

LUMBERTON *TOMORROW* LAND USE PLAN

SEPTEMBER 2015



SMALL TOWN CHARM • RIVER WALKS • PLACEM
PARTNERSHIPS • IMPROVED CONNECTIVITY •
FAMILY FRIENDLY EVENTS • FOOD FORTHOUGHT A
• CELEBRATE HERITAGE • LOCALLY OWNED, LO
• **LUMBERTON TOMORROW IS** • RIVER WA
PUBLIC / PRIVATE PARTNERSHIPS • IMPROVED CON
STUDIOS • FAMILY FRIENDLY EVENTS • FOOD FOR
RECREATION • CELEBRATE HERITAGE • LOCALLY
INCUBATOR SMALL TOWN CHARM • RIVER WALKS
PRIVATE PARTNERSHIPS • IMPROVED CONNECTIVIT
FAMILY FRIENDLY EVENTS • FOOD FORTHOUGHT A
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SMALL TOWN CHARM • RIVER WALKS • PLACEM

PLACEMAKING • FARMERS MARKETS • PUBLIC / PRIVATE
RECLAIM DOWNTOWN • ARTS AND STUDIOS •
COMMUNITY GARDEN • PARKS AND RECREATION
LOCALLY GROWN • ENTREPRENEURIAL INCUBATOR
PLACEMAKING • FARMERS MARKETS •
CONNECTIVITY • RECLAIM DOWNTOWN • ARTS AND
THOUGHT A COMMUNITY GARDEN • PARKS AND
OWNED, LOCALLY GROWN • ENTREPRENEURIAL
• PLACEMAKING • FARMERS MARKETS • PUBLIC /
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LOCALLY GROWN • ENTREPRENEURIAL INCUBATOR
PLACEMAKING • FARMERS MARKETS • PUBLIC / PRIVATE

We choose Lumberton.

We choose prosperity.

We choose Tomorrow.

*Imagine a place
where your ideas
come to life and
help improve the
world around us.*

*A place where
neighbors
collaborate
on issues that
matter most.*

*A place for you,
for your future
generations.*

*This is our future,
this is Lumberton
Tomorrow.*

Contents

01

INTRODUCTION

Land Use Plan Purpose
The Setting
Demographic Profile
Housing Profile
Economic Profile
The Planning Process

02

VISION

Public Input Summary
Public Kickoff Meeting
Public Input Survey
Translation Into A Vision

03

LAND USE

Existing Land Use
Future Land Use

04

FOCUS AREAS

Interstate 95
Corridors
Downtown
North Elm Street
Airport Area

05

IMPLEMENTATION STRATEGIES

Implementation Overview
Future Land Use
Interstate 95
Corridors
Downtown
North Elm Street
Airport Area

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INTRODUCTION



01

INTRODUCTION

The City of Lumberton's Land Use Plan establishes action oriented implementation strategies for achieving the broad based vision and aspirations of the community for a strong and vibrant future. The Plan's strategies set forth a clear framework of short-term, mid-range and long-term steps for implementing the plan's vision.

LAND USE PLAN PURPOSE

The land use plan sets forth the "blueprint" for the future development of Lumberton. It is the vision of what the community wants to become and the steps needed to realize that vision. The plan is comprised of strategies and actions that form a broad policy based document and guide for decision-making on the long-term physical land development and economic development of the city and its environs. The Land Use Plan builds upon the existing assets in the city and establishes a framework for taking advantage of opportunities as they arise.

The plan considers potential development and land use opportunities for both the private and public sectors. The Plan is implemented over time through many distinct decisions including annual budgeting, departmental work programs, zoning decisions, and development projects.

North Carolina law does not mandate the adoption of a land use plan; however, when considering zoning amendments, local governments must approve a statement describing whether its action is consistent with an adopted comprehensive plan and any other official plans as applicable (G.S. 160A-383).

THE SETTING

A city of 21,823, Lumberton is located within the Coastal Plains region of southeastern

North Carolina nestled along the banks of the Lumber River. The city is a regional hub of business activity positioned at the crossroads of Interstate 95 and Interstate 74 (US 74). Lumberton was established in 1787 and designated as the County seat of Robeson County. In 1859, Lumberton was officially incorporated by the North Carolina Legislature.

Lumberton's geographic location at the midpoint between New York and Florida has led to the development of the hospitality industry along Interstate 95. Hotels and restaurants serve travelers and provide employment opportunities within the region.

The city offers many historic, cultural and outdoor recreational opportunities. One of the city's greatest assets, the Lumber River, is designated as a National Wild and Scenic River and one of North Carolina's Top Ten Natural Wonders - meandering over 115 miles and passing through the 9,138 acre Lumber River State Park. The river provides a year-round backdrop of beauty and outdoor recreation opportunities for residents and visitors to the region.

In 2010, the city was designated by the NC General Assembly as the State's first Certified Retirement Community. The city's moderate climate, affordable housing, medical care, natural beauty, close proximity to the beach and other assets reinforce its attractiveness to retirees.

DEMOGRAPHIC PROFILE

- Lumberton's median age of 36.5 years is slightly below both the national and state median ages, Table 1.
- Lumberton's population has slowly increased over the past 50 years, Figure 1.
- Between 2000 and 2010, the city's pre-workforce population has declined slightly, Figure 2, while the workforce population has increased slightly.

TABLE 1.1 MEDIAN AGE

Source: US Census Bureau

Lumberton	36.5
North Carolina	37.4
U.S.	37.2

FIGURE 1.1 HISTORIC POPULATION DATA

Source: US Census Bureau

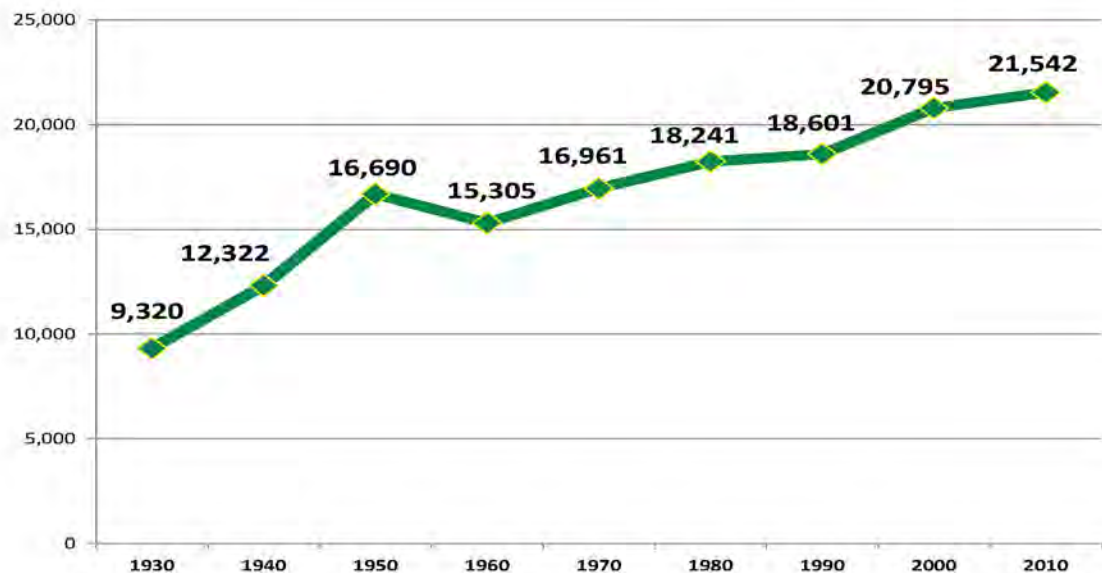


FIGURE 1.2 AGE DISTRIBUTION

Source: US Census Bureau

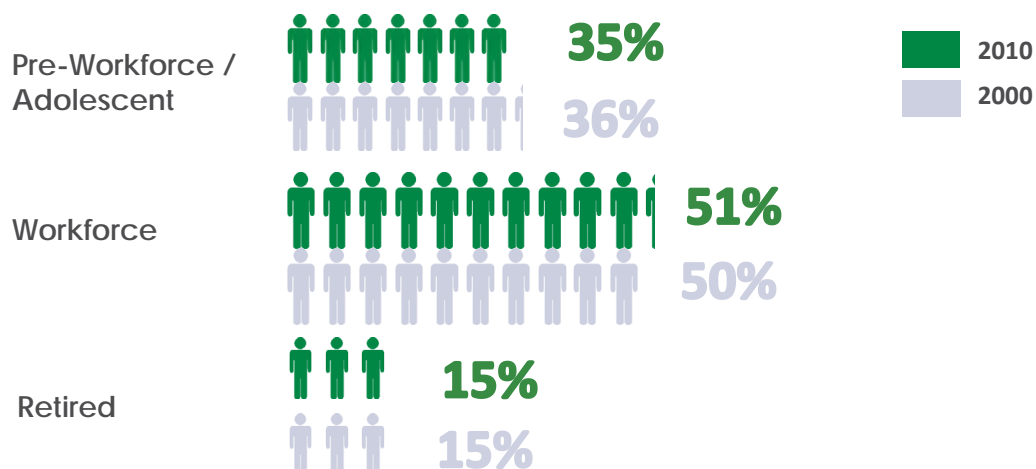


TABLE 1.2 HOUSING TENURE

Source: US Census Bureau

	1990	2000	2010
Own	56%	58%	48%
Rent	44%	42%	52%

HOUSING PROFILE

- Since 1990, Lumberton has seen a large increase in rental housing, while homeownership has declined, Table 2.
- Since 1990, there have been large increases in the number of mobile homes and multi-family dwellings in the city, Table 3.
- 65% of Lumberton's housing stock is 35 years or older, Table 5.

TABLE 1.3 TYPES OF HOUSING STOCK

Source: US Census Bureau

Housing Type	1990	2000	2012	Change 1990 - 2012
Single Family	5,246	5,764	6,143	17%
Duplex	624	1,167	594	-5%
Multi-Family	879	871	1,356	54%
Mobile Home	251	897	759	202%

TABLE 1.4 HOUSEHOLD TYPES

Source: US Census Bureau

	2000	2010
Individual Households	29.9%	31.7%
Family Households	66%	63.6%
Non-Family Households	4.1%	4.7%
Total	7,827	8,084

TABLE 1.5 AGE OF HOUSING STOCK

Source: US Census Bureau

Year Constructed	Percent of Housing Stock
Before 1939	8%
1940-49	9%
1950-59	15%
1960-69	15%
1970-79	18%
1980-89	13%
1990-99	14%
2000 - or later	8%

ECONOMIC PROFILE

- Compared to the state and the national median household incomes, Lumberton's is 30% lower than the state and 39% lower than the nation, Table 6.
- Compared to the nation as a whole, Lumberton has a smaller share of its population which has attained a bachelor's or higher degree, Figure 3.
- Nearly one-third of the city's workforce is employed in the education / health / social services sector, Table 7.

TABLE 1.6 MEDIAN HOUSEHOLD INCOME

Source: American Community Survey (2008-2012)

Lumberton	\$ 32,383
North Carolina	\$ 46,450
U.S.	\$53,046

FIGURE 1.3 EDUCATION

Source: American Community Survey (2008-2012)

ATTAINMENT OF A BACHELOR DEGREE OR HIGHER



	No High School Diploma	High School Graduate	Some College & Associate College	Bachelor's Degree	Graduate or Professional Degree
Education Attainment	28%	26%	26%	13%	7%

TABLE 1.7 EMPLOYMENT BY INDUSTRY SECTOR

Source: US Census Bureau

Educational / Health Care / Social Services	31%
Manufacturing	17%
Retail Trade	9%
Construction	8%
Arts / Recreation / Food Services	7%
Other Services	7%
Finance / Insurance / Real Estate	5%
Professional / Management / Administrative Services	5%
Public Administration	5%
Transportation / Utilities	4%
Wholesale Trade	2%
Agriculture/ Mining	1%
Information	1%

THE PLANNING PROCESS

General Process

The City Council appointed a Steering Committee to oversee the Land Use Plan development process. The city issued a request for proposals and selected a planning consultant to assist the Steering Committee with the preparation of the Plan. The committee began work on the plan in March of 2014 by formalizing the process and schedule for the plan development process.

The general planning process included:

- Focus Group Meetings
- Steering Committee Meetings
- Public Meetings
- Public Survey
- Plan Drafting
- Plan Adoption

The plan update steps are listed in the table on the following page. The descriptions of the public meetings and workshops are described in the Vision and Goals Section of the plan.

Plan Overview and Organization

The Land Use Plan is organized into 5 main sections:

CHAPTER 1 INTRODUCTION

This section of the plan contains the overview and general information about why and how the plan was developed.

CHAPTER 2 VISION AND GOALS

The vision and goals of the plan were developed with significant input from the public through surveys and public meetings during the process. The vision for Lumberton Tomorrow is the primary theme guiding the development of the plan and its implementation strategies.

CHAPTER 3 LAND USE

The Land Use chapter of the plan analyzes the existing development patterns of the city and the larger planning area, while establishing a framework for the future land use patterns in Lumberton.

CHAPTER 4 FOCUS AREAS

In addition to the primary recommendations for future land use, five focus areas were identified to support and strengthen the desired future land use patterns. The five focus areas include:

- Interstate 95
- Corridors
- Downtown
- North Elm Street
- Airport Area

CHAPTER 5: IMPLEMENTATION STRATEGIES

In order to achieve the plan's vision, goals and strategies, an implementation plan was prepared. The implementation plan is highlighted by a matrix that sets forth priorities and responsible parties needed to implement each goal and strategy identified in the plan.

TABLE 1.8: PLANNING PROCESS SCHEDULE

PLANNING STEPS	DATE
2013 MILESTONES	
PROJECT INITIATION	SEPTEMBER 26
FOCUS GROUP MEETINGS	NOVEMBER 6 & 13
BACKGROUND RESEARCH	DECEMBER 2013- MAY 2014
2014 MILESTONES	
DOWNTOWN WORKSHOP	FEBRUARY 25
STEERING COMMITTEE KICK-MEETING	MARCH 25
CITY COUNCIL UPDATE	MARCH 25
STEERING COMMITTEE MEETING	MAY 6
PUBLIC KICK-OFF MEETING	JUNE 5
PUBLIC SURVEY	JUNE - JULY
STEERING COMMITTEE MEETING	AUGUST 5
WORKING DRAFT PREPARED	AUGUST - NOVEMBER
STEERING COMMITTEE MEETING	NOVEMBER 13
STEERING COMMITTEE MEETING	DECEMBER 11
2015 MILESTONES	
JOINT MEETING (COUNCIL & PB)	JANUARY 13
STEERING COMMITTEE MEETING	FEBRUARY 26
PUBLIC MEETING	MARCH 17
PLANNING BOARD PRESENTATION	MARCH 17
PLANNING BOARD CONSIDERATION	JULY 13
CITY COUNCIL POLICY COMMITTEE	AUGUST 5
CITY COUNCIL ADOPTION	SEPTEMBER 14



VISION



02

VISION

In order to develop a meaningful and community-based plan, Lumberton's residents were engaged throughout the process through a variety of traditional and online opportunities. Lumberton's residents provided input into the development of the plan's vision through public meetings, surveys, the project website and public events.

PUBLIC INPUT SUMMARY

Lumberton's residents were provided many opportunities to participate during the process. Opportunities included the public kickoff meeting, online and hard copy surveys, the project website, social media forums (such as MindMixer and Facebook), and input meetings to review the draft plan. Overall, nearly 700 residents participated and gave input during the planning process.

Public engagement activities were kicked off in late May 2014 with the launch of a Lumberton Tomorrow website, which included a video that described the project and the importance of public participation. In addition, the website directed viewers to the MindMixer online public forum. Distribution of a survey began a couple of weeks later along with a public meeting conducted on June 5th 2014. Committee and consultant team members extended the public meeting and hit the streets during the Alive After Five event that was held that evening. The following pages provide a summary of the results from each of these activities.

675+
surveys

436+
website
views

476+
Facebook
likes

300+
Alive After
Five

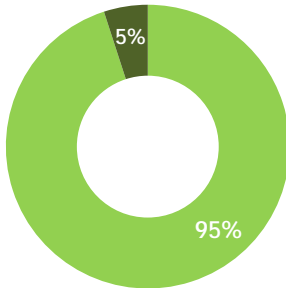
658
MindMixer
views

235+
LT video
views

PUBLIC KICKOFF MEETING

Conducted on June 5th, 2014, the kickoff meeting for Lumberton's Land Use Plan included about 30 citizen participants, of which 83% live within the city limits and 61% have lived in Lumberton for 20+ years. The meeting format included several ways for participants to engage including a real-time, question and answer session with the use of key pad polling. This allowed anonymous, yet interactive dialog about key land use priorities.

FIGURE 2.1 LAND USE



Should the City of Lumberton focus its resources more on . . .

95% Reinvesting within the current city limits

5% Seeking growth opportunities outside the current city limits

Participant comments included:

- "Let's finish what we have started" - within the city limits including such initiatives as revitalizing downtown and developing the river.
- Concern was expressed about building vacancies along manufacturing corridors. The goal should be to fill up these existing buildings before building/expanding further.

What would improve Lumberton's economic prosperity most?

- 41% More manufacturing jobs
- 18% Revitalizing downtown
- 14% More retail/service business
- 14% Attracting more residents
- 9% Improving city appearance
- 4% Other

Participant comments included:

- Prioritizing tourism is important. Tourism is a major industry for Lumberton and helps to support revitalizing downtown.
- Improving quality of life will attract more residents.

FIGURE 2.2 STRONG ECONOMY

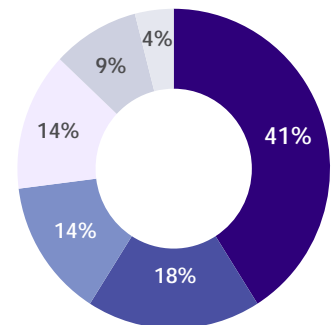
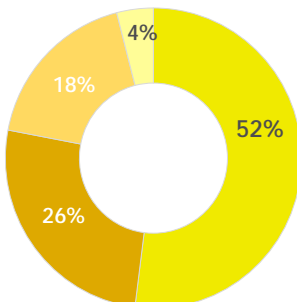


FIGURE 2.3 ECONOMIC GROWTH



Which area of the city has the most potential to spur economic growth . . .

52% I-95 exits

26% The river

18% Downtown

4% The airport

Participant comments included:

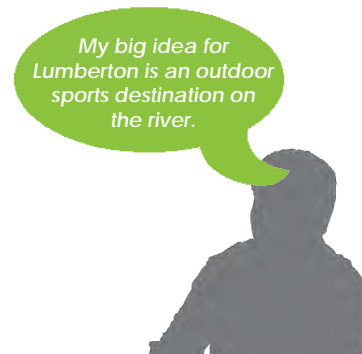
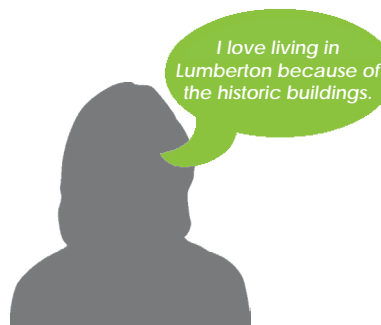
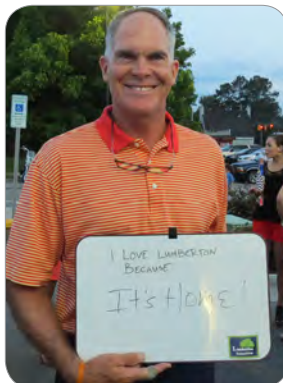
- Interest in a ferry system for the River or something that would showcase this asset, linking traffic between I-95 and downtown.
- Several voiced the importance of I-95 being a front door or gateway to the city. Others agreed with the importance of I-95 and further expressed a concern for businesses locating there that seem to be 'misplaced'. Perhaps zoning could help with this.
- Another idea raised about capturing I-95 traffic was a possibility of an outlet, like Tanger.
- Importance of the I-95 and I-74 junction was expressed. This is close to the Southeastern NC Agricultural Events Center. This is a major asset that has not been fully realized yet. The equestrian events at the Center have been well received, so adding similar services/ events (such as livestock auctions or dog shows) would elevate this asset.

After the public input meeting, the Steering Committee and consultant team members mingled with folks during the downtown *Alive After Five* event. This was another opportunity to find out what matters most to Lumberton's citizens and what they think makes Lumberton great. The overwhelming theme - small town charm. It's clear that it's about the people and sense of community.

SMALL TOWN CHARM



MORE VOICES, MORE IDEAS



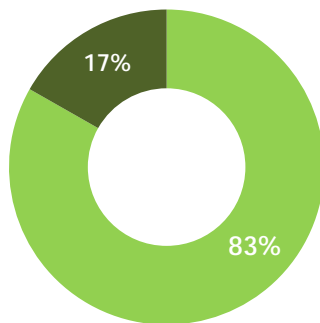
PUBLIC INPUT SURVEY

The public input survey was completed by over 675 people. The survey was distributed on the Lumberton Tomorrow website and in the city's monthly utility bills beginning in June. The survey included 10 questions on a wide range of topics to help identify issues that are important to the residents of Lumberton.

Tell us about yourself

The majority of survey participants have lived in the city for 20 or more years. This suggests that a majority of the residents have a vested interest in the future of the city. More than half of survey participants represent the workforce age range and actively work in Robeson County. This further illustrates the connection between citizens, the area, and their long-term interest in the region.

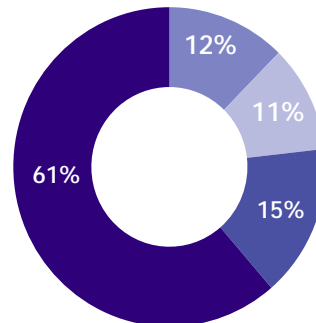
FIGURE 2.4 CURRENT RESIDENCE



Where do you currently reside?

83% Inside of Lumberton city limits
17% Outside of Lumberton city limits

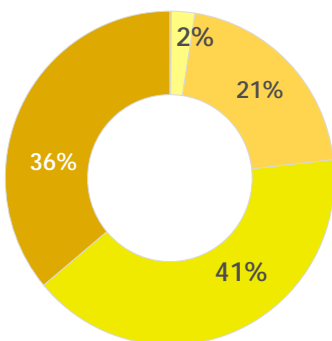
FIGURE 2.5 RESIDENCE DURATION



How long have you lived in Lumberton?

61% More than 20 years
15% 11-20 years
12% Less than 5 years
11% 5-10 years

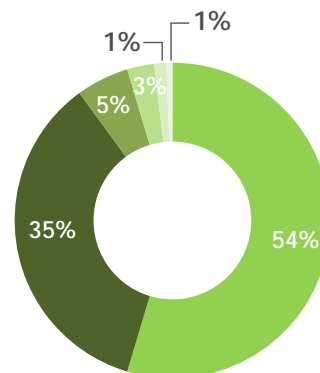
FIGURE 2.6 AGE



What is your age range?

36% Over 65
41% 45-64
21% 25-44
2% 18-24
<1% Under 18

FIGURE 2.7 PLACE OF EMPLOYMENT



Where is your place of employment?

54% Robeson County
35% Retired
5% Other
3% Cumberland County
1% Bladen County
1% Full-time Student/Unemployed

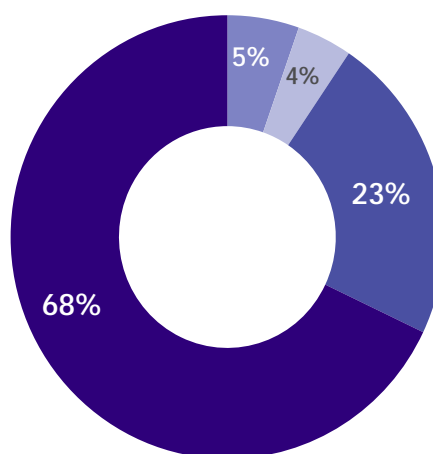
Tell us about Lumberton

When asked about parks and recreation topics, survey responses concerning the levee walking trail reveal that a significant number of survey respondents never use the trail with only 5% using the trail once or more per week. When asked about the adequacy of parks, the survey responses were equally divided among the three categories; however, the open ended comments revealed a strong desire for interconnected, safe, and easily accessible park space and walking/biking trails.

How often do you use the levee walking trail to Luther-Britt Park?

- 68% Never
- 23% Several times a year
- 4% Once per month
- 5% Once or more per week

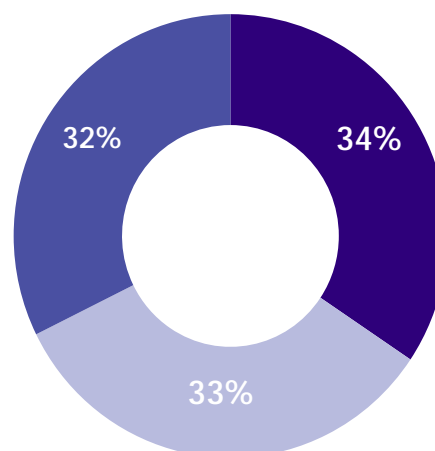
FIGURE 2.8 LEVEE TRAIL USE



Has enough land been set aside for public parks and open space in Lumberton?

- 34% Just enough
- 33% Too little
- 32% Not sure

FIGURE 2.9 PARKS & RECREATION



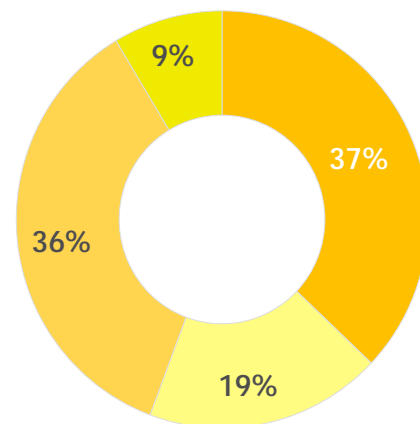
Tell us about Lumberton

With the majority of the survey participants (56%) frequenting downtown on a regular basis, there is a significant opportunity to expand services to further augment the downtown activity. Survey respondents report entertainment and dining as the most common reason that they visit downtown; however, the open response question revealed a desire for more restaurant and shopping options, retail goods and services such as a grocery store or dry cleaners, and places to walk and play. In conjunction with these results, there is a significant emphasis placed on the importance of downtown revitalization as a catalyst for economic development.

How frequently do you visit downtown Lumberton?

- 9% Never
- 36% Several times a year
- 19% Once per month
- 37% Once or more per week

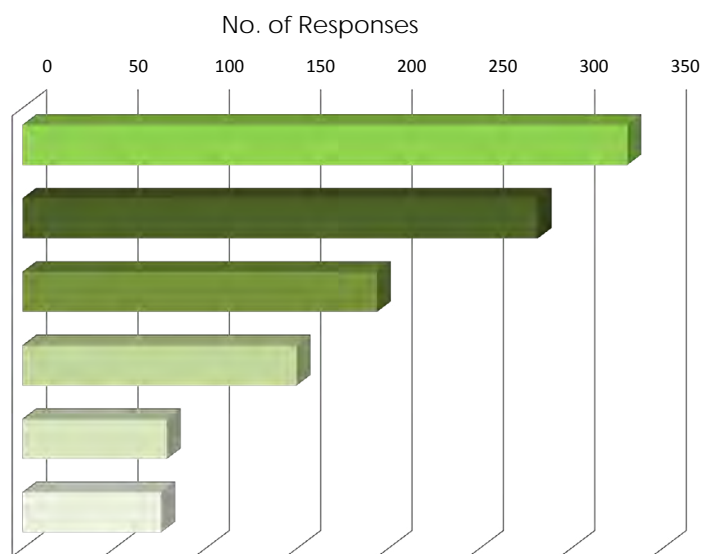
FIGURE 2.10 FREQUENCY OF DOWNTOWN VISITS



What are the main reasons that you visit downtown? (Select all that apply)

- 30% Entertainment/Shopping/Dining
- 25% Errands/Personal Business
- 17% Government/Legal
- 13% Cultural/Education Activities
- 8% Work
- 7% Exercise/Recreation

FIGURE 2.11 REASONS FOR DOWNTOWN VISITS

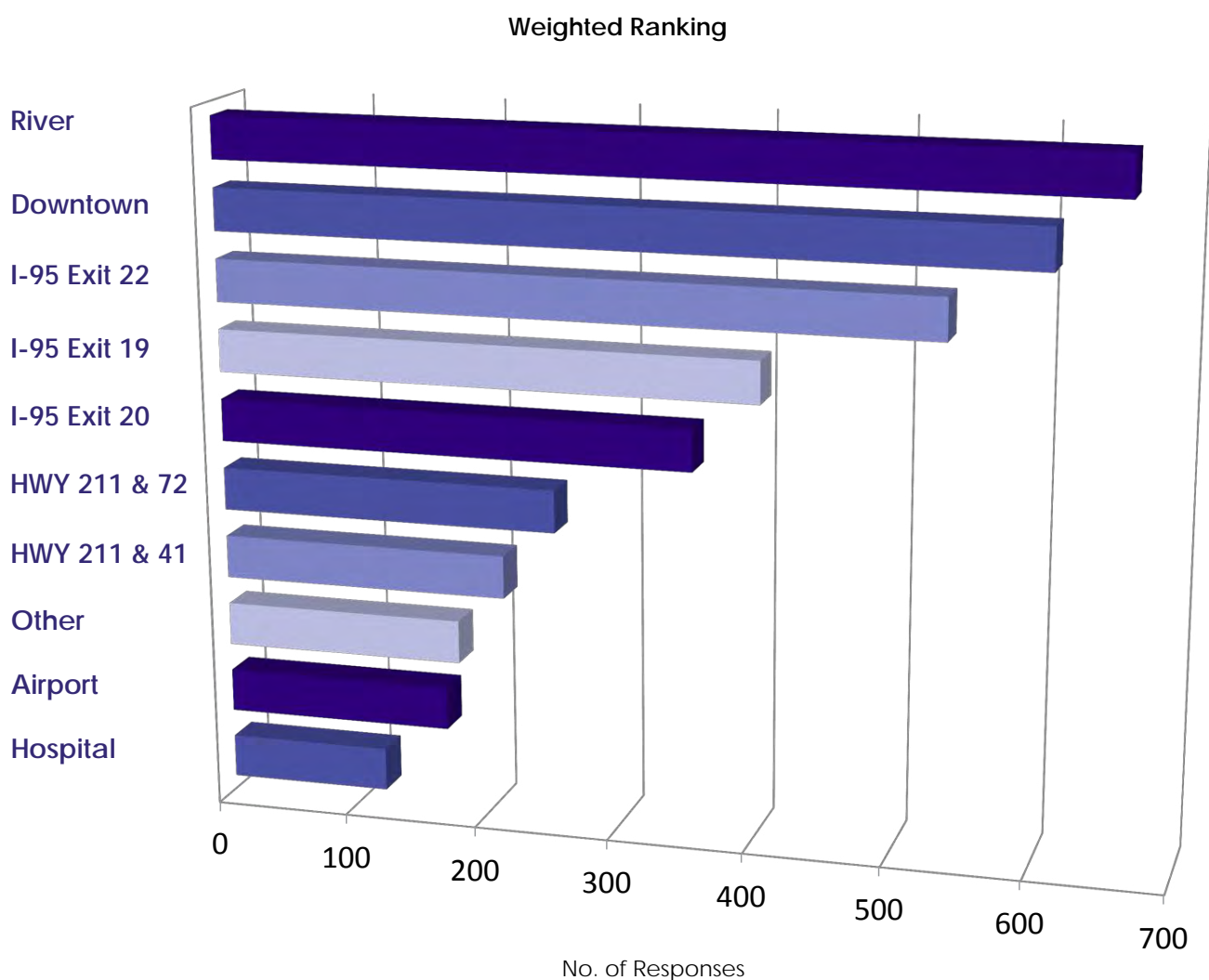


Tell us about Lumberton

In which area should the city focus its efforts to encourage new growth?

The correlation between the top rated answer choices (the river, downtown, and I-95 interchanges) reinforces the citizen comments and desires to focus growth within Lumberton's current city limits, while expanding tourism and economic development opportunities. Strategies to improve these assets will play a vital role in shaping the future growth of Lumberton.

FIGURE 2.12 PREFERRED GROWTH AREAS

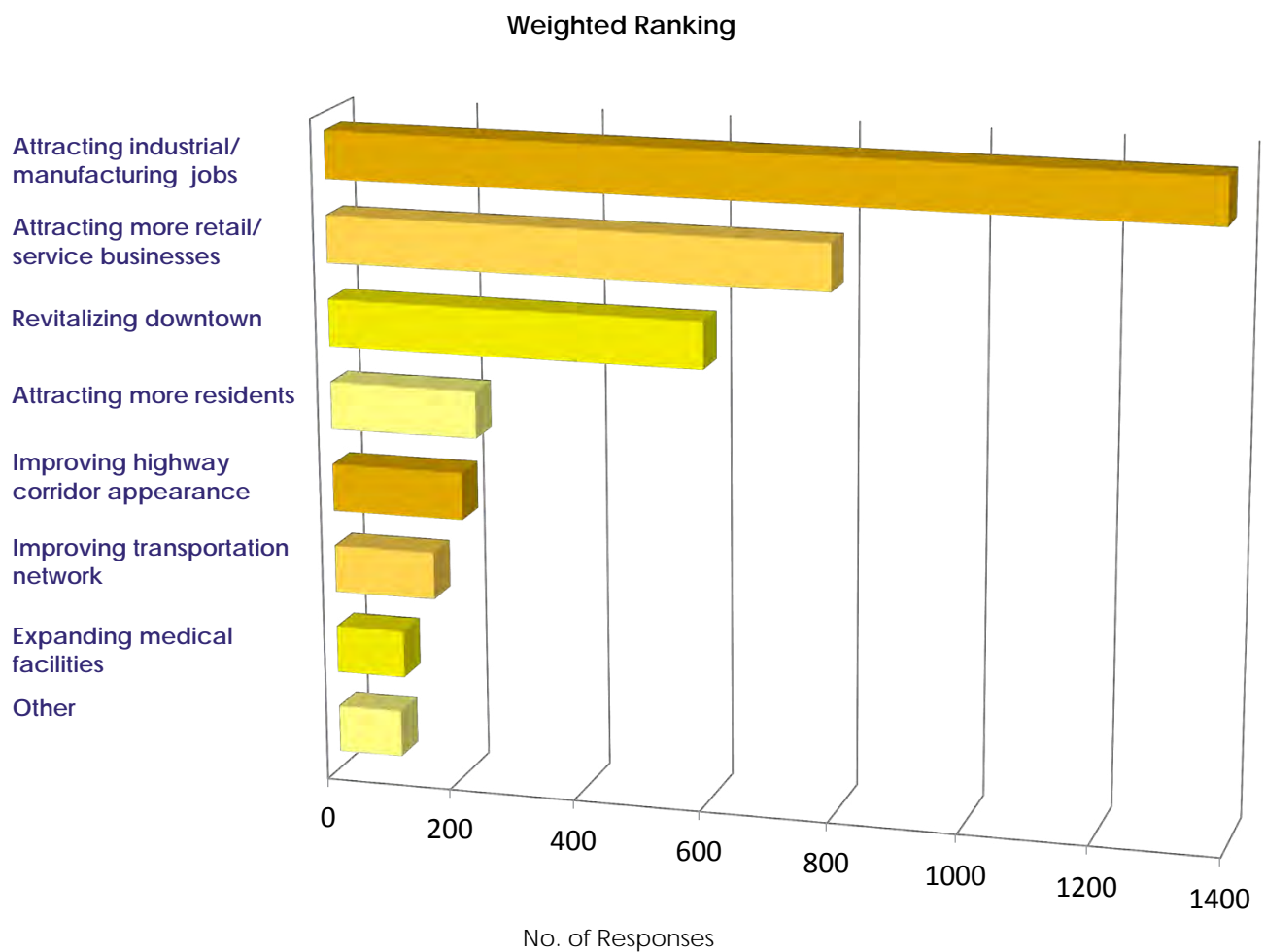


Tell us about Lumberton

Which of the following is most important to improving Lumberton's economic prosperity?

Attracting industrial and manufacturing jobs to the City of Lumberton was the highest rated answer choice in the survey for this question and one of the major concerns identified during the public input meeting. Attracting more retail/service business and revitalizing downtown were the second and third highest rated choices respectively.

FIGURE 2.13 STRONG ECONOMY



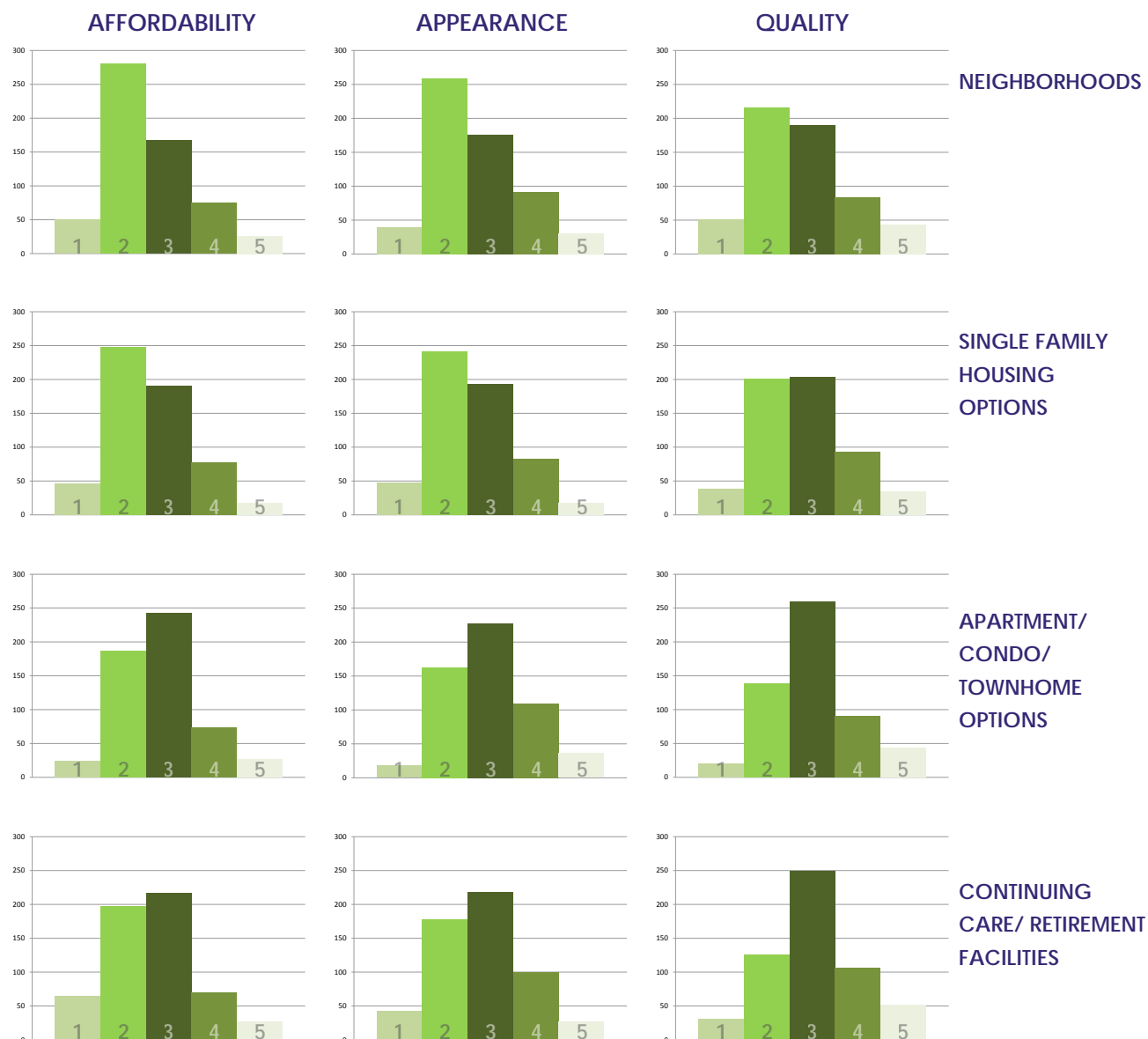
Tell us about Lumberton

Please rank your level of satisfaction on the following topics concerning housing.

Most survey participants report being generally satisfied with the affordability, appearance and quality of housing and neighborhoods. When asked about apartment/condo/townhome units and continuing care/retirement facilities, survey responses indicating “neutral” were consistently high. However, in the open ended questions of the survey, several survey respondents indicated they were less than satisfied with affordable options of apartment units.

- 1 Very Satisfied
- 2 Satisfied
- 3 Neutral
- 4 Unsatisfied
- 5 Very Unsatisfied

FIGURE 2.14 LEVEL OF SATISFACTION WITH HOUSING OPTIONS



Tell us about Lumberton

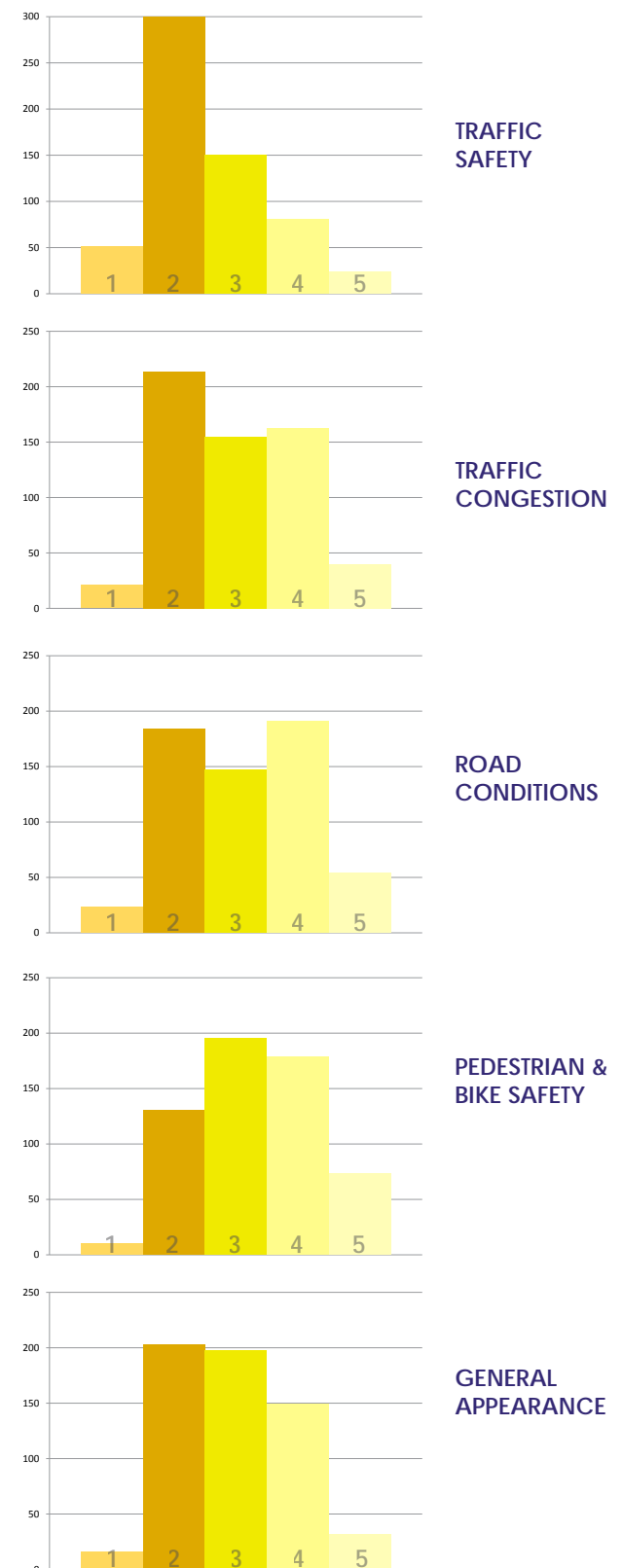
Please rank the following in regards to your satisfaction with Lumberton's transportation system.

- 1 Very Satisfied
- 2 Satisfied
- 3 Neutral
- 4 Unsatisfied
- 5 Very Unsatisfied

Survey respondents indicated they are generally satisfied with traffic safety, appearance, and traffic conditions. However, respondents were not as satisfied with the conditions of roads and bike and pedestrian safety.

In the open ended questions, some survey respondents identified specific problem locations that may be helpful in the development of the long range transportation plan.

FIGURE 2.15 LEVEL OF SATISFACTION WITH INFRASTRUCTURE & TRANSPORTATION



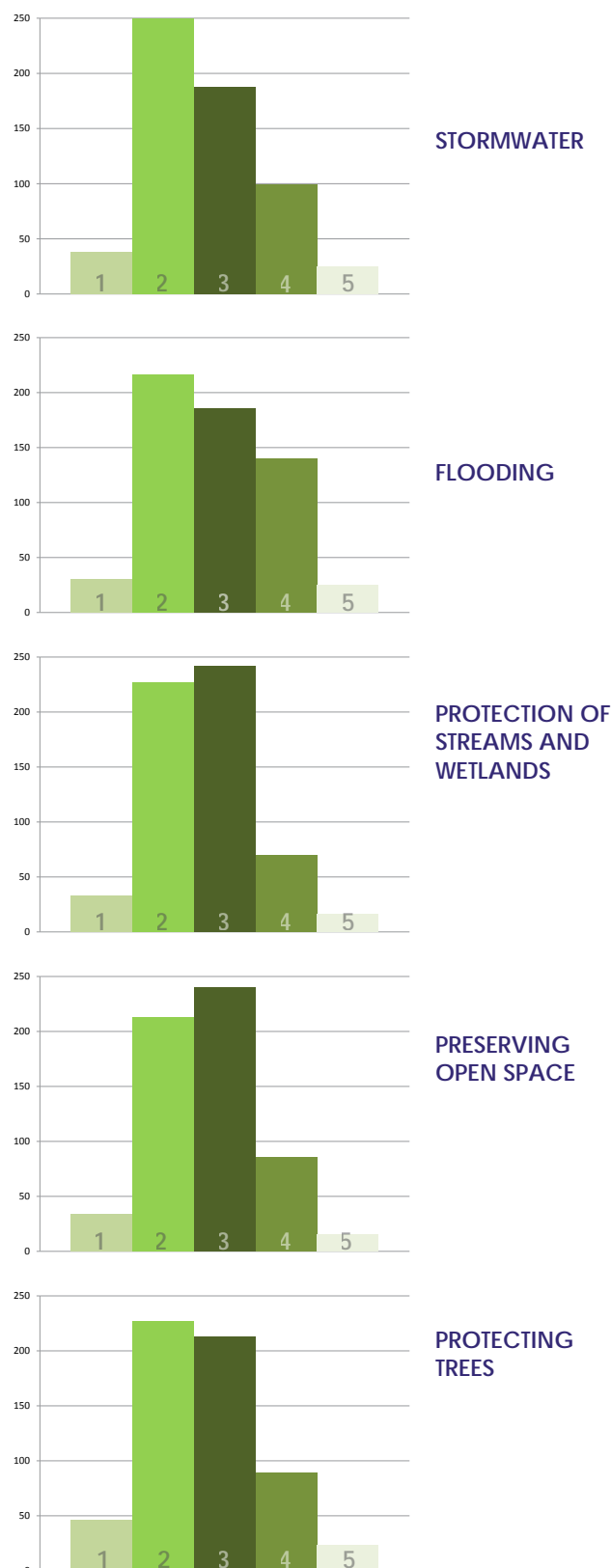
Tell us about Lumberton

Please rank your level of satisfaction on how well the city addresses the following environmental topics as new development occurs:

- 1 Very Satisfied
- 2 Satisfied
- 3 Neutral
- 4 Unsatisfied
- 5 Very Unsatisfied

Many people consider Lumberton's natural resources to be an asset to the city's future, and as indicated in the surveys, a significant number of respondents are generally satisfied with how the city is addressing these important environmental issues. However, a significant number of respondents to this question were neutral, which may indicate a lack of awareness or understanding of the actions the city has taken and the importance of these environmental resources to the future growth of Lumberton.

FIGURE 2.16 LEVEL OF SATISFACTION WITH ENVIRONMENTAL SUSTAINABILITY



Tell us about Lumberton

Please share any additional input that you think is important to the future of the City of Lumberton.

In order to summarize the open-ended questions in a meaningful way, responses were categorized into themes or topics. The table below indicates the actual number of responses by key word or phrase. On the following page, the themes and topics are displayed in a “word cloud” visualization.

TABLE 2.1 MOST REFERENCED THEMES / WORDS

WORD/ PHRASE	COUNT
Downtown revitalization	40
Safety	31
Retail	25
Jobs	25
River	18
Cost of living	16
Tourism	16
Education	15
I-95	15
Industry	14
Park services	14
Pedestrian access	11
Bike lanes	10
Affordable housing/ Housing options	9
Road Conditions	9
Entertainment	9
Growth	8
Trees	8
Sidewalks	7
Economic Development	7
Public transit	7
Restaurants	7
Cleanup	6
Youth/Child development	6

WORD/ PHRASE	COUNT
Culture/ Community	5
Traffic	5
Luther Britt Park	5
Family friendly	5
Retirement	4
Health Care	4
Plaza	3
Mixed Use	3
Micro-Brewery	3
Grocery Store	3
Carthage Road	3
Flooding	3
Appearance	3
Green	3
Parking	3
Recreation	3
Street Lights	3
Post Office	3
Dog Park	3
Arts	2
Agriculture	2
Economy	2
Health/ Fitness	1
Farmer's Market	1

[illegible]

There are a number of themes and patterns that provide a clear basis for the formulation of the Land Use Plan vision. These include:

- Lumberton Tomorrow Land Use Plan | 2-13



VISION

Lumberton will direct growth and investment toward areas within the city to energize and strengthen its neighborhoods, businesses, and overall quality of life.

The city's vibrant future will be supported by enhanced connections between the downtown, the river and gateways, as well as growth policies that promote economic prosperity, healthy living, and preservation of the city's unique southern charm.

LUMBERTON TOMORROW



GATEWAYS



QUALITY OF LIFE



THE RIVER





Lumberton will direct growth and investment toward areas within the city to energize and strengthen its neighborhoods, businesses, and overall quality of life.

The city's vibrant future will be supported by enhanced connections between the downtown, the river and gateways, as well as growth policies that promote economic prosperity, healthy living, and preservation of the city's unique southern charm.

A BUSINESS BUZZ



DOWNTOWN





LAND USE



03

EXISTING LAND USE

The information and analysis contained in this section of the Land Use Plan is intended to serve both as a resource for users of the plan and to demonstrate the existing conditions upon which the future land use recommendations are based.

This section of the plan examines the existing land use patterns found in the city of Lumberton and the surrounding planning area at the time of the development of the Land Use Plan. This foundation of knowledge was utilized in the development of future land use recommendations for the city's planning area, and the information is intended to be used as a resource by staff, elected and appointed officials, as well as the public, as decisions are made affecting land use and development following the adoption of the plan.

For the purposes of the analysis and discussions presented in this section, the city's overall planning area was subdivided into 19 individual planning areas in order to provide a more focused analysis of the city and its environs. A separate subsection is dedicated to each of the planning areas. The individual planning area discussions begin with a brief introduction and overview map showing the location of the area. This is followed by additional reference maps that demonstrate the street network and topographic conditions in the area, and a map containing a current aerial photograph of the area to help orient the reader and provide a snapshot of current conditions.

The analytical portion of the planning area discussions then turns to an examination of the generalized existing land use pattern. For

the purposes of this study, tax parcels within each planning area have been coded with one of five general land use categories. These generalized categories include residential, commercial, industrial, public / institutional and undeveloped / agricultural land. In addition to a map depicting the spatial land use pattern in the area, a table summarizes the amount of acreage, as well as the proportional share of the planning area occupied by each particular land use category (expressed as a percentage of the total).

Following the analysis of existing land use patterns, a map depicting land subdivision patterns in the area provides an overview of the density at which land has been developed and subdivided in the planning area. In addition to a map depicting the spatial density pattern in the area, a table summarizes the pattern of land subdivision, with parcels categorized by size. The parcel size categories, from most to least dense, include parcels smaller than 0.5 acre, 0.5 to 1 acre, 1 to 3 acres, 3 to 10 acres and parcels larger than 10 acres. The table provides information on the actual number of parcels in each size category, the amount of acreage contained in parcels of each particular size, and the proportional share of the overall planning area that parcels in each category account for (expressed as a percentage of the overall planning area).

Next, an analysis of the application of the city's zoning ordinance, by district, is provided. This includes both a map depicting the spatial patterns of city zoning within each area, as well as a table providing more detailed statistical analysis of current zoning patterns in each planning area. While the zoning map for each planning area depicts the districts as they are applied at the time of the adoption of the plan, the table consolidates districts by category for the sake of analysis. This consolidation produced four general categories: residential, commercial, manufacturing and agriculture. The table breaks down each general category by both the amount of acreage that each accounts for in the planning area, as well as the proportional share of the area included in districts that fall in each general category (expressed as a percentage of the total area).

The final portion of the analysis provides additional insight into land use patterns by examining the spatial extent of potential environmental constraints in each planning area, with a focus on flood damage hazard areas and wetlands, which are the primary development constraints in the city's overall planning area. Each of these features is shown in the reference map, and a table provides additional analysis on the amount of acreage and proportional extent (expressed as a percentage of the overall planning area) that area affected by each. Note that only City of Lumberton zoning districts were analyzed for this study. Land outside of the city or its

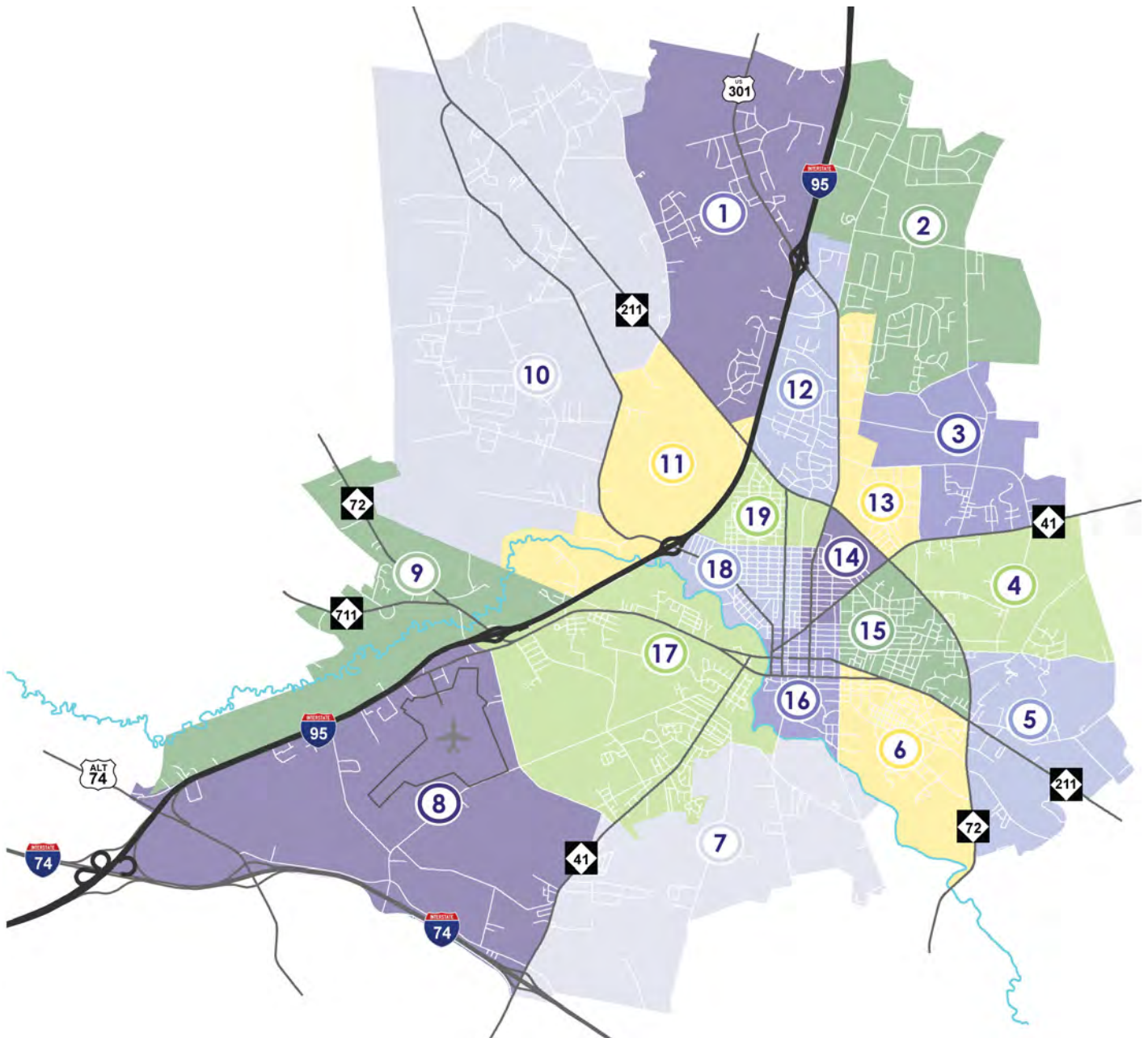
ETJ was not included in the analysis. Note that the analysis of the environmental constraints includes land that is within as well as outside of tax parcels, which serve as the basis for the previously discussed analyses, and so land area totals will differ from the other analyses.

The following pages contain overall reference maps that correspond to the reference and analysis maps described above, prior to beginning the discussions of the individual planning areas. These overall maps are intended to provide a greater frame of reference when examining the city's overall land use and development patterns.

Together these pieces of information provide the foundation upon which the plan's most critical component, the Future Land Use Map, was developed. The information contained in each subsection is intended to be used as both an educational and analytical tool as land use decisions are made, with respect to re-zonings, subdivisions, capital investments and similar matters that will come before the governing board and the city staff and appointed boards that advise them as they make these critical decisions.

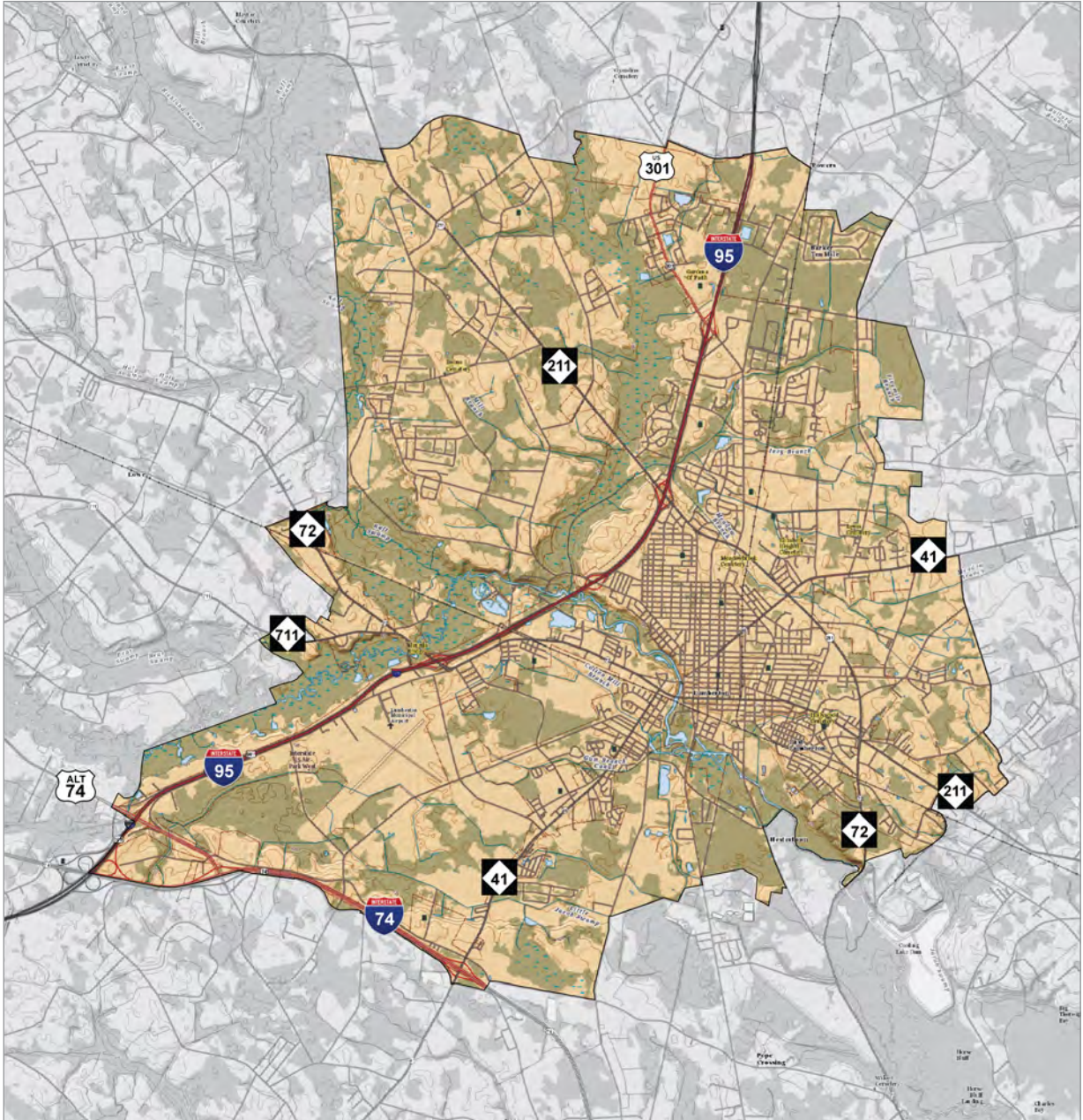
PLANNING AREAS

MAP 3.1 LUMBERTON PLANNING AREAS



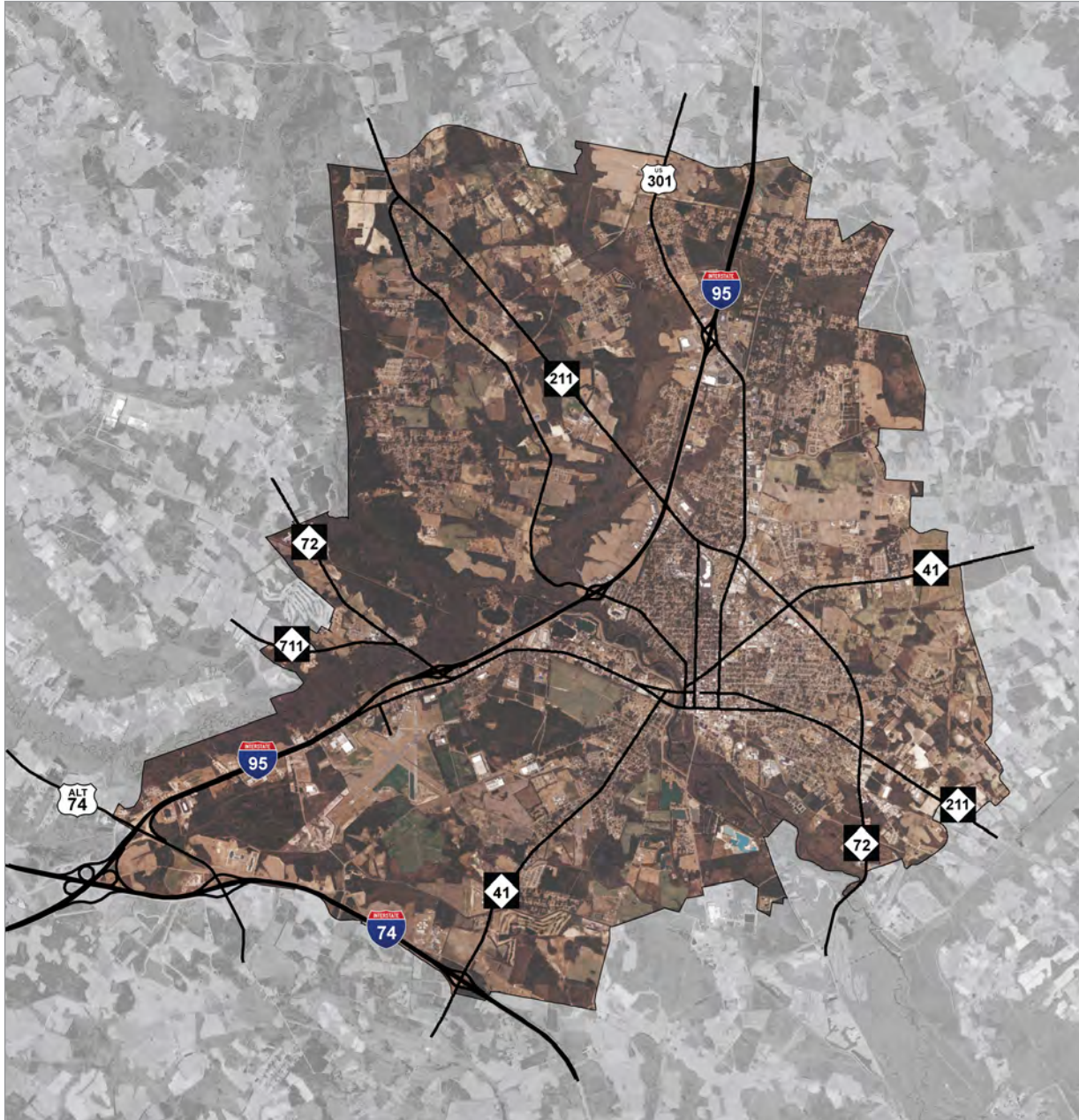
STREETS & TOPOGRAPHY

MAP 3.2 LUMBERTON STREETS & TOPOGRAPHY



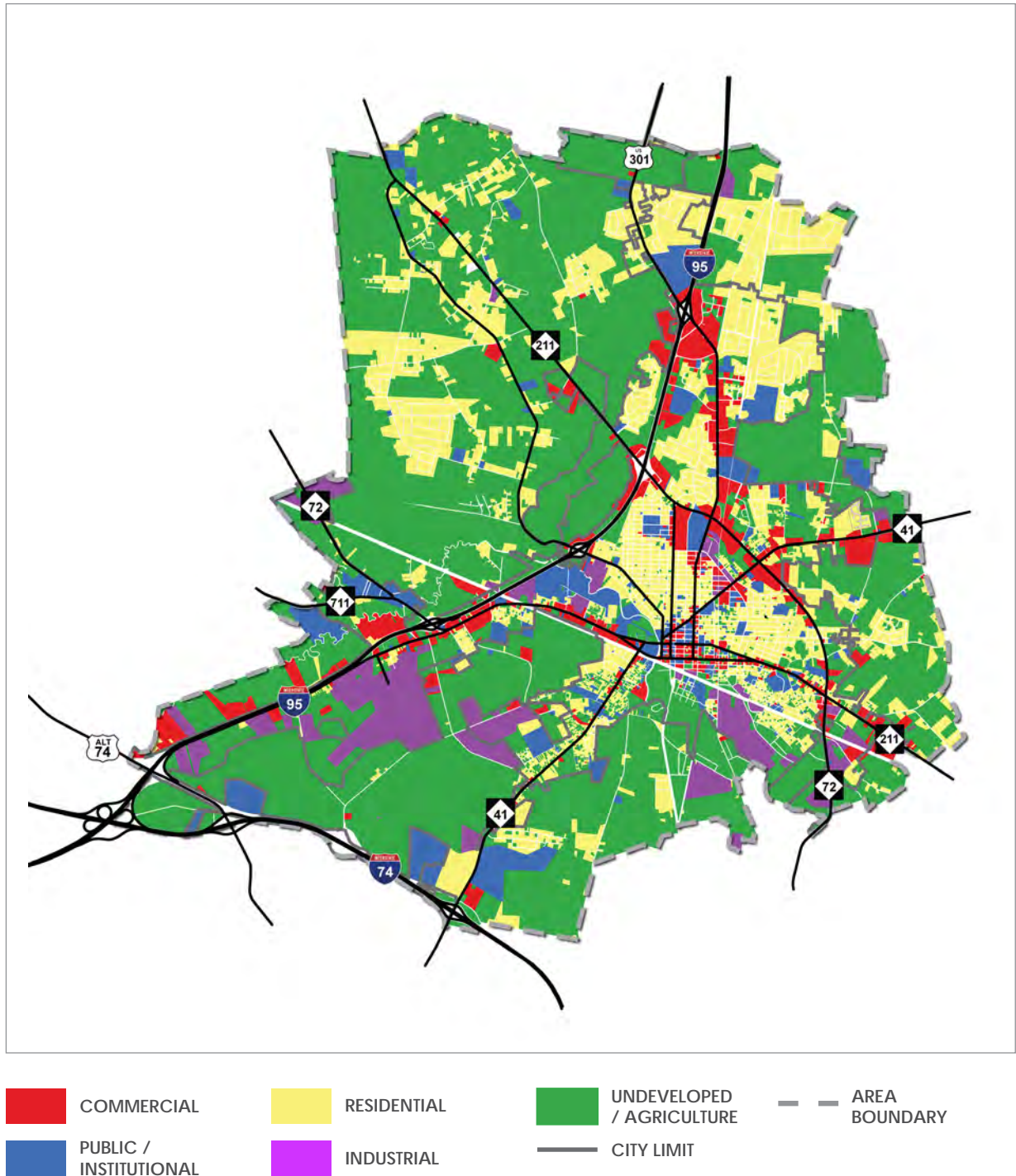
AERIAL VIEW

MAP 3.3 LUMBERTON AERIAL VIEW



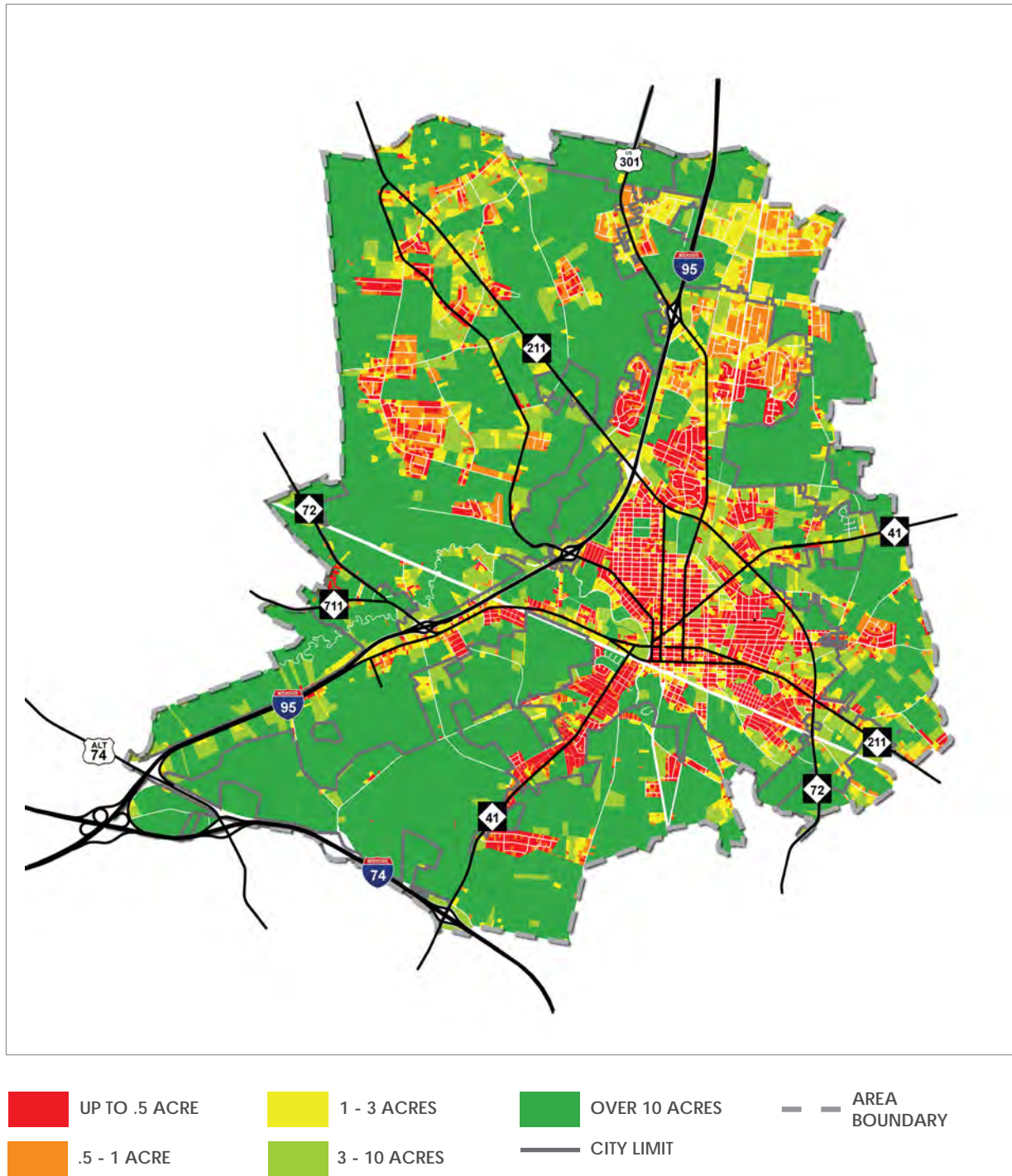
EXISTING LAND USE

MAP 3.4 LUMBERTON EXISTING LAND USE



LAND SUBDIVISION

MAP 3.5 LUMBERTON LAND SUBDIVISION



ZONING DISTRICTS

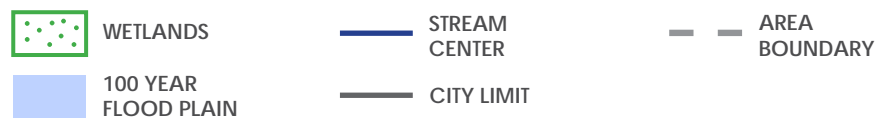
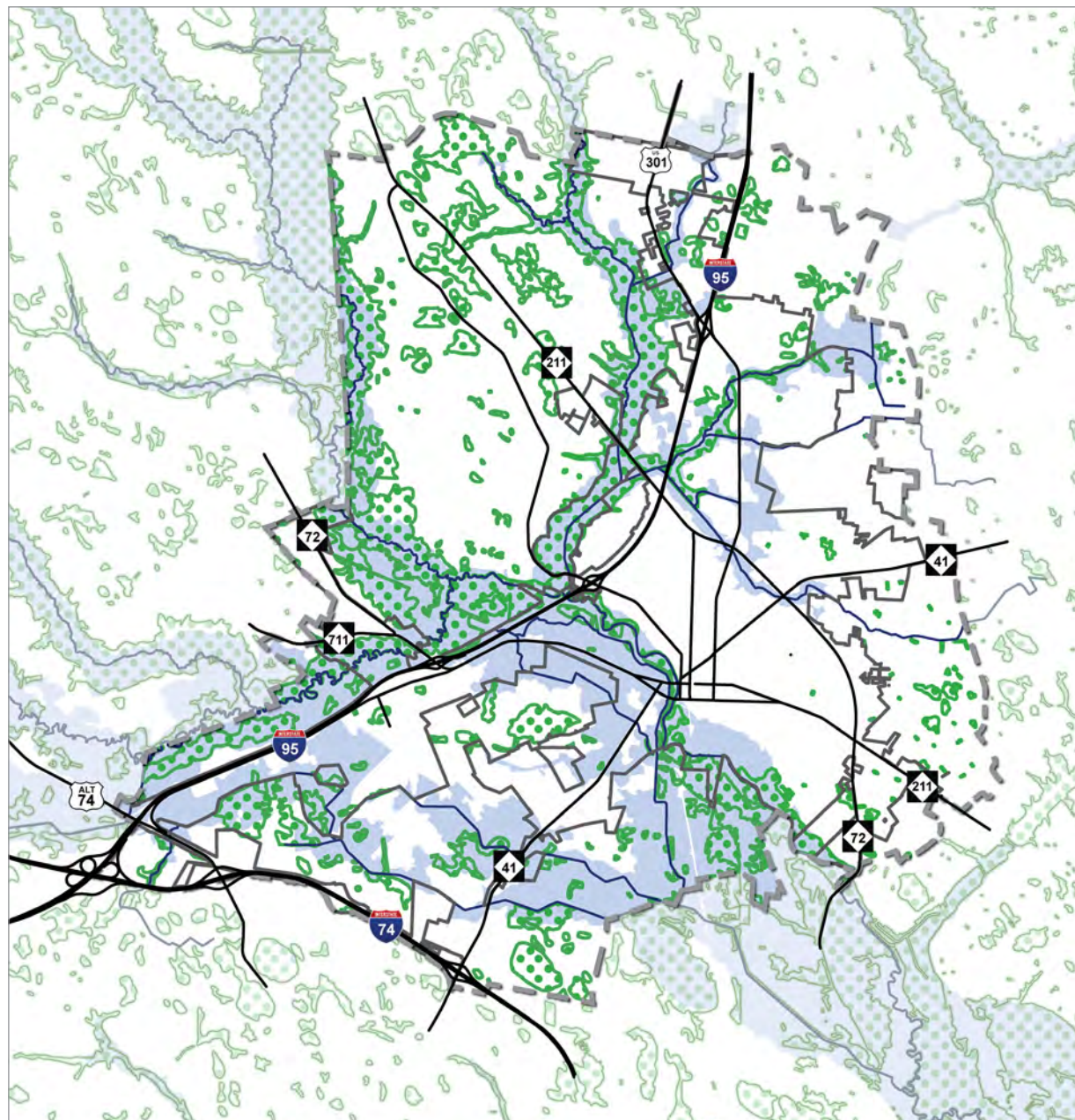
MAP 3.6 LUMBERTON ZONING DISTRICTS



■ AGRICULTURAL, A	■ COMMERCIAL, B-5	■ RESIDENTIAL, R-7	■ MANUFACTURING, M-2
■ COMMERCIAL, B-1	■ COMMERCIAL, B-6	■ RESIDENTIAL, R-11	■ MANUFACTURING, M-3
■ COMMERCIAL, B-2	■ COMMERCIAL, B-7	■ RESIDENTIAL, R-15	— CITY LIMIT
■ COMMERCIAL, B-3	■ RESIDENTIAL, R-3	■ RESIDENTIAL, R-20	- - AREA BOUNDARY
■ COMMERCIAL, B-4	■ RESIDENTIAL, R-6	■ MANUFACTURING, M-1	

ENVIRONMENTAL FEATURES

MAP 3.7 LUMBERTON ENVIRONMENTAL FEATURES



AREA ONE

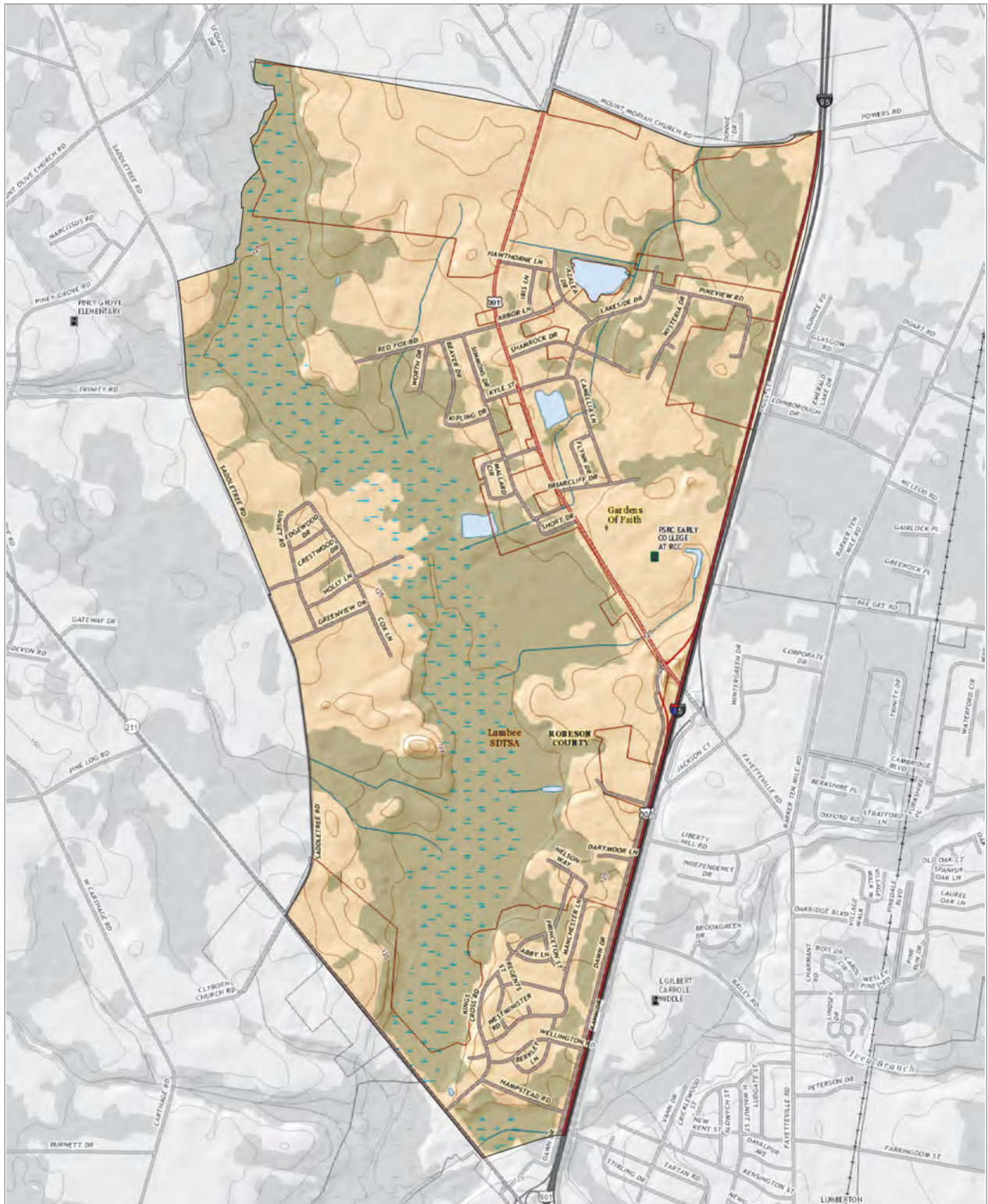
Area 1 is the northern most planning area, encompassing land lying immediately west of I-95. Route 301 (Fayetteville Road) is another major route through this area that serves as a connector to the city’s neighborhoods and commercial districts including downtown.

MAP 3.8 PLANNING AREA 1 LOCATION



AREA 1 STREETS & TOPOGRAPHY

MAP 3.9 PLANNING AREA 1 STREETS & TOPOGRAPHY



AREA 1 AERIAL VIEW

MAP 3.10 PLANNING AREA 1 AERIAL VIEW





IMAGE 3.1 This single-family residence is typical for those in Area 1.



IMAGE 3.2 The Robeson Community College is one of the public / institutional land uses in Area 1.



IMAGE 3.3 There are a number of assisted living centers located throughout the city, like this one located off of Route 301.

While the portion of Area 1 that is closest to I-95 has seen a good deal of development, nearly two-thirds of the acreage in this area remains undeveloped. The developed portion of Area 1 is primarily residential in character, with residential land uses accounting for 25% of the total acreage in the area.

Secondary land uses in Area 1 include public / institutional and commercial uses. There are currently no industrial uses in Area 1. Public land use includes the Robeson Community College campus while commercial land uses include businesses such as a senior living center and a veterinary clinic.

LAND SUBDIVISION

With an average size larger than 50 acres, the 34 parcels that fall within the 'over 10 acres' category comprise almost 75% of Area 1. Those large parcels that remain undeveloped are generally located on the west side of Area 1 away from the I-95 corridor. The remaining 25% of Area 1 is comprised of more densely divided parcels, primarily in residential neighborhoods.

These smaller residential parcels have an average size of just over one acre. These pockets of development are generally located along corridors like US 301 and NC 211. Additionally, these pockets of dense development are typically within Lumberton's City limits.

ZONING

The current zoning in Area 1 is reflective of the area's existing land use and subdivision patterns. The largest amount of acreage is zoned residential at just over 40%, followed closely by agricultural zoning at just under 40%. The remaining 20% is zoned for commercial use.

AREA 1 EXISTING LAND USE

MAP 3.11 AREA 1 EXISTING LAND USE

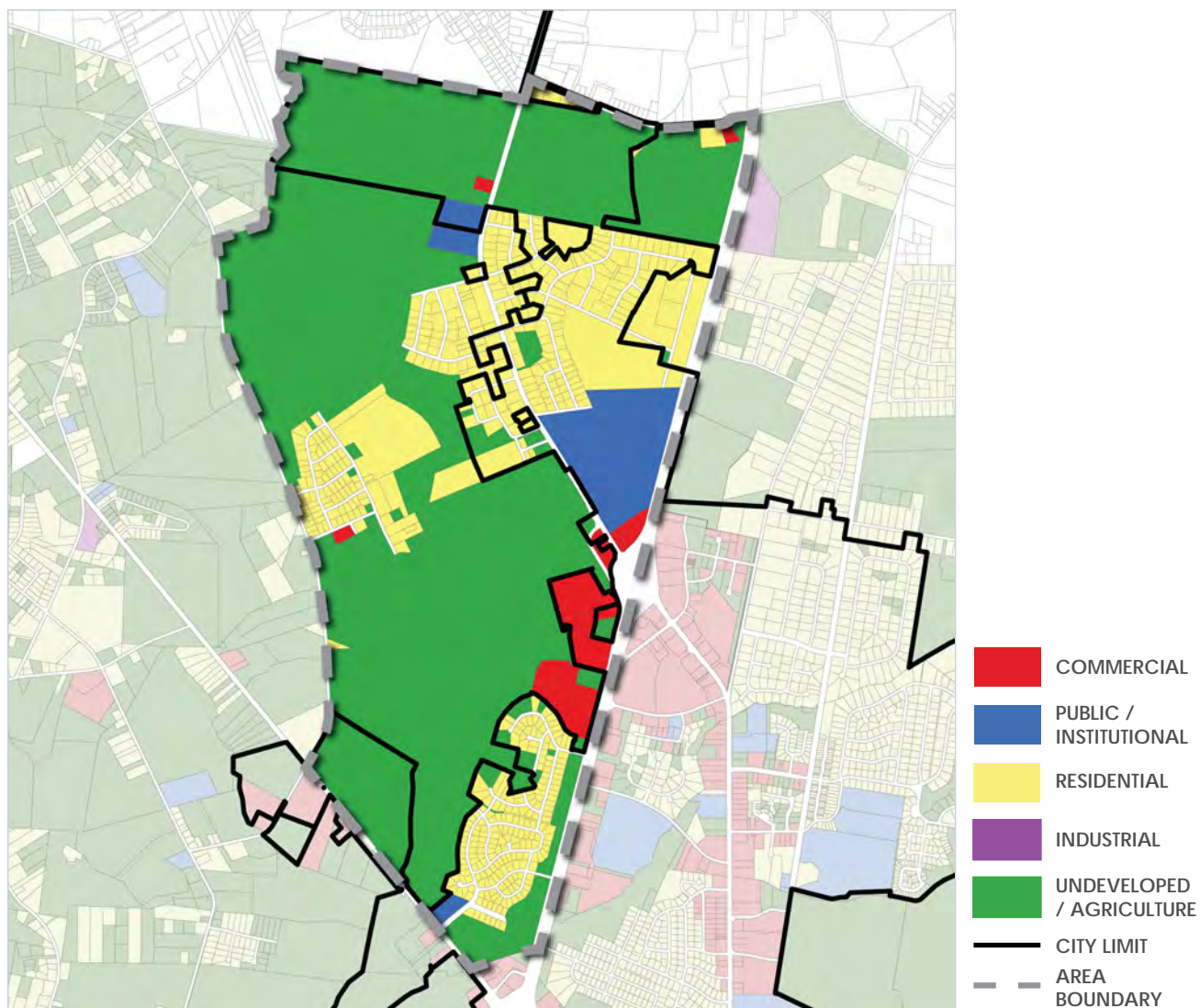


TABLE 3.1 AREA 1 EXISTING LAND USE SUMMARY

	acres	% of total
COMMERCIAL	79.2	3.4%
PUBLIC / INSTITUTIONAL	126.3	5.4%
RESIDENTIAL	578.8	24.6%
INDUSTRIAL	-	-
UNDEVELOPED / AGRICULTURE	1,568.1	66.7%
TOTAL	2,352.4	100.0%

AREA 1 LAND SUBDIVISION

MAP 3.12 AREA 1 LAND SUBDIVISION

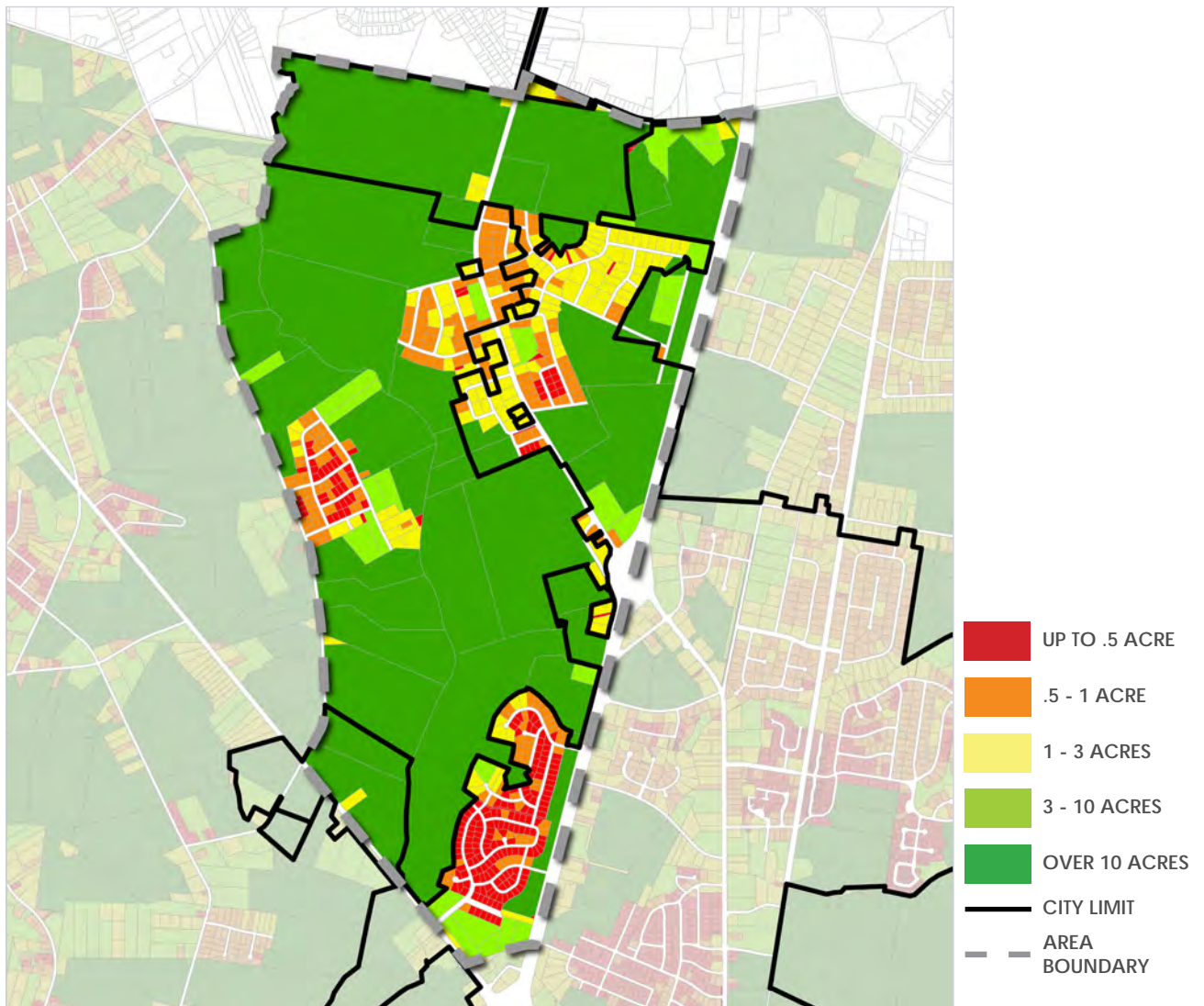


TABLE 3.2 AREA 1 LAND SUBDIVISION SUMMARY

	number	acres	% of total	average size
UP TO .5 ACRE	268	98.7	4.2%	0.4
.5 TO 1 ACRES	223	156.6	6.7%	0.7
1 TO 3 ACRES	135	192.0	8.2%	1.4
3 TO 10 ACRES	26	133.8	5.7%	5.1
OVER 10 ACRES	33	1,771.2	75.3%	53.7
TOTAL	685	2,352.3	100.0%	3.4

AREA 1 ZONING DISTRICTS

MAP 3.13 AREA 1 ZONING DISTRICTS

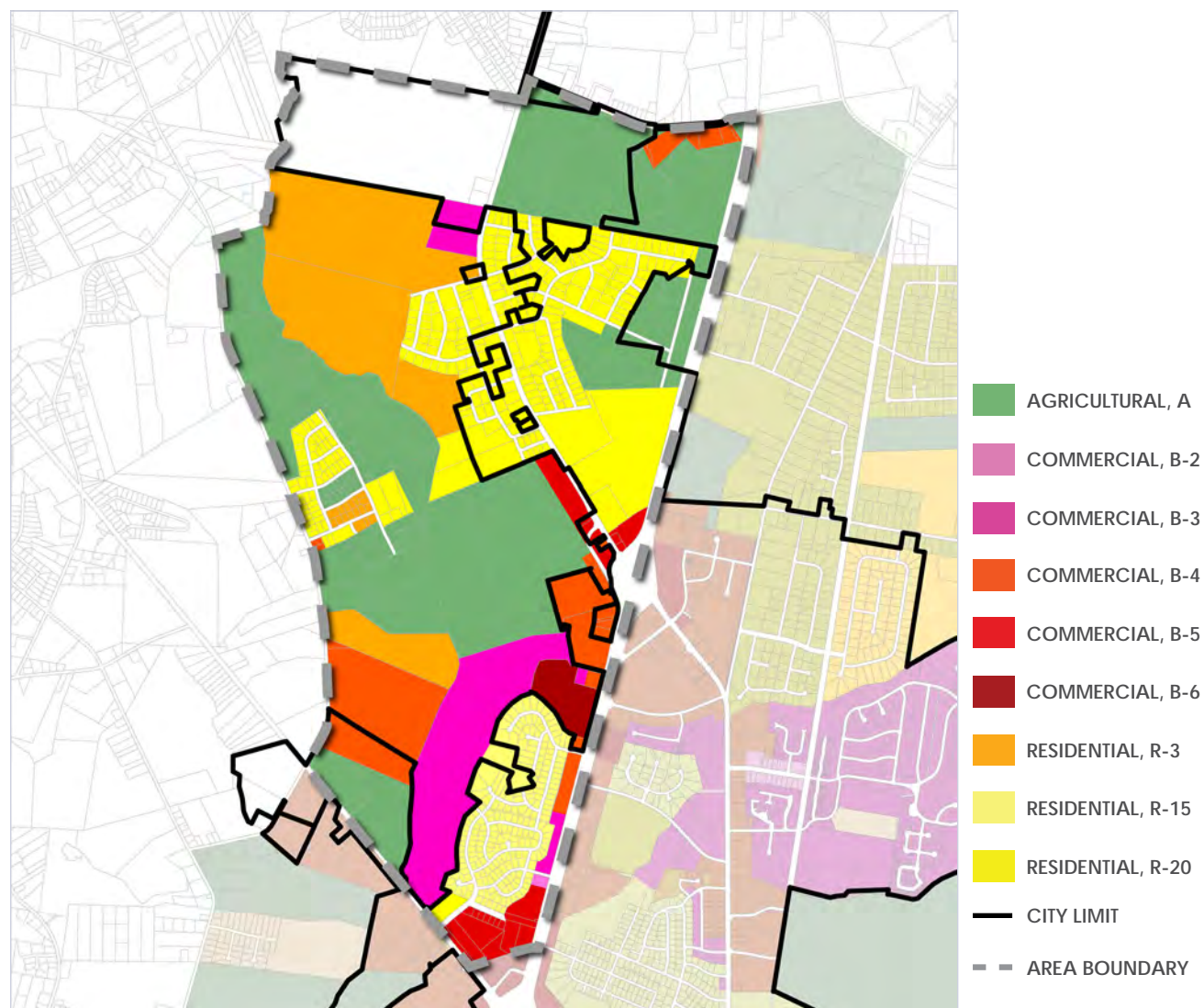


TABLE 3.3 AREA 1 ZONING DISTRICTS SUMMARY

	acres	% of total
AGRICULTURAL	820.1	38.3%
COMMERCIAL	427.3	20.0%
MANUFACTURING	-	-
RESIDENTIAL	893.6	41.7%
TOTAL	2,141.0	100.0%

AREA 1 ENVIRONMENTAL

MAP 3.14 AREA 1 ENVIRONMENTAL FEATURES

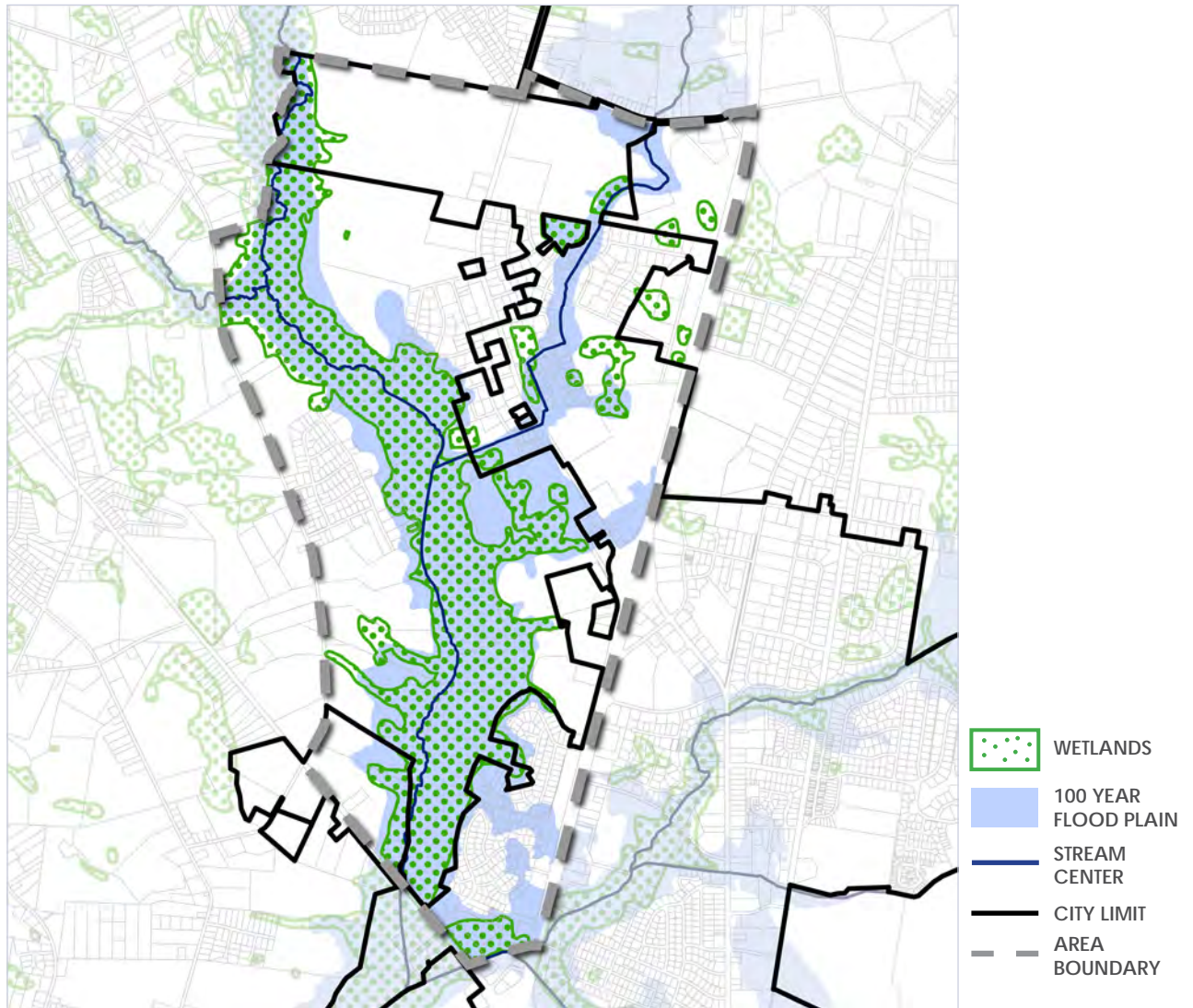


TABLE 3.4 AREA 1 ENVIRONMENTAL FEATURES SUMMARY

	acres	% of total
WETLANDS	1,884	78.7%
100 YEAR FLOOD PLAIN	1,988	83.1%
NON-WETLAND/FLOOD PLAIN	279	11.7%

AREA TWO

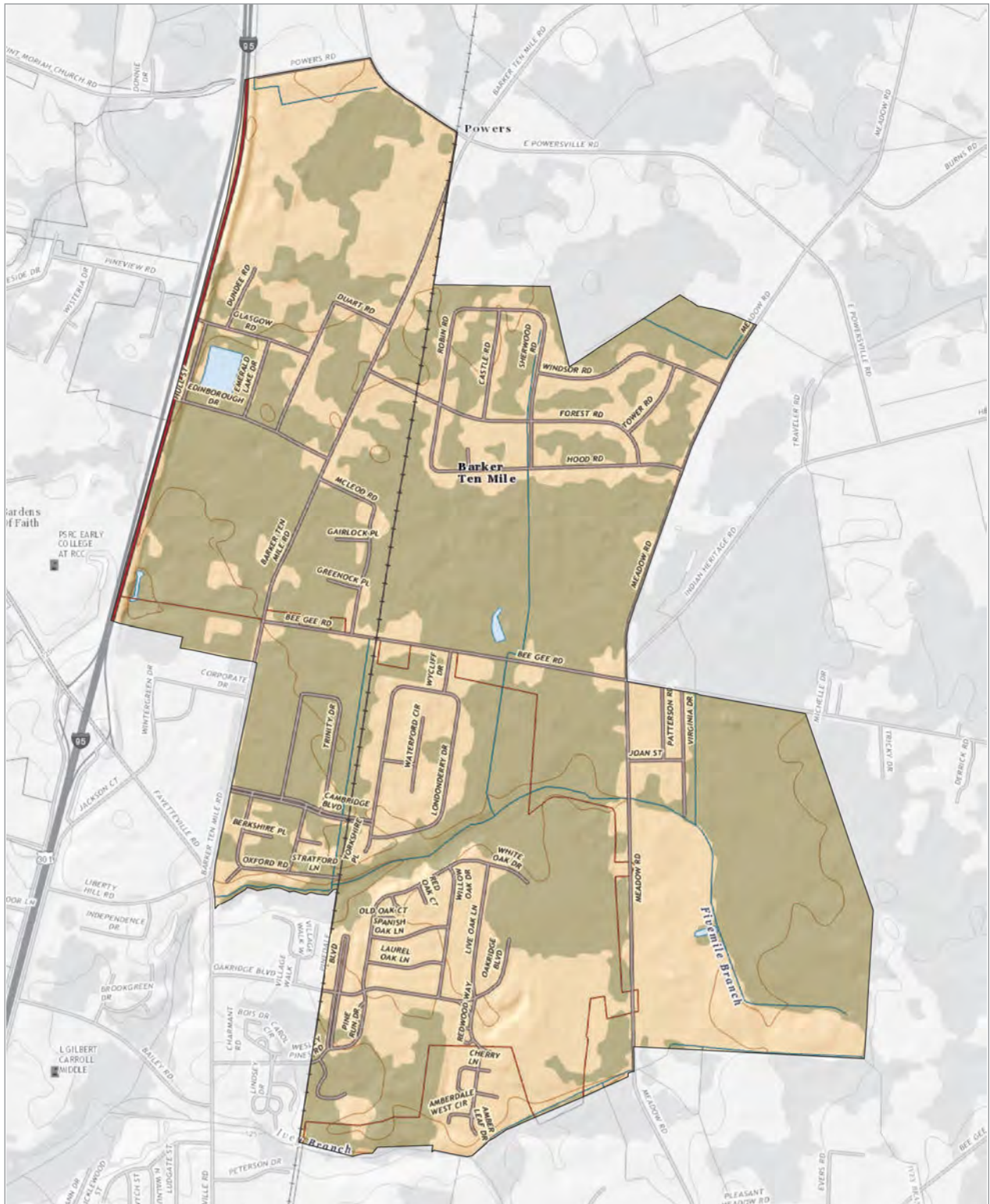
Area 2 is located in the northeastern corner of the city’s planning area, encompassing land lying on the east side of I-95. Fayetteville Road, which is located to the southwest, is the primary route connecting the area to neighborhoods and commercial districts including downtown. The CSX rail line to St. Paul’s bisects the area, running north-south roughly parallel to Barker Ten Mile Road.

MAP 3.15 PLANNING AREA 2 LOCATION



AREA 2 STREETS & TOPOGRAPHY

MAP 3.16 PLANNING AREA 2 STREETS & TOPOGRAPHY



AREA 2 AERIAL VIEW

MAP 3.17 PLANNING AREA 2 AERIAL VIEW





IMAGE 3.4 Single family homes are the most common type of residential homes in this area.



IMAGE 3.5 There are still a number of large tracts of land that are undeveloped in this area.



IMAGE 3.6 The Wesley Pines development offers various levels of support for the elderly.

EXISTING LAND USE

Despite the presence of the railroad, Area 2 is primarily residential in character. Residential land use is found on nearly 50% of the total acreage in this area. Several of these residential neighborhoods are outside of the city limits, but within the ETJ.

Undeveloped and agricultural land makes up the bulk of the remaining land in the area, accounting for 45% of the total acreage. Two parcels, used for industrial and public / institutional purposes, make up the remainder of the area.

LAND SUBDIVISION

The majority of the parcels in this area that are larger than 10 acres in size are undeveloped and have an average size of over 40 acres. The largest number of parcels are smaller than 3 acres in size, and account for over 40% of the total acreage in Area 2. These tract sizes correspond to the residential land uses found in the area.

While the majority of the undeveloped or agricultural acreage is outside the city limits, the majority of the larger residential tracts are also outside the city limits. The most densely subdivided area is located in the southern portion of this area, which is closest to major thoroughfares and commercial areas.

ZONING

Residentially zoned land comprises a majority of the area at just over 50% of the total acreage. The remainder of the area is zoned for commercial (18%) manufacturing (16%) and agricultural use (14%).

AREA 2 EXISTING LAND USE

MAP 3.18 AREA 2 EXISTING LAND USE

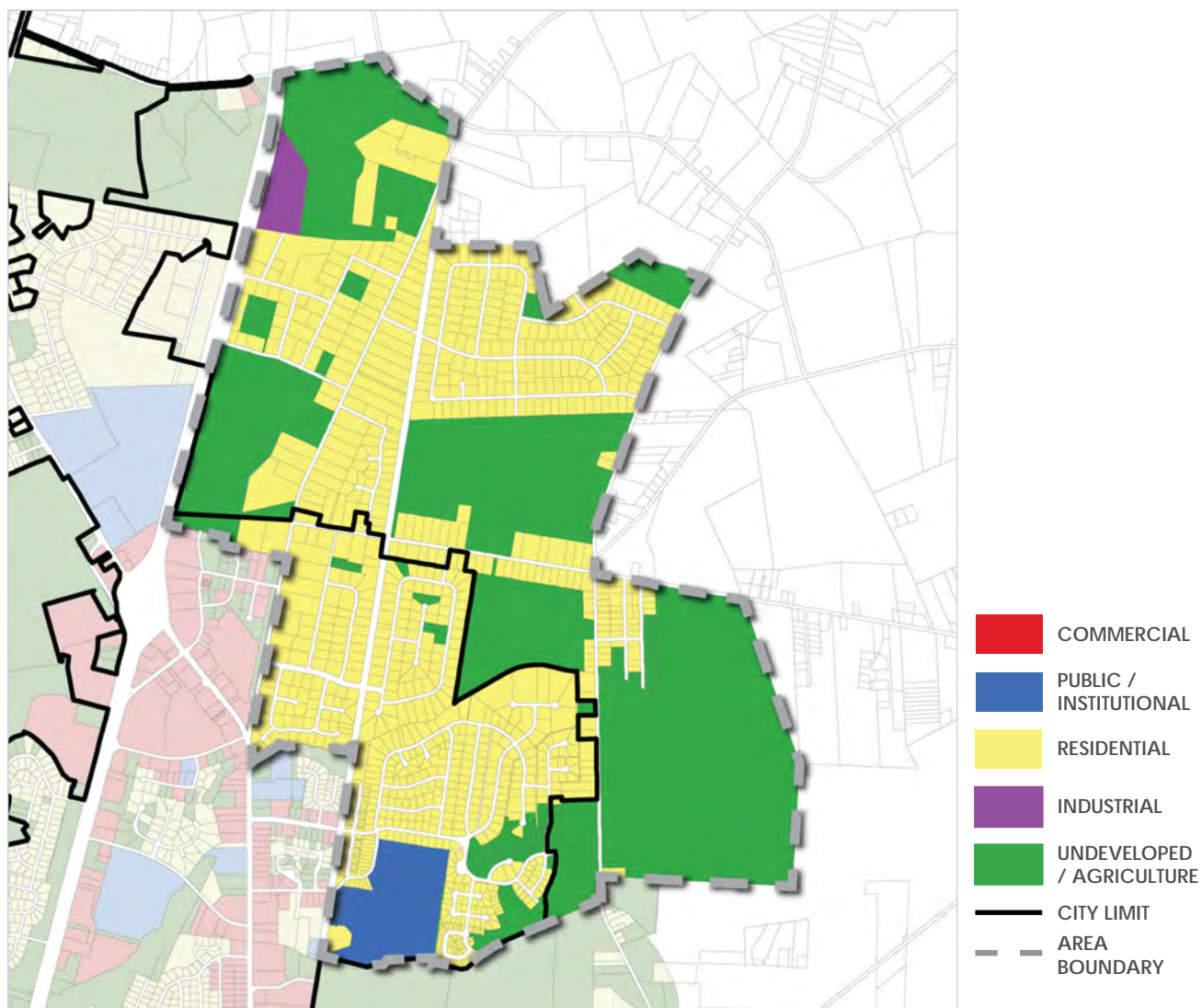


TABLE 3.5 AREA 1 EXISTING LAND USE SUMMARY

	acres	% of total
COMMERCIAL	-	-
PUBLIC / INSTITUTIONAL	81.2	4.1%
RESIDENTIAL	968.6	49.5%
INDUSTRIAL	21.7	1.1%
UNDEVELOPED / AGRICULTURE	885.6	45.3%
TOTAL	1,957.1	100.0%

AREA 2 LAND SUBDIVISION

MAP 3.19 AREA 2 LAND SUBDIVISION

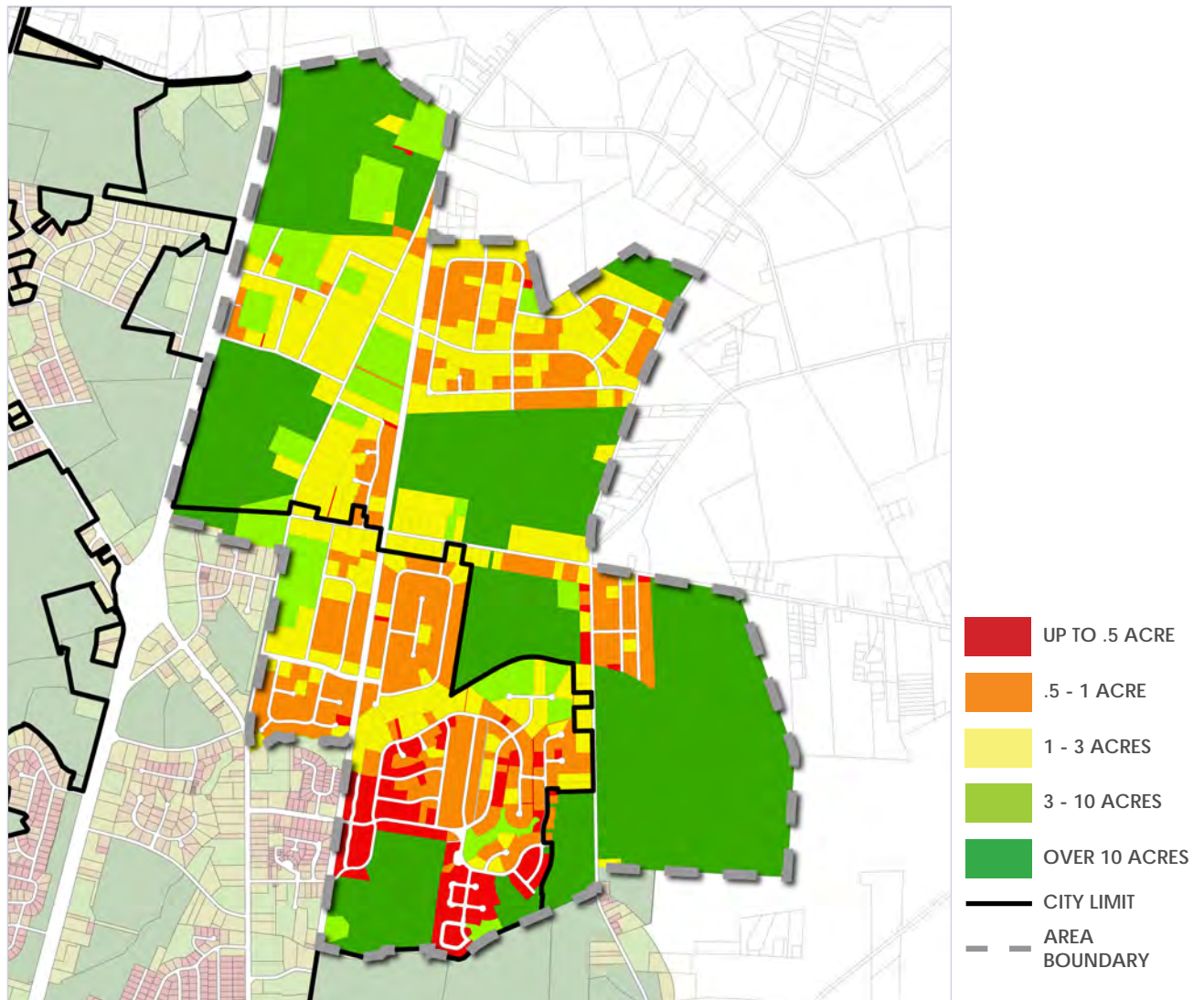


TABLE 3.6 AREA 2 LAND SUBDIVISION SUMMARY

	number	acres	% of total	average size
UP TO .5 ACRE	363	87.2	4.5%	0.2
.5 TO 1 ACRES	468	345.9	17.7%	0.7
1 TO 3 ACRES	290	426.0	21.8%	1.5
3 TO 10 ACRES	36	178.6	9.1%	5.0
OVER 10 ACRES	21	919.6	47.0%	43.8
TOTAL	1,178	1,957.3	100.0%	1.7

AREA 2 ZONING DISTRICTS

MAP 3.20 AREA 2 ZONING DISTRICTS

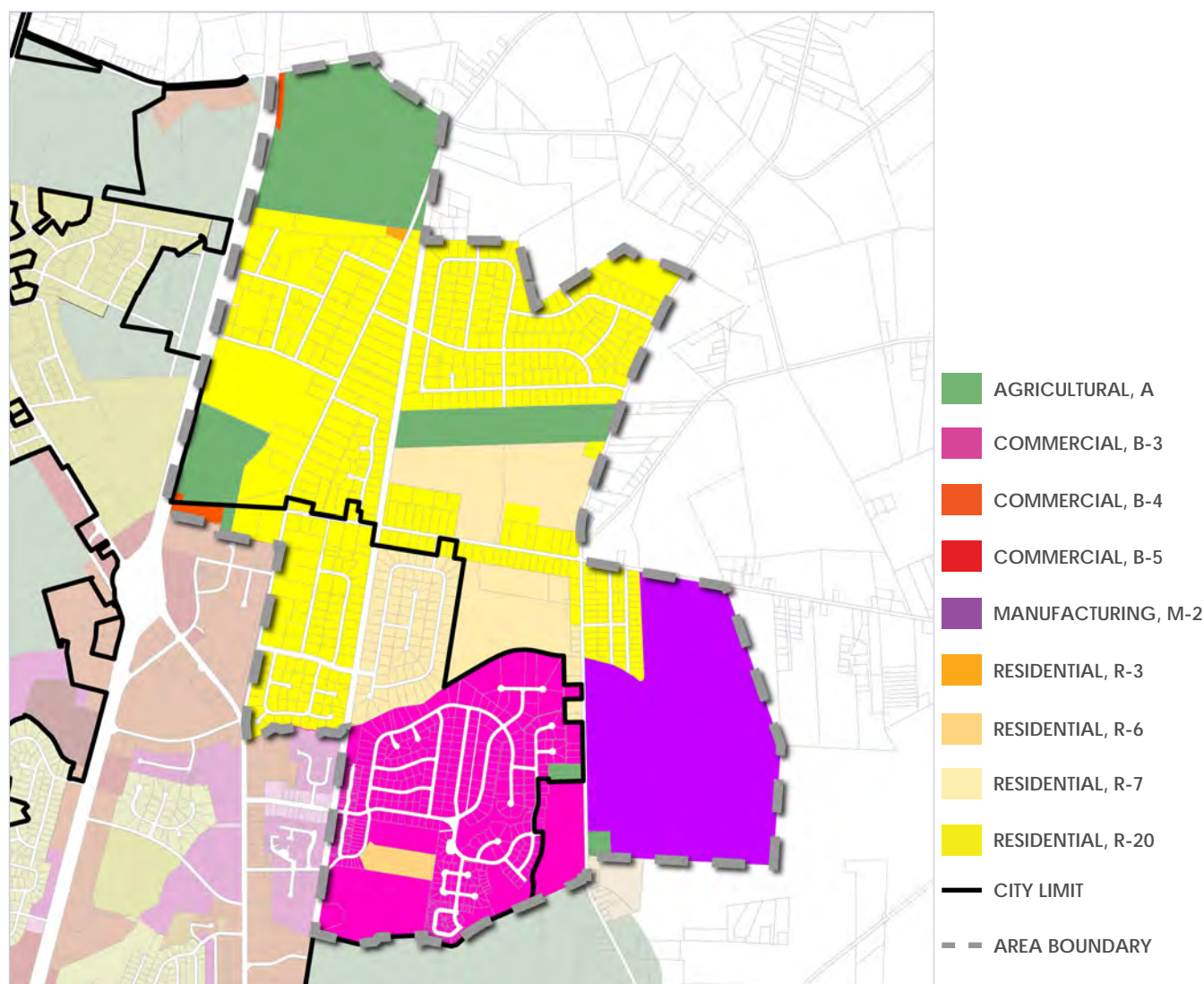


TABLE 3.7 AREA 2 ZONING DISTRICTS SUMMARY

	acres	% of total
AGRICULTURAL	265.7	13.7%
COMMERCIAL	350.8	18.0%
MANUFACTURING	301.6	15.5%
RESIDENTIAL	1,026.5	52.8%
TOTAL	1,944.6	100.0%

AREA 2 ENVIRONMENTAL

MAP 3.21 AREA 2 ENVIRONMENTAL FEATURES

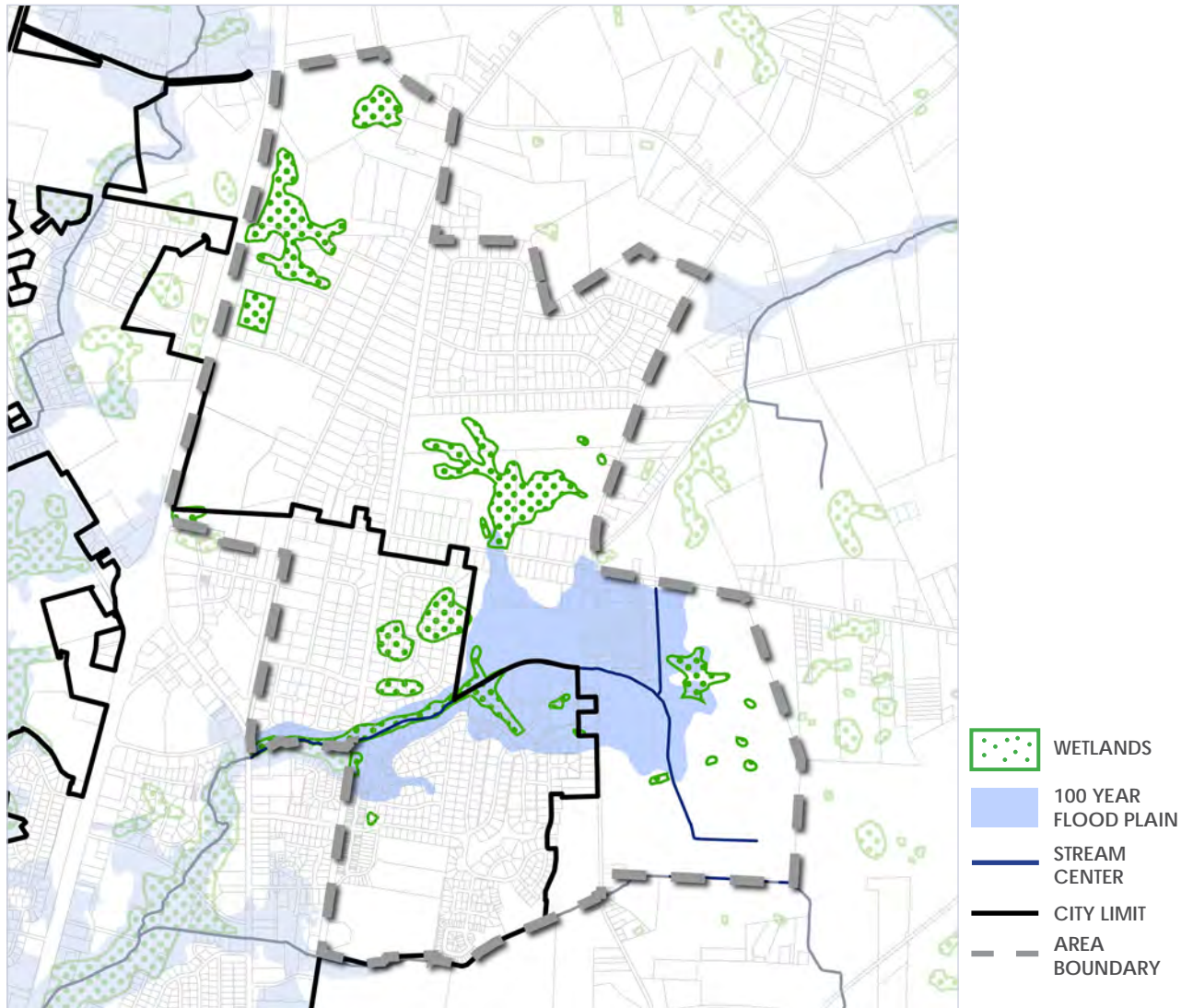


TABLE 3.8 AREA 2 ENVIRONMENTAL FEATURES SUMMARY

	acres	% of total
WETLANDS	839.6	37.9%
100 YEAR FLOOD PLAIN	663.2	30.0%
NON-WETLAND/FLOOD PLAIN	1,200.8	54.2%

AREA THREE

Located in the central portion of the eastern edge of the city's planning area, Area 3 is bordered on the north by Ivey Branch and on the south by one of the city's major corridors, NC Highway 41.

MAP 3.22 PLANNING AREA 3 LOCATION



The map displays the Lewis Cemetery, a large green-shaded area in the center. It is bordered by Farringdom St to the west, Gavintown Rd to the south, and Linkhaw Rd to the east. To the north of the cemetery is Lorianne Rd, which intersects with Meadow Rd. Hornet's Rd runs east from Linkhaw Rd. To the west of the cemetery, the I-95 highway is visible, along with the Lumberton-Send R. High School. The map includes numerous residential streets such as Old Oak Ct, Spanish Oak Ln, Laurel Oak Ln, Live Oak Ln, Oakridge Blvd, Cherry Ln, Amber West Cir, Leake Dr, Pine Run Dr, Wesley Pines Rd, Carol Cir, Lindsey Dr, Erson Dr, Linkhaw Rd, Hillcrest Dr, Cliffside Dr, Havelock Pl, Pinecrest Dr, Rogers St, Alexander St, Griffin St, Rosewald St, Carver St, North St, Collins St, Turner Pl, Lambert St, Edgewood, Morgan St, Mimosa St, Old Elizabethtown Rd, Pruitt St, Jenny St, Marks Rd, and Hardin Rd. The map also shows the I-95 highway and the Lumberton-Send R. High School. The map is oriented with North at the top.

AREA 3 AERIAL VIEW

MAP 3.24 PLANNING AREA 3 AERIAL VIEW

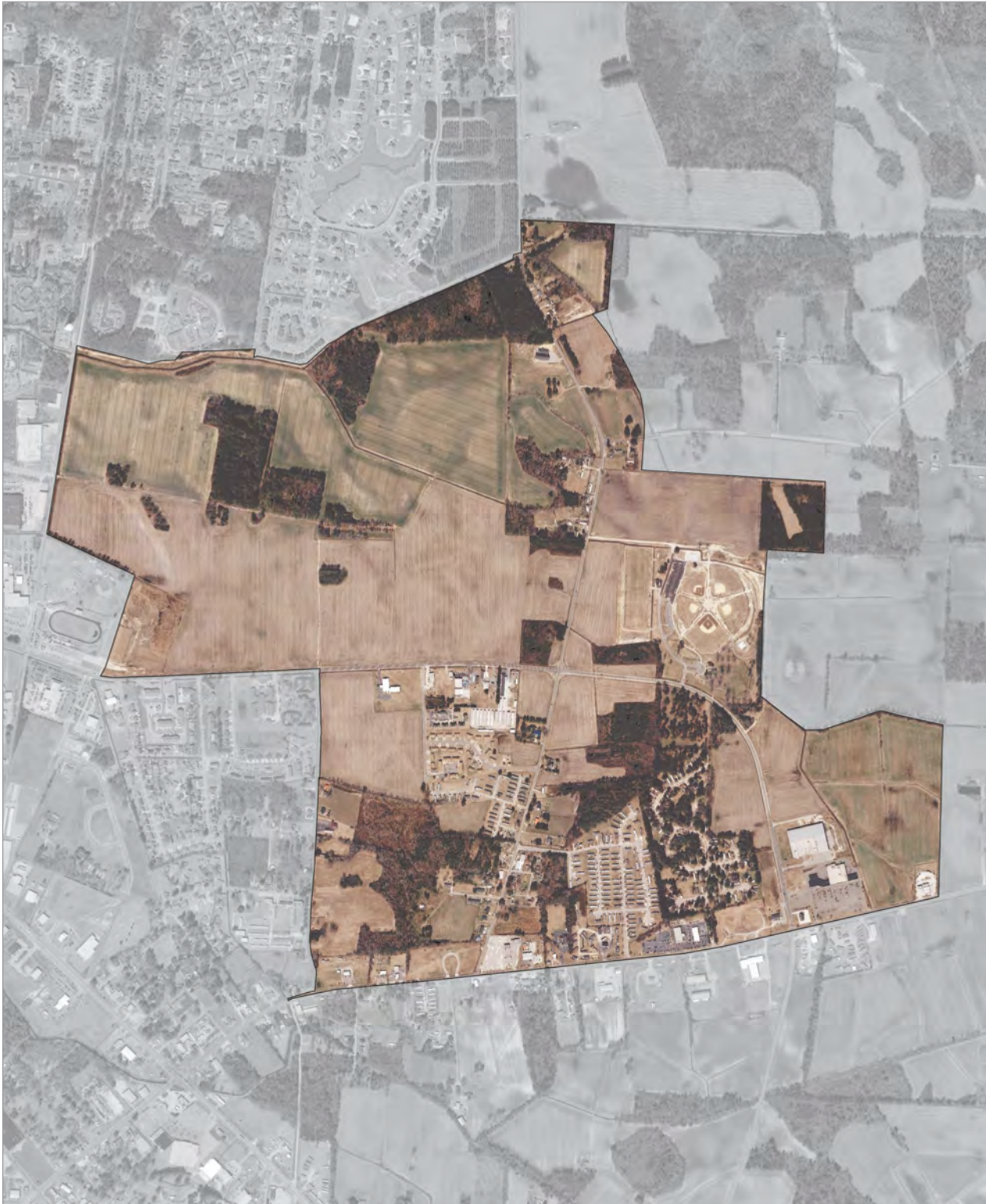




IMAGE 3.7 At Linkhaw Rd and Route 41, this neighborhood center is anchored by Food Lion.



IMAGE 3.8 The Northeast Park offers recreation for all ages ranging from trails to ball fields.



IMAGE 3.9 Undeveloped parcels like this agricultural field are the most common land use in Area 3.

EXISTING LAND USE

The majority of the acreage in Area 3 is undeveloped / agricultural land, accounting for nearly 75% of the acreage in the area.

The most heavily developed portion of the area, located along NC 41, is a mix of commercial and residential uses. This developed area is located inside of the city limits.

Public and institutional land uses are scattered throughout Area 3, but found primarily along Linkhaw Road. This includes recreational facilities associated with the high school and Northeast Park.

LAND SUBDIVISION

The vast majority of Area 3, nearly 75%, is comprised of parcels that are larger than 10 acres. Comparatively, at only 15%, the second greatest share of Area 3 is comprised of parcels that are between 3 and 10 acres in size. Combined, all other tracts smaller than 3 acres comprise the remaining 10% of the acreage in the area.

Influenced by the NC 41 corridor, most of the land subdivision activity in this area has occurred along this well traveled route. The subdivision of land for residential development has occurred primarily on secondary roads connected to NC 41, such as Gavintown Road, Meadow Road, and Linkhaw Road.

ZONING

Area 3 contains a diverse mix of zoning types including residential, commercial, manufacturing and agricultural districts. Of these, land zoned for agriculture is the most prevalent at almost 75% of the total acreage in the area. The majority of the remaining land area (16%) is zoned for residential use, with commercial (8%) and manufacturing (2%) districts comprising the remainder of the area.

AREA 3 EXISTING LAND USE

MAP 3.25 AREA 3 EXISTING LAND USE

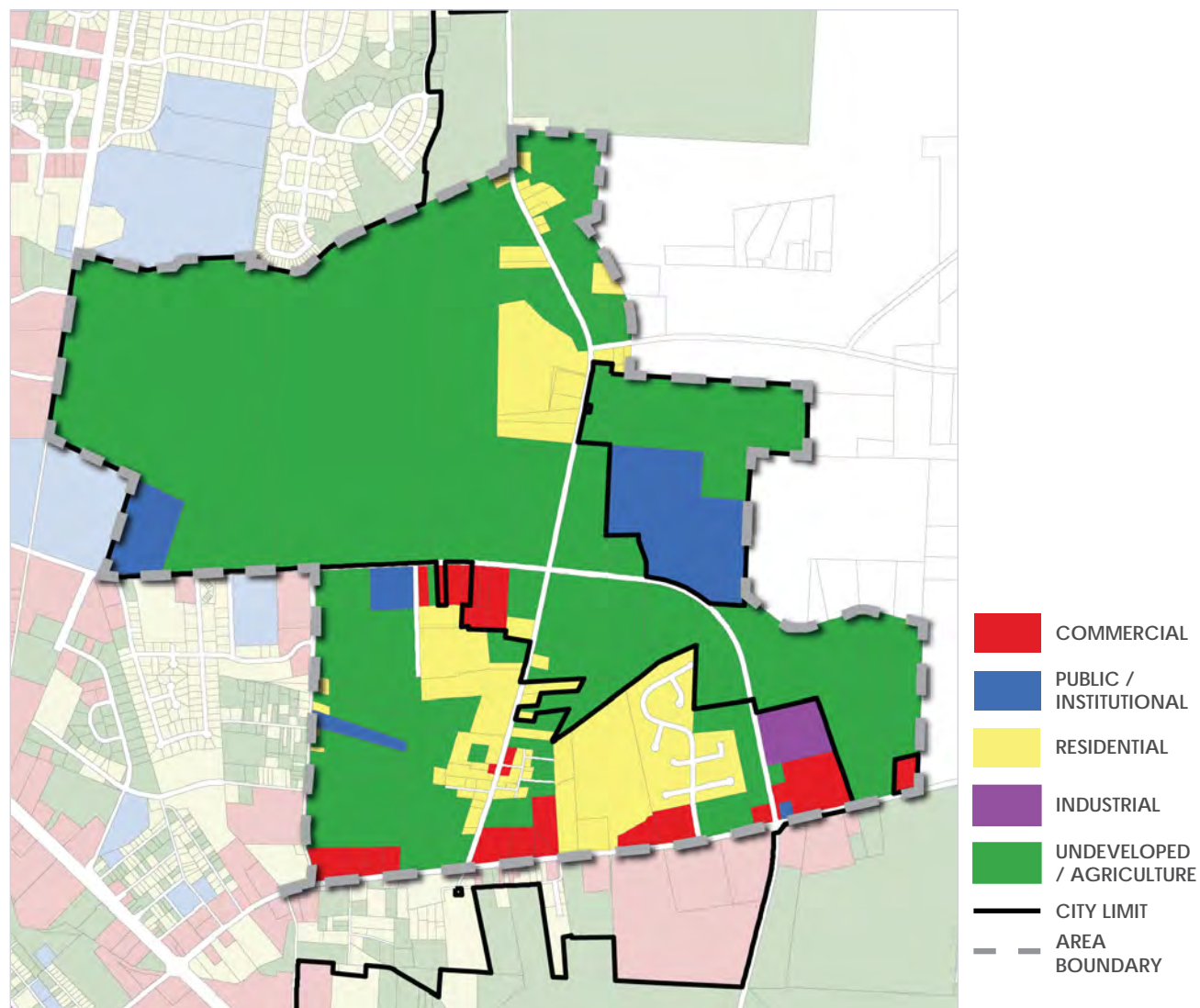


TABLE 3.9 AREA 3 EXISTING LAND USE SUMMARY

	acres	% of total
COMMERCIAL	47.0	4.8%
PUBLIC / INSTITUTIONAL	64.9	6.6%
RESIDENTIAL	136.6	13.9%
INDUSTRIAL	9.8	1.0%
UNDEVELOPED / AGRICULTURE	723.5	73.7%
TOTAL	981.8	100.0%

AREA 3 LAND SUBDIVISION

MAP 3.26 AREA 3 LAND SUBDIVISION

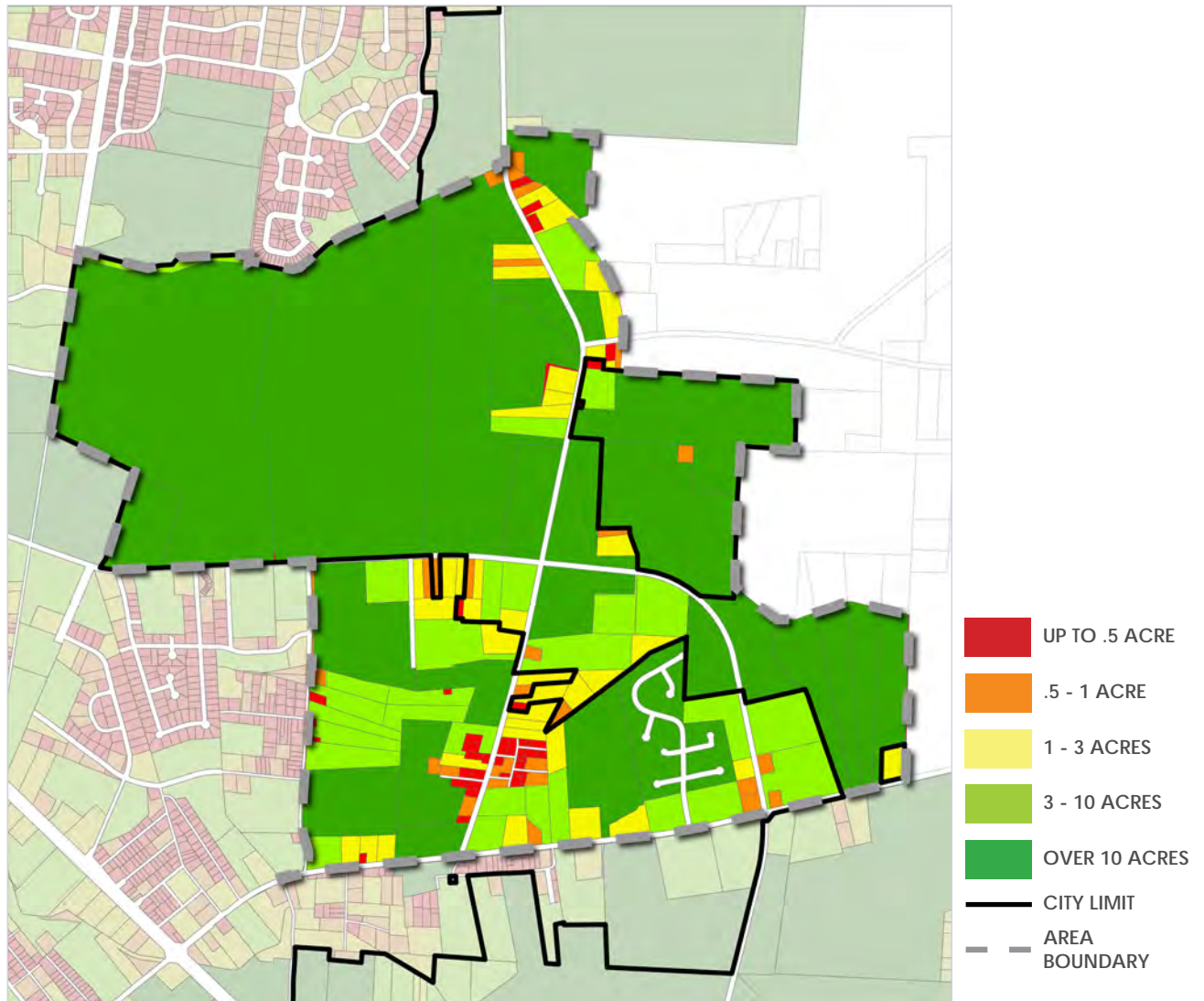


TABLE 3.10 AREA 3 LAND SUBDIVISION SUMMARY

	number	acres	% of total	average size
UP TO .5 ACRE	66	13.6	1.4%	0.2
.5 TO 1 ACRES	27	19.9	2.0%	0.7
1 TO 3 ACRES	38	68.6	7.0%	1.8
3 TO 10 ACRES	29	147.1	15.0%	5.1
OVER 10 ACRES	24	732.6	74.6%	30.5
TOTAL	184	981.8	100.0%	5.3

AREA 3 ZONING DISTRICTS

MAP 3.27 AREA 3 ZONING DISTRICTS

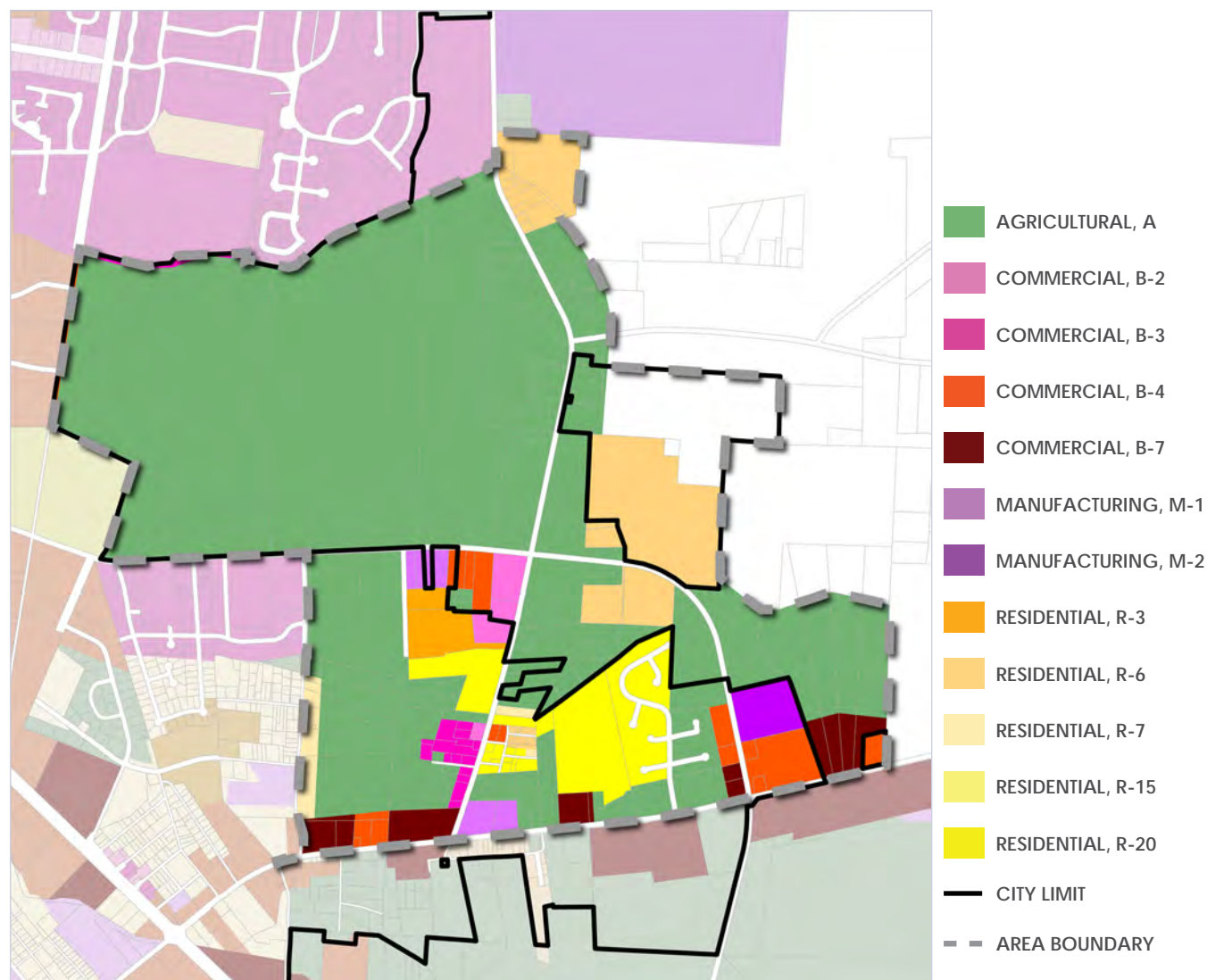


TABLE 3.11 AREA 3 ZONING DISTRICTS SUMMARY

	acres	% of total
AGRICULTURAL	693.1	73.8%
COMMERCIAL	72.1	7.7%
MANUFACTURING	19.7	2.1%
RESIDENTIAL	154.1	16.4%
TOTAL	939.0	100.0%

AREA 3 ENVIRONMENTAL

MAP 3.28 AREA 3 ENVIRONMENTAL FEATURES

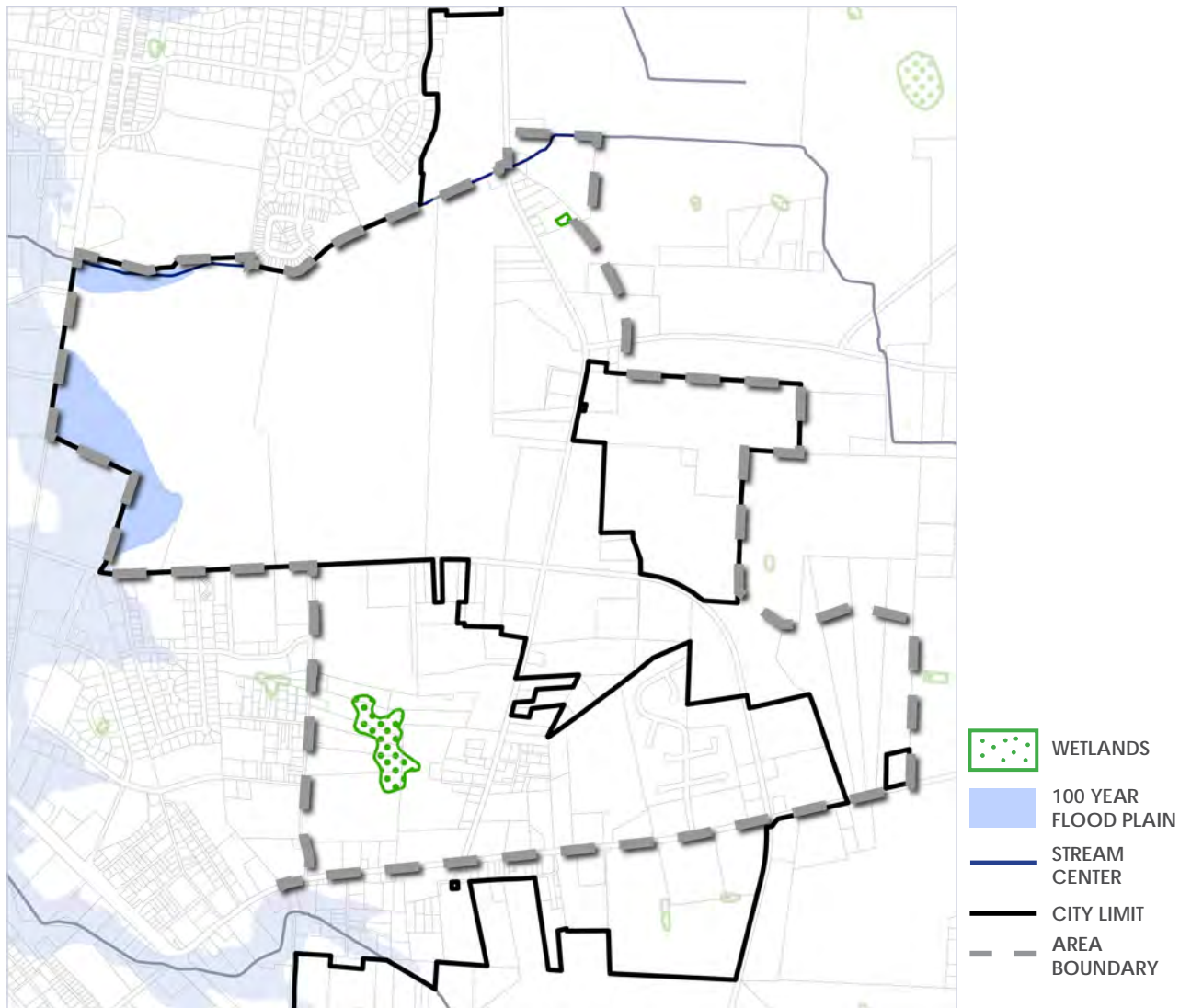


TABLE 3.12 AREA 3 ENVIRONMENTAL FEATURES SUMMARY

	acres	% of total
WETLANDS	62.8	4.5%
100 YEAR FLOOD PLAIN	225.2	16.0%
NON-WETLAND/FLOOD PLAIN	1,121.8	79.6%

AREA FOUR

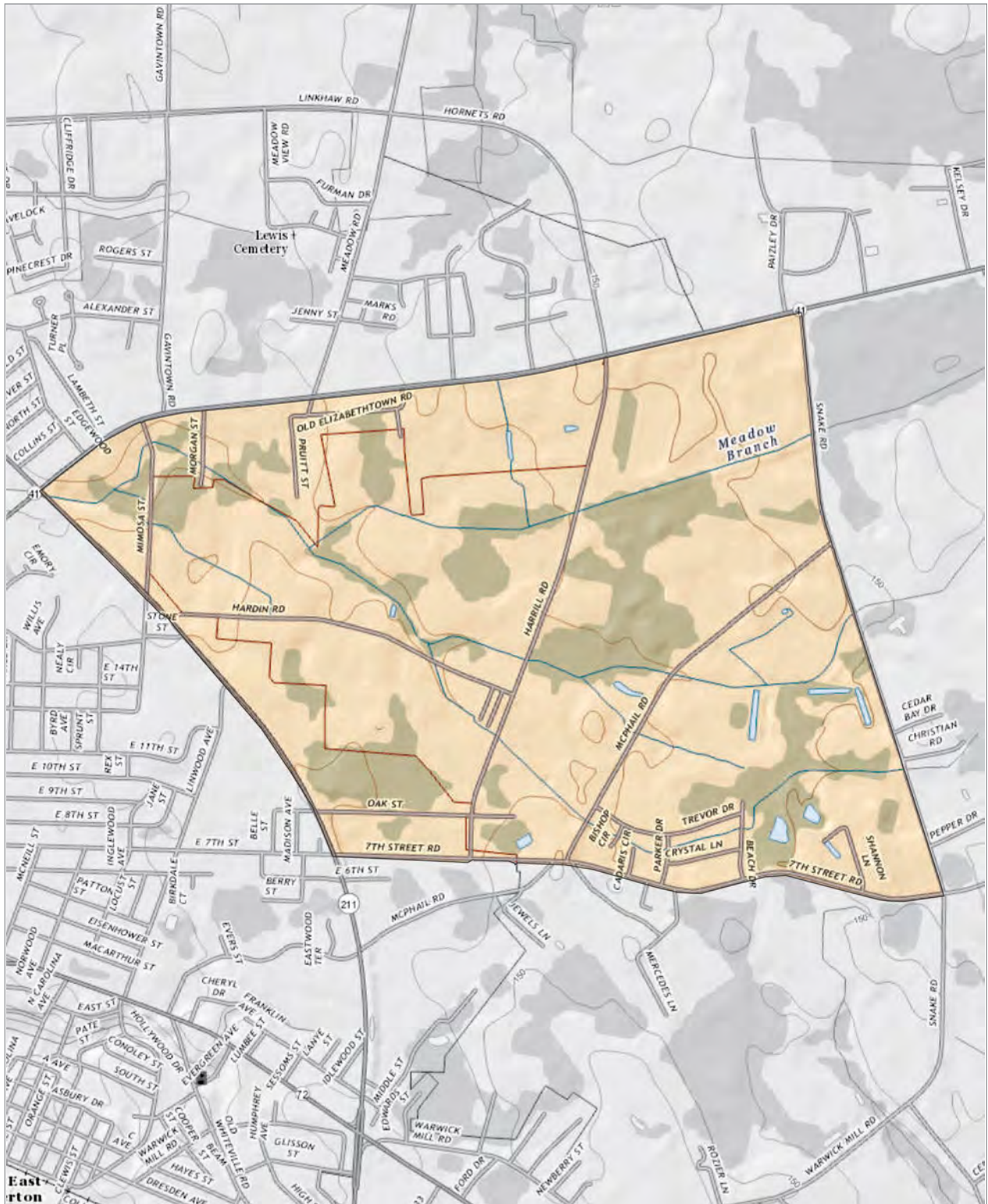
Located just to the south of Area 3, on the east-central edge of the city’s planning area, Area 4 is bounded by NC 41 on the north, NC 211 on the west, East 7th Street on the south and Snake Road on the east, Area 4 is comprised mostly of land outside the city limits, but within the city’s ETJ.

MAP 3.29 PLANNING AREA 4 LOCATION



AREA 4 STREETS & TOPOGRAPHY

MAP 3.30 PLANNING AREA 4 STREETS & TOPOGRAPHY



AREA 4 AERIAL VIEW

MAP 3.31 PLANNING AREA 4 AERIAL VIEW





IMAGE 3.10 The intersection of NC-72/NC-211 includes a mix of land uses including residential.



IMAGE 3.11 The majority of land in Area 4 is undeveloped and/or agricultural land.



IMAGE 3.12 The majority of commercial and retail are located along thoroughfares NC-72 and NC-211.

EXISTING LAND USE

Accounting for over 60% of the total acreage in Area 4, undeveloped / agricultural land is the primary feature in this area, while the majority of the remaining land area (30%) is used for residential purposes.

The portion of Area 4 that falls inside of the city limits contains the majority of the land in use for commercial purposes, while the majority of the land outside the city limits is either undeveloped or in agricultural use. Of note, residentially developed land in Area 4 is located primarily outside the city limits.

LAND SUBDIVISION

Consistent with existing land use patterns, the degree of land subdivision in Area 4 tends to be more dense along the major corridors which run along the western, northern and southern boundaries of the area.

While there are only 20 parcels larger than 10 acres in size in Area 4, these tracts comprise over 60% of the total acreage in this area. Comparatively, parcels smaller than 0.5 acre account for less than 7% of the acreage in Area 4. The majority of these smaller parcels are located in subdivisions along the major corridors.

ZONING

Similar to Area 3, Area 4 also has a diverse mix of zoning districts. Again, we find that in this peripheral area, agricultural zoning is most common, comprising just over 60% of the total acreage. This is followed by residentially zoned land at just under 30% of the area, while commercial (11%) and manufacturing districts (less than 1%) comprise the remainder of Area 4.

AREA 4 EXISTING LAND USE

MAP 3.32 AREA 4 EXISTING LAND USE

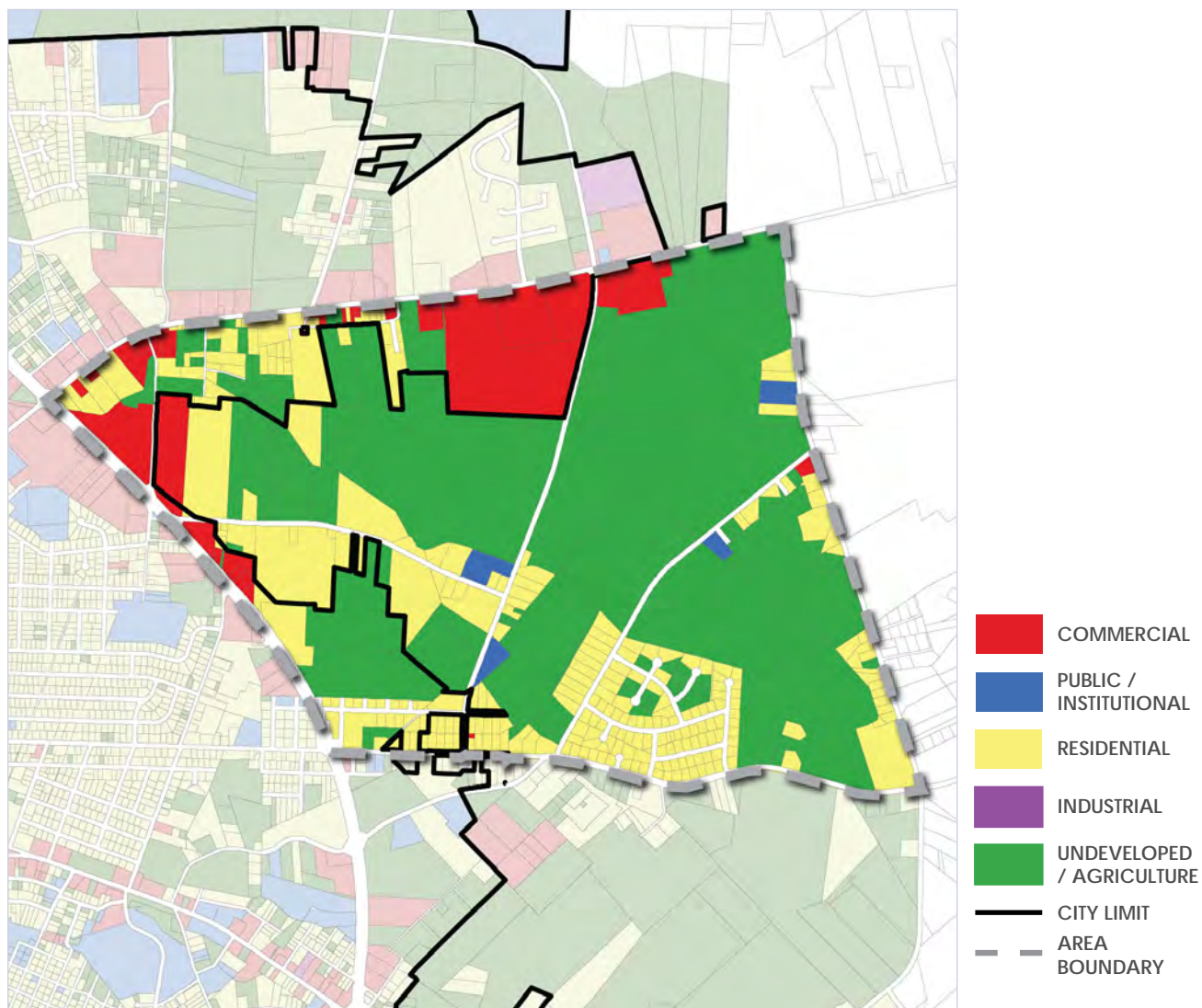


TABLE 3.13 AREA 4 EXISTING LAND USE SUMMARY

	acres	% of total
COMMERCIAL	107.0	11.2%
PUBLIC / INSTITUTIONAL	9.9	1.0%
RESIDENTIAL	252.5	26.4%
INDUSTRIAL	-	-
UNDEVELOPED / AGRICULTURE	587.3	61.4%
TOTAL	956.7	100.0%

03 AREA 4 LAND SUBDIVISION

MAP 3.33 AREA 4 LAND SUBDIVISION

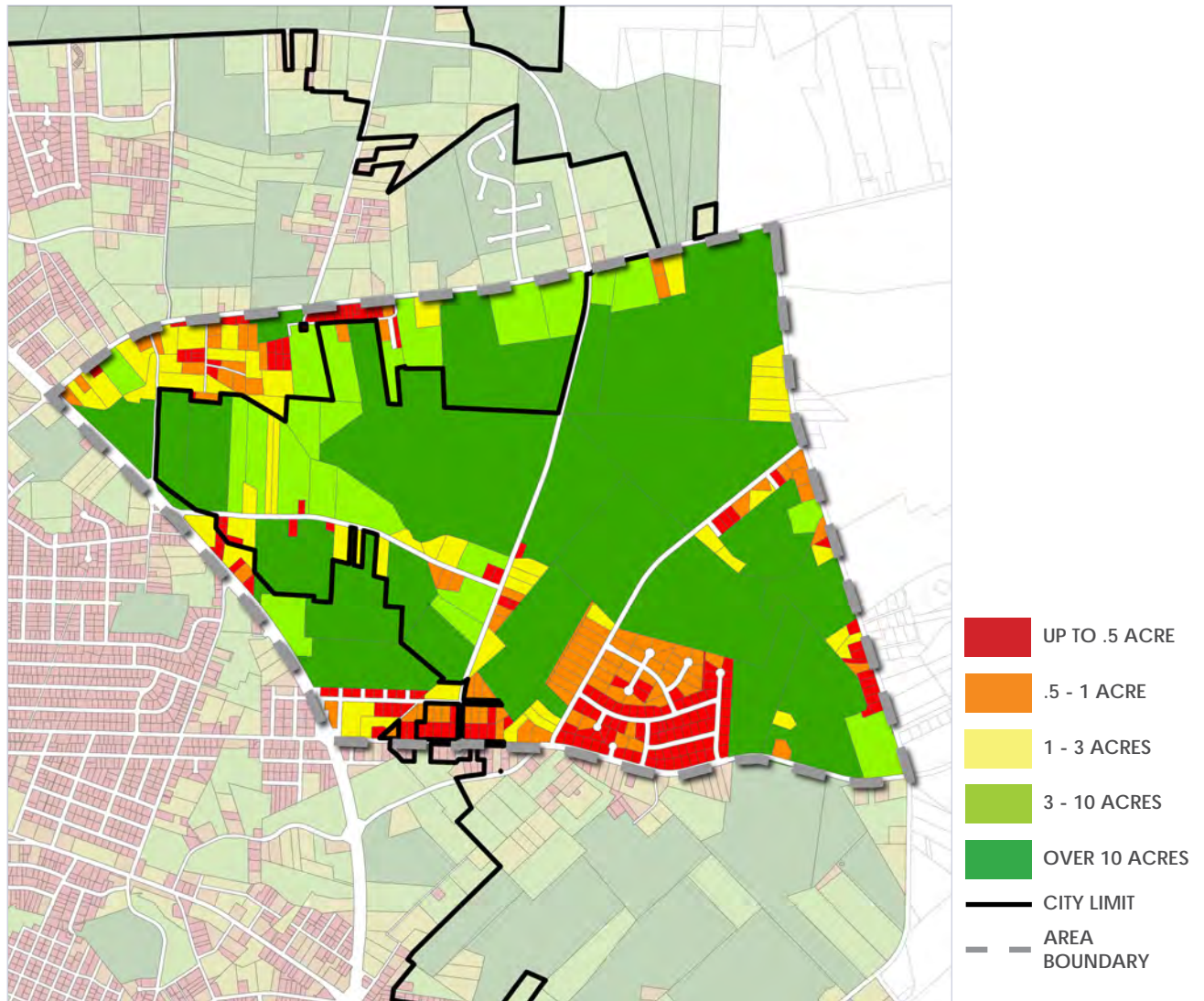


TABLE 3.14 AREA 4 LAND SUBDIVISION SUMMARY

	number	acres	% of total	average size
UP TO .5 ACRE	225	65.2	6.8%	0.3
.5 TO 1 ACRES	95	67.1	7.0%	0.7
1 TO 3 ACRES	52	88.8	9.3%	1.7
3 TO 10 ACRES	23	139.2	14.6%	6.1
OVER 10 ACRES	20	596.3	62.3%	29.8
TOTAL	415	956.6	100.0%	2.3

AREA 4 ZONING DISTRICTS

MAP 3.34 AREA 4 ZONING DISTRICTS

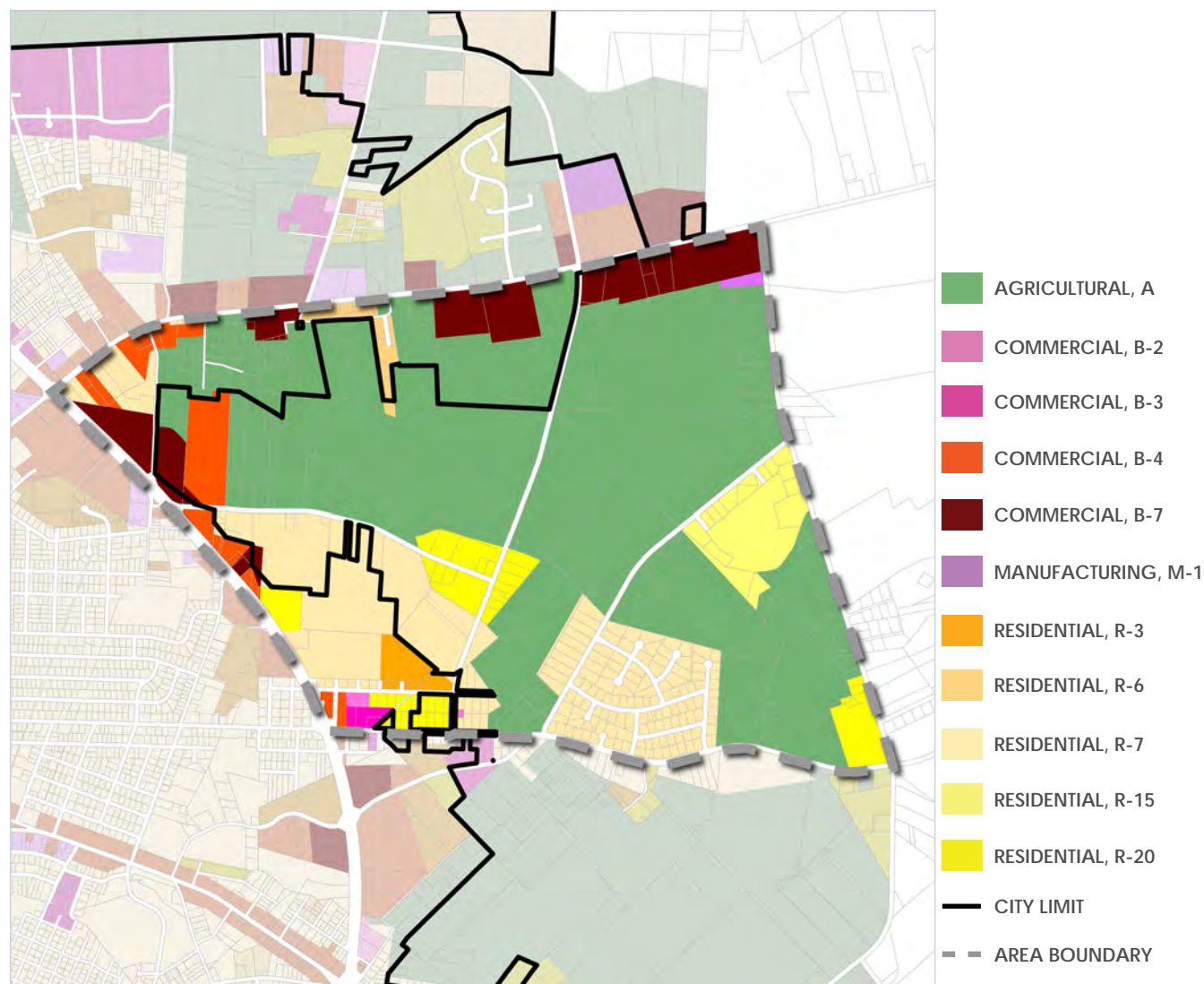


TABLE 3.15 AREA 4 ZONING DISTRICTS SUMMARY

	acres	% of total
AGRICULTURAL	577.3	60.8%
COMMERCIAL	104.4	11.0%
MANUFACTURING	1.6	0.2%
RESIDENTIAL	265.5	28.0%
TOTAL	948.8	100%

AREA 4 ENVIRONMENTAL

MAP 3.35 AREA 4 ENVIRONMENTAL FEATURES

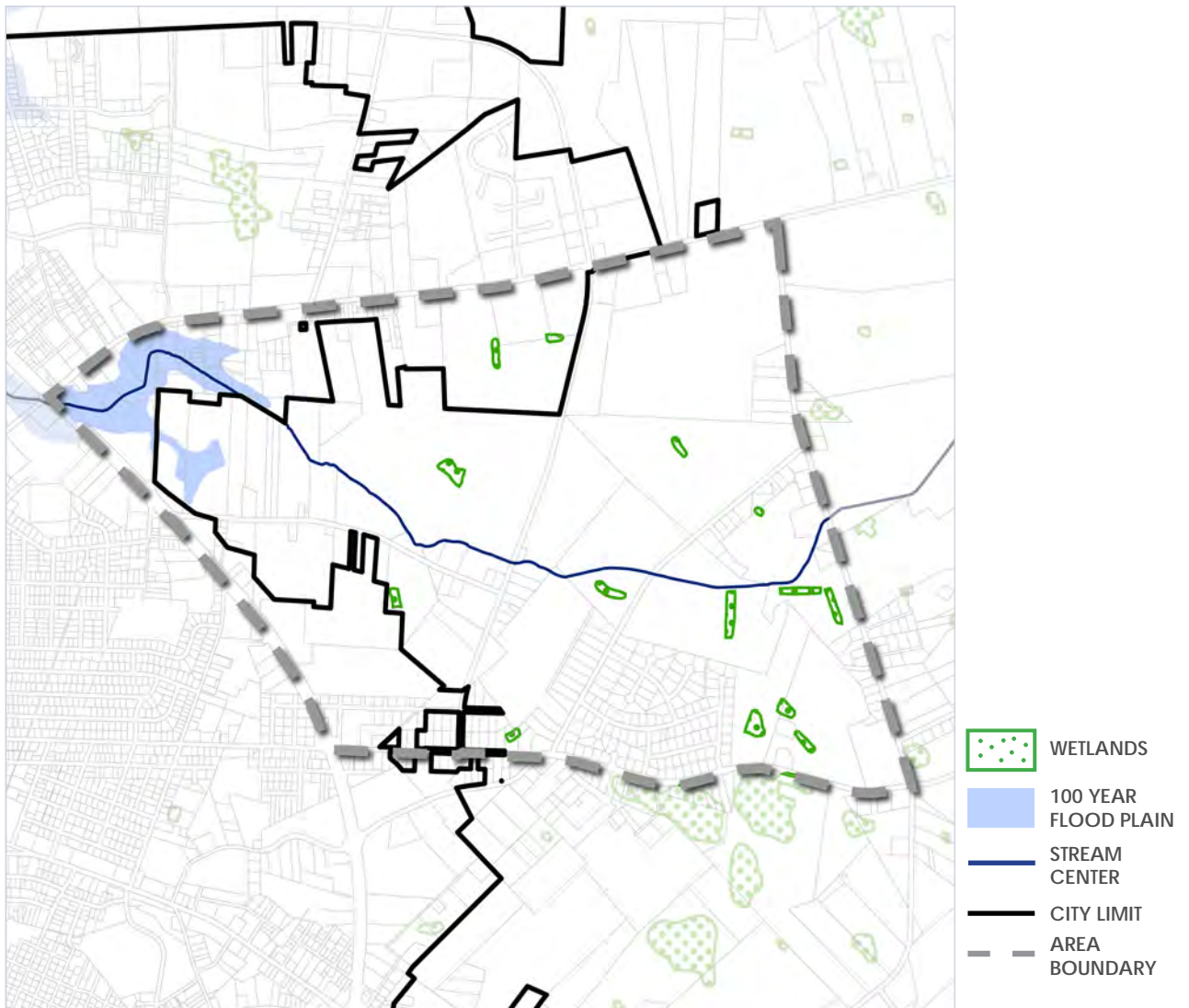


TABLE 3.16 AREA 4 ENVIRONMENTAL FEATURES SUMMARY

	acres	% of total
WETLANDS	447.1	42.6%
100 YEAR FLOOD PLAIN	90.1	8.6%
NON-WETLAND/FLOOD PLAIN	511.1	48.8%

AREA FIVE

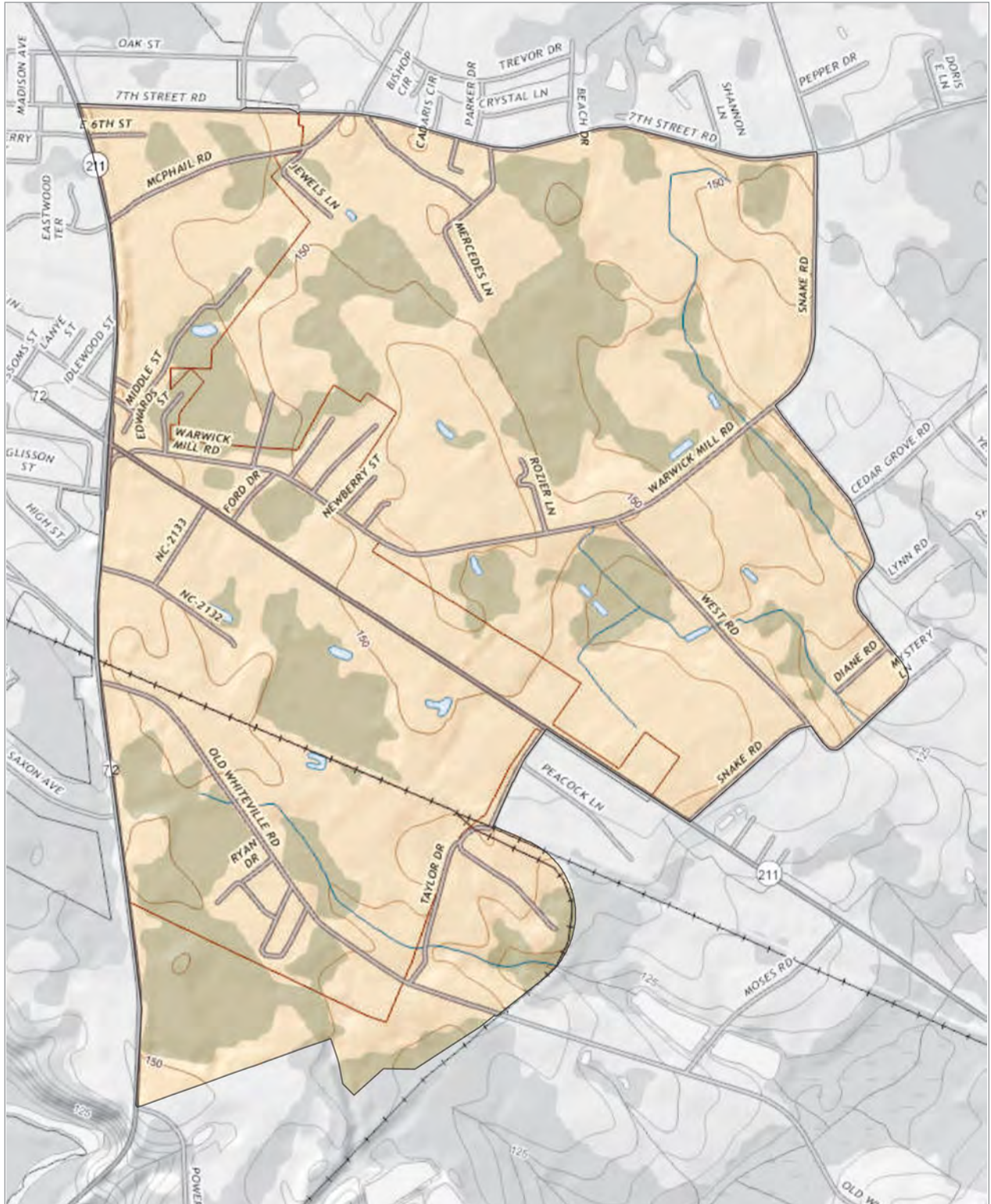
Bordered on the north by East 7th Street and Roberts Avenue on the west, Area 5 is located in the southeastern corner of the city's planning area.

MAP 3.36 PLANNING AREA 5 LOCATION



AREA 5 STREETS & TOPOGRAPHY

MAP 3.37 PLANNING AREA 5 STREETS & TOPOGRAPHY



AREA 5 AERIAL VIEW

MAP 3.38 PLANNING AREA 5 AERIAL VIEW





IMAGE 3.13 Harvest time along Old Whiteville Road where agriculture is still the dominant land use.



IMAGE 3.14 Mobile home parks like this one on East 5th Street are one of the residential options in Area 5.



IMAGE 3.15 Convenience shopping centers like this one are found along NC-211 & E. 7th Street.

EXISTING LAND USE

The existing land use pattern in Area 5 is comprised primarily of land that is undeveloped or used for agriculture (63%), while land used for residential purposes accounts for just under one-fifth of the total acreage in the area.

Commercial (11%) and industrial (4%) land uses account for the remainder of the area. Most of the commercial land use is located along East 5th Street and Roberts Avenue while most of the industrially developed land is located in the southern portion of the area along Roberts Avenue and the railroad.

LAND SUBDIVISION

The largest tracts in Area 5, those over 10 acres, account for just under half of the total acreage. These parcels are smaller, on average, than those found in the more rural planning areas. Parcels that are smaller than 3 acres in size tend to be concentrated along corridors such as East 7th Street as well as around the intersections of Roberts Avenue, East 5th Street and Warwick Mill Road. These smaller parcels tend to correspond to residential and commercial land uses.

ZONING

Land zoned for agricultural use occupies a majority of Area 5, accounting for just over 60% of the total acreage in the planning area. The remainder of the planning area is divided fairly evenly between residential, commercial and manufacturing districts, with residential zoning accounting for around 15% of the area and manufacturing and commercial districts accounting for just over 10% each.

AREA 5 EXISTING LAND USE

MAP 3.39 AREA 5 EXISTING LAND USE



TABLE 3.17 AREA 5 EXISTING LAND USE SUMMARY

	acres	% of total
COMMERCIAL	135.0	12.0%
PUBLIC / INSTITUTIONAL	7.5	0.7%
RESIDENTIAL	212.3	18.9%
INDUSTRIAL	57.6	5.1%
UNDEVELOPED / AGRICULTURE	708.7	63.2%
TOTAL	1,121.1	100.0%

AREA 5 LAND SUBDIVISION

MAP 3.40 AREA 5 LAND SUBDIVISION

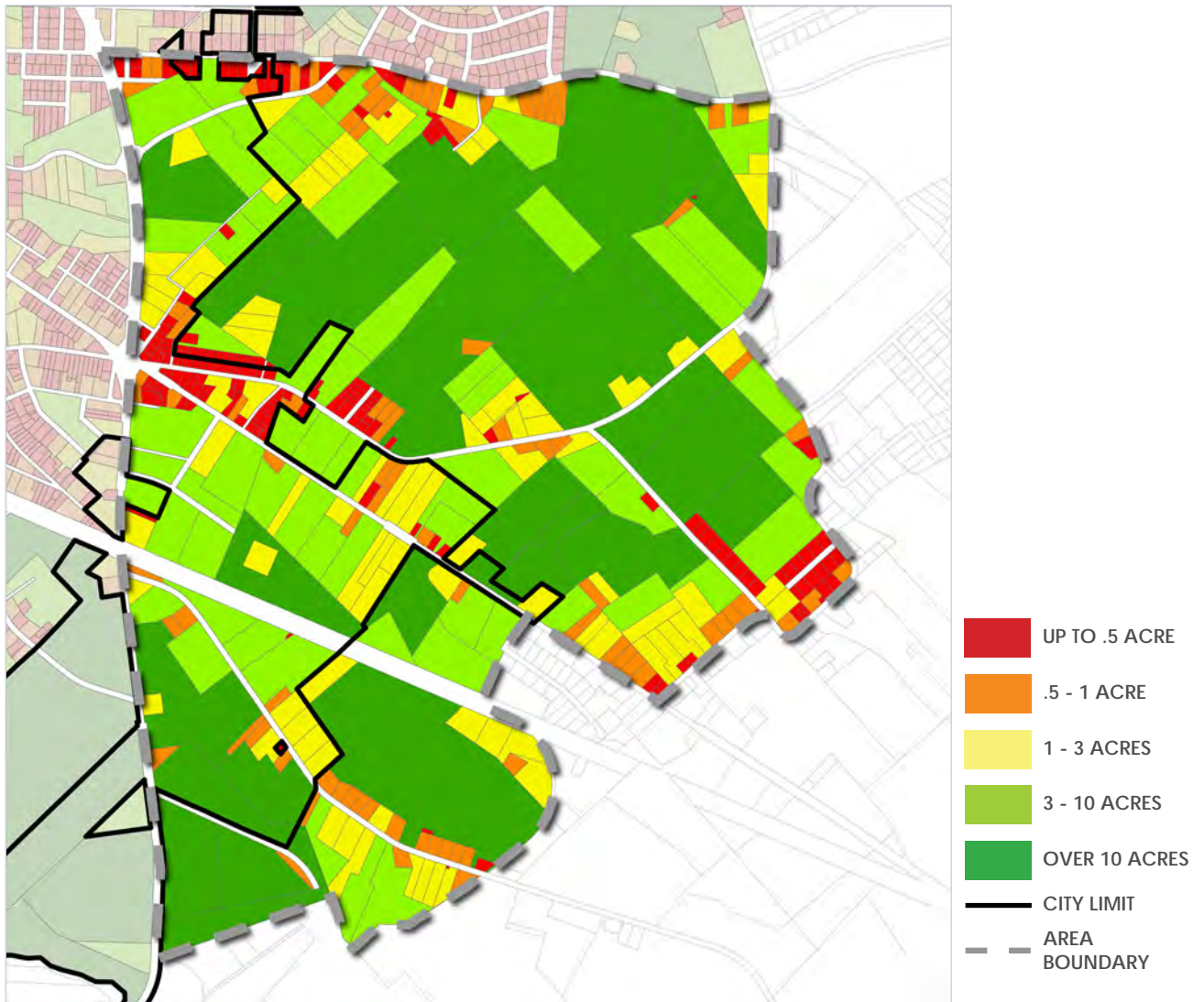


TABLE 3.18 AREA 5 LAND SUBDIVISION SUMMARY

	number	acres	% of total	average size
UP TO .5 ACRE	193	51.5	4.6%	0.3
.5 TO 1 ACRES	88	62.8	5.6%	0.7
1 TO 3 ACRES	84	148.6	13.3%	1.8
3 TO 10 ACRES	61	323.5	28.9%	5.3
OVER 10 ACRES	24	534.6	47.7%	22.3
TOTAL	450	1,121.0	100.0%	2.5

AREA 5 ZONING DISTRICTS

MAP 3.41 AREA 5 ZONING DISTRICTS

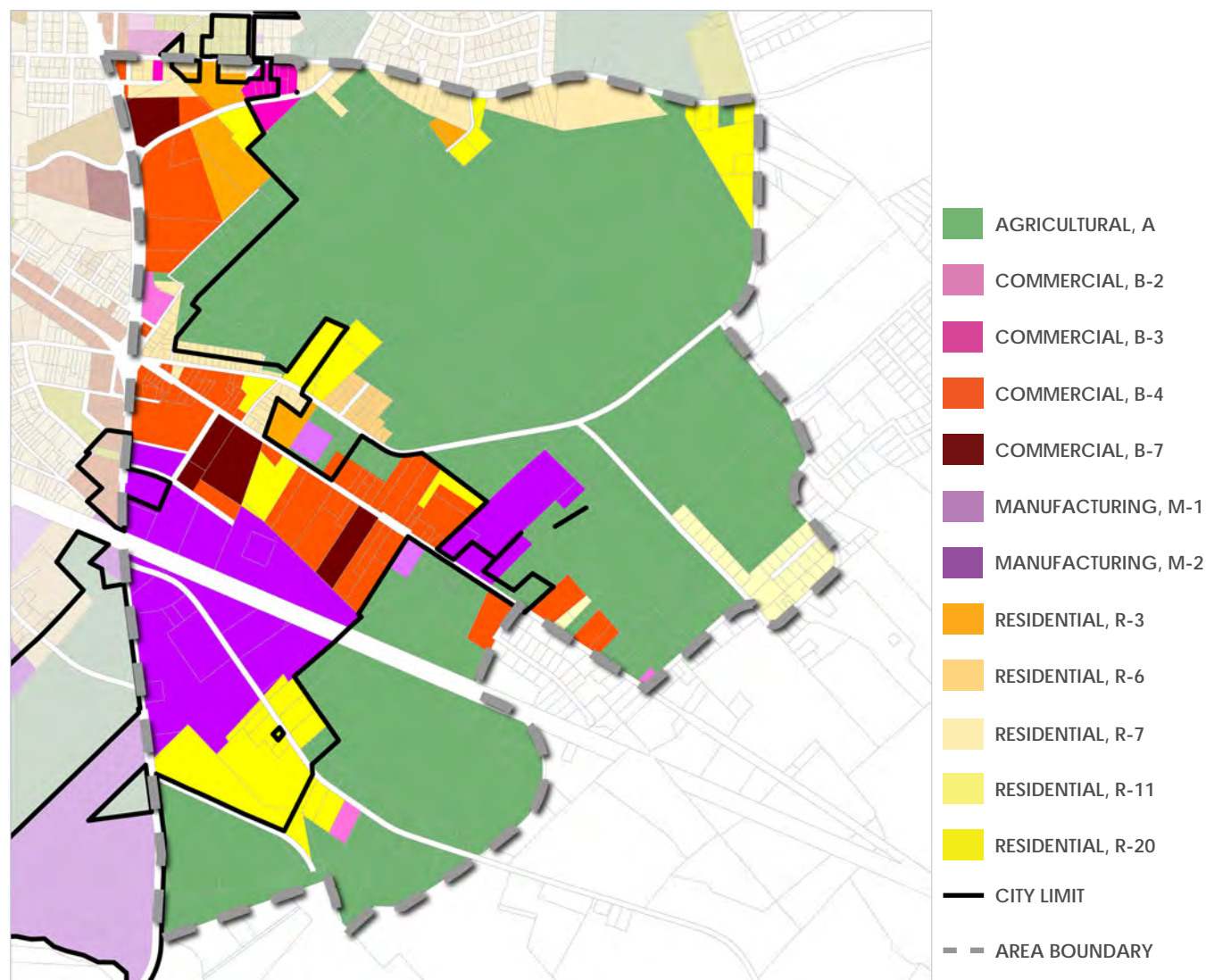


TABLE 3.19 AREA 5 ZONING DISTRICTS SUMMARY

	acres	% of total
AGRICULTURAL	710.6	63.4%
COMMERCIAL	125.5	11.2%
MANUFACTURING	117.3	10.5%
RESIDENTIAL	167.2	14.9%
TOTAL	1,120.6	100.0%

AREA 5 ENVIRONMENTAL

MAP 3.42 AREA 5 ENVIRONMENTAL FEATURES



TABLE 3.20 AREA 5 ENVIRONMENTAL FEATURES SUMMARY

	acres	% of total
WETLANDS	444.8	39.7%
100 YEAR FLOOD PLAIN	-	-
NON-WETLAND/FLOOD PLAIN	676.6	60.3%

AREA SIX

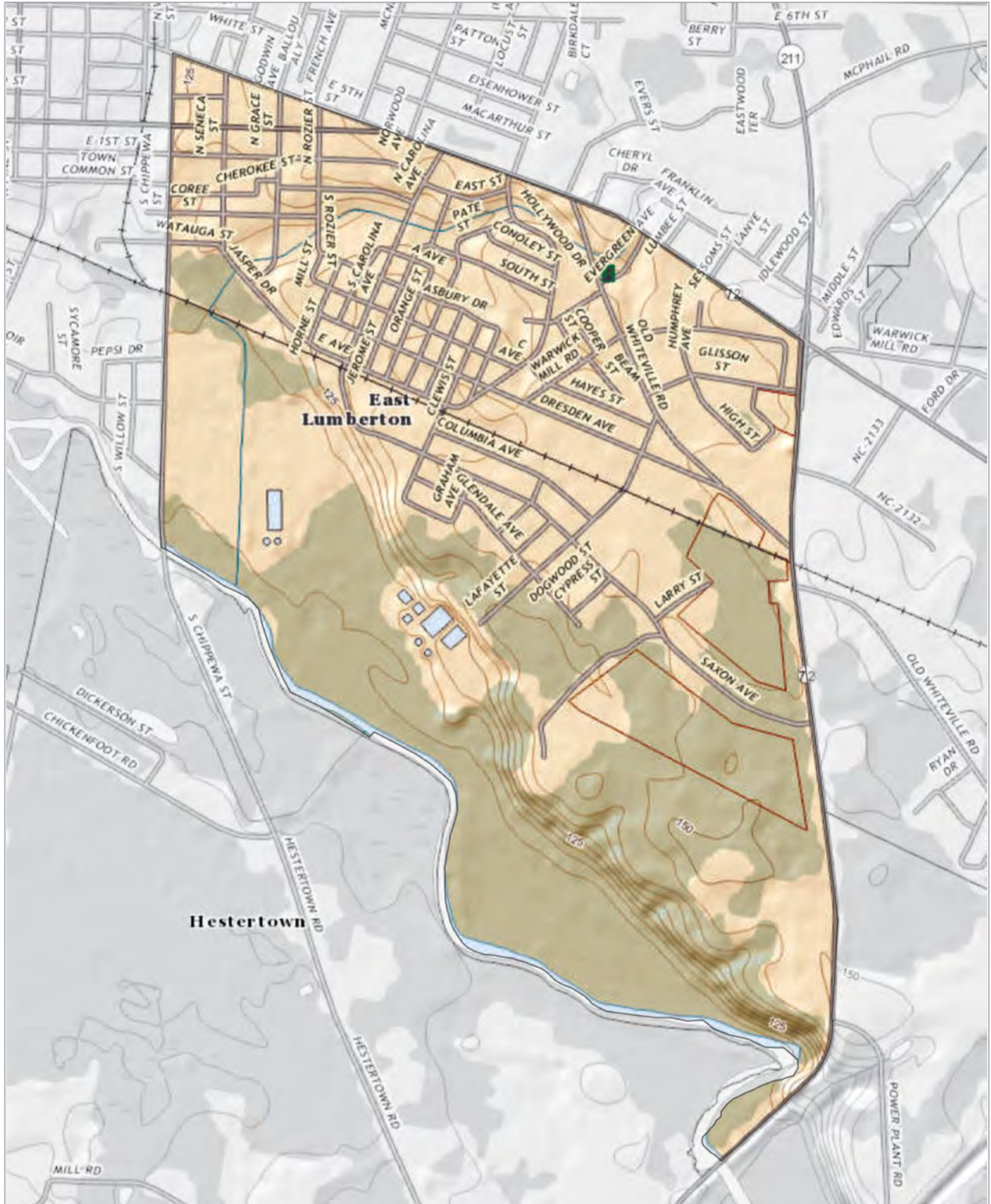
Area 6 is located in the southeastern portion of the city’s planning area. It is bounded by East 5th Street on the north, Roberts Avenue on the east, the Lumber River on the south, and Chippewa Street on the west. Like Area 5, Area 6 has the CSX rail line bisecting it. The majority of the land in Area 6 lies within the city limit.

MAP 3.43 PLANNING AREA 6 LOCATION



AREA 6 STREETS & TOPOGRAPHY

MAP 3.44 PLANNING AREA 6 STREETS & TOPOGRAPHY



AREA 6 AERIAL VIEW

MAP 3.45 PLANNING AREA 6 AERIAL VIEW





IMAGE 3.16 Located off of East 5th Street, Hargrave Elementary School serves local neighborhoods.



IMAGE 3.17 One of the large industrial land uses in this Buckeye location on Chippewa Street.



IMAGE 3.18 This local propane supplier is at the corner of 5th Street and Roberts Avenue.

EXISTING LAND USE

Just over 40% of the acreage in Area 6 is undeveloped or used for agricultural purposes. The majority of this land lies south of the railroad and borders the Lumber River. The primary developed land use classification in this area is industrially developed properties, accounting for just over 25% of the acreage in Area 6.

Slightly less than 20% of the land in this area is used for residential purposes, while slightly less than 5% is in commercial use. The majority of residentially developed land is found north of the railroad, while the majority of commercial land use is located along East 5th Street and Roberts Avenue. The remainder of the area is used for public/institutional purposes, accounting for around 6% of the area.

LAND SUBDIVISION

Only 12 tracts of land make up 51% of the land in Area 6. These tracts are, on average 32 acres in size and correspond to undeveloped and industrial land uses.

Parcels smaller than 1 acre account for nearly 30% of the total acreage in the area. Parcels in this category are found primarily north of the railroad, and include both residential and commercial uses. Smaller parcels located south of the railroad are generally in residential use.

ZONING

At just over 50% of the total acreage in the area, manufacturing districts account for the largest category of zoning in Area 6. Residentially zoned property accounts for nearly 30% of the area. Agricultural and commercial zoning districts follow with 13% and 6% respectively. The majority of the land zoned for agricultural use lies outside of the city limits.

AREA 6 EXISTING LAND USE

MAP 3.46 AREA 6 EXISTING LAND USE

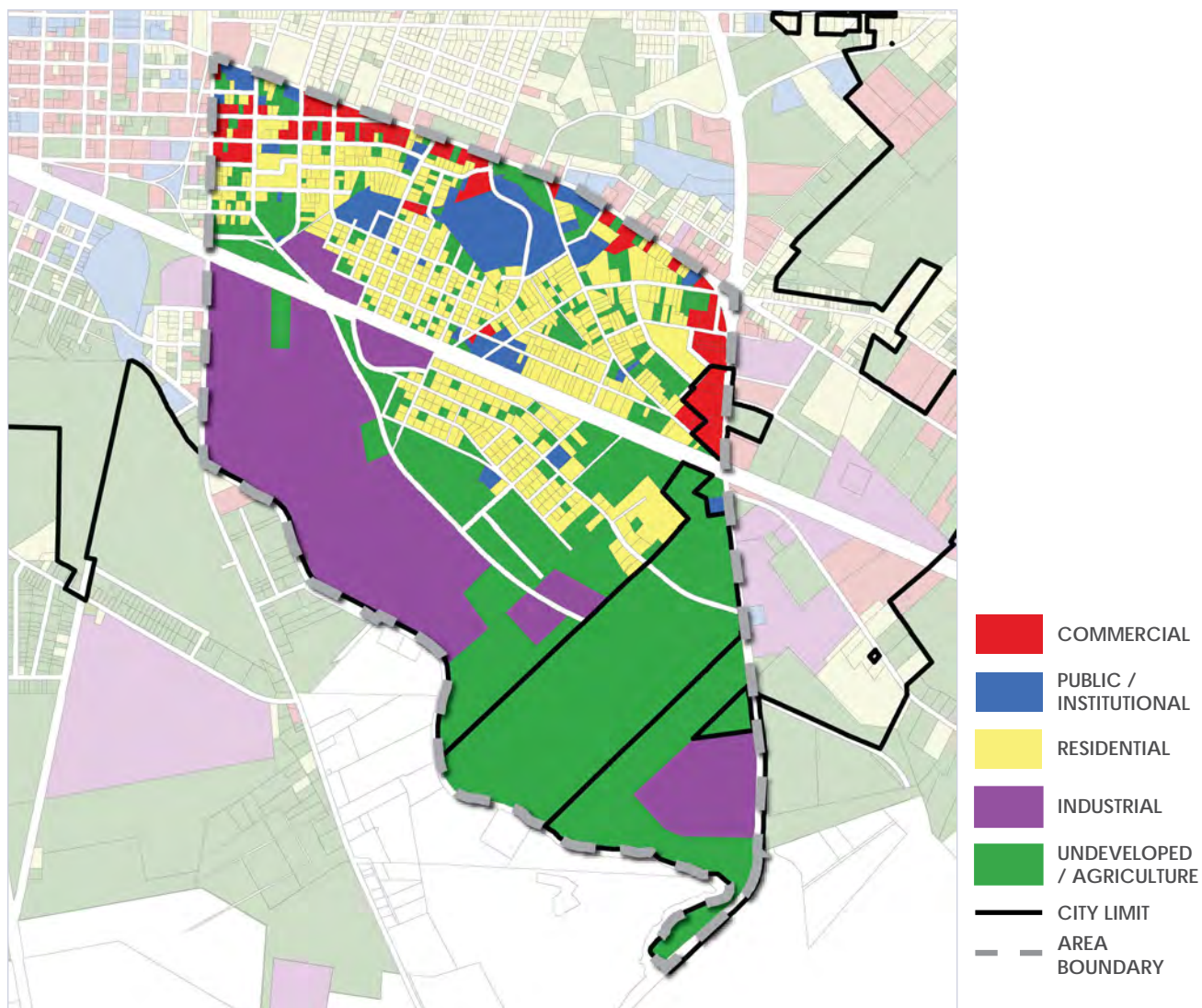


TABLE 3.21 AREA 6 EXISTING LAND USE SUMMARY

	acres	% of total
COMMERCIAL	34.1	4.6%
PUBLIC / INSTITUTIONAL	43.8	5.8%
RESIDENTIAL	147.4	19.7%
INDUSTRIAL	199.5	26.6%
UNDEVELOPED / AGRICULTURE	324.4	43.3%
TOTAL	749.2	100.0%

AREA 6 LAND SUBDIVISION

MAP 3.47 AREA 6 LAND SUBDIVISION

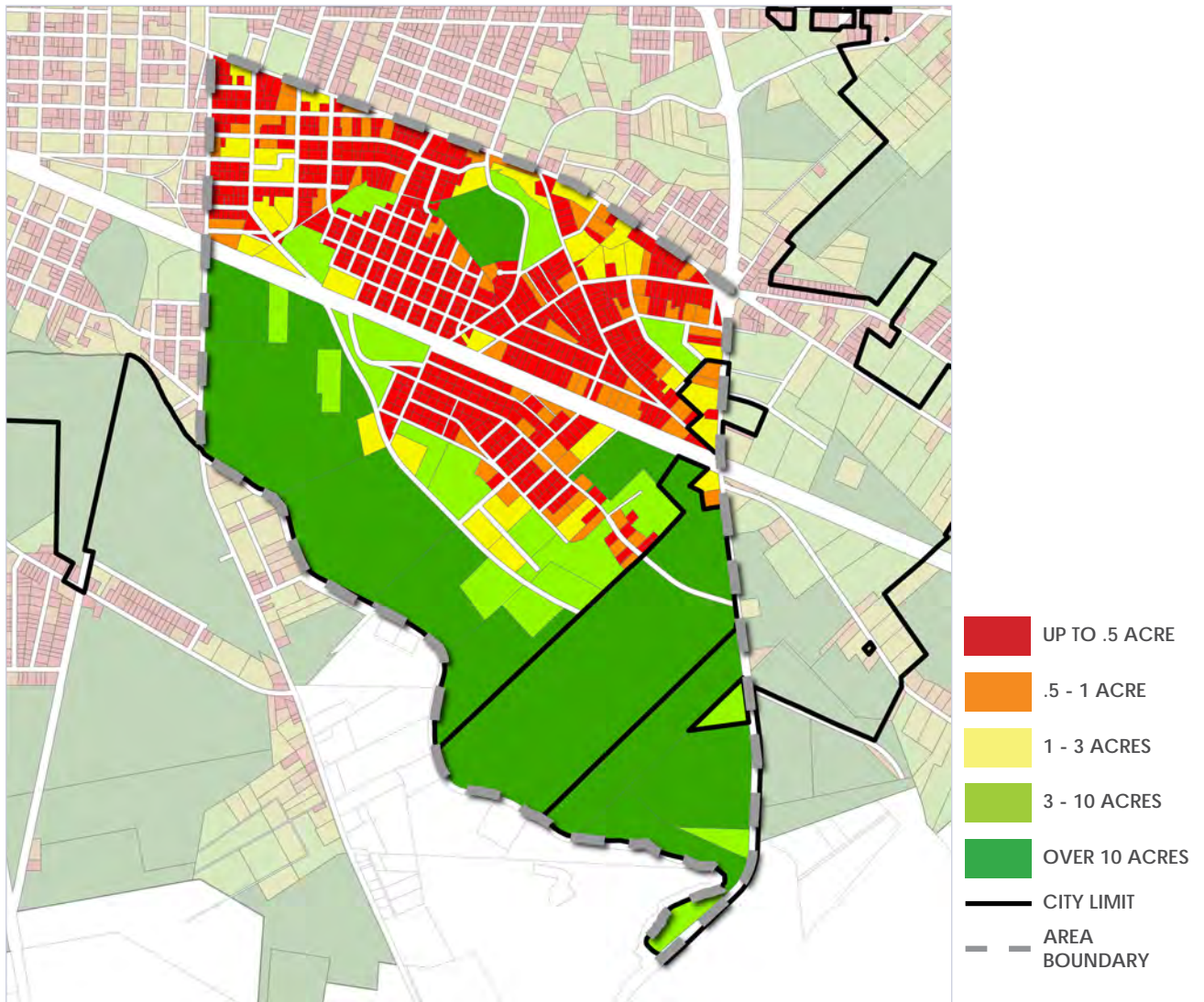


TABLE 3.22 AREA 6 LAND SUBDIVISION SUMMARY

	number	acres	% of total	average size
UP TO .5 ACRE	815	166.2	22.2%	0.2
.5 TO 1 ACRES	70	48.0	6.4%	0.7
1 TO 3 ACRES	31	53.0	7.1%	1.7
3 TO 10 ACRES	19	97.7	13.0%	5.1
OVER 10 ACRES	12	384.2	51.3%	32.0
TOTAL	947	749.1	100.0%	0.8

AREA 6 ZONING DISTRICTS

MAP 3.48 AREA 6 ZONING DISTRICTS

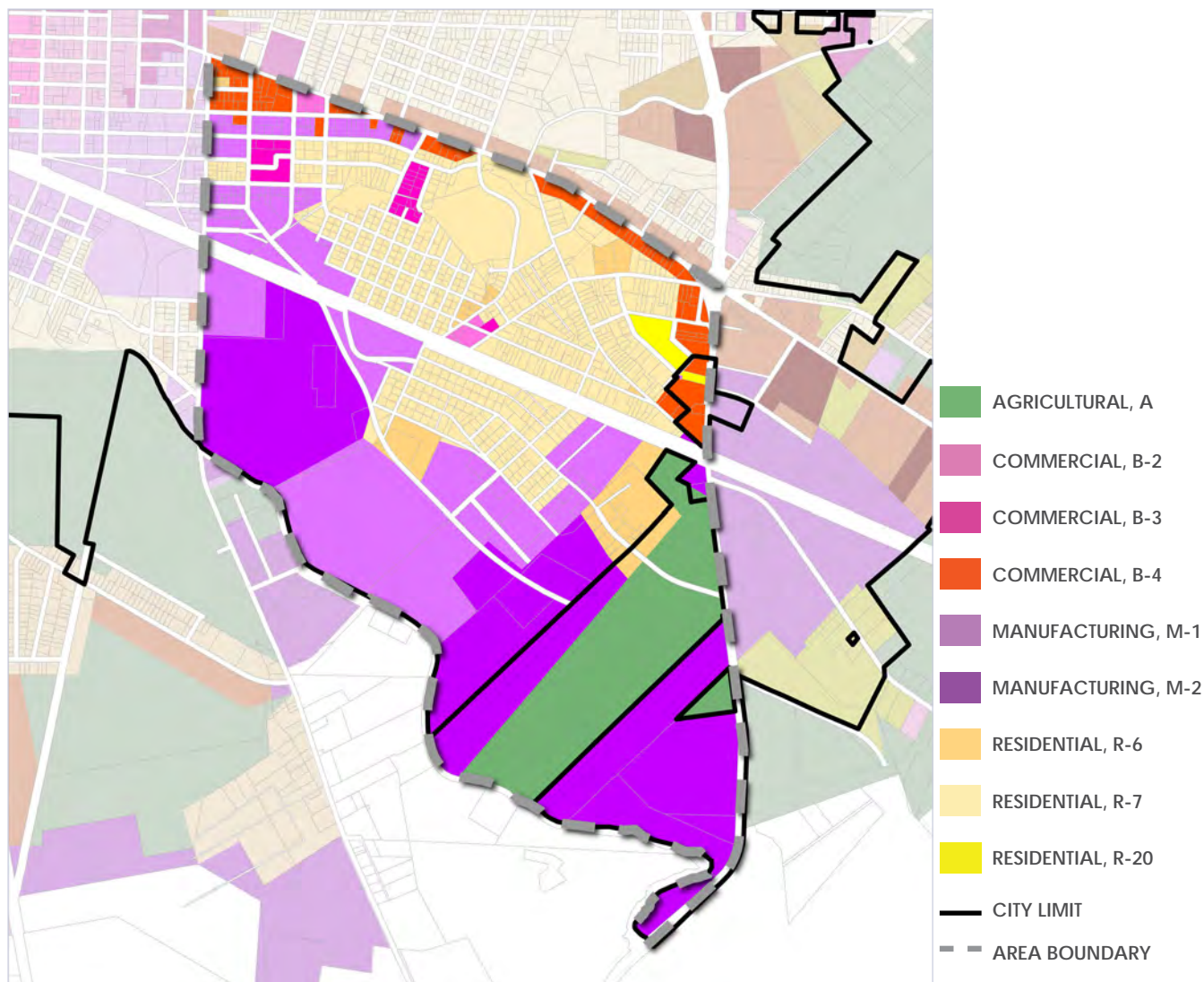


TABLE 3.23 AREA 6 ZONING DISTRICTS SUMMARY

	acres	% of total
AGRICULTURAL	93.8	12.5%
COMMERCIAL	44.5	5.9%
MANUFACTURING	391.9	52.3%
RESIDENTIAL	218.6	29.2%
TOTAL	748.7	100%

AREA 6 ENVIRONMENTAL

MAP 3.49 AREA 6 ENVIRONMENTAL FEATURES

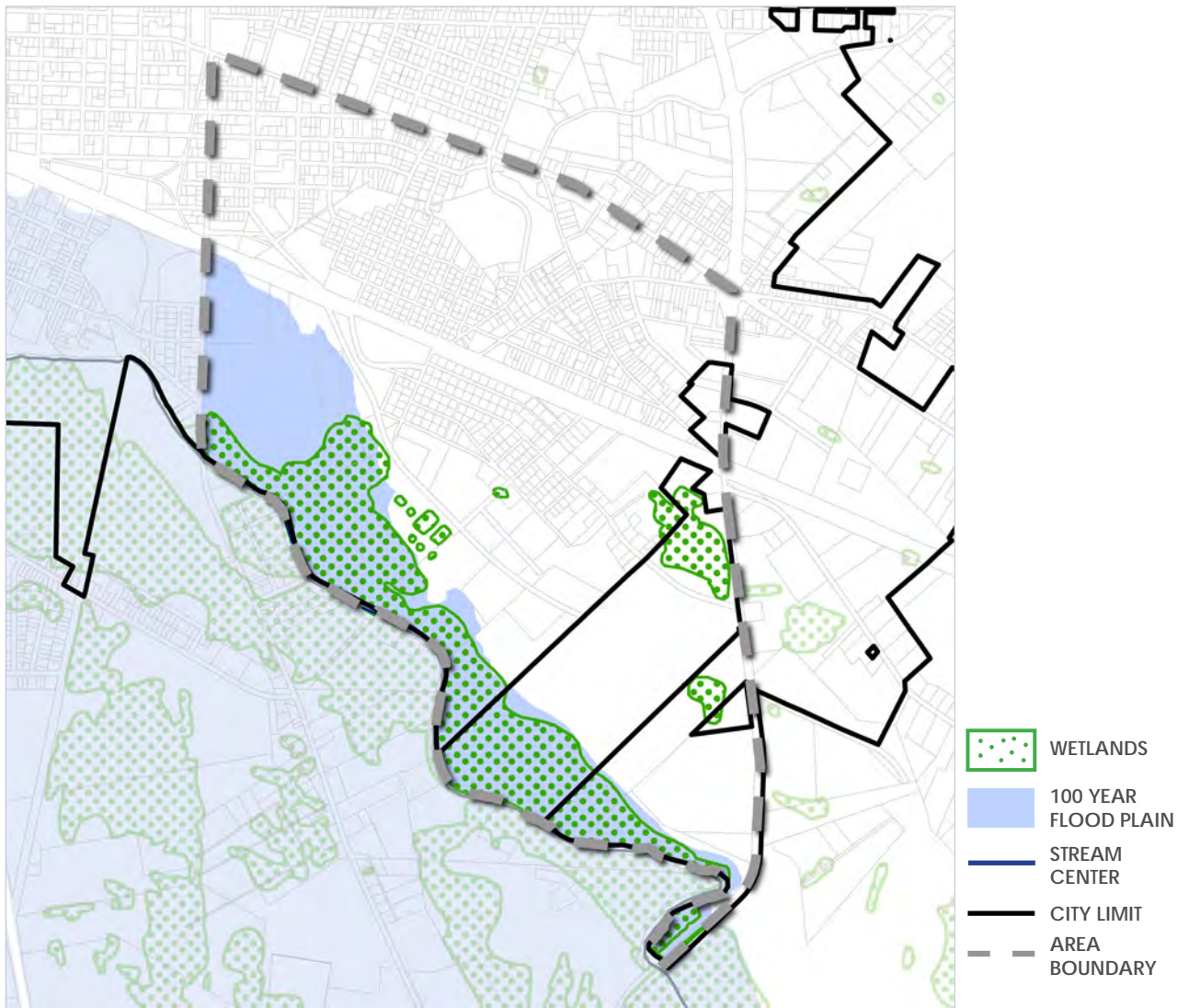


TABLE 3.24 AREA 6 ENVIRONMENTAL FEATURES SUMMARY

	acres	% of total
WETLANDS	347.1	46.3%
100 YEAR FLOOD PLAIN	332.6	44.4%
NON-WETLAND/FLOOD PLAIN	375.8	50.2%

AREA SEVEN

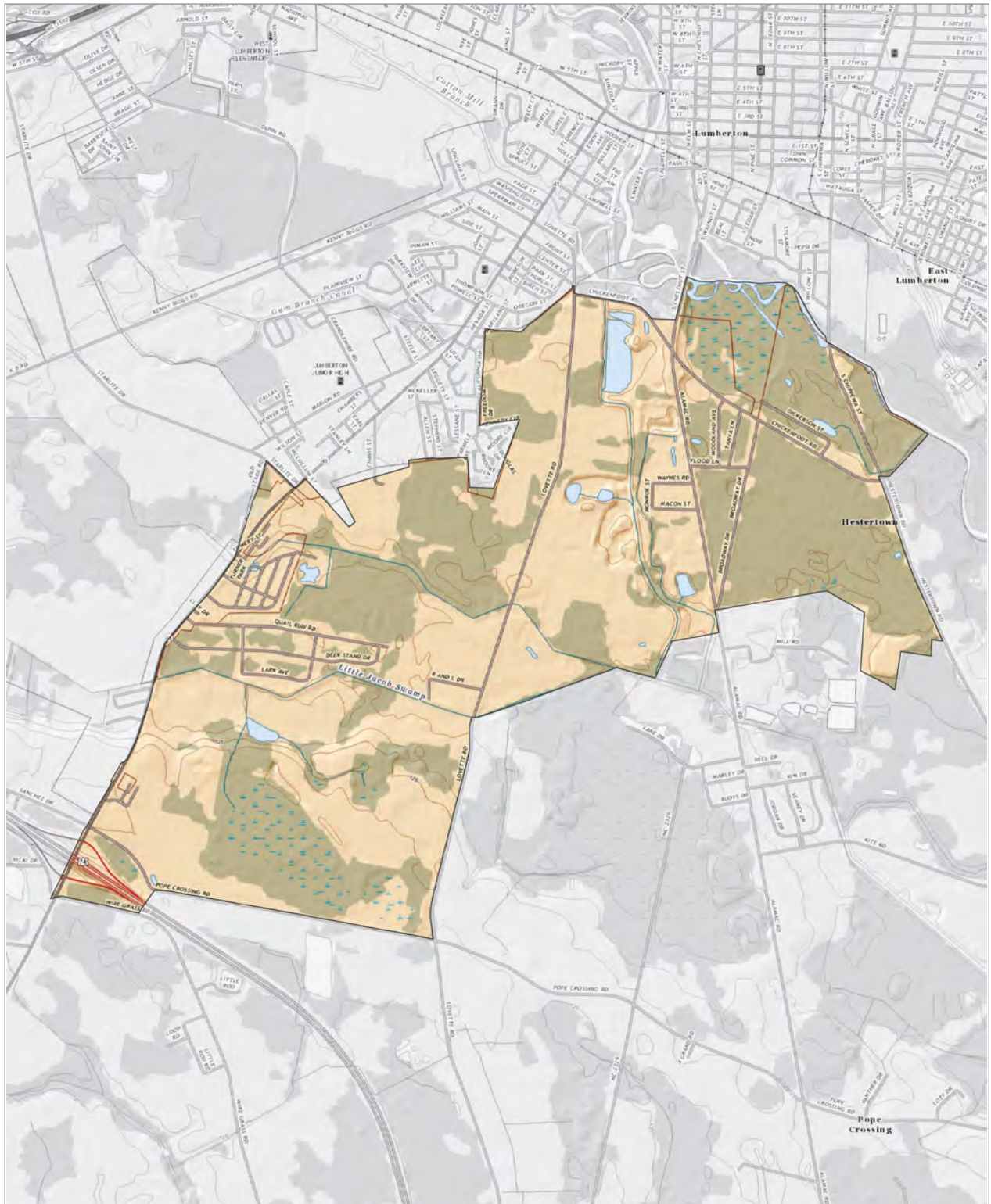
Area 7 is located along the south-central edge of the city’s planning area, stretching from the Lumber River in the east to NC 41 in the west. This area is located primarily outside of the city limits, but within the ETJ.

MAP 3.50 PLANNING AREA 7 LOCATION



AREA 7 STREETS & TOPOGRAPHY

MAP 3.51 PLANNING AREA 7 STREETS & TOPOGRAPHY



AREA 7 AERIAL VIEW

MAP 3.52 PLANNING AREA 7 AERIAL VIEW





IMAGE 3.19 This manufacturing facility, owned by Poultry Power, is representative of industry in this area.



IMAGE 3.20 Ranch style homes like this one are common in the suburban neighborhoods in Area 7.



IMAGE 3.21 Cliffwood Golf Course is one of the many golf courses located in Lumberton.

EXISTING LAND USE

The vast majority, 77%, of the land use in Area 7 is undeveloped or agricultural land. At just over 10%, residential land use is the most prevalent developed land use type. Residential land uses in Area 7 are typically rural neighborhoods and mobile home parks.

LAND SUBDIVISION

The degree of land subdivision in Area 7 is consistent with the degree of development that exists in the area, with just under 80% of the land subdivided into tracts larger than 10 acres. Likewise the amount of land subdivided into tracts smaller than 3 acres account for just over 10% of the total acreage. These percentages correspond very closely to the percentages for undeveloped/agricultural land and land used for residential purposes. Parcels smaller than 3 acres tend to be located close to major roads that connect to both downtown to the north and I-74 to the south.

ZONING

The zoning in Area 7 is consistent with existing land uses. The majority of the zoning in this area is agricultural, accounting for over 75% of the total acreage. Land that is zoned for residential use is the second most prevalent type of district, accounting for nearly 15% of the area. Manufacturing and commercial districts each account for around 5% of the acreage in the planning area.

AREA 7 EXISTING LAND USE

MAP 3.53 AREA 7 EXISTING LAND USE

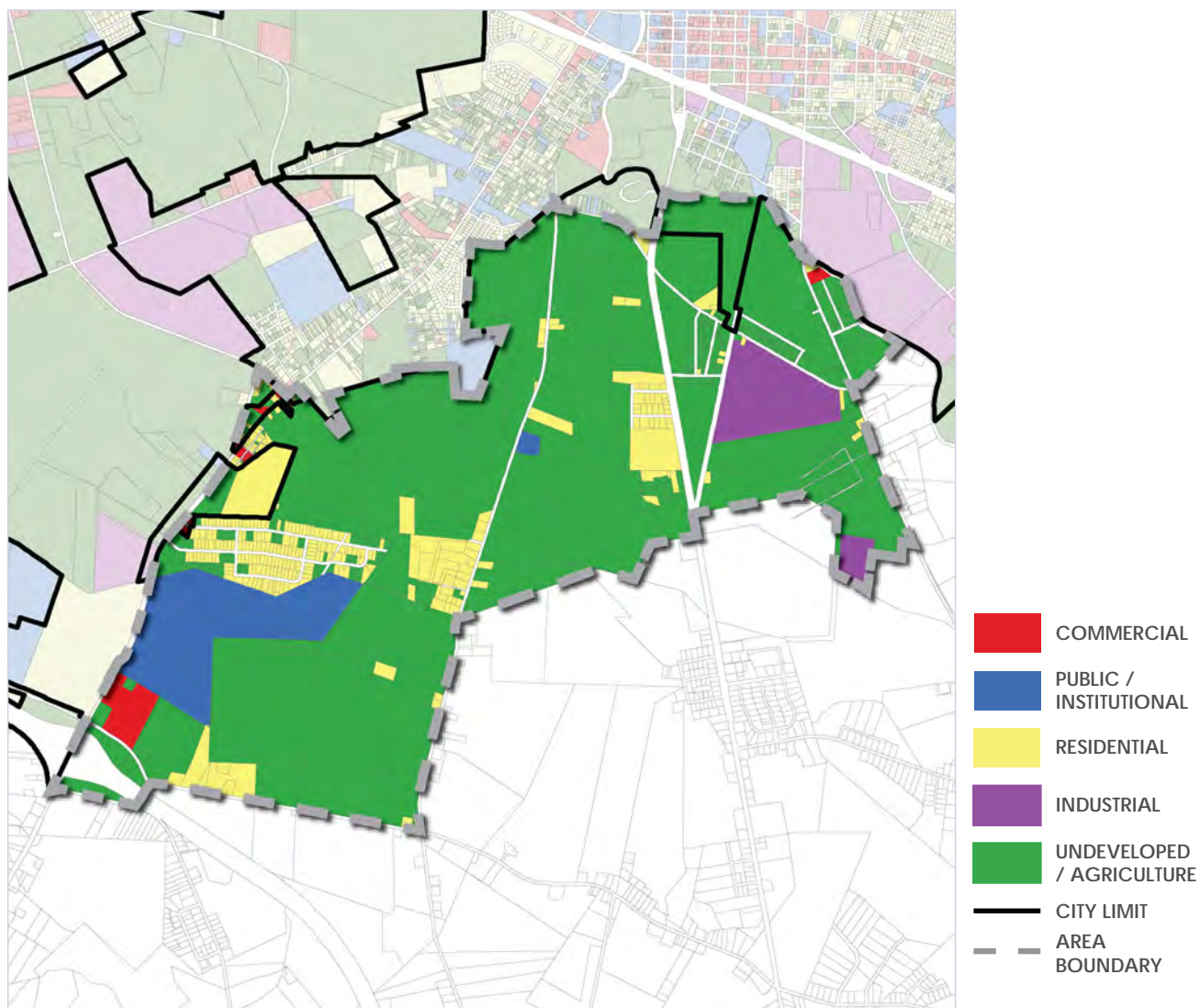


TABLE 3.25 AREA 7 EXISTING LAND USE SUMMARY

	acres	% of total
COMMERCIAL	29.2	1.3%
PUBLIC / INSTITUTIONAL	160.0	7.2%
RESIDENTIAL	240.8	10.8%
INDUSTRIAL	88.2	4.0%
UNDEVELOPED / AGRICULTURE	1,701.3	76.7%
TOTAL	2,219.5	100.0%

AREA 7 LAND SUBDIVISION

MAP 3.54 AREA 7 LAND SUBDIVISION

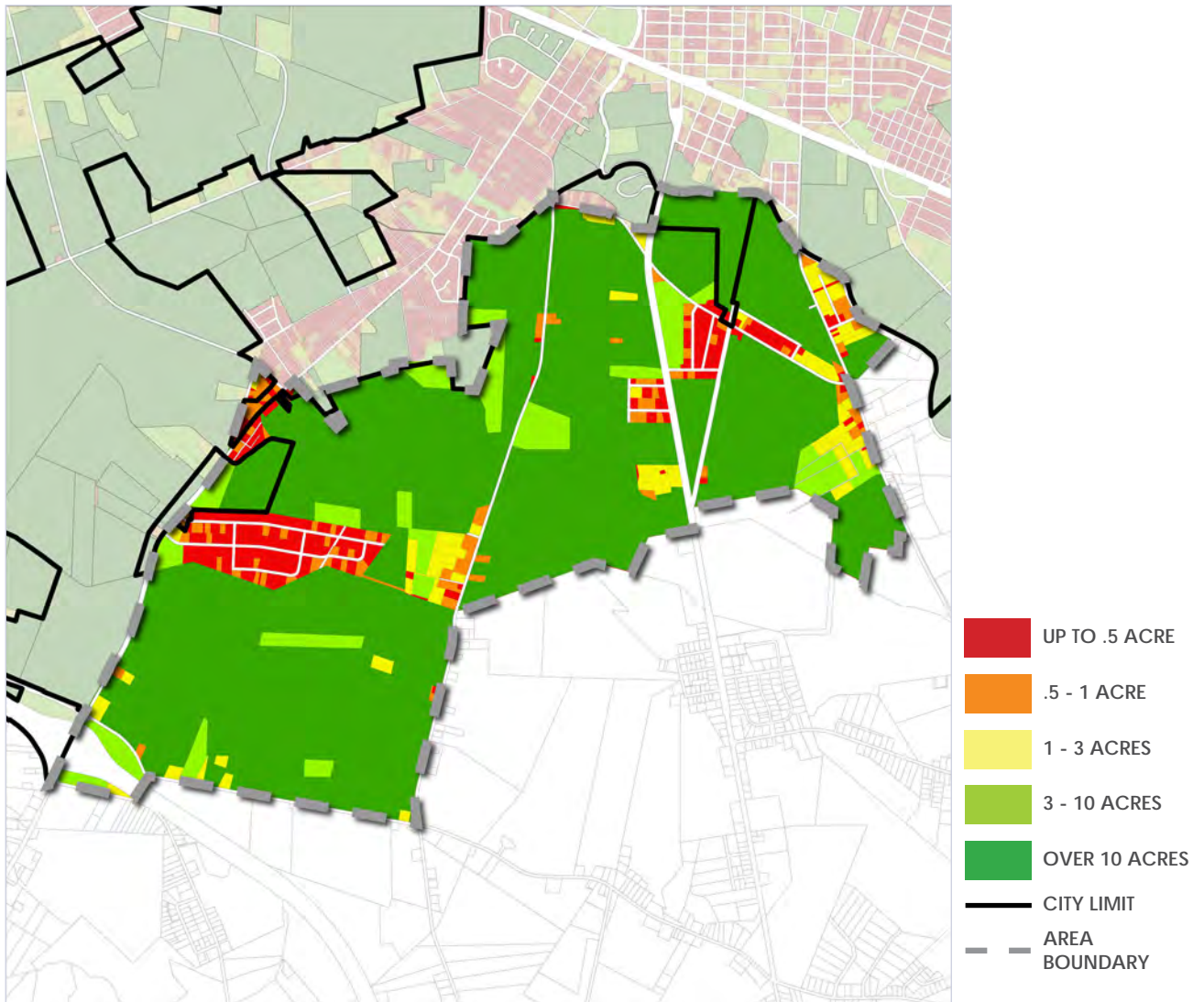


TABLE 3.26 AREA 7 LAND SUBDIVISION SUMMARY

	number	acres	% of total	average size
UP TO .5 ACRE	466	124.0	5.6%	0.3
.5 TO 1 ACRES	105	72.0	3.2%	0.7
1 TO 3 ACRES	58	94.4	4.3%	1.6
3 TO 10 ACRES	33	178.3	8.0%	5.4
OVER 10 ACRES	56	1,750.8	78.9%	31.3
TOTAL	718	2,219.5	100.0%	3.1

AREA 7 ZONING DISTRICTS

MAP 3.55 AREA 7 ZONING DISTRICTS

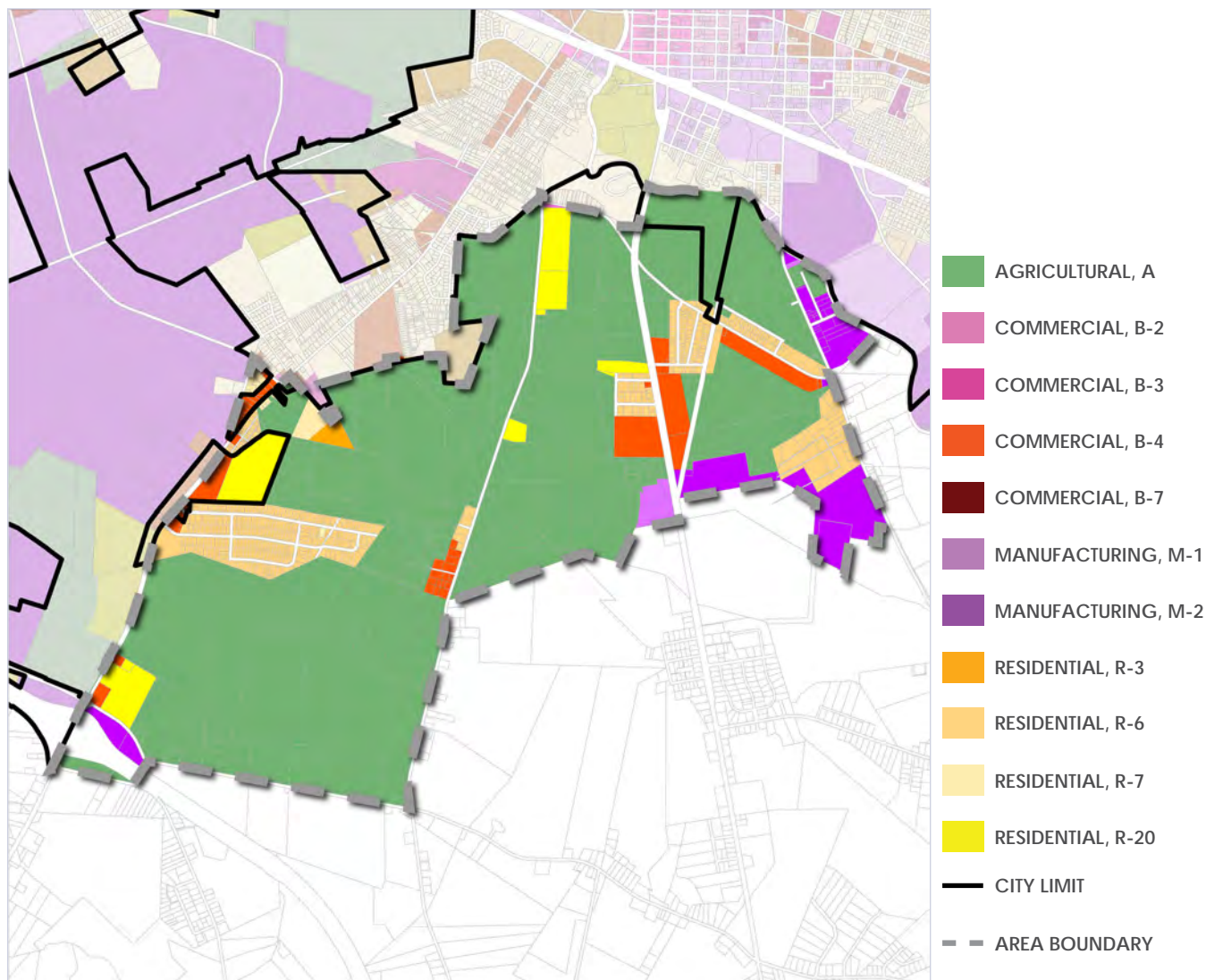


TABLE 3.27 AREA 7 ZONING DISTRICTS SUMMARY

	acres	% of total
AGRICULTURAL	1691.6	76.3%
COMMERCIAL	93.5	4.2%
MANUFACTURING	123.4	5.6%
RESIDENTIAL	308.6	13.9%
TOTAL	2,217.1	100%

AREA 7 ENVIRONMENTAL

MAP 3.56 AREA 7 ENVIRONMENTAL FEATURES

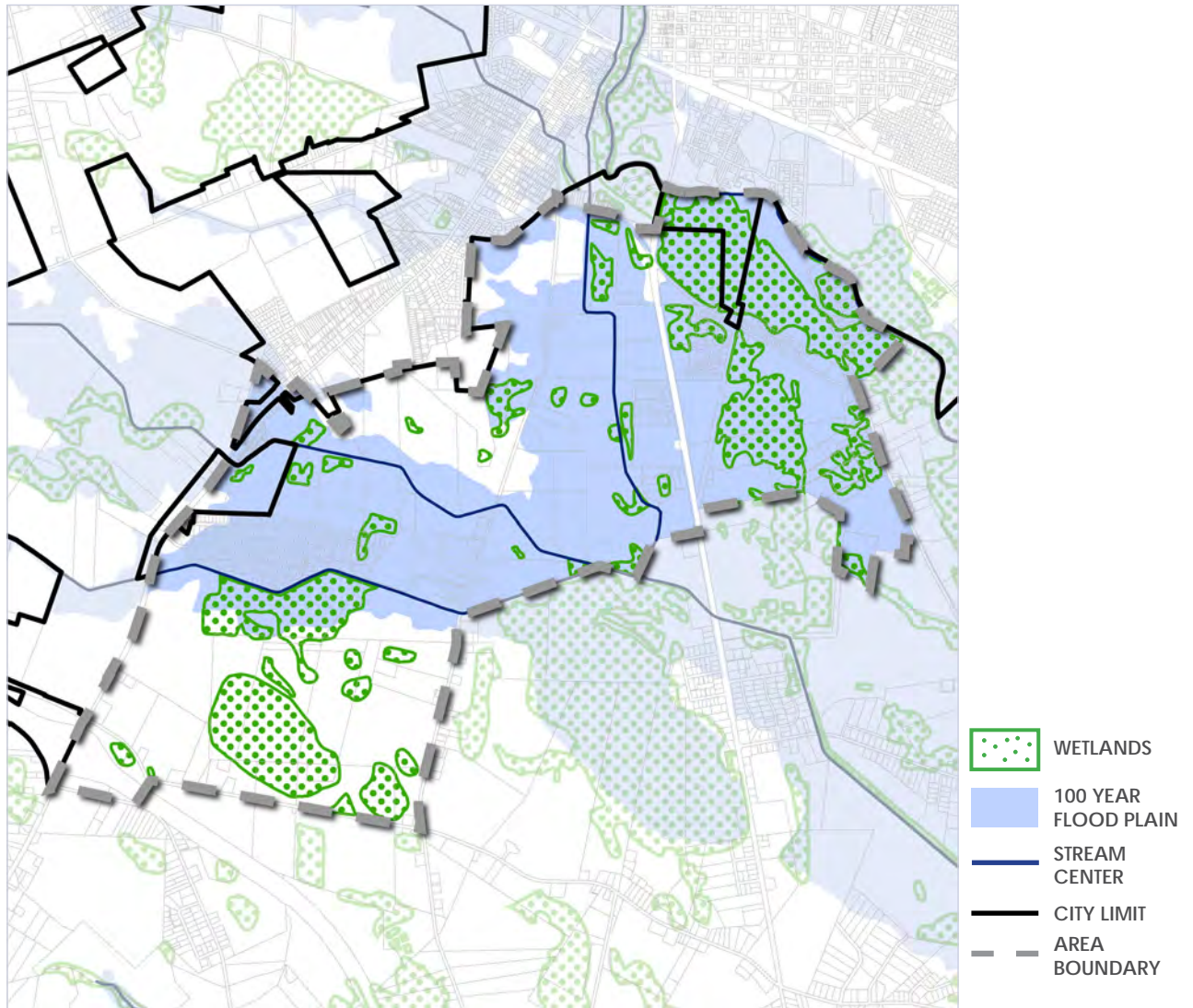


TABLE 3.28 AREA 7 ENVIRONMENTAL FEATURES SUMMARY

	acres	% of total
WETLANDS	1,774.9	62.2%
100 YEAR FLOOD PLAIN	2,411.5	84.5%
NON-WETLAND/FLOOD PLAIN	230.1	8.1%

AREA EIGHT

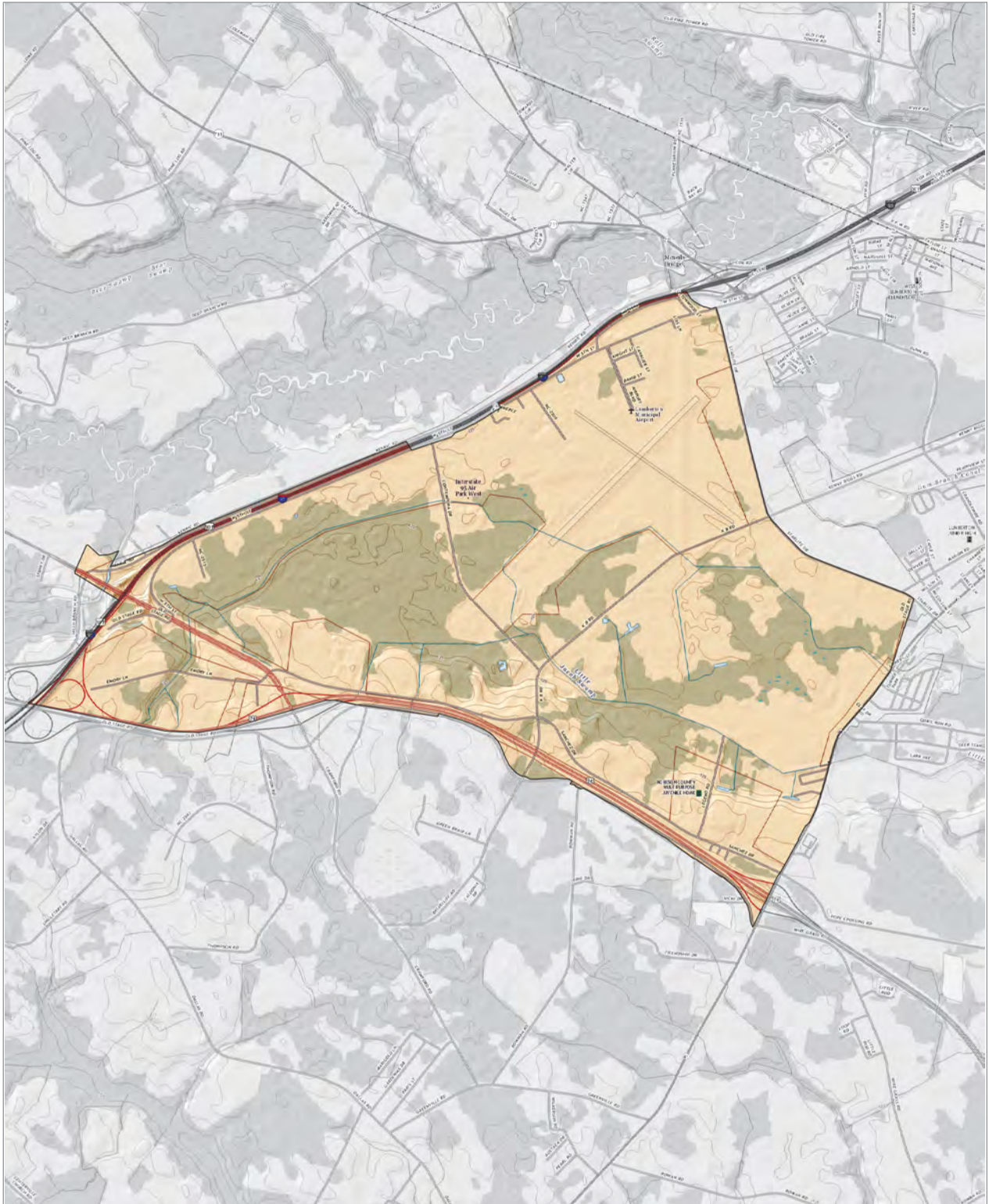
Located in the southwestern portion of the city’s planning area, Area 8 is bounded by I-95 on the west, I-74 on the south, NC 41 on the east and Starlite Drive on the north. The Lumberton Airport is located in this area, as well as several venues like the Southeastern North Carolina Agricultural Events Center and the Robeson County Fairgrounds.

MAP 3.57 PLANNING AREA 8 LOCATION



AREA 8 STREETS & TOPOGRAPHY

MAP 3.58 PLANNING AREA 8 STREETS & TOPOGRAPHY



AREA 8 AERIAL VIEW

MAP 3.59 PLANNING AREA 8 AERIAL VIEW





IMAGE 3.22 The Lumberton Regional Airport is convenient to I-95.



IMAGE 3.23 The Southeastern NC Agricultural Events Center attracts visitors across the region.



IMAGE 3.24 The Robeson County Fairgrounds located off of Highway 41 draws residents and visitors.

EXISTING LAND USE

The majority of the land within Area 8 (68%) is either undeveloped or used for agricultural purposes. The overwhelming majority of the remaining land area is used for nonresidential purposes, leaving less than 5% of the area in residential use. At just under 20%, industrial land uses (primarily the Lumberton Airport) account for the majority of the developed land uses in the area, with public/institutional land use accounting for a further 6% of the acreage and commercial land uses accounting for the remainder.

The majority of the land in Area 8 is currently outside the city limits. Land within the ETJ is mostly undeveloped or agriculture land (61%) whereas land within the city limits is mostly used for industrial purposes (53%).

LAND SUBDIVISION

Almost 90% of the acreage in Area 8 is contained in tracts larger than 10 acres, which collectively have an average size of over 50 acres. Parcels smaller than 3 acres account for 4% of the total acreage in the area, while parcels between 3 and 10 acres account for around 6% of the total acreage in Area 8. These smaller parcels are found primarily inside of the city limits near the I-95 corridor.

ZONING

Land zoned for manufacturing use is the most prominent feature in Area 8, accounting for nearly 75% of the entire area. At nearly 20%, land zoned for agriculture comprises the majority of the remainder of the area. Land zoned for commercial or residential use comprise the remainder of the district accounting for around 4% of the total area each.

AREA 8 EXISTING LAND USE

MAP 3.60 AREA 8 EXISTING LAND USE

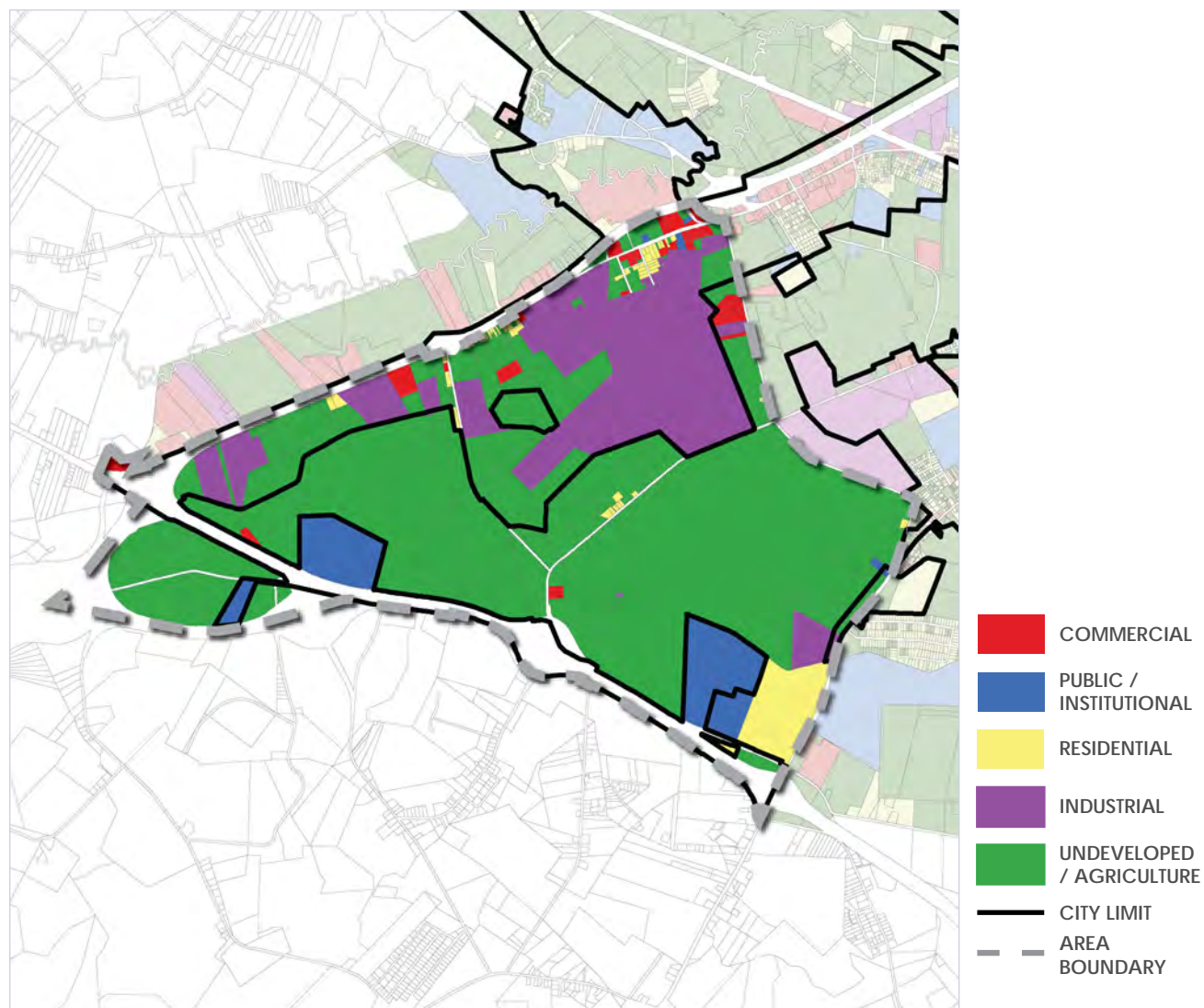


TABLE 3.29 AREA 8 EXISTING LAND USE SUMMARY

	acres	% of total
COMMERCIAL	70.0	2.1%
PUBLIC / INSTITUTIONAL	210.7	6.3%
RESIDENTIAL	127.6	3.8%
INDUSTRIAL	654.8	19.7%
UNDEVELOPED / AGRICULTURE	2,256.7	68.0%
TOTAL	3,319.8	100.0%

AREA 8 LAND SUBDIVISION

MAP 3.61 AREA 8 LAND SUBDIVISION

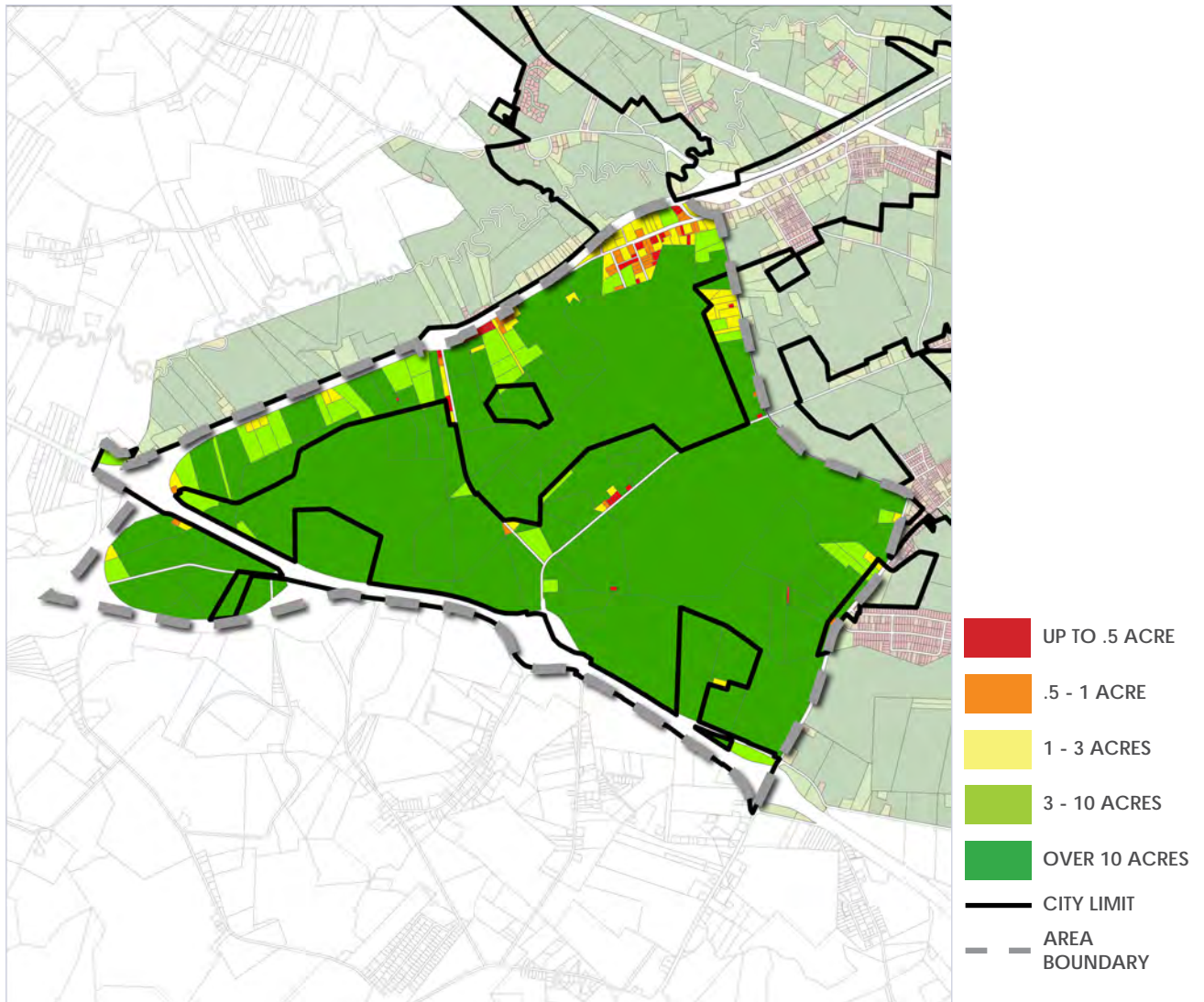


TABLE 3.30 AREA 8 LAND SUBDIVISION SUMMARY

	number	acres	% of total	average size
UP TO .5 ACRE	67	18.4	0.6%	0.3
.5 TO 1 ACRES	38	26.6	0.8%	0.7
1 TO 3 ACRES	54	95.6	2.9%	1.8
3 TO 10 ACRES	36	228.2	6.9%	6.3
OVER 10 ACRES	58	2,951.0	88.9%	50.9
TOTAL	253	3,319.8	100.0%	13.1

AREA 8 ZONING DISTRICTS

MAP 3.62 AREA 8 ZONING DISTRICTS

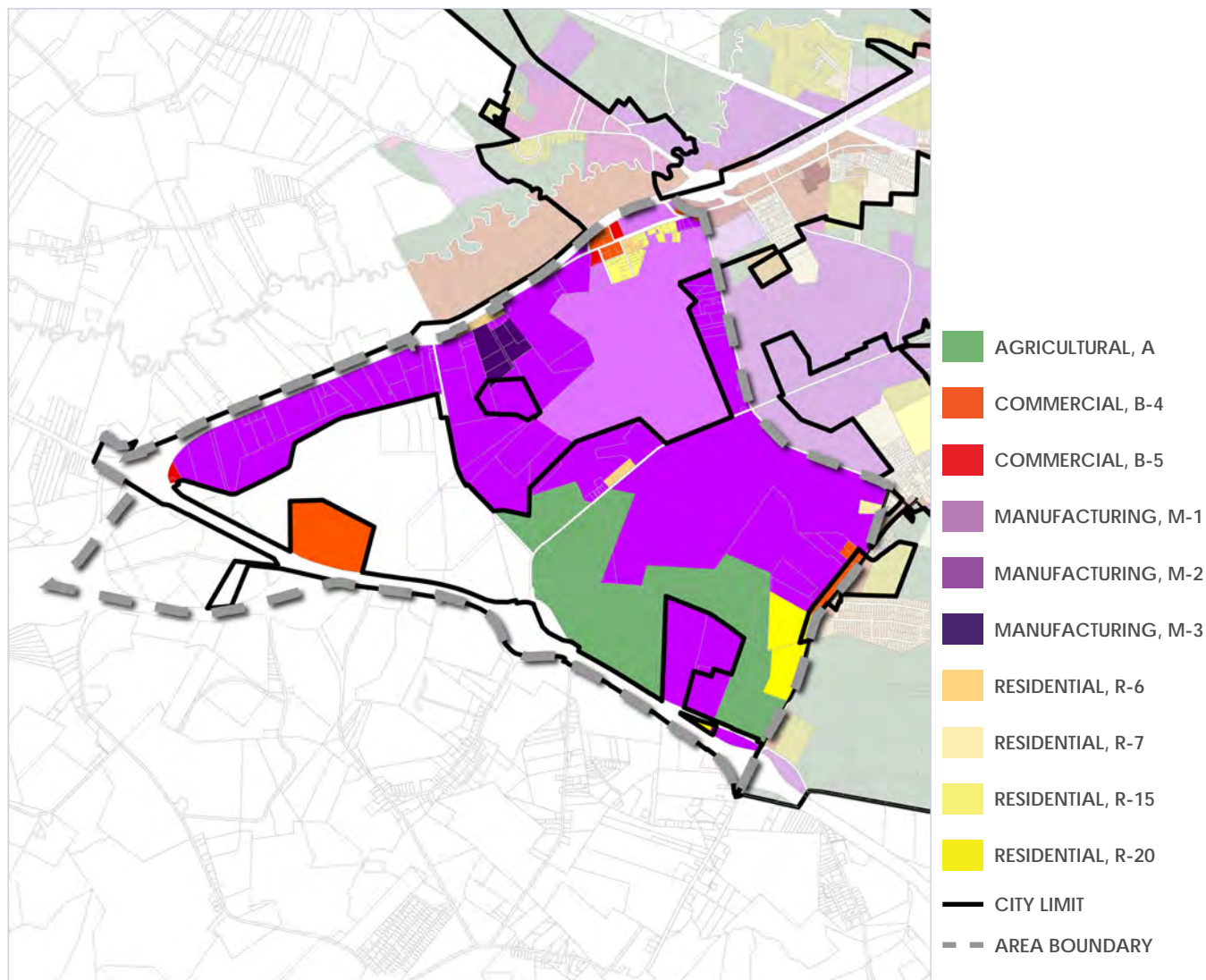


TABLE 3.31 AREA 8 ZONING DISTRICTS SUMMARY

	acres	% of total
AGRICULTURAL	477.5	18.6%
COMMERCIAL	109.0	4.2%
MANUFACTURING	1,878.3	73.1%
RESIDENTIAL	103.0	4.0%
TOTAL	2,567.8	100%

AREA 8 ENVIRONMENTAL

MAP 3.63 AREA 8 ENVIRONMENTAL FEATURES

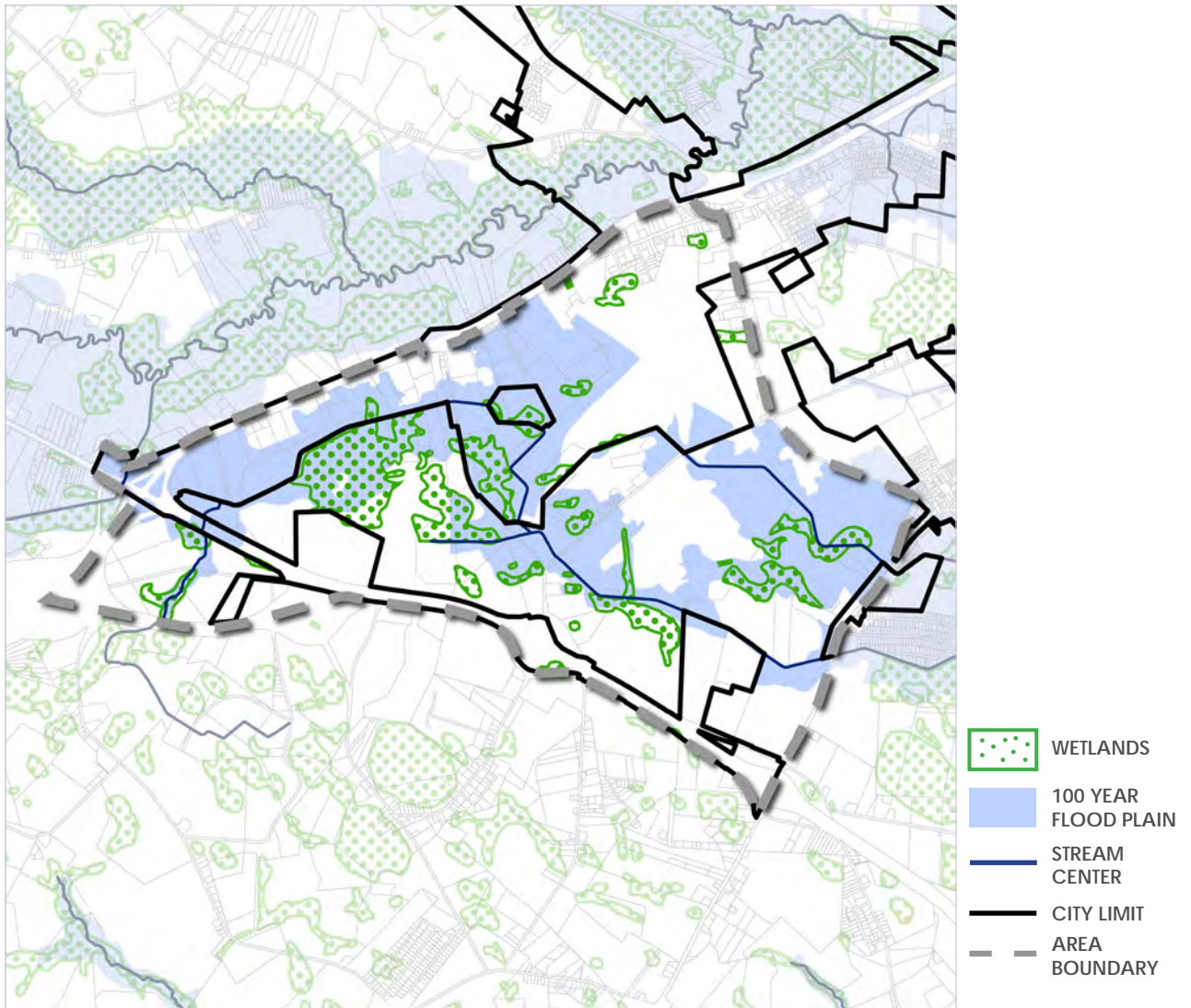


TABLE 3.32 AREA 8 ENVIRONMENTAL FEATURES SUMMARY

	acres	% of total
WETLANDS	2,600.9	68.4%
100 YEAR FLOOD PLAIN	3,372.6	88.7%
NON-WETLAND/FLOOD PLAIN	205.6	5.4%

AREA NINE

Area 9 stretches along the west side of I-95 from the railroad in the north to I-74 in the south in the southwestern portion of the city’s planning area, and generally follows the Lumber River, which is a significant feature in this area.

MAP 3.64 PLANNING AREA 9 LOCATION



AREA 9 STREETS & TOPOGRAPHY

MAP 3.65 PLANNING AREA 9 STREETS & TOPOGRAPHY



AREA 9 AERIAL VIEW

MAP 3.66 PLANNING AREA 9 AERIAL VIEW





IMAGE 3.25 Automotive and construction related commercial are common along Kenric Drive.



IMAGE 3.26 Single family residential is the most common type of residential in Area 9.



IMAGE 3.27 With access to the railroad, several industrial businesses are located along Caton Road.

EXISTING LAND USE

The majority of the acreage (just over 60%) within Area 9 is comprised of undeveloped and agricultural land. Of the developed land uses, commercially used land is most prevalent, accounting for around 14% of the acreage in the area. The majority of the remaining developed land uses are either industrial (8.5%) or public / institutional (10.9%). This area has the second lowest proportional share of residentially developed acreage (around 5%) of all of the planning areas.

LAND SUBDIVISION

Land in tracts greater than 10 acres in size comprise just under 80% of the total acreage in Area 9. These larger tracts have an average size of 30 acres. When combined with the 3 to 10 acre category, over 90% of the acreage in Area 9 is accounted for. Generally these larger tracts correspond to undeveloped land, industrial sites or public land. The remaining 8% of the area is comprised of parcels smaller than 3 acres in size.

ZONING

Of the parcels in the city or its ETJ in Area 9, agricultural zoning comprises the largest percentage at just over 40%. Commercial zoning accounts for around 35% of the zoned acreage, followed by residential zoning at just under 20%. Manufacturing districts account for the smallest percentage of zoned land in the area at about 5%. Generally speaking, commercial zoning is found along Kenric Drive which parallels I-95, while manufacturing zoning is primarily located close to the railroad and along NC Highways 72/711 (Caton and Country Club roads respectively).

AREA 9 EXISTING LAND USE

MAP 3.67 AREA 9 EXISTING LAND USE

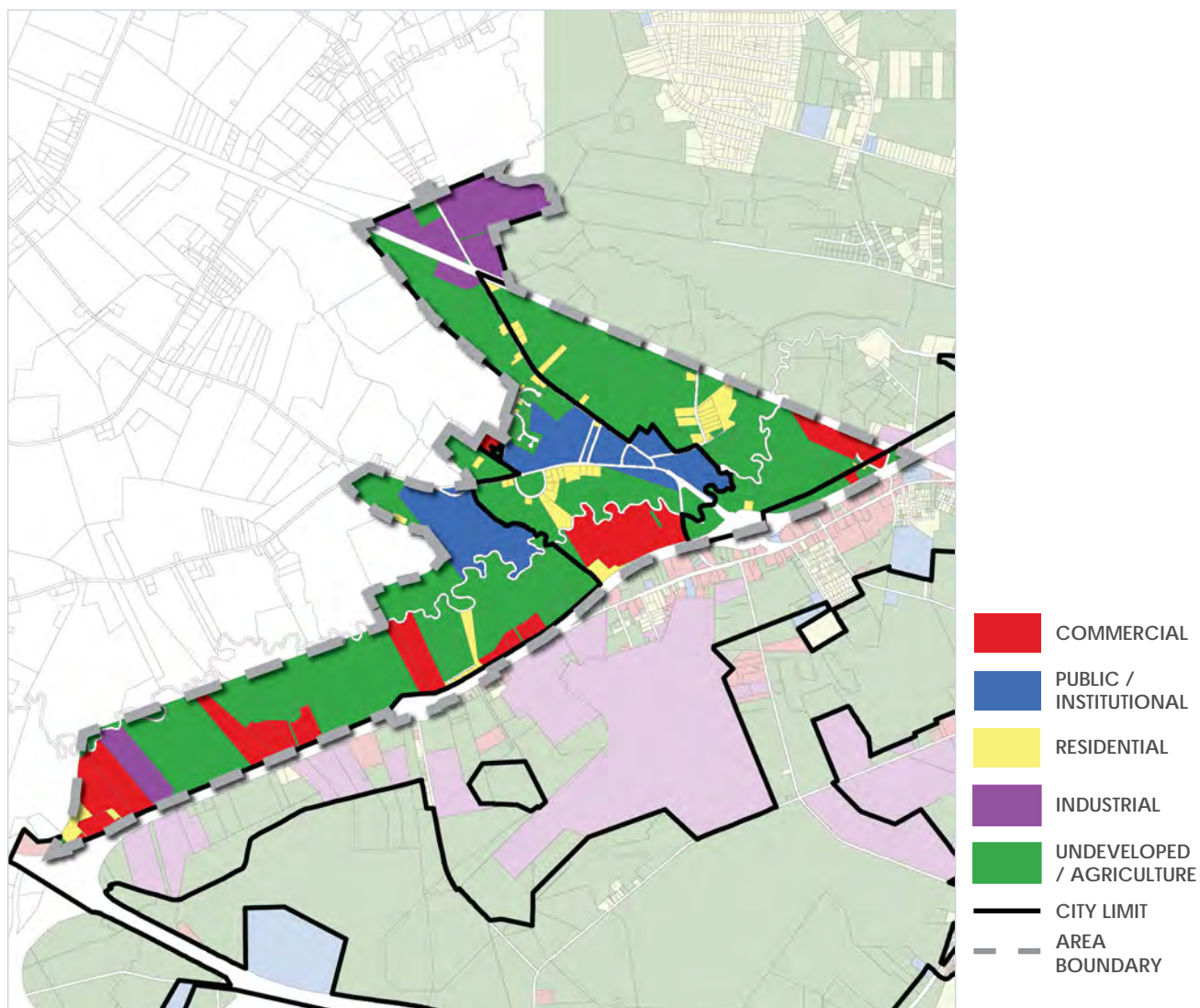


TABLE 3.33 AREA 9 EXISTING LAND USE SUMMARY

	acres	% of total
COMMERCIAL	219.2	14.1%
PUBLIC / INSTITUTIONAL	169.9	10.9%
RESIDENTIAL	76.8	4.9%
INDUSTRIAL	131.2	8.5%
UNDEVELOPED / AGRICULTURE	955.1	61.5%
TOTAL	1,552.2	100.0%

AREA 9 LAND SUBDIVISION

MAP 3.68 AREA 9 LAND SUBDIVISION

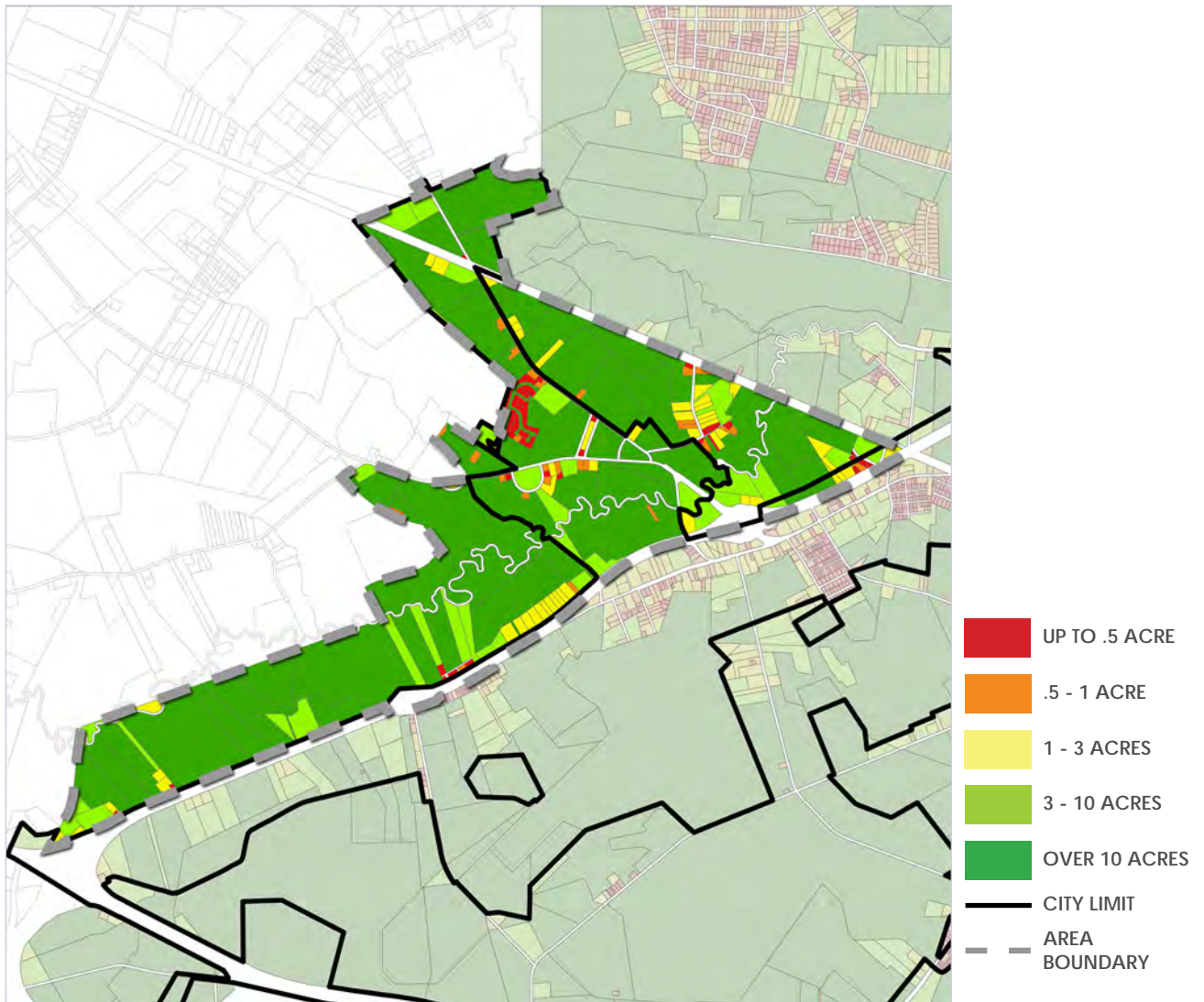


TABLE 3.34 AREA 9 LAND SUBDIVISION SUMMARY

	number	acres	% of total	average size
UP TO .5 ACRE	94	27.5	1.8%	0.3
.5 TO 1 ACRES	28	20.7	1.3%	0.7
1 TO 3 ACRES	51	81.2	5.2%	1.6
3 TO 10 ACRES	32	185.1	11.9%	5.8
OVER 10 ACRES	42	1,237.6	79.7%	29.5
TOTAL	247	1,552.1	100.0%	6.3

AREA 9 ZONING DISTRICTS

MAP 3.69 AREA 9 ZONING DISTRICTS

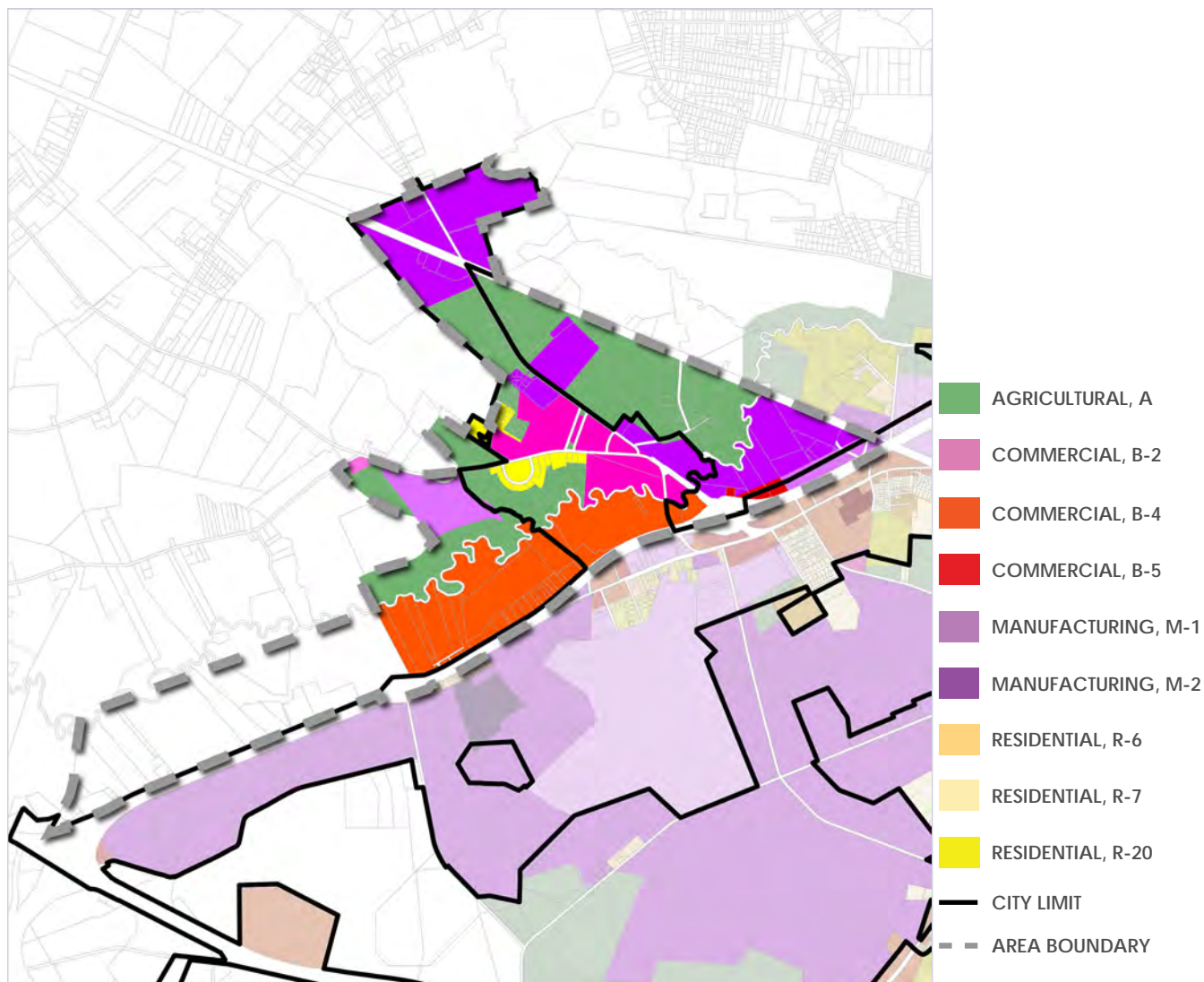


TABLE 3.35 AREA 9 ZONING DISTRICTS SUMMARY

	acres	% of total
AGRICULTURAL	537.7	43.2%
COMMERCIAL	437.5	35.2%
MANUFACTURING	54.8	4.4%
RESIDENTIAL	213.9	17.2%
TOTAL	1,243.9	100%

AREA 9 ENVIRONMENTAL

MAP 3.70 AREA 9 ENVIRONMENTAL FEATURES

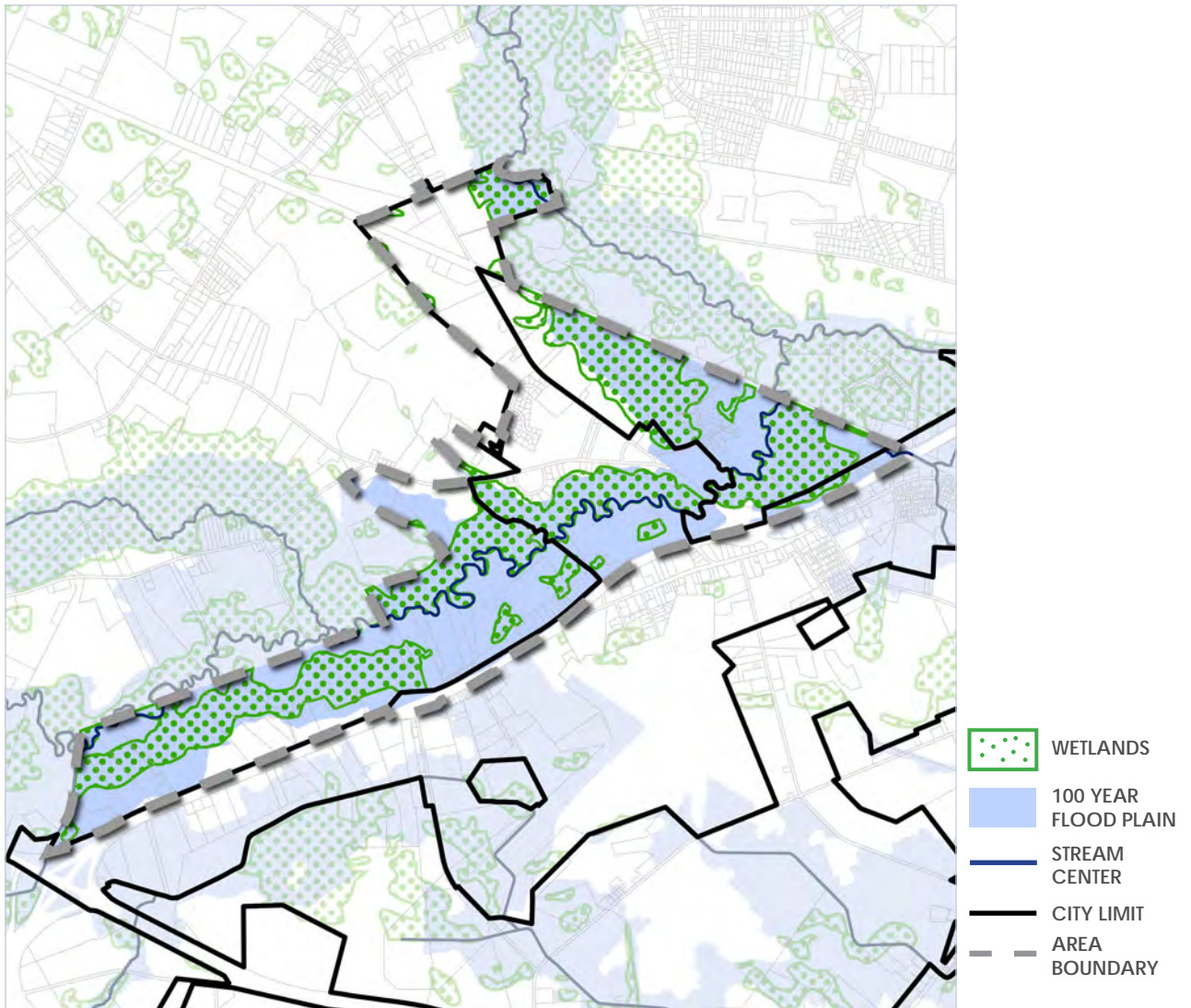


TABLE 3.36 AREA 9 ENVIRONMENTAL FEATURES SUMMARY

	acres	% of total
WETLANDS	1,444.6	84.3%
100 YEAR FLOOD PLAIN	1,479.7	86.4%
NON-WETLAND/FLOOD PLAIN	931.2	54.4%

AREA TEN

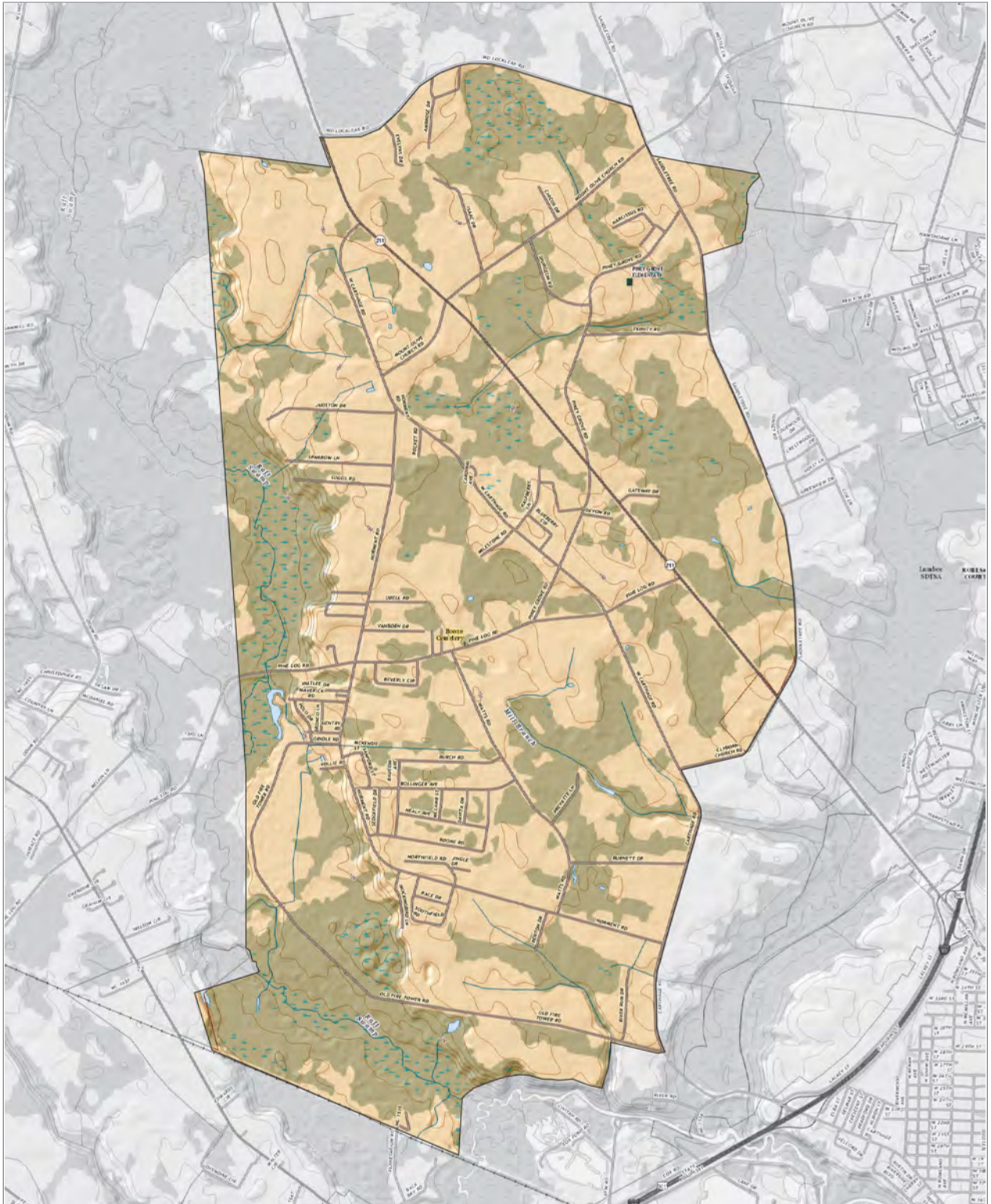
Area 10 encompasses the northwestern corner of the city’s planning area. The area is bounded on the south by the railroad, on the east by West Carthage and Saddletree roads, and on the north by W. D. Locklear Road. Only a small portion of Area 10 is within the ETJ and an even smaller portion is within the city limits.

MAP 3.71 PLANNING AREA 10 LOCATION



AREA 10 STREETS & TOPOGRAPHY

MAP 3.72 PLANNING AREA 10 STREETS & TOPOGRAPHY



AREA 10 AERIAL VIEW

MAP 3.73 PLANNING AREA 10 AERIAL VIEW





IMAGE 3.28 A few commercial areas are located along thoroughfares like E 4th Street .



IMAGE 3.29 The Sammy Cox Park provides recreational facilities for the area's neighborhoods.



IMAGE 3.30 Mobile homes are one type of residential that dots the landscape in Area 10.

EXISTING LAND USE

The vast majority of the land in Area 10 is currently undeveloped or used for agricultural purposes, with just under 75% of the acreage falling in this category. Just over 20% of the total acreage is in use for residential purposes, while public / institutional, commercial and industrial land uses account for the remainder.

LAND SUBDIVISION

Like similar rural areas, nearly 65% of the land within the area is contained in tracts larger than 10 acres, with an average size of just over 30 acres. Most of these large tracts are either undeveloped or in use for agriculture, although several are in use as manufactured home parks. Approximately 20% of the land within Area 10 has been subdivided into parcels smaller than 3 acres in size, while the remaining acreage is contained in tracts of 3 - 10 acres.

ZONING

Only a small percentage of this area is zoned by the city, as the overwhelming majority of the area lies outside of the city or its ETJ. The roughly 440 acres in this area that are subject to city zoning are divided primarily between agricultural (56%) and commercial (33%) districts, with residential zoning accounting for the remaining 11% of the area.

AREA 10 EXISTING LAND USE

MAP 3.74 AREA 10 EXISTING LAND USE

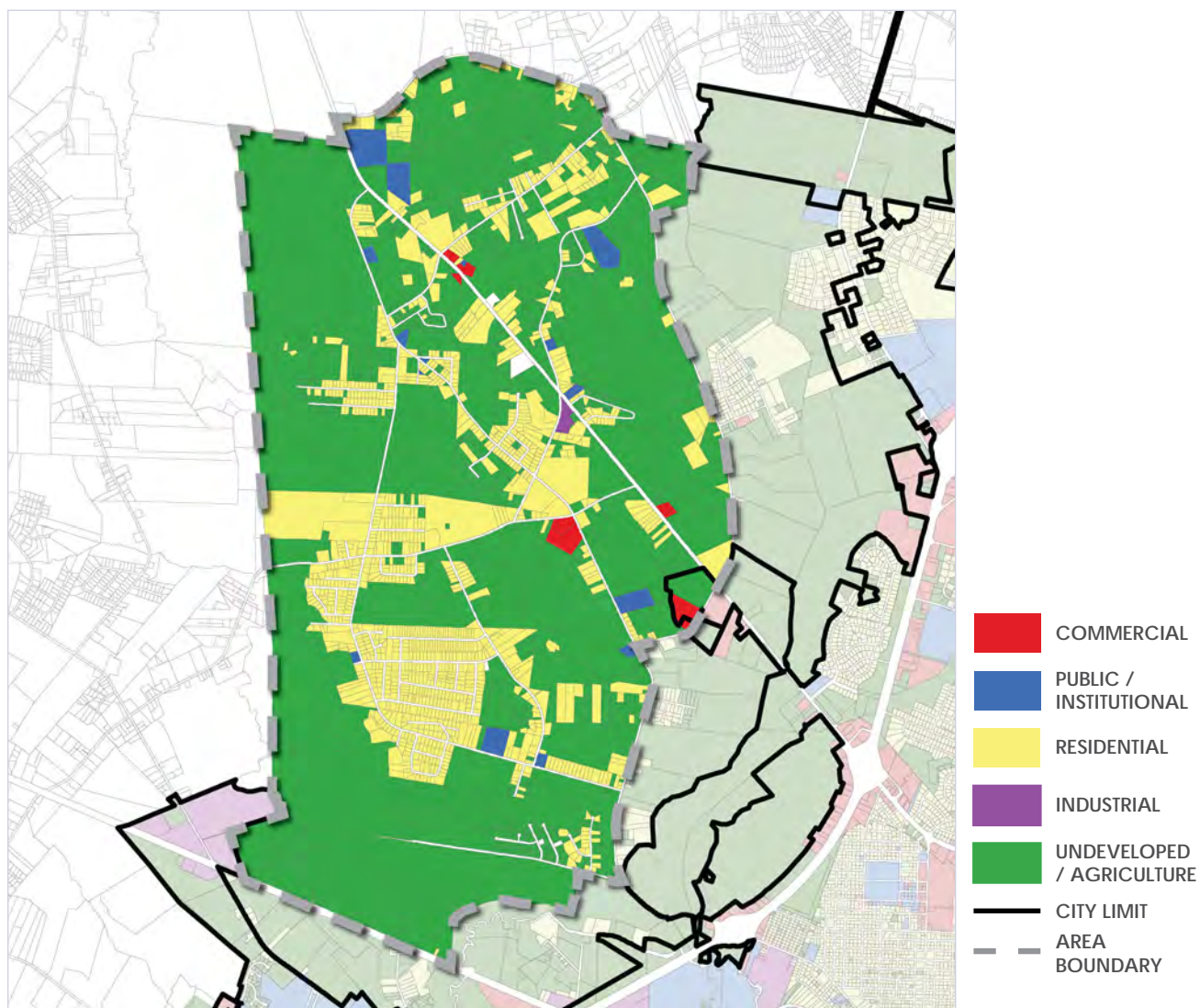


TABLE 3.37 AREA 10 EXISTING LAND USE SUMMARY

	acres	% of total
COMMERCIAL	36.1	0.7%
PUBLIC / INSTITUTIONAL	93.8	1.7%
RESIDENTIAL	1,260.8	22.8%
INDUSTRIAL	6.8	0.1%
UNDEVELOPED / AGRICULTURE	4,130.9	74.7%
TOTAL	5,528.4	100.0%

AREA 10 LAND SUBDIVISION

MAP 3.75 AREA 10 LAND SUBDIVISION

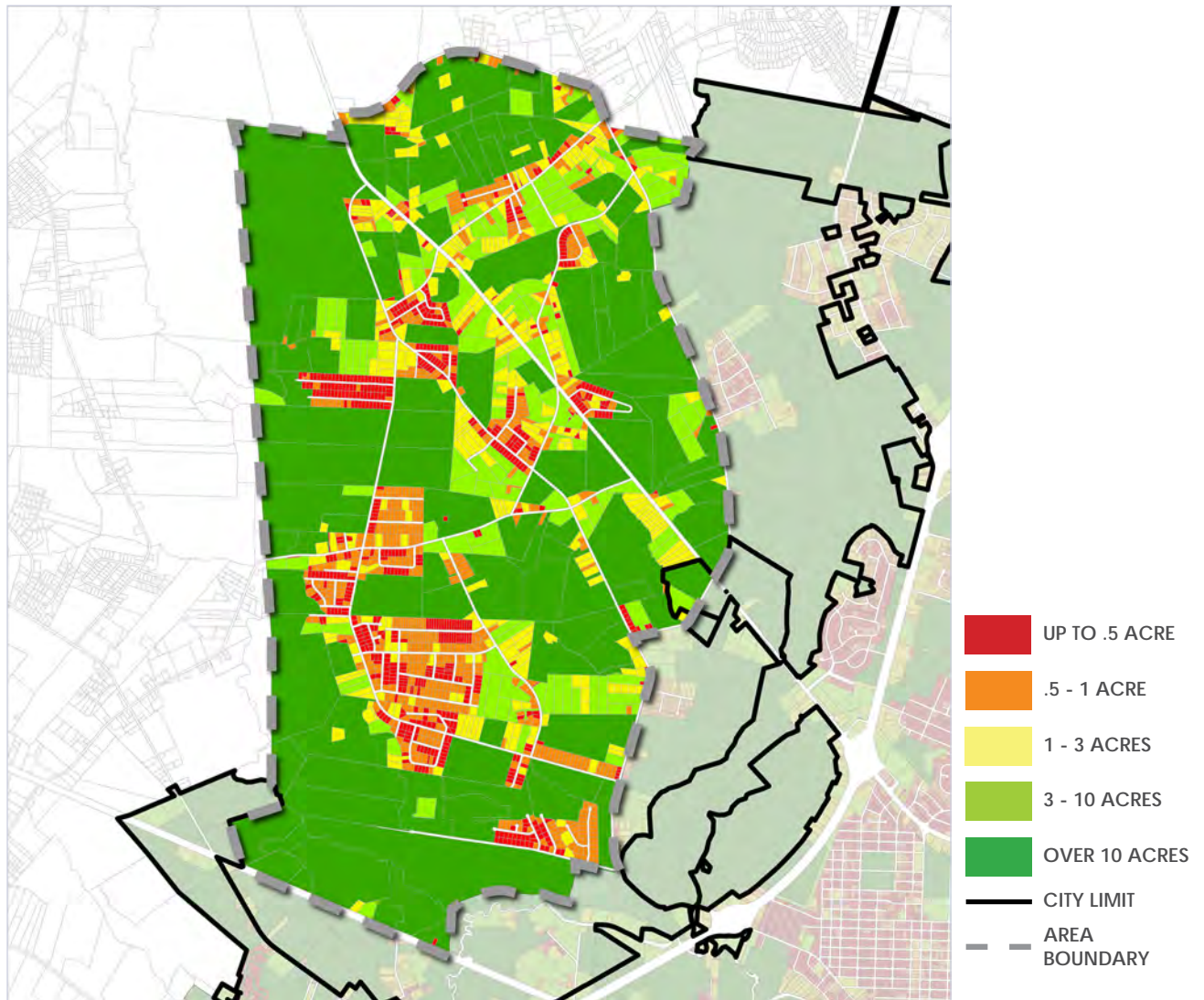


TABLE 3.38 AREA 10 LAND SUBDIVISION SUMMARY

	number	acres	% of total	average size
UP TO .5 ACRE	690	287.0	5.2%	0.4
.5 TO 1 ACRES	655	432.1	7.8%	0.7
1 TO 3 ACRES	299	520.7	9.4%	1.7
3 TO 10 ACRES	129	700.5	12.7%	5.4
OVER 10 ACRES	108	3,588.0	64.9%	33.2
TOTAL	1,881	5,528.3	100.0%	2.9

AREA 10 ZONING DISTRICTS

MAP 3.76 AREA 10 ZONING DISTRICTS

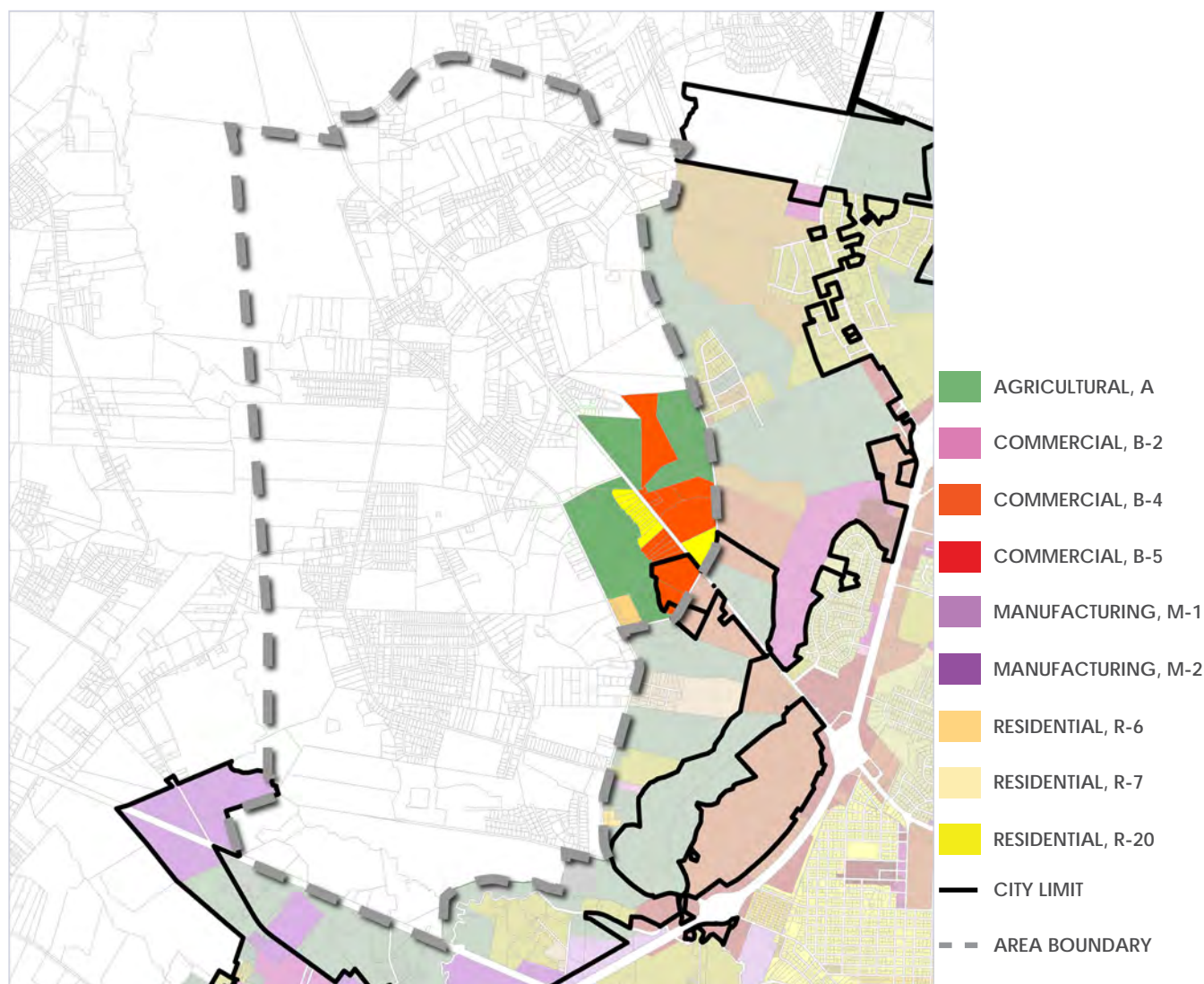


TABLE 3.39 AREA 10 ZONING DISTRICTS SUMMARY

	acres	% of total
AGRICULTURAL	247.9	56.2%
COMMERCIAL	144.5	32.8%
MANUFACTURING	0.4	0.1%
RESIDENTIAL	48.2	10.9%
TOTAL	441.0	100%

AREA 10 ENVIRONMENTAL

MAP 3.77 AREA 10 ENVIRONMENTAL FEATURES

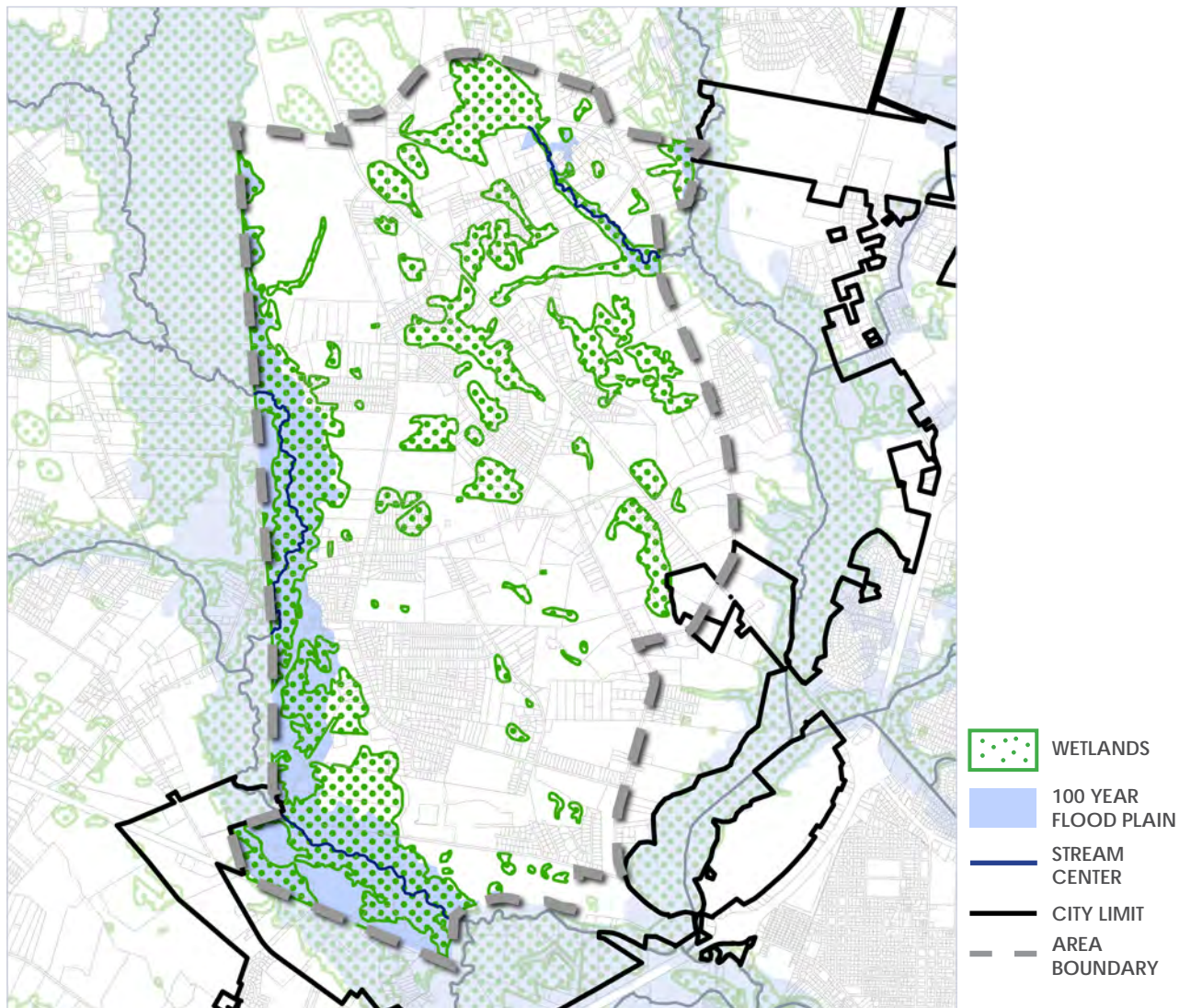


TABLE 3.40 AREA 10 ENVIRONMENTAL FEATURES SUMMARY

	acres	% of total
WETLANDS	4,387.0	69.9%
100 YEAR FLOOD PLAIN	2,361.7	37.6%
NON-WETLAND/FLOOD PLAIN	3,943.3	62.8%

AREA ELEVEN

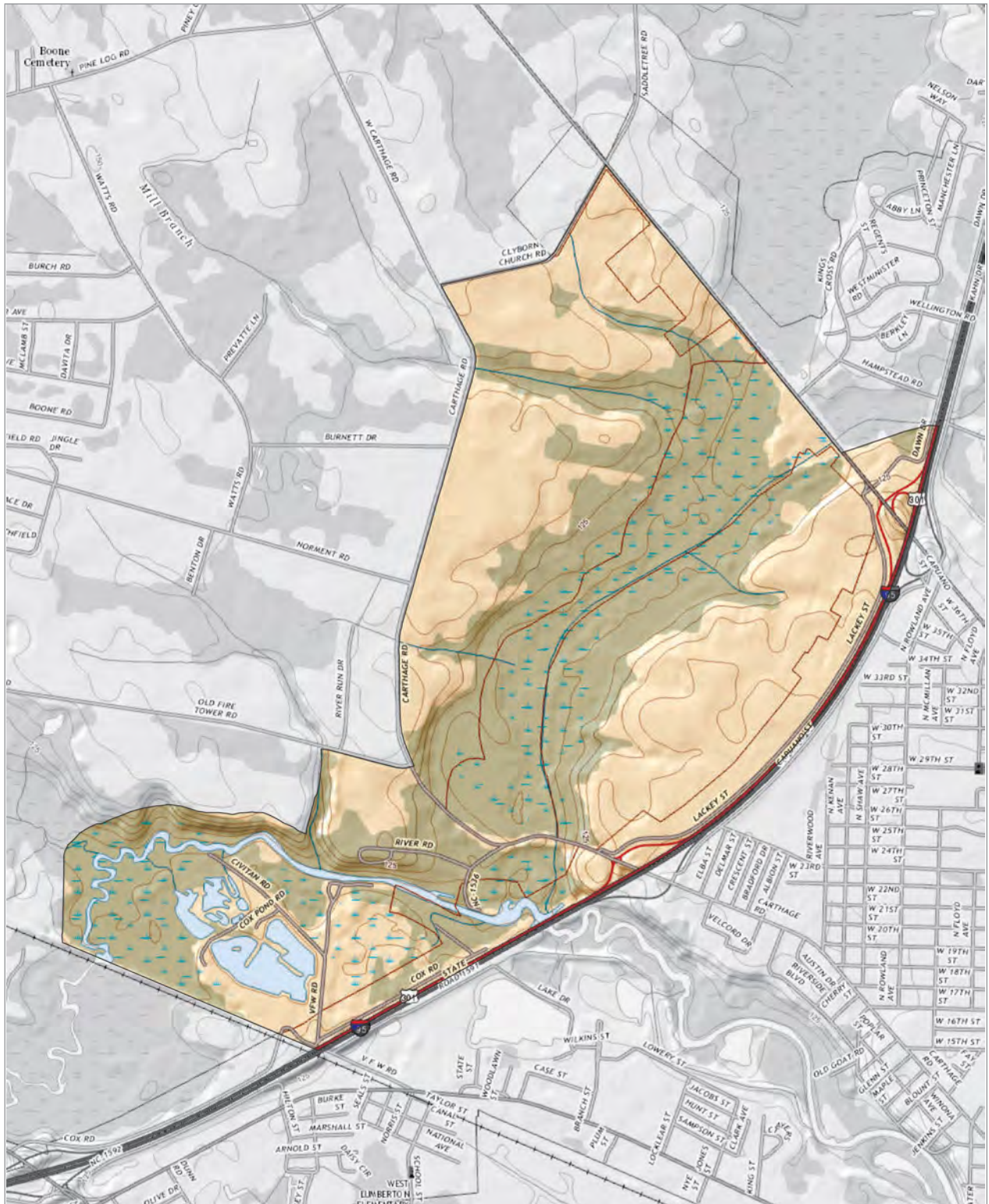
Area 11 lies on the west side of I-95 and stretches along the interstate from NC Highway 211 in the north to the railroad in the south. This area is entirely within either the city limits or ETJ.

MAP 3.78 PLANNING AREA 11 LOCATION



AREA 11 STREETS & TOPOGRAPHY

MAP 3.79 PLANNING AREA 11 STREETS & TOPOGRAPHY



AREA 11 AERIAL VIEW

MAP 3.80 PLANNING AREA 11 AERIAL VIEW





IMAGE 3.31 Various types of commercial development is located along Lackey Street parallel to I-95.



IMAGE 3.32 McMillan Beach, located off of West Carthage Road, provides access to the Lumber River.

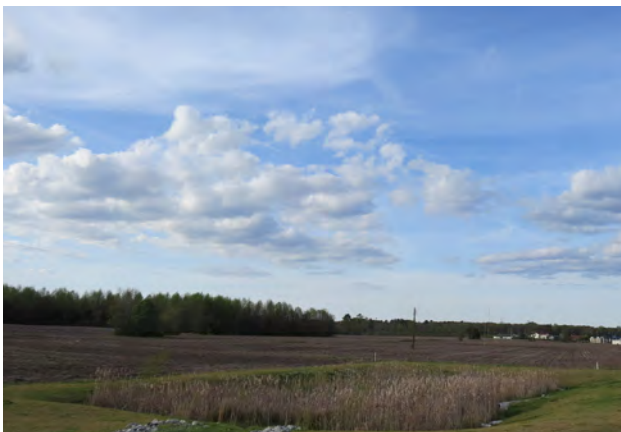


IMAGE 3.33 The majority of land in Area 11 is undeveloped/agricultural land.

EXISTING LAND USE

The vast majority of Area 11 is comprised of undeveloped or agricultural land, which accounts for over 85% of the acreage in the area. The area also contains some scattered residential development, as well as a number of commercially developed properties, which are located primarily along NC 211 and the I-95 frontage road. Together, these commercial and residential properties account for the majority of the developed acreage in the area.

LAND SUBDIVISION

Tracts larger than 10 acres in size contain the vast majority of the land within Area 11, with just under 75% of the total acreage of the area in tracts in this size category. These parcels tend to be large, with an average size of 45 acres. Parcels between 3 and 10 acres in size account for almost 20% of the acreage in Area 11, while parcels smaller than 3 acres account for the remaining acreage (less than 10%).

ZONING

The majority of Area 11 is zoned for either agriculture (43%) or commercial use (35%). Parcels that are zoned for commercial use are found primarily in close proximity to I-95 and NC 211. Interestingly, the majority of the commercially zoned land is outside of the city limits, while most of the commercially developed land is within the city limits, indicating that annexation has typically occurred prior to development. Residentially zoned land accounts for approximately 17% of the area, although less than 7% is currently in use for that purpose, while land included in a manufacturing district accounts for just over 4% of the land area despite less than 1% being used for industrial purposes at this time.

AREA 11 EXISTING LAND USE

MAP 3.91 AREA 81 EXISTING LAND USE

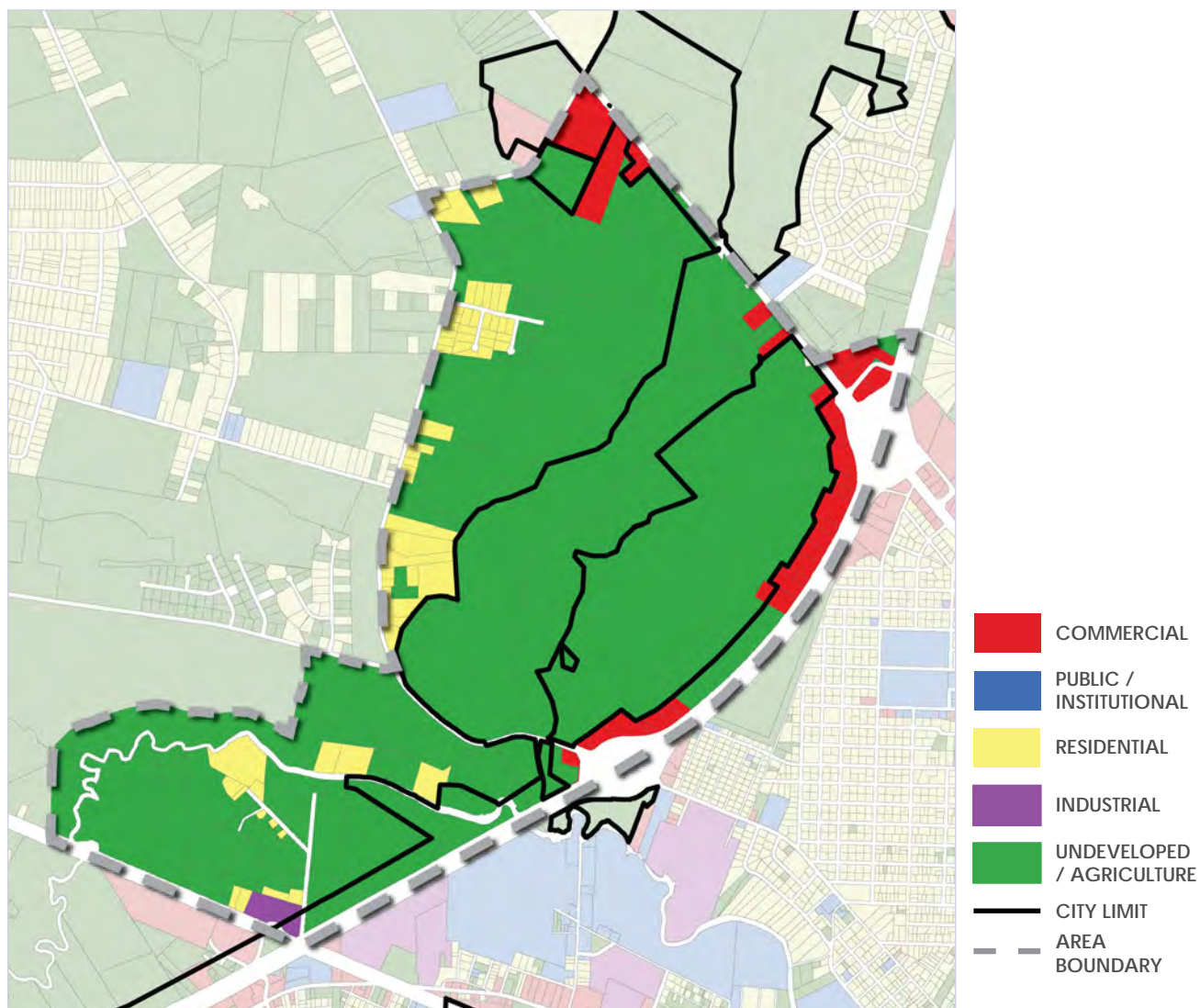


TABLE 3.41 AREA 11 EXISTING LAND USE SUMMARY

	acres	% of total
COMMERCIAL	75.9	6.1%
PUBLIC / INSTITUTIONAL	-	-
RESIDENTIAL	83.8	6.7%
INDUSTRIAL	6.3	0.5%
UNDEVELOPED / AGRICULTURE	1,082.7	86.7%
TOTAL	1,248.7	100.0%

AREA 11 LAND SUBDIVISION

MAP 3.82 AREA 11 LAND SUBDIVISION

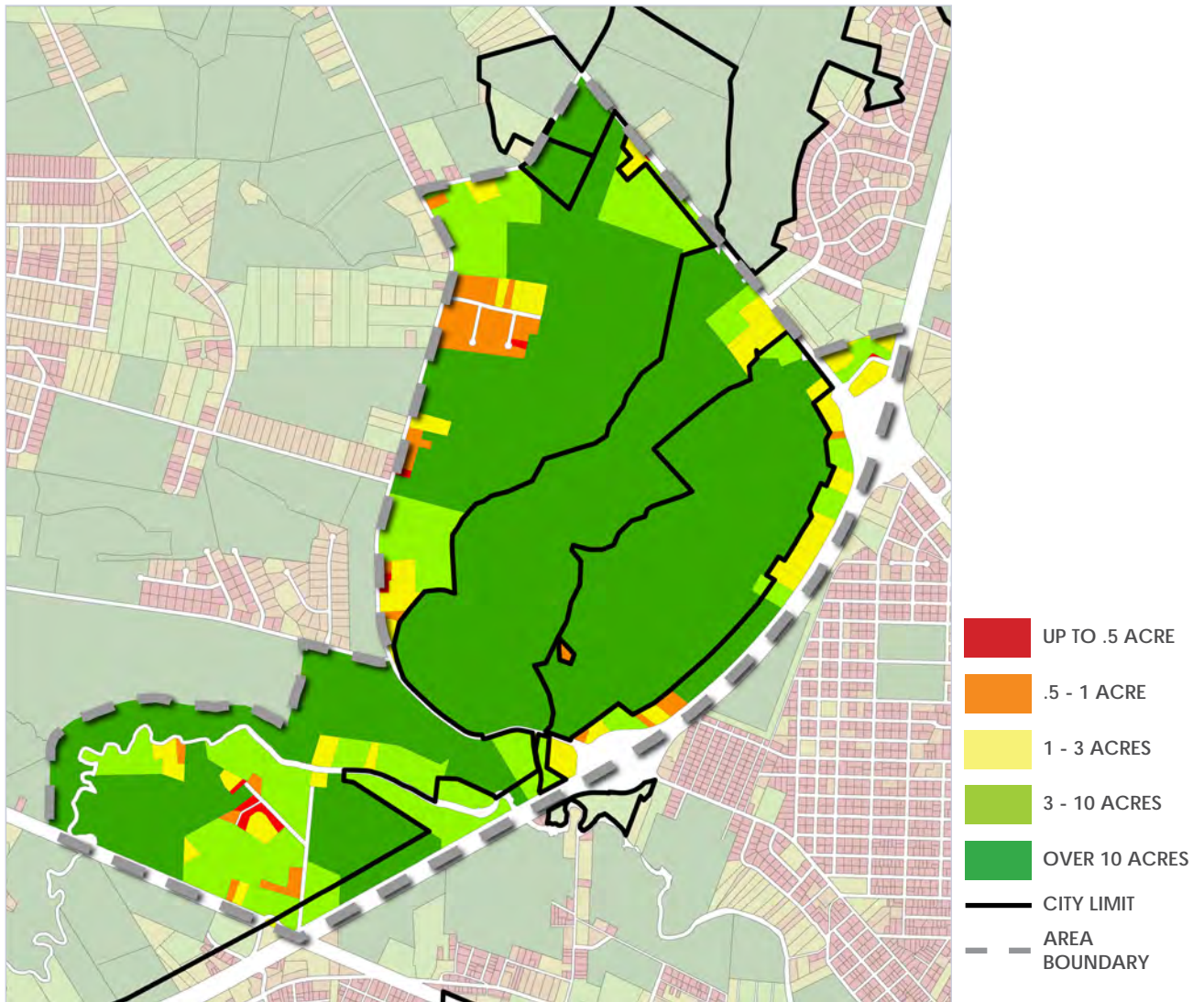


TABLE 3.42 AREA 11 LAND SUBDIVISION SUMMARY

	number	acres	% of total	average size
UP TO .5 ACRE	20	5.6	0.4%	0.3
.5 TO 1 ACRES	55	37.9	3.0%	0.7
1 TO 3 ACRES	49	76.8	6.2%	1.6
3 TO 10 ACRES	39	227.5	18.2%	5.8
OVER 10 ACRES	20	900.8	72.1%	45.0
TOTAL	183	1,248.6	100.0%	6.8

AREA 11 ZONING DISTRICTS

MAP 3.83 AREA 11 ZONING DISTRICTS

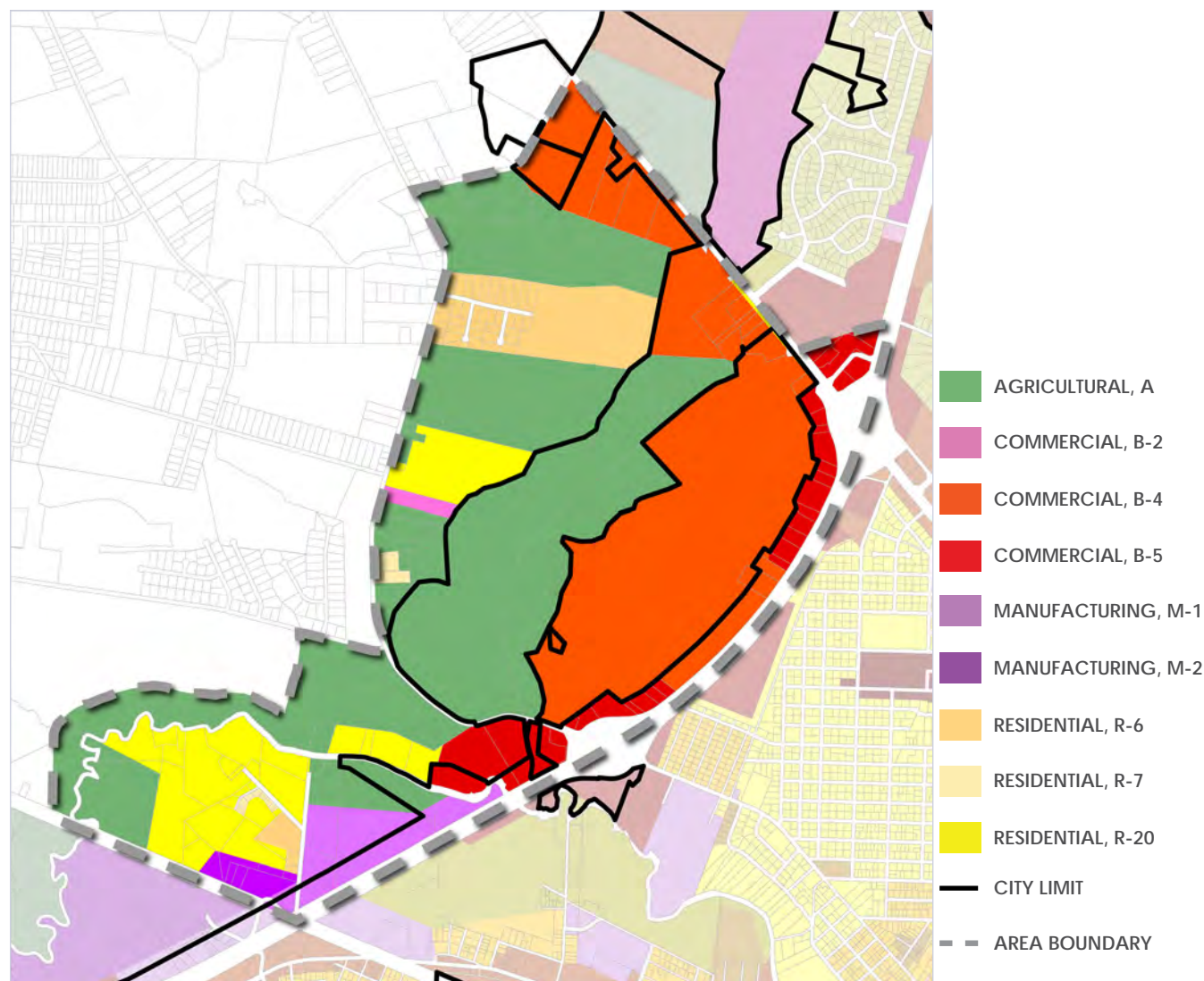


TABLE 3.43 AREA 11 ZONING DISTRICTS SUMMARY

	acres	% of total
AGRICULTURAL	537.7	43.2%
COMMERCIAL	437.5	35.2%
MANUFACTURING	54.8	4.4%
RESIDENTIAL	213.9	17.2%
TOTAL	1,243.9	100%

AREA 11 ENVIRONMENTAL

MAP 3.84 AREA 11 ENVIRONMENTAL FEATURES

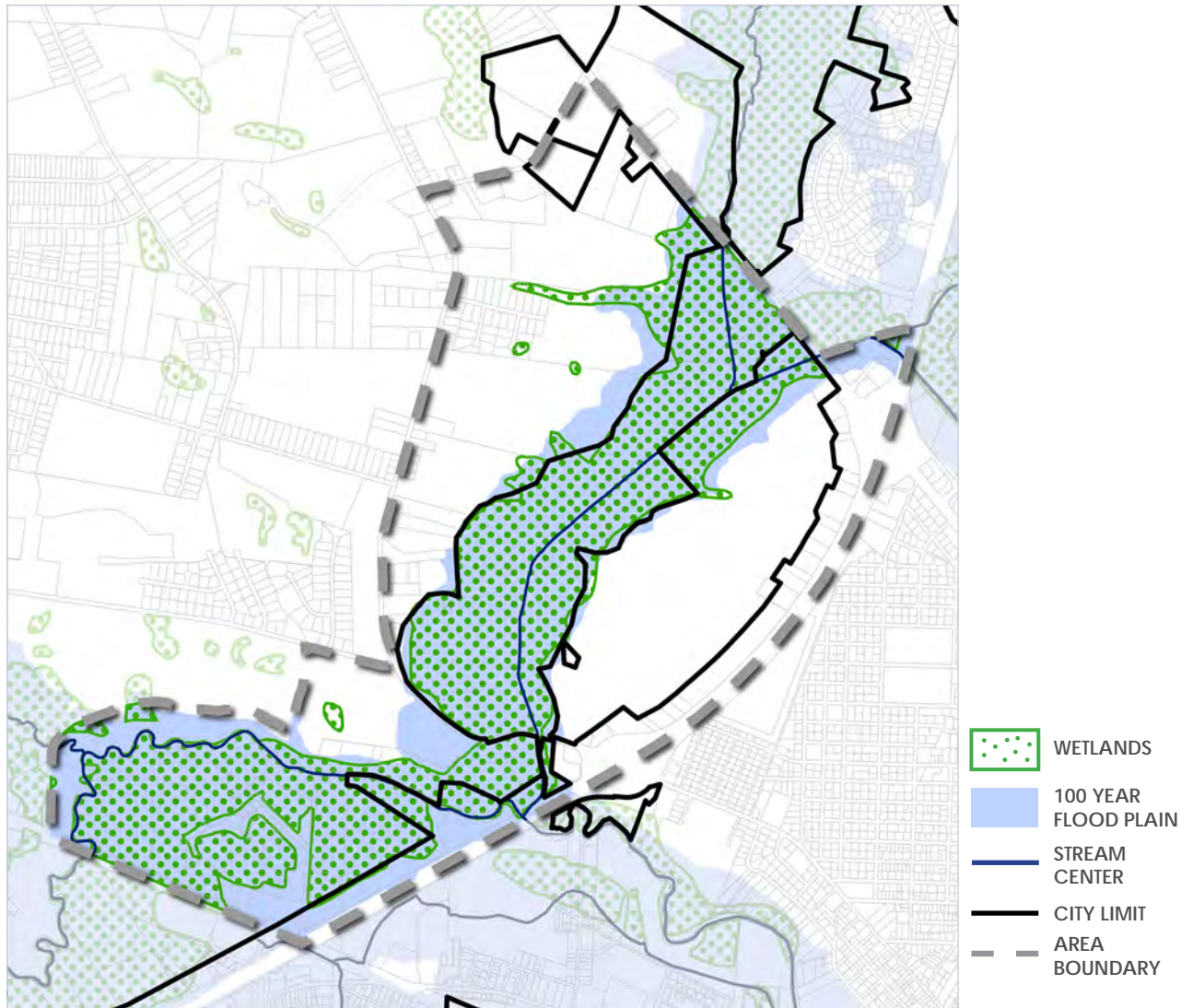


TABLE 3.44 AREA 11 ENVIRONMENTAL FEATURES SUMMARY

	acres	% of total
WETLANDS	1,256.7	84.3%
100 YEAR FLOOD PLAIN	1,310.7	87.9%
NON-WETLAND/FLOOD PLAIN	211.9	14.2%

AREA TWELVE

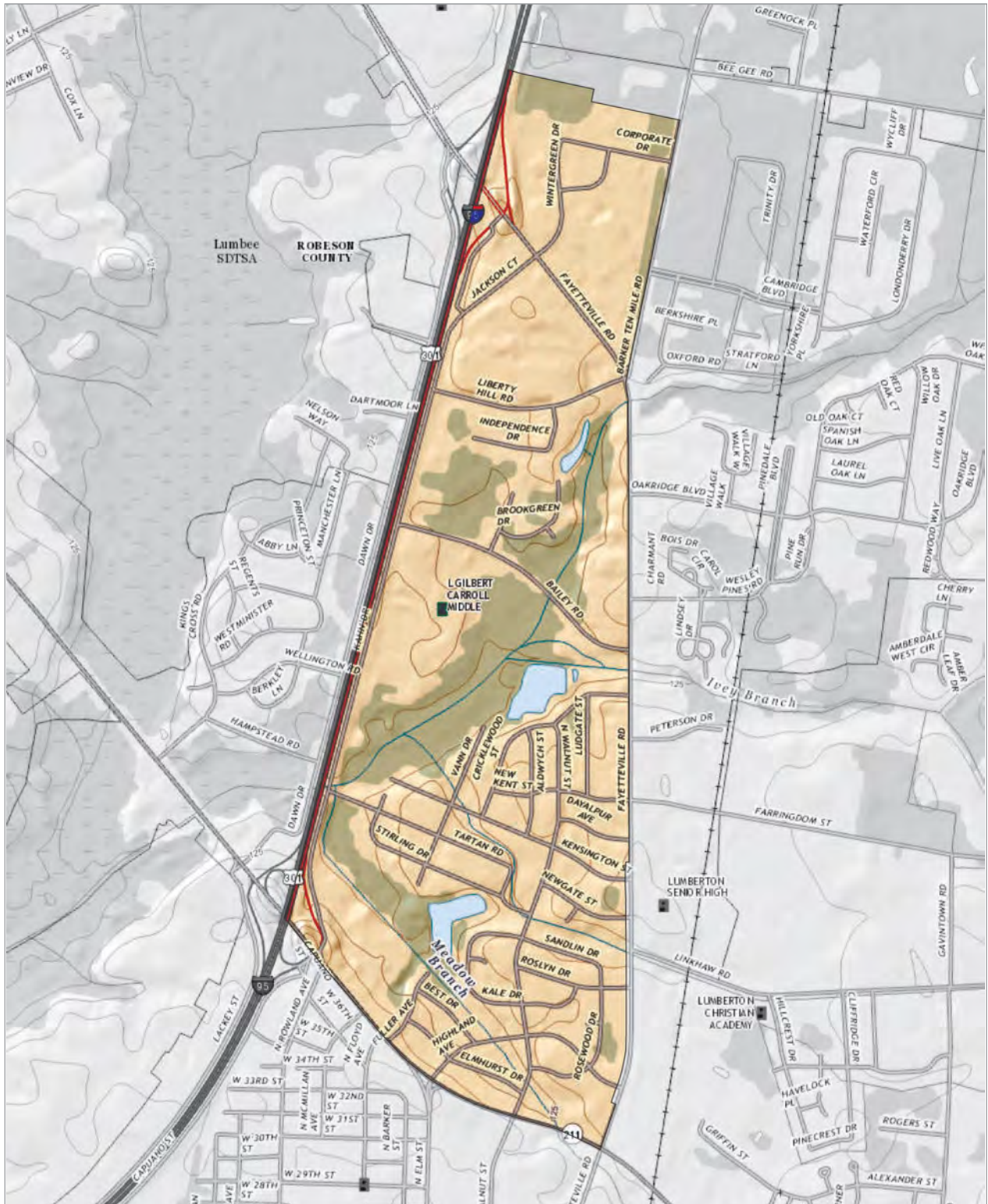
Area 12 is located in the northern section of Lumberton, directly east of I-95 with its southern tip approximately a mile and a half from downtown. Fayetteville road, the primary connector to downtown, wraps along both the northern and eastern border of Area 12.

MAP 3.85 PLANNING AREA 12 LOCATION



AREA 12 STREETS & TOPOGRAPHY

MAP 3.86 PLANNING AREA 12 STREETS & TOPOGRAPHY



AREA 12 AERIAL VIEW

MAP 3.87 PLANNING AREA 12 AERIAL VIEW

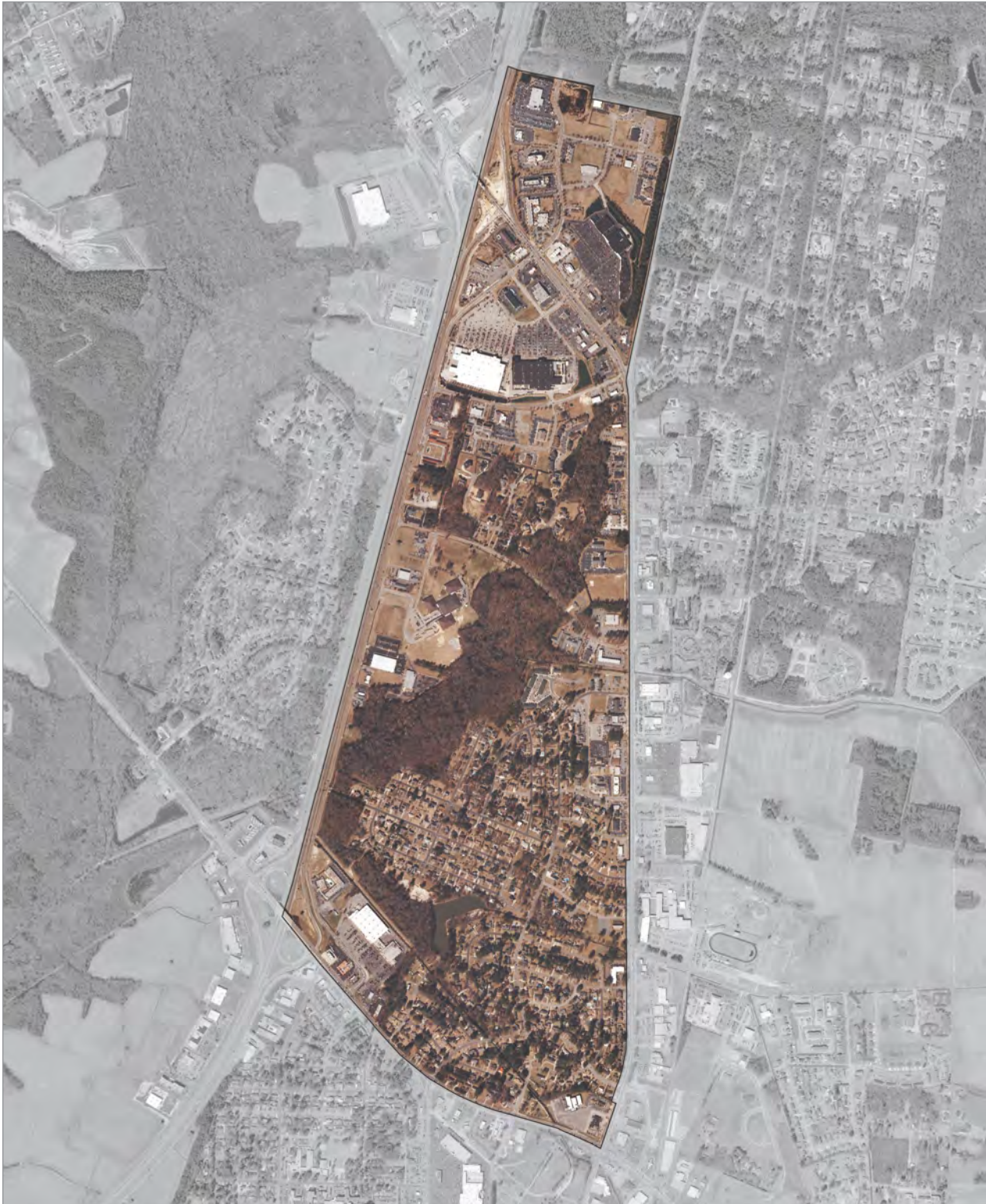




IMAGE 3.34 Many retail options are available around the exit 23 I-95 interchange.



IMAGE 3.35 Single family residential is the most common type of housing in Area 12.



IMAGE 3.36 The L. Gilbert Carroll Middle School is close to major thoroughfares and neighborhoods.

EXISTING LAND USE

Area 12 contains a significant amount of commercial development, with over 35% of the acreage in the area in use for this purpose. Residentially developed land uses account for a similar share of the acreage in the area.

Undeveloped land accounts for approximately 20% of the total acreage in the area, while public / institutional uses account for the remaining 8%.

LAND SUBDIVISION

Parcels with an area of less than half an acre account for a little more than a quarter of the total land area. The majority of these tracts contain single family residential uses, although a few are in use for commercial purposes.

Although only 7 parcels in the area are larger than 10 acres, these account for nearly one-fourth of the acreage in the planning area.

ZONING

Residential and commercial zoning districts have been applied nearly evenly to the land in the planning area, with commercial districts accounting for a slightly larger share of the total acreage in the area.

AREA 12 EXISTING LAND USE

MAP 3.88 AREA 12 EXISTING LAND USE

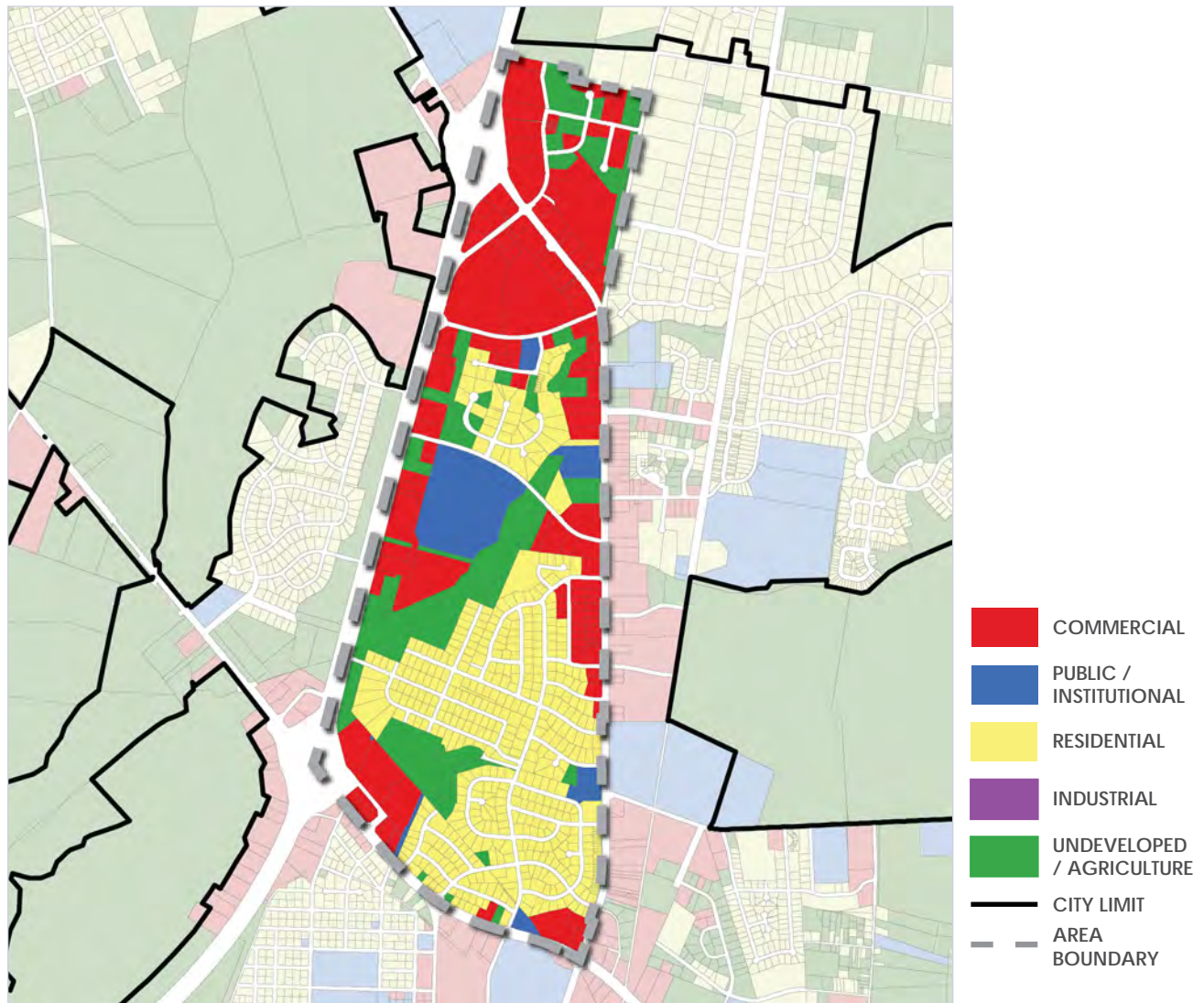


TABLE 3.45 AREA 12 EXISTING LAND USE SUMMARY

	acres	% of total
COMMERCIAL	239.2	36.6%
PUBLIC / INSTITUTIONAL	51.7	7.9%
RESIDENTIAL	234.4	35.8%
INDUSTRIAL	-	-
UNDEVELOPED / AGRICULTURE	128.9	19.7%
TOTAL	654.2	100.0%

AREA 12 LAND SUBDIVISION

MAP 3.89 AREA 12 LAND SUBDIVISION

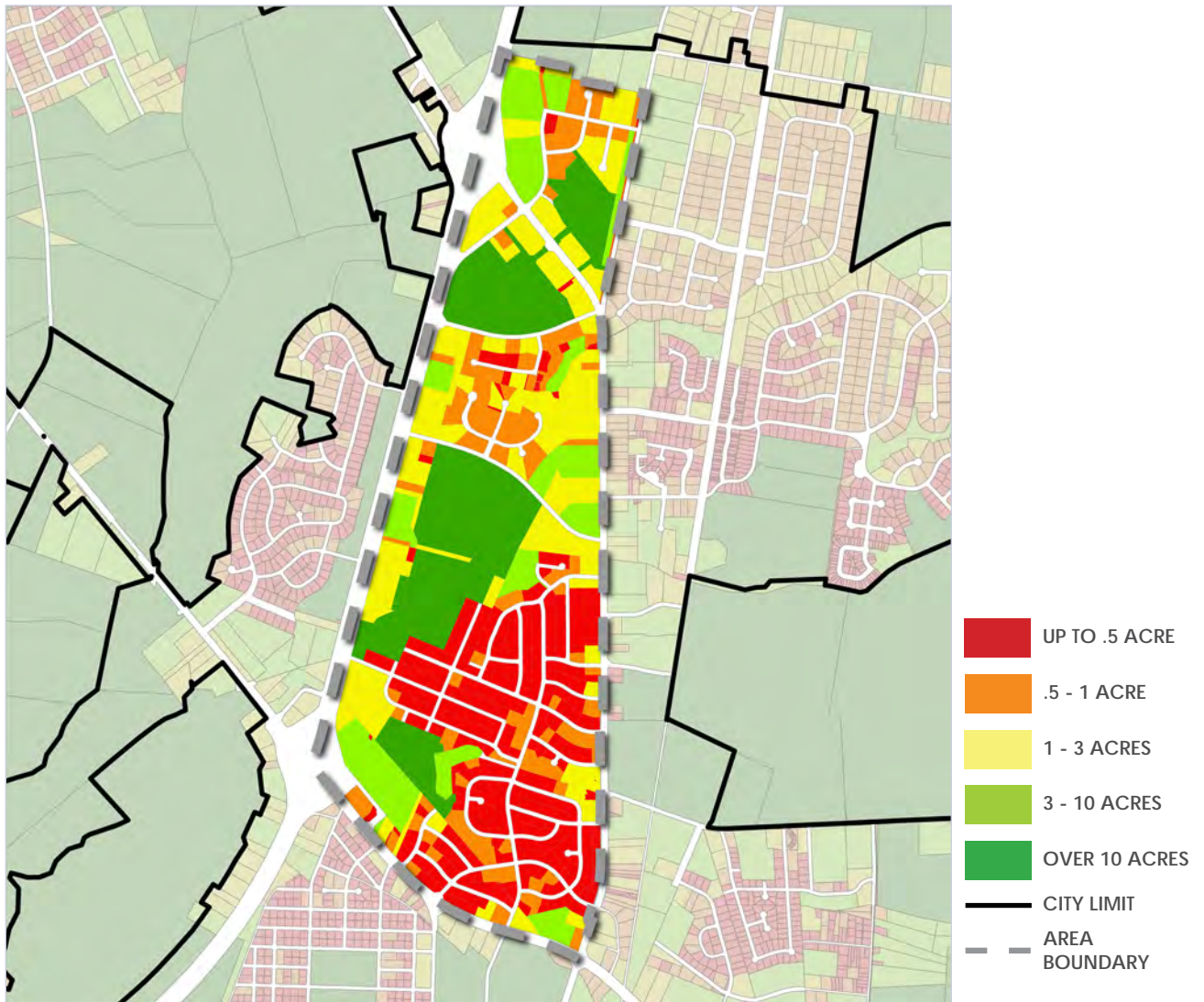


TABLE 3.46 AREA 12 LAND SUBDIVISION SUMMARY

	number	acres	% of total	average size
UP TO .5 ACRE	495	167.5	25.6%	0.3
.5 TO 1 ACRES	141	96.1	14.7%	0.7
1 TO 3 ACRES	92	152.6	23.3%	1.7
3 TO 10 ACRES	18	84.3	12.9%	4.7
OVER 10 ACRES	7	153.7	23.5%	22.0
TOTAL	753	654.2	100.0%	0.9

AREA 12 ZONING DISTRICTS

MAP 3.90 AREA 12 ZONING DISTRICTS

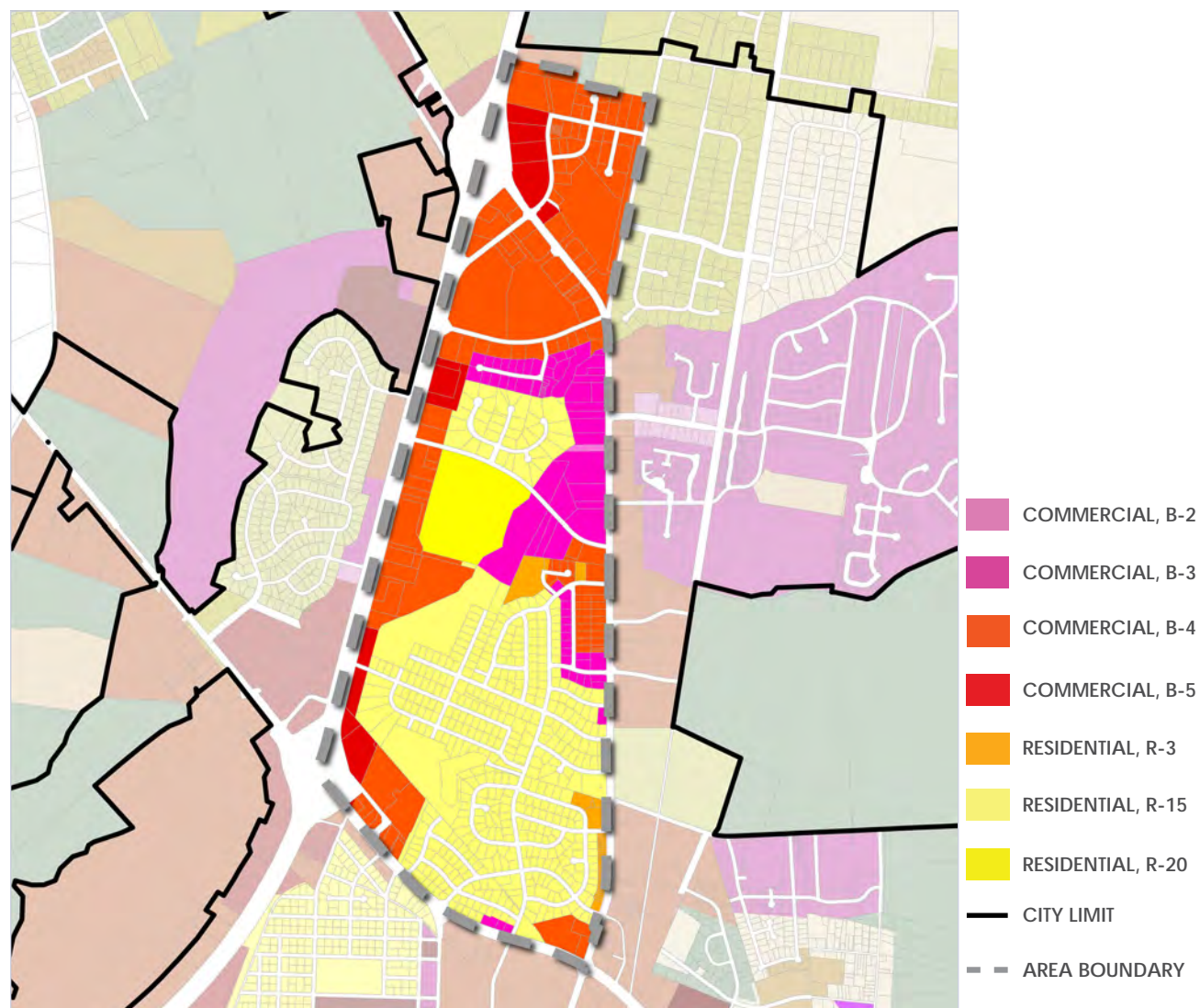


TABLE 3.47 AREA 12 ZONING DISTRICTS SUMMARY

	acres	% of total
AGRICULTURAL	-	-
COMMERCIAL	338.1	51.6%
MANUFACTURING	-	-
RESIDENTIAL	316.7	48.4%
TOTAL	654.7	100%

AREA 12 ENVIRONMENTAL

MAP 3.101 AREA 12 ENVIRONMENTAL FEATURES

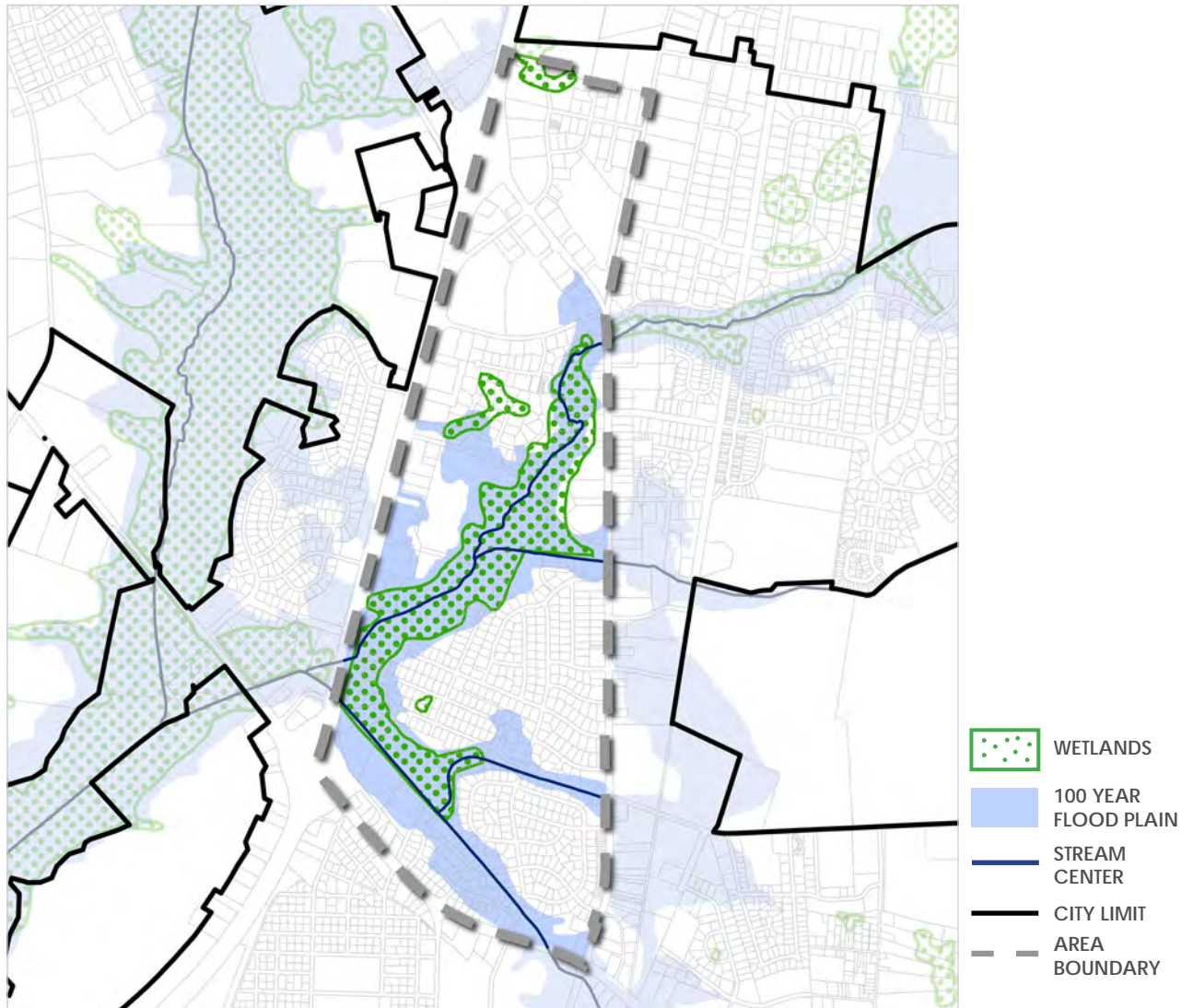


TABLE 3.91 AREA 12 ENVIRONMENTAL FEATURES SUMMARY

	acres	% of total
WETLANDS	248.92	38.0%
100 YEAR FLOOD PLAIN	348.63	53.2%
NON-WETLAND/FLOOD PLAIN	274.46	41.8%

AREA THIRTEEN

Area 13 is located in the northern portion of Lumberton’s city limits directly east of Fayetteville Road and north of NC 211 / NC 41.

MAP 3.92 PLANNING AREA 13 LOCATION



This is a detailed street map of the Lumberton, North Carolina area. The map shows a network of roads, including major highways like I-95, I-85, and US-17. Local streets are labeled throughout the area. Two specific locations are highlighted with green squares: Lumberton Senior High and Lumberton Christian Academy. The map also shows the Ivey Branch and several cemeteries, including Meadowbrook and Lewis + Cemetery. The map is oriented with North at the top.

AREA 13 AERIAL VIEW

MAP 3.94 PLANNING AREA 13 AERIAL VIEW





IMAGE 3.37 Multi-family housing options are located conveniently within walking distance of schools.



IMAGE 3.38 A BB&T operations center is one of the many commercial businesses in this area.



IMAGE 3.39 The Lumberton High School fronts Fayetteville Road.

EXISTING LAND USE

Commercial land uses, which account for just over 35% of the total acreage in Area 13, are the most prevalent land use type. These commercially developed properties are found primarily along the major corridors that border the area.

Residential land uses account for a further 25% of the acreage in the planning area, making it the second most predominant land use type in Area 13. Undeveloped land accounts for around one-fifth of the area, while public and institutional land uses (in particular Lumberton High School) account for the remaining acreage.

LAND SUBDIVISION

Parcels smaller than 3 acres in size account for just over half of the total acreage in Area 13, with parcels smaller than 0.5 acres making up nearly half of that amount. Only 12% of the total acreage in this area is contained in parcels larger than 10 acres in size, with the majority of that land area associated with Lumberton High School. The more densely subdivided portions of the area are associated primarily with residential subdivision, while larger lots are associated with nonresidential development.

ZONING

The majority of Area 13 (just under 65%) is zoned for commercial use. This contrasts drastically with the existing land use study which reveals that only 34% of the land is currently used for commercial purposes. Commercial zones are typically located along the major corridors that border the area, Residential districts are applied to nearly 30% of the total area, while manufacturing and agriculture districts account for the remaining 5% of the area.

AREA 13 EXISTING LAND USE

MAP 3.95 AREA 13 EXISTING LAND USE

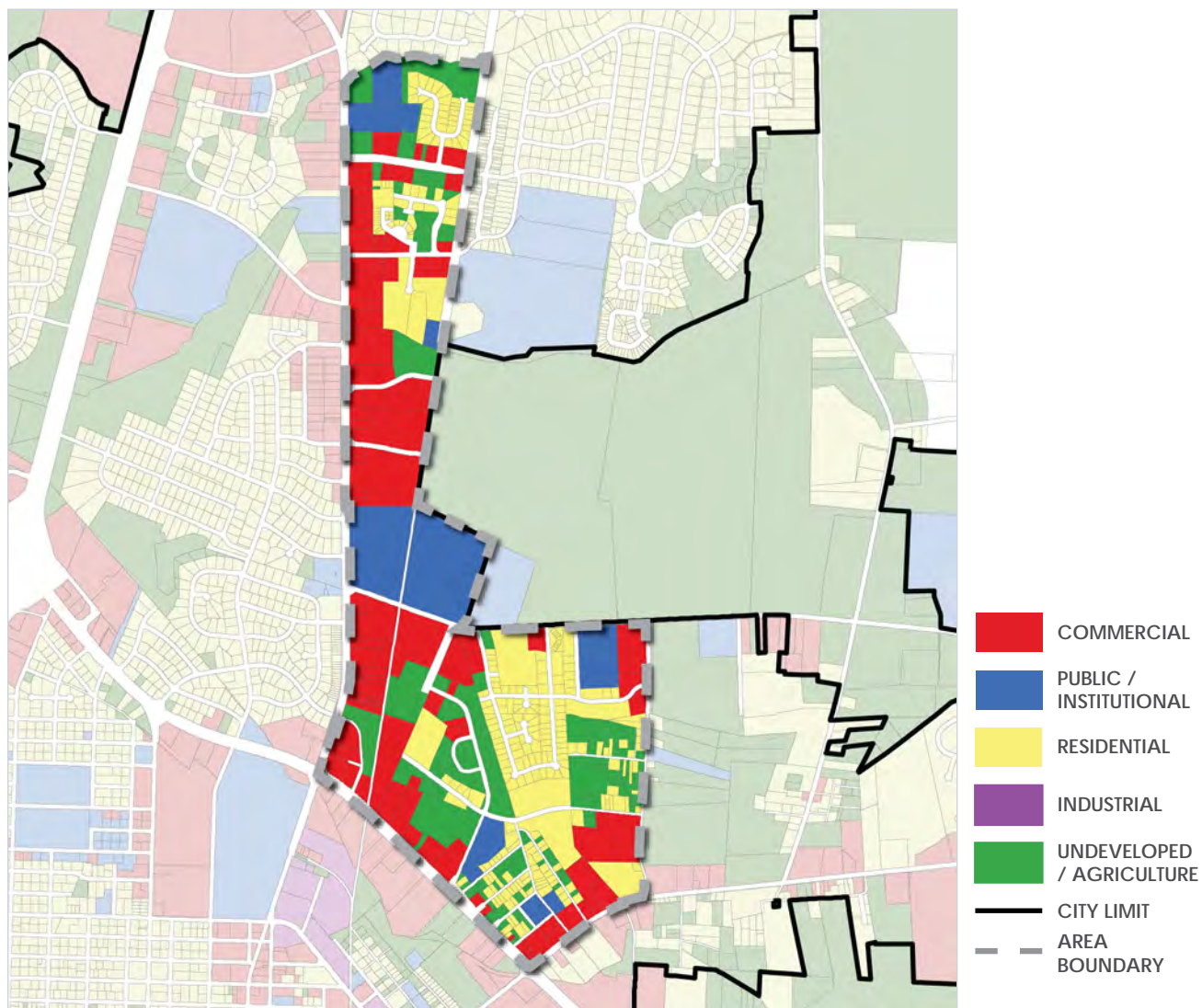


TABLE 3.49 AREA 13 EXISTING LAND USE SUMMARY

	acres	% of total
COMMERCIAL	159.2	36.3%
PUBLIC / INSTITUTIONAL	71.7	16.4%
RESIDENTIAL	114.7	26.2%
INDUSTRIAL	-	-
UNDEVELOPED / AGRICULTURE	92.9	21.2%
TOTAL	438.5	100.0%

03 AREA 13 LAND SUBDIVISION

MAP 3.96 AREA 13 LAND SUBDIVISION

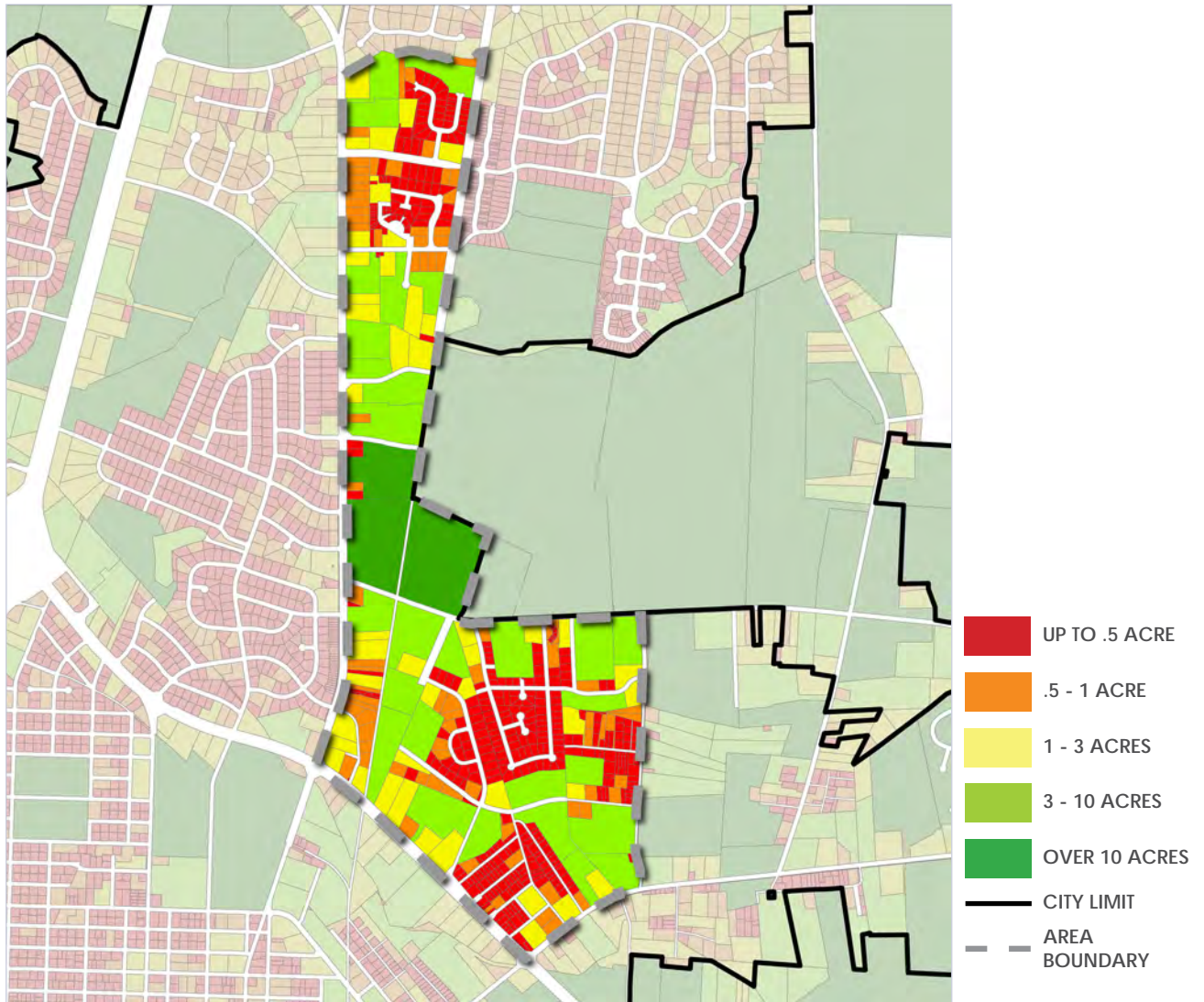


TABLE 3.50 AREA 13 LAND SUBDIVISION SUMMARY

	number	acres	% of total	average size
UP TO .5 ACRE	404	98.3	22.4%	0.2
.5 TO 1 ACRES	78	53.5	12.2%	0.7
1 TO 3 ACRES	45	74.3	16.9%	1.7
3 TO 10 ACRES	28	159.2	36.3%	5.7
OVER 10 ACRES	3	53.3	12.2%	17.8
TOTAL	558	438.6	100.0%	0.8

AREA 13 ZONING DISTRICTS

MAP 3.97 AREA 13 ZONING DISTRICTS

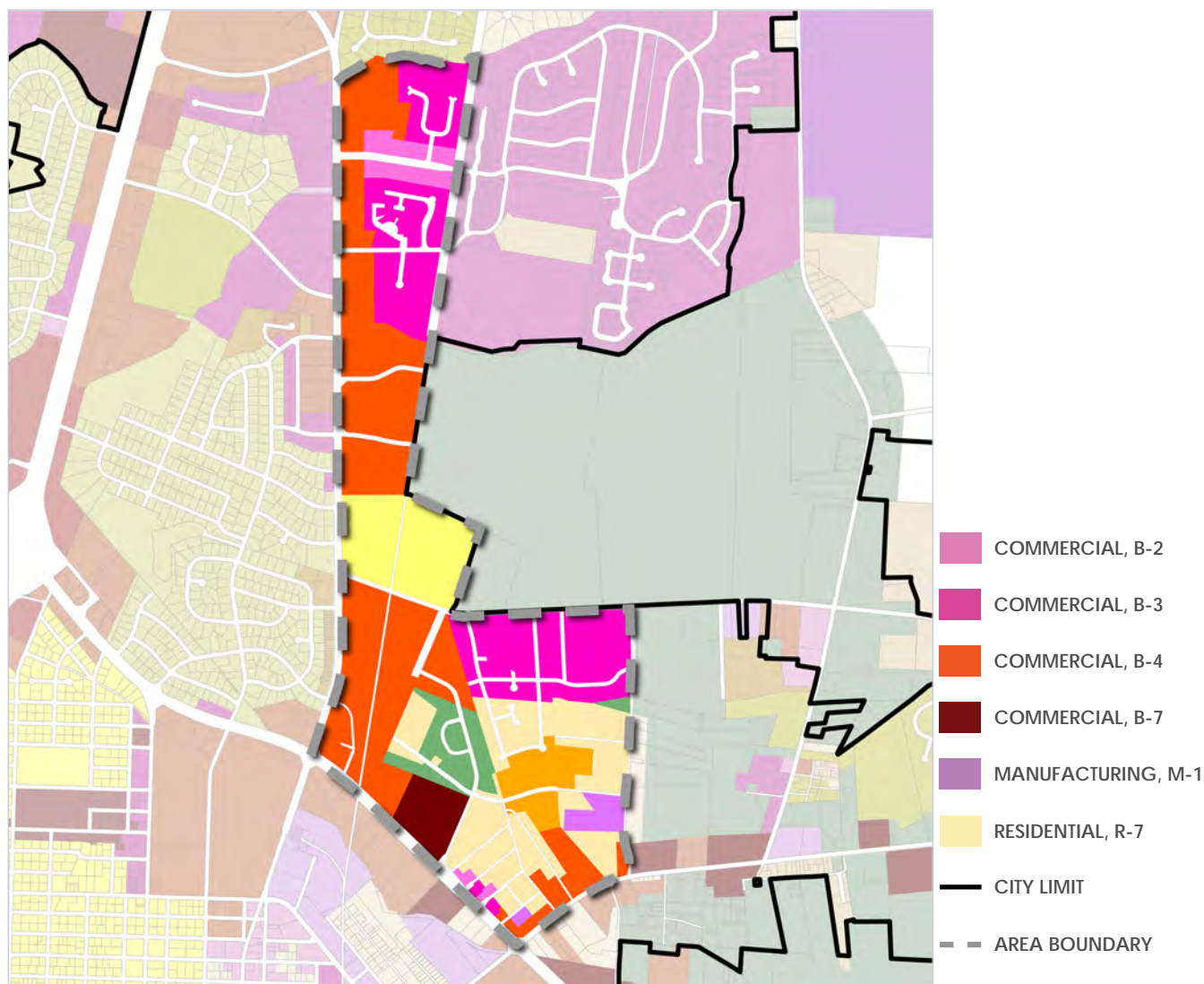


TABLE 3.51 AREA 13 ZONING DISTRICTS SUMMARY

	acres	% of total
AGRICULTURAL	19.1	4.4%
COMMERCIAL	281.5	64.1%
MANUFACTURING	7.6	1.7%
RESIDENTIAL	131.0	29.8%
TOTAL	439.3	100%

AREA 13 ENVIRONMENTAL

MAP 3.98 AREA 13 ENVIRONMENTAL FEATURES

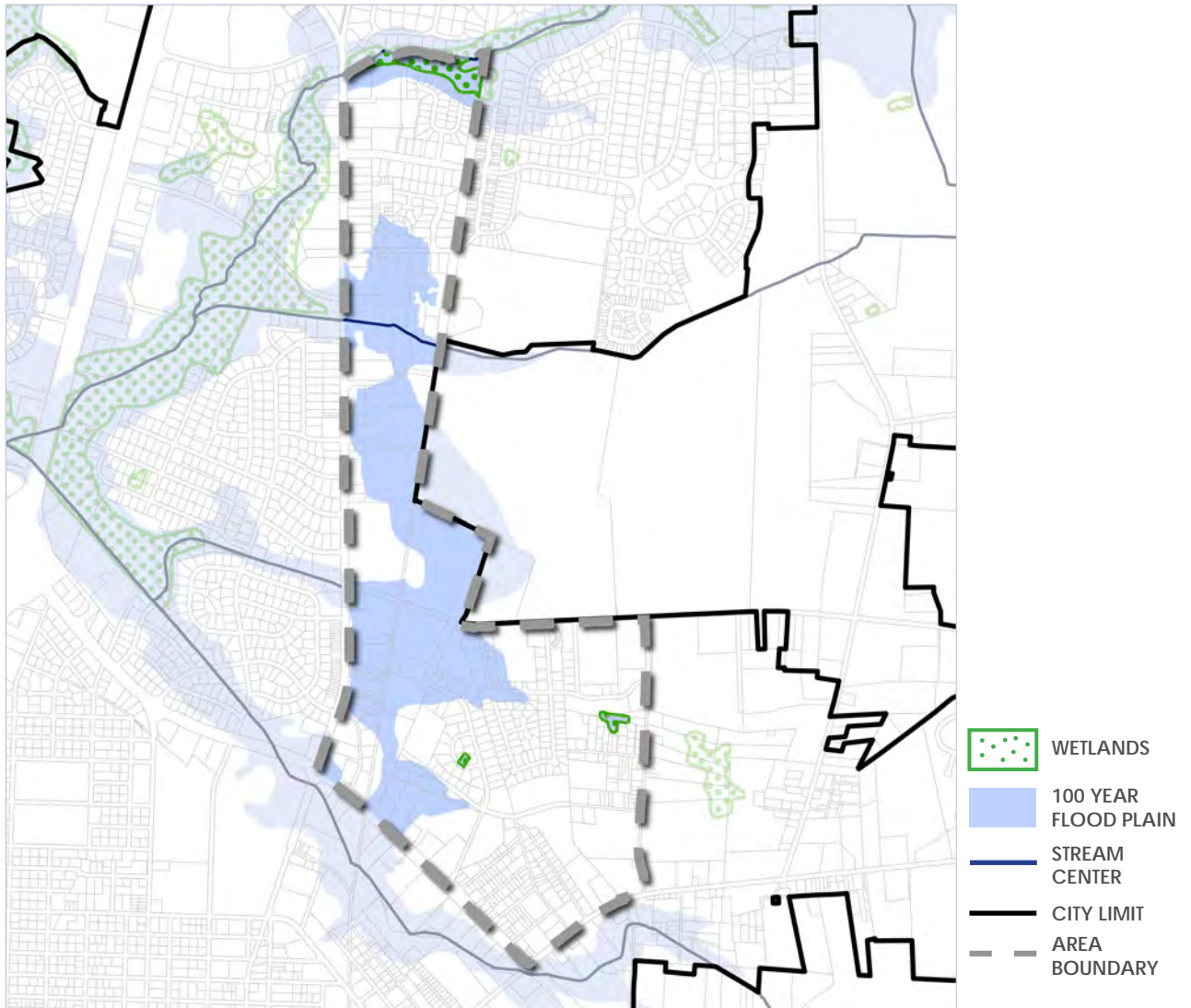


TABLE 3.52 AREA 13 ENVIRONMENTAL FEATURES SUMMARY

	acres	% of total
WETLANDS	28.44	4.9%
100 YEAR FLOOD PLAIN	373.52	64.1%
NON-WETLAND/FLOOD PLAIN	201.53	34.6%

AREA FOURTEEN

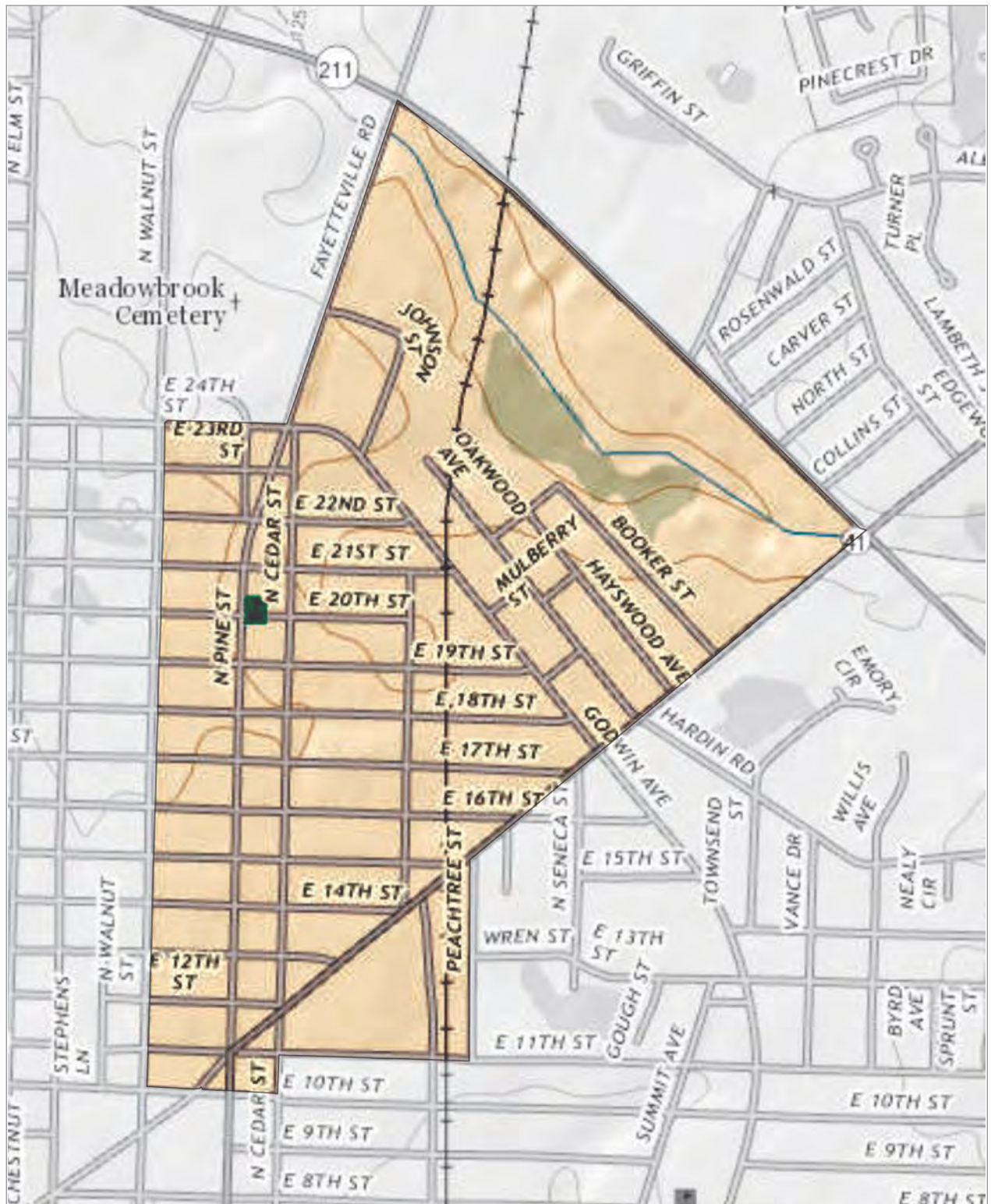
Area 14 is located south of NC 211 in the north-central portion of the city. Elizabethtown Road/ NC 41 and Walnut Street serve as the other two primary bounding features of the area. Godwin Road bisects Area 14 and serves as a loose division between residential and commercial land uses in the planning area.

MAP 3.99 PLANNING AREA 14 LOCATION



AREA 14 STREETS & TOPOGRAPHY

MAP 3.100 PLANNING AREA 14 STREETS & TOPOGRAPHY



AREA 14 AERIAL VIEW

MAP 3.101 PLANNING AREA 14 AERIAL VIEW





IMAGE 3.40 This AgriBusiness makes use of the railroad line that cuts through Area 14.



IMAGE 3.41 Area 14 offers a mix of residential types including multi-family like this residence on 19th Street.



IMAGE 3.42 Retail in Area 14 is generally locally serving like this small strip shopping center.

EXISTING LAND USE

Area 14 is heavily developed, and contains a wide mixture of land uses. Commercial uses, which account for around one-third of the total acreage, are found along NC 211 and NC 41, Godwin Avenue and the northern and southern ends of Pine Street. Residential land uses, which account for just under 30% of the total acreage in the area, are concentrated most heavily in the western portion of the planning area between North Sycamore and North Walnut Streets.

This area contains several pockets of industrial development, which accounts for just over 15% of the total acreage. These are generally located along the Godwin Avenue corridor. The remaining 25% of the land use in the area consists of public / institutional uses and undeveloped parcels, with the largest concentration of undeveloped land located between NC 211 and Godwin Avenue.

LAND SUBDIVISION

A significant portion (35%) of the land in this area is divided into lots smaller than 0.5 acre in size. These are typically associated with the residential neighborhoods in the western portion of the planning area. Parcels between 3 and 10 acres in size make up a similar portion of the planning area. Area 14 is the only planning area with no tracts larger than 10 acres in size.

ZONING

The zoning in Area 14 is divided fairly evenly between commercial, industrial and residential districts, with the former having been applied to around one-third of the planning area each, while the remaining 40% of the land is zoned for residential use. The application of zoning in this area closely follows existing land use patterns.

AREA 14 EXISTING LAND USE

MAP 3.102 AREA 14 EXISTING LAND USE

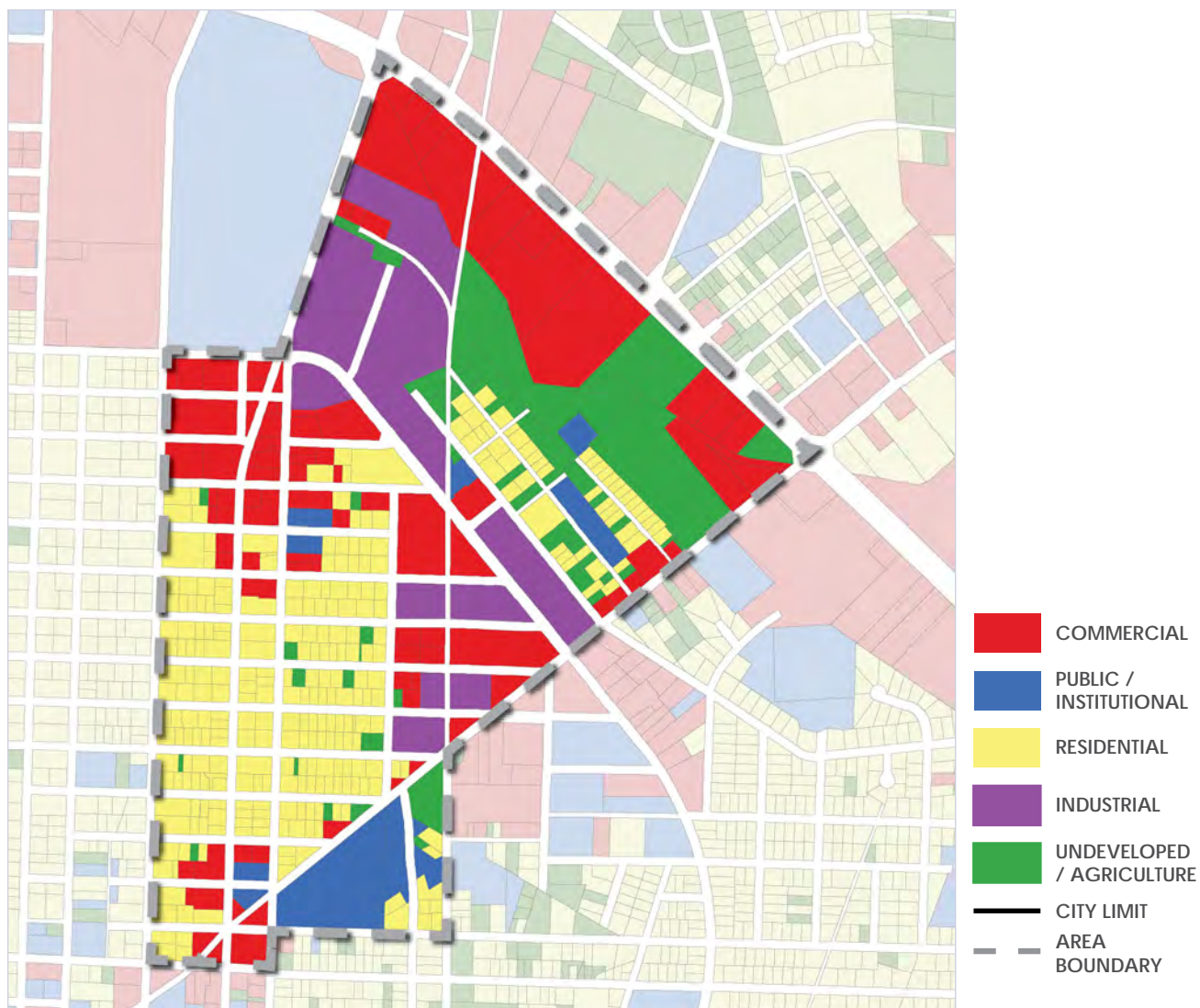


TABLE 3.53 AREA 14 EXISTING LAND USE SUMMARY

	acres	% of total
COMMERCIAL	69.6	32.7%
PUBLIC / INSTITUTIONAL	14.8	6.9%
RESIDENTIAL	59.1	27.7%
INDUSTRIAL	35.5	16.7%
UNDEVELOPED / AGRICULTURE	34.1	16.0%
TOTAL	213.1	100.0%

AREA 14 LAND SUBDIVISION

MAP 3.103 AREA 14 LAND SUBDIVISION

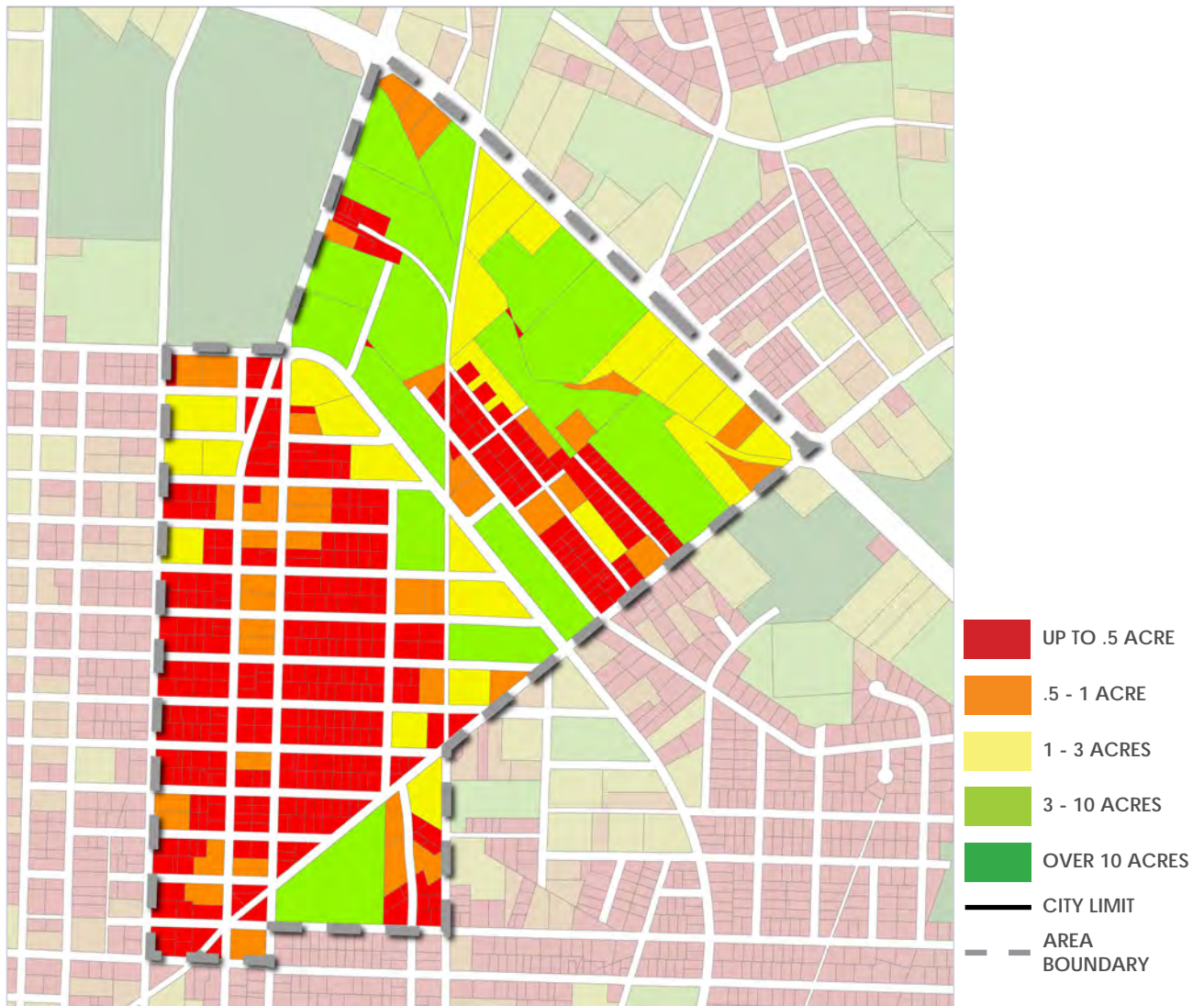


TABLE 3.54 AREA 14 LAND SUBDIVISION SUMMARY

	number	acres	% of total	average size
UP TO .5 ACRE	387	73.3	34.4%	0.2
.5 TO 1 ACRES	42	28.8	13.5%	0.7
1 TO 3 ACRES	24	39.1	18.3%	1.6
3 TO 10 ACRES	15	71.9	33.7%	4.8
OVER 10 ACRES	-	-	-	-
TOTAL	468	213.1	100.0%	0.5

AREA 14 ZONING DISTRICTS

MAP 3.104 AREA 14 ZONING DISTRICTS

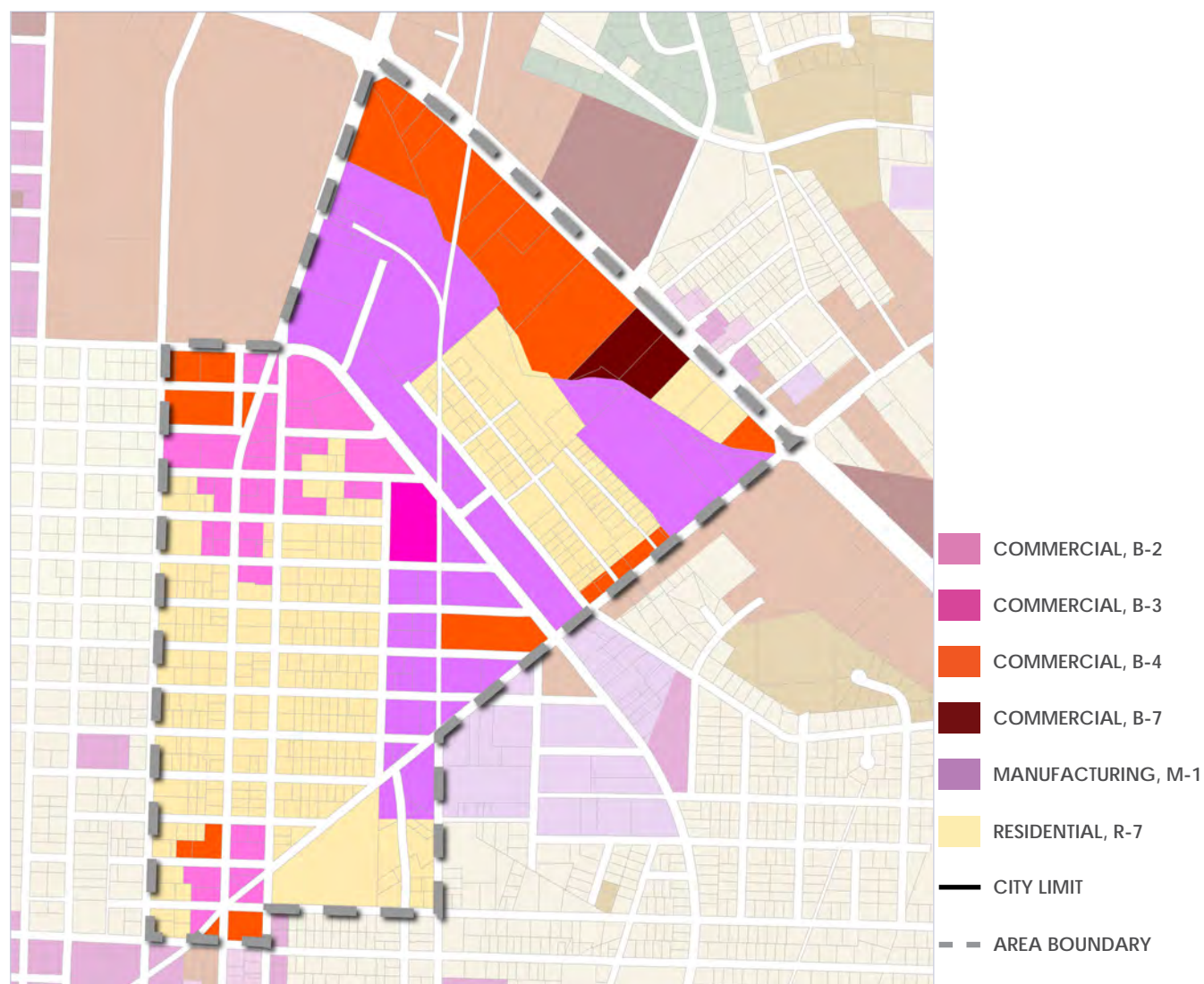


TABLE 3.55 AREA 14 ZONING DISTRICTS SUMMARY

	acres	% of total
AGRICULTURAL	-	-
COMMERCIAL	65.9	30.8%
MANUFACTURING	60.7	28.4%
RESIDENTIAL	87.5	40.9%
TOTAL	214.1	100%

AREA 14 ENVIRONMENTAL

MAP 3.105 AREA 14 ENVIRONMENTAL FEATURES

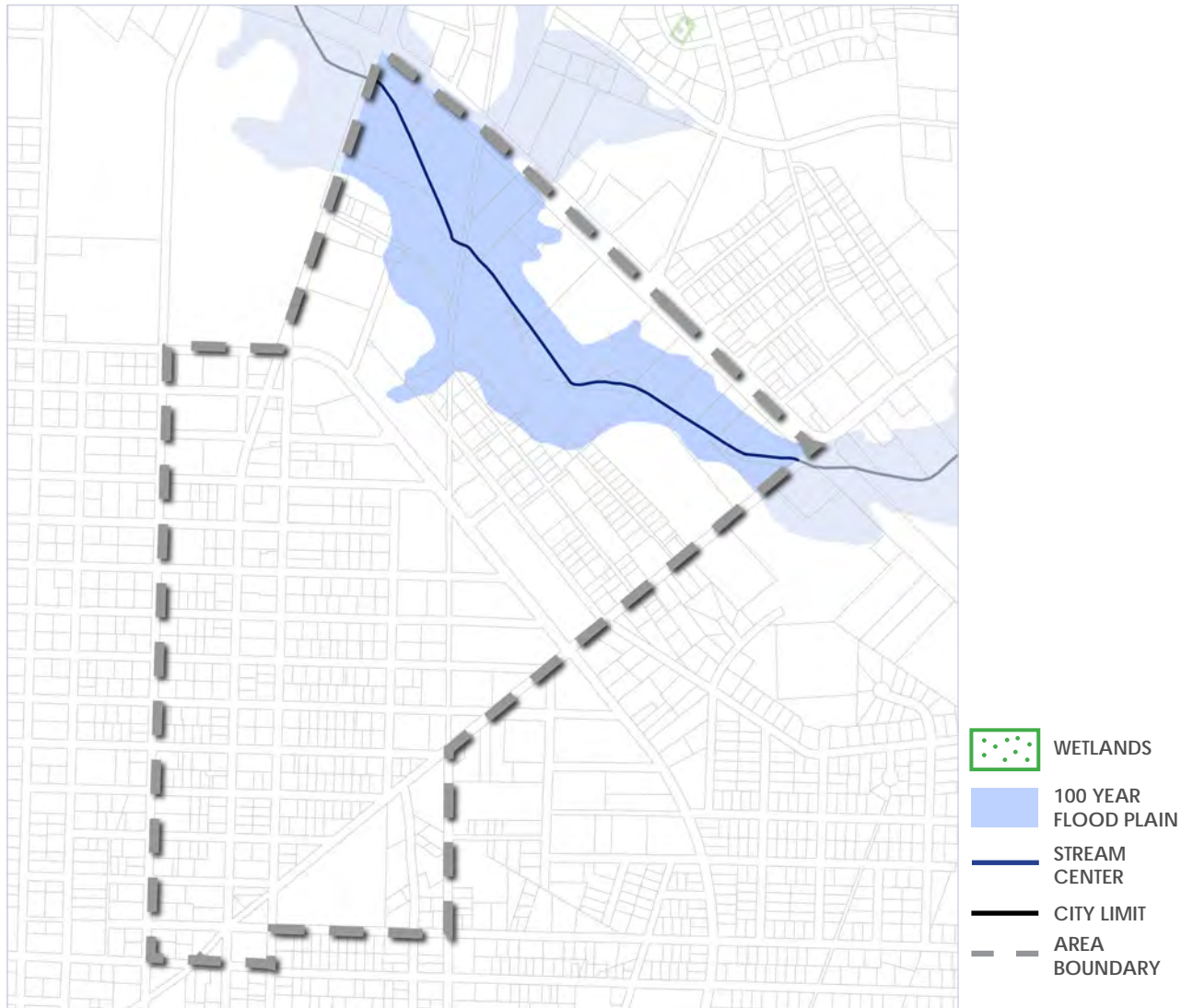


TABLE 3.56 AREA 14 ENVIRONMENTAL FEATURES SUMMARY

	acres	% of total
WETLANDS	-	-
100 YEAR FLOOD PLAIN	80.64	31.8%
NON-WETLAND/FLOOD PLAIN	173.23	68.2%

AREA FIFTEEN

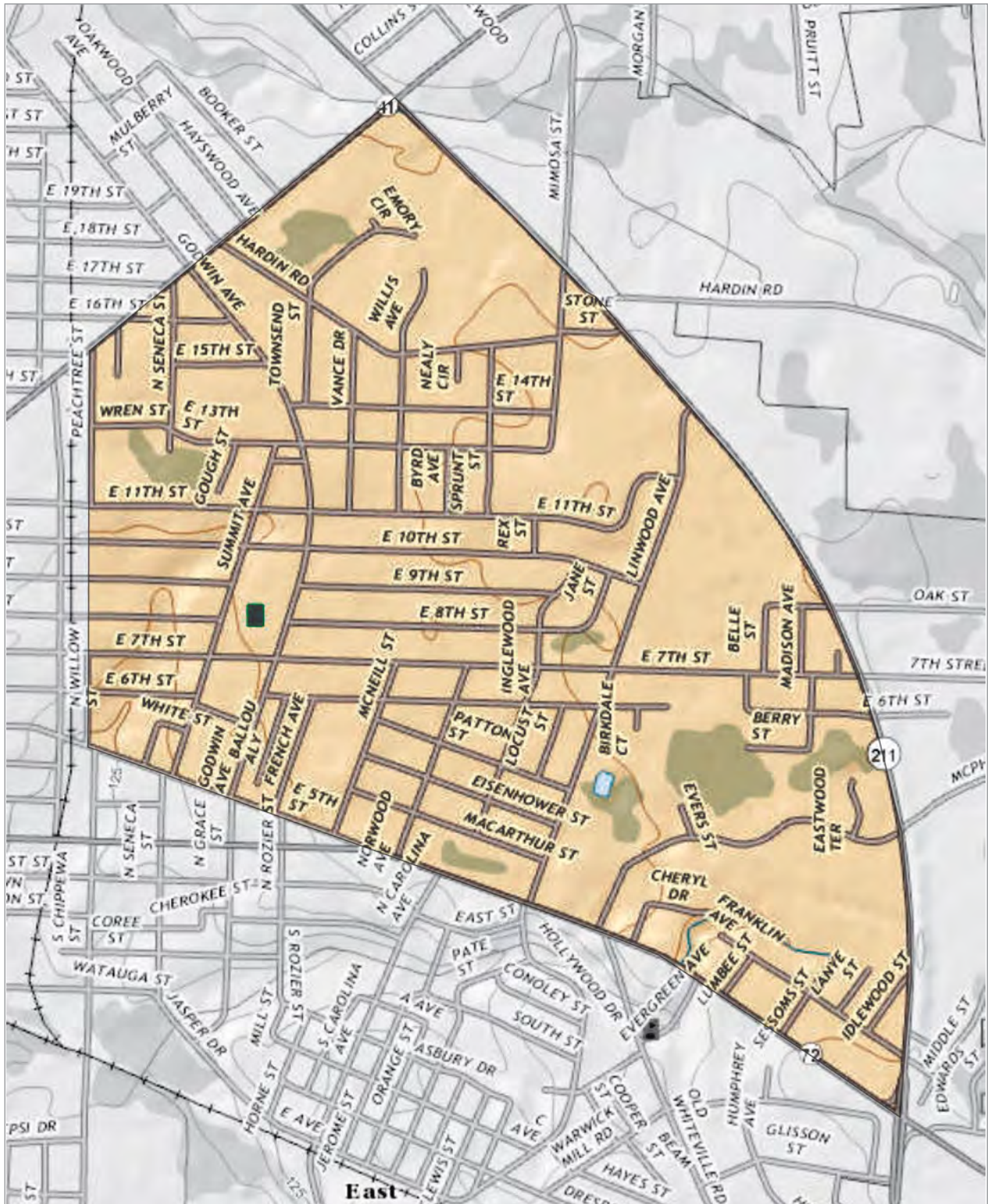
Located on the west side of NC 211 in the east-central portion of the study area, Area 15 encompasses a large network of residential neighborhoods towards its center. The area is further bounded by Elizabethtown Road on the north, East 5th Street on the south and North Willow Street on the west.

MAP 3.106 PLANNING AREA 15 LOCATION



AREA 15 STREETS & TOPOGRAPHY

MAP 3.107 PLANNING AREA 15 STREETS & TOPOGRAPHY



AREA 15 AERIAL VIEW

MAP 3.108 PLANNING AREA 15 AERIAL VIEW





IMAGE 3.43 Commercial and retail are located along major thoroughfares - NC-211 & NC-41.



IMAGE 3.44 Bungalow and ranches are the common residential types in Area 15.



IMAGE 3.45 The Rowland-Norment Elementary School in the heart of the Godwin neighborhoods.

EXISTING LAND USE

The core of Area 15 is comprised primarily of residentially developed property, which accounts for just over half of the total acreage in the planning area. Commercially developed land is found along the borders of the area, along NC 41, NC 211 and East 5th Street. Public / institutional land uses are scattered throughout the area and account for just over 10% of the acreage. The remaining acreage is undeveloped land, which is generally scattered throughout the planning area, with the exception of the southeastern portion of the area, which has a more concentrated grouping of undeveloped parcels.

LAND SUBDIVISION

Land subdivision patterns in Area 15 reveal a heavy concentration of small parcels in the core of the area, with over half of the acreage consisting of parcels that are smaller than 0.5 acre in size. Parcels with a size of 3 and 10 acres are the second most prevalent parcel size in the area. These larger parcels are typically associated with the commercial and public / institutional uses as well as undeveloped land that is found in the planning area.

ZONING

Accounting for over 75% of the acreage in the planning area, residential zoning districts, like land uses, are most prevalent in this area, although a significant amount of difference exists between the share of the area in use for residential purposes verses the amount of acreage zoned for that purpose. Nearly 20% of the area is zoned for commercial use, which corresponds closely to the amount of land in use for that purpose, while manufacturing districts occupy the remainder of the land in the planning area.

AREA 15 EXISTING LAND USE

MAP 3.109 AREA 15 EXISTING LAND USE

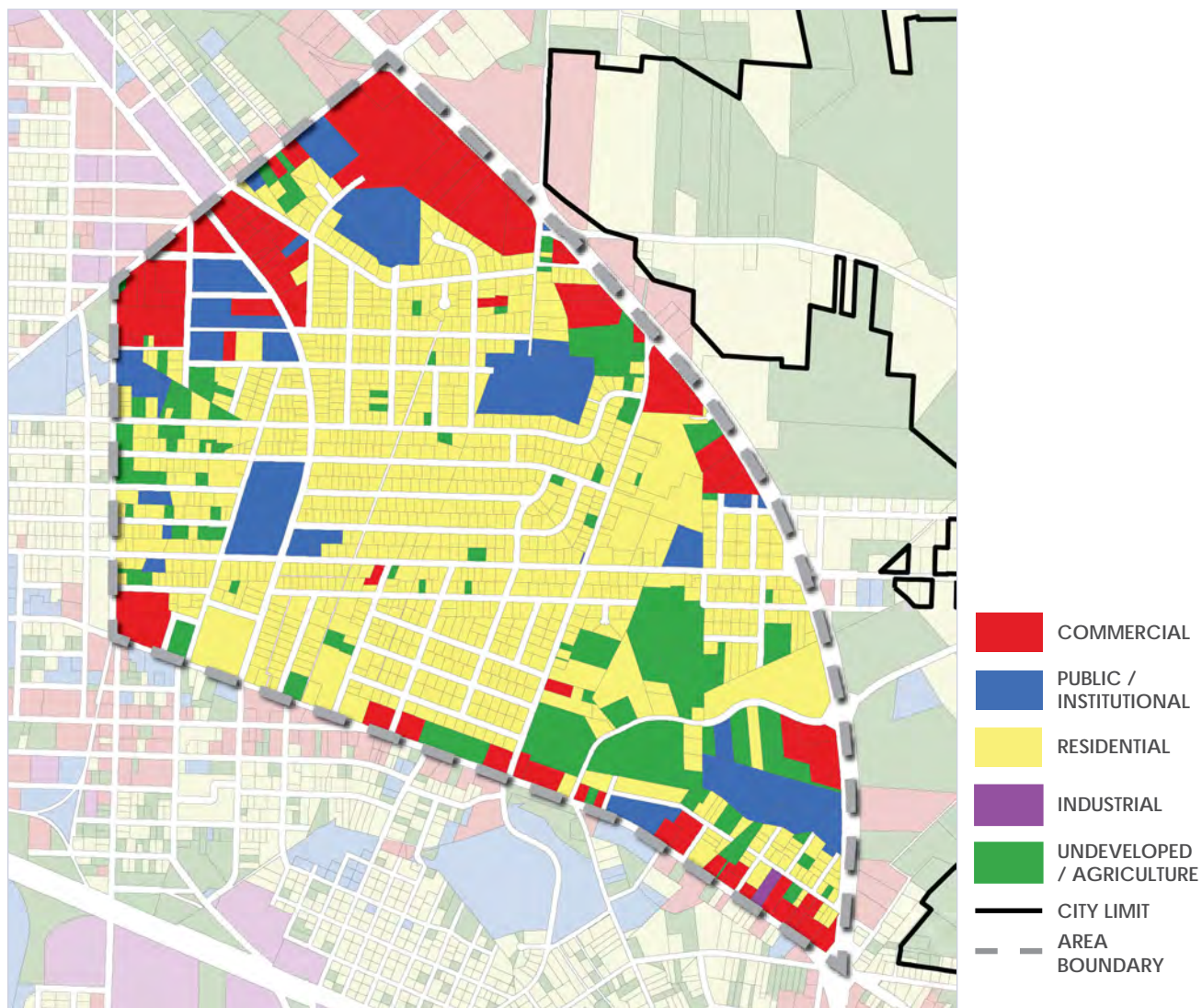


TABLE 3.57 AREA 15 EXISTING LAND USE SUMMARY

	acres	% of total
COMMERCIAL	78.8	17.2%
PUBLIC / INSTITUTIONAL	60.9	13.3%
RESIDENTIAL	255.0	55.5%
INDUSTRIAL	-	-
UNDEVELOPED / AGRICULTURE	64.4	14.0%
TOTAL	459.1	100.0%

AREA 15 LAND SUBDIVISION

MAP 3.110 AREA 15 LAND SUBDIVISION

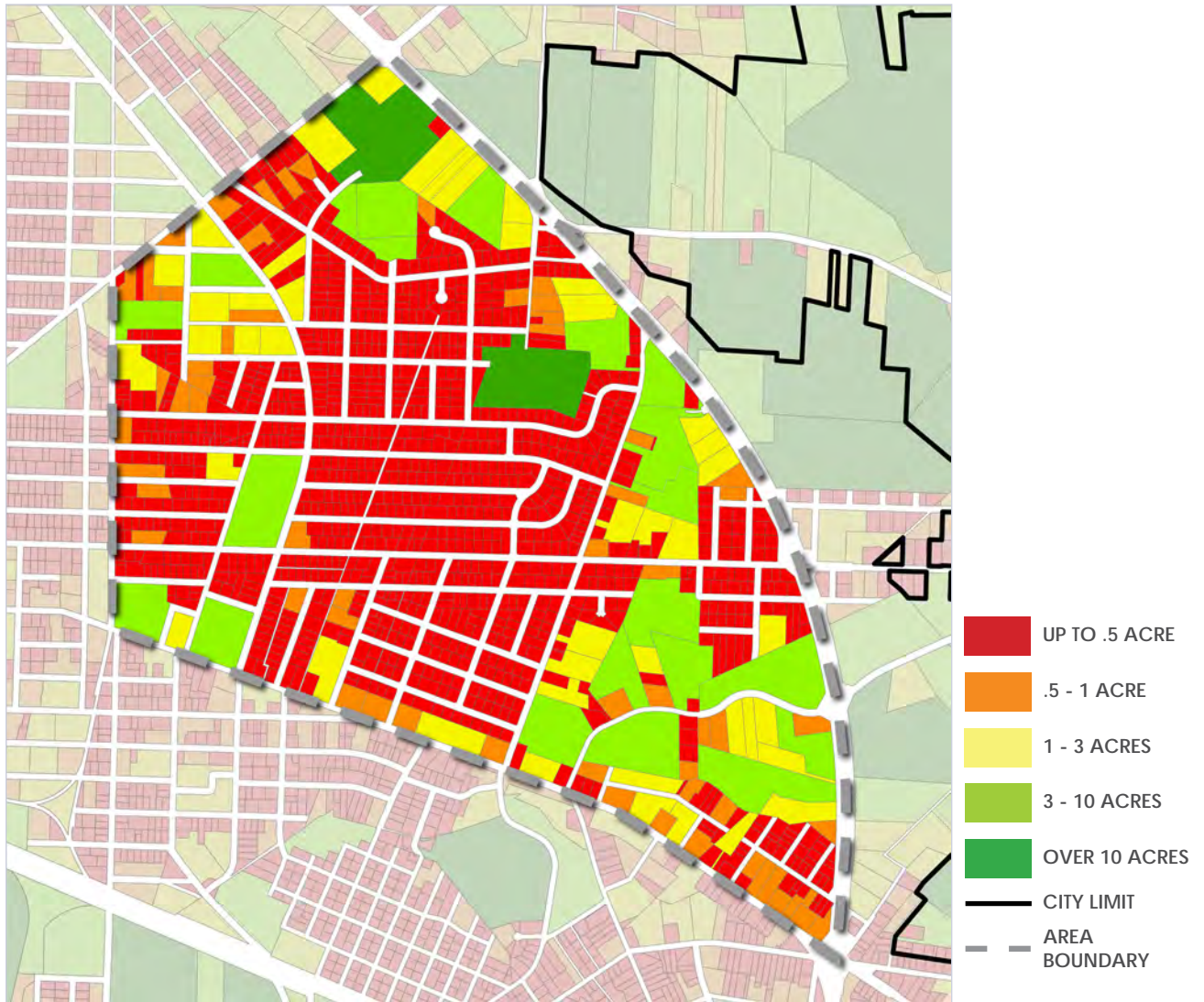


TABLE 3.58 AREA 15 LAND SUBDIVISION SUMMARY

	number	acres	% of total	average size
UP TO .5 ACRE	1,122	232.0	50.5%	0.2
.5 TO 1 ACRES	60	42.1	9.2%	0.7
1 TO 3 ACRES	44	67.8	14.8%	1.5
3 TO 10 ACRES	20	96.2	21.0%	4.8
OVER 10 ACRES	2	21.0	4.6%	10.5
TOTAL	1,248	459.1	100.0%	0.4

AREA 15 ZONING DISTRICTS

MAP 3.111 AREA 15 ZONING DISTRICTS

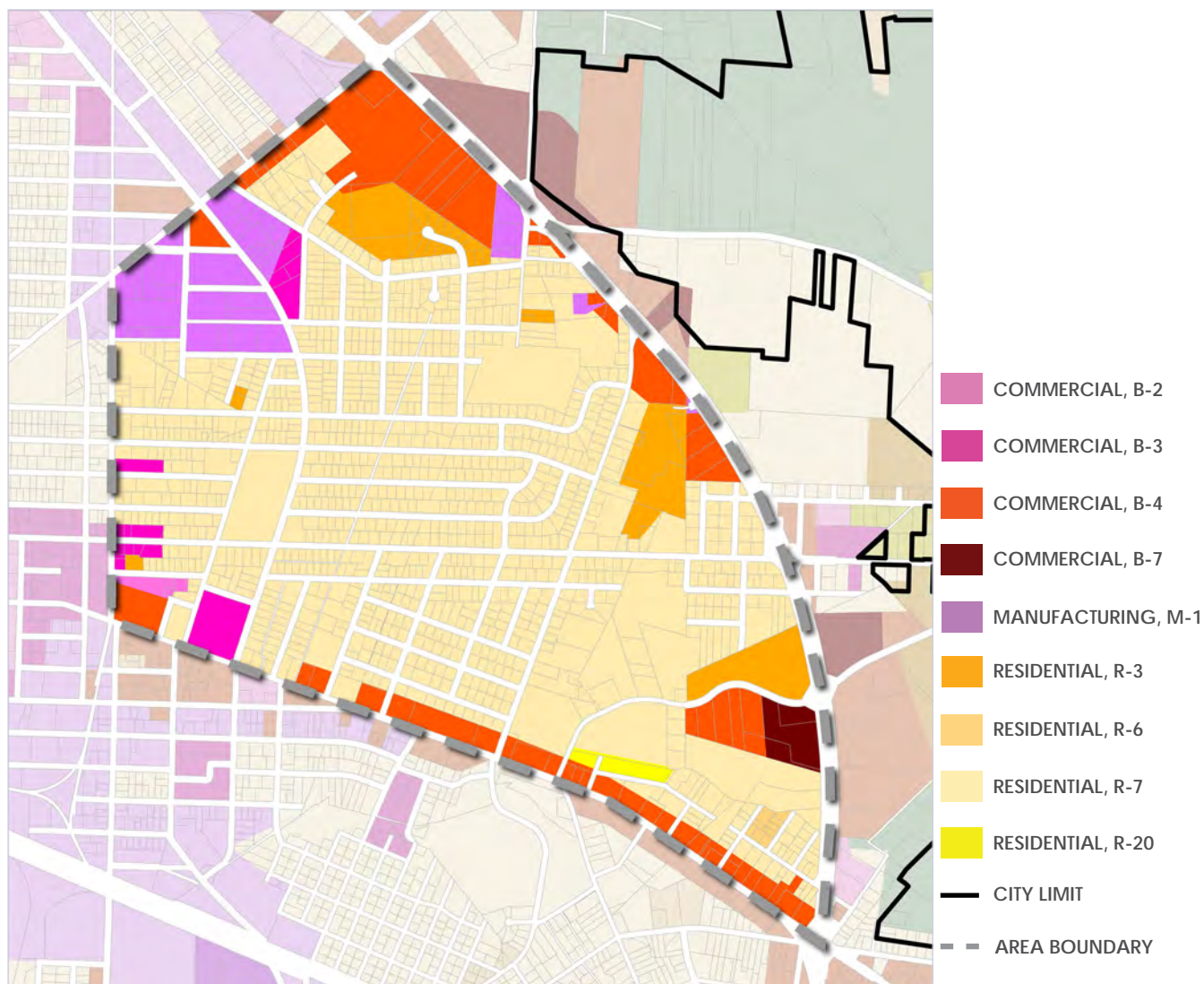


TABLE 3.59 AREA 15 ZONING DISTRICTS SUMMARY

	acres	% of total
AGRICULTURAL	-	-
COMMERCIAL	79.8	17.4%
MANUFACTURING	29.7	6.5%
RESIDENTIAL	350.3	76.2%
TOTAL	459.8	100%

AREA 15 ENVIRONMENTAL

MAP 3.112 AREA 15 ENVIRONMENTAL FEATURES

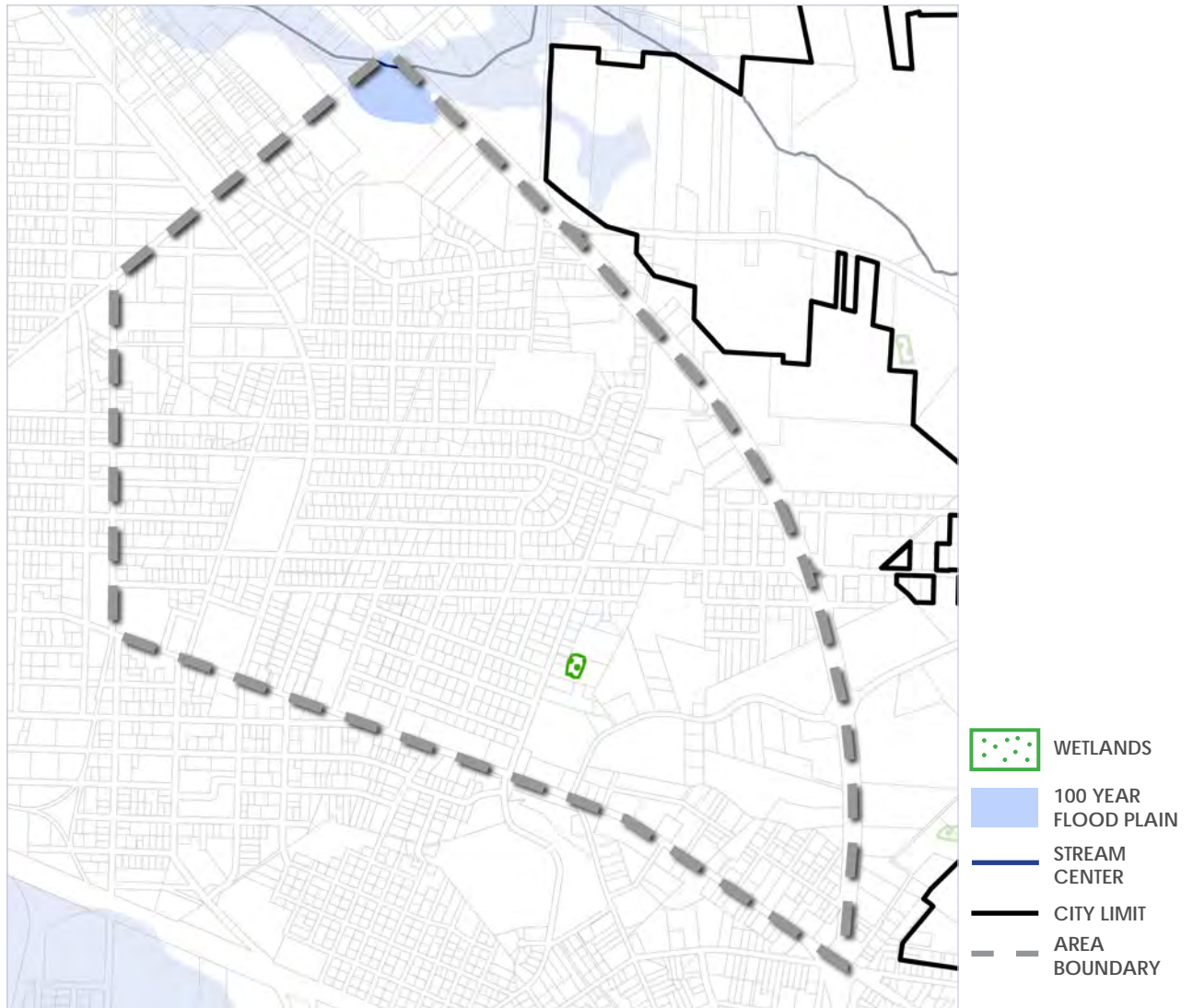


TABLE 3.60 AREA 15 ENVIRONMENTAL FEATURES SUMMARY

	acres	% of total
WETLANDS	3.74	0.8%
100 YEAR FLOOD PLAIN	13.24	2.9%
NON-WETLAND/FLOOD PLAIN	442.83	96.3%

AREA SIXTEEN

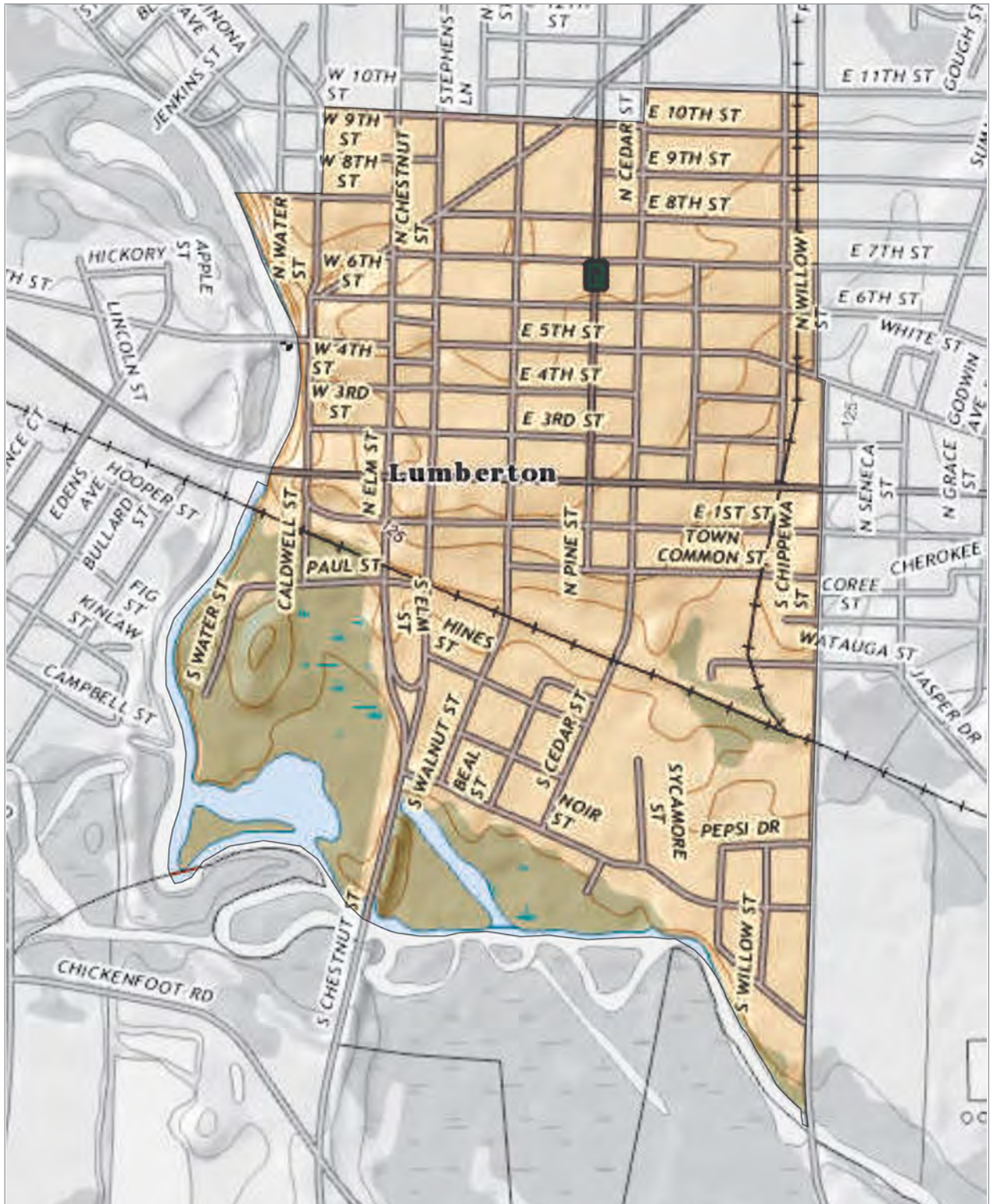
Area 16 captures the entirety of Lumberton’s downtown business district west of the railroad, including the majority of the land north of the Lumber River. Most major roads that pass through the city traverse this area including Carthage Road, 5th Street, Elm Street, Pine Street (which becomes Fayetteville Road), NC 41, and NC 72.

MAP 3.113 PLANNING AREA 16 LOCATION



AREA 16 STREETS & TOPOGRAPHY

MAP 3.114 PLANNING AREA 16 STREETS & TOPOGRAPHY



AREA 16 AERIAL VIEW

MAP 3.115 PLANNING AREA 16 AERIAL VIEW





IMAGE 3.46 This block of development along Chestnut is indicative of the downtown district.



IMAGE 3.47 The industrial area south of 1st Street includes the CSX office and train depot.



IMAGE 3.48 There are portions south of 1st Street that are primarily undeveloped due to the flood plain.

EXISTING LAND USE

Area 16 includes the most densely developed nonresidential areas in the city, encompassing the downtown business and government district, which occupies the majority of the land area lying north of the railroad and east of the Lumber River to Pine Street. South of the railroad, there is a significant amount of undeveloped land, primarily lying within the Lumber's floodplain. In addition to the heavily developed commercial core, this area also contains two areas of residential development - one situated in the northeastern corner of the planning area and the other south of the railroad near the Lumber River.

LAND SUBDIVISION

The core business district is densely subdivided, and the overall area is subdivided to a degree that over 25% of the total acreage is contained in lots smaller than 0.5 acre in size. There is some contrast between areas located north and south of the railroad, with the southern areas containing a large amount of undeveloped land, being less densely subdivided than the northern portion of the planning area.

ZONING

Although residential districts account for the greatest share of the planning area (over 35%), this is not aligned well with existing development patterns as the majority of the undeveloped land in the area is zoned for residential use. Commercial districts, which account for just under 35% of the area, tend to correspond more closely with development patterns. Despite the significant amount of land zoned for manufacturing use (30%), relatively little of the area has been developed for that purpose.

AREA 16 EXISTING LAND USE

MAP 3.116 AREA 16 EXISTING LAND USE

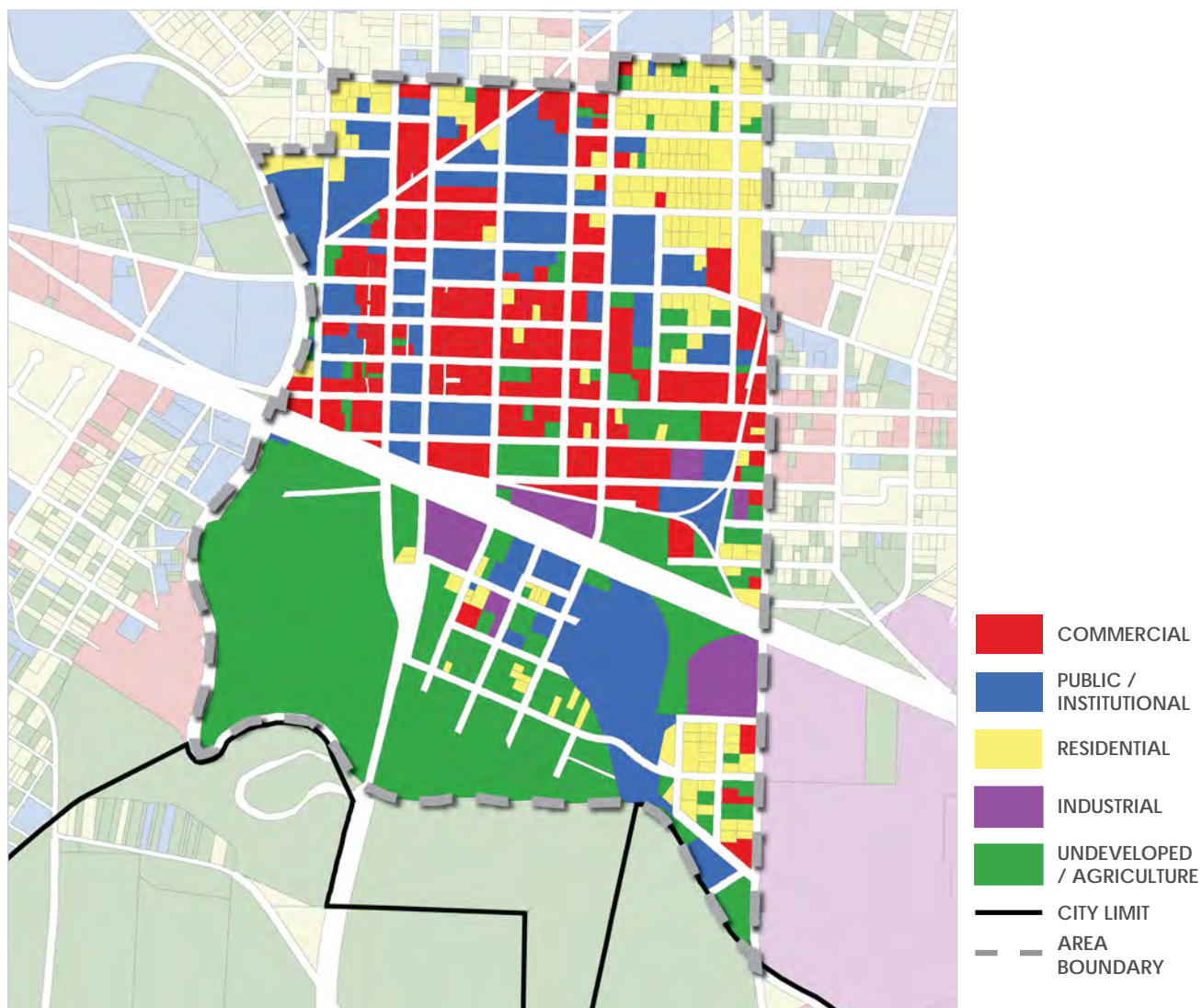


TABLE 3.61 AREA 16 EXISTING LAND USE SUMMARY

	acres	% of total
COMMERCIAL	62.0	20.5%
PUBLIC / INSTITUTIONAL	69.5	22.9%
RESIDENTIAL	41.2	13.6%
INDUSTRIAL	13.9	4.6%
UNDEVELOPED / AGRICULTURE	116.3	38.4%
TOTAL	302.9	100.0%

AREA 16 LAND SUBDIVISION

MAP 3.117 AREA 16 LAND SUBDIVISION

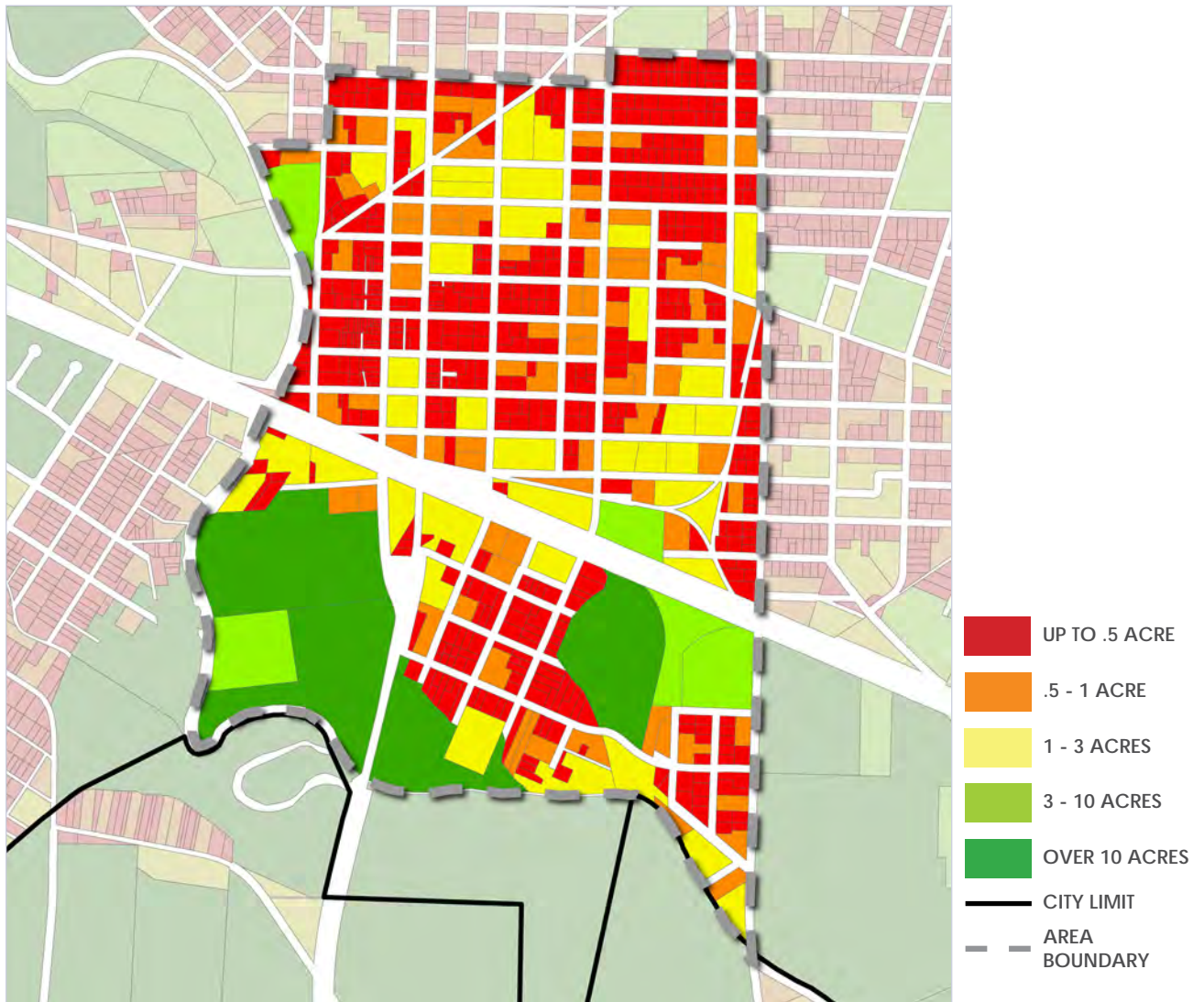


TABLE 3.62 AREA 16 LAND SUBDIVISION SUMMARY

	number	acres	% of total	average size
UP TO .5 ACRE	562	107.9	35.6%	0.2
.5 TO 1 ACRES	76	50.9	16.8%	0.7
1 TO 3 ACRES	38	58.9	19.4%	1.6
3 TO 10 ACRES	5	23.9	7.9%	4.8
OVER 10 ACRES	4	61.3	20.2%	15.3
TOTAL	685	302.9	100.0%	0.4

AREA 16 ZONING DISTRICTS

MAP 3.118 AREA 16 ZONING DISTRICTS

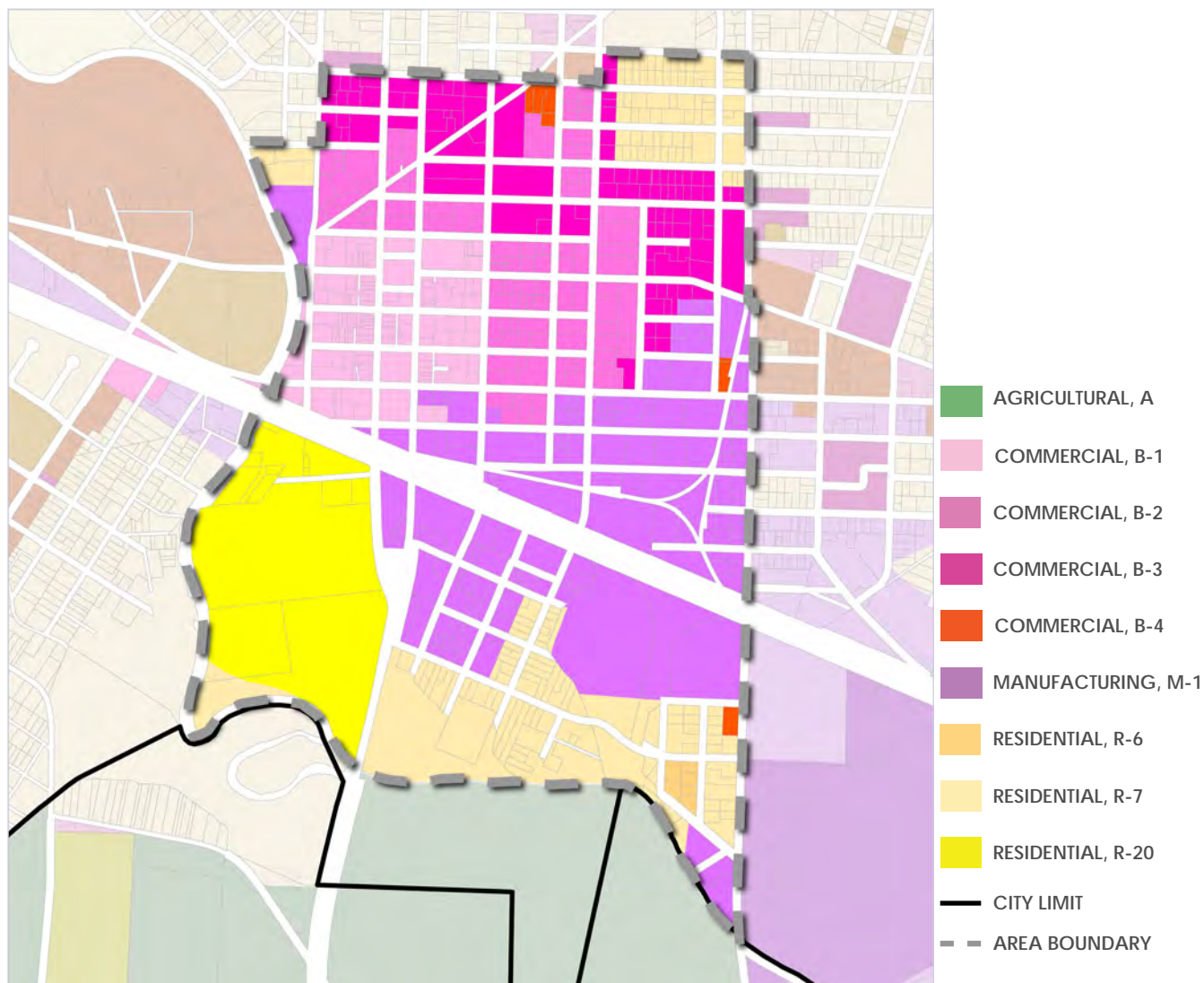


TABLE 3.63 AREA 16 ZONING DISTRICTS SUMMARY

	acres	% of total
AGRICULTURAL	0.03	0.01%
COMMERCIAL	102.5	33.9%
MANUFACTURING	89.7	29.6%
RESIDENTIAL	110.6	36.5%
TOTAL	302.8	100%

AREA 16 ENVIRONMENTAL

MAP 3.119 AREA 16 ENVIRONMENTAL FEATURES

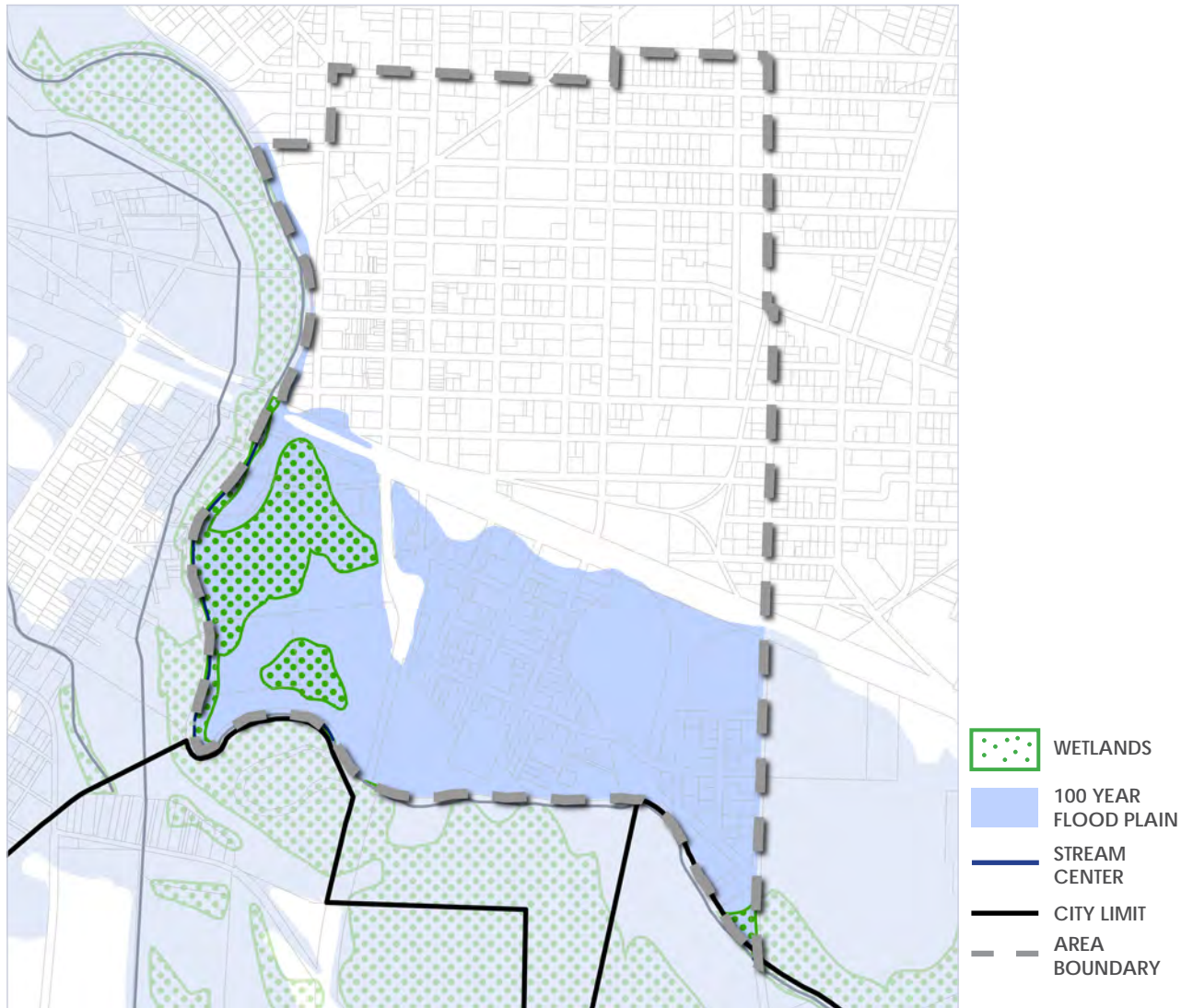


TABLE 3.64 AREA 16 ENVIRONMENTAL FEATURES SUMMARY

	acres	% of total
WETLANDS	140.15	36.4%
100 YEAR FLOOD PLAIN	225.20	58.5%
NON-WETLAND/FLOOD PLAIN	159.69	41.5%

AREA SEVENTEEN

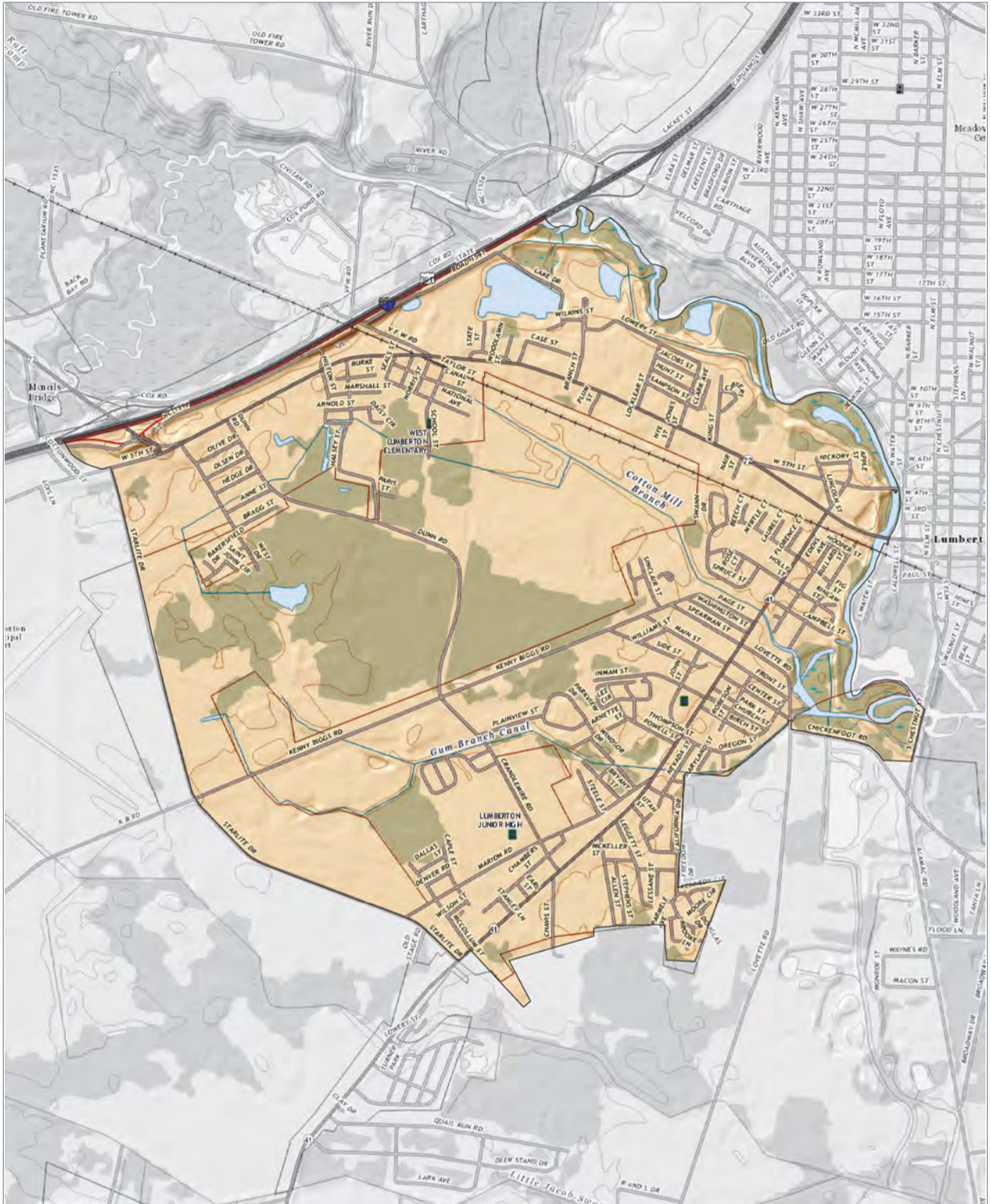
Located just south of the Lumber River, west of downtown, and east of I-95, Area 17 encompasses the neighborhoods along NC 41 south of downtown and the NC 72 commercial corridor between I-95 and downtown. Other significant landmarks include the West Lumberton Elementary School as well as Luther Britt Park and the River Walk.

MAP 3.120 PLANNING AREA 17 LOCATION



AREA 17 STREETS & TOPOGRAPHY

MAP 3.121 PLANNING AREA 17 STREETS & TOPOGRAPHY



AREA 17 AERIAL VIEW

MAP 3.122 PLANNING AREA 17 AERIAL VIEW





IMAGE 3.49 Luther Britt Park, one of the largest parks in the city, is located along the Lumber River.



IMAGE 3.50 This single family home is indicative of the residential in this area.



IMAGE 3.51 The Knuckles Elementary School supports neighborhoods along NC-41.

EXISTING LAND USE

Area 17 encompasses two heavily developed corridors. The first of these is the NC 41 corridor and adjacent residential neighborhoods that lie south of the railroad along the eastern boundary of the planning area. The second is the NC 72 corridor, which is primarily commercial in nature, and extends from I-95 to the Lumber River. Despite the presence of these heavily developed and well traveled corridors, nearly 50% of the planning area remains undeveloped - primarily due to environmental constraints. Industrial development in this area is concentrated primarily near its southwestern boundary along Kenny Biggs Road.

LAND SUBDIVISION

Areas with the greatest degree of density lie primarily along the NC 41 corridor due to the significant amount of residential development in that portion of the planning area. Similarly dense pockets of residential development are associated with neighborhoods along the NC 72 corridor. Parcel density is generally less intense along the NC 72 corridor, with parcels ranging in size from 1-3 acres being common in that area. This area also contains a number of large undivided tracts over 10 acres in size, which collectively have an average size of just over 90 acres and account for nearly 60% of the total acreage in the area.

ZONING

Residential zoning is most prevalent in this area, with nearly 40% of the acreage falling in a residential district. Close to one-third of the area is zoned for manufacturing use despite the comparatively small amount of land zoned for this purpose. The remainder of the area is split closely between commercial and agricultural districts.

AREA 17 EXISTING LAND USE

MAP 3.123 AREA 17 EXISTING LAND USE

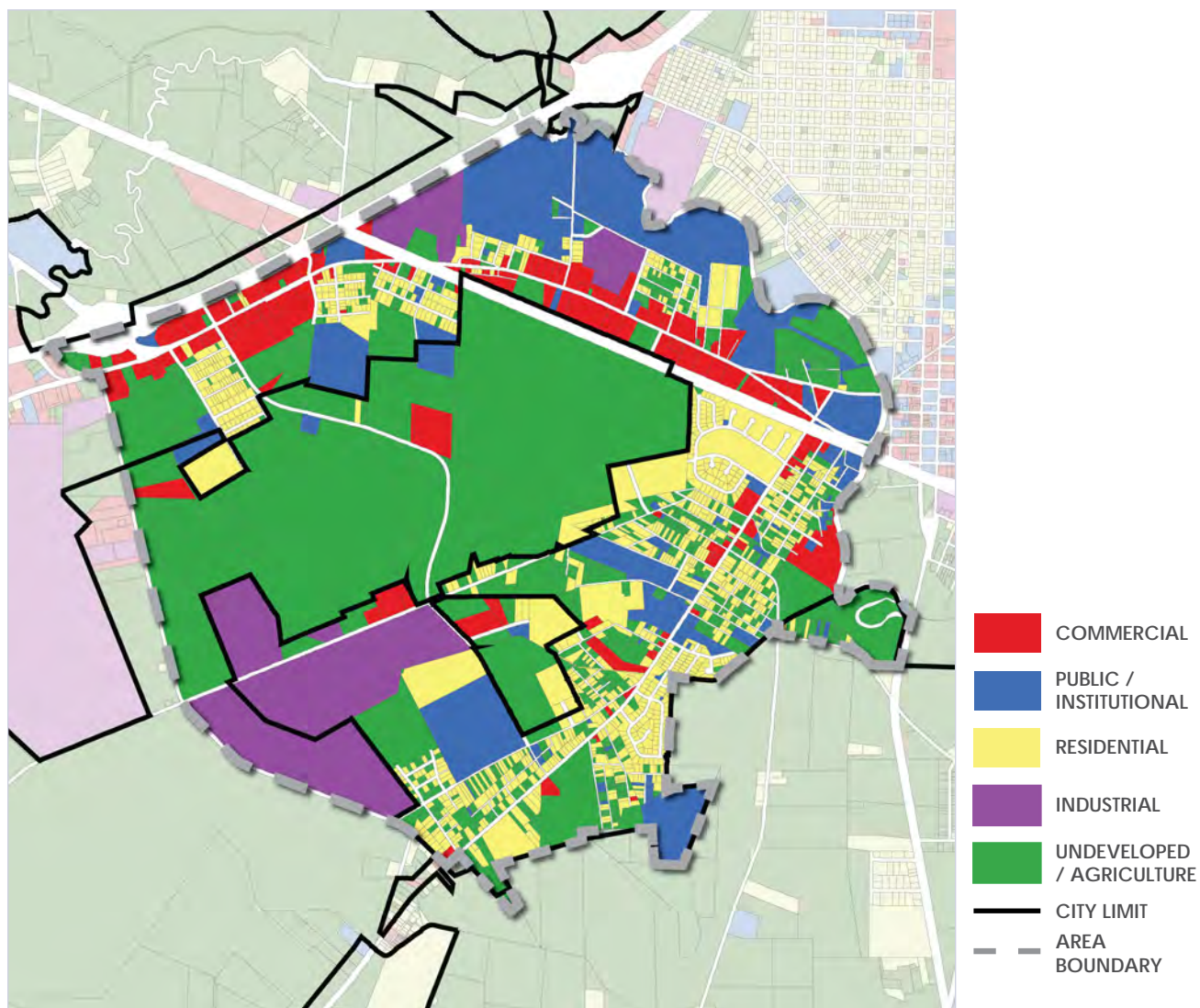


TABLE 3.65 AREA 17 EXISTING LAND USE SUMMARY

	acres	% of total
COMMERCIAL	189.0	8.5%
PUBLIC / INSTITUTIONAL	329.4	14.9%
RESIDENTIAL	365.6	16.5%
INDUSTRIAL	233.2	10.5%
UNDEVELOPED / AGRICULTURE	1,100.4	49.6%
TOTAL	2,217.6	100.0%

AREA 17 LAND SUBDIVISION

MAP 3.124 AREA 17 LAND SUBDIVISION

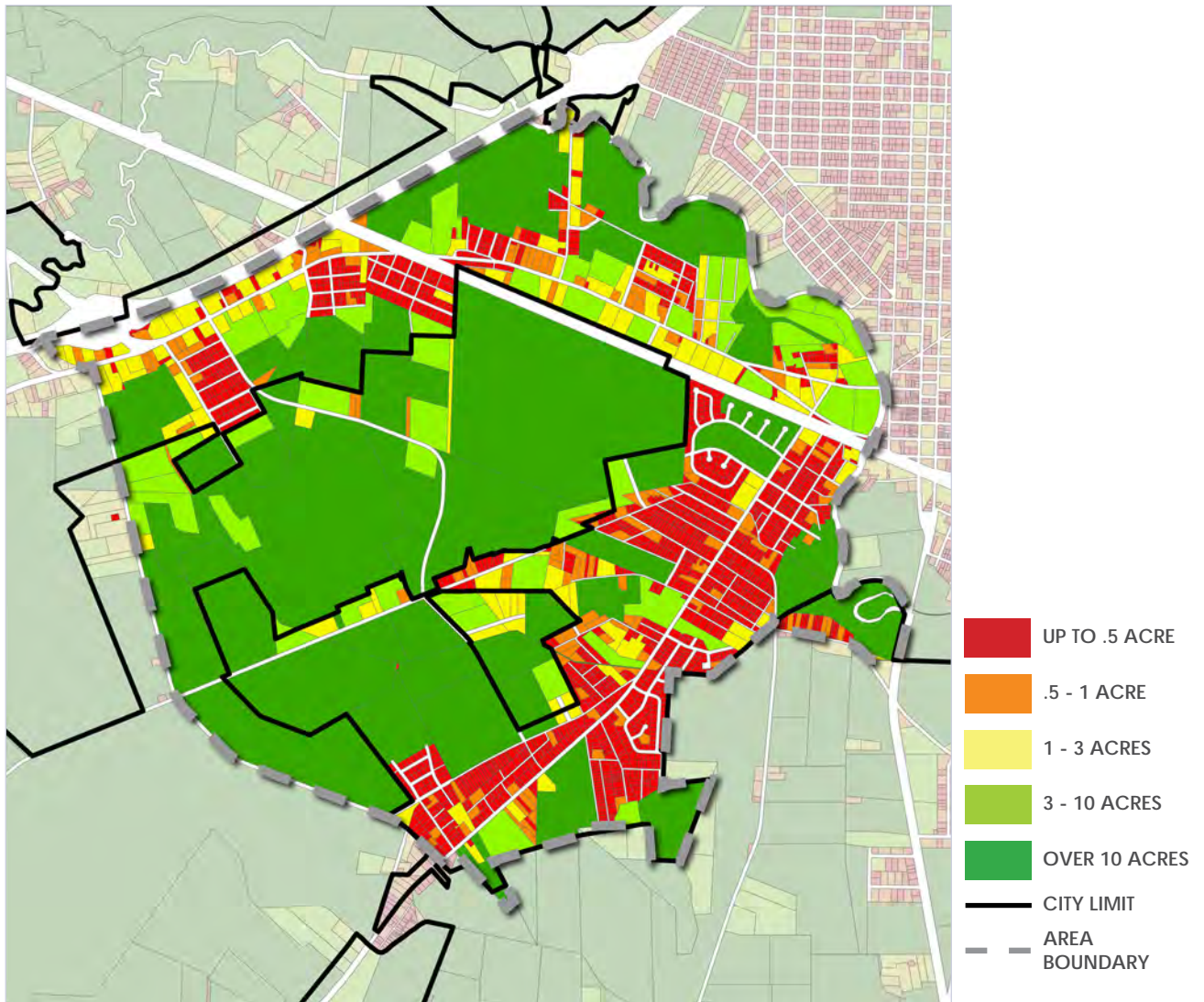


TABLE 3.66 AREA 17 LAND SUBDIVISION SUMMARY

	number	acres	% of total	average size
UP TO .5 ACRE	1,617	329.1	14.8%	0.2
.5 TO 1 ACRES	156	108.7	4.9%	0.7
1 TO 3 ACRES	94	160.7	7.2%	1.7
3 TO 10 ACRES	53	286.1	12.9%	5.4
OVER 10 ACRES	14	1,332.9	60.1%	95.2
TOTAL	1,934	2,217.5	100.0%	1.1

AREA 17 ZONING DISTRICTS

MAP 3.125 AREA 17 ZONING DISTRICTS

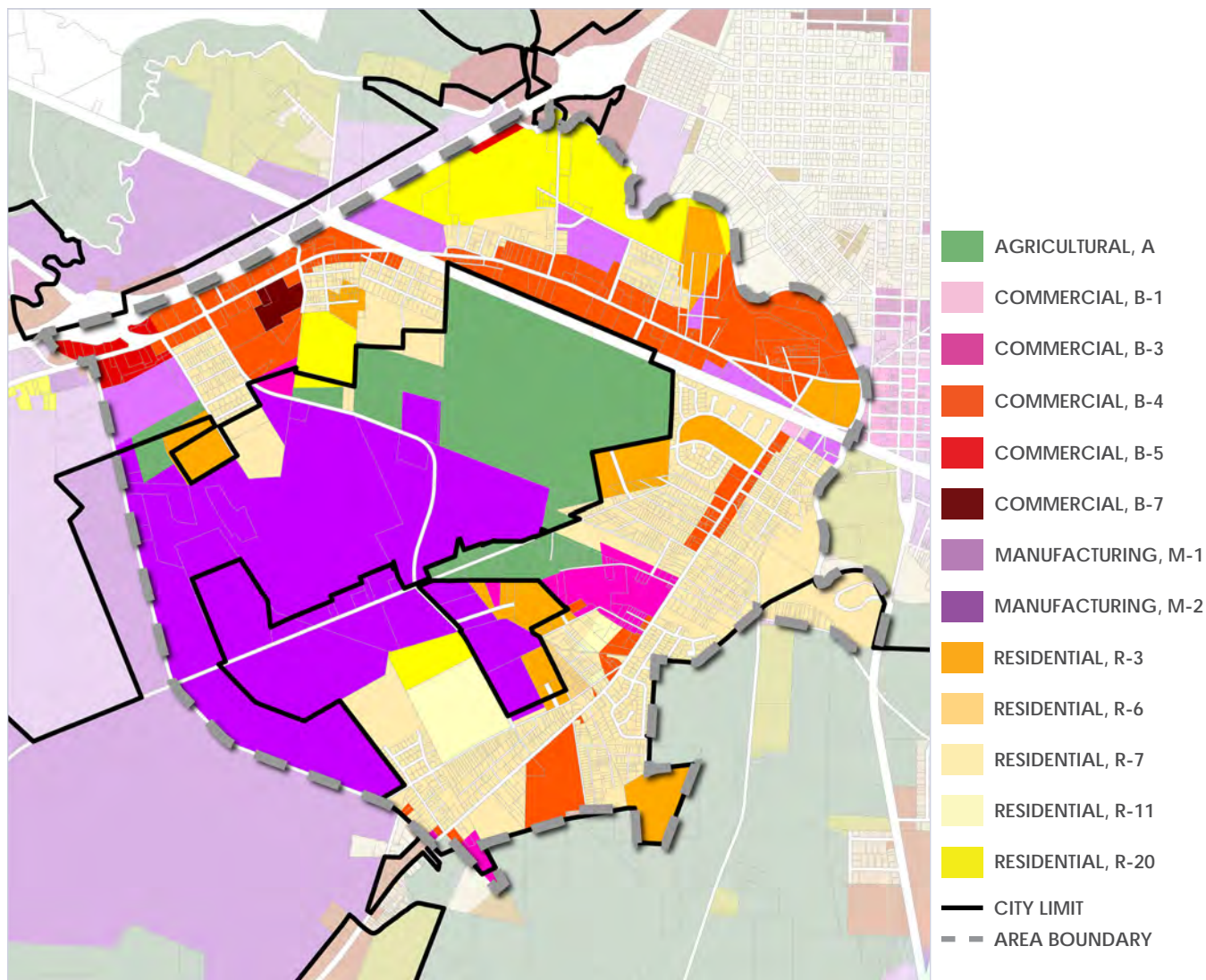


TABLE 3.67 AREA 17 ZONING DISTRICTS SUMMARY

	acres	% of total
AGRICULTURAL	290.2	13.5%
COMMERCIAL	338.9	15.7%
MANUFACTURING	679.4	31.6%
RESIDENTIAL	843.6	39.2%
TOTAL	2152.0	100%

AREA 17 ENVIRONMENTAL

MAP 3.126 AREA 17 ENVIRONMENTAL FEATURES

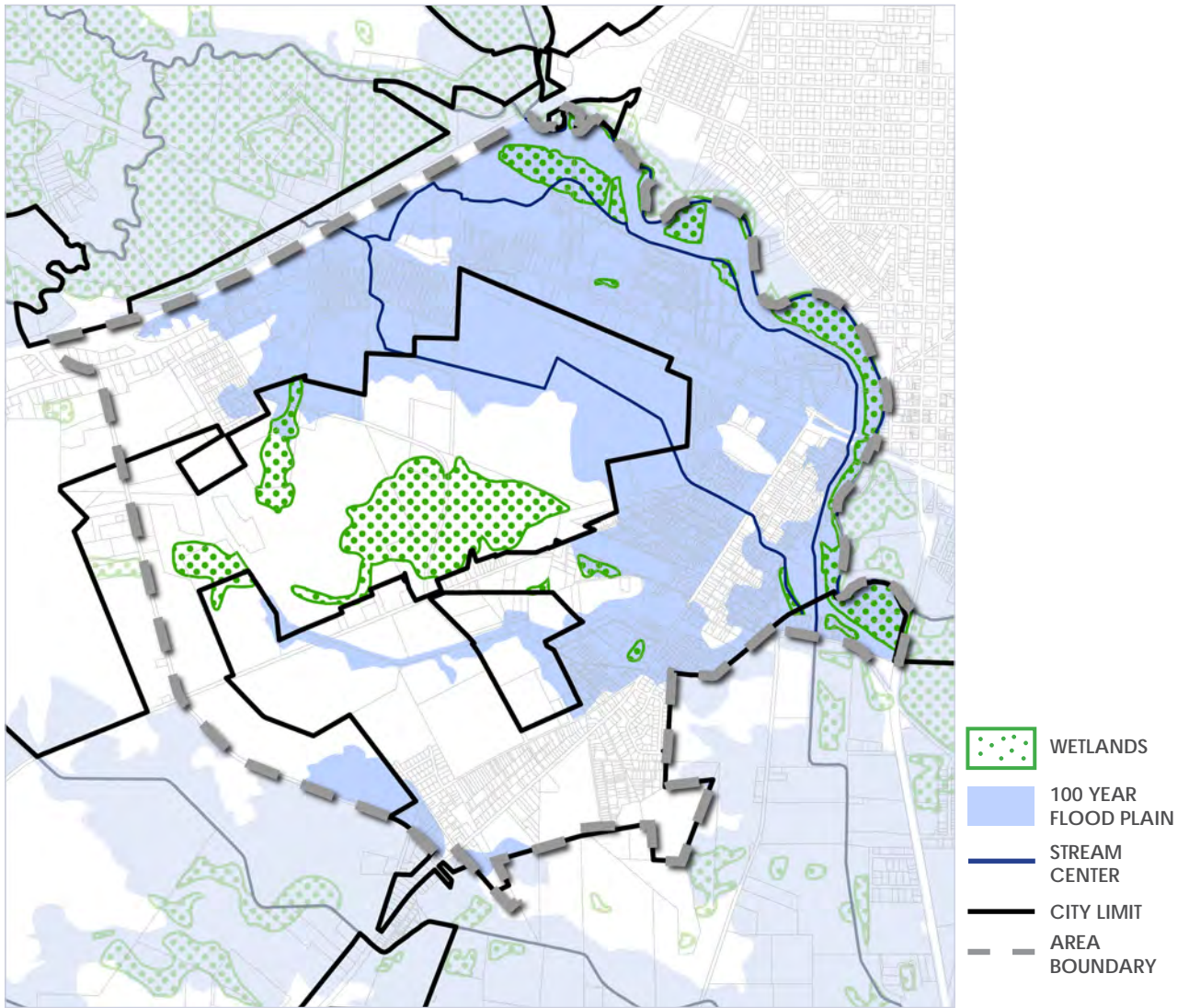


TABLE 3.68 AREA 17 ENVIRONMENTAL FEATURES SUMMARY

	acres	% of total
WETLANDS	977.79	39.6%
100 YEAR FLOOD PLAIN	1784.18	72.2%
NON-WETLAND/FLOOD PLAIN	739.42	29.9%

AREA EIGHTEEN

Area 18, which lies on either side of the Carthage Road corridor, connecting I-95 to downtown, is located just north of the Lumber River, east of the I-95 corridor, south of 24th Street, and west of North Walnut Street.

MAP 3.127 PLANNING AREA 18 LOCATION



AREA 18 AERIAL VIEW

MAP 3.129 PLANNING AREA 18 AERIAL VIEW





IMAGE 3.52 This apartment building blends well with its surrounding historic neighborhood.



IMAGE 3.53 Residential homes like this one line the streets in the historic section of Area 18.



IMAGE 3.54 Street signs in this area indicate the historic nature of this neighborhood.

EXISTING LAND USE

Residential neighborhoods dominate the existing land use pattern in Area 18, encompassing over 70% of the acreage in the planning area. Only a small fraction of the area is developed for commercial use (around 2%), all of which is located near I-95. The area does include a fairly significant amount of industrial land, also located near I-95, which accounts for 10% of the planning area. Public / institutional uses and undeveloped land scattered throughout the planning area together make up the remainder of the planning area.

LAND SUBDIVISION

This area is very densely subdivided, as the historic residential patterns on the grid street network indicate, with parcels smaller than 0.5 acre in size comprising nearly 60% of the acreage in the planning area as a whole. Nearly 75% of the area is contained in parcels smaller than 3 acres in size and only two parcels (both adjacent to the river), accounting for just under 15% of the planning area, are greater than 10 acres in size.

ZONING

The application of zoning within the planning area tracks closely with existing land use patterns. Just over 80% of the area is within a residential zoning district. The remainder of the area is divided nearly evenly between commercial and manufacturing districts, with each accounting for around 8% of the planning area. These nonresidential districts are concentrated primarily around the I-95 interchange with Carthage Road.

AREA 18 EXISTING LAND USE

MAP 3.130 AREA 18 EXISTING LAND USE

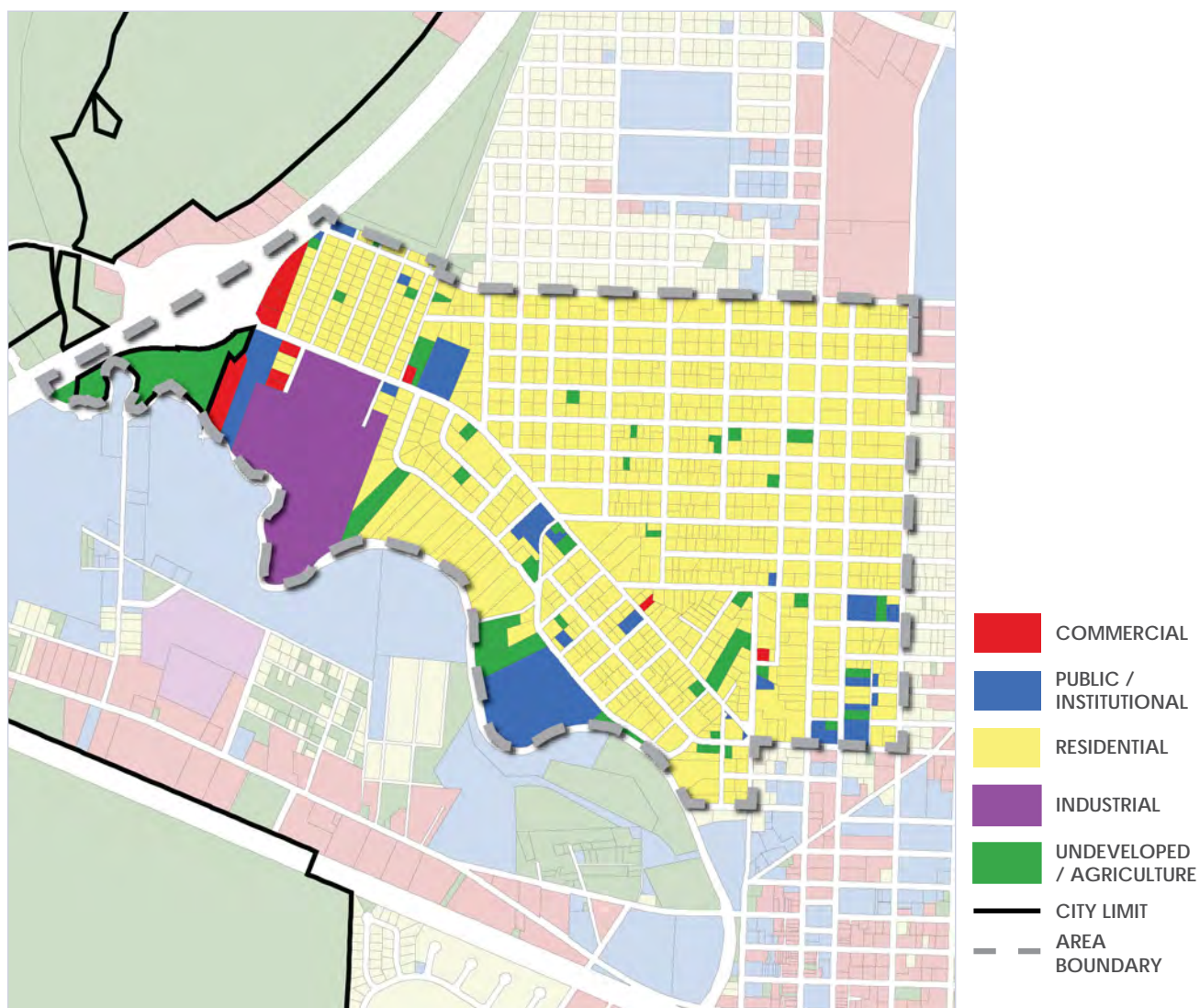


TABLE 3.69 AREA 18 EXISTING LAND USE SUMMARY

	acres	% of total
COMMERCIAL	6.6	2.0%
PUBLIC / INSTITUTIONAL	27.0	8.0%
RESIDENTIAL	241.2	71.9%
INDUSTRIAL	33.5	10.0%
UNDEVELOPED / AGRICULTURE	27.3	8.1%
TOTAL	335.6	100.0%

03 AREA 18 LAND SUBDIVISION

MAP 3.131 AREA 18 LAND SUBDIVISION

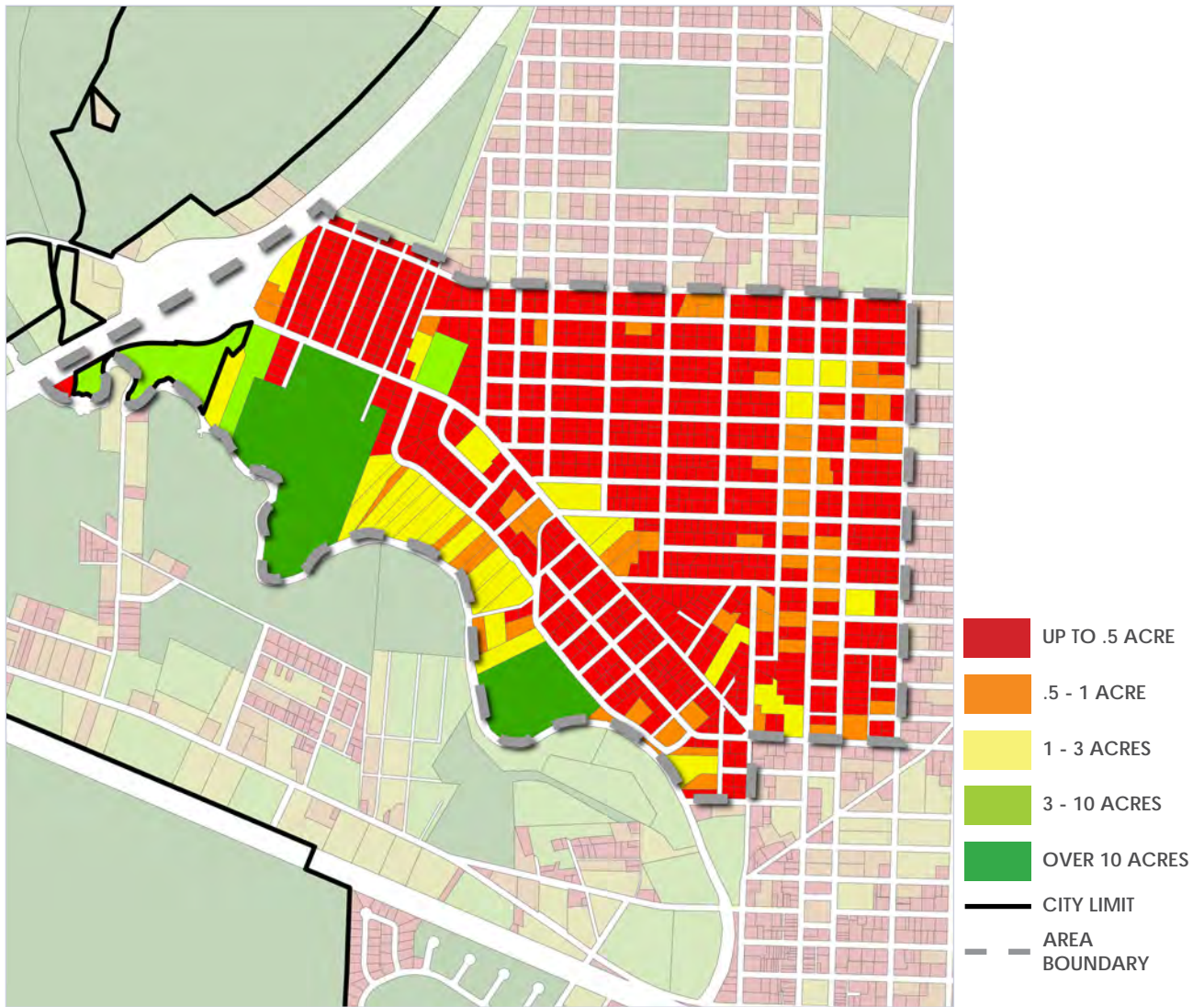


TABLE 3.70 AREA 18 LAND SUBDIVISION SUMMARY

	number	acres	% of total	average size
UP TO .5 ACRE	878	195.6	58.3%	0.2
.5 TO 1 ACRES	61	37.7	11.2%	0.6
1 TO 3 ACRES	27	40.4	12.0%	1.5
3 TO 10 ACRES	3	16.4	4.9%	5.5
OVER 10 ACRES	2	45.4	13.5%	22.7
TOTAL	971	335.5	100.0%	0.3

AREA 18 ZONING DISTRICTS

MAP 3.132 AREA 18 ZONING DISTRICTS

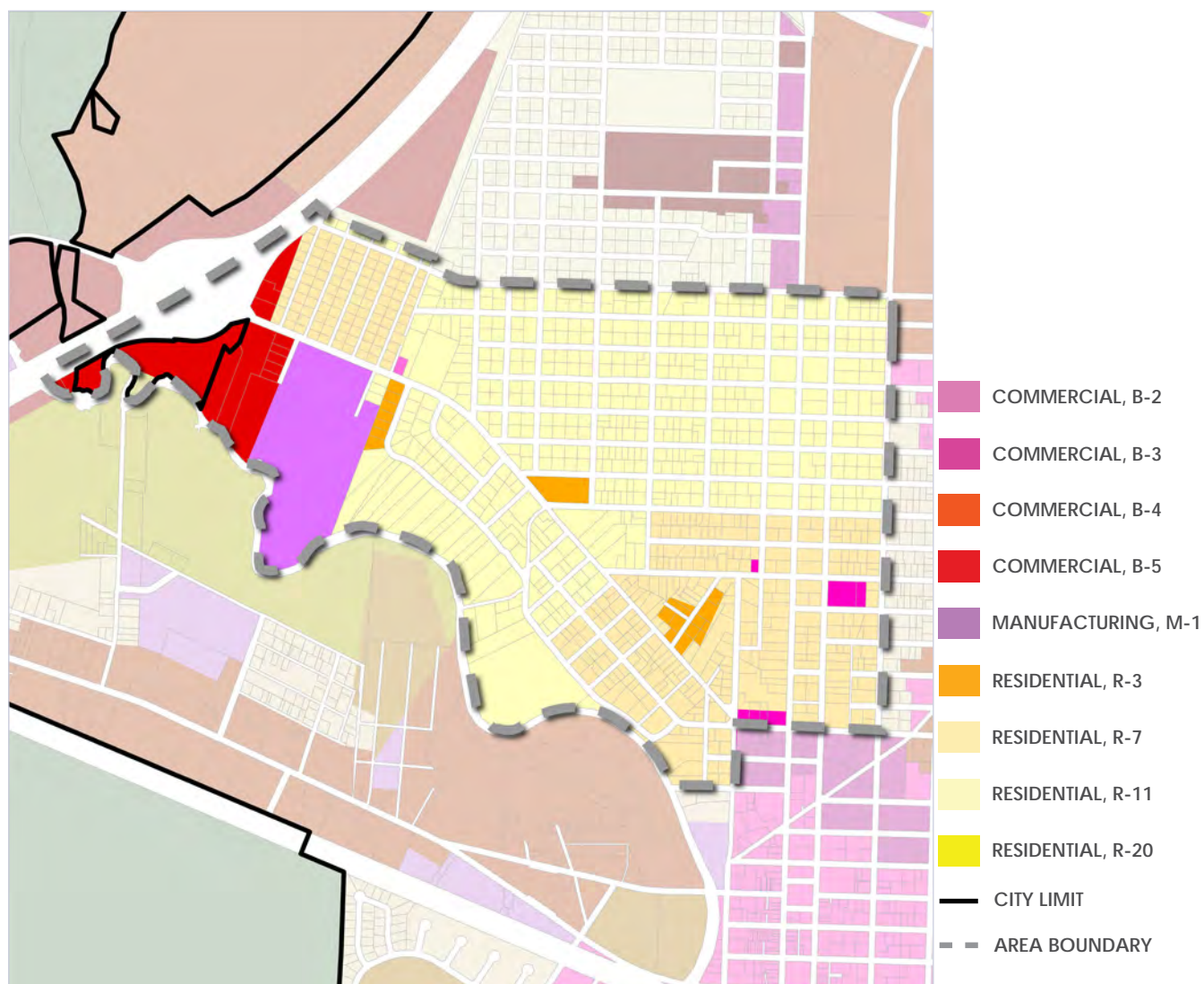


TABLE 3.71 AREA 18 ZONING DISTRICTS SUMMARY

	acres	% of total
AGRICULTURAL	-	-
COMMERCIAL	26.6	7.9%
MANUFACTURING	29.7	8.9%
RESIDENTIAL	279.2	83.2%
TOTAL	335.5	100%

AREA 18 ENVIRONMENTAL

MAP 3.133 AREA 18 ENVIRONMENTAL FEATURES

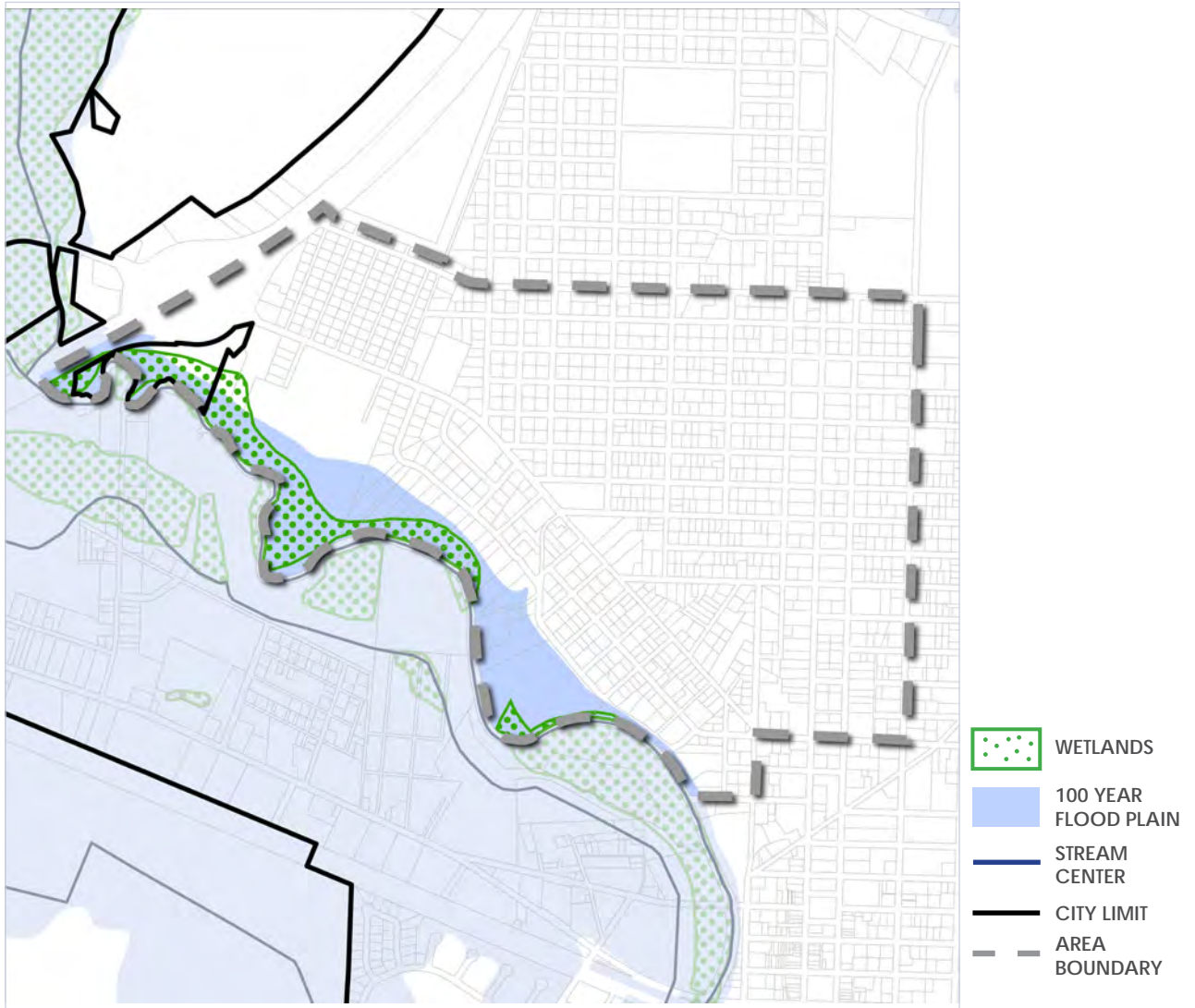


TABLE 3.72 AREA 18 ENVIRONMENTAL FEATURES SUMMARY

	acres	% of total
WETLANDS	78.99	21.8%
100 YEAR FLOOD PLAIN	90.10	24.9%
NON-WETLAND/FLOOD PLAIN	272.14	75.1%

AREA NINETEEN

Area 19 is located in the north-central portion of the city’s planning area, encompassing an area bounded by I-95 on the west, NC 211 on the north, Fayetteville Road on the east and downtown to the south. This area is centered on the area surrounding Southeastern Medical Center and Biggs Park Mall along the North Elm Street corridor.

MAP 3.134 PLANNING AREA 19 LOCATION



AREA 19 STREETS & TOPOGRAPHY

MAP 3.135 PLANNING AREA 19 STREETS & TOPOGRAPHY



AREA 19 AERIAL VIEW

MAP 3.136 PLANNING AREA 19 AERIAL VIEW

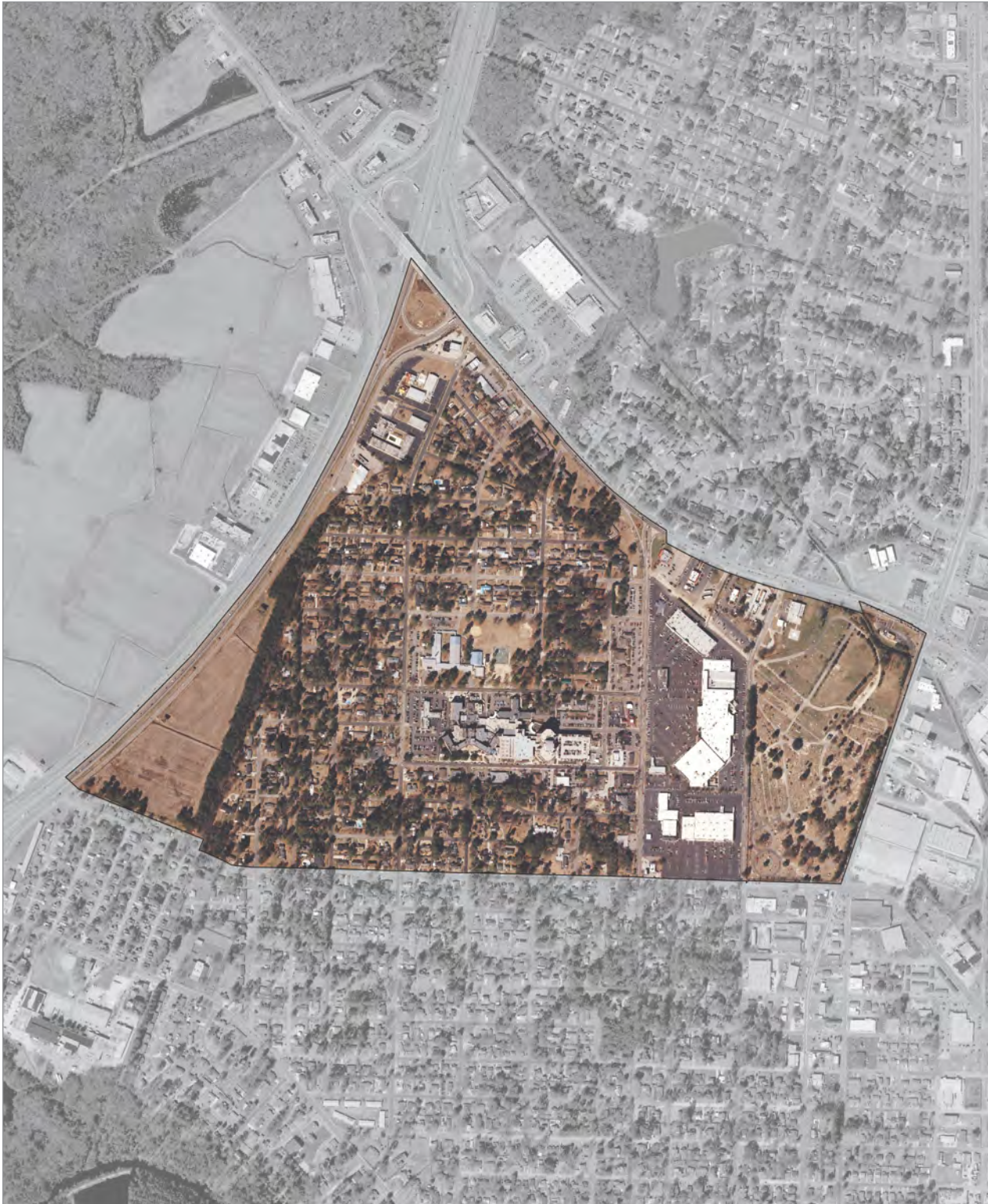




IMAGE 3.55 The Southeastern Medical Center is a major employment center.



IMAGE 3.56 Children in neighborhoods around Tanglewood Elementary School can walk to school.



IMAGE 3.57 The Biggs Mall is the city's major shopping retail located off of N Roberts Ave.

EXISTING LAND USE

Although residential land use accounts for the greatest amount of acreage in the planning area at just over 35%, the area is dominated by two large nonresidential uses, the Southeastern Medical Center campus and Biggs Park Mall, which lie opposite of each other along the North Elm Street corridor. The presence of these two uses greatly influence the overall development pattern (along with the cemetery on the east side of the mall). The only significant undeveloped acreage in the planning area lies between the residential neighborhoods around the medical center and I-95.

LAND SUBDIVISION

The land subdivision pattern in this area is tied directly to the land use pattern, with smaller parcels found in the neighborhoods surrounding the medical center, and larger parcels comprising the large public / institutional and commercial uses in the area.

ZONING

Land within the planning area is divided nearly evenly between residential and commercial districts, with commercially zoned property accounting for just over half of the area and residential districts accounting for the remainder.

AREA 19 EXISTING LAND USE

MAP 3.137 AREA 19 EXISTING LAND USE

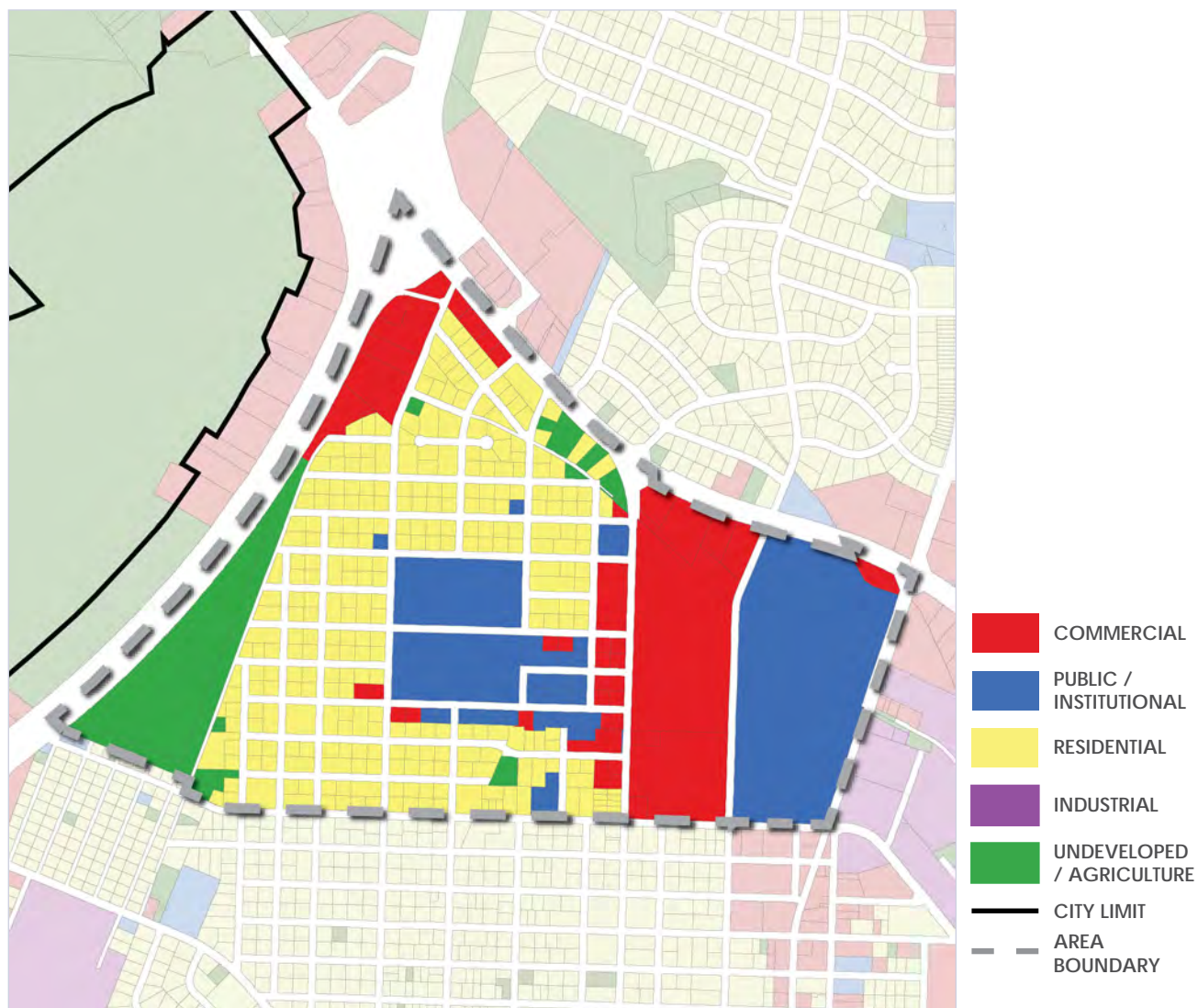


TABLE 3.73 AREA 19 EXISTING LAND USE SUMMARY

	acres	% of total
COMMERCIAL	60.5	23.8%
PUBLIC / INSTITUTIONAL	71.5	28.2%
RESIDENTIAL	92.3	36.4%
INDUSTRIAL	-	-
UNDEVELOPED / AGRICULTURE	29.6	11.7%
TOTAL	253.9	100.0%

03 AREA 19 LAND SUBDIVISION

MAP 3.138 AREA 19 LAND SUBDIVISION

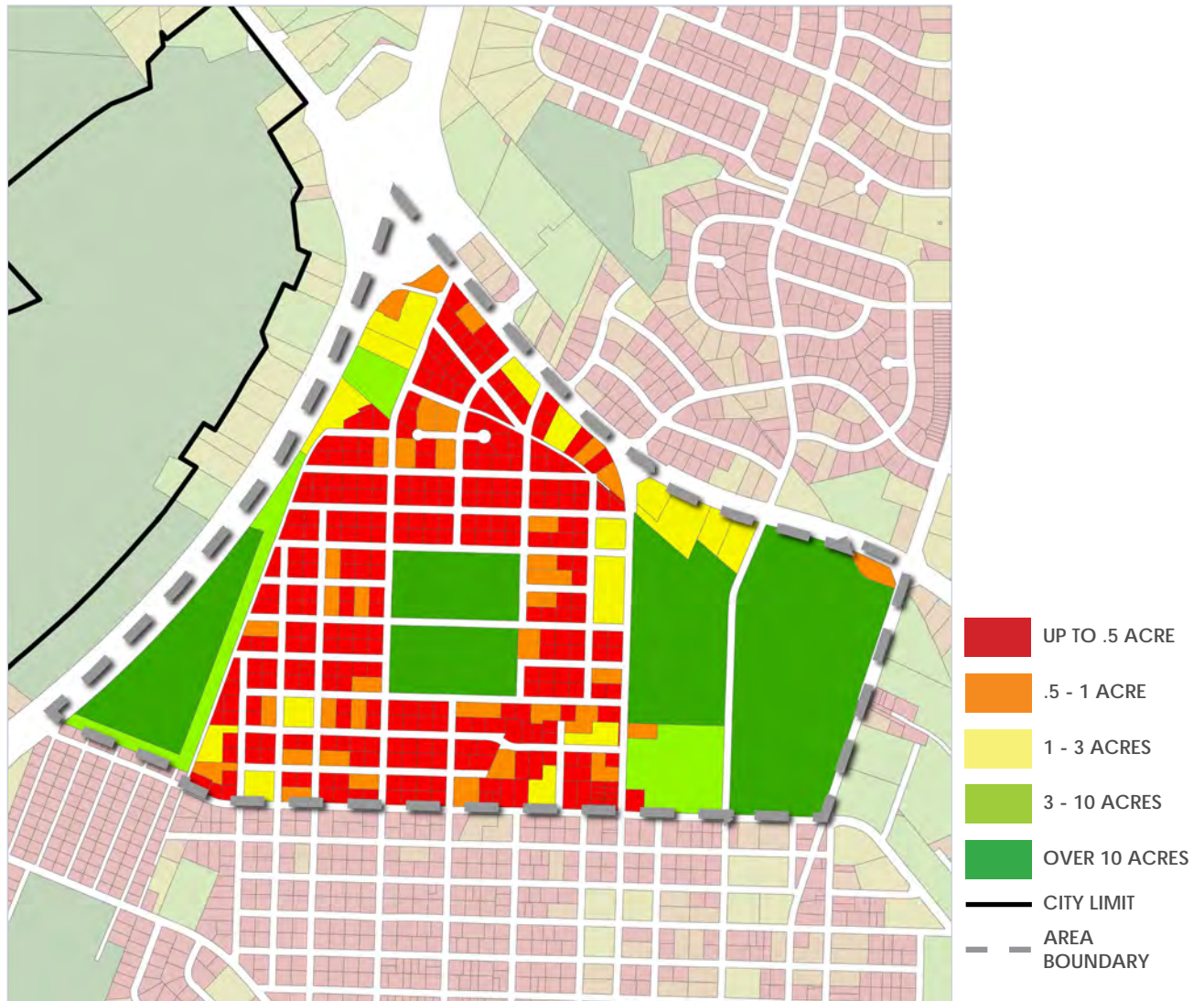


TABLE 3.74 AREA 19 LAND SUBDIVISION SUMMARY

	number	acres	% of total	average size
UP TO .5 ACRE	320	87.6	34.5%	0.3
.5 TO 1 ACRES	37	23.6	9.3%	0.6
1 TO 3 ACRES	16	23.7	9.3%	1.5
3 TO 10 ACRES	3	19.9	7.8%	6.6
OVER 10 ACRES	5	99.1	39.0%	19.8
TOTAL	381	253.9	100.0%	0.7

AREA 19 ZONING DISTRICTS

MAP 3.139 AREA 19 ZONING DISTRICTS

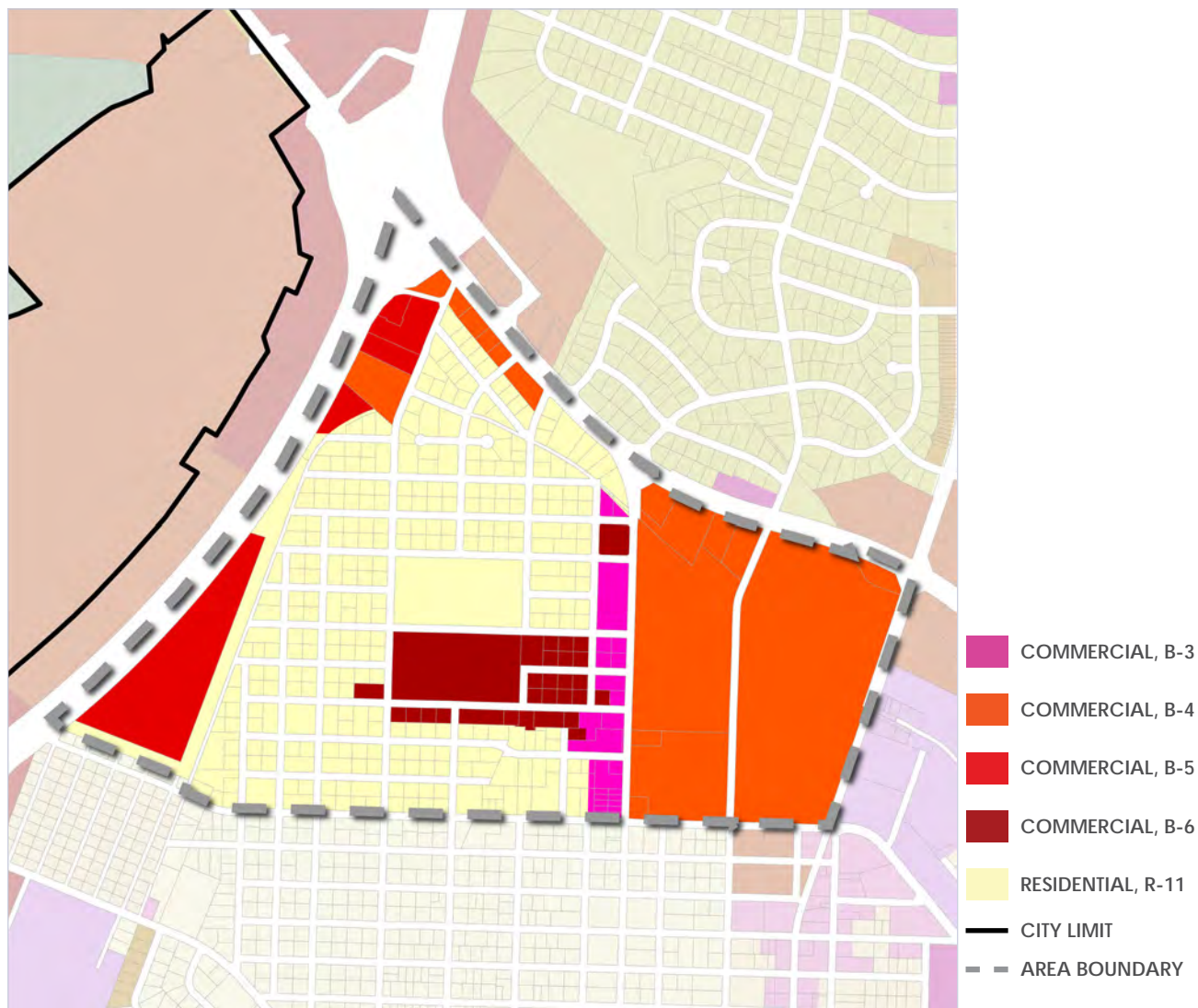


TABLE 3.75 AREA 19 ZONING DISTRICTS SUMMARY

	acres	% of total
AGRICULTURAL	-	-
COMMERCIAL	138.8	54.7%
MANUFACTURING	-	-
RESIDENTIAL	115.0	45.3%
TOTAL	253.9	100%

AREA 19 ENVIRONMENTAL

MAP 3.140 AREA 19 ENVIRONMENTAL FEATURES

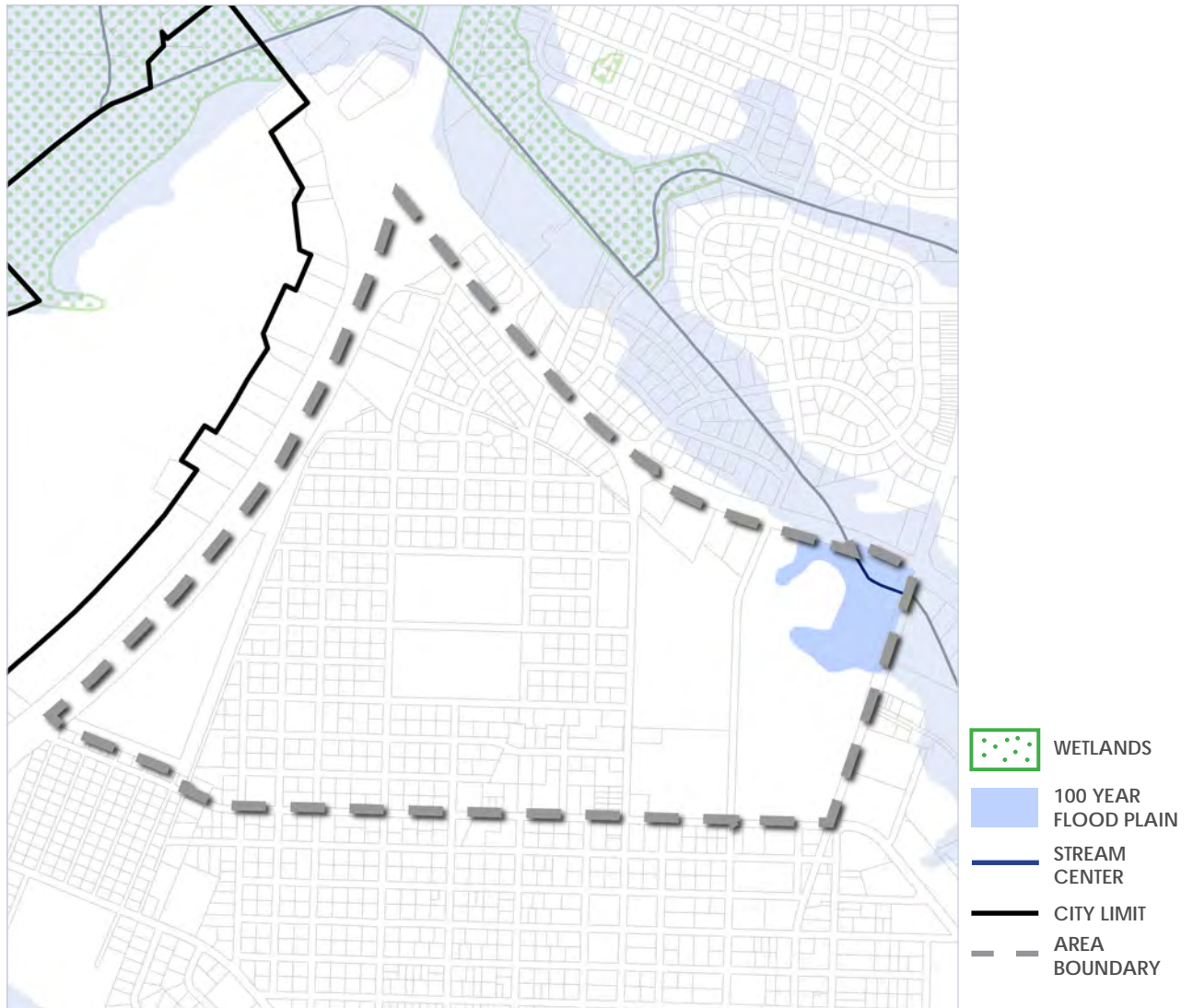


TABLE 3.76 AREA 19 ENVIRONMENTAL FEATURES SUMMARY

	acres	% of total
WETLANDS	-	-
100 YEAR FLOOD PLAIN	41.75	16.4%
NON-WETLAND/FLOOD PLAIN	212.65	83.6%

FUTURE LAND USE

The Future Land Use Map is intended to serve as a guide for the City's elected leaders, the Planning Board, planning staff, property owners and developers as the City moves forward with the implementation of the Land Use Plan. This map supports the City's vision and goals for its future by establishing a spatial plan for the ongoing growth, development and redevelopment of the City that focuses on its core assets and takes advantage of past investments in utility and transportation infrastructure. This, in turn, will allow the City to maximize its return on those investments and better plan for additional strategic investments that are coordinated with its vision for growth.

LAND USE CATEGORIES

The following general land use categories are intended to support the overall framework for future land use and development in the City of Lumberton. As generalized categories of land use, they are not intended to translate directly into any particular zoning district, but rather guide decision-making by appointed and elected officials as legislative and policy decisions are made about growth, land use, infrastructure and the provision of municipal services.

LOW INTENSITY

The Low Intensity land use category is intended to accommodate both the preservation and growth of low to medium density neighborhoods (4 to 6 dwelling units / acre) consisting primarily of single family residences, as well as small scale multi-family residential development, such as two and three family dwellings. While primarily residential in character, certain low impact nonresidential uses are appropriate for development within these areas, such as small churches, daycare

centers, traditional home occupations and similar uses which will not conflict with the character of these areas when they are situated and developed in a manner that is consistent with an overall low intensity land use pattern.

MEDIUM INTENSITY

The Medium Intensity land use category is intended to accommodate medium density residential development (up to 10 dwelling units / acre), including both single family residences and larger scale multi-family dwellings. This land use category is also intended to accommodate the use and development of land for medium intensity nonresidential uses, such as churches, schools, neighborhood scale retail, professional offices and similar uses when sited in a manner that does not negatively impact adjoining residential uses located within this or an adjacent lower intensity land use category. In general, these areas are intended to provide a transition between low and high intensity land uses, as well as to facilitate redevelopment in areas where increased density and/or intensity of use is desired.

HIGH INTENSITY

The High Intensity land use category is intended to accommodate regional scale commercial and employment centers, as well as auto-oriented retail uses and services for transient customers at strategic locations along primary highway corridors and other prominent locations in the city. Where appropriate, this land use category can also accommodate more intensive residential development, typically in a mixed-use setting. In areas not located directly along primary transportation corridors, small scale assembly, fabrication, logistics, warehousing and similar uses that do not create off-site environmental impacts are appropriate within areas designated as high intensity.

DOWNTOWN

The Downtown land use category is intended to accommodate a wide range of uses at varying intensities and densities in a physical environment that is consistent with a traditional urban setting. Appropriate uses include a range of retail, office, public, institutional and public service establishments that cater to the needs of both a local and regional customer base. Such uses are typically mixed both horizontally along blocks and vertically within buildings in this urban setting, including mixed residential/commercial buildings. Residential uses, while generally encouraged throughout this area, should be limited to upper stories to encourage active use of street frontages.

INDUSTRIAL

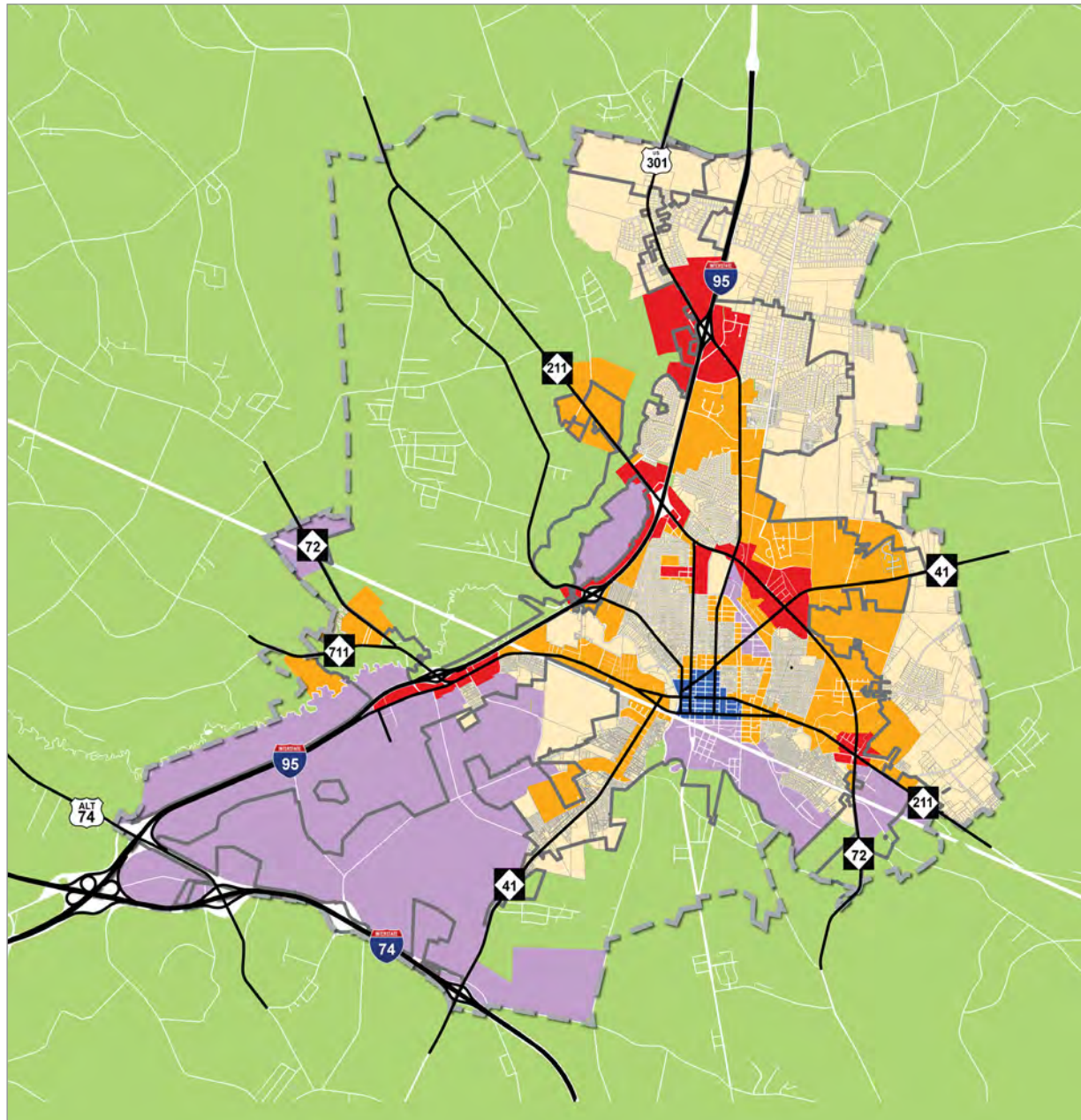
The Industrial land use category is intended to promote economic development by providing significant freedom in land use for the purposes of manufacturing, assembly, processing, fabrication, transportation, warehousing and logistics at a variety of intensities and scales. While not exclusively industrial in nature, commercial or other nonresidential uses which do not directly support the function of the industrial base within these areas should be discouraged in order to promote the compatible use of land and to preserve this land resource for industries that will promote stable employment growth in the region.

RURAL

The Rural land use category is applied to those areas which are situated outside of areas deemed to have the most growth potential. Where development does occur in these areas, it is expected to be at less than 1 dwelling unit per acre and to not be served by the city's wastewater system. While generally agricultural and low density residential in character, certain nonresidential land uses that serve the surrounding rural community are appropriate when sited in locations that do not negatively impact the character, such as small convenience retail uses at rural crossroads or larger scale commercial uses that are intended to directly support the rural agricultural economy.

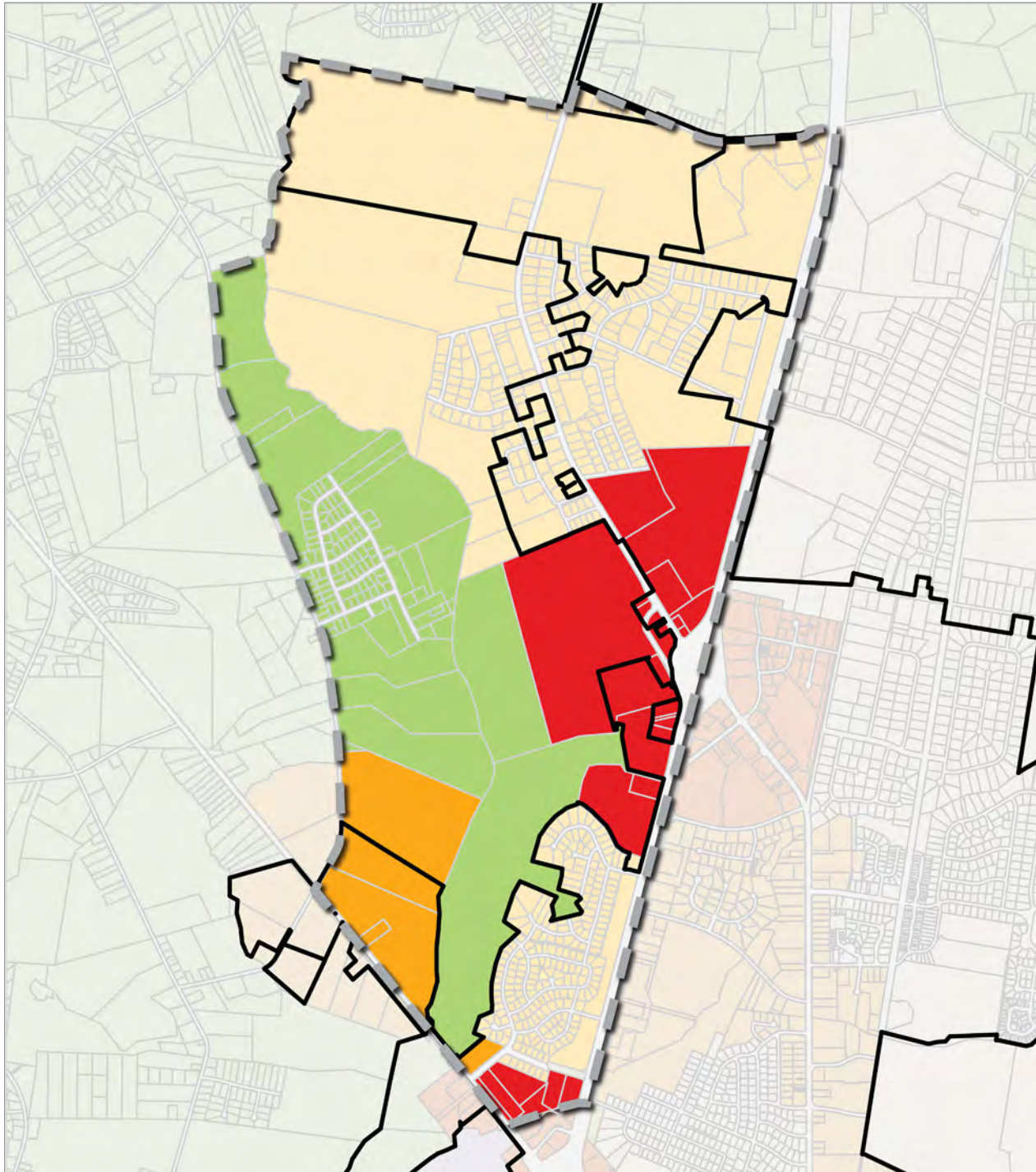
FUTURE LAND USE

MAP 3.141 LUMBERTON FUTURE LAND USE



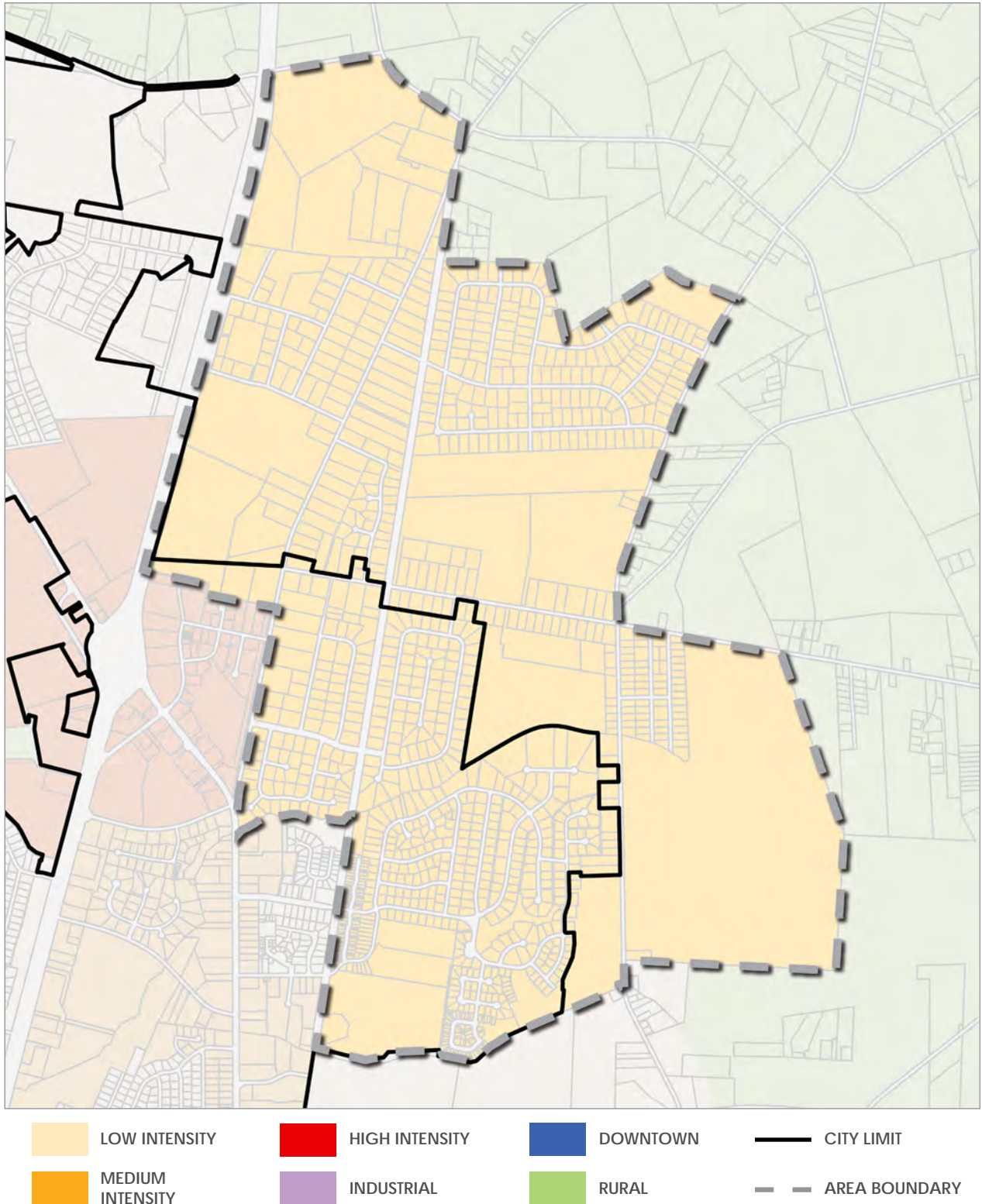
AREA 1 FUTURE LAND USE

MAP 3.142 AREA 1 FUTURE LAND USE



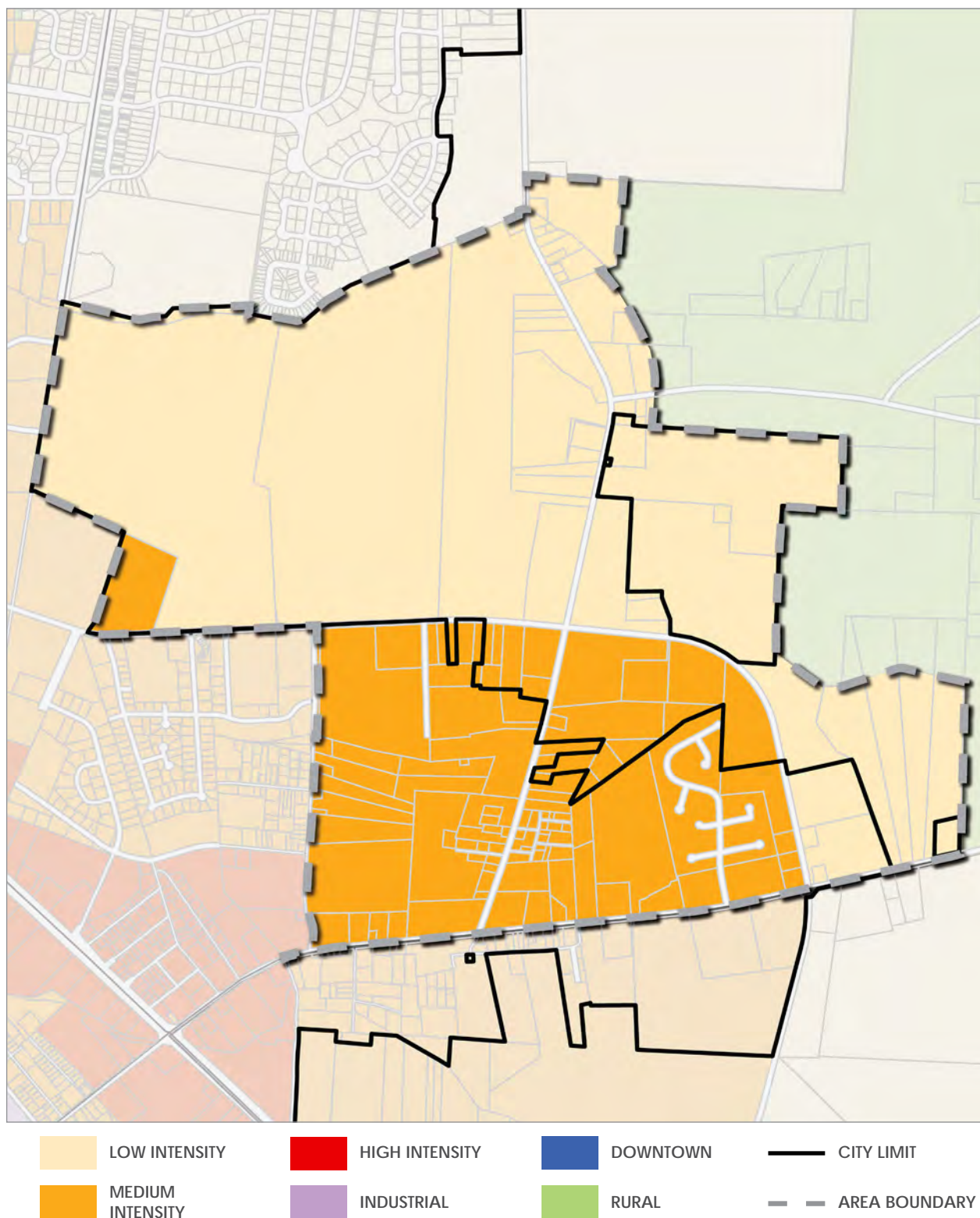
AREA 2 FUTURE LAND USE

MAP 3.143 AREA 2 FUTURE LAND USE



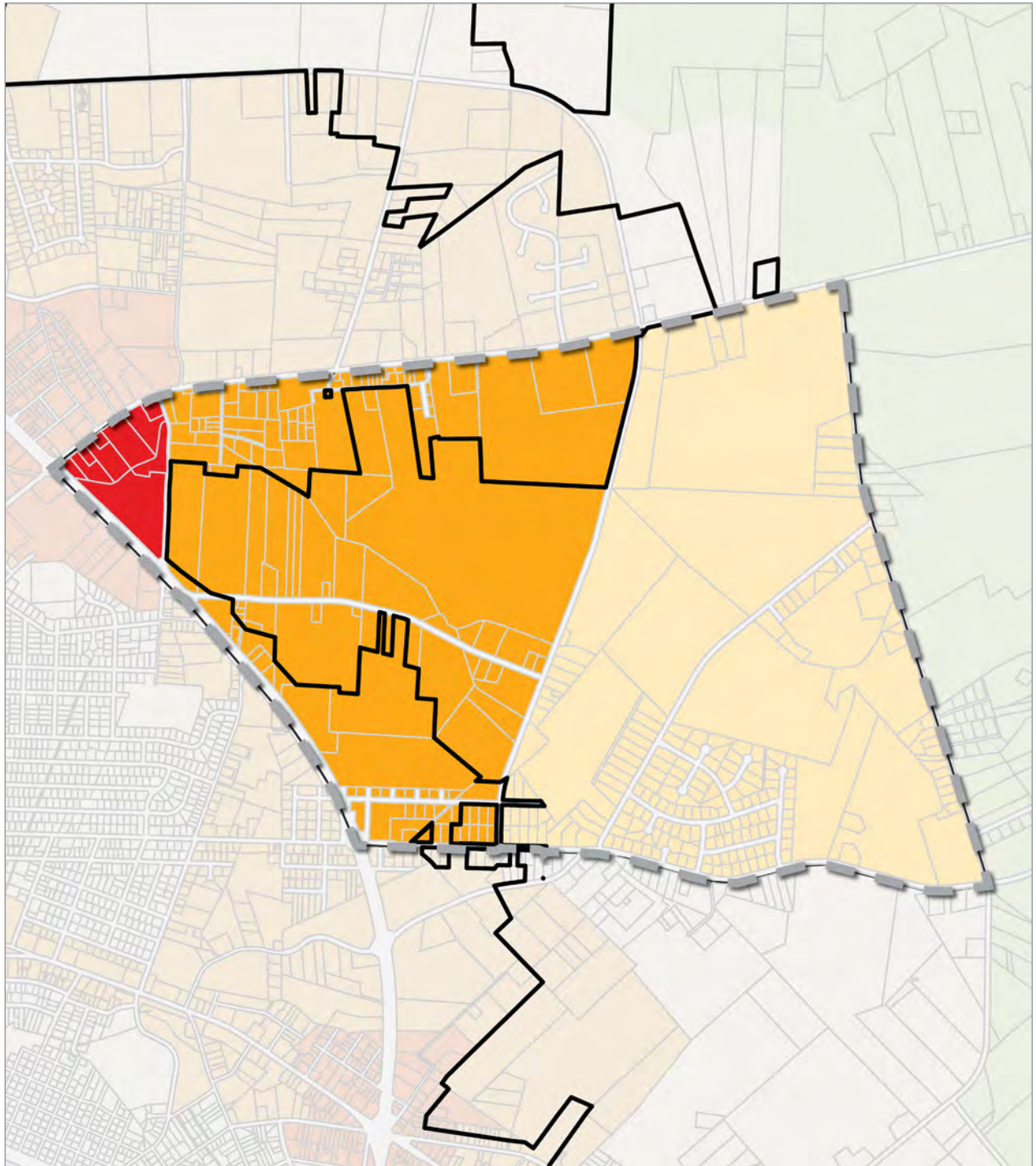
AREA 3 FUTURE LAND USE

MAP 3.144 AREA 3 FUTURE LAND USE



AREA 4 FUTURE LAND USE

MAP 3.145 AREA 4 FUTURE LAND USE



LOW INTENSITY

HIGH INTENSITY

DOWNTOWN

CITY LIMIT

MEDIUM
INTENSITY

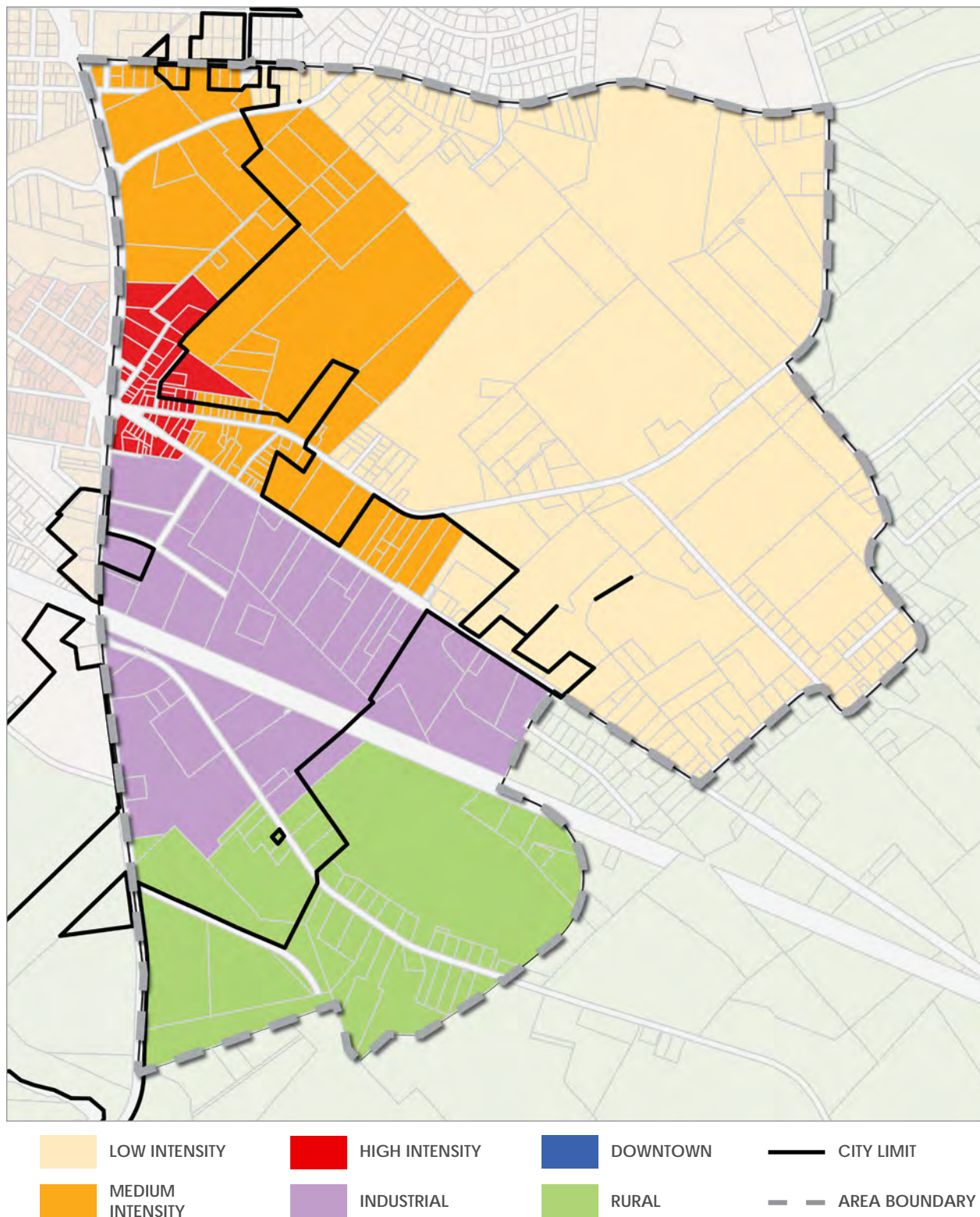
INDUSTRIAL

RURAL

AREA BOUNDARY

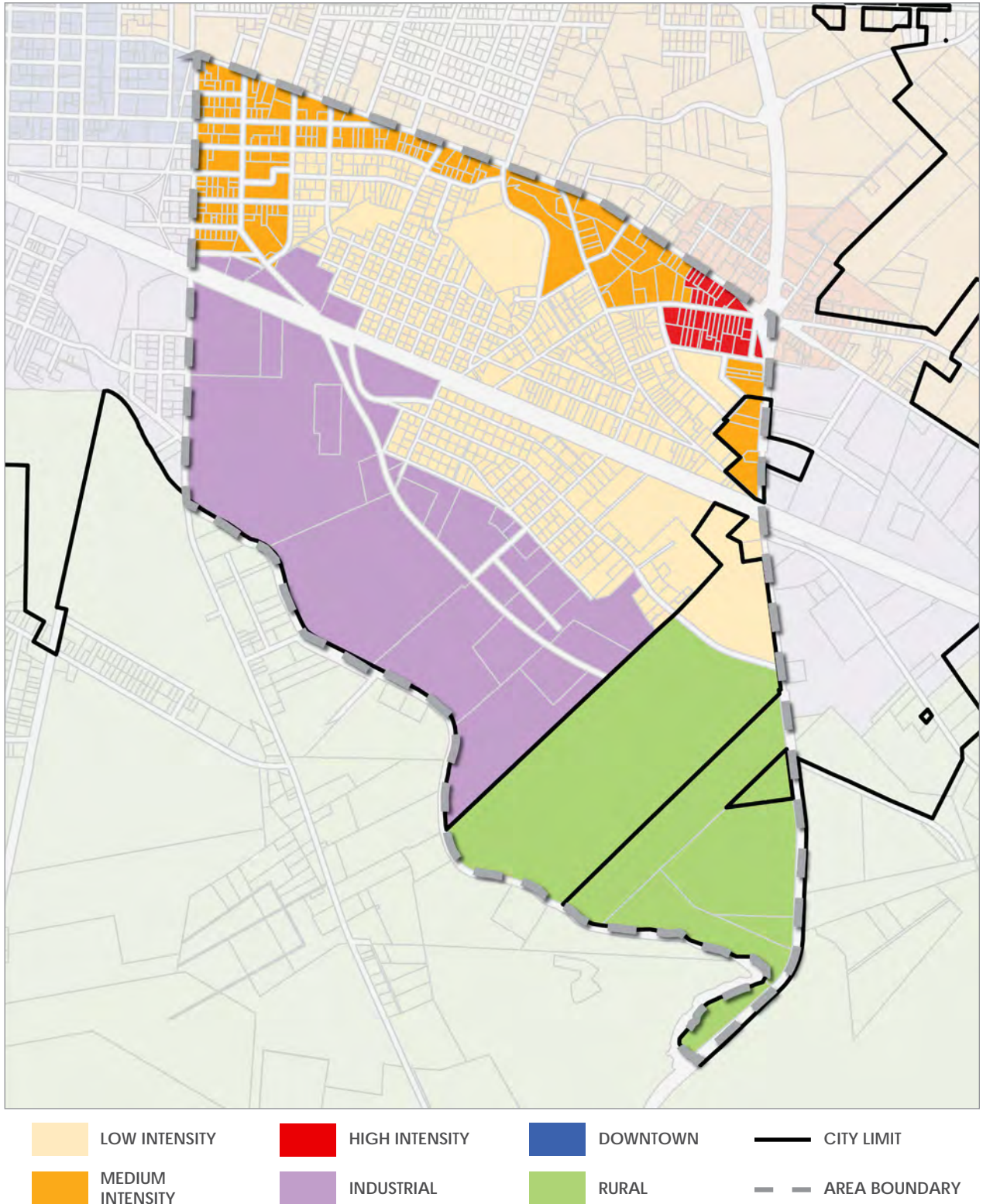
AREA 5 FUTURE LAND USE

MAP 3.146 AREA 5 FUTURE LAND USE



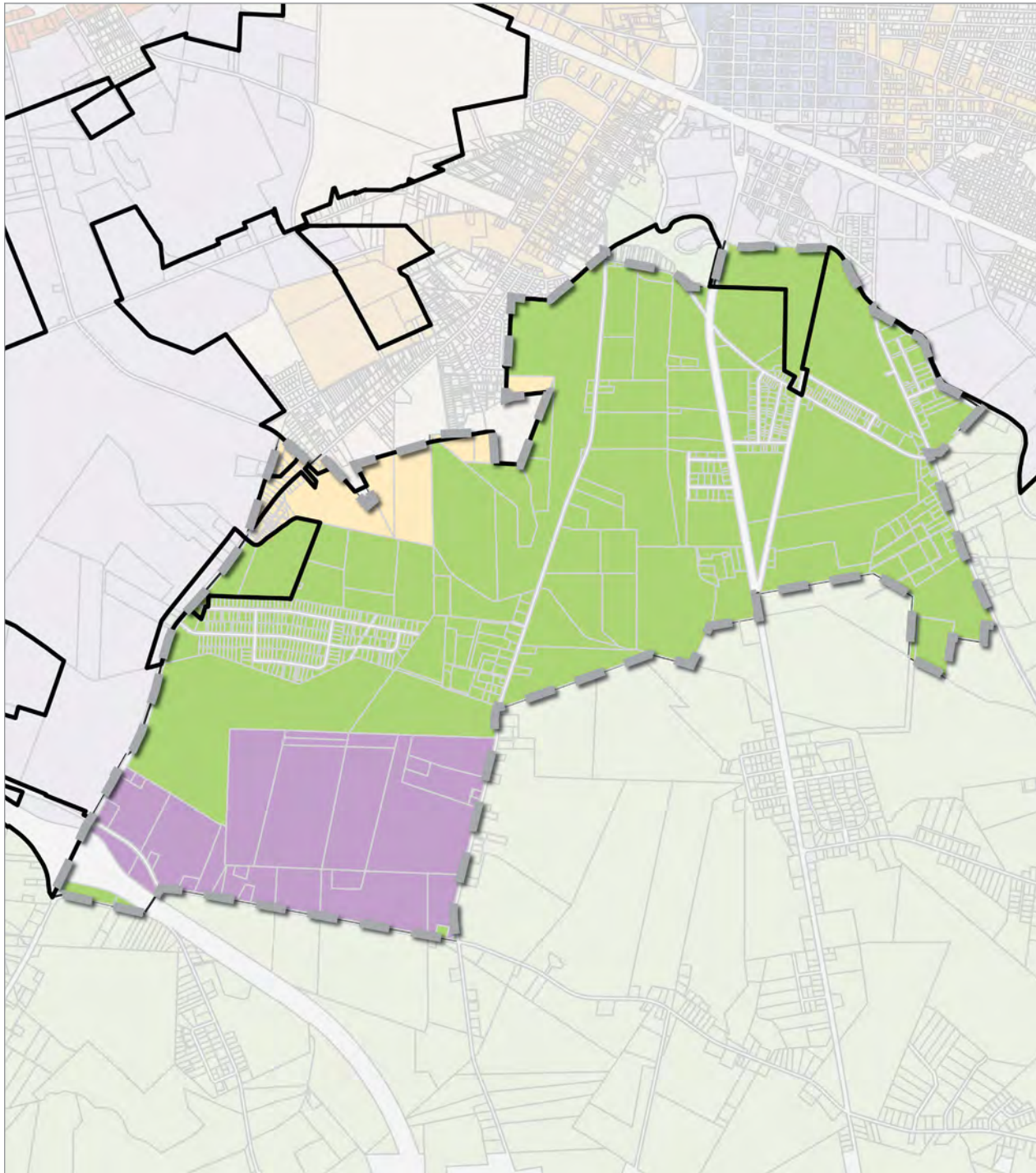
AREA 6 FUTURE LAND USE

MAP 3.147 AREA 6 FUTURE LAND USE



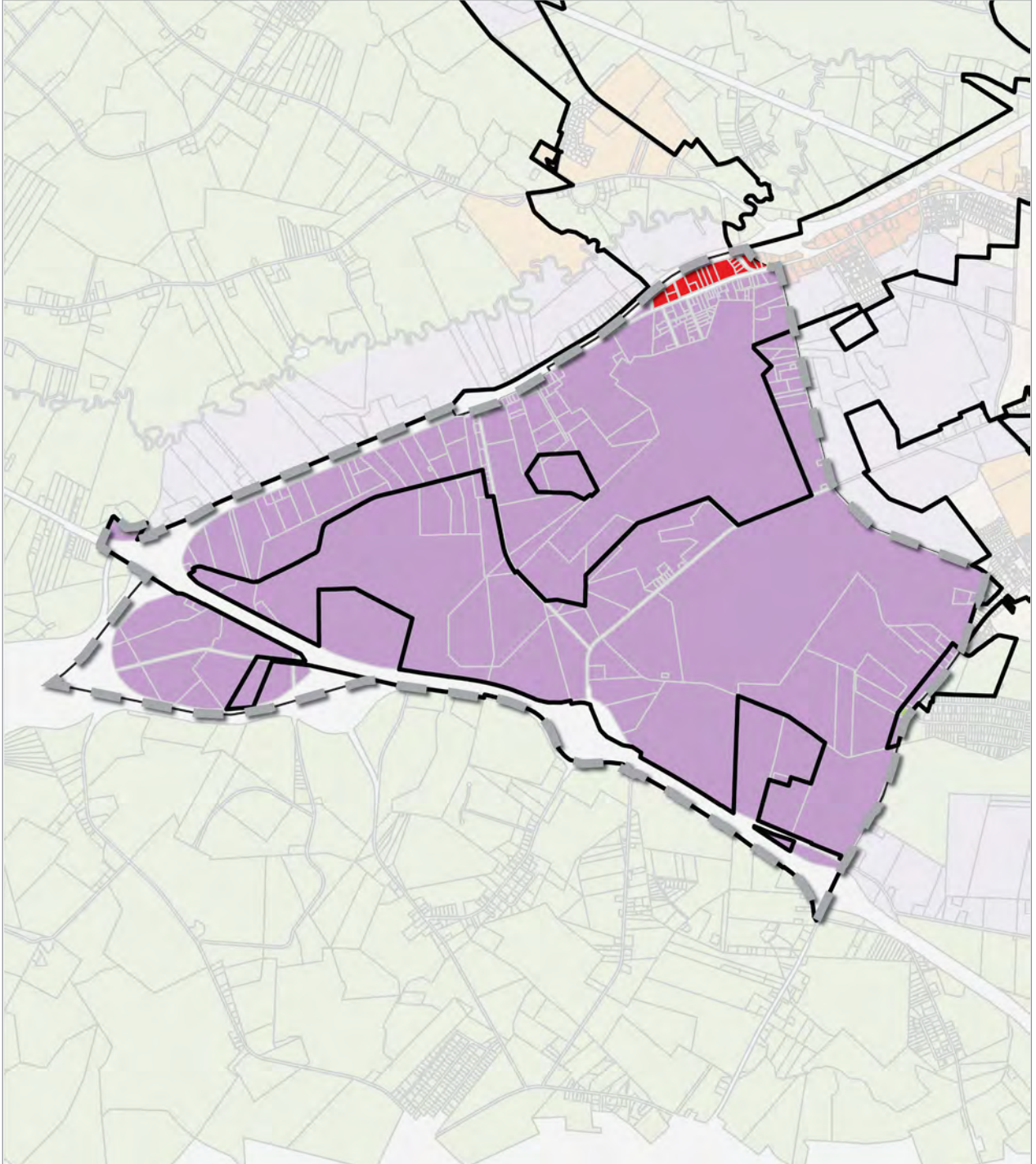
AREA 7 FUTURE LAND USE

MAP 3.148 AREA 7 FUTURE LAND USE



AREA 8 FUTURE LAND USE

MAP 3.149 AREA 8 FUTURE LAND USE



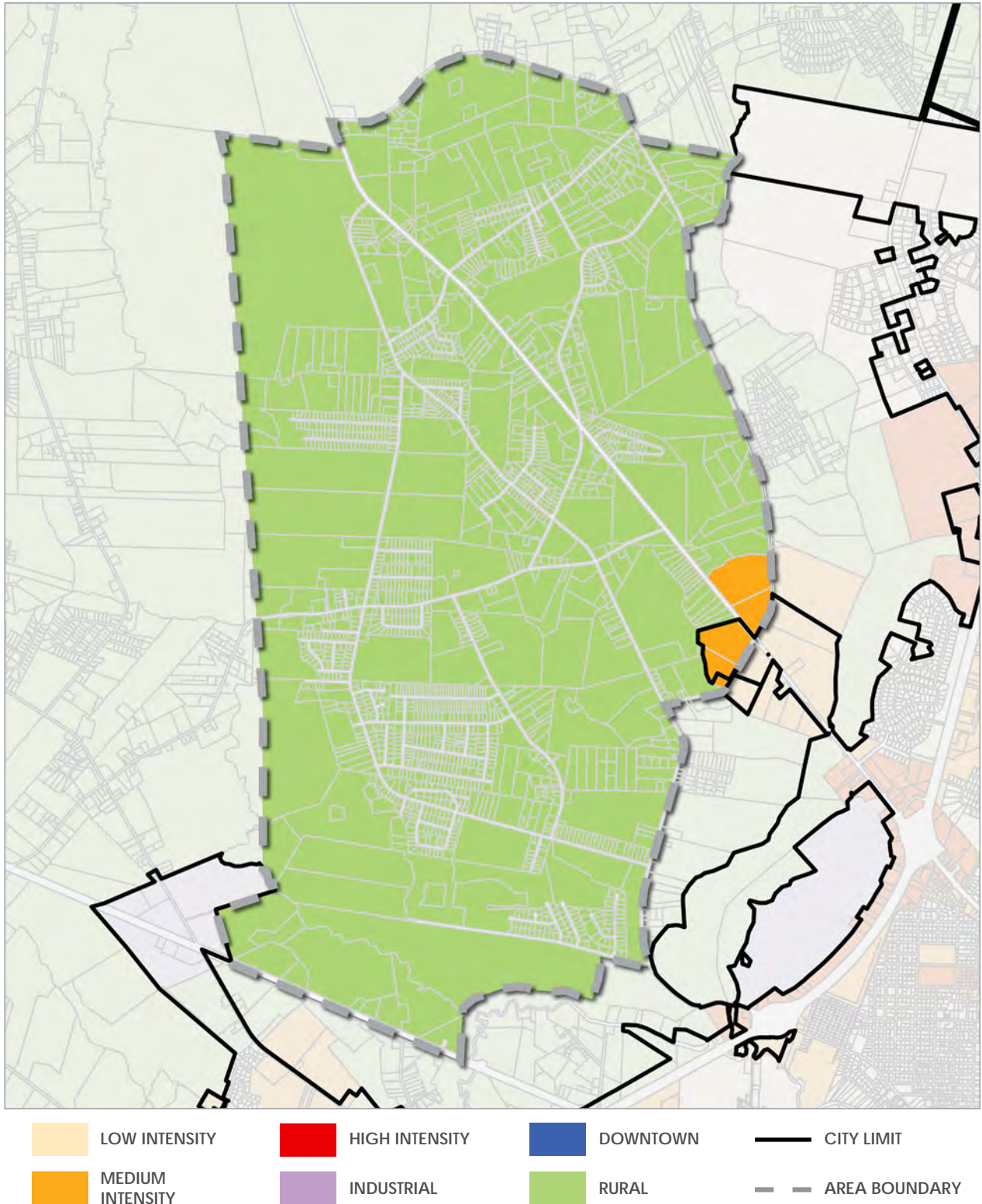
AREA 9 FUTURE LAND USE

MAP 3.150 AREA 9 FUTURE LAND USE



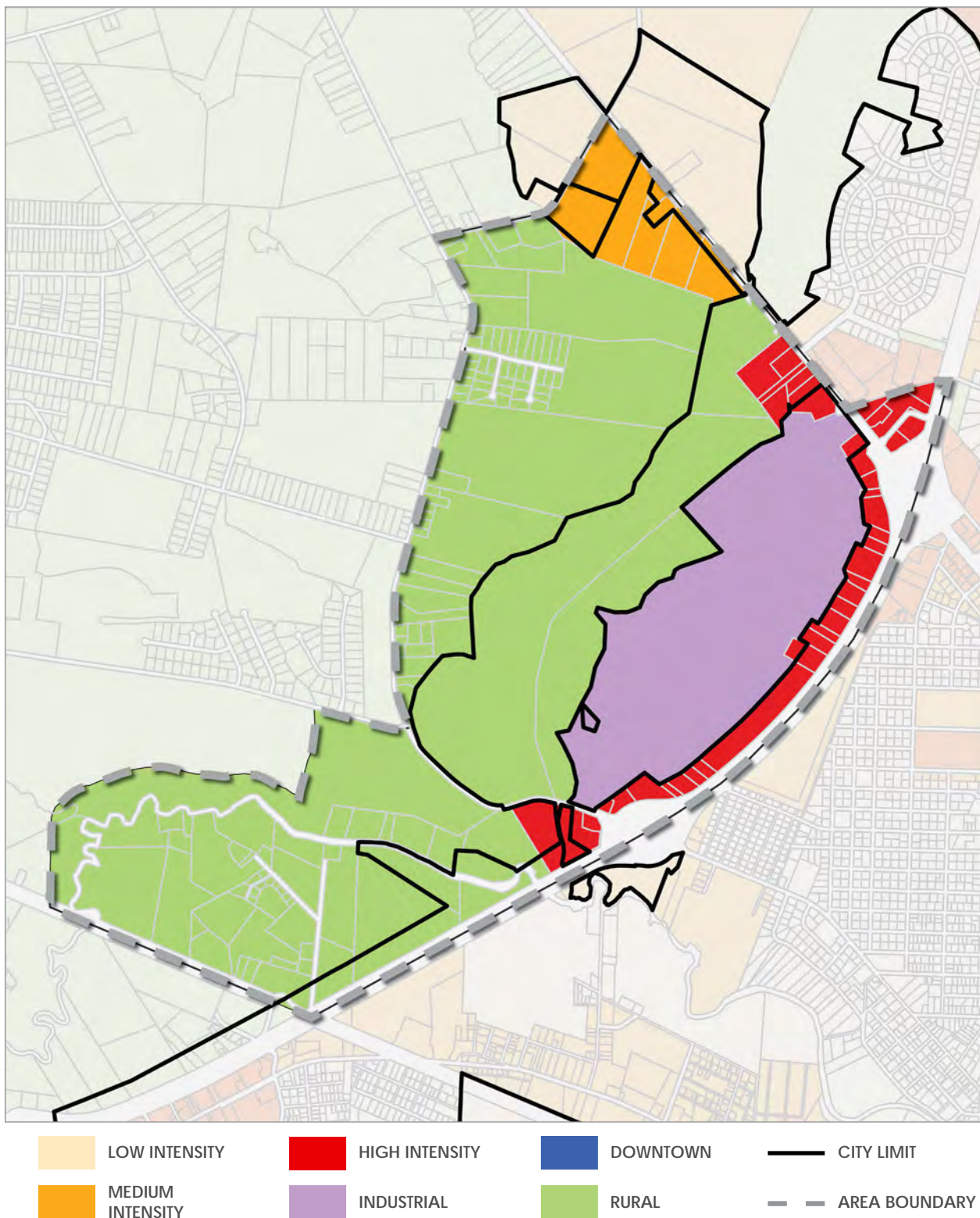
AREA 10 FUTURE LAND USE

MAP 3.151 AREA 10 FUTURE LAND USE



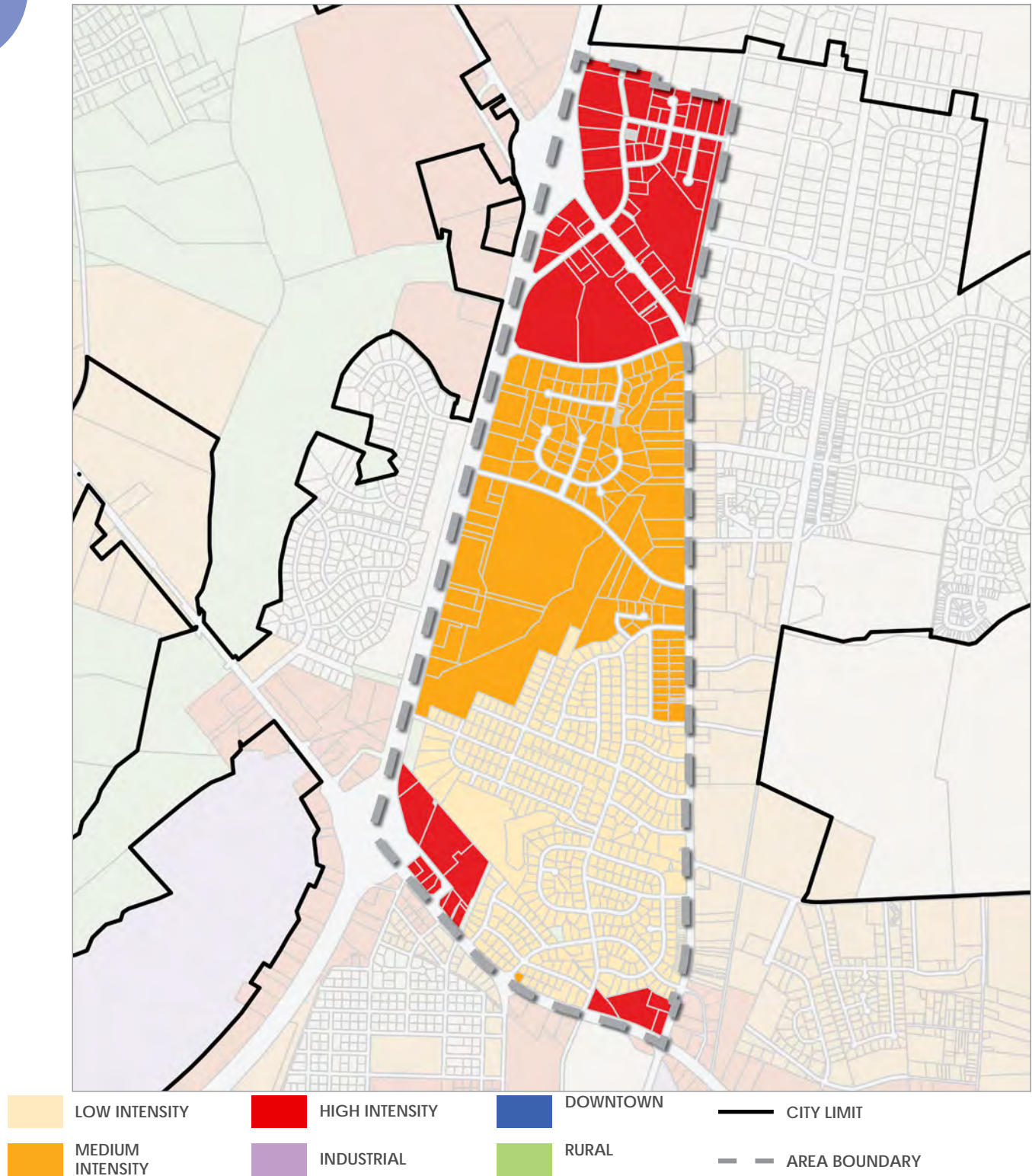
AREA 11 FUTURE LAND USE

MAP 3.152 AREA 11 FUTURE LAND USE



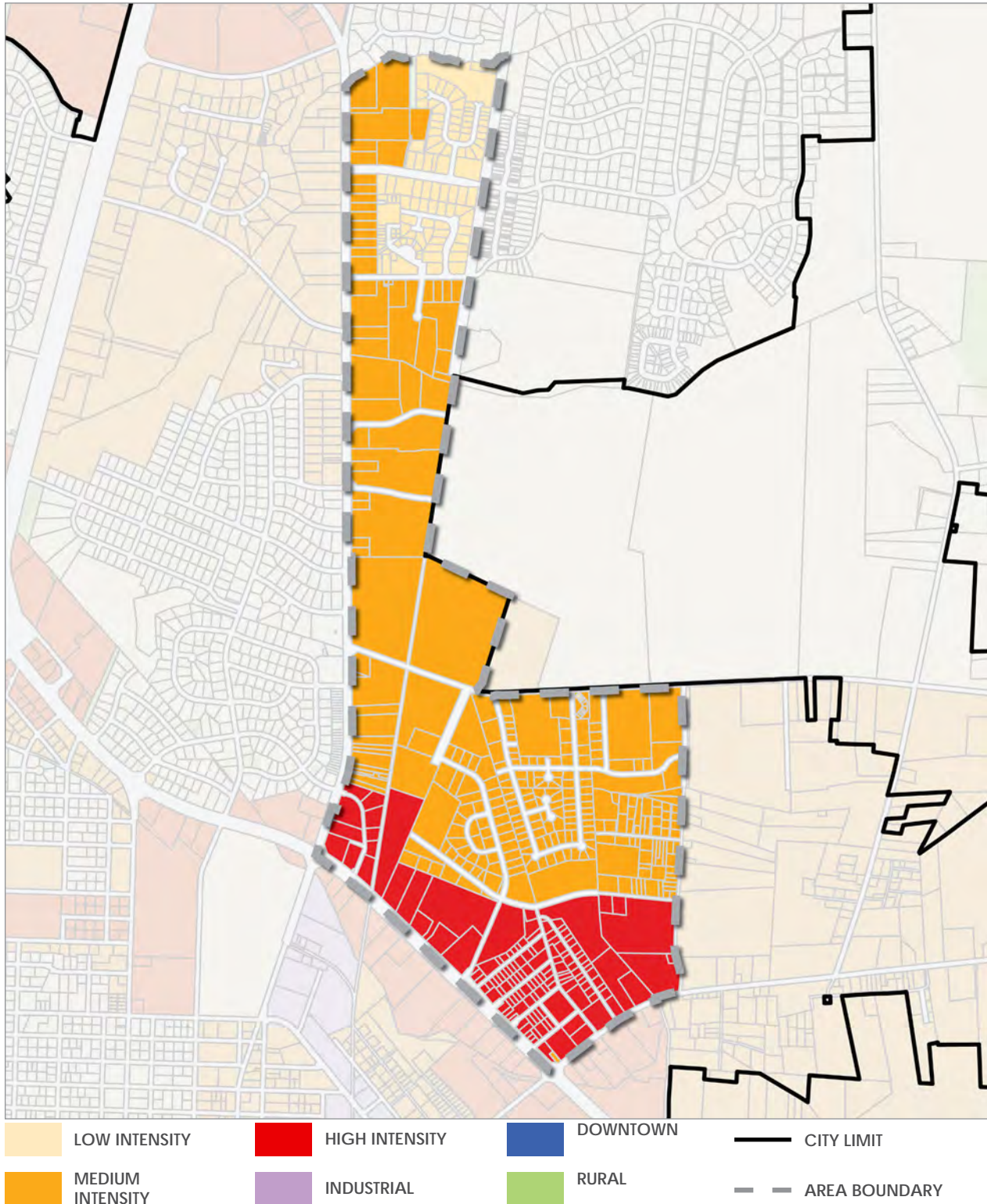
AREA 12 FUTURE LAND USE

MAP 3.153 AREA 12 FUTURE LAND USE



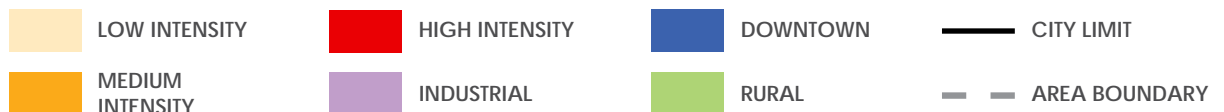
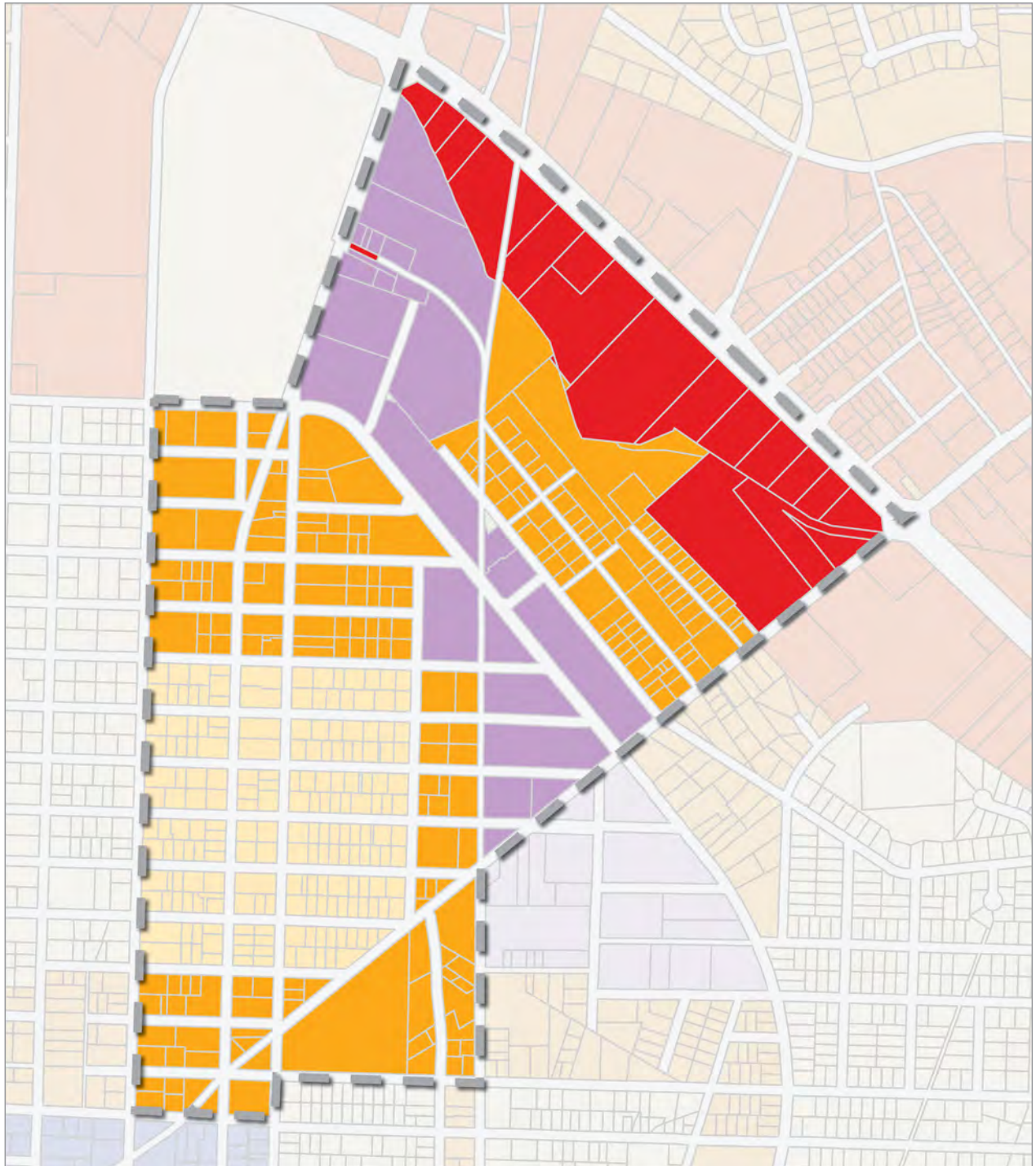
AREA 13 FUTURE LAND USE

MAP 3.154 AREA 13 FUTURE LAND USE



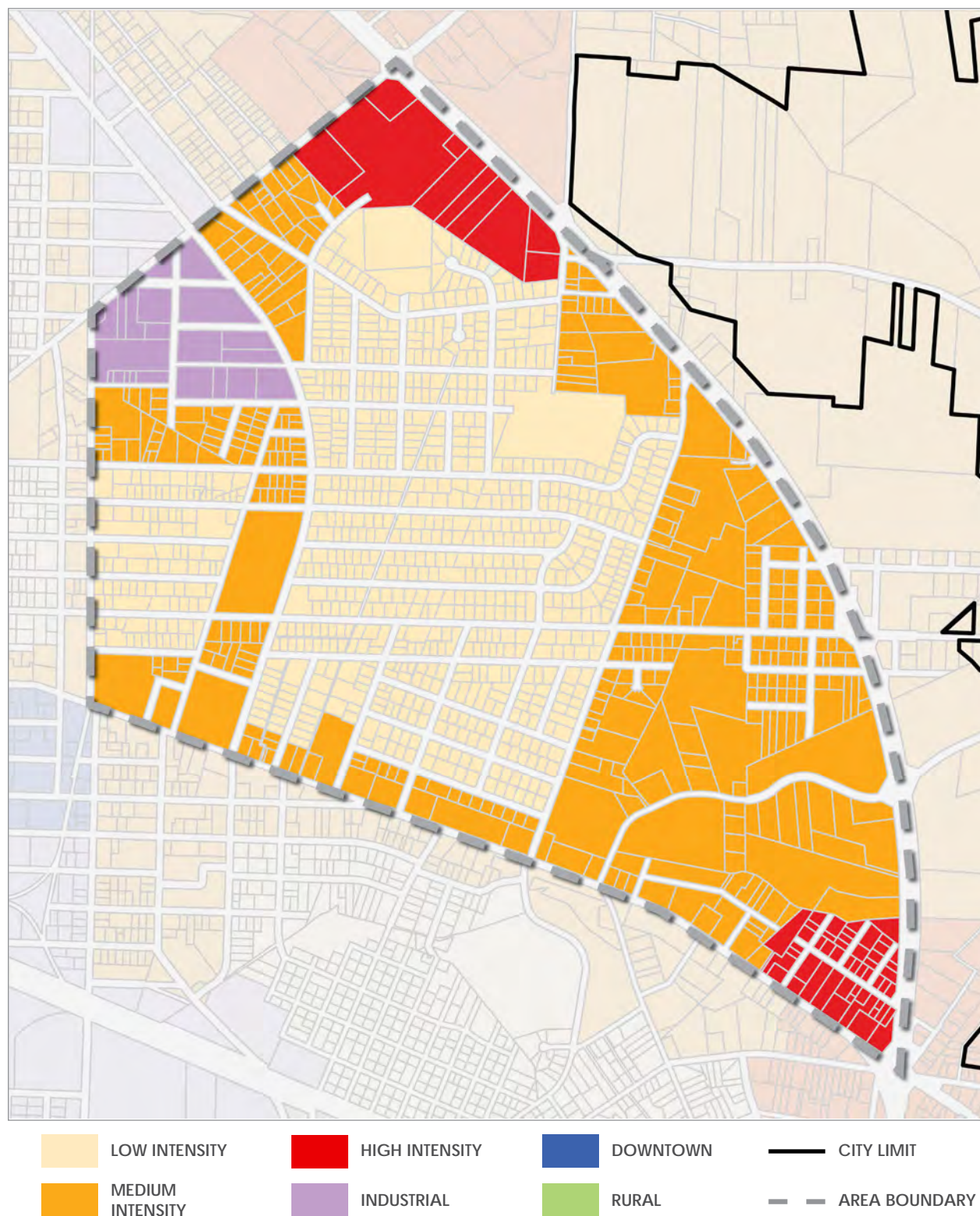
AREA 14 FUTURE LAND USE

MAP 3.155 AREA 14 FUTURE LAND USE



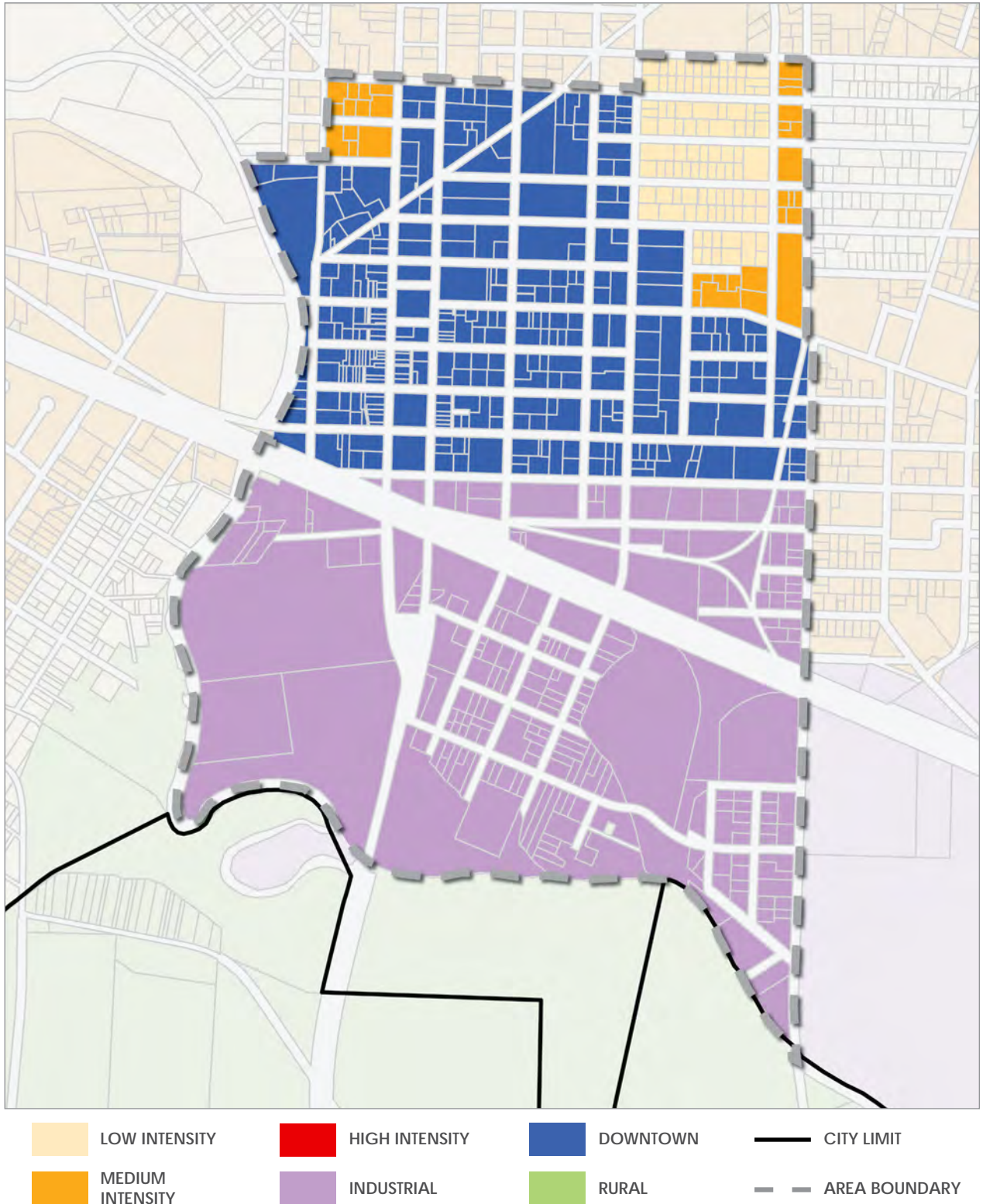
AREA 15 FUTURE LAND USE

MAP 3.156 AREA 15 FUTURE LAND USE



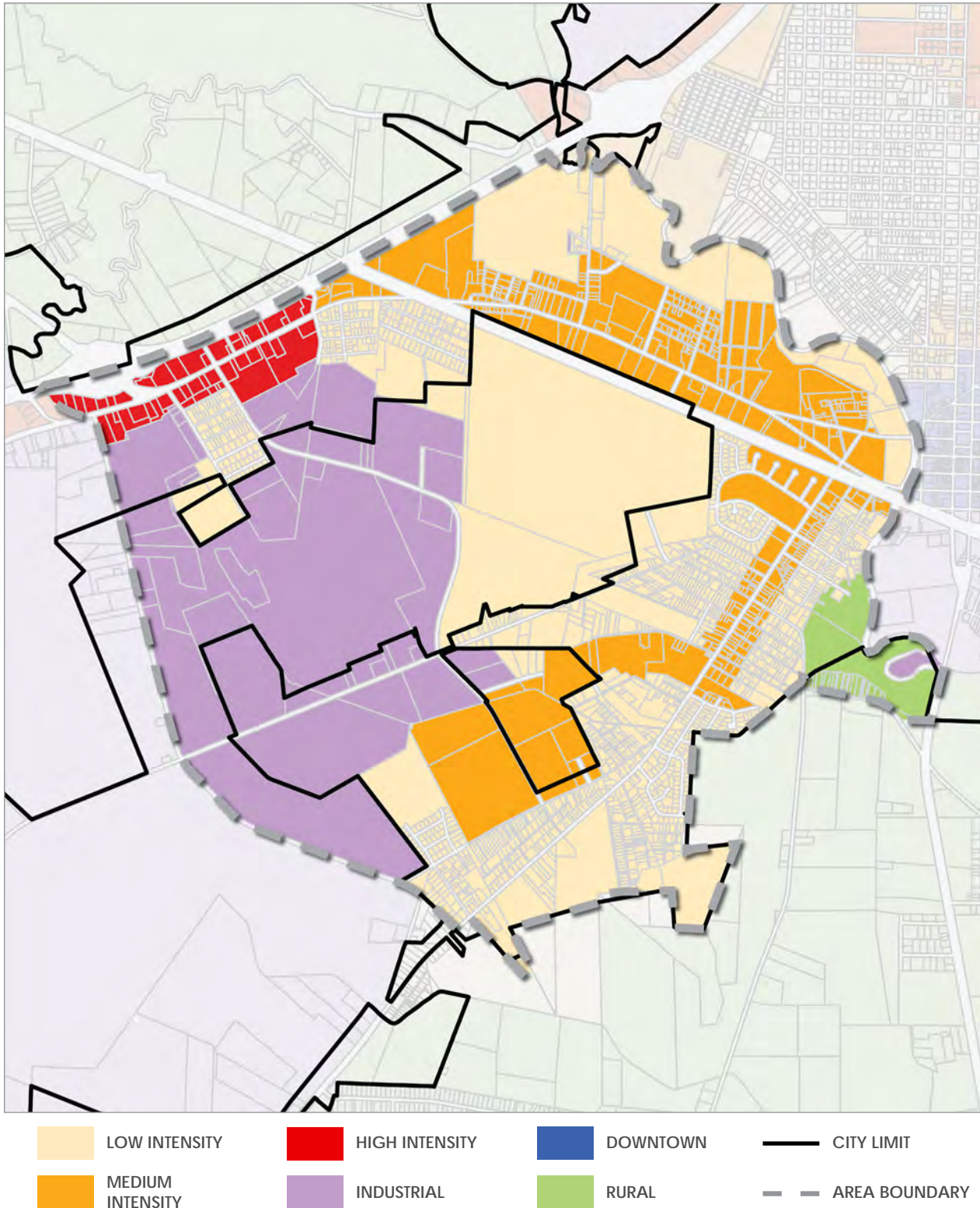
AREA 16 FUTURE LAND USE

MAP 3.157 AREA 16 FUTURE LAND USE



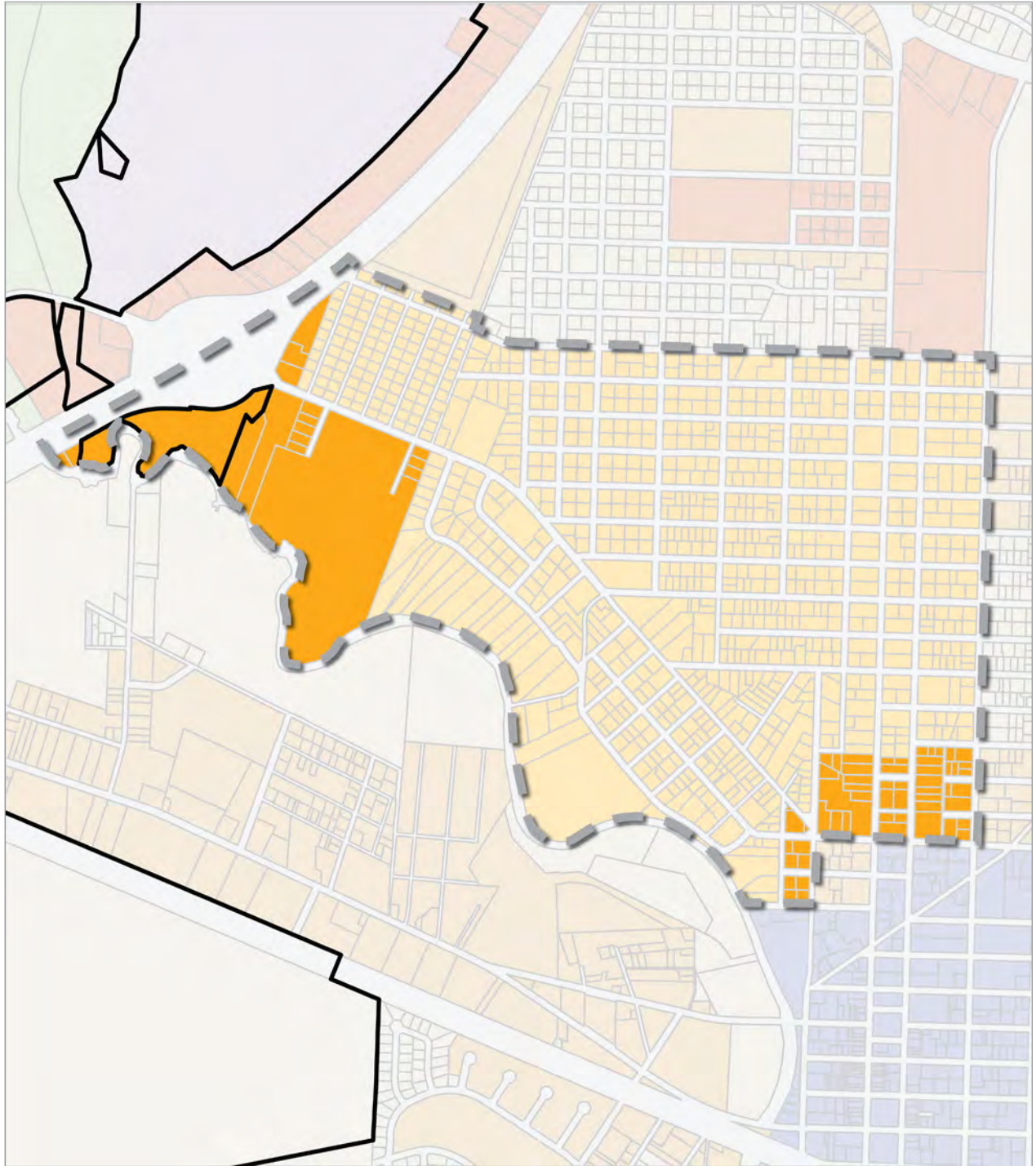
AREA 17 FUTURE LAND USE

MAP 3.158 AREA 17 FUTURE LAND USE



AREA 18 FUTURE LAND USE

MAP 3.159 AREA 18 FUTURE LAND USE



LOW INTENSITY

HIGH INTENSITY

DOWNTOWN

CITY LIMIT

MEDIUM INTENSITY

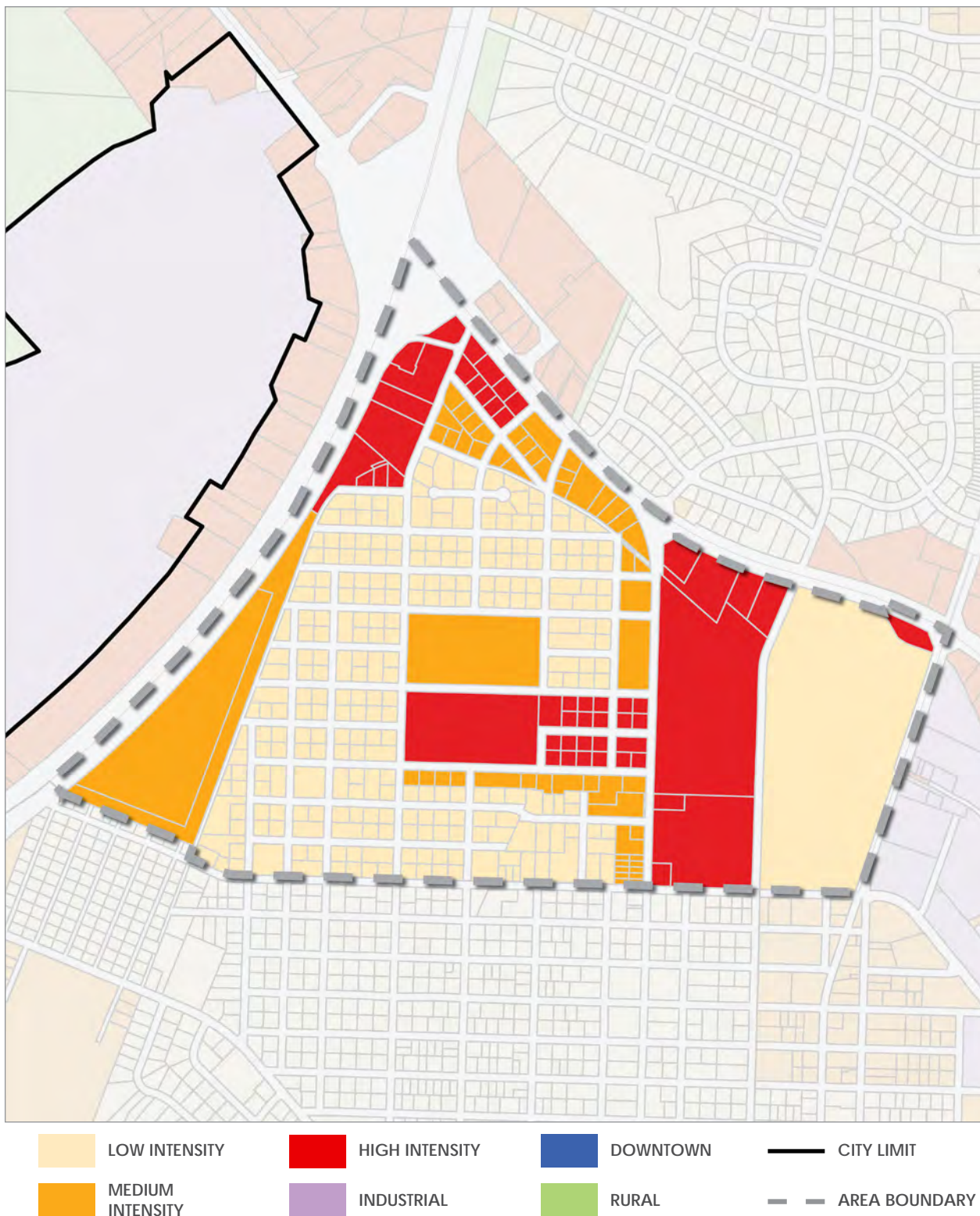
INDUSTRIAL

RURAL

AREA BOUNDARY

AREA 19 FUTURE LAND USE

MAP 3.160 AREA 19 FUTURE LAND USE





FOCUS AREAS



04

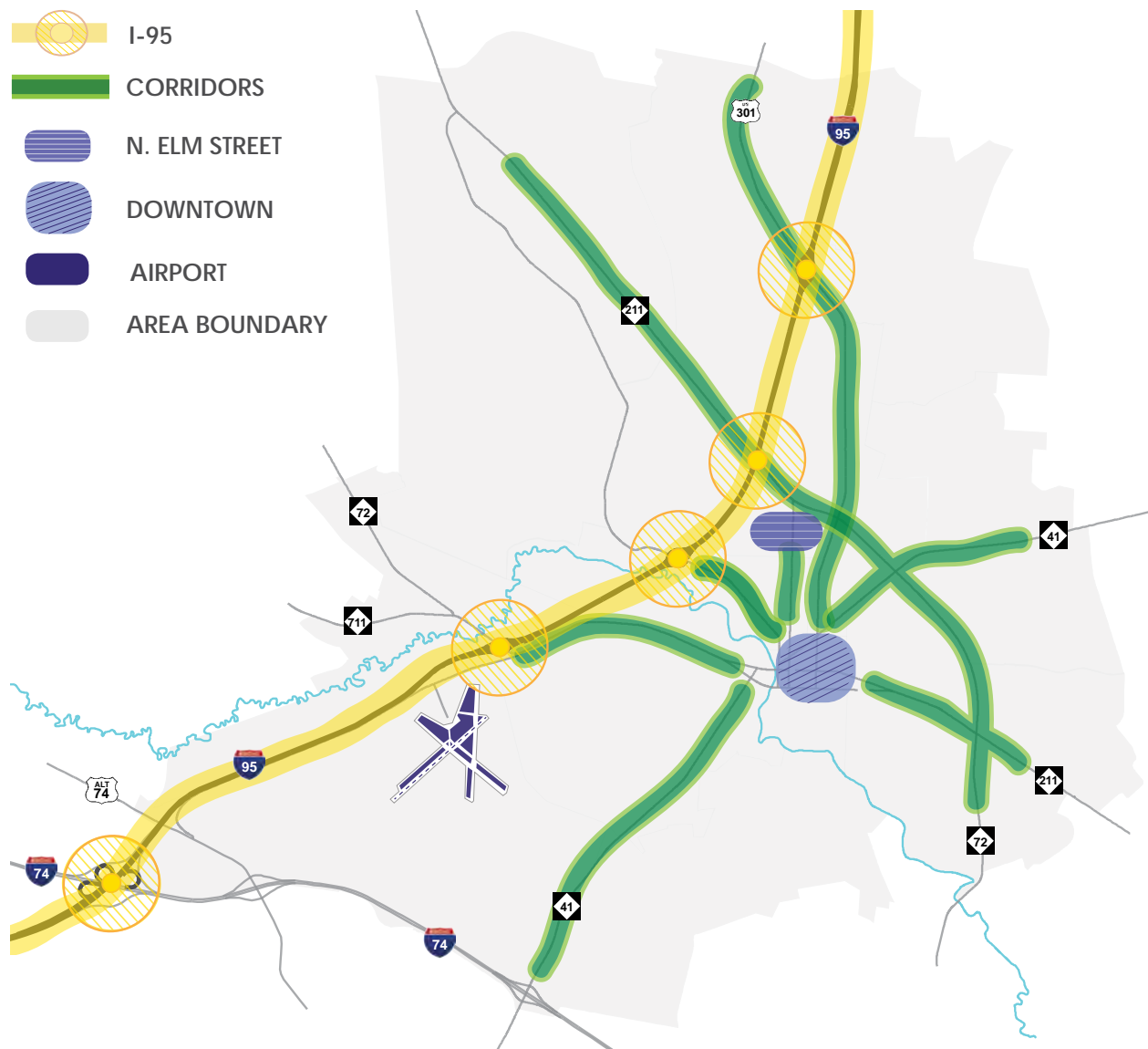
FOCUS AREAS

During the planning process, five focus areas were identified to support and strengthen the desired future land use patterns. The focus areas include Interstate 95, transportation corridors, downtown, North Elm Street, and the airport.

Each of the focus areas examine the physical characteristics and urban design elements that will significantly contribute to realizing the vision for Lumberton Tomorrow. The areas were identified through discussions with the Steering Committee and from public input.

Many of the recommendations for the areas go beyond traditional land use analysis, focusing on specific public and private improvements and investments that will help drive land use changes and the development character of the focus areas over time.

MAP 4.1 LUMBERTON FOCUS AREAS

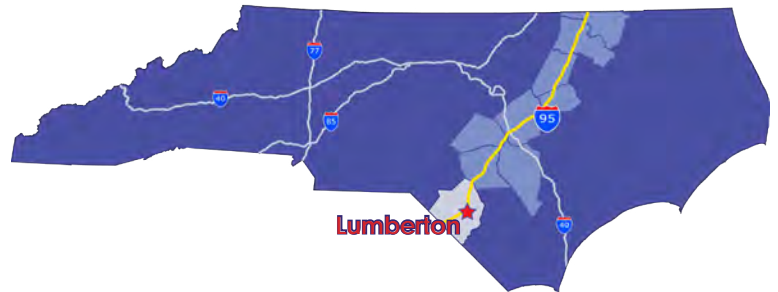


FOCUS AREA [INTERSTATE 95]

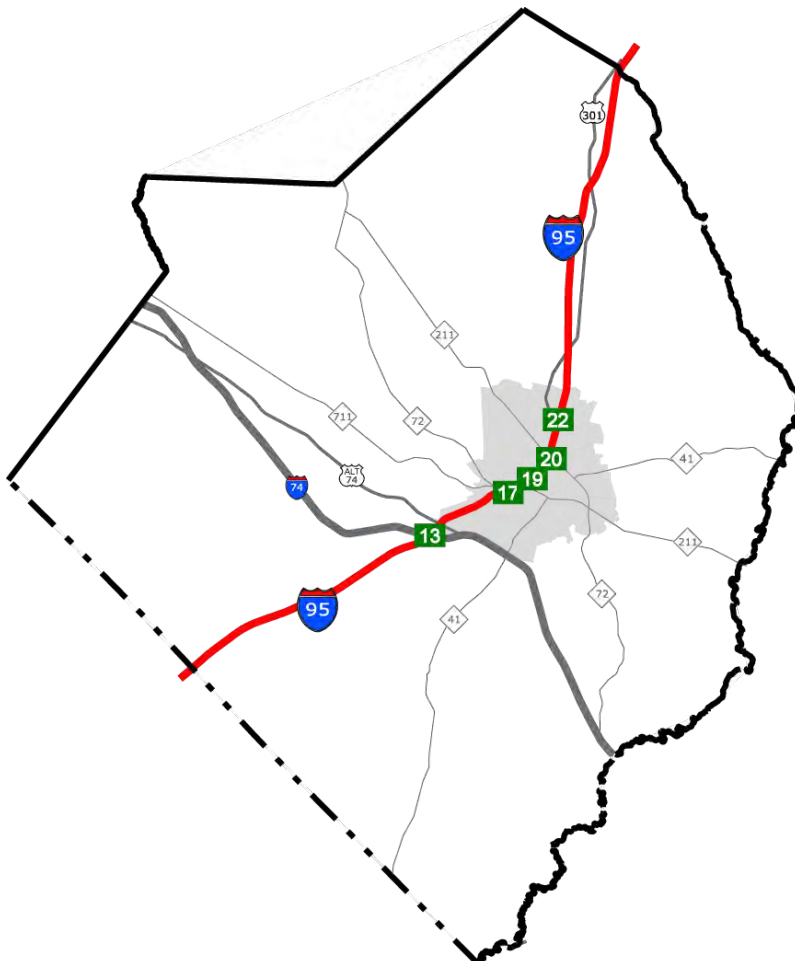
BACKGROUND

Interstate 95 (I-95) traverses 182 miles through eight North Carolina counties from Virginia to South Carolina. Serving as the primary highway for the eastern seaboard, I-95 allows people and freight to travel from Maine to Florida and connects to more than a dozen other interstate highways in the national highway system. Regionally it provides truck access to North Carolina's major ports in Wilmington and Morehead City.

MAP 4.2 NORTH CAROLINA COUNTIES & I-95



MAP 4.3 ROBESON COUNTY & I-95 LUMBERTON EXITS



During public engagement sessions, I-95 was consistently referenced by citizens as a gateway to the city. The City of Lumberton encompasses five (5) of the twelve (12) exits in Robeson County as follows:

- Exit 22 (interchange with Fayetteville Road / Route 301)
- Exit 20 (interchange with Roberts Ave / Route 211)
- Exit 19 (interchange with Carthage Road)
- Exit 17 (interchange with Route 72 / Caton Road / 5th Street)
- Exit 13 (interchange with I-74)

Given Lumberton's proximity to I-95, this expressway plays a vital part in the city's economy and community. I-95 not only serves local travelers and commuters, it is integral to several industries such as:

- agriculture
- tourism
- logistics (freight/warehousing)
- manufacturing

What does tourism mean?

\$ 1.3 billion

visitor spending in the I-95 Corridor in 2011, representing 7% of the visitor spending in the state.

11,500 jobs

that the tourism industry directly employed in the I-95 Corridor in 2011.

Source: North Carolina Department of Commerce

While Lumberton's economy has historically been based on agriculture and manufacturing, the trend has been that these industries are declining in the wake of service-based industries. Proximity to I-95 means continued growth in industries like logistics and tourism.

Lumberton will benefit by working collaboratively with Robeson County to maximize their respective strengths. For example, as a leading county in agriculture, Lumberton can utilize these assets in building its agritourism economy.

BY THE NUMBERS

How does Robeson county compare with the other seven counties in the corridor?

agriculture



1st in livestock cash receipts

4th in crop cash receipts

tourism



4th in tourism related jobs

4th in annual revenue / room

logistics



4th in establishments

7th in employment/jobs

manufacturing



6th in establishments

5th in employment/jobs

FOCUS AREA [INTERSTATE 95]

OPPORTUNITIES

Authorized by the Federal Aid Highway Act of 1956, I-95 is one of the oldest routes in the National Highway System. Much of this highway system has not been upgraded to current design standards that address not only increases in traffic volumes, but also road conditions, bridges and general safety. Recent studies, like the *North Carolina Driving 95 Corridor Planning and Finance Study*, have examined highway conditions and how best to fund upgrade projects. While many factors are taken into consideration before a project receives funding, the two primary trends that impact the usage of the highway system are population and freight growth. Such is the case for Exit 22 where I-95 intersects with Route 301. Increases in traffic volume

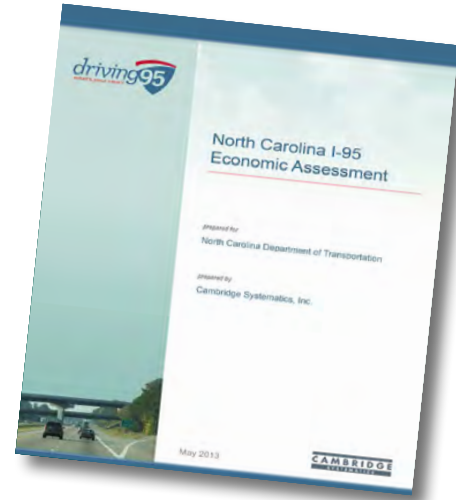
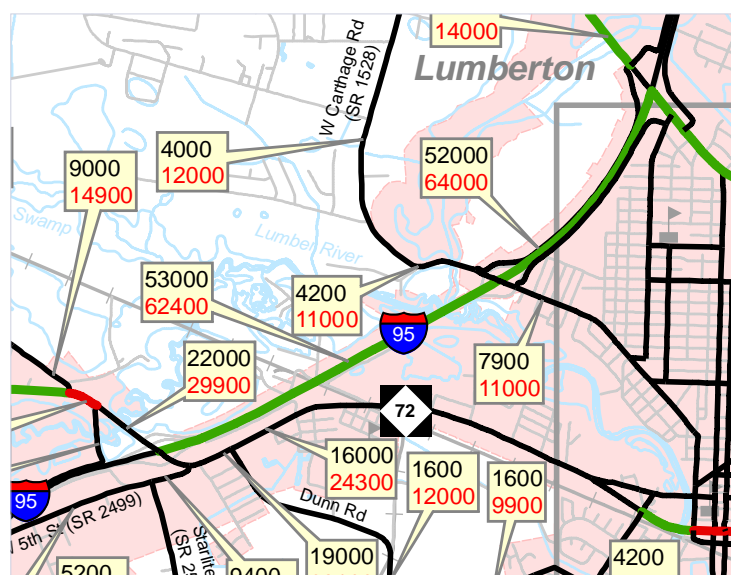


IMAGE 4.1 Completed in 2013, the *North Carolina Driving 95 Corridor Planning and Finance Study* details the importance of I-95 and its economic impact to the region and the state. Learn more at <http://www.driving95.com/>



IMAGE 4.2 Under construction during the time of *Lumberton Tomorrow*, the bridge replacement at Exit 22 is an example of how population growth and increases in transit necessitate infrastructure improvements.

at this most northern I-95 Lumberton exit necessitated the implementation of a diverging diamond interchange. In progress during this project, the city's *Comprehensive Transportation Plan Study* includes analysis of the portion of I-95 passing through Lumberton. This data indicates current conditions are near capacity. Even though a specific timeline for improvements have not been established, the future upgrades that these interchanges will require present an opportunity for Lumberton to distinguish itself along the I-95 corridor. Municipalities across the nation have taken various approaches to addressing aesthetic features at interchanges such as public art, vibrant landscaping, distinctive street lighting, and custom concrete impressions, see Images 4.3 - 4.6.



MAP 4.4 This map excerpt from the Lumberton Comprehensive Transportation Plan Study indicates green near capacity deficiency from Exit 17 through Exit 20. Details can be reviewed at https://connect.ncdot.gov/projects/planning/pages/CTP-Details.aspx?study_id=Lumberton.



IMAGE 4.3 Murals painted on the bridge underpass in Asheville North Carolina.



IMAGE 4.4 The American Tobacco Bridge in Durham North Carolina connects neighborhoods over I-40.



IMAGE 4.5 This nautical-themed design makes a statement for the Town of Cornelius (NC) along I-77.

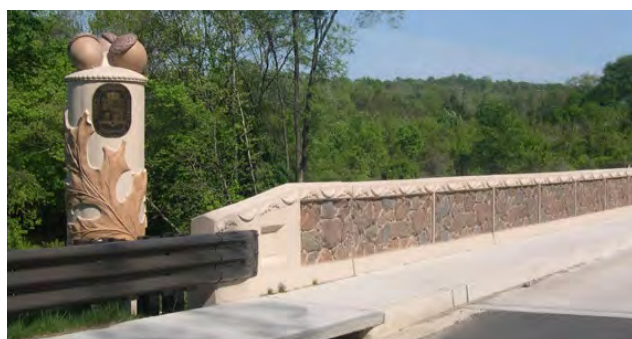


IMAGE 4.6 Maryland's state tree is celebrated in this bridge design located in Prince George County.

FOCUS AREA [*INTERSTATE 95*]

Considering such an approach for Exit 19 would complement the city's desire to make this exit a focus area for tourists and visitors. Exit 19 is close to several scenic and recreational areas such as the Lumber River, McMillian's Beach, Luther Britt Park and the levee trail as well as a route to downtown. Figures 4.1 – 4.2 demonstrate some of these aesthetic features. Landscaping softens the custom concrete structures,



IMAGE 4.7 Current I-95 view at Exit 19 heading north.



FIGURE 4.1 Conceptual illustration of Exit 19 heading north including an updated overpass and landscaping.

while the impressions on the concrete celebrate the Lumber River. Railing on the bridge complement the curvy wall of the bridge. An increased width of the bridge allows for the addition of a multi-modal path that allows pedestrians safe passage between McMillian's Beach and the levee trail.



IMAGE 4.8 Current view on the Exit 19 overpass heading east.

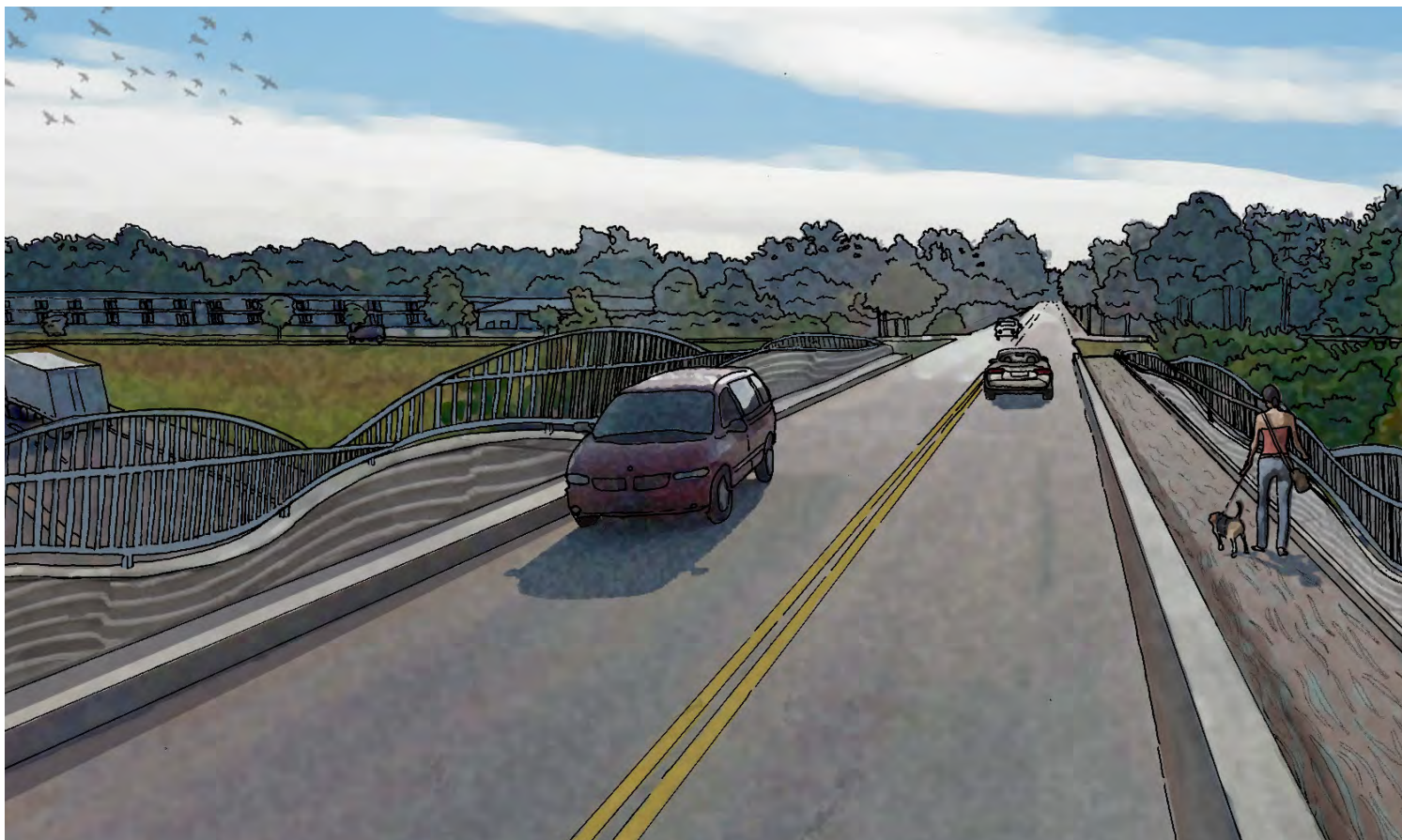


FIGURE 4.2 Conceptual illustration on the overpass heading east shows the updated railing, custom concrete patterns on the bridge and pavement evoking the Lumber River.



THE SMALLEST CAN HAVE A

***THIS BED OF POPPIES AT EXIT 13 BY THE
AGRICULTURAL EVENTS CENTER WELCOMES
WIDE. WHAT DO YOU FORESEE ALONG***



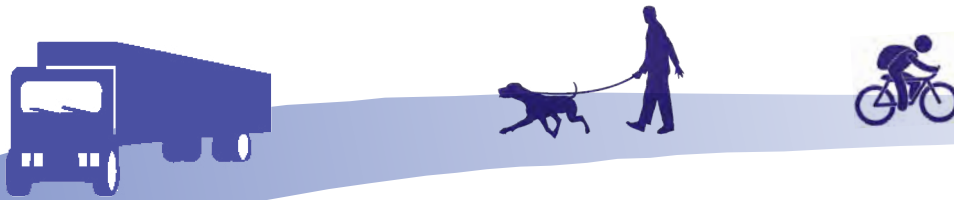
OF THINGS HUGE IMPACT

*E SOUTHEASTERN NORTH CAROLINA
COMES TRAVELERS FROM FAR AND
G LUMBERTON'S CORRIDORS?*

FOCUS AREA [CORRIDORS]

BACKGROUND

As part of this focus area, the six major transportation corridors within Lumberton were studied within the context of NCDOT's recently adopted complete streets policy. The complete streets policy encourages streets that are designed to be safe and comfortable for all users, including pedestrians, bicyclists, transit riders, motorists, and individuals of all ages and capabilities. These streets generally include sidewalks, bicycle lanes, transit stops, appropriate street widths and speeds, and are well-integrated with surrounding land uses. Complete Street design elements that emphasize safety, mobility and accessibility for multiple modes may include crosswalks, bus lanes, landscaping, lighting, signaling systems, and adequate separation between sidewalks and streets. (<http://www.completestreetsnc.org/>)



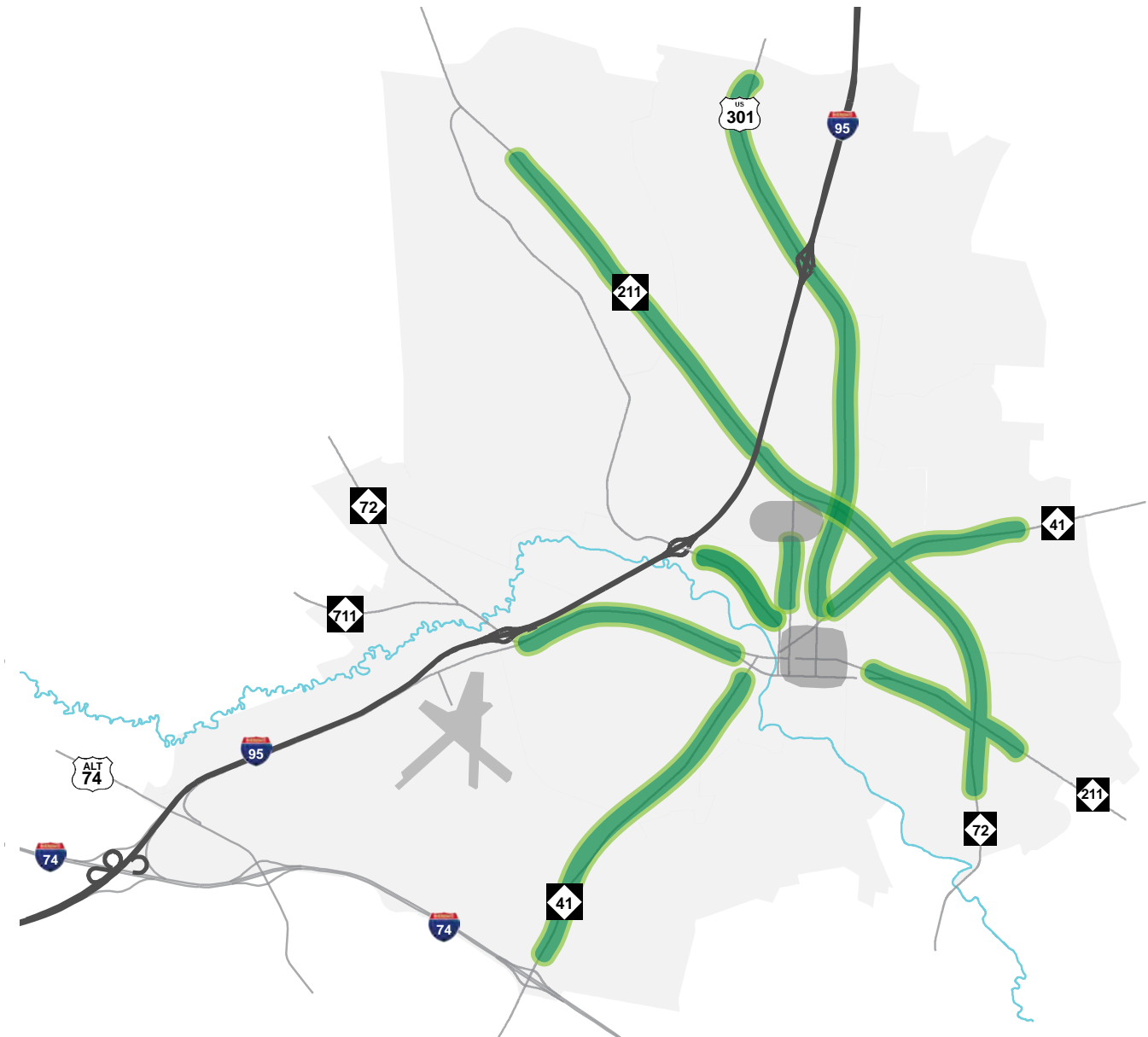
Over the past fifty years, streets have generally been designed to serve one mode of transportation, motor vehicles, and often have been designed without sidewalks or bike facilities. In contrast, Complete Streets are intended to serve people using all modes of travel. Specifically, the policy directs the Department of Transportation to consider and incorporate several modes of transportation when building new projects or making improvements to existing infrastructure. The benefits of this new approach include:

- Making it easier for travelers to get where they need to go;
- Encouraging the use of alternate forms of transportation;
- Building more sustainable communities;
- Increasing connectivity between neighborhoods, streets, and transit systems;
- Improving safety for pedestrians, cyclists, and motorists.

In order to demonstrate how the components of the complete street policy can be applied to Lumberton's major corridors, concepts were developed for selected segments along each of the following corridors:

- Fayetteville Road/US 301
- Roberts Avenue/NC 211
- Elm Street
- Carthage Road
- 5th Street/NC 72
- Martin Luther King Jr. Drive/NC 41

MAP 4.5 LUMBERTON CORRIDORS



What Are *Complete Streets*?

Complete streets are designed for all users. Learn more at <http://www.completestreetsnc.org>

How does the concept of complete streets link back to community input and Lumberton's vision?

- Enhanced connections
- Promote healthy living
- Inviting spaces and places

FOCUS AREA [CORRIDORS]

CASE STUDY: EAST BOULEVARD, CHARLOTTE, NC

Charlotte's East Boulevard was once a barrier dividing the historic and walkable Dilworth Neighborhood in Central Charlotte. Today, the area is thriving as a complete street, with a mix of uses and multiple options for transportation including bicycling, walking, vehicular, public bus routes, and a greenway. Prior to the complete street improvements, East Boulevard was a four lane, undivided roadway, which was prone to high speed travel and numerous vehicle crashes ranging from rear-end incidents to left-turn collisions. In response to the community vision and desire of the residents and city leaders to improve the corridor, the City of Charlotte developed a three-phase complete street program to help reduce vehicular travel speeds and accommodate bicycle and pedestrian traffic in a safe manner. The program involved reducing the number of travel lanes in some areas and adding facilities to accommodate safe bicycle and pedestrian travel.



FIGURE 4.3 The above image shows the streetscape prior to complete street design improvements while the bottom image shows the streetscape with reduced travel lanes.

The images on these pages demonstrate the dramatic transformation of this dangerous roadway into a complete street. The roadway now includes on street parking, bicycle lanes, pedestrian crossings, landscaping and a reduced number of vehicular travel lanes. The improvements have reduced the number of crash incidents, while continuing to move the same volume of daily traffic.

(Reference: <http://www.completestreetsnc.org/project-examples/ex-eastblvdroaddiet/>)



FIGURE 4.4 The image above shows East Boulevard prior to the design changes and the image below after the changes. This section of East Boulevard is approximately 70 feet wide.

FOCUS AREA [CORRIDORS]

FAYETTEVILLE ROAD

The segment of Fayetteville Road selected to illustrate how the complete street concepts can be applied are displayed below. This roadway segment is located adjacent to Lumberton High School from the intersection of Linkhaw Road to Farringdom Street. The opportunity exists to create a more pleasing roadway environment, while controlling turning movements with a planted and landscaped median to promote a safer driving environment with a more efficient and directed traffic flow. Pedestrian improvements include sidewalks and a multi-use path/greenway in front of the high school, preserving the attractive and mature tree canopy.



FIGURE 4.5 Looking north on Fayetteville Road, north of the intersection with Newgate Street, the above images shows the neighborhood across from the High School. The below conceptual illustration depicts one alternative of how complete street concepts could be implemented on this important stretch of Fayetteville Road.



FIGURE 4.6 This section of Fayetteville Road is approximately 60' wide with 4 travel lanes and a center turn lane. The conceptual improvements maintain the four travel lanes, while providing turning lanes at key intersections to reduce the number of potential conflict points and frequency of vehicular crashes.

FOCUS AREA [CORRIDORS]

FAYETTEVILLE ROAD *continued*

This image focuses on the block of Fayetteville Road between Linkhaw Road and Kensington Street that runs directly along the Lumberton Senior High School and the residential neighborhood to the west. While the intersection at Linkhaw Road and Fayetteville Road is signalized, applying complete street concepts would mean the addition of designated crosswalks to allow for safe pedestrian and bicycle crossing at the intersection. Similarly, the addition of designated crosswalks at the intersection at Kensington Street and Fayetteville Road, would increase safety for all modes of traffic.



FIGURE 4.7 Zoomed in on the block fronting the High School, this design option emphasizes walkability.

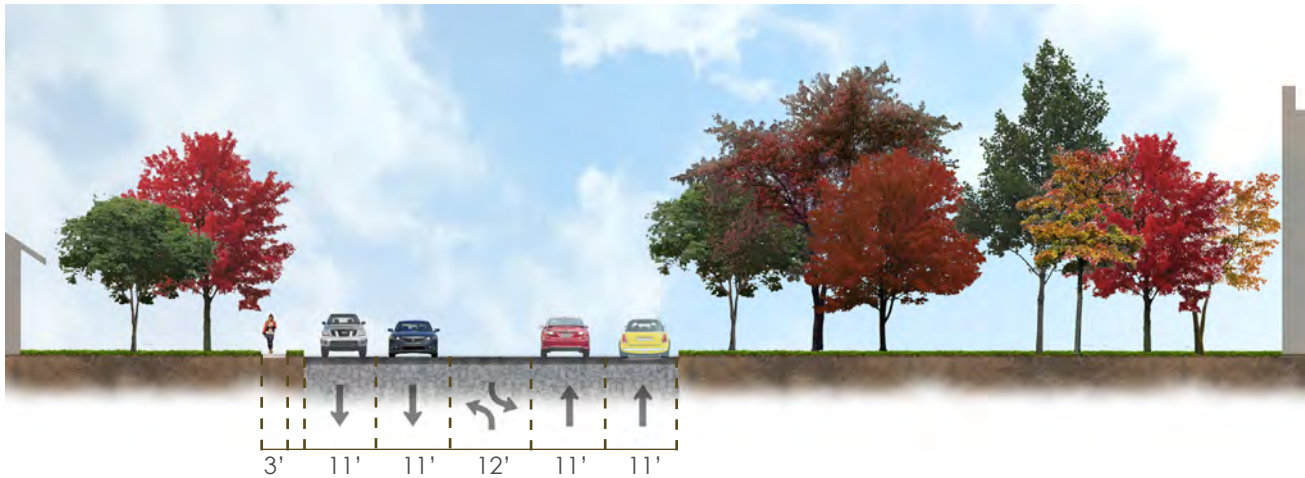


FIGURE 4.8 The existing street section of this portion of Fayetteville Road illustrated above includes four lanes of traffic with a center turn zone.

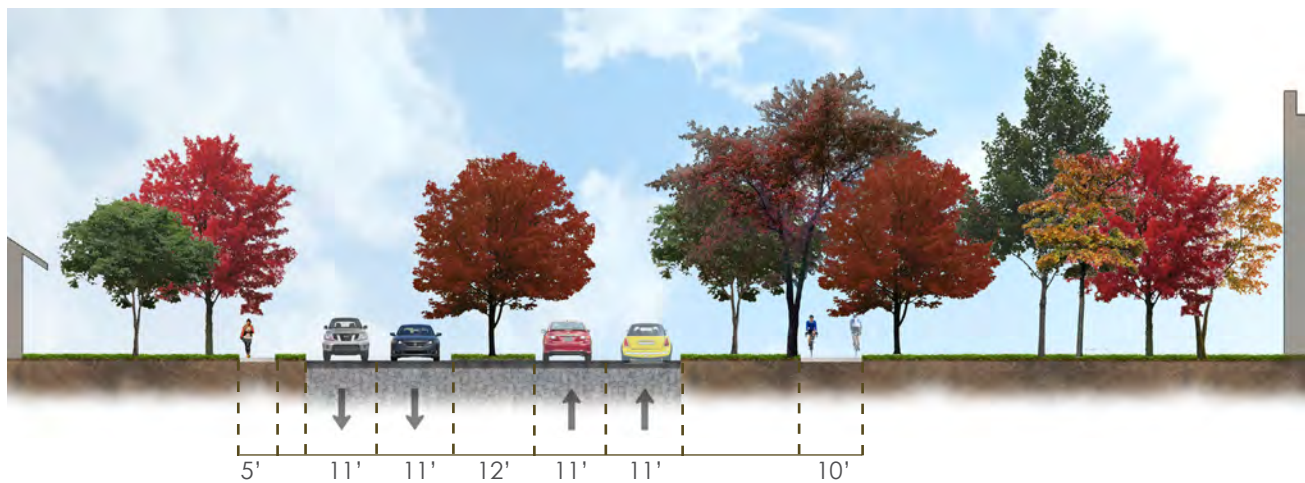


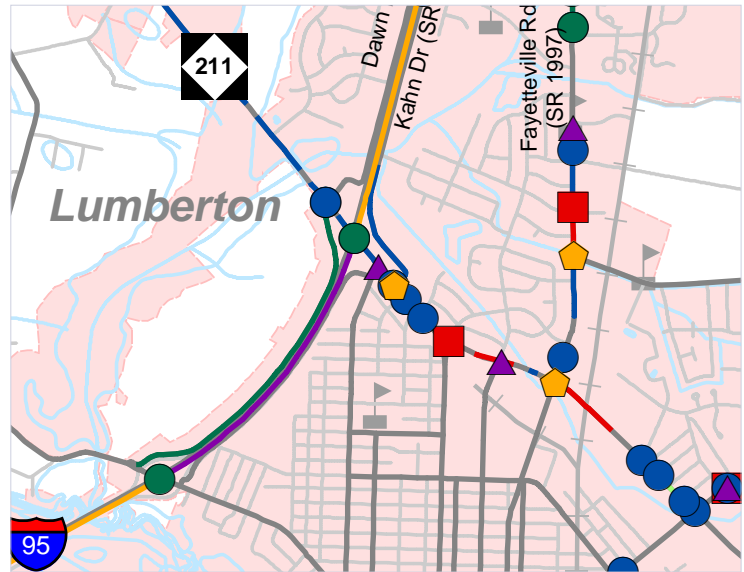
FIGURE 4.9 The application of complete street design concepts could take multiple approaches. The above illustration shows one example of this section of Fayetteville Road with four lanes, a center median that includes dedicated turn lanes, a widened sidewalk and a multimodal use path along the frontage of the High School.

FOCUS AREA [CORRIDORS]

ROBERTS AVENUE

Roberts Avenue serves as a primary east/west corridor through Lumberton. The corridor has a variety of land uses including professional services, retail establishments, fast food restaurants, and a city park at North Walnut Street. The existing street configuration on Roberts Avenue ranges from 100' wide with 5 to 8 lanes in the areas near the Interstate to 64' wide with 5 lanes in most areas east of the intersection with Fayetteville Road.

Complete street concepts can be applied to Roberts Avenue to help reduce the frequency of crashes and improve the overall appearance and walkability of the corridor. The addition of a planted median will help control traffic turning movements by directing cars to turn at specific locations, which will help to reduce the number of left turn incidents along the corridor that are more common with an open center turn lane. The improvements also include pedestrian accommodations that create a safer environment for walking to business establishments and the park.



MAP 4.6 This map excerpt from the *Lumberton Comprehensive Transportation Plan Study* indicates the crashes along Roberts Avenue. Details can be reviewed at https://connect.ncdot.gov/projects/planning/pages/CTP-Details.aspx?study_id=Lumberton.

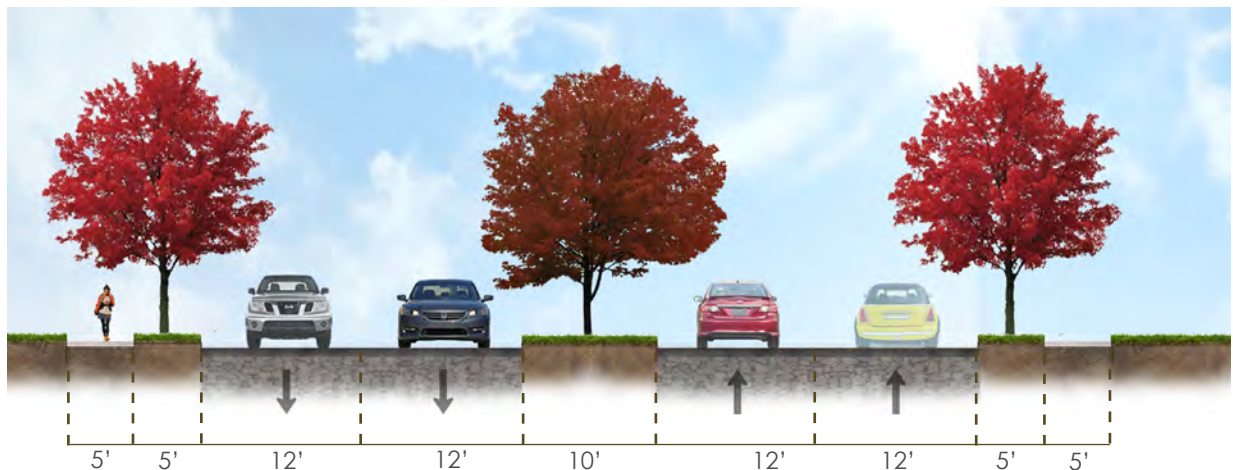


FIGURE 4.10 This street section illustrates how four lanes with a center median configuration could be implemented at key locations along Roberts Avenue where crashes have historically occurred.

MARTIN LUTHER KING JR. DR.

Martin Luther King Jr. Drive is a commercial corridor located in the heart of several residential neighborhoods with access to two public schools - W.H. Knuckles Elementary School and Lumberton Junior High School. Well-worn footpaths along various sections of Martin Luther King Jr. Drive, where there is an absence of sidewalks, indicate heavy pedestrian and bicycle use. Complete street concepts provide the opportunity to create bicycle and pedestrian facilities, while beautifying the corridor with a landscaped median and street trees. Additionally, studies associated with the Safe Routes To Schools (SRTS) program indicate the health benefits of walking or biking to school. This program seeks to integrate safe transportation and health benefits of active travel. These goals are inclusive of people who have low household incomes, people with disabilities, seniors and children who may have unique transportation and physical health and safety needs.



IMAGE 4.9 Clearly marked and designated crosswalks are one element to ensuring safe passage to school. Learn more about the Safe Routes To School (SRTS) program at <http://www.saferoutesinfo.org/>

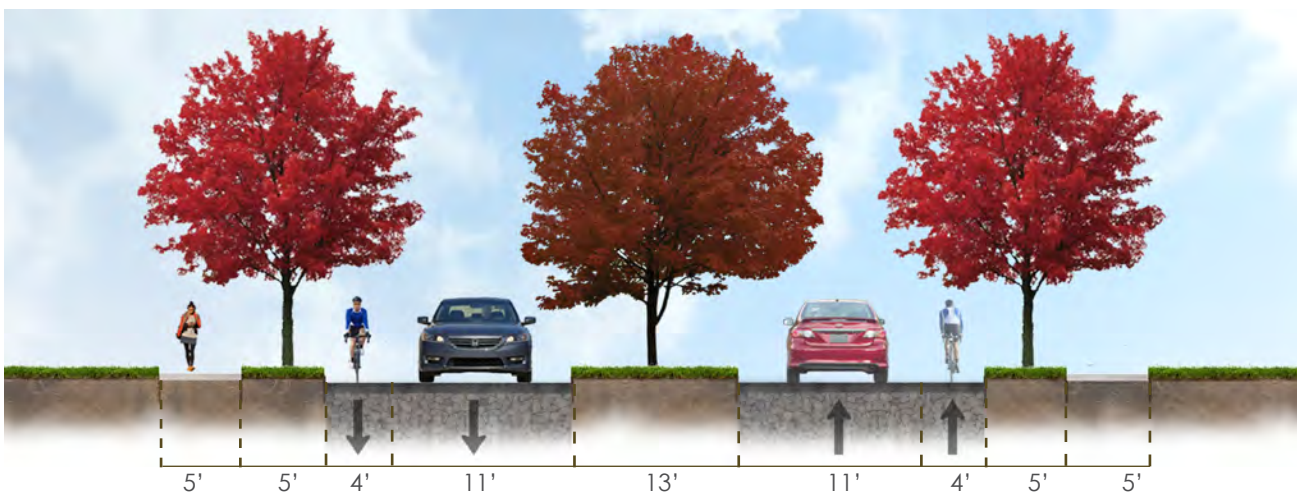


FIGURE 4.11 A street section that includes two lanes of traffic with bike lanes, sidewalks and a center median would accommodate all traffic on Martin Luther King Jr. Drive.

FOCUS AREA [CORRIDORS]

CARTHAGE ROAD

Carthage Road is an important part of connecting downtown to the Interstate, creating a new gateway into downtown for visitors to Lumberton. The road improvements begin at Interstate 95 at the location of the proposed new bridge at Exit 19 described earlier. This new bridge coupled with the complete street improvements to Carthage Road will provide an attractive gateway into downtown Lumberton.

Carthage Road ranges from 64' wide near the interstate to 45' wide where Carthage Road terminates into Water Street. The roadway is two lanes with ample room for implementing complete street improvements.

The conceptual improvements illustrated to the right, demonstrate how pedestrian improvements and landscaped areas can be incorporated to transform Carthage Road into a complete street.

MAP 4.7 CARTHAGE ROAD / WATER STREET CORRIDOR





FIGURE 4.12 The above image is where Carthage Road terminates into Water Street looking south toward downtown. The below illustration demonstrates a divided roadway with a sidewalk on one side and a multimodal path that integrates with the River Walk.

FOCUS AREA [CORRIDORS]

NC HIGHWAY 72 / 5TH STREET

NC Highway 72 / 5th Street is one of Lumberton's legacy commercial corridors that is in transition with businesses and property being redeveloped in close proximity to Interstate 95, while filtering in toward downtown. One example of this new development is the new Walmart Neighborhood Market. Overtime land use changes in this area should be accompanied by complete street recommendations to ensure that the adjacent



FIGURE 4.13 The above image is taken on an eastbound trip on 5th Street approaching the intersection to Luther Britt Park. The below illustration demonstrates how complete street design concepts could make this corridor more friendly for all users.

neighborhoods can access new development along the corridor in a safe manner using all modes of transportation. The conceptual complete street improvements illustrate how this older commercial corridor can be transformed over time into an attractive, bicycle and pedestrian friendly corridor, encouraging new business opportunities for the southwestern areas of the city.

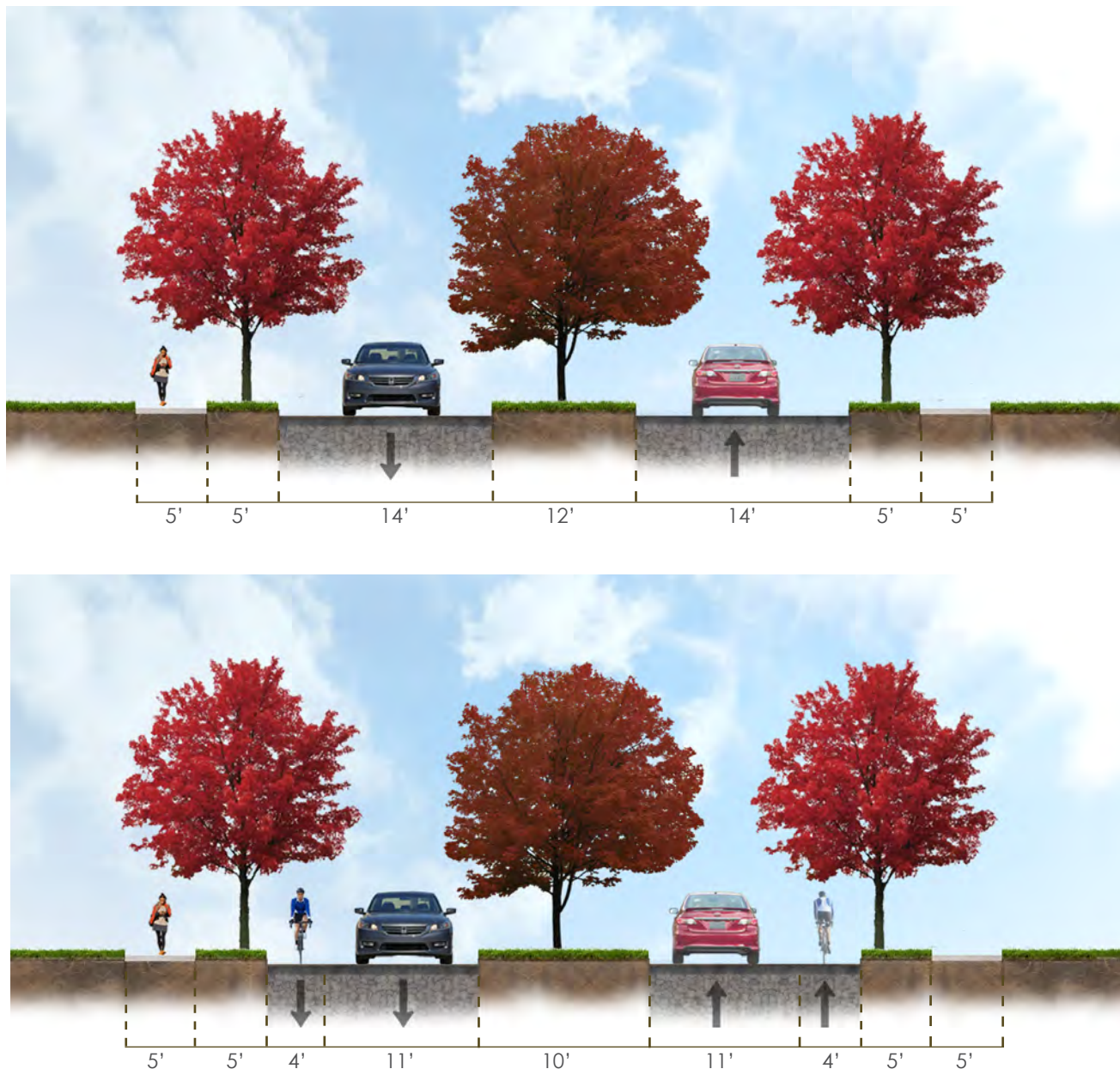


FIGURE 4.14 These street section illustrations are one way to reconfigure street various segments along the Highway 72 / 5th Street corridor.



THE 5TH STREET BRIDGE INTO DOWNTOWN LU

HOW CAN THE RIVER BE INTEGRATED



*GE IS ONE GATEWAY
JMBERTON.*

INTO THE DOWNTOWN EXPERIENCE?

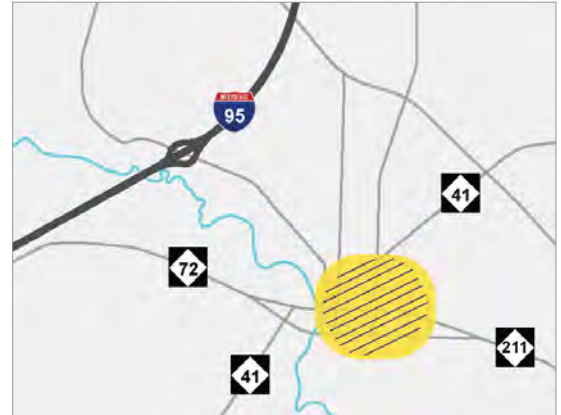
FOCUS AREA [DOWNTOWN]

BACKGROUND

One of the most important foundations to achieving a successful future for Lumberton Tomorrow is a strong downtown. The downtown is the historic centerpiece of the community and is still recognized as the heart of the city today. However, as with many downtowns across the United States, downtown Lumberton too, has faced the challenges associated with the rise of the automobile and highway expansion in the 1940s and 1950s, which contributed to people and businesses moving out of older town centers to suburban locations. Today, most of Lumberton's new commercial development is located close to Interstate 95, although, downtown has experienced renewed interest in the last decade with redevelopment that is making a noticeable impact.

Downtown is a general area that radiates out from the county courthouse near the intersections of West and East 5th Streets, and North Elm and North Chestnut Streets. The area extends north to 15th street just beyond Elizabethtown Road. Downtown extends south across 2nd Street to a general area just beyond 1st Street. The far eastern boundary of downtown extends to city hall at Cedar Street and to the general area around the Lumber River as a western boundary.

Lumberton's downtown has survived the exodus of businesses to the Interstate by maintaining many of the key destinations that are important to the city's residents, such as several locally owned retail and services businesses, the library, civic center, courthouse and city hall. The downtown is also a focal point for festivals and special events that serve the city's citizens and attracts many from within the county and immediate region. These key destinations and events coupled with the downtowns



MAP 4.8 The Lumber River flows by the downtown area formed by a grow street grid.



IMAGE 4.10 The Carolina Civic Center is one of several destinations downtown.



IMAGE 4.11 The plaza downtown is a central gathering spot for city events.

architectural resources and physical grid street layout have all worked together to help downtown not only survive, but begin to redevelop. Within the last few years, new parking areas have been created, and new restaurants and businesses are locating in downtown.

As part of the overall plan development process, a day long workshop was held to develop initial thoughts and ideas to continue improvements within downtown Lumberton. The workshop helped generate many ideas, including the relocation of a temporary performance stage from the new 3rd Street/Water Street parking lot to the central plaza. This move will help maintain the parking area for events and helps re-purpose the plaza area that was constructed in the late 1970s, making it the central location for performances and events in downtown.

As the plan process moved forward, additional ideas were generated and recommendations from the initial downtown workshop were integrated into a broader set of recommendations included in this section. This section highlights opportunities to improve the connectivity and access, greenspace, and connections with the Lumber River.



FIGURE 4.15 The plaza currently includes a central fountain, image above, surrounded by hardscape. Re-imagining the plaza during the downtown workshop produced the above illustration including a bandstand and greenspace to accommodate all the play and activities in this central location.

FOCUS AREA [DOWNTOWN]

CONNECTIVITY - IMPROVING THE GRID

One of Lumberton's strengths is the grid street network. The grid street pattern opens up access throughout downtown and provides multiple options for the motoring public. The grid street system also provides opportunities to encourage and improve bicycle and pedestrian traffic by providing a safe and efficient environment.

While the grid street network is a strength, several disruptions to the grid layout have created barriers for enhanced accessibility, business access and traffic safety. After World War II, North Elm Street and Chestnut Street were converted from two-way streets to one-way streets. In addition, one disruption to the grid has been altered; NC 41 traffic along Elizabethtown Road through the heart of downtown is now routed along Pine Street. While the one way streets and state highway traffic on Elizabethtown Road through downtown may have served a greater purpose at one time, the current traffic patterns allow for new opportunities and changes to improve traffic patterns and redevelopment opportunities for downtown.

MAP 4.9 DOWNTOWN DIAGRAM OF STREET CONNECTIVITY





IMAGE 4.12 The above image of Elm Street not only shows the vibrancy of downtown, but also the two way traffic. In contrast to the image on the right of Elm Street today. Above image from K. Blake Tyner's *Images of America Series: Lumberton*, January 2014.



IMAGE 4.13 The above image of Chestnut Street accommodates two way traffic as well as on street parking. Today this segment of Chestnut Street is one way traffic, right image. Above image from K. Blake Tyner's *Images of America Series: Lumberton*, January 2014.



FOCUS AREA [DOWNTOWN]

N. ELM & N. CHESTNUT STREET TWO-WAY STREET CONVERSION

One of the primary opportunities is the conversion of the one-way pairs running north and south through downtown back into two-way traffic. As noted, the conversion of the streets to one way has outlived its original purpose; moving traffic out quickly and cleaning up unsafe crossings of the old signed route for NC 41 / Elizabethtown Road. Converting North Elm and North Chestnut streets back to two way will help reopen access to downtown at 2nd Street and provide for new business opportunities for storefront business owners and entrepreneurs seeking to open a business downtown. As will be discussed later, the rerouting of NC 41 traffic to Pine Street has created an opportunity to eliminate the unconventional intersections with Elizabethtown Road by converting Elizabethtown Road into a linear park.

As displayed in the conversion concepts on the following pages, creating new access points along 2nd Street not only increase opportunities for vehicles to access downtown,

MAP 4.10 DOWNTOWN DIAGRAM OF STREET CONNECTIVITY



WHICH WAY?

opportunities for pedestrians to safely cross 2nd Street from the library are established by adding signalized intersections with crosswalks. With proper signal timing, the addition of these improvements will not impede traffic flow and will help to more safely connect the children's museum and library with the plaza and the greater downtown area. A slight redesign of the outer edges of the plaza will need to occur to properly align the intersections with surrounding streets as well as street sign and other improvements along the road and the central courthouse area.

Citizens voiced concerns about navigation issues caused by the one-way streets downtown. Two-way streets ease navigation as well as increase economic vitality, safety and livability. Learn more at the National Main Street site -

<http://www.preservationnation.org/main-street/main-street-news/2002/06/converting-one-way-to-two-way.html>



FIGURE 4.16 The above plan illustration of the plaza demonstrates the required changes that a two-way conversion would mean for this area. Signalized intersections would be required at North Elm and 2nd streets as well as North Chestnut and 2nd streets. Crosswalks at these intersections will unify the area around the plaza.

FOCUS AREA [DOWNTOWN]

ELIZABETHTOWN ROAD LINEAR PARK

When originally established, Elizabethtown Road served a much needed purpose, providing a direct route for NC 41 through the city. However, over time, the roadway has become more of a hazard with dangerous turning angles at intersections and sight distance issues. With the rerouting of NC 41 to Pine Street, the need for Elizabethtown road to move traffic from Pine Street to Water Street has become of lesser importance. By reopening North Elm and North Chestnut to two-way traffic, a new concept can be applied to that segment of Elizabethtown Road. The new concept is the conversion of that portion of Elizabethtown Road into a linear park and greenway.

This improvement would eliminate unsafe turning movements at awkwardly aligned intersections, while also enhancing safety for pedestrian and bicyclists.

A study of the corridor identified few access impacts on local businesses that could not be easily resolved if this concept is implemented.



MAP 4.11 Elizabethtown Road disrupts the downtown street grid cutting across town from Water Street to NC-41.



FIGURE 4.17 Traffic movement as well as accessibility within this commercial area was examined to understand the impact of converting the road into a linear park.

FIGURE 4.18 The image to the right is at the intersection of Elizabethtown Road and North Chestnut Street where vehicular traffic can only make a left hand turn onto North Chestnut Street. The below illustration presents the concept of converting this downtown segment of Elizabethtown Road into a linear park.



FOCUS AREA [DOWNTOWN]

5TH STREET BRIDGE PARK

One of the key concepts for improving downtown Lumberton is centered around making connections to the river and across the river. In North Carolina, and across the country, communities have converted older bridges into linear parks and greenways. By only allowing pedestrian and bicycle traffic, these conversions can significantly extend the life of aging infrastructure. As the plan was developed for downtown, the opportunity emerged to consider such a conversion for the 5th Street bridge.

FIGURE 4.19 The image to the right is of the 5th Street bridge looking east toward the County Court house. The illustration below represents the bridge as a pedestrian park. Street lighting can be added to create a festive location for evening festivals, while movable tables and street furniture can provide rest for residents and visitors to enjoy.



The concept developed for this park focuses on maintaining a travel lane in the middle of the bridge protected by bollards at each end for opening during emergencies, such as a major incident or repair work being made to the 2nd Street / NC 72 Bridge. Landscaping can easily be included with proper placement of movable planters. These improvements will create a focal point for events by the river and provide a critical connection across the river that links future riverfront improvements along Water Street to the Riverwalk along the levee, which in turn eliminates the need to construct a separate pedestrian bridge across the Lumber River.



FIGURE 4.20 The image to the left is a bird's eye view of the 5th Street bridge into downtown. The below illustration demonstrates how the bridge park creates ease of access for pedestrians from the Riverwalk, across the Lumber River to downtown. Bollards can be removed during times of emergencies or infrastructure repairs.





NORTH ELM ST

*EVOLVING TO MEET THE NEEDS OF THE
SECTOR AND TRANSFORMING TO EM
RETAIL MARKET.*



STREET DISTRICT

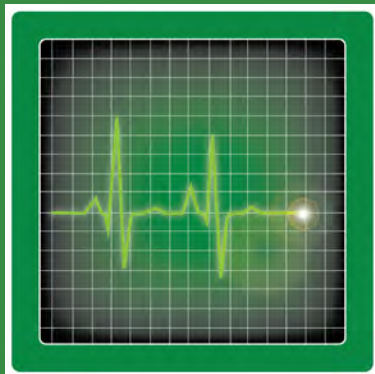
*THE REGION'S GROWING HEALTH CARE
BRACE CHANGING TRENDS IN THE*

FOCUS AREA [*NORTH ELM STREET*]

BACKGROUND

As the health and medical sector continues to expand in Lumberton, the opportunity exists to leverage the growth of the hospital in the redevelopment and transformation of the street and the land use patterns. Specifically, the conceptual improvements to implement the plan's vision can more effectively and efficiently be accomplished through the coordination of public and private sector investments. As large scale mall development continues to decline across the United States, the large mall property adjacent to the Southeastern Medical Center presents an opportunity for redevelopment as a mixed use center that focuses on retail, professional office and residential uses that support the needs of the medical center's customers, staff and growing number of medical students. As the private sector works with the public sector, the new mix of land uses, when coupled with the conceptual complete street improvements, will help achieve the plan's vision.

TRENDING NOW



America's retail landscape is changing. Even before the Great Recession, enclosed malls across the U.S. were struggling. Shopping online, demographic changes, and an increased desire for an urban lifestyle are a few of the causes often cited for waning malls. Creative re-purposing is one common way to reclaim these areas. The International Council of Shopping Centers, (ICSC), reports that healthcare at the

retail level serves to reduce vacancies and to increase sales when shopping **complexes have medical co-tenants. This tends to be a mutually beneficial relationship; medical providers gain exposure and new clients.**



IMAGE 4.14 As its name suggests the Southeastern Medical Center provides an array of medical services to not only Lumberton residents, but to all of southeastern North Carolina.



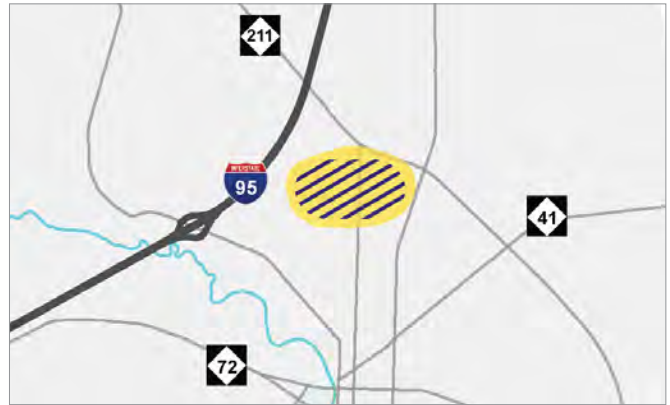
IMAGE 4.15 The Biggs Park Mall includes over 30 retail shops and is anchored by Belk, Tomlinson's and JCPenney.

FOCUS AREA [NORTH ELM STREET]

OPPORTUNITY

As noted in Map 4.11, the North Elm Street focus area is concentrated around the Southeastern Medical Center from Roberts Avenue on the north to 24th Street on the south. The complete street concepts discussed earlier in this section, should also be implemented along this segment of the corridor, while a new land use pattern for the mall property can transform the entire area. The conceptual redevelopment of the mall area is displayed on the following page. The redevelopment of the site incorporates the grid street pattern observed in the core of Lumberton, while active and passive open space is incorporated as an integral part of the future development of the site.

From a land use perspective, the northern and central areas of the site include new buildings intended for mixed commercial / residential use, while the southern end transitions to residential condominium and townhome style development that provides a transition to the single family residential areas located to the south of the focus area.



MAP 4.11 NORTH ELM STREET AREA



FIGURE 4.21 This aerial view of the retail site includes the Biggs Park Mall and the Roses department store.



FIGURE 4.22 This concept drawing illustrates how the retail site could be redeveloped to include mixed commercial and residential uses utilizing a street grid that is consistent with existing, surrounding street patterns.

FOCUS AREA [*NORTH ELM STREET*]

OPPORTUNITY

The image below demonstrates how this corridor can be transformed to achieve the plan's vision for Lumberton Tomorrow. The conceptual complete street improvements and the redevelopment of the adjacent properties will establish the area as a unique urban space with properly placed landscaping, pedestrian improvements and new development, providing opportunity for a mixture of business, retail, office and upper-story residential living spaces. The redeveloped space will focus on healthy living and active lifestyles with opportunities to connect people and places within the redeveloped area and beyond to adjoining neighborhoods and the downtown.



FIGURE 4.23 The figure to the right shows the existing conditions on North Elm Street, while the figure below demonstrates a potential redevelopment scenario for the same portion of the North Elm corridor in conformance with the concepts outlined in this section.





AN INTERMODAL

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LOGISTICS HUB

*US THAT IT'S FUTURE-ORIENTED. IF WE'RE
BEHIND THE CURVE.*

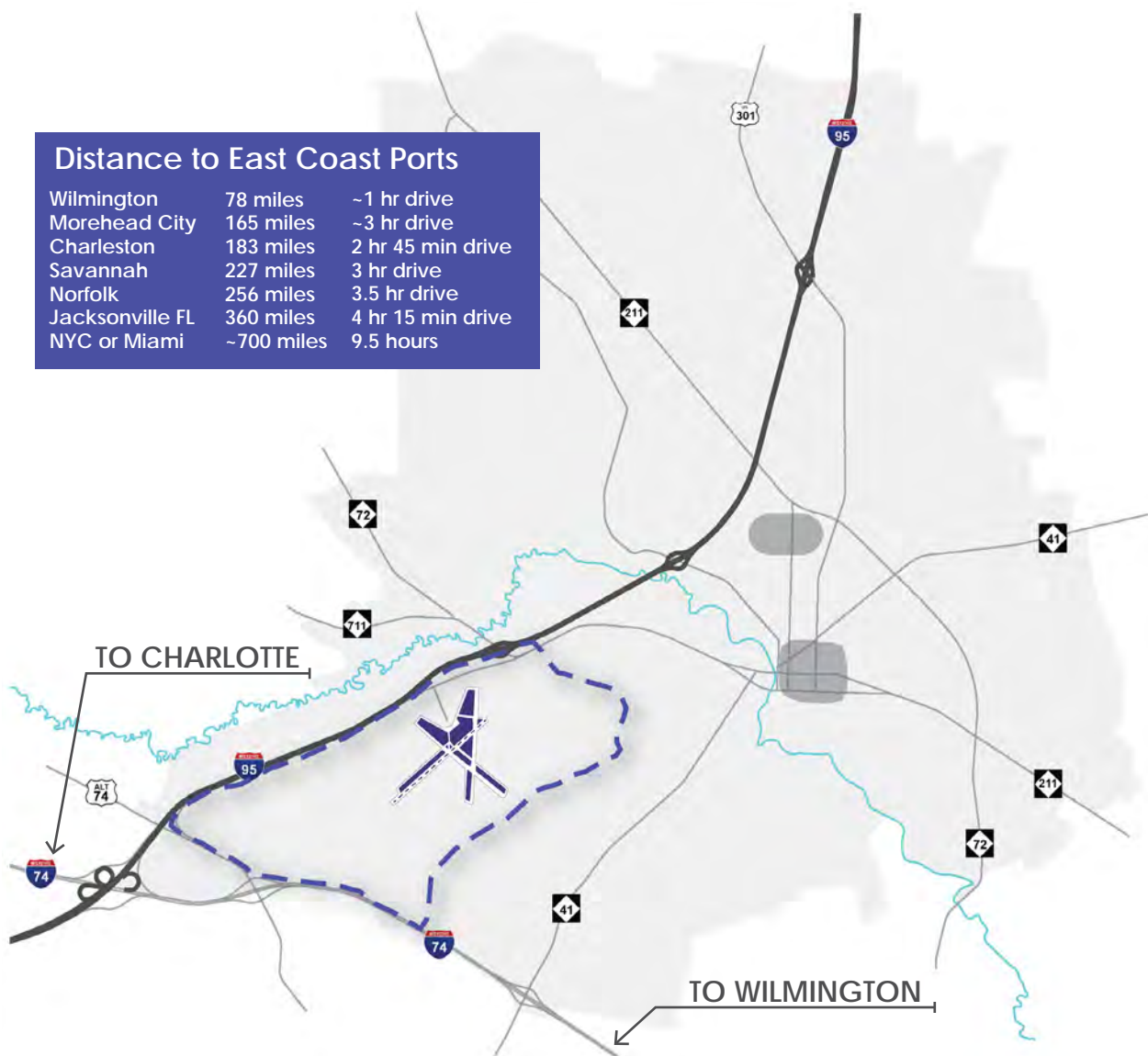
-ANTHONY FOXX

US SECRETARY OF TRANSPORTATION

FOCUS AREA [*LUMBERTON REGIONAL AIRPORT*]

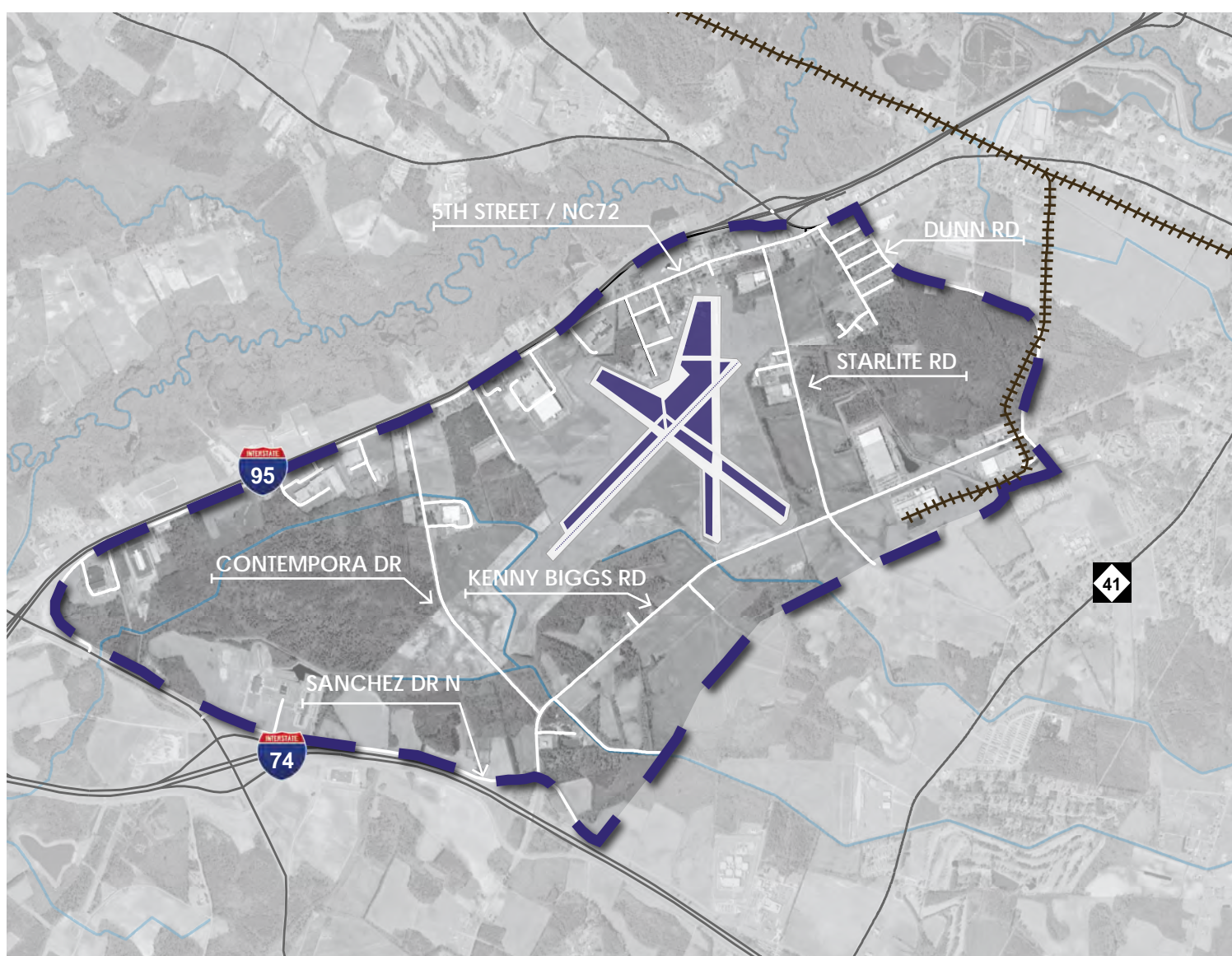
BACKGROUND

This focus area is anchored by the Lumberton Regional Airport (LBT). It is bordered on the west by I-95, on the south by I-74, on the north by Dunn Road, and on the west by Kenny Biggs Road. This area's strategic location beside national thoroughfares makes it an ideal industrial location as indicated by the predominate land uses - manufacturing and logistics. Specifically I-74 leads to the Port of Wilmington to the east and Charlotte's national intermodal rail hub to the west.



MAP 4.12 The above map illustrates the focus area's boundary within the city's study areas. The airport focus area includes land parcels from both study Area 8 and 17 as defined in Section 3.

This area is supported by a strong network of streets that not only creates multiple points of access to the interstates, but it also shortens travel distances. The presence of CSX rail service is another transit asset that makes this area attractive to manufacturing and logistics based industries. In addition to these transit assets, several destinations and amenities are just a few miles away including downtown, the Southeastern North Carolina Agricultural Center, and national hotel chains.



MAP 4.13 The above diagrammatic aerial view shows the major thoroughfares as well as the other transit assets including the street network, CSX rail line and airport.

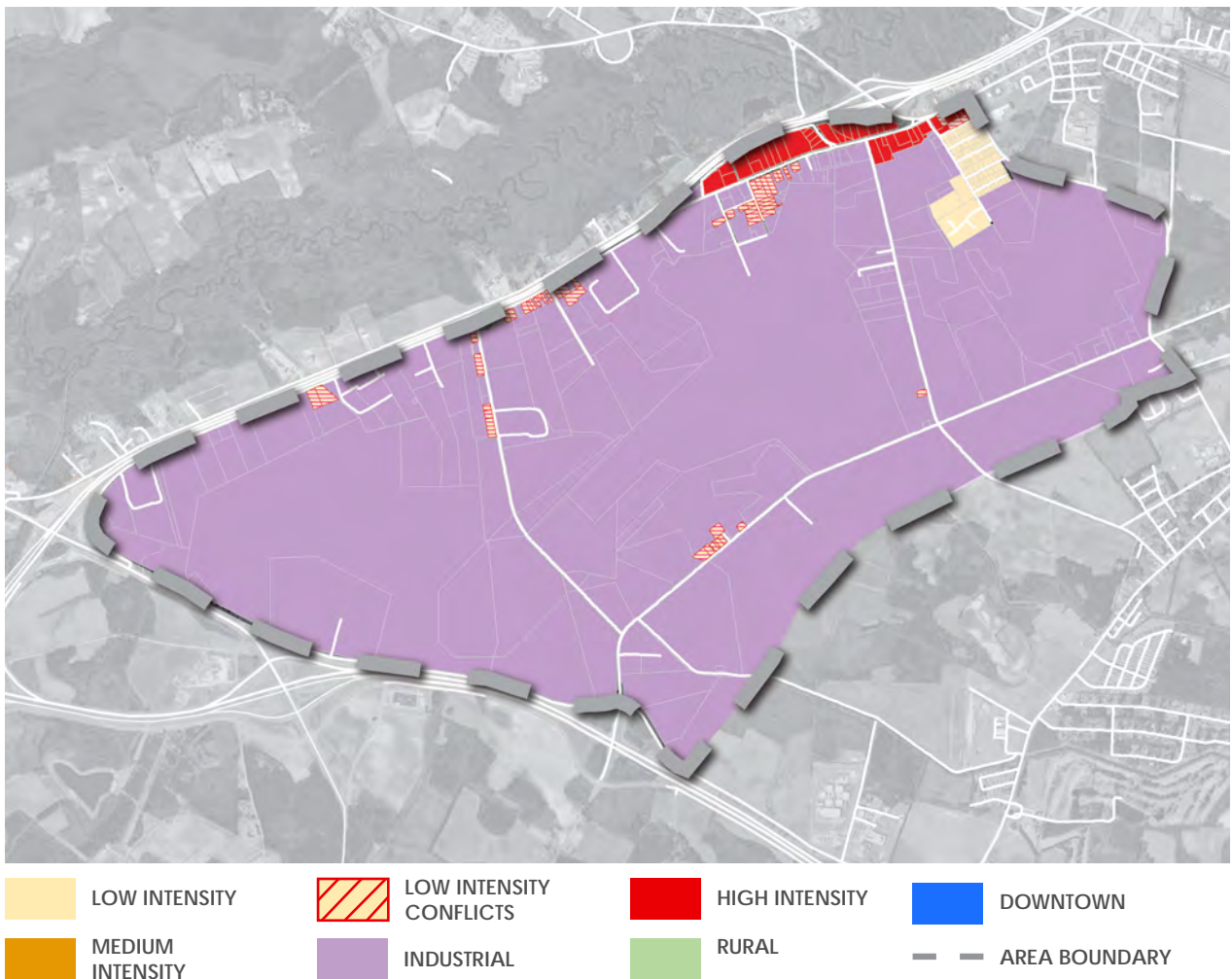
FOCUS AREA [LUMBERTON REGIONAL AIRPORT]

OPPORTUNITIES

While there are several assets that would enable the area around the airport to develop into a future intermodal logistics hub, there are several existing land uses that conflict with recommended future land uses. The map below highlights these low intensity conflicts as derived from the existing and future land use maps from Section 3.



IMAGE 4.16 This home is indicative of several residences that border the airport runway.

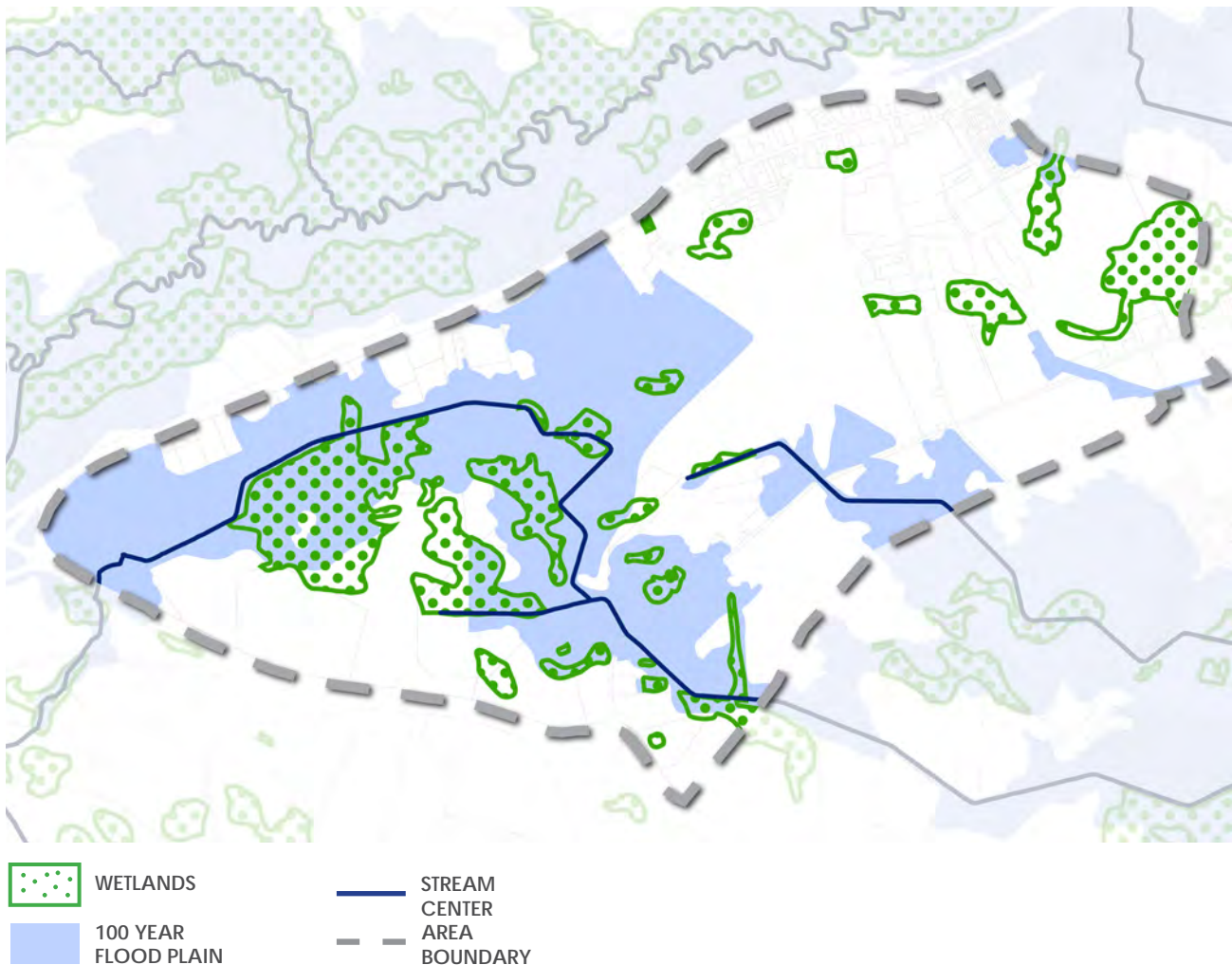


MAP 4.14 This map details existing residential land uses that conflict with the future land uses for the area around the airport.

In addition to these land use conflicts, future development patterns need to be sensitive to the extensive floodplain and wetlands that are located in this area. Both Jacob Branch and Little Jacob Swamp feed the Lumber River which is not only a highly prized recreation site, but is also a part of National Wild and Scenic River System.

Only now did I recognize the reciprocal relationship which exists between manufacturing power and the national system of transportation, and that the one can never develop to its fullest without the other.

- Friedrich List



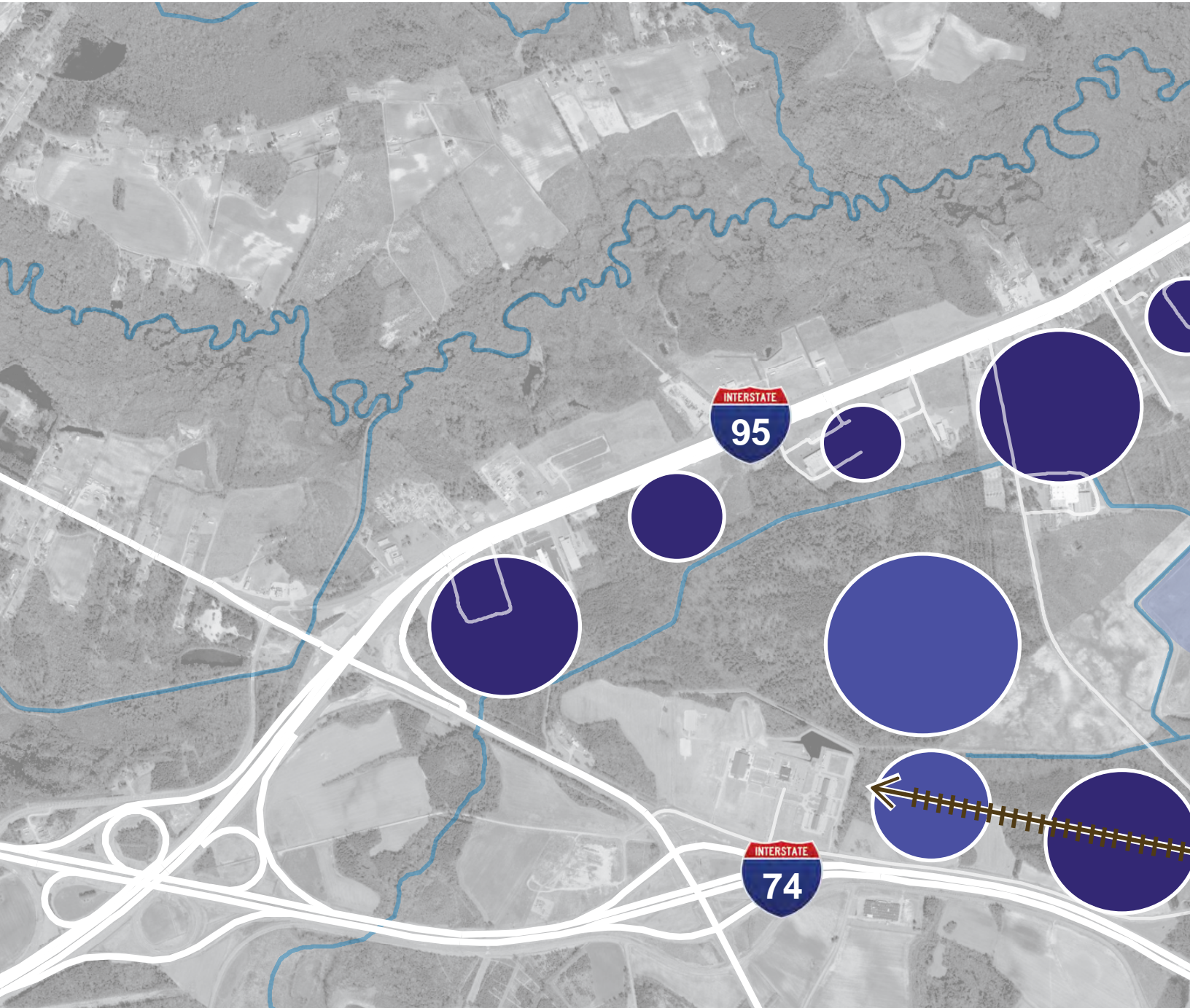
MAP 4.15 This environmental map illustrates the extent of the floodplain and wetlands that cover this area. The Jacob Branch and Little Jacob Swamp are tributaries of the Lumber River.

FOCUS AREA [*LUMBERTON REGIONAL AIRPORT*]

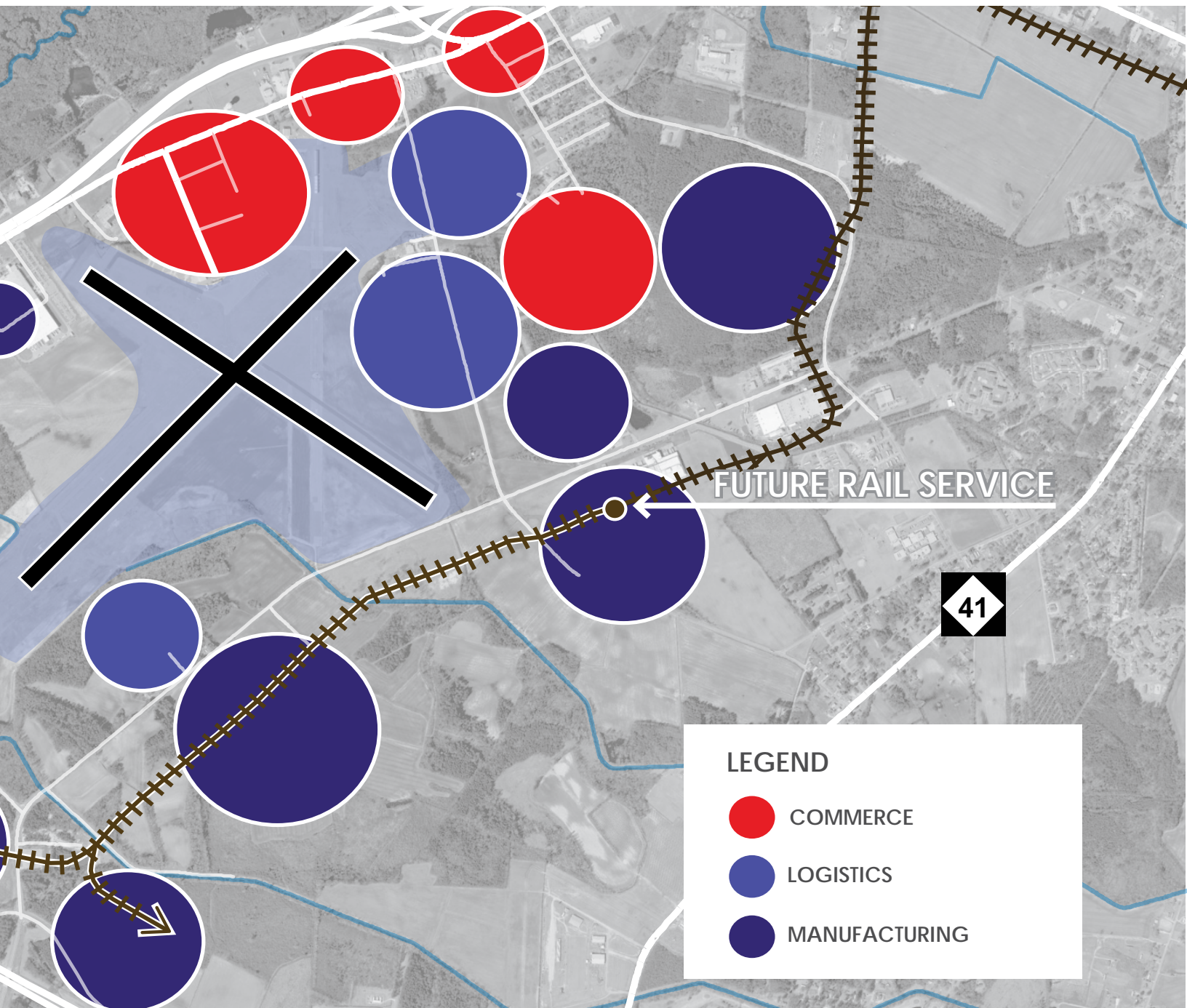
OPPORTUNITIES *continued*

There are three dominant existing land uses in the area around the airport - commercial, logistics and manufacturing. Strengthening the existing infrastructure within this area will be conducive to future development and growth. The conceptual map below

MAP 4.16 FUTURE LAND USES AROUND AIRPORT



not only recommends where the types of development should occur, but also shows how an extended rail service would support additional manufacturing and logistic industry needs. Coupling an intermodal connector with a rail service extension would further support demands for synergies between trucking, rail and air transportation.





IMPLEMENTATION STRATEGIES



05

IMPLEMENTATION STRATEGIES

The City of Lumberton's Land Use Plan process has produced a living document that is intended to guide the actions of the city's elected and appointed officials and staff, as well as other stakeholders in the community, as they move forward to achieve the vision established by the plan. This is a plan of action, with a focus on six major strategies and corresponding action items that set the general direction for the community to follow to achieve the vision for Lumberton Tomorrow.

Moving forward, it will be necessary to continuously monitor the status of progress toward achieving the plan's vision. At a minimum, city staff, the Planning Board and City Council should review progress on plan implementation on an annual basis. This will give Council the opportunity to set priorities for implementation during each budget cycle to ensure that the budget includes the necessary funds or other resources needed to move forward with plan implementation.

The strategies and action items outlined in the study were compiled into an implementation matrix to be used as a quick and easy reference for the community to review priorities and to allow the city to monitor the progress on implementing the plan. The matrix assigns priorities, resources, timeframes and responsible parties to each action item, to help stakeholders understand the most effective approach to implementing the strategies.

LUMBERTON TOMORROW STRATEGIES



The following are descriptions of each of the categories:

1. **Implementation Action Items** – Each action item was derived through the research of current conditions and input from stakeholders. Each action item will help the city carry out each strategy and achieve the plan's vision.
2. **Priority** – Due to the limited resources that are faced by all levels of government, priorities are identified for each action item to help guide the community toward achieving the strategies. Priorities are indicated as "high", "medium", or "low", with "high" being the most pressing or urgent. Since some high priority items may take longer to achieve than low priority items, the community may see some of those lower priority action items underway due to the quick turnaround associated with them or their ease of accomplishment. As resources become available, or as community needs or desires change during the implementation of the plan, decisions will likely be made to increase the priority of certain actions while decreasing the priority of others.
3. **Resources** – Represents resources that are primarily related to financial resources necessary to complete the implementation action items. The tables use the "\$" symbol to represent a theoretical range of necessary capital. Actual resources could be more or less depending on the final scope of the project or more detailed cost estimates. The ranges are as follows:
 - \$ - Less than \$25,000
 - \$\$ - \$25,000-\$100,000
 - \$\$\$ - \$100,000-\$500,000
 - \$\$\$\$ - More than \$500,000
 - Policy – Not outside of normal annual budget expenditures
4. **Timeframe** – Represents the timeframe in which each action step should be addressed. Generally, shorter timeframes infer a higher priority. Timeframes are indicated in the matrix as short-term, intermediate, or long-term. Below is a description of each timeframe.
 - Short-term - should be achieved in less than two years.
 - Intermediate - should be achieved in two to five years.

- Long-term - may take longer than five years.
- Ongoing - Some action items are designated as “ongoing” due to need for constant efforts toward achieving the goal.

5. Responsible Parties – This category identifies community partners who will share in the responsibility for the completion of each action step. The inclusion of a consultant or other outside party may be necessary to help implement and achieve certain objectives. The abbreviations for each responsible party listed in the matrix are listed below.

City of Lumberton

- CC - City Council
- PB – Planning Board
- CS – City Staff

Partner Organizations

- RDLC- Rediscover Downtown Lumberton Committee
- LACC – Lumberton Area Chamber of Commerce
- LAVB – Lumberton Area Visitors Bureau
- RCC – Robeson Community College
- LBT - Lumberton Airport Commission
- RPO - Lumber River Regional Planning Organization
- LRCOG - Lumber River Council of Government
- RCAC - Robeson County Arts Council
- CU - Campbell University Medical School
- SRMC - Southeastern Regional Medical Center
- RCEDC = Robeson County Economic Development Commission

Other Partners

- PS - Private Sector (Developers, property owners)
- NCDOT – NC Department of Transportation
- CSX - CSX Railroad Company
- PC - Private Consultant



The future land use strategy focuses on establishing a land development pattern that directs growth and investment toward areas within the city to energize and strengthen neighborhoods, businesses, and overall quality of life. This strategy will influence economic development opportunities within the city, while helping to preserve the city's unique character. The future land use strategy is implemented over

time by a series of zoning and land development policy decisions whereby the City Council, Planning Board and city Planning Staff provide guidance for development and redevelopment of land throughout the City of Lumberton as both public and private development decisions are made that are consistent with the land use plan vision. Collectively, these decisions will help shape Lumberton's future. The action items below provide direction for implementing this strategy.

ID	Implementation Action	Priority	Resources	Timeframe	Responsibility
LU-1	Review and update Zoning and Subdivision regulations to integrate best practices and conforming statutory changes.	High	Policy - \$\$	Short	CS, PB, CC and PC
LU-2	Utilize the Future Land Use map to guide zoning and development decisions that are consistent with the availability of infrastructure and compatible with surrounding land uses and environmental constraints.	High	Policy	Ongoing	CC, PB, CS
LU-3	Implement the land use plan strategies for improving the city's gateways, corridors, downtown, North Elm Street and the airport, which support the plan's vision and overall future land use strategy.	High	Policy - \$\$\$\$	Ongoing	CC, PB, CS, PS, NCDOT, RDL, LBT
LU-4	Adopt development standards in the Zoning and Subdivision ordinances that support complete street policy recommendations for corridors and special districts throughout the city.	Med	Policy - \$\$	Med	CC, PB, CS, NCDOT, PC
LU-5	Adopt a growth management policy that requires annexation prior to the extension of public utilities, and defines a future service boundary within which utilities may be extended that is consistent with the city's vision for investment inside of the city limits.	Med	Policy	Short	CC, PB, CS
LU-6	Develop an incentive based program and policies to catalyze the development and redevelopment of underutilized land within the city that is already served by public utilities and has access to city services.	Med	Policy - \$\$	Med	CC, PB, CS



Interstate 95 is one of the primary economic generators for the City of Lumberton, carrying 52,000 vehicles per day according to the NCDOT 2014 Average Annual Daily Traffic counts. In order for the city to fully leverage the daily visibility it receives from traffic along the Interstate, the overall appearance of the Interstate through Lumberton needs to be rebranded and improved to establish a positive first-impression

for travelers. In addition, action is needed to enhance and redevelop underutilized properties immediately adjacent to the Interstate to yield a greater advantage from the Interstate as an asset for the community. The implementation actions below will directly support the land use strategy for Interstate 95 and the overall direction for the future development of the city.

ID	Implementation Action	Priority	Resources	Timeframe	Responsibility
INT-1	Coordinate with NCDOT and the RPO to include the conceptual bridge improvements in the State Transportation Improvement Plan for the Exit 19 interchange improvements.	High	\$\$	Short	CC, CS, NCDOT, LRCOG, RPO
INT-2	Continue working with NCDOT on the development of landscaping and other aesthetic improvements for all interchanges along Interstate 95 in the city.	High	Policy - \$\$	Short	CC CS, NCDOT
INT-3	Coordinate with NCDOT to develop a long-range plan with the city for funding, maintaining and replacing landscaping improvements along Interstate 95.	Med	Policy - \$\$	Med	CC, CS, LRCOG, NCDOT
INT-4	Prepare a plan for developing public art installations at interstate interchanges that help to reinforce the unique characteristics of Lumberton and the surrounding region.	Low	Policy - \$\$	Long	CC, CS, NCDOT, LAVB, LACC, RCAC
INT-5	Encourage the development of regional scale retail and service uses that focus on tourism and capturing regional market demand.	High	Policy	Ongoing	CC, PB, CS
INT-6	Develop regulatory standards and incentives for improving the general appearance and aesthetics of sites visible from the I-95 corridor. These standards and incentives should focus on improved architectural design, landscaping, signage and encouraging the redevelopment of underutilized properties on frontage roads and other high visibility locations.	High	Policy	Short	CC, PB, CS



Lumberton's primary transportation corridors are mostly automobile centric, serving the purpose of moving cars quickly in and out of Lumberton. The transportation corridors have not yet incorporated many of NCDOT's new complete streets policies that encourage alternative modes of transportation, aesthetic enhancements and overall improvements to create safer and more

comprehensively designed streets. As the city is currently preparing the Lumberton Comprehensive Transportation Plan, the opportunity exist to begin including proactive recommendations for Lumberton and NCDOT to collaborate on transforming Lumberton's major transportation routes into thriving economic corridors that can fulfill multiple purposes beyond basic transportation needs to achieve the city's vision for a vibrant future.

ID	Implementation Action	Priority	Resources	Timeframe	Responsibility
COR-1	Coordinate with NCDOT and other partners to incorporate complete street concepts into the Lumberton Comprehensive Transportation Plan	High	Policy	Short	CS, NCDOT, LRCOG, RPO
COR-2	Coordinate with NCDOT to ensure that future paving, resurfacing and restriping projects incorporate complete street components to the maximum extent feasible.	High	Policy	Short	CS, NCDOT, RPO
COR-3	Initiate a feasibility study with NCDOT and/or a consultant to examine potential costs for implementing complete street concepts, beginning with priority segments identified in the Comprehensive Transportation Plan.	High	Policy - \$\$	Short	CS, NCDOT, LRCOG, RPO, PC
COR-4	Work with the Lumber River RPO Board to begin the process of including the identified complete street conversion projects in the State Transportation Improvement Program.	High	Policy	Ongoing	CS, LRCOG, RPO
COR-5	Develop an incentive or grant program to assist with the improvement of the aesthetic appearance of properties along high-priority corridors. Establish a pilot program on West 5th Street prior to expanding city-wide.	High	\$\$	Ongoing	CS, TC
COR-6	Collaborate with developers and property owners along the recommended corridors to make incremental improvements toward achieving the complete streets concepts in conjunction with private investment in these areas.	Med	Policy - \$\$	Med	CC, PB, CS, NCDOT, PC
COR-7	Identify funding opportunities for bike and pedestrian infrastructure through capital improvement planning, NCDOT bicycle & pedestrian planning grants, healthy communities grants/partnerships, safe routes to schools, and NCDOT.	Med	Policy - \$\$\$\$	Long	CC, PB, CS, NCDOT, LRCOG, RPO



The continued improvement of downtown is critical to achieving the long-range vision for Lumberton Tomorrow. And to that end, the implementation of the downtown strategy is largely dependent upon the long-term commitment of community residents and resources to accomplish. However, there are key action steps that need to be implemented in the short-term to begin the process of implementing these dramatic urban design concepts in downtown, establishing a firm foundation for a prosperous economy and improved quality of life for the city's residents. The improvements will benefit Lumberton's local businesses and residents by providing improved connectivity and access to downtown and the river, while creating great public spaces for residents and tourists to enjoy.

ID	Implementation Action	Priority	Resources	Timeframe	Responsibility
DT-1	Convert the one-way pair of North Elm Street and North Chestnut Street back to their original two-way traffic pattern to facilitate downtown connectivity. This action item includes associated improvements at the plaza and along 2nd Street to accommodate the conversion.	Med	\$\$\$	Long	CC, CS, RDLC, PC, and NCDOT
DT-2	Continue to prepare plans for the redevelopment of the plaza that incorporates a central green space and alterations needed to accommodate the conversion of the adjacent one-way streets to two-way traffic.	Med	\$\$	Med	CC, CS, PC, RDLC
DT-3	Convert Elizabethtown Road into a linear park and greenway facility from Water Street to Pine Street.	Med	Policy - \$\$\$	Long	CC, CS, PC, RDLC
DT-4	Convert the 5th Street Bridge over the Lumber River into a public space/park that can also be utilized as a secondary/emergency route across the river on an as needed basis.	Med	Policy - \$\$	Long	CC, CS, RDLC, NCDOT
DT-5	Establish a Municipal Service District (MSD) to help fund downtown revitalization efforts and infrastructure.	Med	Policy - \$	Short	CC, CS, RDLC, PS
DT-6	Establish a wayfinding committee and prepare a wayfinding system plan for directing traffic to downtown destinations.	Low	Policy - \$\$	Short	CC, CS, PC, RDLC
DT-7	Cultivate public-private partnerships and establish incentives to develop residential units in downtown.	High	\$\$	Short	CC, CS, PS, RDLC
DT-8	Prepare an illustrative guide for downtown design that can be incorporated into the zoning ordinance and facade grant review process.	High	\$\$	Short	CC, CS, PC, RDLC
DT-9	Prepare a comprehensive downtown master plan that expands upon the downtown focus area concepts.	Med	\$\$	Short	CC, CS, PC, RDLC



The continued development of the health/medical sector in Lumberton will be a major factor influencing the growth and success of the local economy for many years ahead. The location of Southeastern Medical Center in the heart of one of Lumberton's key development nodes presents an opportunity to redevelop and transform surrounding properties into a unique and flourishing mixed use center

that is focused on the medical center as the hub of activity. The action steps below set forth important next steps to begin implementing the plan's vision for redeveloping the North Elm Street focus area.

ID	Implementation Action	Priority	Resources	Timeframe	Responsibility
NES-1	Establish a public-private partnership that includes property owners, the medical center, its partners, and city to identify opportunities to collaborate in the redevelopment of the North Elm Street area.	High	Policy	Short	CC, CS, SRMC, PS, RCC, CU
NES-2	Establish a synthetic tax increment financing district to fund necessary public improvements in the North Elm Street area.	Med	Policy	Short	CC, CS, SRMC, PS, RCC, CU
NES-3	Establish a Municipal Service District (MSD) to help fund redevelopment and improvement of public infrastructure and services in the area. The timing of the establishment of the district should correspond to the implementation of a larger development plan for the area to meet additional service and infrastructure needs.	Low	Policy - \$	Long	CC, CS, SRMC, PS, RCC, CU
NES-4	Develop incentives for residential development in the North Elm focus area that is tailored to the needs of professional medical students and medical center staff.	Med	Policy - \$\$	Med	CC, CS, SRMC, PS, RCC, CU
NES-5	Improve pedestrian connectivity between the medical center and surrounding commercial and residential areas with enhanced pedestrian crossings, warning signage, and new/improved sidewalk facilities.	Med	Policy - \$\$	Med	CC, CS, SRMC, PS, RCC, CU
NES-6	Encourage the development of a mix of targeted (niche) retail, office, eating establishments and entertainment uses that are complementary to the hospital, its staff and customers, while serving the greater Lumberton market.	Med	Policy	Long	CC, CS, SRMC, PS, RCC, CU
NES-7	Develop active and passive open space as an integral part of future redevelopment strategies.	Med	Policy - \$\$	Long	CC, CS, SRMC, PS, RCC, CU



The airport area strategy is centered around a strong emphasis on encouraging land uses that are compatible with the general operations of the airport. The strategy also leverages commercial and industrial uses that are dependent upon interstate, rail and/or airport access that are present in this area. Compatible future land uses coupled with an improved aesthetic appearance will redefine the Lumberton airport,

transforming it into a more appealing sector of the city that will help to generate and support commerce and employment through the development of industrial and logistics businesses.

ID	Implementation Action	Priority	Resources	Timeframe	Responsibility
LBT-1	Develop and apply an overlay district that promotes land use and development patterns that are compatible with airport operations and safety hazards.	Med	Policy - \$	Med	CC, PB, CS, LBT
LBT-2	Proactively rezone property around the airport to districts that are consistent with the city's vision for the area.	High	Policy - \$	Ongoing	CC, PB, CS, LBT
LBT-3	Promote the development of industrial and logistics businesses that are aligned with and can take advantage of proximity to the airport, I-95 and the railroad.	Med	Policy - \$\$	Med	CC, PB, CS, LBT, PS, RCEDC
LBT-4	Identify, redevelop or remove blighted properties that are adjacent to or along the corridor leading to the airport that detract from the appeal and viability of the airport as an economic generator.	High	Policy - \$\$\$	Short	CC, PB, CS, LBT, PS, RCEDC
LBT-5	Explore opportunities and plan for the expansion of rail service throughout the airport focus area to facilitate the development of rail-dependent industrial uses and intermodal logistics hubs.	Med	\$\$\$\$	Med	CC, PB, CS, LBT, CSX, RCEDC
LBT-6	Update and enhance the appearance of the airport facilities and entrance drive.	High	\$\$\$	Short	CC, PB, CS, LBT, RCEDC

