



## **Town of Beaufort, NC**

701 Front St. - P.O. Box 390 - Beaufort, N.C. 28516  
252-728-2141 - 252-728-3982 fax - [www.beaufortnc.org](http://www.beaufortnc.org)

### **Town of Beaufort Planning Board Regular Meeting 6:00 PM Monday, October 18, 2021 - Virtual Via Zoom Monthly Meeting**

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**Call to Order**

**Roll Call**

**Agenda Approval**

**Minutes Approval**

**Old Business**

- [1.](#) Case # 21-22 PUD Shackleford Landing - Master Plan

**Public Hearing**

- [1.](#) Case # 21-23 Rezoning from B-1 to TCA (299 NC Hwy. 101)

**Public Comment**

**Commission / Board Comments**

**Staff Comments**

**Adjourn**



**Town of Beaufort, NC**

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**Beaufort Planning Board Regular Meeting  
6:00 PM Monday, October 18, 2021 – Virtual Meeting via Zoom**

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**AGENDA CATEGORY:** Old Business  
**SUBJECT:** To recommend approval or denial to the Board of Commissioners for the rezoning of four tracts totaling 86.08 acres (per survey) from B-1 and R-20 to PUD.

**BRIEF SUMMARY:**

At the September Planning Board Meeting a Public Hearing was held for Shackleford Landing PUD. The request includes a rezoning and Master Plan for a PUD to develop 86.08 acres that will include 400 residential units plus commercial space. The request also includes a list of requested variations and a Master Plan identifying the proposed phases of development.

At the conclusion of the Public Hearing the Board tabled the request to gain additional public input. This information is being compiled and will be sent out this Friday, October 15th as a PDF to all the Planning Board members.

Also, it has been brought to Staffs attention that the developer has made some modifications/changes to the proposed plan based on comments heard at the September Public Hearing as well as from others in the community who directly reached out to the developer that the applicant would like to share with the board during the meeting. (Remember this hearing has already taken place, so another hearing, before the Board of Commissioners Official Public Hearing, is not necessary.

**REQUESTED ACTION:**

- Conduct Public Hearing
- Recommendation on Rezoning & Proposed PUD Master Plan
- Recommendation on Land Use Plan Amendment to Mixed Use

**EXPECTED LENGTH OF PRESENTATION:**

45 Minutes

**SUBMITTED BY:**

Kyle Garner, AICP



Planning & Inspections Director

1.

**BUDGET AMENDMENT REQUIRED:**

N/A



# Staff Report

**To:** Planning Board  
**From:** Kyle Garner, AICP

**Date:** 10/12/2021  
**Meeting Date:** 10/18/2021

## Case Number 21-22

**Summary of Request:**

Rezone four tracts totaling 86.08 acres (per survey) from B-1 and R-20 to PUD. Shackleford Landing

### Background

**Location(s) & PIN**

See attached Survey Map on Page 5 of the Application

**Owners  
Applicant**

See Attached Owners Rezoning Application  
Beltway Investment Group Inc.

**Current Zoning**

B-1 – General Commercial & R-20 Residential Agricultural

**Lot(s) Size & Conformity Status**

See attached Survey Map on Page 5 of the Application

**Existing Land Use**

Commercial & Residential uses included in Application

**CAMA Future Land Use Map  
Amendment Required**

General Commercial & Low Density Residential  
 Yes     No

**Adjoining Land Use & Zoning**

**North** Vacant Undeveloped Property – Zoned R-20  
**South** Commercial Residential, Zoned R-8  
**East** Residential, Zoned B-1  
**West** Commercial, Zoned B-1

**Special Flood Hazard Area**

Yes     No

**Public Utilities**

Water                     Available             Not Available  
Sewer                     Available             Not Available

**Additional Information**

See Staff Comments

**Requested Action**

Conduct Public Hearing & provide a consistency statement to the Board of Commissioners addressing the requested zoning amendment and the future land use plan.

- Provide recommendation to the Board of Commissioners to:
- Approve the request;
  - Deny the request; or
  - Recommend more restrictive zoning district

## Staff Comments

The four parcels that make up the request are for the most part vacant with some residential and commercial uses associated with them near Live Oak. Additionally, a request to change the future CAMA Land Use Map is included which would increase the residential density from Low Density Residential to Medium Density Residential as well as an expansion of the General Commercial area that as scaled on the Future Land Use Map to approximately 225 feet and only covers a portion of the Town Center as proposed. The applicant is developing a Traffic Impact Analysis on the existing road network and the impact the development will have at full build out and will present this information at the Planning Board Meeting on the 20<sup>th</sup>. Additionally, our Town Engineer, Greg Meshaw, will be in attendance to answer questions regarding infrastructure impacts.

As part of a separate review process the applicant will also be submitting an annexation request to the Board of Commissioners in order for infrastructure.

Regarding the proposed infrastructure, all of the proposed streets, sidewalks, multi-use paths and stormwater features will be maintained by the Home Owners Association and NOT be turned over to the Town for maintenance. Utility lines would have dedicated easements so that repairs could be made as needed and Staff’s understanding that these would be dedicated to the Town.

In evaluating the request staff developed a series of tables that are attached that includes a Fact Sheet of the request and comparisons to the variations the applicant is requesting versus the current standards. This includes setbacks and street types.

In accordance with **NCGS § 160A-383**, the consistency statement must include one of the following:

- A statement recommending approval of the zoning amendment and describing its consistency with the CAMA Core Land Use Plan
- A statement recommending denial of the zoning amendment and describing its inconsistency with the CAMA Core Land Use Plan
- A statement recommending approval of the zoning amendment containing the following:
  - Declaration that the approval is also deemed an amendment to the CAMA Core Land Use Plan
  - An explanation of the change in conditions the board took into consideration when recommending approval

### CAMA Core Land Use Plan – Future Land Use Classifications

#### **C. Mixed Use Classification**

The Mixed Use classification encompasses approximately 1.3 square miles (826 acres) or 17.4 percent of the total land area. The properties classified as Mixed Use are located adjacent to Town Creek (2 sites), at the former Beaufort Elementary School site, adjacent to the Cedar Street-Carteret Avenue area, and along Lennoxville Road at the site of the Atlantic Veneer Corporation and Beaufort Fisheries Industries.

The Mixed Use classification is intended to delineate areas where there is potential to redevelop the existing properties and adjoining vacant land, particularly for multiple land uses. The North Carolina Maritime Museum has proposed expanding the Maritime Museum to a portion of the Mixed Use-designated area located on the north side of Town Creek. An associated maritime village has also been

proposed for this site. Mixed residential and commercial uses, including marine uses along waterfront areas, have potential at the other Mixed Use-designated sites.

The Cedar Street corridor is anticipated, with the proposed relocation of US Highway 70, to redevelop from a general commercial area into more of an office, light retail, professional services, institutional, and residential area.

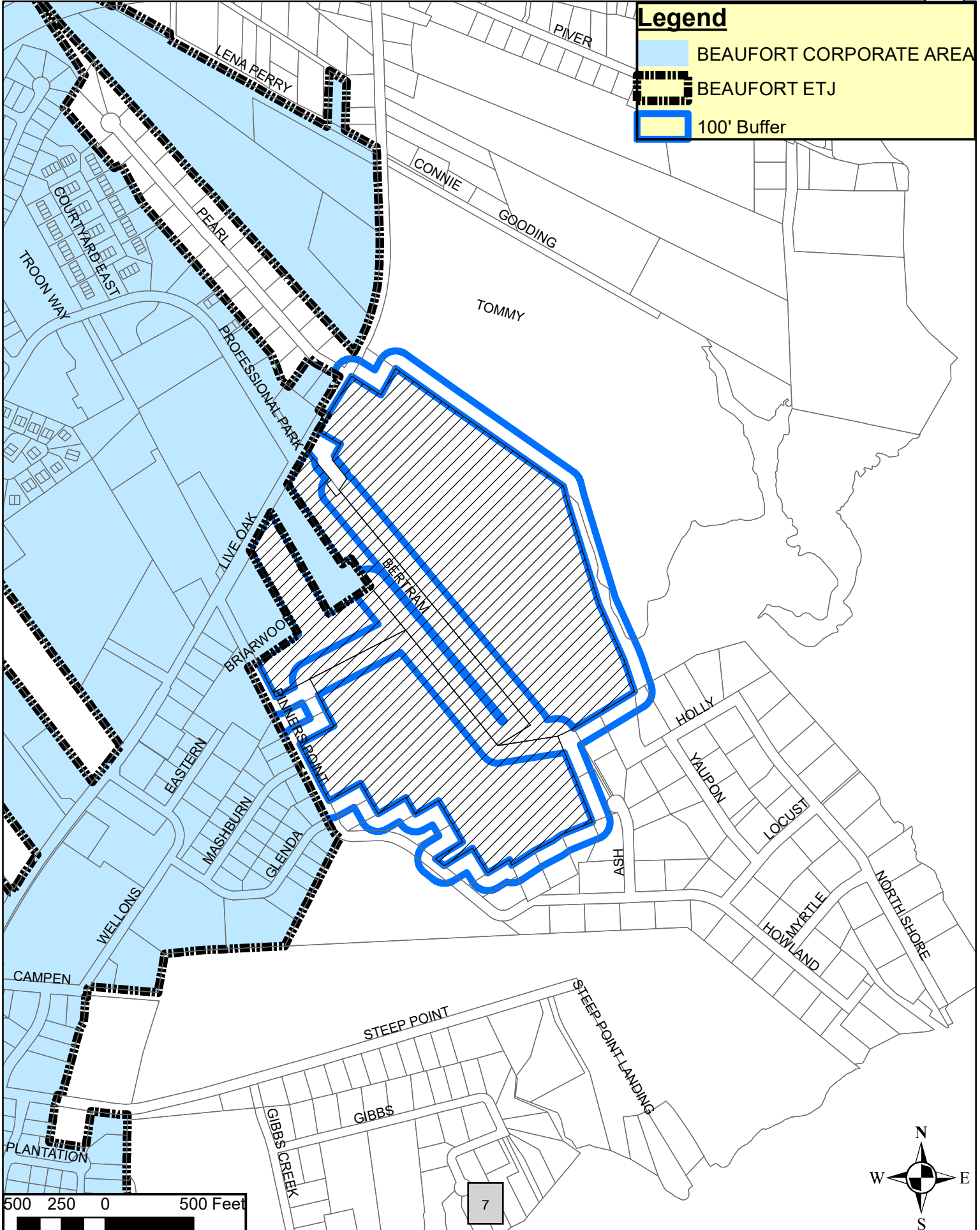
The anticipated residential density within this classification ranges from medium to high density. Multifamily densities are consistent with the current requirements of the Town’s zoning ordinance which allows a density range of up to 16 dwellings per acre for planned developments. Residential building types encouraged within this classification include single-family attached dwellings, condominiums, cluster developments, and multifamily dwellings. Commercial uses include a variety of retail, office, business services, and personal services. Minimum lot sizes are generally dependent upon the specific nature and characteristics of the land use but typically range from 2,750 to 20,000 square feet for residential land uses and 3,000 to 8,000 square feet for nonresidential land uses. Maximum floor area ratios for nonresidential land uses range from 0.57 to 2.13. Land uses within the Mixed Use designated areas are generally compatible with B-1, General Business; B-3, Marina Business; O & I, Office and Institutional; RMF, Multifamily Residential; and PUD, Planned Unit Development Zoning Districts. Public water and sewer service is needed to support the land uses characteristic of this classification. Streets with the capacity to accommodate higher traffic volume are necessary to support the intensity of development expected within the Mixed Use Classification.

The Town’s goals and policies support the use of land in Mixed Use-classified areas for a range of uses where adequate public utilities and streets are available or can be upgraded to support the intensity of development encouraged in this classification. Public and institutional land uses that support and that are compatible with this type of mixed development are also encouraged.

While the Mixed Use areas are expected to accommodate future growth and development, they may or may not actually be developed during the planning period. Critical factors that will determine the development potential of these areas include market demand and the provision of the necessary support infrastructure (particularly public water and sewer utilities). Consequently, the development potential of the some of the lands within the Mixed Use areas may be more long-term than short-term. In order to permit the type of mixed use development envisioned in this classification, the Town of Beaufort may have to prepare amendments to its existing zoning ordinance and subdivision ordinance to establish specific conditions and standards for such mixed use development.

- Attachments:**
- Attachment B – Vicinity/Zoning Map with 100 Foot Notification Boundary
  - Attachment C – Zoning Map
  - Attachment D - CAMA Map
  - Attachment E – CAMA Map #2
  - Attachment F – Base Flood Map
  - Attachment G – Owners within 100 feet
  - Attachment H – Applicants Information – Master Plan Submittal
  - Attachment I - PUD Fact Sheet
  - Attachment J – PUD Variation Table
  - Attachment K – PUD Street Table
  - Attachment L – Consistency Statement “Draft”
  - Attachment M – Traffic Impact Analysis

# Vicinity Map - Case 21-22 - Planned Unit Development - Master Plan Live Oak Street & Pinners Point Road

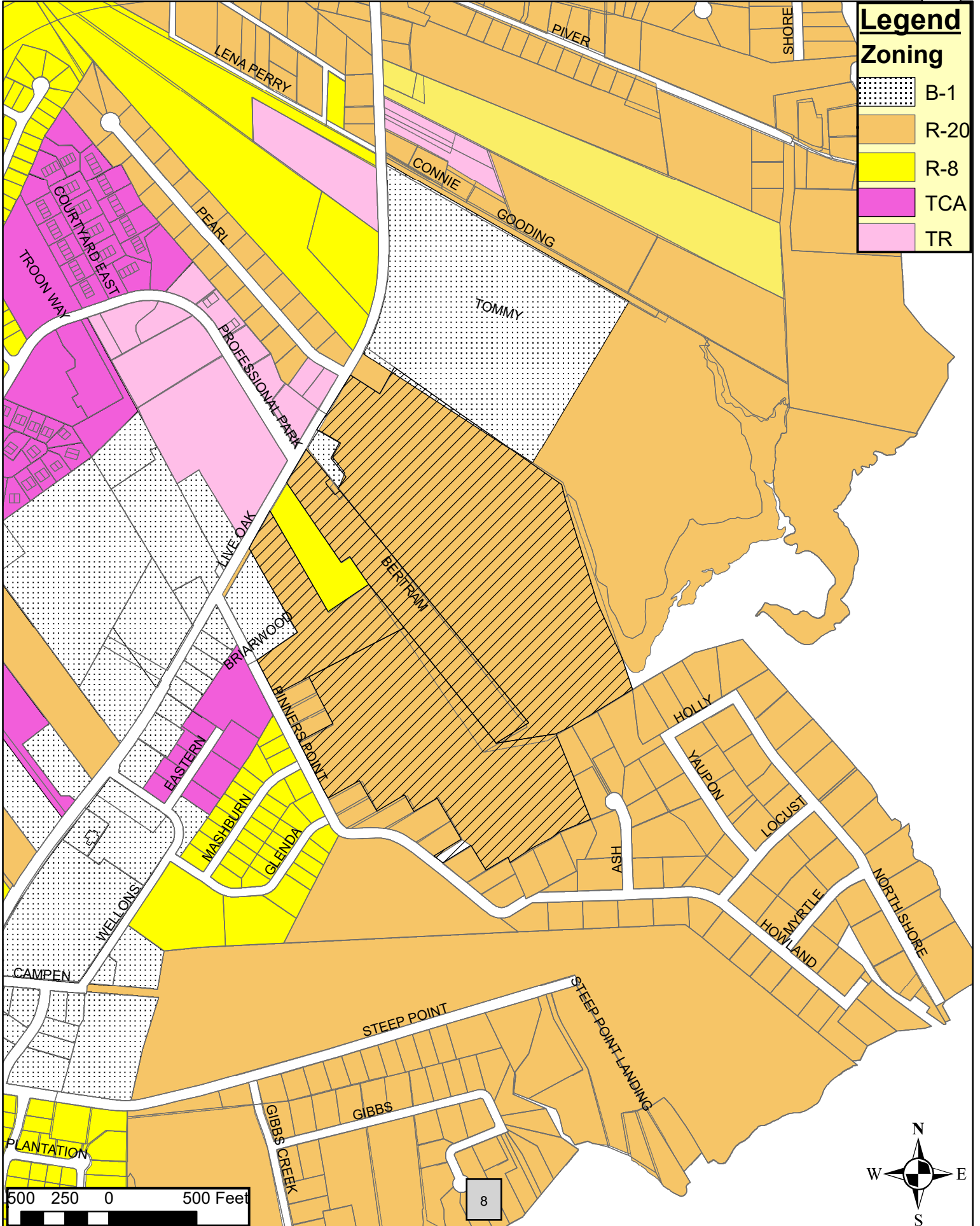


**Legend**

- BEAUFORT CORPORATE AREA
- BEAUFORT ETJ
- 100' Buffer

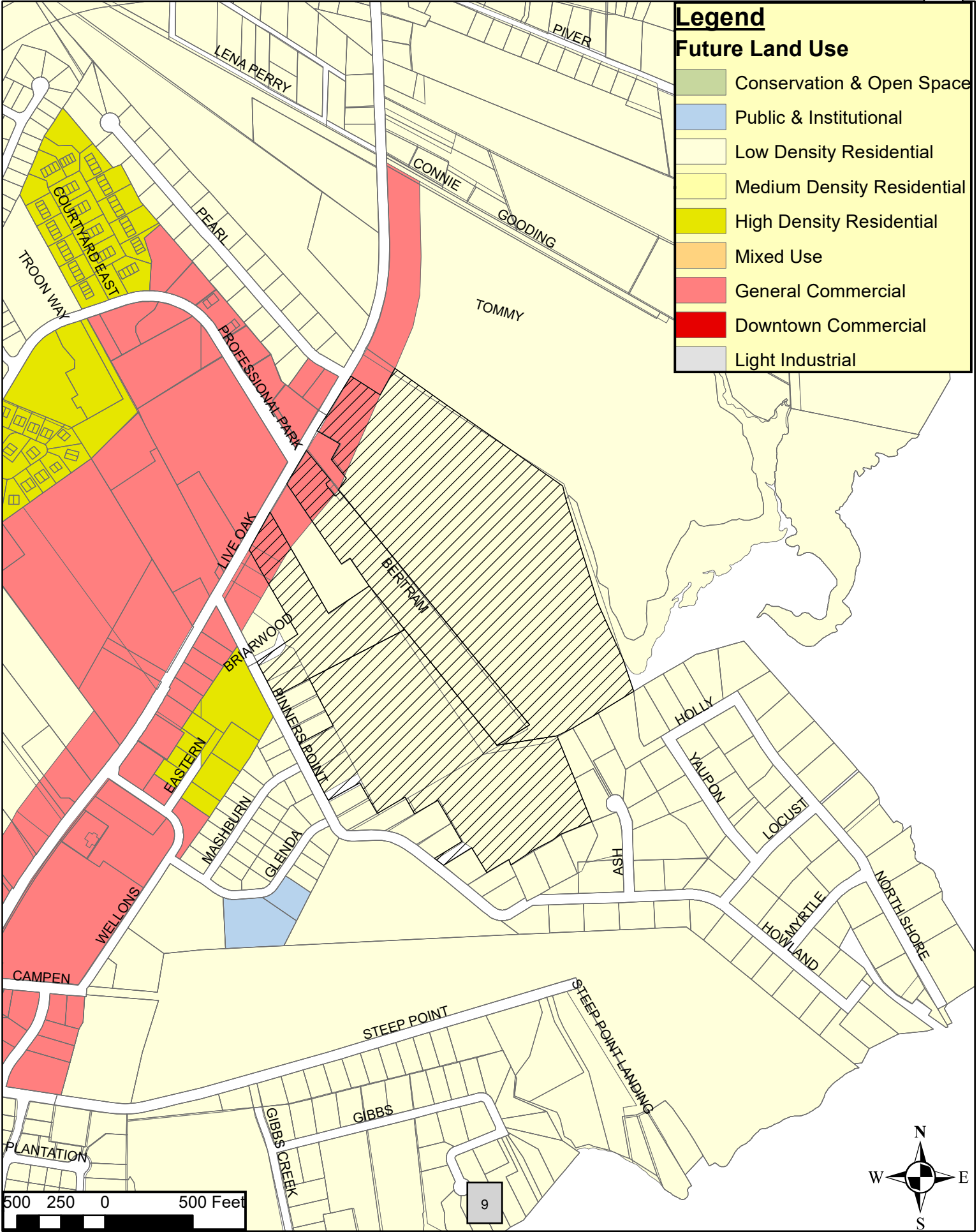
# Zoning Map - Case 21-22 - Planned Unit Development - Master Plan Live Oak Street & Pinners Point Road

1.





# Future Land Use Map - Case 21-22 - Planned Unit Development - Master Plan Live Oak Street & Pinner's Point Road

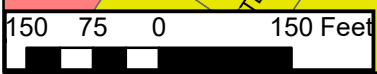
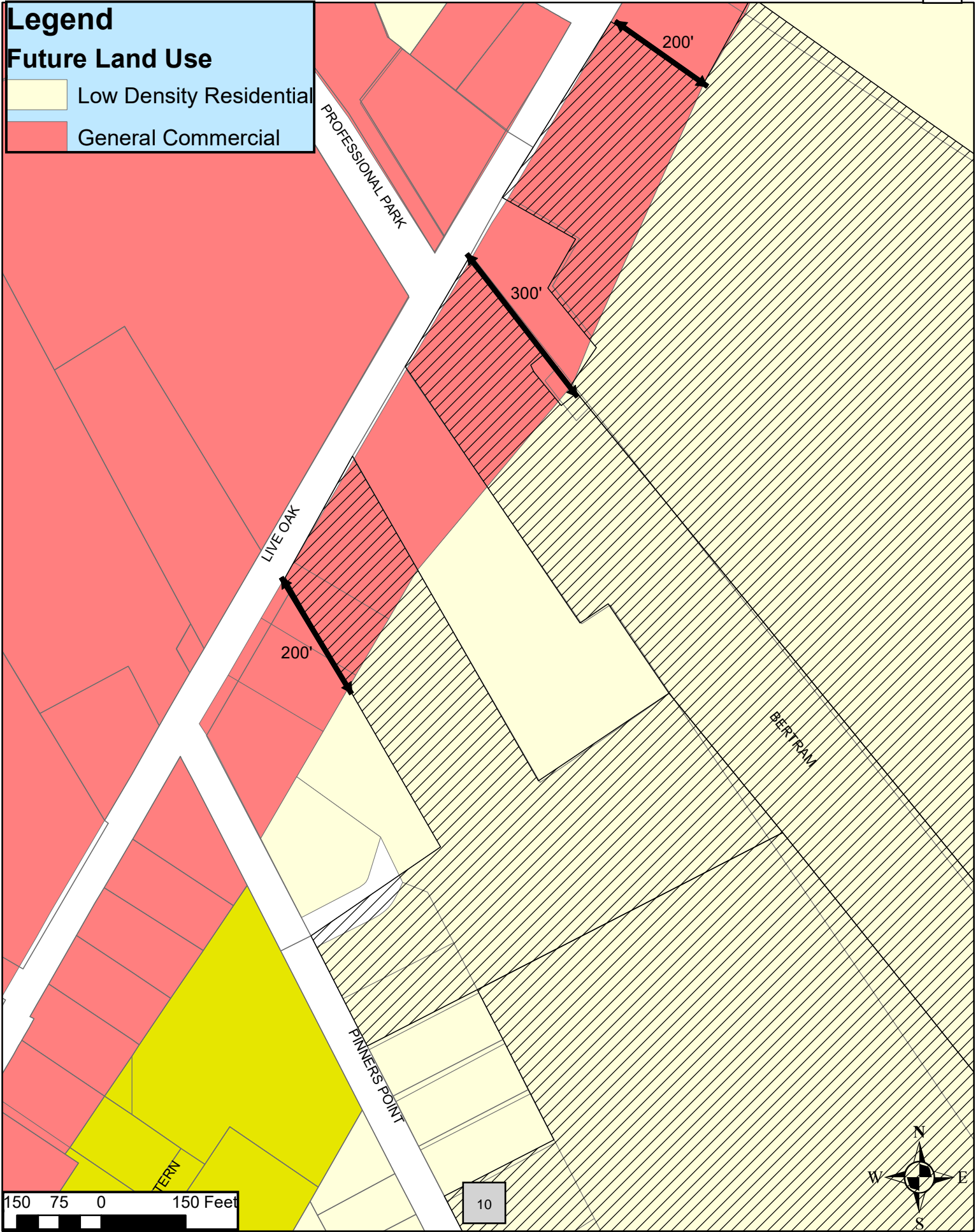


# Future Land Use Map 2 - Case 21-22 - Planned Unit Development - Master Plan Live Oak Street & Pinners Point Road

**Legend**

**Future Land Use**

- Low Density Residential
- General Commercial



10





# Base Flood Map - Case 21-22 - Planned Unit Development - Master Plan Live Oak Street & Pinner's Point Road

1.



11





<u>OWNER</u>	<u>AIL_HOU</u>	<u>MAIL_ST</u>	<u>MAIL_CITY</u>	<u>IL_ST</u>	<u>MAIL_ZI</u>	<u>MAIL_ZI</u>	<u>MAIL_ADD2</u>
BARNES,H FRANK III ETUX SHARON			BEAUFORT	NC	28516		PO BOX 484
BEAUFORT FIRST FWB CHURCH			BEAUFORT	NC	28516		PO BOX 2069
BERTRAM RENTAL PROPERTIES LLC	416	VICTORIA HILLS DR	FUQUAY VARINA	NC	27526		
CHAPMAN,FOREST CHASE	215	PINNERS POINT RD	BEAUFORT	NC	28516		
FULCHER,ARTHUR H ETUX DEBORA S	207	PINNERS POINT ROAD	BEAUFORT	NC	28516		
GILLUM,ZACHARY D	155	GLENDA DRIVE	BEAUFORT	NC	28516		
GOLDBERG,HARRIET TRUST	595	RAVINIA RD	HIGHLAND PARK	IL	60035		
GRASSI,FRANK	2004	FARNSTEAD CT	MOREHEAD CITY	NC	28557		
GRIGGS,MISTY	458	BAILEY ROAD	WINSTON SALEM	NC	27107		
GUTHRIE,JAMES B ETUX HAZEL L/T	101	HOWLAND PARKWAY	BEAUFORT	NC	28516		
HINES,MARVIN A ETUX LINDA W	5032	ALDRIDGE STORE ROAD	LAGRANGE	NC	8154	28551	
HOLLAR,GILDA HARDY	909	ROUNDTREE STREET	KINSTON	NC	28501		
HUFFMAN,DONALD RICHARD			BEAUFORT	NC	28516		PO BOX 786
JEAN R WELLONS LLC			MOREHEAD CITY	NC	28557		PO BOX 1018
JENKINS,DEREK ETUX LAUREN	166	PINNERS POINT ROAD	BEAUFORT	NC	28516		
KAESER,WILLIAM E ETAL APOLLONI	215	ASH LANE	BEAUFORT	NC	28516		
LANHAM,GERALD	230	ASH LANE	BEAUFORT	NC	28516		
LAWRENCE,JAMES E	169	PINNERS POINT RD	BEAUFORT	NC	28516		
LAWRENCE,MELTON JR ETUX LINDA	155	PINNERS POINT RD	BEAUFORT	NC	28516		
LEWIS,KAREN JOY	170	PINNERS POINT RD	BEAUFORT	NC	28516		
MCLAMB,THERON LEVON	111	MARIAH DRIVE	FOUR OAKS	NC	27524		
NEELY,BERTIE EUBANKS	846	NEELY RD	ASHEBORO	NC	27203		
NORTH RIVER UNITED METHODIST	2494	HWY 70	BEAUFORT	NC	28516		
PAERL,BARBARA H	100	HOLLY LANE	BEAUFORT	NC	28516		
PARKER,AUDREY G	187	RUSSELLS CREEK ROAD	BEAUFORT	NC	7590	28516	
PARKER,E LINWOOD ETUX TRUDY	187	RUSSELLS CREEK ROAD	BEAUFORT	NC	7590	28516	
SCHMITT & AUSTIN PROPRTIE LLC	1550	LENNOXVILLE ROAD	BEAUFORT	NC	28516		
SCIBAL,ALAN JOHN ETUX JENNA H			BEAUFORT	NC	28516		P O BOX 1067
SMITH,TERRENCE	235	ASHE LANE	BEAUFORT	NC	28516		
SPEAR,RENEE BOUDREAU	257	PINNERS POINT ROAD	BEAUFORT	NC	28516		
STATE EMPLOYEES CREDIT UNION			RALEIGH	NC	27611		PO DRAWER 26807
STEEP POINT PROPERTIES LLC	2651	MELLOW FIELD DR #206	RALEIGH	NC	1545	27604	
TAYLOR,GEORGE A ETUX MARIA L/T	238	JONAQUINS DRIVE	BEAUFORT	NC	28516		

TILLER SCHOOL FOR ELEMENTARY			BEAUFORT	NC	28516
WARD,DONNY G ETUX BETTY	293	PINNERS POINT RD	BEAUFORT	NC	28516
WEST,PEARL G TRUSTEE	231	PINNERS POINT ROAD	BEAUFORT	NC	28516



# SHACKLEFORD LANDING

Beaufort, North Carolina

## Planned Unit Development Master Plan Submittal

July 23, 2021

Revised August 16, 2021



Developer



Town Planner



Entitlement Consultant



Survey & Civil Engineering



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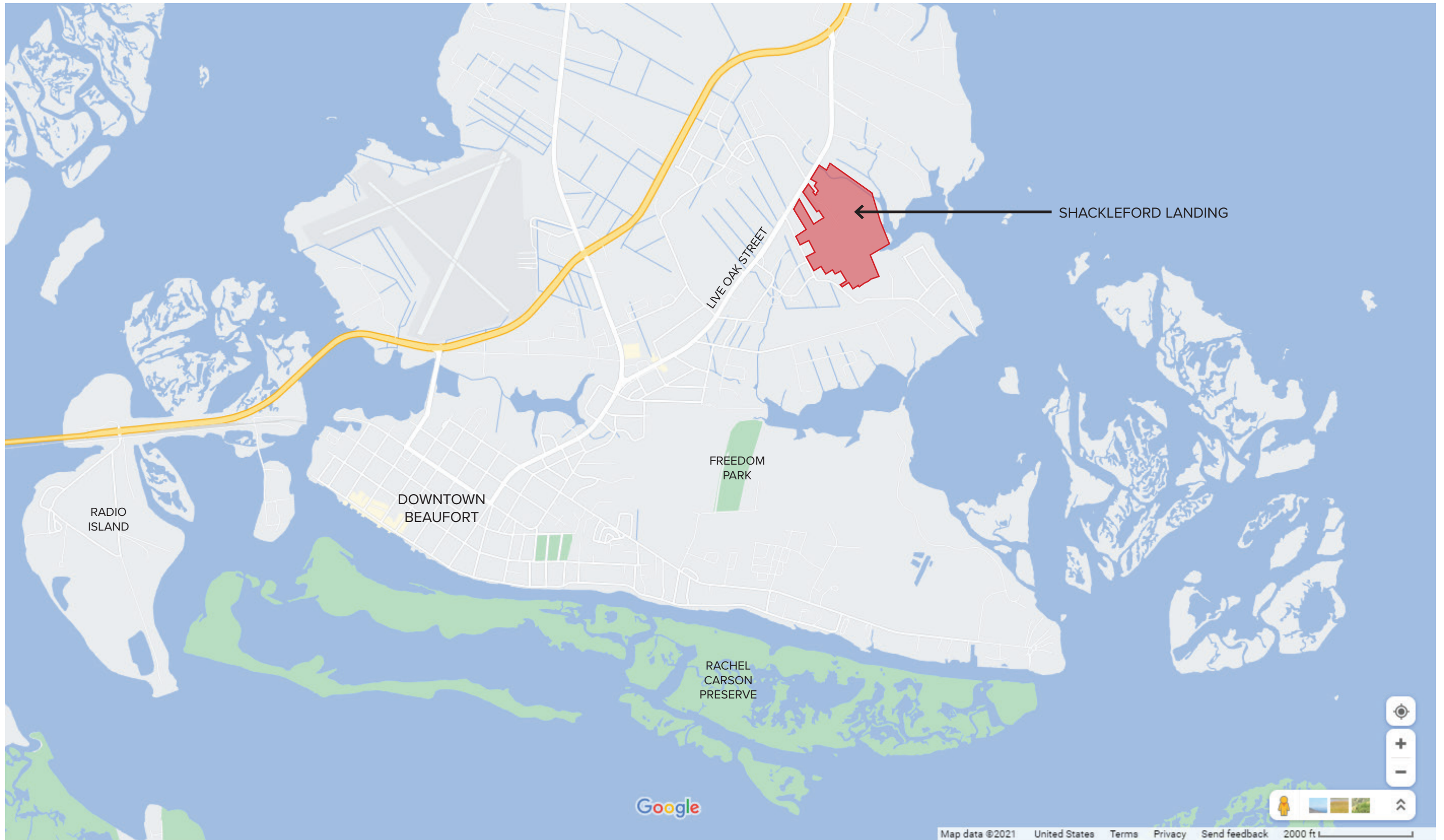
Imagine if you would a neighborhood that the residents along with the surrounding community are invited to enjoy the beautiful waterfront of the Beaufort coast all while promoting the sense of community with architecture and amenities that maximize human (and dog!) interactions.

Shackelford Landing was conceived from inception to complement the historic Beaufort downtown and these fundamental guiding principles influence every decision pertaining to the neighborhood:

- Provide residential homes that support all life stages and family budgets - long term rentals, single family homes and townhomes designed for the local workforce, work from home and retiree market,
- Always use the civil and architectural vernacular of the Beaufort area to inform all design components.
- Do not reclaim nor disturb any wetlands or coastal waterways, instead enhance these areas with public access walking paths with shaded seating areas,
- Allow access to all open spaces to the surrounding community, invite the public to enjoy this neighborhood,
- Nurture the current tradition of golf cart and bicycle transportation by aligning to existing paths,
- Encourage social interactions through design - front porches, a flexible park, pocket park areas, dog park and commercial areas for food and beverage venues,
- Promote energy efficiency and alternatives, including solar roofs, Tesla Supercharger Stations and architectural design elements that reduce the need for electricity and water,
- Maximize open space while increasing community interaction by creating distinct neighborhood,
- Bring additional vitality to the commercial community and conformity of property usage by only allowing nightly rentals for travelers to the Beaufort area at the Inn, and
- Utilize neo-traditional design techniques that assure street frontages are the pride of the home owner and parking, trash and utilities are located in the rear.

These guiding principles inform all of the concepts and planning that are exhibited in the following pages, come along with us as we share our vision for a robust community that will be a tremendous asset to the Beaufort area.

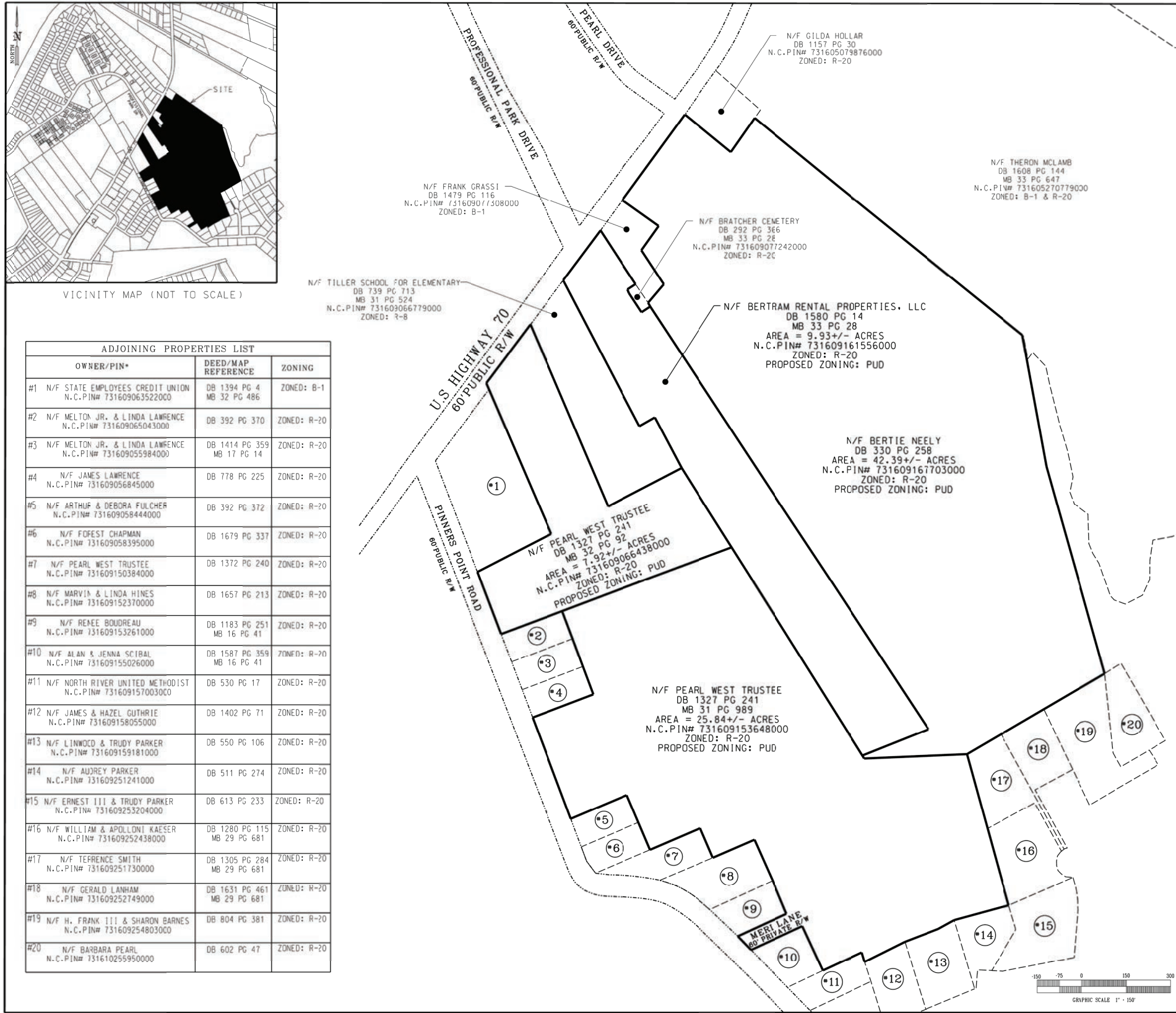




## SHACKLEFORD LANDING

Master Plan Submission





AERIAL



SHACKLEFORD LANDING

Master Plan Submission

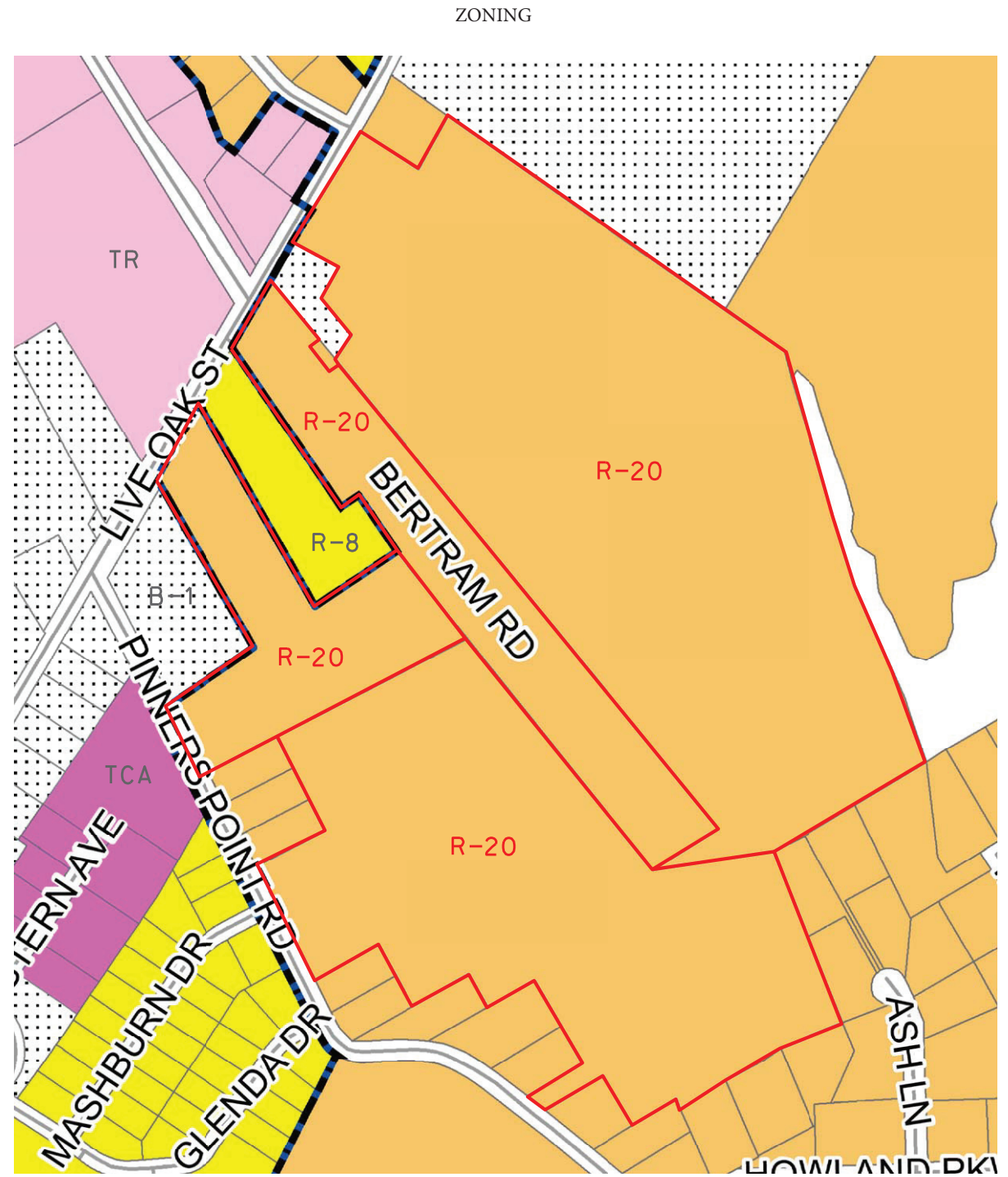
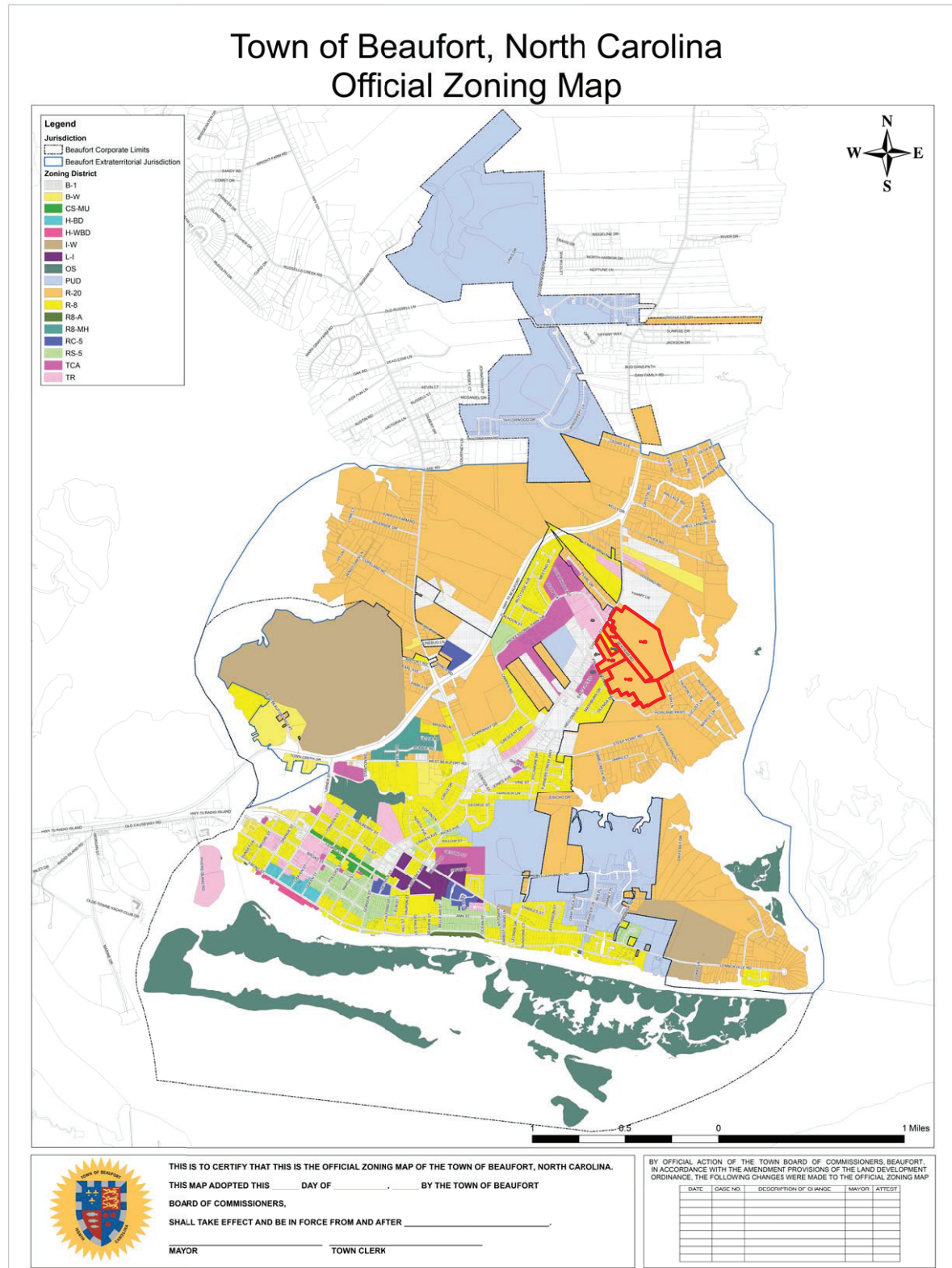




### SHACKLEFORD LANDING

Master Plan Submission





## SHACKLEFORD LANDING

Master Plan Submission



There are two critical components that drive the success of a new neighborhood project:

1. The location of the project and a thorough understanding of the history of the community and what assets are missing that are most immediately required to introduce into the vicinity for the benefit of both the future residents and greater community at large.
2. Building a project team that is committed to the vision of the project and are capable through their own resources to assure the overall success by implementing the original project plan.

Much may be written about the three partners whose logos grace the front page of this book, each comes with a long resume of individual and company successes in designing forward thinking neighborhoods that respect the local culture, vernacular and environment, while amplifying new strategies to provide both commercial and residential products that satisfy the ever changing needs of the real estate consumer.

The developer, Beltway Investment Group, Inc. has a twenty-five year history of creating project teams with members that are respected nationally and even internationally for their work and combining them with locally sourced engineers, builders, vendors and craftspeople - to deliver a project that benefits the local economy throughout its life cycle.

I'd like to introduce two partners that will further inform the design and marketing of the project:

1. **Amanda Lindroth** - Amanda has been a designer of apparel, residences and even grand yachts for customers and projects throughout the world. With hundreds of design magazine covers under her belt and retail shops in Charlestown, Palm Springs and the Bahamas, Amanda brings a sense of ease and joy in all of projects through her innovative use of color and materials. [amandalindrothdesign.com](http://amandalindrothdesign.com)
2. **Southern Living** - an iconic magazine that has graced the coffee table in many southern homes since 1965, has earned a reputation for having a pulse on the current lifestyle trends informing the residents in the Southern USA. Southern Living looks to partner with great real estate projects to both assist in the design of the residential product and to highlight exceptional building projects that would be of interest to their devoted readership. Southern Living has committed to partner with Shackelford Landing to be a Southern Living Community and to bring awareness to the Beaufort NC area through its promotion of this project.



# Southern Living®



## SHACKLEFORD LANDING

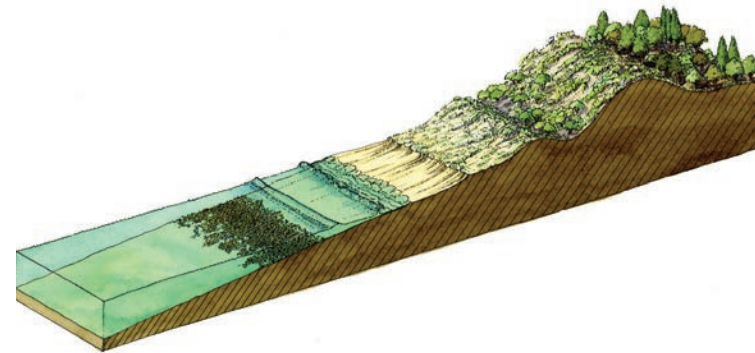
Master Plan Submission



The purpose and intent of the Shackleford Landing PUD Development Standards is to establish a set of rules that will create a harmonious community that the region and residents can be proud of. The standards are contextual and encourage a range of experiences throughout the project that are cohesive yet distinct.

CONTEXT-BASED (A.K.A. TRANSECT-BASED) PLANNING

This is a Context-based, or “Transect”-based code. A transect of nature, first conceived by Alexander Von Humboldt at the close of the 18th century, is a geographical cross-section of a region intended to reveal a sequence of environments. Originally, it was used to analyze natural ecologies, showing varying characteristics through different zones such as shores, wetlands, plains, and uplands. It helps study the many elements that contribute to habitats where certain plants and animals thrive in symbiotic relationship to the minerals and microclimate.



Human beings also thrive in different places. There are those who could never live in an urban center; there are those who would wither in a rural hamlet. Humans need a system that preserves and creates meaningful choices in their habitats. Near the close of the 20th century, New Urbanist designers recognized that sprawl was eradicating the pre-war American transect of the built environment. They began to analyze it and extract its genetic material for replication. In this way, they extended the natural transect to include the built environment, thus establishing the basis for the Transect-based codes.

The rural-to-urban Transect is divided into six Transect Zones (T-zones) for application on zoning maps. These six habitats vary by the level and intensity of their physical and social character, providing immersive contexts from rural to urban. All elements of this code, from streets, to building types, are coordinated by these T-zones at all scales of planning, from the community scale down to the block, individual lot and building. The diagram at right illustrates the transition between different T-Zones in the Built environment.

PUD uses a general concept, dividing the neighborhood into Town Center, Neighborhood General and Neighborhood Edge Zones, each adapting the existing zoning categories of Beaufort. The arrangement of these zoning districts and different building types have the same intent - moving out from the town center towards the edges, the behavior of the buildings change. The zoning and proposed amendments to the base zoning categories intent to reinforce this idea, much like the Cedar Street overlay zoning does. The focus is not entirely on the use, but rather how the buildings behave so that the experience of the place is clear to visitors and residents. This happens in downtown Beaufort. Consider one small element, which is the street section on Front Street. It changes just east of Hill Street. West of Hill Street where residential homes front the road, both sides of the street are curbsless.

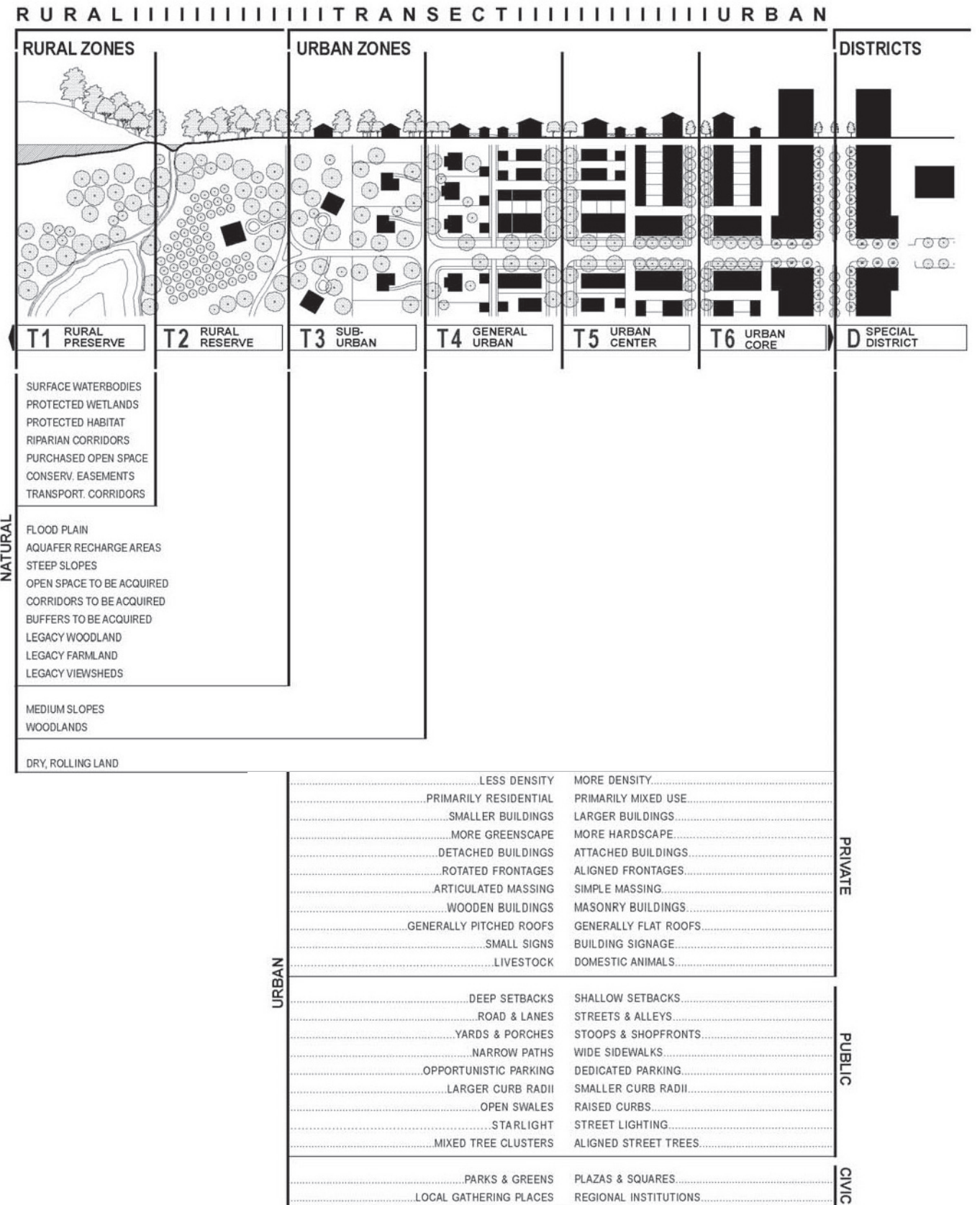


Front Street West of Hill Street

However, when one travels east, towards downtown, the street section changes and formalizes with a curb. Even subtly, the design of the public realm changes as the transition from rural to urban occurs.



Front Street East of Hill Street



SHACKLEFORD LANDING

Master Plan Submission



A charrette is a fluid design intensive which includes daily meetings with stakeholders and local consultants to review design progress. This charrette was actually held off-site, however a pre-charrette visit in May allowed the team to visit the property and meet with local engineers and planning staff.

The charrette process allows immediate feedback to ideas as they are developed, allowing group consensus to drive the final design results. The design team led by Moser Design Group, with support by Brown Design Studio, began exploring different ideas for the plan based on the existing site conditions, and then eventually those plans coalesced and were refined into the master plan as depicted in this submittal.

The team worked to develop a new master plan including a capacity study and proposed unit mix, a series of street sections and lot standards, and imagery for the specific building types proposed.

This piece of land is an excellent opportunity to engage the main entry street, Live Oak Street, into Beaufort and provide a small hamlet-style town that will draw people to the area. The master plan and palette of architecture proposed intends to do just that in a way that respects the history of Beaufort and the character of the existing neighborhoods. The new building and housing types aim to attract a wide range of residents and several businesses, and breathe new life into the city.



SHACKLEFORD LANDING

Master Plan Submission



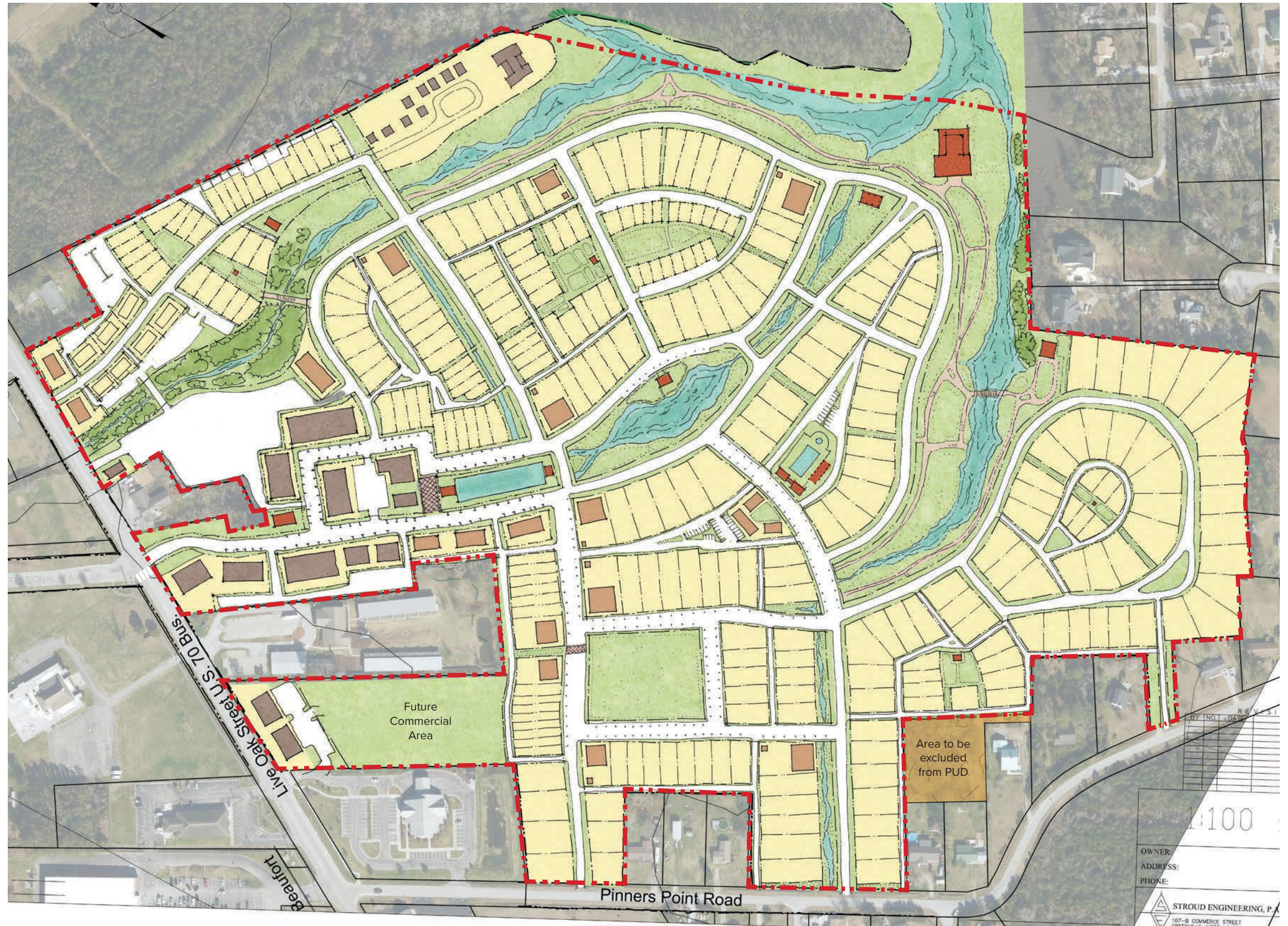
The master plan for Shackleford Landing was designed with three guiding principles:

- To lay lightly on the land;
- To provide a walkable, interconnected, mixed-use neighborhood proximate to historic downtown Beaufort that provides unique and desired amenities available for public use, and
- To have a fine-grained mixture of lots and unit types that allow a range of housing types and prices.

Existing lowlands are celebrated by enhancing and embedding them as natural stormwater management systems into the design. A series of existing drainage ways and wetlands extend from the small portion of waterfront property to the proposed marsh-front park. Three drainage features with stormwater ponding and conveyance systems connects the marsh to the town center and residential areas to add natural amenity spaces throughout the community. Several radiating streets also celebrate water by including smaller but beautiful storm water channels for residents to enjoy.

Shackleford Landing is comprised of a series of compact blocks, all less than a five-minute walk from a neighborhood amenity or the town center. Streets are designed to provide comfortable accessible routes with shade to make walking, biking, or simply meandering through the neighborhood a pleasant experience. Routes to and from Beaufort’s historic downtown and the bike route along Live Oak Street connect this community to its surrounding context.

A loose grid of streets and blocks respects the natural topography and provides a wide variety of lot sizes and housing types throughout the property. These include mixed use buildings with commercial and residential, multi-unit houses, single-family houses, townhouses, and cottages. Inclusivity is a fundamental principle and to that end, these different housing types will allow for a range of unit sizes and price points. The design of these buildings will be regulated by architectural design guidelines which will ensure that all of the buildings are compatible and harmonious.



SHACKLEFORD LANDING

Master Plan Submission





Development Data:

Area: 84.1 acres  
Units: 400 Total Units



- 1 Town Square
- 2 Plaza and Amphitheater
- 3 Tesla Superchargers
- 4 Dog Park
- 5 Ball Fields
- 6 Natural Stormwater Management
- 7 Marsh-Front Public Park
- 8 Landscape Buffer
- 9 Pedestrian Crosswalk

- Civic Buildings
- Multi-Unit Buildings
- Commercial/Mixed-Use Buildings
- Neighborhood Fabric Lots

### SHACKLEFORD LANDING

Master Plan Submission





**1 Town Square**

This is the first space visible upon entering Shackleford Landing from Live Oak Street. It incorporates the existing cemetery, and also provides space for a more active central green that the commercial buildings framing the space can utilize. The one civic structure located within this space is intended to be the post office where all residents can go and collect their mail.

**2 Plaza with Amphitheater**

While the town square is the iconic center of the community, the plaza and amphitheater is the center of the action. Several restaurants open up to a brick-paved street that can be closed off and used as an extension of the adjacent place for festivals and community events. Just beyond the plaza is a pavilion with amphitheater overlooking the central hard-edged canal leading towards the boulevard and eventually the marsh. Live music, street markets and outdoor dining will be accommodated in this active space.

**3 Tesla Superchargers**

Tesla Supercharger stations allow car owners to plug in and charge automatically. With the Tesla app, car owners can view availability and monitor charge status.

**4 Dog Park**

The need for a community dog park was something the design team heard from many Beaufortonians prior to and during this process. A shady dog park, large enough to accommodate separate spaces for larger and smaller dogs, along with a shaded pavilion and water fountains is centrally located and will be open to the public.

**5 Ball Fields**

In discussions with the Tiller School the design team learned that they have a need for practice and playing fields. This large, open green allows a variety of sports to set up for play including soccer and baseball. It is intended to be flexible and not outfitters for one sport. It will also be open to the public.

**6 Natural Stormwater Management**

Storm water is celebrated in this plan by incorporating this utilitarian requirement into beautiful parks and green spaces that become the veins of the neighborhood. They are not chain linked retention ponds in a corner but rather beautifully planted water features that will encourage local flora and fauna to thrive.

**7 Marsh-front Public Park**

The entire marsh front is open to the public. This provides great places to access the. Streak environment that makes Beaufort so special and also creates internal value within the neighborhood as each lot has access to this special area. Green paths weave throughout the blocks to facilitate this access. A civic or important structure, perhaps a waterfront restaurant or pavilion, will terminate the main boulevard and provide a public gathering space within this passive park.

**8 Landscape Buffers**

Perimeter buffers will be provided where required. Efforts will be made to preserve existing vegetation and supplemented where necessary to meet the necessary screening.

**9 Pedestrian Crosswalk**

Creating connectivity to the surrounding neighborhoods is important to provide easier access to the public shared spaces within Shackleford Landing. A pedestrian crossing to Professional Park Drive will help support walkable routes around the community. NCDOT approval will be required.





This diagram shows the network of open space woven throughout the plan. Rather than privatizing access to water and parks, this plan allows all lots to either have direct views or access to parks and water, or be a short walk via a pedestrian connector to those amenities. The natural topography, water drainage patterns, and wetlands were carefully considered during the planning, and an intentional connection from the town center to the edge via “green fingers” was designed into the plan.

Types may include:

- Marsh-Front Park
- Dog Park
- Stormwater Management
- Town Square
- Plaza with Amphitheater
- Ball Fields
- Walking Trails
- Pocket Park
- Clubhouse/Swimming Pool

Acreage Required 15% ( 12.6 acres)  
 Acreage Provided 23.5% (19.8 acres)

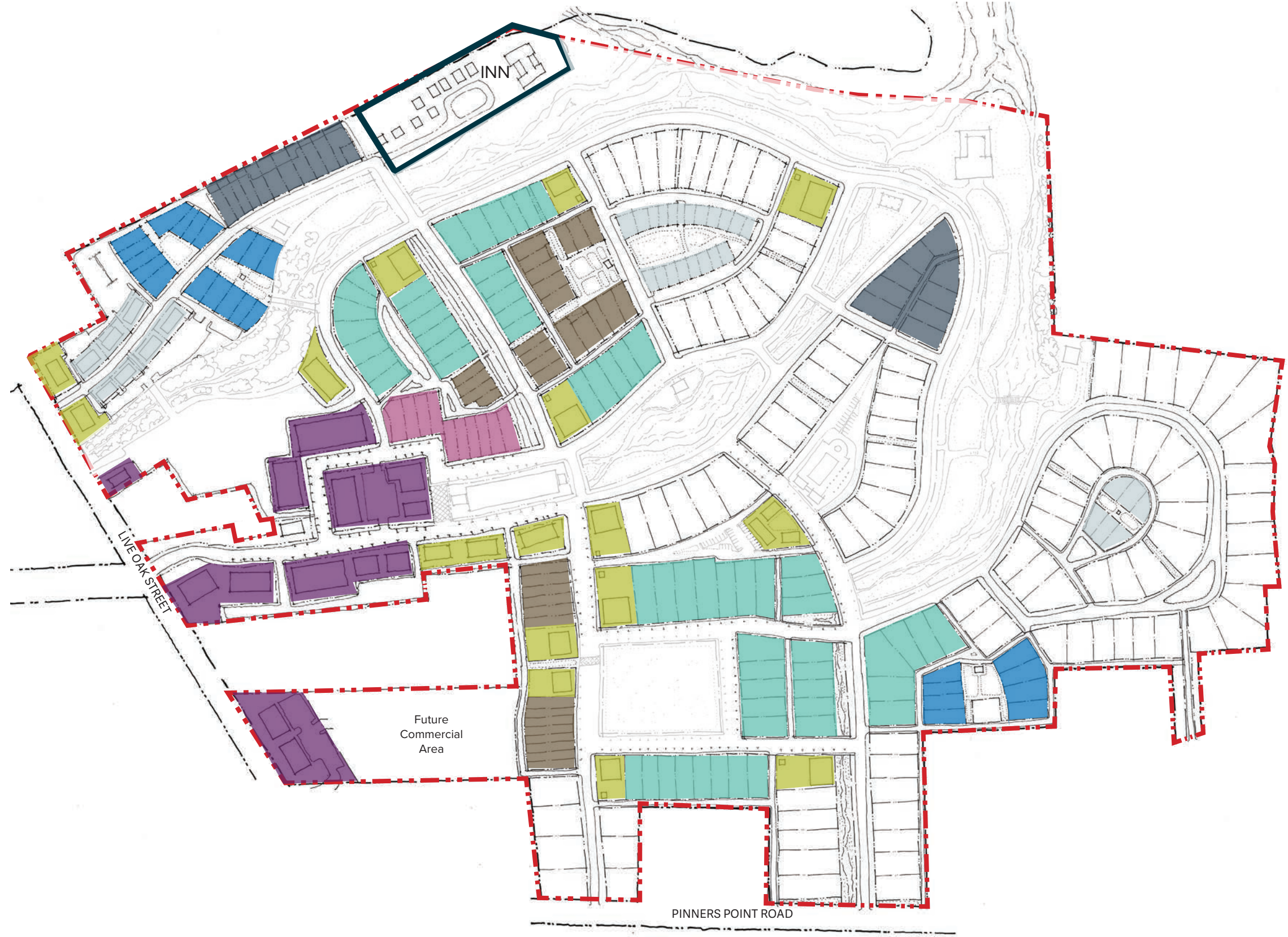












SHACKLEFORD LANDING

Master Plan Submission



Shackleford Landing is specifically design with a diversity of lot sizes which can accommodate a number of different building types. They generally decrease in intensity, at least on the perimeters of the blocks, from the central square and plaza out towards the edge of the properties. The lot standards are designed to facilitate this decrease in intensity from the center to the edge - lots generally get larger and setbacks are more flexible towards the periphery of the property. The centers of some blocks, however, utilize smaller lots and unit types to introduce opportunities for smaller, more affordable units. These are generally organized around green spaces, and have direct and proximate connections to the green fingers that project through the neighborhood.



BLDG TYPE	# OF UNITS
	SMALL COTTAGE 25
	R3 COTTAGE 69
	R5 HOUSE 90
	TOWER 21
	MEWS 39
	TOWNHOUSE 21
	MULTI-UNIT 78
	LIVE WORK 10
	M.U. APT 32
	<b>TOTAL DU 400</b>
	INN (1.7 ACRES) 36 ROOMS
	COMMERCIAL UP TO 86,450 SF

SHACKLEFORD LANDING

Master Plan Submission





These small, detached cottages are always grouped and front a common green space.



SHACKLEFORD LANDING

Master Plan Submission



These detached cottages face the street and are the most common, general neighborhood fabric buildings located on smaller lots.



SHACKLEFORD LANDING

Master Plan Submission



These detached houses face the street and are the most common, general neighborhood fabric buildings located on larger lots.



SHACKLEFORD LANDING

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This small footprint, attached building type provides parking beneath. It is clustered mid-block around a central green.



SHACKLEFORD LANDING

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This tall, small footprint, building is used on small lots to take advantage of the views.



SHACKLEFORD LANDING

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This attached, fee-simple, building type can accommodate a variety of lot depths. They can be located fronting primary streets or arranged around common green spaces.



SHACKLEFORD LANDING

Master Plan Submission



This larger house-form buildings with multiple units are perfect for important corners and at transitions from mixed-use to residential areas.



SHACKLEFORD LANDING

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This fee-simple building has a residential dwelling unit either above or behind a commercial space.



SHACKLEFORD LANDING

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SHACKLEFORD LANDING

Master Plan Submission



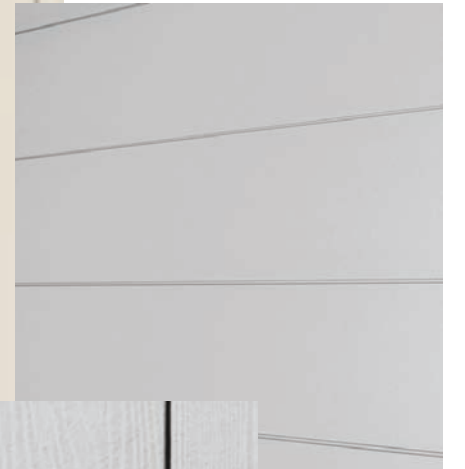
**Roofing Materials:**

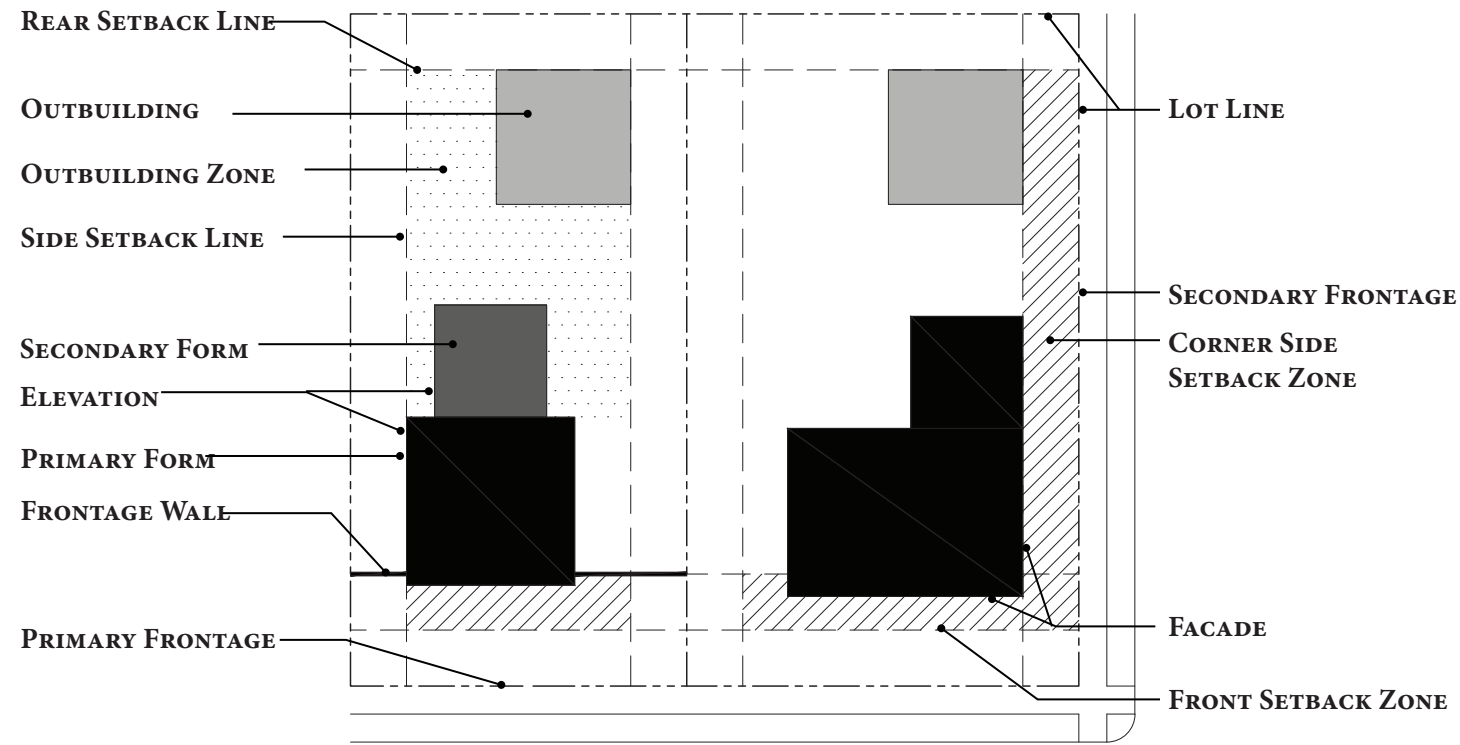
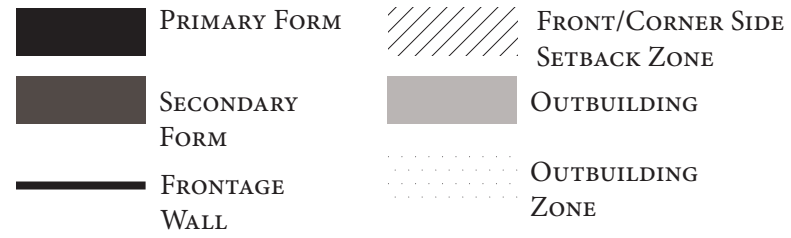
- Preference will be to use roof materials that reflect the sun rays, solar roofing, or architectural 3-tab/30-year asphalt in light colors.
- Clay or concrete tiles or tar will not be allowed.
- Single membrane will be allowed only in specific applications.



**Siding Materials:**

- Preference will be towards wood type products including wood, shingle, shake, and fibre cement products.
- Vinyl will not be permitted.
- Brick may be utilized on commercial, civic, and multifamily products.





**BUILDING FRONTAGE:** The first vertical element of a building that is taller than 6' above grade. (E.g., column, building wall, porch foundation, etc.)

**ELEVATION:** an exterior wall of a building not along a Frontage Line. See Definitions Illustrated at the end of these definitions.

**FACADE:** the exterior wall of a building that is set along a Frontage Line.

**FRONT/CORNER SIDE SETBACK ZONE:** The dimensional range that defines where the Building Frontage shall be placed along a Frontage.

**LOT LINE:** the boundary that legally and geometrically demarcates a Lot.

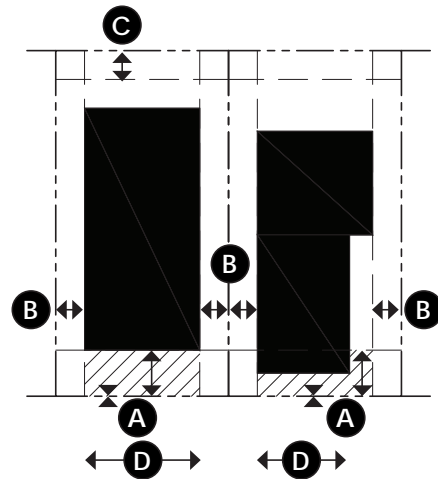
**OUTBUILDING:** A structure that is subsidiary to the primary structure on a lot. See Building Types Matrix.

**PRIMARY FORM:** The main mass of the house that is covered by the majority of the roof.

**PRIMARY FRONTAGE:** The frontage along the Primary Public Way, from which the building derives its main entry and address.

**SECONDARY FRONTAGE:** Another frontage along a Public Way which the building must respond to architecturally.

**SMALL COTTAGE (R-8 SUBDISTRICT)**



Key		Lot & Building
	Lot Size	35' W min. x 80' D min.
A	Front SB	4'-8'
B	Side SB	5' min.
C	Rear SB	5' min.
	Lot Coverage %	65% max.
D	% Build-Out @ Frontage	65% min.
	Total Height	1.5 stories max.
	Foundation Height	18" min.

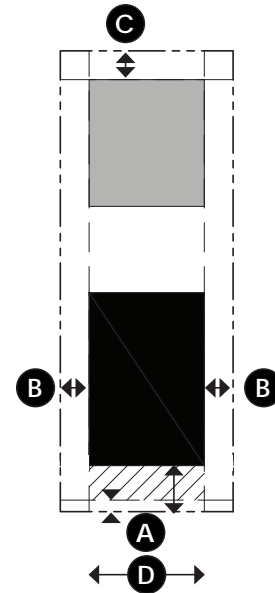
**DESCRIPTION**

These small, detached cottages are always grouped and front a common green space.

**SPECIFIC NOTES:**

- **Building Placement:** Buildings shall be arranged in groups to form a Cottage Court, fronting a common green space.
- **Parking:** Parking shall be provided either on-site at 2 spaces per unit, or off-site within 1/4 mile.

**R3 COTTAGE (R-8 SUBDISTRICT)**

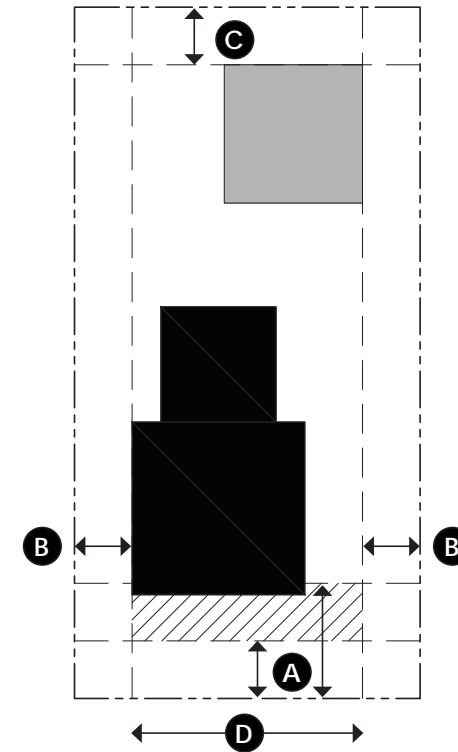


Key		Lot & Building
	Lot Size	35' W min.; 3,000 SF min.
A	Front SB	6'-12'
B	Side SB	5' min.
C	Rear SB	5' min.
	Lot Coverage %	60% max.
D	% Build-Out @ Frontage	60-80%
	Total Height	2 stories max.
	Foundation Height	29" min.

**DESCRIPTION**

These detached cottages face the street and are the most common, general neighborhood fabric buildings located on smaller lots.

**R5 HOUSE (R-8 SUBDISTRICT)**

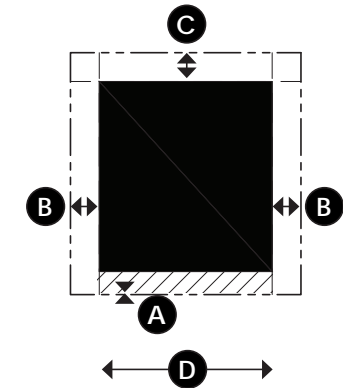


Key		Lot & Building
	Lot Size	50' W min.; 5,000 SF min.
A	Front SB	10'-18'
B	Side SB	8' min.
C	Rear SB	5' min.
	Lot Coverage %	50% max.
D	% Build-Out @ Frontage	50-75%
	Total Height	2.5 stories max.
	Foundation Height	29" min.

**DESCRIPTION**

These detached houses face the street and are the most common, general neighborhood fabric buildings located on larger lots.

**TOWER HOUSE (R-8 SUBDISTRICT)**



Key		Lot & Building
	Lot Size	30' W min. x 40' D min.
A	Front	4'-8'
B	Side SB	5' min.
C	Rear SB	5' min.
	Lot Coverage %	90% max.
D	% Build-Out @ Frontage	70% max.
	Total Height	40' max.
	Foundation Height	18" min.

**TOWER HOUSE**

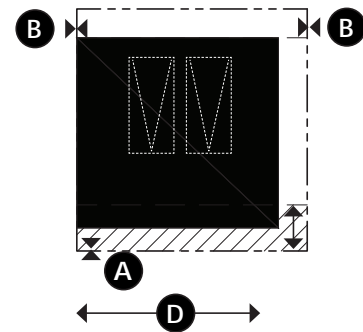
This tall, small footprint, building is used on small lots to take advantage of the views.

**SPECIFIC NOTES:**

- **Building Placement:** Buildings shall be arranged in groups to form a Cottage Court, fronting a common green space.
- **Parking:** Parking shall be provided either on-site at 2 spaces per unit, or off-site within 1/4 mile.



**MEWS (TCA SUBDISTRICT)**

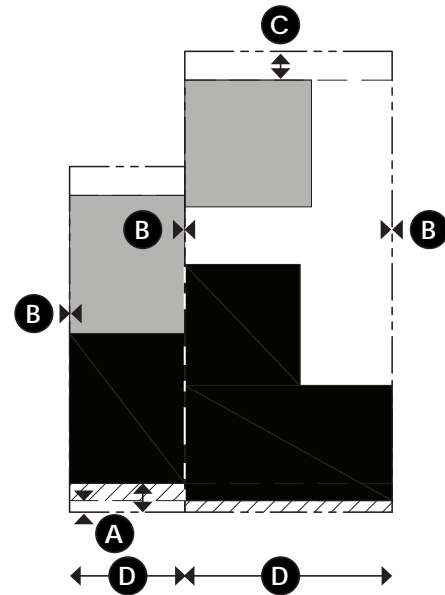


Key	Lot & Building	
	Lot Size	27' W min. x 45' D min.
A	Front/Corner Side SB	2'-5'
B	Interior Side SB	5' min.
C	Rear SB	5' min.
	Lot Coverage %	n/a
D	% Build-Out @ Frontage	n/a
	Total Height	3 stories max.
	Foundation Height	0' min.

**DESCRIPTION**  
This small footprint, attached building type provides parking beneath. It is clustered mid-block around a central green

- SPECIFIC NOTES:**
- Building Placement:** Buildings shall be arranged in groups to form a Cottage Court, fronting a common green space.

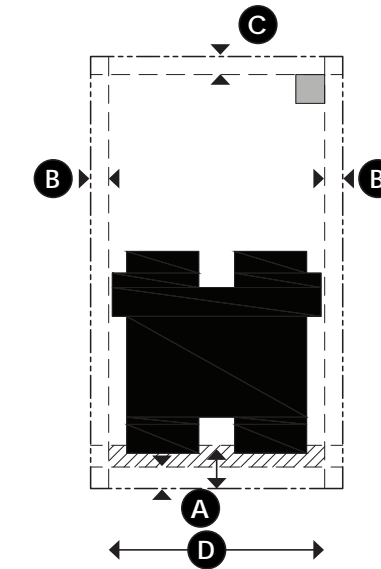
**TOWNHOUSE (TCA SUBDISTRICT)**



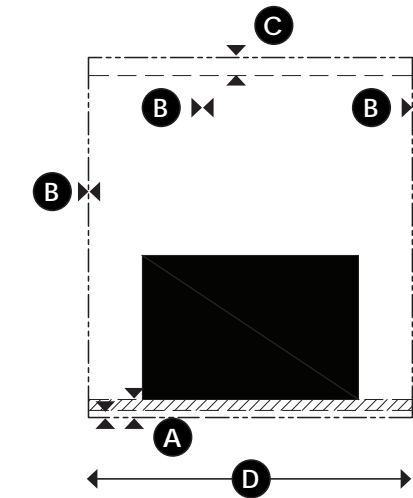
Key	Lot & Building	
	Lot Size	20'-36' W min. x 60' D min.
A	Front/Corner Side SB	2'-5'
B	Interior Side SB	0' req'd.
C	Rear SB	5' min.
	Lot Coverage %	85% max.
D	% Build-Out @ Frontage	100%
	Total Height	3 stories max.
	Foundation Height	36" min.

**DESCRIPTION**  
This attached, fee-simple, building type can accommodate a variety of lot depths. They can be located fronting primary streets or arranged around common green spaces.

**MULTI-UNIT BUILDING (2, 4, OR 6 UNIT BUILDING) (TCA SUBDISTRICT)**



NEIGHBORHOOD LOT DIAGRAM



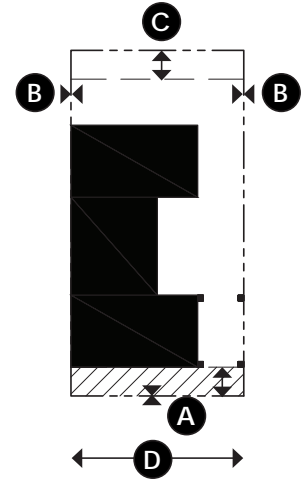
TOWN CENTER DIAGRAM

Key	Lot & Building	Neighborhood	Town Center
	Lot Size	70' W min. x 100' D min.	70' W min. x 80' D min.
A	Front SB	6'-12"	2'-5'
B	Side SB	5' min.	0' min.
C	Rear SB	5' min.	5' min.
	Lot Coverage %	60% max.	75% max.
D	% Build-Out @ Frontage	60-80%	75-100%
	Total Height	3 stories max.	40' max.
	Foundation Height	18" min.	12" min.

**DESCRIPTION**  
This larger house-form buildings with multiple units are perfect for important corners and at transitions from mixed-use to residential areas.



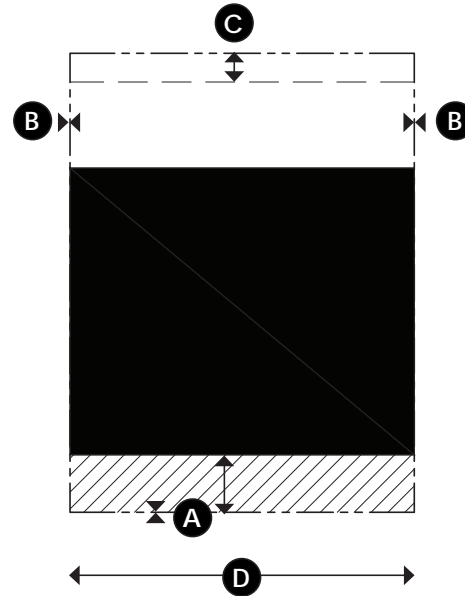
LIVE-WORK (TCA SUBDISTRICT)



Key Lot & Building		
	Lot Size	20'-36' W min. x 60' D min.
A	Front/Corner Side SB	2'-5'
B	Interior Side SB	0' req'd.
C	Rear SB	5' min.
	Lot Coverage %	70% max.
D	% Build-Out @ Frontage	85-100%
	Total Height	3 stories max.
	Foundation Height	0' min.

**DESCRIPTION**  
This fee-simple building has a residential dwelling unit either above or behind a commercial space.

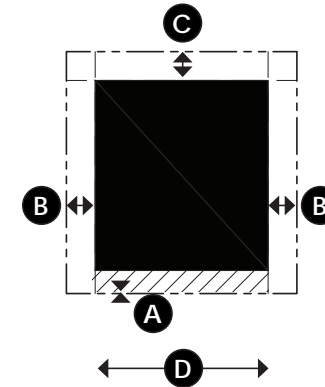
MIXED-USE (TCA SUBDISTRICT)



Key Lot & Building		
	Lot Size	n/a
A	Front/Corner Side SB	2'-5'
B	Interior Side SB	0' min.
C	Rear SB	5' min.
	Lot Coverage %	100% max.
D	% Build-Out @ Frontage	85-100%
	Total Height	40' max.
	Foundation Height	0' min.

**DESCRIPTION**  
This fee-simple building has a residential dwelling unit either above or behind a commercial space.

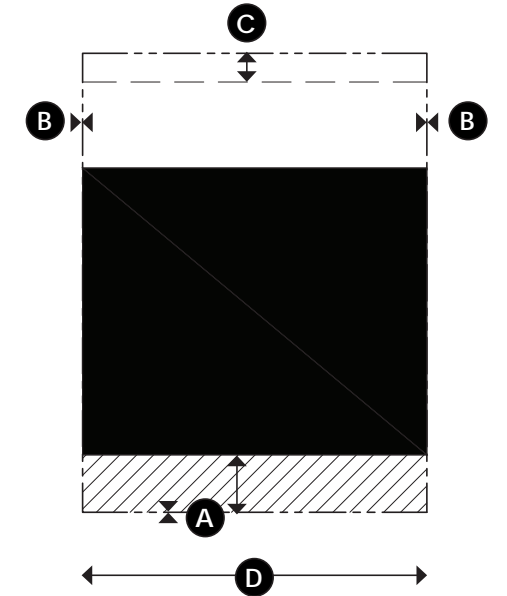
COMMERCIAL WITHIN THE PUD (TR SUBDISTRICT)



Key Lot & Building		
	Lot Size	n/a
A	Corner Side SB	10' min.
B	Interior Side SB	10' min.
C	Rear SB	10' min.
	Lot Coverage %	counts towards overall lot calculation
D	% Build-Out @ Frontage	n/a
	Total Height	40' max.
	Foundation Height	0' min.

**DESCRIPTION**  
Commercial use only.

COMMERCIAL ON LIVE OAK STREET (B-1 SUBDISTRICT)



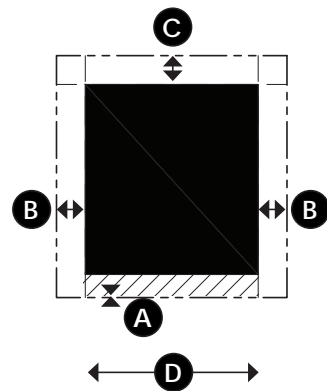
Key Lot & Building		
	Lot Size	n/a
A	Corner Side SB	10' min.
B	Interior Side SB	0' min.
C	Rear SB	10' min.
	Lot Coverage %	counts towards overall lot calculation
D	% Build-Out @ Frontage	n/a
	Total Height	40' max.
	Foundation Height	0' min.

**DESCRIPTION**  
Commercial use only.





**INN (TR SUBDISTRICT)**



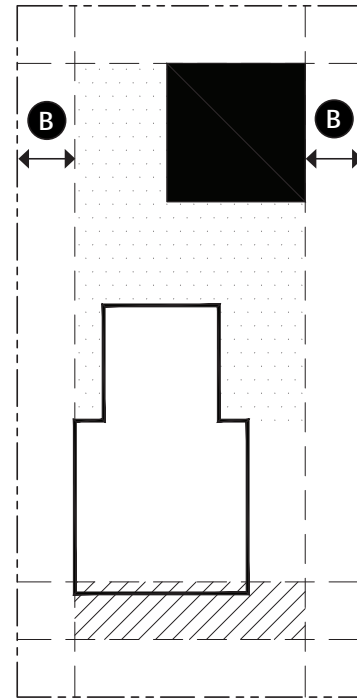
Key	Lot & Building	
	Lot Size	n/a
A	Corner Side SB	10' min.
B	Interior Side SB	10' min.
C	Rear SB	10' min.
	Lot Coverage %	counts towards overall lot calculation
D	% Build-Out @ Frontage	n/a
	Total Height	40' max.
	Foundation Height	0' min.

**DESCRIPTION**

Hospitality use only.



**OUTBUILDING (WHERE ALLOWED)**



Key	Lot & Building	
	Lot Size	n/a
A	Corner Side SB	5' min.
B	Interior Side SB	5' min.
C	Rear SB	5' min.
	Lot Coverage %	counts towards overall lot calculation
D	% Build-Out @ Frontage	n/a
	Total Height	2.5 stories max.
	Foundation Height	0' min.

**DESCRIPTION**

An outbuilding is subsidiary to the primary structure on a lot. Typically, outbuildings are garages, carports, accessory dwelling units, sheds, workshops, or combinations thereof. They are permitted in all zones and behind all Primary building Types.



**SPECIFIC NOTES:**

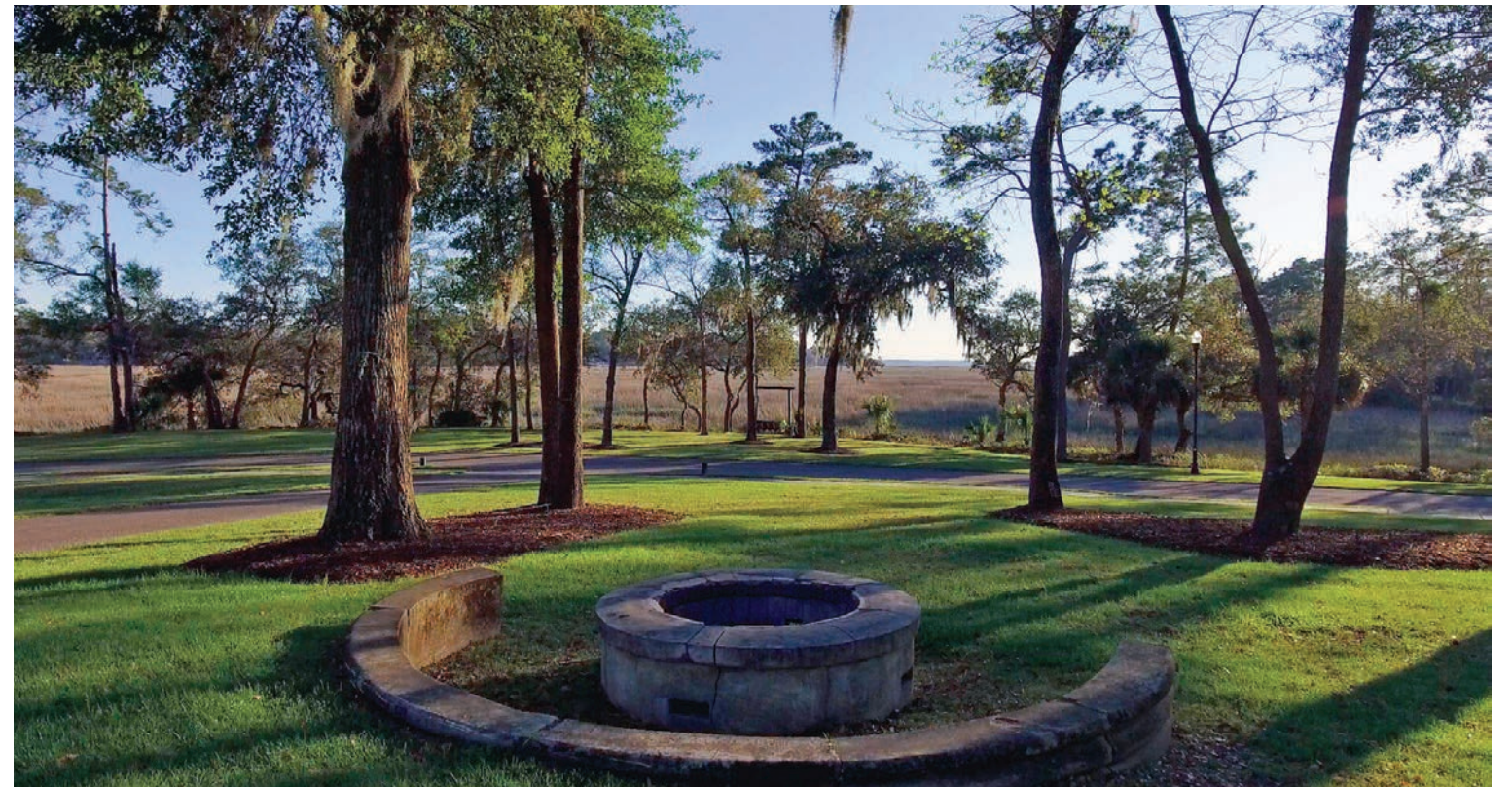
- **Quantity:** The number of Outbuildings per lot is limited to the maximum Lot Coverage % permitted by zoning district.
- **Placement:** Outbuildings shall be placed a minimum of 20' behind the front line of the primary building on front-loaded lots.
- An outbuilding is subsidiary to the primary structure on a lot. Typically, outbuildings are garages, carports, accessory dwelling units, sheds, workshops, or combinations thereof. They are permitted in all zones and behind all Primary building Types.



SHACKLEFORD LANDING

Master Plan Submission





SHACKLEFORD LANDING

Master Plan Submission



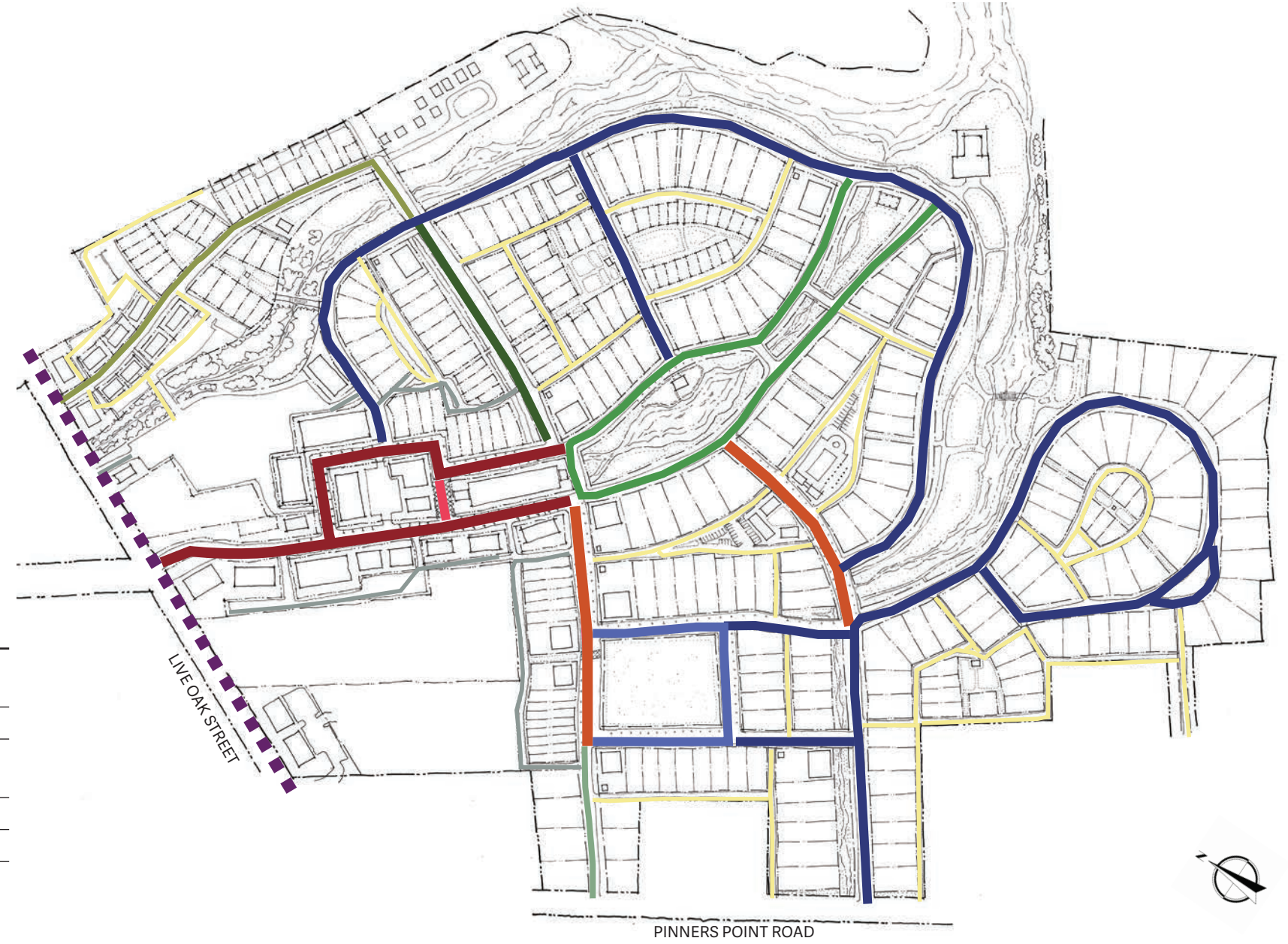


SHACKLEFORD LANDING

Master Plan Submission



This diagram shows the vehicular connectivity throughout the plan, indicating all of the streets and rear lanes and alleys. Similar to historic Beaufort, this plan is characterized by complete interconnectedness with a series of contextually-appropriate street sections (as seen in following pages). A pattern of small blocks makes it pedestrian friendly. Additionally the majority of streets terminate at water and/or significant buildings.



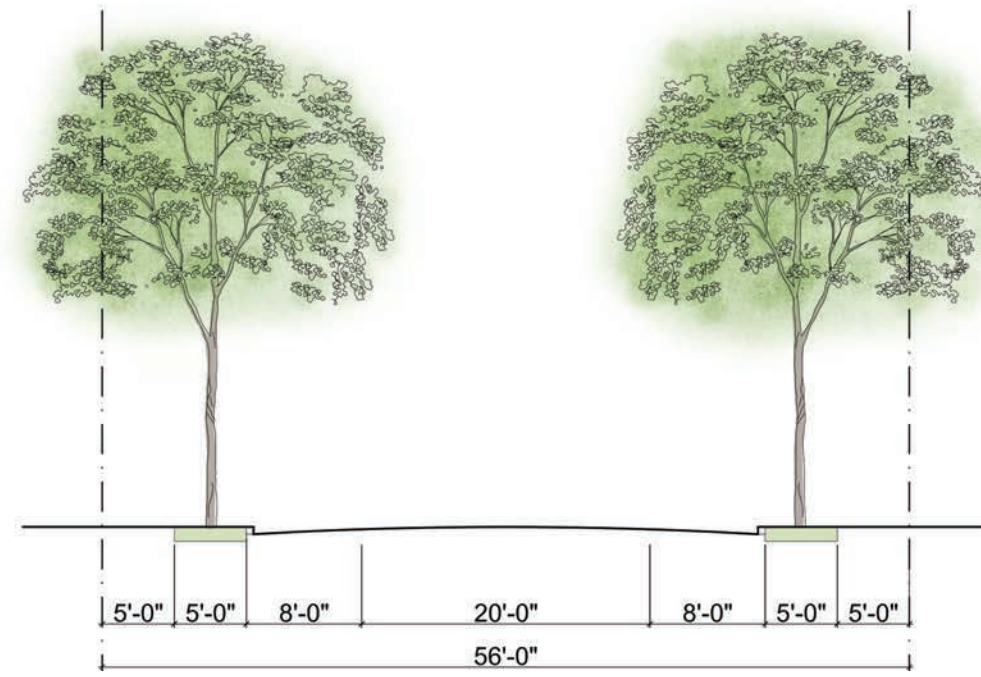
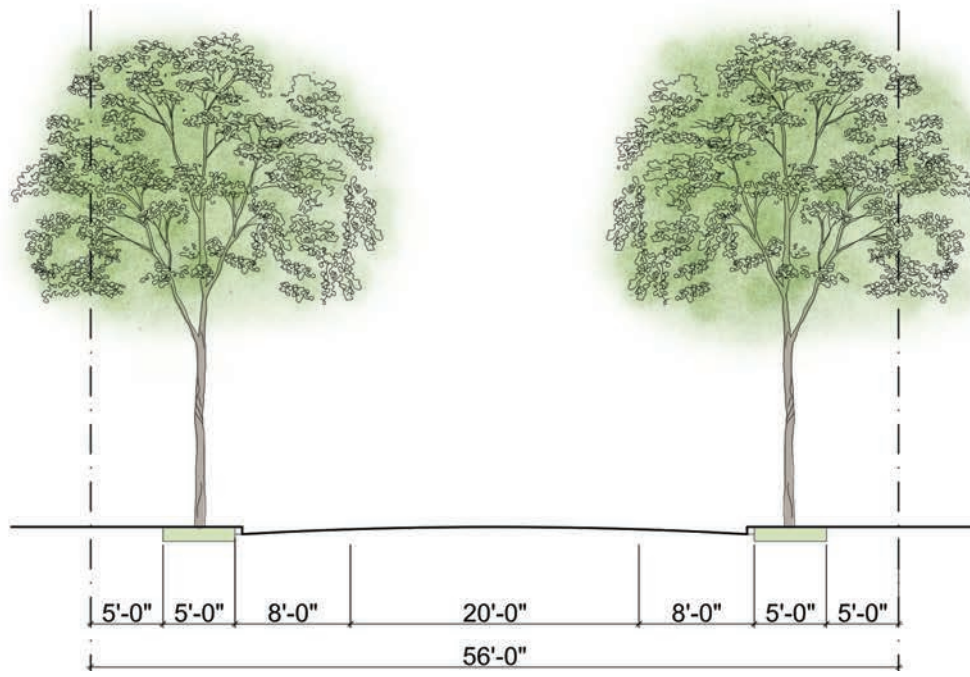
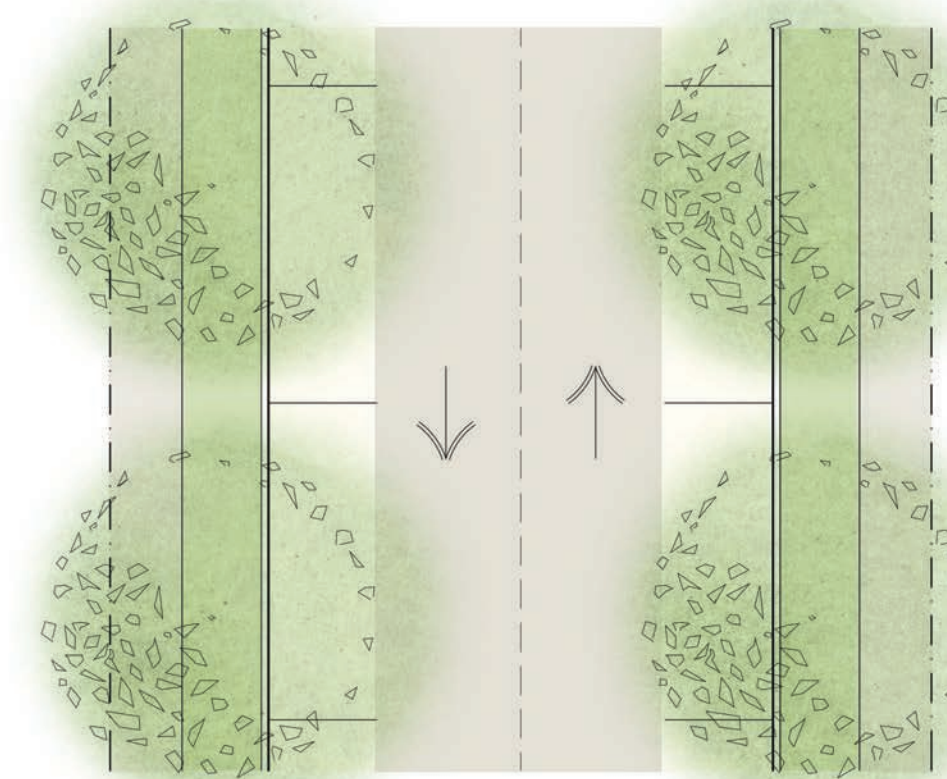
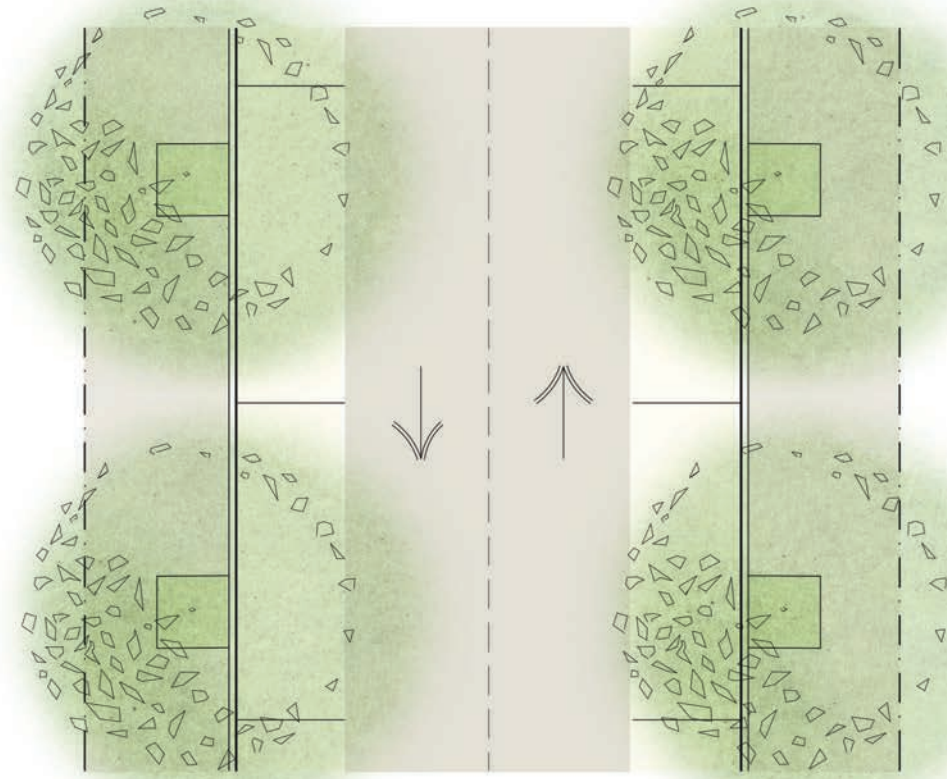
	STREET TYPE	ROW	TRAVEL LANES	ON-STREET PARKING	SIDEWALK	PLANTING AREA
	ST-56	56'	(2) @10'	EA. SIDE @ 8'	EA. SIDE @ 10'	5'X5' TREE WELLS IN SIDEWALK EA. SIDE
	ST-56A	56'	(2) @10'	EA. SIDE @ 8'	EA. SIDE @ 5'	5' TREE LAWN EA. SIDE
	ST-48	48'	(2) @10'	EA. SIDE @ 8'	1 SIDE @ 10'	5'X5' TREE WELLS IN SIDEWALK 1 SIDE
	ST-48A	48'	(2) @10'	1 SIDE @ 8'	EA. SIDE @ 5'	5' TREE LAWN EA. SIDE
	ST-48B	48'	(1) @ 12'	EA. SIDE @ 8'	EA. SIDE @ 5'	5' TREE LAWN EA. SIDE
	ST-46	46'	(2) @10'	EA. SIDE @ 8'	EA. SIDE @ 5'	5'X8' TREE WELLS IN PARKING LANE EVERY 2 SPACES EA. SIDE
	ST-43	43'	(2) @10'	1 SIDE @ 8', YIELD	BLDG SIDE @ 5'	5' TREE LAWN EA. SIDE
	ST-40	40'	(2) @10'	-	EA. SIDE @ 5'	5' TREE LAWN EA. SIDE
	ST-34	34'	(2) @9'	-	-	8' TREE LAWN EA. SIDE
	AL-24	24'	(2) @10'	-	-	-
	AL-20	20'	(1) @12'	-	-	-
	LIVE OAK ST.	+20'	EXISTING	-	NEW 10' MU PATH (REPLACE EX. SIDEWALK)	(2) 8' TREE LAWNS ON EA. SIDE OF MU PATH



SHACKLEFORD LANDING

Master Plan Submission





**ST-56**

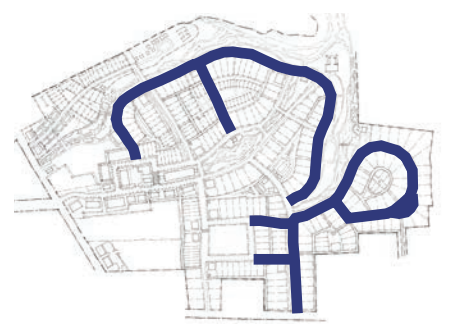
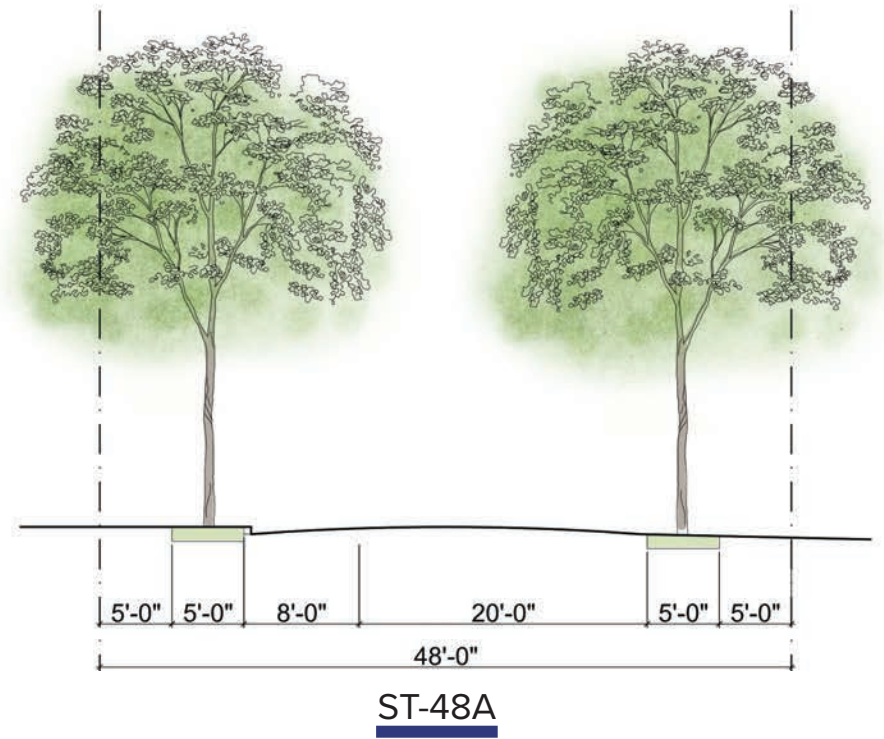
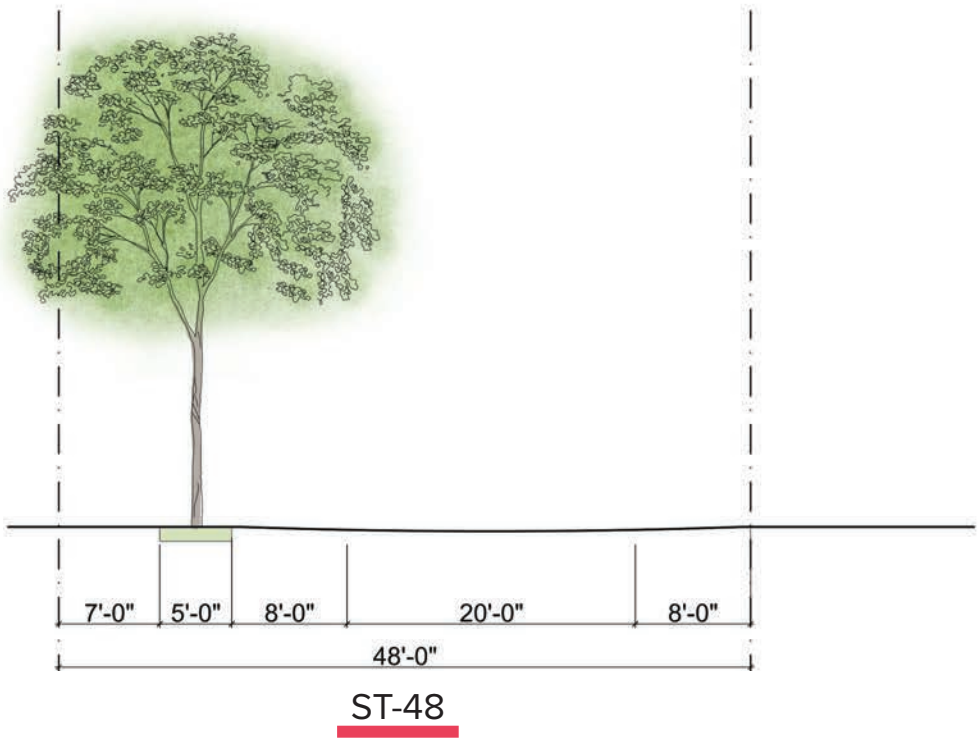
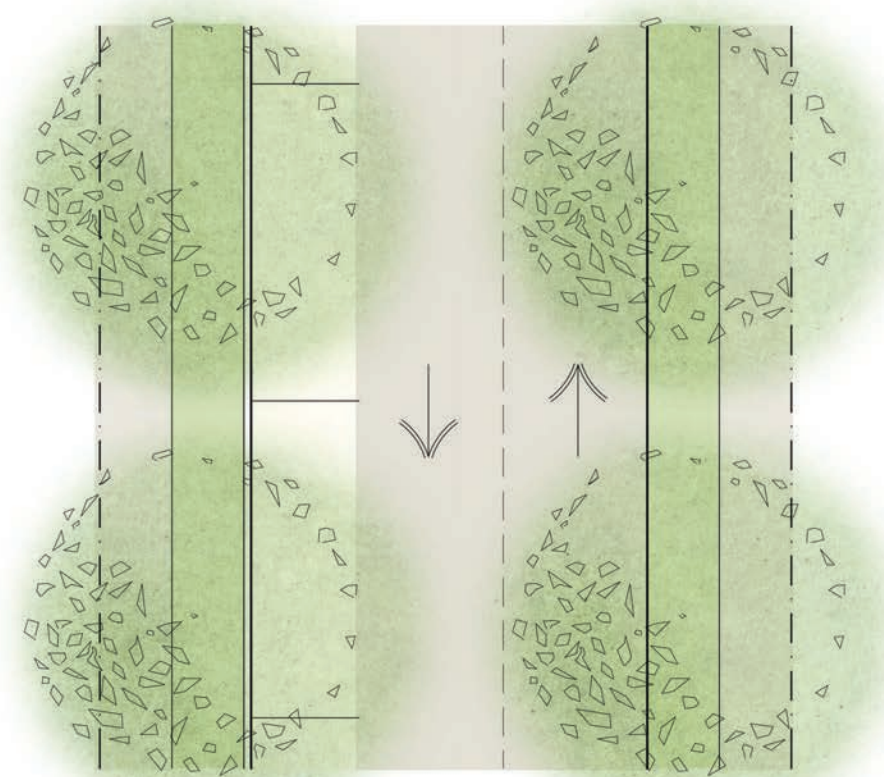
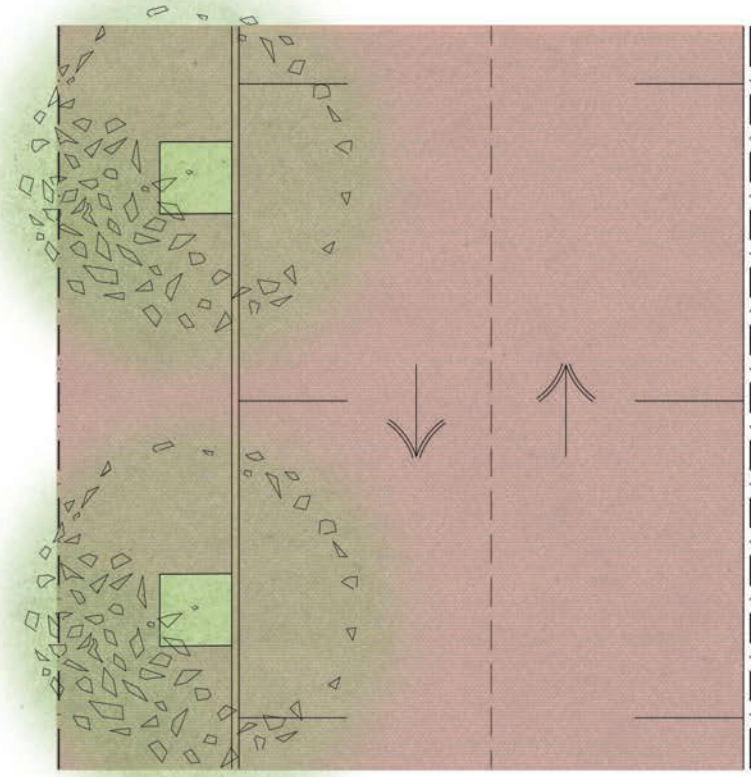
**ST-56A**

SHACKLEFORD LANDING

Master Plan Submission



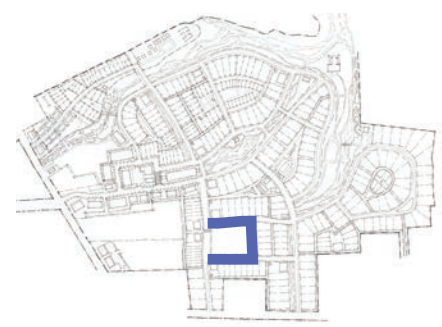
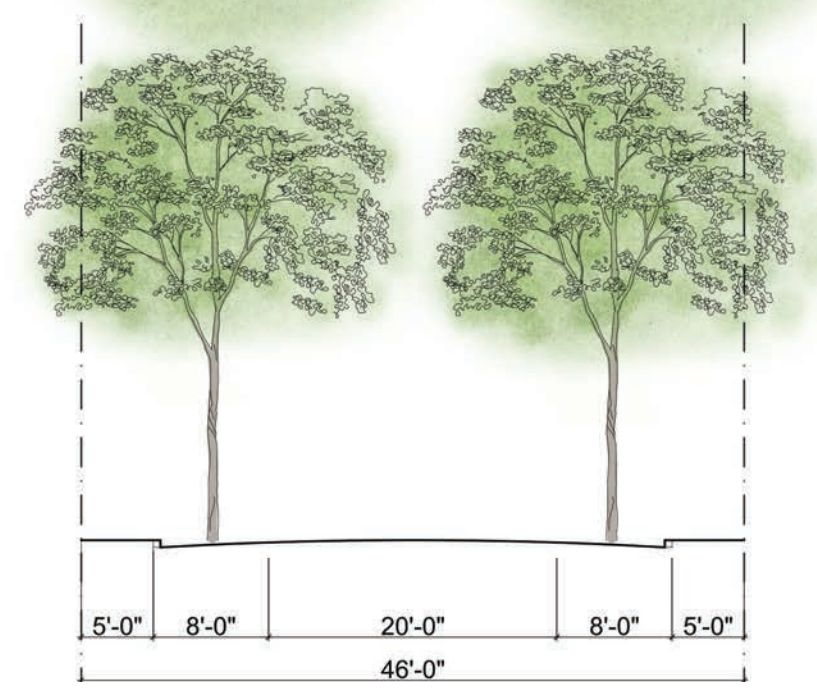
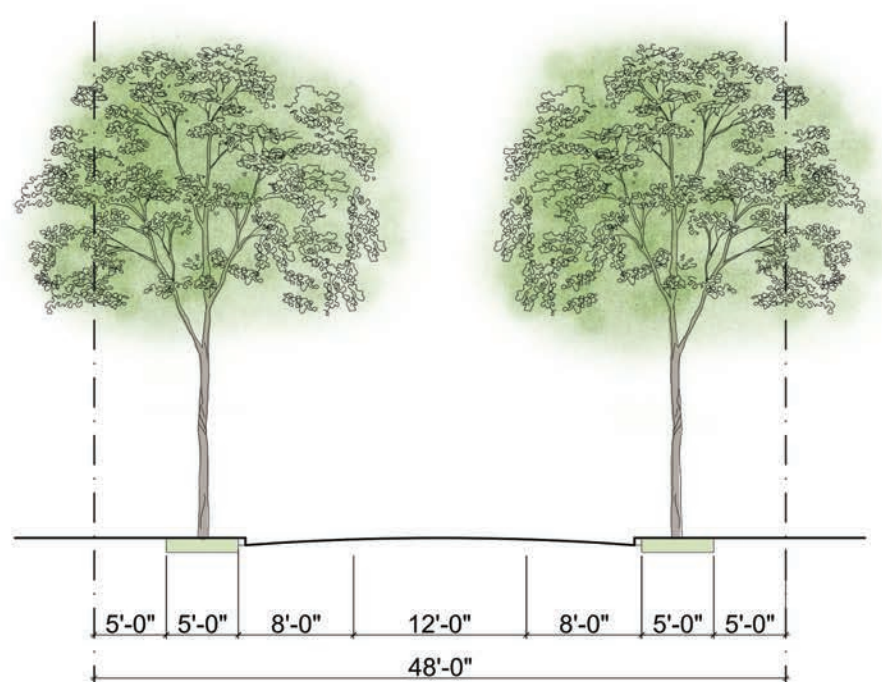
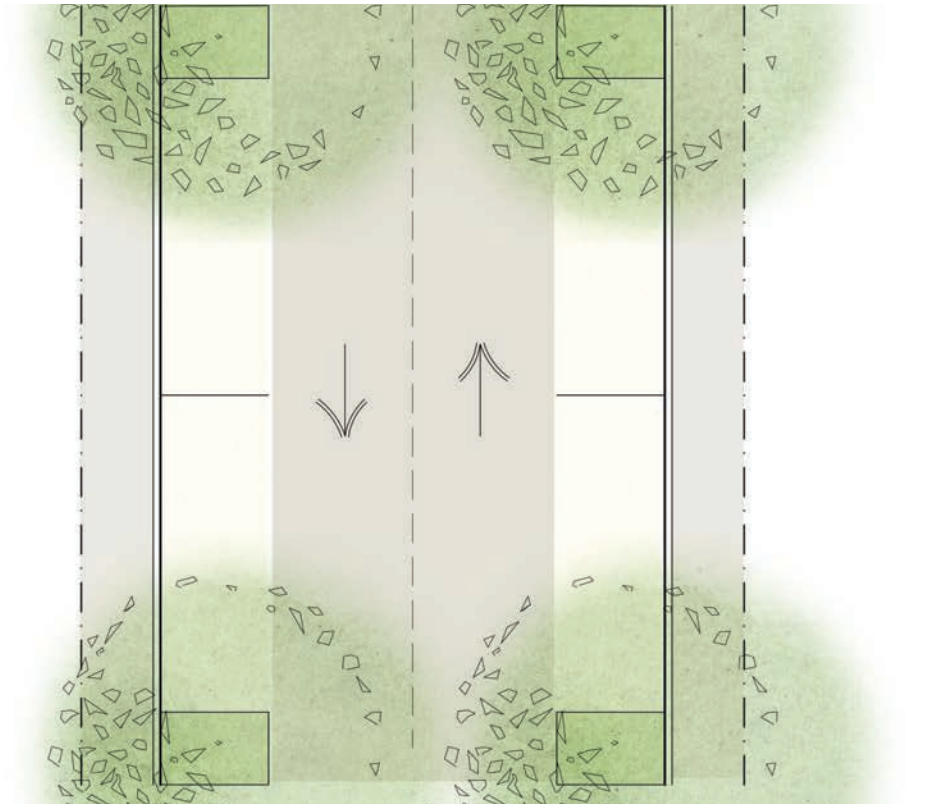
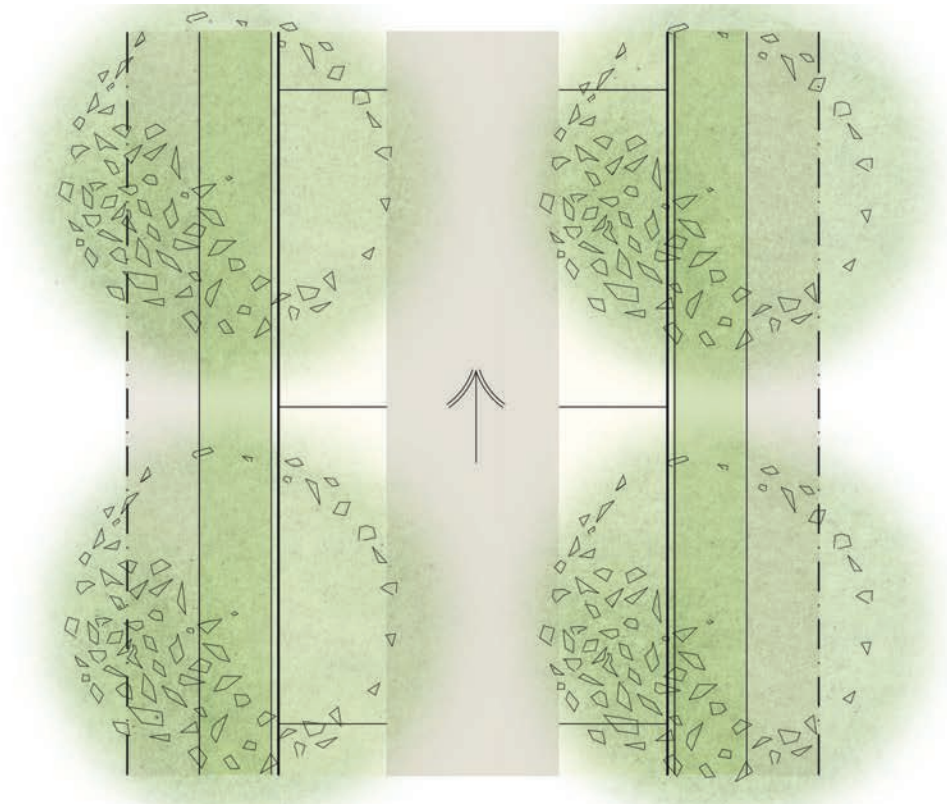




SHACKLEFORD LANDING

Master Plan Submission





**ST-48B**

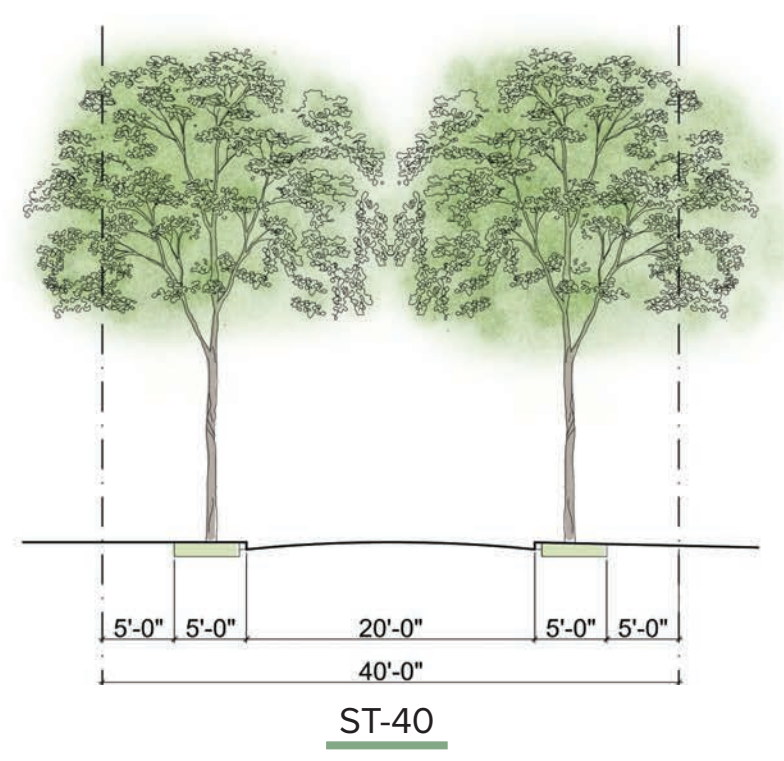
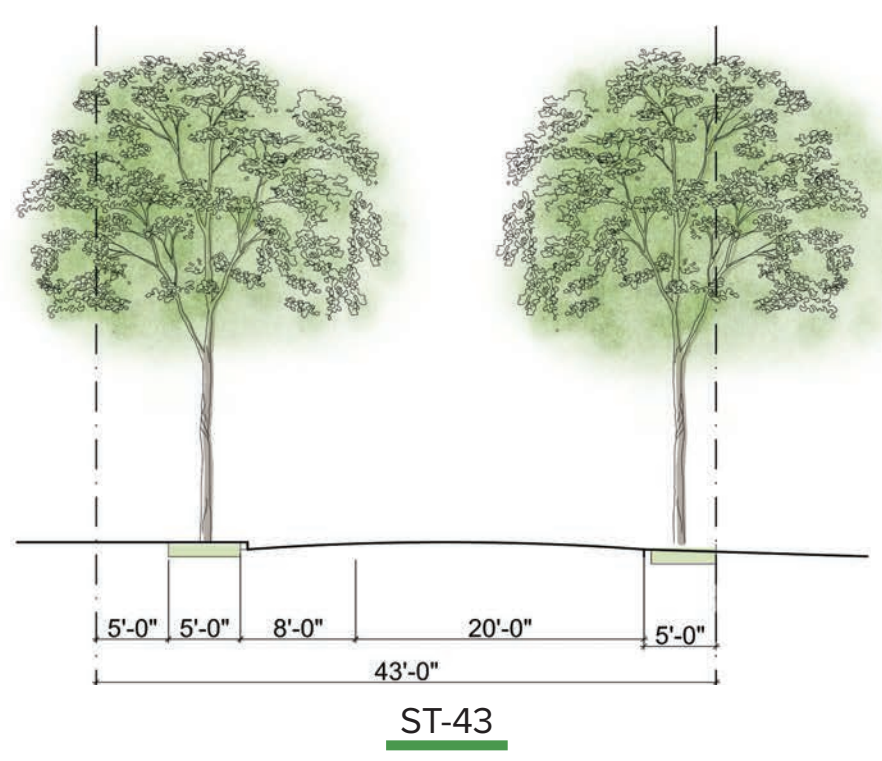
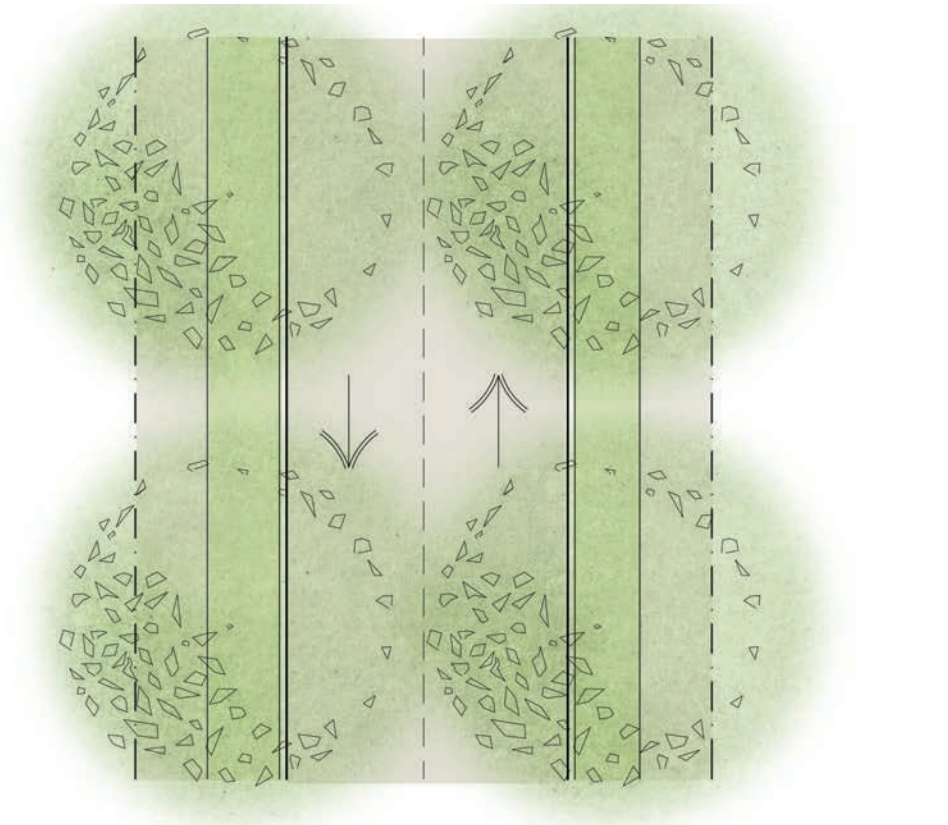
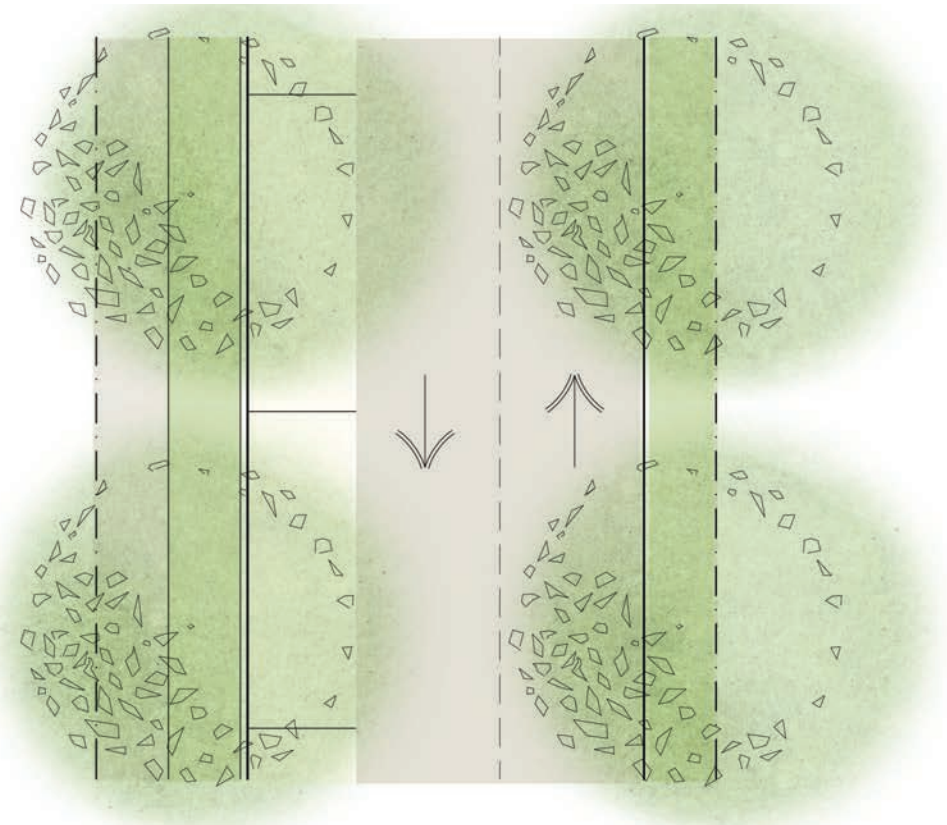
**ST-46**



# SHACKLEFORD LANDING

Master Plan Submission

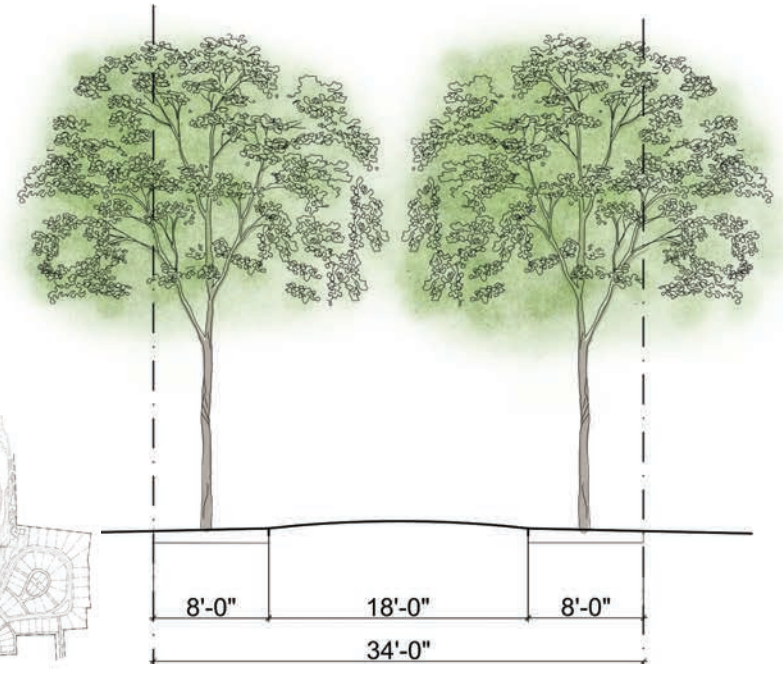
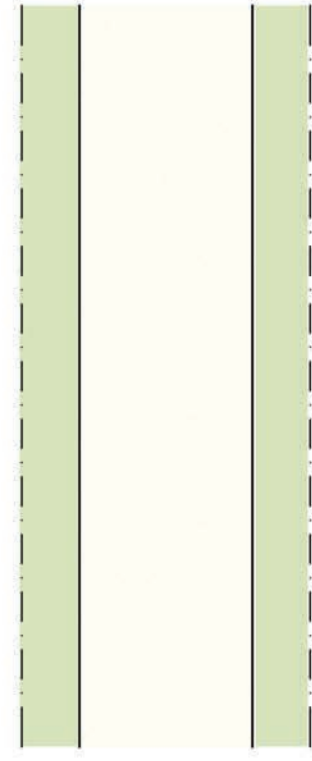
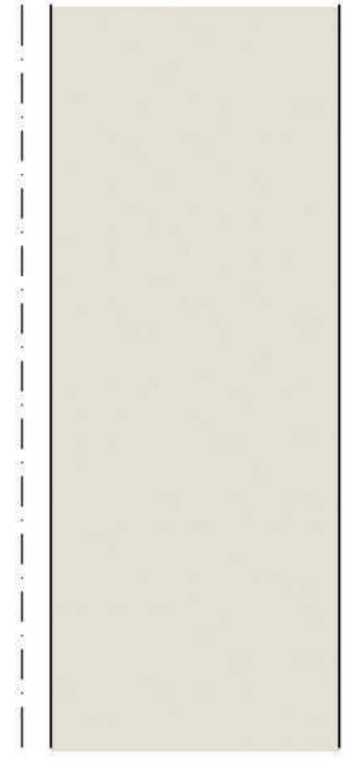
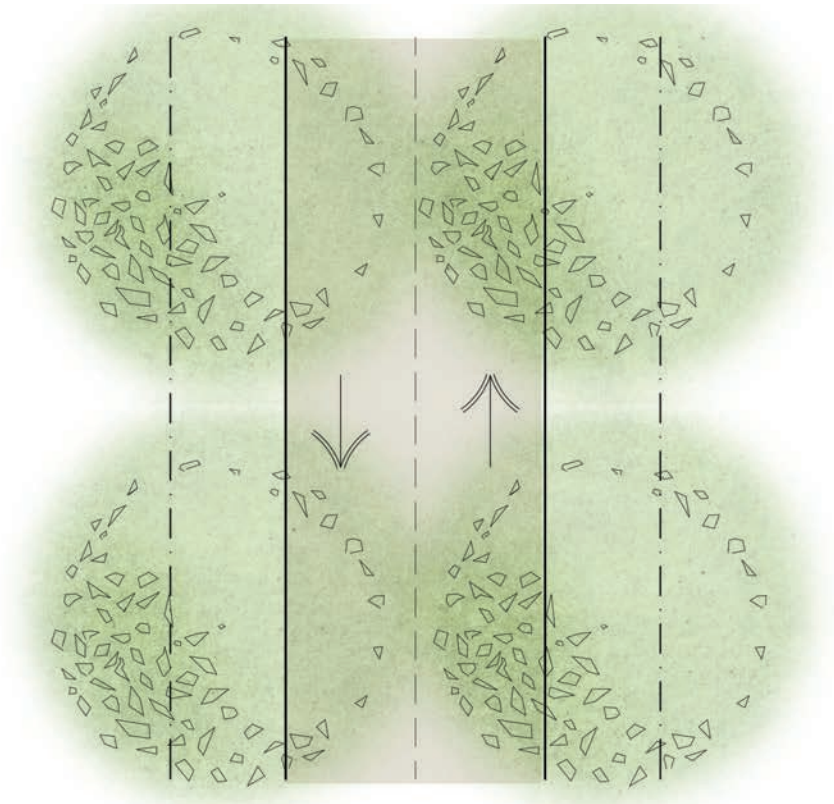




SHACKLEFORD LANDING

Master Plan Submission





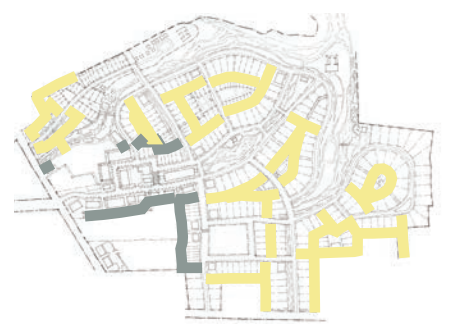
ST-34



AL-24



AL-20



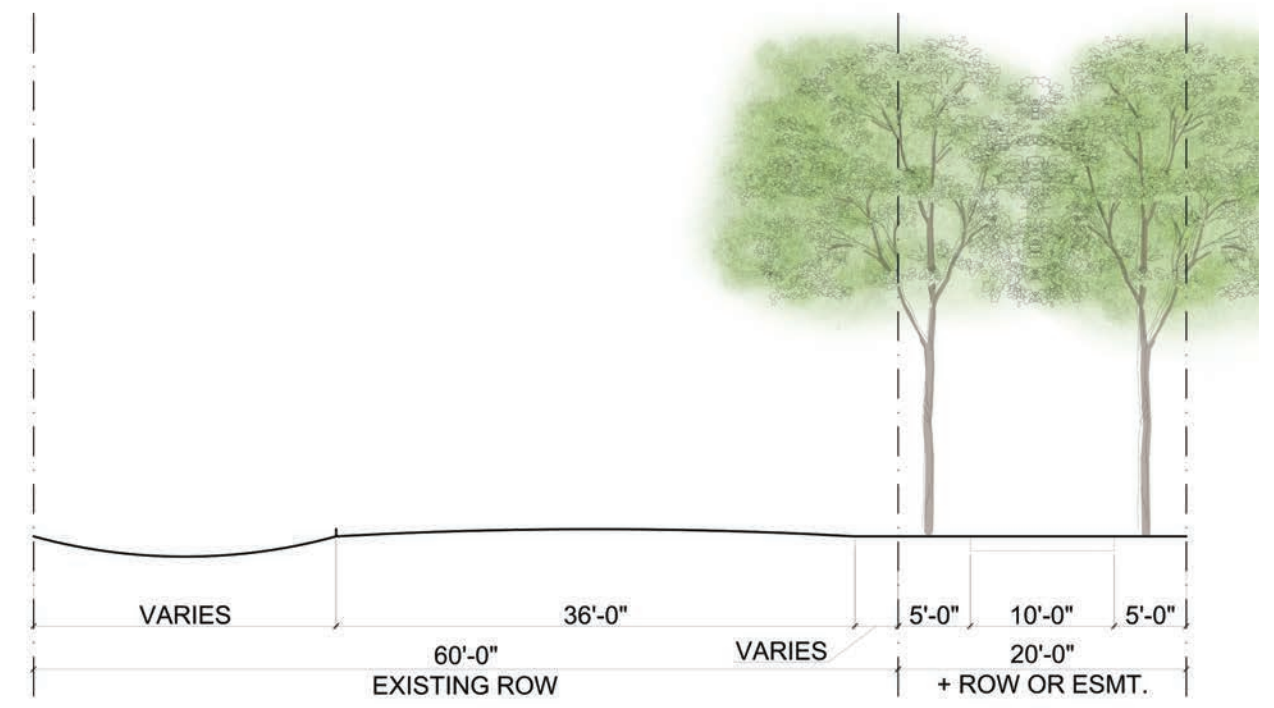
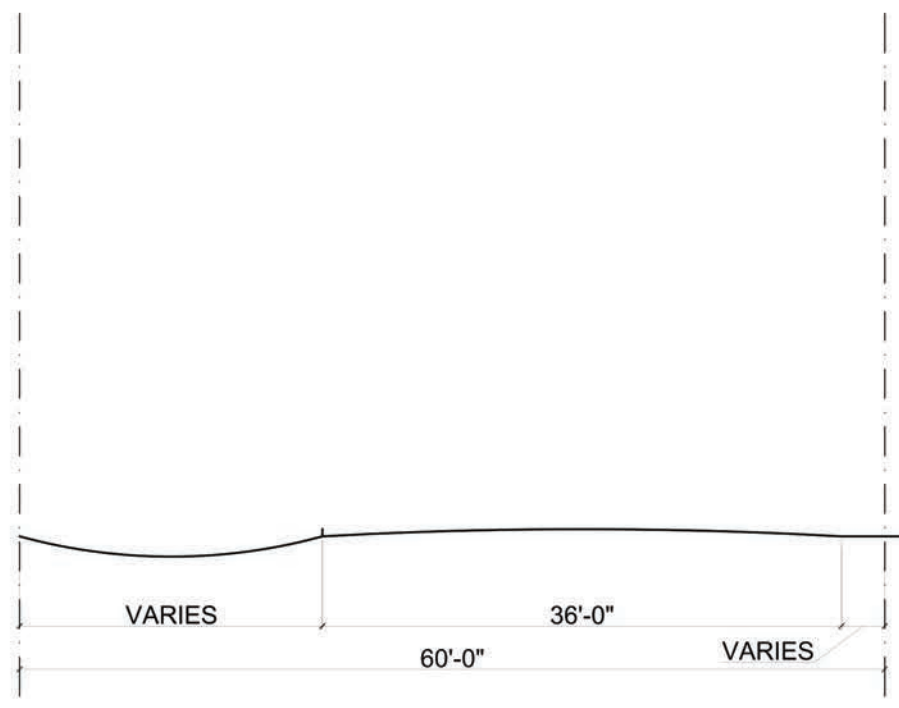
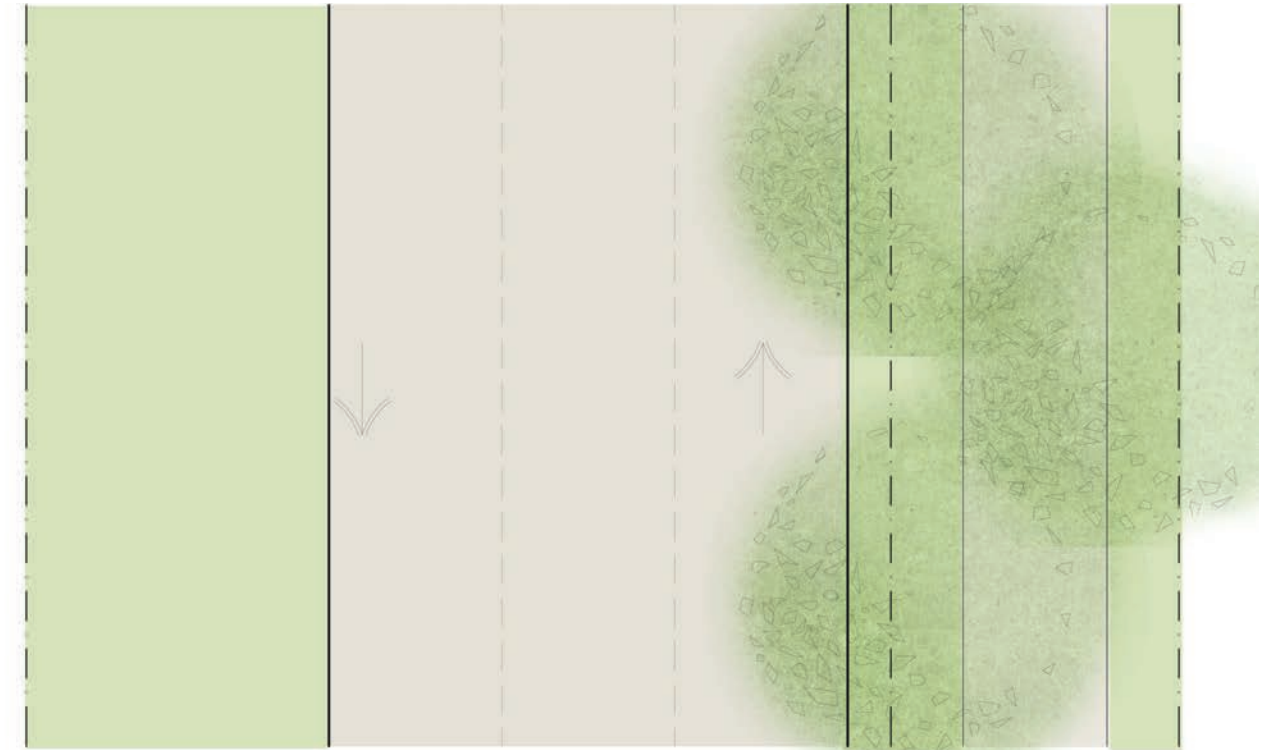
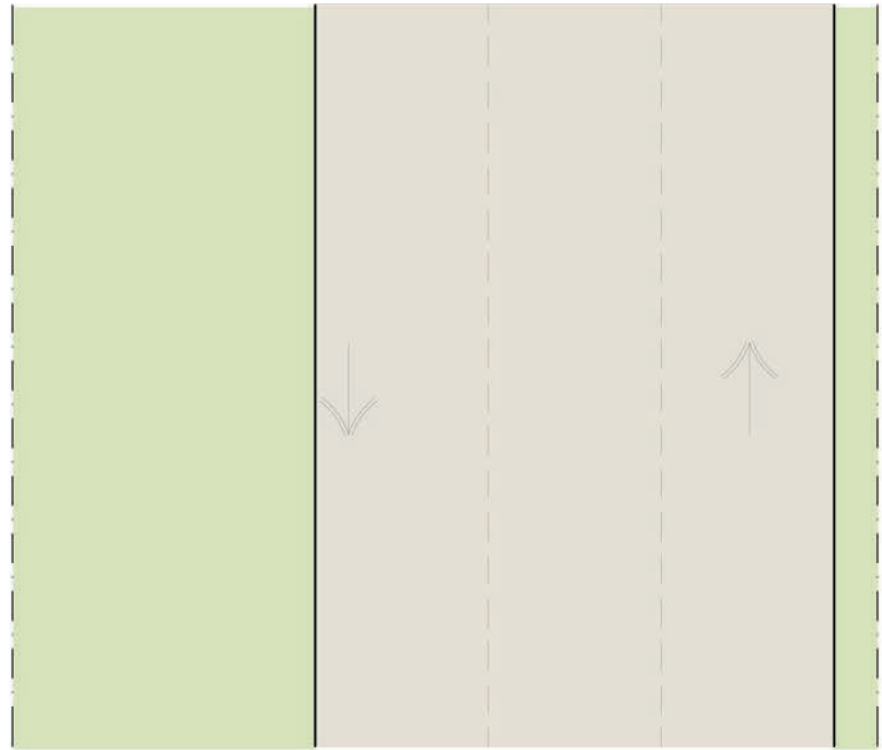
SHACKLEFORD LANDING

Master Plan Submission



**Live Oak Street Update** ■ ■ ■ ■ ■ ■ ■ ■ ■ ■

Live Oak is a major neighborhood-serving commercial street between downtown and its surrounding communities or neighborhoods. Shackleford Landing is proposing to allow public access along the right-of-way to accommodate a double allee of trees with a 10' multi-use path connecting to the sidewalk.



EXISTING STREET SECTION

PROPOSED STREET SECTION

SHACKLEFORD LANDING

Master Plan Submission



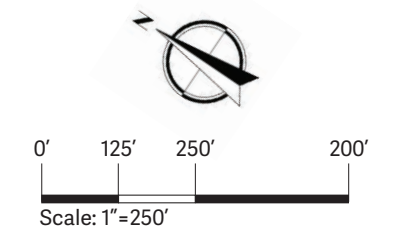
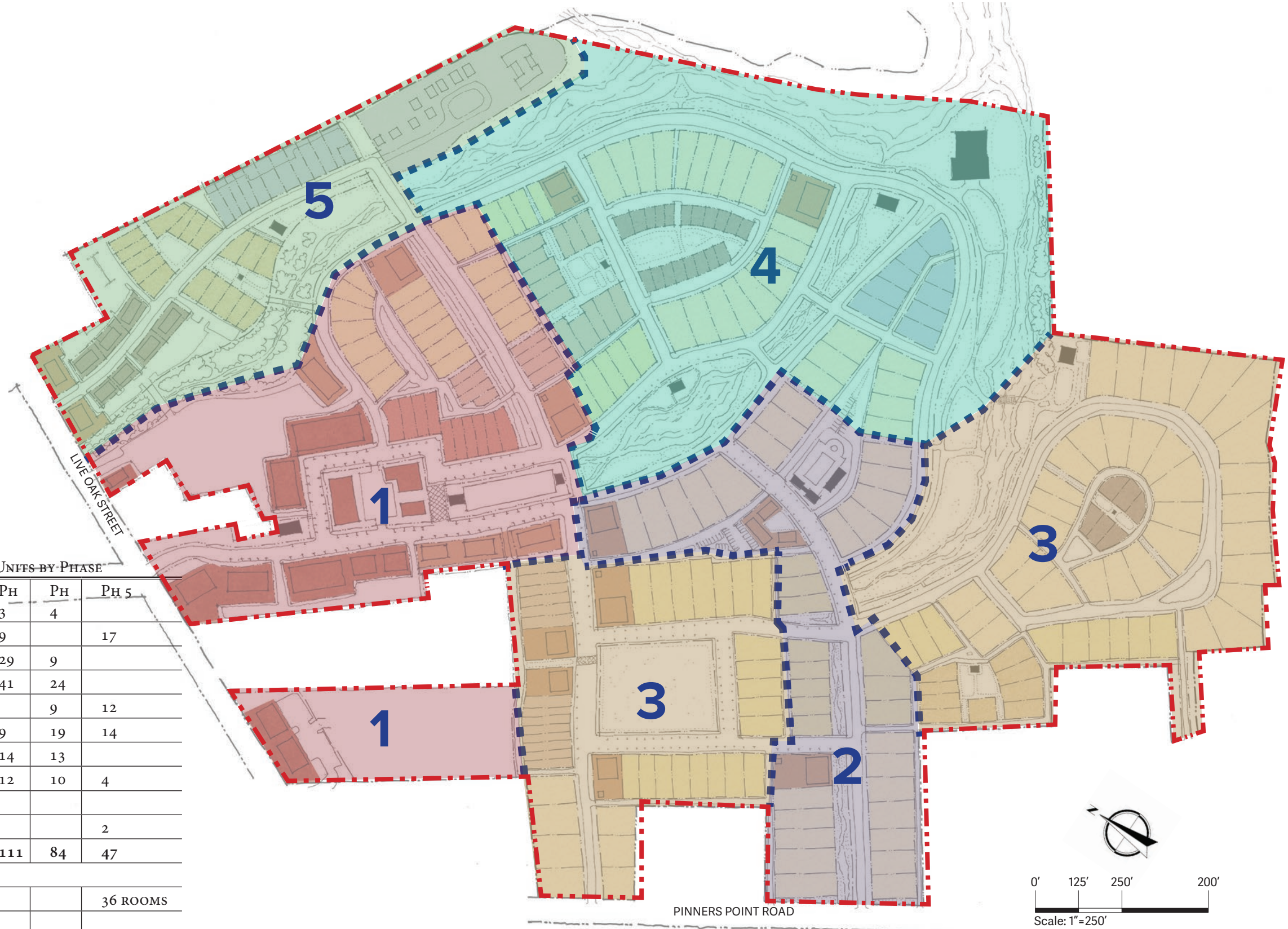


PHASING AREAS:

- 1 17.7 acres
- 2 10.3 acres
- 3 23.0 acres
- 4 23.5 acres
- 5 9.6 acres

BUILDINGS/UNITS BY PHASE:

BLDG TYPE	# OF UNITS	# OF UNITS BY PHASE				
		PH 1	PH 2	PH 3	PH 4	PH 5
<span style="background-color: #D2691E; width: 15px; height: 10px; display: inline-block;"></span> SMALL COTTAGE	25			9		17
<span style="background-color: #FFD700; width: 15px; height: 10px; display: inline-block;"></span> R3 COTTAGE	69	20	11	29	9	
<span style="background-color: #FFD700; width: 15px; height: 10px; display: inline-block;"></span> R5 HOUSE	90		25	41	24	
<span style="background-color: #4682B4; width: 15px; height: 10px; display: inline-block;"></span> TOWER	21				9	12
<span style="background-color: #8B4513; width: 15px; height: 10px; display: inline-block;"></span> MEWS	39			9	19	14
<span style="background-color: #D2691E; width: 15px; height: 10px; display: inline-block;"></span> TOWNHOUSE	21	8		14	13	
<span style="background-color: #8B4513; width: 15px; height: 10px; display: inline-block;"></span> MULTI-UNIT	78	40	12	12	10	4
<span style="background-color: #8B4513; width: 15px; height: 10px; display: inline-block;"></span> LIVE WORK	10					
<span style="background-color: #8B4513; width: 15px; height: 10px; display: inline-block;"></span> M.U. APT	32	30				2
<b>TOTAL DU</b>	<b>400</b>	<b>109</b>	<b>48</b>	<b>111</b>	<b>84</b>	<b>47</b>
<span style="background-color: #8B4513; width: 15px; height: 10px; display: inline-block;"></span> INN	36 ROOMS					36 ROOMS
<span style="background-color: #8B4513; width: 15px; height: 10px; display: inline-block;"></span> COMMERCIAL	UP TO 86,450 SF					



SHACKLEFORD LANDING

Master Plan Submission

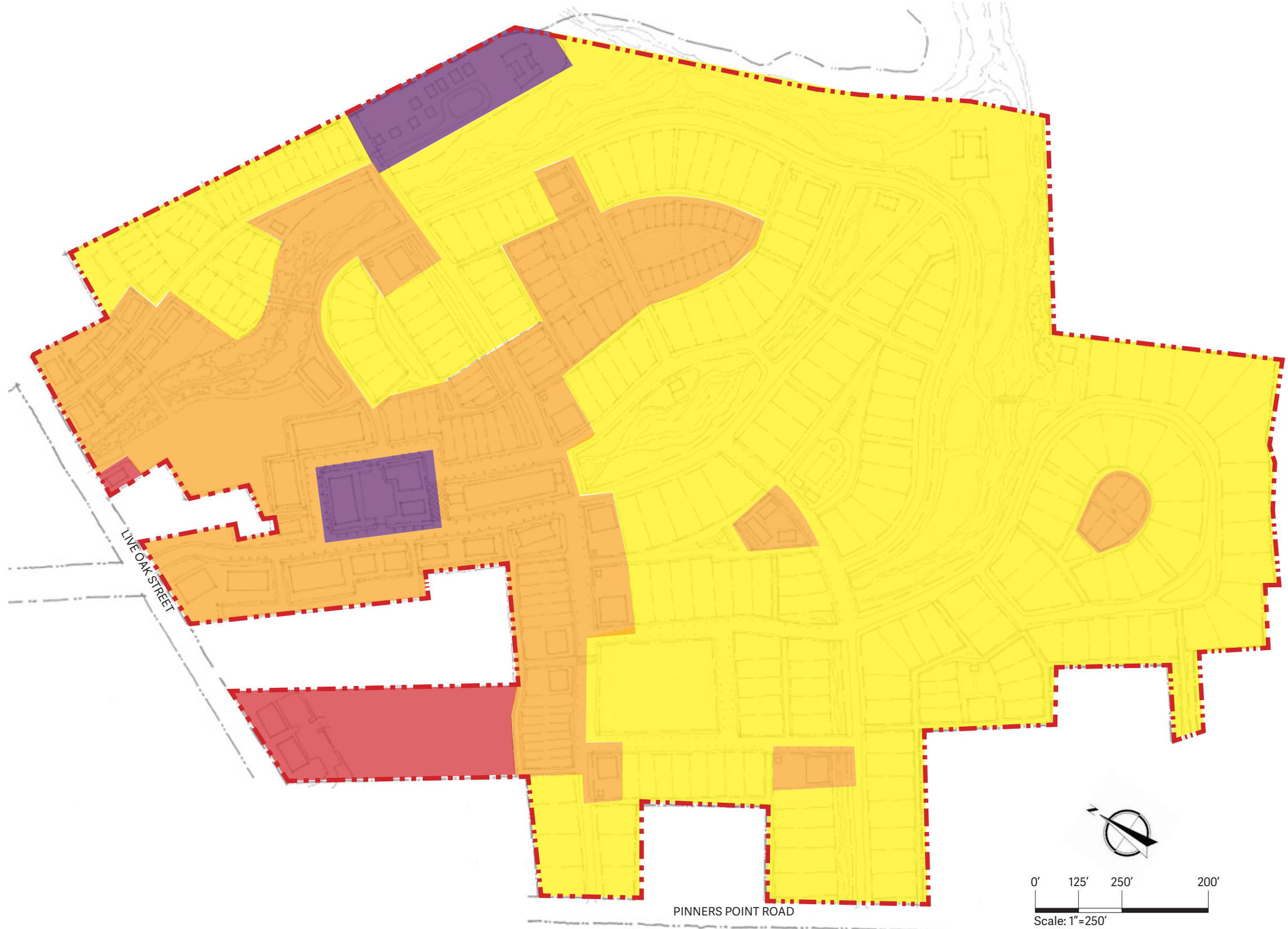


**SUBDISTRICTS:**

- B-1 (3.0 acres)
- TR (2.8 acres)
- TCA (22.7 acres)
- R-8 (55.6 acres)

**BUILDING/UNIT TYPE BY SUBDISTRICT:**

- SMALL COTTAGE
- R3 COTTAGE
- R5 HOUSE
- TOWER
- MEWS
- TOWNHOUSE
- MULTI-UNIT
- LIVE WORK
- M.U. APT
- INN
- COMMERCIAL (INTERIOR)
- COMMERCIAL (LIVE OAK STREET FRONTAGE)



SHACKLEFORD LANDING

Master Plan Submission





**Planned Unit Development Requirements and Variations**

**Accessory Building Setback Requirements**

- Code compliant
- Accessory/Outbuildings to meet current code requirements

**Building Height Limitations**

- Code compliant
- Maximum building height = 40'

**PUD Minimum Size**

- Code compliant
- 15 acre minimum PUD Size/84.1 acres proposed

**Maximum Overall Density**

- Code compliant
- 6 DUA maximum density/4.83 DUA proposed density

**Open Space Requirements**

- Code compliant
- 15% required/23.5% proposed

**Owner Association Required**

- Code compliant
- A mandatory Owner Association will be created.

**Residential Development**

- Variation requested
- Refer to Shackleford Landing Dimensional Standards Table and Lot Diagrams.

**Commercial Development**

- Variation requested
- Commercial construction shall be allowed to commence as part of the first phase of the Shackleford Landing PUD.

**Permitted Uses**

The following uses shall be permitted in the Shackleford Landing PUD:

Accessory Dwelling Unit	Garage, Private Detached	Parking Structure
Agritourism	Gas/Service Station	Personal Service Establishment
Amusement Establishment	Government/Non-Profit Owned/Operated Facilities & Services	Preschool
Antennae Co-Location of Existing Tower	Home Occupation	Produce Stand/Farmers Market
Assisted Living	Hospital	Public Safety Station
Athletic Field, Private	Hotel or Motel	Public Utility Facility
Athletic Field, Public	Kennel, Indoor Operation Only	Religious Institution
Bed & Breakfast	Library	Resource Conservation Area
Carport	Liquor Store	Restaurant, with Drive-Thru Service
Club, Lodge, Hall	Microbrewery	Restaurant, with Indoor Operation
Commercial Indoor Recreation Facility	Mixed Uses	Restaurant, with Outdoor Operation
Commercial Outdoor Amphitheatre	Museum	Retail Store
Commercial, Outdoor Recreation Facility	Neighborhood Recreation Center – Indoor/Outdoor, Private	Satellite Dish Antennae
Community Garden	Neighborhood Recreation Center, Public	School, K-12
Concealed (Stealth) Antennae & Tower	Nursing Home	School, Post-Secondary
Convenience Store	Office: Business, Professional, or Medical	Shed
Day Care Center	Office: Small Business	Signs, Commercial Free-Standing
Day Care/Child Care Home	Other Building-Mounted Antennae & Tower	Swimming Pool (Personal use)
Dock	Other Freestanding Tower	Tavern/Bar/Pub with Indoor Operation
Dry Boat Storage	Outdoor Amphitheater, Public	Tavern/Bar/Pub with Outdoor Operation
Dwelling, Duplex/Townhome	Outdoor Retail Display/Sales	Temporary Construction Trailer
Dwelling, Multi-Family	Outdoor Storage	Theatre, Large
Dwelling, Single-Family	Park, Public	Theatre, Small
Financial Institution	Parking Lot	Vehicle Charging Station

**Shackleford Landing Dimensional Standards Table**

UNIT TYPE	MAXIMUM HEIGHT	LOT SIZE	LOT WIDTH	FRONT SETBACK	SIDE SETBACK	REAR SETBACK
SMALL COTTAGE	40'	1,200 TO 5,000 SF	20' TO 50'	4' TO 8'	5'	5'
R3 COTTAGE	40'	1,200 TO 5,000 SF	20' TO 50'	6' TO 12'	5'	5'
R5 HOUSE	40'	1,200 TO 5,000 SF	20' TO 50'	10' TO 18'	5'	5'
TOWER HOUSE	40'	1,200 TO 5,000 SF	20' TO 50'	4' TO 8'	5'	5'
MEWS	40'	1,200 TO 5,000 SF	20' TO 50'	2' TO 5'	5'	5'
TOWNHOUSE	40'	1,200 TO 5,000 SF	20' TO 50'	2' TO 5'	0'	5'
MULTI-UNIT NEIGHBORHOOD	40'	5,600 TO 7,000 SF	70' MINIMUM	6' TO 12'	5'	5'
MULTI-UNIT TOWN CENTER	40'	5,600 TO 7,000 SF	70' MINIMUM	2' TO 5'	0'	5'
LIVE WORK	40'	1,200 TO 2,160 SF	20' TO 36'	2' TO 5'	0'	5'
MIXED USE	40'	NO MINIMUM LOT SIZE	NO MINIMUM LOT WIDTH	2' TO 5'	0'	-
INN	40'	NO MINIMUM LOT SIZE	NO MINIMUM LOT WIDTH	10' MINIMUM	10' MINIMUM	10' MINIMUM
COMMERCIAL (INTERIOR)	40'	NO MINIMUM LOT SIZE	NO MINIMUM LOT WIDTH	10' MINIMUM	10' MINIMUM	10' MINIMUM
COMMERCIAL (LIVE OAK ST.)	40'	NO MINIMUM LOT SIZE	NO MINIMUM LOT WIDTH	10' MINIMUM	0' REQUIRED	10' MINIMUM
OUTBUILDING	40'	NOT APPLICABLE	NOT APPLICABLE	NOT APPLICABLE	5'	5'



**SHACKLEFORD LANDING**

Master Plan Submission



Modifications to LDO Standards

**Section 8, C -- Planned Unit Development District**

Residential building setback requirements and minimum lot widths will be governed by the Zoning & Lot Standards established as part of the Shackleford Landing PUD.

Commercial building setback requirements and minimum lot widths will be governed by the Zoning & Lot Standards established as part of the Shackleford Landing PUD.

Accessory building setback requirements will be governed by the building setbacks established as part of the Shackleford Landing PUD.

Commercial construction shall be allowed to commence as part of the first phase of the project.

**Section 12, Home Occupations**

Home occupation uses in live/work units may exceed 25% of the combined floor space of the primary and accessory structures.

**Section 13, Parking Requirements, H Satellite Parking**

Parking for Small Cottage units shall be provided either on-site at 2 spaces per unit, or off-site within 1/4 mile of the unit.

Parking for Tower House units shall be provided either on-site at 2 spaces per unit, or off-site within 1/4 mile of the unit.

Modifications to Subdivision Ordinance

**Article VIII - Improvement Required and Minimum Standards of Design**

**Section 1: General**

- Sidewalk width and location shall be established as part of the Shackleford Landing PUD.
- 10' Sidewalk on one side of street on all ST-48 Street Types
- 5' Sidewalk on building side of the street on all ST-43 Street Types
- Sidewalks not to be provided on ST-34 Street Type
- Streets classified as alleys in the Shackleford Landing PUD may be constructed with alternate materials other than asphalt pavement.

**Section 7: Stormwater Drainage**











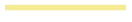

- Street design within the Shackleford Landing PUD shall be governed by the Street Regulating Plan. Curb and gutter will not be required on all streets.

**Section 9: Streets**

- Roadways within the PUD shall be private streets built to Town/NCDOT standards with the exception of the waivers noted herein.
- Street sections, ROW width, and travel lane size shall be established as part of the Shackleford Landing PUD and may be less than those specified in Section 9 of the Subdivision Ordinance.
- Alleys shall be allowed within residential blocks within the Shackleford Landing PUD.

**Section 10: Design Standards for Blocks**

- Block lengths within the Shackleford Landing Planned Unit Development may be less than 400 feet and longer than 1,320 feet in length.

	STREET TYPE	ROW	TRAVEL LANES	ON-STREET PARKING	SIDEWALK	PLANTING AREA
	ST-56	56'	(2) @10'	EA. SIDE @ 8'	EA. SIDE @ 10'	5'X5' TREE WELLS IN SIDEWALK EA. SIDE
	ST-56A	56'	(2) @10'	EA. SIDE @ 8'	EA. SIDE @ 5'	5' TREE LAWN EA. SIDE
	ST-48	48'	(2) @10'	EA. SIDE @ 8'	1 SIDE @ 10'	5'X5' TREE WELLS IN SIDEWALK 1 SIDE
	ST-48A	48'	(2) @10'	1 SIDE @ 8'	EA. SIDE @ 5'	5' TREE LAWN EA. SIDE
	ST-48B	48'	(1) @ 12'	EA. SIDE @ 8'	EA. SIDE @ 5'	5' TREE LAWN EA. SIDE
	ST-46	46'	(2) @10'	EA. SIDE @ 8'	EA. SIDE @ 5'	5'X8' TREE WELLS IN PARKING LANE EVERY 2 SPACES EA. SIDE
	ST-43	43'	(2) @10'	1 SIDE @ 8', YIELD	BLDG SIDE @ 5'	5' TREE LAWN EA. SIDE
	ST-40	40'	(2) @10'	-	EA. SIDE @ 5'	5' TREE LAWN EA. SIDE
	ST-34	34'	(2) @9'	-	-	8' TREE LAWN EA. SIDE
	AL-24	24'	(2) @10'	-	-	-
	AL-20	20'	(1) @12'	-	-	-
	LIVE OAK ST.	+20'	EXISTING	-	NEW 10' MU PATH (REPLACE EX. SIDEWALK)	(2) 8' TREE LAWNS ON EA. SIDE OF MU PATH





## SHACKLEFORD LANDING PUD – FACT/INFORMATION SHEET

	<u>Standard</u>	<u>Proposed Variation</u>	<u>Compliant items</u>
<b>Accessory Building Setback Requirements</b>	Must meet current code		Page 41 of the Booklet states that all accessory structures shall be code compliant
<b>Building Height Limitations</b>	40 feet		40 feet
<b>Permitted Uses</b>	All uses are allowed in the PUD District as a Special Use	All Uses Listed on page 41 of the Booklet are proposed to be permitted uses by right. These uses and only these uses would be allowed under the PUD and the developer would need to sign a statement to that affect if approved by the BOC.	
<b>PUD Minimum Size</b>	15 acres		84.1 acres
<b>Maximum Overall Density</b>	6 dwelling units per acre		4.83 dwelling units per acre shown.
<b>Open Space Requirement</b>	Minimum of 15%		23.5% shown
<b>Owner Association Required</b>	Mandatory		Page 41 of the Booklet state that an Owner Association will be created
<b>Residential Development</b>	Must meet current code	The applicant has requested several variations (see attached sheet) that differ from the current standards. These include setbacks, street right-of-ways, lot widths etc.	
<b>Commercial Development</b>	No commercial to begin until 50% of residential is complete	Page 41 of the Booklet request that Commercial Construction shall be allowed to commence as part of the first phase of the Shackleford Landing PUD.	



	Zoning Subdistricts	Proposed Height	Existing Height	Proposed Lot Size	Existing Lot Size	Proposed Lot Width	Existing Lot Width	Proposed Front Setback	Existing Front Setback	Proposed Side Setback	Existing Side Setback	Proposed Rear Setback	Existing Rear Setback
Small Cottage	R-8	40'	40' ETJ	No Minium - 1,200 to 5,000 sq. ft	8,000 sq. ft.	No Minium - 20' to 50'	60 feet	4-8 feet	25 feet	5 feet	8 feet	5 feet	25 feet
R3 Cottage	R-8	40'	40' ETJ	No Minium - 1,200 to 5,000 sq. ft	8,000 sq. ft.	No Minium - 20' to 50'	60 feet	6-12 feet	25 feet	5 feet	8 feet	5 feet	25 feet
R-5 House	R-8	40'	40' ETJ	No Minium - 1,200 to 5,000 sq. ft	8,000 sq. ft.	No Minium - 20' to 50'	60 feet	10-18 feet	25 feet	5 feet	8 feet	5 feet	25 feet
Tower House	R-8	40'	40' ETJ	No Minium - 1,200 to 5,000 sq. ft	8,000 sq. ft.	No Minium - 20' to 50'	60 feet	4-8 feet	25 feet	5 feet	8 feet	5 feet	25 feet
Mews	TCA	40'	40' ETJ	No Minium - 1,200 to 5,000 sq. ft	2,750 sq. ft.	No Minium - 20' to 50'	80 feet	2-5 feet	25 feet	5 feet	8 feet	5 feet	25 feet
Townhouse	TCA	40'	40' ETJ	No Minium - 1,200 to 5,000 sq. ft	2,750 sq. ft.	No Minium - 20' to 50'	80 feet	2-5 feet	25 feet	0' reqd	8 feet	5 feet	25 feet
Multi-Unit - N	TCA	40'	40' ETJ	No Minium - 5,600 to 7,000 sq. ft	2,750 sq. ft.	No Minimum - 70'	80 feet	6-12 feet	25 feet	5 feet	8 feet	5 feet	25 feet
Multi-Unit - TC	TCA	40'	40' ETJ	No Minium - 5,600 to 7,000 sq. ft	2,750 sq. ft.	No Minimum - 70'	80 feet	2-5 feet	25 feet	0' reqd	8 feet	5 feet	25 feet
Live Work	TCA*	40'	40' ETJ	No Minimum	2,750 sq. ft.	No Minimum	80 feet	2-5 feet	25 feet	0' reqd	8 feet	5 feet	25 feet
Mixed Use	TCA*	40'	40' ETJ	No Minimum	2,750 sq. ft.	No Minimum	80 feet	2-5 feet	25 feet	0' reqd	8 feet	5 feet	25 feet
Inn	TR	40'	40' ETJ	No Minimum	8,000 sq. ft.	No Minimum	60 feet	10 feet minimum	25 feet	10 feet minimum	15 feet com/8 feet other	10 feet minimum	25 feet
Commercial Interior	TR	40'	40' ETJ	No Minimum	8,000 sq. ft.	No Minimum	60 feet	10 feet minimum	25 feet	10 feet minimum	15 feet com/8 feet other	10 feet minimum	25 feet
Commercial Live Oak	B-1	40'	40' ETJ	No Minimum	5,000 sq. ft.	No Minimum	60 feet	10 feet minimum	30 feet	0' reqd	15 feet com	10 feet minimum	15 feet



<u>Street Type</u>	<u>ROW</u>	<u>Travel Lane Width</u>	<u>On- Street Parking Width</u>	<u>Sidewalk Width</u>	<u>Planting Area</u>
ST-56	56'	20 feet	8 feet each side = 16 feet	10 feet each side = 20 feet	tree wells in sidewalk
ST-56A	56'	20 feet	8 feet each side = 16 feet	5 feet each side = 10 feet	5 feet each side = 10 feet
ST-48	48'	20 feet	8 feet each side = 16 feet	10 feet one side = 10 feet	tree wells in sidewalk
ST-48A	48'	20 feet	8 feet one side = 8 feet	5 feet each side = 10 feet	5 feet each side = 10 feet
ST-48B	48'	12 feet	8 feet each side = 16 feet	5 feet each side = 10 feet	5 feet each side = 10 feet
ST-46	46'	20 feet	8 feet each side = 16 feet	5 feet each side = 10 feet	tree wells in parking lane every 2 spaces
ST-43	43'	20 feet	8 feet one side = 8 feet	5 feet building side = 5 feet	5 feet each side = 10 feet
ST-40	40'	20 feet		5 feet each side = 10 feet	5 feet each side = 10 feet
ST-34	34'	18 feet			8 feet each side = 16 feet





**TOWN OF BEAUFORT  
PLANNING BOARD**

**RZ21-22**

**RESOLUTION ADVISING THAT PROPOSED AMENDMENTS  
TO THE ZONING ORDINANCE AND COMPREHENSIVE FUTURE LAND USE PLAN  
ARE IN ACCORDANCE WITH ALL OFFICIALLY ADOPTED PLANS; ARE/ARE  
NOT REASONABLE; AND ARE/ARE NOT IN THE PUBLIC INTEREST.**

WHEREAS, the North Carolina General Assembly has given the Town of Beaufort (“Town”) the authority to adopt and amend zoning and development regulation ordinances for the purpose of promoting the health, safety, morals, and general welfare of its citizens;

WHEREAS, N.C.G.S. §160A-383 requires the Town of Beaufort Planning Board (“Board”) to advise the Town of Beaufort Board of Commissioners by written statement describing whether the proposed amendments to the Town’s Land Development Ordinance (“Ordinance”) and Core Land Use Plan are consistent with all officially adopted plans;

WHEREAS, the Board has in fact met to consider and evaluate the proposed amendments to the Ordinance; and

NOW THEREFORE, BE IT HEREBY RESOLVED, that the Planning Board finds that the proposed amendments to the Ordinance are in accordance with all officially adopted Town plans for the reasons stated in the Staff Report for Rezoning Case 21-22 attached hereto and incorporated herein by reference, and therefore recommends adoption by the Board of Commissioners. Specifically the Planning Board finds that the proposed amendments **are/are not** in furtherance of the Town plans, ordinances and regulations; and better clarify all the Ordinance regulations.

This Resolution is effective upon its adoption this 20th day of September, 2021.

**TOWN OF BEAUFORT  
PLANNING BOARD**

\_\_\_\_\_  
\_\_\_\_\_, Chairman

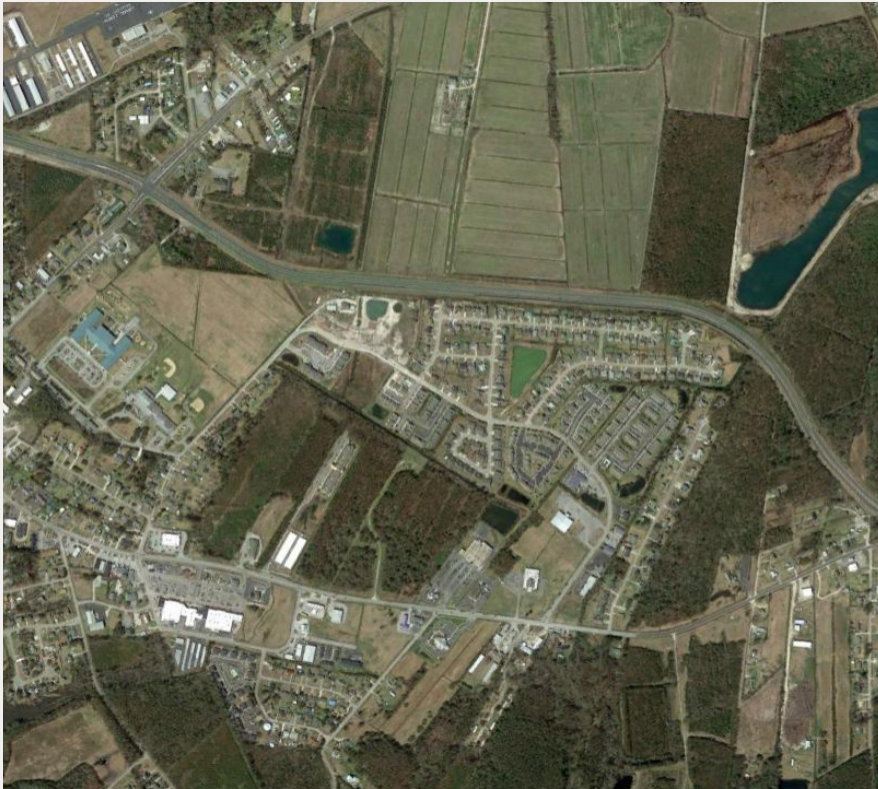
ATTEST:

\_\_\_\_\_  
\_\_\_\_\_, Secretary









Shackleford Landing  
**Traffic Impact Analysis**  
**Beaufort, North Carolina**





**TRAFFIC IMPACT  
ANALYSIS**

**FOR**

**SHACKLEFORD LANDING**

**LOCATED  
IN**

**BEAUFORT, NC**

Prepared For:  
Beltway Investment Group, Inc.  
10 State Road #289  
Bath, ME 04530

Prepared By:  
Ramey Kemp & Associates, Inc.  
5808 Faringdon Place, Suite 100  
Raleigh, NC 27609  
License #C-0910

SEPTEMBER 2021

RKA Project No. 21430



Prepared By: DT

Reviewed By: NB



**TRAFFIC IMPACT ANALYSIS  
SHACKLEFORD LANDING  
BEAUFORT, NORTH CAROLINA**

**EXECUTIVE SUMMARY**

**1. Development Overview**

A Traffic Impact Analysis (TIA) was conducted for the proposed Shackleford Landing development in accordance with the Beaufort (Town) Unified Development Ordinance (UDO) and North Carolina Department of Transportation (NCDOT) capacity analysis guidelines. The proposed development is to be located east of Live Oak Street and north of Pinners Point Road in Beaufort, North Carolina. The proposed development is expected to be mixed-use and is assumed to consist of 259 single-family homes, 141 low-rise multifamily units, a 36-room hotel/inn, an approximately 15,600 square foot (s.f.) general office, and an approximately 70,850 s.f. shopping center. The development is anticipated to be built out by 2027. Site access is proposed via three (3) full movement driveways along Pinners Point Road, three (3) full movement driveways along Live Oak Street, and a connection to the SECU driveway along Live Oak Street. One of the driveways along Live Oak Street is proposed to be aligned across from Professional Park Drive as the 4<sup>th</sup> leg of the intersection.

The study analyzes traffic conditions during the weekday AM and PM peak hours for the following scenarios:

- 2021 Existing Traffic Conditions
- 2027 No-Build Traffic Conditions
- 2027 Build Traffic Conditions

**2. Existing Traffic Conditions**

The study area for the TIA was determined through coordination with the Town and NCDOT and consists of the following existing intersections:

- Live Oak Street and Campen Road
- Live Oak Street and NC 101
- Live Oak Street and Professional Park Drive



- Live Oak Street and Pinners Point Road / Food Lion Driveway
- Live Oak Street and US 70
- Live Oak Street and SECU Driveway / Post Office Driveway
- NC 101 and US 70
- US 70 and NB U-Turn Location
- Live Oak Street and Pearl Drive

Due to the COVID-19 pandemic, previously collected turning movement counts were utilized, where available, at the following study intersections to determine 2021 existing peak hour traffic volumes. This historic count data was collected on the dates listed below during the weekday AM (7:00 – 9:00 AM) and PM (4:00 – 6:00 PM) peak hours, while both public and private schools were in session:

- Live Oak Street and Campen Road – February 2019
- Live Oak Street and NC 101 – April 2019
- Live Oak Street and Professional Park Drive – April 2019
- NC 101 and US 70 – March 2019

Peak hour turning movement counts conducted in 2019 were growth to 2021 using an approved 1% annual growth rate.

New peak hour turning movement counts were conducted by Burns Service, Inc. at the following study intersections during the weekday AM (7:00 – 9:00AM) and PM (4:00-6:00PM) peak hours in September 2021, while both public and private schools were in session for in-person learning:

- Live Oak Street and Campen Road
- Live Oak Street and Pinners Point Road
- Live Oak Street and SECU Driveway / Post Office Driveway
- Live Oak Street and US 70
- US 70 and NB U-Turn Location

Based on coordination with NCDOT and Town staff, the projected 2019 counts at the intersection of Live Oak Street and Campen Road were compared to newly collected count data at the same intersection. The comparison of this count data was used to develop a rate between available



count data and new count data collected during COVID-19 conditions. The rates determined were applied to the new count data collected at the remaining study intersections to determine 2021 existing traffic volumes. A growth rate of 18% was applied to the new count data collected during the weekday AM peak hour and 10% was applied to the count data collected during the weekday PM peak hour to account for the reduction in traffic associated with the COVID-19 pandemic.

At the intersection of Live Oak Street and Pearl Drive, a trip generation was performed for the approximately 26 single-family homes located along Pearl Drive to determine weekday AM and PM peak hour traffic volumes turning onto and off of Pearl Drive. Traffic volumes determined by the trip generation were distributed at the intersection using similar regional distribution percentages as the proposed development. Through volumes at the intersection were determined by balancing traffic volumes from the adjacent intersections. Traffic was balanced between intersections, where appropriate.

### 3. Site Trip Generation

The proposed development is assumed to consist of 259 single-family homes, 141 low-rise multifamily units, a 36-room hotel/inn, an approximately 15,600 s.f. general office, and an approximately 70,850 s.f. shopping center. Average weekday daily, AM peak hour, and PM peak hour trips for the proposed development were estimated using methodology contained within the ITE Trip Generation Manual, 10<sup>th</sup> Edition. Table E-1, on the next page, provides a summary of the trip generation potential for the site.



**Table E-1: Site Trip Generation**

Land Use (ITE Code)	Intensity	Daily Traffic (vpd)	Weekday AM Peak Hour Trips (vph)		Weekday PM Peak Hour Trips (vph)	
			Enter	Exit	Enter	Exit
Single-Family Detached Housing (210)	259 units	2,500	47	142	159	94
Multifamily House (Low-Rise) (220)	141 units	1,030	15	51	50	30
Hotel/Inn (310)	36 rooms	300	10	7	11	11
General Office Building (710)	15,600 s.f.	180	28	4	15	68
Shopping Center (820)	70,850 s.f.	4,760	116	71	202	219
<b>Total Trips</b>		<b>8,770</b>	<b>216</b>	<b>275</b>	<b>437</b>	<b>422</b>
<i>Internal Capture (4% Entering AM, 3% Exiting AM) (21% Entering PM, 22% Exiting PM)</i>			-9	-8	-92	-93
<b>Total External Trips</b>			<b>207</b>	<b>267</b>	<b>345</b>	<b>329</b>
<i>Pass-By Trips: Shopping Center (34% PM)</i>			--	--	-56	-56
<b>Total Primary Trips</b>			<b>207</b>	<b>267</b>	<b>289</b>	<b>273</b>

**4. Future Traffic Conditions**

Through coordination with the Town and NCDOT, it was determined that an annual growth rate of 1% would be used to generate 2027 projected weekday AM and PM peak hour traffic volumes. The following adjacent development was identified to be considered under future conditions:

- Beau Coast

**5. Capacity Analysis Summary**

The analysis considered weekday AM and PM peak hour traffic for 2021 existing, 2027 no-build, and 2027 build conditions. Refer to Section 7 of the TIA for the capacity analysis summary performed at each study intersection.



## 6. Recommendations

Based on the findings of this study, specific geometric and traffic control improvements have been identified at study intersections. The improvements are summarized below and are illustrated in Figure E-1.

### Improvements by NCDOT STIP U-6058

STIP U-6058 is expected to convert the intersection of Live Oak Street and NC 101 to a single-lane roundabout.

### Recommended Improvements by Developer

#### Live Oak Street and Professional Park Drive / Site Access C

*Improvements associated with this intersection are recommended to be constructed prior to the buildout of Phase 1A of the proposed development.*

- Construct northbound approach with one (1) ingress lane and two (2) egress lanes striped as one left-turn lane and one shared through/right-turn lane.
- Provide an exclusive eastbound right-turn lane with a minimum of 50 feet of storage and appropriate deceleration and taper length.
- Provide an exclusive northbound left-turn lane with a minimum of 75 feet of storage and appropriate deceleration and taper length.
- Restripe to provide an exclusive westbound left-turn lane on Live Oak Street
- Provide stop-control for northbound approach.

#### Live Oak Street and Pinnars Point Road / Food Lion Driveway

- Provide an exclusive northbound left-turn lane with a minimum of 100 feet of storage and appropriate deceleration and taper length. *This improvement is expected to be implemented after the build of Phase 2B of the proposed development.*
- Provide an exclusive eastbound right-turn lane with a minimum of 100 feet of storage and appropriate deceleration and taper length. *This improvement is expected to be implemented after the build of Phase 2B of the proposed development.*
- Monitor intersection for signalization and install traffic signal when warranted and approved by NCDOT. *This improvement is expected to be implemented after the build of Phase 3A of the proposed development.*



### Live Oak Street and Site Access A

*Improvements associated with this intersection are recommended to be constructed prior to the buildout of Phase 5 of the proposed development.*

- Construct northbound approach with one (1) ingress lane and one (1) egress lane.
- Provide an exclusive eastbound right-turn lane with a minimum of 50 feet of storage and appropriate deceleration and taper length.
- Restripe to provide an exclusive westbound left-turn lane on Live Oak Street.
- Provide stop-control for northbound approach.

### Live Oak Street and Site Access B

*Improvements associated with this intersection are recommended to be constructed prior to the buildout of Phase 1C of the proposed development.*

- Construct northbound approach with one (1) ingress lane and one (1) egress lane.
- Provide an exclusive eastbound right-turn lane with a minimum of 50 feet of storage and appropriate deceleration and taper length.
- Restripe to provide an exclusive westbound left-turn lane on Live Oak Street
- Provide stop-control for northbound approach.

### Pinners Point Road and Site Access D

*Improvements associated with this intersection are recommended to be constructed prior to the buildout of Phase 3B of the proposed development.*

- Construct westbound approach with one (1) ingress lane and one (1) egress lane.
- Provide stop-control for westbound approach.

### Pinners Point Road and Site Access E

*Improvements associated with this intersection are recommended to be constructed prior to the buildout of Phase 2B of the proposed development.*

- Construct westbound approach with one (1) ingress lane and one (1) egress lane.
- Provide stop-control for westbound approach.

### Pinners Point Road and Site Access F

*Improvements associated with this intersection are recommended to be constructed prior to the buildout of Phase 3A of the proposed development.*

- Construct westbound approach with one (1) ingress lane and one (1) egress lane.
- Provide stop-control for westbound approach.

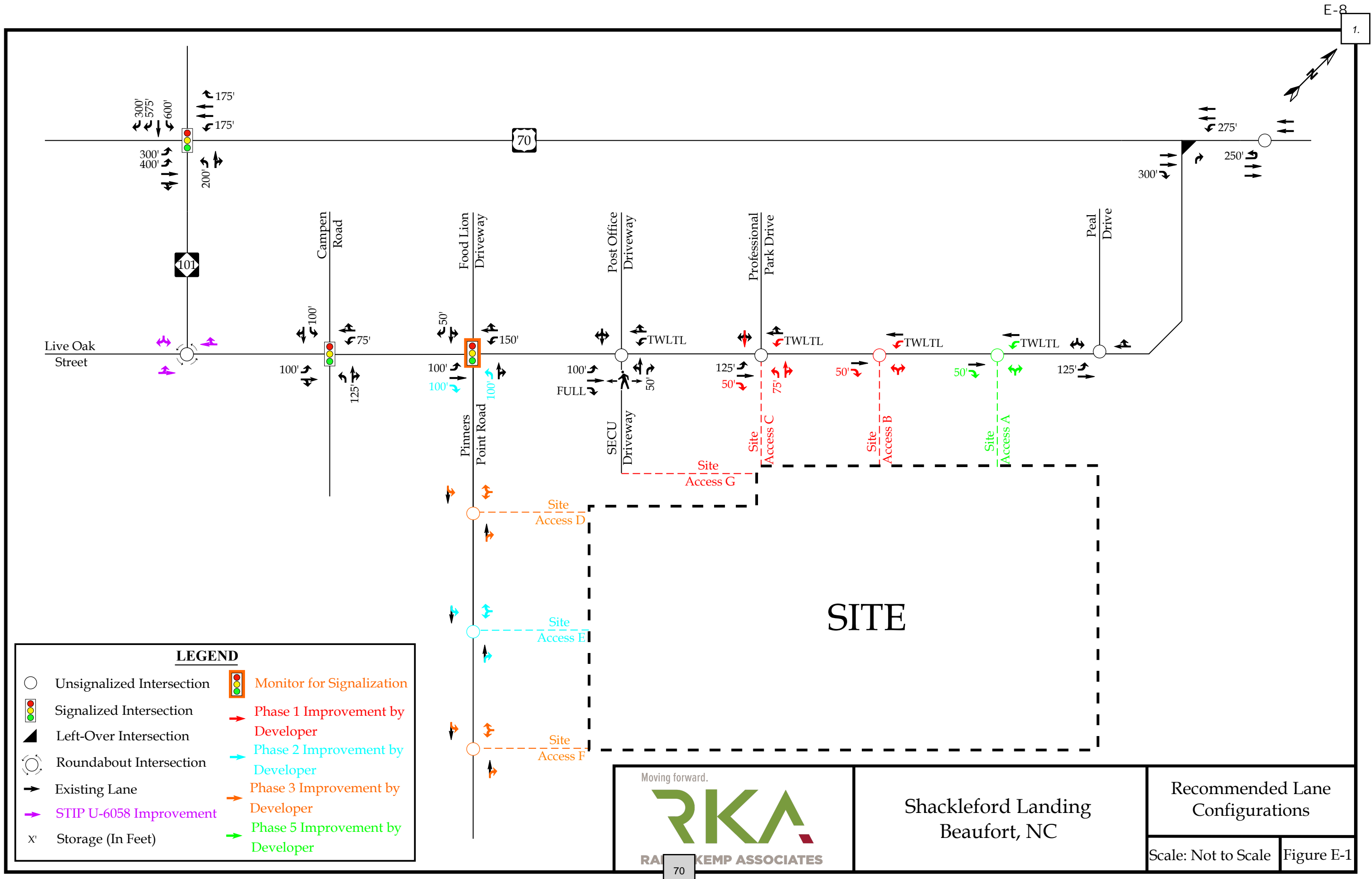


Live Oak Street and Post Office Driveway / SECU Driveway / Site Access G

*Improvements associated with this intersection are recommended to be constructed prior to the buildout of Phase 1C of the proposed development.*

- Extend the existing SECU Driveway to provide access to the proposed site.





Moving forward.

**RKA**  
RAKEMP ASSOCIATES

Shackleford Landing  
Beaufort, NC

Recommended Lane  
Configurations

Scale: Not to Scale | Figure E-1



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**TRAFFIC IMPACT ANALYSIS  
SHACKLEFORD LANDING  
BEAUFORT, NORTH CAROLINA**

**1. INTRODUCTION**

The contents of this report present the findings of the Traffic Impact Analysis (TIA) conducted for the proposed Shackleford Landing mixed-use development to be located east of Live Oak Street and north of Pinners Point Road in Beaufort, North Carolina. The purpose of this study is to determine the potential impacts to the surrounding transportation system created by traffic generated by the proposed development, as well as recommend improvements to mitigate the impacts.

The proposed development, anticipated to be completed in 2027, is assumed to consist of the following uses:

- 259 single-family homes
- 141 low-rise multifamily units
- 36-room hotel/inn
- 15,600 square foot (s.f.) general office
- 70,850 s.f. shopping center

The study analyzes traffic conditions during the weekday AM and PM peak hours for the following scenarios:

- 2021 Existing Traffic Conditions
- 2027 No-Build Traffic Conditions
- 2027 Build Traffic Conditions

**1.1. Site Location and Study Area**

The development is proposed to be located east of Live Oak Street, north of Pinners Point Road in Beaufort, North Carolina. Refer to Figure 1 for the site location map.

The study area for the TIA was determined through coordination with the North Carolina Department of Transportation (NCDOT) and the Town of Beaufort (Town) and consists of the following existing intersections:

- Live Oak Street and Campen Road
- Live Oak Street and NC 101
- Live Oak Street and Professional Park Drive
- Live Oak Street and Pinners Point Road / Food Lion Driveway
- Live Oak Street and US 70
- Live Oak Street and SECU Driveway / Post Office Driveway
- NC 101 and US 70
- US 70 and NB U-Turn Location
- Live Oak Street and Pearl Drive

Refer to Appendix A for the approved scoping documentation.

## 1.2. Proposed Land Use and Site Access

The site is expected to be located east of Live Oak Street, north of Pinners Point Road. The proposed development, anticipated to be completed in 2027, is assumed to consist of the following uses:

- 259 single-family homes
- 141 low-rise multifamily units
- 36-room hotel/inn
- 15,600 s.f. general office
- 70,850 s.f. shopping center

Site access is proposed via three (3) full movement driveways along Pinners Point Road, three (3) full movement driveways along Live Oak Street, and a connection to the SECU driveway along Live Oak Street. One of the driveways along Live Oak Street is proposed to be aligned across from Professional Park Drive as the 4<sup>th</sup> leg of the intersection. Refer to Figure 2 for a copy of the preliminary site plan.



**1.3. Adjacent Land Uses**

The proposed development is located in an area consisting primarily residential and commercial development, and undeveloped land.

**1.4. Existing Roadways**

Existing lane configurations (number of traffic lanes on each intersection approach), speed limits, storage capacities, and other intersection and roadway information within the study area are shown in Figure 3. Table 1 provides a summary of this information, as well.

**Table 1: Existing Roadway Inventory**

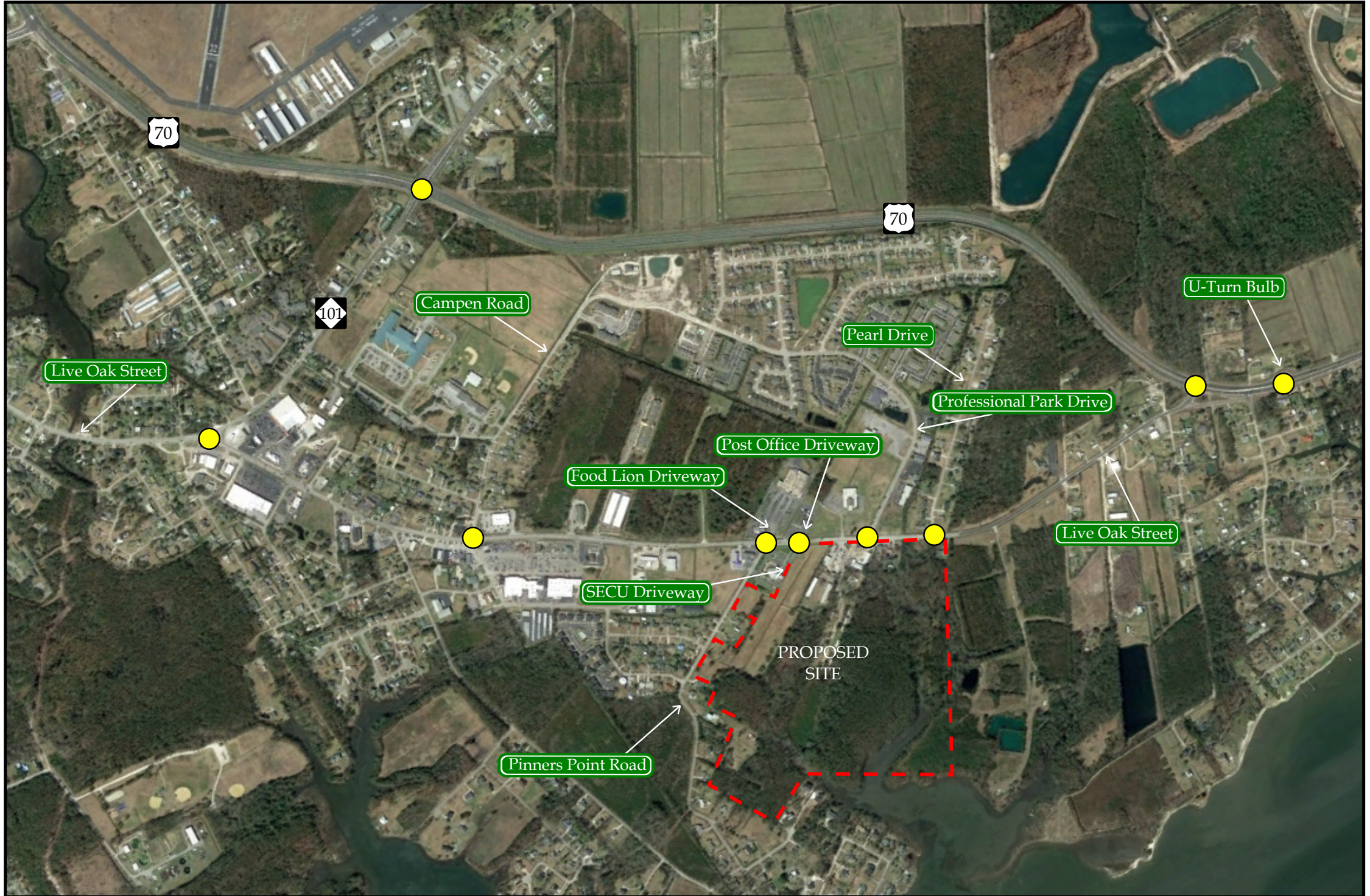
Road Name	Route Number	Typical Cross Section	Speed Limit	Maintained By	2019 AADT (vpd)
Beaufort Bypass	US 70	4-lane divided	55 mph / 45 mph	NCDOT	15,500
NC 101		2-lane undivided	35 mph	NCDOT	9,500
Live Oak Street	SR 1493	2-lane divided	35 mph / 45 mph	NCDOT	11,500
Pinners Point Road	SR 1303	2-lane undivided	35 mph (assumed)	NCDOT	550
Professional Park Drive	N/A	2-lane undivided	25 mph	Private	2,750*
Campen Road	N/A	2-lane undivided	25 mph	Private	2,250*
SECU Driveway / Post Office Driveway	N/A	2-lane undivided	15 mph (assumed)	Private	360*

**Table 1: Existing Roadway Inventory (*continued*)**

Pearl Drive	SR 1459	2-lane undivided	25 mph	NCDOT	280*
-------------	---------	------------------	--------	-------	------

\*ADT based on the traffic counts from 2021 and assuming the weekday PM peak hour volume is 10% of the average daily traffic.





**LEGEND**

- Proposed Site Location
- Study Intersection
- Study Area



Moving forward.

**RKA**

RAKEMP ASSOCIATES

Shackleford Landing  
Beaufort, NC

Site Location Map

Scale: Not to Scale    Figure 1

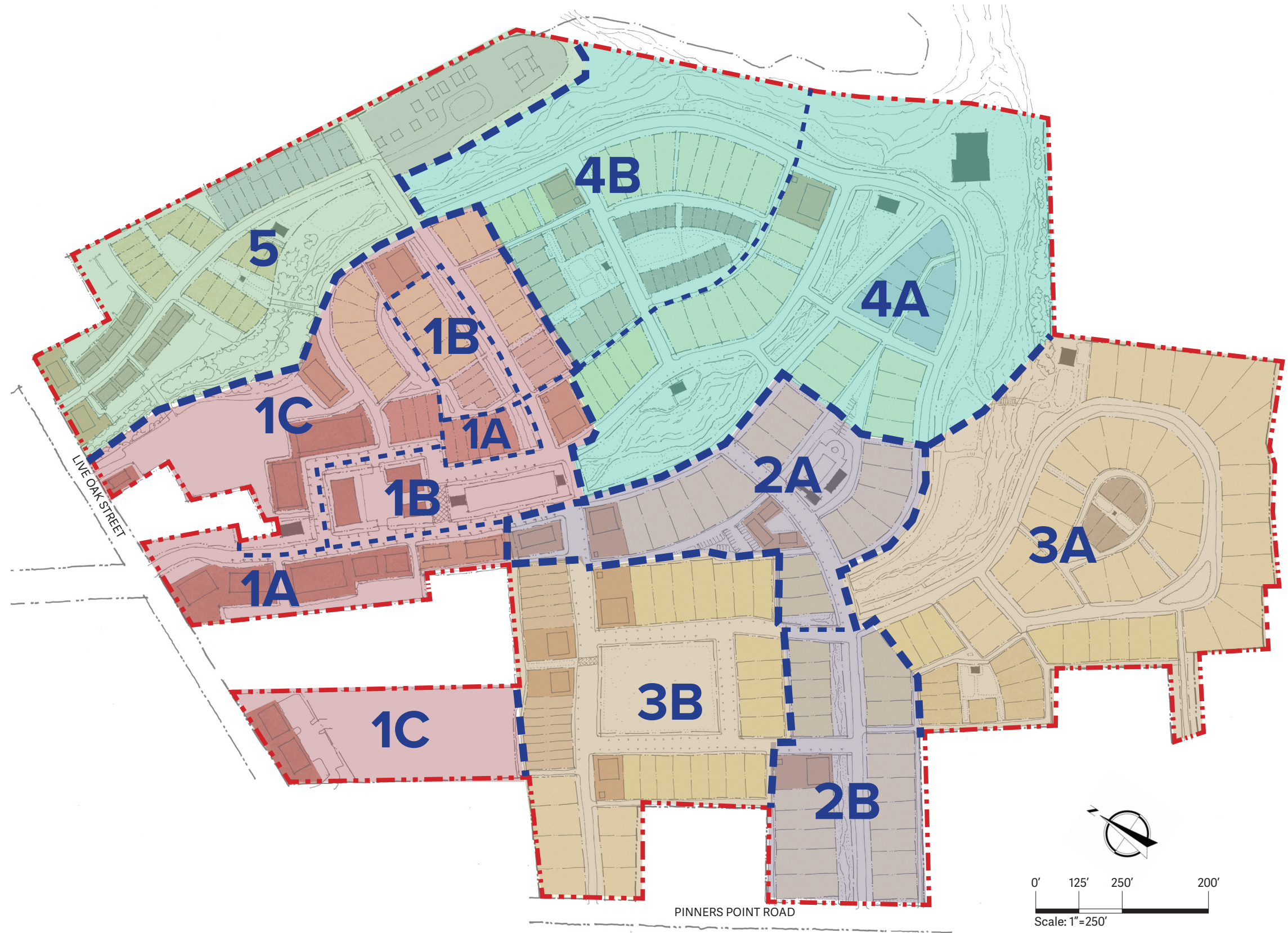


**PHASING AREAS:**

1	17.7 acres
2	10.3 acres
3	23.0 acres
4	23.5 acres
5	9.6 acres

**BUILDING TYPES:**

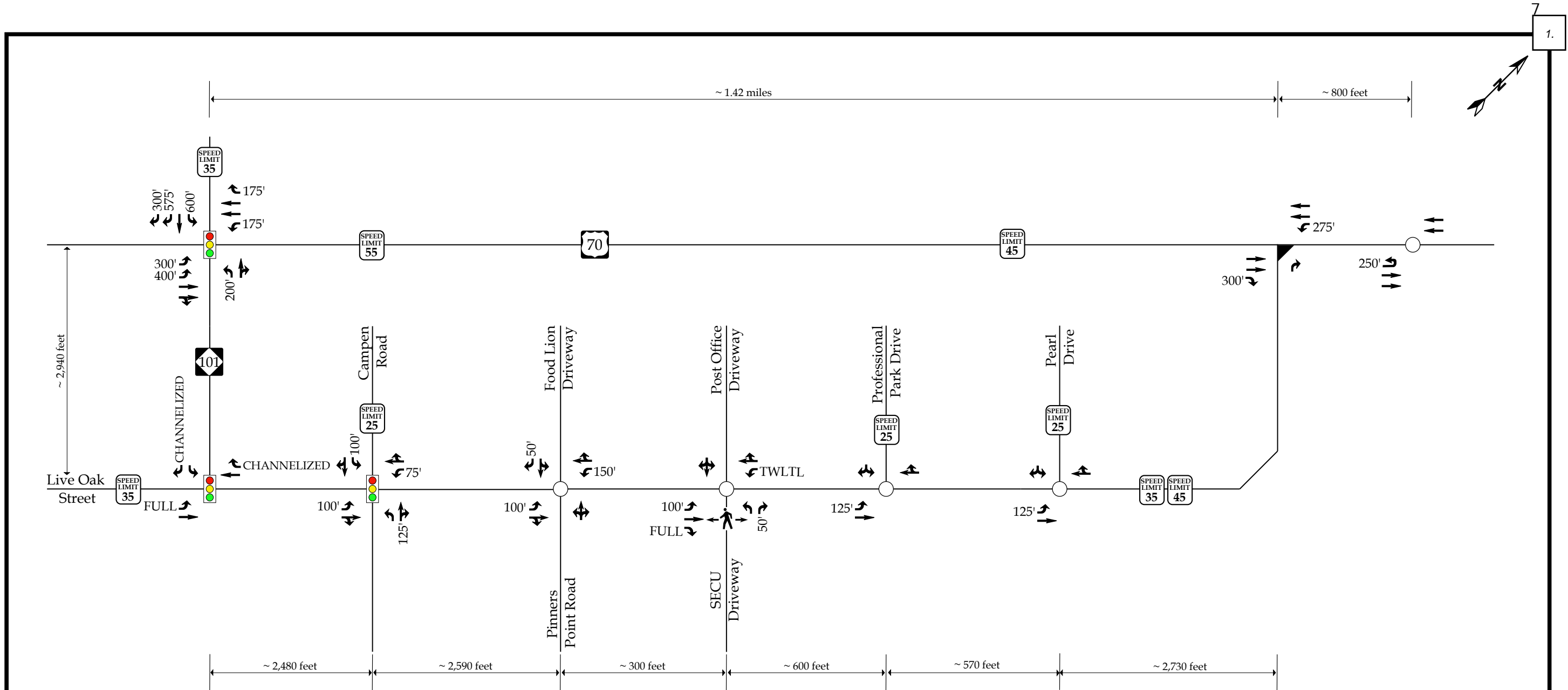
	SMALL COTTAGE
	R3 COTTAGE
	R5 HOUSE
	TOWER
	MEWS
	TOWNHOUSE
	MULTI-UNIT
	LIVE WORK
	M.U. APT
	TOTAL DU
	INN
	COMMERCIAL



SHACKLEFORD LANDING

Master Plan Submission





**LEGEND**

- Unsignalized Intersection
- ⦿ Signalized Intersection
- ▲ Left-Over Intersection
- ➔ Existing Lane
- x' Storage (In Feet)
- TWLTL Two-Way Left-Turn Lane
- ↔ Pedestrian Crosswalk
- Ⓢ Posted Speed Limit

Moving forward.



**RKA**  
RAKEMP ASSOCIATES

Shackleford Landing  
Beaufort, NC

2021 Existing  
Lane Configurations

Scale: Not to Scale    Figure 3

## 2. 2021 EXISTING PEAK HOUR CONDITIONS

### 2.1. 2021 Existing Peak Hour Traffic Volumes

Due to the COVID-19 pandemic, previously collected turning movement counts were utilized, where available, at the following study intersections to determine 2021 existing peak hour traffic volumes. This historic count data was collected on the dates listed below during the weekday AM (7:00 – 9:00 AM) and PM (4:00 – 6:00 PM) peak hours, while both public and private schools were in session:

- Live Oak Street and Campen Road – February 2019
- Live Oak Street and NC 101 – April 2019
- Live Oak Street and Professional Park Drive – April 2019
- NC 101 and US 70 – March 2019

Peak hour turning movement counts conducted in 2019 were growth to 2021 using an approved 1% annual growth rate.

New peak hour turning movement counts were conducted by Burns Service, Inc. at the following study intersections during the weekday AM (7:00 – 9:00AM) and PM (4:00-6:00PM) peak hours in September 2021, while both public and private schools were in session for in-person learning:

- Live Oak Street and Campen Road
- Live Oak Street and Pinnars Point Road
- Live Oak Street and SECU Driveway / Post Office Driveway
- Live Oak Street and US 70
- US 70 and NB U-Turn Location

Based on coordination with NCDOT and Town staff, the projected 2019 counts at the intersection of Live Oak Street and Campen Road were compared to newly collected count data at the same intersection. The comparison of this count data was used to develop a rate between available count data and new count data collected during COVID-19 conditions. The rates determined were applied to the new count data collected at the remaining study intersections to determine 2021 existing traffic volumes. A growth rate of 18% was applied to

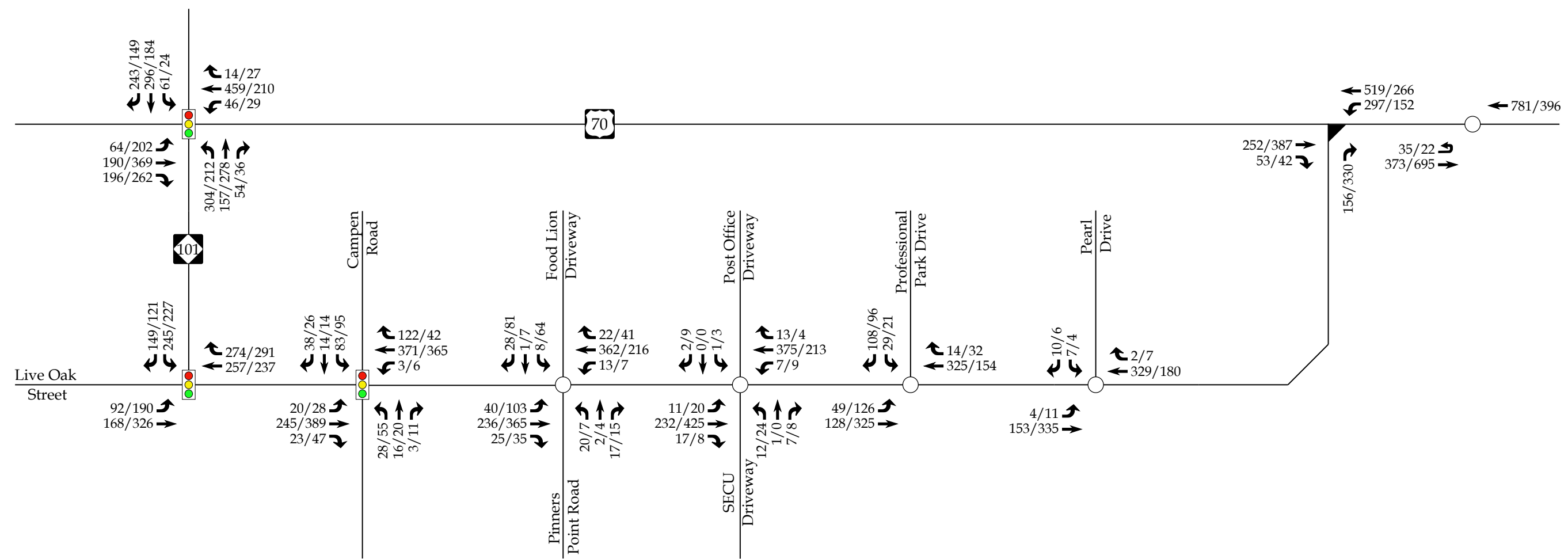
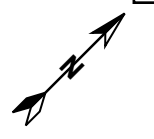


the new count data collected during the weekday AM peak hour and 10% was applied to the count data collected during the weekday PM peak hour to account for the reduction in traffic associated with the COVID-19 pandemic.

At the intersection of Live Oak Street and Pearl Drive, a trip generation was performed for the approximately 26 single-family homes located along Pearl Drive to determine weekday AM and PM peak hour traffic volumes turning onto and off of Pearl Drive. Traffic volumes determined by the trip generation were distributed at the intersection using similar regional distribution percentages as the proposed development. Through volumes at the intersection were determined by balancing traffic volumes from the adjacent intersections. Traffic was balanced between intersections, where appropriate. Refer to Figure 4 for 2021 existing weekday AM and PM peak hour traffic volumes. A copy of the count data is located in Appendix B of this report.

## **2.2. Analysis of 2021 Existing Peak Hour Traffic Conditions**

The 2021 existing weekday AM and PM peak hour traffic volumes were analyzed to determine the current levels of service at the study intersections under existing roadway conditions. Signal information was obtained from NCDOT and is included in Appendix C. The results of the analysis are presented in Section 7 of this report.



**LEGEND**

- Unsignalized Intersection
- 🚦 Signalized Intersection
- ◼ Left-Over Intersection
- X / Y → Weekday AM / PM Peak Hour Traffic

Moving forward.

**RKA**  
RAKEMP ASSOCIATES

Shackleford Landing  
Beaufort, NC

2021 Existing  
Peak Hour Traffic

Scale: Not to Scale    Figure 4



**3. 2027 NO-BUILD PEAK HOUR CONDITIONS**

In order to account for growth of traffic and subsequent traffic conditions at a future year, no-build traffic projections are needed. No-build traffic is the component of traffic due to the growth of the community and surrounding area that is anticipated to occur regardless of whether or not the proposed development is constructed. No-build traffic is comprised of existing traffic growth within the study area and additional traffic created as a result of adjacent approved developments.

**3.1. Ambient Traffic Growth**

Through coordination with the Town and NCDOT, it was determined that an annual growth rate of 1% would be used to generate 2027 projected weekday AM and PM peak hour traffic volumes. Refer to Figure 5 for 2027 projected peak hour traffic.

**3.2. Adjacent Development Traffic**

Through coordination with the Town and NCDOT, the following adjacent developments were identified to be included as an approved adjacent development in this study:

- Beau Coast

Table 2, on the following page, provides a summary of the adjacent developments.

**Table 2: Adjacent Development Information**

<b>Development Name</b>	<b>Location</b>	<b>Build-Out Year</b>	<b>Land Use / Intensity</b>	<b>TIA Performed</b>
Beau Coast	Along Lennoxville Road / Mulberry Street, west of Chadwick Road	2019	200 recreational homes 256 residential planned unit developments	August 2016 by KHA (Traffic Assessment)

It should be noted that the adjacent development was approved, during scoping, by the Town and NCDOT. Adjacent development trips are shown in Figure 6. Adjacent development information can be found in Appendix D.

### 3.3. Future Roadway Improvements

Based on coordination with the NCDOT and the Town, it was determined that the roadway improvements associated with the NCDOT State Transportation Improvement Program (STIP) project U-6058 should be considered in this study. STIP project U-6058 is expected to convert the intersection of Live Oak Street and NC 101 to a single-lane roundabout. With an anticipated construction year of 2025, improvements associated with the STIP U-6058 project were analyzed under future conditions. The STIP U-6058 plans can be found in Appendix E.

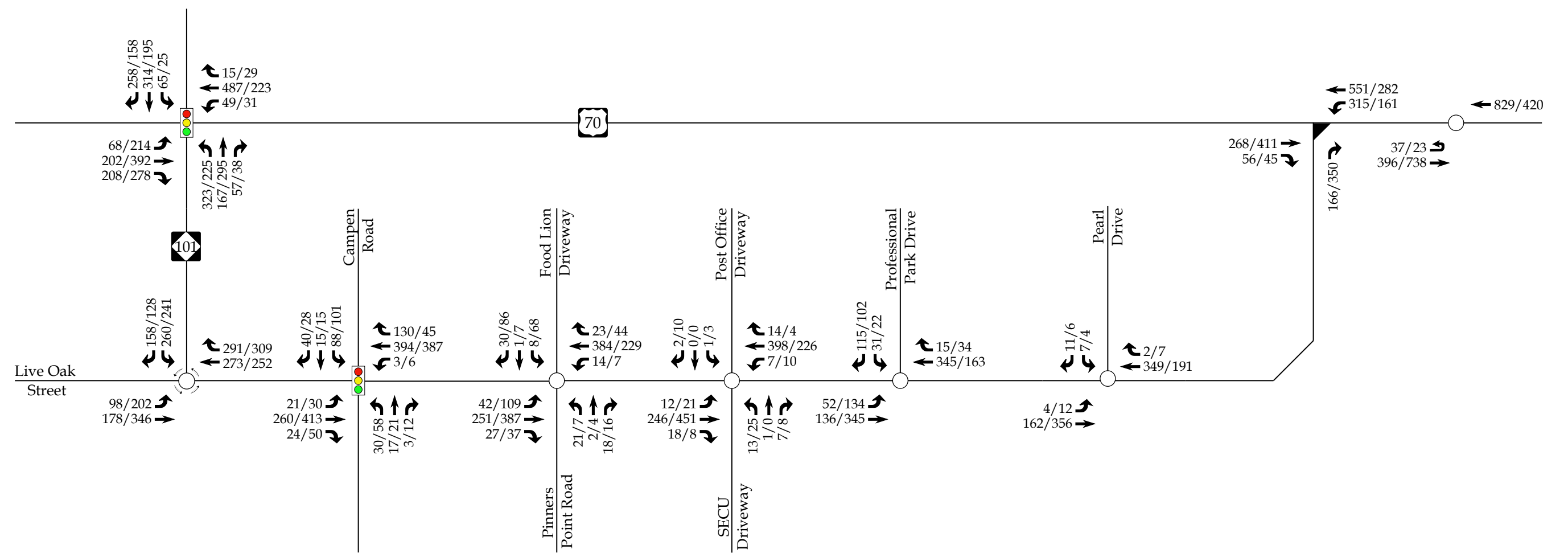
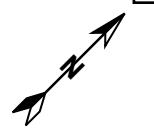
### 3.4. 2027 No-Build Peak Hour Traffic Volumes

The 2027 no-build traffic volumes were determined by projecting the 2021 existing peak hour traffic to the year 2027, and adding the adjacent development trips. Refer to Figure 7 for an illustration of the 2027 no-build peak hour traffic volumes at the study intersections.

### 3.5. Analysis of 2027 No-Build Peak Hour Traffic Conditions

The 2027 no-build AM and PM peak hour traffic volumes at the study intersections were analyzed with future geometric roadway conditions and traffic control. The analysis results are presented in Section 7 of this report.





**LEGEND**

- Unsignalized Intersection
- ◫ Signalized Intersection
- ◼ Left-Over Intersection
- ⊙ Roundabout Intersection
- X / Y → Weekday AM / PM Peak Hour Traffic

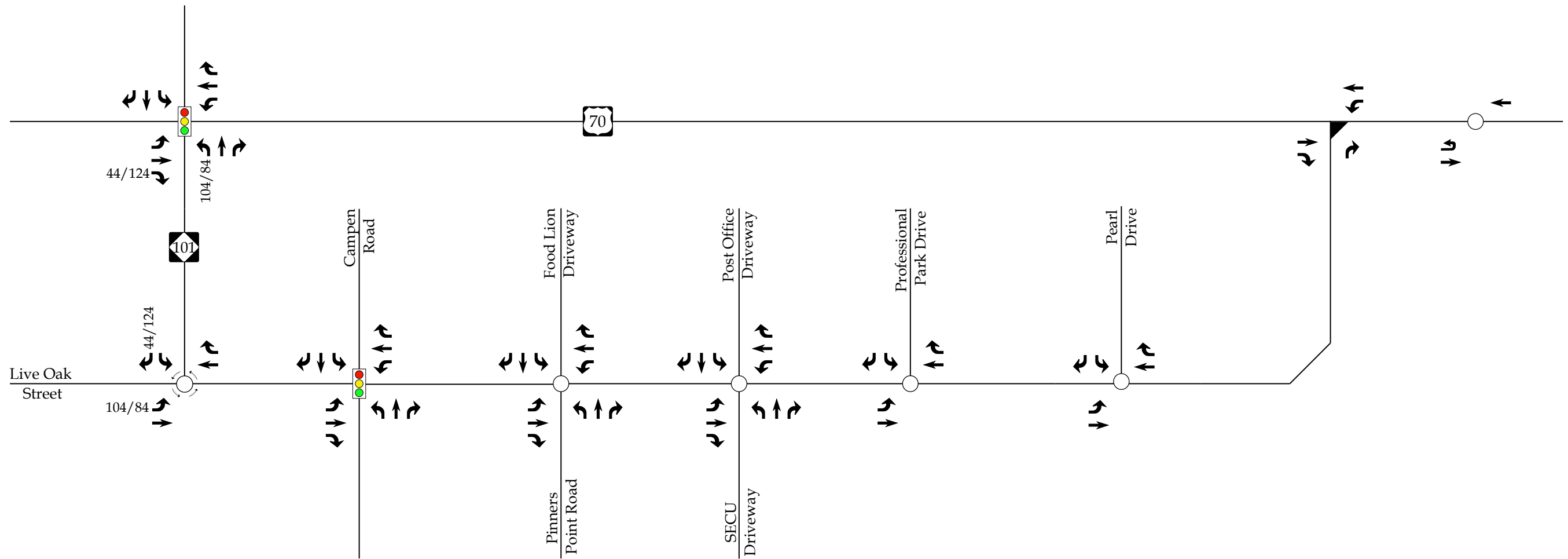
Moving forward.

**RKA**  
RAKEMP ASSOCIATES

Shackleford Landing  
Beaufort, NC

2027 Projected  
Peak Hour Traffic

Scale: Not to Scale    Figure 5



**LEGEND**

- Unsignalized Intersection
- 🚦 Signalized Intersection
- ▲ Left-Over Intersection
- ⦿ Roundabout Intersection
- X/Y → Weekday AM / PM Peak Hour Adjacent Development Trips

Moving forward.

**RKA**

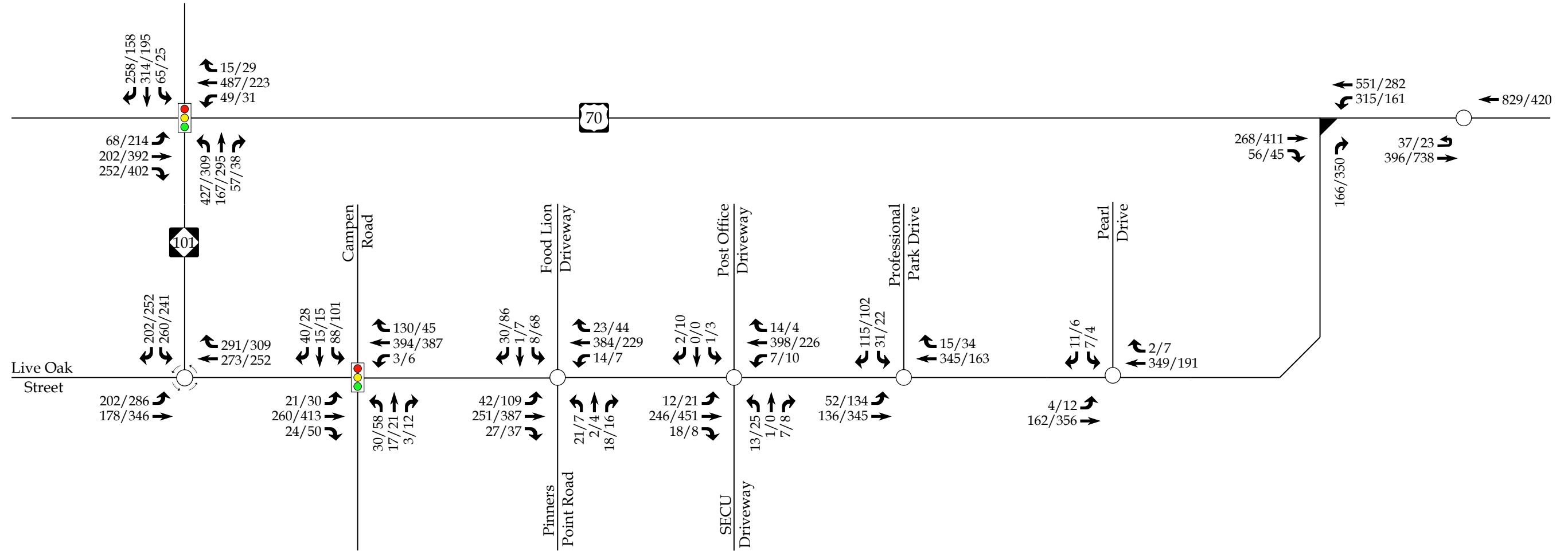
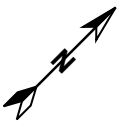
RAKEMP ASSOCIATES

Shackleford Landing  
Beaufort, NC

Peak Hour Adjacent  
Development Trips

Scale: Not to Scale    Figure 6





**LEGEND**

- Unsignalized Intersection
- ◫ Signalized Intersection
- ◼ Left-Over Intersection
- ⊙ Roundabout Intersection
- X / Y → Weekday AM / PM Peak Hour Traffic

Moving forward.

**RKA**  
RAKEMP ASSOCIATES

Shackleford Landing  
Beaufort, NC

2027 No-Build  
Peak Hour Traffic

Scale: Not to Scale    Figure 7

Moving forward.

**4. SITE TRIP GENERATION AND DISTRIBUTION**

**4.1. Trip Generation**

The proposed development is assumed to consist of 259 single-family homes, 141 townhomes, a 36-room hotel/inn, a 15,600 s.f. general office space, and 70,850 s.f. retail space. Average weekday daily, AM peak hour, and PM peak hour trips for the proposed development were estimated using methodology contained within the ITE *Trip Generation Manual*, 10th Edition. Table 3 provides a summary of the trip generation potential for the site.

**Table 3: Trip Generation Summary**

Land Use (ITE Code)	Intensity	Daily Traffic (vpd)	Weekday AM Peak Hour Trips (vph)		Weekday PM Peak Hour Trips (vph)	
			Enter	Exit	Enter	Exit
Single-Family Detached Housing (210)	259 units	2,500	47	142	159	94
Multifamily House (Low-Rise) (220)	141 units	1,030	15	51	50	30
Hotel/Inn (310)	36 rooms	300	10	7	11	11
General Office Building (710)	15,600 s.f.	180	28	4	15	68
Shopping Center (820)	70,850 s.f.	4,760	116	71	202	219
<b>Total Trips</b>		<b>8,770</b>	<b>216</b>	<b>275</b>	<b>437</b>	<b>422</b>
<i>Internal Capture (4% Entering AM, 3% Exiting AM) (21% Entering PM, 22% Exiting PM)</i>			-9	-8	-92	-93
<b>Total External Trips</b>			<b>207</b>	<b>267</b>	<b>345</b>	<b>329</b>
<i>Pass-By Trips: Shopping Center (34% PM)</i>			--	--	-56	-56
<b>Total Primary Trips</b>			<b>207</b>	<b>267</b>	<b>289</b>	<b>273</b>

It is estimated that the proposed development will generate approximately 8,770 total site trips on the roadway network during a typical 24-hour weekday period. Of the daily traffic volume, it is anticipated that 491 trips (216 entering and 275 exiting) will occur during the



weekday AM peak hour and 859 (437 entering and 422 exiting) will occur during the weekday PM peak hour.

Internal capture of trips between the office, residential, and retail uses was considered in this study. Internal capture is the consideration for trips that will be made within the site between different land uses, so the vehicle technically never leaves the internal site but can still be considered as a trip to that specific land use. Internal capture typically only considers trips between residential, office, and retail/restaurant land uses. Based on NCHRP Report 684 methodology, a weekday AM peak hour internal capture of 4% entering and 3% exiting and a weekday PM peak hour internal capture rate of 21% entering and 22% exiting was applied to the total trips. The internal capture reductions are expected to account for approximately 17 (9 entering and 8 exiting) trips during the weekday AM peak hour and 185 (92 entering and 93 exiting) trips during the weekday PM peak hour.

Pass-by trips were also taken into consideration in this study. Pass-by trips are made by the traffic already using the adjacent roadway, entering the site as an intermediate stop on their way to another destination. Pass-by percentages are applied to site trips after adjustments for internal capture. Pass-by trips are expected to account for approximately 112 trips (56 entering and 56 exiting) during the weekday PM peak hour. It should be noted that the pass-by trips were balanced, as it is likely that these trips would enter and exit in the same hour.

The total primary site trips are the calculated site trips after the reduction for internal capture and pass-by trips. Primary site trips are expected to generate approximately 474 trips (207 entering and 267 exiting) during the weekday AM peak hour and 562 trips (289 entering and 273 exiting) during the weekday PM peak hour.

#### **4.2. Site Trip Distribution and Assignment**

Trip distribution percentages used in assigning site traffic for this development were estimated based on a combination of existing traffic patterns, population centers adjacent to the study area, and engineering judgment.

It is estimated that the residential site trips will be regionally distributed as follows:

- 25% to/from the west via Live Oak Street
- 50% to/from the west via US 70
- 5% to/from the north via NC 101
- 10% to/from the north via Campen Road
- 5% to/from the south via Campen Road
- 5% to/from the north via Pinners Point Road / Food Lion Driveway

It is estimated that the hotel/office/retail site trips will be regionally distributed as follows:

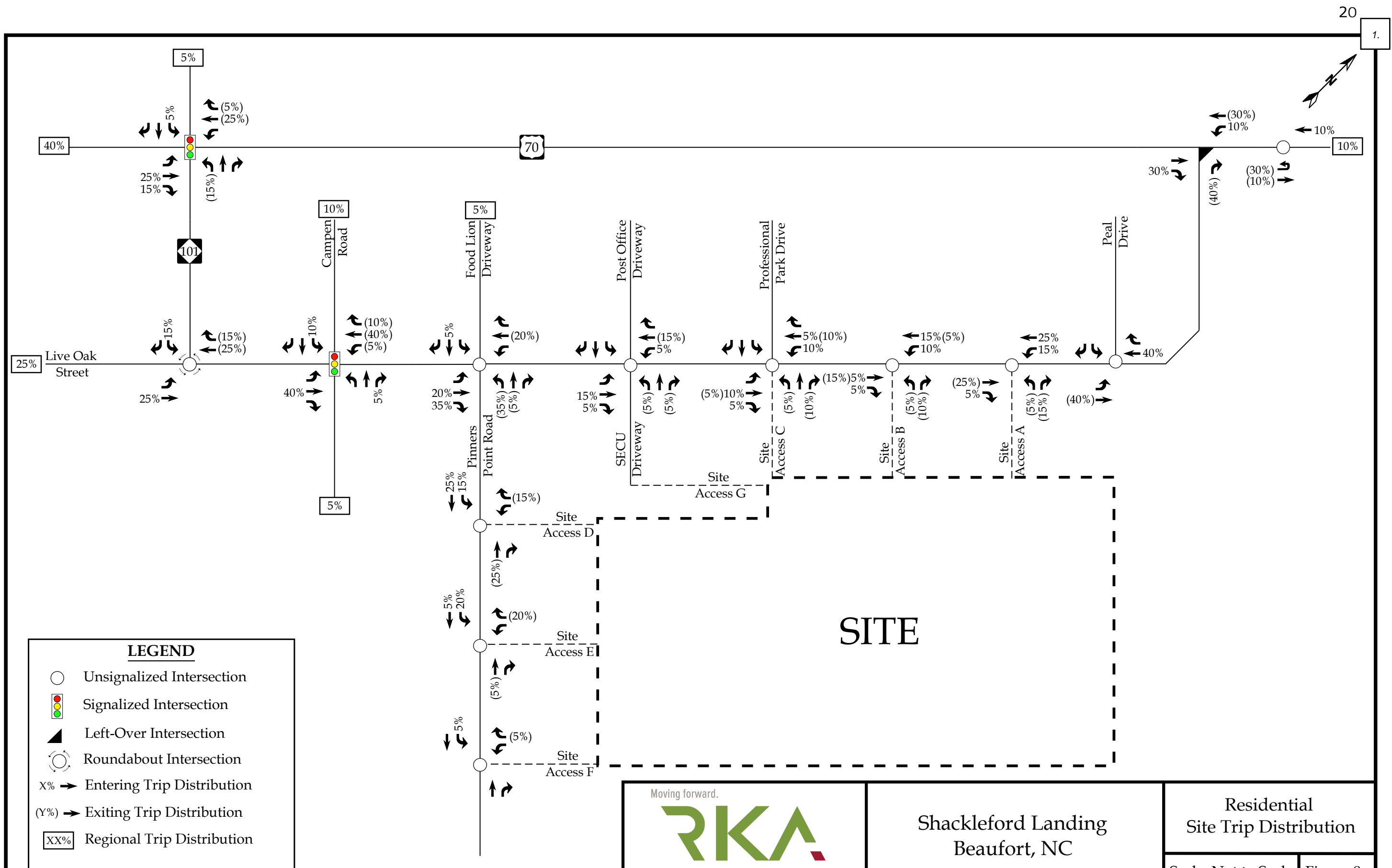
- 20% to/from the west via Live Oak Street
- 25% to/from the west via US 70
- 20% to/from the east via US 70
- 20% to/from the north via NC 101
- 5% to/from the north via Campen Road
- 5% to/from the south via Pinners Point Road / Food Lion Driveway
- 5% to/from the north via Professional Park Drive

Residential site trips for the proposed development are expected to utilize all site driveways due to the residential land uses being spread out throughout the proposed site. As shown in the retail site trip distribution figure, approximately 40% of residential site traffic is assumed to enter/exit the proposed development using Site Access A and Site Access E. Hotel/Inn site trips are expected to utilize Site Access A to access the proposed development while office/retail trips are expected to use Site Access C, Site Access D and Site Access G to access the proposed development, with the majority of non-residential trips (50%) entering and exiting at Site Access G. Internal connectivity of all driveways is expected. Due to this connectivity, site traffic is expected to be distributed fairly evenly between driveways as residents and visitors to the development are expected to find alternative routes in and out of the site. The residential site trip distribution is shown in Figure 8a, the hotel/office/retail site trip distribution is shown in Figure 8b. Refer to Figure 9a for the residential site trip assignment, Figure 9b for the hotel/inn site trip assignment, Figure 9c for the office site trip assignment, and Figure 9d for the retail site trip assignment.



The pass-by site trips were distributed based on existing traffic patterns with consideration given to the proposed driveway access and site layout. Refer to Figure 10 for the pass-by site trip distribution. Pass-by site trips are shown in Figure 11.

The total site trips were determined by adding the primary site trips and the pass-by site trips. Refer to Figure 12 for the total peak hour site trips at the study intersections.



**LEGEND**

- Unsignalized Intersection
- ◫ Signalized Intersection
- ◼ Left-Over Intersection
- ⊙ Roundabout Intersection
- X% → Entering Trip Distribution
- (Y%) → Exiting Trip Distribution
- XX% Regional Trip Distribution

Moving forward.



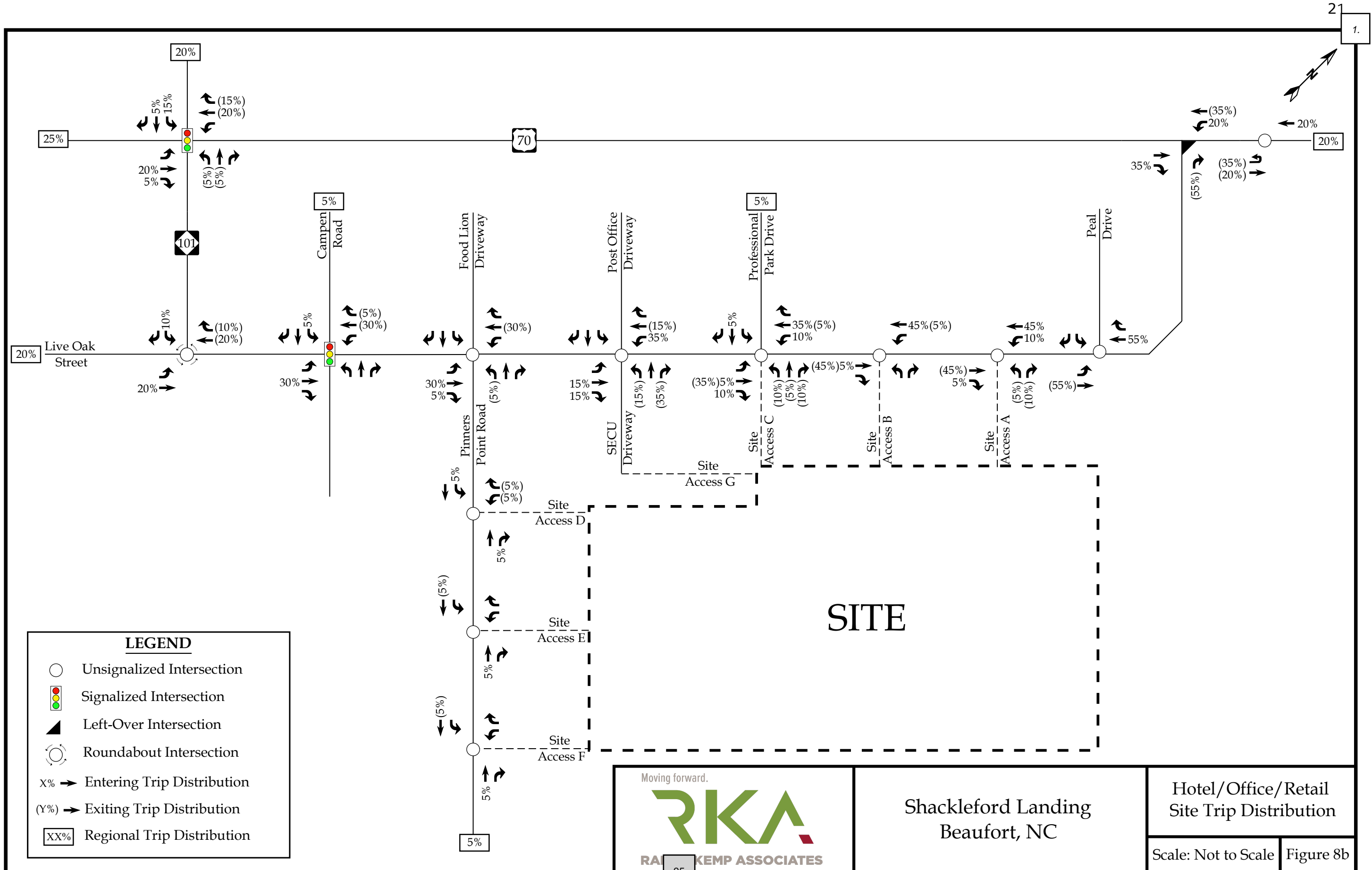
**RKA**  
RAKEMP ASSOCIATES

Shackleford Landing  
Beaufort, NC

Residential  
Site Trip Distribution

Scale: Not to Scale Figure 8a





**LEGEND**

- Unsignalized Intersection
- 🚦 Signalized Intersection
- ▲ Left-Over Intersection
- ⦿ Roundabout Intersection
- x% → Entering Trip Distribution
- (y%) → Exiting Trip Distribution
- XX% Regional Trip Distribution

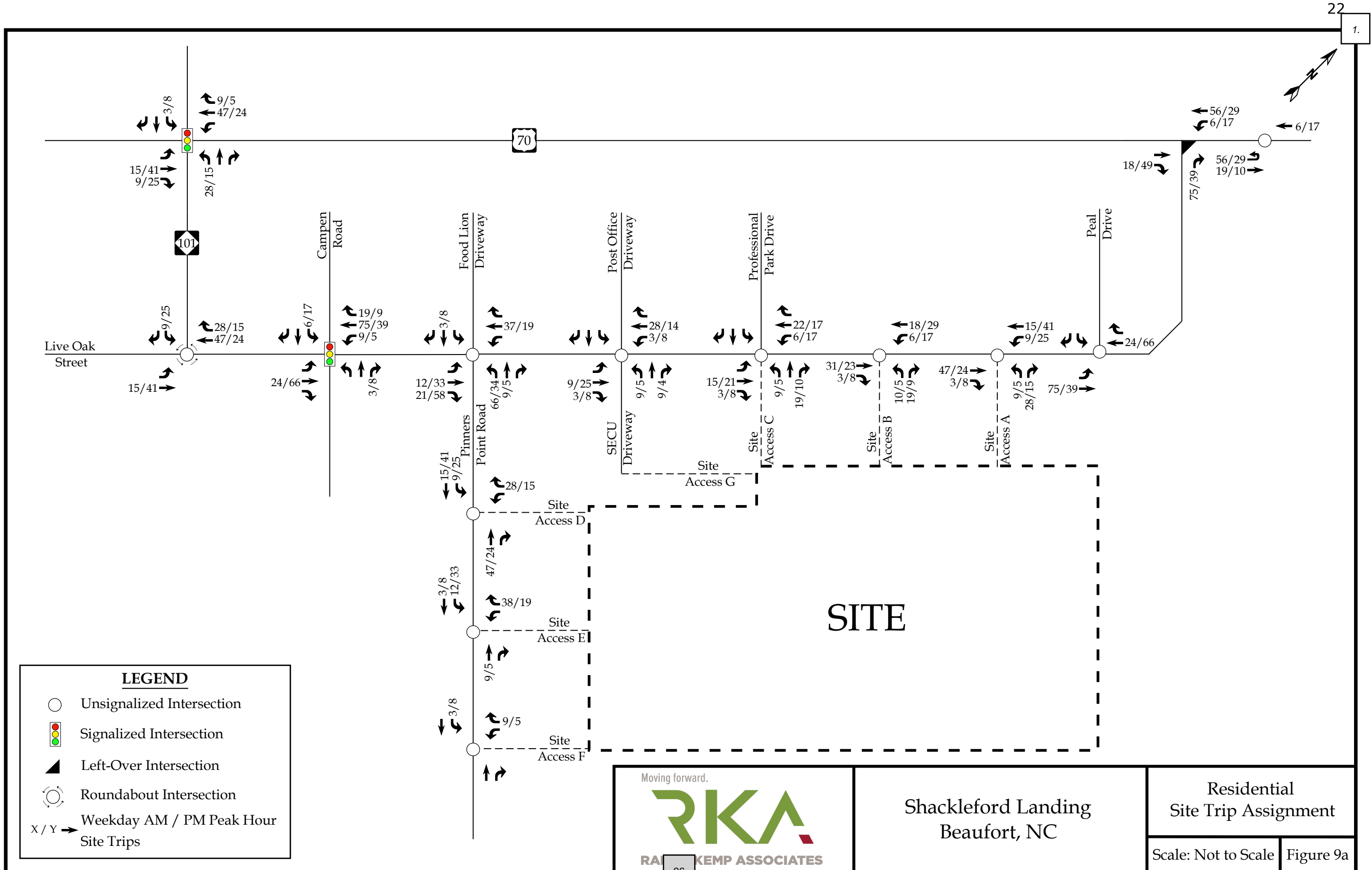
Moving forward.

**RKA**  
RAKEMP ASSOCIATES

Shackleford Landing  
Beaufort, NC

Hotel/Office/Retail  
Site Trip Distribution

Scale: Not to Scale    Figure 8b



**LEGEND**

- Unsignalized Intersection
- ◫ Signalized Intersection
- ◼ Left-Over Intersection
- ⊙ Roundabout Intersection
- X/Y → Weekday AM / PM Peak Hour Site Trips

Moving forward.

**RKA**

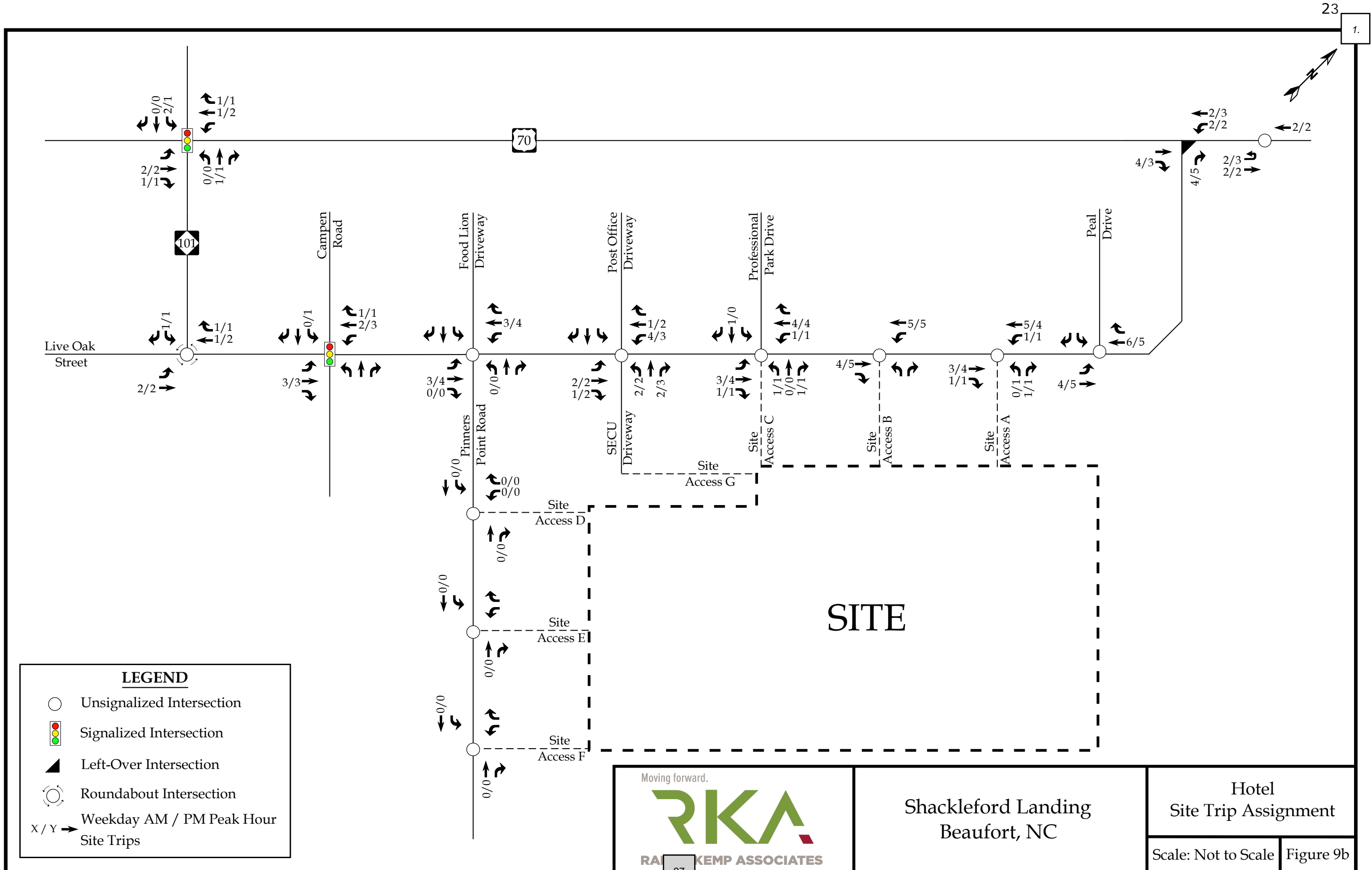
RAKEMP ASSOCIATES

Shackleford Landing  
Beaufort, NC

Residential  
Site Trip Assignment

Scale: Not to Scale    Figure 9a





**LEGEND**

- Unsignalized Intersection
- ◫ Signalized Intersection
- ◼ Left-Over Intersection
- ⊙ Roundabout Intersection
- X/Y → Weekday AM / PM Peak Hour Site Trips

Moving forward.

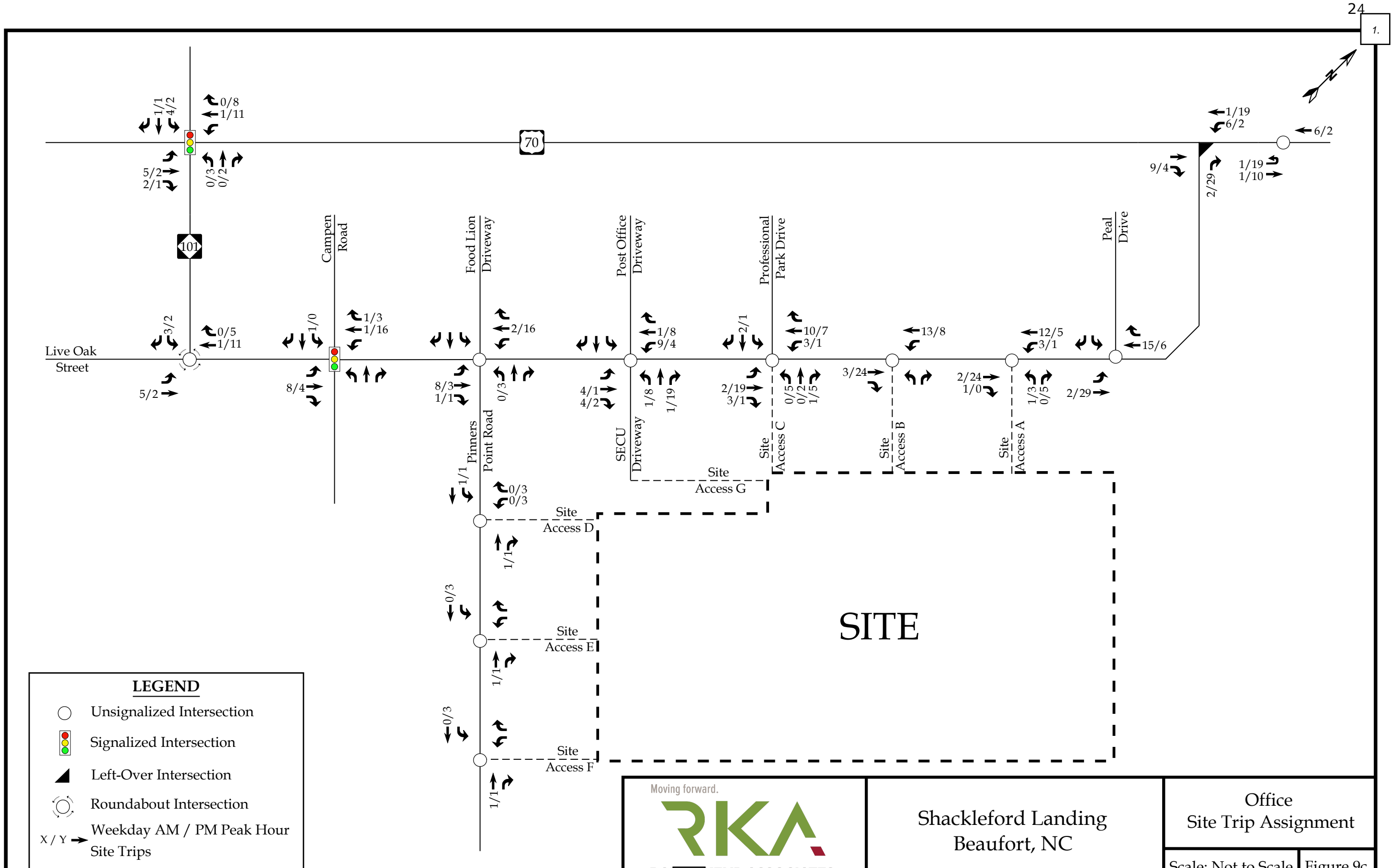
**RKA**

RAKEMP ASSOCIATES

Shackleford Landing  
Beaufort, NC

Hotel  
Site Trip Assignment

Scale: Not to Scale    Figure 9b



**LEGEND**

- Unsignalized Intersection
- ◫ Signalized Intersection
- ◼ Left-Over Intersection
- ⊙ Roundabout Intersection
- X/Y → Weekday AM / PM Peak Hour Site Trips

Moving forward.

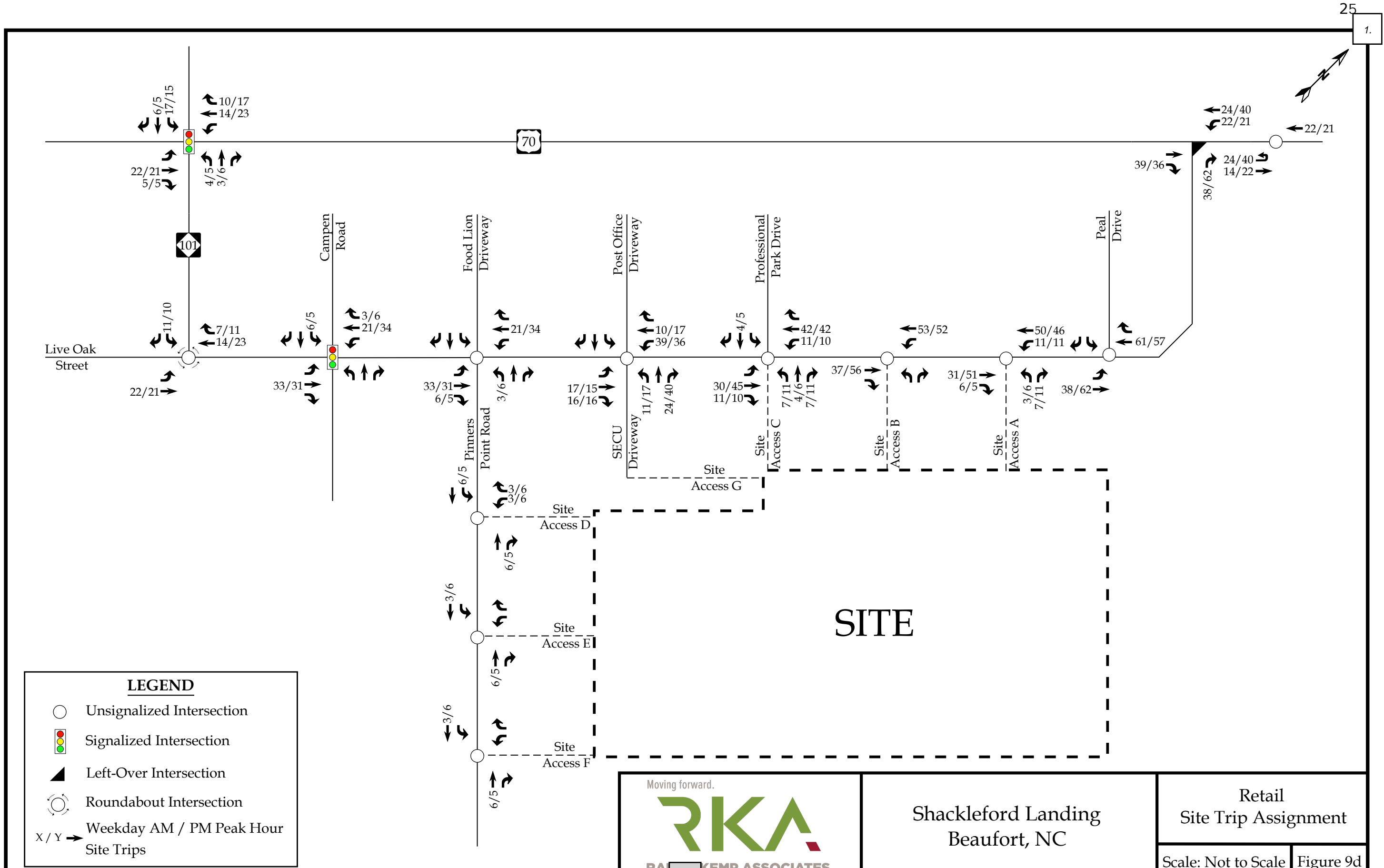
**RKA**  
RAKEMP ASSOCIATES

Shackleford Landing  
Beaufort, NC

Office  
Site Trip Assignment

Scale: Not to Scale    Figure 9c





**LEGEND**

- Unsignalized Intersection
- ◫ Signalized Intersection
- ◼ Left-Over Intersection
- ⊙ Roundabout Intersection
- X / Y → Weekday AM / PM Peak Hour Site Trips

Moving forward.

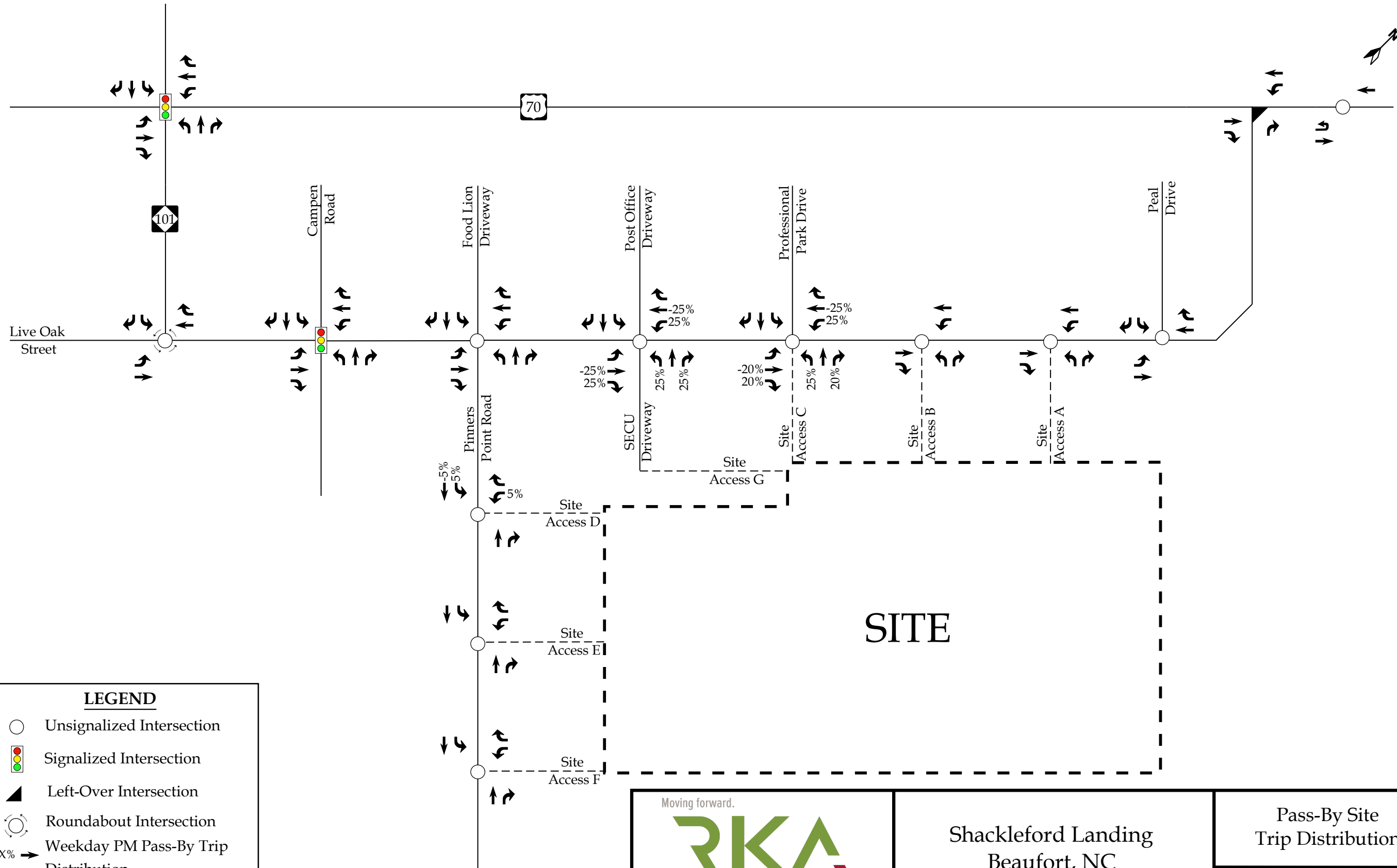
**RKA**

RAKEMP ASSOCIATES

Shackleford Landing  
Beaufort, NC

Retail  
Site Trip Assignment

Scale: Not to Scale    Figure 9d



**LEGEND**

- Unsignalized Intersection
- ◫ Signalized Intersection
- ▲ Left-Over Intersection
- ⊙ Roundabout Intersection
- X% → Weekday PM Pass-By Trip Distribution

Moving forward.

**RKA**

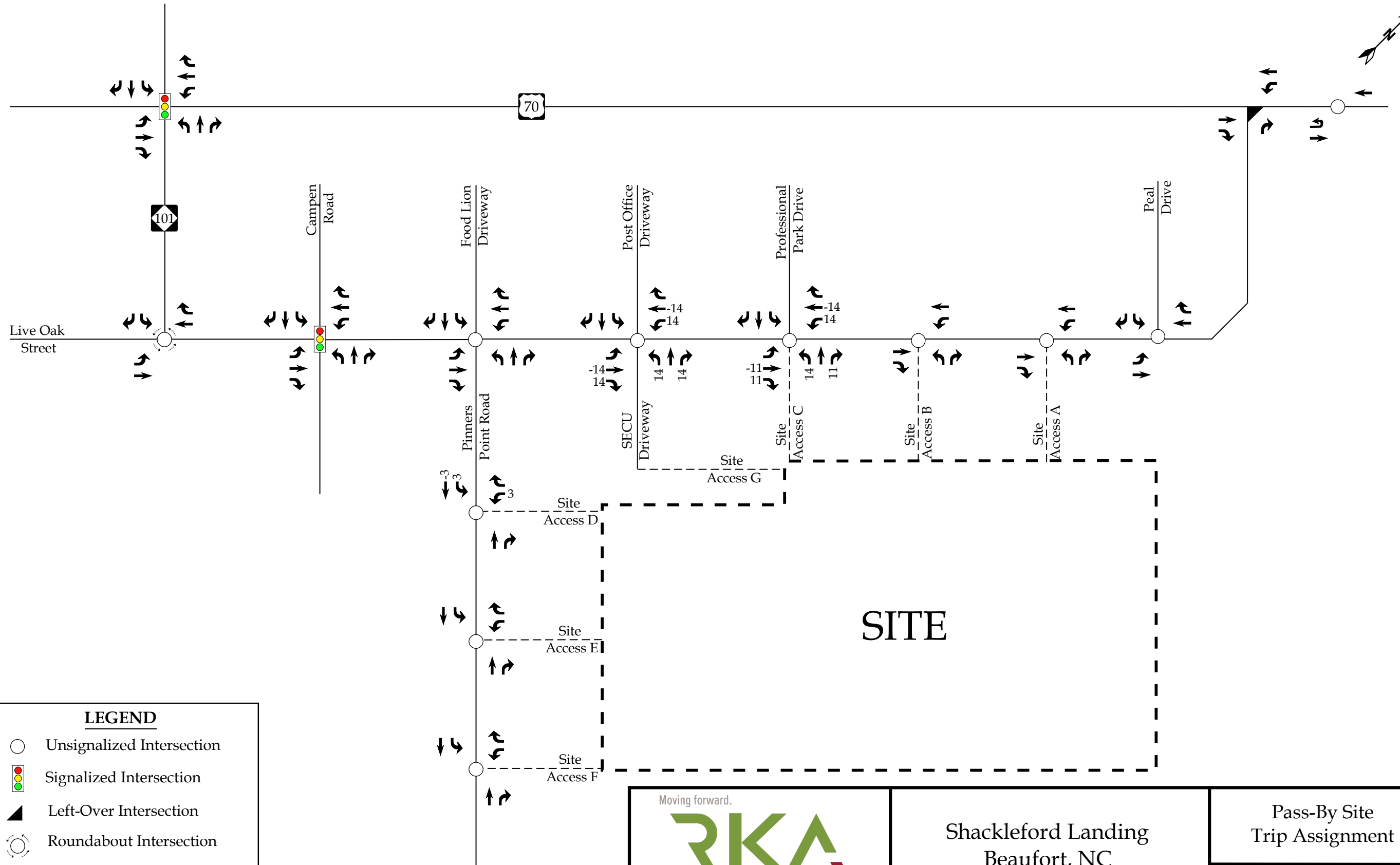
RAKEMP ASSOCIATES

Shackleford Landing  
Beaufort, NC

Pass-By Site  
Trip Distribution

Scale: Not to Scale    Figure 10





**LEGEND**

- Unsignalized Intersection
- 🚦 Signalized Intersection
- ▲ Left-Over Intersection
- ⦿ Roundabout Intersection
- x ➔ Weekday PM Pass-By Trips

Moving forward.

**RKA**

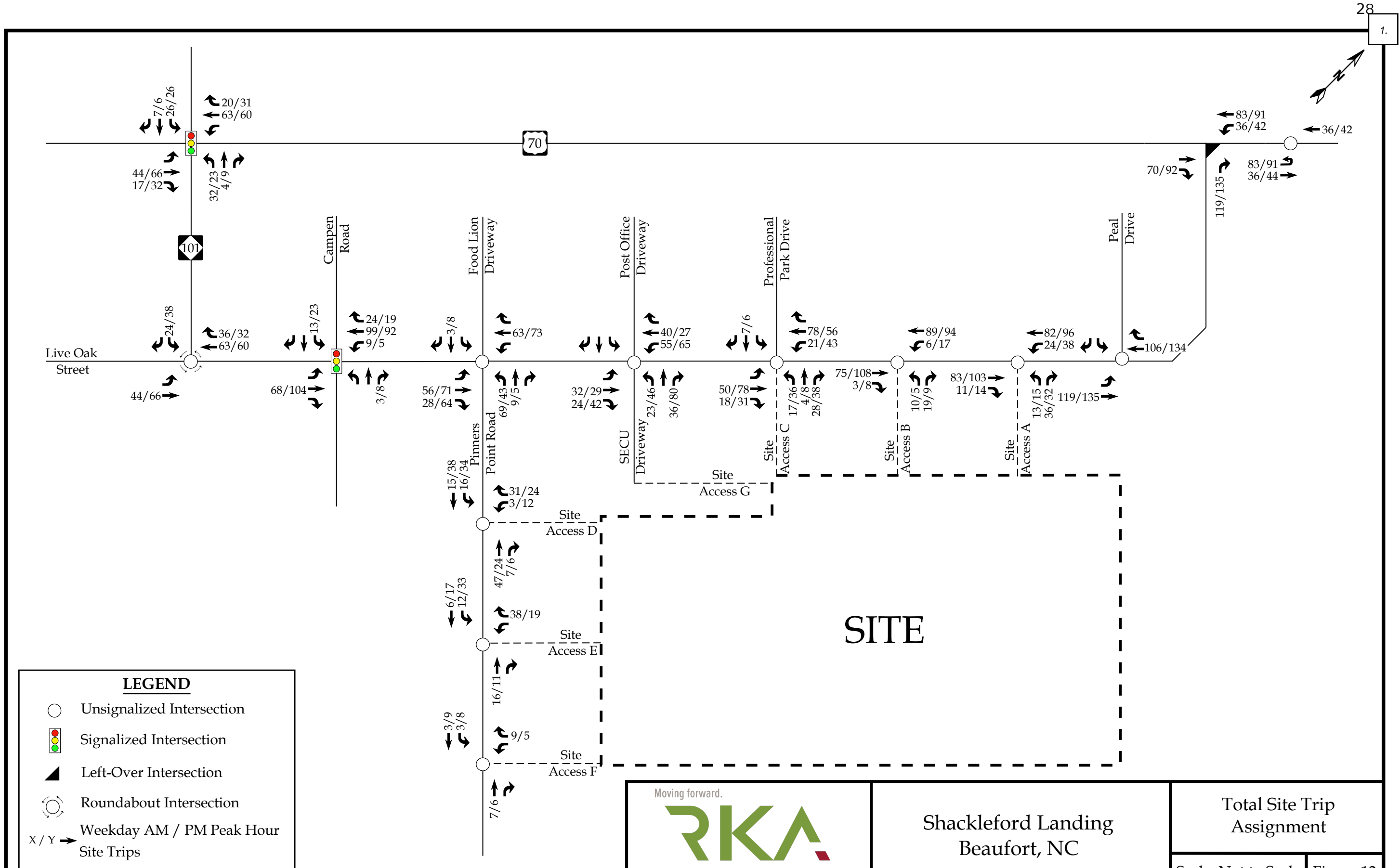
RAKEMP ASSOCIATES

101

Shackleford Landing  
Beaufort, NC

Pass-By Site  
Trip Assignment

Scale: Not to Scale    Figure 11



**LEGEND**

- Unsignalized Intersection
- ◫ Signalized Intersection
- ◼ Left-Over Intersection
- ⊙ Roundabout Intersection
- X / Y → Weekday AM / PM Peak Hour Site Trips

Moving forward.

**RKA**  
RAKEMP ASSOCIATES

Shackleford Landing  
Beaufort, NC

Total Site Trip Assignment	
Scale: Not to Scale	Figure 12



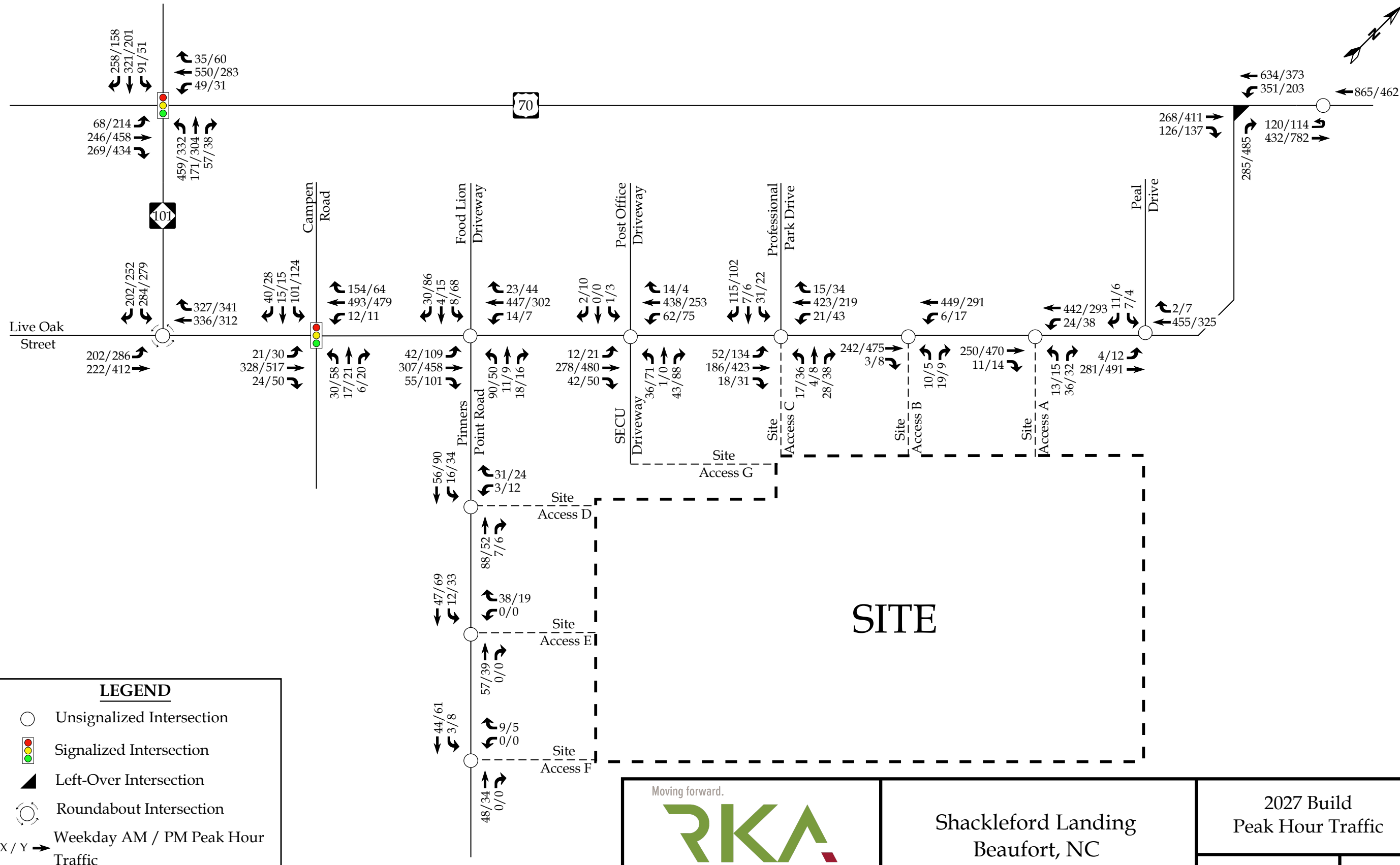
## **5. 2027 BUILD TRAFFIC CONDITIONS**

### **5.1. 2027 Build Peak Hour Traffic Volumes**

To estimate traffic conditions with the site fully built-out, the total site trips were added to the 2027 no-build traffic volumes to determine the 2027 build traffic volumes. Refer to Figure 13 for an illustration of the 2027 build peak hour traffic volumes with the proposed site fully developed.

### **5.2. Analysis of 2027 Build Peak Hour Traffic Conditions**

Study intersections were analyzed with the 2027 build traffic volumes using the same methodology previously discussed for existing and no-build traffic conditions. Intersections were analyzed with improvements necessary to accommodate future traffic volumes. The results of the capacity analysis for each intersection are presented in Section 7 of this report.



**LEGEND**

- Unsignalized Intersection
- 🚦 Signalized Intersection
- ▲ Left-Over Intersection
- ⦿ Roundabout Intersection
- X / Y → Weekday AM / PM Peak Hour Traffic

Moving forward.

**RKA**

RAKEMP ASSOCIATES

104

Shackleford Landing  
Beaufort, NC

2027 Build  
Peak Hour Traffic

Scale: Not to Scale    Figure 13



**6. TRAFFIC ANALYSIS PROCEDURE**

Study intersections were analyzed using the methodology outlined in the *Highway Capacity Manual* (HCM), 6<sup>th</sup> Edition published by the Transportation Research Board. Capacity and level of service are the design criteria for this traffic study. A computer software package, Synchro (Version 10.3), was used to complete the analyses for the study intersections. Please note that the unsignalized capacity analysis does not provide an overall level of service for an intersection; only delay for an approach with a conflicting movement.

The HCM defines capacity as “the maximum hourly rate at which persons or vehicles can reasonably be expected to traverse a point or uniform section of a lane or roadway during a given time period under prevailing roadway, traffic, and control conditions.” Level of service (LOS) is a term used to represent different driving conditions, and is defined as a “qualitative measure describing operational conditions within a traffic stream, and their perception by motorists and/or passengers.” Level of service varies from Level “A” representing free flow, to Level “F” where breakdown conditions are evident. Refer to Table 4 for HCM levels of service and related average control delay per vehicle for both signalized and unsignalized intersections. Control delay as defined by the HCM includes “initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay”. An average control delay of 50 seconds at a signalized intersection results in LOS “D” operation at the intersection.

**Table 4: Highway Capacity Manual – Levels-of-Service and Delay**

UNSIGNALIZED INTERSECTION		SIGNALIZED INTERSECTION	
LEVEL OF SERVICE	AVERAGE CONTROL DELAY PER VEHICLE (SECONDS)	LEVEL OF SERVICE	AVERAGE CONTROL DELAY PER VEHICLE (SECONDS)
A	0-10	A	0-10
B	10-15	B	10-20
C	15-25	C	20-35
D	25-35	D	35-55
E	35-50	E	55-80
F	>50	F	>80

**6.1. Adjustments to Analysis Guidelines**

Capacity analysis at all study intersections was completed according to the NCDOT Congestions Management Guidelines.

**7. CAPACITY ANALYSIS**

**7.1. Live Oak Street and Campen Road**

The existing signalized intersection of Live Oak Street and Campen Road was analyzed under 2021 existing, 2027 no-build, and 2027 build traffic conditions with lane configurations and traffic control shown in Table 5. Refer to Table 5 for a summary of the analysis results. Refer to Appendix F for the Synchro capacity analysis reports. SimTraffic queuing reports can be found in Appendix T.

**Table 5: Analysis Summary of Live Oak Street and Campen Road**

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
2021 Existing	EB	1 LT, 1 TH-RT	A	A (9)	A	A (10)
	WB	1 LT, 1 TH-RT	A			
	NB	1 LT, 1 TH-RT	C			
	SB	1 LT, 1 TH-RT	C			
2027 No-Build	EB	1 LT, 1 TH-RT	A	A (9)	A	A (10)
	WB	1 LT, 1 TH-RT	A			
	NB	1 LT, 1 TH-RT	C			
	SB	1 LT, 1 TH-RT	C			
2027 Build	EB	1 LT, 1 TH-RT	A	B (10)	A	B (11)
	WB	1 LT, 1 TH-RT	A			
	NB	1 LT, 1 TH-RT	C			
	SB	1 LT, 1 TH-RT	C			

Capacity analysis of 2021 existing, 2027 no-build, and 2027 build traffic conditions indicates that the intersection of Live Oak Street and Campen Road is expected to operate at an overall LOS B or better during the weekday AM and PM peak hours.



Moving forward.

**7.2. Live Oak Street and NC 101**

The existing signalized intersection of Live Oak Street and NC 101 was analyzed under 2021 existing, 2027 no-build, and 2027 build traffic conditions with the lane configurations and traffic control shown in Table 6. Under future conditions, NCDOT STIP project U-6058 is expected to convert this intersection to a single-lane roundabout. Refer to Table 6 for a summary of the analysis results. Refer to Appendix G for the Synchro and SIDRA capacity analysis reports. SimTraffic queuing reports can be found in Appendix T.

**Table 6: Analysis Summary of Live Oak Street and NC 101**

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
2021 Existing	EB	1 LT, 1 TH	A	A (7)	B	A (8)
	WB	1 TH, 1 RT	A		A	
	SB	1 LT, 1 RT	A		A	
2027 No-Build - Roundabout	EB	1 LT-TH	A <sup>1</sup>	A (10)	B <sup>1</sup>	B (13)
	WB	1 TH-RT	B <sup>1</sup>		B <sup>1</sup>	
	SB	1 LT-RT	B <sup>1</sup>		B <sup>1</sup>	
2027 Build - Roundabout	EB	1 LT-TH	A <sup>1</sup>	B (12)	C <sup>1</sup>	C (17)
	WB	1 TH-RT	B <sup>1</sup>		C <sup>1</sup>	
	SB	1 LT-RT	B <sup>1</sup>		B <sup>1</sup>	

1. Level of service for roundabout approach.

Capacity analysis of 2021 existing traffic conditions indicates that the signalized intersection of Live Oak Street and NC 101 is expected to operate at an overall LOS A during the weekday AM and PM peak hours. Under future conditions, the NCDOT STIP U-6058 project is expected to convert this intersection to a single-lane roundabout. Under 2027 no-build and 2027 build conditions, the intersection is expected to operate at an overall LOS C or better during the weekday AM and PM peak hours.

Moving forward.

**7.3. Live Oak Street and Professional Park Drive / Site Access C**

The existing unsignalized intersection of Live Oak Street and Professional Park Drive was analyzed under 2021 existing, 2027 no-build, and 2027 build traffic conditions with the lane configurations and traffic control shown in Table 7. Refer to Table 7 for a summary of the analysis results. Refer to Appendix H for the Synchro capacity analysis reports. SimTraffic queuing reports can be found in Appendix T.

**Table 7: Analysis Summary of Live Oak Street and Professional Park Drive / Site Access C**

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
2021 Existing	EB	1 LT, 1 TH	A <sup>1</sup>	N/A	A <sup>1</sup>	N/A
	WB	1 TH-RT	--		--	
	SB	1 LT-RT	B <sup>2</sup>		B <sup>2</sup>	
2027 No-Build	EB	1 LT, 1 TH	A <sup>1</sup>	N/A	A <sup>1</sup>	N/A
	WB	1 TH-RT	--		--	
	SB	1 LT-RT	B <sup>2</sup>		B <sup>2</sup>	
2027 Build	EB	1 LT, 1 TH, <b>1 RT</b>	A <sup>1</sup>	N/A	A <sup>1</sup>	N/A
	WB	<b>1 LT</b> , 1 TH-RT	A <sup>1</sup>		A <sup>1</sup>	
	NB	<b>1 LT</b> , 1 TH-RT	C <sup>2</sup>		D <sup>2</sup>	
	SB	1 LT- <b>TH-RT</b>	C <sup>2</sup>		C <sup>2</sup>	

Improvements by Developer shown in bold.

- 1. Level of service for major-street left-turn movement.
- 2. Level of service for minor-street approach.

Capacity analysis of 2021 existing, 2027 no-build, and 2027 build traffic conditions indicates that the major-street left-turn movements and the minor-street approaches at the intersection of Live Oak Street and Professional Park Drive / Site Access C are expected to operate at LOS D or better during the weekday AM and PM peak hours.

Turn lanes were considered based on the NCDOT *Policy on Street and Driveway Access to North Carolina Highways* (Driveway Manual). Based on the Driveway Manual, no turn lanes were warranted at this intersection; however, an exclusive eastbound right-turn lane with a minimum of 50 feet of storage and appropriate deceleration and taper length is



recommended. Due to the existing two-way left-turn lane along the site's frontage, a westbound left-turn lane into the site is expected to be provided. An exclusive northbound left-turn lane with a minimum of 75 feet of storage and appropriate deceleration and taper length was also considered at this intersection and is recommended by the proposed development for the site driveway, along with a shared through-right lane. Due to the width of the northern leg of the intersection, no additional widening is expected to be needed on this approach to accommodate the widening of the southern leg of the intersection. Improvements recommended at Site Access C are recommended to be implemented prior to the buildout of Phase 1A of the proposed development.

Based on SimTraffic max queue lengths, queuing on the minor-street approaches is not expected to exceed five vehicles during the weekday AM or PM peak hours under 2027 build conditions. Along the major-street, max queuing is not expected to exceed three vehicles during either weekday peak hour under 2027 build conditions; however, westbound queues at the Tiller School driveway located approximately 250 feet west of this intersection were found to spill into the eastbound left-turn lane at the intersection of Live Oak Street and Professional Park Drive during the weekday AM peak hour. Existing operations for the Tiller School were reviewed and it was determined that the school currently has insufficient on-site stacking to accommodate their current carpool queues. These queues were found to occur for approximately 30 minutes between 7:35 AM - 8:05 AM while a crossing guard is directing school traffic in and out of the driveway. Site traffic associated with the proposed development is expected to have negligible impacts on the school's on-site stacking. Additionally, if queuing from the Tiller School interferes with this intersection during the weekday AM peak hour, additional points of ingress and egress for the proposed development could relieve pressure from this driveway.

**7.4. Live Oak Street and Pinners Point Road / Food Lion Driveway**

The existing unsignalized intersection of Live Oak Street and Pinners Point Road / Food Lion Driveway was analyzed under 2021 existing, 2027 no-build, and 2027 build traffic conditions with the lane configurations and traffic control shown in Table 8. Refer to Table 8 for a summary of the analysis results. Refer to Appendix I for the Synchro capacity analysis reports. SimTraffic queuing reports can be found in Appendix T.

**Table 8: Analysis Summary of Live Oak Street and Pinners Point Road / Food Lion Driveway**

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
2021 Existing	EB	1 LT, 1 TH-RT	A <sup>1</sup>	N/A	A <sup>1</sup>	N/A
	WB	1 LT, 1 TH-RT	A <sup>1</sup>			
	NB	1 LT-TH-RT	C <sup>2</sup>			
	SB	1 LT-TH, 1 RT	B <sup>2</sup>			
2027 No-Build	EB	1 LT, 1 TH-RT	A <sup>1</sup>	N/A	A <sup>1</sup>	N/A
	WB	1 LT, 1 TH-RT	A <sup>1</sup>			
	NB	1 LT-TH-RT	C <sup>2</sup>			
	SB	1 LT-TH, 1 RT	B <sup>2</sup>			
2027 Build	EB	1 LT, 1 TH, <b>1 RT</b>	A <sup>1</sup>	N/A	A <sup>1</sup>	N/A
	WB	1 LT, 1 TH-RT	A <sup>1</sup>			
	NB	<b>1 LT</b> , 1 TH-RT	D <sup>2</sup>			
	SB	1 LT-TH, 1 RT	C <sup>2</sup>			
2027 Build - Signalized	EB	1 LT, 1 TH, <b>1 RT</b>	B	B (17)	B	C (25)
	WB	1 LT, 1 TH-RT	B			
	NB	<b>1 LT</b> , 1 TH-RT	C			
	SB	1 LT-TH, 1 RT	C			

Improvements by Developer shown in bold.

1. Level of service for major-street left-turn movement.
2. Level of service for minor-street approach.

Capacity analysis of 2021 existing and 2027 no-build traffic conditions indicates that the major-street left-turn movements and the minor-street approaches at the intersection of Live Oak Street and Pinners Point Road / Food Lion Driveway are expected to operate at LOS C or better during the weekday AM and PM peak hours. Under 2027 build conditions, the major-street left-turn movements are expected to operate at LOS A during the weekday AM and PM peak hours, while the minor-street approaches are expected to operate at LOS D or better



during the weekday AM peak hour and LOS E during the weekday PM peak hour. Poor levels of service are not uncommon for an unsignalized minor-street approach when heavy volumes are experienced on the major thoroughfare (Live Oak Street).

Exclusive turn lanes were considered at this intersection under 2027 build conditions due to poor levels of service experienced on the minor-street approaches during the weekday PM peak hour. An exclusive northbound right-turn lane and an exclusive eastbound right-turn lane, both with a minimum of 100 feet of storage and appropriate deceleration and taper length, are recommended at this intersection. These improvements are recommended to be implemented prior to the buildout of Phase 2B of the proposed development.

A traffic signal was also considered at this intersection and 2027 build traffic volumes were analyzed utilizing the criteria contained in the *Manual on Uniform Traffic Control Devices* (MUTCD). Based on this criteria, current traffic projections indicate that volumes along the major-street (Live Oak Street) are not expected to be high enough to warrant a signal during the weekday AM or PM peak hours. Due to the mixed-use nature of the proposed development as well as the surrounding area, and the degradation of operations at this intersection by the proposed development under unsignalized operations, it is recommended that this intersection be monitored for signalization prior to the buildout of Phase 3A of the proposed development and installed once warranted and approved. With a signal, the intersection is expected to operate at an overall LOS C or better during the weekday AM and PM peak hours under 2027 build conditions with the full buildout of the proposed development.

Moving forward.

**7.5. Live Oak Street and US 70**

The existing unsignalized left-over intersection of Live Oak Street and US 70 was analyzed under 2021 existing, 2027 no-build, and 2027 build traffic conditions with the lane configurations and traffic control shown in Table 9. Refer to Table 9 for a summary of the analysis results. Refer to Appendix J for the Synchro capacity analysis reports. SimTraffic queuing reports can be found in Appendix T.

**Table 9: Analysis Summary of Live Oak Street and US 70**

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
2021 Existing	EB WB NB	2 TH, 1 RT 1 LT*, 2 TH 1 RT	-- C <sup>1</sup> B <sup>2</sup>	N/A	-- C <sup>1</sup> B <sup>2</sup>	N/A
2027 No-Build	EB WB NB	2 TH, 1 RT 1 LT*, 2 TH 1 RT	-- C <sup>1</sup> B <sup>2</sup>	N/A	-- C <sup>1</sup> B <sup>2</sup>	N/A
2027 Build	EB WB NB	2 TH, 1 RT 1 LT*, 2 TH 1 RT	-- D <sup>1</sup> B <sup>2</sup>	N/A	-- C <sup>1</sup> C <sup>2</sup>	N/A

\*Due to the superstreet configuration of US 70, the westbound left-turn movement was modeled as a southbound through movement.

- 1. Level of service for major-street left-turn movement.
- 2. Level of service for minor-street approach.

Capacity analysis of 2021 existing, 2027 no-build, and 2027 build traffic conditions indicates that the major-street left-turn movement and the minor-street approach at the intersection of Live Oak Street and US 70 are expected to operate at LOS D or better during the weekday AM and PM peak hours.



**7.6. Live Oak Street and Post Office Driveway / SECU Driveway / Site Access G**

The existing unsignalized intersection of Live Oak Street and Post Office Driveway / SECU Driveway / Site Access G was analyzed under 2021 existing, 2027 no-build, and 2027 build traffic conditions with the lane configurations and traffic control shown in Table 10. Refer to Table 10 for a summary of the analysis results. Refer to Appendix K for the Synchro capacity analysis reports. SimTraffic queuing reports can be found in Appendix T.

**Table 10: Analysis Summary of Live Oak Street and Post Office Driveway / SECU Driveway / Site Access G**

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
2021 Existing	EB	1 LT, 1 TH, 1 RT	A <sup>1</sup>	N/A	A <sup>1</sup>	N/A
	WB	1 LT, 1 TH-RT	A <sup>1</sup>			
	NB	1 LT-TH, 1 RT	B <sup>2</sup>			
	SB	1 LT-TH-RT	B <sup>2</sup>			
2027 No-Build	EB	1 LT, 1 TH-RT	A <sup>1</sup>	N/A	A <sup>1</sup>	N/A
	WB	1 LT, 1 TH-RT	A <sup>1</sup>			
	NB	1 LT-TH, 1 RT	C <sup>2</sup>			
	SB	1 LT-TH-RT	C <sup>2</sup>			
2027 Build	EB	1 LT, 1 TH-RT	A <sup>1</sup>	N/A	A <sup>1</sup>	N/A
	WB	1 LT, 1 TH-RT	A <sup>1</sup>			
	NB	1 LT-TH, 1 RT	C <sup>2</sup>			
	SB	1 LT-TH-RT	C <sup>2</sup>			

1. Level of service for major-street left-turn movement.
2. Level of service for minor-street approach.

Capacity analysis of 2021 existing, 2027 no-build, and 2027 build traffic conditions indicates that the major-street left-turn movements and the minor-street approaches at the intersection of Live Oak Street and Post Office Driveway/SECU Driveway/Site Access G are expected to operate at LOS C or better during the weekday AM and PM peak hours.

Based on SimTraffic max queue lengths, queuing on the minor-street approaches is not expected to exceed four vehicles during the weekday AM or PM peak hours under 2027 build

Moving forward.

conditions. Along the major-street, max queuing is not expected to exceed three vehicles during either weekday peak hour under 2027 build conditions; however, eastbound queues at the Tiller School driveway located approximately 350 feet east of this intersection were found to extend back the intersection of Live Oak Street and Post Office Driveway / SECU Driveway during the weekday AM peak hour. Existing operations for the Tiller School were reviewed and it was determined that the school currently has insufficient on-site stacking to accommodate their current carpool queues. These queues were found to occur for approximately 30 minutes between 7:35 AM - 8:05 AM while a crossing guard is directing school traffic in and out of the driveway. Site traffic associated with the proposed development is expected to have negligible impacts on the school's on-site stacking. Additionally, if queuing from the Tiller School interferes with this intersection during the weekday AM peak hour, additional points of ingress and egress for the proposed development could relieve pressure from this driveway.



**7.7. NC 101 and US 70**

The existing signalized intersection of NC 101 and US 70 was analyzed under 2021 existing, 2027 no-build, and 2027 build traffic conditions with the lane configurations and traffic control shown in Table 11. Refer to Table 11 for a summary of the analysis results. Refer to Appendix L for the Synchro capacity analysis reports. SimTraffic queuing reports can be found in Appendix T.

**Table 11: Analysis Summary of NC 101 and US 70**

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
2021 Existing	EB	2 LT, 1 TH, 1 TH-RT	D	D (45)	D	D (41)
	WB	1 LT, 2 TH, 1 RT	D			
	NB	1 LT, 1 TH-RT	D			
	SB	1 LT, 1 TH, 2 RT	C			
2027 No-Build	EB	2 LT, 1 TH, 1 TH-RT	E	D (50)	D	D (45)
	WB	1 LT, 2 TH, 1 RT	E			
	NB	1 LT, 1 TH-RT	D			
	SB	1 LT, 1 TH, 2 RT	C			
2027 Build	EB	2 LT, 1 TH, 1 TH-RT	E	D (52)	D	D (46)
	WB	1 LT, 2 TH, 1 RT	E			
	NB	1 LT, 1 TH-RT	E			
	SB	1 LT, 1 TH, 2 RT	C			

Capacity analysis of 2021 existing, 2027 no-build, and 2027 build traffic conditions indicates that the intersection of NC 101 and US 70 is expected to operate at an overall LOS D during the weekday AM and PM peak hours.

The proposed development is only expected to add two seconds to the overall delay during the weekday AM peak hour and one second to the overall delay during the weekday PM peak hour when comparing 2027 no-build and 2027 build conditions. Due to minor impacts by the proposed development, no improvements are recommended at this intersection.

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**7.8. US 70 and NB U-Turn Location**

The unsignalized intersection of US 70 and the NB U-Turn Location was analyzed under 2021 existing, 2027 no-build, and 2027 build traffic conditions with the lane configurations and traffic control shown in Table 12. Refer to Table 12 for a summary of the analysis results. Refer to Appendix M for the Synchro capacity analysis reports. SimTraffic queuing reports can be found in Appendix T.

**Table 12: Analysis Summary of US 70 and NB U-Turn Location**

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
2021 Existing	EB WB	1 UT*, 2 TH 2 TH	B <sup>1</sup> --	N/A	B <sup>1</sup> --	N/A
2027 No-Build	EB WB	1 UT*, 2 TH 2 TH	B <sup>1</sup> --	N/A	B <sup>1</sup> --	N/A
2027 Build	EB WB	1 UT*, 2 TH 2 TH	B <sup>1</sup> --	N/A	B <sup>1</sup> --	N/A

\*Due to the superstreet configuration of US 70, the eastbound U-turn movement was modeled as a northbound left-turn movement.

1. Level of service for major-street U-turn movement.

Capacity analysis of 2021 existing, 2027 no-build, and 2027 build traffic conditions indicates that the major-street U-turn movement at the intersection of US 70 and NB U-Turn Location is expected to operate at LOS B during the weekday AM and PM peak hours.



**7.9. Live Oak Street and Pearl Drive**

The existing unsignalized intersection of Live Oak Street and Pearl Drive was analyzed under 2021 existing, 2027 no-build, and 2027 build traffic conditions with the lane configurations and traffic control shown in Table 13. Refer to Table 13 for a summary of the analysis results. Refer to Appendix N for the Synchro capacity analysis reports. SimTraffic queuing reports can be found in Appendix T.

**Table 13: Analysis Summary of Live Oak Street and Pearl Drive**

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
2021 Existing	EB WB SB	1 LT, 1 TH 1 TH-RT 1 LT-RT	A <sup>1</sup> -- B <sup>2</sup>	N/A	A <sup>1</sup> -- B <sup>2</sup>	N/A
2027 No-Build	EB WB SB	1 LT, 1 TH 1 TH-RT 1 LT-RT	A <sup>1</sup> -- B <sup>2</sup>	N/A	A <sup>1</sup> -- B <sup>2</sup>	N/A
2027 Build	EB WB SB	1 LT, 1 TH 1 TH-RT 1 LT-RT	A <sup>1</sup> -- B <sup>2</sup>	N/A	A <sup>1</sup> -- B <sup>2</sup>	N/A

1. Level of service for major-street left-turn movement.
2. Level of service for minor-street approach.

Capacity analysis of 2021 existing, 2027 no-build, and 2027 build traffic conditions indicates that the major-street left-turn movement and the minor-street approach at the intersection of Live Oak Street and Pearl Drive are expected to operate at LOS B or better during the weekday AM and PM peak hours.

The intersection of Live Oak Street and Pearl Drive is located approximately 125 feet north of the proposed location for Site Access A. Although this intersection is in close proximity, the alignment of Pearl Drive with Site Access A is not possible due to a residence located across from Pearl Drive that is not included in the rezoning of the proposed development. Queuing along the eastbound left-turn lane at this intersection is not expected to exceed two vehicles during the weekday AM or PM peak hours under 2027 build conditions. These queues are not

Moving forward.

expected to impact queuing along the westbound left-turn lane at the intersection of Live Oak Street and Site Access A which is not expected to exceed two vehicles during either weekday peak hour under 2027 build conditions. Site Access A is proposed to be located as far south from Pearl Drive as possible. The proposed development and the location of Site Access A are expected to have minor impacts on the operations of this intersection.



**7.10. Live Oak Street and Site Access A**

The proposed unsignalized intersection of Live Oak Street and Site Access A was analyzed under 2027 build traffic conditions with the lane configurations and traffic control shown in Table 14. Refer to Table 14 for a summary of the analysis results. Refer to Appendix O for the Synchro capacity analysis reports. SimTraffic queuing reports can be found in Appendix T.

**Table 14: Analysis Summary of Live Oak Street and Site Access A**

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
2027 Build	EB WB NB	1 TH, 1 RT <b>1 LT</b> , 1 TH <b>1 LT-RT</b>	-- A <sup>1</sup> B <sup>2</sup>	N/A	-- A <sup>1</sup> B <sup>2</sup>	N/A

Improvements by Developer are shown in bold.

1. Level of service for major-street left-turn movement.
2. Level of service for minor-street approach.

Capacity analysis of 2027 build traffic conditions indicates that the major-street left-turn movement and the minor-street approach at the intersection of Live Oak Street and Site Access A are expected to operate at LOS B or better during the weekday AM and PM peak hours.

Turn lanes were considered based on the NCDOT *Policy on Street and Driveway Access to North Carolina Highways* (Driveway Manual). Based on the Driveway Manual, no turn lanes were warranted at this intersection; however, an exclusive eastbound right-turn lane with a minimum of 50 feet of storage and appropriate deceleration and taper length is recommended. Due to the existing two-way left-turn lane along the site’s frontage, a westbound left-turn lane into the site is expected to be provided. Based on the site plan phasing, this site driveway is not expected to be constructed or operational until Phase 5 of the proposed development. Due to these reasons, it is not recommended that this access and the associated improvements be constructed until prior to Phase 5 of the proposed development.

The intersection of Live Oak Street and Pearl Drive is located approximately 125 feet north of the proposed location for Site Access A. Although this intersection is in close proximity, the alignment of Pearl Drive with Site Access A is not possible due to a residence located across from Pearl Drive that is not included in the rezoning of the proposed development. Queuing along the eastbound left-turn lane at the intersection of Live Oak Street and Pearl Drive is not expected to exceed two vehicles during the weekday AM or PM peak hours under 2027 build conditions. These queues are not expected to impact queuing along the westbound left-turn lane at the intersection of Live Oak Street and Site Access A, which is not expected to exceed two vehicles during either weekday peak hour under 2027 build conditions. Site Access A is proposed to be located as far south from Pearl Drive as possible. The proposed development and the location of Site Access A are expected to have minor impacts on the operations of this intersection.



**7.11. Live Oak Street and Site Access B**

The proposed unsignalized intersection of Live Oak Street and Site Access B was analyzed under 2027 build traffic conditions with the lane configurations and traffic control shown in Table 15. Refer to Table 15 for a summary of the analysis results. Refer to Appendix P for the Synchro capacity analysis reports. SimTraffic queuing reports can be found in Appendix T.

**Table 15: Analysis Summary of Live Oak Street and Site Access B**

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
2027 Build	EB WB NB	1 TH, 1 RT <b>1 LT</b> , 1 TH <b>1 LT-RT</b>	-- A <sup>1</sup> B <sup>2</sup>	N/A	-- A <sup>1</sup> B <sup>2</sup>	N/A

Improvements by Developer are shown in bold.

1. Level of service for major-street left-turn movement.
2. Level of service for minor-street approach.

Capacity analysis of 2027 build traffic conditions indicates that the major-street left-turn movement and the minor-street approach at the intersection of Live Oak Street and Site Access B are expected to operate at LOS B or better during the weekday AM and PM peak hours.

Turn lanes were considered based on the NCDOT *Policy on Street and Driveway Access to North Carolina Highways* (Driveway Manual). Based on the Driveway Manual, no turn lanes were warranted at this intersection; however, an exclusive eastbound right-turn lane with a minimum of 50 feet of storage and appropriate deceleration and taper length is recommended. Due to the existing two-way left-turn lane along the site’s frontage, a westbound left-turn lane into the site is expected to be provided. Based on the site plan phasing, this site driveway is not expected to be constructed or operational until Phase 1C of the proposed development. Due to these reasons, it is recommended that this access and the associated improvements be constructed prior to the buildout of Phase 1C of the proposed development.

**7.12. Pinners Point Road and Site Access D**

The proposed unsignalized intersection of Pinners Point Road and Site Access D was analyzed under 2027 build traffic conditions with the lane configurations and traffic control shown in Table 16. Refer to Table 16 for a summary of the analysis results. Refer to Appendix Q for the Synchro capacity analysis reports. SimTraffic queuing reports can be found in Appendix T.

**Table 16: Analysis Summary of Pinners Point Road and Site Access D**

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
2027 Build	WB NB SB	<b>1 LT-RT</b> <b>1 TH-RT</b> <b>1 LT-TH</b>	A <sup>2</sup> -- A <sup>1</sup>	N/A	A <sup>2</sup> -- A <sup>1</sup>	N/A

Improvements by Developer are shown in bold.  
 1. Level of service for major-street left-turn movement.  
 2. Level of service for minor-street approach.

Capacity analysis of 2027 build traffic conditions indicates that the major-street left-turn movement and the minor-street approach at the intersection of Pinners Point Road and Site Access D are expected to operate at LOS A during the weekday AM and PM peak hours.

Turn lanes were considered based on the NCDOT *Policy on Street and Driveway Access to North Carolina Highways* (Driveway Manual). Based on the Driveway Manual, no turn lanes were warranted at this intersection due to low volumes along Pinners Point Road, which is currently operating well below the 4,000 vehicle per day (vpd) ADT threshold that NCDOT typically considered for turn lane warrants (ADT: 550 vpd). As Pinners Point Road is a dead-end roadway, additional developments besides the Shackleford Landing development are not expected to be added to the roadway or substantially increase the daily traffic volumes on this roadway. Due to these reasons, turn lanes were not recommended at this site driveway. Site Access D is expected to be constructed with the buildout of Phase 3B of the proposed development. This timing is assumed to be based on the location of the site access along



Pinners Point Road and the associated timing of when site traffic is expected to be added to this site access.

**7.13. Pinners Point Road and Site Access E**

The proposed unsignalized intersection of Pinners Point Road and Site Access E was analyzed under 2027 build traffic conditions with the lane configurations and traffic control shown in Table 17. Refer to Table 17 for a summary of the analysis results. Refer to Appendix R for the Synchro capacity analysis reports. SimTraffic queuing reports can be found in Appendix T.

**Table 17: Analysis Summary of Pinners Point Road and Site Access E**

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
2027 Build	WB NB SB	<b>1 LT-RT</b> <b>1 TH-RT</b> <b>1 LT-TH</b>	A <sup>2</sup> -- A <sup>1</sup>	N/A	A <sup>2</sup> -- A <sup>1</sup>	N/A

Improvements by Developer are shown in bold.

1. Level of service for major-street left-turn movement.
2. Level of service for minor-street approach.

Capacity analysis of 2027 build traffic conditions indicates that the major-street left-turn movement and the minor-street approach at the intersection of Pinners Point Road and Site Access E are expected to operate at LOS A during the weekday AM and PM peak hours.

Turn lanes were considered based on the NCDOT *Policy on Street and Driveway Access to North Carolina Highways* (Driveway Manual). Based on the Driveway Manual, no turn lanes were warranted at this intersection due to low volumes along Pinners Point Road, which is currently operating well below the 4,000 vehicle per day (vpd) ADT threshold that NCDOT typically considered for turn lane warrants (ADT: 550 vpd). As Pinners Point Road is a dead-end roadway, additional developments besides the Shackleford Landing development are not expected to be added to the roadway or substantially increase the daily traffic volumes on this roadway. Due to these reasons, turn lanes were not recommended at this site driveway. Site Access E is expected to be constructed with the buildout of Phase 2B of the proposed development. This timing is assumed to be based on the location of the site access along



Pinners Point Road and the associated timing of when site traffic is expected to be added to this site access.

**7.14. Pinners Point Road and Site Access F**

The proposed unsignalized intersection of Pinners Point Road and Site Access F was analyzed under 2027 build traffic conditions with the lane configurations and traffic control shown in Table 18. Refer to Table 18 for a summary of the analysis results. Refer to Appendix S for the Synchro capacity analysis reports. SimTraffic queuing reports can be found in Appendix T.

**Table 18: Analysis Summary of Pinners Point Road and Site Access F**

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
2027 Build	<b>WB</b> NB SB	<b>1 LT-RT</b> 1 TH-RT <b>1 LT-TH</b>	A <sup>2</sup> -- A <sup>1</sup>	N/A	A <sup>2</sup> -- A <sup>1</sup>	N/A

Improvements by Developer are shown in bold.

1. Level of service for major-street left-turn movement.
2. Level of service for minor-street approach.

Capacity analysis of 2027 build traffic conditions indicates that the major-street left-turn movement and the minor-street approach at the intersection of Pinners Point Road and Site Access F are expected to operate at LOS A during the weekday AM and PM peak hours.

Turn lanes were considered based on the NCDOT *Policy on Street and Driveway Access to North Carolina Highways* (Driveway Manual). Based on the Driveway Manual, no turn lanes were warranted at this intersection due to low volumes along Pinners Point Road, which is currently operating well below the 4,000 vehicle per day (vpd) ADT threshold that NCDOT typically considered for turn lane warrants (ADT: 550 vpd). As Pinners Point Road is a dead-end roadway, additional developments besides the Shackleford Landing development are not expected to be added to the roadway or substantially increase the daily traffic volumes on this roadway. Due to these reasons, turn lanes were not recommended at this site driveway. Site Access F is expected to be constructed with the buildout of Phase 3A of the proposed development. This timing is assumed to be based on the location of the site access along



Pinners Point Road and the associated timing of when site traffic is expected to be added to this site access.

## 8. CONCLUSIONS

This Traffic Impact Analysis was conducted to determine the potential traffic impacts of the proposed mixed-use development, to be located east of Live Oak Street, north of Pinners Point Road in Beaufort, North Carolina. The proposed development is expected to be a mixed-use development and be built out in 2027. Site access is proposed via three (3) full movement driveways along Pinners Point Road, three (3) full movement driveways along Live Oak Street, and a connection to the SECU driveway along Live Oak Street. One of the driveways along Live Oak Street is proposed to be aligned across from Professional Park Drive as the 4<sup>th</sup> leg of the intersection.

The study analyzes traffic conditions during the weekday AM and PM peak hours for the following scenarios:

- 2021 Existing Traffic Conditions
- 2027 No-Build Traffic Conditions
- 2027 Build Traffic Conditions

### Trip Generation

It is estimated that the proposed development will generate approximately 8,770 total site trips on the roadway network during a typical 24-hour weekday period. Of the daily traffic volume, it is anticipated that 491 trips (216 entering and 275 exiting) will occur during the weekday AM peak hour and 859 (437 entering and 422 exiting) will occur during the weekday PM peak hour.

### Adjustments to Analysis Guidelines

Capacity analysis at all study intersections was completed according to NCDOT Congestion Management Guidelines. Refer to section 6.1 of this report for a detailed description of any adjustments to these guidelines made throughout the analysis.

### Intersection Capacity Analysis Summary

All the study area intersections (including the proposed site driveways) are expected to operate at acceptable levels-of-service under existing and future year conditions with the



exception of the intersections listed below. A summary of the study area intersections that are expected to need improvements are as follows:

#### Live Oak Street and Pinners Point Road / Food Lion Driveway

Under 2027 build conditions, the major-street left-turn movements are expected to operate at LOS A during the weekday AM and PM peak hours, while the minor-street approaches are expected to operate at LOS D or better during the weekday AM peak hour and LOS E during the weekday PM peak hour. Poor levels of service are not uncommon for an unsignalized minor-street approach when heavy volumes are experienced on the major thoroughfare (Live Oak Street).

Exclusive turn lanes were considered at this intersection under 2027 build conditions due to poor levels of service experienced on the minor-street approaches during the weekday PM peak hour. An exclusive northbound right-turn lane and an exclusive eastbound right-turn lane, both with a minimum of 100 feet of storage and appropriate deceleration and taper length, are recommended at this intersection. These improvements are recommended to be implemented prior to the buildout of Phase 2B of the proposed development.

A traffic signal was also considered at this intersection and 2027 build traffic volumes were analyzed utilizing the criteria contained in the *Manual on Uniform Traffic Control Devices* (MUTCD). Based on this criteria, current traffic projections indicate that volumes along the major-street (Live Oak Street) are not expected to be high enough to warrant a signal during the weekday AM or PM peak hours. Due to the mixed-use nature of the proposed development as well as the surrounding area, and the degradation of operations at this intersection by the proposed development under unsignalized operations, it is recommended that this intersection be monitored for signalization prior to the buildout of Phase 3A of the proposed development and installed once warranted and improved. With a signal, the intersection is expected to operate at an overall LOS C or better during the weekday AM and PM peak hours under 2027 build conditions with the full buildout of the proposed development.

## 9. RECOMMENDATIONS

Based on the findings of this study, specific geometric improvements have been identified and are recommended to accommodate future traffic conditions. See a more detailed description of the recommended improvements below. Refer to Figure 14 for an illustration of the recommended lane configuration for the proposed development.

### Improvements by NCDOT STIP U-6058

STIP U-6058 is expected to convert the intersection of Live Oak Street and NC 101 to a single-lane roundabout.

### Recommended Improvements by Developer

#### Live Oak Street and Professional Park Drive / Site Access C

*Improvements associated with this intersection are recommended to be constructed prior to the buildout of Phase 1A of the proposed development.*

- Construct northbound approach with one (1) ingress lane and two (2) egress lanes striped as one left-turn lane and one shared through/right-turn lane.
- Provide an exclusive eastbound right-turn lane with a minimum of 50 feet of storage and appropriate deceleration and taper length.
- Provide an exclusive northbound left-turn lane with a minimum of 75 feet of storage and appropriate deceleration and taper length.
- Restripe to provide an exclusive westbound left-turn lane on Live Oak Street
- Provide stop-control for northbound approach.

#### Live Oak Street and Pinners Point Road / Food Lion Driveway

- Provide an exclusive northbound left-turn lane with a minimum of 100 feet of storage and appropriate deceleration and taper length. *This improvement is expected to be implemented after the build of Phase 2B of the proposed development.*
- Provide an exclusive eastbound right-turn lane with a minimum of 100 feet of storage and appropriate deceleration and taper length. *This improvement is expected to be implemented after the build of Phase 2B of the proposed development.*



- Monitor intersection for signalization and install traffic signal when warranted and approved by NCDOT. *This improvement is expected to be implemented after the build of Phase 3A of the proposed development.*

#### Live Oak Street and Site Access A

*Improvements associated with this intersection are recommended to be constructed prior to the buildout of Phase 5 of the proposed development.*

- Construct northbound approach with one (1) ingress lane and one (1) egress lane.
- Provide an exclusive eastbound right-turn lane with a minimum of 50 feet of storage and appropriate deceleration and taper length.
- Restripe to provide an exclusive westbound left-turn lane on Live Oak Street.
- Provide stop-control for northbound approach.

#### Live Oak Street and Site Access B

*Improvements associated with this intersection are recommended to be constructed prior to the buildout of Phase 1C of the proposed development.*

- Construct northbound approach with one (1) ingress lane and one (1) egress lane.
- Provide an exclusive eastbound right-turn lane with a minimum of 50 feet of storage and appropriate deceleration and taper length.
- Restripe to provide an exclusive westbound left-turn lane on Live Oak Street
- Provide stop-control for northbound approach.

#### Pinners Point Road and Site Access D

*Improvements associated with this intersection are recommended to be constructed prior to the buildout of Phase 3B of the proposed development.*

- Construct westbound approach with one (1) ingress lane and one (1) egress lane.
- Provide stop-control for westbound approach.

### Pinners Point Road and Site Access E

*Improvements associated with this intersection are recommended to be constructed prior to the buildout of Phase 2B of the proposed development.*

- Construct westbound approach with one (1) ingress lane and one (1) egress lane.
- Provide stop-control for westbound approach.

### Pinners Point Road and Site Access F

*Improvements associated with this intersection are recommended to be constructed prior to the buildout of Phase 3A of the proposed development.*

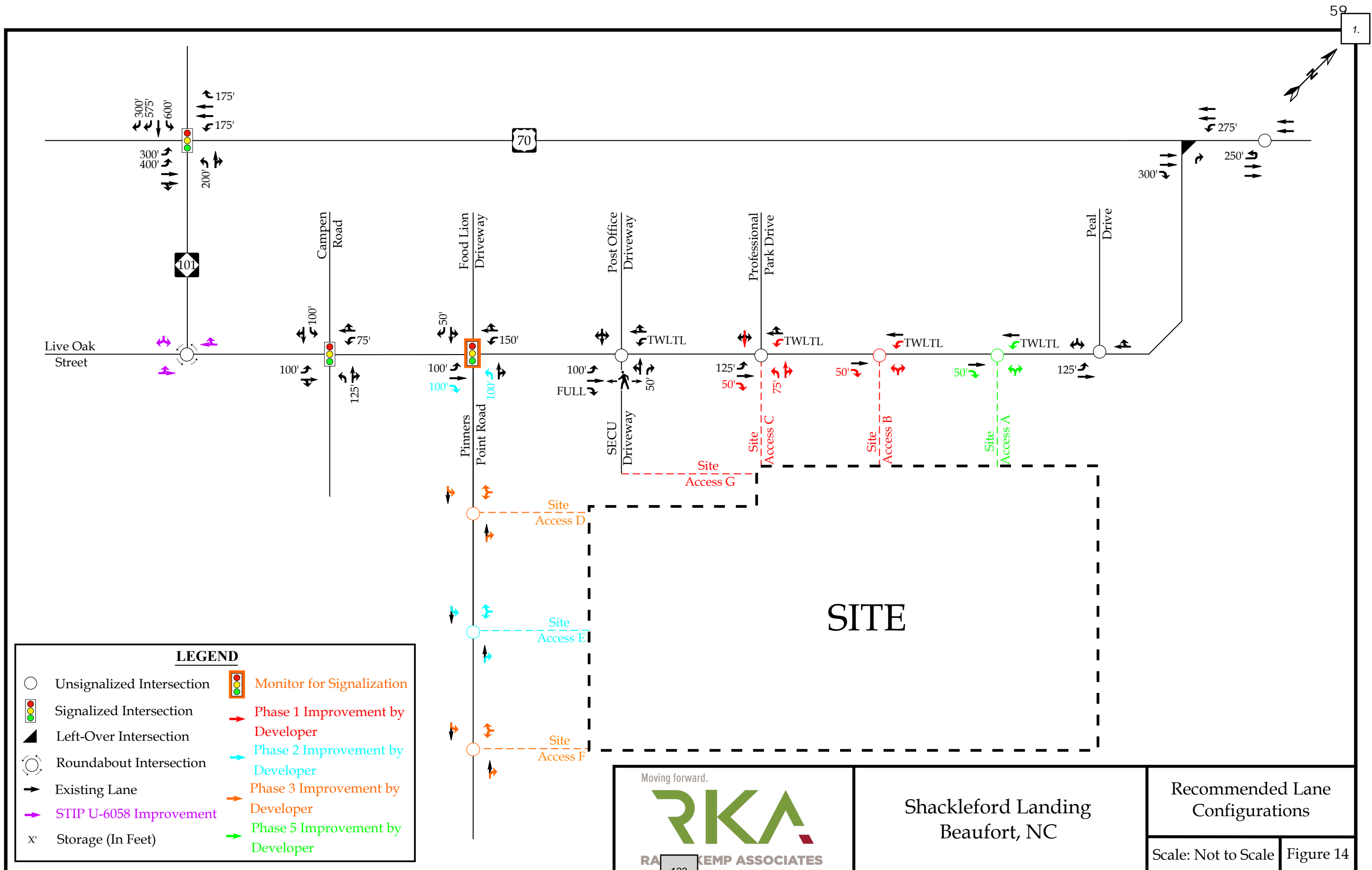
- Construct westbound approach with one (1) ingress lane and one (1) egress lane.
- Provide stop-control for westbound approach.

### Live Oak Street and Post Office Driveway / SECU Driveway / Site Access G

*Improvements associated with this intersection are recommended to be constructed prior to the buildout of Phase 1C of the proposed development.*

- Extend the existing SECU Driveway to provide access to the proposed site.





**LEGEND**

- Unsignalized Intersection
- ◻ Signalized Intersection
- ▲ Left-Over Intersection
- ⊙ Roundabout Intersection
- Existing Lane
- ↔ STIP U-6058 Improvement
- x' Storage (In Feet)
- ◻ Monitor for Signalization
- Phase 1 Improvement by Developer
- Phase 2 Improvement by Developer
- Phase 3 Improvement by Developer
- Phase 5 Improvement by Developer

Moving forward.

**RKA**  
RAKEMP ASSOCIATES

Shackleford Landing  
Beaufort, NC

Recommended Lane  
Configurations

Scale: Not to Scale    Figure 14





**Town of Beaufort, NC**

701 Front St. - P.O. Box 390 - Beaufort, N.C. 28516  
252-728-2141 - 252-728-3982 fax - www.beaufortnc.org

**Town of Beaufort Planning Board Regular Meeting  
6:00 PM Tuesday, September 20, 2021 – Virtual Meeting via Zoom**

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**AGENDA CATEGORY:** Public Hearing  
**SUBJECT:** Rezoning from B-1 to TCA (299 NC Hwy. 101)  
Case #21-23

**BRIEF SUMMARY:**

At the April 2021 meeting Mr. O’Pray discussed the possibility of rezoning 299 NC Hwy. 101 to multifamily zoning. Mr. O’Pray has now decided to move forward with his request to rezone from B-1 to TCA.

**REQUESTED ACTION:**

- Conduct Public Hearing
- Recommendation to Board of Commissioners
- Recommendation on Amendment to Future Land Use Plan

**EXPECTED LENGTH OF PRESENTATION:**

20 Minutes

**SUBMITTED BY:**

Kyle Garner, AICP  
Planning & Inspections Director

**BUDGET AMENDMENT REQUIRED:**

N/A





# Staff Report

**To:** Planning Board  
**From:** Kyle Garner, AICP

**Date:** 8/23/2021  
**Meeting Date:** 9/20/2021

## Case Number 21-23

### Summary of Request:

Rezone 299 NC Hwy. 101 totaling 1.66 acres (per application) from B-1 to TCA

### Background

#### Location(s) & PIN

730611558304000 (See Attached Map)

#### Owners Applicant

Terry/Anne O'Pray  
Same

#### Current Zoning

B-1 Zoning

#### Lot(s) Size & Conformity Status

1.4233 acres per attached survey

#### Existing Land Use

Commercial – Vacant Bed & Breakfast

#### CAMA Future Land Use Map Amendment Required

Low Density Residential  
 Yes    No

#### Adjoining Land Use & Zoning

**North** Undeveloped Property, Zoned R-20 & US 70 By-Pass  
**South** Residential Developed Property, Zoned R-20  
**East** Across NC 101 by a Vet Office, Zoned B-1 and Single Family Residential Zoned R-20  
**West** Undeveloped Property, Zoned R-20

#### Special Flood Hazard Area

Yes    No

#### Public Utilities

Water

Available    Not Available

Sewer

Available    Not Available

#### Additional Information

See Staff Comments

#### Requested Action

Provide a consistency statement to the Board of Commissioners addressing the requested zoning amendment and the future land use plan.

Provide recommendation to the Board of Commissioners to:

- Approve the request;
- Deny the request; or
- Recommend more restrictive zoning district

**Staff Comments**

- **The density for this tract is between 17 units and 20 units. The difference is determined by using the application acreage or the actual survey acreage. There is enough acreage to meet the minimum lot size requirement of 2,750 per acre requirement.**
- This rezoning is **not consistent** (see info below) with the existing CAMA Land Use Plan and thus will require an amendment.

In accordance with **NCGS § 160A-383**, the consistency statement must include one of the following:

- A statement recommending approval of the zoning amendment and describing its consistency with the CAMA Core Land Use Plan
- A statement recommending denial of the zoning amendment and describing its inconsistency with the CAMA Core Land Use Plan
- A statement recommending approval of the zoning amendment containing the following:
  - Declaration that the approval is also deemed an amendment to the CAMA Core Land Use Plan
  - An explanation of the change in conditions the board took into consideration when recommending approval

**CAMA Core Land Use Plan – Future Land Use Classifications**

**High Density Residential Classification.** The High Density Residential classification encompasses approximately 0.05 square miles (32.6 acres) or about 0.7 percent of the total planning jurisdiction. The properties classified as High Density Residential are located in the northeastern portion of the Town’s planning jurisdiction along the US Highway 70 North corridor.

The High Density Residential classification is intended to delineate lands where the predominant land use is higher density single-family residential developments and/or multifamily developments. The residential density within this classification is generally 6 to 16 dwelling units per acre. The minimum lot size is 2,750 square feet per unit unless a larger minimum lot area is required by the health department for land uses utilizing septic systems. Land uses within High Density Residential designated areas are generally compatible with the RMF, Multi-Family High Density Residential and the R-5, Residential Cluster zoning classifications. Public water and sewer service is required to support the residential densities in this classification. Streets with the capacity to accommodate higher traffic volumes are also necessary to support High Density Residential development.

The Town’s goals and policies support the use of land in High Density-classified areas for single-family and multifamily dwellings where adequate public utilities and streets are available or can be upgraded to support the higher residential densities encouraged in this classification. The higher density residential developments anticipated to occur during the planning period are encouraged within the High Density-classified areas.

**General Commercial Classification.** The General Commercial classification encompasses approximately 0.24 square miles (154 acres) or about 3.3 percent of the planning jurisdiction. The properties classified as General Commercial are located along the Town’s major road corridor--US Highway 70.

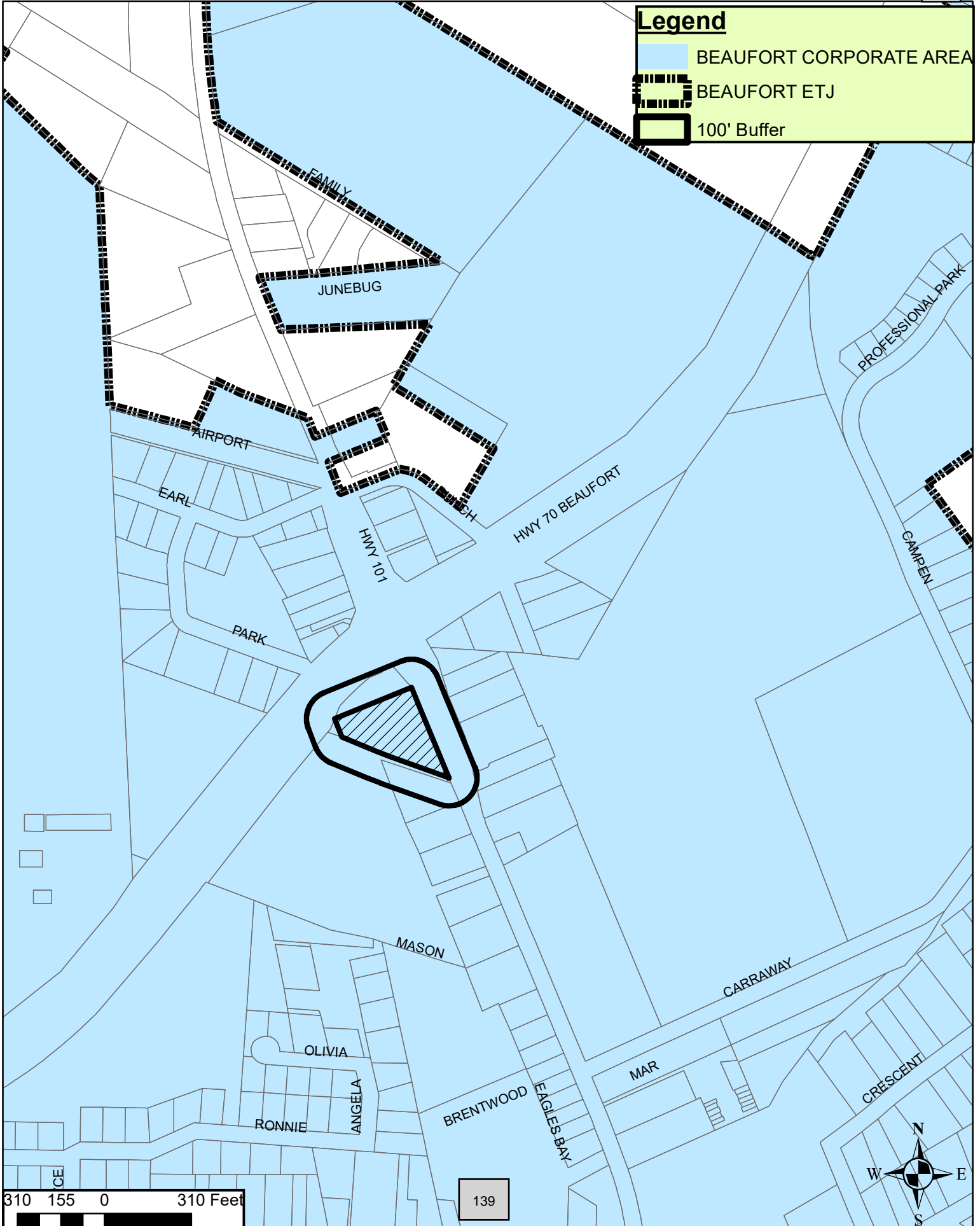
The General Commercial classification is intended to delineate lands that can accommodate a wide range of retail, wholesale, office, business services, and personal services. Areas classified as General Commercial may also include some heavy commercial uses as well as intensive public and institutional land uses. Minimum lot sizes typically range from 5,000 to 8,000 square feet unless a larger minimum lot area is required by the health department for land uses utilizing septic systems. Maximum floor area ratios (the total building floor area divided by the total lot area) range from 0.57 to 0.83. Land uses within General Commercial-designated areas are generally compatible with the B-1, General Business; B-2, Highway Business; B-3, Marina Business; and the O & I, Office and Institutional zoning districts. Public water service is needed to support the land uses characteristic of this classification. Public sewer service is needed to support the most intensive commercial uses. Streets with the capacity to accommodate higher traffic volumes are necessary to support commercial development.

General Commercial-classified areas are anticipated to accommodate some of the most intensive land uses found in the Town’s planning jurisdiction. The Town’s goals and policies support the use of land in General Commercial-classified areas for a wide variety of retail and commercial services uses where adequate public utilities and streets are available or can be upgraded to support the intensity of development encouraged in this classification. Public and institutional land uses that support and that are compatible with this type of commercial development are also encouraged.

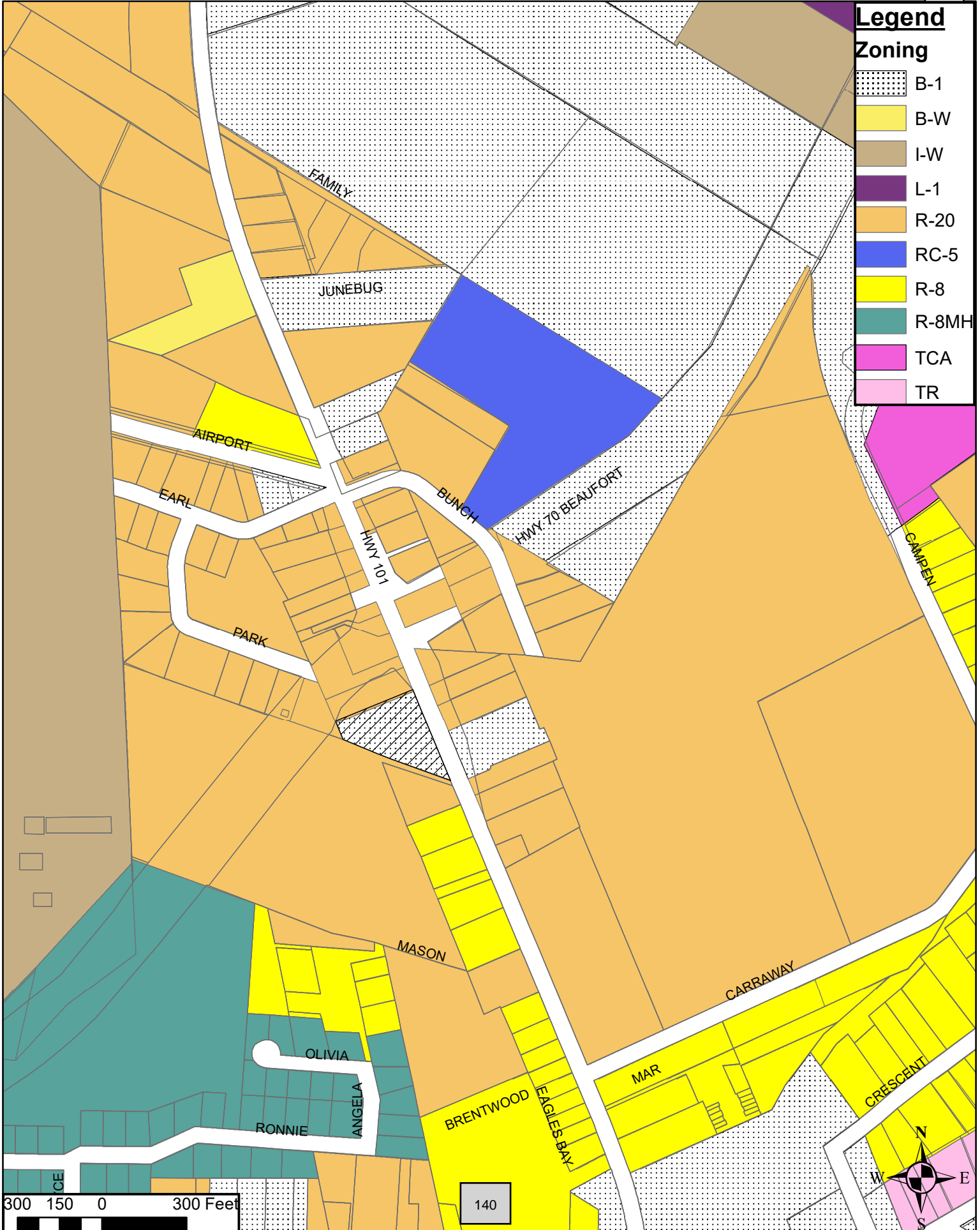
- Attachments:**
- Attachment B - Vicinity Map with 100 Foot Notification Boundary
  - Attachment C - Zoning Map
  - Attachment D – Future Land Use Map
  - Attachment E – Owners within 100 feet - Notified
  - Attachment F – B-1 & TCA Zone Information with Use Table
  - Attachment G - Consistency Statement “Draft”
  - Attachment H – Applicant Information



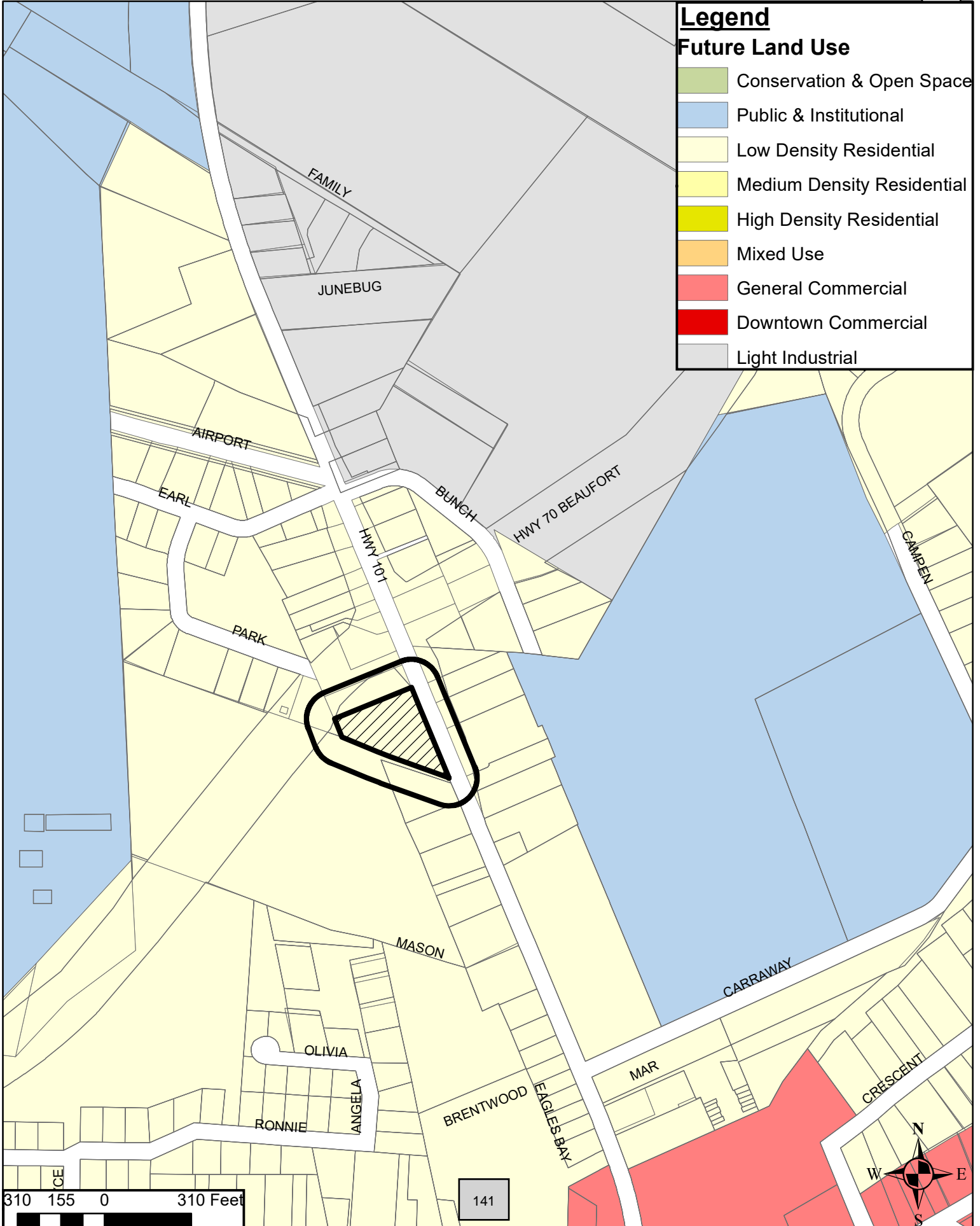
# Vicinity Map - Case 21-23 -299 NC Hwy. 101 Rezoning From B-1 to TCA



# Existing Zoning Map - Case 21-23 -299 NC Hwy. 101 Rezoning From B-1 to TCA



# Future Land Use Map - Case 21-23 -299 NC Hwy. 101 Rezoning From B-1 to TCA



## Legend

### Future Land Use

- Conservation & Open Space
- Public & Institutional
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Mixed Use
- General Commercial
- Downtown Commercial
- Light Industrial



<u>OWNER</u>	<u>AIL_HOU</u>	<u>MAIL_ST</u>	<u>MAIL_CITY</u>	<u>IL_ST</u>	<u>AIL_Z</u>	<u>MAIL_ZI</u>	<u>MAIL_ADD2</u>
FISH,BEN ADAMS	210	OLD MECHANICAL COURT	GARNER	NC		27529	
HARTSEL,PHYLLIS	2549	NORTH ROCKY RIVER RD	LANCASTER	SC		29720	
HOWLAND,LOIS D	308	HWY 101	BEAUFORT	NC		28516	
HOWLAND,TIMOTHY	121	CANAL DR	HARKERS ISLAND	NC	9625	28531	C/O DAVID G. HOWLAND
LAUGHTON,GEORGE R JR	275	HIGHWAY 101	BEAUFORT	NC		28516	
LAUGHTON,MAMIE T HEIRS	275	HIGHWAY 101	BEAUFORT	NC		28516	
LAWRENCE,MELTON JR ETUX LINDA	155	PINNERS POINT RD	BEAUFORT	NC		28516	
LEWIS,GUY DOUGLAS JR ETUX	166	SHELL LANDING ROAD	BEAUFORT	NC		28516	
NC DEPT OF TRANSPORTATION	1546	MAIL SERVICE CENTER	RALEIGH	NC		27611	
O'PRAY,TERRY ETUX ANNE D/B/A	1301	PEACH BOTTOM ROAD	LAUREL SPRINGS	NC		28644	
ROMANO VETERINARY HOLDINGS LLC	288	HIGHWAY 101	BEAUFORT	NC		28516	C/O JOCELYN A ROMANO
WADSWORTH,MELINDA SKYE	279	HWY 101	BEAUFORT	NC		28516	

C) ***B-1 General Business District.***

The General Business District is established as the district in which a wide variety of sales and service facilities may be provided to the general public. This district will be located throughout the Town's planning jurisdiction.

1) Minimum Lot Size.

All lots in the B-1 district shall be a minimum of five thousand square feet (5,000 ft<sup>2</sup>).

2) Minimum Lot Width.

All lots in the B-1 district shall have a minimum lot width of sixty feet (60') at the minimum building line.

3) Building Setback and Building Height Requirements and Limitations.

Subject to the exceptions allowed in this Ordinance, each structure on a lot in this zoning district shall be set back from the boundary lines of the lot at least the distances provided in the tables set forth in this section. The building height limitation in this district is provided in the tables set forth in this section.

**Table 9-5 Lot Requirements**

<i>District</i>	<i>Front Setback (Right-of-Way)</i>	<i>Rear Setback</i>	<i>Side Setback</i>	<i>Building Height Limitation</i>
B-1	30 feet	15 feet	15 feet	40 feet

4) Accessory Building Setback Requirements.

All accessory buildings must comply with the setback requirements as set forth in section 2-F of this Ordinance, section 6 of this Ordinance, section 15 of this Ordinance, and all sections of this Ordinance.

5) Permitted Uses.

- |                                       |  |
|---------------------------------------|--|
| Amusement Establishment               | Dry Boat Storage   |
| Antenna Co-Location on Existing Tower | Financial Institution                                      |
| Aquaculture                           | Government/Non-Profit Owned/Operated Facilities & Services |
| Assisted Living                       | Hospital   |
| Athletic Field, Public                | Hotel or Motel   |
| Bed & Breakfast                       | Kennel, Indoor Operation Only                              |
| Boat Sales/Rentals                    | Library  |
| Car Wash                              | Liquor Store   |
| Club, Lodge, or Hall                  | Moped/Golf Cart Sales/Rentals                              |
| Commercial Indoor Recreation Facility | Mortuary/Funeral Home/Crematorium                          |
| Community Garden                      | Motor Vehicle Sales/Rentals                                |
| Concealed (Stealth) Antennae & Towers | Museum   |
| Convenience Store                     | Neighborhood Recreation Center, Public                     |
| Day Care Center                       | Nursing Home   |
| Dock                                  | Office: Business, Professional, or Medical                 |

Other Building-Mounted Antennae &  
Towers  
Outdoor Retail Display/Sales  
Park, Public  
Parking Lot  
Parking Structure  
Personal Service Establishment  
Pool Hall or Billiard Hall  
Produce Stand/Farmers' Market  
Public Safety Station  
Public Utility Facility  
Religious Institution  
Resource Conservation Area

Restaurant with Drive-Thru Service  
Restaurant with Indoor Operation  
Retail Store  
Satellite Dish Antenna  
Signs, Commercial Free-Standing  
Tavern/Bar/Pub with Indoor Operation  
Temporary Construction Trailer  
Theater, Small  
Transportation Facility  
Utility Minor  
Vehicle Charging Station  
Vehicle Service

6) Special Uses (*Special Uses* text may be found in section 20 of this Ordinance).

Adult-Oriented Retail Establishment  
Commercial Outdoor Amphitheater  
Commercial Outdoor Recreation  
Facility  
Commercial Waterfront Facility  
Gas/Service Station  
Golf Driving Range  
Hazardous Material Storage  
Kennel, Indoor/Outdoor Operation  
Manufacturing, Light  
Marina  
Microbrewery  
Microdistillery

Mini-Storage  
Mixed Use  
Outdoor Amphitheater, Public  
Outdoor Storage  
Preschool  
Restaurant with Outdoor Operation  
School, K-12  
School, Post-Secondary  
Tavern/Bar/Pub with Outdoor Operation  
Theater, Large  
Utility Facility  
Wholesale Establishment



Table 9-9 Nonresidential Zoning Districts Table of Uses

Land Development Ordinance Uses		H-BD	H-WBD	B-I	B-W	L-I	I-W
<b>Residential Uses</b>							
Group Living	Assisted Living			P	P		
	Dormitory						
	Group Home						
	Nursing Home			P	P		
Household Living	Accessory Dwelling Unit						
	Dwelling, Duplex/Townhome						
	Dwelling, Multi-Family						
	Dwelling, Single-Family	P					
	Manufactured Home						
	Manufactured Home Park						
	Recreational Vehicle Park						
<b>Mixed Uses</b>							
	Mixed Use	P	P	P	S	S	
<b>Public/Institutional Uses</b>							
Aviation	Airport/Landing Strip						S
Cemeteries/Graveyards	Cemetery/Graveyard						
Cultural Facilities	Library	P	P	P	P		
	Museum	P	P	P	P		
Day Care	Day Care Center	P	P	P	P		
	Day Care/Child Care Home						
Government Services	Government/Non-Profit Owned/ Operated Facilities & Services	P	P	P	P	P	P
	Public Safety Station	P	P	P	P	P	P
	Public Utility Facility	P	P	P	P	P	P
Hospitals	Hospital	P		P	P		
Park and Athletic Fields, Public Use	Athletic Field, Public			P	S	P	P
	Community Garden	P	P	P	P	P	P
	Neighborhood Recreation Center, Public	P	P	P	P	P	P
	Outdoor Amphitheater, Public	S	S	S	S		
	Park, Public	P	P	P	P	P	P
	Resource Conservation Area	P	P	P	P	P	P
Religious Uses	Religious Institution			P	P	P	P
Educational Uses	Preschool	S	S	S	S		
	School, K-12	S	S	S	S		
	School, Post-Secondary	S	S	S	S	S	S
Non-Governmental Facilities	Transportation Facility	P	P	P	P	P	P
	Utility Facility	S	S	S	S	S	S
	Utility Minor	P	P	P	P	P	P

Permitted Use

Special Use

Table 9-9 Nonresidential Zoning Districts Table of Uses

Land Development Ordinance Uses		H-BD	H-WBD	B-I	B-W	L-I	I-W
Agricultural	Agritourism						
	Aquaculture		S	P	P	P	P
	Farming, General					P	P
	Forestry						
	Produce Stand/Farmers' Market	S		P	P		
<b>Commercial Uses</b>							
Animal Services	Kennel, Indoor Operation Only			P	P	P	P
	Kennel, Indoor/Outdoor Operation			S	S	P	P
Assembly	Club, Lodge, or Hall	P	P	P	P	P	P
Financial Institutions	Financial Institution	P	P	P	P		
Food and Beverage Services	Microbrewery/Microdistillery	S	S	S	S	S	
	Restaurant, with Drive-Thru Service			P	S		
	Restaurant, with Indoor Operation	P	P	P	P		
	Restaurant, with Outdoor Operation	S	S	S	S		
	Tavern/Bar/Pub with Indoor Operation	P	P	P	P	S	S
	Tavern/Bar/Pub with Outdoor Operation	S	S	S	S	S	S
Offices	Office: Business, Professional, or Medical	P	P	P	P	P	P
	Office: Small Business						
Public Accommodations	Bed & Breakfast	P	P	P	P		
	Hotel or Motel	P	S	P	P		
Indoor Recreation & Entertainment, Privately Owned	Adult Entertainment					S	S
	Amusement Establishment			P	P		
	Commercial Indoor Recreation Facility	P	P	P	P	S	
	Neighborhood Recreation Center Indoor/Outdoor, Private						
	Pool Hall or Billiard Hall	P	P	P	P		
	Theater, Large	S	S	S	S	S	S
	Theater, Small	P	P	P	P	S	S
Outdoor Recreation & Entertainment, Privately Owned	Athletic Field, Private						
	Commercial Outdoor Amphitheater	S	S	S	S	S	S
	Commercial, Outdoor Recreation Facility			S	S	S	S
	Golf Course, Privately-Owned						
	Golf Driving Range			S	S	S	S
	Motor Vehicle Raceway						
Retail Sales and Services	Adult-Oriented Retail Establishment			S	S	S	S
	Convenience Store			P	P		
	Mortuary/Funeral Home/ Crematorium	P	P	P	P		
	Liquor Store			P	P		
	Personal Service Establishment	P	P	P	P	P	P
	Retail Store	P	P	P	P		

Permitted Use

Special Use



Table 9-9 Nonresidential Zoning Districts Table of Uses

Land Development Ordinance Uses		H-BD	H-WBD	B-I	B-W	L-I	I-W
Vehicle Storage Facilities	Dry Boat Storage			P	P	P	P
	Marina	S	S	S	S	S	S
	Parking Lot	P	P	P	P	P	P
	Parking Structure	P	P	P	P	P	P
Vehicles and Equipment Facilities	Boat Sales/Rentals	P	S	P	P	P	P
	Car Wash			P	P	P	P
	Gas/Service Station	S	S	S	S	S	S
	Heavy Equipment Sales/ Rentals					P	P
	Heavy Vehicle Repair					P	P
	Moped/Golf Cart Sales/Rentals	P	P	P			
	Motor Vehicle Sales/Rentals			P	P	P	P
	Towing & Vehicle Storage					P	P
	Vehicle Service	S		P	P	P	P
<b>Industrial Uses</b>							
Industrial Service Uses	General Industrial Service					P	P
Manufacturing and Production Uses	Manufacturing, Heavy						
	Manufacturing, Light			S	S	S	
	Resource Extraction						
Telecommunications Facilities	Antenna Co-Location on Existing Tower	P	P	P	P	P	P
	Concealed (Stealth) Antennae & Towers	P	P	P	P	P	P
	Other Building-Mounted Antennae & Towers	S	S	P	P	P	P
	Other Freestanding Towers	S				S	S
Warehouse and Freight Movement Uses	Commercial Waterfront Facility	S	S	S	S	S	S
	Hazardous Material Storage			S	S		S
	Mini-Storage			S	S	P	P
	Outdoor Storage			S	S	P	P
	Warehousing and Distribution Establishment					P	P
	Wholesale Establishment			S	S	P	P
Waste-Related Uses	Recycling & Salvage Operation						S
<b>Accessory Uses and Structures</b>							
Accessory Uses	Carport						
	Dock	P	P	P	P	P	P
	Garage, Private Detached						
	Home Occupation						
	Outdoor Retail Display/Sales			P	P	P	P
	Satellite Dish Antenna	S	S	P	P	P	P
	Shed	P					
	Signs, Commercial Free-Standing			P	P	P	P
	Swimming Pool (Personal Use)	P					
	Temporary Construction Trailer	P	P	P	P	P	P
	Vehicle Charging Station			P	P	P	P

Permitted Use

Special Use





## SECTION 8 Transitional Zoning Districts

### A) *TCA Townhomes, Condominiums, Apartments District.*

This district is established to provide a high density district in which the primary uses are multi-family residences and duplexes. Uses in this district which require potable water or sanitary sewer must be connected to both municipal water and municipal sewer.

1) Maximum Overall Density.

The TCA district shall have a maximum density of twelve units per acre.

2) Minimum Lot Size.

All lots in the TCA district shall be a minimum of two thousand, seven hundred, and fifty square feet (2,750 ft<sup>2</sup>) per dwelling unit.

3) Minimum Lot Width.

All lots in the TCA district shall have a minimum lot width of eighty feet (80') at the minimum building line.

4) Building Setback and Building Height Requirements and Limitations.

Subject to the exceptions allowed in this Ordinance, each structure on a lot in this zoning district shall be set back from the boundary lines of the lot at least the distances provided in the tables set forth in this section. The building height limitation in this district is provided in the tables set forth in this section.

**Table 8-1 Interior Lot Requirements**

<i>District</i>	<i>Front Setback (Right-of-Way)</i>	<i>Rear Setback</i>	<i>Side Setbacks</i>	<i>Building Height Limitation</i>
TCA	25 feet	25 feet	8 feet	35 feet

**Table 8-2 Corner Lot Requirements**

<i>District</i>	<i>Designated Front (Right-of-Way) Setback</i>	<i>Designated Side (Right-of-Way) Setback</i>	<i>Rear Setback</i>	<i>Side Setback</i>	<i>Building Height Limitation</i>
TCA	25 feet	15 feet	30 feet	8 feet	35 feet

**Table 8-3 Double Frontage Lot Requirements**

<i>District</i>	<i>Designated Front (Right-of-Way) Setback</i>	<i>Designated Rear (Right-of-Way) Setback</i>	<i>Side Setbacks</i>	<i>Building Height Limitation</i>
TCA	25 feet	15 feet	8 feet	35 feet

5) Accessory Building Setback Requirements.

All accessory buildings must comply with the lot setback requirements as set forth in section 2-F, section 6, section 15, and all the other sections of this Ordinance.

6) Covenants.

In any development proposing common areas, jointly-used structures, or private streets, restrictive and protective covenants which provide for party wall rights, harmony of external design, continuing maintenance of building exteriors, grounds, or other general use improvements and similar matters, shall be submitted to the Town and approved by the BOC. Condominium development must submit evidence of compliance with the North Carolina Condominium Act.

7) Permitted Uses.

- |  |  |
|--|--|
| Antenna Co-Location on Existing Tower                      | Home Occupation  |
| Assisted Living  | Neighborhood Recreation Center Indoor/Outdoor, Private |
| Athletic Field, Public                                     | Neighborhood Recreation Center, Public                 |
| Carpport   | Nursing Home   |
| Community Garden   | Park, Public   |
| Concealed (Stealth) Antennae & Towers                      | Public Safety Station                                  |
| Dock   | Public Utility Facility                                |
| Dormitory  | Resource Conservation Area                             |
| Dwelling, Duplex/Townhome                                  | Shed   |
| Dwelling, Multi-Family                                     | Signs, Commercial Free-Standing                        |
| Garage, Private Detached                                   | Temporary Construction Trailer                         |
| Government/Non-Profit Owned/Operated Facilities & Services | Utility Minor  |
| Group Home   | Vehicle Charging Station                               |

8) Special Uses (*Special Uses* text may be found in section 20 of this Ordinance).

- |                                    |  |
|------------------------------------|--|
| Athletic Field, Private            | Restaurant with Indoor Operation       |
| Dwelling, Single-Family            | Restaurant with Outdoor Operation      |
| Golf Course, Privately-Owned       | Retail Store                           |
| Golf Driving Range                 | Satellite Dish Antennas                |
| Hotel or Motel                     | School, Post-Secondary                 |
| Marina                             | Tavern/Bar/ Pub with Indoor Operation  |
| Mixed Use                          | Tavern/Bar/ Pub with Outdoor Operation |
| Outdoor Amphitheater, Public       | Theater, Small                         |
| Personal Service Establishment     | Transportation Facility                |
| Preschool                          | Utility Facility                       |
| Religious Institution              |  |
| Restaurant with Drive-Thru Service |  |



Table 8-8 Transitional Zoning District Table of Uses

Land Development Ordinance Uses		TCA	TR	PUD	CS-MU
<b>Residential Uses</b>					
Group Living	Assisted Living	P	P	S	
	Dormitory	P	P	S	
	Group Home	P	P	S	
	Nursing Home	P	P	S	
Household Living	Accessory Dwelling Unit		S	S	
	Dwelling, Duplex/Townhome	P	S	S	
	Dwelling, Multi-Family	P		S	P
	Dwelling, Single-Family	S	P	S	P
	Manufactured Home			S	
	Manufactured Home Park			S	
	Recreational Vehicle Park			S	
<b>Mixed Uses</b>					
	Mixed Use	S	P	S	P
<b>Public/Institutional Uses</b>					
Aviation	Airport/Landing Strip			S	
Cemeteries/ Graveyards	Cemetery/Graveyard		S	S	
Cultural Facilities	Library		P	S	
	Museum		S	S	
Day Care	Day Care Center		S	S	
	Day Care/Child Care Home		S	S	
Government Services	Government/Non-Profit Owned/ Operated Facilities & Services	P	P	S	
	Public Safety Station	P	P	S	
	Public Utility Facility	P	P	S	P
Hospitals	Hospital			S	
Park and Athletic Fields, Public Use	Athletic Field, Public			S	
	Community Garden	P	P	S	
	Neighborhood Recreation Center, Public	P	P	S	
	Outdoor Amphitheater, Public	S	S	S	
	Park, Public	P	P	S	P
	Resource Conservation Area	P	P	S	
Religious Uses	Religious Institution	S	P	S	P
Educational Uses	Preschool	S	S	S	
	School, K-12		S	S	
	School, Post-Secondary	S	S	S	
Non-Governmental Facilities	Transportation Facility	S		S	
	Utility Facility	S	S	S	P
	Utility Minor	P	P	S	P
Agricultural Uses	Agritourism			S	
	Aquaculture		S	S	
	Farming, General			S	
	Forestry			S	
	Produce Stand/Farmers' Market		S	S	P

Permitted Use

Special Use

Table 8-8 Transitional Zoning District Table of Uses

Land Development Ordinance Uses		TCA	TR	PUD	CS-MU
<b>Commercial Uses</b>					
Animal Services	Kennel, Indoor Operation Only		S	S	
	Kennel, Indoor/Outdoor Operation			S	
Assembly	Club, Lodge, or Hall		P	S	
Financial Institutions	Financial Institution		S	S	P
Food and Beverage Services	Microbrewery			S	S
	Restaurant, with Drive-Thru Service	S		S	
	Restaurant, with Indoor Operation	S	P	S	P
	Restaurant, with Outdoor Operation	S		S	P
	Tavern/Bar/Pub with Indoor Operation	S	S	S	S
	Tavern/Bar/Pub with Outdoor Operation	S		S	
Offices	Office: Business, Professional, or Medical		P	S	P
	Office: Small Business				
Public Accommodations	Bed & Breakfast		P	S	
	Hotel or Motel	S	S	S	P
Indoor Recreation & Entertainment, Privately Owned	Adult Entertainment			S	
	Amusement Establishment			S	
	Commercial Indoor Recreation Facility		P	S	
	Neighborhood Recreation Center Indoor/ Outdoor, Private	P	P	S	
	Pool Hall or Billiard Hall			S	
	Theater, Large			S	
	Theater, Small	S		S	
Outdoor Recreation & Entertainment, Privately Owned	Athletic Field, Private			S	
	Commercial Outdoor Amphitheater			S	
	Commercial, Outdoor Recreation Facility			S	
	Golf Course, Privately-Owned		S	S	
	Golf Driving Range		S	S	
	Motor Vehicle Raceway			S	
Retail Sales and Services	Adult-Oriented Retail Establishment			S	
	Convenience Store			S	P
	Mortuary/Funeral Home/ Crematorium		P	S	
	Liquor Store			S	
	Personal Service Establishment	S	P	S	P
	Retail Store	S	S	S	P
Vehicle Storage Facilities	Dry Boat Storage			S	
	Marina	S	S	S	
	Parking Lot		S	S	
	Parking Structure			S	

Permitted Use

Special Use



Table 8-8 Transitional Zoning District Table of Uses

Land Development Ordinance Uses		TCA	TR	PUD	CS-MU
Vehicles and Equipment Facilities	Boat Sales/Rental			S	
	Car Wash			S	
	Gas/Service Station			S	
	Heavy Equipment Sales/Rental			S	
	Heavy Vehicle Repair			S	
	Moped/Golf Cart Sales/Rental			S	
	Motor Vehicle Sales/Rental			S	
	Towing & Vehicle Storage			S	
	Vehicle Service			S	
<b>Industrial Uses</b>					
Industrial Service Uses	General Industrial Service			S	
Manufacturing and Production Uses	Manufacturing, Heavy			S	
	Manufacturing, Light			S	
	Resource Extraction			S	
Telecommunications Facilities	Antenna Co-Location on Existing Tower	P	P	S	
	Concealed (Stealth) Antennae & Towers	P	S	S	
	Other Building-Mounted Antennae & Towers			S	
	Other Freestanding Towers		S	S	
Warehouse and Freight Movement Uses	Commercial Waterfront Facility			S	
	Hazardous Material Storage			S	
	Mini-Storage			S	
	Outdoor Storage			S	
	Warehousing and Distribution Establishment			S	
	Wholesale Establishment			S	
Waste-Related Uses	Recycling & Salvage Operation			S	
<b>Accessory Uses and Structures</b>					
Accessory Uses	Carport	P	P	S	
	Dock	P	P	S	
	Garage, Private Detached	P	P	S	
	Home Occupation	P	P	S	
	Outdoor Retail Display/Sales			S	P
	Satellite Dish Antenna		S	S	
	Shed	P	P	S	
	Signs, Commercial Free- Standing	P	P	S	
	Swimming Pool (Personal Use)		P	S	
	Temporary Construction Trailer	P	P	S	
	Vehicle Charging Station	P	P	S	

Permitted Use

Special Use







**TOWN OF BEAUFORT  
PLANNING BOARD**

**RZ21-23**

**RESOLUTION ADVISING THAT PROPOSED AMENDMENTS  
TO THE ZONING ORDINANCE AND COMPREHENSIVE FUTURE LAND USE PLAN  
ARE IN ACCORDANCE WITH ALL OFFICIALLY ADOPTED PLANS; ARE  
REASONABLE; AND ARE IN THE PUBLIC INTEREST.**

WHEREAS, the North Carolina General Assembly has given the Town of Beaufort (“Town”) the authority to adopt and amend zoning and development regulation ordinances for the purpose of promoting the health, safety, morals, and general welfare of its citizens;

WHEREAS, N.C.G.S. §160A-383 requires the Town of Beaufort Planning Board (“Board”) to advise the Town of Beaufort Board of Commissioners by written statement describing whether the proposed amendments to the Town’s Land Development Ordinance (“Ordinance”) and Core Land Use Plan are consistent with all officially adopted plans;

WHEREAS, the Board has in fact met to consider and evaluate the proposed amendments to the Ordinance; and

NOW THEREFORE, BE IT HEREBY RESOLVED, that the Planning Board finds that the proposed amendments to the Ordinance **are/are not** in accordance with all officially adopted Town plans for the reasons stated in the Staff Report for Rezoning Case 21-23 attached hereto and incorporated herein by reference, and therefore recommends adoption by the Board of Commissioners. Specifically the Planning Board finds that the proposed amendments **are/are not** in furtherance of the Town plans, ordinances and regulations; and better clarify all the Ordinance regulations.

This Resolution is effective upon its adoption this 20h day of September, 2021.

**TOWN OF BEAUFORT  
PLANNING BOARD**

\_\_\_\_\_  
\_\_\_\_\_, Chairman

ATTEST:

\_\_\_\_\_  
\_\_\_\_\_, Secretary







Town of Beaufort  
701 Front St. • P.O. Box 390 • Beaufort, N.C. 28516  
252-728-2141 • 252-728-3982 fax  
[www.beaufortnc.org](http://www.beaufortnc.org)

**APPLICATION FOR AN AMENDMENT TO THE  
BEAUFORT ZONING MAP**

**Instructions:**

Please complete the application below, include all the required attachments and the **\$300.00** for Rezoning request with no Land Use Plan Change or **\$400.00** for Rezoning Request with Land Use Plan Change and return to the Beaufort Town Hall, 701 Front Street or P.O. Box 390, Beaufort, N.C., 28516. Incomplete applications will not be processed and **will be** returned to the applicant. Please contact Planning and Inspections at 252-728-2142 if there are any questions.

**APPLICANT INFORMATION**

Applicant Name: Terry O'Pray  
Applicant Address: 1301 Peach Bottom Rd. Laurel Spgs. NC 28644  
Phone Number: (336) 657-2224 Email: oprayer@prayer.com

Property Owner Name: Terry/Anne O'Pray  
Address of Property Owner: Same  
Phone Number: (336) 657-2224 Email: Same

**PROPERTY INFORMATION**

Property Address: 299 Hwy 101 Beaufort, NC 28644  
15-Digit PIN: 730611558304000 Lot/Block Number: \_\_\_\_\_  
Size of Property (in square feet or acres): 1.66  
Current Zoning: B-1 Requested Zoning: TCA

Current Use of Property:  Residential  Vacant  Commercial  Other: \_\_\_\_\_

Terry O'Pray  
Applicant Signature \_\_\_\_\_ Date of Applicant's Signature 7/19/21

Property Owner Signature (if different than applicant) \_\_\_\_\_ Date of Owner's Signature \_\_\_\_\_

An application fee of **\$300.00** for Rezoning request with no Land Use Plan Change or **\$400.00** for Rezoning Request with Land Use Plan Change, either in cash, money order, or check made payable to the "Town of Beaufort," should accompany this application. Payments can be made in person on the day of submittal and at such time, a credit card can be used to make the payment. Credit card payments are subject to a 3% extra fee.

Please refer to the *Land Development Ordinance*, Section 3 and all other pertinent sections for the information required to accompany this application.

**REQUIRED ATTACHMENTS FOR AN AMENDMENT TO THE  
BEAUFORT ZONING MAP**

**Please provide the following as attachments to the zoning map amendment form:**

1. A statement as to whether or not the proposed zoning amendment is consistent with the Beaufort Land Use Plan.
2. A statement as to how the zoning amendment will promote the public health, safety or general welfare of the Town of Beaufort.
3. Proof of ownership (For example: a copy of the deed or city tax statement).

If a property is owned by more than one individual or if multiple properties under different ownership are applying under one request, attach a statement and signatures indicating that all owners have given consent to request the zoning change.

4. An area map of property to scale which includes:
  - North Arrow;
  - All Property lines and accurate property line dimensions;
  - Adjacent streets and names;
  - Location of all easements;
  - Location of all structures;
  - Zoning classifications of all abutting properties.
5. Please submit one digital/electronic copy of any drawings or plans associated with the amendment. At least one paper copy of the drawings or plans should also be submitted.
6. A TYPED list all property owners (with addresses) within 100 feet of the boundary lines of all properties requested to be rezoned (notification of adjacent property owners by the Town is required by North Carolina law).

**THE COMPLETE APPLICATION WITH SUPPORTING  
DOCUMENTATION IS DUE TO TOWN STAFF AT LEAST 15 WORKING  
DAYS PRIOR TO A SCHEDULED PLANNING BOARD MEETING.**

The Town's website is [www.beaufortnc.org](http://www.beaufortnc.org).

**OFFICE USE ONLY**

Revised 08/2020

Received by: \_\_\_\_\_

Reviewed for Completeness By: \_\_\_\_\_

Date: \_\_\_\_\_

Date Deemed Complete and Accepted: \_\_\_\_\_

## PROPOSAL FOR REZONING PROPERTY AT 299 HWY 101

Attached is a formal proposal for the rezoning of the property at 299 NC HWY 101 from B-1 to TCA.

As we discussed, informally, at the April meeting, the idea to put tiny houses on the property was mostly received favorably. Therefore, the first order of business would be the zoning change. Second would be to appeal for an adjustment to the 2750 square foot of land per unit and setback distances as discussed previously.

I won't repeat all that we talked about at the meeting. Perhaps a review of the 47 minute zoom meeting minutes and follow-up letter to Kyle mitigating the concerns raised would be helpful.

The 400 square foot floor plan in the package seems to be optimum both for me as a developer and for future owners in order to keep construction and purchase prices at a minimum. The number and placement of the units are not available at this time. That will depend on adjustments to the TCA requirements. If changes can be made, engineering studies will follow.

Although The TCA zoning is high density, this proposal offers additional housing that is much needed in Beaufort. It allows first time home buyers to enter the market at an affordable price, empty-nesters the ability to downsize in a beautiful area and much needed employee housing serving Beaufort's number one industry...tourism.

I hope you will look favorably on this concept. As was mentioned in the April meeting by Chair Neve, "would everyone like to see tiny homes there or a big gas station". Thank you for your consideration.

Terry O'Pray



CARTERET COUNTY TAX STATEMENT  
 DISCOVERY/ADJUSTED BILL

1.

- If you have sold the real property assessed to you, please forward this tax notice to the new owner.
- The current year's tax is due September 1st and must be paid by January 5th to avoid legal action. Partial payments are accepted prior to the delinquent date. Interest begins January 6th at a rate of 2% for the first month and 3/4% each month thereafter. Delinquent taxes are subject to immediate levy, garnishment or foreclosure. Unpaid taxes are advertised in the name of the listing taxpayer as of January 6th.
- Payments submitted by mail are deemed to be received as of the date of the U.S. Postal Service postmark.
- A \$25 penalty or 10% of the amount of the check whichever is greater to a maximum of \$1000 will be charged for checks returned unpaid due to insufficient funds, etc...
- Due to postage costs receipts will not be sent for mail payments. Please retain your cancelled check and top portion of this statement as proof of payment.
- Search, view and pay taxes online at [www.carteretcountytax.com](http://www.carteretcountytax.com)
- Personal Property only - taxpayers may appeal the value, situs or taxability of the personal property within 30 days after the date of the notice. G.S. 105-317(c)
- Questions or Concerns:  
 You may email us at [Taxinformation@carteretcountync.gov](mailto:Taxinformation@carteretcountync.gov)

O'PRAY, TERRY ETUX ANNE D/B/A  
 CARTERET CT HOME BED & BREAKFA  
 1301 PEACH BOTTOM ROAD  
 LAUREL SPRINGS NC 28644

YEAR	ID NUMBER	BILL NUMBER	PARCEL NUMBER	REAL VALUE
2020	32198	0723382	730611558304000	317446
PERSONAL VALUE	EXEMPTION	TOTAL VALUE		
0	0	317446		

LEGAL DESCRIPTION: OFF HWY 101

DESCRIPTION	RATE	AMOUNT ASSESSED	BALANCE DUE
COUNTY GENERAL	.3300		1047.57
BEAUFORT RESCUE	.0600		190.47
BEAUFORT	.4600		1460.25
SPECIAL ASSESSMENT	.0000		63.00
		<b>TOTAL DUE</b>	<b>2761.29</b>

*pd 12/16  
 CC 2682  
 F FEE*

Tax Related Questions:  
 Main Office  
 Beaufort: (252) 728-8485  
 Fax: (252) 732-2064  
 Satellite Office  
 Western Office Cedar Point  
 (252) 222-5833



- TAXES DUE SEPTEMBER 1<sup>ST</sup>
- LAST DAY TO PAY WITHOUT INTEREST IS JANUARY 5<sup>TH</sup>
- INTEREST BEGINS JANUARY 6<sup>TH</sup>

DETACH AND RETAIN THIS PORTION FOR YOUR RECORDS

TAX YEAR	BILLING	ID NUMBER	BILL	PARCEL NUMBER	TOTAL DUE
2020	0/13/2020	32198	0723382	730611558304000	2761.29
					INTEREST BEGINS ON
					1/06/2021

PAYMENTS MAY BE MADE IN PERSON AT  
 THE CARTERET COUNTY TAX OFFICE  
 1ST FLOOR, ADMINISTRATION BUILDING, BEAUFORT,  
 NC OR WESTERN OFFICE, 701 CEDAR POINT BLVD, CEDAR  
 POINT, NC 8:00AM - 5:00PM, MONDAY - FRIDAY  
 MAKE CHECKS PAYABLE TO CARTERET COUNTY TAX  
 CREDIT CARD PAYMENTS ONLINE at  
[www.carteretcountytax.com](http://www.carteretcountytax.com) or BY PHONE 1-888-544-9433  
 SERVICE FEE APPLIES FOR CREDIT CARD PAYMENTS.

O'PRAY, TERRY ETUX ANNE D/B/A  
 CARTERET CT HOME BED & BREAKFA  
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**LAND OWNERS WITHIN 100 FEET OF PROPERTY AT 299 HWY 101**

**Guy Douglas Lewis, Jr., 166 Shell Landing Rd. R-20 zone, landlocked**

**Lawrence Melton, Jr., 155 Pinner's Point Rd., R-20 zone, landlocked**

**Mamie Laughton Heirs, 275 Hwy 101, R-20 zone**

**Melinda Wadsworth, 279 Hwy 101, R-20 zone**

**George Laughton(deceased), 275 Hwy 101, R-20 zone**

**Ben Fisher, 210 Old Mechanics Ct., Garner, NC, 27529, R-20 zone**

**Jocelyn Romano, 288 Hwy 101, B-1 zone**



