

To: File
From: Parsons Brinckerhoff Team
Date: June 16, 2015
Subject: Changes in Local Plans & Ordinances

The content addressed herein follows the Scope of Services for Task Order No.20 Section 20.A.1 for the Mid Currituck Bridge Project. This memo highlights the changes in local plans that are of relevance to the Preferred Alternative. There have been changes to several plans governing the area. The plans are indicated below and changes relevant to the project summarized.

1. New County & Municipality Plans

Ten plans were examined that were of relevance to the FEIS.

Currituck County Land Use Plan

This LUP is currently being updated. The Planning Director notes that there will be a change in philosophy towards more comprehensive planning with a focus on nodal development and increased densities. They do not expect a change with regard to the construction or location of the Mid Currituck Bridge. At this time, the plan considered in the FEIS remains current.

Dare County Land Use Plan

This plan was certified by the NC Coastal Resources Commission in February 2011 prior to the preparation of the FEIS. This LUP applies to the unincorporated portions of Dare County. Each municipality within Dare County adopts their own LUP. All of the Dare County portions of the Mid-Currituck Bridge project area are in incorporated parts of Dare County. Therefore this plan is not relevant to the impact assessment. The only part of the Preferred Alternative in Dare County is a lane extension west of the NC 12/US 158 intersection, which is in Southern Shores.

Dare County Comprehensive Transportation Plan (CTP)

Development of the plan was initiated in 2011 and is intended to produce a long range planning document that would assist local governments in making 25-30 year joint transportation decisions between Dare County, Town of Duck, Town of Southern Shores, Town of Kitty Hawk, Town of Kill Devil Hills, Town of Nags Head, Town of Manteo,

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Albemarle Rural Planning Organization (RPO), and NCDOT. A draft of the plan was released in October 2014. The final plan was adopted by the county and local municipalities, endorsed by the Albemarle Rural Planning Organization, and approved by the NC Board of Transportation. The primary proposal within the Mid-Currituck Bridge project area is to improve the existing 5-lane US 158 to a 4-lane divided boulevard from US 64 to the Currituck County line (Wright Memorial Bridge). The additional evacuation lane included in the Preferred Alternative on US 158 could be incorporated into a four-lane divided US 158. No capacity improvements to NC 12 are proposed. Bus service improvements are proposed on NC 12 in the project area. There are no improvements on NC 12 with the Preferred Alternative to interfere with improved bus service. The re-evaluation will examine the specific bus service proposed and address its potential to change the need for the Mid-Currituck Bridge project. The FEIS addresses the potential for bus service to meet the project purpose and need and it was found that it would not.

Currituck County Comprehensive Transportation Plan – Updated 2012

In October of 2009, the Transportation Planning Branch of the NCDOT and Currituck County initiated a study to cooperatively develop the Currituck County Comprehensive Transportation Plan (CTP). This is a long range multi-modal transportation plan that covers transportation needs through 2035. Final approval was made in May of 2012.

The Mid-Currituck Bridge Project (NCDOT TIP No. R-2576) is included in the CTP. Existing US 158 and NC 12 are indicated as currently over capacity during the summer tourist season within Currituck County. The primary purpose of constructing the Mid-Currituck Bridge is described as to relieve congestion on the existing facilities and provide an additional connection between Currituck County mainland and Currituck County Outer Banks.

Existing US 158 is expected to be near capacity by 2035 from Fisher Landing Road (SR 1124) to Snow Lane (SR 1115) and from Church Road (SR 1107) to Dare County. The CTP found that there is significant congestion on US 158 during the summer tourist season. The plan indicates that US 158 needs improvement throughout Currituck County even with a Mid-Currituck Bridge. The plan recommends US 158 be improved from the intersection of NC 168 to the Currituck County airport. The primary purpose of improving US 158 is to relieve congestion such that a minimum of LOS D can be achieved and to improve mobility of the facility through Currituck County, consistent with the North Carolina Strategic Highway Corridor (SHC) Vision Plan. (CURR0001-H). (The NC Board of Transportation (BOT) recently replaced the SHCs with Strategic Transportation

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Corridors (STC) US 158 remains as a STC). The plan also recommends an NC 168 bypass to relieve congestion on NC 168.

The CTP also recommends transit service along NC 12 to provide another mode of transportation for tourist travel around the Outer Banks portion of Currituck County (particularly during the peak travel summer season). The concern expressed is that it takes an enormous amount of time for tourists and residents to make trips to shops, restaurants and other amenities in the area. Included in the plan (NC 12 Transit Route, Local ID: CURR0001-T) is a recommended park-and-ride lot near the US 158/Mid-Currituck Bridge Interchange. No specific location is provided for this facility. The Preferred Alternative does not appear to conflict with either the operation of a public transit service along NC 12 or the construction and operation of a park and ride facility on the main land at the proposed US158/Mid Currituck Bridge Interchange.

The Currituck County CTP notes that they are currently served by InterCounty Transportation Authority, which provides demand-response public transportation with very limited service to the Outer Banks. This remains the same as when the Preferred Alternative was chosen.

Currently, there are a few bicycle routes connecting different parts of Currituck County. There is already a multi-use path in the Outer Banks area, from the north end of NC 12 to Club Road. It is local priority to see that multi-use path extended for the entire length of NC 12. The primary purpose of recommending additional bicycle route improvements is to better connect the Outer Banks area of Currituck County to the Dare County beach communities, as well as in other popular recreational areas. The CTP Project Proposal on-road bicycle facility recommendation is a Mid-Currituck Bridge accessible facility from US 158 to NC 12. The Mid Currituck Bridge Project Preferred Alternative includes 10-foot shoulders with a bicycle safe rail that could be used by cyclists on the bridge. Provision of a connection between Narrow Shore Road and the bridge for cyclists entering the bridge from the mainland is noted in the 2011 Community Impact Assessment Technical Report. On the Outer Banks side, cyclists could use the shoulder of the bridge approach road to reach the bridge.

Multi-use bicycle facilities are recommended in the CTP for the west side of NC 12 from Club Road to the Dare County Line and the north side of US 158 from Community Way to US 168. The north side of US 158 is outside of the immediate Project Study Area. The Preliminary Design for the Preferred Alternative includes provisions for a multi-use path. The re-evaluation will confirm whether the locations for paths proposed in the

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Preliminary Design are consistent with this plan. None of the recommended sidewalks in the plan are in the impact area of the Preferred Alternative.

Town of Southern Shores - CAMA Land Use Plan Update

This plan was locally adopted in July 2012 and certified by the Coastal Resources Commission in August 2012. As it relates to the Mid Currituck Bridge project, the plan states that:

- Priority 1 (of 4): includes implementing the Mid-Currituck Bridge project as an aid in relieving congestion on US 158 and NC 12.
- Priority 2 (of 4) issues include: seasonal traffic congestion, stormwater runoff/flooding, multipurpose paths and pedestrian safety.
- Due to the large traffic volume and the need for better evacuation of the northern Outer Banks, a new Mid-Currituck Bridge has been proposed. Because of the potential for reducing summer traffic on US 158, NC 12, and the cut-through traffic, the residents of Southern Shores strongly support building the Mid-Currituck Bridge.
- The safety of US 158 and the seasonal traffic increases were a high priority of the survey respondents of the 2005 Long Range Plan (a plan accepted by, but not adopted by, the Southern Shores Town Council). The 2005 Southern Shores Long Range Planning Committee Report identifies construction of the Mid-Currituck Bridge as a priority, and calls for the Town to work with appropriate NCDOT, NC Turnpike Authority, and local committees to get the construction of the bridge started.
- Transportation - Policy 8: Maintain NC 12 as a two-lane highway, with no additional through lanes or two-way continuous turn lanes.

Action Item 8-b: Continue to support a new Mid-Currituck Bridge.

Action Item 8-c: With the exception of widening NC 12 in Southern Shores, support improvements to NC 12 and US 158. These improvements will provide traffic relief and will improve emergency access to and evacuation from the Outer Banks.

- Policy 9: Ensure an adequate system of roads, bridges, and pathways to meet the transportation and pedestrian safety needs of the Town in a way that protects, preserves, and where possible, improves the environment and water quality.

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Action Item 9-a: Consider development of a town road maintenance plan for general repairs, tree root control and tree trimming, road resurfacing crack sealing, and right-of-way clearance.

Action Item 9-d: To improve public safety, support transportation projects that promote interconnectivity for emergency vehicles.

There is nothing in this plan that conflicts with the Preferred Alternative; instead, it offers strong support for a Mid-Currituck Bridge.

Currituck County-commissioned Economic Vision Plan

This plan is discussed in the 2012 FEIS. It has not been updated since the preparation of the FEIS.

Currituck County Unified Development Ordinance

Amendments were made in 2014 that are of relevance to the FEIS. They are:

- PB 13-06 Stormwater Ordinance and Manual Text Amendment - The change is intended to amend miscellaneous sections of the Unified Development Ordinance (UDO) related to stormwater management. The amendment is accompanied by the draft stormwater manual, which is intended to provide design guidance and be used in conjunction with the stormwater ordinance. Unless exempted in accordance with Section 7.3.2.E, Exemptions, all development in the county shall comply with the stormwater management standards in this section.

Stormwater Management Zones - To distinguish between hydrologic, soil, and topographic conditions the county is divided into the following stormwater management zones depicted in the Currituck County Stormwater Manual:

- Mainland Stormwater Management Zone – Areas of the county not directly connected to the Outer Banks characterized by expansive areas of wetlands and land areas under cultivation, with narrow ridges exhibiting topographic relief and soils more conducive to drainage.
 - Outer Banks Management Zone – The barrier island portion of the county characterized by predominantly sandy, porous soils with high connectivity between surface waters and groundwater table.
- PB 14-27 October, 2014 Street Intersection Separation - Modification of the minimum separation between street intersections. All intersections must have at least 400 feet

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of separation, and all intersections with a major arterial street must have at least 1,000 feet of separation. This would apply to all new development.

Updates are planned for 2017.

Town of Duck - CAMA Land Use Plan Update

This plan has not been updated since the preparation of the FEIS.

Currituck County Comprehensive Parks and Recreation Master Plan

The County-commissioned planning study reviewed existing park facilities, identified future recreation needs, and developed a plan of action to meet those needs. The planning process included an assessment of the County's existing parks, a discussion with the public on future park needs, and a review of the standards the County uses for park development. This plan was completed in 2011.

Three types of parks are discussed within the Master Plan: community, district, and regional parks. In this plan, park improvements are not proposed in the project area on the mainland. The plan says that an important aspect of the county's park system should be the expansion and improvement of the county's water access. While site specific recommendations are not included in the plan, the plan indicates that the county should be prepared to seek opportunities to improve water access on both the ocean and sound.

On the Outer Banks, the plan proposes an 11.6 mile walkway that connects points of interest along the Outer Banks. The plan represents an expansion of the existing pedestrian circulation system and places an emphasis on public access to the water. When completed, the trail will connect a wide variety of local, state, and federal sites. Points of interest will include the Whalehead Club, Heritage Park, Currituck Beach Lighthouse, North Carolina Wildlife Education Center, public beach access, historical Corolla Village, the North Carolina Coastal Reserve, and the National Estuarine Research Reserve. Additionally, construction of a community building on the Outer Banks is recommended in the plan, but a specific site is not named.

Connecting Corolla Bike, Pedestrian, Access & Wayfinding Plan

This plan for the Currituck County Outer Banks was completed October 2013. It examines the existing infrastructure and facilities along with community needs and recommends policies and enhancements to: improve overall safety between destinations; increase mobility for all modes of transportation; and enhance the overall sense of place, feel, and quality of life. Goals for the plan were developed through analysis and examination of existing conditions for the area and through extensive stakeholder input.

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The project list in the plan includes several new multi-use paths and improvements, including 4.6 miles of multi-use path on NC 12. No new multi-use paths have been built since the release of the FEIS. Proposed paths in the area affected by the Preferred Alternative are:

- Albacore Street to Schooner Road – Monterey Plaza (Food Lion)/Timbuck II/Southern Whalehead Subdivision to The Shoppes at Currituck Club/Harris Teeter – Construct multi use path in the right-of-way on the east side of NC 12.
- Schooner Road to Yaupon Lane -- The Shoppes at Currituck Club/Harris Teeter to Southern Currituck Beach Access (Bathhouse) – Construct multi use path in the right-of-way on the east side of NC 12.
- Albacore Street to Dolphin Street – Commercial Areas from Timbuck II/Monteray Plaza to Bank of Currituck – Construct multi use path in the right-of-way on the east and west sides of NC 12. Also include connection to existing Monterey Shores bike path.
- Monterey Shores to Corolla Light – Connect existing path at Ocean Forest Court (Monteray Shores) to existing Corolla Light Path (North of Corolla Light Sports Center) – Construct multi use path in the right-of-way on the west side of NC 12.
- Monterey Shores Bike Path – Dolphin Street to Ocean Forest Court -- Acquire existing multi use path from the Monterey Shores home owners association, redesign, and improve (widen).

The paths will be 10 feet wide and for walking, jogging, and cycling. The current design for the Preferred Alternative along NC 12 includes space for the county to construct a multi-use path where there is none today. The re-evaluation will confirm whether the locations for paths proposed in the Preliminary Design are consistent with this plan and confirm whether the bridge termini and project improvements along NC 12 would affect any other components of this plan.

Improvements at beach access points, including additional parking and bath house facilities are recommended. Thus, the plan does appear to indicate that Currituck County is considering how to improve its beach access facilities, which was raised and addressed as an issue associated with day visitors that could be induced by the project.

Town of Duck Comprehensive Pedestrian Plan

The Town of Duck completed a Comprehensive Pedestrian Plan in 2014. The proposed infrastructure, programming measures, and policy actions detailed within are intended to

build upon other improvements the town has made since its incorporation in 2002. The plan was developed to help achieve the Town’s adopted vision to make Duck a “Pedestrian First Community.” The plan also notes that the Mid-Currituck Bridge would alleviate traffic congestion and improve safety in Duck by reducing pedestrian/bicycle/vehicular interactions.

2. Building Permits

Currituck County Building permits data for

New Residential Dwelling Permits Issued

Location	2007	2008	2009	2010	2011	2012	2013	2014
<u>Fruitville Township (Non-NC 12-accessible Outer Banks)</u>	22	10	11	14	13	17	13	20
<u>Poplar Branch Township</u>								
• Mainland South of Intracoastal Waterway	65	24	26	24	20	34	30	38
• NC 12-Accessible Outer Banks	<u>31</u>	<u>16</u>	<u>19</u>	<u>14</u>	<u>31</u>	<u>43</u>	<u>38</u>	<u>46</u>
TOTAL PERMITS ISSUED	118	50	56	52	64	94	81	104

New Commercial Permits Issued

Location	2007	2008	2009	2010	2011	2012	2013	2014
<u>Fruitville Township (Non-NC 12-accessible Outer Banks)</u>	0	0	0	0	0	0	0	0
<u>Poplar Branch Township</u>								
• Mainland South of Intracoastal Waterway	14	5	1	4	2	2	1	2
• NC 12-Accessible Outer Banks	<u>0</u>	<u>1</u>	<u>1</u>	<u>2</u>	<u>2</u>	<u>0</u>	<u>6</u>	<u>2</u>
TOTAL PERMITS ISSUED	14	6	2	6	4	2	7	4

Building Permit data was also collected for the Town of Duck.

- Town of Duck
 - 2007 currently unavailable
 - 2008 currently unavailable
 - 2009 currently unavailable
 - 2010 currently unavailable

- | | |
|------|---|
| 2011 | 12 single-family residences, no multi-family residences |
| 2012 | 8 single-family residences, no multi-family residences |
| 2013 | 10 single-family residences, no multi-family residences |
| 2014 | 11 single-family residences, no multi-family residences |
- Town of Southern Shores

2007	18 single-family residences, no multi-family residences
2008	12 single-family residences, no multi-family residences
2009	8 single-family residences, no multi-family residences
2010	11 single-family residences, no multi-family residences
2011	7 single-family residences, no multi-family residences
2012	14 single-family residences, no multi-family residences
2013	17 single-family residences, no multi-family residences

New Subdivisions

No new subdivisions were platted in Currituck County since the preparation of the FEIS, nor are new subdivisions planned. Building is occurring in subdivisions platted before the preparation of the FEIS. New buildings constructed since the preparation of the FEIS are described in the separate field reconnaissance memorandum.

3. Population Forecasts

Population forecasts are addressed in a separate memorandum discussing the traffic forecasts.

4. CAMA Land Use Plan Task Force

The Task Force proposed in the Currituck County Land Use Plan was not established. The Currituck County Planning Director suspects that once the bridge project is in a position to move forward, this Task Force will be established.

5. Currituck County Beach Driving Committee & Counts

Currituck County has not formed a Beach Driving Committee. The concerns related to beach driving were described by Currituck County officials as a seasonal issue. They were not considered outside of the peak tourism season. No counts of beach traffic have been taken. The county has no plans to pursue regulating beach driving in the future.

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However, since the preparation of the FEIS, steps have been taken to control commercial beach traffic. Vendors are no longer permitted to rent four-wheel drive vehicles to visitors in Currituck County for use on the beach. Group trips for viewing the wild horses are regulated annually. Each year the county monitors the number of visitors and gives operational permits to tour companies. The county limits outdoor tour operator licenses to 10. Each license holder can operate a maximum of five vehicles, with a maximum capacity of 15 persons.

6. Water's Edge School, Currituck County

The Water's Edge Charter School is now in its third year of operation. It functions as a K-6 North Carolina State Charter school with plans to add a middle school curriculum. It does not serve all the permanent residents of school age on the Outer Banks. Currituck County School authorities note there are four students with Outer Banks addresses attending Currituck County mainland schools. None of the students use individual means to cross Currituck Sound to attend school.

7. Outer Banks Public Service Provision

There have been no significant changes in public service provisions on the Outer Banks. Planned public service changes are expected with the 2011 Comprehensive Parks and Recreation Master Plan. See above for a description of the expected changes.

8. Barco Diversion Hurricane Evacuation Plan

The Barco Diversion Plan is still in place; however, the plan has expanded as it was determined the associated hurricane evacuation issue affected more than Currituck County's Barco intersection. It is now called the NC/VA Border Traffic Control Plan (NC-VA BTCP).

This plan provides a framework within which agencies of the two states and the affected localities can coordinate actions to deal with the evacuation from NC and through areas of both states when threatened by hurricanes. Additionally, it can be expected that a large-scale evacuation of southeastern Virginia would have consequences for a simultaneous evacuation in North Carolina, possibly impeding the North Carolina evacuation. This plan discusses coordination of actions based on the planning done to minimize those consequences. As found in the Commonwealth of Virginia Emergency Operations Plan (COVEOP), the NC-VA BTCP outlines procedures for monitoring northbound and westbound traffic in northeastern North Carolina and southeastern Virginia, as well as providing procedures for initiating actions to adjust northbound evacuation traffic to

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minimize its effect on the westbound evacuation of Virginia's metropolitan Hampton Roads area.

9. Status of Wild Horses

The number of four-wheel drive vehicles traveling in the non-paved area of NC 12 north of Corolla has been reduced with the elimination of the jeep rental businesses. Visitors who want to view the wild horses can do so by traveling to this area in private vehicles, or with tour companies that take groups to where the horses are on a given day. These tour companies are regulated to limit the number of vehicles and tours allowed.

10. Recreational or Commercial Use of the Sound

The county continues to promote eco-tourism, including water based activities. There has been a modest increase in water-based recreation in Currituck Sound. The Currituck County Planning Director expects the increase to continue. No new commercial enterprises for sound recreation have been developed since the preparation of the FEIS.