



**City of Boiling Spring Lakes
Planning Board
February 10, 2026
City Hall – 6:30 P.M.**

AGENDA

- Call to Order
- Pledge of Allegiance
- Roll Call
- Approval of Agenda
- Potential Conflict of Interest/Association Disclosure
If any Board member knows of any conflict of interest or association with any item on this agenda, please so state at this time.
- Approval of Minutes
 - January 13, 2026
- Public Comment
- Old Business
 - Comprehensive Land Use Plan (LUP)
 - Review – Draft Chapter 4
 - Future Land Use Map
- New Business
 - None
- Other Business
- Announcements
- Adjourn



**Planning Board Meeting Minutes
January 13, 2026
City Hall – 6:30 PM.**

1. Call to Order

The meeting was called to order by Chair Launderville at 6:30 PM.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Attendance

Lucille Launderville

Travis Cruse

Carrie Moffett

Sharon Zakszeski

Stephanie Hanson

David Van der Vossen

Chris Sekula

Suzanne Price, Zoning technician

Jim Stachura, Stormwater Engineer

Tanya Shannon, City Clerk

Kim Sherwood Board Liaison

3. Approval of Agenda

A motion to approve the Agenda was made by Ms. Hanson and seconded by Mr. Moffett.

Vote 5-0; Motion Carried.

4. Potential Conflict of Interest/Association Disclosure

If any Board member knows of any conflict of interest or association with any item on this agenda, please so state at this time. None stated.

5. Approval of the Minutes

A motion to approve the minutes from the December 9, 2025, meeting was made by Ms. Hanson and seconded by Mr. Cruse. ***Vote 5-0; Motion carried.***

6. **Public Comment** —None

7. **Old Business**— None

8. **New Business**

A. **Election of Board Chair**

Ms. Hanson made a motion to appoint Ms. Launderville as Chair. Mr. Cruse seconded the motion. ***Vote 5-0; Motion Carried.***

B. **Election of Co-Chair**

Ms. Zakszeski made a motion to appoint Ms. Moffett as Co-Chair. Ms. Hanson seconded the motion. ***Vote 5-0; Motion Carried.***

C. **Approval of the 2026 Meeting Calendar**

A motion was made by Ms. Hanson to approve the 2026 Planning Board Meeting Calendar and seconded by Ms. Moffett. ***Vote 5-0; Motion Carried.***

D. **Major Site Plan – Ward Contractor’s Office and Storage**

In Ms. Morgan’s absence, Ms. Price reviewed the staff report summarizing the major site plan proposal for parcel 17300027, located at 3851 George II Hwy. (NC 87). Carl Ward of FGH Holdings, LLC submitted a major site plan application on October 3, 2024. The proposal includes constructing a contractor’s office park with four buildings for office and warehouse use, as well as outdoor storage yards as an accessory use. Parcel 17300027 is a 1.83-acre tract zoned C-1, where offices, warehousing, and accessory outdoor storage are permitted uses.

In accordance with Section 9.5 of the City’s Unified Development Ordinance (UDO), disturbance of more than one (1) acre of land and nonresidential development of more than 9,999 square feet of gross floor area classifies the proposal as a major site plan, which requires Planning Board approval. The proposed development consists of two 3,200 square foot buildings and two 2,400 square foot buildings, each with 560 square feet of office space. The remaining portion of the buildings is warehouse space which will have access via rear bay doors. Buildings 1 and 2 will share a 2,542 square foot fully enclosed outdoor storage yard, as will buildings 3 and 4. Buildings 2 and 3 will each also have an additional 992 square foot fully enclosed storage yard.

The major site plan was reviewed by the UDO Administrator and Anchorpoint Planning and forwarded to the following Technical Review Committee (TRC) members for review and comment: Bill Bruce, Level III Fire Inspector and Level III Building Inspector, Richard Christensen, Brunswick County Stormwater Administrator, William Pinnix, Brunswick County Engineering Services Director, as well as officials with the N.C. Department of Transportation, U.S. Fish & Wildlife, and the U.S. Army Corps of Engineers.

TRC comments were addressed and revised plans were submitted on October 25, 2025. The UDO Administrator has confirmed the proposed site plan is in accordance with the provisions of the City’s UDO, and that all necessary information has been provided to the City as a prerequisite to Planning Board approval.

An erosion and sediment control plan was approved for the project by the North Carolina Department of Environmental Quality on November 27, 2024 (project identifier BRUNS-2025-0235). On January 27, 2025, William Pinnix, Brunswick County Engineering Services Director, issued plan approval for both the new public waterline extension and the new private six-inch gravity sewer collection system, and provided a copy of the executed NCDOT 3-Party Encroachment Agreement, as required. The North Carolina Department of Environmental Quality, Division of Energy, Mineral and Land Resources, issued State Stormwater Management Permit No. SW8-241011 for the project on February 10, 2025, and the Brunswick County Stormwater Administrator, Richard Christensen, issued the required County Stormwater Permit, No. 626422. On November 18, 2025, the N.C. Department of Transportation approved the driveway connection to George II Hwy. (NC 87) and issued Permit D-033-010-24-00134.

All applicable requirements as outlined in Appendix B of the UDO have been satisfied. The applicant has noted there are no wetlands or protected riparian buffers on site, and that the property is not located in a Special Flood Hazard Area (SFHA). The proposed development meets all minimum building setbacks and required parking spaces. Landscaping and buffering requirements have been met. There is one significant tree (8" American Holly) located within the footprint of Unit #1, which will be mitigated in accordance with the requirements of the UDO. Foundation plantings and a total of nine (9) landscape islands will be installed, and all storage yards will be fenced and screened in accordance with UDO Section 6.4. A fifteen foot (15') street yard buffer will be installed along the front property line, three hundred seventy six (376) linear feet of sidewalk will be installed within the NCDOT right-of-way, and the site will be designed to allow for cross-access. Building elevations provided satisfy the requirements of the building façade standards in Article 7, Section 7-5 of the UDO.

Recommendation:

In accordance with UDO Section 9.5.2(B), The Planning Board shall review the major site plan and written recommendations of the UDO Administrator and TRC. If the site plan submitted otherwise meets the standards of this ordinance, the Planning Board shall approve such.

Upon reviewing the plans, TRC comments, and all associated permits and documentation, the UDO Administrator finds the major site plan for 3851 George II Hwy. (parcel 17300027) to be consistent with the City of Boiling Spring Lakes' Unified Development Ordinance, and recommends approval of the major site plan, with the following TRC conditions:

1. Significant tree shall be mitigated in accordance with the approved Landscaping Plan. Any revisions to landscaping species in the street yard buffer, landscape islands, or architectural plantings shall be in accordance with the approved landscaping chart in UDO Section 7.28.
2. Ancillary items, including signage, shall be addressed through the building permit process.
3. Development of the parcel shall comply with all regulations as specified in the City of Boiling Spring Lakes' Unified Development Ordinance.
4. Development of the parcel shall comply with all federal, state, and local regulations.

Mr. Thomas Scheetz of Headwaters Engineering of the Cape Fear, PLLC, presented the site plan. The site is located across from the Performance Collision Workshop and other warehouses, past South Brunswick High toward Southport. Ms. Moffett inquired whether this type of storage is an approved use. Mr. Price confirmed that storage is permitted as an accessory use. The group discussed which items are approved for storage in the buildings. Ms. Price stated that a list of approved and non-approved items is listed in the UDO and the Building Inspector will enforce these restrictions.

Ms. Moffett inquired about the outdoor storage and the materials to be used for its enclosure. Mr. Scheetz responded that it will be surrounded by a chain link fence with opaque fabric and shrubs. Ms. Moffett also asked who will monitor the site after the certificate of occupancy is issued. Ms. Price stated that the City will oversee the site and investigate any complaints. Additionally, Ms. Moffett raised concerns about the lighting plan and its potential impact on the adjacent lot. Mr. Scheetz explained that Duke Energy developed the lighting plan, which meets all requirements, including those related to neighboring properties.

Ms. Hanson stated that she is a Venus Flytrap Champion and asked whether any Venus flytraps are present on the property. Mr. Scheetz was unsure. She then requested permission to send someone to survey the property and remove any Venus flytraps found. Mr. Scheetz replied that he would need to consult the owner before granting permission.

Chair Launderville asked about the use of brick façade on the building's front in relation to the UDO. Ms. Price explained that this requirement was removed from the UDO and not reinstated. She believes it falls under "downsizing." She added that requiring new buildings to have a brick façade, when some existing buildings do not, would create a nonconformity, which is not permitted.

Ms. Sekula asked about parking ratios for commercial parking. Ms. Price explained that this use is not classified within that commercial category. Mr. Scheetz added that the facility primarily serves contractors such as landscapers and plumbers, who briefly pick up equipment before heading to job sites. While clients may occasionally visit to discuss projects, most traffic will consist of contractors making short visits.

Chair Launderville requested additional information about the retention ponds. Mr. Scheetz explained that an equalizer pipe runs under the driveway, directing stormwater from the left side of the lot over rocks into the main pond. He stated that, based on his calculations approved by the county and state, the emergency spillway would not overflow even with 26 inches of rain in 48 hours. He also confirmed that the site has sewer capability, with permitted sewer lines already in place at the front of the parcel. The next step is to connect to these lines and obtain the necessary permits.

Ms. Hanson inquired about the trees along the outer edges of the property. Ms. Price explained that, since the area is zoned C1, these buffers are not required. Mr. Scheetz added that street buffers will be provided at the front of the property.

Chair Launderville asked when the project would begin. Mr. Scheetz responded that he would need to discuss the timeline with the owners, but estimated that work could start in approximately three months. He added that completion would take about one year.

- E. A motion was made by Ms. Hanson to approve the Major Site Plan for Ward Contractor's Office and Storage and seconded by Mr. Cruse. **Vote 5-0; Motion Carried.**

F. Other Business – None

G. Announcements – None

A motion was made by Ms. Moffett to adjourn and seconded by Ms. Hanson. ***Vote 5-0; Motion Carried.***

Adjournment – 7:06 pm

Respectfully submitted by Tanya Shannon, City Clerk.

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CHAPTER 4: COMMUNITY FACILITIES

The CAMA planning guidelines encourage communities to evaluate the location and adequacy of community facilities that protect important environmental factors and that attract land development to the area. This chapter provides analysis and information pertaining to each item listed below.

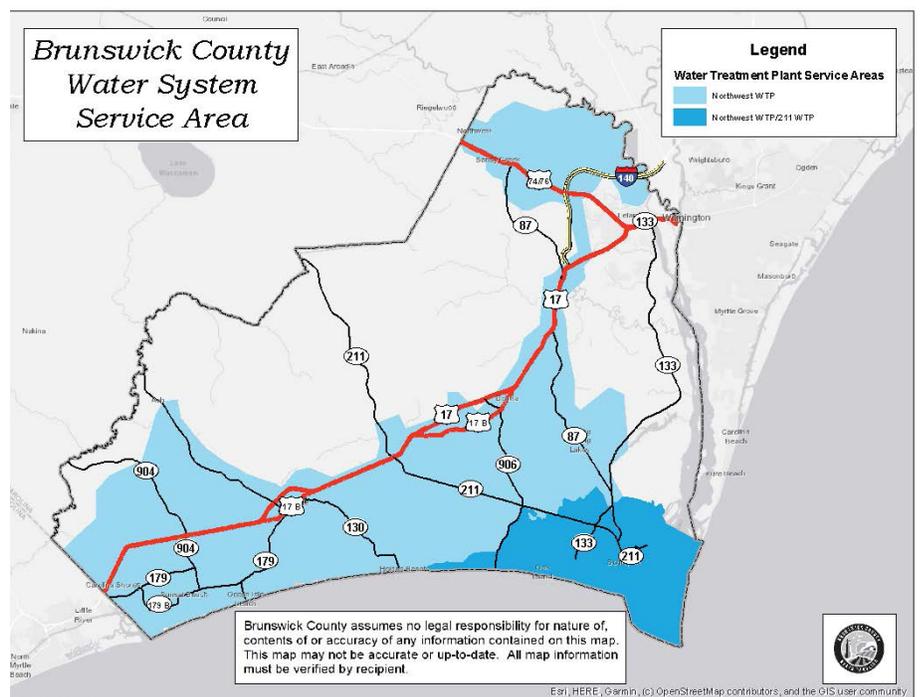
- water supply and wastewater systems;
- stormwater systems;
- transportation systems;
- emergency services; and
- parks and recreation facilities.

WATER SUPPLY SYSTEM STATUS AND TRENDS

In North Carolina, every governmental, regional, or private agency that provides water service to the public is responsible for preparing an annual Local Water Supply Plan (LWSP). The Water Supply Plan is reviewed by the North Carolina Division of Water Resources to ensure adequate supplies are provided to avoid shortages and to be available during emergencies (e.g. fires). Information in this section is sourced from the Brunswick County 2024 LWSP unless otherwise stated.

Water Supply System

Community water systems need to provide an adequate and reliable source of treated water for consumption and commercial use. In addition, water has to be made available for structural fire suppression and for other emergencies. Brunswick County Public Utilities supplies the City of Boiling Spring Lakes with water service. As a result, the City is not directly responsible for maintaining or providing water service to its residents.



Brunswick County Public Utilities is a function of county government that provides water and sewer services to unincorporated and many incorporated areas of Brunswick County. Additionally, the system provides regular bulk water sales to water systems in Bald Head Island, Holden Beach, Oak Island, and Ocean Isle Beach. The County also maintains an emergency connection with Little River Water Company in South Carolina. During the 2024 calendar year, the water systems in Shallotte and Southport were incorporated into the County’s consolidated water network.

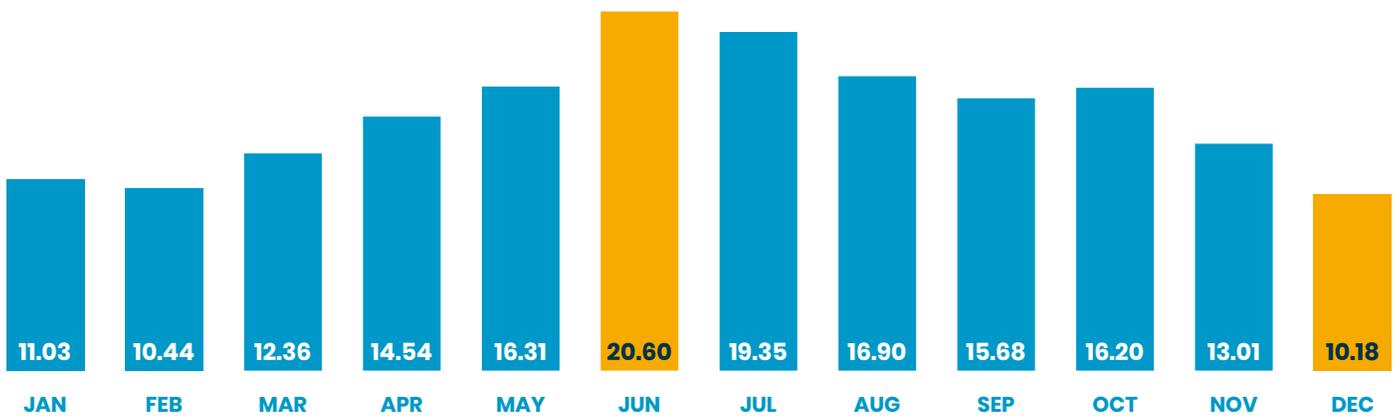
Brunswick County Public Utilities has more than 64,000 individual customers throughout its service area and pumps just under 5.4 billion gallons of water annually – an average of 14.7 million gallons per day (MGD). In total, the system has more than 1,300 miles of water lines serving Brunswick County. Drinking water for Brunswick County Public Utilities is sourced from the Cape Fear River via an agreement with the Lower Cape Fear Water and Sewer Authority, in addition to the County’s own ground water wells which access the Castle Hayne Aquifer.

FIGURE 4.1:

Water Consumption – Brunswick County Utilities (2024)

Source: NC Division of Water Resources

Avg. Daily Use (MGD)



Typical of a coastal County, maximum water consumption often occurs during the summer months when the greatest number of seasonal visitors and residents are in the area. As shown in Figure 4.1, the highest daily consumption for Brunswick County Utilities occurred in June and July of 2024. Water flow and usage are likely more stable throughout the year in the City itself. However, nearby coastal areas with strong tourism economies see an influx of day-trip and overnight visitors in the summer, increasing communities to multiples of their year-round population. In turn, this seasonal population increase translates into greater water usage for daily activities.

According to the Local Water Supply Plan, by 2070, Brunswick County Utilities water consumption may require additional water capacity to meet anticipated demand, though supply monitoring and identification of projects to meet future needs are ongoing.

Over the past decade, communities across southeastern North Carolina have sought to address health concerns regarding per- and polyfluoroalkyl substances (PFAS) in local drinking water. According to the United States Environmental Protection Agency, PFAS are long lasting chemicals and studies have linked them to health impacts

such as developmental effects in children and increased risk of some cancers. In the near future, Brunswick County Utilities will be supplying its water customers, including residents of Boiling Spring Lakes, with water treated by reverse osmosis (RO)

filters. These filters, currently being installed at the County’s Northwest Water Treatment Plant, are among the most effective technologies available to remove PFAS from water.

Wastewater System

Wastewater in Boiling Spring Lakes is also treated by Brunswick County Utilities. According to the 2024 LWSP, the County is permitted to treat 13.36 MGD and in 2021 treated an average annual daily discharge of 8.97 MGD. The wastewater system has a total of 33,508 connections. Note that this is lower than the number of water connections in part due to the number of water customers in the county with septic tanks. Figure 4.2 displays monthly

wastewater volumes for 2024.

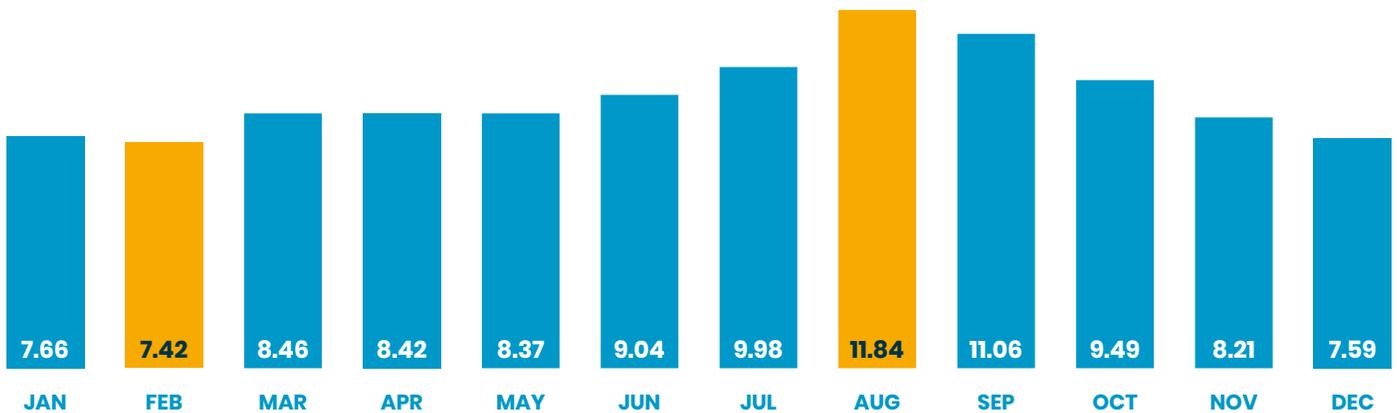
Infrastructure projects are currently underway or planned to expand wastewater treatment capabilities in Brunswick County which will, in total, add the ability to process 12.5 MGD in wastewater discharge. These improvements will nearly double current wastewater infrastructure capacity.

FIGURE 4.2:

Wastewater Volume – Brunswick County Utilities (2024)

Source: NC Division of Water Resources

Avg. Daily Discharge (MGD)



The Brunswick County Public Utilities wastewater collection and treatment system currently only extends to portions along George II Highway (NW 87) in addition to nearby portions of Boiling Spring Road, Fifty Lakes Drive, Cougar Road, and several smaller roads in the immediate vicinity. The City and County have explored the feasibility of extending wastewater collection infrastructure to unserved

residents and undeveloped parcels through a master plan completed in 2020, which explored a system of low pressure force mains, a new regional pump station, transmission force main, and improvements to existing infrastructure. The plan identified more than 4,600 residential parcels in the City which could be more easily developed through the establishment of a more comprehensive

wastewater system in Boiling Spring Lakes. Technical and financial challenges remain and no decisions have been made regarding future infrastructure improvements. As the document is now five years old, its cost estimates, system loads, and development assumptions may no longer reflect current conditions; however, it remains a valuable planning reference for understanding long-term sewer capacity, environmental constraints on development, and the infrastructure required to support future growth.

If sanitary sewer were extended to all parcels within Boiling Spring Lakes, the City would experience a significant increase in development potential and residential growth. Thousands of platted but undeveloped parcels—many currently limited by soils or septic feasibility—would become buildable, accelerating population growth and shifting development patterns toward higher densities. This would substantially increase demand for public

infrastructure, including roads, stormwater systems, public safety, and recreation facilities. At the same time, expanded sewer availability could intensify commercial activity and support more walkable, mixed-use development in designated growth areas. To manage these effects, sewer expansion would need to be accompanied by careful land-use planning, development code updates, and coordinated capital improvement strategies.

There are no areas within Boiling Spring Lakes which are experiencing chronic wastewater treatment system malfunctions. There are no systems failures known to be affecting the quality of the water within the vicinity of the City.

However, there are many lots that will not permit on site septic systems due to the soil conditions and there are occurrences of existing failing septic systems throughout the City.



New Reverse Osmosis Filter Building NW Treatment Plant

Source: Anchorpoint Planning

STORMWATER SYSTEM

Managing stormwater and drainage are ongoing challenges in Boiling Spring Lakes and across the region due to its low-lying geography in a hurricane- and storm-prone coast. Further complicating matters, stormwater infrastructure is maintained by a patchwork of stakeholders including private entities, state agencies such as the North Carolina Department of Transportation (NCDOT), and local governments including the City. Additionally, older development may not be engineered in accordance with current stormwater management best practices. This is particularly challenging in neighborhoods throughout City, where a significant number of currently-vacant parcels may be developed under property rights granted decades in the past prior to modern stormwater rules. While it is challenging to strengthen local regulations on development in North Carolina due to state law, such rules could be implemented on a per-lot basis to mitigate some

stormwater impacts through strategies such as capping the amount of impervious surface allowed on a lot, requiring the installation of stormwater infrastructure as part of development, or better protecting new construction through elevating the first finished floor of new residential construction.

To improve system function and resilience, the Plan recommends several overarching strategies: (1) establishing a formal Ditch Maintenance Program with routine inspection and cleanout; (2) acquiring permanent drainage easements where key ditches run across private property; (3) replacing aging or undersized pipes with properly sized cross-pipes designed to convey at least the 25-year storm event; and (4) coordinating with NCDOT where improvements intersect state rights-of-way. In addition to citywide measures, the report provides site-specific recommendations for more than 150 locations across Phases 1–7, ranked by severity.

Boiling Spring Lakes Dams

In 2018, during Hurricane Florence, southeastern North Carolina experienced severe flooding resulting from three consecutive days of heavy rain. The dams that maintained the City's namesake lakes failed, washing away several roads in the process. Local, state, and federal stakeholders have spent the intervening years working to rebuild this key infrastructure. The scale of the dam reconstruction project is significant, representing a financial obligation several times larger than the City's overall budget. However, significant state



and federal financial resources have assisted with addressing these costs.

TRANSPORTATION SYSTEMS

The City's location between the urbanizing areas of Wilmington and Myrtle Beach has resulted in increasing impacts from traffic due to substantial population growth. Some of the impacts can be viewed positively as certain commercial entities require heavy traffic volumes for their business model and strategically locate in areas that have larger traffic flows. Alternatively, these impacts are often viewed unfavorably by area residents due to increases in travel times. Some of the largest traffic volumes occur during the summer months when seasonal visitors and day-trip travelers find their way to nearby beaches.

The City of Boiling Spring Lakes is a member of the Cape Fear Rural Planning Organization (RPO) which includes portions of Brunswick, Columbus, and Pender Counties. RPOs are responsible for coordinating transportation efforts in non-urban areas. The RPO works with the NC Department of Transportation (NCDOT) in making transportation-related decisions for the region. With citizen input, the RPO is responsible for developing a transportation priority list to promote projects and programs with NCDOT and the Federal Highway Administration (FHWA). In North Carolina, the State assumes the major responsibility for financing and constructing highways and other primary roads that serve as major transportation corridors. Currently, the most significant transportation improvement project in the vicinity of Boiling Spring Lakes is the widening of NC Highway 211 from two to four lanes from NC Highway 87 to Midway Road. This project is projected to be completed in the summer of 2027. Additionally, safety improvements in the form of turning lanes at the intersection of N.C. Highway 87 and Fifty Lakes Drive have been initiated to address safety concerns.

The City receives annual financial assistance from an NCDOT administered state aid program (the Powell Bill). Powell Bill funds

must be used for resurfacing streets within City limits or for maintaining, repairing, constructing, reconstructing or widening any street. The funds may also be used for planning, construction, and maintenance of bikeways, greenways, or sidewalks. These funds are divided among municipalities on the basis of population and eligible locally-owned road mileage. In 2025, Boiling Spring Lakes received \$407,721.95 in Powell Bill funds from the state based on its population size and 115.58 miles of locally maintained roadways.

The Cape Fear Memorial Bridge provides the main point of vehicular access between Brunswick County and the region's economic hub in Wilmington. The bridge is approaching its functional end of life, with periodic maintenance causing traffic bottlenecks and time-consuming detours. The State of North Carolina and regional entities continue to explore the best course of action to replace the bridge, with funding being a key sticking point. While proposals to institute tolling on the bridge have been brought forward to address budgetary needs, they remain unpopular with many within the region.



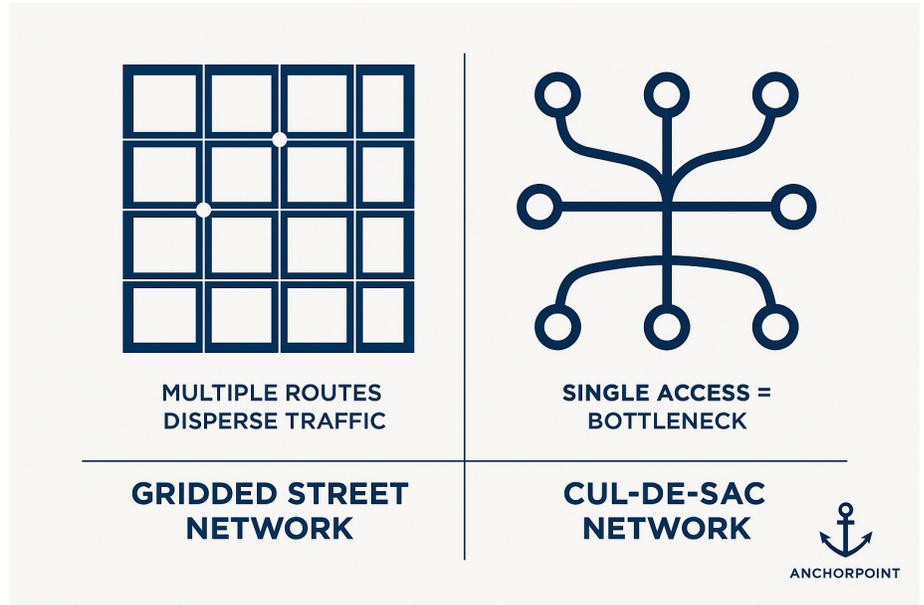
Traffic Counts

The annual traffic count used for planning purposes is called the Annual Average Daily Traffic Count (AADT). The AADT is the number of vehicles passing in both directions over a single point on a roadway over the course of a year divided by 365 days in a year. For example, if 50,000 vehicles pass a single point on the road in a year, the AADT is 137 vehicles per day ($50,000 / 365 = 137$). It must be noted that these annual traffic counts are averages, and certain peak season days produce traffic counts well in excess of the AADT count.

Seasonal traffic counts are of particular concern in the vicinity of Boiling Spring Lakes due to traffic to and from nearby beaches. However, in 2008, the NCDOT Traffic Survey Group suspended standalone seasonal traffic counts. As a result, only AADT counts are available. Peak volumes are included in the AADT, but are not available separately for comparison purposes.

Within Boiling Spring Lakes, the highest AADT counts are found on the segment of George II Highway (NC Highway 87) between Boiling Spring Road and River Road (NC Highway 133), which has an AADT of 15,500 in 2024. The next highest counts are found on the segment of George II Highway between E. Boiling Spring Road and Wildwood Drive, which the NCDOT reports has an AADT of 12,000. Over the past several years, these two main segments have continued to see increases in traffic volumes. AADTs have 20% on the southern segment and 10% on the northern segment of George II Highway on the average day from counts taken in 2014. See Map 4.1 for more information.

Boiling Spring Lakes benefits from a well-connected, gridded street network that is uncommon among newer communities in southeastern North Carolina.



While many modern subdivisions rely heavily on cul-de-sacs and single-access entrances—design patterns that concentrate traffic, limit route choices, and create bottleneck conditions—the City’s historic grid provides multiple pathways for movement, disperses traffic naturally, and enhances overall system resilience. This traditional layout supports more efficient travel for residents, service providers, and emergency vehicles, while also reinforcing a sense of community cohesion across neighborhoods.

The City’s network also provides a valuable foundation for the future. As unpaved or unimproved roadway segments are upgraded over time, overall connectivity will continue to strengthen—making it easier to walk, bike, and drive between neighborhoods, parks, lakes, and civic destinations. A well-connected street system also supports better infrastructure planning, including stormwater routing, utility placement, and emergency response access. By maintaining and strategically improving this grid-based framework, Boiling Spring Lakes can continue to grow in a way that supports mobility, reduces congestion, and enhances quality of life for current and future residents.

Pavement Assessment

The City's 2020 Pavement Assessment and Management Plan provides a comprehensive evaluation of approximately 113 miles of municipal roadway, including paved, rocked, and unimproved streets. The assessment—based on NCDOT Pavement Management Unit criteria—assigned each roadway a Pavement Condition Index (PCI), revealing that 14% of roads were in “A” condition, 25% in “B,” 8% in “C,” and 53% in “D” (unpaved) at the time of the study. The document outlines key pavement distresses such as alligator cracking, rutting, raveling, and edge failures, and emphasizes the importance of preventive maintenance to extend pavement life and reduce long-term rehabilitation costs. Because the report dates to April 2020, it should be viewed as an aging baseline that illustrates historical needs and long-term maintenance philosophies rather than a current-condition inventory.

The Plan presents both 5-year and 25-year roadway management strategies, each designed

to balance safety, asset preservation, and available funding. The 5-year plan prioritizes bringing the worst-performing Grade C roads to a manageable condition through targeted patching, crack sealing, and micro-surfacing, delaying more costly reconstruction. The 25-year plan proposes a sustainable, cyclical approach to resurfacing and preventive maintenance for all paved streets while acknowledging that full rehabilitation costs rise sharply as pavement deteriorates. The plan also identifies a sequence for paving rocked roads based on housing density, outlines annual Powell Bill and vehicle tax revenue assumptions, and provides corresponding cost estimates (all in 2020 dollars). While the City's transportation network has evolved since the report was completed, the Plan remains relevant for understanding typical pavement lifecycles, prioritization methods, and the relationship between road condition, budget limitations, and long-term infrastructure planning.

Bicycle And Pedestrian Facilities

Non-motorized transportation is increasingly important nationwide. Non-motorized transportation refers to alternative travel choices such as cycling or walking. While non-motorized transportation is often considered a leisure travel mode, it can also be utilized to travel from point A to B for utilitarian purposes. Residents have continued to express interest in expanding options for cycling and pedestrian travel in the City.

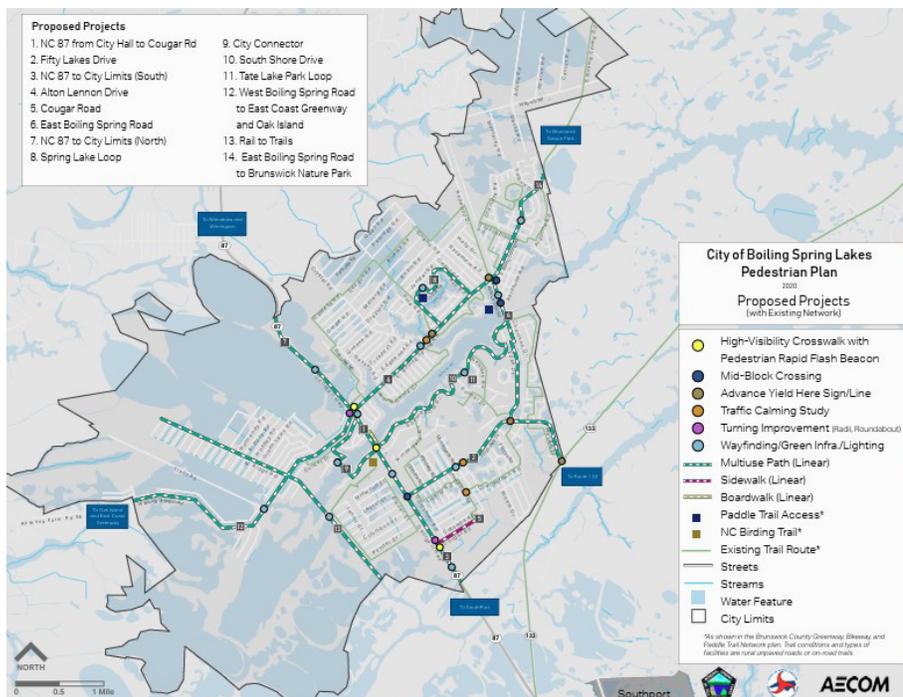
In 2020, the City adopted a Comprehensive Pedestrian Plan. The plan contained recommendations and action items for enhancing pedestrian facilities in key locations. The plan provides a comprehensive evaluation of existing pedestrian conditions and offers a long-range blueprint for improving multimodal safety, connectivity, resiliency, and quality of life throughout the community. Developed in partnership with NCDOT's Integrated Mobility Division, the Cape Fear RPO, and a local steering committee, the plan incorporates public input, existing conditions analysis, and a prioritized set of infrastructure and policy recommendations.

The Plan establishes a community vision centered on creating safe, attractive, and connected walking environments. Recurring themes throughout the planning process emphasized:

- Linking parks, lakes, civic facilities, and neighborhoods
- Providing safer crossings along NC 87
- Using multimodal transportation to reinforce the City's identity as a recreational and nature-oriented community
- Supporting the City Center area as a pedestrian-friendly activity node

The Plan proposes a phased, citywide pedestrian network composed of sidewalks, multiuse paths, improved crossings, wayfinding, and green infrastructure. Improvements are prioritized in three tiers based on safety, connectivity, feasibility, and public input. The highest priority items are provided below.

1. NC 87 from City Hall to Cougar Road – Multiuse path, crosswalks, boardwalk segments, lighting, and traffic-calming features
2. Fifty Lakes Drive – Multiuse path, signage, lighting, and traffic-calming study
3. NC 87 to City Limits (South) – Linear multiuse facility and wayfinding
4. Alton Lennon Drive – Multiuse path, crossings, and lighting improvements
5. Cougar Road – Sidewalks, improved crosswalks, and reduced turning radii



Overall, the Pedestrian Plan serves as a strategic companion to the Comprehensive Land Use Plan, providing guidance for future development decisions, infrastructure planning, and community programming. Its implementation—whether through policy updates, capital planning, or incremental projects—will help ensure that Boiling Spring Lakes continues to evolve as a safe, connected, and resilient community.

EMERGENCY SERVICES

Emergency services for citizens of Boiling Spring Lakes are provided by a variety of different agencies:

- The private nonprofit Boiling Spring Lakes Fire Rescue provides firefighting services to the City and has three stations throughout the community.
- Emergency Medical Services (EMS) are provided by county government through Brunswick County EMS, which provides service across Brunswick County. EMS services in Boiling Spring Lakes are based out of EMS Base 5 in the City.
- Law enforcement services within the City are provided by the Boiling Spring Lakes Police Department, a function of municipal government.



Source: Anchorpoint Planning

Collectively, this cooperative framework of stakeholders is responsible for providing a responsive and well-coordinated network of emergency services that maintain community health and safety.



Source: Anchorpoint Planning

PARKS AND RECREATION FACILITIES

The City of Boiling Spring Lakes has seven public parks available to residents. Further, the City maintains a community center with fitness facilities as well as classes and recreational programs in addition to a nature trail, playground, and disc golf course on the community center grounds. See Map 4.2 for additional information.

Alton Lennon Park

This facility provides a picnic shelter with seating, bench swings, and restroom facilities. Previously-available aquatic amenities are currently unavailable as the City continues its recovery from Hurricane Florence.

Charles Schneiders Park

Recently renovated, this park includes a playground and swings in addition to a picnic shelter and a half-court basketball court.

Mirror Lake Park

Mirror Lake Park includes a bench swing, picnic table, swimming beach, and seasonally-available restroom facilities.

North Lake Park

In addition to water-based recreation that is still pending recovery from Hurricane Florence, the park includes bench swings and year-round restroom facilities.

Robert Muse Memorial Park

Redeveloped with help from a state grant, this facility includes a playground, pickleball and basketball



courts, picnic shelters, a walking track, gaga ball pit, and foosball table.

Seminole Lake Park

Seminole Lake Park includes a swing bench, swimming beach, and seasonally-available restrooms.



Spring Lake Park

In addition to swimming, this park includes picnic shelters, bench swings, picnic tables, and restrooms. Additionally, the City hosts a number of programs at this location.



The City continues to monitor the community's recreational needs and seek opportunities to respond with new and improved offerings. Additionally, Boiling Spring Lakes benefits from close proximity to nearby natural recreational opportunities along the coast.

CITY DEPARTMENTS – FUTURE NEEDS SUMMARY

The following departmental summaries are provided for informational and planning purposes only. They are intended to help identify trends, future service demands, and facility considerations as the City of Boiling Spring Lakes continues to grow. All decisions related to staffing levels, capital improvements, equipment purchases, and budget allocations fall solely under the authority and discretion of the Board of Commissioners. These summaries are not directives, but tools to help ensure the Comprehensive Land Use Plan reflects realistic long-term needs across City services.

Planning & Zoning Department

The Planning & Zoning Department oversees long-range planning, zoning administration, development review, permitting support, and code enforcement. It also prepares agendas, staff reports, and recommendations for the Planning Board, Board of Commissioners, and Board of Adjustment.

Staffing and funding constraints currently limit service delivery, with the Assistant City Manager also serving as Interim Planning Administrator. Modernizing permitting and GIS systems is a high priority. Over the next 5–10 years, the department anticipates the need for additional positions—including Planner I & II, Planning Technician, and

Zoning Technician—and a fully integrated software platform to support planning, permitting, and code enforcement.

As growth continues, demand for development review, community engagement, and interagency coordination will increase. Particular attention is needed for coordination with NCDOT and the U.S. Fish & Wildlife Service, especially in areas impacted by endangered species regulations. The department has identified potential updates to commercial zoning districts, completion of a City Center Master Plan, and refinements to the Future Land Use Map as long-term priorities.

Building Inspections & Permitting Department

The Building Inspections and Permitting Department maintains building safety through permit administration and timely inspections. Current workloads are being met; however, the department has only one inspector with Level I certifications.

Short-term needs include adding an additional inspector with Level III certifications and ongoing staff training. Looking ahead, anticipated commercial

development will require Level III certifications and expanded plan review capabilities. Updating the current permit software system is also a priority to improve efficiency.

From a land-use perspective, projected growth will increase inspection volume and technical complexity. The department also notes a community need for more affordable housing options, such as apartments and duplexes.

Parks & Recreation Department

The Parks & Recreation Department provides programs for seniors, youth, and families, manages community events, maintains parks, and operates fitness facilities. As the population grows, so will demand for recreation services, facilities, and staff.

Key challenges include limited public awareness of programs and facility space constraints—even with the addition of a new building. Short-term priorities focus on staffing the senior center and expanding

program offerings for working adults. Over the next decade, major recreational investments may be needed, including a community pool, indoor gymnasium, event space, stage for outdoor concerts, and waterfront amenities on the former golf course property.

Development of the golf course land is identified as a significant opportunity to support long-term recreation needs and community gathering spaces.

Public Works Department

Public Works maintains City streets and rights-of-way, performs driveway evaluations and installations, supports parks maintenance, oversees buildings and grounds, and services the full fleet of City vehicles and equipment.

The department's administrative and operational facilities are overcrowded. Staffing levels have remained unchanged for more than two decades despite substantial growth, and the mechanic's workload is well beyond typical capacity. Equipment limitations—such as aging work trucks

and the need for an additional backhoe—also strain operations.

Short-term needs include additional equipment, replacement trucks, and office space. Long-term needs center on completing the proposed Public Works site expansion to support modern operations. As the City continues to expand its roadway network and facilities footprint, Public Works will require additional personnel and updated infrastructure to maintain service levels.

Stormwater Department

The Stormwater Department manages drainage infrastructure, flooding concerns, system maintenance, and stormwater-related engineering solutions. Its overarching goal is to improve the existing conveyance system so that it can reliably move water through the City and reduce flooding impacts.

The most significant current challenge is the condition of the citywide stormwater system, which requires extensive rehabilitation to meet modern standards. Short-term needs include

specialized maintenance equipment and training in municipal stormwater management. Over the next decade, additional staffing and equipment will be necessary to support system upgrades, maintenance, and ongoing inspection needs.

As development increases impervious surfaces and stormwater runoff, timely upgrades to conveyance infrastructure will be essential. The department emphasizes that stormwater improvements will require strategic planning and sustained financial investment.

Police Department

The Police Department provides 24-hour law enforcement, crime prevention, emergency response, ordinance enforcement, and community engagement. Its mission is to protect life and property, maintain public order, and ensure constitutional policing.

Current challenges include budget constraints, facility limitations, and staffing shortages. Based on population growth trends, the City should anticipate the need for additional sworn personnel to maintain recommended service levels. The existing police facility is operating at capacity and also functions as a secondary Emergency

Operations Center—placing additional strain on space, technology infrastructure, and operational readiness.

Short-term needs include modernization of the facility, competitive compensation to improve recruitment and retention, and upgraded technology such as communications systems, body cameras, in-car cameras, and data management tools. Over the next decade, the department anticipates the need for expanded training, specialized units, accreditation efforts, and a long-term capital improvement strategy.

As Boiling Spring Lakes grows, public safety demands will increase in tandem, and effective planning will be essential to ensure the department can maintain adequate service levels.

PROJECTED NEEDS ACROSS CITY DEPARTMENTS

AS BOILING SPRING LAKES GROWS



Planning & Zoning

Hire Administrator, Planner, Technicians



Building Inspections & Permitting

Add Inspector with Level II Certifications



Parks & Recreation

Community Pool, Event Center, Indoor Gym



Public Works

Additional Backhoe and Work Trucks



Stormwater

System Rehabilitation and Upgrades



Police

Facility Expansion and Staffing

COMMUNITY FACILITIES GOALS, OBJECTIVES, AND POLICIES

City policies in this chapter relate to community facilities and services. Two CAMA management topics are covered in the policy section herein: Infrastructure Carrying Capacity and Public Access. It should be noted that these topic areas are developed as part of the Division of Coastal Management’s 7B Land Use Planning Guidelines. In addition, transportation and recreation goals and policies are provided.

Refer to Appendix A for Definitions of action words contained within the policy section.

Infrastructure Carrying Capacity

Goal 4.1: Ensure that public infrastructure systems are sized, located, and managed to provide service to residents and businesses and so the quality and productivity of Areas of Environmental Concern (AECs) and other fragile areas are protected or restored.

Objective 4.1: Ensure that the location and capacity of public infrastructure systems are consistent with the City’s growth and development goals.

Policy 4.1.A: Water and Wastewater System Planning: The City supports efforts by Brunswick County Public Utilities to monitor population growth, development patterns, and system capacity to ensure utility service continues to meet City needs.

Policy 4.1.B: **Mandatory Utility Connections:** New development along existing water or wastewater lines at the time of development shall be required to connect to public utilities.

Policy 4.1.C: **Stormwater Regulations:** The City shall minimize stormwater runoff from new development as practical by continued enforcement of its stormwater control regulations, and through coordination with other relevant stakeholders.

Recommended Action 4.1.C.1:

Continue considering opportunities to amend the City’s regulations to ensure proper stormwater management in new development, including regulations addressing the stormwater impact of single lots (e.g., impervious surface maximums, first finished floor minimums).

Recommended Action 4.1.C.2:

Continue monitoring development of existing parcels for opportunities to minimize stormwater impacts from new ground disturbance and impervious surfaces.

Policy 4.1.D: **Dam Reconstruction:** The City shall continue to utilize all available and reasonable avenues to finalize the reconstruction of the community’s dams and recoup costs where possible.

Policy 4.1.E: **Collaboration with Neighboring Communities:** In times of emergency, the City shall assist neighboring jurisdictions when possible.

Policy 4.1.F: **Capital Improvement Planning:** The City shall continue to utilize capital improvement planning as a tool to identify and prepare for needed capital expenditures.

Recommended Action 4.1.F.1:

Continue to monitor and respond to municipal staffing and technological needs that may fluctuate in parallel with capital needs.

Policy 4.1.G: **Environmental Preservation:** All City efforts to improve infrastructure carrying capacity shall be carried out in a manner that minimizes impacts to fragile areas to the extent practical.

Transportation

Goal 4.2: Coordinate transportation improvements in accordance with development to ensure roadways are safe for all users, while providing an appropriate level of service.

Objective 4.2: Support activities that reduce traffic congestion and safety problems while enhancing facilities for non-motorized users.

Policy 4.2.A: **Driveway Management:** The City encourages the NC Department of Transportation and developers to alleviate traffic congestion on primary roadway thoroughfares by managing the number, design standard, and location of driveway access points for commercial, multi-family, or other large developments.

Policy 4.2.B: **Street Design:** The City encourages planned developments to consider street design best practices that maximize usability for all modes, safety, aesthetics, connectivity, and stormwater management.

Policy 4.2.C: **Regional Coordination:** Ensure the City's transportation needs are adequately addressed through the Cape Fear RPO. In addition, the City supports coordination with area local governments to construct facilities that have a positive local and regional impact on the transportation network's functionality and safety.

Recommended Action 4.2.C.1:

Consider opportunities to partner with the Cape Fear RPO to develop seasonal traffic counts at one or more key locations to better estimate peak season traffic impacts on the City.

Policy 4.2.D: **Alternative Transportation for Recreation:** The City encourages alternative means of transportation to reduce traffic and provide recreational opportunities for residents and visitors.

Policy 4.2.E: **Bicycle and Pedestrian Transportation:** The City encourages all projects to consider pedestrians and cyclists for inclusion in all road construction, reconstruction, or maintenance projects.

Recommended Action 4.2.E.1:

Consider opportunities to implement and update existing City mobility plans.

Policy 4.2.D: Alternative Transportation for Recreation: The City encourages alternative means of transportation to reduce traffic and provide recreational opportunities for residents and visitors.

Policy 4.2.E: Bicycle and Pedestrian Transportation: The City encourages all projects to consider pedestrians and cyclists for inclusion in all road construction, reconstruction, or maintenance projects.

Recommended Action 4.2.E.1:

Consider opportunities to implement and update existing City mobility plans.

Policy 4.2.F: Pavement Asset Management: The City supports the implementation of a long-term pavement management approach that prioritizes preventive maintenance, preserves roadway quality, and reduces lifecycle rehabilitation costs.

Recommended Action 4.F.1:

Utilize pavement condition data and updated field assessments to guide annual road maintenance programming and capital improvement planning.

Recommended Action 4.F.2:

Consider periodic re-evaluation of pavement conditions (every 4–5 years) to ensure maintenance decisions are based on current roadway performance.

Policy 4.2.G: Prioritization of Critical Road Segments: The City supports a prioritization framework for resurfacing and rehabilitation that considers traffic volume, connectivity to public facilities, emergency access, and neighborhood function.

Recommended Action 4.2.G.1:

Continue prioritizing improvements to roadways serving schools, parks, emergency routes, and major community facilities.

Recommended Action 4.2.G.2:

Evaluate rocky and unpaved roads for paving priority based on housing density, land use patterns, and long-term network value.

Policy 4.2.H: Developer Responsibility for Road Improvements: When development occurs on lots adjacent to an unpaved or unimproved public right-of-way, the City supports requiring the developer to construct or upgrade the roadway to City standards when such improvements are necessary to provide safe, reliable access and to ensure adequate emergency service, public safety, and infrastructure function.

Recommended Action 4.2.H.1:

Consider amendments to the City's UDO or develop street specifications to clearly require that developers construct, pave, or otherwise improve unimproved public rights-of-way that are needed to serve their development.

Public Access

- Goal 4.3:** Maximize public access to the public trust waters of the coastal region for residents and visitors.
- Objective 4.3:** Implement policies and recommendations that assure satisfactory access to public trust waters for all City residents, businesses, and visitors.
- Policy 4.3.A:** **Support for State and Federal Access Programs:** The City supports the use of state and federal resources, in addition to local funds, to develop additional public access.
- Policy 4.3.B:** **Public Water Access Amenities:** The City shall monitor opportunities to reestablish public water access within the community as dam reconstruction projects are completed.
- Policy 4.3.C:** **Preservation of Existing Public Access:** The City should not approve any development activity that would cause an existing public access site to become permanently unusable without adequate and immediate replacement with an equal and similarly located public access site.

Parks And Recreation

- Goal 4.4:** Maximize the City's capability to provide recreational facilities and opportunities to serve current and future City residents and visitors.
- Objective 4.4:** Ensure adequate, appropriately located parks, recreation, and open spaces are available to serve the needs of City residents.
- Policy 4.4.A:** **City Recreational Amenities:** The City shall continue to monitor the use of its park facilities to identify ongoing needs and maximize their utility for recreation and building community.
- Recommended Action 4.4.A.1:**
Consider opportunities to work with the State of North Carolina to utilize state-owned natural areas for recreational purposes.
- Recommended Action 4.4.A.2:**
Consider opportunities to acquire land adjacent to existing recreational facilities to expand their footprint while leveraging existing assets.
- Policy 4.4.B:** **Parks and Recreation Master Plan:** The City shall consider opportunities to implement, and possibly update, its 2018-2023 Parks, Recreation & Open Space Master Plan.
- Policy 4.4.C:** **Recreational Programming:** The City supports the continued expansion of recreational programming for residents.

Recommended Action 4.4.C.1:

Consider opportunities to collaborate with nearby jurisdictions and agencies to jointly provide recreational programming for the benefit of City residents.

Policy 4.4.D: Recreation Facility Expansion and Long-Term Planning: The City supports long-term evaluation of major recreation needs, including multi-use facilities, aquatic amenities, and development of the former golf course property.

Recommended Action 4.D.1:

Assess community demand for large-scale recreational amenities such as pools, indoor gymnasiums, or event spaces as population growth continues.

Municipal Operations & Community Services

Goal 4.5: Ensure that municipal departments, public facilities, and community services can effectively meet the needs of a growing population while supporting high-quality development, public safety, and overall quality of life.

Objective 4.5: Coordinate land use decisions, growth management strategies, and capital planning efforts with the operational needs of City departments to support efficient, responsive service delivery.

Policy 4.5.A: Planning & Development Services Capacity: The City supports efforts to modernize and improve planning, zoning, permitting, and GIS systems to enhance development review, public transparency, and long-range planning effectiveness.

Recommended Action 4.5.A.1:

Evaluate opportunities to implement integrated permitting and planning software to improve coordination among Planning, Inspections, and Code Enforcement.

Recommended Action 4.5.A.2:

Periodically review staffing needs in development-related departments to ensure timely customer service and regulatory compliance.

Policy 4.5.B: Building Safety and Inspection Services: The City supports maintaining a safe built environment through timely inspections, adequate certification levels, and a permitting process capable of addressing increasingly complex development.

Recommended Action 4.5.C.1:

Monitor inspection volumes annually to determine whether additional inspector certifications or plan review capabilities are warranted.

Recommended Action 4.5.C.2:

Continue exploring upgrades to permitting software to improve efficiency and transparency for residents and contractors.

Policy 4.5.C: Public Works Operational Readiness: The City supports long-range planning for Public

Works facilities, equipment, and staffing to ensure streets, rights-of-way, buildings, parks, fleet, and public grounds are maintained effectively as the community grows.

Recommended Action 4.5.C.1:

Periodically evaluate Public Works facility needs, including office space, equipment storage, and fleet capacity, to ensure long-term operational efficiency.

Recommended Action 4.5.C.2:

Coordinate development review with Public Works to ensure new projects consider access needs, maintenance impacts, and life-cycle service demands.

Policy 4.5.D: **Stormwater System Resilience & Management:** The City supports strategic, long-term improvements to its stormwater system to mitigate flooding, maintain conveyance capacity, and support resilient development practices.

Recommended Action 4.5.D.1:

Identify priority areas for stormwater infrastructure upgrades based on flooding trends, public concerns, and system condition assessments.

Recommended Action 4.5.D.2:

Support continued training opportunities for stormwater staff to maintain best practices in drainage management, erosion control, and conveyance system maintenance.

Policy 4.5.E: **Public Safety Facilities and Technology:** The City supports efforts to maintain and improve police facilities, technology, and operational capacity to ensure effective public safety services as the population grows.

Recommended Action 4.5.E.1:

Periodically evaluate Police Department facility needs—including Emergency Operations Center functions—to ensure adequate space, security, and operational readiness.

Recommended Action 4.5.E.2:

Monitor advancements in public safety technology, including communications systems, body-worn cameras, and data management tools, and consider opportunities to incorporate new systems as needed.

Policy 4.5.F: **Interdepartmental Coordination:** The City supports improved coordination among all departments to ensure efficient service delivery, especially for development review, capital planning, and emergency response.

Recommended Action 4.5.F.1:

Encourage regular cross-department communication on development proposals, large projects, and emerging service needs.

Recommended Action 4.5.F.2:

Explore opportunities for shared digital platforms to enhance communication and project tracking among City departments.

Policy 4.5.G: **Community Outreach and Program Awareness:** The City supports efforts to expand public awareness of municipal programs, services, and recreational opportunities to better serve residents of all ages and backgrounds.

Recommended Action 4.5.G.1:

Evaluate opportunities to diversify outreach tools—including non-digital formats—to inform residents about programs, permitting processes, and recreational offerings.

Recommended Action 4.5.G.2:

Continue seeking opportunities to expand evening and alternative-hour programming to meet the needs of working families.

City of Boiling Spring Lakes



Legend

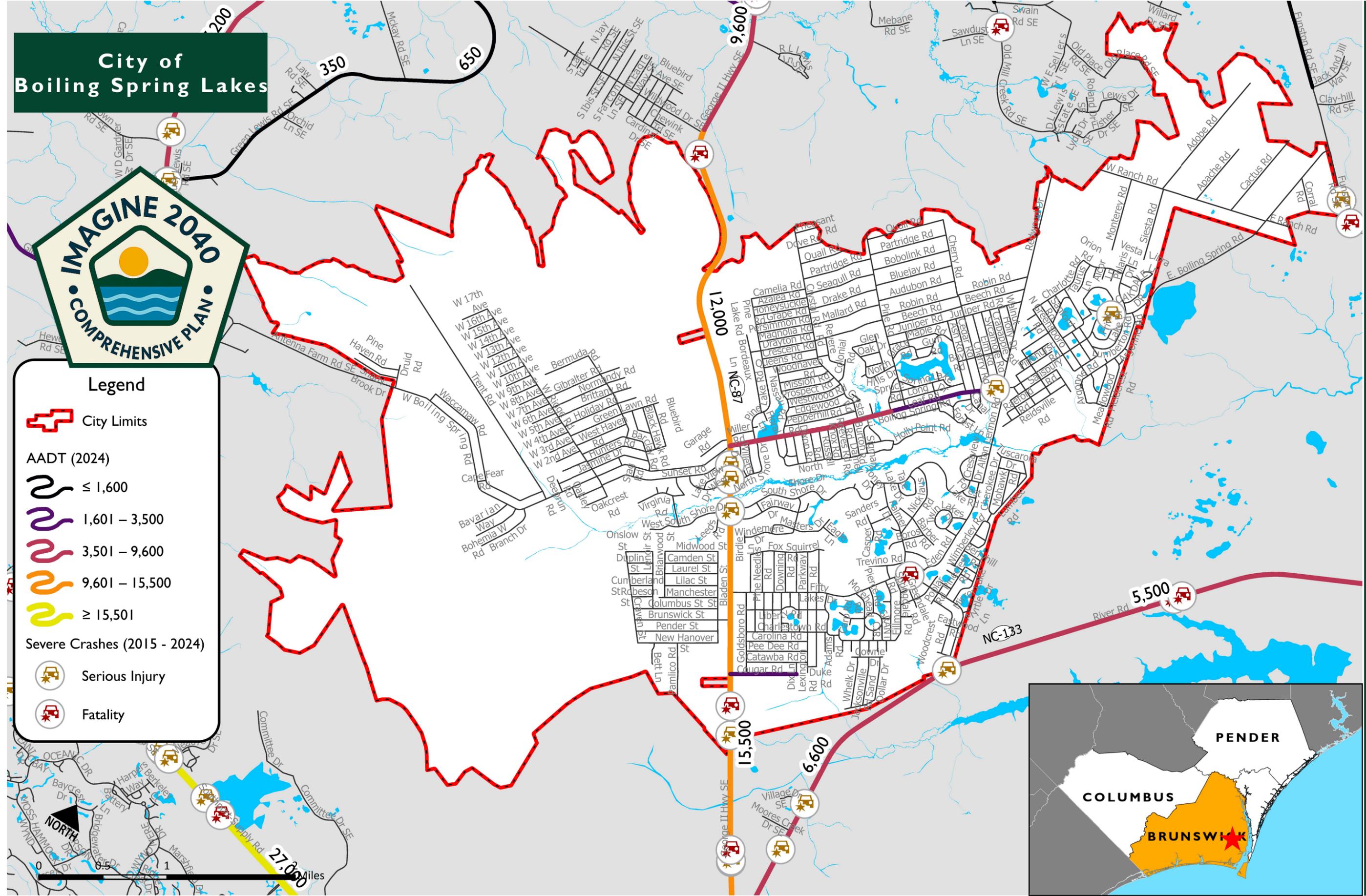
- City Limits

AADT (2024)

- ≤ 1,600
- 1,601 – 3,500
- 3,501 – 9,600
- 9,601 – 15,500
- ≥ 15,501

Severe Crashes (2015 - 2024)

- Serious Injury
- Fatality



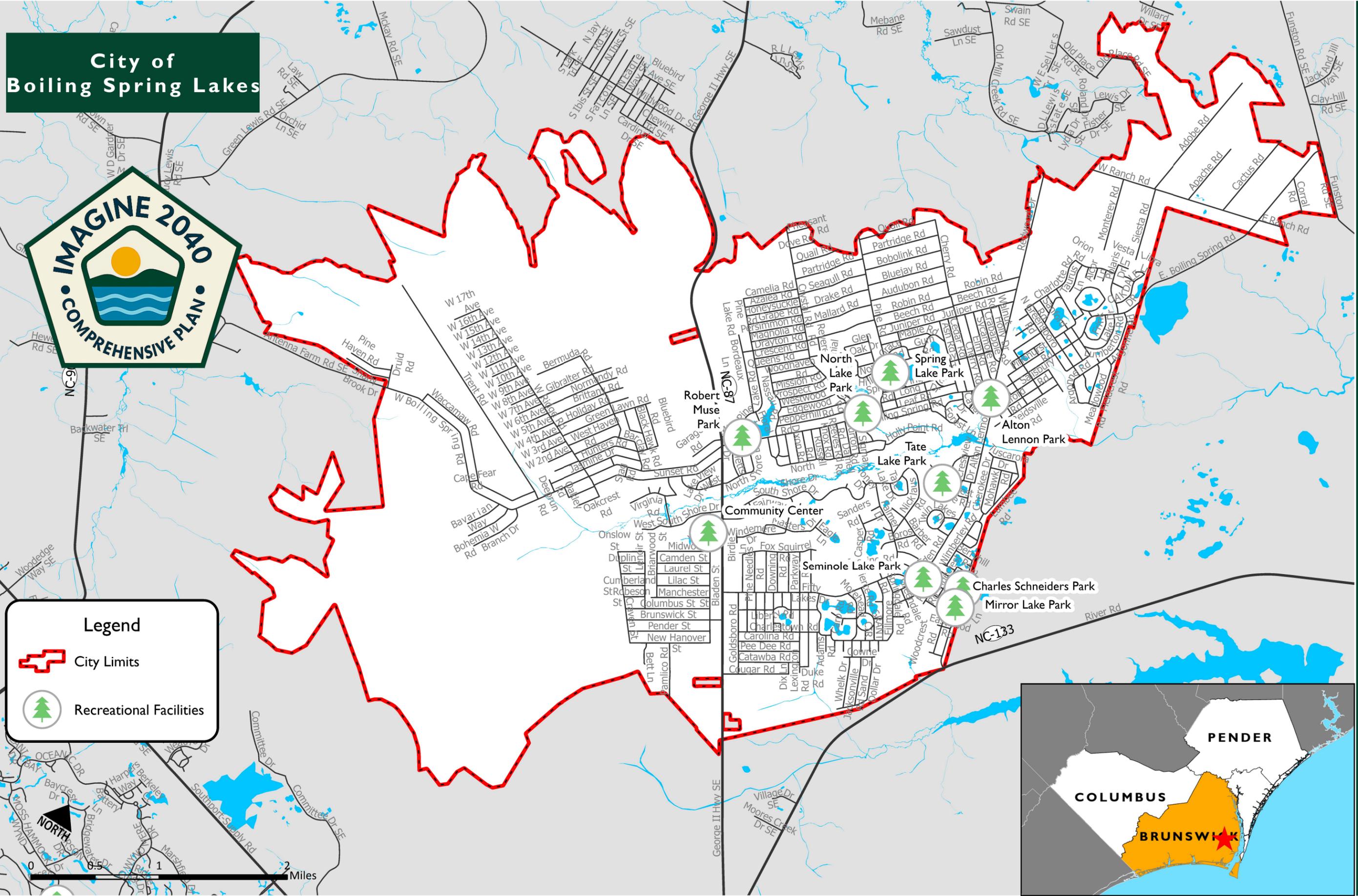
Map 4.1 Traffic Counts & Crashes

City of Boiling Spring Lakes



Legend

- City Limits
- Recreational Facilities



Map 4.2 Recreational Facilities