

Appendix D Previous Plan Review

Butner 2040 Future Land Use Map / Butner Land Use Map & Character Areas

Based on the 2040 Future Land Use Map, Butner is divided into ten land use districts. Most of the Town's land will continue to be residential in nature with areas of mixed-use concentrated in the downtown core. The map also lays out regionally significant tourism destinations, planned greenways, scenic byways, and potential new road alignments.

CAMPO Connect 2050 MTP (2022)

The CAMPO Connection plan outlines a comprehensive set of recommendations centered on creating a multimodal, equitable, and sustainable transportation system to accommodate rapid regional growth. These recommendations include expanding multimodal transportation investments; prioritizing complete corridors and complete streets; strengthening transit oriented and coordinated land use; improving system efficiency and managing demand; investing in technology and innovation; advancing equity and environmental sustainability; enhancing safety and public health; and securing funding and creating support through policy.

Creedmoor Comprehensive Plan (2022)

City Plan 2040 is a comprehensive plan for the City of Creedmoor and its surrounding environs, including the existing extra-territorial planning jurisdiction and beyond. This plan will attempt to provide a general guide for growth, development, future land use, and continued improvement for the next 20 years.

The plan focuses on the following eight goals: strategic growth, vibrant downtown, active community, environmental and cultural preservation, targeted development, participatory governance, improved infrastructure, and interconnected transportation.

Currently, most of the land within city limits is defined by suburban, low-density, single-family residential uses. Areas furthest from the core consist of newer single-family detached residential neighborhoods. In the outer reaches of the jurisdiction there is abundant undeveloped agricultural land. Conservation is a key component of Creedmoor's identity and is expected to remain a priority.

The downtown core is important not only to residents but also to visitors, and it supports pedestrian safety and activity. The Falls Lake Rules guide and regulate stormwater runoff and control water discharge in compliance with the EPA Clean Water Act. Economic development is

closely tied to transportation and housing goals, with land use and access playing important roles in supporting future development.

City of Creedmoor Intersection Analysis (2011)

CAMPO initiated the Creedmoor Intersection Feasibility and Impact Analysis in an attempt to identify operational and safety improvements for four intersections located along NC 56, NC 50, and US 15 in the City of Creedmoor, NC.

The information gathered from each component of the Creedmoor Intersection Feasibility and Impact Analysis, including existing and future traffic conditions, environmental and cultural impacts, crash data analyses, and access management assessments aided in identifying a wide range of innovative solutions for the four intersections. These solutions include both low-cost near-term options as well as future higher cost options encompassing the study area. Based on these considerations a number of near-term and long-term recommendations were proposed which including access management, ADA improvements, and a roundabout.

Franklin Next Comprehensive Plan (2020)

FranklinNext is Franklin County's long-range Comprehensive Development Plan that establishes a 20-year vision for managing growth while preserving the county's rural character, agricultural heritage, and natural resources. The plan was developed through an extensive public engagement process involving community meetings, stakeholder interviews, a steering committee, and nearly 600 survey responses. Recognizing that Franklin County is one of North Carolina's fastest-growing counties, the plan addresses key challenges such as population growth, housing demand, traffic congestion, water and sewer capacity, economic diversification, and access to recreation and broadband.

The plan's vision for 2040 is a county that balances development with conservation, strengthens its economy, maintains a high quality of life, and protects valuable environmental and agricultural assets. Major goals include preserving farmland and rural landscapes, improving transportation and infrastructure, expanding housing choices, creating more local jobs, enhancing parks and recreational opportunities, and directing growth toward municipalities and areas with existing infrastructure. The Future Development and Conservation Map identifies areas for conservation, agriculture, suburban neighborhoods, mixed-use centers, employment hubs, industrial development, and airport-related business growth, creating a framework for orderly and sustainable development.

To achieve this vision, the plan recommends modernizing development regulations, investing in transportation, broadband, water, and sewer systems, supporting diverse housing options, expanding parks and trail networks, and promoting economic development through the Triangle

North Executive Airport, agritourism, and business recruitment. It also emphasizes protecting open space, improving community health, strengthening public services, and supporting agriculture as a core part of the county's identity and economy. Overall, FranklinNext serves as a roadmap for managing growth responsibly so that Franklin County can accommodate future residents and businesses while preserving the qualities that make it an attractive place to live, work, and visit.

Franklin County and Louisburg CTP (2014)

The CTP is a long-range multi-modal transportation plan that covers transportation needs through 2035. Modes of transportation evaluated as part of this plan include: highway, public transportation, rail, bicycle, and pedestrian.

The six main takeaways from the CTP analysis focus on US 401, the US 401 Louisburg Bypass, the NC 39 Bunn Bypass, the NC 56 Franklinton Bypass, the NC 96 Youngsville Bypass, and Southeast High-Speed Rail. Methods used to project travel demand include the historic trend line analysis method, the travel demand model, the Triangle Regional Model, and the hand-allocation method.

Roadway capacity is an important factor in evaluating level of service, as it indicates the practical capacity of the roadway. The bridge deficiency assessment found that a lack of adequate bridges reduces the value of total investment. Currently, there are no existing public transportation routes in the planned area. Unaddressed deficiencies remain in Youngsville, Bunn, and Louisburg. Franklinton is expected to grow because of its proximity to the Research Triangle and must be able to accommodate that growth.

Granville County Comprehensive Plan (2018)

The development of the Planning Granville's Future Comprehensive Plan created an opportunity for residents, leaders, and stakeholders to engage in a countywide dialogue. The plan includes an analysis of key issues and opportunities and outlines recommendations and implementation strategies designed to guide the County forward.

Granville County identifies its priorities as family, land, area, people, proximity, and a quiet small-town character. Residents' top community concerns include the quality of the school system, the need for more retail and restaurant options, and job and economic growth.

Overall, the plan includes seven main goals: protect the county's rural atmosphere; expand economic development and business opportunities; partner with and support municipalities to facilitate an efficient pattern of growth and service provision; provide infrastructure, community services, and facilities to meet the needs of residents and businesses; offer a mix of housing

opportunities; leverage recreational and open space assets; and plan for well-designed, interconnected communities.

Preferred locations for new residential development are areas away from sensitive environmental resources and places where infrastructure already exists. Community priorities also strongly favor greenways, trails, and water quality protection. The county has an older population, with a median age of 41.4, and a mix of highly educated residents and diverse housing types, while also facing concerns about water quality.

Granville County Future Land Use Map

The Granville County Future Land Use map is divided into ten land use categories. Near town's and city's within the County more intense land uses can be found, including Office & Industrial and Mixed Use. Further from these centers, the County is currently planned to be suburban residential, rural, and park/public land.

Granville County CTP (2021)

In January 2016, the Transportation Planning Division of the North Carolina Department of Transportation (NCDOT) and Granville County initiated a study to cooperatively develop the Granville County Comprehensive Transportation Plan (CTP), which initially included City of Creedmoor, City of Oxford, Town of Butner, Town of Stem, and Town of Stovall. During the study, areas inside CAMPO, which included the City of Creedmoor, were removed from the study, at the request of CAMPO.

The four biggest components of the CTP are analysis of the transportation system, including both local and statewide initiatives; impacts on the natural and human environment, including natural resources, historic resources, homes, and businesses; public input, including the community vision, goals, and objectives; and future growth expectations. Land use in this plan focuses on six sectors: residential, commercial, industrial, public, agricultural, and mixed use. Of these, commercial land use has the most complex demands. Project proposals include, but are not limited to, pedestrian recommendations, multi-use paths, on-road improvements, bicycle recommendations, public transportation and rail, minor extension and new-location projects, and minor widening projects.

I-85 Future Interchange Location Analysis (2013)

This study was prepared to evaluate the impacts of potential interchange locations and identify their potential benefits and challenges along I-85 in Granville County between Exit 191 (NC 56) and Exit 202 (US 15). The I-85 interchange is being evaluated due to its potential benefits and challenges, beginning with an assessment of travel conditions in the area using the Triangle Regional Model. Conditions considered for alternative locations include: proximity to I-85 between Exits 191 and 201; connection to an existing roadway; provision of emergency access to I-85; impacts on nearby wetlands, buildings, and/or facilities; and the potential to support economic development. The possible locations under consideration include Brogden Road, Sanders Road, Smith Road, Bryan Hills Road, and Thollie Green Road.

NC 50 Corridor Study (2011)

With the support of CAMPO and NCDOT, a comprehensive study for the NC 50 corridor was prepared. Generally, the study included the identification of short-term needs and the creation of a long-term strategy for the roadway. During this study, several sensitive solutions were identified, including balancing safety, mobility, community, and environmental goals in all projects; involving the public and stakeholders early and continuously; using an interdisciplinary design team; addressing all modes of travel; applying flexibility within design standards and guidelines; and incorporating aesthetics as an integral part of good design.

The implementation of Complete Streets allows for improved access management, enhanced public safety, and safer, more convenient walkways, sidewalks, crosswalks, and bikeways, as well as better integration of transit. Regarding pedestrian infrastructure, there are many important elements to consider, but one of the most valuable is the use of quality buffers. These buffers provide separation between pedestrians and moving traffic, often through features such as greenery, creating safer conditions for both drivers and pedestrians.

Access management is critical, as inadequate access can directly affect the livability and economic vitality of commercial corridors. When considering bicycle and pedestrian planning components, it is essential to account for environmental factors, promote healthy lifestyles, reduce costs, ease congestion, enhance livability, and ensure overall viability. Finally, finding the right balance between smart growth and urban sprawl is crucial when implementing changes.

NC 56 Corridor Study (2015)

The NC 56 Corridor Study is a collaborative project between CAMPO, the Town of Butner, the City of Creedmoor, Granville County, NCDOT, and the Kerr-Tarr RPO, focusing on a 4.5-mile section of NC 56 between 33rd Street in Butner and Darden Drive in Creedmoor. The goal is to enhance a vital connection between these two municipalities that accommodates the travel

needs of residents in the area and adds value to adjacent land and to the broader region. The study focuses on three segments: Eastern, Middle, and Western. Key issues addressed include crashes, congestion, access, pedestrian and bicycle accommodations, aesthetics, wayfinding, and implementation.

The western segment extends approximately 1.4 miles from 33rd Street to Millstream Circle. It is a two-lane road with numerous driveways that create conflicts and limited pedestrian safety, with only five signalized intersections. The middle segment spans 1.85 miles and is also a two-lane road, characterized by side ditches and a lack of side paths or signalized intersections. The eastern segment is 1.2 miles long and includes left-turn lanes but has no shoulders and narrower travel lanes. It also contains frequent utility poles and driveways. Sidewalks have been recently added but are only present on one side of the road.

Currently, there are no designated bicycle facilities along this portion of NC 56, and there is only one at-grade rail crossing. Ongoing and planned projects include the I-5829 (26th Street/Telecom Drive Connector), AR-5707 (NC 56 improvements at US 15 and NC 50 intersections), C-5166 (Creedmoor Greenway), C-5567 (East Lyon Station Greenway), and U-5530KA (Butner to Creedmoor Greenway).

The natural environment in the area includes important water resources and endangered species, with the entire watershed under significant protection.

NC 98 Corridor Study (2018)

CAMPO, in conjunction with Triangle West MPO and NCDOT, commissioned a study of the NC 98 corridor from US 70 in Durham County through Wake County to US 401 in Franklin County. This study evaluates safety and mobility, planned and existing roads, bicycle and pedestrian facilities and transit uses along NC 98 and recommends future improvements.

From an environmental perspective, several factors must be considered. Elements of the human environment include commercial development, institutional facilities, emergency services, cultural and historic sites, and transit. The natural environment includes natural resources, parks, greenways, and trails. Overall, the environmental presence along this corridor is significant and highly valued by the community.

These factors contribute to land use challenges, particularly due to existing patterns that vary in residential and commercial density. This variation places strain on future land use patterns and can weaken economic value as the area continues to experience rapid growth. The western segment of the corridor is especially important when analyzing the impacts of population growth, as increased density can support more concentrated development and improved walkability.

Current conditions, including ongoing development and the presence of schools, are important considerations, as they increase the need for enhanced pedestrian and bicycle infrastructure. Both short- and long-term goals for the corridor include expanding bicycle lanes and sidewalks, widening travel lanes, and making overall capacity improvements.

Oxford Comprehensive Plan (2023)

In the spring of 2022, the City of Oxford began the process of updating their comprehensive plan. The document reflects the vision of the community and addresses land use and development issues that directly impact residents' quality of life. The Plan provides recommendations for the near-term (1-2 years), medium term (3-5 years), and long-term (5+ years).

Oxford's Comprehensive Plan is guided by seven core values: improving civic pride, community engagement, and public safety so that all residents and businesses are proud to call Oxford home; invigorating downtown with housing, shopping, employment opportunities, and gathering spaces; cultivating a diverse economy that supports both large and small businesses; ensuring equitable access to parks, natural areas, recreational facilities, trails, and greenways; preserving and protecting historic assets and cultural institutions through new programming and adaptive reuse; investing in new and existing public infrastructure that provides safe, high-quality, and efficient service; and diversifying the housing supply to include a range of accessible and affordable housing types.

With these goals in mind, the community has a median age of 44.3, with the fastest-growing age group being those aged 60 to 69. The natural environment presents several needs, including the absence of existing greenways within the city and the requirement for significant maintenance across multiple systems. The majority of existing land use is residential in nature, and housing trends in Oxford tend to fluctuate in direct correlation with economic conditions. Looking ahead, future land use planning emphasizes increased industrial development along with a stronger mixed-use presence.

Town of Stem Town Plan 2040 (2020)

The purpose of the Town Plan 2040 is to identify planning principles that support a growing community which encourages economic opportunities, while at the same time maintaining Stem's small-town community feel.

Through this planning effort, the Town of Stem has identified four primary goals: protecting natural spaces, managing residential growth, expanding access to local commerce, and maintaining a small-town sense of community. To achieve these goals, specific actions must be taken. For natural areas, this includes amending zoning ordinances to prioritize land for preservation. Managing residential growth involves placing a greater emphasis on mixed-use and multifamily development. Expanding access to local commerce requires alignment with community input and strengthening internal planning efforts. Maintaining a small-town sense of community depends on preserving authenticity while encouraging the use of local resources and inclusive engagement.

In pursuing these goals, several key factors must also be considered, including rapid population growth, increasing diversity, age distribution, housing availability, economic conditions, poverty levels, and education.

US 1 Phase 2 Plan (2012)

The goal of the US 1 Corridor Study Phase II project is to produce a well-coordinated plan for the US 1 corridor. The plan provides current and future improvement and policy recommendations for all modes of travel. The corridor extends from US 1 in Youngsville to the Vance County line.

The study focuses on three sections, South, Central, and North, with the goal of developing a well-coordinated plan for the US 1 corridor through Franklin County and the Town of Franklinton. The plan emphasizes maintaining mobility, safety, and performance standards for all modes of travel, both currently and in the future, as the corridor is expected to transition into a freeway.

The southern section includes denser residential neighborhoods, isolated homes on agricultural land, and light industrial facilities, with future land use anticipated to include both light and heavy industrial development. The central section encompasses the portion of US 1 characterized by established commercial development patterns. The northern section is primarily composed of agricultural and residential land uses.

Wake County Comprehensive Plan Work Plan (2021)

The Wake County Work Plan provides an overview of the initiatives and work that need to be accomplished to fully implement the goals and policies outlined in PLANWake, Wake County's Comprehensive Plan. The work plan has three primary goals. The first is to ensure that all residents can achieve a high quality of life, regardless of income, wealth, race, age, or background. The second goal is to ensure that all residents have access to services, providers, food, and recreational amenities that support a healthy lifestyle. The third goal is to ensure that all residents have the opportunity to thrive in a community that supports economic, social, and environmental health and resilience.

Land use policies will focus on areas such as extraterritorial planning jurisdiction, water supply, watershed protection, farmland preservation, and other countywide initiatives. Area plans will emphasize coordination with development efforts, municipal partners, and the community.

Wake County Comprehensive Plan (2021)

Wake County is experiencing rapid growth and has surpassed a population of one million residents. In response, community engagement is essential, and residents are highly participatory, planning, tracking, and acting together. This process involves five key steps: identifying desired outcomes, establishing annual priorities, allocating budgets and resources, implementing work plans and projects, and evaluating results.

PLANWake aims to guide intentional growth with a focus on transportation, development, the economy, the environment, health, and infrastructure. Within the development framework, there is a strong emphasis on transit-oriented development and the creation of walkable, community-centered hubs. Performance is a central priority for PLANWake and can be measured by increasing non-automobile trips, reducing the number of residents experiencing severe housing challenges, protecting open space, and increasing household income.

Additional priorities include promoting more intentional development, reducing the percentage of households burdened by housing and transportation costs, and expanding access to services for vulnerable populations. Working collaboratively and aligning with ongoing initiatives, while focusing on these goals, will be essential to the success of the Wake County Comprehensive Plan.

Wake County Transportation Plan (2003)

Wake County is a rapidly growing area and must plan accordingly for future development. The Transportation Improvement Program (TIP) includes five major road projects: the I-540 Freeway, US 64 Bypass, US 401, NC 55, and the NC 98 Bypass. In developing an effective transportation plan, several key factors must be integrated, including the natural environment, population and employment growth, TIP projects, transit, greenways, sidewalks, and other roadway improvements.

Key design elements identified as particularly beneficial include lane widths, median treatments, median openings, and signal spacing. Because Wake County spans a large geographic area, it contains many major roadways that each require individual attention to operate efficiently and accommodate continued growth. This is also true for pedestrian and bicycle infrastructure, particularly within the greenway system.

However, several inherent challenges remain, including population growth, education, public engagement, and funding. Expanding transit in Wake County is essential to meeting these challenges, with ongoing collaboration among NCDOT, CAMPO, and TTA through an intraregional transit initiative.

Franklin County NC Bicycle and Pedestrian Plan

The Franklin County Bicycle and Pedestrian Plan establishes a vision for creating a safe, accessible, and well-connected network for all users. This vision aims to develop a bicycle and pedestrian network that serves people of all ages and abilities, enhancing connectivity to downtowns, parks, schools, jobs, and outdoor recreation destinations through safe and accessible bikeways and walkways. This interconnected system of well-designed greenway trails and Complete Streets will highlight the unique small-town and rural character of Franklin County.

The plan is guided by key goals, including enhancing connectivity, generating positive economic impacts, improving access to natural areas, increasing safety, promoting public health, advancing equity, and improving overall livability through active transportation.

Recommendations to achieve these goals include the development of shared-use paths, side paths, buffered bike lanes, sidewalks, and paved shoulders. Integrating existing infrastructure with planned improvements, while prioritizing connectivity, will be essential to the overall success of the plan.

NCDOT Current STIP

- HN-0024 - Veazey Road (Intersection of Veazey Road, Central Avenue, and Westbrook Roundabout Installation)
 - Category: DIV
 - Mode: Highway
 - Comment: N/A
 - Right of way year: N/A
 - Construction year: 2025
 - Remaining project costs in thousands: \$2709
 - Counties: Granville
 - Division: 5
 - MPO/RPO: Kerr-Tar RPO

- U-6020, SPOTID: H140487-C - NC 56 (East C street) SR 1215 (West Lyon Station Road) in Butner (Intersection Realignment)
 - Category: DIV
 - Mode: Highway
 - Comment: Right-of-way in progress; L funding reflects participation by Town of Butner
 - Right of way year: 2024
 - Construction year: 2025
 - Remaining project costs in thousands: \$6,799

- County: Granville
 - Division: 5
 - MPO/RPO: Kerr-Tar RPO
- R-5707, SPOTID: H090902 – NC 56 and US 15, NC 50 in Creedmoor (Intersection Realignment)
 - Category: REG
 - Mode: Highway
 - Comment: Under construction; build NC bonds: \$2,681 million for construction-payback 2020-2023 \$768000 for preliminary engineering and \$784000 for construction- payback 2021-2035
 - Construction year: 2019
 - Remaining project costs in thousands: \$5977
 - Counties: Granville
 - Division: 5
 - MPO/RPO: CAMPO
- HN-0017 – US 15 and Hester Road (Roundabout)
 - Category: EX
 - Mode: Highway
 - Comment: HF(M) represents spot mobility funds for the matching funds
 - Right of way year: 2025
 - Construction year: 2026
 - Remaining project costs in thousands: \$2218
 - Counties: Granville
 - Divisions: 5
 - MPO/RPO: CAMPO
- HL-0121 – NC 50 and SR 1901 in Creedmoor (Intersection Improvement)
 - Category: DIV
 - Mode: Highway
 - Comment: HF(M) represents spot mobility funds for the matching funds.
 - Right of way year: 2025
 - Construction year: 2025
 - Remaining project costs in thousands: \$1147
 - Counties: Wake
 - Division: 5
 - MPO/RPO: CAMPO

- HL-0122 – NC 50 and Mount Vernon Church Road (Intersection Improvement)
 - Category: DIV
 - Mode: Highway
 - Comment: HF(M) represent spot mobility funding
 - Right of way year: 2024
 - Construction year: 2026
 - Remaining project costs in thousands: \$1459
 - Counties: Wake
 - Division: 5
 - MPO/RPO: CAMPO

- U-5891, SPOTID: H090577 – NC 50, Creedmoor Road, I-540 to North of NC 98 (Roadway Widening)
 - Category: REG
 - Mode: Highway
 - Right of way year: Funded for preliminary engineering only
 - Construction year: Funded for preliminary engineering only
 - Remaining project costs in thousands: \$124102
 - Counties: Wake
 - Division: 5
 - MPO/RPO: CAMPO

- U-5307D, SPOTID: H151040 – US 1 South of NC 98 BUS to SR1909/SR 1931 in Wake Forest
 - Category: REG
 - Mode: Highway
 - Right of way year: Funded for preliminary engineering only
 - Construction year: Funded for preliminary engineering only
 - Remaining project costs in thousands: \$215399
 - Counties: Wake
 - Division: 5
 - MPO/RPO: CAMPO

- P-5753BA – CSX S-Line NC 98 to Franklinton S-Line Rail Improvements
 - Category: SW
 - Mode: Rail
 - Counties: Wake and Franklin
 - Division: 5

- MPO/RPO: CAMPO

- TIP= C5610B
 - Route= east industry drive sidewalk
 - Description= 250 feet west of the intersection of Lewis Street and easy industry drive to speed eez carwash driveway. Construct sidewalk
 - Category= EX
 - Mode= Congestion mitigation- HWY
 - Construction year=2025
 - Remaining project costs in thousands= 961
 - Counties= Franklin
 - Divisions= 5
 - MPOsRPOs= Kerr-Tar RPO
- TIP= HS-2405N
 - Route= NC 96
 - Category= DIV
 - Mode= Highway safety
 - Construction year=2025
 - Remaining project costs in thousands= 284
 - Counties= Granville
 - Divisions= 5
 - MPOsRPOs= Kerr-Tar RPO
- TIP= HS-2005A
 - Route= SR 1602
 - Description=SR 1207 intersection in oxford construct mini roundabout
 - Category= DIV
 - Mode= highway safety
 - Comment= under construction
 - Construction year=2021
 - Remaining project costs in thousands=100
 - Counties=Granville
 - Divisions= 5
 - MPOsRPOs= Kerr- Tar RPO