

Agenda
Outdoor Recreation Advisory Board
Town of White Lake
6 PM
July 24, 2025

- **Opening and Call to Order 6 PM**
- **Invocation**
- **Pledge of Allegiance**

Agenda Items:

1. Nomination of Officers
 - a. Chairman
 - b. Vice-Chairman
 - c. Secretary
2. Discuss and Approve Bylaws
3. Review the "White Lake -A Connected Community", the NCState School of Landscape De CORE Plan
4. Brainstorm goals and ideas for this newly formed Advisory Board.
5. Other business
6. Open Forum
7. Adjourn - Next meeting August 27, 2025

Outdoor Recreation

ADVISORY BOARD BYLAWS

Article I

Name & Purpose:

Section 1. The name of this organization shall be the White Lake Outdoor Recreation Advisory Board. The Advisory Board will offer insights, recommendations, and support to help the organization achieve its goals. This Committee was established by the Town Board of Commissioners in July 2025.

Section 2. The purpose and scope of the activities of this Board shall be the following:

- To advocate for programs that promote biking and walking and projects that provide safe and convenient facilities for bicyclists and pedestrians around White Lake, including recommendations for the completion of a trail around the lake.
- To form a visible, vocal, and effective coalition of pedestrian and bicycle advocates.
- To support bicycle and pedestrian-friendly legislation through the Great Trails State Coalition.
- To advocate for bicycle and pedestrian-friendly facilities throughout White Lake, including signage telling the natural history and cultural history of our town.
- Seek grant opportunities for projects and collaborate with staff to complete grant applications.
- To promote livable communities and lifestyles by offering alternatives to automobile dependence.
- In the event the town acquires property for other outdoor recreation facilities, this board will represent the community, reflecting the desires of the residents of White Lake.
- Identify possible public use/public access areas and open spaces, and pursue public ownership.

Section 3. The duties of the Advisory Board are to represent the interests of bicyclists and pedestrians, provide the information to the public about biking and walking including plans, programs and proposed projects, solicit input and ideas from the public concerning specific proposed projects and overall bicycle and pedestrian plans and programs, adopt guidelines for pursuing a safer environment for walking and bicycling, prioritize bicycle and pedestrian facility projects. Serve as liaisons with livable community advocates and public health agencies, and advise the Town Administrator and Board of Commissioners on subjects of bicyclists and pedestrians in White Lake.

Article II

Membership

Section 1. The Board shall be made up of a cross-section of White Lake property owners or others with a strong desire to help in the planning, with a strong commitment to the community. Effective July 8, 2025, membership of the White Lake Outdoor Recreation Advisory Board shall consist of nine (9) members, appointed by the Town Board of Commissioners

Section 2. All members of this Board shall serve a two-year term, beginning July 8 and terminating June 30 of the second calendar year, or at the pleasure of the Board of Commissioners.

Section 3. Any member who misses four (4) meetings in a calendar year shall become ineligible to continue serving on the Committee, at which time the Chairman of the Board shall notify the Town Board about the member's ineligibility. The Town Board will appoint a replacement member or may reappoint the member who has become ineligible due to extenuating circumstances. Any member may nullify one absence per calendar year by his or her attendance at one (1) subcommittee meeting or other appointed service on behalf of the Committee.

Article III

Meetings

Section 1. The regular meeting of the membership of the Committee shall be held monthly, determined by the Board, at the White Lake Town Hall or other designated and advertised location deemed by the consensus of the Committee.

Section 2. Meetings will offer both a face-to-face option and a Zoom option.

Section 3. A majority of the appointed members of the Board shall constitute a quorum for the transaction of any business at any regular meeting of the Board. In the absence of a quorum at any regularly scheduled meeting, the members present shall function as a full subcommittee, electing an interim chair, if necessary. If the number of members present is 1/3 or greater of the full Board, the agenda for the meeting will be followed, and any recommendations of this full subcommittee shall be presented to the Board at the next regularly scheduled meeting. If the number present is less than 1/3, the members may, if they wish, vote to follow the agenda or postpone the agenda to the next regular meeting.

Section 4. Only the appointed members shall be entitled to vote at any meeting of the Board. However, the public is welcome and their input is invited.

Article IV

Officers

Section 1. The members of the Board shall elect from their membership the following offices at the July meeting (August Meeting in 2025):

A: Chairman

B: Vice-Chairman

Section 2. The terms of office for all officers shall be one year, beginning at the first regular Advisory Board meeting of the year and terminating at the last regular Board meeting of the year, or until their successors are elected at the next regular meeting of the Board

Section 3. Any officer may be re-elected for the same office.

Section 4. A vacancy in any office may be filled by the Board at any regular meeting.

Section 5. Duties

Chairman

The Chairman shall preside at all meetings of the Advisory Board and conduct all meetings of the Board. He or she shall forward action taken by the Board to the Board of Commissioners for whatever action the Board deems appropriate. The Chairman shall appoint subcommittees as appropriate and deemed necessary by the Board, and notify the Board of such appointments.

Vice-Chairman

In the absence of the Chairman or in the event of his or her inability to act, the Vice-Chairman shall exercise all powers and duties of the Chairman.

Interim Chairman

In the absence of both the Chairman and the Vice-Chairman at any regularly scheduled meeting, the Board members present shall elect another member to function during such meeting as the Interim Chairman.

Article V

Amendments

Section 1. These bylaws may be amended by the two-thirds vote of the membership present and voting at any regular meeting of the Board after notice of such proposals for an amendment has been given to all members as provided in these bylaws. All such amendments shall be subject to approval by the Board of Commissioners.

Section 2. Notice of any proposed amendment shall be submitted in writing to all members of the Board not less than thirty (30) days before the meeting at which such amendments are to be considered.

Article VI

Rules of Procedure

Section 1. All meetings of the Board shall be conducted informally unless otherwise specified in these bylaws.

Section 2. Agenda items are to be determined by priorities as set by the full Board. All requests from the Board of Commissioners will be honored.

Article VII

Rights & Privileges

Section 1. No individual member shall possess any right, interest, or privilege that may be transferable by that member or which shall continue in any manner if the membership of such individual member ceases.

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Bladen County CORE Plan Context

The aim of this research effort is to develop a highly functional, multi-use path (MUP) encircling the town of White Lake. In partnership with the following collaborators:

COLLABORATORS

White Lake CORE Team and Community Members

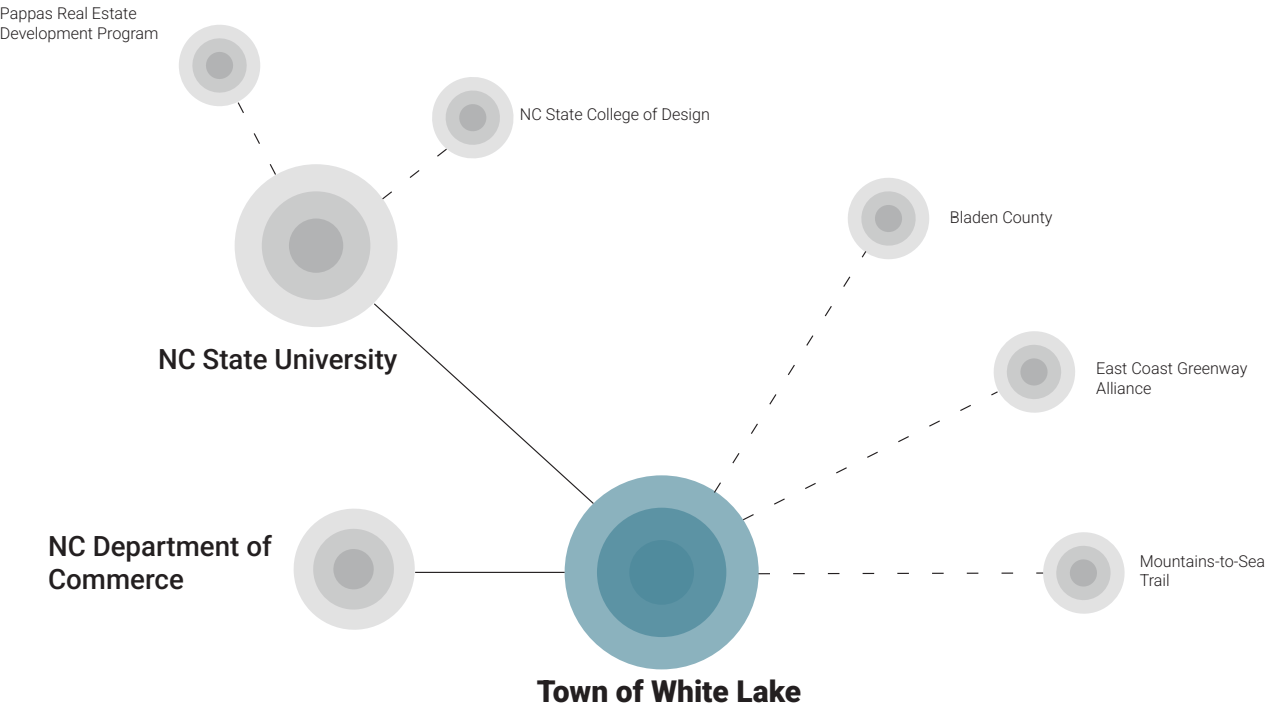
A special thanks to the Terri Hawley and the CORE team at White Lake for sharing their expertise of the town and region as well as giving vital feedback throughout our design process.

East Coast Greenway Alliance

On its way through central and eastern North Carolina, the East Coast Greenway showcases the state’s natural features and cultural diversity.³

Mountains-to-Sea Trail

The Mountains-to-Sea Trail stretches 1,175 miles from the Great Smoky Mountains to the Outer Banks, stopping at many of our state’s most beautiful places along the way.⁴



³ East Coast Greenway Alliance. (n.d.). East Coast Greenway Alliance. Retrieved July 1, 2025, from <https://greenway.org/>
⁴ Friends of the Mountains-to-Sea Trail. (n.d.). Friends of the Mountains-to-Sea Trail. Retrieved from <https://mountainstoseatrail.org/>

CORE Team

The Pappas Real Estate Development Program and the College of Design at North Carolina State University partnered with the North Carolina Department of Commerce, Rural Economic Development Division (REDD), to provide outdoor recreation economy strategic plan implementation services to Bladen County, NC - a participant in REDD’s Creating Outdoor Recreation Economies (CORE) program.

COLLEGE OF DESIGN



Carla Delcambre, PLA, ASLA
Associate Professor of Landscape Architecture and Environmental Planning
Principal Investigator



Jules Mainor, MLA
Research Associate



Andrea Padilla Guerrero, MLA
Research Associate



Jordan Wells, M.ARCH
Research Associate

PAPPAS PROGRAM TEAM



Adam Walters, PLA, ASLA, ISA
Certified Arborist
Associate Director of the Pappas Real Estate Development Program
Co-principal Investigator



Elizabeth Gabriel, MFA
Designer at the Pappas Real Estate Development Program
Designer



Pappas Real Estate Development Program



Project Overview

This research project is a planning effort focused on developing conceptual designs for critical segments of the proposed multi-use path (MUP) encircling the Town of White Lake, North Carolina. The CORE team focused on finding opportunities and addressing the design challenges in creating a connected and inclusive promenade.

The primary objective of this research is to propose research-informed design ideas that respond to the existing context of White Lake, including the presence of wetlands, regional trail alignments such as the East Coast Greenway, and the right-of-way constraints and opportunities presented by the N.C.-53 and U.S.-701 corridors. This MUP will serve as a recreational amenity and a mobility corridor, improving access to the lake and surrounding areas for non-motorized users.

The CORE design team aims to reinforce the town’s identity as Mother Nature’s Playground by enhancing pedestrian mobility through a multi-use path that celebrates the lake’s historic promenade.

PROJECT SCOPE

Task 1.0 - Inventory + Analysis

EXISTING DATA:
Gathering data on existing planning and site design efforts in and around White Lake, NC.
SITE ANALYSIS:
Conduct a thorough site analysis to identify opportunities and constraints

Task 2.0 - Precedent Studies

CASE STUDY:
Identify and analyze successful case studies of rural and small community MUPs worldwide.
EVALUATE STRATEGIES:
Evaluate design strategies, programming, and public engagement approaches used in these projects.
DOCUMENT:
Key findings and lessons learned.

Task 3.0 - Conceptual Design Work

GENERAL MASTER PLAN:
Create a master plan that connects existing pieces of the MUP to proposed designs
DESIGN TYPOLOGIES:
Ideate, iterate, and detail a set of Multi-use Path typologies to be implemented at various road conditions along the proposed loop.
GATEWAY CREATION:
Develop a schematic plan for a gateway landscape along the MUP that reflects White Lake’s recreational narratives.

Scope and Need

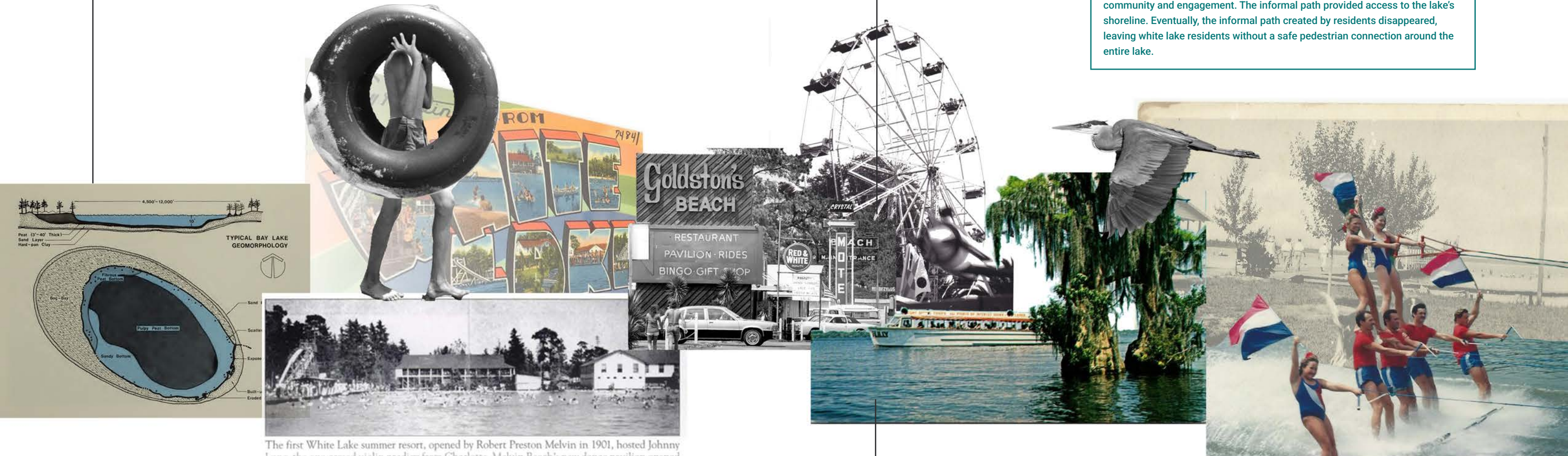
White Lake Historical and Cultural Context

White Lake, situated in southeastern North Carolina, is part of the Carolina Bays, a network of elliptical depressions that span the Atlantic Coastal Plain from Delaware to Florida. These natural formations, estimated to be between 7,500 and 20,000 years old, were likely created by strong southwesterly winds acting on ponded water, forming circular currents that carved their characteristic oval shapes into the landscape. These formations, including White Lake, Singletary Lake, and Bay Tree Lake are now known as important regional assets for Bladen County. White Lake itself is a shallow, spring-fed lake covering approximately 1,200 acres.

During the 1950s and 1960s, White Lake experienced a rise in prominence as a resort and vacation destination.

White Lake remains a popular destination for recreation and residential living. It is the Carolina Bays most popular outdoor recreation hub, featuring campsites, arcades, motels, marinas, miniature golf courses, and social gathering spaces along the waterfront.

The White Lake community once had an informal network of backyard paths connecting lakeside homes and public spaces, fostering a strong sense of community and engagement. The informal path provided access to the lake's shoreline. Eventually, the informal path created by residents disappeared, leaving white lake residents without a safe pedestrian connection around the entire lake.



The first White Lake summer resort, opened by Robert Preston Melvin in 1901, hosted Johnny Long, the one-armed violin prodigy from Charlotte. Melvin Beach's new dance pavilion opened on June 27, 1935, and often featured Hal McIntyre's orchestra. Hal's daughter, April McIntyre, was the morning DJ at the first full-time Beach Music station, WRDX, in 1986. In 1967, White Lake's first Blueberry Festival showcased many Beach Music bands.

In 1901 Robert Melvin opened the first summer resort in White Lake. Crystal Beach and Goldston's Beach opened between 1920 and 1930.

Percy Melvin built the Lady of the Lake, the first sightseeing tour boat, on White Lake in 1924. After the Lady of the Lake other boat tours began to appear, this was the beginning of the Lilly Legacy, a series of designed boats created to increase boat accessibility for the White Lake community.

Research Question

What are the most effective strategies for integrating the multi-use path (MUP) with the existing ecological conditions and rights-of-way that will create a safe and accessible path that connects around the Lake?

By exploring the opportunities and constraints presented in the inventory and analysis phase, we aim to create a MUP that is safe, inclusive, sustainable, and well integrated with the surrounding landscape and community.

The feasibility of the MUP depended on the team addressing several core challenges, including:

- Navigating rights-of-way and jurisdictional boundaries
- Protecting and integrating sensitive ecological systems
- Balancing public access with respect for private property
- Ensuring safety, visibility, and connectivity along major roadways
- Designing an experience that fosters community health, recreation, and a sense of place.

Envisioned Outcomes, Services, and Goals

The conceptual design aims to address the opportunities and challenges of the existing conditions to create a safe, inclusive, and sustainable MUP around the Town of White Lake.

The conceptual design for a connected MUP around White Lake is visioning what will serve as a much-needed addition to the White Lake community, aligning with the town’s ongoing partnerships with the Eastcoast Greenway Alliance and the Mountains-to-Sea Trail. Highlighting the intersection of recreation and economy, the

envisioned outcomes for Buck Springs Park include upgrades to the towns MUP, sidewalks, and crosswalks, all of which will promote pedestrian safety and connectivity around U.S.-701, White Lake Drive, and N.C.-53. This proposal aims to solidify White Lake as the premier town for outdoor recreation in the county.



Precedent

Case Study 1:

SCAPE - The Chattahoochee Riverlands

Case Study 2:

SCAPE - Town Branch Commons Greenway / Streetscape

Case Study 1

The Chattahoochee Riverlands

Location: Metro Atlanta Region, GA
Landscape Arch: SCAPE
Completed (Commissioned): 2020

RELEVANT FEATURES

The Chattahoochee RiverLands project is an example of a greenway network that links the Metro Atlanta Region with suburban and rural communities through a “continuous 100-mile public realm.” This project contains successful MUP programming.

SUCCESSFUL DESIGN STRATEGIES AND ELEMENTS

The document articulates detailed technical standard for trail construction in alignment with national, state, and local precedents and requirements.

LESSONS LEARNED

We can use this project to inform decisions about strategies for roadside multi-use paths, trails that promote stewardship of the local ecology, and the quality of path materials.



Case Study 2

Town Branch Commons Greenway / Streetscape

Location: Lexington, KY
Landscape Arch: SCAPE
Completed: 2022

RELEVANT FEATURES

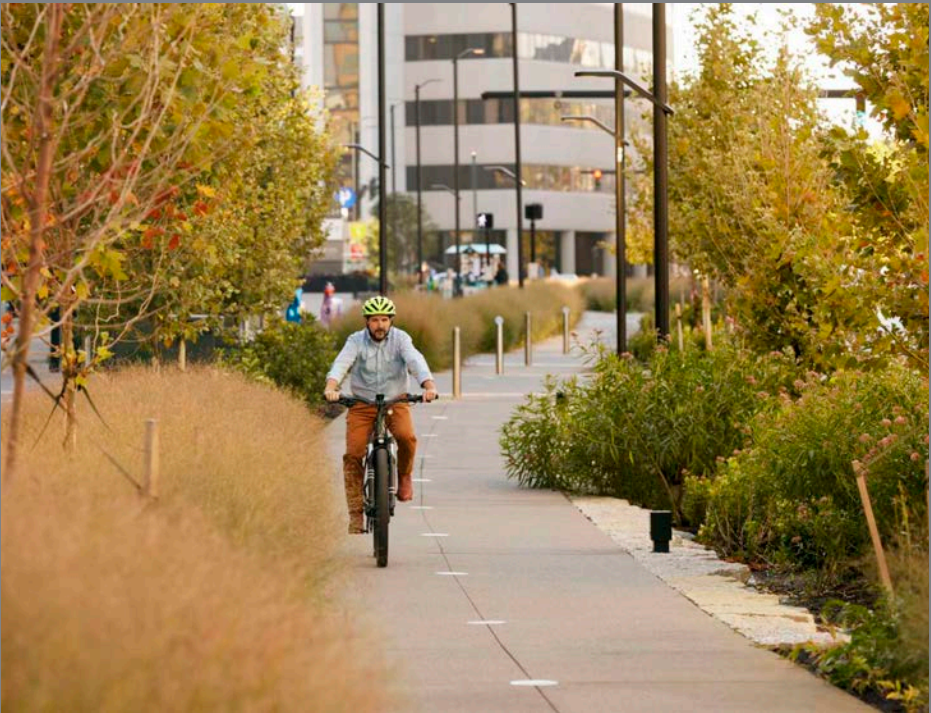
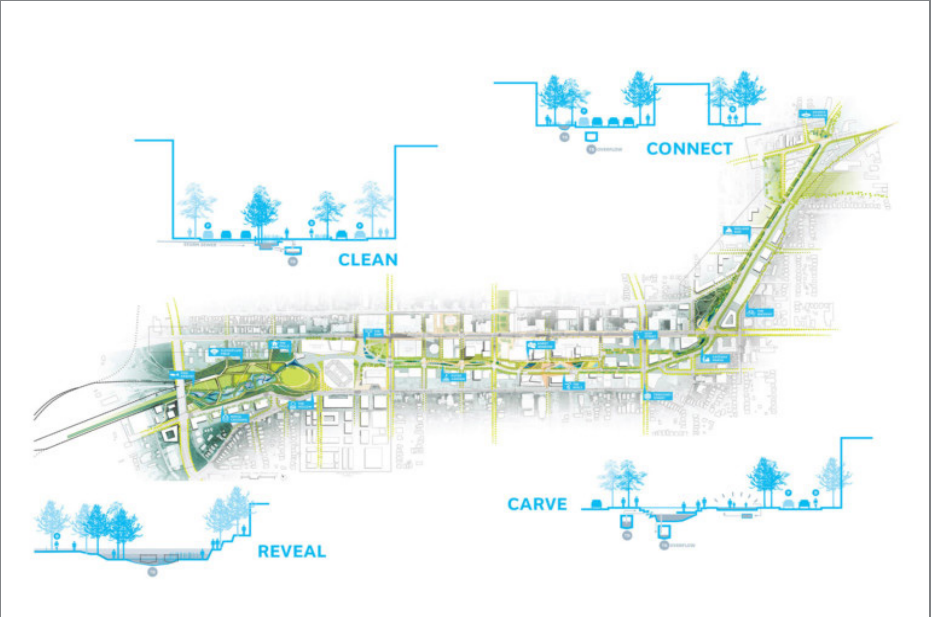
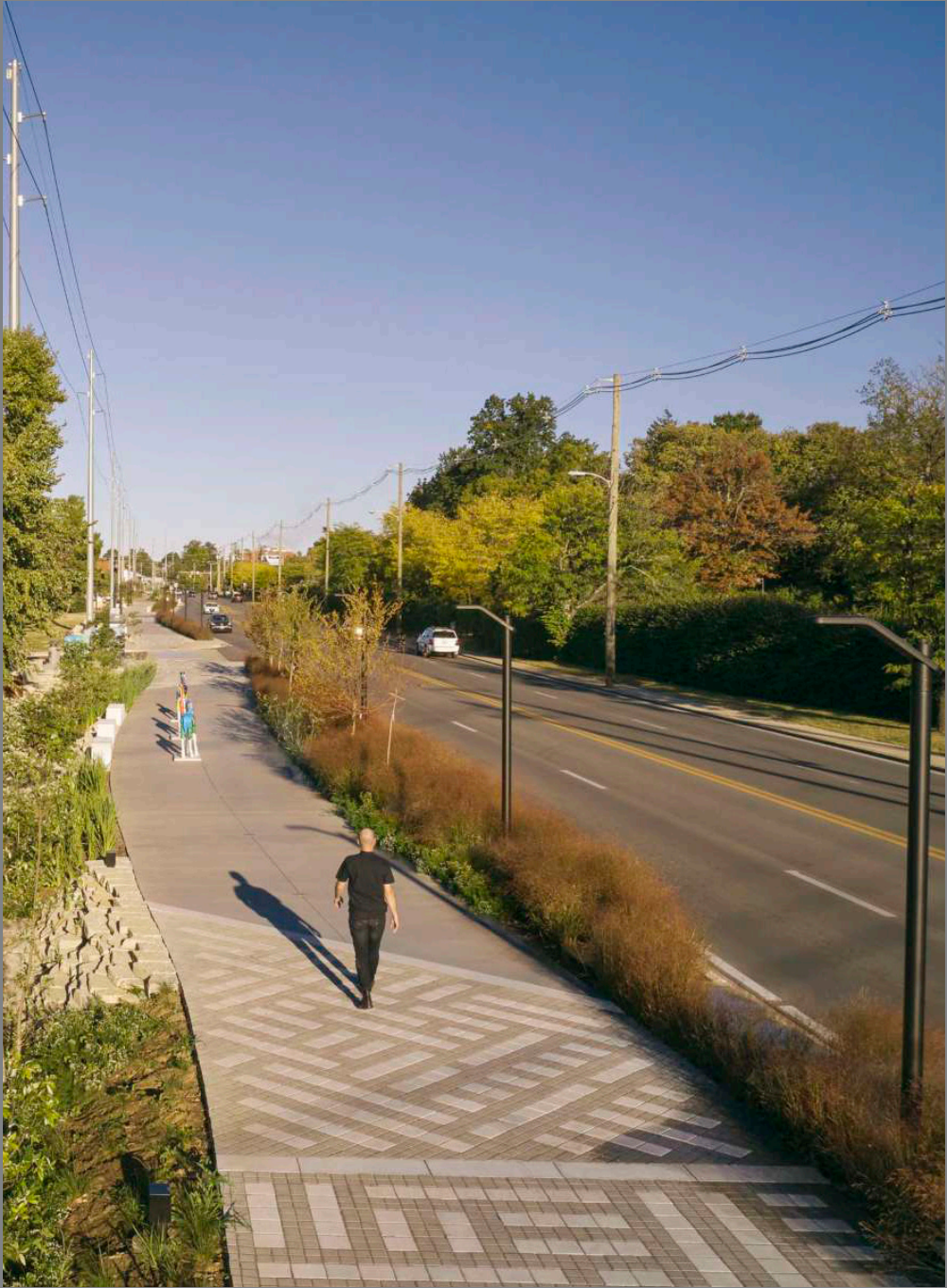
The corridor creates a pedestrian connective tissues that fits seamlessly alongside vehicular traffic.

SUCCESSFUL DESIGN STRATEGIES AND ELEMENTS

Throughout the project’s development over nearly a decade, SCAPE led a number of related initiatives for ecological and pedestrian connectivity. SCAPE also designed interpretive signage that is distributed throughout the greenway, where each sign describes a different aspect of the region’s social history and natural heritage.

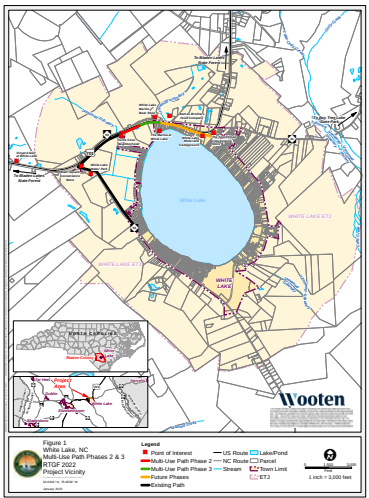
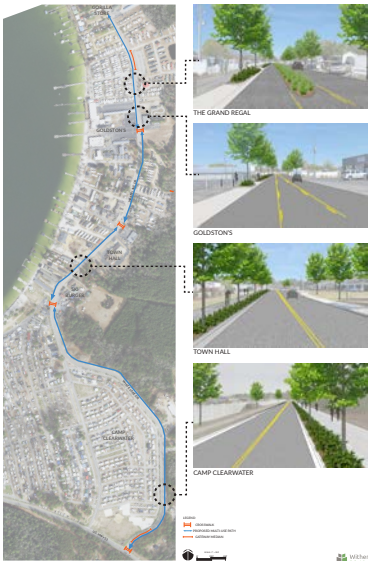
LESSONS LEARNED

This project focused on maximizing the use of space within a small right-of-way, creating linear spaces that connected citizens to the town assets and social spaces. The project also developed vernacular material palette that made the corridor feel unified and place-based.



Site Analysis

Existing Efforts



NC DOT - PEDESTRIAN TRANSPORTATION PLAN

In 2008 the NC Department of Transportation (NCDOT) published the Pedestrian Transportation Plan, an inventory of White Lakes existing pedestrian infrastructure and pedestrian network strategy. The strategy proposes a sidewalk along White Lake Drive and extending the existing MUP along US-701 and NC-53.

WITHERS RAVENEL - PROPOSED MULTI-USE TRAIL

Civil engineering firm WithersRavenel, completed a study of road edge conditions along White Lake Drive. They proposed improved streetscapes by adding sidewalks, crosswalks, a median, and a planting design.

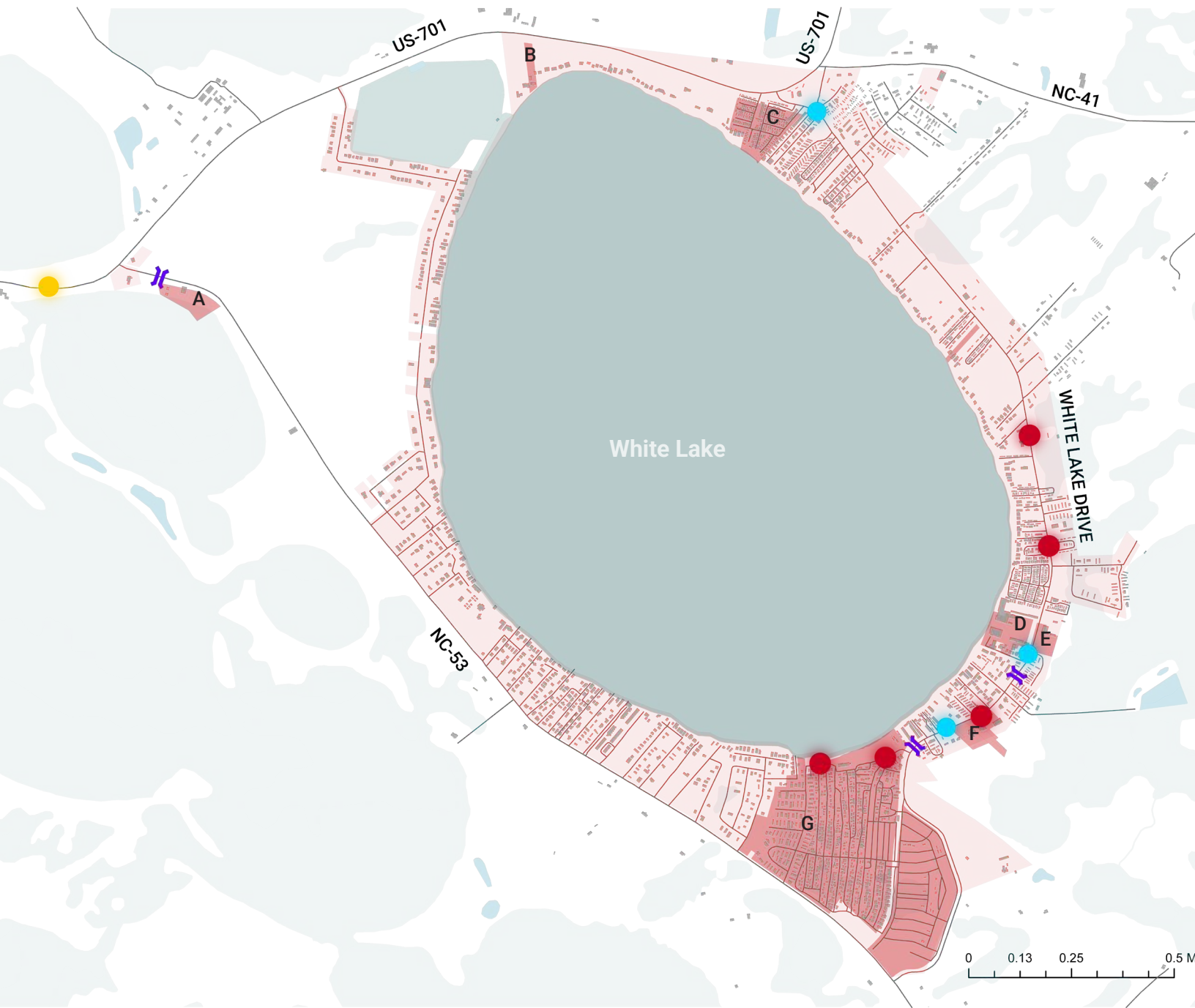
WOOTEN - MULTI-USE PATH PHASING

In 2022, Wooten Civil Engineering continued the existing efforts by proposing a construction phasing plan of the M-U-P. There was three major steps of the phasing. Phase 1 is the existing M-U-P along US-701. Phase 2 is a proposed boardwalk crossing the wetland area located next to the Turtle Cove Neighborhood. Phase 3 is the continuation of the M-U-P along US-701 until reaching White Lake Drive.

1 NC DOT (2010). White Lake Pedestrian Transportation Plan Retrieved from <https://connect.ncdot.gov/municipalities/PlanningGrants/Documents/White%20Lake%20Ped%20Plan.pdf>
2 Withers Ravenel (n.d.). Proposed Multi-Use Path
3 Wooten (2022).Multi-Use-Path Phasing

Site Inventory

TRAFFIC INCIDENTS AND SAFETY (2010-2023)



1 NC DOT. (n.d.). Crash Data and Maps
<https://connect.ncdot.gov/resources/safety/pages/crash-data.aspx>
2 NC DOT. (n.d.). Safety Data Maps
<https://www.ncdot.gov/initiatives-policies/safety/traffic-safety/Pages/safety-data-maps.aspx>

The N.C. Department of Transportation’s Traffic Safety Unit Regularly produces and updates online maps to provide the public with information on crashes and other safety related information.²

This map illustrates the concentration of pedestrian and bicyclist incidents around White Lake. Most crashes occur along White Lake Drive, where infrastructure is limited to narrow sidewalks or is absent all together. In contrast, no incidents are reported along the existing multi-use path, even in areas where adjacent roadway speeds exceed those on White lake Drive. We also see a fatal incident occurred further down US-701, in a stretch with no pedestrian infrastructure.

These patterns suggest that extending the multi-use path wherever feasible would offer the safest strategy for improving pedestrian mobility around White Lake. Areas with higher incident rates also coincide with key program anchors, indicating increased foot traffic from both residents and visitors. In these zones, existing sidewalks should be upgraded for greater visibility and pedestrian-roadway buffers should be added wherever space allows.

LEGEND

- Fatal Pedestrian Crashes

Minor- Major Injury Pedestrian Crashes

Bicycle Crashes

Program Anchors

Municipal Boundary

Existing Crosswalks
- A

White Lake Water Park

B

The Marina at White Lake

C

Gilligans Island Resort Campground

D

Goldston’s Beach

E

The Grand Regal Resort

F

White Lake Town Hall

G

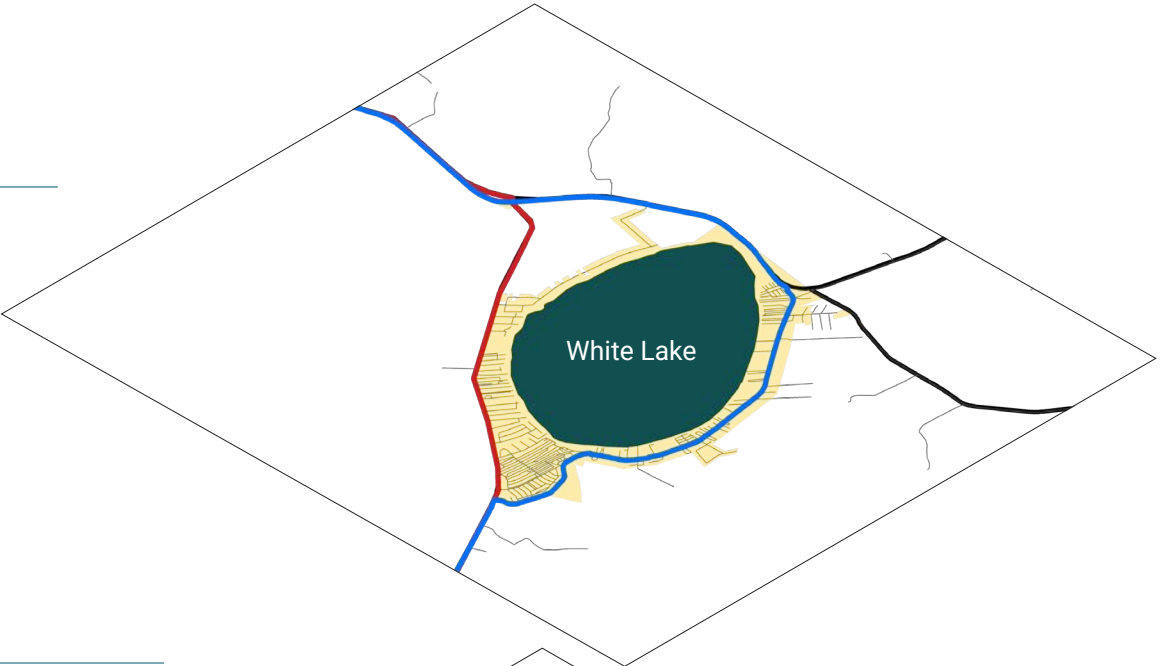
Camp Clearwater

Site Inventory

CIRCULATION PATTERNS

- Municipal Boundary
- East Coast Greenway
- Mountains to Sea Trail
- State Maintained Roads
- Bladen County Streets

The East Coast Greenway and the Mountains-to-sea Trail converge with the town of White Lake, Forming a loop that fully encircles it. This converge presents an opportunity to connect White Lake to a broader regional and state trail network, that would extend access beyond the local community to serve greater Bladen County and eastern North Carolina.



COMMUNITY ANCHORS

We have identified a series of programmatic anchors that contribute to White Lake’s public and private outdoor recreation. These anchors include:

- The Marina at White Lake
- Gilligans Island Resort Campground
- Goldston’s Beach
- The Grand Regal Resort
- White Lake Town Hall
- Camp Clearwater
- White Lake Water Park

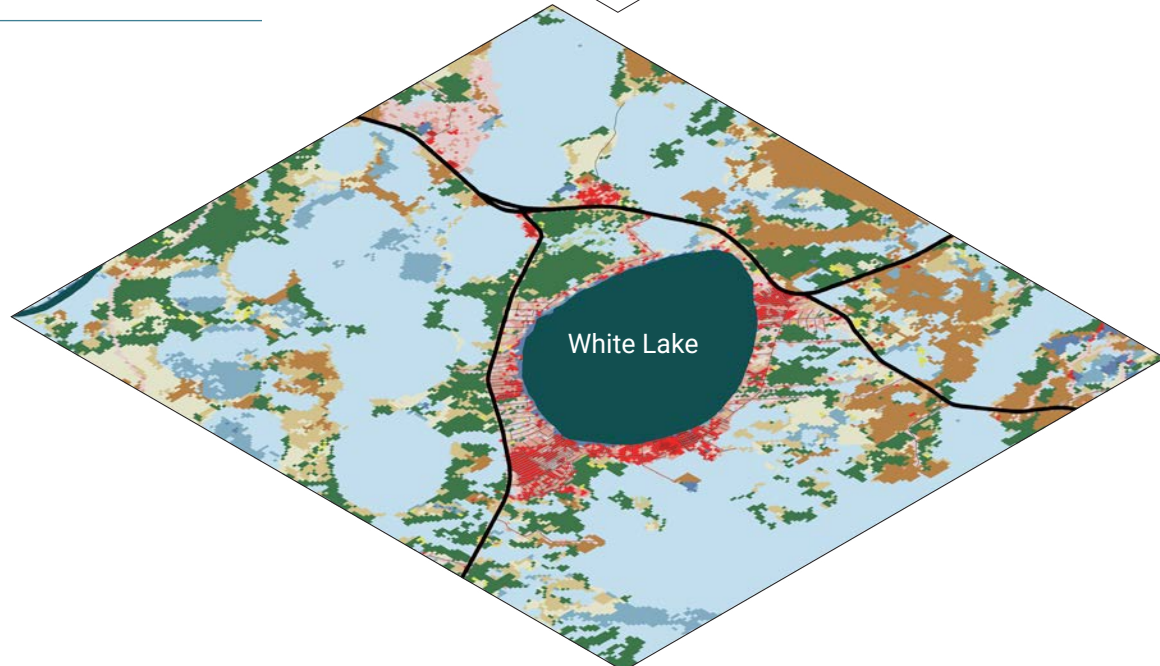
This inventory helps to understand where areas of higher foot-traffic are more likely to occur and to best connect all of White Lake’s assets.



EXISTING LAND USE

- Developed, Open Space
- Developed, Low Intensity
- Developed, Medium Intensity
- Developed, High Intensity
- Evergreen Forest
- Mixed Forest
- Shrub/Scrub
- Hay/Pasture
- Cultivated Crops
- Woody Wetlands
- Emergent Herbaceous Wetlands

Due to White Lake being the most developed of the Carolina Bay lakes, a closer look at existing land use shows the extent of developed areas. It also reveals where the ecologically sensitive habitat exists along the proposed corridors. There is an opportunity to balance access to both developed areas and ecological resources like the woody wetlands and pine stands that give White Lake it’s character.



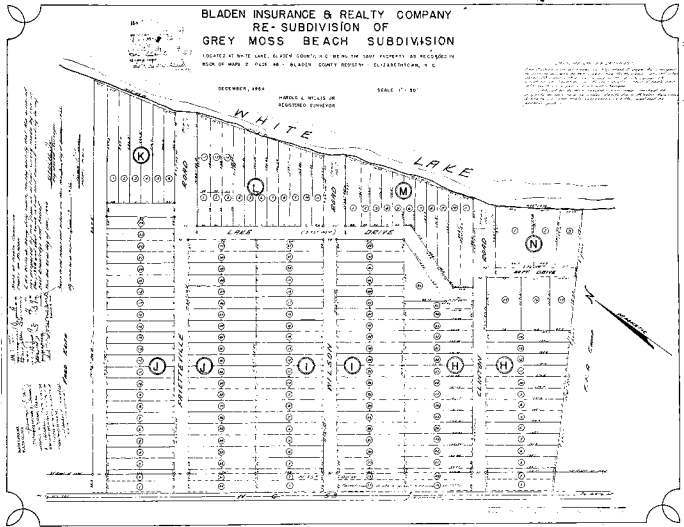
1 NC OneMap (2019). North Carolina Department of Information Technology, Government Data Analytics Center, Center for Geographic Information and Analysis. Available at www.nconemap.gov.
2 U.S. Geological Survey, 2019, National Land Cover Dataset (NLCD), accessed May 2025.

Regulatory Factors

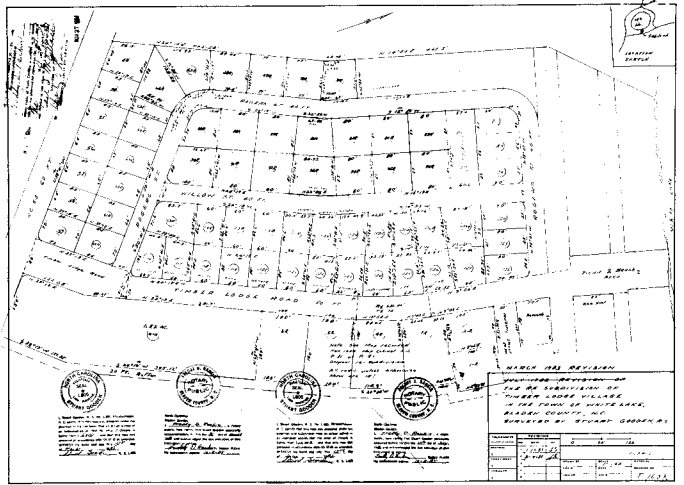
CONSTRAINTS

Neither the North Carolina Department of Transportation nor Bladen County’s GIS Department could provide sufficient data for our team to develop a design that we could propose with any confidence along NC-53 corridor, which represents nearly half of the overall multi-use path proposal. Therefore, our research team conducted a ROW analysis using archived deed information from the Bladen County Register of Deeds.

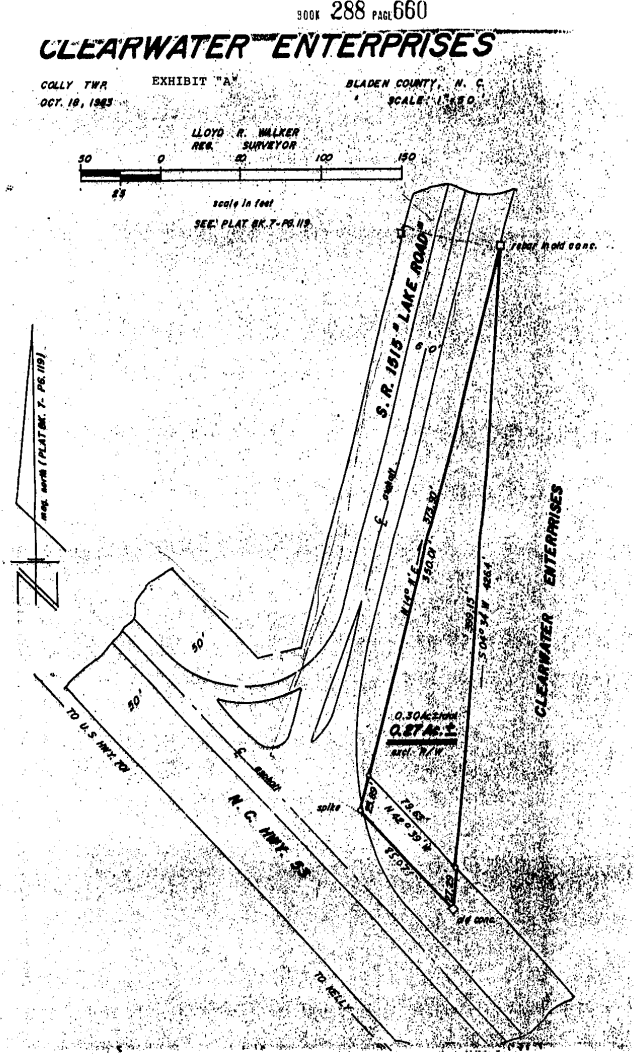
This evaluation revealed some constrained areas along the corridor that deviate from the standard 60 foot DOT right-of-way that exists along most NC highways. Through this constraint mapping, we were able to develop feasible multi-use path cross-sections and where to place them along the loop alignment. At it’s narrowest, the right-of-way is 26’ (13’ from the centerline in both directions), and at it’s widest, the right-of-way is 60’ (30’ from the centerline in both directions).



1 MAP BOOK 5, PAGE 57, 1954



2 MAP BOOK A42, PAGE 427, 1983



3 DEED BOOK 288, PAGE 658, 1988

Bladen County Register of Deeds Office. (n.d.). Bladen County Register Of Deeds's Remote Access Site <https://www.bladenncrod.org/welcome.asp>

Overall Highway NC-53 Corridor

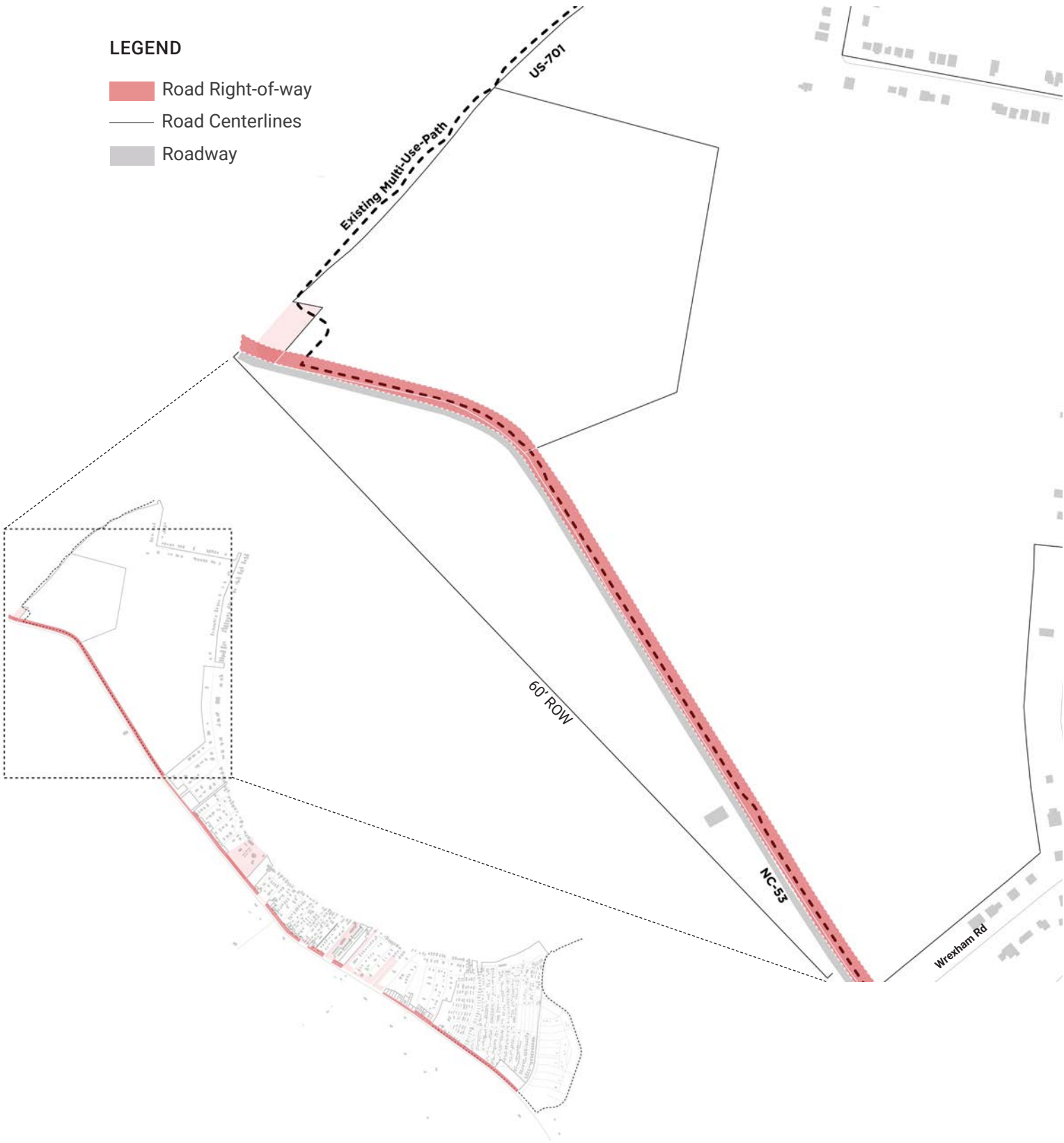


NORTHWEST SECTION OF NC-53

The parcels along the Northwestern section of NC-53 feature a 60’ right-of-way owned by Tripple K Investments, LLC. This represents nearly one-third of the length of the NC-53 section of the White Lake Loop. Most importantly, this section represents a proof-of-concept for multi-use path dimensions given a 60’ DOT right-of-way.

LEGEND

- Road Right-of-way
- Road Centerlines
- Roadway



CENTRAL SECTION OF NC-53

The middle section shows the narrow right-of-way along the land owned by the Waterford Est. Homeowners Association while also showing the large buffer between NC-53 and the houses within the subdivision. Aside from a few unverified parcels and a single lot with a 26’ right-of-way, most of this section would have reasonable amount of space to continue the existing Multi-use path South towards Camp Clearwater.

LEGEND

- Road Right-of-way
- Road Centerlines
- Roadway



SOUTHEAST SECTION OF NC-53

The Southernmost section of NC-53 comprises the parcel owned by Clearwater Enterprises Inc. and Herman Chavis. This section currently has an existing sidewalk, which, given the width of the right-of-way, could be widened to accommodate a multi-use path or continue the sidewalk through White Lake Drive and the edge conditions planted as a buffer to the road.



Bladen County Register of Deeds Office. (n.d.).
Bladen County Register Of Deeds's Remote Access
Site <https://www.bladenncrod.org/welcome.asp>

EXISTING ROAD EDGE CONDITIONS

Overall site inventory of existing conditions across the proposed White Lake Loop alignment.



1 EXISTING M-U-P (NC-53 & US-701)



2 PROPOSED M-U-P NEAR WETLAND (US-701)



3 PROPOSED SIDEWALK (WHITE LAKE DR.)



4 EXISTING SIDEWALK WITH PROPOSED PLANTING



5 PROPOSED M-U-P (NC-53)



6 PROPOSED M-U-P NEAR ROW CONSTRAINT



Program Integration and Spatial Organization



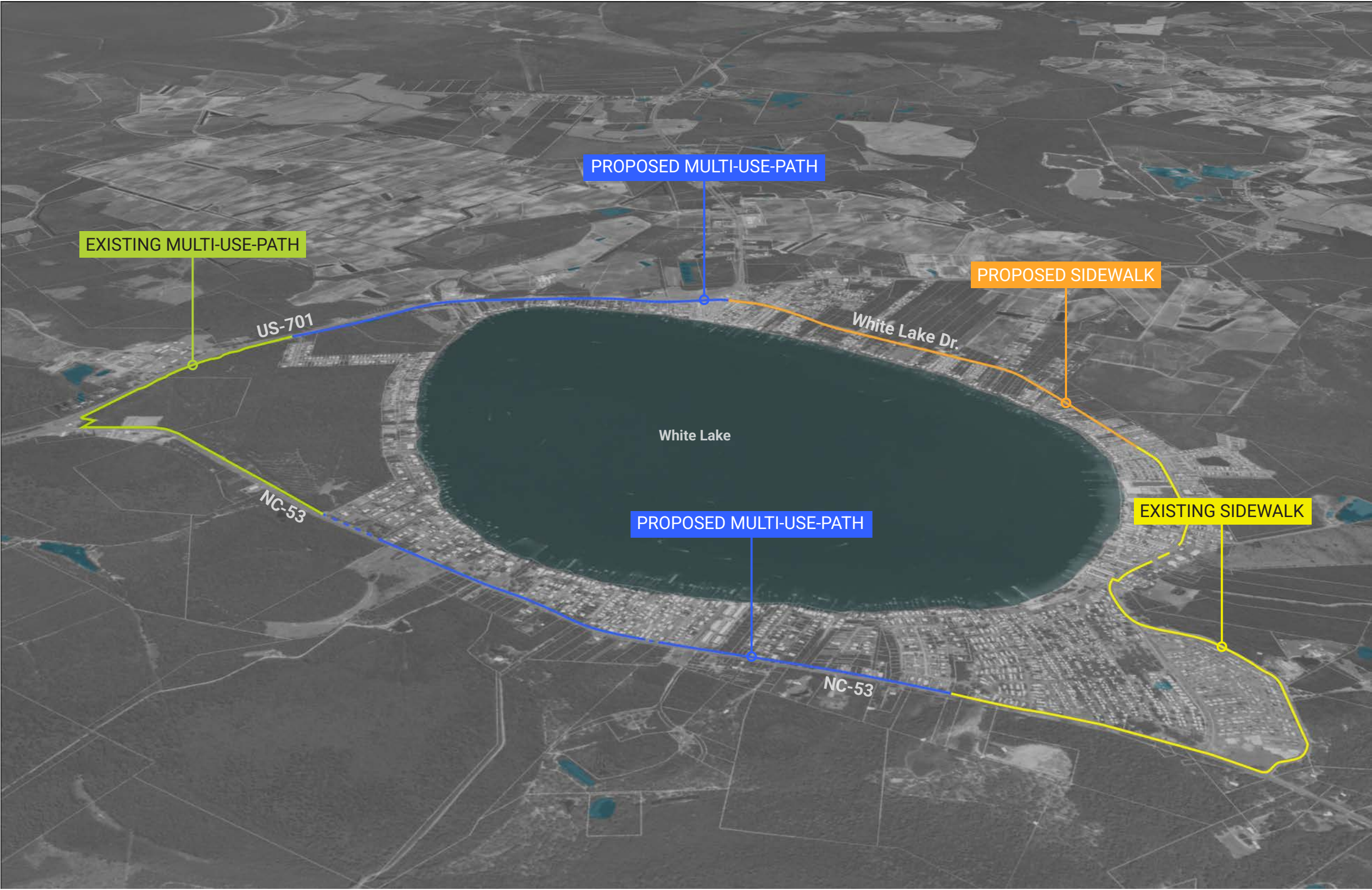
Conceptual Design

After the initial precedent study phase, we began the design ideation process, focusing on identifying key sections of the multi-use promenade around White Lake. A significant part of this effort involved developing a conceptual master plan to illustrate how these proposals align with existing efforts. The concept ideations and key sections explored the various sectional qualities of the proposed multi-use path, specifically focusing on the trail widths along different portions of the loop. We developed two concepts for the multi-use path (MUP) alignments, taking into account both

usage and pedestrian circulation. One concept encircled the town along the roads, while the other cut through the Turtle Cove neighborhood. After presenting both concepts to stakeholders and gathering their feedback, we made adjustments to better align with their suggestions. This final conceptual design adheres to both stakeholder feedback and the allowable rights-of-way and jurisdictional boundaries. Additionally, the design took into account the sensitive ecological systems, including the wetland adjacent to the Turtle Cove neighborhood.

Overall Site Plan
and Concept

The overall concepts is to create a public loop that connects key community anchors. This formalized path echoes the informal route once known as the “Promenade,” serving as a connective thread that unifies the community and links it to recreational assets. We are proposing a series of path typologies that respond to the right-of-way conditions observed. These include both existing and proposed multi-use paths and sidewalks tailored to specific edge conditions along US-701, White Lake Drive, and NC-53.



Multi-use Path + Sidewalk Typologies

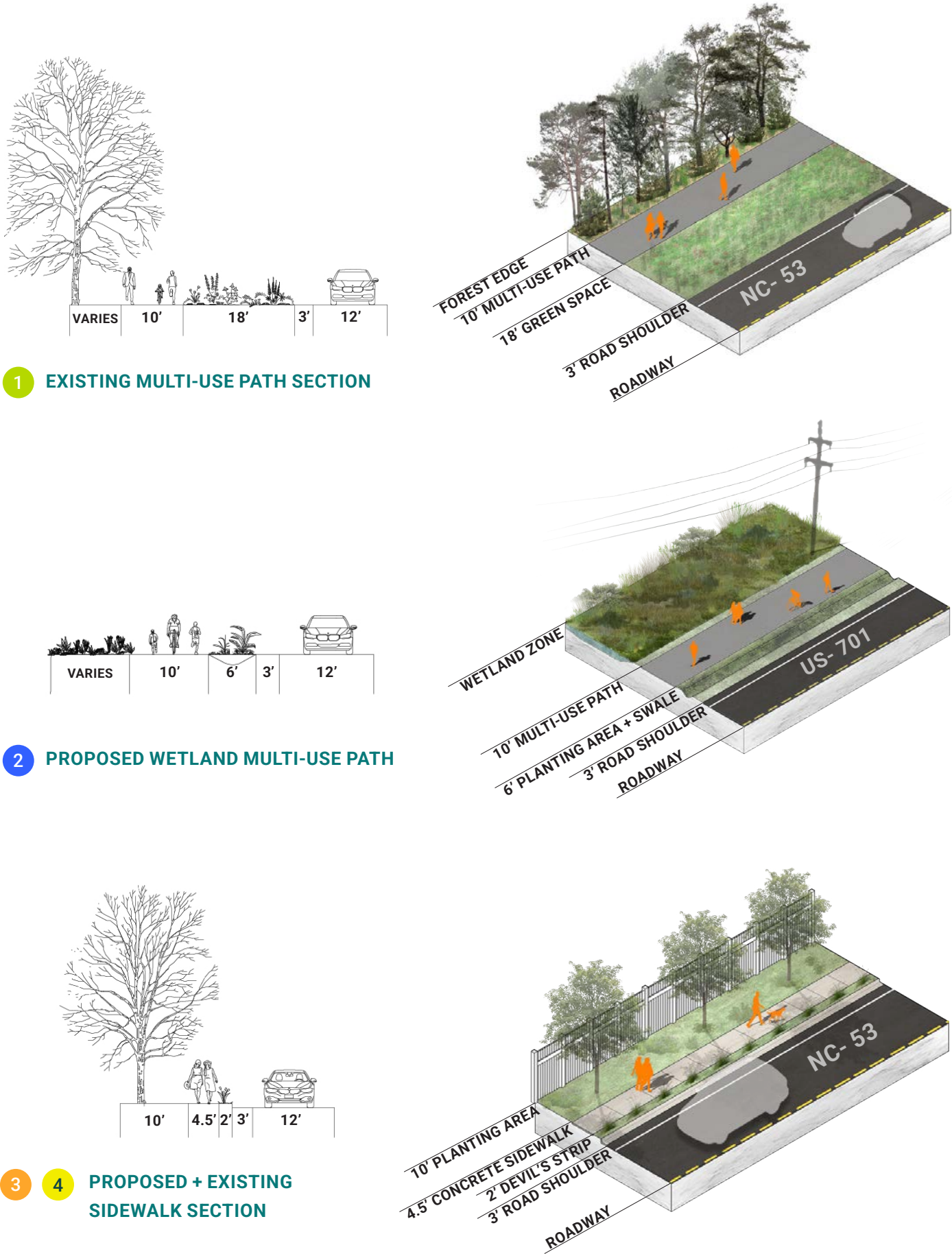
We propose extending the existing multi-use path (MUP) through the wetland area in the northeast section, where there is ample space for a 10-foot-wide path, a swale, and a buffer zone to separate pedestrians from US-701 traffic. At the intersection of US-701 and White Lake Drive, the MUP transitions into a sidewalk. This change highlights the residential character of White Lake Drive and allows for a more flexible, integrate path design that can better accommodate constrained right-of-way conditions.



LEGEND

- Existing MUP
- Proposed MUP
- Proposed Sidewalk
- Existing Sidewalk
- Program Anchors
- Municipal Boundaries

- A White Lake Water Park
- B The Marina at White Lake
- C Gilligans Island Resort Campground
- D Goldston's Beach
- E The Grand Regal Resort
- F White Lake Town Hall
- G Camp Clearwater



Multi-use Path + Sidewalk Typologies

In areas where the right-of-way exceeds 30 feet, we propose a typical 10-foot MUP with a realigned drainage swale to manage runoff from new hardscapes, along with a four-foot planted buffer from the road, designed in accordance with NCDOT planting standards. Where the right-of-way is less than 30 feet, the MUP will run adjacent to the

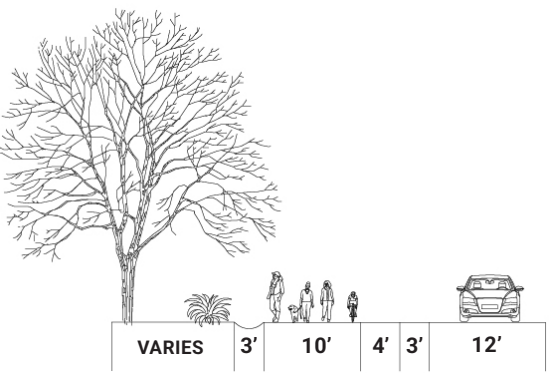
road, utilizing the shoulder with added markings and vertical elements to enhance pedestrian safety. While this configuration deviates from traditional MUPs, it is a necessary adaptation to accommodate narrow right-of-way constraints and existing residential structures encroaching into the corridor.



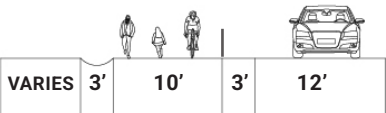
LEGEND

- Existing MUP
- Proposed MUP
- Proposed Sidewalk
- Existing Sidewalk
- Program Anchors
- Municipal Boundaries

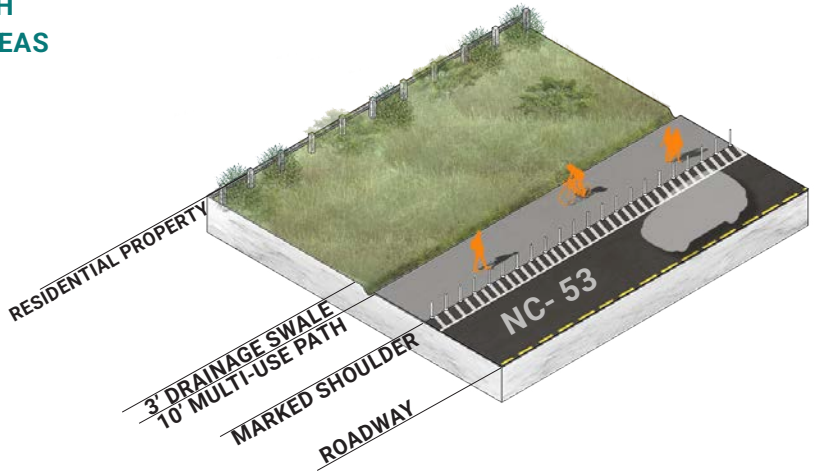
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5 PROPOSED TYPICAL MULTI-USE PATH SECTION



6 PROPOSED MULTI-USE PATH THROUGH CONSTRAINT AREAS



Multi-use Path + Sidewalk Typologies

2 PROPOSED MULTI-USE PATH THROUGH WETLAND (US-701)



EXISTING



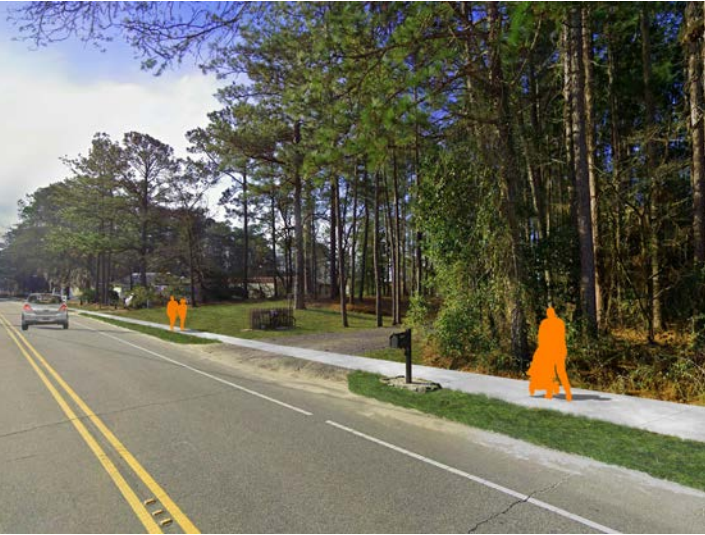
PROPOSED

Section 2 recommends maintaining the existing MUP along US-701 and extending it through the wetland area. Given the wetland conditions, a design featuring a 3-foot road shoulder, a 6-foot planted buffer, and a 10-foot MUP is appropriate for this northeastern segment

3 PROPOSED SIDEWALK (WHITE LAKE DR.)



EXISTING



PROPOSED

Section 3 proposes a sidewalk along White Lake Drive to connect with existing sidewalk alignments.

5 PROPOSED TYPICAL MULTI-USE PATH SECTION



EXISTING



PROPOSED

Section 5 is proposed along the southern portion of NC-53, where the right-of-way exceeds 30 feet. A typical MUP layout, consistent with NCDOT planting standards, including a 3-foot shoulder, a 4-foot planted buffer, a 10-foot MUP, and a 3-foot drainage swale to manage runoff.

6 PROPOSED MULTI-USE PATH THROUGH CONSTRAINT AREAS



EXISTING



PROPOSED

Section 6 runs along NC-5, adjacent to the Turtle Cove neighborhood, and connects to the existing MUP parking lot. This section must fit within a narrow 30-foot right-of-way and will run alongside the roadway. To enhance pedestrian safety, it features a 3-foot marked shoulder and vertical delineates

JULY 2025

Town of White Lake

Vision for a Connected Community