



Maple – Barco Small Area Plan

Currituck County Planning Department
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Maple – Barco Small Area Plan

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Table of Contents

INTRODUCTION	3
PLAN DEVELOPMENT PROCESS	4
PUBLIC OUTREACH	5
VISION	6
EXISTING CONDITIONS & ANALYSIS	7
IMPLEMENTATION	13
POLICIES	14
FUTURE LAND USE	17
ACTION PLAN	19
APPENDICES	I

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.



Maple Wheat field across from the Maple Post Office



Maple-Barco Study Area

Plan Development Process

Steering Committee

The Maple – Barco Small Area Plan process was conducted over the course of approximately nine months. A steering committee was established in September 2008 to provide staff with relevant input and feedback that would represent the interests of the larger community and stakeholders. Committee members’ responsibilities included helping to engage the public, advising staff on the planning process, and providing honest input and feedback on plan content.

Steering committee members included:

- One planning board member
- One tourism advisory board member
- One economic advisory board member
- Two airport advisory board members
- One citizen at large member

During the nine month planning process, the steering committee met six times to provide input and assist in the planning process. Committee members were asked a series of key questions in an effort to gather information to be used in drafting policy statements for the plan. Listed below are the committees top responses to questions asked during the planning process:

What makes the Maple – Barco area unique?

1. Close proximity to tourist destination allowing service to Outer Banks
2. Opportunity to attract light industry to county
3. Access to major arterials

What are opportunities for positive growth in the Maple - Barco area?

1. Aviation related business and development
2. Become a valued part of the community
3. Provide improved access and services to Outer Banks
4. Commerce park

What obstacles might we encounter that could be a threat to the planning process and the positive development of the area?

1. Concerns of citizens: increased flyovers, lighting, change in flow of air traffic, degradation of community appearance
2. Unsupportive public (misinformed or uninformed public)
3. Poor planning resulting in haphazard development

How do you envision the Maple area in 10 years?

1. A self sustaining county asset that is used to attract business (tourism/manufacturing) that becomes a major contributor to the county tax base and employer pool
2. A community hub and an attractive well-planned center of the county
3. Buildings are similar as required by regulations which are very pleasing to look at; a park like setting with ponds, landscaping, and buildings that blend in and add to the overall appearance

Public Outreach

On April 2, 2009, the Planning Department conducted a public outreach effort at the Currituck Cooperative Extension Center for the Small Area Planning effort. Approximately 75 people attended and participated in the meeting. The majority of people attending were residents and property owners from the Maple – Barco area. Attendees listened to a brief presentation by staff and then were able to view maps and draft policy statements. Feedback sheets were available allowing each participant to provide written feedback. More detailed information about the steering committee and public outreach efforts are located in the Appendices.



Public Outreach Over 75 people attended a public involvement opportunity on April 2, 2009.



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.

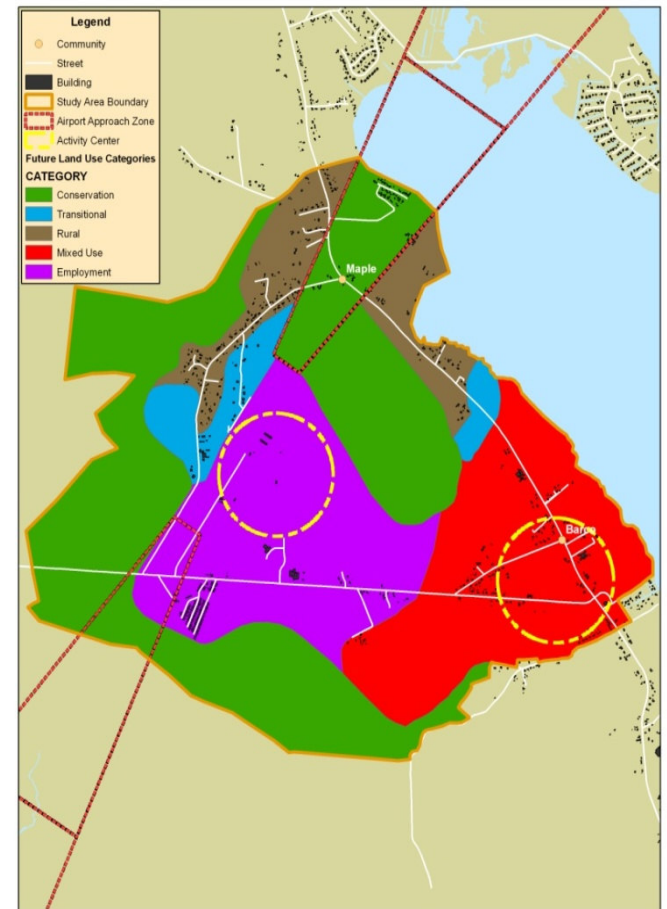
Currituck County is committed to preserving the integrity of the Maple-Barco communities by planning for and strategically balancing future development and economic growth. We will strive to maintain and enhance the quality of life by:

- 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.



Future Land Use Map

Existing Conditions & Analysis

Land Use

The existing land use pattern within the Maple-Barco study area is comprised of agricultural uses, rural residential development patterns, and dispersed commercial properties located along NC 168. As shown on the Existing Land Use map, the study area totals 4,952 acres excluding rights-of-way, with 38 percent of that total currently designated as undeveloped. Agricultural activities are still prevalent totaling 37 percent of the study area. In what is unusual for most communities in Currituck County, industrial land uses make up the third most common land use category with 596 acres of area, or 12 percent of the total.

The study area also includes a significant institutional component due to its central geographic location and concentration of county facilities. In addition to the airport, the area includes governmental facilities such as Central Elementary School, the cooperative extension service, sheriff's office and jail, fire/EMS station, regional park, water treatment plant, future commerce park, and a solid waste transfer station. The volume of existing and planned county services provided within the study area ensures it will continue to emerge as significant community center.

Most of the residences included within the study area are located along Maple Road or clustered near the intersection of US 158 and NC 168. Additionally, a number of small businesses and services are located along the major highways. The following table is based on data from the county's Geographic Information System (GIS) and provides a distribution of the 818 building types visible within the study area.

Building Use	Number of Buildings	Percentage of Total
Residential	377	46%
Accessory	376	46%
Institutional/Office	21	2%
Industrial	16	2%
Commercial	15	2%
Agricultural	13	2%

Table 1 Building Types

The large percentage of undeveloped and agricultural acreage, existing mix of land uses, and impending growth pressures will prove challenging for this portion of the county. Balancing economic and nonresidential growth with residential development pressures may require the establishment of an overlay zone or similar land use policy that properly directs growth.

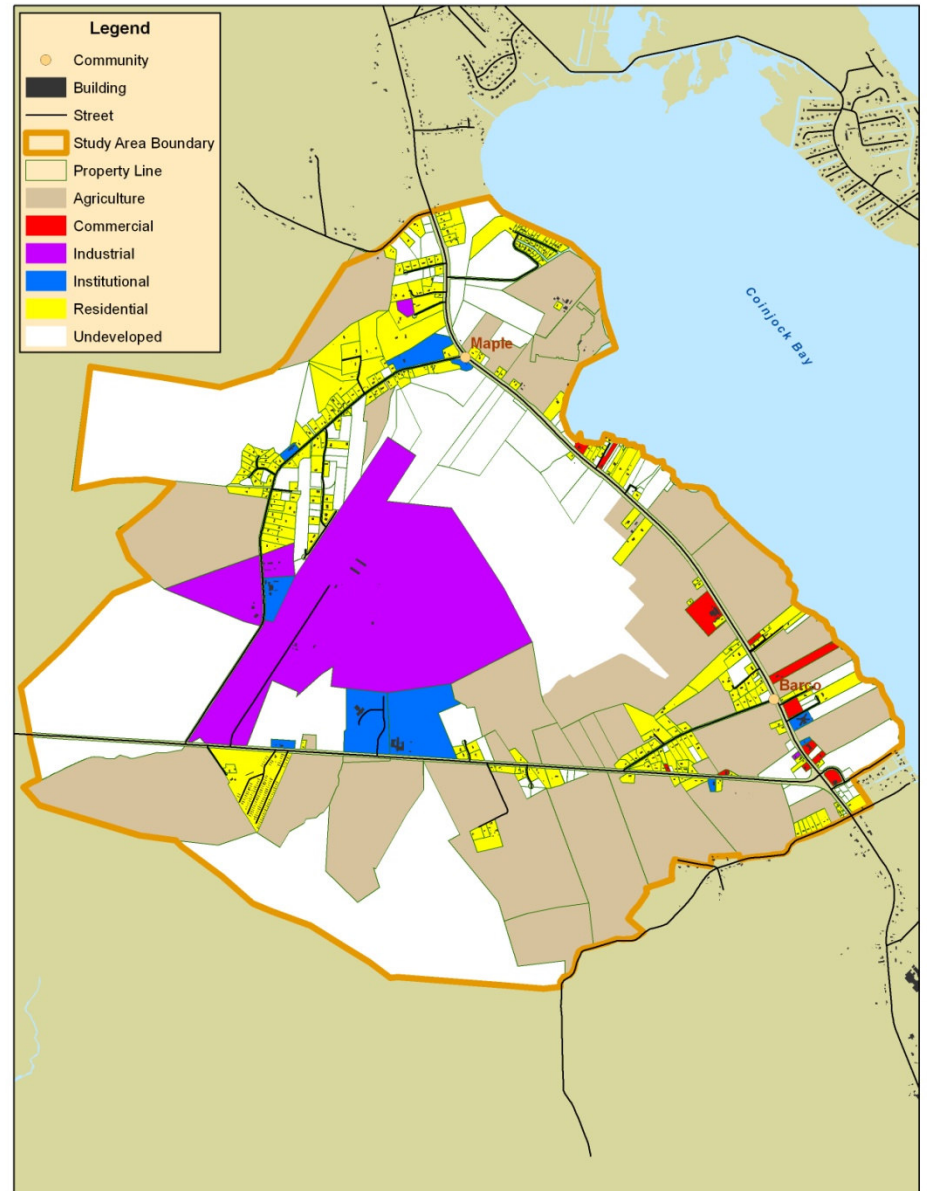
Allowing or exacerbating incompatible land uses such as residential dwellings within the airport flight path or adjacent to areas designated for industrial development should be avoided. Instead it may be more appropriate to promote a mix of residential and commercial uses near the intersection of US 158 and NC 168, while encouraging agricultural activities or industrial uses in and around the airport area and flight path.

Land Use	Total Acreage	Percentage
Agriculture	1845	37%
Commercial	32	1%
Industrial	596	12%
Institutional	121	3%
Residential	448	9%
Undeveloped	1910	38%
Total	4952	100%

Table 2 Existing Land Usage



Maple Typical home on Maple Road.



The Existing Land Use Map depicts the existing uses of properties in the Maple – Barco study area.

Economic Development

Considering the central geographic location of the Maple-Barco study area and available public assets, the airport area is ripe for economic development related opportunities. In addition to the existing 5,550 linear foot runway and small terminal building, the county recently added 17,026 square feet of hanger space bringing the total to 40,596 square feet. There are also plans to create a site certified commerce park east of and adjacent to the airport facility. During the course of this small area planning process, the site planning for the proposed commerce park has continued to move forward. One important feature of the commerce park is that it be developed sustainably to create a “green” park.

There are also economic opportunities that exist along the US 158 and NC 168 highway corridors. Most of the small businesses that are present along these traffic corridors range from a farmers market to small restaurants, offices and other forms of service oriented establishments. In particular, the intersection of US 158 and NC 168 presents a unique opportunity to strategically recruit businesses that not only serve local residents and the summer tourist traffic, but also serve future employees associated with the expansion of the proposed Currituck County Commerce Park.

Another extenuating factor in the economic potential of the Maple-Barco study area is the progress of the Mid-County Bridge project. Once the proposed bridge is completed, it is likely this area of the county will become a major mainland service area for the Outer Banks. In addition to increased pressure for residential development, there will be a reciprocal need for business growth. It is likely the Currituck County Airport will evolve into the primary service airport for visitors to the Outer Banks, as well as providing service opportunities for tourism related small businesses.

A major challenge identified during the planning process is to balance growth pressures in a manner that attracts appropriate economic development opportunities while preserving the existing quality of life. This includes pursuing projects that realize the airport’s great potential. It also includes supporting and growing the existing small businesses that are so critical to the uniqueness of Currituck County.



Currituck County Airport The recently added hangers at Currituck Airport.

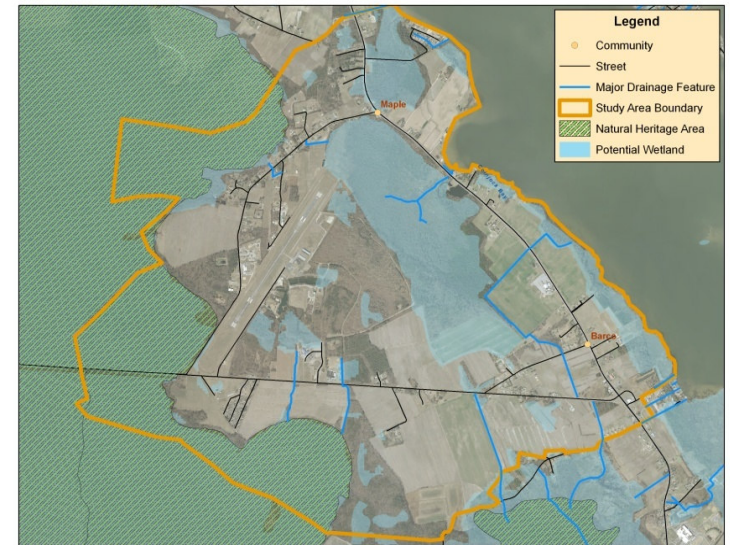


Barco Signage at the intersection of Highways 158 & 168 in Barco

Environmental

There is a diversity of natural resources and environmentally sensitive features located within and adjacent to the Maple-Barco study area. The boundary of the study area is surrounded by environmentally critical areas on three sides. The Currituck Sound is located along the eastern boundary while Significant Natural Heritage Areas comprise the southern and western boundaries. The Significant Natural Heritage Area designation is established by the North Carolina Department of Environment and Natural Resources (NCDENR) to recognize areas containing ecologically significant natural communities or rare species. There are also expanses of wetlands included within the study boundary that interact with the Sound and Natural Heritage Areas to create a dynamic system of ecological resources. Considering the diverse natural resources that exist in the study area, development proposals should be encouraged to preserve the natural features of a site while property treating stormwater prior to entering environmentally sensitive areas.

Additionally, the county supply of potable water is located within the study area, presenting a unique man-made environmental feature. The location of the Mainland water supply in the Maple community warrants special attention as a critical natural resource that must be protected. The county recently activated a reverse-osmosis water treatment plant to provide a cleaner and more reliable source of potable water from deep wells. There are also shallow wells scattered through-out the study area that remain as viable sources of water. Considering the importance of providing clean drinking water to the residents of Currituck County, development approvals must be carefully evaluated to ensure there is not a negative impact on water quality and ground water recharge.



The Environmental Features Map reflects wetlands, major drainage ditches, and Significant Natural Heritage areas within the study area.



The Well Points Map shows the approximate location of the shallow wells used by the County for potable water usage.

Transportation

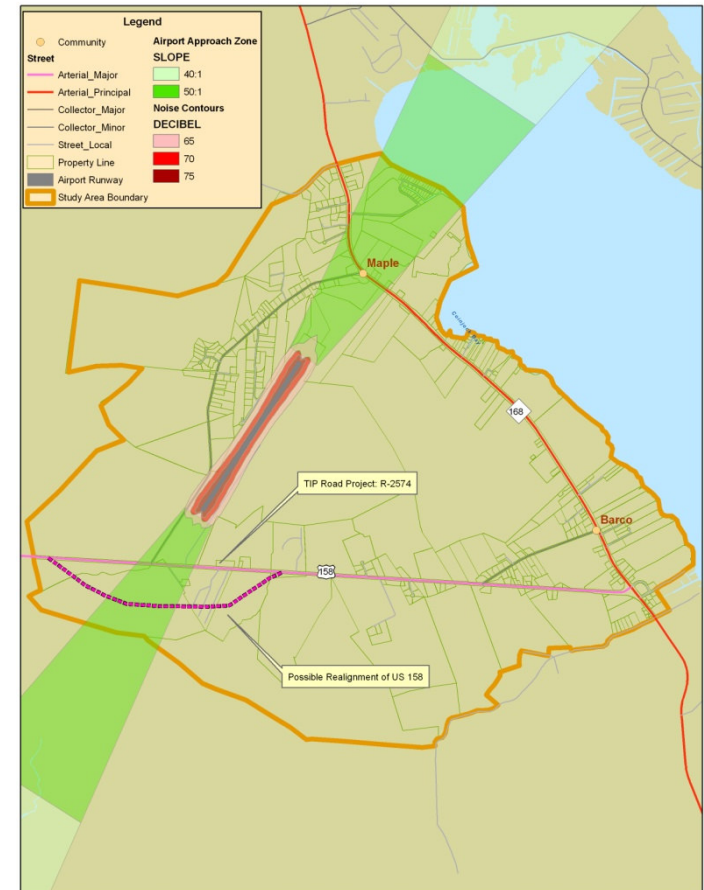
The Maple-Barco area includes the county's most comprehensive network of transportation assets. Two of the county's major highways, US 158 and NC 168, converge to create an intersection of regional scope. This node provides vehicular access to and from Elizabeth City, the Hampton Roads area and the Outer Banks. Highlighting the importance of this intersection, the North Carolina Department of Transportation has programmed a transportation improvement project (TIP R-2574) that proposes to widen US 158 to a four-lane facility. There are also several collector streets in the study area that primarily serve local traffic, most notably Maple Road which connects US 158 and NC 168 west of the airport property.

Another major transportation asset included within the study area is the Currituck County Regional Airport. The airport is generally oriented from the southwest to the northeast, with the flight zones extending southwestward over the headwaters of the North River and northeastward toward Bells Island. The facility includes a 5,500 linear feet runway, small terminal building, and corporate hanger space. The airport is classified by the North Carolina Division of Aviation as a category regional (blue) airport.

The most recent Airport Master Plan proposes a parallel taxi way, additional hanger space, improvements to the runway surface material, and an increase in the overall length of the runway. These types of improvements will allow the facility to become more economically viable as a regional airport, serving both the Mainland and Outer Banks. Taking into consideration the recent progress of the Mid-County Bridge project, the airport facility may soon be in a strategic position to provide transportation services directly to the Outer Banks.

While there are strong transportation assets in place, there is still a need for improvements to strengthen the long-term economic viability and quality of life for the central portion of the county. Establishing interconnectivity among existing

parcels to provide alternative access between roadways and destination points will help residents move more freely during the congested summer months. Limiting access points onto US 158 and NC 168 will ensure traffic safety remains a priority. As the Currituck County Commerce Park evolves as a job center, multimodal transportation options such as sidewalks will provide connectivity between employment centers, businesses, and residential areas.



The Transportation Map reflects the location of the airport approach zones (green), the noise cones (red), and future transportation projects.

Community Heritage & Sustainability

The agrarian heritage and rural lifestyle of the Maple-Barco study area provides a tranquil setting for an area of the county that is emerging as a community center. Many of the homes that exist along NC 168 create a homestead style of development with panoramic views of the sound that are worth preserving. The residences along Maple Road along with the post office located at the intersection of NC 168 helps to provide a sense of community and establish a rural identity that merits careful consideration as surrounding areas continue to experience growth pressures.

In addition to preserving the rural identity of the Maple area, the integration of sustainable development techniques should be applied when approving new developments. Considering how important the natural features of the study area are in defining the sense of community, promoting “green” development principles is a reasonable means for ensuring compatibility between existing and new development.



Snapshots of Currituck Heritage Top left: Fresh crabs from the local seafood market in Barco, Top Right: Maple Post Office, Bottom Left: Typical “homestead” style farm house on Hwy. 168, Bottom Right: Plane at Currituck Airport.



Coinjock Bay View overlooking Coinjock Bay.

Implementation

This plan will supplement the Land Use Plan to more specifically address the needs and issues of the study area over the next ten years. The policies and guidance given in this plan are consistent with the Land Use Plan and other County policies and documents. Once adopted, this plan will establish a new focus for growth and development.

The Small Area Plan will be used by the Board of Commissioners and staff to make recommendations about development proposals and other County land use policy decisions. This plan will be a vital tool for staff in day to day decision making and in assisting the public with development proposals. Each year, a working group should meet to assess the completion of actions listed in the action plan. The working group should be comprised of the responsible parties list in the action plan. After meeting with the working group, an annual report will be prepared by staff and presented to the Board of Commissioners outlining the status of the action plan. Additionally, the plan should be updated every three years or as needed.

The Small Area Plan will promote thoughtful, responsible growth. The success of this plan largely depends on the continued cooperation and coordination between County agencies and an engaged citizenry. A united partnership between the citizenry and the County will result in the realization of the policies and goals outlined in this plan.

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 of 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 Highway 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:

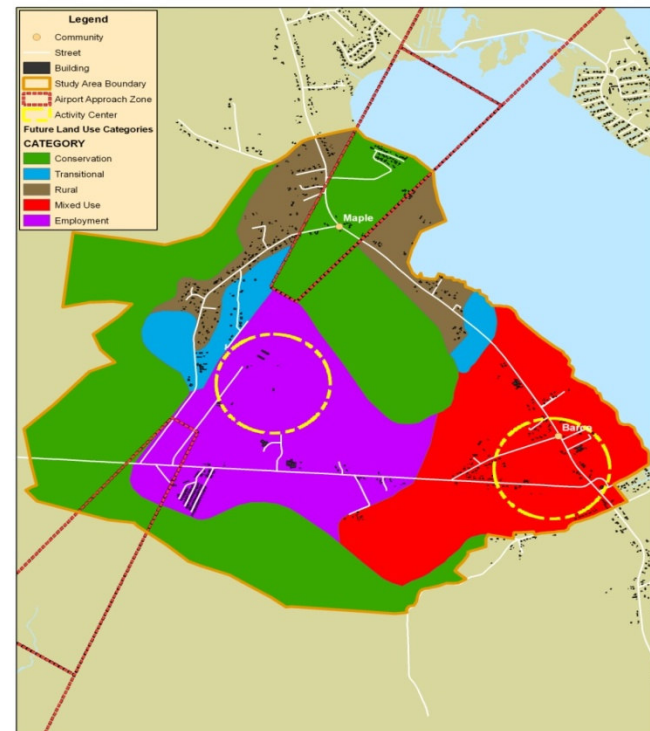
Conservation

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 park; 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.



Future Land Use Map

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 industrial 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 in areas 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).

Action Plan

Public Outreach	Related Policy	Responsible Party
Organize and hold a Community Awareness Day for the Currituck Airport.	PO1	Airport Advisory Board, Airport Manager
Develop informational flyers for the public on airport operations, flight paths, and future expansions.	PO1	Airport Manager
Develop informational flyers for the public describing and visual 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	PO1	Airport Manager
Undertake a visioning process that involves the community with the goal of developing a clear direction for future development and operation of the airport.	PO1	Airport Advisory Board, Airport Manager
Update and expand the website to include airport identifier information, handling capacities, map of the area, layout of the airport, and pictures.	PO1	Airport Manager, Information Technology
Develop and run information about the airport on the public access channel.	PO1	Airport Manager, Information Technology
Hold public outreach opportunity to inform citizens in the area about future improvements to the airport.	PO2	Airport Advisory Board, Airport Manager
Develop an informational mailer to be sent to all property owners within the study area explaining future improvements at the airport.	PO2	Airport Manager
Hold public outreach opportunities during the revision of the Airport Master Plan.	PO2	Airport Advisory Board, Airport Manager
Develop informational handouts for pilots concerning flight patterns and approaches.	PO3	Airport Manager
Add Airport Manager to the Technical Review Committee.	PO4	Planning Department
Add North Carolina Department of Aviation to the Technical Review Committee.	PO5	Planning Department
Economic Development	Related Policy	Responsible Party
Inform and educate the Board of Commissioners on the economic impact of the airport and Commerce Park.	ED1	Economic Development, Airport Manager
Provide Annual Report to Board of Commissioners concerning yearly accomplishments and status of improvements at the airport and Maple Commerce Park.	ED1	Economic Development, Airport Manager
Identify grant opportunities for development of sewer infrastructure at the Maple Commerce Park.	ED2	Economic Development
Complete feasibility study and application process through Foreign Trade Zone Board.	ED3	Economic Development, Economic Development Advisory Board
Land Use	Related Policy	Responsible Party
Establish an Overlay zone to protect private property rights, the integrity of the community, natural resources and county assets.	LU1	Planning Department, Planning Board
Require aviation easements be recorded for newly created subdivisions of land within or adjacent to airport approach zones.	LU1	Planning Department, Planning Board
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.	LU6	Planning Department

Transportation	Related Policy	Responsible Party
Request NCDOT appoint a local steering committee to ensure local transportation interest are fully accounted for during the CTP process.	TR1	Planning Department, Board of Commissioners
Work with NC DOT to limit the number of driveway cuts onto Highway 158 and 168.	TR3	Planning Department, County Engineer
Explore and include a possible reroute of Highway 158, and associated utilities, to allow for a southern runway expansion in CTP process.	TR3	Planning Department, Airport Manager, County Engineer
Investigate a way to incorporate language into the UDO that allows and encourages installation of multimodal infrastructure between land use classifications.	TR4	Planning Department
Expand existing rental car service at the airport to allow for easy travel access to the mainland and Outer Banks.	TR5	Airport Manager, Tourism Department
Collaborate with tourism department to promote airport and services to Outer Banks.	TR5	Airport Manager, Airport Advisory Board, Tourism Department, Tourism Advisory Board
Petition North Carolina Department of Transportation to explore the possibility of designating Maple Road a “No Thru Zone”.	TR7	Economic Development, Planning Department
Environmental	Related Policy	Responsible Party
Investigate and implement methods of limiting disturbance and development in Significant Natural Heritage Areas or delineated wetlands.	EN1	Planning Department
Develop a working list and public informational flyer listing suggested native plants appropriate for the area.	EN1	Planning Department
Encourage buffers near environmentally sensitive areas.	EN2	Planning Department, Soil and Water Conservation
Require use permits for all development that may adversely impact water quality.	EN3	Planning Department
Collaborate with the Mainland Water Department to create a Well Head Protection Plan for the Maple Well Fields.	EN3	Planning Department, Water Department
Develop a Vegetation Guidance Manual for the Maple Commerce Park.	EN5	Planning Department
Explore techniques for “soft” shore stabilization and incorporate incentives into the UDO rewrite.	EN6	Planning Department
Community Heritage	Related Policy	Responsible Party
Identify, designate, and preserve sites, buildings, and districts or particular historic significance.	CH1	Cooperative Extension, Planning Department
Investigate and implement ways to encourage the preservation and restoration of culturally and historically significant sites, buildings, and districts.	CH1	Cooperative Extension, Planning Department
Develop residential and commercial architectural standards to be included within an overlay zone.	CH4	Planning Department
Sustainable Development	Related Policy	Responsible Party
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	SD1	Planning Department, Cooperative Extension, Soil and Water Conservation, County Engineer

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.	SD1	Planning Department, Cooperative Extension, County Engineer, Public Works
Reuse the wastewater treatment plant's effluent for irrigation or other appropriate uses in the Maple-Barco area.	SD1	County Water Department
Continue to participate in the Currituck Goes Green Environmental Initiative effort.	SD2	Planning Department, Cooperative Extension, Soil and Water Conservation, County Engineer, Public Works,
Explore the feasibility of meeting the International Organization for Standardization (ISO) 14,001 requirements for Environmental Management Systems Certification.	SD3	Economic Development, Economic Development Advisory Board