

Camden County/US 17 Corridor Master Plan

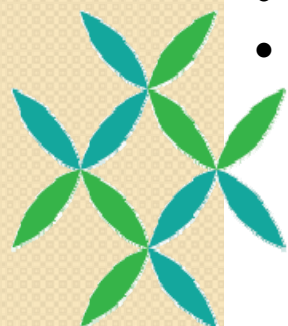


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Acknowledgements



PROJECT OVERSIGHT GROUP

Members of the Project Oversight Group (POG), who were selected to participate in the master planning of the US 17 Corridor site were chosen with regard to their individual expertise in government, business recruitment, planning, economic development, education, and/or recreation/tourism. The County of Camden wishes to express its sincere appreciation for those entities and individuals, who in any way contributed to the creation of the Camden County US 17 Corridor Master Plan, most of which are identified herein. Without the knowledge and experience of these persons, in both individual- and team settings, this document would not be possible.

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Section I - Introduction

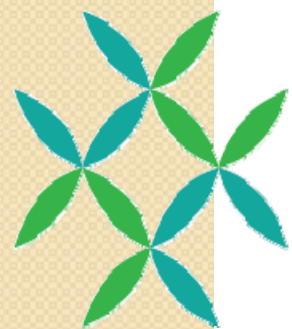
Project Understanding

In recent years Camden County leadership has sought an increase in job opportunities and industrial investment in the County. Such investment would improve the County tax base and help provide the revenue to fund the services required by the influx of new residents. Growth of residential areas in the South Mills vicinity has been significant; yet, this growth has not increased economic activity in the County as much as might be expected. As a result, many newcomers have no recourse but to find or retain employment in neighboring jurisdictions - where they also have a tendency to purchase the merchandise and services they need.

According to a 2008 case study conducted by the Smart Growth Network (SGN), Camden County began growing in the late 1990's into a bedroom community for Hampton Roads – the Norfolk/Virginia Beach metropolitan area in southeast Virginia. (A “bedroom community” or a “commuter town” is generally a smaller city or town located even farther from a major city than its suburbs. The economic base of a typical bedroom community is housing sales and general retail sales, not heavy industry or technology.) The County's population leapt by 23% from 2000 to 2004, a percentage growth that matched the total percentage growth of the prior three (3) decades. SGN was formed nationally in response to needs for new ways for community growth that boost the economy, protect the environment, and enhance community vitality. SGN reported from its case study that Camden County's proximity and relative lack of population density make the County attractive to workers from Hampton Roads. Currently, about 22% of the County's workforce commutes to the metropolitan area; while another 41% commute to nearby Pasquotank County – home to Elizabeth City.

The problem (population growth without economic growth) increased to such an extent that in November 2003, the County enacted a moratorium on new construction in Camden County due to the lack of funding for additional schools and other supportive services. The County later instituted a developer's fee for additional, public facilities that became necessary – in order to restore fiscal balance in its need for schools versus its lack of sufficient tax base to construct them. These measures were initial attempts to fill the gap in funding, which the County leadership would prefer to resolve with additional tax revenues and investments from new economic development. However, subsequent court cases in North Carolina rendered the adequate public facilities fee ordinance unenforceable. Consequently, the purpose of the US 17 Corridor Master Plan is to chart a *different* course for attracting and fostering new job-creating businesses, which will solve this scarcity of revenue and business opportunity in Camden County without sacrificing the rural character and natural beauty that have already attracted hundreds of new residents.

Additional infrastructure, marketing, and development efforts recommended in the Master Plan focus on the industrial and commercial aspects of the local economy along the US 17 corridor to allow business to “catch up” with the strong residential growth that existed prior to 2004. Ideally, in the future, Camden County residents will be able to obtain the opportunities, services, and products that they need *within* the jurisdiction in which they live.



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Purpose and Vision

The US 17 Corridor Master Plan in Camden County represents an important opportunity for the future growth and development within the County and surrounding region. The Corridor stretches for approximately 7.0 miles from South Mills to the Virginia State Line along US Highway 17. This Corridor Plan, once adopted by Camden County will serve as the blueprint for the potential use of the land and its design characteristics for years to come.

CORRIDOR PLAN

Typically, a corridor plan addresses the specific *land uses* and *character* of the development that will occur in the area beyond the pavement; and it defines how *pavement* and *right-of-way* improvements should be designed to best support these land use and character goals. Additional non-roadway elements that are addressed in corridor plans include bicycle lanes, sidewalks, landscaping, street lighting, drainage, signage, and utilities. The value of a corridor plan is that it provides communities with a tool that integrates and balances transportation mobility planning with business, residential, and recreational interface. The approach corrects past practices that typically feature a road separated from the surrounding area in which the road will be located.

VISION STATEMENT

A vision statement is a broad statement of desired future conditions and character, which reflect how and for what the entity wants to be known and what it wants the citizens to experience through the successful accomplishment of the mission. The vision of the Camden County US 17 Corridor Master Plan for the residents of Camden County is:

“to create a thriving business community which will benefit the citizens of Camden County through local jobs, business opportunities, public revenue, and quality of life for its citizens”...

In order to realize the vision, Camden County must determine the conditions necessary to support the desired businesses and follow through with decisive actions to develop those conditions. Conditions which support new businesses will take months and years of sustained effort to create. In order to be efficient and effective in pursuing new development, it will be necessary to organize the required action into a plan which will create intermediate goals. These intermediate goals will break the grand vision in to smaller achievable tasks which should conform to the S.M.A.R.T. criteria, which is a Smart Growth Network acronym. The letters in S.M.A.R.T. describe characteristics of the goals to be attained, as follows:

- Specific – The goal must be easily described and universally understood by multiple readers of the plan.
 - Measurable – The goal must be easily measurable so that success can be evaluated.
 - Achievable – While the goal should be ambitious, it must be possible.
 - Relevant – All goals in the plan must support the vision.
 - Timely – A time constraint should be part of any goal.



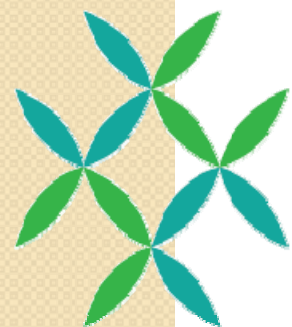
Locating New Development

Any plan for new development must be site specific and build upon the strengths of the desired business environment. To be successful, the plan must consider the following design elements:

- The physical characteristics of the site
- The characteristics of the residents and potential workforce
- The infrastructure needs of the desired businesses
- The potential demand for services or products which the desired businesses would provide
- The potential funding and investment for new businesses
- The quality of life which would be fostered by the new businesses
- The potential revenue and opportunities for business growth

Since the above constraints are site specific, the **choice of a location for new development is required** before a detailed plan can be developed. In the following pages, these fundamentals of development location are discussed:

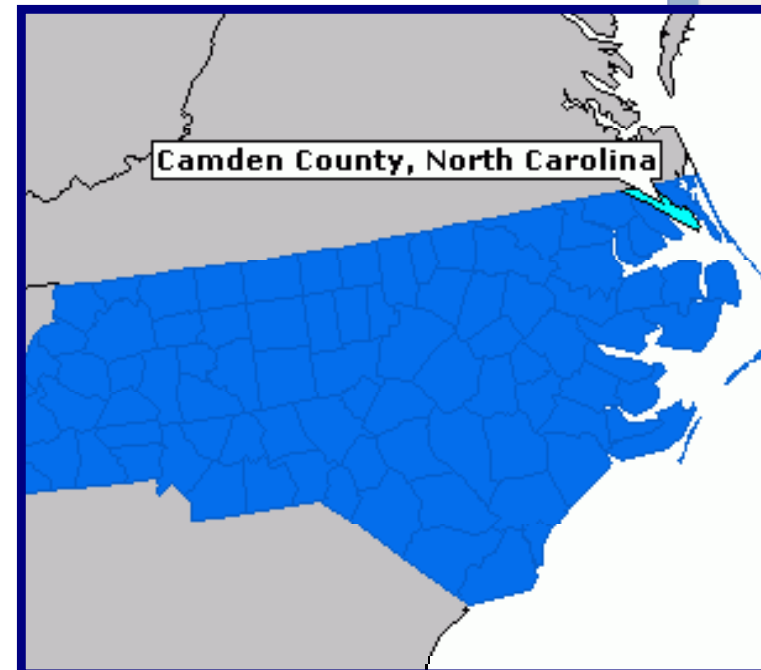
- Geographical location and topography
- History of project and site selection
- Site proximity to major business centers



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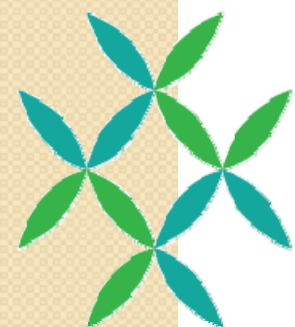
Geographical Location and Topography

The site of the study corridor is bounded to the north by the Commonwealth of Virginia Boundary Line and to the south by the US 17 crossing of the Dismal Swamp Canal. The western region of the study area includes the 14,300-acre Great Dismal Swamp State Park and the park itself is adjacent to the Great Dismal Swamp National Wildlife Refuge, which consists of 111,000 acres of black water swamps, forests, and waterways. To the east is undeveloped forest, swamps, farm land, and residential development. The terrain is flat and the groundwater table is high. The soils are generally loam and silty sands or peat overlying a layer of sand. Much of the land available for development lies along US 17, with road access limited to future interior streets. The area studied consists of approximately 7,700 acres on the east side of US 17. US 17 is a limited access 4-lane divided highway with limited at-grade road connections. The Great Dismal Swamp Canal, which is part of the Intracoastal Waterway (ICW), runs the length of the corridor and is roughly parallel to and on the west side of US 17 for the length of the study area.



Notable Features

The Canal is the oldest operating man-made canal in the United States and is included in the National Register of Historic Places. Two multi-use developments are underway on the east side of US 17 and additional residential development has occurred along McPherson Road and Keeter Barn Road. The County owns a 366-acre site on the east side of US 17 - of which 100 acres has been developed for an Eco-Industrial Park and the remaining 266 acres is dedicated to spray application for wastewater effluent. Of the 266 acres only 49 acres is currently in use as a spray field.



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History of Site Selection and Project

As it became apparent that business and industry could be lured to Camden county by upgrading such entities as transportation, infrastructure, recreation, and economic development, Camden County officials kept their legislators informed of the growing revenue problem in Camden County. As a result, State officials (lead by Senator Marc Basnight) recognized the need to assist Camden County with economic development. In 2006, the County and state funding agencies identified a study area located along US Highway 17 between South Mills and the Virginia state line as a potential corridor that could be developed to spur economic development for Camden County and this area of the state.

In 2008, a Feasibility Study for northern Camden County was conducted with an emphasis on a new Eco-Industrial Park (EIP). Based upon subsequent meetings between County staff and state representatives, the identification of the site for the study area, and the use of Rural Center Funding; McGill Associates, P.A. was hired to develop the Camden County US 17 Corridor Master Plan.



7,700 acres as identified by Camden County

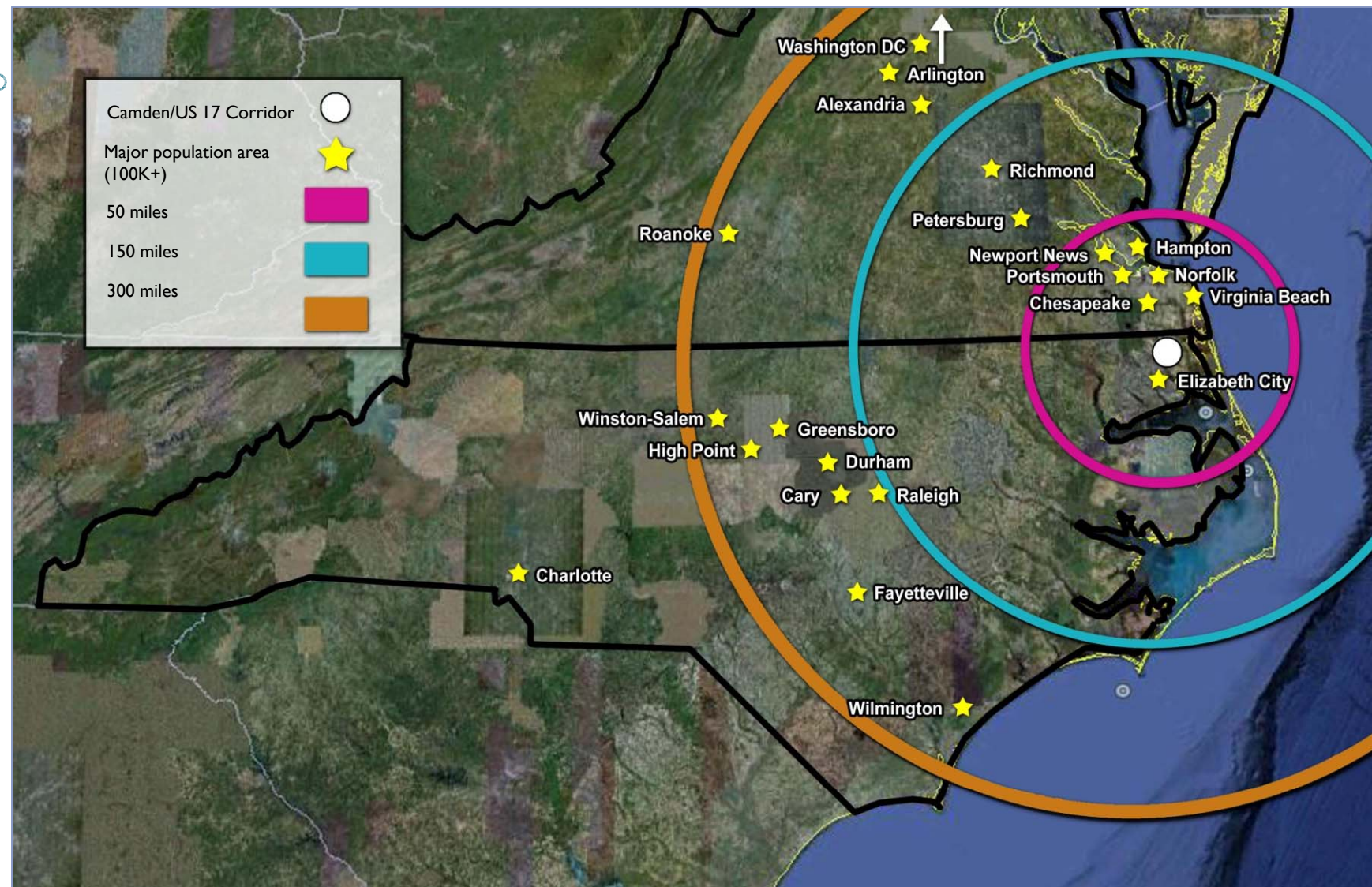


100-acre tract near wastewater spray field.

The corridor selected by the County has certain advantages which make it a good candidate for pursuing a development initiative. A population of 1.3 million exists within a 50-mile radius; ports, related businesses, and military bases are within a 30-45 minute drive; the Great Dismal Swamp State Park is adjacent to the site; the County already owns a 366-acre parcel, which could be used as seed for future development; and a local metropolitan center could provide business leadership and a customer base and workforce for new businesses.



Site Proximity to Major Business Centers



The study corridor is within 40 minutes of Norfolk; 50 minutes of Suffolk, Virginia, with about 24 minutes to Elizabeth City. Raleigh is approximately 145 miles to the west. As stated previously, approximately 1.3 million people live within 50 miles of the study site. In addition, approximately 296 residential lots currently exist in Camden Plantation, a mixed-use, planned, urban development proposing to develop 1,700 lots. Approximately 117 lots exist in Wharf's Landing. Both of these developments lie within the study area and near or adjacent to the County-owned 366-acre parcel. Other residential clusters include Sanders Crossing with 81 developed residential sites and South Mills Village with approximately 100 homes.

Residents of the County enjoy a pristine environment with unique features that can be preserved with proper planning. Since the extent of development is low, land prices may be low in comparison to neighboring jurisdictions. Northeastern North Carolina economic development specialists have noted that Hampton Roads' transportation problems are slowing economic growth and that industrial real estate in business parks in Hampton Roads are selling for \$200,000 an acre. This presents an opportunity for residents of Camden County to prepare for an economic recovery with a winning plan for economic opportunity and increased tax base that will help to defray the costs of services. A major component of this preparation should be the planning and implementation of required water sewer and transportation infrastructure.



Organization of the Corridor Plan

The Camden County US 17 Corridor Master Plan contains the following elements, which are considered essential to overcoming the challenges and enhancing the strengths of the proposed development corridor:

1. **Site Inventory and Characteristics** – In order to understand the developable potential of the Camden County / US 17 Corridor, a detailed site inventory must be undertaken to identify the characteristics that support the county’s goals and vision for the area.
2. **Economic Development Organization and Involvement** – Economic development activities should be geared to creating the “economic base” of Camden County. The economic base is “economic activity where a surplus remains after the local consumption of products, services, or activities have been satisfied”. Facilitating development along the US 17 Corridor would bring opportunities to export manufactured goods and services, as well as support local tourism.
3. **Planning Elements** – The elements and activities necessary to meet the Master Plan’s goals must be identified. Proper planning steps ensure safe accessibility for end users, respectful development practices that impact existing land uses, and increased population densities in the vicinity.
4. **Ecotourism** – Since the selected site is adjacent to the Great Dismal Swamp State Park, the potential of enhancing and creating synergy with park visitors must be considered. From discussions with the Park manager, it appears that ecotourism attracts a number of visitors each year from surrounding jurisdictions and these visitors frequently question the staff about lodging and food. The plan charts a course for capturing some of this lost revenue by creating goals for the required infrastructure and marketing in support of a new lodging and a restaurant cluster across from the State Park Visitor’s Center.
5. **Transportation** – The US 17 Corridor supports a significant volume of traffic. From conversations with NCDOT officials, it is understood that new entrances and crossovers for this limited access highway will require thorough justification. Plans for new roadways to serve the development sites along the corridor must make the best use of the existing access points. Although the site is easily accessible, the infrastructure for internal site access for this large tract is largely non-existent. The plan must develop a strategy for providing interconnection with the various parcels independent of US Highway 17.
6. **Stormwater** – The sensitive environment and the status of Camden county as one of the 20 Coastal Counties makes excellent stormwater management a part of the challenge. The Master Plan outlines ways in which the local government and the developers can work together to meet the water quality goals and also reduce post-development peak runoff rates and avoid exacerbating existing drainage issues in the corridor.
7. **Potable Water** – The water resource of the area is unique in that the sources are divided into high quality/low quantity sources or high quantity sources (which are not usable without advanced treatment). The Master Plan addresses this challenge by outlining the cooperative efforts between South Mills Water Association and Camden County, which will be necessary to meet the challenges of providing quality potable water in sufficient quantity to the corridor.
8. **Sanitary Sewer** - A surface discharge is not likely to be permitted. In addition, disposal of effluent is a challenge hydraulically due to poor soils. The Master Plan addresses this issue by examining ways the public and private stakeholders can work together to provide not only adequate waste treatment but also develop a reclaimed water resource to reduce the cost and burden of providing water for irrigation and process water.
9. **Wastewater Reclamation** – The County-owned 366-acre parcel on the US 17 corridor is the incubator site for the development of industrial, hospitable, and food service businesses. Currently, much of the site is utilized as a spray application site. The physical limitation to wastewater treatment capacity is really a bridge between the issues of sanitary sewer and potable water; and serves as a tool for dealing with the hydrologic limitations of obtaining adequate water from the environment and subsequently returning it there after use.

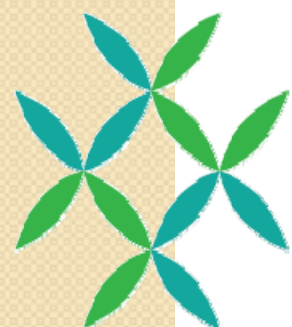
Goals and Objectives

Given that job creation and private investment in business are priorities for Camden County, the goals / objectives of the study and ongoing planning efforts must be directed toward creating the conditions to support and enhance business. A unifying concept will help to avoid mixing land uses and business types that do not enhance one another or fit within the expectations of area residents. Since infrastructure is dependent in part on outside funding, a *unifying theme* that builds excitement in the private development community along with the needed support of the funding agencies and the public. From discussions with the POG and with County leaders, it appears that the consensus is that the unifying theme will be Green Initiatives. It is understood that if the objectives are met, they should produce needed revenue and ongoing successful marketing and investment in the South Mills Community and the County.

Camden County has recognized the significant impact that growth within the US 17 Corridor would have on the local economy. With that in mind, it is their goal to create a mixed-use corridor, which will function as a place for gathering, working, playing, shopping, and experiencing all that Camden County has to offer. To achieve this goal, the Camden County US 17 Corridor Master Plan will incorporate the following objectives:



- I. Study the **infrastructure** of the area to determine the renovations necessary for existing conditions, as well as the need for new facilities. These infrastructure needs include, but are not limited to:
 - A. **Stormwater** – The plan must include strategies to preserve water quality, meet coastal stormwater regulations, and control stormwater runoff so that property owners adjacent to new developments are not impacted negatively by development.
 - B. **Potable Water** – This plan will identify the important issues of institutional infrastructure and technical capacity. The plan also highlights the need for a multi-disciplinary, collaborative, participatory and sustainable approach to designing potable water infrastructure improvements for the Camden County/US 17 Corridor. The key issues to focus attention on include: safe raw water supply and treatment capacity, cooperation between water providers, and infrastructure investment.
 - C. **Sanitary Sewer** – This plan will identify improvements to the sanitary sewer system that may be needed in the future as well as identify existing sewer availability and future areas to extend service to. The primary issue is one of treatment capacity and management of the effluent. A combination of adequate spray sites, alternative disposal such as rapid infiltration basins, and reclaim of effluent for irrigation and other purposes is warranted. This plan also identifies initial wastewater collection system improvements for the County-owned site.



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Goals and Objectives, continued

- B. Transportation** – Encourage and/or develop alternative transportation modes, which create a pedestrian-friendly transportation environment that emphasizes pedestrian activities while accommodating vehicular traffic.
 - C. Eco-Industrial Park** – Continue the planning and implementation of the eco-industrial park, acquiring rezoning permits when necessary.
 - D. Solar power generation** – Explore opportunities to attract solar power generation investment and facilitate solar project implementation.
 - E. Spray field** – Find new opportunities for using reclaimed water.
 - F. “Green” research and implementation** – Collaborate with area research facilities (Universities) and entrepreneurs on understanding, incentivizing, and facilitating projects that seek to protect, endorse and support environmentally sensitive products and services.
- 2. Create a range of scale in business, industry, and residential development** types and designs, which also allows for affordability on various levels.
- A. Design and construct human-scale features in public places (parks, trails, greenways, blueways, etc.)
 - B. Construct hotel(s) with flex space and green initiatives.
 - C. Market restaurant chains and independent entrepreneurs to build a “cluster” in the study area.
 - D. Construct a pedestrian crossing for US Highway 17.
 - E. Attract new industry/development by first creating a sustainable density of “green” enterprises.
- 3. Provide connectivity** between various entities along the US Highway 17 Corridor. These entities include:
- A. Infrastructure
 - B. Transportation – Vehicular and Pedestrian
 - C. Business/Industry
 - D. Residential Areas
 - E. Recreation Areas and Parks
 - F. Dining and Entertainment
- 4. Promote tourism and ecotourism** with the existing natural resources and potential lodging, dining, and entertainment facilities.
- 5. Preserve the character** of Camden County – both in existing and new plans/implementations.
- A. The scale, form, and use of new development should be compatible with the state park and other surrounding natural resources.
 - B. The local environment should be protected from outdated or non-environmentally appropriate agricultural practices.
 - C. Blend the areas of natural beauty, existing resources, and future development to create attractive, well-maintained spaces with a distinct sense of “place”.



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Goals and Objectives, continued

6. **Develop innovative partnerships and funding mechanisms**, which will financially sustain the corridor project and its economical impacts. This can be achieved through:
 - A. Partnerships (Other counties, the state, municipalities, individuals, organizations, etc.)
 - B. Government entities (NCDENR, NCDOT, etc.)
 - C. Stakeholders (Business owners, entrepreneurs, state park, etc.)
 - D. Residential neighbors (Camden Plantation, Wharf's Landing, etc.)

Given the objectives, specific goals which can be met or evaluated by planners will be needed . Success in reaching the goals will be periodically compared to results on the ground in terms of investments, construction and jobs to determine if the goals are capable of meeting the objectives.

The main goal is to develop the US 17 corridor into a viable, and economically sustaining area that will attract future businesses, residents and tourism through public and private collaboration.





SECTION 2 – Site Inventory and Analysis

Site Inventory and Analysis

Crucial to developing intelligent and appropriate recommendations a detailed site inventory and analysis of collected site data was performed for the Camden County/US 17 development corridor. This planning exercise identified:

- Existing conditions along the US 17 corridor and area land uses and zoning designations.
- Major destinations and existing development projects.
- Portions of The Corridor that may contain indications of environmentally sensitive areas.
- State Park and NC Visitor's Center access points.
- Existing infrastructure

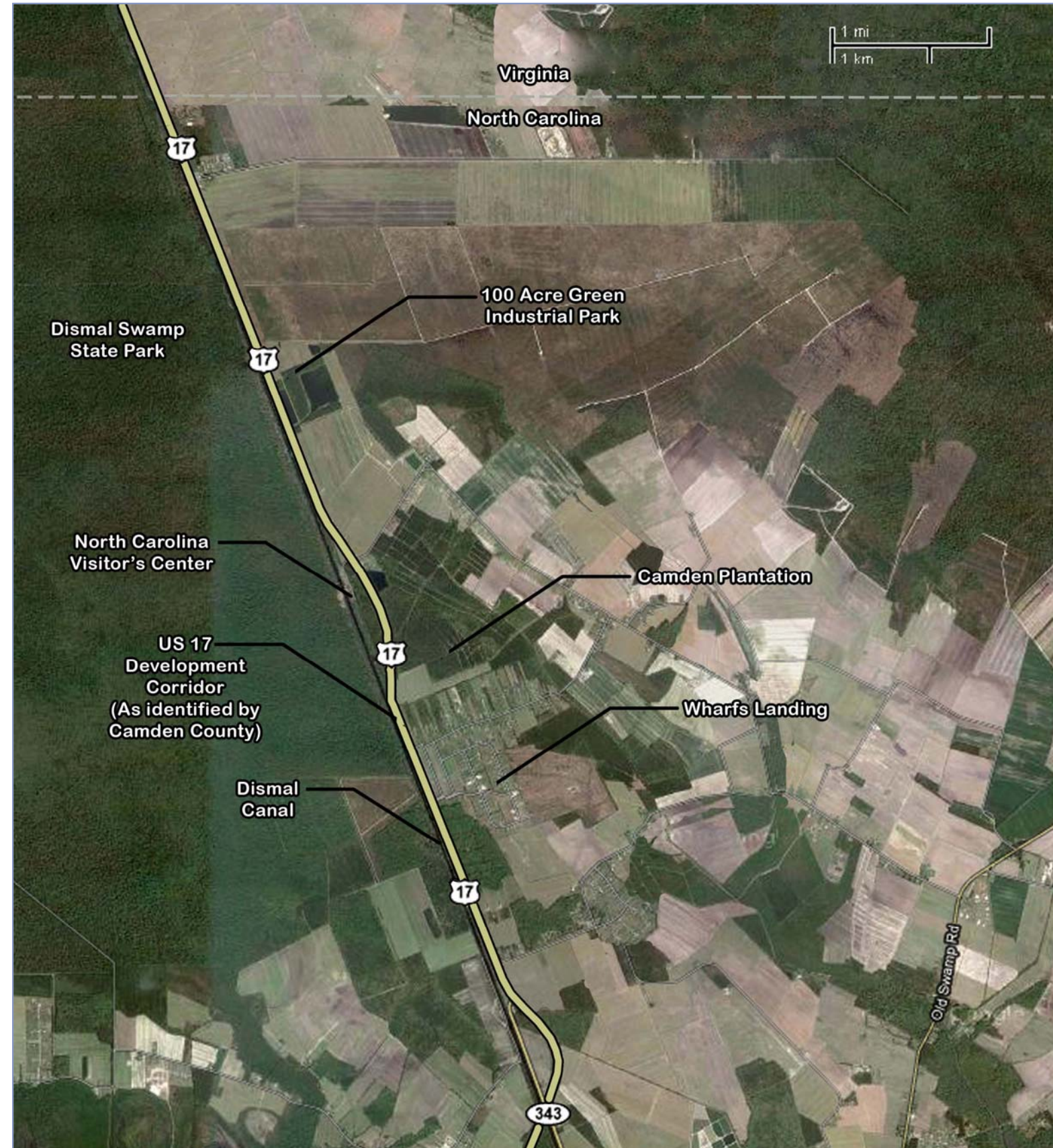


Corridor Limits and Land Use

Corridor Limits – The Camden County, US 17 Development Corridor extends from the Virginia/North Carolina boarder along US 17, South approximately 7 miles to the US 17/Great Dismal Canal crossing.

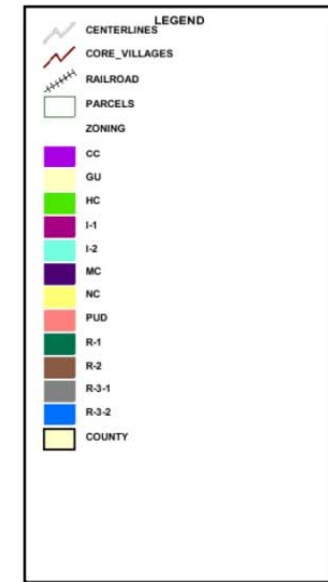
Current Land Use – The study area is predominately wooded with some farm land and residential areas. Land use may be summarized as follows:

- **Forest/Wetland: 46%**
- **Surface Water: 18%**
- **Urban: <1%**
- **Cultivated Crop: 34%**
- **Pasture or other Managed Herbaceous: 1%.**



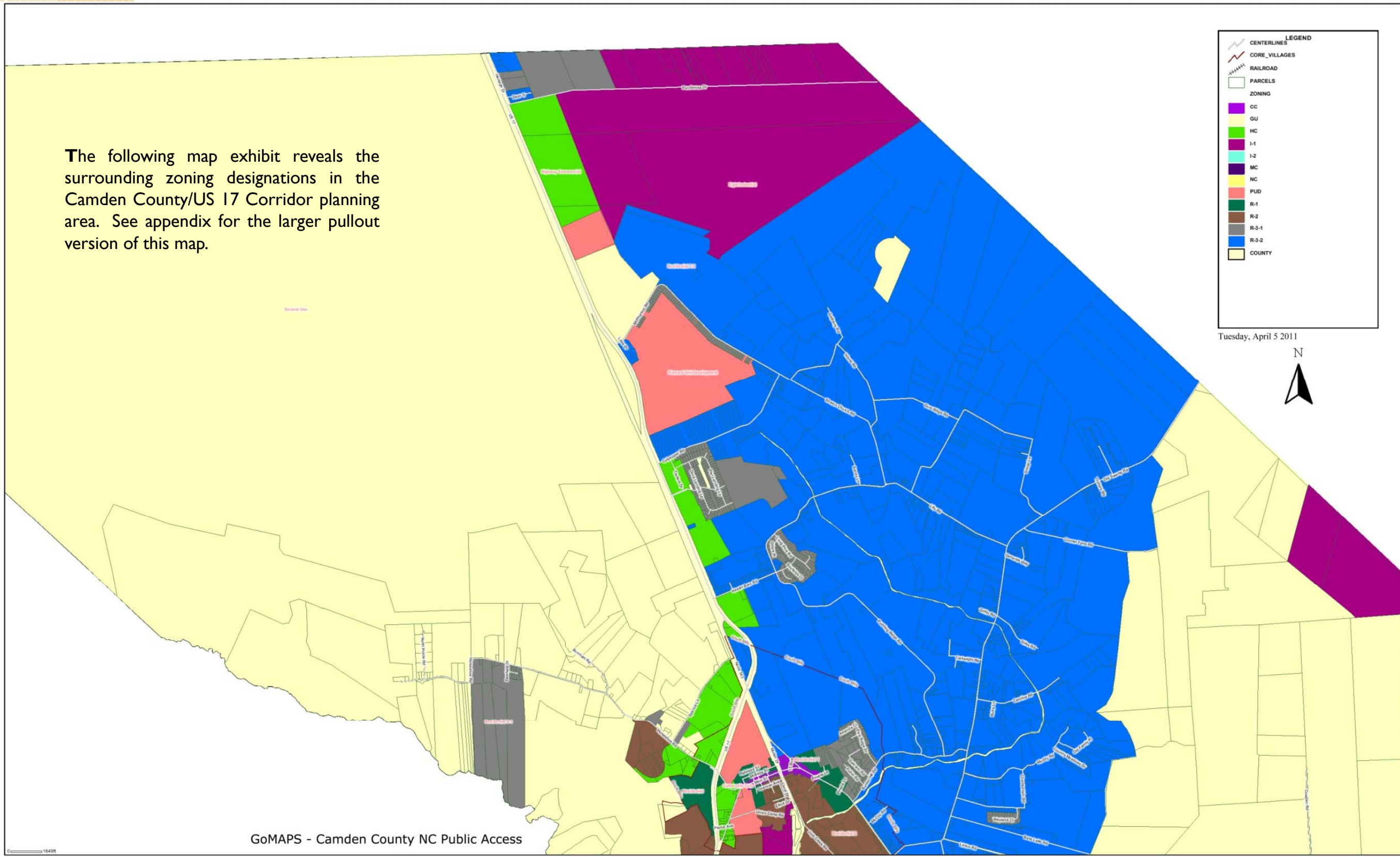
Corridor Zoning Map

The following map exhibit reveals the surrounding zoning designations in the Camden County/US 17 Corridor planning area. See appendix for the larger pullout version of this map.



Tuesday, April 5 2011

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GoMAPS - Camden County NC Public Access

WARNING: THIS IS NOT A SURVEY!
 This map is prepared for the inventory of real property found within this jurisdiction, and is compiled from recorded deeds, plats, and other public records and data. Users of this map are hereby notified that the aforementioned public primary information sources should be consulted for verification of the information contained on this map. The County and mapping company assume no legal responsibility for the information contained on this map.

Site Access/Connectivity

Vehicular Access

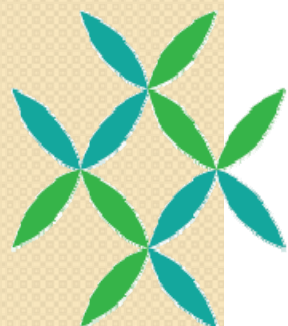
The entire site is fronted by US 17. From an examination of the geography and the meetings with NCDOT officials, it is apparent that where connections are made to this US limited access route, they must be maximized by designing them for high traffic flows and providing internal site connectivity to future developed parcels. This concept is already being implemented on the County-owned 366 acre parcel with the design and construction of a new boulevard entrance. The boulevard will traverse the developable land on an east-west axis and provide for north-south collector streets to provide through traffic without impeding US 17 traffic. In addition, meetings with NCDOT have led to the discussion of the use of NCDOT's Super streets design for turning lanes, acceleration lanes and deceleration lanes for all access points. More discussion will be necessary when specific projects arise in order to finalize the roadway design. We are informed that approval of signalized at grade crossings will be a problem for NCDOT and USDOT due to the nature of this interstate route. Additional signalizations may only be approvable in the case of imperative safety needs. In discussions with NCDOT, it is apparent that conducting large volumes safely through the corridor will have to take precedence over site access in the planning of US 17. Given that constraint signalizations, turning lanes and other measures which could impact through traffic will require close scrutiny and solid justification. In light of this constraint, features such as a median U-turn cross-over or Michigan U-turn would be implemented. With this feature, traffic entering US 17 from a stopped condition would be forced to travel with the traffic, in this case north until reaching a uni-directional U-turn cross over. This type of traffic pattern lessens the need for signalization at access points.

Pedestrian Access

Several representatives of the POG expressed a desire to facilitate pedestrians crossing U.S. Highway 17 to reach a new hotel or other businesses envisioned for the east side of 17 just north of McPherson Road. This crossing would also connect residents of Camden Plantation, Wharf's Landing and Sanders Crossing to the multi-purpose trail along the canal. Cyclists living in these neighborhoods or staying in the new hotel could link with extensive trails or travel to South Mills without the danger of crossing U.S. 17 without signalization. Three methods of crossing the highway have been discussed. They include:

- At-grade crossing with signalization (utilizing HAWK method which does not interrupt traffic flow unless a pedestrian activates crossing signal)
- Pedestrian Tunnel
- An elevated pedestrian bridge

The at-grade crossing is the most cost effective solution for the problem; however, the approval of a new signal for pedestrians appears unlikely. During the work to extend the multi-purpose trail this concept should be raised with NCDOT officials because in the unlikely event that it is approved, it will be the lowest cost alternative. A pedestrian tunnel will not be accomplished without a change in the U.S. 17 highway finished pavement elevation at the point of the tunnel crossing. The reason this is necessary is evident in the relationship between the pavement elevation and the canal bank-full elevation. A tunnel constructed to traverse under the current highway elevation would necessarily flood. Given the choice of altering the highway grade or constructing a smaller pedestrian bridge, the obvious choice is a new pedestrian bridge.



Site Access/Connectivity Continued

The cost of the new pedestrian bridge would be heavily impacted by the following constraints:

- Must be compliant with the American with Disabilities Act,
- Must meet all NCDOT standards,
- A single span is preferable but could be two spans with a center pier depending on cost. The single pier, occurring in the median, must be designed to withstand a truck impact.

ADA compliance may be achieved by at least two methods:

- 1) The approach road may be sloped at the maximum centerline grade by the use of earth fill, or
- 2) the approach may be constructed of structural ramps as shown in the photograph.

The maximum “off-the-shelf” span for one major vendor, Contech, is approximately 200 feet. A bridge with earthen approach embankments would exceed this length and require a heavier structure or a center pier or it would require extensive retaining walls for the approaches. Neither of these solutions will yield an economical bridge.

Due to NCDOT minimum height requirements above the pavement, ADA compliance becomes challenging, but can be achieved with structural ramps.



Existing Infrastructure

Water

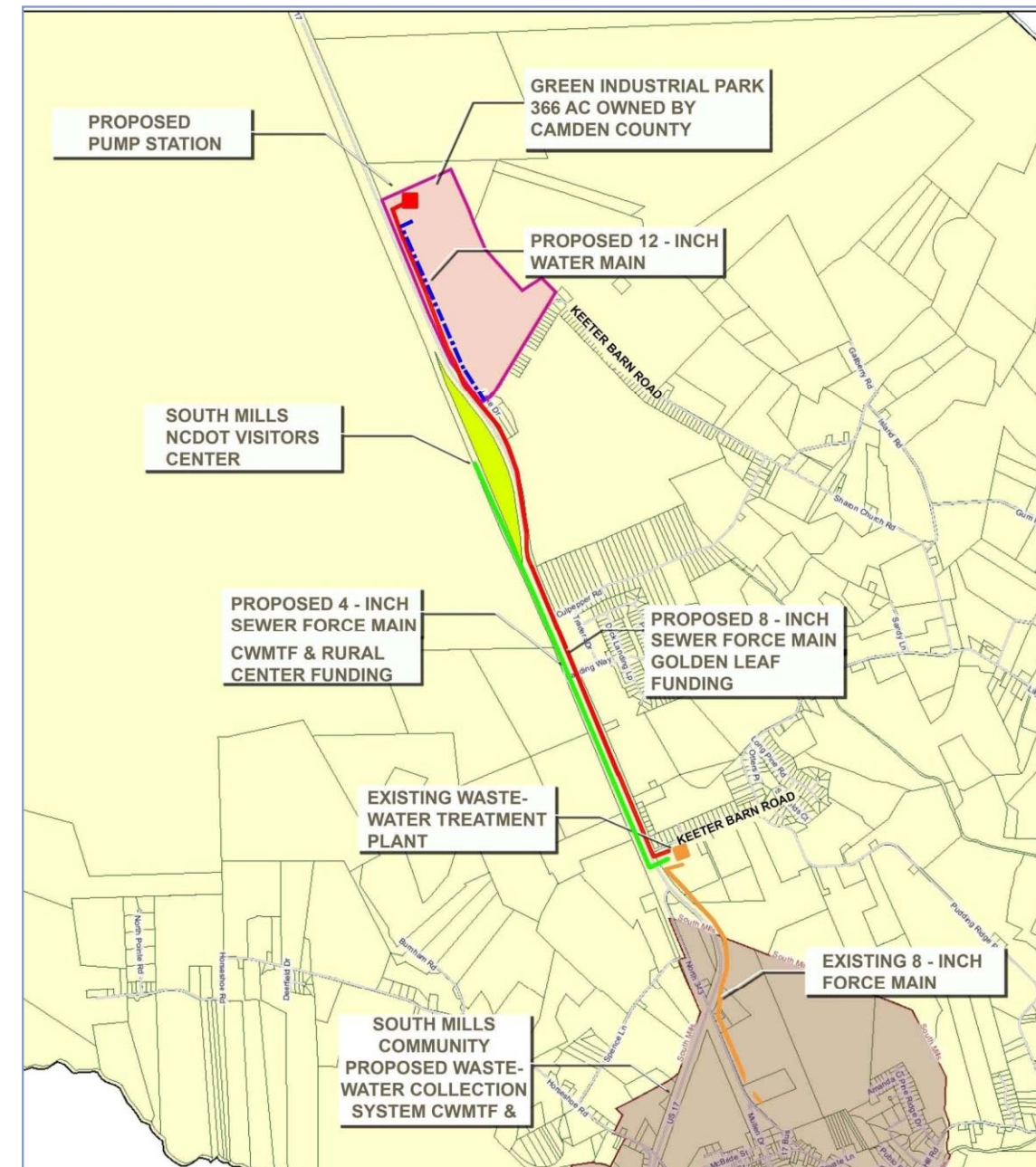
- The corridor is served by South Mills Water Association (SMWA). SMWA has an existing water treatment plant with a permitted capacity of 864,000 gpd and an average daily output of 360,000 pgd. However the wells are not sufficient to greatly exceed the current flow. Through cooperation with the County, SMWA has obtained a connection to the South Camden Water and Sewer District which has excess capacity to serve the park. A water main extension to serve Phase I of the Eco-Park is under construction now and will be completed in spring 2011. The connection is sized adequately such that when combined with the exiting elevated tank in the vicinity, short to mid-term projects could be served with good quantities and flows unless the new businesses are especially water intensive.

Sewer

The South Camden Water and Sewer District has an existing 100,000 gpd Wastewater Treatment Plant in the vicinity on Keeter Barn Road. Currently 10,000 gpd of its capacity has been allocated to Phase I of the Eco-Industrial Park. Currently, Camden County has a project underway to serve South Mills Village with sewer. A projected allocation of large projects could trigger the need for plant expansion and therefore, the County is investigating Sewer Options.

Roads

The new boulevard designed to serve the 100-acre Phase I of the Eco-Industrial Park is under design and review at this time. Sufficient funding to build a portion of the roadway has been obtained and the roadway should be constructed later this year.



Suitability for Development

Soils

Previous study has shown that on average, only about 1.8% of the soils in Camden County are suitable for onsite sewage disposal. Please refer Table 23 below (pages 21 & 22) and the Study Area Soils Map found in the Appendix. The tables show that the soils for the County per the CAMA Land Use Plan of 2003 may have some limitations. These limitations can be overcome by providing municipal sewer for new developments.

According to the CAMA Land Use plan, 14 of the 24 soils series found in Camden County are hydric, indicating an association with wetlands, therefore when pursuing a particular parcel for development to do an initial investigation into the presence of wetlands should be undertaken.

In regards to transportation, some consideration to soils must also be given. According to our conversations with highway contractors, typical construction practices for roadways involve significant undercut excavation and backfill with granular fill in the study area. Fortunately, sand and sandy clay is available at varying depths throughout this area. This factor of the local soils explains the presence of the 43 acre pond on the Eco-Industrial Park Site. The presence of wet soils will be a factor in the development and will likely result in scattered borrow pit ponds which may be created and shaped to produce aesthetically desirable ponds to enhance the site as well as producing good construction soils and stormwater facilities.

The basin in which the study corridor is located is very rural and located in an ecologically sensitive area. Of the 490 tracts located in the 7,629 acre study area, approximately 457 of them are smaller than 45 acres. It is likely that these smaller tracts will be developed into home sites and businesses we should examine how this change in land use might affect the corridor. Those smaller tracts amount to approximately 1,400 acres and when combined with known development properties under way now, the land area that could develop in the next several years could amount to more than 2500 acres of developed land. Such development must be planned for to provide adequate transportation infrastructure, flood mitigation measures, water quality measures, potable water, and wastewater disposal. Measures to deal with these issues are already in progress in Camden County, for example a recent large residential development received preliminary approval recently on the basis of a new Planned Unit Development ordinance. The ordinance stipulates measures required for stormwater management, protection of natural resources, transportation and other issues. The County is considering new initiatives to deal with the wastewater treatment and disposal issue and the County and local water provider, South Mills Water Association, are executing an agreement for water sales to the area for new developments.

Please refer to Soils Map in the appendix and Table 23 below, which show that some properties surface soils may present a challenge for development. One means of dealing with the corridor soils, which are limited in capability to support structures, is to remove the top layer under building and road footprints (undercut) and refill the excavations with sands available on the site under the top soil layers. This will provide an opportunity to embed water features such as aesthetic ponds into the developments which could help unify the sites with their surrounding natural water features such as Sawyer's Creek, the Dismal Swamp Canal and tributaries. In dealing with the wastewater issues, it is recommended that reclaimed water usage and high-rate disposal in the underlying sands be investigated. Given the site limitations, prospective developers should be encouraged to conduct wetland surveys, geotechnical investigations and consider partnerships with the County and others in regards to wastewater service prior to moving forward to approval of development plans.

The County has also adopted a planned use ordinance for its new Eco-Industrial Park and may consider such ordinances for new developments elsewhere in the corridor as the need arises.



Septic System Failure Typical of the Area

Suitability for Development Continued

Table 23
Camden County
Soil Series Characteristics

Map Symbol	Soil Series	Slope	Depth to Seasonal High H ₂ O Table (ft)	Flooding Frequency (Surface)	Dwellings without Basements	Streets & Roads	Septic Tanks	Total Acreage	% of Each Soil
AaA	Altavista fine sandy loam	0-2%	1.5 to 2.5 ft.	none	Moderate: wetness	Moderate: wetness, low strength	Severe: wetness	2,663.65	1.72%
AtA	Augusta fine sandy loam	0-2%	1 to 2 feet	none	Severe: wetness	Moderate: wetness, low strength	Severe: wetness	1,217.27	0.79%
BaA	Belhaven muck	0-2%	0 to 1 foot	none	Severe: wetness, low strength	Severe: wetness	Severe: wetness, percs slowly	12,020.74	7.75%
BoA	Bojac loamy sand	0-3%	4 to 6 feet	none	Slight	Slight	Moderate: wetness	1,831.41	1.18%
CfA	Cape Fear silt loam	0-2%	0 to 1.5 feet	none	Severe: wetness	Severe: low strength, wetness	Severe: wetness, percs slowly	2,940.54	1.90%
ChA	Chapanoke silt loam	0-2%	0.5 to 1.5 feet	none	Severe: wetness	Severe: low strength, wetness	Severe: wetness, percs slowly	1,824.41	1.18%
CoA	Chowan silt loam	0-2%	0 to 0.5 foot	Frequent: very long Nov-Apr	Severe: flooding, wetness	Severe: low strength, wetness, flooding	Severe: flooding, wetness, percs slowly	5,352.77	3.45%
DoA	Dorovan muck	0-1%	-0.5 to 1 foot	Frequent: very long Jan-Dec	Severe: subsides, flooding, ponding	Severe: subsides, ponding, flooding	Severe: subsides, flooding, ponding	27,339.97	17.63%
HoA	Hobonny muck	0-1%	-0.5 to 1 foot	Frequent: very long Jan-Dec	Severe: flooding, low strength ponding	Severe: ponding, flooding	Severe: flooding, ponding	1,416.93	0.91%
HyA	Hyde silt loam	0-2%	0 to 1.5 feet	none	Severe: wetness	Severe: low strength, wetness	Severe: wetness, percs slowly	6,422.15	4.14%
MuA	Munden loamy sand	0-2%	1.5 to 2.5 ft.	none	Moderate: wetness	Moderate: wetness	Severe: wetness, poor filter	1,908.59	1.23%
NoA	Nimmo sandy loam	0-2%	0 to 1 foot	none	Severe: wetness	Severe: wetness	Severe: wetness, poor filter	1,787.31	1.15%

Suitability for Development Continued

Table 23 (continued)

Map Symbol	Soil Series	Slope	Depth to Seasonal High H ₂ O Table (ft)	Flooding Frequency (Surface)	Dwellings without Basements	Streets & Roads	Septic Tanks	Total Acreage	% of Each Soil
PeA	Perquimans silt loam	0-2%	0 to 1 foot	none	Severe: wetness	Severe: low strength, wetness	Severe: wetness, percs slowly	16,957.04	10.94%
PtA	Portsmouth fine sandy loam	0-2%	0 to 1 foot	none	Severe: wetness	Severe: wetness	Severe: wetness, poor filter	7,159.14	4.62%
PuA	Pungo muck	0-2%	0 to 1 foot	none	Severe: subsides, wetness, low strength	Severe: subsides, wetness, low strength	Severe: subsides, wetness, percs slowly	23,377.44	15.08%
RoA	Roanoke silt loam	0-2%	0 to 1 foot	none	Severe: wetness	Severe: low strength, wetness	Severe: wetness, percs slowly	13,116.60	8.46%
RpA	Roper muck	0-2%	0 to 1.5 feet	none	Severe: wetness	Severe: low strength, wetness	Severe: wetness, percs slowly	5,998.40	3.87%
SeA	Seabrook fine sand	0-2%	2 to 4 feet	none	Moderate: wetness	Moderate: wetness	Severe: wetness, poor filter	795.72	0.51%
StA	State fine sandy loam	0-2%	3 to 5 feet	none	Slight	Moderate: low strength	Moderate: wetness, percs slowly	756.50	0.49%
StB	State fine sandy loam	2-6%	3 to 5 feet	none	Slight	Moderate: low strength	Moderate: wetness, percs slowly	192.27	0.12%
ToA	Tomotley fine sandy loam	0-2%	0 to 1 foot	none	Severe: wetness	Severe: wetness	Severe: wetness, percs slowly	12,985.26	8.37%
Ud	Udorhents loamy	loamy						761.69	0.49%
WdA	Wasda muck	0-2%	0 to 1 foot	none	Severe: wetness	Severe: wetness	Severe: wetness	2,007.31	1.29%
YeA	Yeopim silt loam	0-2%	1.5 to 3.0 ft.	none	Severe: wetness	Severe: low strength	Severe: wetness, percs slowly	2,215.01	1.43%

Source: Soil Survey of Camden County, North Carolina.

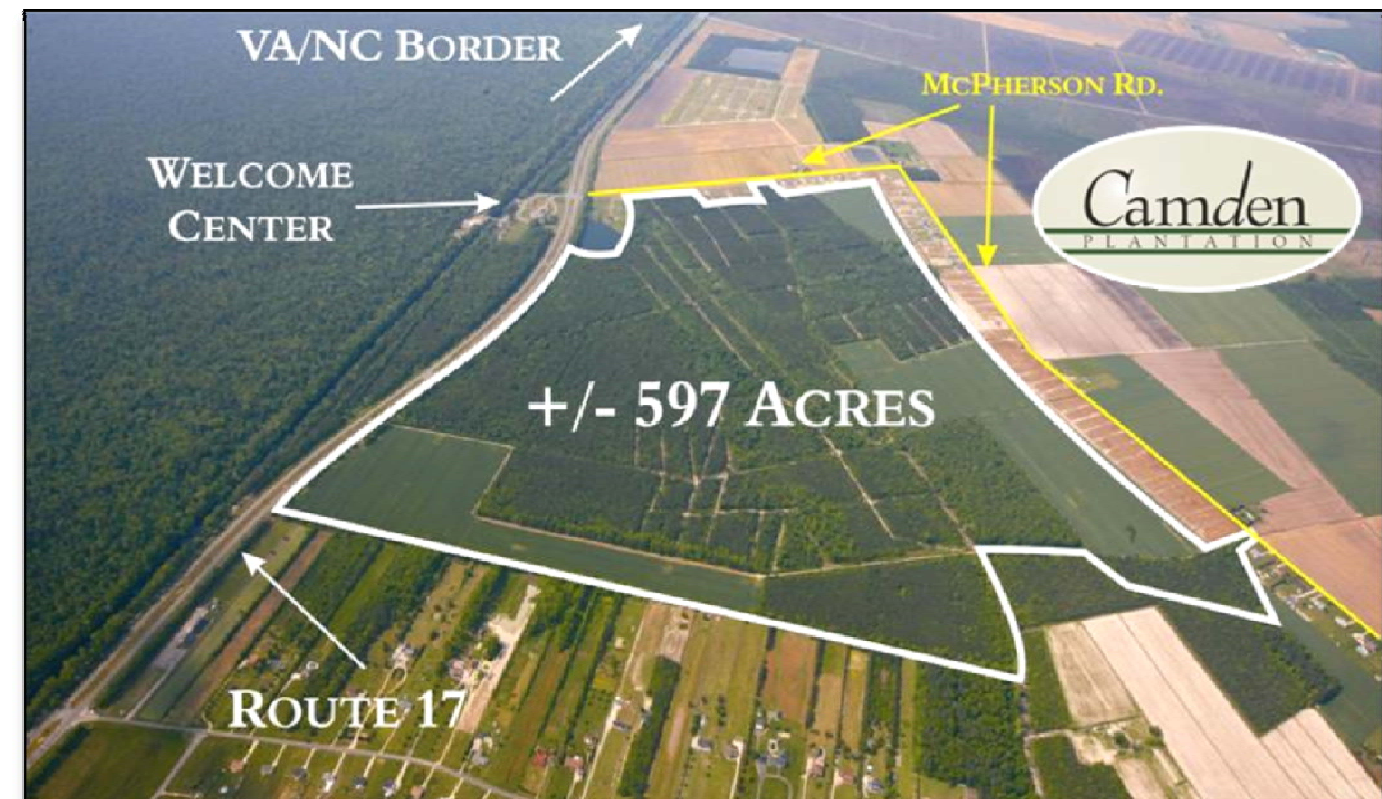
Drainage Features

Drainage Outfalls

The corridor site is drained by two major drainage features. One of which is Joyce Creek which is approximately 3,500 feet east of US 17, which flows roughly parallel to the highway in a southerly direction until turning westward to connect with the Pasquotank River near South Mills. The land lying near Highway 17 generally drains to several large culverts under 17 which connect directly to the Canal. An important point to remember when addressing drainage complaints is that there is likely a backwater effect due to the required control points at the South Mills lock, other canal locks, and the Lake Drummond control structure. These features may be used to maintain the ability of the canal to carry traffic and may also be used to control flooding in certain areas. As sites develop, dialogue with the US Army Corps of Engineers Norfolk Operations Office would be helpful in understanding how design for outfall channel backwater conditions should be carried out. On the Eco-Park, an existing 43-acre pond is to be utilized as part of a stormwater management system that will enhance water quality and also provide reduction in the post-development run-off rate.

Such features might be utilized to help mitigate potential flooding problems but their use must be discussed on a case-by-case basis with DWQ since some surface water features may be deemed waters of the state and thus be protected from concentrated stormwater discharges. New features created do not have that issue.

In addition to high volume stormwater conveyances and surface ponds, the farmable land and residential land contains numerous groundwater lowering ditches. The land was historically part of the Dismal Swamp and much of it was made into useable farm land by construction of these ditches at regular intervals. These drainage ditches are visible on aerial photos and an example can be seen in the County spray fields.



Camden Plantation consists of approximately 600 acres zoned as a Planned Urban Development

Transportation Issues

Access to US 17

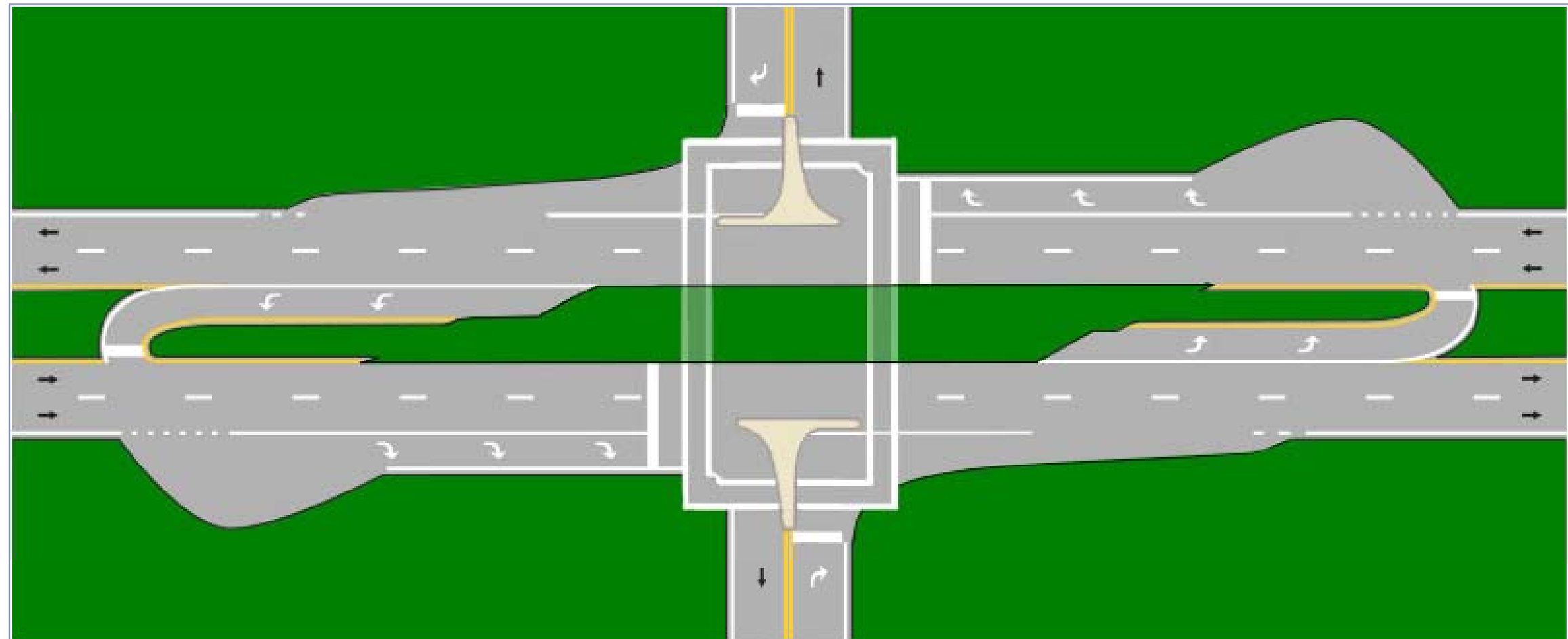
A key to enhancing the marketability of sites in the corridor is providing them with access to the highway. Certain developments have undergone extensive review and traffic impact analysis to achieve access at a sizeable cost. To the extent that the County can obtain internal transportation to connect with its 100 acre parcel to secondary roads in the area, the chances of successful marketing to developers increases. Please refer to the map to the right which shows the existing entrances and crossovers along the route.



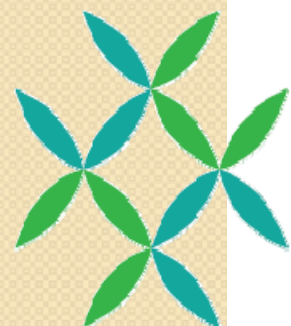
US 17 access points and crossovers

Transportation Issues

Discussions with North Carolina Department of Transportation (NCDOT) have provided a strategy for developing the road infrastructure along the US 17 corridor. The main strategy for providing access to the sites is to design a parallel road system along US 17 and which limits the need for additional access points to the highway (see diagram on page 25). The connection points to US 17 will be designed in accordance with NCDOT Super Streets Design parameters which eliminate the need for traffic control lights. The super streets design requires vehicles to make right hand turns into and out of the site and provides a left hand crossover point a distance further along the roadway, in theory allowing for safe left hand turning movements without the need for a signalized intersection.

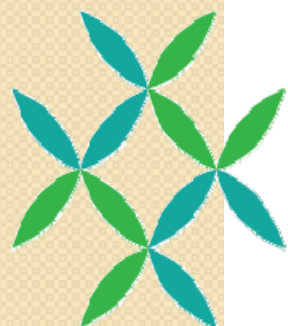
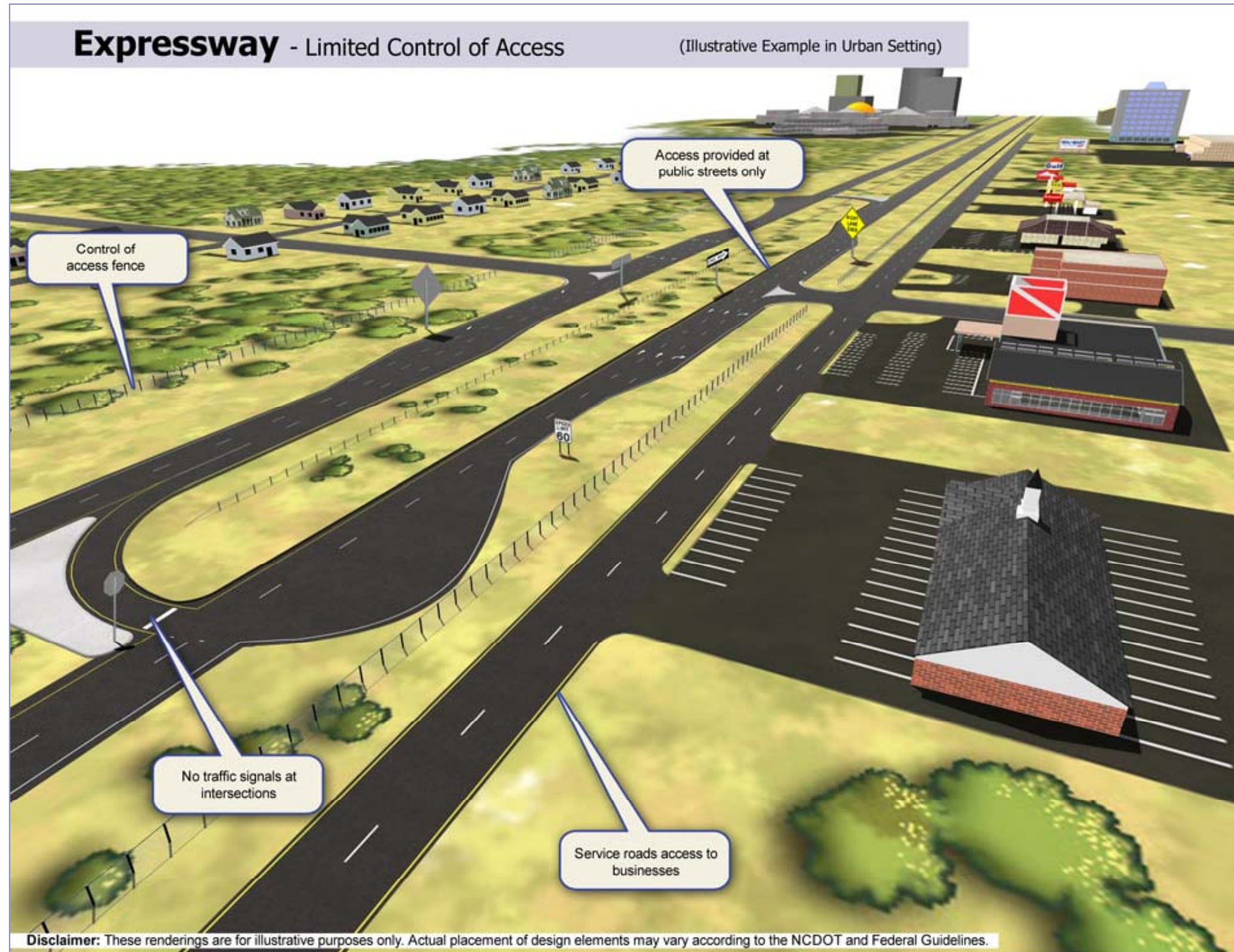


Proposed Super Street Concept Design



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Transportation Issues



Transportation Issues



Figure 1 - ADA Compliant Approach Ramps on Pedestrian Bridge in Durham, NC

Pedestrian Access -

Providing a safe and convenient means of pedestrian and bike access between the State Park and development on the east side of US 17 along the development corridor would be of great value to the corridor because it would enhance the recreational and eco-tourism potential of the area. The major challenge of completing this work is a safe crossing of US 17. Please refer to the Site Access Section for details. From a review of the alternatives, the most likely solution is an overhead pedestrian bridge. It is estimated that such a bridge would cost about \$1.4 Million and it would be complicated by the flat terrain and the fill section of the roadway at the point of the crossing.



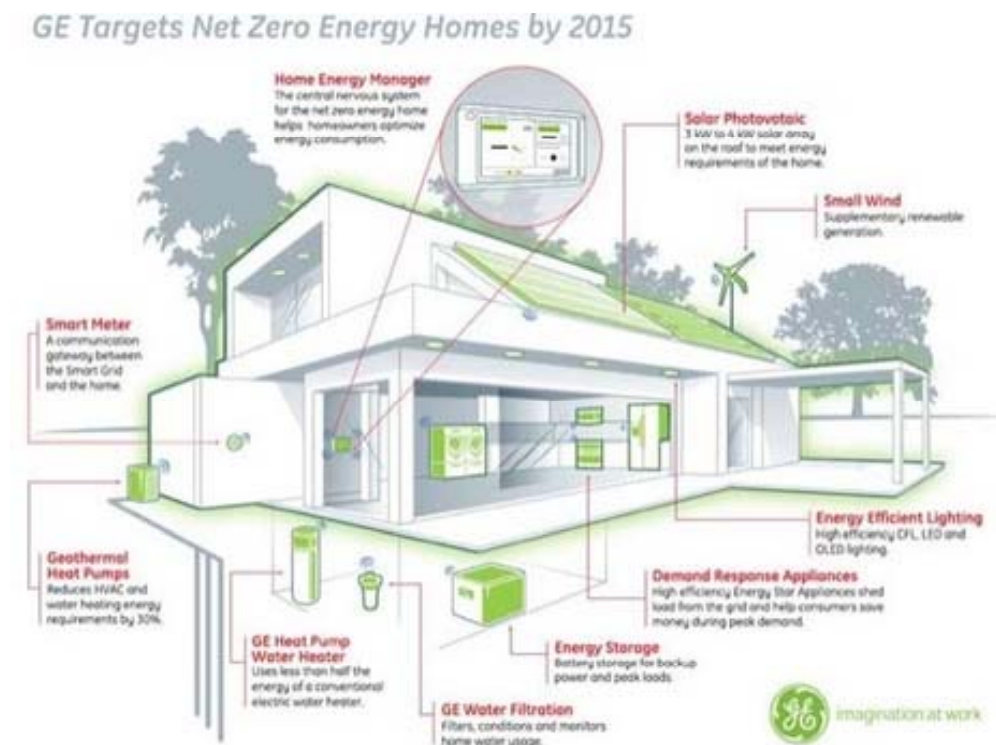
SECTION 3 – Planning Considerations

Plan Process and Development of Purpose (Previous studies)

This plan builds upon the previous 2008 Green Industrial Park Feasibility Study; however there is a recognition by County leadership that we must not lose focus on the creation of jobs and investment. The emphasis on Green markets is seen as a tool to increase the County's visibility and potential market share for regional industrial development:

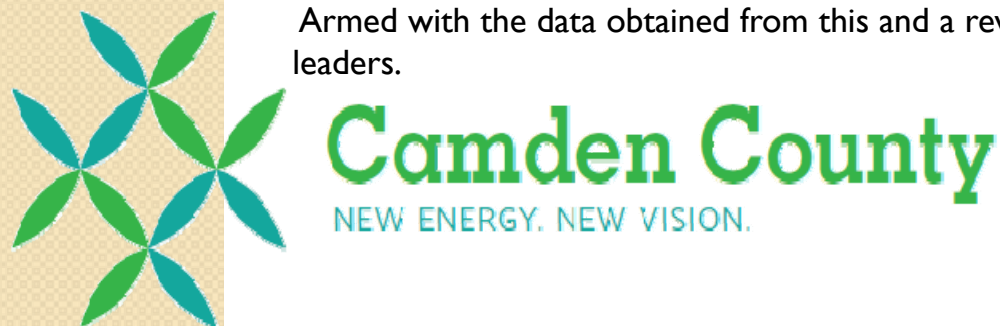
Excerpts of the GIP Feasibility Study Executive Summary

“Stakeholders emphasized that **economic benefit to the whole county should be the primary concern for an industrial park**, followed by the reduction of any impacts on wildlife, stormwater runoff, or light, noise, or chemical pollution. To be competitive, an industrial park in Camden County will have to differentiate itself from the existing industrial parks lying closer to core of the southern Hampton Roads region. Green development is one way to differentiate.”



The plan also builds upon the long range master plan for water and sewer, the Camden County 2020 Capital Improvements Plan, and the Smart Growth Institute's Case Study on Camden County. Work began with the review of these documents and meetings with landowners along the corridor to understand their willingness to participate (whether passively or actively) in the marketing initiative that will become a component of the corridor plan. Given that state government officials and funding agencies are supportive of green industry initiatives and that such support might translate into funding opportunities for infrastructure to support green development, the latest trends in green business were studied and ideas for new green initiatives were incorporated into a presentation for discussion by the Progress Oversight Group.

Armed with the data obtained from this and a review of the site characteristics, a vision for the corridor was presented and discussed by the POG and County leaders.



Planning Considerations



UNC Green Park Feasibility Study

This extensive study, carried out in 2008 involved the County leadership and citizens in a conversation as to how and why to carry out green-focused development in northern Camden County. The plan includes discussions of the difference between an Eco-Park and a Green Industrial Park and the issues that would be involved in developing such a park. This documents provided guidance in the development of the water and sewer project which has now been implemented and is under construction.

Eco-Industrial Park Master Plan

From the Green Park Feasibility Study, the stakeholders were made aware of how crucial water and sewer infrastructure would be to the development of the industrial park and when funding became available to address this issue, the project required the guidance of a master plan for the initial 100 acre site (Phase I of the Eco-Industrial Park). The purpose of this master plan was to flesh out the access roadways and utilities for the site so the infrastructure development could begin and it has become the underpinning for the new roadway and storm drainage facilities now under design.

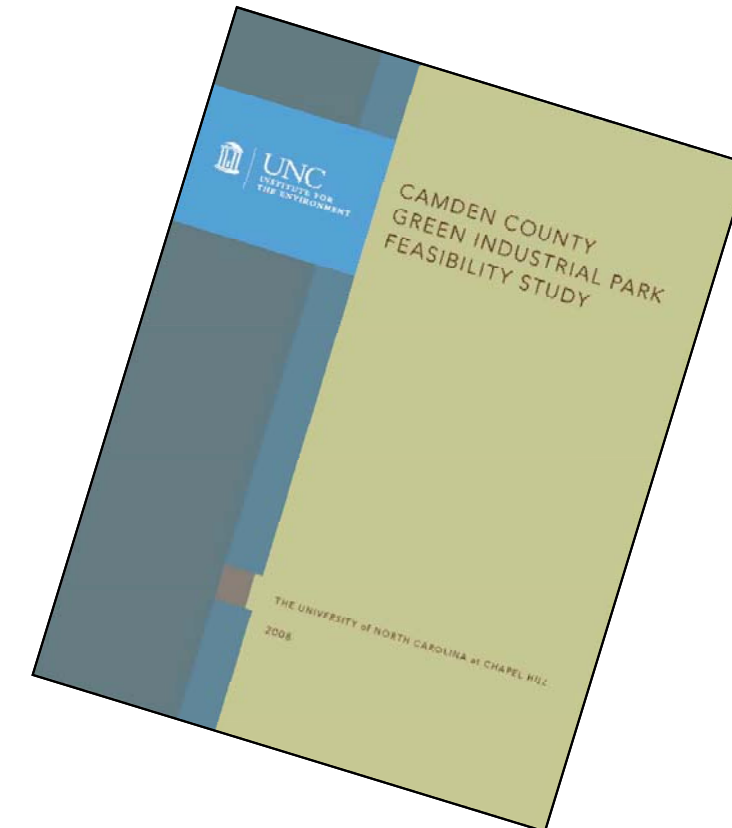
Water and Sewer Long Range Plan

The work of the long-range water and sewer master plan revealed a severe limitation in the water supply of the area and opened the way for a cooperative agreement between the County and South Mills Water Association to deal effectively with this issue and remove it as a development constraint.

Competing Facilities

In developing this master plan, consideration must be given to the unique mission of this facility as opposed to other competing facilities in the area. Since other facilities may lie nearer population centers than the study area, this site must provide a unique service, unique cost structure, more beneficial funding picture, or a more cooperative local government or regulatory environment. Distinct advantages must be offered that cannot be matched by the more convenient facilities. In many ways this is indeed the case with the Camden County US 17 Corridor. These advantages may be summarized as follows:

- Unique Service** – Being part of an eco-business corridor development or locating in the new Eco-Industrial Park conveys a certain cachet and marketing value to businesses and many businesses show evidence of desiring association with green enterprises, especially hotels, restaurants and retail businesses.
- Unique Funding Availability** - The County sought and obtained North Carolina legislation defining an Eco-Industrial Park. The County site conforms to this definition which when met provides for substantial funding through the NC Department of Commerce for certain development.
- Development Costs** – The cost of land should be substantially lower for the developer in Camden County.
- Local Cooperation** – This effort is supported in full by the Camden County Board of Commissioners and there is substantial support by the citizens as evidenced by the public's decision to spend all of its \$2.0 Million Community Assistance Grant from Golden Leaf Foundation on water and sewer to support a green park in this corridor.



Ongoing Development Projects

Camden Plantation

This is a mixed use development set on 606 acres and zoned as a planned unit development. This site may eventually include approximately 1,700 developed lots and 160,000 square feet of commercial development.

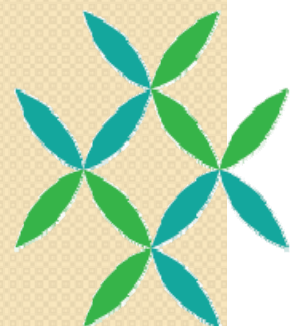
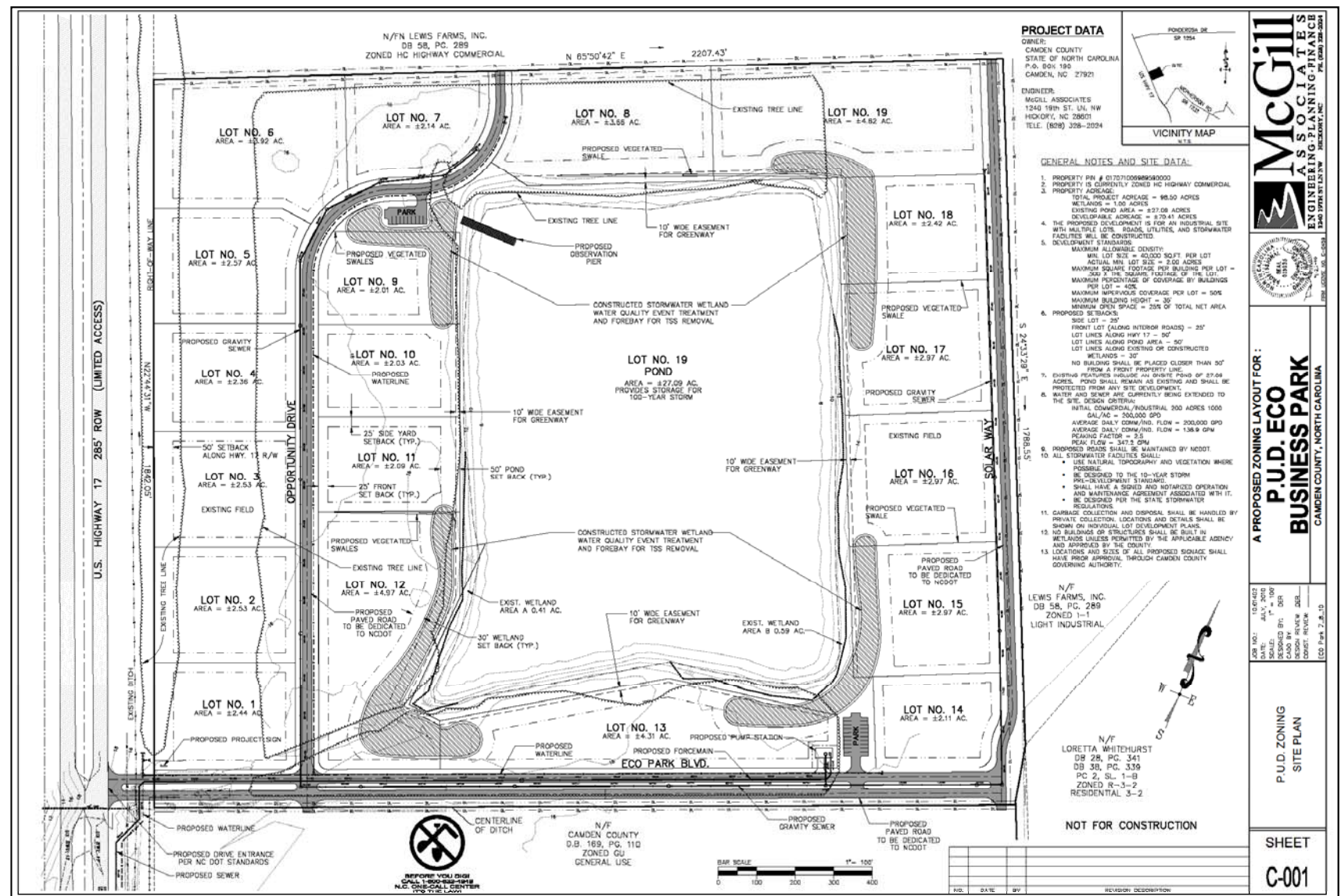
Wharf's Landing

This development consists of 117 residential lots with an additional phase under consideration at this time.

Eco-Industrial Park

This 100 acre site is under development at this time and may include 12 light industrial lots. Currently a private developer is pursuing a potential solar array on the site. Water and sewer improvements are nearing completion and new roadways sufficient to provide access to a portion of Phase I are funded and should be constructed this year.

In regards to sewer collection, the 100-acre site as shown here is to be provided a sewer collection system as part of an on-going Golden Leaf funded project that is nearing completion at this time.



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Camden County Economy Past and Present

PAST

- Camden County is rural with traditional values. Agricultural has been a major part of the Camden County economy as well as naval stores and timber. Maritime industry and water transportation were important parts of the local economy.

PRESENT

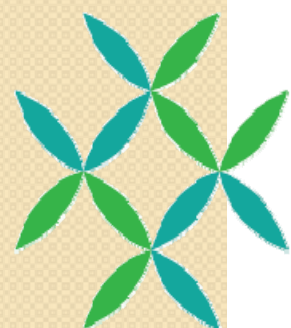
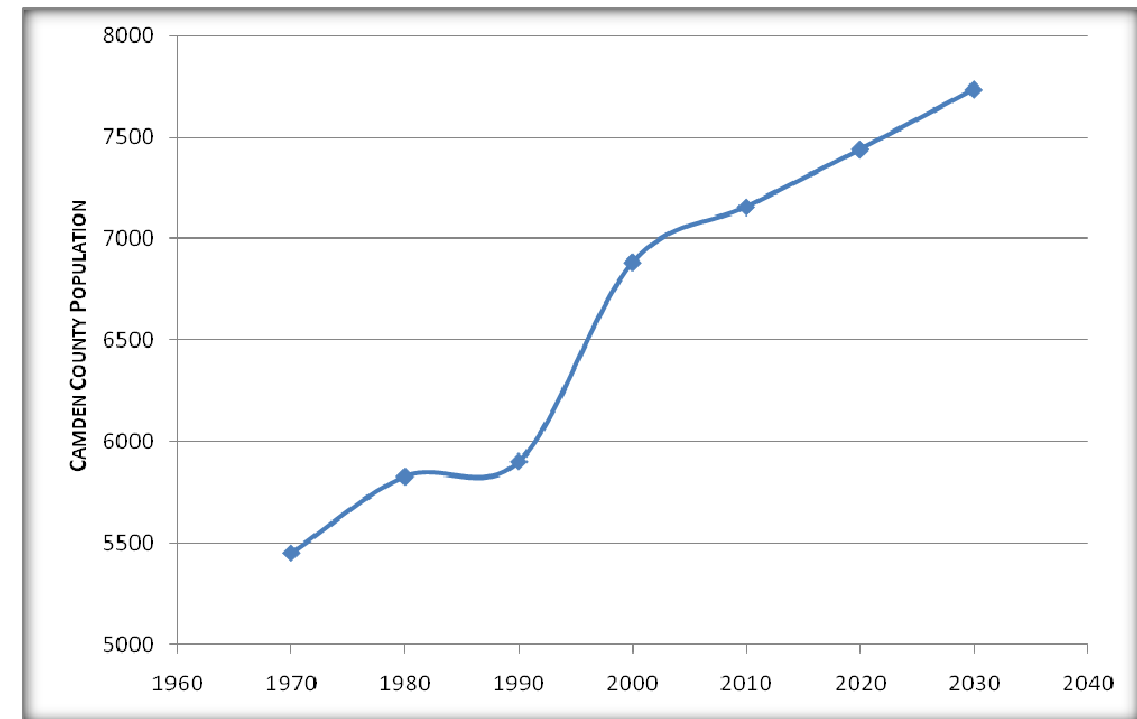
Timber and agriculture remain the predominate industries. The smart growth case study published by the Smart Growth Leadership Institute estimates that 63% of Camden residents commute to Pasquotank or Virginia for work. There is a significant desire for new jobs in Camden but much of the local business growth is outside the County. There is a significant influx of new residents but population density is low. Surprisingly, over 1.3 Million people reside in adjacent jurisdictions within 50 miles of Camden County.

Population and Demographics –

Prior to the 2008 downturn, Camden County’s residential population had been growing rapidly.

Important points to consider:

- The North Carolina State Data Center (NCSDC) estimates that the Camden County population was 9,730 in 2008.
- The growth that Camden County has experienced since 2000 can largely be attributed to economic development in Elizabeth City (just inside the Pasquotank County border) and Norfolk, (just inside the Virginia border).
- Since many of the jobs for Camden County residents are located outside its jurisdiction, property and sales tax revenue for essential services are limited. Camden County is working to provide areas for industrial and commercial development within the County.



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Providing Potable Water



Excerpt from the Water and Sewer Long Range Master Plan

South Mills Water Association has an extensive water distribution system that includes northern Camden County (north of Burnt Mills) and portions of Pasquotank County. The system supply is provided by approximately 19 wells that, according to the North Carolina State Water Supply Plan dated January 2001, draw from the shallow surficial aquifer. This water is softened by an existing ion exchange plant with a permitted capacity of 864,000 gpd. The system includes approximately 95 miles of potable water piping and 695,000 gallons of elevated storage that serves approximately 2,300 residential connections, of which approximately 1,060 are in Pasquotank County.

According to the draft 2008 Local Water Supply Plan, South Mills has a total of twelve (12) regular water supply wells, another six (6) wells to provide for the peak demands on the system, and one well identified for emergency use. The average day demand is approximately 360,000 gallons per day with peak demands near 480,000 gallons per day. According to the Local Water Supply Plan, the 12-hour yield of all wells in South Mills' system is approximately 505,000 gallons per day. Furthermore, the draft 2008 Plan for South Mills indicates an average daily withdrawal in excess of the 12-hour supply for each well. After discussions with South Mills, staff indicated that the wells are pumped on average 12 hours per day to meet an average day demand and are pumped approximately 16 hours per day to meet peak demands, more than the 12-hour pumping restriction outlined in the North Carolina Administrative Code (NCAC) Section 18C .0402.

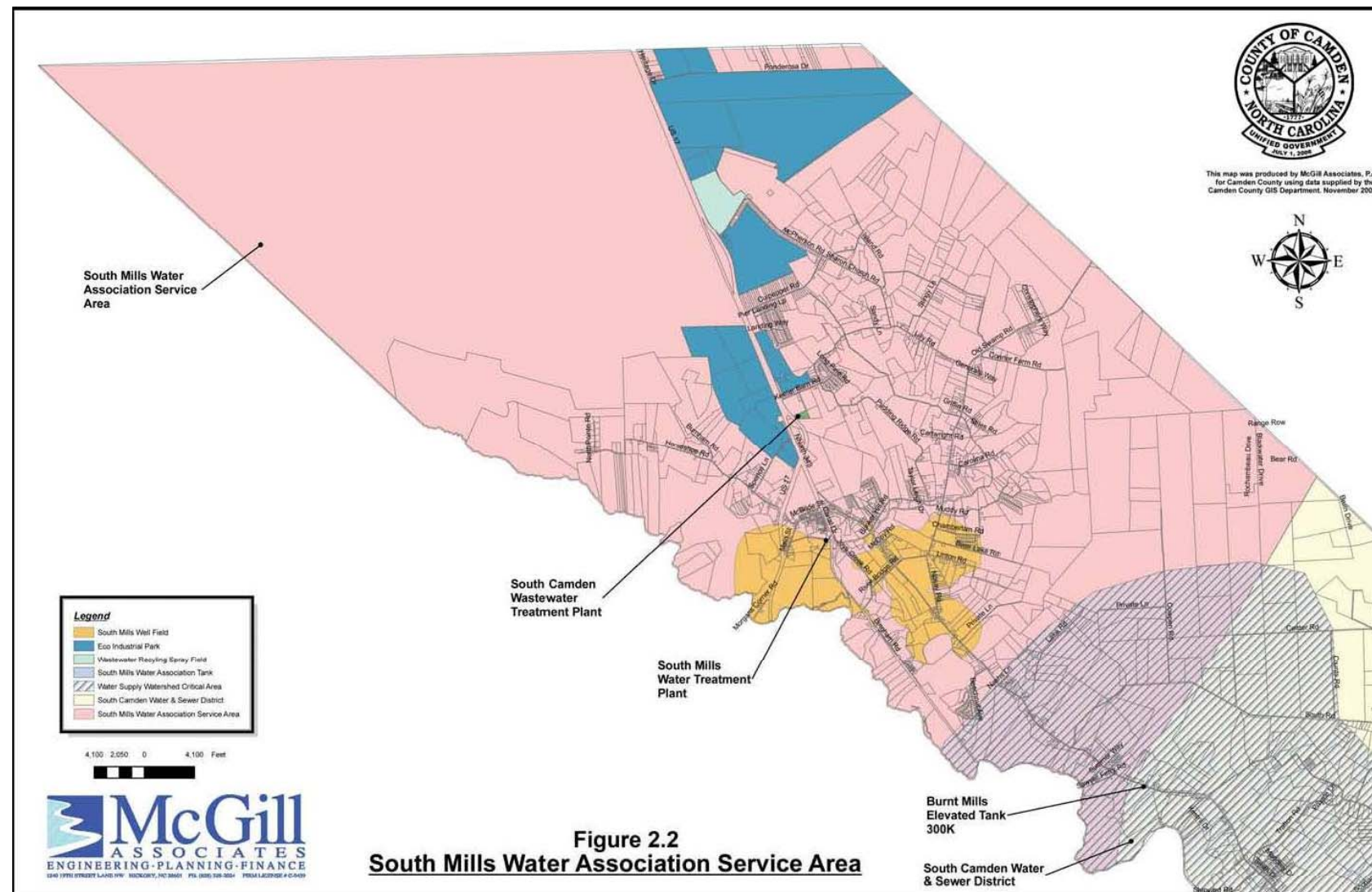


Figure 2.2
South Mills Water Association Service Area

Managing Wastewater

Inadequate Supply – Cooperative Solution

South Mills Water Association (SMWA) has an inadequate supply of potable water for significant growth in the corridor. The average output of the shallow wells that SMWA uses is less than 50 gallons per minute, yet in order to use the deeper, higher capacity wells, a method other than the current ion exchange plant would be needed. The most feasible technology to treat these higher capacity wells is reverse osmosis, but because of the impacts of a reverse osmosis water plant discharge, it is unlikely that an adequate plant can be built in northern Camden County. SMWA does have an extensive distribution system with significant elevated storage and a management team in place to manage what for them would be a modest extension of their water mains. They could partner with Camden County to fund extensions and purchase water from Camden County's existing water treatment plant which is adequate for several years. In the event that demands exceed supply, the County is in a position to construct additional wells to meet the demand.

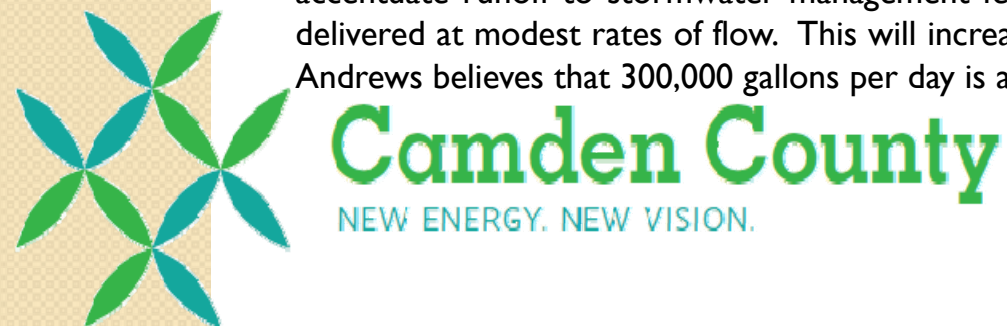
In combination with cooperative efforts to supply potable water demands, there should be a framework in place that identifies the water needs that do not really require potable water, such as process water or irrigation needs. Rather than expend precious potable water on these uses, reclaimed water could be used. Reclaimed water could be generated through the treatment of wastewater or an even more beneficial approach is to deliver this effluent to high rate disposal features scattered throughout the corridor. Such sites could be made a part of the new mixed use developments being proposed for the corridor and they could be made a part of the Eco-Industrial Park. Because the permeable sands required for this approach underlay the peat layer on much of the site, excavations of 4-5 feet will be required in order to construct working high rate disposal features. These new disposal sites will thus be partially under the ambient water table elevation and will require groundwater management to function.

Groundwater management will consist of finding suitable uses for unregulated groundwater, designing suitable conveyance systems to the groundwater users and constructing the required pumps, piping, and application systems to deliver the groundwater. The function of the new systems would consist of the following:

- Operate groundwater lowering ditches and pipe drains along the perimeter of the high rate disposal sites to create a differential head and flow,
- Collect the resulting groundwater, which is not regulated, and collect it in various surface water features scattered throughout the corridor,
- When demands increase pump from these surface ponds to the customer,
- If customer demands are inadequate to maintain water balance, then the surface ponds will build to levels that operate spillways and deliver the surface waters to nearby drainage ditches. (Such overflow is not in violation of NCDENR standards since the water is simply groundwater.)

The resource created by this approach could be utilized to irrigate the new golf course being proposed by Camden Plantation. We do not yet know the total acreage of the course, but they would generally run in the range of 100-120 acres in this area. Estimating the net area of the golf course may receive reclaimed water for 110 acres. According to a soils report for the existing spray field previously conducted by a licensed soils scientist, application of the reclaimed water is hydraulically limited at a rate of approximately 32 inches per year or 318 gallons per day per acre. Using this figure would yield a typical average daily flow rate of 35,000 gallons per day for the new course, however, according to a licensed soil scientist, and hydro geologist, the grading of the golf course is crucial to the capacity of a course to receive irrigation water.

Since the water being delivered is not classed as wastewater effluent, the fields are not constrained by the classic water balance. The course should be sloped to accentuate runoff to stormwater management features and minimize saturation of the field. This will result in fields that are suitable to receive additional spray delivered at modest rates of flow. This will increase the acceptable application rates to much higher levels. From the design of systems for 25 or more courses, Mr. Andrews believes that 300,000 gallons per day is a reasonable estimate of the maximum acceptable spray for a typical golf course in the area.



Managing Wastewater Continued



High rate ponds have created maintenance concerns for operators in the past largely because of long term clogging concerns. Agricultural and construction dust has been a problem and in at least one notable case, the discharge of bio-solids to a high rate pond has been the cause of failure. Newer systems are being constructed with a revised approach. Instead of an inaccessible pond which can only be cleaned with great difficulty newer systems make cleaning and accessing maintenance areas easier.

The primary challenge to providing adequate wastewater treatment capacity for US 17 corridor is the return of the resulting effluent in to the environment such that environmental regulations are satisfied and the ecology of the site is preserved. Part of the key to achieving this is converting what is now a liability to a useful resource. Through proper design, the water treated by the new infrastructure would provide beneficial water for the purposes of landscaping, agriculture, biofuel production and research, or process water for the corridor.

Due to the makeup of the aquifers underlying the site, potable water is expensive to obtain and exceeds \$6.00 per thousand gallons. Such pricing will create a market for good non-potable water that is suitable for irrigation and industrial use. One way to achieve this concept to improve the wastewater treatment plant to achieve water quality that meets the requirements of the NCDENR 2T. 0706 (b) rules. Effluent meeting this requirement may be used in a variety of ways including irrigation rate features are being equipped with a sand fill. With this feature, a clogged surface may be cleared with minimal difficulty and returned to service. After deliberation, this is the method which Currituck County has elected to pursue and they are receiving their permit on March 23, 2011 for new high rate disposal facilities.

The cost of implementing high rate ponds is largely a function of treatment plant upgrades and dewatering features. Much of this construction cost might be offset by groundwater irrigation sales if the market can be developed to support regular sales. The current wastewater treatment plant permit limits, regulate the release of ammonia. For the revised wastewater management scheme to function, denitrification will be necessary. Eventually the existing South Camden WWTP would need to be retrofitted with the required equipment. The next few years present an opportunity to make a significant upgrade.

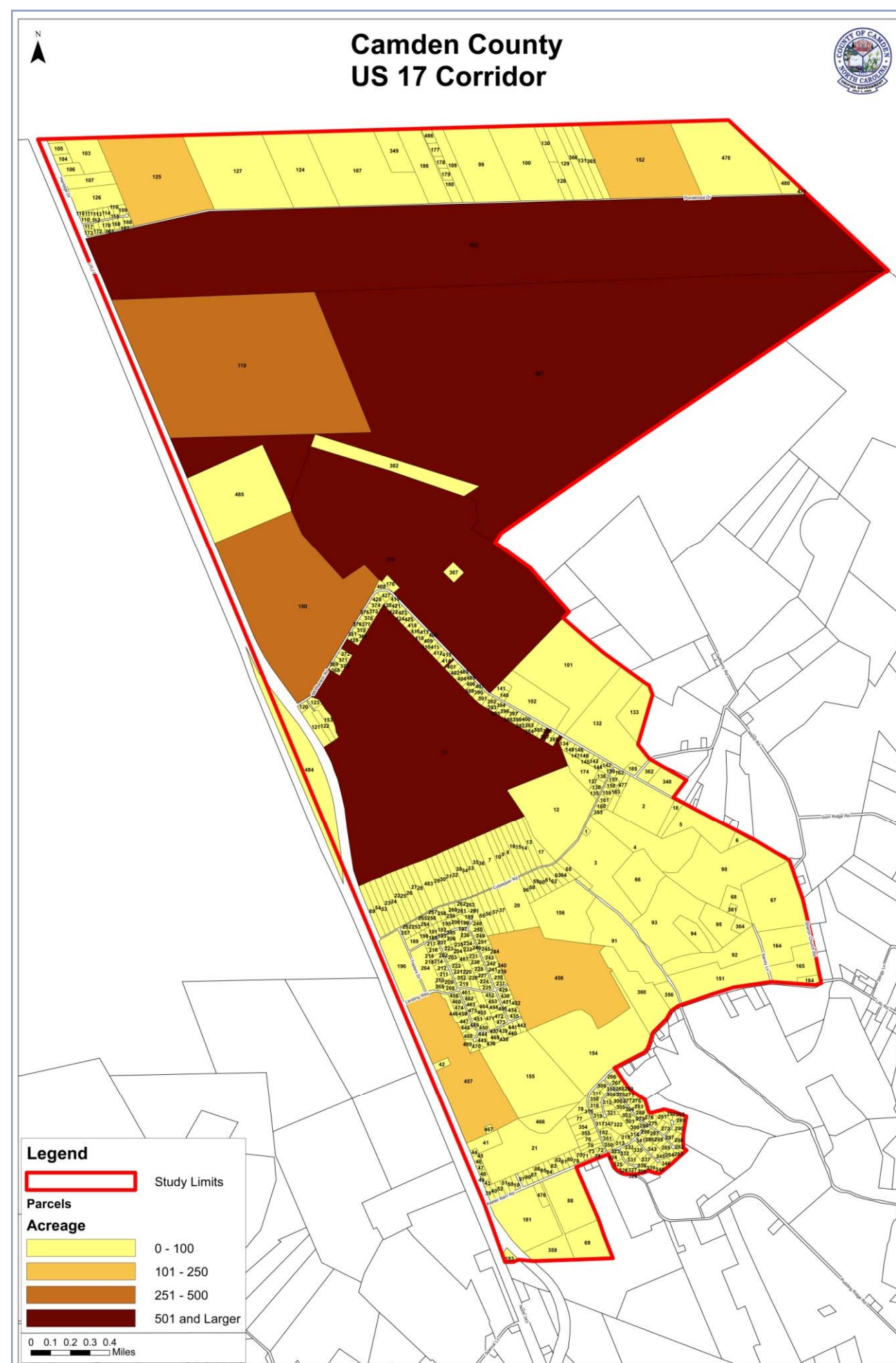
Significant initiatives must be accomplished to determine if the two parties should proceed with a combined effort to utilize a high rate disposal/groundwater management system and are as follows:

- Site specific geologic investigations are needed with a follow-up analysis to determine proposed locations and sizes of disposal and groundwater management features.
- Determination of the appropriate treatment plant size, extent to which existing treatment features may be utilized and a projected cost for the improvements.
- Determination of a management scheme, equitable cost share, rate structure, and flow allocation for the effort.
- Potential market for the resulting groundwater.

Finally, some consideration should be given to other un-sewered facilities or facilities that now propose on-site sewer should be made. For existing un-sewered communities such as Sanders Crossing, there might be an opportunity to follow up on the South Mills project with a request for additional funds from Rural Center, Clean Water Management Trust Fund or other sources. For communities such as wharf's Landing, there might be interest in cost participation which would allow additional home sites to be developed.

Corridor Parcel Map

The following map exhibit reveals the surrounding parcels by acreage in the Camden County/US 17 Corridor planning area. See appendix for the larger pullout version of this map and a master list of parcel identification data.



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Current Business and Development

The County does not have any major commercial or industrial centers but consists of 3 Counties separated by farming and silvaculture operations and the occasional business. A commercial park is beginning on US 158 but it has been difficult thus far to obtain the new job commitments necessary to secure outside funding for infrastructure. The County is considering moving forward with a sewer connection to the existing site of the industrial park if outside funding cannot be secured.

A report by the Smart Growth Leadership Institute written by Benjamin de la Pena and Susan Weaver reports, "Camden has no large concentrations of population (no cities or towns) and is still largely rural, with very few commercial or business establishments (with 2001 gross retail sales at \$27 million, ranking 99th in NC)." This lack of development and predominately residential character does not provide the tax base required to fully fund the desired services in Camden County, which led for a time to a moratorium on new home construction due to pressures on the school system. This problem remains and will require planning, effort and perseverance to overcome.





SECTION 4 – Planning Process

Planning Sessions

The development of the plan is based upon consultation with the Progress Oversight Group (POG). The POG includes various experts involved in business development, education, land development, planning, government, utilities, and real estate. POG meetings typically included the presentation of development ideas followed up with informal free ranging discussions of issues such as:

- **Vision** – The Project Oversight Group (POG) envisions multi-use development including industry, commercial businesses, green energy, green agriculture and research and educational facilities.
- **Developing a sense of place and a stopping point for existing tourism** – In order to build on the success of the Great Dismal State Park, the Progress Oversight Group would like to focus on obtaining a new hotel and restaurants to cater to the State Park visitors.
- **Cost of going green** – The POG discussed the advantages of going green including the differentiation of the park from other development sites and the potential for additional funding. The POG has shown concern that new developments capitalize on the cachet and marketing advantages of “green development” without unduly adding to costs.
- **Site availability** – Over 5,000 acres are available for development.
- **Site limitations** – The site includes both lands with good development potential and a significant fraction of wetlands and surface waters. The land is generally not suitable for on-site sewer disposal.
- **Stormwater issues**– Representatives of the POG are concerned that development satisfactorily avoid stormwater problems as this is one of the most important issues to the public.
- **Target markets** and potential future business needs
- **Potential location** of major components
- Progress on the **eco-industrial park**
- **Infrastructure** needs
- **Transportation** needs and connectivity
- **Recreation** as a basis for economic growth
- **Coordinating with retail and commercial plans** for Camden Plantation and Wharf's Landing

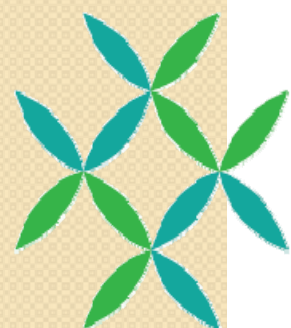
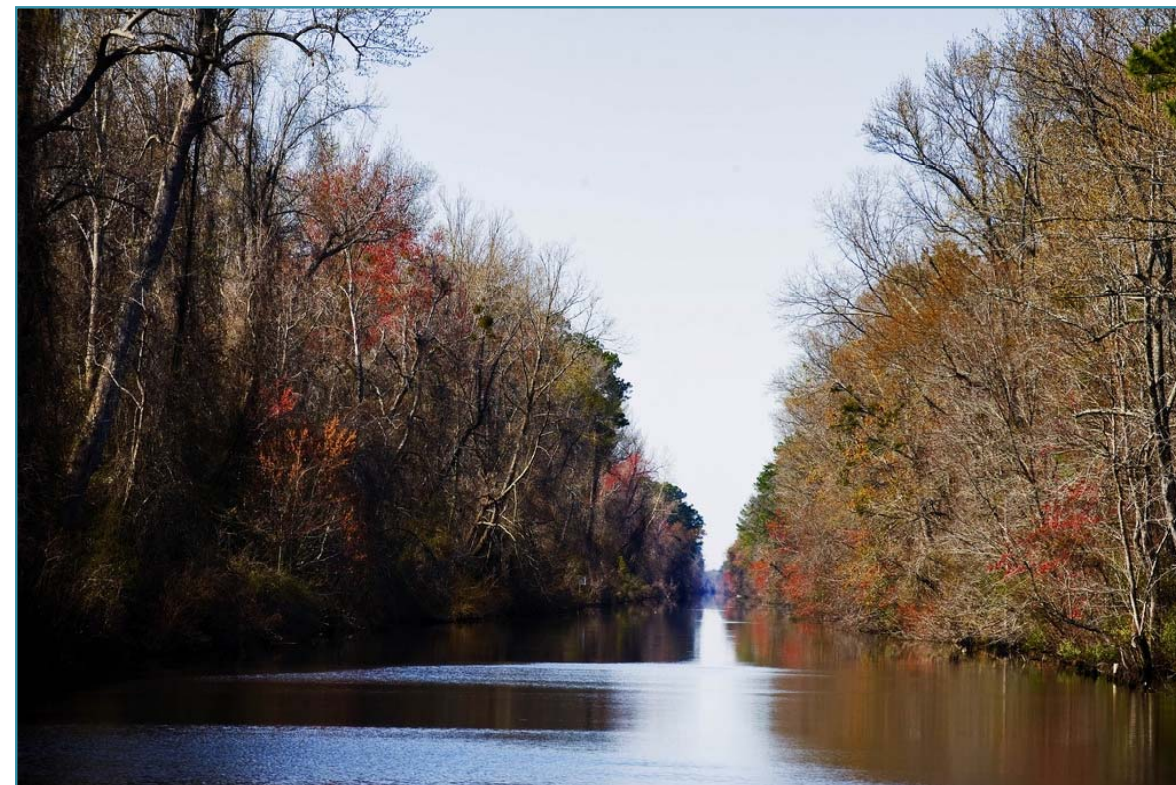
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Public Meetings

○ **Periodic** public meetings could serve to energize the community and provide support for upcoming business projects. They could also help to identify public concerns such as storm drainage. The agenda for such meetings should include:

- **Benefits of economic development**
- **Essential services funded by property taxes**
- **Current viability of water and sewer infrastructure and the benefits of an increased customer base.**
- **Potential impacts to the area and efforts to mitigate them.**
- **State support for the development of the project**
- **The impact of inaction**
- **Public comments/questions**

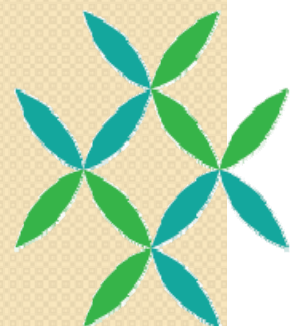


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Guiding Principles

After discussion with the POG and with funding agencies and interested stakeholders, the guiding principles for the corridor plan began to emerge. All plans and requirements for development within the corridor should be evaluated for conformance with the following:

- Scale, form and use of the new development must be compatible with the State Park and must conserve and protect the natural resources of the site for posterity.
- Residential development must encompass a range of affordability levels and must not be intended only for high wealth retirees but also for young families and a range of demographics.
- Preliminary plats and other approvable development documents shall have alternate modes of transportation considered and where feasible included
- Development should include a range of business types to support a variety of business and employment opportunities and to build a self-sustaining community in conformance with the County's concept.
- Encourage mixed use development and pedestrian friendly access.
- Development should encourage human scale design features and the inclusion of public and pedestrian places such as parks, trails, and blue-ways.



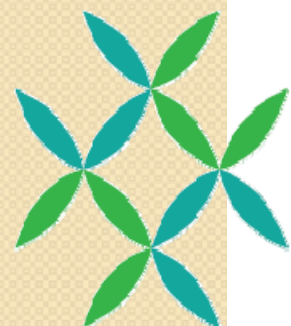
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Marketing Strategy



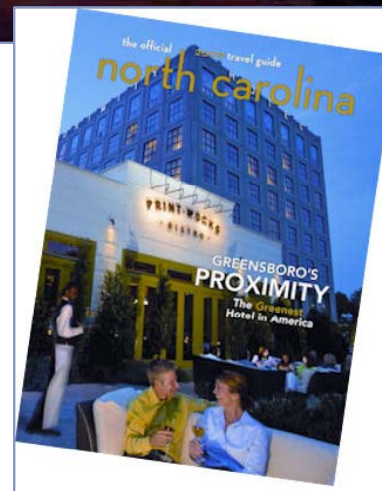
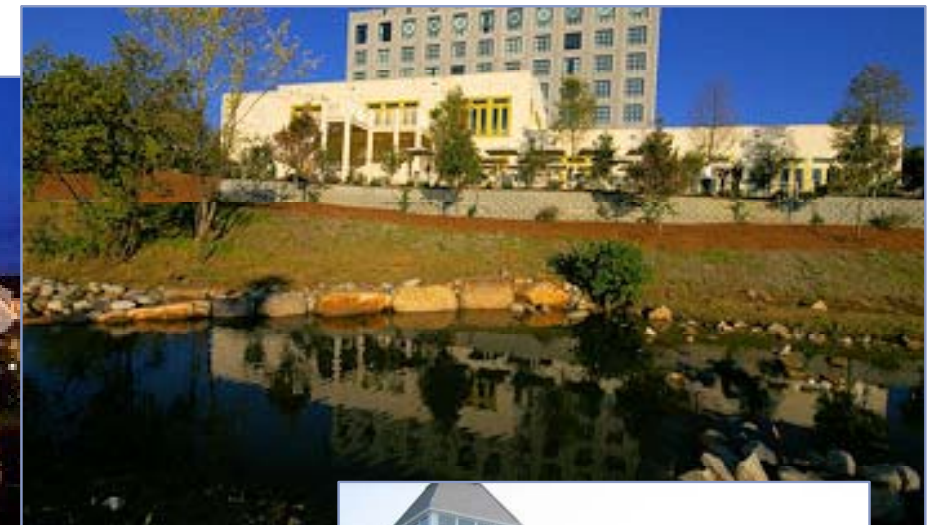
DEVELOPING A MARKETING STRATEGY

- Present the County logo at every opportunity to develop market recognition
- Support and pursue innovative and green manufacturing processes consistent with the Camden County branding of **“New Energy –New Vision”**
- Connect with Elizabeth City State University and NC State University to the extent practicable and enlist their support in developing green research and biofuels research in the corridor. University Connections may spur innovation and raise the profile of the corridor.
- Involve regional business development and tourism development organizations. North Carolina's Northeast Commission, a regional economic development organization created by the NC General Assembly, to support and stimulate business and tourism development in the sixteen counties in North Carolina's Northeast Region, should be a part of the marketing the corridor and discussions should continue with them to have Camden sites featured on their website. The Northeast Commission routinely makes marketing trips into other states and Countries to encourage development in the region and once the required infrastructure is in place Camden should take its place on the prospect lists the NEP works for our region.
- Create a web site presence presenting the economic incentives in the new legislation, news releases, available land and infrastructure, etc. or partner with the NEP or others to develop a web site.
- Maintain business and legislative contacts and keep them informed of developments in the corridor.



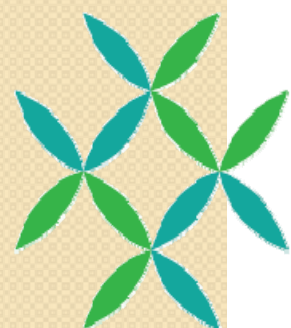
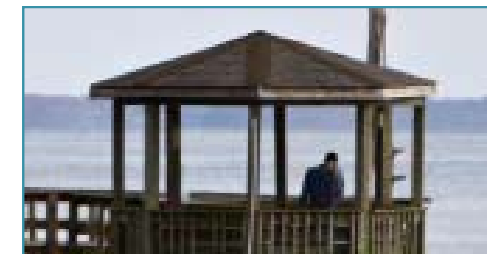
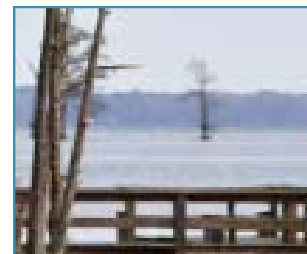
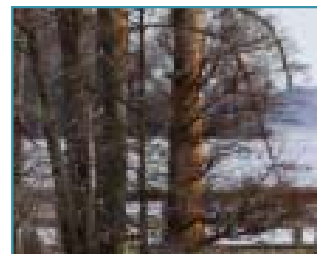
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Marketing Strategy Continued



TARGET MARKETS

- Hospitality including Lodging and Food. This is one of the continual comments by visitors to the Great Dismal Swamp State Park
- Eco-tourism Elements - A major draw for tourism is the Great Dismal Swamp itself. Needs for the complex to support and enhance such tourism include food and lodging which are scarce or unavailable in the area.
- Recreation - Canoeing, Hiking, Wildlife Viewing, Cycling, Historical Tourism, Black Heritage Tourism
- Green Business/Energy/Manufacturing/Maritime support industries/military support industries/ aviation support
- Agricultural, Green Research and Education



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SECTION 5 – Recommendations

Recommended Actions

RECOMMENDED ACTIONS REGARDING PLANNING

- Work with regional planning agencies to understand target markets and educate prospective businesses concerning the advantages of the Eco-Business Complex.
- Based upon input by business examine zoning and planning practices as compared to competitive locations and continue to refine and offer advantages consistent with protecting the environment, citizen needs, and the green brand.
- Based upon the available utilities continue to develop and sustain partnerships between the County, the Water Association, the Electric Membership Corporation and others.
- Build on the capital funding plan so that it remains current with apparent funding opportunities and continually update as funding programs and business prospects evolve. Review key infrastructure assets and construct them as funding opportunities arise.
- Designate a member of the POG and your consultant to study and periodically report on news and developments.

This plan also recommends that future development activity in The Corridor build on the principles of mixed use development and character, creating a sense of compactness along the corridor where visitors and Camden County residents can reach shops and services they need. Creating an environment based on these ideas will produce a unique identity for the corridor not realized today. To achieve this goal, the plan promotes the following:

- Support and encourage mixed-use development,
- Build a community character that is felt at the pedestrian level,
- Support streetscape design,
- Provide for multiple modes of transportation - cars, buses, bikes and walking,
- Provide convenient and accessible parking areas near important destinations ,
- Provide accessible routes for crossing busy streets and intersections,
- Provide adequate lighting for safety at night along all pedestrian pathways,
- Carefully scale road widths and building heights for pedestrians,
- Create spaces for outdoor seating along pedestrian pathways,
- Design accessible and A.D.A compliant pedestrian facilities,
- Provide separation of seating, shade, and lighting from auto traffic for comfort and safety,
- Build attractive buildings that front streets with sidewalks,
- Establish the presence of identifiable nodes within The Corridor by supporting the development of mixed use buildings that front streets,
- Establish a sense of identity at important portals into The Corridor with gateway features and noticeable wayfinding signage,
- All intersections in the corridor should include the design and construction of safe and visible pedestrian crossings.

Recommended Actions Continued



RECOMMENDED ACTIONS REGARDING INFRASTRUCTURE

- Provide a standard level of protection to the environment in the basic infrastructure of the development. For Example: as the complex develops require stormwater control as a part of street construction to support new businesses locating in Camden. Specific businesses will provide additional stormwater controls as necessary to meet requirements.
- Based upon public comments, additional public education about the stormwater requirements are necessary. Investigate the role of canal management in the backwater conditions at the site and account for variations in backwater levels in the design requirements for new development.
- Work with developers to develop cost sharing methods to obtain sewer service to new customers to increase the numbers of rate-payers in the South Camden Water and Sewer District and as a market for reclaim water. Strive to provide service that is more economical to the homeowner than would be the case with a completely private system.
- Evaluate the wastewater management options based upon adequate hydrogeologic investigations and follow-up discussions with regulatory officials.
- Continue building upon the transportation assets both motorized and pedestrian that have been obtained thus far. Meet with NCDOT officials to discuss options for a pedestrian crossing.
- Investigate Rail feasibility and NCDOT rail funding if warranted.
- Investigate potential for natural gas service and follow up on broadband development.
- Coordinate development with new electrical service to maximize the proportion of new distribution lines that can be justified by customer revenue.

RECOMMENDED ACTIONS REGARDING BUSINESS RELATIONSHIPS

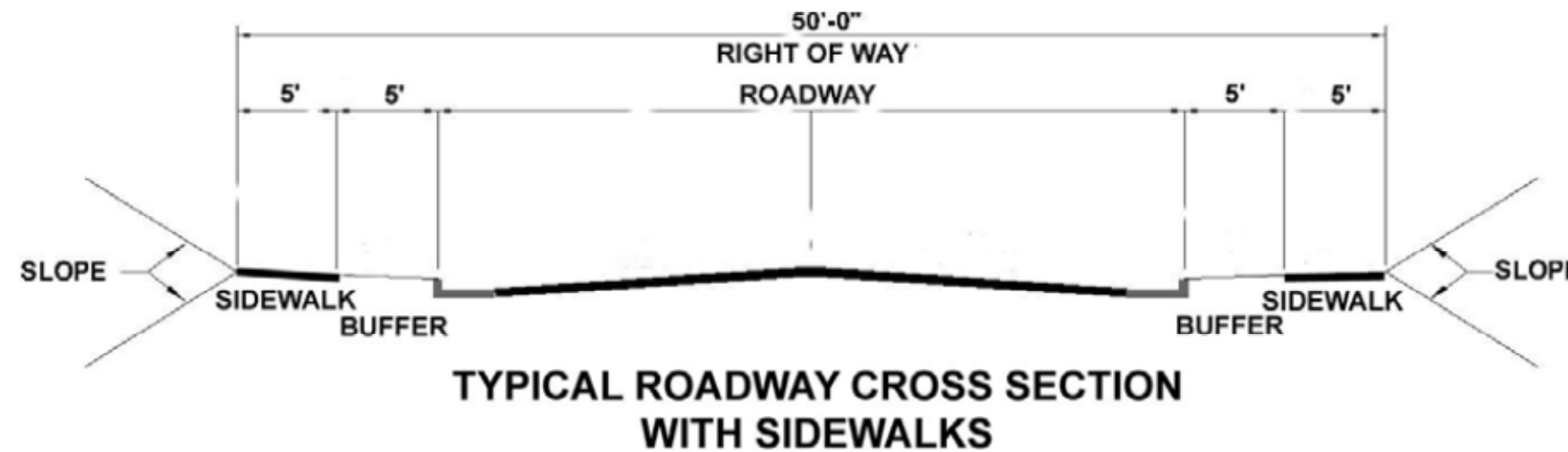
- Prepare and meet with likely hotel prospects to determine changes or efforts which enhance the likelihood of obtaining a new hotel. Follow up with funding agencies to insure that the available funding is obtained for the project.
- Continue and Build upon events such as “Paddle for the Border” and work with State Park Staff to develop additional events and activities to attract the large Hampton Roads population. Strive to meet the needs identified by Park staff such as lodging and restaurants through marketing of those businesses.
- Become present where possible in meetings of Hampton Roads businesses to explain the unique advantages of the Eco-Business Complex.
- Educate potential businesses on the Green Park legislation and how the Eco-Complex and the Eco-Industrial Park meet those legislative requirements and enhance potential funding.
- Continue dialogue with developers to encourage development which works with the Green branding being developed and provides opportunity to lower the cost and improve the efficiency of essential services.
- The planning process should insure that plans feature public and pedestrian places such as parks, trails, and blue-ways.

Pedestrian Facility Elements

Sidewalks and Walkways

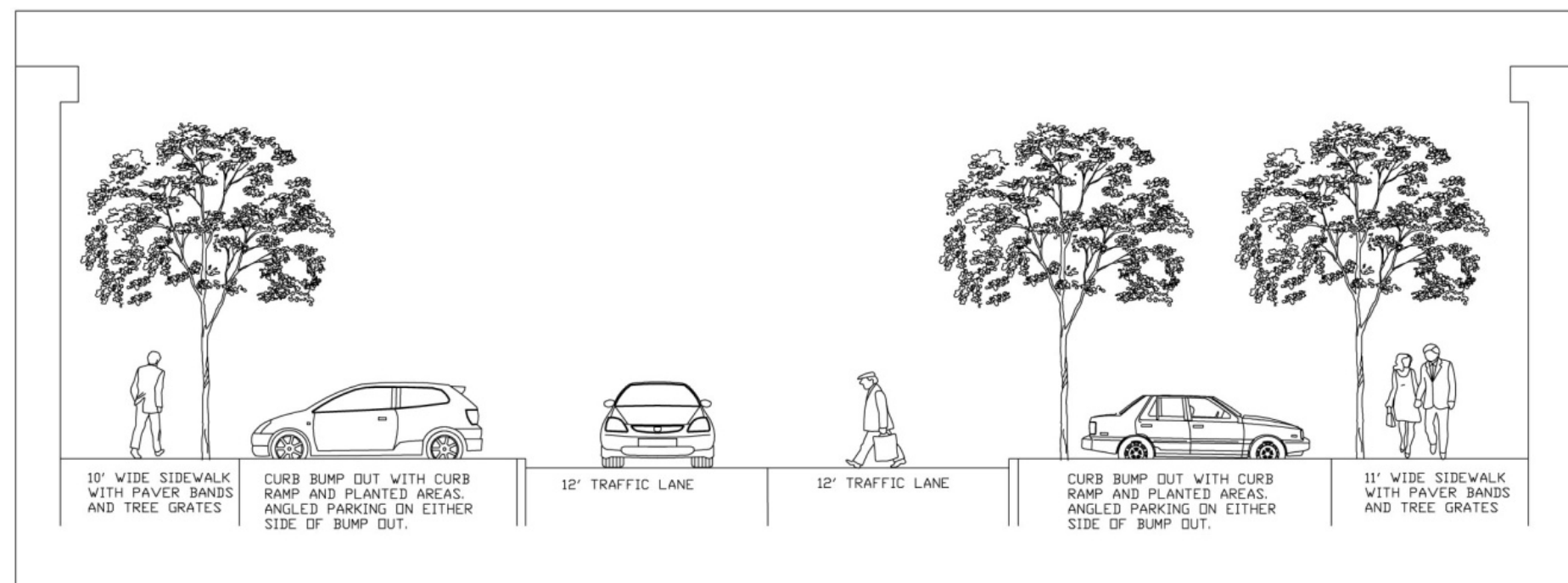
Sidewalks make up the majority of pedestrian facilities and are the most important component of a pedestrian network. The number of pedestrians using a particular facility will determine which type of sidewalk should be implemented. Sidewalks are the primary connectors for residential areas, shopping centers and businesses. They create opportunities for people to meet and socialize. They provide places for children to play and adults to exercise. They provide an alternate means for people to access commercial and business areas.

The following cross-sections exemplify the different standards that should be applied for the various applications.



It should be noted that The North Carolina Department of Transportation (NCDOT) only requires a three (3) foot buffer.

Crosswalks should consist of two 12" white lines with 6' separation. Pedestrian zones should have a width of at least 5'-8'.

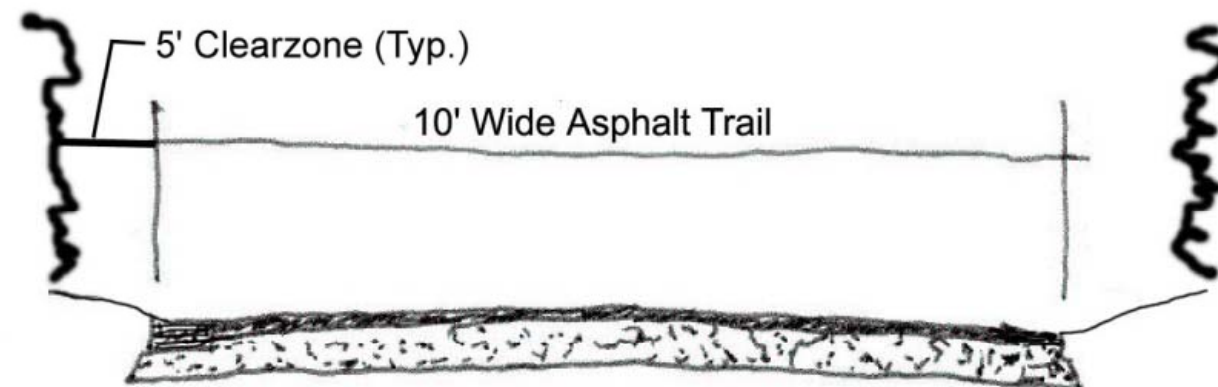


Pedestrian Facility Elements Continued

Greenway Trail

As sidewalks have different standards for various applications, greenways vary due to such factors as space, existing conditions and usage. A greenway can be a multi-use facility that is located off-street, and offers multiple opportunities for different users, such as walking, in-line skating and biking. Special considerations of safety should be made when these facilities are located near a roadway.

Adequate separation or barriers should be implemented between the roadway and the multi-use path. The following cross-section identifies standards that should be implemented for each application.



TYPICAL MULTI-USE PATHWAY CROSS SECTION

A greenway is defined simply as a trail corridor on primarily undeveloped land, along a river or between urban centers, that is reserved for recreational use or environmental preservation. As the greenway movement has experienced tremendous popularity these facilities have been developed on abandoned railroad beds, utility corridors and through residential communities.

Most multiuse trails are wider than sidewalks for a variety of reasons. The minimum width for two-directional trails is 10', however 12'-14' widths are preferred where heavy traffic is anticipated. Due to many of the facilities being off-road, the larger width provides access for maintenance and emergency vehicles. A majority of greenways are constructed using asphalt as the surface. This application is used primarily due to the lower cost compared to concrete.

To create an aesthetically pleasing greenway, design techniques should be considered. Clearing of vegetation should be limited to clearing for construction, clearing underbrush to increase sight lines and for safety of the trail user. Meandering the greenway helps create opportunities for landscaping and sightlines, particularly along extended, straight corridors.

A greenway extension is under preliminary design now that would extend the existing greenway from its termination at the NCDOT Visitor's Center to the Virginia State boundary line, where it would connect with an extensive trail already in place in Virginia. We recommend that the County pursue construction of this trail and also seek to connect the trail to a walk around trail on the 100-acre Eco-Industrial Park site.

Pedestrian Facility Elements Continued



Marked Crosswalks

Pedestrians need to be able to traverse the local transportation system as easily and safely as those in vehicles. Providing marked crosswalks is one of many ways to facilitate the safe crossing of streets and parking lots. A marked crosswalk is any crosswalk, which is delineated by white painted markings placed on the pavement.

Crosswalks consisting of textured, colored or otherwise contrasting materials are 'unmarked' crosswalks unless white paint is also present. A crosswalk may be marked with special paint, thermoplastic materials, plastic tape or other approved materials. NCDOT follows the national guidelines outlined in the federal Manual of Uniform Traffic Control Devices (MUTCD), the Traffic Control Devices Handbook and other references. These references cover all aspects of the placement, construction and maintenance of all approved traffic control devices.

In order to ensure the public understanding of the meaning of all traffic control devices, they need to be consistent. All traffic devices, including crosswalk markings and signs must conform to all state and federal standards and regulations for dimensions, color, working and graphics.

Legal crosswalks usually exist at all public street intersections whether marked or unmarked. However, the only way a crosswalk can exist at a mid-block location is if it is marked. It should be noted that NCDOT requires that mid-block crossings be at least 200 feet from an adjacent signalized intersection, and no less.

Crosswalks are not a guarantee of pedestrian safety. While state laws require a motorist to yield to pedestrians in a marked crosswalk, on roads with moderate to higher speeds and traffic volumes, drivers seldom comply. More vehicle/pedestrian collisions occur at marked crosswalks on multi-lane streets with a high volume of vehicular traffic than at unmarked crosswalks. This may be explained in part by the observation that older adults tend to cross at marked crosswalks, rather than at unmarked. As this age group is the most vulnerable pedestrian group, this may explain the accident numbers.

The addition of warning signs and lights for drivers decreases the risk to pedestrians. Another safety concern on multi-lane roads is when the driver nearest the curb stops for a pedestrian, but the driver in the next lane cannot see them and continues through the crosswalk, striking the pedestrian. Crosswalks should be considered primarily as a means to assist and direct pedestrians along the safest route, rather than as a way to stop traffic.

Guidelines for Crosswalks:

The following guidelines are taken from the USDOT Federal Highway Administration's Pedestrian Facilities Users Guide – Providing Safety and Mobility (2002), and the Association of State Highway and Transportation Officials' Guide for the Planning, Design and Operation of Pedestrian Facilities (2004).

- Crosswalks should not be installed where speeds exceed 40 mile per hour.
- As noted above, in some areas, crosswalks should be used together with other traffic control devices to increase pedestrian safety. This is especially important on roads where the average daily traffic exceeds 10,000 vehicles.
- The MUTCD requires that the width of crosswalks be at least six feet wide. In areas of high vehicle and pedestrian traffic, the crosswalks should be at least ten feet wide. The NCDOT recommends widths of 10' or greater.
- Pedestrian access to the crosswalks via curb ramps and other sloped areas should be fully contained within the crosswalk markings.
- Markings for the crosswalk should extend across the entire width of the roadway.
- The MUTCD recommends all crosswalk markings be white.
- The continental and ladder patterns for crosswalk markings are more easily seen and comprehended by motorists. Therefore it is recommended that one of these patterns be chosen for crosswalks in the Camden County/US 17 Corridor. Lines should be 12 inches to 24 inches wide and spaced one foot to five feet apart, depending upon the location and width of the roadway.
- Additional devices such as traffic signals and beacons should be added where vehicle speeds and traffic are higher. Many factors must be analyzed before deciding on the location and type of crosswalk to be installed.

(Cont'd)

Pedestrian Facility Elements Continued

Some of the issues to be examined are:

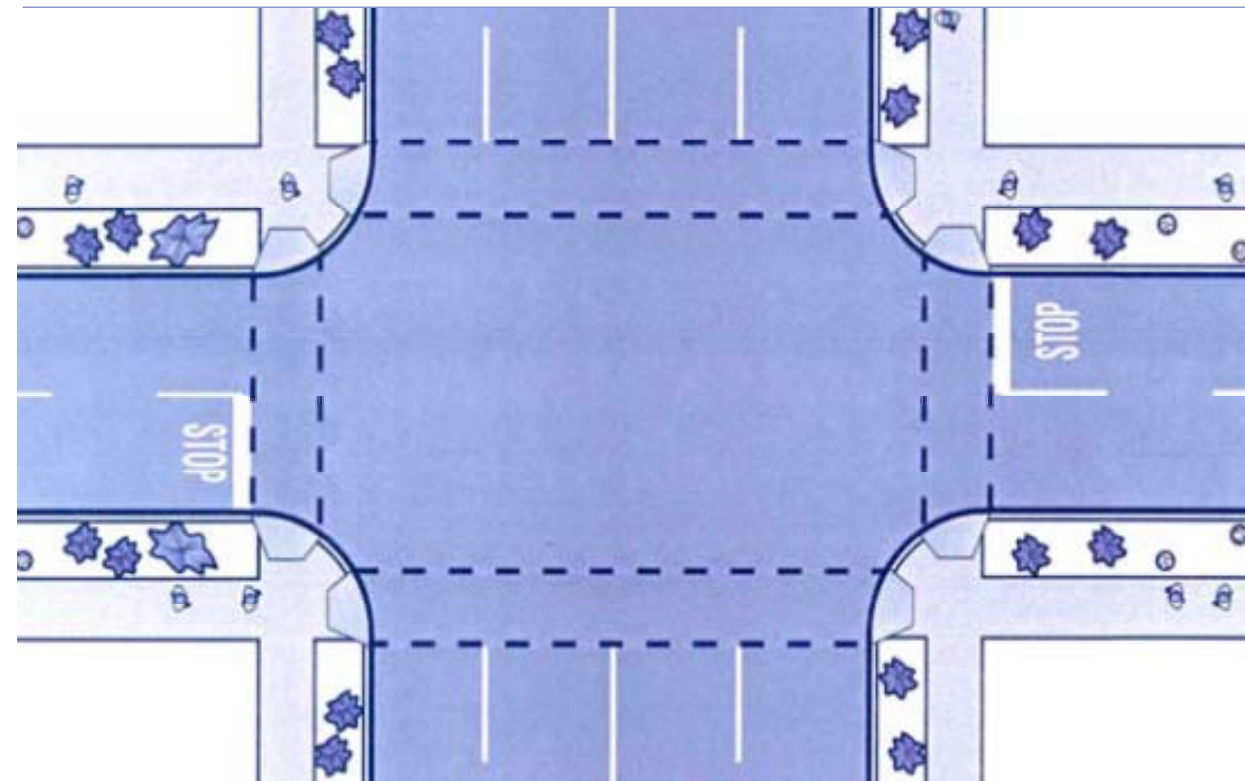
- The number of pedestrians that will be served
- The function of the highway
- The volume and speed of vehicles
- The width of the road
- Both current and future predicted conditions
- The typical abilities of the pedestrians that would use the crosswalk
- Who will pay for and then maintain the crosswalk

Typical Crosswalks Costs:

Regular striped: \$150

Ladder or continental crosswalks: \$350

Pattern Concrete: \$3,500



Maintenance costs vary according to the region and the pattern of striping used.

Pedestrian Facility Elements Continued



Landscaping/Enhancement

A network of safe, comfortable, aesthetically pleasing pedestrian corridors with connectivity to desirable destinations creates and promotes a livable community. Without each of these elements present, the walking community is incomplete. Safety, beauty and connectivity all play important roles in a comprehensive pedestrian plan and each basic fundamental should be considered throughout the entire planning process.

Landscaping can provide aesthetic improvement into a place that is otherwise hardened by buildings, concrete and streets. It can also be used to provide a buffer and separation from pedestrians and motorists, reduce the width of the roadway, calm traffic and help to develop a desired aesthetic appearance. Street trees can make an immediate impact to a street by breaking up the visual hardscape often found in an urban downtown environment. In addition, trees and plantings can improve the environment by shading the street and providing cleaner air quality. Tree islands, if designed correctly, can help collect and filter vegetative swales from nearby streets and buildings. These areas, called bioretention ponds, act as a sponge collecting oils, fertilizers and detergents and then releasing the stormwater. These practices are encouraged not only to improve water quality, but also to reduce storm flows during rain events. The landscaping requirements typically fall on the local municipality, though there are some instances where community groups assist with installation and funding for landscaping and maintenance. Native plants are often preferable as they more easily adapt to the local environment. Growth characteristics of the plant material should be carefully considered when choosing plants for a particular location. For example, when choosing street trees, height, spread and root systems should all be considered to avoid overhead wires and the buckling of sidewalks and streets.

Guidelines for Landscaping:

- Buffer zone plantings should be maintained at no higher than three feet to allow sight distance for motorists and pedestrians.
- Trees with large canopies planted between the sidewalk and street should generally be trimmed to keep branches at least seven feet above the sidewalk.
- Plants and trees should be chosen to match the character of the area.
- Landscape irrigation should be planned for and should be installed in the early phases of the construction process.

Landscaping Costs:

Landscaping costs can vary greatly. They may be supplemented by funds from community organizations or homeowners associations.

Roadway Lighting Improvements

Proper lighting quality, placement and sufficiency can greatly enhance a nighttime urban experience as well as create a safe pedestrian facility. Two-thirds of all pedestrian fatalities occur during low-light conditions. Particular attention should be addressed at crosswalk locations so there is adequate lighting for motorists to see pedestrians. In many cases, street lighting can be implemented along roadways to light the roadway and the sidewalk allowing for adequate lighting for the motorist and pedestrian. In urban areas such as downtown areas, low level lighting can be implemented through decorative streetlights which offer pedestrian-scale lighting. This type of lighting should be placed where there is high pedestrian volumes to offer improved aesthetics. A variety of streetlight choices include mercury vapor, incandescent or high pressure sodium. High pressure sodium is more cost effective but does not have the best light quality. Roadway streetlights can range from 20-40 feet in height while pedestrian-scale lighting is typically 10-15 feet. When planning for lighting, it will be important to have sufficient lighting but also prevent light pollution and glare. A qualified lighting expert should be consulted in order to properly plan for the placement and wattage for area lighting.

Guidelines for Lighting Improvements:

- Ensure pedestrian walkways and crosswalks are sufficiently lit.
- Consider adding pedestrian level lighting in areas of higher pedestrian volumes, downtown and at key intersections.
- Install lighting on both sides of the street in commercial areas.
- Use uniform lighting levels.

Pedestrian Facility Elements Continued



(Cont'd)

○ Roadway Lighting Improvements Costs:

The cost varies depending upon the type of fixtures and the service agreement with the local utility company. The cost can range from \$10,000-\$20,000 per pole.

Signs and Wayfinding

Signage is governed by the Manual on Uniform Traffic Control Devices (MUTCD), which provides specifications on the design and placement of traffic and pedestrian signs installed within public right-of-ways. Signs are designed to provide important information that improves pedestrian and vehicular safety. By letting people know what to expect, there is a greater chance that they will react and behave appropriately. For example, giving motorists advanced warnings of upcoming pedestrian crossings or that they are entering a traffic calming area will enable them to modify their speeds. The amount and types of signage should be carefully considered as the overuse of signs can result in noncompliance, confusion and disrespect. Municipalities should develop clear guidelines for the use of vehicle and pedestrian signs. Care should be taken to avoid an overreliance on signs and paint to control motorist behavior. This may mean altering and/or relocating existing signs and markings that have proven to be ineffective for pedestrian safety.

The MUTCD has developed guidelines for signs and pavement markings that leave sufficient room for creative regulatory design. As a result there is leeway in adapting guidelines to specific signing and marking policy needs. Colors for signs and markings should conform to the color schedule recommended by the MUTCD. This uniformity allows for recognition and understanding across jurisdictions. The recommended background colors for signs are as follows:

- **YELLOW** - General warning and school signs.
- **RED** - Stop or prohibition.
- **BLUE** - Service guidance, route markings.
- **GREEN** – Destination guidance, directional guidance, recreation, information.
- **BROWN** - Public recreation and scenic guidance.
- **ORANGE** - Construction and maintenance warning
- **BLACK** - Regulation.
- **WHITE** – Regulation and route markings

A new fluorescent **yellow-green** color is now approved for use on school signs and warning signs. This bright color attracts the attention of drivers because it is unique. For pavement markings, use:

- **YELLOW** - Centerline stripes.
- **WHITE** - All other pavement stripes and markings, including edge stripes, lane markings, and crosswalks.

Proposed Roadway Cross-sections



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Proposed Roadway Cross-sections



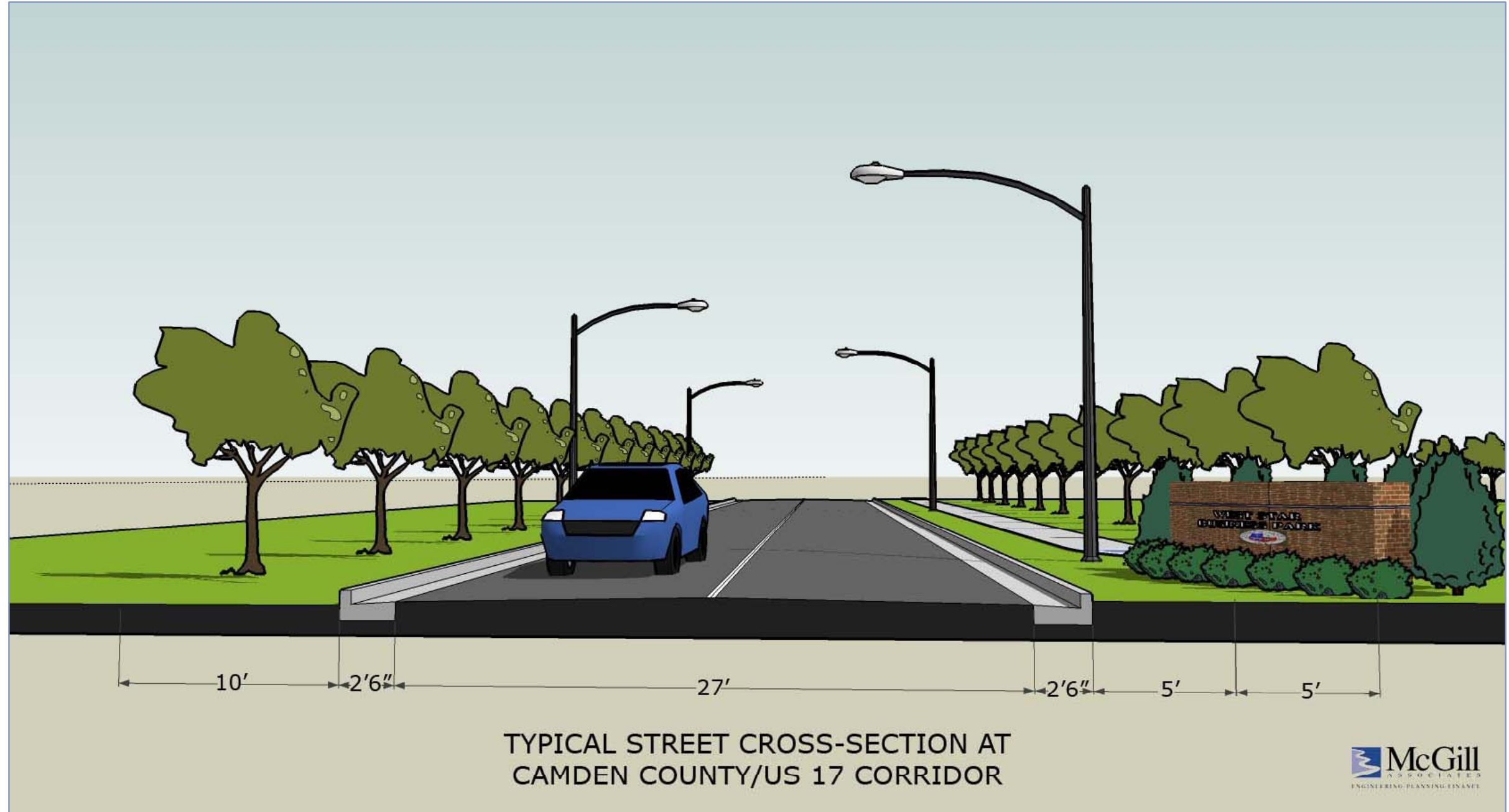
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Proposed Roadway Cross-sections



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Potential Development Market

The Plan investigates the characteristics of the site, the existing business environment, the infrastructure needs and potential markets and on that basis facilitated discussion within the Progress Oversight Group to develop a consensus as to the markets that should be promoted for this site. Keeping in mind that the focus of this plan is job development and that all advantageous business prospects should be evaluated for possible acceptance; however, the efforts to market the corridor should be focused on those business opportunities most likely to reap benefits.

Economic realities of this site -

PAST

- Rural community with traditional values.
- Agricultural roots and farming remains a major part of the Camden County economy.
- Timber, maritime industries, and defense are have been a significant part of the economy for many years.

PRESENT

- Timber and agriculture remain the predominate industries.
- Many residents commute to neighboring counties for work.
- There is significant desire for new jobs in Camden but much of the local business growth is outside the County.
- Significant influx of new residents but population density is low.
- Over 1.3 Million reside in adjacent jurisdictions within 50 miles of Camden County

Identify target markets -

Ecotourism, Hospitality, Recreation, Green Business, Research and Education, Aviation, Supporting Services for the Hampton Port.

Existing or Proposed Uses To Consider

- **New mixed use developments**- Need to provide complementing development to help insure success.
- **The Intracoastal Waterway** – Consider the needs of recreational sailors in the planning for lodging, restaurants, merchandise and services.
- **Abundant wildlife** – Ecotourism is a part of the planning.
- **Strong agricultural base** – Look for opportunities to provide value added agriculture in service of green research , education and biofuels.
- **Greenways** – Provide interconnections where ever they are feasible.
- **Blueways** – Consider adding or improving access especially in relation to new lodging.
- **Proximity to Atlantic Ocean** – Consideration in the marketing efforts.
- **Easily reachable from large metropolitan areas** – Demonstrate the incentives, costs, setting, or unique businesses that are offered to this already industrialised area.
- **Green park legislation** – Market the financial incentives.
- **Ports** – Consider service industries that could benefit the County.
- **Military** – Consider the potential to provide services.

Key assets to consider

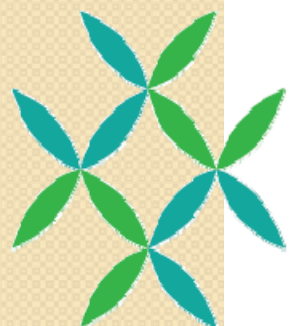
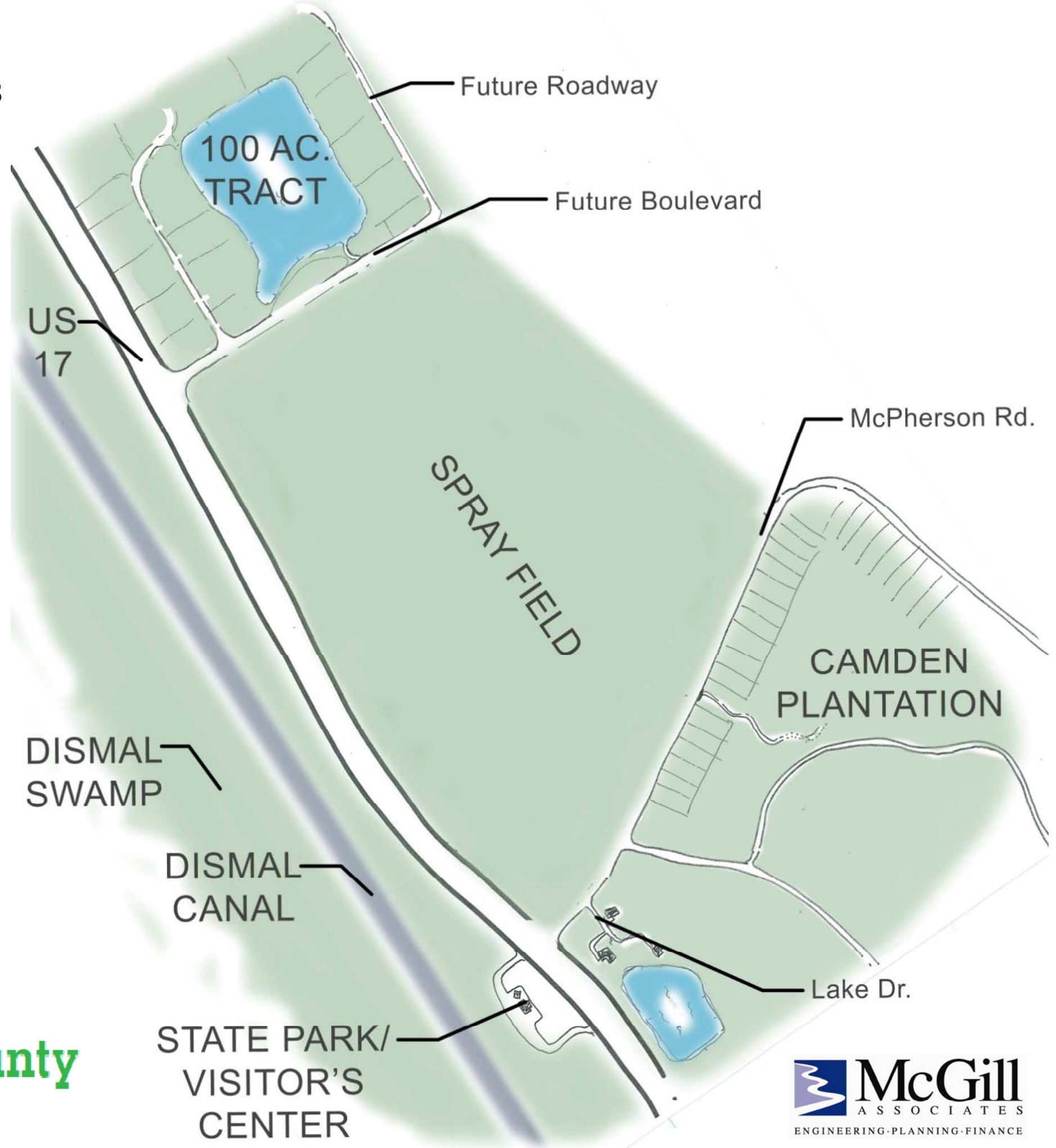
- The Great Dismal Swamp
- The Intercoastal Waterway
- Abundant Wildlife
- Strong Agricultural Base
- Greenways
- Blueways
- Proximity to Atlantic Ocean
- Easily Reachable from large metropolitan Areas
- Green Park Legislation



2011 Improvements

VISION FOR THE FUTURE 2011

- Access to 100 acre site established
- Water & sewer service constructed
- Marketing strategy finalized
- Contact established with hotels and businesses
- Investigate alternative wastewater disposal methods
- Pursue cooperative efforts with developers
- Study potential road connections with McPherson Road.
- Discuss potential research facilities with Elizabeth City State University and North Carolina State University



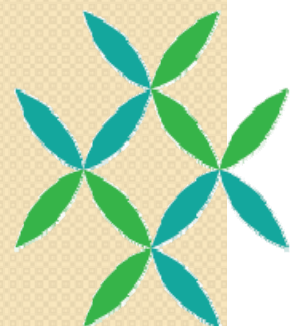
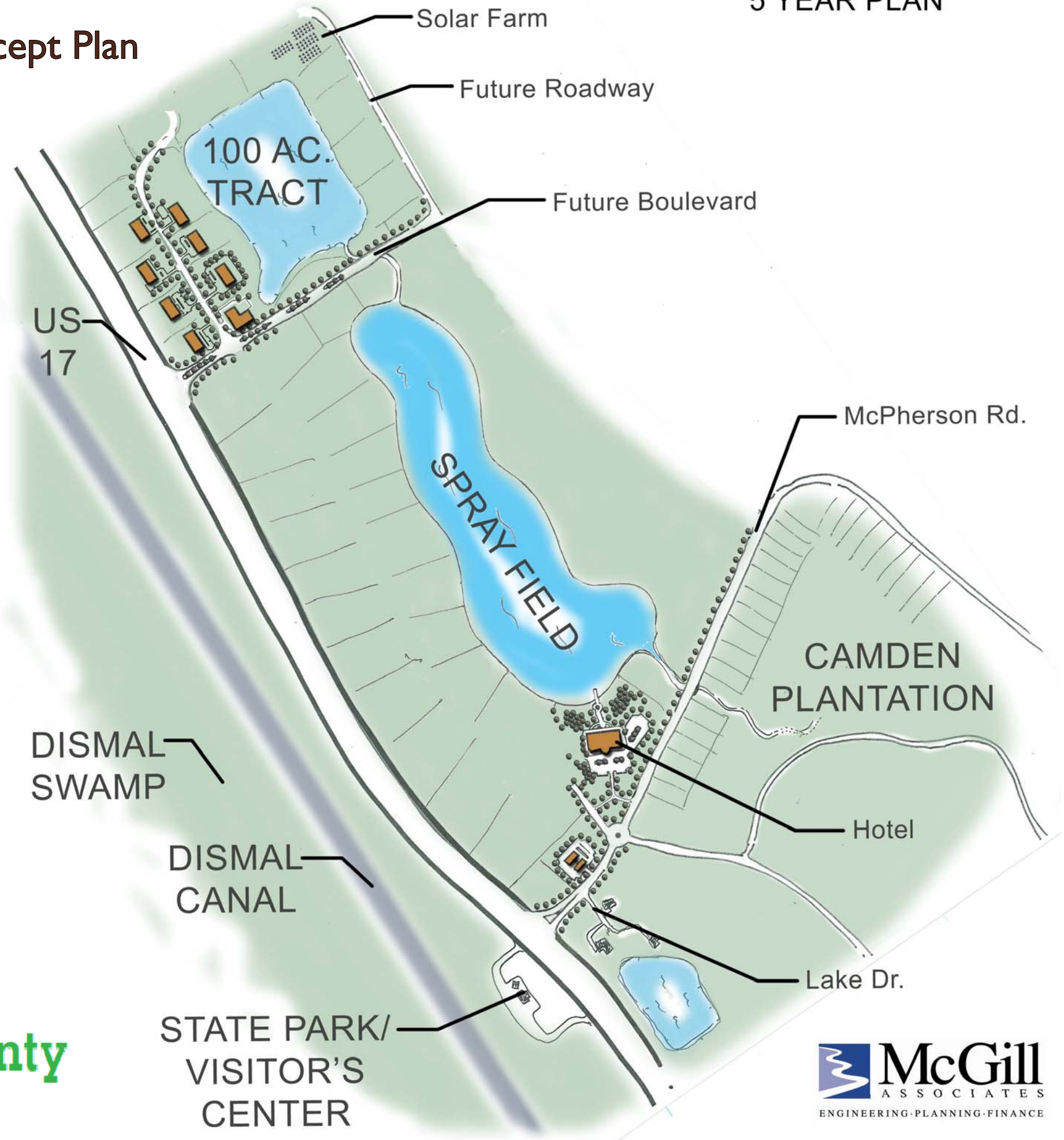
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Proposed 5 Year Concept Plan

VISION FOR THE FUTURE 2015

- Hotel constructed directly across from the State Park visitors center and walking trail have been established.
- Potential for solar farm under discussion may be developed by 2015.
- Marketing and incentives may have landed some businesses in the 100-acre tract.
- Utilize currently planned commercials To develop initial convenient store and restaurant needs.



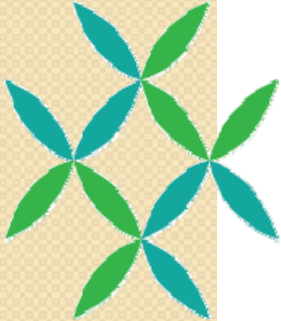
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Proposed 10 Year Concept Plan

VISION FOR THE FUTURE 2020

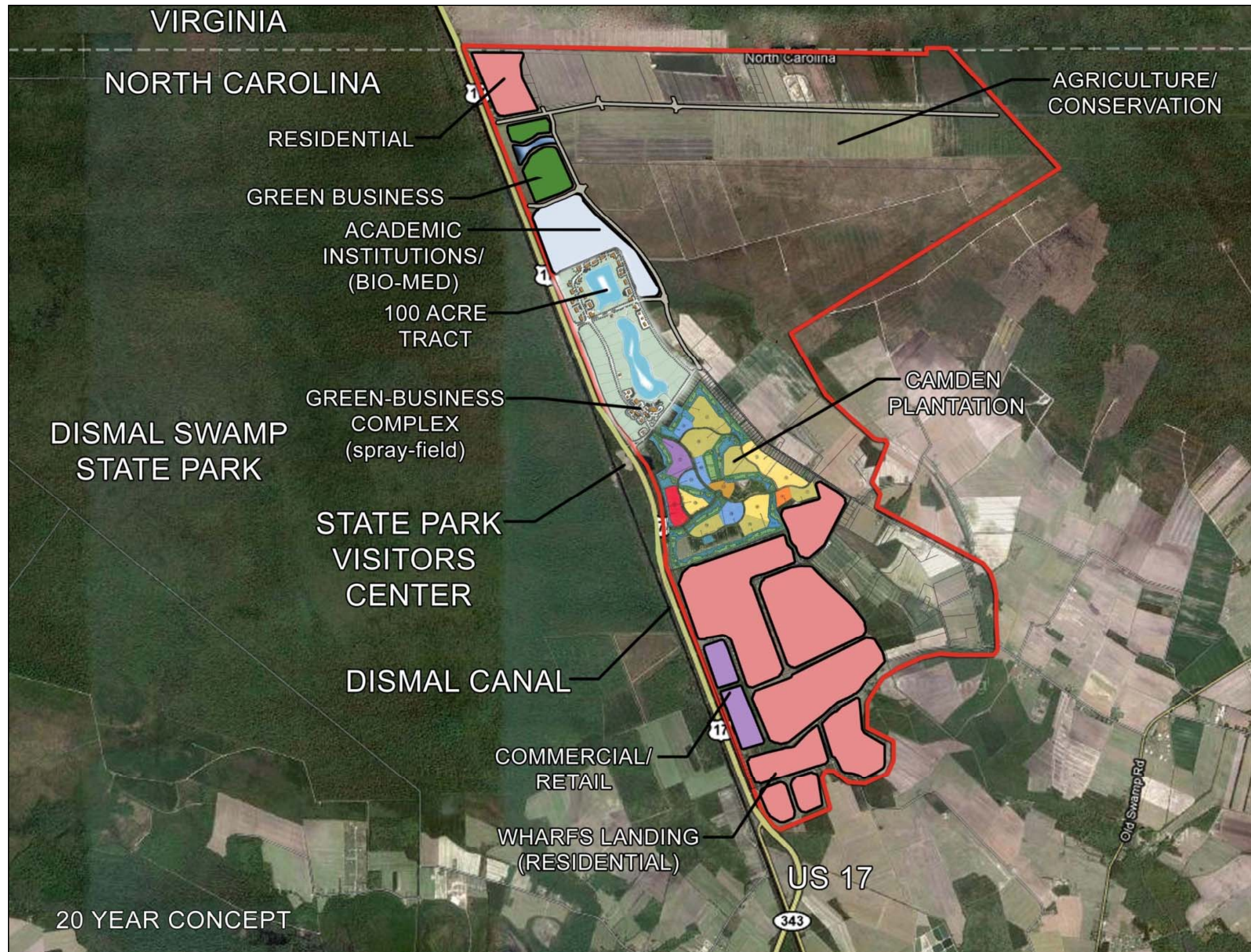
- Despite the unknown scope and speed of development, it is important to capture a large area which matches the scope of our vision so that adequate planning and preparation for success can occur.
- Review uses and consider target markets that support new green businesses.
- Continue talks with educational institutions for possible research and green agriculture projects.
- Create advisory board with new green businesses represented.



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What could development look like in 20 to 30 years?





SECTION 6 - Implementation

Project Implementation

Overview

The final step in undertaking the corridor study is to develop an implementation plan for the prioritized strategies. The implementation plan will serve as a guide for the corridor study lead agency and for other corridor study stakeholders in carrying out the recommendations of the plan. This step involves the following tasks:

- Identify thresholds/triggers to undertake specific strategies, if they are not immediate priorities;
- Identify implementation steps and responsibilities for each recommended strategy;
- Identify interagency/intergovernmental relationships or agreements necessary to implement and monitor plan (e.g., monitoring committee, permit review procedures);
- Establish incentives and contingencies (e.g., state actions contingent upon local agency actions); and
- Identify monitoring activities and data sources.

Identify Thresholds/Triggers to Undertake Specific Strategies

Mid- and long-term strategies may include those that address an immediate need, but for which funding and/or supporting actions are not realistically achievable in the short term. Alternatively, they may address needs that are projected to exist in the future, but which currently do not warrant action. For these strategies, the implementation plan should specify threshold conditions that should trigger further action. Examples of thresholds may include:

List examples key triggers (example: Grants, Population Growth, Private Business Development etc.)

Thresholds should be set to encourage proactive rather than reactive action – so that a problem can be addressed before it becomes critical.

Identify Implementation Tools, Next Steps, and Responsibilities

All the steps necessary to implement the plan should be identified. Some of these steps may pertain to the plan as a whole (e.g., communication); others will be specific to each recommended strategy. Examples of implementation steps may include:

- Communicate the plan's findings and recommendations to a broad audience to build public awareness and support.
- Encourage each agency responsible for planning, to pass a formal resolution endorsing the corridor plan.
- Revise comprehensive plans and/or bylaws consistent with corridor plan.
- Pursue development of specific projects consistent with the plan's strategies: Conduct more detailed project development and environmental documentation; or initiate addition to capital improvements program.
- Review recommendations through the NCDOT Transportation Improvement Program process, and consider specific projects for inclusion in the regional and statewide transportation plan and state transportation improvement program (STIP).
- Pursue funding from existing programs such as Transportation Enhancements, Bicycle and Pedestrian, Highway Safety Improvement, etc.
- Adopt other implementation tools, such as transfer of development rights mechanism, zoning incentives, or expedited permitting for development consistent with corridor plan. (Cont'd)

Project Implementation Continued

(Cont'd)

- Conduct outreach to property owners along the roadway corridor regarding access management benefits and techniques.
- Establish infrastructure impact fees or negotiate commitments from developers (e.g., to fund sidewalks, signals, transit improvements).
- Establish other private funding mechanisms (such as a business improvement district) or public-private partnerships to fund transportation improvements that support business expansion or otherwise enhance a community's economic climate.
- Study strategy in more detail once implementation threshold criteria have been met.

For each implementation step, the responsible agency and department(s) should be identified, as well as any implementation partners (e.g., state working with local government). An approximate time horizon should be identified that is consistent with implementation of the overall strategy within its defined category. The approximate funding required also should be listed, along with the proposed funding source (if known) or potential sources.

Implementation Policies

The corridor development and redevelopment process is based on an effective management of the Corridor. It is a systematic program intended to influence the rate, amount, type, location and quality of future development. Effective growth management is the product of combining the objectives and policies outlined in this Plan with the implementation tools described below.

Plan implementation consists of a variety of proactive and reactive activities that will collectively ensure that the Corridor develops into the well-planned district envisioned in this Plan. Proactive policies are those in which the County initiates actions through a proposal, plan, improvement or regulatory change.

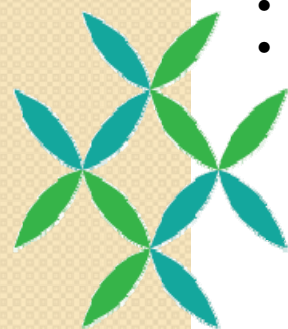
Implementation policies put adopted legislation into practical operation and represent a vital component of the Corridor Development Plan. The implementation stage includes administering and coordinating the various measures of the Plan, monitoring and assessing actual development results, and negotiating development proposals. It also implies the need for concrete public investments and the authorization of new regulatory provisions.

An implementation action plan identifies and defines each planning and community development activity to be carried out during a particular fiscal year, the individual responsibilities of the County for each activity, and the specific involvement of the Plan Commission where appropriate. The table below is designed to provide a starting point for prioritization and budgeting of actions needed to implement strategies and recommendations outlined in this Plan. The action plan identifies several potential key organizations and governmental agencies that will take part in the implementation process. A timeframe for each activity is also specified to define general phasing for implementation. Further refinement of this table will be needed as details of costs and staff resources are verified and become available. In addition, the County is encouraged to review and update the action plan on an annual basis to ensure that it stays within the County's financial ability and resource capacity.

Implementing the US 17 Corridor Master Plan

Camden County will coordinate stakeholder interests to build consensus on strategies to:

- Preserve community and environmental assets linked to the US 17 corridor,
- Align future public-private investments to develop the US 17 corridor for enhanced public use and enjoyment, and
- Foster interconnected recreation, transportation, land development and related community and economic development within the US 17 corridor.



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Project Implementation Continued

Action Strategies, Priorities and Responsibilities

Capitalizing on the area's place-based assets—the Great Dismal Canal, Great Dismal Swamp State Park, and Camden County communities and recreation facilities—and achieving conformity with the State's Transportation guidelines—requires integrated planning and design for the future, the alignment of public-private development objectives, and a sustained commitment to plan implementation.

Camden County should devise a multi-year implementation strategy to shape future development and redevelopment within the US 17 corridor. In addition, the County should develop action strategies for land use, transportation, recreation use and development, the environment, and for related community and economic development. For each component of the plan, it is recommended the County chart goals and objectives, proposed action strategies, short- medium- and long-range implementation timeframes and responsibilities. These strategies will provide guidance for public policy and for implementation programs and projects.

The County should outline steps for acting on the plan with local, state and federal funding and support programs. The County along with key task force stakeholders will summarize the plan and strategies for local, county and state government partners and allied local and regional organizations that share responsibility for implementation actions defined in the strategy charts. This meeting will be open to the public and will be structured to elicit feedback on roles and partnership opportunities for implementation.

Coordinating Capital Budgeting for Implementation

The corridor plan identifies future infrastructure and facilities capital improvements keyed to the priorities set forth in the plan. Camden County will develop criteria for prioritizing capital infrastructure and facilities improvements within the US 17 Corridor targeted investment area and will facilitate local government efforts to secure state involvement in planning, funding and project development consistent with the US 17 corridor master plan. Through this process the County will need to continue to build local and regional commitments as a foundation for larger state engagement and participation in funding for corridor enhancement planning and design, programs and projects.

Organizational Development Recommendations for Plan Implementation

This document will outline funding and financing arrangements needed to sustain plan action and implementation and to strengthen intergovernmental cooperation in gateway corridor communities.

The local planning authority should chart municipal and county government responsibilities, existing functions and offices, including linkages with allied authorities, public agencies, advisory bodies, community and regional organizations relating to plan implementation. This local planning authority should also assess the strengths, weaknesses, and viability of current operations relevant to Plan implementation to provide background and guidance for plan-related organizational development.

It is recommended that the local planning authority explore the interests of local governments and private organizations and their collective willingness to consider new organizational arrangements to facilitate long term action on plan implementation. The local planning authority should outline varied organizational approaches and present selected options for further investigation and decision by the stakeholder group.



Opinions of Cost

Infrastructure Costs

One of the major challenges for the US Highway 17 Corridor is the development of sufficient infrastructure for development. Fortunately, this is already being addressed by current outside funding and ongoing construction projects. Work to continue to promote the project and secure funding will be tied to successful marketing and obtaining new business that would locate in the park. When businesses with bonafide jobs decide to locate in the park, the funding usually follows; therefore, it is important not to be daunted by infrastructure costs and to pursue the vision of the County with vigor and with an organized plan for success. Such forethought by the County leaders and the vision of the citizens of the County is already bearing fruit in that approximately \$3.05 Million in water, sewer and street work is in the pipeline or under construction currently secured by Golden Leaf funding, NC Commerce Funding and NCDOT participation in the project. Targeted efforts should continue to secure funding so long as the funding agency budgets continue to reflect the importance of economic development. The major components of ongoing projects include:

Water and Sewer Extensions – Golden Leaf Foundation has provided \$2.0 Million for extension of water and sewer to the 100 acre industrial site. These new facilities can also serve other development along the corridor including the new hotel and other future development along US 17.

New Boulevard – Phase I – A short portion of the entrance boulevard for the new Eco-Industrial Park is under design and review and should be ready for construction within the next few months. This project is funded cooperatively by the County, NCDOT and NC Commerce.

Future Infrastructure - As the park develops, additional roadways, pedestrian trails, water features and wastewater and reclaimed water infrastructure will prove necessary and the plan addresses these needs and the methodology used to fund these projects.



Electrical Costs

The current electrical system is inadequate to serve the new industrial park and upgrades are being planned. A temporary service is to be provided above ground due to the lack of customer revenue at the site for now. As the project develops customer usage may create sufficient revenue to justify the installation of buried power as desired by the POG. Albemarle Electrical Membership Corporation has been working to generate a plan for this work on behalf of the County.

Broadband Internet –

Consider providing broadband internet to the site.

Pedestrian/Bike Trails – Construction of 3.3 miles of trail to connect with the extensive trail system in Virginia. The estimated cost is \$1.59 Million. The 100 acre Phase I of the Eco-Industrial Park should be connected if possible, perhaps through trails to the proposed hotel.

Pedestrian Bridge – Construction of a pedestrian bridge over US 17 to connect the Great Dismal Swamp State Park to a potential hotel in the Eco-Industrial Park. The estimated cost is \$1.4 Million.

Capital Funding Plan

Capital Funding Plan

The potential funding needs are extensive; however, much of the capital expenditures can be timed as business in the Eco-Complex develops. Phase I is being pursued at this time and a significant portion of this initial phase, which provides for the initial 100 acre industrial development, are already funded. The boulevard and a portion of the connector roads are covered under the current roadway project which is fully funded. The water distribution and collection systems have been largely funded through the Golden Leaf Community Assistance Grant. The South Camden Water Treatment Plant has been improved and is ready for the initial 100 acre development unless a new business that locates is very water intensive, in which case outside funding sources may be available.

Of the capital needs listed, the Wastewater Treatment System needs are the most immediate. Within the next several years, the County would need to address the low capacity of the existing treatment facility. Fortunately, the County is beginning conversations with Camden Plantation and Warf's Landing which might lead to cooperative efforts with these parties to provide additional sewer capacity at lower unit costs than any of the entities could achieve on its own. The cooperative effort could help fund wastewater treatment and could also help to deal with the sewer disposal issue identified in the Project Oversight Group Meetings.

Immediate needs, which we define as needs required within the next 5 years if the Eco-Park develops rapidly are summarized as follows:

Wastewater Treatment Expansion to 300,000 gallons per day -	\$ 3,400,000
Completion of the Phase I Roadways and Storm Drainage -	\$ 715,000
Water Distribution System Expansion to Complete Phase I -	\$ 179,000
Total Short Term Needs:	\$ 4,294,000

Capital Sources for the Immediate Needs:

Funding to expand the wastewater treatment facility may be accomplished in part through the use of impact fees or through private developer purchase of capacity in the wastewater treatment plant. A portion of the WWTP cost might also be avoided because adjacent developers may provide locations for reclaimed water to be applied such as common areas, golf courses or natural areas. This could reduce the project cost for the expansion.

The Department of Commerce and NCDOT may provide some assistance in funding the roadway expansion. Applications should be made as the initial road construction proceeds.

The water main expansion could be funded in part by capacity fees paid to the Association for that purpose. Waiting to install subsequent phases of water until after prospects are in hand may allow this funding mechanism and this may be acceptable since the time to complete new water mains should fit within the time frame of site development for new business.



Capital Funding Plan Continued

Capital Sources for Long Term Needs:

The capital requirements for long term water and sewer needs as shown for Phases 2 and 3 may exceed the capability of the County resources and thus the following sources should be investigated as the need for infrastructure arises:

Economic Development Administration, Department of Commerce - Public Works and Development Facilities Grant Program - These grants support projects that promote long-term economic development and help construct public works/development facilities needed to encourage job creation and retention in economically distressed areas.

NC Rural Economic Development Center - In July 2004, the N.C. General Assembly created the **North Carolina Economic Infrastructure Fund**, an initiative to stimulate business growth and job creation. The water and sewer grants funds were created to generate new jobs in rural communities through water and wastewater improvement projects. Grants will be awarded to local governments using guidelines similar to those used by the Rural Center in its supplemental grants program.

NC Department of Commerce – Industrial Development Fund – These funds may be available to provide infrastructure to serve new businesses locating in the Eco-Business complex.

NC Department of Commerce - Utility Account - The Utility Account assists local governments in counties that have one of the 80 most distressed rankings under G.S. 143B-437.08 after adjustments are applied for creating jobs in eligible industries. Funds are provided as incentives **for job creation and investment** to benefit industries eligible to participate in the *Article 3J tax credit program*. **Program Requirements:** Funds may be used for construction or improvements to water, sewer, gas, telecommunications, high-speed broadband, transportation infrastructure or electrical utility lines and for equipment for existing or proposed industrial buildings.

NC Department of Commerce – NC Green Business Fund – This source was described at the beginning of the master plan. Business entities locating in an Eco-Industrial Park such as the Camden County Eco-Industrial Park receive priority over similar projects outside an Eco-Industrial Park. The state's only Eco-Park currently is the Camden County Eco-Industrial Park.



Capital Cost and Funding

Cost Projections

The remarks made in the UNC Feasibility Study for a Green Industrial Park are appropriate in this study as well:

“Without specifying industrial and commercial tenants of the park, it is impossible, of course, to predict the exact amount of space needed, water demanded, or the size of future waste streams. Some educated guesses can be made based on other GIP project examples.

Given the current state of infrastructure (i.e., roads, water and sewer coverage, energy transmission), it is likely that a significant amount of new and expanded infrastructure will need to be put in place as a prerequisite to situating a green industrial park in the county. Water, wastewater, and energy needs are the largest cost contributors and they are also the most variable, depending on tenant type. For this reason, cost numbers should be approached with caution and revised as the project becomes more defined.”



As a follow-up to those statements, shorter term cost projections should be typically more accurate than long term projections. As we project ahead, uncertainty increases geometrically due to economic conditions, building methods, regulatory changes, and unknown site characteristics or changes. Given the scope and potential timing of the project, we should limit cost projections to the conversion of the 366 acre site into development sites. To provide costs for other additional sites at this time likely sets the mark too far into the future and the realm of the unknowable.

To that end, the infrastructure needs for the 366 acre site have been studied and are summarized in the following table. The immediate needs of the 100 acre site are covered but substantial lot development or expansion will require outside funds available through the NC Green Fund, Department of Commerce funds, EDA, Rural Center, NCDOT and other sources.

Capital Cost and Funding Continued



These cost projections are generally rough estimates made with planning level information rather than specific site conditions typically available at the time of preliminary design. As such they are useful for planning but should be updated as additional information is obtained.

Infrastructure	Potential Timing	Description	Projected Cost	Funding Status
Roadway and Storm Drainage	Present	4,000 LF to Serve a Portion of the 100 Acre Industrial Site	\$1,050,000	Secured
Wastewater Collection System	Present	Ongoing Project Nearing Completion	\$2,000,000	Secured
Water Distribution System	Present	Ongoing Project Nearing Completion	Funded with Wastewater Project	Secured
Wastewater Treatment System	Present		Already Allocated	Not Needed
Total Water, Sewer, Storm Drainage & Roads			\$3,050,000	Secured
Roadway and Storm Drainage	2015	1,800LF to complete the 100 Acre Industrial Site	\$720,000	Not Yet Funded
Wastewater Collection System	2015	Ongoing Project Nearing Completion	Funded Under Present Project	Secured
Water Distribution System	2015	Approximately 1,600 LF of Water Main	\$180,000	Not Yet Funded
Wastewater Treatment System	Dependent on Growth in the 100 Acre Site	Expansion Needed	\$3,400,000	Not Yet Funded
Total Water, Sewer, Storm Drainage & Roads			\$4,300,000	Not Yet Funded
Roadway and Storm Drainage	Dependent on Hotel	700 LF - Sufficient Roadway to Serve a new Hotel	\$470,000	Not Yet Funded
Wastewater Collection System	Dependent on Hotel	Service to new Hotel with Provision for future extensions	\$550,000	Not Yet Funded
Water Distribution System	Dependent on Hotel	Service to new Hotel with Provision for future extensions	\$80,000	Not Yet Funded
Wastewater Treatment System	Dependent on Hotel	Reclaimed Water System for Hotel and Adjacent Property	\$500,000	Not Yet Funded
Total Water, Sewer, Storm Drainage & Roads			\$1,600,000	Not Yet Funded
Roadway and Storm Drainage	Future	9,600 LF Roadway and Storm Drainage to Complete the County's 366 acre site	\$4,400,000	Not Yet Funded
Wastewater Collection System	Future	9,600 LF Roadway and Storm Drainage to Complete the County's 366 acre site	\$1,900,000	Not Yet Funded
Water Distribution System	Future	9,600 LF Roadway and Storm Drainage to Complete the County's 366 acre site	\$1,075,200	Not Yet Funded
Wastewater Treatment System	Future	Additional Reclaimed Water Distribution Systems for 366 Acre Site	\$2,524,800	Not Yet Funded
Total Water, Sewer, Storm Drainage & Roads			\$9,900,000	Not Yet Funded
Projected Costs for Water, Sewer, Storm Drainage and Roads			\$18,850,000	
Total Funded			\$3,050,000	
Additional Funding Required			\$15,800,000	

This is the work required for Phase I of the Eco-Industrial Park and includes water, sewer, roadway and drainage improvements.

This work is required to complete the 100 acre light industrial site.

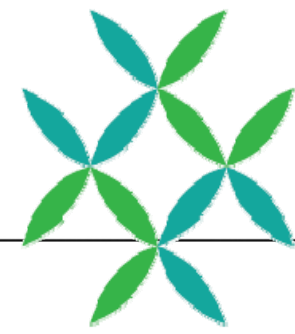
This work is required to serve the new hotel.

This is a projection for the water, sewer, streets and drainage to serve the 266 acre remainder of the County-owned tract.

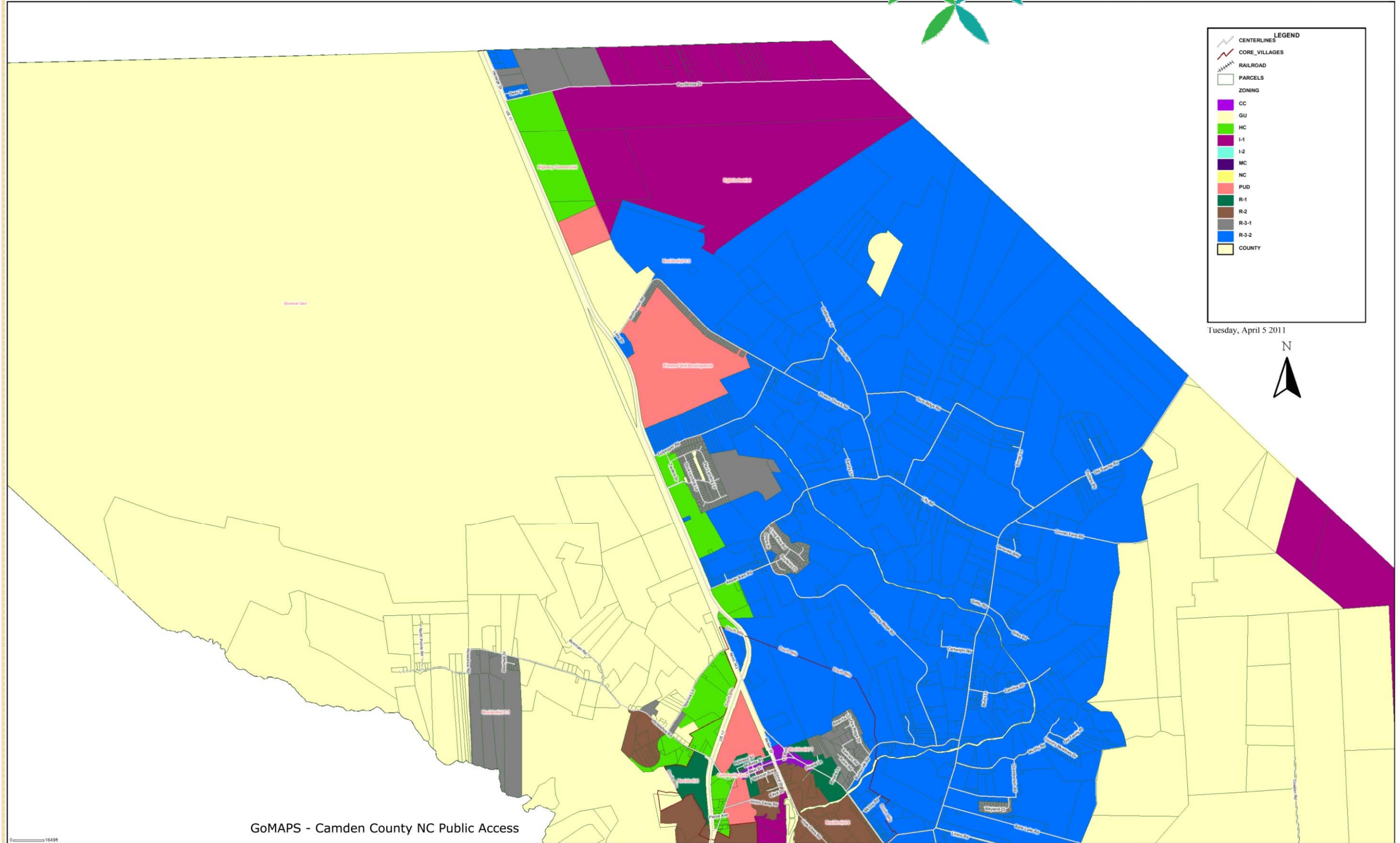


Appendix

Zoning Map



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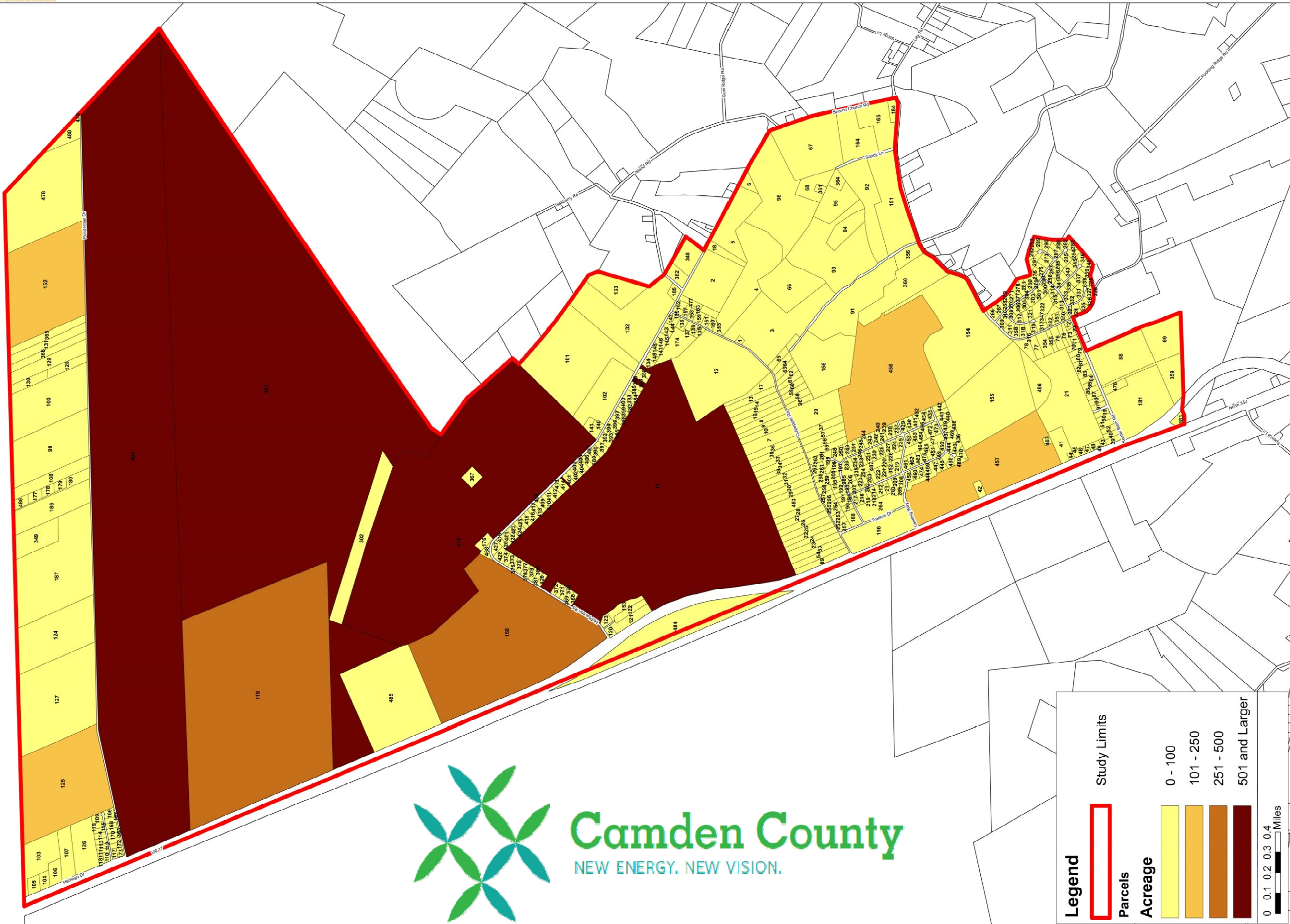


WARNING: THIS IS NOT A SURVEY!
This map is prepared for the inventory of real property found within this jurisdiction, and is compiled from recorded deeds, plats, and other public records and data. Users of this map are hereby notified that the aforementioned public primary information sources should be consulted for verification of the information contained on this map. The County and mapping company assume no legal responsibility for the information contained on this map.

Study Area Parcel Map



Camden County US 17 Corridor



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Legend

- Study Limits
- Parcels**
- Acreage**
- 0 - 100
- 101 - 250
- 251 - 500
- 501 and Larger

0 0.1 0.2 0.3 0.4 Miles

Study Area Parcel Identification



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OBJECTID	PIN	ACRES	Zoning	ParcelID	Name1	Name2	Address	CityStZip	ID
220	017081005038120000	0.75	R-3-2	01.7081.00.50.3812.0000	WILLIAMS W. FRANKLIN JR.		225 CULPEPPER ROAD	SOUTH MILLS NC 27976	1
221	017081006185220000	33.86	R-3-2	01.7081.00.61.8522.0000	TORBORG LENA		241 SHARON CHURCH ROAD	SOUTH MILLS NC 27976	2
224	017081005061240000	52.32	R-3-2	01.7081.00.50.6124.0000	WILLIAMS W. FRANKLIN JR.	1	225 CULPEPPER ROAD	SOUTH MILLS NC 27976	3
226	017081006095340000	46.03	R-3-2	01.7081.00.60.9534.0000	WHITEHURST WAYNE KENNETH	JAMES TYLER WEST JR.	184 MILLTOWN ROAD	SHILOH NC 27974	4
227	017081008140600000	23.93	R-3-2	01.7081.00.81.4060.0000	CAREY CRAIG S.		202 SHARON CHURCH ROAD	SOUTH MILLS NC 27976	5
228	017081009066630000	2.53	R-3-2	01.7081.00.90.6663.0000	CAREY GLENN ALAN		PO BOX 211	SOUTH MILLS NC 27976 0211	6
230	017081002060450000	9.86	R-3-2	01.7081.00.20.6045.0000	SEVEN FINANCIAL MANAGEMENT		5010 SUNNYSIDE AVENUE	BELTSVILLE MD 20705	7
231	017081003013640000	5.19	R-3-2	01.7081.00.30.1364.0000	ARIZAGA JAMIE A.	JOANNE ARIZAGA	182 CULPEPPER ROAD	SOUTH MILLS NC 27976	8
232	017081003002270000	4.01	R-3-2	01.7081.00.30.0227.0000	LASSITER ARMSTED T	MARIA N A LASSITER	180 CULPEPPER ROAD	SOUTH MILLS NC 27976	9
233	017081002082620000	5.57	R-3-2	01.7081.00.20.8262.0000	TAYLOR GEORGE JR.	ANNIE TAYLOR	178 CULPEPPER ROAD	SOUTH MILLS NC 27976	10
234	017081000362300000	606.1655766	PUD	01.7081.00.03.6230.0000	CAMDEN PLANTATION PROPERTIES	INC. 1	544 NEWTOWN ROAD	VIRGINIA BEACH VA 23462	11
235	017081004132430000	77.17	R-3-2	01.7081.00.41.3243.0000	WHITSON MARCELLA	C/O WILBUR WHITSON	1908 LYNN COVE LANE	VIRGINIA BEACH VA 23454	12
236	017081003076510000	5.23	R-3-2	01.7081.00.30.7651.0000	BAKER WILLIAM W.	JERI-LYNN R. BAKER	192 CULPEPPER ROAD	SOUTH MILLS NC 27976	13
237	017081003055750000	5.01	R-3-2	01.7081.00.30.5575.0000	CULLINS PATRICK		190 CULPEPPER ROAD	SOUTH MILLS NC 27976	14
238	017081003044480000	5.08	R-3-2	01.7081.00.30.4448.0000	HAIR LAURIE LYNNE		186 CULPEPPER ROAD	SOUTH MILLS NC 27976	15
239	017081003034100000	5.07	R-3-2	01.7081.00.30.3410.0000	MARPLES GREGORY & JILL		184 CULPEPPER ROAD	SOUTH MILLS NC 27976	16
291	017081003096070000	5.54	R-3-2	01.7081.00.30.9607.0000	GOOD NEWS BAPTIST	C/O LORRAINE MIZELLE	ROUTE 1	SOUTH MILLS NC 27976	17
293	017081006185220000	4.5	R-3-2	01.7081.00.61.8522.0000	TORBORG LENA		241 SHARON CHURCH ROAD	SOUTH MILLS NC 27976	18
907	017080003144020000	1.29	R-3-2	01.7080.00.31.4402.0000	LEWIS AUBREY L. & BARBARA D.		116 KEETER BARN ROAD	SOUTH MILLS NC 27976	19
909	017080003848560000	20.4	R-3-2	01.7080.00.38.4856.0000	JOHNSON ROBERT M. LE		179 CULPEPPER ROAD	SOUTH MILLS NC 27976	20
912	017080003252070000	56.96	R-3-2	01.7080.00.32.5207.0000	WOODWAY SOUTH MILLS LLC	EUGENIA MILLER	P.O. BOX 4808	VIRGINIA BEACH VA 23454	21
916	017080000829900000	4.57	R-3-2	01.7080.00.08.2990.0000	HALL MELVIN L.	RISA A. HALL	114 CULPEPPER ROAD	SOUTH MILLS NC 27976	22
917	017070009807370000	5.53	R-3-2	01.7070.00.98.0737.0000	BONIN MICHAEL SR.	ELIZABETH BONIN	108 CULPEPPER ROAD	SOUTH MILLS NC 27976	23
918	017080000818850000	4.92	R-3-2	01.7080.00.08.1885.0000	ANDREWS MICHAEL & PAMELA W.		110 CULPEPPER ROAD	SOUTH MILLS NC 27976	24
919	017080000849290000	5.52	R-3-2	01.7080.00.08.4929.0000	KAUFMANN GARY & CYNTHIA		2548 ROUNDTREE CIRCLE	CHESAPEAKE VA 23323	25
920	017080000951500000	5.15	R-3-2	01.7080.00.09.5150.0000	MULLINS CHARLES & KERRY		120 CULPEPPER ROAD	SOUTH MILLS NC 27976	26
921	017080000971080000	5.07	R-3-2	01.7080.00.09.7108.0000	GILLELAND MICHAEL & DIANA		124 CULPEPPER ROAD	SOUTH MILLS NC 27976	27
922	017080000982460000	5.15	R-3-2	01.7080.00.09.8246.0000	CASTELLOW JAMES T.	KATHYRN CASTELLOW	P.O. BOX 430	SOUTH MILLS NC 27976 0430	28
924	017080001924770000	4.77	R-3-2	01.7080.00.19.2477.0000	HOWARD LARRY & STEPHANIE		136 CULPEPPER RD	SOUTH MILLS NC 27976	29
925	017080001944260000	5.06	R-3-2	01.7080.00.19.4426.0000	MORALES RHONDA HULL		221 SYKES AVENUE	VIRGINIA BEACH VA 23454	30
926	017080001946730000	5.14	R-3-2	01.7080.00.19.4673.0000	UMBERGER LEONARD		144 CULPEPPER ROAD	SOUTH MILLS NC 27976	31
927	017080001977100000	5.39	R-3-2	01.7080.00.19.7710.0000	REED ROBERT AND SANDRA		148 CULPEPPER ROAD	SOUTH MILLS NC 27976	32
928	017080002919230000	5.16	R-3-2	01.7080.00.29.1923.0000	HALL REVOCABLE LIVING TRUST	DEWLESS & JOHANNA HALL TRU	808 HENRY AVENUE	CHESAPEAKE VA 23323	33
929	017080001999510000	5.06	R-3-2	01.7080.00.19.9951.0000	WALSH KENNETH & LISA		150 CULPEPPER ROAD	SOUTH MILLS NC 27976	34
930	017080002921800000	5.08	R-3-2	01.7080.00.29.2180.0000	STROBEL WILLIAM HARLEY	LINDA KAY STROBEL	160 CULPEPPER RD	SOUTH MILLS NC 27976	35
931	017080002940190000	5.19	R-3-2	01.7080.00.29.4019.0000	HAIR DON W. & SANDRA S.		164 CULPEPPER ROAD	SOUTH MILLS NC 27976	36
932	017080003855490000	5.45	R-3-2	01.7080.00.38.5549.0000	LIGHT RICHARD P SR. & LIBBIE R		167 CULPEPPER ROAD	SOUTH MILLS NC 27976	37
933	017080001987570000	4.56	R-3-2	01.7080.00.19.8757.0000	WALSH KENNETH & LISA		150 CULPEPPER ROAD	SOUTH MILLS NC 27976	38
934	017080002171220000	1.32	R-3-2	01.7080.00.21.7122.0000	BAKER JOHN LEE	CATHERINE LYNNE BAKER	100 KEETER BARN RD	SOUTH MILLS NC 27976 9527	39
935	017080002181570000	1.37	R-3-2	01.7080.00.21.8157.0000	BAKER JOHN LEE	CATHERINE LYNNE BAKER	100 KEETER BARN RD	SOUTH MILLS NC 27976 9527	40
936	017080002264160000	7.27	R-3-2	01.7080.00.22.6416.0000	JOHNSON DAVID S. & ALICE M.		2090 US 17 NORTH	SOUTH MILLS NC 27976	41
937	017080001446520000	2.03	R-3-2	01.7080.00.14.4652.0000	COLSON CHARLIE JR. LE		2138 US 17 NORTH	SOUTH MILLS NC 27976	42
938	017080002164600000	0.69	R-3-2	01.7080.00.21.6460.0000	WOODWAY SOUTH MILLS LLC	EUGENIA MILLER	P.O. BOX 4808	VIRGINIA BEACH VA 23454	43
939	017080002232010000	0.68	R-3-2	01.7080.00.22.3201.0000	BASS JAMES A.		2086 US 17 NORTH	SOUTH MILLS NC 27976	44
940	017080002230160000	0.66	R-3-2	01.7080.00.22.3016.0000	WOODWAY SOUTH MILLS LLC	EUGENIA MILLER	P.O. BOX 4808	VIRGINIA BEACH VA 23454	45
941	017080002149140000	0.67	R-3-2	01.7080.00.21.4914.0000	WOODWAY SOUTH MILLS LLC	EUGENIA MILLER	P.O. BOX 4808	VIRGINIA BEACH VA 23454	46
942	017080002148700000	0.7	R-3-2	01.7080.00.21.4870.0000	WOODWAY SOUTH MILLS LLC	EUGENIA MILLER	P.O. BOX 4808	VIRGINIA BEACH VA 23454	47
943	017080002156460000	0.7	R-3-2	01.7080.00.21.5646.0000	WOODWAY SOUTH MILLS LLC	EUGENIA MILLER	P.O. BOX 4808	VIRGINIA BEACH VA 23454	48
944	017080002165040000	0.67	R-3-2	01.7080.00.21.6504.0000	WOODWAY SOUTH MILLS LLC	EUGENIA MILLER	P.O. BOX 4808	VIRGINIA BEACH VA 23454	49
945	017080003123760000	1.37	R-3-2	01.7080.00.31.2376.0000	HAGLER GLENDA		112 KEETER BARN RD.	SOUTH MILLS NC 27976	50
946	017080003113300000	1.37	R-3-2	01.7080.00.31.1330.0000	MOSS CHARLES SR. & ROSEBUD		110 KEETER BARN ROAD	SOUTH MILLS NC 27976	51
947	017080003102040000	1.37	R-3-2	01.7080.00.31.0204.0000	VINES DEBORAH ROGERSON		106 KEETER BARN RD	SOUTH MILLS NC 27976 9527	52
1035	017070009887570000	5.2	R-3-2	01.7070.00.98.8757.0000	READ DONALD T AND CHRISTINE R		3520 KENTUCKY TRAIL	CHESAPEAKE VA 23323	53
1037	017070009877300000	5.22	R-3-2	01.7070.00.98.7730.0000	SOUTH MILLS CHURCH OF CHRIST		100 CULPEPPER ROAD	SOUTH MILLS NC 27976	54
1038	017080002807280000	4.48	R-3-2	01.7080.00.28.0728.0000	HUSS ROGER & PATRICIA		155 CULPEPPER ROAD	SOUTH MILLS NC 27976	55
1039	017080002887800000	4.99	R-3-2	01.7080.00.28.8780.0000	BIGBIE ANN HEWITT		159 CULPEPPER RD	SOUTH MILLS NC 27976 9797	56
1040	017080002876030000	5.14	R-3-2	01.7080.00.28.7603.0000	THORNTON STEVEN W & STEPHANIE		163 CULPEPPER ROAD	SOUTH MILLS NC 27976	57
1047	017080003983740000	2.69	R-3-2	01.7080.00.39.8374.0000	WUNSCH TERESA M.		185 CULPEPPER ROAD	SOUTH MILLS NC 27976	58
1048	017080003994930000	2.47	R-3-2	01.7080.00.39.9493.0000	SKLAR RUDOLPH		189 CULPEPPER ROAD	SOUTH MILLS NC 27976	59
1049	017080004914390000	2.55	R-3-2	01.7080.00.49.1439.0000	SHORT GLENN DAVID	ELIZABETH B. ABBOTT	191 CULPEPPER ROAD	SOUTH MILLS NC 27976	60
1050	017080004925770000	2.41	R-3-2	01.7080.00.49.2577.0000	WHITE DENNIS R.		195 CULPEPPER ROAD	SOUTH MILLS NC 27976	61
1051	017080004946210000	2.3	R-3-2	01.7080.00.49.4621.0000	COLLINS WILLIAM H.	BARBARA A. COLLINS	197 CULPEPPER ROAD	SOUTH MILLS NC 27976	62
1052	017080004956460000	2.43	R-3-2	01.7080.00.49.5646.0000	CALDWELL JANICE L.		199 CULPEPPER ROAD	SOUTH MILLS NC 27976	63
1054	017080004967930000	2.4	R-3-2	01.7080.00.49.6793.0000	CALDWELL JANICE L.		199 CULPEPPER ROAD	SOUTH MILLS NC 27976	64
1055	017080004988330000	2.63	R-3-2	01.7080.00.49.8833.0000	DUNCAN ORVILLE TUTTLE	MICHELLE YVONNE DUNCAN	1151 OLD VINTAGE DRIVE	CHESAPEAKE VA 23322	65
1056	017080006975140000	30.14	R-3-2	01.7080.00.69.7514.0000	RAPER C. RONNIE ETAL	C/O PHYLLIS CARTWRIGHT	869 HALLS CREEK ROAD	ELIZABETH CITY NC 27909	66
1057	017090000930510000	50.93	R-3-2	01.7090.00.09.3051.0000	NORRELL FRANCES		407-L SOUTH GRIFFIN STREET	ELIZABETH CITY NC 27909	67
1058	017080009920870000	9.92	R-3-2	01.7080.00.99.2087.0000	TORBORG LENA		241 SHARON CHURCH ROAD	SOUTH MILLS NC 27976	68
1101	017989005938320000	20.54	R-3-2	01.7989.00.59.3832.0000	MULLEN H.T.		P.O. BOX 365	ELIZABETH CITY NC 27907	69
1107	017080005211230000	1.36	R-3-2	01.7080.00.52.1123.0000	WEAVER CHARLES EDWARD	HUE WEAVER	13 WESTVIEW DRIVE	HAMPTON VA 23666 5542	70
1108	017080005231310000	0.91	R-3-2	01.7080.00.52.3131.0000	ALBERTSON RONNIE O.		194 KEETER BARN ROAD	SOUTH MILLS NC 27976	71

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1109	017080005262870000	0.92	R-3-2	01.7080.00.52.6287.0000	SULLIVAN JESSIE		164 KEETER BARN ROAD	SOUTH MILLS NC 27976	72
1110	017080005243430000	1.29	R-3-2	01.7080.00.52.4343.0000	SULLIVAN LILA		170 KEETER BARN ROAD	SOUTH MILLS NC 27976	73
1111	017080005252100000	0.87	R-3-2	01.7080.00.52.5210.0000	CAHOON MARY		2029 MAYWOOD STREET	CHESAPEAKE VA 23323	74
1112	017080005244130000	1.49	R-3-2	01.7080.00.52.4413.0000	SULLIVAN LILA		170 KEETER BARN ROAD	SOUTH MILLS NC 27976	75
1113	017080005235660000	2.77	R-3-2	01.7080.00.52.3566.0000	MCPHERSON CRAIG L.		174 KEETER BARN ROAD	SOUTH MILLS NC 27976	76
1114	017080005311410000	2.83	R-3-2	01.7080.00.53.1141.0000	ROSA JOHN M	DOROTHY A ROSA	3450 WELLINGTON STREET	NORFOLK VA 23513	77
1115	017080005313380000	3.8	R-3-2	01.7080.00.53.1338.0000	ALBERTSON RONNIE O.		194 KEETER BARN ROAD	SOUTH MILLS NC 27976	78
1116	017080004290970000	1.34	R-3-2	01.7080.00.42.9097.0000	STEPHENS GRACIE CALDWELL		148 KEETER BARN RD	SOUTH MILLS NC 27976	79
1118	017080004280420000	1.35	R-3-2	01.7080.00.42.8042.0000	BLAND WILLIAM H.		146 KEETER BARN ROAD	SOUTH MILLS NC 27976	80
1119	017080004179170000	1.38	R-3-2	01.7080.00.41.7917.0000	FREEDMAN LEE J.	DEANNA M. FREEDMAN	142 KEETER BARN ROAD	SOUTH MILLS NC 27976	81
1120	017080004159700000	1.33	R-3-2	01.7080.00.41.5970.0000	BANDY JERRY D.	BETTY BANDY	140 KEETER BARN ROAD	SOUTH MILLS NC 27976	82
1121	017080004148470000	1.43	R-3-2	01.7080.00.41.4847.0000	HOGAN JAMIE BRAYDEN	DEBRAH KAY HOGAN	138 KEETER BARN ROAD	SOUTH MILLS NC 27976	83
1122	017080004138010000	1.35	R-3-2	01.7080.00.41.3801.0000	INGERSON MATTHEW STEVEN	DARLA JO INGERSON	134 KEETER BARN RD	SOUTH MILLS NC 27976	84
1123	017080004117530000	1.37	R-3-2	01.7080.00.41.1753.0000	MURPHY RONALD L. & DONNA S.		132 KEETER BARN ROAD	SOUTH MILLS NC 27976	85
1124	017080004106270000	1.37	R-3-2	01.7080.00.41.0627.0000	IWEY EDWARD L. & LILLIAN E.		130 KEETER BARN RD	SOUTH MILLS NC 27976	86
1125	017080003186700000	1.38	R-3-2	01.7080.00.31.8670.0000	STAFFORD KATHLEEN A.		126 KEETER BARN ROAD	SOUTH MILLS NC 27976	87
1126	017080004089720000	34.57	R-3-2	01.7080.00.40.8972.0000	MULLEN HERBERT TAYLOR		112 HUNTERS TRL E	ELIZABETH CITY NC 27909 3217	88
1268	017070009856820000	5.35	R-3-2	01.7070.00.98.5682.0000	SOUTH MILLS CHURCH OF CHRIST		100 CULPEPPER ROAD	SOUTH MILLS NC 27976	89
1311	017080003165000000	1.4	R-3-2	01.7080.00.31.6500.0000	EVANS MARGARET ANN	JOSEPH H. MORRELL	120 KEETER BARN ROAD	SOUTH MILLS NC 27976	90
1318	017080006820610000	44.27	R-3-2	01.7080.00.68.2061.0000	CAMDEN SQUARE ASSOCIATES		524 WINSTON SALEM AVENUE	VIRGINIA BEACH VA 23451	91
1319	017080008774960000	29.78	R-3-2	01.7080.00.87.7496.0000	RAPER DONNIE R.		1306 CAMPGROUND ROAD	ELIZABETH CITY NC 27909	92
1320	017080007832470000	61.37	R-3-2	01.7080.00.78.3247.0000	RAPER LONNIE Y.		232 CREEK DRIVE	HERTFORD NC 27944	93
1321	017080008820180000	10.79	R-3-2	01.7080.00.88.2018.0000	CARTWRIGHT PHYLLIS R.		869 HALLS CREEK ROAD	ELIZABETH CITY NC 27909	94
1322	017080008893240000	16.01	R-3-2	01.7080.00.88.9324.0000	CARTWRIGHT PHYLLIS R.		869 HALLS CREEK ROAD	ELIZABETH CITY NC 27909	95
1324	017080003972380000	2.54	R-3-2	01.7080.00.39.7238.0000	MURREL ANTHONY C.		183 CULPEPPER ROAD	SOUTH MILLS NC 27976	96
1326	017080003175350000	1.3	R-3-2	01.7080.00.31.7535.0000	EVANS MARGARET ANN	JOSEPH H. MORRELL	120 KEETER BARN ROAD	SOUTH MILLS NC 27976	97
1328	017080008998510000	68.22	R-3-2	01.7080.00.89.9851.0000	CAREY GLEN ALAN		202 SHARON CHURCH ROAD	SOUTH MILLS NC 27976	98
1564	017082002848710000	56.88	I-1	01.7082.00.28.4871.0000	CAMDEN YARD MATERIALS L.L.C.	ATTN: CHRIS COLEMAN	P O BOX 3069	KILL DEVIL HILLS NC 27948	99
1565	017082003868420000	56.7	I-1	01.7082.00.38.6842.0000	CAMDEN YARD MATERIALS L.L.C.	ATTN: CHRIS COLEMAN	P O BOX 3069	KILL DEVIL HILLS NC 27948	100
1566	017081004581390000	92.49	R-3-2	01.7081.00.45.8139.0000	WHITEHURST DORIS		2931 WILD DUCK COURT	CHARLOTTE NC 28262	101
1567	017081003492590000	29.78	R-3-2	01.7081.00.34.9259.0000	WHITEHURST JAMES	C/O LORETTA WHITEHURST	222 MALLORY BUCK ROAD	GATES NC 27937	102
1569	017072001990510000	20.65	R-3-2	01.7072.00.19.9051.0000	NOBLES DONNA & ROBERT		134 HERITAGE DRIVE	SOUTH MILLS NC 27976	103
1570	017072001829410000	2.6	R-3-2	01.7072.00.18.2941.0000	NOBLES ROBERT L & MICHELLE LEE		140 HERITAGE DRIVE	SOUTH MILLS NC 27976	104
1571	017072001911560000	3.11	R-3-2	01.7072.00.19.1156.0000	TAYLOR HORACE E		148 HERITAGE DRIVE	SOUTH MILLS NC 27976	105
1572	017072001846920000	4.56	R-3-2	01.7072.00.18.4692.0000	NOBLES DONNA & ROBERT		134 HERITAGE DRIVE	SOUTH MILLS NC 27976	106
1573	017072001893740000	10.61	R-3-1	01.7072.00.18.9374.0000	SAWYER EVERETT L.		206 BUNKER HILL ROAD	SOUTH MILLS NC 27976	107
1574	017082001877290000	14.44	I-1	01.7082.00.18.7729.0000	KNOWLES JOHN & MARTHA		305 PONDEROSA DRIVE	SOUTH MILLS NC 27976	108
1575	017072002785280000	1.37	R-3-2	01.7072.00.27.8528.0000	TALANI DONNA F.	RICHARD M. DOSS	114 DEER TRAIL	SOUTH MILLS NC 27976	109
1576	017072001782130000	0.99	R-3-2	01.7072.00.17.8213.0000	SAWICKI MICHAEL A.		100 DEER TRAIL	SOUTH MILLS NC 27976	110
1577	017072002703530000	0.88	R-3-2	01.7072.00.27.0353.0000	BASS EARL L.	LOLETA S. BASS	102 DEER TRAIL	SOUTH MILLS NC 27976	111
1578	017072002713960000	0.9	R-3-2	01.7072.00.27.1396.0000	CHAPMAN SAMMIE MAXWELL		104 DEER TRAIL	SOUTH MILLS NC 27976	112
1579	017072002734300000	1.01	R-3-2	01.7072.00.27.3430.0000	KRAVCHAK DAVID M.		106 DEER TRAIL	SOUTH MILLS NC 27976	113
1580	017072002744810000	1.06	R-3-2	01.7072.00.27.4481.0000	BALLWEG DANIEL C.		108 DEER TRAIL	SOUTH MILLS NC 27976	114
1581	017072002764030000	0.86	R-3-2	01.7072.00.27.6403.0000	WALKER DARIN KEITH		110 DEER TRAIL	SOUTH MILLS NC 27976	115
1582	017072002775310000	1	R-3-2	01.7072.00.27.7531.0000	BLAND WILLIAM E.	TRACIENE M. BLAND	112 DEER TRAIL	SOUTH MILLS NC 27976	116
1583	017072001790550000	0.9	R-3-2	01.7072.00.17.9055.0000	MIZE EARLE R.		102 HERITAGE DRIVE	SOUTH MILLS NC 27976	117
1584	017072001773270000	0.9	R-3-2	01.7072.00.17.7327.0000	DAVENPORT MANAGEMENT CO.		1604 HILLTOP EXE CENTER	VIRGINIA BEACH VA 23451	118
1585	017072005394460000	471.15	I-1	01.7072.00.53.9446.0000	LEWIS FAMILY LIMITED	PARTNERSHIP (THE)	P.O. BOX 147	GATESVILLE NC 27938	119
1586	017071007472400000	1.31	R-3-2	01.7071.00.74.7240.0000	STAFFORD WILLIAM & VICKIE		P.O. BOX 321	SOUTH MILLS NC 27976	120
1587	017071008307500000	6.16	R-3-2	01.7071.00.83.0750.0000	STAFFORD WILLIAM & VICKIE		P.O. BOX 321	SOUTH MILLS NC 27976	121
1589	017071008328040000	3.6	R-3-2	01.7071.00.83.2804.0000	MEDLIN DURWARD III		103 N ELM STREET	SOUTH MILLS NC 27976	122
1590	017071008402490000	1.6	R-3-2	01.7071.00.84.0249.0000	BELL CARLTON	JEAN BELL	107 MCPHERSON ROAD	SOUTH MILLS NC 27976	123
1591	017072006825690000	57.19	I-1	01.7072.00.68.2569.0000	K.W. FARMS LLC		299 PONDEROSA DRIVE	SOUTH MILLS NC 27976	124
1592	017072003843220000	117.2	R-3-1	01.7072.00.38.4322.0000	SAWYER EVERETT L.		206 BUNKER HILL ROAD	SOUTH MILLS NC 27976	125
1593	017072002718440000	18.05	R-3-1	01.7072.00.27.1844.0000	SAWYER EVERETT L.		206 BUNKER HILL ROAD	SOUTH MILLS NC 27976	126
1594	017072004895550000	99.62	R-3-1	01.7072.00.48.9555.0000	SAWYER EVERETT L.		206 BUNKER HILL ROAD	SOUTH MILLS NC 27976	127
1596	017082004863370000	5.56	I-1	01.7082.00.48.6337.0000	HALEY WILLIAM C.		43 MONCURE LANE	HENRICO NC 27842	128
1597	017082004877500000	16.14	I-1	01.7082.00.48.7750.0000	WASTE INDUSTRIES LANDCO LLC		3821 COOK BLVD	CHESAPEAKE VA 23323	129
1598	017082004923400000	5.63	I-1	01.7082.00.49.2340.0000	MILLER JOHN		101 NANSEMOND POINTE DR	SUFFOLK VA 23435	130
1599	017082005827410000	10.95	I-1	01.7082.00.58.2741.0000	ROBERTS JAMES ALLEN	JULIA ANN ROBERTS	373 PONDEROSA DR	SOUTH MILLS NC 27976	131
1628	017081005384430000	66.54	R-3-2	01.7081.00.53.8443.0000	WHITEHURST WAYNE KENNETH		184 MILLTOWN RD	SHILOH NC 27974 6220	132
1630	017081006460170000	18.15	R-3-2	01.7081.00.64.6017.0000	KEATON DON L.	MELVIN RAY ALBERTSON JR	204 OLD SWAMP ROAD	SOUTH MILLS NC 27976	133
1637	017081004372210000	1.35	R-3-2	01.7081.00.43.7221.0000	SANDERLIN ELLERY D. & WENDY		308 MCPHERSON ROAD	SOUTH MILLS NC 27976	134
1638	017081005159120000	1.06	R-3-2	01.7081.00.51.5912.0000	CAMPO MICHELE M.		1504 GEDNEY COURT	VIRGINIA BEACH VA 23456	135
1639	017081005250640000	1.02	R-3-2	01.7081.00.52.5064.0000	COX SANDRA D.		248 CULPEPPER ROAD	SOUTH MILLS NC 27976	136
1640	017081005261220000	0.99	R-3-2	01.7081.00.52.6122.0000	BUNDY CATINA P.		252 CULPEPPER ROAD	SOUTH MILLS NC 27976	137
1641	017081005273120000	1.51	R-3-2	01.7081.00.52.7312.0000	COLONNA WILLIAM K.	KIMBERLY COLONNA	256 CULPEPPER ROAD	SOUTH MILLS NC 27976	138
1642	017081005275710000	0.98	R-3-2	01.7081.00.52.7571.0000	HARRIS FLETCHER A. & ELIZABETH		258 CULPEPPER ROAD	SOUTH MILLS NC 27976	139
1656	017081003492590000	0.97	R-3-2	01.7081.00.34.9259.0000	WHITEHURST JAMES	C/O LORETTA WHITEHURST	222 MALLORY BUCK ROAD	GATES NC 27937	140
1657	017081003492590000	2.89	R-3-2	01.7081.00.34.9259.0000	WHITEHURST JAMES	C/O LORETTA WHITEHURST	222 MALLORY BUCK ROAD	GATES NC 27937	141
1658	017081005286540000	1.01	R-3-2	01.7081.00.52.8654.0000	ROCHE EDWARD	SHERRI ROCHE	262 CULPEPPER ROAD	SOUTH MILLS NC 27976	142
1659	017081005257140000	0.99	R-3-2	01.7081.00.52.5714.0000	MEADOWS JOSEPH M. & ANGELA D.		328 MCPHERSON ROAD	SOUTH MILLS NC 27976	143

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1660	017081005266460000	0.88	R-3-2	01.7081.00.52.6646.0000	MCKINNEY JAMES E. & RENEE R.		330 MCPHERSON ROAD	SOUTH MILLS NC 27976	144
1661	017081005238810000	0.96	R-3-2	01.7081.00.52.3881.0000	SCHWARTZ CHRISTOPHER & MARIA C		326 MCPHERSON ROAD	SOUTH MILLS NC 27976	145
1662	017081005229500000	1.16	R-3-2	01.7081.00.52.2950.0000	DAVENPORT HUBERT A.	MARGARET DAVENPORT	322 MCPHERSON ROAD	SOUTH MILLS NC 27976	146
1663	017081005219160000	0.92	R-3-2	01.7081.00.52.1916.0000	VERNON LEWIS G. & NINA E.		318 MCPHERSON ROAD	SOUTH MILLS NC 27976	147
1664	017081005300330000	0.94	R-3-2	01.7081.00.53.0033.0000	MUNDIE PAUL J. & CRYSTAL R.		316 MCPHERSON ROAD	SOUTH MILLS NC 27976	148
1665	017081004381110000	1.14	R-3-2	01.7081.00.43.8111.0000	STROUD RODERICK A. & ANGELA P.		312 MCPHERSON ROAD	SOUTH MILLS NC 27976	149
1769	017071006768430000	263.14	R-3-2	01.7071.00.67.6843.0000	CAMDEN COUNTY	1	117 NORTH 343	CAMDEN NC 27921	150
1105		55.7	R-3-2						151
1770	017082006889360000	115.24	I-1	01.7082.00.68.8936.0000	B & M INVESTMENTS OF NC LLC		5513 BUZZARD NECK ROAD	VIRGINIA BEACH VA 23457	152
5336	017071008338480000	3.97	R-3-2	01.7071.00.83.3848.0000	STAFFORD VICKIE M.	DURWOOD P. MEDLIN III	P.O BOX 28	SOUTH MILLS NC 27976	153
5353	017080005550610000	98.61	R-3-2	01.7080.00.55.5061.0000	JOHNSON THOMAS PATRICK	JOSEPH J. WHITE JR. LE	5656 SHELL ROAD	VIRGINIA BEACH VA 23455	154
5354	017080003491470000	83.21	R-3-2	01.7080.00.34.9147.0000	ALBERTSON E. OVERTON		221 KEETER BARN ROAD	SOUTH MILLS NC 27976	155
5355	017080004876390000	48	R-3-2	01.7080.00.48.7639.0000	ALBERTSON JARVIS R.		204 OLD SWAMP ROAD	SOUTH MILLS NC 27976	156
5356	017081006201490000	0.99	R-3-2	01.7081.00.62.0149.0000	BARLOW JASON A.	ALBERT G. BARLOW	257 CULPEPPER ROAD	SOUTH MILLS NC 27976	157
5357	017081005290470000	1.23	R-3-2	01.7081.00.52.9047.0000	GRAHAM ANSALETA Y & ANTHONY T		255 CULPEPPER ROAD	SOUTH MILLS NC 27976	158
5358	017081005198829832	1.67	R-3-2	01.7081.00.51.9882.9832	WORTHINGTON WILMOUNT & MARTY		253 CULPEPPER ROAD	SOUTH MILLS NC 27976	159
5359	017081005175850000	1.05	R-3-2	01.7081.00.51.7585.0000	ROMANO DOUGLAS A. & LISA A.		243 CULPEPPER ROAD	SOUTH MILLS NC 27976	160
5360	017081005186090000	1.41	R-3-2	01.7081.00.51.8609.0000	WATERS MARLIN E. & MICHELLE R.		245 CULPEPPER ROAD	SOUTH MILLS NC 27976	161
5361	017081006204610000	0.93	R-3-2	01.7081.00.62.0461.0000	LAWENDOWSKI THOMAS		261 CULPEPPER ROAD	SOUTH MILLS NC 27976	162
5362	017081006223150000	3.66	R-3-2	01.7081.00.62.2315.0000	RILEY MICHAEL P	MELINDA L RILEY	269 SHARON CHURCH ROAD	SOUTH MILLS NC 27976 9724	163
5369	017090000768880000	27.73	R-3-2	01.7090.00.07.6888.0000	HAMILTON BRENDA	BETTY JACOBS DOHERTY	3 OAK TERRACE	NEWTON HIGHLAND MA 02461	164
5370	017090001701170000	24.53	R-3-2	01.7090.00.17.0117.0000	HAMILTON BRENDA	BETTY JACOBS DOHERTY	3 OAK TERRACE	NEWTON HIGHLAND MA 02461	165
5425	017072002791530000	1.41	R-3-2	01.7072.00.27.9153.0000	RICHARDT TIMOTHY P. & NENITA F		424 OSPREY LANE	PANAMA CITY FL 32407	166
5426	017072002780690000	0.88	R-3-2	01.7072.00.27.8069.0000	THAYER ROBERT P. & KAREN F.		111 DEER TRAIL	SOUTH MILLS NC 27976	167
5427	017072002771520000	0.89	R-3-2	01.7072.00.27.7152.0000	FLYTHE ASHLEY	NATHAN J. BRINKLEY	109 DEER TRAIL	SOUTH MILLS NC 27976	168
5428	017072002760190000	0.82	R-3-2	01.7072.00.27.6019.0000	LINDSTROM GENE A. & BEVERLY A.		107 DEER TRAIL	SOUTH MILLS NC 27976	169
5429	017072002740860000	0.92	R-3-2	01.7072.00.27.4086.0000	FLYTHE LOKIE M.		105 DEER TRAIL	SOUTH MILLS NC 27976	170
5430	017072002730240000	0.87	R-3-2	01.7072.00.27.3024.0000	ELLIOTT MARYLU ARCHER	RONALD MICHAEL ELLIOTT	103 DEER TRL	SOUTH MILLS NC 27976	171
5431	017072002720010000	0.91	R-3-2	01.7072.00.27.2001.0000	BROWN PAMELA SPRUILL		101 DEER TRL	SOUTH MILLS NC 27976 9500	172
5432	017072002609100000	0.82	R-3-2	01.7072.00.26.0910.0000	WHITE D. J. & ANNETTE		101 HERITAGE DRIVE	SOUTH MILLS NC 27976	173
5433	017081005234840000	10.21	R-3-2	01.7081.00.52.3484.0000	COLONNA WILLIAM K.	KIMBERLY COLONNA	256 CULPEPPER ROAD	SOUTH MILLS NC 27976	174
5434	017081001795120000	510.53	R-3-2	01.7081.00.17.9512.0000	WHITEHURST JAMES A.	LORETTA WHITEHURST 2	222 MALLORY BUCK ROAD	GATES NC 27937	175
5435	017081000704870000	2.38	R-3-2	01.7081.00.07.0487.0000	WHITEHURST JAMES A.	LORETTA WHITEHURST	222 MALLORY BUCK ROAD	GATES NC 27937	176
5448	017082001921650000	1.91	I-1	01.7082.00.19.2165.0000	PHILEA LLC		916 EXECUTIVE COURT	CHESAPEAKE VA 23320	177
5449	017082001848110000	1.89	I-1	01.7082.00.18.4811.0000	KNOWLES WILLIAM EARL	NILA AMBER KNOWLES	299 B PONDEROSA DR	SOUTH MILLS NC 27976 0000	178
5450	017082001854490000	1.87	I-1	01.7082.00.18.5449.0000	COMPTON BEVERLY KNOWLES		299 PONDEROSA DRIVE	SOUTH MILLS NC 27976	179
5451	017082001837200000	7.84	I-1	01.7082.00.18.3720.0000	KNOWLES WILLIAM & PHYLLIS		299 PONDEROSA DRIVE	SOUTH MILLS NC 27976	180
5455	017080003074050000	45.35	HC	01.7080.00.30.7405.0000	LUTHER HOLLY A.	BANFF FOREST LUTHER	2454 PEARTREE ROAD	ELIZABETH CITY NC 27909	181
5596	017080005297260000	2.69	R-3-2	01.7080.00.52.9726.0000	MCDONALD STRICKLAND PARTNERSHI		P.O. BOX 746	ELIZABETH CITY NC 27909	182
5742	017989003914900000	2.06	HC	01.7989.00.39.1490.0000	CAMDEN COUNTY		117 NORTH 343	CAMDEN NC 27921	183
5772	017090001638050000	2.98	R-3-2	01.7090.00.16.3805.0000	SMITH PATRICK W.	DANA M. SMITH	101 SHARON CHURCH ROAD	SOUTH MILLS NC 27976	184
5775	017081006265030000	2.06	R-3-2	01.7081.00.62.6503.0000	WARD ROY L.	CYNTHIA D. WARD	107 PINE LAKE DRIVE	ELIZABETH CITY NC 27909	185
5779	017082000897720000	28.98	I-1	01.7082.00.08.9772.0000	K.W. FARMS LLC		299 PONDEROSA DRIVE	SOUTH MILLS NC 27976	186
5780	017072008886510000	95.21	I-1	01.7072.00.88.8651.0000	W.W. REALTY ASSOCIATES LLC		5021 MORRIS NECK ROAD	VIRGINIA BEACH VA 23457	187
5781	017080000779120000	3.08	HC	01.7080.00.07.7912.0000	CAMDEN SQUARE ASSOCIATES		524 WINSTON SALEM AVENUE	VIRGINIA BEACH VA 23451	188
5782	017080001810090000	0.93	R-3-1	01.7080.00.18.1009.0000	J & F NEUMANN TRUST		112 PIER LANDING LOOP	SOUTH MILLS NC 27976	189
5783	017080000890640000	1.03	R-3-1	01.7080.00.08.9064.0000	MOONEN ANNE E	TROY A MOONEN	110 PIER LANDING LOOP	SOUTH MILLS NC 27976	190
5784	017080001821050000	0.98	R-3-1	01.7080.00.18.2105.0000	DANIELS KENNETH J. JR.	VICKIE K. DANIELS	114 PIER LANDING LOOP	SOUTH MILLS NC 27976	191
5785	017080001832110000	0.98	R-3-1	01.7080.00.18.3211.0000	SEITZ DEVON J.	ARIEL M. SEITZ	118 PIER LANDING LOOP	SOUTH MILLS NC 27976	192
5786	017080001842460000	0.96	R-3-1	01.7080.00.18.4246.0000	WALLS SHIRLEY WEDDLE	VITO A. WALLS	120 PIER LANDING LOOP	SOUTH MILLS NC 27976	193
5787	017080001853600000	0.93	R-3-1	01.7080.00.18.5360.0000	BASSHAM BOBBY ALAN	BETTY MASSEY BASSHAM	122 PIER LANDING LOOP	SOUTH MILLS NC 27976	194
5788	017080001863660000	1.07	R-3-1	01.7080.00.18.6366.0000	LANDES BRANDON J. & AMY P.		124 PIER LANDING LOOP	SOUTH MILLS NC 27976	195
5789	017080000732930000	25.29	HC	01.7080.00.07.3293.0000	CAMDEN SQUARE ASSOCIATES		524 WINSTON SALEM AVENUE	VIRGINIA BEACH VA 23451	196
5790	017080001893910000	0.96	R-3-1	01.7080.00.18.9391.0000	COLE JUSTIN & JESSICA		101 WATERWAY COURT	SOUTH MILLS NC 27976	197
5791	017080002804370000	1.05	R-3-1	01.7080.00.28.0437.0000	BONILLA JERRY M.	TONYA L. BONILLA	105 WATERWAY COURT	SOUTH MILLS NC 27976	198
5792	017080002816700000	1.08	R-3-1	01.7080.00.28.1670.0000	SALAZAR PAUL & CAROL E.		107 WATERWAY CT	SOUTH MILLS NC 27976	199
5793	017080001883090000	1.08	R-3-1	01.7080.00.18.8309.0000	ELLIOTT PATRICIA A.	STEVEN C. ELLIOTT	126 PIER LANDING LOOP	SOUTH MILLS NC 27976	200
5794	017080002835420000	0.92	R-3-1	01.7080.00.28.3542.0000	BOGGESS DERRICK BURTON	DIANNE RUTH BOGGESS	106 WATERWAY CT	SOUTH MILLS NC 27976	201
5795	017080001773640000	0.98	R-3-1	01.7080.00.17.7364.0000	RUSHING BRADLEY A. & TANYA D.		114 DOCK LANDING LOOP	SOUTH MILLS NC 27976	202
5796	017080001774260000	1.02	R-3-1	01.7080.00.17.7426.0000	PNC MORTGAGE	DIVISION OF PNC BANK N.A.	3232 NEWMARK DRIVE	MIAMISBURG OH 45342	203
5797	017080001765880000	0.98	R-3-1	01.7080.00.17.6588.0000	SMITH RUSSELL SHANE	PATRICIA EILEEN SMITH	108 DOCK LANDING LOOP	SOUTH MILLS NC 27976	204
5798	017080001759720000	0.94	R-3-1	01.7080.00.17.5972.0000	GRIFFIN TIMOTHY D	TINA E BALLANCE	121 PIER LANDING LOOP	SOUTH MILLS NC 27976	205
5799	017080001779070000	0.99	R-3-1	01.7080.00.17.7907.0000	KOVACS GEORGE L	PEGGY A KOVACS	123 PIER LANDING LOOP	SOUTH MILLS NC 27976	206
5800	017080001748560000	0.97	R-3-1	01.7080.00.17.4856.0000	ERB WALTER WILLIAM	CHRISTINE ANN ERB	117 PIER LANDING LOOP	SOUTH MILLS NC 27976	207
5801	017080001666740000	1.39	R-3-1	01.7080.00.16.6674.0000	CAMDEN SQUARE ASSOCIATES		524 WINSTON SALEM AVENUE	VIRGINIA BEACH VA 23451	208
5802	017080001667170000	0.97	R-3-1	01.7080.00.16.6717.0000	WHITE ROBERT WAYNE	SHEILAH DARLENE WHITE	123 DOCK LANDING LOOP	SOUTH MILLS NC 27976	209
5803	017080001658590000	0.93	R-3-1	01.7080.00.16.5859.0000	CAMDEN SQUARE ASSOCIATES		524 WINSTON SALEM AVENUE	VIRGINIA BEACH VA 23451	210
5804	017080001750010000	0.98	R-3-1	01.7080.00.17.5001.0000	KUFFEL PAUL D	ARLENE R KUFFEL	119 DOCK LANDING LOOP	SOUTH MILLS NC 27976	211
5805	017080001741620000	0.99	R-3-1	01.7080.00.17.4162.0000	ADDAMAN JOHN E	KATHI A ADDAMAN	117 DOCK LANDING LOOP	SOUTH MILLS NC 27976	212
5806	017080001742030000	0.95	R-3-1	01.7080.00.17.4203.0000	THOMAS GARROY J	VONDA K THOMAS	115 DOCK LANDING LOOP	SOUTH MILLS NC 27976	213
5807	017080001733650000	0.99	R-3-1	01.7080.00.17.3365.0000	FERGUSON SHAWN D.	TARA M. FERGUSON	111 DOCK LANDING LOOP	SOUTH MILLS NC 27976	214
5814	017080001725690000	0.97	R-3-1	01.7080.00.17.2569.0000	HORN ASHLEY BRIAN		107 DOCK LANDING LOOP	SOUTH MILLS NC 27976	215

Study Area Parcel Identification



5815	01708000172720000	0.98	R-3-1	01.7080.00.17.2720.0000	LISNERSKI MICHAEL K.		103 DOCK LANDING LOOP	SOUTH MILLS NC 27976	216
5816	017080001718520000	1.11	R-3-1	01.7080.00.17.1852.0000	KOONTZ JAMES EMORY		101 DOCK LANDING LOOP	SOUTH MILLS NC 27976	217
5817	017080001734180000	0.97	R-3-1	01.7080.00.17.3418.0000	DOOLEY-ANDERSON MELISSA L.		109 DOCK LANDING LOOP	SOUTH MILLS NC 27976	218
5818	017080002607150000	1.56	R-3-1	01.7080.00.26.0715.0000	CAMDEN SQUARE ASSOCIATES		524 WINSTON SALEM AVENUE	VIRGINIA BEACH VA 23451	219
5819	017080001699190000	0.99	R-3-1	01.7080.00.16.9919.0000	BLAIN CYNTHIA M.	FREE TRADER	122 DOCK LANDING LOOP	SOUTH MILLS NC 27976	220
5820	017080001781500000	1.01	R-3-1	01.7080.00.17.8150.0000	RINUS VERNON	HEATHER L. RINUS	118 DOCK LANDING LOOP	SOUTH MILLS NC 27976	221
5821	017080001782010000	1.03	R-3-1	01.7080.00.17.8201.0000	BURNHAM DAVID E	AMY L BURNHAM	116 DOCK LANDING LOOP	SOUTH MILLS NC 27976	222
5822	017080001766490000	1	R-3-1	01.7080.00.17.6649.0000	GODDARD BENNIE F	TRACEY R GODDARD	106 DOCK LANDING LOOP	SOUTH MILLS NC 27976	223
5823	017080002667420000	1.03	R-3-1	01.7080.00.26.6742.0000	VALENTINE DENISE M. & JAMES A.		163 PIER LANDING LOOP	SOUTH MILLS NC 27976	224
5824	017080002665980000	1.36	R-3-1	01.7080.00.26.6598.0000	NOLFF RANDY ALAN	LOUISE CATHERINE NOLFF	165 PIER LANDING LOOP	SOUTH MILLS NC 27976	225
5825	017080002659660000	0.97	R-3-1	01.7080.00.26.5966.0000	PETERSON SHAWN M.	LUCY A. TORRES	157 PIER LANDING LOOP	SOUTH MILLS NC 27976	226
5826	017080002668040000	1	R-3-1	01.7080.00.26.6804.0000	WOOTEN BILLY RAY	SHARI LYNN WOOTEN	161 PIER LNDG LOOP	SOUTH MILLS NC 27976	227
5827	017080002750070000	0.98	R-3-1	01.7080.00.27.5007.0000	COTTOM TEDD HOUSTON	LAURA LEA COTTOM	155 PIER LNDG LOOP	SOUTH MILLS NC 27976	228
5828	017080002742410000	0.96	R-3-1	01.7080.00.27.4241.0000	WALKER HARRY J.	SHERLYN B. WALKER	3830 WATERSIDE DRIVE	ELIZABETH CITY NC 27909	229
5829	017080002733750000	0.98	R-3-1	01.7080.00.27.3375.0000	MASSEY CARMEN E.	KENNETH E. ELLIOTT	151 PIER LANDING LOOP	SOUTH MILLS NC 27976	230
5830	017080002734360000	0.98	R-3-1	01.7080.00.27.3436.0000	FRICK CHAD C.	JENNIFER N. FERMLI	147 PIER LANDING LOOP	SOUTH MILLS NC 27976	231
5831	017080002724880000	0.95	R-3-1	01.7080.00.27.2488.0000	HOSKINS CHRISTOPHER W.	TIFFANY A. HOSKINS	301 WOODFORD DRIVE	CHESAPEAKE VA 23322	232
5832	017080002727220000	0.96	R-3-1	01.7080.00.27.2722.0000	GERHOLD ALBERT E.	SANDRA C. GERHOLD	143 PIER LANDING LOOP	SOUTH MILLS NC 27976	233
5833	017080002718830000	0.97	R-3-1	01.7080.00.27.1883.0000	BUTTS JOHN A.	MARIONETTE T. BUTTS	141 PIER LANDING LOOP	SOUTH MILLS NC 27976	234
5834	017080002719250000	0.93	R-3-1	01.7080.00.27.1925.0000	ELLIOTT GARY L.		139 PIER LANDING LOOP	SOUTH MILLS NC 27976	235
5835	017080002801400000	0.95	R-3-1	01.7080.00.28.0140.0000	HARRIS WAVERLY L.		135 PIER LANDING LOOP	SOUTH MILLS NC 27976	236
5836	017080003606380000	1.11	R-3-1	01.7080.00.36.0638.0000	WALTERS STEVEN C. & JENNIFER A		166 PIER LANDING LOOP	SOUTH MILLS NC 27976	237
5837	017080002698700000	0.99	R-3-1	01.7080.00.26.9870.0000	NASH SCOTT A. & PAULA M.		164 PIER LANDING LOOP	SOUTH MILLS NC 27976	238
5838	017080002699220000	0.97	R-3-1	01.7080.00.26.9922.0000	DUARTE VICTOR G JR.	CHARLENE DUARTE JR.	160 PIER LANDING LOOP	SOUTH MILLS NC 27976	239
5839	017080002780840000	0.97	R-3-1	01.7080.00.27.8084.0000	PRAISLER DAVID & JULIANA		158 PIER LANDING LOOP	SOUTH MILLS NC 27976	240
5840	017080002781360000	0.98	R-3-1	01.7080.00.27.8136.0000	BOWSER CANDACE M.	NANA C. BOWSER	156 PIER LANDING LOOP	SOUTH MILLS NC 27976	241
5841	017080002772890000	0.98	R-3-1	01.7080.00.27.7289.0000	CANNON THOMAS PURCELL		154 PIER LANDING LOOP	SOUTH MILLS NC 27976	242
5842	017080002774220000	1	R-3-1	01.7080.00.27.7422.0000	STICKA MICHAEL W. & LEAH L.		152 PIER LANDING LOOP	SOUTH MILLS NC 27976	243
5843	017080002765830000	0.98	R-3-1	01.7080.00.27.6583.0000	NICHOLSON MICHAEL C. & SUJA S.		148 PIER LANDING LOOP	SOUTH MILLS NC 27976	244
5844	017080002766460000	0.99	R-3-1	01.7080.00.27.6646.0000	TRUE DENNIS W. & MARJORIE		146 PIER LANDING LOOP	SOUTH MILLS NC 27976	245
5845	017080002758700000	0.98	R-3-1	01.7080.00.27.5870.0000	MCWILLIAMS DARRYL K.	ALECHIA C MCWILLIAMS	144 PIER LANDING LOOP	SOUTH MILLS NC 27976	246
5846	017080002822660000	0.9	R-3-1	01.7080.00.28.2266.0000	BELL VALERIE L. RICKS	LOSKO BELL JR.	102 WATERWAY COURT	SOUTH MILLS NC 27976	247
5847	017080002833970000	0.96	R-3-1	01.7080.00.28.3397.0000	PINGREE APRIL M. & GREGORY R.		104 WATERWAY CT.	SOUTH MILLS NC 27976	248
5848	017080002840840000	0.99	R-3-1	01.7080.00.28.4084.0000	MENDOZA ROBERT V.	MONICA L. MENDOZA	138 PIER LANDING LOOP	SOUTH MILLS NC 27976	249
5849	017080002841150000	0.99	R-3-1	01.7080.00.28.4115.0000	YUAN JINCHUN	XIAOLING YU	136 PIER LANDING LOOP	SOUTH MILLS NC 27976	250
5850	017080002759220000	0.99	R-3-1	01.7080.00.27.5922.0000	MACLIN THOMAS LEE	RITA A. MACLIN	142 PIER LANDING LOOP	SOUTH MILLS NC 27976	251
5851	017080000862100000	1.2	R-3-1	01.7080.00.08.6210.0000	AUTERY DONALD L	CAROLYN F AUTERY	117 CULPEPPER ROAD	SOUTH MILLS NC 27976	252
5852	017080000872580000	1.23	R-3-1	01.7080.00.08.7258.0000	ANDREWS ROBERT E	ALLA V ANDREWS	119 CULPEPPER ROAD	SOUTH MILLS NC 27976	253
5853	017080000893060000	1.23	R-3-1	01.7080.00.08.9306.0000	FANNIE MAE		P.O. BOX 650043	DALLAS TX 75265 0043	254
5854	017080001804240000	1.23	R-3-1	01.7080.00.18.0424.0000	TREECE TERRY NEAL	LISA ANN TREECE	127 CULPEPPER RD	SOUTH MILLS NC 27976	255
5855	017080001815620000	1.25	R-3-1	01.7080.00.18.1562.0000	ASHCRAFT HARVEY CLARK	PATRICIA IRENE ASHCRAFT	129 CULPEPPER RD	SOUTH MILLS NC 27976	256
5856	017080001835090000	1.19	R-3-1	01.7080.00.18.3509.0000	GLAVOCICH NICHOLAS J	CAROL L GLAVOCICH	133 CULPEPPER RD	SOUTH MILLS NC 27976	257
5857	017080001846450000	1.29	R-3-1	01.7080.00.18.4645.0000	TETRO GREGG S	CATHERINE L TETRO	137 CULPEPPER RD	SOUTH MILLS NC 27976	258
5858	017080001866090000	1.25	R-3-1	01.7080.00.18.6609.0000	SPENCER CHARLES ADRIAN		139 CULPEPPER RD	SOUTH MILLS NC 27976	259
5859	017080001877530000	1.29	R-3-1	01.7080.00.18.7753.0000	INGRAM KENYATTA F. & PHILLIP		143 CULPEPPER ROAD	SOUTH MILLS NC 27976	260
5860	017080001897090000	1.24	R-3-1	01.7080.00.18.9709.0000	IRWIN JASON T. & BRANDY M.		145 CULPEPPER ROAD	SOUTH MILLS NC 27976	261
5861	017080002808530000	1.27	R-3-1	01.7080.00.28.0853.0000	BECKNER ANTHONY P JR	CANDICE A BECKNER	149 CULPEPPER ROAD	SOUTH MILLS NC 27976	262
5862	017080002828270000	1.31	R-3-1	01.7080.00.28.2827.0000	THOMAS RICHARD LEE	KATHRYN LYNN THOMAS	153 CULPEPPER RD	SOUTH MILLS NC 27976	263
5863	017080001701290000	11.79	HC	01.7080.00.17.0129.0000	CAMDEN SQUARE ASSOCIATES		524 WINSTON SALEM AVENUE	VIRGINIA BEACH VA 23451	264
5864	017080001636790000	0.98	HC	01.7080.00.16.3679.0000	CAMDEN SQUARE ASSOCIATES		524 WINSTON SALEM AVENUE	VIRGINIA BEACH VA 23451	265
5865	017080006402380000	1.56	R-3-1	01.7080.00.64.0238.0000	TAYLOR WILLIAM G SR	TEINNETTE L TAYLOR	100 LONG PINE ROAD	SOUTH MILLS NC 27976	266
5866	017080006411750000	1.16	R-3-1	01.7080.00.64.1175.0000	STODDARD PAUL A. & MICHELE L.		104 LONG PINE ROAD	SOUTH MILLS NC 27976	267
5867	017080006420060000	0.91	R-3-1	01.7080.00.64.2006.0000	CAMPBELL BLINDA J	DANIEL K CAMPBELL	106 LONG PINE RD	SOUTH MILLS NC 27976	268
5868	017080006329940000	0.85	R-3-1	01.7080.00.63.2994.0000	GLAUBKE JOACHIM W	LYDIA L GLAUBKE	110 LONE PINE RD	SOUTH MILLS NC 27976	269
5869	017080006338720000	0.88	R-3-1	01.7080.00.63.3872.0000	BOATRIGHT WILLIAM LEO	KELLEY MAUREEN BOATRIGHT	112 LONG PINE RD	SOUTH MILLS NC 27976	270
5870	017080006347520000	1.11	R-3-1	01.7080.00.63.4752.0000	COLE MATTHEW JON	SHARON MARIE COLE	114 LONG PINE RD	SOUTH MILLS NC 27976	271
5871	017080007229940000	0.92	R-3-1	01.7080.00.72.2994.0000	SOUTHERN KENNETH D.	TRACIE SOUTHERN	140 LONG PINE ROAD	SOUTH MILLS NC 27976	272
5872	017080007248270000	1.22	R-3-1	01.7080.00.72.4827.0000	KAMMERER TERRANCE W	DONNA KAY KAMMERER	142 LONG PINE ROAD	SOUTH MILLS NC 27976	273
5873	017080007310820000	0.89	R-3-1	01.7080.00.73.1082.0000	DAY CHRISTOPHER A	ERIKA T DAY	136 LONG PINE RD	SOUTH MILLS NC 27976	274
5874	017080007300690000	0.94	R-3-1	01.7080.00.73.0069.0000	LUCKSINGER DUANE EDWARD		134 LONG PINE RD	SOUTH MILLS NC 27976	275
5875	017080006391680000	0.97	R-3-1	01.7080.00.63.9168.0000	VICROY ANTHONY R. & MISTY C.		130 LONG PINE ROAD	SOUTH MILLS NC 27976	276
5876	017080006356540000	1.01	R-3-1	01.7080.00.63.5654.0000	BABB BRIAN K.	MARGIE G. BABB	116 LONG PINE ROAD	SOUTH MILLS NC 27976	277
5877	017080006365550000	1.25	R-3-1	01.7080.00.63.6555.0000	ANDERSON JOHNNY KEITH	ANNETTE MARIE ANDERSON	120 LONG PINE RD	SOUTH MILLS NC 27976	278
5878	017080006382720000	0.89	R-3-1	01.7080.00.63.8272.0000	GIANNAKOPOULOS SPIROS S		127 LONG PINE RD	SOUTH MILLS NC 27976	279
5879	017080006373820000	1.26	R-3-1	01.7080.00.63.7382.0000	FREDRICK JASON BRADLEY	DAWN JENNIFER FREDRICK	126 LONG PINE ROAD	SOUTH MILLS NC 27976	280
5880	017080006364940000	1.33	R-3-1	01.7080.00.63.6494.0000	BAPTISTE CALLISTER	NOEL ROBINSON	122 LONG PINE ROAD	SOUTH MILLS NC 27976	281
5881	017080007283090000	1.18	R-3-1	01.7080.00.72.8309.0000	DICIOCCIO DANIEL MICHAEL	KAREN JANINE DICIOCCIO	152 LONG PINE RD	SOUTH MILLS NC 27976	282
5882	017080007272320000	1.16	R-3-1	01.7080.00.72.7232.0000	CLAPPER DONALD R	LESLIE L CLAPPER	155 LONG PINE ROAD	SOUTH MILLS NC 27976	283
5883	017080007252410000	1.43	R-3-1	01.7080.00.72.5241.0000	COOPER DANIEL G	SHEILA D COOPER	153 LONG PINE ROAD	SOUTH MILLS NC 27976	284
5884	017080007243460000	1.18	R-3-1	01.7080.00.72.4346.0000	GLENN DOROTHY B	GEORGE E GLENN	149 LONG PINE ROAD	SOUTH MILLS NC 27976	285
5885	017080007257620000	0.96	R-3-1	01.7080.00.72.5762.0000	KIKER GREGORY S. & MEGAN E.		146 LONG PINE ROAD	SOUTH MILLS NC 27976	286
5886	017080007266740000	1.04	R-3-1	01.7080.00.72.6674.0000	KIRBY FELICIA MICHELLE	ROBERT MICHAEL KIRBY	148 LONG PINE ROAD	SOUTH MILLS NC 27976	287

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5887	017080007275640000	1.04	R-3-1	01.7080.00.72.7564.0000	EOSSO PETER MICHAEL	ELIZABETH BLOCKSON EOSSO	150 LONG PINE RD	SOUTH MILLS NC 27976	288
5888	017080007380280000	1.24	R-3-1	01.7080.00.73.8028.0000	HUDSON MICHAEL D.	TERESA M. HUDSON	109 WALKING PATH COURT	SOUTH MILLS NC 27976	289
5889	017080007279800000	1.61	R-3-1	01.7080.00.72.7980.0000	FURLONG RICKI J	DAVID B FURLONG	107 WALKING PATH COURT	SOUTH MILLS NC 27976	290
5890	017080007332330000	1.75	R-3-1	01.7080.00.73.3233.0000	CIMINO LYNN A	MICHAEL P CIMINO	108 WALKING PATH COURT	SOUTH MILLS NC 27976	291
5891	017080007352150000	1.15	R-3-1	01.7080.00.73.5215.0000	MULLER MATTHEW E.	JACQUELYNN L. COMISKEY-MUL	110 WALKING PATH COURT	SOUTH MILLS NC 27976	292
5892	017080007362900000	0.93	R-3-1	01.7080.00.73.6290.0000	FEDERAL HOME LOAN MORTGAGE	C/O OCWEN LOAN SERVICING	12650 INGENUITY DRIVE	ORLANDO FL 32826	293
5893	017080007234180000	0.91	R-3-1	01.7080.00.72.3418.0000	BLACKSMITH GRETCHEN L		147 LONG PINE ROAD	SOUTH MILLS NC 27976	294
5894	017080007225170000	0.96	R-3-1	01.7080.00.72.2517.0000	WAGNER JEFFREY P		143 LONE PINE ROAD	SOUTH MILLS NC 27976	295
5895	017080007216150000	0.93	R-3-1	01.7080.00.72.1615.0000	DELBRIDGE JAMES RAY		141 LONG PINE RD	SOUTH MILLS NC 27976	296
5896	017080007207120000	0.94	R-3-1	01.7080.00.72.0712.0000	COX RICHARD D		264 RAYANN LANE	BROADWAY VA 22815	297
5897	017080006288810000	1.05	R-3-1	01.7080.00.62.8881.0000	WHITTINGTON RONNIE L	MALLYNDA E WHITTINGTON	135 LONG PINE ROAD	SOUTH MILLS NC 27976	298
5898	017080006279200000	1.01	R-3-1	01.7080.00.62.7920.0000	MORGAN ROBERT EDMUND	LINDA ANN MORGAN	131 LONG PINE RD	SOUTH MILLS NC 27976	299
5899	017080006269180000	1.02	R-3-1	01.7080.00.62.6918.0000	BENEFICIAL MORTGAGE CO.		931 CORPORATION CNTR. DR	POMONA CA 91768	300
5900	017080006340990000	1.14	R-3-1	01.7080.00.63.4099.0000	JACKSON RAYMOND DAVID	KITARSHYI MULDROW JACKSON	125 LONG PINE RD	SOUTH MILLS NC 27976	301
1805	017072009096480000	35.64	R-3-2						302
5901	017080006332720000	0.94	R-3-1	01.7080.00.63.3272.0000	MCCONNELL DIANE M	DONALD W MCCONNELL	123 LONG PINE ROAD	SOUTH MILLS NC 27976	303
5902	017080006323940000	0.92	R-3-1	01.7080.00.63.2394.0000	LIGHTY KEVIN	LAKEISHA REAVES LIGHTY	121 LONG PINE RD	SOUTH MILLS NC 27976	304
5903	017080006324360000	0.97	R-3-1	01.7080.00.63.2436.0000	AISTHORPE DOUGLAS T.	BETH A. AISTHORPE	117 LONG PINE ROAD	SOUTH MILLS NC 27976	305
5904	017080006315480000	0.92	R-3-1	01.7080.00.63.1548.0000	PEOPLES AUDY L. & VANESSA G.		115 LONG PINE ROAD	SOUTH MILLS NC 27976	306
5905	017080006307700000	0.86	R-3-1	01.7080.00.63.0770.0000	GARBER MICHAEL B	BLANCA M GARBER	111 LONG PINE ROAD	SOUTH MILLS NC 27976	307
5906	017080005398700000	0.98	R-3-1	01.7080.00.53.9870.0000	TURMELLE JOHN F	LOURDES S TURMELLE	109 LONG PINE RD	SOUTH MILLS NC 27976	308
5907	017080005470650000	0.95	R-3-1	01.7080.00.54.7065.0000	CARTER LAHONDA R		101 LONE PINE RD	SOUTH MILLS NC 27976	309
5908	017080005389450000	0.93	R-3-1	01.7080.00.53.8945.0000	ROGERS WILLIAM BENJAMIN	EVE MARIE ROGERS	105 LONG PINE RD	SOUTH MILLS NC 27976	310
5909	017080005368430000	1.34	R-3-1	01.7080.00.53.6843.0000	SHARPE GEORGE R. & ANGELA Y.		106 OTTERS PLACE	SOUTH MILLS NC 27976	311
5910	017080005386500000	0.99	R-3-1	01.7080.00.53.8650.0000	DAVILA NELSON	ELBA L DAVILA	109 OTTERS PLACE	SOUTH MILLS NC 27976	312
5920	017080006214880000	1.32	R-3-1	01.7080.00.62.1488.0000	FERREIRA HENRY & DANIELLE	DONNZELLA V. ALLEN JR	106 BLACK BEAR WAY	SOUTH MILLS NC 27976	313
5921	017080006257520000	0.94	R-3-1	01.7080.00.62.5752.0000	WILLIAMS MARK AARON	LUCIA MARIE WILLIAMS	116 BLACK BEAR WAY	SOUTH MILLS NC 27976	314
5922	017080006236500000	1.09	R-3-1	01.7080.00.62.3650.0000	WELLS DANNY ROSS	SHERI T. WELLS	112 BLACK BEAR WAY	SOUTH MILLS NC 27976	315
5923	017080005353870000	0.93	R-3-1	01.7080.00.53.5387.0000	NARRON JOSEPH P.	CRYSTAL M. SMITH	112 OTTERS PLACE	SOUTH MILLS NC 27976	316
5924	017080005360730000	1.44	R-3-1	01.7080.00.53.6073.0000	ROYAL MICHAEL S.		116 OTTERS PLACE	SOUTH MILLS NC 27976	317
5925	017080005355610000	1.3	R-3-1	01.7080.00.53.5561.0000	CALLIHAN LARRY M	AMY A CALLIHAN	110 OTTERS PLACE	SOUTH MILLS NC 27976	318
5926	017080005362240000	0.97	R-3-1	01.7080.00.53.6224.0000	MCDOWELL JOHN VADEN	AMY GLISAN MCDOWELL	114 OTTERS PLACE	SOUTH MILLS NC 27976	319
5927	017080005394040000	0.91	R-3-1	01.7080.00.53.9404.0000	SECRETARY OF VETERANS AFFAIRS		251 N. MAIN STREET	WINSTON-SALEM NC 27155	320
5928	017080005393510000	1.02	R-3-1	01.7080.00.53.9351.0000	SNOOK ROBERT E.		115 OTTER PLACE	SOUTH MILLS NC 27976	321
5929	017080006219770000	5.17	R-3-1	01.7080.00.62.1977.0000	SANDERS CROSSING OF CAMDEN CO		473 WOLF DRIVE	NEWPORT NEWS VA 23601	322
5930	017080006211650000	0.93	R-3-1	01.7080.00.62.1165.0000	CLARK JON C.	DAVIDA M. CLARK	105 BLACK BEAR WAY	SOUTH MILLS NC 27976	323
5931	017080006201300000	0.96	R-3-1	01.7080.00.62.0130.0000	HANKINS RONALD L	KIMBERLY A HANKINS	101 BLACK BEAR WAY	SOUTH MILLS NC 27976	324
5932	017080006119820000	1.25	R-3-1	01.7080.00.61.1982.0000	STOUT CRYSTAL A	KEITH A BOPP	107 SONGBIRD COURT	SOUTH MILLS NC 27976	325
5933	017080006137090000	1.1	R-3-1	01.7080.00.61.3709.0000	WILKEN WILLIAM E. & RENEE		109 SONG BIRD COURT	SOUTH MILLS NC 27976	326
5934	017080006157070000	0.94	R-3-1	01.7080.00.61.5707.0000	BARNETT GREGORY A.		111 SONGBIRD COURT	SOUTH MILLS NC 27976	327
5935	017080006188320000	0.91	R-3-1	01.7080.00.61.8832.0000	ALTMAN DENNIS R	MAGGIE A MUIR	115 SONGBIRD COURT	SOUTH MILLS NC 27976	328
5936	017080006167840000	0.82	R-3-1	01.7080.00.61.6784.0000	OHARA JOHN LEE	TRACEY LAVELY OHARA	113 SONGBIRD CT	SOUTH MILLS NC 27976	329
5937	017080006179090000	0.92	R-3-1	01.7080.00.61.7909.0000	DOVER TRACY G.	KORENE C. DOVER	112 SONGBIRD COURT	SOUTH MILLS NC 27976	330
5938	017080006250370000	1.1	R-3-1	01.7080.00.62.5037.0000	WILLIAMS JOHN C.	TERESA L. WILLIAMS	5819 BROADMOOR STREET	ALEXANDRIA VA 22315	331
5939	017080006232410000	1.03	R-3-1	01.7080.00.62.3241.0000	SMITH CHRISTOPHER ROY		109 BLACK BEAR WAY	SOUTH MILLS NC 27976	332
5940	017080006242690000	1	R-3-1	01.7080.00.62.4269.0000	POTTER KRISTEN YVONNE	FLOYD ELLSWORTH POTTER	111 BLACK BEAR WAY	SOUTH MILLS NC 27976	333
5941	017080006254840000	0.89	R-3-1	01.7080.00.62.5484.0000	SMAIL BENJAMIN K.	MELISSA A. SMAIL	101 SOYFIELDS COURT	SOUTH MILLS NC 27976	334
5942	017080006263900000	1.02	R-3-1	01.7080.00.62.6390.0000	ABNER MELVIN R & QUIANA A		105 SOYFIELDS COURT	SOUTH MILLS NC 27976	335
5943	017080006281160000	0.93	R-3-1	01.7080.00.62.8116.0000	PANGBURN LISA M.	GLENN A. PANGBURN	109 SOYFIELDS COURT	SOUTH MILLS NC 27976	336
5944	017080006290250000	0.94	R-3-1	01.7080.00.62.9025.0000	KNAPIK DIANE LEE		111 SOYFIELD CT	SOUTH MILLS NC 27976	337
5945	017080007109350000	0.93	R-3-1	01.7080.00.71.0935.0000	MARSH ADRAIN S	LISA D MARSH	115 SOYFIELDS COURT	SOUTH MILLS NC 27976	338
5946	017080007118130000	1.09	R-3-1	01.7080.00.71.1813.0000	VALINE KENNETH MICHAEL	AMANDA TAYLOR VALINE	117 SOYFIELDS CT	SOUTH MILLS NC 27976	339
5947	017080007128820000	1.18	R-3-1	01.7080.00.71.2882.0000	BARONAS ROBERT J.	KELLY BAXTER BARONAS	119 SOYFIELDS COURT	SOUTH MILLS NC 27976	340
5948	017080006275970000	0.93	R-3-1	01.7080.00.62.7597.0000	VICKERY NOEL S.	JODY WILKERSON	117 BLACK BEAR WAY	SOUTH MILLS NC 27976	341
5949	017080006294440000	0.91	R-3-1	01.7080.00.62.9444.0000	BROOKS JONATHAN M		106 SOYFIELDS COURT	SOUTH MILLS NC 27976	342
5950	017080007203740000	0.96	R-3-1	01.7080.00.72.0374.0000	BERGIN JOSEPH F.	STEPHANIE M. BERGIN	108 SOYFIELD COURT	SOUTH MILLS NC 27976	343
5951	017080007212840000	0.92	R-3-1	01.7080.00.72.1284.0000	THOMAS DANIEL P. & DENISE G.		112 SOTFIELDS COURT	SOUTH MILLS NC 27976	344
5952	017080007231220000	0.94	R-3-1	01.7080.00.72.3122.0000	LARGENT CHARLES D.	KENDRA M. LARGENT	116 SOYFIELD COURT	SOUTH MILLS NC 27976	345
5953	017080007149480000	1.29	R-3-1	01.7080.00.71.4948.0000	ALBERT SUSAN M	DAWAYNE A ALBERT	118 SOYFIELDS COURT	SOUTH MILLS NC 27976	346
5954	017080005380420000	0.92	R-3-1	01.7080.00.53.8042.0000	CONRAD JOHN M.	JENNIFER C. CONRAD	118 OTTERS PLACE	SOUTH MILLS NC 27976	347
5960	017081007242840000	10.34	R-3-2	01.7081.00.72.4284.0000	WHITEHURST JAMES	C/O LORETTA WHITEHURST	222 MALLORY BUCK ROAD	GATES NC 27937	348
5962	017082000910850000	16.75	I-1	01.7082.00.09.1085.0000	W.W. REALTY ASSOCIATES LLC		5021 MORRIS NECK ROAD	VIRGINIA BEACH VA 23457	349
5976	017080005294450000	1.05	R-3-2	01.7080.00.52.9445.0000	DEININGER SHERRY & DWAYNE	ROBERT M. MCCOMBS	169 KEETER BARN ROAD	SOUTH MILLS NC 27976	350
5977	017080005286800000	1.16	R-3-2	01.7080.00.52.8680.0000	WILSON FRANK R.	JENNIFER D. WILSON	5718 AAVA	CORPUS CHRISTI TX 78414 4213	351
5984	017080001698680000	1.04	R-3-1	01.7080.00.16.9868.0000	SELLERS BYRON D.	LINDA L. SELLERS	124 DOCK LANDING LOOP	SOUTH MILLS NC 27976	352
6118	017081005164430000	0.95	R-3-2	01.7081.00.51.6443.0000	HARRELL CARLTON R.		241 CULPEPPER ROAD	SOUTH MILLS NC 27976	353
6231	017080005229310000	3.97	R-3-2	01.7080.00.52.2931.0000	JOLLEY CHARLES R.		180 KEETER BARN ROAD	SOUTH MILLS NC 27976	354
6232	017080005237020000	1.67	R-3-2	01.7080.00.52.3702.0000	BADGLEY RUTH VIRGINIA	WILLIAM D BADGLEY	178 KEETER BARN RD.	SOUTH MILLS NC 27976	355
6233	017080007654150000	6.26	R-3-2	01.7080.00.76.5415.0000	RAPER RONNIE WAYNE		179 ISLAND RD	SOUTH MILLS NC 27976 9719	356
6235	017080000841730000	1.39	HC	01.7080.00.08.4173.0000	CAMDEN COUNTY		117 NORTH 343	CAMDEN NC 27921	357
6236	017080005356480000	1.35	R-3-1	01.7080.00.53.5648.0000	CAPEWELL JOHN S.		108 OTTERS PLACE	SOUTH MILLS NC 27976	358
6245	017989004936000000	15.39	HC	01.7989.00.49.3600.0000	CAMDEN COUNTY	1	117 NORTH 343	CAMDEN NC 27921	359

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Camden County
NEW ENERGY. NEW VISION.

6250	017080006694010000	28.25	R-3-2	01.7080.00.66.9401.0000	RAPER C. RONNIE	PHYLLIS R. CARTWRIGHT	260 KEETER BARN ROAD	SOUTH MILLS NC 27976	360
6251	017080009827470000	1.27	R-3-2	01.7080.00.98.2747.0000	BOHN JEREMY D.		700 MAIN STREET	SOUTH MILLS NC 27976	361
6263	017081007204360000	4.57	R-3-2	01.7081.00.72.0436.0000	BRAGG FRANK & GARNETT		108 ISLAND ROAD	SOUTH MILLS NC 27976	362
6266	017072002659440000	0.92	R-3-2	01.7072.00.26.5944.0000	PONDEROSA LANDCO LLC		3301 BENSON DRIVE	RALEIGH NC 27609	363
6280	017080009843400000	3.35	R-3-2	01.7080.00.98.4340.0000	JONES DARLENE L.	JAMES D. JONES JR.	134 SANDY LANE	SOUTH MILLS NC 27976	364
6362	017082005848210000	9.39	I-1	01.7082.00.58.4821.0000	ROBERTS MARY LANE		370 PONDEROSA DRIVE	SOUTH MILLS NC 27976	365
6363	017082004898740000	9.32	I-1	01.7082.00.48.9874.0000	ROBERTS MARY LANE		370 PONDEROSA DRIVE	SOUTH MILLS NC 27976	366
6364	017081001777570000	3.61	R-3-2	01.7081.00.17.7757.0000	WHITEHURST LORETTA		179 MCPHERSON ROAD	SOUTH MILLS NC 27976	367
6381	017071008562540000	1.08	R-3-1	01.7071.00.85.6254.0000	PRINCESS A. BLDR OF CAMDEN LLC		1524 MOUNT PLEASANT ROAD	CHESAPEAKE VA 23322	368
6382	017071008573470000	1	R-3-1	01.7071.00.85.7347.0000	PRINCESS A. BLDR OF CAMDEN LLC		1524 MOUNT PLEASANT ROAD	CHESAPEAKE VA 23322	369
6383	017071008574870000	1	R-3-1	01.7071.00.85.7487.0000	PRINCESS A. BLDR OF CAMDEN LLC		1524 MOUNT PLEASANT ROAD	CHESAPEAKE VA 23322	370
6384	017071008585690000	1.02	R-3-1	01.7071.00.85.8569.0000	PRINCESS A. BLDR OF CAMDEN LLC		1524 MOUNT PLEASANT ROAD	CHESAPEAKE VA 23322	371
6385	017071008597200000	1.06	R-3-1	01.7071.00.85.9720.0000	PRINCESS A. BLDR OF CAMDEN LLC		1524 MOUNT PLEASANT ROAD	CHESAPEAKE VA 23322	372
6386	017071009669820000	1	R-3-1	01.7071.00.96.6982.0000	RIVERA TIRSO	MARIA RIVERA	176 MCPHERSON ROAD	SOUTH MILLS NC 27976	373
6387	017071009770450000	1	R-3-1	01.7071.00.97.7045.0000	REID HELENA L.		178 MCPHERSON ROAD	SOUTH MILLS NC 27976	374
6388	017071009668110000	1	R-3-1	01.7071.00.96.6811.0000	GALLOP AARON JR.	BEVERLY A. GALLOP	174 MCPHERSON ROAD	SOUTH MILLS NC 27976	375
6389	017071009657410000	1	R-3-1	01.7071.00.96.5741.0000	EWELL JOYCE C.	THOMAS D. EWELL	172 MCPHERSON ROAD	SOUTH MILLS NC 27976	376
6390	017071009645890000	1	R-3-1	01.7071.00.96.4589.0000	WIGGS DEEMS C.	LILLIAN A WIGGS	170 MCPHERSON ROAD	SOUTH MILLS NC 27976	377
6391	017071009645300000	1	R-3-1	01.7071.00.96.4530.0000	LINDSAY BARRY K.		168 MCPHERSON ROAD	SOUTH MILLS NC 27976	378
6392	017071009633580000	1	R-3-1	01.7071.00.96.3358.0000	NORD DEREK	ANNE FOMINA	166 MCPHERSON ROAD6	SOUTH MILLS NC 27976	379
6393	017071009622970000	1	R-3-1	01.7071.00.96.2297.0000	KENNEY JEFFREY D & KIMBERLEE S		164 MCPHERSON ROAD	SOUTH MILLS NC 27976	380
6394	017071009621470000	1	R-3-1	01.7071.00.96.2147.0000	ROBERTS JESSIE V.	MICHELLE R. ROBERTS	162 MCPHERSON ROAD	SOUTH MILLS NC 27976	381
6395	017081003387580000	1	R-3-1	01.7081.00.33.8758.0000	PRINCESS A. BLDR OF CAMDEN LLC		1524 MOUNT PLEASANT ROAD	CHESAPEAKE VA 23322	382
6396	017081003388500000	1	R-3-1	01.7081.00.33.8850.0000	PRINCESS A. BLDR OF CAMDEN LLC		1524 MOUNT PLEASANT ROAD	CHESAPEAKE VA 23322	383
6397	017081003397710000	1	R-3-1	01.7081.00.33.9771.0000	PRINCESS A. BLDR OF CAMDEN LLC		1524 MOUNT PLEASANT ROAD	CHESAPEAKE VA 23322	384
6398	017081004306740000	1	R-3-1	01.7081.00.43.0674.0000	PRINCESS A. BLDR OF CAMDEN LLC		1524 MOUNT PLEASANT ROAD	CHESAPEAKE VA 23322	385
6399	017081004315880000	1	R-3-1	01.7081.00.43.1588.0000	PRINCESS A. BLDR OF CAMDEN LLC		1524 MOUNT PLEASANT ROAD	CHESAPEAKE VA 23322	386
6400	017081004344070000	1	R-3-1	01.7081.00.43.4407.0000	PRINCESS A. BLDR OF CAMDEN LLC		1524 MOUNT PLEASANT ROAD	CHESAPEAKE VA 23322	387
6401	017081004354210000	1.08	R-3-1	01.7081.00.43.5421.0000	PRINCESS A. BLDR OF CAMDEN LLC		1524 MOUNT PLEASANT ROAD	CHESAPEAKE VA 23322	388
6402	017081002447100000	1.05	R-3-1	01.7081.00.24.4710.0000	PRINCESS A. BLDR OF CAMDEN LLC		1524 MOUNT PLEASANT ROAD	CHESAPEAKE VA 23322	389
6403	017081002456010000	1.14	R-3-1	01.7081.00.24.5601.0000	PRINCESS A. BLDR OF CAMDEN LLC		1524 MOUNT PLEASANT ROAD	CHESAPEAKE VA 23322	390
6404	017081002465100000	1.22	R-3-1	01.7081.00.24.6510.0000	PRINCESS A. BLDR OF CAMDEN LLC		1524 MOUNT PLEASANT ROAD	CHESAPEAKE VA 23322	391
6405	017081002474530000	1.14	R-3-1	01.7081.00.24.7453.0000	PRINCESS A. BLDR OF CAMDEN LLC		1524 MOUNT PLEASANT ROAD	CHESAPEAKE VA 23322	392
6406	017081002483670000	1.04	R-3-1	01.7081.00.24.8367.0000	PRINCESS A. BLDR OF CAMDEN LLC		1524 MOUNT PLEASANT ROAD	CHESAPEAKE VA 23322	393
6407	017081002493700000	1.04	R-3-1	01.7081.00.24.9370.0000	PRINCESS A. BLDR OF CAMDEN LLC		1524 MOUNT PLEASANT ROAD	CHESAPEAKE VA 23322	394
6408	017081003402950000	1	R-3-1	01.7081.00.34.0295.0000	PRINCESS A. BLDR OF CAMDEN LLC		1524 MOUNT PLEASANT ROAD	CHESAPEAKE VA 23322	395
6409	017081003402720000	1.17	R-3-1	01.7081.00.34.0272.0000	PRINCESS A. BLDR OF CAMDEN LLC		1524 MOUNT PLEASANT ROAD	CHESAPEAKE VA 23322	396
6410	017081003411850000	1	R-3-1	01.7081.00.34.1185.0000	PRINCESS A. BLDR OF CAMDEN LLC		1524 MOUNT PLEASANT ROAD	CHESAPEAKE VA 23322	397
6411	017081003430180000	1	R-3-1	01.7081.00.34.3018.0000	PRINCESS A. BLDR OF CAMDEN LLC		1524 MOUNT PLEASANT ROAD	CHESAPEAKE VA 23322	398
6412	017081003340120000	1	R-3-1	01.7081.00.33.4012.0000	PRINCESS A. BLDR OF CAMDEN LLC		1524 MOUNT PLEASANT ROAD	CHESAPEAKE VA 23322	399
6413	017081003369310000	1	R-3-1	01.7081.00.33.6931.0000	PRINCESS A. BLDR OF CAMDEN LLC		1524 MOUNT PLEASANT ROAD	CHESAPEAKE VA 23322	400
6414	017081001573650000	1.2	R-3-1	01.7081.00.15.7365.0000	PRINCESS A. BLDR OF CAMDEN LLC		1524 MOUNT PLEASANT ROAD	CHESAPEAKE VA 23322	401
6415	017081001582760000	1.04	R-3-1	01.7081.00.15.8276.0000	PRINCESS A. BLDR OF CAMDEN LLC		1524 MOUNT PLEASANT ROAD	CHESAPEAKE VA 23322	402
6416	017081001591560000	1.04	R-3-1	01.7081.00.15.9156.0000	PRINCESS A. BLDR OF CAMDEN LLC		1524 MOUNT PLEASANT ROAD	CHESAPEAKE VA 23322	403
6417	017081002500570000	1.04	R-3-1	01.7081.00.25.0057.0000	PRINCESS A. BLDR OF CAMDEN LLC		1524 MOUNT PLEASANT ROAD	CHESAPEAKE VA 23322	404
6418	017081002419480000	1.04	R-3-1	01.7081.00.24.1948.0000	PRINCESS A. BLDR OF CAMDEN LLC		1524 MOUNT PLEASANT ROAD	CHESAPEAKE VA 23322	405
6419	017081002428380000	1.04	R-3-1	01.7081.00.24.2838.0000	MARTIN ROBERT A.	TRACIE M. MARTIN	246 MCPHERSON ROAD	SOUTH MILLS NC 27976	406
6420	017081002438300000	1.04	R-3-1	01.7081.00.24.3830.0000	PRINCESS A. BLDR OF CAMDEN LLC		1524 MOUNT PLEASANT ROAD	CHESAPEAKE VA 23322	407
6421	017081001601700000	1	R-3-1	01.7081.00.16.0170.0000	HOPSON SHAWN P.	BERNADETTE G. HOPSON	214 MCPHERSON ROAD	SOUTH MILLS NC 27976	408
6422	017081001610600000	1	R-3-1	01.7081.00.16.1060.0000	COULTER TRAVIS N.	HELEN F. COULTER	216 MCPHERSON ROAD	SOUTH MILLS NC 27976	409
6423	017081001529410000	1	R-3-1	01.7081.00.15.2941.0000	PRINCESS A. BLDR OF CAMDEN LLC		1524 MOUNT PLEASANT ROAD	CHESAPEAKE VA 23322	410
6424	017081001538220000	1	R-3-1	01.7081.00.15.3822.0000	SHOCKLEY SAMUEL R.	MICHELE A SHOCKLEY	222 MCPHERSON ROAD	SOUTH MILLS NC 27976	411
6425	017081001547110000	1.28	R-3-1	01.7081.00.15.4711.0000	BARRY EDWARD J.	DANIELLE L. BARRY	224 MCPHERSON ROAD	SOUTH MILLS NC 27976	412
6426	017081001556410000	1.16	R-3-1	01.7081.00.15.5641.0000	BYRUM CHARLES L.	JENNIFER L. BYRUM	226 MCPHERSON ROAD	SOUTH MILLS NC 27976	413
6427	017081001565200000	1.2	R-3-1	01.7081.00.15.6520.0000	PRINCESS A. BLDR OF CAMDEN LLC		1524 MOUNT PLEASANT ROAD	CHESAPEAKE VA 23322	414
6428	017081000674250000	1	R-3-1	01.7081.00.06.7425.0000	MARSH STEVEN E.	ROSANNA M. MARSH	204 MCPHERSON ROAD	SOUTH MILLS NC 27976	415
6429	017081000683070000	1	R-3-1	01.7081.00.06.8307.0000	FIELDS GERRY W.		206 MCPHERSON ROAD	SOUTH MILLS NC 27976	416
6430	017081000682970000	1	R-3-1	01.7081.00.06.8297.0000	CARAFELLO RYAN J.		210 MCPHERSON ROAD	SOUTH MILLS NC 27976	417
6431	017081000691980000	1	R-3-1	01.7081.00.06.9198.0000	CHENIER RAYMOND G.	CAROL M. CHENIER	212 MCPHERSON ROAD	SOUTH MILLS NC 27976	418
6432	017081000710190000	1	R-3-1	01.7081.00.07.1019.0000	PRINCESS A. BLDR OF CAMDEN LLC		1524 MOUNT PLEASANT ROAD	CHESAPEAKE VA 23322	419
6433	017081000720000000	1	R-3-1	01.7081.00.07.2000.0000	PRINCESS A. BLDR OF CAMDEN LLC		1524 MOUNT PLEASANT ROAD	CHESAPEAKE VA 23322	420
6434	017081000629900000	1	R-3-1	01.7081.00.06.2990.0000	TAYLOR MICHAEL STORMAN	HEATHER DAWN TAYLOR	192 MCPHERSON ROAD	SOUTH MILLS NC 27976	421
6435	017081000638720000	1	R-3-1	01.7081.00.06.3872.0000	CRIDER MICHAEL A.	KRISTINE CRIDER	194 MCPHERSON ROAD	SOUTH MILLS NC 27976	422
6436	017081000647520000	1	R-3-1	01.7081.00.06.4752.0000	RUMMEL LARRY D.	RUTH ANN RUMMEL	196 MCPHERSON ROAD	SOUTH MILLS NC 27976	423
6437	017081000656430000	1	R-3-1	01.7081.00.06.5643.0000	JOHNS GEORGE WILLIAM	APRIL DANIELLE JOHNS	200 MCPHERSON RD	SOUTH MILLS NC 27976	424
6438	017081000665350000	1	R-3-1	01.7081.00.06.6535.0000	RUTTER BRYANW.		202 MCPHERSON ROAD	SOUTH MILLS NC 27976	425
6439	017071009610460000	1.08	R-3-1	01.7071.00.96.1046.0000	MARK ERIC A. & CYNTHIA M.		160 MCPHERSON ROAD	CAMDEN NC 27921	426
6440	017071009792880000	1.52	R-3-1	01.7071.00.97.9288.0000	PAULSEN SHAUN R.	JEFFREY M. PAULSEN	182 MCPHERSON ROAD	SOUTH MILLS NC 27976	427
6441	017071009781170000	1.39	R-3-1	01.7071.00.97.8117.0000	PRINCESS A. BLDR OF CAMDEN LLC		1524 MOUNT PLEASANT ROAD	CHESAPEAKE VA 23322	428
6446	017080003616690000	1.09	R-3-1	01.7080.00.36.1669.0000	DANGANAN ALAN N.	ROSARIO D. DANGANAN	170 PIER LANDING LOOP	SOUTH MILLS NC 27976	429
6447	017080003625360000	0.98	R-3-1	01.7080.00.36.2536.0000	GRAY JENINE E.	DOMINIC A. GRAY	172 PIER LANDING LOOP	SOUTH MILLS NC 27976	430
6448	017080003624400000	0.98	R-3-1	01.7080.00.36.2440.0000	SIMMONS FRED D.	PHYLLIS A SIMMONS	174 PIER LANDING LOOP	SOUTH MILLS NC 27976	431

Study Area Parcel Identification



Camden County
NEW ENERGY. NEW VISION.

6449	017080003633130000	0.98	R-3-1	01.7080.00.36.3313.0000	SHANE DONALD J.	KATHLEEN J. SHANE	180 PIER LANDING LOOP	SOUTH MILLS NC 27976	432
6450	017080003632500000	0.98	R-3-1	01.7080.00.36.3250.0000	HOWARD TOVIN T. & DASHAUN A.		182 PIER LANDING LOOP	SOUTH MILLS NC 27976	433
6451	017080003640190000	0.98	R-3-1	01.7080.00.36.4019.0000	ROLLINGS CURTIS F.	JAMIE M. ROLLINGS	184 PIER LANDING LOOP	SOUTH MILLS NC 27976	434
6452	017080003549680000	1.09	R-3-1	01.7080.00.35.4968.0000	CUMMINGS JOSEPH		186 PIER LANDING LOOP	SOUTH MILLS NC 27976	435
6453	017080002574800000	1.12	R-3-1	01.7080.00.25.7480.0000	SPARLING ROBERT C. & LINDA K.		161 DOCK LANDING LOOP	SOUTH MILLS NC 27976	436
6454	017080003504470000	0.95	R-3-1	01.7080.00.35.0447.0000	DEMPS ANTWION D.	RICHELLE D. DEMPS	167 DOCK LANDING LOOP	SOUTH MILLS NC 27976	437
6455	017080003515730000	0.98	R-3-1	01.7080.00.35.1573.0000	RAWLS MARK C. & WENDY M.		4354 BROWNING LANE	ROCKLEDGE FL 32955 6701	438
6456	017080003525860000	1	R-3-1	01.7080.00.35.2586.0000	HICKS MICHAEL T.	SHIREE M. HICKS	171 DOCK LANDING LOOP	SOUTH MILLS NC 27976	439
6457	017080003536940000	1.03	R-3-1	01.7080.00.35.3694.0000	BRANDT DALE K.	AMANDA F. BRANDT	175 DOCK LANDING LOOP	SOUTH MILLS NC 27976	440
6458	017080003556260000	1.03	R-3-1	01.7080.00.35.5626.0000	WAINWRIGHT QUENTIN C.		177 DOCK LANDING LOOP	SOUTH MILLS NC 27976	441
6459	017080003567420000	1.35	R-3-1	01.7080.00.35.6742.0000	BALDWIN ANTONIO D.		179 DOCK LANDING LOOP	SOUTH MILLS NC 27976	442
6460	017080002553120000	1.14	R-3-1	01.7080.00.25.5312.0000	CAMDEN SQUARE ASSOCIATES		524 WINSTON SALEM AVENUE	VIRGINIA BEACH VA 23451	443
6461	017080002554860000	0.94	R-3-1	01.7080.00.25.5486.0000	CAMDEN SQUARE ASSOCIATES		524 WINSTON SALEM AVENUE	VIRGINIA BEACH VA 23451	444
6462	017080002535570000	0.94	R-3-1	01.7080.00.25.3557.0000	CAMDEN SQUARE ASSOCIATES		524 WINSTON SALEM AVENUE	VIRGINIA BEACH VA 23451	445
6463	017080001671950000	3.28	HC	01.7080.00.16.7195.0000	CAMDEN SQUARE ASSOCIATES		524 WINSTON SALEM AVENUE	VIRGINIA BEACH VA 23451	446
6464	017080002518540000	0.98	R-3-1	01.7080.00.25.1854.0000	GINN BRYAN J.	KRISTA M. GINN	147 DOCK LANDING LOOP	SOUTH MILLS NC 27976	447
6465	017080002526080000	1.22	R-3-1	01.7080.00.25.2608.0000	SKINNER TRACY M.		151 DOCK LANDING LOOP	SOUTH MILLS NC 27976	448
6466	017080002558630000	0.97	R-3-1	01.7080.00.25.5863.0000	BOOTHE CARL R.	DONNA C. BOOTHE	148 DOCK LANDING LOOP	SOUTH MILLS NC 27976	449
6467	017080002566380000	1.17	R-3-1	01.7080.00.25.6638.0000	GARMON JOSHUA T.	NICOLE D. HEATH	154 DOCK LANDING LOOP	SOUTH MILLS NC 27976	450
6468	017080002548990000	0.98	R-3-1	01.7080.00.25.4899.0000	STACY JOSHUA J.	TIFFANY S. STACY	146 DOCK LANDING LOOP	SOUTH MILLS NC 27976	451
6469	017080002685240000	1.31	R-3-1	01.7080.00.26.8524.0000	CAMDEN SQUARE ASSOCIATES		524 WINSTON SALEM AVENUE	VIRGINIA BEACH VA 23451	452
6470	017080002684710000	0.98	R-3-1	01.7080.00.26.8471.0000	CAMDEN SQUARE ASSOCIATES		524 WINSTON SALEM AVENUE	VIRGINIA BEACH VA 23451	453
6471	017080002693300000	0.98	R-3-1	01.7080.00.26.9330.0000	CAMDEN SQUARE ASSOCIATES		524 WINSTON SALEM AVENUE	VIRGINIA BEACH VA 23451	454
6472	017080002691780000	0.98	R-3-1	01.7080.00.26.9178.0000	CAMDEN SQUARE ASSOCIATES		524 WINSTON SALEM AVENUE	VIRGINIA BEACH VA 23451	455
6473	017080004720550000	155.29	R-3-1	01.7080.00.47.2055.0000	CAMDEN SQUARE ASSOCIATES		524 WINSTON SALEM AVENUE	VIRGINIA BEACH VA 23451	456
6474	017080002409360000	113.92	HC	01.7080.00.24.0936.0000	CAMDEN SQUARE ASSOCIATES		524 WINSTON SALEM AVENUE	VIRGINIA BEACH VA 23451	457
6475	017080001625540000	1.07	R-3-1	01.7080.00.16.2554.0000	CAMDEN SQUARE ASSOCIATES		524 WINSTON SALEM AVENUE	VIRGINIA BEACH VA 23451	458
6476	017080002600380000	1.06	R-3-1	01.7080.00.26.0038.0000	GUTIERREZ RICHARD L.	CHRISTINE D. GUTIERREZ	143 DOCK LANDING LOOP	SOUTH MILLS NC 27976	459
6477	017080001693070000	1.06	R-3-1	01.7080.00.16.9307.0000	BULONE DENISE JEANETTE	DOMINICK BULONE	135 DOCK LANDING LOOP	SOUTH MILLS NC 27976	460
6478	017080002616700000	1.35	R-3-1	01.7080.00.26.1670.0000	CAMDEN SQUARE ASSOCIATES		524 WINSTON SALEM AVENUE	VIRGINIA BEACH VA 23451	461
6479	017080002624580000	0.98	R-3-1	01.7080.00.26.2458.0000	MEEKINS JOSHUA M.	MELINDA K. JONES	134 DOCK LANDING LOOP	SOUTH MILLS NC 27976	462
6480	017080002623960000	0.98	R-3-1	01.7080.00.26.2396.0000	KINDER CHRISTOPHER A.	MELINDA S. KINDER	136 DOCK LANDING LOOP	SOUTH MILLS NC 27976	463
6481	017080002661840000	5.84	R-3-1	01.7080.00.26.6184.0000	CAMDEN SQUARE ASSOCIATES		524 WINSTON SALEM AVENUE	VIRGINIA BEACH VA 23451	464
6482	017080002641020000	0.98	R-3-1	01.7080.00.26.4102.0000	ROASA RYAN S.	JULIANNE S. ROASA	140 DOCK LANDING LOOP	SOUTH MILLS NC 27976	465
6606	017080003433150000	13.1	R-3-2	01.7080.00.34.3315.0000	ALBERTSON RONNIE O.		194 KEETER BARN ROAD	SOUTH MILLS NC 27976	466
6713	017080002279720000	0.92	HC	01.7080.00.22.7972.0000	SOUTH MILLS WATER ASSN		PO BOX 279	SOUTH MILLS NC 27976 0279	467
6715	017081000362300000	1.25	R-3-1	01.7081.00.03.6230.0000	CAMDEN PLANTATION PROPERTIES	INC. 1	544 NEWTOWN ROAD	VIRGINIA BEACH VA 23462	468
6716	017080003594330000	1.19	R-3-1	01.7080.00.35.9433.0000	LOWRY MICHAEL A.		165 DOCK LANDING LOOP	SOUTH MILLS NC 27976	469
6717	017080002541450000	1.29	HC	01.7080.00.25.4145.0000	CAMDEN SQUARE ASSOCIATES		524 WINSTON SALEM AVENUE	VIRGINIA BEACH VA 23451	470
6718	017081003600570000	0.98	R-3-1	01.7081.00.36.0057.0000	CAMDEN SQUARE ASSOCIATES		524 WINSTON SALEM AVENUE	VIRGINIA BEACH VA 23451	471
6719	017081003509460000	0.98	R-3-1	01.7081.00.35.0946.0000	CAMDEN SQUARE ASSOCIATES		524 WINSTON SALEM AVENUE	VIRGINIA BEACH VA 23451	472
6720	017081003518320000	1.18	R-3-1	01.7081.00.35.1832.0000	WEATHERS JILL M.		185 PIER LANDING LOOP	SOUTH MILLS NC 27976	473
6721	017080011692730000	1.06	R-3-1	01.7080.01.16.9273.0000	PICHELOUPE ELLIS E. & TAMERA A.		804 COLINGTON DR	KILL DEVIL HILLS NC 27948	474
6722	017080002632540000	0.98	R-3-1	01.7080.00.26.3254.0000	SWINSKI DONNA MAE	ROBERT ANTHONY SWINSKI	138 DOCK LANDING LOOP	SOUTH MILLS NC 27976	475
6726	017080034111860000	3	HC	01.7080.03.41.1186.0000	CAMDEN COUNTY		117 NORTH 343	CAMDEN NC 27921	476
6737	017081006231680000	1.99	R-3-2	01.7081.00.62.3168.0000	NASH REBECCA		265 SHARON CHURCH ROAD	SOUTH MILLS NC 27976	477
6805	017082009809010000	93.92	I-1	01.7082.00.98.0901.0000	CITY OF CHESAPEAKE	DEPARTMENT OF PUBLIC UTILI	P.O. BOX 15225	CHESAPEAKE VA 23328	478
6806	017092001800930000	0.53	I-1	01.7092.00.18.0093.0000	KNOWLES JOHN F.		305 PONDEROSA DRIVE	SOUTH MILLS NC 27976	479
6807	017092000862590000	7.37	I-1	01.7092.00.08.6259.0000	W.E. MEIGGS & SON LOGGING		1075 NORTH 343	SOUTH MILLS NC 27976	480
6816	017082002245780000	1353.52	I-1	01.7082.00.22.4578.0000	N. T. LEWIS LLC		P.O. BOX 147	GATESVILLE NC 27938	481
6817	017082002635130000	1000.67	I-1	01.7082.00.26.3513.0000	BLACK BEAR DISPOSAL LLC	6	3301 BENSON DRIVE	RALEIGH NC 27609	482
6864	017080001915600000	10.23	R-3-2	01.7080.00.19.1560.0000	RUSSELL GILES H. & APRIL S.		130 CULPEPPER ROAD	SOUTH MILLS NC 27976	483
6964	017071007287780000	63.49	GU	01.7071.00.72.8778.0000	NC DEPT. TRANSPORTATION		US 17 NORTH	ELIZABETH CITY NC 27909	484
7132	017071006989590000	98.52	PUD	01.7071.00.69.8959.0000	CAMDEN COUNTY		117 NORTH 343	CAMDEN NC 27921	485
7137	017082001916610000	2.5	I-1	01.7082.00.19.1661.0000	WILLIAMS FARMS OF NC		P.O. BOX 7100	VIRGINIA BEACH VA 23457 0100	486
7143	100000000000000000	7.14							487
7162	027080012524140000	1.15	R-3-1						488
7163	027080012522630000	1.16	R-3-1						489

Parcel Data Recommendations



Camden County

Construction Properties of The Largest Tracts in the Study Area

<u>ID</u>	<u>Name</u>	<u>Acres</u>	<u>Soil Types</u>	<u>Limitations For Structures</u>	<u>Limitations for Roads</u>	<u>Limitations for Septic</u>	<u>Flooding</u>	<u>Remarks</u>
481	N. T. LEWIS LLC	1,354	Mostly Belhaven and Roper Muck	Severe-Low Strength and Subsidence	Severe: low strength and subsidence	Severe:wetness	None	Hydric Soils - significant wetlands likely
482	BLACK BEAR DISPOSAL LLC	1,001	Wasda Muck, Roper Muck, Belhaven Muck, Pugo Muck with small Amounts of Portsmouth, Perquimans and Hyde Silty Loam	Severe-Low Strength and Subsidence	Severe: low strength and subsidence	Severe:wetness	None	Hydric Soils - significant wetlands likely
11	CAMDEN PLANTATION PROPERTIES	606	Tomotley Fine Sandy Loam, Perquimans Silt Loam, Roanoke Silt Loam, and Portsmouth Fine Sandy Loam	Severe:wetness	Severe: low strength	Severe:wetness	None	Hydric Soils - significant wetlands likely
175	WHITEHURST JAMES A.	511	Mostly Tomotley and Nimmo sandy loam in the center of the site; 120 acres of Hyde silt loam and Wasda muck to the north; and 110 acres of Perquimans and Hyde silt loam to the south	Severe: wetness, Wasda muck subsides	Severe: low strength	Severe-Wetness	None	Hydric Soils - significant wetlands likely
119	LEWIS FAMILY LIMITED	471	Roper, Belhaven and, Wasda muck	Severe-Low Strength and Subsidence	Severe: low strength and subsidence	Severe:wetness	None	Hydric Soils - significant wetlands likely
150	CAMDEN COUNTY	263	39 acres: Augusta Fine Sandy Loam; Remainder: Tomotley Fine Sandy Loam and Hyde Silt Loam	Severe: wetness	Severe: low strength and wetness; Augusta: moderate	Severe: wetness	None	Tomotley is hydric; Augusta is not
456	CAMDEN SQUARE ASSOCIATES	155	Roanoke silt loam	Severe: wetness	Severe: low strength, wetness	Severe: wetness, percs slowly	None	Hydric Soils - significant wetlands likely
125	SAWYER EVERETT L.	117	Roper Muck	Severe-Low Strength and Subsidence	Severe: low strength and subsidence	Severe:wetness	None	Hydric Soils - significant wetlands likely
152	B & M INVESTMENTS OF NC LLC	115	Hyde silt Loam, Belhaven muck	Severe-Low Strength and Subsidence	Severe: low strength and subsidence	Severe:wetness	None	Hydric Soils - significant wetlands likely
457	CAMDEN SQUARE ASSOCIATES	114	Roanoke and Cape Fear Silt Loam	Severe:wetness	Severe: low strength	Severe:wetness	None	Hydric Soils - significant wetlands likely

Parcel Data Recommendations



Camden County

Construction Properties of The Largest Tracts in the Study Area

<u>ID</u>	<u>Name</u>	<u>Acres</u>	<u>Soil Types</u>	<u>Limitations For Structures</u>	<u>Limitations for Roads</u>	<u>Limitations for Septic</u>	<u>Flooding</u>	<u>Remarks</u>
127	SAWYER EVERETT L.	100	Roper and Wasda muck	Severe-Low Strength and Subsidence	Severe: low strength and subsidence	Severe:wetness	None	Hydric Soils - significant wetlands likely
154	JOHNSON THOMAS PATRICK	99	11 acres Augusta fine sandy loam; 43 acres Altavista fine sandy loam; remainder Cape Fear and Roanoke silt loam	Severe: wetness	Severe: low strength and wetness; Augusta and Altavista: moderate	Severe: wetness	None	Cape Fear and Roanoke is hydric; Augusta and Altavista is not
485	CAMDEN COUNTY	99	Portsmouth fine sandy loam	Severe:wetness	Severe: low strength	Severe:wetness	None	Hydric Soils - significant wetlands likely
187	W.W. REALTY ASSOCIATES LLC	95	Portsmouth fine sandy loam and Wasda muck	Severe-Low Strength and Subsidence	Severe: low strength and Wasda muck noted for subsidence	Severe:wetness	None	Hydric Soils - significant wetlands likely
478	CITY OF CHESAPEAKE	94	Pungo and Belhaven muck	Severe-Low strength and subsidence	Severe: low strength and subsidence	Severe:wetness	None	Hydric Soils - significant wetlands likely
101	WHITEHURST DORIS	92	Tomotley fine sandy loam, Hyde and Perquimans Silt Loam	Severe:wetness	Severe: low strength	Severe:wetness	None	Hydric Soils - significant wetlands likely

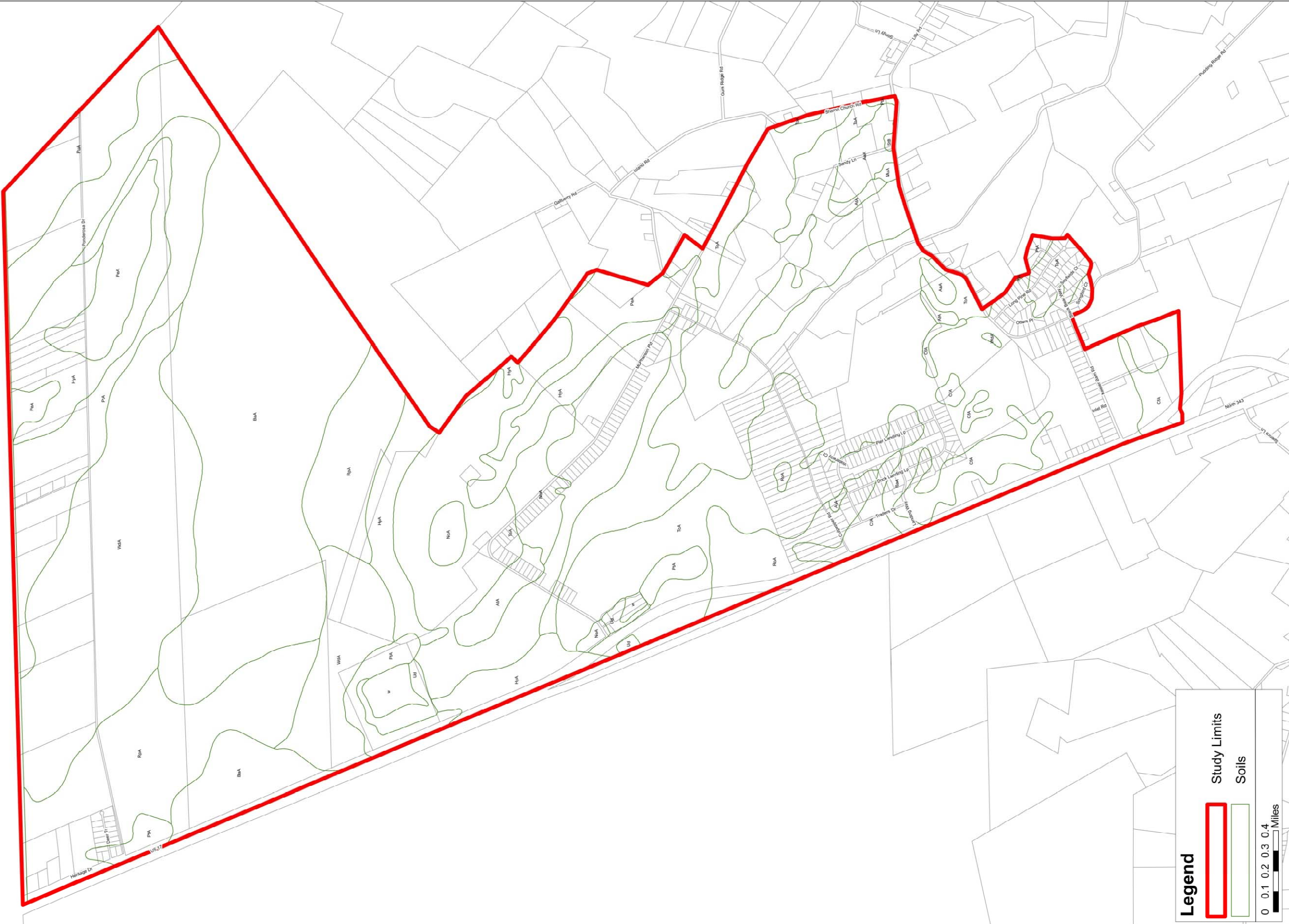
Notes:

1. Much of the soils of the corridor present a challenge for construction of roads and structures. Conversations with the builders of US 17 revealed that for highway construction in the area the soils are typically stripped to a depth of 2 to 3 feet and refilled with sands native to the area which underly the site soils. The presence of and depth to the sands may vary widely and during recent construction on tract 486, the sand layer was found to be 4 to 5 feet below grade. Geotechnical investigations should be conducted prior to designating a particular site for development.
2. Hydric soils are prevalent, this means that much of the soils are wet for extended periods. These soils may meet the definition of 404 regulated wetlands when the requisite wetland vegetation is present. Wetland surveys are recommended as an early part of the development of any sites in this corridor.
3. On-site septic systems will present a challenge to any development. Central collection and treatment is recommended.
4. This review of the sites was limited to the tracts larger than 90 acres. The smaller sites may also present opportunities for development of the corridor, but for overall planning the larger contiguous sites are most likely to support the desired land useage.

Study Area Soils Map



Camden County US 17 Corridor Soils



Legend

- Study Limits
- Soils

0 0.1 0.2 0.3 0.4 Miles

Soil Series Characteristics

Table 23
Camden County
Soil Series Characteristics

Map Symbol	Soil Series	Slope	Depth to Seasonal High H ₂ O Table (ft)	Flooding Frequency (Surface)	Dwellings without Basements	Streets & Roads	Septic Tanks	Total Acreage	% of Each Soil
AaA	Altavista fine sandy loam	0-2%	1.5 to 2.5 ft.	none	Moderate: wetness	Moderate: wetness, low strength	Severe: wetness	2,663.65	1.72%
AtA	Augusta fine sandy loam	0-2%	1 to 2 feet	none	Severe: wetness	Moderate: wetness, low strength	Severe: wetness	1,217.27	0.79%
BaA	Belhaven muck	0-2%	0 to 1 foot	none	Severe: wetness, low strength	Severe: wetness	Severe: wetness, percs slowly	12,020.74	7.75%
BoA	Bojac loamy sand	0-3%	4 to 6 feet	none	Slight	Slight	Moderate: wetness	1,831.41	1.18%
CfA	Cape Fear silt loam	0-2%	0 to 1.5 feet	none	Severe: wetness	Severe: low strength, wetness	Severe: wetness, percs slowly	2,940.54	1.90%
ChA	Chapanoke silt loam	0-2%	0.5 to 1.5 feet	none	Severe: wetness	Severe: low strength, wetness	Severe: wetness, percs slowly	1,824.41	1.18%
CoA	Chowan silt loam	0-2%	0 to 0.5 foot	Frequent: very long Nov-Apr	Severe: flooding, wetness	Severe: low strength, wetness, flooding	Severe: flooding wetness, percs slowly	5,352.77	3.45%
DoA	Dorovan muck	0-1%	-0.5 to 1 foot	Frequent: very long Jan-Dec	Severe: subsides, flooding, ponding	Severe: subsides, ponding, flooding	Severe: subsides, flooding, ponding	27,339.97	17.63%
HoA	Hobonny muck	0-1%	-0.5 to 1 foot	Frequent: very long Jan-Dec	Severe: flooding, low strength ponding	Severe: ponding, flooding	Severe: flooding, ponding	1,416.93	0.91%
HyA	Hyde silt loam	0-2%	0 to 1.5 feet	none	Severe: wetness	Severe: low strength, wetness	Severe: wetness, percs slowly	6,422.15	4.14%
MuA	Munden loamy sand	0-2%	1.5 to 2.5 ft.	none	Moderate: wetness	Moderate: wetness	Severe: wetness, poor filter	1,908.59	1.23%
NoA	Nimmo sandy loam	0-2%	0 to 1 foot	none	Severe: wetness	Severe: wetness	Severe: wetness, poor filter	1,787.31	1.15%

Soil Series Characteristics

Table 23 (continued)

Map Symbol	Soil Series	Slope	Depth to Seasonal High H ₂ O Table (ft)	Flooding Frequency (Surface)	Dwellings without Basements	Streets & Roads	Septic Tanks	Total Acreage	% of Each Soil
PeA	Perquimans silt loam	0-2%	0 to 1 foot	none	Severe: wetness	Severe: low strength, wetness	Severe: wetness, percs slowly	16,957.04	10.94%
PtA	Portsmouth fine sandy loam	0-2%	0 to 1 foot	none	Severe: wetness	Severe: wetness	Severe: wetness, poor filter	7,159.14	4.62%
PuA	Pungo muck	0-2%	0 to 1 foot	none	Severe: subsides, wetness, low strength	Severe: subsides, wetness, low strength	Severe: subsides, wetness, percs slowly	23,377.44	15.08%
RoA	Roanoke silt loam	0-2%	0 to 1 foot	none	Severe: wetness	Severe: low strength, wetness	Severe: wetness, percs slowly	13,116.60	8.46%
RpA	Roper muck	0-2%	0 to 1.5 feet	none	Severe: wetness	Severe: low strength, wetness	Severe: wetness, percs slowly	5,998.40	3.87%
SeA	Seabrook fine sand	0-2%	2 to 4 feet	none	Moderate: wetness	Moderate: wetness	Severe: wetness, poor filter	795.72	0.51%
StA	State fine sandy loam	0-2%	3 to 5 feet	none	Slight	Moderate: low strength	Moderate: wetness, percs slowly	756.50	0.49%
StB	State fine sandy loam	2-6%	3 to 5 feet	none	Slight	Moderate: low strength	Moderate: wetness, percs slowly	192.27	0.12%
ToA	Tomotley fine sandy loam	0-2%	0 to 1 foot	none	Severe: wetness	Severe: wetness	Severe: wetness, percs slowly	12,985.26	8.37%
Ud	Udorhents loamy	loamy						761.69	0.49%
WdA	Wasda muck	0-2%	0 to 1 foot	none	Severe: wetness	Severe: wetness	Severe: wetness	2,007.31	1.29%
YeA	Yeopim silt loam	0-2%	1.5 to 3.0 ft.	none	Severe: wetness	Severe: low strength	Severe: wetness, percs slowly	2,215.01	1.43%

Source: Soil Survey of Camden County, North Carolina.