

## Steering Committee Meeting #8- Summary

### Meeting Information

Date:	September 8, 2022
Time:	4:00-6:00 PM
Location:	Frederick B. Cooper Commissioners Room 3 <sup>rd</sup> Floor, Claude Mayo, Jr. Administration Building Nash County Planning & Inspections Department 120 West Washington Street, Nashville, NC 27856
Committee Attendees:	Kim Moore, Marvin Arrington, Robbie B. Davis, Kevin Q. Smith, Ethan Vester, Jonathon Boone, DeLeon Parker, Sue Leggett
Project Staff Attendees:	Adam Tyson, Adam Culpepper, Jaquasha Colon, Andrea Radford

### Agenda Items

- ▶ Plan Status
- ▶ Review Public Meeting Summary
- ▶ Next Steps

### Meeting Materials

- ▶ Draft 7 Future Land Use Map
- ▶ Voluntary Agricultural District map, list with names of property owner's names and VAD type (traditional properties in green, enhanced properties in red, buffer show in orange),
- ▶ Potential public input discussion points, plan recommendations that reference potential UDO text amendments
- ▶ PowerPoint presentation including public meeting summary, direction from the committee

### Summary

The Steering Committee was sent the full results of the public comment from the three meetings, the project website, emails to planning staff, and the online comment form. 169 attendees signed in to the meetings, 47 comments were collected, and a number of post its were left on the Future Land Use Map, all of which were made available to the committee for review prior to the Steering Committee meeting.

Adam Tyson and Adam Culpepper disseminated the public comments into 25 discussion points. Some of these 25 points are directly opposed to others, displaying the varied opinions of the public during the three public meetings and the comment period on the plan recommendations.

The following are notes from the meeting discussion:

# Nash County

## Comprehensive Plan

- Outward facing lots on thoroughfares is a problem and undesirable on roads with high speeds or higher volumes
  - Thoroughfares (and all roadways) need to be classified to the standards set by NCDOT (See goal 1.2.4.)
  - Is this a response to traffic control and safety or a response to road facing residential properties?
    - Design standard, safety and traffic control are NCDOT purview.
  - Concern about whether or not we're discouraging ag landowners to develop ag land instead of developing the edges of their properties along roadways.
    - Person buys 400 acres to farm and build some development on it, is it better to develop inside out or outside in?
  - Few houses along the road versus a whole neighborhood along the road.
  - Desire is fewer lots directly assessing the road
  - Option: For developments over a certain number of lots/residences, no frontage lots are allowed.
    - Developers will come in just under the limit, perhaps a time restraint for developers could address that
  - Getting away from the driveway waiver will help discourage driveway access or frontage facing properties
- County to allocate funds to purchasing development rights on ag land
  - Stipulation on grant funding for this, tabled for now but further discussion on this (Alamance County is a precedent, more detail is needed)
- Solar Farms (life expectancy of these are 30, leases are 15-20 years)
  - Consider/explore requirements for solar farms to provide a performance guarantee (ex. Bond) for eventual dismantling and clean-up. (21 on the list)
  - This would be a new entry to the UDO text amendments
- Allow campers/RVs to be used as dwellings outside of designated campgrounds
  - Response to campers/RVs being hooked up to services and septic systems
  - Campers/RV are not permanent living facilities
    - Allowing this for a time period, but time period checks is not directly enforceable
  - Campers being checked from by county are on as calls come in, which is weekly
- Tweaks to Parks/Open Space recs to specify needs of the community, i.e., direct mention of youth and senior programs, or just equal mentions of county residents with tourism and employers (balance outward needs and inward needs)
  - Objectives 4.5, 4.4, and 4.2 to be discussed by Stewart and county staff
- Point 25 on the list (Provide greater attention/support to Gold Rock Business Area) GRBA is within Rocky Mount city limits, but this is an economic area that impacts the County as well
- Cluster Development and R-30 versus R-40
- Point 17 (Ensure public services (fire, EMS, etc.) keep pace with residential development
  - Revision to the 1.2.8. bullet 4. Removed everything after TRC.
- Note that amendments can be at any scale in the document and the map.
- Adam recommends a full rewrite of the UDO with a consultant so 12-14 months. A full rewrite can be 1-2 years dependent on the scope.
  - After adoption of this plan, Adam recommends February/March for getting the most urgent amendments adopted to the current UDO before starting a UDO rewrite process that would take 14 months at minimum.

## **Nash County Comprehensive Land Use Plan Steering Committee Meeting – September 8, 2022**

### **Potential Public Input Discussion Points:**

1. Greater protection and preservation of agriculture/forestry.
2. Implement conservation easement program for farmland preservation.
3. Eliminate the recommendation to consider establishing a program for the County to allocate funds towards purchasing development rights on agricultural land.
4. Treat community wells and septic systems as equivalent to public water and sewer systems.
5. Improve public water system to provide residential fire protection.
6. Provide a greater diversity of character areas on the Future Land Use Map.
7. Designate an agricultural area on the Future Land Use Map.
8. Incentivize development to occur in and around municipalities.
9. Reduce development of lots along thoroughfares.
10. Require larger lot sizes (40,000 square feet) for road front lots and allow smaller lot sizes (30,000 square feet) for interior neighborhood lots.
11. Increase residential lot size recommendation to a minimum of 40,000 square feet or greater (up to 1-2 acres per lot).
12. Require public water and sewer service for 30,000 square foot lots.
13. Permit 20,000 square foot residential lots with septic systems.
14. Require buffers between residential development and farmland.
15. Eliminate the cluster development subdivision option altogether.
16. Evaluate high-traffic roads for enhanced design criteria or development standards.
17. Ensure public services (fire, EMS, law enforcement, schools, parks, etc.) keep pace with residential development.
18. Greater efforts to expand availability of Broadband Internet.

19. Support bike/pedestrian trail and greenway development.
20. Reduce solar farm development.
21. Require solar farms to provide a performance guarantee (ex. bond) for eventual dismantling and clean-up.
22. Allow campers/recreational vehicles (RVs) to be used as dwellings outside of designated campgrounds.
23. Expand industrial areas designated around the Rocky Mount-Wilson Airport to plan for an aviation industrial park.
24. Increase public services in Whitakers area (Ex. public water, park, and/or senior center).
25. Provide greater attention/support to Gold Rock Business Area.

## **Plan Recommendations that Reference Potential UDO Text Amendments:**

- 1.2.1: Consider whether more dense or very large suburban residential subdivisions (those with densities equal to or less than one dwelling unit per acre) should provide suburban facilities and services that suburban residents expect. These might include broadband lines (or conduit to facilitate future broadband service connections), sidewalks, street lights, higher vehicular and pedestrian connectivity standards, and recreational amenities (clubhouse, amenity center, greenways, and/or parks).
- 1.2.2: Reduce potential conflicts between new neighborhoods and agricultural operations through design requirements, including preservation of open space, separation requirements, and vegetated buffers.
- 1.2.3: Consider evaluating standards for reducing residential driveway access to state roads with average annual daily traffic (AADT) of 1,000 or greater.
- Standards could limit residential drivers to a maximum of one residential driveway per lot (or one driveway per 100 dwelling units when multiple dwellings/multifamily dwellings exist on a single lot).
  - Maximum of one non-residential or mixed use driveway per 300 feet per street, except in Rural or General Commercial future land use character areas or in nonresidential zoning districts.
  - No driveways shall be permitted in the functional area of an intersection.
  - Consider limiting new residential driveways to directly access thoroughfares under the following conditions: No more than one residential subdivision of up to four lots per parent tract per 5 years.
  - If a residential subdivision has multiple phases and/or is a major subdivision, require that the first phase subdivided and constructed be a phase other than the lots that would be directly accessing an existing thoroughfare. Do not allow the final platting of lots accessing a major thoroughfare until at least 50% of the lots of the entire subdivision project are platted.
- 1.2.4: Explore the implementation of increased setbacks on major thoroughfares (NCDOT classifications Major/Principal Arterial, Minor Arterial, Major Collector, Minor Collector) or on roads experiencing high development pressure and or designated as “Recommended” for improvement in the current County Transportation Plan.
- 1.2.5: Consider evaluating cluster development standards.
- Continue to allow cluster developments in R40 that apply R30 standards, while eliminating allowance for cluster development in R30 built to R20 standards.
  - Consider increasing open space requirement in Cluster Subdivisions to at least preserve 40% of the site as common area with at least 25% of that as usable, contiguous, and enhanced recreational area. Enhanced recreational space contains fixed improvements such as sports fields, courts, golf courses, pools, all-weather trails, playgrounds, and accessories such as benches, picnic tables, and shelters that allow for active recreation as opposed to passive open space.

- 1.2.6: Discourage newly created lots being served by access easements. Consider lowering limit on number of subdivisions served by a private road from 10 to 5.
- 1.2.7: Evaluate maximum block length and minimum connectivity standards related to subdivision standards and adjust for context, based on the future land use character area and the density of development proposed. For context, most residential subdivisions should have maximum block lengths of 600-800 feet, commercial areas should have 400-600 foot blocks, and only the most rural or large-lot industrial subdivisions should have block lengths of 1,000-1,200 feet. This helps create walkable neighborhoods when residential densities are higher, and subsequently helps reduce traffic congestion.
- 1.2.8: Consider adopting stronger criteria for evaluation of rezoning requests, such as:
- Including a more specific statement of impact on the transportation system and if mitigating actions will be taken.
  - Including a more specific statement of impact on the public utilities system and if any proposed extensions will be able to justify the increased financial burden on operations and maintenance for large-scale residential developments such as those 300 units or larger.
  - Incorporate a representative from the school district on the Technical Review Committee for large-scale residential developments such as those 300 units or larger.
  - Rooftop solar energy should be encouraged, especially in industrial facilities and big box commercial sites.
- 1.2.9: Examine open space standards or park dedication requirements for large-scale residential development separate from existing cluster requirement.
- 3.2.1: Work with NCDOT on enhanced access management standards for state-maintained roads in Nash County, limiting the number of driveways for individual businesses and homes, and encouraging development to establish an interior road network that disperses traffic.
- 3.2.2: Ensure that new subdivisions have adequate ingress and egress, with limited cul-de-sacs, to help connect neighborhoods, improve access, limit congestion, and encourage walking and bicycling. Standards for minimum external ingress/egress points should be established that create connected neighborhoods. When stub roads are provided for future road connections, ensure adequate turn-around radii for emergency vehicles.
- 5.2.1: Any private community water or wastewater systems must be designed to public utility standards with the understanding that they may be incorporated into the public system at an appropriate future date. Private systems should be designed to allow easy integration to the public system in the future should it be necessary, including installing relevant infrastructure to the limits of the parent parcel(s) and development.

Objective 5.5: Consider increasing the minimum distance from existing public utilities where new development is required to connect.