
Appendix G: Community Concerns & Controversy

1: <i>Brunswick County 2010 CTP (2010) Records</i>	G-2
2: Current Public Involvement Summary.....	G-31
3: Carolina Shores Resolution & Documents.....	G-55

Appendix G-1: *Brunswick County 2010 CTP (2010) Records*

Public Involvement (CTP Appendix H)

Environmental Agency Concerns (CTP Appendix J)

Appendix H Public Involvement

This appendix documents the public involvement process and includes a listing of steering committee members, the goals and objectives survey results, and public meetings held throughout the development of the CTP.

List of CTP Steering Committee Members

At the start of a CTP study, a committee is formed that is comprised of individuals who represent the various needs, issues and populations of the community. These representatives are responsible for capturing the transportation needs of the community relative to all modes of transportation and for guiding the development of the CTP. A listing of committee members for the Brunswick County CTP is given on the following page.

CTP Vision, Goals, Objectives and MOEs

The CTP vision, goals and objectives are developed as part of the public involvement process and help identify how the people within an area would like to develop the transportation system (all modes). The CTP committee develops the draft vision, goals, objectives, and MOEs which are further refined with input from citizens via the CTP Goals & Objectives (G&O) survey. These products become the official guide for the CTP being developed.

The vision statement, goals and objectives reflect what is important for the area and defines any local preferences concerning the transportation system and community assets. The vision statement is the framework for the area's strategic planning. Goals and objectives document how the area plans to fulfill its vision. The goals break down the vision statement into themes, while the objectives document how the area plans to make progress towards achieving each goal. MOEs are established to enable the area to track the progress of each objective.

Vision Statement: To follow the Comprehensive Transportation Planning process in order to cooperatively develop a long-range multi-modal transportation plan that meets the existing and anticipated deficiencies of the transportation system for the next 30 years.

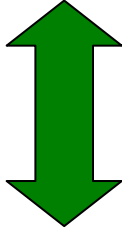
Additionally, the mission statements, goals and strategies from *Brunswick Tomorrow: Our County, Our Vision, Our Decision*², Brunswick County/NC Dept. of Commerce - Division of Community Assistance, February 2004 were utilized in the development of the CTP.

² Brunswick Tomorrow can be viewed at:
<http://www.brunswickcountync.gov/Departments/LandDevelopment/Planning/BrunswickTomorrow.aspx>

CTP Committee Members

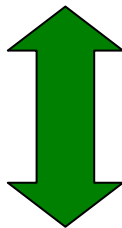
CTP Team

Earlene Thomas, Transportation Planning Branch
Leslie Bell, Brunswick County Planning Director
Don Eggert, Cape Fear RPO



Steering Committee

CTP Team
May Moore, Brunswick County Commissioner
Phil Norris, Brunswick County Commissioner
Marty Lawing, Brunswick County Manager
Stephen Greiner, Brunswick Community College Representative
Becky King Noble, Economic Development Representative
Mike Reaves, Economic Development Representative
Philip Olson, Alliance of Brunswick County Property Owners Association
J. D. Solomon /Jennifer Bell, CH2M Hill (NC Ports Consultant)
Stephanie Ayers, North Carolina Ports
Dan Ryan, The Nature Conservancy
Allen Pope, NCDOT Division 3 Engineer
Patrick Riddle, NCDOT Division 3 Project Manager



Stakeholders

CTP Team
Wilmington MPO
NCDOT – Bicycle & Pedestrian
NCDOT – Public Transportation
Lanny Wilson, NCDOT – Board Member
Brunswick County Municipalities
Environmental Agencies

Goals and Objectives Survey

A G&O survey is a public involvement technique used to help identify an area's perception of transportation-related issues, identify concerns that should be addressed during the development of a CTP, and to help develop a vision for the community. The G&O survey is most appropriately implemented at the beginning of the transportation planning study. In addition to determining up front what is important to the citizens of the planning area, initiating the G&O survey early in the planning process allows the survey to serve as an introduction to the transportation planning process. The survey usually includes a brief introduction explaining what a transportation plan is and how the area can benefit from having one. The survey also includes a wide variety of questions that is tailored to each area as appropriate. A summary of the Brunswick County G & O survey is given below.

Brunswick County Comprehensive Transportation Plan Survey Results

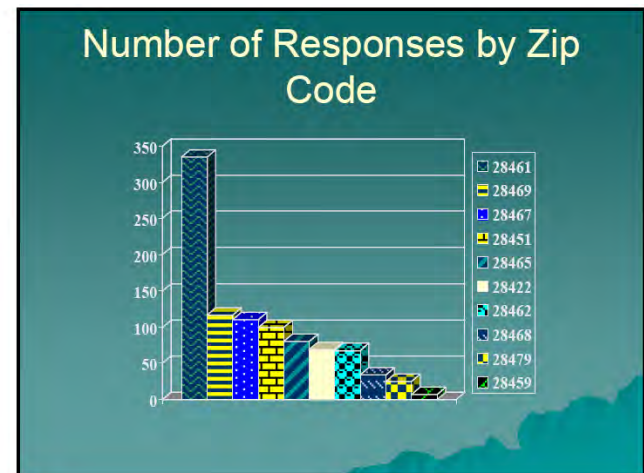


Number of Responses

- ◆ Mailed Responses = 344
 - Newspapers
 - Public Libraries
 - Government Center Locations
- ◆ Electronic Responses = 876
- ◆ Total Responses = 1,220

Household Data

- ◆ Average Age of Surveyors
= 59.1 Yrs Old
- ◆ Avg. Number of Persons per Household (HH)
= 2.2/HH
- ◆ Avg. Persons per HH Age 16+
= 2.1/HH



Accessibility/Interconnectivity Issues

	Not Important	Somewhat Important	Very Important
Meeting Emergency Evacuation Demand	11 1%	174 15%	963 84%
Reservation of Land for Future Roads	24 2%	238 21%	896 77%
Encourage Interconnectivity	17 1.5%	266 23.3%	858 75.2%
Meeting Beach Access Demands	80 7%	401 35%	673 58%

Public Transportation/Alternative Modes

	Not Important	Somewhat Important	Very Important
Bike/Pedestrian Paths	191 17%	526 47%	400 36%
Increased/Expanded Public Transportation	368 32%	461 40%	330 28%
Encourage Alt. Modes of Travel	227 20%	605 53%	314 27%
Encourage Carpooling	261 23%	661 59%	196 18%

Environmental/Aesthetic Issues

	Not Important	Somewhat Important	Very Important
Managing Sedimentation/Stormwater	22 2%	221 19%	901 79%
Protecting Natural Areas and Open Spaces	42 4%	312 27%	796 69%
Reduction of air and noise pollution	61 5%	473 42%	599 53%
Planting Trees and Shrubs Along Roads	190 16%	504 44%	466 40%

Other Issues

	Not Important	Somewhat Important	Very Important
Improving Traffic Signal Timing	23 2%	280 24%	854 74%
Controlling Commercial Strip Development	47 4%	251 23%	816 73%
Decreasing Travel Times	87 8%	580 51%	473 41%

Road Improvements

	More Emphasis	Less Emphasis
Building Connector Roads	966	130
Intersection Improvements Along Hwy 17	922	183
Widening Existing Roads	877	105
Increasing the Number of Travel Lanes	811	192
Restricting Driveway Access on Major Roads	636	300
Superstreets	631	449

Other Areas of Emphasis

	More Emphasis	Less Emphasis
Increased Transportation Services for Elderly and Disabled	899	180
Landscaping/Beautification	761	331
Limiting Growth	726	366
Expanding Public/Regional Transportation Services	608	440
Encouraging Non-Traditional Work Hours	581	483

List of Roads or Intersections That Need Improvements (In Order of Popularity)

1. NC 211
2. NC 211 & NC 133 Intersection
3. NC 133 (Long Beach Rd.)
4. US Hwy 17
5. NC 130
6. NC 87
7. Midway Road
8. NC 179
9. NC 211 and Doshier Cut-Off Intersection
10. NC 904
11. NC 133 and US Hwy 17 Intersection
12. NC 130 & Main St. Intersection
13. Hickman Rd.
14. Hwy 17 and OIB Rd.
15. Lanvale Rd.

Funding Options

	Yes	No
1. Development Impact Fees	942	160
2. Real Estate Transfer Tax/Fee	652	411
3. License Tag Fee	439	568
4. Gasoline Tax Increase	310	746

Other Funding Sources:
 -Increased Sales Tax
 -Tobacco/Alcohol Tax
 -Tolls
 -Accommodations Tax
 -Commercial/Large Vehicle Tax

Overall Opinion of Brunswick County's Roadways



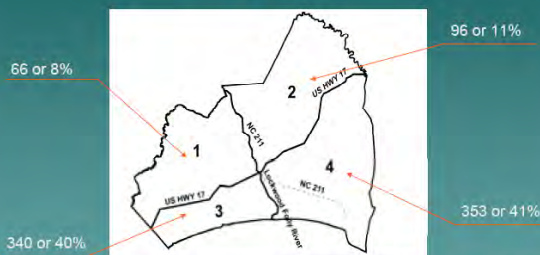
Note: Of the total responses more than 85% gave a poor or fair rating.

Improving Traffic Flow Through the County

	Not Important	Somewhat Important	Very Important
NC 211	33 3%	164 15%	920 82%
US Hwy 17	35 3%	197 17%	900 80%
NC 130	106 10%	503 50%	401 40%
NC 179	147 15%	505 50%	346 35%
NC 904	175 18%	494 50%	321 32%

Other Roads Participants Labeled Very Important:
 -NC 133/Long Beach Road
 -NC 87
 -Midway Rd
 -Doshier Cut-Off

Most Frequently Traveled Regions



Public Meetings

Brief summaries of public meetings held within the planning area are given below.

Public Workshop #1

Date: October 29, 2007

Time: 4:00 – 6:00 p.m.

Location: Brunswick County Government Center
Building M – 2nd Floor Conference Room
69 Stamp Act Drive, NE
Bolivia, NC

Number of Attendees: 12

Information Presented: Current and future deficiencies; Draft CTP recommendations

Comments Received: None

Major/Controversial Issues: None

Public Workshop #2

Date: November 1, 2007

Time: 4:00 – 6:00 p.m.

Location: Ocean Isle Town Hall
3 W. 3rd Street

Number of Attendees: 4

Information Presented: Current and future deficiencies; Draft CTP recommendations

Comments Received: Letter from the Nature Conservancy (See Appendix J)

Major/Controversial Issues: Concerns with the proposed Interstate 74 corridor along NC 211 and potential impacts to the Green Swamp and Juniper Creek preserves (See Appendix J for comments from environmental agencies/partners).

Public Workshop #3

Date: July 8, 2008

Time: 4:30 – 6:30 p.m.

Location: Brunswick County Government Center
Building I – County Commissioners Chambers
75 Courthouse Drive, NE
Bolivia, NC

Number of Attendees: 25

Information Presented: Revised Draft CTP recommendations

Comments Received: 2 written comments; Petition with 286 signatures

Major/Controversial Issues:

- Residents of the Brunswick Plantation development submitted a petition (286 signatures) for the re-alignment of the proposed I-74 corridor (Carolina Bays

section) from NC 904 to the South Carolina State Line to minimize impacts to the development

- Concerns over of new highway facilities for the proposed NC International Terminal not being identified in the CTP
- The implementation of superstreets along US 17

Public Hearings

<i>Jurisdiction</i>	<i>Public Hearing Date</i>	<i>Adoption Date</i>
Brunswick County	December 1, 2008	November 2, 2009
Bald Head Island	November 14, 2008	Did not adopt plan
Boiling Spring Lakes	November 10, 2008	March 3, 2009
Bolivia	October 13, 2008	October 13, 2008
Calabash	December 11, 2007	December 11, 2007
Carolina Shores	December 4, 2007	December 4, 2007
Caswell Beach	January 10, 2008	January 10, 2008
Holden Beach	January 8, 2008	January 8, 2008
Northwest	December 18, 2007	December 18, 2007
Oak Island	January 8, 2008	January 8, 2008
Ocean Isle Beach	December 11, 2007	December 11, 2007
Sandy Creek	October 13, 2008	October 13, 2008
Shallotte	November 5, 2008	November 5, 2008
Southport	October 9, 2008	October 9, 2008
St. James	January 8, 2008	January 8, 2008
Sunset Beach	December 3, 2007	December 3, 2007
Varnamtown	November 10, 2008	November 10, 2008

Information Presented: Draft CTP for adoption

Major/Controversial Issues:

- Opposition to identifying existing US 17 as a future proposed freeway
- Concerns over of new highway facilities for the proposed NC International Terminal not being identified in the CTP

Appendix J Environmental Agency Comments

During the development of the Brunswick County CTP, comments were solicited and received from environmental agencies and are included in this appendix.



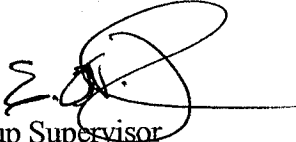
STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

Memorandum

To: Environmental Partners

From: Earlene W. Thomas, PE 
Southeast Planning Group Supervisor
Transportation Planning Branch

Date: September 28, 2006

Re: Brunswick County Comprehensive Transportation Plan (CTP)

We look forward to working with each and every one of you on the development of the Brunswick County CTP. As a stakeholder in the development of this plan, the input that you provide will be invaluable to the final product that is developed. I am excited and believe that the coordinated effort of all stakeholders will not only shape the transportation needs of Brunswick County, but improve the quality of life for all NC citizens as well.

During this early stage in the process, we would like to solicit your input by providing a series of environmental features mapping that is readily available to the Transportation Planning Branch. We would like you to review these maps and provide feedback to us by pointing out areas of concern, such as those listed below. Please do not limit comments to the items below. They are only examples of the types of information we are seeking. Any information that you feel we should be aware of early in the process should be shared with us.

- Critical or sensitive areas that should be preserved or avoided.
- Information / data that we are missing and should be aware of. Please let us know where we can find the information.
- Is our information outdated? If so, where can we get the most updated information?
- Are there any critical changes expected to occur in the area?

Please feel free to mark / comment directly on the maps. Additionally, we are asking that you complete the information sheet provided so that we have contact information for future distribution purposes. Once you have completed your review, please forward all information to us in the envelope provided **no later than October 26, 2006.**

MAILING ADDRESS:
NC DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PLANNING
1554 MAIL SERVICE CENTER
RALEIGH NC 27699-1554

TELEPHONE: 919-733-4705
FAX: 919-733-2417

WEBSITE: WWW.DOT.STATE.NC.US

LOCATION:
TRANSPORTATION BUILDING
1 SOUTH WILMINGTON STREET
RALEIGH NC

Environmental Protection Agency

Name: CHRISTOPHER A. MILITSCHER, REM, CHMM
Agency: U.S.E.P.A. REGION 4 NEPA Program office
Mailing Address: 310 New Bern Avenue
Raleigh, N.C. 27601
Email Address: militscher.chris@epa.gov
Telephone #: 919-856-4206

What are your concerns about the development that is occurring in Brunswick County?

SEE ATTACHED

Are there any other concerns that you would like to see addressed in the Brunswick County CTP?

SEE ATTACHED

Brunswick County Comprehensive Transportation Plan

1. Development concerns

From the various GIS databases it is very apparent that Brunswick County is ‘wet’; very wet. From past environmental work in this county extending back over a decade, Brunswick County has some of the ‘worst’ drainage of any county in North Carolina. From Exhibit C hydric soils mapping, 99% of the county is either Hydric Soil Type A or B. From first hand experience, Brunswick County floods several times a year and not solely from hurricane events. Brunswick County is bounded on a portion of its western boundary by the Waccamaw River. A portion of its northern boundary and its eastern boundary it is bounded by the Cape Fear River. Other major drainage features include the Shallotte River, Lockwood Folly River, Orton Creek, Allen Creek, Town Creek, and the Calabash River. The areas south and east of US 17 are riddled with Carolina bays. Many of these bays have been previously impacted by silvicultural draining activities (i.e., ditching) and there are few intact bays remaining.

Soils in Brunswick County are not conducive to septic systems. Package treatment facilities are too frequently not in compliance with discharge limits due to infiltration and inadequate capacity. Receiving waters are very sensitive (high quality waters) to pollutants and can cause severe environmental problems with regards to fish spawning areas. Exhibit D shows the high quality/outstanding resource waters and fish nursery areas. From Calabash to Southport, the entire Brunswick County coastline and numerous inlets are in this category. Almost exclusively, human development is incompatible with these special uses. Moreover, human activities such as unfettered littering and trash, introduction of aggressive exotic invasive species, herbicide, pesticide and other chemical applications, chemical spills and releases, etc., typically degrade wildlife habitat. There are numerous state and Federal species of concern and threatened and endangered species in Brunswick County. Their ultimate survival will depend greatly upon the ability to control development pressures and ‘environmentally unfriendly’ human activities.

Nonetheless, development pressures will continue in the county. “Swamp” land is relatively cheap, including those areas previously drained by timber companies. However, infrastructure costs are comparatively higher, including those utilities and facilities that require clean fill to raise them out of flood prone areas (e.g., Roadways). Cost-effective sources of clean backfill can be very difficult to find in this area of the State (9/15/06; NCDOT’s Greg Smith, PE, LG). NCDOT projects should be strictly prioritized to address current traffic problems. Future traffic models and projections based upon land use ‘build-out’ assumptions are not realistic based upon very severe environmental constraints. NCDOT projects should be planned as to address only current congestion and capacity issues. Proposed highway projects that have a purpose and need of ‘economic development’, ‘hurricane evacuation’ and ‘system linkage of commuter routes’ should be ‘tabled’ or placed at the bottom of the NCDOT’s priority list.

The Federal Government should also not ‘subsidize’ development through the construction of roadways in hurricane prone areas. Hurricanes Fran, Bertha, Floyd and

others in the 1990's destroyed thousands of homes and resulted in flooding damages to numerous roads. Aiding development efforts by 'improving' capacity of roadways will greatly add to the damages from future natural disasters and the enormous costs to rebuild. While in many areas of the North Carolina coastline development pressure is not contingent upon the expansion of the roadway infrastructure, in Brunswick County they are intricately linked (e.g., Second Bridge to Oak Island). The NCDOT's new roadways provide a 'free easement' for other utilities needed by developers, such as sewers, water lines, electric, cable, etc. Looking at the major roadway network for Brunswick County, it is apparent that the historic 'lack of roadways' (US 74/76, US 17, NC 87, NC 133, NC 211, NC 130, NC 904, NC 179) has kept a great deal of the county rural. 'Improving' this network will not reduce congestion (which for the most part is seasonal) but will ultimately add development and in turn increase roadway demands.

2. Other Concerns to be Addressed in the Brunswick County CTP

NCDOT should explore the use of 'Superstreets' along the two primary US routes (SHCs). NCDOT should discourage the use of bypasses around small communities and towns. Even with full control of access type facilities, bypasses can cause indirect and cumulative impacts with severe environmental damage to sensitive ecosystems. NCDOT right of ways are a breeding ground for exotic invasive plant species. In time, spraying weed control herbicides in areas with shallow ground water can also negatively impact ground and surface water sources. NCDOT should fully assess the cumulative effects of its projects on the natural ecosystem of Brunswick County, including the introduction and proliferation of exotic invasive plant species. These 'weeds' out compete native vegetation and can eliminate habitat for threatened and endangered plants and animal species. NCDOT should check with the NC Exotic Plant Pest Council, USDA and other agencies on the existence and spread of 'high risk/high threat' invasives (such as Kudzu, Chinese Privet, Japanese honeysuckle, Phragmites, Purple loosestrife, Japanese knotweed, etc.).

Army Corp of Engineers

Name: JENNIFER S. FRYE

Agency: USACE - WILMINGTON

Mailing Address: PO BOX 1890

WILMINGTON, NC 28402

Email Address: JENNIFER.S.FRYE@USACE.ARMY.MIL

Telephone #: 910.251.4923

What are your concerns about the development that is occurring in Brunswick County?

- DIRECT, SECONDARY & CUMULATIVE IMPACTS
TO WATERS OF THE U.S., INCLUDING WETLANDS.
- SPRAWL, DISJOINTED DEVELOPMENT

Are there any other concerns that you would like to see addressed in the Brunswick County CTP?

North Carolina Division of Coastal Management

I have reviewed the information provided in your memorandum of September 28, 2006 regarding the Brunswick County Comprehensive Transportation Plan (CTP). I was pleased to see that the GIS data represented in the package included areas of specific interest to the Division of Coastal Management (DCM) and the areas of interest of the agencies that typically comment on CAMA permit applications associated with NCDOT development projects. I would like to see specific references to the Brunswick County CAMA Land Use Plan in the CTP as well as GIS data representing land use. It would not be practical (or possible) to identify CAMA Areas of Environmental Concern (AECs) in the GIS data, but it might be helpful to include in the plan a description of AECs as found on our web site. I am available for future coordination in the development of the Brunswick County CTP.

Steve

--

Steve Sollod
Transportation Project Coordinator
NC Division of Coastal Management

Name: Kathy Matthews
Agency: U.S. EPA (Wetlands Section)
Mailing Address: 109 T.W. Alexander Dr., MAIL CODE N-176-01
Durham, NC 27711
Email Address: Matthews.Kathy@epa.gov
Telephone #: 919-541-3062

What are your concerns about the development that is occurring in Brunswick County?

- Speed of development, particularly large subdivisions
- Is there a plan for growth in the County?
- Protecting water quality and water resources, during the planning process.

Are there any other concerns that you would like to see addressed in the Brunswick County CTP?

- Protection of dwindling aquatic and ecological resources.

Some of the data appears outdated (see list below).
However, I don't know where you can find more updated info.

- Water Distribution Systems (1998 or 2000)
- Shellfish Strata (1994)
- Endangered Species Habitats (1998)
- Land cover (1996)
- Fish nursery areas (1992)
- Shellfish harvesting areas (2000)
- (AMA permits (1991)
- Coastal Marinas (1992)
- Anadromous Fish (1995)

NAME: Travis W. Wilson

AGENCY: North Carolina Wildlife Resources Commission

MAILING ADDRESS: 1142 I-85 Service Road
Creedmoor, NC 27522

EMAIL ADDRESS: travis.wilson@ncwildlife.org

TELEPHONE#: 919-528-9886

1. Concerns about the development that is occurring in Brunswick County including concerns that should be addressed in the CTP.

- Habitat Fragmentation
- Removal of existing and potential Redcockaded woodpecker habitat.
- The current rate of development in Brunswick County insures that any new location roadway will in turn open access to undeveloped portions of the county. Public utilities are often installed with roadway construction, therefore completing the infrastructure for industrial, commercial, and high density residential developments to follow
- Invasive species spread and introduction.
- Current development trends are out pacing transportation planning; therefore potential and often environmentally preferred corridors are lost due to potential human impacts and/or cost associated with relocations.

2. GIS layer comments

- The WRC game lands file shown is out dated. The most recent Game Lands file is from July 2006, and can be downloaded from the nconemap.org
- Mitigation sites (NCDOT and EEP)
- All Natural Heritage Program files should be updated
- Need to include a shape file containing the Priority Areas for Freshwater Conservation as listed in the NC Wildlife Action Plan. This can be obtained from NCWRC, contact Carol Price, NC Wildlife Action Plan Coordinator at 919-707-0227.



North Carolina Department of Cultural Resources
State Historic Preservation Office

Peter B. Sandbeck, Administrator

Michael F. Easley, Governor
Lisbeth C. Evans, Secretary
Jeffrey J. Crow, Deputy Secretary

Office of Archives and History
Division of Historical Resources
David Brook, Director

November 17, 2006

MEMORANDUM

TO: Earlene W. Thomas
Southeast Planning Group Supervisor
NCDOT – Transportation Planning

FROM: Peter Sandbeck *RS& for Peter Sandbeck*

SUBJECT: Brunswick County Comprehensive Transportation Plan (CTP), Brunswick County, ER 06-2561

Thank you for your Memorandum of September 28, 2006, concerning the above plan.

Brunswick County has not been surveyed to identify resources of historical or architectural interest since 1977. Therefore, any federal undertakings in Brunswick County will result in a request from us for an historic/architectural survey. This should be noted in your planning documents.

For your records, we are enclosing a list of Brunswick County historic resources that have been designated as either listed in the National Register, State Study-list, locally-landmarked or determined eligible for the National Register of Historic Places.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763 ext. 246. In all future communication concerning this project, please cite the above referenced tracking number.

Enclosure

ADMINISTRATION
RESTORATION
SURVEY & PLANNING

Location
507 N. Blount Street, Raleigh NC.
515 N. Blount Street, Raleigh NC.
515 N. Blount Street, Raleigh, NC.

Mailing Address
4617 Mail Service Center, Raleigh NC. 27699-4617
4617 Mail Service Center, Raleigh NC. 27699-4617
4617 Mail Service Center, Raleigh NC. 27699-4617

Telephone/Fax
(919)733-4763/733-8653
(919)733-6547/715-4801
(919)733-6545/715-4801

December 13, 2006

Ron Sechler
National Marine Fisheries Service
Habitat Conservation Division
101 Pivers Island Road
Beaufort, North Carolina 28516
Phone: 252-728-5090
Fax: 252-728-8728
Email: ron.sechler@noaa.gov

In your letter requesting input on the preparation of the Brunswick County C (CTP), you listed “Critical or Sensitive” areas that should be preserved or avoided and provided a series of maps that depicted a wide range of environmental assets in Brunswick County. One “critical” asset that is not depicted on the enclosed maps is areas designated as essential fish habitat (EFH) for species managed by the South and Mid-Atlantic Fishery Management Councils (SAFMC, MAFMC) and the National Marine Fisheries Service (NMFS). We believe that the development of CTP for Brunswick County provides a unique opportunity to update the environmental maps for the county to include waters and wetlands designated as EFH. Identification of EFH by the NMFS would be accomplished cooperatively with the North Carolina Division of Marine Fisheries and when completed this information could be added as a data layer in the map products available to NCDOT. NMFS would like to discuss this opportunity further and I can be reached as noted above.

The NMFS has also responded to the questions included on page 3 of your letter:

What are your concerns about the development that is occurring in Brunswick County?

1. The NMFS understands that Brunswick County is beginning a period of rapid development including associated highway improvements. As a result, we are concerned that project specific and secondary/cumulative losses of waters and wetlands that support the fishery resources for which we are responsible will be substantial. NMFS is particularly concerned over losses of EFH described in the 1996 amendments to the Magnuson-Stevens Fisheries Conservation and Management Act. A specific concern is that rapid development, including highway development, will exacerbate losses of essential fish habitat (EFH) and degradation of water quality that is necessary for the continued production of species managed by the South and Mid Atlantic Fishery Management Councils and NMFS. NMFS shares management for many of the coastal and estuarine fishes found in Brunswick County and offshore waters with the state Division of Marine Fisheries, Wildlife Resources Commission and the Atlantic States Marine Fisheries Commission. A number of fishery resources found in Brunswick County are also identified pursuant to the Water Resources Development Act of 1996, as Aquatic Resource of National Importance.

2. To assist in addressing our EFH concern, we are providing a copy of a guidance document prepared by our Southeast Regional Office. Please note that this guidance is not comprehensive, but provides sufficient information to focus your efforts when EFH may be adversely impacted by highway projects component of the Brunswick County Comprehensive Transportation Plan (CTP). For detailed information of EFH and associated managed species, you should review relevant sections of the October 1998 Final Habitat Plan for the Southeast Region. We believe that a generic EFH assessment would be a useful planning component of the Brunswick County CTP

NMFS is also responsible (along with the state agencies identified above) for migratory diadromous fishes found in Brunswick County primarily in the Cape Fear River and tributaries of the Waccamaw River.

Forested wetlands associated with the rivers and streams in Brunswick County provide important habitat and water quality functions that are essential to the continued production of diadromous fishery resources (e.g., shad, river herring, Atlantic sturgeon, and striped bass). The Cape River also supports the endangered shortnose sturgeon for which our Protected Resources Division has management responsibility.

Are there any other concerns that you would like to see addressed in the Brunswick County Transportation Plan?

1. Anticipated growth and highway development in Brunswick County will also result in intense pressure by the housing and business communities to meet the need of present and future county residents. In our opinion, the CTP cannot ignore the relationship between population increases and highway needs. All of the fisheries concerns identified above are equally true for commercial and residential development. In our opinion, the CTP should be truly comprehensive in addressing both the highway and human infrastructure related effects of rapid development in Brunswick County.

2. Losses of surface waters and wetlands, including freshwater wetlands, are not in the best interest of fishery resources. Guidance regarding appropriate mitigation of wetland losses is provided in a variety of sources familiar to the NCDOT and developers of the Brunswick County CTP. Accordingly, we believe that the CTP must include a comprehensive evaluation of anticipated wetlands and fishery habitat related losses and include specific information on how these losses will be addressed.

3. NMFS also believes that many of these losses should be addressed in advance of the impact. Comprehensive “upfront” surface water and wetland mitigation planning should be a component of the Brunswick County CTP. We anticipate that the EEP will participate in this process; however, the rapid development related situation in Brunswick County that lead to the need for a CTP may require resources beyond what is currently available. NMFS staff is available to assist in long-range mitigation planning for wetlands losses that support our trust resources. Also, a generic EFH assessment could assist in the identification of anticipated habitat losses and thereby provide additional guidance for a determination of the need for “upfront” mitigation.

Memo

To: Earlene Thomas
NCDOT Transportation Planning Branch

From: Dan Bell
The Nature Conservancy

Re: Brunswick County Comprehensive Transportation Plan
Review of NCDOT Environmental Features Mapping

Date: October 30, 2006

At the October 27 meeting of the Cape Fear Arch Conservation Collaboration, our group reviewed the “environmental features” mapping compiled by the NCDOT Transportation Planning Branch for Brunswick County. This memo and the attached maps represent the collective comments from these participants. In addition, some organizations have chosen to respond individually.

General Comments:

- Much of the data is out-of-date and does not reflect current conservation lands or priorities.
- The source of some data is unclear. Consequently, there was little opportunity to assess the data’s credibility.
- NCDOT needs to get most recent data from NC Natural Heritage Program and environmental management agencies (i.e. Division of Coastal Management, Division of Marine Fisheries, Division of Water Quality).

Brunswick County Environmental Map “A”

1. Need updated NC Wildlife Resources Commission (NCWRC) coverage for “Gamelands”. [Contact: NCWRC]
2. Need to add NCWRC “Black Bear Sanctuary”, which covers tens of thousands of acres in central Brunswick County. [Contact: NCWRC]
3. Depiction of Green Swamp Gamelands is inaccurate. [Contact: NCWRC or The Nature Conservancy]
4. Add state-owned Gamelands along Waccamaw River. [Contact: NCWRC]
5. Need to update state-owned conservation lands at Boiling Spring Lakes Preserve. [Contact: The Nature Conservancy or NC Dept. of Agriculture]
6. Add proposed NC International Port property.
7. The federal land depicted is a switchyard for the Sunny Point Railroad. It does not have ecological value and should not be included in environmental maps.
8. The state-owned property behind Belville Elementary school has been sold to private developers and should not be depicted.
9. This map should include state held Clean Water Management Trust Fund easements. [Contact: NC Clean Water management Trust Fund]

Brunswick County Environmental Map “B”

1. Use most recent wetlands data [Contact: Brunswick County Planning Department and NC Division of Coastal Management]

Brunswick County Environmental Map “C”

1. Unable to assess accuracy because source data for map are unclear. In addition to using most recent wetlands data, NCDOT should integrate analysis by Brunswick County on soil suitability for development. [Contact: Brunswick County Planning Department and Brunswick County Soil & Water Conservation District]

Brunswick County Environmental Map “D”

1. Use most recent data for Anadromous Spawning Areas, Fish Nursery Areas consistent with NC Coastal Habitat Protection Plan (CHPP). Map should include DMF Oyster reef restoration sites. [Contact: NCDENR Division of Marine Fisheries]
2. Use most recent data for High Quality/ Outstanding Resource Waters [Contact: NCDENR Division of Water Quality]
3. Use most recent data for dedicated/ registered properties [Contact: NCDENR Natural Heritage Program]
4. Use most recent data for known archaeological sites. [Contact: NC Division of Cultural Resources]
5. The Waccamaw River, Juniper Creek and tributaries should be recognized as significant aquatic endangered species habitats. [Contact: NCDENR Natural Heritage Program and US Fish & Wildlife Service]
6. Bird Island is dedicated. [Contact: NCDENR Natural Heritage Program]
7. The Green Swamp dedication boundaries are not correct. [Contact: NCDENR Natural Heritage Program and The Nature Conservancy]
8. It is believed that there are dedicated/ registered properties on Town Creek. [Contact: NCDENR Natural Heritage Program and NC Coastal Land Trust]
9. Large portions of the Boiling Spring Lakes Preserve are dedicated. [Contact: NCDENR Natural Heritage Program and The Nature Conservancy]
10. Confirm that this is a registered/ dedicated property on Sunny Point Military Terminal. [Contact: NCDENR Natural Heritage Program and MOTSU]
11. Fort Fisher- Smith Island complex are dedicated. [Contact: NCDENR Natural Heritage Program and NCDENR Division of Coastal Management]
12. Bald Head Woods are dedicated. [Contact: NCDENR Natural Heritage Program, NCDENR Division of Coastal Management and Bald Head Island Conservancy]

Brunswick County Environmental Map “E”

1. This map should include any federal or state endangered/ threatened species, as well as any designated critical habitat.
2. Use most recent significant natural heritage area/ element occurrence data. [Contact: NCDENR Natural Heritage Program]

3. This map should include critical aquatic habitats as identified in the NC Wildlife Action Plan. [Contact: NC Wildlife Resources Commission]

Brunswick County Environmental Map “F”

1. Use most recent significant natural heritage area/ element occurrence data. [Contact: NCDENR Natural Heritage Program]
2. Managed Areas coverage should include 18,600-acre Juniper Creek Preserve. [Contact: The Nature Conservancy]
3. The federal land depicted is a switchyard for the Sunny Point Railroad. It does not have ecological value and should not be included in environmental maps.

Brunswick County Environmental Map “G”

1. Land trust priorities. What is the source of this data? The Cape Fear Arch Conservation Collaboration is currently refining our collective conservation priorities.
2. This map should include all DOT/EEP mitigation sites.
3. This map should include Audubon Important Birding Areas and the NC Birding Trail [Contact: NC Audubon and NC Wildlife Resources Commission]
4. This map should include all county/ city parks, Brunswick County Voluntary Agriculture District and all lands protected by farmland easements. [Contact: Brunswick County Parks and Brunswick County Soil & Water Conservation District]
5. This map should include Ducks Unlimited priority areas.
6. Managed Areas coverage should include 18,600-acre Juniper Creek Preserve. [Contact: The Nature Conservancy]
7. Ownership of Green Swamp Preserve is depicted incorrectly. [Contact: The Nature Conservancy]
8. Need to use most recent conservation ownership data on Town Creek. [Contact NC Coastal Land Trust]
9. Need to use most recent ownership data for Boiling Spring Lakes Preserve. [Contact: The Nature Conservancy]
10. This map should include land protected through Forest Legacy program on Town Creek. [Contact NC Coastal Land Trust]
11. New Hanover Soil and Water Conservation District and Town of Leland are focused on Eagle Island priority area.
12. Need to include Lockwood Folly River watershed management study area [Contact: NC Coastal Federation and Brunswick County Planning Dept.]

To: Chris Militscher/R4/USEPA/US@EPA
From: Earlene Thomas <ewthomas@dot.state.nc.us>
Date: 10/18/2007 01:47PM
cc: Heinz Mueller/R4/USEPA/US@EPA, Linda Rimer/RTP/USEPA/US@EPA,
Mike Bruff <mbruff@dot.state.nc.us>
Subject: Re: Brunswick CTP Draft Recommendations

Chris,

Thank you for the comments. I will ensure that they are incorporated into the CTP documentation.

Militscher.Chris@epamail.epa.gov wrote:

Earlene: As a follow-up to your presentation on the status of the Brunswick County CTP, we ask that NCDT Transportation Planning Branch consider the following for inclusion in your final plan:

1. Per Linda's remarks, the plan should discuss the potential effects of Sea Level Rise (SLR) and the increase vulnerability of infrastructure along coastal NC. There are numerous websites and links for additional information, but some good discussions on the issues can be found at:

www.ncseagrant.org
www.cop.noaa.gov/stressors/climatechange
www.ecu.edu/cs-admin/news/inthenews/archives/2005/10/charlotte-observer-nc-coast-a-concern.cfm

or searches at the NC Climate Change Commission (Julie Hunkins was the NCDOT rep. at one time & may still be), Dr. Stan Riggs, and/or Doug Rader.

Some of the freeway/expressways and other proposed roadways & improvements are at or near sea level. Future predictions with only a moderate rise in Sea level will inundate major areas along the NC coast, including substantial portions of Brunswick Co. Some of the more vulnerable roadways project could be in locations such as NC 87 and NC 133 in the Boiling Springs area, US 17 and NC 211 near Lockwood Folly River, NC 130 and US 17 near the Shallotte River, etc. LRTP should address this issue and highlight those projects that could be affected in the future from predicted SLR.

2. Bicycle Map: There should be a detailed discussion regarding designated Bicycle route #3 (NC 179/NC211) and how this existing route could be potentially expanded via some of the proposed projects. We understand the AASHTO standards, but would like to see how some of the specific roadway improvement projects could be comprehensively integrated with the existing Bike Rte. #3 and which projects may be good candidates for an expansion of the route

(notwithstanding the funding issue).

3. Public Transportation (and Rail Map): EPA would like to see a further discussion and analysis of the issues in the CTP (more than just a statement that there are no planned improvements to either). With the substantial existing (and future projected) numbers of retirees moving to Brunswick County, there is already a need for public transportation. Many retirees are getting 'too old' to drive, are on fixed incomes, and live substantial distances to markets, doctor's offices, etc. My relatives (for one) live near Shallotte and have complained that there is no way to get anyway in the County without having to drive. There aren't even localized shuttles services available in and around Shallotte. With the increases in fuel costs and other economic factors, local governments need to start planning for public transportation (not just more roads) for a 'majority' of the year-round residents. There are numerous 'senior communities' that would benefit from shuttles services and other locally-supported public transportation initiatives. Regarding the NC Port Authority project, we understand that without more details from them it is going to be difficult to incorporate their State planning efforts into your CTP.

Thank you for the opportunity to comment.

Christopher A. Militscher, REM, CHMM
USEPA Raleigh Office
919-856-4206

December 21, 2007

Derrick Lewis, P.E.
NCDOT Program Development Branch
1534 Mail Service Center
Raleigh, NC 27699-1534

Dear Mr. Lewis,

As the new Southeast Coastal Plain Project Director for The Nature Conservancy based in Wilmington, I am pleased to offer my comments on the Comprehensive Transportation Plan (CTP) Study for Brunswick County. I appreciate the opportunity for The Nature Conservancy to participate in the CTP process thus far, and I want to identify our concerns with the proposed Interstate 74 corridor along State Route 211. While the strains of economic growth are inevitable, every effort should be made to preserve Brunswick County's unique natural treasures, especially those of the Green Swamp and Juniper Creek preserves.

Background on the Green Swamp and Juniper Creek

As you know, southeastern North Carolina is recognized as an area of extraordinary biological diversity. Several species, including numerous carnivorous plants, have all or most of their global range in the lower coastal plain. Brunswick County claims the state's greatest number of rare plant and animal species. The Nature Conservancy's primary focus is on three conservation areas – the Green Swamp (15,550 acres), Juniper Creek (18,341 acres) and Boiling Spring Lakes (7,500 acres).

Featuring a complex of longleaf pine savannas and limesink ponds bound together by thousands of acres of pocosin (a type of evergreen shrub bog), the Green Swamp is home to more than 400 vascular plant species, such as the Venus flytrap, and provides habitat for animals such as the red-cockaded woodpecker and black bear. The life cycles of many plants and animals found in the Green Swamp are tied to fire. Longleaf pine trees, for example, need fire to maintain an open understory so that their seeds can germinate. The Nature Conservancy actively works to maintain ecosystem health by setting prescribed burns in longleaf and pocosin communities and by replanting longleaf pine trees.

Dominated by a mix of uplands and frequently flooded hardwood swamps, many of which are classified as wetlands, the Juniper Creek Preserve is home to rare fish and mussels. The healthiest populations of the Carolina pygmy sunfish (a threatened species in NC) and the broadtail madtom (a species of concern in NC) are located here. Juniper Creek is part of the National Significant Waccamaw River Aquatic Habitat State Natural Heritage Area. The 1999 Division of Water Quality Lumber River Basinwide Management Plan describes the Waccamaw watershed as "a showcase of biological

richness.” The high quality waters of Juniper Creek are a recreational and natural asset which provides an important natural corridor between the 15,550-acre Green Swamp Preserve and the Waccamaw River complex.

The Cape Fear Arch Conservation Collaborative is a conservation partnership focused on the area between Cape Lookout and Cape Romaine. Since 2004, more than twenty signatories—including the US Fish and Wildlife Service, The Nature Conservancy, the NC Coastal Federation and the City of Wilmington—have joined this organization to promote regional conservation issues. Protection of the Green Swamp Preserve and the Juniper Creek Preserve are paramount in protecting the Waccamaw River watershed.

CTP Process Showed No Need to Improve State Route 211

Maps generated during the CTP process show extensive needs on the south side of US 17 and no road improvement needs along the State Route 211 corridor, which does not even near capacity by 2035. Only 4,600 cars per day are projected, less than half the current capacity of 11,000 cars per day. No concerns were raised during the CTP process to improve the State Route 211 area.

In contrast to the State Route 211 corridor, CTP data show that US74/76 and US 17 west and south of Wilmington are projected to be well over capacity. For this and other reasons discussed below, it is more preferable to upgrade the US 74/76 corridor to interstate standards and connect it to the Wilmington I-140 loop. Similarly, US 17 should be upgraded and connected with the I-140 loop. In meetings with Nature Conservancy staff, NC DOT representatives have indeed identified this as a viable alternative to the Green Swamp State Route 211 corridor.

Concern in Expanding State Route 211

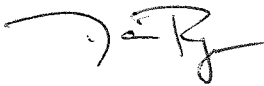
Improving State Route 211, or new construction on a corridor paralleling this two lane rural highway to accommodate Interstate 74 will result in insurmountable obstacles to preserving the Green Swamp and Juniper Creek. An interstate will require extensive filling of these wetlands that The Nature Conservancy has worked to protect since 1977. An interstate will fragment the diverse wildlife habitat. Increased traffic along that corridor will pose increased dangers to both wildlife and vehicles due to unavoidable animal strikes as they move between the Green Swamp and Juniper Creek. Further, the use of prescribed fire, which is essential to the proper management of the natural systems in this area, will be severely curtailed, or even eliminated, due to smoke visibility issues that would not be compatible with increased vehicle traffic expected with an interstate. Without using fire on these preserves, the understory will be overtaken by hardwood shrubs, habitat for rare species will be curtailed and many native plant species will be shaded out. This will have impacts on endangered species such as the red-cockaded woodpecker. Finally, a new interstate in this area would encourage additional commercial and residential development in close proximity to the preserve, compounding these natural resource management conflicts.

Linking Interstate 74 to Wilmington Makes Economic Sense

The Nature Conservancy's concerns about a highway going through two of North Carolina's prime preserves are evident. An equally compelling argument is that I-74 should connect with the Wilmington I-140 loop to serve Wilmington's transportation and economic needs. The International Port needs highway connections to Charlotte. Columbus County should have a dedicated interstate to Wilmington. According to NCDOT studies, upgrading the current US 74/76 corridor as well as US 17 would cost far less than routing Interstate 74 through the Green Swamp and Juniper Creek preserves—with far fewer environmental impacts. And Brunswick County beaches will be better served by improving US 17.

With limited transportation funds projected in the coming years, we need to prioritize projects where there is true need. The CTP process is intended to be an opportunity to provide a meaningful examination of the actual transportation needs of Brunswick County rather than merely “rubberstamping” past assessments about the appropriate location of future interstate capacity. In fact, according to the new NCDOT procedure for revisions to the Strategic Highway Plan, the Rural Planning Organization (RPO) is the appropriate entity to request modification. By avoiding the State Route 211 corridor, and instead focusing on improving US 74/76 and US 17 into the Wilmington I-140 loop, Brunswick County's natural areas will be preserved and economic development will be encouraged.

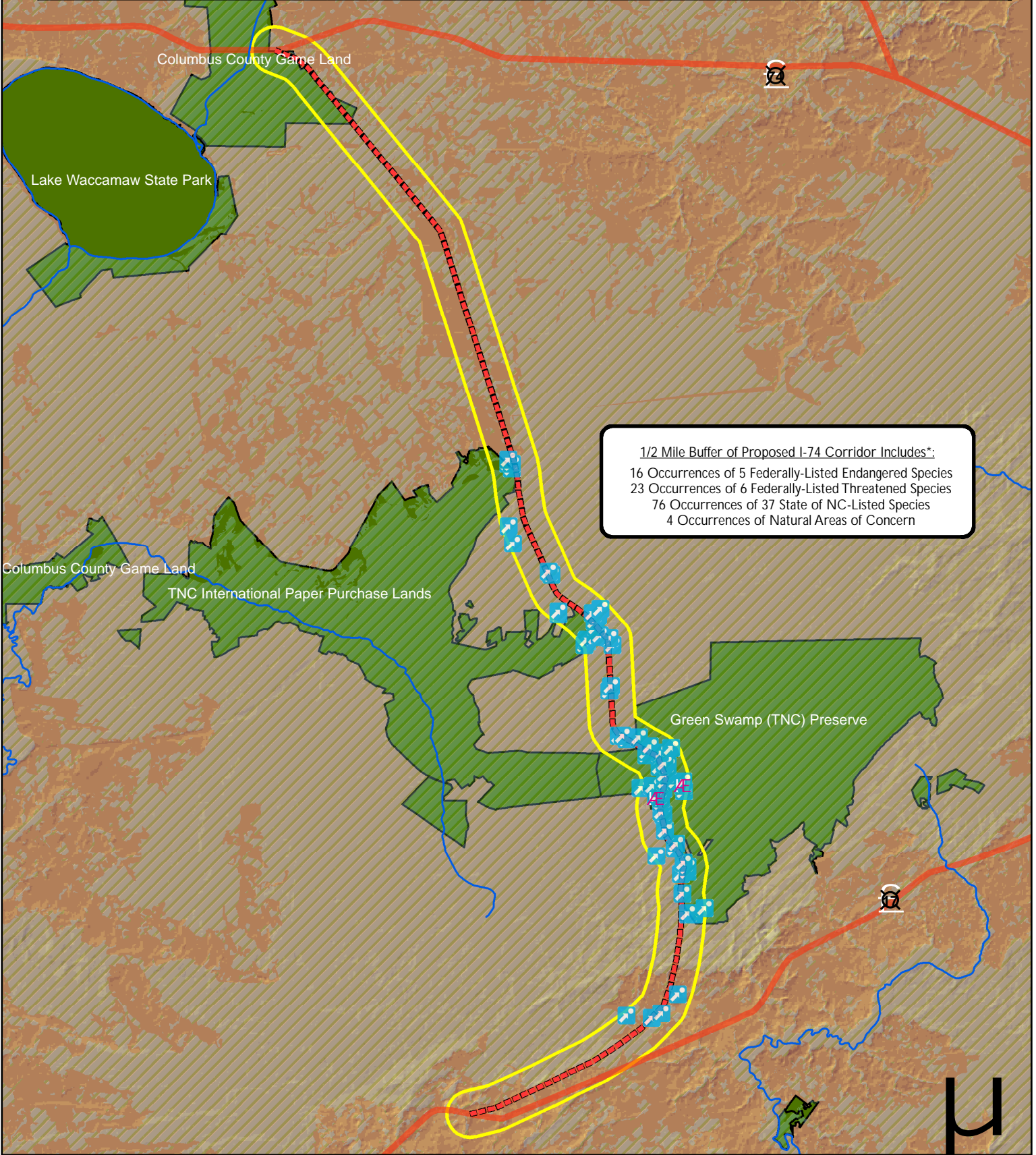
Sincerely,



Dan Ryan
Southeast Coastal Plain Project Director
The Nature Conservancy

Cc: Earlene Thomas, P.E., NC DOT Transportation Planning Branch
Don Eggert, AICP. Cape Fear RPO
Leslie Bell, AICP. Brunswick County Planning Director
David Farren, Esq. Southern Environmental Law Center

Proposed I-74 Corridor in Relation to Natural Heritage Element Occurrences



*Species Data Provided By The North Carolina Department of Environment and Natural Resources, Division of Parks and Recreation, Natural Heritage Program

	Proposed I-74 Corridor		Other Natural Heritage Element Occurrences*		Wetlands
	1/2 Mile Buffer of Proposed Interstate		Managed Lands		Miles
	Red Cockaded Woodpecker Occurrences*		Major Hydrography	0	1
				2	4

Appendix G-2: Current Public Involvement Summary

2017 Local Officials Informational Meeting (LOIM) Meeting Summary

- ◇ Sign-In Sheets
- ◇ Meeting Invitation
- ◇ Meeting Handout
- ◇ Presentation Slides

MEMO

To: Kim Gillespie, NCDOT PDEA
From: Bobby Norburn
Date: May 2, 2017
Re: Local Official's Informational Meeting; Proposed Carolina Bays Parkway Extension (SC 31), from SC 9 in Horry County, SC to US 17 Shallotte Bypass in Brunswick County, NC; NCDOT Project No. 44604; SCDOT Project No. P029554

A Local Official's Informational Meeting (LOIM) was held on February 7, 2017 at the South Brunswick Islands Center in Carolina Shores, North Carolina. The purpose of the LOIM was to introduce the Carolina Bays Parkway Extension study to local officials and provide an opportunity to share information regarding the project.

Local Official's Informational Meeting Summary

The LOIM was held from 2:00 to 4:00 p.m. Thirty-eight (38) attendees signed in at the meeting, including 22 representatives from local jurisdictions, and five property owners and/or HOA representatives. The following local jurisdictions and agencies were represented at the meeting:

- Brunswick County, NC
- Calabash, NC
- Carolina Shores, NC
- Holden Beach, NC
- Horry County, SC
- Myrtle Beach, SC
- North Myrtle Beach, SC
- Ocean Isle Beach, NC
- Shallotte, NC
- Sunset Beach, NC
- Varnamtown, NC
- GSATS
- SCDOT
- NCDOT

Jay McInnis opened the meeting and introduced the project team. He then went through the presentation. The following items were discussed following the presentation:

- In response to a question regarding the preliminary cost estimate, Mr. McInnis stated the estimate was based on the feasibility study alignments, which may or may not be similar to the alignments that will be developed as part of the current study. A meeting participant said there should be a factor to inflate the 2006 dollar amounts to the current year. Mr. McInnis noted more accurate cost estimates would be developed later in the project development process once preliminary alignments are developed. Leah Quattlebaum added the current \$185 million estimate for the South Carolina portion of the project does include inflation.
- An attendee requested the DOTs consider expanding the preliminary study area boundary to the north in the vicinity of the Brunswick Plantation subdivision. He indicated there is a lot of active development underway in that area that will be hard for the proposed project to avoid based on the current location of the northern boundary.
- Sheila McLamb (property owner and representative of Meadowlands Golf Club and Farmstead Golf Links) said she concurred with widening the preliminary study area boundary to the north in the Carolina Shores area so that it would be possible to develop alignments that avoid existing development. She would also like to see the northern boundary widened all the way to the eastern terminus of the project. This would allow alignments to be developed that would traverse undeveloped farmland rather than go through developed areas.
- Mayor Walter Eccard (Town of Shallotte) stated the development of preliminary alternatives will require seeking a balance between potential impacts to developed areas and wetlands.
- A meeting participant remarked the further south the project is located (i.e., closer to existing US 17), the more impacts there will likely be to the integrity of existing neighborhoods in the area, as well as associated municipal tax bases.
- Ms. McLamb said a group of property owners is having an engineering firm develop proposed routes for the project that they think would have the most positive economic impact for the area. The proposed routes are being located in less developed areas where there would be less existing community and tax base impacts. They believe the routes being developed would also help the economy of areas that are currently undeveloped by opening these areas up to potential development and related economic activity. Once they have their plan completed, they would like to meet with GSATS to present their results. They also want to invite the DOTs and any other parties that it would make sense to have in attendance. She believes their results will provide valuable information as to the best locations for the proposed project, particularly in terms of positive economic impacts at both the county and state level.
- Mayor Eccard stated he understands why Ms. McLamb's citizens group is conducting their own study, but he wants to see their efforts and results incorporated into the standard project development process. He questioned the prudence of having a separate meeting when there is already a process for citizens to present such information to the MPO. He would like to see the results presented at a proper MPO meeting in order to make sure the information is properly shared.
- Mr. McInnis said NCDOT is receptive to hearing their results, but any discussions with Ms. McLamb's citizens group will be integrated into the normal project development process. Mr. McInnis said it can be a challenge during this stage of the project development process to keep focused on developing the purpose and need for the project rather than potential corridors and alignments. However, it is important to work with the resource and regulatory agencies to develop a solid project purpose and need. The information being developed by Ms. McLamb's citizens group related to potential alignments is an important part of the

project development process, but it needs to be incorporated into the process at the correct stage.

- An attendee asked if the information being presented at today's meeting is on the Carolina Bays Parkway project website. Mr. McInnis responded the information being presented was not on the project website, but it could be included in a future website update.

Attachments: Sign-in sheets
Meeting invitation
Meeting handout
Presentation slides

cc: File 2016080.00
Henry Phillips, SCDOT
Leah Quattlebaum, SCDOT
Jay McInnis, NCDOT
Liz Kavasckitz, CALYX
Randy Williamson, HDR

Local Officials Meeting

NCDOT Project No. 44604; SCDOT Project No. P029554

Proposed Carolina Bays Parkway Extension, from SC 9 in Horry County, SC to US 17 Shallotte Bypass in Brunswick County, NC.



Name	Affiliation	Phone Number	E-mail Address
Pete LARKIN	COUNCIL SUNSET BEACH, NC		PLARKIN@SUNSETBEACHNC.GOV
Ann Hardy	Brunswick County	910 253 2020	ann.hardy@brunswickcountync.gov
HAROLD WORLEY	HORRY COUNTY COUNCIL	843-340-5999	HAROLDWORLEY@GMAIL.COM
Kevin Blayton	CITY NMB	843 280 5538	kdblanton@nmb.us
Walt Eccard	Town of Shallotte	910-886-0319	wdeccard@gmail.com
Sheila McLamb	Meadowlands Golf Farmstead Golf Links	910-287-7529	McLambLaw@aol.com
Edward STARKS	CSATS	843-436-6136	estarks@wccom.org
ANDY MARKUNAS	HORRY COUNTY ENGINEERING	843-915-5160	markunaa@horrycounty.org
Martha Hodge	CAZYX	919-858-1811	MTHODGE@CALYXENGINEERS.COM

Local Officials Meeting

NCDOT Project No. 44604; SCDOT Project No. P029554

Proposed Carolina Bays Parkway Extension, from SC 9 in Horry County, SC to US 17 Shallotte Bypass in Brunswick County, NC.



Name	Affiliation	Phone Number	E-mail Address
Liz Kovaschitz	CALYX	919-858-1808	LKOVASCKITZ@CALYXENGINEERS.com
Roy Cundiff	A3C PO#	910 5754955	MR CUNDIFF@A3C.NET
Alan Pytcher	NL501	(410) 341-2000	apytcher@ncdot.gov
George Ennis Swain	Town of VARNAMTOWN	910-842-6217	
Pat Sykes	BC Commissioner	910-622-5333	
David Schwerdt	Horry County	843-915-7896	Schwerdd@horrycounty.org
Rebecca Bennett	Brunswick county	910-287-5724	rebecca@crowcreekgolf.com
MARK HOEWELER	GSAT S	843 340-5612	mhoeweler@wrcog.org
Justin Whiteside	Town of Ocean Isle Beach	910-579-3469	justin@oibgov.com

Local Officials Meeting

NCDOT Project No. 44604; SCDOT Project No. P029554

Proposed Carolina Bays Parkway Extension, from SC 9 in Horry County, SC to US 17 Shallotte Bypass in Brunswick County, NC.



Name	Affiliation	Phone Number	E-mail Address
Mary Knight	Calabash Mayor	910-575-2176	zoomer@atmc.net
J. McLaughlin	Brunswick Playhouse	910-437-029	j.mclaughlin@atmc.net
BILL BRENNAN	CAROLINA STORE	910-579-2064	bill.brennan@atmc.net
BOBBY NORBURN	CALYX		bnorburn@CALYXENGINEERS.COM
Randy Williamson	HDR	864-634-4209	Randy.Williamson@hdrinc.com
Kim Gillespie	NCDOT		
Jay McInnis	NCDOT		
Leah Quattlebaum	SCDOT		
Henry Phillips	SCDOT		

Local Officials Meeting

NCDOT Project No. 44604; SCDOT Project No. P029554

Proposed Carolina Bays Parkway Extension, from SC 9 in Horry County, SC to US 17 Shallotte Bypass in Brunswick County, NC.



Name	Affiliation	Phone Number	E-mail Address
Lynn Spivey	Brunswick <i>North Carolina</i>	910-443-4800	lspivey@spivey-sealy.com
Randy Thompson	Brunswick County	910-398-1818	rthompson@atmc.net
Jim Mendenhall	Town of Carolina Shores	910-575-4877	jmendenhall@atmc.net
ALAN HOLDEN	Mayor Holden Beh	910 279 5938	holden@holden-beach.com
John Pedersen	City of Myrtle Beach	843-918-1002	jpedersen@cityofmyrtlebeach.com
Steve Drum	CALIX		

Local Officials Meeting

NCDOT Project No. 44604; SCDOT Project No. P029554



Proposed Carolina Bays Parkway Extension, from SC 9 in Horry County, SC to US 17 Shallotte Bypass in Brunswick County, NC.

Name	Affiliation	Phone Number	E-mail Address
JOHN CORBETT	Councilman, Sunset Beach	571 251 8778	JCORBETT@sunsetbeachnc.gov john.corbett@nc.gov
Marc Pages	Brunswick Co. Planning	910-253-2056	marc.pages@brunswickcountync.gov
Chuck Lance	CALABASH	910-579-6747	talalabash@atmc.net
Mason Anderson	Brk Pct	910-443-8964	Wha2@atmc
Craig Cresham	Clearbox Forecast Group	919-274-3596	craig@clearboxforecast.com

January 23, 2017

Dear Sir or Madam:

SUBJECT: Invitation to Local Official's Informational Meeting – Proposed Carolina Bays Parkway Extension, from SC 9 in Horry County, SC to US 17 Shallotte Bypass in Brunswick County, NC. NCDOT Project 44604; SCDOT Project P029554.

The North Carolina and South Carolina Departments of Transportation invite you to attend a meeting to discuss the proposed Carolina Bays Parkway Extension. This meeting is scheduled for:

Date: Tuesday, February 7, 2017

Time: 2:00 pm – 4:00 pm

Location: South Brunswick Islands Center, 9400 Ocean Hwy 17 West, Carolina Shores, NC

The purpose of this meeting is to introduce the project study to local officials and provide an opportunity to share information regarding the project. The project team will present information on the project background and on the problem it is intended to address, as well as on the current status and proposed schedule. Attendees will have an opportunity to provide the project team with any pertinent project-related information they may be aware of, including any potential constraints.

Please contact NCDOT/SCDOT project consultant Liz Kovasckitz with CALYX Engineers and Consultants at (919) 858-1808, or by e-mail at lkovasckitz@calyxengineers.com, by February 6, 2017 if you or your representative will attend the meeting.

Thank you and we look forward to meeting with you.

Sincerely,

Kim L. Gillespie, PE

Kim L. Gillespie, PE, Project Planning Engineer
Project Development and Environmental Analysis, NCDOT

cc: Leah Quattlebaum, PE SCDOT RPG 2 Manager
Henry Phillips, SCDOT NEPA Coordinator RPG 2
W. Kyle Berry, PE, SCDOT District 5 Administrator
Jay McInnis, PE, NCDOT Project Engineer
Karen Collette, PE, NCDOT Division 3 Engineer
Benjamin Hughes, PE, NCDOT District 3 Engineer
Liz Kovasckitz, AICP, CALYX

Local Officials Meeting

February 7, 2017

Welcome to the first Local Officials Meeting for the proposed Carolina Bays Parkway Extension project. We appreciate your attendance here this afternoon. Staff from the North Carolina and South Carolina Departments of Transportation are on hand to discuss the project with you, receive your comments and answer your questions. A formal presentation will begin at 2:30 pm.

Project Fast Facts

Where is the proposed project located? Carolina Bays Parkway Extension would extend existing Carolina Bays Parkway (SC 31) from SC 9 in Horry County, SC to US 17 Shallotte Bypass in Brunswick County, NC. A vicinity map showing the project location is on the back side of this handout.

What is the purpose of the project? The purpose of the proposed project is to improve mobility and safety for traffic currently using the US 17 corridor in the Little River and Grand Strand areas. The project is also intended to provide a more direct route for tourist and coastal truck traffic travelling in and through the project area.

What type of facility is anticipated? The scope of proposed improvements consists of improving traffic congestion within the corridor. The project is expected to involve the construction of a multilane freeway, with part on new location. Design alternatives and the most appropriate and effective methods for improving the corridor will be evaluated.

What is the current project schedule? NCDOT and SCDOT have started the project development, environmental and engineering studies for the proposed project. An Environmental Impact Statement will be prepared, with the final environmental document expected to be completed in early 2022. The schedule for right-of-way acquisition and construction in each State will be established as the project progresses and funding is in place.

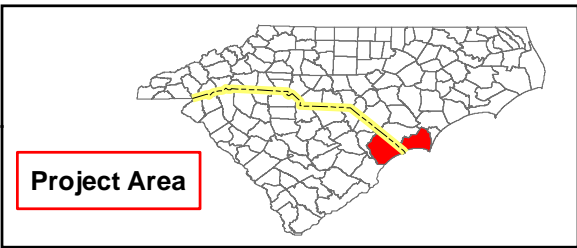
How much will the project cost? Recent cost estimates from both States approximate the total cost of the project at \$435 million. Of this total, the estimated cost of the South Carolina portion of the project is approximately \$185 million and the estimated cost of the North Carolina portion is approximately \$250 million. These costs are preliminary estimates based on conceptual designs and will change as more detailed designs are developed.

Who can I contact regarding the project?

Ms. Kim Gillespie, PE
NCDOT Project Planning Engineer
(919) 707-6023
kgillespie@ncdot.gov
1548 Mail Service Center
Raleigh, NC 27699-1548

Ms. Leah Quattlebaum, PE
SCDOT RPG-2 Pee Dee Engineer
(803) 737-1751
QuattlebLB@scdot.org
P.O. Box 191
Columbia, SC 29202

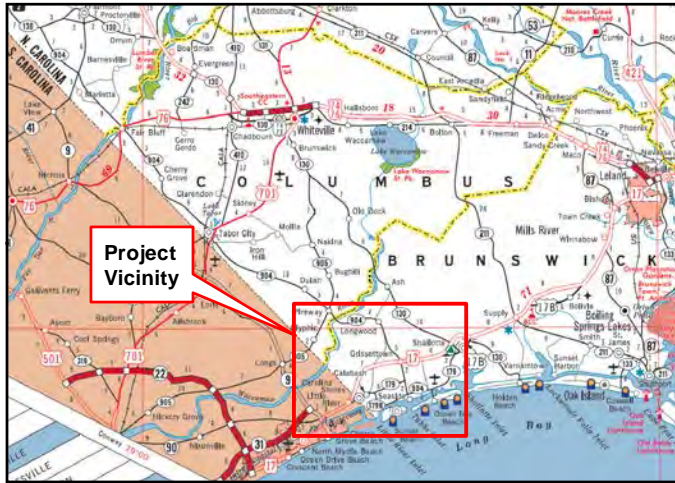
Carolina Bays Parkway Extension project website: <https://www.ncdot.gov/projects/CBP/>



Carolina Bays

Parkway Extension

North Carolina + South Carolina



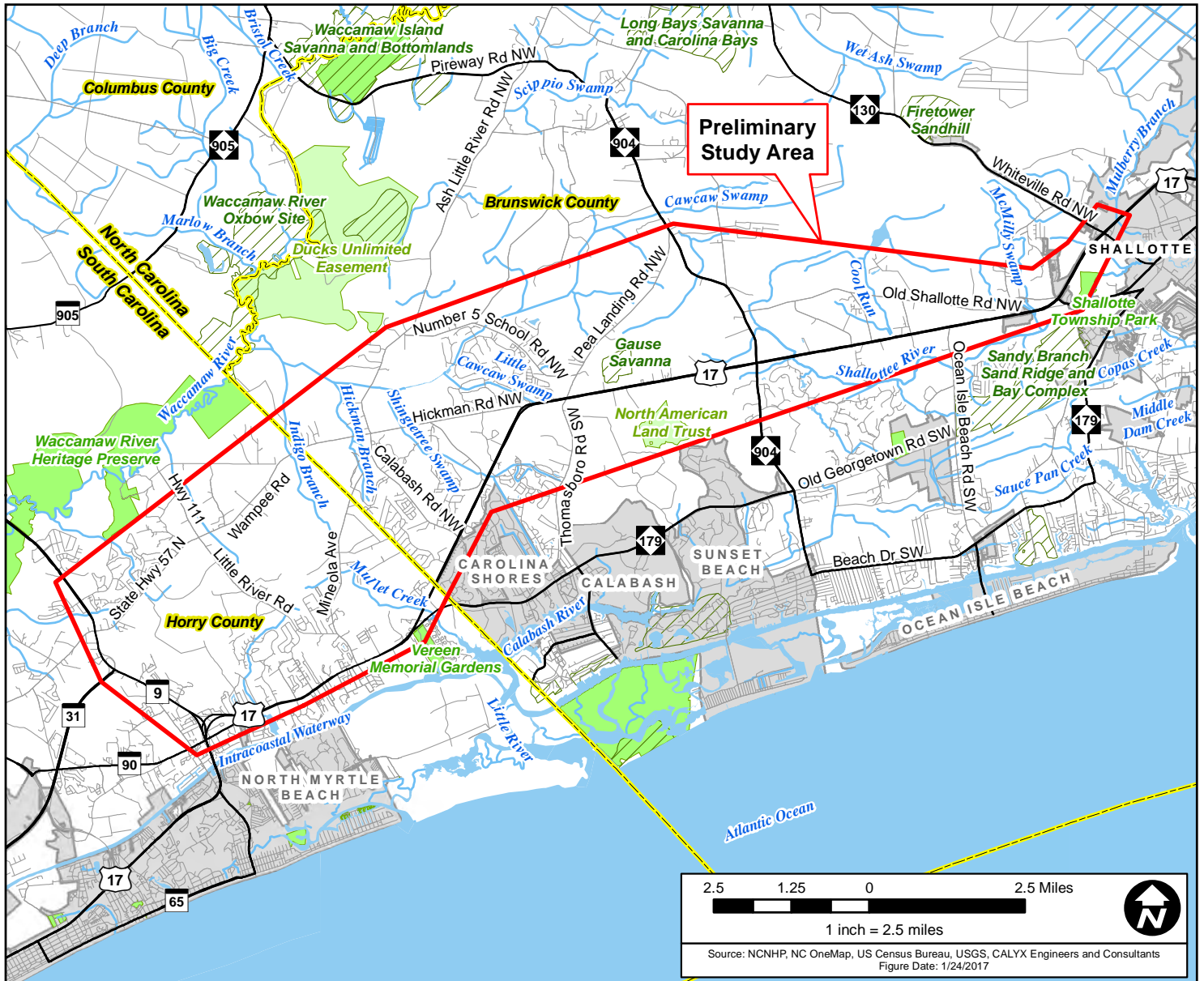
NCDOT Project No. 44604
Brunswick County



SCDOT Project No. P029554
Horry County



Vicinity Map





North Carolina
Department of Transportation



South Carolina
Department of Transportation



Local Officials Meeting




Carolina Bays
Parkway Extension
North Carolina - South Carolina

February 7, 2017

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Purpose of Today's Meeting

- Provide an opportunity for information exchange that will be used for project development
- Present information on the project background and purpose
- Discuss the project status and proposed schedule







Carolina Bays
Parkway Extension
North Carolina - South Carolina

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Meeting Agenda

- Project Overview
- Project Purpose and Need
- Project History
- Project Development Process
- Schedule and Cost Estimates
- Next Steps
- Discussion




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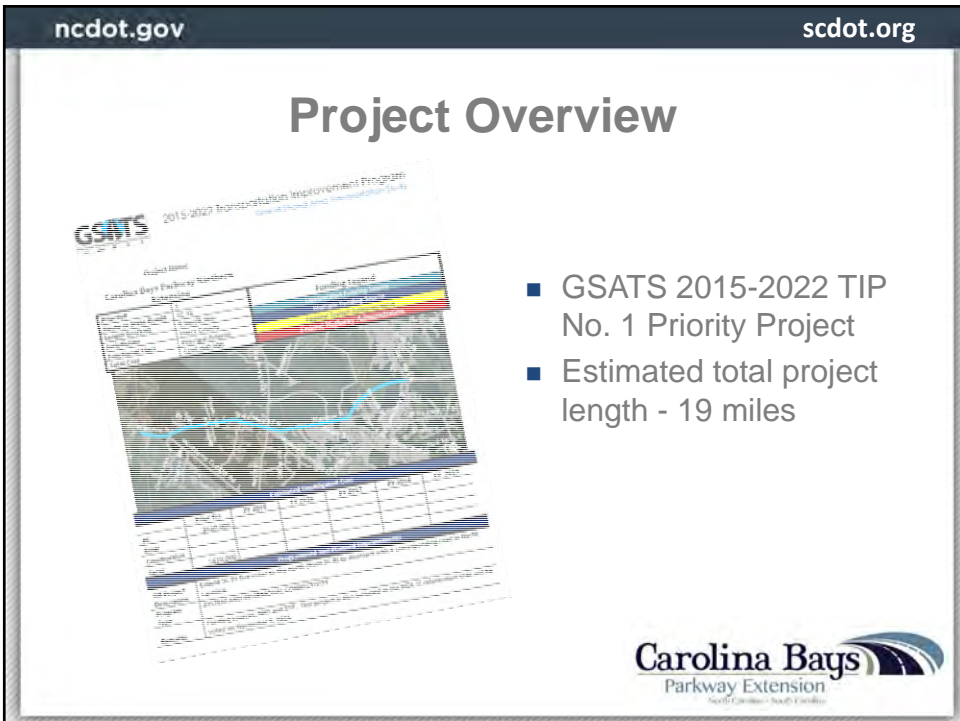
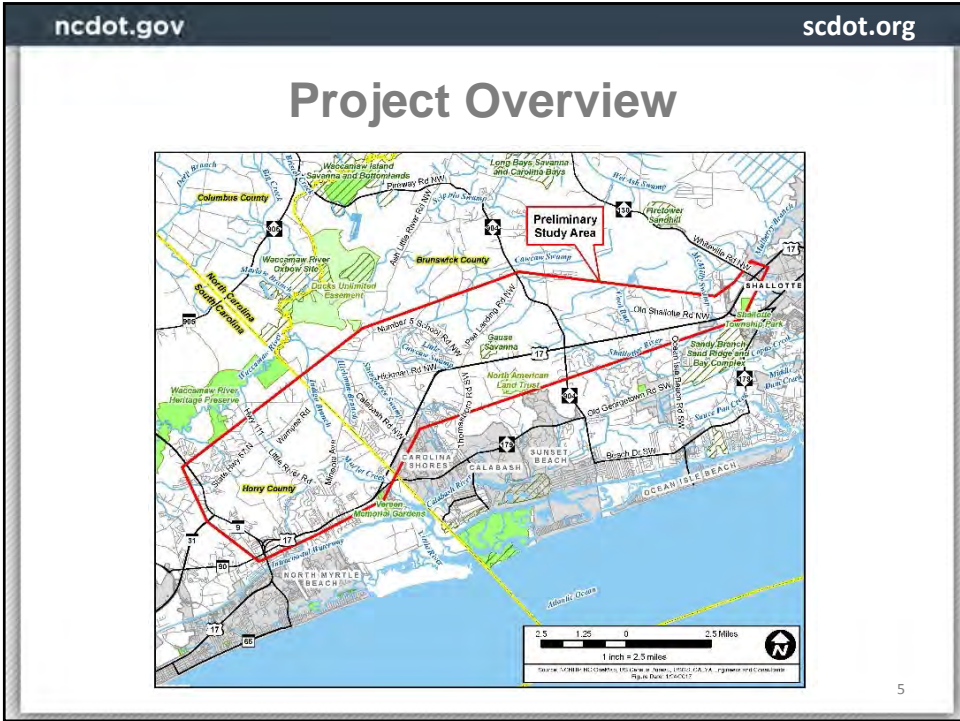
Project Overview



- Proposed extension of Carolina Bays Parkway (SC 31) from SC 9 in Horry County, SC to US 17 Shallotte Bypass in Brunswick County, NC
- NCDOT Project 44604 and SCDOT Project P029554



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Project Overview

- In 2015, the NC Legislature appropriated 1.2 million dollars for project development study
- In November 2016, Horry County voters approved the Ride 3 program, 125 million dollars of which are earmarked for the extension of SC 31 to the NC State Line



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Project Purpose




The purpose of the proposed project is to improve mobility and safety for traffic currently using the US 17 corridor in the Little River and Grand Strand areas. The project is also intended to provide a more direct route for tourist and coastal truck traffic travelling in and through the project area.




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Need for the Proposed Project

Existing and future traffic congestion projected along US 17 and other roadways such as S-57 / SR 1303 (Hickman Road) within Horry and Brunswick Counties.





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		US 17	SC 9	S-57	SR 1303	NC 904	CBP Ext.
Current Year	2004 ¹	16,400 – 44,900	17,400	7,500	3,600 – 4,000		
	2013/2015 ²	12,200 – 37,400 in SC 14,000 – 25,000 in NC	22,100 – 23,700	5,100 – 8,400	5,700	3,700 – 11,000	
Design Year	2030 ¹	43,000 – 96,500	30,700	18,000	8,800 – 9,800		
	2035 ³						37,258 – 37,407
Source of Traffic Data	¹ Carolina Bays Parkway Extension Feasibility Study, July 2006 (existing network with I-74 completion). ² NCDOT 2013 AADT/SCDOT 2015 AADT ³ GSATS 2035 LRTP						

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Project History


- 1991 *Carolina Bays Task Force Conceptual Criteria Report*
- 1993 *Carolina Bays Feasibility Study*
- 1996 *R-3436 Feasibility Study, 2005 and 2007 updates*
- 2003 *NC Governor's Strategic Transportation Plan*
- 2006 *Carolina Bays Parkway Extension Feasibility Study Report*
- 2008 *The Economic Development Strategic Plan for Horry County*
- 2010 *Brunswick County CTP*
- 2011 *GSATS 2035 LRTP Update*
- 2014 *SC 2040 Multimodal Transportation Plan*
- 2016 *WRCOG 2040 LRTP*
- 2016 *GSATS Draft Amended 2015-2022 TIP*



Carolina Bays
Parkway Extension
South Carolina - North Carolina

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Project Development Process



Public Involvement

Step 1 Collect data; identify local needs
Define purpose and need of project

Step 2 Identify possible routes
Conduct preliminary environmental studies
Select potential routes for detailed study

Step 3 Study potential routes in detail; prepare roadway designs of alternate routes
Conduct engineering studies
Conduct field surveys
Conduct environmental analysis

Step 4 Prepare and distribute Draft EIS

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Project Development Process

Public Involvement

Step 5 Hold formal public hearing

Step 6 Review all comments made on the Draft EIS
Select the preferred route

Step 7 Develop preliminary engineering designs
Conduct additional field studies
Prepare and distribute Final EIS
Receive final approval of project route (Record of Decision)

Step 8* Begin final design; conduct Design Public Hearing
Begin permit acquisition, financing, right-of-way acquisition, and construction activities

* Assuming project approval and availability of funding 13

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Project Schedule




- Document: Environmental Impact Statement (EIS)
 - Draft EIS - Winter 2020
 - Select Corridor – Summer 2021
 - Final EIS - Fall 2021
 - Record of Decision - Spring 2022

- Not currently programmed for right-of-way acquisition or construction



Preliminary Cost Estimate

Total Preliminary Cost Estimate: \$434.8 million

South Carolina: \$185 million

North Carolina: \$249.8 million

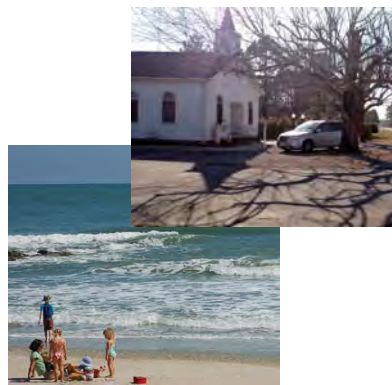
These costs are preliminary estimates and will change as detailed designs are developed.



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Next Steps

- Project Scoping
- Purpose and Need
- Public Outreach
- Identify Preliminary Alternatives



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Project Contacts

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Raleigh, NC 27699-1548

Ms. Leah Quattlebaum, PE
SCDOT RPG-2 Pee Dee Engineer
(803) 737-1751
QuattlebLB@scdot.org
P.O. Box 191
Columbia, SC 29202

Carolina Bays Parkway Extension project website: <https://www.ncdot.gov/projects/CBP/>



Appendix G-3: Carolina Shores Resolution & Documents



TOWN OF CAROLINA SHORES BOARD OF COMMISSIONERS

A RESOLUTION
OPPOSING THE CAROLINA BAYS EXTENSION STUDY AREA AND ROUTES AS
INITIALLY PROPOSED

WHEREAS, the Town of Carolina Shores is in agreement with the Carolina Bays Extension project including the benefits to alleviate traffic congestion as well as provide for economic prosperity; and

WHEREAS, the initial study area as proposed and the routes from 2012 are devastating to the neighborhoods of the Town of Carolina Shores and outlying areas; and

WHEREAS, the Town of Carolina Shores seeks a process that respects both the National Environmental Policy Act (NEPA) and the residents of the Town's neighborhoods and those of the outlying neighborhoods; and

WHEREAS, the Town of Carolina Shores is a municipal corporation and body politic of the State of North Carolina; and

WHEREAS, the Town of Carolina Shores is a member in good standing with the Grand Strand Area Transportation Study (GSATS), a federally recognized Metropolitan Planning Organization (MPO) serving both North and South Carolina; and

WHEREAS, the Town of Carolina Shores is desirous of working in partnership, cooperation, and through collaboration with the North Carolina Department of Transportation (NCDOT) and GSATS for a constructive resolution that respects both people and their environment;

NOW, THEREFORE BE IT RESOLVED by the Board of Commissioners of the Town of Carolina Shores that the Board of Commissioners:

1. Steadfastly oppose the initial study area and 2012 alternate routes that destroy neighborhoods and negatively impact the lives and livelihoods of residents.
2. Requests at the earliest opportunity a full meeting with GSATS TAC and TCC entities as well as the North Carolina Department of Transportation to resolve the harmful human environmental impacts the proposed study area and alternate routes have.



3. Requests from the North Carolina Department of Transportation a re-designation of the study area as follows:
 - a. Running easterly from the state line with South Carolina along Hickman Rd, northerly along Ash-Little River Rd, easterly along Number 5 School House Rd offset by 500ft north of said road to a point 500ft west of the Caw Caw Canal, running northeast and parallel to the Caw Caw Canal with an offset of 500ft, turning due east again to a point 1,000ft north of the Grissetown Volunteer Fire Department, the north boundary line running northwest along Longwood Rd, turning west on Etheridge Rd continuing west through the Scippo Swamp to the Waccamaw River, south coterminous with the state line to the point of beginning. That portion of the study area east of Longwood Rd would remain unchanged.
4. Requests from GSATS and NCDOT to eliminate all 2012 alternative routes.
5. Requests NCDOT include neighborhood representatives on a task force to partner with the GSATS MPO to address neighborhood concerns that may otherwise not have a voice and who are most directly impacted.
6. Requests that GSATS hold a community forum within the territorial confines of the study area and specifically identify and invite neighborhoods and especially underrepresented populations to attend through direct invitation and through published notice in order to achieve social justice.

BE IT FURTHER RESOLVED that the Board of Commissioners of the Town of Carolina Shores instructs the Town Administrator to implement the requests as enumerated herein and to communicate the desires of the Board to the appropriate authorities. The Board further directs the Town of Carolina Shores Economic Development Commission as well as GSATS representatives to represent the desires of the Board and to partner as needed to implement the Board's intent of steadfast opposition unless and until this matter is resolved.

In the COUNTY OF BRUNSWICK

Adopted this 9th Day of February, 2017

TOWN OF CAROLINA SHORES BOARD OF COMMISSIONERS

By: Joyce A. Dunn
Ms. Joyce Dunn, Mayor

Nicole R. Marks ATTEST:
Ms. Nicole Marks, Clerk to the Board



TOWN OF CAROLINA SHORES NORTH CAROLINA

200 Persimmon Road
Carolina Shores, NC 28467



Phone 910-575-4877
Fax 910-575-4812

PRESS RELEASE

Town of Carolina Shores Opposes Carolina Bays Parkway Extension as Initially Studied and Mapped

February 10, 2017

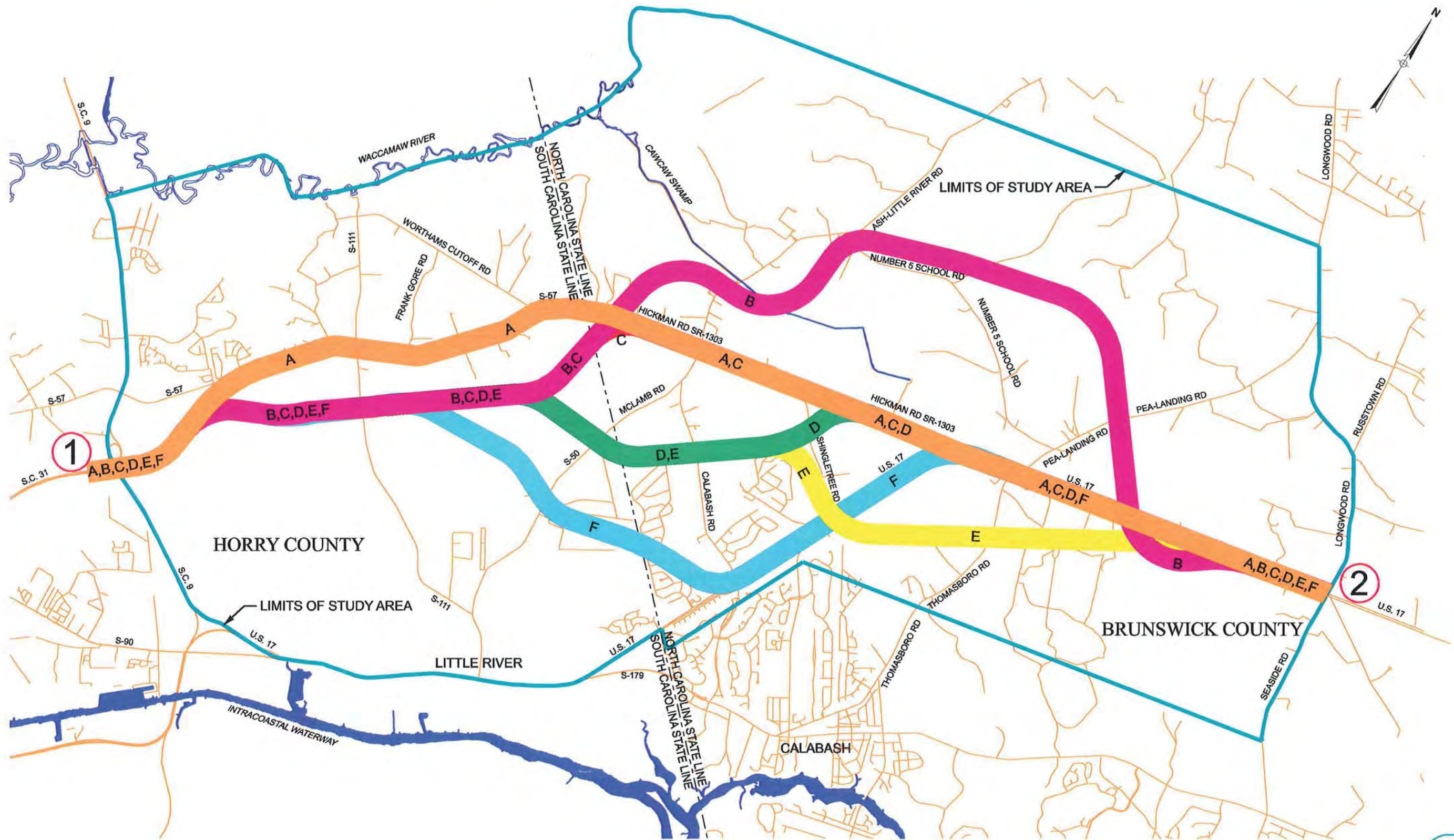
The Town of Carolina Shores is alerting its partners, neighbors, friends, and stakeholders that it is opposed to the initial study area and routes of the Carolina Bays Parkway extension into North Carolina:

1. The initial study area and routes destroy neighborhoods and negatively impact the lives and livelihoods of residents.
2. A resolution by the Grand Strand Area Transportation Study (GSATS) from South Carolina and the North Carolina Department of Transportation is needed to resolve harmful human environmental impacts especially to vulnerable populations including the elderly and minority communities. The Town objects to the initial study area and alternate routes as the proposals do not further social justice for vulnerable populations and ignore neighborhood integrity.
3. The Town believes a less disastrous alternative would be to re-designate an area of study away from vulnerable populations and in a manner that respects and protects neighborhood integrity as well as access to human, social, and educational services that would otherwise be impeded based on the initial study area and routes. The proposed routes that destroy neighborhoods and impact vulnerable populations should be eliminated; these routes are discriminatory and unlawful as mapped. Continued reliance on the disastrous study area and routes is a waste of state and federal resources, addressing the waste of taxpayer money can and should be done.
4. The Town specifically requests that neighborhood representatives and those persons from vulnerable populations who have not had a voice be given a voice through the creation of a diverse, equitable task force of neighborhood representatives.
5. Since neighborhoods are not aware of the disastrous target being placed upon them, the Town requests that those responsible for the Carolina Bays Parkway extension conduct a community forum within the territorial confines of the study area and specifically identify and invite neighborhoods and especially underrepresented and vulnerable populations to attend through direct invitation and through published notice in order to advance social justice through transparent and timely communication.

The Town of Carolina Shores in a spirit of open and transparent communication invites concerned parties to sign-up on the Town's email listserv located at: <http://www.carolinashoresnc.com> under E-List sign-up to stay abreast of information on Carolina Bays Parkway. The Town recognizes that our quality of life is in jeopardy and welcomes all who agree to unite with us to seek a more fair, socially just, and efficient route that respects why we love this place we all call home!

Contact: Town of Carolina Shores, 910-575-4877

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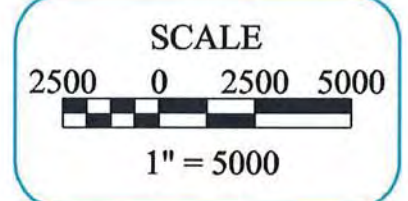


SHEET PREPARED DECEMBER, 2005

SHEET
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CAROLINA BAYS PARKWAY EXTENSION
 HORRY COUNTY, SOUTH CAROLINA
 BRUNSWICK COUNTY, NORTH CAROLINA
CORRIDOR MAPS



**STUDY AREA AND
 1000 FOOT WIDE CORRIDORS**

TOWN OF CAROLINA SHORES NORTH CAROLINA

200 Persimmon Road
Carolina Shores, NC 28467



Phone 910-575-4877
Fax 910-575-4812

PRESS RELEASE

Town of Carolina Shores Invites Interested Parties to Get Informed and Sign-up for Information

February 16, 2017

The Town of Carolina Shores, in a spirit of open and transparent communication, will host information related to Carolina Bays Parkway Extension for the benefit of interested parties, this information is located at: <http://www.carolinashoresnc.com> under Public Notices – “Carolina Bays Parkway Extension Information”. All interested parties including those outside the corporate limits are encouraged to sign-up to stay abreast of information on Carolina Bays Parkway. The Town recognizes that our quality of life is in jeopardy and welcomes all who agree to unite with us to seek a more fair, socially just, and efficient route that respects why we love this place we all call home!

Contact: Town of Carolina Shores, 910-575-4877

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