East Coast Engineering, P.C.
ENGINEERS•PLANNERS•CONSULTANTS

March 28, 2025

Robert Waring – Town Planner
Town of Shallotte
106 Cheers Street – PO Box 2287
Shallotte, NC 28459

Subject: **Cranwood Shallotte – Proposed Multi-family Project**
Request for Conditional Rezoning
Shallotte, North Carolina
Tax Parcels: 18100024 & 1810002402

Dear Mr. Waring:
On behalf of our client, Cranwood Shallotee, LLC., we submit for your review and consideration the conditional rezoning submittal package for the subject project. The request is to conditionally rezone the property from Highway Business (HB)/Residential Agricultural Manufactured Home District (RAM-15)/Business District (B-2) to a Conditionally Rezoned Multifamily 6 (CZ MF-6).

Please see below the various components which make up our submittal package:

- One (1) original of the conditional rezoning application;
- One (1) copy of the agent authorization letter;
- One (1) copy of the attendance list from the neighborhood meeting;
- One (1) copy of the neighborhood meeting report;
- One (1) 24"x26" copy of the site plan (C1.0), Overall Utility Plan (C2.0), & Tree Impact Plans (C3.0-3.1);
- One (1) 24"x36" copy of the existing conditions map by Coastal Geomatics;
- One copy of the draft Traffic Impact Study from Davenport;
- One (1) application fee of $240 (Check #2196).

Should you have any questions or comments, please do not hesitate contacting our office at your convenience.

Sincerely,

Jackson Starling, PE
East Coast Engineering, P.C.

Enclosures

pc: Mr. Ron Rudman (Cranwood Shallotte, LLC.)
Mr. Pete Powers (Cranwood Shallotte, LLC.)
File: 2832 (Cranwood Shallotte)

CONDITIONAL REZONING APPLICATION

Official Use Only	
P&Z #:	
Date Rec'd:	
Rec'd By:	
Amount Paid: $	

Town of Shallotte • PO Box 2287, Shallotte, NC 28459 • 106 Cheers Street, Shallotte, NC 28470 • Phone: (910) 754-4032 • Fax: (910) 754-2740

All petitions for rezoning must be complete and accompanied by the application fee of $240.00, which includes advertising costs of $90.00. Applicants will be responsible for any additional advertising costs above $90.00.

Applicants are responsible for attending all Planning Board and Board of Aldermen meetings where this application will be considered.

Rezoning, also known as map amendments, are amendments to the Unified Development Ordinance (UDO). Article 9 of the UDO describes the zoning districts within the Town and the process for conditional rezoning. Article 10 identifies which uses are allowed in each zone and whether a use is permitted by right or as a special use. Article 4 describes the procedures for amending the UDO.

Project Name (if applicable): Cranwood Shallotte		Conditional Rezone ☑ Yes (See Checklist on Pg. 3-4) ☐ No
SECTION 1: APPLICANT INFORMATION		
Petitioner Name: East Coast Engineering, P.C.		
Mailing Address: PO Box 2469, Shallotte NC - 28459		
Phone: 910-754-8029	Fax: N/A	Email: jstarling@eces.biz
SECTION 2: PROPERTY OWNER INFORMATION (if different from above)		
Owner Name(s): Cranwood Shallotte, LLC (Under Contract)		
Mailing Address: 381 Tanglewood Ln, Bay Village, OH - 44140-1132		
Phone: 303-915-7704	Fax: N/A	Email: rrudman@cranwoodcapital.com
SECTION 3: PROPERTY INFORMATION		
Street Address and/or Description of Location: Site located between Express Dr, N Mulberry Rd, & Strawberry Way Nw.		
Parcel Tax ID #(s): 1810002402 (tract 1) & 18100024 (tract 2)		Total Site Acres or Square Feet: 54.04 Acres
Current Zoning District(s): RAM-15 & B-2 (tract 1) & HB (tract 2)		
Proposed Zoning District(s): CZ - MF-6		
NOTE: If any portion of a proposed zoning district boundary does not follow an existing property line, the petition must include fifteen (15) 24" x 36" maps prepared by a licensed surveyor providing bearings and distances of such zoning district boundaries.		

SECTION 4: LAND USE COMPATIBILITY ANALYSIS

Future Land Use Map designation: Medium Density Residential & General Commercial

Is the proposed zoning consistent with the Land Use Plan? ☐ YES ☑ NO

Please explain why the proposed zoning is or is not consistent with the Land Use Plan and other adopted plans (use additional sheets as necessary): The proposed zoning is consistent with the medium density Residential land use designation. Medium density residential calls for well integrated multi-family & attached residences within a planned community with a prescribed density of 4-6 units/Acre. While general commercial does not necessarily support the proposed zoning, these designations are not static & are reviewed every 5-7 years. This land use designation will likely change from general commercial to a residential designation due to the proximity to existing single family housing to the North.

SECTION 5: STATEMENT OF REASONABLENESS

Please describe why the proposed rezoning is reasonable, including how it is appropriate in relation to its surroundings and how it benefits the town and the neighboring properties (use additional sheets as necessary): The proposed conditional rezoning of the property would create a transition from the existing commercial uses along Express. Dr. to the existing single family residences to the North. The site layout pushes the multi-story buildings up against the existing commercial uses along Express. Drive. The ranch style units would be placed against the existing single family to the North. Additional buffering will be provided along any property line which abuts a single family use. In addition to buffering, all local & state permits will be obtained to alleviate concerns of stormwater, traffic safety, light pollution, etc...

SECTION 6: SUPPLIMENTAL INFORMATION REQUIRED

Each rezoning petition use must include:

- ☑ An application fee of $240 payable to the Town of Shallotte.
- ☑ If any portion of a proposed zoning district boundary does not follow an existing property line, the petition must include three (3) paper maps and one (1) digital copy (PDF, CAD, or GIS file) prepared by a licensed surveyor providing bearings and distances of such zoning district boundaries.
- ☑ A notarized letter of authorization, if acting as the agent for the property owner(s).

SECTION 7: APPLICANT/OWNER SIGNATURE

In filing this Rezoning Petition, I hereby certify that I am authorized to submit this application and that all of the information presented in this application is accurate to the best of my knowledge, information, and belief.

- Jackson Starling, PE (East Coast Engineering, P.C)
(Agent)
3-27-2025

Official Use Only

Planning Board Hearing Date: _____ Recommendation: _____ Staff: _____

Board of Aldermen Hearing Date: _____ Action: _____ Staff: _____

East Coast Engineering, P.C.

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Letter of Agent/Authorization

I, Peter W. Powers, manager for Cranwood Shallotte, LLC. hereby authorize East Coast Engineering, PC to act as agent for any and all matters before the Town of Shallotte regarding Tax Parcel #1810002402, 18100024, & 1810005806.

Peter W. Powers, Manager

I, Anaeli Nieves, a Notary for the State of Ohio of Cuyahoga County, do hereby certify that Peter W. Powers, personally appeared before me this 26th day of March, 2025, and acknowledge the due execution of the above statement. Witness my hand and official seal,

Anaeli Nieves

SEAL

My commission expires 10/07/2029

ANAELI NIEVES
Notary Public
State of Ohio
My Comm. Expires
October 7, 2029

Cranwood Shallotte
Neighborhood Meeting Attendance

Property Owners within 500' of Proposed Project in Attendance

Name	Address	Email	Phone #
Jeraldine Hill	526 N. Mulberry (PO Box 1653) Shallotte		910-754-9514
Ada Rosebour	538 N. Mulberry Rd NW, Shallotte	missylove@atmc.et	910-612-2424
Melissa Bates	3528 Ada Lane NW, Shallotte	missylove@atmc.et	910-612-2424
Debra Hardy	3763 Strawberry Way, Shallotte	debrahardy56@gmail.com	910-338-7983
Connie Morse	876 N. Mulberry, Shallotte		910-712-2660
Josie Mae Hill	3874 Johnny Price Drive NW, Shallotte		910-368-3351
Mary Scott	3783 Strawberry Way, Shallotte		910-297-3061
Phalandra Squires	3783 Strawberry Way, Shallotte		910-445-8850
Stephanie McMullan	4425 Brantley Circle, Shallotte		910-616-3589
Anthony Siler	583 N. Mulberry Rd, Shallotte		
Lula King	994 N. Mulberry Rd, Shallotte		
Katie Hill	639 N. Mulberry Rd NW, Shallotte		
Silas Roseboro	544 Mulberry Rod NW		
Monique King	1008 N. Mulberry Rd, Shallotte		
Phillip Hill	PO Box 1483, Shallotte		
LaSalle McNeil	3775 Celeste Drive, Shallotte	lasalle.mcneil@yahoo.com	
Velma Thomason	1095 Mulberry Rd, Shallotte		
Tina Smith	3610 Express Drive, Shallotte	writertrsmith@icloud.com	

Non Property Owners in Attendance

Jackson D. Starling, PE	4918 Main Street - East Coast Engineering	jstarling@eces.biz	910-754-8029
Sabrina B. Babson	4918 Main Street - East Coast Engineering	sbabson@eces.biz	910-754-8029
Robert Warning	Town of Shallotte, Cheers Street, Shallotte	rwarning@townofshallotte.org	910-754-4032
Jim Fish - Director	BC Senior Resources		
Pete Powers	Cranwood Development		
Bill Powers	Cranwood Development		
Scott James	Davenport Engineering, Wilmington		

East Coast Engineering, P.C.
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Cranwood Shallotte
Neighborhood Meeting Report

Neighborhood Meeting Report:
Brunswick Senior Center: 5:30 -7:00 on Wednesday (2/12)
3620 Express Drive
Shallotte, NC – 28470

Following the presentation by East Coast Engineering PC, on behalf of Cranwood Shallotte, LLC., we received the following comments from attendees in bold. Responses by our team are listed below each comment:

- **Question from residents along North Mulberry: Indicated that her insurance premium was raised due to her proximity to a fire hydrant. Will this project be bringing new fire hydrants closer to her residence?**
  - Engineer response: We plan to loop the existing 8" water line through our project, but do not intend to do any expansion up North Mulberry. Our project will be required to add fire hydrants every 400-500-ft for fire coverage, but this will likely not help your current situation. You should speak with Brunswick County engineering or the Brunswick County Commissioners regarding the lack of fire protection along this stretch of North Mulberry.
- **Question from resident of Strawberry Way Nw: Will the zoning of any of the existing residential properties be changed?**
  - Engineer response: We will only be applying to conditionally rezone the property to the south of Strawberry Lane. We would need the property owner's permission to initiate any type of rezoning on your property.
- **Question from residents of Strawberry Way and resident of 515 N. Mulberry: What type of buffer will be proposed and where is it located?**
  - Engineer response: We are proposing a 25-ft buffer, which is more than the minimum required, for all sections of the property that abut existing residential properties. This buffer would be included entirely within the proposed project site and would not include any existing vegetation or buffer existing on your current property.
- **General questions on stormwater and direction of flow.**
  - Engineer Response: The general flow of runoff from this site is from plan east to plan west. The proposed site will maintain that natural flow of runoff until ultimately reaching the Mulberry Branch. Existing businesses along Express Drive and existing single family residences along Strawberry Way are high

points and actually drain into the subject property. The low point is a stream that runs through the middle of the property and ultimately to Mulberry Branch. There will be no increase in the post construction runoff rate up to the 10-year storm event. Asked whether any flooding had occurred within the past few storms and all indicated that they were not affected.

- **General questions on tree clearing.**
  - Engineer Response: The Town of Shallotte will require a tree impact plan be prepared which will quantify the heritage trees to be removed. The total inches of heritage trees removed must be replaced inch per inch. Large areas of wetlands and streams will be preserved as well as the trees within. The site will not be clear cut.
- **General questions on property value effects from development.**
  - Engineer Response: I cannot speak to the appraisal process and how this proposed development will affect existing properties. However, if you would like to see an example of what my client has developed within the area, you can visit their site in Calabash (730 Aubrey Lane – Calabash).

Should you have any questions or comments, please do not hesitate contacting our office at your convenience.

Sincerely,

Jackson D. Starling, PE
jstarling@eces.biz
Project Manager

Enclosures

pc: Mr. Ron Rudman (Cranwood Shallotte, LLC.) via email
Mr. Pete Powers (Cranwood Shallotte, LLC.) via email
Mr. Bill Powers (Cranwood Shallotte, LLC.) via email
File: 2832 (Cranwood Shallotte)

Adjacent Property Notification Mailing List.

#Page	Owner of Record	Mailing Address on File	Parcel #
1	Henry D Bennett ET Amelia Lynn Bennett	6205 Old Shallotte Road NW, Ocean Isle Beach, NC 28469	1810005801
2	Melissa King	3528 Ada Lane NW, Shallotte, NC 28470	1810005308
3	LEM Hill	PO Box 2662, Shallotte, NC 28459	18100056
4	Michael Anthony King	8455 Hines Drive NW, Ash, NC 28420	18100057
5	Wanda G Price Trustee	2917 W Cornwallis Drive, Greensboro, NC 27408	18100055
6	Roger S King, Willie Mae Stanley	PO Box 72, Shallotte, NC 28459	1810005501
7	Melissa King	3528 Ada Lane NW, Shallotte, NC 28470	1810005304
8	Melissa A & Cedrick J Bates	3528 Ada Lane NW, Shallotte, NC 28470	1810005303
9	Ada Austin Rosebour LT Melissa Bates King	3528 Ada Lane NW, Shallotte, NC 28470	1810005302
10	Silas Roseboro, III	544 N. Mulberry Road NW, Shallotte, NC 28470	1810005301
11	Melissa King	3528 Ada Lane NW, Shallotte, NC 28470	18100053
12	Keith Robinson	702 S 16th Street, Wilmington, NC 28401	18100051
13	Jeraldine Hill	PO Box 1653, Shallotte, NC 28459	18100052
14	Lula Mae Holmes	PO Box 944, Shallotte, NC 28459	18100049
15	Katie Mae Price	639 N. Mulberry Road NW, Shallotte, NC 28470	1810003303
16	Don Bryant	4079 Ruby Way NW, Shallotte, NC 28470	1810003302
17	Ela Mae Hardy	617 Mulberry Road NW, Shallotte, NC 28470	1810003201
18	Wilbert Tommy Price	629 N. Mulberry Road NW, Shallotte, NC 28470	1810003304
19	Lasalle McNeil ET Kathy McNeil	8510 Number 5 School Road NW, Ash, NC 28420	1810003109
20	Lasalle McNeil	8510 Number 5 School Road NW, Ash, NC 28420	1810003107
21	Lorin O Frink	PO Box 2184, Shallotte, NC 28459	1810003106
22	C. Demette Milligan ET Polly Milligan	5915 Mill Branch Road, Ash, NC 28420	1810003105
23	Quincy R. Blue & Gwendolyn D. Blue	PO Box 2183, Shallotte, NC 28459	1810003104
24	C. Demette Milligan	5915 Mill Branch Road, Ash, NC 28420	18100031
25	Brenda Martin Jackson	8 Dove Tree Ct, Indian Head, MD 20640	1810003111
26	Mary Brown ETALS	PO Box 3043, Shallotte, NC 28459	1810003112
27	Pamela Danford Hardister ETALS	4225 Whitehurst Drive, Wilmington, NC 28409	1810002402
28	Mary A Stanley Webster	3779 Strawberry Way NW, Shallotte, NC 28470	1810003103
29	Debra J Hardy	PO Box 51, Shallotte, NC 28459	1810003113
30	Debra J Hardy	PO Box 51, Shallotte, NC 28459	1810003102
31	Demette Milligan	5915 Mill Branch Road, Ash, NC 28420	1810003101
32	Meltonia Denise Miller LT Latricey Nashea Jackson	374 W. County Road 462, Wildwood, FL 34785	1810003110

33	Sabrina Smith	3743 Strawberry Way NW, Shallotte, NC 28470	1810002801
34	Sabrina Smith	3743 Strawberry Way NW, Shallotte, NC 28470	18100028
35	Billy Joe Hill	127 N 9th Ave #1, Mount Vernon, NY 10550	18100048
36	Jefnnifer M Wagner	601 N Mulberry Road NW, Shallotte, NC 28470	1810002601
37	Eric Patric Hill ET Machalin Hill	PO Box 1895, Shallotte, NC 28459	1810002603
38	Eric Patric Hill ET Machalin Hill	PO Box 1895, Shallotte, NC 28459	1810002602
39	Lee Anna Berry	583 N. Mulberry Road NW, Shallotte, NC 28470	18100026
40	Christopher Evan King	579 N. Mulberry Road Nw, Shallotte, NC 28470	18100027
41	Elizabeth Stanley	PO Box 344, Shallotte, NC 28459	18100025
42	Tina Semmens	5960 Mill Branch Road NW, Ash, NC 28420	1810005808
43	Brunswick County	PO Box 249, Bolivia, NC 28422	1810005801
44	KSKL Holdings, LLC	404 Sandfiddler Ct, Norehead City, NC 284557	1810005812
45	Donald N. Ludlow, Jr	3248 Rutledge Cross Sw, Shallotte, NC 28470	1810005811
46	SCI North Carolina Funeral Services, LLC	1929 Allen Parkway, Houston, TX 77019	1810005809
47	3M Hospitality, LLC	3670 Express Drive, Shallotte, NC 28470	1810005805
48	Brunswick County Board of Education	35 Referendum Drive NE, Bolivia, NC 28422	1810005807
49	Henry D Bennett ETUX Amelia Lynn Williams Bennett	6205 Old Shallotte Road NW, Ocean Isle Beach, NC 28469	1810005806
50	Ocean Hiway Associates, LLC	4225 Whitehurst Drive, Wilmington, NC 28409	18100024
51	Boyce Investments LLC	116 College Street, Matthews, NC 28105	1810001819
52	Boyce Investments LLC	116 College Street, Matthews, NC 28105	1810002004
53	Ocean Hiway Associates, LLC	4225 Whitehurst Drive, Wilmington, NC 28409	18100071
54	Carol H Danford	4225 Whitehurst Drive, Wilmington, NC 28409	1810003403
55	Suzie Mae Price Heirs	PO Box 105, Shallotte, NC 28459	18100034
56	Charles Hill ET Arline Hill	PO Box 1653, Shallotte, NC 28459	18100050
57	Jean M. Jinwright	PO Box 209, Shallotte, NC 28459	1810003108

March 18, 2025

DAVENPORT

TRANSPORTATION IMPACT ANALYSIS

Cranwood Shallotte

DRAFT

Shallotte, North Carolina

Prepared For: East Coast Engineering P.C.

Project # 242047

Transportation Impact Analysis
Cranwood Shallotte

Shallotte, NC

Prepared for
East Coast Engineering P.C.

March 18, 2025

Analysis and Graphics by: AJ Anastopoulo, PE

Reviewed by: Scott A. James, PE, PTOE

Sealed by: AJ Anastopoulo, PE

SEAL

DRAFT

Home Office:
119 Brookstown Ave. Suite PH1
Winston-Salem, NC 27101
Main: 336.744.1636; Fax: 336.458.9377

Wilmington Regional Office:
1426 Navaho Trail, #108
Wilmington, NC 28409
Main: 910.251.8912; Fax: 336.458.9377

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EXECUTIVE SUMMARY

The Cranwood Shallotte proposed development is located west of N Mulberry Road NW and north of US 17 (Ocean Highway W) within the ETJ of Shallotte, NC. It will be an age-restricted residential development consisting of 84 detached homes and 224 apartment-style homes. One full movement access point is proposed on N Mulberry Road NW. The expected build-out year for this development is 2026. Information regarding the property was provided by East Coast Engineering, P.C.

DAVENPORT was retained to determine the potential traffic impact of this development and to identify transportation improvements that may be required to accommodate the new development traffic.

The Transportation Impact Analysis (TIA) was performed based on the scope agreed upon with the North Carolina Department of Transportation. This site has a trip generation potential of 1,183 daily trips with 77 trips in the AM peak hour and 95 trips in the PM peak hour.

In conclusion, this study has determined the potential traffic impact of this development and determined that no improvements are necessary to mitigate future site traffic. The proposed site is not expected to have a detrimental effect on transportation capacity and mobility in the study area. The site access recommendations summarized in Figure A and in Table A should be constructed to comply with applicable NCDOT *Policy on Street and Driveway Access to North Carolina Highways* and/or local standards.

Table A – Recommended Improvements

INTERSECTION	RECOMMENDATIONS
N Mulberry Road NW and Express Drive / Smith Avenue	• No improvements are recommended.
US 17 (Ocean Highway W) and Smith Avenue	• No improvements are recommended.
N Mulberry Road NW and Site Access 1	• Design site access according to NCDOT standards. • No additional improvements are recommended.

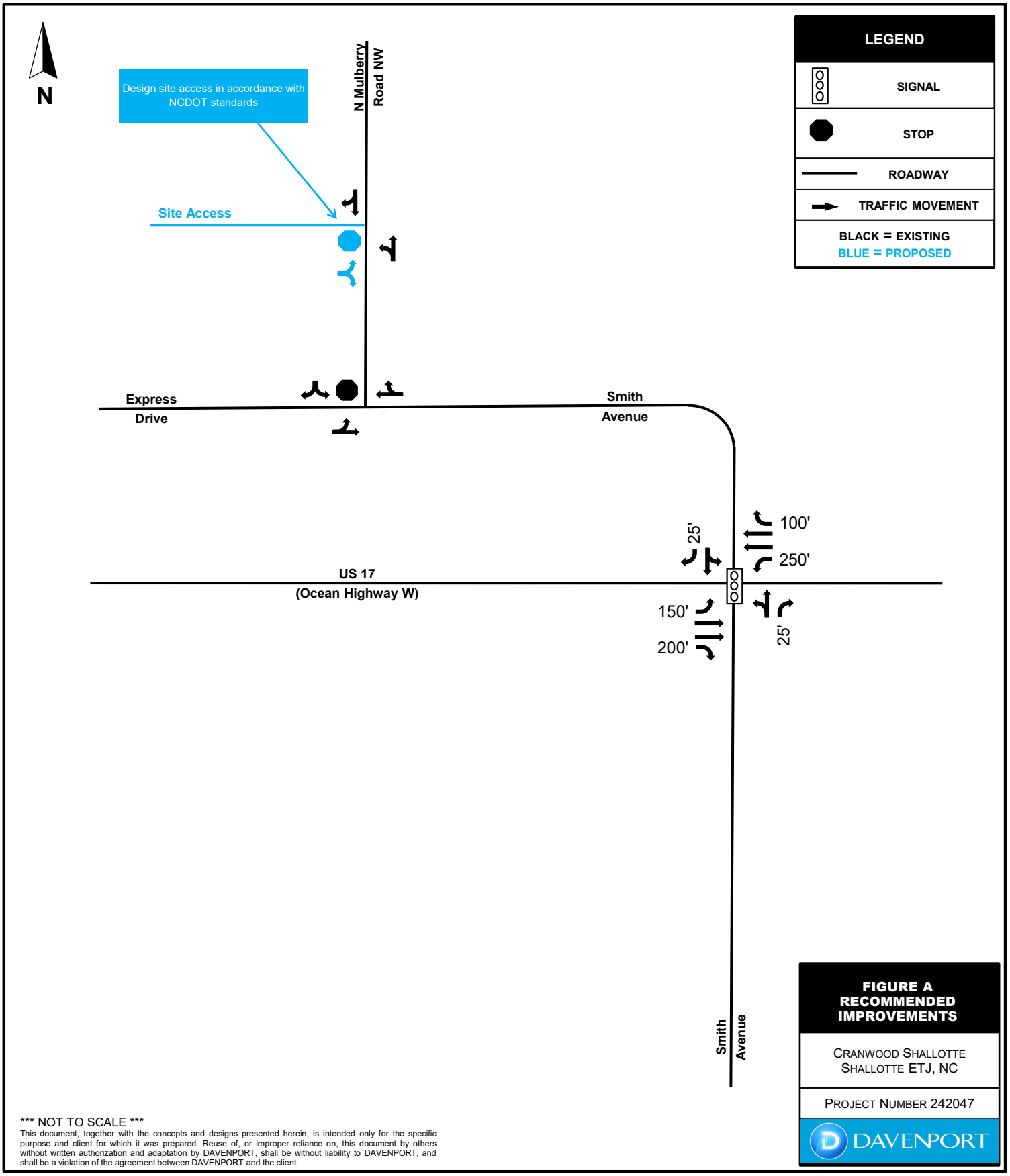

FIGURE A
RECOMMENDED IMPROVEMENTS

CRANWOOD SHALLOTTE
SHALLOTTE ETJ, NC

PROJECT NUMBER 242047

DAVENPORT

*** NOT TO SCALE ***

Table of Contents

1.0 Introduction

The Cranwood Shallotte proposed development is located west of N Mulberry Road NW and north of US 17 (Ocean Highway W) within the ETJ of Shallotte, NC. It will be an age-restricted residential development consisting of 84 detached homes and 224 apartment-style homes. One full movement access point is proposed on N Mulberry Road NW. The expected build-out year for this development is 2026. Information regarding the property was provided by East Coast Engineering, P.C.

A conceptual site plan is shown in Figure 1, and a site location map and a vicinity map are provided in Figures 2A and 2B, respectively.

DAVENPORT was retained to determine the potential traffic impact of this development and to identify transportation improvements that may be required to accommodate the new development traffic. The following intersections are included in the study:

1. US 17 (Ocean Highway W) at Smith Avenue (unsignalized)
2. N Mulberry Road NW at Express Drive / Smith Avenue (unsignalized)
3. N Mulberry Road NW and Site Access 1 (unsignalized)

These intersections were analyzed during the AM and PM peaks for the following conditions:

- 2025 Existing Conditions
- 2026 Future No Build Conditions
- 2026 Future Build Conditions
- 2026 Future Build Conditions + Improvements

The Transportation Impact Analysis (TIA) was performed based on the scope agreed upon with the North Carolina Department of Transportation (NCDOT). It was conducted according to the standards and best practices of the transportation engineering profession.

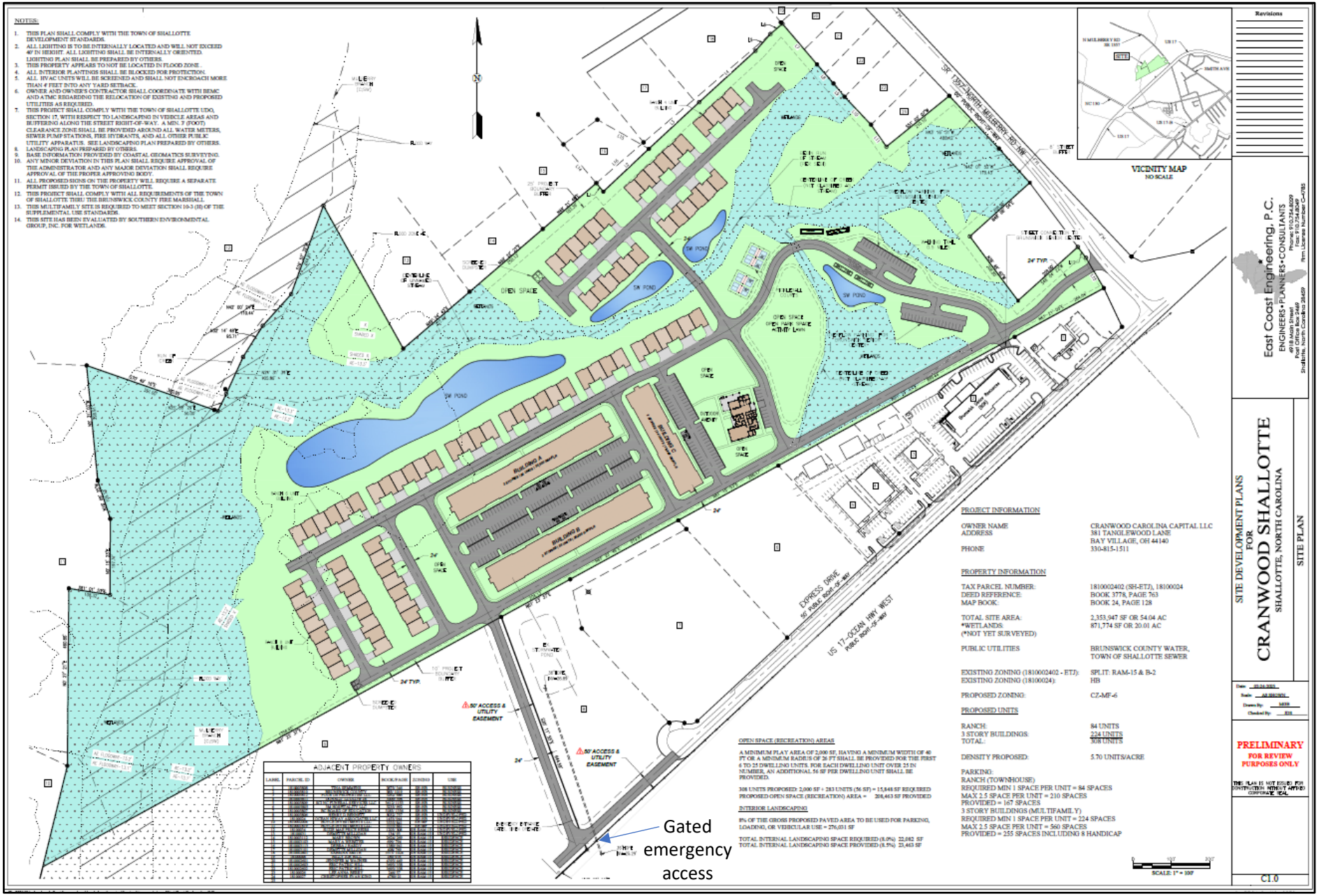

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FIGURE 1
CONCEPTUAL SITE PLAN

Cranwood Shallotte
Project Number 242047

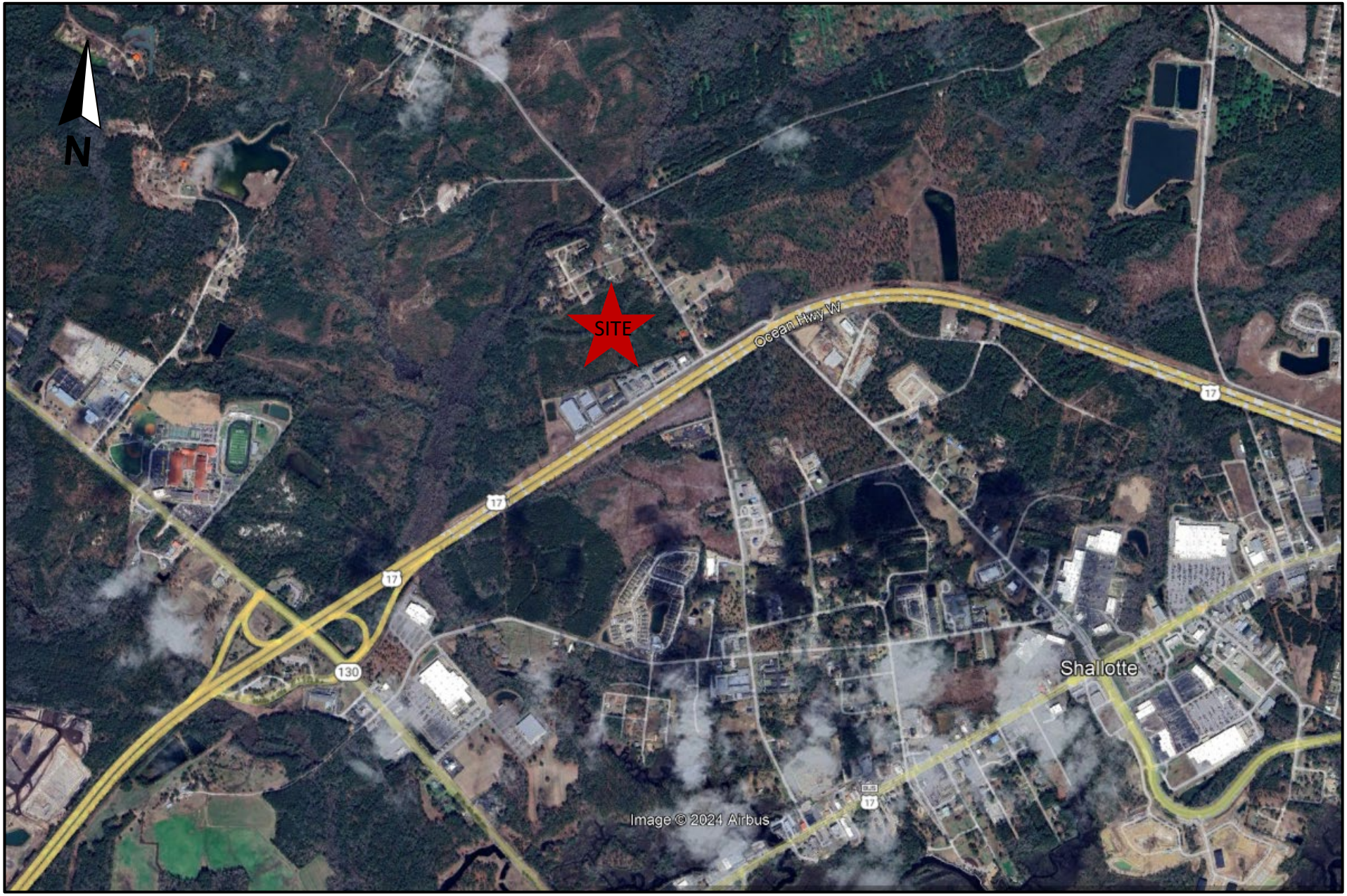

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FIGURE 2A
SITE LOCATION MAP

SITE INDICATOR

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FIGURE 2B
VICINITY MAP

STUDY INTERSECTIONS
EXISTING
PROPOSED

2.0 Existing Conditions

2.1 Inventory

Table 2.1 presents a summary of the study area roadway conditions. Figure 3 shows the existing lane geometry.

Table 2.1 - Street Inventory

Facility Name	Route #	2023 AADT (vpd)	Typical Cross Section	Lane Width	Speed Limit (MPH)	Maintained By
Ocean Highway W	US 17	34,500	4-lane divided	12 feet	60	NCDOT
Smith Avenue	SR 1357	11,500	2-lane undivided	11 feet	35	NCDOT
N Mulberry Road NW	SR 1357	Not reported	2-lane undivided	9-foot	55	NCDOT
Express Drive	n/a	Not reported	2-lane undivided	10 feet	35[1]	Town of Shallotte

[1] Assumed speed limit

2.2 Existing Traffic Volumes

Turning movement counts for this project were collected by True Direction Traffic Services Inc. when local public schools were in session. Table 2.2 contains the location, dates, and times these counts were conducted. The traffic volumes were not balanced between the study intersections as the imbalance is very minor. Additionally, a minimum of four vehicles per hour were assigned to all movements, per NCDOT Congestion Management standards. The existing AM and PM peak hour volumes are shown in Figure 4. Traffic count data are provided in the Appendix.

Table 2.2 - Traffic Volume Data

Count Location	Date Taken	Hours
N Mulberry Road NW at Smith Avenue / Express Drive (unsignalized)	Tuesday, January 7, 2025	7-9 AM, 4-6 PM
US 17 at Smith Avenue (signalized)	Tuesday, January 7, 2025	7-9 AM, 4-6 PM

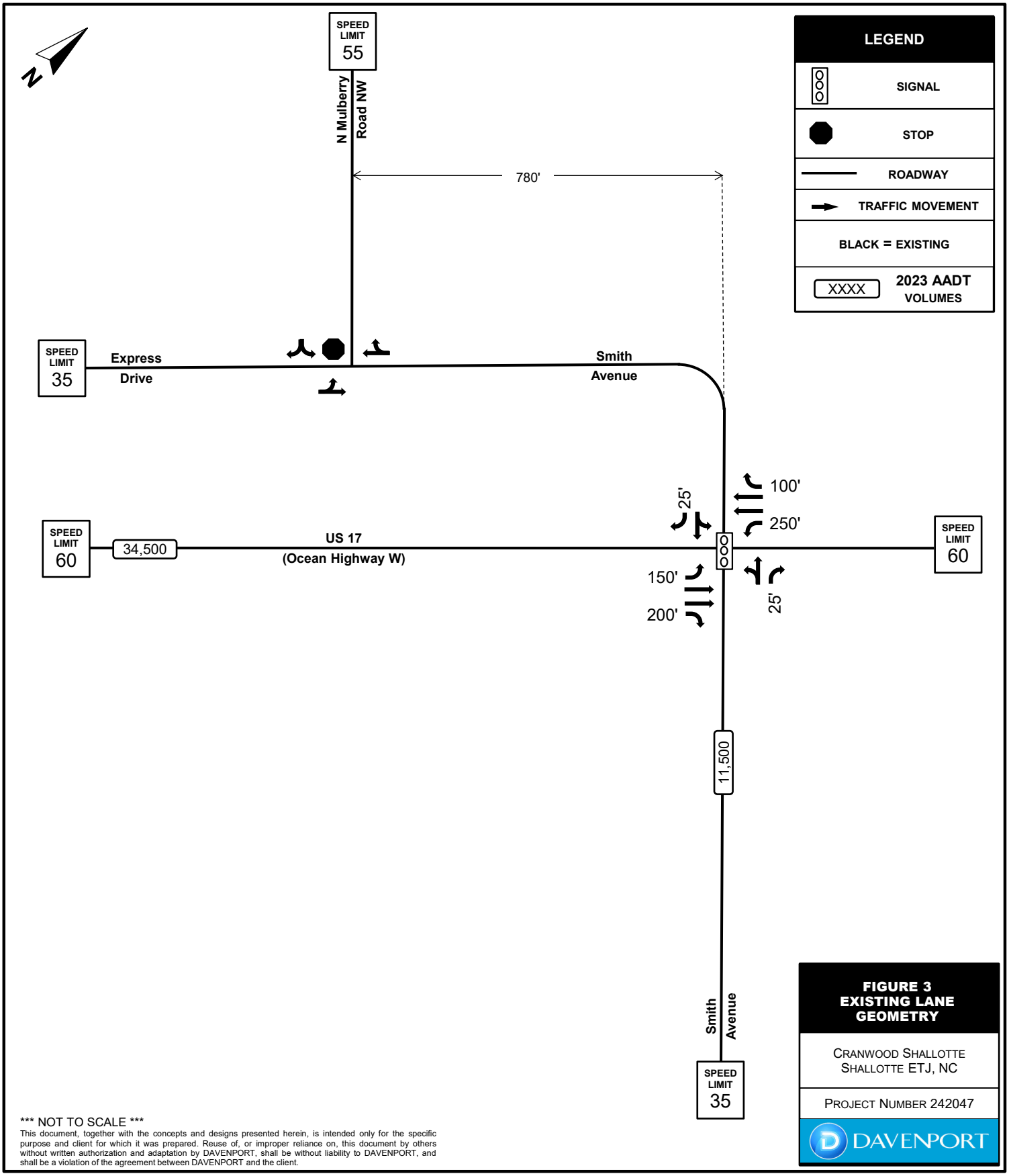

FIGURE 3
EXISTING LANE GEOMETRY

CRANWOOD SHALLOTTE
SHALLOTTE ETJ, NC

PROJECT NUMBER 242047

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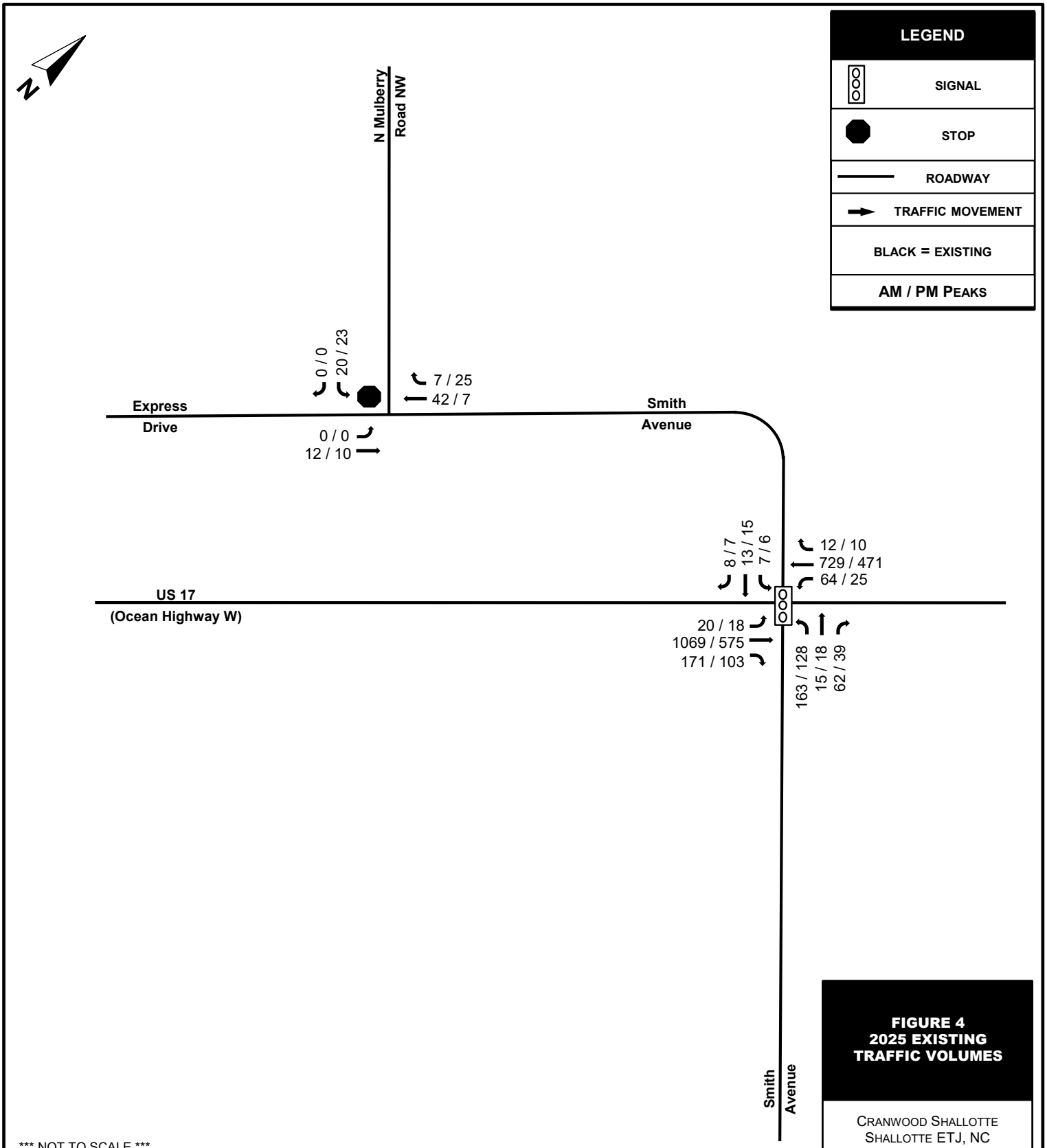
*** NOT TO SCALE ***



*** NOT TO SCALE ***

** A minimum of 4 vehicles per hour is analyzed for each movement per NCDOT Congestion Management Guidelines.

FIGURE 4
2025 EXISTING TRAFFIC VOLUMES

CRANWOOD SHALLOTTE
SHALLOTTE ETJ, NC

PROJECT NUMBER 242047

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3.0 Approved Development and Committed Improvements

3.1 Approved Developments

Approved developments are projects that have been authorized in the area but are not yet constructed. Per the approved scoping document, two scenarios were analyzed. Scenario 1 assumed no approved developments. Scenario 2 included the FMJ Tract as an approved development. The FMJ Tract includes 275 single family homes, 360 apartments, and 32,000 square feet of retail space. One of the site accesses will be located on Smith Avenue, approximately 200 feet from US 17. The TIA approval letter noted two site access configuration scenarios, realigning Smith Avenue to form a T-intersection with the site access or a roundabout. Relevant information is provided in the Appendix.

3.2 Committed Improvements

Committed improvements are projects planned by NCDOT, the County, or City, or that are associated with a prior approved development(s) in the area but are not yet constructed. Per the approved scoping document, improvements associated with the FMJ Tract development are included in Scenario 2. The FMJ Tract improvements include additional storage in the northbound US 17 left turn lane, exclusive left turn lanes on the Smith Avenue approaches, and protected permitted phasing for the minor street approaches. Relevant information is provided in the Appendix.

It should also be noted that NCDOT STIP U-5862 is slated for construction in 2030. This project is a major intersection upgrade to US 17 at Smith Avenue. The design has not yet been finalized, however, the intersection will be converted from at-grade to an interchange and will provide a significant increase in capacity at this location.

4.0 Methodology

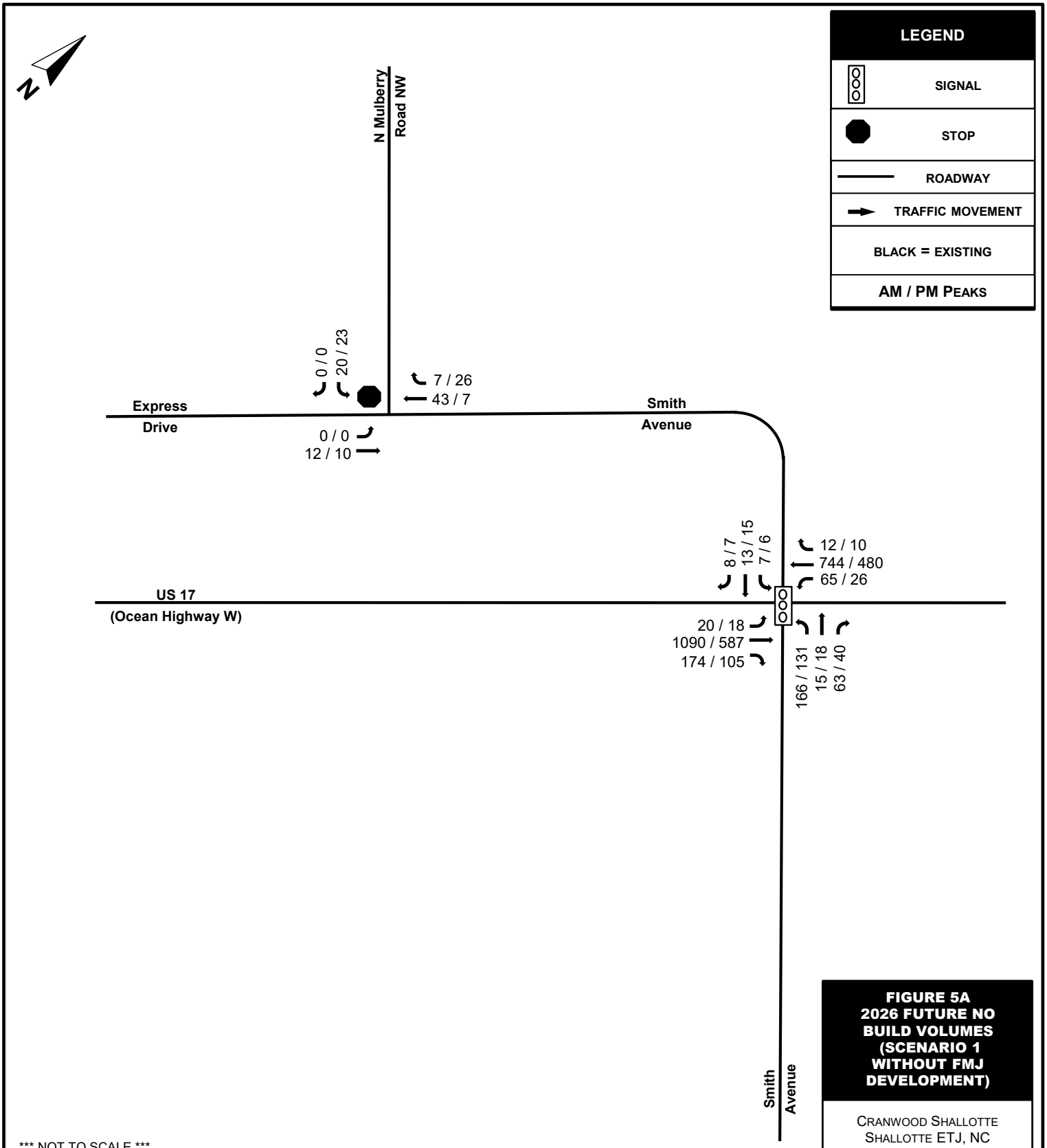
4.1 Baseline Assumptions and Standards

In general, the analysis for this project was conducted utilizing commonly accepted NCDOT standards. Table 4.1 contains a summary of the baseline assumptions.

Table 4.1 - Assumptions	
Annual Growth Rate	2%
Analysis Software	Synchro/SimTraffic
Lane Widths	12 feet
Peak Hour Factor	0.90
Truck Percentage	2%

4.2 Future No Build Volumes

The 2026 future no build traffic volumes were computed by applying a two percent (2%) compounded annual growth rate to the 2025 existing traffic volumes and adding approved development trips. Figures 5A and 5B show 2026 future no build traffic volumes without and with the approved FMJ Tract for AM and PM peaks, respectively.



*** NOT TO SCALE ***

** A minimum of 4 vehicles per hour is analyzed for each movement per NCDOT Congestion Management Guidelines.

FIGURE 5A
2026 FUTURE NO BUILD VOLUMES (SCENARIO 1 WITHOUT FMJ DEVELOPMENT)

CRANWOOD SHALLOTTE
SHALLOTTE ETJ, NC

PROJECT NUMBER 242047

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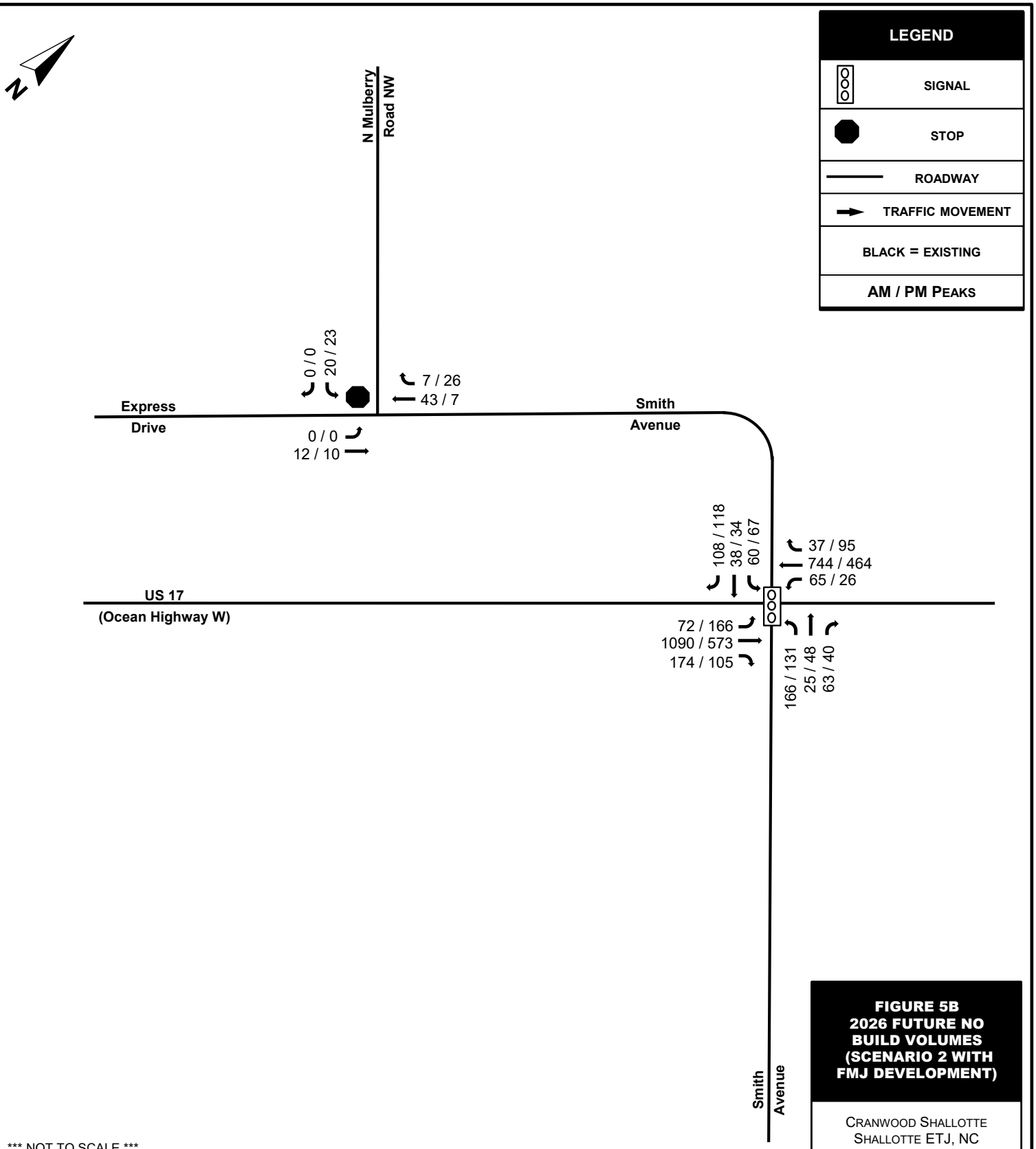

FIGURE 5B
2026 FUTURE NO BUILD VOLUMES (SCENARIO 2 WITH FMJ DEVELOPMENT)

CRANWOOD SHALLOTTE
SHALLOTTE ETJ, NC

PROJECT NUMBER 242047

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*** NOT TO SCALE ***

** A minimum of 4 vehicles per hour is analyzed for each movement per NCDOT Congestion Management Guidelines.

4.3 Trip Generation

The proposed development will contain a mix of detached and apartment style age-restricted housing. The trip generation potential of this site was projected based on the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition* and guidance from NCDOT Congestion Management on the selection of appropriate variables. Table 4.2 presents the results.

Table 4.2 - ITE 11th Edition Trip Generation

Average Weekday Driveway Volumes				Daily	AM Peak Hour			PM Peak Hour		
Land Use (ITE Code)	Size		Data Source	Total	Enter	Exit	Total	Enter	Exit	Total
Senior Adult Housing-Detached, (251)	84	Dwelling Units	Adjacent-Equation	511	11	23	34	24	15	39
Senior Adult Housing-Apartments, (252)	224	Dwelling Units	Adjacent-Equation	672	15	28	43	31	25	56
Total Primary Trips				**1,183**	**26**	**51**	**77**	**55**	**40**	**95**

4.4 Trip Distribution and Assignment

Site trips for this proposed development were distributed based on the existing traffic patterns and engineering judgment. The trip distribution model is shown in Figure 6. The directional distribution for site trips is:

- 35% to/from the south on US 17
- 35% to/from the north on US 17
- 30% to/from the east on Smith Avenue

4.5 Future Build Volumes

Site trip volumes were added to the future no build volumes to develop the 2026 Future Build volumes. Site trips are shown in Figure 7 and Future Build volumes are shown in Figures 8A and 8B, respectively.

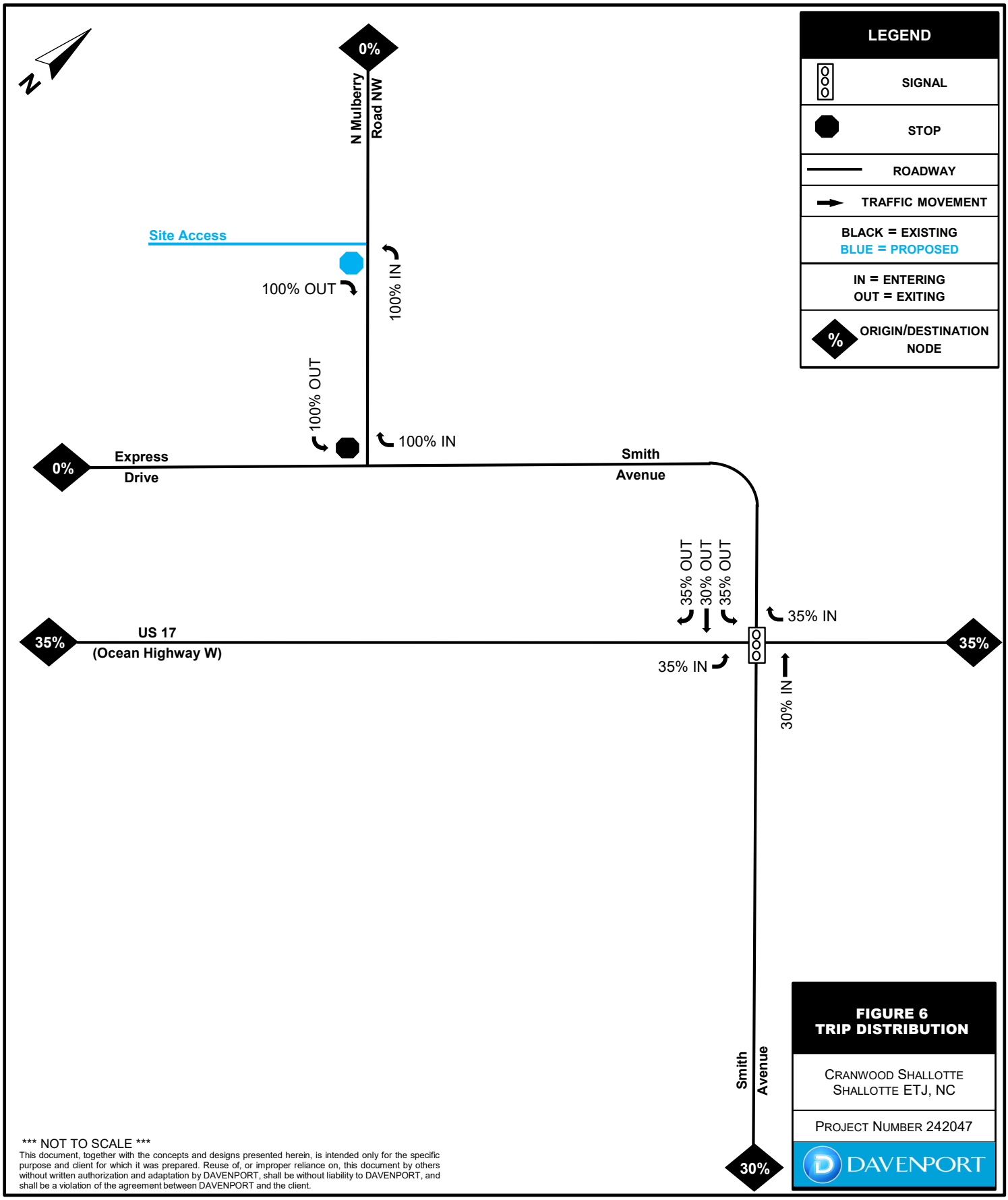

FIGURE 6
TRIP DISTRIBUTION

CRANWOOD SHALLOTTE
SHALLOTTE ETJ, NC

PROJECT NUMBER 242047

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*** NOT TO SCALE ***

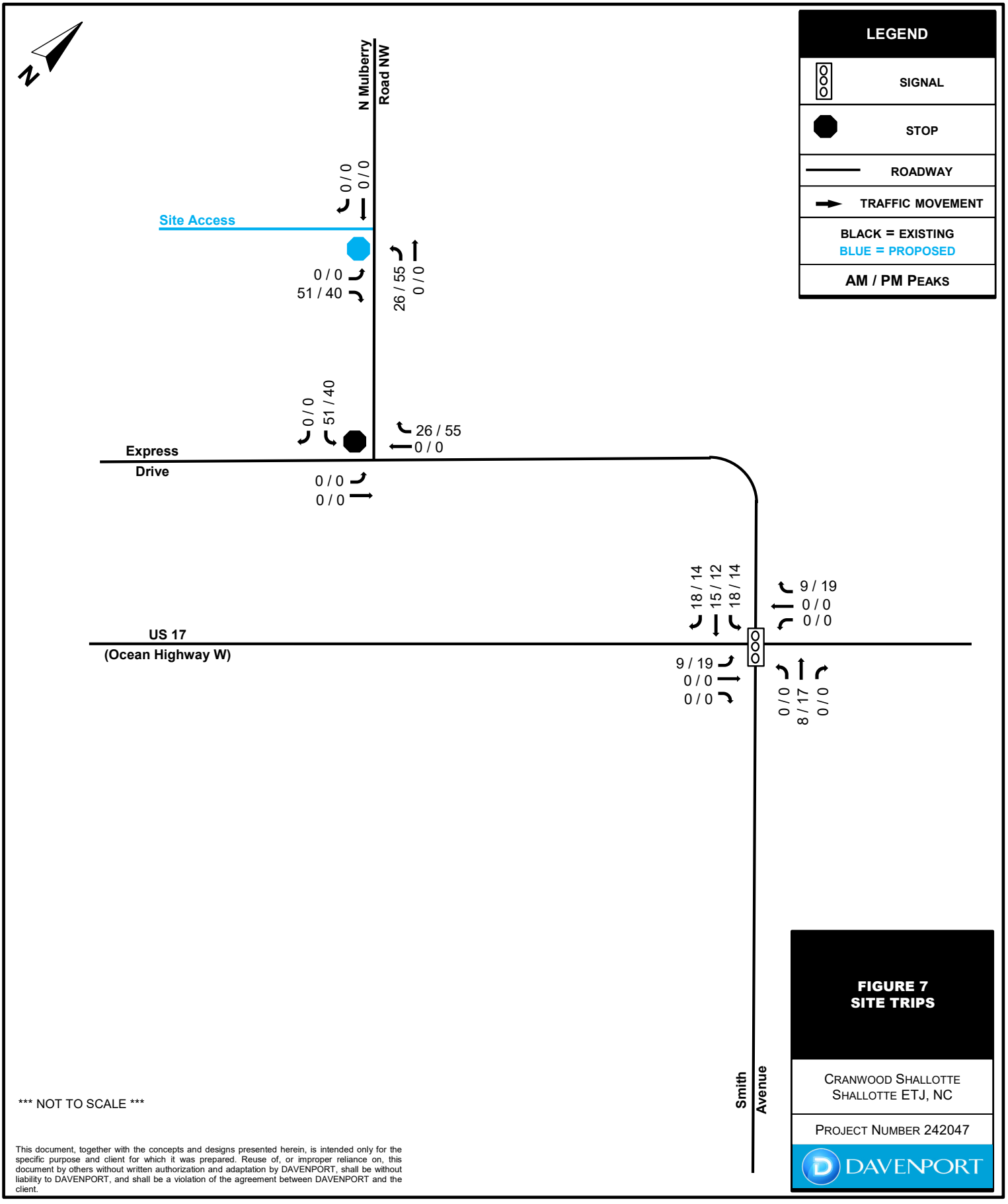

FIGURE 7
SITE TRIPS

CRANWOOD SHALLOTTE
SHALLOTTE ETJ, NC

PROJECT NUMBER 242047

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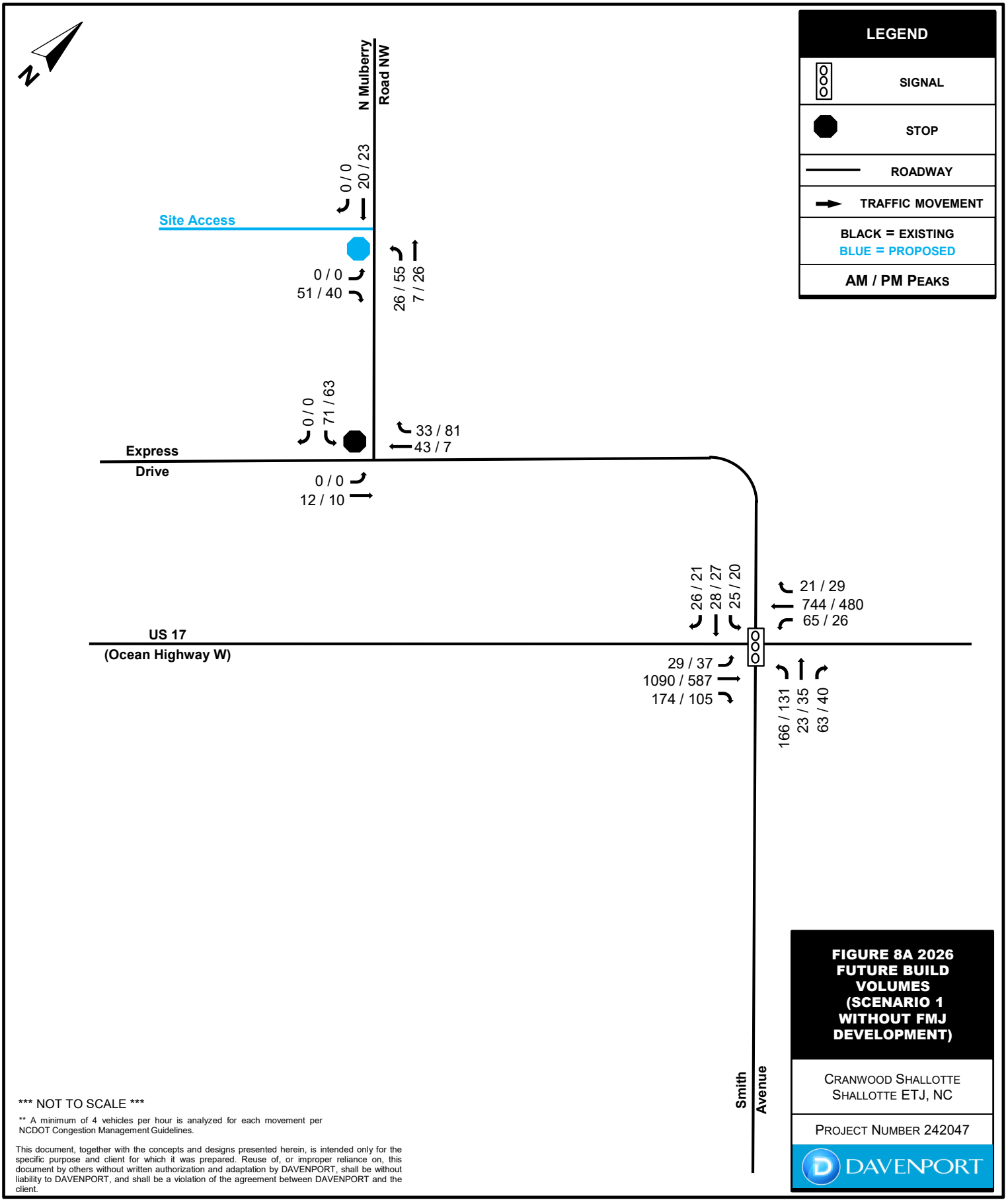

*** NOT TO SCALE ***

** A minimum of 4 vehicles per hour is analyzed for each movement per NCDOT Congestion Management Guidelines.

FIGURE 8A 2026 FUTURE BUILD VOLUMES (SCENARIO 1 WITHOUT FMJ DEVELOPMENT)

CRANWOOD SHALLOTTE
SHALLOTTE ETJ, NC

PROJECT NUMBER 242047

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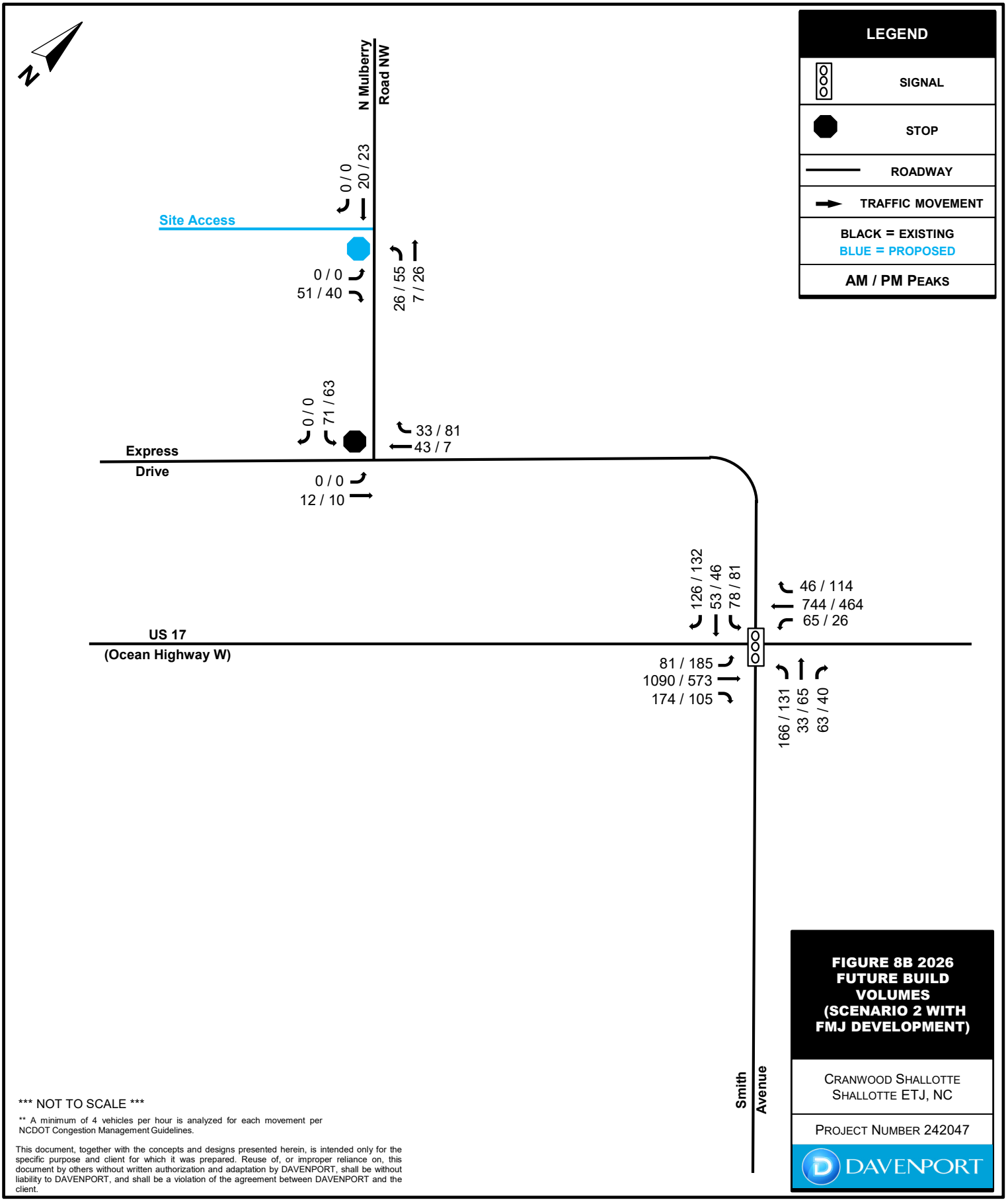

FIGURE 8B 2026 FUTURE BUILD VOLUMES (SCENARIO 2 WITH FMJ DEVELOPMENT)

CRANWOOD SHALLOTTE
SHALLOTTE ETJ, NC

PROJECT NUMBER 242047

DAVENPORT

*** NOT TO SCALE ***

** A minimum of 4 vehicles per hour is analyzed for each movement per NCDOT Congestion Management Guidelines.

5.0 Capacity Analysis

5.1 Level of Service Evaluation Criteria

The Transportation Research Board's *Highway Capacity Manual* (HCM) utilizes the term "level of service" (LOS) to measure how traffic operates in intersections and on roadway segments. There are six levels of service ranging from A to F as shown in Table 5.1. Level of service "A" represents low-volume traffic operations and level of service "F" represents high-volume, oversaturated traffic operations. Synchro traffic modeling software is used to determine the LOS and delay for study intersections. Synchro analysis worksheet reports are provided in the Appendix.

Table 5.1 – Highway Capacity Manual

Levels of Service and Control Delay Criteria			
Signalized Intersection		**Unsignalized Intersection**	
Level of Service	Control Delay Per vehicle (seconds)	Level of Service	Delay Range (seconds)
A	≤ 10	A	≤ 10
B	> 10 and ≤ 20	B	> 10 and ≤ 15
C	> 20 and ≤ 35	C	> 15 and ≤ 25
D	> 35 and ≤ 55	D	> 25 and ≤ 35
E	> 55 and ≤ 80	E	> 35 and ≤ 50
F	> 80	F	> 50

5.2 Queueing Evaluation

A queueing analysis was performed using Synchro and SimTraffic simulation, based on a minimum 10-minute seeding, a 60-minute recording period, and 10 runs. The maximum SimTraffic queues and 95th-percentile Synchro queues are provided, along with the turn lane lengths. Synchro and SimTraffic queue reports are provided in the Appendix.

5.3 Level of Service and Queueing Results

The results of the capacity and queue analyses are discussed by intersection in the following paragraphs. The LOS, delay, and queue results are summarized in Tables 5.2 to 5.4.

US 17 and Smith Avenue (signalized)

The overall intersection operates at LOS C for existing conditions in the AM peak hour and LOS B during the PM peak hour. In Scenario 1, the intersection is expected to remain operating at LOS C in the AM peak hour and LOS B in the PM peak hour under no build conditions. Under build conditions, the intersection is projected to operate at LOS C for both peak hours. In the PM peak hour, the LOS drops from LOS B to LOS C from no build to build, however, overall delay increases by less than 4 seconds. The overall increase in delay is less than 25% in both peak hours and no approach sees delay increase by more than 25%.

Queues are shown to exceed the storage provided by the flared side-street approaches for the right-turn movements under both no build and build conditions. No project trips are attributed to the westbound right turn movement. While project trips are attributed to the eastbound right turn movement, there is an increase of approximately one (1) vehicle for 95th percentile queue and max queue results from no build to build in both peak hours. The increase in delay for the eastbound right turn movement is less than 25% for both peak hours. No improvements are recommended for Scenario 1.

In Scenario 2, the FMJ development and related improvements were included in the analysis. The subject intersection operates at LOS C under future no build conditions for both peak hours and also for the PM peak hour in the build conditions. In the AM peak hour, the intersection operates at LOS D under build conditions. The increase in overall delay from no build to build is less than 2 seconds for both peak hours. No approach delay increases by greater than 25% from the no build to build conditions. Queues are shown to exceed storage provided by the flared westbound approach for the right-turn movement under no build and build conditions. No project trips are attributed to the westbound right movement. Additionally, queues are shown to exceed storage in the northbound right turn lane in the AM peak hour under both no build and build conditions. No project trips are attributed to the northbound right turn movement. No improvements are recommended for Scenario 2.

Table 5.2 - LOS and Queueing Analysis for US 17 and Smith Avenue													
AM Peak Hour													
Scenario	LOS of Worst Approach/ Overall LOS	Level of Service (Delay) per Movement & by Approach (Delay in seconds/vehicle)											
		Eastbound		Westbound			Northbound			Southbound			
2025 Existing	C (21.8)	LT	R	LT		R	L	T	R	L	T	R	
		D (45.8)		D (40.0)			C (21.8)			B (15.5)			
		D (45.8)	D (46.0)	D (41.3)		D (36.3)	B (10.2)	C (24.6)	A (5.7)	B (12.1)	B (16.0)	A (6.0)	
	Available Storage (ft)	FULL	25	FULL		25	150	FULL	200	250	FULL	100	
	95th% Queue (ft)	42	23	211		86	18	453	69	42	268	8	
	Max Queue (ft)	48	23	209		124	36	233	68	68	147	3	
2026 FNB Scenario 1	C (24.3)	LT	R	LT		R	L	T	R	L	T	R	
		D (51.0)		D (44.2)			C (24.0)			B (18.1)			
		D (50.9)	D (51.2)	D (45.6)		D (40.2)	D (50.9)	C (26.3)	A (6.5)	D (49.4)	B (15.5)	A (5.9)	
	Available Storage (ft)	FULL	25	FULL		25	150	FULL	200	250	FULL	100	
	95th% Queue (ft)	45	25	236		95	45	503	82	104	279	8	
	Max Queue (ft)	48	31	221		125	45	262	90	101	176	0	
2026 FB Scenario 1	C (28.4)	LT	R	LT		R	L	T	R	L	T	R	
		D (53.0)		D (48.8)			C (26.9)			C (22.1)			
		D (53.5)	D (52.0)	D (50.5)		D (43.6)	D (53.7)	C (29.2)	A (7.7)	D (53.8)	B (19.8)	A (6.0)	
	Available Storage (ft)	FULL	25	FULL		25	150	FULL	200	250	FULL	100	
	95th% Queue (ft)	94	56	261		100	60	532	90	110	303	11	
	Max Queue (ft)	91	64	244		125	102	340	154	96	214	2	
2026 FNB Scenario 2	C (34.3)	L	TR	L	T	R	L	T	R	L	T	R	
		E (55.7)		E (61.0)			C (31.7)			C (25.2)			
		D (46.0)	E (59.8)	E (75.4)	D (42.3)	C (30.5)	D (52.4)	C (33.8)	A (10.0)	D (51.6)	C (23.7)	A (9.0)	
	Available Storage (ft)	200	FULL	350	FULL	25	300	FULL	200	250	FULL	100	
	95th% Queue (ft)	95	#236	#291	49	78	109	482	94	100	291	26	
	Max Queue (ft)	121	205	208	129	104	121	346	241	95	207	24	
2026 FB Scenario 2	D (36.1)	L	TR	L	T	R	L	T	R	L	T	R	
		E (64.4)		E (60.7)			C (31.9)			C (26.9)			
		D (45.9)	E (72.4)	E (75.4)	D (43.4)	C (31.1)	D (52.9)	C (33.8)	A (10.0)	D (51.7)	C (25.8)	A (8.8)	
	Available Storage (ft)	200	FULL	350	FULL	25	300	FULL	200	250	FULL	100	
	95th% Queue (ft)	117	#308	#291	60	79	120	482	94	100	291	30	
	Max Queue (ft)	149	227	229	100	96	137	347	245	82	223	26	

Table 5.2 cont. - LOS and Queueing Analysis for US 17 and Smith Avenue													
PM Peak Hour													
Scenario	LOS of Worst Approach/ Overall LOS	Level of Service (Delay) per Movement & by Approach (Delay in seconds/vehicle)											
		Eastbound		Westbound			Northbound			Southbound			
2025 Existing	B (17.3)	LT	R	LT	R		L	T	R	L	T	R	
		C (29.5)		C (25.9)			B (16.4)			B (14.6)			
		C (29.5)	C (29.4)	C (26.4)	C (24.0)		B (11.4)	B (18.4)	A (6.1)	B (11.6)	B (14.9)	A (5.8)	
	Available Storage (ft)	FULL	25	FULL	25		150	FULL	200	250	FULL	100	
	95th% Queue (ft)	33	16	126	44		16	193	44	20	155	7	
	Max Queue (ft)	48	31	159	111		36	119	50	29	102	2	
2026 FNB Scenario 1	B (19.0)	LT	R	LT	R		L	T	R	L	T	R	
		C (31.1)		C (26.5)			B (17.2)			B (18.0)			
		C (31.1)	C (31.0)	C (26.9)	C (24.6)		C (31.2)	B (18.7)	A (6.1)	C (30.8)	B (17.6)	A (6.6)	
	Available Storage (ft)	FULL	25	FULL	25		150	FULL	200	250	FULL	100	
	95th% Queue (ft)	34	17	133	46		30	204	47	38	162	7	
	Max Queue (ft)	46	32	149	116		42	135	56	39	129	2	
2026 FB Scenario 1	C (22.3)	LT	R	LT	R		L	T	R	L	T	R	
		C (33.0)		C (29.5)			B (19.3)			C (22.3)			
		C (33.0)	C (33.0)	C (30.2)	C (26.3)		C (33.3)	C (20.7)	A (6.6)	C (33.6)	C (22.6)	A (7.5)	
	Available Storage (ft)	FULL	25	FULL	25		150	FULL	200	250	FULL	100	
	95th% Queue (ft)	34	17	133	46		30	204	47	38	162	7	
	Max Queue (ft)	83	56	167	120		76	143	57	45	133	16	
2026 FNB Scenario 2	C (30.3)	L	TR	L	T	R	L	T	R	L	T	R	
		D (38.0)		C (34.5)			C (26.9)			C (30.9)			
		C (32.7)	D (40.4)	D (41.2)	C (29.0)	B (18.9)	D (39.9)	C (26.2)	B (10.1)	D (36.6)	C (34.0)	B (13.8)	
	Available Storage (ft)	200	FULL	350	FULL	25	300	FULL	200	250	FULL	100	
	95th% Queue (ft)	78	153	136	55	38	163	206	56	40	181	64	
	Max Queue (ft)	103	206	168	101	85	183	179	69	56	156	72	
2026 FB Scenario 2	C (31.3)	L	TR	L	T	R	L	T	R	L	T	R	
		D (41.9)		C (33.9)			C (27.8)			C (30.6)			
		D (35.4)	D (44.9)	D (41.2)	C (29.0)	B (17.6)	D (42.9)	C (26.2)	B (10.1)	D (36.6)	C (34.0)	B (15.3)	
	Available Storage (ft)	200	FULL	350	FULL	25	300	FULL	200	250	FULL	100	
	95th% Queue (ft)	89	#198	136	72	39	#197	206	56	40	181	72	
	Max Queue (ft)	136	218	170	102	83	239	160	71	53	166	62	

Notes:

Queues exceed available storage.

SimTraffic reports the queue results as storage plus taper due to through traffic blocking the turn lane.

N Mulberry Road NW and Smith Avenue / Express Drive (unsignalized)

The approaches operate at LOS A for all scenarios in both AM and PM peak hours. No improvements are recommended.

Table 5.3 - LOS and Queueing Analysis for Express Drive/Smith Avenue & N Mulberry Rd NW

AM Peak Hour					
Scenario	**Overall LOS**	**Level of Service (Delay) per Movement & by Approach (Delay in seconds/vehicle)**			
		Eastbound	**Northbound**		**Southbound**
2025 Existing	A (8.9) EB Approach	LR	L	T	TR
		A (8.9)	A (1.8)		A (0.0)
		A (8.9)	A (7.3)	A (0.0)	A (0.0)
	Available Storage (ft)	FULL	FULL		FULL
	95th% Queue (ft)	3	0		0
	Max Queue (ft)	29	3		0
2026 FNB Scenario 1	A (8.9) EB Approach	LR	L	T	TR
		A (8.9)	A (1.8)		A (0.0)
		A (8.9)	A (7.3)	A (0.0)	A (0.0)
	Available Storage (ft)	FULL	FULL		FULL
	95th% Queue (ft)	3	0		0
	Max Queue (ft)	28	6		0
2026 FB Scenario 1	A (9.3) EB Approach	LR	L	T	TR
		A (9.3)	A (1.8)		A (0.0)
		A (9.3)	A (7.4)	A (0.0)	A (0.0)
	Available Storage (ft)	FULL	FULL		FULL
	95th% Queue (ft)	8	0		0
	Max Queue (ft)	57	11		0
2026 FNB Scenario 2	A (8.9) EB Approach	LR	L	T	TR
		A (8.9)	A (1.8)		A (0.0)
		A (8.9)	A (7.3)	A (0.0)	A (0.0)
	Available Storage (ft)	FULL	FULL		FULL
	95th% Queue (ft)	3	0		0
	Max Queue (ft)	30	3		0
2026 FB Scenario 2	A (9.3) EB Approach	LR	L	T	TR
		A (9.3)	A (1.8)		A (0.0)
		A (9.3)	A (7.4)	A (0.0)	A (0.0)
	Available Storage (ft)	FULL	FULL		FULL
	95th% Queue (ft)	8	0		0
	Max Queue (ft)	47	6		0

Table 5.3 cont. - LOS and Queueing Analysis for Express Drive/Smith Avenue & N Mulberry Rd NW					
PM Peak Hour					
Scenario	Overall LOS	Level of Service (Delay) per Movement & by Approach (Delay in seconds/vehicle)			
		Eastbound	Northbound		Southbound
2025 Existing	A (8.8) EB Approach	LR	L	T	TR
		A (8.8)	A (2.1)		A (0.0)
		A (8.8)	A (7.3)	A (0.0)	A (0.0)
	Available Storage (ft)	FULL	FULL		FULL
	95th% Queue (ft)	3	0		0
	Max Queue (ft)	30	3		0
2026 FNB Scenario 1	A (8.8) EB Approach	LR	L	T	TR
		A (8.8)	A (2.1)		A (0.0)
		A (8.8)	A (7.3)	A (0.0)	A (0.0)
	Available Storage (ft)	FULL	FULL		FULL
	95th% Queue (ft)	3	0		0
	Max Queue (ft)	30	3		0
2026 FB Scenario 1	A (9.2) EB Approach	LR	L	T	TR
		A (9.2)	A (2.1)		A (0.0)
		A (9.2)	A (7.4)	A (0.0)	A (0.0)
	Available Storage (ft)	FULL	FULL		FULL
	95th% Queue (ft)	8	0		0
	Max Queue (ft)	54	0		0
2026 FNB Scenario 2	A (8.8) EB Approach	LR	L	T	TR
		A (8.8)	A (2.1)		A (0.0)
		A (8.8)	A (7.3)	A (0.0)	A (0.0)
	Available Storage (ft)	FULL	FULL		FULL
	95th% Queue (ft)	3	0		0
	Max Queue (ft)	30	6		0
2026 FB Scenario 2	A (9.2) EB Approach	LR	L	T	TR
		A (9.2)	A (2.1)		A (0.0)
		A (9.2)	A (7.4)	A (0.0)	A (0.0)
	Available Storage (ft)	FULL	FULL		FULL
	95th% Queue (ft)	8	0		0
	Max Queue (ft)	48	12		0

N Mulberry Road NW at Site Access 1 (unsignalized)

The site access approach operates at LOS A under all scenarios. This intersection was analyzed using the Division 3 methodology for the turn lane warrant nomograph from the NCDOT *Policy on Street and Driveway Access to North Carolina Highways*. Turn lanes are not warranted due to the lack of opposing volumes. Additionally, while AADT is not available from the NCDOT database, assuming peak hour volumes are 10% of the AADT, turn lanes are not required since N Mulberry Road NW is expected to have less than 4,000 vehicles per day. The site access should be designed in accordance with NCDOT and/or local standards.

Table 5.3 - LOS and Queueing Analysis for N Mulberry Rd NW at Site Access 1

AM Peak Hour				
Scenario	**Overall LOS**	**Level of Service (Delay) per Movement & by Approach (Delay in seconds/vehicle)**		
		Eastbound	**Westbound**	**Northbound**
2026 FB Scenario 1	A (8.7) NB Approach	LR	L / T	TR
		A (0.0)	A (5.8)	A (8.7)
		A (0.0)	A (7.3) / A (0.0)	A (8.7)
	Available Storage (ft)	FULL	FULL	FULL
	95th% Queue (ft)	0	3	5
	Max Queue (ft)	0	15	52
2026 FB Scenario 2	A (8.7) NB Approach	LR	L / T	TR
		A (0.0)	A (5.8)	A (8.7)
		A (0.0)	A (7.3) / A (0.0)	A (8.7)
	Available Storage (ft)	FULL	FULL	FULL
	95th% Queue (ft)	0	3	5
	Max Queue (ft)	0	9	49
PM Peak Hour				
Scenario	**Overall LOS**	**Level of Service (Delay) per Movement & by Approach (Delay in seconds/vehicle)**		
		Eastbound	**Westbound**	**Northbound**
2026 FB Scenario 1	A (8.7) NB Approach	LR	L / T	TR
		A (0.0)	A (5.0)	A (8.7)
		A (0.0)	A (7.4) / A (0.0)	A (8.7)
	Available Storage (ft)	FULL	FULL	FULL
	95th% Queue (ft)	0	3	5
	Max Queue (ft)	0	28	59
2026 FB Scenario 2	A (8.7) NB Approach	LR	L / T	TR
		A (0.0)	A (5.0)	A (8.7)
		A (0.0)	A (7.4) / A (0.0)	A (8.7)
	Available Storage (ft)	FULL	FULL	FULL
	95th% Queue (ft)	0	3	5
	Max Queue (ft)	0	33	49

6.0 Summary and Conclusion

The Cranwood Shallotte proposed development is located west of N Mulberry Road NW and north of US 17 (Ocean Highway W) within the ETJ of Shallotte, NC. It will be an age-restricted residential development consisting of 84 detached homes and 224 apartment-style homes. One full movement access point is proposed on N Mulberry Road NW. The expected build-out year for this development is 2026. Information regarding the property was provided by East Coast Engineering, P.C.

The Transportation Impact Analysis (TIA) was performed based on the scope agreed upon with the North Carolina Department of Transportation. This site has a trip generation potential of 1,183 daily trips, 77 trips in the AM peak hour, and 95 trips in the PM peak hour.

In conclusion, this study has determined the potential traffic impact of this development. No improvements are recommended to mitigate future site traffic. Table 6.1 summarizes the site access recommendations, which are also reflected in Figure 9. The anticipated transportation impact of the proposed development can be accommodated by the existing infrastructure.

Table 6.1 – Summary of Recommended Improvements

INTERSECTION	RECOMMENDATIONS
N Mulberry Road NW and Express Drive / Smith Avenue	• No improvements are recommended.
US 17 (Ocean Highway W) and Smith Avenue	• No improvements are recommended.
N Mulberry Road NW and Site Access 1	• Design site access according to NCDOT standards. • No additional improvements are recommended.

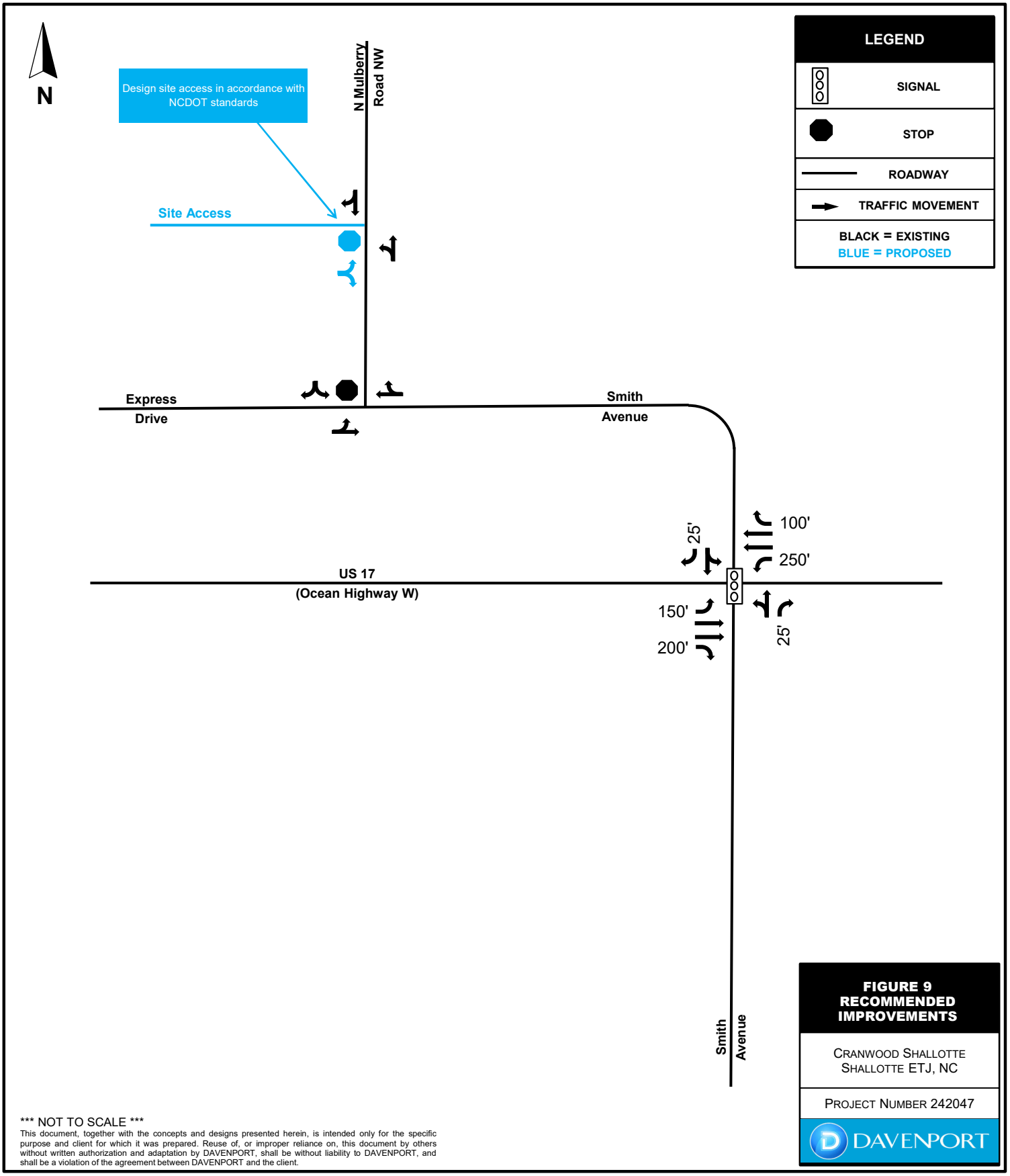

FIGURE 9
RECOMMENDED IMPROVEMENTS

CRANWOOD SHALLOTTE
SHALLOTTE ETJ, NC

PROJECT NUMBER 242047

DAVENPORT

*** NOT TO SCALE ***

Appendix

Approved Scoping Documents

Capacity Analysis
Synchro Worksheets

242047 Cranwood Shallotte

Existing Conditions

Future No Build Conditions

Future Build Conditions

Future Build Conditions with Improvements

DAVENPORT

Queueing Analysis
SimTraffic Worksheets

242047 Cranwood Shallotte

Turning Movement Counts

242047 Cranwood Shallotte

Supporting Documentation

THE FACE OF THIS DOCUMENT HAS A COLORED BACKGROUND ON WHITE PAPER

EAST COAST ENGINEERING, P.C.
4918 MAIN STREET P.O. BOX 2469
SHALLOTTE, NC 28459
(910) 754-8029

FIRST BANK
SHALLOTTE, NC 28470
66-456/531

002196

3/28/2025

PAY TO THE ORDER OF Town of Shallotte

$ **240.00

Two Hundred Forty and 00/100********** DOLLARS

Town of Shallotte
P.O. Box 2287
Shallotte, NC 28470

Tamara B. Lewis
AUTHORIZED SIGNATURE

Memo 2832-Cond. Rezoning Submittal

⑈002196⑈ ⑆053104568⑆ 07710109666⑈

SECURITY FEATURES INCLUDED. DETAILS ON BACK.

EAST COAST ENGINEERING, P.C. **002196**

Town of Shallotte	3/28/2025	
Contitional Rezoning Submittal		240.00

114 - First Bank - AP	2832-Cond. Rezoning Submittal	240.00

EAST COAST ENGINEERING, P.C. **002196**

Town of Shallotte	3/28/2025	
Contitional Rezoning Submittal		240.00

114 - First Bank - AP	2832-Cond. Rezoning Submittal	240.00