



PLANNING BOARD AGENDA
Monthly Meeting
March 25, 2024
7:00 PM

1. Call to Order
2. Invocation
3. Pledge of Allegiance
4. Approval of Agenda
5. Approval of Minutes (January 22, 2024) & (February 26, 2024)
6. Regular Business
 - A. Planning Department Staff Report (March 25, 2024)
 - B. Update on Projects
7. New Business
 - A. RZ-02-2024- General Rezone on Parcel 17K08043I (Walker Property)
 - B. Southeast Area Study Update – Recommendations – Gaby Lawlor
 - C. UDO Revisions
8. Adjourn

STAFF REPORT



TO: Mayor Byrd and Town Council Members
 DATE: March 7, 2024
 FROM: Wendy Oldham, Planning Director
 SUBJECT: Planning Report – February 2024

SUBDIVISIONS		
SUBDIVISION	TYPE OF REVIEW	STATUS
Millcreek Phase 2 Powhatan Road-Beside Park	Final Inspection Awaiting	Developer working on items from Punch List
Wilson's Walk Cole Road	Construction Plans Phase 1 & 2 approved	Approved Final Plat Phase 1 and 2
Olive Branch West Olive Road	Construction Plans Phase 2 Submitted	Reviewing Plans
Midtown Village Swift Creek Road and Strickland Road-Along 70	Sketch Plan Submitted	Developer submitting all needed permits, local/state for Infrastructure
Cottages at Wilson's Mills Adjacent to Ives Landing	Final Inspection Awaiting	Punch list items are being addressed/corrected
Eason Creek Powhatan Rd-across from Pricket Ln	Final Plat Phase 1 approved	Construction began
Crescent Mills Both Sides of Strickland Road	Construction Plans for Phases 7 & 8 and submitted	Final Plat Submitted Phases 1 and 2
Willis Crossing Wilson's Mills Road and Main St	Construction Plans Approved	Grading and infrastructure in progress
Southerland Mills Across from Ives Landing/End of Hazel Street	Preliminary Plans	Construction Plans Approved
Johnston Farms Phase 2B Marlin Lane/ Waterview Way	Preliminary Plans	Approved with Conditions
Johnston Farms Phase 3 Behind Johnston Farms and end of Jones Road	Waiting on preliminary plans	Waiting on Preliminary Plans; Rezone denied
Wilson's Ridge Wilson's Mills Road beside Town Hall and Kids Country Childcare	Construction Plans Approved	Final Plat Phases 1,2, 4, & 5 approved
Wilson's Mills Storage WM Road across from Poplar Creek	Construction Plans Approved	Construction Plans approved
Cobalt Townes Hwy 70 Bus beside East Hampton	Waiting on Preliminary Plans	Sewer denied by County
STREET TAKEOVER		
Street Name	Subdivision	Linear Feet
N/A	N/A	N/A
RECOMBINATION/SUBDIVIDES		
ADDRESS	ACTION	STATUS

N/A	N/A	N/A
REZONES		
ADDRESS	ACTION	STATUS
N/A	N/A	N/A
COMMERCIAL/BUSINESSES		
ADDRESS/PROJECT	USE REQUEST	STATUS
1737 Swift Creek Road	Automobile Restoration	CO issued; minor zoning items being completed now
SIGN PERMITS		
ADDRESS	BUSINESS/PROJECT	STATUS
N/A	N/A	N/A
NON-RESIDENTIAL ZONING PERMITS		
N/A	N/A	N/A
RESIDENTIAL ZONING PERMITS		
USE	#	
Single Family Home – New Construction	13	
Porch/Deck/Pool/Driveway Extension/Ramp/Additions	4	
Accessory Structure	8	
Fence	2	
Doublewide Mobile Home	0	
Rooftop Solar Panels	2	
TOTAL	27	
FLOODPLAIN DEVELOPMENT PERMITS		
ADDRESS/PROJECT	ACTION	STATUS
N/A	N/A	N/A
ZONING INSPECTIONS/LETTERS		
Completed and Passed- Single Family Homes	8	
Completed and Passed-Other	2	
Zoning Verification Letters	0	
CODE ENFORCEMENT VIOLATIONS		
VIOLATIONS	#	
TOTAL	0	
Undue Growth	0	
Debris/Garbage Clean-Up	0	
Nuisance/Junk/Abandoned Vehicles	0	
Chickens/Roosters	1	
ZONING VIOLATIONS		
VIOLATIONS	#	
TOTAL	8	
Building without Permit	7	
Fence without Permit	1	
Unsafe Structure	0	
Other Zoning Violation	0	
CODE ENFORCEMENT AND ZONING ABATEMENT		
OUTCOMES	#	
Abated	0	

Final Letter Sent	0
Citations/Fines Issued	7
TOWN ABATEMENTS	
Paid Abatements	0



REQUEST FOR PLANNING BOARD ACTION

TO: Chairman Donald Byrd and Planning Board Members
DATE: March 25, 2024
RE: Service Rd Adjacent to Hwy 70 and Wilson's Mills Road
File No. RZ-2-2024
FROM: Wendy Oldham, Development Compliance Officer

PROPOSAL

The property owner is requesting a general rezone of 3.820 acres, along the service road for US Hwy 70, Smithfield, from AG (Agriculture) to C-70 (Commercial). This rezone would allow for the construction of new commercial buildings. All setbacks for commercial could be met with this rezone. *(See below details from Article 8.2-G of the Town's Development Ordinance for details of current and proposed zoning criteria.)*

CURRENT SITE INFORMATION

LOCATION:	Service Road adjacent to Hwy 70 and Wilson's Mills Road
TAX ID:	17K08043I
SITE ACREAGE:	3.820
ZONING:	AG (Agriculture)
CURRENT USE:	Vacant land

Agriculture District (AG). The Agriculture District (AG) is established to protect lands used for agricultural production, agriculturally based businesses, and related activities. Farmland is a defining element of Wilson's Mills' traditional identity and the protection of these lands aids in preserving the character of the Town until such a time new development is preferred by the Town. Listed uses are limited, with an emphasis on uses that are agricultural in nature. Development density is very low to encourage preservation of agricultural lands while discouraging large lot residential subdivision type development and excessive septic system utility. The Agriculture District can also be used to preserve open spaces.

Current Zoning

Chart is on the following page.

Zoning	AG
Density:	1 unit per acre
Minimum Lot Size:	1 acre (43,560 sq. ft.)
Minimum Lot Width:	150'
Primary Structure Building Height (max.):	30'
Accessory Structure Building Height (max.):	25'
Primary Structure Setbacks (min.):	
Front	30'
Side	10'
Rear	20'
Side Street	20'
Accessory Structure Setbacks:	A minimum of 5' behind primary structure & 5' from side and rear property lines.

PROPOSED SITE INFORMATION

LOCATION:	Service Road adjacent to Hwy 70 and Wilson's Mills Road
TAX ID:	17K08043I
SITE ACREAGE:	3.820
PROPOSED ZONING:	C-70
PROPOSED USE:	Commercial

The US Highway 70 & I-42 Commercial District (C-70) is established to provide opportunities for compatible and sustainable development along the US Hwy 70 & I-42 corridor. Development standards in the US Highway 70 & I-42 Commercial District acknowledge that the automobile is the primary mode of transportation. Development and design standards encourage pedestrian scale development along a secondary street network serving larger projects. Goals of the US Highway 70 & I-42 Commercial District include providing a pleasant environment for motorists, a safe environment for pedestrians along the secondary network of streets and pedestrian facilities; promoting the safety of motorists and pedestrians; and preserving the capacity of the transportation network outside the core area as shown in the adopted Town Plan. Uses in this district include commercial goods & services, employment, and some limited industrial. Allowed building/lot types include Highway Commercial, Urban Workplace, and Shopfront.

PROPOSED SITE INFORMATION

Chart is on following page.

STATEMENT OF CONSISTENCY

This action is consistent with the Town of Wilson's Mills Comprehensive Land Use and Master Plan, the Town's Future Land Use Map, and the Town's Unified Development Ordinance for the following nonexclusive list of reasons:

- Master Plan Goal #2: Planning for Growth-This action would facilitate growth within Wilson's Mills expanding commercial for its citizens and guests.
- Master Plan Goal #3: Retain Our Character- Preserve the small-town appeal of Wilson's Mills while encouraging compatible business growth.

Future Land Use Map Consistency: This parcel is shown as commercial on the Future Land Use Map, therefore, rezoning would be consistent with the Future Land Use Map.

ACTION REQUESTED

1. Recommendation of APPROVAL of rezone from Agricultural (AG) to Commercial (C-70) to Town Council and adoption of the foregoing Statement of Consistency; or,
2. Table the application for receipt of the following information:

_____ ; or,
3. Recommendation to DENY rezone of this property from Agricultural (AG) to Commercial (C-70) to Town Council for the following reason(s):

_____.

ATTACHMENT

1. Rezone Application



TOWN OF WILSON'S MILLS REZONING / MAP AMENDMENT APPLICATION

Planning Department
PO Box 448, Wilson's Mills, NC 27593
Phone: (919) 938-3885 Fax: (919) 938-1121

PROCESS INFORMATION:

Submission Requirement: An application for a rezoning (general or conditional zoning) to the Town's official zoning map shall be filed with the Development Compliance Officer. Such petition shall contain all the information required on this form and must be determined to be complete by the Development Compliance Officer prior to advancing it through the review process.

Public Notification: This is a legislative process that requires a public hearing.

Review Process: Per Article 5 of the Wilson's Mills Development Ordinance (WMDO), all applications are to be reviewed for compliance by the Development Compliance Officer and then forwarded for to the Planning Board (review) and Town Council (decision) for consideration.

General Rezoning Requests: These are "general" requests involving a zoning change to an individual parcel of land. The request is to amend or change the Town's Official Zoning Map in a certain area from one zoning district to another. "General" rezoning requests are not specific and if approved, any permitted land use within the new zoning district as illustrated in the Section 8.1 (Table of Uses) of the Wilson's Mills Development Ordinance (WMDO) could be permitted.

Conditional Zoning Requests: Conditional Zoning Districts (CZ) are districts with conditions voluntarily added by the applicant. Conditional zoning is available for any of the Primary General Use District classifications enumerated in Article 8 of the WMDO, except for those that require a site-specific development plan as part of the application. The conditional zoning designation shall be indicated on all zoning maps and other official documents with the suffix, "(CZ)" (e.g. "IND(CZ)").

FILING INSTRUCTIONS:

_____ Every applicant for rezoning request is required to meet with the Development Compliance Officer in a pre-application conference prior to the submittal of a formal application. The purposes of this conference are to provide additional information regarding the review process and assistance in the preparation of the application.

_____ A petitioner must complete this application in full. This application will not be processed unless all information requested is provided.

_____ Remittance of associated fee(s)* to accompany this application. (*See Town of Wilson's Mills fee schedule)

GENERAL PROJECT INFORMATION:

Project Address / Location: 0 US HIGHWAY 70 W Smithfield NC 27577

Zoning District: Wilsons Mills

Size of Property (in acres): 3.820

Johnston Co. Tax ID# PIN#: 169600-52-5321-17K080437

Proposed Building Square Footage: N/A

Town Jurisdiction: In-Town Limits

X ETJ

Existing land use/zoning on adjoining properties:

North: DOT owned Commercial
 South: AG
 East: US HWY 70 Commercial
 West: C-70 & AG (Duke Power & Light)

APPLICANT INFORMATION:

Applicant: Reba Walker

Address: : 1017 SWAN LAKE DR

City: N Myrtle Beach State: SC Zip: 29582

Phone: 919-215-8155 Email: rebaw033@gmail.com

Property Owner (Owner Consent Form is required if different from applicant): _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ Email: _____

REZONING REQUEST:

☒ General Use ☐ Conditional Zoning

Existing Zoning Classification: AG & ~~GB-HCO~~

Proposed Zoning Classification: C-70

If the request is to a Conditional Zoning District, this application should be accompanied by a site-specific development plan that includes land use, existing conditions, buildings, lots, etc. per the WMDO. In addition, please provide a narrative of the proposed use and list any proposed conditions:

Proposed Land Use:

Right now the plan is to contact gas stations to see if this land would be a good fit for perhaps a wawa

With the changing landscape this area has a highest and best use of commercial directed towards hwy 70 traffic

Proposed Conditions Offered by Applicant:

NONE

ACKNOWLEDGEMENT:

The undersigned property owner, or duly authorized agent/representative thereof certifies that this application and the foregoing answers, statements, and other information herewith submitted are in all respects true and correct to the best of their knowledge and belief, with the understanding that any incorrect information submitted may result in the delay or rescheduling of the required public hearing and may result in the revocation of this application. I hereby authorize the Town of Wilson's Mills to review this request, visit the site, and contact any appropriate design professional in relation to questions generated as a result of the review.

Reba Walker
 Applicant Printed Name

Reba C. Walker
 Applicant Signature

01/08/2024
 Date

FINDINGS OF FACT

Article 7.8 of the WMDO require the compliance of specific findings of fact in order to grant a rezone. The applicant shall submit the following statements of justification, presenting factual information supporting each and all the required findings as they relate to the proposed rezone request:

1. That the use or development is located, designed, and proposed to be operated so as to maintain or promote the public health, safety, and general welfare.

Statement by applicant:

Agreed....With a re-zoning to C-70 it would allow my agent to seek out a commercial buyer
that can use this land to its highest and best potential

2. That the use or development complies with all required regulations and standards of the Wilson's Mills Development Ordinance and with all other applicable regulations.

Statement by applicant:

Yes....neighboring parcel's are already zones C-70, and this one is GB-HCO, changing to C-70
will simply make it easier for the future buyer to enhance the area, and build at a quicker pace

3. That the use or development is located, designed, and proposed to be operated so as not to substantially injure the value of adjoining or abutting property, or that the use or development is a public necessity.

Statement by applicant:

Currently, nothing is planned, I am simply seeking to have my land re-zoned.

4. That the use or development will be in harmony with the area in which it is to be located and conforms to the general plans for the land use and development of Town of Wilson's Mills and its environs.

Statement by applicant:

Changing from GB-HCO to C-70 is simply allowing this land which is very close to 70 to be
developed properly in the future

EXHIBIT A

BEGINNING at the Northwestern corner of the property now or formerly owned by Ebi and Chuck G. Igba and described in that deed recorded in Deed Book 5616, Page 705, Johnston County Registry and traveling with the Western Line of the Igba property South 41 degrees 25 minutes 35 seconds West 381.79 feet to a point; thence North 65 degrees 15 minutes 46 seconds West 176.98 feet to a point; thence North 13 degrees 27 minutes 49 seconds East 109.79 feet to a point; thence North 89 degrees 28 minutes 22 seconds West 153.80 feet to a point; thence North 1 degree 23 minutes 23 seconds East 316.86 feet to a point; thence North 61 degrees 35 minutes 05 seconds West 48.27 feet to a point; thence North 61 degrees 52 minutes 32 seconds East 19.48 feet to a point; thence following a curve with an arc length of 206.4 feet, a radius of 1163 feet, a chord bearing of South 70 degrees 52 minutes 43 seconds East and a chord length of 205.97 feet; thence following a curve with an arc length of 332.32 feet, a radius of 1163 feet, a chord bearing of South 57 degrees 36 minutes 44 seconds East and a chord length of 331.19 feet to the point and place of BEGINNING, and containing 3.94 acres, more or less, and identified as Tract 2 on a survey drawn by Alsey J. Gilbert PLS and dated June 9, 2020.

Wilson Mills Mixed Residential District

Goals/Needs:

- Address the need for a zoning district that allows for a mix of residential uses.
- Do not need to recreate downtown transition area (that is the RMST – Residential Main Street Transition District)
- Don't need a mix of uses – looking for just residential.
- Do not want to create spot zoning (min property size is needed)

Tie to Comprehensive Land Use Plan

- Goal 2: Plan For Growth
 - Objective 1: Harness the imminent southward expansion of the Triangle while managing growth within Wilson's Mills.
 - Strategy 2: Apply standards of the new UDO to assure quality growth.
- Goal 10: Foster a Family Oriented Community
 - Objective 2: Continue to support housing at affordable prices.
 - Strategy 1: Continue to offer practices within the Town's ability to foster development of housing at affordable prices.

Definition / Intent

The Mixed-Residential District is intended to provide areas of medium to higher density residential development to accommodate single family, duplex, triplex/quadplex, townhome and other small-scale multifamily uses within close proximity to major corridors, intersections and/or existing and planned commercial centers. Allowable building/lot types include the Detached House, Attached House and Multi-family Building. Different housing types and lot styles are encouraged. Rear/alley loaded products are highly encouraged in this district. Dwellings in this district may have shared access to common features and on-site amenities such as developed/active or passive open space.

Permitted Uses

- Single family
- Duplex
- Triplex, Quadplex
- Multifamily

Density

- 14.5 units per acre maximum

Dimensional Standards

- Minimum property size of 2 Acres
- Setbacks
 - Front
 - Front loaded*: 20 ft
 - Rear loaded*: 12 ft

Commented [JP1]: Q: Should we distinguish between SF, Attached, MF? Like in other districts.

Commented [JP2R1]: 14.5 DUA may be high. Could be:
-SF Detached: 7 DUA (like RMST)
-Attached: 12-14 DUA
-MF: 14.5 DUA

Commented [WH3R1]: Approx. 3,000 s.f. per unit. This seems like a reasonable density.

Commented [NF4R3]: What current area has the highest density in Wilsons Mills? Could be worth considering what exists and building off of that (too much/too little/etc)

Commented [JP5]: Could be as low as 1 acre... staff input needed.

Commented [WH6R5]: 2 acres is very large. I think this could vary by dwelling type:
5,000 s.f. for single-family
5,000 s.f. + 2,500 per each additional unit (let's run some examples).

6,000
5,000

*Minimum Setback of 20ft required on Minor and Major Thoroughfares designated on Johnston County CTP and along roadways with a planned multi-use path or greenway (reference plan).

*Smaller setbacks allowed with TND Overlay option.

should be presented for adoption by TC by June

Commented [JP7]: Are planned greenways shown in an adopted plan?

- o Rear
 - Front loaded: 25ft 25ft.
 - Alley loaded: 5ft 5ft.
- o Side: 8ft
- Lot width
 - o Front Loaded:
 - 60' (single family), 26' (townhouse)
 - o Rear Loaded:
 - 60' (single family), 16' (townhouse)
- Max Building Height: 35ft
- Max lot coverage – 36% w/ attenuation
- Minimum open space / common area
 - o Required Open Space – 11.5% of the property
 - 5% of the property must be active/developed open space prior to certificate of occupancy being obtained (i.e. common green with benches or picnic tables, tot lot, fenced in dog park, plaza, etc.)

Commented [WH8]: Is this driven by building code? Could we go to 5ft? NO

Commented [WH9]: Look for requirements limiting amount of front façade that can be used by the garage door.

We may want to consider limiting front loaded lots on collector and arterial streets. yes

- Max ground floor of structure – 8,000 square feet
- Min spacing between principal buildings on same lot – 25 ft 20'
- Alley Requirements (Pulled from Henderson County)
 - o ROW Width – 20-ft
 - o Minimum Paved Width – 14-ft

Commented [WH10]: This can work if all developments are required to be approved through a master development plan.

However, this would be difficult or impractical for single lot or small developers to accommodate and may work against affordable housing goals.

Maybe this should apply to developments of a certain size (number of dwelling units). All

Commented [WH11]: Is this measured per structure to allow for multiple apartment buildings on a larger lot or is it to be measured as total ground floor area per lot?

This is also controlled by total lot coverage of 36%. yes

Commented [WH12]: This is pretty large for a higher density setting. Is this influenced by the current building code?

Supplemental Design Standards

- Parking
 - o Compliance with Article 12
 - o Additional requirements:
 - Minimum of 2 off-street parking spaces per dwelling unit.
 - Townhomes and Multi-family
 - One (1) on-site visitor parking space required for every 3 dwelling units.
 - On-street parking spaces (signed and striped with adequate read dimension width and length) may count for visitor spaces if provided adjacent to property.

Commented [WH13]: Conflicts with Article 12.3.6

Commented [WH14]: Strike

- Buffers
 - o See SFR 3. Probably Type C.

Principal use	RA-40 Districts	Arterial Streets	Collector Streets	Hwy 70	Automotive Repair and Storage	Districts: R-30, R-20, R-10, and MHP	Districts GB and I/W

Major residential subdivision	*	B	A	D	C	*	B
Multifamily, office, institutional, manufactured home parks, PUDs	A	C	B	D	C	A	B
Mixed Residential	*	C	B	D	C	A	B

* No landscape area required

Southeast Area Study Update

Update Briefing

SEAS
SOUTHEAST AREA STUDY
UPDATE

seareastudyupdate.com

Agenda

1. Project Refresher and Update
2. SEAS Update Report
3. Project Prioritization
4. Call for Endorsement

Project Refresher and Update



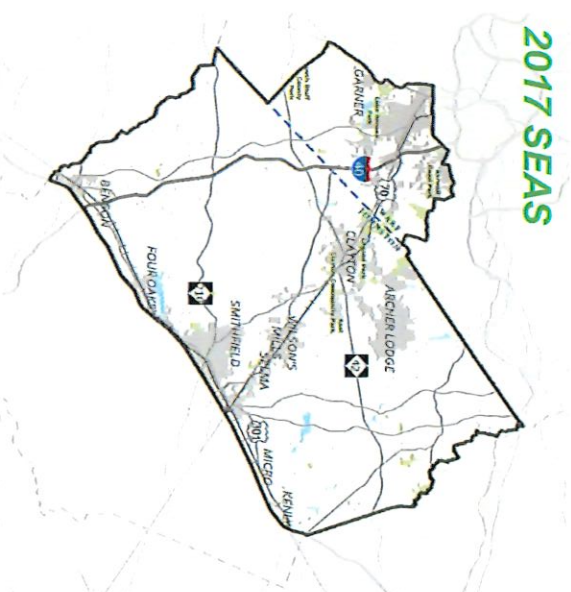
What is the SEAS Update?

This study **integrates land use and transportation** to accommodate existing and future travel needs for the purpose of reevaluating and revising, as needed, the **unified vision and comprehensive transportation strategy** established in the 2017 SEAS.

SEAS

SOUTHEAST AREA STUDY

UPDATE



Guiding Principles



LIVABILITY

Enhance and promote our region's quality of life through transportation and land use decisions that equitably support public health, education, parks and recreation, public art, and local character.



TRAFFIC FLOW

Make it easier to move within and through our region by reducing congestion and improving roadway operations.



SUSTAINABLE GROWTH

Blend development decisions and transportation strategies to promote and sustain employment and population growth by offering housing and neighborhood choices to meet diverse needs while preserving the area's natural features.



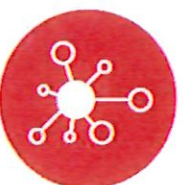
TRAVEL SAFETY

Promote a safer, more secure transportation system by reducing crashes, enhancing reliability and predictability, and improving emergency coordination.



ACTIVE TRANSPORTATION

Integrate our transportation network to provide travel choices, especially walking and cycling, for all users, regardless of age and ability.



NETWORK CONNECTIVITY

Link local and regional destinations through improved connections and enhanced integration among travel modes.



ECONOMIC VITALITY

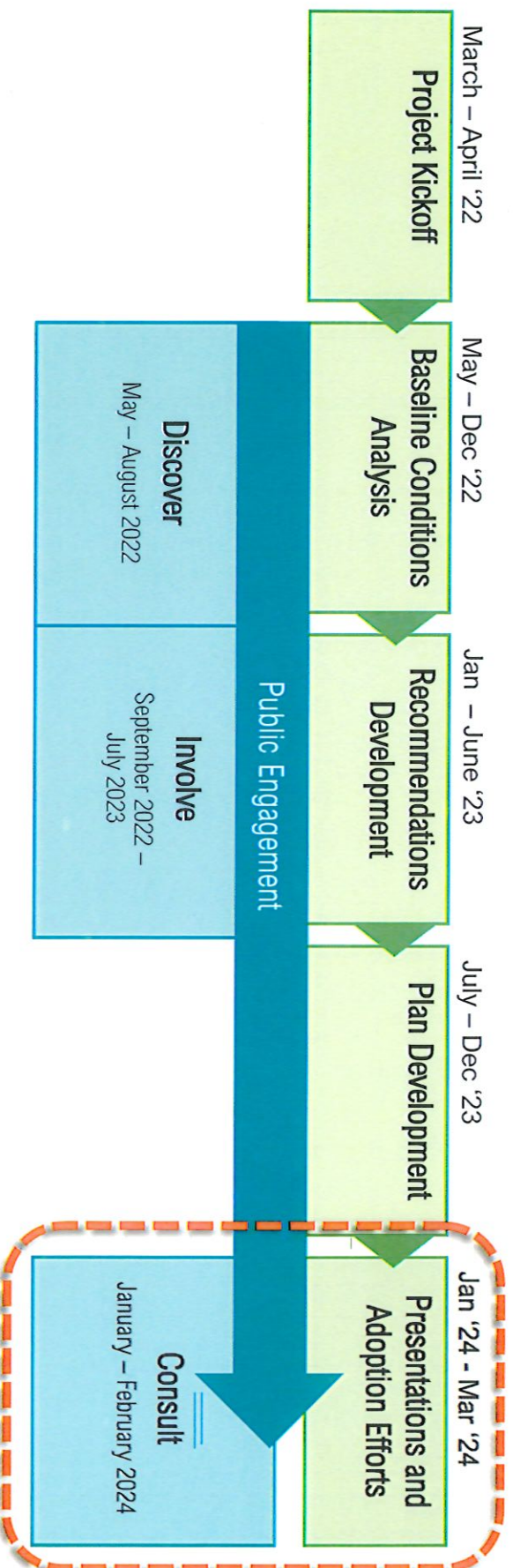
Grow our economy through a transportation network by connecting residents to jobs, goods, services, and opportunities within and beyond our region.



FREIGHT MOVEMENT

Support global competitiveness of our region through a transportation network that efficiently moves goods and services.

Project Schedule



SEAS Update Report

SEAS
SOUTHEAST AREA STUDY
UPDATE



Chapters

1
Introduction

2
Planning Framework

3
Regional Snapshot

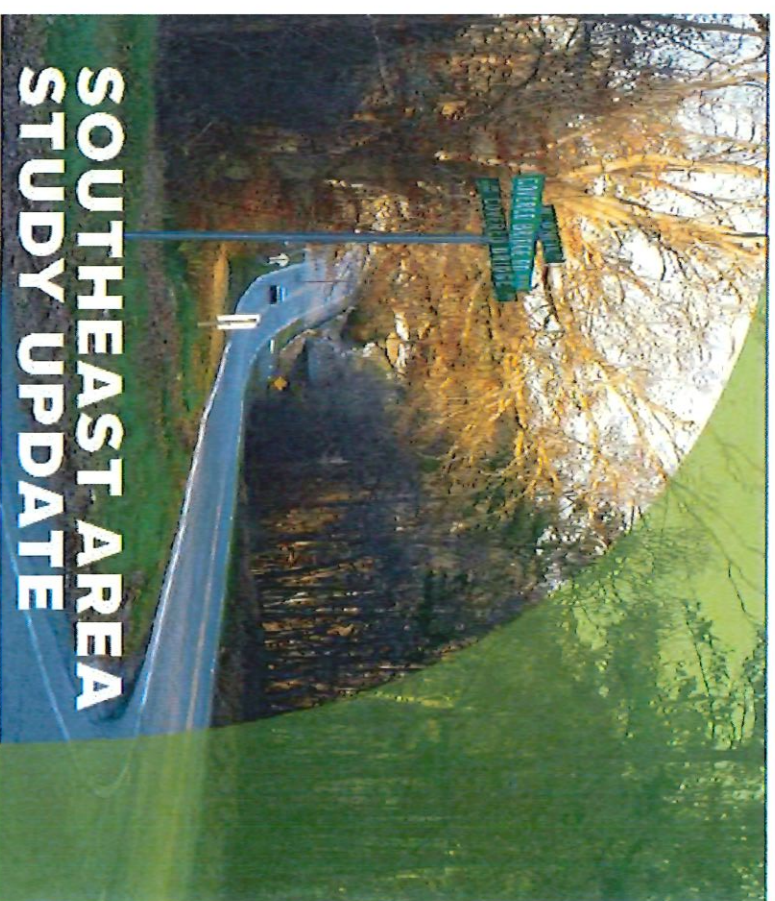
4
Land Use and Scenario Planning

5
Multimodal Recommendations

6
Action Plan

SEAS

SOUTHEAST AREA STUDY
UPDATE



FINAL REPORT

SEAS

SOUTHEAST AREA STUDY
UPDATE

CAMPO

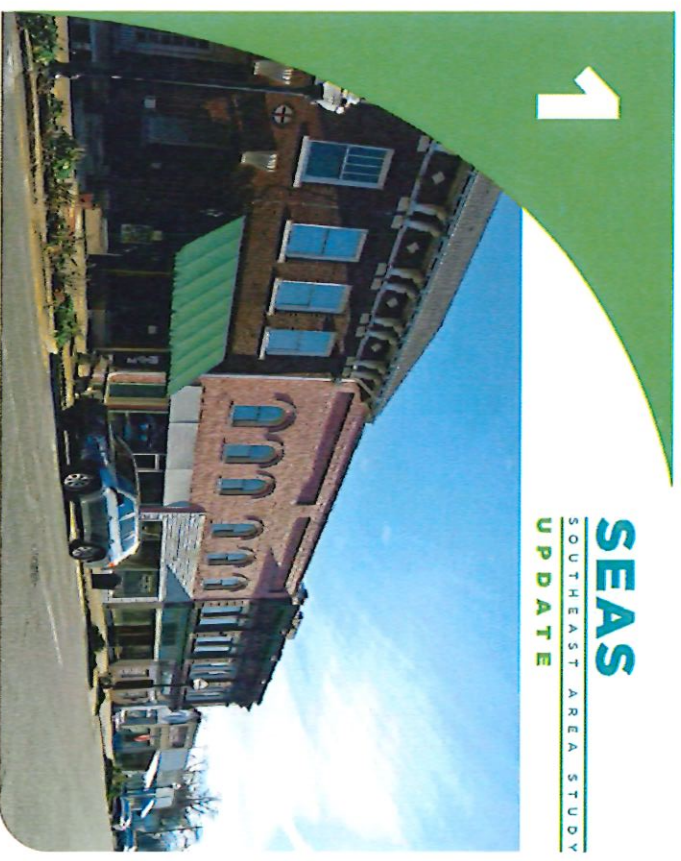
UPPER COASTAL PLAIN
LOCAL PLANNING ORGANIZATION



December 2023

Introduction

- Background and purpose of the SEAS Update
- How the SEAS area has changed since 2017
- Project Partners and Involved Parties



INTRODUCTION

In 2016, the Capital Area Metropolitan Planning Organization (CAMPO) initiated the Southeast Area Study (SEAS) to define the area's land use strategy and accommodate existing and future travel needs. The SEAS Update revisited the original SEAS, completed in 2017, for the purpose of reevaluating the unified vision and comprehensive transportation strategy and to refresh its policies and practices and produce recommendations for land use and transportation.

The recommendations from the SEAS Update will inform Johnston County's Comprehensive Transportation Plan (CTP), update CAMPO's overall CTP, and identify project priorities to be considered in the next Metropolitan Transportation Plan (MTP), the financially constrained, long-range transportation plan for the region. These recommendations are also intended to be used as a basis for ongoing planning and policy work in local town plans.

Planning Framework

- Engagement Phases overview
- Outreach by numbers
- Phase 1 and 2 activities, events, and participants
- Guiding Principles



PLANNING FRAMEWORK

A successful plan requires a strong planning framework. The SEAS Update intentionally engaged the public and a variety of stakeholders throughout the development of this plan. A meaningful engagement strategy includes the development of a shared vision, the consideration of alternatives, and an ultimate consensus around the findings and final recommendations.

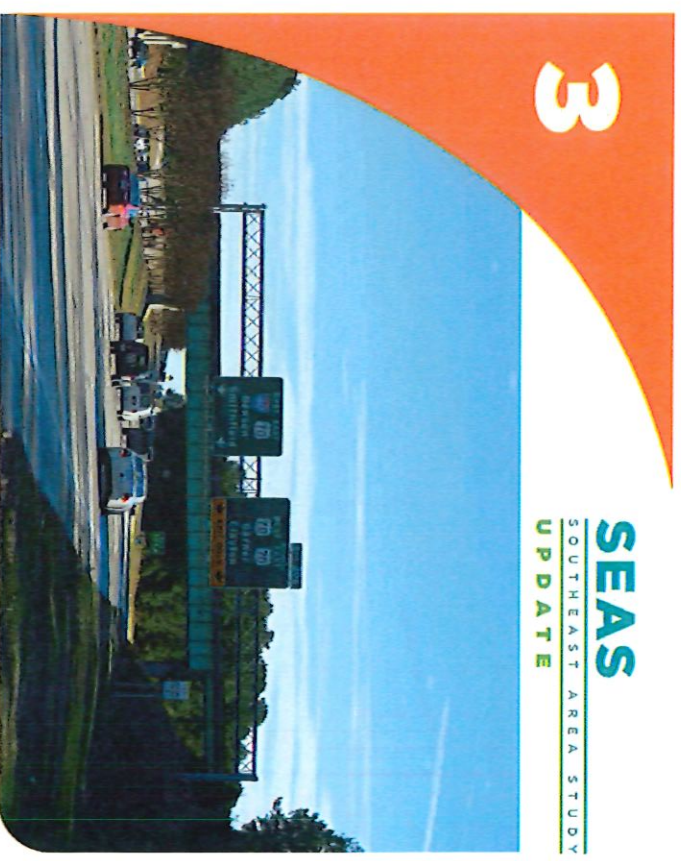
This chapter outlines the engagement strategies and outcomes that informed the development of the SEAS Update.

Regional Snapshot

- Building Blocks: concurrent and adopted plans since 2017
- People
 - Demographic and socioeconomic trends
- Places
 - Growth and land use
- Mobility
 - Multimodal trends and conditions

SEAS

SOUTHEAST AREA STUDY
UPDATE



REGIONAL SNAPSHOT

The Regional Snapshot is an assessment of the conditions and trends that affect how people live, work, and travel in and through the Southeast Area. It sets the stage for defining and shaping a new land use and transportation future. This context, along with the input from Phase 1 Engagement, provides the information needed for the development of recommendations responsive to the needs and values of the Southeast Area.

This chapter leverages a variety of data sources from the local, regional, and state levels. Individual data sources are noted where they are referenced. In many places throughout this document comparisons are made between the study area as a whole, as well as comparisons between the counties, region, or state.

Land Use and Scenario Planning

- Scenario planning purpose, process, and results
- Land use toolkit and recommendations by jurisdiction

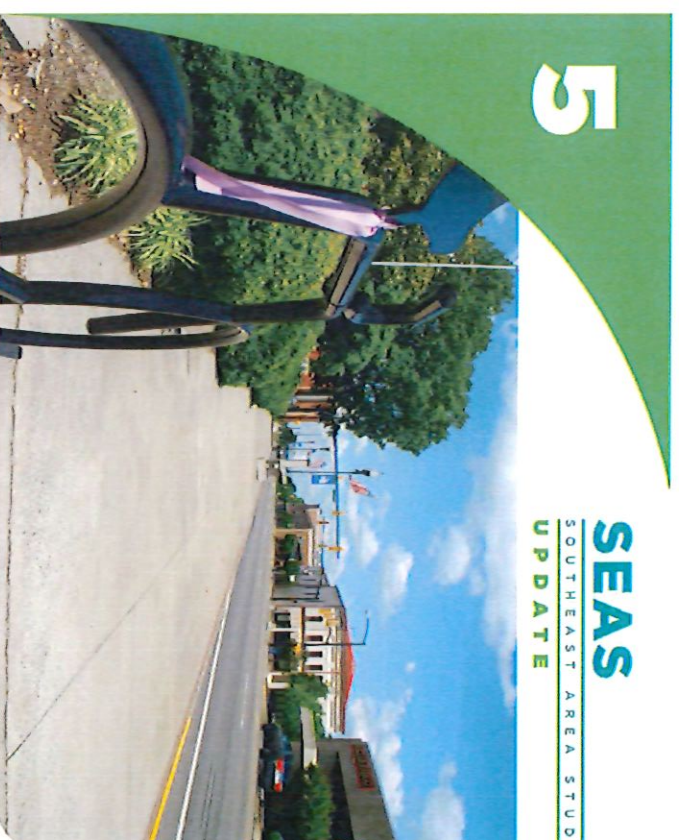


LAND USE AND SCENARIO PLANNING

A critical component in the planning process was the establishment of a vision for future land use for the purposes of integrating and coordinating land use, development, and transportation investments. As part of the land use scenario planning process, the SEAS Update tested several scenarios to understand the impacts of growth in the study area. The scenario planning process explored various growth scenarios based on a combination of assumptions, alternatives, and sentiments from community input. The ultimate preferred scenario will act as a guide for future growth that blends land use and mobility needs in the study area. This chapter explores the questions, alternatives, and outcomes of the scenario planning effort.

Multimodal Recommendations

- Recommendations development process
- Equitable planning Analysis
- Roadway, intersection, truck, freight, rail, bicycle, pedestrian, and transit recommendations



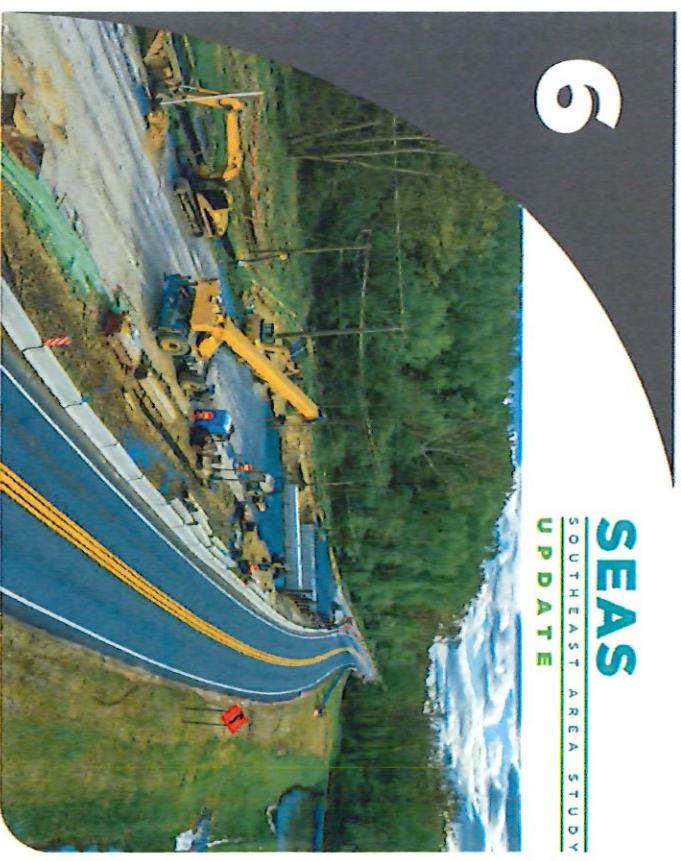
MULTIMODAL RECOMMENDATIONS

The SEAS Update's transportation recommendations consider the regional system holistically rather than focusing on each travel mode individually. The resulting recommendations provide a comprehensive multimodal network that invests in a fast-growing region.

Since a complete transportation network cannot be created without understanding the land use context, the SEAS Update transportation recommendation respond to the preferred growth strategy described in Chapter 4. The recommendations were also refined using the travel demand model to project the region's needs 20 years in the future.

Action Plan

- How the SEAS influences regional planning
- Project prioritization process per mode
- Prioritization maps and project tables
- Call to action and conclusion



ACTION PLAN

The Southeast Area Study represents something unique—an opportunity to create a unified planning approach across boundaries and jurisdictions. As the first, integrated planning effort between CAMPO and UCRPO, the original Southeast Area Study brought together the larger region for idea sharing between jurisdictions, consideration of regional project impacts, identification of a shared vision, and a better understanding of where the region needs to go in the future.

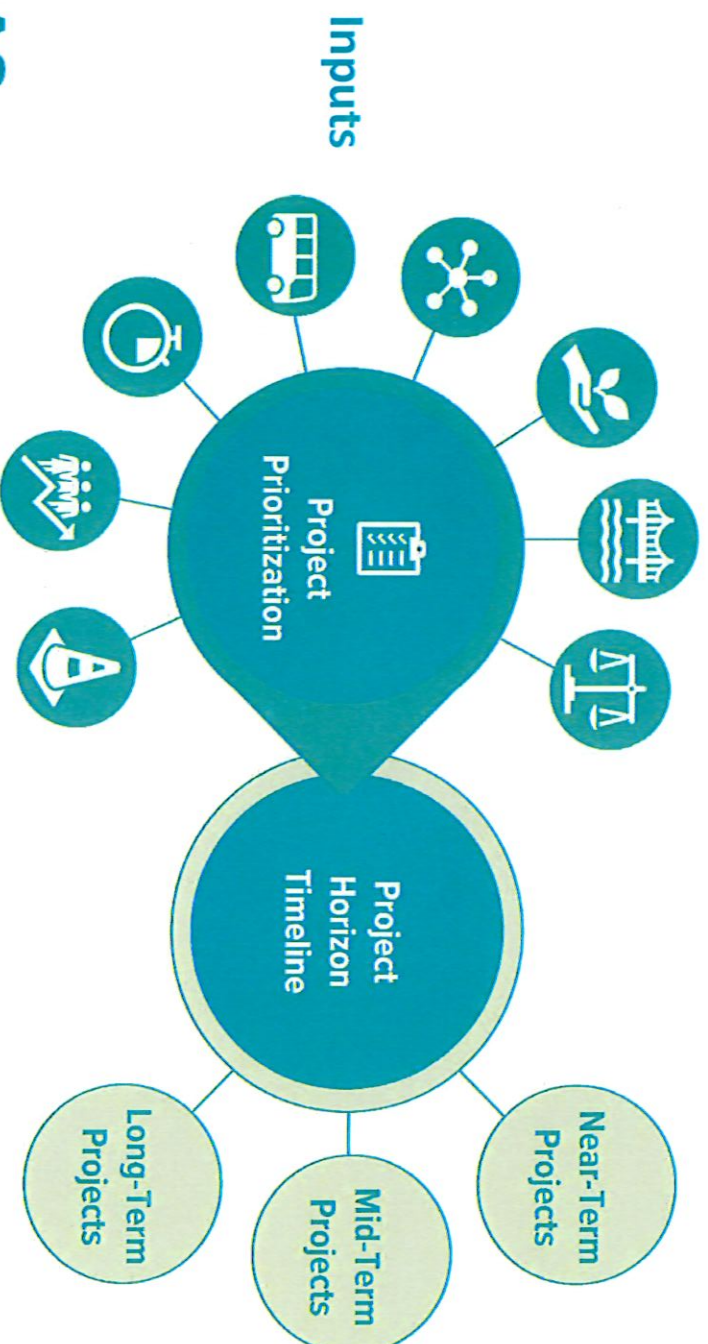
Now, the SEAS Update continues to build on that foundation, as CAMPO, UCRPO, and Southeast Area jurisdictions update their vision for the region and take the next step towards implementing the land use policy, growth strategy, and transportation recommendations needed to meet their shared goals.

Project Prioritization

SEAS
SOUTHEAST AREA STUDY
UPDATE



Prioritization | Process

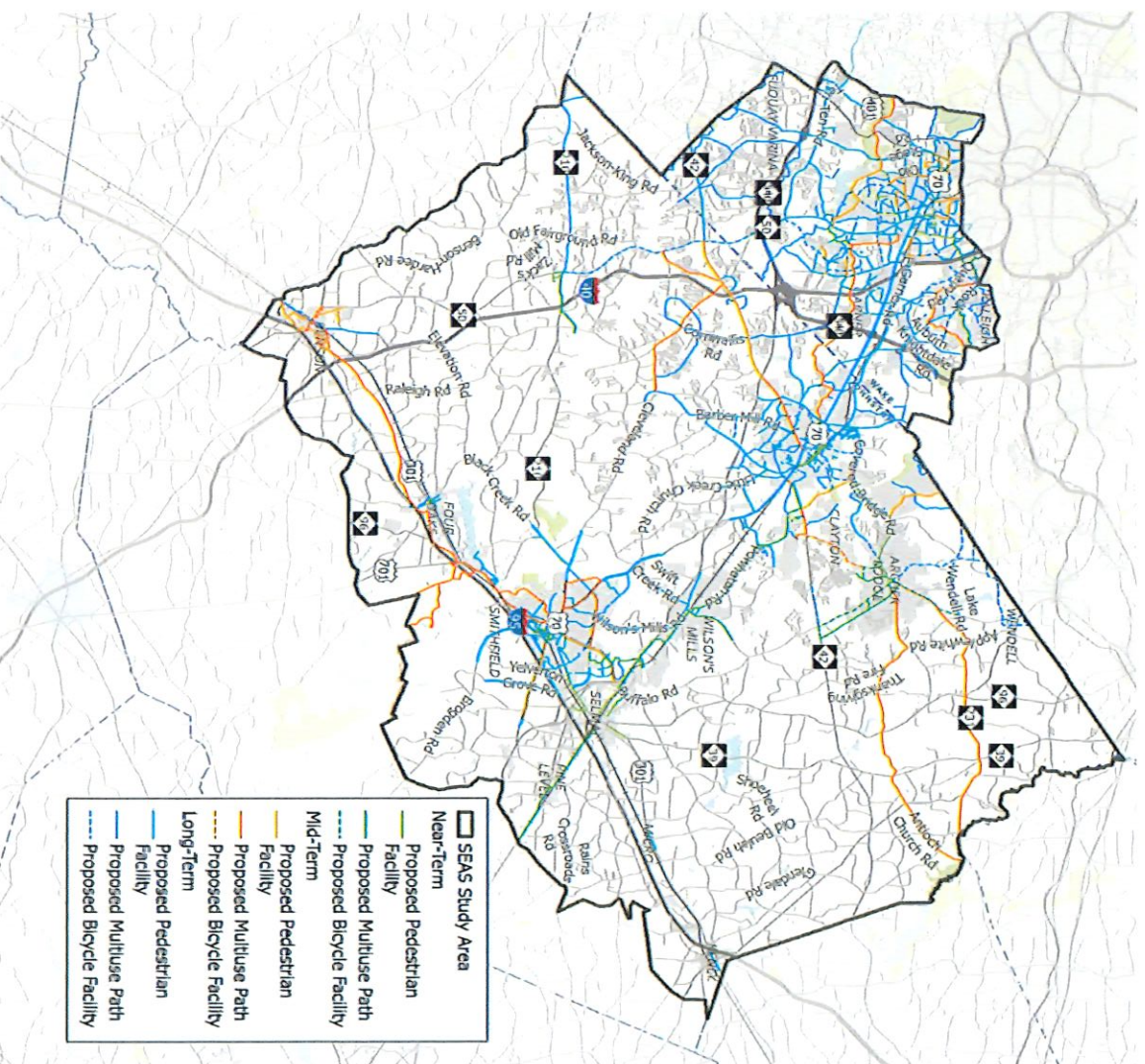


Prioritization is simply a decision-making tool. Local planners and elected officials are encouraged to be opportunistic about project funding.

Bicycle and Pedestrian

Prioritized generally by facility purpose and location

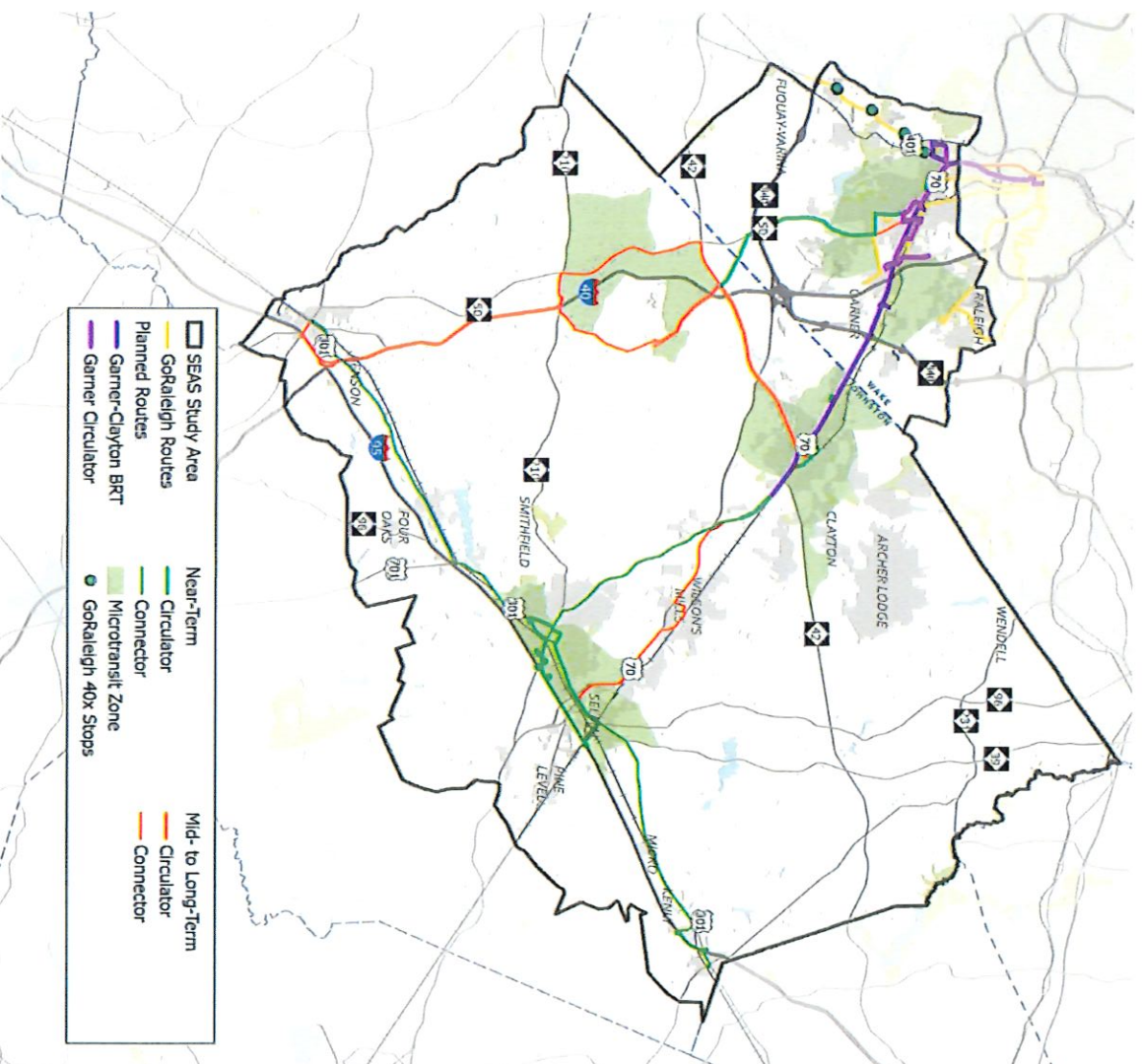
- Near-Term: recommendations fill gaps in the network, particularly within towns
- Mid-Term: recommendations intended to connect towns and recreational resources
- Long-Term: recommendations intended to complete the regional multimodal system



Transit

Prioritized generally by transit propensity and demand

- Near-Term: recommendations providing key high-demand regional connections and microtransit to supplement
- Mid- to Long-Term: recommendations for areas that are projected to grow and have transit-supportive land uses in the future



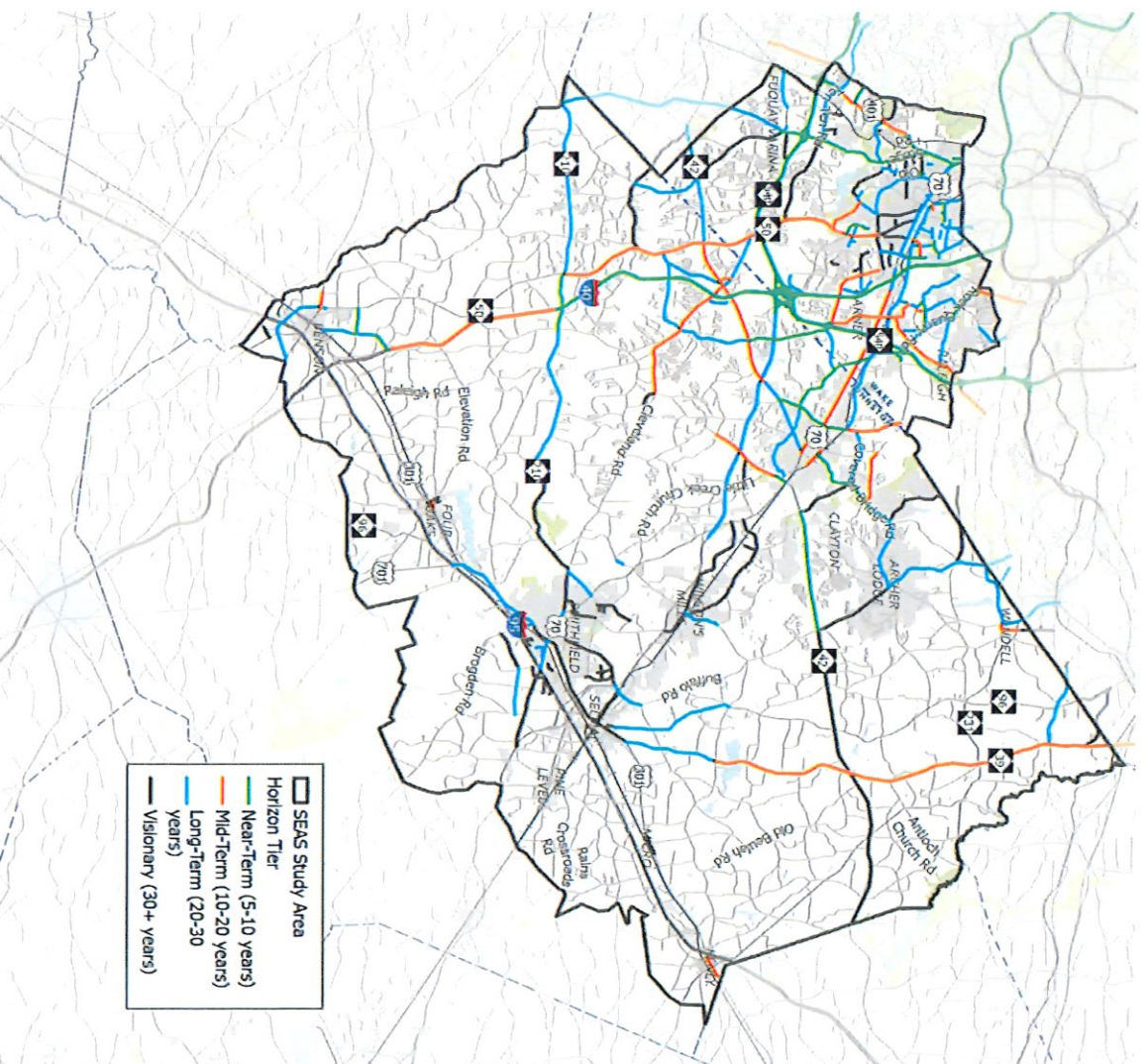
Roadway | SEAS Prioritization

Prioritized generally by congestion improvement based on need

- Near-Term: projects providing greatest improvement
- Mid-Term: projects providing a good level of improvement
- Long-Term: projects providing minimal to moderate improvement
- Visionary: projects providing no to low congestion improvements

SEAS

SOUTHEAST AREA STUDY
UPDATE



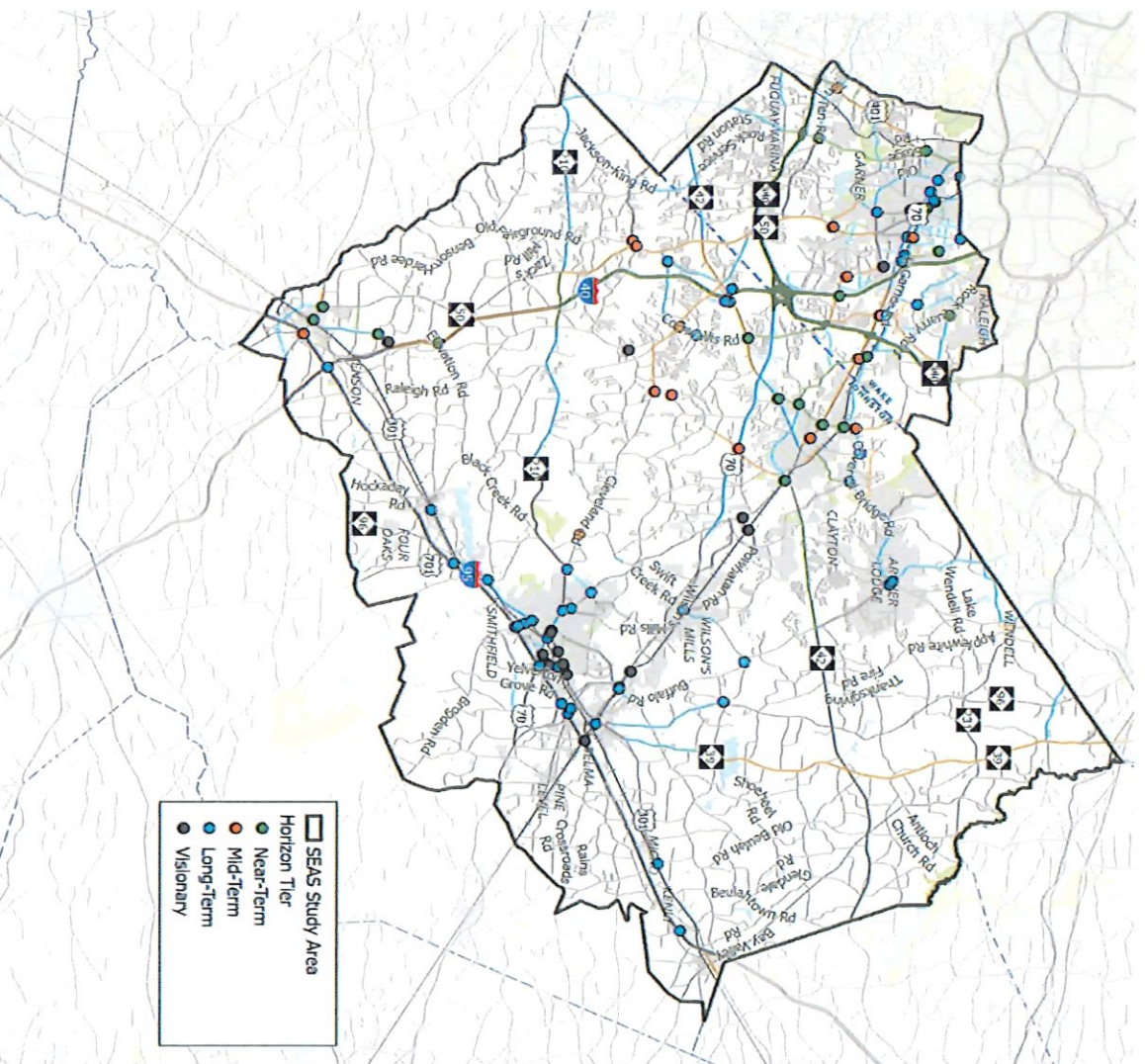
Intersection |

SEAS Prioritization

Prioritized generally by congestion improvement based on need

- Near-Term: projects providing greatest improvement
- Mid-Term: projects providing a good level of improvement
- Long-Term: projects providing minimal to moderate improvement
- Visionary: projects providing no to low congestion improvements

SEAS
SOUTHEAST AREA STUDY
UPDATE



Call for Endorsement



Implementation | Unified Approach

- The SEAS Update includes **land use** and **transportation strategies** for all member jurisdictions in CAMPO and UCPRPO
- The transportation recommendations will inform the **CAMPO 2055 MTP**
- The transportation recommendations can be incorporated into the **UCPRPO area's CTP**



*Thank you for taking the
time to make the SEAS
Update a coordinated
planning effort!*

Thank You!

Update Briefing

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