



**SOUTHWEST CUMBERLAND  
LAND USE PLAN**

**SWC**

May 2013

## INTRODUCTION

The Southwest Cumberland Study Area is part of an ongoing project by the Cumberland County Joint Planning Board to complete detailed land use plans for the entire portion of the County under its jurisdiction, which includes the unincorporated portion of the County, the towns of Hope Mills, Spring Lake, Falcon, Godwin, Stedman, Wade, Eastover, and Linden. This Plan focuses on the southwestern portion of the County which includes the Town of Hope Mills.

It is understood that this Plan is not a finite plan, but is the community's current perspective of the future for the area. As development trends change, factors in the community change, and outside influences impact the area, the perspective of the community should change. The objective of this Plan is to acknowledge existing conditions; accommodate market demands; protect the public's health, safety and welfare; improve the quality of development; protect natural resources, scenic sites, historic and environmentally sensitive areas; promote development that is efficient and less costly to the public sector; and allow flexibility for various types of development to accommodate the needs or expectations of a diverse population. The Plan is a blueprint for the future even though the future is inherently uncertain over the time frame of the Plan's implementation.

The Study Area is approximately 39 square miles. It is defined on the south by the Robeson County Line, on the west by the Hoke County Line, on the north by the Fayetteville City Limits and on the east by US 301 South (Gillespie Street) from Owen Drive to Rockfish Creek, then along Rockfish Creek to Interstate 95, then south along Interstate 95 to the Hope Mills Town Limits Line to include the interchange area at Interstate 95 and Chicken Foot Road, and then south along Interstate 95 to the Robeson County Line. It includes all the area designated in the Hope Mills Municipal Influence Area (MIA) including the Town of Hope Mills. The Study Area includes areas designated as part of Fayetteville's MIA Area. Even though these areas are included in Fayetteville's MIA, they are still under the jurisdiction of the County. It also includes the Gates Four Community, since it was given a reprieve by the State Legislature and not annexed by the City of Fayetteville.

The Study Area has experienced a significant amount of growth since 1990. There are several Census Tracts that covers the Study Area and three of those Tracts have experienced over a 50% increase in the total population between 1990 and 2000. At least three Census Tracts experienced between 20% and 37% increase in population for the same time period, compared to the County as a whole that experienced a 10% increase in total population. The 2010 population is estimated at 43,546 persons on the 25,272 acres in the Study Area, which yields a density of approximately 1.72 persons per acre.

This document consists of two data sections: one for the entire study area and one for the Town of Hope Mills. While the data is compiled for each separately, the Goals & Objectives and the Recommendations for each area is combined. There are general and specific recommendations for both Areas. General recommendations apply to both the entire Study Area and the Town of Hope Mills. Specific recommendations apply to each area individually.

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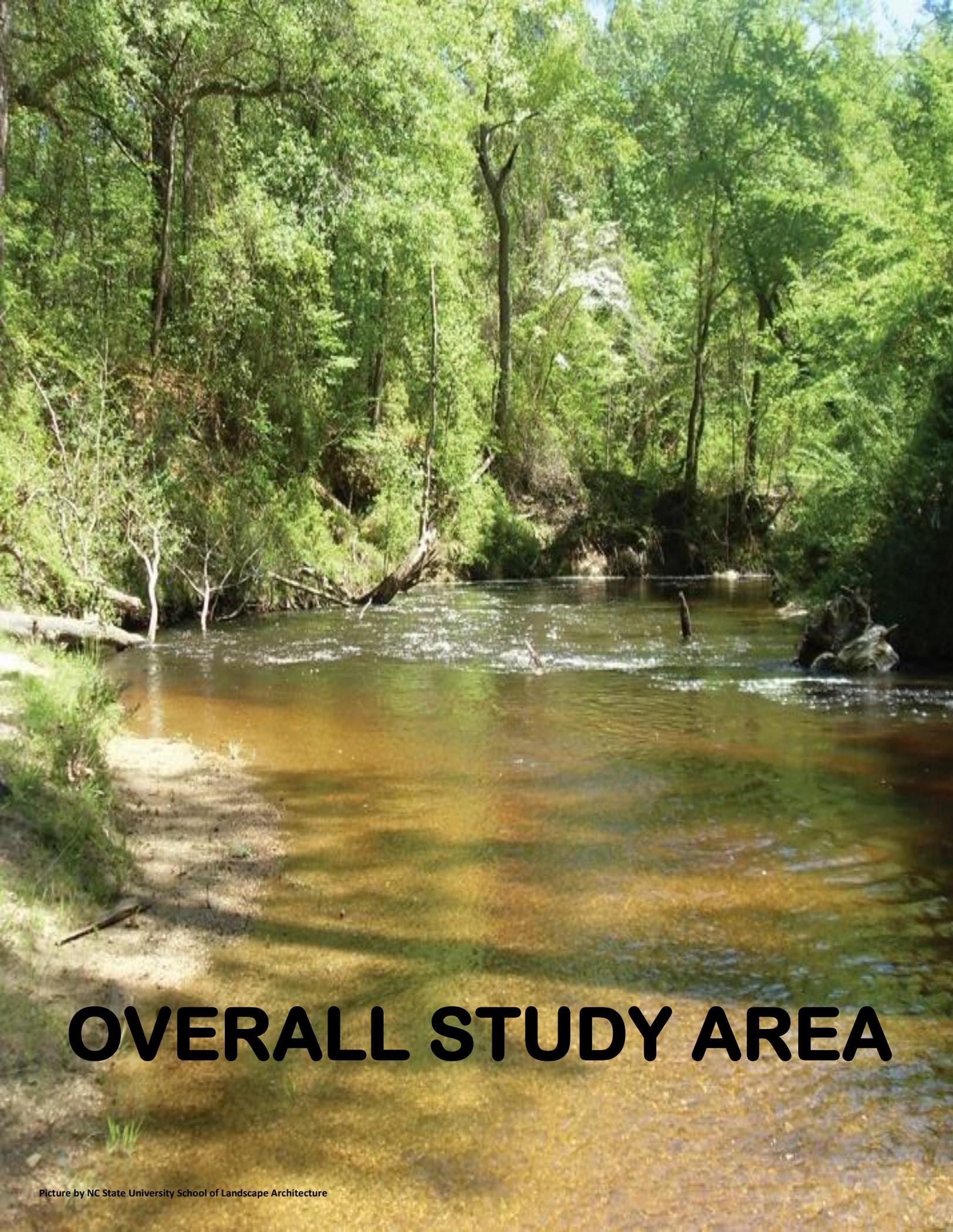
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# OVERALL STUDY AREA

## THE PROCESS

The process of developing the Plan began with the Planning Staff gathering and analyzing data about the Study Area. This data included water, sewer, natural features, soils data, types of construction in the Area, zoning, past development activities, demographics, economic factors, outside influences, transportation modes, etc. A synopsis of this data was presented to the residents at three vision sessions held in the Study Area. At these Vision Sessions, the residents were asked three basic questions: What would you like the future of the Area to look like? What are the existing assets of the Area? What are the present liabilities in the Area? The residents' responses along with a questionnaire were recorded and compiled. Residents at the Vision Sessions were asked to volunteer to serve on the Southwest Cumberland Citizens Planning Committee. This group functioned as a steering committee and was charged, with Staff facilitating, to develop the Plan.

The Southwest Citizen Planning Committee (SCPC) was established and 61 persons volunteered to serve. All committee activities were open to the public. The committee met for over a year to develop the Goals & Objectives and the Proposed Southwest Cumberland Land Use Plan map.

The Committee's proposed Southwest Cumberland Land Use Plan was presented to the area residents at two public meetings held in the Study Area. The residents were given an opportunity to provide feedback on the Plan. The Citizens Committee met for a final time to review the feedback and requests for change from the public meetings prior to recommending the Plan to the Planning Board. The Planning Board will hold a hearing on the Plan, make any changes if desired and forward the recommended Plan to the Cumberland County Board of Commissioners and the Hope Mills Town Board of Commissioner for their consideration. Each of these governing bodies will hold a public hearing on the recommended Plan, make changes if desirable and adopt the Plan.

## PUBLIC PARTICIPATION

Public participation was the cornerstone in developing the Plan. Public participation in the development of the Plan included Vision Sessions held at three locations within the Study Area; a Written Vision Response Form conducted at two of the Vision Sessions, and a Questionnaire conducted at the Vision Sessions. The Written Vision Response Form was conducted at the second and third sessions because at the first session there was a large crowd and the staff wanted to reach participants that were shy of speaking in front of crowds or had some reservations about addressing an issue in that setting. These three elements were used to gather residents' information on the issues, concerns, and their perception of the Area. This information was compiled; a profile of the participants was defined; and the residents' perceptions, issues and concerns were summarized. Each element is discussed and summarized below.

Once the public data gathering process was completed, this information was presented to the Southwest Cumberland Citizen Planning Committee and used, with Staff facilitation, to formulate the Plan. The public had further participation in the process at two public meetings where the proposed Plan was presented to the residents for further input, comments, and changes. The final opportunities for public participation were at public hearings held by the Cumberland County Joint Planning Board, the Hope Mills Town Board and Cumberland County Board of Commissioners.

### Vision Sessions, Written Vision Forms and Questionnaires

Three Vision Sessions were held at various locations in the Study Area: Elizabeth Cashwell Elementary School, Stoney Point Recreation Center, and the Hope Mills Recreation Center. Approximately 304 persons participated in these Vision Sessions.

#### Elizabeth Cashwell School

The first Vision Session was held on August 18, 2011, at Elizabeth Cashwell Elementary School where 114 residents participated and were asked to complete the Questionnaire. During the Vision Session, the residents were asked three questions. What would you like the future of the Area to look like? What are the existing assets of the Area? What are the present liabilities in the Area? The residents' responses were as follows:



#### Future Visions

- Expansion of outdoor recreation facilities within the Study Area (especially within waterways)
- More schools to accommodate population growth

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- No new property taxes
- Backup water supplies and treatment systems
- Possible concrete median on Legion Road
- Bowling alley
- Additional cultural events
- Youth recreation facilities (ex. pools, outdoor areas, etc.)
- Free services for youth, better services for all citizens
- Mass transportation availability
- Development of Little Rockfish Creek/Hope Mills Lake No. 2
- Sidewalks, small town feel
- Options other than normal subdivisions
- Walkable communities
- Transportation options from Hope Mills to Fayetteville
- Clean up Hope Mills
- Bike Lanes
- Better community facilities
- Better transportation facilities
- Sidewalks on Legion Road and Camden Road
- Preservation of existing communities and prevention of encroachment from commercial development
- Development standards (building smaller)
- Infill development
- Complete streets, mixed-use development
- Protection of wetlands
- Code enforcement/curb appeal
- Riparian buffers along streams
- Assisted living and recreation facilities for seniors
- More citizen control over developers



## Assets

- Hope Mills Park and Recreation Center, Senior Center, Walking Trails
- Close proximity to Fayetteville and retail centers
- Small town atmosphere
- Good recreation facilities



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- Close proximity to Fort Bragg
- Being outside of the city limits
- Alms House
- Close proximity to medical centers
- Schools, school spirit, attachment to the community
- Police, Fire, Libraries, EMS
- Lake (when full)
- Low crime rate
- Hope Mills Bypass
- Theater (Camden Road)
- Good people

## Liabilities

- Lack of sidewalks
- Congestion/bottlenecks at RR tracks
- Wild dogs
- Possible concrete median on Legion Road
- Only one park
- Dirt road near Brower Park
- Lack of water and sewer
- Development along waterways
- Grass maintenance along Hope Mills Bypass
- Lack of pedestrian crosswalks (Main Street)
- Speeding in school zones/speeds on Legion Road
- Encroachment of commercial development in residential areas
- Lack of street lights along main roads
- Traffic lights at Crosswinds and Legion Road
- Lack of preservation of natural habitat, clear cutting of trees in new development
- Lack of street light synchronizations at Wal-Mart, long queues
- Development encroaching riding areas for horses
- Empty strip mall (Hope Mills Road)
- Too much traffic (NC 59 through Hope Mills)



Another technique used to gain public input was through a questionnaire conducted at this Vision Session. A profile of the attendees, according to the questionnaire, revealed that most of the attendees were white, females, between the ages of 35-54, employed in Fayetteville, homeowners, and lived in the Town of Hope Mills. The attendees thought police protection and fire protection (tied), education and the economy (tied), and the water system were the most important factors in determining their “quality of life”. Fire protection, police protection, and schools were the best

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existing assets. Mass transit, job opportunities and litter control (tied), and cultural opportunities were the worst existing factors in the Area. Regarding transportation issues, bicycle accommodations, pedestrian accommodations, and traffic congestion were the most deficient. The top priority transportation issues that should be addressed were sidewalks/crosswalks, neighborhood traffic control, and bicycle accommodations.

## Hope Mills Recreation Center

A Vision Session was held on August 25, 2011, at Hope Mills Recreation Center with 87 residents in attendance. The visioning process used was the same as the previous meeting. The residents' responses were as follows:

### Future Visions

- No clear cutting of trees
- Bowling alley
- Shelter to withstand natural disasters
- More sidewalks and better traffic control in the neighborhood
- Alternative energy for public facilities
- More dispersed health facilities
- Litter free environment that is profitable
- Hope Mills Lake
- Hope Mills Lake #2, hydroelectric plant (backup water source)
- Greenways
- Public water and sewer for everyone (no septic tanks)
- Better care of cemeteries
- Orderly annexation
- Skate parks
- Home improvement store
- Community transit service that would be complimentary for the disabled population
- Promote local ownership of retail (diversity in commerce)
- Community sports competitions (alternative sports)
- Better storm water drainage facilities
- Mass transit
- Historical museum
- Better, bigger library
- More public involvement



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- Outdoor swimming facility that could also accommodate the handicapped
- Preservation of historical district
- Walkable community
- Ice skating rink
- Hwy 301 and Roslin Farm Road - flashing red and yellow light
- Bring industry into the area (outside of residential areas)
- Regional shopping mall at the Hwy 59/I-95 Interchange
- Lower taxes
- Solar power used to feed power grids to lower residents energy requirements
- Blooming energy used at waste treatment plants to feed power grid to lower residents energy requirements
- Speed up the construction of Outer Loop
- Keep Hope Mills Bypass clean and well maintained
- Make Main Street one-way going north and Trade Street (with connections) one way going south
- Preservation of existing neighborhoods and natural areas and protection from encroachment of businesses
- More strict litter laws, especially landscaping companies - commercial businesses



## Assets

- The abundant suburban residential areas
- Parks facilities for small kids
- Small town feeling
- Good schools
- Diversity of the community
- Accessibility to major facilities
- Fire and Police Dept.
- Public safety
- Cleanliness of neighborhoods
- Character and historical ties
- Hope Mills Bypass
- Best theater in area, lots for youth to do
- Low crime rate
- Recreation activities
- Close proximity to military services/facilities



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- Cooperation between town government and religious organizations in the area
- General population is more intelligent than politicians
- Big/Little Rockfish Creeks
- Millstone - walkable community
- People
- Family oriented community
- Recycling programs
- Good doctors' offices

## Liabilities

- Drainage problems in the community
- Traffic congestion - narrow streets
- High property crime rate
- Sidewalks
- Road conditions
- Road system will not support the population
- Lack of water and sewer availability, dilapidated mobile homes
- Not enough entertainment options for young adults
- Not enough major restaurants
- Gang problems
- Dam is an eyesore
- Bars and nightclubs in the area
- Options for senior citizens (a center for seniors to gather)
- Lack of bus services
- Derelict, vacant structures
- Too many strip malls (empty commercial buildings)
- Railroad trestle on Main St.
- Too crowded (population)
- Absentee land owners
- Bypass, as a gateway to the community, is horribly maintained
- Cleanliness of dump site
- No water in the lake
- Connectivity issues
- No diversity in commercial centers
- Vacant big box retail
- No emergency shelter
- Clear cutting trees by developers
- Town limits are too choppy, not congruent
- Fayetteville is taking Hope Mills' MIA



- Too many access points on Main Street (major commercial areas)
- Illegal dumping - no action
- Road systems unable to support multi-family development
- Lack of public recycling depositories
- Lack of environmentally friendly practices in the city

The Written Vision Response Form was introduced at this meeting. This allowed an additional input of the citizens' visions for the Study Area. The attendees' responses revealed that the existing Community Atmosphere/Attitude, Parks & Recreation, and Land Use/Development were good. As for the worst issues existing in the Area, attendees listed Transportation, Land Use/Development, and Community Facilities/Services. Transportation, Land Use/Development, and Community Facilities/Services improvements were the top future visions. While it seems apparent that the attendees had conflicting views on many of the issues, it is appropriate to say that many of the issues may be good now, but there is a need for improvement.

The Questionnaire conducted at the Hope Mills Recreation Center Vision Session revealed mass transit, job opportunities and litter control (tied), and streets/roads were the worst existing factors. Regarding transportation issues, bicycle accommodations, pedestrian accommodations, and transit services were the most deficient. Sidewalks/crosswalks, neighborhood traffic control, and improving access to Fayetteville were top priority transportation issues. Fire protection, police protection, and education were the most important factors in determining "quality of life" for the majority of attendees. The top existing assets in the Area were fire protection, library, and recreation/park facilities. The majority of attendees were white, females, between the ages of 35-54, employed in Fayetteville, homeowners, and lived in the Town of Hope Mills. There were an equal number of those that worked full-time in non-military positions and those that were retired.

### **Stoney Point Elementary School**

The final Vision Session was held on September 8, 2011, at Stoney Point Elementary School. There were 103 residents in attendance that participated in a visioning process and were requested to complete the Questionnaire. The Vision Session preceded the same as the previous sessions. The resident's responses were as follows:

#### Future Visions

- Addition of turn lanes in specific places
- Sidewalks
- Eliminate Municipal Influence Area
- Curb appearance



# SWC Southwest Cumberland Land Use Plan

- Redevelopment of empty downtown commercial areas
- Protection of area around airport
- More green space
- Planning Board/governing bodies need to be more cognitive of citizens desires
- County-wide mass transit
- Creation of Community Board for development review
- More recreation areas/facilities for children
- Recreation areas/facilities within neighborhoods
- Consolidated law enforcement
- More community watch programs
- Major infrastructure put in place to eliminate congestion along Main Street
- Better traffic signal timing (synchronization)
- Additional high school
- Water in Hope Mills Lake
- Retain Hope Mills small town character
- Improve appearance along NC 59 as a gateway into the community
- Simplified zoning and subdivision ordinance
- More competition in health care



## Assets

- Quietness
- Small town feel
- Diversity
- Green space
- Police and Fire Departments
- Good electrical services
- Central location
- Schools
- Good community/nice place to live
- Economic growth
- Cleanliness of environment
- No city taxes
- Community water system
- Library
- Walking trails along Fire Station
- Safe
- Community services/facilities close by



# SWC Southwest Cumberland Land Use Plan

- Communication services (cable, etc.)
- Good restaurants
- Great little league sports (all age levels)
- Cosmopolitan atmosphere within a small town
- Farming
- Convenient shopping
- Natural resources (Big/Little Rockfish Creek)
- Access to Interstate 95
- Recycling centers
- Military organizations
- Millstone theater
- Parks and Recreation (Lake Rim/Hwy 87)
- Church outreach - charitable organizations
- History of area that gives the town its identity



## Liabilities

- Lack of law and code enforcement
- Broken dam/empty lake and money spent on it
- Lack of cleanup efforts on sides of roads
- Crime rate in rural areas
- Unpaved streets
- No sidewalks
- No bicycle lanes
- Traffic
- Overcrowded schools
- Camden Road traffic (congestion)
- Taxes are too high
- Confusion with public services and who to call
- Not enough effort given to maintain historical district of Hope Mills
- Too much strip commercial development
- Confusion as to what long-term development will occur
- No publicly published impact statements for developments
- Lack of coordination with schools and county/city council and agencies
- Neighborhood road maintenance
- Lack of street lights
- Lack of bus service to city
- Lack of preservation of natural resources/trees
- Clear-cutting



- Lack of traffic control
- Municipal Influence Area
- Lack of indoor recreation centers
- Lack of safe biking/walking areas
- Large manufactured home parks

The participants' responses on the Written Vision Response Form revealed that the existing Community Atmosphere/Attitude, Community Facilities/Services, and Land Use/Development were the top issues that they perceived as good. While Community Facilities/Services and Land Use/Development were listed as good, an equal number of participants listed them along with Transportation as the worst. Overall, the residents would like to see future improvements in Transportation, Community Facilities/Services, and Land Use/Development.

The public input on the Questionnaire revealed that the citizens thought education, police protection and fire protection (tied), and low property taxes were most important factors in determining their "quality of life". Schools and fire protection (tied), library, and housing were the best existing assets. Mass transit, job opportunities, and litter control were the worst existing factors. As for transportation issues, bicycle accommodations, traffic congestion, and transit services were the most deficient; while they thought sidewalks/crosswalks, neighborhood traffic control, and bicycle accommodations were transportation issues that should be top priority. The participants responding were white, males, between the ages of 35-54, worked full time in non-military positions, employed in Fayetteville, homeowners, and lived in the unincorporated portion of the County.

An overall summary of the public input through the Written Vision Response Form revealed the attendees' at both the Hope Mills and Stoney Point Vision Sessions thought the existing Community Atmosphere/Attitude and Land Use/Development were the top issues that they perceived as good and also listed them as the worst in the Area. Most of the residents at both Sessions want to see future improvements in Transportation, Community Facilities/Services, and Land Use/Development.

A summary of all three Vision Sessions revealed the majority of attendees were white, females, between the ages of 35-54, homeowners, and lived in the unincorporated portion of the County. It also revealed that of those working, most worked in the City of Fayetteville.

The majority of the attendees believe that fire protection, police protection, and education were most important factors in defining their "quality of life". Fire protection, schools, and the library were the best existing features in the Area, while mass transit, job opportunities, and litter control were the worst features. Interestingly at all three Sessions, mass transit, job opportunities, and litter control lead the list as being the worst existing issues for "quality of life". Regarding transportation issues, bicycle accommodations, pedestrian accommodations, and traffic congestion were poor. The top priority transportation issues that should be addressed immediately were sidewalks/crosswalks, neighborhood traffic control, and bicycle accommodations. In general and compared to other Areas, the attendees believe that the overall transportation system in the Study Area is fair.

## CITIZEN PLANNING COMMITTEE

All attendees at the Vision Sessions were encouraged to participate on a voluntary Citizen Planning Committee as an additional method of public participation in the process. The purpose of the Committee was to develop a Plan for the Southwest Cumberland Area. A total of 61 residents signed up to participate on the Southwest Cumberland Citizen Planning Committee

The Committee held its first meeting on October 13, 2011. There were 33 in attendance. At the meeting, the Planning Staff gave instructions on the proceedings of the group, taught a short course on land use planning, presented a summary of results from the Vision Sessions, Vision Written Response Form, the Questionnaires, and handed out additional information. The first task of the Committee was to develop goals and objectives for the Plan and the various land uses. After developing goals and objectives and some recommendations, the Committee began to work on the Study Area Detailed Land Use Plan map. The Committee met monthly at Hope Mills Recreation Center from October 2011 to August 2012. Once the draft Plan was complete, it was presented to the Southwest Cumberland Area residents at two meetings on November 27, 2012 at Elizabeth Cashwell Elementary School and the Hope Mills Recreation Center on November 29, 2012. There were a total of approximately 72 residents that attended these meetings. The residents voiced their concerns and completed a Plan Evaluation Form. This information was compiled and presented to the Southwest Citizen Planning Committee for consideration for changes and modifications to the Plan. The Committee met on December 13, 2012 to consider Plan modifications based on the residents input and finalize the Plan. The Committee's final proposed Plan was forwarded to the Cumberland County Joint Planning Board for consideration. Members of the Committee agreed to follow the Plan through the approval process and designated a Committee Member to be the contact person for any future rezonings or alterations to the Plan.



## NATURAL FEATURES

Examining natural and physical features is a significant factor in developing a land use plan for the Area. Natural features are features created by nature that impacts the development of the Area. These conditions can determine the suitability for various land uses. Natural Features examined in the Study Area included septic tanks suitability soils, prime farmland, hydric soils, special flood hazard areas, topography and endangered species.

### Septic Tank Soil Suitability

A majority of the unincorporated part of the Study Area does not have public water and sewer and is served by private wells and septic systems. There are no long range plans by any of the providers to install public water or sewer, even in areas that are within the City of Fayetteville's Municipal Influence Area. The Public Works Commission (PWC) will provide water and/or sewer with agreements between a developer, the Board of Education, and/or the County government. PWC, due to the new Annexation Laws has a policy that requires developers to petition for annexation prior to plan submission. This is the same policy that PWC had used in the past that lead to widespread septic tank proliferation in the unincorporated portion of the County due to developers choosing to utilize a septic system rather than sign these agreements. Twenty years later these areas were annexed into the City of Fayetteville with minimal public water and/or sewer services and a good portion of the cost to install these services was passed on to the homeowners. The City has estimated that it will be over 15 years before these services are available to some of the annexed areas. Entangled in the politics of water and sewer service is the Southwest Cumberland Area long range plan. It is impossible to do an adequate plan without some idea as to where and when public water and sewer will be available.

According to the soils data of the Area over 14,486 acres or about 57.5% has severe limitations for septic use; 2,428 acres or 10% has moderate limitations; 7,490 acres or 30% has slight limitations for septic tank use; 562 acres is water and 51 acres are unclassified. The most extensive concentration of sewer limitation soils is located in the northwestern and southern portion of the Study Area as illustrated in **Map 1 - Southwest Cumberland Study Area Septic Tank Suitability Map**. There have been over 839 septic tank repairs and failures in the Area. Concentrations of septic tank problems are along Cumberland and northern Hope Mills Road area, Legion and Camden Roads just south of Black and Decker Road, the Muscat Road/Parkton Road area, South Main Street (south of Hope Mills), the Lake Upchurch area, south of King Road, and near the Camden/Rockfish Roads intersection just west of the Hope Mills Town Limits.

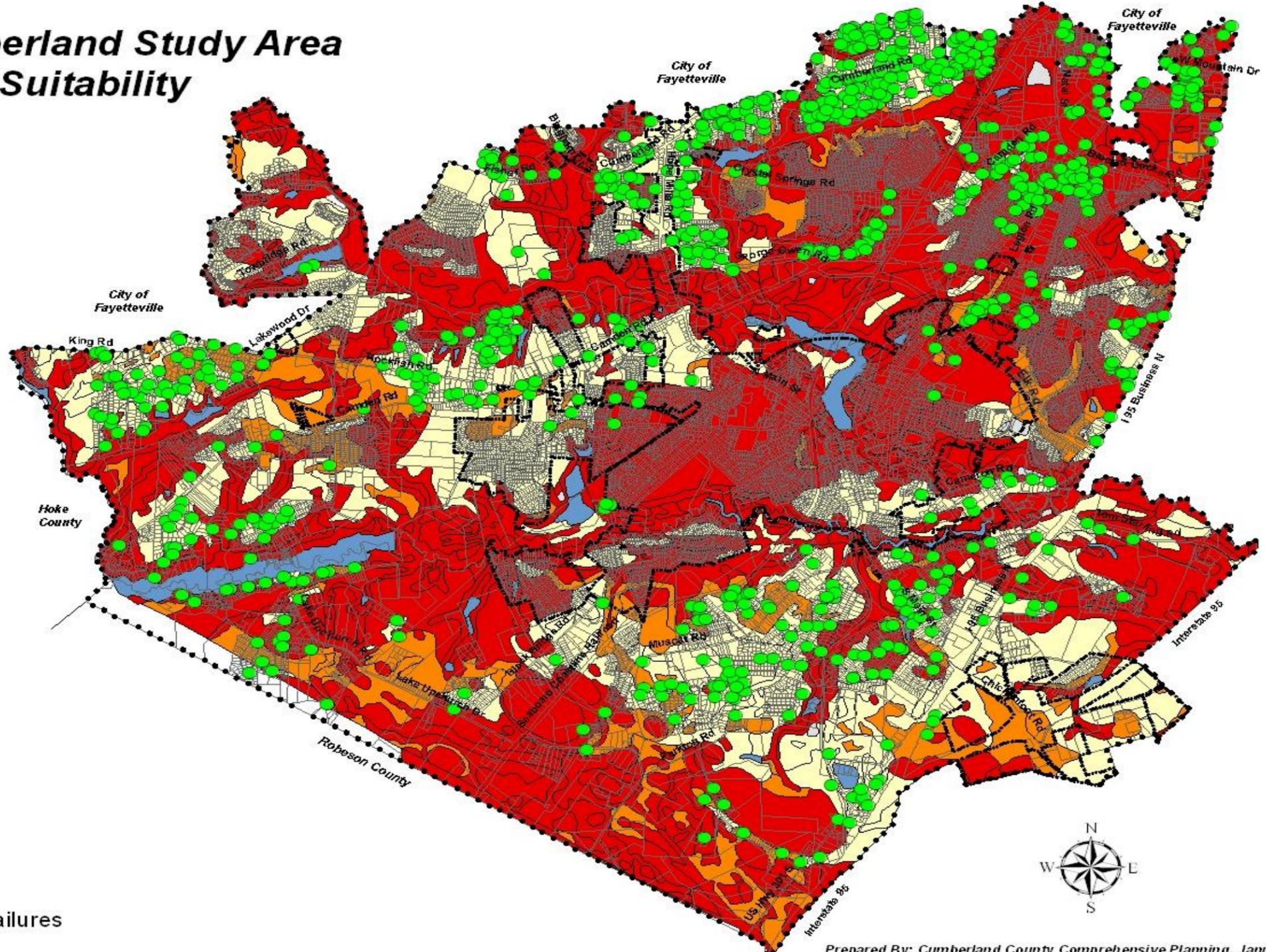
### Prime Farmland

The Cumberland County 2010 Land Use Plan ceded the Southwest Cumberland Area to urbanization due to its location within the then designated Urban Services Area, the current and proposed Highway Plan, the availability or proximity of other urban services and development pressure in the Area. These issues and current development in the Area makes it less desirable to protect the

**Map 1**  
**Southwest Cumberland Study Area**  
**Septic Tank Suitability**

**Legend**

- ..... Study Area Boundary
- - - - - Hope Mills Town Limit
- Severe
- Moderate
- Slight
- Water
- Unclassified
- Septic Tank Repairs/Failures



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farmland, even though there are farming operations in the area. Efforts should be made to preserve these current farming operations. Most of them are located on good farming soils which are classified as Prime Farmland and State and Locally Important Farmland as shown in **Map 2 - Southwest Cumberland Study Area Prime Farmland**. Prime Farmland as defined by the U.S. Dept. of Agriculture, “is soils that are best suited for producing food, fiber, feed forage, and oilseed crops. Such soils have qualities that are favorable for the economic production of sustained high yields of crops. It produces high yield with minimal input of energy and economic resources, and farming these soils results in the least damage to the environment.” There is an estimated 2,084 acres (8%) of Prime Farmland in the Study Area. State and Locally Important Farmland are soils that do not meet the requirements for prime farmland, but are suited for the production of crops economically, when managed according to modern farming methods. Approximately 4,609 acres (18%) of the Study Area has State and Locally Important Farmland.

## Hydric Soils

Hydric soils exhibit a strong possibility that one of the variables for determining if wetland exists is prevalent. Any development plans in areas with hydric soils should be coordinated with the Army Corps of Engineers before land disturbing activities are undertaken. It is estimated that approximately 4,541 acres (18%) of the Study Area has hydric soils and approximately 120 acres (.4%) exhibit hydric soil characteristics. These soils are located primarily in the central and southern portions of the Study Area along the major creeks, streams, and the “Carolina Bays” as shown in **Map 3 - Southwest Cumberland Study Area Hydric Soils**.

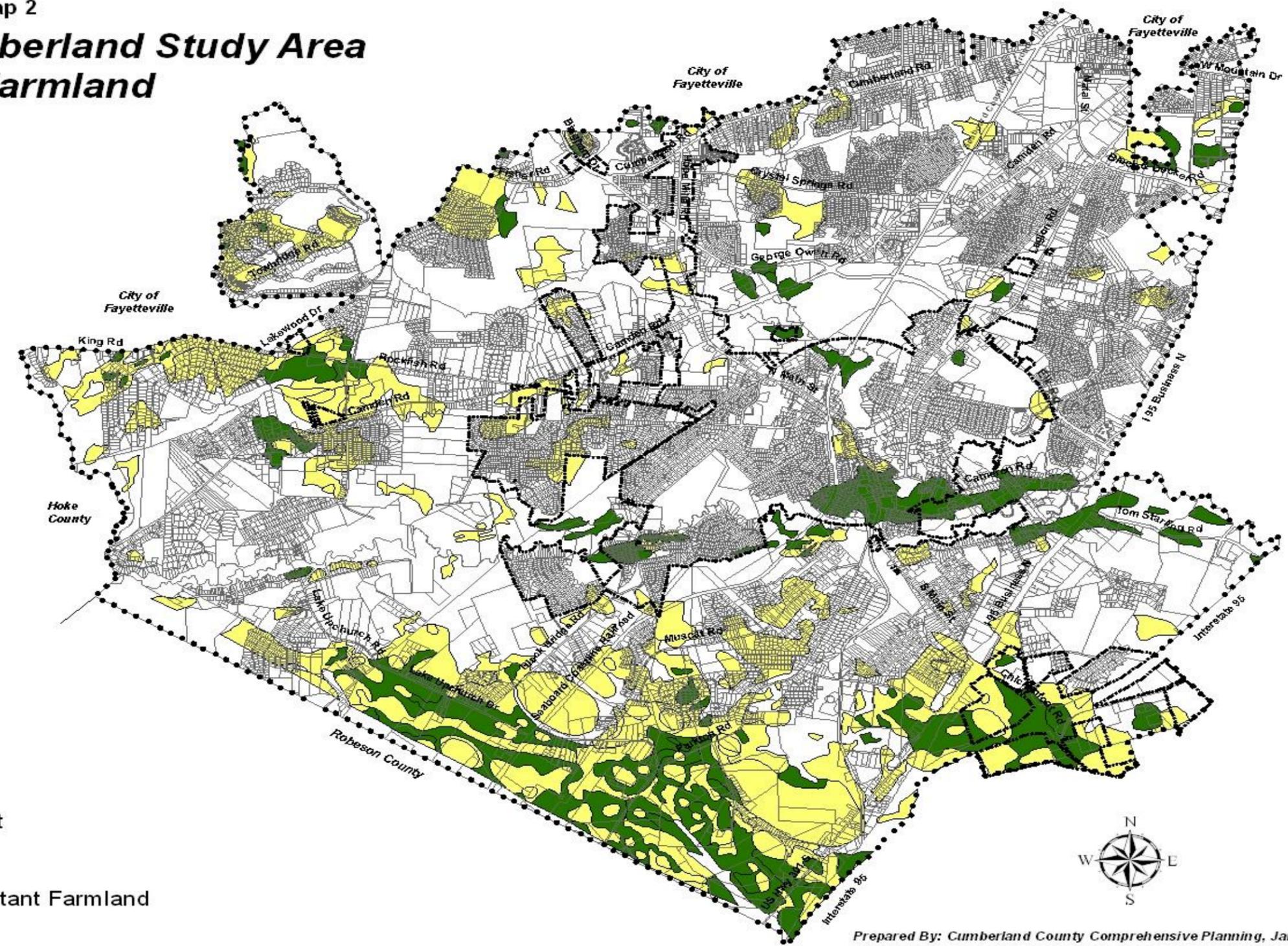
## Special Flood Hazard Area

Approximately 1,600 acres (6%) in the Study Area is located in the Special Flood Hazard Area. FEMA defines the Special Flood Hazard Area, “as land in the floodplain subject to a one percent (1%) or greater chance of being flooded in any given year.” The Special Flood Hazard Areas are located only along Big Rockfish, Little Rockfish, Beaver, Buckhead and Stewart Creeks as illustrated in **Map - 4 Southwest Cumberland Study Area Special Flood Hazard Area**.

## Topography

The land form of the Study Area consists of steep banks (over 20%) or bluffs along the major creeks, moderate slopes (10-15%) along the intermittent streams and relative level (0-10%) slope for the remaining Study Area. The creeks with steep slopes are Rockfish, Little Rockfish, Beaver, Buckhead and Stewart. Some of the perennial streams that drain to these major creeks have mostly moderate slopes along their banks. The remaining portion of the Study Area is relatively level as shown of **Map 5 – Southwest Cumberland Study Area Topography**. Most of the Study Area has no prohibitive slopes that would prevent development, but more control and/or buffer requirements need to be considered to protect the bluffs and steep slopes along the major creeks and perennial streams.

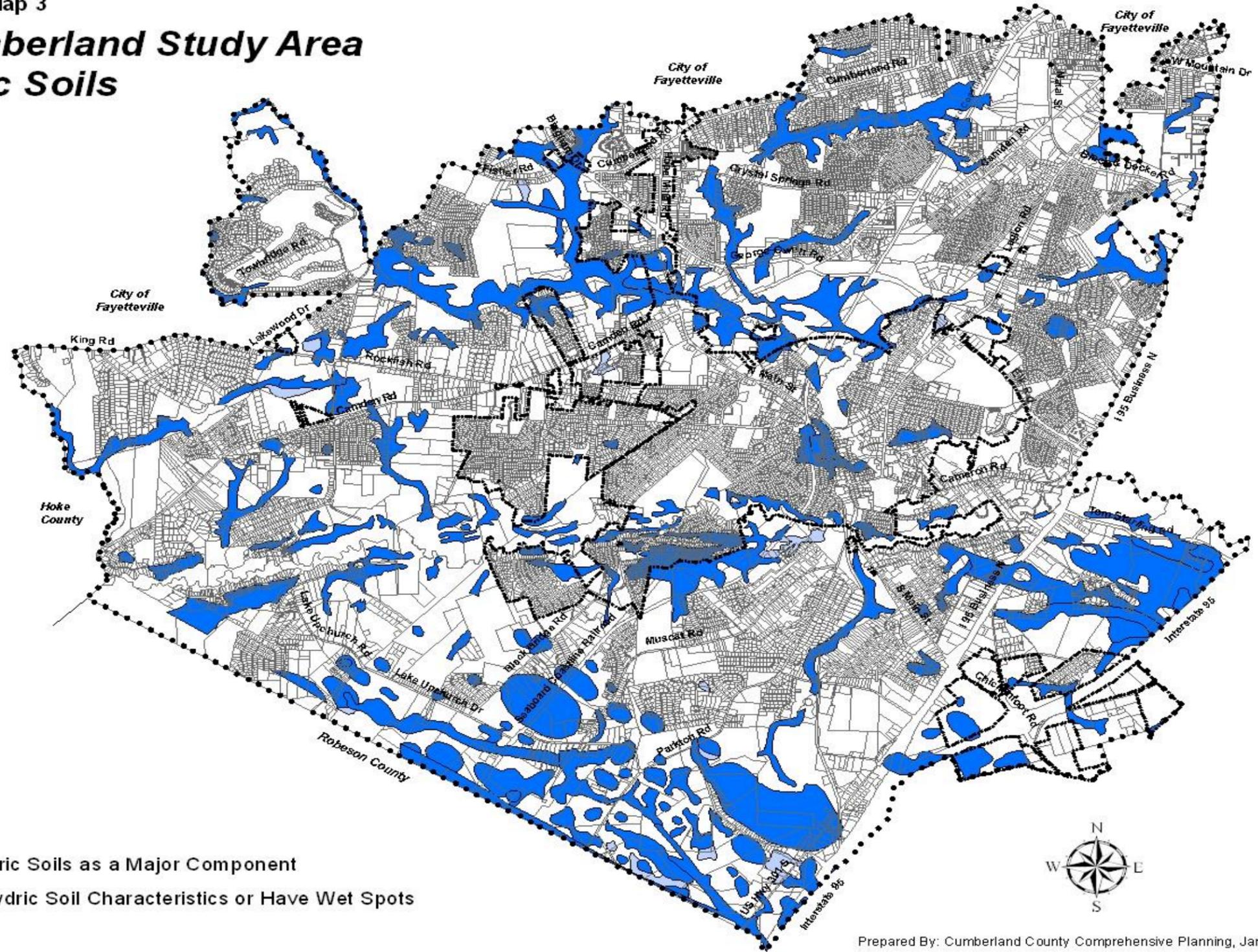
Map 2  
**Southwest Cumberland Study Area  
 Prime Farmland**



- Legend**
- ..... Study Area Boundary
  - · - · - Hope Mills Town Limit
  - Prime Farmland
  - State & Locally Important Farmland

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Map 3  
**Southwest Cumberland Study Area  
 Hydric Soils**



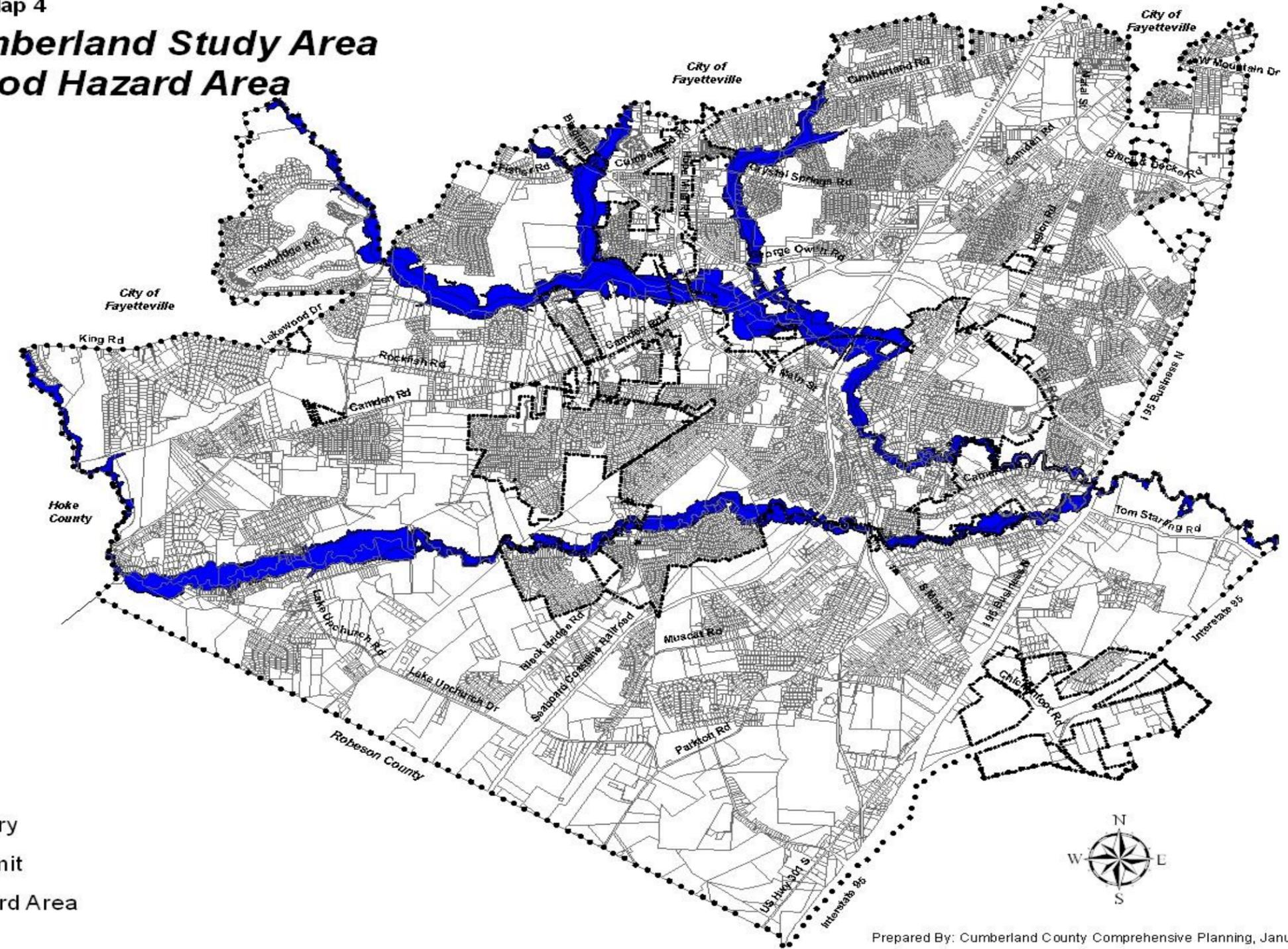
**Legend**

- ..... Study Area Boundary
- Hope Mills Town Limit
- Hydric Soils or Have Hydric Soils as a Major Component
- Could Possibly Exhibit Hydric Soil Characteristics or Have Wet Spots



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Map 4  
**Southwest Cumberland Study Area  
 Special Flood Hazard Area**

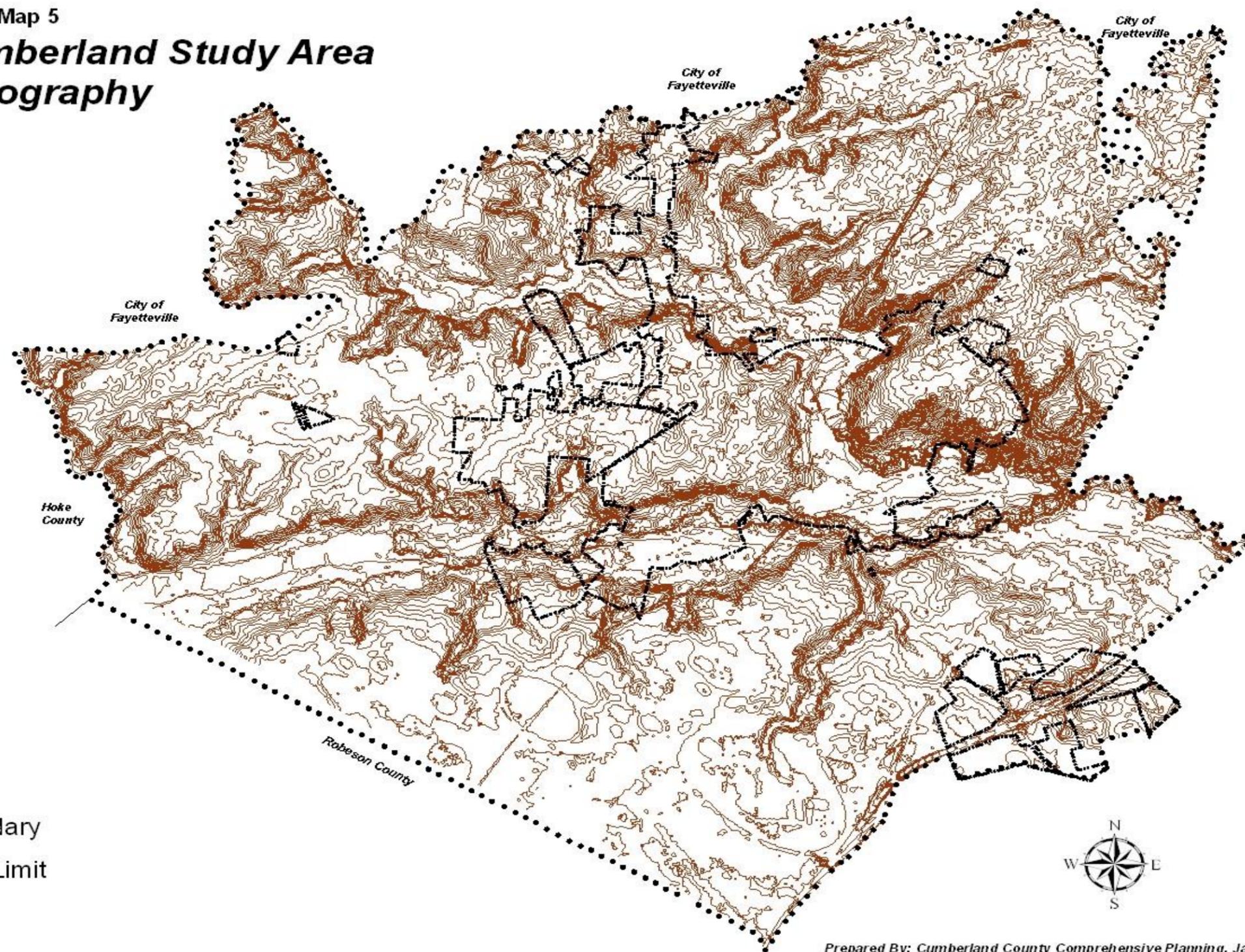


**Legend**

- ..... Study Area Boundary
- Hope Mills Town Limit
- Special Flood Hazard Area

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Map 5  
**Southwest Cumberland Study Area  
Topography**



**Legend**

- ..... Study Area Boundary
- · - · - · Hope Mills Town Limit
- Topography

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## Endangered Species

The following is a list for the Endangered Species (E), Threatened Species (T), and Federal Species of Concern (FSC) that exist in Cumberland County. Some of the Species are found within the Study Area. The existing Species (with the exception of the Red-cockaded Woodpecker) are not mapped in an effort to protect the location of the habitats.

<u>Vertebrate</u>	<u>Federal Status</u>	<u>Record Status</u>
American eel	T(S/A)	Current
Bachman's sparrow	FSC	Current
Black-throat green warbler	FSC	Current
Broadtail madtom	FSC	Current
Carolina crafish frog	FSC	Current
Northern pine snake	FSC	Obscure
Red-cockaded woodpecker	E	Current
Sandhills chub	FSC	Current
Southern hognose snake	FSC	Obscure
<u>Invertebrate</u>		
Atlantic pigtoe	FSC	Historic
Saint Francis' satyr butterfly	E	Current
Yellow lamp mussel	FSC	Current
<u>Vascular Plant</u>		
American chaffseed	E	Current
Awned meadowbeauty	FSC	Historic
<u>Vascular Plant</u>		
Pondspice	FSC	Current
Rough-leaved loosestrife	E	Current
Roughleaf yellow-eyed grass	FSC	Current
Sandhills bog lily	FSC	Current
Sandhills milk-vetch	FSC	Current
Small-leaved meadow-rue	FSC	Current
Spring-flowering goldenrod	FSC	Current
Venus fly-trap	FSC	Current
Well's sandhill pixie-moss	FSC	Current
<u>Nonvascular Plant</u>		
Savanna Campylopus	FSC	Current

**Source:** NC Department of Environment and Natural Resources

**Footnote:** [Definitions of Federal Status Codes](#)

E = Endangered. A taxon "in danger of extinction throughout all or a significant portion of its range."

FSC = Federal Species of Concern. A species under consideration for listing, for which there is insufficient information to support listing at this time. These species may or may not be listed in the future.

T(S/A) = Threatened due to similarity of appearance. A taxon that is threatened due to similarity of appearance with another listed species and is listed for its protection. Taxa listed are not biologically endangered or threatened.

[Definitions of Record Status Codes](#)

Current - The species has been observed in the county within the last 50 years.

Historic - The species was last observed in the county more than 50 years ago.

Obscure - The date and/or location of observation is uncertain.

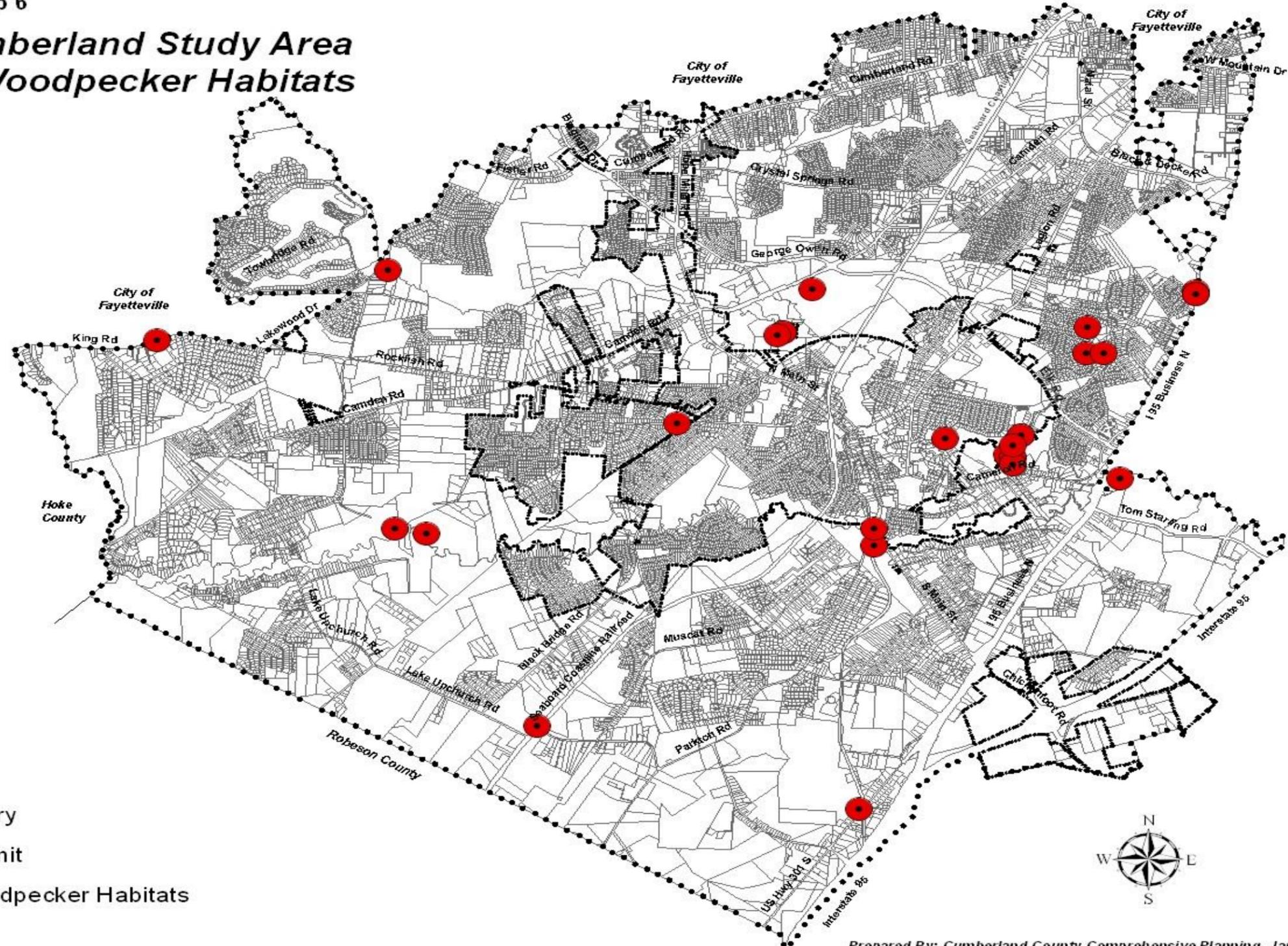
# SWC Southwest Cumberland Land Use Plan

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There are approximately 28 Red-cockaded Woodpecker colonies within the Southwest Cumberland Study Area. Although scattered throughout the Study Area, there are more concentrated populations in the eastern portion of the Study Area. The colonies' locations are as shown on **Map 6 - Southwest Cumberland Study Area Red-cockaded Woodpecker Habitats**. The existence of this endangered species has hindered the progress of past projects in other areas of the County. Future projects within the Study Area could be impacted by the location and existence of these habitats.

Map 6

**Southwest Cumberland Study Area  
Red-cockaded Woodpecker Habitats**



**Legend**

- ..... Study Area Boundary
- Hope Mills Town Limit
- Red-cockaded Woodpecker Habitats

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## INFRASTRUCTURE

Infrastructure addresses the fundamental systems and facilities necessary to support development. The extent of each of these systems depends on the level, type and intensity of development. Infrastructure systems in the Study Area include water, sewer, electric, transportation, and natural gas.

### Water

Water is provided in the Area by individual wells, private water companies, and public water sources. Individual wells are the source for a number of households. These households are located primarily in the southern and western portions of the Study Area, and the area between the Fayetteville City Limits and the Hope Mills Town Limits. These wells are on tracts generally greater than one half acre. The quality and quantity of the water from these wells depends on the geological formation in which they are located, the depth of the well, and the concentration of the wells in a given location. The source of the water for these wells is from water-saturated sand units called aquifers. The water availability of the aquifer system (several interconnected similar aquifers) depends on the thickness of the sand units and their ability to store and transmit water. According to the Cumberland County Land Use Analysis and Potential Study, 1970, ground water supplies in the Study Area are taken from aquifers in the geologic formations known as Tuscaloosa and Black Creek Formations. Wells tapping the Tuscaloosa Formation have low yields whereas the Black Creek Formation has greater yields. Potential well yields in the Area can range from 0-300 gallons per minute (GPM) depending on the location. Some areas along Cumberland Road can have yields up to 300 GPM, areas along the western portion of Camden & Rockfish Roads potential yields can be 0-50 GPM, and in the rest of the Study Area potential yields of 100-300 GPM can be expected. As stated above the quality of the ground water depends on the depth of the well. Shallow wells (soft rock in the Tuscaloosa Formation) are sandy wells with a PH between 5.5 and 6.5, having high iron content, low chloride content and the water is basically soft. Deep wells are hard rock wells with a PH of seven (7) and usually have higher water hardness. The quality is also impacted by pollutants. Pollutants affecting ground water in the Area are primarily septic tanks and hydrocarbons. Septic tanks in densely populated areas, in sandy soils of high transmissibility contribute to the contamination of the ground water supplies. Within the Study Area there are many wells located on parcels that have severe limitations for septic tanks. Many of the parcels have had septic tank problems or repairs. These areas include the extreme western portion of the Study Area, south of King Road; the southern area of the extreme western part of Camden Road; the southern shore of Lake Upchurch and the area south of Lake Upchurch Drive; areas along Muscat and Parkton Roads; South Main Street near the US 301 South interchange; and other pockets of small areas throughout the Study Area. These areas are susceptible to contamination from septic tank failure.

Public and community water in the Study Area is provided by the Public Works Commission (PWC), Aqua North Carolina and various other private water suppliers as shown in **Map 7 - Southwest Cumberland Study Area Existing Water Mains**. The Fayetteville Public Works Commission provides

water to the entire Town of Hope Mills, along some of the developments on the north and south side of Cumberland Road; along Crystal Springs Road; portions of George Owen Road; along Legion Road; the western portion of Camden Road near Jack Britt High School; the north side of the western portion of Muscat Road; the interchange area at Interstate 95, along Tom Starling Road; the west side of US 301 between Black and Decker Road and Cameron Road; along portions of Lakewood Road, including the Gates Four development; and Fisher Road consisting of approximately 1,082,756 linear feet of water lines.

There are some private water providers in the Area that serve some subdivisions, daycare centers, and businesses. The largest private provider is Aqua North Carolina, Inc. which serves Copeland Acres, Mill Creek Farms, Stoney Point and Rain Tree II subdivisions. Raintree Manufactured Home Park, New Waldo's Beach, and Waldo's Beach RV Park are served by private water companies. Daycare centers served by private wells that are monitored by the State include Crystal Springs Chapel, St. Jude Baptist Church, Jesus First Church, Heritage Bible Fellowship, Union Oaks AME Zion Church, and Holy Deliverance Temple of God. Businesses with wells monitored by the State include VFW Post 670, Fantasy Lake, and FedEx Freight.

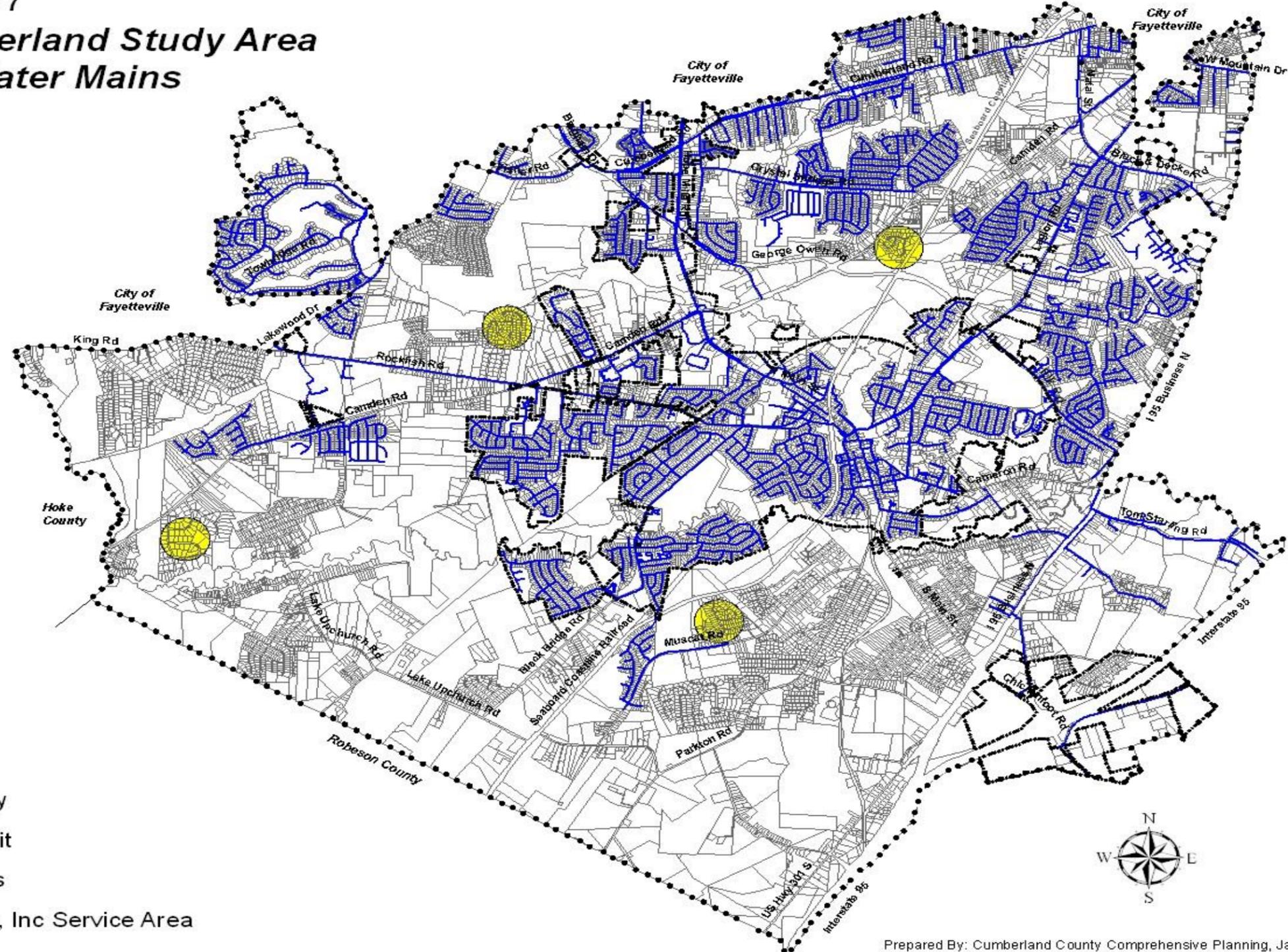
## **Sewer**

Sewer service in the Study Area is provided by the Public Works Commission (PWC) and by individual septic tanks. The Public Works Commission has approximately 875,018 linear feet of gravity sewer mains in the Area and approximately 45,581 linear feet of force mains as illustrated in **Map 8 - Southwest Cumberland Study Area Existing Sewer Mains**. Sewer service is located in the central and northern portion of the Study Area. There are numerous large developments that during the time of development had no available sewer or the sewer was too costly to extend to the development. Many of these large developments now have sewer available; but there are no plans or strategies to get them tied to public sewer. Many of these areas have had septic tank problems and these areas are potential ticking ground water contamination time bombs in the future. Areas not served by PWC are served by septic tanks. Map 1 – Southwest Cumberland Septic Tank Suitability shows the location of areas that have encountered some level of septic tank failure and/or repairs.

## **Electric**

Electric service is provided in the Study Area by Progress Energy, South River Electric Membership Corporation (SREMC), Lumbee River Electric Membership Corporation (LREMC) and Public Works Commission (PWC). Progress Energy serves the Town of Hope Mills, the area south of Rockfish Road to the west, the Gates Four Community, the US 301 Corridor until just south of Black and Decker Road and the western portion of the I-95/ NC 59 interchange. Lumbee River Electric serves the area south of Hope Mills, and the area north of Little Rockfish Creek to Bingham Drive. South River Electric serves most of the I-95/NC 59 Interchange Area. PWC serves some of the parcels of land that are located within the unassigned area. These areas are designated by an agreement with a portion of the Study Area unassigned as shown in **Map 9 - Southwest Cumberland Study Area Electrical Providers**. The unassigned area is located in the northern portion of the Study Area and is served by those providers with services available at that location.

**Map 7**  
**Southwest Cumberland Study Area**  
**Existing Water Mains**

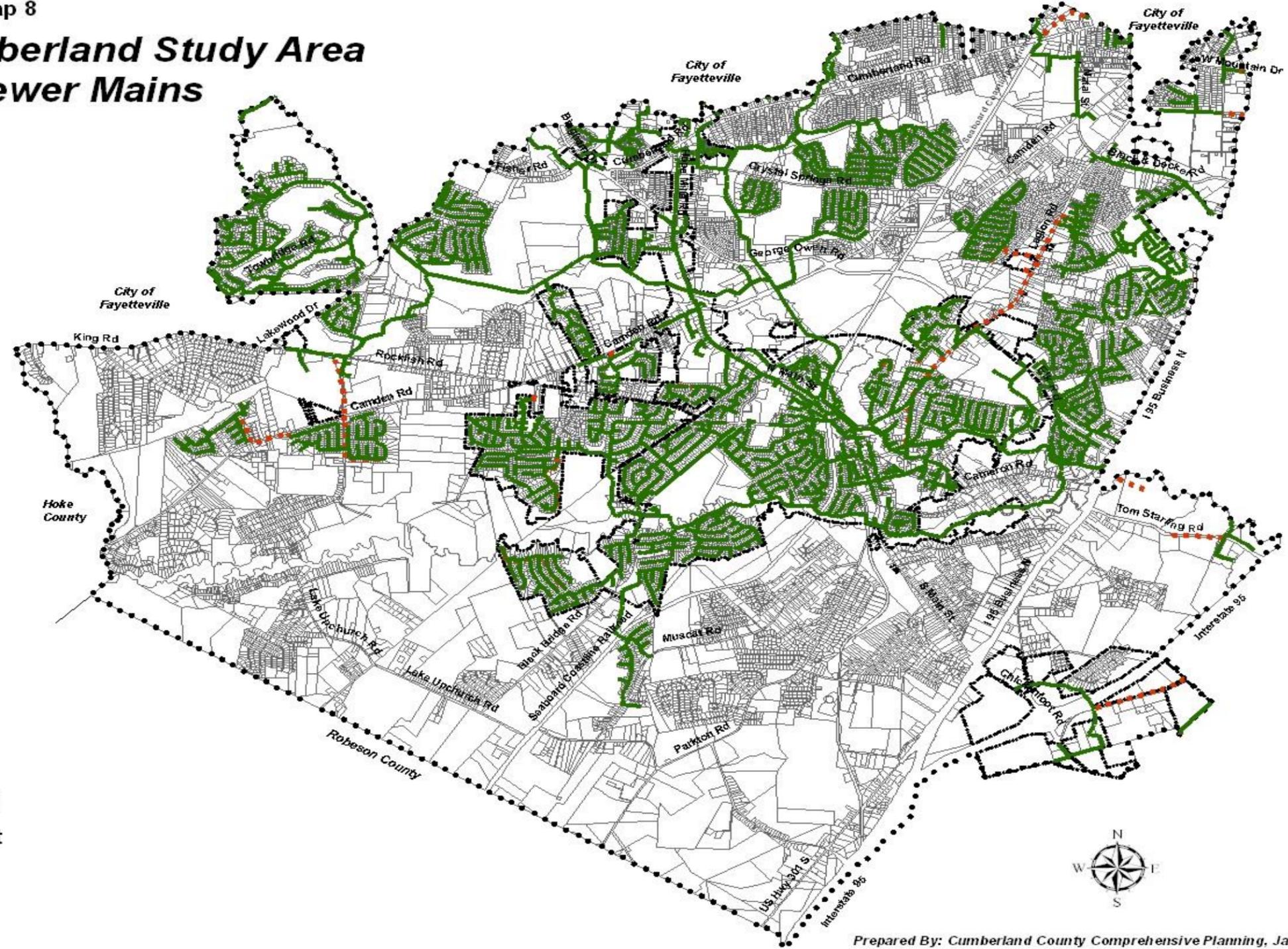


**Legend**

- ..... Study Area Boundary
- - - - - Hope Mills Town Limit
- Existing Water Mains
- Aqua North Carolina, Inc Service Area

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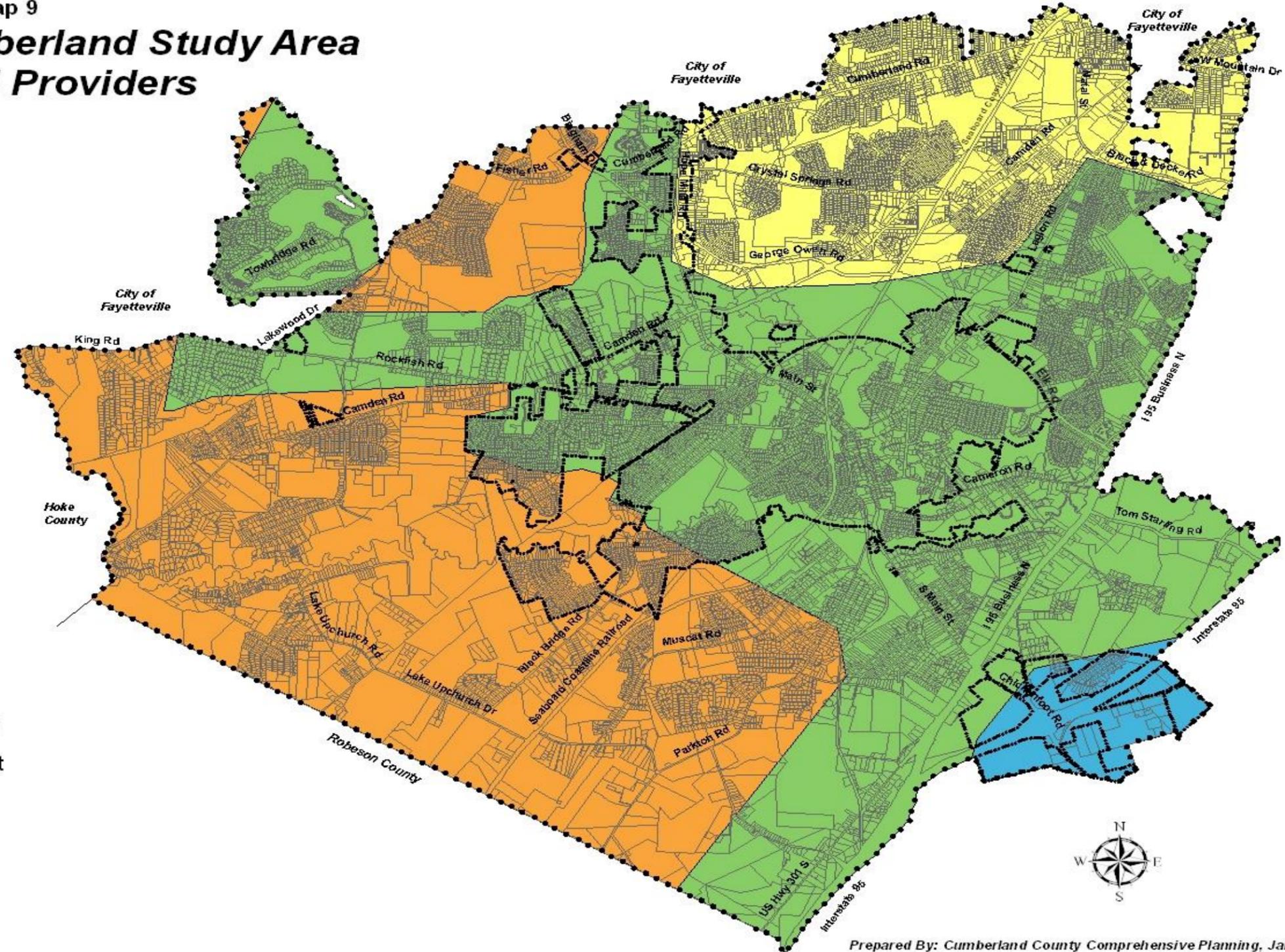
Map 8  
**Southwest Cumberland Study Area  
 Existing Sewer Mains**



- Legend**
- ..... Study Area Boundary
  - Hope Mills Town Limit
  - Sewer Mains
  - Sewer Force Mains

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Map 9  
**Southwest Cumberland Study Area  
 Electrical Providers**



- Legend**
- ..... Study Area Boundary
  - Hope Mills Town Limit
  - Progress Energy
  - Lumbee River EMC
  - South River EMC
  - Unassigned Area



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## Transportation

Transportation systems in the Study Area are multi-modal to accommodate both pedestrian and vehicular travel needs. These modes of transportation include the road network, the bicycle and pedestrian path system, and limited access to mass transit.

### Street System

The Study Area has a variety of road classifications based on their functionality. These classifications include freeways, expressways, boulevards, and thoroughfares as defined in the Fayetteville Area Metropolitan Planning Organization 2035 Long Range Highway Plan, 2009 and as shown in **Map 10 - Southwest Cumberland Study Area 2035 Highway Plan**. Freeways consist of rural freeways in addition to rural and urban interstates. These are full control access facilities that provide a high level of mobility and are able to move large volumes of traffic at a high rate of speed. Existing freeways in the Area include Interstate 95, and the Future Fayetteville Outer Loop (I-295). I-95 is in need of improvements and according to the I-95 Corridor and Finance Study, October 2012, I-95 through the Study Area is currently proposed to be expanded to eight (8) lanes. The corridor portion of the Study has been completed, but the finance portion is currently under study. The portion of the Future Fayetteville Outer Loop that traverses the study area has no timeline set for construction.

Expressways are made up of rural and urban principal arterials and urban freeways which provide high mobility and moderate access. Expressways are further described as providing limited or partial access control. US 301 South (I-95 Business) is the only classified expressway in the Study Area. It is in need of some improvements. According to the 2035 Highway Plan, US 301 (I-95 Business) proposed improvements include widening to a six (6) lane divided highway. The proposed year slated for improvements is 2036 or later.

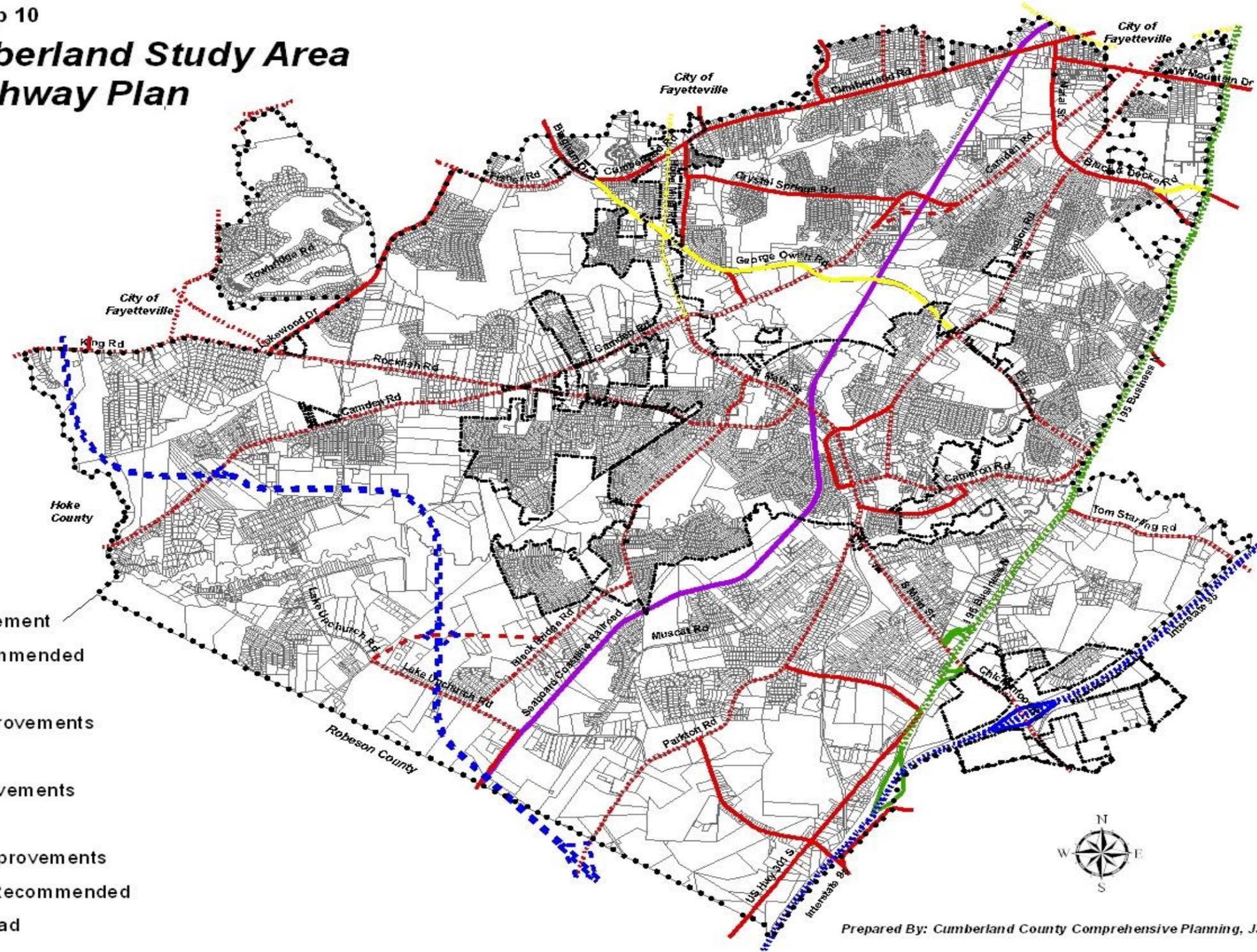
Boulevards provide moderate mobility and low to moderate access. This facility type consists of rural minor arterials and some urban and rural principal arterials. Owen Drive, Hope Mills Road, George Owen Road, Elk Road, and Black & Decker Road (east of Dedication Drive) are classified as boulevards. Hope Mills Road and Owen Drive are labeled as needing improvements.

Thoroughfares include rural and urban collectors, rural minor collectors, rural local streets, urban local streets and some rural and urban minor arterials. These facilities provide low mobility and no control of access. The primary purpose is to provide access to abutting property. Thoroughfares in the Area include: Cumberland Road, Bingham Drive, Wingate Road, Ireland Drive, Boone Trail, Camden Road, Crystal Springs Road, Old Bluff Road, Fisher Road, Lakewood Road, Strickland Bridge Road, Golfview Drive, John Smith Road, Village Drive, Dundle Road, Brady Road, Stoney Point Road, King Road, Rockfish Road, Black Bridge Road, North Main Street, Lake Upchurch Drive, Brisson Road, Parkton Road, McDonald Road, Roslin Farm Road, Woodington Road, South Main Street, Cameron Road, Church Street, Lakeview Road, Tom Starling Road, US 301 South (south of Woodington Road), Braxton Road, Mid Pine Drive, Black & Decker Road, Natal Street, Dedication Drive, Ellison Street, and West Mountain Drive. Many of these thoroughfares are in need of improvements: Parkton Road,

Map 10  
**Southwest Cumberland Study Area  
 2035 Highway Plan**

**Legend**

- ..... Study Area Boundary
- Hope Mills Town Limit
- Freeways - Existing
- ..... Freeways - Needs Improvement
- - - Freeways - (Future) Recommended
- Expressways - Existing
- ..... Expressways - Needs Improvements
- Boulevards - Existing
- ..... Boulevards - Needs Improvements
- Thoroughfares - Existing
- ..... Thoroughfares - Needs Improvements
- - - Thoroughfares - (Future) Recommended
- Seaboard Coastline Railroad



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Chicken Foot Road, North & South Main Street, Cameron Road, Legion Road, Tom Starling Road, Camden Road, Black Bridge Road, Lake Upchurch Drive, King Road, Rockfish Road, Stoney Point Road, Golfview Drive, Strickland Bridge Road, Dundle Road, Fisher Road, Boone Trail, and Ireland Drive. There is a proposed new thoroughfare in the Area that will provide a connector with an interchange on the Future Fayetteville Outer Loop that ties Old Plank Road to Black Bridge Road; the connection of Crystal Springs Road to the new aligned Camden Road, and the realignment of Camden Road at the Seaboard Coastline Railroad Bridge. According to the Metropolitan Transportation Improvement Program (MTIP), Camden Road between Owen Drive and Hope Mills Road (N.C. 59) a 4.3 mile segment is scheduled for widening to multi-lanes in the Fiscal Year 2012-2018. Cameron Road (.3 miles) between Legion Road and South Main Street (NC 59), in the MTIP Fiscal Year 2012-2018 is scheduled for widening to multi-lanes. Southern Avenue/Legion Road from Owen Drive to Elk Road (2.8 miles) is scheduled for multi-laning in MTIP Fiscal Year 2012-2018.

There is one active railroad in the Study Area, the Seaboard Coastline Railroad. It bisects the Study Area in a north/south direction. This facility carries freight and passengers (Amtrak) throughout the eastern seaboard. There is an abandoned railroad corridor that runs from southern Hope Mills across US 301 South. Long Range Bicycle and Pedestrian Plan calls for the utilization of a portion of this abandoned corridor for a Pedestrian Neighborhood Corridor.

### Bicycle and Pedestrian Plan

In 2010, FAMPO (Fayetteville Area Metropolitan Planning Organization) secured Stewart Engineering to develop a Bicycle & Pedestrian Connectivity Study for the Fayetteville Metropolitan Area which included the Study Area. The Plan denoted five types of pedestrian facilities consisting of creek corridors, neighborhood corridors, neighborhood collectors, bicycle connectors, existing trails, and the Fayetteville Area System of Transit (FAST) bus route as illustrated on **Map 11 - Southwest Cumberland Study Area Bicycle & Pedestrian Connectivity Plan**. In this Plan, creek corridors are generally located along the creeks and streams. These corridors can evolve into a corridor for pedestrian and bicycle use or greenways. Creek corridors are proposed along Big and Little Rockfish Creeks, Buckhead Creek, and Beaver Creek. While the Plan did not prioritize when certain segments should be constructed, the first priority should be the segment in downtown Hope Mills from the Hope Mills Lake Dam to Legion Road.

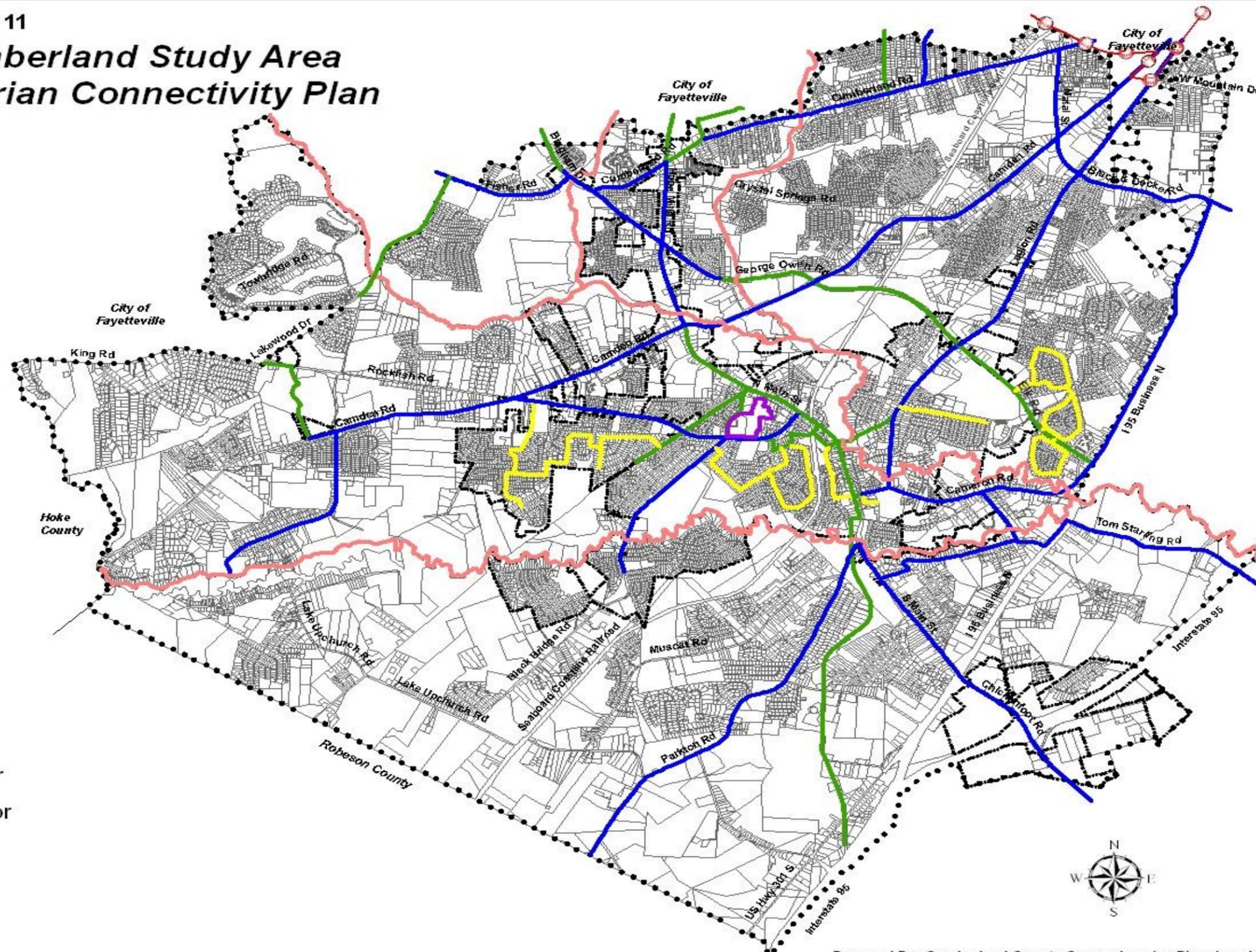
Neighborhood Collectors are more internal to the neighborhoods. They link neighborhoods to the residents, provide access to Neighborhood and Bicycle Corridors, and tie them into the thoroughfare system with pedestrian facilities throughout the County and surrounding areas. Neighborhoods with proposed neighborhood collectors are Timberlake, Village Green, Eaglewood Forest, Golf Acres, Fox Meadow, Worthington, Southview, and Elk Run.

The Neighborhood Corridors are comprised of existing and proposed sidewalks, trails, greenways, and safe roadways for walkers and bicyclists. These corridors make “cross-town” connections safe for walkers and bicyclists, while linking neighborhoods and destinations. These corridors are located in the Study Area on Lakewood Drive from Gates Four to Fisher Road; Bingham Drive north of Fisher

Map 11  
**Southwest Cumberland Study Area  
 Bicycle & Pedestrian Connectivity Plan**

**Legend**

- ..... Study Area Boundary
- Hope Mills Town Limit
- Creek Corridor
- Neighborhood Corridor
- Neighborhood Collector
- Bicycle Connector
- Existing Trail
- FAST Bus Route #8



Prepared By: Cumberland County Comprehensive Planning, January 2013

Road; Hope Mills Road north of Cumberland Road; Cumberland Road between Hope Mills Road and Wingate Road; Ireland Drive; George Owen Road from Columbine Road to US 301 South; the Old Plank Road from Fairway Drive to North Main Street; North Main Street from Camden Road to Church Street; then over to the old abandoned railroad right-of-way and along this abandoned railroad right-of-way to US 301 South; and along Corsair Way from Camden Road to Rockfish Road; and then along Rockfish Road to Lakewood Drive. There is an existing pedestrian trail heavily utilized in the Hope Mill's Municipal Complex.

Bicycle connectors are major bike routes that provide bike access to the various areas within the Study area and other destinations throughout the County and region. These bicycle connectors are proposed along Fisher Road; Bingham Drive from Fisher Road to John Smith Road; Cumberland Road from Owen Drive to Bingham Drive; Camden Road from Owen Drive to Corsair Way; Southern Avenue/Legion Road from Owen Drive to Cameron Road; Cameron Road from South Main Street to US 301 South (I-95 Business); Parkton Road from South Main Street to the County Line; South Main Street from Parkton Road to the end of the Study Area Boundary; Natal Street/Black and Decker Road from Cumberland Road to US 301 South (I-95 Business); US 301 South (I-95 Business) from Black and Decker Road to Cameron Road; Lake Boone Trail; Porter Road from South Main Street to US 301 south; along 301 North to Tom Starling Road, and then along Tom Starling Road to Interstate 95; and Calico Street from Church Street to Cameron Road.

### Mass Transit

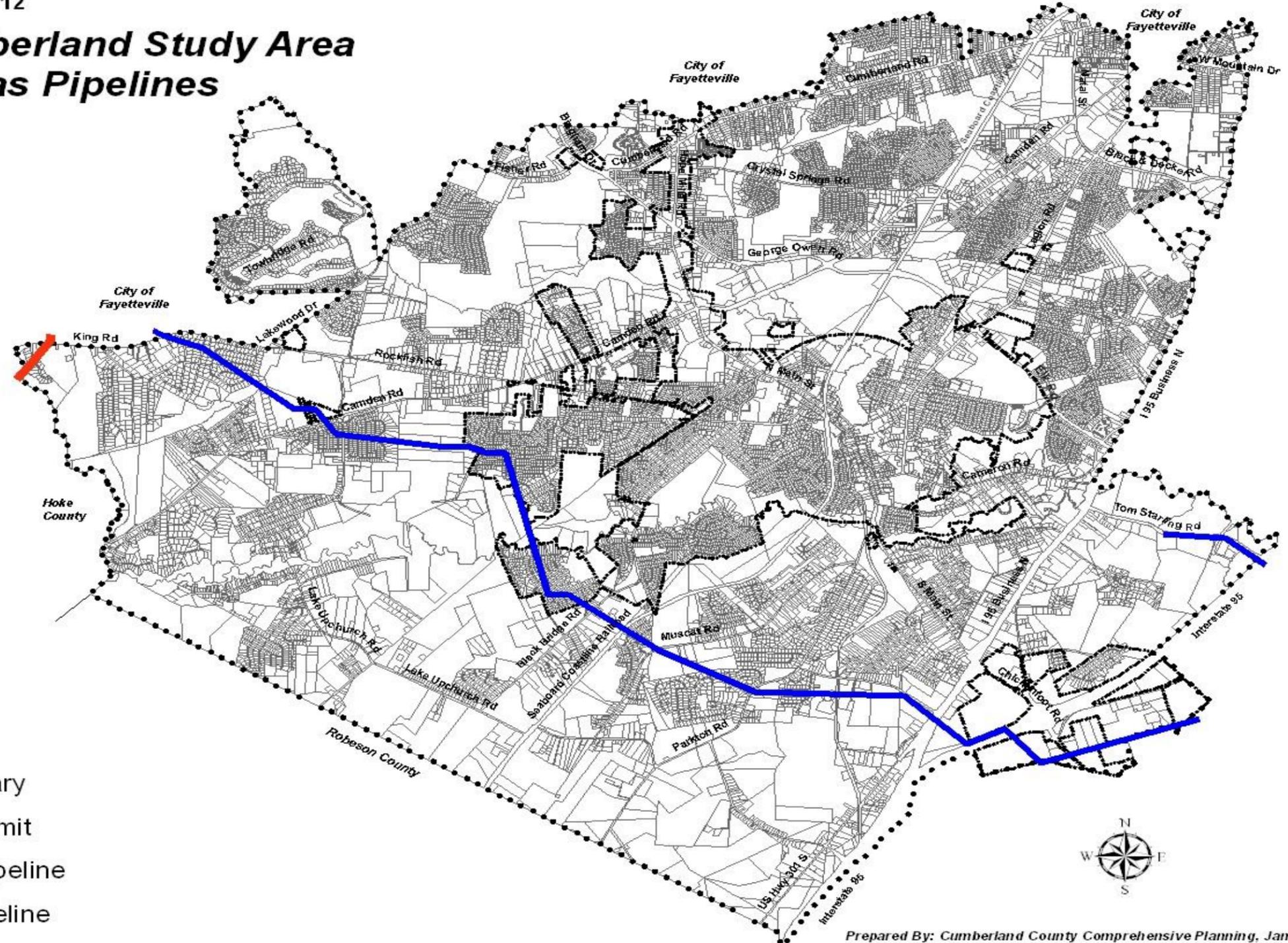
The Fayetteville Area System of Transit (FAST) serves the northeastern edge of the Study Area. Route Eight intersects the Study Area at the intersection of Southern Avenue and Owen Drive and proceeds out Southern Avenue to West Mountain Drive; along West Mountain Drive to Camden Road; then back along Camden Road to Owen Drive; then along Owen Drive past the Study Area to Walter Reed/Cape Center Drive. The main destination of this route is the Cape Fear Valley Medical Center and some surrounding medical offices. There is no mass transit service within the Town of Hope Mills.

### **Natural Gas**

A large portion of Cumberland County is served by Piedmont Natural Gas Company. There are 6-inch and 12-inch pipelines that run through the Southwest Cumberland Study Area. As shown on **Map 12 - Southwest Cumberland Study Area Natural Gas Pipelines**, the 6-inch pipelines begin outside the Town of Hope Mills on the southeast side of Interstate 95/Chicken Foot Road interchange and run in a northwest direction crossing over Interstate 95 and US Hwy 301. It takes a southwesterly dip then continues in a northwesterly path. It crosses a small portion inside the Town of Hope Mills and exits the Town at Mission Hill Road. It runs in a westerly route, crossing King Road at the edge of the Study Area and continues into the City of Fayetteville. The 12-inch pipeline enters southwest Cumberland County from Hoke County on the southwest side of Savannah Drive. It travels parallel to Savannah Drive and crosses King Road as it enters the City of Fayetteville. The 12-inch pipeline system is a part of Transcontinental Gas Pipeline Corporation of Houston, Texas trunk line that starts in Davidson, North Carolina (Mecklenburg County) and exits the State in Pleasant Hill (North Hampton County).

Map 12

**Southwest Cumberland Study Area  
Natural Gas Pipelines**



**Legend**

- ..... Study Area Boundary
- - - - - Hope Mills Town Limit
- 12" Natural Gas Pipeline
- 6" Natural Gas Pipeline

Prepared By: Cumberland County Comprehensive Planning, January 2013

## BUILT ENVIRONMENT

The term “built environment” refers to man-made objects and activities that provide a setting for human activities in the Area. The built environment addressed in this section includes existing zoning, existing land use, residential structures year built, community facilities and services (which include schools, fire, police protection & emergency services, parks, recreation facilities and services, health and human services, libraries, waste disposal, and government offices), development activities, potential small infill areas, public lands, large infill areas, and potential historic sites/structures.

### Existing Zoning

The Study Area was zoned in sections as part of separate Zoning Areas. The area that exists north of Cumberland Road was initially zoned on August 1, 1975 as Area 3. The area northeast of Hope Mills Road was initially zoned on November 17, 1975 as Area 4. The western portion of the Study Area was initially zoned on February 6, 1976 as Area 5. The southern area was initially zoned on February 3, 1977 as Area 7. The Town of Hope Mills was initially zoned in the early 1970s. Existing zoning in the Study Area consists of A1 - Agricultural District, containing 108 acres (.40%); seven acres (.03%) of R40A - Residential District; 8,341 acres (33%) of RR - Rural Residential District; 19 acres (.08%) of R20 - Residential District; 583 acres (2.3%) of R15 - Residential District; 781 acres (3%) of PND - Planned Neighborhood Development; 7,649 acres (30.1%) of R10 - Residential District; 196 acres (.85%) of R7.5 - Residential District; 522 acres (2.1%) of R6 - Residential District; 2,341 acres (9.3%) of R6A - Residential District; 324 acres (1.3%) of R5A - Residential District; 26 acres (.1%) of R5 - Residential District; 192 acres (.8%) of MXD - Mixed Use Development; 84 acres (.33%) of O&I(P) - Planned Office and Institutional District; 1,394 acres (5.5%) C(P) - Planned Commercial District; 31 acres (.12%) of C2(P) - Planned Service Retail District; 350 acres (1.5%) of C3 - Commercial District; 138 acres (.55%) of C1(P) - Planned Local Business District; 26 acres (.17%) of HS(P) - Planned Highway Service District; 1,016 acres (4%) of Planned Industrial; 5 acres (.02%) of M1(P) - Planned Light Industrial; 102 acres (.41%) of M2 - Heavy Industrial; and 1,033 acres (4.1%) of CD - Conservancy District. The locations of these zoning districts are as shown in **Map 13 - Southwest Cumberland Study Area Existing Zoning**.

In summary 82% (20,789 acres) of the study area is zoned for residential type developments, while 8% (1,939 acres) is for commercial type developments. The remaining 10% (2,544 acres) of the study area is a combination of the agricultural, mixed use development, office and institutional, industrial and conservancy zoning districts.

### Existing Land Use

One key element in developing any land use plan is to get an inventory of the existing land uses in the area and the development pattern. This land use information was downloaded from the County tax records based on the parcels and is illustrated in **Map 14 - Southwest Cumberland Existing Land Use**.

# SWC Southwest Cumberland Land Use Plan

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This information is somewhat misleading in that it shows the entire parcel land use based on one use on it. For example, one house on a 50 acre tract shows the entire tract as residential when in fact only a small portion of the lot is used for that purpose. However, this data does give a general idea of what the use is on each parcel. The study area consists of a total 25,534 parcels.

Commercial development is generally clustered in downtown Hope Mills, along major streets such as North Main Street, Hope Mills Road, Cumberland Road, Camden Road, US 301 South (I-95 Business), Legion Road, Rockfish Road, Black & Decker Road/Natal Drive, West Mountain Drive; at major intersections, and in strip centers throughout the Area. Most of the commercial development is strip commercial in nature. There are however, major concentrations of commercial development at the intersection of Camden Road and Hope Mills Road; the Millstone Development; Legion Road at the Hope Mills By-Pass; and Cumberland Road at Hope Mills Road. In the Study Area, 540 parcels are used for commercial purposes.

Industrial development is located on 24 parcels scattered throughout the Area with concentrations on Natal Drive/Black& Decker Roads, Elk and Legion Roads, Tom Starling Road, South Main Street, Camden Road near the Railroad over pass, Cumberland Road and Bingham Drive.

Multi-family uses consisting of townhouses, condominiums and apartments are scattered throughout the Area. Most of the multi-family uses are apartments.

Manufactured homes are located in the Study Area in manufactured home parks and on individual lots. Manufactured homes are classified as either real or personal property. Within the Study Area 950 parcels consist of manufactured homes that are classified as real property and tend to be located in concentrated pockets even though some are scattered throughout the Study Area. The majority of real property manufactured homes are concentrated in the southern portion of the Study Area off Lake Upchurch Drive, west of the "Old Plank Road"; the Waldo's Beach Road Area; Parkton Road/Muscat Road area; off South Main Street; and off Skinner Road near the Chicken Foot Road/I-95 Interchange. There are 735 parcels consisting of manufactured homes that are classified as personal property and located on individual lots scattered throughout the Study Area. There are 81 parcels with manufactured home parks comprising an estimated 1,797 units. These manufactured home parks are located off of US 301 South, Crystal Springs Road, Cumberland Road, Camden Road, Lake Upchurch Drive, Waldo's Beach Road, Rockfish Road, and other locations throughout the Study Area.

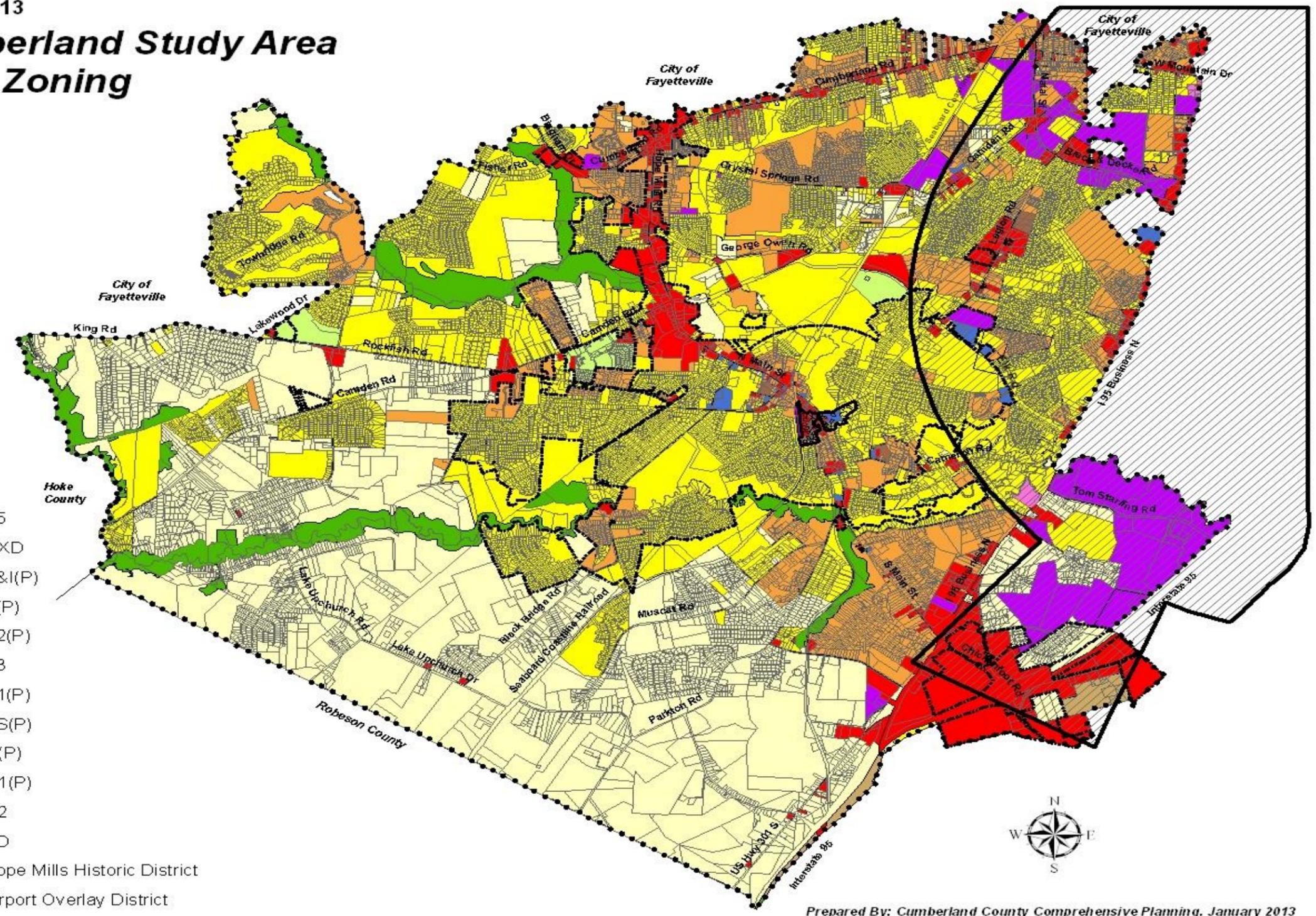
Single family development is primarily located in subdivisions on individual lots ranging in size from a quarter to one half acre. These subdivisions are located throughout the Study Area. There are some single family uses on large tracts of land that were previously farms.

Office and Institutional uses are located throughout the Study Area and are usually a school; office complex; local, state or federal government owned facility; or facility owned by a non-profit organization.

**Map 13**  
**Southwest Cumberland Study Area**  
**Existing Zoning**

**Legend**

- Study Area Boundary
- Hope Mills Town Limit
- A1
- R40A
- RR
- R20
- R15
- PND
- R10
- R7.5
- R6
- R6A
- R5A
- R5
- MXD
- O&I(P)
- C(P)
- C2(P)
- C3
- C1(P)
- HS(P)
- M(P)
- M1(P)
- M2
- CD
- Hope Mills Historic District
- Airport Overlay District

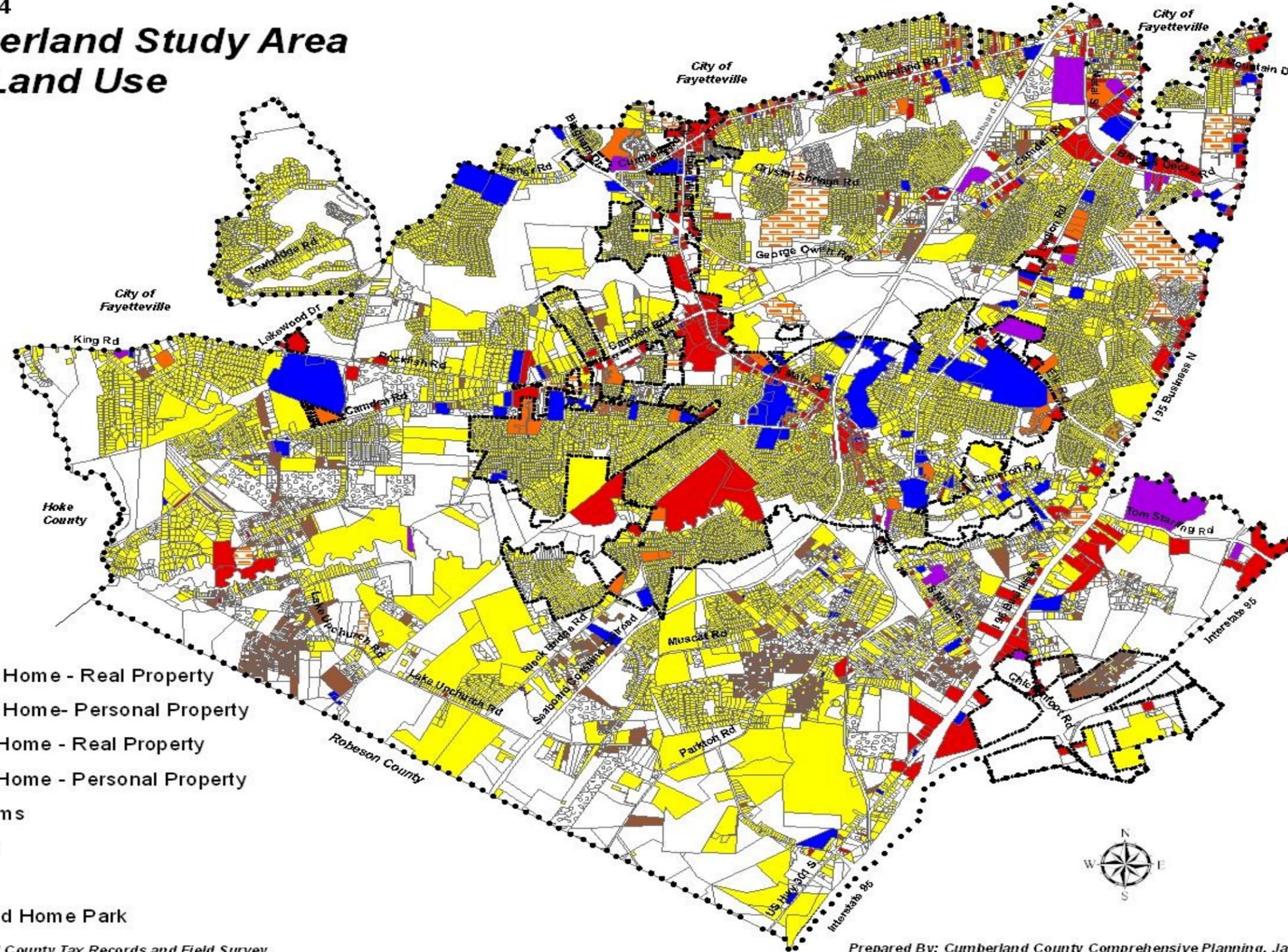


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**Map 14**  
**Southwest Cumberland Study Area**  
**Existing Land Use**

**Legend**

- ..... Study Area Boundary
- Hope Mills Town Limit
- Office & Institutional
- Commercial
- Industrial
- Single Family Residential
- Doublewide Manufactured Home - Real Property
- Doublewide Manufactured Home- Personal Property
- Singlewide Manufactured Home - Real Property
- Singlewide Manufactured Home - Personal Property
- Multi Family - Condominiums
- Multi Family - Townhouses
- Multi Family - Apartments
- Multi Family - Manufactured Home Park



Note: Existing Land Use based on Cumberland County Tax Records and Field Survey

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## Single Family Residential Structures Year Built

The history of residential construction in the Study Area reveals much information about the development pressure that has been exerted over the years. There are approximately 15,003 single family residential structures (includes manufactured homes that are classified as real property) in the Study Area. The data shows that of the overall total, 950 (6%) are manufactured homes; 168 structures (1%) were constructed prior to 1930; 50 (.5%) between 1930 and 1939; 208 (1%) between 1940 and 1949; 685 (4.5%) between 1950 and 1959; 1,284 (9%) between 1960 and 1969; 2,277 (15%) between 1970 and 1979; 1,313 (9%) between 1980 and 1989; 4,045 (27%) between 1990 and 1999; 4,973 (33%) between 2000 and 2011. Grouping this data together in decades shows that the decades between 1940 and 1979 the residential structures doubled every year. Over half of the development in the Study Area has occurred since 1990 with 60% of the residential structures being built during this time frame. Most of the manufactured homes (77%) were also developed during this time frame. This growth has been in subdivisions. The location of all the growth per decade is shown in **Map 15 - Southwest Cumberland Study Area Single Family Residential Year Built**.

## Community Facilities and Services

Community facilities in the Area consists of schools, fire services, police protection and emergency services, parks and recreation facilities, open space, governmental offices, libraries, streets, public lands and sanitation, as shown on **Map 16 - Southwest Cumberland Study Area Community Facilities**.

### Schools

The Study Area contains a total of 12 schools (7-Elementary, 3-Middle and 2-High Schools). There are three schools consisting of an elementary, middle and high school that are physically located outside the Study Area, but their school districts extend within the Study Area boundary.

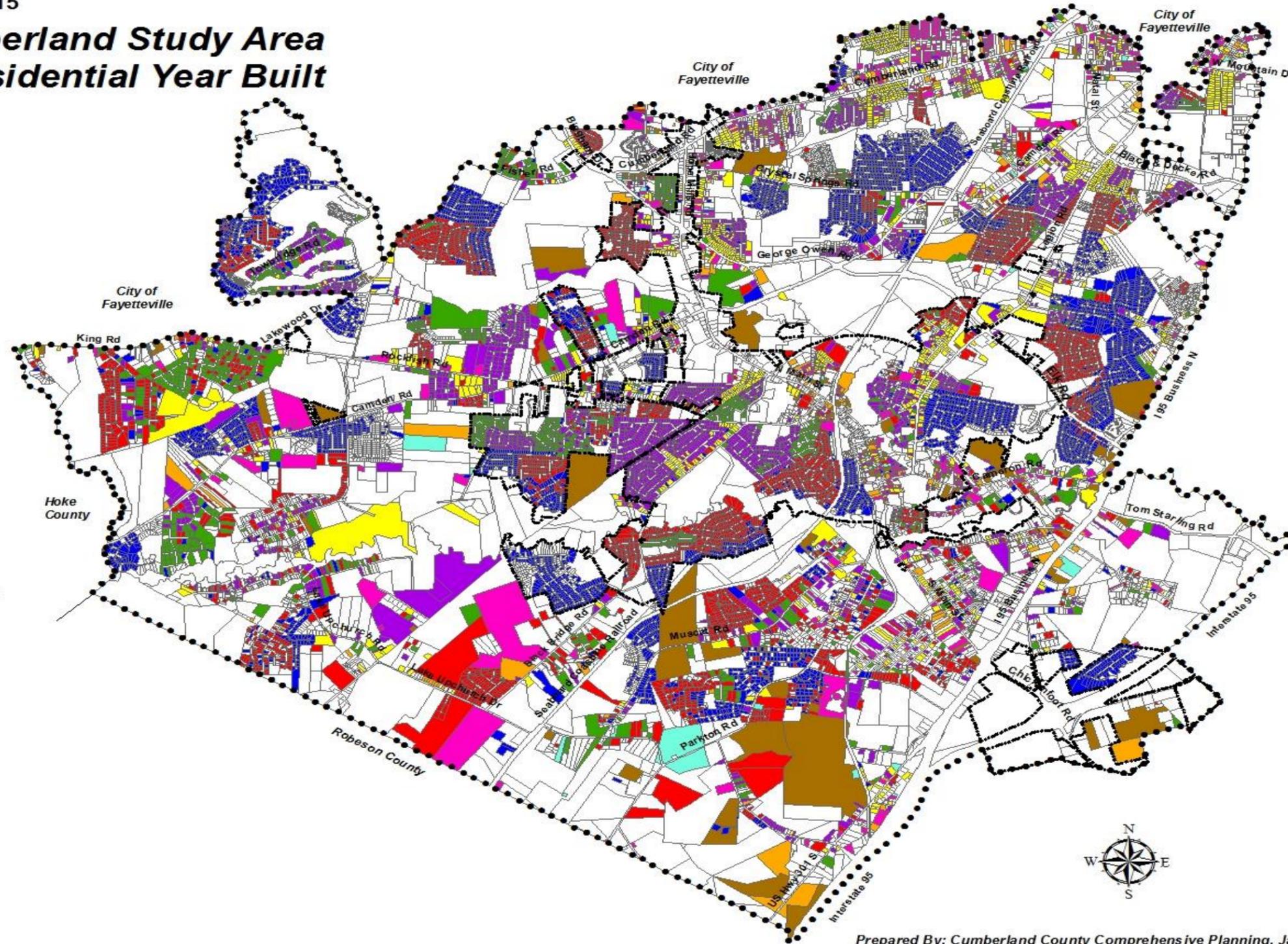
The following elementary schools serve the Study Area: Elizabeth Cashwell Elementary located on Legion Road (capacity/enrollment: 800/690); C. Wayne Collier Elementary located on Sturbridge Drive (capacity/enrollment: 600/616); Cumberland Mills Elementary located on Hope Mills Road (capacity/enrollment: 630/650); Rockfish Elementary located on Rockfish Road (capacity/enrollment: 725/760); Ed Baldwin Elementary located on Legion Road (capacity/enrollment: 790/716); E. Melvin Honeycutt Elementary located on Lakewood Drive (capacity/enrollment: 1,045/739); Stoney Point Elementary School located on Rockfish Road (capacity/enrollment: 900/681); and Gallberry Farm Elementary located on Byerly Drive, physically outside of the Study Area (capacity/enrollment: 900/830).

The following middle schools serve the Area: Hope Mills Middle located on Cameron Road (capacity/enrollment: 740/679); South View Middle located on Elk Road (capacity/enrollment: 900/811); John Griffin Middle located on Fisher Road (capacity/enrollment: 1,274/1,214) and Grays Creek Middle located on School Road, physically outside of the Study Area (capacity/enrollment: 1,000/959).

Map 15  
**Southwest Cumberland Study Area  
 Single Family Residential Year Built**

**Legend**

- Study Area Boundary
- Hope Mills Town Limit
- Prior to 1930
- 1930 Through 1939
- 1940 Through 1949
- 1950 Through 1959
- 1960 Through 1969
- 1970 Through 1979
- 1980 Through 1989
- 1990 Through 1999
- 2000 Through 2011

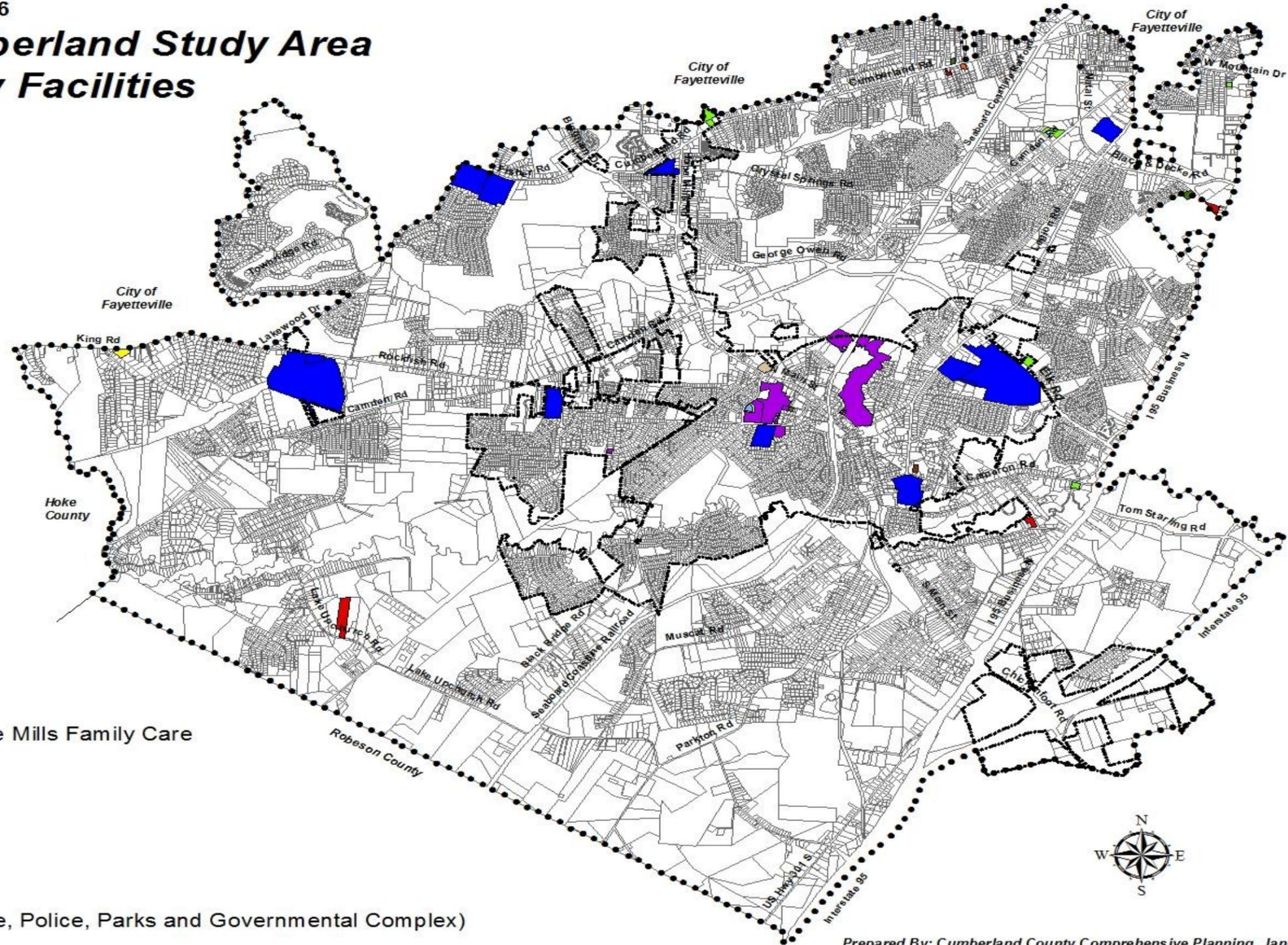


Prepared By: Cumberland County Comprehensive Planning, January 2013

Map 16  
**Southwest Cumberland Study Area  
 Community Facilities**

**Legend**

- Study Area Boundary
- Hope Mills Town Limit
- Rest Homes
- Boys and Girls Club
- Electrical Facilities
- Fire Stations
- Cape Fear Valley - Hope Mills Family Care
- Library
- Post Office
- Public Utilities Facilities
- Schools
- Town of Hope Mills (Fire, Police, Parks and Governmental Complex)



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# SWC Southwest Cumberland Land Use Plan

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The following high schools serve the Area: South View High located on Elk Road (capacity/enrollment: 1,800/1,821); Jack Britt High School, located on Rockfish Road (capacity/enrollment: 1872/1875) and Grays Creek High located on Celebration Drive, physically located outside of the Study Area (capacity/enrollment: 1,270/1,264).

Based on the capacity/enrollment figures, three of the elementary schools are above capacity in their enrollment, resulting in overcrowding. The remaining elementary schools have sufficient room to grow prior to becoming overcrowded. The middle schools at this time have room to grow with their capacity and only two high schools are slightly overcrowded. As the area grows there will be a need to either redraw the districts or build additional schools to alleviate the overcrowding. Schools physically within the Study Area comprise approximately 330 acres (2%) of the land area.

## Fire

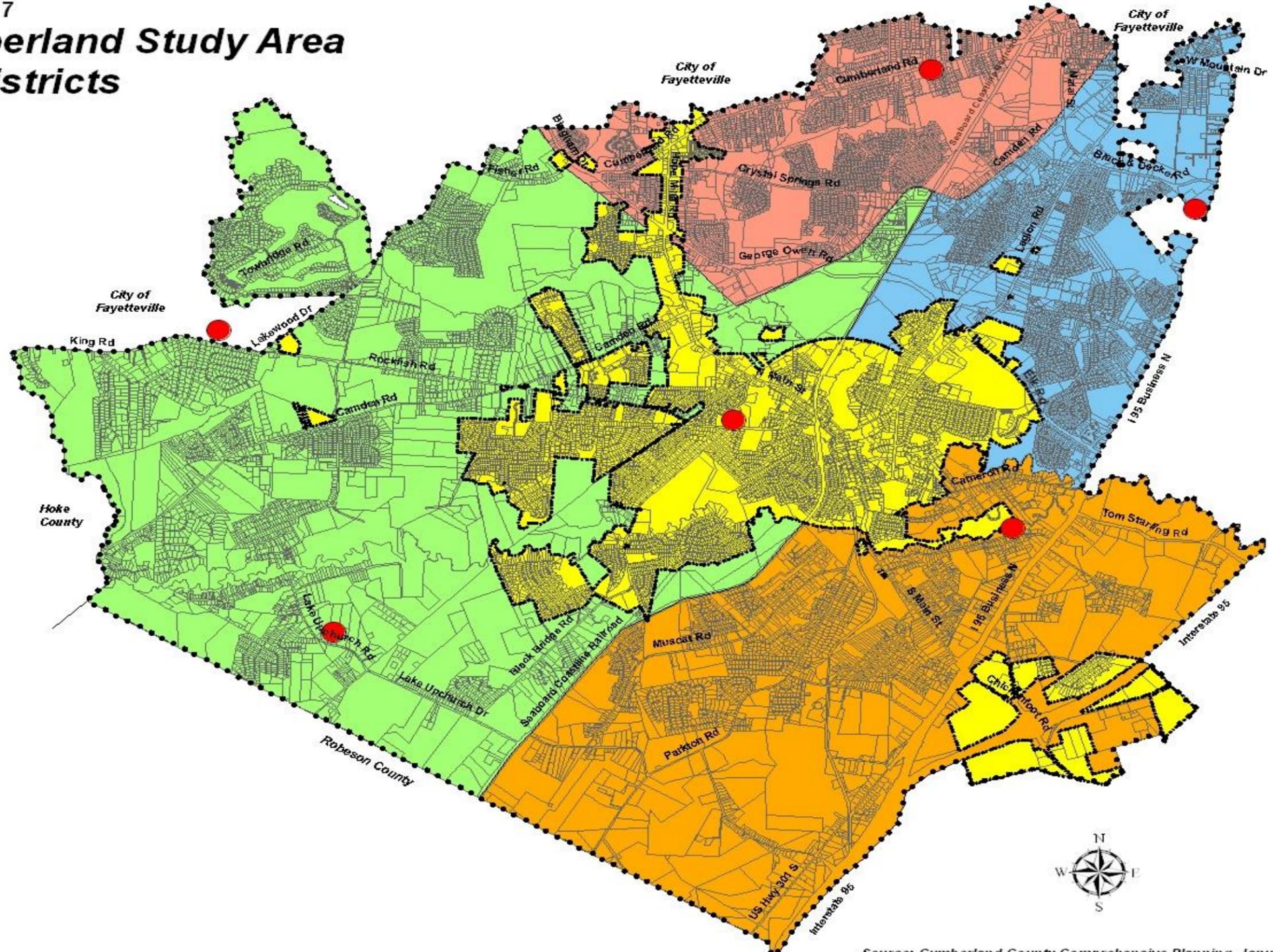
Fire services in the Area are covered by the Cotton Volunteer Fire Department, the Hope Mills Fire Department, Stoney Point Volunteer Fire Department, Cumberland Road Volunteer Fire Department, and Pierces Mill Volunteer Fire Department as shown on **Map 17 - Southwest Cumberland Study Area Fire Districts**.

The Cotton Volunteer Fire Department (Station 4) was organized in 1957. The Fire District is presently defined as being bordered by the Stoney Point and Hope Mills Fire District on the west, Robeson County on the south, Gray's Creek to the east, and Pearce's Mill to the north. The station is located on Calico Street. There are 13 full-time firefighters and 30 volunteer firefighters at this station.

The Hope Mills Fire Department (Station 21) is located on Rockfish Road. Established in 1945, it is comprised of a command staff of: Chief, Deputy Chief, two Assistant Chiefs and a Fire Marshal. The suppression staff consists of: three Captains, three Lieutenants, and 25 career and volunteer firefighters. The Department serves the corporate limits of Hope Mills and does have reciprocal agreements with the Cumberland County Volunteer Departments, Fayetteville, Spring Lake, Fort Bragg, as well as Hoke and Robeson Counties.

The Stoney Point Volunteer Fire Department has two stations: Station 13 located on Stoney Point Road (physically outside of the Study Area) and the Substation (Station 19) is located on Lake Upchurch Drive. During 1964, the Stoney Point Volunteer Fire Department was organized. During a brief period in the 1980's the southern portion of the District was formed into the Lake Upchurch Fire District, but in 1988 the Lake Upchurch District remerged with the Stoney Point District in order to combine resources and tax monies to better serve residents in both districts. The Stoney Point District can be described as follows: Hoke County to the west, Robeson County to the south, Cotton Fire District to the east, and Hope Mills and Cumberland Road Fire Districts to the north. Currently there are 20 full-time firefighters and 80 volunteers covering this District.

Map 17  
**Southwest Cumberland Study Area  
 Fire Districts**



- Legend**
- ..... Study Area Boundary
  - - - - - Hope Mills Town Limit
  - Yellow Box Town of Hope Mills
  - Orange Box Cotton
  - Red Box Cumberland Road
  - Blue Box Pearces Mill
  - Green Box Stoney Point
  - Red Circle Fire Stations



Source: Cumberland County Comprehensive Planning, January 2013

# SWC Southwest Cumberland Land Use Plan

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The Cumberland Road Fire Department (Station 5), organized in 1955 is located on Cumberland Road. Its District can be described as follows: Pierce's Mill District to the east, on the north by the City of Fayetteville and the Raeford Road Fire District, on the west by Stoney Point Fire District, and on the south by the Hope Mills Fire District (actually a small portion of the Cumberland Road Fire District is split by the Hope Mills Fire District along Hope Mills Road north through the Cumberland Road intersection). At the present time, there are 12 full-time firefighters and between 25 and 30 volunteers at the Department.

The Pierce's Mill Volunteer Fire Department (Station 3) is located on Black and Decker Road near the US 301 South intersection. The Department was organized in 1955. During 1959, Pierce's Mill was the first Department to contract with the County for the provision of fire service and to be funded by property taxes. The District itself is defined as US 301 North on the east, Cotton and Hope Mills Districts to the south, Stoney Point and Cumberland Road Districts to the west, and the City of Fayetteville to the north. Currently there are 13 full-time/part-time firefighters and 30 volunteers.

## Police Protection and Emergency Services

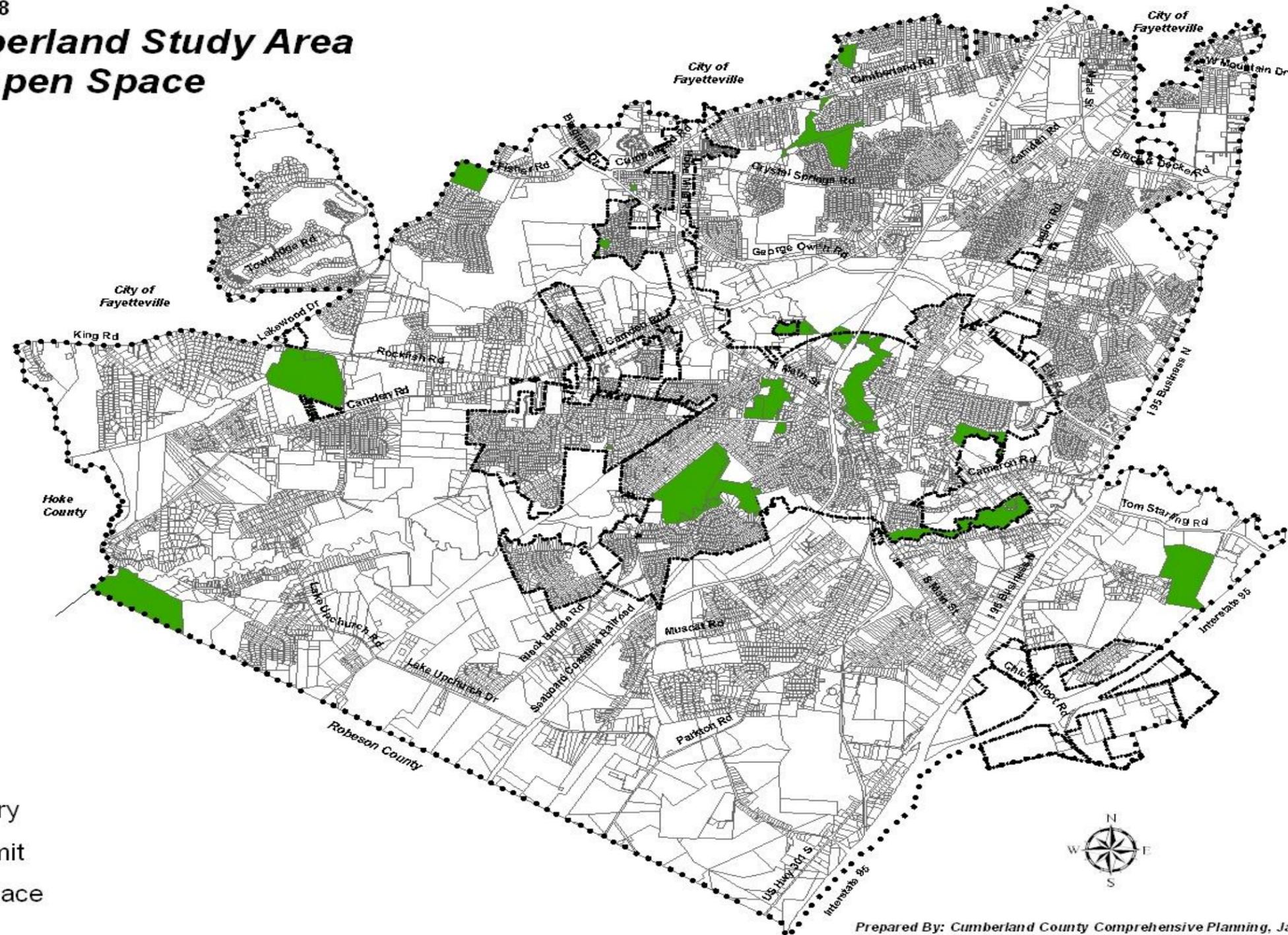
The Cumberland County Sheriff's Office Operations Division provides 24 - hour police protection within the unincorporated portion of the Study Area, while the Town of Hope Mills Police Department provides protection within the Town Limits. The Detective Division provides criminal investigations throughout the Study Area. The Cumberland County EMS is under the umbrella of the Cape Fear Valley Health System and also provides service throughout the Study Area, including the Town of Hope Mills.

## Parks and Recreation Facilities and Open Space

There are numerous tracts of land within the Study Area that contain parks, recreation facilities and open space as illustrated on **Map 18 - Southwest Cumberland Study Area Parks and Open Space**.

According to the Fayetteville/Cumberland Parks and Recreation Facilities Inventory, there are six park facilities within the Study Area (excluding those within the Town of Hope Mills). Jack Britt High School is designated as a program site, which designates the track and practice fields as being available for use on an as needed basis. The track and practice fields are approximately 10 acres in size. The following facilities are designated as Neighborhood/School parks: E.M. Honeycutt Elementary School/John Griffin Middle School (15 acres in size); and Stoney Point Elementary School, which is 13 acres in size. Available facilities at Honeycutt Elementary/John Griffin include: baseball/softball fields, a football/soccer field, a playground, green space, a concession stand, and restrooms. Available facilities at Stoney Point Elementary School include: a playground, walking path and green space. Gray's Creek Middle School (located outside of the Study Area) is designated as a Special Use Park, which is defined as a park that provides for league and individual play as well as passive recreational opportunities. Existing facilities include a gymnasium, one practice baseball field and one football/soccer field and is at least 10 acres in size. Elizabeth Cashwell Elementary School

Map 18  
**Southwest Cumberland Study Area  
 Parks and Open Space**



**Legend**

- ..... Study Area Boundary
- - - - - Hope Mills Town Limit
- Parks and Open Space

Prepared By: Cumberland County Comprehensive Planning, January 2013

# SWC Southwest Cumberland Land Use Plan

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(approximately 10 acres in size) is designated as a school park. Use of existing school facilities are a result of a joint agreement between the Cumberland County Board of Education and the Fayetteville/Cumberland Parks and Recreation Department making the individual schools' recreational areas accessible to the public when schedules permit.

Additionally, two of these facilities have recreational centers: Stoney Point Elementary and Gray's Creek Elementary School (outside the Study Area). The Stoney Point Recreational Center has large and small program/meeting rooms, a kitchen, a gymnasium and a walking trail. The Gray's Creek Elementary School has several program/meeting rooms and a gymnasium.

The following park and recreation facilities are listed in the Inventory of Hope Mills Parks and Recreation Facilities: Hope Mills Municipal Park, designated as a Community Park, is 25 acres in size. A Community Park is defined as facilities large enough to accommodate league play athletic facilities as well as having enough open space for passive recreation. The park facilities include: four youth baseball/girls' softball fields with lights; two junior baseball and/or adult softball fields; outdoor basketball court; one concession area; one picnic shelter; one playground; restrooms; two tennis courts; one track (walking/jogging) and one recreation center. The Hope Mills Recreation Center contains large and small program/meeting rooms, fitness center, a kitchen, and a gymnasium. This park is located on Rockfish Road.

Hope Mills Lake Park, designated as a Community Park, is 80 acres in size (74 acres water). Facilities include: concession building, gazebo (shelter), picnicking, natural area, swimming, sunbathing, boating, and fishing. This park is located on Main Street.

The Edward Herring Park is approximately one acre in size and is located on Lexington Drive, south of Labonte Drive. It is designated as a Neighborhood Park, which is defined as parks that provide programmed space (ball fields, playgrounds, etc.) and open space in urban areas. The park has play apparatus.

Brower Park, consisting of 3.37 acres, is located on Rockfish Road and is designated as a Community Park. Facilities include: two baseball fields, play apparatus, open play, concession stand, and restrooms.

Hope Mills Lake #2, located along Big Rockfish Creek, is 88 acres in size. Designated as a Community Park, it is a natural area. Presently there is no water in the lake bed. Eventually the dam will be restored and the lands surrounding the lake will be used for recreation purposes.

Hope Mills Golf and Country Club located on Golfview Drive, is 80 acres in size. Designated as a Community Park, its facilities include a clubhouse and an 18 - hole golf course. The Town owns nine holes and leases the other nine holes.

# SWC Southwest Cumberland Land Use Plan

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Additionally, Rockfish Camp and Retreat Center is located within the Study Area. Located on a 486 tract of land that borders Lake Upchurch, Hoke and Robeson Counties, this facility provides camps, educational programs and Red Cross training to various groups and organizations wishing to reserve space at the facility. Physical access to the facility is off of Davis Bridge Road just inside the Hoke County line.

There are several parcels of land designated as Open Space within the Study Area. The Gordon Butler Nature Preserve is a 13.0 acre site owned by the Botanical Garden Foundation of the University of North Carolina at Chapel Hill. It is located inside and outside the Town of Hope Mills between Camden Road, North Main Street and the Hope Mills Lake (west of the Seaboard Coastline Railroad). The Sandhills Area Land Trust (SALT) owns two parcels of land, one inside of the Town and one in the unincorporated portion of the Study Area. There is an 83.6 acre tract located off of Tom Starling Road, next to Assembly Court, Sanders Street (adjacent to the Colonial Heights Subdivision) and US 301 South. The second parcel, 19.0 acres, is located near Hunting Path Drive, Pecan Drive (Fox Meadow Subdivision) and Cameron Road. The City of Fayetteville has several parcels of open space land within the Study Area (one inside Hope Mills). The tract within the Town is 5.06 acres and is located off of Hotspur Place in the Meadowbrook Subdivision. There are 53.92 acres of land located in the Woodlea Subdivision near Cumberland Road owned by the City of Fayetteville. This land is part of Juniper Swamp and Buckhead Creek. There is a 10.0 acre tract located in the Lakeland Park subdivision. The last parcel is 1.08 acres located in Cumberland Trace off of Second Street.

## Health and Human Services

The Cape Fear Valley Health System operates the Hope Mills Family Care Clinic, located on Professional Drive in Hope Mills. Staffed by four physicians, the clinic provides medical care Monday through Friday from 8:00 am to 5:00 pm.

The Hope Mills Sunshine Center, Inc. provides wellness, life enrichment, health and nutrition programs; tours and daily trips; Meals on Wheels; exercise classes, bingo, line and square dancing; and International programs for senior citizens. The Center is located on Davis Street and is a privately owned business.

Domiciliary facilities are provided for those persons who require personal or custodial care. There are three types of licensed domiciliary facilities, including: Homes for the Aged and Disabled, Family Care Homes, and Developmentally Disabled Adult Homes. There are several Homes for the Aged and Disabled within the Study Area and are listed as follows: Pine Valley Rest Home, located on Camden Road; Forest Hills Rest Home, located on Camden Road; Hope Mills Retirement Center, located on Elk Road; Happy Valley Retirement Center, located on Cameron Road; and Carolina Rehab Center of Cumberland, located on Cumberland Road.

## Libraries

The Hope Mills Branch Library, located on Golfview Drive, opened in 1992. The four acre site, donated by the Town of Hope Mills to Cumberland County, is classified as a community-based branch. It

serves at least 30,000 patrons in Hope Mills and surrounding areas. Facilities include: a computer area for 13 people, separate children's center with four computers, a public use typewriter, meeting rooms, one quiet study carrel, a career center for job searchers, two photocopiers and a fax machine for public use, parking for 100 cars, and a drive-up book drop.

The West Regional Branch Library is located on Century Circle, which is outside of the Study Area. This 14,000 square foot facility, which opened in 2010, provides services for patrons in the western portion of the County (including portions of the Study Area). Facilities include: meeting rooms, children's area with computers and a large meeting area for storytelling and other activities, an area for teens with computers and books, an adult computer lab with 18 computers, and several copiers and a fax machine for public use.

### Sanitation

The Cumberland County Solid Waste Department provides several options for residents in the unincorporated portion of the Study Area to dispose of waste. This Department operates the Ann Street Landfill and the Wilkes Road Treatment and Processing Facility as well as seventeen convenient container and recycling facilities throughout the County. Curbside garbage collection and curbside yard waste collection is not provided by the County staff, but residents can contract these services with private companies. There are two container/recycling sites in the Study Area: Camden Road Site, located on Camden Road, adjacent to Waldo's Beach and the Parker Site located on Black Bridge Road.

Curbside garbage collection and curbside yard waste collection is provided to residents in Hope Mills once a week by the Town staff. Recycling is contracted through Waste Management and is provided to residents on Wednesday of each week.

### Streets

The Town of Hope Mills maintains all Town-owned streets (297,972 linear feet), sidewalks, storm drainage and other related infrastructure. NC DOT maintains all of the State-owned roads in the Study Area and owners' associations or developers maintain private streets, sidewalks and other related infrastructure within a subdivision.

### Governmental Offices

There are two governmental offices located within the Study Area: the United States Post Office and the Town of Hope Mills Governmental Complex. The Post Office is located on North Main Street in Hope Mills and is 4.5 acres in size. The Governmental Complex is located on Rockfish Road in Hope Mills and is approximately 10 acres in size. There are no governmental offices located in the unincorporated portion of the Study Area.

### Public and Non-Profits Lands

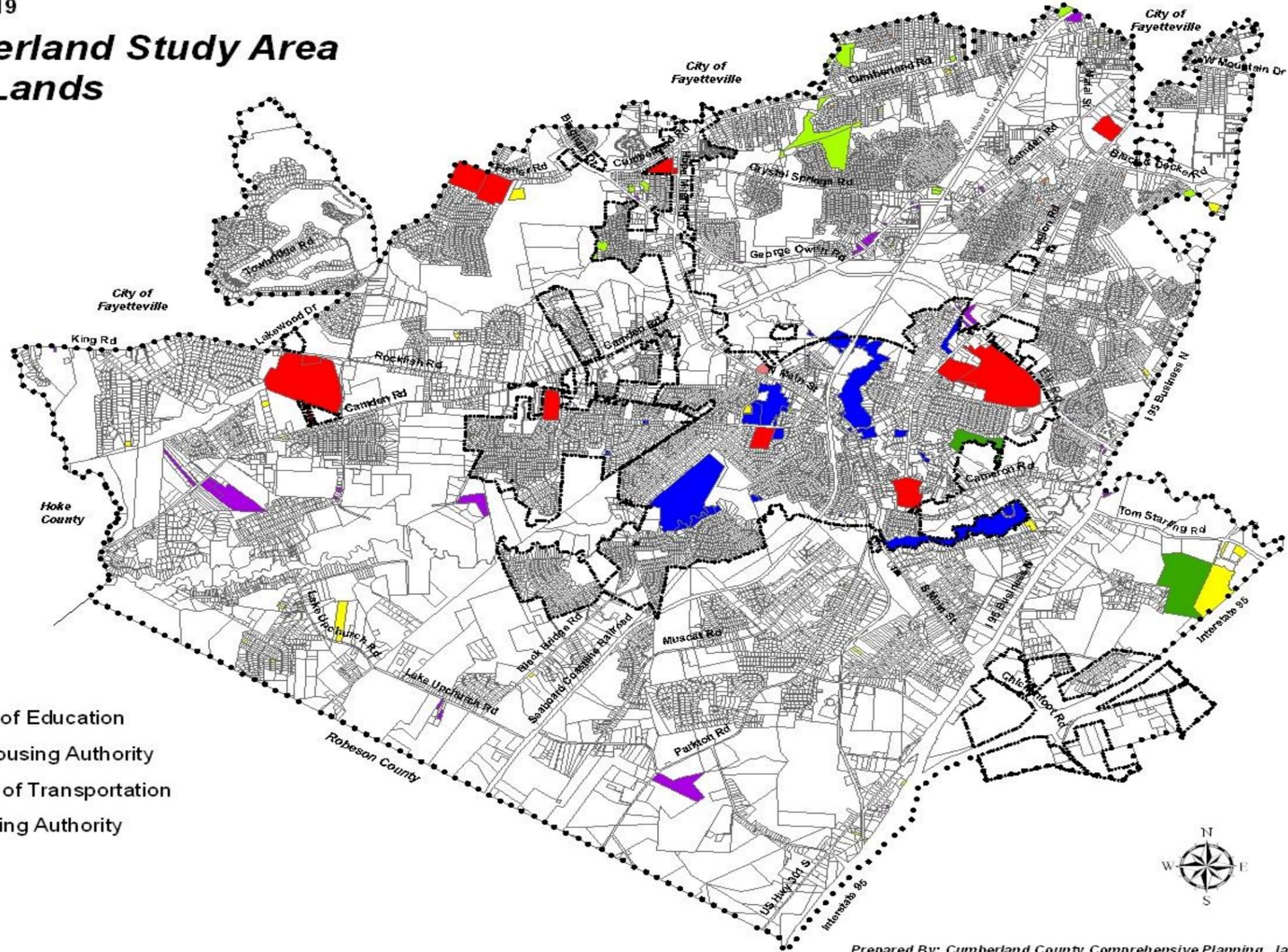
There are numerous parcels of land within the Study Area that are owned by Federal, State, County, non-profits, and local government, as shown on **Map 19 - Southwest Cumberland Study Area Public Lands**.

Map 19

# Southwest Cumberland Study Area Public Lands

## Legend

- ..... Study Area Boundary
- Hope Mills Town Limit
- City of Fayetteville
- Cumberland County
- Cumberland County Board of Education
- Fayetteville Metropolitan Housing Authority
- North Carolina Department of Transportation
- North Carolina Indian Housing Authority
- Sandhills Area Land Trust
- Town of Hope Mills
- United States of America



Prepared By: Cumberland County Comprehensive Planning, January 2013

# SWC Southwest Cumberland Land Use Plan

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The Cumberland County Board of Education owns Elizabeth Cashwell Elementary located on Legion Road; E. Melvin Honeycutt Elementary located on Lakewood Drive; Stoney Point Elementary School located on Rockfish Road; John Griffin Middle located on Fisher Road; and Jack Britt High School, located on Rockfish Road. The Board of Education also owns land within the Town of Hope Mills: C. Wayne Collier Elementary located on Sturbridge Drive; Cumberland Mills Elementary located on Hope Mills Road; Ed Baldwin Elementary located on Legion Road; Rockfish Elementary located on Rockfish Road; Hope Mills Middle located on Cameron Road; South View Middle located on Elk Road; and South View High located on Elk Road. These parcels account for approximately 375 acres (35% of the total acreage of Public Lands).

The Town of Hope Mills owns numerous parcels of land within the Town limits. Hope Mills Municipal Park and the Hope Mills Recreation Center are designated as a Community Park, and are part of the Town of Hope Mills Governmental Complex, which is located on Rockfish Road. Hope Mills Lake Park, designated as a Community Park, is located on Main Street. The Edward Herring Park is designated as a Neighborhood Park located on Lexington Drive. Brower Park is located on Rockfish Road across from the Town of Hope Mills Governmental Complex and is a Community Park. Hope Mills Lake #2 is located along Big Rockfish Creek and is designated as a Community Park that is currently a natural area. Hope Mills Golf and Country Club located on Golfview Drive, is designated as a Community Park. The Town owns nine holes and leases the other nine holes. The Town owns a tract of land off of Pringle Way classified as open space. Additionally, there is a tract on Lexington Park Drive that is also open space. The Town Treatment Facility site is located behind the Hope Mills United Methodist Church on Legion Road. The Hope Mills Town Cemetery is located on Legion Road. Also there is a cemetery located off of Edward E. Maynor Drive. Additionally, the Town owns land off of Legion Road (across from the Ed V. Baldwin Elementary School). All of these tracts account for approximately 320 acres (approximately 29% of the total acreage of Public Lands).

The Sandhills Area Land Trust (SALT) owns two parcels of land, one inside Hope Mills and one in the unincorporated portion of the Study Area. The tract located in the unincorporated portion of the Study Area is off of Tom Starling Road, next to Assembly Court and Sanders Street (adjacent to the Colonial Heights Subdivision) and US 301 South. The second parcel (located inside the Town) is near Hunting Path Drive, Pecan Drive, (Fox Meadow Subdivision) along Rockfish Creek. These parcels account for approximately 105 acres, or 9% of the total acreage in Public Lands. SALT has worked out a conservation agreement with the landowners to preserve and protect these tracts.

The North Carolina Department of Transportation (NCDOT) owns several parcels of land within the Study Area located on Parkton Road near the Robeson County line, Whitehorse Court (off of Lake Upchurch Drive), Mission Hill Road, Camden Road (near the Hoke County line), Possum Holler Road (off of Camden Road), Waldo's Beach Road, George Owen Road near Old Bluff Mill Road, along Camden Road (between George Owen Road and Crystal Springs Road, between the Seaboard Coastline Railroad Bridge and Natal Street/Mid Pine Road), along Elk Road (between the Southview School Campus and Interstate 95), along the Seaboard Coastline Railroad, and along Owen Drive

(adjacent to the City of Fayetteville). These tracts comprise a total of 102 acres of land (approximately 9% of the total acreage in Public Lands). These tracts are rights-of-way or serve as sources of sand for roadway construction.

The City of Fayetteville owns approximately 8% of the total acreage of Public Lands (91 acres). They are located as follows: Seminole Drive/Owen Drive, Forest View Drive, Cumberland Road, Dominion Drive, Camden Road, Turner Street, Second Street, Dedication Drive, and Hotspur Place. These tracts are primarily water bodies and/or support PWC infrastructure.

Approximately 84 acres (7% of the total acreage in Public Lands) is owned by Cumberland County. Four tracts are home to the following Volunteer Fire Departments: Cotton located on Calico Street, Stoney Point on Lake Upchurch Drive, Cumberland Road located on Cumberland Road, and Pearces Mill on Dedication Drive. There are three tracts of land comprising part of the Cumberland County Industrial Center. Each tract has a separate access from Tom Starling Road, Research Drive, and Assembly Court, respectively. The Cumberland County Library System has a branch located on Golfview Drive at the Hope Mills Governmental Complex. There are several tracts scattered throughout the Study Area owned by the County located as follows: along Interstate 95, within Upchurch Sands Subdivision, Camden Woods Subdivision, Peartree Subdivision, Doolittle Road (near the Jack Britt High School/Stoney Point Elementary School Campus), and McKinnon Farm Road (adjacent to the John Griffin Middle School/E. Melvin Honeycutt Elementary School Campus).

The United States Government owns two parcels of land located on North Main Street (near the intersection of North Main and Golfview Drive). These parcels house the US Post Office and account for approximately 4.5 acres (0.5% of the total acreage of the Public Land).

The North Carolina Indian Housing Authority owns several tracts of land within the Town of Hope Mills which accounts for 0.5% (4.5 acres of the total acreage of Public Land).

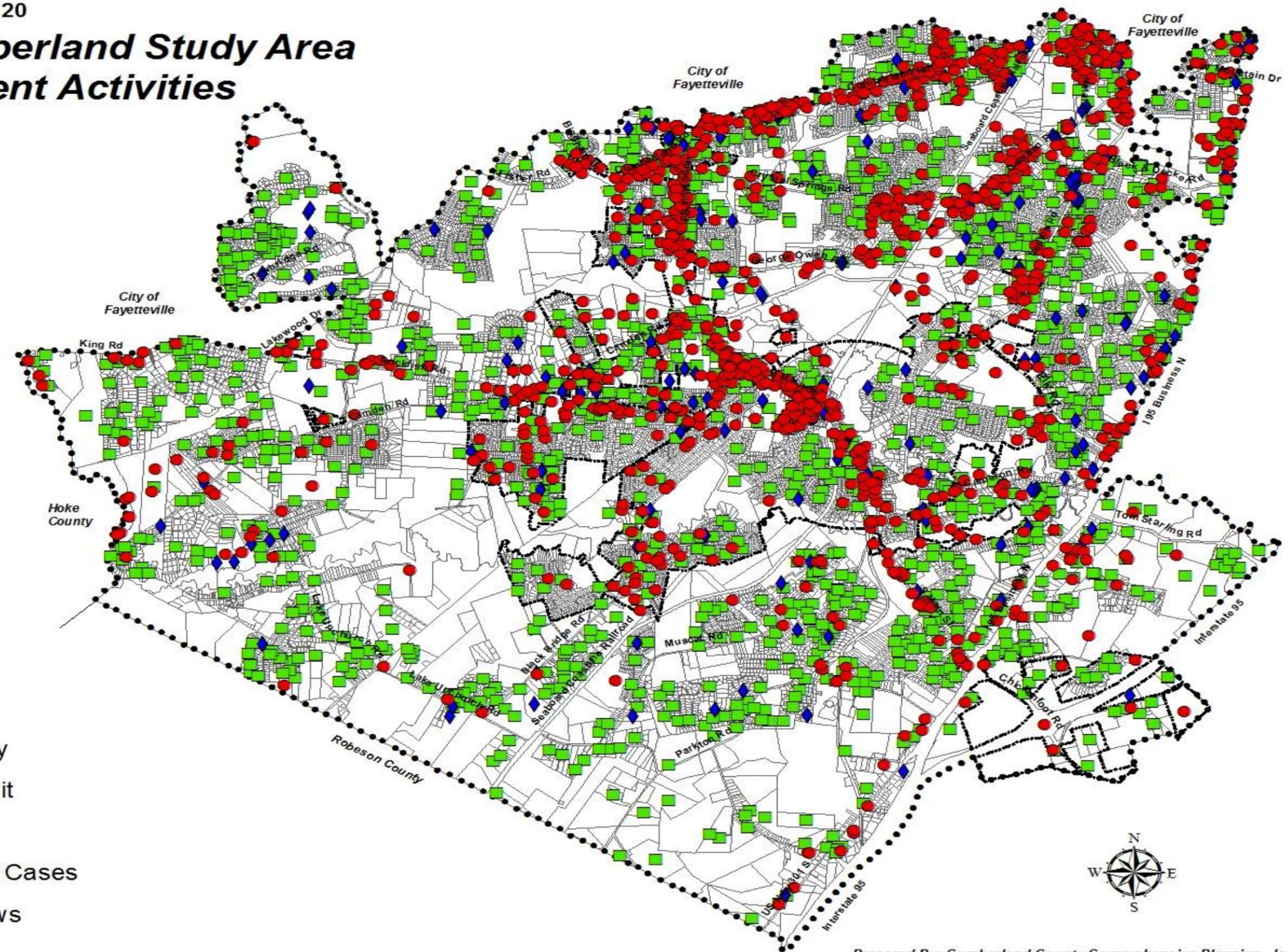
The Fayetteville Metropolitan Housing Authority owns approximately ten parcels within subdivisions scattered throughout the Study Area. These parcels account for at least 3 acres (0.2% of the total acreage of Public Land).

## Development Activities

Development activities provide a window into the type and amount of actions relating to development in the Area. These development activities include rezoning, development review (site plan or subdivision approval), and Board of Adjustment cases.

There have been 1053 rezoning cases in the Study Area since 1970. Over half of the cases (598 cases) have occurred since 1990. Many of these rezoning cases involved rezoning to commercial development along Hope Mills Road, Cumberland Road, North and South Main Street, Camden Road, Natal Drive, Rockfish Road, Legion Road, and U.S. 301 South as illustrated in **Map 20 - Southwest Cumberland Study Area Development Activities**. These roads or segments of them have transitioned from primarily residential to commercial.

Map 20  
**Southwest Cumberland Study Area  
 Development Activities**



**Legend**

- ..... Study Area Boundary
- Hope Mills Town Limit
- Rezoning Cases
- ◆ Board of Adjustment Cases
- Development Reviews

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Development reviews show the actual type of development that has occurred. Development reviews include group developments, manufactured home parks, subdivisions, site plans, and no approval required plats. There have been 1506 development reviews in the Area between 1972 and 2011. The data shows that 715 of the development reviews were subdivisions, 179 were no approval required plats, 179 were site plans, 151 were group developments, 65 were revisions, 50 were manufactured home parks and two were extensions (renewal of an existing plan whose approval has expired). The majority of the development activities involved residential development that included group developments, subdivisions, and mobile home parks which accounted for over 60 % of the total. The timeframe of development activities shows that approximately 658 (92%) of the subdivisions were approved between 1990 and 2011, 145 (96%) group developments, 177 (98.88%) site plan reviews, and 47 (94%) manufactured home parks during the same time period. These developments have occurred throughout the Study Area.

Development activities also include Board of Adjustment cases or cases that needed special consideration. This special consideration may include variances from the ordinance requirements and special uses. Between 1976 and 2011, there have been 207 cases handled by the Board of Adjustments in the Study Area.

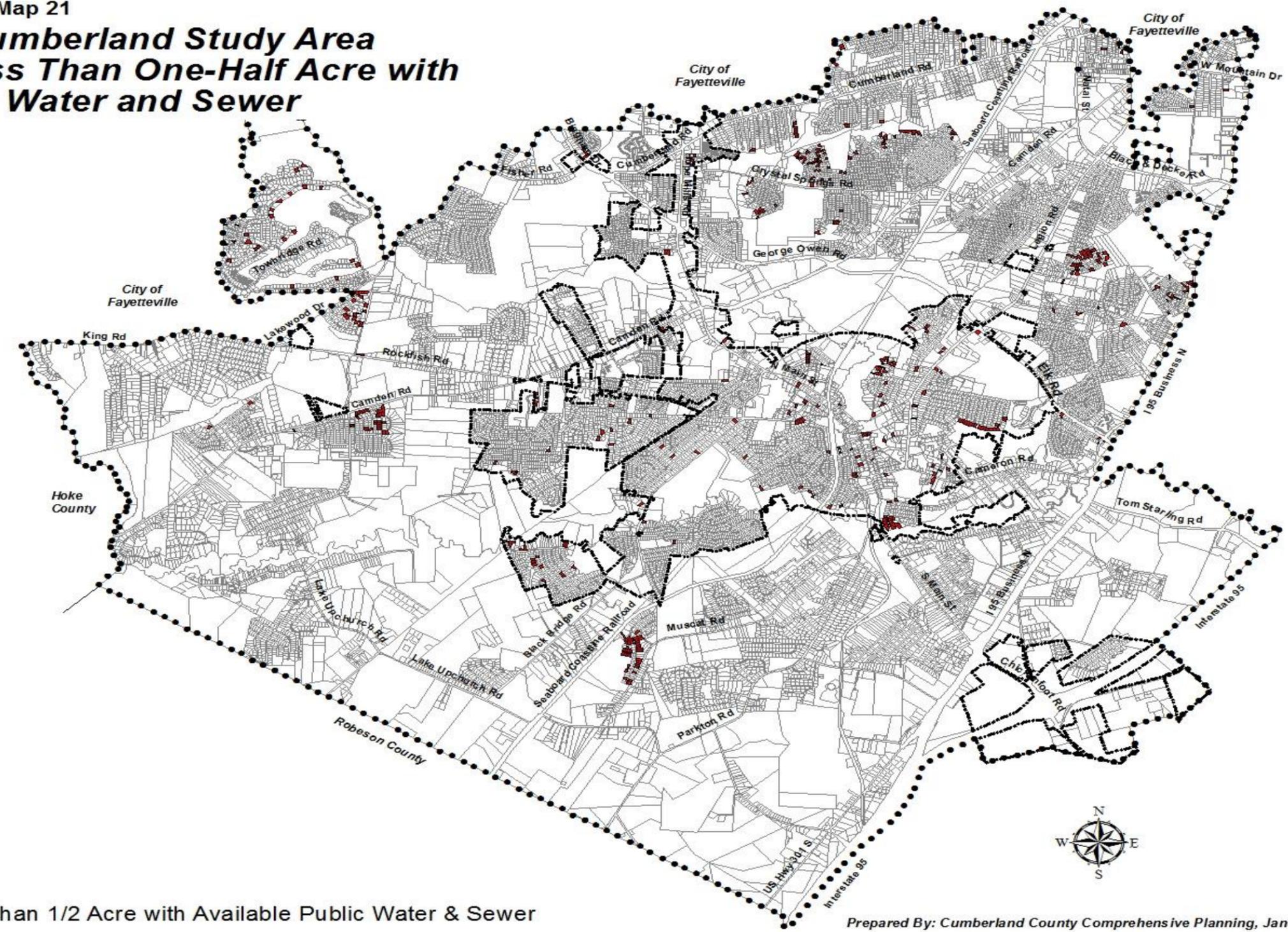
In conclusion, most of the development activities in the Study Area have occurred since 1990 which indicates this is one of the high growth areas in the County. It is anticipated that this growth will continue due to its proximity to the Military Reservation, a desirable school district, the availability of public water and sewer, and the commercial amenities developing in the Area.

## **Infill Areas**

The Study Area was analyzed based on potential areas for infill. The purpose of delineating these areas is to maximize the availability of existing utilities and pinpoint areas that incentives can be created to foster the development of these lots. It maximizes the use of the existing infrastructure, aids in the reduction of sprawl and prolongs the rural area. Two types of infill areas were denoted: 1) Infill areas that are less than one half acre; and 2) Infill areas larger than one half acre.

Infill areas that are less than one half acre are existing lots with available water and sewer serving the parcel and can be developed right now. There are currently approximately 594 parcels (lots) or 165 acres that are less than one half acre in the Study Area as shown in **Map 21 - Southwest Cumberland Study Area Vacant Parcels Less Than One-Half Acre with Available Water and Sewer**. Incentives should be created to foster the development of these vacant lots. The second type of infill areas delineated in the Study Area is parcels greater than one half acre and has water and sewer at its border. The significance of these large tracts of land is important because most of the Study Area has severe limitations for septic tanks. Development on these tracts should be encouraged provided other natural or environmental factors that would preclude development are not present. According to **Map 22 - Southwest Cumberland Study Area Large Undeveloped Parcels with Available Public Water & Sewer**, there are approximately 1,238 parcels consisting of 3,721 acres or 15% of the Study Area that have public water and sewer available.

Map 21  
**Southwest Cumberland Study Area  
 Vacant Parcels Less Than One-Half Acre with  
 Available Water and Sewer**

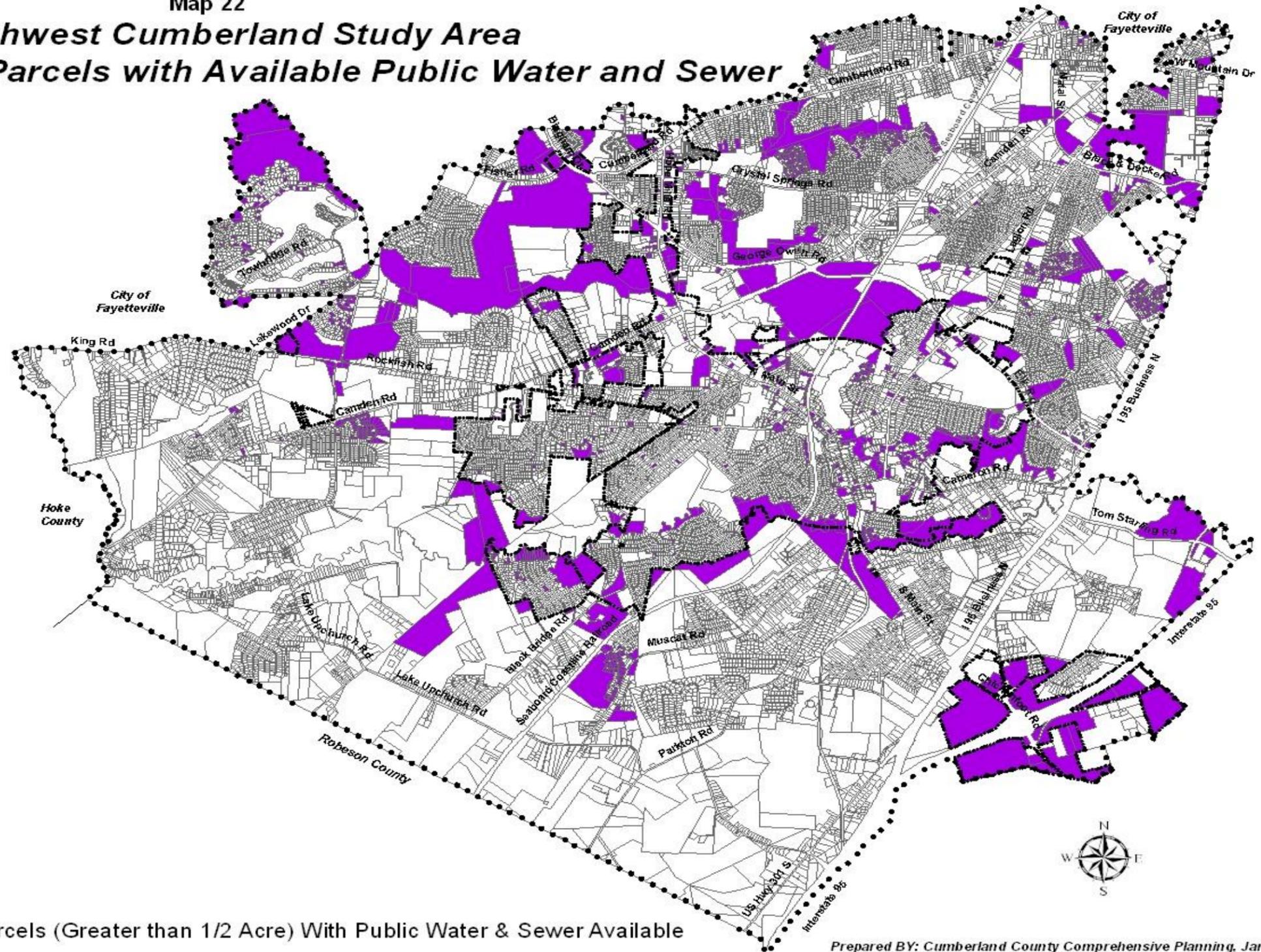


- Legend**
- ..... Study Area Boundary
  - - - - - Hope Mills Town Limit
  - Vacant Parcels Less Than 1/2 Acre with Available Public Water & Sewer



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**Map 22**  
**Southwest Cumberland Study Area**  
**Large Undeveloped Parcels with Available Public Water and Sewer**



**Legend**

- ..... Study Area Boundary
- - - - - Hope Mills Town Limit
- Large Undeveloped Parcels (Greater than 1/2 Acre) With Public Water & Sewer Available

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## Agricultural Interests

In the past this area of Cumberland County played a major role in the agricultural economy. Corn, tobacco, some cotton, soybeans, produce, livestock (poultry, cattle, and swine); and woodland and timber production were major commodities produced in this Area. Over the years there have been many factors that have impacted the strong agricultural activities of the Area. These include economic trends that are not unique to just this area but for farming in North Carolina in general. This economic trend is that the value of farmland and buildings is increasing rapidly, the value of agricultural products are increasing, farms with sales less than \$10,000 per year are decreasing faster than farms with sales over \$10,000 (which may be indicative of a National and State trend of the declining small farmer), and the cost of machinery and farm production expenses are rising significantly. Farms between \$10,000 and \$25,000 are the most stable.

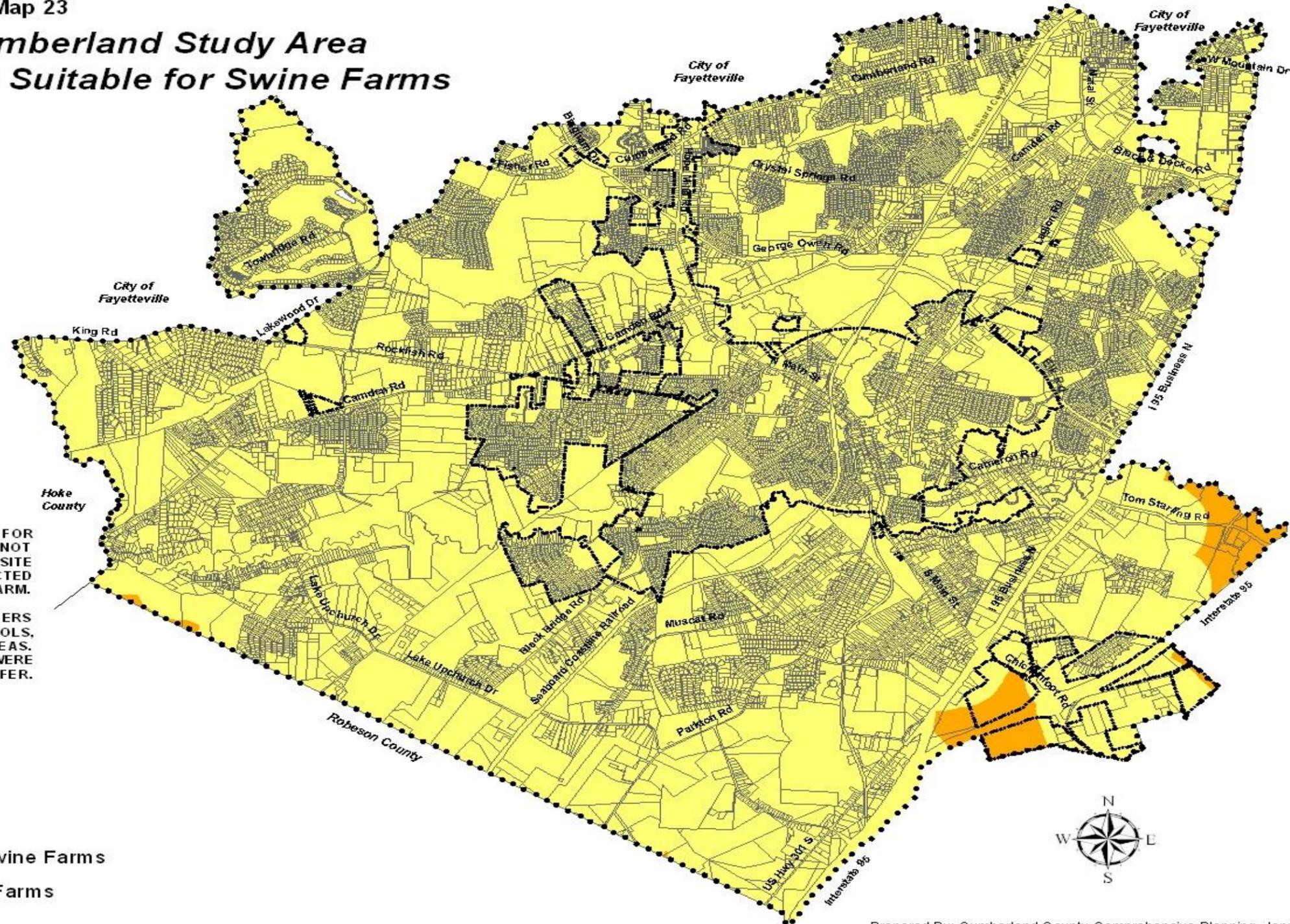
Since 1997, the number of farms in Cumberland County has increased, while the land being farmed has decreased. There are approximately 500 farms in the County. Eighty percent of these farms are one to 179 acres in size and the remaining 20 % between 180 and 1,000 acres in size. The larger farms are under pressure due to the increasing value of farmland, the aging of the farm operators, increasing cost of farm equipment, as well as farmland having to compete with more urban type developments. This indicates there is a trend for smaller farms, which show a trend toward the concept of “Farmette” and Farm to Table programs. Farmettes are small farms that are run by an owner who earns their income from another source other than the farm. These smaller farms exist within the urban area of the County and Study Area. While it is very important to preserve the larger tracts of farmland, it is also important to encourage and allow for the farmettes. The Farm to Table program is a movement where organized local farmers sell their products locally to consumers, restaurants, farmer’s markets, on-farm stores and at roadside stands. The Farm to Table program does exist in Cumberland County, including both the larger farms and the smaller farmettes.

The Study Area contains approximately 4,985 acres in the Present Use Taxation Program. There is approximately 125 acres that have been approved as a part of the Cumberland County Voluntary Agricultural District (VAD) program. The VAD is a program offered by Cumberland County that allows a farmer to voluntarily place their land into this program to promote agricultural and environmental values. It also increases the identity and pride in the agricultural community; encourages the economic health of agriculture; and increases the protection from non-farm development and other negative impacts on properly managed farms.

Based on the existing State site criteria for large scale swine farms, there are very few locations in the Study Area that would allow swine farms. Swine farms have little or no impact on the Study Area as shown on **Map 23 - Southwest Cumberland Study Area Designated Areas Suitable for Swine Farms.**

Map 23

**Southwest Cumberland Study Area  
Designated Areas Suitable for Swine Farms**



DISCLAIMER: THIS ILLUSTRATION IS FOR GENERAL INFORMATION ONLY AND IS NOT SITE SPECIFIC. A MORE DETAILED SITE ANALYSIS WOULD NEED TO BE CONDUCTED PRIOR TO CONSIDERATION OF A SWINE FARM.

THIS INFORMATION ONLY CONSIDERS BUFFERS AROUND RESIDENTIAL UNITS, SCHOOLS, CHURCHES, AND RECREATIONAL AREAS. THE FLOODPLAIN AND HYDRIC SOILS WERE NOT TAKEN INTO ACCOUNT WITHIN THE BUFFER.

**Legend**

- Hope Mills Town Limit
- ..... Study Area Boundary
- Yellow Area Not Suitable for Swine Farms
- Orange Area Suitable for Swine Farms



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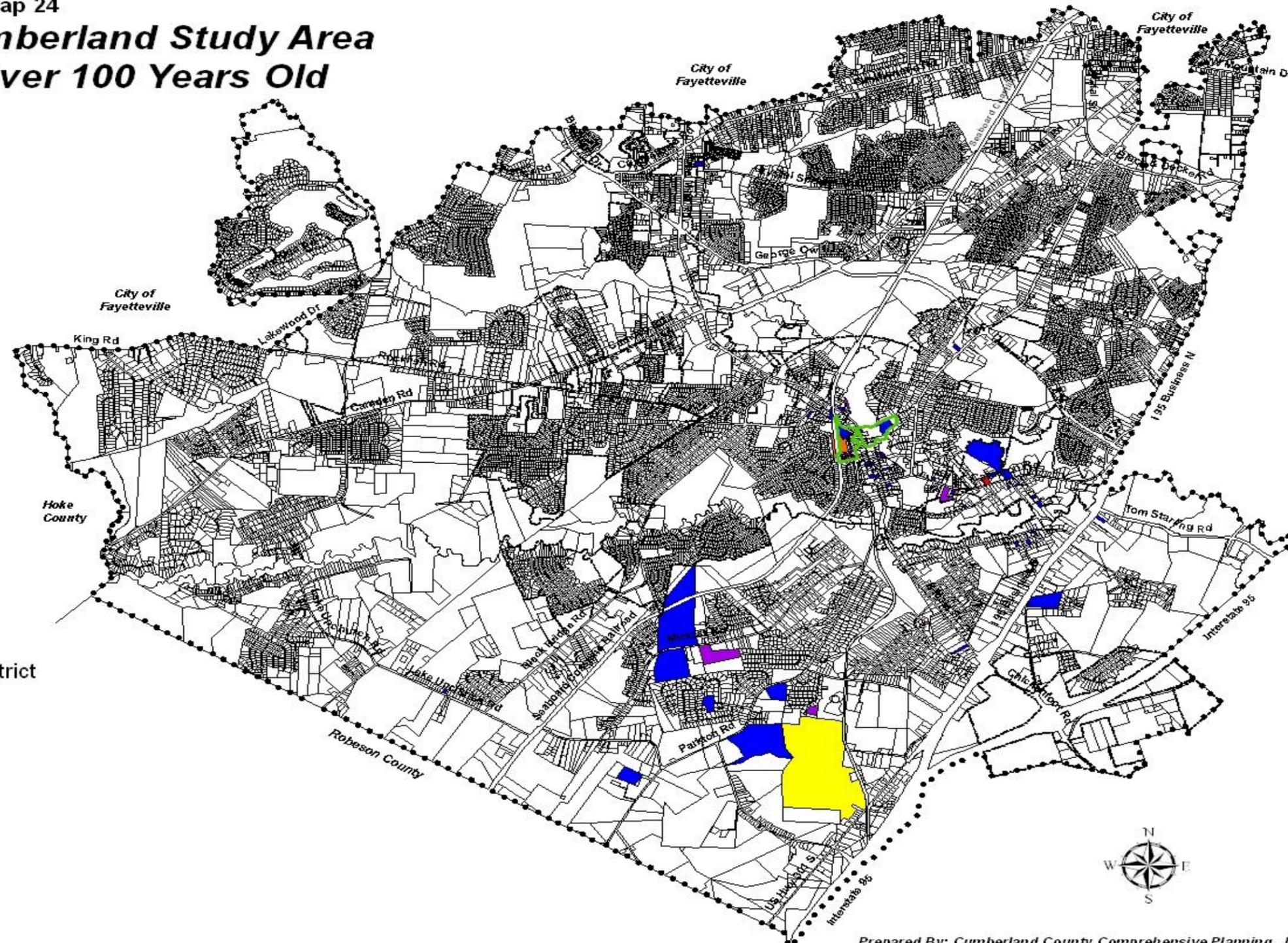
## Potential Historic Structures

The Study has a National Register Historic District located within the Town of Hope Mills (see Hope Mills Historic District Section, page 118) and numerous structures over one hundred years old. These structures are located as shown in **Map 24 - Southwest Cumberland Study Area Structures Over 100 Years Old**. There are a total of 73 structures over one hundred years old. Data shows that there is one structure that was built in the 1890's, 44 structures in 1900, two structures in 1901, one in 1904, 1907, and 1913, and 23 in 1910. Only the structures located in the Hope Mills Historic District have been inventoried and assessed. There needs to be a historical assessment on all the structures outside the Hope Mills Historic District that are over 100 years old within the Study Area.

Map 24  
**Southwest Cumberland Study Area  
 Structures Over 100 Years Old**

**Legend**

- Hope Mills Town Limit
- ..... Study Area Boundary
- Hope Mills Historic District
- Built in 1890
- Built in 1900
- Built in 1901
- Built in 1904
- Built in 1907
- Built in 1910
- Built in 1913



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## POLITICAL ISSUES

Political issues in this study refer to issues that cross jurisdictional lines and may impact more than one jurisdiction. Within the Study Area, there are potentially five jurisdictions that may be impacted. They are the Town of Hope Mills, City of Fayetteville, Cumberland County, Hoke County, and Robeson County. Political issues addressed in this Study include the Municipal Influence Areas (MIA's), Fayetteville Area of Consideration for Annexation, Fayetteville Regional Airport, Hoke County Land Use Plan, and past plans of jurisdictions in Cumberland County.

### **Southwest Cumberland Study Area Municipal Influence Area**

The Study Area contains Municipal Influence Areas (MIA) of the City of Fayetteville and the Town of Hope Mills. Fayetteville MIA area is located in the northern portion of the Study Area consisting of approximately 4,945 acres (20%) as shown in **Map 25 - Southwest Cumberland Study Area Municipal Influence Area**. The bulk of the Study Area containing 20,727 acres (80%) is in the Town of Hope Mills Municipal Influence Area, which is in the southern portion. The MIA for the City of Fayetteville and Town of Hope Mills was revised on May 16, 2011 by the Cumberland County Board of Commissioners to coincide with the Hope Mills/Fayetteville annexation agreement between the Fayetteville City Council (adopted August 23, 2010) and Town of Hope Mills Board of Commissioners (adopted October 4, 2010). The MIA revision was necessary to ensure the consistency of development standards for the appropriate jurisdiction. The map and calculations include the approved revisions.

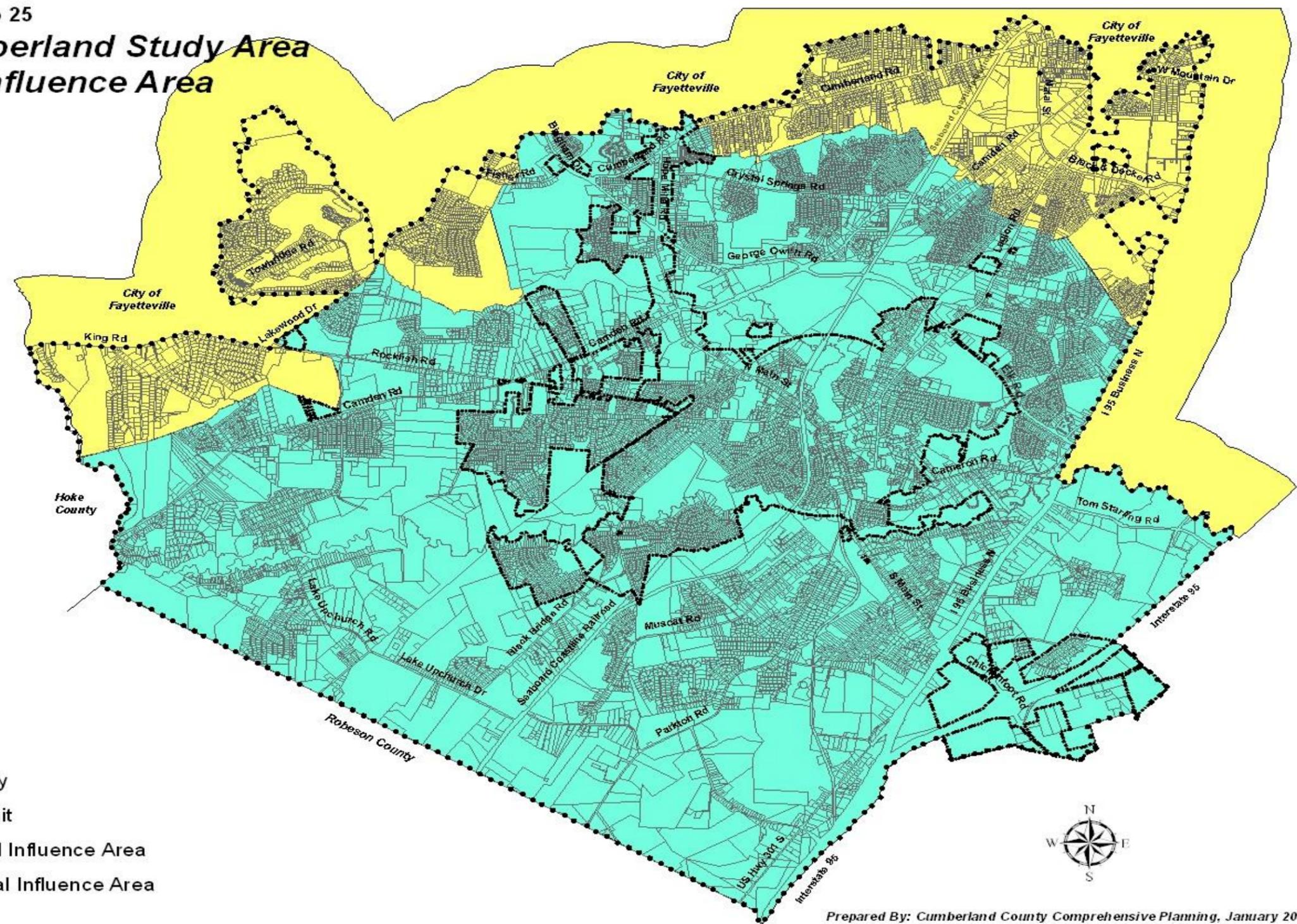
### **Fayetteville Area of Consideration**

The entire northern boundary of the Study Area is bordered by the City of Fayetteville City Limit Line. Within the Study Area, there are some areas that are designated as part of Fayetteville's Area of Consideration for Annexation. The "Area of Consideration" is a legal document that defines areas that the City intends to annex at some point in the near future. This Area of Consideration consists of an area south of King Road between King Road and Camden Road; south of Rockfish Road that fronts Jack Britt High School; south of Fisher Road and along Lakewood Drive including the Gates Four Community; Cumberland Road from Sedgefield Drive north to the Study boundary; Camden Road from King Charles north to the Study boundary; Legion Road from Ireland Drive to the Study boundary; and US 301 South from Salmon Drive north to the Study boundary as shown in **Map 26 - Southwest Cumberland Study Area Fayetteville Area of Consideration Map**. The Area of Consideration for the City of Fayetteville (adopted August 23, 2010) does include the area that was affected by the Hope Mills/Fayetteville annexation agreement.

### **Fayetteville Regional Airport Impact**

There are portions of the Study Area that are impacted by Fayetteville Regional Airport as shown in **Map 27 - Southwest Cumberland Study Area Fayetteville Regional Airport Impact**. The impact area depends on the Zone in which the property is located. These zones are the Horizontal Surface Zone, Conical Surface Zone, Approach Zone One and Two, and the Transitional Zone. The Horizontal Surface Zone limits the height of structures to 150 feet and runs from West Mountain Drive to

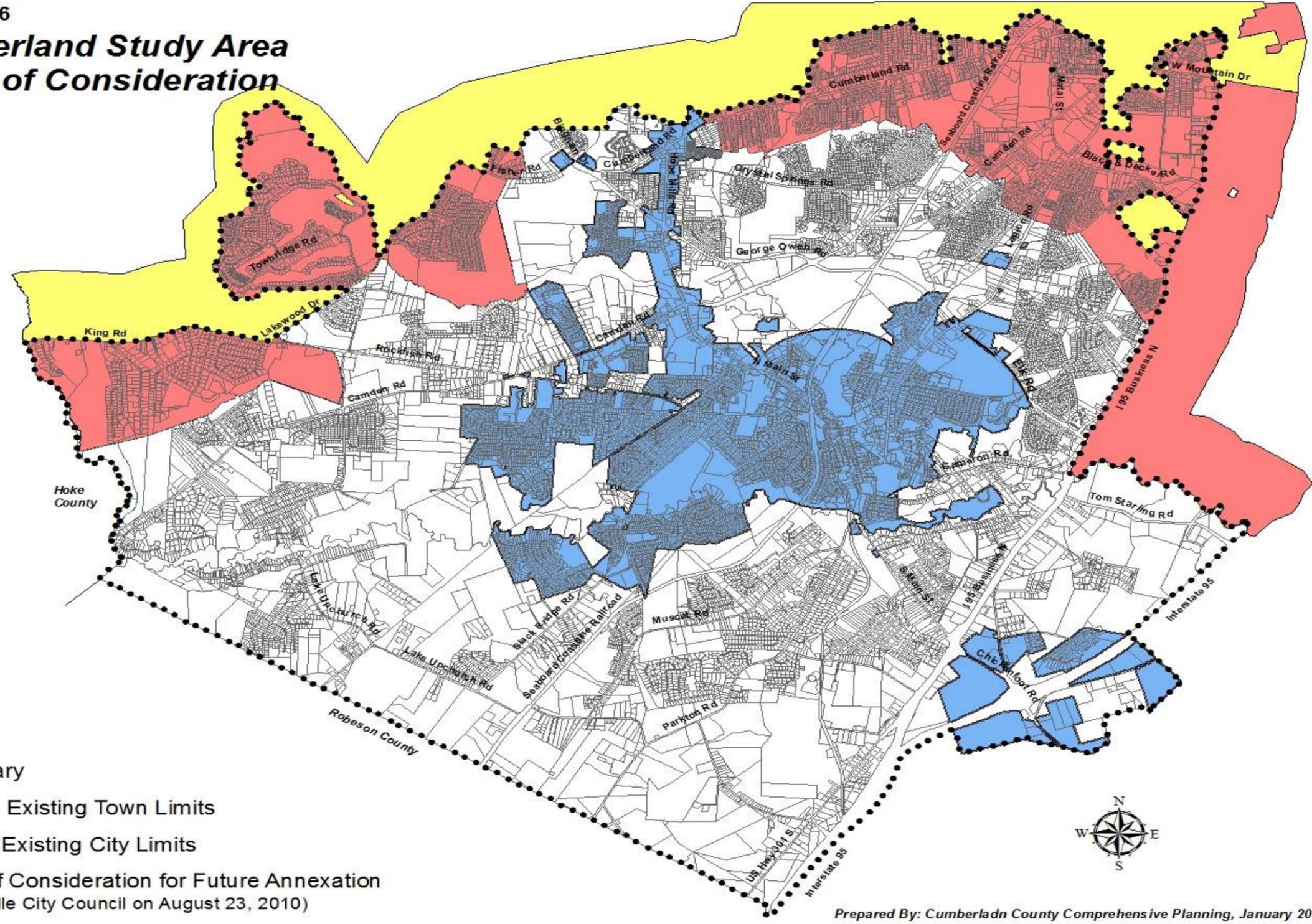
Map 25  
**Southwest Cumberland Study Area  
 Municipal Influence Area**



- Legend**
- ..... Study Area Boundary
  - Hope Mills Town Limit
  - Hope Mills Municipal Influence Area
  - Fayetteville Municipal Influence Area

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Map 26  
**Southwest Cumberland Study Area  
 Fayetteville Area of Consideration**



**Legend**

- ..... Study Area Boundary
- Town of Hope Mills Existing Town Limits
- City of Fayetteville Existing City Limits
- Fayetteville Area of Consideration for Future Annexation  
 (Adopted By Fayetteville City Council on August 23, 2010)



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Bramble Gate Road. The Conical Surface Zone limits structures to a maximum height of 350 feet and is approximately 4,000 feet wide cone shaped area that extends from the northern Study Area boundary to Sanders Road just south of Tom Starling Road. Approach Zone One and Approach Zone Two are part of the glide angle for aircrafts landings and departures. Approach Zone One is the closest to the runway and is the more critical of the two. Development within these zones must be monitored to insure continued operation of the airport. Approach Zone One is located on small tracts between Tom Starling Road and Rockfish Creek and along U.S. 301 at Angel Drive. The Area roughly south of Tom Starling Road along U.S. 301 to the Robeson County line and over to the eastern edge of the Study Area is located in the Approach Zone Two area. The final airport zone impacting the Study Area is the Transitional Zone. The Transitional Zone is basically an inclined plane with a slope of 7:1 extending upward and outward from the runway and the Approach zones. The area it impacts is a width of approximately 5,000 feet extending from the end of the Conical Surface Zone to the Robeson County Line. It is imperative that these zones surrounding the Fayetteville Regional Airport be maintained and be free of any encroachments or land uses that may be a threat to human life, hinder the operation of the airport or its future expansion.

Other issues that may impact the operations at Fayetteville Regional Airport are light and electronic emission interference.

## **Hoke and Robeson Counties' Land Use Plans**

The Study area is impacted by surrounding actions, events and development in areas outside the Study Area. The Town of Hope Mills and western Cumberland County are primary shopping areas for persons in eastern Hoke County and northeastern Robeson County.

Over the years there has been increasing development in the eastern portion of Hoke County around Rockfish and Davis Bridge. The Hoke County Land Use Plan adopted in 2005 denotes this area as Urban Service Area as shown on **Map 28 - Hoke County Land Use Plan**. The Urban Services Area category is defined in the Plan as the area projected to urbanize in the next 20 years. The range of land use intensities and densities will be similar to that typically found in urban area served by public water and sewer. The development is projected to be more compact and cost efficient land development pattern. Hoke County is currently constructing a 1.5 mgd sewage treatment plant on Ellis Road and Rockfish Creek which is designed to serve the anticipated future development in eastern Hoke County (Urban Service Area). The tentative date of completion is February 2014.

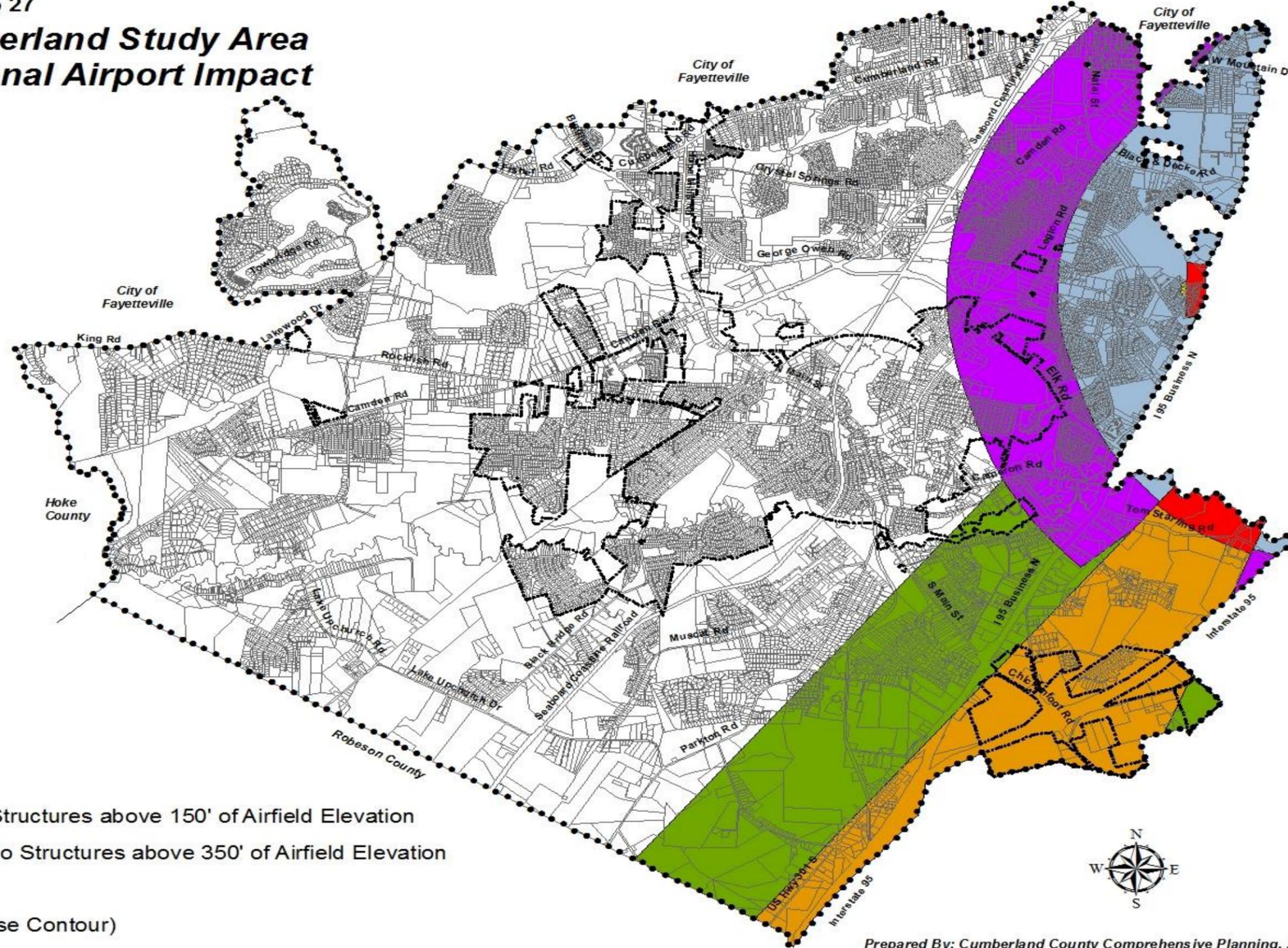
Robeson County currently has no land use plan. There is an increasing amount of growth occurring in the portion of the County adjacent to Cumberland County. The Town of Parkton and a portion of the residents in St Pauls are in the Hope Mills trade area. This Area has been recently added as part of the Fayetteville Metropolitan Area Planning Organization service area in an anticipation of some growth over the next 20 years. The planning actions in this Study should take into account that there will be an impact on the Study Area from growth in eastern Hoke and Northeastern Robeson Counties.

Map 27

**Southwest Cumberland Study Area  
Fayetteville Regional Airport Impact**

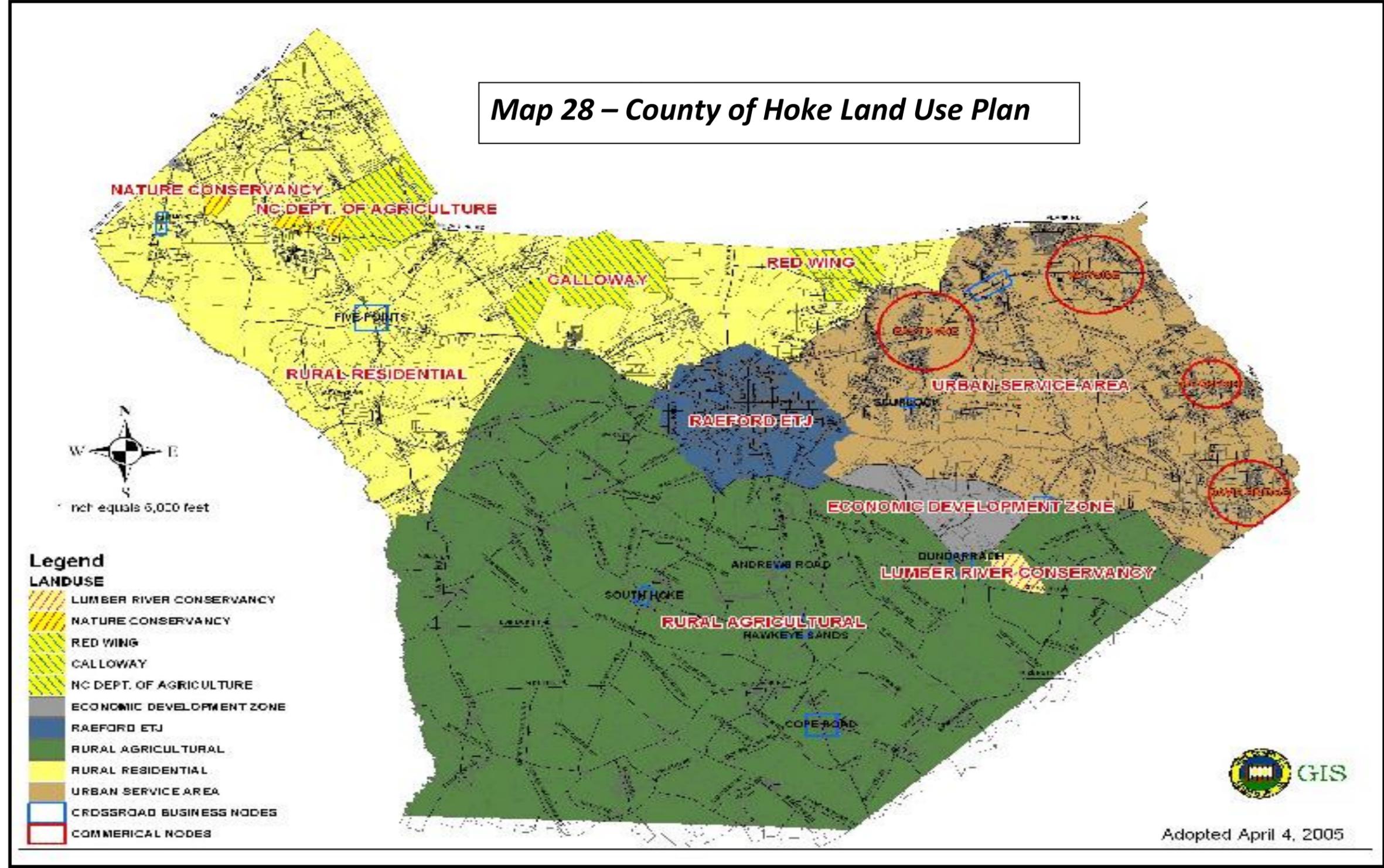
**Legend**

- Study Area Boundary
- - - - - Hope Mills Town Limit
- Approach Zone 1
- Approach Zone 2
- Horizontal Surface - No Structures above 150' of Airfield Elevation
- Conical Surface Zone - No Structures above 350' of Airfield Elevation
- Transitional Zone
- NAPZ - 5 (60-65 Ldn Noise Contour)



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**Map 28 – County of Hoke Land Use Plan**



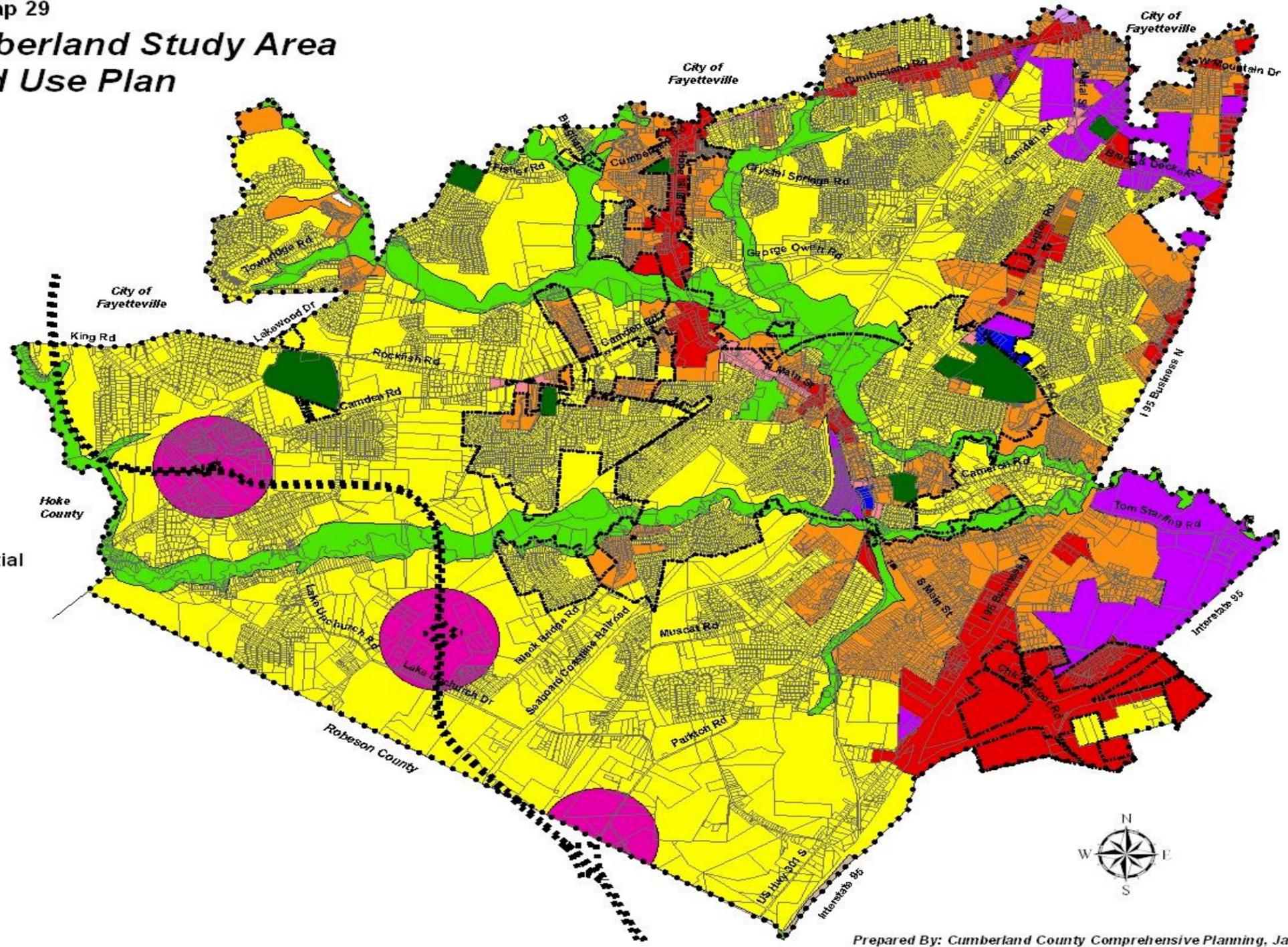
## Past Plans

Since the creation of the Cumberland County Joint Planning Board in 1967, the following Plans have been prepared and adopted as guides for future growth and development affecting all or a portion of the Study Area: the 1971 Cumberland County Land Use Plan; the 1978 Land Use Policies Plan; the Hope Mills North Main Street Land Use Plan; the Hope Mills Road Business Street Revaluation, 1980; the Hope Mills Community Facilities Plan, 1981; the Hope Mills Heritage Preservation Plan, 1995; the Cumberland Road Business Street Update, 1985; the Hope Mills Road Business Street Update, 1985; the Cumberland County 2010 Land Use Plan, 1996; the Cumberland County 2030 Growth Vision Plan, 2008; and the Cumberland County Land Use Policies Plan, 2009. The 1971 Cumberland County Land Use Plan projected the Study Area to experience substantial residential growth based on the availability of public utilities. The residential development would be medium density development between the Town of Hope Mills and the City of Fayetteville, and low density residential development in the other portions of the Study Area. Industrial development and highway commercial development were recommended along US 301, as well as some industrial development within the southeastern portion of the Study Area. Airport-oriented industry was recommended adjacent to the Airport. The Cumberland County 2010 Land Use Plan, 1996 as shown on **Map 29 – Southwest Cumberland Study Area 2010 Land Use Plan** designated the Study Area as primarily low density residential, medium density residential, open space, commercial, heavy industrial, and activity nodes at the interchanges along the proposed Outer Loop. The Cumberland County 2030 Growth Vision Plan, 2008, which is shown on **Map 30 - Southwest Cumberland Study Area 2030 Growth Vision Strategy Map**, recommends the majority of the Study Area (the northern and central portion) should be Urban Area; the southern portion of the Study Area bordering the Urban Area should be Urban Fringe; and the extreme southern portion bordering Robeson County should be Rural Area. Along the major watercourses, the Plan designates these properties as Conservation Areas. The Cumberland County Land Use Policies Plan, 2009 serves as a guide to the local governing boards of this Study Area (Cumberland County Board of Commissioners and the Hope Mills Town Board of Commissioners) regarding land use decisions on a parcel specific basis. It provides objectives and location criteria for residential, commercial, industrial, open space and agricultural uses. It also serves as a revision of the 1978 Land Use Policies Plan. The goal of the Hope Mills Heritage Preservation Plan, 1995 was to provide an overall guidance for the preservation process through recommended projects and policies regarding land use and development within the Hope Mills Historic District. The Business Street Plans and the North Main Street Land Use Plan were designed to recommend the location and type of commercial development along segments of thoroughfares that had undergone street improvements as well as were transitioning from residential to commercial development. The Hope Mills Community Facilities Plan, 1981 provided an inventory of existing facilities; population projections and growth trends; projected the need for additional facilities; and recommendations to be included in a capital budgeting plan.

Map 29  
**Southwest Cumberland Study Area  
 2010 Land Use Plan**

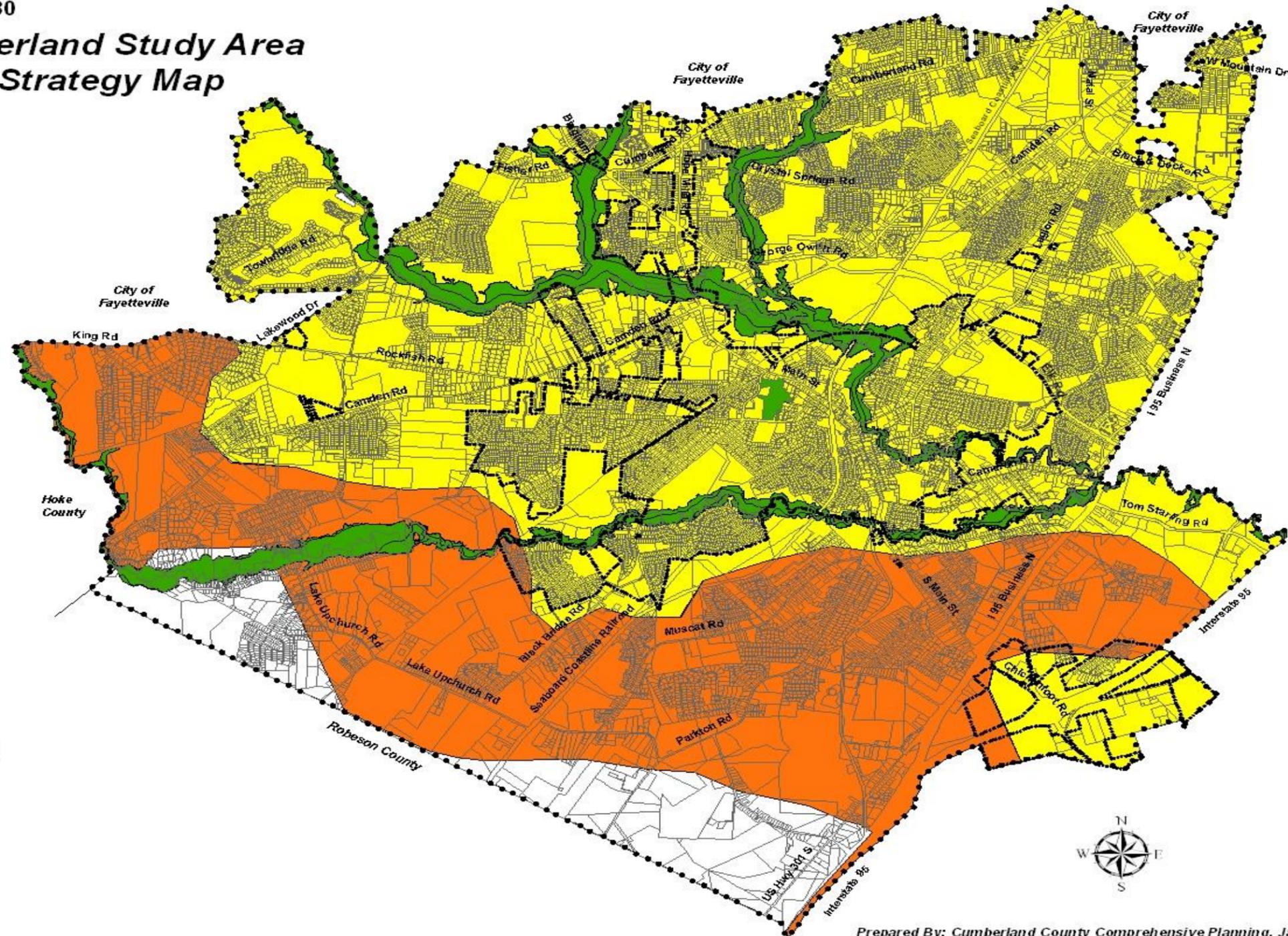
**Legend**

- Study Area Boundary
- Hope Mills Town Limit
- Farmland
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Office & Institutional
- Light Commercial
- Heavy Commercial
- Activity Node
- Light Industrial
- Heavy Industrial
- Governmental
- Open Space
- Proposed Outer Loop



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Map 30  
**Southwest Cumberland Study Area  
 2030 Growth Strategy Map**



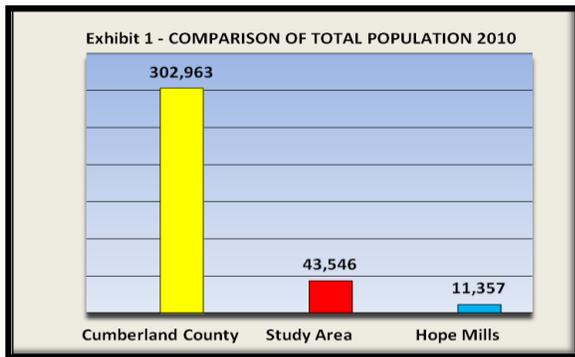
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## GENERAL ASSESSMENT

An assessment of the general conditions in the Study Area is outlined in three areas: population, housing, and economic conditions. The Study area encompasses 14 Census Tracts with five completely contain within the Study Area boundary and nine that are split by the boundary. Since the Area is split by Census Tracts and the Census Tracts have been redrawn over the years, some of the data is not exact but is intended to give an indication of a general depiction of conditions in the Study Area.

### Population

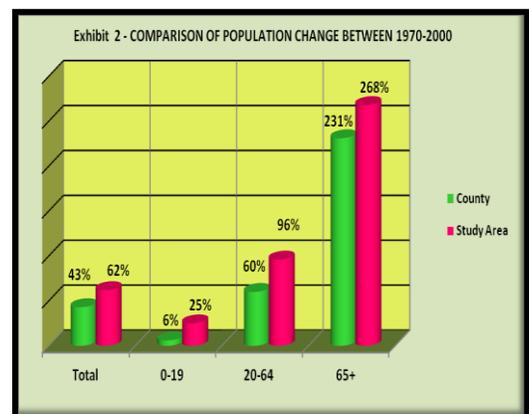
Population characteristics are examined during the preparation of a detailed land use plan to examine general, social and economic characteristics of a population for a defined area. At the time data collection for this Study was being accomplished,



the 2010 Census data for detailed information was not available. Total population figures were available and are shown in **Exhibit 1 - Comparison of Total Population 2010**. All other data will use the 2000 US Census data which provides specific information in geographic area ranked in descending order such as National, State, County, Place (municipality), Census Tract, and Block Group.

For purposes of this Study, Census data will be examined by Census Tract and Block Group, which oftentimes is larger than the Study Area boundary. Examination of the Census data at the Census Tract and Block Group level will give a good representation of existing conditions and trends that have occurred within the Study Area. Census information will also be examined as it relates to the Town of Hope Mills. In addition, data is available through Transportation Analysis Zones (TAZ) which can be matched to the Study Area and the Town of Hope Mills to give demographic conditions and population projections. The total population of Cumberland County is approximately 302,963, compared to the Study Area population of 43, 546 persons and the Town of Hope Mills population of approximately 11,357 persons.

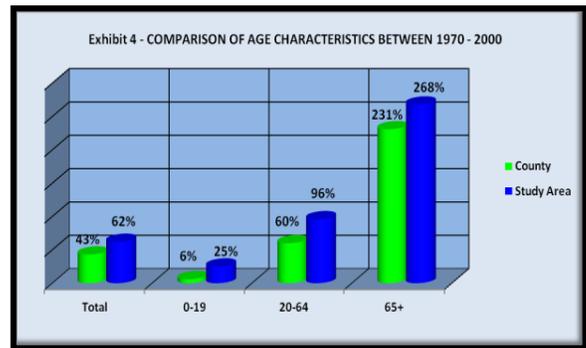
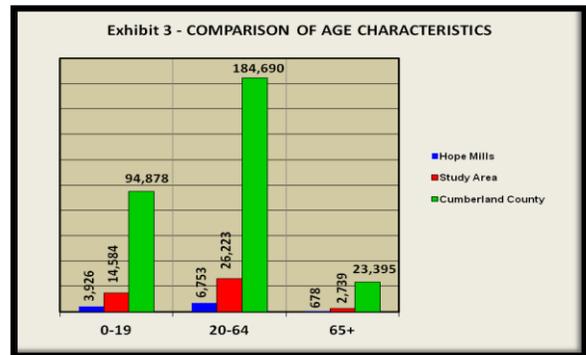
Growth has occurred within the Study Area over the years. According to **Exhibit 2 - Comparison of Population Change Between 1970 - 2000**, the total population within the Study Area grew at least 62%, compared to 43% for the County as a whole. This exhibit also illustrates that the population is aging, especially showing an increase in the number of persons who are 65 years of age and older.



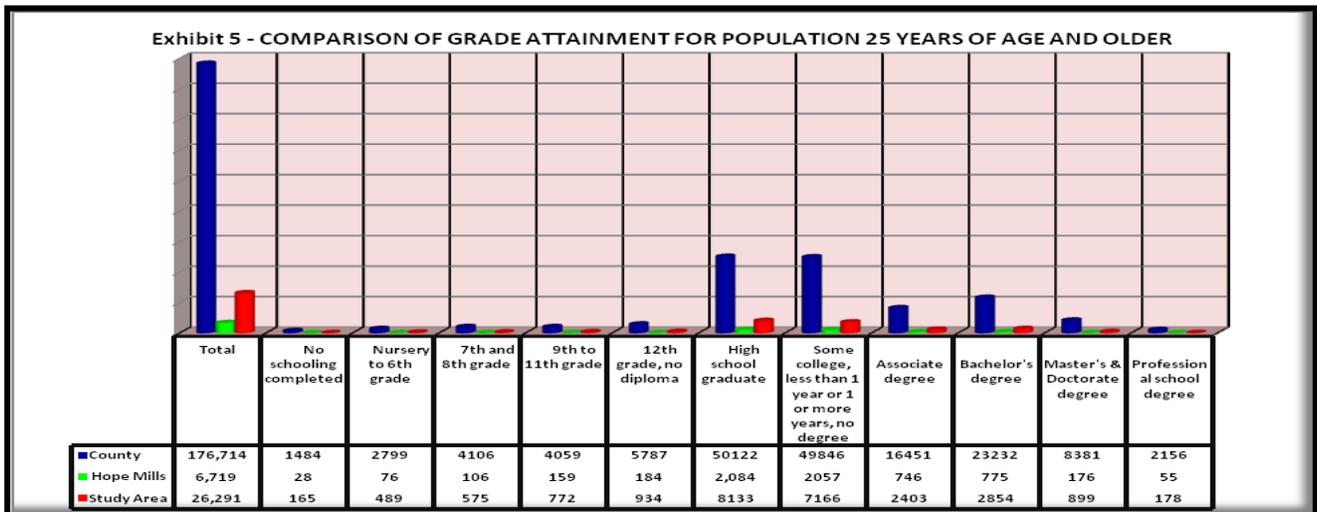
increase in the number of persons who are 65 years of age and older.

Even though the population that is 65 years of age and older experienced the most growth within the Study Area and the County overall, **Exhibit 3 - Comparison of Age Characteristics 2000**, illustrates that the majority of the population of the County, Study Area and the Town of Hope Mills is between 0 and 64 years of age.

According to **Exhibit 4 - Comparison of Age Characteristics Between 1970 - 2000**, the most significant increase in the age of the total population within the Study Area and the County overall, was in the age group 65 years of age and older, followed by the number of persons between the ages of 20 and 64 years of age.



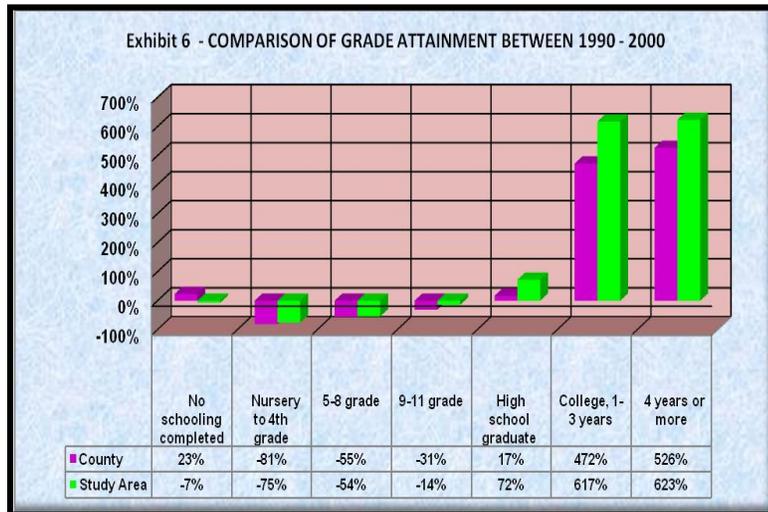
**Exhibit 5 - Comparison of Grade Attainment for Population 25 Years of Age and Older** illustrates that approximately 28% of the total population 25 years of age and older within Cumberland County attained a high school diploma (including equivalency), compared to 31% of the total population 25 years of age and older for the Study Area and the Town



of Hope Mills. Additionally, 28% of the total County population had attended some college but earned no degree, compared to 30% within the Town of Hope Mills and 27% for the Study Area. At least 13% of the total population 25 years of age and older within Cumberland County attained a Bachelor's degree, compared to 12% for Hope Mills and 11% for the Study Area. At least 9% of the total population 25 years of age and older within the County and the Study Area earned an Associate degree, compared to 11% of the population in Hope Mills.

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According to **Exhibit 6 - Comparison of Educational Attainment Between 1970 - 2000**, there was a significant increase in the number of persons completing between 1 and 4 or more years of college within the Study Area between 1970 and 2000 (617% - 623%), compared to 472% - 526% for the County as a whole. Additionally, there was an increase of approximately 72% of the number of persons attaining a high school degree within the Study Area and approximately 17% within the County as a whole.



Summarizing this data, it illustrates that the Study Area has experienced growth in its total population, over time. Also, the population has aged over time and has become more educated as well.

## Population Projections

Anticipated growth is another planning tool used in the development of a detailed land use plan. *The Population and Economics Study, 2006-2035*, prepared by Fayetteville Area Metropolitan Planning Organization (FAMPO) established a base year 2006 population and employment estimates and projections to 2035. Existing databases, field surveys and tax records were used to establish baseline estimates and the generated estimates were compared to US Census Bureau and NC Office of Budget and Management projections.

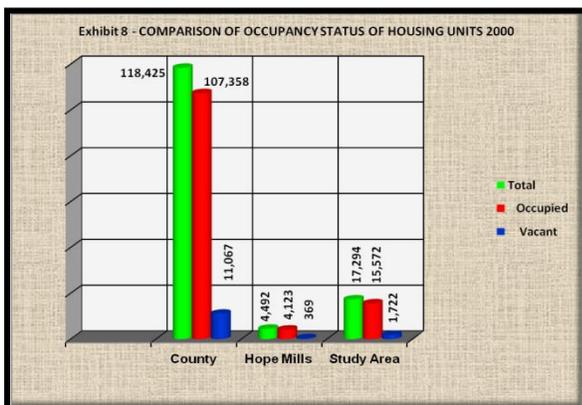
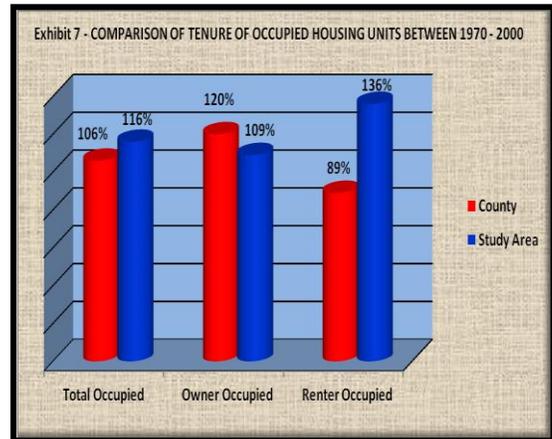
The Population and Economic data and projections are presented in Planning Districts within the Fayetteville Metropolitan Planning Area (which includes portions of Harnett and Hoke Counties, as well as the urban portion of Cumberland County). The Metropolitan Planning Area is divided into 12 Planning Districts and subdivided into Transportation Analysis Zones (TAZ).

The Southwestern Cumberland Study Area is within Planning Districts 3, 4, and 6. The data within these Planning Districts will be used to illustrate projections. Housing within the Planning Districts covering the Study Area is projected to increase approximately 35% by 2035. The total number of employees within the Planning Districts covering the Study Area is projected to increase at least 30% by 2035. The total population within the Study Area is projected to be at least 86,353 by 2035. The 2035 population projections for all of Cumberland County, according to the *Population and Economic Study, 2006-2035*, shows an increase in housing by 26%, increase in number of employees by 33% and a projected population of at least 409,267 persons.

## Housing

The Southwest Cumberland Study Area has a mix of housing types scattered throughout the area. The majority of these homes are single-family dwellings. According to the Cumberland County GIS records, there are approximately 15,734 single family dwellings in the area. Approximately 14,053 are stick-built single family dwellings on individual lots, while 1,681 are manufactured homes on individual lots. In addition, there are 271 townhouse units, 2,263 apartments, 11 condominiums, and 1,811 manufactured homes in manufactured home parks. Summarizing the unit types, single-family homes on individual lots account for approximately 78% of the housing, while manufactured homes in manufactured home parks account for 8.97%, townhouses 1.34%, condominiums .55% and apartments 11.20%. The information presented above is actual data recorded in the GIS data layers as recently as late 2011. The graphs illustrating current conditions as well as trends are based upon the 2000 Census information, unless otherwise noted.

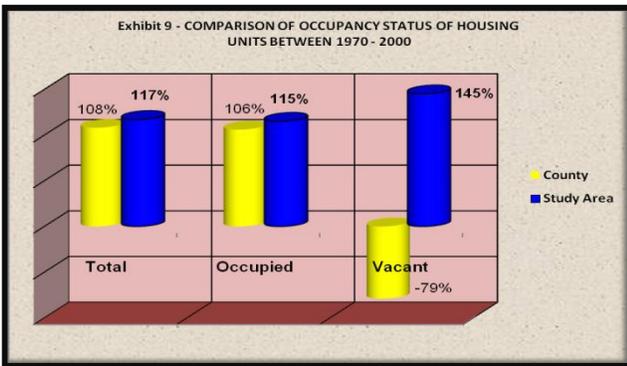
Census information is also available to document housing characteristics and trends that have occurred within the Study Area. According to **Exhibit 7 - Comparison of Tenure of Occupied Housing Units Between 1970 - 2000**, the number of total occupied housing units within the County increased approximately 106%, compared to 116% within the Study Area. The total number of owner occupied housing units within the overall County increased at least 120%, while the Study Area experienced an increase of 109%. Conversely, the Study Area experienced a 136% increase in the number of renter occupied housing units, while the County experienced an increase of 89%. For purposes of this Study, Census data was used to illustrate occupancy status and tenure of housing units, rather than the GIS records mentioned above.



**Exhibit 8 - Comparison of Occupancy Status of Housing Units 2000**, illustrates the number of occupied and vacant housing units relative to the total number of housing units for the County overall, Town of Hope Mills and the Study Area. Approximately 91% of the total housing units in the County are occupied (107,358 units) and 9% (11,067 units) are vacant. The Study Area has at least 15,572 units (90%) that are occupied and 1,722 units (10%) that are vacant. Approximately 92% of the total housing units in the Town of Hope Mills (4,123 units) are occupied and 8% (369 units) are vacant.

This data shows that the percentages of occupied and vacant housing units within the three geographic areas are almost identical.

Trends indicate that the occupancy status of housing units has changed over the years. According to **Exhibit 9 - Comparison of Occupancy Status of Housing Units Between 1970 - 2000**, the total



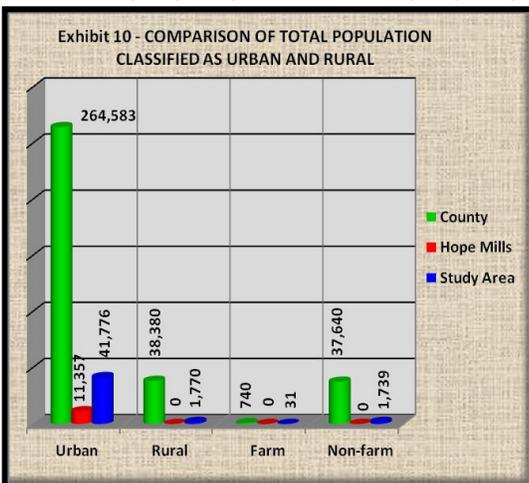
number of housing units within the Study Area increased at least 117%, while the total number of housing units within the County increased 108% for the same time period. Additionally, the total number of occupied housing units increased approximately 115% within the Study Area, compared to 106% for the County. The total number of vacant housing units decreased 79% within the County overall, while the Study Area experienced a 145% increase in the number of

vacant housing units for the same time period.

Summing up this data reveals that the total number of occupied housing units increased throughout the County as well as the Study Area between 1970 and 2000. There was an increase in the number of renter occupied housing units in the Study Area which may explain why the number of vacant units has increased in the Study Area since 1970. All three geographic areas (Cumberland County, Study Area and Hope Mills) have similar numbers of occupied and vacant units as of 2000.

## Economic Conditions

Economic conditions play a significant role in the viability of a given geographical area in terms of growth and development. This area is one of the fastest growing areas of the County and has significantly contributed to the County Tax Base. Based on the Cumberland County Tax Records, the total assessed property values for the Study Area is \$2,703,944,973. Single family residential properties account for \$2,260,525,937; Apartments \$95,532,366; Manufactured Home Parks \$18,430,715; Commercial \$272,903,038; and Industrial \$41,764,607. Cumberland County's total assessed property value for all property in the County is \$18,821,857,246.



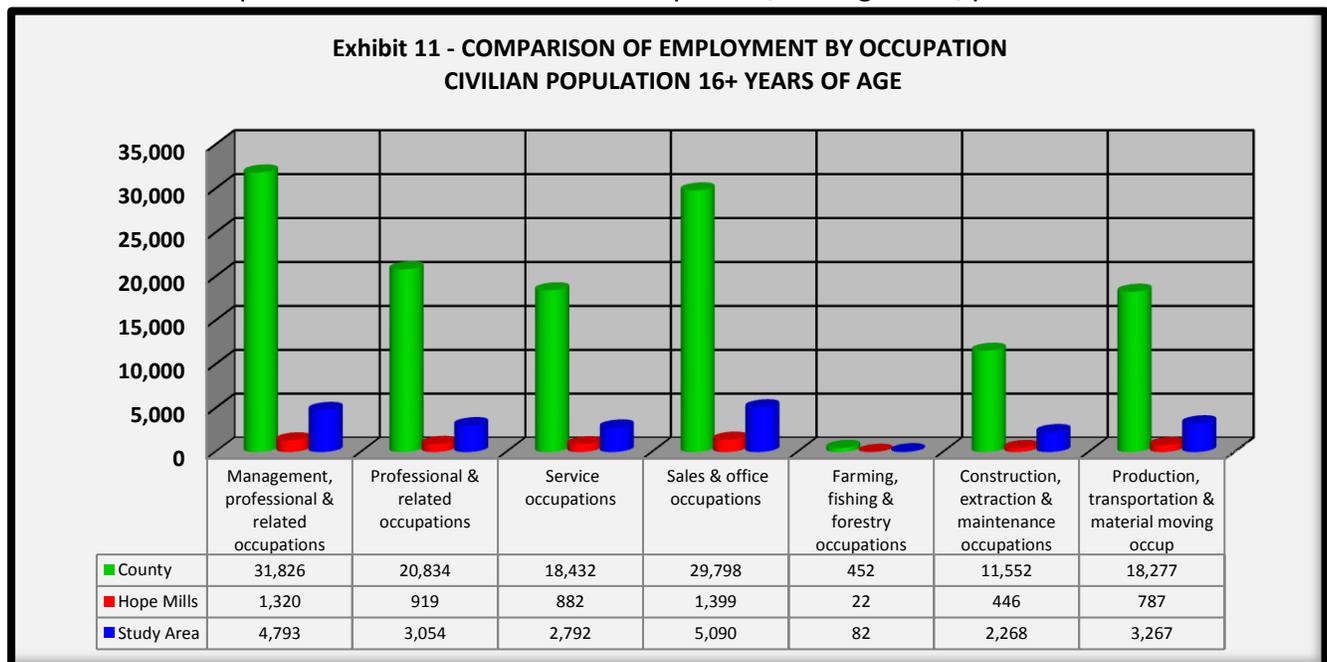
Data from the 2000 US Census Bureau has been examined to show economic conditions in the Study Area. Located in the Southwestern portion of Cumberland County, the Study Area is bordered on the North by the City of Fayetteville; bordered on the West and South by Hoke and Robeson Counties, respectively; and bordered on the East by Interstate 95 and Business I-95/US 301.

According to **Exhibit 10 - Comparison of Total Population Classified as Urban and Rural**, the majority of the total population within the Study Area (41,776 persons) is

# SWC Southwest Cumberland Land Use Plan

classified as being urban, due, in part, to the inclusion of the Town of Hope Mills within the Study Area and close proximity to the City of Fayetteville. At least 1,770 persons are classified as rural, and 31 of those persons live on a farm. With the Study Area being urban in nature, residents are able to take advantage of two retail trade areas: Fayetteville and Hope Mills. The City of Fayetteville (approximate population 210,000) serves as a regional trade center for Southeastern North Carolina as well as Northeastern South Carolina. Employment opportunities include the military (both active duty and civil service), education, healthcare, local government, manufacturing and higher education. The trade area provides wholesale and retail trade, healthcare services, lodging, restaurants and entertainment. The Town of Hope Mills (approximate population 11,357) serves as a smaller, community based trade area providing many of the same goods and services found within Fayetteville’s trade area. The exhibit also illustrates that approximately 87% of the County population is considered urban and 13% is considered to be rural.

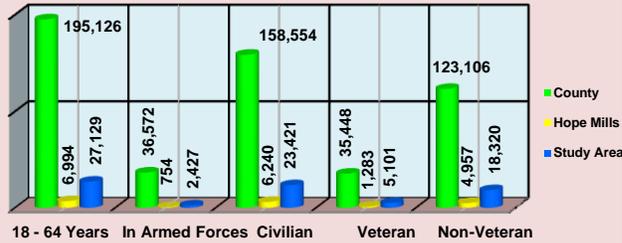
According to **Exhibit 11 - Comparison of Employment By Occupation Civilian Population 16+ Years of Age**, the top three civilian occupations in the Study Area having the most number of persons are: sales and office occupations; management, professional and related occupations; and production, transportation and material moving occupations. The top three occupations of the civilian population in the Town of Hope Mills are: sales and office occupations; management, professional and related



occupations; and professional and related occupations. Additionally, the top three occupations within the Civilian population of the County are: management, professional and related occupations; sales and office occupations; and professional and related occupations.

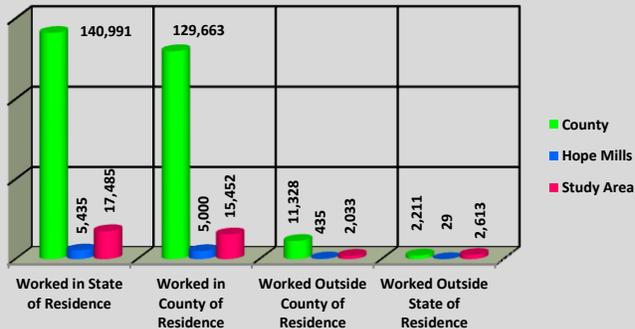
# SWC Southwest Cumberland Land Use Plan

**Exhibit 12 - COMPARISON OF ARMED FORCES STATUS/VETERAN STATUS OF 18 - 64 YEARS OF AGE**



Additional employment data is available to further illustrate economic characteristics of the Study Area. According to **Exhibit 12 - Comparison of Armed Forces Status/Veteran Status 18-64 Years of Age**, at least 81% of the total Labor Force of the County is Civilian and 19% are in the Armed Forces. Within the Civilian Labor Force, 78% are Non-Veteran and 22% are Veteran. Within Hope Mills, at least 11% of the total Labor Force is in the Armed Forces and 89% are in the Civilian Labor Force.

**Exhibit 13 - COMPARISON OF PLACE OF WORK FOR WORKERS 18+ YEARS OF AGE**



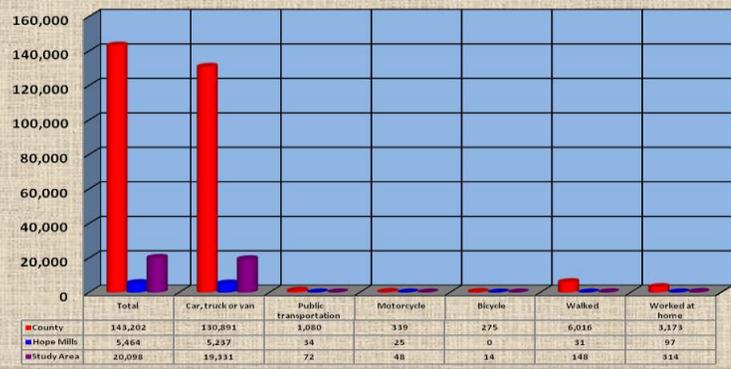
Additionally, of the total Civilian Labor Force, at least 79% are classified as Non-Veteran for the Study Area and 21% are classified as Veteran. By comparison, at least 9% of the total Labor Force of the Study Area is in the Armed Forces and 91% are Civilian. Out of the total number of persons in the Civilian Labor Force, approximately 78% are Non-Veteran and 22% are Veteran.

According to **Exhibit 13 - Comparison of Place of Work for Workers 18+ Years of Age**,

at least 77% of the total workers in the Study Area work in the County of Residence and 92% of the total workers in the Town of Hope Mills work in the County of Residence. At least 13% of the total

workers in the Study Area work outside the State of Residence and one percent of the total workers in the Town of Hope Mills work outside the State of Residence. These percentages are similar to those of the overall County workers included in the **Exhibit 14 - Comparison of Means of Transportation to Work of Workers 16+ Years of Age**, of the total number of persons in the workforce, 96% of the workers in the Study Area and Town of Hope Mills used a car, truck or van as a means of transportation to work, compared to 91% for the County overall. At least 1% of the total number of workers within the County and the Study Area used public transportation as a means of transportation to work,

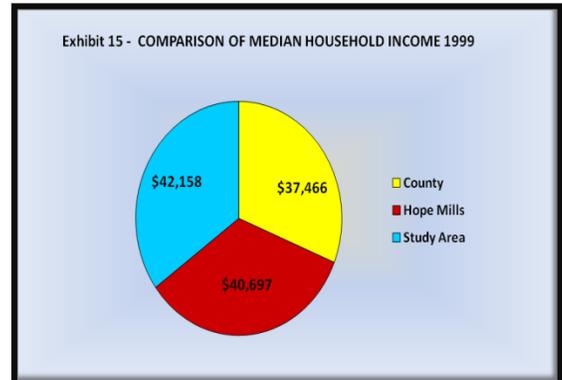
**Exhibit 14 - COMPARISON OF MEANS OF TRANSPORTATION TO WORK FOR WORKERS 16+ YEARS OF AGE**



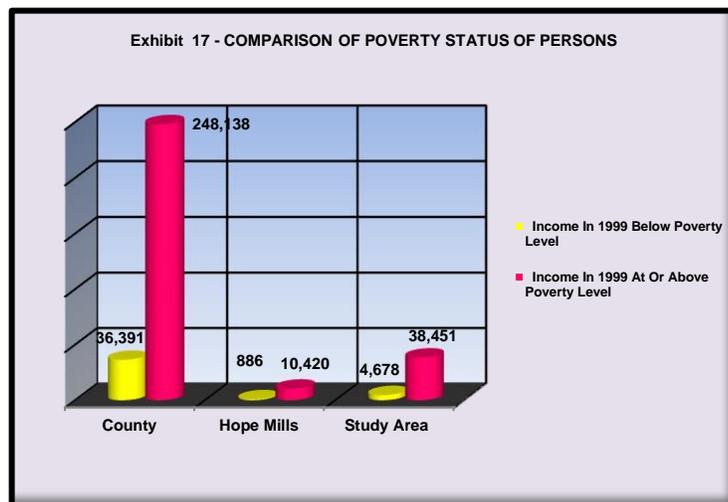
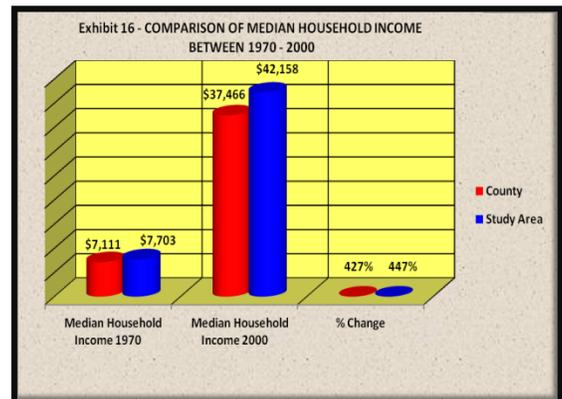
# SWC Southwest Cumberland Land Use Plan

compared to less than one percent within Hope Mills. Approximately 4% of the workers within the County walked to work, compared to one percent for both the Study Area and Hope Mills. At least two percent of the total number of persons in the workforce within the County, Study Area and Hope Mills worked at home. Workers using other means of transportation (not defined by the Census Bureau) accounted for approximately one percent of the total workforce in all three geographic areas. Motorcycles and bicycles were used by less than one percent of the total workforce in the County, Study Area and the Town of Hope Mills.

According to **Exhibit 15 - Comparison of Median Household Income 1999**, the Median Household income within the Study Area is at least \$42,158 dollars, which is slightly higher than the Median Household income within the Town of Hope Mills (\$40,697 dollars) and the overall County with \$37,466 dollars.

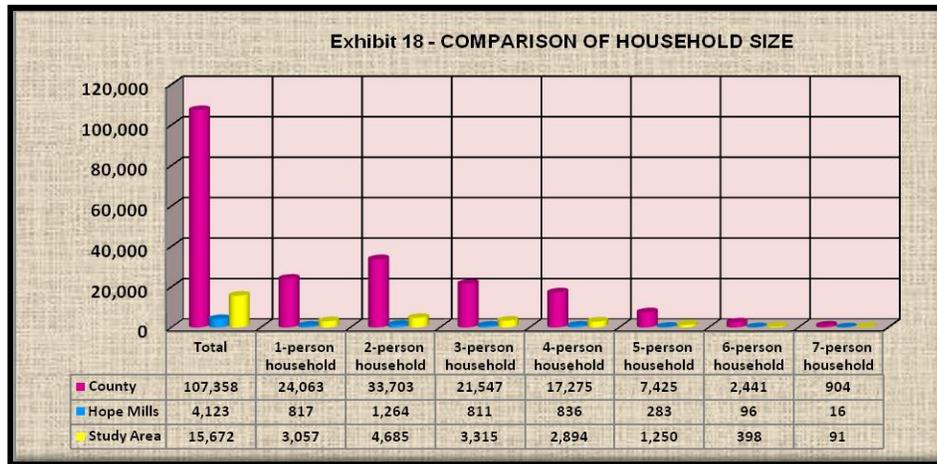


Income characteristics have also changed over the years. According to Census data reflected in **Exhibit 16 - Comparison of Median Household Income Between 1970 - 2000**, the Study Area experienced an increase of at least 447%, which is slightly higher than the increase experienced by the County as a whole which was 427%. While the Study Area and the County had comparable Median Household Incomes of \$7,111 and \$7,703 dollars respectively, in 1970, the Study Area had a slightly higher Median Household Income of approximately \$42,158 dollars in 2000, compared to \$37,466 dollars for the County.



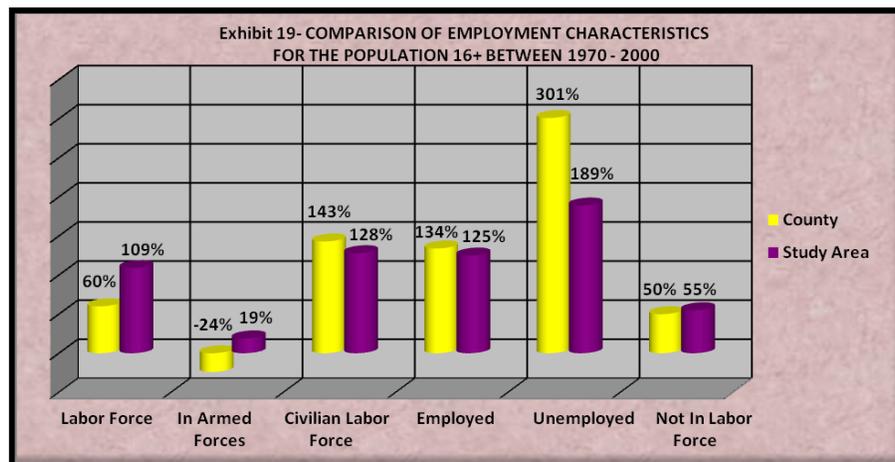
**Exhibit 17 - Comparison of Poverty Status of Persons** illustrates that at least 89% of the total population within the Study Area has an income at or above the Poverty level and approximately 92% of the total population within the Town of Hope Mills has an income at or above the Poverty level. These levels are higher than that of the County, which has at least 87% of the total population with an income at or above the Poverty level.

**Exhibit 18 - Comparison of Household Size** illustrates the number of persons per household for the County, Study Area and the Town of Hope Mills. Approximately 31% of the total number of households within the County and Study Area are 2-person households and 30% of the total number of households in Hope Mills are 2-person households. The number of households classified as 1-person and 3-persons household are almost identical for the County, Study Area and the Town of Hope Mills, ranging



between 20% and 22%. The number of 4-person households ranges from 20% within the Town of Hope Mills, 18% within the Study Area and 16% within the County overall. The Exhibit indicates that as the number of persons per household increases (5-persons to 7-persons) the percentage of the total number of households decreases uniformly within each of the geographic areas.

As is illustrated in **Exhibit 19 - Comparison of Employment Characteristics for the Population 16+ Between 1970 - 2000**, the total number of persons in the Labor Force increased at least 109% within the Study Area, compared to a 60% increase for the County as a whole.



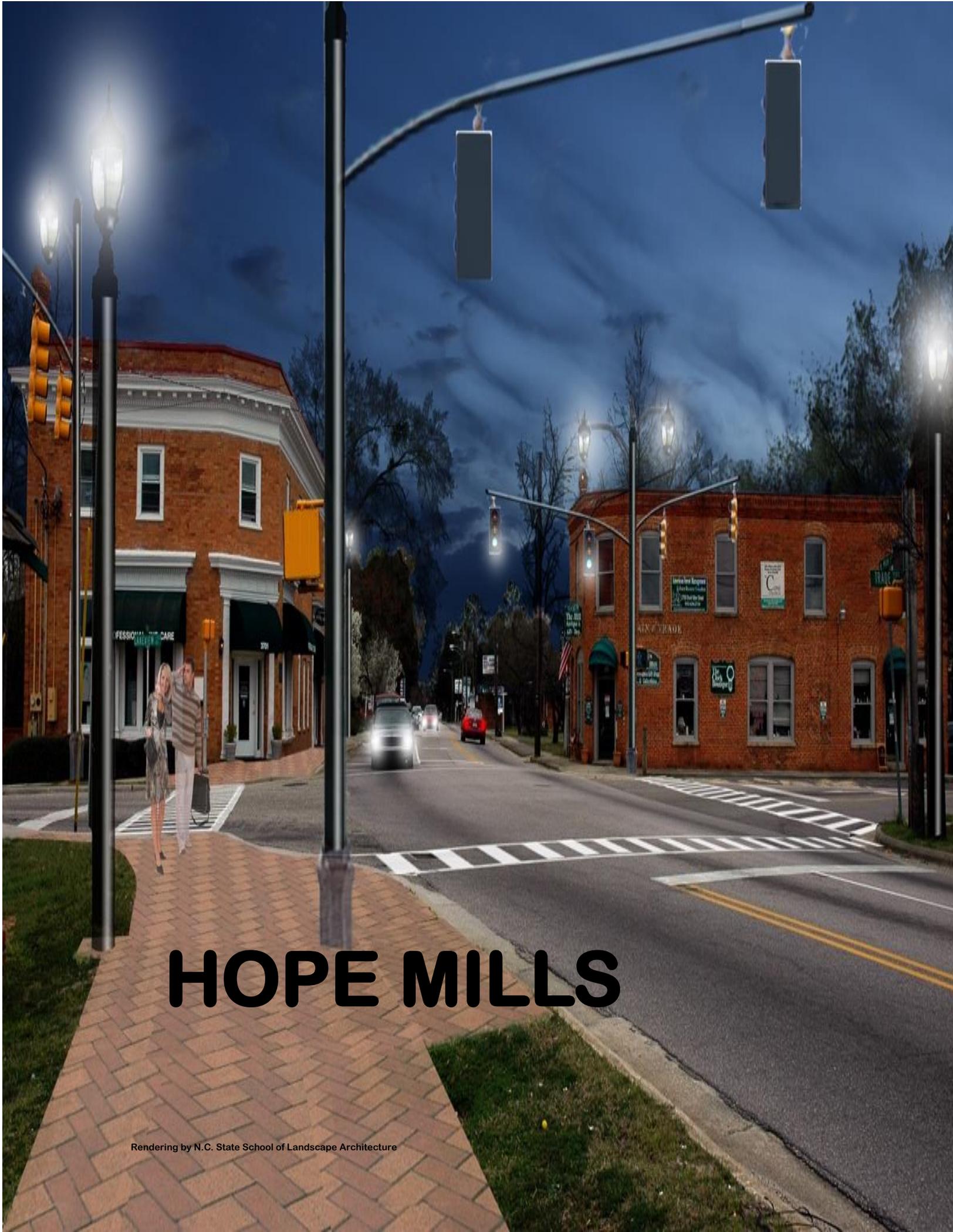
Additionally, the Study Area experienced a 19% increase in the number of persons in the Armed Forces, compared to a 24% decrease in the number of persons in the Armed Forces for the overall County. The Study Area experienced an increase of at least 128%, compared to approximately 143% for the overall County in terms of the number of persons in the Civilian Labor Force. Within the Civilian Labor Force, the number of Employed persons increased at least 134% for the overall County and 125% within the Study Area. Both the overall County and the Study Area experienced a substantial increase in the number of Unemployed persons, 301% and 189% respectively.

Both the overall County and the Study Area experienced a substantial increase in the number of Unemployed persons, 301% and 189% respectively.

# SWC Southwest Cumberland Land Use Plan

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Summarizing this data it shows that most of the people in the Study Area are employed; the top occupation is professional; civilian employees (91%) make up a majority of the Labor Force (9% in Armed Forces); and the majority of the workers in the Study Area drive to work. The median household income is slightly higher in the Study Area than in the Town of Hope Mills and County; most of the citizens are at or above the poverty level; and the average household has between one and three persons. During the time frame between 1970 and 2000, the Study Area had a significant increase in the number of persons in the Armed Forces, while the County decreased; the number of employed persons increased substantially; and overall each area experienced a large increase in the number of persons unemployed.



# HOPE MILLS

Rendering by N.C. State School of Landscape Architecture

## HOPE MILLS HISTORY

Hope Mills is located in the Southwestern portion of Cumberland County. It is located in the Cape Fear Region, which was the last major area settled in Eastern North Carolina. It was first inhabited by the Tuscarora Indians near the Rockfish Creek area. Around 1729, the Highland Scotch migrated to the region from South Carolina, Virginia and Pennsylvania. The colonial council granted land titles as incentives to settlers who constructed sawmills in the area. Settlements slowly began to develop around the growing number of sawmills. In 1764, there were approximately 40 located on the Cape Fear River. A large sawmill built on Little Rockfish Creek brought on the development of Rockfish Village. The first permanent settlement was established in 1789.

The development of the cotton mill industry in the South began in 1830. The Rockfish Manufacturing Company completed construction of the Rockfish Factory, the first successful cotton mill in Cumberland County. Located near one of the old sawmills on Little Rockfish Creek, Rockfish Factory was the second mill in the County and one of 19 in the state. Another mill was constructed on Beaver Creek near a bluff. This mill became known as the Bluff Mill and later as Mill Number Three. By the mid-1840s, the Rockfish Factory was the largest capital-producing cotton mill in North Carolina. The company built a store and housing for families of those employed in the mills. Rockfish Village was the name given to the surrounding settlement. In March 1865, the mill was destroyed by fire during the Civil War. After the war, the factory was rebuilt and reopened in 1872 as the Hope Mill. In 1888, another mill was built on Big Rockfish Creek. The two Rockfish Creek mills became more commonly known as Hope Mills Number One (Little Rockfish) and Hope Mills Number Two (Big Rockfish). The construction of Mill Number Four came in 1904. This mill was located near the railroad to achieve easy access to transportation. Unlike the other mills that were water powered, this mill was steam powered.

Rockfish Village became known as Hope Mills and was incorporated in 1891 as Hope Mills Number One. The superintendent of the mills, Mr. S.H. "Sim" Cotton, was the Town's first mayor. The Rockfish Factory mill operated successfully into the early 1900s. After the cotton industry suffered a collapse in 1914, the mills were sold to a number of investors ending with Dixie Yarns, who operated until 1995. Today, none of the mills are in operation.

From its early beginnings as a small mill village, Hope Mills has grown into the second largest municipality in Cumberland County following the City of Fayetteville. According to 2010 statistics, the population was approximately 15,176. In 1950, the population of Hope Mills was 1500. A period of rapid growth began during the 1970s. The expansion of the military along with economic growth has contributed to the explosive population increase.

Today, citizens of the area enjoy a wide range of services, including shopping, restaurants and recreational activities. In July 1985, the Hope Mills Historic District gained national recognition when it was listed on the National Register of Historic Places. The Town government consists of a Mayor and five Commissioners.

## NATURAL FEATURES

Natural features within the Town limits of Hope Mills were examined to assess their impact on the development in the Town. Natural features considered included septic tank suitability soils, prime farmland, hydric soils, special flood hazard areas, and endangered species.

### Hope Mills Soils Septic Tank Suitability

Septic tank suitability should not be a big factor in development within the Town of Hope Mills due to the availability of public sewer. The majority of development outside the Town Limits will be required to attach to the sewer system before being annexed in the Town. The suitability of soils for septic tank use within the Town limits is similar to the overall Study Area. As illustrated in **Map 31 - Hope Mills Soils Septic Tank Suitability**, approximately 2,650 acres (60%) have severe limitations, 288 acres (6%) have moderate limitations, 1,357 acres (31%) have slight limitations, 10 acres (.5%) are unclassified, and 123 acres (2.5%) are water. To date, there have been a total of 17 septic tank repairs/failures in the Town. Two septic tank repairs/failures were located east of Legion Road and south of Elk Road; two located west of Legion Road and south of Elk Road; one located south of Cameron Road and north of Church Street; three located south of Rockfish Road and west of Golfview Road; one located on the east side intersection of Camden and Rockfish Roads; one located south of North Main Street and west of Golfview Road; three located south of George Owen Road and west of Hope Mills Road; two located east of Hope Mills Road and south of Cumberland Road; and two located north of Cumberland Road and west of Hope Mills Road.

### Hope Mills Prime Farmland Soils

Hope Mills has approximately 359 acres (8%) designated as Prime Farmland, which consists of soils that are best suited for producing food, feed, forage, fiber and oilseed crops. These soils typically support high yields with minimum input of energy and resources. There are at least 450 acres (10%) classified as State and Locally Important Farmland within the Town limits. These are soils that generally need drainage to control excessive water and additional fertilization and in one or more ways their characteristics do not meet the requirements for prime farmland. According to **Map 32 - Hope Mills Prime Farmland**, most of the prime farmland soils are currently developed, as well as state and locally important farmland soils. Only the area at the Interstate 95 and Chicken Foot Road Interchange has undeveloped parcels with Prime Farmland soils. In conclusion, the Town of Hope Mills is not really impacted by Prime Farmland because farming is not the highest and best use of the land and most of the Prime Farmland soils are currently developed.

### Hope Mills Hydric Soils

Hydric soil is characterized as soil having properties under certain conditions where soil oxygen is limited by water saturation for long periods of time on the site. It is one of the indicators that a wetland could possibly exist. According to **Map 33 - Hope Mills Hydric Soils**, approximately 542 acres (12%) scattered throughout the Town Limits are classified as containing hydric soils. Much of the hydric soils that exist in the Town are currently developed; however, there are undeveloped areas

where hydric soils exist as follows: along the west side of Hope Mills Road between Elwood Drive and Camden Road, and along the north and south sides of the Interstate 95 (I-95) and Chicken Foot Road Interchange.

In conclusion, a large portion of hydric soils are developed, however the undeveloped areas may impact infill development and large undeveloped area such as I-95/Chicken Foot Road Interchange, and Hope Mills Road between Elwood Drive and Camden Road.

### **Hope Mills Special Flood Hazard Areas**

Special Flood Hazard areas are land in the floodplain subject to a one (1%) percent or greater chance of being flooded in any given year. Most of the Special Flood Hazard Areas are associated with the Big and Little Rockfish Creeks system that traverse the Town. Any development within this area is regulated by the Hope Mills Flood Damage Prevention Ordinance. Mitigation measures in the Area are outlined in the Hope Mills Section of the Cumberland County Multi-Jurisdictional Hazard Mitigation Plan Update, 2011. According to data in this report, there are 168 structures and infrastructure valued at approximately \$106 million impacting 775 people located in this flood prone area. **Map 34 - Hope Mills Special Flood Hazard Area** shows the location of the Special Flood Hazard Areas which consists of approximately 343 acres (8%) within the Town of Hope Mills.

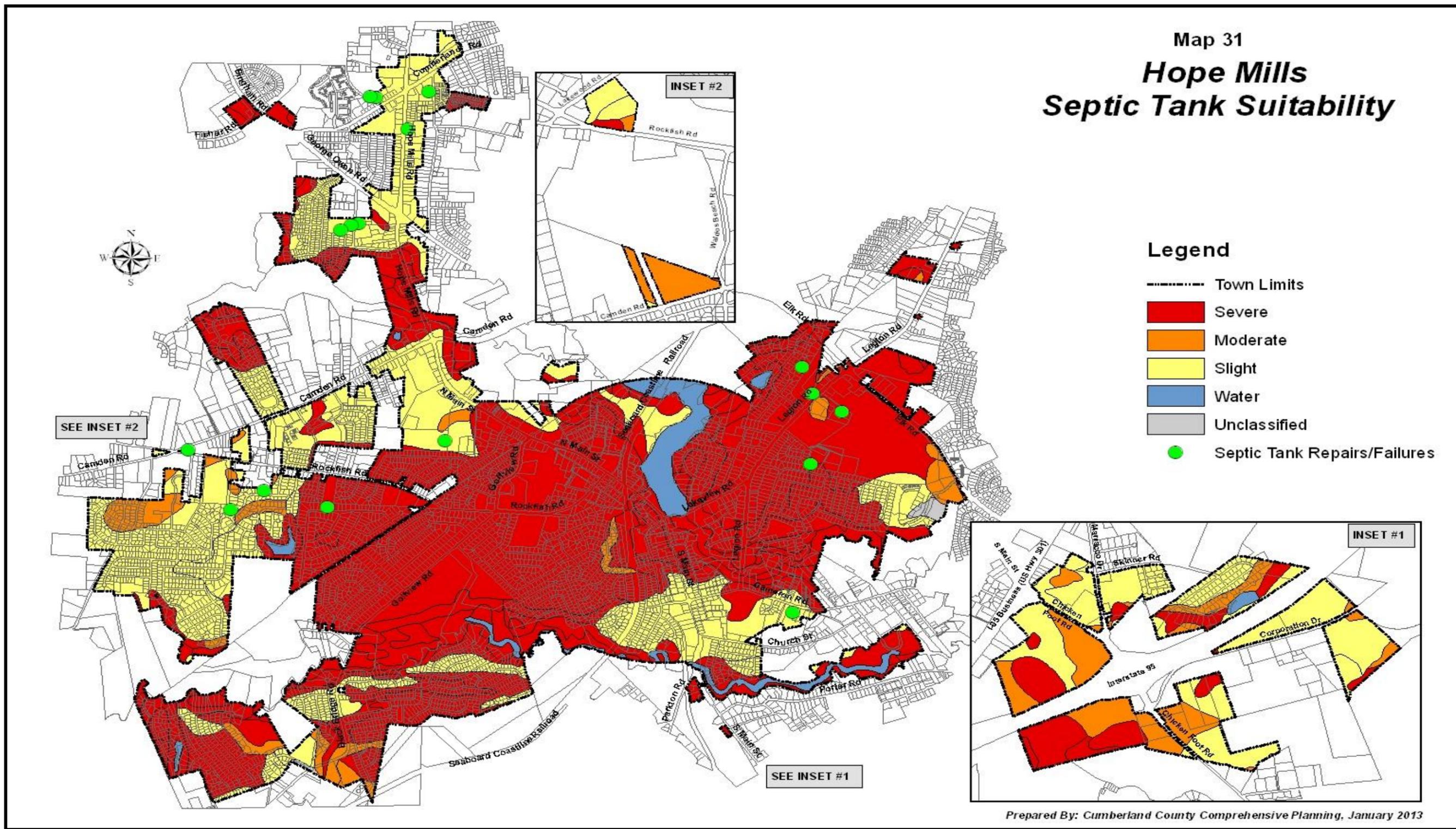
### **Hope Mills Endangered Species**

The Town of Hope Mills does include some endangered species. A list and description of these species can be found in the Southwest Cumberland Area “Natural Features, Endangered Species” section of this Plan (Page 21). As stated in this section, the location of these species (except the Red-cockaded Woodpecker) is not mapped in an effort to protect them. The locations of the Red-cockaded Woodpecker colonies in the Town are Butler Preserve Natural Area, along Little Rockfish Creek, Old Plank Road, and Big Rockfish Creek/Parkton Rd area. The general locations of these colonies are shown on **Map 35 - Hope Mills Red-cockaded Woodpecker Colonies**.

Map 31  
**Hope Mills**  
**Septic Tank Suitability**

**Legend**

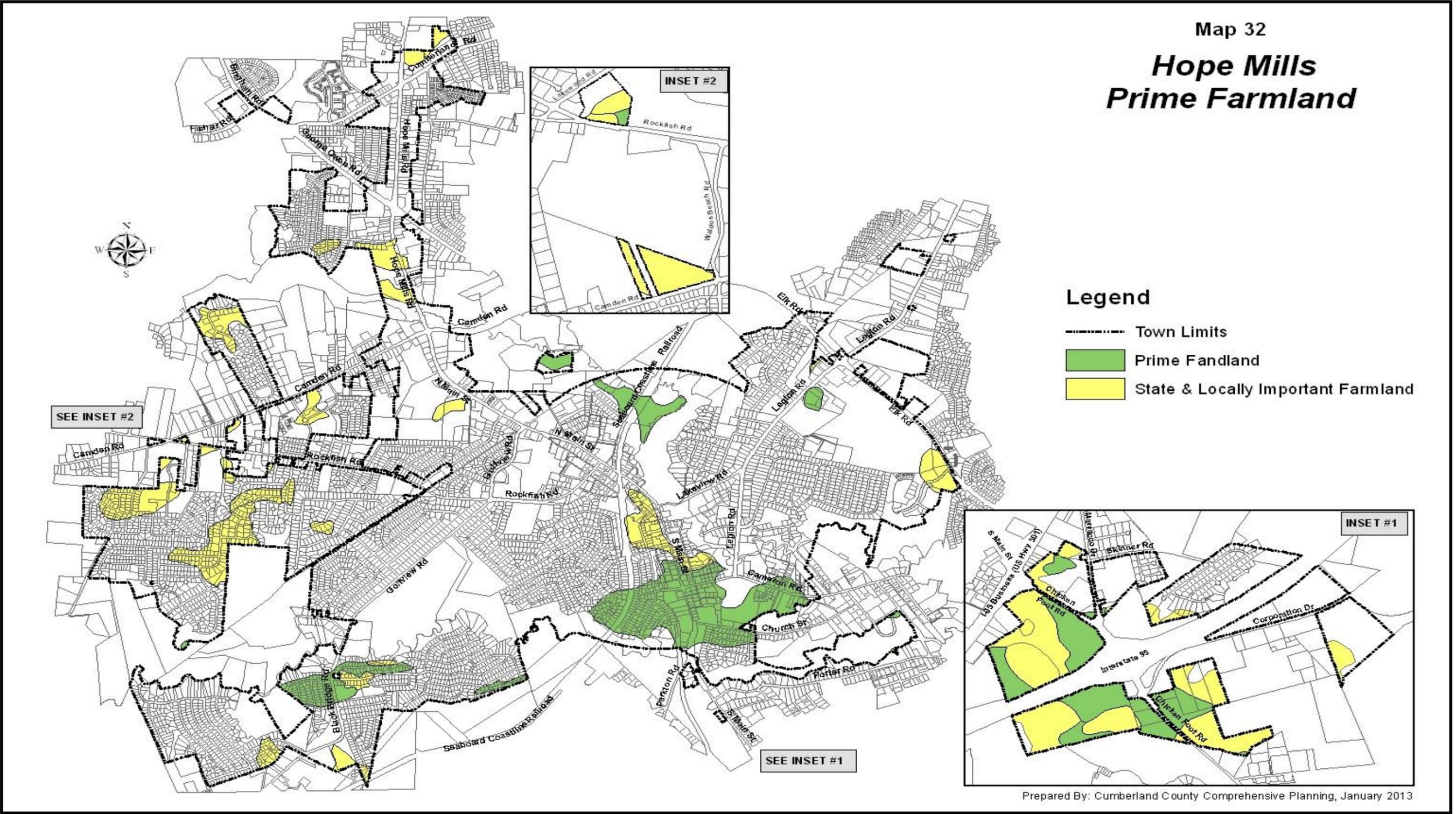
- Town Limits
- Severe
- Moderate
- Slight
- Water
- Unclassified
- Septic Tank Repairs/Failures



Prepared By: Cumberland County Comprehensive Planning, January 2013

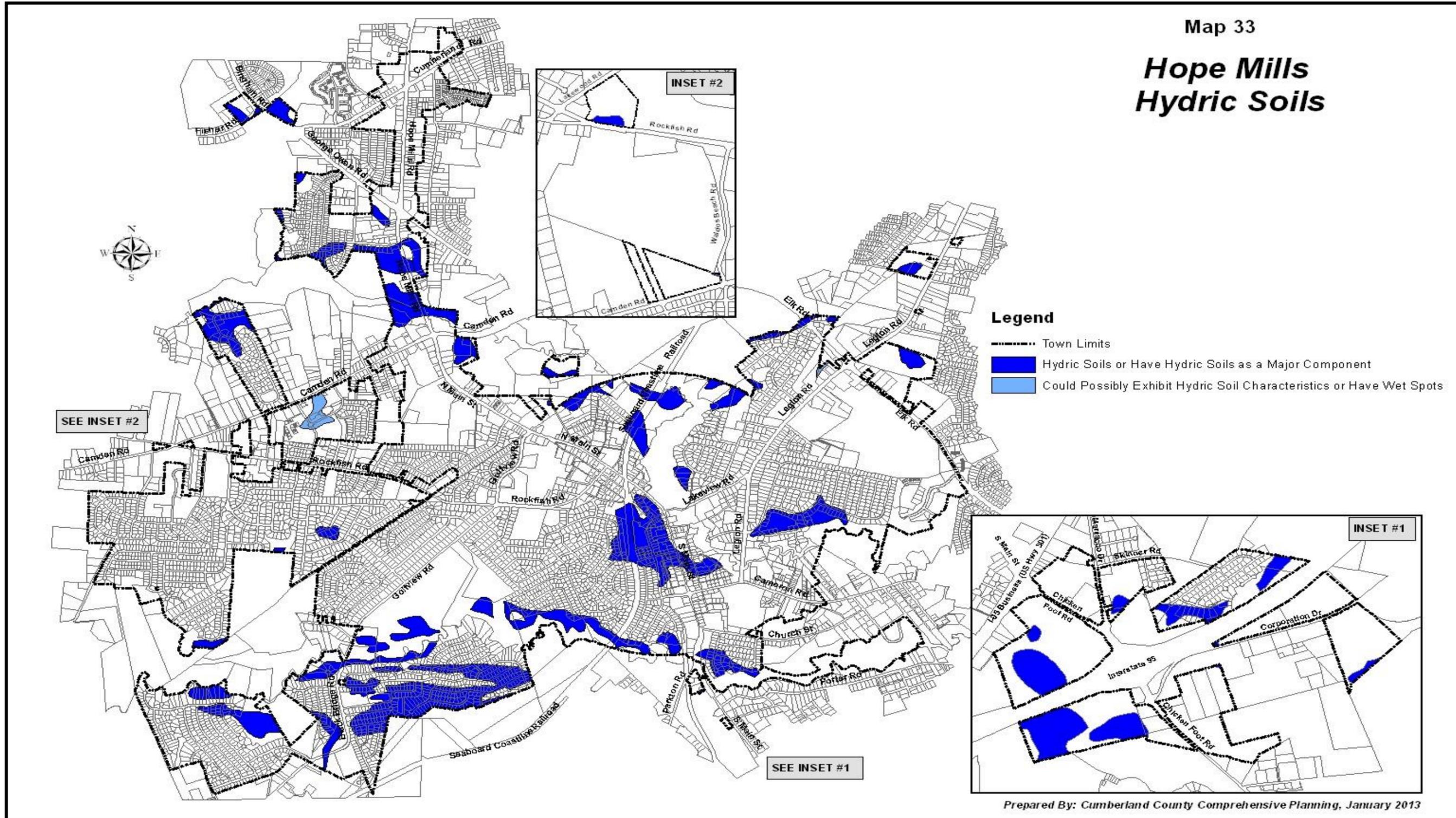
Map 32

**Hope Mills  
Prime Farmland**

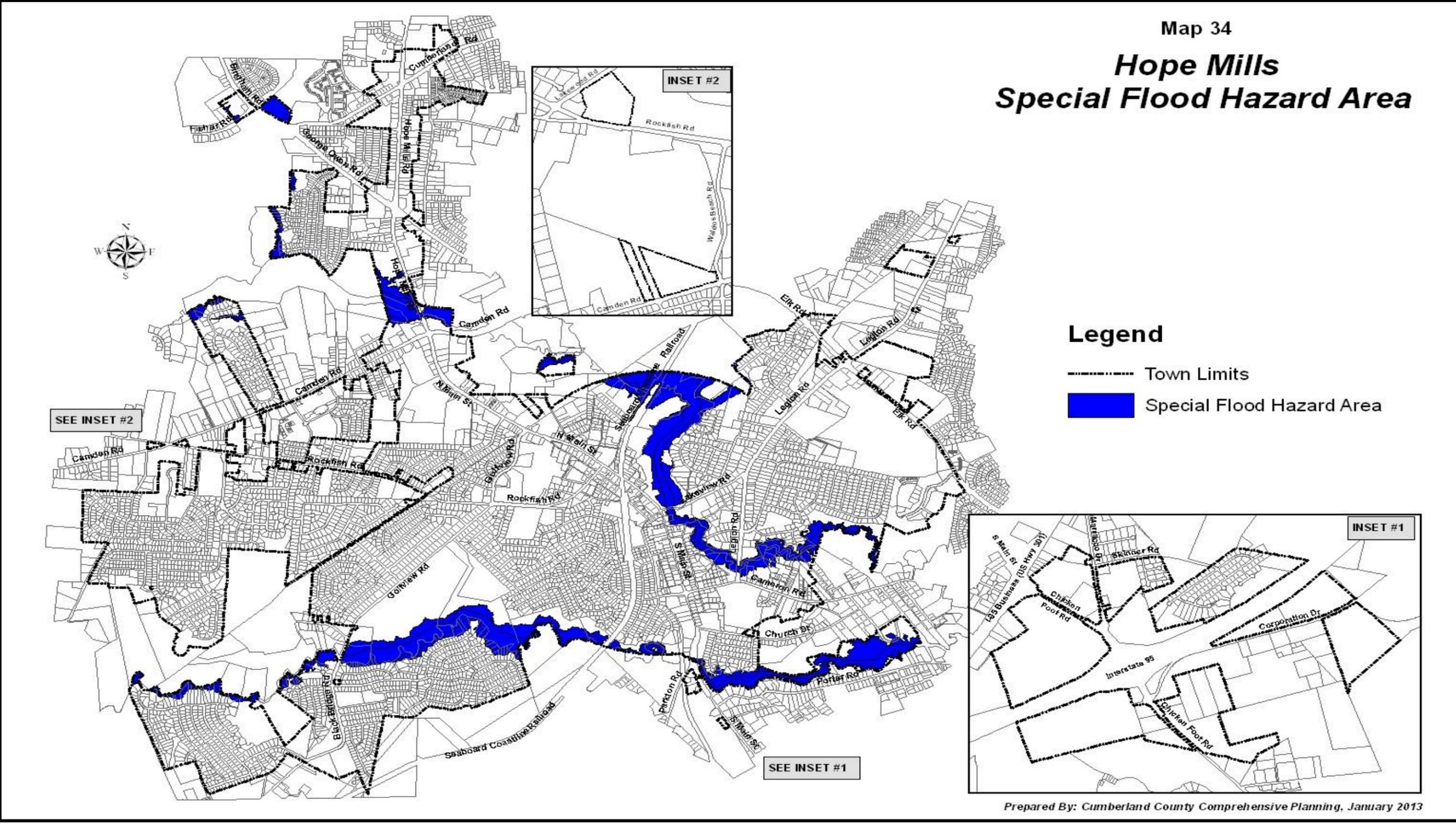


Map 33

**Hope Mills  
Hydric Soils**



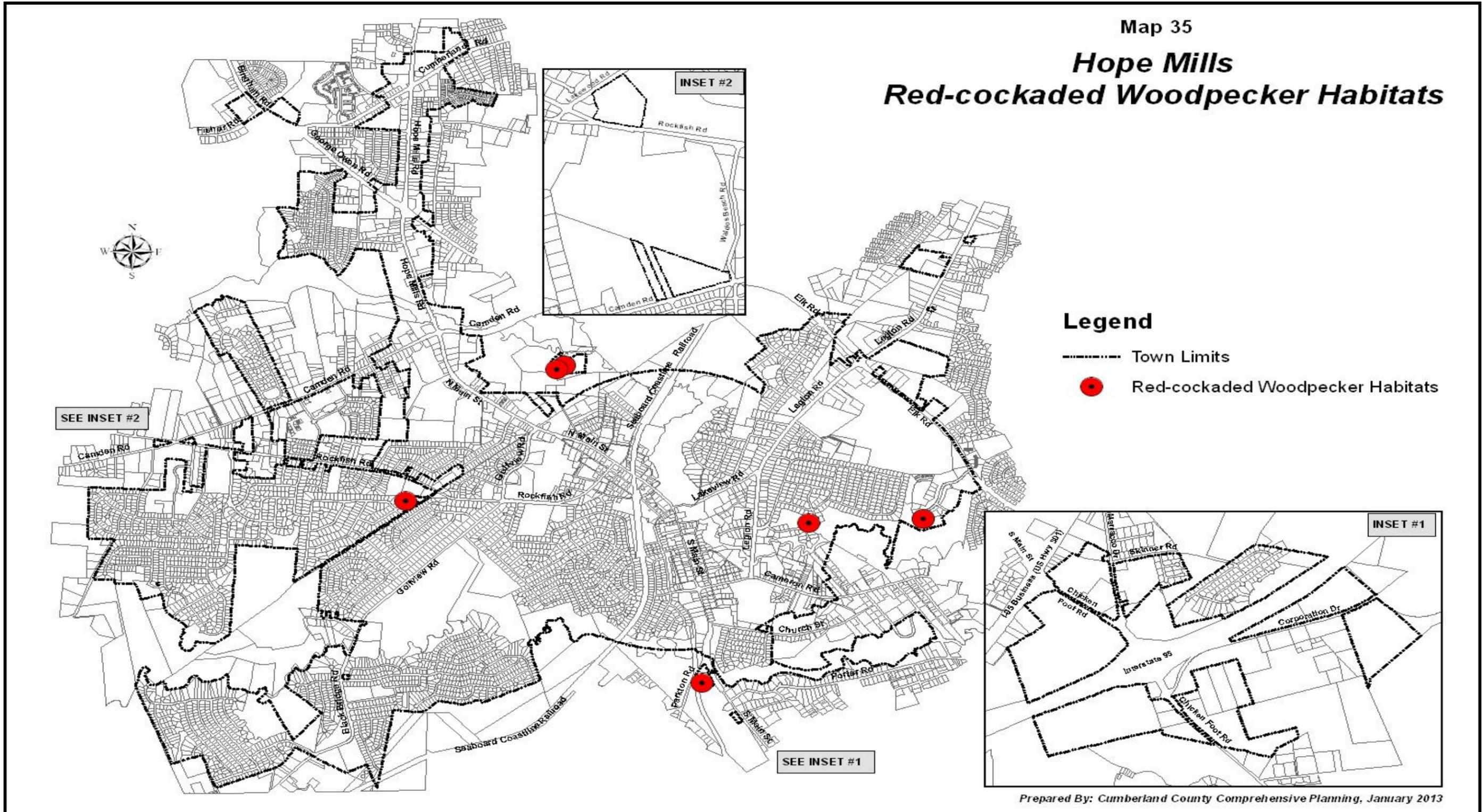
Map 34  
**Hope Mills**  
**Special Flood Hazard Area**



Prepared By: Cumberland County Comprehensive Planning, January 2013

Map 35

**Hope Mills**  
**Red-cockaded Woodpecker Habitats**



## INFRASTRUCTURE

The Town of Hope Mills is the most urban portion of the Study Area and provides more urban services than the unincorporated portion. While these services serve the Town of Hope Mills, many of them are not provided by the Town, but by other entities and jurisdictions. Therefore it is imperative to look at the infrastructure that supports this urban development. The infrastructure in Hope Mills consists of water service; sewer service; transportation which includes the street system, pedestrian & bicycle facilities, and rail service; natural gas; community facilities and services that include fire, schools, law enforcement, government offices, a library and clinics; parks and recreation facilities and services; and public lands.

### Hope Mills Water Service

Water service in the Town of Hope Mills began in 1947. It started with the use of wells as the source of water supply. The Town had a total of three wells by 1973. The wells were abandoned in September 1973 when the Town began purchasing its water from the Public Works Commission (PWC). The Town sold its water system to PWC in September 1998. The water system currently contains 454,105 feet of water mains throughout the Town of Hope Mills as shown on **Map 36 - Hope Mills Water Service**. There are approximately 7,283 water use customers within the Town.

### Hope Mills Sewer Service

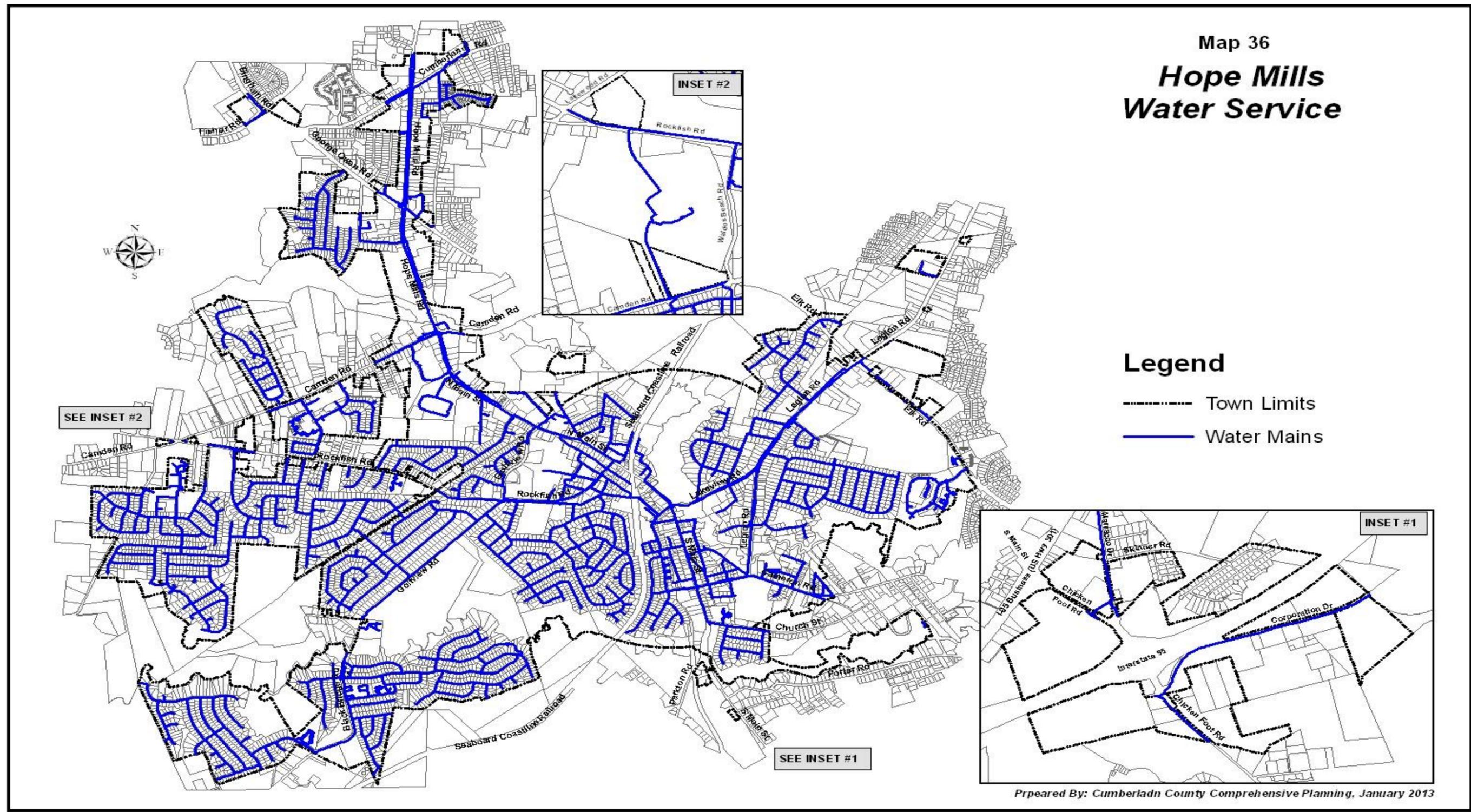
Sewer service in the Town of Hope Mills began in 1947. The Town connected to the Public Works Commission's (PWC) sewer in 1975. The Town sold its sewer system to PWC in September 1998. The PWC sewer system comprises both gravity and force mains. Currently, there are 414,030 linear feet of gravity sewer mains and 17,854 linear feet of force mains serving the Town as illustrated on **Map 37 - Hope Mills Sewer Service**.

### Hope Mills Transportation Plan

#### Road Network

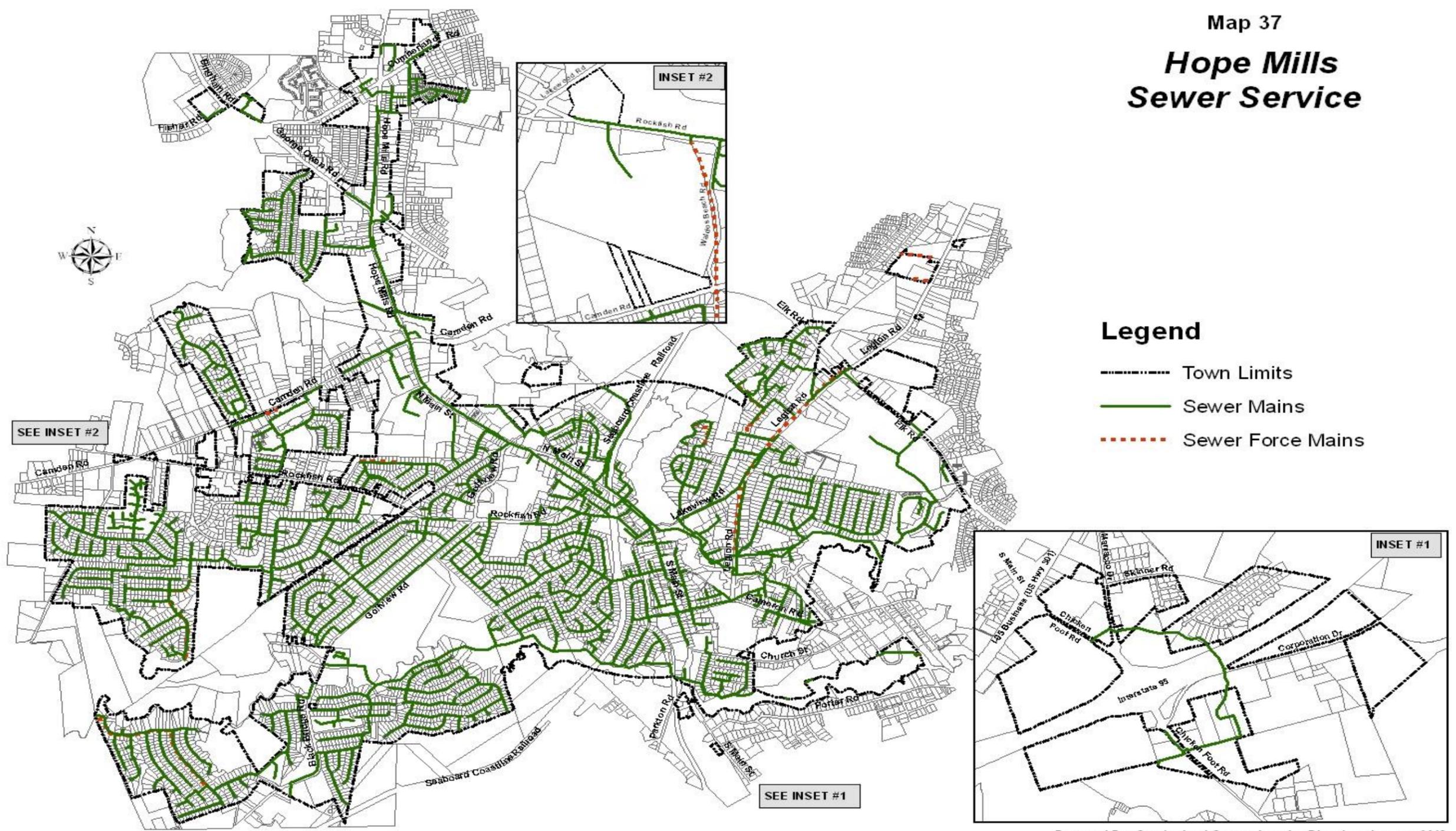
Transportation planning is important to quality of life for every individual. It affects the mobility of people and goods, as well as other issues including air quality, land use, growth patterns, economic development, and safety and security. All transportation plans for the Town of Hope Mills can be found in the *Long Range Transportation Plan*, a report prepared by the Fayetteville Area Metropolitan Planning Organization (FAMPO), in coordination with NC Department of Transportation, and the US Department of Transportation. The FAMPO 2012-2018 MTIP lists all transportation improvement projects planned for the next seven years for the Fayetteville Metropolitan Area, which includes the Town of Hope Mills. There are many components of the Long Range Transportation Plan. The *Long Range Transportation Highway Plan, April 2009*, defines the classification of roads as expressways, freeways, boulevards, and thoroughfares. **Map 38 - Hope Mills 2035 Highway Plan** illustrates the existing expressways, freeways, boulevards, and thoroughfares in the Town and those in need of improvement.

Map 36  
**Hope Mills Water Service**



Map 37

**Hope Mills  
Sewer Service**

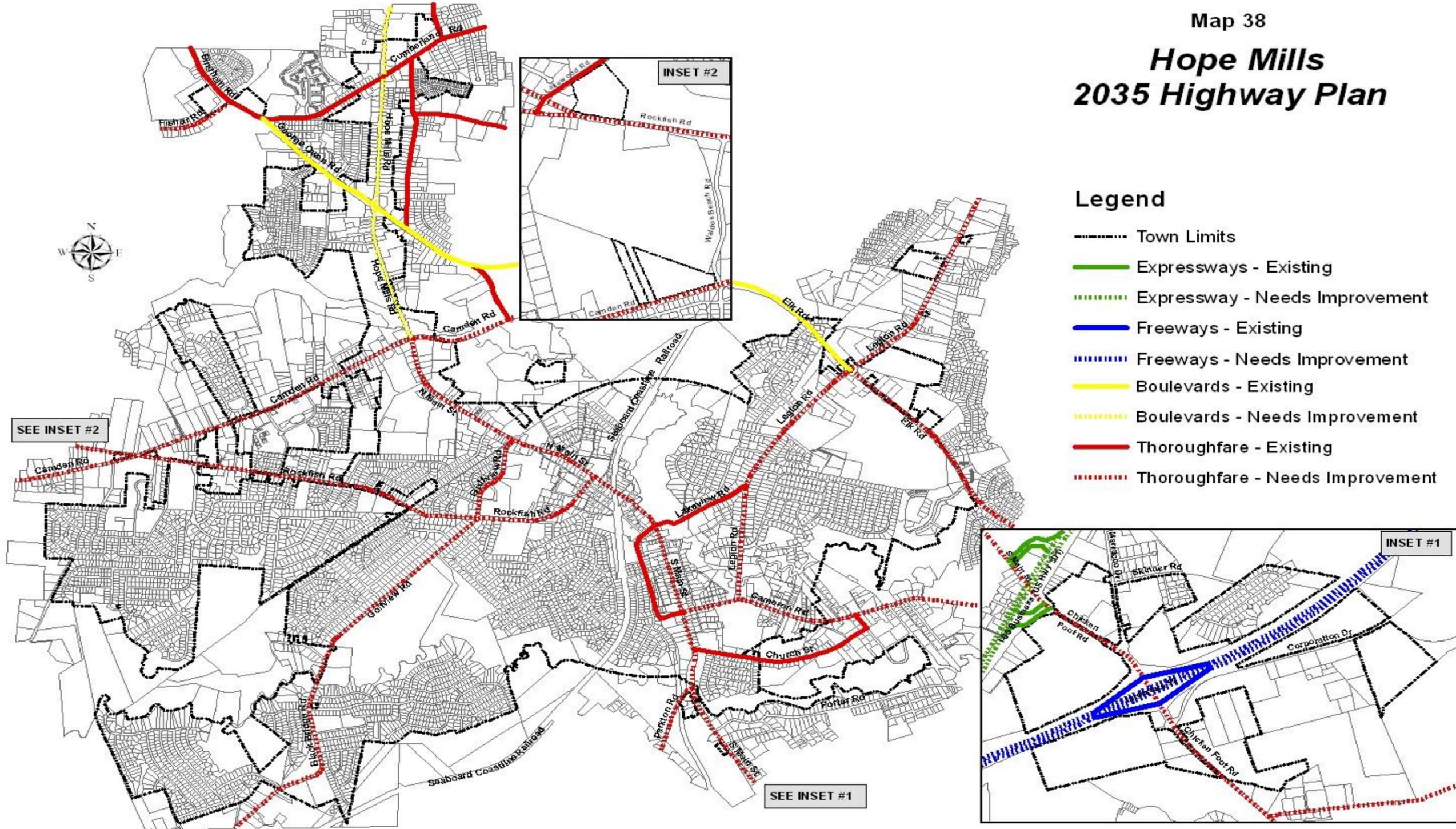


Prepared By: Cumberland Comprehensive Planning, January 2013

Map 38  
**Hope Mills**  
**2035 Highway Plan**

**Legend**

- Town Limits
- Expressways - Existing
- ..... Expressway - Needs Improvement
- Freeways - Existing
- ..... Freeways - Needs Improvement
- Boulevards - Existing
- ..... Boulevards - Needs Improvement
- Thoroughfare - Existing
- ..... Thoroughfare - Needs Improvement



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# SWC Southwest Cumberland Land Use Plan

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Expressways are made up of rural and urban principal arterials and urban freeways which provide high mobility and have limited or partial access control. The minimum cross section consists of four lanes with a median. The following is classified as existing expressway in need of improvements: Interstate 95 Business (US Hwy 301). This expressway is not located inside the Town of Hope Mills, but is adjacent to the Town's limits at the I-95/Chicken Foot Road Interchange. Expressway improvements to Hwy 301 include widening to a six lane divided highway. The proposed year slated for improvements is 2036 or later according to 2035 Highway Plan.

Freeways consist of rural freeways in addition to rural and urban interstates. These are full control access facilities that provide a high level of mobility and are able to move large volumes of traffic at a high rate of speed. The minimum cross section consists of four lanes with a median. The Interstate 95/Chicken Foot Road interchange and Interstate 95 are classified as an existing freeway. I-95 is in need of improvements and according to the I-95 Corridor and Finance Study, October 2012, I-95 through the Study Area is currently proposed to be expanded to eight (8) lanes. The Corridor Portion of the Study has been completed, but the Finance portion is currently being studied.

Boulevards provide moderate mobility. Access along this facility can be limited, partial or no access. This facility type consists of rural minor arterials and some urban and rural principal arterials. The minimum cross section consists of two lanes with a median. Elk Road/George Owen Road/Bingham Drive and Hope Mills Road from Camden Road intersection North to Fayetteville City Limits are classified as existing boulevards. Boulevard improvements are needed on Hope Mills Road from Camden Road intersection north to the City of Fayetteville limits.

Thoroughfares include rural and urban collectors, rural minor collectors, rural local streets, urban local streets and some rural and urban minor arterials. These facilities provide low mobility and no control of access. The primary purpose is to provide access to abutting property. The minimum cross section consists of two lanes with no median. The following are classified as thoroughfares: Church Street from Cameron Road to South Main Street, Lakeview Road from Legion Road to South Main Street, Trade Street from South Main to Ellison Street, Ellison Street from Trade Street to Cross Street, and William Bill Luther Drive from Cross Street to South Main Street. Existing thoroughfares in the Town include John Smith Road, Cumberland Road and Bingham Drive. Thoroughfare improvements are needed on Elk Road, South Main Street, North Main Street, Cameron Road, Parkton Road, Chicken Foot Road, Legion Road, Rockfish Road, Golfview Road/Black Bridge Road, and Camden Road.

Transportation improvements pertaining to the Southwest Cumberland (SWC) Area Study are listed in the FAMPO's Metropolitan Transportation Improvement Program (MTIP) - FY 2012-2018. The following are funded and projected to be widened to multi-lanes: Camden Road from Hope Mills Road to Owen Drive (currently under construction), Cameron Road from Legion Road to South Main Street (U-4706), Elk Mill Road from Legion Road to US 301 (U-3849 - Completed), and Southern Avenue/Legion Road from Owen Drive to Elk Road initially and eventually to Cameron Road (U-2809).

# SWC Southwest Cumberland Land Use Plan

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The following are projected to be widened, but are currently unfunded: Camden Road from Hope Mills Road to the Outer Loop (U-3422), Rockfish Road from Golfview Road to North Main Street (U-4709), and Golfview Road from Rockfish Road to North Main Street (U-4710).

There is one funded bridge replacement project for Bridge #22 (overpass) located at US 301 South and Chicken Foot Road. There was one currently completed project that required safety improvements (SF-4906K) on Cumberland Road from John Smith Road to Hope Mills Road.

## Rail

The Seaboard Coastline Railroad is the only active freight and passenger (Amtrak) railway system that runs through the Town of Hope Mills. It runs in a north/south direction entering the Town Limits along the west side of South Main Street. The nearest railroad boarding station for Amtrak is located in the City of Fayetteville. An abandoned railroad corridor runs from southern Hope Mills across US Hwy 301 South. According to the Bicycle & Pedestrian Connectivity Study, this abandoned railroad corridor is designated as a pedestrian neighborhood corridor.

## Mass Transit - Fayetteville Area System of Transit (FAST)

The City of Fayetteville provides transit services via the Fayetteville Area System of Transit (FAST). There are currently, however, no bus routes that serve the Town of Hope Mills. According to the *City of Fayetteville Transit Development Plan (March 25, 2009)*, there is a need for additional services to the surrounding area and in Hope Mills.

## Fayetteville Regional Airport

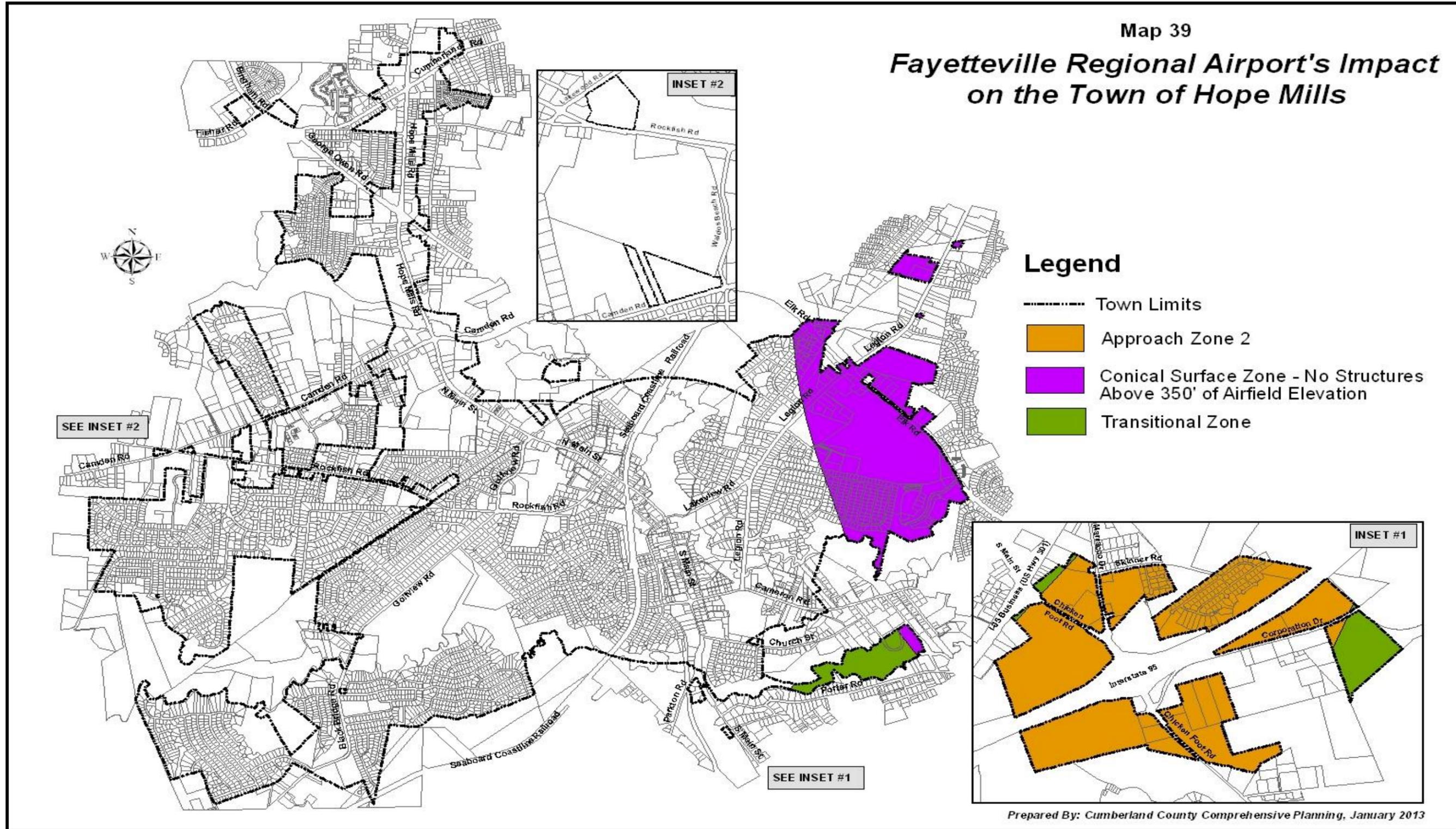
There are portions of the Town of Hope Mills that are impacted by Fayetteville Regional Airport as shown in **Map 39 - Fayetteville Regional Airport's Impact on the Town of Hope Mills**. The Conical Surface Zone limits structures to a maximum height of 350 feet and it affects a portion of the Town from the north side of Elk Road (west of Legion Road) extending in a southeast direction to the Town Limits. Approach Zone 2 is part of the glide angle for aircraft landings and departures. Development within the Zone must be monitored to ensure continued operation of the airport. The areas around the Chicken Foot Road/US 301 and Chicken Foot Road/Interstate 95 Interchanges are located in the Approach Zone 2 area. The final airport zone impacting the Study Area is the Transitional Zone. The Transitional Zone is basically an inclined plane with a slope of 7:1 extending upward and outward from the runway and the Approach Zone. This Zone occupies a small area north of Porter Road within the Town Limits. In conclusion, the Fayetteville Regional Airport has very little impact on the Town of Hope Mills.

## **Hope Mills Bicycle and Pedestrian Connectivity Plan**

According to the Bicycle & Pedestrian Connectivity Study - March 2011, prepared by Fayetteville Area Metropolitan Planning Organization (FAMPO), bicycle and pedestrian connectivity is defined as “the ability to access origins and destinations through a series of non-motorized routes. Improved connectivity can include: providing a network of continuous sidewalks; connecting stub streets; constructing a multi-use path from a neighborhood to a greenway, trail, or park; providing

Map 39

*Fayetteville Regional Airport's Impact on the Town of Hope Mills*



marked bike lanes; determining available neighborhood connector routes; identifying safe routes for bicycling and walking; or a combination of any of the above. A system of sidewalks and bicycle facilities which connects key origins and destinations provides users with choices.”

Bicycle & Pedestrian facilities primary purpose is to provide a safe environment for bicycles and pedestrians as modes of transportation. Proposed bicycle facilities for the Town of Hope Mills will be funded by the Town, with state and federal assistance. Funding will be provided as the plan is implemented. **Map 40 - Hope Mills Bicycle & Pedestrian Connectivity Plan** shows the current and proposed bicycle and pedestrian facilities and how they interconnect throughout the Town. The [Bicycle & Pedestrian Connectivity Study - March 2011](#) defined these facilities as neighborhood corridors, bicycle connectors, creek corridors, and neighborhood collectors.

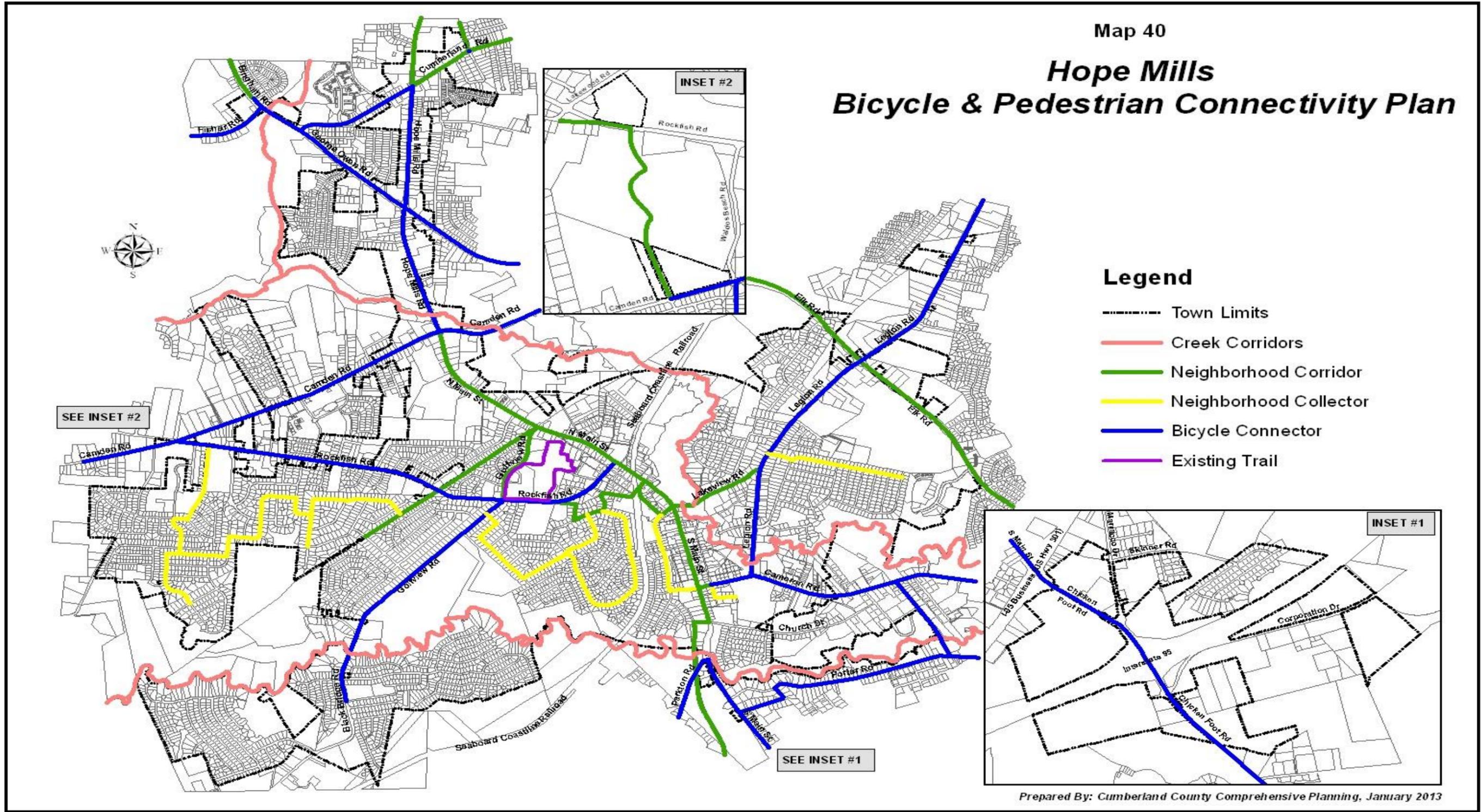
Neighborhood corridors include both existing and proposed sidewalks, trails, greenways, and safe roadways available to walkers and bicyclists. These routes generally make “cross-town” connections while linking neighborhoods and destinations. The primary attribute of neighborhood corridors is that they are routes which will safely accommodate travel by both foot and non-motorized vehicles. The Plan outlines neighborhood corridors as Elk Road/George Owen Road from Cameron Road to Columbine Road, Lakeview Road, North Main Street from Lakeview Road to Camden Road, South Main Street from Lakeview Road to Church Street, Bingham Road from City of Fayetteville limits to Fisher Road, Hope Mills Road from Cumberland Road to the City of Fayetteville limits, Golfview Road from North Main Street to Rockfish Road, and Old Plank Road from North Main Street to Fairway Drive.

Bicycle connectors routes are generally on-road bicycle routes which link neighborhoods and destinations and complete the spine of the network. They exist where pedestrian travel is not recommended, due either to extended distances which likely prohibit foot travel, or a lack of feasible facilities for safe pedestrian travel. However, many of these roads are viable facilities for bicycle travel with appropriate investments in bicycle signage and lane striping. Proposed bicycle connectors in the Town of Hope Mills are Legion Road, Cameron Road from US 301 to Stone Street, Porter Road from US 301 to South Main Street, South Main Street/Chicken Foot Road from Parkton Road to the Hope Mills Town limits, Parkton Road from South Main Street to the Hope Mills Town limits, Rockfish Road from North Main Street to Camden Road, Camden Road from the City of Fayetteville limits to Applegate Road, George Owen Road from Columbine Road to Silverbell Loop, Fisher Road from George Owen Road to the City of Fayetteville limits, Cumberland Road from Hope Mills Road to George Owen Road, Golfview Road/Black Bridge Road from Rockfish Road to Foxridge Drive, and Calico Street from Porter Road to Cameron Road.

Creek corridors are routes generally located adjacent to streams and creeks. The primary facility design for these corridors would be a 10-foot wide paved greenway. Final routing within creek corridors will need to be considerate of environmental constraints such as wetlands, topography, and environmentally sensitive areas. These corridors could evolve into a highly effective off-road system

Map 40

**Hope Mills  
Bicycle & Pedestrian Connectivity Plan**



for bicycle and pedestrian travel. The creek corridors are located along Big Rockfish Creek, Little Rockfish Creek and Beaver Creek.

Neighborhood collectors are routes which tend to be more internal to neighborhoods. While they are not central to the cross-town connection of destinations, these routes are essential to providing accessibility. They represent safe, neighborhood-scale roads which residents can use to access both neighborhood corridors and bicycle connectors. In many cases, neighborhood collectors are also used to access destinations internal to neighborhoods such as parks and schools. These routes typically require little or no improvement and offer a tangible connectivity benefit to neighborhoods and residents. Pedestrian and bicycle neighborhood collector routes in the Town of Hope Mills include: Firedrake Road from Legion Road to Spreading Branch Road, Spreading Branch Road from Firedrake Road to Hunting Path Drive, Ellison Street from Trade Street to Cross Street, William Bill Luther Drive from Cross Street to Edwin Deaver Drive, Edwin Deaver Drive from William Bill Luther Drive to South Main Street, Stone Street from Cameron Road to Gales Street, Gales Street from Stone Street to School Street, Souchak Drive from Golfview Road to Crenshaw Drive, Crenshaw Drive from Souchak Drive to Trevino Street, Trevino Street from Crenshaw Drive to Gilliam Street, Gilliam Street from Trevino Street to Player Circle, Masters Drive from Trevino Street to Casper Street, Sommer Drive from Rockfish Road to Bretton Woods Drive, Bretton Woods Drive from Sommer Drive to Hackberry Drive, Hackberry Drive from Bretton Woods Drive to Streeter Drive, Streeter Drive from Hackberry Drive to Dickens Avenue, Dickens Avenue from Streeter Drive to Cullerton Street, Streeter Drive, Colorado Drive from Streeter Drive to Rehoboth Road, Rehoboth Road from Colorado Drive to Labonte Drive, Labonte Drive from Rehoboth Road to Lexington Drive, and Lexington Drive (north of Yorktown Road) to Old Plank Road.

### **Natural Gas Pipeline Service to Hope Mills**

Piedmont Natural Gas Company is the provider of piped natural gas in Cumberland County. Its facilities relating to the Town of Hope Mills are shown on **Map 41 - Natural Gas Pipeline Service to Hope Mills**. There is a small portion of 6-inch pipelines that enter the Town Limits from the southeast onto Thoroughbred Trail, travels southwest onto Home Stakes Drive and then northwest onto Rough Rider Lane. It continues in a northwest direction and outside the Town Limits west of Thornton Street and travels west just south of Sir Michael Drive where it continues outside the Town Limits and crosses Mission Hill Road. This same 6-inch pipeline also runs outside the Town limits on the southeast and southwest side of Interstate 95/Chicken Foot Road interchange.

### **Hope Mills Community Facilities and Services**

Community facilities in the Town of Hope Mills are as shown on **Map 42 - Hope Mills Community Facilities**. It consists of schools, a fire department, police department, parks and governmental complex, post office, communication facility, library, rest homes, clinic, and public utilities.

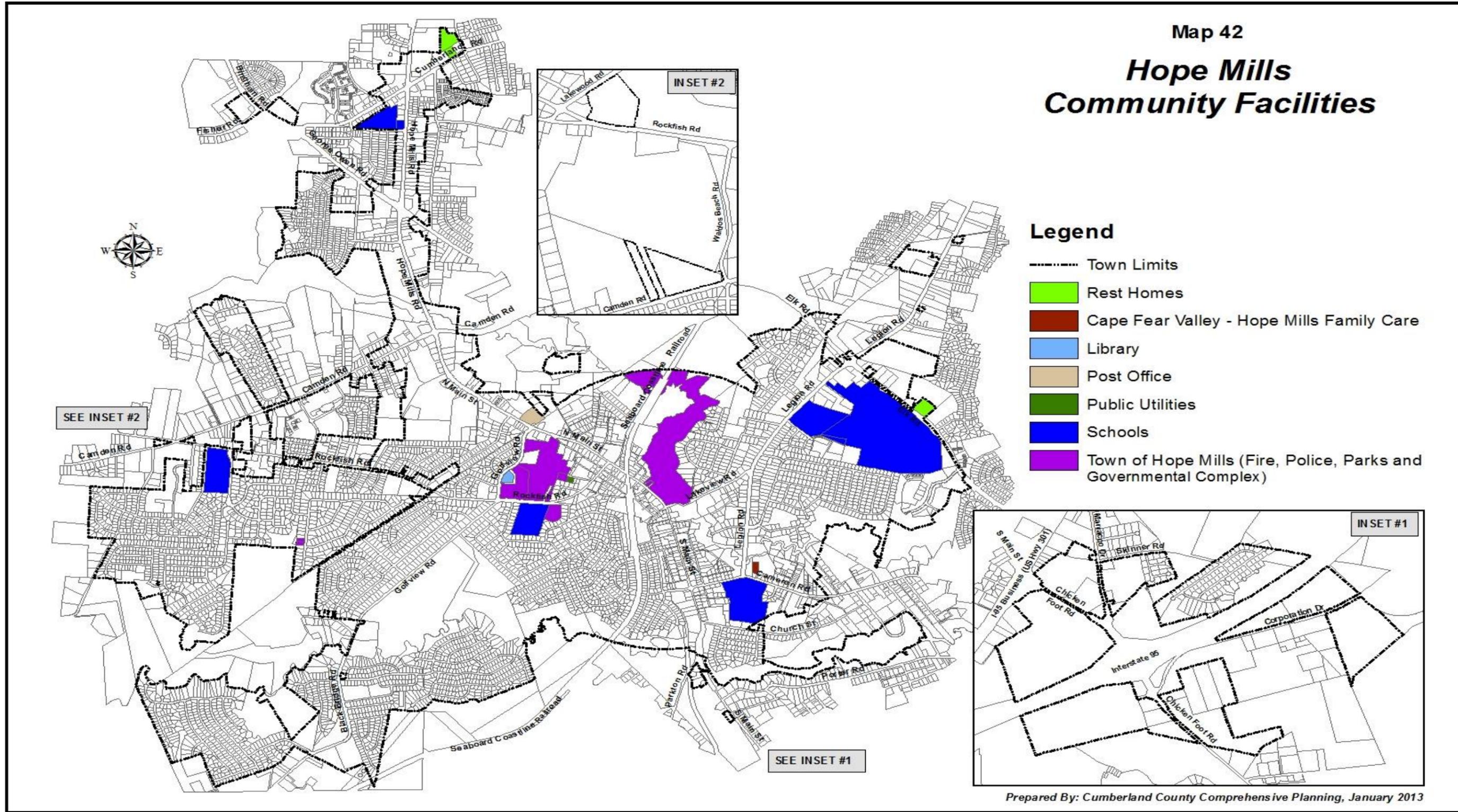


Map 42

**Hope Mills  
Community Facilities**

**Legend**

- Town Limits
- Rest Homes
- Cape Fear Valley - Hope Mills Family Care
- Library
- Post Office
- Public Utilities
- Schools
- Town of Hope Mills (Fire, Police, Parks and Governmental Complex)



Prepared By: Cumberland County Comprehensive Planning, January 2013

## Schools

There are seven schools occupying a total of 192 acres (4%) within the Town limits and are as follows: South View Middle and South View High are located on Elk Road; Ed V. Baldwin Elementary located on Legion Road near the South View campus; Hope Mills Middle located on Cameron Road; Rockfish Elementary located on Rockfish Road; C. Wayne Collier Elementary located on Sturbridge Drive; and Cumberland Mills Elementary located on Hope Mills Road. South View High and Cumberland Mills Elementary currently have issues of being over capacity. Each district has students that reside both outside the Town limits and the Study Area. Rockfish Elementary has issues of being over capacity; however, their district is entirely within the Town limits. C. Wayne Collier Elementary also has an overcrowding issue. Its district boundary extends to a small number of students residing outside the Town limit. In conclusion, four of the schools in the Town are presently over capacity.

## Fire Department

The Hope Mills Fire Department, second oldest fire department in Cumberland County, was formed in 1945. Before its formation, all fire response was under the countywide jurisdiction of the City of Fayetteville. Citizens of the Town identified the need to establish more immediate fire protection. Two citizens acquired a Chevrolet pickup, which became the first fire truck. They equipped it with a surplus Army water tank and pump. Several other members of the community joined them and created an informal fire department. They provided service south of the city limits of Fayetteville until the establishment of other County fire departments during the 1950s and 60s.

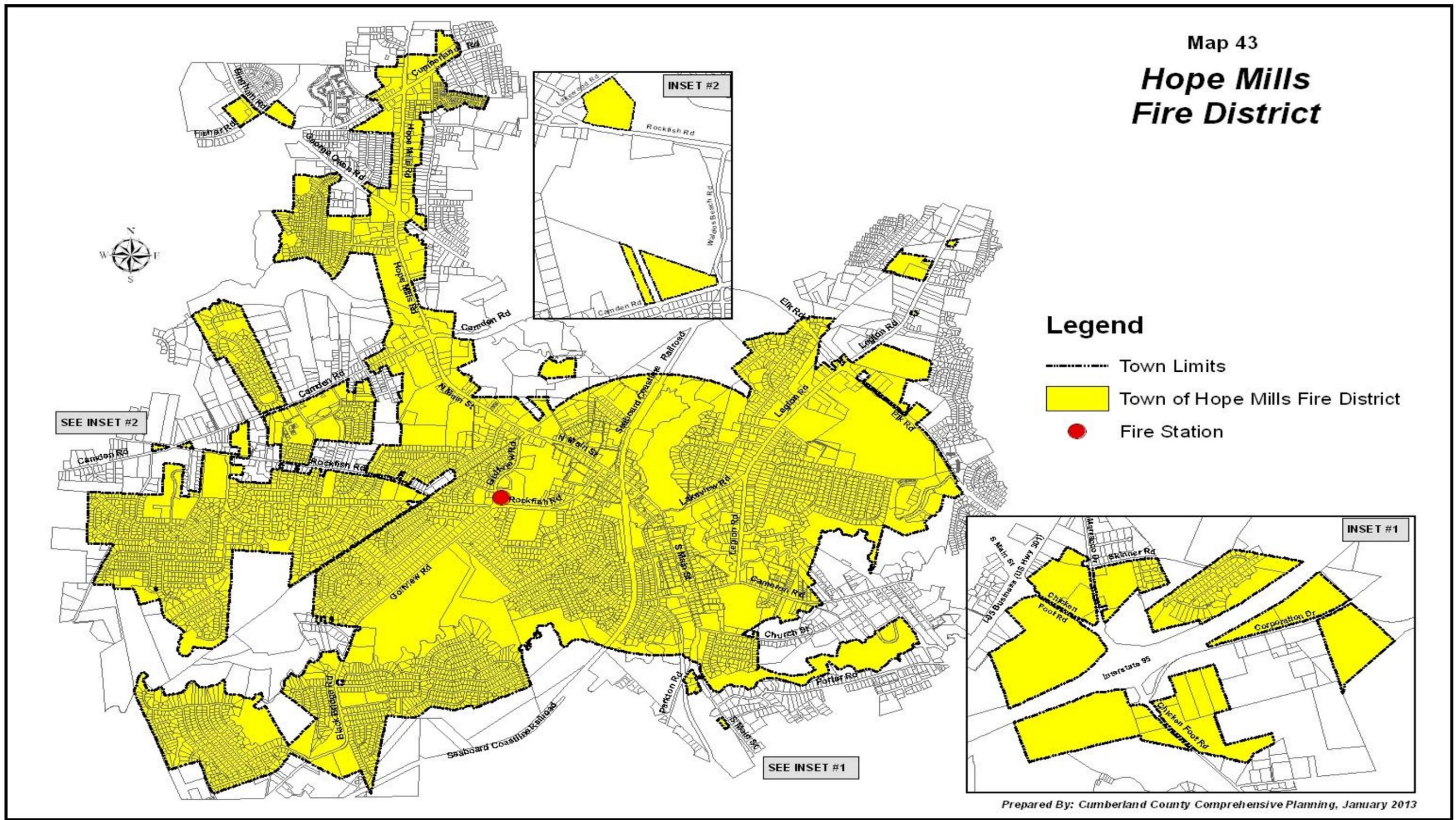
Today, the Hope Mills Fire Department is located at the corner of Golfview and Rockfish Roads. It primarily serves the Town corporate limits, which includes an eight square mile area as shown on **Map 43 - Hope Mills Fire District**. The Fire Department is classified as a “Combination” department, being made up of both career personnel and volunteers. They participate in a Mutual Aid Agreement with other fire districts/departments as well as providing aid to Hoke and Robeson Counties. According to Town records, in 2010 there were a total of 2,070 calls. The total number of calls decreased to 1,964 in 2011. The Hope Mills Fire District is bordered on the west and southwest by Stoney Point Fire District; to the south and southeast by Cotton Fire District; to the northeast by Pearces Mill Fire District; and to the north by Cumberland Road Fire District.

The Department is trained and equipped for various incidents. They provide a variety of services including, but not limited to fire suppression, emergency medical care, rescue, fire inspections, code enforcement, vehicle extrication, fire and arson investigation, fire prevention, life safety education, hazardous material mitigation, Underwater Search & Recovery, Land Search & Rescue, Swift Water Rescue, and Technical Large Animal Emergency Rescue.

## Police Department

The Town of Hope Mills Police Department is located on the corner of Golfview and Rockfish Roads. They are responsible for policing the community and providing a safe and secure place to live, work,

Map 43  
**Hope Mills Fire District**



Prepared By: Cumberland County Comprehensive Planning, January 2013

and play. The Department includes a Patrol Division, a Community Policing Action Team, a Traffic Unit, and other support units.

The Patrol Division is the core of the Police Department. They are the first to respond to all calls 24 hours a day. According to the Town of Hope Mills Police Department 2011 Annual Report, there were a total of 23,007 calls for 2011. Of the calls, 81% were for assistance, and 19% for traffic stops.

The Community Policing Action Team has a mission to facilitate a partnership with Hope Mills' citizens by providing professional and community-oriented services to help reduce crime, the fear of crime, and neighborhood decay. In the 2011 Annual Report, there were a total of 315 violent crimes in 2011. Of these, there were three rapes, 240 simple assaults, 43 aggravated assaults, and 29 robberies. The total was slightly higher with over 312 violent crimes committed in 2010. As for property crimes, there were a total of 915 in 2011. Of these, there were 226 burglaries, 651 larcenies, 34 stolen vehicles, and four arsons. The total decreased from 946 property crimes committed in 2010. The overall crime rate in Hope Mills decreased 2% in 2011. There were a total of 859 arrests in 2011. Of these, there were 156 violent crimes, 178 property crimes, 42 drug offenses, 43 domestic violence, 110 DWIs, and 330 other arrests. The total number of arrests in 2011 more than doubled compared to 351 arrests in 2010.

The Traffic Unit is responsible for promoting continuous traffic flow and traffic safety in the Town. Some of the roles include, but are not limited to traffic law enforcement; collision prevention and investigation; impaired driver enforcement; traffic control at special functions, parades and for visiting dignitaries; responding to high priority patrol calls when available; community traffic complaint investigations; and community functions such as speaking to driver education classes and promoting the use of vehicle child restraints. The K-9 Unit, which assists patrol officers in criminal suspect searches, is also a part of this Unit.

Other support units in the Town include Animal Control Services, which enforces the Hope Mills Animal Ordinances; Citizen Police Academy, which promotes citizen volunteerism and provides insight to the public about the responsibilities of the Police Department; Investigations Division, which thoroughly investigates felony and serious misdemeanor crimes; property unit, which holds and secures recovered property until its release; Records Office, which handles all accident, incident, and arrests records; and Training Unit, which coordinates and provides training for all personnel.

### Governmental Complex

There are two governmental offices located within the Town of Hope Mills: the United States Post Office and the Town of Hope Mills Governmental Complex. The United States Post Office is located on North Main Street and is 4.5 acres in size. The Governmental Complex is located on Rockfish Road in Hope Mills and is approximately 10 acres in size. It houses several departmental offices. Within the complex are the administrative offices for the Town Manager, who ensures the proper function of Town governmental departments, policies, and ordinances; and the Town Clerk, who maintains public records and board meeting journals. The Finance Department administers and maintains the

# SWC Southwest Cumberland Land Use Plan

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Town's fiscal operations. The Human Resources Department handles Town employment and personnel issues. The Inspections Department performs inspections for code compliance; enforces building codes, local ordinances, and minimum housing regulations; and processes permit applications among other routine duties. The Parks & Recreation Department offers a variety of athletic programs and special events for the entire family. The Public Works Department houses the offices of the Public Works Director and Deputy Director and encompasses the Sanitation Department, which provides weekly curbside garbage collection; the Building and Grounds Department, which provides upkeep and maintenance including plumbing, painting, carpentry, landscaping and sprinkler system, mowing grass, waxing floors, and planning and coordinating building and landscape projects for all Town departments, cemeteries, Hope Mills Lake, and four sections of Interstate 95; the Street Department, which maintains safe and dependable streets by providing repair services for sidewalks, curb and gutters, storm drain systems, signage, roadways, and street sweeping; and the Fleet Department, which handles all logistics for the Town vehicles, equipment, and small engine repairs.

## Library

The Hope Mills Branch Library is classified as a community-based library. It is located on Golfview Road on 4 acres of land donated by the Town of Hope Mills to Cumberland County. It opened in 1992 and serves at least 30,000 patrons in the Town of Hope Mills and surrounding areas. Facilities include 13 computers, a children's center with four computers, meeting room, private study room, career center, photocopiers and a FAX machine for public use. There is parking for 100 cars and a drive-up book return drop.

## Clinic and Rest Homes

The Cape Fear Valley Health System operates the Hope Mills Family Care Clinic, located on Professional Drive (near Legion Road.) It is staffed by four physicians and provides medical care Monday through Friday from 8:00 am to 5:00 pm. There are two rest homes in the Town: Hope Mills Retirement Center located on Elk Road and Carolina Rehab Center of Cumberland located on Cumberland Road.

## Public Utilities

The following four utilities companies serve the Town of Hope Mills: Progress Energy, South River Electrical Membership Corporation (EMC), Lumbee River Electrical Membership Corporation (EMC) and Public Works Commission (PWC). Progress Energy provides electrical service to most of the Town, with South River and Lumbee River Electrical Membership Corporation providing service to I-95/Chicken Foot Road interchange area and to Steeplechase, West Hampton, and South Hampton at Timberlake Subdivisions. Also South River and Lumbee River EMC's provide service to a part of Fairway Forest, Eaglewood Forest and Village Green Subdivisions. PWC provides water and sewer services to the entire Town.

## Hope Mills Parks and Open Space

The following park and recreation facilities are listed as inventory for the Town of Hope Mills Parks and Recreation Facilities: Hope Mills Municipal Park, Brower Park, Hope Mills Lake Park, Edward Herring Park, Hope Mills Lake #2, and Hope Mills Golf and Country Club. They are as shown on **Map 44 - Hope Mills Parks and Open Space**.

Hope Mills Municipal Park, designated as a Community Park, is located on 28 acres on Rockfish Road. A Community Park is defined as facilities large enough to accommodate league play athletic facilities as well as having enough open space for passive recreation. The facilities include four youth baseball/softball fields with lights; two junior baseball and/or adult softball fields; one concession area; one picnic shelter; one playground; restrooms; two tennis courts; one walking/jogging track; outdoor basketball court; and one recreation center. The Hope Mills Recreation Center contains large and small program/meeting rooms, fitness center, a kitchen, and a gymnasium.

Brower Park, located on 3.37 acres on Rockfish Road, is directly across from the Municipal Park and next door to Rockfish Elementary School. Facilities include two baseball fields, playground equipment, open space play area, one concession stand, and restrooms.

Hope Mills Lake Park, designated as a Community Park, is located on 80 acres (74 acres water) on South Main Street. Facilities include one concession building, one gazebo (shelter), a picnic area, open space play area, swimming, sunbathing, boating, and fishing.

Edward Herring Park, designated as a Neighborhood Park, is located on one acre on Lexington Drive, south of Labonte Drive. A Neighborhood Park is defined as parks that provide programmed space (ball fields, playgrounds, etc.) and open space in urban areas. The park has playground equipment.

Hope Mills Lake #2, designated as a community park, is a natural area located on 88 acres along Big Rockfish Creek. Currently, there is no water in the lake. Eventually the dam will be restored and the lands surrounding the lake will be used for recreational purposes.

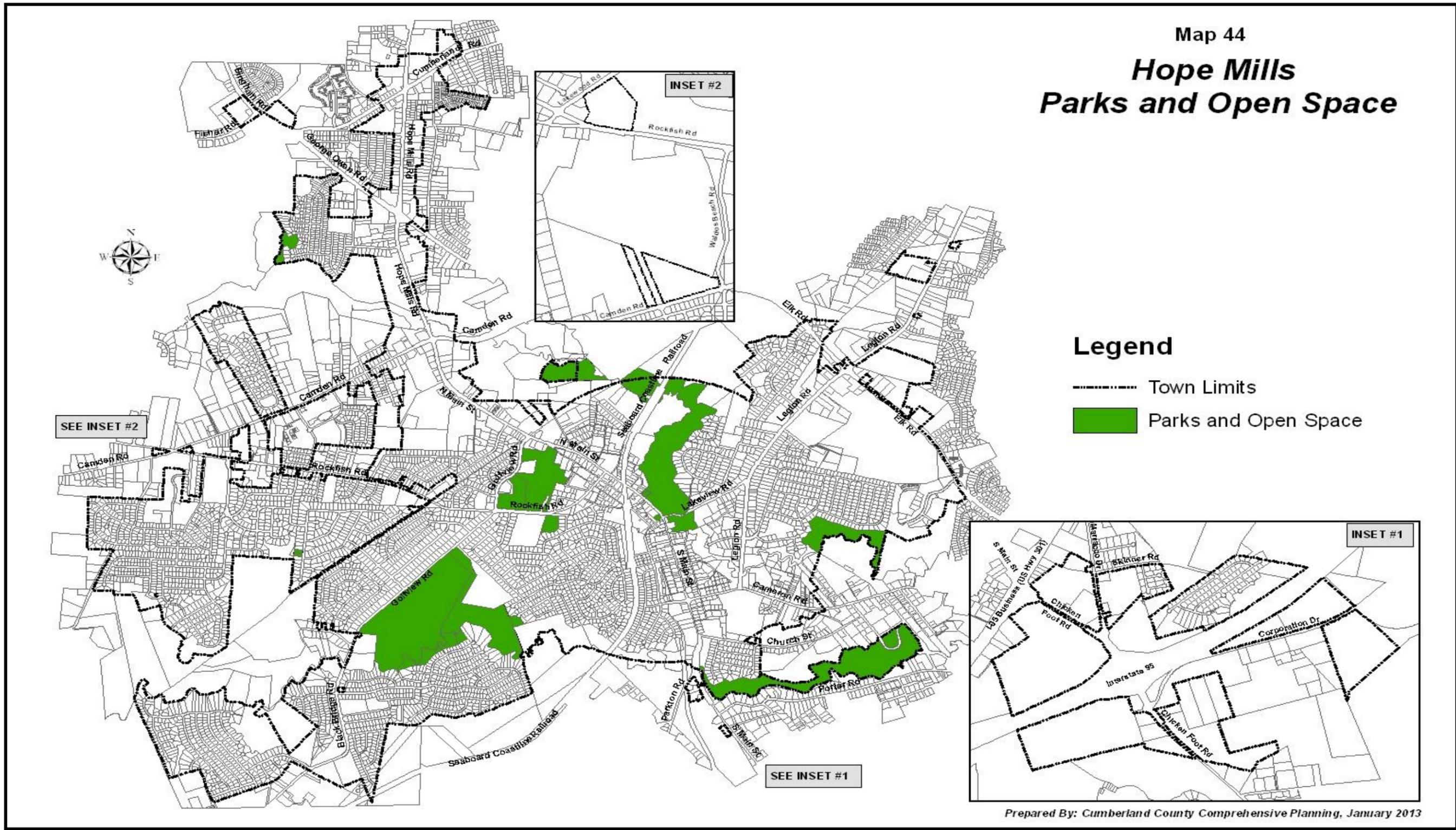
Hope Mills Golf and Country Club, designated as a Community Park, is located on 80 acres on Golfview Drive. Its facilities include a clubhouse, swimming pool and an 18-hole golf course. The Town owns nine holes and leases the other nine holes.

## Hope Mills Public Lands

Public Lands include land that is owned by government or non-profit organization used for conservation purposes. There are a total of 549 acres (12% of Town) classified as Public Lands within the Town of Hope Mills as shown on **Map 45 - Hope Mills Public Lands**. The Town of Hope Mills and Cumberland County Board of Education own the majority of Public Lands within the Town Limits. Other Public Lands within the Town limits are owned by the Sandhills Area Land Trust (SALT), City of Fayetteville, Cumberland County, NC Department of Transportation, NC Indian Housing Authority, and the United States of America.

Map 44  
**Hope Mills**  
**Parks and Open Space**

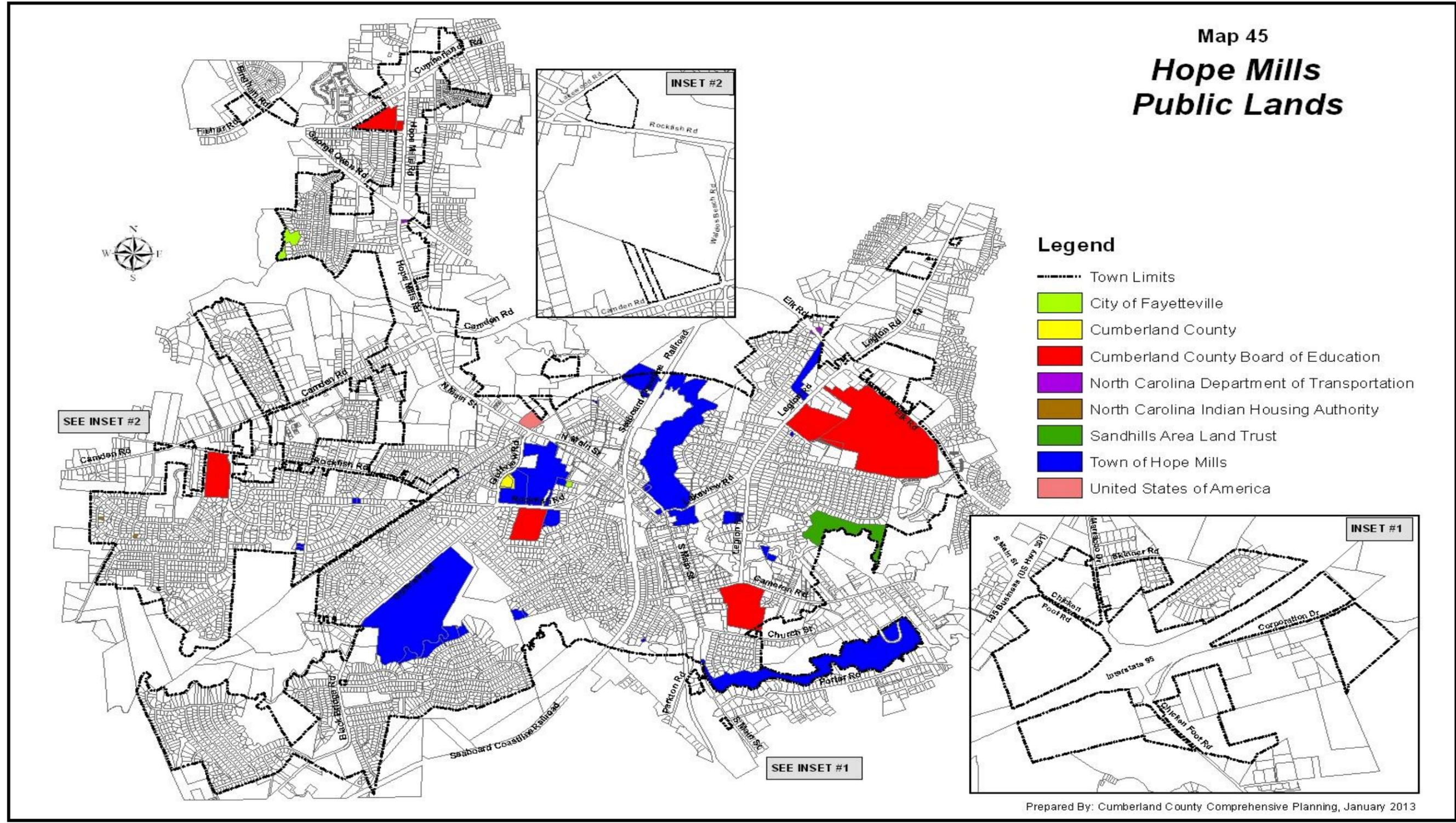
- Legend**
- Town Limits
  - Parks and Open Space



Map 45  
**Hope Mills Public Lands**

**Legend**

- Town Limits
- City of Fayetteville
- Cumberland County
- Cumberland County Board of Education
- North Carolina Department of Transportation
- North Carolina Indian Housing Authority
- Sandhills Area Land Trust
- Town of Hope Mills
- United States of America



Prepared By: Cumberland County Comprehensive Planning, January 2013

## BUILT ENVIRONMENT

The built environment in Hope Mills was inventoried and analyzed. The inventory includes existing zoning, existing land use, residential year built, development activities, potential infill lots, water and sewer availability to vacant parcels, historic structures and district, and development activities.

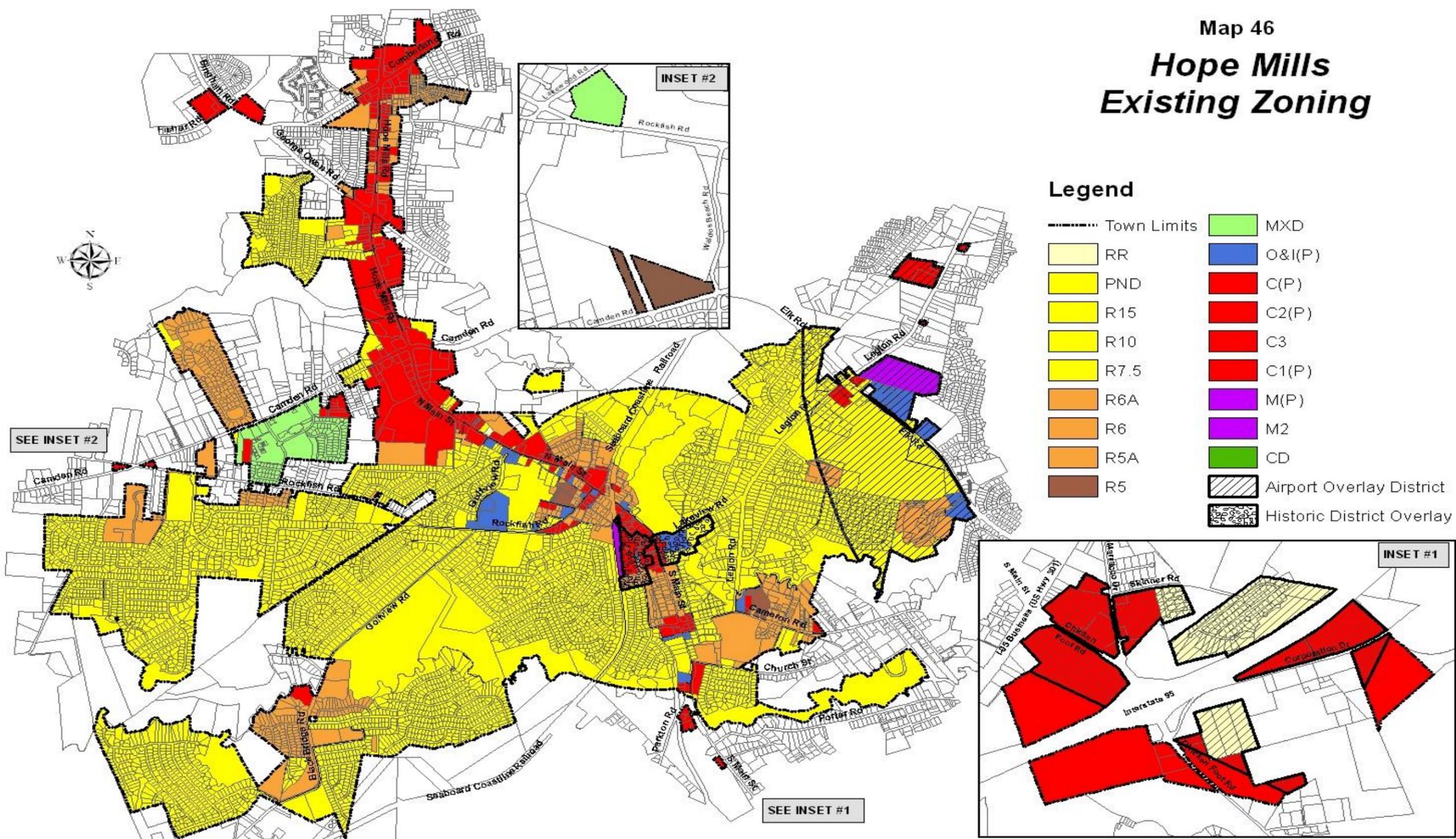
### Hope Mills Existing Zoning

The Town of Hope Mills initiated zoning in the early 1970's. Existing zoning classifications for the Town consists of Residential, Commercial, Office and Institutional, Industrial/Manufacturing, and Mixed Use Development Districts. Approximately 3,431 acres (77.7%) is zoned Residential; approximately 812 acres (18.1%) is zoned Commercial; approximately 65 acres (1.5%) is zoned Office and Institutional; approximately 32 acres (.7%) is zoned Industrial/Manufacturing; and approximately 93 acres (2%) is zoned Mixed Use Development. The location of the zoning districts are as shown in **Map 46 - Hope Mills Existing Zoning**.

#### Residential

There are nine residential districts in the Town of Hope Mills. The districts include RR-Rural Residential District, R15-Residential District, R10-Residential District, R7.5-Residential District, R6-Residential District, R6A-Residential District, R5A-Residential District, R5-Residential District and PND-Planned Neighborhood Development. The RR-Rural Residential District is designed primarily for traditional rural use with lots of 20,000 square feet or above. Approximately 122 acres (3%) is zoned RR-Rural Residential District. The R15-Residential District is designed primarily for single family dwellings with a lot area of 15,000 square feet or above. Approximately 535 acres (12%) is zoned R15-Residential District. The R10-Residential District is currently dormant. It now corresponds to the R7.5-Residential District. Approximately 1,718 acres (39%) is zoned R10-Residential District. The R7.5-Residential District is designed primarily for single family dwellings with a lot area of 7,500 square feet or above. Approximately 41 acres (1%) is zoned R7.5-Residential District. The R6-Residential District is designed for a mix of single and multiple family dwellings. Approximately 310 acres (7%) is zoned R6-Residential District. The R6A-Residential District is designed for a mix of single and multiple family dwellings including the use of manufactured homes on individual lots and in manufactured home parks. Approximately 143 acres (3%) is zoned R6A-Residential District. The R5A-Residential District is designed primarily for multiple family housing with a maximum density of 13.5 dwelling units per net acre. Approximately 55 acres (1%) is zoned R5A-Residential District. The R5-Residential District is designed primarily for multiple family housing with a maximum density of 29 units per acre, dependent on the type of development. Approximately 31 acres (0.7%) is zoned R5-Residential District. The PND-Planned Neighborhood District is currently dormant. Developments previously zoned PND either comply with the standards of R7.5 or submitted for approval under Article VII - Planned Neighborhood Development Conditional Use District of the Town of Hope Mills Zoning Ordinance. Approximately 1,476 acres (11%) is zoned PND-Planned Neighborhood Development.

Map 46  
**Hope Mills Existing Zoning**



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Also included in the Zoning Ordinance is the R20-Residential District, which currently there is no land zoned for this district. The R20-Residential District is designed primarily for single family dwellings with a lot area of 20,000 square feet or above. In 2008, the Hope Mills Town Board requested that the R20 Zoning District be added to their zoning ordinance as an alternative to the RR Residential Zoning District.

## Commercial

There are four commercial districts in the Town of Hope Mills. The districts include C(P)-Planned Commercial, C2(P)-Planned Service and Retail, C3-Heavy Commercial, and C1(P)-Planned Local Business. The C(P)-Planned Commercial District is designed to assure the grouping of buildings on a parcel of land so as to constitute a harmonious, efficient and convenient retail shopping area. Site plan approval is required. Approximately 597 acres (13.5%) is zoned C(P)-Planned Commercial. The C2(P)-Planned Service and Retail District is designed to allow for the non-residential development of land with service and retail uses not typically considered intrusive to neighboring residential properties or in areas generally requiring a greater degree of restrictions regarding the commercial use of properties. Approximately 11 acres (0.2%) is zoned C2(P). The C3-Heavy Commercial District is currently dormant and now corresponds to the C(P)-Planned Commercial District. Approximately 154 acres (3.4%) is zoned C3-Heavy Commercial. The C1(P)-Planned Local Business District is designed to cater to the ordinary shopping needs of the immediate neighborhood with emphasis on convenience goods and site plan approval is required. Approximately 50 acres (1%) is zoned C1(P).

## Office and Institutional

The O&I(P)-Planned Office and Institutional is designed primarily for agencies and offices rendering specialized services in the professions of finance, real estate, and brokerage as well as both public and private traditional institutional functions, public assembly, religious and certain cultural and recreational activities and group housing. The uses in this district classification may be characterized as having no retail or wholesale trade, except as incidental use. It is usually a small district and is situated between business and residential areas. The regulations are designed for maintaining more compatibility with nearby residential districts than would exist with a commercial district. Site plan approval is required. Approximately 65 acres (1.5%) is zoned O&I(P)-Planned Office and Institutional.

## Industrial/Manufacturing

There are two industrial/manufacturing districts in the Town of Hope Mills. The districts include M(P)-Planned Industrial District and M2-Heavy Industrial District. The M(P)-Planned Industrial District is designed for basic manufacturing and processing industries, which normally create a high degree of nuisance and is not compatible with surrounding or abutting residential or commercial areas. Its general intent is to permit uses confined to service, wholesaling, manufacturing, fabrication, and processing activities that can be carried on in an unobtrusive manner characterized by low concentration and limited external effects with suitable open space, landscaping, parking and service areas. It is usually located on larger tracts of land with good highway and rail access and buffered

from residential uses by other more compatible uses. Site plan approval is required. Approximately 27 acres (.6%) is zoned M(P). The M2-Heavy Industrial District is currently dormant and now corresponds to the M(P)-Planned Industrial District. Approximately 5 acres (.1%) is zoned M2-Heavy Industrial.

Also included in the Zoning Ordinance is the M1(P)-Planned Light Industrial District, which currently there is no land zoned for this district. The M1(P)-Planned Light Industrial District is designed for a wide variety of light industrial operations involving manufacturing, processing, and fabrication of materials, operations involving wholesaling and bulk storage, other non-retail uses and certain public assembly and recreational uses. The general intent of the district is to prohibit residential, retail, and heavy industrial uses of the land. Site plan approval is required.

### Mixed Use Development

The Mixed Use Development-Conditional Use District, MXD/CUD, is designed to encourage innovative development on a conditional use basis by providing use flexibility while maintaining quality design standards tempered with proper controls regarding buffering, landscaping, open space designation, density and other conditions. Approximately 93 acres (2%) is zoned MXD-Mixed Use Development/CUD.

### Conservancy District

Another district included in the Zoning Ordinance is the CD-Conservancy District. The Conservancy District is designed to preserve and protect identifiable natural resources from encroachment. The general intent of the district is to provide protection for such resource areas that will continue to provide limited development potential while preserving existing conditions to the extent feasible. Areas to be zoned in this district may include, but not limited to: swamp, marsh, flood land, poor or very severe soils areas or managed and unmanaged woodland. There are currently no areas within the Town zoned for this District.

### Overlay Districts

There are currently two overlay districts in the Town of Hope Mills. The districts include AOD-Airport Overlay District and HOD-Historic Overlay District. The overlay districts are created for the purpose of providing for special regulations in given designated areas of the Town to accomplish stated purposes that are set forth for each district. These districts are in addition to the regulations applying to the underlying zoning districts.

The AOD-Airport Overlay District is designed to protect the public health, safety, and welfare in the vicinity of the Fayetteville Regional Airport by minimizing exposure to and giving public notice of probable high noise levels and accident hazards generated by the airport operations and to encourage future development that is compatible with the continued operation of the airport and the economic well-being of the Town. This district is located in the northeastern portion of the Town limits and I-95/Chicken Foot Road interchange.

The HOD-Historic Overlay District is designed to promote the preservation and restoration of structures and landscape features within specified areas and/or neighborhoods of the Town that are of historical, architectural and cultural importance; and to protect buildings, structures and sites, and their environs through guidelines administered by the Town's Historic Advisory Committee. This district is located in the area on South Main Street (east side) from Lakeview Drive to McRae Street, Lakeview Drive (south side) from South Main Street to Hillcrest Street, McRae Street (north side) from South Main Street to Stone Street, Stone Street (west side) from McRae Street to East Patterson Street, Railroad Street from Hamilton Street to the Seaboard Coastline Railroad, along the Seaboard Coastline Railroad from Railroad Street to Johnson Street, Trade Street from South Main Street to Johnson Street, and Ellison Street from West Patterson Street to Cross Street.

### Other Districts

Companion Districts - (\_\_\_/CUD) – Each district includes a companion conditional use district where no uses are permitted by right. This district is design for the development and use of property subject to predetermined ordinance standards and rules imposed as part of the legislative decision creating the district and applying it to the particular property. All uses in this district require a conditional use permit. There are currently four CUD approved cases inside the Town.

Density Development-Conditional Use Development - (\_\_\_/DD/CUD) - The intent of this district is to promote preservation of open space and areas within the Town to developed at rural densities through permanent restriction of development on a percentage of a tract, buffering, and clustering of lots, while at the same time providing for the residential development of land. The specific designation depends on the density of the development. There are currently no areas within the Town zoned for this district.

### **Hope Mills Existing Land Use**

The Town of Hope Mills Existing Land Use shows how land is currently utilized within the Town and helps provide a base for future land use planning. The various land uses for the Town consist of office & institutional, commercial, industrial, and residential developments including single family, manufactured homes, and multi-family dwellings as shown on **Map 47 - Hope Mills Existing Land Use**. The majority of land is used for single family residential development (4,851 total parcels), which is located throughout the Town. There are 242 parcels used for commercial development along Hope Mills Road, North Main Street, South Main Street and Golfview Road (the golf course). There are 71 parcels used for office & institutional and the majority is located along Elk Road, Cameron Road, corner of Golfview and Rockfish Roads, and east of the Seaboard Coastline Railroad (north of South Main Street and west of Lakeview Road.) There are approximately 1,854 multi-family dwellings in the Town including 121 townhouses; 1,517 apartments; and 12 manufactured home parks containing a total of 216 units which are scattered throughout the Town.

### **Hope Mills Year Built Residential Structures**

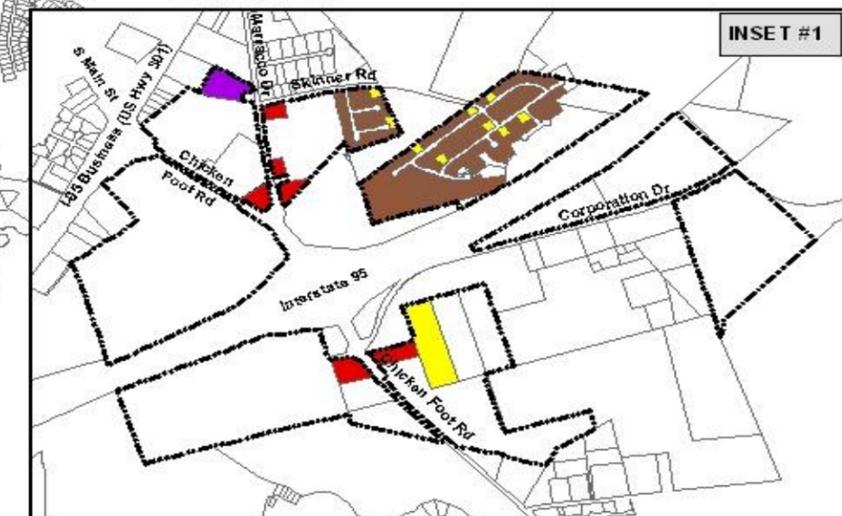
Year built information illustrates the timeframe in which residential structures (includes manufactured homes that are classified as real property based on the Cumberland County Tax Data)

Map 47  
**Hope Mills**  
**Existing Land Use**

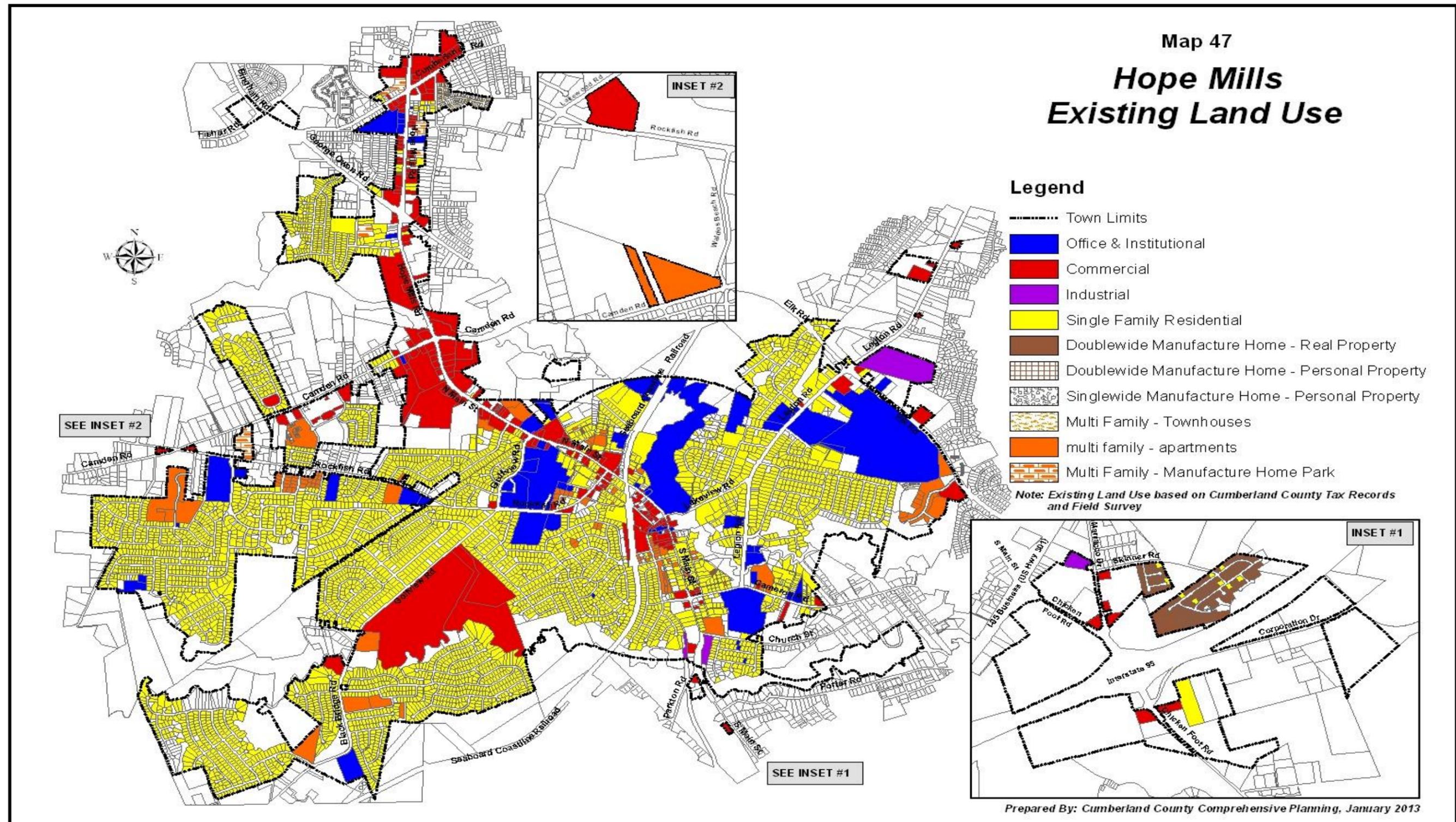
**Legend**

- Town Limits
- Office & Institutional
- Commercial
- Industrial
- Single Family Residential
- Doublewide Manufacture Home - Real Property
- Doublewide Manufacture Home - Personal Property
- Singlewide Manufacture Home - Personal Property
- Multi Family - Townhouses
- multi family - apartments
- Multi Family - Manufacture Home Park

*Note: Existing Land Use based on Cumberland County Tax Records and Field Survey*



Prepared By: Cumberland County Comprehensive Planning, January 2013



were built in the Town. According to **Map 48 - Hope Mills Year Built Single Family Residential Structures** approximately 83 homes (.2%) were built prior to 1930; 9 homes (.1%) were built between 1930 and 1939; 46 homes (.9%) were built between 1940 and 1949; 136 homes (3%) were built between 1950 and 1959; 318 homes (6.5%) were built between 1960 and 1969; 1,096 homes (22%) were built between 1970 and 1979; 480 homes (10%) were built between 1980 and 1989; 1,397 homes (28%) were built between 1990 and 1999; and 1,359 homes (27.5%) were built between 2000 and 2011. During the 1970s, growth occurred northwest and southeast of Golfview Road, north and south of Rockfish Road, east of Mission Hill Road, north of Lakeview Road, and east of Legion Road. During the 1990s, growth occurred south of Rockfish Road, east of the Seaboard Coastline Railroad, east and west of Black Bridge Road, south of George Owen Road, north of Camden Road, and south and slightly north of Elk Road. During 2000-2011, growth occurred east of Legion Road, west of South Main Street, the southwest area within the Town limits (east and west of Black Bridge Road), north of Camden Road, north of Rockfish Road, and east of Mission Hill Road.

In conclusion, there was an acceleration of residential growth in the Town of Hope Mills between 1970 and 1979 when 22% of the existing homes were built and again between 1990 and 2011 when more than one-half (55.5%) of homes were built.

### **Hope Mills Development Activities**

The Town of Hope Mills Development Activities includes rezoning cases, Board of Adjustment cases, and development review (site plan or subdivision approval) cases. **Map 49 - Hope Mills Development Activities** illustrates the three types of development activity cases and the location of each that occurred within the Town limits.

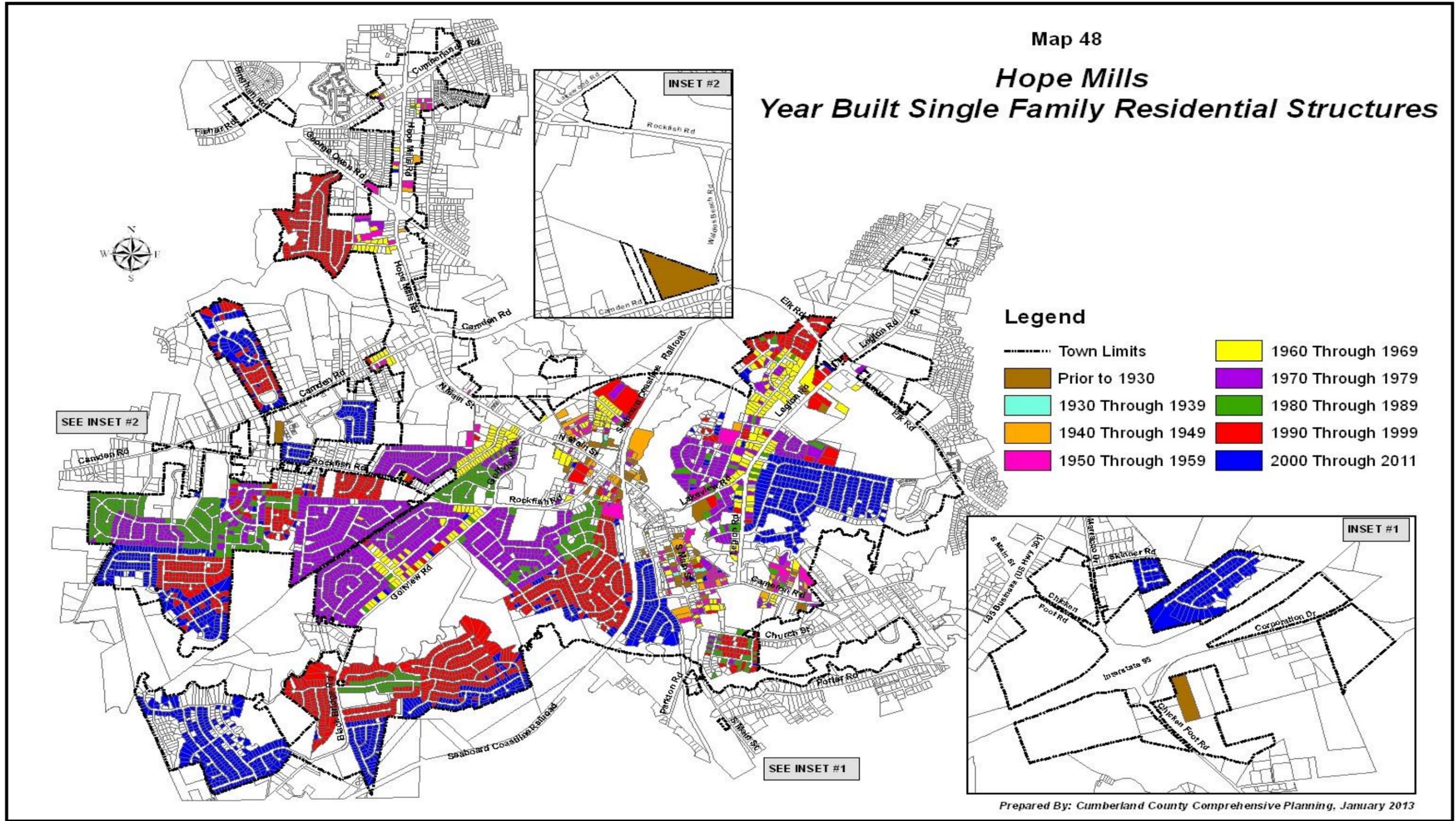
Rezoning occurs when property owners want to use their property in a way that does not comply with the current zoning classification and they must apply to change the classification for the new use. There were 396 rezoning cases in the Town between 1970 and November 2011. Most of these cases involved rezoning from residential to commercial development. Analyzing the total of approved rezoning cases 147 (47%) have been for rezoning from residential to commercial (includes approved initial zoning cases). As illustrated, a majority of the cases occurred along Hope Mills Road, Cumberland Road, North and South Main Street, Camden Road, Rockfish Road, and Legion Road.

The Board of Adjustment is a quasi-judicial body that is responsible for making decisions for variances, special exceptions to Town ordinances, and appeals of interpretation of the zoning ordinance. There were 53 Board of Adjustment cases in the Town between 1976 and November 2011. As illustrated, the cases occurred primarily along North and South Main Street, Camden Road, and Rockfish Road.

Development review is a process where cases are reviewed to make sure that standard development criterion is met. The types of cases included in development reviews are group developments,

Map 48

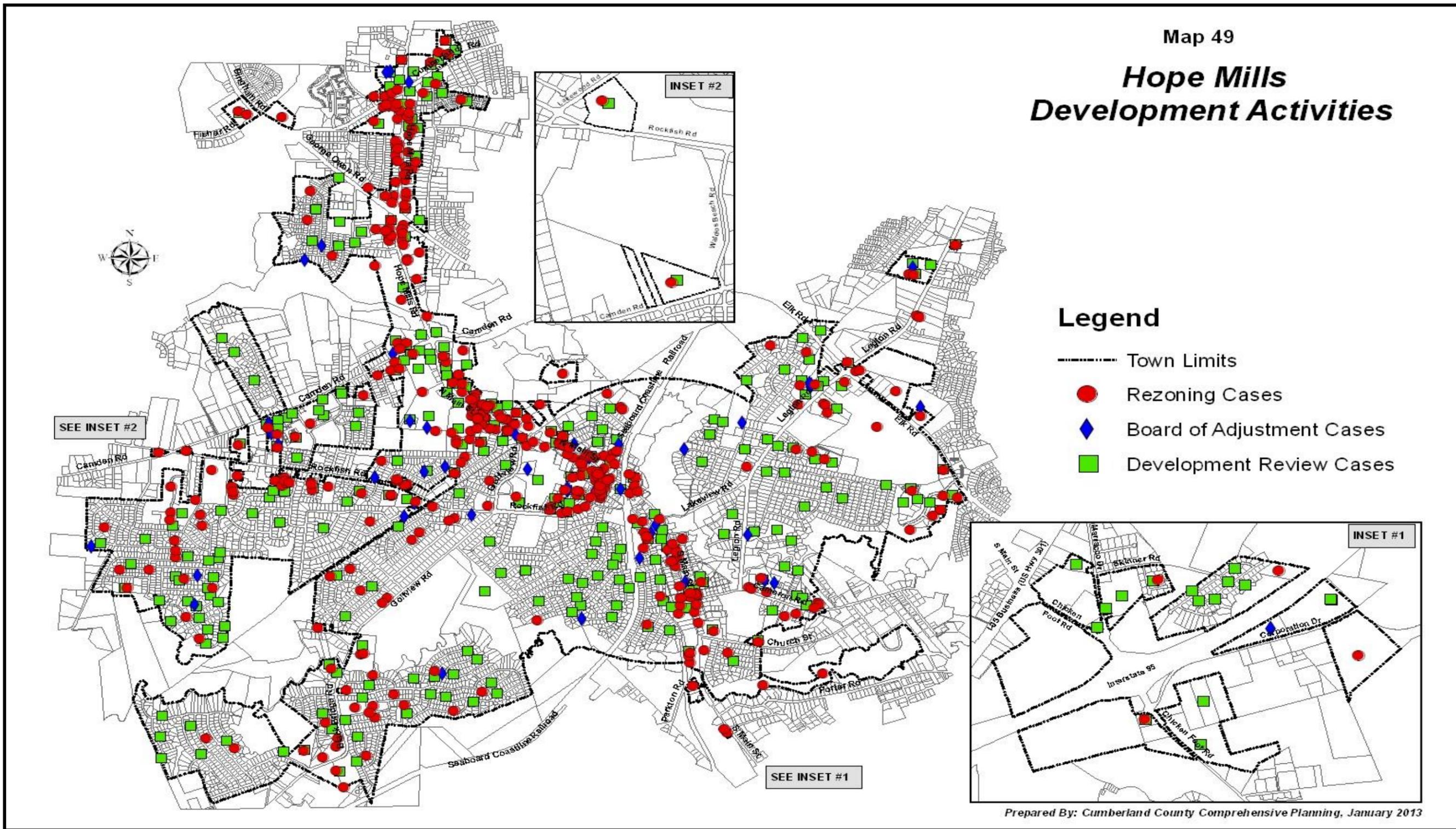
**Hope Mills**  
**Year Built Single Family Residential Structures**



Map 49  
**Hope Mills  
 Development Activities**

**Legend**

- Town Limits
- Rezoning Cases
- ◆ Board of Adjustment Cases
- Development Review Cases



Prepared By: Cumberland County Comprehensive Planning, January 2013

manufactured home parks, subdivisions, revisions, site plans, and No Approval Required (NAR). There were a total 316 development reviews in the Town between 1963 and November 2011. The individual breakdown is as follows: 21 group developments, four manufactured home parks, 61 NARs, 19 revisions, 152 subdivisions, and 59 site plan reviews.

## Hope Mills Potential Infill Lots

Infill development is vacant parcels that are located where infrastructure already exists and the land contains sufficient area to potentially support additional development. A more efficient use of land and infrastructure results when infill development is achieved. **Map 50 - Hope Mills Vacant Parcels Less Than One-Half Acre with Available Public Water and Sewer** shows vacant parcels scattered throughout the Town of Hope Mills. There are a total of 262 parcels (72 acres), including several parcels where a portion of the parcel is located in the Special Flood Hazard Area, but with sufficient land outside of the flood for development.

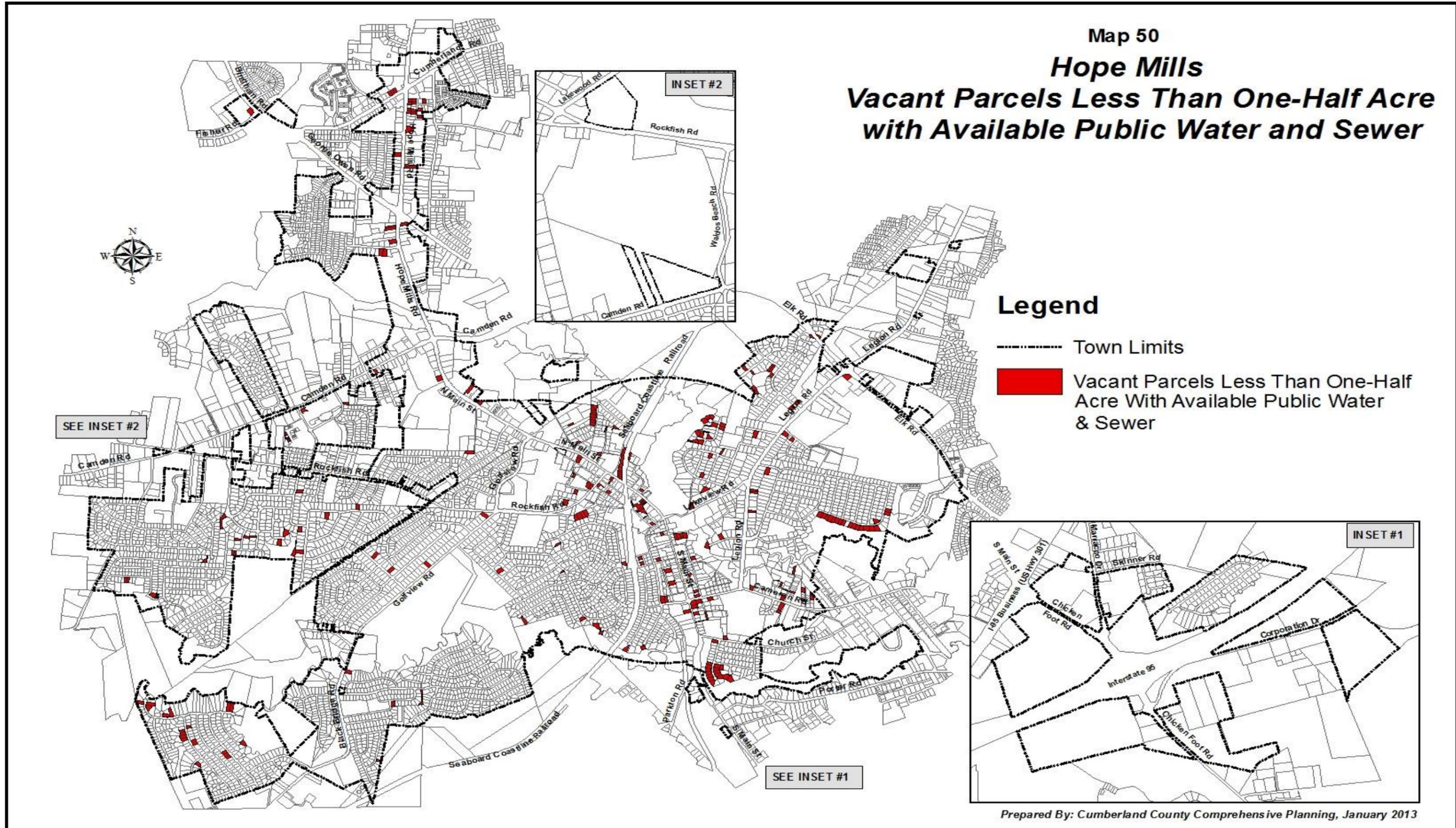
## Hope Mills Availability of Public Water and Sewer to Vacant Parcels

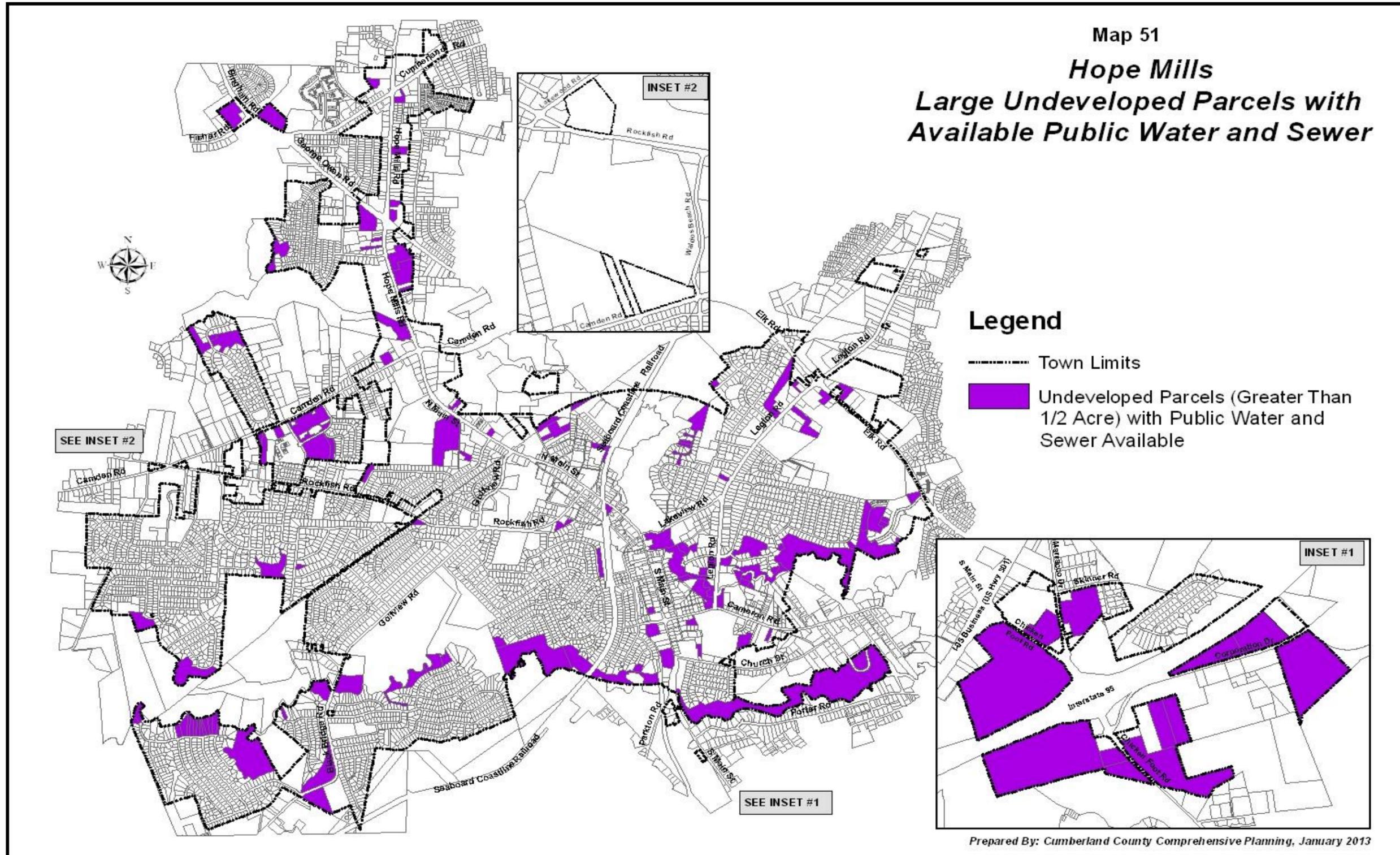
The Town of Hope Mills has a total of 130 vacant parcels (810 acres) located within the Town, which are over 1/2 acre and developable because of the availability of public water and sewer. There are 119 parcels located in the northern portion of Hope Mills and 11 parcels located in the Interstate 95 area (Inset #1). All parcels are as shown on **Map 51 - Hope Mills Large Undeveloped Parcels with Available Public Water and Sewer**.

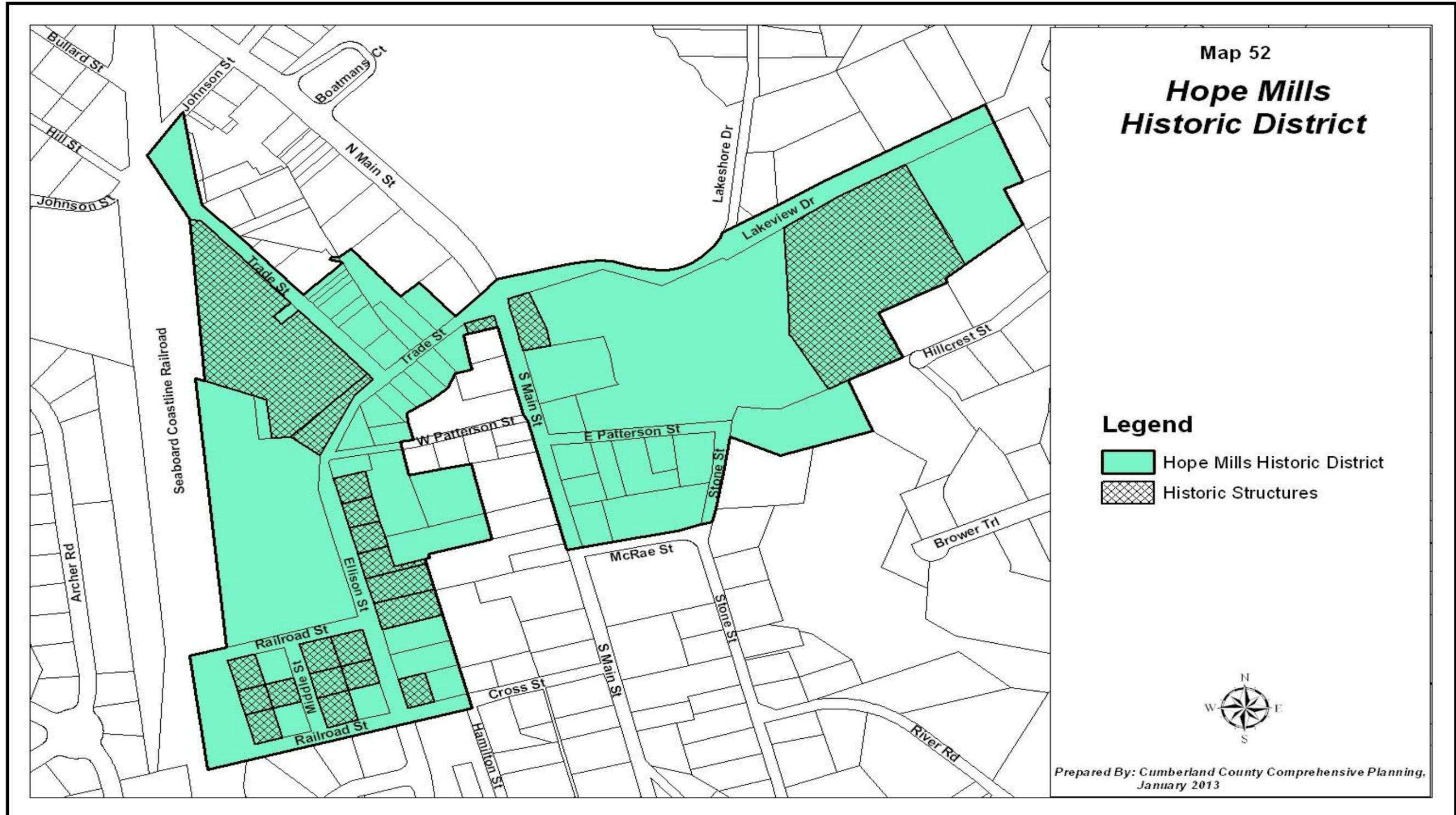
## Hope Mills Historic Structures and District

The Hope Mills Historic District was established and placed on the National Register of Historic Places in July 1985. According to the Hope Mills Heritage Plan, 1995, the nomination concluded that “the Town exemplifies the late 19<sup>th</sup> and early 20<sup>th</sup> century textile mill towns in North Carolina. The town is typical with rows of housing, a company store, a bank, and general domination of local life by the mill.” The district boundaries are the Seaboard Coastline Railroad to the west, Railroad Street to the south, properties along Ellison and Trade Streets, the east side of South Main Street to McRae/Stone/East Patterson Streets, and the south side of Lakeview Drive west of Hillcrest Drive as shown on **Map 52 - Hope Mills Historic District**. The primary buildings in the district are associated with Mill No. 4 built in 1904. The age of the structures in the Area shows that there are five properties built during the 1900’s, 17 properties built in the 1910’s, nine properties built in the 1920’s, five in the 1930’s, three in the 1940’s, four in the 1950’s, one in the 1960’s, four in the 1990’s and one in 2000’s. The architecture of these structures is outlined on the National Register Nomination Form. The district has five key groups of building types: Group 1 is denoted as the “Silk Stocking Lane” which contained the oldest structures in the district with two houses associated with the original mill. These houses were for supervisors and officials at Mill No.1 and were located at 218 and 210 East Patterson Street, built in 1838 by Rockfish Manufacturing Company. They were basically 1 ½ stories that reflect the Greek revival architectural trends of that period. Two other houses located at 208 and 214 East Patterson Street were built by Hope Mills Manufacturing Company in 1889 were part of this Group 1 designation. These very significant structures have all been torn down. The removal of these structures were a significant blow to the entire Historic District.

Map 50  
**Hope Mills**  
**Vacant Parcels Less Than One-Half Acre**  
**with Available Public Water and Sewer**







Group 2 includes structures on Trade Street that were built in the 1880's with similar architecture as Group 1 and contain a group of one-family homes and two duplexes. Currently these groups of structures are primarily still intact. Efforts should be made to maintain these structures so that the integrity of these historic buildings is preserved for future generations. Two of these structures have been removed for parking purposes.

Group 3 includes the mill, the bank, and the company store. Mill No. 4 is a two story brick structure built in 1904 by Hope Mills Manufacturing Company. The Company Store was built in the early 1900. It is a two story Classic Revival structure at the corner of Lakeview and South Main Street. It has served many purposes including Town Hall, a library, and office building. The Bank Building was constructed by the Bank of Hope Mills in 1905. It reflected the design of the Company Store and is located at the corner of South Main Street and Trade Street.

Group 4 is comprised of the mill housing originally for the workers, consisting of almost exclusively duplexes located on Ellison, Middle and Railroad Streets to the east and south of the mill. The house at 50-51 Ellison Street has retained most of its original features. The boarding house at 49 Ellison Street is the only two story structure in this group.

Group 5 consists of the Trade Street commercial buildings built between 1905 and 1935. This Group includes the Alice L. Gilbert Store building on Trade Street, the Dr. Gilbert House (1885) on Pate Street and the McDuffie Store building (1907).

According to the Hope Mills Heritage Preservation Plan, 1995, a windshield survey of the structural condition of the buildings found that as a whole they were in relatively sound condition, while it also denoted that 13 buildings were substandard or dilapidated.

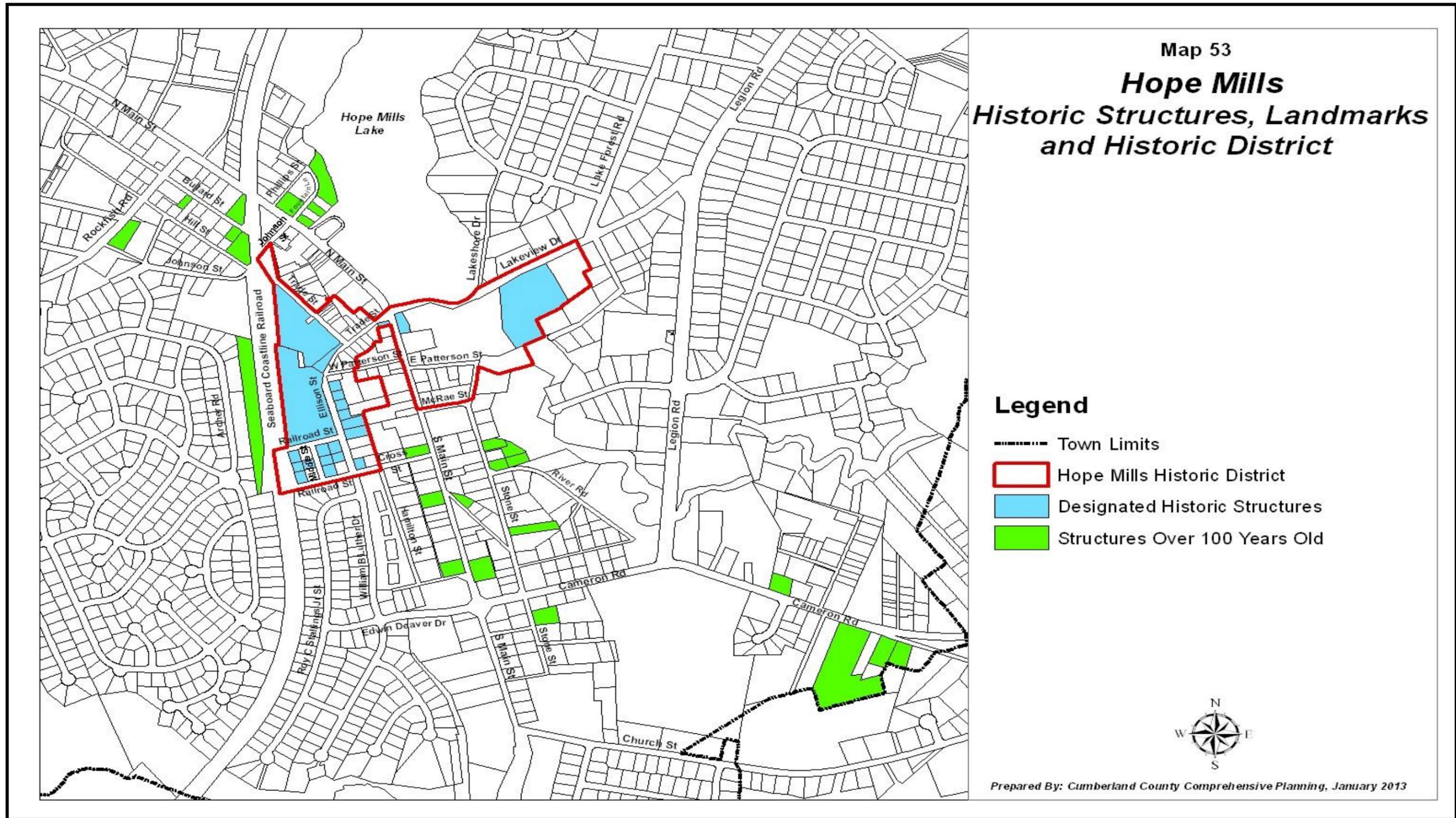
There are other structures in the Town that are aged and not part of the Historic District. These structures are over 100 years old and still have some of the attributes of structures built during this era. According to the tax records, there are 46 structures over 100 years old. There are 22 structures built before 1900, two between 1900 - 1910, and 22 between 1910-1913. A thorough investigation of these properties should be conducted to determine their historical significance and if efforts should be made to preserve them. The locations of these structures are primarily on North Main Street, South Main Street and Cameron Road near west Cole Street as shown on **Map 53 - Hope Mills Historic Structures, Landmarks and Historic District**.

The Old Plank Road was a notable historic feature in the Area. This was a road constructed out of planks. Workers first graded the road bed leaving a high point in the center for drainage, then wooden 5' x 8' sills onto which pine planks measuring approximately eight feet long, eight inches wide, and four inches thick were placed. The State required the road to be a minimum of eight feet wide and a maximum of sixty feet wide with a secondary maintained dirt road to run parallel with the road.

These roads were used for heavy freight and teamsters while the lighter carriages and individual riders and walkers used the side dirt road. By 1860 there was over 500 miles of plank roads in North Carolina with Fayetteville being the central hub of the network having five outgoing branches. The Fayetteville-Western road stretched approximately 129 mile from Fayetteville to present day High Point. This made Fayetteville the hub of trade for the State. It also led to the founding of High Point. A portion of the right-a-way of the Plank Road that passes through the Study Area still exists. Clear evidence of the road right-of-way starts just east of the Seaboard Coast Line Railroad, north of Hope Mills Lake and runs through the Eaglewood Forest Subdivision to the County Line and aligns with Glenn Road in Robeson County.

## Hope Mills Past Plans

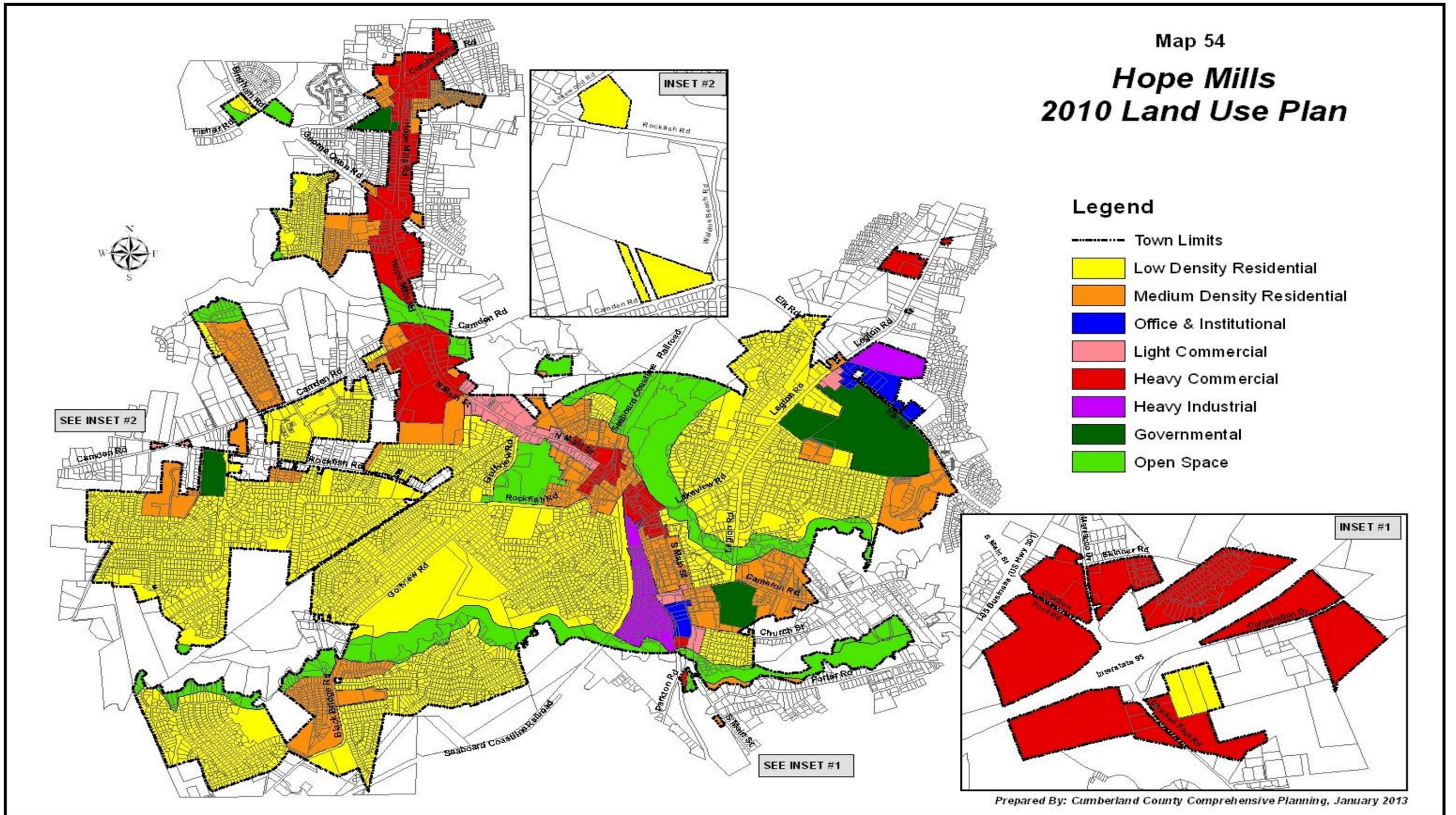
Since the creation of the Cumberland County Joint Planning Board in 1967, the following plans have been prepared and adopted as guides for future growth and development affecting the Town of Hope Mills. The 1971 Cumberland County Land Use Plan examined the Hope Mills Central Business District, which consisted of commercial development located in fragmented concentrations along Main Street (north of the railroad and south of Lakeview Drive); and along Trade Street. The Plan focused primarily on Trade Street and offered the following recommendations: a Trade Street Businessman’s Association should be formed to develop a uniform scheme of appearance standards such as signage and paint color for each building; sidewalks should be constructed along Main Street and Lakeview Drive to Trade Street with signage directing patrons to the “Trade Street Business District;” off-street parking should be provided along Trade Street; and zoning should be established to tie the two separate areas of the Central Business District together. The Cumberland County 2010 Land Use Plan, 1996 designated the Town of Hope Mills as primarily low density residential, medium density residential, office and institutional; light and heavy commercial; heavy industrial; governmental; and open space as shown on **Map 54 - Hope Mills 2010 Land Use Plan**. The Cumberland County 2030 Growth Vision Plan, 2008, which is shown on **Map 55 - Hope Mills 2030 Growth Vision Strategy Map**, proposed that the Town should be designated primarily as urban, urban fringe, and conservation areas. The Cumberland County Land Use Policies Plan, 2009 serves as a guide to the Hope Mills Town Board of Commissioners regarding land use decisions on a parcel specific basis. It provides objectives and location criteria for residential, commercial, industrial, open space and agricultural uses. It also serves as a revision of the 1978 Land Use Policies Plan (which was also adopted by the Town). The Hope Mills North Main Street Land Use Plan; the Hope Mills Road Business Street Revaluation, 1980; the Cumberland Road Business Street Update, 1985; and the Hope Mills Road Business Street Update, 1985; were designed to recommend the location and type of commercial development along segments of thoroughfares that had undergone street improvements as well as were transitioning from residential to commercial development. The Hope Mills Heritage Preservation Plan, 1995 goal was to provide an overall guidance for the preservation process through recommended projects and policies regarding land use and development within the Hope Mills Historic District. The Hope Mills Community Facilities Plan, 1981 provided an inventory of existing facilities, population projections and growth trends, projected need for additional facilities, and recommendations to be included in a capital budgeting plan.



Map 54  
**Hope Mills**  
**2010 Land Use Plan**

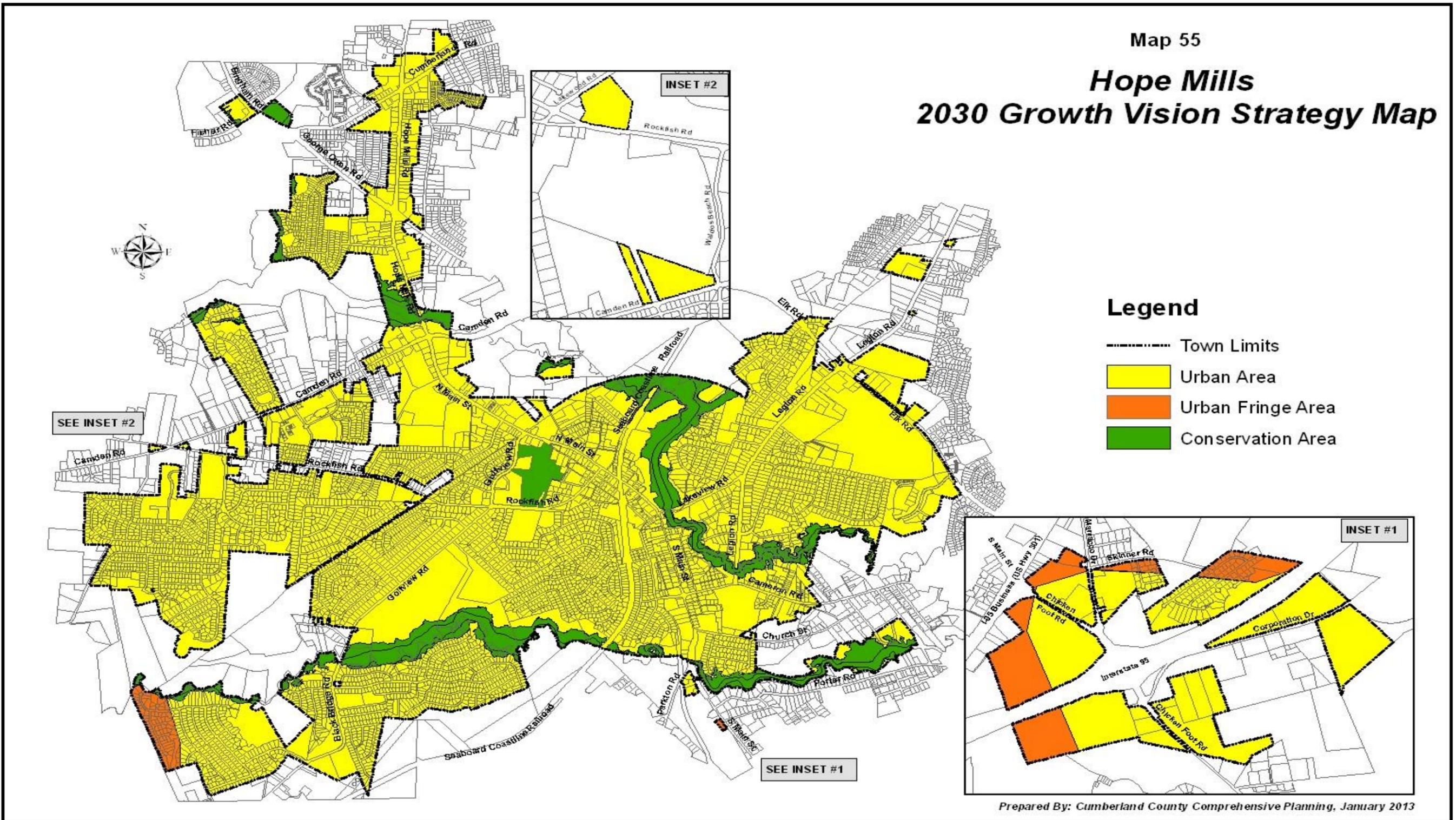
**Legend**

- Town Limits
- Low Density Residential
- Medium Density Residential
- Office & Institutional
- Light Commercial
- Heavy Commercial
- Heavy Industrial
- Governmental
- Open Space



Map 55

**Hope Mills  
2030 Growth Vision Strategy Map**



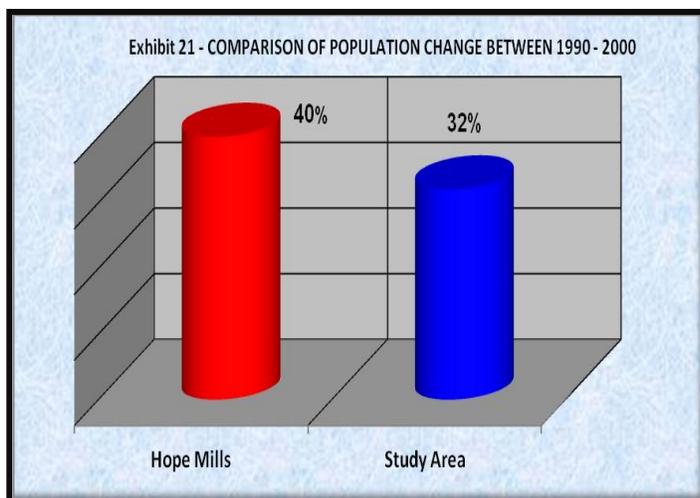
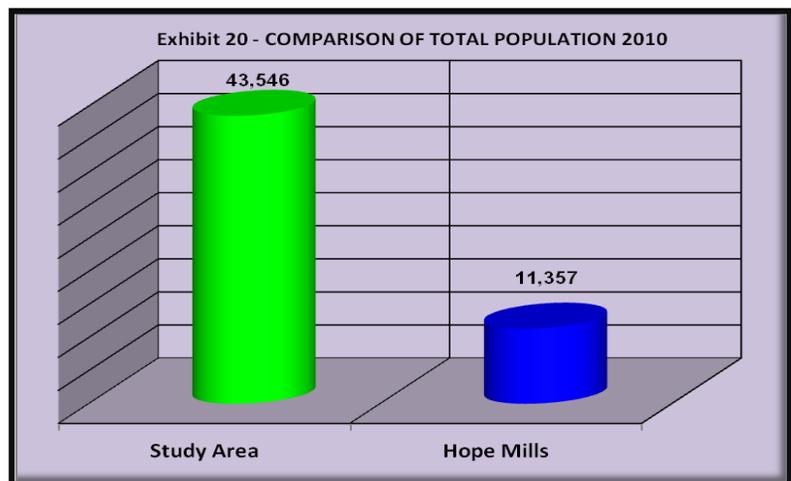
## HOPE MILLS GENERAL ASSESSMENT

The general assessment of Hope Mills examines factors that provide a window into the state of the conditions in the Town. These factors include demographics, housing and economic conditions. Each of these factors is discussed below. The Town of Hope Mills encompasses 13 Census Tracts with all of these tracts being split by the Town limits. Some tracts included more of the Town while other tracts only contain a small portion of the Town.

### Population

Population characteristics are examined during the preparation of a detailed land use plan. The 2000 US Census provides data which contains specific information that was used to examine general social and economic characteristics of the Town of Hope Mills. This Census data includes general population characteristics, labor force, income, education, workplace as well as housing information. This data will illustrate existing conditions as well as growth

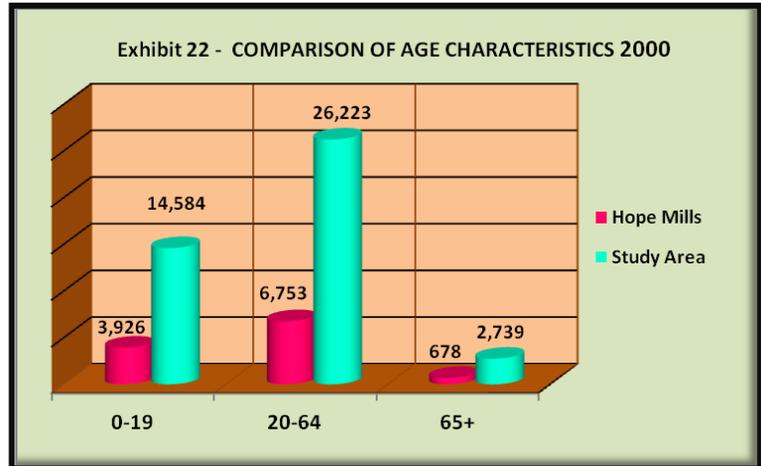
trends that have occurred within the Town. Detailed census data used to illustrate trends is not available prior to 1990, unlike data available for the Census Tract within the Study Area and the County overall (1970); therefore comparisons between data from 1990 and 2000 will be used to show trends for Hope Mills. **Exhibit 20 - Comparison of Total Population 2010** shows the total population for the Town of Hope Mills is approximately 11,357 persons, while the total population within the Study Area is approximately 43,546 persons.



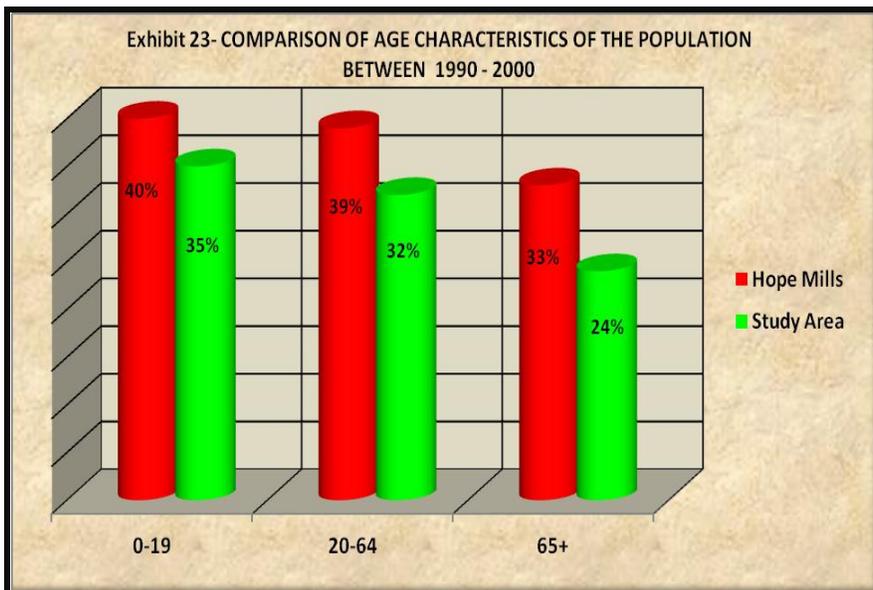
According to **Exhibit 21 - Comparison of Population Change Between 1990 - 2000**, the Town of Hope Mills experienced a population increase from 8,184 to 11,357 (approximately 40%) between 1990 and 2000, compared to an increase from 32,878 to 43,546 persons (at least 32%) within the Study Area for the same time period.

# SWC Southwest Cumberland Land Use Plan

Additionally the data included in **Exhibit 22 - Comparison of Age Characteristics 2000** reveals that both the Town of Hope Mills and the Study Area have similar age characteristics. At least 60% of the total population within the Study Area is between the ages of 20 and 64, compared to 59% of the total population within the Town of Hope Mills with the same age range. Also, 35% of the total population of Hope Mills is between the ages of 0 and 19, compared to 33% of the total population of the Study Area for the same range. At least 7% of the total population within the Study Area is 65 years of age and older, compared to 6% of the total population within the Town of Hope Mills. Examining this data further reveals that the age characteristics of the population have changed since 1990.

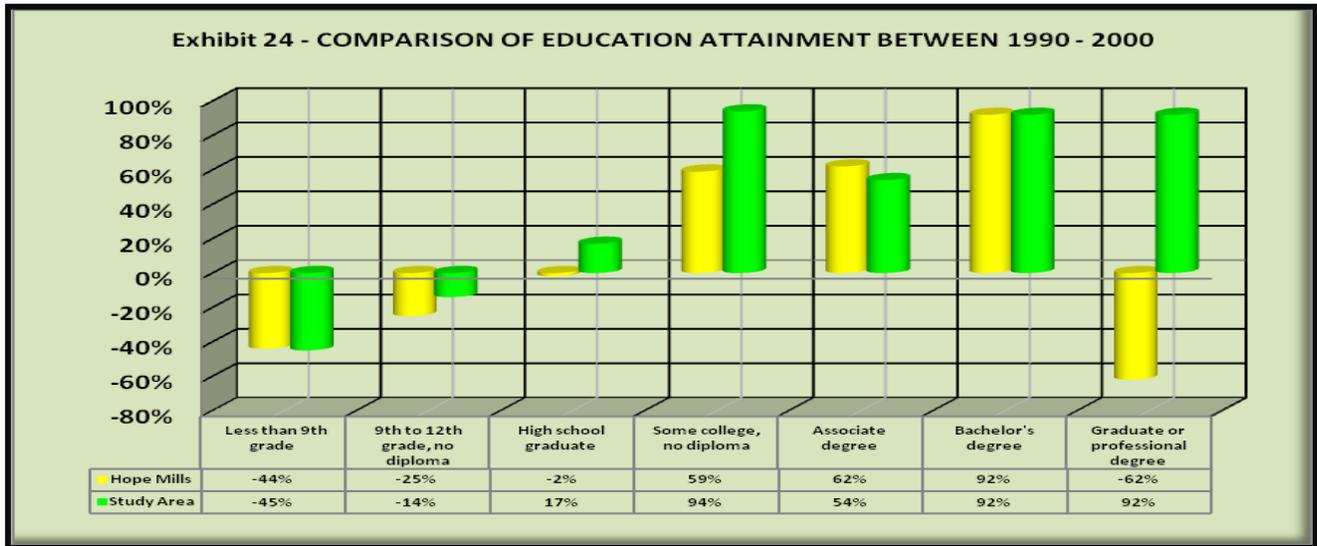


According to **Exhibit 23 - Comparison of Age Characteristics of the Population Between 1990 - 2000**, approximately 40% of the total population of the Town of Hope Mills has increased for the 0 - 19 age range, compared to 35% of the total population of the Study Area for the same age category. Hope Mills also experienced a 39% increase in the total population for the 20 - 64 age category, compared to a 32% increase within the Study Area. Additionally, the total population of the Town of Hope Mills experienced a 33% increase in the age category of 65 years of age and older, while the Study Area experienced a 24% increase for the same age category.



# SWC Southwest Cumberland Land Use Plan

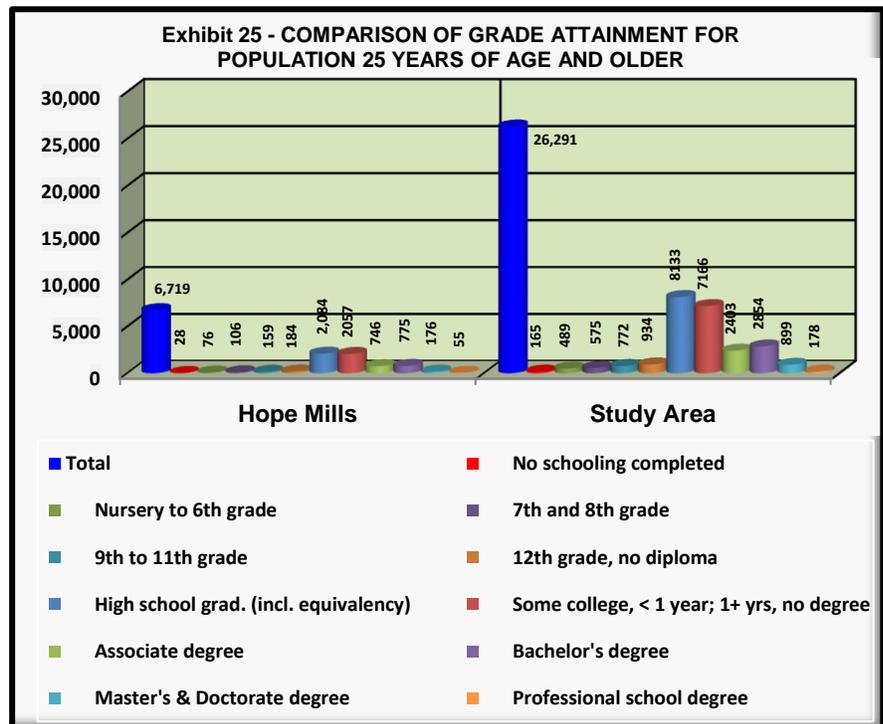
According to **Exhibit 24 - Comparison of Educational Attainment Between 1990 - 2000**, there was a 92% increase in the number of persons obtaining a Bachelor's degree for both the Town of Hope Mills and the Study Area between 1990 and 2000.



and the Study Area between 1990 and 2000. There was an increase of at least 94% within the Study Area of the total number of persons completing some college but not obtaining a degree, compared to 59% of the total population within the Town of Hope Mills. Additionally, there was a 62% decrease in the number of persons obtaining graduate or professional degrees within the Town of Hope Mills, compared to a 92% increase within the population of the Study Area for the same time period.

**Exhibit 25 - Comparison of Grade Attainment for Population 25 Years of Age and Older**, illustrates

that approximately 31% of the total population 25 years of age and older within Hope Mills attained a high school diploma (including equivalency), compared to 31% of the total population 25 years of age and older for the Study Area. Additionally, 30% of the total Hope Mills population had attended some college but earned no degree, compared to 27% for the Study Area. At least 12% of the total population 25 years of age and older within Hope Mills attained a Bachelor's degree, compared to 11% for the Study Area. At least 11% of the total



population 25 years of age and older within Hope Mills earned an Associate degree, compared to nine percent of the Study Area.

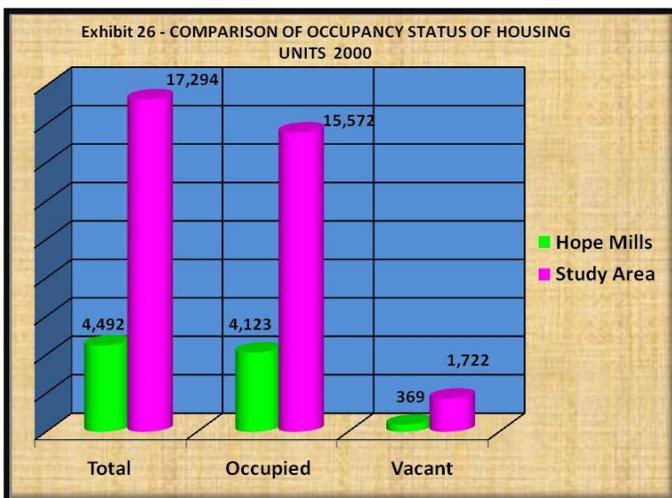
Drawing conclusions from this data indicates that the overall population within the Town of Hope Mills increased substantially between 1990 and 2000; over half of the total population is between the ages of 20 - 64; and there was a large increase in the number of persons obtaining a college degree between 1990 and 2000.

## Population Projections

Anticipated growth is another planning tool used in the development of a detailed land use plan. *The Population and Economics Study, 2006-2035*, prepared by Fayetteville Area Metropolitan Planning Organization (FAMPO) established a base year 2006 population and employment estimates and projections to 2035. Existing databases, field surveys and tax records were used to establish baseline estimates and the generated estimates were compared to US Census Bureau and NC Office of Budget and Management projections. Housing within the Town is projected to increase at least 35% by the year 2035 and the number of employees is projected to increase at least 30% within the same time frame. The population is projected to be at least 16,651 persons by 2035.

## Housing

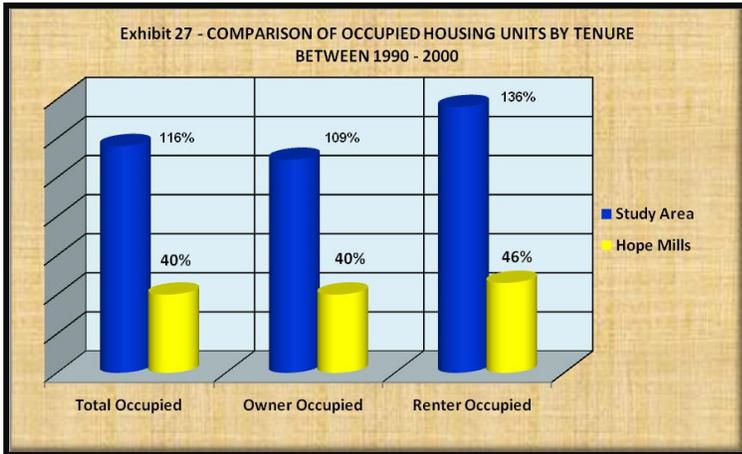
The Town of Hope Mills has a mix of housing types scattered throughout the area. The majority of these homes are single-family dwellings. According to the Cumberland County GIS records, there are approximately 4,924 single family dwellings in the Town. Approximately 102 are manufactured homes on individual lots. In addition, there are 121 townhouse units, 1,517 apartments, and 216 manufactured homes in manufactured home parks. The information presented above is actual data recorded in the GIS data layers as recently as late 2011. The graphs illustrating current conditions as well as trends are based upon the 2000 Census information, unless otherwise noted.



Information is available from the US Census Bureau to show trends and existing conditions regarding housing within the Town of Hope Mills and the Study Area. US Census data is not available prior to 1990, therefore the data in this section compares the Town of Hope Mills to the Study Area between 1990 and 2000 to illustrate changes that have occurred. **Exhibit 26 - Comparison of Occupancy Status of Housing Units 2000**, indicates there are at least 4,123 occupied housing units (92%) within the Town of Hope Mills, compared to 15,572 occupied housing units (90%) in the

Study Area. Conversely, 8% of the total housing units in Hope Mills (369) are vacant, compared to 10% of the total housing units in the Study Area (1,722).

Trends indicate that the occupancy status of housing units has changed over the years. As illustrated in **Exhibit 27 - Comparison of Occupied Housing Units by Tenure Between 1990 - 2000**, the total number of occupied housing units within the Study Area increased approximately 116% between 1990 and 2000, compared to an increase of 40% within the Town of Hope Mills for the same time period.

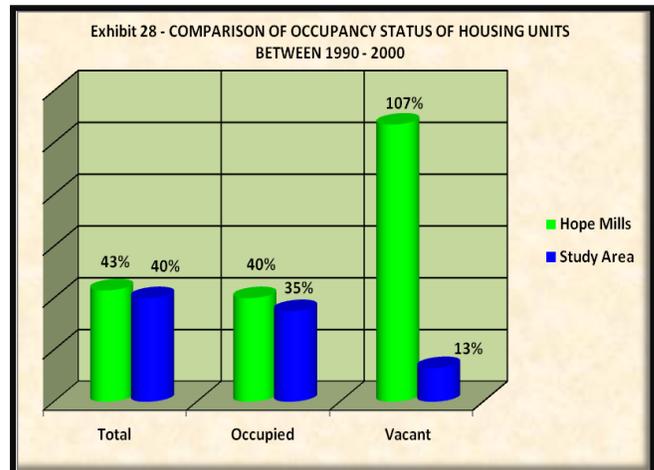


in **Exhibit 27 - Comparison of Occupied Housing Units by Tenure Between 1990 - 2000**, the total number of occupied housing units within the Study Area increased approximately 116% between 1990 and 2000, compared to an increase of 40% within the Town of Hope Mills for the same time period. The Town also experienced a 40% increase in the total number of owner - occupied housing units, compared to a 109% increase in the number of owner - occupied housing units in the Study Area. Additionally, the

Study Area experienced an increase of at least 136% in the total number of renter - occupied housing units, compared to 46% within the Town of Hope Mills for the same time period.

**Exhibit 28 - Comparison of Occupancy Status of Housing Units Between 1990 - 2000** illustrates that the total number of housing units within the Town of Hope Mills increased at least 43% between 1990 and 2000, compared to a 40% increase in the total number of housing units within the overall Study Area for the same time period.

Summarizing this data reveals that there was an increase of approximately 43% in the total number of housing units within the Town of Hope Mills between 1990 and 2000. Additionally, the number of renter-occupied housing units increased (46%); closely followed by a 40% increase in the total number of owner-occupied housing units for the same time period.

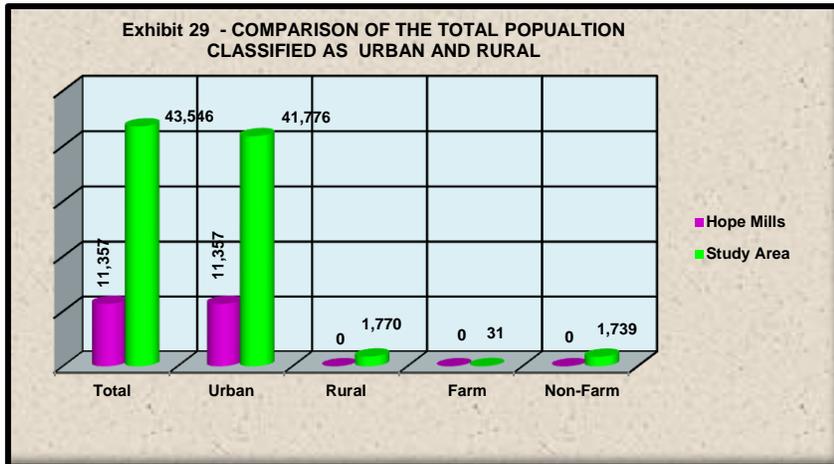


## Economic Conditions

The growth and development of a given area is influenced by its economic viability. US Census Bureau data has been examined to illustrate economic conditions within the Town of Hope Mills. Located in the central portion of the Study Area, the Town serves as a community-based trade area, providing many of the same goods and services found within the City of Fayetteville: wholesale and retail trade;

# SWC Southwest Cumberland Land Use Plan

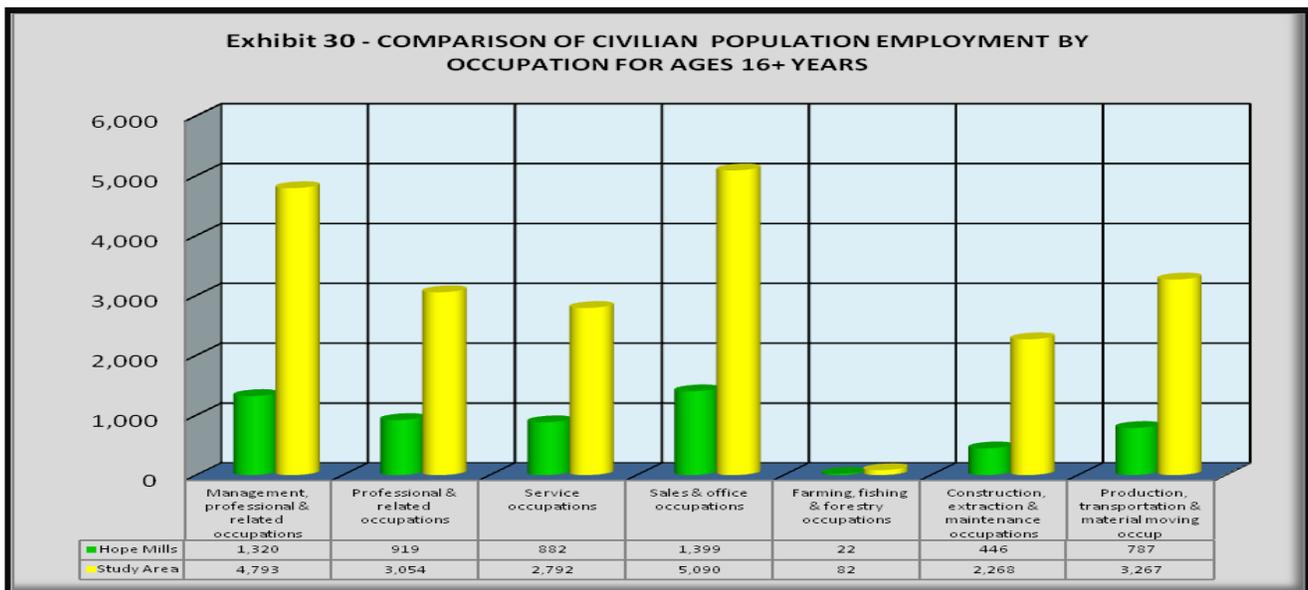
lodging; restaurants; office and professional services; etc. Based on the Cumberland County Tax Records, the total assessed property values for the Town of Hope Mills is \$935,042,229. Single family residential properties account for \$692,635,319; apartments \$59,687,240; manufactured home parks \$2,138,414; commercial \$169,886,657; and industrial \$2,154,278.



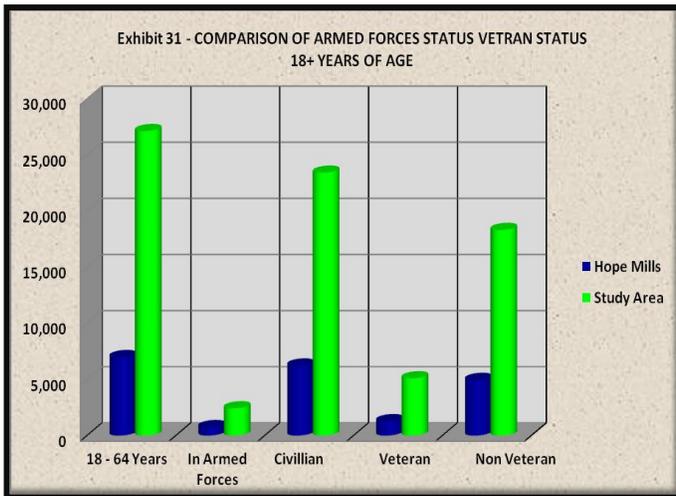
According to **Exhibit 29 - Comparison of Total Population Classified as Urban and Rural**, the majority of the total population within the Study Area (41,776 persons) is classified as being urban, due to the inclusion of the Town of Hope Mills within the Study Area and close proximity to the City of Fayetteville. The entire population within the Town of Hope Mills is classified as urban. Within the Study Area, at least

1,770 persons are classified as rural, and 31 of those persons live on a farm.

According to **Exhibit 30 - Comparison of Civilian Population Employment by Occupation for Ages 16+ Years**, the top three occupations of the total civilian population within the Town of Hope Mills



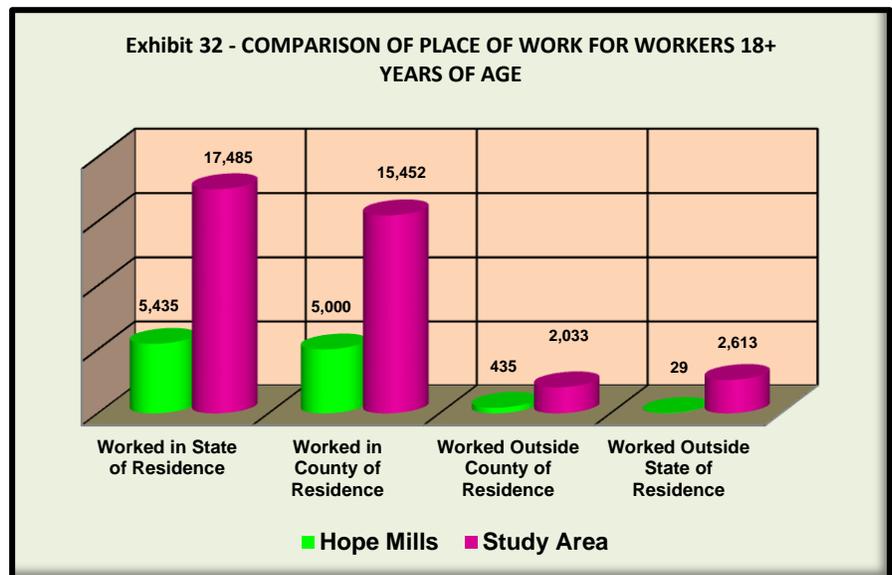
are: sales and office occupations; management, professional and related occupations; and professional and related occupations. Comparatively, the top three occupations for the total civilian population within the Study Area are: sales and office occupations; management, professional and related occupations; and production, transportation and material moving occupations.



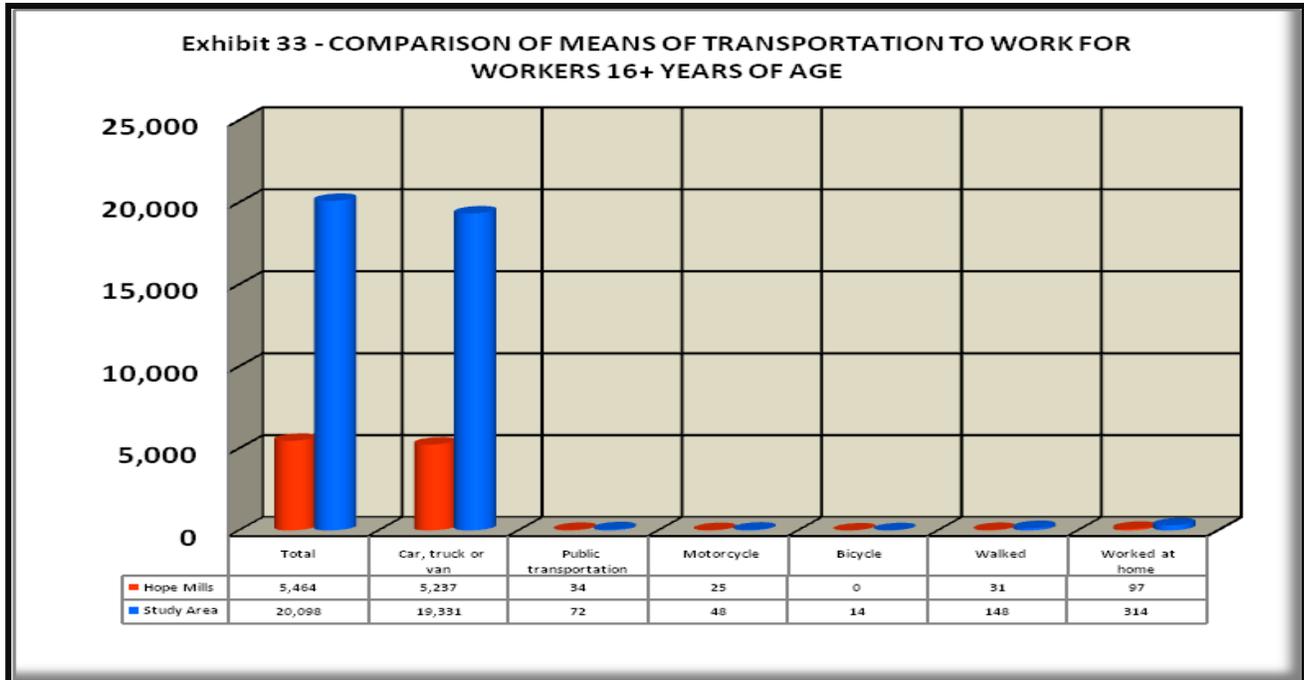
Employment characteristics are also available from the Census Bureau to illustrate economic conditions within the Town of Hope Mills and the Study Area. **Exhibit 31 - Comparison of Armed Forces Status Veteran Status 18-64 Years of Age** shows that at least 11% of the total labor force within the Town of Hope Mills is in the armed forces and 89% are in the civilian labor force. Additionally, of the total civilian labor force, at least 79% are classified as non-veteran for the Town of Hope Mills and 21% are classified as veteran. By comparison, at least 9% of the total labor force of the Study Area is in the armed forces and 91% are civilian.

Out of the total number of persons in the civilian labor force, approximately 78% are non-veteran and 22% are veteran, which is almost similar to Hope Mills.

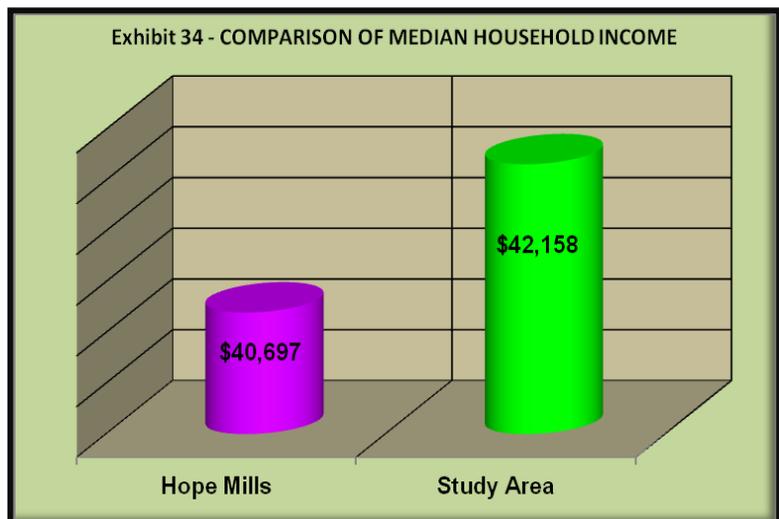
According to **Exhibit 32 - Comparison of Place of Work for Workers 18+ Years of Age**, approximately 99% of the total workforce in the Town of Hope Mills worked in the state of residence and 1% worked outside the state of residence, compared to 87% of the total workforce within the Study Area worked within the State of Residence and 13% worked outside the state of residence. Also, at least 92% of the total workforce in Hope Mills worked in the county of residence, compared to 8% who worked outside the county of residence. Approximately 88% of the total workforce in the Study Area worked within the county of residence, compared to 12% who worked outside the county of residence.



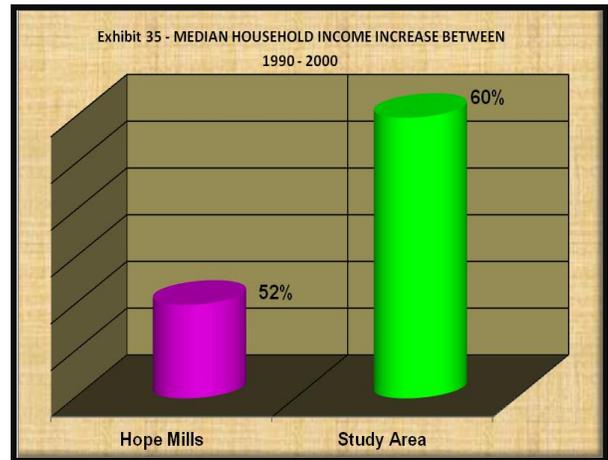
**Exhibit 33 - Comparison of Means of Transportation to Work of Workers 16+ Years of Age** illustrates various means of transportation used by the workforce within Hope Mills and the Study Area. Of the total number of persons in the workforce in the Town of Hope Mills, 96% of the workers (5,237) used a car, truck or van as their means of transportation to work. The total number of persons in the workforce within the Study Area using a car, truck or van as their means of transportation (19,331) reflects the same percentage, 96%, as that of Hope Mills.



According to **Exhibit 34- Comparison of Median Household Income 1999**, the Median Household income within the Study Area is at least \$42,158 dollars, which is slightly higher than the median household income within the Town of Hope Mills (\$40,697 dollars).

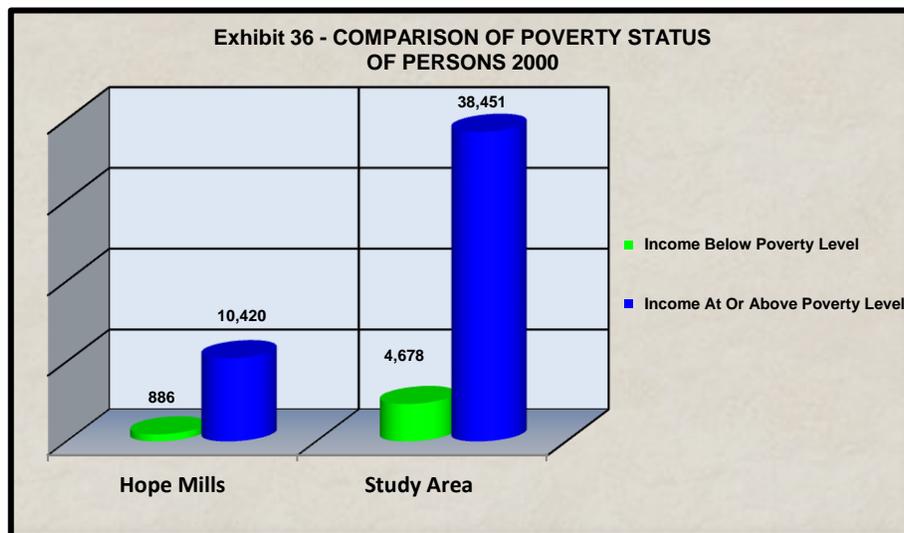


Additional information is available in **Exhibit 35 - Comparison of Median Household Income Between 1990 - 2000**, which illustrates that the median household income in the Study Area increased at least 60% between 1990 and 2000, compared to a 52% increase in the median household income of residents within the Town of Hope Mills for the same time period.



**Exhibit 36 - Comparison of Poverty Status of Persons 2000** illustrates that of the total number of persons earning an income within the Town of Hope Mills, 92% earned an income at or above the poverty level, compared to 89% of the total number of persons earning an income within the Study Area for the same category. Additionally, 8% of the total population earning an income in Hope Mills had an income below the poverty level, compared to 11% of the total income-earning population within the Study Area.

Summarizing the economic condition within the Town of Hope Mills indicates that at least 89% of the total labor force is civilian; of the civilian population, the top occupations are professional in nature; and the majority of the workforce works within Cumberland County. The median household income within Hope Mills increased approximately 52% between 1990 and 2000 (\$40,697); and 92% of the total number of persons earning an income earned at or above the poverty level.



within Hope Mills increased approximately 52% between 1990 and 2000 (\$40,697); and 92% of the total number of persons earning an income earned at or above the poverty level.



**PLAN  
RECOMMENDATIONS**

## GOALS & OBJECTIVES

Developing goals and objectives are paramount in any planning effort. They are the residents' guideposts based on their needs, aspirations and values. These values, needs and aspirations are not set in stone but are a reflection of the current resident's beliefs at this specific point in time. The collective expressions of these elements are the goals. This collective expression was gathered through the public participation process of the Vision Sessions, questionnaires, and an open public participation process. The goals are met through objectives, which are specific actions to achieve the goal. In creating these goals and objectives, the success of the residents' efforts can be assessed. Specific goals and objectives developed for the Study Area include residential, commercial, transportation, open space, community appearance, community facilities and services, Hope Mills downtown, farmland, and industrial/manufacturing.

### **Residential Goal**

Provide a full range of housing types and sites with adequate infrastructure in new and redeveloped neighborhoods throughout the area that is in harmony with the surrounding areas; respects environmentally sensitive areas; and that accommodates the present and future needs of the residents while maintaining the character of the area.

### Objectives

1. Residential developments when possible should be designed to allow for the continuation of collector streets.
2. Residential development should not front on any street classified as arterial or above.
3. Encourage the development of a full range of housing opportunities (structure, types, and sites) to accommodate the existing and future needs, desires and capabilities of a diverse citizenry.
4. Strengthen and enforce minimum housing standards that address clutter, junk cars, litter, etc.
5. Any high density multi-story residential development adjoining one story single family homes should have a minimum vegetative buffer separating the two uses.
6. Maintain the stability, character and density of existing sound neighborhoods.
7. Preserve and protect areas of unique beauty, character, or historic importance.
8. Protect existing residential areas from encroachment of non-residential uses.
9. In residential areas where new streets are constructed, curb & gutter, sidewalks, and other pedestrian amenities should be required to provide access to community facilities and services.
10. High density residential development should be located on sites which have direct access to an arterial or collector street, and where it will not contribute to an increase in traffic volumes on local streets in adjoining lower density residential areas.
11. Locate high density residential development near major activity centers, along existing or future transit routes, above regional or community shopping facilities, near downtown Hope Mills (not in areas where it is not compatible with the surrounding development), and where all urban services are available.

12. Develop incentives to encourage infilling and utilizing existing undeveloped subdivision lots requiring compatible design with existing development in the area on sites where public services exist.
13. Provide safe and sanitary housing for low and moderate income families and individuals.
14. Require all residential areas to have adequate entrances/exits that minimize traffic congestion, while encouraging safe speed zones, school and pedestrian right of ways, and not enabling neighborhoods to become cut-through options for drivers to avoid already congested areas.
15. Promote the design of residential areas in a manner that discourages through traffic.
16. Encourage housing construction measures that are cost effective, innovative, and environmentally sound.
17. When public facilities (schools, parks, etc.) are located near residential areas, pedestrian access shall be required.
18. Promote housing opportunities for the specialized needs of the elderly and handicapped.
19. Update codes to require more energy efficient structures.

## **Commercial Goal**

Create an atmosphere that supports existing and future commercial activities while complimenting the existing residential area; encourages and fosters economic development that is harmonious with the character of the area; respects environmentally sensitive areas; is well-designed and attractive; located in areas with sufficient infrastructure to support the type of commercial activities; and provides a range of commercial locations that accommodate market demands that meet the needs of area residents.

## Objectives

1. Concentrate regional and community oriented commercial development in nodes at major intersections.
2. Locate neighborhood commercial activities into nodes centered around the neighborhood it serves with vehicular and pedestrian (sidewalks, bicycle, pedestrian paths, and public transit when available) access to the neighborhood.
3. Neighborhood commercial activities should not include uses that generate large volumes of traffic from outside the neighborhood, produce noise, odor, intense activity or negative visual appearance.
4. Promote measures that encourage the reuse of existing big box and vacant commercial buildings.
5. Provide a minimum 20 foot wide natural buffer during and after construction between commercial and residential uses.
6. Commercial development must be constructed so as not to impact the privacy of residential areas on the ground or by air (height).
7. All commercial development in an established residential area should be in harmony with the area in scale, size, appearance, and accessibility.
8. All commercial development (with the exception of Rural Area Center) shall be required to have public or community water and sewer.

9. Any neighborhood, community or regional oriented commercial development shall be required to install deceleration lanes when they take access from any classified thoroughfare.
10. No commercial development shall negatively impact environmentally sensitive areas.
11. All commercial development shall have certification that run-off from its development will not negatively impact adjacent and downstream properties after completion.
12. Any commercial activities in the Hope Mills Historic District or any designated landmark properties shall be required to maintain the historic integrity of the structure.
13. Commercial development should be clustered in centers or districts that are appropriate for the location and scale with respect to adjacent land uses.
14. Prohibit uncoordinated strip commercial development.
15. The location of commercial development should take into consideration the potential for providing employment and service convenience for nearby living areas so as to reduce travel.
16. Limit the intrusion of new commercial activities in established residential areas.
17. Traffic and parking generated by commercial activities should be oriented away from residential areas.
18. Mixed use development should be encouraged with the uses being complementary and the site design, landscaping, parking, services areas, access and circulation must be related sensitively to provide a workable and visually pleasing environment.
19. Allow vertical and horizontal mixed uses in areas that have sufficient infrastructure to accommodate it without it impacting negatively on the surrounding development.
20. Promote policies that address enhancing the appearance of existing strip commercial areas.
21. Utilize office, institutional and high density residential development as a transition between intense commercial development and residential areas.
22. Promote incentives that foster the revitalization and reuse of existing commercial buildings.
23. Promote incentives to enhance and expand small local businesses in the central downtown core area of Hope Mills.

## **Transportation Goal**

Provide and maintain a full range of transportation choices that include all modes of travel; that decreases travel times; improves mobility, safety, and accessibility for all residents (elderly & people with disabilities included); that connects the SWC Area to Fort Bragg, Fayetteville, other municipalities, and other points of interest; accommodates the movement of goods and services without congestion; and that respects air quality, environmentally, historically and socially sensitive areas.

## Objectives

1. Require pedestrian and bicycle infrastructure where the density and character of the development is compatible.
2. Pedestrian access to community facilities (schools, parks, community buildings and centers) should be required.
3. Promote intersection improvements on major streets to increase capacity and safety.
4. Plan and program railroad spurs to major future or existing industrial/manufacturing sites.

5. All streets classified as boulevards and thoroughfares shall be required to have sidewalks on both sides.
6. Reserve adequate right-of-way for existing and future road widening.
7. Plan and program transit routes to better serve the transit dependent workers.
8. Ensure transportation choices are available to senior citizens and people with disabilities.
9. Make intelligent transportation decisions through enhanced communication between land use planners, transportation officials, developers and others.
10. Promote local and regional mass-transit in Hope Mills and the surrounding areas.
11. Promote ways to reduce travel delay and increase safety for all modes of travel by promoting smart land use decisions and using access management tools.
12. Support transportation decisions that will improve air quality in the region.
13. Promote pedestrian mobility by supporting bicycle and pedestrian amenities, a more connected network of properly marked crosswalks, striped bicycle lanes, and sidewalks.
14. Promote the acceleration of the Camden Road widening project from US 59 to future I-295 interchange and I-295.
15. Maintain the existing transportation network while waiting on improvements.
16. Provide an interconnected network of recreational multi-use trails in environmentally sensitive areas throughout the Study Area.
17. Develop a coordinated vanpooling/carpooling system to major employers and points of interest.
18. Promote shared driveways in commercial areas that access major thoroughfares.
19. Initiate the planning for a light rail connector between the Hope Mills area, the City of Fayetteville, Fort Bragg, and other municipalities in the County and region. This planning will include the location of the high intensity development areas that makes such a system efficient and economically sustainable.
20. Protect the areas around Fayetteville Regional Airport from encroachment so that it can expand to accommodate local travel needs of existing and future residents.
21. Minimize the number of access points on all arterial streets.
22. All major road widening projects should be constructed with a center landscaped median where possible and have boulevard characteristics.

## **Open Space Goal**

Provide a diversified open space system that protects, preserves, maintains, and enhances natural resources and environmentally sensitive areas; threatened species and wildlife habitats; agricultural lands; air and water quality; unique resources; historical sites and structures throughout the Study Area while providing new facilities such as greenways, parks, and similar amenities that enhances the quality of life of Southwest Cumberland Area residents.

## Objectives

1. Construct pedestrian trails – greenways along Big and Little Rockfish Creeks and other significant water bodies within the Study Area, incorporating the Master Plan developed by the NCSU School of Design students, and establish a greenway protection mechanism along all of these water bodies.

2. Promote the preservation of the existing tree canopy by developing incentives to promote tree preservation and protection in all developments and to discourage clear cutting; and adopt a tree preservation ordinance.
3. Develop minimum width protective natural buffers along all rivers, streams, creeks, lakes, ponds, swamps and drainage ways.
4. Provide better signage/wayfinding for parks and open space.
5. Reconstruct and preserve the Mill Area at Hope Mills Lake #2 to be used as a park facility and cultural resource.
6. Promote efforts to preserve the natural, scenic, and unique environment of the bluffs along Little Rockfish and Big Rockfish Creeks and utilize this resource as an economic driver and integrate it into the historical aspects of the Town of Hope Mills.
7. Provide adequate access for handicapped and elderly citizens to open space and park facilities.
8. Encourage techniques of development which preserves the natural contours and natural amenities of a site.
9. Provide measures that address the protection of known endangered species and wildlife habitats.
10. Utilize the open space network for linkages to shopping, cultural, educational, workplace, and other community facilities.
11. Allow density bonuses in residential areas for developed open space which provides recreational facilities near the residents.
12. Encourage private recreation initiatives to supplement public facilities.
13. Pursue opportunities to coordinate and cooperate with the Fayetteville/Cumberland Parks & Recreation Department and the Board of Education for the acquisition, development, and use of public property.

## **Community Appearance**

Provide an attractive living environment by protecting the existing natural beauty; improving the landscaping and site design requirements for new development; protecting historic structures that define the community; beautifying the entrances into the Study Area and Hope Mills; and reducing litter and sign clutter along the major thoroughfares.

### Objectives

1. Utilize open spaces, urban spaces and landscaping to soften, beautify, and enhance the image of the Study Area.
2. Develop an educational program to acquaint citizens with the value of preservation, information data for prospective investors, and an adaptability plan for historic structures.
3. Require the planting of street trees along all roads.
4. Promote the preservation of the existing tree canopy by developing incentives to promote tree preservation and protection in all developments; and to discourage clear cutting and adopt a tree preservation ordinance.
5. All thoroughfares that are upgraded or new should be developed as boulevards.
6. Eliminate deteriorated structures and junk cars by enforcing existing codes.
7. Require all utilities to be placed underground.

8. Strength and enforce litter laws.
9. Develop an urban forest program and a program to encourage residents and businesses to plant trees.
10. Erect aesthetically pleasing entrance signs with landscaping on all roads serving as entrance corridors to Cumberland County and the Town of Hope Mills.
11. Limit billboards (digital included) on I-95, Hope Mills Bypass and major thoroughfares.
12. Support the Town of Hope Mills as a Tree City USA.
13. Coordinate City-County Joint Appearance Commission and Hope Mills Appearance Commission on the landscaping of the roads.
14. Enforce the Hope Mills Historic Overlay District Ordinance and further identify potential historically significant structures and sights.

## **Community Facilities & Services Goal**

Provide a range of accessible community facilities and services in a cost efficient and timely manner that enhances the quality of life of Southwest Cumberland Area residents.

### Objectives

1. Provide an emergency shelter in the Study Area that can withstand tornados and other natural forces.
2. Develop a County-wide or Area-wide storm water and drainage plan.
3. Provide and develop a network of parks and open spaces along the stream ways, existing lakes and the re-establishment of Hope Mills Lake #2 for a future water source, power generation, recreation facilities and sources for economic development.
4. Provide more leisure park activities in the Study Area.
5. Provide an array of recreation and other facilities (such as senior center, homeless shelter, shelter for the abused, etc.) for all age groups and special needs persons.
6. Utilize school facilities for community activities after school hours.
7. Require all waste collectors to implement a recycling program.
8. Encourage solar powered street lighting on all new streets.
9. Promote local government efforts to accept and maintain small parks (less than one acre) in residential areas and develop guidelines for their development to include dedication from the developers.
10. Develop a comprehensive water and sewer plan for the Area and adopt specific policies governing the extension of water and sewer services in the Area based on the adopted Land Use Plan as a positive method of encouraging orderly growth.
11. Locate law enforcement and other community services substation(s) in the Area.
12. Locate a fire station in the Parkton Road area.
13. Provide a well-lighted and secure area for all recreational and park activities.
14. Promote higher education facilities for Hope Mills' area.
15. Promote the installation of solar energy, wind turbines, thermal subterra, and other types of green energy.

## Hope Mills Downtown Goal

Promote sound development practices that allow for a variety of new development that includes high density residential and vertical mixed use development; restore, reuse, maintain and preserve the historic structures and center of Hope Mills; and enhance the living, working environment and character of the Downtown Area while ensuring its long term economic viability.

### Objectives

1. Establish a public-private partnership organization with the sole purpose of downtown improvement which includes defining the Downtown Area and a vision for the Area.
2. Encourage the pursuit of funding sources for public-private partnerships to invest in the Downtown Area.
3. Promote a program to provide and encourage amenities that will enhance the small town character and historic scale, which may include attractive lighting, landscaping, street furniture, pavement texture, public art and fountains, parking, sidewalks and bike lanes, pedestrian paths, etc.
4. Develop incentives that encourage downtown development.
5. Promote the revitalization and preservation of the Trade Street commercial area.
6. Concentrate high intensity retail, high density residential, office and institutional, vertical mixed uses, social, recreational, cultural facilities and commercial land uses near the Downtown Area.
7. Develop urban design guidelines to develop and enhance the downtown environment.
8. Develop a detailed Downtown Plan that includes land use mix, market analysis, image, a circulation plan and marketing program.
9. Develop a pedestrian plan that connects existing residential areas to Downtown.
10. Utilize the Lake and its amenities as a center piece for Downtown.
11. Develop incentives that foster infill development in and adjacent to areas near the Downtown.
12. Place all electrical lines underground.
13. Utilize the Downtown Area as the hub of the proposed Little & Big Rockfish Creek Greenways.
14. Promote a stable economic climate for small locally-owned and operated businesses.
15. Enforce the Hope Mills Historic Overlay District Ordinance.

## Farmland Goal

Protect and preserve farmland, the family farm, natural resources, the agri-business industry, and rural character that enhance the quality of life for rural residents and create a sustainable environment for agricultural operations.

### Objectives

1. Promote the Cumberland County Voluntary Agricultural District Program.
2. Promote Farmers Market, Farm to Fork, and the utilization of locally grown farm produce as a source of food and as raw materials for local agri-business operations.
3. Promote incentives that encourage farming and farmland protection.
4. Encourage the development of a community garden in the Southwest Area.
5. Prohibit large scale poultry and swine operations in the Southwest Area.

6. Preserve rural character and lifestyle where appropriate.
7. Promote tree forestry and protect timberland areas.
8. Promote public education initiatives on the need to maintain and preserve farmland.
9. Develop minimum width vegetative buffers along all rivers, streams, creeks, lakes, ponds, swamps and drainage ways to trap silt, farm chemicals and nutrients, slow the movement of storm water, increase water filtration into the ground, and provide wildlife habitat.
10. Promote measures that protect farmland from urban development and encroachment.

## **Industrial/Manufacturing Goal**

Promote a diversity of clean and high tech industrial/manufacturing enterprises that have adequate infrastructure and ensures compatibility of land uses as well as have a positive impact on the social, natural, and environmental conditions in the Area.

### Objectives

1. Locate industries and manufacturing enterprises in areas that have adequate infrastructure (rail, water, sewer, natural gas, roads, mass transit, etc.) and land area for buffering, vehicular and pedestrian circulation, landscaping, and is compatible with the character of the Area.
2. Provide an atmosphere and incentives that will attract clean, high tech, industries to the Area.
3. Promote economic cooperation and coordination between all levels of public and private agencies in recruiting and retaining industries and manufacturing enterprises.
4. Encourage and provide incentives for industrial/manufacturing enterprises to use existing vacant land (which is zoned for industrial land use) or reuse current vacant structures that are suitable and have the necessary infrastructure.
5. Protect the existing County Industrial Park in the Study Area.
6. Identify any existing Brownfield sites in the Area and pursue ways to reuse them.

## PLAN ACTIONS

The recommendations are measures that if implemented will move the area in a direction to achieve the goals and objectives outlined for the Study Area. Some of these recommendations are not land use decisions, but are germane to a comprehensive effort to improve the quality of life for the existing and future residents. While the document has separate data analysis for the Town of Hope Mills and the unincorporated portion of the County; the recommendations, like the Goals and Objectives are combined.

### **SWC - Preservation of Historic Structures, Landmarks and Historic District**

Historic structures and landmarks can serve as a catalyst for tourism and economic development. As noted in the data analysis, there is a concentration of historic structures and a historic district within the Town of Hope Mills. The Hope Mills Heritage Preservation Plan, 1995 outlines measures to preserve and protect these historic treasures. It is recommended that the town continue to pursue the implementation of the Plan's goal.

The goal of preserving the Historic District and the structures therein is stated in the Hope Mills Heritage Preservation Plan, September, 1995 which is to "preserve the Hope Mills Historic District and structures as a living link to the Town's origins and to preserve the District's contribution to the character and quality of life of Hope Mills residents". The preservation of the "Old Village" must become paramount for the community as a unique historic resource. Resources should be invested in the preservation of the structures in the Area. New, creative, and economically viable uses must be found for the structures and marketing the Area for tourism should be pursued. Action items to achieve the historic preservation goals include:

1. Establish a Historic Resources Commission with the sole purpose of preserving all aspects, structures, activities that relates to the 'Mill Village" This would include any structure within or outside the present designated Historic District. It should coordinate its efforts with the Chamber of Commerce and other economic development partners to attract suitable tenants for the area and develop an education and marketing program for the citizens and tourist. It should also be responsible for insuring that any improvements, demolitions, alterations are done to maintain the integrity of the district and the structure.
2. Establish an entity, such as a non-profit group, to raise funds to be used for the expressed purpose of restoration and preservations of all significant structures in the Historic District or any other significant structure in the Town.
3. Enforce the Hope Mills Historic District Overlay Ordinance. The Ordinance regulates how the historic structures should be protected, acceptable alterations and their demolition. Two structures located at 208 and 214 East Patterson Street, built by Hope Mills Manufacturing Company in 1889, has been removed. There are no public records of an application for their demolition. These

structures were very significant in the Historic District. Enforcing the Historic Overlay District Ordinance will insure that this type of activity does not occur in the future.

There are also some structures and a landmark both in the unincorporated portion of the County and the Town of Hope Mills that are over a century old and should be investigated for their historical value, mapped, and preserved if deemed significant as shown on **Map 56 - Historic Structures, Landmarks and Historic District**.

The Old Plank Road that traverses the Study Area and through the Town of Hope Mills is a significant landmark that played an early role in the development of Fayetteville as a center of trade and a road hub for five major plank roads throughout the State prior to the Civil War and the advent of the railroad. There is currently an effort underway by the Sandhills Family Heritage Association and the North Carolina Division of Travel and Tourism Development in conjunction with other agencies to preserve as much of the Old Plank Road route as possible; and develop the Plank Road Tour Trail.

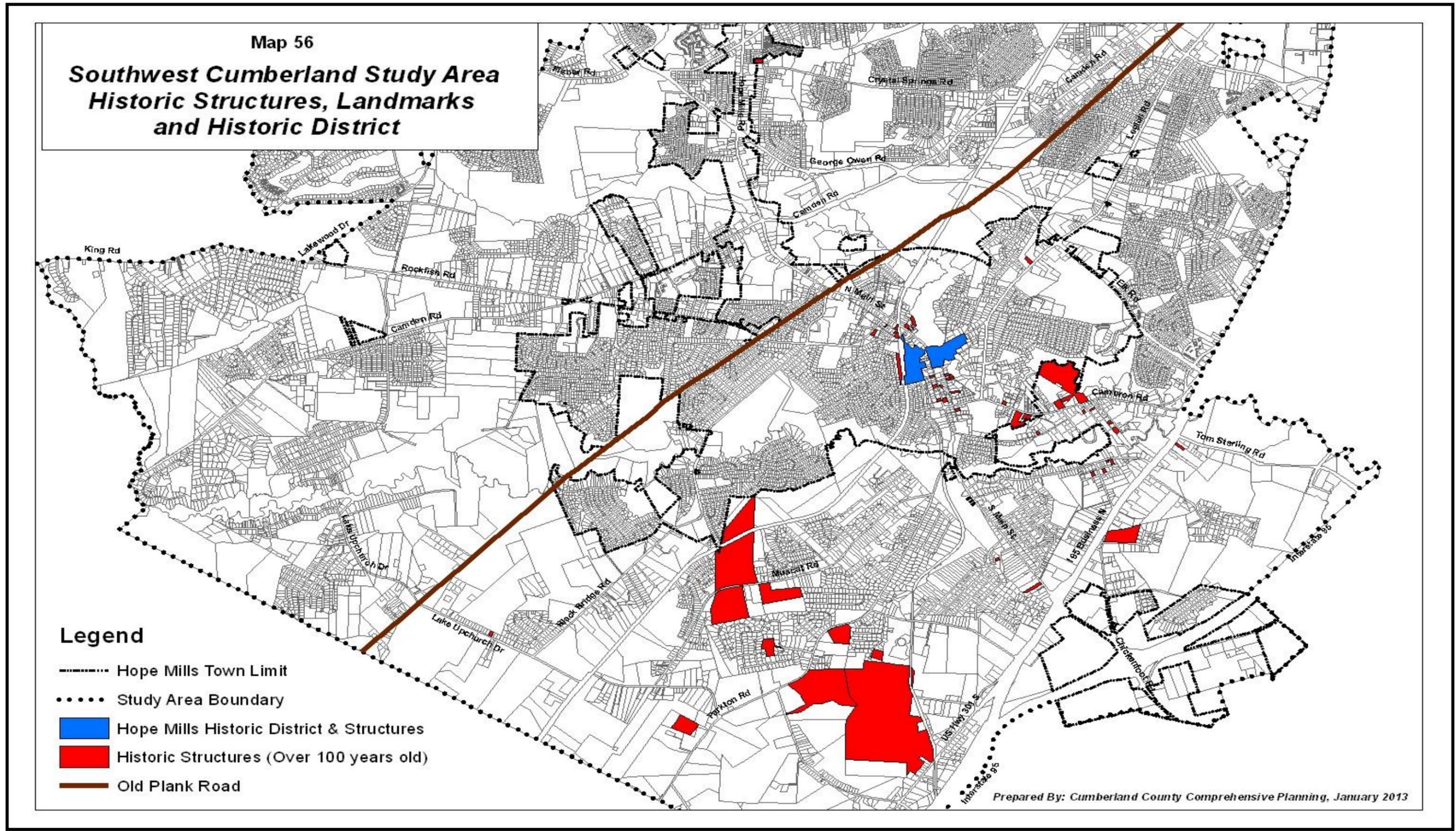
## **SWC - Promote Trade Street Enhancement**

The Trade Street commercial area is a jewel for the Town of Hope Mills. It is a present identifier of the roots of the Town's origin. In the future as the Town continues to grow, the downtown will become the hub of cultural and governmental activities for the Town's residents and other adjacent residential areas. The downtown area will be a symbol of the character and integrity, and play a major role in defining the "quality of life" in Hope Mills. It is the heart of the Historic District and the



core of downtown Hope Mills. Over the last decades, the area has lost its luster and is off the "beaten path." It is now time for this sleeping jewel to be restored and rehabilitated. The first step in this process is to establish an organization such as "the Trade Street Merchants Association" with the purpose of working together as a single entity specifically for economic development of the area. It should form a partnership with the business sector, the Town of Hope Mills, the Hope Mills Chamber of Commerce, interested citizens, and historic and civic organizations. After the structural organization has been constituted, it should be responsible for marketing the area, completing a market study,

developing a unified enhancement and streetscape plan, and promoting the area for vehicular and pedestrian access. Enhancing the visual appearance of the area similar to **Exhibit 37 - Trade Street Enhancement Example** would attract both small businesses and customers.



## **SWC - Provide a Leisure Park Facility on the West Side of Study Area**

The Parks and Recreation Master Plan, 2006 recommended new community parks called the Southwest Fayetteville Park and a South Cumberland Park. These planned community parks consisted of over 50 acres. The Southwest Fayetteville Park is proposed to be located in the Strickland Bridge/Stoney Point Road area. The proposed five year action plan calls for the City of Fayetteville to allocate one million dollars for land acquisition and two million dollars for construction. The South Cumberland Park is recommended in the Gray's Creek/Hope Mills area. The action plan calls for Cumberland County to allocate two million dollars for land acquisition and construction.

It is recommended that a park containing leisure activities be established to service the residents in the Study Area. This facility should be located within the area as defined in **Map 57 - Recommended Leisure Park Location Area**. In the Parks and Recreation Master Plan, this type of facility would be a regional park. It states that a regional park should encompass unique qualities that exemplify the natural features found in the region, the diverse land formations, and a variety of vegetation and wildlife". It should include facilities such as environmental centers, camping, nature trails, observation decks, picnic areas, and usually open fields. The size of the tracts should be between 100-250 acres. The nearest regional parks to the central study Area is five miles at the Lake Rim Park and eight miles to Arnette Park. While the residents are utilizing these facilities now, Lake Rim and Arnette Parks are located in the fastest growing portion of the County and will soon not be able to accommodate the volume of users for these high demand facilities.

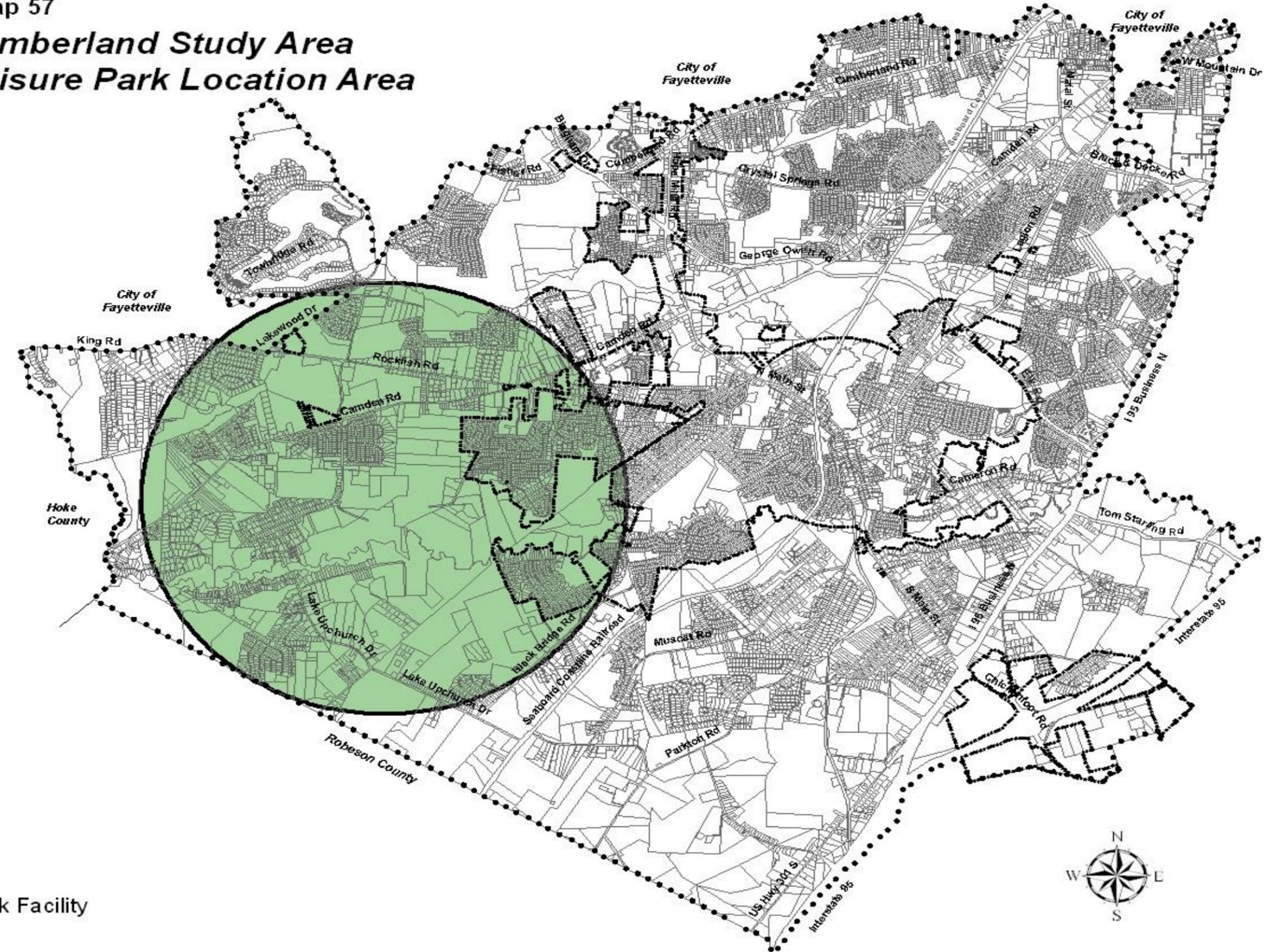
## **SWC - Hope Mills Active Area of Consideration for Future Annexation Map**

The Town of Hope Mills should adopt an "Area of Consideration for Future Annexation Map" that outlines the areas the Town anticipates annexing to the south and east. In most of these areas, residents now relate themselves with Hope Mills. This will help the Town plan and program infrastructure improvements that will be efficient and less costly to the Town. Hope Mills' development standards must be required in these areas. The existing agreement between the Town of Hope Mills and the City of Fayetteville along their northern borders should remain in effect or the two municipalities should define a common boundary line for their municipal limits.

## **SWC - Lakes and Ponds Restoration for Future Water Sources, Recreation, & Economic Development**

The Study Area has four major lakes located within its boundaries. These lakes are Upchurch's Lake, Hope Mills Lake, Hope Mills Number Two Lake and Fantasy Lake. Each has the potential to provide a future water source, recreation, economic development, and power generation. Upchurch, Hope Mills, and Fantasy Lakes provide recreation and economic development. Hope Mills Number Two will require the installation of a dam. The installation of power generation facilities on the lakes that can support them will generate power which can be sold back to the electrical grid. While fresh water is not an issue currently, in the future it could be. The towns and cities upstream on the Cape Fear River are growing; other cities outside the basin (Raleigh, Cary, Fuquay-Varina, Holly Springs, and Apex)

Map 57  
**Southwest Cumberland Study Area  
 Recommended Leisure Park Location Area**



- Legend**
- ..... Study Area Boundary
  - - - - - Hope Mills Town Limit
  - █ Location of Leisure Park Facility

Prepared By: Cumberland County Comprehensive Planning, January 2013

are demanding more water; the possibility of a drought (as in 2002), and the possibility of contamination of the Cape Fear River makes it prudent to develop reserve sources of fresh water. Long range water plans should include the provision of pumps and the connecting infrastructure to bring these water sources online in time of need. The restored lake should include Hope Mills Lake # 2, Wallace Pond (outside the Study Area) and any other water body that's 30 acres or greater as illustrated in **Map 58 - Potential Future Water Resources, Recreation, and Power Generation**.

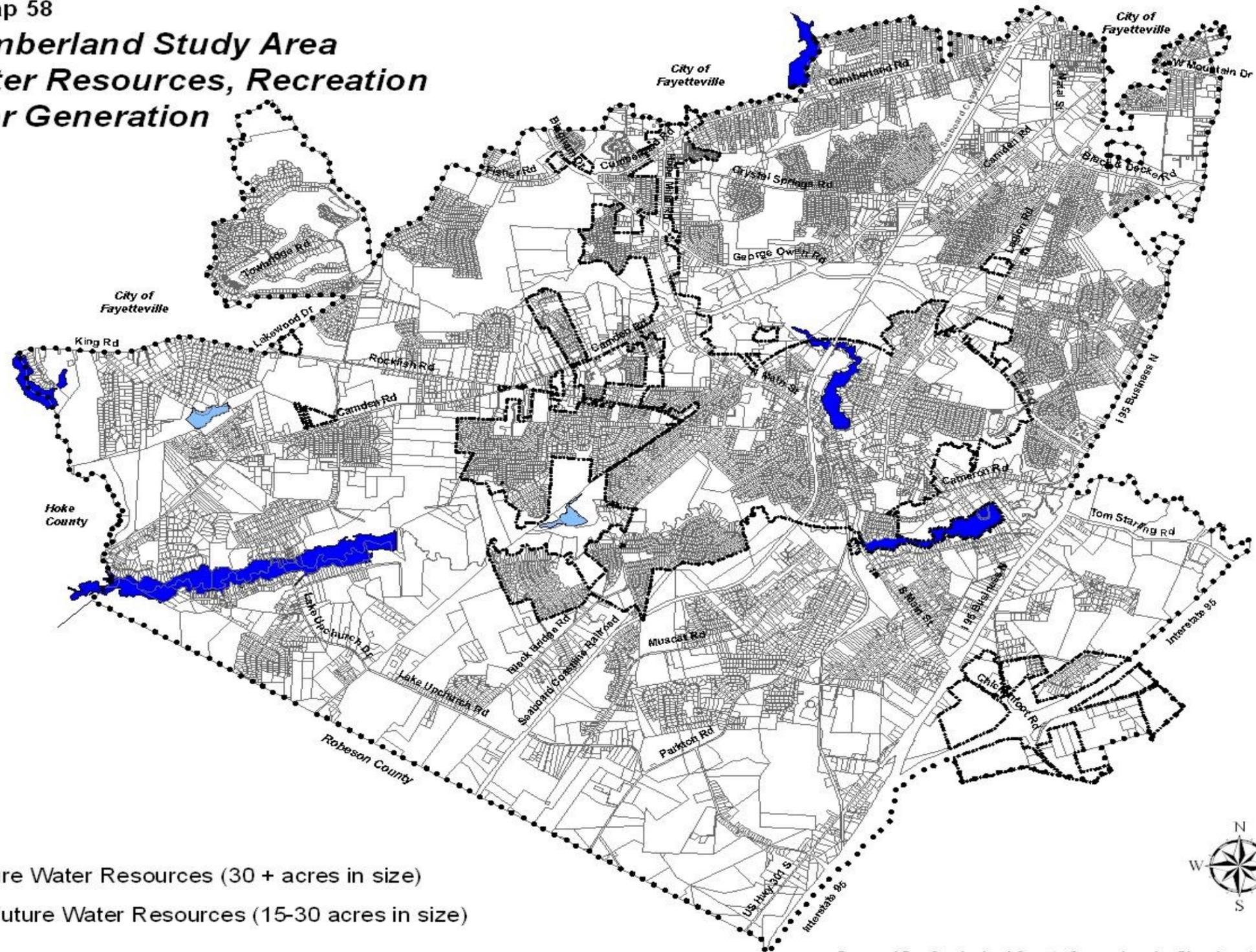
## **SWC - Provide a Pedestrian Connection Between the Town Governmental Complex and Hope Mills Lake**

The Town has two centers of activity consisting of the Town Governmental Complex and Hope Mills Lake. It would be an asset to the Town to tie these facilities, Brower Park, and Rockfish Elementary School together by a pedestrian linkage. The Town has provided the impetus of this connection by the installation of sidewalks along Moulder Street. There is undeveloped property between the end of Moulder Street and Johnson Street. The Town should acquire right-of-way to extend Moulder Street to Johnson Street. The Town could ask that the right-of-way be donated in return for the Town constructing a street through the property, thus opening it up for development by the property owners. This would be a win win situation for all parties. Construction of the Moulder Street Extension should include the extension of the sidewalk to Johnson Street. New sidewalks should be installed on the south side of Johnson Street to the existing walk that connects to Main Street utilizing the existing railroad crossing gates at the Seaboard Coastline Railroad. The Johnson Street sidewalk should tie into the sidewalk on Trade Street. Sidewalks should be installed all along Trade Street (where missing). The sidewalk project on Trade Street should include the construction of new sidewalks with a different texture or design (brick, concrete patterns, cobblestone, etc.) to distinguish the uniqueness of the Area. The walks should continue along both sides of Ellison Street to Main Street with a major pedestrian crossing on Main Street to the Hope Mills Lake Property as illustrated in **Map 59 - Proposed Pedestrian Linkage Between Hope Mills Governmental Complex and Hope Mills Lake**. This project will open Moulder Street for development, open up the Trade Street Area for potentially more pedestrian traffic and economic development, provide a major pedestrian-friendly feature in the Town, enhance walkability in the Town, and enhance the small town image of Hope Mills.

## **SWC - Develop a Strategy or Action Plan to get Existing Large Developments without Public Sewer and Water that are Accessible to Sewer/Water to tie into a Public or Community Sewer/Water System as a Tool to Channel Growth and Redevelopment.**

There are many large developments within the Study Area that were developed when there was no available public or community sewer/water. Since that time, sewer/water system have been extended to these areas and because the areas were already developed, there is no mechanism to tie them to the system. Presently, the only method is through annexation and sharing the cost. The conditions in some of the areas make them less attractive for annexation. These areas are primarily located along both sides of Cumberland Road between Wingate Road and Owen Drive, Legion Road from Raincloud Road to Heidelberg Drive, both sides of Camden Road from Veda Street to the Hope Mills By-Pass, Rockfish Road to Wipperwill Drive, Farm Circle Road to the Hoke County Line, both

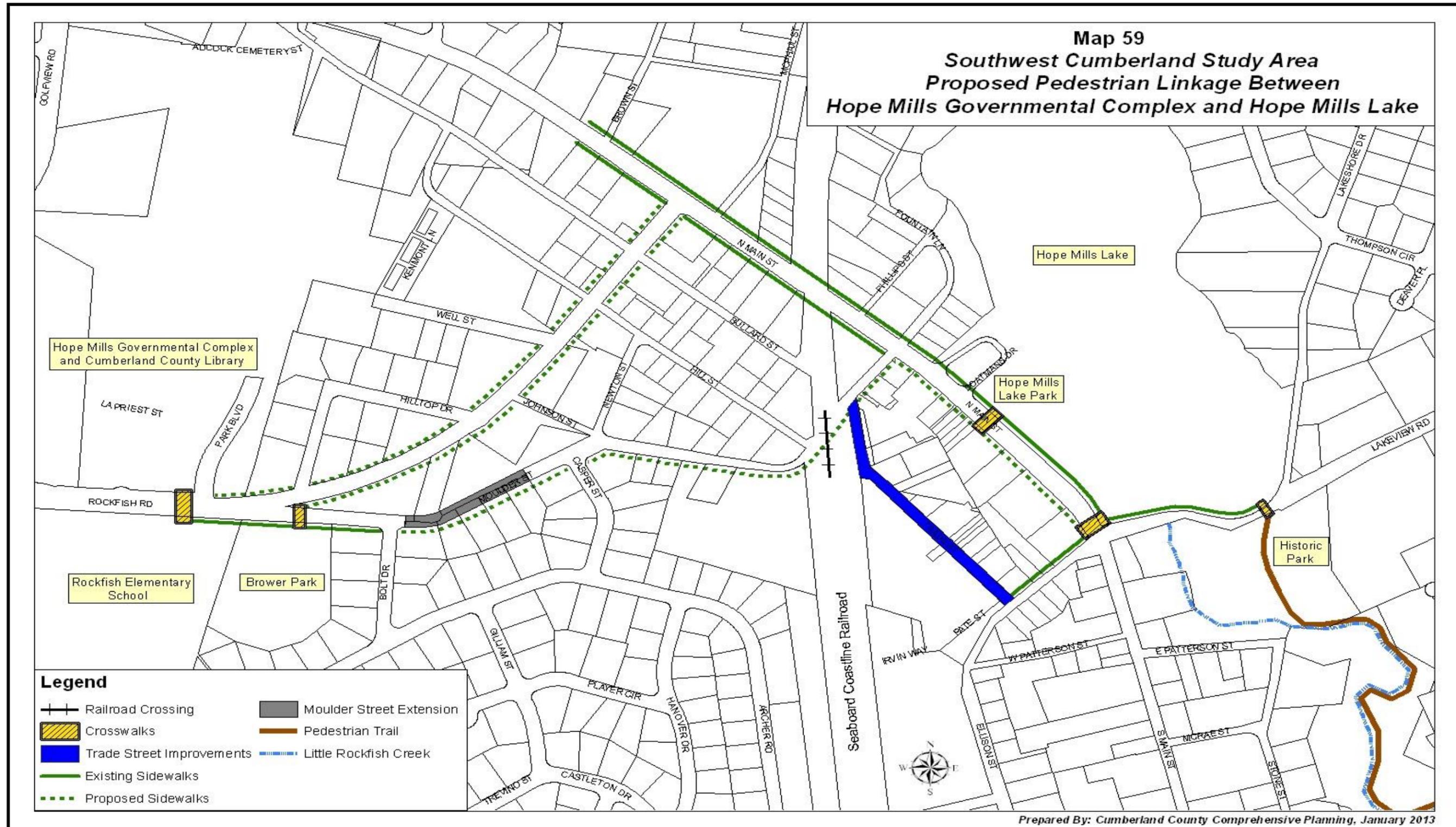
Map 58  
**Southwest Cumberland Study Area  
 Potential Future Water Resources, Recreation  
 and Power Generation**



**Legend**

- Hope Mills Town Limit
- ..... Study Area Boundary
- Primary Potential Future Water Resources (30 + acres in size)
- Secondary Potential Future Water Resources (15-30 acres in size)

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sides of Rockfish Road from Camden Road to Bobcat Road, from Lakewood Drive to the Hoke County Line, development on both sides of Lake Upchurch, the south side of Lake Upchurch Drive from Old Plank Road west to Lake Upchurch, Black Bridge Road from Quarter Horse Run to Lake Upchurch Road, Muscat Road from Parkton Road to Harding Drive, Parkton Road from South Main Street to Doodlebug Drive, South Main Street from Porter Road to U.S. 301 South, Porter Road from South Main Street to U.S. 301 South, Cameron Road from Johnson Drive to Britt Street, Sanders Street, the Skinner Road Area, West Mountain Drive from Legion road to Muriel Drive, and Canady Street from Pickerel to U.S. 301 South. These areas are shown on **Map 60 - Major Areas Developed Prior to the Availability of Public Sewer that are Currently Accessible to Public Sewer** and **Map 61 - Major Areas Developed Prior to the Availability of Public or Community Water that are Currently Accessible to Public or Community Water**. Some type of mechanism should be established, such as the old Cumberland County Revolving Water and Sewer Fund, to implement such projects. Residents can be assessed to recoup the cost and these recouped funds can be used to replenish the fund for other on-going projects. Some of these areas are in a state of decline and the introduction of utilities may provide the impetus for rehabilitation and private sector reinvestment.

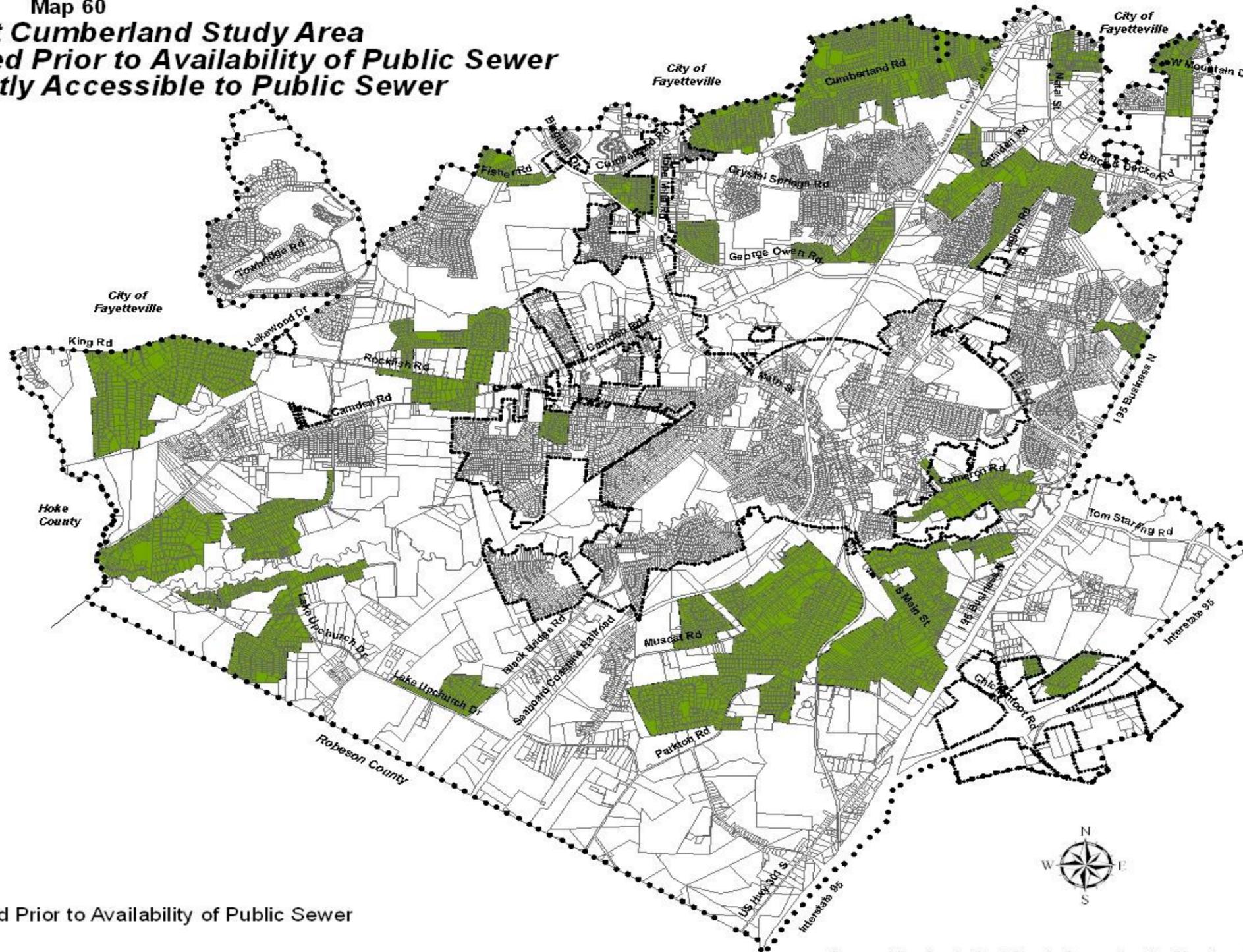
### **SWC - Promote Infill Development on Existing Lots with Public Water and Sewer**

There are vacant lots scattered throughout the Study Area that have existing public water and sewer, are outside the Special Flood Hazard Area, that have not been developed as shown on the **Map 62 - Southwest Cumberland Study Area Buildable Residential Infill Lots**. There are currently approximately 448 developable lots (approximately 135 acres) within the Study Area. Priority and incentives should be developed to encourage the development of these lots.

### **SWC - Protect the Integrity of Fayetteville Regional Airport Operation and Expansion Potential**

The Plan acknowledges that the Fayetteville Regional Airport is vital to economic growth in Cumberland County and the region; and it must be protected from any intrusion that will hinder its operation and expansion. All allowed uses within the Airport area should be compatible with the operation of the airport and consistent with the 2023 Off-Airport Land Use Plan. Permitted land uses can include low impact residential, low light, height restricted, non-smoke generating, and non-noise restricted uses. This includes the enforcement of height, lighting, and electronic emission interference standards. In addition uses that attract birds or water fowl should not be permitted within the Airport area. Residential development near the airport should be located so that aircraft noise is not detrimental to the residents and the potential aircraft crash collateral damage is minimal. All plans for development should be reviewed by the Airport Director for compliance and compatibility.

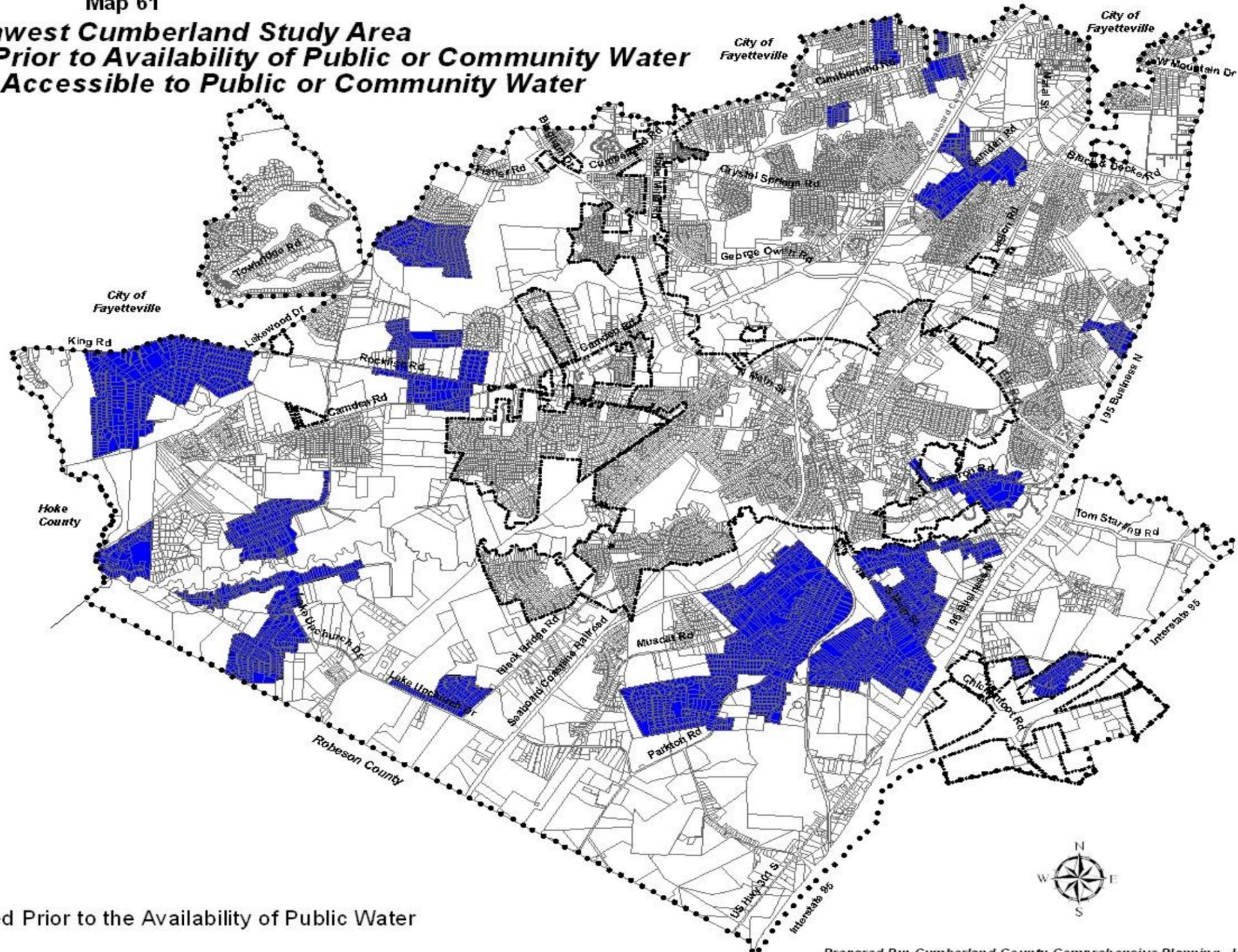
**Map 60**  
**Southwest Cumberland Study Area**  
**Major Areas Developed Prior to Availability of Public Sewer**  
**that are Currently Accessible to Public Sewer**



- Legend**
- Hope Mills Town Limit
  - ..... Study Area Boundary
  - █ Developments Developed Prior to Availability of Public Sewer

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**Map 61**  
**Southwest Cumberland Study Area**  
**Major Areas Developed Prior to Availability of Public or Community Water**  
**that are Currently Accessible to Public or Community Water**

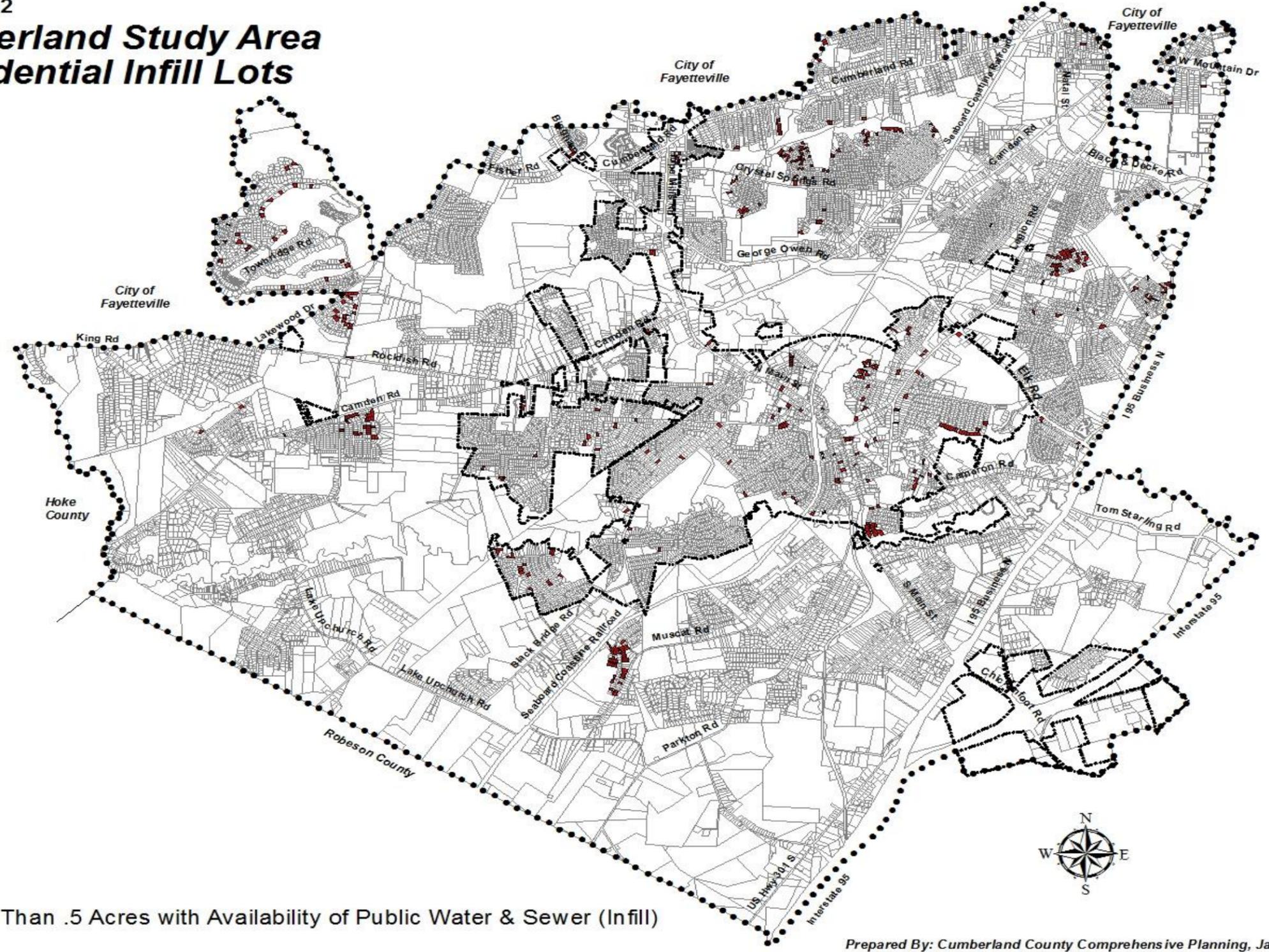


**Legend**

- Hope Mills Town Limit
- ..... Study Area Boundary
- Developments Developed Prior to the Availability of Public Water

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Map 62  
**Southwest Cumberland Study Area  
 Buildable Residential Infill Lots**



**Legend**

- ..... Study Area Boundary
- - - - - Hope Mills Town Limit
- Residential Parcels Less Than .5 Acres with Availability of Public Water & Sewer (Infill)



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## **SWC - Promote the Adopted Bicycle and Pedestrian Connectivity Plan for the Area**

A public outreach survey conducted by the consultant that prepared the FAMPO Bicycle & Pedestrian Connectivity Plan indicated that area residents do engage in some form of walking and bicycling activity for recreation or transportation purposes. This public survey also indicated the residents' desire for safe, accessible bicycle and pedestrian routes and facilities in the area. At the Southwest Cumberland Area Visioning Sessions attendees filled out a questionnaire concerning quality of life issues which included transportation. The questionnaire results indicated that area residents felt that bicycle accommodations were the most deficient transportation issue. Also they stated that the top priority transportation issues that needed to be address were sidewalks/crosswalks and bicycle accommodations. This Bicycle and Pedestrian Plan allows area residents safe transportation to employment, shopping, schools and recreation, while providing an alternative mode of transportation besides vehicles on an already crowded road system. It is recommended that the Bicycle and Pedestrian Plan as shown on **Map 11 - Southwest Cumberland Area Bicycle & Pedestrian Connectivity Plan**, which includes the Town of Hope Mills be implemented in the Study Area to improve the quality of life, provide safe alternative modes of transportation, and provide bicycle and pedestrian connectivity to the rest of the County for its residents.

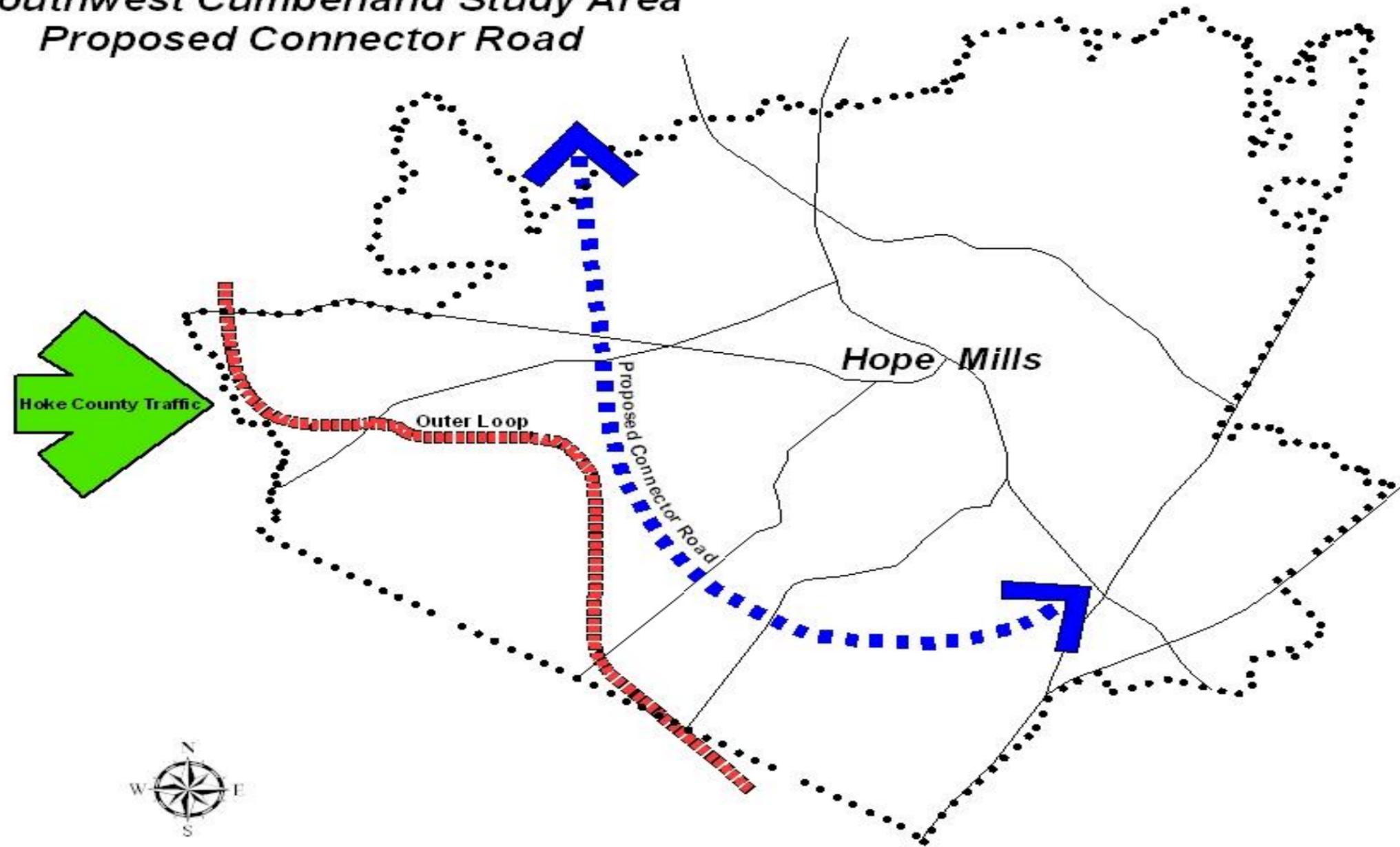
## **SWC - Promote the Acceleration of the Construction of the Outer Loop (I-295) or Construct a North/South Connector Road on the West Side of Hope Mills.**

Vehicular circulation from the north side of Hope Mills to the south of Hope Mills and vice-versa is a challenge. This is due in part because most of this traffic is currently funneled through Main Street where widening is prohibited due to the railroad overpass. Vehicular traffic arriving from the west that wishes to go either north or south has to use Main Street to do so. There is a need for a north/south connector west of Hope Mills tying Rockfish, Camden, Blacks Bridge, Muscat and Parkton Roads together. Under the current Thoroughfare Plan the only proposed road accomplishing this task is the Outer Loop. There is a transportation study currently underway that may address this connectivity issue with other alternatives which would make acceleration of the construction of the Outer Loop less of a priority. **Map 63 - Southwest Cumberland Study Area Proposed Connector Road** illustrates the above north/south connector road.

## **SWC - Encourage the Reuse of Vacant Retail and Industrial Sites**

There are some vacant free standing manufacturing facilities, big box structures and other commercial structures that should be considered for an adaptive reuse or conversion into a usable structure. Marketing the reuse of these structures is very important to attract economic development to the area. To accomplish this, an inventory/database of these structures should be conducted, maintained, and incentives developed to encourage the private investment in these structures.

Map 63  
*Southwest Cumberland Study Area  
Proposed Connector Road*



*Prepared By: Cumberland County Comprehensive Planning, January 2013*

## **SWC - Establish Satellite Higher Education, Health and Sheriff Annex Facilities in the Hope Mills Vicinity.**

The Hope Mills Area is experiencing growth at a greater rate than most of the other areas in the County and community amenities are lagging behind this growth. While the school system is going through its growing pains, there is a total lack of higher education opportunities. It is recommended that Fayetteville Technical Community College, Methodist College and Fayetteville State University establish satellite campuses in the Area.

The existing population coupled with the anticipated growth in the area should create a need to start planning for a higher level medical facility in the Area. The closest medical facilities to the area are Cape Fear Valley Hospital and Western Cumberland Hospital being developed on Raeford Road. These facilities are over 6 miles (Cape Fear Valley Medical Center on Owen Drive) and 11 miles (Western Cape Fear Valley on Raeford Road in Hoke County) from the central core of the Study Area.

There is currently a need for a Sheriff annex to be located in the Area. This facility can be coupled with other public facilities such as a recreation facility, library, and fire station or co-located in the Hope Mills Police Department facility.

## **SWC - Protect and Preserve Environmentally Sensitive Areas, Scenic Site and other Natural Resources**

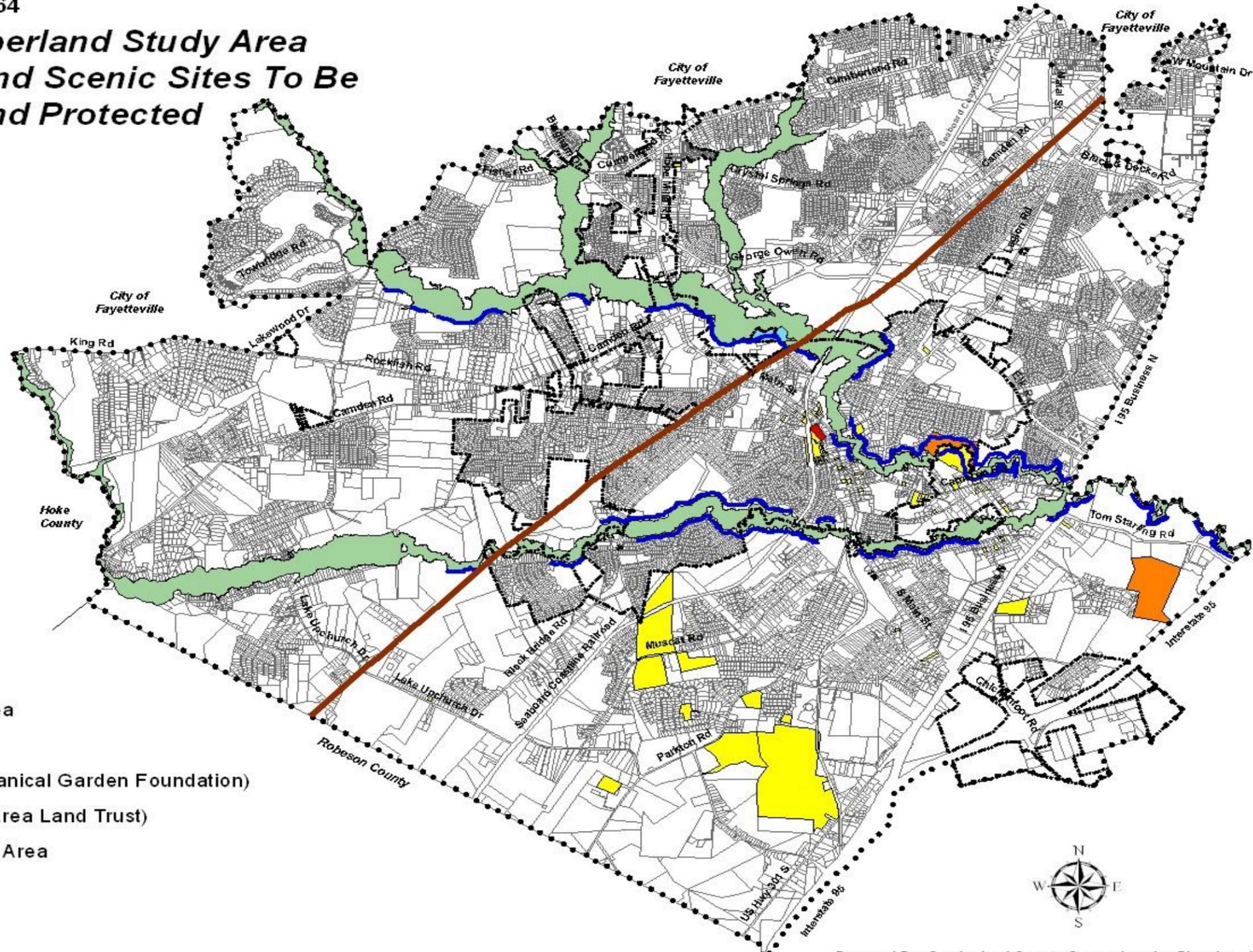
Open space should be provided to meet residents' recreational needs, enhance and protect natural resources, and for economic development. The underlying justification for parks and recreation is based on health issues. These health issues relate to fresh air, sunlight, physical exercise, and psychological release. Natural resources help protect water supplies, reduce sedimentation and soil erosion, replenish soils, clean the air, nourish wildlife and foster economic activities. The size, character, location and shape of open space can impact future development, tourism, employment, neighborhood development patterns and real estate values. The Study Area has some very significant natural and scenic sites that should be preserved and protected as shown on **Map 64 - Natural, Historic and Scenic Sites To Be Preserved and Protected**. These include bluffs along Little & Big Rockfish Creeks, historic properties, Trade Street commercial area, etc. According to Natural Area Inventory of Cumberland County, May 2002, the Rockfish Creeks are one of a very few Sandhills streams that are deeply entrenched, creating a mini gorge with banks up to 50 feet high. The stream banks have globally rare plant species. A second globally rare community occurs on vertical banks wet with seepage water. Three rare animals have been documented along the Creeks including the newly discovered Sandhills Spiny Crayfish (*Cambarus*), the Santee Chub (*Cyprinella Zanema*), and the American Alligator (*Alligator Mississippiensis*). Big and Little Rockfish Creeks supports North Carolina's largest population of native climbing fern (*Lygodium Palmatum*). These climbing ferns and Streamhead Beaksedge (*Rhynchospora Leptocarpa*) found along Big and Little Rockfish Creeks are on the North Carolina NHP Watch List. Sand Myrtle (*Leiophyllum Buxifolium*) is common on the bank crests and adjacent terrace in the Sandhills Region, it only occurs along the Rockfish Creeks.

Map 64

**Southwest Cumberland Study Area  
Natural, Historic and Scenic Sites To Be  
Preserved and Protected**

**Legend**

- ..... Study Area Boundary
- Hope Mills Town Limit
- Special Flood Hazard Area
- Creek Bluffs
- Butler Preserve (The Botanical Garden Foundation)
- Salt Property (Sandhills Area Land Trust)
- Trade Street Commercial Area
- Historic Buildings
- Old Plank Road



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## **SWC - Promote the Development of Greenways Along Big & Little Rockfish, Beaver, Buckhead, Stewart Creeks, and Other Water Courses**

The Study Area has an abundance of potential greenway corridors along its numerous water courses. The area along these water courses can be utilized to meet many of the goals outlined in the Plan. Development of these areas as greenways can foster economic development and tourism when coupled with historic sites/structures and other amenities as shown in **Exhibit 38 - Example of Facilities Along Creek Greenways**. It also would support the pedestrian and bicycle circulation network, provide leisure activities, expose vistas and scenic sites to the general public, improve the quality of life, and enhance the character of the Area. Development of greenways and other amenities along these water courses require sensitive design. These are fragile areas and all effort

**Exhibit 38 - Example of Facilities Along Creek Greenway**



Illustrations by N.C. State School of Landscape Architecture

must be used to protect and maintain their integrity. Initial greenway construction is recommended along Little Rockfish Creek from the Hope Mills Dam to its confluence with Big Rockfish Creek at U.S. 301 South. Other areas that are recommended for greenway construction include the remainder of Little Rockfish Creek, Big Rockfish Creek, Beaver Creek, Buckhead Creek, Stewart Creek, and other watercourses that can connect shopping, living, employment, and recreational activities.

## **SWC - Promote a New Fire Station to Serve the Parkton Road and the Chicken Foot Road/I-95 Interchange Areas**

The Cotton Volunteer Fire District has only one station located on Porter Road to serve their entire district. Areas off Parkton Road are heavily developed and the interchange area will need additional fire protection as it develops. Long range plans for the Cotton Fire Department should include the construction of a new fire station in a convenient location to serve these areas as shown on **Map 65 - Proposed New Cotton Volunteer Fire Station Location Area**.

## **SWC - Adopt the Proposed Southwest Cumberland Study Area Land Use Plan**

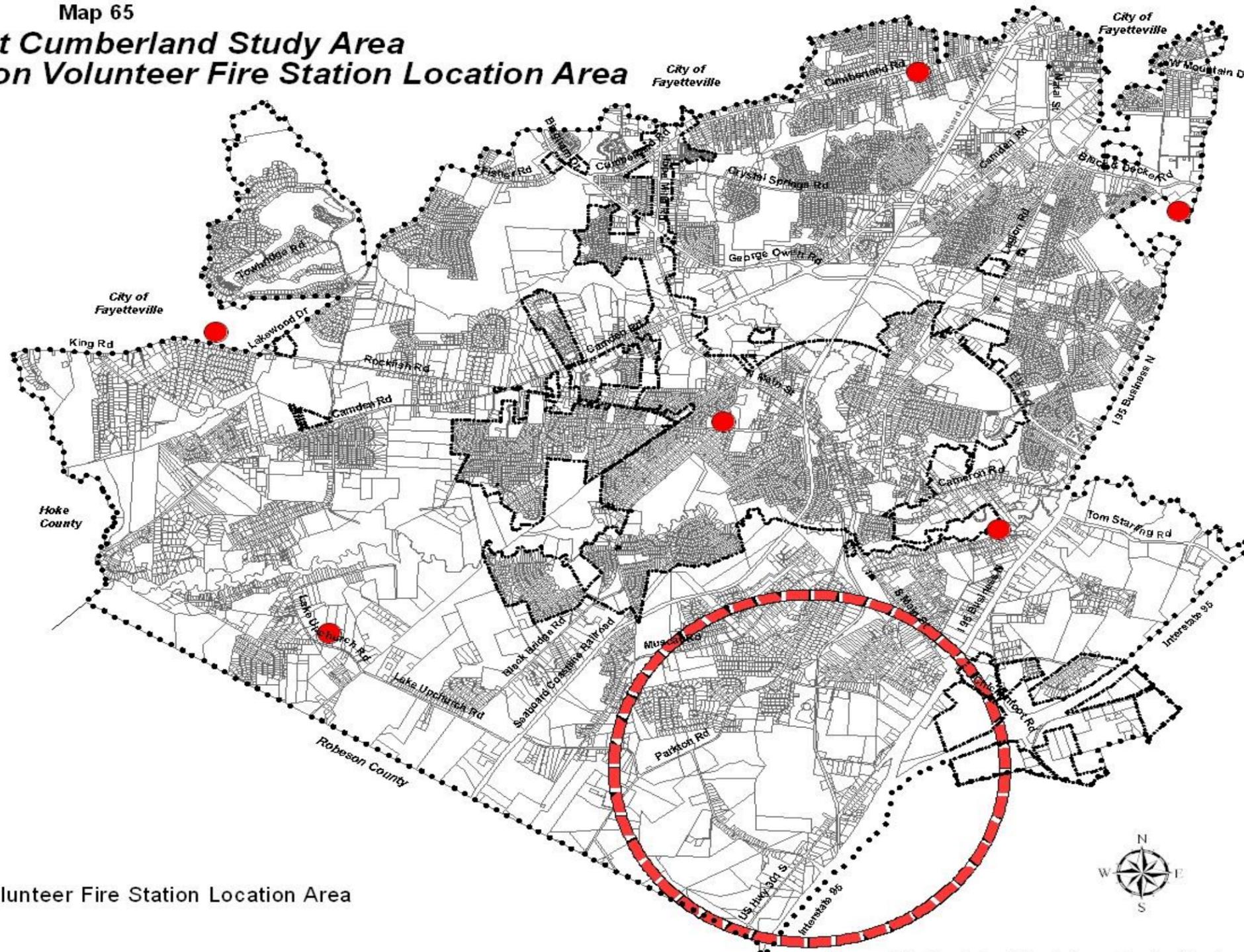
The proposed Plan considered the existing development of the area. Due to public water and sewer being available to a substantial portion of the study area, this plan is more urban in nature. There is some farmland and suburban (rural) density residential located in the southern and western portion of the study area. Most of the urban development is located from the southern Hope Mills Town limits to the northern study boundary line (Fayetteville City limit line). There are some small urban designations in the area south and west of the Hope Mills Town limits. The proposed land use plan is shown on **Map 66 - Proposed Overall Southwest Cumberland Study Area Land Use Plan** and **Map 67 - Proposed Town of Hope Mills Land Use Plan** with a more detailed description of each land use classification below.

Suburban Density Residential - is a residential category where any type of residential units (except Manufactured homes) is allowed with a density of two or less units per acre. Suburban Density Residential comprises of approximately 4,441 acres (18%) with a density potential of 6,439 to 9,726 lots/units (includes Suburban Residential Mixed Housing Types). The applicable zoning districts are R30, R30A, R20 and RR. The application of this district is in areas where there are no existing services or current plans to extend public or community services and in areas already developed to this density.

Suburban Residential Mixed Housing Types - is a residential land use category that is the same as the Suburban Density Residential Use except it allows a mixture of stick built and manufactured homes on individual lots. The application of this district is in areas where there is a mixture of stick built and manufactured homes on individual lots or an area deemed suitable for this mixture. It is recommended that all manufactured homes have permanent foundations or skirting.

Low Density Residential Single Family - is a residential land use category that has a density of 2.2 to six units per acre and only allows stick built homes. Its application is only viable where community or public water and sewer are available. If there are not any public or community services, these areas can only be developed to the suburban density standard of two units per acre. The application of this district is in areas that are currently or will primarily be developed as single family stick built homes. Low Density Residential comprises approximately 8,512 acres (34%) with a density potential of 24,685 to 49,989 lots/units. The applicable zoning districts are R15 and R7.5.

**Map 65**  
**Southwest Cumberland Study Area**  
**Proposed New Cotton Volunteer Fire Station Location Area**



**Legend**

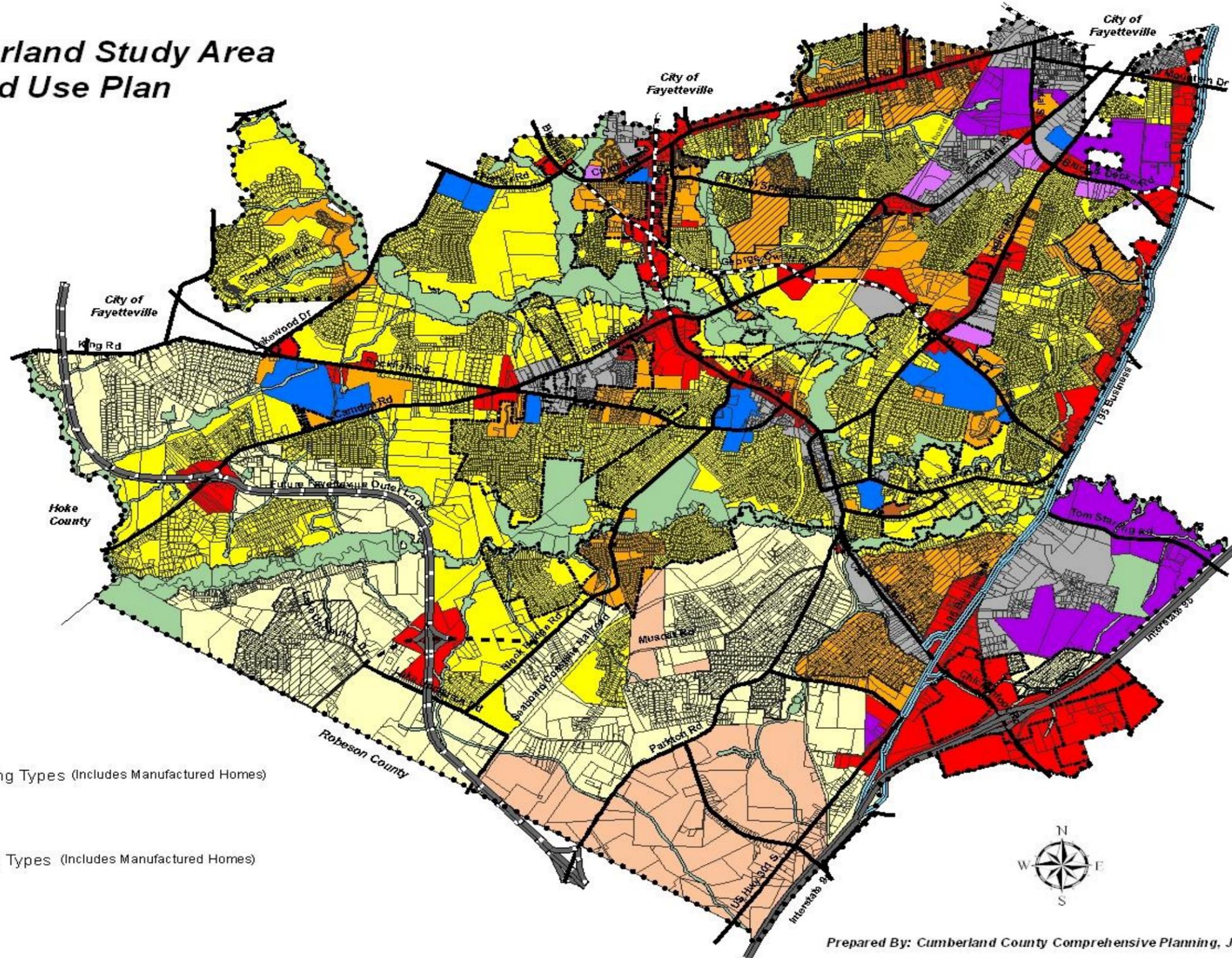
- Hope Mills Town Limit
- ..... Study Area Boundary
-  Proposed New Cotton Volunteer Fire Station Location Area
-  Existing Fire Stations

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**Map 66**  
**Southwest Cumberland Study Area**  
**Proposed Land Use Plan**

**Legend**

- Study Area Boundary
- Hope Mills Town Limit
- Existing Freeway
- Future Freeway
- Existing Expressway
- Existing Boulevard
- Existing Thoroughfare
- Future Thoroughfare
- Office Institutional & Parks
- Heavy Commercial
- Industrial
- Light Industrial
- Farmland
- Open Space
- Suburban Density Residential
- Suburban Density Mixed Housing Types (Includes Manufactured Homes)
- Low Density Residential
- Medium Density Residential
- Medium Density Mixed Housing Types (Includes Manufactured Homes)
- High Density Residential
- Mixed Use Development



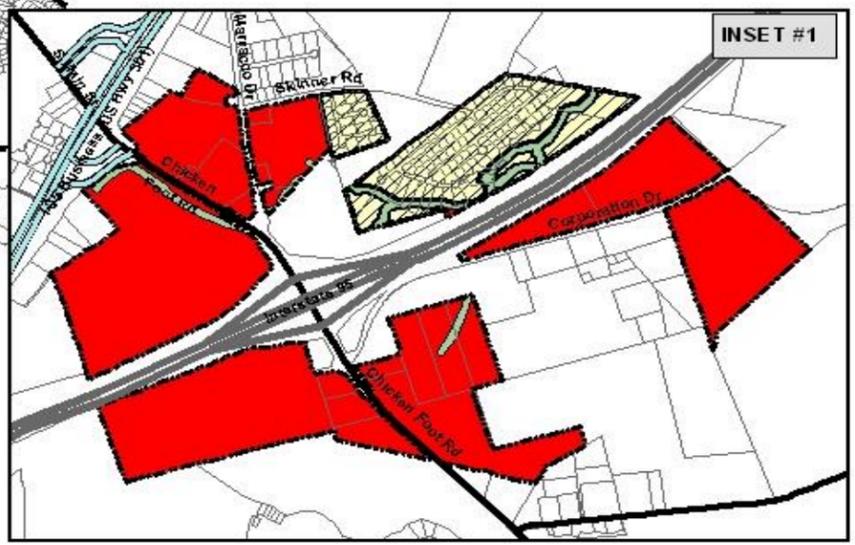
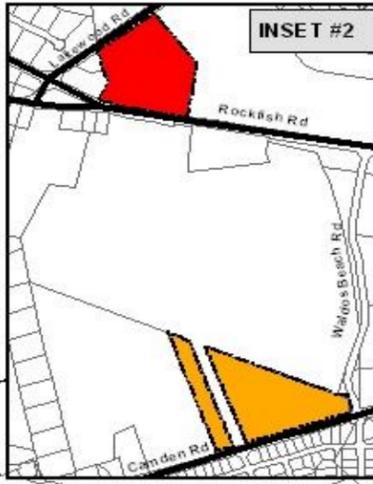
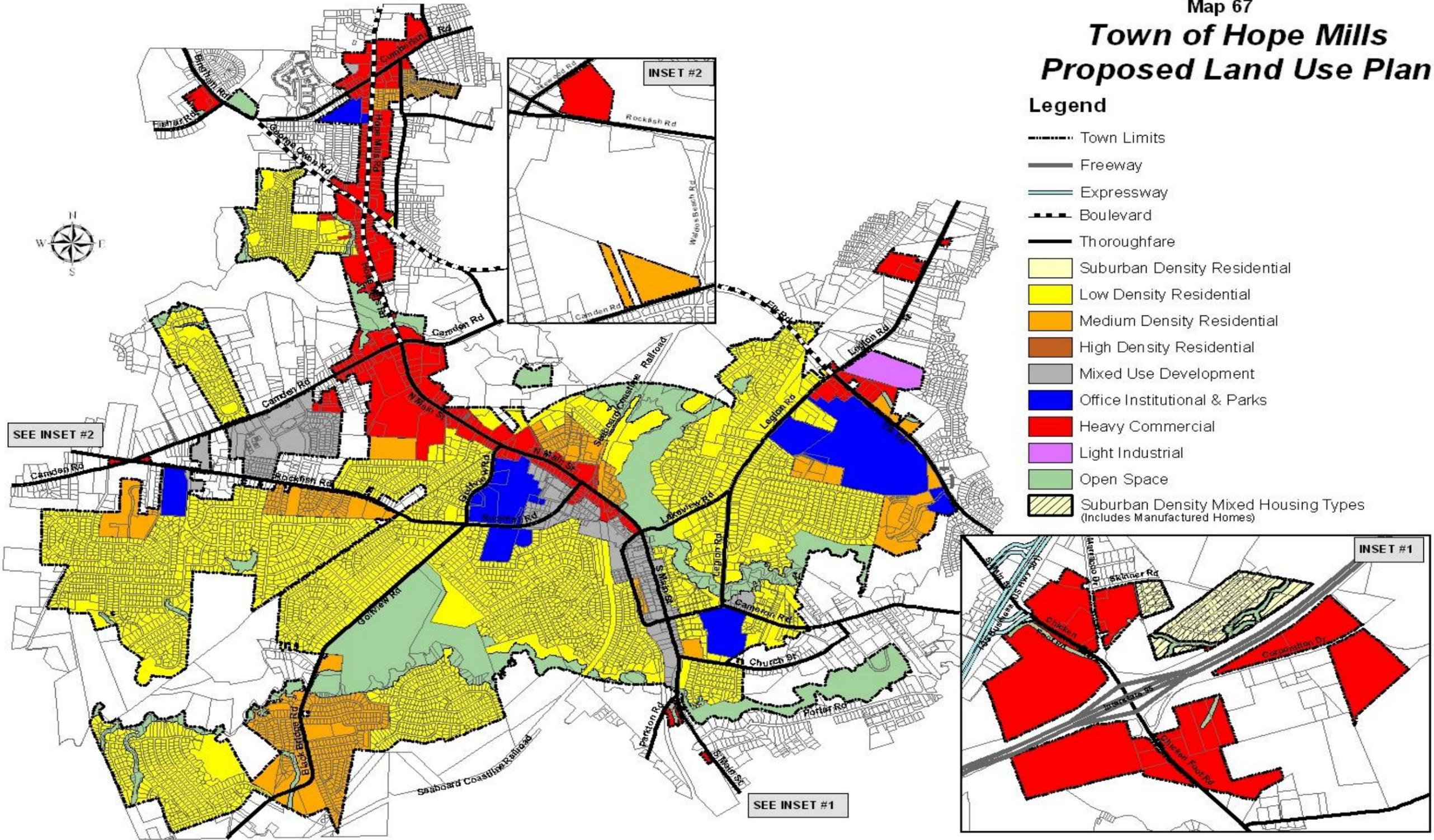
Prepared By: Cumberland County Comprehensive Planning, January 2013

Map 67

**Town of Hope Mills  
Proposed Land Use Plan**

**Legend**

-  Town Limits
-  Freeway
-  Expressway
-  Boulevard
-  Thoroughfare
-  Suburban Density Residential
-  Low Density Residential
-  Medium Density Residential
-  High Density Residential
-  Mixed Use Development
-  Office Institutional & Parks
-  Heavy Commercial
-  Light Industrial
-  Open Space
-  Suburban Density Mixed Housing Types (Includes Manufactured Homes)



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# SWC Southwest Cumberland Land Use Plan

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Medium Density Residential - is defined as two or more units in the same building or a density of greater than six but less than 15 units per acre. It includes condominiums, townhouses, and garden/row and high rise apartments. Medium Density Residential comprises of approximately 2,552 acres (9.4%) with a density potential of 24,601 to 37,055 lots/units (includes Medium Density Mixed Housing Types). Applicable zoning districts are R6 and R5A. Manufactured home parks and manufactured homes on individual lots are prohibited. The application of this district is in areas where public water and sewer are available, have direct access on a thoroughfare, is within one half mile of a commercial area, and the area meets the location criteria in the Land Use Policies Plan.

Medium Density Mixed Housing Types - has the same characteristic of the Medium Density Residential except it allows manufactured homes on individual lots and in manufactured home parks. The applicable zoning district is R6A. The application of this land use category is in areas that are already developed with a mixture of stick built and manufactured homes on individual lots and in manufactured home parks. Some of these areas do not currently have public water and sewer.

High Density Residential - is defined as residential development with a density potential of over 23 units per acre. This use should be located in areas that has public water and sewer, is within one-half mile of at least a neighborhood shopping center, within one-half mile of a major thoroughfare and located directly on a collector street, is within two miles of a public recreation area, is not in the flood plain or on hydric soils, and is located in an urban environment near the central business district or highly developed mixed use development. High Density Residential comprises of approximately 11 acres (.04%) with a density potential of 261 lots/units. The applicable zoning district is R5. Currently there is one tract that is shown as High Density Residential and it is located on Church Street in Hope Mills. High Density Residential development is also allowed in areas designated as Mixed Use Development on the Plan.

Commercial - is areas that provide for shopping needs of the immediate neighborhood, community, region, and the traveling public based on market demand. The Commercial classification contains approximately 2,428 acres (10%). Applicable zoning districts included C(P), C2(P) and C1(P). Commercial areas are usually located in nodes at major intersections. There is however some commercial areas located along major roads (strip development). Strip commercial areas are recommended along Hope Mills Road from the northern Town Limits to Trade Street and portions of Camden, Cumberland, and Legion Roads and US 301 South (Gillespie Street). Commercial development generally requires public water and sewer, and must be on at least a collector street. Commercial nodes are recommended at the intersections of the future Outer Loop and Camden Road, and the Blacks Bridge Road Proposed Connector that will be part of the Outer Loop construction. Until the Outer Loop is constructed, these areas should be developed residentially with a maximum density of Low Density Residential when public sewer is available. If there is no public sewer available, it should be developed as Suburban Density Residential. Light commercial uses are allowed in designated mixed use areas on the Plan.

# SWC Southwest Cumberland Land Use Plan

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Mixed Use Development - an area that allows a mixture of uses to included residential, office and institutional uses and generally light commercial uses. The mix use can be either vertical or horizontal. Vertical mixed use allows for different types of land uses (retail, office, residential, etc) to be located within the same building. Generally retail and commercial uses are located on the ground floor with residential or office uses located on the upper floors. Horizontal mixed use provides one use for each building; but other buildings throughout the area have different types of uses. All the uses within a horizontal mixed use area should be compatible with each other and have standards to help mitigate any adverse impact on the surrounding development. Mixed use areas allow for high density residential and light commercial uses. All uses within the Mixed Use Development must be compatible with the surrounding land uses. Mixed use must have public water and sewer, direct access to at least a collector street, and adequate space for any required buffering, screening, etc. Mixed use designated areas do not include manufactured homes in manufactured home parks or on individual lots. Mixed Use Development comprises of approximately 1,412 acres (5%) with a density potential of 18,929 to 51,624 lots/ units.

Office and Institutional - Uses in this district are designed primarily for agencies and offices rendering specialized services in the professions, finance, real estate, brokerage, traditional institutional functions (public & private), public assembly, religious and certain cultural activities. The Office and Institutional classification contains approximately 473 acres (2%). The applicable zoning district is O&I(P). It is a transitional use usually located between commercial and residential development. It should have access to public water and sewer, direct access to at least a collector street and adjacent or near a commercial area. The largest concentration of Office and Institutional use is adjacent to Jack Britt High School, Elk Road at Dunnrobin Drive, and along Golfview Road. It should be noted that office and institutional uses are recommended in the mixed use and commercial designated areas on the Plan.

Light Industrial and Manufacturing - are industrial and manufacturing uses that involve manufacturing, processing, and fabrication of materials, operations involving wholesaling and bulk storage, on a limited amount of land area with very few noxious effects. It is desirable for these types of uses to have public water and sewer, have direct access to a public street, preferably not located near residential or office and institutional uses, not in environmentally sensitive areas and has sufficient area for buffering, landscaping, and screening. Light industrial areas are recommended on the Plan for Cumberland Road and George Owen Road (old Dixie Yarn site), Elk Road at Legion Road (old Elk Mills site), Mid Pine Drive between Camden and Legion Roads, Camden Road at the Seaboard Coastline Railroad, and on the south side of Black and Decker Road between Vardaman Avenue and Gillespie Street. Light Industrial and Manufacturing use classification contains approximately 128 acres (.56%). The applicable zoning district is M1(P).

Heavy Industrial and Manufacturing - are manufacturing and processing industries uses that may create a high degree of nuisance and are not generally compatible with residential or commercial uses. The Heavy Industrial and Manufacturing classification contains approximately 895 acres (3%). The applicable zoning district is M(P). It is located on large tracts of land with good highway access,

has public water and sewer, require a substantial amount of land area that allows its activities to be carried on in an unobtrusive manner and limited external effects with good buffering, screening, landscaping, and not located in an environmentally sensitive area. The Plan recommends a concentration of heavy industrial and manufacturing uses in two areas. One concentration is on Tom Starling Road (County Industrial Park area), and Black and Decker Road between Legion Road and Gillespie Street (U.S. 301 South). There is a small industrial designated area at the intersection of Gillespie Street (U.S. 301 South) and Woodington Road.

Farmland - farmland designated uses are properties set aside for agricultural use as either crop farming, silver culture, or other farming related activity. Farmland use also plays a major role in defining rural character. The farmland use areas shown on the Plan consists of areas that are currently being farmed, in the Present Use Tax Program, the Voluntary Agricultural District Program, or large areas of sparse development that has a high concentration of Prime and State and Locally Important Farmland soils. Farmland comprises of approximately 1,646 acres (7%) with a density potential of 823 to 1,778 lots/units. Applicable zoning districts are A1, A1A, R40 and R40A. Designated Farmland use areas are located on the Plan along Muscat Road where the property is in the Present Use and Voluntary Agricultural District; and an area bounded on the north by Maybank Drive, on the west by Parkton Road, on the east by Interstate 95, and to the south by the County Line. This large area has the highest concentration of good farmland soils and is the most rural.

Open Space - open space areas consist of the Special Flood Hazard Area based on the Flood Insurance Rate Maps by the Federal Emergency Management Agency (FEMA), parks, public and non-profit preservation property, swamps, marshes, and etc. Land in the open space designated areas should be left natural, used for agriculture, and some recreational uses. The objective is to protect and preserve environmentally sensitive areas, natural resources, wetlands, watercourses from pollution, provide open space and recreation areas near the population, and protect and preserve wildlife habitats. Designated open space uses are located along the Special Flood Hazard Area of Little and Big Rockfish Creeks, Beaver Creek, Bulkhead Creek and major tributaries to these creeks; parks and preserved lands. The proposed Open Space contains approximately 2,760 acres (11%). The applicable zoning district is CD - Conservancy District.

## **SWC - Promote Better Cooperation and Continuity between the County and the Municipalities in their Annexation and Zoning Process.**

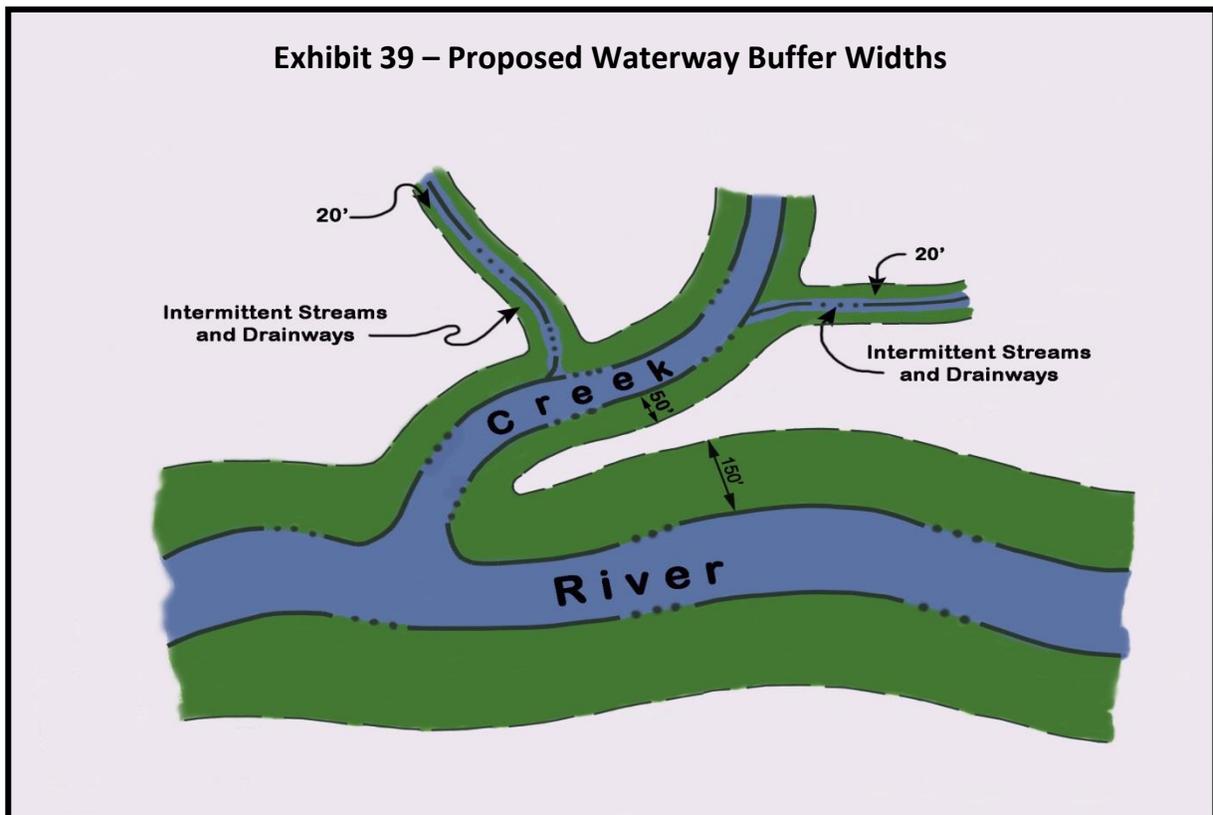
The Study Area includes one municipality (Hope Mills) and borders another (City of Fayetteville). Both of these municipalities have annexed property surrounding their municipal limits, through voluntary annexation. Property owners that desire a certain zoning for their property have used annexation as a means to get their desired zoning. Impacted citizens that surround this property and located in the unincorporated area have no say during the annexation and zoning hearing process because they are not a part of the municipality. There also is no mechanism in place that makes the elected officials accountable to all of the impacted residents. The annexation and subsequent initial zoning process has had negative impacts (according to the citizens) on the surrounding area.

# SWC Southwest Cumberland Land Use Plan

It is recommended that an inter-local agreement be created to address property within the Study Area that is being annexed and initially zoned that the municipality must adhere to the adopted Detailed Land Use Plan for the Area. If a decision is against the Adopted Plan, then the Plan would require amending prior to the approval of the request and stating why it is necessary to make a change to the Plan.

## **SWC - Protect Lakes, Ponds, Creeks, Streams, and Drainageways by Requiring Minimum Natural Buffers.**

The Study Area has four major creeks consisting of Big Rockfish, Little Rockfish, Beaver, and Bulkhead Creeks and many perennial streams that should be protected. This protection should be based on the size of the stream and its importance. Little Rockfish and Big Rockfish Creeks are major waterways in the Area, the County and the region, and require wider buffers than minor streams. It is recommended that Little Rockfish and Big Rockfish, Beaver, and Bulkhead Creeks have a minimum width buffer of 50 feet or the designated "Special Flood Hazard Area" whichever is greater. Other streams and drainage ways should reserve 20 feet from their banks for natural buffers. These buffer widths are as shown in **Exhibit 39 - Proposed Waterway Buffer Widths**.



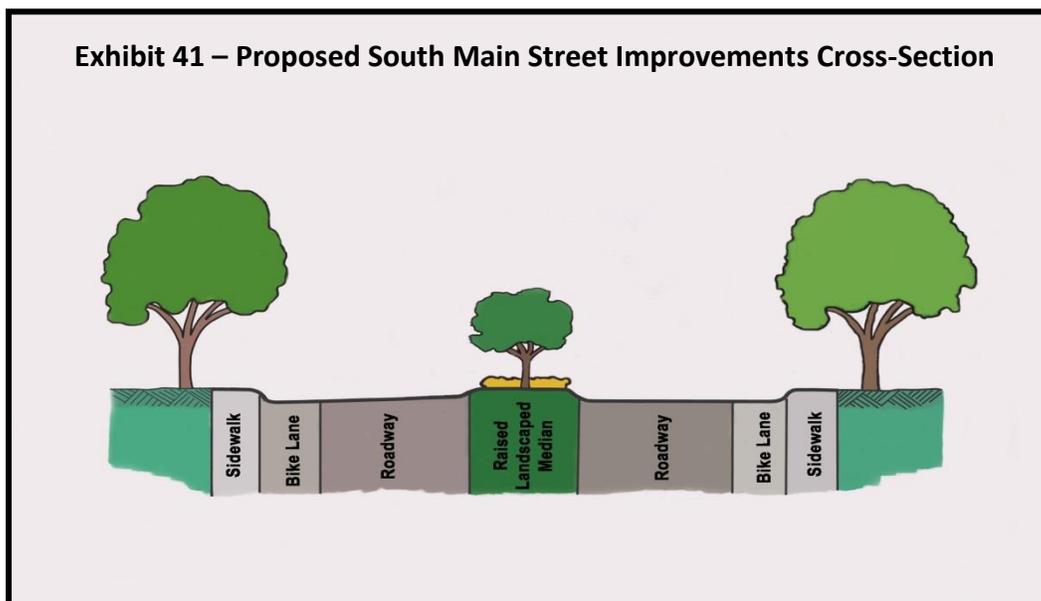
## SWC - Promote South Main Street Improvements

As the Town grows and the I-95/ South Main Street Interchange develop, this entrance way will be the primary entrance for tourist and the motoring public into the Town. South Main Street from



Cameron Road to Lakeview Drive presently defines the character of the central residential core area of Hope Mills from its southern entrance. It also includes a portion of the Hope Mills Historic District with some historic structures. It is a very positive entrance image into the Town. While it is acknowledged that a need exists to move

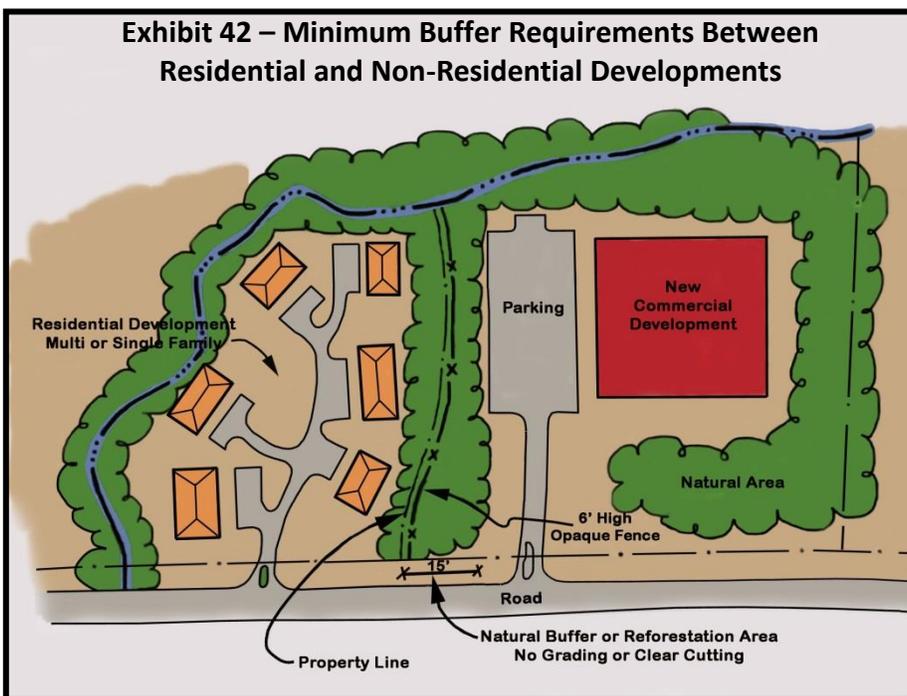
north/south traffic through the central core of the Town, this segment of road's character should not be sacrificed. Any one way pairing or widening should occur south of this area. It is recommended that the area be enhanced similar to **Exhibit 40 - Proposed South Main Street Improvements** and **Exhibit 41 - Proposed South Main Street Improvements Cross-Section** with landscaped median, street trees, bike lanes, two-way traffic and sidewalks.



## SWC - Complete a More Detailed Plan for Designated Special Planning Areas and Neighborhoods

There are certain areas within the Study Area that require more in-depth study. A more comprehensive approach is needed and some of the issues are outside the realm of planning. These areas have unique characteristics or circumstances that require special attention such as redevelopment or enhancing existing development and infrastructure. It will require extensive public education and participation by other Federal, State and local agencies. Some of these areas may be suitable for new-urbanism type development that focuses on creating places that are walkable and sustainable which include a mixture of land uses, walkable neighborhoods and human scale development. These areas and neighborhoods include the Waldo's Beach Road Area, north and south side of Cumberland Road from Fayetteville City Limits to Crystal Springs Road, east of Seaboard Coastline Railroad from Fayetteville City Limits to Gatesville Drive along Camden Road, West Mountain Drive between Legion Road and I-95 Business, Parkton Road between Muscat Road intersection to south of Woodington Road, and all of Colonial Heights Subdivision as illustrated in **Map 68 - Special Planning Areas and Neighborhoods that Require Additional Action.**

## SWC - Require Existing Vegetation to Remain Undisturbed when Development Requires a Buffer between Uses.

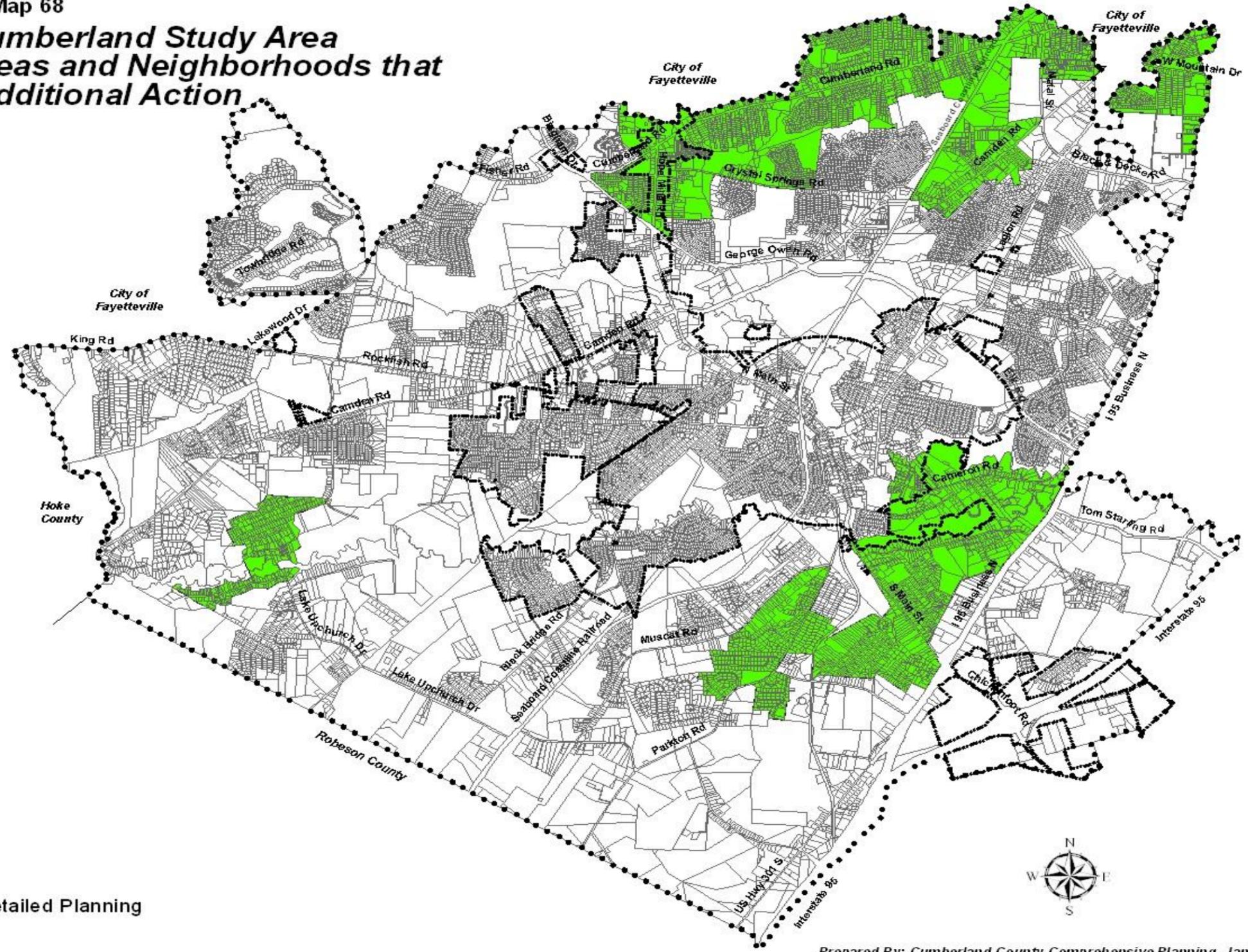


While the current zoning ordinances for Hope Mills & Cumberland County require a buffer between residential and non-residential development, the current standards for these buffers is inadequate. It is recommended that when an existing natural buffer exists between the two uses, a minimum buffer area of 15 feet remain undisturbed. When there is no existing natural buffer, the developer should be required to reforest the 15 foot minimum buffer area with plants of sufficient size to

reach a height of 8 feet in 5 years. These measures should be in addition to the existing requirement of an opaque fence as illustrated on **Exhibit 42 - Minimum Buffer Requirements Between Residential and Non-Residential Developments.**

Map 68

**Southwest Cumberland Study Area  
Special Planning Areas and Neighborhoods that  
Require Additional Action**



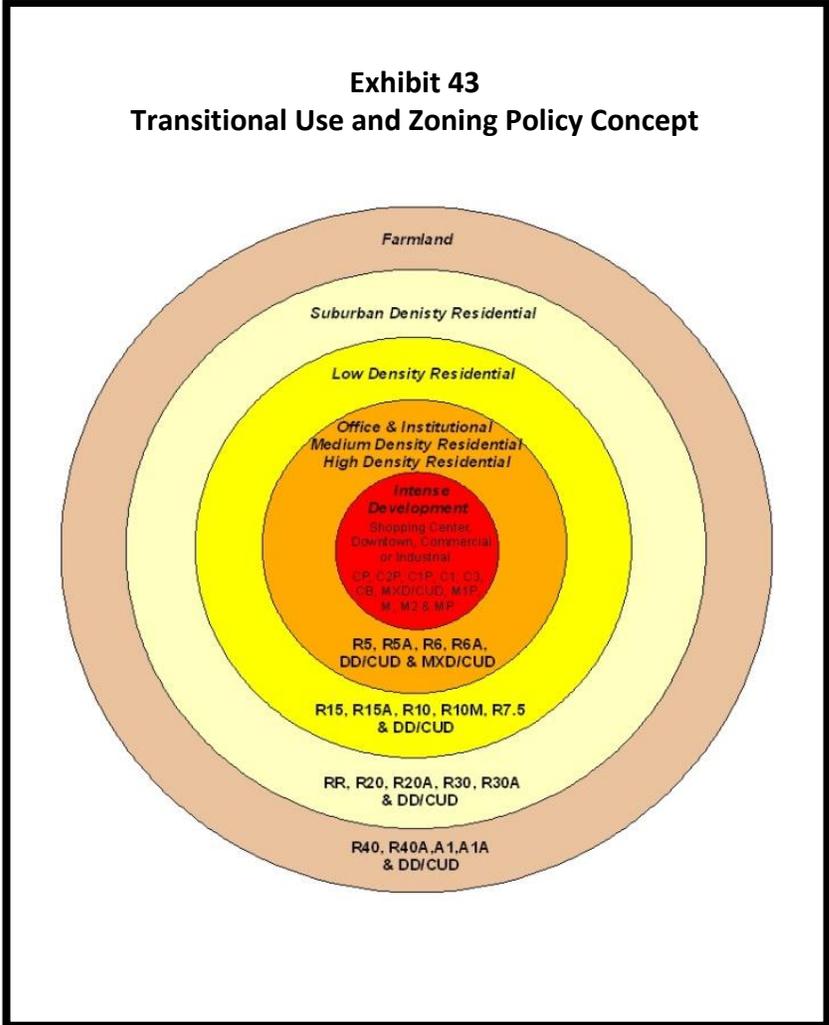
**Legend**

- ..... Study Area Boundary
- - - - - Hope Mills Town Limit
- Areas In Need of More Detailed Planning

Prepared By: Cumberland County Comprehensive Planning, January 2013

## SWC - Protect Existing Viable Residential Areas from Incompatible Uses

At the visioning sessions area residents were given an opportunity to express their future visions, existing assets and present liabilities for the area. One of the future visions for the area was preservation of existing communities and prevention of encroachment from commercial development. Also, residents voiced their concern that the encroachment of commercial development along residential areas was a liability in the area. There are several areas in the Study Area that have transitioned from viable residential areas to commercial. Most of these areas are along major thoroughfares, such as Hope Mills Road, North Main/South Main Streets, and Cumberland Road. In order to protect the existing and future viable residential areas, it is imperative that the Transitional Use and Zoning Policy be considered with each rezoning and development request. The Transitional Use and Zoning Policy provides for a transition from intense commercial activity to low density residential uses.



This is based on the assumption that intense commercial development is more compatible with office and institutional along with medium and high density residential developments. These uses serve as a transition to low density residential development. The Transitional Use and Zoning Policy minimize the impact of intense commercial development on potential or existing low density residential areas as shown on **Exhibit 43 - Transitional Use and Zoning Policy Concept**. Recent development trends in the Area have allowed for the stripping of some additional thoroughfares within the Study Area to include Camden Road, Rockfish Road, and Legion Road. It is critical that the governing bodies consider the use of the Transitional Use and Zoning Policy when considering future non-residential developments in areas with viable or future neighborhoods.

## **SWC - Develop Strip Commercial Development Standards**

Under ideal conditions there would not be any new strip commercial development; but due to existing development patterns, existing commercial development, traffic volumes and the application of mixed use development, strip commercial development will occur in the Area. The Plan primarily recommends commercial development to be concentrated in nodes at major intersections or specifically designated areas. Since there will be some strip commercial areas, the Plan recommends measures that improve its visual appearance, lessens its negative impact on the functioning of the thoroughfares and makes it more complementary and compatible with other land uses. These recommendations include minimizing the number of driveways, keeping driveways a minimum distance from intersections, requiring deceleration lanes, lateral access to adjacent properties, cross walks at intersections, sidewalks on both side of streets, landscaping, flexible setbacks, and uniform sign regulations between the County and the Town of Hope Mills.

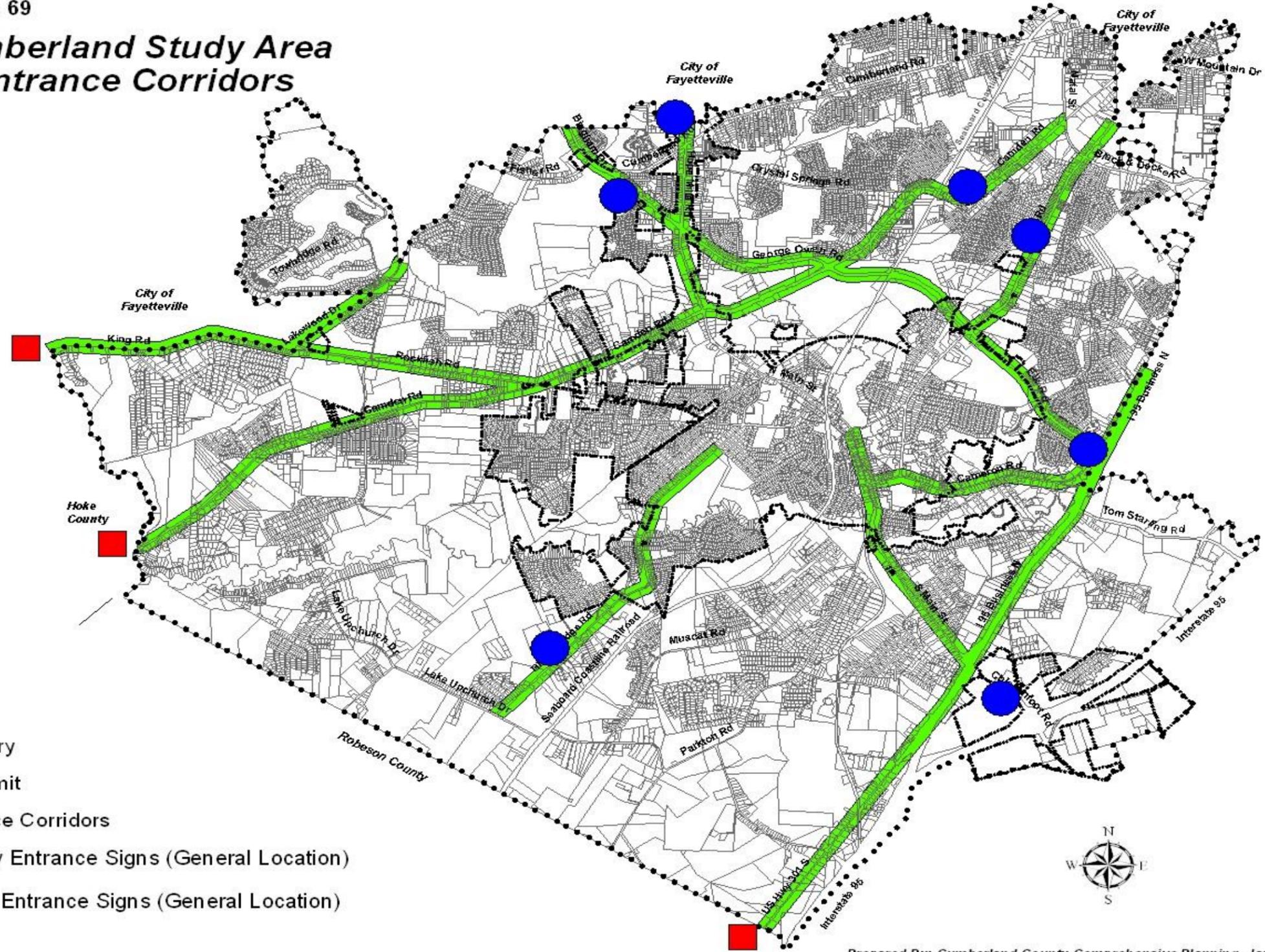
## **SWC - Enhance Designated Entrance Corridors**

Primary entrance corridors into the County and Hope Mills should be given special attention to give a first impression of the Area. The proposed entrance corridors for the Southwest Cumberland Study Area are shown on **Map 69 - Southwest Cumberland Study Area Enhanced Designated Entrance Corridors**. County entrance signs should be erected on Interstate 95 at the entrance into Cumberland County, Camden Road, and King Road at the Hoke County line. Entrance signs should be established at selected sites for the Town of Hope Mills at the intersection of South Main Street and Interstate 95, Legion Road, Elk Road, Bingham Drive, Hope Mills Road, Rockfish Road, and east and west Camden Road. An illustration of possible entrance corridor enhancement is shown in **Exhibit 44 - Entrance Corridor Enhancement Illustration**.



Map 69

**Southwest Cumberland Study Area  
Designated Entrance Corridors**



**Legend**

- ..... Study Area Boundary
- - - - - Hope Mills Town Limit
- █ Designated Entrance Corridors
- █ Cumberland County Entrance Signs (General Location)
- Town of Hope Mills Entrance Signs (General Location)

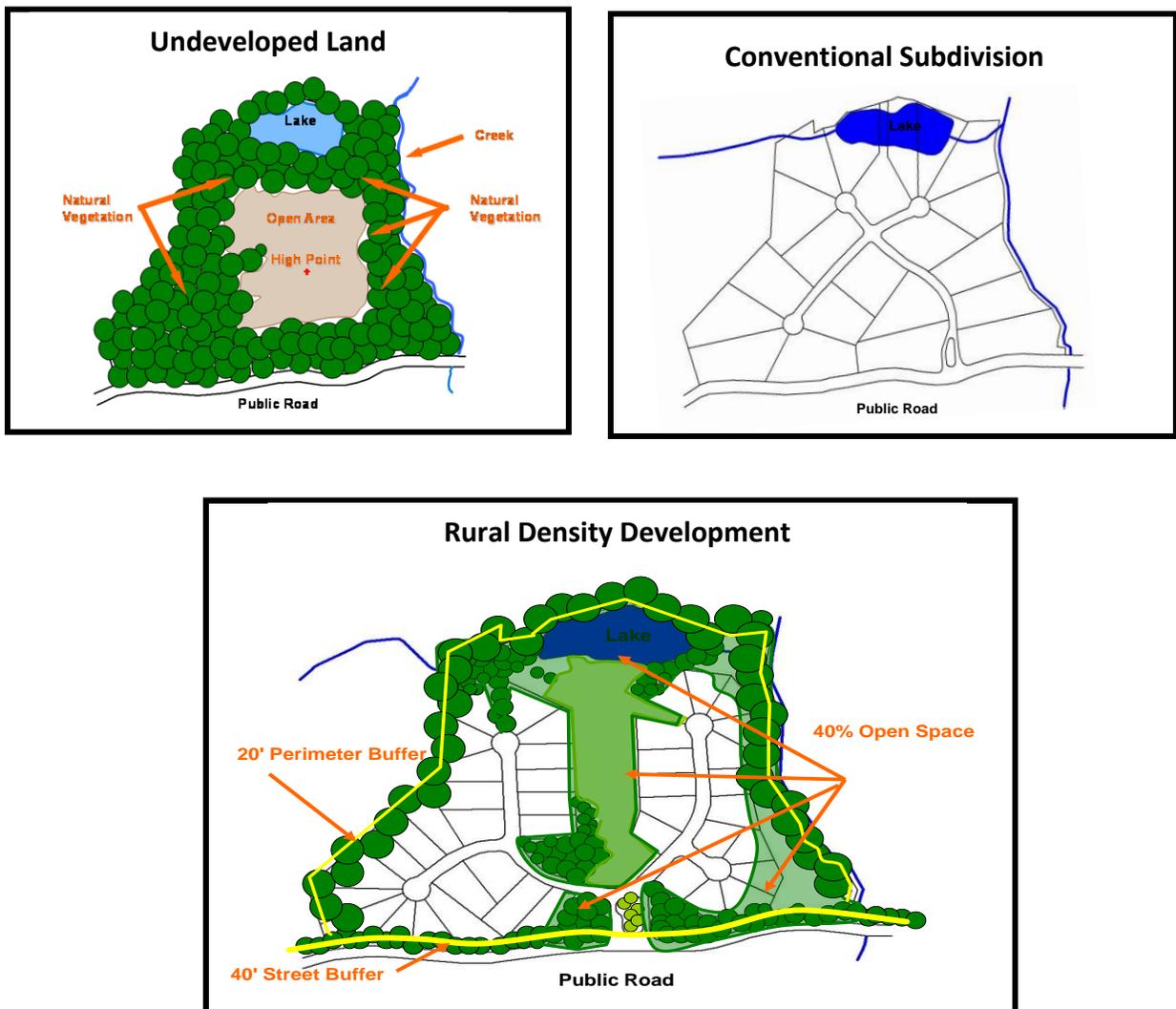


Prepared By: Cumberland County Comprehensive Planning, January 2013

## SWC - Encourage and Provide Incentives for Cluster Subdivisions

Cluster subdivisions are a great tool to protect rural character, scenic features and rural landscape. In addition, they can be an effective way to set aside land not just for open space but for future development when urban services are available and minimize the future costs to maintain infrastructure. An example of a cluster subdivision is shown in **Exhibit 45 - Example of Cluster Subdivision**.

**Exhibit 45 - Example of Cluster Subdivisions**



# SWC Southwest Cumberland Land Use Plan

## SWC - Short Term Projects

<u>Projects</u>	<u>Project Explanation</u>	<u>Responsible Party</u>
Add left turn lane on Legion Road at Pioneer Drive	This will alleviate the massive traffic backup on Legion Road due to cars making a left turn into the Pioneer Pointe Subdivision that has basically one way in and out.	N.C. Department of Transportation
Intersection improvements at Golfview Drive and Rockfish Road; and Camden Road at Rockfish Road	Alleviate traffic congestion and confusion at these intersections	N.C. Department of Transportation
Pave Existing Dirt Roads	This would serve to provide a safe and reliable means of access to the existing and future motoring public and homeowners.	NC Department of Transportation
Locate an Emergency Shelter (that withstands F4 tornado) somewhere central in the Area	This facility would provide a safe shelter for residents in the event of an emergency within the Area (since the existing designated shelter will not withstand an F4 tornado).	Cumberland County Emergency Services
Sidewalks on Lakewood & Fisher Roads, Camden and Rockfish Roads around Jack Britt High School	This is needed to provide safe pedestrian access for children required to walk to John Griffin, Honeycutt, and Jack Britt High Schools	Cumberland County Board of Education, NCDOT, Cumberland County, City of Fayetteville, and Hope Mills
High Visibility Crosswalks at the entrances of all schools	This will provide an additional safety measure for children having to cross the street for school	Cumberland County Board of Education and NC Department of Transportation
Rid the Area of Dilapidated Structures and Manufactured Homes	Removal of dilapidated structures as well as dilapidated manufactured homes will improve the health, safety, and welfare of Area residents.	Cumberland County Planning & Inspections Department, Town of Hope Mills
Pedestrian refuge islands for roads over four lanes	This would provide a safe haven for pedestrians crossing wide streets with high traffic volumes that will reduce the potential for accidents, thus protecting the health, safety and welfare of the walking & motoring public.	N.C. Department of Transportation, Town of Hope Mills
Create Single-Family Residential District Only	This district would allow only Single-Family Residential units and no other allowed uses currently in the existing Single-Family Residential District of the County Zoning Ordinance.	Cumberland County Planning & Inspections Department
Strengthen the County & Hope Mills Landscape and Appearance Ordinances	This would enhance the appearance of new, existing, and redevelopment	Cumberland County Planning & Inspections Department

# SWC Southwest Cumberland Land Use Plan

Develop an urban tree protection, preservation and restoration ordinance	Provide vegetation to soften the urban environment, aid the air quality, lower heat island effect, improve the livability for the area, enhances pedestrian use, and enhance the visual appearance	Cumberland County Planning & Inspections Department
Develop standards for Riparian Buffers along all water courses	Protect the stream ways from non-point source pollution such as sediment and farm chemicals run off, erosion, and protect scenic vistas	Cumberland County Planning & Inspections Department
Install County and Hope Mills Entrance Signs	This would provide an attractive first impression entrances into the County and the Town of Hope Mills.	Public/Private Non-Profit, Fayetteville/Cumberland County Joint Appearance Commission, Fayetteville & Hope Mills Chambers of Commerce
Strengthen and enforce manufactured home park standards	This will improve their visual quality, the quality of life for residents, improve property values around the parks , and eliminate dilapidated units	Cumberland County Planning & Inspections Department, Town of Hope Mills
Install left turn signal at George Owen and Camden Road	This will help alleviate traffic congestion at this major intersection	N.C. Department of Transportation
Drainage problem on North Main Street at Railroad underpass and Park Road (Recreation Center Entrance Road) and Rockfish Road	This area is flooded during heavy rains that make it dangerous for motorist and impassable for pedestrians.	N.C. Department of Transportation and the Town of Hope Mills

# SWC Southwest Cumberland Land Use Plan

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**RESOLUTION OF ADOPTION  
SOUTHWEST CUMBERLAND 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 Southwest Cumberland Land Use Plan designed to provide the County of Cumberland and the Town of Hope Mills a statement of desirable objectives to guide future growth, change, and development within the Southwest Cumberland Study Area; and

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

**WHEREAS**, the Plan is subject to future re-evaluation and changes by existing and future Planning Boards, Hope Mills Town 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 Southwest Cumberland Land Use Plan.

On this \_\_\_\_\_<sup>th</sup> day of \_\_\_\_\_, 2013.

BY: \_\_\_\_\_  
Walter Clark, Chairman  
CUMBERLAND COUNTY JOINT PLANNING BOARD

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

# SWC Southwest Cumberland Land Use Plan

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## RESOLUTION OF ADOPTION SOUTHWEST CUMBERLAND 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 Southwest Cumberland Land Use Plan designed to provide the County of Cumberland a statement of desirable objectives to guide future growth, change, and development within the Southwest Cumberland Study Area; and

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

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

**NOW, THEREFORE, BE IT RESOLVED** that the Cumberland County Board of Commissioners hereby adopts the Southwest Cumberland Land Use Plan.

On this \_\_\_\_\_<sup>th</sup> day of \_\_\_\_\_, 2013.

BY: \_\_\_\_\_  
Marshall Faircloth, Chairman  
BOARD OF COUNTY COMMISSIONERS

ATTEST: \_\_\_\_\_  
Candice White, Clerk to the Board

# SWC Southwest Cumberland Land Use Plan

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## RESOLUTION OF ADOPTION SOUTHWEST CUMBERLAND LAND USE PLAN TOWN OF HOPE MILLS

**WHEREAS**, the Cumberland County Joint Planning Board is empowered to prepare and recommend plans for the County of Cumberland, including Town of Hope Mills therein and portions thereof, in accordance with 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 Southwest Cumberland County Land Use Plan designed to provide the Town of Hope Mills with a statement of desirable objectives to guide future growth, change, and development within the Hope Mills; and

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

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

**NOW, THEREFORE, BE IT RESOLVED** that the Hope Mills Board of Commissioners hereby adopts the Southwest Cumberland Land Use Plan.

On his \_\_\_\_\_<sup>th</sup> day of \_\_\_\_\_, 2013.

BY: \_\_\_\_\_  
Jackie Warner, Mayor  
HOPE MILLS BOARD OF COMMISSIONERS

ATTEST: \_\_\_\_\_  
Melissa Adams, Town Clerk

**SOUTHWEST CUMBERLAND AREA  
CITIZENS PLANNING COMMITTEE**

DAVE AVERETTE  
BRENDA CAMERON  
DANIELLA CLAUSE  
JOHN A. COOK  
WILLIAM DADEK  
JIM HUGGINS  
FRANCES JACKSON  
CATHY KEEFER  
SHARON LEWIS  
VIOLA MCALLISTER  
CARMELA MCKELLER-SMITH  
EVELYN T. MCNAIR  
DOUGLAS B. MODDE  
FALLODY MOONGA  
AMY PARKER  
SHARON PARKER  
ROBERT E. PETERSON  
DALE A. SCHRAM  
ALLEN SKINNER  
VIVIAN SKINNER  
AGNES SMITH

*In Memory of*  
***J. Hope Barnhart***



*February 22, 1953 - November 3, 2012*

Hope served as a Planner with the Comprehensive Section of the Cumberland County Planning & Inspections Department for 28 years. Her work can be seen throughout this Plan, other Plans and projects that were completed by the Comprehensive Planning Section during her years of employment.

Hope was an optimist who always had a smile for everyone who crossed her path. She was kind and thoughtful, and always put the needs of others before hers. She was compassionate and understanding in a way that offered comfort to those around her. Hope will always be remembered for her inspiration, courage, and integrity. For those that knew Hope, the way she lived her life was the model of how we all should live our lives.

“I’d like the memory of me  
to be a happy one.  
I’d like to leave an afterglow of  
smiles when life is done.  
I’d like to leave an echo whispering  
softly down the ways,  
Of happy times and laughing times  
and bright and sunny days.  
I’d like the tears of those who grieve  
to dry before the sun,  
of happy memories that I leave  
when life is done.”

-Carol Mirkel-

# SWC Southwest Cumberland Land Use Plan

## CUMBERLAND COUNTY JOINT PLANNING BOARD

Mr. Walter Clark, Chair.....Cumberland County  
 Mrs. Patricia Hall, Vice-Chair.....Hope Mills  
 Mr. Garland C. Hostetter.....Spring Lake  
 Mrs. Lori Epler.....Cumberland County  
 Mr. Harvey Cain, Jr.....Stedman  
 Mr. Charles C. Morris.....Linden  
 Mrs. Sara E. Piland.....Cumberland County  
 Dr. Vikki Andrews.....Cumberland County  
 Mr. Benny Pearce.....Eastover  
 Mr. Donovan McLaurin.....Falcon, Godwin & Wade

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 Mr. Cecil P. Combs.....Planning & Inspections Deputy Director  
 Mrs. Laverne Howard.....Administrative Coordinator

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 Mr. Ron Gonzalez.....Addressing Technician  
 Mr. Dwayne Bigler.....Sign Shop Supervisor  
 Mr. William Phipps.....Planner II  
 Ms. Diane Shelton.....Street Name Coordinator  
 Mr. Philip Mulhall.....Sign Technician

## GIS

Mr. Matthew Rooney, AICP.....GIS Manager

## \*\*COMPREHENSIVE PLANNING

Mr. Will Denning.....Planner III  
 Mrs. Hope Barnhart, AICP.....Planner II  
 Mrs. Denise Sykes.....Planner I  
 Mrs. Deloma West.....Planner I  
 \*\*Section responsible for this report

## GRAPHIC SERVICES

Ms. Donna McFayden.....Plat Review Officer  
 Ms. Annie Faircloth.....GIS Technician II  
 Mr. Will Lucas.....GIS Technician I

## LAND USE CODES

Ms. Patti Speicher.....Planner III  
 Mr. Ed Byrne.....Planner II  
 Mr. Johnny Scott.....Planner I  
 Mrs. Pier Varner.....Planner I  
 Mr. Jeff Barnhill.....Planner I  
 Ms. Melodie Robinson.....Administrative Support

## TRANSPORTATION

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 Mrs. Maurizia Chapman, AICP.....Planner II  
 Mr. Bobby McCormick.....Planner I  
 Mr. Will Linville.....Planner I  
 Mr. Michael Mandeville.....Planner I  
 Mr. Michael Rutan.....Planner I  
 Mrs. Kristine Wagner.....Community Transportation Planner  
 Mrs. Terri Martin.....CTP Assistant  
 Ms. Gloria Bradley.....CTP Assistant