



**AGENDA**

**Planning Board**

**Thursday, June 18, 2026: 6:00 PM**

**Douglass Community Center: 1185 W. Pennsylvania Ave**

**CALL TO ORDER**

**APPROVAL OF MINUTES**

- 1. May 21, 2026 Regular Meeting**

**PRELIMINARY FORUM**

- 1. Preliminary Development Plan for a drive-thru restaurant as Phase 3B of the Southern Pines Ace Hardware Development (File PD-04-26)**

Phase 3B of the Southern Pines Ace Hardware Planned Development proposes a 2,537-square-foot quick-service restaurant with a drive-thru as the final commercial component of the multi-phase mixed-use development along Airport Road. Planning Staff recommends approval of the Preliminary Development Plan with modifications related to setback and landscape buffer standards, while continuing the shared parking arrangement established in earlier phases.

**UNFINISHED BUSINESS**

**NEW BUSINESS**

- 1. Discussion: Creating a Subcommittee to Advise Planning Staff on Right-Sizing Parking**

Discussion with Planning staff about creating a Planning Board subcommittee to help guide staff's work on right-sizing parking in Southern Pines.

**ADJOURNMENT**

# Planning Staff Report

**To:** Planning Board

**From:** Kenan Dail, Planner I

**Date:** June 18, 2026

**Item:** **File #PD-04-26** Review of the Preliminary Development Plan (PDP) for Phase 3B of the Ace Hardware Planned Development

## I. EXECUTIVE SUMMARY

The applicant, Rhetson Companies, requests approval of a Preliminary Development Plan (PDP) for Phase 3B of the approved Southern Pines Ace Hardware Conceptual Development Plan (CDP). The proposal consists of a ±2,537-square-foot quick-service restaurant with a drive-thru.

The property is part of a multi-phase commercial development approved in 2022 and designated as Traditional Mixed-Use under the Town's Comprehensive Long-Range Plan, the predecessor to the 2040 Comprehensive Plan. Previous phases have included retail, office, medical, restaurant, warehouse, and commercial uses. Phase 3B represents the final commercial component envisioned within the overall development area.

Planning Staff reviewed the application against the four approval criteria under UDO §2.18.5(H) and found that the proposal satisfies the intent and purpose of the Planned Development District. Staff supports two requested modifications associated with the Highway Corridor Overlay standards:

### 1. Urban Village Setbacks

- Apply Urban Village setback standards, consistent with Phase 3A, resulting in a 40-foot landscape buffer, building setback, and parking area setback.

### 2. Side Buffer Planting Relocation

- Allow required plantings associated with the 5-foot side/rear buffer between Phases 3A and 3B to be dispersed elsewhere on the site rather than concentrated along the shared property line.

Staff recommends carrying forward Condition #2 from approval of Phase 3A:

- No parking shall be permitted on Parcel 3B. Parking serving Parcel 3B shall be accommodated through shared parking within the overall Ace Hardware Planned Development. Uses on Parcel 3B shall not be required to provide separate minimum parking.

Planning Staff recommend approval of the Phase 3B Preliminary Development Plan, subject to:

1. Approval of Modification 1 (Urban Village setback standards).
2. Approval of Modification 2 (side buffer planting relocation).
3. Inclusion of the shared parking condition previously approved under PD-03-24 and PD-08-24.

**TABLE OF CONTENTS**

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**Executive Summary.....1**  
**Project Information.....2**  
**Staff Review.....8**  
**Attachments.....12**  
**Planning Board Action.....13**

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**II. PROJECT INFORMATION**

**A. Property Owner:**

Southern Pines Ace Land Company, LLC

**B. Applicant & Authorized Agent:**

Rhetson Companies, Inc. (Applicant), Koontz Jones Design, PLLC – Attn: Paul Saathoff (Agent)

**C. Subject Property Description:**

The subject property is located in Phase 3B of the Ace Hardware CDP adjacent to the Moore County ABC Store.

**D. Current Zoning:** Planned Development (PD)

**Overlays:** Planned Development. Urban Transition Highway Corridor Overlay, Airport Hazard

**Figure 1: Vicinity Aerial Image**



Figure 2: Vicinity Zoning Map





Figure 4: (Historical Reference) PD-03-24, Phase 2 and 3A, PDP Site Plan – Approved August 27, 2024

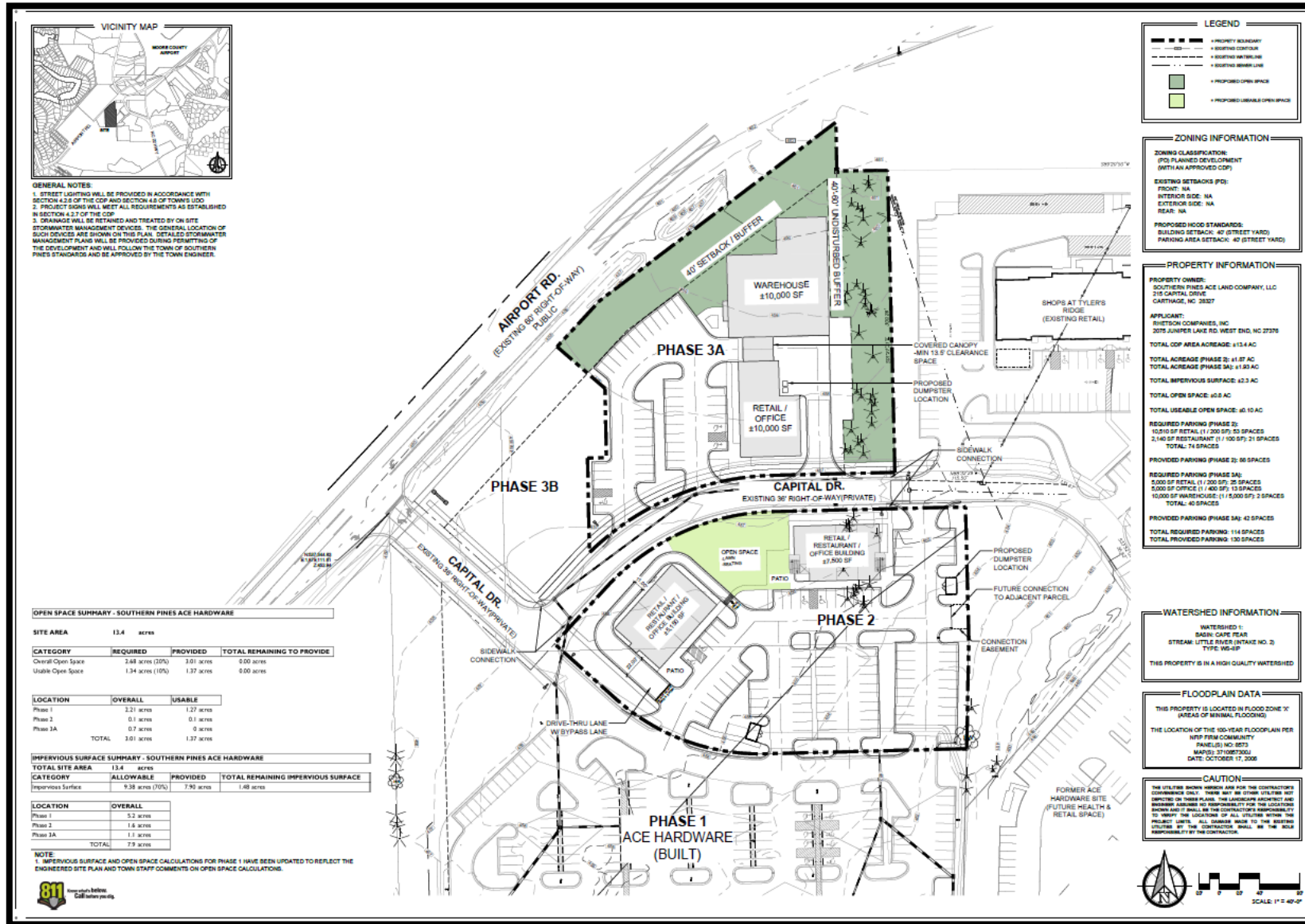
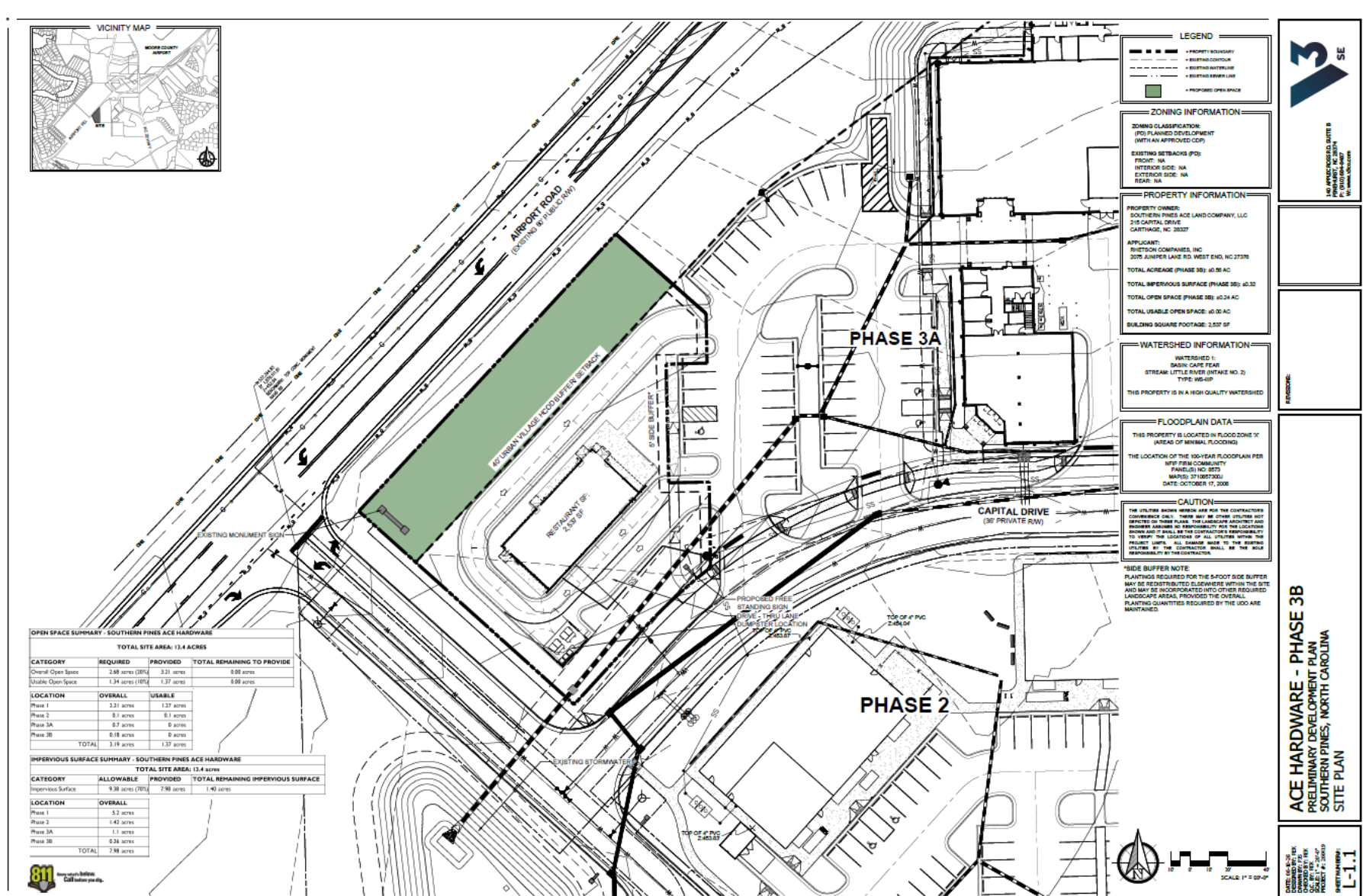


Figure 5: Proposed Plan Layout of Phase 3B (Full PDP Plan Attached to this Report)



### III. STAFF REVIEW

#### A. Application Review Dates

- Conceptual Development Plan Approved: **12 April 2022**
- Preliminary Development Plan Application Submitted: **11 May 2026**
- Application Deemed Complete: **18 May 2026**
  - Comments Requested from Outside Agencies: **28 May 2026**
- Notice of **June 18, 2026**, Planning Board Meeting:
  - Posted On-site: **May 28, 2026**
  - Mailed: **May 29, 2026**
  - Internet: **May 27, 2026**
  - Published: **June 3, 2026, and June 10, 2026**

#### B. Process and Standards for Review

Applications for a Planned Development District (PD) are reviewed in accordance with UDO §2.18. Creating a Planned Development District is a three-step process, including a Conceptual Development Plan (CDP), Preliminary Development Plan (PDP), and Final Development Plan (FDP). This application is for a PDP.

#### C. Applicable Criteria for Review

The criteria for review and approval of a PDP are found in Chapter 2, §2.18.5(H), of the Town of Southern Pines Unified Development Ordinance. The applicants have provided a narrative that addresses the purpose of a Planned Development per UDO §2.18.5(A) and the criteria for a PDP per UDO §2.18.5(H). Copies of the applicant's narrative documents containing their descriptions of the project's alignment with applicable criteria are attached to this staff report. Staff analysis of how the application addresses these four (4) criteria begins below:

#### **Preliminary Development Plan - UDO §2.18.5(H)**

##### **I. The application demonstrates that it will achieve the purposes of the PD and this section.**

Pursuant to UDO §3.5.14 (PD – Planned Development), the Preliminary Development Plan (PDP) demonstrates consistency with the stated purposes of the Planned Development (PD) district as outlined in the Town's Unified Development Ordinance. The Southern Pines Ace Hardware CDP is a General Business and General Business / Office Service development that was approved in 2022. The CDP establishes a vision for this property as a "high-quality commercial and office center that will be carefully integrated into the surrounding development areas." The prior Phase 1 of development resulted in a large retail center in the southernmost portion of the property; Phase 2 of development has resulted in two mixed-use buildings with medical office and restaurant space; and Phase 3A has resulted in retail and warehouse space. This phase, Phase 3B, proposes a **±2,537-square-foot quick-service restaurant with a drive-thru**. Following a review of the Southern Pines Ace Hardware CDP and the Planned Development District section in the UDO and revisions to original designs (see explanation below), Planning Staff now do not find significant inconsistency between the proposed land uses and design in Ace Hardware Phase 3B and the text of either document.

**2. The Preliminary Development Plan is consistent with the Conceptual Development Plan and conforms to all applicable provisions of this UDO;**

Planning staff reviewed the initial PDP application materials, including project narrative and justification, and shared concerns with the applicant regarding issues related to compliance with the approved CDP and the UDO on May 29, 2026. Topics with which Planning Staff initially had concerns included:

1. The Highway Corridor Overlay Standards.
2. The Building Orientation Standards of §4.10.4(A)(1).

Staff and the applicant discussed these concerns on June 2, 2026. In this meeting, two modifications to the Highway Corridor Overlay Standards were discussed, which Planning Staff and the applicant support:

1. Changing the parking and building setback to follow Urban Village instead of Urban Transition standards, consistent with the previous development Phase 3A, resulting in a landscape buffer, building setback, and parking area setback of 40 feet.
2. Additionally, there is a side and rear yard buffer of 5 feet from non-residential zones in Urban Village. This buffer would be required between the parking lot of Phase 3A and 3B. Planning Staff and the applicant recognize this is not an ideal placement, and therefore Planning Staff and the applicant support dispersing the required buffer plantings elsewhere on the site.

Further, concerns with building orientation and compliance with §4.10.4 of the UDO were discussed. The applicant revised the application to include the primary customer-facing entrance along Airport Road, which satisfies the §4.10.4(A)(1) requirements for corner lots (see Figure 1 below): “Corner Lot Buildings shall face and have the primary customer entry facing the higher order street.” Consistent with the Ace CDP and applicable UDO standards, this project complies with the maximum building height, parking, drive-thru requirements along Airport Road, frontage zone requirements, and height restrictions of the Airport Hazard Overlay.

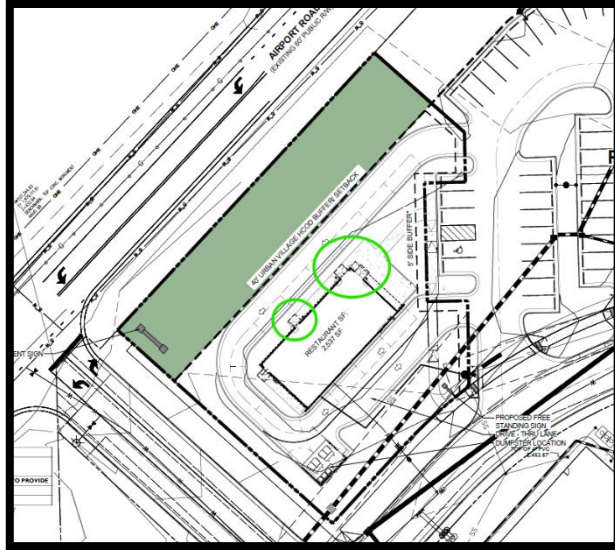


Figure 1

**Red Cockaded Woodpecker (RCW).** The project site is located in an active RCW foraging area. The applicant has provided an RCW Study from Dr. J. H. Carter III and Associates that satisfies their due diligence. The site was previously cleared of existing vegetation.

**Traffic Impact Analysis (TIA).** The original TIA for the Ace Planned Development covers the entire Ace Hardware CDP development. In the interest of realigning to new conditions, the applicant has provided a narrative and a Trip Generation Comparison Letter, which is attached to this report. This letter summarizes the trip generation comparison between the proposed trips that were expected to be generated based on the previously submitted Traffic Assessment Letter (sealed 06/21/24) and the proposed trips that are expected to be generated based on land use provided in the updated site plan. The Technical Review Committee's review on June 2<sup>nd</sup>, 2026, found that the submitted Trip Generation Comparison Letter is sufficient and that a new full Traffic Impact Analysis is not required.

**Watershed Exemption Allocation.** This project falls within the Cape Fear, Little River (Intake No. 2) watershed, which is designated as a high-quality watershed. A High-Quality Watershed Protection Exemption allocation has been given to the project, allowing 70% of the site to be impervious. The overall CDP is currently below that percentage threshold, with this project contributing 0.26 acres of impervious surface, resulting in a total of 7.98 acres of the allowable 9.38 acres for the entire Ace CDP.

**Open Space Usage.** The CDP calls for an overall 20% Open Space requirement across all phases of development, with 10% being Usable Open Space. The overall tabulation for 20% has been met across the development, with Phase 3B contributing 0.18 acres of Open Space, bringing the total provided Open Space of the Ace CDP to 3.21 acres of the required 2.68 acres. Usable Open Space for Phase 3B is not included; however, the overall Ace CDP Development fulfills this requirement.

**Pedestrian Connectivity.** This project, Phase 3B, provides a sidewalk connection from the proposed frontage zone across the drive-thru exit to connect to the sidewalk along Capital Drive. Phase 3A provides sidewalks along the north side of Capital Drive all the way to Airport Road. Phase 2 provides internal sidewalks and connections to sidewalks along the street. Phase 1 also provides a Greenway connection. Staff determines that the sidewalks and sidewalk connections, as depicted on the PDP, meet the general purpose of a PD having pedestrian connectivity.

**Parking.** Per Condition of Approval #2 from PD-03-24, no parking will be permitted with the development of Parcel 3B to encourage shared parking. All parking to serve parcel 3B will be shared with other parcels within the Ace Hardware CDP area. Staff recommends including this condition as a condition of approval for this project to promote consistency and prevent any ambiguity.

**Highway Corridor Overlay Standards.** Modification 1: Due to the ambiguity of the approved site plan in Phase 3A PDP showing the Urban Village Highway Corridor Overlay buffer continuing into the Phase 3B parcel, Planning Staff supports shifting to Urban Village Highway Corridor Overlay standards for this phase. This means that for Phase 3B, the parking area setback and building setback are 40 feet, and the side/rear yard buffer for non-residential zones is 5 feet.

**Architectural Review.** The building associated with this plan requires 4-sided architecture that complies with UDO §4.10, per section 4.2.3 of the CDP. An Architectural Compliance Permit will not be granted until the architecture complies with the standards. If all renderings meet Architectural Compliance standards, then the buildings will qualify for administrative review, as they are under 10,000 square feet.

**Landscape Standards.** Phase 3B must conform to all applicable standards outlined in UDO Chapter 4, except for the Planned Development-specific standards mentioned in UDO section 3.5.14(H). Modification 2: The side and rear yard buffer applies to the property line between Phase 3B and 3A. Planning Staff supports that the required plantings for this 5-foot buffer shall be dispersed or moved to alternate locations on the site instead of following the property line, as agreed by staff and applicant. This is outlined under the Buffers/Setbacks section of the applicant's narrative. The applicant also added a note to the preliminary site layout that plantings required for the 5-foot side buffer may be redistributed elsewhere within the site...provided that the overall planning quantities required by the UDO are maintained, to prevent any ambiguity.

Based on the revised application materials, Planning Staff determine that the application contains enough information to be consistent with the CDP and UDO. With the inclusion of the condition of approval from PD-03-24, that no parking is associated with Phase 3B, Staff assess that this project is consistent with Criterion 2.

Additional detailed analysis of compliance with both the CDP and the UDO will involve representatives from all other Community Development departments (such as Streets, Engineering, Fire, etc.) and will occur during site plan and Architectural Compliance Permit review.

**3. The proposed Development is located in an area of the Town that is appropriate; and,**

The proposed development is Phase 3B of the Southern Pines Ace Hardware CDP. The area being developed, which was approved and granted vested rights under the legacy CLRP in 2022, is designated as a “Traditional Mixed-Use” development. The proposed phase will provide an additional commercial use and will further expand a growing retail and service industry job base. The proposed development will also be within walking distance of a large apartment complex, Sandhills Community College, a traditional residential community, restaurants, a grocery store, medical offices, and the Southern Pines Greenway System.

Planning Staff find that, given the prior phases of development, the connectivity to residential and commercial uses, the Comprehensive Plan designation, and the relative convenience of the location near a variety of existing and planned land uses, the proposed development is located in an appropriate area of town.

**4. The proposed Development will not cause the need for inefficient extensions and expansions of public facilities, utilities and services.**

The property is served by all necessary utilities and transportation infrastructure, and the development will bear the cost of all infrastructure modifications and/or extensions. For these reasons, Staff assess that the application is consistent with this criterion.

**IV. AGENCY REVIEW AND COMMENTS**

A request for comments was emailed to agencies on May 28, 2026. Agencies notified include the Town of Southern Pines Streets, Utilities, Fire, Recreation and Parks, and Engineering departments, the Regional Land Use Advisory Commission, the U.S. Fish and Wildlife Service, Moore County Airport, the North Carolina Department of Transportation, the Moore County Economic Development Partnership, and Duke Energy.

- NCDOT commented that if any utility connections are proposed within their right-of-way, an encroachment agreement/permit from NCDOT will be required for that work. Plans do not propose any utility connections on Airport Road.
- The Moore County Economic Development Partnership stated that they have no comments on this project.
- Duke Energy stated that they have no energy transmission lines in the project area.
- The Regional Land Use Advisory Commission (RLUAC) stated that they have no comment on this project.
- No additional comments have been received as of the publication of this staff report. Any additional agency comments received will be presented at the public meeting.

**V. STAFF RECOMMENDATION**

Staff recommends approval of the Preliminary Development Plan (PDP) provided that the aforementioned modifications are approved, and the second condition from PD-03-24 is included as a condition of approval for Phase 3B:

- i. Phase 3A Condition of Approval #2. To prevent any ambiguity or confusion, Staff recommend including the same condition of approval, verbatim, associated with Phase 2 under PD-03-24. For reference, the condition is:
  - I. Condition 2 – Phase 2 and 3A Parking Volume.  
No parking will be permitted with the development of Parcel 3B to encourage shared parking throughout the development. All parking to serve parcel 3B will be shared with all other parcels within the Ace Hardware CDP area. Any uses on parcel 3B will not be required to meet minimum parking standards for their particular use, as it is understood that all parking for this parcel will be shared parking.
  - ii. Modification 1 - Changing the parking and building setback to follow Urban Village instead of Urban Transition standards, consistent with the previous development Phase 3A, resulting in a landscape buffer, building setback, and parking area setback of 40 feet.
  - iii. Modification 2 – Consistent with Urban Village HCO standards, the side/rear yard buffer of 5 feet from residential zones is applicable. This buffer would be required between the parking lot of Phase 3A and 3B. Allow the dispersion of the required buffer plantings elsewhere on the site.

With the inclusion of the proposed modifications and one condition of approval, Staff find that the proposed PDP application will be consistent with the approval criteria under UDO 2.18.5(H). With those changes, Staff recommend approval of the proposed development.

## **VI. ATTACHMENTS**

The following materials have been provided as attachments to this staff report:

1. Narrative (dated 06-10-26)
2. Justification
3. Existing Conditions
4. RCW Study
5. Previous TIA analysis (06-21-2024)
6. Trip Generation Comparison
7. Preliminary Development Plan Site Plan
8. Preliminary Elevations

*Additional documents related to this application, including, but not limited to, the application, property deeds, Authorization of Agent forms, email correspondence, meeting minutes, and adjacent property notification records, are on file in the Town of Southern Pines Planning Office and available for public inspection during normal business hours.*

## **VII. PLANNING BOARD ACTION – File # PD-04-26**

Pursuant to North Carolina General Statute §160D-301(b)(6) and Unified Development Ordinance §2.5.2, the Planning Board may hold a Preliminary Forum on a matter requiring a quasi-judicial decision by the Town Council. However, no part of the forum or any recommendation may be used as a basis for the deciding board.

Therefore, the Planning Board may wish to use the following motions to identify issues to bring to the attention of the Town Council at the evidentiary hearing.

- I. **I move** to adopt the following for transmission to the Town Council as a result of the June 18, 2026, Preliminary Forum on application PD-04-26:

The information presented at the forum indicated that the following issues be considered in applying the criteria for a Preliminary Development Plan to application PD-04-26:

- I.

In addition, the following concerns were raised during the forum, but do not seem to apply in determining whether the Preliminary Development Plan criteria are satisfied:



## **SOUTHERN PINES ACE HARDWARE – PHASE 3B PRELIMINARY DEVELOPMENT PLAN (PDP) NARRATIVE**

The development of the property identified as “Southern Pines Ace Hardware – Phase 3B,” as shown in the submitted exhibits, represents the final phase of the overall Southern Pines Ace Hardware development. This phase proposes the construction of a ±2,537-square-foot restaurant with a drive-thru lane on approximately 0.56 acres. All information, descriptions, and calculations included with this application pertain specifically to the development of this parcel.

Phase 3B will be accessed via Capital Drive and through the existing internal circulation network associated with the Moore County ABC property, both of which were completed as part of Phases 1 and 3A of the development. The project is intended to continue the established character of the overall development by providing a high-quality commercial center that is carefully integrated with the surrounding area and compatible with adjacent development patterns. Architectural themes, landscaping, and site design elements consistent with the character of Southern Pines will be incorporated in accordance with the Town of Southern Pines UDO and the approved Conditional Development Plan (CDP). The proposed restaurant use is consistent with the approved CDP and permitted list of uses for the development.

The project falls within the Cape Fear, Little River (Intake No. 2) watershed which is designated as a high-quality watershed. A watershed protection permit was approved by the Town of Southern Pines during Phase 1 of the development. The project also falls within foraging partitions of one active and one abandoned red-cockaded woodpecker (RCW) cluster. Dr. J. H. Carter III and Associates have conducted a foraging habitat analysis for the property which has been reviewed by the US Fish and Wildlife Service (USFW). The review letter from USFW was submitted during previous phases of the project. The Phase 3B area has been cleared of existing vegetation prior to the current development. There are no floodplains or wetlands located on the property. The project will fully comply with all general notes and standards included in the approved Southern Pines Ace Hardware Conceptual Development Plan (CDP).

Design standards for individual elements of the development are described below.

- **Pedestrian Connectivity**
  - o During previous phases of the development, a sidewalk was installed along the North Side Capital Drive. A connection to the existing sidewalk will be provided to the proposed building allowing interconnected pedestrian circulation throughout the Ace Hardware development as well as the adjacent Tyler’s Ridge Development.
- **Parking**
  - o As discussed and approved as part of the Phase 2 and Phase 3A Preliminary Development Plan (PDP) approvals, no new parking spaces are proposed with this phase of development. Parking is intended to be shared within the overall development, and parking associated with the proposed restaurant use will be accommodated through the existing adjacent parking area constructed with the Moore County ABC facility as part of Phase 3A.

- Stacking spaces for the proposed drive-thru lane are identified on the site plan and have been designed to comply with the requirements of the UDO. At this time, the drive-thru operation is intended to function as a pick-up lane for online orders rather than a traditional drive-thru with an order board. Should the operational model change prior to site plan approval, the applicant will verify and demonstrate that the drive-thru stacking capacity continues to satisfy all applicable UDO requirements.
- **Streets and Access**
  - Main access to the property as described in this PDP will be provided from Capital Drive. Access to the property from NC Highway 22 and Airport Rd is also available via Olivetree Lane and the Capital Drive.
  - A Traffic Impact Analysis (TIA) has been submitted during previous phases of the development. An updated trip generation report for the proposed phase and use was provided with the application and reviewed by town staff.
- **Landscaping**
  - Landscaping will be provided as required by the Town of Southern Pines UDO in Section 4.3.
  - Buffer plantings will follow the guidelines and standards as described in this document to follow the Urban Village Highway Corridor standards following the trend established with Phase 3A of the project.
- **Lighting**
  - All lighting on the property will follow Section 4.8 of the CDP and Section 4.2.6 of the CDP. Lighting levels along streets and in parking areas will be provided to meet the UDO standards for safety and match the existing community. Proposed lighting fixtures will match previous phases of development. All light will be projected downward to limit any light spilling onto adjacent properties.
- **Open Space**
  - Required open space for the overall Southern Pines Ace Hardware development per section 4.2.2 of the CDP is 20%. A minimum of 10% of the provided open space shall be usable open space as described in section 3.5.14 of the UDO. While no open space is required for each individual phase of the development, the overall development must meet the open space requirements.
  - The area identified as open space in the submission set includes the required 40' Urban Village Highway Corridor Overlay buffer and will be planted per the buffer planting standards of the Southern Pines UDO.
  - An updated 'running' tabulation for the overall Southern Pines Ace Hardware property has been provided on Sheet L.1.1 of the submission set. With completion of this phase, the overall and useable open space requirements have been met.
- **Stormwater**
  - The property is located within a state regulated and protected drainage basin. As such stormwater design will fully comply with all aspects of applicable local and state standards and regulations for storm water management and watershed protection, including specific requirements for erosion and sedimentation control. Best management practices at the time of development for each phase shall be utilized in accordance with NCDEQ guidance. Stormwater must be maintained

on the overall property to meet the Town of Southern Pines, NCDEQ, and any other stormwater regulations.

- The stormwater management facility approved and constructed as part of Phase 3A, located across Capital Drive from the proposed Phase 3B development, was designed with sufficient capacity to accommodate stormwater runoff from this phase of the project. Stormwater generated by Phase 3B will be conveyed to and treated within this existing facility.
- Detailed stormwater management plans and supporting engineering calculations will be prepared and submitted during the site engineering phase. These plans will be subject to review and approval by the Town's engineering staff and all applicable regulatory agencies prior to construction.

- **Utility Service**

- Adequate water and sewer service can be provided by the Town of Southern Pines to service this development. Utility extensions were installed with the completion of Capital Drive that was part of Phase 1 of the project. All utilities on the site will be located underground and installed per the policies of the local utility providers and the Town of Southern Pines.

- **Buffers/Setbacks**

- Phase 3B will be developed in accordance with the standards approved as part of Phase 3A, which modified the underlying buffer and setback requirements to align with the Urban Village Highway Corridor Overlay standards. Consistent with those approvals, a 40-foot building and parking setback and a 40-foot planted buffer is proposed. This buffer will extend and complete the landscaped buffer established along Airport Road during Phase 3A of the development providing a uniform and consistent treatment along the projects frontage with Airport Road.
- Urban Village Highway Corridor Overlay standards require a 5-foot buffer between Phases 3A and 3B. However, due to the integrated design, shared parking, and interconnected circulation between the two phases, both the applicant and planning staff determined that installing a physical buffer between them would not be consistent with the intended function and cohesiveness of the development. Instead, it was agreed that the landscaping and planting materials otherwise required within this buffer area would be redistributed to other locations throughout the site, maintaining the overall landscaping intent while supporting a unified site design

- **Architectural Character**

- The proposed building is intended to meet the standards of the commercial building design guidelines described in Section 4.10 of the Town of Southern Pines UDO. Building height will be compliant with the Highway Corridor Overlay District standards which limits buildings to a maximum height of 35'. The proposed building will be one story and be under the maximum height requirement.
- The proposed building complies with the orientation requirements per section 4.10.4(A) by establishing Airport Road as its primary frontage. The building's principal architectural features, including its primary customer entrance and storefront design elements, are oriented toward Airport Road, the higher-order street. The primary entrance is located at the northeast corner of the building and

is designed to address both Airport Road and the adjacent shared parking area through a corner oriented set of double doors, while an additional customer entrance is provided directly along the Airport Road elevation. The Airport Road façade is designed as the building’s primary elevation, incorporating storefront-style architectural elements, transparency, and detailing that create a strong visual presence along the corridor. Through the placement of entrances and the emphasis placed on the Airport Road frontage, the building clearly establishes its orientation toward the street and fulfills the intent of the orientation standards.

- While the Airport Road facing façade will serve as the primary frontage for the building, the proposed building will incorporate four sided architecture as required per the CDP and consistent with previous approvals within the development.
- The proposed site design complies with the Airport Road frontage requirements established in the CDP. Consistent with these standards, no parking is located between the building and Airport Road. As described earlier in this narrative, no new parking is proposed as part of this phase. The drive-thru lane is located between the building and Airport Road; however, this configuration is expressly permitted by the Concept Development Plan. As designed, the site satisfies both the intent and specific requirements of the CDP by maintaining a parking-free frontage along Airport Road while utilizing shared parking resources within the development.
- Due to the operational requirements of the drive-thru and the location of internal vehicular connections to the shared parking area, the proposed frontage zone is located on the eastern side of the building, where outdoor seating and dining areas may be provided. This area will be connected to the existing pedestrian circulation network with a connection to the existing sidewalk along capital drive. This configuration proposes a creative application of the frontage zone standard that is designed to integrate well with the overall site design and is consistent with previously approved designs located along capital drive.

- **Signage**

- All signage will be designed in conformance with the requirements of the Town of Southern Pines UDO in Section 4.6. Signs for “Shopping Centers” will follow Section 4.6.13 and maintain a Unified Sign Plan.
- Sign location as shown on Sheet L-1.1 of the submission set are permitted in the CDP. Signage, internal to the development, may be provided throughout the property for purposes of identification and wayfinding.
- The existing overall shopping center sign, along Airport Road, may include signage for businesses from the adjoining retail buildings and shopping center area for parcels with access along Capital Drive and Olivetree Lane.

The descriptions and conditions described above will apply to the development as indicated in the Preliminary Development Plan document. The proposed plan utilizes the CDP’s development standards and implements the final phase of development within the Southern Pines Ace Hardware development. This phase of the development meets the standards of the Southern Pines Ace Hardware CDP. Should the CDP be amended, any standards indicated on the attached plans may be amended to accommodate the revised standard, without

requiring amendment to these PDP documents.

In summary, the proposed PD – PDP and surrounding development is consistent with the Town's Comprehensive Long-Range Plan (CLRP) and promotes its objectives. The CLRP designates the property as Traditional Mixed-Use. This PDP proposes a restaurant space within the adjacent mixed-use development. The approved CDP describes a master planned mixed-use development. The proposed PDP complies with the standards as established in the CDP and Southern Pines UDO.

# EXHIBIT A

## Southern Pines Ace Hardware – Phase 3B Preliminary Development Plan Justification

Below are listed the four (4) criteria required to approve a Preliminary Development Plan (PDP) application as described in Section 2.18.5(H) of the Town of Southern Pines Unified Development Ordinance (UDO). Following the individual criteria is an explanation, indicated in red, describing how the project demonstrates compliance with each of these criteria.

A Preliminary Development Plan is permitted if the Applicant demonstrates that:

(1) The application demonstrates that it will achieve the purposes of the PDD and this section;

The PDP conforms to all standards set forth in the Conceptual Development Plan (CDP) and the standards set forth in the UDO. The plans included with the CDP demonstrate the overall compliance with the UDO and this PDP follows the standards of the CDP. The PD District, Comprehensive Long-Range Plan (CLRP) and the CDP all encourage a traditional mixed-use development that reflects the standards of the existing area that surrounds the phase of development described in the PDP. The PDP submitted meets these goals.

(2) The Preliminary Development Plan is consistent with the Conceptual Development Plan and conforms to all applicable provisions of this UDO;

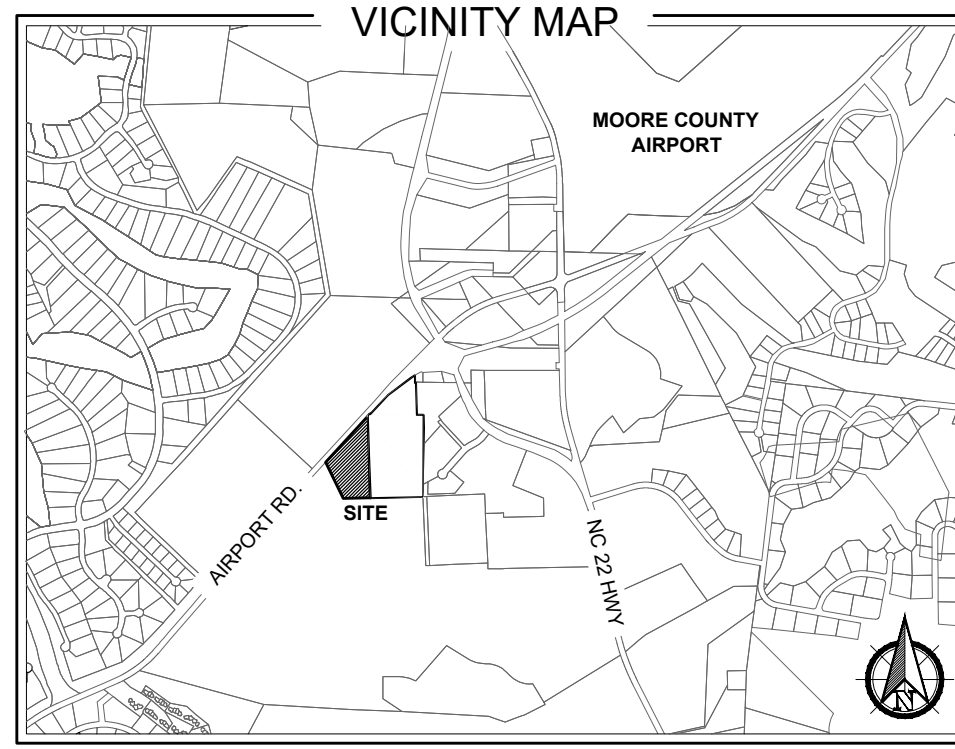
The PDP is consistent with and meets all standards and requirements provided in the CDP plans and conforms to the standards of the UDO. The development of restaurant space is consistent with the Conceptual Land Use Plan shown on Sheet L 1.1 of the CDP master plan.

(3) The proposed Development is located in an area of the Town that is appropriate; and

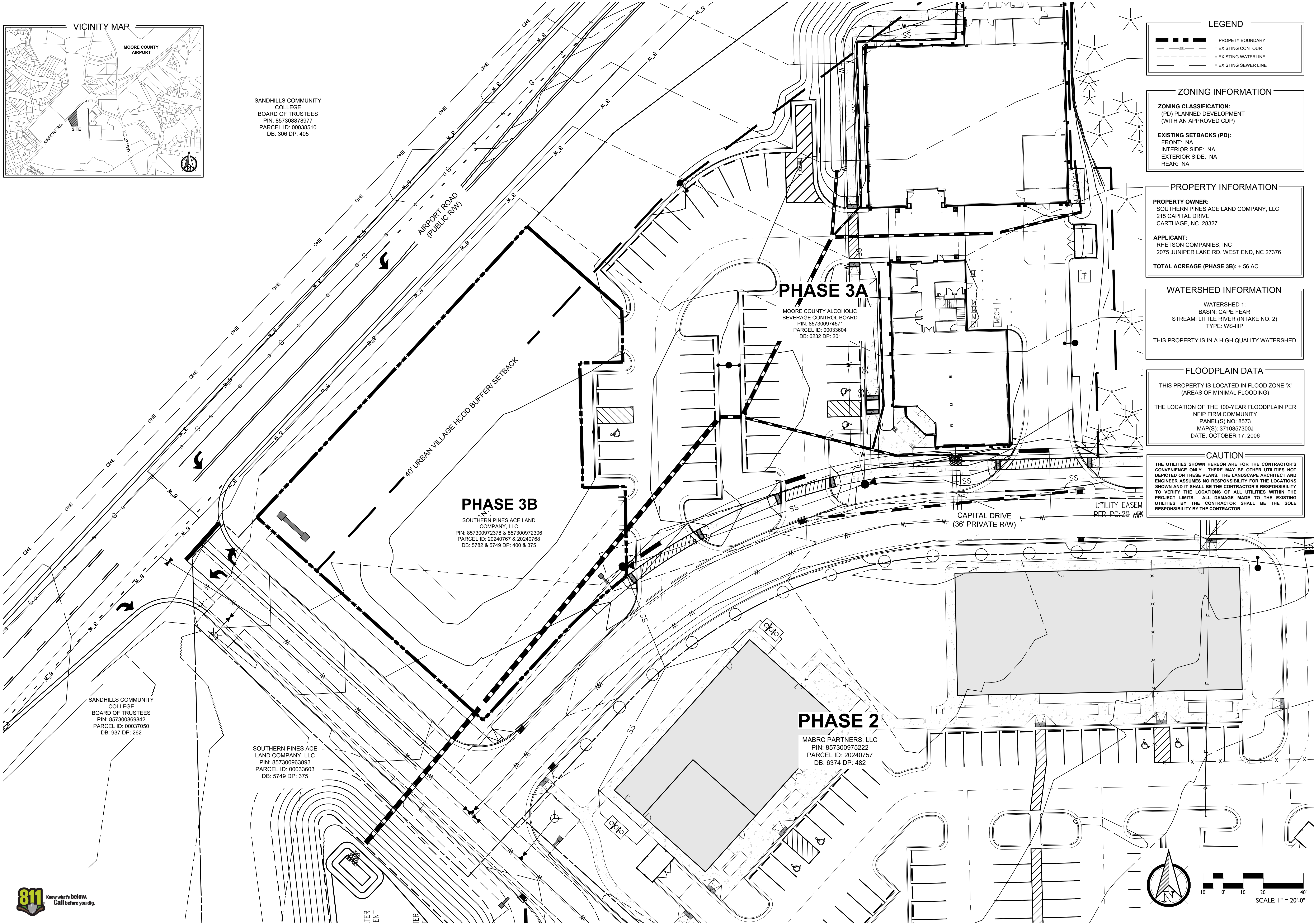
The PDP is consistent with the CDP and the surrounding community which includes mixed-use buildings (office, medical office, and restaurant), retail, hardware supply store, multi-family apartment, and child day care center. The CLRP, which takes into account surrounding land uses, designates this property as traditional mixed-use. The development of restaurant space included in the PDP is consistent with the surrounding land uses and appropriate for this area. With the development standards set forth in the UDO and CDP, the PDP will be compatible with the surrounding neighborhoods and land uses.

(4) The proposed Development will not cause the need for inefficient extensions and expansions of public facilities, utilities and services

Water and sewer utilities are readily available for the project. Water and sewer utilities are located in Captial Drive, Olivetree Lane, and Airport Road. Capital Drive was extended to Airport Rd during Phase 1 of the project and included utility extensions that will serve this phase. Stormwater management devices will be provided as necessary and required to control stormwater runoff for the property. Stormwater will be piped to the stormwater management device that was built with previous phases of the development. Detailed plans and calculations will be provided during the detailed site engineering process.



SANDHILLS COMMUNITY COLLEGE  
BOARD OF TRUSTEES  
PIN: 857308878977  
PARCEL ID: 00038510  
DB: 306 DP: 405



**LEGEND**

- PROPERTY BOUNDARY
- - - EXISTING CONTOUR
- - - EXISTING WATERLINE
- - - EXISTING SEWER LINE

**ZONING INFORMATION**

**ZONING CLASSIFICATION:**  
(PD) PLANNED DEVELOPMENT  
(WITH AN APPROVED CDP)

**EXISTING SETBACKS (PD):**  
FRONT: NA  
INTERIOR SIDE: NA  
EXTERIOR SIDE: NA  
REAR: NA

**PROPERTY INFORMATION**

**PROPERTY OWNER:**  
SOUTHERN PINES ACE LAND COMPANY, LLC  
215 CAPITAL DRIVE  
CARTHAGE, NC 28327

**APPLICANT:**  
RHETSON COMPANIES, INC  
2075 JUNIPER LAKE RD. WEST END, NC 27376

**TOTAL ACREAGE (PHASE 3B):** ±.56 AC

**WATERSHED INFORMATION**

WATERSHED 1:  
BASIN: CAPE FEAR  
STREAM: LITTLE RIVER (INTAKE NO. 2)  
TYPE: WS-IIIP

THIS PROPERTY IS IN A HIGH QUALITY WATERSHED

**FLOODPLAIN DATA**

THIS PROPERTY IS LOCATED IN FLOOD ZONE 'X'  
(AREAS OF MINIMAL FLOODING)

THE LOCATION OF THE 100-YEAR FLOODPLAIN PER  
NFIP FIRM COMMUNITY  
PANEL(S) NO: 8573  
MAP(S): 3710857300J  
DATE: OCTOBER 17, 2006

**CAUTION**

THE UTILITIES SHOWN HEREON ARE FOR THE CONTRACTOR'S CONVENIENCE ONLY. THERE MAY BE OTHER UTILITIES NOT DEPICTED ON THESE PLANS. THE LANDSCAPE ARCHITECT AND ENGINEER ASSUMES NO RESPONSIBILITY FOR THE LOCATIONS SHOWN AND IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATIONS OF ALL UTILITIES WITHIN THE PROJECT LIMITS. ALL DAMAGE MADE TO THE EXISTING UTILITIES BY THE CONTRACTOR SHALL BE THE SOLE RESPONSIBILITY BY THE CONTRACTOR.

**PHASE 3B**  
SOUTHERN PINES ACE LAND COMPANY, LLC  
PIN: 857300972378 & 857300972306  
PARCEL ID: 20240767 & 20240768  
DB: 5782 & 5749 DP: 400 & 375

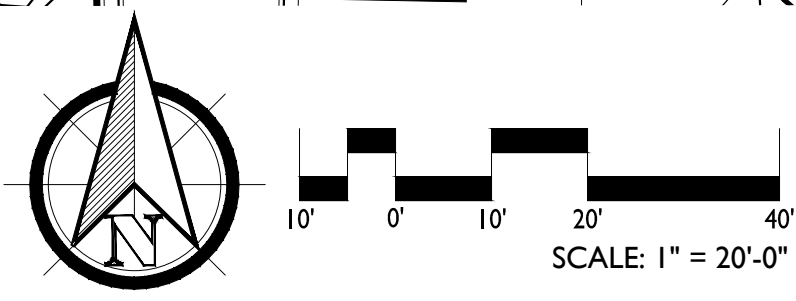
**PHASE 3A**  
MOORE COUNTY ALCOHOLIC BEVERAGE CONTROL BOARD  
PIN: 857300974571  
PARCEL ID: 00033604  
DB: 6232 DP: 201

**PHASE 2**  
MABRC PARTNERS, LLC  
PIN: 857300975222  
PARCEL ID: 20240757  
DB: 6374 DP: 482

SANDHILLS COMMUNITY COLLEGE  
BOARD OF TRUSTEES  
PIN: 857300868842  
PARCEL ID: 00037050  
DB: 937 DP: 262

SOUTHERN PINES ACE LAND COMPANY, LLC  
PIN: 857300963893  
PARCEL ID: 00033603  
DB: 5749 DP: 375

UTILITY EASEMENT  
PER PG. 20 HW



**ACE HARDWARE - PHASE 3B**  
PRELIMINARY DEVELOPMENT PLAN  
SOUTHERN PINES, NORTH CAROLINA  
EXISTING CONDITIONS

DATE: 05/07/26  
DESIGNER: REK  
DRAWN BY: PJS  
CHECKED BY: REK  
Q.C. BY: REK  
PROJECT #: 260419  
SHEET NUMBER: L-1.0

DR. J.H. CARTER III & ASSOCIATES, INC.  
Environmental Consultants



**18 May 2026**

Parcel size	0.40 acres and 0.16 acre		Jurisdiction	Southern Pines	
Within 0.5 mile of Active or Managed RCW Cluster	Yes	Cluster #	SOPI 34		
Within active or managed RCW foraging partition	Yes				
Cluster on Safe Harbor property	Yes (parcel is not)		Baseline Cluster	Yes	
Within 200ft RCW Cluster Buffer	No	Cluster Status	Active		
Distance to nearest RCW Cavity Tree	610 feet	Cavity Tree #	3192		
Within 200 feet of RCW Cavity Tree	No	Cavity Tree Status	Active Start		
Within 50 feet of RCW Cavity Tree	No				
Impacts to RCW Cavity Tree(s)	No				
Are there RCW Related Restriction	No	Formal USFWS response required	No		

Mr. Bob Koontz



Dear Mr. Koontz:

On 11 May 2026, a biologist from Dr. J. H. Carter III & Associates, Inc. (JCA) conducted a red-cockaded woodpecker (*Dryobates borealis*) (RCW) survey of 2 adjacent undeveloped parcels (0.40-acre (ID#20240767) and 0.16-acre (ID#20040768) on Airport Road, Southern Pines, Moore County, North Carolina (NC). The parcels are within a previously cleared retail area.

The parcels had a dense ground cover of mowed grass.

No RCW cavity trees were observed on the parcels or within 200 feet (ft.) of the parcels. The parcels are within the one-half mile radius foraging habitat partition for active SOPI Cluster

34. The nearest known RCW cavity tree (#3192) contains an active start and is located approximately 510 feet (ft.) northwest of the parcel in SOPI 34.

The RCW Recovery Plan (United States Fish & Wildlife Service (USFWS) 2003) defines a cluster as the aggregation of cavity trees used and defended by a group of RCWs plus a 200-ft. buffer of contiguous forest. The Recovery Plan also outlines the minimum acreage, distribution and stocking levels of foraging habitat required to conserve a family group of RCWs. Foraging habitat is defined as stands of pine or pine-hardwood more than 30 years old, located within one-half mile of, and contiguous to, an active or managed RCW cluster. Landowners within RCW habitat have a responsibility to minimize the removal of RCW foraging habitat (pine trees  $\geq 10$  inches in diameter at breast height (dbh)) and must notify the USFWS prior to such removals.

Property development within a cluster and associated foraging habitat is potentially harmful to RCWs, may violate the Endangered Species Act, and must be authorized by the USFWS. Removing pine trees within the cluster contributes to habitat fragmentation making RCWs more vulnerable to predation and more susceptible to having other species take over their cavities.

Based on the results of this survey, there are no RCW-related restrictions on developing this parcel.

The RCW survey results are valid for a period of **one year** from the date of this letter.

Please feel free to call if you have any questions or comments.

Sincerely,  
  
William Mullin  
Wetland & Wildlife Biologist

June 21, 2024

**DRMP Job #:24507**

James Michel, PE, MBA  
Town Engineer/Asst. Public Works Director  
Town of Southern Pines



**Subject:** Traffic Assessment for Phases 2 and 3  
Ace Hardware Development – Southern Pines

Dear Mr. Michel:

This letter provides a Traffic Assessment for Phase 2 and Phase 3 of the Ace Hardware Development located at Airport Road and NC 22 (Central Drive) in Southern Pines. Phase 2 and Phase 3 are part of the overall Ace Hardware development that has an approved Concept Development Plan (CDP). Phase 2 is the parcel immediately north of the existing Ace Hardware store and is proposed to include two buildings with a total of approximately 12,650 s.f. of space. Phase 3 is the parcel adjacent to Airport Road and is proposed to include and ABC store along with a Food Truck area. The ABC store (Phase 3A) includes 10,000 s.f. of retail/office space and 10,000 s.f. of warehouse space.

A Traffic Impact Analysis (TIA) for the overall development (named Southern Pines Retail) was prepared in February 2022. The TIA assumed the overall development would include a 53,271 s.f. Ace Hardware store, 45,300 s.f. of retail space, and a 4,800 s.f. fast-food restaurant with drive-through. This TIA was reviewed by NCDOT and required transportation improvements were identified for the overall development in the April 11, 2022 letter (see attached). These improvements are required based on the TIA that was prepared for the overall development.

A TIA Addendum was prepared in June 2022 as part of the PDP process for the Ace Hardware store (phase 1). The TIA Addendum was prepared to better identify and isolate traffic impacts associated with the Ace Hardware store to determine what improvements should be required of this phase of development. The TIA Addendum included less density for other parcels within this development to help identify impacts specifically of the Ace Hardware store, while still accounting for future development of other parcels. Since the TIA Addendum was completed specifically for the Ace

Hardware store approval (phase 1), the overall TIA for the development is the approved traffic study for the Concept Development Plan (CDP) with improvements required of the overall development.

### Site Trip Generation

Average weekday daily, AM peak hour, and PM peak hour trips for the current development plan were estimated using methodology contained within the ITE *Trip Generation Manual*, 11th Edition. Table 1 provides a summary of the trip generation for the current development plan. The trip generation includes the already approved and constructed Ace Hardware store since it is part of the overall development and is needed to accurately calculate internal capture trips. Phase 1 is shown in blue, phase 2 uses in orange, and phase 3 uses in green in Table 1.

**Table 1: Trip Generation Summary – Overall Ace Hardware Development**

Land Use (ITE Code)	Intensity	Daily Traffic (vpd)	Weekday AM Peak Hour Trips (vph)		Weekday PM Peak Hour Trips (vph)	
			Enter	Exit	Enter	Exit
Hardware Store (816)	58,182 s.f.	470	42	39	31	33
Liquor Store (899)	5,000 s.f.	726	13	13	47	47
General Office (710)	5,000 s.f.	86	11	2	2	12
Warehousing (150)	10,000 s.f.	54	19	6	8	20
Retail (<40 KSF) (822)	10,510 s.f.	674	18	12	40	41
Fast-Food Restaurant w/ Drive-Thru (934)	2,140 s.f.	1,000	49	46	37	34
<b>Total Trips</b>		<b>3,010</b>	<b>152</b>	<b>118</b>	<b>165</b>	<b>187</b>
<i>Internal Capture (12% AM &amp; 16% PM)</i>			-19	-15	-26	-30
<b>Total External Trips</b>			<b>133</b>	<b>103</b>	<b>139</b>	<b>157</b>
<i>Pass-By Trips: Hardware Store (26% PM)</i>			--	--	-7	-7
<i>Pass-By Trips: Retail (29% PM)</i>			--	--	-10	-10
<i>Pass-By Trips: Fast-Food Restaurant w/ Drive-Thru (50% AM, 55% PM)</i>			-21	-21	-16	-16
<b>Total Primary Trips</b>			<b>112</b>	<b>82</b>	<b>106</b>	<b>124</b>

Internal capture trips were calculated for the overall development based on the NCHRP Report 684. In addition, pass-by trips were calculated for the appropriate land uses based on pass-by percentages

from ITE. After reductions for internal capture and pass-by trips, the proposed development plan will generate approximately 194 new weekday AM peak hour trips (112 entering and 82 exiting), and 230 new weekday PM peak hour trips (106 entering and 124 exiting).

Trip generation used in the original TIA report for the development was higher than the total trip generation for the current development plan. The original TIA report included trip generation for more retail density than is currently proposed with Phases 2 and 3. Table 2 provides a comparison of the trip generation for the current proposed development plan and the trip generation used in the TIA report.

**Table 2: Trip Generation Comparison  
Current Proposed Development Plan vs. TIA**

Land Use (ITE Code)	Intensity	Daily Traffic (vpd)	Weekday AM Peak Hour Trips (vph)		Weekday PM Peak Hour Trips (vph)	
			Enter	Exit	Enter	Exit
<b>Ace Hardware Development Plan (Full Build Out)</b>						
Total Primary Trips		3,010	112	82	106	124
<b>TIA Development Plan (from February 2022 TIA)</b>						
Total Primary Trips		6,260	177	130	125	131
<b>DIFFERENCE</b>		<b>-3,250</b>	<b>-65</b>	<b>-48</b>	<b>-19</b>	<b>-7</b>

As shown in Table 2, the current development plan will generate over 3,200 fewer daily trips, approximately 113 fewer AM peak hour trips, and approximately 26 fewer PM peak hour trips than was assumed in the original TIA report. All improvements required for the development (in the NCDOT TIA approval letter) were based on the higher trip generation in the TIA report. The overall impact of development trips will be less than assumed in the original TIA report.

**Summary**

The proposed plans for Phase 2 and Phase 3 of the Ace Hardware development will result in a lower trip generation in the overall development than was shown in the previous TIA report prepared for the overall development. Since the trip generation is lower for the overall development with the current proposed plans for Phase 2 and Phase 3, an additional traffic study is not necessary.



Improvements identified as part of the TIA review are required of the development and would be expected as part of completion of the overall development.

If you should have any questions or comments regarding this letter, please feel free to contact me

Sincerely,

A handwritten signature in black ink, appearing to read "Rynal Stephenson".

Rynal Stephenson, P.E.  
Chief Traffic Analysis Engineer  
DRMP, Inc.



6/21/24

Attachments: NCHRP Internal Capture Tables

TIA Trip Generation Table

NCDOT TIA Review Letter (April 11, 2022)

Concept Development Plan for Overall Development

Phases 2 and 3 Preliminary Development Plans

cc: DeAngelo Jones (NCDOT)  
Bob Koontz, PLA, Koontz Jones Design  
Dagoberto Juarez Pozos, PE (NCDOT)  
Nicholas Lineberger, PE (NCDOT Congestion Management)

NCHRP 684 Internal Trip Capture Estimation Tool			
<b>Project Name:</b>	Southern Pines Retail	<b>Organization:</b>	DRMP
<b>Project Location:</b>	Southern Pines, NC	<b>Performed By:</b>	RS
<b>Scenario Description:</b>		<b>Date:</b>	6/20/2024
<b>Analysis Year:</b>	Buildout	<b>Checked By:</b>	
<b>Analysis Period:</b>	AM Street Peak Hour	<b>Date:</b>	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips <sup>3</sup>		
	ITE LUCs <sup>1</sup>	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	816/822/899	182 , 10,510, 50	sq. ft.	137	73	64
Restaurant	934	2,140	sq. ft.	95	49	46
Cinema/Entertainment				0		
Residential				0		
Hotel				0		
All Other Land Uses <sup>2</sup>				0		
				232	122	110

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. <sup>4</sup>	% Transit	% Non-Motorized	Veh. Occ. <sup>4</sup>	% Transit	% Non-Motorized
Office	1.10	0%	0%	1.10	0%	0%
Retail	1.10	0%	0%	1.10	0%	0%
Restaurant	1.10	0%	0%	1.10	0%	0%
Cinema/Entertainment	1.10	0%	0%	1.10	0%	0%
Residential	1.10	0%	0%	1.10	0%	0%
Hotel	1.10	0%	0%	1.10	0%	0%
All Other Land Uses <sup>2</sup>	1.10	0%	0%	1.10	0%	0%

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		9	0	0	0
Restaurant	0	6		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	255	134	121
Internal Capture Percentage	12%	11%	12%
External Vehicle-Trips <sup>5</sup>	204	108	96
External Transit-Trips <sup>6</sup>	0	0	0
External Non-Motorized Trips <sup>6</sup>	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	8%	13%
Restaurant	17%	12%
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	N/A	N/A

<sup>1</sup>Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

<sup>2</sup>Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

<sup>3</sup>Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

<sup>4</sup>Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

<sup>5</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

<sup>6</sup>Person-Trips

\*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Southern Pines Retail	Organization:	DRMP
Project Location:	Southern Pines, NC	Performed By:	RS
Scenario Description:		Date:	6/20/2024
Analysis Year:	Buildout	Checked By:	
Analysis Period:	PM Street Peak Hour	Date:	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips <sup>3</sup>		
	ITE LUCs <sup>1</sup>	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	816/822/899	182 , 10,510, 50	sq. ft.	239	118	121
Restaurant	934	2,140	sq. ft.	71	37	34
Cinema/Entertainment				0		
Residential				0		
Hotel				0		
All Other Land Uses <sup>2</sup>				0		
				310	155	155

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. <sup>4</sup>	% Transit	% Non-Motorized	Veh. Occ. <sup>4</sup>	% Transit	% Non-Motorized
Office	1.10	0%	0%	1.10	0%	0%
Retail	1.10	0%	0%	1.10	0%	0%
Restaurant	1.10	0%	0%	1.10	0%	0%
Cinema/Entertainment	1.10	0%	0%	1.10	0%	0%
Residential	1.10	0%	0%	1.10	0%	0%
Hotel	1.10	0%	0%	1.10	0%	0%
All Other Land Uses <sup>2</sup>	1.10	0%	0%	1.10	0%	0%

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		4000	4000		4000	
Retail					4000	
Restaurant					4000	
Cinema/Entertainment					4000	
Residential		4000	4000			
Hotel					4000	

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		12	0	0	0
Restaurant	0	15		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	341	171	170
Internal Capture Percentage	16%	16%	16%
External Vehicle-Trips <sup>5</sup>	261	131	130
External Transit-Trips <sup>6</sup>	0	0	0
External Non-Motorized Trips <sup>6</sup>	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	12%	9%
Restaurant	29%	41%
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	N/A	N/A

<sup>1</sup>Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

<sup>2</sup>Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

<sup>3</sup>Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

<sup>4</sup>Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made.

<sup>5</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

<sup>6</sup>Person-Trips

\*Indicates computation that has been rounded to the nearest whole number.

**4. SITE TRIP GENERATION AND DISTRIBUTION**

**4.1. Trip Generation**

The proposed development is expected to consist of a 53,271 sq. ft. hardware store, 45,300 sq. ft. of general retail, and a 4,800 sq. ft. fast-food restaurant with drive-thru. Average weekday daily, AM peak hour, and PM peak hour trips for the proposed development were estimated using methodology contained within the ITE *Trip Generation Manual*, 10th Edition. Table 3 provides a summary of the trip generation potential for the site.

**Table 3: Trip Generation Summary**

Land Use (ITE Code)	Intensity	Daily Traffic (vpd)	Weekday AM Peak Hour Trips (vph)		Weekday PM Peak Hour Trips (vph)	
			Enter	Exit	Enter	Exit
Hardware Store (816)	53,271 sq. ft.	490	37	35	30	30
Shopping Center (820)	45,300 sq. ft.	3,510	108	66	145	157
Fast-Food Restaurant w/ Drive-Thru (934)	4,800 sq. ft.	2,260	98	95	82	75
<b>Total Trips</b>		<b>6,260</b>	<b>243</b>	<b>196</b>	<b>257</b>	<b>262</b>
<i>Internal Capture (11% AM &amp; 21% PM)*</i>			-24	-24	-55	-54
<b>Total External Trips</b>			<b>219</b>	<b>172</b>	<b>202</b>	<b>208</b>
<i>Pass-By Trips: Hardware Store (49% AM, 50% PM)</i>			--	--	-6	-6
<i>Pass-By Trips: Shopping Center (43% PM)</i>			--	--	-40	-40
<i>Pass-By Trips: Fast-Food Restaurant w/ Drive-Thru (36% PM)</i>			-42	-42	-31	-31
<b>Total Primary Trips</b>			<b>177</b>	<b>130</b>	<b>125</b>	<b>131</b>

\*Utilizing methodology contained in the NCHRP Report 684.

It is estimated that the proposed development will generate approximately 6,260 total site trips on the roadway network during a typical 24-hour weekday period. Of the daily traffic volume, it is anticipated that 439 trips (243 entering and 196 exiting) will occur during the



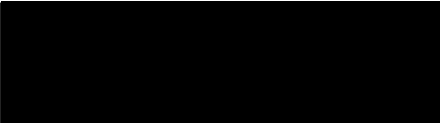
STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

ROY COOPER  
GOVERNOR

J. ERIC BOYETTE  
SECRETARY

April 11, 2022

Nate Bouquin, P.E.



SUBJECT: Traffic Impact Analysis  
Southern Pines Retail, Moore County

Dear Mr. Bouquin,

Thank you for submitting the Traffic Impact Analysis for the subject development. The preliminary site plan and traffic impact analysis have been reviewed by District, Division, and Congestion Management staff in accordance with the Policy on Street and Driveway Access to North Carolina Highways. We have the following comments for the subject access permit.

**Airport Road and Site Drive 1**

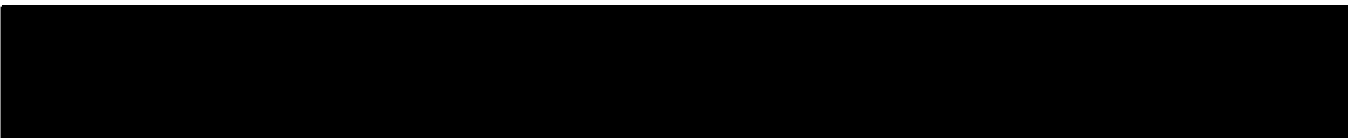
- Construct the northbound approach with one (1) ingress lane and two (2) egress lanes, striped as exclusive right turn and left turn lanes as well as provide a minimum of 100 feet of internal protected stem.
- Construct an eastbound right-turn lane with 100 feet of storage and appropriate taper.
- Construct a westbound left turn lane with 150 feet of storage and appropriate taper.

**Airport Road and NC 22 Roundabout**

- Construct an exclusive eastbound right-turn slip lane with a minimum of 150 feet of storage and appropriate taper.

**NC 22 and Olive Tree Lane**

- Monitor intersection for future eastbound congestion movements and convert entrance to a right in-right out once warranted by NCDOT.



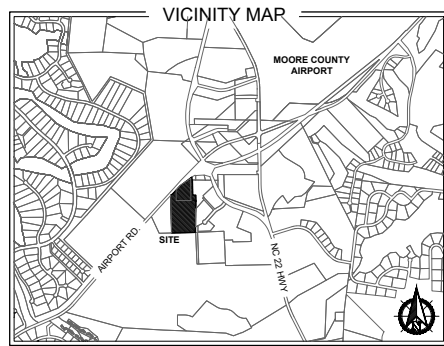
Please incorporate the above comments into your planning. When the above comments have been addressed, please submit site plans along with applicable permits to this office for review. If further information is needed, please advise.

Sincerely,

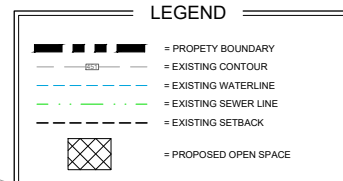
A handwritten signature in black ink, appearing to read "Matthew Kitchen".

Matthew Kitchen, PE  
District Engineer

CC: Patrick Norman, PE  
John Grant, PE  
David Willett  
Josh Brooks, PE  
File



\* THIS PLAN IS FOR CONCEPTUAL PURPOSES ONLY AND SUBJECT TO CHANGE. THE PROPERTY OWNER MAY MODIFY THIS PLAN, THE ILLUSTRATED USES AND ANY PHASING.



**PHASING PLAN NOTES:**

1. DUE TO THE UNCERTAINTY OF ECONOMIC FACTORS THAT INFLUENCE LAND DEVELOPMENT, SOME FLEXIBILITY IN THE SEQUENCING OF PHASES IS NECESSARY AND IS TO BE BASED ON MARKET DEMANDS AND NECESSARY INFRASTRUCTURE IMPROVEMENTS.
2. RATHER THAN TYING THE PHASING TO SPECIFIC DATES AND SEQUENCING, PHASING IS TIED TO REQUIRED INFRASTRUCTURE IMPROVEMENTS INCLUDING ROADWAY, WATER LINE, AND SEWER LINE CONSTRUCTION ADEQUATE TO SERVE THE PHASE TO BE DEVELOPED. PHASES ARE NOT REQUIRED TO DEVELOP SEQUENTIALLY WITHIN THIS PLAN BUT COULD NOT DEVELOP UNTIL THE ADEQUATE INFRASTRUCTURE IS PROVIDED TO ACCOMMODATE THE PROPOSED PHASE. PHASES MAY ALSO BE DEVELOPED AND COMBINED WITH OTHER PHASES AND SUBPHASES.
3. PHASING AND REQUIREMENTS FOR EACH PHASE WILL BE REVIEWED AT SUCH TIME AS A PDP IS SUBMITTED FOR AN INDIVIDUAL PHASE.

**OPEN SPACE NOTES:**

1. THE GENERAL LOCATION OF OPEN SPACES AND WATER BODIES IS SHOWN ON SHEET L-1.1. THESE LOCATIONS ARE CONCEPTUAL IN NATURE AND MAY VARY IN SIZE AND LOCATION DURING THE DETAILED SITE PLAN PROCESS.
2. A MINIMUM OF 20% OF TOTAL OPEN SPACE SHALL BE PROVIDED. A MINIMUM 10% OF THE PROVIDED OPEN SPACE SHALL BE USABLE OPEN SPACE AS DESCRIBED IN SECTION 3.5.14 OF THE UDO. A RUNNING TABULATION WILL BE PROVIDED DURING THE PDP PROCESS FOR EACH INDIVIDUAL PHASE.

**TRANSPORTATION PLAN NOTES:**

1. ALL STREETS AND PARKING AREAS WILL BE DESIGNED TO MEET THE TOWN OF SOUTHERN PINES ENGINEERING STANDARDS OR ADDITIONAL GEOTECHNICAL ENGINEERING RECOMMENDATIONS WILL BE PROVIDED AS AN ALTERNATIVE BASED ON THE SPECIFIC SOIL CONDITIONS ON THE PROPERTY
2. STORMWATER MANAGEMENT FOR THE TRANSPORTATION FACILITIES AND FUTURE DEVELOPMENT WILL BE PROVIDED USING BEST MANAGEMENT PRACTICES, IN REGIONAL STORMWATER DETENTION FACILITIES. FACILITIES WILL BE LOCATED IN THE GENERAL LOCATIONS SHOWN ON THE CONCEPTUAL DEVELOPMENT PLAN. AS ILLUSTRATED ON THIS SHEET, THE DRAINAGE FLOW ARROWS DESIGNATE THE GENERAL FLOW OF WATER BASED ON THE EXISTING TOPOGRAPHY. DRAINAGE WILL FLOW TOWARDS THE GENERAL AREA WHERE THE PROPOSED STORMWATER MANAGEMENT DEVICE IS SHOWN. THE LOCATION OF STORMWATER MANAGEMENT DEVICES ARE SUBJECT TO CHANGE THROUGHOUT THE CONTINUED DEVELOPMENT OF THE PROPERTY BASED ON DETAILED ENGINEERING PLANS. EACH INDIVIDUAL SITE MAY ALSO ELECT TO PROVIDE STORMWATER ON-SITE DEPENDING UPON THE SITE CONDITIONS AND ENGINEERING STANDARDS. STORMWATER MUST BE MAINTAINED ON THE OVERALL PROPERTY TO MEET THE TOWN OF SOUTHERN PINES AND ALL STATE AND FEDERAL STANDARDS.
3. NO ENDANGERED SPECIES ARE LOCATED ON THE PROPERTY.
4. TRAVEL DISTANCES & TIMES WERE OBTAINED FROM GOOGLE MAPS AND REFLECT TYPICAL DRIVING TIMES OBSERVED FROM 9-5 PM. TRAVEL TIMES MAY FLUCTUATE BASED ON TIME, WEATHER, CONSTRUCTION, TRAFFIC ACCIDENTS, AND INCREASES IN TRAFFIC DUE TO HOLIDAYS AND SPECIAL EVENTS.

**CAUTION**

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PRELIMINARY PLANS - NOT RELEASED FOR CONSTRUCTION (FOR REVIEW ONLY)

**KOONTZJONESDesign**  
LAND PLANNING | LANDSCAPE ARCHITECTURE

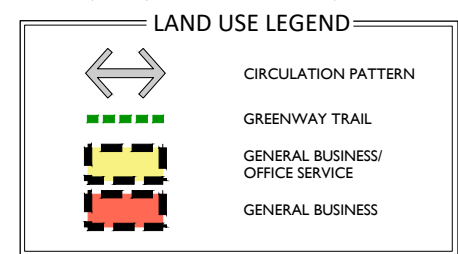
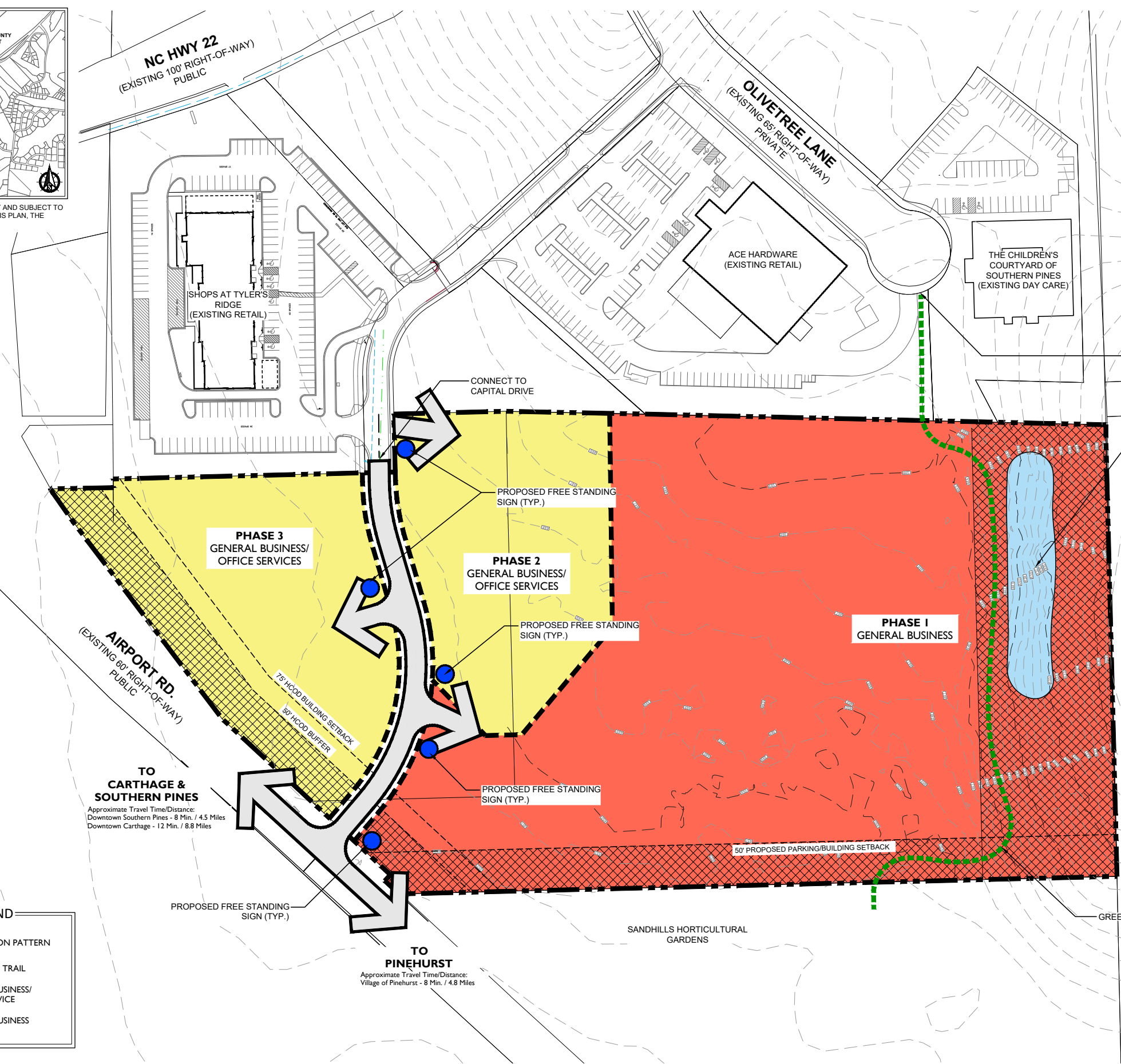
150 S PAGE STREET  
SOUTHERN PINES, NC 28387  
P: (910) 684-9487  
W: www.koontzjonesdesign.com

REVISIONS:

REVISIONS:

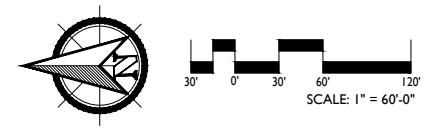
**SOUTHERN PINES ACE HARDWARE**  
**CONCEPTUAL DEVELOPMENT PLAN**  
**SOUTHERN PINES, NORTH CAROLINA**  
**CONCEPTUAL LAND USE PLAN / TRANSPORTATION PLAN**

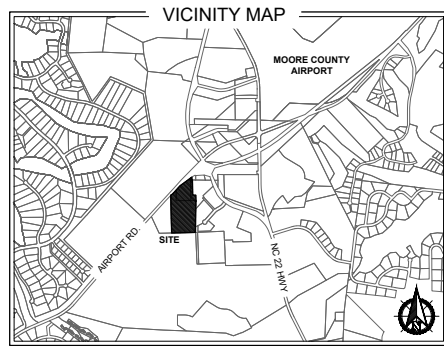
DATE: 04.05.2023  
DESIGNED BY: REK  
DRAWN BY: PJS  
CHECKED BY: REK  
C.C. BY: REK  
PROJECT #:  
SHEET NUMBER:  
**L-1.1**



**TO CARTHAGE & SOUTHERN PINES**  
Approximate Travel Time/Distance:  
Downtown Southern Pines - 8 Min. / 4.5 Miles  
Downtown Carthage - 12 Min. / 8.8 Miles

**TO PINEHURST**  
Approximate Travel Time/Distance:  
Village of Pinehurst - 8 Min. / 4.8 Miles





PIN: 857308878977  
 SANDHILLS COMMUNITY COLLEGE  
 DB: 306 PG: 405  
 ZONING: PD

PIN: 857300976723  
 COUNTY OF MOORE  
 DB: 4047 PG: 117  
 ZONING: PD

PIN: 857308977773  
 COUNTY OF MOORE  
 DB: 4047 PG: 117  
 ZONING: PD

PIN: 857300978532  
 THE SHOPS AT TYLERS  
 RIDGE LLC  
 DB: 5159 PG: 43  
 ZONING: PD

PIN: 857300974411  
 SOUTHERN PINES ACE LAND  
 COMPANY, LLC  
 DB: 4705 PG: 265  
 ZONING: PD

PIN: 857300977346  
 TYLER'S RIDGE BUSINESS PARK, LLC  
 DB: 3914 PG: 109  
 ZONING: PD

PIN: 857300976238  
 TYLER'S RIDGE BUSINESS PARK, LLC  
 DB: 3914 PG: 109  
 ZONING: PD

PIN: 857300963887  
 SOUTHERN PINES ACE LAND  
 COMPANY, LLC  
 DB: 5749 PG: 375  
 ZONING: PD

PIN: 857312868871  
 SANDHILLS COMMUNITY COLLEGE  
 BOARD OF TRUSTEES  
 DB: 937 PG: 262  
 ZONING: FRR

PIN: 857300968936  
 SOUTHERN PINES ACE LAND  
 COMPANY, LLC  
 DB: 4541 PG: 175  
 ZONING: PD

**LEGEND**

- = PROPERTY BOUNDARY
- = EXISTING CONTOUR
- = EXISTING WATERLINE
- = EXISTING SEWER LINE
- = EXISTING SETBACK
- = EXISTING PINE TREE
- = EXISTING HARDWOOD TREE

**PROPERTY INFORMATION**

**PROPERTY OWNER:**  
 SOUTHERN PINES ACE LAND COMPANY, LLC  
 215 CAPITAL DRIVE  
 CARTHAGE, NC 28327

**APPLICANT:**  
 RHETSON COMPANIES, INC  
 2075 JUNIPER LAKE RD. WEST END, NC 27376

**TOTAL ACREAGE (PHASE 2):** ±1.87 AC  
**TOTAL ACREAGE (PHASE 3):** ±2.61 AC

**ZONING INFORMATION**

**ZONING CLASSIFICATION:**  
 (PD) PLANNED DEVELOPMENT

**EXISTING SETBACKS (PD):**  
 FRONT: NA  
 INTERIOR SIDE: NA  
 EXTERIOR SIDE: NA  
 REAR: NA

**HCOD STANDARDS (PER CDP):**  
 BUILDING / PARKING SETBACK: 40'

**WATERSHED INFORMATION**

WATERSHED 1:  
 BASIN: CAPE FEAR  
 STREAM: LITTLE RIVER (INTAKE NO. 2)  
 TYPE: WS-IIIP

THIS PROPERTY IS IN A HIGH QUALITY WATERSHED

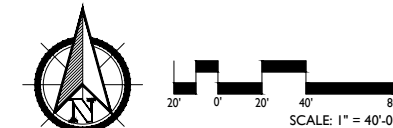
**FLOODPLAIN DATA**

THIS PROPERTY IS LOCATED IN FLOOD ZONE 'X'  
 (AREAS OF MINIMAL FLOODING)

THE LOCATION OF THE 100-YEAR FLOODPLAIN PER  
 NFIP FIRM COMMUNITY  
 PANEL(S) NO: 8573  
 MAP(S): 3710857300J  
 DATE: OCTOBER 17, 2006

**CAUTION**

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 CONVENIENCE ONLY. THERE MAY BE OTHER UTILITIES NOT  
 DEPICTED ON THESE PLANS. THE LANDSCAPE ARCHITECT AND  
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 SHOWN AND IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY  
 TO VERIFY THE LOCATIONS OF ALL UTILITIES WITHIN THE  
 PROJECT LIMITS. ALL DAMAGE MADE TO THE EXISTING  
 UTILITIES BY THE CONTRACTOR SHALL BE THE SOLE  
 RESPONSIBILITY BY THE CONTRACTOR.



PRELIMINARY PLANS - NOT RELEASED FOR CONSTRUCTION (FOR REVIEW ONLY)

**KOONTZJONESDesign**  
 LAND PLANNING | LANDSCAPE ARCHITECTURE

150 S PAGE STREET  
 SOUTHERN PINES, NC 28387  
 P: (910) 684-8487  
 W: www.koontzjonesdesign.com

REVISIONS:


**ACE HARDWARE - PHASES 2 & 3**  
**PRELIMINARY DEVELOPMENT PLAN**  
 SOUTHERN PINES, NORTH CAROLINA  
**EXISTING CONDITIONS**

DATE: 04.06.2024  
 DESIGNED BY: REK  
 DRAWN BY: PJS  
 CHECKED BY: REK  
 C.C. BY: REK  
 PROJECT #:  
 SHEET NUMBER:  
**L-1.0**



May 5, 2026

**DRMP Job #:26441**

James Michel, PE, MBA  
Town Engineer/Asst. Public Works Director  
Town of Southern Pines



**Subject:** Trip Generation Comparison Letter  
Ace Hardware Development – Southern Pines

Dear Mr. Michel:

This letter provides a trip generation comparison for phase 2 and phase 3 of the Ace Hardware development located at Airport Road and NC 22 (Central Drive) in Southern Pines, North Carolina. This letter summarizes the trip generation comparison between the proposed trips that were expected to be generated based on the previously submitted Traffic Assessment Letter (sealed 06/21/24) and the proposed trips that are expected to be generated based on land uses provided in an updated site plan.

Phase 2 and Phase 3 are part of the overall Ace Hardware development that has an approved Concept Development Plan (CDP). Phase 2 is the parcel immediately north of the existing Ace Hardware store and phase 3 is the parcel adjacent to Airport Road. The following land uses were assumed based on the previously sealed Traffic Assessment letter:

Phase 2

- 10,000 SF of warehousing (LUC 150)
- 5,000 SF of general office (LUC 710)
- 5,000 SF of liquor store (LUC 899)

Phase 3

- 10,510 SF of strip retail (<40k) (LUC 822)
- 2,140 SF of fast-food restaurant with drive through (LUC 934)



Based on the most recent site plan, the following land uses are now proposed to be developed:

Phase 2

- 8,500 SF of general office (LUC 710)
- 3,500 SF of strip retail (<40k) (LUC 822)
- 2,500 SF of fast casual restaurant (LUC 930)

Phase 3

- 1,650 SF of general office (LUC 710) [for a total of 10,150 SF of general office]
- 9,800 SF of warehousing (LUC 150)
- 2,800 SF of liquor store (LUC 899)
- 2,450 SF of fast-food restaurant with drive through (LUC 934)

**Site Trip Generation**

Average weekday daily, AM peak hour, and PM peak hour trips for the current development plan were estimated using methodology contained within the ITE *Trip Generation Manual*, 11th Edition due to previously sealed Traffic Assessment Letter using the 11<sup>th</sup> Edition also. Table 1 provides a summary of the updated trip generation based on the updated development plan. Table 2 provides a comparison of the trip generation for the proposed development plan and the trip generation used in the previously sealed Traffic Assessment Letter. It should be noted that only the unadjusted trips were calculated for comparison purposes.

**Table 1: Trip Generation Summary – Updated Development Plan**

Land Use (ITE Code)	Intensity	Daily Traffic (vpd)	Weekday AM Peak Hour Trips (vph)		Weekday PM Peak Hour Trips (vph)	
			Enter	Exit	Enter	Exit
Warehousing (150)	9,800 SF	54	19	6	8	20
General Office (710)	10,150 SF	160	21	2	4	21
Hardware Store (816)	58,182 SF	470	42	39	31	33
Strip Retail [<40k] (822)	3,500 SF	378	9	5	18	19
Liquor Store (899)	2,800 SF	538	8	8	32	33
Fast Casual Restaurant (930)	2,500 SF	244	2	2	17	14
FF Restaurant w/Drive Through (934)	2,450 SF	1,146	56	53	42	39
<b>Total (unadjusted) Trips</b>		<b>2,990</b>	<b>157</b>	<b>115</b>	<b>152</b>	<b>179</b>

The updated development plan will generate approximately 2,990 daily site trips, 272 weekday AM peak hour trips (157 entering and 115 exiting), and 331 weekday PM peak hour trips (152 entering and 179 exiting).

**Table 2: Trip Generation Comparison  
Proposed Development Plan vs. Traffic Assessment Letter**

Land Use (ITE Code)	Intensity	Daily Traffic (vpd)	Weekday AM Peak Hour Trips (vph)		Weekday PM Peak Hour Trips (vph)	
			Enter	Exit	Enter	Exit
<b>Ace Hardware Development Plan (Full Build Out)</b>						
Total Primary Trips		2,990	157	115	152	179
<b>Traffic Assessment Letter Development Plan (from June 2024)</b>						
Total Primary Trips		3,010	152	118	165	187
<b>DIFFERENCE</b>		<b>-20</b>	<b>+5</b>	<b>-3</b>	<b>-13</b>	<b>-8</b>

As shown in Table 2, the updated development plan will generate 20 less daily trips, 2 more AM peak hour trips, and 21 less PM peak hour trips. Based on Table 2, the changes in site trips are expected to be negligible when comparing the site trips between the previously sealed Traffic Assessment Letter and the update site plan.



**Summary**

Based on a comparison of site trips between the previously sealed Traffic Assessment Letter and the update site plan, the changes in site trips are expected to be negligible. Overall, the site is expected to reduce the amount of overall trips that are expected to use the existing roadways and intersections. Based on these results, no addendum to the previously sealed Traffic Assessment Letter is recommended. Mitigation outlined in the previously sealed Traffic Assessment Letter is expected to accommodate trips associated with the updated development plan.

If you should have any questions or comments regarding this letter, please feel free to contact me at 704-220-6859.

Sincerely,



*5/11/2026*

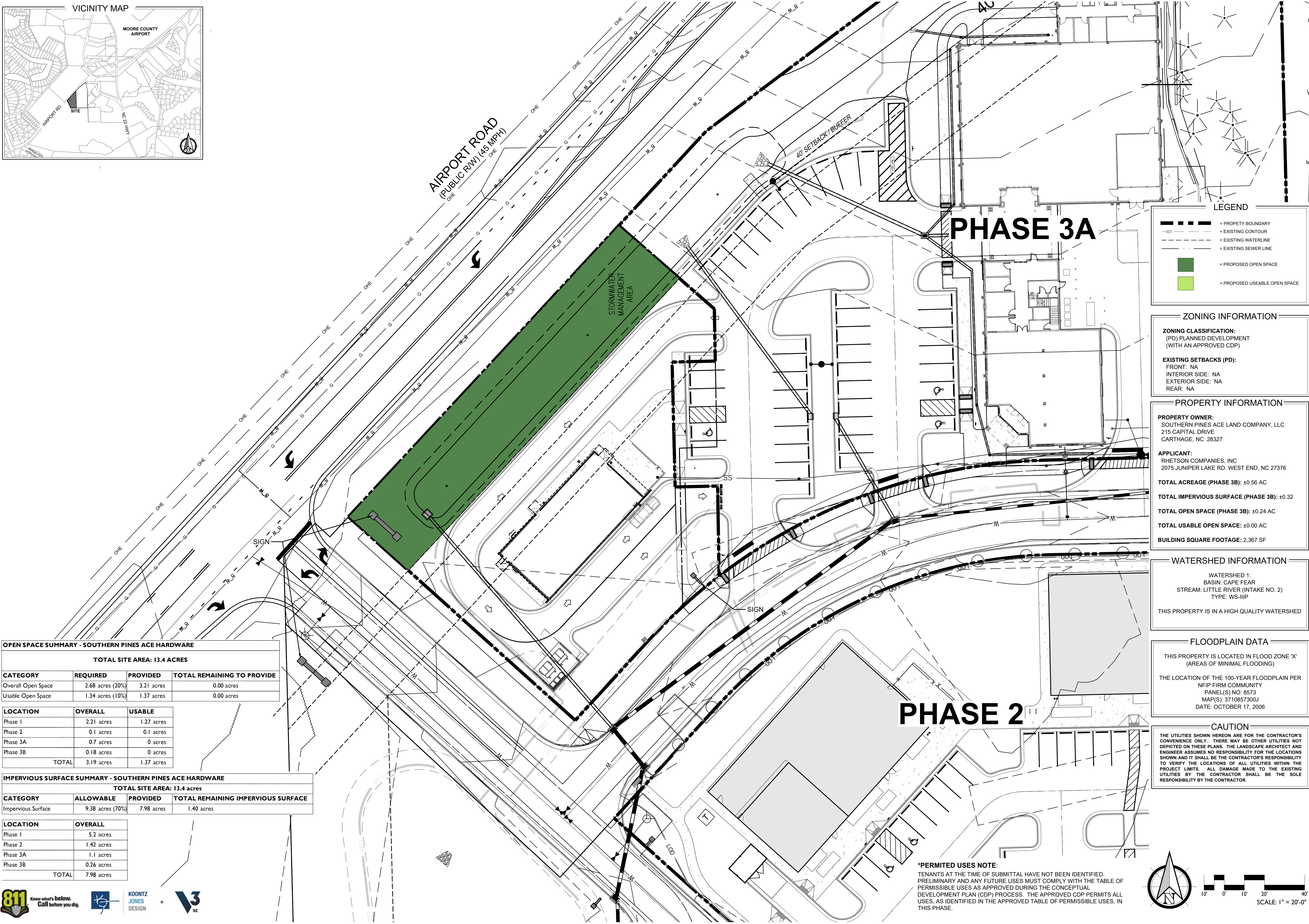
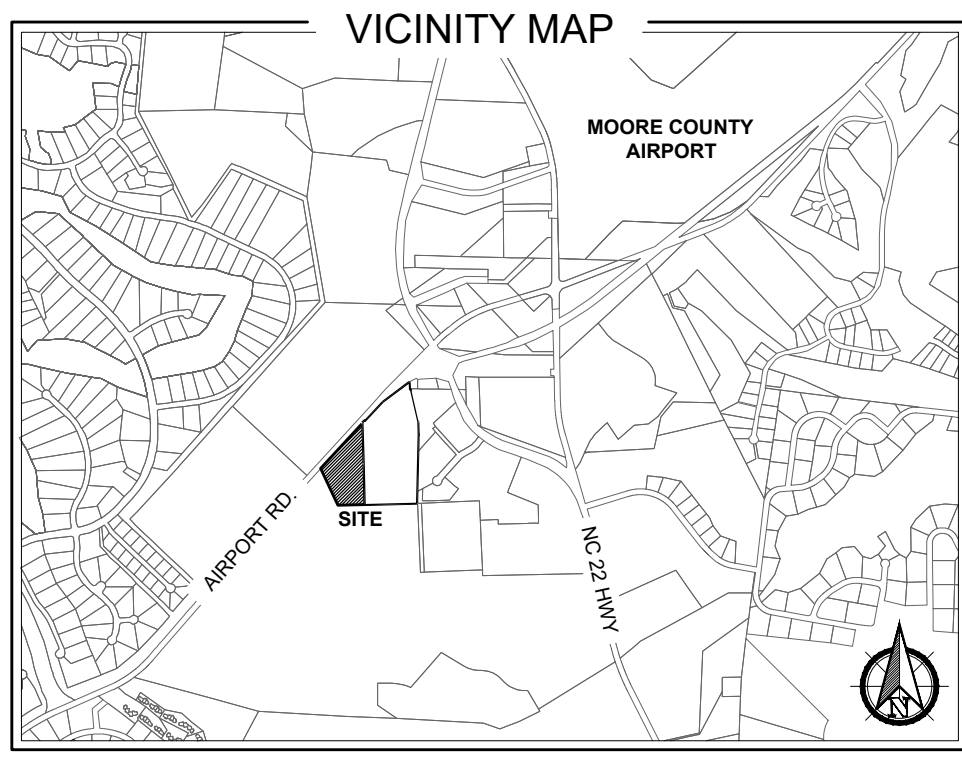
Dyron Capers, PE

Traffic Analysis Project Manager

***DRMP, Inc.***

License #F-1524

Attachments: Preliminary Site Plan



**LEGEND**

- = PROPERTY BOUNDARY
- = EXISTING CONTOUR
- = EXISTING WATERLINE
- = EXISTING SEWER LINE
- = PROPOSED OPEN SPACE
- = PROPOSED USEABLE OPEN SPACE

**ZONING INFORMATION**

**ZONING CLASSIFICATION:**  
(PD) PLANNED DEVELOPMENT  
(WITH AN APPROVED CDP)

**EXISTING SETBACKS (PD):**  
FRONT: NA  
INTERIOR SIDE: NA  
EXTERIOR SIDE: NA  
REAR: NA

**PROPERTY INFORMATION**

**PROPERTY OWNER:**  
SOUTHERN PINES ACE LAND COMPANY, LLC  
215 CAPITAL DRIVE  
CARTHAGE, NC 28327

**APPLICANT:**  
RHETSON COMPANIES, INC  
2075 JUNIPER LAKE RD. WEST END, NC 27376

**TOTAL ACREAGE (PHASE 3B):** ±0.56 AC  
**TOTAL IMPERVIOUS SURFACE (PHASE 3B):** ±0.32  
**TOTAL OPEN SPACE (PHASE 3B):** ±0.24 AC  
**TOTAL USABLE OPEN SPACE:** ±0.00 AC  
**BUILDING SQUARE FOOTAGE:** 2,367 SF

**WATERSHED INFORMATION**

WATERSHED 1:  
BASIN: CAPE FEAR  
STREAM: LITTLE RIVER (INTAKE NO. 2)  
TYPE: WS-IIIP

THIS PROPERTY IS IN A HIGH QUALITY WATERSHED

**FLOODPLAIN DATA**

THIS PROPERTY IS LOCATED IN FLOOD ZONE 'X'  
(AREAS OF MINIMAL FLOODING)

THE LOCATION OF THE 100-YEAR FLOODPLAIN PER  
NFIP FIRM COMMUNITY  
PANEL(S) NO: 8573  
MAP(S): 3710857300J  
DATE: OCTOBER 17, 2006

**CAUTION**

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**OPEN SPACE SUMMARY - SOUTHERN PINES ACE HARDWARE**

**TOTAL SITE AREA: 13.4 ACRES**

CATEGORY	REQUIRED	PROVIDED	TOTAL REMAINING TO PROVIDE
Overall Open Space	2.68 acres (20%)	3.21 acres	0.00 acres
Usable Open Space	1.34 acres (10%)	1.37 acres	0.00 acres

LOCATION	OVERALL	USABLE
Phase 1	2.21 acres	1.27 acres
Phase 2	0.1 acres	0.1 acres
Phase 3A	0.7 acres	0 acres
Phase 3B	0.18 acres	0 acres
<b>TOTAL</b>	<b>3.19 acres</b>	<b>1.37 acres</b>

**IMPERVIOUS SURFACE SUMMARY - SOUTHERN PINES ACE HARDWARE**

**TOTAL SITE AREA: 13.4 acres**

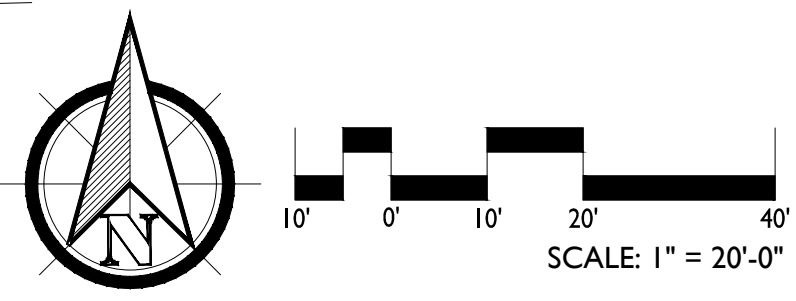
CATEGORY	ALLOWABLE	PROVIDED	TOTAL REMAINING IMPERVIOUS SURFACE
Impervious Surface	9.38 acres (70%)	7.98 acres	1.40 acres

LOCATION	OVERALL
Phase 1	5.2 acres
Phase 2	1.42 acres
Phase 3A	1.1 acres
Phase 3B	0.26 acres
<b>TOTAL</b>	<b>7.98 acres</b>

**PHASE 2**

**PHASE 3A**

**\*PERMITTED USES NOTE:**  
TENANTS AT THE TIME OF SUBMITTAL HAVE NOT BEEN IDENTIFIED. PRELIMINARY AND ANY FUTURE USES MUST COMPLY WITH THE TABLE OF PERMISSIBLE USES AS APPROVED DURING THE CONCEPTUAL DEVELOPMENT PLAN (CDP) PROCESS. THE APPROVED CDP PERMITS ALL USES, AS IDENTIFIED IN THE APPROVED TABLE OF PERMISSIBLE USES, IN THIS PHASE.



**KOONTZJONESDesign**  
LAND PLANNING | LANDSCAPE ARCHITECTURE

140 APPLECROSS RD., SUITE B  
PINEHURST, NC 28374  
P: (910) 684-8487  
W: www.koontzjonesdesign.com

REVISIONS:

ACE HARDWARE - PHASE 3B  
PRELIMINARY DEVELOPMENT PLAN  
SOUTHERN PINES, NORTH CAROLINA  
SITE PLAN

DATE: 05/07/26  
DESIGNER: JREK  
DRAWN BY: PJS  
CHECKED BY: REK  
Q.C. BY: REK  
SCALE: 1" = 20'-0"  
PROJECT #: 260419  
SHEET NUMBER:  
**L-1.1**

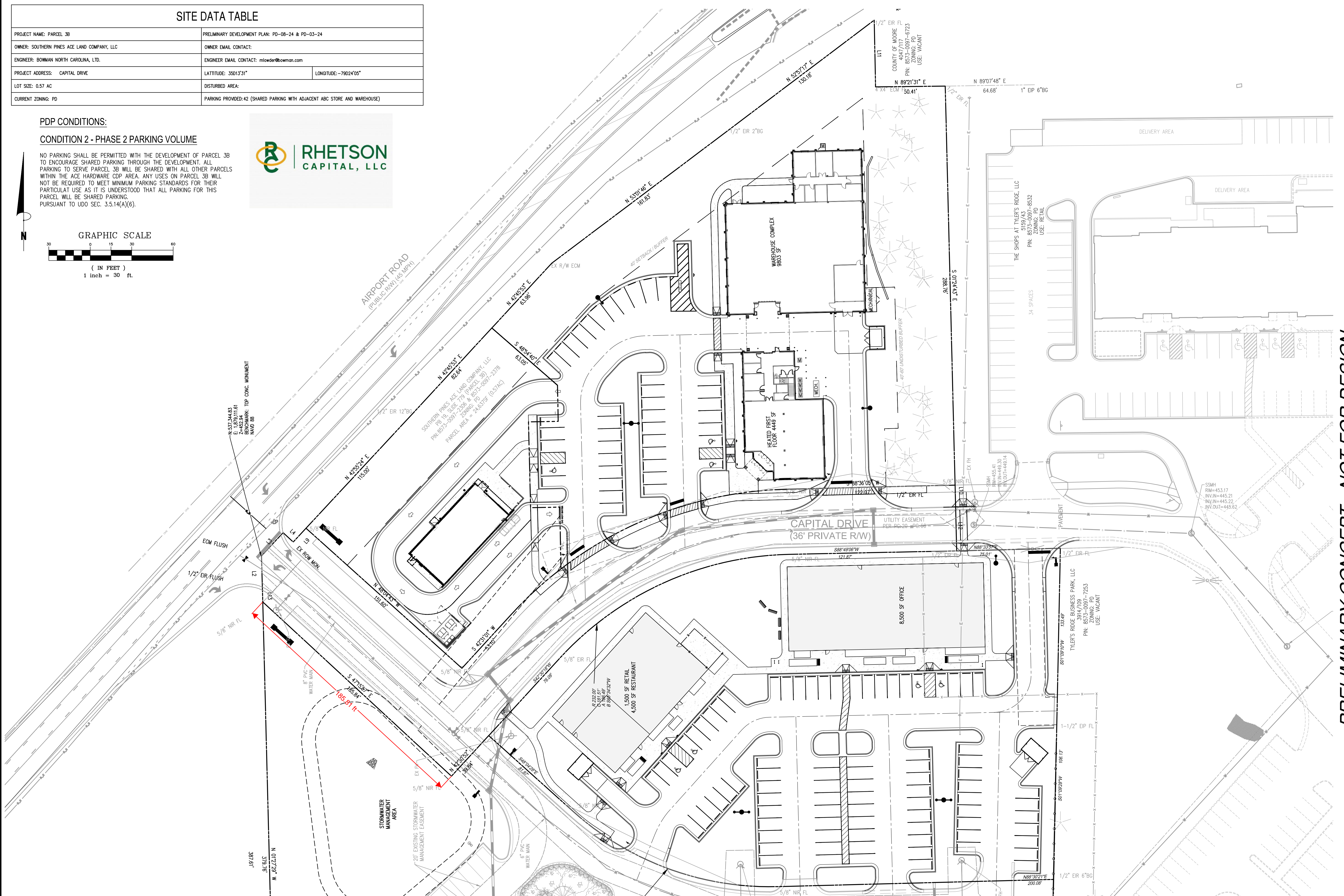
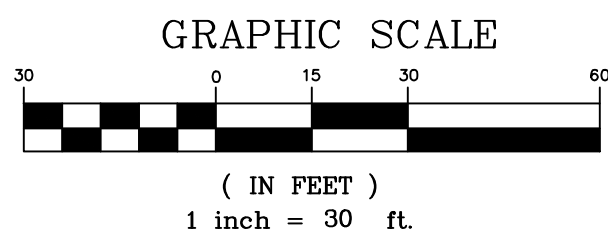
**SITE DATA TABLE**

PROJECT NAME: PARCEL 3B	PRELIMINARY DEVELOPMENT PLAN: PD-08-24 & PD-03-24
OWNER: SOUTHERN PINES ACE LAND COMPANY, LLC	OWNER EMAIL CONTACT:
ENGINEER: BOWMAN NORTH CAROLINA, LTD.	ENGINEER EMAIL CONTACT: mlowder@bowman.com
PROJECT ADDRESS: CAPITAL DRIVE	LATITUDE: 3501331"      LONGITUDE: -7902405"
LOT SIZE: 0.57 AC	DISTURBED AREA:
CURRENT ZONING: PD	PARKING PROVIDED: 42 (SHARED PARKING WITH ADJACENT ABC STORE AND WAREHOUSE)

**PDP CONDITIONS:**

**CONDITION 2 - PHASE 2 PARKING VOLUME**

NO PARKING SHALL BE PERMITTED WITH THE DEVELOPMENT OF PARCEL 3B TO ENCOURAGE SHARED PARKING THROUGHOUT THE DEVELOPMENT. ALL PARKING TO SERVE PARCEL 3B WILL BE SHARED WITH ALL OTHER PARCELS WITHIN THE ACE HARDWARE CDP AREA. ANY USES ON PARCEL 3B WILL NOT BE REQUIRED TO MEET MINIMUM PARKING STANDARDS FOR THEIR PARTICULAR USE AS IT IS UNDERSTOOD THAT ALL PARKING FOR THIS PARCEL WILL BE SHARED PARKING. PURSUANT TO UDO SEC. 3.5.14(A)(6).



**PRELIMINARY CONCEPT - NOT FOR DESIGN**

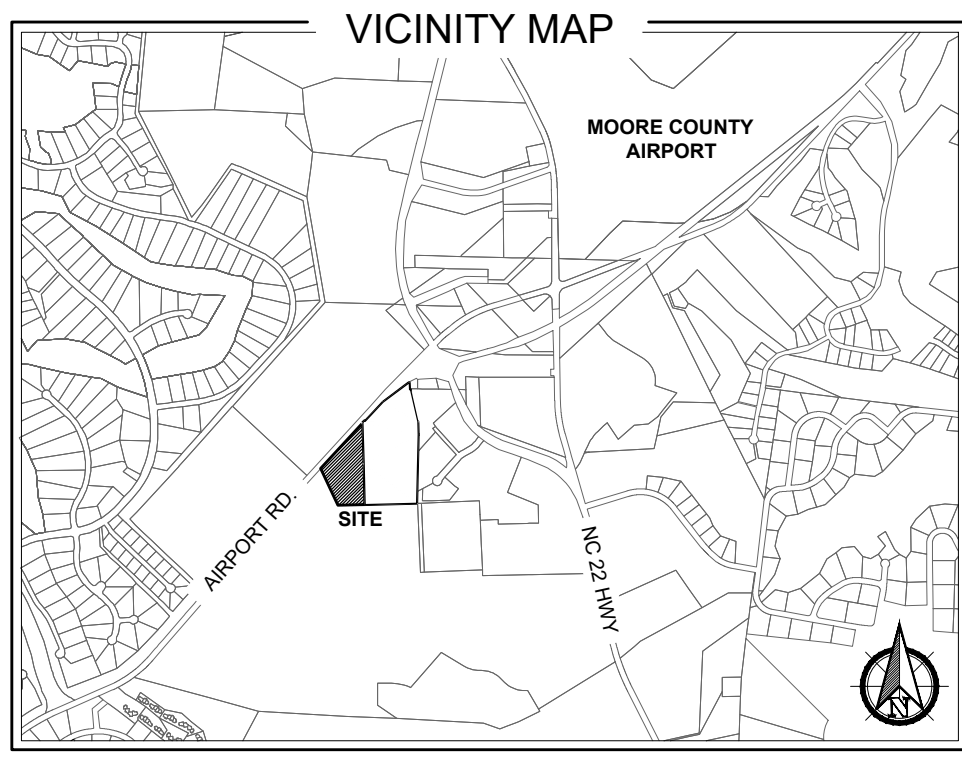


Bowman North Carolina, Ltd  
4006 Barrett Drive  
Suite 100  
Raleigh, NC 27609  
Phone: (919) 553-6570  
www.bowman.com  
© Bowman Consulting Group Ltd

SOUTHERN PINE - PARCEL 3B  
CAPITAL DRIVE  
SOUTHERN PINES, NC MOORE COUNTY

CONCEPTUAL  
SITE PLAN

DATE  
4/24/2026  
DWN BY: TJR  
SCALE: 1"=30'  
SHEET  
CONCEPT



**LEGEND**

- = PROPERTY BOUNDARY
- = EXISTING CONTOUR
- = EXISTING WATERLINE
- = EXISTING SEWER LINE
- = PROPOSED OPEN SPACE

**ZONING INFORMATION**

**ZONING CLASSIFICATION:**  
(PD) PLANNED DEVELOPMENT  
(WITH AN APPROVED CDP)

**EXISTING SETBACKS (PD):**  
FRONT: NA  
INTERIOR SIDE: NA  
EXTERIOR SIDE: NA  
REAR: NA

**PROPERTY INFORMATION**

**PROPERTY OWNER:**  
SOUTHERN PINES ACE LAND COMPANY, LLC  
215 CAPITAL DRIVE  
CARTHAGE, NC 28327

**APPLICANT:**  
RHETSON COMPANIES, INC  
2075 JUNIPER LAKE RD. WEST END, NC 27376

**TOTAL ACREAGE (PHASE 3B):** ±0.56 AC  
**TOTAL IMPERVIOUS SURFACE (PHASE 3B):** ±0.32  
**TOTAL OPEN SPACE (PHASE 3B):** ±0.24 AC  
**TOTAL USABLE OPEN SPACE:** ±0.00 AC  
**BUILDING SQUARE FOOTAGE:** 2,537 SF

**WATERSHED INFORMATION**

WATERSHED 1:  
BASIN: CAPE FEAR  
STREAM: LITTLE RIVER (INTAKE NO. 2)  
TYPE: WS-IIIIP

THIS PROPERTY IS IN A HIGH QUALITY WATERSHED

**FLOODPLAIN DATA**

THIS PROPERTY IS LOCATED IN FLOOD ZONE 'X'  
(AREAS OF MINIMAL FLOODING)

THE LOCATION OF THE 100-YEAR FLOODPLAIN PER  
NFIP FIRM COMMUNITY  
PANEL(S) NO: 8573  
MAP(S): 3710857300J  
DATE: OCTOBER 17, 2006

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**\*SIDE BUFFER NOTE:**

PLANTINGS REQUIRED FOR THE 5-FOOT SIDE BUFFER MAY BE REDISTRIBUTED ELSEWHERE WITHIN THE SITE AND MAY BE INCORPORATED INTO OTHER REQUIRED LANDSCAPE AREAS, PROVIDED THE OVERALL PLANTING QUANTITIES REQUIRED BY THE UDO ARE MAINTAINED.

**OPEN SPACE SUMMARY - SOUTHERN PINES ACE HARDWARE**

**TOTAL SITE AREA: 13.4 ACRES**

CATEGORY	REQUIRED	PROVIDED	TOTAL REMAINING TO PROVIDE
Overall Open Space	2.68 acres (20%)	3.21 acres	0.00 acres
Usable Open Space	1.34 acres (10%)	1.37 acres	0.00 acres

LOCATION	OVERALL	USABLE
Phase 1	2.21 acres	1.27 acres
Phase 2	0.1 acres	0.1 acres
Phase 3A	0.7 acres	0 acres
Phase 3B	0.18 acres	0 acres
<b>TOTAL</b>	<b>3.19 acres</b>	<b>1.37 acres</b>

**IMPERVIOUS SURFACE SUMMARY - SOUTHERN PINES ACE HARDWARE**

**TOTAL SITE AREA: 13.4 acres**

CATEGORY	ALLOWABLE	PROVIDED	TOTAL REMAINING IMPERVIOUS SURFACE
Impervious Surface	9.38 acres (70%)	7.98 acres	1.40 acres

LOCATION	OVERALL
Phase 1	5.2 acres
Phase 2	1.42 acres
Phase 3A	1.1 acres
Phase 3B	0.26 acres
<b>TOTAL</b>	<b>7.98 acres</b>



REVISIONS:

REVISIONS:

REVISIONS:

**ACE HARDWARE - PHASE 3B**  
PRELIMINARY DEVELOPMENT PLAN  
SOUTHERN PINES, NORTH CAROLINA  
SITE PLAN

DATE: 05/10/26  
DESIGN: J. REK  
DRAWN BY: PIS  
CHECKED BY: REK  
Q.C. BY: REK  
SCALE: 1" = 20'-0"  
PROJECT #: 260419  
SHEET NUMBER:  
**L-1.1**





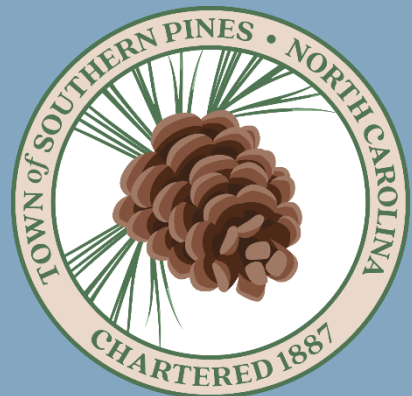
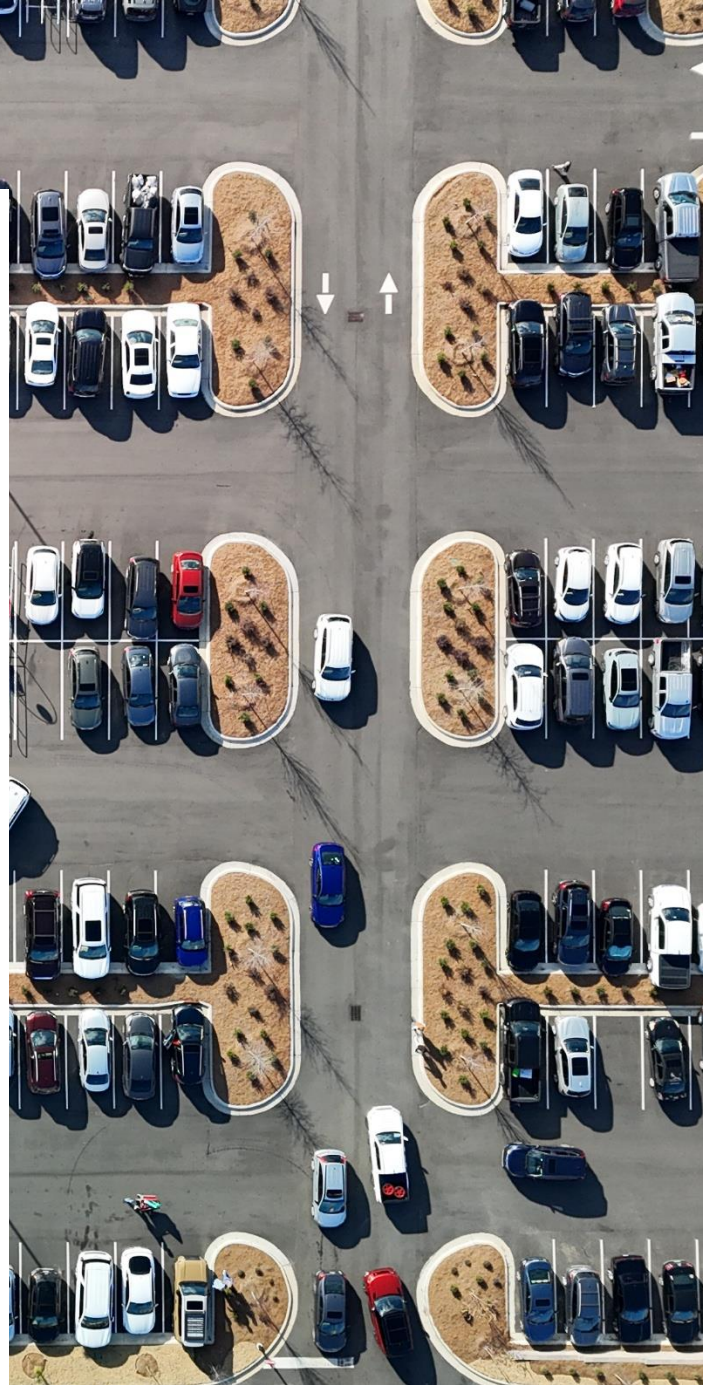
# Issue Paper: Right-Sizing Parking in Southern Pines

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**MAY 26, 2026**

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**Town of Southern Pines Planning Department**



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# Acknowledgements

The Town of Southern Pines Planning Department would like to thank Amy Kirk, the Town’s GIS and Senior IT Specialist, for her work on the blacktop analyses, and all others who contributed input and expertise to the drafting of this issue paper.

## Table of Contents

<b>Acknowledgements .....</b>	<b>2</b>
<b>Statement of the Issue .....</b>	<b>3</b>
<b>Regulatory Context.....</b>	<b>4</b>
<b>Community Input .....</b>	<b>5</b>
<b>Best Practices &amp; Opportunities.....</b>	<b>7</b>
<b>Conclusion .....</b>	<b>10</b>
<b>References.....</b>	<b>11</b>
<b>Figure 1: Excerpt from Section 4.5 of the Unified Development Ordinance.....</b>	<b>5</b>
<b>Figure 2: Implemented Parking Reforms Across North America .....</b>	<b>7</b>
<b>Figure 3: Blacktop Analyses .....</b>	<b>8</b>
<b>Figure 4: Downtown Southern Pines Reimagined with Minimum Parking Requirements.....</b>	<b>9</b>
<b>Figure 5: Triangle of Opportunities for Keeping Southern Pines Southern Pinesy .....</b>	<b>9</b>

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## Statement of the Issue

Established in the late 19th century as a seasonal retreat for Northerners and a destination for those seeking the region’s perceived health benefits, Southern Pines has long balanced growth with a strong sense of place. Today, that balance is guided by the Town’s 2040 Comprehensive Plan (2040 Plan), which calls for growth that preserves the character and charm that define the community. A key recommendation of the plan is to modernize parking standards so they better align with goals such as encouraging infill development, supporting walkability, and maintaining the urban design qualities that make Southern Pines distinctive. This issue paper evaluates current parking regulations, explores their historical context, and incorporates community perspectives alongside emerging best practices in parking reform. Across the United States, communities are rethinking parking requirements as they recognize that excessive parking can limit development potential, constrain small businesses, and undermine efforts to create vibrant, human-scaled places. With parking often occupying more land than the destinations for which it is provided, the challenge is not simply to provide parking, but to do so in a way that reflects community values. In Southern Pines, this means advancing a balanced approach centered on three core goals: preserving local character, avoiding excessive and underutilized parking, and encouraging infill over sprawl.

Current parking regulations can, in some cases, contribute to inefficient land use by encouraging outward expansion and by dedicating large areas to parking rather than productive uses. Expansive surface lots represent lost opportunities for businesses, parks, housing, and other community assets that contribute to a lively and engaging environment. These patterns directly conflict with the Town’s emphasis on infill development, particularly given the limited supply of developable land within Southern Pines. Minimum parking requirements can make redevelopment of older sites difficult, especially in established areas with space constraints, and can create financial and logistical barriers for small business entrepreneurship. They also tend to separate land uses, reducing walkability and discouraging “park-once” behavior while increasing infrastructure costs as development spreads outward. From a design perspective, large parking areas often result in environments that feel disconnected and less inviting, diminishing the cohesive character that Southern Pines seeks to preserve. At the same time, it is important to recognize that Southern Pines remains largely auto-dependent, and insufficient parking can create challenges, including congestion, spillover into nearby neighborhoods, and impacts on public safety and services. This underscores the importance of “right-sizing” parking, or ensuring that enough is provided to meet demand without requiring more than is necessary.

Beyond land use and design considerations, parking minimums have meaningful economic, housing, and environmental impacts. The cost of constructing and maintaining parking, ranging from thousands of dollars per space for surface lots to significantly more for structured parking, raises development costs that are ultimately passed on to residents and businesses. These added costs can limit entrepreneurship, reduce investment, and constrain the feasibility of smaller-scale infill projects. Parking requirements also affect housing affordability by increasing per-unit costs and limiting the development of diverse housing

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types, particularly “missing middle” housing styles such as duplexes, multiplexes, and live-work units. In many cases, developers are pushed toward larger projects simply to absorb these parking costs, thereby shaping development outcomes that may not align with community preferences. Environmentally, large surface lots contribute to stormwater runoff, increase infrastructure strain, reduce tree cover, and intensify the urban heat island effect, all of which carry long-term implications for community resilience and quality of life. At the same time, parking regulations do play a role in managing site intensity, helping ensure that higher-impact uses are located in areas that can accommodate them. Taken together, these considerations highlight the need for a more flexible and context-sensitive approach to parking, one that supports economic vitality, expands housing opportunities, protects environmental resources, and ultimately advances the long-term vision for Southern Pines.

## Regulatory Context

Minimum parking requirements have become a defining feature of the built environment throughout the United States, but their origins reveal how disconnected they can be from today’s planning goals. First introduced in Columbus, Ohio, in 1923, these regulations were initially intended to prevent spillover parking into nearby neighborhoods as automobile ownership increased.<sup>1</sup> By the 1950s, minimum parking requirements had become standard practice across cities and towns of all sizes. In Southern Pines, parking minimums were formally incorporated into local ordinances in 1966. Today, the United States has an estimated two billion parking spaces, roughly eight for every car, reflecting decades of policy that prioritized accommodating peak vehicle demand.<sup>2</sup> These minimum parking requirements typically rely on generalized ratios derived from national data sources, such as those from the Institute of Transportation Engineers, which often reflect suburban, single-use developments with limited transportation options.<sup>3</sup> As noted by UCLA Professor Donald Shoup, these standards often reflect maximum observed demand rather than typical or context-sensitive needs; yet, they are treated as minimum requirements in local codes.<sup>4</sup> This one-size-fits-all approach has led to an oversupply of parking, contributing to dispersed land-use patterns, reduced walkability, and development outcomes that conflict with community goals.

Over time, both travel behavior and community priorities have evolved, calling into question the continued reliance on rigid parking minimums widely adopted over 75 years ago. These standards were established long before the rise of online shopping, remote work, and ride-hailing services, as well as before widespread interest in creating walkable, mixed-use environments. Since the late 1990s, planners and researchers have increasingly recognized that excessive parking requirements can constrain development, increase costs, and limit the creation of the kinds of places people value most.<sup>5</sup> In response, many communities are reexamining their parking policies to better align with contemporary needs.

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<sup>1</sup> American Planning Association et al. (2006).

<sup>2</sup> National League of Cities. (2022).

<sup>3</sup> Lockhart, K. (2024).

<sup>4</sup> Shoup, D. C. (1999).

<sup>5</sup> Nichols, C. M. (2019).

However, in Southern Pines, the core structure of parking regulations remains rooted in decades-old standards. The Town’s current Unified Development Ordinance (UDO), particularly Section 4.5, establishes minimum off-street parking requirements by land use while allowing some administrative flexibility. The Planning Director can adjust requirements in certain cases to reflect site-specific conditions or take advantage of shared or on-street parking. Some overlay districts incorporate reduced or waived requirements. Notably, the

Other retail sales	1 space per 200 square feet of Gross Floor Area	1 space per 5,000 square feet
Open air markets	1 space per 1,000 square feet of Lot Area used for storage, display or sales.	1 space per 5,000 square feet
Banks and credit unions	1 space per 200 square feet of Gross Floor Area	1 space per 5,000 square feet of floor area
Financial, real estate, travel and legal services	1 space per 300 square feet of Gross Floor Area	1 space per 5,000 square feet of floor area
Other professional offices	1 space per 400 square feet of Gross Floor Area	1 space per 5,000 square feet of floor area
Animal services	1 space per 200 square feet of Gross Floor Area	
Restaurants (Ord. # 1716)	1 space per 100 square feet of Gross Floor Area plus one space per 100 square feet of outdoor seating area	1 space per 5,000 square feet of floor area
Personal care and other consumer services	1 space per 200 square feet of Gross Floor Area	1 space per 5,000 square feet of floor area
Laundromats and dry cleaners	1 space per 200 square feet of Gross Floor Area	

*Figure 1 Excerpt from Section 4.5 of the Unified Development Ordinance*

Downtown Historic District benefits from such exemptions, which have played a key role in preserving its walkable, human-scaled character. For example, a restaurant located on East New Hampshire Avenue would be required under standard code provisions to provide more than 35 off-street parking spaces, which would significantly alter the built form and diminish the walkable character of the surrounding area.

While these limited flexibilities demonstrate the potential benefits of a more adaptable approach, broader reform is constrained by state-level legislation. North Carolina’s Session Law 2024-57, adopted in response to the impacts of Hurricane Helene, restricts local governments from implementing more stringent zoning regulations that would create nonconformities or constitute “down-zoning.”<sup>6</sup> In practice, this limits the range of parking reforms presently available to municipalities. For Southern Pines, this means that while reducing or eliminating minimum parking requirements may be permissible since such changes are less restrictive, introducing parking maximums to prevent oversupply is not currently allowed, as it could render existing parking lots nonconforming. As a result, the Town’s ability to fully align parking policies with the vision outlined in its 2040 Comprehensive Plan is somewhat constrained. Nevertheless, opportunities remain to modernize parking requirements within these limitations, particularly by reducing reliance on rigid minimums and expanding context-sensitive flexibility, helping the Town move toward a more balanced, efficient, and character-driven approach to growth.

## Community Input

The 2040 Plan provides a clear policy foundation for rethinking how parking is planned and designed in the community. Policy 3.9, “Improve Parking Design in the Community,” serves as a central call to action, encouraging updates to parking standards so they better align with broader community goals. This policy

<sup>6</sup> North Carolina General Assembly. (2025–2026).

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works in tandem with Policy 3.2, which emphasizes development standards that enhance community appearance and reinforce a distinct sense of place. Together, these policies highlight that parking is not simply a functional requirement, but a key design element that shapes how places look, feel, and function. The Plan further recommends that large retail developments incorporate shared green spaces, pedestrian connections, and thoughtful site design that support a “park-once mentality,” an approach where visitors can park once and comfortably walk between destinations. At present, many commercial areas in Southern Pines are characterized by buildings set far back from large surface parking lots, with limited connectivity between sites, creating environments that are difficult to navigate on foot and lack a cohesive identity. Many have experienced the need to drive between nearby destinations simply because it is uncomfortable or unsafe to walk across large adjoining parking lots. Reforming parking standards is therefore an important tool to enable more walkable, connected, and place-oriented development patterns. Importantly, parking reform does not mean entirely eliminating parking, nor does it affect requirements such as ADA-accessible spaces. Rather, it focuses on “right-sizing” parking, ensuring that adequate supply exists without creating excessive, underutilized expanses that detract from the community.

Staff spoke with and gathered input from developers and stakeholders, which reinforces the importance of flexibility in achieving this balance. In the multifamily housing context, developers typically rely on well-established internal ratios by unit type to ensure sufficient parking for residents while avoiding building too much parking that creates unnecessary costs. Because parking is expensive to build, developers are generally incentivized to provide only what is needed for a project’s success. However, when local minimum requirements exceed these internally derived ratios, developers are forced to overbuild parking, often at the expense of green space, amenities, or overall site design. In these cases, reducing or eliminating minimums can allow for more efficient and context-sensitive outcomes. On the other hand, overly restrictive parking maximums can limit the types of housing that can be built by constraining unit mix and density.

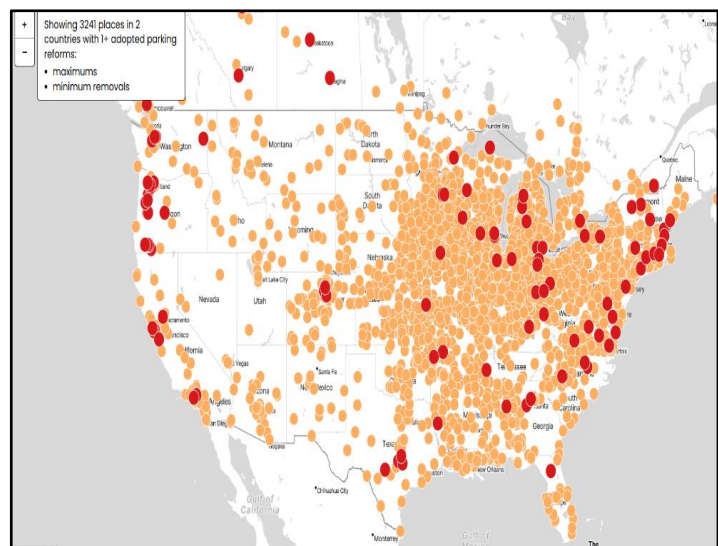
In the commercial sector, parking decisions are similarly shaped by tenant needs, market expectations, and financial feasibility. Large commercial development is typically centered on tenant-anchored or speculative projects. Tenant-anchored developments, such as grocery stores or national retailers, often have specific parking requirements. Developers typically use general ratios as a starting point, adjusting upward for uses with higher turnover, such as restaurants, and may build additional capacity to account for uncertainty in tenant mix. In contrast, speculative developments tend to overbuild parking outright to remain flexible to a wide range of potential users. Local regulations can sometimes conflict with these realities, either by requiring more parking than necessary, by limiting supply below what tenants consider viable, or by permitting overbuilt parking facilities. All three emphasize the need for a more adaptable regulatory framework.

Defining the “right” amount of parking is ultimately a balance between quantitative data and community values. From a technical perspective, “parking utilization rates” offer a useful benchmark: industry guidance suggests that lots consistently operating at around 85 percent occupancy are generally well-

balanced.<sup>7</sup> In contrast, significantly lower or higher utilization may indicate over- or undersupply. However, conducting comprehensive parking utilization studies can be costly and resource-intensive. As a result, Southern Pines can look to its 2040 Comprehensive Plan as the guiding framework for determining appropriate parking outcomes. In this context, right-sized parking is not simply a number, but a set of principles: it minimizes excess pavement while still meeting demand in the majority of circumstances; supports walkability and a park-once experience; preserves trees and open space; reduces stormwater impacts; and allows for infill and redevelopment opportunities. It prioritizes on-street and shared parking where appropriate, locates parking to the rear of buildings so the building, not the parking, is the primary design focus of the site, and integrates landscaping to maintain a more natural visual quality. Ultimately, the goal is to ensure that parking supports, rather than detracts from, the Town’s vision, enabling growth that is economically viable, environmentally responsible, and consistent with the character that defines Southern Pines.

## Best Practices & Opportunities

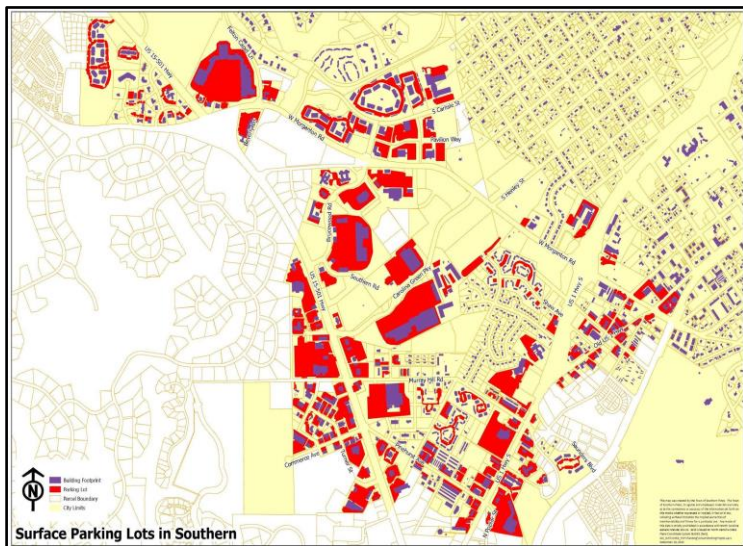
Across North America, more than 200 cities and towns, ranging from large metropolitan areas to small communities (see Figure 2), have implemented reforms such as reducing or eliminating parking minimums, introducing parking maximums or medians, establishing parking districts, and encouraging shared parking arrangements.<sup>8</sup> These strategies are not intended to eliminate parking, but rather to ensure that the amount provided aligns with actual demand and community priorities. In Southern Pines, this presents a clear opportunity to modernize parking standards in a way that preserves local character while supporting growth. Tools such as removing minimums can give developers flexibility to “right-size” parking, while maximums can prevent overbuilding and protect land for more productive



*Figure 2 Implemented Parking Reforms Across North America (Source: Parking Reform Network. Orange represents smaller towns and cities, red represents large metropolitan areas.)*

<sup>7</sup> Eckart, Emily. 2019.

<sup>8</sup> Sohoni, S., & Lee, B. (2024).



*Figure 3 Blacktop Analyses (red represents parking lots, purple represents the buildings they serve.)*

uses. Median parking requirements offer a middle ground by allowing a range of spaces, with justification required outside that range. Parking districts can tailor standards to specific areas, much like the Downtown Historic District, where waived requirements have helped maintain a walkable, human-scale environment. Shared parking agreements further reduce redundancy by allowing different uses to rely on the same spaces at different times. Importantly, these tools can be applied selectively, allowing Southern Pines to tailor reforms to its own context rather than adopting a one-size-fits-all solution.

An analysis of existing conditions in Southern Pines highlights the impact of current parking requirements on land use patterns. Downtown, where parking minimums are waived, offers a clear example of how reduced off-street parking requirements can support a compact, pedestrian-oriented environment and a strong sense of place (Figure 3, Top). In contrast, areas outside downtown, particularly along major corridors such as US Highways 1 and 15-501, are dominated by large expanses of surface parking associated with commercial centers,

multifamily developments, and other high-intensity uses (Figure 3, Bottom). A review of major commercial developments around Southern Pines found that just ten sites account for approximately 95 acres of surface parking, equivalent to roughly twenty-four downtown blocks. Similarly, applying current parking minimums to the Downtown Historic District would require more than 2,100 parking spaces, roughly three times the existing parking, fundamentally altering its character (see Figure 4 below). These comparisons illustrate how existing regulations can drive outcomes that are inconsistent with the Town’s vision, reinforcing auto-oriented development patterns rather than the walkable, connected environments emphasized in the 2040 Comprehensive Plan. It also raises a practical question: what can the Town do to ensure that places with charm and identity continue to be built across the community?

Experiences from peer communities across North Carolina further demonstrate that parking reform can be tailored to local conditions while still achieving meaningful results. In Apex, a town of just over 84,000 residents, reduced parking minimums and flexible maximums were introduced, allowing developers some leeway while still preventing excessive parking.<sup>9</sup> Holly Springs, with a population over 40,000, is addressing its parking standards by establishing clearer minimums and maximums, reducing complexity, and improving predictability for developers.<sup>10</sup> Fuquay-Varina, with over 35,000 residents, has taken a more flexible approach in certain districts, allowing developers to



*Figure 4 Downtown Southern Pines Reimagined with Minimum Parking Requirements*

determine parking supply based on market demand, particularly in areas where maintaining walkable character is a priority.<sup>11</sup> Finally, Graham implemented maximum parking requirements for commercial uses in their city of over 19,000 people to reduce impervious surfaces and stormwater impacts, while maintaining minimums for residential uses to ensure adequate parking for residents.<sup>12</sup> Across these

examples, a common theme emerges: successful parking reform balances flexibility with clear expectations, allowing communities to reduce and even prohibit overbuilt parking while still meeting functional needs.



*Figure 5 Triangle of Opportunities for Keeping Southern Pines Southern Pines*

Ultimately, parking decisions reflect broader tradeoffs between economic development, walkability, and convenience. This dynamic can be understood as a “triangle of opportunities” (see Figure 5) where communities can realistically optimize for only two of three goals at any given time: abundant free parking, strong economic vibrancy, and a walkable, human-scale environment. Prioritizing abundant parking and economic growth often leads to dispersed, auto-oriented development with little sense of place. Emphasizing

<sup>9</sup> Town of Apex. (n.d.).

<sup>10</sup> U.S. Census Bureau. (n.d.).

<sup>11</sup> U.S. Census Bureau. (n.d.).

<sup>12</sup> U.S. Census Bureau. (n.d.).

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walkability and economic vibrancy, by contrast, produces the kind of compact, mixed-use environments that define successful downtowns, where parking is more limited, shared, or located behind buildings. A third scenario, combining walkability with abundant parking, typically requires costly structured parking, making it less feasible for smaller communities and often resulting in paid parking systems. For Southern Pines, the question is not whether parking should exist, but how it can best support the Town’s long-term vision. By learning from peer communities and applying context-sensitive reforms, Southern Pines can move toward a model that prioritizes both economic vitality and walkable design, ensuring that future growth continues to reflect the character and charm that define the community.

## Conclusion

Southern Pines is at a pivotal moment in shaping how growth, development, and community character evolve together. This paper has highlighted a consistent and unavoidable tension: the desire to provide abundant, convenient parking while also fostering a walkable, economically vibrant, and distinctly local sense of place. Existing conditions indicate that current parking minimums often push development toward oversupply, consume land, increase costs, and limit opportunities for the kind of human-scale environments envisioned by residents and shared during the Town’s long-range planning efforts. At the same time, parking remains an essential component of daily life in a community that serves both residents and regional visitors.

The challenge, therefore, is not choosing one goal at the expense of another, but intentionally seeking greater balance between these competing priorities in a way that reflects Southern Pines’ identity and future vision. The “Triangle of Opportunity” clearly illustrates this tension: maximizing walkability, economic vibrancy, and abundant free convenient parking simultaneously is generally not feasible. However, Southern Pines is not faced with a binary choice; it can calibrate its approach to strike a balance that better aligns with the goals of the 2040 Comprehensive Plan.

Downtown Southern Pines already demonstrates what this balance can look like. By waiving off-street parking requirements within an eight-block area, the Town has enabled a walkable, economically active, and character-rich environment that serves as a regional destination. The sacrifice is that one must sometimes park further away than may be perceived as convenient. Meanwhile, areas outside of Downtown, particularly along the US 1 and 15-501 Highway corridors, reflect the opposite condition, where parking minimums have driven large expanses of impervious surface and auto-oriented development patterns, where walkability and human-scale development are sacrificed.

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