications to establish a conditional zoning district must follow the regulations prescribed in this section in addition to the standard zoning map amendment (rezoning) process as described in this ordinance.

B. APPLICATION AND CONDITIONAL ZONING REVIEW PROCEDURE

1. The application for a conditional rezoning shall be accompanied by a master development plan. approval shall also be accompanied by an application to amend the zoning map (rezoning) to the conditional development zoning district. The rezoning application shall be submitted concurrently with the conditional zoning master development plan. The procedure for such shall be followed as outlined in Sections 2.9 and 2.10. The approved master development plan shall provide the framework for development in the conditional zoning district. All applications must include a master development plan, a narrative that includes but is not limited to supporting information and text which specifies the use or uses intended for the property and provides an overview of the project, dimensional standards, and any development standards to be approved concurrently with the rezoning application. Development standards include but are not limited to such things as parking, landscaping, design guidelines, and buffers. Such development standards may exceed or reduce the requirements of the Unified Development Ordinance and shall be explicitly discussed in the submitted narrative.
 - a) A conditional rezoning shall not permit deviations from generally applicable standards, including: Traffic Impact Study thresholds, stormwater requirements, open space, HOA requirements, and water/wastewater requirements; except that any of these requirements may be increased or strengthened.
2. Applications and proposals for conditional zoning approval shall only be considered within a nonresidential zoning district. All proposals for a conditional zoning application must abide by the uses and the dimensional standards required by the underlying base zoning district for which the proposal is located. Conditional Rezoning proposals originating from within all districts other than CBD and BD which include residential uses shall designate no less than 20% of the total rezoning acreage as open space in accordance with Section 4.14.C.1.b.
3. No conditional zoning proposals shall be considered within the Open Space zoning district.

4. Dimensional standards within the proposed Conditional Zoning District shall be designated by the applicant. Dimensional standards within the currently designated zoning district for the subject property shall not influence proposed dimensional standards but may be considered in the review of applications on a case-by-case basis.
5. Density and proposed uses within a conditional zoning district shall be reviewed for conformance with any and all relevant adopted plans.
6. When a Conditional Rezoning proposal includes uses with specific standards, the application shall denote whether those standards are included in the proposal. The generally applicable use standards may be considered in the review of a Conditional Rezoning proposal that includes that use.
- ~~2.7.~~ Conditional Rezoning requests originating from a residential zoning district and from the PUD zoning district shall not be considered unless containing at least five (5) acres. Such minimum acreage must be contiguous may be contained within one or multiple parcels. Other non-contiguous parcels may be added to a Conditional Rezoning application so long as the minimum contiguous acreage requirement is otherwise met.
- An application for conditional zoning approval shall be accompanied by 12 hard copies and one (1) digital copy of a conditional zoning master development plan. Additional copies may be requested by the UDO Administrator at their discretion.
- ~~3.8.~~
- ~~4.9.~~ The master development plan shall be prepared by and sealed by a licensed land surveyor, landscape architect, or engineer registered to practice in the state of North Carolina and shall include all of the required information as provided in Appendix A: Submission Requirements and any other information deemed necessary by the UDO Administrator, Planning Board, or Board of Aldermen.
- ~~5.10.~~ The UDO Administrator or his/her designee will review the conditional zoning master development plan and ~~shall~~may require a Technical Review Procedure. The Technical Review Committee may include, but not necessarily be limited to, the following individuals/departments: UDO Administrator, building inspector, city manager, Fire department, Police Department, NC Division of Coastal Management, NC Department of Environmental Quality, North Carolina Department of Transportation, Brunswick County Utilities, or Brunswick County Environmental Health.
- ~~6.11.~~ The UDO Administrator shall, in writing, provide a recommendation to the Planning Board within ~~9060~~ days following receipt of the complete application for a conditional zoning district proposal and associated master development plan. The UDO Administrator shall have discretion to withhold a proposal from Planning Board consideration if additional information on the proposal is deemed necessary and is not provided no less than ten (10) days prior to the Planning Board meeting.

12. In accordance with Section 2.10.A.3, the Planning Board shall hold a public hearing prior to providing a recommendation, and may recommend to approve, conditionally approve, or deny the Conditional Rezoning.
- 7-13. Following receipt of recommendation from the Planning Board, the Board of Aldermen shall approve, conditionally approve, or deny the conditional rezoning. ~~zoning master development plan.~~
- 8-14. When evaluating an application for the creation of a conditional zoning district, the Planning Board and Board of Aldermen shall consider the following:
- The application's consistency to the general policies and objectives of the City's Comprehensive Plan, any other officially adopted plan that is applicable, and the Unified Development ordinance.
 - The potential impacts and/or benefits on the surrounding area, adjoining properties.
 - The report of results from the public input meeting.
- 9-15. The Board of Aldermen may not vote to rezone property to a conditional zoning district during the time period beginning on the date of a municipal general election and concluding on the date immediately following the date on which the Board of Aldermen holds its organizational meeting following a municipal general election unless no person spoke against the rezoning at the public hearing.

C. PUBLIC INPUT MEETING

- Prior to scheduling a public hearing on the rezoning application, the applicant must conduct one (1) public input meeting and file a report of the results with the UDO Administrator. If the report is not filed at a time sufficient for the project to receive proper notice in accordance with public hearing requirements, the case shall be placed on the next available agenda.
- The report for the public hearing will include a summary of the public input meeting.
3. The applicant shall mail a notice for the public input meeting to the owners of all properties located within 500 feet of the perimeter of the project bounds not less than 10 days prior to the scheduled meeting.
 - This notice shall also be provided digitally to the City Clerk and UDO Administrator not less than 10 days prior to the scheduled meeting.
- 3-4. The notice shall include the time, date, and location of the meeting as well as a description of the proposal.
- 4-5. The applicant's report of the meeting shall include:
 - A copy of the letter announcing the meeting
 - A list of adjoining property owners contacted
 - An attendance roster
 - A summary of the issues discussed
 - The results of the meeting including changes to the project's proposal, if any.

D. CONDITIONS TO APPROVAL OF PETITION

1. In approving a petition for the reclassification of property to a conditional zoning district, the UDO Administrator and Planning Board may recommend, and the Board of Aldermen may request that the applicant add reasonable and appropriate conditions to the approval of the petition.
2. Any such conditions should relate to the relationship of the proposed use to the impact on city services, surrounding property, proposed support facilities such as parking areas and driveways, pedestrian and vehicular circulation systems, screening and buffer areas, the timing of development, street and right-of-way improvements, water and sewer improvements, stormwater drainage, the provision of open space, and other matters that the participants in the public input meeting, staff, Planning Board, and Board of Aldermen find appropriate or the petitioner may propose. Such conditions to approval of the petition may include right-of-way dedication, easements for streets, water, sewer, or other public utilities necessary to serve the proposed development.
3. The petitioner shall consider and respond to any such conditions after the Planning Board meeting and no less than ten (10) days prior to the scheduled Board of Alderman meeting on which the proposal will appear.~~within three (3) days prior to the staff report for the Board of Aldermen being published.~~ If the applicant does not agree with the Planning Board or staff's recommendations of additional conditions, the Board of Aldermen shall have the authority to consider ~~accept~~ any or all of the conditions forwarded from the review process.
4. If for any reason any condition for approval is found to be illegal or invalid or if the applicant should fail to accept any condition following approval, the approval of the site plan for the district shall be null and void and of no effect and proceedings shall be instituted to rezone the property to its previous zoning classification. All conditions must be consented to in writing by the petitioner prior to the hearing held by the Board of Aldermen to consider the request. Such written consent shall be included in the published agenda packet.
5. The modification of any condition of approval shall require the submittal of a new conditional rezoning application and shall include every step conducted in the original approval of the request.

E. EFFECT OF APPROVAL

1. If a petition for conditional zoning is approved, the development and use of the property shall be governed by the predetermined ordinance requirements applicable to the conditional zoning district, district's classification, the approved master development plan for the district, and any additional approved rules, regulations, and conditions, all of which shall constitute the zoning regulations for the approved district and are binding on the property as an amendment to these regulations and to the zoning maps.
2. Following the approval of the petition for a conditional zoning district, the subject property shall be identified on the zoning maps by the appropriate district designation. A parallel conditional zoning shall be identified by the same designation as the underlying general district followed by the letters "CZ" and the number of its instance (for example "CBD-CZ1"). In the case of a conditional zoning district without a reference to an existing zoning district, the district shall be identified by the letters "CZ" and the number of its instance (for example, "CZ-3."
3. The master development plan does not substitute for an approved minor site plan, site plan, or subdivision plat as required by this ordinance. Such cases shall follow the Ordinance defined process for the relevant case type, including any presentation for approval to the Planning Board and/or Board of Aldermen in accordance with the applicable sections of this Ordinance. Such case types may be submitted as part of the Conditional Rezoning application and may be reviewed concurrently at the discretion of the applicant.
4. No permit shall be issued for any development activity within a conditional zoning district except in accordance with the approved petition and applicable site plan, subdivision plat, and or permit for the district.
5. Any violation of the approved regulations and conditions for the district shall be treated the same as any other violation of this ordinance and shall be subject to the same remedies and penalties as any such violation.

F. REVIEW OF APPROVAL OF A CONDITIONAL ZONING DISTRICT

1. It is intended that property shall be reclassified to a conditional zoning district only in the event of firm plans to develop the property. Therefore, no sooner than three (3) years after the date of approval of the petition, the Planning Board may examine the progress made toward developing the property in accordance with the approved petition and any conditions attached to the approval. The UDO Administrator shall provide this information to the Planning Board at least once every 12 months and upon request by the Planning Board.
2. If the Planning Board determines that progress has not been made in accordance with the approved petition and conditions, the Planning Board shall forward to the Board of Aldermen a report which may recommend that the property be rezoned to its previous zoning classification or to another district.

Appendix A: Submission Requirements

A. Submission Requirements

Applications submitted to the City of Southport for the following approval types shall include all information listed below.

B. Master Development Plan

1. General Project Information

- a) Proposed or approved name of development, project, subdivision, and/or phase.
- b) Developer/applicant name(s), including mailing address(es) and telephone number(s). (If Applicable).
- c) Property owner name(s), including mailing address(es) and telephone number(s).
- d) Name, registration number, and seal of a professional Land Surveyor, Engineer, Landscape Architect, and/or Architect. (If Applicable).
- e) Date of plat/plan preparation and of surveys; North arrow and orientation; Map scale, denoted graphically and numerically.
- f) Sketch vicinity map showing the relationship between the proposed property or properties and the surrounding area.
- g) Tax parcel numbers, owners, zoning classifications, and book and page numbers of the site tract and adjacent tracts.
- h) Boundaries of any proposed or pending zoning districts on site. Boundaries must be described by bearing and distance where they do not follow described boundaries.

2. Land Use

- a) Approximate location, dimensions, density, and description of proposed land use(s) on each tract or parcel, including single-family residential, multi-family residential, commercial, office, institutional, industrial, and recreational. Recreational uses shall specify type and future ownership.

3. Traffic, Parking, Movement

- a) Approximate location, direction, dimensions, name, and surface type of existing or proposed rights-of-way and easements, including those being vacated and those on adjacent properties.
- b) Location of roads appearing on officially adopted plans.
- c) Approximate location of roads, streets, and circulation patterns; including any proposed or required bicycle or pedestrian facilities.
- d) Approximate total square footage of existing and proposed impervious surfaces.
- e) Trip generation calculations in accordance with the most recent version of the ITE Trip Generation Manual.
 - i. If trip generation calculations are found to exceed Traffic Impact Study threshold, a Traffic Impact Study shall also be submitted following the process outlined in Section 3.13.

4. Environmental Standards

- a) FEMA-designated flood hazard areas, including flood zone designations and map panels.
- b) Location and description of CAMA Areas of Environmental Concern, including 404 wetland areas as determined by the Army Corps of Engineers and coastal wetlands as determined by NCDEQ.
- c) Location and description of environmental features such as wooded areas, marshes,

swamps, rock outcrops, ponds or lakes, streams or streambeds, and any other natural features affecting the site.

5. Landscaping & Tree Preservation
 - a) Note on plan stating that prior to any clearing, grading, or construction activity tree protection fencing will be installed around protected plants, trees or groves of trees. No construction workers, tools, materials, or vehicles are permitted within the tree protection fencing.
6. Any other information considered pertinent by the applicant, UDO Administrator, Planning Board, or Board of Aldermen.

C. Conditional Rezoning

1. General Project Information
 - a) Proposed or approved name of development, project, subdivision, and/or phase.
 - b) Developer/applicant name(s), including mailing address(es) and telephone number(s). (If Applicable).
 - c) Property owner name(s), including mailing address(es) and telephone number(s).
 - d) Name, registration number, and seal of a professional Land Surveyor, Engineer, Landscape Architect, and/or Architect. (If Applicable).
 - e) Date of plat/plan preparation and of surveys; North arrow and orientation; Map scale, denoted graphically and numerically.
 - f) Sketch vicinity map showing the relationship between the proposed property or properties and the surrounding area.
 - g) Tax parcel numbers, owners, zoning classifications, and book and page numbers of the site tract and adjacent tracts.
 - h) Boundaries of any proposed or pending zoning districts on site. Boundaries must be described by bearing and distance where they do not follow described boundaries.
2. Land Use
 - a) **Approximate** location, dimensions, density, and description of proposed land use(s) on each tract or parcel, including single-family residential, multi-family residential, commercial, office, institutional, industrial, and recreational. Recreational uses shall specify type and future ownership.
 - b) **Approximate** location and dimensions of existing and proposed buildings or structures on the site and all adjacent tracts, including existing buildings or structures to be removed. Total number of stories of all multi-story buildings and height of all buildings must be indicated.
 - c) **Proposed dimensional standards.**
 - d) **Proposed development standards.**
 - e) **Proposed use standards.**
 - f) **Preliminary signage plan.**
3. Traffic, Parking, Movement
 - a) **Approximate** location, direction, dimensions, name, and surface type of existing or proposed rights-of-way and easements, including those being vacated and those on adjacent properties.
 - b) Location of roads appearing on officially adopted plans.
 - c) **Approximate** Location of roads, streets, and circulation patterns; including any proposed or required bicycle or pedestrian facilities.
 - d) **Approximate** total square footage of existing and proposed impervious surfaces.

- e) Trip generation calculations in accordance with the most recent version of the ITE Trip Generation Manual.
 - i. If trip generation calculations are found to exceed Traffic Impact Study threshold, a Traffic Impact Study shall also be submitted following the process outlined in Section 3.13.
- ~~f) Location and dimensions of parking and loading spaces and drive aisles, including handicapped parking.~~
- ~~g) Location and dimensions of existing and proposed sidewalks and accessible accessways.~~
- ~~h) Location and dimensions of all trash containers and required screening.~~
- 4. Environmental Standards
 - a) FEMA-designated flood hazard areas, including flood zone designations and map panels.
 - b) Location and description of CAMA Areas of Environmental Concern, including 404 wetland areas as determined by the Army Corps of Engineers and coastal wetlands as determined by NCDEQ.
 - c) Location and description of environmental features such as wooded areas, marshes, swamps, rock outcrops, ponds or lakes, streams or streambeds, and any other natural features affecting the site.
 - d) **Approximate** location, size, and flow direction of existing and proposed drainage courses within or immediately adjacent to the site, including culverts and storm drains.
 - e) **Approximate** location and size of stormwater basins or other comparable stormwater management mechanisms.
- 5. Landscaping & Tree Preservation
 - a) Locations, dimensions, and size of required buffers, street yards, foundation planting, parking facility planting areas.
 - b) Location, species, and size of all regulated and specimen trees as defined by this ordinance.
 - c) Location and size of all groves of trees to be protected, including the approximate number and species of protected trees.
 - d) Location, species, dimensions, and spacing of all required landscaping materials clearly labeled and numbered and a legend.
 - e) Note on plan stating that prior to any clearing, grading, or construction activity tree protection fencing will be installed around protected plants, trees or groves of trees. No construction workers, tools, materials, or vehicles are permitted within the tree protection fencing.
- 6. Any other information considered pertinent by the applicant, UDO Administrator, Planning Board, or Board of Aldermen.

D. Minor Site Plan

- 1. General Project Information
 - a) Proposed or approved name of development, project, subdivision, and/or phase.
 - b) Developer/applicant name(s), including mailing address(es) and telephone number(s). (If Applicable).
 - c) Property owner name(s), including mailing address(es) and telephone number(s).
 - d) Name, registration number, and seal of a professional Land Surveyor, Engineer,

Landscape Architect, and/or Architect. (If Applicable).

- e) Date of plat/plan preparation and of surveys; North arrow and orientation; Map scale, denoted graphically and numerically.
- f) Tax parcel numbers, owners, zoning classifications, and book and page numbers of the site tract and adjacent tracts.
- g) Sufficient engineering data to determine readily, and to be reproducible on the ground, every straight or curved boundary line, street line, lot line, right-of-way line, easement line, and setback line, including dimensions, bearings or deflection angles, radii, central angles, and tangent distances for the center line of curved streets and curved property lines that are not the boundary of curved streets. All dimensions shall be measured to the nearest one-tenth of a foot and all angles to the nearest minute.
 - i. Only required when prepared by a licensed professional.

2. Land Use

- a) Location, dimensions, density, and description of proposed land use(s) on each tract or parcel, including single-family residential, multi-family residential, commercial, office, institutional, industrial, and recreational. Recreational uses shall specify type and future ownership.
- b) Location and dimensions of existing and proposed buildings or structures on the site and all adjacent tracts, including existing buildings or structures to be removed. Total number of stories of all multi-story buildings and height of all building must be indicated.
- c) Location and labeling of minimum building setback lines.
- d) Total number and type of dwelling units, by development phase.
- e) Signage.
- f) Outdoor Lighting Plan.

3. Traffic, Parking, Movement

- a) Location, direction, dimensions, name, and surface type of existing or proposed rights-of-way and easements, including those being vacated and those on adjacent properties.
- b) Location of roads appearing on officially adopted plans.
- c) Location of roads, streets, and circulation patterns; including any proposed or required bicycle or pedestrian facilities.
- d) Total square footage of existing and proposed impervious surfaces.
- e) Location and dimensions of parking and loading spaces and drive aisles, including handicapped parking.
- f) Location and dimensions of existing and proposed sidewalks and accessible accessways.
- g) Location and dimensions of all trash containers and required screening.
- h) Trip generation calculations in accordance with the most recent version of the ITE Trip Generation Manual.
 - i. If trip generation calculations are found to exceed Traffic Impact Study threshold, a Traffic Impact Study shall also be submitted following the process outlined in Section 3.13.

4. Environmental Standards

- a) FEMA-designated flood hazard areas, including flood zone designations and map panels.
- b) Location and description of CAMA Areas of Environmental Concern, including 404

wetland areas as determined by the Army Corps of Engineers and coastal wetlands as determined by NCDEQ.

- c) Location and description of environmental features such as wooded areas, marshes, swamps, rock outcrops, ponds or lakes, streams or streambeds, and any other natural features affecting the site.
 - d) Existing and proposed topography.
 - e) Location, size, and flow direction of existing and proposed drainage courses within or immediately adjacent to the site, including culverts and storm drains.
 - f) Location and size of stormwater basins or other comparable stormwater management mechanisms.
5. Landscaping & Tree Preservation
- a) Locations, dimensions, and size of required buffers, street yards, foundation planting, parking facility planting areas.
 - b) Location, species, and size of all regulated and specimen trees as defined by this ordinance.
 - c) Location and size of all groves of trees to be protected, including the approximate number and species of protected trees.
 - d) Location, species, dimensions, and spacing of all required landscaping materials clearly labeled and numbered and a legend.
 - e) Note on plan stating that prior to any clearing, grading, or construction activity tree protection fencing will be installed around protected plants, trees or groves of trees. No construction workers, tools, materials, or vehicles are permitted within the tree protection fencing.
6. Any other information considered pertinent by the applicant, UDO Administrator, Planning Board, or Board of Aldermen.

E. Major Site Plan & Special Use Permit

1. General Project Information
- a) Proposed or approved name of development, project, subdivision, and/or phase.
 - b) Developer/applicant name(s), including mailing address(es) and telephone number(s). (If Applicable).
 - c) Property owner name(s), including mailing address(es) and telephone number(s).
 - d) Name, registration number, and seal of a professional Land Surveyor, Engineer, Landscape Architect, and/or Architect. (If Applicable).
 - e) Date of plat/plan preparation and of surveys; North arrow and orientation; Map scale, denoted graphically and numerically.
 - f) Sketch vicinity map showing the relationship between the proposed property or properties and the surrounding area.
 - g) Tax parcel numbers, owners, zoning classifications, and book and page numbers of the site tract and adjacent tracts.
 - h) Boundaries of any proposed or pending zoning districts on site. Boundaries must be described by bearing and distance where they do not follow described boundaries.
 - i) Sufficient engineering data to determine readily, and to be reproducible on the ground, every straight or curved boundary line, street line, lot line, right-of-way line, easement line, and setback line, including dimensions, bearings or deflection angles, radii, central angles, and tangent distances for the center line of curved streets and curved property lines that are not the boundary of curved streets. All dimensions

shall be measured to the nearest one-tenth of a foot and all angles to the nearest minute.

2. Land Use

- a) Location, dimensions, density, and description of proposed land use(s) on each tract or parcel, including single-family residential, multi-family residential, commercial, office, institutional, industrial, and recreational. Recreational uses shall specify type and future ownership.
- b) Location and dimensions of existing and proposed buildings or structures on the site and all adjacent tracts, including existing buildings or structures to be removed. Total number of stories of all multi-story buildings and height of all building must be indicated.
- c) Location and labeling of minimum building setback lines.
- d) Total number and type of dwelling units, by development phase.
- e) Signage.
- f) Outdoor Lighting Plan.
- g) Location and dimensions of all trash containers and required screening.

3. Traffic, Parking, Movement

- a) Location, direction, dimensions, name, and surface type of existing or proposed rights-of-way and easements, including those being vacated and those on adjacent properties.
- b) Location of roads appearing on officially adopted plans.
- c) Location of roads, streets, and circulation patterns; including any proposed or required bicycle or pedestrian facilities.
- d) Total square footage of existing and proposed impervious surfaces.
- e) Names, cross sections, approximate grades, and pavement widths of proposed road rights-of-way, including design engineering data for all corners and curves.
- f) Location and dimensions of parking and loading spaces and drive aisles, including handicapped parking.
- g) Location and dimensions of existing and proposed sidewalks and accessible accessways.
- h) Trip generation calculations in accordance with the most recent version of the ITE Trip Generation Manual.
 - i. If trip generation calculations are found to exceed Traffic Impact Study threshold, a Traffic Impact Study shall also be submitted following the process outlined in Section 3.13.

4. Environmental Standards

- a) FEMA-designated flood hazard areas, including flood zone designations and map panels.
- b) Location and description of CAMA Areas of Environmental Concern, including 404 wetland areas as determined by the Army Corps of Engineers and coastal wetlands as determined by NCDEQ.
- c) Location and description of environmental features such as wooded areas, marshes, swamps, rock outcrops, ponds or lakes, streams or streambeds, and any other natural features affecting the site.
- d) Existing and proposed topography.
- e) Location, size, and flow direction of existing and proposed drainage courses within or immediately adjacent to the site, including culverts and storm drains.
- f) Location and size of stormwater basins or other comparable stormwater

management mechanisms.

- g) Detailed utility plans, including water, sewer, and stormwater, and showing connections to existing systems or plans for individual water supply systems and sewage disposal systems. Plans must show line sizes, the location of fire hydrants, blow-offs, manholes, pumps, force mains, gate valves, utility and maintenance easements, and daily estimated sewer flow figures. Type of construction materials and brand of appurtenances may require approval from the City of Southport, Brunswick County Utilities, and/or NCDOT. Plans shall include profiles based on mean sea level datum for gravity sanitary and storm sewers.

- i. NOTE: Detailed plans may be submitted after site plan or preliminary plat are approved and must be approved by the City's Public Services Department prior to construction of improvements or the issuance of building permits or approval of a final plat.

5. Landscaping & Tree Preservation

- a) Locations, dimensions, and size of required buffers, street yards, foundation planting, parking facility planting areas.
- b) Location, species, and size of all regulated and specimen trees as defined by this ordinance.
- c) Location and size of all groves of trees to be protected, including the approximate number and species of protected trees.
- d) Location, species, dimensions, and spacing of all required landscaping materials clearly labeled and numbered and a legend.
- e) Note on plan stating that prior to any clearing, grading, or construction activity tree protection fencing will be installed around protected plants, trees or groves of trees. No construction workers, tools, materials, or vehicles are permitted within the tree protection fencing.

6. Any other information considered pertinent by the applicant, UDO Administrator, Planning Board, or Board of Aldermen.

F. Preliminary Plat

1. General Project Information

- a) Proposed or approved name of development, project, subdivision, and/or phase.
- b) Developer/applicant name(s), including mailing address(es) and telephone number(s). (If Applicable).
- c) Property owner name(s), including mailing address(es) and telephone number(s).
- d) Name, registration number, and seal of a professional Land Surveyor, Engineer, Landscape Architect, and/or Architect. (If Applicable).
- e) Date of plat/plan preparation and of surveys; North arrow and orientation; Map scale, denoted graphically and numerically.
- f) Sketch vicinity map showing the relationship between the proposed property or properties and the surrounding area.
- g) Tax parcel numbers, owners, zoning classifications, and book and page numbers of the site tract and adjacent tracts.
- h) Lots numbered consecutively throughout the subdivision.
- i) Sufficient engineering data to determine readily, and to be reproducible on the ground, every straight or curved boundary line, street line, lot line, right-of-way line, easement line, and setback line, including dimensions, bearings or deflection angles,

radii, central angles, and tangent distances for the center line of curved streets and curved property lines that are not the boundary of curved streets. All dimensions shall be measured to the nearest one-tenth of a foot and all angles to the nearest minute.

j) Accurate locations and descriptions of all monuments, markers, and control points.

2. Traffic, Parking, Movement

a) Location, direction, dimensions, name, and surface type of existing or proposed rights-of-way and easements, including those being vacated and those on adjacent properties.

b) Location of roads appearing on officially adopted plans.

c) Location of roads, streets, and circulation patterns; including any proposed or required bicycle or pedestrian facilities.

d) Total square footage of existing and proposed impervious surfaces.

e) Names, cross sections, approximate grades, and pavement widths of proposed road rights-of-way, including design engineering data for all corners and curves.

f) Type of street dedication, either public or private.

g) Location and dimensions of existing and proposed sidewalks and accessible accessways.

h) Trip generation calculations in accordance with the most recent version of the ITE Trip Generation Manual.

i. If trip generation calculations are found to exceed Traffic Impact Study threshold, a Traffic Impact Study shall also be submitted following the process outlined in Section 3.13.

3. Other Land Use

a) Location and dimensions of all trash containers and required screening.

b) Location and labeling of minimum building setback lines.

c) Signage.

d) Outdoor Lighting Plan.

4. Environmental Standards

a) FEMA-designated flood hazard areas, including flood zone designations and map panels.

b) Location and description of CAMA Areas of Environmental Concern, including 404 wetland areas as determined by the Army Corps of Engineers and coastal wetlands as determined by NCDEQ.

c) Location and description of environmental features such as wooded areas, marshes, swamps, rock outcrops, ponds or lakes, streams or streambeds, and any other natural features affecting the site.

d) Existing and proposed topography.

e) Location, dimensions, and description of all areas to be dedicated to the public or to a property owners association.

f) Location, size, and flow direction of existing and proposed drainage courses within or immediately adjacent to the site, including culverts and storm drains.

g) Location and size of stormwater basins or other comparable stormwater management mechanisms.

h) Detailed utility plans, including water, sewer, and stormwater, and showing connections to existing systems or plans for individual water supply systems and sewage disposal systems. Plans must show line sizes, the location of fire hydrants, blow-offs, manholes, pumps, force mains, gate valves, utility and maintenance

easements, and daily estimated sewer flow figures. Type of construction materials and brand of appurtenances may require approval from the City of Southport, Brunswick County Utilities, and/or NCDOT. Plans shall include profiles based on mean sea level datum for gravity sanitary and storm sewers.

- i. NOTE: Detailed plans may be submitted after site plan or preliminary plat are approved and must be approved by the City's Public Services Department prior to construction of improvements or the issuance of building permits or approval of a final plat.

5. Landscaping & Tree Preservation

- a) Locations, dimensions, and size of required buffers, street yards, foundation planting, parking facility planting areas.
- b) Location, species, and size of all regulated and specimen trees as defined by this ordinance.
- c) Location and size of all groves of trees to be protected, including the approximate number and species of protected trees.
- d) Location, species, dimensions, and spacing of all required landscaping materials clearly labeled and numbered and a legend.
- e) Note on plan stating that prior to any clearing, grading, or construction activity tree protection fencing will be installed around protected plants, trees or groves of trees. No construction workers, tools, materials, or vehicles are permitted within the tree protection fencing.

6. Any other information considered pertinent by the applicant, UDO Administrator, Planning Board, or Board of Aldermen.

7. Required Certifications:

- a) Certificate of Survey and Accuracy
- b) Certification of Board of Aldermen Approval
- c) Certificate of Purpose of Plat

G. Final Plat

1. General Project Information

- a) Proposed or approved name of development, project, subdivision, and/or phase.
- b) Developer/applicant name(s), including mailing address(es) and telephone number(s). (If Applicable).
- c) Property owner name(s), including mailing address(es) and telephone number(s).
- d) Name, registration number, and seal of a professional Land Surveyor, Engineer, Landscape Architect, and/or Architect. (If Applicable).
- e) Date of plat/plan preparation and of surveys; North arrow and orientation; Map scale, denoted graphically and numerically.
- f) Tax parcel numbers, owners, zoning classifications, and book and page numbers of the site tract and adjacent tracts.
- g) Exact existing and proposed or pending property boundary lines by bearings and distances and the location of intersecting boundary lines of adjacent lands.
- h) Lots numbered consecutively throughout the subdivision.
- i) Sufficient engineering data to determine readily, and to be reproducible on the ground, every straight or curved boundary line, street line, lot line, right-of-way line, easement line, and setback line, including dimensions, bearings or deflection angles, radii, central angles, and tangent distances for the center line of curved streets and

curved property lines that are not the boundary of curved streets. All dimensions shall be measured to the nearest one-tenth of a foot and all angles to the nearest minute.

- j) Accurate locations and descriptions of all monuments, markers, and control points.
 - k) Location and labeling of minimum building setback lines.
2. Traffic, Parking, Movement
- a) Location, direction, dimensions, name, and surface type of existing or proposed rights-of-way and easements, including those being vacated and those on adjacent properties.
 - b) Location of roads appearing on officially adopted plans.
 - c) Type of street dedication, either public or private.
3. Environmental Standards
- a) FEMA-designated flood hazard areas, including flood zone designations and map panels.
 - b) Location and description of CAMA Areas of Environmental Concern, including 404 wetland areas as determined by the Army Corps of Engineers and coastal wetlands as determined by NCDEQ.
 - c) Location and description of environmental features such as wooded areas, marshes, swamps, rock outcrops, ponds or lakes, streams or streambeds, and any other natural features affecting the site.
 - d) Location, dimensions, and description of all areas to be dedicated to the public or to a property owners association.
4. Any other information considered pertinent by the applicant, UDO Administrator, Planning Board, or Board of Aldermen.
5. Required Certifications:
- a) Certificate of Ownership and Dedication
 - b) Certificate of Survey and Accuracy
 - c) Certification of Board of Aldermen Approval
 - d) Certificate of Approval of the Design and Installation of Streets, Utilities, and Other Required Improvements
 - e) Certification of Septic and Water Supplies
 - f) Certificate of Disclosure; 404 Wetlands
 - g) Certificate of Disclosure; City of Southport Floodplain Management Regulations
 - h) Acknowledgment of Compliance (Private Developments)
 - i) Certificate of Purpose of Plat
 - j) Certificate of Approval for Recording

STAFF REPORT FOR PRICES CREEK PHASE 2 TOWNHOMES MAJOR SUBDIVISION PRELIMINARY PLAT APPLICATION

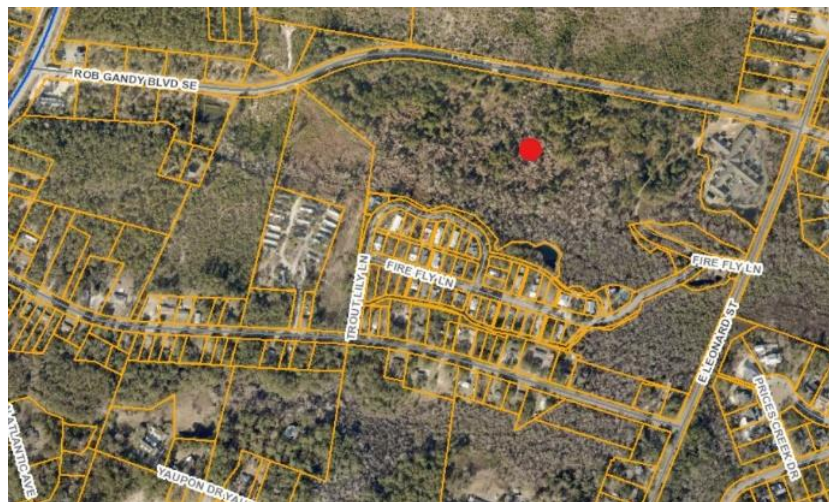
REVIEW PROCESS	
Presentation Date	March 16, 2023 Planning and Zoning Board
Applicant	Cameron Smith
Property Owner	Smith Hill Group, LLC
Parcel ID:	222000604
Project Acreage	17.35 acres
Parcel Acreage	17.35 acres
Zoning District	PUD – Planned Unit Development

PRELIMINARY PLAT OVERVIEW

Cameron Smith, applicant, on behalf of Smith Hill Group, LLC, is requesting approval of a Preliminary Plat for Phase 2 of the Prices Creek Subdivision, which consists of forty-eight (48) townhome dwelling units.

LOCATION

Subject property is located to the south of Rob Gandy Boulevard SE, west of E. Leonard Street and Bella Terra senior living facility, and north of the existing phase of the Prices Creek subdivision. This property is within the incorporated city limits and can be further identified by Brunswick County Parcel ID 222000604.



REVIEW PROCESS

A major subdivision preliminary plat review provides analysis and coordination of a proposed subdivision with the local UDO, transportation facilities, and utility availability. Per Section 2.8.E of the City of Southport Unified Development Ordinance, the Planning Board shall review the proposal and transmit a formal recommendation to the Board of Aldermen. The Board of Aldermen is the final decision maker on all Preliminary Plats within the City of Southport.

A Preliminary Plat approval conveys the authority to begin construction of infrastructure associated with the proposed subdivision, including such items as roadways, water and sewer utilities, sidewalks, etc. It does not convey any authority to construct dwellings or any other buildings. Upon completion of the installation of infrastructure, the applicant shall submit a Final Plat application. The review of the Final Plat includes site inspections by various City staff to determine if infrastructure has been installed in accordance with the Preliminary Plat. Upon a positive determination from those inspections, the Final Plat shall be considered by the Board of Aldermen. Upon approval by the Board of Aldermen, the Final Plat shall be recorded with the Brunswick County Register of Deeds, and such will convey the authority to begin to obtain building permits for structures.

The approval of the Final Plat is not an acceptance of infrastructure by the City of Southport. That process, for infrastructure such as roadways and water and sewer lines, occurs as a separate process to also be approved by the Board of Aldermen upon a determination that said infrastructure remains in accordance with any applicable standards put forth by the City.

Staff comments on the proposal based on the requirements outlined in the Unified Development Ordinance (as outlined in Appendix A) are provided as an attachment to this report, with outstanding items denoted. More significant items to address are also outlined in this report. Approval procedures specific to Major Subdivision Preliminary Plat, are found in Section 2.8.E of the City of Southport Unified Development Ordinance.

PRELIMINARY PLAT PROPOSAL

This project was approved and zoned Planned Unit Development (PUD) in 2004. The development approval included 3 phases, the first of which has existed for some time and is continuing to be built out, and two additional multi-family phases that are adjacent to Rob Gandy Boulevard. As shown on the applicant's submitted site plan, the proposal for Phase 2 includes 12 quadraplexes for a total of 48 units. Phase 3 is located to the west of Phase 2 and shall require its own submittal and approval process.

Development Ordinance. The proposed right-of-way widths are less than is required by the Unified Development Ordinance, however the reduced widths were reviewed and approved by the Fire Marshal at the December 20, 2022, Technical Review Committee meeting. All streets will be designated public rights-of-way and constructed to meet the requirements of Section 4.8. Formal dedication of the streets to the City of Southport shall require separate review, inspection, and acceptance by the Board of Aldermen in the future.

Lighting

The applicant is required to install street lighting with underground distribution along all proposed streets. Per statements made by the applicant on the site plan, a lighting plan is being prepared by Brunswick Electric Member Cooperation. A lighting plan meeting the standards of Section 3.16 of the City of Southport Unified Development Ordinance and Chapter 4 Article 5 of the City Code of Ordinances shall be required prior to final approval of the Preliminary Plat, and any installations shall be inspected for conformance to the approved lighting plan prior to final plat approval.

Street Name Signs, and Cluster Mailboxes

Street signs, both traffic-control and name signs will be installed by the applicant and shall meet all applicable regulations.

A cluster mailbox kiosk has been identified on the site plan at the corner of the main street and side street near the Rob Gandy Boulevard entrance.

Pedestrian Facilities

Per Section 4.11 sidewalks are required on at least 1 side of the street for all major subdivisions. The applicant has provided 5' sidewalks extended to the property line on both sides of all streets as shown on the submitted site plan, thus exceeding the requirements of the Ordinance.

Water Supply and Sewage Disposal Systems

The city will provide both water and sewer to this subdivision.

The City of Southport is currently evaluating the existing sewer capacity available for this development. A determination of need for future flow and any necessary improvements that will be necessary for this project will be provided in the spring. The consulting engineer anticipates that the findings will be available in March.

Once a determination is available, the subdivision must comply with the requirements set forth by the city's Public Services Department.

Erosion and Sedimentation, Drainage Control Facilities, and Stormwater

Project is designed to meet low density criteria for stormwater requirements and meets the maximum 24% built upon area/impervious surface requirement. Any permits from NC Department of Environmental Quality shall be obtained prior to commencing construction.

Consulting engineers are currently reviewing the project for compliance with the city's UDO.

Further, the applicant shall comply with all requirements of Article 6 of the City of Southport Unified Development Ordinance and all requirements of the North Carolina Sedimentation Pollution Control Act. The City's contract engineer for stormwater review services is currently reviewing the submitted plans to determine compliance with City standards and will coordinate with the applicant and City Planning staff to that end.

ENVIRONMENTAL CONCERNS	
Special Flood Hazard Areas	The subject property does appear to contain Special Flood Hazard Areas ¹ . Although, dwelling unit development is not proposed in the AE Flood Zone or other Special Flood Hazard Areas. Any development within Special Flood Hazard Areas shall conform to the requirements laid out in Article 5 of the Unified Development Ordinance.
Areas of Environmental Concern	The subject property does not contain any Areas of Environmental Concern (AEC) ² .

¹ According to the effective regulatory and preliminary Flood Insurance Rate Maps NC Flood Risk Information System (NC FRIS) and as delineated on the site plan.

² According to the North Carolina Department of Environmental Quality (NCDEQ)

Recreation and Open Space

As stated previously, the applicant has provided 6.01 acres of open space within Phase 2, excluding wetlands. This exceeds the 20% requirement for PUDs found in Section 4.14.C. The private areas will be restricted to recreational purposes and will have recorded covenants in place. The open space plan is on Sheet C1.1 is a continuous parcel and is accessed by adjoining street frontage.

Landscaping and Buffers

There are no buffer yard requirements for this proposal per Section 3.17 of the Unified Development Ordinance, although the applicant has provided a portion of the required tree protection mitigation (see next section of Staff Report) along the street side of the properties adjacent to Rob Gandy Boulevard and along the property line of units closest to the assisted living facility. The provision of such mitigation in that location, though not required, does follow the purpose and intent of landscaped buffers.

Tree Protection and Landscape Preservation

The applicant, per Section 3.18, has provided a tree removal plan along with a landscape plan (sheets L0.0 and L0.1) showing required mitigation onsite. The tree removal plan

outlines both the infrastructure, drainage, and utilities impact zone and the building envelope zone. Within the infrastructure, drainage, and utilities zone only live oaks 8" and greater are required to be mitigated. There will be 2 oak trees over 8" removed from this construction zone. The landscape plan does not list species of oak. If the two 9" oaks are in fact live oak, 18" of mitigation will be added to the plantings (Section 3.18.H).

Within the building envelope impact zone, 134" of regulated hardwood and conifer trees will be mitigated. Except for construction needs, existing vegetation has been preserved where possible.

Mitigation for 134" DBH has been provided utilizing the tree specimen requirements of Tables 3.5 and 3.6. The submitted site plan shall be required to be updated to include 2 other understory tree species per Section 3.18.H.f., which requires at least 3 different species if more than 10 and less than 50 understory trees are proposed. This information shall be required prior to approval of the Preliminary Plat.

Signage

Location of subdivision sign is labeled on the submitted site plan. Approval of a Preliminary Plat does not include sign permit approval. All future signs associated with the project shall require separate review and approval by Planning Staff based on conformance with Section 3.19 of the City of Southport Unified Development Ordinance.

TECHNICAL REVIEW COMMITTEE

City of Southport Planning Staff and the applicant presented this proposal to the Technical Review Committee at their December 20, 2022 meeting. Written comments from the members of the Technical Review Committee are provided as attachments to this Report. For the purposes of clarity and transparency, many of the comments received from other Department or outside agencies are of a nature that they are to be addressed following the issuance of zoning approval through the course of building plan and permit review and issuance.

STAFF'S RECOMMENDATION

Planning Staff are submitting this proposal for Planning Board recommendation to the Board of Alderman in accordance with the standards and processes laid out within the City of Southport Unified Development Ordinance. The application has been deemed complete and is eligible to be conditionally approved as a Preliminary Plat under the existing PUD project known as Prices Creek. As noted throughout the report, there are some instances where additional information or clarity is needed regarding the applicant's submitted site plan. Staff's comments (attached) provide the full list of those items, but

the following has been identified by Staff that must be addressed prior to preliminary plat approval:

1. Determination and provision of any necessary sewer improvements to accommodate the development at an adequate level of capacity (Preliminary Plat).
2. Provision of dimensions and descriptions of required open space (Preliminary Plat).
3. Provision of a lighting plan that meets all applicable standards of the City of Southport, both within the Unified Development Ordinance and the Code of Ordinances. (Preliminary Plat, will be inspected upon completion of installation prior to final plat.
4. Inclusion of all required certificates for Preliminary Plats in accordance with Unified Development Ordinance (Preliminary Plat, will also be reviewed at final plat with applicable certificates required at that point).

Attachments:

- 1) Staff comments
- 2) TRC Memo
- 3) Application
- 4) Preliminary Plat



City of Southport

To: Cameron Smith, Applicant

From: Maureen Meehan, City Planner

Re: Technical Review Committee Review – Preliminary Plat Subdivision Review – Prices Creek Phase 2 Townhomes

Date: January 5, 2023

Application reviewed and deemed complete by Wes McLeod, Development Director of the Cape Fear Council of Government and Maureen Meehan, City Planner.

The Technical Review Committee (TRC) met on December 20, 2022 to review the preliminary plat subdivision. The following comments were discussed and need to be addressed for approval. Additional comments may be included with changes to the site plan.

Planning Comments:

Prior to the TRC meeting staff provided the applicant with the following detailed comments following Appendix A - Submittal Requirements:

Major subdivision plats shall be prepared by a licensed surveyor or engineer and include all information required in Appendix A of the UDO. The following information is missing and needs to be included on the plan.

- Change the name on the first sheet from Site Plan to Preliminary Plat - [complete](#)
- Need detailed information about the zoning classification and need book and page numbers of the site tract as well as adjacent properties. - [complete](#)
- Lots numbered consecutively throughout the subdivision - [complete](#)
- Sufficient engineering data to determine readily, and to be reproducible on the ground, every straight or curved boundary line, street line, lot line, right-of-way line, easement line, and setback line, including dimensions, bearing or deflection angles, radii, central angles, and tangent distances for the center line of curved streets and curved property lines that are not the boundary of curved streets. All dimensions shall be measured to the nearest one-tenth of a foot and all angles to the nearest minute.
- Location, direction, names, cross sections, approximate grades, and pavement widths of proposed rights-of-way, including design engineering data for all curves and corners - [complete](#)
- Type of street dedication private/public - [complete](#)
- Location and dimensions of proposed sidewalks and accessible accessways - [complete](#)

- FEMA-designated flood hazard areas, including flood zone designations and map panels - [complete](#)
- Location, dimensions, and description of all areas to be dedicated to the public or to a property owners association – **this section needs to be updated to include dimensions and descriptions of required open space.**
- Utility plans - complete detailed plans can be submitted after plat approval and before construction commences - [complete](#)
- Height of proposed units - [complete](#)
- Delineation of all dedicated open space areas – **needs to be completed**
- Location, size, and flow direction of existing and proposed drainage courses or immediately adjacent to the project including culverts and storm drains - [complete](#)
- Location and size of stormwater basins or other comparable stormwater management mechanisms - [complete](#)
- Location and labeling of minimum building setback lines – [complete](#)
- Location of cluster mailbox unit - [complete](#)
- Any proposed signage, lighting, and landscaping – [landscaping complete](#), **lighting must be in compliance with the UDO and also the Code of Ordinances**
- **Chapter 4. Proposed signage must be permitted prior to installation.**
- Add the following certificates, found in Appendix A : Certificate of Accuracy, Certification of Board of Aldermen Approval, Certificate of Purpose of Plat.

1. Certificate of Survey and Accuracy. - [complete](#)

In accordance with NCGS 47-30: There shall appear on each plat a certificate by the person under whose supervision such survey or such plat was made, stating the origin of the information shown on the plat, including recorded deed and plat references shown thereon. The ratio of precision as calculated by latitudes and departures before any adjustments must be shown. Any lines on the plat that were not actually surveyed must be clearly indicated and a statement included revealing the source of information. The execution of such certificate shall be acknowledged before any officer authorized to take acknowledgments by the registered land surveyor preparing the plat. All plats to be recorded shall be probated as required by law for the registration of deeds. Where a plat consists of more than one sheet, only the first sheet must contain the certification and all subsequent sheets must be signed and sealed.

The certificate shall include the source of information for the survey and data indicating the accuracy of closure of the plat before adjustments, and shall be in substantially the following form:

I, _____, certify that this plat was drawn under my supervision from an actual survey made under my supervision (deed description recorded in Book____, Page____, etc.) (other); that the boundaries not surveyed are clearly indicated as drawn from information found in Book____, Page____;

that the ratio of precision as calculated is 1:____; that this plat was prepared in accordance with NCGS 47-30 as amended. Witness my original signature, registration number and seal this ____ day of __, A.D. 20__.

Surveyor

Seal or Stamp

Registration Number

Certification of Approval of the Preliminary/Final Plat by the Southport Board of Aldermen - Complete

The Southport Board of Aldermen hereby approves or approves conditionally the (preliminary or final plat) of _____ Subdivision. If approved conditionally, the specific conditions shall be listed.

Mayor, City of Southport

Date

Certificate of Purpose of Plat. Notwithstanding any other provision contained in this section, it is the duty of the surveyor, by a certificate on the face of the plat, to certify to one of the following: - **needs to be completed**

1. This survey creates a subdivision of land within the area of a county or municipality that has an ordinance that regulates parcels of land;
2. This survey is of an existing parcel or parcels of land and does not create a new road or change an existing road;
3. This survey is of any existing building, or other structure, or natural feature, such as a water course;
4. This survey is a control survey;
5. That this survey is of another category, such as the recombination of existing parcels, a court ordered survey, or other exception to the definition of a subdivision; or
6. That the information available to the surveyor is such that the surveyor is unable to make a determination to the best of his or her professional ability as to provisions contained in items (1) through (6) above.

Note: Certain activities may be eligible for an exemption/waiver from the subdivision standards. If the activity being submitted meets one of the activities eligible for an exemption/waiver, item 5 above should be the selected certification.

Public Works Director Comments:

By: Tom Stanley tstanley@cityofsouthport.com

There are concerns about the amount of flow given capacity limitations. As stated by the City's consulting engineer, an evaluation is underway to determine the needs for future flow and to determine if there are any necessary improvements to serve the development.

City of Southport Engineer Consultant Comments:

By: T Carter Hubbard, PE, WK Dickson & Co., Inc.

The proposed phase of development at 48 two-bedroom townhomes will need 11,520 gallons per day sewer capacity. The project plans gravity sewer extension and proposed sewer flow to the Prices Creek lift station. The lift station has a 12 foot diameter wetwell. The Prices Creek Lift Station was constructed for the initial phase of development.

Tom Stanley mentioned that the ADM flow of 3200 gpd discharges into Prices Creek sewer basin. The current Prices Creek pumps can not handle additional flow. The Prices Creek Lift Station pumps to the force main that discharges to Central Pump Station. The Central Pump station has capacity limitations. Upgrades are needed to the City wastewater system to handle the proposed Price's Creek Townhomes flow. The rerouting of flow to Sandy Lane from Prices Creek would alleviate downstream capacity issues. The City is currently working on evaluation of existing capacity and improvements to be able to serve proposed developments. Results of the evaluation will be available in March.

Police Chief Comments:

By: Todd Coring, tcoring@cityofsouthport.com

Chief Coring will be reviewing the traffic patterns. Sees no issues at this point.

Fire Marshal Comments:

By: Madison Drew mdrew@cityofsouthport.com

The turnarounds work as provided for emergency vehicles.
Building separation for quads is appropriate.

Electrical Superintendent Comments:

By: Paul 'Ellie' Pittnger

Circuit 5 will be able to handle 48 new units with no problems.

Building Inspector Comments:

By: M. Kiley Barefoot kbarefoot@cityofsouthport.com

No comments on this until permit stage.

Major Subdivision Preliminary Plat Application

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. _____ FEE: \$ 5800⁰⁰ Date Received: 9/21/22

Proposed/Approved Name of Development: Townhouses at Price's Creek
Applicant's Name: Cameron Smith
Mailing Address: 107 Bennetts Creek Lane City: Southport
State: NC Zip Code: 28461 Phone: (910) 443-5080
Email: CCSmith
Location of the property: Rob Gandy Blvd.
Parcel No.: 2220000604 Overall Acreage: 17.35 Number of lots: 12-4 plexes
48 units

Property Owner's Name: Smith Hill Group, LLC
Address of Owner: 3391 Southport Supply Phone: (910) 443-5080
City: Bohira State: NC Zip Code: 28422
Email: CCSmithconstruction@gmail.com

Surveyor: Michael Underwood & Associates Registration #: C-0615
Mailing Address: 102 Cinema Dr Suite A City: Wilmington NC
State: NC Zip Code: 28403
Phone: 910-815-0650 Email: mua-office@mua-pa.com

A Major Subdivision Preliminary Plat Application is required for Subdivisions and/or divisions of land not qualifying as exempt or as a minor subdivision.

Submission Requirements for a Major Subdivision Preliminary Plat Application are found in Appendix A.1 of the Southport UDO.

A Major Preliminary Plat submitted to the city of Southport shall include the following required certificates:

- ____ Certificate of Survey and Accuracy
- ____ Certification of Board of Aldermen Approval
- ____ Certificate of Purpose of Plat



Signature (Owner or Authorized Applicant)



Date

APPROVED BY:

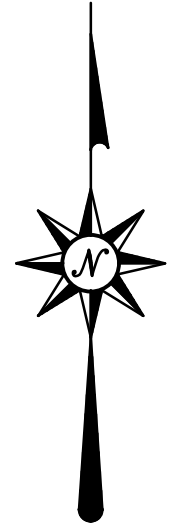
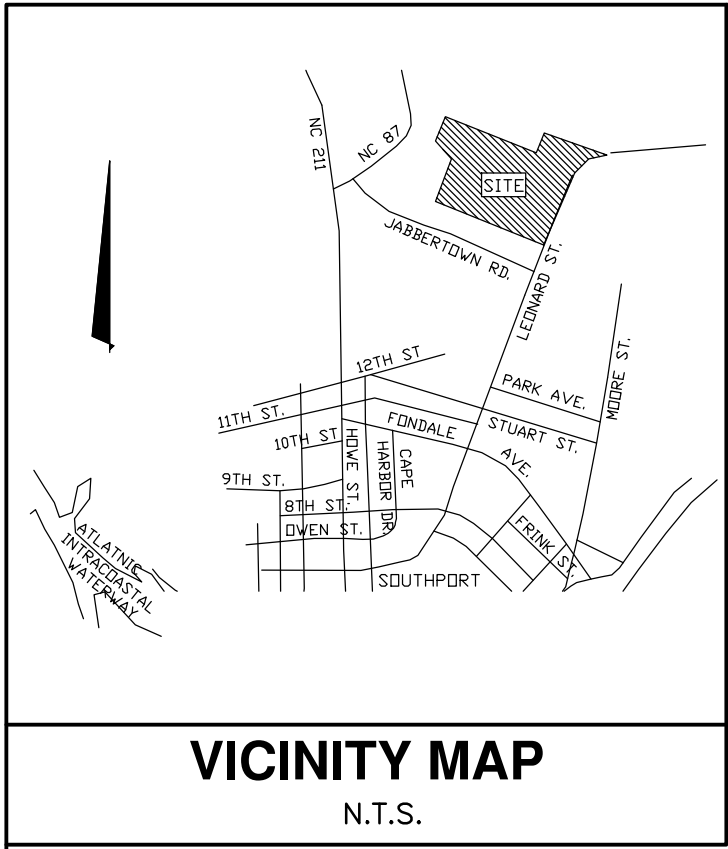


UDO Administrator



Date

** Verified earlier work by other staff **



SITE DATA	
PARCEL NUMBER:	2220000604
ACREAGE:	17.35 ACRES
ZONING:	PUD
TOTAL UPLAND AREA:	9.685
TOTAL UNITS:	48
WATER & SEWER:	CITY OF SOUTHPORT
STREET:	STREETS TO BE PUBLIC (40 FT ROW)
PROPOSED SETBACKS:	FRONT - 15FT SIDE - 20FT REAR - 25FT
TOTAL IMPERVIOUS AREA:	173,925 SF / 3.99 AC
TOTAL OPEN SPACE AREA:	6.01 (UPLANDS)
TOTAL OPEN SPACE %:	6.01 AC / 17.35 AC= 34.6% (NEED 20%)
TOTAL IMPERVIOUS %:	3.99 AC / 17.35 AC= 23% (24% MAX)
HEIGHT OF PROPOSED UNITS:	30 FT
FEMA FLOOD PANEL:	3720209700K
DEED BOOK:	03527
DEED PAGE:	1346

- NOTES:
1. ALL AREAS OUTSIDE OF LOTS AND STREET RIGHT OF WAYS ARE TO BE DESIGNATED AS OPEN SPACE DEDICATED TO THE PROPERTY OWNERS' ASSOCIATION.
 2. PROJECT IS DESIGNED TO MEET LOW DENSITY CRITERIA FOR STORMWATER REQUIREMENTS.
 3. SITE LIGHTING SHALL BE DEVELOPED BY BEMC AND MEET UDO STANDARDS.
 4. LANDSCAPING PLAN SHALL BE PREPARED TO MEET UDO STANDARDS.

LEGEND	
	PROPERTY LINE
	RIGHT OF WAY

1. Certificate of Survey and Accuracy.
In accordance with NCGS 47-30: There shall appear on each plat a certificate by the person under whose supervision such survey or such plat was made, stating the origin of the information shown on the plat, including recorded deed and plat references shown thereon. The ratio of precision as calculated by latitudes and departures before any adjustments must be shown. Any lines on the plat that were not actually surveyed must be clearly indicated and a statement included revealing the source of information. The execution of such certificate shall be acknowledged before any officer authorized to take acknowledgments by

the registered land surveyor preparing the plat. All plats to be recorded shall be probated as required by law for the registration of deeds. Where a plat consists of more than one sheet, only the first sheet must contain the certification and all subsequent sheets must be signed and sealed.

The certificate shall include the source of information for the survey and data indicating the accuracy of closure of the plat before adjustments, and shall be in substantially the following form:

I, _____, certify that this plat was drawn under my supervision from an actual survey made under my supervision (deed description recorded in Book _____, Page _____, etc.) (other); that the boundaries not surveyed are clearly indicated as drawn from information found in Book _____, Page _____; that the ratio of precision as calculated is 1: _____; that this plat was prepared in accordance with NCGS 47-30 as amended. Witness my original signature, registration number and seal this _____ day of _____, A.D. 20____.

Surveyor

Seal or Stamp

Registration Number

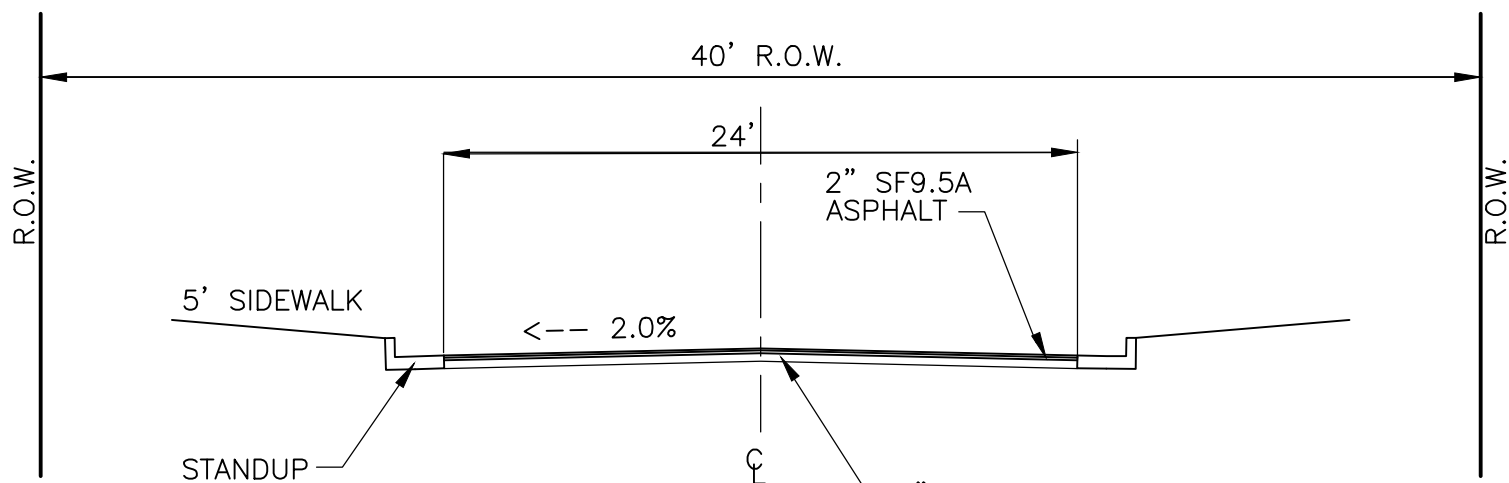
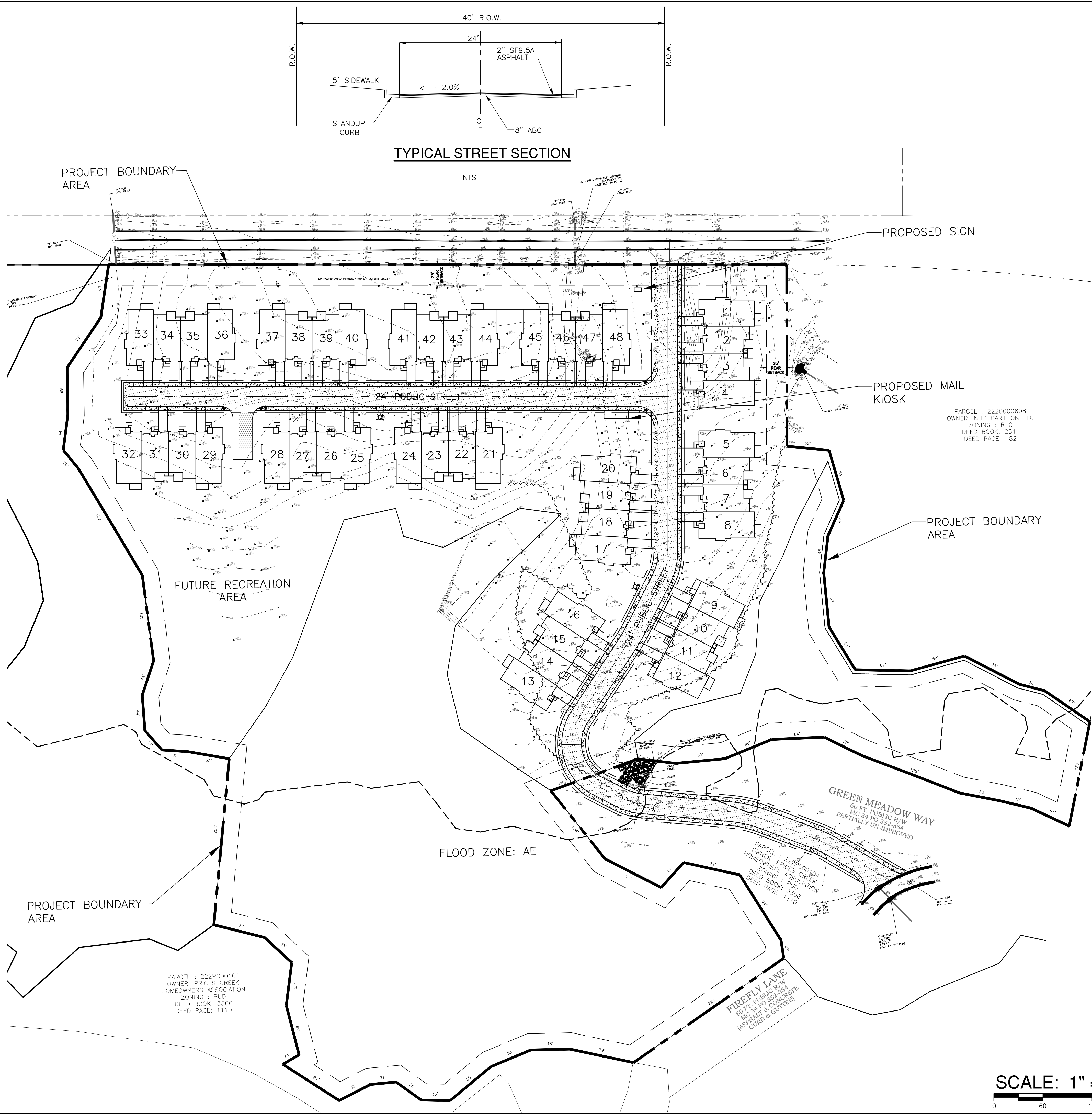
Certification of Approval of the Preliminary/Final Plat by the Southport Board of Aldermen

The Southport Board of Aldermen hereby approves or approves conditionally the (preliminary or final plat) of _____ Subdivision. If approved conditionally, the specific conditions shall be listed.

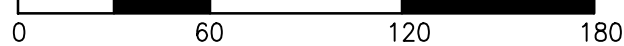
Mayor, City of Southport

Date

PARCEL : 222PC00101
OWNER: PRICES CREEK
HOMEOWNERS ASSOCIATION
ZONING : PUD
DEED BOOK: 3366
DEED PAGE: 1110



SCALE: 1" = 60'



SYMBOL	DATE	DESCRIPTION	BY
			REVISIONS

© 2022 NORRIS & TUNSTALL

PRELIMINARY PLAT

TOWNHOUSES AT PRICES CREEK

BRUNSWICK COUNTY, NORTH CAROLINA

OWNER:

NORRIS & TUNSTALL
CONSULTING ENGINEERS P.C.

2602 IRON GATE DR., SUITE 102
WILMINGTON, NC 28412
PHONE (910) 349-9653

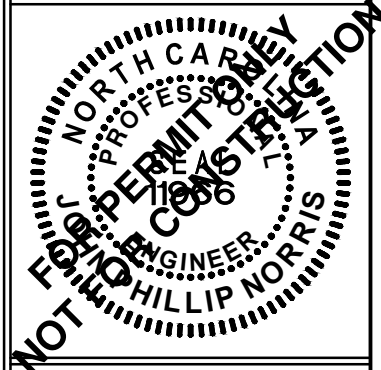
1429 ASH-LITTLE RIVER RD. NW
ASH, NC 28420
PHONE (910) 287-5900

Licence #C-3641

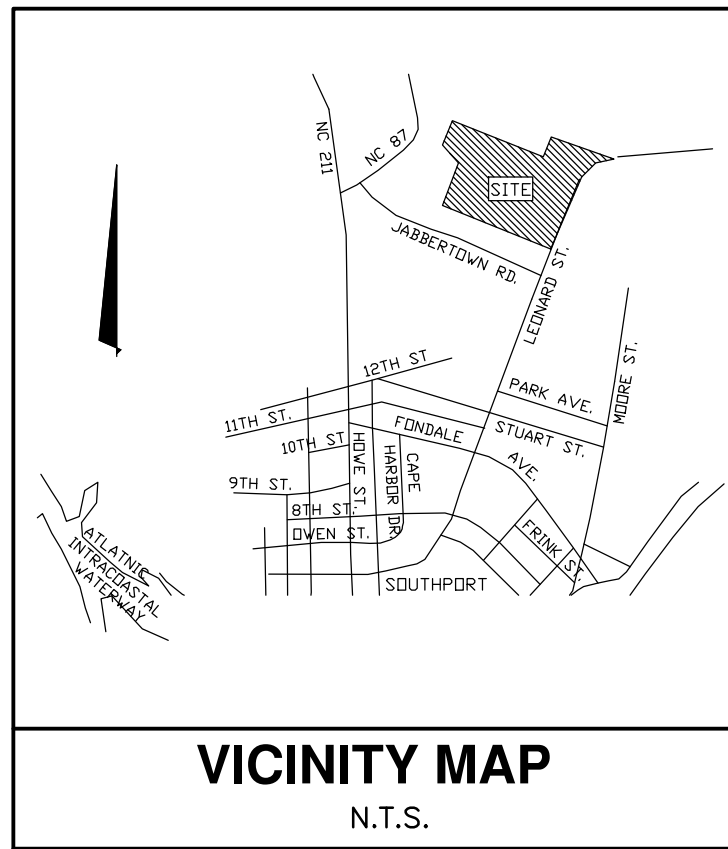
21104

DES. JPN
CKD. JPN
DRWN. ZAC

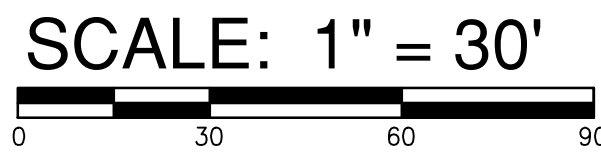
DATE 09/12/22



C1



LEGEND	
	PROPERTY LINE
	RIGHT OF WAY



SYMBOL	DATE	DESCRIPTION	BY
			REVISIONS
			© 2022 NORRIS & TUNSTALL

NORRIS & TUNSTALL
CONSULTING ENGINEERS P.C.
2602 IRON GATE DR. SUITE 102
WILMINGTON, NC 28412
PHONE (910) 343-9653

Licence #C-3641

21104

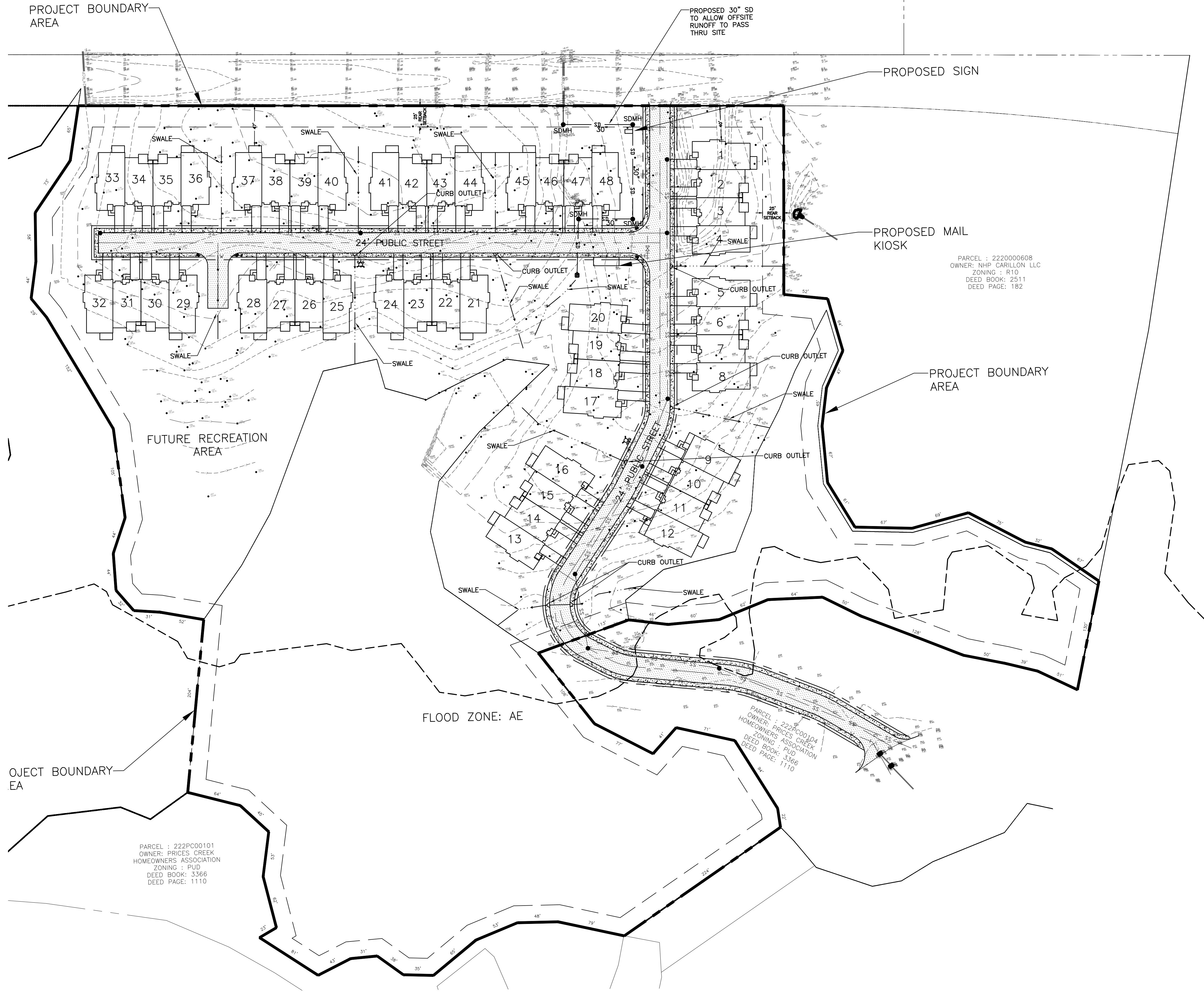
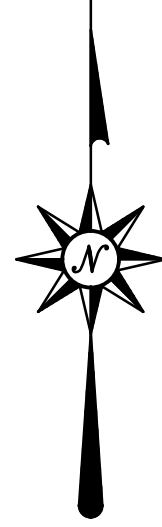
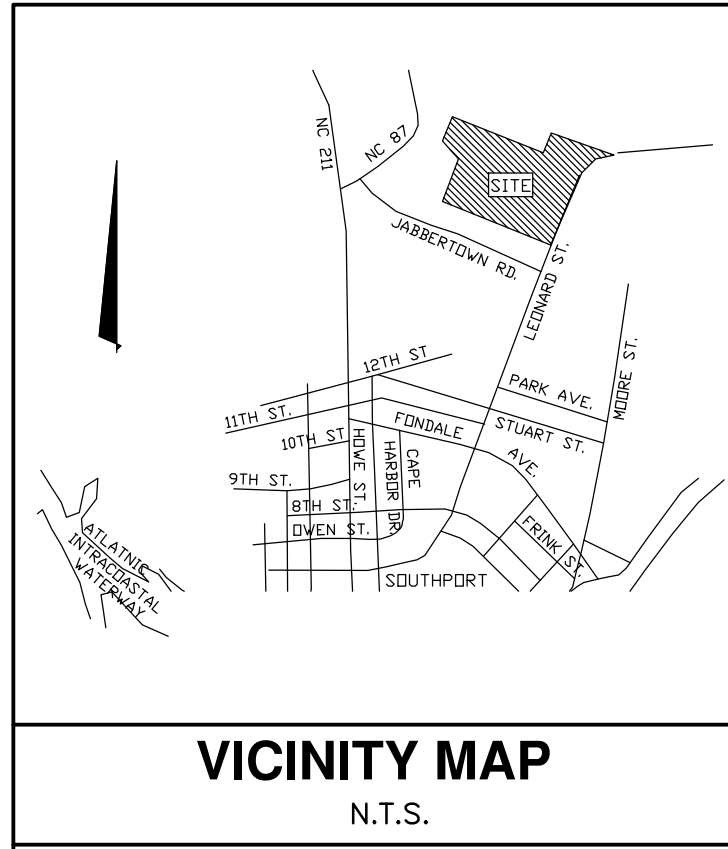
DES. JPN
CKD. JPN
DRWN. ZAC

DATE 09/12/22

C4

OWNER:

TREE PLAN
TOWNHOUSES AT PRICES CREEK
BRUNSWICK COUNTY, NORTH CAROLINA



LEGEND	
	PROPERTY LINE
	RIGHT OF WAY
	PROPOSED STORMDRAIN
	PROPOSED SWALE

SCALE: 1" = 60'

SYMBOL	DATE	DESCRIPTION	BY
			REVISIONS
			© 2022 NORRIS & TUNSTALL

GRADING PLAN

TOWNHOUSES AT PRICES CREEK

BRUNSWICK COUNTY, NORTH CAROLINA

OWNER:

NORRIS & TUNSTALL
CONSULTING ENGINEERS P.C.

2602 IRON GATE DR., SUITE 102
WILMINGTON, NC 28412
PHONE (910) 343-9653

1429 ASH-LITTLE RIVER RD. NW
ASH, NC 28420
PHONE (910) 287-5900

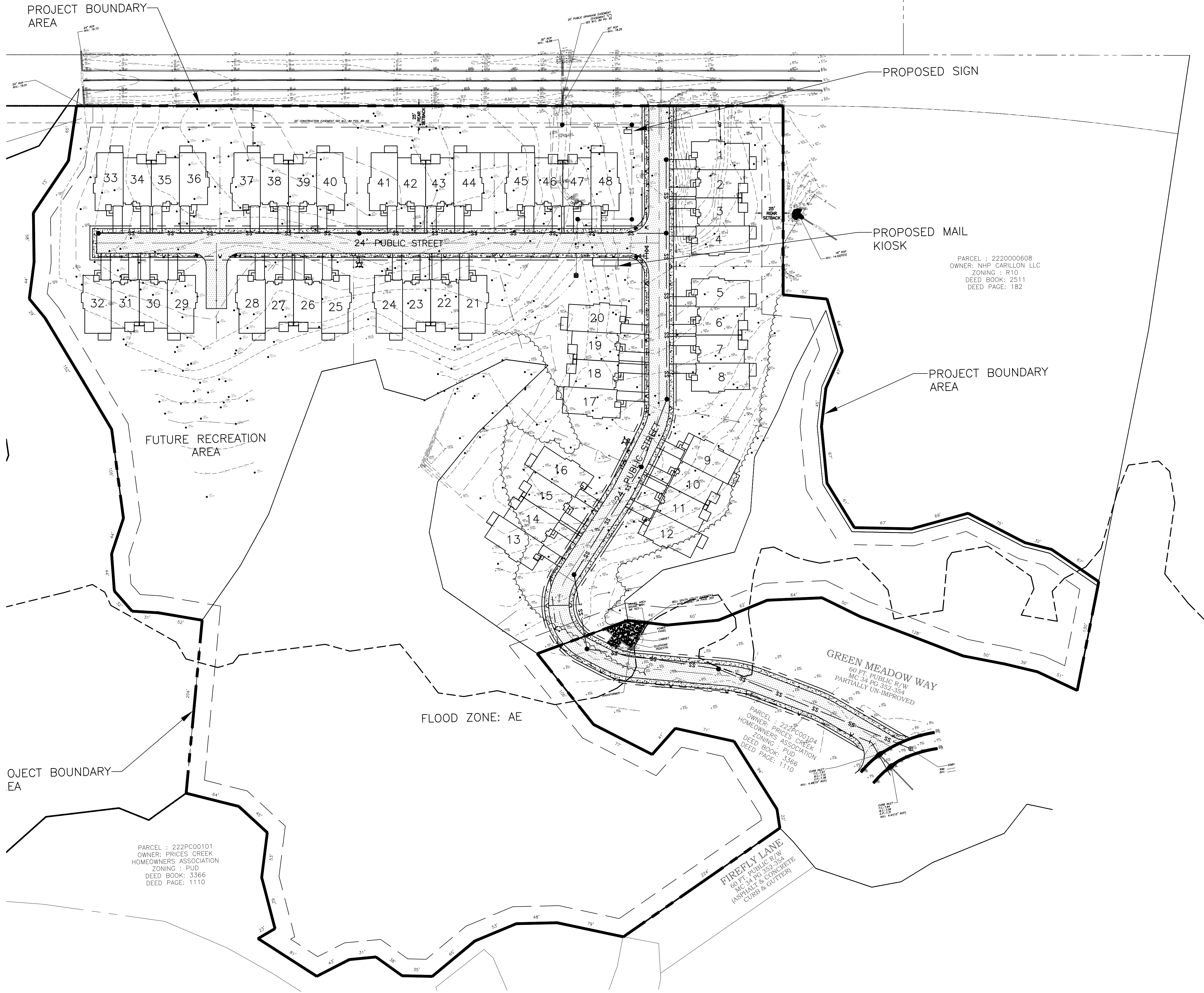
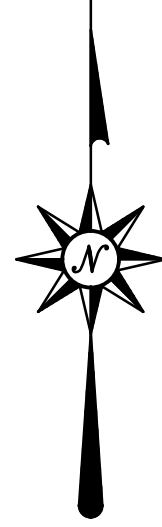
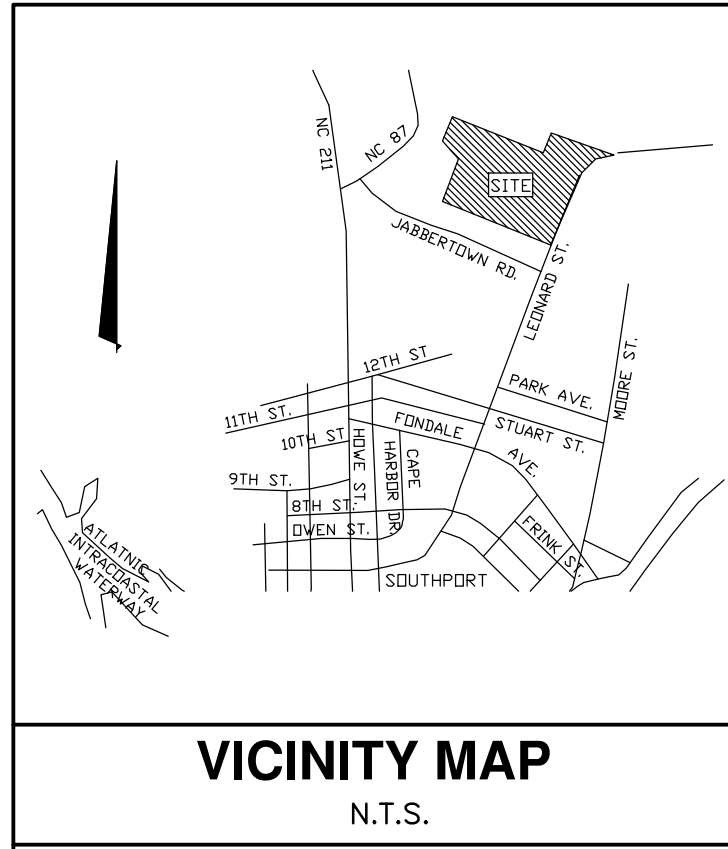
Licence #C-3641

21104

DES. JPN
CKD. JPN
DRWN. ZAC

DATE 09/12/22

C2



LEGEND	
	PROPERTY LINE
	RIGHT OF WAY
	PROPOSED WATERLINE
	PROPOSED SEWER

SCALE: 1" = 60'

SYMBOL	DATE	DESCRIPTION	BY
REVISIONS			
© 2022 NORRIS & TUNSTALL			

UTILITY PLAN

TOWNHOUSES AT PRICES CREEK

BRUNSWICK COUNTY, NORTH CAROLINA

OWNER:

NORRIS & TUNSTALL

CONSULTING ENGINEERS P.C.

2602 IRON GATE DR., SUITE 102
WILMINGTON, NC 28412
PHONE (910) 343-9653

1429 ASH-LITTLE RIVER RD. NW
ASH, NC 28420
PHONE (910) 287-5900

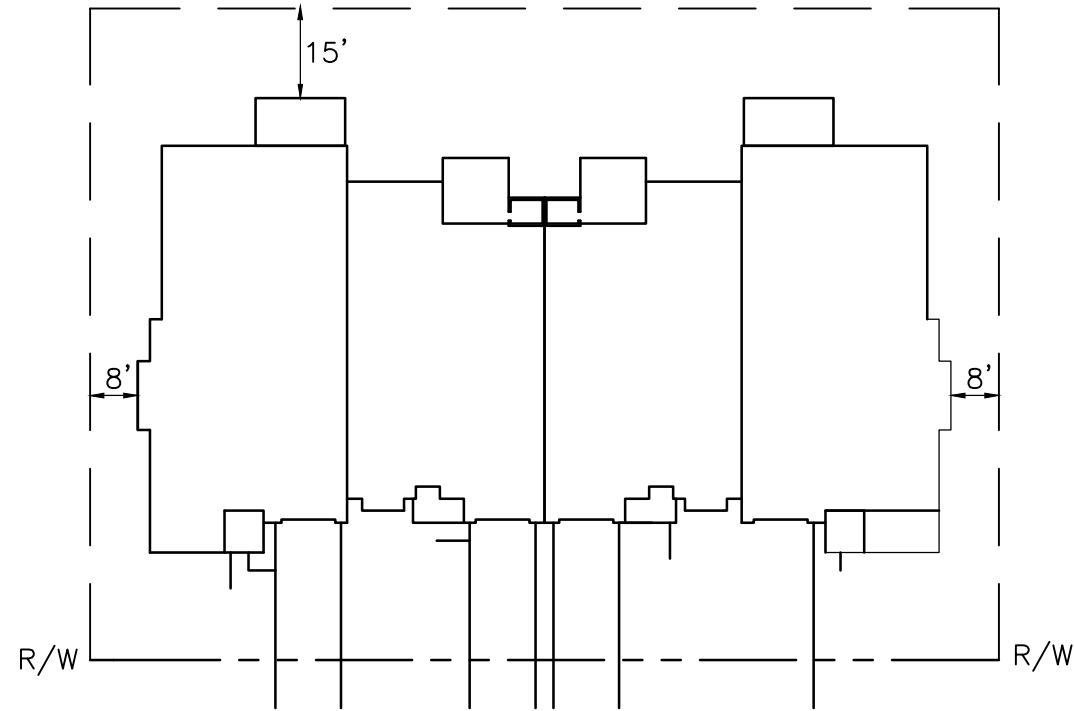
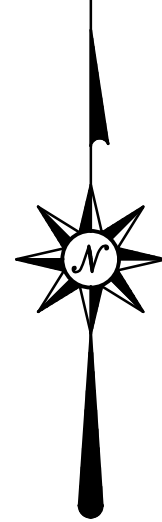
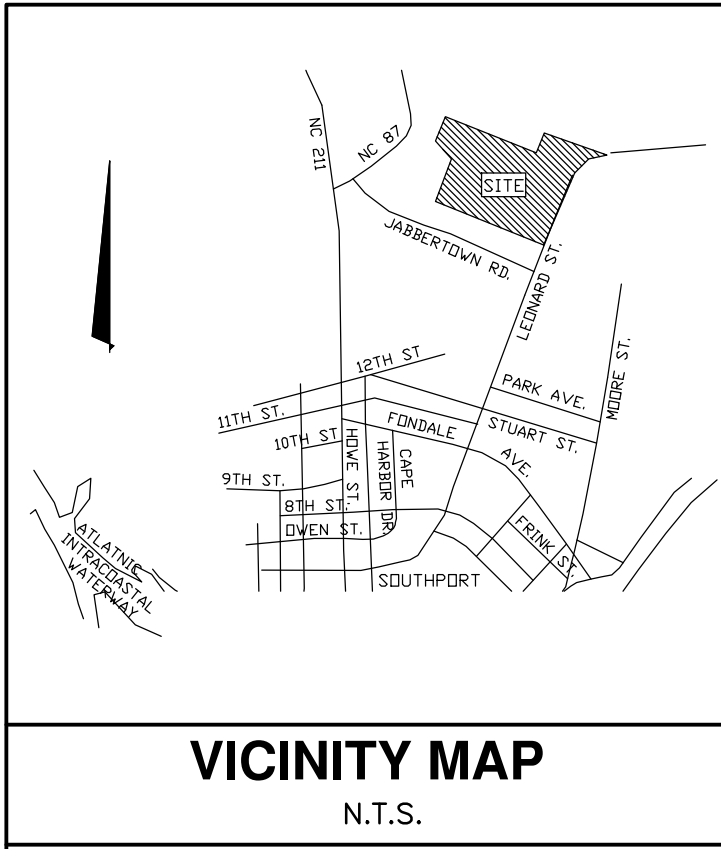
Licence #C-3641

21104

DES. JPN
CHK. JPN
DRWN. ZAC

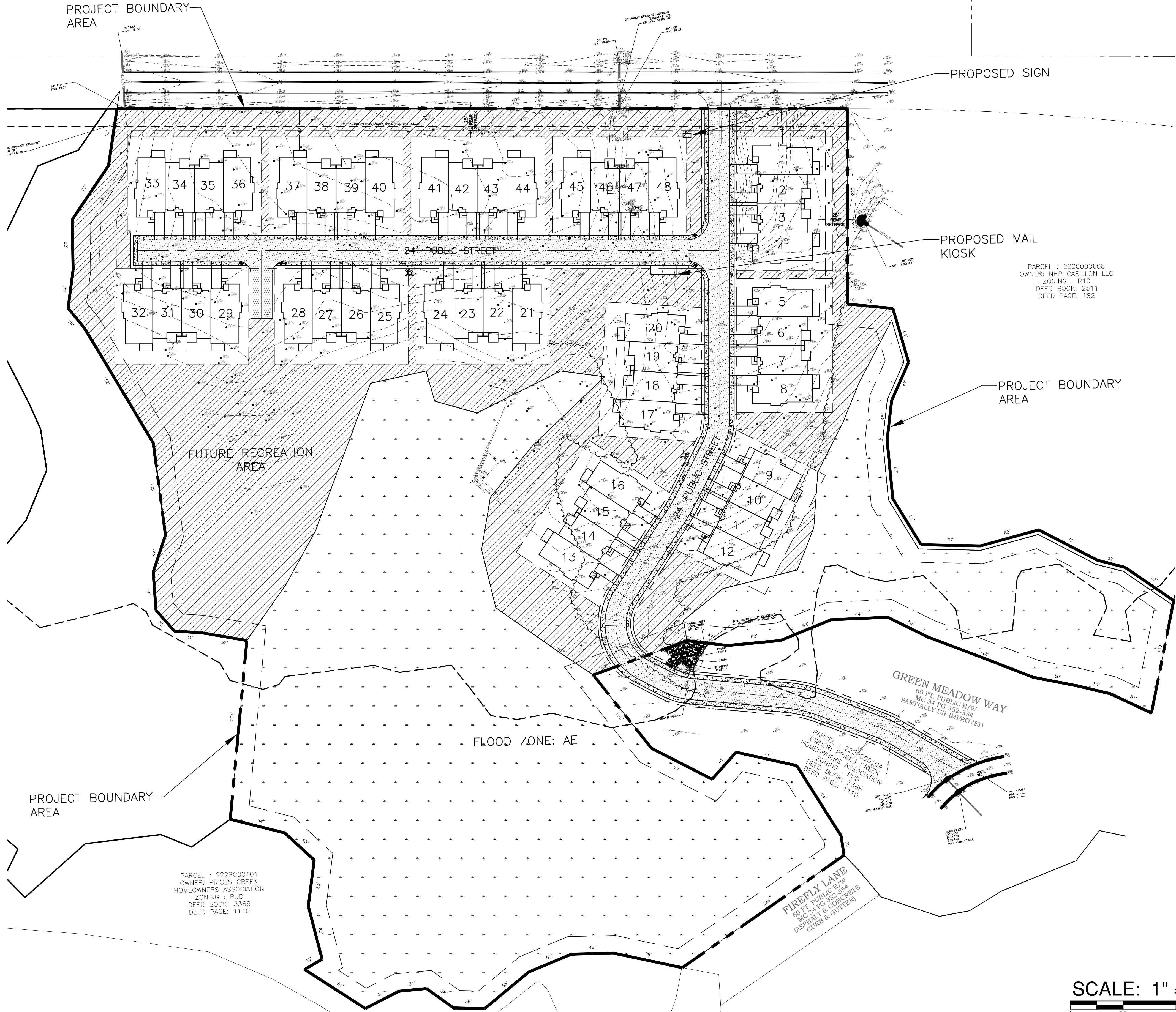
DATE 09/12/22

C3



TYPICAL BUILDING LAYOUT
NTS

LEGEND	
	PROPERTY LINE
	RIGHT OF WAY
	OPEN SPACE
	WETLANDS



SCALE: 1" = 60'

SYMBOL	DATE	DESCRIPTION	BY
			REVISIONS

© 2022 NORRIS & TUNSTALL

OPEN SPACE PLAN

TOWNHOUSES AT PRICES CREEK

BRUNSWICK COUNTY, NORTH CAROLINA

OWNER:

NORRIS & TUNSTALL
CONSULTING ENGINEERS P.C.

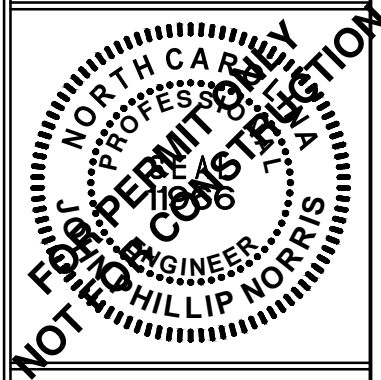
2602 IRON GATE DR., SUITE 102
WILMINGTON, NC 28412
PHONE (910) 343-9653

Licence #C-3641

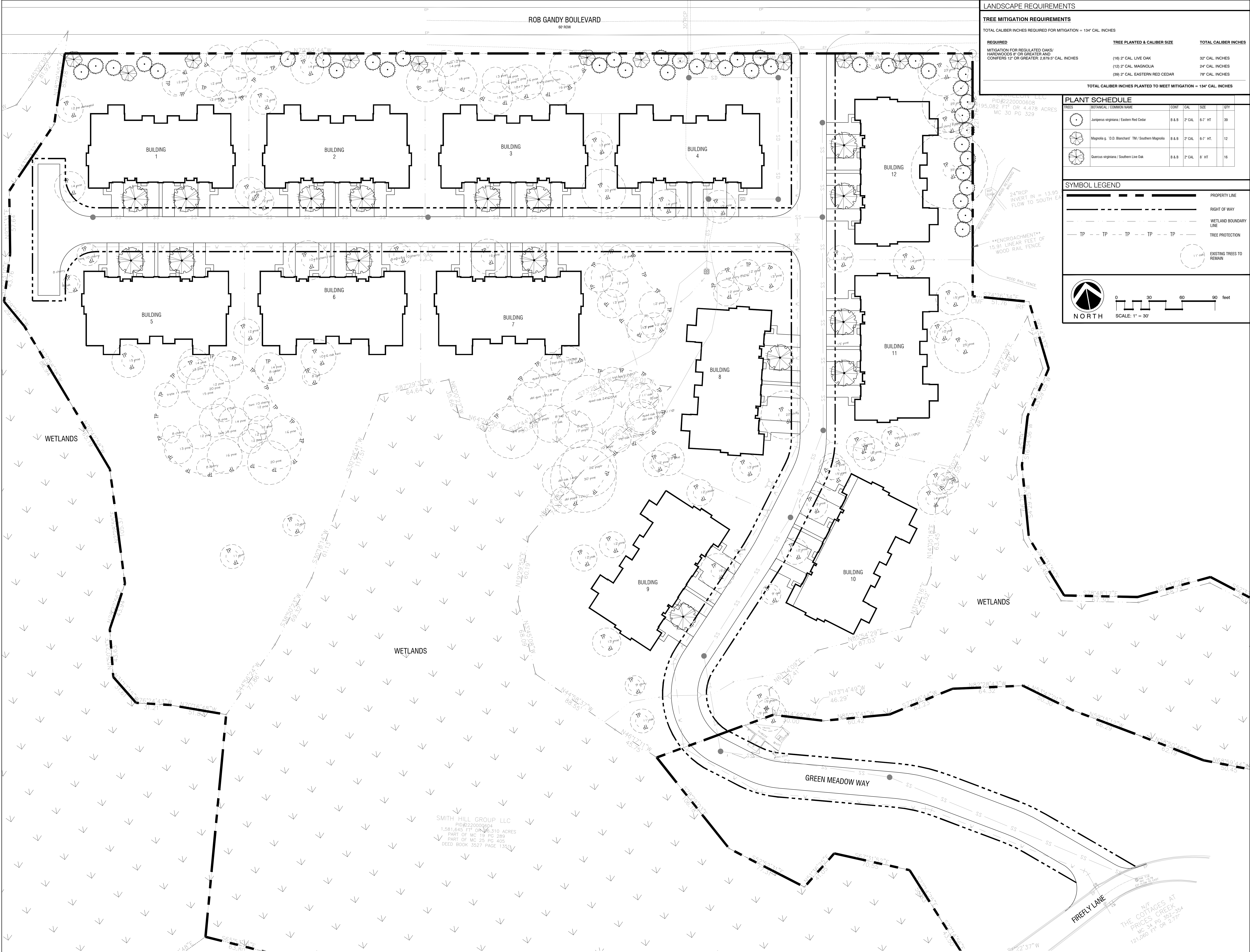
21104

DES. JPN
CKD. JPN
DRWN. ZAC

DATE 09/12/22



C1.1



LANDSCAPE REQUIREMENTS

TREE MITIGATION REQUIREMENTS

TOTAL CALIBER INCHES REQUIRED FOR MITIGATION = 134" CAL. INCHES

REQUIRED

MITIGATION FOR REGULATED OAKS/
HARDWOODS 8" OR GREATER AND
CONIFERS 12" OR GREATER: 2,879.9" CAL. INCHES

TREE PLANTED & CALIBER SIZE

(16) 2" CAL. LIVE OAK
(12) 2" CAL. MAGNOLIA
(89) 2" CAL. EASTERN RED CEDAR

TOTAL CALIBER INCHES

32" CAL. INCHES
24" CAL. INCHES
78" CAL. INCHES

TOTAL CALIBER INCHES PLANTED TO MEET MITIGATION = 134" CAL. INCHES

PID#2220000608
195,082 FT² OR 4.478 ACRES
MC 30 PG 329

PIECON, LLC

195,082 FT² OR 4.478 ACRES
MC 30 PG 329

PLANT SCHEDULE

TREES	BOTANICAL / COMMON NAME	COUNT	CAL.	SIZE	QTY
	Juniperus virginiana / Eastern Red Cedar	8 & 8	2" CAL.	6'-7" HT.	39
	Magnolia g. 'D.D. Blanchard' TM / Southern Magnolia	8 & 8	2" CAL.	6'-7" HT.	12
	Quercus virginiana / Southern Live Oak	8 & 8	2" CAL.	5' HT.	16

SOURCE: LANDSCAPE ARCHITECTURE

330 MILITARY CUTOFF RD., SUITE A3
WILMINGTON, NC 28405 P: 910.392.4355

SYMBOL LEGEND

PROPERTY LINE

RIGHT OF WAY

WETLAND BOUNDARY LINE

TREE PROTECTION

EXISTING TREES TO REMAIN

TP

TP

TP

TP

TP

TP

NORTH

0 30 60 90 feet

SCALE: 1" = 30'

MIHALY
LAND DESIGN

PLANNING + LANDSCAPE ARCHITECTURE
330 MILITARY CUTOFF RD., SUITE A3
WILMINGTON, NC 28405 P: 910.392.4355

Revisions

PROJECT

TOWNHOUSES AT PRICES CREEK

BRUNSWICK COUNTY, NC

TREE PLAN

PERMIT PLAN SET

Date: 2022-08-04

Phase:

Job Number: 101-830

Designed by: MLD

Drawn by: FLB

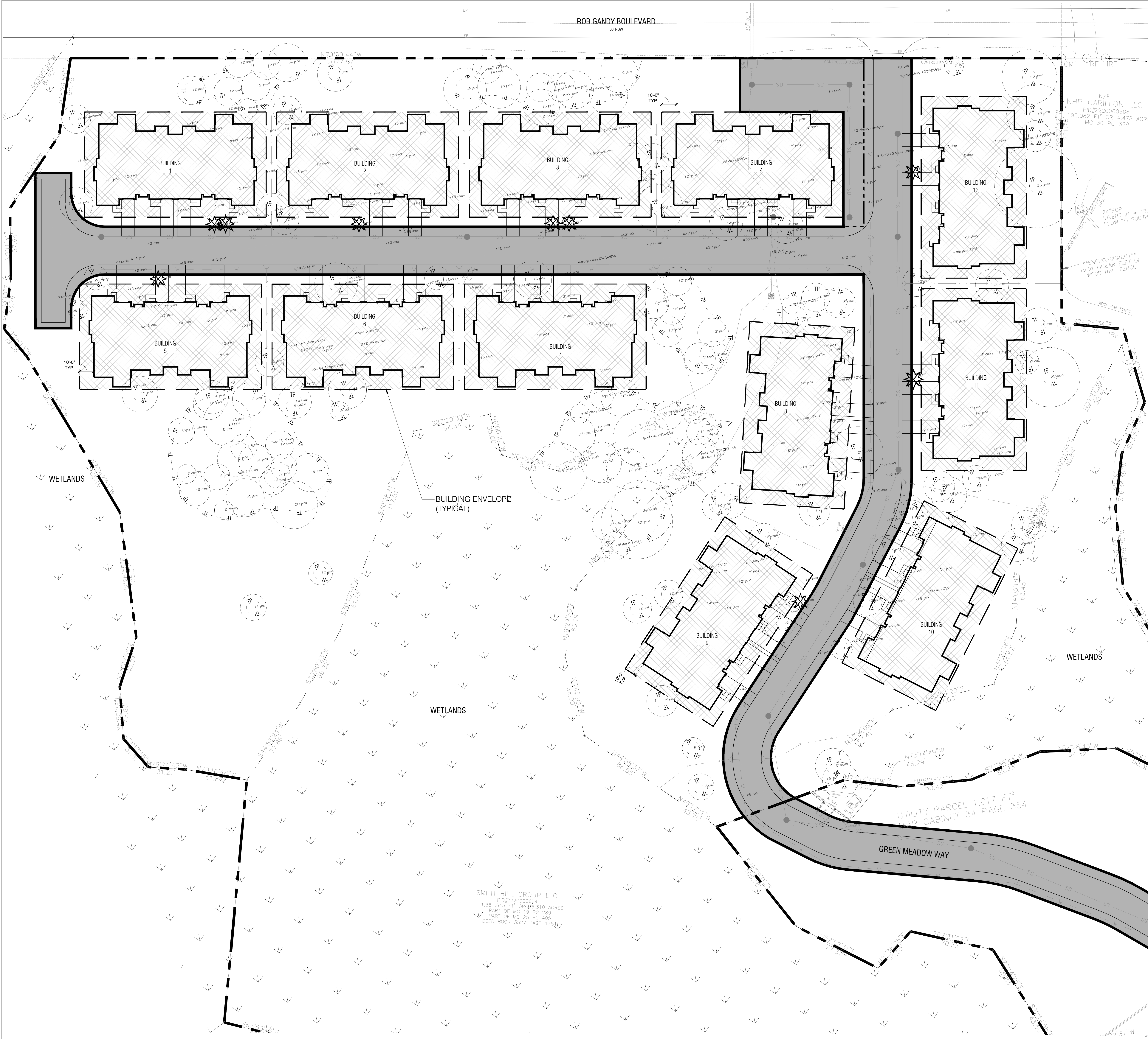
Checked by: JWM

Sheet Title: TREE MITIGATION PLAN

Sheet Number:

L0.1

of 2 sheets



VICINITY MAP

LANDSCAPE REQUIREMENTS

TREE REMOVAL ZONE FOR INFRASTRUCTURE, DRAINAGE, AND UTILITIES IMPACT

MITIGATION REQUIREMENTS FOR REMOVED REGULATED LIVE OAK TREES 8" OR GREATER WITHIN INFRASTRUCTURE AND DRAINAGE AREAS.

TREE REMOVAL ZONE FOR BUILDING ENVELOPE

MITIGATION REQUIREMENTS FOR REMOVED REGULATED OAKS / HARDWOODS 8" OR GREATER AND 12" OR GREATER CONIFERS TREES, LOCATED OUTSIDE OF BUILDING ENVELOPE.

QUANTITY	SIZE	COMMON NAME
4	12"	PINE
2	13"	PINE
2	15"	PINE
1	16 1/4"	PINE
9	134"	PINE

TOTAL CALIBER INCHES REQUIRED FOR MITIGATION = 134" CAL. INCHES

GENERAL PLANTING NOTES

- THIS WORK INCLUDES, BUT IS NOT LIMITED TO THE FURNISHING OF ALL LABOR, MATERIALS, EQUIPMENT, FINAL GRADING, SEEDING, SOIL AMENDMENTS, ETC., AS MAY BE REQUIRED FOR A COMPLETE INSTALLATION.
- QUANTITIES SHOWN IN PLANT LISTS ARE FOR CONVENIENCE ONLY. PLANS SHALL GOVERN.
- THE LANDSCAPE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT OF ANY DISCREPANCIES IN PLANT LOCATIONS OR INSUFFICIENT PLANT QUANTITIES DUE TO DIFFERENCES IN PLAN AND ACTUAL FIELD CONDITIONS.
- ALL TREE AND SHRUB MATERIAL SPECIFIED MUST MEET STANDARD INDUSTRY SPECIFICATIONS FOR THE CONTAINER SIZE INDICATED. DOWNIZING OR SUBSTITUTION OF PLANT MATERIAL WITHOUT PRIOR APPROVAL OF LANDSCAPE ARCHITECT WILL NOT BE ALLOWED.
- ALL LANDSCAPE AREAS SHALL BE GRADED TO A SMOOTH EVEN SURFACE PRIOR TO ANY PLANT INSTALLATION. ALL PLANT MATERIALS SHALL BE INSTALLED USING GOOD HORTICULTURAL PRACTICES IN ACCORDANCE WITH THE PLANS AND DETAILS.
- TREES SHALL NOT BE PLANTED CLOSER THAN FOUR (4) FEET FROM ANY WALKWAY OR PUBLIC SIDEWALK EXCEPT WHERE TREE WELLS OR PARKWAYS ARE PROVIDED IN THE SIDEWALK AREA. ALL TREE PLANTED WITHIN FIVE (5) FEET OF WALKS OR PUBLIC UTILITIES SHALL RECEIVE DEEP ROOT BARRIERS.
- TREE LOCATIONS SHOWN ON PLAN MAY REQUIRE ADJUSTMENT IN THE FIELD. WHENEVER FEASIBLE, TREES SHOULD BE PLANTED A MINIMUM OF TEN (10) FEET FROM ALL UNDERGROUND UTILITIES, STREETLIGHTS, HYDRANTS, AND OUT OF DRAINAGE FLOW LINES. SHOULD THIS NOT BE POSSIBLE, CONTACT THE LANDSCAPE ARCHITECT FOR DECISION ON PLACEMENT.
- ALL TREES IN TURE AREAS SHALL HAVE 12" MIN. O.D. CIRCUMFERENCE AROUND THE TRUNK BASE. PROVIDE 2" MIN. THK. MULCH AT BASE OF TRUNK.
- GROUNDCOVER TYPE SHOWN SHALL BE PLANTED IN ALL SHRUB AREAS AS SPECIFIED ON PLANS. GROUNDCOVER SHALL BE PLANTED AT 8" ON-CENTER UNIFORM TRIANGULAR SPACINGS, AND SHALL BE CONTINUOUS UNDER ALL TREE AND SHRUB MASSES AS SHOWN ON PLAN.
- MATURE PLANTINGS SHALL NOT INTERFERE WITH UTILITIES AND TRAFFIC SIGHT LINES.
- ALL PLANTING AREAS SHALL BE MULCHED WITH PINESTRAW, EXCEPT FOR AREAS PLANTED WITH GROUNDCOVER. ALL AREAS PLANTED WITH GROUNDCOVER SHALL BE MULCHED WITH HARDWOOD MULCH.

*NOTE: PRIOR TO ANY CLEARING, GRADING, OR CONSTRUCTION ACTIVITY, TREE PROTECTION FENCING WILL BE INSTALLED AROUND PROTECTED TREES OR GROVES OF TREES. NO CONSTRUCTION WORKERS, TOOLS, MATERIALS OR VEHICLES ARE PERMITTED WITHIN THE TREE PROTECTION FENCING

SHEET INDEX

L0.0	TREE REMOVAL PLAN
L0.1	TREE MITIGATION PLAN

SYMBOL LEGEND

	PROPERTY LINE
	10' BUILDING ENVELOPE
	RIGHT OF WAY
	WETLAND BOUNDARY LINE
	TREE PROTECTION
	EXISTING CONIFER 12' OR GREATER TO BE REMOVED
	EXISTING TREES TO REMAIN

NORTH

0 30 60 90 feet

SCALE: 1" = 30'

MIHALY LAND DESIGN
PLANNING + LANDSCAPE ARCHITECTURE
330 MILITARY CUTOFF RD., SUITE A3
WILMINGTON, NC 28405 910.392.4335

Revisions

PROJECT

TOWNHOUSES AT PRICES CREEK

BRUNSWICK COUNTY, NC

TREE PLAN

PERMIT PLAN SET

Date: 2022-08-04

Phase:

Job Number: 101-830

Designed by: MLD

Drawn by: RUB

Checked by: JWM

Sheet Title: TREE REMOVAL PLAN

Sheet Number:

L0.0

of 2 sheets

Major Subdivision Preliminary Plat – Cottages at Prices Creek Phase 2

Major subdivision plats shall be prepared by a licensed surveyor or engineer and include all information required in Appendix A of the UDO. The following information is missing and needs to be included on the plan.

- Change the name on the first sheet from Site Plan to Preliminary Plat
- Need detailed information about the zoning classification and need book and page numbers of the site tract as well as adjacent properties.
- Lots numbered consecutively throughout the subdivision
- Sufficient engineering data to determine readily, and to be reproducible on the ground, every straight or curved boundary line, street line, lot line, right-of-way line, easement line, and setback line, including dimensions, bearing or deflection angles, radii, central angles, and tangent distances for the center line of curved streets and curved property lines that are not the boundary of curved streets. All dimensions shall be measured to the nearest one-tenth of a foot and all angles to the nearest minute.
- Location, direction, names, cross sections, approximate grades, and pavement widths of proposed rights-of-way, including design engineering data for all curves and corners
- Type of street dedication private/public
- Location and dimensions of proposed sidewalks and accessible accessways
- FEMA-designated flood hazard areas, including flood zone designations and map panels
- Location, dimensions, and description of all areas to be dedicated to the public or to a property owners association
- Utility plans - complete detailed plans can be submitted after plat approval and before construction commences
- Height of proposed units
- Delineation of all dedicated open space areas
- Location, size, and flow direction of existing and proposed drainage courses or immediately adjacent to the project including culverts and storm drains
- Location and size of stormwater basins or other comparable stormwater management mechanisms
- Location and labeling of minimum building setback lines
- Location of cluster mailbox unit
- Any proposed signage, lighting, and landscaping
- Add the following certificates, found in Appendix A : Certificate of Accuracy, Certification of Board of Aldermen Approval, Certificate of Purpose of Plat.

1. Certificate of Survey and Accuracy.

In accordance with NCGS 47-30: There shall appear on each plat a certificate by the person under whose supervision such survey or such plat was made, stating the origin of the information shown on the plat, including recorded deed and plat references shown thereon. The ratio of precision as calculated by latitudes and departures before any adjustments must be shown. Any lines on the plat that were not actually surveyed must be clearly indicated and a statement included revealing the source of information. The execution of such certificate shall be acknowledged before any officer authorized to take acknowledgments by

the registered land surveyor preparing the plat. All plats to be recorded shall be probated as required by law for the registration of deeds. Where a plat consists of more than one sheet, only the first sheet must contain the certification and all subsequent sheets must be signed and sealed.

The certificate shall include the source of information for the survey and data indicating the accuracy of closure of the plat before adjustments, and shall be in substantially the following form:

I, _____, certify that this plat was drawn under my supervision from an actual survey made under my supervision (deed description recorded in Book____, Page____, etc.) (other); that the boundaries not surveyed are clearly indicated as drawn from information found in Book____, Page____; that the ratio of precision as calculated is 1:____; that this plat was prepared in accordance with NCGS 47-30 as amended. Witness my original signature, registration number and seal this ____ day of __, A.D. 20__.

Surveyor

Seal or Stamp

Registration Number

Certification of Approval of the Preliminary/Final Plat by the Southport Board of Aldermen

The Southport Board of Aldermen hereby approves or approves conditionally the (preliminary or final plat) of _____ Subdivision. If approved conditionally, the specific conditions shall be listed.

Mayor, City of Southport

Date

Certificate of Purpose of Plat. Notwithstanding any other provision contained in this section, it is the duty of the surveyor, by a certificate on the face of the plat, to certify to one of the following:

1. This survey creates a subdivision of land within the area of a county or municipality that has an ordinance that regulates parcels of land;
2. This survey is of an existing parcel or parcels of land and does not create a new road or change an existing road;
3. This survey is of any existing building, or other structure, or natural feature, such as a water course;
4. This survey is a control survey;
5. That this survey is of another category, such as the recombination of existing parcels, a court ordered survey, or other exception to the definition of a subdivision; or

6. That the information available to the surveyor is such that the surveyor is unable to make a determination to the best of his or her professional ability as to provisions contained in items (1)through (6) above.

Note: Certain activities may be eligible for an exemption/waiver from the subdivision standards. If the activity being submitted meets on of the activities eligible for an exemption/waiver, item 5 above should be the selected certification.



2022 PLANNING AND ZONING BOARD MEMBER ROSTER

				APPOINTMENT	EXPIRATION	
1	Sue Hodgins, Chair beachnsue@gmail.com	608 Cottage Point Way	(910) 477-1808	Feb. 10, 2022	3 Yr. February 2025	IN
2	Will Hewett, Vice-Chair willhewett.68@gmail.com	129 Cape Fear Drive	(910) 520-3291	August 11, 2022	3 Yr. July 2025	IN
3	Fred Fiss ffiss@bellsouth.net	216 N. Atlantic Ave.	(910) 269-6901	January 12, 2023	3 Yr. January 2026	IN
4	Christopher W. Jones cjonessy03@gmail.com	1008 Dutchman Cove SE	(910) 549-1407	March 12, 2020	3 Yr. March 2023	ETJ ALT
5	Scott Jones southportjones@gmail.com	1001 Pete's Camp Road	457-9770 (910) 471-0802 C	August 14, 2020	3 Yr. August 2023	ETJ
6	Donnie Joyner donnie.joyner@gmail.com	635 Jabbertown Road	(910) 368-7501	August 14, 2020	3 Yr. August 2023	ETJ
7	Richard Sloan saltydogrhl4@gmail.com	509 E. Moore Street	(910) 946-1771	Feb. 10, 2022	3 Yr. February 2025	IN
8	VACANT					CITY
9	VACANT					CITY ALT
10	Tanya Shannon tshannon@cityofsouthport.com	1029 N. Howe Street	(910) 457-7929	Staff Deputy Clerk		
11	Travis Henley thenley@cityofsouthport.com	1029 N. Howe Street	(910) 457-7961	Staff Development Services Director		
12	Mo Meehan mmeehan@cityofsouthport.com	1029 N. Howe Street	(910) 457-7900 X 1043	Staff City Planner		

**Meetings are held on the third Thursday of every month at 6:00 pm at the Community Building.
223 E. Bay Street Southport, N.C. 28461**

2023 PLANNING BOARD ATTENDANCE

MEETING <u>DATE</u>	Jan.	Feb.	Mar. 8 Special	Mar.	Apr.	May	June	July	Aug	Sept	Oct	Nov	Dec	
<u>NAME</u>														Total Absences
Sue Hodgins Chair	P	P	P											
Will Hewett Vice-Chair	P	P	P											
Fred Fiss	P	P	P											
Christopher Jones	P	P	P											
Scott Jones	P	P	P											
Donnie Joyner	P	P	A											1
Gustavo E. Mibelli	P	R	R											
Dick Sloan	P	P	P											

P = Present
A = Absent
R= Resigned

M:\PLBFILES\2023 ATTENDANCE PB.wpd