

SOUTH CENTRAL LAND USE PLAN

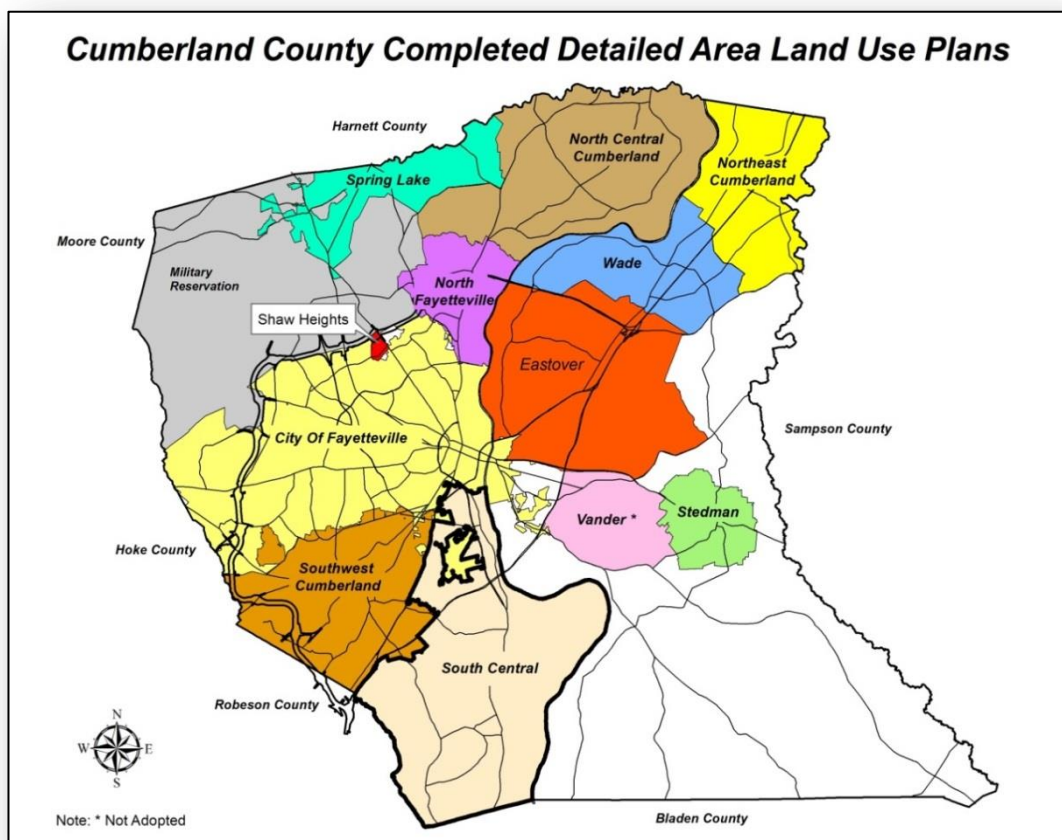
Plan Recommendations - March, 2015



PREFACE

The South Central Study Area Land Use Plan is part of a continuing effort by the Cumberland County Joint Planning Board to develop detailed land use plans for the entire County and all the jurisdictions that are part of the Joint Planning Board. South Central is the eleventh area in this effort. These detailed plans supplement the Cumberland County 2030 Growth Vision Plan, adopted in April 2009. While the policies and actions in the 2030 Plan are still valid and provide a framework for the future, detailed land use plans address and updates the Cumberland County 2030 Growth Strategy Map. Additionally, the detailed plans serve, along with the Land Use Policies Plan, as a tool to help the Planning Board and the various governing bodies make planning and zoning decisions.

This report is a condensed version of the document that provides the Committee's recommendations only. All the background information is in the official document entitled the South Central Study Area Land Use Plan.



OVERVIEW

The South Central Study Area consists of approximately 44,714 acres, with a 2010 population of approximately 16,422 persons. Between 1990 and 2010 the population in the Area grew approximately 95% and projections are that the population will increase about 30% by 2030. Housing in the Area grew approximately 103% during the same period and based on past growth it can be assumed that 700 new homes could be constructed by 2020.

The Area can be defined as the City of Fayetteville City Limits on the north, Business 95/US Highway 301 South on the west, Robeson and Bladen County on the south, and the Cape Fear River to the east. The Study Area includes all of Census Tracts 15, 30.01 and 30.02, and parts of Census Tracts 2 and 5. The Fayetteville Regional Airport and the Crown Coliseum Complex are not part of the study, but have a great impact on the surrounding land within the Study Area.

The Study began with the Planning Staff researching, analyzing and compiling data of the Area; and mailing 7,000 notices to property owners informing them of a community meeting that was held on September 24, 2013. The purpose of the meeting was to conduct a "Vision Session" to gather input from the residents and form a Citizen Planning Committee, with Staff facilitation, to develop a long range plan for the Area. The meeting was attended by over 200 residents. These residents were asked three questions:

What would you like for the Area to look like in the future?

What are the existing assets in the Area that helps obtain this future?

What are the current liabilities in the Area that hinder that future?

The staff also handed out a questionnaire for the residents to complete and turn in and set up an online survey using Survey Monkey. All of this information, along with maps, and socio-economic data was compiled and presented to the Citizen Planning Committee.

The Citizen Planning Committee consisted of 53 residents and met between October 2013 and November 2014 developing a draft South Central Study Area Land Use Plan. Committee members were given information to help them make land use decisions which consisting of socio-economic data, natural features, and the built environment. This plan was presented to the residents at a public meeting on October 9, 2014 attended by approximately 72 residents. Feedback from this meeting was recorded and presented to the Citizen Planning Committee for consideration. The Plan was modified by the Committee reflect the accepted citizen's requested changes.

This draft plan is the Committee's recommended plan for the Area and is submitted for adoption.



“a society grows
GREAT
 when old men plant trees
 whose shade they know
 they will never sit in.”
 greek proverb



GOALS & OBJECTIVES

The process of developing goals and objectives provides guidance for the overall Plan and specifically is helpful in the development of the Land Use Plan Map and a means of evaluating the progress in the Plan's implementation. These goals and objectives were developed by information gathered through the public participation process, questionnaires and formulated by the South Central Citizen Planning Committee.

A goal is a long term vision that explains what is going to be achieved; whereas the objectives are more specific actions and strategies to obtain the goal. Plans and actions that are based on well-articulated goals and objectives are more likely to succeed in meeting the community's needs, values, and aspirations.

Specific goals and objectives developed for the Study Area include residential, commercial, open space, farmland, transportation, industrial/manufacturing, community appearance, and community facilities and services.

Residential Development Goal

Provide a complete range of residential housing types that accommodates the needs of all residents with adequate infrastructure while preserving the character of the area and protecting environmentally sensitive areas.

Objectives:

- Any residential development greater than two units per acre must have public or private water and sewer.
- Encourage the use of low impact developments techniques.
- Strengthen and enforce minimum housing standards.
- Promote the building of quality housing.
- Provide flexibility for mixed-use and higher density developments to locate close to existing or future commercial centers.
- Locate residential areas with respect to natural and environmental sensitive areas.
- Promote infill development.
- Promote sidewalks and pedestrian facilities, where appropriate to provide access to facilities such as schools, commercial areas, and recreation facilities.
- Provide and preserve natural vegetative buffer areas between single and multi-story residential development and non-residential uses.

Commercial Development Goal

Provide quality, attractive commercial development that meets market demand, is harmonious with its surrounding area, has supporting infrastructure, preserves the natural environment, and is concentrated in nodes near major intersections and existing commercial development.

Objectives:

- Allow small, concentrated commercial nodes for “Rural Area Centers” at selected major intersections in the rural portion of the Study Area to serve the needs of the residents.
- Promote the concentration of intense commercial development in nodes at the intersections of major thoroughfares, interchanges, and other designated areas along US Highway 301 South with public water and sewer.
- Discourage commercial development in wetlands, Special Flood Hazard Areas, and other environmentally sensitive areas.
- Permit commercial establishments on tracts of land sufficient in size to accommodate vehicular and pedestrian circulation, landscaping, buffering, signs, and other required development standards.
- Commercial buildings’ size should be based on context of surrounding land uses.
- Strengthen existing landscape standards for commercial developments.
- Protect established residential areas from the encroachment of non-residential developments.
- Mixed-use development should be permitted in or near intense commercial developments and large centers of population or urban area.
- Encourage the reuse of vacant commercial structures.
- No large malls.
- Require all new commercial developments to retain or reforest a natural area along its road frontage.

Open Space/Parks Goal

Provide a diversified parks and open space system that protects, preserves, and enhances environmentally sensitive areas, wildlife habitats, agricultural lands, and air and water quality; while providing new facilities such as greenways, parks, and similar amenities that serves the betterment of all citizens, rural and urban, in the Study Area.

Objectives:

- Support measures that protect Special Flood Hazard Areas, natural areas, wildlife habitats, endangered species, water quality, open space, historic features, and scenic sites.
- Co-locate parks and recreation facilities with other community facilities such as schools, fire and police stations, libraries, and etc., whenever feasible.

- Provide a range of parks, recreation facilities, and open spaces near densely populated areas and commercial centers while providing connectivity to other facilities.
- Consider using existing infrastructure for bicycle/pedestrian facilities as a linkage to the open space system in the Study Area, County, and Region.
- Promote incentives that will encourage developers to provide usable open space in developments.
- Encourage the protection and preservation of existing trees.
- Utilize parks, unique natural areas, scenic sites, and other amenities to attract economic development and tourism.

Farmland Goal

Preserve and protect farmland to ensure the continued viability of the farming and agri-business industry in the Study Area.

Objectives:

- Create a significant designated farmland area (“farm zone”) to provide a sustainable environment for agricultural operations.
- Support the establishment of a local farmers’ market and local roadside produce stands.
- Support the Cumberland County Voluntary Agricultural District Program (VAD).
- Support policies that will help farms provide affordable, fresh commodities to local schools, businesses, military, etc.
- Promote a natural or reforested buffer area between development and farming operations.
- Utilize agriculture as a means to protect critical land around the Fayetteville Regional Airport from development.
- Promote the concentration of development in areas with sufficient services such as water, sewer, roads, and nearby commercial establishments.
- Promote the awareness of the benefits of farmland to the environment and in maintaining the rural character of the area.
- Create family farm subdivisions standards.
- Promote agri-tourism.
- Support efforts that protect the family farm.

Transportation Goal

Provide safe, adequate, and accessible multi-modal transportation facilities for the movement of people, goods, and services that meets the needs of residents while preserving the urban and rural character of the Study Area.

Objectives:

- Maintain and enhance the existing rural road network within the Study Area.
- Support a study for a potential park and ride facility that serves the Crown Coliseum area, Fort Bragg, Downtown Fayetteville, Fayetteville Technical Community College, Fayetteville State University, and Methodist College.
- Recommend existing and new roadways that will be capable of handling expected traffic growth prior to development occurring.
- Support any expansion and protection efforts of land immediately surrounding Fayetteville Regional Airport.
- Require sidewalks to be constructed on both sides of streets in new subdivisions, and along the frontage of any new commercial development.
- Provide signalization and other improvements at major intersections and high traffic roads to alleviate traffic congestion.
- Restrict new billboards within the Study Area, especially along NC Hwy 87 South, US Hwy 301 South, Martin Luther King Jr. Freeway, and I-95.
- Ensure that adequate signals, signage, crosswalks, and other recommended safety devices are installed to protect the well-being of all types of travel modes within the Study Area.
- Promote transportation improvements that provide for the needs of the elderly and disabled.
- Enhance tourist travel and access to scenic sites, cultural facilities, recreation areas, retail, entertainment and other local sites of interest.
- Provide an efficient and effective network of roads and pedestrian facilities, that is in harmony with the character of the Area, and that provide connectivity within and beyond the Study Area.
- Promote the paving of all dirt roads.
- Support bus service to the urban portion of the Study Area to better serve the residents and the commercial, industrial and entertainment facilities in the area.
- Restrict subdivision lots from having direct access along designated thoroughfares, freeways, expressways, and boulevards (based on FAMPO 2040 Highway Plan, 2014), and limited direct access for non-residential development.
- Improve safety for cyclists by marking lanes and widening and hardening shoulders on designated bicycles connectors.
- Improve connectivity between the Crown Coliseum Complex, Downtown, the Mall, the Military Reservation, and Fayetteville Regional Airport.

Community Facilities and Services Goal

Support a range of community facilities and services that are adequate, accessible, and cost effective that will meet the needs of its present and future residents who visit, live, or work in the Study Area.

Objectives:

- Develop a plan to extend affordable water to the rural parts of the Study Area where private wells are contaminated or not potable.
- Explore the establishment of a Gray's Creek citizen controlled Sanitary District to provide safe drinking water from Bladen Bluff Regional Surface Water System to the area.
- Ensure an adequate level of fire and police protection.
- Provide community facilities in a way that serves the underserved, and co-locate them with other facilities such as schools, fire stations, law enforcement facilities, medical and social services, libraries and other compatible services.
- Utilize the perimeter of school properties for walking trails so as not to interfere with school operations during normal school hours.
- Utilize school buildings for after-hours uses such as community meeting sites and recreational activities.
- Explore the possibility of expanding trash service, recycling, and other efforts to prevent roadway littering in the Study Area.
- Encourage the use of solar powered street lights on all new streets and roads.
- Promote improvements around the Crown Coliseum complex that will enhance its marketability and attractiveness for new development.
- Develop a plan to provide affordable water and sewer to the urban portion of the Study Area where it currently does not exist.
- Limit the provisions of facilities and services in the rural portion of the Study Area that are not efficient investments in services or which might encourage more growth than is desired.
- Promote cooperation between municipalities, the Board of Education, State, Federal, and private entities in providing facilities and programs to area residents.

Industrial/Manufacturing Goal

Provide areas for clean high-tech industries and manufacturing where infrastructure is adequate, that does not impact the environment or natural areas, utilizes existing vacant structures when feasible, complements existing industrial development, and is in harmony with surrounding development.

Objectives:

- Promote incentives for industries to locate in existing vacant structures within designated and zoned industrial areas.
- Promote the use of existing buildings by reducing permitting and bonding fees.
- Support efforts to retain and expand existing industries.
- Identify sites that are unique in size and location that provide special opportunities for industrial development within the Study Area, County, and Region.

Community Appearance Goal

Provide an attractive living environment by protecting the existing natural beauty, improving the landscaping and site design requirements for new development, and reducing litter and sign clutter along the roadways in the Study Area.

Objectives:

- Develop ordinances and regulations that will require new commercial buildings to have specific architectural features that will match the character of the Area. This will allow for a seamless adaptive reuse.
- Promote the provision of open spaces, urban spaces, and landscaping to soften, beautify, and enhance the Area's image.
- Enforce Cumberland County's Minimum Housing and Junk Car Ordinances to eliminate abandoned and neglected residential properties and vehicles.
- Restrict the proliferation of billboards in the Area.
- Require parking lots to have landscaped islands to soften their appearance, improve air quality, reduce the heat island effect, and to filter runoff.
- Enforce litter laws and promote other programs to clean up existing roadway litter and educate the citizenry of the cost and impact of littering.
- Promote a pilot program that would encourage civic groups, businesses, and other entities to adopt interchanges for beautification and maintenance.
- Utilize the Conservation District, Special Flood Hazard Areas, public and non-profit lands and development concepts such as open space subdivisions to maintain rural character in the Area.
- Promote the planting and maintaining of native plants as a natural vegetative buffer along major corridors.
- Create incentives that encourage developers to retain mature trees within their developments.
- Promote a center median with landscaping and street trees for any widening of an existing or new major thoroughfare.
- Develop a sign ordinance that will regulate the size, height, style, illumination, and appearance of signage in the Area.

ENTRANCE CORRIDORS

Attractive entrance corridors speak volumes about a community. First impressions of a community are formed by the initial streetscape at its entrance. Streetscape is a general

**Exhibit 30 - Illustration of Claude Lee Road /I-95
Interchange Enhancements**



term applied to all of the elements that make up the public realm. They include street, paving, sidewalks, planting strips, lighting, traffic signals, outdoor street furniture, public signs, and utilities. It could also include structures in the private sector such as parking lots, signs, and structures and their relationship to the streetscape.

It is recommended that all entrance corridors in the County, the City

of Fayetteville and Hope Mills be enhanced by street trees, natural vegetation, landscaping, sign control, lighting, and pedestrian facilities where applicable. Good architectural design of structures and site planning should be encouraged. Entrance streets in the Study Area should include Interstate 95, U.S. Highway 301 South/Eastern Boulevard, N.C. Highway 87 South, John McMillan Road, Yarborough Road, and Chicken Foot Road at their entrance into the County, Claude Lee Road, Martin Luther King Jr. Freeway, U.S. Highway 301 South/Eastern Boulevard, Wilmington Highway, Doc Bennett Road, East Mountain Drive, Owen Drive, and Airport Road as they enter the City of Fayetteville, and Chicken Foot Road at its entrance into the Town of Hope Mills.

It is also recommended that the City of Fayetteville enhance the Claude Lee Road/I-95 Interchange as a major gateway into the City and airport. These enhancements should include, but not be limited to, wayfinding signs, lighting, landscaping, and restricting billboards as illustrated in **Exhibit 30 - Illustration of Claude Lee Road/I-95 Interchange Enhancement**.

Further recommendations include banning billboards on Martin Luther King Jr. Boulevard, I-95, U.S. Highway 301 South, Claude Lee Road, Airport Road, Chicken Foot Road, Owen Drive Extension, and the proposed Coliseum/Downtown Connector Road.

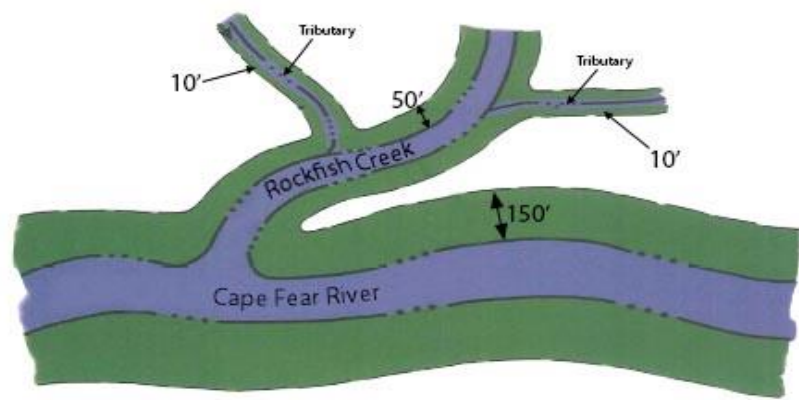
WATERWAY NATURAL BUFFERS

The Study Area contains many water courses within its boundary. Those included are Rockfish Creek, Cold Camp Creek, Gallberry Swamp, Willis Creek, Swans Creek, Long Branch Creek, Kirk's Mill Creek, and the Cape Fear River. It is important that these waterways be protected to ensure bank stabilization, filtration of storm water and providing for aquatic and wildlife habitats. The protection area for these waterways should be based on their importance and size. Since Rockfish Creek and the Cape Fear River are considered major waterways within the Study Area, Region, and County, the buffer should be of significant width to protect them.

It is recommended that the buffer of protection for the Cape Fear River should be a minimum of 150 feet or the width of Special Flood Hazard Area, whichever is greater. The creek buffer area shall be 50 feet from the top of the creek bank. Streams and drainage way

buffers should a minimum of 20 feet from the top of the bank. These waterways natural buffers are illustrated in **Exhibit 31 - Proposed Waterway Natural Buffer Widths**.

Exhibit 31 – Proposed Waterway Natural Buffer Widths



RECOMMENDED DESIGNATED FARMLAND AREA DEVELOPMENT

The designated farmland area should be protected and preserved from normal development. Development in this area should be limited and be in character with a farming community. The majority of the designated farmland in the Study Area is zoned A1-Agricultural District. This district requires a minimum of a two-acre lot, or a density of one unit per two acres. The Planning Board's current policy is to allow rezoning to one acre lots on tracts 10 acres or less in the farmland area. It is recommended that the Planning Board's current policy should be enforced with some modifications.

The first modification is to allow or disallow tracts 10 acres or less that request one acre minimum lot size or one unit per acre in the farmland designated area. Allowing this change would require soils suitable for septic tanks, must be approved as a conditional use, and are not in the Present Use Value Tax Program.

The second modification addresses tracts greater than ten acres that request permission to subdivide one acre lots or a density of one unit per acre. This request would be granted if soil conditions are favorable for septic tanks, the subdivision is viewed favorable by the North Carolina Department of Transportation, the land is not in the Present Use Value Program, it must be located on a classified minor arterial, minor collector, or local road, and it must be approved as a density development/conditional zoning.

In addition to these modifications, it is recommended that a zoning district be created in the farmland designated area that would allow only stick built homes. This is in response to the community's concerns that many upscale homes have been built in the farmland area on large lots that later had manufactured homes placed next door. It is hoped that this will help maintain property values in the area.

CONCENTRATE COMMERCIAL DEVELOPMENT IN NODES AT INTERSECTIONS AND INTERCHANGES

Commercial development is inevitable in some locations in the area. Efforts should be made to ensure that this commercial development is located in the most convenient location, has access to public utilities and urban services, has the transportation network to handle the expected traffic volume, is not encroaching in an established residential area, is compatible with its surrounding uses, is conveniently located, and not stripped along the roadways. Commercial development should be concentrated in nodes at major intersections or interchanges near the most densely developed areas. This is reflected in the proposed South Central Land Use Plan.

The Plan shows very little commercial development in the designated farmland area. Since most of the Plan's designated farmland is zoned A1-Agricultural District, there are many commercial uses already allowed. If there are other desired commercial uses not allowed in the A1- Agricultural District, the change may be supported on a limited basis if it is located at an intersection with at least one of the roads classified as a principal arterial, major collector, or higher, is compatible with the surrounding uses, and does not promote strip commercial development. All commercial development must blend with the surrounding land uses in scale, appearance and size.

CO-LOCATE COMMUNITY FACILITIES AND SERVICES

Community facilities and services should be planned and conveniently located near the population. These services may include law enforcement protection, schools, recreation centers, parks, social services, mental health services, libraries, and etc. These facilities should be interconnected by pedestrian paths and amenities.

PROTECT NATURAL AREAS, ENVIRONMENTALLY SENSITIVE AREAS, HISTORIC AND SCENIC SITES

The Study Area has an abundance of natural areas, environmentally sensitive areas, scenic sites and some historic structures that need to be protected and preserved as shown on **Map 38 - South Central Area Natural, Historic and Scenic Sites To Be Preserved and Protected**. Environmentally sensitive and natural areas help protect water supplies, reduce sedimentation and soil erosion, replenish soils, clean the air, nourish wildlife, and provide habitats. The Cape Fear River and Special Flood Hazard Area are significant natural areas that are viable resources to the economy of the Study Area, County, and Region for their use as recreation, drinking water, and wildlife habitats. The Study Area also contains several other unique water bodies, a regional park, plus scenic and historical sites that should be protected and preserved.

WATER AND SEWER POLICY

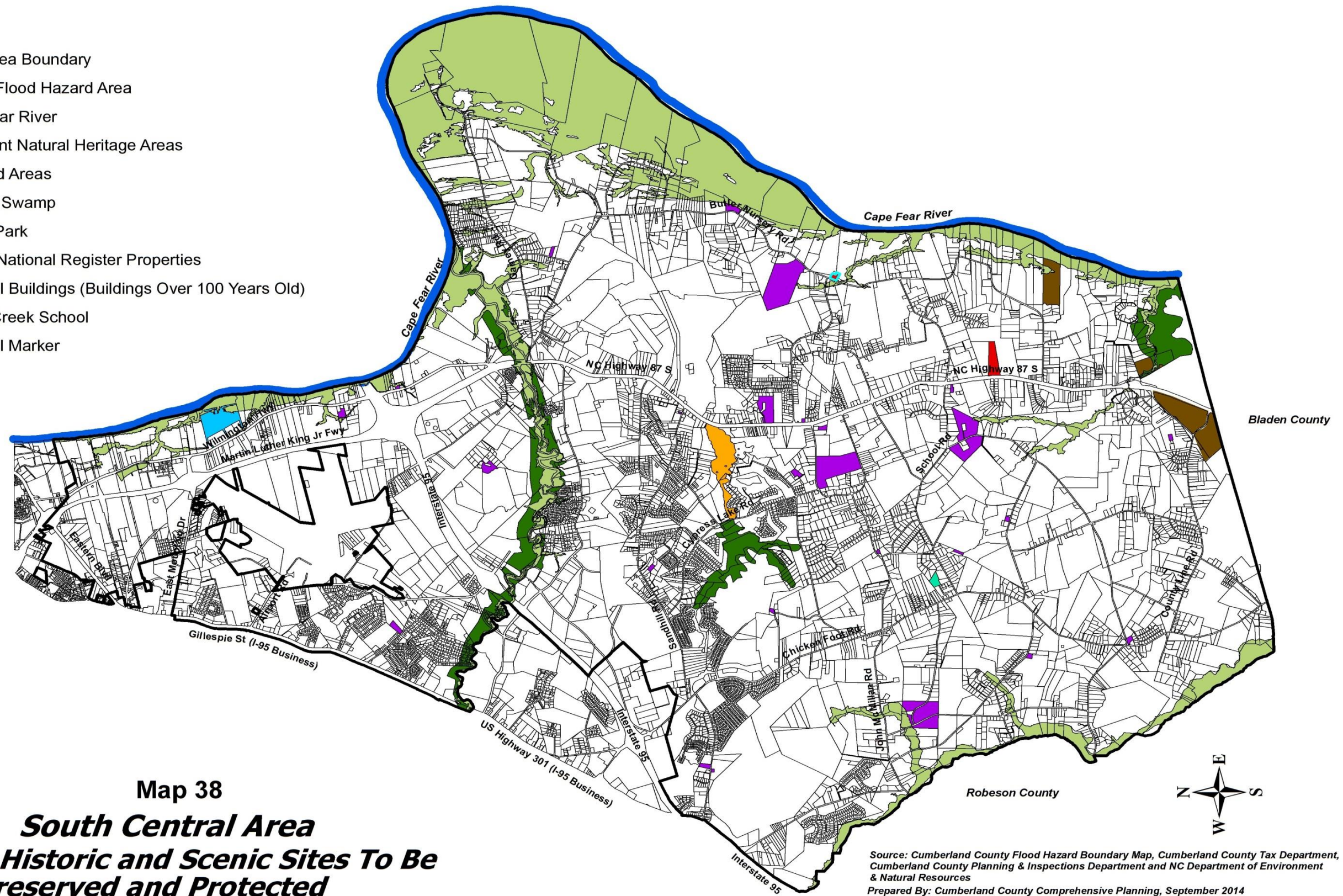
In order to protect the rural area and allow for urban development in designated areas, the provision of water and sewer must be addressed. The South Central Citizen Planning Committee recognizes that growth will come to the Area, but it must be controlled, and the timing of water and sewer extension is critical. It is recommended that any density greater than two units/lots per acre should have public or community water and sewer. Areas in the Study Area that currently have available sewer and water should be developed first and should be the most densely developed. Any future water and sewer extensions should be done incrementally and systematically to prevent “leapfrog development”. It is recommended that the Gray’s Creek Sanitary District pursue the establishment of a sanitary district with a water source from Bladen Bluffs Regional Surface Water System that will be owned , operated, and controlled by the residents. Rural water should be extended only to provide potable water, eliminate water contamination issues, and it should be explicit that it will be only for rural development. Sewer should only be permitted in the designated farmland area when there is a health risk due to septic tank failure.

ENCOURAGE THE REUSE OF VACANT COMMERCIAL AND INDUSTRIAL SITES

Since there are vacant manufacturing/industrial facilities and other commercial structures within the Study Area, consideration should be given to the reuse or conversion of these facilities to a usable structure. The marketing for the reuse of these structures is viable to the economic development of the County and Study Area. An inventory and database of these vacant structures should be conducted and maintained as well as incentives developed to encourage investment in these structures.

Legend

- Study Area Boundary
- Special Flood Hazard Area
- Cape Fear River
- Significant Natural Heritage Areas
- Managed Areas
- Cypress Swamp
- Arnette Park
- Historic National Register Properties
- Historical Buildings (Buildings Over 100 Years Old)
- Swans Creek School
- Historical Marker



Map 38
South Central Area
Natural, Historic and Scenic Sites To Be Preserved and Protected

Source: Cumberland County Flood Hazard Boundary Map, Cumberland County Tax Department, Cumberland County Planning & Inspections Department and NC Department of Environment & Natural Resources
 Prepared By: Cumberland County Comprehensive Planning, September 2014

PROMOTE INFILL DEVELOPMENT

Protecting rural character in the southern portion of the Study Area is of paramount importance for the residents. In an effort to protect the rural character, prevent haphazard development in the farmland designated area, and prevent urban sprawl, it is recommended that existing areas and lots that have sewer and water available now should be developed first. These lots and tracts are shown in **Map 39 – South Central Area Buildable Lots One Acre or Less with Available Public Water and Sewer**. Some type of incentives should be crafted to encourage their development. There are approximately 169 existing lots (one acre or less) with water and sewer available.

Tracts greater than one acre were also inventoried on **Map 40 – South Central Area Tracts Greater than One Acre with Available Public Water and Sewer within 300 Feet**. These tracts of land can support higher density and should be promoted first for development before tracts that require the extension of these services are considered. There are about 165 tracts in the Study Area that have public water and sewer within 300 feet.

INDUSTRIAL PARK

The Cumberland Industrial Center (CIG) is the largest employment concentration in the Study Area. It was founded in 1987 and consists of approximately 620 acres. The park currently has approximately 10 active tenants employing between 500-1000 persons. The Cumberland Industrial Center and some surrounding land could provide future employment opportunities for South Central Cumberland Study Area residents. Most of the sites are developed, however there are some vacant structures available for new clients. The Park has approximately 80 acres for additional tenants; there are currently three vacant available structures in the Park, and there is an adjacent 290 acres of privately owned land available for development.

In order to continue the effective development of Cumberland Industrial Center, a systematic beautification and maintenance plan should be instituted. The result of this plan will reflect the image of a prosperous community, a thriving development and an effective management that demonstrates a well-planned, cohesive industrial center. In an effort to enhance the visual appearance of the center, façade improvements, landscaping, signage, and manicured grass areas should be included in the maintenance.

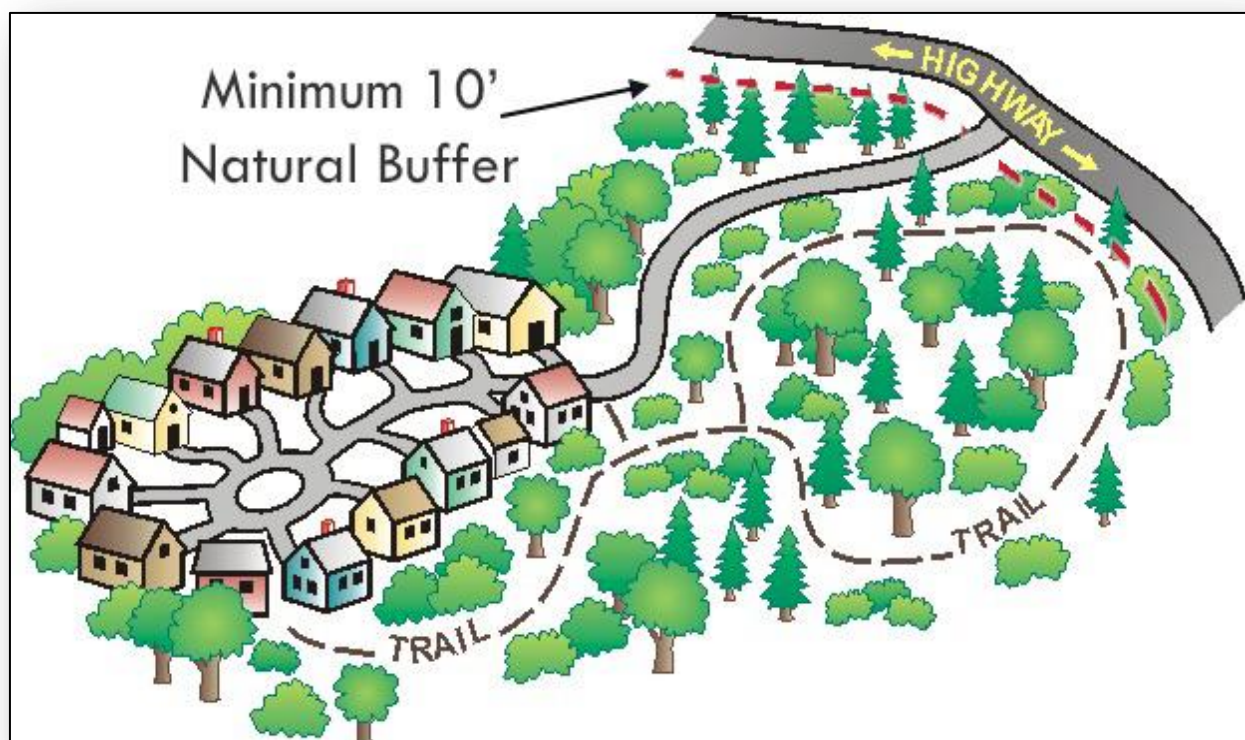
PROTECT RURAL CHARACTER IN THE FARMLAND DESIGNATED AREA

During the Citizen Vision Session there was considerable interest in protecting the rural character of the Area. The Plan acknowledged this desire by designating the rural portion of the Study Area as farmland. These actions can be supplemented by the use

of cluster or open space subdivisions. The Plan recommends that open space and cluster subdivisions be the method of development in the farmland area. Open space and cluster development allows for the preservation of open space, protects the rural landscape, is a more cost effective method of development, and can be a method to keep more land in agricultural use, as shown in **Exhibit 32 - Illustration of Open Space & Cluster Development**.

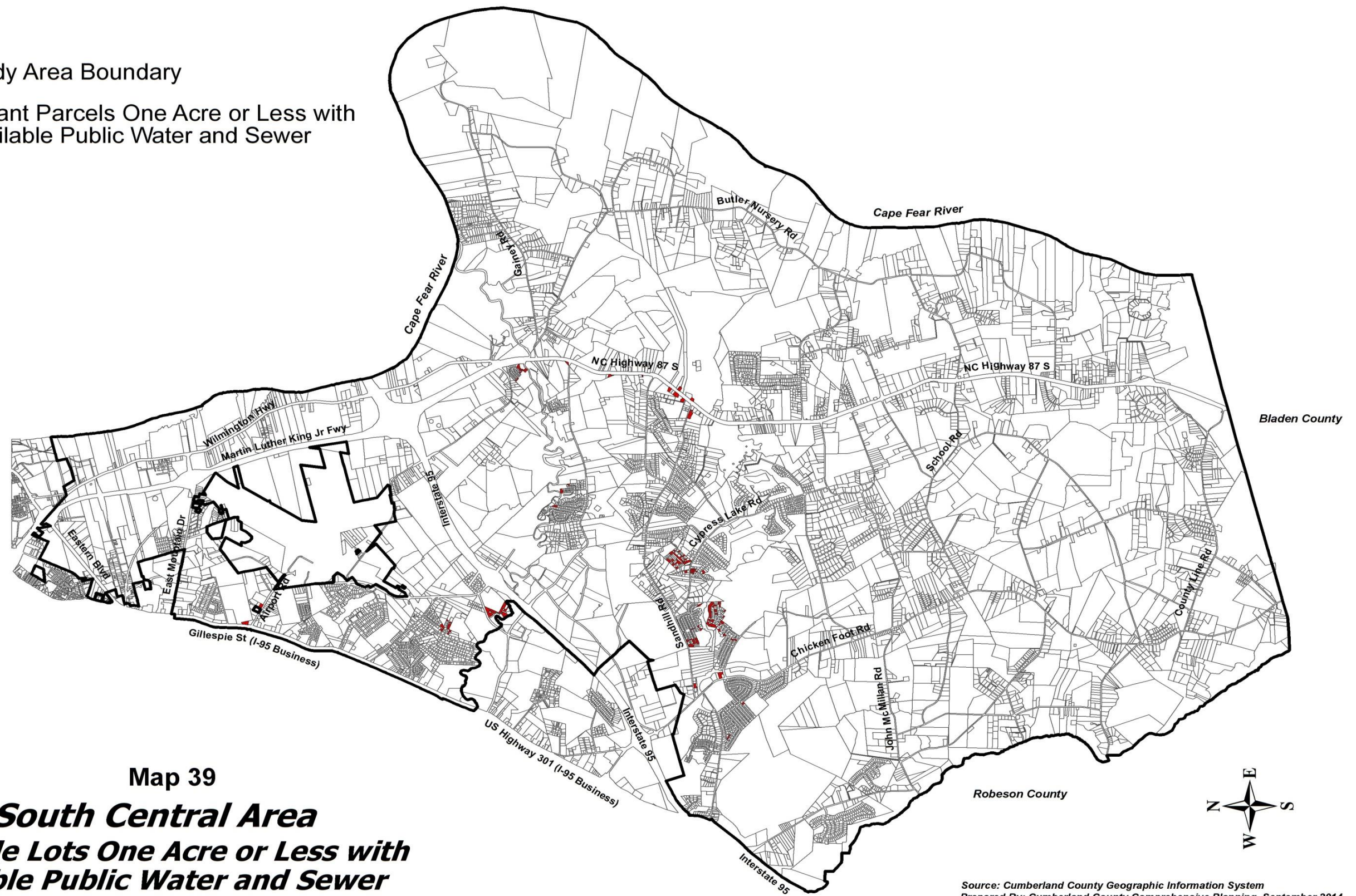
In order to protect the rural character in the farmland designated portion of the Study Area, it is recommended that a minimum 10 feet wide natural buffer be left when the development is along a State maintained road.

Exhibit 32 – Illustration of Open Space & Cluster Development



Legend

- Study Area Boundary
- Vacant Parcels One Acre or Less with Available Public Water and Sewer

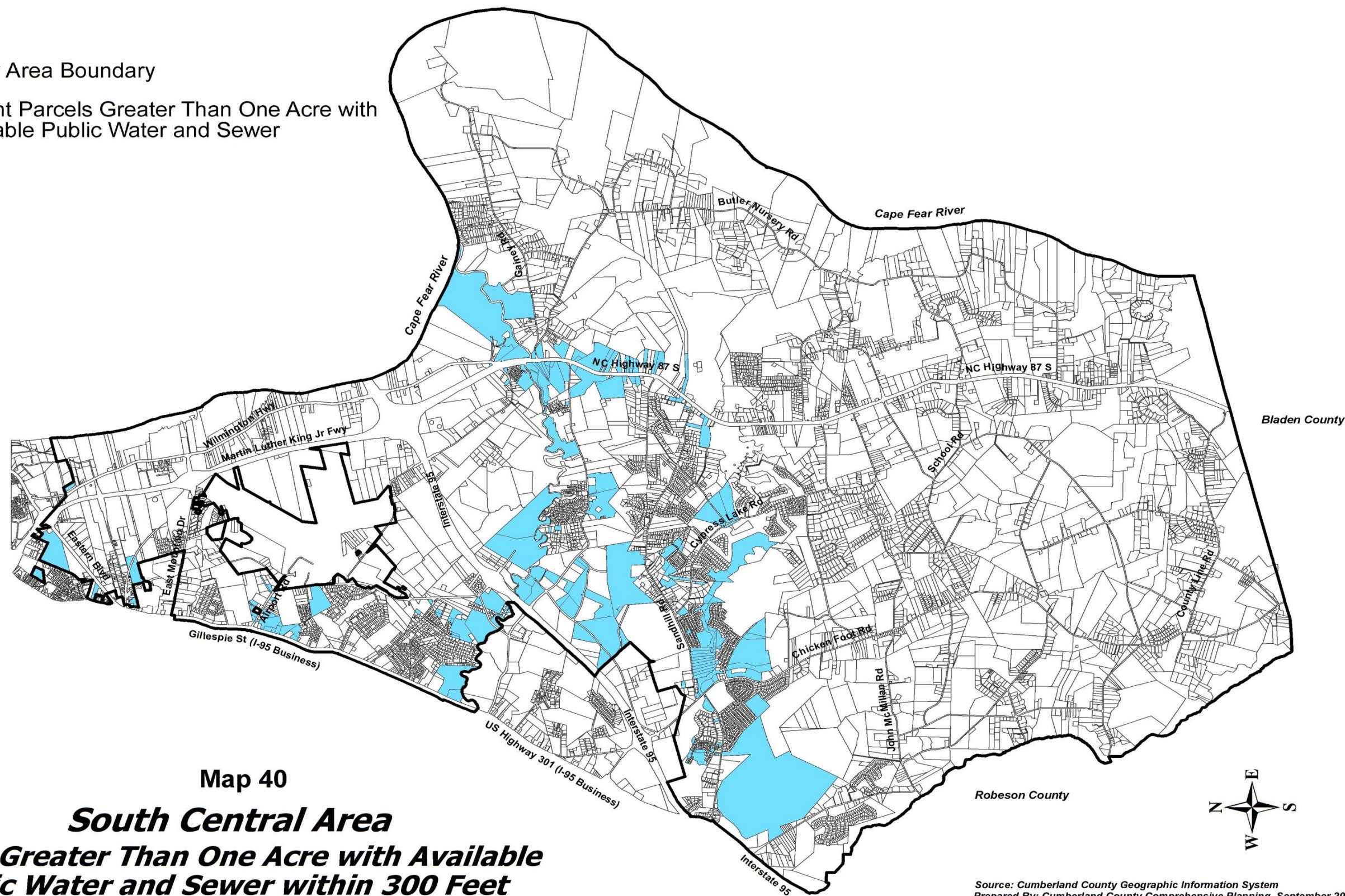


Map 39
South Central Area
Buildable Lots One Acre or Less with
Available Public Water and Sewer

Source: Cumberland County Geographic Information System
 Prepared By: Cumberland County Comprehensive Planning, September 2014

Legend

- Study Area Boundary
- Vacant Parcels Greater Than One Acre with Available Public Water and Sewer



Map 40
South Central Area
Tracts Greater Than One Acre with Available
Public Water and Sewer within 300 Feet

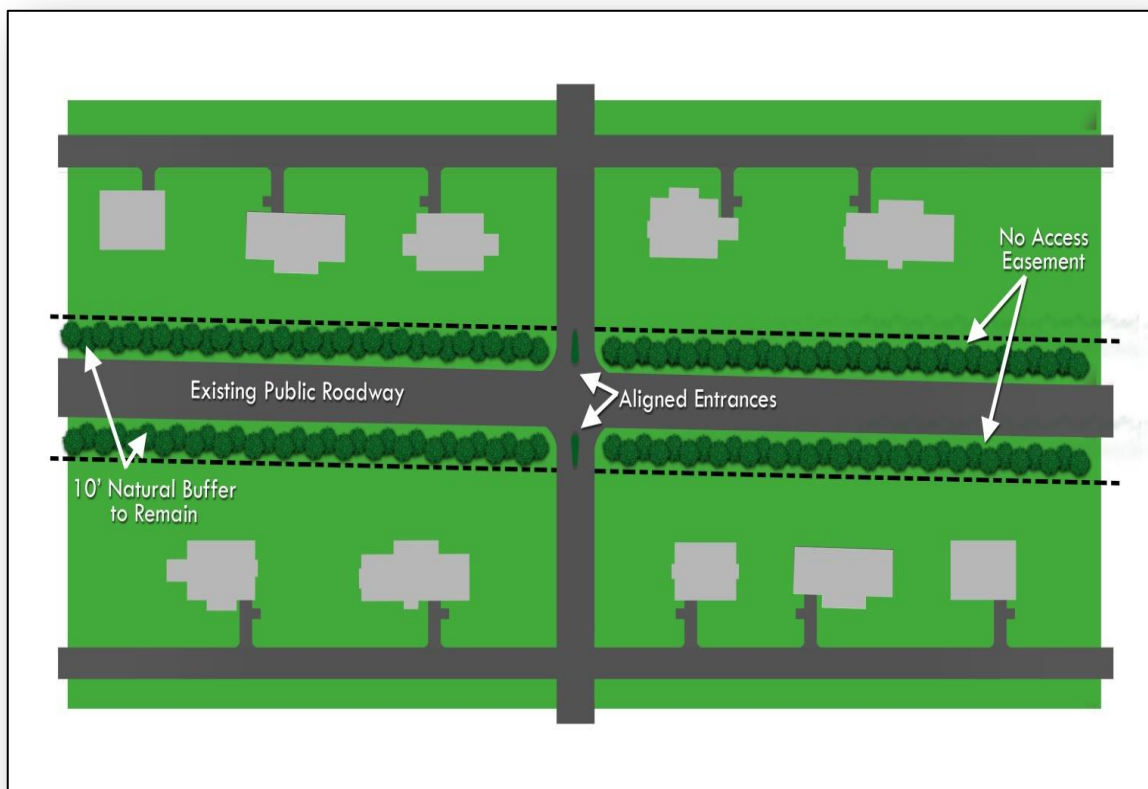
Source: Cumberland County Geographic Information System
 Prepared By: Cumberland County Comprehensive Planning, September 2014

NO ACCESS EASEMENT FOR RESIDENTIAL DEVELOPMENTS ALONG ROADWAYS

The Study Area, although rural in many areas, does have roads that carry traffic to, from, and within the Area. Some are classified as “arterials” and “collector” streets according to the 2040 Highway Plan, 2014. In order to preserve the functionality of these roads as development increases, it is imperative that driveways be limited and conflict points reduced. All existing State maintained roads should require all subdivisions with more than three adjacent lots to back to the road.

The recorded plats should contain a “no access easement” clause to these roads. In the rural portion of the study area when lots are created, there should be a minimum 10 feet wide natural buffer left along the roadway as shown in **Exhibit 33 - Illustration of Development Recommendations Along Roadways**. Corresponding subdivision entrances on opposite sides of the street should align directly with each other whenever possible.

Exhibit 33 – Illustration of Development Recommendations along Roadways

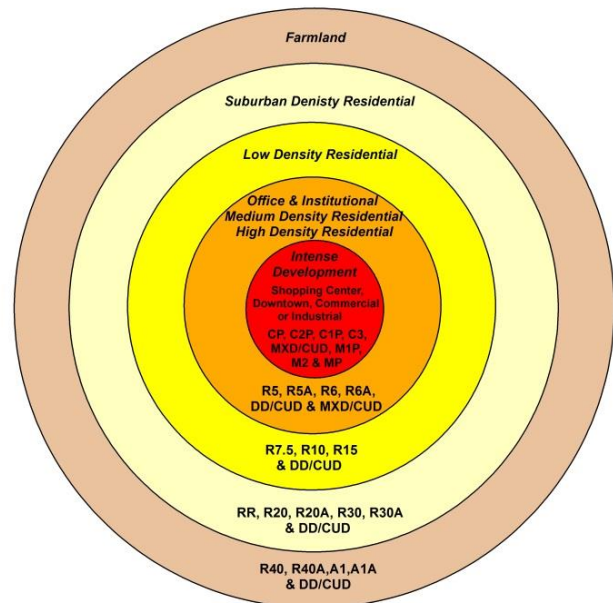


PROTECT RESIDENTIAL AREAS FROM COMMERCIAL AND INDUSTRIAL DEVELOPMENT

Residents and Citizen's Committee members expressed a need to protect residential development from encroachment by commercial and industrial development. Upon review of vision session questionnaires, the desire to control development and the growth of shopping centers were listed numerous times, while the rural and non-commercialized nature of the southern part of the Study Area is viewed as an asset by Study Area residents.

It is recommended that applying the Traditional Use and Zoning Policy when making planning and zoning recommendations is a means to achieve those objectives. Under this policy, centralized, concentrated commercial development is surrounded by less concentrated development of differing types as shown in **Exhibit 34 - Illustration of the Transitional Use and Zoning Policy**. Conceptually, this policy results in a land use form that is similar to concentric circles, where suburban density residential development and farmland radiate outward from more intense development. It also assists in creating a buffer to minimize impacts between residential areas and incompatible uses.

Exhibit 34 - Illustration of the Transitional Use and Zoning Policy



PROTECT FARMLAND AND AGRICULTURAL INTEREST IN THE AREA

There is a real need to protect farmland, farming operations, and agricultural related activities in the Area. While the Plan is not a "No Growth Plan", there is an area designated as farmland where development should be limited. This will help keep farming viable, prevent urban sprawl, and protect the rural character of the Area.

It is recommended that Cumberland County Subdivision Ordinance be amended to include a "family subdivision" that would allow farmers to provide residential lots to immediate family members and farm workers. Family members that build on the farm are more likely to become farmers and continue the operation than members that reside

off the farm. It is also recommended the continued support of the Voluntary Agricultural District Program and development of some additional local incentives to farmers that participate in the program such as free booths at the local farmers market, cash incentives, free advertizing in the local media, and promote a local farm produce section as part of all local festivals. Utilization of the Agri-Expo Center as a regional hub for agricultural and agribusiness gatherings and developing training classes for individual to learn farming practices, techniques, farm commodity pricing, mentoring, and any other activities that prepares interested individuals in pursuing farming is strongly recommended.

Many solutions to protect farmland and the agricultural industry are beyond the scope of planning. Examples include treating farming and agribusinesses as an industry and recruiting farmers. Agribusiness, like other businesses, requires having farmers at the table for economic decisions and as such, they should be represented on the Economic Development Alliance of Fayetteville and Cumberland County that recruits and retain businesses. Other actions should include promoting “farm to table” programs, promoting an understanding and appreciation of agriculture, recruiting industries that utilize locally grown and produced farm products, and promoting a home for a local farmer’s market. The Farm Advisory Board should have a very active role in all farming and agricultural related matters in the County.

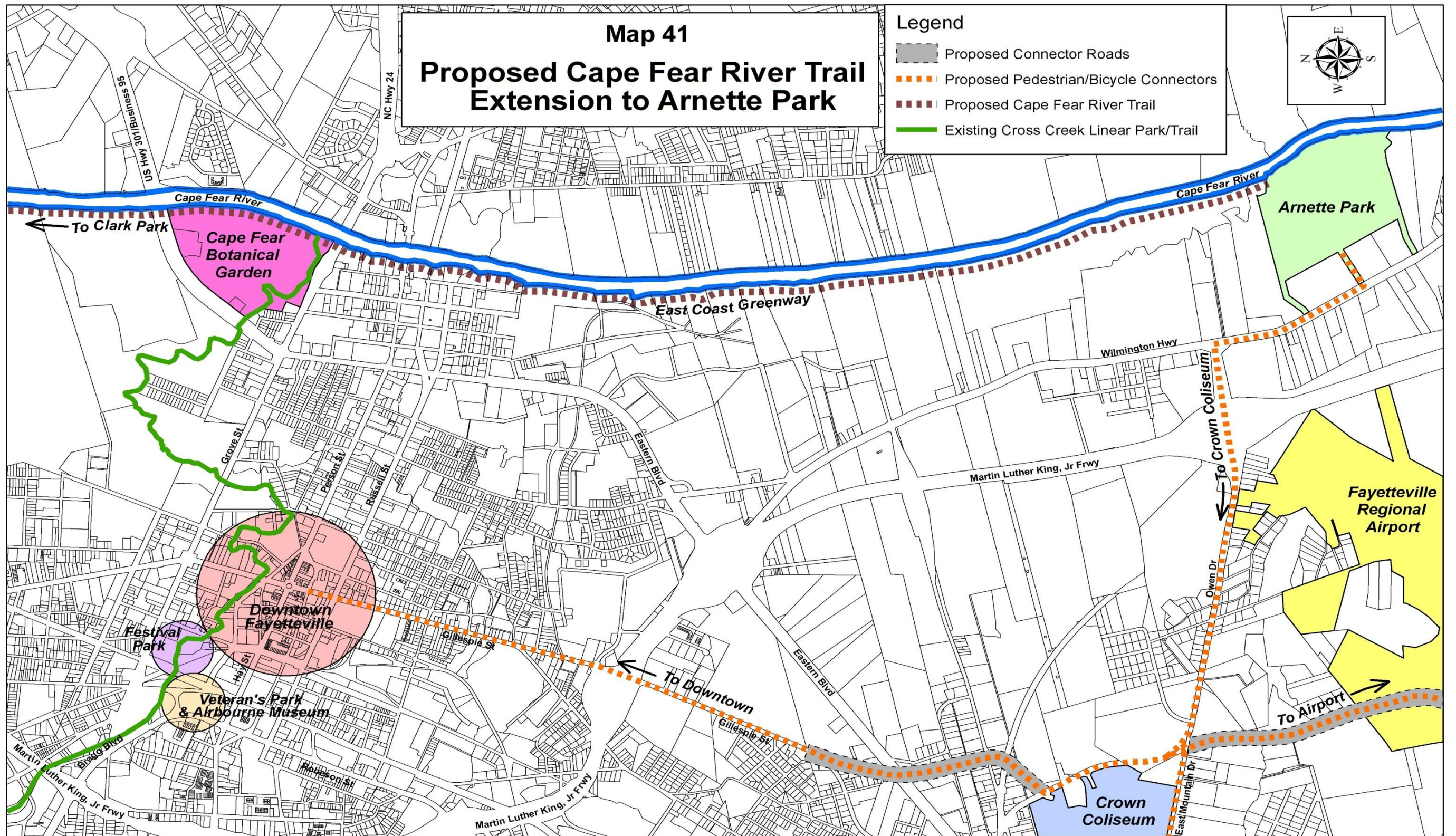
SUPPORT THE ADOPTED BIKE & PEDESTRIAN CONNECTIVITY PLAN

During the public outreach process of the FAMPO Bicycle and Pedestrian Connectivity Plan, 2011 the public expressed their desire for accessible bicycle and pedestrian routes and facilities that would offer them safe transportation to employment, schools, shopping, and recreation. A system of sidewalks and bicycle facilities that connect origins and destinations provide users with choices that provide more direct convenient and safe travel routes, increase the ability to walk to key destinations, provide children an alternative route to school, improve access to public transit, provide alternatives for those individuals unable to drive, provide a stronger sense of community by encouraging people to walk or bike thus increasing the opportunity for interaction with neighbors, and improve the quality of life. It is recommended that the Bicycle and Pedestrian Plan as shown on **Map 23 - South Central Area Bicycle & Pedestrian Connectivity Plan** be implemented within the Study Area.

EXTEND THE CAPE FEAR RIVER TRAIL TO ARNETTE PARK

The northern portion of the Study Area is more urban in nature and is where public services and amenities are more accessible to the residents. The Cape Fear River Trail, while very significant locally, also has national prominence. It is part of the East Coast Greenway that is planned to provide a bicycle and pedestrian route from Maine to

Miami, Florida. Extending the Cape Fear River Trail to Arnette Park will tie it to the Botanical Garden, Downtown Fayetteville, Clark Park, Methodist University, the Soccer Complex, and eventually to Carver's Falls and Carver's Creek State Park, as shown in **Map 41 - Proposed Cape Fear River Trail Extension to Arnette Park**. This proposed pedestrian connector between the Crown Coliseum Complex and Arnette Park provides patrons access to all the above mentioned facilities.



CROWN COLISEUM COMPLEX AND AIRPORT AREA POSSIBILITIES

The Study Area is a contrast of rural and urban development with the northern portion being the most urban and the southern portion most rural. The residents in the rural area strongly emphasized maintaining the rural character and keeping farming as much as possible. Most of the denser development is recommended to be concentrated in more urban northern portion of the Study Area and at the interchanges.

The northern portion of the Study Area has two major entities that impact the Area: the Crown Coliseum Complex and Fayetteville Regional Airport. Both of these facilities are important for the economic health of the entire County and this Region. Special consideration should be directed to these facilities to ensure their viability. Each of these facilities is governed by two separate entities, the City of Fayetteville over the Airport and Cumberland County over the Crown Coliseum Complex. In order for both of these facilities to serve the public and function to their fullest potential, there must be a joint vision, cooperation, shared financial responsibility, land use and regulations decisions made that positively impact the area, compatibility, and joint public-private partnerships between all stakeholders.

Fayetteville Regional Airport Environs

Fayetteville Regional Airport has had many studies completed to address the long range plans for the airport and its surrounding land use compatibility. There are existing areas already developed around the airport that will remain, but non-compatible areas should not be allowed to expand. In the long-term, some areas should be acquired by the airport and used for compatible uses such as farming, nurseries, non-people intensive manufacturing or assembly, and etc.

Most of the past studies done on the airport fail to address issues unrelated to airport operations. There have been few studies looking at the airport as a major gateway into the City of Fayetteville. The City of Fayetteville has made efforts to enhance Airport Road, but there are some less attractive areas on the south side of the road that needs addressing. This area is under the County's jurisdiction. Therefore addressing this issue will require action from Fayetteville and Cumberland County. The south side of Airport Road should be landscaped to screen and soften unattractive areas facing the road. Long range plans should include the redevelopment of the area to non-residential uses compatible with the Airport's plan.

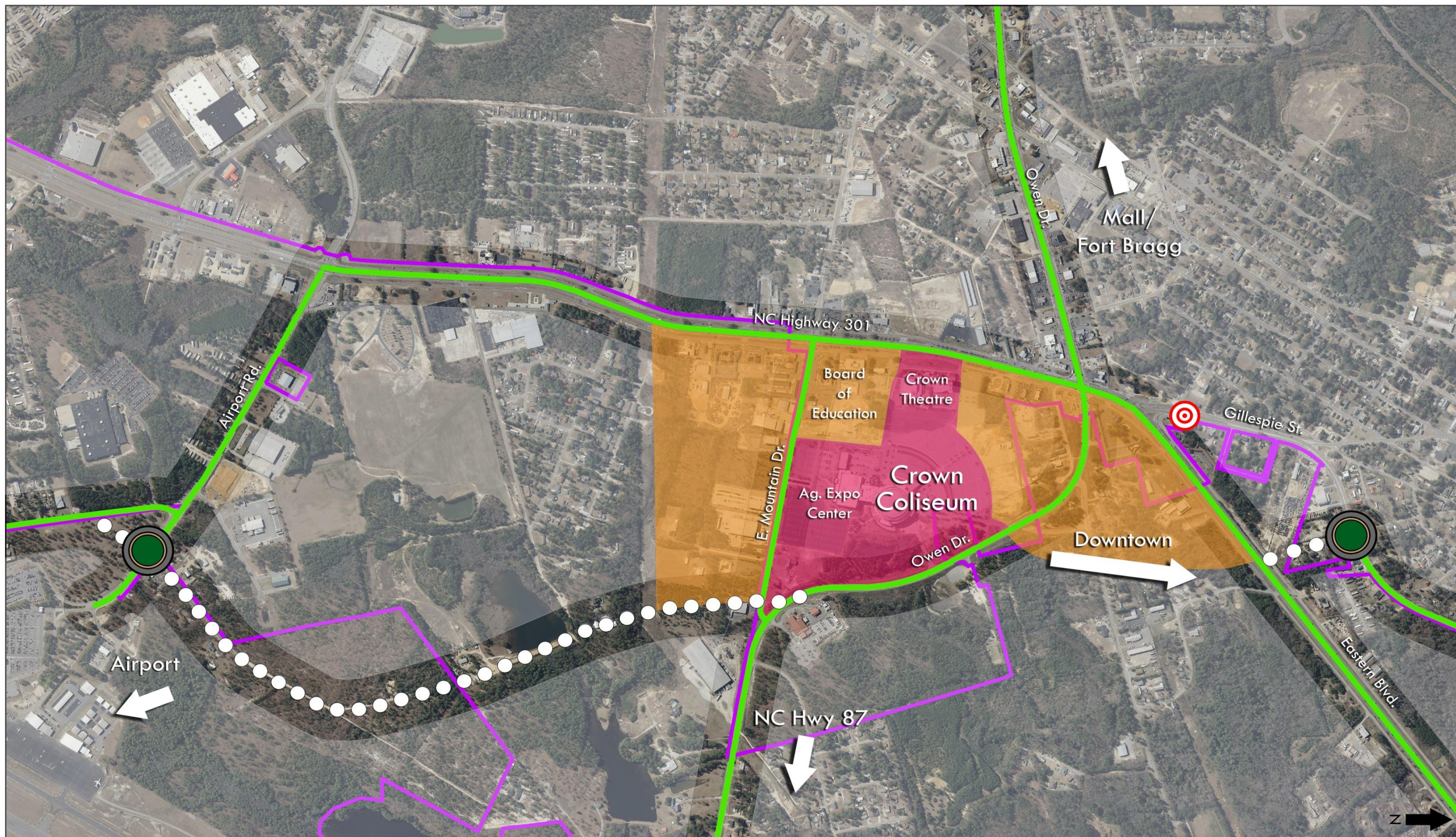
While much attention has focused on Airport Road, the airport entrance off Interstate 95 (Exit 44) is by way of Claude Lee Road should be recognized. This is a two lane road at the present and is in FAMPO's 2040 Highway Plan, 2014 to be upgraded to multi-lanes. This should have wayfinding signs installed, landscaped, and lighted as illustrated in **Exhibit 35 – Illustration of Recommended Roadway Improvements**. Claude Lee Road should be designated an entrance corridor and be enhanced as such. At the confluence of Doc Bennett Road and Airport Road, a large traffic circle containing an attractive

sculpture, art piece, a “Welcome to Fayetteville” sign, or attractive landscaping is recommended.

Additionally, a new road is proposed that will tie Airport Road to Owen Drive linking the Airport directly to the Coliseum Complex and downtown Fayetteville as shown on **Map 42 – Coliseum Area Recommendations**.

Exhibit 35 - Illustration of Recommended Roadway Improvements





Map 42

Coliseum/Airport Area Recommendations

Coliseum Complex Environs

The Crown Coliseum Complex is a major County and Regional facility that has a great economic benefits and enhancements to the County resident's quality of life. While it is not in the actual Study Area, the Plan will address its impact on the Area. The objective of this Plan is not to address all the challenges facing the Complex; that would require a more detailed in-depth study beyond the capability of this study and staff.

The Complex has many strengths and some Plan identified challenges that should be addressed for it to achieve its full potential. Some of the strengths of the Complex include:

- a. It is a nice public gathering place
- b. Has the potential ability to bring big name acts
- c. It has a variety of venues (i.e. Theater, expo-center, ect.) to attract different types of entertainment utilized by many people.
- d. Recent management change has proved to be initially successful
- e. Has an approved special overly zoning district
- f. Improvements to the Crown Center and the Crown Theater are scheduled
- g. Has the ability to enhance the economy of the County

Some challenges facing the Complex include isolation, limited access, lack of beautification, lack of pedestrian facilities, no mass transit service, the condition and type of surrounding land uses, and the lack of amenities such as food and lodging facilities.

Isolation is one of the challenges keeping the complex reaching its fullest potential. Currently, there are no supporting facilities near the Complex for guest to patronize. The viability and success of the complex requires a connection to other activity centers in the County. Downtown Fayetteville, the Mall Area, Airport, and the Military Reservation should all be linked to the Complex through transit, road connections, and wayfinding signs for motorists.

The linkage between the Mall area and the Military Reservation to the Complex is recommended to be enhanced. Due to distance, these connections are vehicular based and could best achieved through bus service, a new trolley service, or personal vehicle. The primary roadway linking these facilities is Owen Drive. It is recommended that the Owen Drive Corridor be upgraded as a "super street" with the center median heavily landscaped. Street trees, code enforcement to eliminate unsightly structures, enhanced sign regulations, sidewalks, intersection treatment with pedestrian crosswalks and brick pavers, and wayfinding signs should be included in the treatment of Owen Drive. These improvements should be applied to Owen Drive beginning at Martin Luther King Jr. Freeway to All American Expressway. Improvements on this segment of road will provide primary access to the Coliseum Complex for patrons coming from the Military Reservation and points north from Sanford and Greensboro. More importantly, it will provide patrons using the Complex direct access to the Mall, shopping facilities, and amenities.

Another link recommended is from the Crown Complex to Downtown Fayetteville. Downtown Fayetteville and its environs have the cultural, historical, and urban core that can sustain patrons looking for activities during their stay.

The Plan proposes that a new direct connector road beginning at Owen Drive crossing Eastern Boulevard and terminating with a large round-about with an attractive focal element (similar to the one proposed at the Airport Road/Doc Bennett Road intersection) at Gillespie Street should be installed. This proposed road will tie the Airport, the Crown Complex to Downtown Fayetteville together. The cross-section for this facility should be pedestrian oriented with sidewalks with brick paver strips, pedestrian lighting, benches, landscaping and street trees, bike lanes, crosswalks, and wayfinding signs. The cross-section of this road should be extended along Gillespie Street into Downtown Fayetteville as shown in **Exhibit 36 - Illustration of Potential Gillespie Street Improvements**



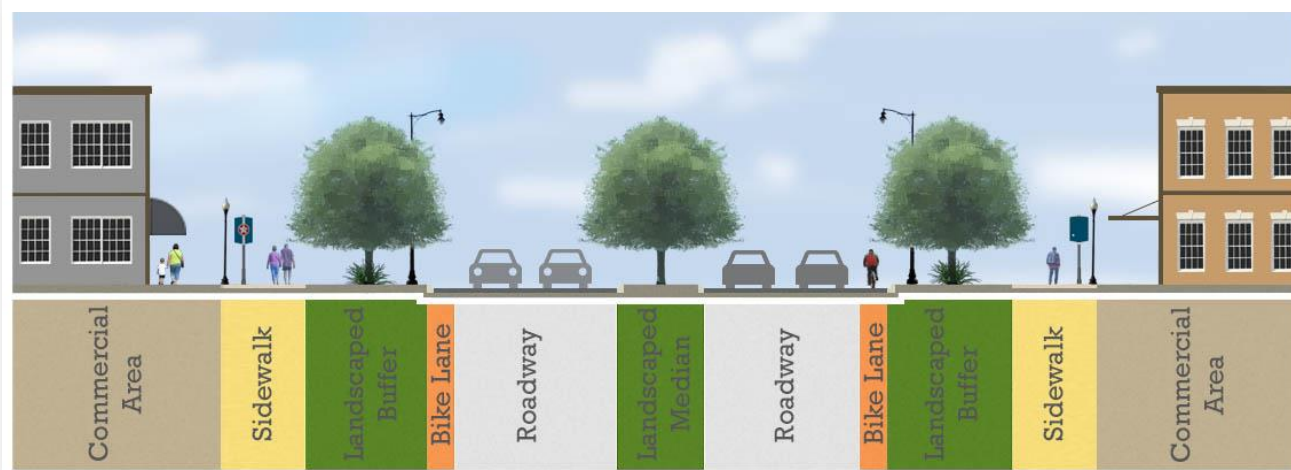
Gillespie Street Improvements. Unattractive areas and land use along Gillespie Street should also be addressed. An overall vision for this proposed new corridor linking the Crown Coliseum Complex to Downtown Fayetteville should be developed. That vision should address all elements of the streetscape. Any new structures should be compatible in mass, scale, colors, and materials. Long range plans should also include bus or a trolley service between the Coliseum Complex and Downtown Fayetteville.

Incentives should be developed for existing structures along Gillespie Street to upgrade to these standards. Design plans for this street should contain common elements that provide continuity throughout the corridor linking the Airport, the Crown Coliseum Complex to Downtown Fayetteville.

Consideration should be given to the structure's scale, height, mass, complexity of form, and architectural details, the impact of spaces created, and how it will be experienced by the public. Structural elements to consider include the size, placement, and number of doors, windows, portals and openings and number of ground-floor pedestrian access.

Development along the corridor should be encouraged to retain as many of the mature trees as possible, and blend in with the natural topography. The signage should be harmonious and in scale with building elements and landscaping features. Parking when feasible should be behind buildings. Buildings should be encouraged to be multi-storied and adjacent to a wide public walk with pedestrian facilities, as shown in **Exhibit 37 - Recommended Urban Boulevard Cross-Section**.

Exhibit 37 - Recommended Urban Boulevard Cross-Section



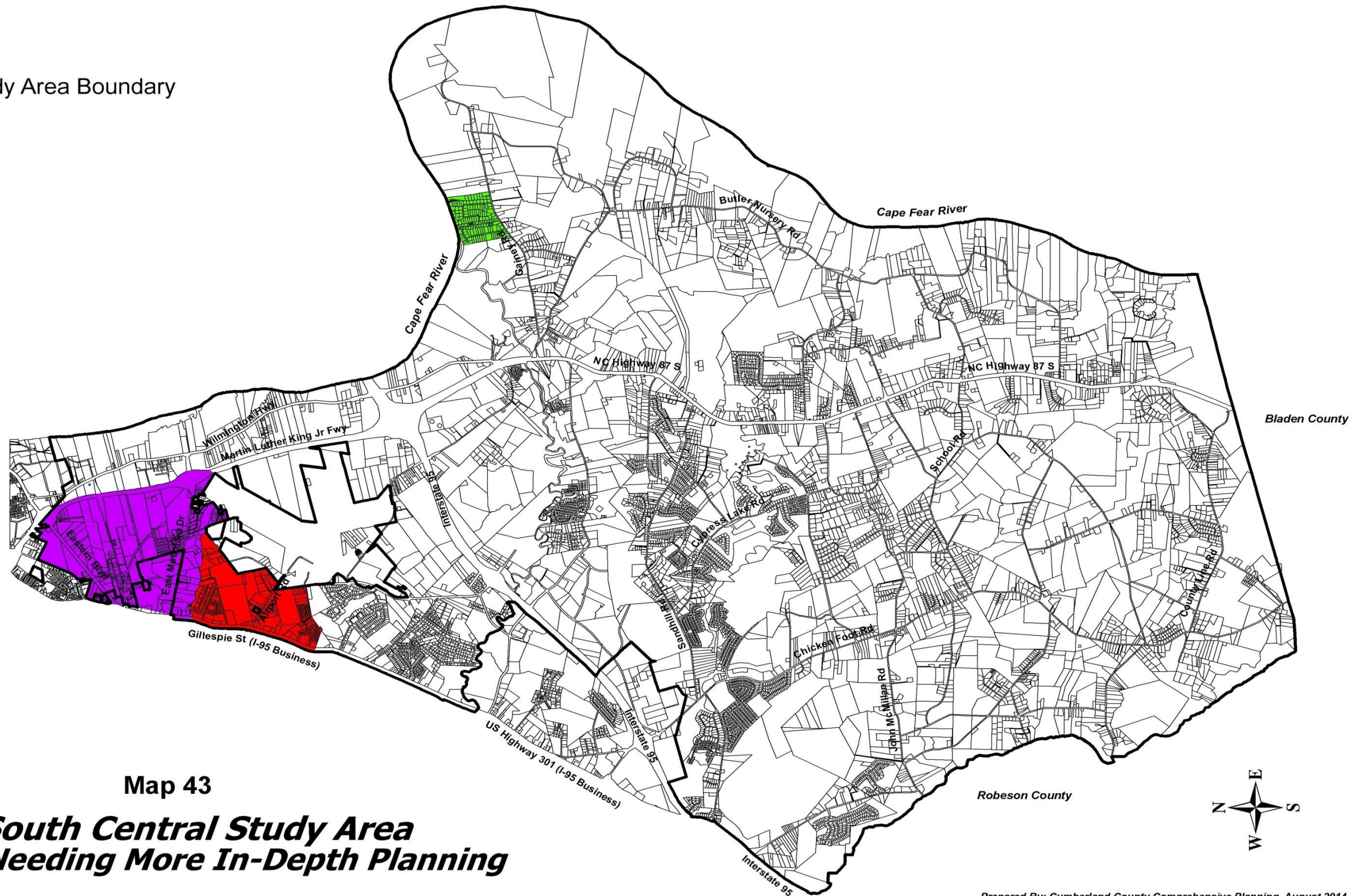
In addition to linkages to the Downtown, Mall environs, and Military Reservation, it is also recommended that a pedestrian/bicycle connection be made to Arnette Park and the Cape Fear River. Pedestrian/bicycle facilities may include sidewalks, bike lanes, bike trails or greenways. This connection to the Cape Fear River Trail will provide pedestrian access to the Botanical Garden, Downtown Fayetteville, Clark Park, and the Methodist College Soccer Complex and provides East Coast Greenway travelers' access to the Complex. This connection can be made during the installation of street trees along Owen Drive from East Mountain Drive to Wilmington Highway (Old NC Highway 87) down to the entrance of Arnette Park. A boating operation for dinner and nature tours could add an additional attraction for Crown Complex Coliseum visitors.

AREAS REQUIRING MORE IN DEPTH PLANNING AND RESOURCES

There are some areas in the Study Area that require more in-depth planning and resources that will generate a specific action plan to address issues beyond this study. These areas include the Crown Coliseum Area, the area south of the Coliseum between U.S. Highway 301 South/Gillespie Street and Fayetteville Regional Airport, and a predominantly manufactured home development between Gainey Road and the Cape Fear River, as shown on **Map 42 - South Central Area Areas Requiring More In-Depth Planning**.

Legend

— Study Area Boundary



Map 43

South Central Study Area Areas Needing More In-Depth Planning

Prepared By: Cumberland County Comprehensive Planning, August 2014

ADOPT THE PROPOSED SOUTH CENTRAL AREA LAND USE PLAN MAP

The land use plan map is a vital part of the Study's recommendations. Its purpose is to enhance the community, preserve the existing natural environment, scheme the growth of the Area in a systematic approach by indicating where the various land uses or proposed developments can occur, and how it will blend and meet the needs of the residents and existing conditions in the Area.

The proposed land use plan outlines the desired future land use for the South Central Area. This Plan takes into consideration the goals and objectives developed by the Planning Committee and the existing or planned infrastructure for the Area. The Plan also acknowledges that it was developed in the absence of any future water and sewer extension plans that would have some significance in the placement of certain land uses. Whenever public water & sewer is extended, the Plan should be re-evaluated for its proposed use and be changed or modified if necessary.

The proposed Plan land use classifications include Farmland, Suburban Density Residential, Suburban Density Residential with Mixed Housing Types, Low Density Residential, Medium Density Residential, Mixed-Use Development, Heavy Commercial, Light Commercial, Heavy Industrial, Light Industrial, Airport Oriented Uses, Coliseum Development Area, and Open Space as shown on **Map 43 - Proposed South Central Area Land Use Plan**.

The Farmland area is generally an agricultural and farming area which allows a mixture of residential development of manufactured and stick built homes. The density is generally one house or unit per two acres. There is an exception that allows a density of one unit or house per acre for tracts of land less than 10 acres and tracts greater than 10 acres that have favorable soil conditions, are approved as a Conditional Zoning/Density Development, has public or community water, and has its access approved by the North Carolina Department of Transportation. The Farmland designated area also allows some limited commercial uses that are oriented specifically for a rural community such as convenient general merchandise stores, farm supplies and machinery sales, fish hatcheries, milling & grinding, wholesale sales, and etc. It is recommended that these allowed commercial uses be located at the intersection of two roads. The Farmland designated area is located in the southern and eastern portion of the Area consisting of approximately 51% (22,807 acres) of the Study Area.

Suburban Density Residential allows for a density of approximately two units per acre (1/2 acre lots) and permits stick-built homes only. It is proposed in the southwestern portion of the Study Area between I-95 and John McMillan Road; and on the eastern side of Wilmington Highway near the Martin Luther King Jr. Freeway Interchange at I-95 consisting of approximately .3% (148 acres).

Suburban Density Residential Mixed Housing Types is designated in the northeast quadrant of the MLK, Jr. Freeway and I-95 Interchange. This designation allows stick built and manufactured homes on approximately .08% (41 acres).

Low Density Residential allows a residential development with a density of 2.2 to 6 units/acre. Only stick-built homes are permitted in this land use classification. Public or community water and sewer is required. The Plan shows Low Density Residential development primarily east of I-95 to NC Highway 87 south, between Gainey Road and the Cape Fear River and south to encompass the Sewer Service Area. There is a pocket of Low Density Residential just east of Fayetteville Regional Airport. Approximately 17% (7,542 acres) of the Study Area is denoted as Low Density Residential.

Medium Density Residential is denoted along Gillespie Street/Business I-95 between East Mountain Drive and Rockfish Creek. This area allows a density of approximately 6 to 15 units per acre. It allows for all types of multi-family development including manufactured home on individual lots and manufactured home parks. Public or community water and sewer is required. This area comprises of approximately .5% (223 acres) of the Study Area. Most of the Medium Density Residential area is already developed and consist of a mixture of housing types.

Mixed-Use development is proposed at the intersection of Sandhill and Chicken Foot Roads. A Mixed-Use area allows a mixture of light commercial, office and institutional and residential uses on the same parcel; and vertical mixed-use, which allows light commercial/office and institutional/residential uses in the same building. Public water and sewer is required. Approximately .5% (222 acres) of the Study Area is designated as Mixed-Use development.

The Office and Institutional designated area consumes only .02% (10 acres) of the Study Area. It allows both general office uses such as doctor offices, banks, and institutional uses such as schools and government offices.

Commercial designation consists of Light and Heavy Commercial. Light Commercial caters to the ordinary needs of the immediate neighborhood with emphasis on convenient goods. Light Commercial is generally located in the Study Area at the intersection of Tom Starling and Smith Roads with NC Highway 87 South consisting of .1% (46 acres).

Heavy Commercial is designated at the intersection of Sandhill Road and NC Highway 87 South, concentrated near the I-95/Chicken Foot Road/Sandhill Road Interchange area, along US Highway 301 South between East Mountain Drive and Rockfish Creek, and along the south side of I-95 from Rockfish Creek to the Martin Luther King, Jr. Freeway interchange containing approximately 2.8% (1,153 acres) of the Study Area. Heavy Commercial allows a variety of heavy retail uses, service, and wholesale establishments. It does not allow any billboards and must have public water and sewer.

Industrial and manufacturing classifications include heavy and light industrial/manufacturing. Light Industrial/Manufacturing involves manufacturing and

processing small items, warehousing, and wholesaling. It should not generate odor, loud noise, or be detrimental to the environment. There is only one Light Industrial/Manufacturing designated area on the Plan which is located south of I-95 near Doc Bennett Road containing .7% (291 acres) of the Study Area.

Heavy Industrial/Manufacturing areas allow for industries that operate on larger tracts, produce large quantities of items, may generate heavy traffic volumes, noise, smoke, odor and other nuisances. The primary area denoted for Heavy Industrial/Manufacturing is the Cumberland County Industrial Center and the adjacent properties, the east side of Martin Luther King Jr. Freeway at Rockfish Creek, and the Eaton Corporation site on Doc Bennett Road containing approximately 3% (1,462 acres) in the Study Area. Public water and sewer is required.

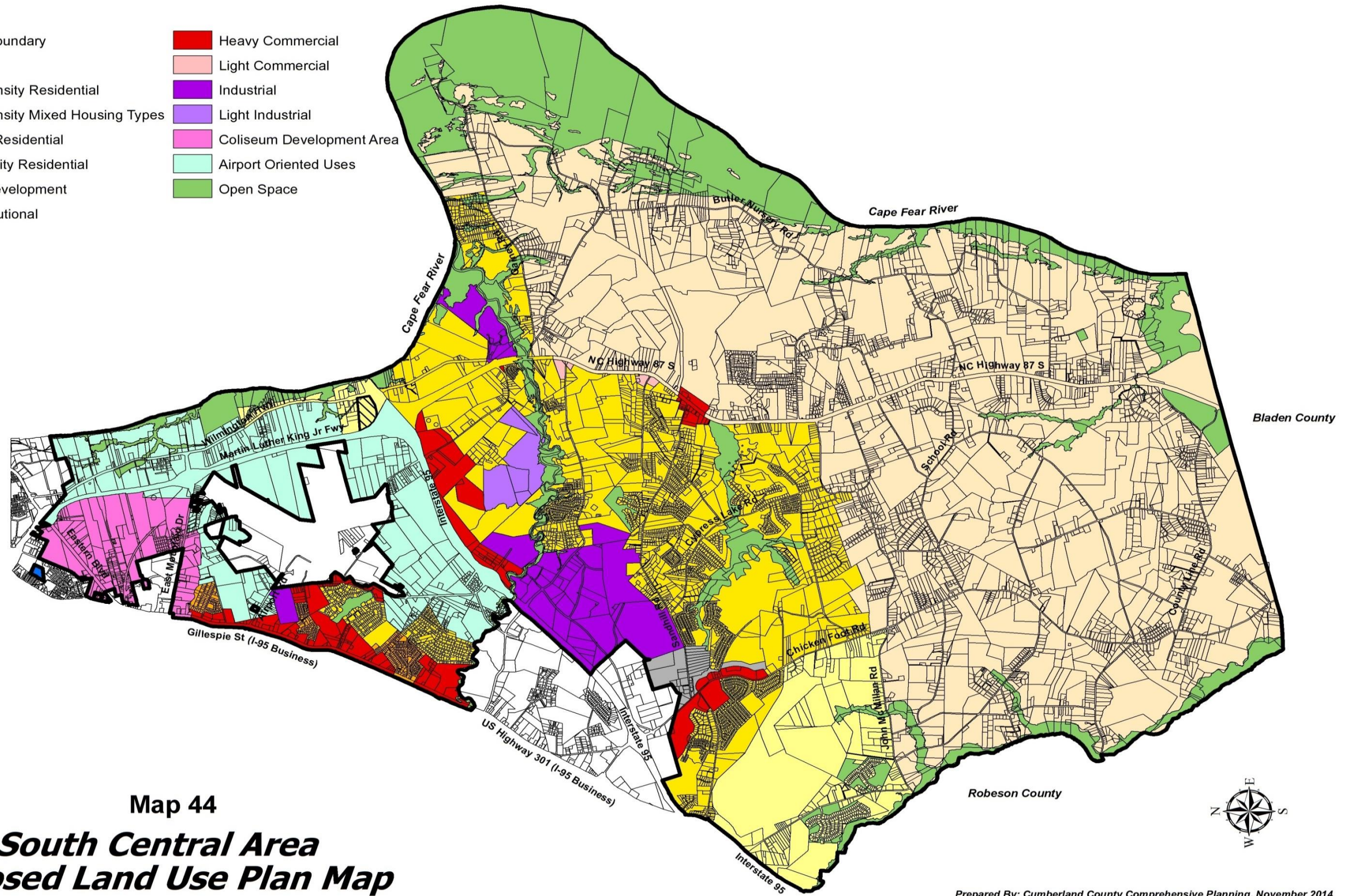
The Coliseum Development Area is designated on the Plan for the area immediately surrounding the Crown Coliseum Complex. This area is critical for the long term success of the Complex and is recommended for more detailed study. Uses allowed in this area include any use that is compatible, compliments, and enhances the Crown Coliseum Complex. The area contains approximately 2% (1,022 acres).

The proposed Plan denotes an Airport Oriented Use area immediately adjacent to Fayetteville Regional Airport. Its purpose is to protect the Airport from unwanted encroachment, protect human life, and allow for future expansion. Its area is determined by the Airport's Plan which defines critical areas around the airport based on safety and the protection of human life. Uses allowed in the area must be compatible with the Airport's operation, compatible with other uses in the area, and does not impact the area negatively. Approximately 8% (3,409 acres) is in the Airport Oriented Use area.

Open space is denoted on the Plan to protect the Special Flood Hazard Areas, environmentally sensitive areas, parks, public or non-profit natural areas, scenic sites, and other protected lands. The Open space designated area contains approximately 14% (6,338 acres).

Legend

- Study Area Boundary
- Farmland
- Suburban Density Residential
- Suburban Density Mixed Housing Types
- Low Density Residential
- Medium Density Residential
- Mixed Use Development
- Office & Institutional
- Heavy Commercial
- Light Commercial
- Industrial
- Light Industrial
- Coliseum Development Area
- Airport Oriented Uses
- Open Space



Map 44
South Central Area
Proposed Land Use Plan Map

Prepared By: Cumberland County Comprehensive Planning, November 2014

South Central Land Use Plan Implementation

An important part of the South Central Land Use Plan is the implementation of the recommendations. In order for the recommendations to be implemented, it will require a concerted effort between citizens, Cumberland County, the City of Fayetteville, local, state, and federal agencies, the business community, and other public/private agencies.

The matrix below outlines the responsible parties for achieving these recommendations and ensuring implementation. The roles that responsible persons/agency play will vary and may be that of an advisory, financial, decision making, coordination, ordinance writing, grant writing or planning.

<u>Recommendation</u>	<u>Responsible Entity</u>
Entrance Corridors	Cumberland County, City of Fayetteville, Town of Hope Mills, North Carolina Department of Transportation, Fayetteville Area Convention & Visitors Bureau and Fayetteville Regional Chamber of Commerce
Waterway Natural Buffers	Cumberland County Planning & Inspections Department, Cumberland County Infrastructure and Public Utilities Department, North Carolina Department of Environment and Natural Resources and North Carolina Wildlife Commission
Designated Farmland Area Development	Cumberland County Planning & Inspections Department, Cumberland County Board of Commissioners, Cumberland County Farm Advisory Board, Cumberland County Joint Planning Board and Cumberland County Cooperative Extension Service
Concentrate Commercial Development in Nodes at Intersections and Interchanges	Cumberland County Planning & Inspections Department, Cumberland County Joint Planning Board, Fayetteville Planning Department, Cumberland County, City of Fayetteville and Town of Hope Mills
Co-Locate Community Facilities and Services	Cumberland County Planning & Inspections Department, Cumberland County Board of Education, Cumberland County Sheriff Department, Cumberland County Social Services, Cumberland County Library and Fayetteville/Cumberland County Parks & Recreation
Protect Natural Areas, Environmentally Sensitive Areas, Historic and Scenic Sites	North Carolina Department of Environment and Natural Resources, North Carolina Heritage Program, Cape Fear River Assembly, Sandhills Area Land Trust (SALT), North Carolina Department of Cultural Resources, and Cumberland County Planning & Inspections Department
Water and Sewer Policy	Cumberland County Planning & Inspections Department, Cumberland County Infrastructure & Public Utilities Department, Fayetteville Public Works Commission, City of Fayetteville, Cumberland County and Existing and Future Sanitary Districts

Encourage the Reuse of Vacant Commercial and Industrial Sites	Economic Development Alliance of Fayetteville & Cumberland County and Fayetteville Area Chamber of Commerce
Promote Infill Development	Cumberland County Planning & Inspections Department and Developers
Industrial Park	Cumberland County and Economic Development Alliance of Fayetteville & Cumberland County
Protect Rural Character in the Farmland Designated Area	Cumberland County Planning & Inspections Department, Cumberland County Farm Advisory Board, Cumberland County Cooperative Extension Service, Cumberland County Soil & Water Conservation District, and Farmers
No Access Easement for Residential Development along Roadways	Cumberland County Planning & Inspections Department, North Carolina Department of Transportation, and Fayetteville Area Metropolitan Planning Organization
Protect Residential Areas from Commercial and Industrial Development	Cumberland County Planning & Inspections Department, Cumberland County Joint Planning Board, Cumberland County Board of Commissioners, Fayetteville Planning Department, Hope Mills Town Board, and Fayetteville City Council
Protect Farmland and Agricultural Interest in the Area	Cumberland County Planning & Inspections Department, Cumberland County Farm Advisory Board, Cumberland County Cooperative Extension Service, Cumberland County Board of Commissioners, Economic Development Alliance of Fayetteville and Cumberland County, and Farmers
Support the Adopted Bike & Pedestrian Connectivity Plan	Cumberland County Planning & Inspections Department, Fayetteville Area Metropolitan Planning Organization, Cumberland County Board of Commissioners, and City of Fayetteville
Extend the Cape Fear River Trail to Arnette Park	Fayetteville/Cumberland County Parks & Recreation Department, Cumberland County, City of Fayetteville, Fayetteville Area Metropolitan Planning Organization
Fayetteville Regional Airport Environs	City of Fayetteville, Fayetteville Airport Commission, North Carolina Department of Transportation and Cumberland County Joint Planning Board
Coliseum Complex Environs	Cumberland County Coliseum Board, Cumberland County Board of Commissioners, City of Fayetteville City Council, North Carolina Department of Transportation, Fayetteville Planning Department, Cumberland County Planning & Inspections Department, Fayetteville Area Metropolitan Planning Organization and Fayetteville Area System of Transit (FAST)
Areas Requiring More In-depth Planning and Resources	Cumberland County Planning & Inspections Department, Cumberland County Board of Commissioners, and Cumberland County Community Development Department
Adopted the Proposed South Central Land Use Plan Map	Cumberland County Joint Planning Board and Cumberland County Board of Commissioners

**RESOLUTION OF ADOPTION
SOUTH CENTRAL AREA LAND USE PLAN
CUMBERLAND COUNTY JOINT PLANNING BOARD**

WHEREAS, the Cumberland County Joint Planning Board is empowered to prepare and recommend plans for the County of Cumberland, including all municipalities therein and portions thereof, in accordance with G.S. 153A-321, G.S. 160A-361 and G.S. 160A-464 of the North Carolina General Statutes; and

WHEREAS, the Planning Board has prepared a specific document entitled the South Central Area Land Use Plan designed to provide the County of Cumberland a statement of desirable objectives to guide future growth, change, and development within the defined South Central Study Area; and

WHEREAS, the South Central Citizens Planning Committee consisting of citizens within the Study Area boundary developed and endorses the South Central Area Land Use Plan; and

WHEREAS, the Plan is subject to future re-evaluation and changes by existing and future Planning Boards and the Cumberland County Board of Commissioners;

NOW, THEREFORE, BE IT RESOLVED that the Cumberland County Joint Planning Board hereby recommends the adoption of the South Central Area Land Use Plan.

On this _____ day of _____, 2015.

BY: _____
Patricia Hall, Chair
CUMBERLAND COUNTY JOINT PLANNING BOARD

ATTEST: _____
Thomas J. Lloyd, Director
CUMBERLAND COUNTY PLANNING & INSPECTIONS DEPARTMENT

**RESOLUTION OF ADOPTION
SOUTH CENTRAL AREA LAND USE PLAN
COUNTY OF CUMBERLAND**

WHEREAS, the Cumberland County Joint Planning Board is empowered to prepare and recommend plans for the County of Cumberland in accordance with G.S. 153A-321 of the North Carolina General Statutes; and

WHEREAS, the Planning Board has prepared a specific document entitled the South Central Area Land Use Plan designed to provide the County of Cumberland a statement of desirable objectives to guide future growth, change, and development within the South Central Study Area; and

WHEREAS, the South Central Citizens Planning Committee consisting of citizens within the Study Area boundary developed and endorses the South Central Land Use Plan; and

WHEREAS, the Plan is subject to future re-evaluation and changes by existing and future Planning Boards, and the Cumberland County Board of Commissioners;

NOW, THEREFORE, BE IT RESOLVED that the Cumberland County Board of Commissioners hereby adopts the South Central Area Land Use Plan.

On this _____ day of _____, 2015.

BY: _____
Kenneth S. Edge, Chairman
BOARD OF COUNTY COMMISSIONERS

ATTEST: _____
Candice White, Clerk to the Board

**SOUTH CENTRAL CUMBERLAND AREA
CITIZEN'S PLANNING COMMITTEE**

Billie Atkins
Darlene Bain
Sheryl Bailey
PR & Kathy Barker
Regina Blanding
Bertha Crosby
Mike Davis
Phil Edge
Tim Evans
Ashton Fox
Dick Fox
Charles Gardner
Rose L. Green
Kevin Herndon
Howardette Herndon
Charles A. Jones
Franklin Johnson
Paul A. Johnson
Joe & Audrey Martin
Brenda McDowell
Jim MacRae
David Nash
Jennell O'Fay
William Parnell
Verdery Pate
James Patterson
Sabrina Patterson
James S. Pone
Ralph Reeves
Ron Ross
William A. Scott
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Quentin Smith
Troi Smith
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Vance Tyson
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Mr. Cecil P. Combs Planning & Inspections Deputy Director
Mrs. Laverne Howard Administrative Coordinator

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Mr. Mike Osbourn Planning Manager E911
Mr. William Phipps Senior Planner
Mr. Ron Gonzalez Addressing Technician
Ms. Diane Shelton Street/Naming Coordinator
Mr. Dwayne Bigler Sign Shop Supervisor
Mr. Philip Mulhall Street Sign Installation Tech

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Mr. Matthew Rooney, AICP Planning Manager

COMPREHENSIVE PLANNING

Mr. Will Denning Planning Manager
Mrs. Denise Sykes Senior Planner
Mr. William Linville Planner
Ms. Pier Varner Planner

**Section responsible for this report

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Mr. Jeff Barnhill Planner
Mr. Robert Haigh Planner
Mrs. Betty Lynd Senior Administrative Support Specialist

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Mr. Rick Heicksen Planning Manager
Mr. Michael Rutan Senior Planner
Mrs. Deloma West Planner
Mr. Michael Manderville Planner
Mr. Aaron Dawson Planner
Mrs. Kristine Wagner Transportation Program Coordinator
Ms. Gloria Bradley Transportation Program Assistant

March 2015