



LINCOLN COUNTY PLANNING & INSPECTIONS DEPARTMENT

115 W. MAIN ST., LINCOLNTON, NORTH CAROLINA 28092
704-736-8440 OFFICE 704-736-8434 INSPECTION REQUEST LINE

To: Board of Commissioners
Planning Board

From: Randy Hawkins, Zoning Administrator

Date: April 9, 2020

Re: PD #2021-1
Ranger Island Marina Associates, applicant
Parcel ID# 02446, 32529, 32530, 32531, 32533, 33110, 56307, 57284 and 57413

The following information is for use by the Lincoln County Board of Commissioners and the Planning Board at their joint meeting/public hearing on May 3, 2021.

Request

The applicant is requesting the rezoning of 11 acres from R-SF (Residential-Single Family) to PD-R (Planned Development-Residential) to permit 27 attached single-family dwelling units, either townhomes or condominiums, and three lots for single-family detached homes. Six multi-unit buildings are proposed, with the smallest containing three homes and the largest seven.

Site plans and proposed development provisions have been submitted as part of the rezoning application. Also included are minutes from a March 3 community involvement meeting. The applicant revised the original submittal following the virtual community meeting and a subsequent in-person meeting with area residents. Among the revisions: a reduction in the proposed number of attached units to 27 from the original 30 and the addition of on-street parking spaces.

Site Area & Description

The subject property is located on Ranger Island Road, Mozelle Sherrill Drive and Ranger Island Marina Road and borders Lake Norman. The three lots for single-family homes would be located on what's known as Ranger Island, which is connected to the rest of the subject property by a narrow strip of land.

This property is adjoined by properties zoned R-SF. Land uses in this area are residential and recreational. The subject property is part of an area designated by the

Lincoln County Land Use Plan as Single-Family Residential, suitable for single-family detached homes with a density of one to two dwelling units per acre. The proposed density in this case is 2.7 dwelling units per acre

The proposed development would be served by county water and partially by county sewer. Eight existing sewer taps are located on the property and can be utilized by the proposed development, but the low-pressure sewer lines that serve this area cannot accommodate the rest of the proposed development. Instead, most of the proposed homes would be served by a septic system featuring a large common drainage field.

Waiver Requests

As part of the development proposal, the applicant is requesting waivers from two of the Unified Development Ordinance's subdivision standards for the proposed three lots for detached homes to allow the existing road to the island to be utilized and extended. The waiver requests involve the UDO's requirements that all subdivision roads meet the construction standards of the N.C. Department of Transportation and that all lots have frontage on a dedicated right-of-way. The Planning Board will hear and decide on the waiver requests following the rezoning hearing.

Staff's Recommendation

Staff recommends approval of the rezoning request. See proposed statement on following page.



LINCOLN COUNTY PLANNING & INSPECTIONS DEPARTMENT

115 W. MAIN ST., LINCOLNTON, NORTH CAROLINA 28092
704-736-8440 OFFICE 704-736-8434 INSPECTION REQUEST LINE

Zoning Amendment Staff's Proposed Statement of Consistency and Reasonableness

Case No. **PD #2021-1**
Applicant **Ranger Island Associates, LLC**
Parcel ID# **02446, 32529, 32530, 32531, 32533, 33110, 56307, 57284 and 57413**
Location **Ranger Island Road, Mozelle Sherrill Drive and Ranger Island Marina Road**
Proposed amendment **Rezone from R-SF to PD-R to permit 27 attached single-family dwelling units and three lots for single-family detached homes**

This proposed amendment **is not consistent** with the Lincoln County Comprehensive Land Use Plan and other adopted plans in that:

This property is part of an area designated by the Lincoln County Land Use Plan as Single-Family Neighborhood, which calls for single-family detached homes and a density of 1-2 dwelling units per acre.

This proposed amendment **is reasonable** in that:

This is a redevelopment plan for the site of a grandfathered manufactured home park with 34 spaces. The plan calls for fewer dwelling units than the number of spaces for manufactured homes. The proposed attached homes are single-family units. The plan would provide a housing option that is in demand.



Planned Development Rezoning Application

Lincoln County Planning and Inspections Department

Zoning Administrator

302 N. Academy St., Lincolnton, NC 28092

Phone: (704)736-8440 Fax: (704)732-9010

PART I

Applicant Name Ranger Island Associates, LLC

Applicant Address 18825 W. Catawba Av Suite 250 Cornelius, NC 28031

Applicant Phone Number 704-902-7412

Property Owner Name North State Development LLC

Property Owner Address 18825 W. Catawba Av Suite 250 Cornelius, NC 28031

Property Owner Phone Number 704 902 7412

PART II

Property Location 2618 Ranger Island Road

Property ID (10 digits) 4613641660 Property size 3.67

Parcel # (5 digits) 57413 Deed Book(s) 2974 Page(s) 345

see a attached sheet for list of additional parcels

PART III

Existing Zoning District R-SF Proposed Zoning District PD-R

Briefly describe how the property is being used and any existing structures.

property is currently vacant or being rented for
mobile home lots

Briefly described the proposed planned development.

Property will be cleared of mobile homes and existing
structures. New single family Townhouses and/or
condominiums will be constructed

***SEE PLANNING DEPT. FOR PLANNED DEVELOPMENT FEES.**

I hereby certify that all knowledge of the information provided for this application and attachments is true and correct to the best of my knowledge.

[Signature]
Applicant's Signature

2-2-21

Date

Property ID	Acreage	Parcel #	Deed Book-Page
4613-64-8469	5.734	02446	3000-615
4613-64-3491	0.376	32529	2972-345
4613-64-6674	1.047	32530	2974-345
4613-64-3436	0.373	32531	2974-345
4613-64-0667	0.401	32533	2974-345
4613-64-4337	0.375	56307	2974-345
4613-64-1640	0.729	57413	2974-345
4613-64-5238	1.150	57284	3000-615



Planned Development Rezoning Application

Lincoln County Planning and Inspections Department
Zoning Administrator
302 N. Academy St., Lincolnton, NC 28092
Phone: (704)736-8440 Fax: (704)732-9010

PART I

Applicant Name Ranger Island Associates, LLC
Applicant Address 18825 W Catawba Av. Suite 250 Cornelius, NC 28031
Applicant Phone Number 704-902-7412
Property Owner Name Ann Elizabeth Wilson
Property Owner Address 2626 Ranger Island Rd
Property Owner Phone Number 704 483-9179

PART II

Property Location 2626 Ranger Island Rd
Property ID (10 digits) 4613642408 Property size 0.398 AC
Parcel # (5 digits) 33110 Deed Book(s) 17E Page(s) 266

PART III

Existing Zoning District R-SF Proposed Zoning District PD-R

Briefly describe how the property is being used and any existing structures.

single family residence with one story house

Briefly described the proposed planned development.

Part of property for new town home and/or Condo development

***SEE PLANNING DEPT. FOR PLANNED DEVELOPMENT FEES.**

I hereby certify that all knowledge of the information provided for this application and attachments is true and correct to the best of my knowledge.

Ann Elizabeth Wilson by Jon B. Hutchinson, POA 02/03/2021
Applicant's Signature Date

[Signature]

2-3-21

Ranger Island Development

Community Involvement Meeting

Lincoln County

March 3, 2021

1. Attendees
 - a. Development Team
 - i. Shane Buckner
 - ii. David Dupree
 - iii. Shane Seagle
 - iv. James Jones
 - v. Kevin Vogel
 - vi. Cameron Fox
 - vii. Cindy Reid
 - b. County
 - i. Andrew Bryant
 - ii. Randy Hawkins
2. Brief introduction from the Town
 - a. Explanation of Ground Rules for the Community Involvement Meeting.
3. Development Team presentation
 - a. PowerPoint presentation attached.
 - b. Key Topics Discussed by Developer
 - i. Low Density Development – lower than trailer park density if park is fully developed as it is allowed to be
 - ii. Abandoned mobile homes – hazardous conditions
 - iii. Low pressure sewage system – hired professionals to help with this
 - iv. Trailer park homes are grandfathered and can be replaced and increased
 - v. Negative impact study by EPA regarding mobile homes
 - vi. Health concerns surrounding mobile homes
 - vii. Traffic impact – new development is less than current mobile home park
 - viii. Working with Duke Energy to clean up some of the boat docks
 - ix. Zoning – Planned Development-Residential (PD-R) not Multi-Family
 - x. Community Benefits
 1. Road improvements
 2. New monitored wastewater system
 3. More open green space – 3.67 acres
 4. Different housing choices
 5. Replace rented mobile homes with single-family homes
 6. Retain important lake buffers
4. Summary of community comments, questions, and answers:
 - a. Summary of Community Comments

- i. There are only about 15 residents living in the trailer park at this time, many of the trailers are only used part-time or abandoned.
- ii. The Graham St. development was denied by commissioners because it did not fit the surrounding character of the area. The commissioners then said that the predominant development in the area is 2 houses per acre. So, there should only be about 15-20 single-family homes on this property based on that determination.
- iii. Traffic is a big issue with everyone in the area. There will be a difference in traffic since the trailer park is barely used, especially compared to a 3-story townhome development. More people will live in this new project than currently live in the trailer park.
- iv. This development does not conform to the residential character of the area, and it appears that the developer is motivated by financial reasons.
- v. There is not a need in Denver for more multi-family housing.
- vi. Recent developments in the area have saturated the market and burdened Unity Church Rd. with more people and more traffic.
- vii. Concerns about drainage with the introduction of building materials for the new project. Some residents desire some type of impact fee the developer would be required to pay to mitigate this.
- viii. Concerns regarding the setback from Lake Norman.
- ix. Concerns that there are not adequate public facilities for this development.
- x. Concerns with on-street parking and guest parking.
- xi. Many residents worry about the stress on the septic system, don't want runoff going into Lake Norman.
- xii. There are a lot of docks in disrepair, but some are not. There needs to be further discussion with residents, the developer, and Duke Power to solve any of these issues.
- xiii. Concerns regarding notice for work done on the property and notice for when the residents of the trailer park would need to move out.
- xiv. Road improvement is a major issue and many of the residents want the developer to improve the roads to account for the added traffic.
- xv. The roads are narrow and dangerous for children playing in the area or waiting for the bus in the morning. Residents want the developer to take measures to mitigate this.
- xvi. Concerns over the 3-story structures blocking people's views of the lake.
- xvii. Stormwater runoff is a concern for many residents.
- xviii. Concerns about short term rentals (STRs) bringing more people and traffic to the area.
- xix. Concerns about the stress to Unity Church Rd. and Normandy Rd. because of other developments and the new beach going in.
- xx. Some residents would rather see 15-20 single-family homes rather than the townhomes.
- xxi. Concerns regarding emergency vehicle access to the area and whether or not Unity Church Rd. and surrounding roads can handle the stress.

- b. The un-bolded sections are the discussion and questions presented by members of the community. **Sections in bold lettering are responses by the Developer or County (identified at the beginning of each answer).**
- c. Questions to Staff
 - i. Confirming the sites grandfathering under the current UDO allows for 38 mobile homes. **Yes the applicant is correct.**
 - ii. The allowance of short-term rentals on the site? **At this point in time Lincoln County has no regulations that restrict short-term rentals.**
 - iii. What is the future plan for on-site green space area if its no longer used for site septic? **Under this PD-R this site can only be used for the plan that is submitted, so if green space is identified on the site, it could not be repurposed for more townhomes without further approval and process.**
 - iv. What year was the TIA used in the model? **The numbers presented are provided by the Institute of Transportation Engineers and it is the industry standard used in all traffic studies by the Town, and Town confirms that applicant's numbers are correct.**
 - v. Impact fee requirements? **In North Carolina impact fees are not allowed under the general statutes.**
- d. Open Discussion – Questions from virtual attendees and **responses from County and Developer**
 - i. Carol Doyle – Lived right next to the development for many years, she has walked the property recently and does not believe the traffic and density numbers for the current mobile home development are incorrect. There are maybe 15 residents living in the mobile home park right now. In 2017 a similar development on Graham was proposed and denied by the Commissioners, what has changed since then? Why are the townhomes better than single-family homes? The predominant development in the area is 2 houses per acre. So why is this even considered if a precedent has been set? Why can't there be 18-20 single-family homes instead of townhomes. Most of the townhome residents are only there part time. This developer should know about the Graham Street development being turned down, and since they do not, they are not intelligent. **Developer: There are 28 residents that pay rent every month. Townhomes will allow for people to have a second home where they perhaps only live there part time. There was study done to understand the product need, and people are looking for options similar to this with less of a yard and are downsizing in product size and price. COVID has impacted this product need.**
 - ii. Jeff Pariano – Lincoln County Planning Board Member. Traffic impact is the big issue. There is a difference between single-wide mobile home parks to a 3-story townhome development. He has found that typically the families have gone from 2.2 people/generations of people living at home on average, there are in-laws, grandparents, college kids that are all moving back. So more square footage and the same number of units would still bring more people living in the townhomes. He guesses it will have more of a traffic impact than the developer has said. **Developer: The numbers are from the Traffic Institute; the developer**

did not make them up. These are 3-bedroom dwellings, and this is comparable to the single and double-wide trailers. The density will remain relatively stable just upgrading the product. In this market the people interested in this product are the “empty-nesters”, ready to downgrade their home but maintain their lifestyle. Young families most likely will not be attracted to a \$1 million townhome.

- iii. Dave James – He owns 1.5 acres across from the project and also developed the 5 acres across from the development that was trailers as well. He contemplated townhomes and condos at the time but this neighborhood is very residential so it didn't make sense to him to change it. This project doesn't seem like there is any reason to change to condos/townhomes other than financial reasons. Residential houses are selling in Denver and they are not a need for Denver. There are other developments that are putting in multi-families where people could move if they want to downsize. Thinks townhomes don't belong because this development is surrounded by residential, and the developer should just build 15-20 single family homes and he could still make a good profit.

Developer: The key here is that they are creating a different product, the townhomes are still single-family. This is truly a unique product because other developments in the area don't offer the location right on Lake Norman. Product is marketable and will be desirable to a lot of people. There are a number of single-family homes around Lake Norman homes that you can purchase, there are a limited number of attached townhomes on Lake Norman of this quality that you can purchase.

- iv. Katharina Centers – Lives by Normandy Rd. A lot of people are worried about this development because there are 4 quads that went up on One Cherry Lane and have completely saturated the area. There was a comment that traffic isn't an issue on Unity, but it really is, especially when COVID ends. Getting the kids to school is tough and the traffic can back up to the church. The impact of the concrete and parking lots can impact the drainage in the area and impact adjacent neighborhoods. Normandy Rd. has experienced a lot of flooding because of displacement of water. An impact study needs to be considered, her home has been impacted by \$10,000+ in water issues and houses are being destroyed on Normandy because of development. How will this development impact water issues? She is from Florida, they have impact fees on developers. In North Carolina this is not legal. Are there any requirements related to impact, 1 Cherry Lane is awful, even though it is an over 50 development there are bus stops there now because of all the kids in there it is clearly not an over 50, there are no sidewalks, it is a country road, there are hundreds of people there. Is there anything that this community can do that is going to help the community so the tax payers don't have to fix everything with their money? With all the money developer is making, what will they do to help better the area and community? Can there be some type of impact fee that isn't called an impact fee but acts like an impact fee? **Developer: This will enhance the tax base and this is of tremendous value to the community. Compared to mobile homes**

that are taxed at a much lower price. Drainage is always a concern for a new development. They are adhering to the state and counties low-density development threshold, they limit the amount of BUA and single-family dwelling units. They will also be removing a majority of the impervious area that is right up against the lake now, the buffers will be reestablished. Stormwater will be addressed by design, the stormwater will be distributed throughout the site and will drain itself over the existing vegetative features, the grass will promote infiltration, they will limit the number of pipes they put in the development. The stormwater will be disbursed and the reestablished buffers will increase the water quality and reduce the amount of water going to any one location. Right up against the lake so what falls on this property will be draining to the lake from these buffers. So going to the low-density threshold and working with the state and local should mitigate any stormwater impacts.

- v. Linda Ostergard – Riparian rights in that 30' setback, but in a portion of the plan shows that the developer will be infringing on that 30' setback. How are they going to handle this with Duke? **Developer:** There is a 50' buffer which will reestablish, there is a lot of existing impervious area, any impervious area that is within the area will be permitted with the state that controls the buffer along the lake's edge. The amount of impervious area is reduced greatly, and some of that impervious area is existing impervious area, they are not creating this area- they are improving this. There are 2 different buffers, the 50' and 30', the 30' is an undisturbed buffer however it is not shown on the map. It is her understanding that undisturbed means undisturbed and if you disturb it you don't get a waiver to disturb it then it would be violation of the regulation, is that not correct? **Developer:** That road is existing and the developer would not be removing that road, it is grandfathered in. The state regulates those buffers and they will work to make sure they are in strict conformance with all of the requirements. She is opposed to this, the developer has done a great job with the look of the development, however, the county does have an adequate public facilities (APF) clause and the Town obviously does not have APF to support this design for a rezoning. They don't have sewer capacity and there is not right of way (ROW) reservation along Unity Church Rd. to support any future expansion of the road itself. There is also a great amount of undeveloped acreage on the peninsula that will fall under single-family dwellings. If this design is built it will burden the infrastructure even further, not to mention that beach that is going in here. The beach will absolutely destroy the quality of life of the folks that need to use Unity Church on a daily basis. Also understands that the stormwater mitigation that is planned is not adequate during heavy rainfalls. Also understands that the developer is requesting a waiver of roads because they cannot be constructed to Lincoln County ROW standards. The only exit on this entire peninsula is Unity Church Rd. and Business 16. These roads are already listed as failed intersections and a rezoning to a denser land use would make that problem worse. Single-family homes have a large tax base

around the lake, so tax base would be increased even further with a nice single-family home, that is consistent with the rest of the peninsula. The docks currently in existence do not meet current regulations, as they deteriorate, they cannot be replaced. There is no provision in the plans for guest parking, the road since they won't meet county standards, are not adequate for on-street parking so there are no considerations for guest parking. **County: Adequate public facilities provision has been ruled invalid by NC State courts, similar to the impact fees mentioned earlier. Developer: There will be adequate room for septic fields. There is tandem parking at all of these units so they do have guest parking accounted for. With regards to impervious area, their conversations with the state, there are structures that are in the impervious setback area, this project will help to clean that up. Working with Duke Power, when developer brought this to Duke they breathed a sigh of relief and said they would love to work with them to solve the boat dock situation. Some of the docks are hazardous and they will work with Duke to clean that up.**

- vi. Rae Watson Smythe – Septic issues have been brought up several times. There is a huge difference between a single-family home being on a septic system then 30 houses being on one septic system. Developer says they have septic system tank specialists looking at this, if this fails it goes into the lake. What are you going to do to safeguard? **Developer: There will not be failure that goes into the lake, there are more failures that go into the lake with lift stations operated by the municipalities. There is a large greenfield area that will capture most of that system between Mozelle Sherrill Dr. and Ranger Island Rd. They are required to have backup or secondary/redundant drain fields for this as well. These specialists do this type of work all the time and are experts in this type of septic management. Currently, every system out there is an individual system and its more likely to have an individual system failure than there is to have a large system failure because the large septic system will be monitored much more thoroughly. Do not foresee any spill issues that you would see in a large pump station.**
- vii. Sam & Sue Rotolo – Regarding the docks, developer commented that the docks are in disrepair, this is not quite true. There are a lot of docks that are in disrepair and not used at all anymore. But his dock is in perfect condition, permitted by Duke, have the tag from Lincoln County for fire and rescue. What are you doing about the docks if the developer makes them vacate, are they buying them back? **Developer: Still working with Duke about all the docks and understanding the situation. County: Tough to give an answer to this question at this time. There isn't a response to this because they are still working with Duke to get a grasp on the situation and what the eventual plan will be, what they can and can't do and what a transition plan would be, these will be handled as private matters between the parties.** Sam said he didn't realize that Duke Power was an investor in the project. **County: Duke Power is the entity that permits and regulates the permits of the dock structures on Lake Norman, and they would be a critical party to any ongoing conversations with the**

docks. Since the docks have already been authorized by Duke Power, what else do they have to add about this? **County:** **Difficult issue/question to understand, not sure what Sam is asking, perhaps they can meet later to discuss these issues.** On Ranger Island there are a number of mobile homes that would need to be moved, are the residents on Ranger Island going to get significant notice to move? **Developer:** **At least 90 days and potentially up to 6 months notice.** When they get notice to move will they suspend the lot fees they are currently paying for rent? **Developer:** **When the project moves forward they will make sure everyone has adequate time to move and will not put anybody in jeopardy to make sure everyone will get moved successfully.** I thought Marina Rd. was under the highwater mark and unbuildable. **County:** **On the current version of the FEMA flood map Ranger Island was completely inundated by the 1% annual chance flood event, those maps have been studied and due to the topography and elevation of Ranger Island, FEMA has issued a letter of map amendment indicating that essentially most of the central portion of the island is above the base flood elevation and has been removed from that effective several weeks ago. Knew this was likely incorrect and engineering studies and FEMA confirmed this.** Last February there was a full pond across the road there.

- viii. Burney – Related to the public roads that immediately surround the greenway area, are there going to be any improvements to those public roads? **Developer:** **These roads are NCDOT roads and they are not allowed to make any improvements without their permission, so there are no plans for that.** Looks like the road at Mozelle Sherrill and Ranger Island has been modified. **Developer:** **The ROW has been modified there a little bit to properly align the road.** Where does the public stop and the private begin on Ranger Island Marina Rd. **Developer:** **Begins at the intersection at Mozelle Sherrill and Ranger Island Marina.**
- ix. Becker – Concerned by the project. Since it is an NCDOT road, biggest concern is with having small children on Ranger Island, she lives right across from the trailers and a lot of them don't live there full time or are abandoned. So the traffic will probably increase because of multi-use and heavy density like this compared to single-family lots. Biggest concern with this many townhomes across from her property would be increase in traffic, also with the beach coming in, and 3 Cherry Way already being fully developed, its hard for her to pick up her kids at 3:30, busses backing up, children walking down the road. This project will increase the amount of people on Unity Church Rd. Beach is also going in, and its scary if an emergency situation happens, ambulances have been going on, then there is the beach, or a house is on fire, what if we have to evacuate off the peninsula, what if there are multiple responses on Unity Church there would not be enough room for the emergency vehicles to come down Unity Church because people can't pull off the road. Single-family would be the best way to do this because of the 2 single-family homes to 1 acre precedent that Carol Doyle mentioned. Super concerning living on Ranger

Island, we are going to kick all this traffic down for us when traffic is already bad enough. There is no planning for Ranger Island since it is a NCDOT road, would it be better for the developer to talk to NCDOT and put in speed bumps along Ranger Island Rd. and Ranger Island Marina Rd. to slow down people since the biggest concern on Unity Church is that the speed limit was moved down to 35 MPH, and her road is 35 MPH too so if there is a concern on Unity Church there is probably one on her street as well. Is this something that the developer should do or is this something that the residents need to bring these concerns up themselves? Also, would you be able to put up a main entrance in across from Primm Rd. Think it would be better to have the main entrance going down Mozelle Sherrill drive so they can do a 4 way stop. I am sure there will be families moving into the townhomes and there will be more children there. A big concern in the morning is children standing on the corner of Ranger Island and Primm and drivers can't see them in the dark when they are leaving for work. Would the developer consider putting a light at the end of Mozelle Sherrill and Primm so children can stand there for safety concerns? **Developer:** **Currently this area is approved for 38 mobile homes, someone could buy it and put 38 mobile homes there and this would create more traffic than the proposed project. Townhomes generate less traffic per doorknob than single-family homes, almost 2 to 1 ratio, most larger single-family homes will be more family oriented compared to these townhomes. There isn't any interest in changing the entrance but if a light would help with the bus stop or something like that, a light post/lamp not a traffic light, then they would certainly be glad to talk about this with the neighbors. There will not be a significant change in traffic from this project to what there is today.**

- x. Sarah Greene – Piggyback on the previous speaker. Wants to go on record as being against multi-family units on the property as said by the County Commissioners with the development off Graham Rd. just a few years ago. It is not in keeping with the surrounding development, single-family homes would be more so and should bring as much profit in for the developers and she doesn't want to be threatened by 38 mobile homes that someone could build because nobody is going spend \$2.4 million on this land and then put in 38 mobile homes, this should not even come up. Would also like to say that 2 entrances into this area would be best for traffic flow and emergency vehicles and for keeping with the surrounding neighborhood. **Developer:** **Not a threat of 38 mobile homes, just comparing apples to apples, we aren't looking at vacant piece of property that currently has no residents on it, this property is grandfathered and could potentially have 38 mobile homes. This project creates less traffic and less density based on the data when compared to the mobile home park currently in place. They were very intentional about addressing traffic and density issues after meeting with the County and design team, they went through the process to try to make sure the development they are creating would be considered a better environment that is there today.**

- xi. Commissioner Bud Cesena – Stormwater is a huge concern, especially as we move through stormwater ordinance process, there have been developments in the Denver area where stormwater and runoff have become a significant issue, and this is why they are working on the stormwater ordinance. Would like to see a well thought out plan as to how the stormwater is going to go before any decisions are made on the board. Appears that these townhomes will have 3 stories, who will this block? Will people's views be blocked? Prefer not to have the issues that are happening with the apartments at Sugar and Beech Mountain, we need to be cognizant of the height of any of the buildings. The zoning allows 3 stories but lets see who that blocks before we allow that. Flooding is an issue, has heard conflicting things about whether it will flood, when was the last time it flooded and what is the history of the water in that area? Is the developer willing to put covenants on the property concerning short term rentals (STR). This has become a big issue in Denver Westport and east Lincoln County, would be very in favor of a covenant against STRs.
- xii. Mary Jane Zimmerman – Main concern about all of this is safety. Unity Church Rd. is one road in one road out. Everyone has already talked about all the mess with traffic, especially in the summer when Beatties Ford is very active and they are going to put in a beach. How has that worked for Jetton? How many have heard about bussing people into Jetton Beach. So, we have one road in same road out, we got by Ranger Island Rd. and the intersection of Normandy and Unity Church has not been changed and its always been dangerous and we've always been promised that something will be done about it. Ranger Island Rd. is one road in one road out, Ranger Island Marina Rd. is one road in one road out, the little complex there is one road in one road out. More cars will be coming in because of this project. Stop saying we could get 38 trailers on there, this is not true because once those trailers are moved they cannot be replaced. Asphalt roads and trucks coming in and destroying the roads and the children in the neighborhood should matter too. There is still a 200 unit high unit complex being absorbed into the neighborhood. They come down to walk on our roads because they are scared to walk on Normandy and Unity Church. There is a safety problem. This is all about the kids, all about safety, all about protecting the neighborhood. She has neighbors that ride bikes and they stand out there to catch the bus in the dark, there isn't even a bus turnaround for the bus, they pull up on the grass to turn around. Everything is not ducky, it is not safe to bring in more traffic. The area's infrastructure is not ready for this. This little complex is high density housing period. It was said that they can tandem park here but when they get more than 1 visitor they will be parking on these pathetic asphalt road. There is no sidewalks or berms. If there is an accident at the nuclear plant the neighbors won't be polite getting off Ranger Island and Unity Church, there isn't even a sidewalk or berm to walk or drive on. This would turn a safe little community into a safety hazard. One road in one road out times 4. If you are going to tear up our roads and inconvenience us to death about getting this built what are the neighbors getting out of this other than

aggravation? There is your question. I am just scared for the children, she is elderly and it is no big deal for her. **Developer: Would love to meet and talk about these issues. One point is that we are talking about changing this area to \$700k+ townhomes with people and families who will have the same sentiments and be sensitive to the safety of the area. They will be adding sidewalks to their portion of the property.** What about sidewalks on our property? The developer gets all the money and we get nothing. **It would be nice to coordinate creation of a sidewalks with other property owners to create a sidewalk network.** What about all the trucks and holes in the road created by construction? **We are going to work with NCDOT to make sure that they maintain what is necessary, we are going to be sensitive to the safety, we have children as well. We want to take the environment and create a better area with green areas, sidewalks, and less traffic, and hopefully everyone can enjoy it a little bit more. It will be hard to come to an agreement tonight but hopefully we can meet and come up with some positive solutions moving forward.**

- xiii. Alisha Fennell – How many waterfront condos or townhomes have already been approved or built in this community? Can another trailer park be built on this property? **County: Best we can recollect there are 2 higher density or attached housing projects on the lake, the Hideaway condos to the south and the Westcape community off of Burton. These all pre-date zoning in the area and that is all that we can come up with. Alisha is correct in saying there was a townhouse community off of Graham Rd. and it was approved but an amendment to that project was denied. As far as a trailer park being built on the property this site is grandfathered for those 38 mobile home sites so those sites whether there is a home there or not those homes could be replaced unless the zoning is changed on the property.**
- xiv. Deeana Saviano – Is that pond something that is going to hold to a specific height or will it continuously be a retention and dump? I live on Normandy Rd. and the pond at 3 Cherry Way continually dumps on us and we are continually flooded because of the displacement of concrete asphalt. Water and oil flooding through the yards, hopefully this can be addressed, it is getting worse and worse. Will we get hit with more displacement? We cannot afford any more flooding, where will this water run? 100-year runoff doesn't mean anything if you are changing the environment. Sidewalks, I understand that you do what you need to do for that development, but that does roll over to the rest of us on Unity Church Rd. Now there are all these elderly people and children wanting to walk to the park now, more people riding bikes, more boats flying through Unity Church, and more people running and walking. Someone has to address this while the developments are constructed, need to add sidewalks and lower speed limits. If this will displace like 3 Cherry Way then it is only fair for all the tax payers that the County put storm sewers in the areas that don't have them. There are no storm sewers on Normandy Rd. And the more development the more these issues will worsen. These people living here pay taxes and most of

us have paid these taxes for a very long time and its not fair for new developments to come in and throw that displacement and overcrowding on our roads. My question is will that holding pond hold and not just dump?

County: This site will be operating under Lincoln County's water supply watershed rules and the low density option for design of stormwater control measures on site. This site drains away from Normandy and think it exclusively drains towards Lake Norman. Lincoln County is going down the path of considering the development adoption of a stormwater ordinance, just met with commissioners on Monday, current draft will be sent to the state for review in the coming weeks. Unity Church Rd.'s safety is a project that the staff has pushed with their MTO and NCDOT to try to get some safety improvements done on the road including widening the roads, widening shoulder, and to make it a safer road for travelers especially for those with wider loads such as boats.

- xv. Carol Doyle – Mentioned earlier about the Graham Rd. development and you (Andrew) said you didn't remember it although you should, looking at the meeting minutes from that project it says that there was a density discussion between Andrew Bryant and Randy Hawkins presented information concerning the project. The Board voted to deny the statement of consistency based on its inconsistency with the Comprehensive Land Use Plan, ["this property is in an area designated by the Land Use Plan as suburban residential primarily single in character but suitable for limited condos or townhomes with 2 units per acre depending on previous provisions of utility, this proposed development would consist of zero lot line homes (patio homes) excluding the area for single family homes the proposed plan called for 25 zero lot line homes on 3. acres or 6.6 homes per acre, much more than the 1 to 2 units per acre. This amendment is not reasonable and in the public interest in that the density proposed (particularly the zero lot line homes) is not in character with predominant development pattern in the surrounding area. Condos in the adjacent property were developed prior to the enactment of zoning in the area and are not representative to the area."] Andrew, you work us, you work for the County, what has changed since 2017 that would make this any different? *(She was mistaken that Andrew said he did not remember the Graham St. project, she misheard, and it was actually David Dupree she was talking to and not Andrew, so she was incorrect in calling out Andrew).* **County:** County staff are familiar with the Graham development; it is currently vacant and has no development on the area. The biggest thing is that each zoning proposal stands on its own, weighing the pros and cons and examine each site to realize what benefits it might bring to the community. They also must take into account the plans and policies of the County at that time. Since that time the County has adopted a new land use plan, we look at things slightly differently. There have not been wholesale changes but there have been some changes. We will need to look at the new land use plan and the commissioners will need to adopt a statement of consistency and reasonableness or a statement that counteracts that

phrasing in any approval or denial of this site. All the information has to be taken into account and each development proposal weighed on its own merit.

Andrew I would like to make 1 more point, I was not finished. The trailer park at the end of Unity Church was changed to multi-million-dollar homes, Dave talked earlier about the trailer park that was here was changed to single family homes, trailer parks have been changed, again someone who paid \$5.21 million is not going to put 38 mobile homes back on the site. There is no comparison to be able to say that a trailer park that has been half deserted for probably the last decade is comparable to 33 homes on this property. This is false pretense, the people around here know that, you work for the community you do not work for the developer, the planning commission works for us, we pay the lion's share of taxes and our voices should be heard and taken into account.

- xvi. David James – Just to reiterate, I am not sure why we are discussing a change from residential to townhomes, the developer could make \$2-3 million putting residential homes compared to \$10 million putting townhomes here. This is purely a money decision. 38 single family trailers are permitted right now, Lincoln County would not allow them to replace these because on the water you cannot put a replacement trailer. That number needs to go away let's just talk about real numbers. The developer is trying to show they are very sensitive about what is going on around us. They have been digging holes on the property across from me, I own a trailer over there, I am renting land over there, I have an elderly couple living over here somewhere and one of them is bedridden, and I haven't received one notice about being on the property or concerns about holes being left open for the last 3 or 4 weeks that people could stumble into, pets could get into, they were just here this morning digging in there. They want to show their concern for the residents, but as a renter of one of the units they have helped themselves to going on the property and digging holes without any notification or consideration to let them know or ask permission. So there is a concern that the developer is not looking out for the residents.

County: There is not a regulation in the UDO that says you cannot replace trailers on the lake. Existing mobile homes can be replaced with another mobile home. The cutoff date is 1976 when the manufacturer home standards, federal standards, went into effect. Developer: They have tried to communicate and talk to people out there, their engineer has talked to him specifically out there. There is no permission asked today when they are coming onto the property and the developer just does what they want. County: Will make sure the development team reaches out to the proper residents when they are going to come out on the property.

- xvii. Linda Ostergard – Question about lighting, since this is a multi-family development, will there be lights on 24/7? Perimeter lighting? **County: There is nothing on the plan, other than ordinary residence porch lights etc.** Commissioner Cesena hit on this earlier, but I would like to request an answer from the developer on how they feel about STRs? **Developer: Typically in this price point there aren't many STRs and it would be something they would**

address in their covenants. I respectfully disagree, at this price point you will see a lot of interest in STRs. Being quite familiar with these they do create a substantial amount of traffic. So, since the “safety ship” has already sailed on Unity Church Rd. if this passes I highly recommend that there be covenant restrictions with the HOA that limits STRs.

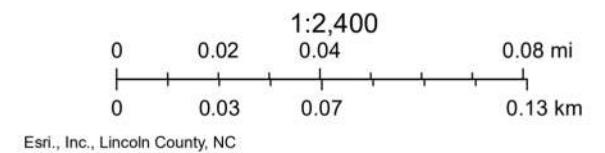
- xviii. Rae Watson Smythe – We all know this is above high-water level, how many yards or dump truck loads worth of dirt will you have to bring in there? I think all of this will have to be redone. He said that the trailers were dangerous and they were terrible and there could be accidents. Has this company done a search for calls for service for that area for fire or medic? How many have you had over the last 2 or 3 years if its so dangerous. How many times has it come up that there is no affordable housing in Lincoln County? There is affordable housing right here, these trailers can be replaced with other trailers and that would be affordable, but it won't be because its lake front and its money. Dirt, calls for service, affordable housing. **Developer: There hasn't been a full grading plan done, there will be very little if any dirt needed because the site is very flat. Duke Energy regulates the lake water levels, that elevation has been certified by them and the development area is above that level and will remain there. Have talked to the fire marshal on the site and he talked about the calls on the site. The safety issue was not meant to be offensive but when you have abandoned trailers there are certain risks associated with that. Spoke about issues relating to the causeway and firetruck mobility. We know this area has been a part of the community for a long time. Don't have a list at this time about calls to the property. County: Affordable housing, the County does have interest in providing affordable housing. Rae makes a good point, and mobile homes do provide an option. But there are many other affordable housing options out there.**

- e. Conclusion

PD #2021-1
subject property is outlined in blue



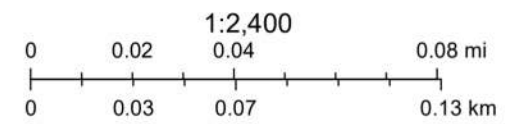
February 11, 2021



aerial view of subject property



April 9, 2021



RE-ZONING PLANS

RANGER ISLAND

RESIDENTIAL DEVELOPMENT

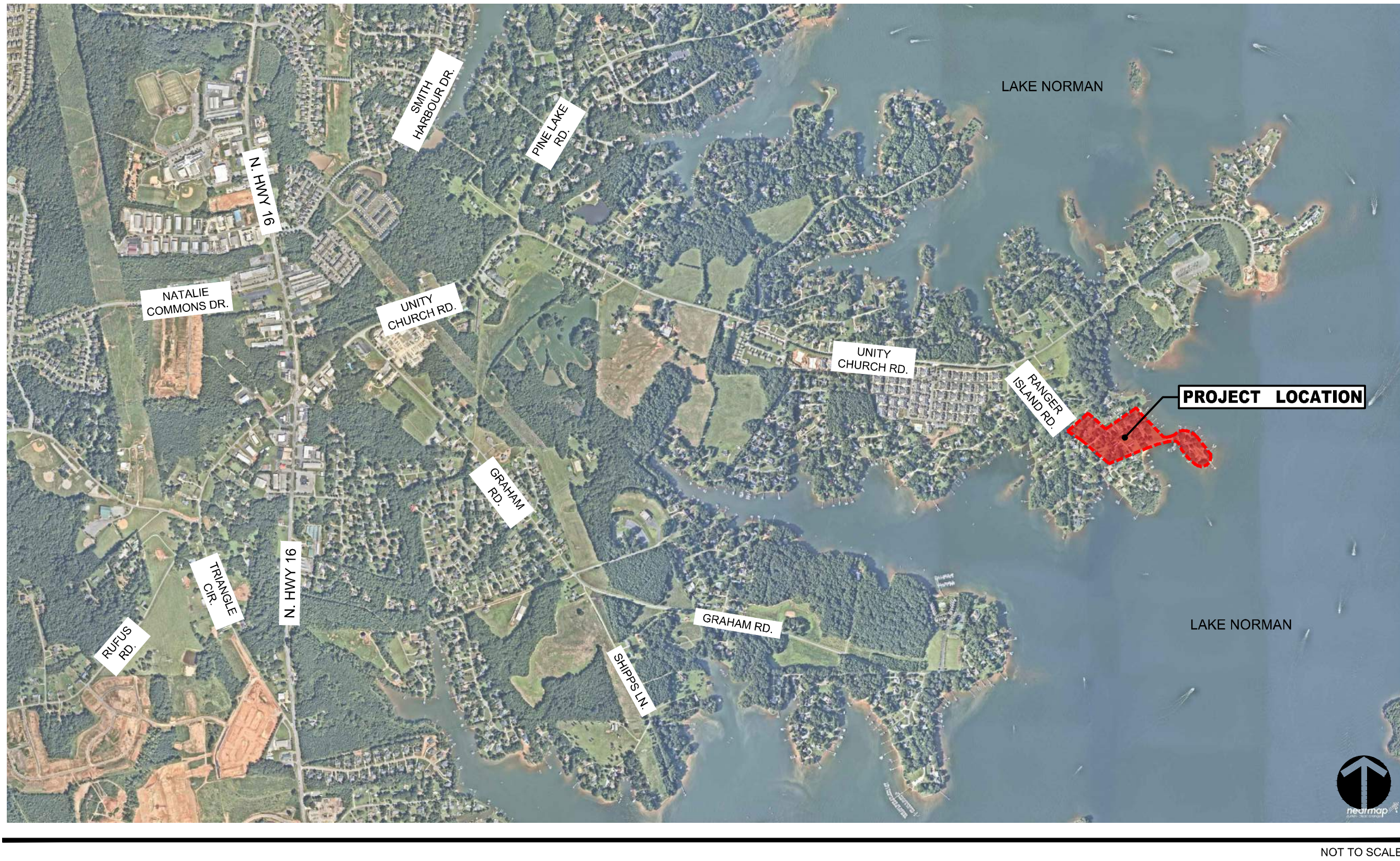
LINCOLN COUNTY, NC

DATE: 04-07-2021

SHEET INDEX

Sheet Number	Sheet Title
RZ-00	COVER SHEET
RZ-01	SITE SURVEY
RZ-02	TECHNICAL DATA SHEET
RZ-03	SCHEMATIC SITE PLAN
RZ-04	RE-ZONING NOTES

VICINITY MAP



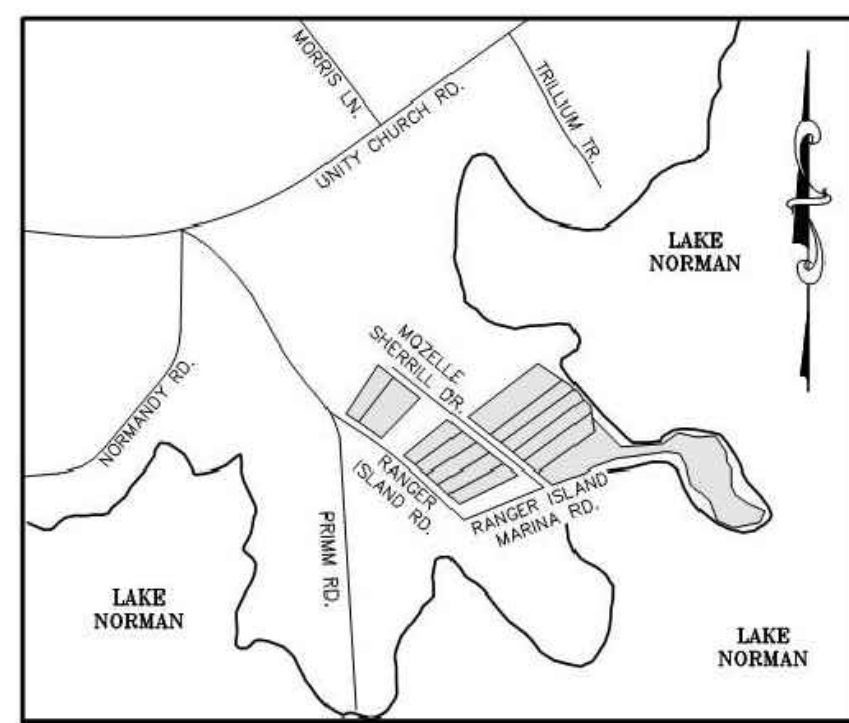
PROJECT TEAM

OWNER/DEVELOPER
RANGER ISLAND ASSOCIATES
18825 W. CATAWBA AVE.
SUITE 250
CORNELIUS, NC, 28031
704.997.8255

LANDSCAPE ARCHITECT
LANDDESIGN
223 NORTH GRAHAM STREET
CHARLOTTE, NC 28202
704.333.0325

CIVIL ENGINEER
LANDDESIGN
223 NORTH GRAHAM STREET
CHARLOTTE, NC 28202
704.333.0325

SURVEYOR
THE ISAACS GROUP
8720 RED OAK BLVD.
SUITE 420
CHARLOTTE, NC, 28217
704.527.3440



811
Know what's below.
Call before you dig.

FLOOD CERTIFICATION

THIS IS TO CERTIFY THAT A PORTION OF THE PROPERTIES SHOWN ON THIS PLAT ARE LOCATED IN SPECIAL FLOOD HAZARD AREA ZONE "AE" AS SHOWN ON MAPS PREPARED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY, FEDERAL INSURANCE ADMINISTRATION, COMMUNITY NUMBER 37046-1300-L, DATED MARCH 2, 2009, AMENDED FEBRUARY 5, 2021.

NOTICE OF LEGAL ACTION

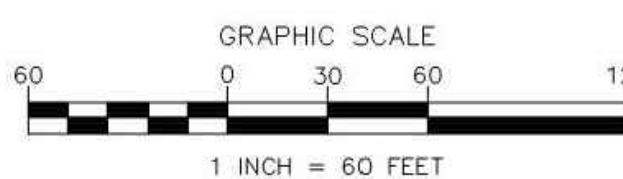
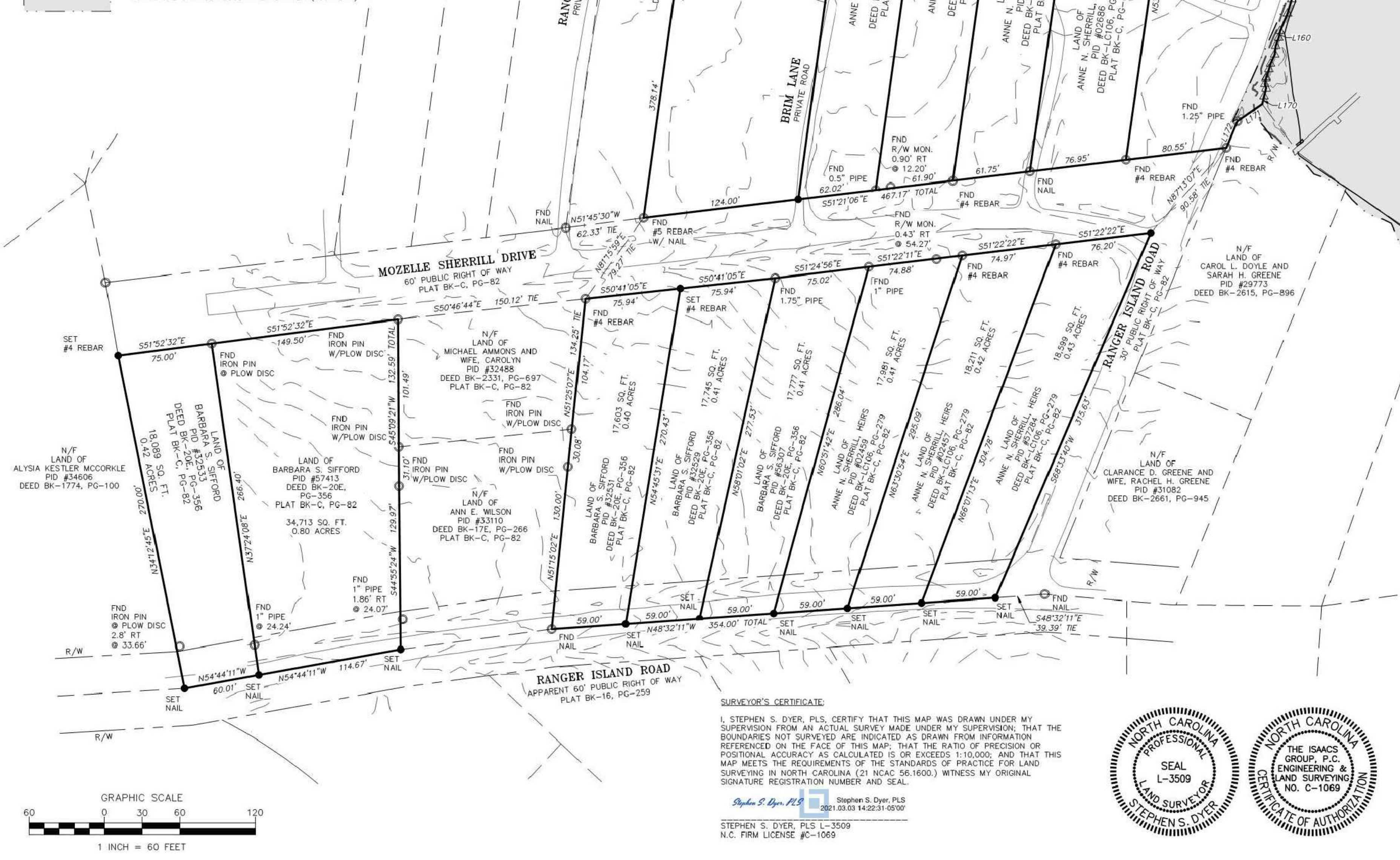
THIS DRAWING AND/OR THE DESIGN SHOWN IS THE PROPERTY OF THE ISAACS GROUP, P.C. THE REPRODUCTION, ALTERATION, COPYING OR OTHER USE OF THIS DRAWING WITHOUT THE ISAACS GROUP P.C.'S WRITTEN CONSENT IS PROHIBITED AND ANY INFRINGEMENT WILL BE SUBJECT TO LEGAL ACTION.

ZONING DISCLAIMER

NO ZONING REPORT OR ZONING VERIFICATION LETTER WAS PROVIDED TO THE ISAACS GROUP P.C. IT IS THE RESPONSIBILITY OF THE LAND OWNER AND/OR DEVELOPER TO VERIFY THE ZONING REQUIREMENTS AND LAND DEVELOPMENT STANDARDS PRIOR TO CONVEYANCE AND/OR DEVELOPMENT.

LEGEND

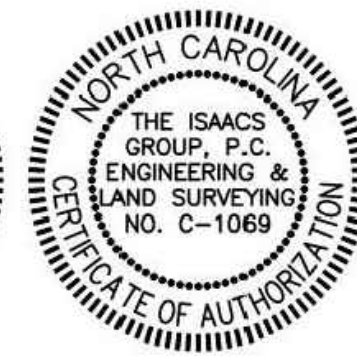
- N/F NOW OR FORMERLY
R/W RIGHT OF WAY
SF SQUARE FOOTAGE
MONUMENTATION FOUND (AS NOTED)
MONUMENTATION SET (AS NOTED)
N/S MONUMENT
CALCULATED POINT
TREE LINE
1% ANNUAL CHANCE FLOOD HAZARD AREA (100 YEAR)



SURVEYOR'S CERTIFICATE

I, STEPHEN S. DYER, PLS, CERTIFY THAT THIS MAP WAS DRAWN UNDER MY SUPERVISION FROM AN ACTUAL SURVEY MADE UNDER MY SUPERVISION. THAT THE BOUNDARIES NOT SURVEYED ARE INDICATED AS DRAWN FROM INFORMATION REFERENCED ON THE FACE OF THIS MAP. THAT THE RATIO OF PRECISION OR POSITIONAL ACCURACY AS CALCULATED IS OR EXCEEDS 1:10,000; AND THAT THIS MAP MEETS THE REQUIREMENTS OF THE STANDARDS OF PRACTICE FOR LAND SURVEYING IN NORTH CAROLINA (21 NCAC 56.1600.) WITNESS MY ORIGINAL SIGNATURE, REGISTRATION NUMBER AND SEAL.

Stephen S. Dyer, PLS
2021.03.03 14:22:31-0399
STEPHEN S. DYER, PLS L-3509
N.C. FIRM LICENSE #C-1068



LINE #	LENGTH	DIRECTION
L1	13.65'	S19°52'26"E
L2	3.42'	S9°29'12"W
L3	8.30'	S8°29'05"E
L4	7.12'	S3°07'03"W
L5	12.24'	S4°35'57"W
L6	10.08'	S6°38'57"W
L7	6.80'	S6°23'49"W
L8	10.96'	S4°43'30"W
L9	31.91'	S9°15'56"W
L10	13.23'	S6°01'39"W
L11	3.25'	S5°21'17"W
L12	13.21'	S6°09'49"W
L13	1.75'	S5°30'24"W
L14	3.78'	S20°49'43"E
L15	1.25'	S4°48'30"W
L16	6.15'	S2°15'00"W
L17	1.51'	S16°07'56"E
L18	2.31'	S14°21'17"W
L19	1.64'	S4°46'57"W
L20	0.76'	S7°42'31"W
L21	1.72'	S2°23'06"W
L22	2.24'	S3°50'35"E
L23	1.58'	N2°33'05"E
L24	0.69'	N3°53'26"E
L25	1.62'	S8°34'10"E
L26	1.03'	S4°00'52"W
L27	4.21'	S5°03'18"W
L28	2.36'	S2°45'37"W
L29	1.16'	S4°12'43"E
L30	2.20'	N8°50'50"E
L31	2.18'	S6°72'23"E
L32	4.22'	N5°44'32"E
L33	10.80'	S1°34'50"E
L34	12.51'	S2°25'01"E
L35	4.54'	S1°05'59"E
L36	5.02'	S10°59'42"E
L37	10.97'	S2°34'51"E
L38	2.51'	S6°26'36"E
L39	1.91'	S2°34'06"W
L40	16.47'	S4°10'01"E
L41	10.15'	S2°10'45"E
L42	6.82'	S3°14'27"E
L43	16.89'	S2°22'23"E

LINE #	LENGTH	DIRECTION
L44	4.10'	S3°12'49"E
L45	15.08'	S4°51'50"E
L46	13.72'	S4°32'58"E
L47	8.45'	S4°42'28"E
L48	5.55'	S3°48'56"E
L49	15.12'	S3°34'09"E
L50	7.29'	S4°34'38"E
L51	8.18'	S4°34'48"E
L52	3.13'	S5°55'50"E
L53	6.46'	S6°52'23"E
L54	4.32'	S6°04'32"E
L55	9.43'	S4°40'51"E
L56	7.94'	S4°04'28"E
L57	6.11'	S7°51'17"E
L58	8.20'	S4°46'03"E
L59	6.09'	S4°56'20"E
L60	7.07'	S4°01'41"E
L61	7.33'	S6°04'28"E
L62	7.03'	S4°26'31"W
L63	4.86'	S4°06'36"E
L64	56.93'	S4°30'18"E
L65	9.95'	S8°24'17"E
L66	140.17'	S4°54'23"E
L67	14.96'	S5°40'01"E
L68	28.25'	S8°45'32"E
L69	25.51'	N8°19'09"E
L70	44.36'	N7°22'55"E
L71	44.86'	N7°20'31"E
L72	67.01'	N4°73'28"E
L73	20.65'	N6°34'59"E
L74	14.57'	N8°25'54"E
L75	8.99'	S8°37'16"E
L76	38.74'	S8°01'72"E
L77	15.04'	S6°32'44"E
L78	83.05'	S7°08'05"E
L79	20.85'	S5°30'34"E
L80	11.41'	S3°16'39"E
L81	41.22'	S2°54'21"E
L82	15.58'	S4°10'00"E
L83	70.86'	S3°31'34"E
L84	16.84'	S5°50'12"E
L85	75.95'	S3°39'58"E
L86	32.69'	S3°21'39"E

LINE #	LENGTH	DIRECTION
L87	9.55'	S18°55'05"E
L88	28.11'	S3°51'02"E
L89	34.60'	S2°41'47"E
L90	28.21'	S3°71'48"E
L91	9.33'	S4°57'07"E
L92	19.66'	S3°52'33"W
L93	20.99'	S2°43'36"W
L94	30.52'	S5°20'05"W
L95	36.87'	S6°24'49"W
L96	17.62'	S6°45'39"W
L97	4.51'	S8°01'29"W
L98	2.57'	N5°40'48"W
L99	3.34'	N4°34'10"W
L100	4.88'	N7°51'27"W
L102	5.27'	S8°38'59"W
L103	10.56'	S6°28'52"W
L104	15.41'	S8°10'01"W
L105	7.97'	N7°02'27"W
L106	14.41'	N4°57'45"W
L107	4.62'	N6°32'18"W
L108	29.48'	N7°41'32"W
L109	14.59'	N6°31'50"W
L110	5.05'	S8°49'11"W
L111	7.85'	N6°24'57"W
L112	22.97'	N5°21'08"W
L113	22.34'	N5°74'52"W
L114	14.57'	N3°44'30"W
L115	15.03'	N1°51'41"E
L116	1.36'	N8°01'13"W
L117	10.49'	S4°32'28"W
L118	7.97'	N3°01'25"W
L119	11.02'	N2°00'33"W
L120	4.90'	N6°01'46"E
L121	5.17'	N8°01'46"E
L122	2.70'	N19°20'10"E
L123	4.88'	N4°73'51"W
L124	30.19'	N7°28'47"W
L125	12.55'	N5°23'55"W
L126	14.21'	N2°50'45"W
L127	24.58'	N2°08'46"W
L128	15.04'	N6°41'39"W
L129	41.22'	N4°04'58"W
L130	61.37'	N1°55'22"W

LINE #	LENGTH	DIRECTION
L131	44.16'	N1°39'52"W
L132	31.73'	N5°24'53"W
L133	31.48'	N6°37'51"W
L134	46.74'	S6°47'31"W
L135	21.36'	S8°35'04"W
L136	6.74'	N6°11'43"W
L137	2.97'	N7°59'06"W
L138	4.20'	S7°01'14"W
L139	9.13'	S6°45'45"W
L140	7.47'	S6°58'25"W
L141	7.73'	S5°57'51"W
L142	17.88'	S7°51'31"W
L143	2.72'	N7°38'09"W
L144	12.91'	S7°44'42"W
L145	25.69'	S8°45'47"W
L146	33.18'	S8°49'42"W
L147	14.49'	S6°59'50"W
L148	10.55'	S7°42'44"W
L149	22.37'	S7°43'49"W
L150	14.34'	S6°23'20"W
L151	56.02'	S7°12'09"W
L152	14.59'	S6°40'08"W
L153	10.01'	S5°42'11"W
L154	9.07'	S6°37'22"W
L155	3.77'	S5°46'59"W
L156	5.76'	S7°34'02"W
L157	6.66'	S5°27'36"W
L158	12.01'	S6°14'36"W
L159	15.16'	S6°00'51"W
L160	5.42'	S5°47'21"W
L161	6.67'	S6°37'08"W
L162	7.05'	S5°21'00"W
L163	8.08'	S7°00'38"W
L164	4.57'	S6°19'24"W
L165	6.76'	S6°35'36"W
L166	1.13'	S5°51'18"W
L167	4.49'	S5°08'53"W
L168	3.48'	S2°26'58"W
L169	6.58'	S6°37'58"W
L170	6.25'	S5°24'36"W
L171	24.02'	N7°02'46"W
L172	22.90'	N6°75'35"E
L173	28.40'	S1°51'18"E

GPS STATEMENT

THE ISAACS GROUP SURVEY DATUM FOR THIS PROJECT, COORDINATE SYSTEM, US STATE PLANE 1983 (2011 HARN ADJUSTMENT) ZONE: NORTH CAROLINA 3200 PROJECT DATUM: NAD 1983 (2011 HARN ADJUSTMENT) VERTICAL DATUM: NAVD 88 GEOID MODEL = GEOID 12A (CONUS) COORDINATE UNIT: US SURVEY FEET PROJECT LOCALIZED (GRID TO GROUND): POINT #1001 (N/S MONUMENT-JANE) NORTHING: 634408.771' EASTING: 1417137.685' ELEVATION: 760.43' USING A GROUND SCALE FACTOR OF 0.99994819879

UNDERGROUND UTILITY DISCLAIMER

UNDERGROUND UTILITIES SHOWN HEREON ARE A GRAPHICAL REPRESENTATION OF THEIR APPROXIMATE LOCATION ONLY AND MAY NOT BE A COMPLETE INVENTORY OF ALL UTILITIES. EXACT LOCATIONS AND A COMPLETE INVENTORY OF EXISTING UTILITIES REQUIRES VACUUM EXCAVATION OR SIMILAR NON-DESTRUCTIVE FORM OF VERIFICATION, WHICH HAS NOT BEEN PERFORMED ON THIS PROJECT. THE ISAACS GROUP, P.C. ACCEPTS NO RESPONSIBILITY FOR THE EXACT LOCATION OF SITE UTILITIES SHOWN OR FOR UTILITIES NOT SHOWN ON THIS MAP. PRIOR TO COMMENCEMENT OF ANY EXCAVATION, CONTACT 811 (WWW.CALL811.COM) OR A PRIVATE UTILITY LOCATOR AS NEEDED TO VERIFY THE LOCATIONS AND EXISTENCE OF EXISTING UTILITIES.

NOTES

- THE SOLE PURPOSE OF THIS MAP IS TO DEPICT THE PLANIMETRIC & TOPOGRAPHIC FEATURES AND THE POTENTIAL IMPERVIOUS AREAS OF THE AREA SHOWN HEREON.
- PLANIMETRIC AND TOPOGRAPHIC FEATURES ACQUIRED BY AVOIDANCE MAPPING SERVICES AND SUPPLEMENTED WITH FIELD RUN LOCATIONS BY THE ISAACS GROUP, P.C.
- THE OFF-SITE RIGHT-OF-WAYS SHOWN HEREON ARE FOR ILLUSTRATIVE PURPOSES ONLY. THE UNDERSIGNED CERTIFIES ONLY TO THE RIGHT-OF-WAYS SURVEYED, AND DOES NOT CERTIFY TO THE RIGHT-OF-WAY WIDTH OF ANY ADJACENT PROPERTIES.
- SUBJECT TO ANY AND ALL EASEMENTS, RIGHTS-OF-WAY, RESTRICTIONS, COVENANTS, AND ENCUMBRANCES, OF RECORD OR IMPLIED.
- THIS SURVEY IS CERTIFIED FOR THIS TRANSACTION ONLY.
- THIS PLAT SHALL NOT BE FILED WITH PUBLIC AUTHORITIES WITHOUT THE SEAL, SIGNATURE AND DATE AFFIXED. FURTHERMORE, IF THIS PLAT DOES NOT HAVE A SEAL THAT IS SIGNED AND DATED, IT SHALL NOT BE USED FOR ANY PURPOSE OTHER THAN A PRELIMINARY STUDY DRAWING AND WILL BE CONSIDERED A WORK IN PROGRESS.
- THIS SURVEY WAS PERFORMED WITHOUT BENEFIT OF A TITLE COMMITMENT REPORT. THE ISAACS GROUP, P.C. DOES NOT CLAIM THAT ALL MATTERS OF RECORD, WHICH MAY OR MAY NOT AFFECT THE SUBJECT PROPERTY, ARE SHOWN HEREON.
- ALL DISTANCES SHOWN ON THIS MAP ARE HORIZONTAL GROUND UNLESS OTHERWISE NOTED.
- ALL PROPERTY CORNERS MONUMENTED AS SHOWN.
- AREAS CALCULATED BY COORDINATE GEOMETRY.
- CONTOURS ARE AT ONE FOOT (1') INTERVALS.
- THE 760.00' (NAVD 29) CONTOUR LINE IS THE PROPERTY LINE ALONG THE WATER FRONTAGE FOR PARCELS 02461, 02463, 02464, 02465, 02466, AND 32350.
- SUBJECT PARCEL ID# 32533, 57413, 32531, 32529, 56307, 02459, 02457, 57284, 02446, 06286, 02480, 02463, 02461, AND 32350.
- PARCEL ADDRESSES: NO INDIVIDUAL ADDRESSES ASSIGNED. LOCATED ON MOZZELLE SHERILL DR., RANGER ISLAND RD., AND RANGER ISLAND MARINA RD.
- REFERENCES: AS SHOWN HEREON.
- ZONING: RESIDENTIAL SINGLE FAMILY (R-SF) PER LINCOLN COUNTY GIS AS OF 03-03-2021.

MAP NOT VALID WITHOUT ALL SHEETS

BOUNDARY AND TOPOGRAPHIC SURVEY

LANDS OF
BARBARA S. SIFFORD &
ANNE N. SHERILL HEIRS
"RANGER ISLAND PROJECT"
CATAMBA SPRINGS TOWNSHIP
PREPARED FOR: NORTH STATE DEVELOPMENT

File #: 20233-BT Date: 11-12-2020 Project PLS.: SSD
The ISAACS Group, P.C.
CIVIL ENGINEERING DESIGN AND LAND SURVEYING

8720 RED OAK BLVD. SUITE 420
CHARLOTTE, N.C. 28217
PHONE (704) 527-3440 FAX (704) 527-8335

Surveyed By: FDC
Drawn By: CLC
Scale: 1"=60'
SHEET 1 OF 4

REVISED

SEAL

**PRELIMINARY
-FOR REVIEW ONLY-**

THESE DOCUMENTS ARE FOR DESIGN
REVIEW ONLY AND NOT INTENDED FOR
CONSTRUCTION, BIDDING, OR PERMIT
PURPOSE. THEY ARE PREPARED BY OR
UNDER THE SUPERVISION OF:

XXXXX XXXXXXXX 0000 4/721
TODAY REC DATE

**NOT FOR
CONSTRUCTION**

PROJECT

RANGER ISLAND

RANGER ISLAND ASSOCIATES

LINCOLN COUNTY, NC

1020251

REVISION / ISSUANCE

NO.	DESCRIPTION	DATE
01	REZONING	02-04-2021
02	REZONING RESUBMITTAL	04-07-2021

DESIGNED BY:
DRAWN BY:
CHECKED BY:

SCALE NORTH

VERT: N/A
HORZ: AS SHOWN

SHEET TITLE

SITE SURVEY

SHEET NUMBER

RZ-01

SITE DEVELOPMENT DATA:

<u>TOTAL SITE AREA:</u>	11.03 AC (480,486 SF)
<u>EXISTING ZONING DISTRICT:</u>	R-SF
<u>PROPOSED ZONING DISTRICT:</u>	PD-R
<u>NUMBER OF UNITS:</u>	
- TOWNHOME UNITS:	27
- SINGLE-FAMILY LOTS:	3
<u>SITE DIMENSIONAL REQUIREMENTS:</u>	
- ROAD YARD SETBACK:	10'-0"
<u>OPEN SPACE REQUIREMENTS:</u>	
- REQUIRED (12.5% OF SITE AREA):	1.378 AC (60,058 SF)
- PROVIDED:	3.67 AC (159,774 SF)

- 30'-0" UNDISTURBED BUFFER (FROM HIGH WATER LINE (760' CONTOUR LINE)
- 50'-0" RIPARIAN BUFFER (FROM HIGH WATER LINE (760' CONTOUR LINE)
- 20'-0" CLASS 'B' BUFFER

- WATER SERVICE SHALL BE PUBLIC
- SEWER SERVICE SHALL BE PROVIDED BY A COMBINATION OF PUBLIC SERVICE AND PRIVATE SEPTIC

- LOT 31: INCLUDING BUFFER AREA - 21,418 / *NOT INCLUDING BUFFER AREA - 6,453
- LOT 32: INCLUDING BUFFER AREA - 22,573 / *NOT INCLUDING BUFFER AREA - 11,382
- LOT 33: INCLUDING BUFFER AREA - 21,750 / *NOT INCLUDING BUFFER AREA - 7,859

*THIS AREA REPRESENTS THE BUILDABLE LAND AREA WITHIN THE LOT. THIS IS THE REMAINING AREA OUTSIDE OF THE 50' BUFFER.

1. ALL STREETS SHALL BE KEPT CLEAR TO PROVIDE A MINIMUM OF 20' CLEAR FOR FIRE DEPARTMENT ACCESS AT ALL TIMES DURING CONSTRUCTION AND AFTER FULL BUILD OUT.
2. 36" CLEAR SPACE SHALL BE MAINTAINED AROUND ALL FIRE HYDRANTS AT ALL TIMES.
3. ALL TRASH SERVICE SHALL BE PROVIDED BY PRIVATE VALET PICK-UP SERVICE.
4. THIS IS A LOW DENSITY DEVELOPMENT. SEE EXHIBIT A ON THIS SHEET FOR IMPERVIOUS CALCULATIONS.



KEY MAP

SEAL

PRELIMINARY
FOR REVIEW ONLY.

THESE DOCUMENTS ARE FOR DESIGN
REVIEW ONLY AND NOT INTENDED FOR
CONSTRUCTION, BIDDING, OR PERMIT
PURPOSE. THEY ARE PREPARED BY, OR
UNDER THE SUPERVISION OF:

XXXXX XXXXXXXX 0000 4/7/21
REGISTERED ARCHITECT DATE

NOT FOR
CONSTRUCTION

PROJECT

RANGER ISLAND

RANGER ISLAND ASSOCIATES
LINCOLN COUNTY, NC

LANDDESIGN PROJ.# 1020251

REVISION / ISSUANCE

NO.	DESCRIPTION	DATE
01	REZONING	02-04-2021
02	REZONING RESUBMITTAL	04-07-2021

DESIGNED BY:
DRAWN BY:
CHECKED BY:

SCALE
VERT: N/A
HORZ: 1" = 60'
0 30 60 120

SHEET TITLE
SCHEMATIC SITE PLAN

SHEET NUMBER
RZ-03

