

**Camden County Planning Board
Regular Meeting
August 16, 2023; 7:00 PM
Board Room in the New Camden County Library
Camden, North Carolina**

MINUTES

The regular meeting of the Camden County Planning board was held on August 16, 2023 in the Board Room in New Camden County Library Camden, North Carolina.

ITEM 1. CALL TO ORDER & WELCOME

The meeting was called to order by **Chairman** Steven Bradshaw at 7:00 PM. **Present: Board Members:** Chairman Steven Bradshaw, Vice-Chairman Nathan Lilley, Marshall “Lee” Powell, Wayne “Roger” Lambertson and Ray Albertson. **Staff Present:** Planning Director Amber Curling and Permit Officer Trisha Sabo. **Absent:** George “Tom” White Jr and David Bundy.

ITEM II. CONSIDERATION OF AGENDA

Motion to Approve the Agenda as Written.

RESULT:	PASSED [5-0]
MOVER:	Nathan Lilley
SECONDER:	Ray Albertson
AYES:	Steven Bradshaw, Marshall “Lee” Powell, Wayne “Roger” Lambertson, Nathan Lilley and Ray Albertson
ABSENT:	George “Tom” White Jr and David Bundy

ITEM IV. CONSIDERATION OF MINUTES – April 19, 2023

Motion to Approve Minutes from April 19, 2023 As Written.

RESULT:	PASSED [5-0]
MOVER:	Wayne “Roger” Lambertson
SECONDER:	Nathan Lilley
AYES:	Steven Bradshaw, Marshall “Lee” Powell, Wayne “Roger” Lambertson, Nathan Lilley and Ray Albertson
ABSENT:	George “Tom” White Jr and David Bundy

ITEM V. OLD BUSINESS

None.

ITEM VI. NEW BUSINESS

1. Lucia Specialized Hauling

- Steven Bradshaw stated New Business/ Specialized Hauling Inc. Gave the floor to Amber Curling.
- Amber gave her speech about Lucia Specialized Hauling Commercial Project for 101 Opportunity Drive South Mills NC 27976. Who represented by Hunter Brown from Alexander Design Build. They want to relocate this business to Commerce Park.
- Steven Bradshaw asked Amber this is our Industrial Park right. Amber stated yes. Amber refer to slide presentation.
- Amber continue with the speech about pending requests and Planning Staff recommends Approval of the Major Commercial Site Plan Application for Shell Only for Lucia Specialized Hauling Inc with the recommendations included in the staff report. Amber ask do you have any questions for me? Amber also stated the Hunter Brown was here and do they have any questions for him? Nathan Lilley has just one question. Will this be like big trucks like 18 wheelers kind of hauling stuff is there any concern with the median being right there for the access road to that for them to get in and out of there? They will be accessing Opportunity Drive and will have 2 accesses off of Opportunity Drive per Hunter Brown and Amber Curling. Amber stated the use is approved by the Restrictive Covenants. Amber stated any issues for they may be hauling/moving/storing will be address by the Fire Marshall and the stand in Chief Building Inspector. Nathan Lilley stated that was his only questions and make sense if they are accessing Opportunity Drive.
- Steven Bradshaw as if there were anymore questions. Nathan Lilley wanted to know if Opportunity Drive was paved all the way back. Hunter/Amber answered it is paved all the way back. Nathan Lilley stated wonderful and that was just curiosity question and we are good.
- Steven Bradshaw ask if anyone has a recommendation.

Nathan Lilley made a motion that we accept it the Major Site Plan as presented pending all the pending items and requests from the Planning Staff.

RESULT:	APPROVED [5-0]
MOVER:	Nathan Lilley
SECONDER:	Ray Albertson
AYES:	Steven Bradshaw, Marshall “Lee” Powell, Wayne “Roger” Lambertson, Nathan Lilley and Ray Albertson
ABSENT:	George “Tom” White Jr and David Bundy

STAFF REPORT

UDO # 2023-07-062

Major Commercial Site Plan for Lucia Specialized Hauling

PROJECT INFORMATION

File Reference: UDO # 2023-07-062	Application Received: 7/31/2023
Project Name: Lucia Specialized Hauling 101 Opportunity Dr	By: Amber Curling, Planning
PIN: 017071005933180000	Application Fee pending: \$200.00 Stormwater Fee pending: \$3700.00
Applicant: Alexander Design Build, Inc. Address: 309 Darlene Street Ext. Murfreesboro, NC 27855	Completeness of Application: See Below
Phone: 919-915-0427 Email: hbrown@alexanderdesignbuild.com	Documents received:
Agent for Applicant: Hunter Brown Address: same as above	A. Major Site Plan Application
Phone: same as above Email: same as above	B. Pending: Approved Commercial Site Plan/Construction Plan
Current Owner of Record: Camden County	C. Pending: Approved DEQ - Stormwater Management Permit
Meeting Dates/Information: Neighborhood Meeting option exercised to waived due to only Camden County property owner to be notified. August 16, 2023 Planning Board Meeting	D. Pending: Approved DEQ - Erosion and Sediment Control Plan Permit
	E. Pending: Camden County Public Works Approval for sewer connection
	F. Pending: Camden County Public Works Approval for water connection
	G. NCDOT Driveway Permit-Pending
	H. Pending: County Stormwater Management Plan Approval
	I. Owner consent

REQUEST: Approval of Major Commercial Site Plan Application for Lucia Specialized Hauling, Inc to be located at 101 Opportunity Drive, South Mills, North Carolina.

Description/Location: The Major Commercial Site Plan application for Lucia Specialized Hauling, Inc to be located at 101 Opportunity Drive off of US Hwy 17 near Virginia and North Carolina line. The application for Lucia Specialized Hauling, Inc is located in the Camden County Commerce Park on 10.6 acres in the South Mills Township. The parcel ID number is 017071005933180000.

SITE DATA

Size of Lot:	Approximately 10.6 acres
Flood Zone:	X
Zoning District(s):	Planned Development
Existing Land Uses:	Vacant

Adjacent Zoning & Uses:

	North	South	East	West
Zoning	Planned Development	Highway Commercial –	Planned Development	Working Lands
Use & size	Vacant	Eco Park Blvd	Opportunity Drive Vacant	US Hwy 17 and Dismal Swamp

INFRASTRUCTURE & COMMUNITY FACILITIES

Water: Water lines are located adjacent to property along Opportunity Drive

Sewer: Sewer lines are located adjacent to property along Opportunity Drive

Fire District: South Mills Fire District.

Schools: No impact on schools.

Traffic: Unknown

PLANNING STAFF RECOMMENDATION: Planning Staff recommends approval of Commercial Site Plan for Lucia Specialized Hauling with the following recommendations:

1. Final approval from NCDOT for driveway permit.
2. No land disturbing activities shall start until the County Planning Department receives approved DENR Stormwater Permit and Erosion & Sediment Control Plan for the Development.
3. Stormwater Management Plan approved by County Engineer.
4. The approved final site will detail the Unified Development Requirements and other Requirements.
5. Include an easement for potential public infrastructure (water, sewer and Stormwater).
6. The applicant must strictly abide by all requirements of the Unified Development Ordinance of Camden County, North Carolina, and must also strictly comply with all other local, state, and federal ordinances, laws, rules and regulations as one or more ordinances, laws, rules and regulations may apply to this development.
7. The applicant shall complete the development strictly in accordance with the approved Final Major Commercial Site Plan UDO 2023-07-062, specifications submitted to the Planning Office of Camden County, North Carolina, and the Camden County Commerce Park Restrictive Covenant.
8. Final site plan details, building specification, storm water management plan and other is requirements will be enforced during the building permit process.
9. Updated set of plans showing these items and any required by Planning Board.

2. North River Crossing Phase III

- Steven Bradshaw stated New Business/ North River Crossing Phase III. Amber Curling asked if everyone that was going to speak had signed in? Trisha Sabo had everyone sign in.
- Amber gave her speech about North River Crossing Phase III proposed 15 lot for Major Subdivision which is approximately 20 acres located on South side of Ditch Bank Rd and across Ditch Bank Rd from the existing Subdivision of North River Crossing Phase I & II. Developers are Seaboard Development Alliance LLC who is represented by David Klebitz from Bissell Professional Group. Neighborhood Meeting was held on November 3, 2022. No attendance except applicant and staff. The Technical Review Committee Meeting was held on May 10, 2023. The school transportation representatives approved the plan. However, the school's overcapacity is a concern. The Sheriff's Office did not approve due to resources have been approved but not fully filled/functioning. Working with NCDOT about Round About/Turnaround. UDO states round the conversation with NCDOT to make sure all the needs are being met for school buses, fire trucks and future development. NCDOT and Applicant have been in conversations. Part of the conversation is a T at the end. NCDOT does not care about the round circle in the middle of the street. This is still a work in progress.

- Wayne “Roger” Lambertson asked about one of the letters signed by Kirk Jennings? Nathan Lilley stated that Kirk Jennings is the Fire Chief. This letter was for the TRC meeting. Amber stated the we are short staff and included the letters that were received. If a letter was not received that is why it is only a comment.
- Wayne “Roger” Lambertson Sheriff’s Dept resources have been an issue for as long as he has been on the board for over 1 ½ ago. This will be ongoing until they get positions filled and trained fully. Amber stated she didn’t want to speak for the Sheriff but sure he is happy to be able to get more resources but not sure he would approve but most likely state no comment. Steven Bradshaw stated that his note alluded that to him and the BOC already approved the resources. Amber stated yes, he is in the process of getting new staff.
- Amber asked any other questions and Nathan Lilley ask if there supposed to be T thing or Cul De Sac at the end of the road or just in the middle of the road. Amber stated the way we will address it with common sense. Amber brought up Sleepy Hollow. Ray Albertson stated traffic circle which happens to be in the middle of the road. Amber stated not sure how long the road is but technically it over 1,000 feet you have to have this and not at the T at the end. Amber stated that these are ditches at the end.
- Nathan Lilley stated the can accentually be a dead-end road at the end. Amber stated well with the big field over here it’s made like this for future development can tie to it. Amber stated they have this circle here that’s how the wording of the ordinance that you have to have it says a roundabout. Amber stated so I have solutions on how to fix our ordinance so we are more inline with NCDOT wants. Amber stated at the current moment that’s not how the ordinance is. Amber stated we have set precedent.
- Steven Bradshaw stated even on that one the roundabout or turnaround basically is at the last 2 houses. In other words, this one you have 1,2,3,4 houses for them to drive down pass and drive back up. Steven Bradshaw asked what are the lot widths are much wider than 125ft and he didn’t see that. Steven Bradshaw asked how wide are they? Amber asked how wide are they and stated she was not sure. Steven Bradshaw wanted to know the wide on the last 4 lots. Amber stated if you all look back up here for just a minute and see where the 2 little spots are one on this side and one on this side are where the lines are. Amber stated that is what NCDOT would prefer to see is not this but where somebody can back in here or pull in here.
- Steven Bradshaw stated I would love to see something similar to that. Amber stated ok. Steven Bradshaw stated we were discussing before and he had look everywhere before trying to find justification one way or the either on that.
- Ray Albertson stated nobody knows if they are supposed to go around the circle or thru the circle. Amber stated that is correct and that is NCDOT concern.
- Nathan Lilley stated if they require a T is there land down there for a T or do you have to cut into a lot? Amber stated I don’t know. Amber is bringing up the ordinance and asked if they would like to see it.
- Steve Bradshaw stated yes, he would like to see the ordinance. Steven Bradshaw it would help him. Steven Bradshaw stated the design concerns him if you can understand.
- Ray Albertson stated it’s only a 35ft radius right there they drew a circle to Steven Bradshaw who stated yeah but would that give them the 70ft that is needed. Steve Bradshaw stated again it’s in the middle so when the future road comes up you will have this circle in the middle. Ray Albertson stated that’s right. Steven Bradshaw stated he doesn’t like the design. Ray Albertson and Steven Bradshaw stated that sooner rather than later they will be going that way. Ray Albertson stated you could actually have a traffic circle. Amber stated here we go and it’s in the subdivision requirements. Amber states all dead-end streets shall be design as Cul De Sac with the following standards. No Cul De Sac shall exceed a 1,000ft. Amber stated this is where that comes from and streets that include a roundabout shall not be considered Cul De Sac or Dead-End streets. Amber stated she believes this could be worded better.
- Nathan Lilley stated that saying because there is a roundabout that’s not consider a Dead-End street even though it’s a dead-end street?
- Steven Bradshaw stated when I read that all dead-end streets shall be design with Cul De Sac accordance with the following standards. Amber stated with the following standards. Amber stated they are not supposed to exceed 1,000ft.

- Steven Bradshaw asked how long the road is? Amber stated the road is over 1,000ft. John Linton from the crowd stated it was 1,800ft.
- Ray Albertson stated it almost 2,000ft. Amber stated streets that include roundabouts shall not be consider Cul De Sacs or Dead-End Streets. Amber stated that is where.
- Steven Bradshaw stated do we have the definitions for a roundabout? Steven Bradshaw stated this does not have an island in the middle. Amber stated we are going to back up for now. Amber stated we have set a precedence and Sleepy Hollow is one of them. Amber states that what this is not a roundabout and if I were a roundabout it would solve some of NCDOT problems (about which way do I go).
- Steven Bradshaw stated he would agree with that.
- Nathan Lilley stated we should learn from our mistakes.
- Steven Bradshaw stated if it's not a roundabout than we don't meet that requirement you just said it's not a roundabout but just a big chunk of asphalt on the street. Amber stated she agreed.
- Wayne "Roger" Lambertson stated we are setting the precedence that is a roundabout you really said it is.
- Nathan Lilley stated there is a lot of stuff that should be changed in Camden. Wayne "Roger" Lambertson stated oh yeah. Amber stated she is trying to reword stuff. Amber stated that Seaboard Development Alliance LLC and Bissell Professional Group have been talking with NCDOT to figure this out which she has encouraged. Amber stated we didn't have a meeting of minds and where they state a roundabout it needs to have island. Amber stated we don't have a definition for roundabout in the ordinance. Nathan Lilley stated NCDOT isn't concern about someone going all the way down to back up 800ft to turn around? Amber stated it's not like you can't say you can't put a Cul De Sac at the end. Nathan Lilley stated you can but you will cut into those 2 lots and there won't be as many lots. Amber stated we need to fix this and have it flow and NCDOT gave them more information and Amber doesn't have a problem with the T at the end. Amber stated this is more reasonable than either of the one Amber stated if they end up putting just the circle without the island when they go and develop the 50 lots this will become an issue with all that traffic for a circle instead of true roundabout.
- Ray Albertson stated a true roundabout will control speed on the street because you have to slow down because you can't go thru the middle of it. Amber stated right. Ray Albertson stated well you can go thru the middle if nothing is in the middle. Amber stated that Mr. Perry did a great job on the roundabouts on the other side of the development. The design of this is dictated by size of this.
- Steven Bradshaw stated I am very pro-growth as everybody knows it. Wayne "Roger" Lambertson stated pro what and it was pro-growth. Steven Bradshaw stated he supports putting in things but I want them built correctly. Steven Bradshaw stated he doesn't feel like they meet the intent of those rules but anyway that is just me. Amber stated that is why if you have any recommendation you have Amber will submit to the Board of Commissioners
- Nathan Lilley asked what is the temporary gravel turnaround about? Amber stated they would know the answer and if they had any more questions for her?
- Steven Bradshaw stated no and we may come back to you and Nathan Lilley stated not yet.
- David K engineer from the Bissell Professional Group introduce and stated he has been with the company for 19years. David K stated he has done several Subdivisions in NC and did Phase II. David K is here with Woody Perry and John Linton the applicant. David K stated Amber touched on the overview that he was going to cover. David K wants to add a few things before we talked about the whole Cul De Sac. David K stated the lots are all 40,000sqft or larger meeting the county's requirement. David K stated the open space required is 1acre and this subdivision is providing 4acres. David K stated the development have the required 50ft farm buffers on the west and east sides. David K stated the pre-development storm water runoff for this site has already been studied, analyze and sent to county's consulting engineers in Raleigh to review and was approved. David K stated so that gone thru all the steps to determining what all is coming off of that site now so that were all on the same page at the next step on what we have to maintain on site for storm water control to meet the ordinance. David K stated they have discussion with NCDOT particularly regarding this whole Cul De Sac. David K stated I would like to first start out by saying what we are showing or proposing is not a roundabout. David K stated he

doesn't believe the ordinance requires a roundabout it says if you choose to provide a roundabout than that particular criteria are met than it's not consider a dead end so were not talking about in my mind and in my opinion were not talking about roundabouts

- Steven Bradshaw stated if we go back to what the ordinance just said and it said dead end streets will have a Cul De Sac unless it has a roundabout. Steven Bradshaw said you just said this is not a roundabout. David K stated correct. David K stated what we are providing is a Cul De Sac that 70ft diameter bulb in the middle is a Cul De Sac that meets the NCDOT standard for a Cul De Sac.
- Steven Bradshaw asked can you please get the ordinance back up please? Amber brought up the ordinance. Steven Bradshaw started reading from the ordinance dead end streets shall be design as Cul De Sacs in accordance with the following. Steven Bradshaw stated well he has never heard of a Cul De Sac being in the middle of a street. Steven Bradshaw stated this says right there that if you want to go for the middle of thing the streets that include roundabouts are not consider Cul De Sacs or dead-end streets. David K stated we are not providing a roundabout were showing do not meet the requirement for a roundabout. David K stated what we are providing is, so as she stated whenever you have a street that's more than 1,000ft you have to provide a Cul De Sac. David stated when they first submitted this application it was just a T and the side street coming off this side here is provided to meet the ordinance requirement of having a future connectivity to this adjoining property. The road here is also provide to meet the requirement for future connectivity to end of the property line. David K stated they first submitted the application they didn't have a bump out there they just had a T because in their opinion somebody could come down and turnaround just as easily in the T as they could in a 70ft diameter roundabout.
- Steven Bradshaw corrected David K stated Cul De Sac and excuse me and thank you. David K stated a 70ft Cul De Sac. David K stated because the ordinance does say because the road is longer than 1,000ft long it says that you have to provide a Cul De Sac. David K stated so what we have done so we don't lose a lot we are providing a bump out in the middle as a Cul De Sac and have also added a gravel temporary turnaround at the end of the road that meets the Fire Department requirements for a turnaround on a fire truck. David K stated so there will be a temporary gravel turnaround and it temporary only because if this road is ever continued which we don't know when or if this will happen so this gravel turnaround will become obsolete and can be taken out and removed. David K stated where as like Amber was stating earlier if we put an asphalt bulb here that won't get removed.
- Nathan Lilley stated that it will be like the one in the middle of the road now. David K stated exactly what we are proposing that it will be wings of asphalt around the outside in the middle of the road and NCDOT doesn't want that they don't like that. David K stated its additional asphalt that NCDOT will have to maintain and it's a bump out. Nathan Lilley asked if NCDOT likes the Cul De Sac that's in there now? David K stated that NCDOT has signed off on what they have proposed. David K stated in fact NCDOT explain to them this whole stub out street they would prefer it not even be built because it's not going to be used and it asphalt road to nowhere that no one's ever going to use.
- Ray Albertson stated right just grow. David K stated it's required because of the ordinance.
- Nathan Lilley stated if that is the case why not put the Cul De Sac at the end? David K stated because they have to provide it to meet your ordinance. Nathan Lilley stated if you are going to delete that one than that's going to delete that one to provide that one to meet the ordinance, right? David K stated I. Nathan Lilley stated isn't that one got to be there isn't that what you said earlier to meet the ordinance? David K stated that was not me. Nathan Lilley stated NCDOT stated to delete it? David K stated NCDOT would prefer it not be there. David K stated they can't make it go away because the County Ordinance requires it. Ray Albertson stated it's in the ordinance. Amber stated our Ordinance in addition to NCDOT standards. David K stated ideally, we would lose this connectivity point and just put a Cul De Sac at the end. David K stated we have to have that to meet your ordinance and has to be paved all the way or almost up to the edge of the property and it will never be used, won't be maintain and NCDOT doesn't want it for that. David K stated this whole situation is different but we found that in our opinion the turnaround there in the middle to meet that part of the ordinance was the best solution.

David K stated it's really not necessary because there is a T there a fire truck or school bus or anybody can turn around there in thru the T.

- Nathan Lilley stated I just don't get how NCDOT is not worried about the end of the road because the fire truck or any of that stuff at the end of road doesn't make any sense. Amber stated that is not NCDOT but the way our ordinance is interpreted and the ordinance is stricter than NCDOT. Nathan Lilley stated but wouldn't fire safety and all the other stuff fire override any of this at all. Nathan Lilley stated if it's a Public Safety Issue. David K stated that is why we are providing the temporary gravel turnaround at the end. Ray Albertson stated it will stay until it is connected to another property in the future. David K stated it's called temporary so it can be removed in the future if that connection is made but until then it will remain. Nathan Lilley asked does that have to be taken out of the size of the lot since that is a. David K stated no we are showing that in an easement in that lot. David K stated this is just easement so it can be easily removed out in the future which is a lot easier than to retake a right away that has been dedicated.
- Steven Bradshaw asked where exactly is the gravel turnaround? David K that is part of the lot.
- Ray Albertson stated so you will be backing in their yard? David K stated yeah and just a little bit of it.
- Steven Bradshaw stated so you will not be developing the last 2 lots until you go on cause you and Nathan Lilley stated they will be developed. David K stated yeah.
- Nathan Lilley asked so if NCDOT requires a T like your saying at the end of the road. Nathan Lilley stated an actual T at the end is the land there for or you have to cut into a lot? David K stated they would have to cut into a lot and probably lose a lot. David K stated he doesn't know that NCDOT requires that. David K stated that NCDOT would prefer that over a Cul De Sac at the end. David K stated that NCDOT doesn't usually tell us they want Hammer head or Cul De Sac at end of road. David K stated that is not something they would do.
- Steven Bradshaw stated that the Fire and School are the ones that would request that. David K stated yes and the ordinance correct
- Marshall "Lee" Powell asked do we know if there will be centralized collection point or bus stop that will be closer up towards the Cul De Sac so were not having to have the bus go past the Cul De Sac I'm guessing? David K stated yes at the very front. Marshall "Lee" Powell stated this is almost a moot point to think the bus would be going past the Cul De Sac if you have a collection point ahead of that and Emergency vehicles have lights and stuff to back up if they needed to. David K stated the Emergency vehicles have to the end they would have the dedicated gravel temporary turnaround per Fire department. Marshall "Lee" Powell stated the word temporary kind of not the best work because it could be indefinitely.
- Nathan Lilley stated you state it's a temporary gravel turnaround so you can use the easement so you don't have to cut into a lot and lose a lot is what it's boils down to. David K stated yes. David K states when we state temporary like it's going to be here for construction.
- Ray Albertson states that is way you interpreted when you read it but that is not what you mean. David K stated yes.
- Marshall "Lee" Powell stated that is seems or sounds like whether we like it or not were hamstringing by what the regulations and seems to meet the regulations to me from what I am seeing unless I am missing something?
- David K stated you have a set of plans you can see the T with the gravel turnaround. Amber stated they don't have the plans.
- Steven Bradshaw stated he did think they have the plans because he could not find it.
- David K came up to board to show them the latest set drawings you can see it right at the very end.
- Ray Albertson stated we have that. Amber stated I did include that? Ray Albertson stated you need a magnetify glass to see it. Steven Bradshaw stated yes.
- David K stated how we are proposing to solve it is thru allowing these temporary which they do a lot in other subdivisions especially phase subdivisions that are designed up from being phased and no point to put a Cul De Sac at the end of dead-end road that will only be in for this phase. Fire truck needs to turn around if they go that far we will provide these gravel turnarounds we will build them and they will stay

there until next phase is started and they can be removed to continue the road. The ordinance states we need to provide connectivity and this is our best solution.

- Nathan Lilley asked about water because of the Technical Review because of low water pressure and volume in this area won't support more connection. Amber stated Chuck is dealing with that.
- John Linton introduced himself and stated they meet with Chuck and John had his crew go out on site to Phase I and Phase II to figure out why the water that Mr Chuck Jones was saying water pressure was an issue and they found out that one of the Cul De Sac in Phase II the valve had been broken off and replaced that valve and open it all the way and restored the water pressure for that and we think that solved the water pressure issues that was raised by one of the residents to Mr. Chuck Jones attention.
- Steven Bradshaw asked if they have already done the flow testing to make sure you have adequate firing flow? John Linton stated yes. David K stated today no and what we have done is we did test on hydrants all around this area and we did Phase II. David K stated he has a model for that was generated and to make sure firing was provided adequately on Phase II. David K stated preliminary they have added Phase III to that model to check it and make sure that is okay. David K stated it looks fine but to ease everybody minds the next step if we move forward is do actual construction drawings and permitting with the state and everybody else. David K stated at that point we would be forced to do full model testing to show not only the county but the state that all the pressure is being managed if we can't show that we don't get the permit and we can't put the waterlines in and the subdivision doesn't happen.
- Steven Bradshaw stated only asking if you already done it. John Linton started talking that they have 2 existing fire hydrants across the street on Ditch Bank Road in between the access to here and feel fairly confident that we will get that approval when we are required to. Steven Bradshaw stated good and it seems like you fixed the water pressure already so good.
- Steven Bradshaw asked if anybody else has any questions or comments.
- Nathan Lilley stated he had several comments but he would be beating the same horse to death. Steven Bradshaw said yep. Nathan Lilley stated the school system isn't getting nowhere, I don't see how we can keep approving these things when there are already 2500 homes pre-approved that we are already suffering and those homes haven't even came yet and Public Safety says no I don't know if that is consider in 2500 or 3000 homes whatever is it is pre-approved and a lot of little lots popping up and just don't see how we can keep doing this and I think this is a sinking ship every time we approve one these we are adding another hole to bottom of the boat but that is just my outlook on the whole thing until we get the infrastructure and school system and everything to support it I cannot.
- Steven Bradshaw stated my look at that is actually on the other side which comes first the chicken or the egg. Steven Bradshaw stated And Um and Nathan Lilley stated will the people that are living here right now that have kids in the school system and all this other stuff there not worried about what is coming future they are worried about getting the problem fixed that already existing today. Steven Bradshaw stated I let you finished your sentence and I wish you would let me finished mine. Nathan Lilley stated yes sir. Steven Bradshaw stated my point is that the more quality homes we have the more revenue you have to work with and we also raised our taxes to build this school so I don't see where people have land and investment and lack of action of our county should slow them up. Steven Bradshaw stated it did say the capacity was not counting where they have portables etc and well you have in new developments this happened big time in CA. Steven Bradshaw stated you have a whole lot of people move in who have whole lot of kids and then all the kids grow up and go away and they were shutting down schools left and right in CA and places like it that. Steven Bradshaw stated you can keep building your capacity at some point your going to break this way and you are going to have just as many people going out as coming in. Steven Bradshaw said but that aside we are talking personal philosophy.

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Steven Bradshaw recommended that we approve the North River Crossing Phase III with the requirements listed by the Planning Staff as recommendation for approval.

RESULT:	APPROVED [4-1]
MOVER:	Steven Bradshaw
SECONDER:	Ray Albertson
AYES:	Steven Bradshaw, Marshall “Lee” Powell, Wayne “Roger” Lambertson, and Ray Albertson
NAYES:	Nathan Lilley
ABSENT:	George “Tom” White Jr and David Bundy

STAFF REPORT
Ordinance 2023-10-01
UDO 2023-03-30
Preliminary Plat
North Landing Crossing Phase 3 Major Subdivision

PROJECT INFORMATION

File Reference: UDO 2023-03-30
Project Name: North River Crossing Phase 3
Parcel ID: 03-8965-00-32-3765-0000

Applicant: James R. Williams
Address: 45 Cypress Lane
Southern Shores, NC 27494

Phone: NA
Email: NA

Agent for Applicant: Seaboard Development
Alliance LLC
Address: 205 E King Street
Edenton, NC, 27932

Phone: 757-869-0001
Email: elwoodhperry@gmail.com

Current Owner of Record: James R. Williams

Meeting Dates:
November 3, 2022 **Neighborhood Meeting**
May 10, 2023 **Technical Review Meeting**
August 16, 2023 **Planning Board Meeting**

Application Received: March 28, 2023
By: Amber Curling, Planning Dept.

Application Fee paid: \$750.00

Stormwater Escrow Fee Paid: \$6000.00

Completeness of Application: Application is generally complete

Documents received upon filing of application or otherwise included:

- A.** Land Use Application
- B.** Preliminary Plan
- C.** Deed – contract pending
- D.** Neighborhood Meeting Results
- E.** TRC Inputs
- F.** Pending NCDOT Input
- G.** County Stormwater Management Plan
Approved with Conditions
- H.** Approved State Storm Water Permit
- I.** Approved State Erosion & Sediment Control Permit

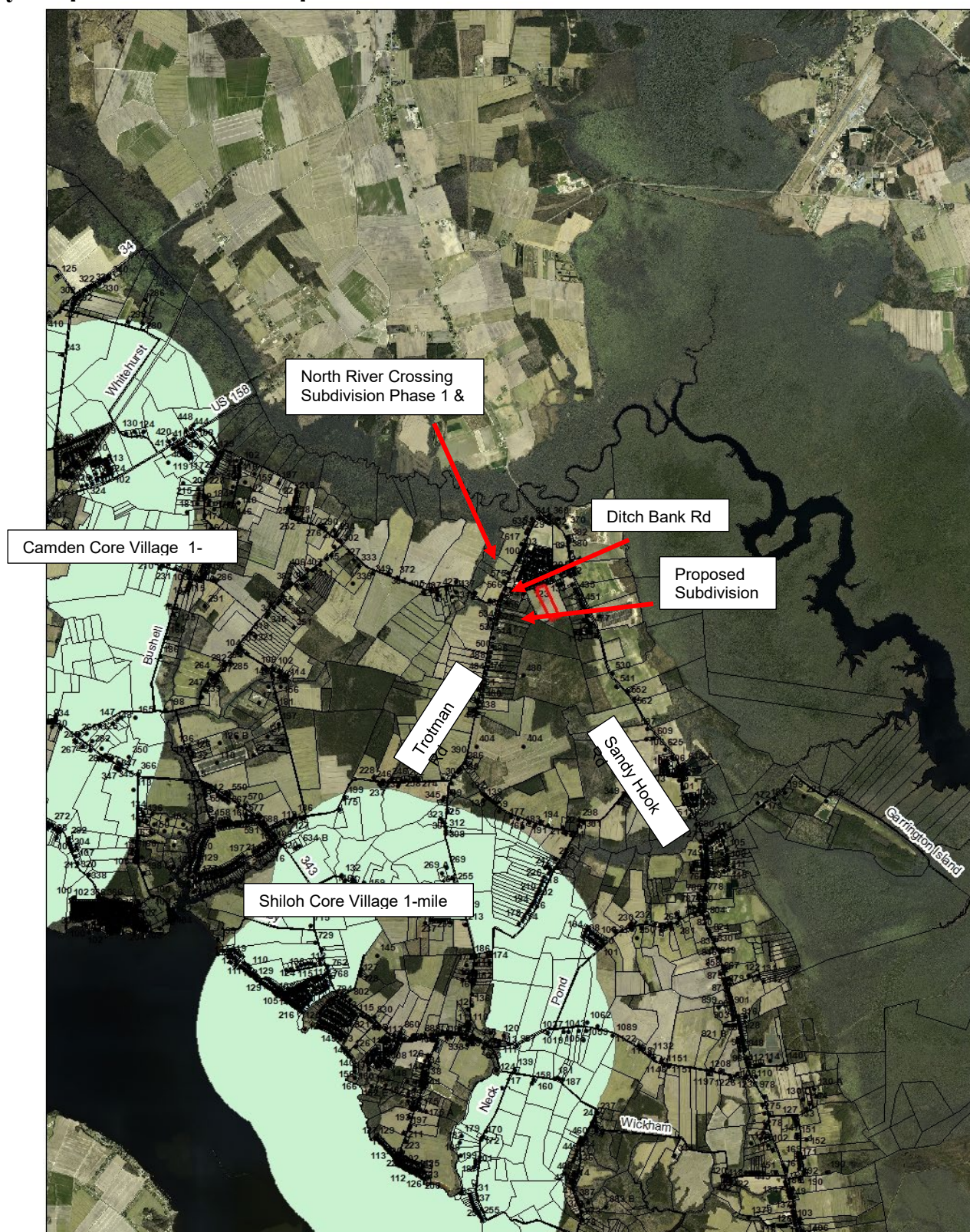
REQUEST: Seaboard Development Alliance LLC is requesting review of the Preliminary Plat for North River Crossing Phase 3 Major Subdivision per Article 151.2.3.20 of the Unified Development Ordinance 15 of lots on a parcel of approximately 20.15 acres.

PROJECT LOCATION:

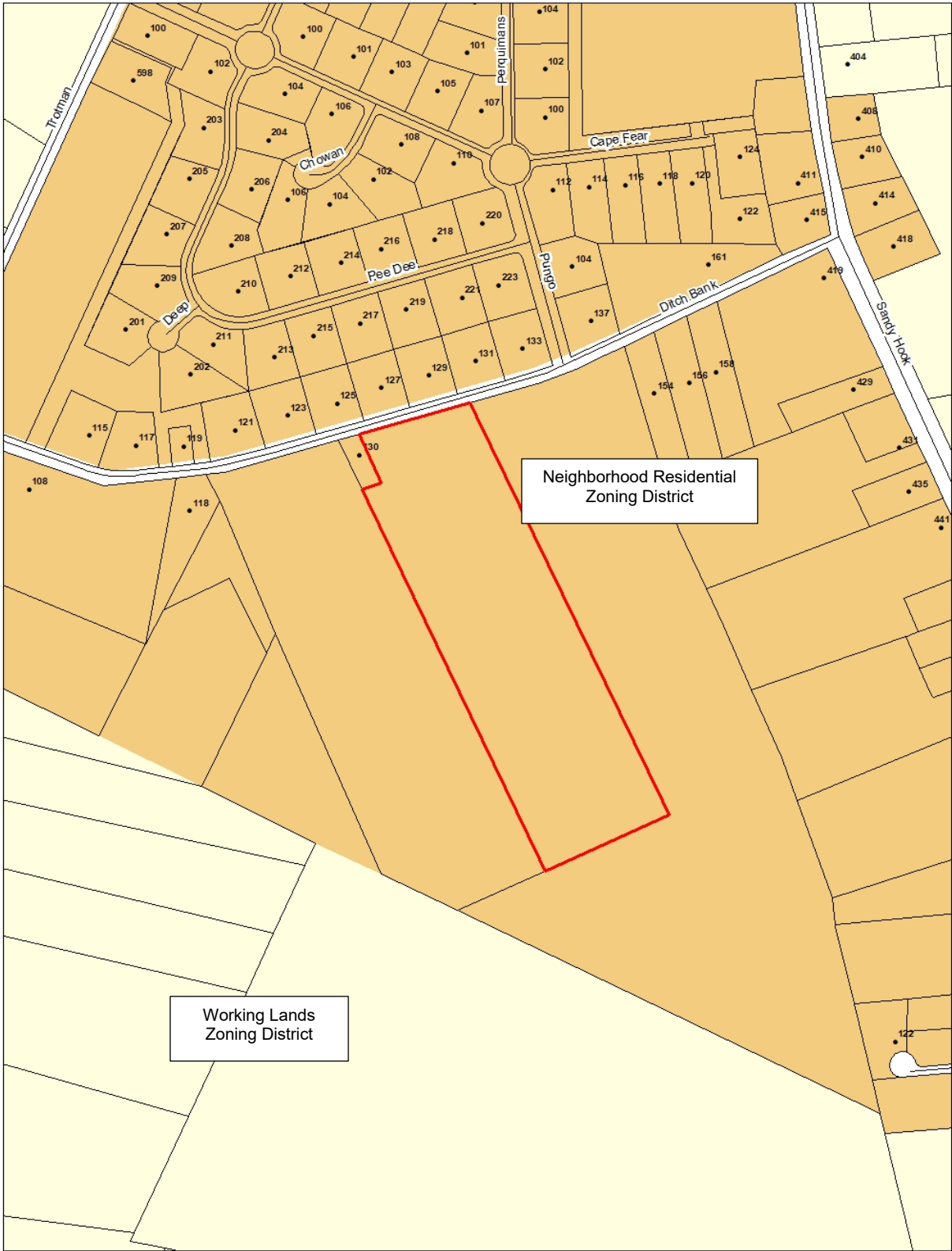
Street Address: New Street named Yadkin Dr on south side of Ditch Bank Road,

Location Description: Across Ditch Bank Road from North River Crossing Phase 1 & 2 in Shiloh Township.

Vicinity Map: Shiloh Township

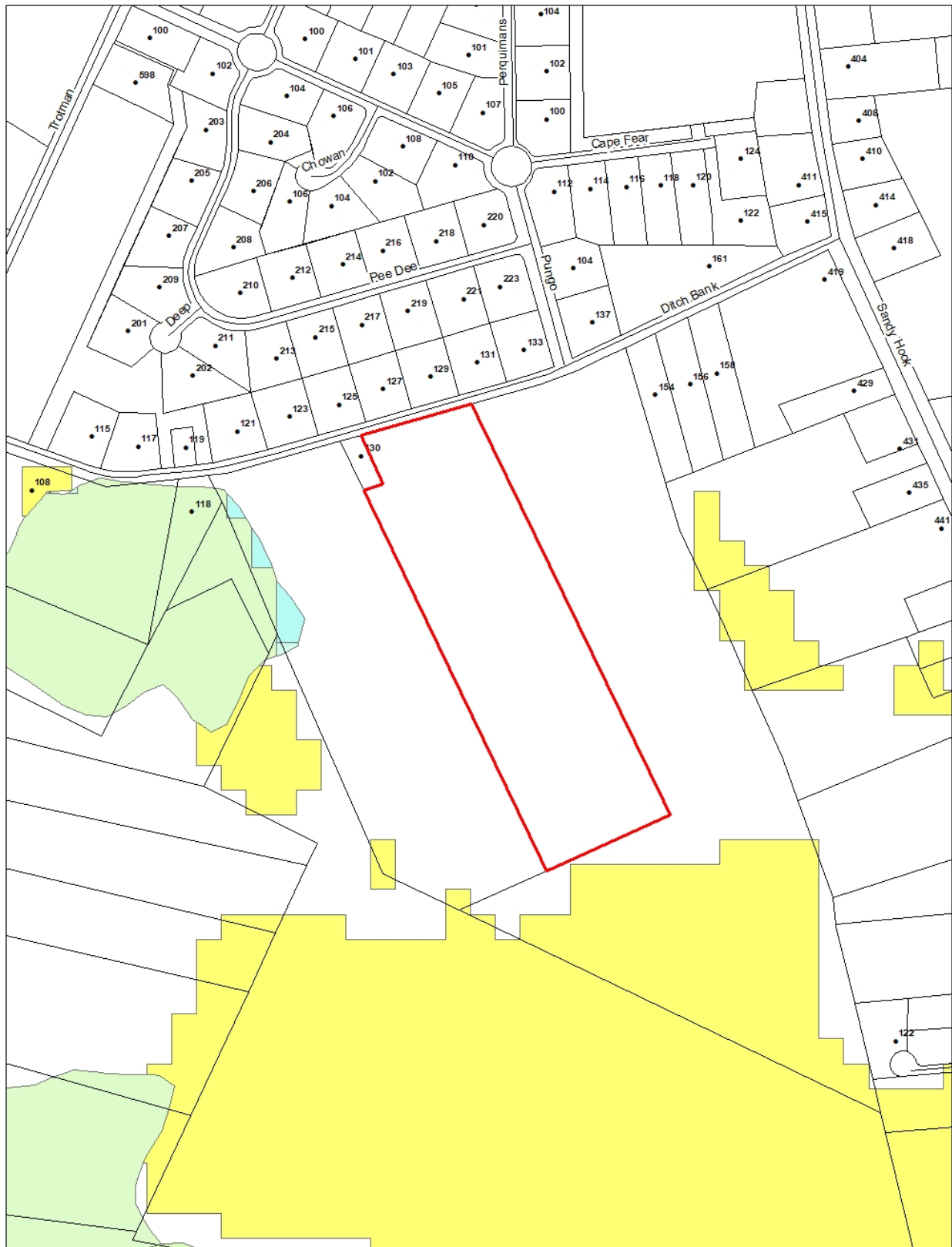


Zoning District is Neighborhood Residential:



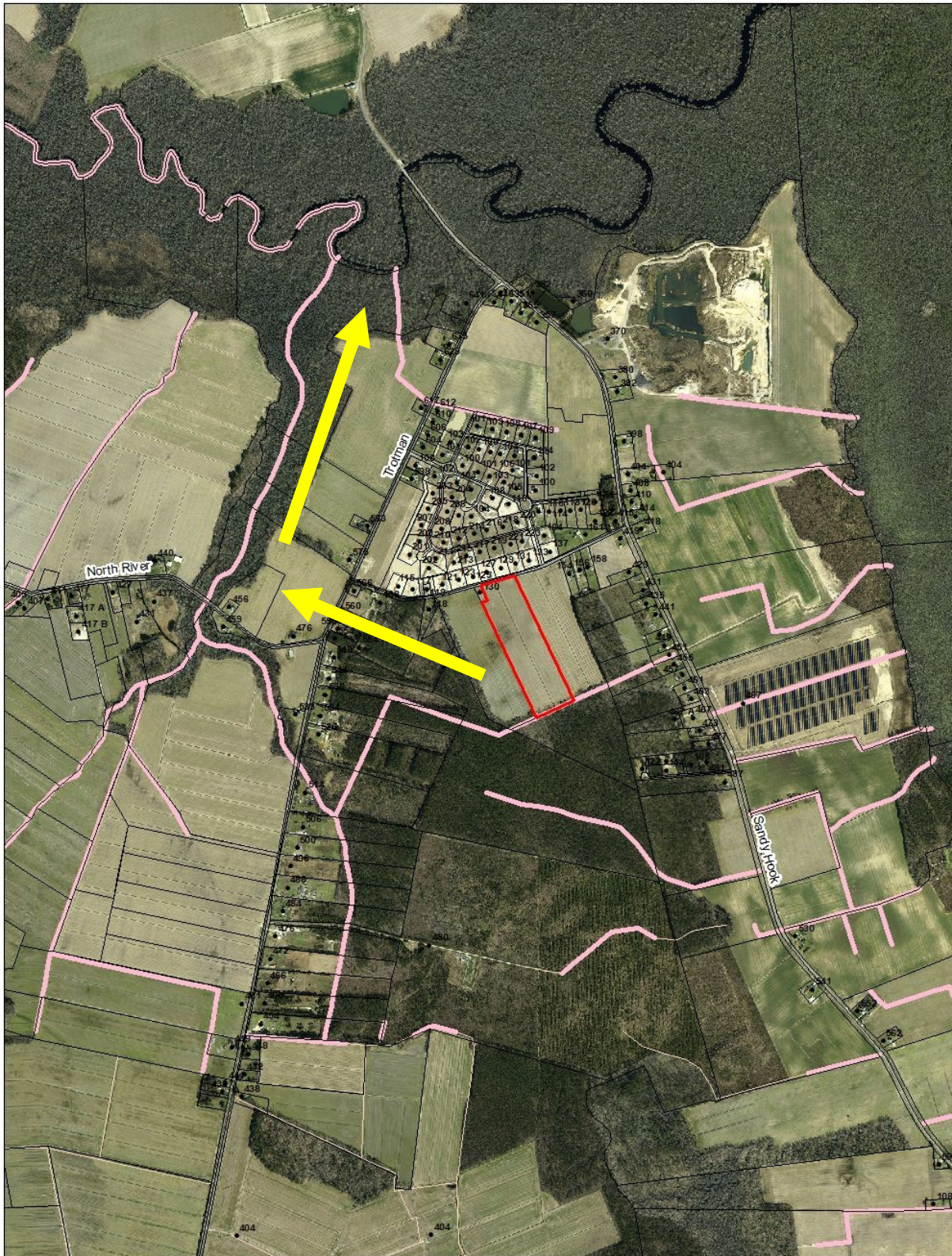
This map displays the suitability of various land parcels along the Pee Dee River. The river is shown as a winding blue line at the top. Numerous parcels are outlined in black and labeled with numbers (e.g., 104, 121, 123, 125, 127, 129, 131, 133, 137, 154, 156, 158, 161, 208, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 223, 415, 419). A large parcel in the center is outlined in red and labeled 'moderate'. Other areas are shaded in light red and labeled 'Very Low'. A legend at the bottom identifies the colors: a light red box for 'Moderate Suitability' and a light blue box for 'Low Suitability'. The map also shows a 'Ditch Bank' and a 'very high' suitability area in the top right corner.

Not located in Watershed or Wetlands. Located in Flood Zone X

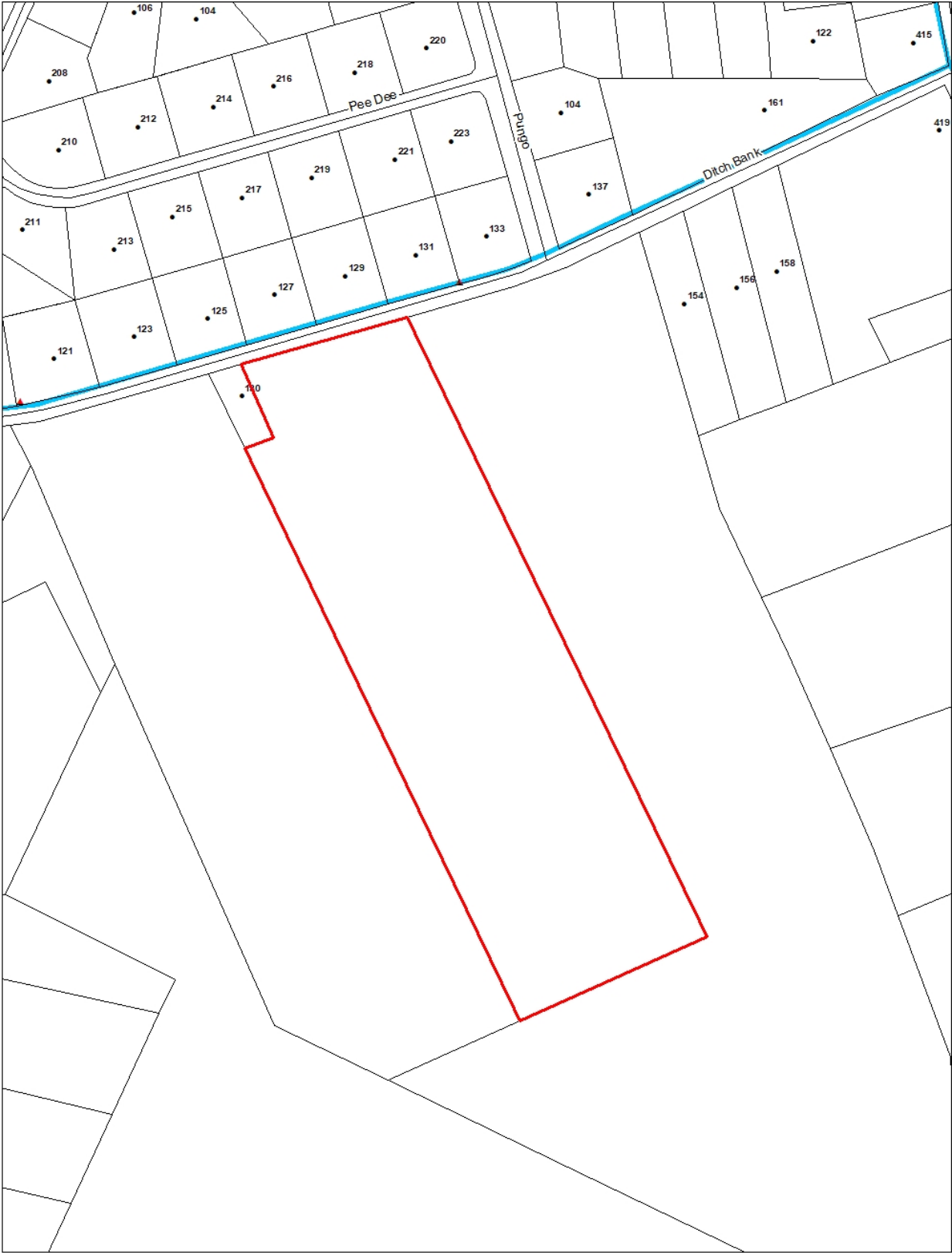


Drainage will be addressed with the Stormwater Management Plan

It appears the property drains to the south then west across Trotman Road to Indiantown Creek



Water located on Ditch Bank Road. Sewer is not available



Surrounding uses – North River Crossing Subdivision, Farm fields and Woods



Subdivision SITE DATA

Approximate Size of Parcel: 20.15 acres

Number of Lots and Size: 15 lots 40,000 square feet (0.92 acres)

Flood Zone: X

Zoning District(s): Neighborhood Residential Zoning District

Existing Land Uses: Farmland

Adjacent Property Uses: North River Crossing Phase 1 and 2 Residential Lots, Woods, and Farmland

Streets: Shall be dedicated to public under control of NCDOT.

Open Space: 5% of total 20.15 developed acres = 1.01 acres total open space required

75% of total open space required acres is 0.75 acres which shall be active open space

25% of total open space required acres is 0.25 acres which shall be passive open space

Landscaping Requirements Per 151.5.9.4: Landscaping Plan required

Perimeter Buffer Per 151.5.9.9: Table 5.9.9.D - states no perimeter buffer required when zoning district of adjacent land is same as proposed subdivision

Street Buffer Per 151.5.9.10: Street yard buffer required along collector street right of way: along Ditch Bank Road and by the mailboxes which will have an on-street parking space

Farmland Compatibility Standards/ Bona Fide Farm Buffer: Per Article 151.5.5 – No planting shall be required in cases where a stormwater management facility is located within the area occupied by the required 50 feet farmland buffer.

Recreational Land: Less than 30 lots not required.

ENVIRONMENTAL ASSESSMENT

Streams, Creeks, Major Ditches: North River Drainage District and Indiantown Creek

Distance & description of nearest outfall: Approved Stormwater Management Plan will determine

TECHNICAL REVIEW COMMITTEE COMMENTS: All members received email notification

1. **Camden County Water.** Disapproved working on solution
2. **Camden County Sewer.** Approved Perk Test
3. **South Camden Fire Department.** Reviewed with no comments
4. **Pasquotank EMS (Central Communications).** Subdivision/road names approved as is
5. **Sheriff's Office.** Disapproved with comments
6. **Postmaster Elizabeth City.** No response. Did not attend TRC meeting.
7. **Superintendent of Schools.** No response. Did not attend TRC meeting.
8. **Transportation Director of Schools.** Comments on Bus Stop and Bus Turn around addressed
9. **Camden Soil & Water Conservationist.** No response. Did not attend TRC meeting
10. **NCDOT.** No response. Did not attend TRC meeting
11. **Mediacom.** No response. Did not attend TRC meeting
12. **Century Link.** No response. Did not attend TRC meeting
13. **Dominion Energy.** No response. Did not attend TRC meeting

PLANS CONSISTENCY

CAMA Land Use Plan Policies & Objectives:

Consistent ☒

Inconsistent ☐

CAMA Future Land Use Maps has land designated as Moderate Density Residential.

2035 Comprehensive Plan

Consistent ☒

Inconsistent ☐

Comprehensive Plan Future Land Use Maps has area designated as Low Density Residential up to 1 dwelling per acre.

Comprehensive Transportation Plan

Consistent ☒

Inconsistent ☐

Property in North River Crossing Subdivision abuts Ditch Bank Rd which is existing and internal road will be dedicated to public.

FINDINGS REGARDING ADDITIONAL REQUIREMENTS:

1. Will the proposed subdivision endanger the public health, safety or welfare?

In staff's opinion, the application does not appear to endanger public health and safety.

2. Will the proposed subdivision injure the value of adjoining or abutting property?

In staff's opinion, the application does not appear to injure the value of adjoining or abutting property.

3. Will the Proposed Subdivision exceed the capacity of the following Public Facilities?

- a. Schools: Yes ☒ No ☐

Schools: Proposed development will generate students. The report from September 6, 2019 by Kahn stated existing schools were at capacity or over capacity. Capacity does not include modular units for Camden Early College

- b. Fire and rescue: Yes ☐ No ☒ Approved

- c. Law Enforcement: Disapproved with comments Yes ☒ No ☐

A plan with New Resources has been approved. However, until the plan is implemented new developments will not be approved.

Staff recommends approval of North River Crossing Subdivision Phase 3 based on current by right zoning with the following recommendations list of items:

1. The applicant must strictly abide by all requirements of the Unified Development Ordinance of Camden County, North Carolina, and must also strictly comply with all other local, state, and federal ordinances, laws, rules and regulations as one or more ordinances, laws, rules and regulations may apply to this development.
2. The applicant shall complete the development strictly in accordance with the approved Preliminary Plat and specifications submitted to the Planning Office of Camden County, North Carolina, and contained in the file titled UDO 2023-03-30 and Ordinance 2023-10-01.
- 3.
4. Pending NCDOT Input. Construction Plans will include any NCDOT requirements.
5. Construction Plans will include street landscaping along Ditch Bank Road per Article 151.9.4.
6. Construction Plans will include 2 parking spaces (1 ADA accessible) for the Cluster Mailbox Units with ADA accessibility and pedestrian access per Article 151.6.1.9. Cluster Mailboxes and parking will be located in Open Space.
7. All lots shall be crowned to where the dwelling is located to an elevation at or above the 100-year flood as indicated in the Construction drawings listed as Building Pad Elevations. These elevations shall be

verified by a Surveyor or Engineer licensed to do business in North Carolina prior to final inspection for the dwelling.

8. All driveway installation with a required culvert shall be verified by a Surveyor or Engineer licensed to do business in North Carolina prior to final inspection for the dwelling.
9. No land disturbing activities shall start until the County Planning Department receives approved DENR Stormwater Permit and Erosion & Sediment Control Plans for the Development.
10. Developer shall make reasonable efforts to obtain off site drainage/maintenance easements to the outfall.
11. Developer and or Home Owners Association shall provide Camden County certification by a licensed North Carolina Engineer of compliance with approved Drainage Plan for Camden Station Subdivision every five years starting from recording of Final Plat in the Camden County Registry of Deeds.
12. Home Owners Restrictive Covenants shall include the following information:
 - a. All requirements (to include Maintenance and allowable built upon area) listed under NCDENR Stormwater Permit.
 - b. Maintenance requirements of the outfall ditch leading.
 - c. The re-certification to the County of the approved drainage plan every five years from date of recording of Final Plat.
 - d. Maintenance of all open space, gardens and improvements throughout the subdivision listed in the approved County Stormwater Management Plan.
 - e. The impervious surface limitations listed in the approved County Stormwater Management Plan.
13. Constructions drawings to reflect turning radius meeting Camden County School Requirements, NCDOT requirements and any other requirements.
14. Construction drawings to reflect bus stop with shelter as requested by the Chief Operations Officer of Camden County Schools.
15. If any of the conditions affixed hereto or any part thereof shall be held invalid or void, then this approval in its entirety shall be void and have no effect.

ITEM VII. INFORMATION FROM BOARD AND STAFF

None.

ITEM VIII. CONSIDER DATE OF NEXT MEETING

The next meeting is scheduled for September 20, 2023. Planning department does not have anything scheduled as of now.

ITEM VIII. ADJOURN

Steven Bradshaw made a Motion to adjourn at 7:59PM.

RESULT:	PASSED [5-0]
MOVER:	Ray Albertsons
SECONDER:	Steven Bradshaw
AYES:	Steven Bradshaw, Marshall “Lee” Powell, Wayne “Roger” Lambertson, Nathan Lilley and Ray Albertson
ABSENT:	George “Tom” White Jr and David Bundy