

**2009 C.A.M.A. LAND USE PLAN UPDATE
TOWN OF BRIDGETON, NORTH CAROLINA**

**PREPARED BY:
TOWN COMMISSIONER MARY SPANO**

**STEERING COMMITTEE:
TOWN COMMISSIONER MARY SPANO
VIRGINIA SPENCER
JUDY STASINOPOLOUS**

**PREPARED FOR:
2009 BOARD OF COMMISSIONERS**

RODMAN WILLIAMS, MAYOR

**KEITH TYNDALL
CHARLES FREEMAN**

**MARY SPANO
ELIZABETH PARKER**

ELAINE BRYAN, TOWN CLERK

LOCAL ADOPTION:

**2009 C.A.M.A LAND USE PLAN UPDATE
TOWN OF BRIDGETON, NORTH CAROLINA**

TABLE OF CONTENTS

Statement and Content Outline of the Plan	p. 3
Introduction: Workbook Section 2-1.0.....	p. 4
Description of Existing Land Uses: Workbook Section 2-1.1	p. 7
Bridgeton Businesses / Services Chart	p. 9
Future Development/Land Use in Undeveloped Areas: Section 2-1.2.....	p. 10
Land Use Suitability: 2-1.3.....	p. 17
Public Access Sites and Facilities: 2.1.4	p. 18
Existing Water Quality Conditions: 2.1-5	p. 19
Community Vision: 2-2.2	p. 20
Policy 1 - Public Access to Public Trust Waters: 2-2.1, 2-2.3, 2-3.0	p. 21
Policy 2 -Land Use Compatibility With Natural & Man-Made Resources: 2-2.1, 2-2.3, 2-3.0	p. 22
Policy 3 - Water, Sewer, Roads / Infrastructure Carrying Capacity: 2-2.1, 2-2.3, 2-3.0	p. 23
Policy 4 - Land Use Compatibility with Natural Hazards: 2-2.1, 2-2.3, 2-3.0	p. 24
Policy 5 - Water Quality: 2-2.1, 2-2.3, 2-3.0	p. 25
Policy 6 - Areas of Local Concern: 2-2.1, 2-2.3, 2-3.0	p. 26
Appendix A / Town Maps	
Appendix B / LSA Map	
Appendix C / NC DENR Water Quality Charts	
Appendix D / Historical District Report	
Appendix E / Community Assessment Report	
Appendix F / Resources/References and Misc. Information	

**2009 C.A.M.A LAND USE PLAN UPDATE
TOWN OF BRIDGETON, NORTH CAROLINA**

This report was developed according to the criteria as set forth in the *Manual for Developing a Workbook C.A.M.A Land Use Plan* (Version 1.1 / August 2002).

**Contents of the Plan: 3-1.0
Workbook Manual**

Brief Introduction to the Community, Steering Committee, Plan Preparation (page 4)

Existing Land Use – Description (page 7); Maps (Appendix A)

Community Growth Areas - Description (page 10); Maps (Appendix A)

Land Suitability – Description (page 15); Maps (Appendix B)

Description of Public Access Sites and Facilities (page 16)

Description of Water Quality Conditions (page 23)

Summary of Community Concerns (Appendix F)

Community Vision Statement (page 18)

Community Growth and Development Goals (pages 19-25)

Growth and Development Policies (pages 19-25)

Future Land Use – Description (page 10); Map (Appendix A)

Current Community:

Opening Remarks: With few exceptions, the current existing core area of the town of Bridgeton, NC (28519) has changed very little since the town's initial Land Use Plan was certified in 1989 and updated in 1995. Bridgeton remains the smallest municipality in Craven County, a turn-of-the (twentieth) century community nestled along the northeast banks of the Neuse River. A few houses/businesses have been torn down, a few houses/businesses have been built and a few small isolated lots have been annexed to the town; but in general, Bridgeton exists today as it did 20 years ago. The town essentially consists of five major streets (A,B,C,D & E) and cross streets with US Hwy. 17 (D St.) as the main thoroughfare through the town connecting Bridgeton to the Neuse River Bridge and to New Bern. The residential areas along A, B & C Streets as well as the commercial/business district spanning the US Hwy. 17 corridor have generally remained unchanged. A few industries remain in town (boat building/repair, Encee Chemical, Bridgeton Poultry) as well as services such as gas, food, lodging and healthcare (see business chart), but the majority of the town remains residential in nature.

The opening of the Neuse River Bridge in 1999 brought a few changes to the town of Bridgeton. The southeastern section of US Hwy. 17 North and its intersection with Hwy. 55 East were rerouted so that they bypass the center of the town at B Street. Because of this change, several commercial properties along the old Hwy. 17 N corridor were rezoned to business/residential areas. The site of the old (John Lawson) Neuse River Bridge is now an open, vacant field just outside the town limits. The old bridge was torn down and removed in 2000. Bridgeton Elementary School at 907 B Street was relocated to a new building on Wildlife Road, 6 miles north of the town's limits. The town provides sewer utilities to the new school although the school was not able to be annexed to the town. Craven County owns the old school building and site which is currently vacant and in disrepair. A few new houses have been built in Bridgeton and three waterfront houses were raised after the 1996 flooding which accompanied hurricanes Bertha and Fran (311 A St., 525 A St. and 717 A St.). Several new businesses have located to Bridgeton within the last five years which have stimulated interest in the community. Two small plots of donated land areas have been cleared and opened for the town's use since the last C.A.M.A. Land Use Update: the Bridgeton Town Park in the northwest section of town (2003) and a Bird Sanctuary/Nature Walk reserve in the southeast section of town on C St. (2008).

In 2007 and 2008 Bridgeton annexed the former Morris and Nelson blueberry fields just outside the town limits, east of NC Highway 17 North. The annexation of these adjoining parcels of land along with two lot strips at Duck Creek, just south and west of Hwy. 55 East, more than doubled the size of Bridgeton to approximately 908 acres. A small marina exits on the commercial lot at Duck Creek. No changes or development are planned for this area. The former blueberry fields are currently being farmed. It is this area of town that is expected to be the focus of future change and development within the next 5-10 years along with the newly designated waterfront commercial area in the northwest section of town where a marina has just been constructed and opened for business. (see Future Development, page 10).

Demographics: The population of Bridgeton is approximately 317 per the 2000 census (down from 485 in 1990). Approximately 65% of the town's population own single-family houses and are town residents; the remaining population tends to be transient renters. Bridgeton has a few young families with children residing in town, but the trend toward an aging population defines approximately one-half of the town's residents. Most of Bridgeton's residents are middle-class retirees or middle-aged adults who work outside of town. The current demographics of the town may change over the next 5-10 years as the town proceeds with its planned development of the newly acquired annexed properties. Projected trends and needs of the community related to development and population growth are addressed in another section of this report (see Future Development, page 10).

Historic Resources: Historic homes and structures are still present throughout the town, but attention to the preservation of these resources has been minimal. The 2007 Centennial Celebrations have renewed interests in historic preservation and a Bridgeton Area Historical Society is being formed to identify and preserve the history of Bridgeton and its heritage. During the preparation of this report, it came to the attention of the Town Board that an historic district was identified in Bridgeton in 1992 during research preparations for the US 17 Neuse River Replacement Project. The town will use this report to encourage property owners to maintain their properties and direct the Historical Society to initiate efforts to preserve these historical buildings. The determination of eligibility report is enclosed in this report (see Appendix D).

Resources: Bridgeton's most significant resource remains the Neuse River, though it continues to be an endangered (polluted) waterway. Few efforts by federal, state or adjacent local authorities have been made to restore it to a clean, natural state over the last 20 years. Though the town is considered a waterfront community and there is much interest by town residents to use the Neuse River for commercial and recreational purposes, Bridgeton is able to offer very limited public access sites at this time. The shoreline of the Neuse River in town has changed very little in the last 20 years. Most of the riverfront properties are residential homes. The river also continues to be a significant hazard for flooding during high winds and severe storm activities, especially for the older residential areas along the waterfront.

Steering Committee:

Phase 1 / Research, Surveys, and Draft Report: Town Commissioner Mary Spano (Coordinator), Judy Stasinopolous (Planning and Zoning Representative) and Virginia Spencer (Interested Citizen).

Phase 2 / Report Preparation for C.A.M.A.Review: Addition of Mayor Rodman Williams; Town Commissioners Keith Tyndall, Charles Freeman, Elizabeth Parker; Elaine Bryan, Town Clerk.

Phase 3 / Final Draft-Post Review: Mayor Rodman Williams; Town Commissioners: Mary Spano, Keith Tyndall, Charles Freeman, Elizabeth Parker; Elaine Bryan, Town Clerk.

Preparation of Land Use Report:

January 16, 2007	Maureen Will addressed the Bridgeton Town Board and discussed the C.A.M.A. Workbook. Maureen explained that the CAMA Update Plan would be due in one year, January 2008 (visit reported in town minutes).
February 13, 2007	Bridgeton town board approved a resolution for consideration by the Craven County Board to acknowledge that Bridgeton wished to prepare its own Land Use Plan (resolution reported in town minutes).
April 10, 2007	Memorandum of Understanding between Bridgeton and Craven County, which allowed for the town of Bridgeton to develop its own Land Use Plan, was adopted by the town board (letter on file at town hall.; action recorded in town minutes).
June 12, 2007	Commissioner Mary Spano agreed to head up the CAMA Land Use Plan committee (action recorded in town minutes). Community volunteers were requested to serve on this committee with Commissioner Spano.
July 10, 2007	Commissioner Spano reported that one person had volunteered to serve on the CAMA Land Use Plan committee and that more persons were needed (report noted town minutes).
August 14, 2007	Commissioner Spano announced that Virginia Spencer also volunteered to serve on the CAMA Land Use Plan committee. The public meetings would begin on Thursday, August 23 and were open to citizen input (see town minutes).
August 23, 2007	Phase I of the Land Use Plan began. Committee members, Commissioner Mary Spano, Judy Stasinopolous and Virginia Spencer met every 2 weeks to work on the report. Although the meetings were public and announced in advance, no citizens attended the meetings to give input to the discussions. This committee of three developed the problem and goal lists, the current land use map and the condition of the town. A survey was developed and distributed to town residents in early October. The surveys were collected and tallied after the November 15 th deadline. Preliminary sections of the report were written by the

committee. Updates on the committee's progress were reported to the town board at each month's town board meeting (see town minutes).

- December 6, 2007 Phase II of the Land Use Plan began. The original committee met with the Bridgeton town board (Rodman Williams, Keith Tyndall, and Elizabeth Parker) and Elaine Bryan town, town clerk, to discuss what had been accomplished on the plan up to this point and identified areas of the plan that needed to be addressed and completed by the town board, particularly the policies, town vision and future land use plans.
- December 7, 2007 An extension for completion of the CAMA Land Use Plan was requested.
- December 18, 2007 An extension for completion of the CAMA Land Use Plan was granted. The deadline date was extended to April 30, 2008.
- January 3, 2008 The town board discussed community concerns and worked on the policies of the plan. Essentially Commissioner Mary Spano wrote the plan and the town board (Rodman Williams, Keith Tyndall, Elizabeth Parker and Charles Freeman) and Elaine Bryan, town clerk, discussed the plan, gave input and made revisions to the plan. The meetings were open to the public and the press attended this meeting.
- February 7, 2008 The town board and Elaine Bryan met and reviewed the worksheets prepared by Commissioner Spano. Revisions to the plan were made. The town vision statement was addressed. (see town meeting minutes).
- February 12, 2008 The town board set the date for the completion of the CAMA Use Plan and announced the date for the public hearing (see town meeting minutes).
- March 11, 2008 Draft of the CAMA Plan is completed by the town. Draft will be sent to Maureen Will, Division of Coastal Management for review by C.A.M.A and other state agencies. A public hearing will be held when the final draft of the plan with any revisions is completed. The draft of the CAMA plan will be sent in despite of the lack of the zoning map. The zoning map is still being revised. It was noted by Commissioner Spano that the final draft plan must include the town's zoning map. It is expected to be completed by the time the public hearing is scheduled.
- August 19, 2008 Memorandum from Maureen Will is received by the town with comments from The review committee.
- October 13, 2008 Commissioner Mary Spano called Maureen Will requesting the C.A.M.A. maps.
- October 16, 2008 The C.A.M.A. maps are received by the town.
- October 30, 2008 The Town Board met to discuss feedback and make recommendations to the plan.
- December 4, 2008 The Town Board met again to discuss revisions made to the report. It was decided to have Maureen Will meet with Mary Spano to review revisions before the report is sent back to C.A.M.A.
- December 10, 2008 Town Commissioner Mary Spano met with Maureen Will to discuss revisions to the C.A.M.A. report. Maureen Will to make revisions to maps; Mary Spano to complete typing of the revisions and mail report to Maureen Will.
- August 2009 Maureen Will contacts Mary Spano regarding more information on future land use. Mary meets with Town Board in September, 2009 and makes revisions (11/2009).

Description of Existing Land Uses (see map): 2-1.1

The developed land area of the town of Bridgeton essentially encompasses the same land area as it did in 1989 when the first Land Use Regulations were adopted by the town. A few scattered single lots have been voluntarily annexed into the town within the last 5 years. The annexation of the Morris and Nelson blueberry fields in 2007 and 2008 respectively (land areas east of US Hwy 17 N - see map) more than doubled the town's size. The newly acquired land has been zoned by the town as business/residential and highway commercial, but the area is likely to remain farmland for 5-10 years until specific plans for its development are finalized.

Residential Areas: Most of the lots in town are developed and the majority of the town's developed areas are zoned residential, consisting of single family homes, one townhouse complex (615 A St), several duplexes and apartment houses and one mobile home/trailer park (910 N. Hwy. 17). Most of the residential areas of Bridgeton are located on A, B, C and cross streets and are maintained in good condition. Seven to ten new homes have been constructed on empty lots within the last seven years, particularly on A Street. These homes have blended well with the existing homes in the area.

Numerous vacant buildings and run-down structures (houses, trailers, and vacant businesses) are scattered throughout the town instead of being clustered in one particular area (see map). A number of vacant lots are also scattered throughout the town and along the eastern corridor of US Hwy. 17. The town is making every effort to encourage property owners to fix run-down structures. Several empty trailers have been taken away and will not be replaced. Several structures have been renovated and have been put back into use. Several empty lots are now for sale in hopes that residential homes will be constructed on them.

The blueberry fields east of town are newly acquired and are planned for future development, for both residential, business and highway commercial use. Preliminary plans to develop this area have been discussed, but no specific development plans have been submitted to the town's planning and zoning board at this time. Any plans for the development of one acre or more must be submitted to the town's planning and zoning board before being approved by the town board of commissioners.

Commercial Areas: There is no central/downtown district in Bridgeton, but most commercial and retail businesses are located along the US Hwy. 17 corridor. There is a mixture of well-kept structures/lots intermingled with aesthetically poor structures or unkept lots. Currently, this commercial section of town poses no significant problems for the town. A few businesses are located within residential areas, but these areas were grandfathered in as new zoning regulations were put into effect several years ago. These businesses pose no significant problems for the town; however, parking is limited or non-existent for these businesses. A few new businesses have located to Bridgeton on US Hwy 17 N since the last land use update and have been welcomed by residents for much needed services.

There is a newly zoned waterfront commercial district in the northwestern end of town, between US Hwy. 17 N and the Neuse River, which is targeted for future development. Two industrial areas exist in town (southwest/waterfront area, north/US Hwy. 17 area) and are currently in use.

Historic Preservation: Historic buildings and homes are scattered throughout the residential areas of town vs. being concentrated in one particular area. Prior to 2007, there had been little community effort to preserve these structures and they are not protected by any special local ordinances. This is expected to change as the Bridgeton Area Historical Society is being formed. One of the objectives of the historical society will be to identify and mark historic structures and to preserve information about them. The Historical Society will use the report received from the Department of Cultural Resources to stimulate interest to begin preservation efforts for identified homes and structures.

Conflicts with Natural Features/Land Use: In general, the Bridgeton shoreline of the Neuse River has remained stable for the past 20 years with minimal loss of land and natural features. The shoreline homes adjacent to the Neuse River, especially the older homes not raised off the ground, are at risk for repetitive flooding especially during hurricane/storm activities. Three waterfront homes were raised with FEMA funds after Hurricane Fran in 1996. Any new development on the waterfront must meet flood level elevation specifications. The town is current with having in its possession up-to-date flood plain maps. A copy of the map is posted in town hall. The zoning/flood plain manager and the buildings inspector have a copy of the new flood plain maps. Some areas along the waterfront have made efforts to preserve the shoreline and prevent erosion and vegetation loss by the placement of bulkheads, rock and new vegetation. Some other areas along the shoreline however remain vulnerable to flooding, erosion and loss of vegetation. In an effort to minimize ground and water

contamination by chronic septic tank failures, all town residences and businesses must connect to the town sewer system. No septic systems are in place and none are allowed per town ordinances.

There currently exist two potential land use conflict areas within the town: 1) An industrial-zoned area in the northwest section of town that is used for residential purposes. The town is expected to rezone this area to residential only. 2) The C-Street corridor that backs to US Hwy. 17 is a mixture of highway commercial and residential lots. There is a potential of encroachment of businesses on residential areas, but any new development must have buffers in place separating businesses from residents before development is permitted. Only a few lots of this type exist on C St.

There are storm drains and ditches throughout the town that drain town land from the east to the west and directly into the Neuse River. The potential of spillage of contaminants into these drains or ditches have the potential of polluting the Neuse River. It is not likely that these current storm drains or ditches will be rerouted from the Neuse River, but no new ones are planned with new development. Plans for the future development of Bridgeton at the current blueberry fields include the formation of man-made lakes which will serve the purpose of draining the entire area, including parts of the current town, thereby diverting current drainage flow from the ditches and storm drains into the Neuse to drainage flow into these lakes. Overflow of drainage will leach into nearby wetlands, thereby controlling flooding issues for the new development area and for the rest of the town. This concept is part of the town's flood control plan to minimize storm damage and reduce pollution to the Neuse River.

A newly opened marina on the waterfront (1101 B Street) and the commercial boat industry (101 A St) have the potential for conflict with maintaining water quality (eg: gasoline spills). However, because the marina has a green classification and was built to be environmentally friendly, the town considers the marina to be a low risk for degradation of water quality. Larry Baldwin, the Neuse River Keeper, approved the marina plans. The developer of the marina has an environmental specialist on staff who has worked closely with state and local officials to minimize any risks to water quality and to address any potential hazards. Boons were constructed at the marina to contain any solids and floaters in the marina area to prevent any contamination of the Neuse River should any problems occur. Bridgeton acknowledges state and federal authorities as resources to enforce standards for the maintenance of water quality and will work closely with local, state and federal agencies to ensure the water quality of the Neuse River and safety of the environment.

There is a wetland area on the eastern side of the blueberry fields. The developer plans a conservation area to protect and maintain these wetlands. At this time, C.A.M.A. and the Army Corp of Engineers are reviewing the land usage plans and are determining what areas are wetland/conservation spaces; therefore, no specific information about the wetlands is available to present in this report. The town views the wetland areas as a natural resource/town asset and will make every effort to preserve them in their natural state. Bridgeton accepts state and federal law regarding land uses and development in and near Areas of Environmental Concern (AEC's) and provides ordinances and provisions to ensure that regulations are met.

2008: Bridgeton Businesses and Services

Harvey Brothers Truck Stop	103 D St
Neuse Harbor Marine	101 A St
Unnamed Storage Business	201 D St
Curtis Motel	113 B St
Traditional/Historical Restorations	601 Bridge St
Fire Extinguisher Shop	519 Bridge St
Hardee's	120 C St.
Pawn Shop/Rental Store	118 C St.
Car Mechanic Shop	207 D St
Gabby's Truck/Car Shop	401 D St
Chevron Gas Station	US Hwy. 17
Ballroom Dance Studio	405 C St
Gina's Pizza	US Hwy. 17
Butcher Shop	US Hwy. 17
Cranford Electric (closed)	US Hwy. 17
Trade Mart Gas Station	US Hwy. 17
Cay Medical Management	US Hwy. 17
Sisters Two Draperies	US Hwy. 17
Emporium	US Hwy. 17
Hairmaster/Barber	US Hwy. 17
Salon 901	US Hwy. 17
Bridgeton Poultry	US Hwy. 17
Dollar General	US Hwy. 17
Ipock's Body Shop	US Hwy. 17
Roy's Restaurant	US Hwy. 17
Evans Trailer Park	US Hwy. 17
Rowe Cars	US Hwy. 17
Back 2 Health	US Hwy. 17
Damco	B St
JL Kirkman	US Hwy. 17
Kirkman Signs	US Hwy. 17
Encee Chemical	US Hwy. 17
Impulse (marine/boat repair)	1101 B St
Bridgeton Harbor (boat slips)	1101 B St.
Broadway Logging (storage)	Pine St
Tyndall Marine	US Hwy. 17

2008: Bridgeton Facilities and Services

Town Hall	202 B St
Police Station	408 Bridge St
Tri Community (Fire)	(outside town)
Fire (substation)	408 Bridge St.
Bridgeton Rescue Squad	US Hwy. 17
Bridgeton Town Park	B St (North)
Bridgeton Bird Sanctuary	C St. (South)

Electric: Progress Energy Carolina
Cable Services
Phone Services: Embark
First Craven Sanitary District Hwy 55 E
*Sewer Plant 200 West Pine

US Post Office US Hwy. 17

Garbage Collection: Private Disposal Companies

Bridgeton Elementary School	(outside town)
West Craven Middle School	(outside town)
West Craven High School	(outside town)

Bridgeton United Methodist Church
Bridgeton Free Will Baptist Church
Christian Church
Live Oak Free Will Baptist Church
Harvest Time Church & Outreach Center

*The town of Bridgeton owns and operates the current sewer system (since 1990); all town residences and businesses are required to be connected to this water/sewer system. This sewer system just meets current community needs.

Introduction Statement: Steady, but continuous growth and change is anticipated for Bridgeton in the next 5-10 years with the renewed interest in Bridgeton sparked by its Centennial Celebration in 2007, the widening of NC Hwy. 55 East to four lanes (completion June 2008), the anticipated widening of US Hwy. 17 North to four lanes through town, the annexation of the old Morris Blueberry Farm (August 2007), the annexation of the old Nelson Blueberry Farm (2008), the planned development of Bridgeton Harbor (marina) in the newly designated waterfront commercial area in the northwest section of town and the anticipated influx of 40,000 plus residents to southeastern North Carolina of relocated retirees, water/sport enthusiast and military personnel at Cherry Point over the next five years.

It is believed that the town's current development regulations and zoning ordinances are sufficient to apply to any new developments within the town limits. The vacant areas in town reserved for development have already been zoned and any new developments will be expected to meet the criteria of the town ordinances and regulations already in place. The town has made a major effort to concentrate similar land use areas together in order to provide quality residential spaces and preserve the historic nature of the town, even in areas where residences/structures may co-exist near light businesses and commercial areas. The town ordinances require adequate buffering to separate business and commercial areas from residential areas. New industries are being promoted to areas outside the town limits. New ordinances specific to the highway commercial district, known as the Hwy. 17 Overlay District, were adopted by the town in 2008 to ensure desired growth patterns, aesthetics and quality structures for the main thoroughfare through town. In addition, the town established its own building inspections department in 2008 to work closely with the zoning/flood plain manager to ensure that all regulations for new buildings/development are met.

Projected Demographic Changes: The current population demographics of the town are expected to change over the next 5-10 years as the town expands. The most likely changes are the addition of more retirees, working families with children and water sport enthusiasts. Current Craven County schools are adequate to absorb any influx of families with school-aged children. Commercial/business vacant areas of US Hwy 17 N and Hwy. 55 E are planned for more commercial and service businesses. Very little if any new industry is anticipated. There is a demand for more parks and recreation areas. The town plans green spaces in the new residential and commercial areas of town.

Land Use: It is believed that the town's current town ordinances, zoning specifications for lot sizes and setbacks, and other zoning ordinances and development regulations are sufficient to apply to any new developments within the town limits. The town has made a major effort to eliminate the mixed use of industry with residential areas of town and to concentrate similar land use areas together, especially to preserve the residential and historical areas of town. Concern to preserve the waterfront area has been an ongoing effort too. Side setbacks of ten feet or more are in place in current zoning ordinances for waterfront properties which is different from the 5 feet side setback requirements for residential/non-waterfront lots. Newly acquired, underdeveloped properties have already been zoned and the new developments will be expected to meet all the criteria of the town's ordinances already in place. Furthermore, any new development will be expected to meet the town's building codes, flood plain requirements as well as CAMA and state regulations. In addition, a newly formed Buildings Inspection Department has been created by the town to ensure that all codes and ordinances are followed. The Building Inspections Department works closely with the Zoning/Flood Plain Manager to ensure compliance with all regulations before plans are submitted to the Planning and Zoning Board.

Community Facilities: The current utility systems of Bridgeton - water, electricity, cable, etc - have adequate capacity to support additional customers, except the sewer system. Any future development of vacant lots will depend upon the building and enlargement of the current sewer plant. Plans are in progress between the town and the developer to relocate and build a new sewer plant that will meet the needs of the current town and the development planned by Jupiter USA. D.O.T. has been in contact with the town and developer for the planned widening of US Hwy. 17 N. Road placement for any new development in the current blueberry fields will be completed by the developer.

Bridgeton has an agreement with Jerry Pounds to provide sewer services to his planned development located 3-5 miles north of town. This project cannot be annexed to Bridgeton at this time, but sewer usage has already been reserved for this future development of homes and townhouses/condos.

Projected Influences on Land Use: The influx of military and retirees to eastern North Carolina has created a need for affordable housing. Most of the vacant lots in town are expected to be developed into residential areas.

The increased need for recreational areas on this side of the Neuse River has already increased the demand for more parks and public access sites to the Neuse River. The developer plans scattered parks and recreational areas in residential and commercial areas of their planned communities. There is an increased desire to preserve the historic structures in town. There is a possibility of getting these structures on the National Registry. There has been some limited discussion on creating an historic district in town as outlined in the LUP draft. Creation of such a district is still in the planning stages. This issue will be addressed by the newly formed Bridgeton Area Historical Society.

The increased growth on this side of the Neuse River, not only for Bridgeton but also for the surrounding areas north of US Hwy. 17 N and east on Hwy. 55, has already increased the demands for retail services, health care facilities and fire/safety/public facilities. It is expected that these services will be developed along the commercial highway districts.

All this expected development within the next 5-10 years has the potential to impact upon the Neuse River. It is recognized that Bridgeton must closely regulate new development, consider what type of development the land will best support, preserve what resources we currently possess and improve upon the problems that we currently have in order to realize the planned vision for this community and protect the already endangered Neuse River. Bridgeton town officials support smart growth principles in order to maintain fragile habitats and ecosystem stability for the community.

Specific Growth Sites: Vacant lots in the core areas of town on A, B and the west side of C Street are currently zoned residential and will allow for the future building of single family homes or townhouse units which will fit in with the vicinity's current structures. No specific plans to develop the vacant lots in these areas have been submitted to the Planning Board with a few exceptions: 4 single family residential homes have been approved to be built on 516 C Street; the two lots were subdivided into four single lots for this purpose. Vacant lots on the east side of C Street are currently zoned business/residential and will allow for the future building of a "light" business, single family home or apartment/rental complex which will fit in with the vicinity's current structures. Vacant lots on D Street (US Hwy. 17) are zoned highway commercial or waterfront commercial and will allow for the future building of commercial businesses per the Hwy. 17 Overlay guidelines which will fit in with and exceed the vicinity's current structures.

The major growth of the town is expected to occur on the waterfront vacant lots in the northwest section of town and the newly acquired blueberry fields east of US Hwy. 17 N. Jupiter USA (the Developer) has opened a marina on the Neuse River waterfront (2008) and plans a waterfront commercial center west of Hwy. 17 N to the Neuse River. It is expected that this marina will serve as a significant stimulus for the growth of Bridgeton and be identified as a significant asset Bridgeton can offer to town residents and to surrounding communities. The marina complex area was rezoned waterfront commercial for this purpose. Water/sewer services have already been reserved for the marina development. The remaining businesses and housing projects for this area are on hold until a new sewer plant can be built.

Outline: *designation* – NW section of Bridgeton, US Hwy 17 N to the Neuse River

uses – this area is zoned waterfront commercial which is already permitted per the town zoning ordinances. Only those uses which comply with .0208 and .0209 of the North Carolina Administrative Code T15:07h.0200 may be permitted on the riverfront. The current business and housing projects planned for this site include a hotel, retail stores with condo/townhouses built above the first floor retail stores, a yacht club and businesses along the highway commercial district of US Hwy. 17 N. A parking garage will be permitted to reduce large tracts of impervious surfaces that create run-off problems. Open/green spaces are also planned for this area. However, these are only preliminary, projected plans which are subject to change. No specific site plans have been submitted to or approved by the Planning and Zoning Board nor the town council.

density – the exact allowable density (#units per acre) for this area has not yet been determined; however, it is expected that buildings will cover up to 50% of each lot. Minimum total area must be 40K square feet. Height restrictions = 60 feet or less. A conditional use permit must be obtained for special structures over 60 feet (eg: a clock tower).

setbacks – the side setbacks for waterfront commercial properties is 20 feet; front setbacks are 35 feet and rear setbacks are 20 feet.

The newly annexed blueberry fields east of US Hwy. 17 N are planned for future development for commercial businesses, a town center, an emergency/health care center, residential homes (single family homes and possibly townhouses) and a wetland conservation area. Part of this area has been zoned business/residential for these uses and another part, the US Hwy. 17 corridor, has been zoned highway commercial for future development. General plans for development of the blueberry fields have been presented to the town and have been discussed, but these plans have changed several times over the past few years and are subject to change again depending upon the findings of C.A.M.A and the Army Corp of Engineers. The development of this area is also dependent upon approval of plans to build a new sewer system which is anticipated to occur within the next 3-5 years. There has been no new development near the old blueberry fields except the Food Lion Plaza on Hwy. 55 East, across from the blueberry fields, which belongs to the city of New Bern. The widening of Hwy. 55 East completed in 2007 and the anticipated widening of US Hwy. 17 N to four lanes is expected to be a catalyst for the development of the highway commercial area along the US Hwy. 17 N corridor and the north side of Hwy 55 East. A few new retail stores have already been built in Bridgeton along US Hwy. 17 (Butcher Market, Hardees, Roy’s Restaurant and Dollar General) and it is hoped that more businesses will complement this trend within the next few years.

Outline: *designation* – NE section of town, the blueberry fields, east of US Hwy 17 N to north side of Hwy. 55 E.
uses: US Hwy. 17 N corridor: current plans include the entrance to the residential areas, a town center and a few retail businesses; the corner area of US Hwy 17 N with Hwy. 55 E is zoned highway commercial; the site plans also call for the remaining available land to be used for residential homes, man-made lakes used for drainage and, further inland, a wetland/conservation area; the exact size of this entire area that can be developed has yet to be determined. The area is being examined by C.A.M.A. and the Army Corp of Engineers.
density – the exact allowable density (#units per acre) for this area has not yet been determined; however, it is expected that buildings will cover up to 45% of each residential lot, 45% of business/residential lots, and 50% of highway commercial lots. Only one structure per lot is allowed. Height restrictions = 60 feet.
setbacks – setbacks for this area are the same as they are for the rest of the town. Residential setbacks are as follows: front setback = 15 feet; side setbacks = 5 feet (< 20K) and 10 feet (> 20K); rear setback = 20 feet. Business/residential setbacks are as follows: front setback = 15 feet; side setbacks = 5 feet (< 20K) and 10 feet (> 20K); rear setback = 20 feet. Highway commercial setbacks are as follows: front setback = 15 feet; side setbacks = 5 feet (< 20K) and 10 feet (> 20K); rear setback = 20 feet.

Future Development/Land Use in Undeveloped Areas

Table Summary

Growth Areas	Location	Predominate Allowable Uses	Restrictions
Current existing vacant lots in Bridgeton town proper	1. A Street B Street west side of C Street [town line (south) to Academy Street (north)]	1. Single family, residential homes Home occupation Public recreational area, park	1. Building height and setback restrictions per current zoning regulations. CAMA setbacks for waterfront lots on A Street
	2) East side of C Street	2. Single family, residential homes Apartments/rental complexes, town homes/condos Home occupation “Light” businesses Parking areas for D Street businesses	2. Building height and setback restrictions per current zoning regulations. Buffer requirements to separate “light” businesses from current, existing residential homes on C Street Conditional use permits may be required for “light businesses”, such as child care

Growth Areas	Location	Predominate Allowable Uses	Restrictions
<p>Current existing single vacant lots in Bridgeton town proper (continued)</p>	<p>3) D Street (US Hwy. 17 N)</p> <p>4. Jupiter Development Area / B, C and D Streets: Neuse River to US Hwy 17 N, Academy Street (south) to railroad tracks (north)</p>	<p>3. Highway commercial businesses: sales and services restaurants, cafes office buildings health care facilities retail shops, wholesale stores storage services banks cleaner/laundry</p> <p>Town Center – government buildings, community center, public services, fire/safety services</p> <p>4. Waterfront commercial businesses: first class hotel first class marina first class yacht club retail shops (condos second floor and up) – emphasis on boutiques, gift shops, bookstores entertainment facilities parking garage sales and services restaurants, cafes storage</p>	<p>3. Overlay District Requirements – per current US 17 Corridor Overlay ordinances Conditional use permits for gasoline stations, child care services, public utility services</p> <p>4. Building height and setback restrictions per current zoning regulations. CAMA setbacks for waterfront lots</p> <p>Allowances for periodic green spaces must be included in plans for future development of lots</p>
<p>Annexed land parcels – former Morris and Nelson Blueberry farms</p>	<p>1. US Hwy 17 N (behind the Highway Commercial Overlay District) to the revised town line (east) and NC Hwy 55 E (south) to town line (north)</p>	<p>1. Most of the lots allowed for development in this area have been designated for the building of residential homes: single family homes, condos, town homes and apartment complexes. Man-made lakes for drainage purposes will be allowed Parks, green spaces are allowed</p> <p>2. A highway commercial area is allowed for the southern end of this area that fronts NC Hwy 55 E. Allowable uses include: sales and services restaurants, cafes office buildings shopping centers w/ parking retail shops, wholesale stores storage services banks theaters</p>	<p>1. Building height and setback restrictions per current zoning regulations. Buffers are required for areas between business areas and residential areas</p> <p>A large section of this land area (exact locations are yet to be determined) is wet lands – no development will be allowed in the areas identified as wetlands; These areas will be designated for conservation only</p>

Trends: The following table represents the “best educated guess” of trends anticipated for Bridgeton which have been discussed in planning meetings. These trends, of course, depend upon the national and local economy and community needs; they are also subject to change as time passes. The actual construction of these planned developments also depends upon the building of a new sewer system to accommodate new growth. It is noted here that the following trends are generally regarded as positive in nature and are expected to bring smart growth and development to Bridgeton.

Trend	Town Planning
a. Influx of retirees	a. More retirees are expected to settle in eastern North Carolina which includes Bridgeton; more residential homes are planned to meet housing needs; most of the vacant annexed properties are planned as residential areas to accommodate the anticipated growth in population.
b. Influx of water enthusiasts - there is a high demand for waterfront and water view properties in this area	b. Condos and townhouses are planned for the marina area; residential homes built on man-made lakes are planned for parts of the vacant blueberry fields; these lakes will also serve as reservoirs for storm water drainage; the exact number of homes planned for this area is yet to be determined; the marina will serve to meet the needs for using the Neuse River for recreational purposes.
c. Influx of working families with children, especially military families	c. A variety of residences are planned for new development – luxury homes to affordable housing to condos/townhouses.
d. Increase in residents seeking outdoor/recreational activities	d. Green spaces/recreational areas are planned throughout the new residential and commercial growth areas of town; Bridgeton recently opened a nature walk/bird sanctuary on a vacant lot between US Hwy. 17 N and C St.
e. The desire for condos and townhouses to be built over retail businesses for close proximity to services for convenience	e. Living spaces built above retail stores/businesses are planned for the waterfront commercial area.
f. Building waterfront homes with living quarters on the second and third floors	f. This trend is in response to flood plain regulations for new development and the desire to maximize views of the Neuse River.
g. The increase in population is expected to spawn commercial growth of retail stores and service businesses	g. Vacant highway commercial lots along the US Hwy. 17 N corridor and Hwy. 55 E corridor are expected to be developed; a few retail stores are planned for the spaces on the ground floor of the condos expected to be built in the waterfront commercial district.
h. Recognition of an historic district in town and the desire to preserve historic structures	h. The town will pursue efforts to encourage home owners to register their homes/buildings on the National Registry of Historic Places; a Bridgeton Area Historical Society is being formed to preserve Bridgeton’s structures and historical information.
i. There is a trend for renewed interest for the historical nature of the town	i. Initial plans have been discussed to create a historic district in town. It is hoped that historic houses will be marked and placed on the National Registry. The newly formed Bridgeton Area Historical Society will address this trend.
j. Limited town space for residential and commercial areas	j. There is a promotion to locate new, heavy industrial sites outside of the town’s limits; one industrial-zoned area in town is planned to be rezoned residential.

k. There is a trend for towns to establish ETJ areas outside of municipal limits or to annex sites directly

k. Bridgeton has no plans to extend ETJ to areas outside town limits; it is the policy of Bridgeton to accept only voluntary annexation into the town.

l. Wetlands

l. Ecological friendly walkways through the wetland area would be acceptable, but the wetlands will be preserved in their natural state. The wetlands could be used as a bird watching area as Bridgeton has been identified as a bird sanctuary area.

As stated in previous sections of this report, the development of Bridgeton depends upon the building of a new sewer system. The current system is functional and meets current town needs, but will not be able to meet the needs of the growth that is anticipated for the town. The current thought is that the developer will relocate the sewer plant on land outside of town and build the new sewer system in 3-5 years. At some time in the future, the town will gradually acquire control of the system over an agreed upon period of time for a yet-to-be-determined payment plan. In the meantime, the town is using tap on fees and impact fees to build up a new sewer plant fund. At some time in the near future (2-5 years), the town will explore grants that will be used to purchase the new sewer plant from the developer. It is the intent of the town officials to partner with the developer in some capacity for the new sewer system and to use grant money to eventually acquire the plant in order to avoid a major tax increase upon town residents which would severely burden town residents financially.

The new sewer system is in the pre-planning stages. Specific size, location, timing and estimated costs are yet to be determined by the developer. Negotiations are still taking place between town officials and the developer regarding how and when the town will take over the sewer system.

Another reason to build a new sewer plant is to provide the town with a state-of-the-art sewer system that has higher grade filtration properties, holding ponds and land irrigation capabilities in order to pull the effluent discharge pipe out of the Neuse River. Effluent will be discharged into man-made lakes at the blueberry field sites and irrigation systems will distribute effluent over selected land sites (which are yet to be determined).

Desired Future Growth Patterns: Goals

It is desired that the town's growth will take place at a steady pace in which new areas will blend in with the current existing areas so that the character of Bridgeton will be maintained. It is also desired that the residential neighborhoods will be preserved and be separated from the business/commercial areas in an aesthetic manner. Basically, current plans call for the business/commercial areas of town to span US Highway 17 North and the residential areas to be reserved for the areas away from US Highway 17 North. Wetlands located in the current blueberry fields will be conserved.

Community Growth and Development Goals include:

1. Efficient use of land resources that support community needs
2. Preservation of natural resources
3. Quality water and sewer utilities that meet standards of operation
4. Better access for community use of Neuse River
5. Safety from unnecessary risks related to natural and man-made resources
6. Thoughtful planning and zoning of town areas that preserve and keep safe the residential neighborhoods
7. Preserve historic and cultural resources
8. Town provides an economic base that generates jobs and resources for amenities
9. Use of Smart Growth Principles for planning purposes

Land Suitability: 2-1.3

Most of the anticipated areas for growth are suitable for development per the LSA map. The wetland areas in the vicinity of the old blueberry farms, approximately 150-200 acres, on the eastern half of the current blueberry fields, are not going to be developed. Jupiter USA, the developer, plans to keep the wetlands in their natural state and will designate them as a conservation/protected area.

No major conflicts between land use and suitability have been identified.

The plans for the new sewer system call for an irrigation/land application system. The site of the new sewer plant has yet to be finalized, but current plans call for a site outside of the town limits.

(See Land Suitability, LSA MAP, Appendix B)

Public Access Sites and Facilities: 2-1.4

Currently the town has two public pedestrian access sites to the Neuse River. One site is at the Bridgeton Town Park located at the northern end of B Street, just on the other side of the railroad tracks. The park has a gazebo, 4 picnic tables, outside grills for cooking and a play area for small children equipped with a slide and jungle gym. A wooden pier parallel to the shoreline provides access to the river for fishing. The park has a grass parking area that will accommodate 4-5 cars and a bicycle rack. There are no public restrooms at the park. The park is used by the town community and others from nearby neighborhoods. It blends well with the surrounding area and poses no problems with land use.

A pedestrian access site to the Neuse River is located at the end of Washington Street. This area has no official name nor has it officially been designated as a town public access site, but the town has built wooden steps connecting a small grassy area to a small, sandy beach area. Town people use the site for kayak launching and fishing. Town people also use the grassy area to set lawn chairs to view the river. This site has no area for car parking, but it blends well with the residential area and poses no problems with land use.

Bridgeton owns a piece of land on C Street next to the Pawn Shop (118 C St.) that has been leased to the Bridgeton Improvement Committee for ten years. It has been retained in its natural state to be used as a green space – a nature park and bird sanctuary for recreation and a site for community events (eg: Christmas tree lighting). The Bridgeton Improvement Committee has been given the go-ahead by the town council to develop this site. A nature walking trail has been made. Another trail is planned. An access bridge has been built. A tall evergreen tree has been transplanted to an open area of the park. This tree will serve as a Christmas tree for the town. The nature trail is easily accessed from C St.

The lack of public facilities and water access sites has been identified as an area of local concern by the town residents per the survey. Residents have expressed a desire for more water access sites, including boat ramps, and more green space/parks.

Existing Water Quality Conditions: 2-1.5

Current water quality conditions of the Neuse River are less than desirable. According to the 2007 American Rivers List, the Neuse River has been identified as an endangered waterway. The North Carolina State 303d List Corroborates this finding and has identified the Neuse River as impaired waters that are not healthy enough to sustain its intended uses.

The brackish waters of the Neuse River near Bridgeton sustain fish, crabs, otters, turtles and ducks. These are the common wildlife that habitate the Neuse River waters of Bridgeton. Even dolphin have been cited in the river during the hot days of summer.

The communities of Bridgeton and New Bern still allow fishing and crabbing in Neuse River waters. Boating, sailing and jet ski use are recreational activities enjoyed by many on the Neuse River. There are no public swimming areas on the Neuse River nearby within the two local communities, although some people do swim in the river waters.

Major sources of pollution of the Neuse River include:

1. upstream pollution from Raleigh, Goldsboro and Kinston
2. hog farms and lagoons
3. agricultural run-off
4. sewer (effluent) emissions directly into the Neuse River or into streams and tributaries that empty into the Neuse River both from upstream and local communities
5. storm drainage run-off
6. state drought and decreased annual rainfall
7. development along the Neuse River

Community Vision: 2-2.2

Bridgeton is recognized as a lively waterfront community that has blended an older, turn-of-the-century settlement with new modern subdivisions well. Bridgeton has been able to retain its small town atmosphere while providing all the services and conveniences of twenty-first century living.

Bridgeton has preserved its past and cultural contributions in its historic homes and buildings. Bridgeton has a thriving commercial area on US Highway 17 North. Many businesses are owned and operated by local individuals.

The local economy supports a healthy standard of living and provides opportunities for work and recreational activities for both the young and old.

Bridgeton residents respect the natural resources that support their coastal lifestyle and recognize that their community's livelihood is directly tied to good stewardship and preservation of these resources. Bridgeton's waters are clean; her wetlands are preserved in a natural state; and her local government is committed to maintaining high standards of operation to keep Bridgeton a safe, affordable and productive community!