



# MEETING MINUTES

## BRUNSWICK COUNTY PLANNING BOARD REGULAR MEETING OFFICIAL MINUTES

April 14, 2025  
4:00 PM

The Brunswick County Planning Board met in Regular Session on April 14, 2025 at 4:00 p.m. in the Commissioners' Chambers of the David R. Sandifer Administration Building, located at the Brunswick County Government Center, 30 Government Center Drive, Bolivia, North Carolina.

### MEMBERS PRESENT

Clifton Cheek, Chair  
Jason Gaver, Vice Chair  
James (Jim) Board  
Allen Brittain, At-Large  
William Bittenbender, At-Large

### MEMBERS ABSENT

Ron Medlin  
Harry "Richard" Ishler, Alternate  
Richard Leary

### STAFF PRESENT

Kirstie Dixon, Director  
Marc Pages, Deputy Director  
Connie Marlowe, Admin. Asst. II/CAMA LPO  
Tyler Connor, Planner I  
Phillip Coates, Planner I  
Garrett Huckins, GIS Planning Analyst  
Ryan King, Asst. County Attorney

### OTHERS PRESENT

Dylan Phillips, Brunswick Beacon  
Kenneth Williams  
Rynal Stephenson  
Andy Mills  
Twanda Williams  
Corbett Hankins

John Hankins  
Nick Cassala  
Amy Schaefer  
Gerald Ivey  
Jody Bland

## I. CALL TO ORDER

Chair Cheek called the meeting to order at 4:01 p.m.

## **II. INVOCATION/PLEDGE OF ALLEGIANCE**

Chair Cheek said a prayer. He asked everyone to stand and face the U.S. Flag to say the Pledge of Allegiance.

## **III. ROLL CALL**

Mr. Richard Leary, Mr. Ron Medlin and Mr. Harry “Richard” Ishler were absent.

## **IV. APPROVAL OF MINUTES**

Mr. Brittain noted a correction of page 10 of 13, first paragraph should say, “Vice Chair Gaver made a motion to approve PD-144 (Dowdy Tract Planned Development) with the noted conditions in the Staff Report and the motion carried 5 to 1 with Mr. Brittain opposing”. Vice Chair Gaver made a motion to approve the 10-Mar-25 minutes with the noted correction presented by Mr. Brittain and the motion was unanimously carried.

## **V. AGENDA AMENDMENTS**

Mr. Pages said Item E (Z-910) under New Business was withdrawn by the applicant. He further stated that PD-148 (Olde Georgetown Expansion) was advertised and a sign posted on the property, but this item was pulled from the agenda due to a delay in the Traffic Impact Analysis (TIA) being completed.

## **VI. PUBLIC COMMENT**

There were none.

## **VII. PRESENTATIONS**

A. Technical Review Committee (TRC) and Capital Improvements Plan Summary.

Ms. Dixon addressed the Board. She stated that the Board instructed staff to schedule a meeting with TRC members and staff felt it was not feasible to schedule such a meeting due to the vast number of attendees at the TRC meeting. Chair Cheek interjected that staff has offered for any member interested in attending the TRC meeting can do so as long as there are no more than 3 members in attendance. Ms. Dixon proceeded to discuss a PowerPoint presentation (attached) outlining the purpose of the TRC, a list of attendees, and the overall process for those projects (major site plans, major subdivisions, planned developments, and conditional rezonings) that appear before the TRC. Ms. Dixon reiterated that up to 3 Board members can attend (virtual or in-person) the TRC meeting to see the flow of the submittal process for a project to be considered for approval by the Board.

Mr. Board said he plans to attend the next TRC meeting. He asked staff if attendance is noted in the minutes of the TRC meeting? Ms. Dixon said staff provides a summary of the comments from different entities, whenever applicable. Mr. Pages added that there is a sign-in sheet listing attendees of the meeting. He stated that, at the direction of the Board, staff will be providing a list of entities that do not submit comments at future TRC meetings to the Board. Mr. Board asked staff if there are any entities that must provide comments such as the Sheriff’s Office, Fire Marshal, fire department, and the school board representative? Mr. Pages said staff cannot mandate an entity to provide comments or attend a TRC meeting, but comments are received from those entities that require additional information for a

project to conform to their minimum standards. Mr. Board said he is concerned with a school board representative addressing school capacity deficiencies. He further stated that he spoke with the President of the School Board and he was told that they have the money to fund a school, but they are unable to secure property to build schools in areas where there is a need. Mr. Board expressed his concern with schools being over capacity with the growing population from new developments. Mr. Pages said staff invite the school board representative to TRC meetings so these matters can be addressed based on their criteria for constructing a new school.

Ms. Dixon proceeded to discuss the Capital Improvement Plan (CIP) handout previously provided to the Board. She provided a brief overview of the purpose of the CIP and the types of improvement projects based on a 5-year plan. She stated that this plan is under the budget documents on the County website. Vice Chair Gaver and Chair Cheek thanked staff for gathering and presenting this information to the Board.

## **VIII. OLD BUSINESS**

### **A. Planned Development – PD-145**

Name: Timber Farms Planned Development (Modification)  
Applicant: H + W Design  
Tax Parcel(s): 19400008, 19500004, 21100063, 2110004607, 2110006904, 21100069 and 2110006905  
Location: Ocean Highway West (US 17) and Longwood Road NW (NC 904)  
Description: Timber Farms is a previously approved (September 2024) planned development that consisted of 1,700 single-family units, 300 townhouse units, and 500 multifamily units on approximately 849.97 acres, creating an overall density of 2.94 dwelling units per acre. The applicant is proposing a modification to the approved development involving a change to the connectivity of the site by gating the northwest portion of the development for an age-targeted community. The proposed modification also includes a change to the unit type, consisting of 1,708 single family units, 228 duplex units, 164 townhome units, and 400 multifamily units on approximately 849.97 acres, creating an overall density of 2.94 dwelling units per acre.

Mr. Pages addressed the Board. He stated that the Staff Report (attached) was presented to the Board at the previous meeting. He read an abridged version of the Staff Report stating that the site plan is unchanged from the initial approval of this project in September 2024 with the exception of a slight modification in unit distribution. He stated that the main change is connectivity to a spine road that extends to the northwest at Pea Landing Road NW (SR 1304) and connects to a center road that connects Seaside Road SW (NC 904) and Ocean Hwy W; (US 17). He stated that the developer is proposing 2 gates in the center of the project and the northwest portion of the project will be an age-targeted gated community and staff feels, after a site visit, this will be a step back from the initial approval of the project regarding connectivity for the area. Mr. Pages reminded the Board that there is a school (Jessie Mae Monroe Elementary) on Pea Landing Road NW (SR 1304) and approved commercial at the front of the project.

Mr. Pages said staff does not recommend approval of the proposed modification based upon the following findings:

- The proposed modification restricts direct access to Jessie Mae Monroe Elementary School on Pea Landing Road NW (SR 1304). Requires residents and school buses within the Planned Development (PD) to travel via US 17 (a heavily traveled major throughfare) to access Pea Landing Road NW (SR 1304) to reach the school.
- Conflicts with key planning principles of connectivity and accessibility, which are essential for enhancing mobility and quality of life. The proposed modification to the collector street layout would diminish vehicular connectivity, reduce efficiency of road network, and limit accessibility within the area.
- The proposed modification conflicts with the following UDO Sections:
  - Section 3.2.5.F. Site Plan Approval Procedures (Approval Criteria):
    - The design of traffic patterns, traffic control measures and street pavement areas, with provisions for maintaining traffic flows for both public use as well as emergency management services are consistent with the requirements of the UDO.
      - ❖ Ref: UDO Section 6.11.3.C.1.iv., which states: For residential developments with more than 300 lots (or equivalent dwelling units), at least three points of access to the roadway shall be provided.
- The proposed modification conflicts with Blueprint Brunswick 2040 Plan:
  - Transportation Goal: Brunswick County and its participating municipalities will support a safe, connected multi-modal system to accommodate future growth and a diverse population in terms of geographic location, age, income levels, and abilities.
    - Transportation Strategy ITR-2: Maintain and improve mobility and capacity in the network.
      - ❖ Seek opportunities to improve the network through the private development process.
        - Evaluate local street networks and collector street improvements. Amend the local land development regulations to (1) emphasize connectivity requirements, and (2) require the design and construction of new roads to meet NCDOT's standards to ensure acceptance of roadways into the state-maintained system through dedication.

Mr. Pages further stated that it is not just targeted at the residence in the ungated portion of the project, but the community at large (residents on Pea Landing Road NW and US 17). It will benefit the entire area to have another arterial road to improve connectivity in this region. However, if the Planning Board decides to approve the proposed modification, staff recommends the following conditions:

- That the development shall proceed in conformity with all plans and design features submitted as part of the planned development application and kept on file by the Brunswick County Planning Department.
- That the development of the parcel(s) shall comply with all regulations as specified in the Brunswick County Unified Development Ordinance.
- Planned Development approval does not constitute an authorization to construct. All applicable Federal, State and County approvals/permits will be necessary to obtain final plat

approvals and building permits. This includes Stormwater, Utilities, and Fire Marshal requirements.

Mr. Board asked staff if the North Carolina Department of Transportation (NCDOT) issued a modification to the TIA based on the proposed changes and Mr. Pages said no. Mr. Pages said NCDOT indicated that these changes will not impact the previously approved TIA.

Attorney King reminded the Board that Article 6, Section 6.11.3.C.iv., says when there are more than 300 lots, the Planning Board may specify that more than three points of access shall be provided. He stated that staff feels there should be an additional access point and denying the project for this purpose will require the Board to identify what type of access point will be sufficient. He stated that the UDO requires three points of access and Section 6.11.3.C.v., states "Required points of access may provide access restrictions in the form of an electronically-controlled gate that may be opened by emergency responders via siren activation or other approved method. During times of emergency evacuation (such as a natural disaster), gates may be required to be opened to provide alternative evacuation routes". He proceeded to say the project has 3 access points and staff feels there should be an additional access point on Pea Landing Road NW (SR 1304) for everyone to utilize.

Vice Chair Gaver made a motion to open the Public Hearing and the motion was unanimously carried.

Mr. Nick Cassala, Vice President for Brookfield Residential, addressed the Board. He stated that this site has been under construction for several months and considerable work has been completed on the regional pump station. Mr. Cassala discussed a PowerPoint presentation (attached). He stated that the initial master plan was crafted prior to their involvement by a landowner that focused on maximizing density to only market the property. He stated that the subject property was placed under contract on 2 separate occasions and subsequently was sold to another landowner and the Planning Board approved the project in 2024 that included the commercial portion of the project along US 17. Mr. Cassala said they purchased the residential portion of the community in December 2024 and developed a working relationship with Hardee Investments (developer of the commercial portion of the project). The key changes to the project are based on considerable market research and experience in relationship with builder partners, which contributes to sustainability and it is consistent with the UDO minimum requirements. The proposed plan offers more product diversity, reduces traffic, preserves unimpeded emergency access, and continues to provide connectivity to and for the benefit of the greater community. He said there are 2 major changes proposed, which consist of the elimination of the central roundabout along the collector road in conversion to a 3-way t-intersection that will minimize wetland impacts and transformation of nearly 50% of the residential homes into a gated age-targeted neighborhood that is beneficial to the success of the project. He felt that there is no significant advantage to traffic meandering through the age-targeted neighborhood. He further stated that the plan has 6 access points. He proceeded to discuss other attributes of this project such as garden style rental apartments and single-family homes for rent, sidewalks on 1 side of the street in all neighborhoods, collector road and a local subdivision road within the age-targeted neighborhood with a multi-use trail, and resort style club amenity for homeowners. Mr. Cassala felt that Pea Landing Road NW (SR 1304) is rural in nature and not constructed in a manner to support much traffic. Mr. Cassala said NCDOT has no plans to improve Pea Landing Road NW (SR 1304). He discussed the benefits of an age-targeted community (traffic reduction, lower impacts on water and sewer, tax benefit to local schools without the impact, and higher property values). He stated that the commercial area will serve this neighborhood and the entire area as a whole.

Mr. Rynal Stephenson, DRMP, addressed the Board. Mr. Stephenson discussed the age-targeted units, in that, they generate 1/3 of traditional unit trips. He explained trip generation in the TIA as it relates

to the proposed project. He reiterated that the age-targeted area can utilize all access points and non-age-targeted areas will, typically, access NC 904 and US 17. He discussed internal travel time (miles and minutes) through the community. He further stated that external cut through travel routes from the commercial area to Pea Landing Road NW (SR 1304) and Griffin Street/Pea Landing Road NW (SR 1304) has no advantages to cut through the age-targeted area to/from Pea Landing Road NW and travel time is shorter, but travel time is higher because speed will be reduced in the residential community.

Amy Schafer, Lee Kaess PLLC, addressed the Board and she stated that the proposed plan has to be approved if the plan complies with the UDO minimum requirements. Ms. Schafer read an excerpt from Article 6, Section 6.11.5.A, which states, "Siren activated gate systems shall be required for all unattended gates". She stated that this project meets (3 access points) and exceeds (6 access points) the required access points.

Mr. Cassala re-addressed the Board. He reiterated that they are not increasing density or expanding the project. He stated that this will be a sustainable community that will introduce diverse residential housing and commercial services to the County.

Chair Cheek asked if the project will be built to the 100-year storm event? Mr. Cassala said he is committed to designing and building the project to a 100-year attenuation storm event. Mr. Brittain asked if the gate will be unmanned? Mr. Cassala said there will be a sophisticated unmanned gate system. Mr. Board asked Mr. Cassala to define an age-targeted community and Mr. Cassala said 55 years old or older. Mr. Board asked if there will be a difference in the density for the age-targeted community versus the non-age-targeted community? Mr. Cassala said it is less dense on a per unit basis in the age restricted community. Mr. Board asked about the proposed cart bridge between Pods 6 and 7, 11, 12, and 13 through the wooded area. Mr. Cassala said that is an aspiration at the current time because no permits have been secured for the proposed cart bridge. Mr. Board said Pea Landing Road NW (SR 1304) turns into Thomasboro Road NW (SR 1165) when it intersects with US 17 and there is a considerable amount of development occurring south of US 17 off Thomasboro Road SW (SR 1165), which could become bottle-neck traffic with the existing and new proposed developments. He asked if this project's TIA includes all of the other approved developments in this area? Mr. Stephenson said they have to consider other traffic in the area as well as road improvements required by NCDOT. Chair Cheek asked if NCDOT improvements are underway for Phase 2 and Mr. Stephenson said they are close to having approved plans and permits for Phase 1 of the development, but they are moving forward to get the full build improvements in place (i.e., turn lanes). He said they are consulting with NCDOT and working on the design phase for review and approval by NCDOT. Mr. Cassala said monies are available for road improvements in Phases 1 and 2. Mr. Bittenbender said an entrance is proposed through the commercial area and he was concerned with the potential impact of the commercial traffic on this community. Mr. Stephenson said they have to generate traffic for the full build out, which includes the commercial area. Mr. Board asked if the fire department in this area attended the TRC and Mr. Pages said the fire marshal's office, typically, attends and represents fire departments at the TRC meetings.

With no further comments, Mr. Bittenbender made a motion to close the public hearing and the motion was unanimously carried.

Mr. Brittain asked if staff's recommendation is the same based on the information presented tonight and Mr. Page said yes. Mr. Pages said staff feels that there should be options such as additional connectivity to utilize the roads in the proposed development, so traffic is minimized on the major roads (US 17 and NC 904). He further stated that the access points will not be used by the residents

unless they are travelling to the commercial area. Ms. Dixon said school buses will likely travel through this community. Chair Cheek said he would rather travel around a community to avoid the slower rate of speed through a residential community.

Mr. Board made a motion to reopen the Public Hearing and the motion was unanimously carried. Mr. Board asked Mr. Cassala if they have considered omitting the gates in the age-targeted community and Mr. Cassala said they have, but it will not be a viable product/project. Chair Cheek asked if there is an option to provide school bus accessibility through the community? Mr. Cassala said a school bus pick up area could be made available for school-aged children in the development. Mr. Board asked how construction traffic, garbage trucks, repairmen, and other non-residents will gain access to the development? Mr. Cassala said there will be dial-up access and codes to access the community and the gates will be monitored at all times.

With no further discussion, Vice Chair Gaver made a motion to close the Public Hearing and the motion was unanimously carried. Vice Chair Gaver said if a project meets the minimum requirements of the UDO, the Board has to approve the project unless there is a detriment to the public safety and welfare. He felt that there is a need for age-targeted communities in the County. Vice Chair Gaver further stated that the proposed gate meets the minimum design standards requirement and Mr. Brittain concurred. Mr. Board was concerned with the Grissettown Fire Department having the capacity to handle potential fires in this community.

Vice Chair Gaver made a motion to approve PD-145 (Timber Farms Planned Development Modification) with the noted conditions in the Staff Report as well as a fourth condition that the project's stormwater ponds shall be constructed to contain the 100-year storm event and the motion was unanimously carried.

B. Planned Development – PD-147

Name: Smith Tract Planned Development  
Applicant: Andy Mills  
Tax Parcel(s): Portion of 18600015  
Location: Southport-Supply Road SE (NC 211)  
Description: Smith Tract is a proposed planned development consisting of 137 single-family units on approximately 56.76 acres, creating an overall density of 2.41 dwelling units per acre.

Mr. Phillip Coates addressed the Board. Mr. Coates read the Staff Report (attached). Mr. Coates identified the subject property and surrounding properties on a visual map. He provided the Board with school capacity charts (attached) for nearby schools.

Mr. Coates said staff recommends approval based on the following conditions:

- That the development shall proceed in conformity with all plans and design features submitted as part of the planned development application and kept on file by the Brunswick County Planning Department.
- That the development of the parcel(s) shall comply with all regulations as specified in the Brunswick County Unified Development Ordinance.

- Planned Development approval does not constitute an authorization to construct. All applicable Federal, State and County approvals/permits will be necessary to obtain final plat approvals and building permits. This includes Stormwater, Utilities, and Fire Marshal requirements.

Mr. Board said the site plan shows 1 access point and he felt there should be 2 access points. Mr. Pages said there is a proposed second entrance at the rear of the property, which is adjacent to the previously approved Midway Tract. Mr. Pages said staff is working with the developers to get an internal connection. He said staff does not believe NCDOT will grant an additional connection off NC 211. Mr. Board expressed concern with the high volume of traffic in this area that travel at a high rate of speed. Mr. Pages said there may be some maneuvering of the entrance by NCDOT. Mr. Brittain noted a discrepancy in the number of dwelling units (TIA says 132 single-family units and the plan presented to the Board says 137 single-family units). Mr. Pages said staff noticed the difference, but NCDOT said it will not have an impact on their recommendation. Mr. Board was concerned that Virginia Williamson Elementary exceeds capacity and South Brunswick High will be exceeding capacity in 3 years. He expressed concern with the lack of urgency being taken by the Board of Education regarding adequate school capacity. He felt that this matter should be discussed with the Board of Education. He reiterated that he envisions a crisis sooner rather than later with adequate school(s) capacity.

Vice Chair Gaver made a motion to open the Public Hearing and the motion was unanimously carried.

Mr. Andy Mills, Colliers Engineering and Design, addressed the Board and he stated that they had a neighborhood meeting with no opposition. Mr. Mills said they addressed TRC concerns and the future widening of NC 211 has been taken into consideration via the proposed 75' perimeter buffer. Mr. Mills said the turn lanes are a result of comments received from NCDOT. The stormwater ponds will be designed for the 100-year storm event. Mr. Board asked if Oak Island has been contacted regarding potential fire hazardous and Mr. Mills said a representative from the fire department was at the TRC meeting and they stated that the project meets fire flow. Mr. Board reiterated his concerns for the small fire departments being able to provide fire protection and coverage outside their boundaries. Mr. Pages said there were no major concerns addressed at the TRC meeting. Mr. Board added that he will be attending the next TRC meeting.

With no further comments, Mr. Bittenbender made a motion to close the public hearing. Mr. Board was concerned with adequate school capacity, traffic and fire coverage in this area. He felt that communication and representation by the local fire department that will be responsible for fire protection should be commenting on these projects. Chair Cheek asked staff if the development have to have a fire permit before proceeding with developing the property? Mr. Pages said the fire marshal's office will issue a fire permit after all minimum criteria has been met. Mr. Board asked if the stub out on the north side of the development has been approved to be connected by both parties? Mr. Pages said there is a stub out shown on the Midway Tract that will have to connect as part of the approved master plan(s). Mr. Board said a fire truck cannot turn around on the small streets and Mr. Pages said they will have to meet minimum fire code requirements.

Vice Chair Gaver made a motion to approve PD-147 (Smith Tract Planned Development) with the noted conditions in the Staff Report and the motion carried 4 to 1 with Mr. Board opposing.

C. Rezoning Z-909 – Olin Clyde Ivey.

Request rezoning of approximately 2.25 acres located at 1620 Olin Drive SW and 2903 John T. Holden Road SW near Supply, NC from MR-3200 (Multifamily Residential) to R-7500 (Medium Density Residential) for Tax Parcels 232HG014 and 232HG015.

Mr. Tyler Connor addressed the Board. He read the Staff Report (attached) and identified the subject property and surrounding properties on a visual map. Mr. Connor read the consistency and reasonableness determination statement (attached). He provided the Board with school capacity charts (attached) for the nearby schools.

Mr. Connor said staff recommends approval from MR-3200 (Multifamily Residential) to R-7500 (Medium Density Residential) for Tax Parcels 232HG014 and 232HG015.

Mr. Bittenbender made a motion to open the Public Hearing and the motion was unanimously carried.

Mr. Gerald Ivey, 2847 John T. Holden Road SW, addressed the Board. Mr. Ivey said he lives on John T. Holden Road SW, which was his grandfather's property. He stated that most of the lots on John T. Holden Road SW is family owned. Mr. Ivey said a realtor offered his family money to purchase their property, but there was an economic downturn shortly after and the property never sold. He stated that he owns 4 lots on John T. Holden Road and the subject properties are better suited for the requested zoning change, so his family can build single-family homes on the properties in question.

Ms. Twanda Williams addressed the Board. Ms. Williams asked what impact the zoning change will have on West Brunswick High School if the property is zoned commercial? Chair Cheek said the property is requested to be rezoned to R-7500 (Medium Density Residential). Mr. Connor said West Brunswick High School has adequate capacity. Ms. Williams disagreed with West Brunswick High School having adequate capacity. She asked staff what study was used to determine that West Brunswick High School has adequate capacity? Ms. Dixon said school capacity data is received from Brunswick County Schools. Mr. Connor said staff inadvertently omitted the data received from Brunswick County Schools in the PowerPoint presentation, but he assured Ms. Williams that they would provide that information to her. Mr. Pages said the high schools in the County have capacity and they are not a concern. Ms. Williams said it is a concern to her because her daughter is a student at West Brunswick High School. She stated that West Brunswick High School is over capacity and she will retrieve the necessary information to support her comments. Chair Cheek asked Ms. Williams if she has any issues with Mr. Ivey's property being rezoned and Ms. Williams replied, no. He reiterated that staff will provide Ms. Williams with a copy of the data they received from the Board of Education regarding West Brunswick High School's school capacity.

With no further comments, Mr. Bittenbender made a motion to close the Public Hearing and the motion was unanimously carried.

Vice Chair Gaver made a motion to approve Tax Parcels 232HG014 and 232HG015 to R-7500 (Medium Density Residential) and adopt the consistency and reasonableness determination statement and the motion was unanimously carried.

**CONSISTENCY & REASONABLENESS DETERMINATION**

*Per NCGS, zoning regulations shall be made in accordance with a comprehensive plan. Prior to adopting or rejecting any zoning amendment (including map and text amendments), a statement regarding plan consistency shall be adopted.*

This request is CONSISTENT with the Blueprint Brunswick 2040 Comprehensive Plan place type designation and CONSISTENT with the goals, recommendations, and policies of the plans adopted by Brunswick County (listed below). Staff also finds the request REASONABLE, appropriate, and in the public interest based upon the following findings:

- The Blueprint Brunswick 2040 Comprehensive Plan (CAMA Plan) goals and objectives support the rezoning:
  - Consistent with the goals and objectives
    - HN-1. Expand housing choices with Brunswick County to respond to changing preferences and to increase housing affordability in the County.
    - HN-2. Minimize impacts to and invest in established residential areas.
  - Consistent with the characteristics of the area, existing zoning in the area, and adjacent uses.

<input type="checkbox"/> <i>Agricultural Development Plan</i>	<input checked="" type="checkbox"/> <i>Unified Development Ordinance</i>
<input type="checkbox"/> <i>Brunswick County Comprehensive Transportation Plan (CTP)</i>	<input type="checkbox"/> <i>Southeastern North Carolina Hazard Mitigation Plan</i>
<input type="checkbox"/> <i>Brunswick County Trail Plan</i>	<input type="checkbox"/> <i>Airport Height Control Ordinance</i>
<input checked="" type="checkbox"/> <i>Blueprint Brunswick 2040 Comprehensive Plan (CAMA Plan)</i>	<input type="checkbox"/> <i>Other: _____</i>

Mr. Cheek stated that any person with standing may appeal the decision of the Planning Board to the Brunswick County Board of Commissioners. Notice of the appeal must be provided in writing within 15 days. If no appeal is received, then the decision of the Planning Board shall be final. If an appeal is received in the allotted time, the case will move forward to the Brunswick County Board of Commissioners for a Public Hearing and their consideration.

**IX. PUBLIC HEARINGS**

A. Planned Development – PD-139

Name: Brunswick Landing Planned Development Expansion (formerly Hankins Tract)  
Applicant: Norris and Bland Consulting Engineers  
Tax Parcel(s): 13900066, 1390006601, and 1390006605  
Location: Old Ocean Highway (US 17B)  
Description: Brunswick Landing (fka. Hankins Tract) was a previously approved planned development consisting of 93 single-family units on approximately 26.81 acres, creating an overall density of 3.47 dwelling units per acre. The expansion consists of adding 232 single-family units and an additional 89.01 acres. With the expansion, the planned development would have a total of

325 single-family units on approximately 115.82 acres, creating an overall density of 2.81 dwelling units per acre.

Mr. Marc Pages addressed the Board and he read the Staff Report (attached). He previously provided the Board with a letter (attached) from Fallon Parvin (adjacent property owner to the west of the southwest corner of the site) in opposition to the plan. He further stated that she is in the process of getting her property entered into the Voluntary Agricultural District (VAD) Program that will likely be approved in May 2025 according to Elliot Swain (Director of Soil and Water Conservation). Mr. Pages said if Ms. Parvin's property is approved by the VAD, there will be an additional buffer (50' wide) imposed along her property boundary. Mr. Pages identified the subject property and surrounding properties on a visual map. He provided the Board with school capacity charts (attached) for nearby schools. Vice Chair Gaver asked staff how this project will be impacted? Mr. Pages said, if this project is approved tonight, it will not be affected when Ms. Parvin's property is approved for the VAD Program in May 2025.

Mr. Pages said staff recommends approval based on the following conditions:

- That the development shall proceed in conformity with all plans and design features submitted as part of the planned development application and kept on file by the Brunswick County Planning Department.
- That the development of the parcel(s) shall comply with all regulations as specified in the Brunswick County Unified Development Ordinance.
- Planned Development approval does not constitute an authorization to construct. All applicable Federal, State and County approvals/permits will be necessary to obtain final plat approvals and building permits. This includes Stormwater, Utilities, and Fire Marshal requirements.

Vice Chair Gaver asked about the jurisdictional ditches shown on the plan and Mr. Pages said jurisdictional ditches are protected by the U.S. Army Corps of Engineers (Corps of Engineers) that can be re-routed with a permit from the Corps of Engineers. Mr. Brittain asked if stormwater ponds can be placed in the flood zone and Mr. Pages replied, yes. Chair Cheek asked about the 2 interconnectivity areas and Mr. Pages said those areas are to accommodate potential future development. Mr. Brittain asked if the no name storm, Potential Tropical Cyclone (PTC#8) was factored into the floodplain information presented? Mr. Pages said the flood information is based on the 2018 flood maps.

Vice Chair Gaver made a motion to open the Public Hearing and the motion was unanimously carried.

Mr. Jody Bland, Norris and Bland Engineering, addressed the Board. He stated that the Brunswick Electric Membership Corporation (BEMC) power easement will be abandoned and BEMC has a 50' easement along Old Business 17 where the high-tension poles are located. There is an amenity area (1.69 acres) reserved in the center of the project and they are obtaining a wetland crossing permit for the second connection that crosses the wetlands that included the jurisdictional ditches, which prompted the re-route of the major ditch to the south. Mr. Bland said they are creating more storage because they are excavating and not filling, there is interconnectivity (2 connections on Old Business 17 as well as future connects along the perimeter property lines), they held a neighborhood meeting (with 4 attendees) and there were questions about traffic, stormwater (over treating to the 100-year storm), water and sewer (will be installed by the developer and dedicated to the County), and TRC comments were addressed.

Chair Cheek asked if the ditch in the center of the property is being re-routed and Mr. Bland said no. Mr. Bland said they are allowed to disturb and fill the area as part of the disturbance permit. Mr. Board asked if the ditch in the center of the project will be filled and Mr. Bland said both of the existing ditches will be filled and the Corps of Engineers is requiring a new ditch be cut around the perimeter of the property. Vice Chair Gaver asked about the pump station near the mail kiosk and Mr. Bland said it is a standard pump station (50'x50') required by the County and the mail kiosk may be moved to the amenity area. Vice Chair Gaver asked if there is a minimum distance a pump station has to be from structures and Mr. Bland said they are, typically, 100' from a structure to avoid odor control, but the minimum distance will be coordinated with Brunswick County Engineering.

Mr. Corbett Hankins addressed the Board. He stated that he lives next to the proposed development. Mr. Hankins said, in 1984, he worked with Menard Ferguson, Soil Conservation, who engineered a canal surrounding his property from Old Ocean Hwy to the swamp. Mr. Hankins said his property is on a slope so water drains toward his property. He said the State came out approximately a month ago and cleaned out the ditch in front of his property so the water flows faster to the canal. He wondered what will happen with the canal (1:1 slope that is 6' – 8' deep and 3800' in length.) that was constructed in 1984? He expressed concern with his property being flooded from the additional stormwater runoff that will be generated by this development. Chair Cheek pointed out the canal on a visual map and the Board determined that the canal was not shown on the proposed plan they received. He asked the location of where the ponds will be filled-in? Mr. Bland said they do not have the final topography of the project, but they cannot block any drainage area(s). He said the canal Mr. Hankins is referencing to may be the jurisdictional ditch to the south that has been identified. Mr. Bland said the off-site points will be verified by the surveyor along the ditch lines and they will make sure the drainage flow continues to move toward the swamp. Mr. Bland said their stormwater drains internally and will not flow to the existing canal. Chair Cheek clarified that the developer will work with Mr. Hankins to ensure drainage will not be impeded to the existing canal.

With no further comments, Vice Chair Gaver made a motion to close the Public Hearing and the motion was unanimously carried.

Vice Chair Gaver made a motion to approve PD-139 (Brunswick Landing Expansion Planned Development – fka. Hankins Tract) with the noted conditions in the Staff Report and the motion was unanimously carried.

B. Rezoning Z-911 – Joseph K. Bland (%Marie Potter).

Request rezoning of approximately 45.20 acres located at 135 Mill Creek Road SE (SR 1514) near Bolivia, NC from RR (Rural Low Density Residential) to R-7500 (Medium Density Residential) for Tax Parcel 11100006.

LAND USE PLAN MAP AMENDMENT (LUM-911):

Request to amend the Blueprint Brunswick 2040 CAMA Land Use Plan Map from Open Space – Conservation 1 (OSC1) and RA (Rural Agricultural) to LDR (Low Density Residential) for Tax Parcel 11100006 near Bolivia, NC. This Land Use Plan Map Amendment totals approximately 45.20 acres.

Mr. Tyler Connor addressed the Board. He read the Staff Report (attached) and identified the subject property and surrounding properties on a visual map. Mr. Connor read the consistency and reasonableness determination statement (attached). He provided the Board with school capacity charts (attached) for the nearby schools.

Mr. Connor said staff recommends approval from RR (Rural Low Density Residential) to R-7500 (Medium Density Residential) for Tax Parcel 11100006 located at 135 Mill Creek Road SE (SR 1514) near Bolivia, NC in conjunction with an amendment to the Blueprint Brunswick CAMA Land Use Plan Map to LDR (Low Density Residential) and adopt the consistency and reasonableness determination statement.

Vice Chair Gaver asked about the letter submitted by Norris and Bland stating that the property will be removed from the VAD upon development. He asked the advantage of being in the VAD? Ms. Dixon said the VAD protects properties from nuisance actions and VAD participants are not obligated to connect to public sewer if it is made available. Mr. Pages interjected the property was a catfish farm, but the catfish ponds have been filled in.

Mr. Board made a motion to open the Public Hearing and the motion was unanimously carried.

Mr. Jody Bland, Norris and Bland Engineering, addressed the Board. Mr. Bland said the property has been removed from the VAD. He reiterated that the property was a catfish farm and the ponds have been filled. Mr. Bland said the requested zoning is more appropriate because they are not operating the catfish farm and the property is bordered by R-7500 zoning on 3 sides.

With no further comments, Mr. Bittenbender made a motion to close the Public Hearing and the motion was unanimously carried.

Vice Chair Gaver made a motion to approve Tax Parcel 11100006 located at 135 Mill Creek Road SE (SR 1514) in conjunction with an amendment to the Blueprint Brunswick CAMA Land Use Plan Map to LDR (Low Density Residential) and adopt the consistency and reasonableness determination statement and the motion was unanimously carried.

#### **CONSISTENCY & REASONABLENESS DETERMINATION**

*Per NCGS, zoning regulations shall be made in accordance with a comprehensive plan. Prior to adopting or rejecting any zoning amendment (including map and text amendments), a statement regarding plan consistency shall be adopted.*

This request is NOT CONSISTENT with the Blueprint Brunswick 2040 Comprehensive Plan place type designation and CONSISTENT with the goals, recommendations, and policies of the plans adopted by Brunswick County (listed below). Staff also finds the request REASONABLE, appropriate, and in the public interest based upon the following findings:

- The Blueprint Brunswick 2040 Comprehensive Plan (CAMA Plan) goals and objectives support the rezoning:
  - Consistent with the goals and objectives
    - LU-2. Support development in areas that are best suited for future development.
    - LU-3. Support the concentration of future development in nodes in unincorporated County areas to ensure more efficient infrastructure provision and service delivery.
  - Consistent with the characteristics of the area, existing zoning in the area, and adjacent uses.
  - The Residential Suitability Map indicates the parcel as more suitable for residential development.

<input type="checkbox"/> <i>Agricultural Development Plan</i>	<input checked="" type="checkbox"/> <i>Unified Development Ordinance</i>
<input type="checkbox"/> <i>Brunswick County Comprehensive Transportation Plan (CTP)</i>	<input type="checkbox"/> <i>Southeastern North Carolina Hazard Mitigation Plan</i>
<input type="checkbox"/> <i>Brunswick County Trail Plan</i>	<input type="checkbox"/> <i>Airport Height Control Ordinance</i>
<input checked="" type="checkbox"/> <i>Blueprint Brunswick 2040 Comprehensive Plan (CAMA Plan)</i>	<input type="checkbox"/> <i>Other: _____</i>

Chair Cheek stated that any person with standing may appeal the decision of the Planning Board to the Brunswick County Board of Commissioners. Notice of the appeal must be provided in writing within 15 days. If no appeal is received, then the decision of the Planning Board shall be final. If an appeal is received in the allotted time, the case will move forward to the Brunswick County Board of Commissioners for a Public Hearing and their consideration.

**X. OTHER BUSINESS.**

**A. UDO Modernization Project Update.**

Ms. Dixon addressed the Board and she stated that staff is moving forward with reviewing draft updates of the UDO that have been presented by the consultant based on comments from the general public and staff.

Mr. Board asked if staff has had any conversations with the consultant on the status of the UDO updates? Ms. Dixon said staff has received draft copies of several sections of the UDO, but the consultant is hesitant on providing staff with some portions of the UDO until the State makes a final decision on Senate Bill 382. She said staff is hoping that a lot of the updates will be rolled out in May 2025.

**B. Planning Board Case Update.**

Ms. Dixon addressed the Board and she stated that all previously approved cases (PD-143 - Remuda Run), PD-140 - Real Green, and PD-144 - Dowdy Tract) were not appealed to Superior Court.

**XI. ADJOURNMENT.**

With no further business, Vice Chair Gaver made a motion to adjourn and the motion was unanimously carried.