



WASHINGTON PLANNING BOARD

Regular Scheduled Meeting

Tuesday, September 27, 2016

5:30 PM

I. **Opening of the meeting**

II. **Invocation**

III. **Roll call**

IV. **Old Business**

None

V. **New Business**

1. Rezoning request – 16.67 Acres on Whichards Beach Road.

2. Proposed 15th Street Improvements.

VI. **Informational Items**

VII. **Approval of minutes – August 23, 2016**

VIII. **Adjourn**



Rezoning Request

Whichards Beach Road Hubie Tolson

Property Location: South side of Whichards Beach Road between Bay Lake Drive and Bay Shore Drive.

Acreage: 16.67 Acres

Legal Description: Beaufort County Tax Parcel
5657-81-0138

Deed Book 1472, Page 376

Existing Zoning: RA-15

Proposed Zoning: RA-20

Petitioner's rezoning application, property map and supporting documents are attached.

Staff recommendation and action requested by Board:

Recommend approval of rezoning request to City Council after staff presentation, public hearing and Board discussion.

City of Washington
Department of Planning and Development
Rezoning Request Application

Page 1: Ownership, Property and Zoning Request Information

Date: 8-10-16 Fee: 125⁰⁰ (Urban vs rural)

OWNERSHIP INFORMATION

Applicant Name: ECL

Address: 4143 JC Gallows Rd.

Phone No.: 252-327-9623

Applicant's Legal Interest in the Property:
Owner's Agent

Owner: CHOCO NEC, LLC

Address: 227 East Front Street

Phone No.: 252-638-4215

Date Property Acquired: 8/18/2005 Deed Reference: 1472/376

PROPERTY INFORMATION

Tax Map: (see attached) Parcel Number: (see attached)

Area (square feet or acres): 16.67

Current Land Use: Residential / Agricultural (Vacant)

Location of Property: 3W Corner of Whitehead Beach Rd & Bay Lakes Dr

ZONING REQUEST INFORMATION

Existing Zone: R153 Requested Zone: R-20

Reason for zoning change and a statement regarding the changing conditions, in the area and in the City, that makes the proposed amendment reasonably necessary to the promotion of the public health, safety and general welfare.

We would like to zone back to R-20 and apply and a special use for "Campground"

Legal Description: Hubie Tolson – Whichards Beach Rd. 16.67 Ac.

Property

This certain tract or parcel of land situated, lying and being in number 12 Township, Beaufort County, North Carolina and being more particularly described as follows:

Beginning at a point in the southeastern quadrant right of way of the intersection of Wichards Beach Road (NCSR 1166) and Bay Lakes Drive, the point of beginning so located; thence S 68 50 04 E – 100.07 feet to a point; thence S 66 24 00 E – 128.74 feet to a point; thence S 66 24 05 E – 423.51 feet to a point; thence S 19 55 58 W – 168.11 feet to a point; thence S 65 05 49 E - 122.96 feet to a point; thence S 67 53 56 E - 30.43 feet to a point; thence S 66 48 13 E 100.15 feet to a point on the canal; S 23 37 56 W – 378.85 feet to a point; thence S 23 34 42 W – 209.00 feet to a point; thence S 14 46 36 W – 69.09 feet to a point; thence S 24 32 35 W 318.55 feet to a point; thence with the east bank of an existing ditch; N 25 31 34 W 6.45 feet to a point; thence N 39 52 36 W 206.48 feet to a point; thence N 37 13 38 W – 226 56 feet to a point; thence N 28 34 41 W – 335 45 feet to a point crossing to the western bank of said ditch; thence along western bank N 19 09 25 E – 175.05 feet crossing another ditch to a point on the northern bank of said ditch; thence along northern bank N 67 11 01 W – 245.25 feet to a point in the eastern right of way of Bay Lake Drive; thence with said right of way N 22 31 10 E – 555.79 feet to a point; thence N 22 30 22 E 230.37 feet to the place and point of beginning containing 16.67 acres approximately, being a tract of the land described in Deed Book 1472, Page 376 in the Beaufort County Registry.

City of Washington
Department of Planning and Development
Rezoning Request Application
Page 3: Legal Description and Owner/Agent Statement

LEGAL DESCRIPTION (Metes and Bounds Description):

To Wit:

(see attachment):

Location: Townships 12, Beaufort Co., NC

OWNER/AGENT STATEMENT

I, Howard Nichols, being the Owner or Agent acting on behalf of the owner request that the attached rezoning request of Archie Tolson / Whitehouse placed on the agenda of the Planning Board meeting scheduled for ____/____/____.

I certify that all of the information presented by me in this application is accurate to the best of my knowledge, information, and belief. I authorize the City of Washington to place a sign on the property in question for the purpose of alerting the general public of my request, no less than seven (7) days prior to the meeting.

I understand that failure to address any item in these requirements may result in the rezoning not meeting the minimum submission requirements and will be returned to me for revision and resubmission at the next regular review cycle.

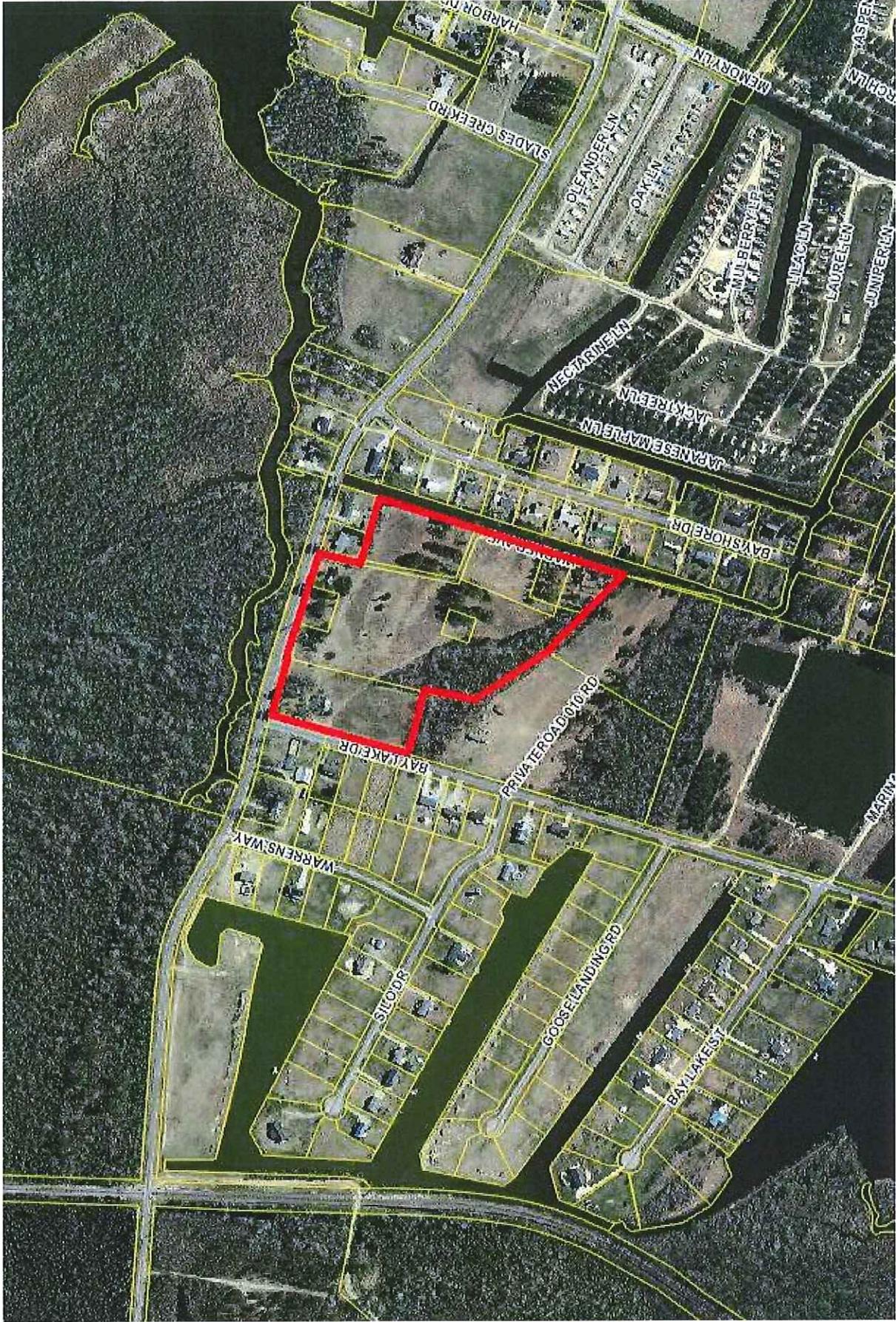
Signature: Howard Nichols

Date: 8/9/16

NOTE:

Agents acting on behalf of property owners must submit a notarized letter from the property owner which gives them authority to act on their behalf.

Return to: [[Home](#)] [[Planning & Development](#)] [[Zoning Applications & Forms](#)]



Rezoning Request – Whichards Beach Road



Zoning Map



102 East Second Street
Washington, NC 27889
252-975-9383

September 16, 2016

Subject: Rezoning Request

Dear Adjoining Property Owner:

The Department of Planning and Inspections has received a request from Hubie Tolson to rezone a 16.67 acre parcel of land on the south side of Whichard Beach Road, between Bay Lake Drive and Bay Shore Drive. The property is identified by the Beaufort County Tax Office as parcel # 5675-81-0138 and is currently zoned R15-S (Residential). The proposed zoning requested is for RA-20 (Residential).

The Planning Board will hold its public hearing on the rezoning request at the following date and time:

Date: Tuesday, September 27, 2016

Place: City Council Chambers - City Hall - Municipal Building, 102 East Second Street. Enter from the Market Street side of the building and go to the second floor.

Time: 5:30 P.M.

The public is welcome to attend this public hearing and present evidence either in support of or in opposition to the request. After the public hearing, the Planning Board will review the request and forward a recommendation to City Council for final action.

During the meantime, should you have any questions, please feel free to call the Department of Planning and Development at 975-9317 during normal business hours Monday through Friday, 8:00 A.M. to 5:00 P.M.

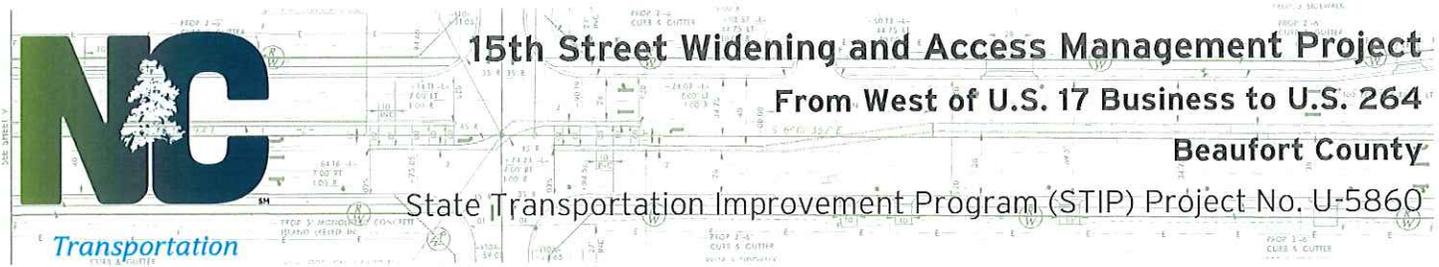
Sincerely,

A handwritten signature in black ink, appearing to read "Glen Moore".

Glen Moore
Planning Administrator



Proposed 15th Street Improvements



Welcome

Thank you for attending the first Open House Public Meeting for the proposed 15th Street Operational Improvements Project. This meeting is hosted by the North Carolina Department of Transportation (NCDOT) to provide information about the project and to obtain public input. You will have an opportunity to review maps and other materials, talk with project team members, and offer your comments. There will be no formal presentation. We look forward to hearing from you.

How to Participate in Tonight's Meeting

1. Sign-In

Sign in at the registration table and provide your contact information to receive future mailings. We will include a summary of today's meeting, with the number of attendees, in the project record.

2. Learn About the Project and Ask Questions

A short, 8-minute video presentation provides general information about the project. Maps and other materials are also available to help you learn more about the project. Project team members wearing name tags are present to answer your questions and discuss the project.

3. Provide Your Input

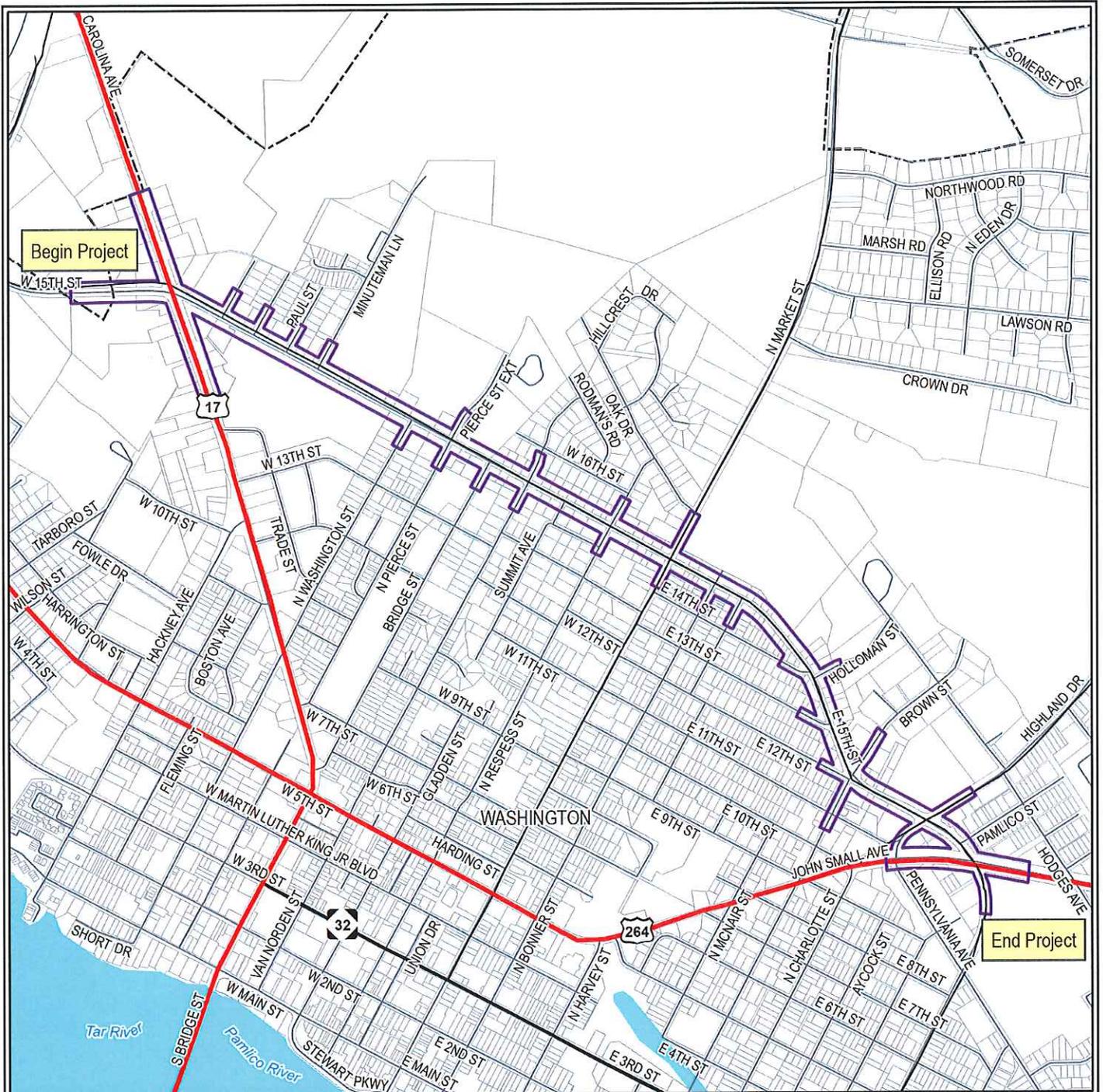
This handout includes a comment sheet. We would appreciate your thoughts about 15th Street, as it will help us understand stakeholder needs. Please submit your comments at the comment station tonight, or by mail or e-mail to the address on the comment sheet by **August 24, 2016**.

A Title VI Public Involvement Form is also attached to this handout. Completing this form is completely voluntary.

Project Contacts:

Ms. Maria Rogerson, PE
NCDOT-Division 2 Project Engineer
P.O. Box 1587
Greenville, N.C. 27835
Telephone: (252) 439-2830
Email: marogerson@ncdot.gov

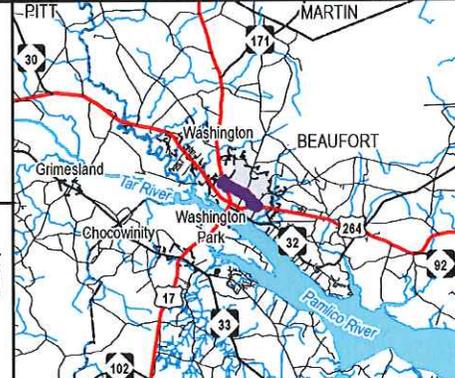
Mr. James Byrd, PE
HNTB-Consultant Project Manager
343 E. Six Forks Road, Suite 200
Raleigh, N.C. 27609
Telephone: (919) 424-0437
Email: jabyrd@hntb.com



Source: NCDOT, NC OneMap, Beaufort County GIS, HNTB. Credit: HNTB 2016



NC
Transportation



NCDOT STIP Project U-5860

15th Street Widening and Access Management Project in Washington, Beaufort County

	U-5860 Project Limit		Open Water
	U.S. Route		Parcel
	State Route		Municipal Limit
	Secondary Route		



0 600 1,200
Feet

1 inch = 1,250 feet



Project Description and Need and Purpose

This project proposes to upgrade 15th Street from a multi-lane undivided road to a four-lane, raised median divided road beginning west of U.S. 17 Business (Carolina Avenue) to U.S. 264 (John Small Avenue). Median breaks will be provided for left turns as traffic volumes warrant. U-turns will also be provided at multiple locations.

Project Need: Traffic congestion on 15th Street project corridor in Washington.

Project Purpose: To improve traffic and operational safety along the length of the project.

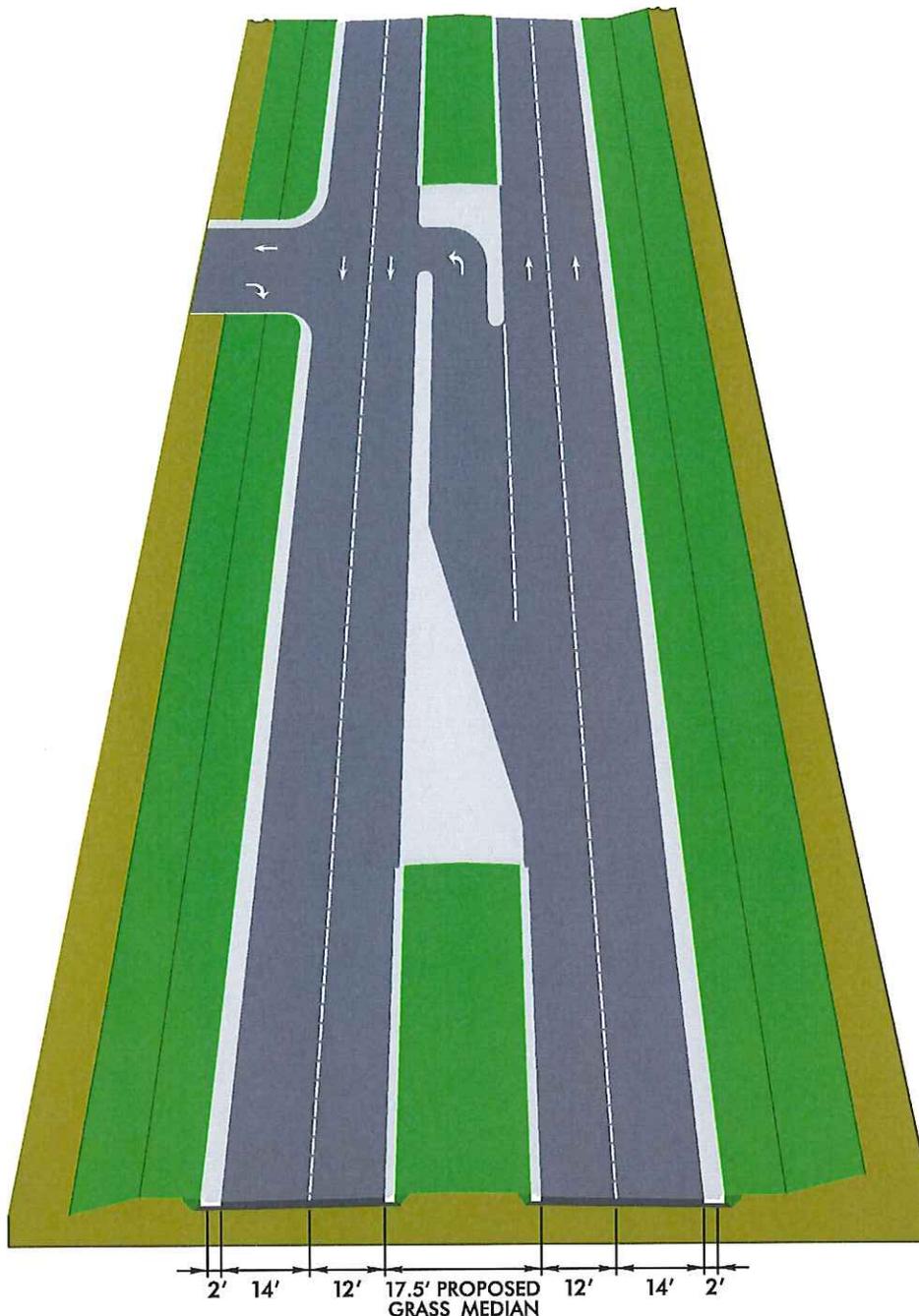
Project Information

- ◆ The proposed median is currently shown as grassed; the final treatment of the median will be coordinated with the City of Washington.

- ◆ U-turn movements for eastbound travelers will be provided at five locations:
 - ⇒ Minuteman Lane,
 - ⇒ North Pierce Street,
 - ⇒ Market Street,
 - ⇒ Holloman Street, and
 - ⇒ Brown Street.

The design accommodates U-turns by a passenger vehicle.

- ◆ One traffic signal is being relocated from Washington Street to North Pierce Street. Potential new signal locations will be evaluated as part of the project and new signals may be added along the project corridor.



Typical Section, Perspective View—the raised median will provide turning lanes for left turns. U-turns will be posted.

Project Background

NCDOT hosted a Public Meeting for a similar project (STIP Project W-5008) on September 30, 2014. STIP Project W-5008 proposed similar operational improvements for a shorter section of 15th Street, between U.S. 17 Business (Carolina Avenue) and North Bridge Street. In September 2015, NCDOT expanded the project scope and extended the project limits to Brown Street/12th Street resulting in a new STIP Project U-5860. STIP Project U-5860 includes the same proposed median breaks as STIP Project W-5008 had.

The operational improvements proposed by STIP Project U-5860 are consistent with a "synchronized street". The attached NCDOT Synchronized Streets flier provides additional information about these types of streets and some of their benefits.

Tentative Project Schedule & Estimated Costs

As project design continues to be refined, updated construction costs will be developed. The project schedule is subject to change.

2016-2025 STIP Schedule and Estimated Costs

	Fiscal Year	Total Estimated Costs
Right of Way	2017	\$5,885,000
Utility Relocation	2017	\$706,000
Construction	2019	\$9,609,000
Total Project Cost		\$16,200,000
<i>Note: The cost estimates are from the 2016-2025 STIP.</i>		

What Happens Next?

NCDOT will review the public input provided at this meeting and explore options to incorporate changes and address concerns where and when feasible. NCDOT will continue to develop STIP Project U-5860 and will present our progress at a second Open House Public Meeting to be scheduled in early 2017.

In the meantime, stay informed about this project by visiting the web page:

www.ncdot.ncdot.gov/projects/15thstreet



Synchronized Streets

What is a Synchronized Street?

Formerly called a superstreet, a Synchronized Street provides for reduced delay and simultaneous coordination of both main street travel directions at all times of day.

While main street travelers may turn left, right or travel straight through — just like at a conventional intersection — side-street travelers who want to cross or turn left at a Synchronized Street intersection must first turn right and then make a U-turn to return to their desired route.

The North Carolina Department of Transportation evaluates traffic volumes and the number of crashes and collisions at an intersection. This helps to determine if Synchronized Streets are the most effective solution for the area.

A Synchronized Street is also referred to in other states and by the Federal Highway Administration as a J-turn or as a restricted crossing U-turn (RCUT).

Benefits of Synchronized Streets

Synchronized Streets can help alleviate congestion while increasing travel capacity and reducing the number of collisions at intersections.

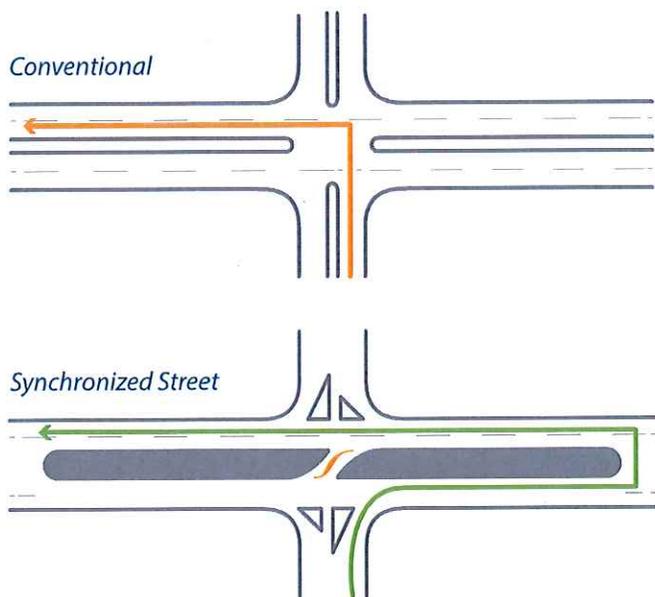
Improved traffic flow is possible by simplifying traffic signal phasing (e.g., eliminating the need for left-turn signals or cutting down on the time spent at a traffic light) and allowing both directions of traffic to move simultaneously.

Redirecting traffic to avoid high-risk movements, such as through movements, reduces the number of conflict points — places in intersections where collisions might occur.

Synchronized Streets are also cost effective because they fit within the existing right of way. Interchanges, by comparison, are more costly because they can require further land acquisition and/or bridges, underpasses or access ramps to fully separate the two roads.

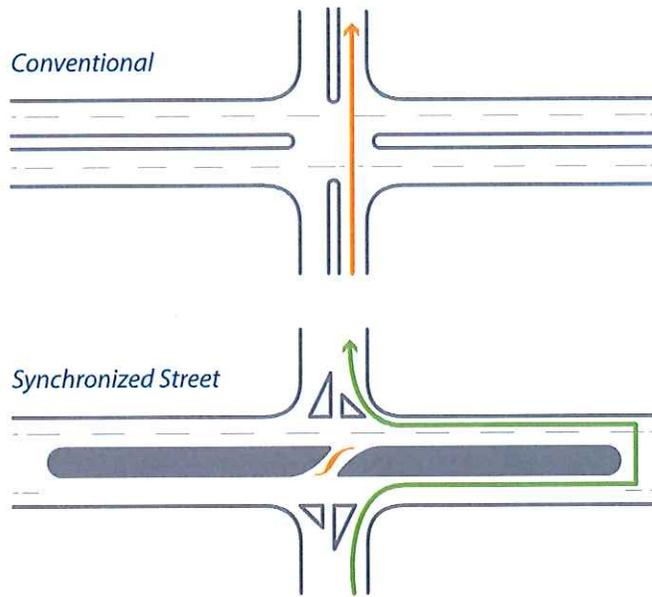
Side Street Left-Turn:

In a conventional intersection, drivers turning left from a side street create more delay and conflicts. At a Synchronized Street, they first join the main street flow, reducing wait times and conflicts.



Side Street Cross-Traffic:

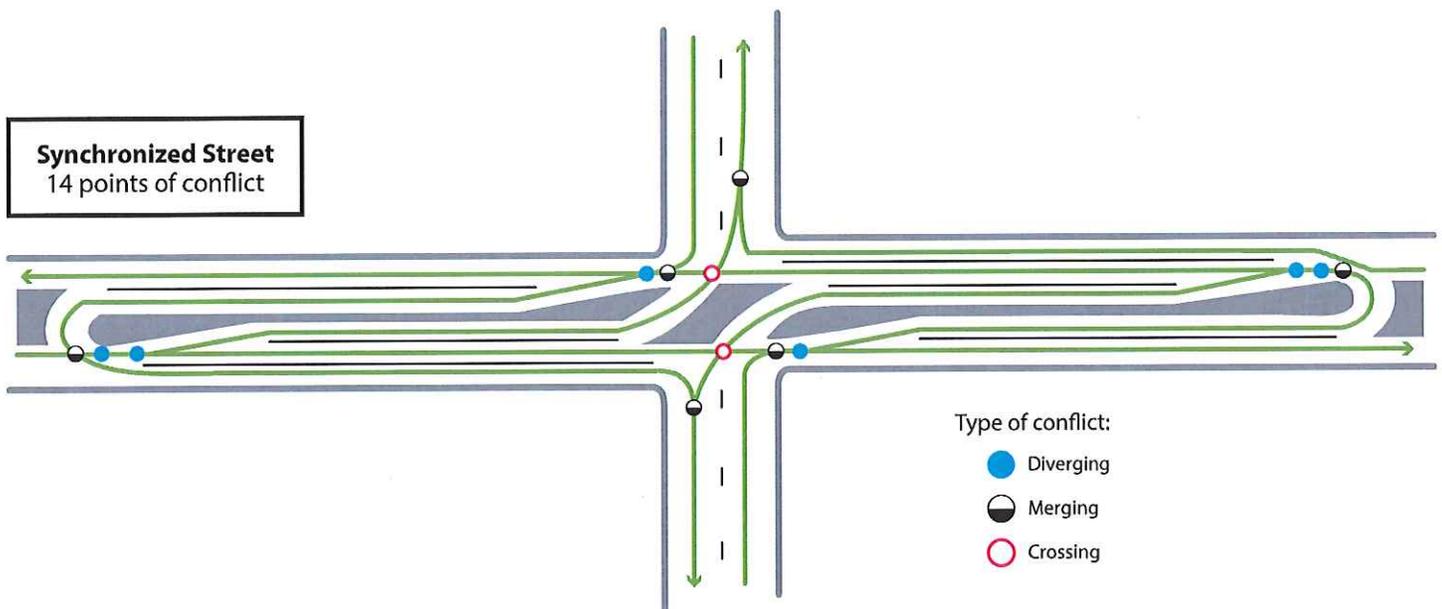
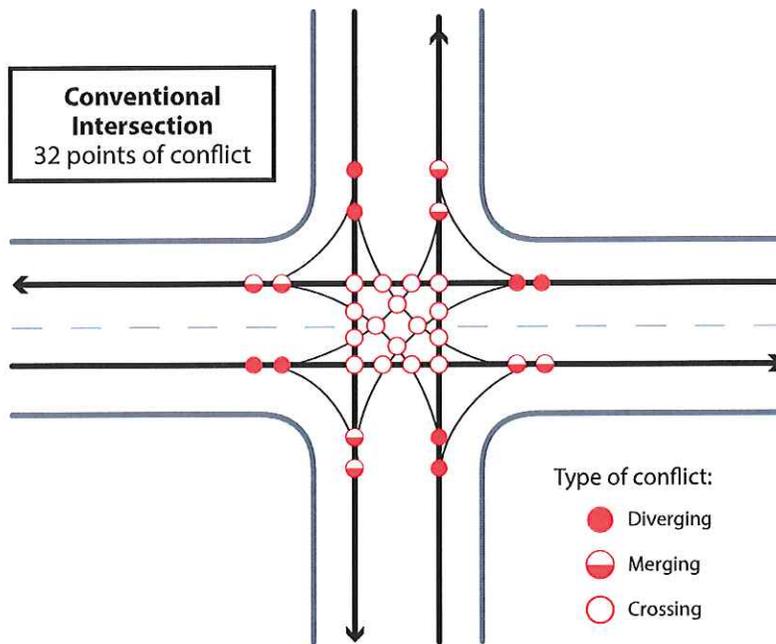
In a conventional intersection, drivers crossing the main street create more delay and conflicts. At a Synchronized Street, they first join the main street flow, reducing wait times and conflicts.

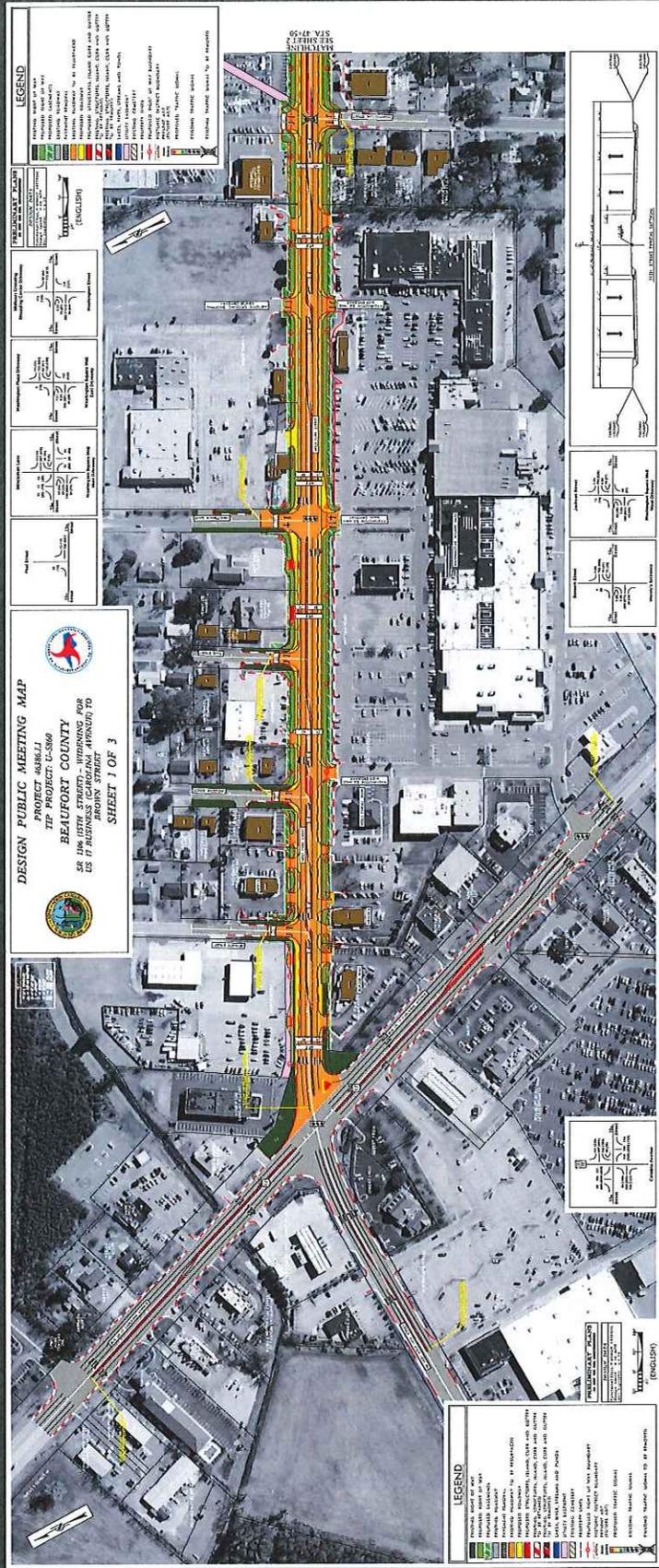


At a Synchronized Street intersection, instead of going straight or turning left, side-street drivers first turn right and then make a U-turn (usually 600 to 1,000 feet from the intersection).

Safety and Conflict Points

A conventional intersection has 32 conflict points compared to a Synchronized Street, which has 14. Since there are significantly fewer conflict points in a Synchronized Street, there are fewer opportunities for collisions.

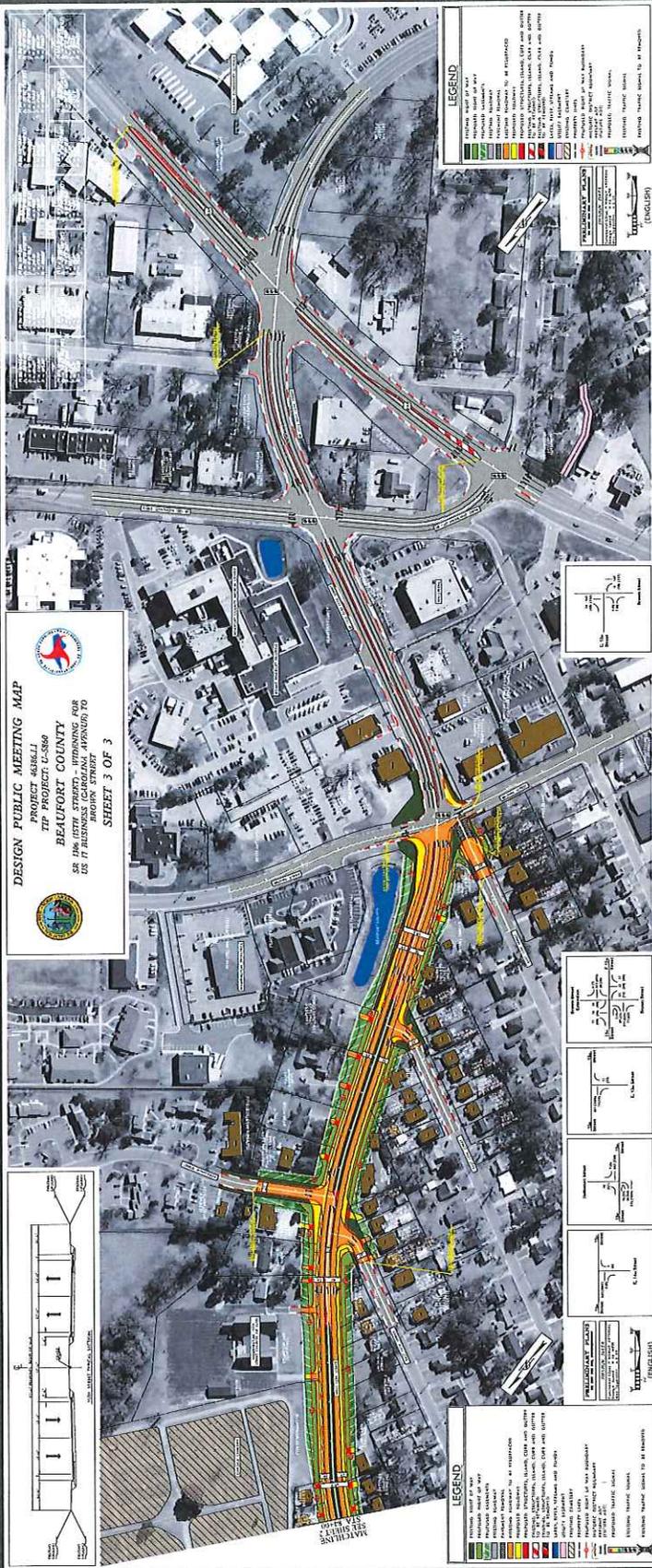




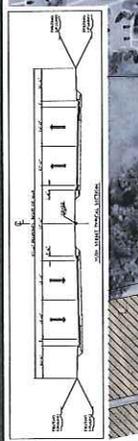
LEGEND

- PROPOSED PAVEMENT
- PROPOSED LANDSCAPING
- PROPOSED UTILITY
- PROPOSED SIDEWALK
- PROPOSED BIKEWAY
- PROPOSED STREET LIGHTING
- PROPOSED STREET SIGNAGE
- PROPOSED STREET FURNITURE
- PROPOSED STREET ART
- PROPOSED STREET SCENIC
- PROPOSED STREET SOUND
- PROPOSED STREET VIBRATION
- PROPOSED STREET POLLUTION
- PROPOSED STREET SAFETY
- PROPOSED STREET SECURITY
- PROPOSED STREET SUSTAINABILITY
- PROPOSED STREET WELLBEING

DESIGN PUBLIC MEETING MAP
 PROJECT 483661
 TIP PROJECT U-5869
 BEAUFORT COUNTY
 SR 196 (15TH STREET) - WIDENING FOR
 US 17 BUSINESS (CROSSLAND AVENUE) TO
 15TH STREET
 SHEET 1 OF 3



DESIGN PUBLIC MEETING MAP
 PROJECT 481621
 TIP PROJECT U-588
 BEAUFORT COUNTY
 SR 196 (25TH STREET) - WINNING FOR
 US 17 BUSINESS (CIRIOLINA AVENUE) TO
 BROWN STREET
 SHEET 3 OF 3





Minutes

WASHINGTON PLANNING BOARD
Regular Scheduled Meeting
Tuesday, August 23, 2016
5:30 PM

Members Present

Gillian Jones Dot Moate
John Tate III Marie Barber
D. Howell Miller

Members Absent

Jane Alligood

Others Presents

John Rodman, Director

I. Opening of the meeting

The Chairman called the meeting to order.

II. Invocation

A moment of silence was taken.

III. Roll Call

A silent roll call was taken by staff.

IV. Old Business

None

V. New Business

1. Site Plan for State Employees Credit Union, Whispering Pines Road.

John came forward and presented the site plan for the new State Employees Credit Union on Whispering Pines Road. He explained that the plan does meet all of their requirements as far as setbacks and is located in the overlay district. Mr. Rodman stated that the technical review committee has reviewed the plans and had no concerns or required changes. He explained that they are also in the process of annexing this property into the City and that public hearing will be on September 12th.

2. Proposed 15th Street Improvements.

John Rodman explained that a couple years back DOT had set up a plan to make some improvements to 15th Street, but it was going to be from Carolina Ave to Pierce Street. He explained that that was stopped because the right-away purchase was a little more expensive than they had planned for. He stated that money has been reallocated and DOT now plans on making improvement from Carolina Ave all the way to Hwy 264/John Small Ave. Mr. Rodman went through the plan and explained some of the major changes/improvements they plan on making including adding some center medians and traffic light changes. He broke down the plan into sections and explained the changes in more detail and allowed members of the audience to voice their concerns.

Pat Griffin came forward and explained that he has spent hours going over the plan and it is a huge change for Washington. He went through his concerns with the plans. Mr. Griffin stated that the median in the section he is concerned about will hurt the businesses in that area and he is against any median put there. Charles Phillips came forward and also voiced his opinions and concerns with the proposed plans. He talked about the devastating affect the plan will have on the businesses in that area. Mr. Phillips stated that he felt the best plan would be a five lane highway with no median. He stated that if anyone believes that median will help lower the amount of traffic accidents along 15th Street they are fooling themselves. He also talked about tractor trailers being unable to make U-turns at these medians. Lori Melton representing Tayloe Hospital Pharmacy came forward and expressed her concerns and spoke about how the plan would affect their entrance and the other neighboring businesses. Ms. Melton stated that she is against the medians. Gillian Jones asked if there is a study that gives some statistics on the number of accidents at the intersections along this corridor and if so she would be interested in seeing the study. Richard Gerald came forward and spoke about his concerns about the changes they plan to make to the section where his property and business is located. He stated that a lot of his customers drive large trucks and 18 wheelers and spoke about the difficulty the new plan will cause them. He also spoke against the median. Tom Litchfield also came forward and voiced his concerns about the median and its effects on the businesses along this corridor and the economic development of Washington. He stated that he felt the medians are going to cause a greater program than the one they are trying to solve. Members of the audience asked how much influence the City Council has on the decision. Mr. Rodman stated that the City Council can make a recommendation to remove the medians, but he was not sure how much of an influence they have on the DOT's decision. William Tankard with First Bank came forward and stated that they are investing a large amount of money into a property along 15th Street. He stated that he has some concerns with the medians and drivers not being able to make left turns along 15th Street.

There being no others coming forward the Chairman closed the floor. He explained that the board was there simple for informational purposes and the Board is not going to voting on this matter. He explained that they did want to have a hearing in order to hear from the public and affected parties. Mr. Tate explained that the Planning Board is only an advisory board and ultimately the City Council has the final say. He stated that once this item comes

up on the City Council agenda it would not hurt for the ones who have concerns and interested parties to attend that meeting also. The Board discussed the issue further. Dot Moate stated that she would like to make a recommendation to the City Council stating their feelings against the medians and to also ask them to have a hearing and to notify all property owners who are located in this area. D. Howell Miller stated that he agreed that they should recommend that DOT notify the people/property owners who will be affected by this plan.

Dot Moate made the following motion: I would like for the Planning Board to recommend to City Council that they have a public meeting and the City notify all the property owners who are adjoining or are within the corridor of this highway of the meeting. D. Howell Miller seconded the motion. All voted in favor. Gillian Jones stated that she didn't feel comfortable with making a decision or recommendation to the City Council with only the information they have been given and requested more information. Dot Moate stated that she attended the City Council meeting when this was presented and when she left she didn't feel comfortable when she left the meeting that the Council is going to do anything.

3. Proposed Flood Map Changes.

John Rodman presented a map showing the flood zones and the areas within those zones along with the proposed changes. He explained the effect of construction when within the flood zone and how people with flood insurance will be affected by the changes. John Rodman and the board then discussed where this proposal goes from here and if FEMA will hold public meetings.

There being no other business the Marie Barber made a motion to adjourn, which was seconded by Dot Moate.