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LAND USE PLAN

JUNE 2008

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INTRODUCTION

The Study Area is located at the intersection of Murchison Road (N.C. Highway 87 & 210) and Shaw Road. It is bounded on the north by Fort Bragg, east by Murchison Road, on the south by the southern edge of the Julie Heights Subdivision, and the Public Works Commission water supply land area. Its western and southern border is the City of Fayetteville. There is approximately 341 acres in the Study Area with approximately 42 acres consumed by the proposed I-295 (Outer Loop). The Area is comprised of a mixture of residential, commercial and institutional land uses showing some signs of age and decline. According to the 2000 Census, it has an estimated population of 1,017 persons. This reflects a 42.0% decrease since 1990. Additionally, the total number of housing units has decreased at least 17.0% during this same time period.

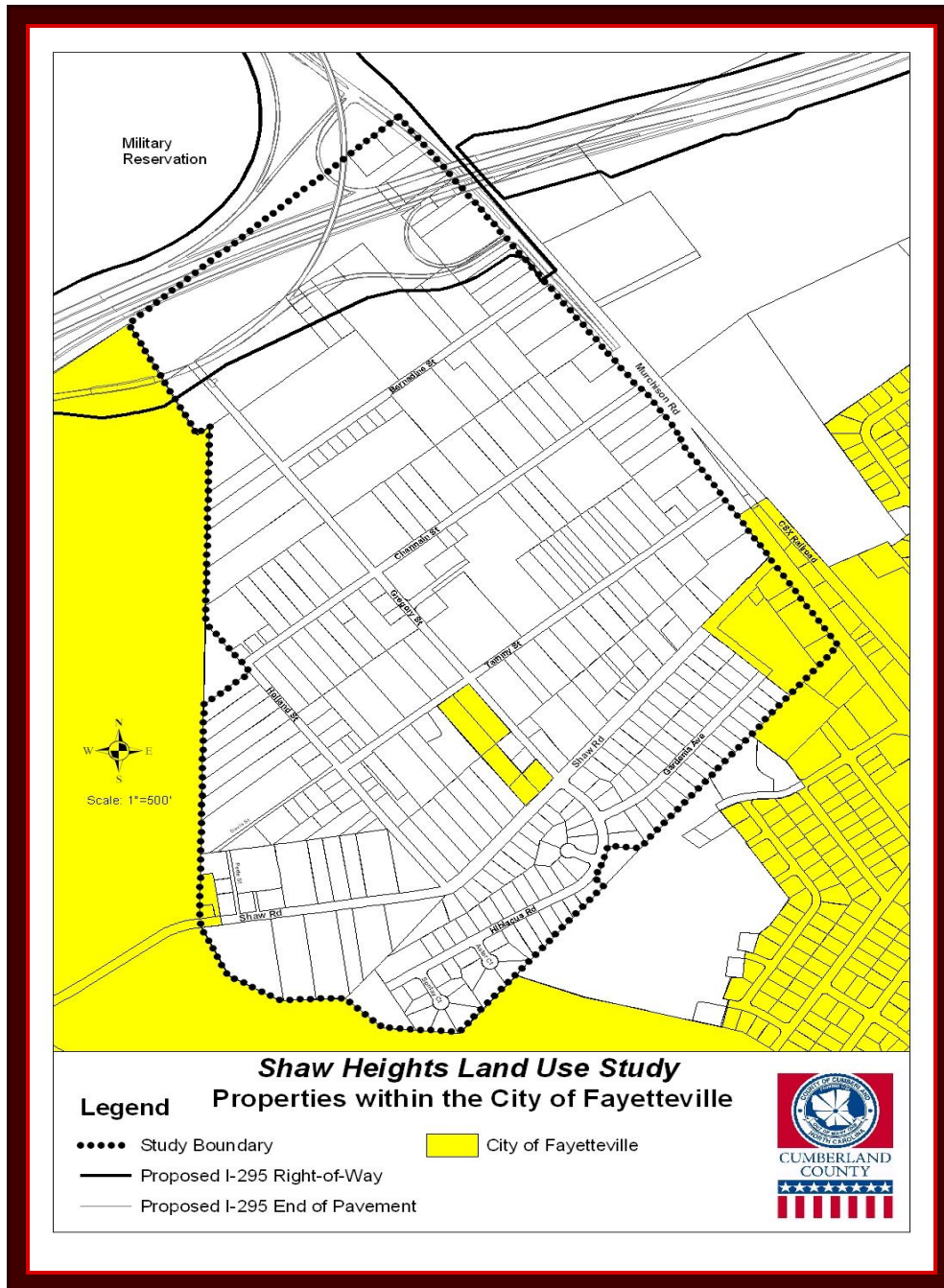
Due to recent discussions, the Cumberland County Planning Staff was asked to prepare a more concise version of a detailed area land use plan regarding this Area centering on the possibility of creating a military-oriented office park at this location because of the proposed I-295 corridor and BRAC. This study is primarily an analysis to determine if it is suitable for the military office park. It should be noted that the site is conducive for other major uses including a regional mall (provided the feasibility study numbers support it). Any major use including the military office park would require the assemblage of many small parcels of land from various owners. The Cumberland County Joint Planning Board Staff approached this Study assuming the Area could be used for many uses, such as a concentrated shopping area, highway service uses, a shopping mall, an industrial park, mixed use development, an office park, residential use or any combination of these uses.

Preparation of any detailed land use plan, regardless of scope, follows a general format: establishment of the study area boundary, compilation of existing conditions, review of existing plans, policies and history of the area; public participation, developing goals, objectives and recommendations; and adoption. Given the above mentioned discussions regarding this Area, the approach to developing a Plan for the Study Area included inventorying existing conditions, both man-made and natural, including: land use, zoning, housing types, utilities, transportation, demographic data, social and political issues, watershed, soil characteristics, slope, vegetative cover, and existing plans. These factors were analyzed to generate a Recommended Land Use Plan Map, and schematic of development design recommendations. It should be noted that none of the recommended uses are based on market analysis.

STUDY AREA BOUNDARY

The Study Area is impacted by the jurisdictions of Cumberland County and the City of Fayetteville. Approximately 346 acres are in the County's jurisdiction and 14 acres are within the City Limits of Fayetteville. Areas within the Fayetteville City Limits are located in an island at Shaw Road and Gregory Street; southwest along Shaw Road; and in the extreme northeastern portion of the Study Area at the intersection of Shaw and Murchison Roads. The approximately 346 acres in the County contains 42 acres designated for construction of I-295 in the extreme northwestern portion of the Study Area.

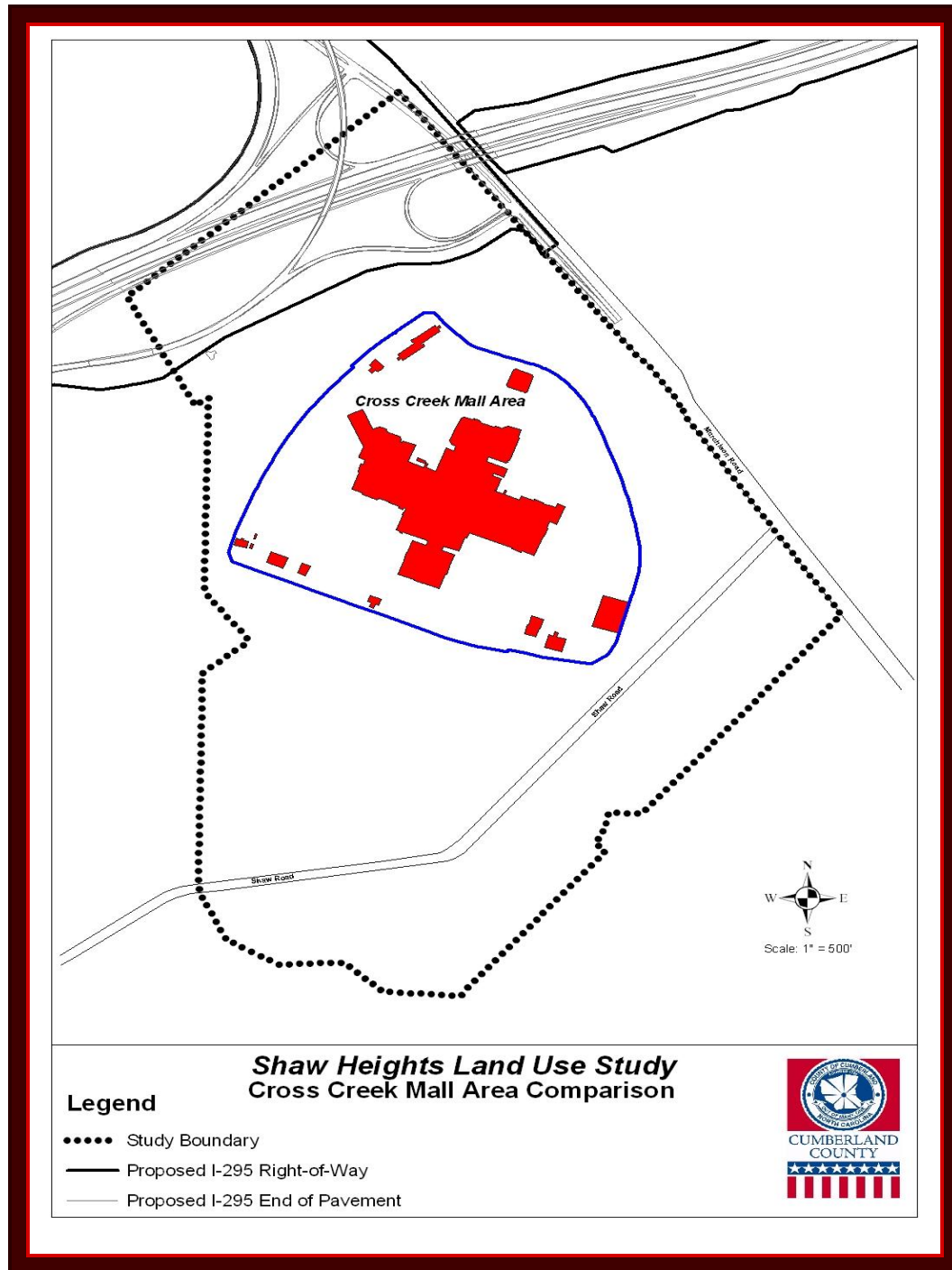
Map 1 - Study Area Boundary



COMPARATIVE SIZE OF AREA

The Study Area is large enough to accommodate the Cross Creek Mall area between Morganton Road, Skibo Road, and All-American Freeway as shown on the map. There are 11 parcels in the Study Area that are owned by the public sector. The Fayetteville Metropolitan Housing Authority has 7 parcels totaling 2.71 acres, Cumberland County has 3 parcels totaling 3.23 acres and the City of Fayetteville has one parcel totaling .19 acres.

Map 2 - Cross Creek Mall Area Comparison



PUBLIC PARTICIPATION

Citizens in the Study Area were notified of public meetings utilizing a direct mail to all the property owners, posting signs in the neighborhood, and by placing flyers at the Area residences. First class letters were mailed to approximately 206 landowners in the Study Area. The first citizens' meeting was held on February 21, 2008 at 7:00 pm in the Shaw Heights Baptist Church Fellowship Hall. Over 60 residents and landowners attended the meeting overflowing the Fellowship Hall and filling the hallway. The purpose of the meeting was for the Planning Staff to provide a brief overview on information gathered about the Study Area and to conduct a visioning session with Area citizens. The citizens were then asked to answer three questions: What would you like to see the Area look like in the future (vision)? What's good (asset) about the Area? What's bad (liability) about the Area? The citizens' responses are listed below.

Future Vision (What would you like to see the Area look like in the future?)

- No more manufactured homes
- Attractive permanent housing
- Sewer
- County funded garbage collector
- Recreational park for children to play
- No old trailer parks and houses
- Improved street lighting
- Litter free streets
- Install trash receptacles throughout neighborhood
- Neighborhood needs County support
- Bus pull-off areas and reduced bus speed
- Landlords maintaining and improving their property
- Police office, senior center, post office, recreation center, children's clinic, sheriff annex, grocery store
- Sidewalks
- Murchison Road needs to be built up with organized, decent orderly commercial and industrial development
- Clear-cut zoning on what's allowed
- Citizens want street lights
- Community watch
- Better water drainage
- Stop light at Hibiscus & Gregory Streets
- Murchison Road as a gateway to Ft. Bragg and the City of Fayetteville
- Beautification of the area
- Tax incentives in 2009 to improve
- Respect
- Recognition for the perceived bad image in area via TV, newspaper, sheriff's dept., etc.
- Changed image of area
- Housing rehabilitation program

Asset (What is good about the Area?)

- Property is paid for
- Citizens feel safe
- Citizens like the area
- Homes are affordable in area
- Easy access to major thoroughfares
- Large lots in area
- Access to colleges and the military reservation
- Great place
- Great people
- Good public transportation
- Proximity to military reservation
- No city taxes

Liabilities (What is bad in the Area?)

- No sewer
- No garbage collection
- Crime
- Drug problem
- Loitering
- No sidewalks
- No satellite sheriff/police station
- No street lights
- Slow response from sheriff's department
- Substandard housing
- No parks or recreation for children
- Illegal trash burning
- Area housing unofficially off limits to military
- Dirty streets
- Loitering at Time Savor convenience store (corner of Shaw and Murchison Roads)
- Panhandling at Time Savor convenience store
- PWC needs to clean tree trash from logging operation on its lots
- Area is dumping ground for construction, utility, companies, etc.
- Speeding throughout area
- Accidents at Charmain & Gregory Streets
- Lack of four-way stop at Charmain & Gregory Streets
- Highway dips and curves on Shaw Road
- Lack of enforcement of minimum housing standards
- Problems with illegal dumping

The second citizens' meeting was held on June 26, 2008 at 7:00 pm in the Shaw Heights Baptist Church Fellowship Hall. There were over 50 residents and landowners in attendance. About 50% of attendees were both landowners and residents of Shaw Heights. The Planning Staff summarized the information gathered at the first citizens' meeting and presented a Proposed Land Use Plan for the Shaw Heights community. Attendees were given a survey to complete regarding their opinions about the Proposed Plan. Only 22 surveys were completed and returned to the Planning Staff.

According to the survey, 45% thought the Proposed Plan was good to excellent; 14% thought it was poor; 14% were neutral; and 27% did not answer the question. When asked about major issues, 50% felt the major issues from the first citizens' meeting were addressed at the second meeting; 23% felt the major issues from the first citizens' meeting were *not* addressed; 27% did not answer the question. The following are actual responses about major issues that attendants thought should have been addressed:

- Poor planning on roadway / proposed road going through Shaw Heights will be a disturbance; would like to keep it peaceful (2)
- Talk of rezoning a residential area as a commercial area is out of the question
- Facts are complicated for some people

According to the survey, 32% felt some areas of Proposed Plan should have been different; 27% felt Proposed Plan was acceptable as presented; 41% did not answer the question. The following are actual responses to the areas that attendants thought should have been different:

- Trash pick-up
- Medians on main thoroughfare
- Not sure about Shaw Road location change
- Proposed road going up Gregory Street to Murchison Road
- Use Shaw Road as your main road from Bragg Boulevard to Murchison Road
- I do not want public sewer nor a street to come down Charmain or between properties

The following are actual responses about what was liked most regarding the Proposed Plan:

- Step up police protection and sewage plan
- It has most things we discussed in the February 2008 meeting
- Sewer trunk lines (3)
- No / Nothing (3)
- So-so
- Yes
- Neighborhood / area improvements (2)
- Northern
- Better traffic situations
- Sewer, roads, lights; development is the key to improvement
- Improvement of existing areas and redevelopment of underused areas; the proposed nature trail and improvement and long range vision for the "Gateway" to Fayetteville

The following are actual additional comments from the survey:

- It's a good start; maybe find out those willing to sell.
- Tammy Street has a lot of unused land, so why not make the proposed road go through there.
- Our family has worked hard to maintain the streets and make the neighborhood the way it is now and we do not want change.
- Thank you for your foresight for future development. Improvement of housing should be implemented beyond rat infested antiquated trailer "dumps".
- County needs to fix shoulders on Shaw Road. They need to be done like Shaw Mill with black top on each side. There is a 6 inch drop off in front of my house. It's been a few years since it's been fixed.
- I am highly interested in redevelopment and willing to sell.
- We need a better plan.
- Thank you for putting up with narrow minded old crazy folks. All change comes with a price.



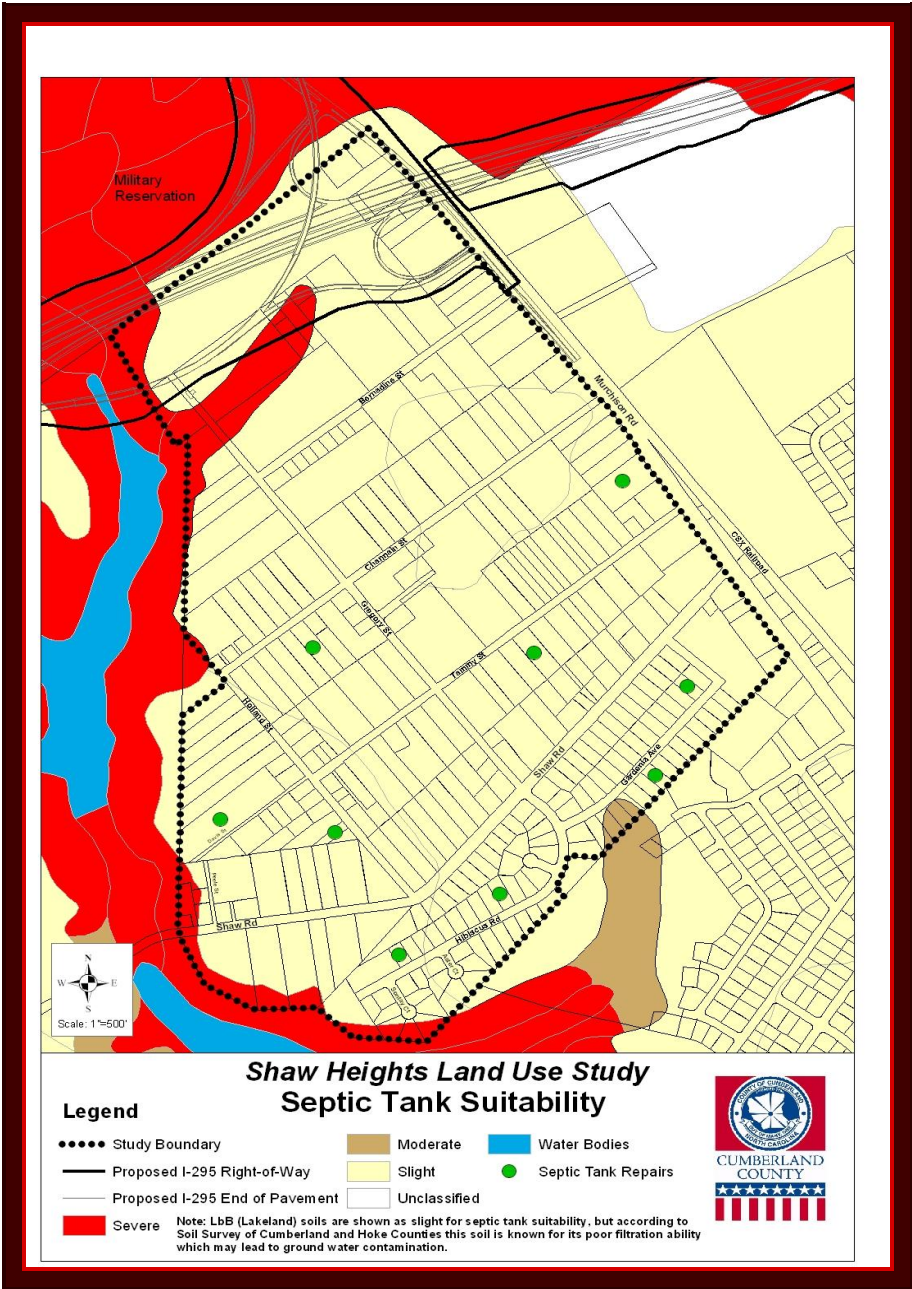
NATURAL FEATURES



SEPTIC TANK SUITABILITY

Analyzing the Area for septic tank suitability shows that approximately 94% (341 acres) has slight, 5% (18 acres) has severe, and 1 % (1 acre) has moderate limitations for septic tank use as shown on **Map 3 - Septic Tank Suitability**. While the majority of the Area has soils suitable for septic tanks, septic tanks are not viable because the Area is within a watershed area. According to the Cumberland County Health Department, each septic tank requires 40,000 square feet of area when located within a watershed. This is generally not economically feasible for large scale or high density development. Any development in the Area should require the installation of public sewer. Health Department data shows that there have been 9 septic systems repaired in the area.

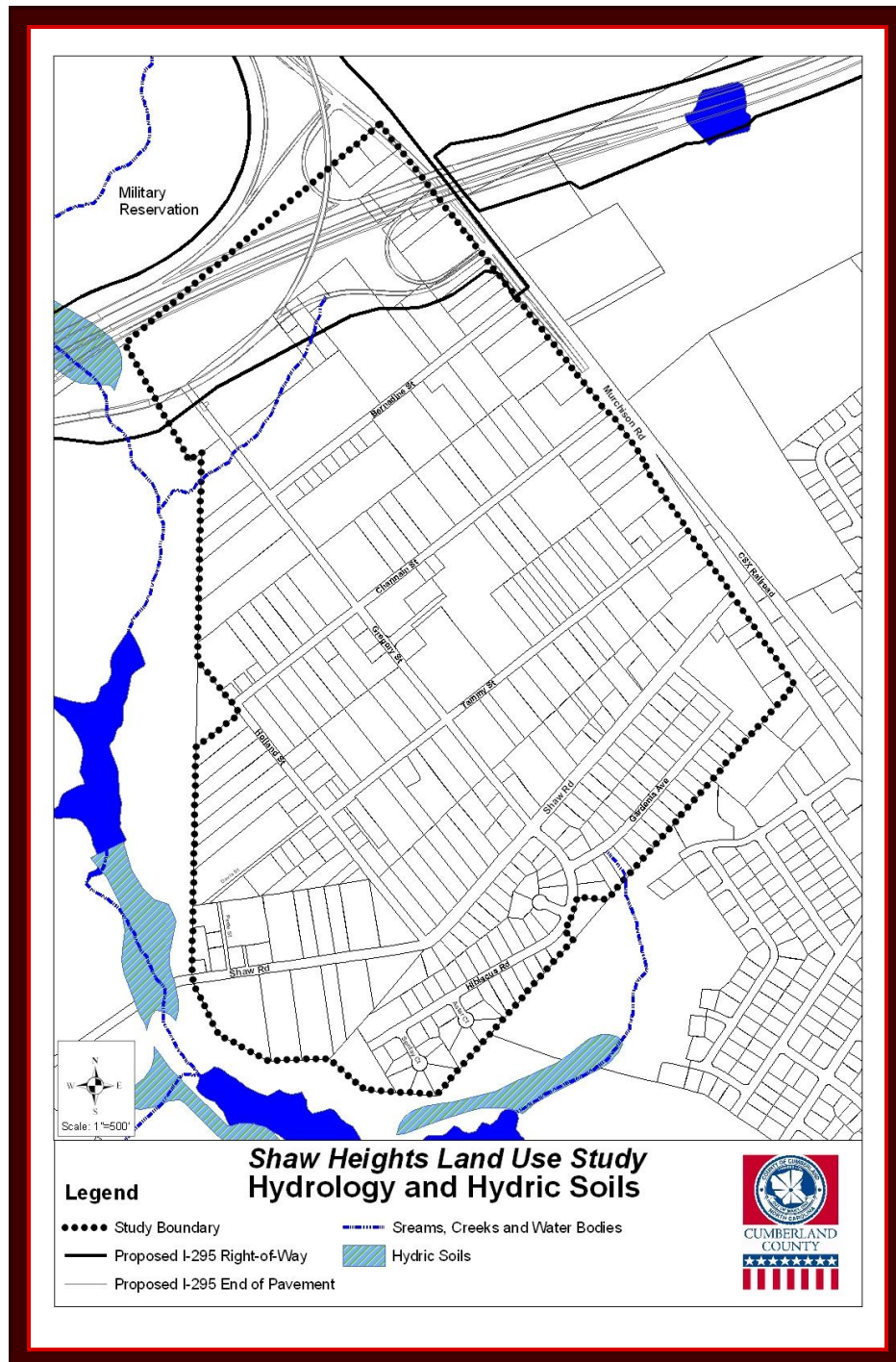
Map 3 - Septic Tank Suitability



HYDRIC SOILS

There are no hydric soils located in the Study Area. Hydric soils located nearby are located in the Public Works Commission's water supply land area. This area is primarily heavily wooded and any development in the Study Area should have little impact on this wetland area. During any construction, extreme measures should be taken to protect the watershed area from sedimentation and any post construction should be done so that non-point source pollution is controlled.

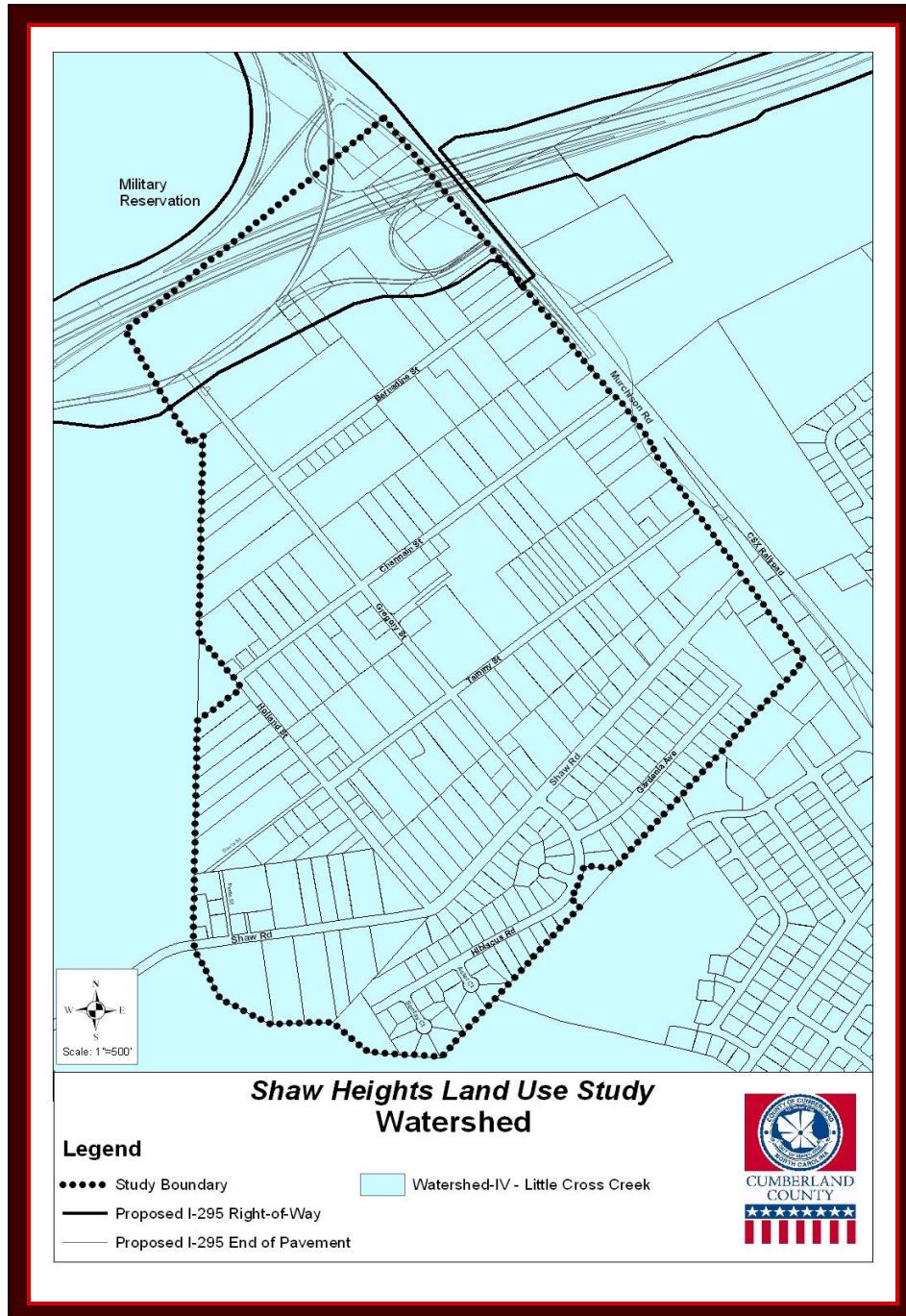
Map 4 - Hydric Soils & Hydrology



WATER SUPPLY WATERSHED

The entire Study Area is located within the Little Cross Creek Water Supply Watershed Protected Area. Any development within this water supply area is subject to the Cumberland County Watershed Ordinance (WS-IV Watershed Areas: Balance of Watershed). This Ordinance requires the use of stormwater controls when a new development exceeds 24% built-upon. Development is not allowed to exceed 70% built-upon area. Efforts should be made to prevent any sediment or other non-point source pollutants from entering Kornbow and Bonnie Doone Lakes, a source of drinking water for the City of Fayetteville.

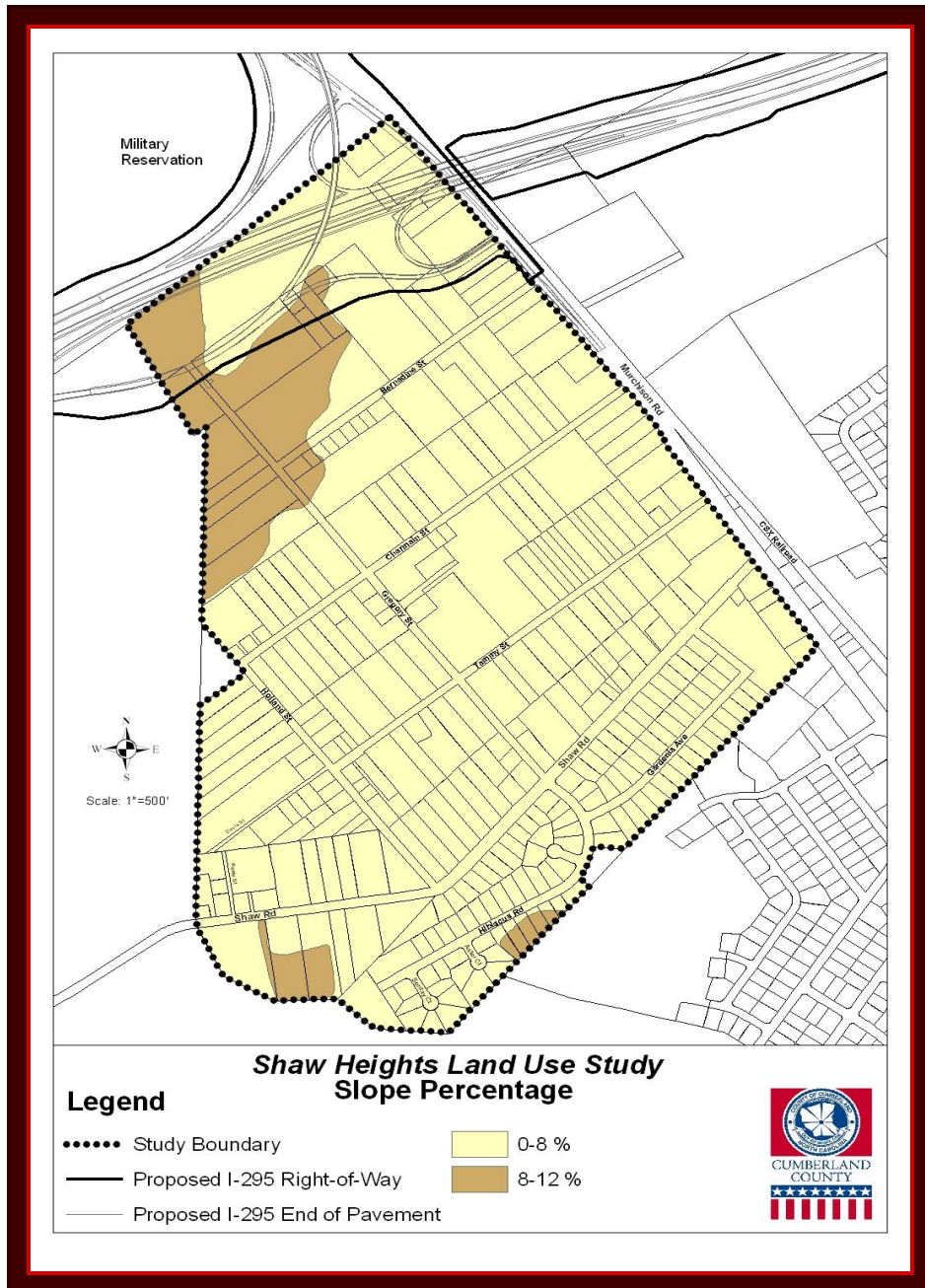
Map 5 – Water Supply Watershed



SLOPE ANALYSIS

The Study Area is basically flat with over 90% (323 acres) of the Area having slopes between 0 and 8 %. There are some steeper slopes ranging from 8 to 12 %, comprising 10% (37 acres) of the Area, located in the northwestern portion and two small areas in the southern portion of the Area. These steeper slopes are associated with two intermittent streams that drain the Area to the Public Work Commission’s watershed lake system. The steeper slopes in the northwestern portion is most suited for any type of man-made water feature (i.e. lake, pond, retention pond). There are no prohibitive slopes that should prevent any development. Stringent control measures should be required for any construction in the Area where slopes are between 8 and 12 %.

Map 6 - Slope Analysis



VEGETATION COVER

Vegetation cover native to the Sandhills region is located throughout the Study Area. The highest concentration of vegetative cover is in the northwestern portion of the Study Area on larger undeveloped tracts. Other vegetation in various concentrations are scattered throughout the remainder of the Area. There are no designated conservancy areas within the Study Area; however, the Public Works Commission has conservancy/watershed areas adjacent to the Study Area. There are some confirmed Red Cockaded Woodpecker colonies located within the PWC's water supply land area.

Map 7 - Vegetation Cover



PHYSICAL & MAN-MADE FEATURES



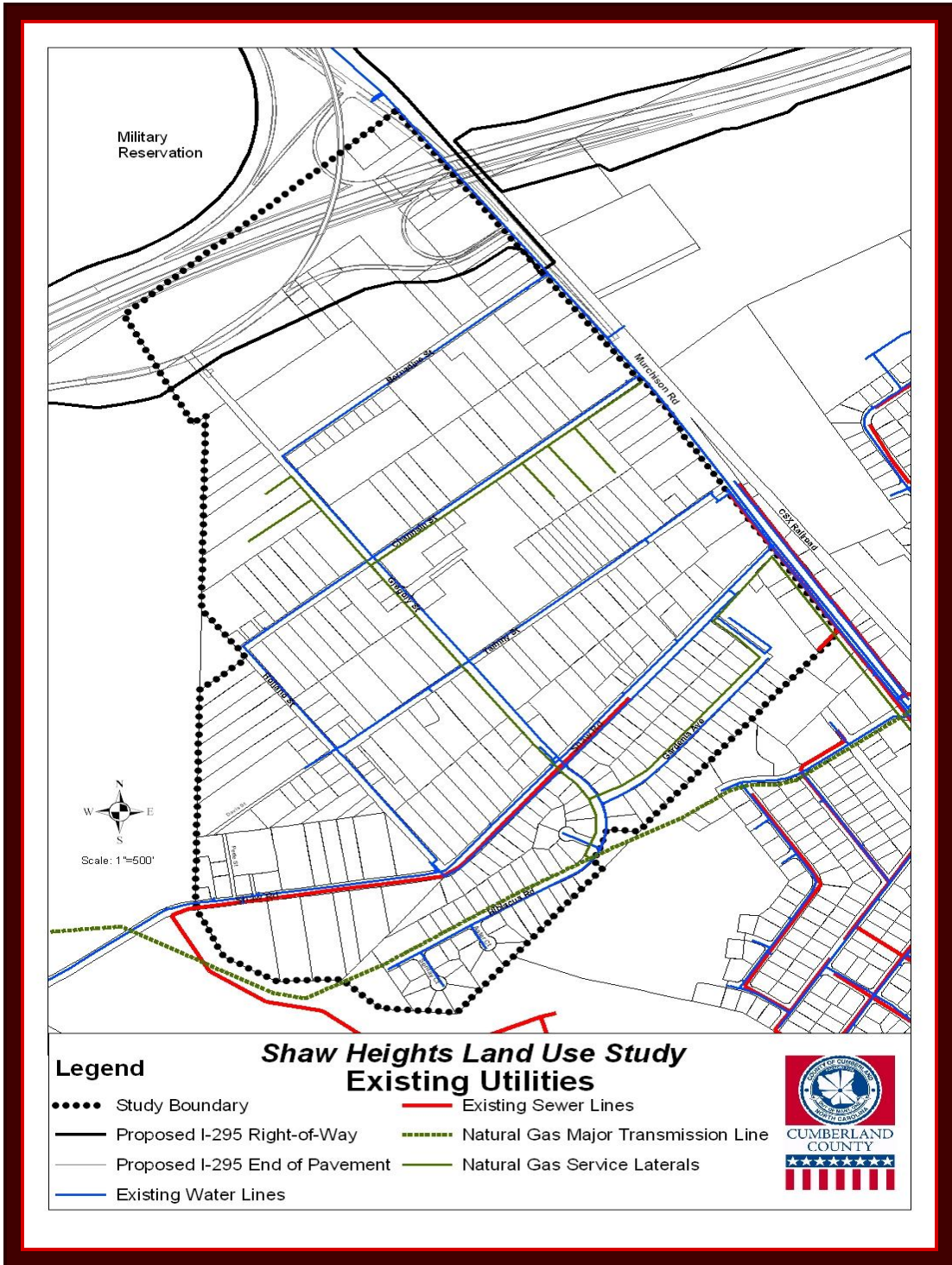
EXISTING UTILITIES

The entire Area is served public water by the Public Works Commission as shown on **Map 8 - Existing Utilities**. A 16-inch water main runs along Shaw Road to Murchison Road. Another 24-inch main runs along Murchison Road to Tammy Street. Water service is provided along Bernadine, Charmain, Tammy, Gregory, Holland, Gardenia, Hibiscus Streets, and Aster, Hialeah, and Sontay Courts.

There is a very limited amount of existing public sewer in the Area. Public sewer is provided to a portion of the Area by the Public Works Commission by way of an 8-inch line that runs up Shaw Road from the south to approximately 600 feet north of Gregory Street. There are no laterals off this outfall. Sewer service is provided to the northeastern portion of the Area by an 8-inch line that comes from the south along Murchison Road. This outfall serves the new commercial establishments and the J.W. Herring Mobile Home Park. The Study Area north of Shaw Road is bisected by a fall line that runs approximately a one lot depth on the north side of Shaw Road beginning at the PWC Water Supply Watershed Area to Holland Street; then along Holland Street to just north of Tammy Street; then primarily along the north side of Tammy Street to Murchison Road. Property on the south side of this fall line can be served sewer by way of a trunk line along Shaw Road. Property on the north side of this fall line will require a trunk line along the southern border of the property or the installation of a lift station. A layman's view of the Study Area south of Shaw Road (Julia Heights Subdivision) indicates sewer service would have to be provided by the existing sewer main on Murchison Road and a new outfall along the western boundary, adjacent to the PWC Water Supply Watershed Area land, (Little Cross Creek drainage) and a drainage way on the southern boundary that runs to the intersection of Gardenia Avenue and Hibiscus Road.

There is a major natural gas transmission line that bisects the southern portion of the Area. There are laterals off this main line that primarily serve Gregory, Charmain, and Hibiscus Streets, Gardenia Ave, and along Murchison Road from Shaw Road to the southern boundary of the Study Area.

Map 8 - Existing Utilities



TRANSPORTATION

Transportation issues and improvements in the Area are shown on **Map 9 - Transportation** which includes a bus route, construction of the I-295 Loop that traverses the northern portion of the Area, the realignment and widening of Shaw Road, and Murchison Road improvements.

The Study Area is served by the Fayetteville Area System of Transit (FAST) by Route 12. This route primarily serves the Murchison Road corridor. The Route enters the Area via Murchison Road and turns down Charmain Street to Gregory Street, then south along Gregory Street to Shaw Road, then north on Shaw Road back to Murchison. Ridership numbers show that Route #12 had a ridership of 238,612 in the 2005 - 2006 fiscal year and 200,636 for fiscal year 2006 - 2007. A random survey of a trip in July 2007 showed that the stops at Shaw Road/Gregory Street, Murchison/Shaw Roads, Murchison Road/Danbury Street, Charmain Street/Murchison Road, and Charmain/Gregory Streets accounted for some of the largest number of passenger loading and un-loading.



The I-295 Loop construction calls for a major interchange in the Area and will consume approximately 42 acres of the Area. This interchange will take north bound traffic from Bragg Boulevard and divert it onto Murchison Road with the closure of Bragg Boulevard to through traffic.

Currently, traffic counts along this segment of Murchison Road are approximately 19,000 annual average daily traffic count (aadt). It is estimated that in 2030, Murchison Road will be handling a traffic volume of 41,800 aadt at this location. The I-295 Loop will connect traffic from Interstate 95 in northern Cumberland County and circumnavigate the County and tie back into Interstate 95 in Robeson County with the highest estimated 2030 aadt of 89,500. At the Murchison Road Interchange area it is estimated at 74,300 aadt in 2030. Murchison Road is scheduled to be widened to six lanes to accommodate the increased traffic from Bragg Blvd. Plans call for a raised median and controlled crossovers along Murchison Road at the Study Area.

Shaw Road is scheduled to be realigned as part of a cross town east-west thoroughway. The exact alignment has not been determined. There are five possible alternatives to be considered for the realignment and widening of Shaw Road as illustrated on **Map 10 - Shaw Road Realignment Alternatives**. Alternative #1 looked at minor realignments along the existing right-of-way that straightens out the dangerous curves. This alternative will impact the Study Area by creating a major thoroughfare in the front yard of the residences along Shaw Road.

This will bring more traffic traveling at a higher speed, introduce more noise, and bisect the east and west of Shaw Road neighborhoods. Its biggest problem lies outside the Study Area where it ties to the existing stub in the University Estates Subdivision. This alignment will bisect an established, predominantly minority neighborhood which will create some environmental justice issues.

Alternative #2 calls for continuing the road straight with the curve to the southern end of the Study Area and curving it into Hogan Street that currently stops at the Public Works Commission property and ties it directly into the alignment of existing Shaw Mill Road. This alternative will have two major negative impacts. It will bisect the Julie Heights Subdivision, which has the greatest concentration of owner occupied units; and it will create alignment problems that may require the relocation of the Westarea Fire Station and impact Warrenwood Elementary School property. It also creates a problem with a major natural gas transmission line that runs in the right-of-way of Hogan Street in the Madonna Estates Subdivision. The advantage is that there are no neighborhoods severed on the north side of Murchison Road because all the majority of the property is vacant or in non residential use.

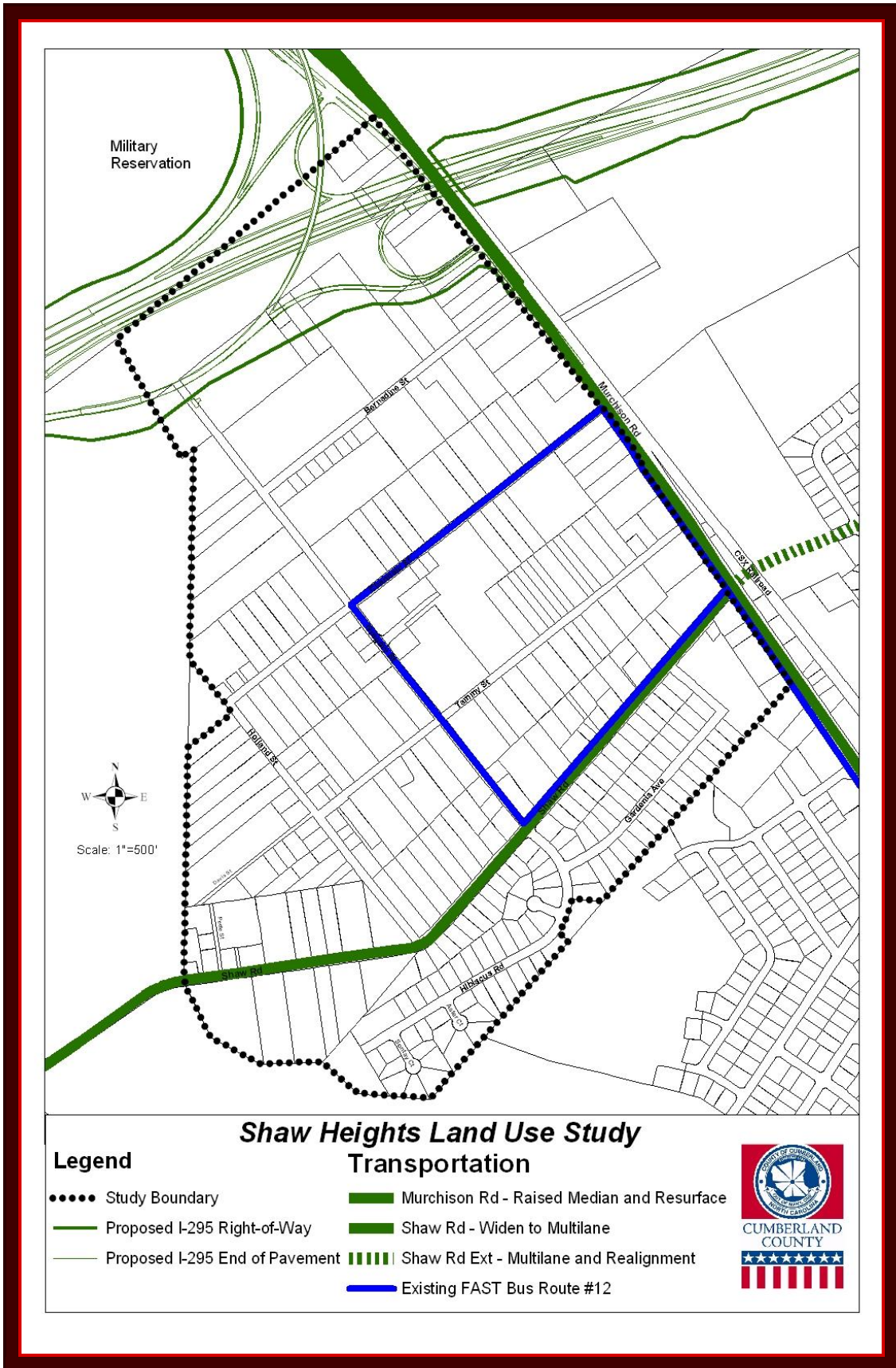
Alternative #3 straightens out the Shaw Road curve south of the Area and extends the road north eastward around the southern edge of the Study Area, along the PWC property on the south side of the Julie Heights Subdivision and ties into Hogan Street which aligns with the existing Shaw Mill Road on the north side of Murchison Road. This alternative is besieged by many environmental issues including wetlands, endangered species habitats (Red Cockaded Woodpecker colonies), and watershed impact issues. In addition, there will be the same issues outlined in Alternative #2 that impacts Westarea Fire Department and Warrenwood Elementary School. This is probably the least viable Alternative.

Alternative #4 also straightens out the Shaw Road curve at the southern entrance to the Study Area and the curve at Holland Street and enters directly into Hogan Street. The primary problem with this alignment is that it bisects the Julie Heights Subdivision creating a social justice issue.

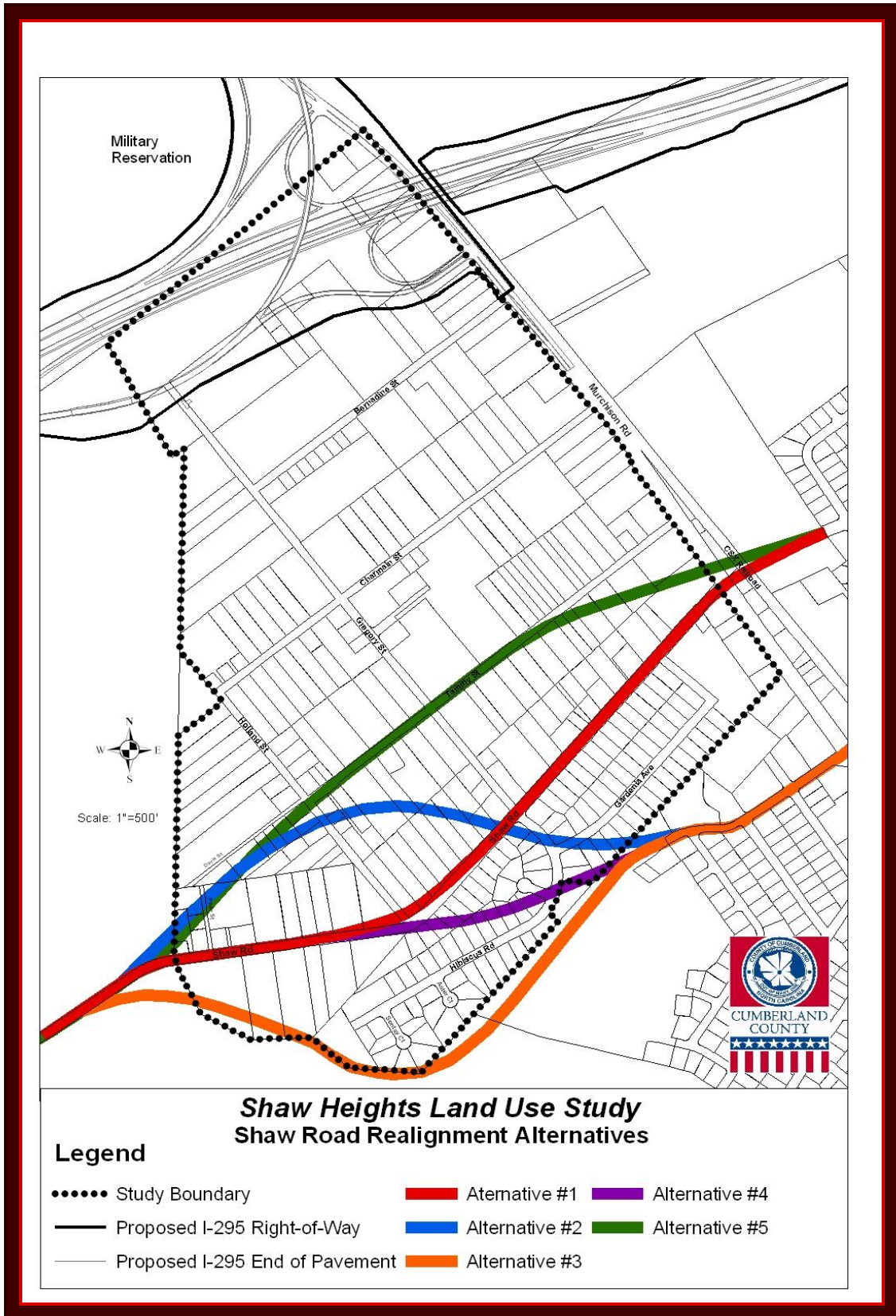
Alternative #5 straightens out the curve at the southern entrance to the Study Area and runs straight to Murchison Road and aligns with the proposed Shaw Road through the University Estates Subdivision. This alternative has negative environmental and social justice issues outside the Study Area. It bisects the University Estates Subdivision and there is steep terrain and wet areas just north of the University Estates Subdivision.

The Shaw Road Extension project was planned prior to the development of the University Estates and Tiffany Pines Subdivisions. Both subdivisions have an 80 foot right-of-way planned for this extension. Alternative #5 was chosen as the best alternative for the Study Area. It has the least impact on the owner occupied units, impacts structures that are in need of severe repairs or rehabilitation, impacts portions the Study Area for suitable new development, protects the Julie Heights Subdivision, and provides for a very workable street system on the exterior and interior of the Area. It also relocates the traffic from the existing Shaw Road, which was not designed as a cross town thoroughfare and allows for the existing Shaw Road to become a residential street and impacts the rear portions of the lots on the north side of Shaw Road. This will provide a transition area that lessens the impact of a major thoroughfare on the development in the area most suitable for preservation.

Map 9 - Transportation



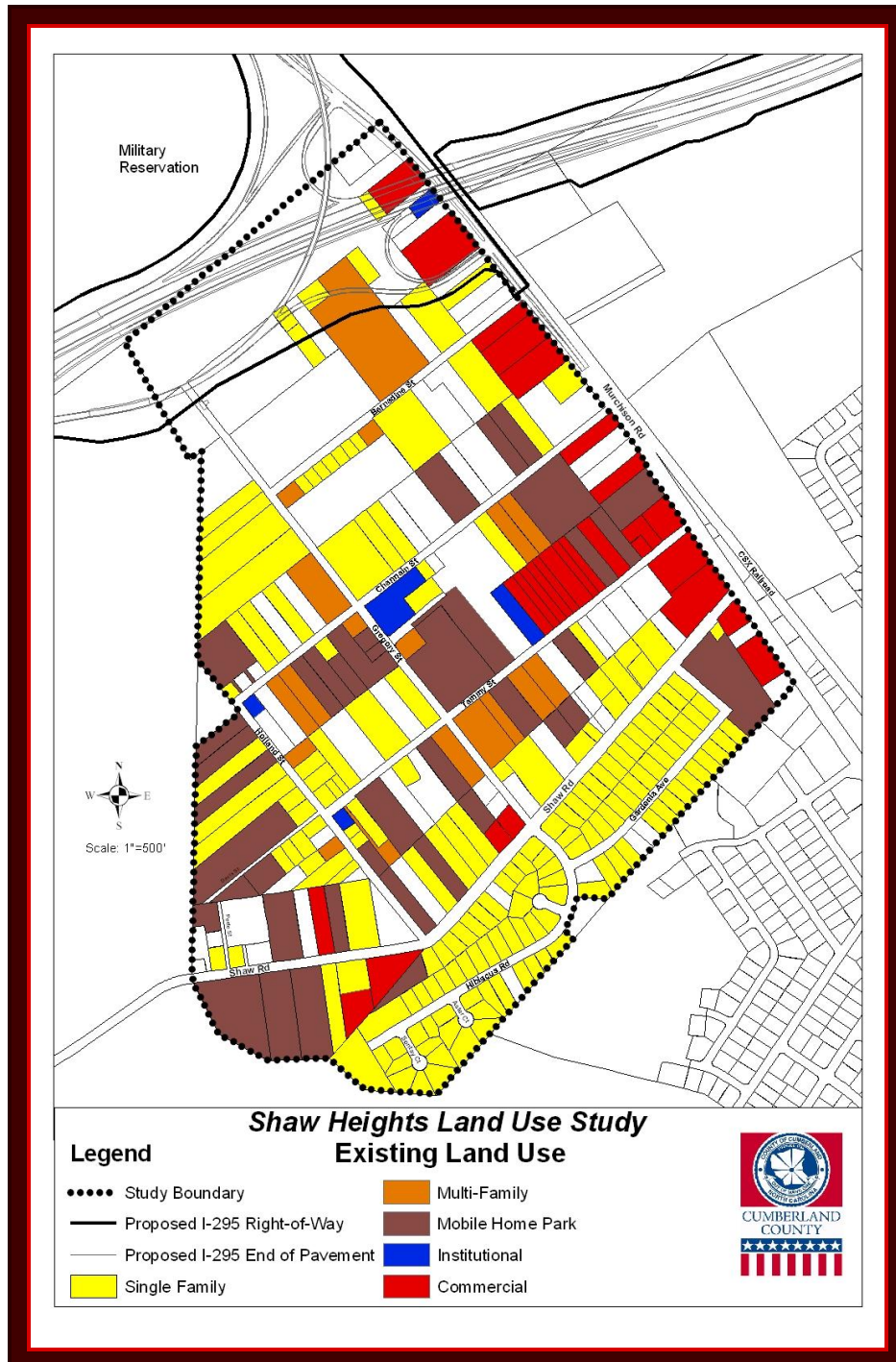
Map 10 - Shaw Road Re-alignment Alternatives



EXISTING LAND USE

Existing land use in the Area shows a mixture of single family, multi-family, mobile homes, institutional, and commercial uses. Single family comprises approximately 106 acres or 33% of the Area. Other land use data shows approximately 22 acres (7%) is multi-family, 68 acres (21%) mobile home park, 5 acres (1%) institutional, 30 acres (10%) commercial, and 89 acres (28%) vacant. The uses in the Area by parcel shows that of the 339 total parcels, 245 (72%) parcels are residential, 28 (8%) commercial, 5 (1.5%) institutional and 71 (21%) are vacant.

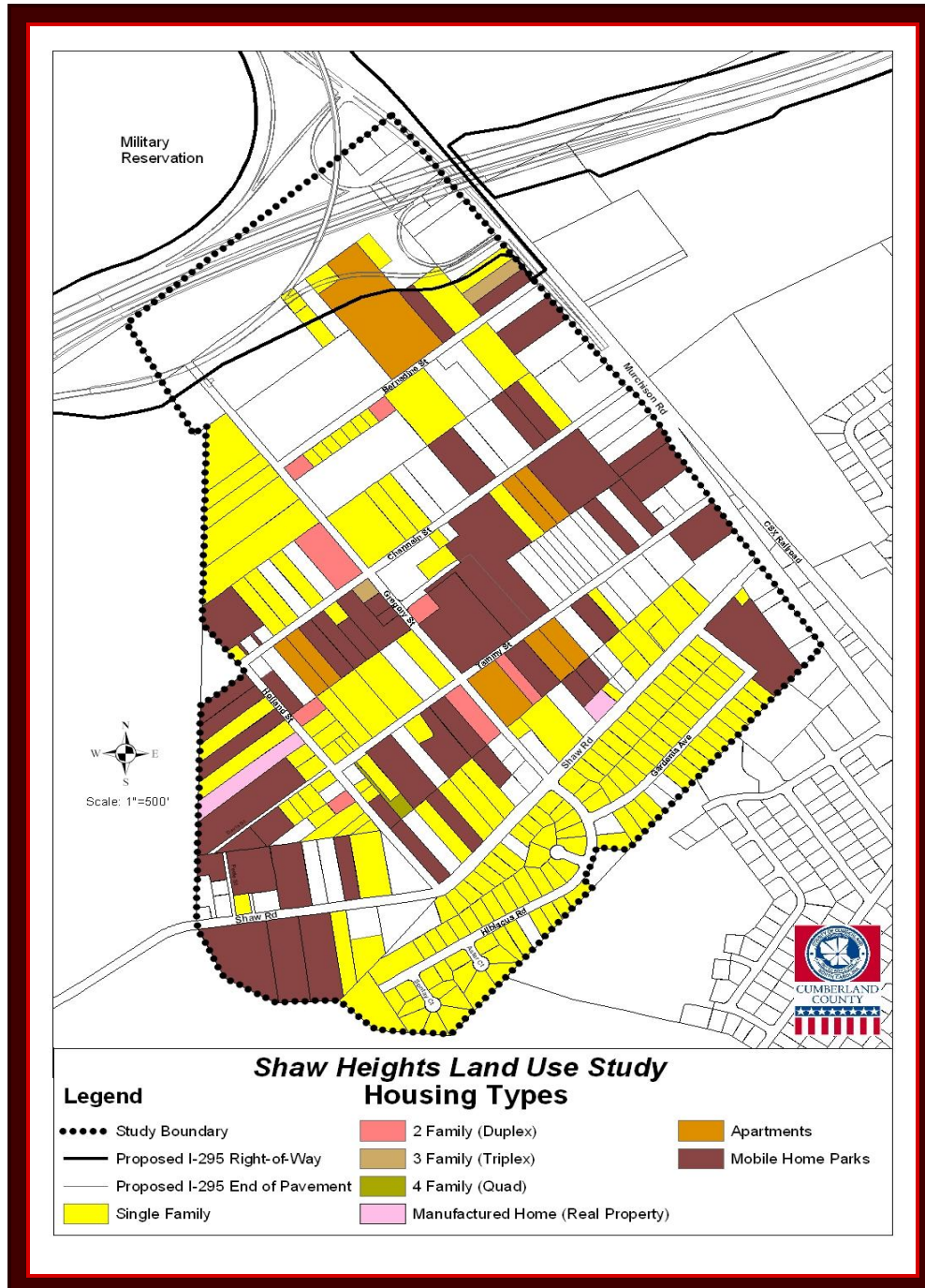
Map 11 - Existing Land Use



EXISTING HOUSING TYPES

Housing types are located on 245 of the 339 parcels within the Study Area as illustrated in **Map 12 - Existing Housing Types**. Housing types on these parcels include single family, duplexes, triplexes, quadra-plexes, manufactured homes on permanent foundation, mobile home parks, and apartments. Single family development is located on 176 parcels (72%), duplexes on 8 parcels (3%), triplexes on two parcels (.75%), quadra-plexes on one parcel (.5%), manufactured homes on a permanent foundation on two parcels (.75%), manufactured home parks on 48 parcels (20%), and 8 parcels (3%) containing apartments.

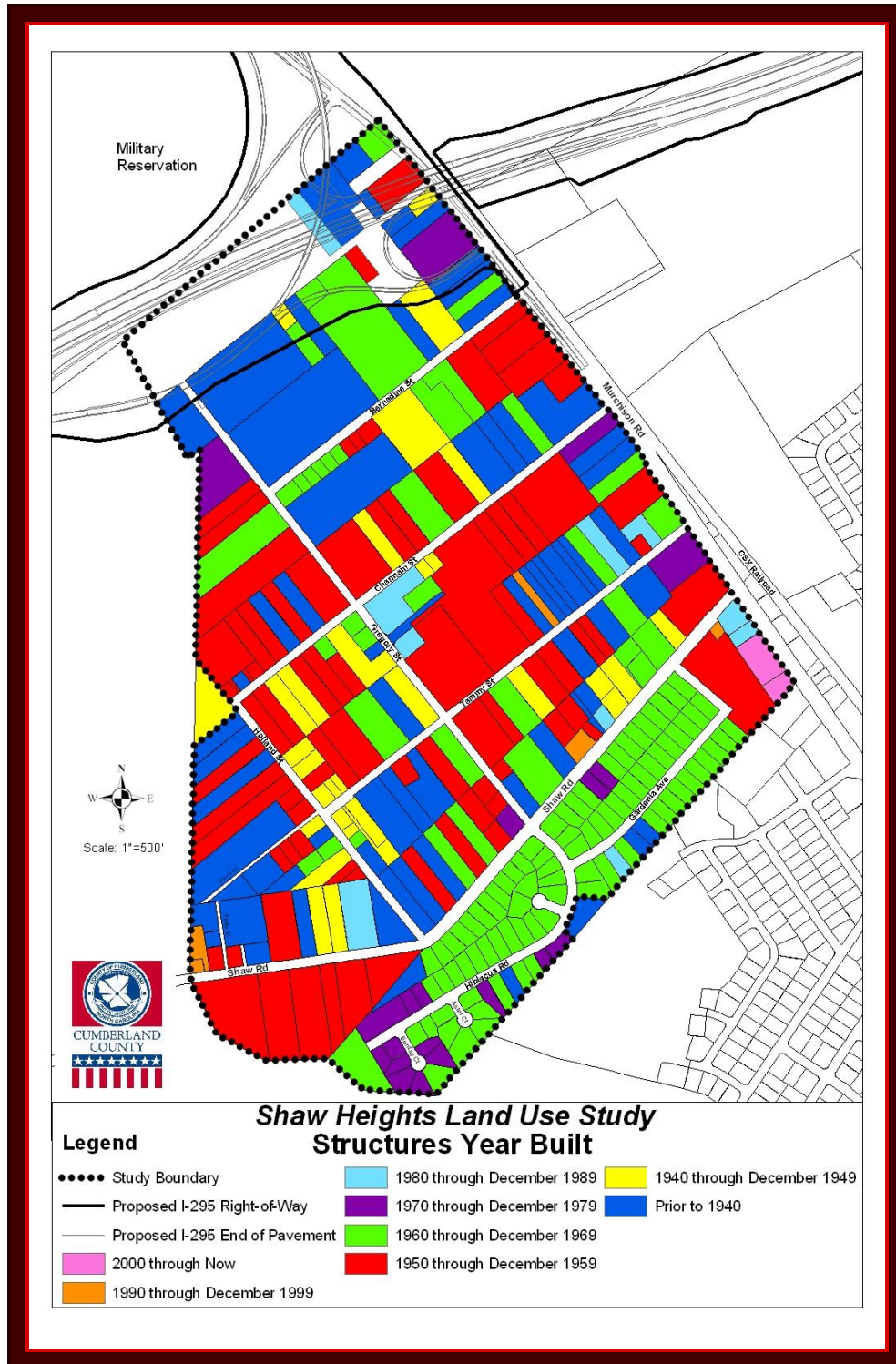
Map 12 - Housing Types



YEAR BUILT

Year built data shows that approximately 29% (100) of the structures were built prior to 1949; 60% (201) between 1950 and 1969; 9% (30) between 1970 and 1989; and 2% (7) since 1990. The residential building boom in the Area chronicles World War II and the Vietnam War. After this war-driven residential boom, development in the Area has been primarily commercial.

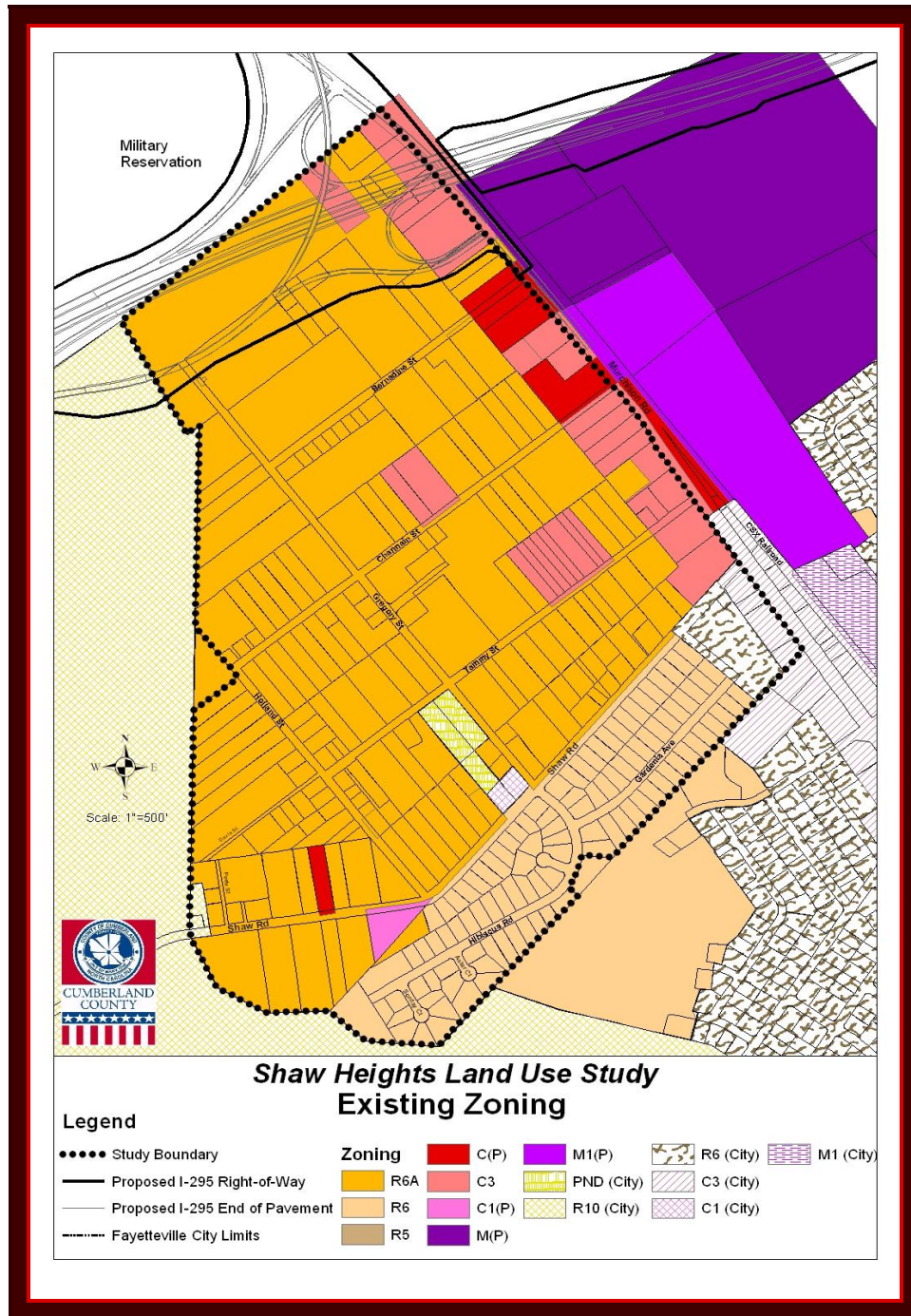
Map 13 - Year Built



EXISTING ZONING

Zoning data shows that there is both County and Fayetteville zoning in the Area. In the County, zoning consists of approximately 70% (255 acres) zoned R6A- Residential, 13% (49 acres) R6-Residential, 9% (33 acres) C3-Heavy Commercial, 1% (4 acres) CP-Planned Commercial, and 1% (3 acres) R5-Residential District, and 1% C1P- Light Commercial. Zoning data of the Area within the City of Fayetteville shows that approximately 2% (6 acres) R6-Residential, 1% (3 acres) PND-Planned Neighborhood Development, 1% (3 acres) C3-Heavy Commercial, 1% (2 acres), 0.5% (1 acre) R10- Residential, and 0.5% C1- Light Commercial.

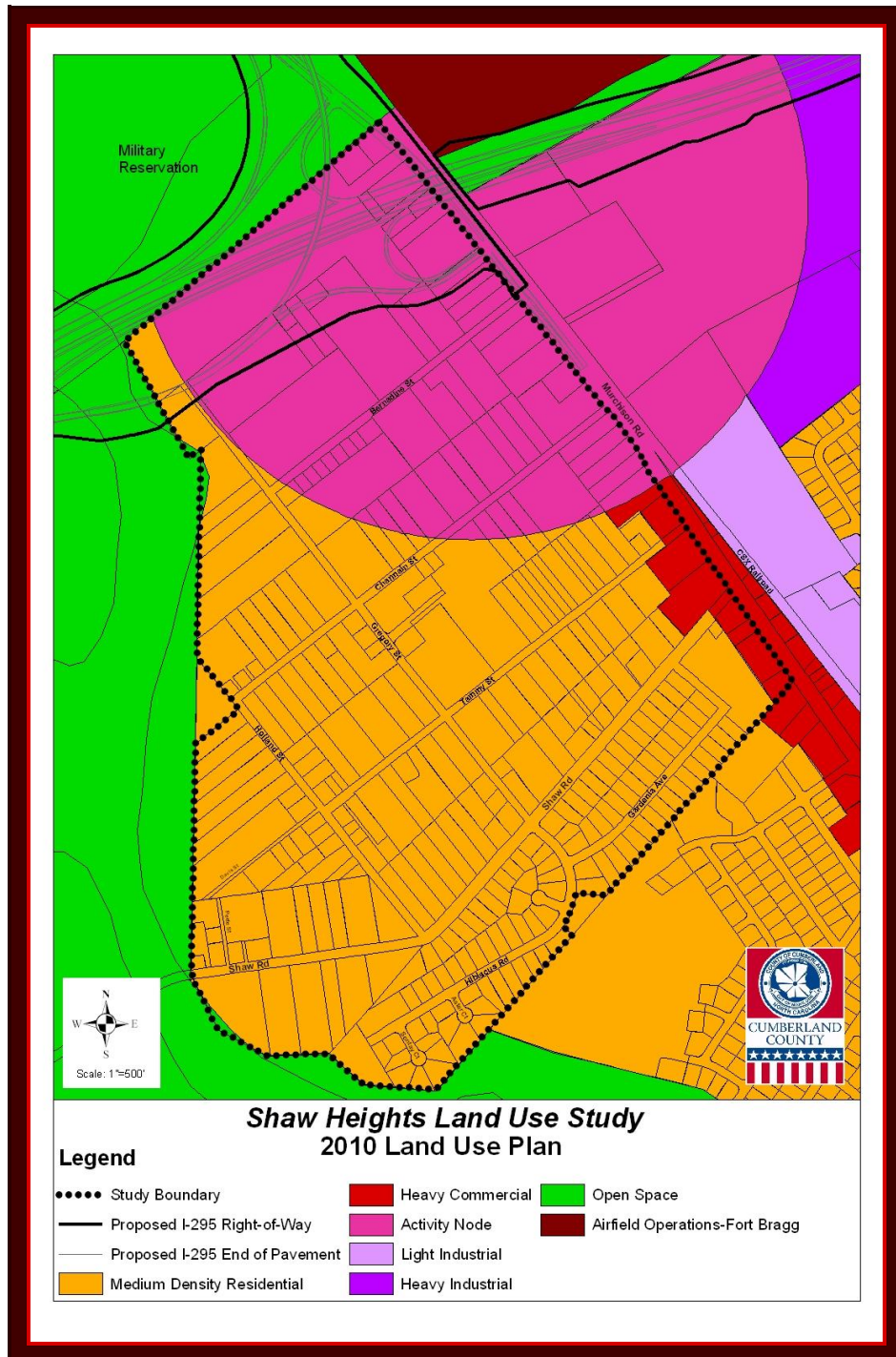
Map 14 - Existing Zoning



2010 LAND USE PLAN

The 2010 Land Use Plan recommended an Activity Node, Heavy Commercial, and Medium Density Residential in the Study Area as shown on **Map 15 - 2010 Land Use Plan**. The Activity Node is concentrated near the proposed interchange of I-295 and Murchison Road. Uses recommended in an Activity Node include any very intense commercial, industrial or residential development. Heavy Commercial uses are proposed along Murchison Road. The remaining portion of the Study Area is recommended for Medium Density Residential development.

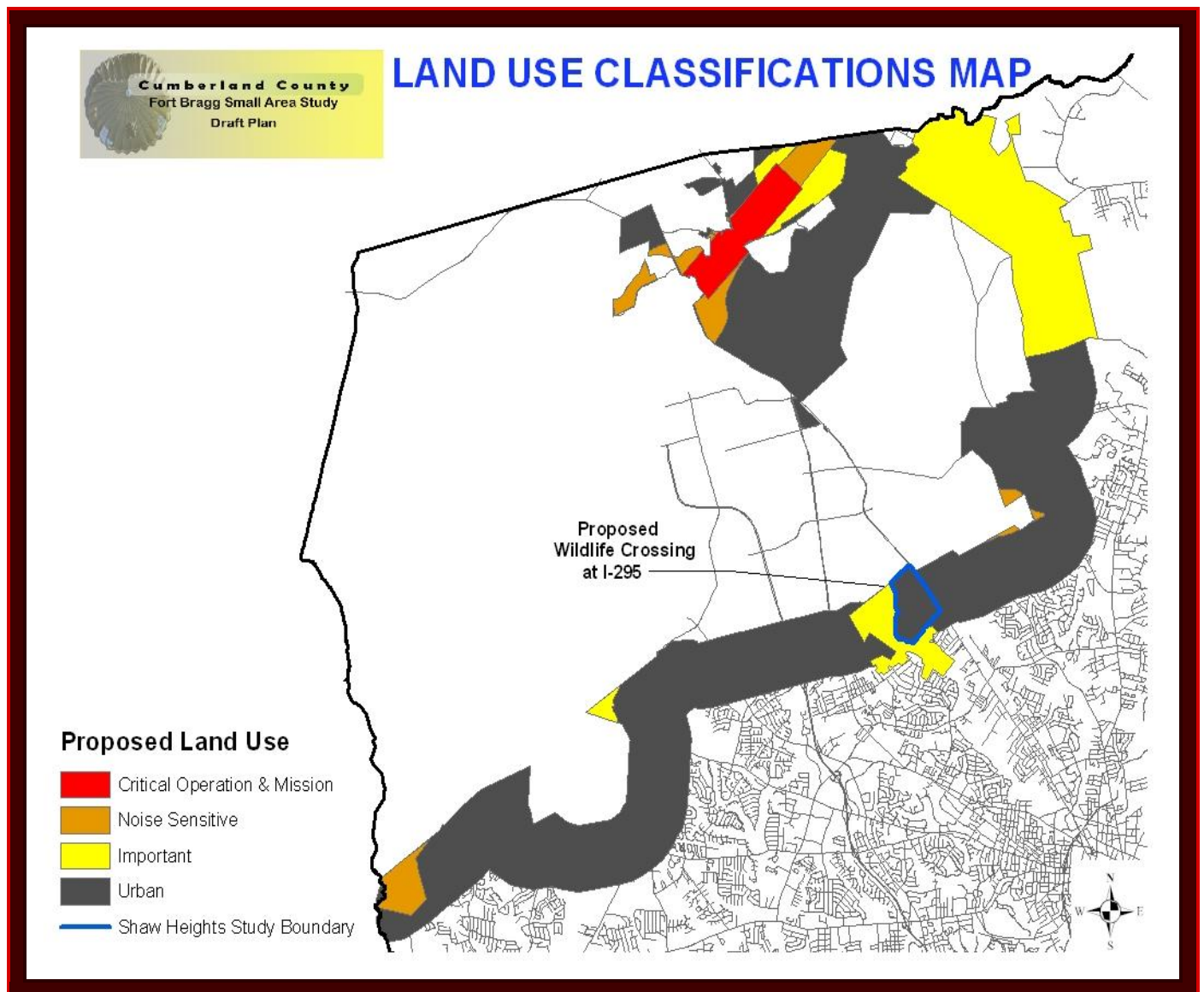
Map 15 - 2010 Land Use Plan



FORT BRAGG SMALL AREA STUDY IMPACT

The Fort Bragg Small Area Study recommended the Study Area be designated as “urban”. This classification was defined as areas located within the one-mile buffer area that is already developed or undeveloped areas experiencing little impact from military operations. None of the Study Area is impacted by Simmons Army Air Field’s Noise and Accident Potential Zones (NAPZ). The Plan as shown on **Map 16 - Military Study Area Land Use Classification Map**, recommended that this area be developed with the current zoning or land use plan; a disclosure statement be required on all deeds and plats; encourage the preservation of natural vegetation; and provide incentives for open space subdivisions. Any development or redevelopment in this area should adhere to these recommendations or any subsequent recommendations relating to the protection of military operations and public safety. The Fort Bragg Small Area Study also recommended that a wild life crossing be installed during construction of the Outer Loop (I-295) at the City of Fayetteville’s watershed area tying it to the open space on the Reservation.

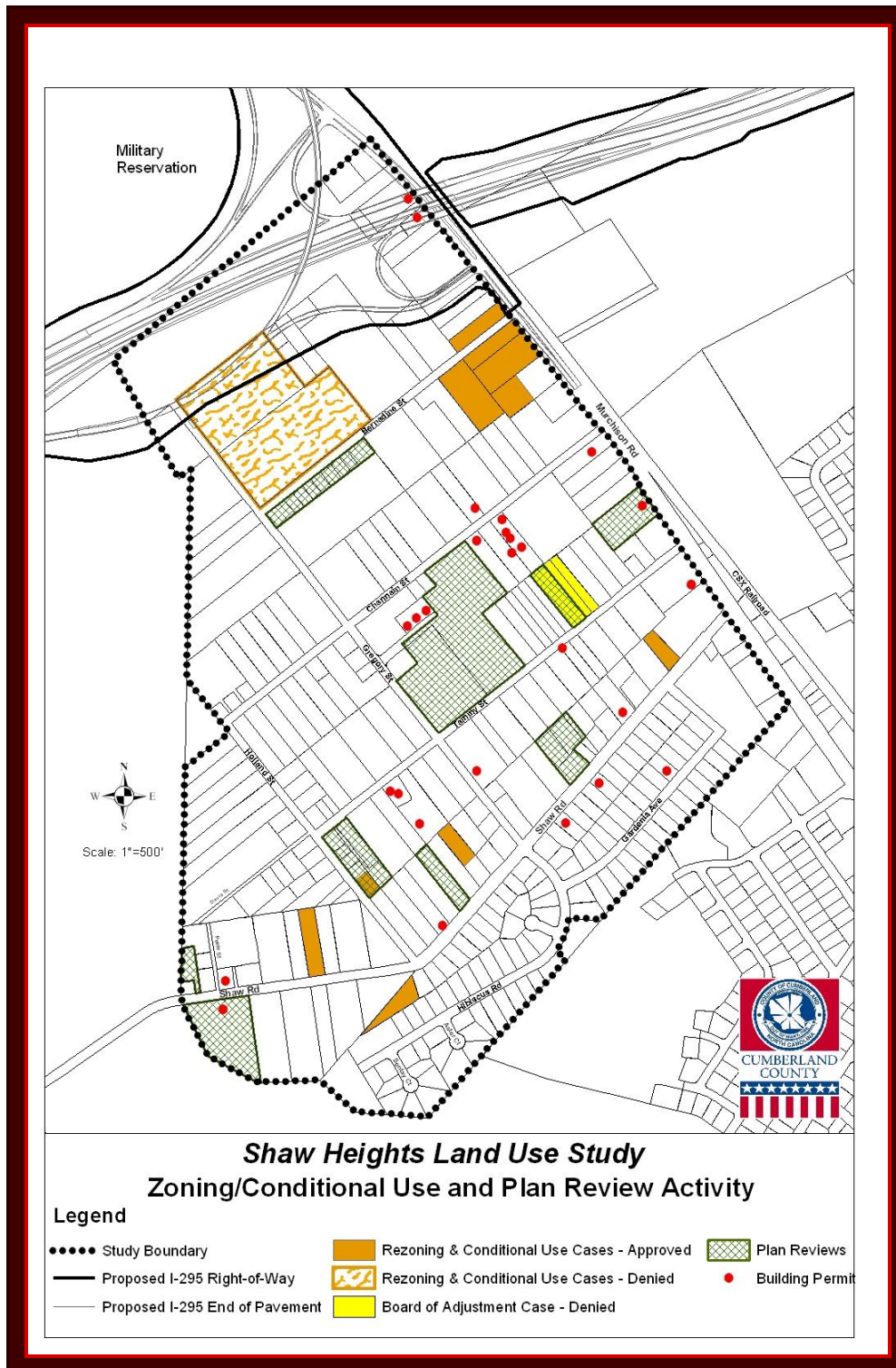
Map 16 - Military Study Area Land Use Classification Map



RECENT ACTIVITIES

Recent planning & development activities in the Area shows there have been 10 parcels with rezoning or conditional use applications approved and one denied since 1990; one Board of Adjustments case denied; 14 cases with plan reviews since 1995 and 27 permits issued. The locations of these activities are as shown on **Map 17 - Recent Development Activities**.

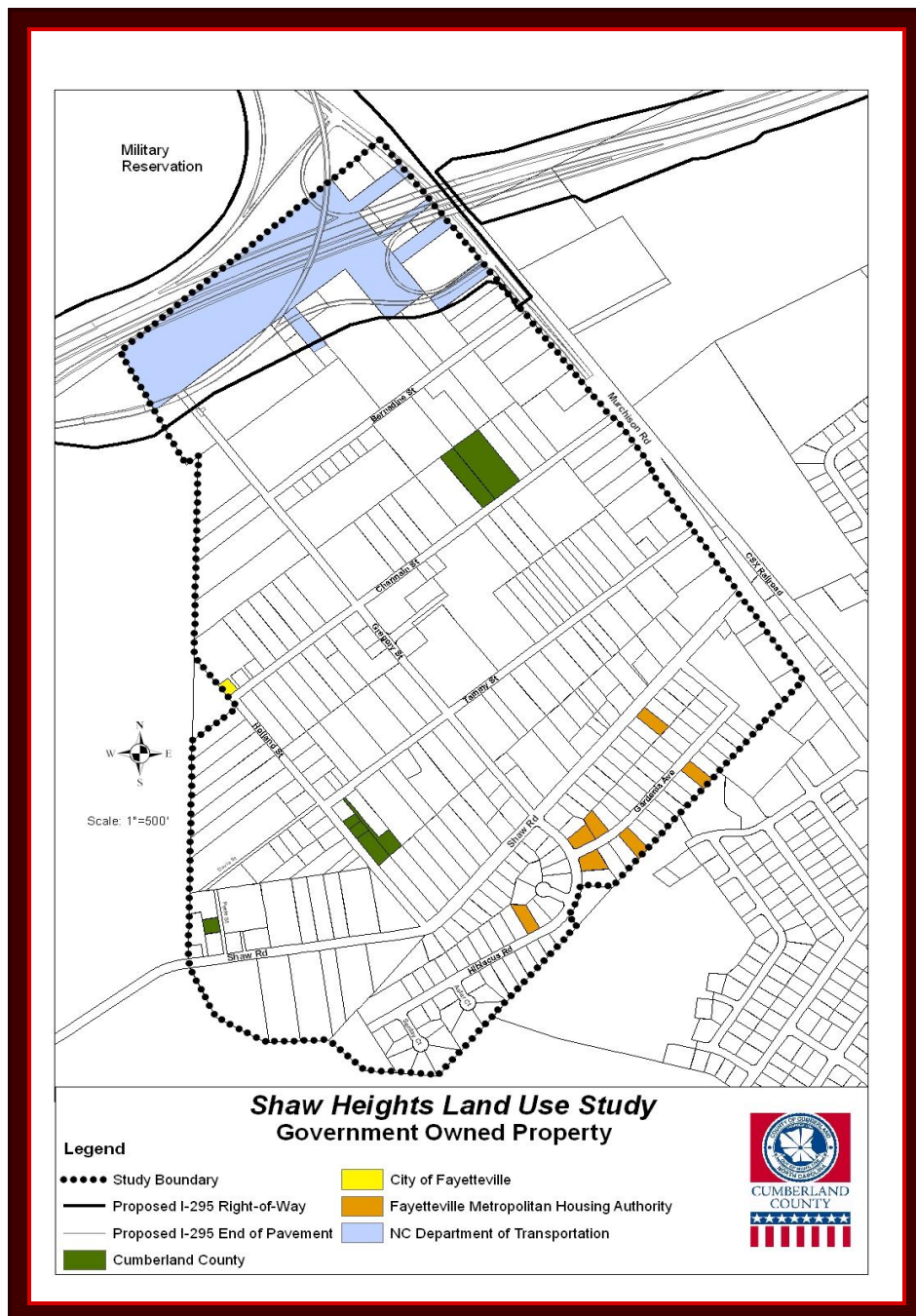
Map 17 - Recent Development Activities



GOVERNMENT OWNED PROPERTIES

There are four governmental entities that own property in the Study Area. Most of the government owned properties are owned by the Fayetteville Metropolitan Housing Authority which owns 7 parcels consisting of 2.66 acres and Cumberland County which owns 7 tracts consisting of 4.54 acres. The North Carolina Department of Transportation presently owns 26.89 acres and eventually will own 42 acres for construction of I-295. The City of Fayetteville owns one tract consisting of .18 acres.

Map 18 – Government Owned Properties



DEMOGRAPHIC DATA

Examination of socio-economic characteristics is a necessary step in the development of an area/neighborhood plan. The 2000 U.S. Census data provides specific information that can be used to examine general, social, and economic characteristics of the population of a defined area, such as County, Census Tract and Block Group. For purposes of this Study, the data has been compared between the overall County and Block Groups 3 and 4 within Census Tract 24. Information presented below includes population characteristics such as gender, age, poverty level, school grade attainment and school enrollment. Additionally, housing information is also presented. This housing information includes the number of occupied and vacant housing units and a breakdown of the number of owner-occupied and renter-occupied housing units.

Based on the Census data, the population within the Study Area (1,017 persons) can be generally characterized as predominantly Black working-age adults having an income level at or above the poverty level. Almost half of the Study Area population have graduated from high school and almost one-quarter of the total population have attended or graduated from college.

Housing within the Study Area can be generally characterized as primarily constructed between 1940 and 1979. Over half of the housing units are occupied and the majority of these occupied units are renter-occupied.



HOUSING, SOCIOLOGICAL & ECONOMIC FEATURES

Exhibit 1 - Population by Gender

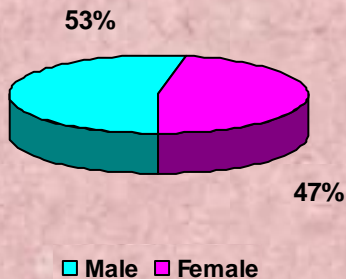


Exhibit 2 - Population by Age

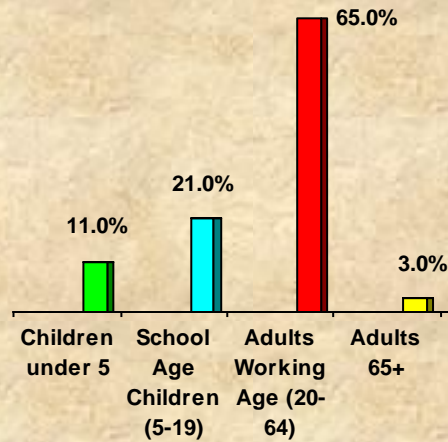


Exhibit 3 - Population by Poverty Level

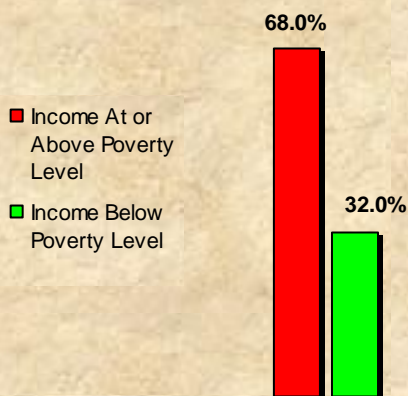
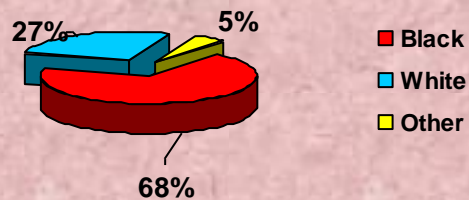


Exhibit 4 - Population by Racial Breakdown

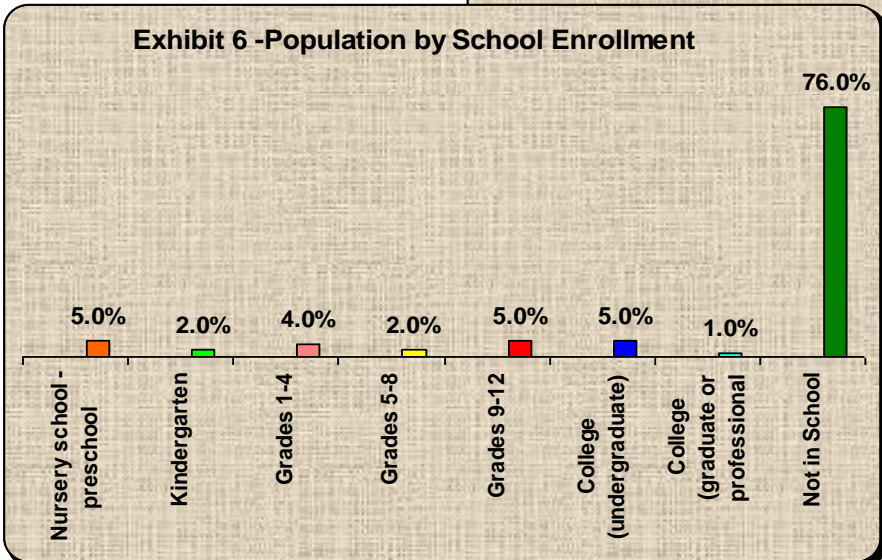
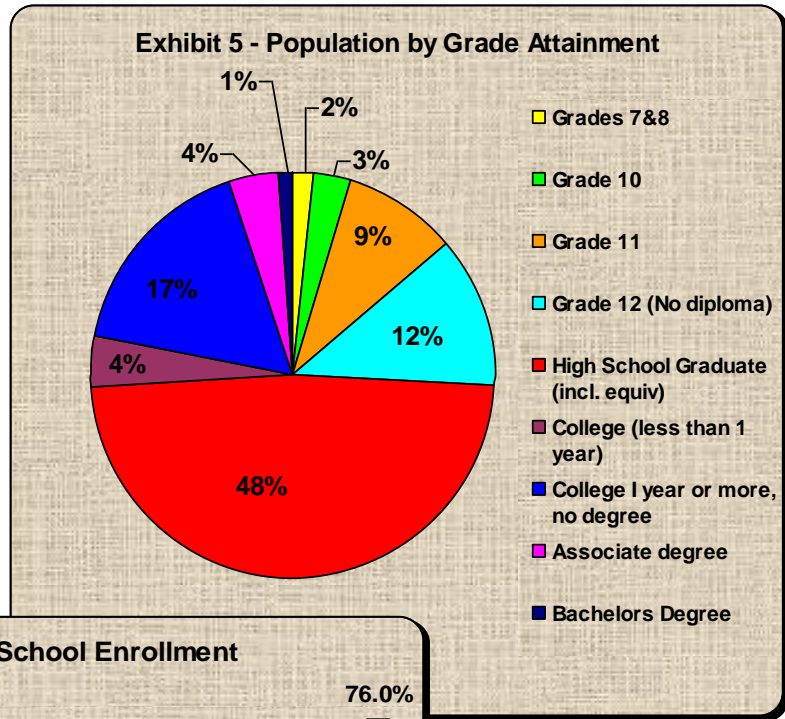


Source: U.S. Census Bureau, 2000

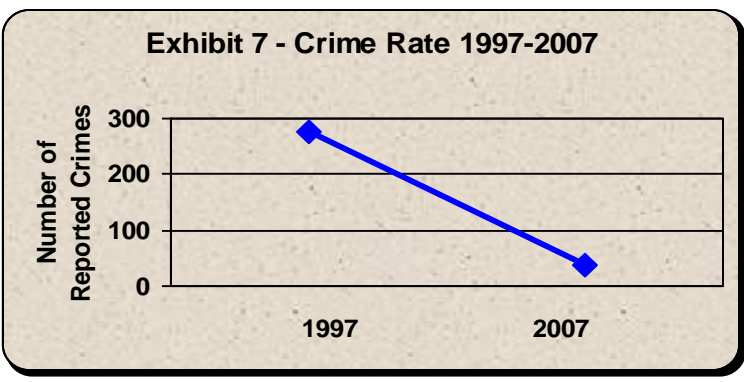
According to the 2000 U.S. Census, at least 53.0% of the population within the Study Area is male; approximately 65.0% of the population is working age adults (20-64 years of age); at least 68.0% of the population is black; and approximately 68.0% of the population has an income level at or above the poverty level. Census data also reveals that the total population decreased approximately 42.0% between 1990 and 2000 and there were a significant number of people aging into the 45-74 years of age brackets.

HOUSING, SOCIOLOGICAL & ECONOMIC FEATURES

According to the 2000 U.S. Census, at least 48.0% of the Study Area population has received a high school diploma; at least 17.0% have completed 1 or more years of College; at least 14.0% have attained grades 7-11; at least 12.0% have attained grade 12 (with no diploma); and approximately 5.0% have received an Associate or Bachelors Degree.



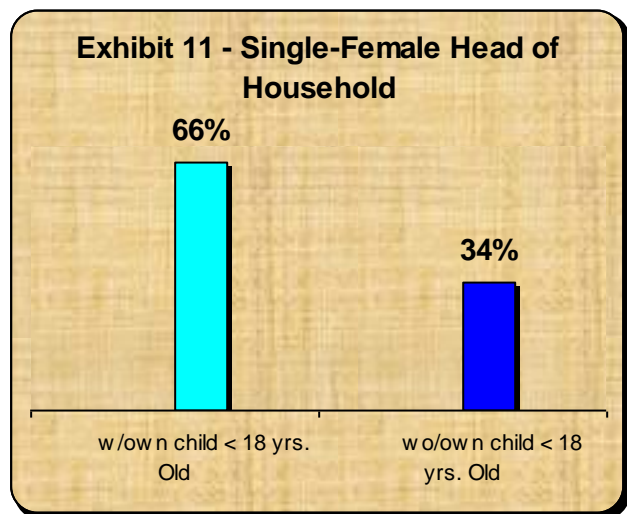
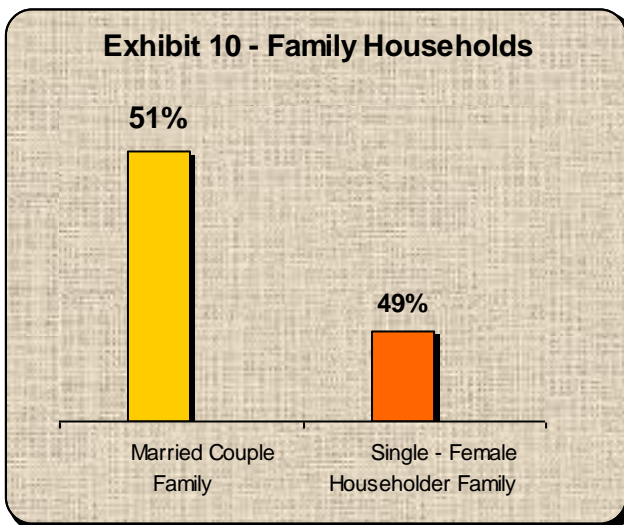
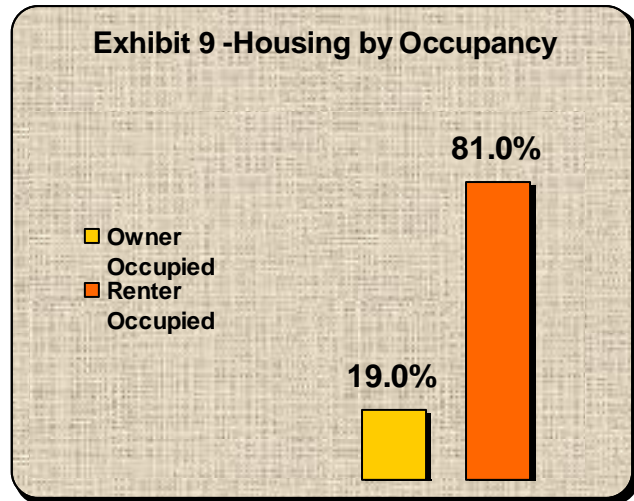
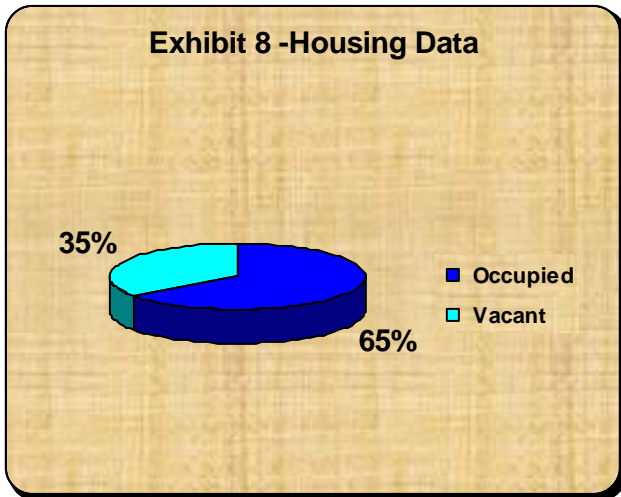
According to the 2000 U.S. Census, at least 76.0% of the Study Area population is not enrolled in school. Of those enrolled, approximately 7.0% are in Nursery school, Preschool and Kindergarten; at least 6.0% are in grades 1-8; at least 5.0% are in grades 9-12; and approximately 6.0% are in college or have graduated from college or professional school.



Crime statistics were analyzed between 1997 and 2007. This analysis revealed that the number of reported crimes decreased at least 87.0%. Most of the reported crimes are assault and breaking and entering and larceny. This decrease could be attributed to the out-migration and increased age of the population, as well as increased patrols by public safety officers.

Source: Cumberland County Sherriff's Office, 2007

HOUSING, SOCIOLOGICAL & ECONOMIC FEATURES



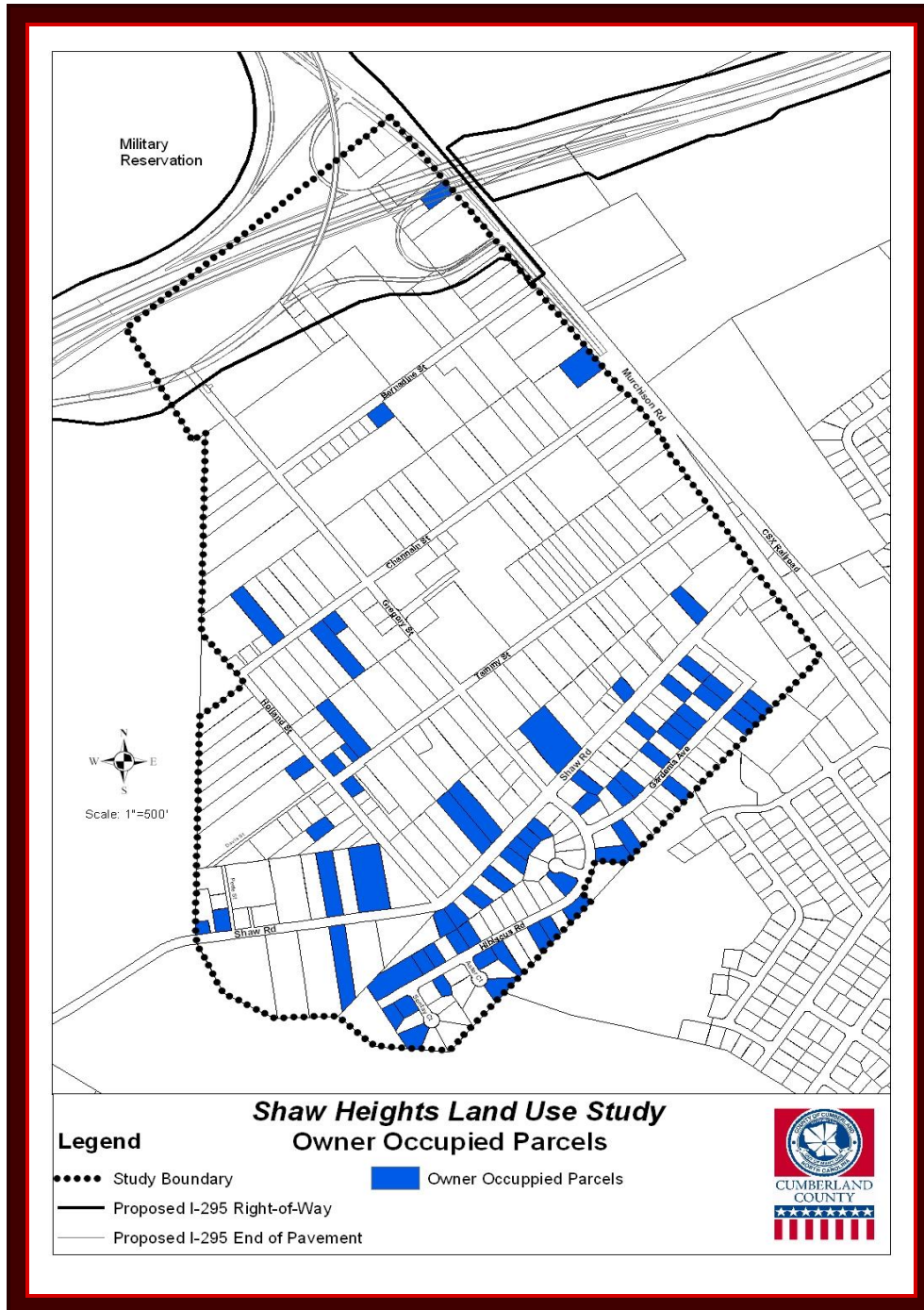
Source: U.S. Census Bureau, 2000

According to the 2000 U.S. Census, at least 65.0% of the total housing units within the Study Area are occupied, while 35.0% are vacant. Of the total occupied units, at least 81.0% of these units are renter-occupied and 19.0% are owner-occupied. Additionally, 80.0% of the total households are family households. At least 51.0% of these family households are married couples and 49.0% are single-female heads of household. Of the total number of single-female head of households, 66% of the households include their own children age 18 years and younger. Comparing the 1990 and 2000 Census data reveals that the total number of housing units decreased approximately 17.0%. Currently there are at least 683 housing units in the Study Area.

OWNER OCCUPIED UNITS

According to tax records, there are 65 parcels out of 338 (19%) that are owner occupied. Most of the owner occupied units are located in the eastern portion of the Study Area along Shaw Road and the Julie Heights Subdivision as shown in **Map 18 - Owner Occupied Units**. Julie Heights is the core and most stable residential area. Any recommendations for the Study Area should include measures to insure that this residential area is protected. According to tax records, 65 parcels out of 338 (19%) that are owner occupied and 43 (66% of the total owner occupied units) are in the Julie Heights Subdivision.

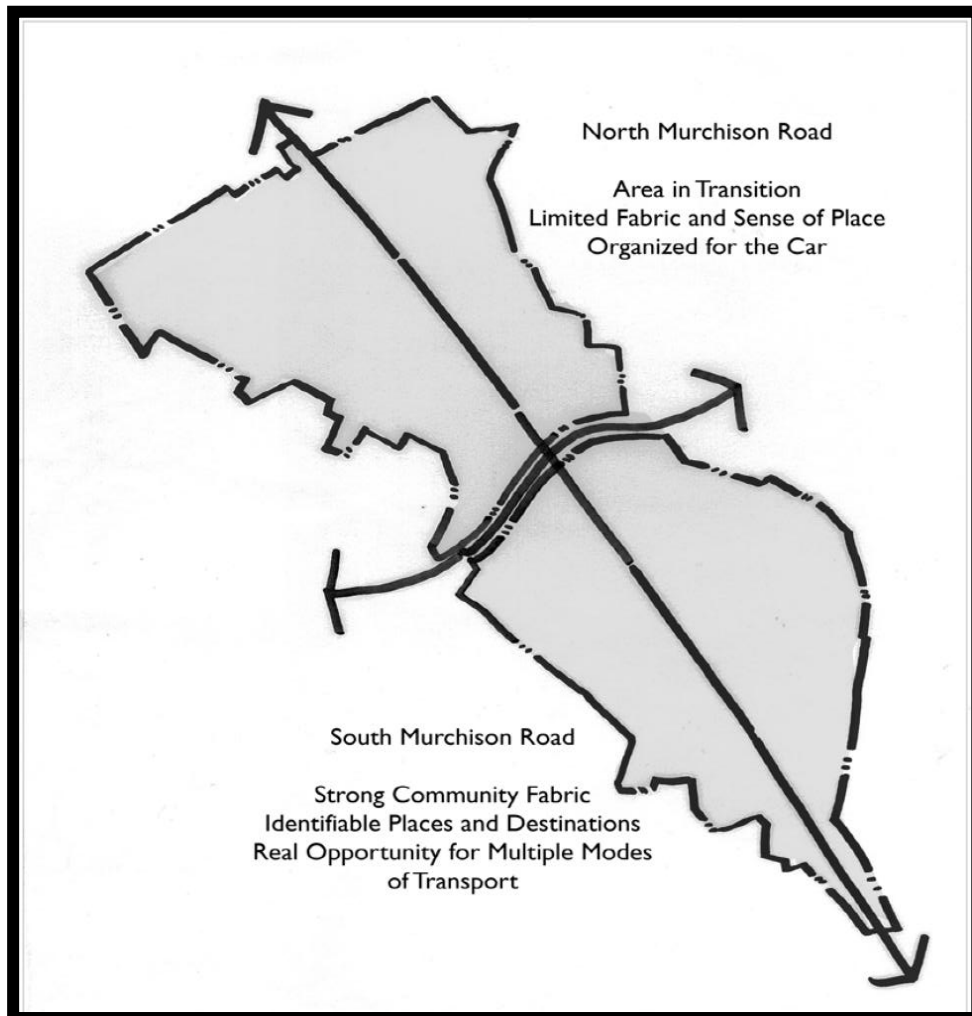
Map 18 - Owner Occupied Units



MURCHISON ROAD CORRIDOR STUDY CITY OF FAYETTEVILLE

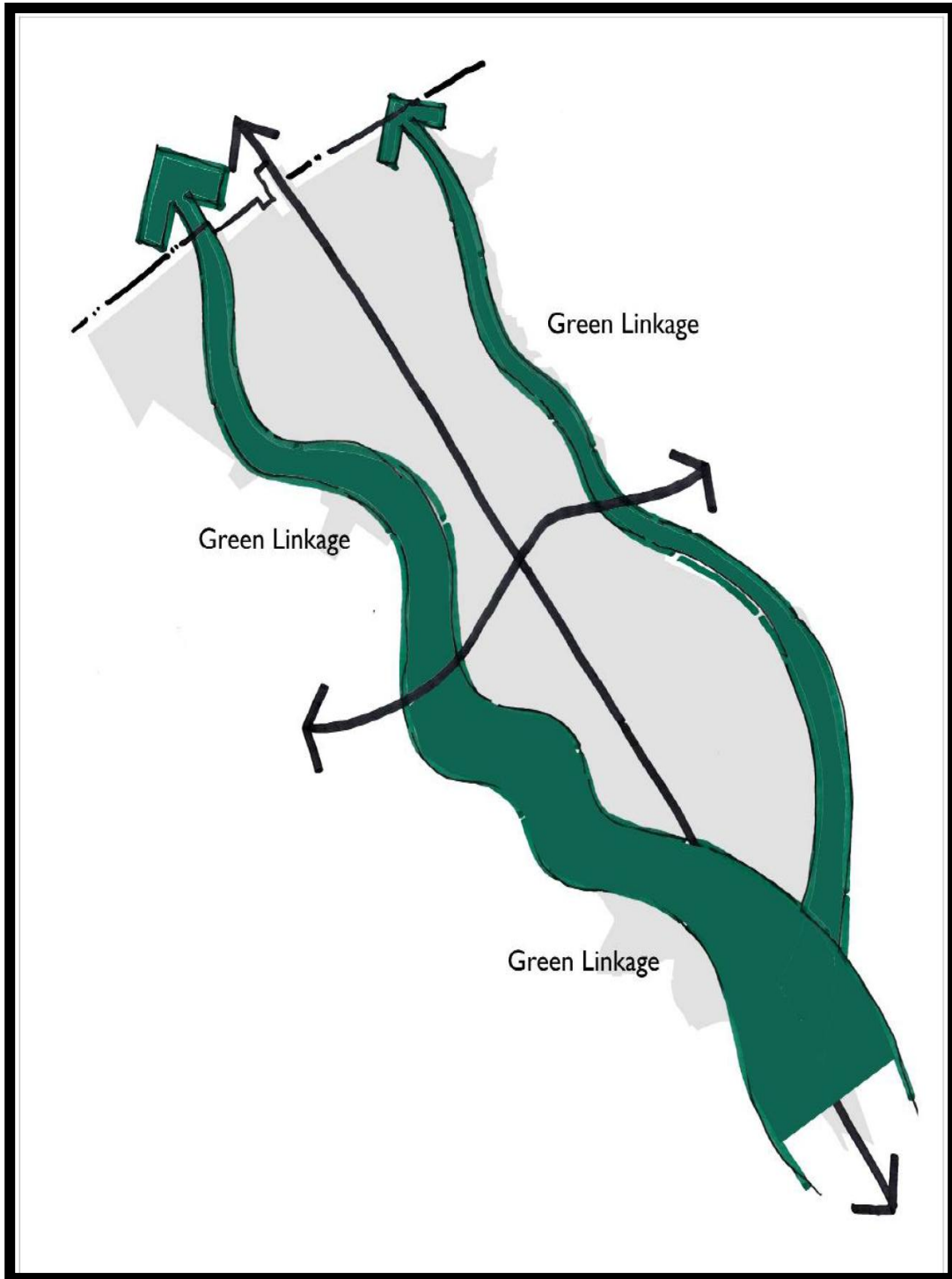
The City of Fayetteville contracted with Land Design, a consulting firm from Charlotte, to develop a Land Use and Economic Plan for the Murchison Road Corridor. The Study made some broad economic and land use recommendations for the corridor. It identified the corridor as having two distinct types. The southern portion, which is south of US 401 By-Pass, is more pedestrian and neighborhood oriented, has a strong community fabric with identifiable places and destinations and has a real opportunity for multi-modal transportation. The portion north of the By-pass, however, is an area in transition, with a limited amount of community fabric and sense of place and mobility is built around the automobile.

Framework – Two Murchison Roads



Murchison Road Corridor Study – Land Design, April 15, 2008

Framework - Green Linkages

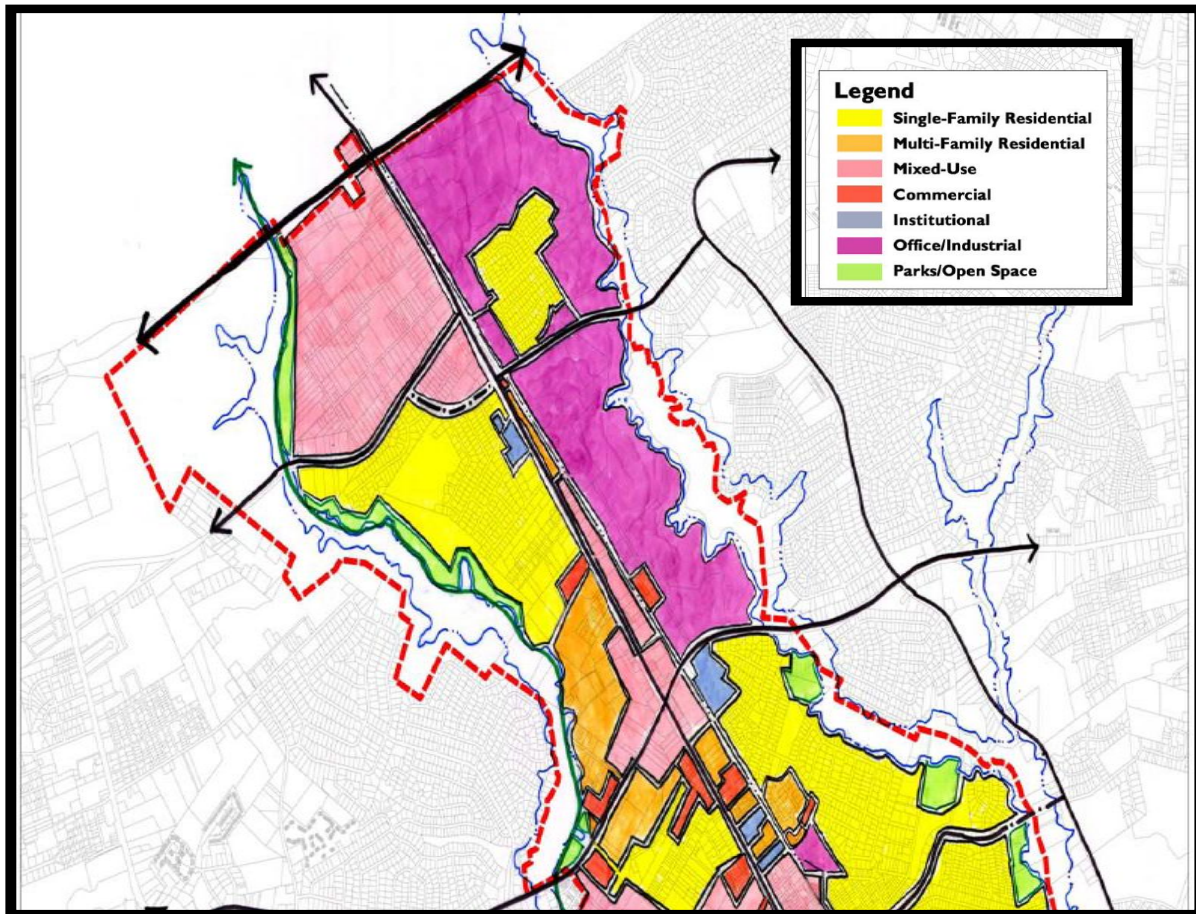


Murchison Road Corridor Study – Land Design, April 15, 2008

The Murchison Road Corridor Study recommended using the natural open space system along Big Cross Creek and the Public Works Commission water supply land to bolster ongoing downtown parks and trail investments, and provide a safe mobility option. This open space system would also tie the various segments of the corridor together and connect its entirety to the downtown area.

Murchison Road Study

Land Use Concept



* Murchison Road Corridor Study -City of Fayetteville



Murchison Road Corridor Study – Land Design, April 15, 2008

ANALYSIS

An overall assessment of the Study Area can be developed by an analysis of the natural, man made, and socio-economic features. Analyzing the natural features shows the Area has good well drained soil that can support most construction. There are no wetlands or hydric soils in the Area. The slope analysis reveals that the majority of the Area has slopes less than 8% which is suitable for most types of construction. Vegetative cover is scattered throughout the Study Area and is most concentrated on the larger tracts. Care should be taken to protect as much of the existing vegetation as possible to assist the water and air quality. It does adjoin to the south, the Public Works Commission's water source lakes (Filter Plant Drive Treatment Plant) and is totally inside the Cross Creek Watershed Protected Area.

An assessment of the man made features presents some challenges for various types of development. The site will have good regional and inter-urban access via I-295 By-Pass and N.C. 87 & 24. Future highway improvements in the Area include widening Murchison Road (N.C. Highways 24 & 87) and the re-alignment and widening of Shaw Road. Bus service is available to most of the Area. These transportation factors make the site viable for an industrial or business park, highway commercial, a combination of mixed use development, and medium to high density residential development. Sewer only serves a small portion of the Study Area and would have to be expanded to accommodate any new development. Public water is available throughout the Area. Land uses in the Area are a mixture of single family, multi-family, and manufactured homes. Most of the Area is in manufactured home parks, which are in substandard conditions. Past and current codes enforcement activities by the County have reduced the number of substandard and dilapidated homes. The Study Area, on the east side of Shaw Road is primarily single family dwellings and has the highest concentration of owner occupied units. Any plan should accommodate this neighborhood. The majority of the Area west of Shaw Road, is zoned R-6A Residential, while the eastside is zoned R6 Residential. Commercial zoning is concentrated along Murchison Road with four other tracts with existing commercial development scattered throughout the Area. The Cumberland County 2010 Land Use Plan calls for medium density development throughout the Area with a designated activity node at the I-295 and Murchison Road Interchange and heavy commercial along the Murchison Road frontage. The Fort Bragg Small Area Plan designated the Area, in relation to its military impact, as "Urban". This means that even though the Area is within the one mile area surrounding the base, it is located in an area that does not impact the military's operation capabilities and can be developed in accordance with the current plan. Development in the Area must, however, preserve as much natural vegetation as possible and protect any newly discovered Red Cockaded Woodpecker colony. The Fort Bragg Small Area Plan also calls for the I-295 (Outer Loop) project to provide a wildlife crossing just south of the Study Area at the Public Works Commission water supply land area. This PWC land is part of the proposed preserved open space network that connects it to the open space belt on the Reservation.

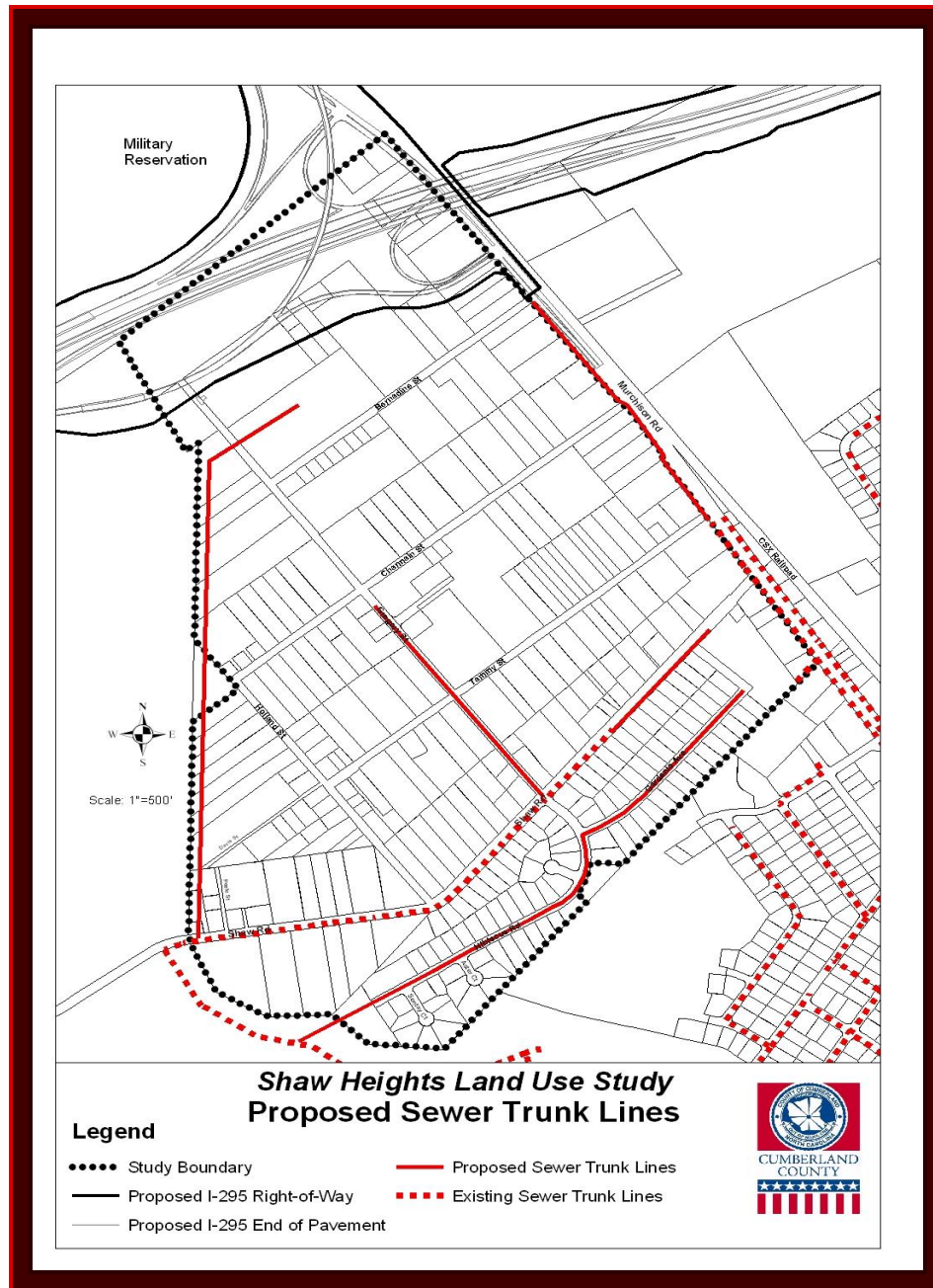
A demographic profile, according to the 2000 Census of the residents shows a population between the ages of 20 and 60, Black, a high school graduate or equivalent, at or above the poverty level, and are renters. Some other notable demographic data shows that 17% of the residents have one or more years of college but no degree, 32% of the residents are children between 0 and 19; and 25% of the children are school age between 5 and 19 years of age.

RECOMMENDATIONS

Plan Strategic Objectives

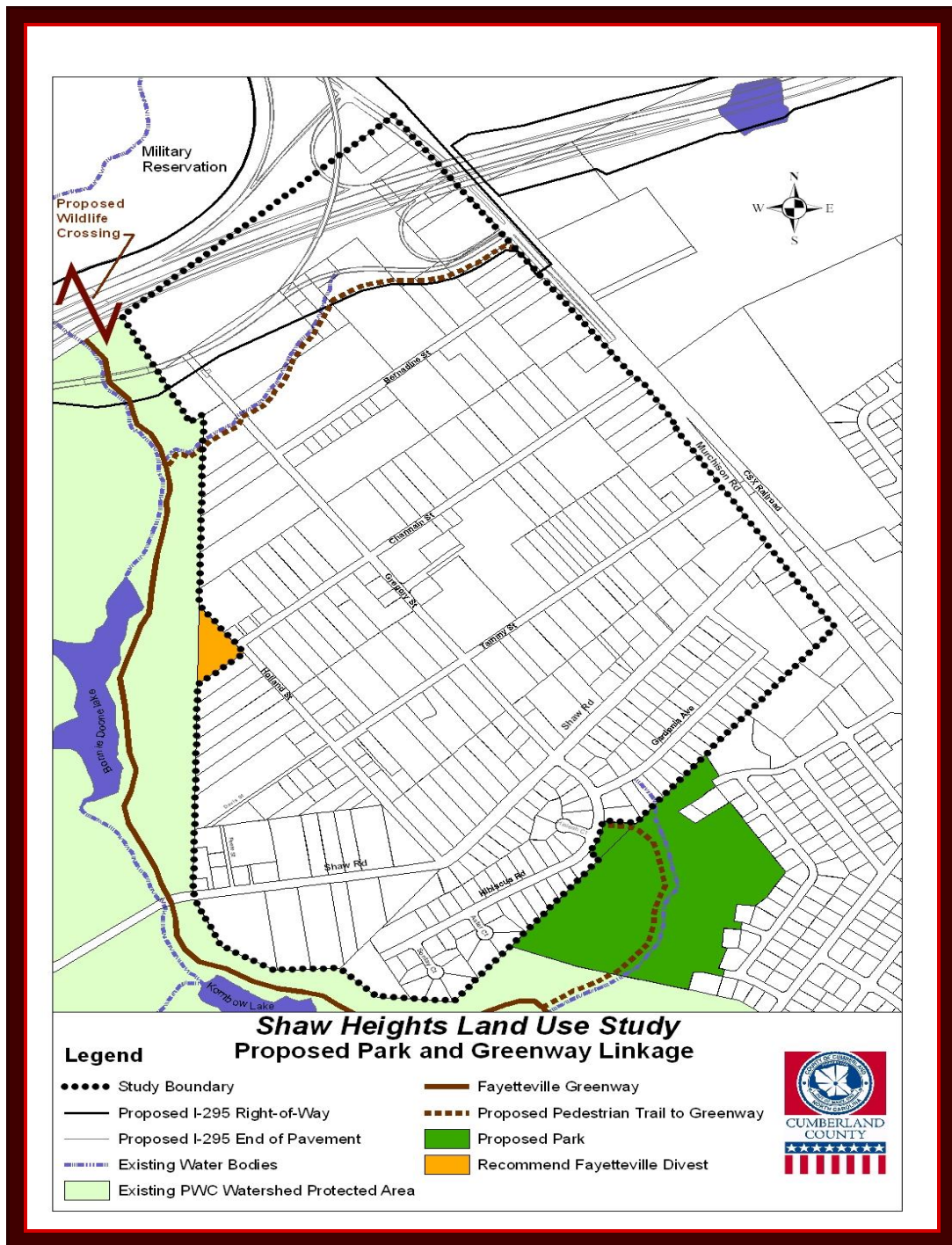
- Provide primary sewer trunk lines to the Area
- Preserve and protect the Julia Heights Neighborhood
- Provide Park and Recreation Facilities in the Area
- Provide pedestrian friendly transportation and development
- Provide area for new residential development
- Provide commercial areas to serve the immediate neighborhood and the region
- Locate Shaw Road to have the least impact on the existing neighborhood
- Design street system that prevents cut through traffic
- Provide natural buffers between incompatible uses
- Allow a transition from manufactured homes to a more permanent housing type
- Promote visual enhancements for new development in the Area
- Create an entity to be a catalyst for the aggregation of land parcels for new and redevelopment

Provide Sewer Trunk Lines to the Area



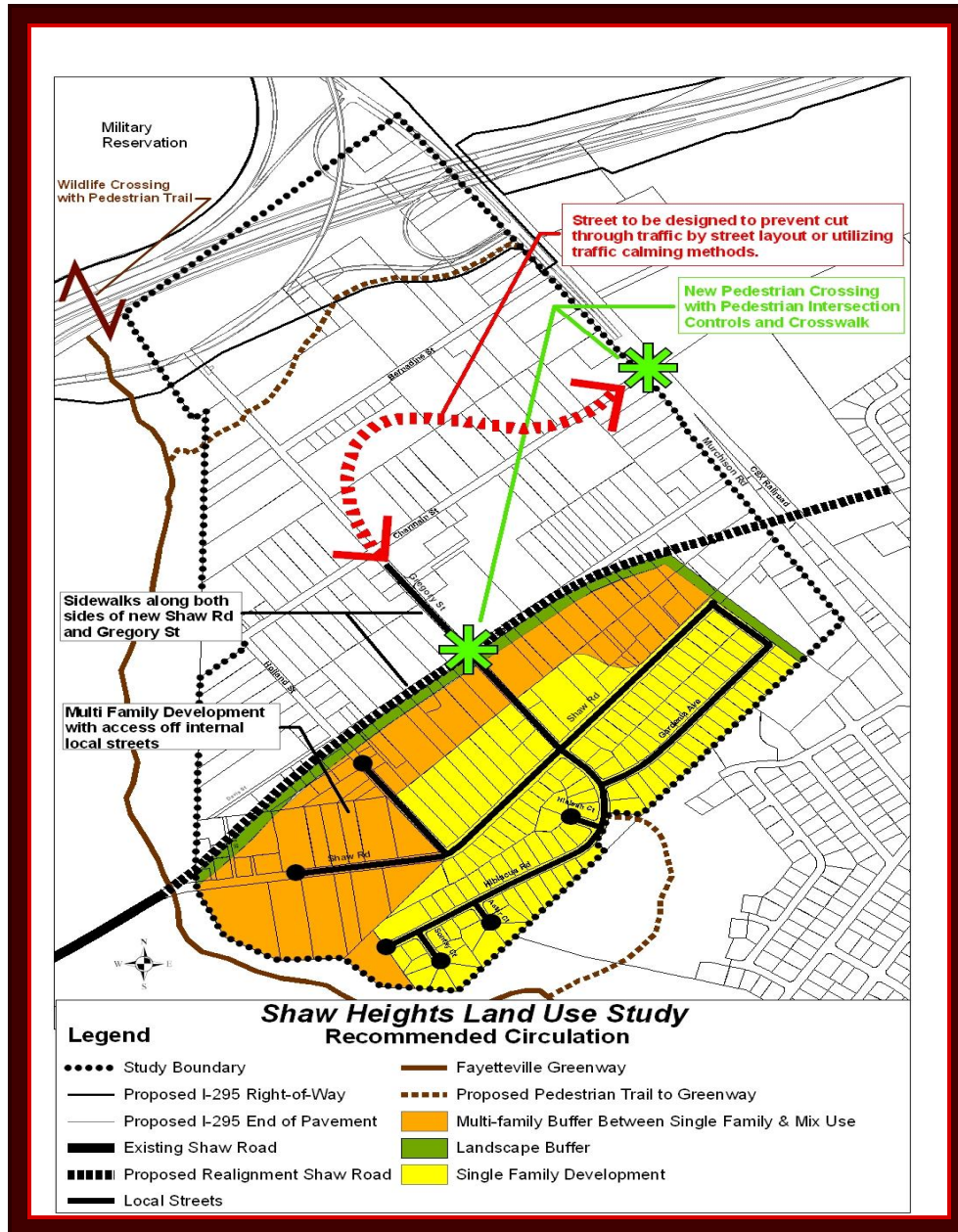
The first priority is the provision of sewer to the Study Area. Since the actual layout and future design of the Area is unknown, it is recommended that only the primary trunk lines be installed initially by the public sector. These trunk lines will branch off of the existing sewer main that runs up the Little Cross Creek Basin. Trunk lines should be extended up the Basin in Shaw Heights to the drainage area in the northern portion of the Study Area, extend the Shaw Road trunk line up Gregory Street to just south of Tammy Street, extend the Shaw Road trunk line to just past the Gardenia Street intersection, extend the Little Cross Creek trunk line up Hibiscus Road and Gardenia Street to serve the Julie Heights Subdivision, and extend the Murchison Road trunk line north to the I-295 Interchange. Private developers will be responsible for extending all laterals.

Provide Parks and Recreation Facilities in the Area



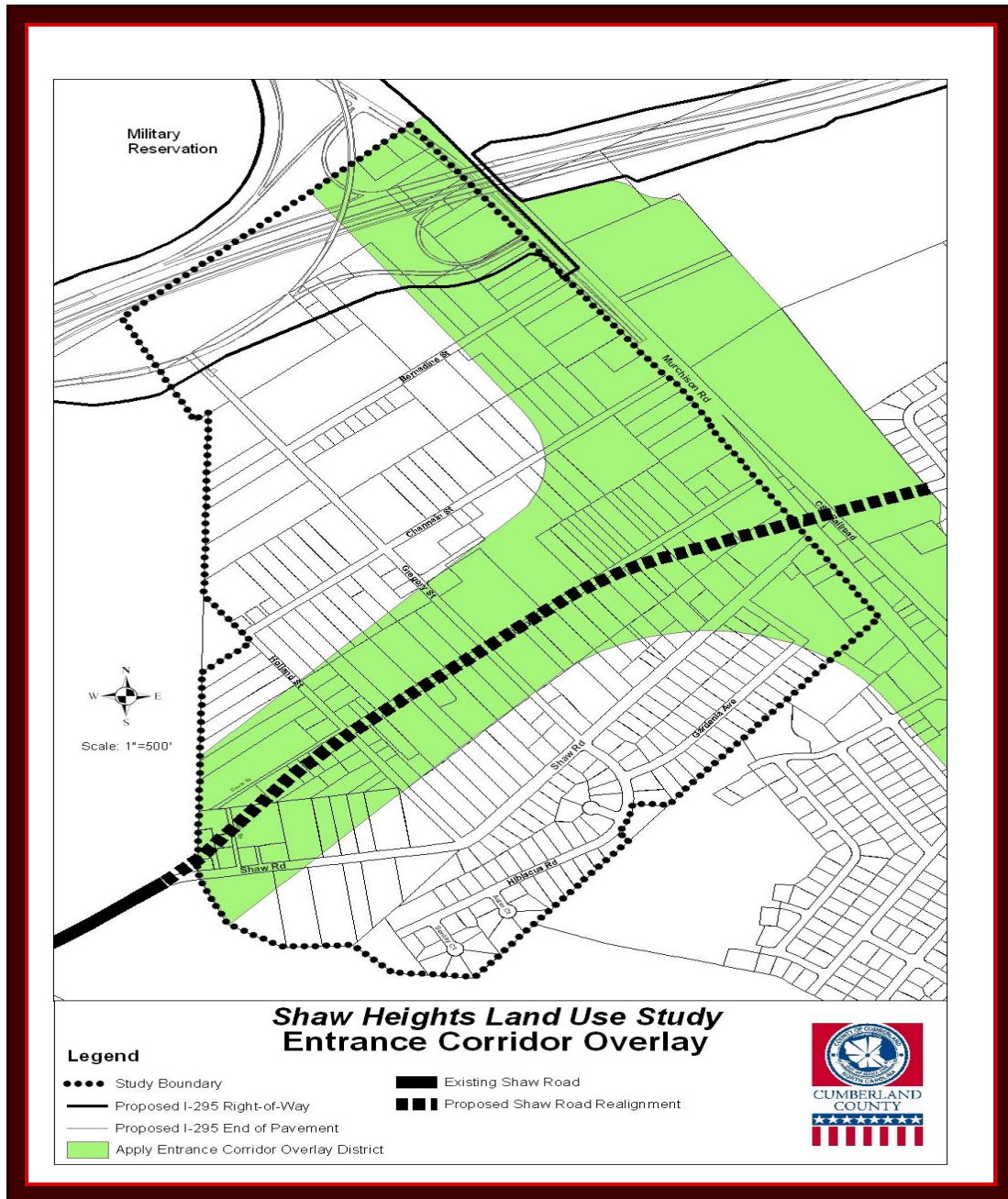
There is a 31-acre tract of land owned by the Public Works Commission to the immediate south of the Study Area. It is recommended that this tract be developed as a park to serve future residents in Shaw Heights, Julie Heights, Mt. Olive, Madonna Estates, and West Area Heights Subdivisions, and other residential areas in the northern Murchison Road Corridor. This park should have access off of Hibiscus Road and Hogan Street and the park should be tied to the Fayetteville Greenway by the extension of the pedestrian trail along the drainage ways that bisect the proposed park site and the northern portion of the Study Area.

Pedestrian Friendly Development



Shaw Road should be relocated further north to accommodate some multi-family development between the existing single family developments on the north side of Shaw Road. This will lessen the impact of the upgraded thoroughfare on the residents in the Area. A signalized intersection should be installed at the intersection of the relocated Shaw Road and Gregory Street. This signalized intersection should include a pedestrian control signal with crosswalks. Sidewalks should be installed on both sides of the relocated Shaw Road and the southern end of Gregory Street. Sidewalks should be extended along Hibiscus Road to the pedestrian trail at the entrance of the proposed park. Multi-family development should back up to the relocated Shaw Road and gain its access off of the internal street system designated as local streets. A landscaped buffer should be planted along the entire length of the relocated Shaw Road.

Create An Entrance Corridor Overlay District



The Study Area is positioned at one of the key entrances into the City of Fayetteville. It is imperative that this Area project a positive and progressive image. This can be achieved by the creation of an Entrance Corridor Overlay District. The Entrance Corridor Overlay District should be a general district created in the zoning ordinance for all jurisdictions and applied at the entrances of each jurisdiction. This Overlay District would address landscaping, signage, sidewalks, setbacks, parking location, "big box" commercial entities' design, circulation, building design, and type of development. This charge should be assigned to the Joint Appearance Commission and approved by the various planning boards and governing bodies.

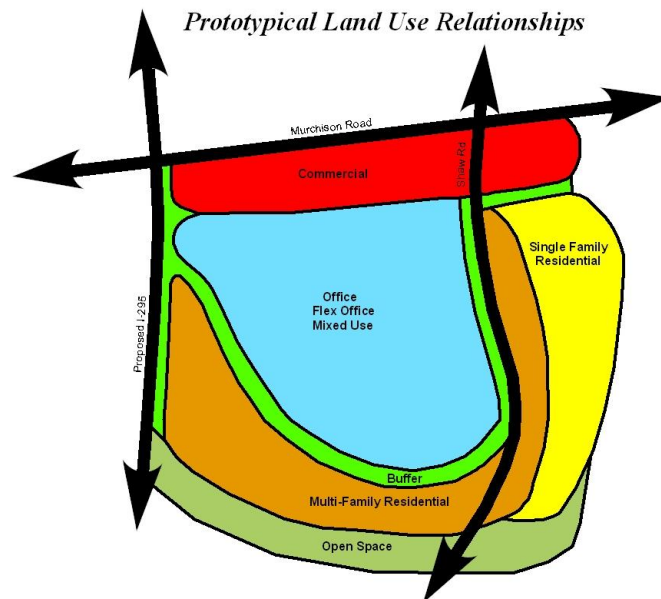
It is recommended that the developed Entrance Corridor Overlay District be applied at a minimum to the Study Area along the frontage of Murchison Road and the new realigned Shaw Road.

Land Use Relationship Diagram

An analysis of general data collected reveals the site is conducive for many major uses including a regional mall (provided the feasibility study numbers support it), as a concentrated shopping area, highway service uses, a light industrial park, flex office park, mixed use development, office park, residential use or any combination of these uses. The option chosen was a combination of uses or a mixed use development. The frontage area along Murchison Road is more suited for commercial use, with the military office park consuming the bulk of the area behind the commercial area. Residential uses would wrap the office park area and provide housing within walking distance of employment and shopping. The most viable residential area is the Julie Heights Subdivision, which is recommended to remain in tact. It will require some rehabilitation work and code enforcement will be required. Any major use including the military office park would require the assemblage of many small parcels of land from various owners. There may even be some environmental issues that our study did not uncover since there are or have been numerous garages and junk vehicle sites in the Area.

The land use relationship mirrors the “Transitional Use Policy” outlined in the 2010 Land Use Plan, which calls for the most intense uses buffered by a gradation of least intense uses. The land use relationship in the Study Area is illustrated in **Exhibit 1 - Proposed Shaw Heights Land Use Relationship Diagram**. The land use relationships show the most intense and high traffic generator near the main artery. All the other uses based on their intensity radiates from this commercial area with the least intense residential uses abutting the PWC watershed natural area. Buffer areas are proposed as a noise barrier along I-295 and between residential and non-residential uses.

Exhibit 1- Proposed Shaw Heights Land Use Relationship Diagram

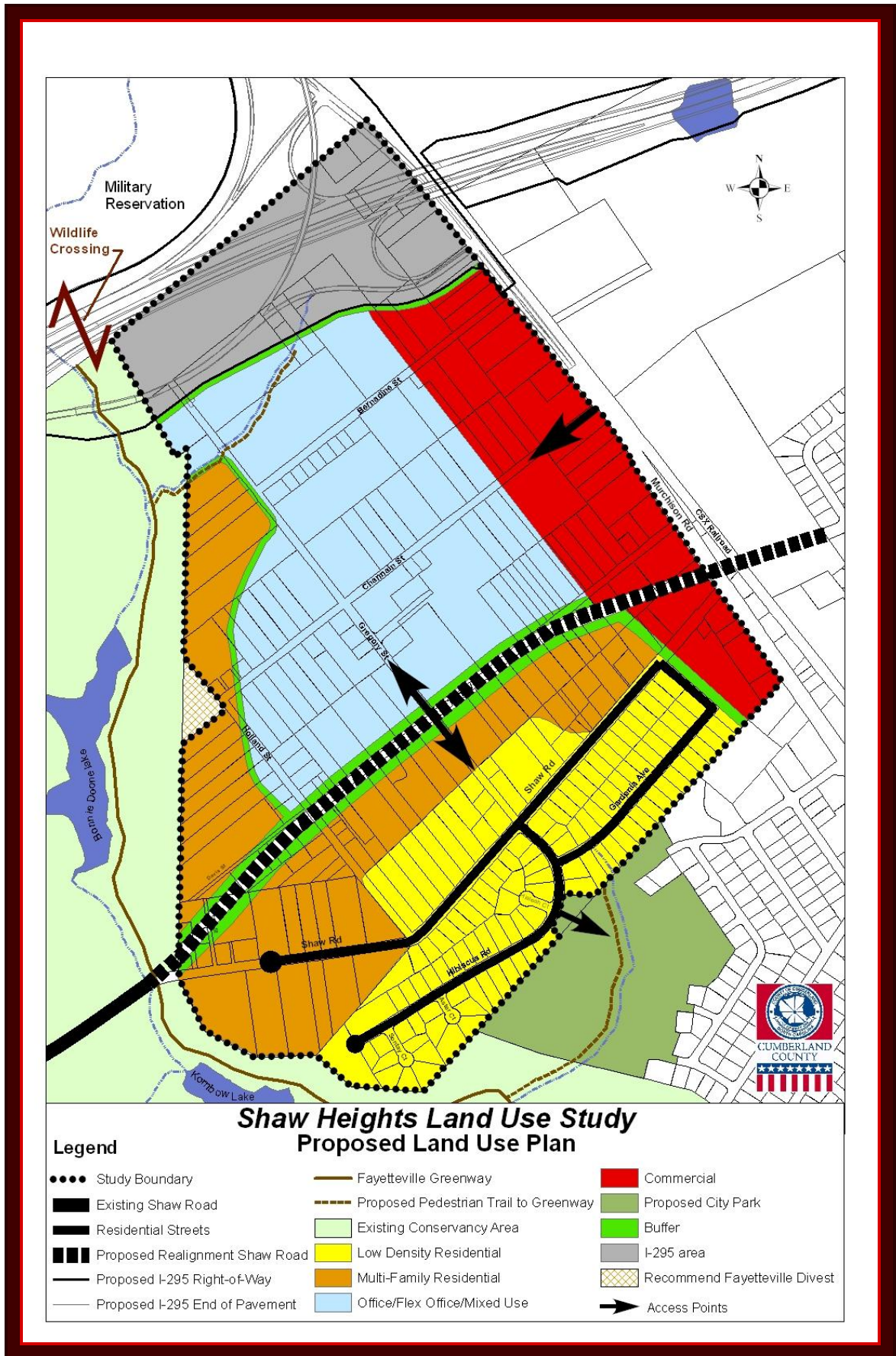


Land Use Plan Map

The Proposed Land Use Plan for the Study Area recommends that approximately 800 feet of depth along Murchison Road be designated as commercial. This commercial area is approximately 50 acres in size. There should be one major entrance off of Murchison Road in the vicinity of Charmain Street. Adjacent to this commercial area is 114 acres designated as office/flex office/ mixed use. This area will provide a buffer between the commercial area to the north and the proposed residential area to the south. Adjoining the office/flex office/ mixed use designated area is a proposed multi-family area. The multi-family area, consisting of approximately 81 acres, forms a band at the southern end of the Study Area and wraps the south side of the proposed Shaw Road Re-alignment up to the commercial area along Murchison Road. An approximately 8-acre buffer area is proposed between the office/flex office/ mixed use designated area and the multi-family area, and along the north side of the realigned Shaw Road. No development along the proposed Shaw Road should front on the road. Buffer areas are also proposed along the entire length of I-295 Loop that borders the Study Area and between the commercial area and the residential areas near Murchison Road. Single family development is proposed to remain in the Julie Heights Subdivision area to accommodate the existing development and preserve the neighborhood. Additional code enforcement and rehab work should be undertaken to help stabilize and ensure the viability of this neighborhood.

Off-site recommendations include the development of a community park on the City's property immediately south of the Study Area. This park will provide a bridge between the new development and the existing neighborhoods in the Area. Access to the park would be primarily off Hibiscus and Hogan Street. Other off-site recommendations include the divestment by the City to the private sector, a tract of land at the intersection of Charmain and Holland Street. Multi-family housing should be built on this tract which is surrounded by proposed multi-family development. Additionally, development of the Fayetteville Greenway along Little Cross Creek (Bonnie Doone, Kornbow, Glenville Lakes and Mintz Pond) area should continue to include tying the internal pedestrian circulation system of the Study Area to the greenway system.

Map 20 - Proposed Land Use Plan



Development Standards

The entire Study Area, north of Shaw Road, will require redevelopment. There should only be one major entrance into the site from Murchison and the new aligned Shaw Road. These entrances should be signalized with turning lanes off of Murchison and Shaw Roads. All out-parcels should be served by internal streets. The main street through the Area should be designed to discourage thru traffic by being a two-lane road with the lanes divided by a landscaped median, round-a-bouts at all intersections and have a low design speed. Sidewalks and other pedestrian amenities should be a part of the overall design for the Area.

Recommended Typical Collector Street Cross-Section



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**Section responsible for this report
June 2008