

# Town of Angier

## Comprehensive Plan



Adopted: September 12, 2017

## EXECUTIVE SUMMARY



### PLAN PURPOSE

A comprehensive plan is a statement by the Town of what it is today, and what it would like to be in the future. A comprehensive plan is an official public document, adopted by the Board of Commissioners.

While the preparation of a comprehensive plan is encouraged by North Carolina legislation, there are broader reasons to engage in the planning process. Local government plans and planning efforts affect people's lives. Basically, planning begins with understanding Angier and its people. Tough choices must be made about the natural, man-made, and financial resources in the Town. The Town's budget should be compared to the plan to ensure that public money will be spent in accordance with the Town's goals and objectives.



**Downtown Angier** Image Source: HCP, Inc.

Planning will provide the foundation to preserve what is of value in Angier. Small towns are attractive because of their human scale of buildings and tight-knit social fabric. Many polls have shown that most Americans would prefer to live in a small town rather than a large city or suburb. This fact is significant in the rapidly growing Raleigh metropolitan area. Also, there has been renewed interest in the design of small towns. The mix of Angier's

residential and commercial uses, the emphasis on walking rather than automobile use, and the human scale of buildings are seen as contributing to both a pleasant environment and a closer, more sociable community.

Specifically, Angier has undertaken the preparation of a Comprehensive Plan with the understanding that the plan should be:

- Comprehensive in setting goals and objectives for all aspects of the Town;
- Part of a continuous planning process that is timely and responsive to the needs/desires of the Town; and
- The legal basis for land use regulations and a guide for Town budgeting.

A comprehensive plan is a statement of policies. The policies of the plan in effect speak to the private sector and to elected officials and say, "when we encounter this situation, we will probably act this way for these reasons." This approach has the advantage of stating a position in advance of heated controversy. To deviate from a policy in the plan should require an argument as convincing as the one in the plan. Departing from the precepts of a plan should always be possible – although not necessarily easy.

A comprehensive plan is indeed comprehensive, in that it includes all areas within Angier and its extraterritorial planning jurisdiction. Moreover, the plan includes all elements that have a bearing on the physical development of the Town (utilities, transportation, housing, etc.).

The planning process will provide a workable, creative, and dynamic plan to guide future long-term growth and development through the next twenty (20) years. It provides a foundation for Angier's ongoing planning program and serves as the Town's primary policy guide for short- and long-range planning, zoning, and land use related decision-making within the Town's jurisdiction.



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Specifically, the Comprehensive Plan addresses the following:

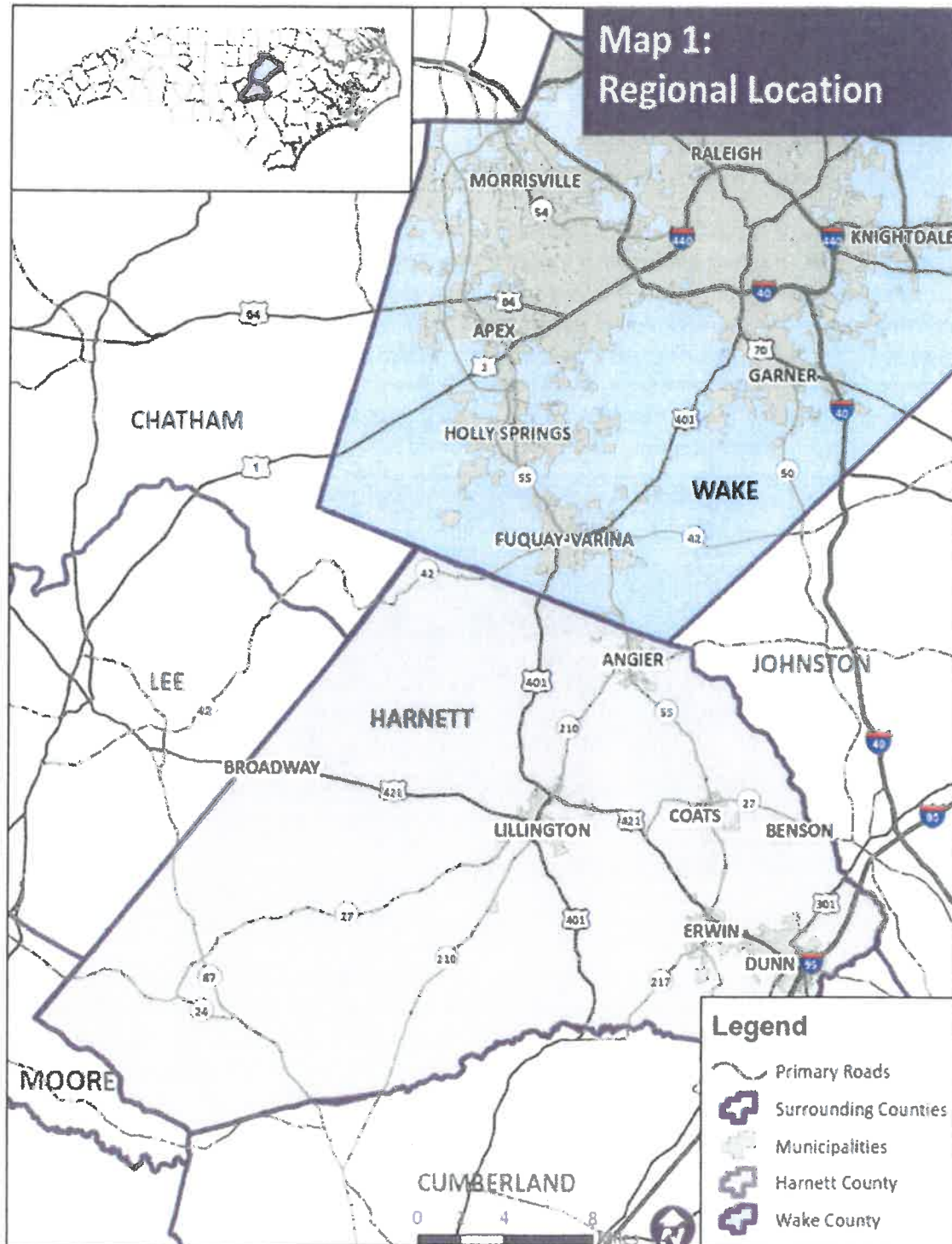
- Clear vision statement
- Historical, current, and forecast data with regard to demographics/economics, in-Town and relative to the Town's surroundings
- Future land use
- Recommendations for revisions to the Town of Angier Unified Development Ordinance
- Possible small area plans
- Economic development strategies
- Transportation/mobility (including pedestrian and bicycle) and the Harnett County Comprehensive Transportation Plan
- Particular focus on the Highway 55 and 210 corridors
- Housing and neighborhoods
- Public utilities and infrastructure
- Provision of parks, recreation, and open space

### Vision Statement

Angier is family-friendly, small town on the cusp of growth. Angier will preserve its small town charm with creative and smart development that will benefit Angier's wide range of demographics and continue to inspire a wholesome sense of community. Angier will focus on improving transportation routes, redeveloping outdated and blighted areas, encouraging new commercial and mixed use developments, and enhancing pedestrian and recreational facilities.

## REGIONAL LOCATION

The Town of Angier is located in northeast Harnett County approximately 20 miles south of Raleigh and approximately 12 miles west of Interstate 40 (see Map 1). Via NC Highway 210 and Interstate 40, the Town is approximately 24 miles from Interstate 95. Regional accessibility is one of Angier's key assets.



## PROJECTIONS/FUTURE DEMAND

## Population

Angier is situated in a dynamic growth area. Much of the regional growth is a result of the tremendous growth in Wake County and the Triangle area flowing out to the surrounding counties. Table 1 provides population forecasts for Angier's corporate limits, extraterritorial jurisdiction, Harnett County, Wake County, Chatham County, Cumberland County, Johnston County, and Lee County.

From 2015 to 2035, the average growth rate for Chatham, Johnston, and Wake counties is expected to be 43%. However, the growth for Harnett County is expected to be 22%. The total 2015 to 2035 population growth for North Carolina is expected to be at 21.0%. These forecasts are provided by the North Carolina Office of State Budget and Management (OSBM).

Most of Harnett County's growth is expected to occur in the northern portion of the county. Thus, the rate of growth for Angier's planning jurisdiction is expected to be higher than that forecast for Harnett County. The Town's rate of growth will be heavily influenced by the growth from Wake County. The total growth for Angier's corporate limits from 2015 to 2035 is expected to be 43.7%. The growth for Angier's ETJ is estimated at 47.7% which is consistent with Wake County's anticipated growth. By 2035, the total population within Angier's planning jurisdiction is expected to be 8,491. Based on an average family size of 2.7, the growth through 2035 would require an additional 965 dwelling units, an average of 48 dwelling units per year. "Build out" of Angier's planning jurisdiction is discussed below.

Table 1: Population Projections

Population	2015	2020	2025	2030	2035	% Change
Angier Corporate Limits	4,970	5,517	6,069	6,615	7,144	43.7%
Angier ETJ	912	1,025	1,125	1,225	1,347	47.7%
Angier Planning Jurisdiction	5,882	6,542	7,194	7,840	8,491	44.4%
Harnett County	127,127	134,189	141,178	148,167	155,154	22.0%
Wake County	1,007,631	1,119,118	1,230,780	1,342,440	1,454,103	44.3%
Chatham County	71,815	78,625	85,438	92,249	99,058	37.9%
Cumberland County*	328,860	325,775	325,216	325,117	325,101	-1.1%
Johnston County	184,519	205,975	227,712	249,508	271,316	47.0%
Lee County*	58,908	58,907	58,907	58,908	58,907	0.0%
North Carolina	10,056,683	10,584,376	11,116,784	11,643,181	12,167,836	21.0%

\*NOTE: Although the figures for these two counties appear to be relatively static, they are the current county forecasts as provided by the Office of State Budget and Management.

Source: US Census, NC Office of State Budget and Management, and HCP, Inc.

## Residential Build-Out Analysis

A majority of the land that exists within the Town's corporate limits has been developed, leaving approximately 273 acres of land available for infill development of low, medium, and high density residential development. Additionally, there are 1,090 acres of land targeted for residential use within the Town's extraterritorial jurisdiction. The determination of available acreage was made by identifying all vacant property as defined on the Town's Existing Land Use Map, and cross-referencing those properties with the parcels shown as residential on the Future Land Use Map (Map 4) presented later in this section. The Future Land Use Map and associated narrative provide a synopsis of the desired growth patterns. It should be noted that the densities utilized in these calculations are not necessarily in line with those currently existing in the Town's existing land development regulations.

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The population projections provided on the previous page focused on the defined planning period through 2035. These projections estimate that the total population of the Town's planning jurisdiction will be 8,491 by the year 2035. As this population increases, additional housing stock will be developed. As noted, the projected population increase will result in the need for approximately 965 additional housing units (based on an average household size of 2.7) by 2035. The housing units will be developed in accordance with densities outlined on the Future Land Use Map and associated narrative.

Table 2 provides the total number of estimated additional dwelling units which can be constructed within the Town's planning jurisdiction at the densities shown on the future land use map. Build-out should occur beyond 2035. The figures address total build-out of the Town's corporate limits and ETJ. The projected increase of 3,755 housing units will result in a total approximate population increase of 10,139 individuals. All of this increase will not occur by 2035. These calculations assume that 20% of all available acreage will be reserved for the installation of infrastructure including road right-of-ways.

Future Land Use	Minimum Density (SF)	Vacant Residential Acreage (Corp. Limits)	Potential # of Units	Vacant Residential Acreage (ETJ)	Potential # of Units	Total Maximum Increase in Housing Units
High Density Residential	6,000	36	211	50	295	506
Medium Density Residential	10,000	103	231	484	967	1,198
Low Density Residential	20,000	132	363	555	1,688	2,051
<b>Total</b>	<b>N/A</b>	<b>273</b>	<b>805</b>	<b>1,089</b>	<b>2,950</b>	<b>3,755*</b>

\*Includes the 965 dwelling units needed to accommodate the 2035 population.

Source: HCP, Inc.

### Economic Development

Input collected through interviews and focus groups with elected officials confirmed that local Angier stakeholders want to diversify the local tax base and build a more attractive and economically competitive community. While there is a clear desire to maintain the small town feel and strong community connections, there was general agreement that more local job opportunities, a vibrant downtown destination anchored with locally owned businesses, more single-family home ownership, more outdoor recreation options, and the creation of a strong regional image were needed.

Economic development activities can be described in three broad categories: product development, marketing and branding, and client transaction capacity. The most valued components of community product for a prospective investor include available skilled labor; ready, appropriate buildings and shovel-ready sites; incentives; proximity to supplies; and more.



At the Town level, the local product also includes all physical infrastructure, i.e., roads, water, sewer, electricity, broadband, and buildings and sites. The absence of any of these pieces is a barrier to job attraction. Available, skilled workers are part of the product and unless the community plans to attract in-commuting workers, available housing and support services are also necessary.



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Marketing to attract new companies, known as business attraction, is expensive and is better left to the county, region, and state. What can be done, using limited resources, is the branding of Angier as a good place for families to live, entrepreneurs to work, and companies to set up shop.

Client transaction for Angier is likely to be reactive, with another group shepherding the client. Angier's role for larger projects will be to answer questions of utilities, zoning, and permitting. As the Town works to build a more attractive product, this role might entail the assembly of multiple landowners to create new land for businesses, responding to smaller office retail businesses considering existing options, or managing the relationship between the Town and other groups. To be successful, Angier needs to have this capacity with clear responsibility and direction.

Three current national trends are particularly important to Angier's economic development tools: transforming real estate markets, E-commerce rise, and emergency work trends. Real estate markets will continue transforming as square footage per employee in office space is reduced, retail moves online, warehousing consolidates, and industrial space is built for machines, not employees. A higher percentage of workers will work from home and many local communities will require less "non-residential" space. The exception will be regional hub communities where surrounding consumers travel for work, shopping, and business and health services. Angier is likely to be such a hub as there are new majorly established centers between the Harnett County line and I-540.

The rise of E-commerce will inevitably replace "bricks with clicks," driving more retail sales to the Internet and limiting new retail development. Proximity to shopping will still be important to lifestyle decisions, but may soon be less important to business needs.

Emerging "work" trends include more flexible work schedules, 24/7/365 work, working from home, contract of "gig-work" arrangements, and working in mixed-use "Live/Work/Play" environments. Business trends show greater emphasis on freelancers and entrepreneurs. Consequences for Angier could include less demand for traditional multi-user office space and more shared co-working spaces (co-working is a style of work that involves a shared working environment, often an office or redeveloped warehouse, and workers from different companies completing independent activity). There is also increasing demand for mixed-use environments. The concentration of "at-home" workers is also impacting house design and the need for nearby support services.

The education and skills of Angier residents will be the most important competitive factor for future economic success. The Research Triangle Region has consistently experienced low unemployment and a high demand for skilled workers. Today, employers continually point to gaps between what they need to be successful and the skills of the available work force. The availability of a qualified labor pool is currently the number one site location factor, and the availability of a skilled workforce is projected to become even more important in the coming years.

Recommendations include the following:

- Partner with Harnett County, the Research Triangle Regional Partnership, and the North Carolina Economic Development Partnership to incent and attract investment, jobs, and business development into Angier. Traditional county-level economic development policy focuses on larger employers, especially manufacturers. Increasingly, however, counties are joining with their towns and cities to encourage all scopes and types of development to increase urban vitality including retail, services, hotels, and destination tourism.

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- Focus on quality of life and “place-making,” Hand-in-hand with a job attraction strategy is the necessity of building attractive, lively, and diverse communities where interaction and innovation can thrive. This effort includes having gathering destinations with public amenities, being supportive of cultural offerings, and promoting outdoor recreation opportunities.
- Align economic activities with place-making and develop incentives to promote the desired business mix. This incentive can include a focus on retail stores, offices, restaurants, lodging, entertainment, service providers, and public gathering spaces. Incentives don’t have to be monetary. They can include zoning that encourages denser, mixed-use developments; alternative building codes designed for adaptive reuse of older buildings; and infrastructure improvements from parking, to street lighting, to increased security.
- Develop shared workspace options in the downtown will be required. If Angier is successful in efforts to attract a more affluent, educated, and older population, there is an opportunity to encourage the entrepreneurial spirit of freelancers and people exploring their second or third careers, including retirees. Making flexible, shared workspaces available is one way to do this. The Town could encourage the creation of such spaces or partner with other organizations to develop them.
- Expand potential development sites and encourage new or renovated buildings where possible. Without available, ready sites and buildings, Angier will have limited ability to attract new jobs.
- Focus on increasing the competitiveness – the knowledge, innovation, and competencies – of Angier residents. Attracting, retaining, and supporting skilled, entrepreneurially inclined citizens will drive economic success.

### Return on Investment

As residential development occurs throughout Angier’s planning jurisdiction – in particular the corporate limits – the Town must be conscious of the growth’s impact on the ability of the Town to provide public services. Each developed property, as well as vacant land, contributes to the Town’s operating capital through the payment of property taxes. The higher the value of a given development, whether residential, commercial, industrial etc., the larger contribution that respective property owner contributes to the Town annual operating expense.

Typically, non-residential development yields a higher return on a per-acre basis than residential development. However, residential development can provide for the generation of adequate tax base if the average market rate housing cost can be maintained at or above an average of \$175,000 per unit, with an annual tax bill of approximately \$925. These figures are based on the Town’s FY16-17 operating budget with a local municipal tax rate of \$0.53 per \$100 of total valuation. For example, the Johnson’s Landing subdivision located in the northern extant of the Town’s Corporate Limits has experienced sales in the range of \$180,000 up to \$400,000, thereby exceeding the average sustainable residential tax value. In 2014, the American Community Survey median housing value for Angier was \$138,400. By comparison, the median housing value for Fuquay-Varina was \$192,500. Either the tax rate or value of housing in Angier will have to increase to sustain the Town.

The Town of Angier’s tax rate is in line with other regional communities of comparable size, as evidenced in the table below. Increasing the average per unit housing cost is one option for the Town to address the increased cost of service delivery as growth and development continues. Another option is to consider a slight increase in the *ad valorem* tax rate.



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Table 3: Regional Municipal Tax Rates

Municipality	Ad Valorem Tax Rate (per \$100 of assessed value)
Town of Angier	\$0.53
Town of Fuquay-Varina	\$0.385
City of Dunn	\$0.50
Town of Garner	\$0.53
Town of Clayton	\$0.55
City of Benson	\$0.53
City of Raleigh	\$0.418

Source: Individual municipalities.

It is estimated that the development established in Johnson's Landing accounts for nearly 20% of the Town's overall *ad valorem* property tax levy. It should be noted that Johnson's Landing was predominantly designed and developed subject to land development regulations amended in 2010. It is the first substantial development within the Town of Angier to be developed under these revised regulations which set higher standards than the previous regulations. As noted, the Town should aim to attract residential and mixed use development with a higher price point than a majority of the Town's existing housing stock. Due to a municipality's limited opportunity for annexation, increased *ad valorem* tax parcels will be the most effective means for funding service delivery and infrastructure development/maintenance.

The following table provides the value of land per acre within the Town's corporate limits. These figures are based on land uses defined on the Town's Existing Land Use Map.

Table 4: Land Value Per Acre

Land Use	Value Per Acre
Agricultural	\$8,237
Commercial	\$322,778
Government	\$17,647
Industrial	\$70,128
Multi-Family Residential	\$317,794
Manufactured Home Residential	\$106,219
Office & Institutional	\$127,159
Parks & Open Space	\$14,941
Single-Family Residential	\$288,213
Vacant Land	\$32,932

Source: HCP, Inc., Harnett and Wake Counties.

### Community Facilities

The Town of Angier is on the verge of potentially rapid and aggressive population increases associated with housing and commercial expansion stemming from the development boom occurring in Southern Wake County. The outlook for the Town is bright; however, this development pressure will have far-reaching impacts on the Town's services and infrastructure systems, most notably transportation. In addition to the need for careful planning associated with transportation and water/sewer infrastructure, the Town must also consider the potential impacts on services such as parks and recreation, police protection, and the provision of day-to-day administration of the Town.

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### Parks and Recreation

The Town of Angier maintains a robust Parks and Recreation program. This program involves the operation and maintenance of park facilities, and oversight of a range of recreation programs serving citizens of all ages. The Town's programs serve approximately 1,500 individuals across a range of demographic groups from within Town, as well as in Wake and Harnett Counties. Currently, the Angier Parks and Recreation Department maintains two playgrounds, a pond with a 0.8 mile walking trail and workout stations, two volleyball courts, a skate park, two picnic shelters, one tennis court, two shuffleboard courts, a disc golf course, two multi-use fields, and two little league/softball fields.

The National Parks and Recreation Association establishes basic standards for the frequency of various facilities necessary to serve a given population base. In order to address the forecasted need through the planning period, the following table outlines what additional facilities will be necessary to serve the Town's 2035 forecasted population of 7,144 persons. This population increase only applies to the Town's corporate limits. It should be noted that the projected need should be considered a total (for example, the Town will need 2 to 3 additional tennis courts to meet the projected need of 3 to 4 courts).

Table 5: Town of Angier Parks & Recreation Needs			
Facility Type	National Standard	Current Facilities	Projected Need
Tennis Courts	1 per 2,000 persons	1	3 – 4
Volleyball Courts	1 per 5,000 persons	2	2
Multi-Use Fields (Baseball)	1 per 5,000 persons	2	2
Multi-Use Fields (Football)	1 per 20,000 persons	2 (multi-use)	1
Multi-Use Fields (Soccer)	1 per 10,000 persons	2 (multi-use)	1
Walking/Jogging Loop	1 per region	1	1

Source: National Parks and Recreation Association.

Based on the standards outlined above, the Town is well poised to support the projected population growth in relation to existing recreational facilities. It should be noted, however, that currently the Town's Recreation Programs are maximizing use of existing facilities. The most substantial need is to develop a community center that will support indoor recreation programs as well as an indoor basketball facility. As noted, the Town currently utilizes Harnett County Public Schools facilities for all recreation programs requiring indoor facilities, including basketball. The Town will continue to assess funding options and site suitability. Potential recreation sites have been denoted on the Future Land Use Map (Map 4).

### Police Department

The Town of Angier Police Department operates out of the Angier Town Hall. The facilities available at Town Hall are substantially insufficient for current operations. The current police department lacks adequate office space and interrogation facilities to address the increased needs of the Town. The police department will continue to look for an option for a new facility that will not only increase space for staff but also provide proper space for processing and interviewing of suspects. The Town has considered the Town's old fire station facility as a potentially viable option for an upgraded police station.

In addition to facility needs, the Department would like to increase staffing by one patrol officer per shift. This addition will provide for much needed assistance during daytime and overnight patrol shifts. Currently, officers must transfer detained individuals to either Harnett or Wake County for processing. When a patrol officer is required to transfer the individuals, it leaves one patrol officer remaining in Town without any source of backup. The Town will require two additional patrol vehicles for these officers. The Town will work to establish a capital rotation program aimed at maintaining a stable patrol vehicle inventory.

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### Fire Protection/EMS

Fire protection and/or EMS services are provided to Angier's corporate limits by County-operated fire departments. The Angier and Black River Fire Department is part of this system and is funded annually by revenue generated by fire tax districts, which is collected through the County Tax Department. The Town has a direct interest in supporting the Department; however, there is no municipal jurisdiction over Department operations. Governance of Department operations is handled by an appointed Board of Directors which oversees all fire departments county-wide.

### Administration

The Town of Angier's existing Municipal Building was renovated in 2008 to accommodate the increased demand for services. At that time, the Police Department remained situated within the administration building, which as mentioned above, has become a burden on staff and a potential liability for the Town. The main focus regarding Town Hall and facility expansion is to establish a new dedicated location for the Angier Police Department. Currently, Town administrative staff is sufficient to support current service delivery; however, the need for additional personnel and facility space is assessed on an annual basis in conjunction with Town budget deliberations.

### Water/Sewer Infrastructure

The Town's current water demand is approximately 400,000 GPD. The maximum use water purchase from Harnett County in 2013 was 977,000 gallons. Maximum day usage is important when assessing supply capabilities. Based on 20-year population projections described above, Angier's planning jurisdiction (town and ETJ) population will increase from 5,882 (2015) to 8,491 (2025). Based on this population growth projection, Angier's water demand will be estimated at 700,000 GPD by 2025. The Town's agreement with Harnett County provides for up to 1.0 MGD of water supply. Therefore, when considering the 20-year population projection as well as the Town's Future Land Use Map, adequate water supply is available.

With regard to storage capacity, a new 250,000-gallon elevated water storage tank will be constructed and operational in early 2018. The new tank will be located along Kennebec Church Road near the intersection with Highway 55. This location is consistent with the Town's Future Land Use Map which indicates significant sections of commercial and commercial-mixed use future development. The Town currently has 300,000 gallons of usable elevated storage, which meets state minimum regulatory requirements but not more stringent engineering standards to account for operational reserve. The addition of the new 250,000-gallon elevated storage tank will address the current storage capacity needs. A second 250,000-gallon elevated storage tank (identified in the Capital Improvements Plan) has been planned to address future growth and allow for the removal of the Town's 600,000-gallon standpipe. The standpipe provides only 200,000 gallons of effective storage and is a high maintenance structure with regard to maintaining water quality. In addition, the Town has identified approximately 33,500 linear feet of old core system water line that must be replaced prior to any system changes that increase pressures in the core system area. This project is also listed in the Town's Capital Improvements Plan. With the addition of the elevated storage tanks and the replacement of the Town's older core water distribution lines, Angier will be prepared for the future water needs identified through evaluation of the 20-year population projections and the Future Land Use Map.

The Town currently owns 1,008,000 GPD of wastewater treatment capacity within the Northern Harnett Regional Wastewater Treatment Plant. In addition, the Town owns 1,000,000 GPD in transmission capacity in the Harnett County Neill's Creek Sewer Interceptor. Based on the 20-year population projections, Angier's planning jurisdiction population will increase from 5,882 (2015) to 8,491 (2025). Based on the population



growth projection, Angier will require an estimated 630,000 GPD of wastewater treatment by 2025. This projection does not account for inflow/infiltration rates which vary over time as improvements are made and/or lines continue to deteriorate. The location and capacity of the Town's wastewater collection system, the treatment capacity owned in the Northern Harnett Regional Wastewater Treatment Plant, and the transmission capacity owned in the Harnett County Neill's Creek Sewer Interceptor all provide for the 20-year population growth projections and are consistent with the Future Land Use Map.

The Town has also planned for a future regional wastewater pump station to be located in the area to the north of the current Town limits. This future infrastructure plan would provide for gravity sewer collection in the area described, with the pump station discharging into the Neill's Creek/Tributary interceptor line utilizing existing transmission capacity and wastewater treatment capacity.

### *Transportation*

There are a number of planning efforts relating to transportation ongoing in the Region. Harnett County has a county-wide transportation plan. Also, the Capital Area Metropolitan Planning Organization (CAMPO) is currently developing the 2045 Metropolitan Transportation Plan (MTP) to replace the current (2040) MTP. Funded projects in the area are included in the NCDOT Transportation Improvement Program (TIP). This section attempts to summarize the planning work that has been performed and the work that is currently underway.

#### Harnett County Comprehensive Transportation Plan

The 2011 Harnett County Transportation Plan was amended in the Spring of 2016, and adopted by Harnett County on February 20, 2017. The plan includes recommendations for highway, bicycle, and pedestrian facilities. The following section provides a summary of the relevant sections of the plan.

#### *Highway Facilities*

- NC Highway 55: Project R-2540, through the study area, proposes to improve NC 55 from NC 210 to South Broad Street to a major thoroughfare by adding a median, bike lanes, and a sidewalk. From NC 210 to the Wake County line, the plan is to widen NC 55 to a multi-lane facility. See Map 4, Recommended Improvement #1.
- NC Highway 210: The plan proposes improvements to NC 210, beginning on the west side of Town as Project HARN0017-H, improving NC 210 to a multi-lane facility from the proposed Southern Angier Bypass to US 401 north of Lillington. NC 210 from the proposed Southern Angier Bypass to Old Stage Road (SR 1006) would be improved to a boulevard facility. See Map 4, Recommended Improvement #2.
- Southern Angier Bypass: The plan proposed a facility on a new location that would form a portion of a loop road south of Angier. The new facility would connect to NC 210 in the area near the proposed Angier Bypass intersection with NC 210, likely forming the fourth leg of that intersection. The Southern Bypass then would head west across Matthews Mill Pond Road, Old Buies Creek Road, Ennis Road, NC 55, and Guy Road before intersecting with Old Stage Road (SR 1006). The facility is proposed as a two-lane roadway, and classified as a minor thoroughfare. Segments HARN0019A-H and HARN0019B-H define the Southern Angier Bypass. See Map 4, Recommended Minor Thoroughfare.

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- Eastern Angier Bypass: Projects HARN0019C-H and HARN0019D-H comprise the proposed Eastern Angier Bypass which would provide a bypass of Angier to the east. The facility would begin at the intersection of NC 55 with Guy Road, and run along existing Guy Road to Benson Road (SR 1500) where the facility would tie into existing Lipscomb Road. The facility follows existing Lipscomb Road, then connects to Onslow Stephenson Road, running concurrently with this existing facility until entering Wake County. The Eastern Angier Bypass is proposed to be a boulevard facility in the Harnett County Comprehensive Transportation Plan. See Map 4, Recommended Boulevard.
- Chalybeate Springs Road: Project HARN0041-H proposes to add a center lane on Chalybeate Springs Road (SR 1441) from US 401 to NC 55. This improvement is compatible with the CAMPO Long-Range Transportation Plan and would make the facility a 3-lane minor thoroughfare. See Map 4, Recommended Improvement #3.

### *Bicycle Facilities*

- NC Highway 55: Bicycle lanes are recommended on both sides of NC 55 from SR 1441 (Chalybeate Springs Road) to SR 1542 (Old Buies Creek Road) (HARN0003-B).
- Atkins Road: Bicycle lanes are recommended on both sides of Atkins Road from the Wake County Line to Chalybeate Springs Road (SR 1441) (HARN0001-B).
- Chalybeate Springs Road: Bicycle lanes are recommended on both sides of Chalybeate Springs Road (SR 1441) from Atkins Road (SR 1448) to NC 55 (HARN0002-B).
- Old Buies Creek Road: Bicycle lanes are recommended on both sides of Old Buies Creek Road from NC 55 to Sheriff Johnson Road (SR 1516) (HARN0004-B).

### CAMPO 2040 Metropolitan Plan

The 2040 Metropolitan Transportation Plan (dated 4/8/16) recommends the following:

#### *Regionally Significant Projects*

- NC 55 from Rawls Church Road to the Angier Town Limits (A118c) – widen from two to four lanes (horizon year – 2030).
- NC 55 from Salem Street to Bryan Drive (A96b) – widen from two to three lanes (horizon year – 2030).
- NC 55 from the Wake County line to Church Street (Hrnt4a) – widen from two to three lanes (horizon year – 2030).
- NC 55 Bypass (A98) – North Main Street to Honeycutt Connector (A98) – widen from two to six lanes (horizon year – 2030).
- NC 55 from Jicarilla Road to Rawls Church Road (A118a) – widen from two to four lanes (horizon year – 2040).

#### *Non-Regionally Significant Projects*

- Angier Western Bypass (A632a) – construct a two-lane roadway that will extend from NC 55 (south of Angier) to Rawls Church Road for 1.77 miles (horizon year – 2040).

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### NCDOT Transportation Improvement Program (TIP)

The TIP is the State's 10-year plan that identifies the funding and schedule for projects. The TIP contains one project in the study area. Currently, NC 55 from Church Street in Angier to NC 42 in Fuquay-Varina is planned to be widened from a two- (and in some cases, three-) lane facility to a multi-lane facility. This project is referenced as R-5705. Additional analyses and studies will take place to identify the specific lane improvements.

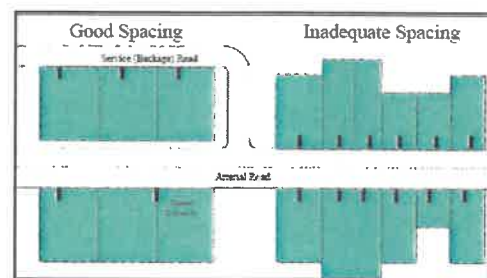
### Access Management

As development pressure increases, especially along key corridors such as North Broad Street, transportation problems will continue to result from the proliferation of poor access management. Addressing this issue will require some creativity and political determination to resolve evolving access issues. Future planning – in particular, specific site planning – must be more attentive to access management. Specific management actions should include the following:

- Improve on-site traffic circulation, including creation of on-site entrance/exit corridors.
- Reduce the number of driveways.
- Improve driveway locations (locate at least 100 feet from an intersection).
- Provide parcel to parcel connectivity (cross access).
- Provide and/or improve roadway medians.

Driveway spacing is a major component of improving access management. Proper spacing between driveways and intersections or other driveways is important in minimizing operational and safety issues. Alignment of driveways on opposite sides of the road is also important in eliminating potential vehicle conflict points. Without proper spacing between driveways and intersections, there is an increase in driveway and intersection blockage, increased conflict points, and added confusion as to where vehicles will turn. Side street access is recommended as the main access wherever possible. When this is not possible, a minimum of 100 feet of spacing between the intersection and the driveways should be required and the use of a right-in/right-out driveway as the point of access should be encouraged. Closer spacing between the intersection and the driveway, and the allowance of full access intersections can lead to conflicts between vehicles turning left at the intersection and vehicles turning left into the site, often leading to disruption of the thru-lane movements.

In addition to managing driveway spacing, limiting the number of driveways plays a key role in decreasing vehicle conflicts. By allowing fewer driveways along the study area intersections, the number of vehicle conflict points is decreased and safety is increased. Limiting driveways also improves driver behavior and makes vehicular movements more predictable. Providing a median with breaks only at designated left-turn points is also beneficial in reducing vehicular conflicts. Providing shared driveways between sites is another method of minimizing driveways. The graphic to the right provides examples of adequate and inadequate driving spacing.

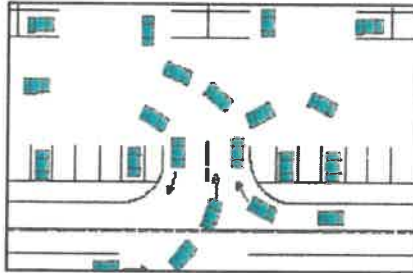


**Adequate vs. Inadequate Driveway Spacing**

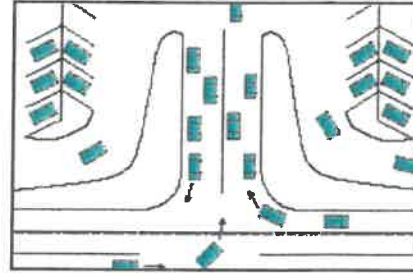


## EXECUTIVE SUMMARY

Effective on-site circulation leads to improved safety and efficiency on the roadway. By designing for ease of vehicular circulation within the sites and pushing back the throat of site entrances, this circulation helps avoid spillback onto the arterial roadway. The graphics below show an example of the safety benefits associated with extending the throat of an entrance.



**Driveway with No Throat**



**Driveway with Throat**

Cross access is a service driveway that connects continuous properties, allowing traffic to travel between the sites without entering the public street system. The use of cross access reduces the number of driveways needed on the arterial roadway and reduces the amount of traffic on the surrounding roadways. Examples of sites with and without cross access are provided below.



**No Cross Access Between Sites:** Traffic would be required to use the roadway to move among the adjacent sites.



**Cross Access Provided Between Sites:** Internal connections are provided which allows vehicles to travel among the sites without having to use the adjacent roadway.



**Cross Access for Future Development:** Site used a stub access to allow for future cross access between sites.

## EXECUTIVE SUMMARY

The Town should consider access management issues during future development review processes and consider the establishment of an access management policy specific to Angier. These efforts should take into consideration development pressures as they materialize throughout each of the defined Planning Vision Areas discussed in the Comprehensive Plan.

### Multimodal Transportation

Several portions of Angier's planning jurisdiction exhibit pedestrian access facilities; however, these areas are generally limited to the Central Business District. Additionally, there are sidewalk facilities within the Johnson's Landing development located in the northern extent of the Town's corporate limits. Improvements throughout Johnson's Landing resulted from increased land development regulations within the Town's Unified Development Ordinance. As development continues, future major subdivision development will also be required to incorporate these facilities. Throughout Town, there are extremely limited accommodations for bicyclists.

Through implementation of this Plan, it is recommended the Town of Angier develop a Bicycle and Pedestrian Master Plan. Funding for this effort is available through the North Carolina Department of Transportation on an annual basis. These planning efforts should focus on and/or achieve the following:

- Improving pedestrian and bicycle facilities to increase transportation options and make conditions safer and more convenient for all residents.
- Establishing walking and bicycling facilities to play a vital role in improving the health of residents throughout the Town of Angier.
- Developing a network of pedestrian and bikeway facilities to help support economic development.
- Developing more greenways and increased levels of walking and bicycling to help integrate and connect the Town, promoting the establishment of a more vibrant and active community.

### Growth Considerations

As growth continues to increase throughout the Town's planning jurisdiction, attention should be paid to the quality and type of development being constructed. The Town should focus on development that promotes a mix of uses and promotes walkability and interconnectivity. Two key demographics that the Town should consider are millennials and the aging "baby boomer" generation. These two key demographics will be a significant contributing factor to population and housing growth projected in and around the Town of Angier.

The following provides a summary of strategies that can assist the Town in attracting both the retirement-aged ("baby boomers") and young adult ("millennials") population demographics in Angier. Rural communities are great places to raise a family. They can also be the perfect place for people to live in their retirement years.

### Recruitment of Senior Aged Population

In general, seniors want what everyone wants in a town: great livability and quality of life. The 69 million Americans in the 50+ market make up the fastest growing market sector in the United States. Simply put, the number of younger retirees with a high amount of disposable income is increasing.

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Members of this market have the following:

- 77% of the county's personal financial assets;
- 80% of the country's savings account deposits;
- 68% of all money market accounts; and
- 77% own their own homes, which in most cases, are worth 20% more than the national average.

The following provides a summary of ten "Best Practices" that may be utilized to improve the desirability of the Town of Angier to the aging or retirement age population:

- Preventive health care, including health and "lifestyle" education, immunizations and health screenings – to reduce injuries and the onset of chronic diseases. Include a range of in-home services that will help older adults stay in their homes longer.
- Nutrition education to promote healthy eating through a person's entire lifespan, and community-sponsored nutrition programs like home-delivered meals for older adults who have difficulty preparing their own meals.
- Age-appropriate fitness programs and recreational facilities that offer walking trails, benches, and fitness equipment.
- Safe driving assistance, including larger, easier-to-read road signage, grooved lane dividers, reflective road markings, and dedicated left-turn lanes. Include driver assessments and training to promote safe driving for all ages, especially after strokes or other health incidents. Make transportation options available for people who cannot or do not want to drive.
- Special planning and training for public safety personnel and other first responders to help them locate and assist older adults during emergencies and disasters.
- Home modification programs to help people adjust for special needs. Include zoning and subdivision plans that promote a variety of affordable, accessible housing located near medical, commercial, and other desired services, as well as shared housing options for older adults and their caregivers.
- Tax assistance and property-tax relief for people in financial need, and programs to protect older adults against scams and elder abuse.
- Job training, re-training, and lifelong learning opportunities, plus flexible employment options that will attract and retain older workers.
- Community engagement opportunities, including serving on community boards and commissions, as well as volunteer opportunities in local government and nonprofit organizations.
- Single point of access to ALL aging information and services in the community, and the strategic expansion of services that will help older adults age with dignity and independence in their homes and communities.



## EXECUTIVE SUMMARY

### Recruitment of Millennials Population (18 to 32 years of age)

Millennials are the demographic age group ranging from 18 to 32 years of age. This age group is critical to emerging industries in technology, software, and overall information technology industries. Communities cannot ignore the value of investing in attracting these individuals as a means to promote economic development, increased housing values, and local entrepreneurship.

The following provides several strategies a community may employ to attract Millennials to a smaller community such as Angier. Although Angier is not a larger urban area, many things can be done to make the community more attractive to the younger working area population, especially when you consider the Town's close proximity to the burgeoning economy-centered Triangle region.

- Deliver an appealing reality, addressing amenities such as shopping, culture, diversity, and walkability.
- Keep in touch with former residents (e.g., left the community to attend college elsewhere). Find ways to have them return to Angier.
- Create opportunities for civic involvement – deliberately seek out the opinions of young people.
- Promote local businesses utilizing internships to connect with young adults.
- Celebrate young entrepreneurs and civic contributors.
- Communicate development plans to young adults.
- Promote the Town. Placemaking and the marketing of a community in a creative manner works best when it is based on authentic stories that people are willing to tell about the town.
- Promote a young adult lifestyle. Embrace an active community that does not fear providing businesses and services tailored to the younger population base.
- Promote design of innovative development. Millennials tend to prefer higher density, low maintenance, walkable communities.

The following provides a summary of various land use types that will be favorable uses for the future development of the Town.

### Infill Development/Redevelopment

As a result of the current state annexation statutes, infill development must be primarily relied upon to increase tax base and expand the Town's critical mass of population. The density of development within the Town's existing corporate limits must increase. This process will be crucial to Angier's economic advancement.

Infill development is development or redevelopment of land that has been bypassed, has remained vacant, and/or is underutilized. Generally, the areas and/or sites are not particularly prime quality; however, they are usually served by or are readily accessible to existing infrastructure. Use of such lands for new housing and/or other urban development is considered a more desirable alternative to continuing to extend the outer development pattern horizontally, thus necessitating a higher expenditure for capital improvements than would be required for infill development.

## EXECUTIVE SUMMARY

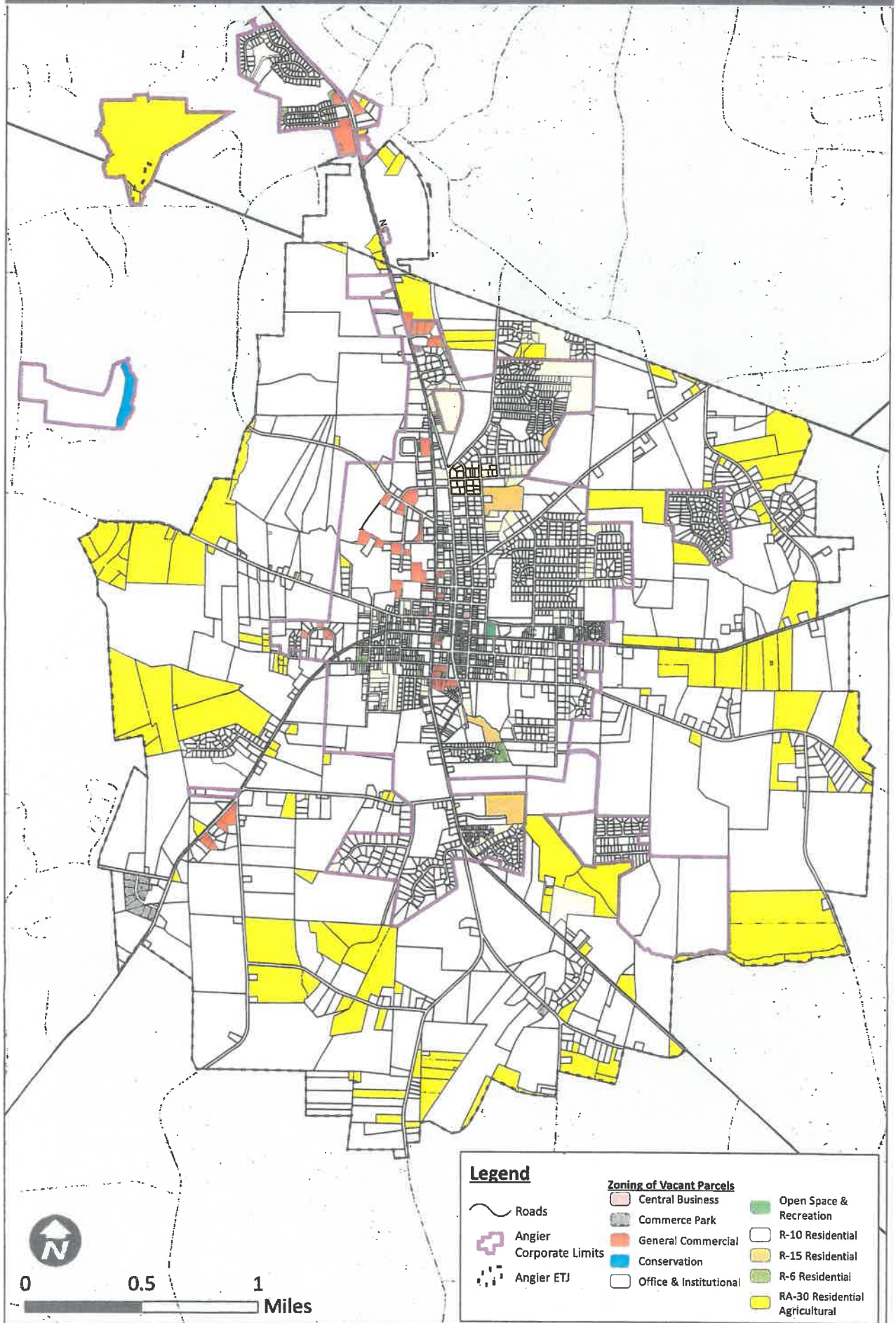
The use of infill development promotes the best use of resources and, in turn, will tend to have a positive impact upon the tax base. Infill development will also be a positive influence on return on investment (ROI) for the Town. Generally, municipal revenues are generated by property tax, sales tax (retail), fees, enterprise funds, and the lease or sale of assets. Vacant parcels identified by zoning classification are delineated on Map 2. These parcels may be targeted for infill development.

Regarding redevelopment, there are two blighted areas located north and south of West Depot Street (see Map 3). These areas are characterized by substandard housing and have a negative impact on surrounding property values. In order to proactively address these concerns and promote positive change within these blighted portions of Angier, the Town should utilize urban redevelopment enabling legislation outlined under the North Carolina General Statutes (NCGS). NCGS Article 22, Urban Redevelopment Law, recognizes that there are blighted areas which exist through North Carolina, and, in particular, in Angier. Generally, these blighted areas exhibit some or all of the following conditions:

- Economic or social liabilities, inimical and injurious to the public health, safety, morals, and welfare of the residents of the State, harmful to the social and economic well-being of the entire communities in which they exist, depreciating values therein, reducing tax revenues, and thereby depreciating further the general community-wide values.
- Areas which contribute substantially and increasingly to the spread of disease and crime, necessitating excessive and disproportionate expenditures of public funds for the preservation of the public health and safety for crime prevention, correction, prosecution, punishment and the treatment of juvenile delinquency and for the maintenance of adequate police, fire, and accident protection and other public services and facilities, constitute an economic and social liability, and substantially impair or arrest the sound growth of communities.
- Conditions beyond remedy or control entirely by regulatory processes in the exercise of the police power and cannot be effectively dealt with by private enterprise under existing law without the additional aids herein granted.
- The acquisition, preparation, sale, sound re-planning, and redevelopment of such areas in accordance with sound and approved plans for their redevelopment will promote the public health, safety, convenience and welfare.

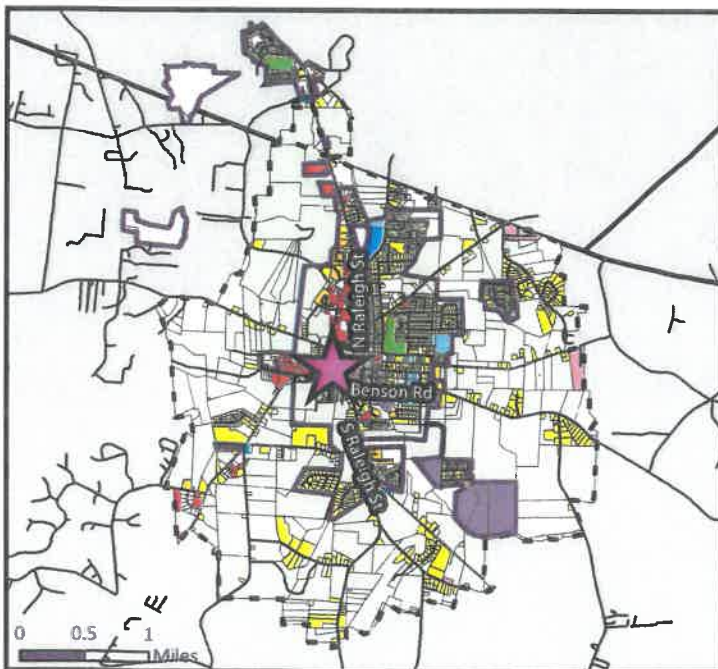
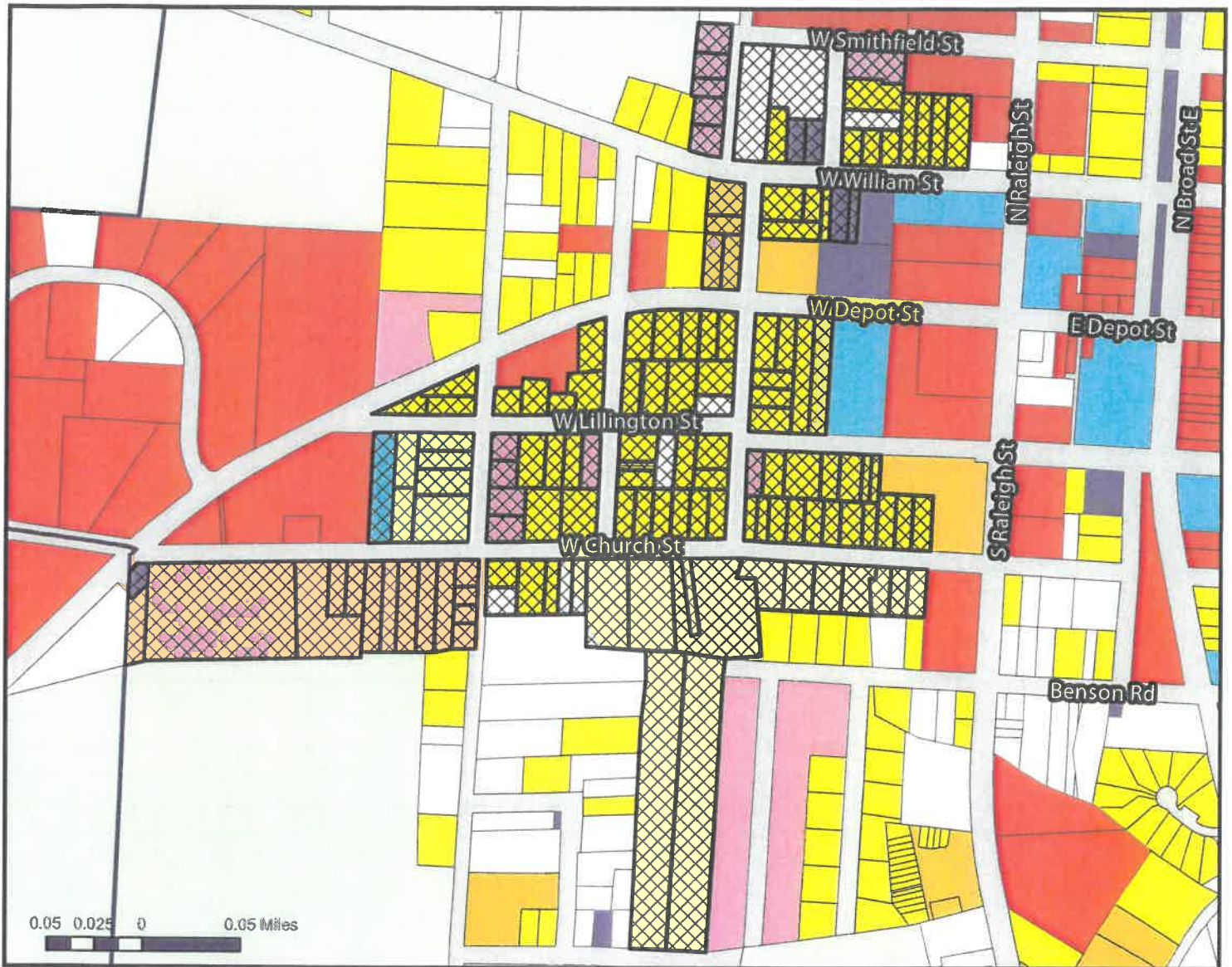
In order to promote the health, safety, and welfare of the inhabitants of Angier and its blighted areas, the creation of bodies corporate and politic, to be known as redevelopment commissions, is authorized by the North Carolina General Statutes. Such a commission would exist and operate for the public purposes of acquiring and re-planning such areas and of holding or disposing of them in such manner that they shall become available for economically and socially sound redevelopment. Such purposes are hereby declared to be public uses for which public money may be spent, and private property may be acquired by the exercise of the power of eminent domain.

# Map 2: Vacant By Zoning





# Map 3: Areas Targeted For Redevelopment



## Legend

- Targeted For Redevelopment
- Roads

## Existing Land Use

- Single-Family Residential
- Multi-Family Residential
- Manufactured Home Residential
- Commercial
- Government

- Angier Corporate Limits
- Angier ETJ Limits
- Location of Redevelopment Area

- Office & Institutional
- Industrial
- Agricultural
- Recreational
- Undeveloped



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To determine specifically which areas of the Town of Angier are considered blighted, areas would have to satisfy the following NCGS definition of a “blighted area.”

“an area in which there is a predominance of buildings or improvements (or which is predominantly residential in character), and which, by reason of dilapidation, deterioration, age or obsolescence, inadequate provision for ventilation, light, air, sanitation, or open spaces, high density of population and overcrowding, unsanitary or unsafe conditions, or the existence of conditions which endanger life or property by fire and other causes, or any combination of such factors, substantially impairs the sound growth of the community, is conducive to ill health, transmission of disease, infant mortality, juvenile delinquency and crime, and is detrimental to the public health, safety, morals or welfare; provided, no area shall be considered a blighted area within the meaning of this Article, unless it is determined by the planning commission that at least two thirds of the number of buildings within the area are of the character described in this subdivision and substantially contribute to the conditions making such area a blighted area; provided that if the power of eminent domain shall be exercised under the provisions of this Article, it may only be exercised to take a blighted parcel as defined in subdivision (2a) of this section, and the property owner or owners or persons having an interest in property shall be entitled to be represented by counsel of their own selection and their reasonable counsel fees fixed by the court, taxed as a part of the costs and paid by the petitioners.

‘Blighted parcel’ shall mean a parcel on which there is a predominance of buildings or improvements (or which is predominantly residential in character), and which, by reason of dilapidation, deterioration, age or obsolescence, inadequate provision for ventilation, light, air, sanitation, or open spaces, high density of population and overcrowding, unsanitary or unsafe conditions, or the existence of conditions which endanger life or property by fire and other causes, or any combination of such factors, substantially impairs the sound growth of the community, is conducive to ill health, transmission of disease, infant mortality, juvenile delinquency and crime, and is detrimental to the public health, safety, morals or welfare; provided, no parcel shall be considered a blighted parcel nor subject to the power of eminent domain, within the meaning of this Article, unless it is determined by the planning commission that the parcel is blighted.”

There is one substantial redevelopment area shown on the Future Land Use Map (Map 4). This area is located north and south of West Depot Street along West Church Street, West Lillington Street, and West William Street.

### Mixed Use Development

Mixed use development is limited in Angier, but opportunities exist for such development within the planning jurisdiction. As for multi-family development, the land use type that provides the second highest appraised value per acre, there is also ample developable land under this land use category.

While mixed use has become a popular buzz word, the term can be confusing. It is not just limited to a multi-story development that incorporates commercial use on the first floor with residential uses on upper floors. The Urban Land Institute’s Mixed-Use Development Handbook characterizes mixed-use development as one that: 1) provides three or more significant revenue-producing uses (such as retail/entertainment, office, residential, hotel, and/or civic/cultural/recreation); 2) fosters integration, density, and compatibility of land uses; and 3) creates a walkable community with uninterrupted pedestrian connections.



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This effort can be achieved through more traditional means, where commercial, office and residential uses coexist within a cohesive development, or through more creative and innovative approaches. Angier should aim to attract more innovative concepts to mixed-use development, including the allowance of work centers within predominantly residential areas enabling work-from-home scenarios, which are gaining popularity with companies aiming to cut down on operating expenses.

The following provides two examples of mixed-use scenarios which would be well suited for portions of Angier, as shown on the Future Land Use Map, and that may support mixed use development:



Traditional Mixed Use Subdivision *Image Source: Cleveland City Planning Commission.*

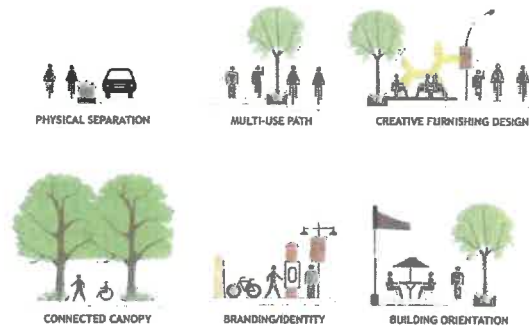


Senior Living Community *Image Source: [www.echolakeatlakewoodranch.com](http://www.echolakeatlakewoodranch.com).*

## Aesthetic and Quality of Life Enhancements

### Overview

As the Town of Angier continues to face development pressure, land development regulations should take into consideration requirements that will not only improve quality of life, but will also assist in bolstering property values and the leveraging of economic development efforts. These improvements can be accomplished through a range of activities including streetscaping, installation of street furnishing and public art, maintenance of the Town's existing tree canopy, and the branding of the Town's identity to promote economic development efforts.



### Pedestrian vs. Auto-Oriented Built Environment

Some areas of Angier have an exceptional aesthetic character and provide an inviting atmosphere for the casual pedestrian, tourist, or shopper. Within Angier's city center, traditional development patterns are evident in the shallow setbacks, wide sidewalks, architectural features, and the character of adjacent residential housing. A key component of these areas is the presence of trees, landscape material, and walkable community facilities. All of these elements enhance the human scale features of Angier's built environment.

The presence of these elements not only creates a more pleasing aesthetic environment, but also supports economic development and yield benefits in the form of higher property tax revenues. Investing in public realm improvements that encourage walkability and enhance the visual interest of the built environment are hallmarks of desirable communities across the state.

Much of the development that has occurred over the last 60 years has been tailored to the automobile, differing from the more traditional development that favors the pedestrian. Elements of the automobile scale built environment can be found in nearly every community in North Carolina and the nation as a whole. Large signage, expansive off-street parking, and a lack of facilities for alternative forms of transportation are all symptoms of an automobile-oriented built environment.

In many communities, one of the best ways to improve these areas is through the addition of landscape material and reduction of parking requirements. Landscape material tends to soften the urban environment, while the reduction in parking limits the amount of impervious surface.

### Recommendations for Enhancements

A jurisdiction can utilize regulatory requirements to improve the overall look and feel of the built environment. Many cities and towns require landscape and vegetative improvements to coincide with non-residential or multi-family development. This practice is particularly true on high-volume commercial corridors. These high volume commercial corridors are often in need of aesthetic enhancement because of their design to accommodate the automobile. Requirements for off-street parking create vast pavement expanses that diminish the quality of the urban environment from both an environmental and an aesthetic standpoint. In many communities, some of the most unsightly locations are those classified as highway commercial uses.



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If the Town is truly interested in improving its visual appeal, particularly along areas of highway commercial use, then the land development regulations should be updated with an expanded landscape section. This section should include increased provisions for parking lot areas, street yards, and buffer yards. Additionally, the Town should review residential zoning and subdivision regulations. Although the Johnson's Landing project is a sound recent example of current standards, the Town's experience regarding the planning and design phase can be utilized to further expand and improve upon existing standards.

The Town may also dedicate funding to complete an Urban Forest/Street Tree Master Plan. Such a plan would include an inventory of existing landscape material, a phased plan for improvements, planting guidelines, and funding mechanisms for implementation.

### Benefits of Street Trees

According to several studies, for a planting cost of \$250-600 (includes first 3 years of maintenance), a single street tree offers a range of direct benefits (not including aesthetic, social, and natural) in the lifetime of the tree. Additional benefits include:

1. Reduced and more appropriate urban traffic speeds. Urban street trees create vertical walls for framing streets and a defined edge, helping motorists guide their movement and assess their speed (leading to overall speed reductions). Street safety comparisons show a reduction of run-off-the-road crashes and overall crash severity when street tree sections are compared with equivalent treeless streets.
2. Creation of safer walking environments, by forming and framing visual walls and providing distinct edges to sidewalks so that motorists better distinguish between their environment and one shared with people. If a motorist were to significantly err in their urban driving task, street trees can deflect or fully stop a motorist from taking another human life.
3. Increased security. Trees create more pleasant walking environments, bringing about increased walking, talking, pride, care of place, association and therefore, actual ownership and surveillance of homes, blocks, neighborhoods, plazas, businesses, and other civic spaces.
4. Improved business. Businesses on treescaped streets show 20% higher income streams, which is often the essential competitive edge needed for main street store success versus competition from plaza discount store prices.
5. Less drainage infrastructure. Trees absorb the first 30% of most precipitation through their leaf system, allowing evaporation back into the atmosphere. This moisture never hits the ground and thus reduces non-point source runoff affecting the Town's stormwater management system.

### Tree Preservation

Retaining Angier's tree canopy is extremely important to the residents of the Town. Various mechanisms can be utilized to retain tree canopy on undeveloped lands in with the Town's planning jurisdiction. New tree growth can also be encouraged or required through landscaping zoning and development regulations.

Through implementation of this plan, the Town will consider the establishment of a comprehensive Tree Management Program focused on the following objectives:

- Maintain and enhance property values;
- Preserve and enhance the visual appearance of the Town;

## EXECUTIVE SUMMARY

- Preserve unique and productive habitats; and
- Reduce the impacts of development on the Town's stormwater system.

### Signage

Regulating signage is one of the most difficult tasks for a local government's planning, inspections, and enforcement department. Signage is a necessary component of the built environment, but when regulated without regard for design, it can lead to an unappealing aesthetic. Large freestanding signs throughout Angier disrupt the landscape and are in obvious conflict with the surrounding natural resources. Signs should be constructed to blend with their surroundings and should be in proportion to the structure for which they are supporting. Where possible, landscaping should be provided with freestanding signage to soften the visual impact. This practice will be very effective along the W. Broad Street corridor which serves as the Town's principal gateway from Wake County and the neighboring towns of Holly Springs and Fuquay-Varina.

Height and size are other components of sign regulation. Size and height regulations should be based upon the extent of the development rather than a one-size-fits-all approach. Non-residential signage should be proportional to the structure/development for which it is accompanying. Signage for residential development, such as for major subdivisions, should also be sized in proportion to the total number of homes located therein.

Sign Ordinance considerations include:

- Base the size and height of signage upon the commercial square footage and/or the number of housing units with which the sign is associated.
- Require that signage be designed to blend with the natural surroundings and be complementary to the related building. Limit reflective and fluorescent sign colors.
- Discourage internally laminated signage, where possible.
- Limit the height of freestanding signs to twelve feet or less. Base the height of the sign on the size. Require landscaping to be incorporated into freestanding signage.

### *Future Land Use*

#### Future Land Use Sectors

This section of the plan discusses future land use categories and connects each land use category to existing zoning districts. It is emphasized that the Town of Angier Unified Development Ordinance will require some revisions to fully implement the proposed land use categories. Proposed revisions will be identified in the implementation strategies section of this plan.

#### *Commercial*

Commercial land uses in the Angier planning area are concentrated in the Central Business District and in scattered commercial service areas along the existing NC 55 and NC 210 corridors. Future emphasis should be placed on:

- Preservation and development of the Central Business District.
- Control of strip development. Strip development is a mix of development, usually commercial, extending along both sides of a major street. Such areas normally include poor access management and a broad range of unrelated commercial uses.

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- In-fill development in existing commercial locations.
- Prohibition of commercial encroachment on existing residential neighborhoods.
- Enhancement of transportation corridor appearance.

The Commercial land use sector includes two subcategories: General Business and Central Business District. There are approximately 105 acres of vacant commercial land depicted on the future land use map. The following provides a summary of the town's zoning districts appropriate to the Commercial land use sector:

- General Business
  - *General Commercial District (GC)*. The GC district is established to provide a wide array of primarily retail and service uses to a large trading area for persons residing in and/or traveling through the Angier area. Such uses shall be located and designed in such a manner so as to promote aesthetics, the safe and efficient movement of traffic, and to no unduly burden adjoining thoroughfares. Minimum lot sizes are established by conditional use permit.
  - *Commerce Park District (CP)*. The CP district is established for a high quality mixture of employment, light industrial, and institutional uses, as well as limited retail and service uses to encourage development which will create a self-supporting advantageous business environment in an attractive corporate park setting. Minimum lot sizes are established by conditional use permit.
- Central Business District.
  - *Central Business District (CB)*. The CB district is established to provide residential, retailing, professional services, and office space for local and regional commercial activities (particularly those that are pedestrian-oriented) that will result in the most intensive and attractive use of the town's Central Business District. The regulations should be designed to permit a concentrated development of permitted facilities and to protect the district itself from over intensive development and congestion. The minimum lot size is 6,000 square feet without any specified setbacks, except as established by conditional use permit. The Central Business District will maintain and strengthen the concentration of commercial, service, and residential uses that serve the entire community and region, while maintaining its quaint village atmosphere. The district encourages a mix of high intensity, pedestrian-oriented uses compatibly designed and arranged around the existing compact core, including mixed use buildings. The district is intended to safeguard the unique architectural character, social activity, and cultural value of the central business district while promoting its continued success and redevelopment.

### *Office and Institutional*

Office and institutional land uses (including High Density Residential) have been located primarily in areas that have already been developed or require buffering to prevent potential conflicting land uses. For example, Office/Institutional land uses may be located between Commercial/Industrial and Residential land uses throughout the planning area. In addition, Office/Institutional land uses may be utilized along transportation corridors to help preserve carrying capacity and to serve as a buffer from the roadway.

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Density within the Office and Institutional land use sector will be dictated by the Office & Institutional (OI) zoning district. The future land use map includes approximately 14 acres of vacant office and institutional classified land use. The OI zoning district should be utilized as future land uses develop. The following provides a summary of the Town's OI zoning district:

*Office and Institutional District (OI).* The OI district is established to provide an area in which the uses are office and institutions. It is intended that this zoning classification be applied primarily in areas that are no longer viable as single-family residential areas because of high traffic volumes on adjacent streets or because of other market factors but remain viable as locations for single-, two-, and multi-family residential developments or offices. Such areas will also generally constitute transition of buffer zones between major arterials or more intensely developed commercial areas and residential districts. Where lot configuration allows, office and institutional buffers should be provided between residential and non-residential high density uses.

### *Industrial*

The purpose of this sector is to establish and protect existing and potential industrial areas for the use of prime industrial operations and for the distribution of wholesale products. Industrial areas should have excellent road access (or potential access) and available essential infrastructure including water, sewer, and gas. These areas may be individual industrial sites or integrated industrial parks.

Industries should be required to minimize their emission of smoke, dust, fumes, glare, noise, and vibrations. This sector should be separated from residential areas whenever possible by natural or structural "buffering" features such as sharp breaks in topography, transitional land uses and/or areas of vegetation. The land use plan supports the location of industrial development adjacent to major thoroughfares.

All of the industrial areas indicated on the Land Use Plan should be buffered with either Office/Institutional/High Density Residential or Open Space Conservation land uses. Buffering should be provided to help prevent land use conflicts between industrial development and neighboring land uses. The width of the buffer should be based on the type of industry and its potential to create compatibility problems. The objective is not to acquire land to be utilized as buffer areas, but rather to require industries to incorporate adequate buffers into their development plans. The buffer areas indicated on the future land use map should be established as development or redevelopment occurs. The following provides a summary of the desired industrial zoning district:

*Light Industrial District (LI).* The LI district is designed as an area primarily for industrial assembly, fabrication, and storage located on planned sites with access to major highways and with adequate utility facilities. Specific performance standards place limitations on the characteristics of uses located in this district. Clean industries with no noxious side effects, pollutants, or hazardous materials will be allowed. Industrial parks are the preferred setting for light industrial development. The Town of Angier UDO does not currently include a dedicated Light Industrial zoning district.

### *Mixed Use*

The Mixed Use land use sector will allow a mixture of varying residential density, office-institutional, commercial, and open space uses. This category may have an impact on or produce some conflict with adjacent lower density districts. Buffering or separation between conflicting land uses will be required; transportation impact will be a locational consideration. Office and institutional usage is recommended as a buffer/transition between lower and higher density land uses.



## EXECUTIVE SUMMARY

Mixed use development may stimulate both in-fill development and new development. There are no existing zoning districts which suitably provide for effective mixed use development. New zoning districts will have to be crafted to support mixed use development and provide greater flexibility for land use design options. To facilitate mixed use development, the town may consider revising its UDO to allow special zoning districts. Special zoning districts are a zoning option alternative that has been approved by both the courts and the legislature and is purely legislative special zoning. In this option, there is no accompanying special or conditional use permit. All of the site specific standards and conditions (sometimes including a site plan) are incorporated into the zoning district regulations. Special zoning has been very popular with elected officials, landowners, and many neighbors because it allows zoning to be tailored more carefully to a particular situation.

This land use sector will allow for the concentration of commercial, service, and residential uses that serve the entire community and region. The district will encourage a mix of high intensity, pedestrian-oriented uses compatibly designed and arranged around a compact core(s). The provision of open space should be an important part of the development. Both vertical and horizontal mixed use should be allowed.

### *Residential*

Residential land uses are divided into the following land use categories based on associated variable residential densities: High Density Residential, Medium Density Residential, and Low Density Residential. The location of residential land uses was based on existing residential development patterns, constraints to development (i.e., floodplains, wetlands, etc.), and the location of infrastructure such as water, sewer, and the transportation network. Future parks/recreation areas may be located in the residential categories.

Medium Density and High Density Residential land uses have been provided in areas that have water or sewer service or where plans exist to extend water or sewer service. As these areas receive services, higher residential densities should be allowed. "Infill" development or development of vacant parcels accessible to water and/or sewer service should be encouraged. Low density residential areas are primarily located in the Town's ETJ.

Residential density will be dictated by the applicable zoning district. The residential land use categories include approximately 1,363 acres of vacant land. The following provides the appropriate Town zoning districts:

- High Density Residential
  - *High Density Residential District (R-6).* The R-6 residential district is provided to encourage the development of compact higher density neighborhoods and the redevelopment of existing, under-utilized lots. This district shall be applied in areas currently or proposed to be served by public water and sewer facilities. The minimum lot size is 6,000 square feet with water and sewer.
- Medium Density Residential
  - *Medium Density Residential District (R-10).* The R-10 District is established to promote the health of the town's medium density neighborhoods and to provide for their expansion along the same traditional lines along which they were established. The district shall be applied in areas currently or proposed to be served by public water and sewer facilities. The minimum lot size is 10,000 square feet with water and sewer.

## EXECUTIVE SUMMARY

- **Low Density Residential**
  - *Low to Medium Density Residential District (R-15).* The R-15 district is intended for low to medium density single-family residential uses along with their customary accessory uses. The regulations for this district are designed to stabilize and encourage a suitable environment for family life. The minimum lot size is 15,000 square feet with water and sewer.
  - *Low Density Residential/Agricultural District (R-30).* The residential-agricultural district is established to accommodate low density residential development and agricultural uses. The minimum lot size is 30,000 square feet with water and sewer.

### *Conservation*

This land use category includes: Town-owned open space/recreational areas, flood hazard areas, and conservation areas adjacent to industrial areas. This category includes the Open Space and Recreation zoning district.

*Open Space and Recreation District (OSR).* The open space and recreation district is established to encourage the conservation of land for flood control, public recreation, community facility sites, natural or manmade bodies of water, forests, and other similar open space uses.

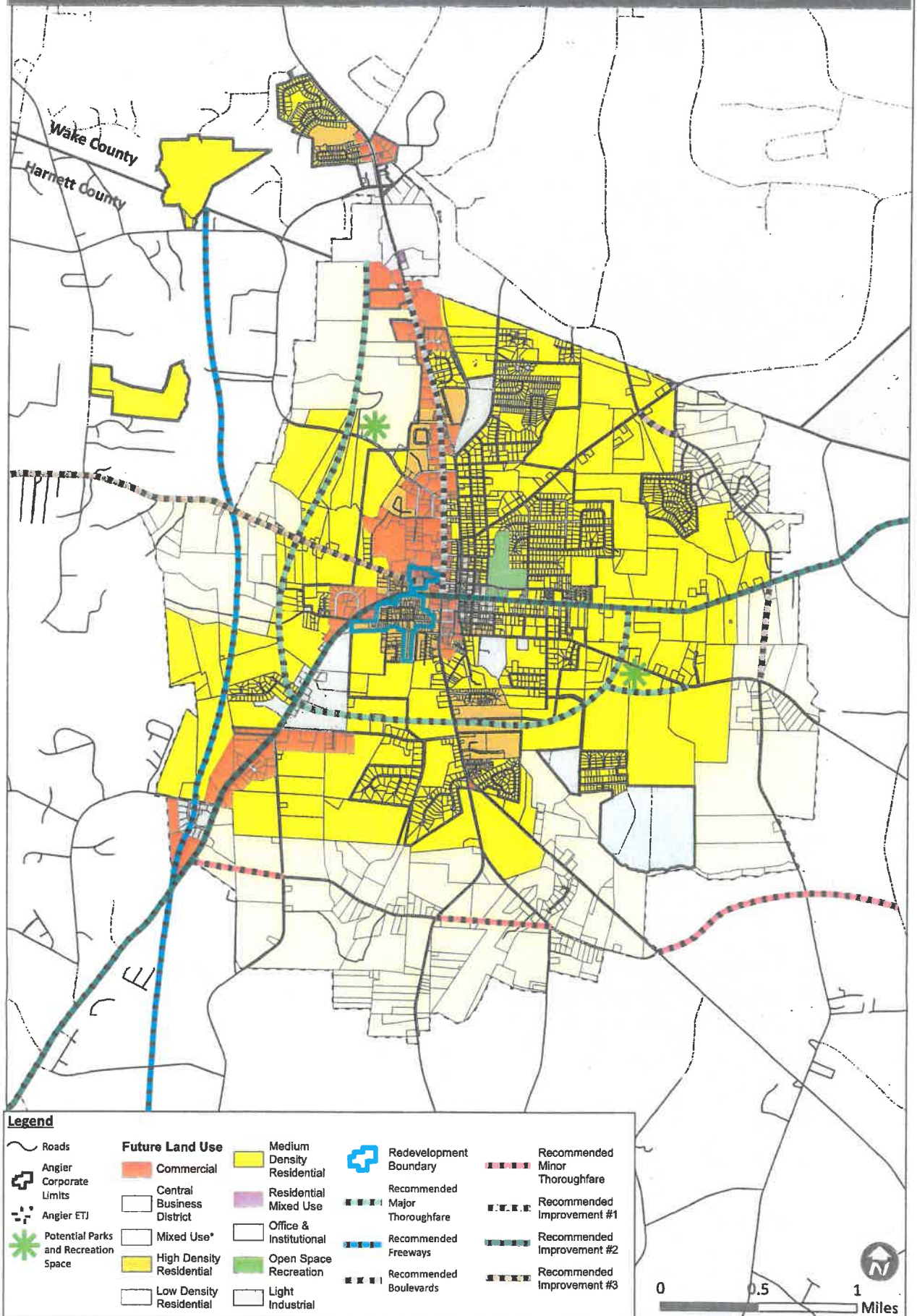
### Future Land Use Map

Table 6 provides a summary of the acreages for the future land use map depicted on Map 4. These acreages reflect the desirable distribution of land uses as depicted on the map.

Land Use Category	Corporate Limits	% of Corporate Limits	ETJ	% of ETJ	Planning Jurisdiction	% of Planning Jurisdiction
Commercial	207.7	12.9%	137.1	3.2%	344.8	5.8%
Central Business District	19.4	1.2%	0.0	0.0%	19.4	0.3%
Commercial Mixed Use	8.5	0.5%	112.8	2.6%	121.3	2.0%
High Density Residential	177.0	11.0%	34.0	0.8%	211.0	3.6%
Low Density Residential	0.6	0.0%	2108.2	48.8%	2108.8	35.5%
Medium Density Residential	996.4	61.8%	1830.1	42.4%	2826.5	47.7%
Residential Mixed Use	1.2	0.1%	0.0	0.0%	1.2	0.0%
Office & Institutional	152.8	9.5%	26.3	0.6%	179.1	3.0%
Open Space Recreation	24.4	1.5%	0.0	0.0%	24.4	0.4%
Light Industrial	24.6	1.5%	70.7	1.6%	95.3	1.6%
<b>Total</b>	<b>1612.6</b>	<b>100.0%</b>	<b>4319.2</b>	<b>100.0%</b>	<b>5931.8</b>	<b>100.0%</b>

Source: Town of Angier, Harnett County, Holland Consulting Planners.

# Map 4: Angier Future Land Use



## IMPLEMENTATION

The Comprehensive Plan includes specific implementing actions for each of the following six areas of concern:

- Land Use and Urban Design
- Economic Development
- Community Services
- Recreation and Quality of Life
- Transportation
- Environmental Considerations

## GOALS

The number of specific goals adopted to support implementation of the Comprehensive Plan has been limited to ten (10) essential goals. It is believed that a lengthy list of goals will dilute the implementation effort and confuse the focus on key issues. These goals have been heavily influenced by public input/opinion received during the planning process. It is expected that achieving these goals will stimulate population and economic growth.

1. Make the Town of Angier a lifelong community, a place where people of all ages want to live and have opportunities to do so.
2. Develop a series of nodes of activity that include a wide variety of land use and public spaces in an effort to ensure that all Town residents live in close proximity to a public gathering space.
3. Promote alternative transportation options and increase connectivity to reduce traffic congestion and enhance quality of life.
4. Maintain effective, efficient public services in the areas of public safety, transportation, schools, parks, water, wastewater, and stormwater.
5. Take a leadership role in intergovernmental cooperation whenever multiple jurisdictions have overlapping interests, including both adjacent municipalities, as well as Harnett and Wake Counties.
6. Plan for safe and effective traffic flow throughout Angier, as well as between the Town and surrounding communities and connections to the “Triangle” urbanized area.
7. Ensure the services provided by the Town match the needs of the community and accommodate the changing population and land use patterns.
8. Construct and improve public buildings and facilities to meet the needs throughout the community.
9. Focus future growth in the Town of Angier on areas that have sufficient transportation infrastructure and are located near existing centers of employment and activity.
10. Promote the growth of existing businesses and the recruitment of new businesses that are compatible with the Town’s future vision.



## ACKNOWLEDGMENTS

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- Joe Langley
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- Josh Mattox
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### *Angier Board of Commissioners:*

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- Robert K. “Bob” Smith, Mayor Pro Tem
- Alvis McKoy, Commissioner
- Craig Honeycutt, Commissioner
- Jerry E. Hockaday, Commissioner

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