



Maple – Barco
Small Area Plan
Currituck County Planning Department

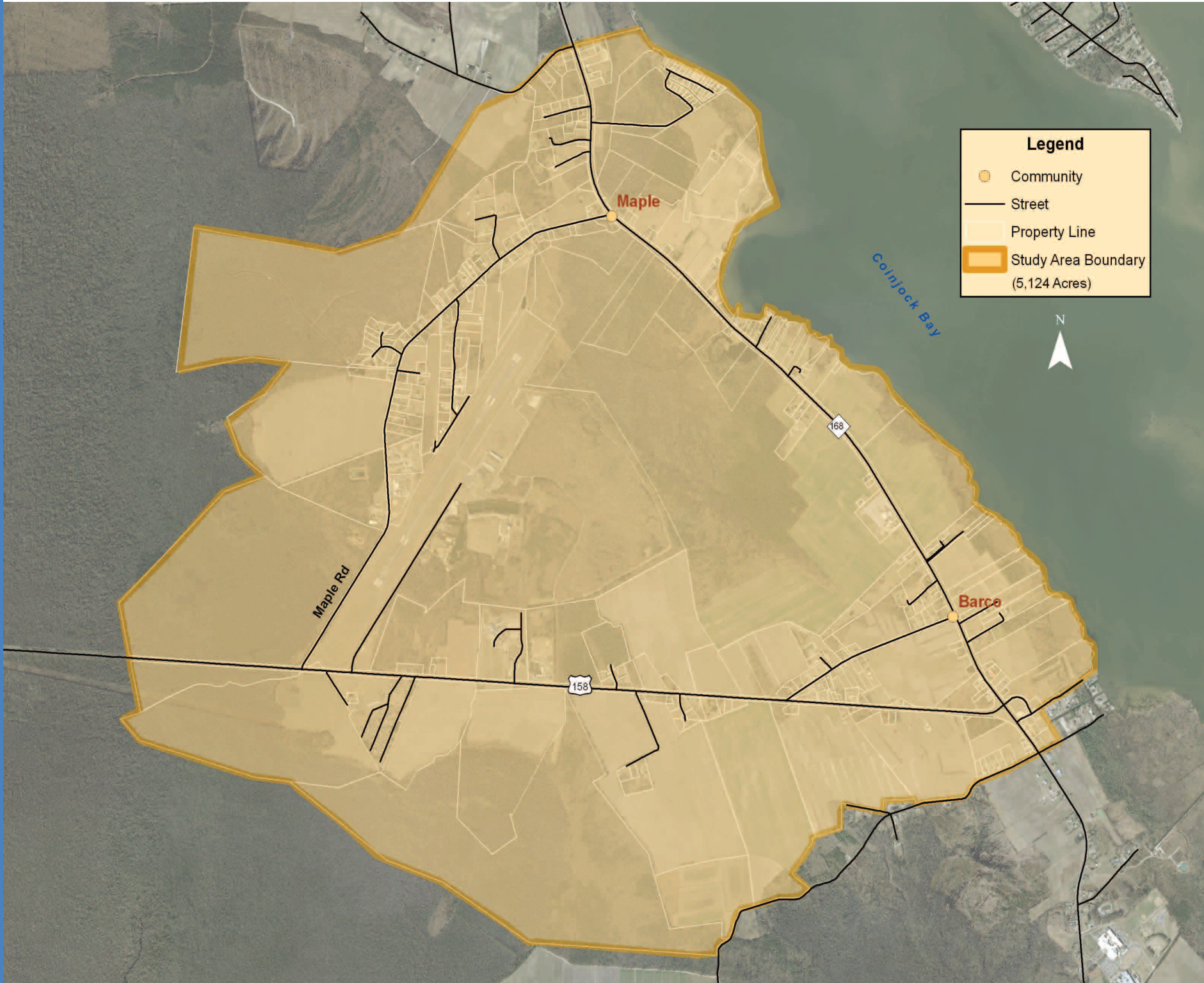
Introduction

Currituck has a long, rich history that is intimately tied to the fertile agricultural land and pristine waters. The study area, encompassing portions of Maple and Barco, is one of the primary centers in the County. Maple and Barco are centrally located in the mainland portion of the County at the intersection of Highways 158 and 168. In addition, Maple is unique because it is home to the Currituck County Airport and many other major community facilities.

Due to this area's central geographic location, accessibility to main transportation corridors, and the presence of the airport, this area has the potential to emerge as a principle community center for the mainland. Considering these factors, the Board of Commissioners directed staff, in January 2008, to begin a planning process with the anticipation of future growth.

This Small Area Plan (SAP) is directly tied to the Land Use Plan and outlines actions needed to implement its' recommendations. This planning effort includes policies for public outreach, economic development, land use, transportation, environmental issues, community heritage, and sustainable development. The plan is based on community input, technical guidance from a citizen committee, and oversight from the Board of Commissioners. Once adopted, this planning document will be used by county staff, state agencies, appointed officials, and the elected body to promote orderly growth and make important land use decisions for the Maple-Barco area.

The purpose of the Maple – Barco Small Area Plan is to balance growth and economic expansion with the integrity and character of the existing community. This includes taking into account the growth of the airport facility, protecting county resources such as drinking water, preserving the agrarian heritage of the area, and maintaining a high quality of life for current and future residents.





Vision

During the fall of 2008, SAP steering committee members discussed their concerns, hopes, and desires for the Maple – Barco communities. Committee members described the area as they envision it ten years from now. The vision statement below is a fusion of individual ideas.

Currituck County is committed to preserving the integrity of the Maple-Barco communities by planning for and strategically balancing future development and economic growth. We will strive to maintain and enhance the quality of life by:

- Preserving the unique and infinite benefits of the County's natural systems and quality of life for future generations.
- Expanding public outreach and educational efforts for all County development.
- Promoting and encouraging aviation related industries to locate in Maple Commerce Park and properties adjacent to the airport.
- Promoting and supporting business and tourism travel.
- Encouraging appropriate mixes of residential and commercial densities in close proximity to the airport facility.
- Promoting interconnectivity among parcels that encourages the use of multimodal transportation.
- Preserving and encouraging the use of local architectural vernacular in a way that promotes harmony within the existing community and encourages compatible development.

We recognize that with careful planning, the Maple – Barco communities have the potential to become a centralized County hub for economic growth while at the same time preserving the rural community character.

However, we acknowledge that in order to secure this future we must work together, treating all with respect and fairness focusing on our common goals and remembering our past.

We desire to continually set and maintain high standards of excellence which exemplify dedication to our goals and to the fulfillment of this vision statement.

Policies

The policies outlined below and the Future Land Use Map combined with the 2006 Land Use Plan are the official policies for growth and development issues in the Maple – Barco planning area. These policies were identified and developed through involvement from the SAP steering committee, public input, County staff, and the Land Use Plan. The policies provide a foundation for future decisions regarding growth and development, capital improvements, provision of County services, environmental protection, intergovernmental planning and cooperation, economic development, transportation, community heritage, sustainability, and other related matters.

Public Outreach

PO1: Expand public outreach and educational efforts to increase the community's understanding of airport operations, its' economic benefits, and noise concerns.

PO2: Expand public outreach of airport expansion plans.

PO3: Readily provide information to aviators regarding preferred airport operations.

PO4: Include the Airport Manager in review of proposed land development within the study area.

PO5: Include the North Carolina Department of Aviation in the review of subdivisions, commercial development, and all public projects.

PO6: Notify the Planning Board, Economic Development Advisory Board, and Airport Advisory Board Chairmen of all County projects within the study area.

PO7: Distribute electronic or hard copies of the plan to all stakeholders in the plan area.

PO8: Keep the public informed about continued development of Maple Commerce Park.

Economic Development

ED1: Actively promote and establish aviation related businesses in the Maple Commerce Park and Currituck Airport.

ED2: Establish a sewer district and central wastewater treatment plant to serve the airport, Maple Commerce Park, adjacent industrial development, and other County Facilities.

ED3: Pursue foreign trade zone designation for the airport area to create economic diversity.

ED4: To encourage economic development and job creation, pursue expansion projects consistent with those outlined in the Airport Master Plan including: runway expansion, parallel taxiway, instrument approach, construction of new passenger terminal facility, and additional commercial hanger space.

Land Use

LU1: Provide for very low density development in close proximity to the airport facility and in designated approach zones. Additionally, promote an appropriate mix of development types in the Maple/Barco area.

LU2: Discourage use of wind turbines in the height protection area and approach zones.

LU3: Encourage and allow neighborhood serving commercial in the 158/168 area.

LU4: Encourage and allow small, locally owned businesses to locate in the area.

LU5: Preserve and promote agricultural related operations/ businesses in the airport approach zones, along Maple Road, and 168.

LU6: Encourage buffers for uses that are developing adjacent to environmentally sensitive areas.

LU7: As land becomes available in the study area, explore assemblage and purchase opportunities to protect and enhance County resources.

LU8: Encourage and promote restaurants, professional, and personal services to locate near the intersection of Highways 158 and 168 in Barco to provide services in connection with the development of the future commerce park, county recreation center, and other county facilities.

LU9: Evaluate development proposals using the future land use map and policies for the Maple - Barco study area to determine the desired density, character of growth, and level or services appropriate for the study area.

Transportation

TR1: Continue to work with North Carolina Department of Transportation to update the Comprehensive Transportation Plan (CTP).

TR2: Promote interconnectivity among parcels to provide direct access to nearby roadways.

TR3: Collaborate with NC DOT to identify and implement short term transportation access management priorities.

TR4: Integrate infrastructure into new developments that promote multimodal transportation interconnecting employment centers, businesses, and neighborhoods.

TR5: Promote Currituck Airport and associated services as a regional airport serving the mainland and Outer Banks.

TR6: Promote the appropriate expansion of the airport recognizing its economic impact on the county. This plan should be consistent with the airport master plan.

TR7: Encourage large vehicles making deliveries or going to the airport, Maple Commerce Park, and other County facilities to utilize Highways 158 and 168.

Environmental

EN1: Encourage development that preserves the natural features of the site including existing topography, significant existing vegetation, and Significant Natural Heritage Areas.

EN2: Stormwater should be treated prior to entering environmentally sensitive areas including but not limited to wetlands, canals, creeks, swamps, and the Currituck Sound.

EN3: In approving development within the study area, water quality and ground water recharge should be of the utmost importance.

EN4: Encourage appropriate development on poorly drained soils.

EN5: Encourage selective tree harvesting in the Maple Commerce Park.

EN6: Encourage the use of "soft" stabilization methods when developing property adjacent to the shoreline. These methods include but are not limited to preservation of existing vegetation, creation of a natural, living shoreline, and establishment of vegetative buffers.

Community Heritage

CH1: Encourage preservation of significant architectural, historic, and archaeological resources.

CH2: Preserve open space, agricultural lands, and waterfront view sheds within the study area.

CH3: Preserve "homestead" style development along Highway 168 which maintains views of the Currituck Sound and promotes the agricultural heritage of the area.

CH4: Preserve and encourage use of local architectural vernacular (homestead) that promotes and enhances compatible development.

CH5: Enhance entrance to the Airport and Commerce Park with native vegetation and architectural features.

Sustainable Development

SD1: Explore ways to encourage and incentivize the use of sustainable development techniques in commercial/industrial developments.

SD2: Explore ways to incorporate sustainable development techniques into County facilities - both retrofits and new construction.

SD3: Brand Maple Commerce Park as a "Green" commerce park to encourage clean businesses practices.





Future Land Use

The future land use map is one of the most visible components of the SAP. The map provides a geographic framework for the policies in the plan. However, the map is no more important in guiding future growth than the plan's policies. The map should be used in conjunction with the policies and recommendations contained in the SAP.

The map is a guide for future decision making that outlines a desired general pattern of development and will ultimately reflect the community's vision. The boundaries of the different land uses as shown on the map are not definitive, parcel specific boundaries, but reflect a generalized transition from one land use to another. The future land use designations are defined as:

Conservation

The conservation designation offers protection to significant, limited, or irreplaceable sensitive areas. The conservation designation should be applied to wetlands, estuarine and coastal shorelines, estuarine waters, public trust waters, Significant Natural Heritage Areas as designated by the State Natural Heritage Program, and other similar lands (environmentally significant because of their natural role in the integrity of the coastal region including but not limited to bottom land hardwoods, pocosins, and swamp forests containing significant productive, natural, scenic, cultural, or recreational resources). Conservation areas should be preserved and not developed. However, areas of upland may be appropriate for limited development provided that work is performed in a very controlled, low impact manner

through careful planning and cautious attention to the preservation of environmental features and low impact development techniques. Appropriate limited development may include but is not limited to passive and active recreational facilities such as trails and parks; eco-businesses dependent on water or other natural resource areas as a basis for operation; and governmental and community facilities.

Infrastructure and services should not be provided in these areas due to a catalyst type effect that could result and stimulate development. Areas within the airport approach zone to the east, designated on the future land use map, are not appropriate for residential or assembly related development. Proper management of these areas is needed to conserve the natural, cultural, recreational, scenic, or biologically productive values of these areas.

Transitional

The transitional designation is appropriate for areas between land use classifications that may contain non-compatible uses. Transitionally designated areas should be allowed greater flexibility in the types of services and uses. These areas provide an opportunity to ensure future land use conflicts are minimized through careful attention to the existing context of immediate surroundings and thoughtful site design. This may include incorporation of increased buffers, low impact development techniques, architectural standards, and preservation of culturally or historically significant landmarks.

Rural

The rural designation provides for low: density scattered residential, neighborhood serving commercial, institutional uses, and other traditional rural uses such as small scale farming operations. As areas within the rural designation develop, preservation of view sheds and culturally or historically significant landmarks is encouraged. When rural designated areas are located adjacent to areas designated as conservation, increased buffers and the use of low impact development techniques should be required. Residential densities in the rural designation

are very low at a minimum of 1 unit per 3 acres. Any development within the rural designation should be served by on-site septic.

Mixed Use

Areas designated as mixed use are characterized by a diverse mix of land uses. Various commercial and service uses remain predominate, but residential, governmental, and other uses are complementary. For larger tracts of land, creatively master planned communities with residential and supporting retail and office uses may be appropriate. Mixed use areas encourage and emphasize pedestrian-oriented activity centers which may contain a mix of retail, office, multi-family residential, cultural, education, open space, and other public or private uses. Compatibility among the mix of uses and with the area's scenic characteristics should be maintained through compact development patterns that preserve open space and scenic view sheds. Greater flexibility should be given in this area to encourage innovative and creative design that results in high-quality development.

Employment

Areas designated as employment are anticipated for land uses that will generate economic activity or job growth. This includes uses such as offices, technology research and development, aviation related industries, and environmentally friendly manufacturing and industrial uses such as assembly, wholesaling, and distribution. Areas designated as employment should be encouraged to develop in mixed use or campus like settings with generous, linked open space to maximize value, promote visual quality, and encourage pedestrian activity between employment areas and areas of supporting uses such as retail, restaurants, and residential. Standards should be developed to ensure that development of these activities is compatible with the character of the surrounding area.

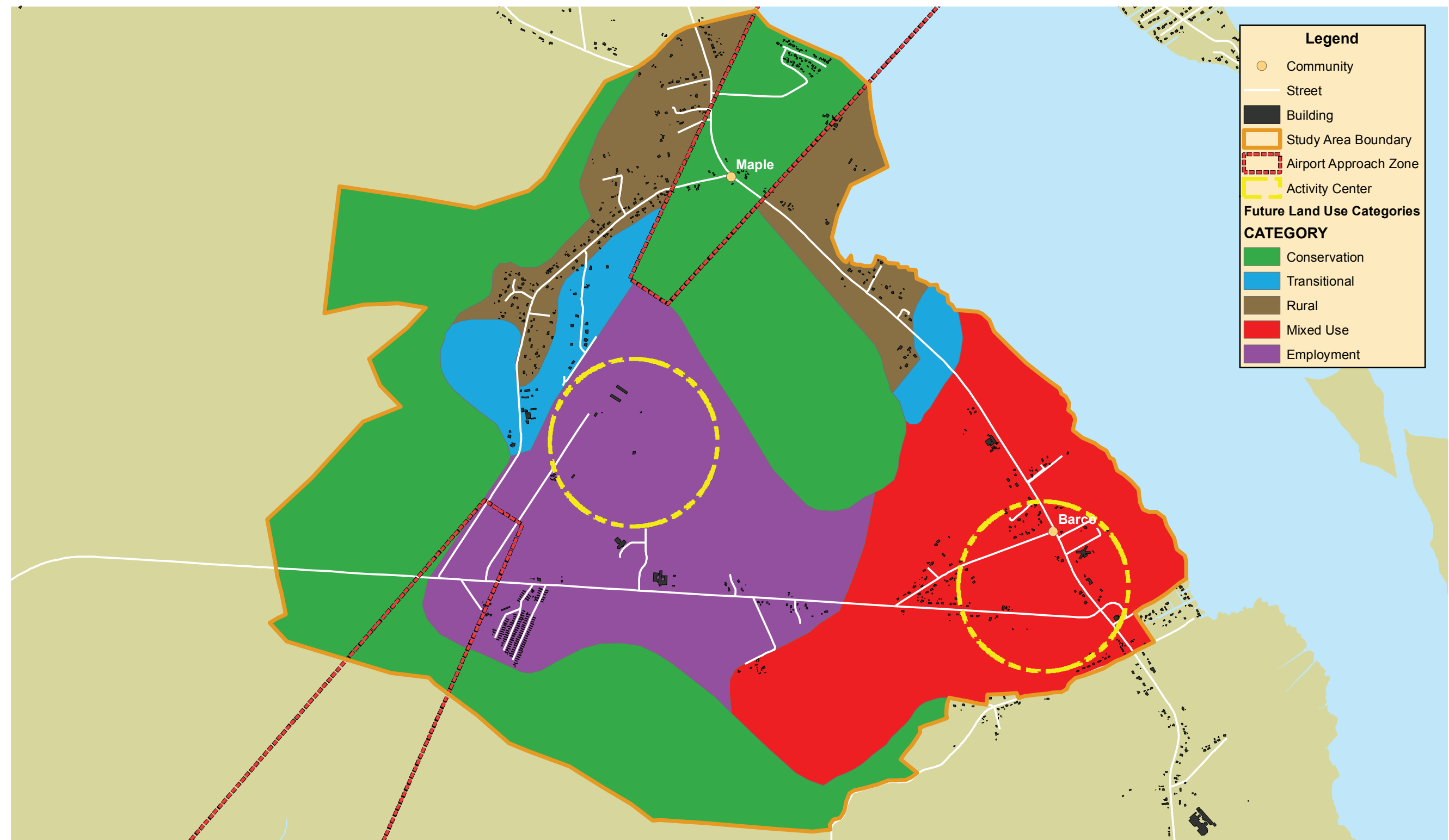
As employment areas develop, careful attention should be given to ensure institutional and commercial uses do not adversely impact economic growth opportunities, but rather supplement and enhance employment uses.

Care should be taken to protect adjacent uses from adverse impacts potentially associated with these uses (truck traffic, outside storage, light pollution, noise, etc.), through the use of buffering, performance-based development standards, and avoidance of noxious uses. When uses in the employment designation develop that are located adjacent to areas designated as conservation, increased buffers and the use of low impact development techniques should be required. Residential development should be discouraged for this land use category.

Activity Center

Activity Centers are areas that are anticipated for future concentrations of uses that serve as destinations or hubs of activity for the surrounding area. These areas will provide services on a local and regional scale and are characterized by higher intensity uses, compact development patterns, walkability, and a higher standard of architectural and site design. Activity centers include a mix of retail, office and medical services; employment; and higher density residential uses. A variety of other neighborhood oriented uses are commonly found in activity centers including but not limited to schools, employment, day care, parks, civic facilities, beauty shops, drug stores, hardware stores, and restaurants. Areas designated as activity centers should be planned in a way to encourage pedestrian activity between the various land use designations (i.e.: employment, mixed use, rural, and transitional).

The Future Land Use Map is not intended to be parcel specific. It should be used in conjunction with the policies and recommendations included in the Maple-Barco Small Area Plan.



Action Plan

Public Outreach

- Organize and hold a Community Awareness Day for the Currituck Airport.
- Develop informational flyers for the public on airport operations, flight paths, and future expansions.
- Develop informational flyers for the public describing and visually reflecting the types of planes that can land at the airport currently and the types of plans that could land if future airport expansions were completed.
- Undertake a visioning process that involves the community with the goal of developing a clear direction for future development and operation of the airport.
- Update and expand the website to include airport identifier information, handling capacities, map of the area, layout of the airport, and pictures.
- Develop and run information about the airport on the public access channel.
- Hold public outreach opportunities to inform citizens in the area about future improvements to the airport.

- Develop an informational mailer to be sent to all property owners within the study area explaining future improvements at the airport.
- Hold public outreach opportunities during the revision of the Airport Master Plan.
- Develop informational handouts for pilots concerning flight patterns and approaches.
- Add Airport Manager to the Technical Review Committee.
- Add North Carolina Department of Aviation to the Technical Review Committee.

Economic Development

- Inform and educate the Board of Commissioners on the economic impact of the airport and Commerce Park.
- Provide Annual Report to Board of Commissioners concerning yearly accomplishments and status of improvements at the airport and Maple Commerce Park.
- Identify grant opportunities for development of sewer infrastructure at the Maple Commerce Park.
- Complete feasibility study and application process through Foreign Trade Zone Board.

Land Use

- Establish an Overlay zone to protect private property rights, the integrity of the community, natural resources and county assets.
- Require aviation easements be recorded for newly created subdivisions of land within or adjacent to airport approach zones.
- When developing an overlay zone or considering a rezoning/ use permit application, require the integration of LID techniques or similar measures to promote water quality.

Transportation

- Request NCDOT appoint a local steering committee to ensure local transportation interest are fully accounted for during the CTP process.
- Work with NC DOT to limit the number of driveway cuts onto Highway 158 and 168.
- Explore and include a possible reroute of Highway 158, and associated utilities, to allow for a southern runway expansion in CTP process.
- Investigate a way to incorporate language into the UDO that allows and encourages installation of multimodal infrastructure between land use classifications.
- Expand existing rental car service at the airport to allow for easy travel access to the mainland and Outer Banks.
- Collaborate with tourism department to promote airport and services to Outer Banks.
- Petition North Carolina Department of Transportation to explore the possibility of designating Maple Road a "No Thru Zone".

Environmental

- Investigate and implement methods of limiting disturbance and development in Significant Natural Heritage Areas or delineated wetlands.
- Develop a working list and public informational flyer listing suggested native plants appropriate for the area.
- Encourage buffers near environmentally sensitive areas.
- Require use permits for all development that may adversely impact water quality.

- Collaborate with the Mainland Water Department to create a Well Head Protection Plan for the Maple Well Fields.
- Develop a Vegetation Guidance Manual for the Maple Commerce Park.
- Explore techniques for "soft" shore stabilization and incorporate incentives into the UDO rewrite.

Community Heritage

- Identify, designate, and preserve sites, buildings, and districts of particular historic significance.
- Investigate and implement ways to encourage the preservation and restoration of culturally and historically significant sites, buildings, and districts.
- Develop residential and commercial architectural standards to be included within an overlay zone.

Sustainable Development

- Investigate and implement methods and incentives for the use of low impact development techniques for commercial and industrial developments in the study area including but not limited to: bio-retention areas, cisterns, swales, pervious paving materials, limiting curb and gutter infrastructure, and well thought out site planning (placement of building, retention and placement of native vegetation).
- Investigate performance based standards and incentives that would require commercial and industrial development to be designed in a way to reduce energy consumption including but not limited to solar panels, insulation, site design, and building design.
- Reuse the wastewater treatment plant's effluent for irrigation or other appropriate uses in the Maple-Barco area.
- Continue to participate in the Currituck Goes Green Environmental Initiative effort.
- Explore the feasibility of meeting the International Organization for Standardization (ISO) 14,001 requirements for Environmental Management Systems Certification.





More Information

Steering Committee

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Economic Advisory Board

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