



Granville County Greenway Master Plan

Created by
LiveWell Granville's
Health Promotion Workgroup

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and the
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and
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Wake County Planning Department

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Durham Trails and Greenways Master Plan

http://www.durhamnc.gov/departments/planning/pdf/plan_greenway.pdf

All the developers who are working with the Granville County Planning Office to accommodate the prospective Greenway Master Plan into their on-going development plans.

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Section I Executive Summary

Project Mission

That Granville County and its municipalities -

- Recognize that greenways enhance a community's economic and environmental well-being, and
- Integrate the Greenway Master Plan into their Mixed Use Land Development Plans.

Vision

Local Governments that adopt the Greenway Master Plan will:

- Minimize planning, construction, and land preparation costs of greenway segments
- Maximize public use facilities that provide functional and attractive routes for non-motorized transportation, recreation, and sport
- Become leaders in creating communities that promote the health and well-being of their residents and workers by maintaining an optimal balance between land development and open space needs.

What is a greenway?

Greenways are corridors of protected open space managed for conservation and recreation purposes. Greenways often follow natural land or water features, and link natural reserves, parks, cultural features and historic sites with each other and with populated areas.

Greenways can be publicly or privately owned, and some are the result of public/private partnerships. Greenways can have trails that are paths used for walking, biking, horseback riding, and other forms of recreation or transportation. In over 3500 American towns, cities, and counties, greenways provide over 35,000 miles of trails - all linked to the common goals of a healthier population, a cleaner environment, and more livable, enjoyable communities.

Background

In September 2004, the Health Promotion Workgroup of *LiveWell Granville: A Healthy Carolinians Partnership* was awarded funds by *Eat Smart Move More... NC* and the *NC Healthy Weight Initiative* to create a Master Greenway Plan for Granville County. The goal of the plan was to inventory and map existing utility (power, gas, water, and sewer) and rail easements, assess them for feasibility as greenways, seek public input about greenway placements, and create a general plan by combining the data from both types of feedback.

The Granville-Vance District Health Department coordinated the funding and grant management process, while Granville County's Mapping Department created maps of the county and potential routes therein as well as of specific areas whenever needed. Grant funds supported contracting with Jesse Sullins, retired City of Oxford engineer, to research deeds, easement pathways, neighboring county plans, and other necessary resources, as well as mailing, forum, and mapping costs.

Rationale

The 2002 Granville County Health Assessment revealed that Granville County residents die sooner from heart disease, and diabetes than the average North Carolinian and county rates of death from stroke and all cancers are not much better than the state average. Research shows that being physically active, eating right, and avoiding tobacco use all can decrease the risk for chronic diseases.

Consequently, *LiveWell Granville* formed a Health Promotion Workgroup to work to decrease the rate of death from chronic diseases by creating environmental or policy changes that support healthy behaviors among Granville County residents.

In 2003, Granville County joined forces with Franklin and Vance Counties (FGV) to assess health behaviors among residents 18 years and older via a state administered survey - The Behavioral Risk Factor Surveillance System. Results published in 2004 revealed that:

- 30.6% of FGV residents get no leisure time activity
- 65.0% of FGV residents do not meet the recommendation for physical activity
- 68.7% of FGV residents are overweight or obese (*BMI > 25*)
- 32.9% of FGV residents are obese (*BMI > 30*)
- 23.4% of FGV 18-64 yr olds have no health insurance

Since the Centers for Disease Control strongly recommends *"Creating or improving access to places for physical activity ... to increase physical activity"*, and the Robert Wood Johnson Foundation states that *"People who report having access to walking/jogging trails are 55% more likely to be physically active"*, it is clear that if Granville County increases the number of available pathways for safe walking, biking and other non-motorized transportation, residents and local workers will become more active. When exercise can be part of a daily routine such as going to work, school, or shopping (in addition to recreation) two activities can be

accomplished at once - travel and exercise - making that exercise both time-efficient and sustainable.

Moreover, as health care and workers' compensation costs continue to rise along with the costs of physical inactivity, employers and local governments alike stand to benefit when activity levels increase.

"Even a 5% reduction in the percentage of physically inactive adults could save [North Carolina] approximately...\$400 million per year" (Health Management Associates, 2001).

(A proportional savings for Granville County would be \$2.4 million per year).

Process

- **October 2004** - Stakeholders invited to information session (*12 attend*).
- **October 2004** - Granville County conducted recreation survey independently of greenway planning process (*821 respond - Facilities most requested are "walking/jogging trails"*).
- **Oct 04 - Jan 05** - Utilities (Progress Energy, Duke Power, Wake Electric, Piedmont Electric and Scana/Public Service of NC) and municipalities (water and sewer lines) approached about sharing information about easement locations. (*Duke Power and Public Service would not share information for security purposes; sewer lines are often better options because they tend to run "cross-country" while water lines are often in the middle of streets.*)
- **Nov 04 - Feb 05** - County mapped all easement information.
- **December 2004** - Consulted with NC Chair of East Coast Greenway Alliance
- **February 2005** - Survey about suggested greenway routes mailed to civic group, church, and municipal leaders (*low response - but all suggested trails were also mentioned during forums*).
- **February 2005** - Community forums conducted in Butner, Oxford, and Stovall (*32 non-grant related participants, 54 overall*) See Appendix B
- **March 2005** - Consulted with President of NC Rail Trails
- **March 2005** - Granville County applies for Congestion Mitigation Air Quality funding to create two transportation greenways: 158 Bypass/Loop Road Intersection to DT Oxford, and Butner to Creedmoor
- **April 2005** - Assessment tool for potential greenway trails created.
- **April - May 2005** - Walked easements
- **Feb - June 2005** - Mapped trails

- **June 2005** - Developed plan recommendations

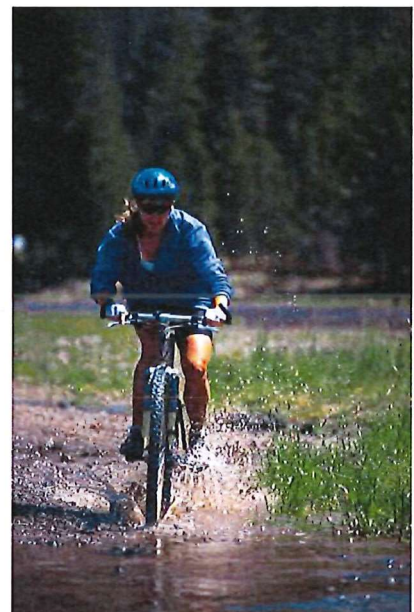
Qualifiers

This plan is a first attempt to encourage Granville County and its municipalities to include greenways in every discussion that involves new construction of any type, reconstruction of and improvements to existing roads, walkways, recreation areas, neighborhoods, or utility easements. As such, it is not meant to be the final word on greenways, but rather the springboard for discussion as stakeholders become comfortable with the concept, learn from experience, and bring forth new visions.

Granville County is in a unique position to become a recreation destination for neighboring counties. Because of our large geographic area and low population density (91 people/sq mile versus 169 for Vance, 755 for Wake, and 769 for Durham), a thoughtfully developed greenway system that not only links destinations within the county for local residents but also links to neighboring counties can become a resource for nearby urban residents. Connecting to natural resources such as the Tar River and the Kerr and Falls of the Neuse Lakes will also enhance the appeal of a county-wide greenway system.

Since the National Park Service and the Rails to Trails Conservancy both have data showing that visitors can spend up to \$13.50/visit to a trail on food, beverages, and transportation, drawing visitors from near and far could be an economic boon for the county while preserving its rural nature. Additionally, if energy resources become scarce while the available infrastructure supports automobile rather than non-motorized transportation, the addition of greenway connections between home, work, and shopping will contribute to energy savings, pollution abatement, and increased physical activity and health for county residents.

Yet, for the plan to make an impact, it must be acted upon. The plan will only make a difference for our community if local governments commit to it and strive to accomplish the goals it sets forth. With the growth that is occurring in the southern end of the county, opportunities to incorporate community connections and green space will be lost if the plan becomes nothing more than a document that collects dust on a bookshelf.



Section II Proposed Greenway Corridors

Possible Greenway Name	Potential Easement Options Approximate Distance	Greenway Description
G1. Oxford-Clarksville Trail Jefferson Davis Way	Rail (Norfolk Southern Line) 13 miles to VA line 10 miles from VA line to Clarksville	North-South route connecting Oxford with NC Bike Route 4 (North Line Trace) and Clarksville, VA/Tobacco Heritage Trail.
G2. John Penn Way	On road (Rockwell, SR 1509) 3.5 miles	From Highway 15 in Stovall, along NC Bike Route 4 (North Line Trace), then North on John Penn Rd to John Penn's Gravesite.
G3. Grassy Creek Trail	On road (Harry Davis, Pittard, Herbert Faucette, Grassy Creek, Dalton Mill/Oak Hill), utility ~20 miles	a. East-West Route connecting Highway 15 in Bullock with Grassy Creek Recreation Area. b. East-west route connecting Highway 96 with Grassy Creek Recreation Area and Virginia
G4. Aviation Pass	On-road (Salem), Rail (Norfolk Southern Line), ~4 miles to county line ~8 miles from county line to Henderson	East-West route from Oxford (GMC) to NC Bike Route 1 (Carolina Connection) and Henderson, passing Oxford- Henderson Airport.
G5. Jordan Creek Trail	Sewer 3 miles	Connect East Oxford industrial/residential complex (Revlon, Dill Manufacturing, Autumn Park) with Mary Potter School and Oxford City Hall.
G6. Oxford Loop	On road (US 158, Oxford Outer Loop, Industry Drive, I-85 Service Road) ~10 miles	Loop around Oxford City Limits.
G7.	Rail (Norfolk Southern), Sewer, Utility, private rights-of-way, on- road (Industry Drive, I-85 Service Road) ~13 miles	Larger loop around Oxford connecting inner loop/ I-85 pedestrian pass with Oxford Park, with Highway 15, with Kinton Forks/Highway 96 with Lake Devin, with trail G12b
G8. Jonesland Parkway Catcher's Pass	Private rights-of-way 3.5 miles	North-South route connecting Lake Devin Recreation Area to Granville Athletic Park.
G9.	On-road (SR 1166, Lake Devin Road, Old Hwy 75) ~1 mile	East-West route connecting Lake Devin to Oxford Loop/trail G6.
G10. Foundry Branch Trail	Sewer, private rights-of-way 2 miles	Connect Industry Dr. in Oxford with West Oxford School along Foundry Branch Sewer Line
G11.	Sewer, On-road (NC 96)	Connect Pinewood Apartments

Possible Greenway Name	Potential Easement Options Approximate Distance	Greenway Description
	<1 mile	on Hancock St. to Commercial District on Linden Ave and Industry Drive.
G12. Tally Ho Chase/Trail	<p>a. Water/Sewer easements , On-road (Old 75 Hwy, Belltown) 13 miles</p> <p>b. Rail (Norfolk Southern Line) ~2 miles to county line</p> <p>c. On-road (Old 75 Hwy) ~3 miles</p>	<p>a. North-South route connecting Granville Athletic Park to new High School, to Stem, to Holt Lake, to Butner. Branch off before Butner to connect with nearby planned trails in Durham County, or</p> <p>b. North-South <i>rail with trail</i> route connecting Oxford to Butner along Norfolk Southern RR line. At SW corner, at Falls of the Neuse Lake, branch to connect with planned trail in Durham County.</p> <p>c. East-West route connecting 12a with Durham County (north of the Falls Lake flood plain).</p>
G13.	On-road (NC 96), utility, Rail (Norfolk Southern) 14 miles	<p>a. Virginia's Tobacco Heritage Trail near Virgilina that dips into Granville County.</p> <p>b. North-South route connecting Oxford Loop with NC Bike Route 4 (North Line Trace) and Virgilina/Tobacco Heritage Trail.</p>
G14.	On-road (US 158, Moriah Rd), utility, private rights-of-way ~10 miles	East-West route connecting Oxford Loop with the Tar River and continuing to Granville / Person County line.
G15. OxMoor Run Creedmoor Connection Seaboard Trail	Rail (Seaboard Line), private rights-of-way, on-road (US 15) ~23 miles	North-South route connecting Oxford Loop to Creedmoor and Durham County, including an extension to Vance County Line.
G16.	On road (NC 50), utility easements 3 miles	North-South route connecting Creedmoor with Wake County and Falls of the Neuse Lake Recreation Areas.
G17. Dutchville Run Brassfield Way Dutchfield Way	Water/Sewer easements, private rights-of-way, on-road (NC 56) 6.5 miles	East-West route connecting North Butner to Creedmoor to Wilton / NC Bike Route 1 (Carolina Connection). Include connections to schools, developments, new shopping areas.
G18. Carolina Connection	Conservation Easements, private rights-of-way, on-road (NC 96, Cannady's Mill, SR 1709, Lawrence, Bruce Garner), utility 12 miles	North-South route along NC Bike Route 1 (Carolina Connection), connecting Oxford-Creedmoor Trail (G15) at the Seaboard Rail Line to Wilton, and to Wake County's planned

Possible Greenway Name	Potential Easement Options Approximate Distance	Greenway Description
G19. Tar River Trail Tar Walk Run The River Walk	Conservation Easements, private rights of way ~28 miles	East-West route running the length of the Tar River. This route intersects with proposed greenways G12, G14, G15, G18, G20 and the Wilton Slopes Hiking Trails and Paddle Access Project. <i>This route should also be considered a "blueway" due to its appeal for canoe and kayak traffic.</i>
G20.	On-road (Culbreth, Old Roxboro, US 158, Ben Thorpe, Goshen), private rights-of-way, utility ~16 unduplicated miles	North-South route connecting Stem / G12 a and b with NC Bike Route 4 (North Line Trace) and Virgilina, VA / Tobacco Heritage Trail. Meet Oxford-Virgilina Trail at Highway 96/Goshen Road.
G21. Camp Mule Range Butmooor Way	Sewer easements, private rights of way, on-road (Gate 2, Central Ave, East Lyon Station, Green, Will Suitt, Joe Peed, US 15) ~10 miles	East-West route connecting central Butner to Creedmoor accessing residential and commercial developments.
G22. Butner Loop	Sewer, utility, On-road (F Street, 33 rd St) 2.5 miles	North-South route connecting Central Avenue in Butner to North Butner with access to schools.

Types of Greenway / Trail Easements

- **Rails to Trails** - These trails are planned to run along abandoned railroad rights of way. The creation of these trails is a primary objective of the Greenway Master Plan.
- **Rails With Trails** - These trails are planned to run alongside existing railroads, using the railroad owned rights-of-way.
- **Utility** - These are off-road segments of the trail network that do not follow rail lines. These segments may follow utility easements (sewer, power, gas etc) or other public rights-of-way.
- **On road bike routes** - These segments of the trail network will be used to create desired connections between destinations or to connect sections of rail-trails and other off-road trails together. They will be used in areas where ownership of abandoned rights-of-way cannot be secured or where there is an obstruction of the rail-trail such as a major bridge that has been demolished. Some of these on-road routes will be temporary, pending the building of bridges or other structures. Others will be permanent. On-road facilities may include wide shoulders, wide outside lanes, and marked designated bike lanes. Enhancing on-road bikability should be addressed during any repaving or widening of existing roads.

- **Other designated on-road bike routes** - These routes have been identified, and are regularly used by local bikers. They are included in the local transportation plan as well as Appendix E.

Principles of Naming Greenways

The Health Promotion Workgroup intended to name as many routes as possible in order to simplify referring to them. However, names were suggested for routes without first developing a clear plan of standards for determining names. The following are suggested principles of naming that we propose be adopted:

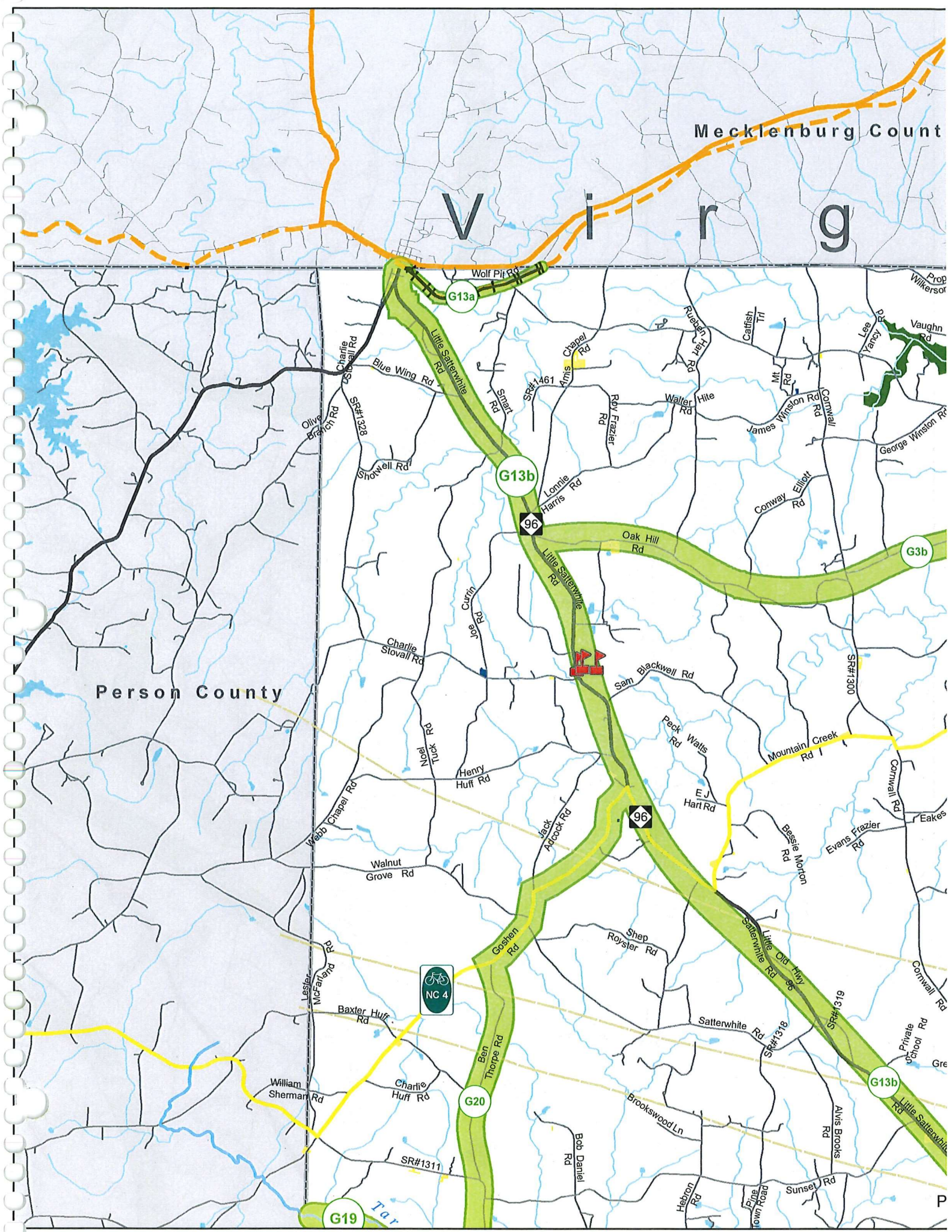
- Names of relevant natural features are preferred names for a trail
- Parks or other community features are appropriate names of trails as they are likely to be familiar trail origins and destinations
- Historic names may be appropriate in some cases
- Emphasis will be placed on naming trails so that users can identify their location without confusion
- Trails, bridge, or sections of trails can be named as a memorial to someone who has made a contribution to the greenway system of Granville County.
- County and Emergency Services will review and approve final name suggestions.

As such - many of the names suggested above may not meet the proposed guidelines if they are adopted. Moreover, the routes on the Greenway Plan should be merged with the on-road bike routes identified by Granville County in 1998. Established bike route names should be assessed for name compatibility with planned greenways as well.



MAPS

Granville County
Northern Region and Stovall
Central Region, Oxford, and Stem
Southern Region, Butner, and Creedmoor



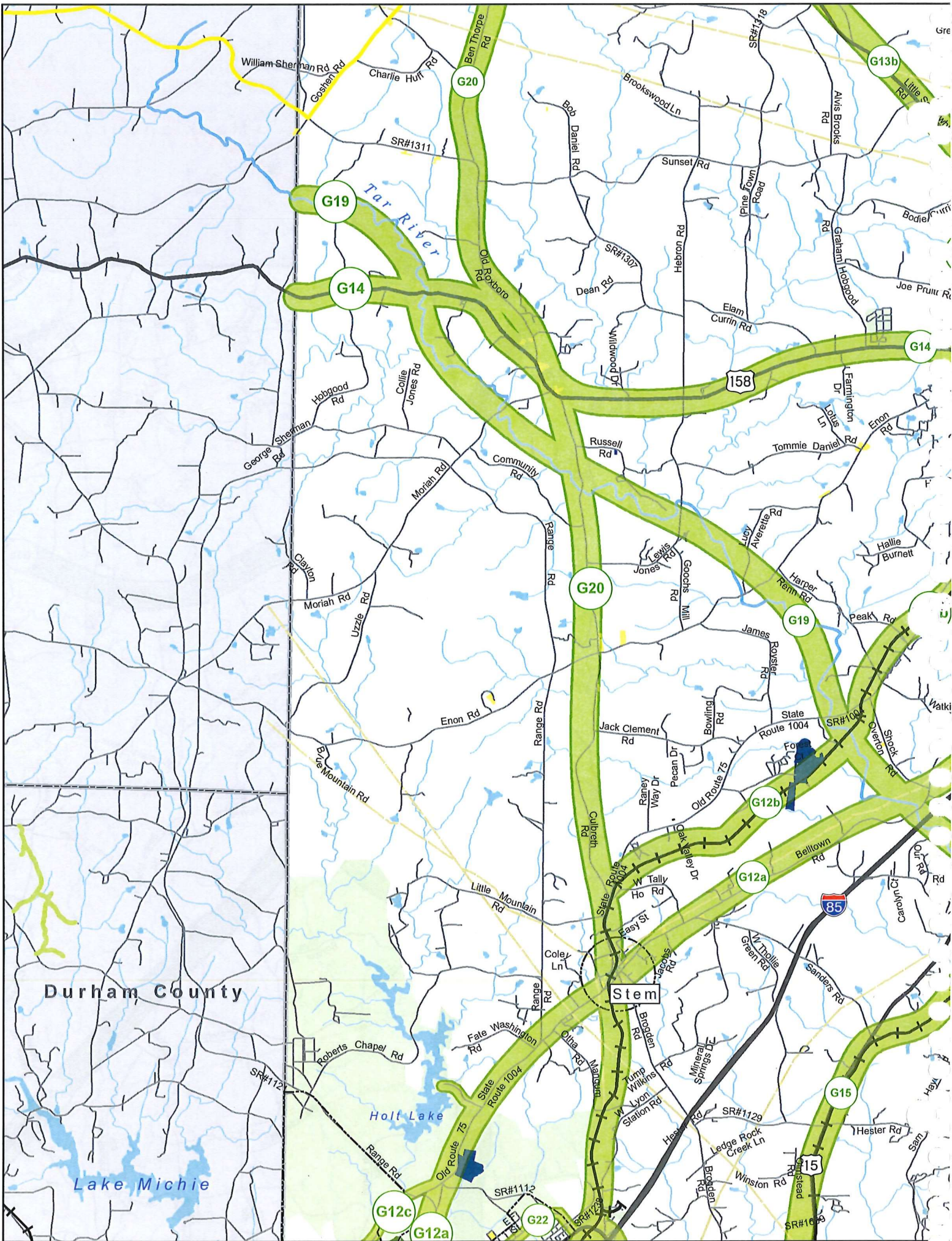
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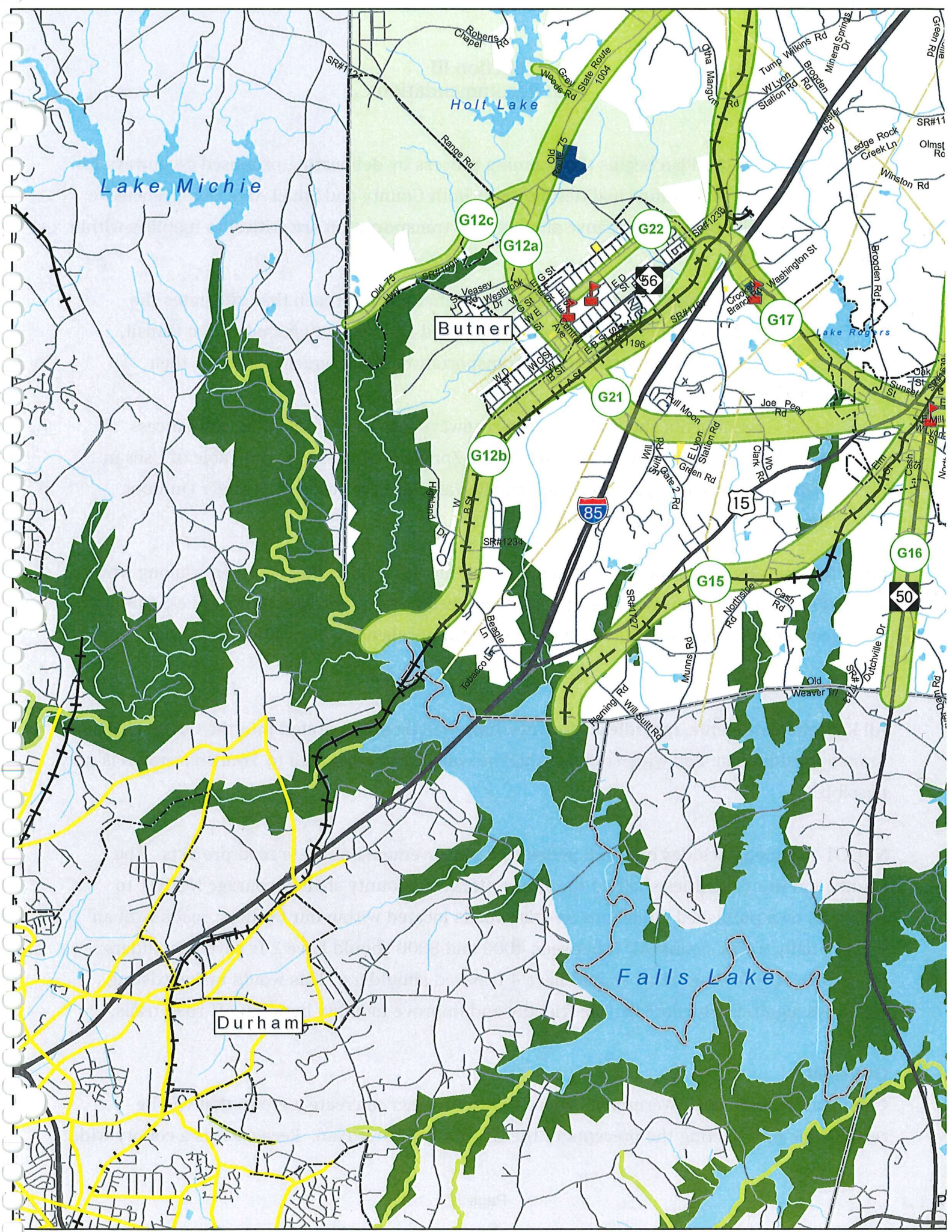
Virginia

Person County



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Section III Plan Recommendations

Planning

The Greenway Master Plan begins the planning process by delineating proposed greenways for both the County and its municipalities; however both County and Small Area Comprehensive Systems should be pursued. Because all modes of transportation are critical to mobility within our communities:

- Local governments should develop a comprehensive approach that integrates the Greenway Master Plan into their individual land use, recreation, pedestrian transit, comprehensive transportation, and transportation improvement plans for their jurisdiction.
- Local Governments should integrate Greenways into their local Land Ordinances. Modifications may need to be made to the Zoning ordinances or the Table of Uses in order to assure that greenways are an allowable use for easements under Outdoor Recreation or Passive Recreation.

Plans for management of public access points, scenic or conservation easements, along with recreational use of “blueways” like the Tar River need to be coordinated with all relevant land management agencies, as well as included in the Comprehensive Recreation/Transportation Plan.

All Railroad easements, regardless of ownership, shall be incorporated into the Comprehensive Transportation Plan. Rail with Trail use shall be considered when Rail to Trail conversion is not possible.

NCDOT routinely includes bike and pedestrian improvements on state road projects. The county and municipalities shall do the same. Granville County shall encourage NCDOT to follow its own published guidelines on state roads located within our borders: roads with an average daily traffic count (ADT) between 4000 and 8000 should have 2 ft paved shoulders; roads with an ADT over 8000 should have 4 ft paved shoulders. This would make existing roadways significantly more bicycle-friendly and improve mobility between off-road trails.

Oversight

County and municipal governments should work together to create a group that will be responsible for enacting the precepts of the Greenway Master Plan. Because it is a county-wide

plan, the county government should take the lead establishing and assuring an oversight committee. Suggested membership should include representatives from;

- Municipalities
- County Government
- Land Use Planning and Zoning
- County Planning Board
- County Board of Adjustments
- Tourism Development
- Recreation / Parks
- State and Regional Transportation Planning Organizations
- Public Health / Health Promotion Workgroup
- Engineering
- Water and Sewer
- Public Safety
- Land Use Attorney
- Land Surveyor
- Finance Department

Connectivity

Local Governments should look for and work toward opportunities to connect with neighboring (Vance, Franklin, Wake, Durham, Person, and Mecklenburg, VA) counties.

County Staff should participate in state and regional plans for trails and greenway systems. State, regional, and national trails that pass through Granville County should be incorporated into the County's Greenway Plan.

The County should seek *East Coast Greenway* designation for the North-South route that ideally will connect the Warren Creek Trail at West Point on the Eno in Durham to Clarksville, VA via Butner, Stem, Jonesland/Granville Athletic Park, Oxford, and Stovall.

Rights - of -Way

In anticipation of future trail development, the county and its municipalities should actively work to acquire identified rights-of-way, regardless of availability of construction funds.

Accessibility

All paved greenways should be fully accessible to people with disabilities. Unpaved trails should be as accessible as is feasible given the development and landscape characteristics of the surrounding area.

Trail development across the county should be balanced.

Acquisition

Granville County and small areas within the county shall integrate acquisition of greenway easements into their Land Development Ordinance.

All new construction in the county shall look for ways to connect to designated Greenways. This applies to both Residential and Industrial Tracts. All developers shall be required to assess opportunities to use their properties to enhance connections to other greenways or provide open space/corridors for future greenways. Development of new schools, subdivisions, and industrial facilities will provide key linkage and development for the greenways of Granville County.

For developments that cannot connect with greenways as outlined in the Greenway Master Plan, local governments should create an ordinance that guides setting aside a specific percentage of land for open space or payment of an equivalent value fee. Acquired fees should be set aside in a separate greenway fund for easement acquisition and greenway construction.

The land required must be wide enough to accommodate construction and maintenance of a trail. The following guidelines for easement width are recommended for adoption as policy.

- **On railways**, the rail bed and the original right-of-way should be preserved. Exceptions for pre-existing structures, undue hardship to landowners, or other circumstances require jurisdictional board approval
- **In developed urban areas**, an easement of 20 -25 feet or more is preferable
- **Adjacent to streams** with mapped floodplains in non-urbanized areas, the greenway easement shall be a minimum of 50 feet and shall comply with riparian buffer standards. Per the Granville County Comprehensive Land Use Plan, "Conservation/open space land uses should be provided in areas where there is the potential for flooding (100 year flood plain) or the need for buffering."

- **On sanitary sewer easements** that are adjacent to a stream, the greenway easement width should extend from the adjacent stream bank to the outer edge of the sewer easement.

Residential

The infrastructure of all new developments shall be walkable and bikable (eg - contain walkways and bikeways). All new Residential construction within the local government should be required to develop connections to existing or proposed greenways.

If feasible greenway connections do not exist, the following is an example of an ordinance to guide compensation by a residential development.

“The amount of land to be reserved will equal “x” portion (such as 1/35th) of an acre times the number of lots recorded. If fee in lieu* is used, the equivalent value of the property to be set aside is used. For example: 25 acres with a tax value of \$120,000 being subdivided into 20 lots would dedicate 0.5714285 acres or pay a \$2742.86 fee.”

**The Planning Department Staff will determine which option will be allowed.*

Permit requests from Residential Developers shall include an assessment of how Greenways shall be designed into the infrastructure of subdivisions. The county’s Environmental Disclosure check-sheet should specify how Greenways are included in the proposed development. Easement grants should be clearly delineated in the project plans and final plat maps.

Commercial/Industrial

New commercial and industrial developments are highly encouraged to construct or provide access to recreational and multi-modal transportation greenways to enhance their workers health and wellness and to reduce congestion and air pollution.

Permit requests from Industrial or Commercial Developers shall require an environmental disclosure checklist that ascertains how developers might construct or link to other greenway corridors, facilities, and/or other transportation networks.

Developers are highly encouraged to include greenways and/or access to them in the site plans as a transportation requirement. Given state EPA air quality requirements, it is important that

communities adopt standard practices to minimize pollution emissions. This includes incorporating non-motorized transportation standards - especially in industrial districts which can impact the transportation choice of high numbers of people.

Utilities

Locally elected officials and staff should work cooperatively with all utility providers serving their area. Utility providers shall keep the Greenway in mind for all future construction. Requests for construction shall include an assessment of how the proposed utility pathway relates to the Greenway Master Plan and how the land will be prepared for Greenway public use. **Joint use easements** should be sought- that is, easements acquired for utility use should also be written to accommodate non-motorized transportation.

When doing utility construction work, contractors should leave the projects in a manner that will allow future greenway construction without additional land preparation.

Recreational

Local governments in Granville County are rapidly developing new and innovative recreational resource facilities, such as Granville Athletic Park (GAP), Oxford Park, the Tar River Canoe Access, and other facilities. All future recreation development should integrate Greenways into these plans.

Rivers and lakes are a largely untapped recreational resource in Granville County. All future development that involves Tar River, John H. Kerr Reservoir, Fishing Creek, and Falls River shall be required to submit an assessment indicating how greenways can be created along any section being developed.

Railroad

Local governments should take action to reserve all known Railroad Corridors for use of Greenway purposes, as recommended by the national Rails to Trails initiatives and the state programs that foster preservation of rail corridors for greenways.

If negotiations with a land-owner to preserve a railroad corridor fail to reach a satisfactory resolution, the jurisdictional board will be advised and purchase of the land or easement will be considered.

The county and its municipalities should adopt a policy to monitor railroad abandonment and investigate railroad banking possibilities. They should:

- Monitor applications to abandon railroads within their jurisdictions
- Undertake preliminary negotiations with abandoning railroad companies (and include in the negotiation process: planning, traffic engineering, local government attorneys, and management staff), and
- Encourage county and city managers to subsequently report to their boards on railroads to be abandoned, including options, costs, benefits, and recommendations.

Off-Road Vehicle (ORV) Trails

The premise for the Greenway Master Plan was to encourage non-motorized traffic in order to increase levels of physical activity among residents. In addition, some funding opportunities are related to decreasing the pollution effects of gasoline powered vehicles. Yet ORV use is a popular past-time among many in the County. Designating certain trails for ORV use may prevent ORV riders from using trails that should not be subjected to motorized traffic.

ORV users can be as responsible trail users as others such as hikers or horse-back riders. Rules and standards of behavior have been established by the National Off-Road Highway Vehicle Conservation Council and should be used to guide ORV as well as other trail users.

However, within municipal boundaries ORV use is not likely feasible. Local law enforcement should commit to enforcing non-motorized vehicle use of trails where applicable.

Safety

County and local governments should incorporate new greenways into established patrol patterns for their jurisdictions.

Environmental Protection

Greenway construction should follow best practices for environmental protection, and include stream bank enhancement as necessary. Trails should generally not be constructed within 30 ft of adjacent streams unless run-off mitigation has been addressed. Wetlands will not be disturbed beyond construction of a boardwalk or bridge.

Greenway corridor acquisition may be used to protect an environmentally sensitive or threatened areas. Trail construction in such areas should be designed for minimum impact, or land may be left open for bird watching, wildflower identification or comparable activities.

Funding

Local governments should actively seek and use outside funding to create the greenway infrastructure. There are a variety of federal, state, and private resources available. Some funding sources include:

- Recreational Trail Grants
- Rails to Trails
- Transportation Grants (NC DOT, FHWA, Metropolitan and Rural Planning Organizations)
 - Transportation Enhancements (TEA-21) Program
 - SAFETEA-LU
 - Hazard Elimination Funds
 - Surface Transportation Program Discretionary Account Funds
 - Congestion Mitigation Air Quality Funds
 - Transportation Improvement Programs – Bikeway Funds
- Conservation Funds
 - Clean Water Management Trust Funds
 - Conservation Enhancement Program Funds
 - Land and Water Conservation Grants
 - National Heritage Trust Fund
- State Park funds
- Private Foundations such as BCBS Foundation, Bikes Belong Coalition
- Residential or industrial development exactions
- Bond referendums
- Community Development Block Grants
- Corporate or private donors that may support trail projects for varying levels of recognition

Some small municipalities or communities that want to provide safe trails, pedways, or bikeways and do not fit easily with the Greenway Plan may have a harder time accessing some of the resources above. Walking Trails and other localized recreation facilities can be pursued in partnership with outside agencies thru Granville County Recreation Mini-Grant Program.

Section IV

Municipality Recommendations

The maps in section II clearly show that greenways connect to and run within the municipalities of Butner, Creedmoor, Oxford, Stem, and Stovall. Moreover, the individual section maps show slightly enhanced detail of these townships. Detail of Stovall can be found in the map of the Northern Region of Granville County, while Oxford and Stem are shown on the map of the Central Region of the county, and Butner and Creedmoor are located on the map of the Southern Region. For the most part, the plan recommendations in section III as written for the county can be directly applicable to the individual municipalities. For that reason, the workgroup chose not to create separate, and duplicate, plans for each municipality. Moreover, because the emphasis of this Greenway Plan is on creating connections between destinations, the workgroup considers the municipalities critical parts of a “whole” rather than as separate, unrelated entities.

A summary of the plan recommendations from Section III as they would apply to Granville County municipalities is listed below. It is the Health Promotion Workgroup’s hope that each municipality will choose to adopt the Greenway Master Plan and to incorporate the appropriate trails and recommendations listed below into their planning processes.

- Local governments should integrate the Greenway Master Plan into their individual land use, recreation, pedestrian transit, comprehensive transportation, and transportation improvement plans for their jurisdiction.
- Local Governments should integrate Greenways into their local Land Ordinances. Modifications may need to be made to the Zoning ordinances or the Table of Uses in order to assure that greenways are an allowable use for easements under Outdoor Recreation or Passive Recreation.
- Local governments should assign representatives to the group that will be responsible for enacting the precepts of the Greenway Master Plan.
- Local Governments should look for and work toward opportunities to connect with neighboring greenway systems.
- Municipalities should actively work to acquire identified rights-of-way
- All paved greenways should be fully accessible to people with disabilities. Unpaved trails should be as accessible as is feasible.

- All new Residential construction within the local government should be required to develop connections to existing or proposed greenways. The infrastructure of all new developments shall be walkable and bikable (eg - contain walkways and bikeways).
- Granville County and small areas within the county shall integrate acquisition of greenway easements into their Land Development Ordinance. The land required must be wide enough to accommodate construction and maintenance of a trail. (see details on "Acquisition" in Section III).

Permit requests from Industrial or Commercial Developers should require an environmental disclosure checklist that ascertains how developers might construct or link to other greenway corridors, facilities, and/or other transportation networks.

- Joint use easements should be sought - that is, easements acquired for utility use should also be written to accommodate non-motorized transportation.
- All future recreation development should integrate Greenways into these plans.
- Municipalities should adopt a policy to monitor railroad abandonment and investigate railroad banking possibilities.
- While off-road vehicle use may be considered for some greenways, this is not likely feasible within municipal boundaries. Local law enforcement should commit to enforcing non-motorized vehicle use of trails where applicable.
- Local governments should incorporate new greenways into established patrol patterns for their jurisdictions.
- Greenway construction should follow best practices for environmental protection.
- Local governments should actively seek and use outside funding to create their greenway infrastructure.

Section V
Appendices

Appendix A

Greenway Assessment Tool

**Please read through this entire document before you start,
so that you can know what you should be looking for and documenting.
PLEASE write your descriptions in consecutive order from the starting point.
Use only as many spaces as you need. Add additional paper if you need more room.**

Jackie has a device that you can use to measure the length in feet of the trail and therefore the length of any sections you want to specify. Please call ahead to see if the “measurer” is available to be checked out. (Oxford Office – 693-2141; Henderson Office – 492-7915) *If you wear a pedometer, you can record distances in terms of steps and then convert to feet/miles once you have determined your stride length.*

1. **UNDERGROWTH** –Please describe the growth in terms of its type (descriptions follow), approximately where it exists on the trail, and estimate for what distance or portion of the trail. Feel free to add your own descriptors for clarification.

Heavy – trees and undergrowth with not much light penetration; clearing equipment required.

Medium – small trees and undergrowth; can be cleared easily with hand-tools.

Light – grassland, or small briars and undergrowth.

a) Describe location _____

Describe type and length _____

b) Describe location _____

Describe type and length _____

c) Describe location _____

Describe type and length _____

d) Describe location _____

Describe type and length _____

e) Describe location _____

Describe type and length _____

f) Describe location _____

Describe type and length _____

g) Describe location _____

Describe type and length _____

h) Describe location _____

Describe type and length _____

2. **DITCHES AND WATERWAYS** – Please describe any ditches and waterways that cross the pathway. Describe not only the approximate depth and width in feet, but also your opinion of what would be needed to enable path users to cross the ditch or waterway, as well as the location of what you are describing (such as: Ditch perpendicular to path at end of ~ 1st quarter of trail). If what you are describing appears to be a wetland or marshy area, please note that.

a) Describe location _____

Describe approximate width & depth _____

Describe what is needed to cross the obstacle _____

b) Describe location _____

Describe approximate width & depth _____

Describe what is needed to cross the obstacle _____

c) Describe location _____

Describe approximate width & depth _____

Describe what is needed to cross the obstacle _____

e) Describe location _____

Describe approximate width & depth _____

Describe what is needed to cross the obstacle _____

f) Describe location _____

Describe approximate width & depth _____

Describe what is needed to cross the obstacle _____

g) Describe location _____

Describe approximate width & depth _____

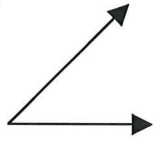
Describe what is needed to cross the obstacle _____

h) Describe location _____

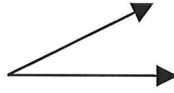
Describe approximate width & depth _____

Describe what is needed to cross the obstacle _____

3. **SLOPES** - Please describe any obvious slopes that you encounter in terms of the necessary effort required to walk the slope you are describing. You may use other adjectives as well, or attempt to describe the slopes in terms relative to the angles below.



~45 degrees



~30 degrees



~15 degrees

a) Describe location _____

Describe type and length _____

b) Describe location _____

Describe type and length _____

c) Describe location _____

Describe type and length _____

d) Describe location _____

Describe type and length _____

e) Describe location _____

Describe type and length _____

f) Describe location _____

Describe type and length _____

g) Describe location _____

Describe type and length _____

h) Describe location _____

Describe type and length _____

i) Describe location _____

Describe type and length _____

j) Describe location _____

Describe type and length _____

4. **LARGE ROCKS OR OTHER OBSTACLES** – Please give location and description, including approximate dimensions, of any large rocks or obstacles blocking the pathway.

a) Describe location _____

Describe type and size of obstacle _____

b) Describe location _____

Describe type and size of obstacle _____

c) Describe location _____

Describe type and size of obstacle _____

d) Describe location _____

Describe type and size of obstacle _____

e) Describe location _____

Describe type and size of obstacle _____

f) Describe location _____

Describe type and size of obstacle _____

g) Describe location _____

Describe type and size of obstacle _____

h) Describe location _____

Describe type and size of obstacle _____

i) Describe location _____

Describe type and size of obstacle _____

j) Describe location _____

Describe type and size of obstacle _____

k) Describe location _____

Describe type and size of obstacle _____

5. **DROP-OFFS** – Please give the location and the description of the drop-off, including approximate depth, as well as what you think is needed to accommodate the drop-off into the greenway (or to by-pass it).

a) Describe location _____

Describe drop-off & approximate depth _____

Describe what is needed to accommodate the drop-off _____

b) Describe location _____

Describe drop-off & approximate depth _____

Describe what is needed to accommodate the drop-off _____

c) Describe location _____

Describe drop-off & approximate depth _____

Describe what is needed to accommodate the drop-off _____

d) Describe location _____

Describe drop-off & approximate depth _____

Describe what is needed to accommodate the drop-off _____

e) Describe location _____

Describe drop-off & approximate depth _____

Describe what is needed to accommodate the drop-off _____

f) Describe location _____

Describe drop-off & approximate depth _____

Describe what is needed to accommodate the drop-off _____

6. **END POINT** – Please describe using nearest crossroads or landmarks. _____

7. **TOTAL LENGTH OF TRAIL ASSESSED** - (Document in feet if you used Jackie’s measuring device for this. If you did use the “measurer” be sure that you tracked the number of times, the counter “turned over” or started back at zero because you exceeded the maximum feet (9,999=1.89 m) it will record at one time). If you did not measure the trail, give your best estimate of its length, and indicate as such.

8. **OPPORTUNITIES FOR PARKING** – Please comment on whether you think it would be possible to locate a parking area anywhere near where there is road access to the trail (and describe the location). This is important because users of the trail have to have a way to get to it.

9. **REMARKS** – Please include here anything you have noticed and think we should know about but did not ask. _____

10. **ADJACENT LANDOWNERS** – Please list the names and addresses below of any of whom you are aware. _____

continue on back if necessary

THANK YOU THANK YOU THANK YOU THANK YOU

Appendix B

**Granville County
Community Forum Results**

Granville County Community Forum Results

At the community forums, attendees were invited to suggest routes to be included in the plan. After all suggestions had been recorded and mapped, those present voted upon the individual routes. Each attendee was allowed to vote for 3 routes using colored stickers. First choice was designated with a green sticker (value = 3 points), second choice was designated with a blue sticker (value = 2 points), and third choice was designated with an orange sticker (value = 1 point).

The routes discussed at each forum are listed below. The votes each received are written to the right of the route in the color of the sticker. The points have been tallied, and the top three routes from each forum are highlighted in red.

Results of Butner Forum 2/21/05

Stem → Butner – 7 green = 21 points

Sewer Easements in Butner – 2 blue = 4 points

F Street → 33rd St (Murdoch) → Right onto C Street

Stem to Oxford – 1 green, 2 blue, 1 orange = 8 points

Indian Trail from Hillsborough (crossing old 75) → West Point on the Eno

South of Creedmoor → Falls Lake – 3 blue, 3 orange = 9 points

Talley Ho → Jonesland – 2 orange = 2 points

Creedmoor → Oxford – 1 blue = 2 points

Range Road → Lake Michie / West Point on the Eno – 3 green, 3 blue, 1 orange = 16 points

Tar River → Belltown Road – 2 orange = 2 points

?Franklinton on Eno?

Wilton → Creedmoor – 1 orange = 1 point

Bike lanes on identified routes through Kerr Tar

**Results of Oxford Forum
2/22/05**

Tar River (Fishing Creek) – 2 blue, 1 orange = 5 points

Huntsboro / Oxford Park → sewer line → Oxford – 6 green, 3 blue, 4 orange = 28 points

MHC→Bode Property – 2 blue = 4 points

Wilton → Oxford – 1 green, 1 blue, 2 orange = 7 points

Wilton → Creedmoor

Oxford → Clarksville – 5 green, 3 blue, 3 orange = 24 points

Seaboard RR (15 → Creedmoor) → Butner / Providence

Old RR Line to Henderson – 1 green, 1 blue = 5 points

Oxford Grant Application – 2 blue, 2 orange = 6 points

DT Oxford → Lake Devin – 1 green = 3 points

Tar River → Franklin County – 1 orange = 1 point

GAP → Oxford – 1 blue, 2 orange = 4 points

Butner → Creedmoor (added when most of voting completed) – 1 green = 3 points

Oxford → 96 North

Identify existing bike routes (along roadways)

**Results of Stovall Forum
2/24/05**

Clarksville → Stovall → Oxford – 10 green, 3 blue, 4 orange = 40 points

Stovall → John Penn Gravesite – 3 blue, 2 orange = 8 points

Mountain Road → Revlon – 2 blue, 2 orange = 6 points

Stovall → Grassy Creek Area – 1 green, 2 blue, 2 orange = 9 points

Grassy Creek → Clarksville – 1 orange = 1 point

Grassy Creek → Virgilina – 1 blue = 2 points

***We need a park to go to!!!

Appendix C

**Granville County
Recreation Survey Results**

Introduction

1. What Township of Granville County do you reside in? If you are unsure, go to <http://www.granvillecounty.org/townships.html>

	Response Percent	Response Total
Oak Hill	5.8%	46
Sassasfras Fork	3.8%	30
Walnut Grove	7.3%	58
Salem	4.4%	35
Tally Ho	9.3%	74
Fishing Creek	8%	64
Dutchville	7.6%	61
Brassfield	5.4%	43
Oxford	48.5%	387
Total Respondents		798
(filtered out)		0
(skipped this question)		106

2. Please check the appropriate answer. Are you:

	Response Percent	Response Total
Male	22.6%	177
Female	77.4%	606
Total Respondents		783
(filtered out)		95
(skipped this question)		26

3. Please check the appropriate answer: Are you:

	Response Percent	Response Total
African American	32.7%	157
Caucasian	63.1%	303
Latino/Hispanic	3.1%	15
Other (please specify)	1.5%	7
Total Respondents		480
(filtered out)		50

[View](#)

4. What is your age?

	Response Percent	Response Total
20-29	21.7%	171
30-39	39.8%	314
40-49	25.7%	203
50-59	9%	71
60 and up	3.8%	30
Total Respondents		789
(filtered out)		94
(skipped this question)		21

5. How many children do you have?

	Response Percent	Response Total
1	23.8%	178
2	45.3%	339
3	22.3%	167
More than 3	8.6%	64
Total Respondents		748
(filtered out)		97
(skipped this question)		59

6. Do you feel that Granville County needs additional recreation facilities?

	Response Percent	Response Total
Yes	88.4%	670
No	11.6%	88
Total Respondents		758
(filtered out)		88
(skipped this question)		58

7. Is there a need for a recreation facility in your area of Granville County

	Response Percent	Response Total
Yes	79%	579
No	21%	154
Total Respondents		733
(filtered out)		82
(skipped this question)		89

8. Please check the types of recreation facilities that currently exist in your area.

	Response Percent	Response Total
Tennis Courts	47.2%	292
Indoor Volleyball	16%	99
Walking/Jogging Trail	50.9%	315
Camping	12.9%	80
Picnic	45.1%	279
Fishing	32.1%	199
Indoor Racquetball Complex	4.4%	27
Outdoor Volleyball	7.8%	48
Indoor Basketball Court	36.7%	227
Frisbee	5.7%	35
Sandbox Play Area	34.7%	215
Outdoor Racquetball Court	2.6%	16
Baseball/Softball Field	59.3%	367
Golf	25.4%	157
Outdoor Basketball Court	27.1%	168
Multi-Use Facility	24.2%	150
Indoor/Outdoor Swim Complex	20.2%	125
Soccer Field	12.1%	75
	Total Respondents	619
	(filtered out)	78
	(skipped this question)	207

9. Do you feel that Granville County needs additional recreation PROGRAMS?

	Response Percent	Response Total
Yes	85.4%	644
No	14.6%	110
	Total Respondents	754
	(filtered out)	93
	(skipped this question)	57

10. Is there a need for a recreation program in your area of Granville County?

	Response Percent	Response Total
Yes	80.2%	547
No	19.8%	135
Total Respondents		682
(filtered out)		74
(skipped this question)		148

11. Please check the type of programs that currently exist in your area.

	Response Percent	Response Total
Sr. Recreational Activities	19%	106
Weekend Youth Programs	22.2%	124
Little League Programs	59.9%	334
Health and Fitness Class	24.2%	135
Dance	3.6%	20
Baseball	52.3%	292
Summer Programs	38.2%	213
Adult League Programs	18.8%	105
Soccer	38.4%	214
T-Ball	49.8%	278
League Basketball	36.2%	202
Open Play Basketball	14.7%	82
Arts and Sciences	5.2%	29
Other (please specify)	12.9%	72
Total Respondents		558
(filtered out)		71
(skipped this question)		275

[View](#)

12. What additional type of facilities would you like to have in your area?

	Response Percent	Response Total
Tennis Courts	23.9%	158
Indoor Volley Ball	18%	119
Walking/Jogging Trail	52%	343
Camping	26.4%	174
Picnic	33.5%	221
Fishing	26.1%	172
Indoor Racquetball Complex	17.3%	114
Outdoor Volleyball	20.6%	136
Indoor Basketball Court	27%	178
Frisbee	9.4%	62
Indoor/Outdoor Swim Complex	50.8%	335
Outdoor Racquetball Complex	9.5%	63
Baseball/Softball Field	24.1%	159
Golf	10.6%	70
Outdoor Basketball Complex	26.4%	174
Multi-Use Facility/Field	39.7%	262
Sand Box Play Area	23.8%	157
Other (please specify)	10%	66
Total Respondents		660
(filtered out)		86
(skipped this question)		158

[View](#)

13. What additional type of programs would you like to have in your area?

	Response Percent	Response Total
Sr. Recreational Activities	20.6%	125
Weekend Youth Programs	49.5%	300
Little League Programs	21%	127
Health and Fitness Class	49.2%	298
Dance	38%	230
Basketball	7.9%	48
Summer Programs	45.4%	275
Adult League Programs	25.1%	152
Soccer	15%	91
T-Ball	15.2%	92
League Basketball	14.2%	86
Open Play Basketball	24.6%	149
Arts and Crafts	35%	212
Other (please specify)	15.5%	94
	Total Respondents	606
	(filtered out)	78
	(skipped this question)	220

[View](#)

14. Do you and/or your family currently participate in any recreational activities?

	Response Percent	Response Total
Yes	60.9%	445
No	39.1%	286
	Total Respondents	731
	(filtered out)	94
	(skipped this question)	79

15. If not, would the reason be:

	Response Percent	Response Total
Lack of Time	56.2%	162
Lack of Transportation	9.4%	27
Other (please specify)	34.4%	99
	Total Respondents	288
	(filtered out)	44
	(skipped this question)	572

[View](#)

16. How far would you be willing to travel to a recreation site

	Response Percent	Response Total
5 miles or under	35.6%	259
10 miles	53.2%	387
20 miles	13.9%	101
Total Respondents		728
(filtered out)		92
(skipped this question)		84

17. Would you be willing to support a TAX INCREASE for a recreation facility

	Response Percent	Response Total
Yes	43.1%	224
No	57.5%	299
Total Respondents		520
(filtered out)		49
(skipped this question)		335



18. Would you be willing to support a USER FEE for a recreation facility?

	Response Percent	Response Total
Yes	84.2%	563
No	16%	107
Total Respondents		669
(filtered out)		79
(skipped this question)		156



19. Would you be willing to support a TAX INCREASE for a recreation program

	Response Percent	Response Total
Yes	38.1%	187
No	61.9%	304
Total Respondents		491
(filtered out)		46
(skipped this question)		367



20. Would you be willing to support USER FEES for a recreation program

	Response Percent	Response Total
Yes 	84.7%	563
No 	15.5%	103
Total Respondents		665
(filtered out)		78
(skipped this question)		161

21. Would you be willing to volunteer at an recreation facility?

	Response Percent	Response Total
Yes 	61.3%	437
No 	38.7%	276
Total Respondents		713
(filtered out)		91
(skipped this question)		100

22. Would you be willing to volunteer for a recreation department

	Response Percent	Response Total
Yes 	58.8%	399
No 	41.2%	279
Total Respondents		678
(filtered out)		88
(skipped this question)		138

23. Comments/Suggestions:

View Total Respondents	118
(filtered out)	15
(skipped this question)	771

24. Where are you located?

	Response Percent	Response Total
United States 	99.7%	575
View Other Country	0.3%	2
Total Respondents		577
(filtered out)		59
(skipped this question)		268

Appendix D
City of Oxford
Recreation Survey Results

Community Parks needs

1. Do you live within the city limits of Oxford?

	Response Percent	Response Total
Yes	73.6%	424
No	26.4%	152
Total Respondents		576
(skipped this question)		0

2. How many people live in your household?

	Response Percent	Response Total
2 or less	48.4%	277
3-4	36.2%	207
5-6	14%	80
more than 6	1.4%	8
	0%	0
Total Respondents		572
(skipped this question)		4

3. If there are children in your household how many are:

	1	2	3	4	5 or more	Response Average
Under age of 5	75% (58)	21% (16)	3% (2)	0% (0)	1% (1)	1.31
6-10	75% (84)	21% (24)	2% (2)	2% (2)	0% (0)	1.30
11-18	62% (97)	34% (53)	3% (5)	1% (1)	1% (1)	1.45
19-22	91% (31)	9% (3)	0% (0)	0% (0)	0% (0)	1.09
23 and over	77% (20)	19% (5)	4% (1)	0% (0)	0% (0)	1.27
Total Respondents						277
(skipped this question)						298

4. Of the adults in your household, how many are:

	1	2	3	4	5 or more	Response Average
19-24	100% (15)	0% (0)	0% (0)	0% (0)	0% (0)	1.00
25-30	56% (49)	43% (37)	1% (1)	0% (0)	0% (0)	1.45
36-45	51% (85)	49% (81)	0% (0)	0% (0)	0% (0)	1.49
46-59	46% (97)	54% (116)	0% (0)	0% (0)	0% (0)	1.54
60 and over	42% (72)	58% (98)	0% (0)	0% (0)	0% (0)	1.58
Total Respondents						525
(skipped this question)						50

5. Of the members of your household, please mark any of the following conditions that may exist.

	Response Percent	Response Total
Obesity	36%	117
Diabetes	26.2%	85
Heart Condition	22.5%	73
High Blood Pressure	69.5%	226
Physical Disability	17.8%	58
Mental Disability	9.5%	31
Total Respondents		325
(skipped this question)		250

6. Do you or a member of your household presently use the facilities owned by the city?

	Response Percent	Response Total
Yes	58.5%	337
No	41.5%	239
Total Respondents		576
(skipped this question)		0

7. Do you think that there is a need for improved facilities and programs in our community?

	Response Percent	Response Total
Yes	93.6%	539
No	6.4%	37
Total Respondents		576
(skipped this question)		0

8. Of the following facilities, please rate the top 10 activities that you would like to see developed or improved in your community. Mark only 10 choices (1 -10 with 1 being the most important choice to you and 10 being your least important choice)

	Response Percent	Response Total
Aerobics/Wellness Rooms	50%	273
Baseball/Softball Complex	30.2%	165
Racquetball	11%	60
Off Road Bike Trails	22.9%	125
✓ Recreation Center	54.6%	298 ✓
Soccer Complex	17%	93
Greenways	16.7%	91
Picnic Pavilions	38.5%	210
Lake/Water Front Parks	28.9%	158
Indoor Pool	48.9%	267
Horseshoe Pits	11.4%	62
Tennis Courts	23.3%	127
Basketball Complex	30.2%	165
Public Golf Course	18.3%	100
Indoor Walking	51.5%	281
Park for Dogs	13.2%	72
✓ Walking Trails	53.5%	292 ✓
Football Fields	14.7%	80
Open Green Space	16.7%	91
Camp Sites	14.3%	78
Outdoor Pool	24.4%	133
Playgrounds	43.2%	236
Nature Preserve	22%	120
Gymnastics Area	17.8%	97
Indoor Batting Cages	22.5%	123
Indoor Volleyball Complex	18.5%	101
Nature/Hiking Trails	34.1%	186
Board Game/Social Rooms	16.5%	90
Conference/Reception Area	18.9%	103
Bowling	37.4%	204
Fitness/Weight Room	44.5%	243
Shuffleboard/Bocce Courts	6.8%	37
Dirt Bike Track	5.3%	29
Boating (Canoes,etc.)	17%	93
Fishing Areas	30.8%	168
Total Respondents		546

(skipped this question)

29

9. Do you presently travel out of town for any of the above named activities?

	Response Percent	Response Total
Yes	64.4%	371
No	35.6%	205
Total Respondents		576
(skipped this question)		0

10. If you answered yes to the above question please list the activities.

View Total Respondents	323
(skipped this question)	252

11. How do you presently get to the facilities that you use?

	Response Percent	Response Total
Car	79.1%	455
Walk	2.6%	15
Bike	0.7%	4
Other	0.3%	2
*I never use the facilities	17.2%	99
Total Respondents		575
(skipped this question)		1

12. If your answer to the above question was I never use the facilities, please explain why?

View Total Respondents	43
(skipped this question)	532

13. Of the activities/facilities offered by the City of Oxford that you have taken advantage of, approximately what distance did you have to travel to get to the site?

	Response Percent	Response Total
less than 1 mile	15.5%	89
2-3 miles	29%	167
4-10 miles	25.9%	149
more than 10 miles	9.2%	53
I never use the facilities	20.3%	117
Total Respondents		575
(skipped this question)		1

Appendix E

**Granville County
Designated Bike Routes**

Narrative and Map

Bicycle Section (from 1998 Granville County Thoroughfare Plan)

This section is dedicated to addressing the bicycle needs of Granville County. Granville County has two designated bicycle routes: the Carolina Connection, NC Bike Route 1, and the North Line Trace, NC Bike Route 4. Because of this designation, these facilities may be subjected to more bicycle traffic than other facilities of similar design. Due to this shared, or multi-modal, use of these facilities, it is recommended that sub-standard sections be widened to a standard 7.32 meter (24 ft) cross section with two-foot paved shoulders. These improvements will enhance safety and the functional design of the facility. The bicycle routes are shown in Figure 4.

The two following facilities are part of the State designated bicycle routes in Granville County and have sub-standard widths.

Carolina Connection (NC Bike Route 1)

- Salem Road (SR 1522): From the Vance County Line to Huntsboro Road .
- Huntsboro Road (SR 1521): From Salem Road to the Oxford Northern Planning Boundary.
- Antioch Road (SR 1600): From Oxford Southern Planning Boundary to Cannady's Mill.
- Cannady's Mill (SR 1622): From Antioch Road to NC 96.
- NC 96: From Cannady's Mill to Horseshoe Road.
- Horseshoe Road (SR 1709): From NC 96 to Lawrence Road.
- Lawrence Road (SR 1710): From Horseshoe Road to Garner Road.
- Garner Road (SR 1711): From Lawrence Road to Wake County.

North Line Trace (NC Bike Route 4)

- Walnut Grove Road (SR 1316): From Person County Line to Goshen Road.
- Goshen Road (SR 1323): From Walnut Grove Road to Goshen Road.
- Goshen Road (SR 1321): From Goshen Road to NC 96.
- NC 96: From Goshen Road to Mountain Creek.
- Mountain Creek (SR 1415): From NC 96 to Grassy Creek Road.
- Grassy Creek Road (SR 1430): From Mountain Creek to the Vance County Line.

In the development of the thoroughfare plan, it was brought to our attention that other facilities were being used by local citizens as bicycle routes. Personnel from the City of Oxford and Granville County met with a bicycle group from the area and discuss routes the group uses in Granville County. The following is a list of these routes and the highway facilities in Granville County. These routes are illustrated in Figure 4.

Grassy Creek Loop (Approximately 40 miles)

- Williamsboro Street (US158): From College Street to Salem Road.
- Salem Road (SR 1522): From Williamsboro Street to Tabbs Creek Road.
- Tabbs Creek Road (SR 1521): From Salem Road to Harold O'Brien Road.
- Harold O'Brien Road (SR 1520): From Tabbs Creek Road to Chewning Road.
- Chewning Road (SR 1514): From Harold O'Brien Road to Dexter Road.
- Dexter Road (SR 1510): From Chewning Road to Rockwell Road.
- Rockwell Road (SR 1430): From Dexter Road to Grassy Creek Road.
- Grassy Creek Road (SR 1431): From Rockwell Road to Grassy Creek
- Grassy Creek (SR 1400): From Grassy Creek Road to Cornwall Road.
- Cornwall Road (SR 1300): From Grassy Creek to NC 96.
- NC 96: From Cornwall Road to Watkins Wilkinson Road.
- Watkins Wilkinson Road (SR 1422): From NC 96 to Webb School Road.
- Webb School Road (SR 1453): From Watkins Wilkinson Road to US 15.
- College Street (US 15): From Webb School Road to Williamsboro Street.

Enon to Sunset Loop (Approximately 20 miles)

College Street (US 15): From Williamsboro Street to Webb School Road.
Webb School Road (SR 1453): From College Street to Watkins Wilkinson Road.
Watkins Wilkinson Road (SR 1422) : From Webb School Road to NC 96.
NC 96: From Watkins Wilkinson Road to Sunset Road.
Sunset Road (SR 1304): From NC 96 to Hebron Road.
Hebron Road (SR 1150): From Sunset Road to Tommie Daniel Road.
Tommie Daniel Road (SR 1151): From Hebron Road to Enon Road.
Enon Road (SR 1139): From Tommie Daniel Road to Roxboro Road.
Roxboro Road (US 158): From Enon Road to College Street.
College Street (US 15): From Roxboro Road to Williamsboro Street.

Cannady's Mill to Belltown Loop (Approximately 30 miles)

Hillsboro Street (US 15): From Linden Avenue to Belltown Road.
Belltown Road (SR 1133): From US 15 to Smith Road.
Smith Road (SR 1135): From Belltown Road to US 15.
US 15: From Smith Road to Tar River Road.
Tar River Road (SR 1635): From US 15 to Tom Hunt Road.
Tom Hunt Road (SR 1633): From Tar River Road to NC 96.
NC 96: From Tom Hunt Road to Cannady's Mill Road.
Cannady's Mill Road (SR 1622): From NC 96 to Fairport Road.
Fairport Road (SR 1609): From Cannady's Mill Road to Linden Avenue.
Linden Avenue (NC 96): From Fairport Road to Hillsboro Street.

Little Mountain Creek Loop (Approximately 25 miles)

Williamsboro Street (US158): From College Street to Salem Road.
Salem Road (SR 1522): From Williamsboro Street to Tabbs Creek Road
Tabbs Creek Road (SR 1521): From Salem Road to Harold O'Brien Road.
Harold O'Brien Road (SR 1520): From Tabbs Creek Road to Chewning Road
Chewning Road (SR 1514): From Harold O'Brien Road to Dexter Road.
Dexter Road (SR 1510): From Chewning Road to Rockwell Road.
Rockwell Road (SR 1430): From Dexter Road to Cornwall Road.
Cornwall Road (SR 1300): From Rockwell Road to NC 96.
NC 96: From Cornwall Road to Watkins Wilkinson Road.
Watkins Wilkinson Road (SR 1422): From NC 96 to Webb School Road.
Webb School Road (SR 1453): From Watkins Wilkinson Road to College Street.
College Street (US 15): From Webb School Road to Williamsboro Street.

Providence Loop (Approximately 15 miles)

Hillsboro Street (US 15): From College Street to Providence Road.
Providence Road (SR 1004): From Hillsboro Street to Harper Renn Road.
Harper Renn Road (SR 1156): From Providence Road to Enon Road.
Enon Road (SR 1139): From Harper Renn Road to Roxboro Road.
Roxboro Road (US 158): From Enon Road to College Street.
College Street (US 15): From Roxboro Road to Hillsboro Street.

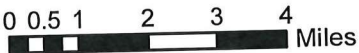
Because a number of these facilities that make up these loops have substandard widths and don't have bicycle accommodations, it is recommended that those facilities be widened to a standard cross section for bicycles (Appendix C, cross section O) when funding permits. When considering the widening of these facilities, it is recommended that the Office of Bicycle and Pedestrian Transportation (NCDOT) be consulted. They can help provide the most appropriate cross section for the widening. They may also provide assistance in identifying the need for bicycle improvements based on present and future bicycle traffic. The County should contact the coordinator of this branch for further consideration and assistance.

GRANVILLE COUNTY

NORTH CAROLINA

PREPARED BY THE
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PLANNING BRANCH

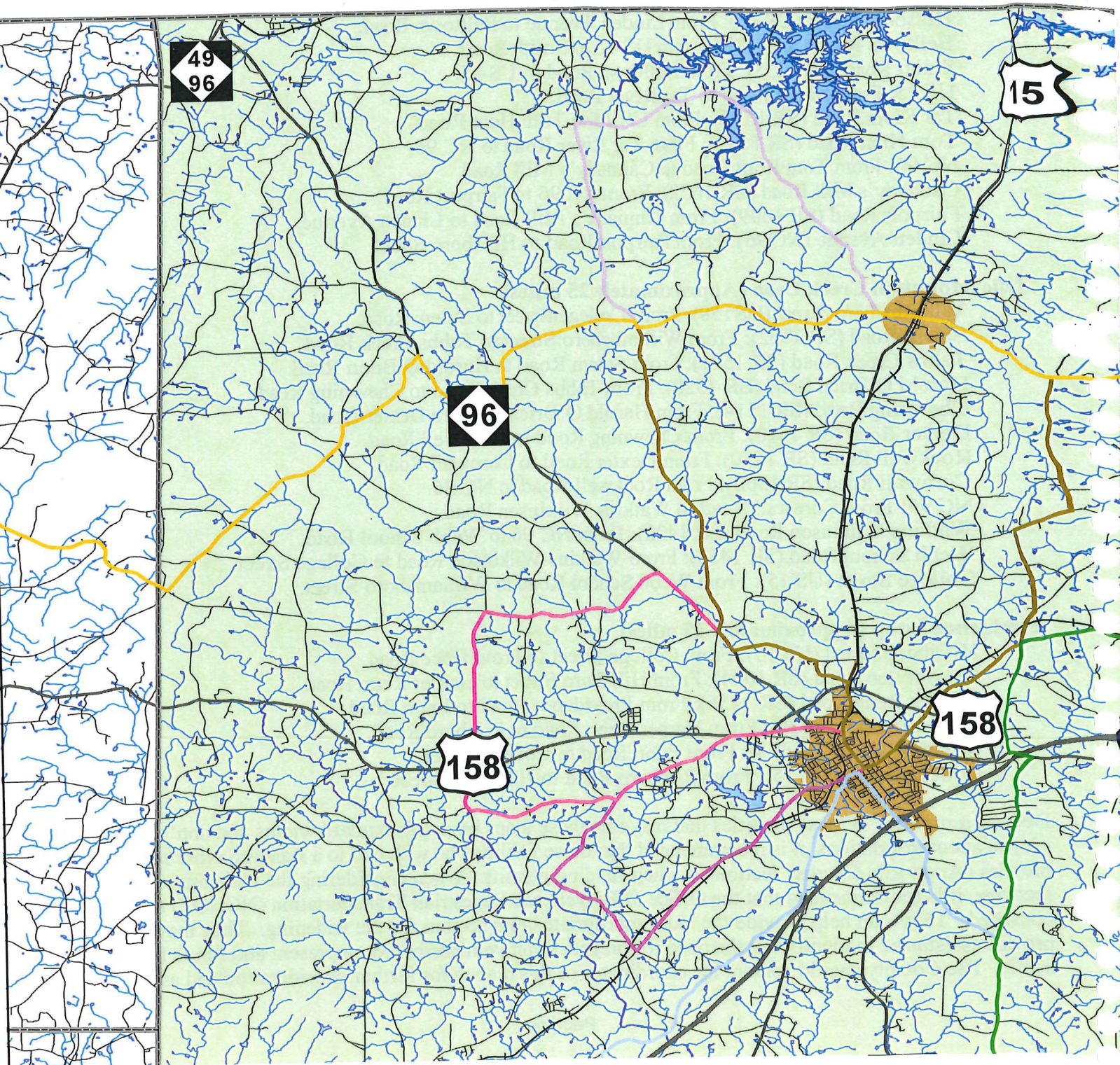
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION



MAP DATE: JULY 2005

LEGEND

- State Route #1, Carolina Connection
- State Route #2, Mountains to Sea
- State Route #4, North Line Trace
- Grassy Creek Loop
- Little Mt. Creek Loop
- Cannady's Mill to Bell Town Loop
- Enon to Sunset Loop
- Provence Loop
- Interstate
- US Route
- NC Route
- State Road
- Local Road
- Railroads
- Hydro
- Hydro
- M
- Cour



Appendix F

East Coast Greenway Alliance Map of North Carolina



Original map prepared by
GREENWAYS
 INCORPORATED
 10000A Antietam
 Wake County, NC 27109

Map revisions by ECGA
 5318 Highgate Drive
 Suite 211
 Durham, NC 27713-6631

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Community Vision Statement

In The Future Oxford Will:

1. **Retain** its rural atmosphere where friendly citizens foster a positive community spirit.
2. **Be** a regional destination for tourists and visitors attracted by the city’s heritage and historic character.
3. **Provide** recreation opportunities for all citizens.
4. **Have** a historic and vibrant downtown with unique shops, restaurants, housing, and community activities
5. **Be** a walkable and safe community with tree-lined streets and attractive buildings.
6. **Have** well-designed neighborhoods and commercial areas offering a variety of shopping, dining, entertain options for all residents.
7. **Plan** for future growth while protecting its environmental resources and maintaining quality public service

Action Plan

Downtown

Goal: Maintain a downtown that is vibrant, clean and safe which supports residential development and cor specialty shops, restaurants and cultural activities.

1. Support downtown as the center for Oxford’s civic and cultural activities.	
Policy	Responsible Parties and Partner
<ul style="list-style-type: none"> • Support major investments in downtown 	City, Downtown Oxford EDC(DOEDC) Partner: Chamber of Commerce
<ul style="list-style-type: none"> • Increase the prominence of downtown as a center for community activity by developing a “downtown after five” entertainment/arts event program and expand the number of weekend festivals 	DOEDC, Chamber
<ul style="list-style-type: none"> • Develop a downtown civic center to be used for cultural arts and activities 	City, County; Partners: Other tow
<ul style="list-style-type: none"> • Help to increase the visibility of the city cemetery as an asset by exploring its use as a park and developing a walking trail 	City P&R, County Greenways

<ul style="list-style-type: none"> Expand walking trails throughout the downtown 	City P&R, DOEDC, City
2. Promote public involvement in downtown.	
<i>Policy</i>	<i>Responsible Parties and Partners</i>
<ul style="list-style-type: none"> Work to retain institutions within the downtown 	DOEDC, City, Partner: HPC
<ul style="list-style-type: none"> Build civic pride and assist city maintenance efforts by developing volunteer maintenance programs such as “adopt-a-street” “adopt-a-spot” etc. 	DOEDC, Civic Clubs
<ul style="list-style-type: none"> Involve youth in the downtown as volunteers 	DOEDC, County Schools, Police Dept., Churches
3. Foster good communication between businesses and other downtown entities.	
<i>Policy</i>	<i>Responsible Parties and Partners</i>
<ul style="list-style-type: none"> Hold regular joint meetings between organizations and boards with an interest in downtown 	DOEDC
<ul style="list-style-type: none"> Link municipal and organizational websites with an interest in downtown 	DOEDC
4. Encourage retail development and residential uses in the downtown to attract visitors, reuse buildings, and grow the local tax base.	
<i>Policy</i>	<i>Responsible Parties and Partners</i>
<ul style="list-style-type: none"> Actively support restaurant recruitment into the downtown 	DOEDC
<ul style="list-style-type: none"> Promote the upper floors of buildings for use as dance studios, cultural arts and music lessons 	DOEDC, Arts Council
<ul style="list-style-type: none"> Provide downtown economic incentives 	DOEDC, City
<ul style="list-style-type: none"> Promote the downtown welcome center 	DOEDC, Chamber
<ul style="list-style-type: none"> Promote residential use in upper floors 	DOEDC; Partners: Developers, Realtors
<ul style="list-style-type: none"> Revisit existing streetscape plan – focus on traffic calming and pedestrian friendly 	City
<ul style="list-style-type: none"> Inventory and analyze existing buildings and facilities 	DOEDC

5. Preserve downtown's historic character by fostering attractive architectural design, improving physical facilities and pedestrian activity.

<i>Policy</i>	<i>Responsible Parties and Partners</i>
<ul style="list-style-type: none"> • Complete underground wiring 	City, DOECU, Progress Energy
<ul style="list-style-type: none"> • Create and maintain a landscaping plan 	City, DOEDC
<ul style="list-style-type: none"> • Support renovation of dilapidated buildings (develop minimum standards for commercial buildings) 	City
<ul style="list-style-type: none"> • Develop revolving fund to purchase important threatened buildings 	City
<ul style="list-style-type: none"> • Develop downtown design guidelines 	City, DOEDC

Parks & Open Space

Goal: To offer diverse and continually improving leisure and recreation opportunities for citizens of all ages and to improve the quality of life of citizens, and promote healthy living and a healthy population.

1. Insure that an adequate number of facilities and parks are available

<i>Policy</i>	<i>Responsible Parties and Partners</i>
<ul style="list-style-type: none"> • Strive for exceptional levels of service for parks and recreation facilities. 	Parks and Rec, Commissioners, Volunteers, Donors, Outside agencies
<ul style="list-style-type: none"> • Implement a capital improvement program to insure that level of service standards are maintained. 	Parks and Rec, Commissioners
<ul style="list-style-type: none"> • Continue to update City's recreation departmental strategic plan. 	Recreation Adv Committee, Parks and Rec, Commissioners
<ul style="list-style-type: none"> • Assure equity of use to all groups. 	Parks and Rec, Commissioners
<ul style="list-style-type: none"> • Consider economic development and tourism goals when developing plans for new parks and recreation facilities. (These considerations could determine the priority of 2 otherwise equal projects) 	Commissioners, Parks and Rec, Recreation Advisory Committee

2. Provide a variety of quality recreational programs and activities to meet the needs of youths and adult	
<i>Policy</i>	<i>Responsible Parties and Partner</i>
<ul style="list-style-type: none"> Seek out and respond to public feedback on their satisfaction with existing programs and the need for new recreation programs. 	Parks and Rec , Recreation Adv. Committee, Schools, County, Health Dept, State, COG, Merit Senior Center
<ul style="list-style-type: none"> Insure that adequate staffing and resources are available to deliver all recreational programs in a quality and safe manner. 	Parks an Rec, Commissioners , Recreation Adv Committee
3. Increase residents' participation in healthy living activities and lifestyles.	
<i>Policy</i>	<i>Responsible Parties and Partner</i>
<ul style="list-style-type: none"> Increase public awareness of benefits of healthy living activities in programs. 	Parks and Rec , Health Dept, Schools, Media
<ul style="list-style-type: none"> Establish a campaign to increase public awareness about available recreation opportunities. 	Parks and Rec , Health Dept, Schools, Media
4. Promote coordination with public agencies, institutions, and the private sector	
<i>Policy</i>	<i>Responsible Parties and Part.</i>
<ul style="list-style-type: none"> Identify and pursue opportunities for cooperative development and use agreements. 	Parks and Rec, City , Public Agencies, Schools, Institutions, Private Enterprises
<ul style="list-style-type: none"> Seek out and obtain alternative funding sources to supplement City resources. 	Parks and Rec , Commission, County, Government Agen

Goal: To encourage the preservation of natural resources and help build within the population an appreciation and for nature in general.

1. Identify and pursue opportunities within the City for "Green Space" and passive recreational parks	
<i>Policy</i>	<i>Responsible Parties and Partner</i>
<ul style="list-style-type: none"> Adopt or revise policies to encourage developers to provide and maintain open space and passive recreation areas in new 	Planning Board , Commission, Parks and Rec, Recreation Adv

residential development.	Board, Granville Greenways Advisory Committee (GGAC)
<ul style="list-style-type: none"> Promote the use of open space to enhance the appearance of development and provide a buffer between incompatible land uses. 	Planning Board , Commissioner: Parks and Rec, Recreation Adv Board, GGAC
<ul style="list-style-type: none"> Maintain existing parks and recreational open space. 	Parks and Rec , Commissioners
2. Encourage the preservation of natural resources and wildlife areas.	
<i>Policy</i>	<i>Responsible Parties and Partner</i>
<ul style="list-style-type: none"> Prepare an inventory of critical environmental and natural resources that should be preserved. 	Engineering , Planning, DENR, State Agencies
<ul style="list-style-type: none"> Develop policies and programs that emphasize the importance of preservation of natural resources and wildlife. 	City (Public Works/Engineer) , Water Treatment Centers, County, State Agencies
3. Insure that natural resource and wildlife areas remain in pristine condition.	
<i>Policy</i>	<i>Responsible Parties and Partner</i>
<ul style="list-style-type: none"> Implement and/or maintain environmental protection best practices for development within the Lake Devin watershed and other natural resource areas. 	Engineering , City, State
<ul style="list-style-type: none"> Promote the use of Lake Devin and other natural resource areas for passive and educational recreation activities and programs. 	Parks and Rec , Recreation Adv. Committee, Schools, County, Health Dept, State, COG, Media

Goal: To provide walkable and “bikeable” communities with access to regional destinations.

1. Create a citywide and regional non-motorized transportation and recreation network (greenways, bikeways)	
<i>Policy</i>	<i>Responsible Parties and Partner</i>
<ul style="list-style-type: none"> Incorporate the County Transportation and Greenway Master Plans into development decisions. 	City , GGAC, Planning Board, County, CTP Committee
<ul style="list-style-type: none"> Coordinate new development and public improvement proposals with existing or proposed bikeways and walkways. 	Planning, Engineering , Commissioners, Planning Board

	Parks and Rec, GGAC
<ul style="list-style-type: none"> Assign a city representative to groups responsible for preparing and enacting the precepts of regional greenways, recreation, environmental, and transportation plans. 	Commissioners
<ul style="list-style-type: none"> Collaborate with developers to determine how they might construct or provide a link to existing or proposed greenway corridors, facilities, or non-motorized transportation networks. 	City, GGAC, County, Develop
<ul style="list-style-type: none"> Look for, and work towards, opportunities to connect Oxford's greenway system to regional greenway systems. 	City, GGAC Rep, GGAC, , Developers
<ul style="list-style-type: none"> Incorporate new greenway facilities into police patrol patterns within the city. 	GGAC Rep, Police Dept
<ul style="list-style-type: none"> Permit greenways as a use under open space, outdoor recreation, and passive recreation activities. 	Planning Board, Commissioner
<ul style="list-style-type: none"> Promote walking and biking as a safe and convenient form of recreation and transportation 	GGAC, Parks and Rec, School Health Dept, State, Churches PTO, NCDOT
2. Acquire necessary rights-of-way and easements to implement non-motorized transportation improvements	
<i>Policy</i>	<i>Responsible Parties and Part</i>
<ul style="list-style-type: none"> Continuously monitor railroad abandonment and investigate railroad banking possibilities. 	Town Mgr, Engineer, GGAC, Parks and Rec, Developers, NC Rails to Trails, Rail Co.
<ul style="list-style-type: none"> Pursue joint-use easements and dedications (utilities, schools, institutions, large property owners, etc) that accommodate greenways and other forms of non-motorized transportation. 	Engineer, City Attorney, Commissioners, GGAC
3. Enhance walkable and bikeable infrastructure.	
<i>Policy</i>	<i>Responsible Parties and Part</i>
<ul style="list-style-type: none"> Establish minimum walkable and bikeable standards for all improvements. 	Planning, Engineering, GGAC
<ul style="list-style-type: none"> Insure that all development and public improvements are designed and constructed to meet these standards. 	Engineering, Planning Board

Economic Development

Goal: Maintain Oxford's role as the commercial hub of Granville County, by strengthening the historic downtown industrial development and positioning the city as the regional destination for retail, entertainment and service

1. Support a vibrant full service downtown Oxford	
<i>Policies</i>	<i>Responsible Parties and Partners</i>
<ul style="list-style-type: none"> Incorporate downtown into the historic district 	City, Historic Preservation Com; Partners: Business Owners
<ul style="list-style-type: none"> Develop design guidelines for downtown 	City Planning, DOEDC
<ul style="list-style-type: none"> Assist downtown merchants by offering incentives to improve buildings 	<i>See Downtown Policies</i>
<ul style="list-style-type: none"> Develop a strategic plan for downtown business recruitment (should include a study of existing square footages) 	DOEDC; Partner: NC Mair Street
<ul style="list-style-type: none"> Promote existing downtown stores 	DOEDC
<ul style="list-style-type: none"> Continue to support the efforts of downtown economic development program 	City
<ul style="list-style-type: none"> Develop and implement a wayfinding program for downtown Oxford. Wayfinding should incorporate both the downtown and access from major highways 	DOEDC, Chamber; Partner: NCDOT
2. Develop Oxford as a destination for Tourism	
<i>Policies</i>	<i>Responsible Parties and Partners</i>
<ul style="list-style-type: none"> Support the continued development of athletic facilities which promote Oxford as a destination for regional tournaments 	City, Parks & Rec
<ul style="list-style-type: none"> Increase marketing of the historic downtown by using billboards and other media outlets 	DOEDC
<ul style="list-style-type: none"> Seek official NCDOT directional signage to the downtown from Interstate 85 	DOEDC, City
<ul style="list-style-type: none"> Identify resources for, and develop, parks and recreation facilities 	City

Oxford Vision Plan – August 11, 2009

that are conducive to economic development and tourism.	
3. Regional Economic Development	
<i>Policies</i>	<i>Responsible Parties and Partners</i>
<ul style="list-style-type: none"> Promote the airport as an economic development tool 	City, Granville EDC
<ul style="list-style-type: none"> Participate with regional economic development partners 	City
<ul style="list-style-type: none"> Develop industrial sites within Oxford's jurisdiction that are compatible with the city's existing development and character 	City, City Planning
4. Workforce Development	
<i>Policies</i>	<i>Responsible Parties and Partners</i>
<ul style="list-style-type: none"> Support workforce development efforts 	Granville Co., Vance-Granville
<ul style="list-style-type: none"> Promote the development of technical schools 	Granville Co., Vance-Granvil.
<ul style="list-style-type: none"> Help kids stay in school by providing increased city recreational programs and opportunities. 	City Parks& Rec, Police, Sch Partners: Scouts, Boys & Girls Clubs, Churches

Neighborhoods and Housing

Goal: To provide a wide variety of quality housing options for all residents and age groups characterized by design

1. Safe and Walkable Neighborhoods	
<i>Policies</i>	<i>Responsible Parties and Partners</i>
<ul style="list-style-type: none"> Maintain sidewalks around town 	City Public Works
<ul style="list-style-type: none"> Conduct a street light inventory 	City
<ul style="list-style-type: none"> Analyze coverage area summer vs. winter and downtown 	City
<ul style="list-style-type: none"> Require sidewalks in new developments 	City, Planning Board
<ul style="list-style-type: none"> Develop walkable new neighborhoods and make existing neighborhoods walkable 	City, Planning Board

2. Development Type	
<i>Policies</i>	<i>Responsible Parties and Partners</i>
<ul style="list-style-type: none"> Promote mixed development 	City, Planning Bd. (Realtors)
<ul style="list-style-type: none"> Encourage infill development 	City, Planning Bd.
<ul style="list-style-type: none"> Review subdivision standards so as not to impede upscale senior housing in select areas 	City, Planning Bd.
<ul style="list-style-type: none"> Encourage residential development in the upper floors of downtown 	City, DOEDC, Planning Bd.
<ul style="list-style-type: none"> Convert existing underutilized “warehouses” to residential and retail development 	City, Planning Bd.
3. Promote Home Ownership	
<i>Policies</i>	<i>Responsible Parties and Partners</i>
<ul style="list-style-type: none"> Promote home ownership workshops by partnering between the city and other organizations 	City; Partners: Habitat for Humanity, Banks
<ul style="list-style-type: none"> Partner with other non-profits on housing issues 	City; Partners: NCHFA

Notes:

Primary Responsible Party listed in bold

Timeframe Definition

- Ongoing: Continuous activity
- Short term: Within 1 year
- Medium term: Within 1-5 years
- Long term: Over 5 years to 20 years

LAND DEVELOPMENT PLAN

The Land Development Plan establishes criteria for making decisions on locating new development and public improve area. Application of the plan will influence the location, timing, and intensity of all future development and the instanc infrastructure. The plan transforms the goals and policies of the plan elements into a physical picture of the prefer residential, commercial, industrial, institutional, public, open space, and other land use and development activities. the Land Development Plan will:

- ensure new development is consistent with the policies of each plan element, and
- direct and concentrate new development to areas where adequate public infrastructure is available or can l excessive burden on the Town's physical or financial resources.

GUIDING LAND USE PRINCIPALS

Oxford's vision for future land development is to encourage a compatible mix of uses which preserves the city's smarr respecting its historic design features. The city will accomplish this goal by adhering to the following land use princip making.

In the future Oxford will develop in such a way that will:

- Maintain rural character
- Retain historic appearance and architectural style
- Promote village style design
- Promote residential variety
- Maintain an attractive community appearance
- Provide balanced growth and minimize sprawl type development
- Encourage the successful commercial development of both the downtown and the highway entry corridors
- Promote new industrial development in appropriate areas
- Encourage environmentally friendly development
- Provide safe, walkable neighborhoods

LAND USE CATEGORIES

AGRICULTURE

The agricultural areas are characterized by working farms, prime agricultural lands and timberland. Large tracts of land for agricultural purposes are important. These areas should be viewed as important community assets for their large farm

Acceptable Uses

- Agriculture, Forestry, Fishing and Hunting
- Arts, Entertainment and Recreation

Development Standards

- 5 acre minimum lot sizes to preserve large parcels

Policies

- Support conservation programs and encourage the creation of Agricultural Conservation Districts for important
- Discourage subdivisions into rural areas not supported by public utilities
- Encourage agricultural use producing organic produce
- Explore ordinance amendments to separate agricultural uses through buffers

OPEN SPACE AND RECREATION

Conservation Areas

Conservation areas are critical environmental areas where ordinary development practices would likely cause significant impacts. Lands surrounding or adjacent to conservation areas can also be sensitive, and development of these lands should consider impacts and methods to mitigate or eliminate these impacts. Flood hazard areas, stream buffer areas, and severe soils are type

Acceptable Uses

- Preserved open space
- Conservation areas
- Nature preserves

- Passive recreation areas, including greenways and nature trails

Development Standards

- Conservation design standards

Policies

- Minimize environmental Impacts
- Develop flexible parking standards which minimize storm water runoff

Recreation Areas

Recreation areas are sites that should be reserved for active recreation and educational activities.

Acceptable Uses

- Ball fields (football, baseball, softball, soccer, etc.)
- Basketball and Tennis courts
- Sports complex and multi-use centers
- Playgrounds
- Other active recreation activities

Policies

- Develop Lake Devon as a regional Conference Center
- Identify new facilities and recreation areas as Oxford grows and develops.
- Increase available land for recreation by establishing a land set aside or fee requirement for new subdivisions

COMMERCIAL AND OFFICES

Commercial and Office land use categories are designated for business establishments primarily engaged in the sale of public.

Neighborhood Commercial

These areas allow for a limited range of commercial activities serving the convenient needs of nearby neighborhoods. . limited impact on adjacent residential areas especially in terms of lighting, signage, traffic, odor, noise, and hours of operation. Neighborhood commercial development should be compatible with surrounding neighborhoods in terms of scale, built materials, and color.

Acceptable Uses

- Discount Department Stores
- Grocery stores
- Miscellaneous Store Retailers
- Health and Personal Care Stores
- Healthcare and Social Service Offices
- Small full-service restaurants, *no drive-thru*
- Neighborhood-scale shopping centers
- Convenience businesses that cater to nearby neighborhoods

Development Standards

- Access to collector streets
- Proximity to residential areas
- Public water and sewer
- Retail floor area 40,000 sq ft.
- Pedestrian-oriented design

Policies

- Develop appearance standards for neighborhood compatibility

Community Commercial

These areas allow for a full range of commercial activities that serves the needs of the community at-large. Uses within are auto dependent and require direct access to major arterial streets. Community commercial areas should complement surrounding development. Internal design of community commercial shopping centers and office parks should be pro

Acceptable Uses

- Retail Trade
- *Selected* Wholesale Trade
- Information
- Finance and Insurance
- Real Estate and Rental and Leasing
- Professional, Scientific, and Technical Services
- Management of Companies and Enterprises
- Administrative and Support Services, *excludes Waste Management*
- Educational Services
- Health Care and Social Services
- Arts, Entertainment, and Recreation
- Accommodation and Food Services
- Other Services
- Community-scale shopping centers and office parks

Development Standards

- Access to arterials and collector streets
- Public water and sewer
- Suitable soils and site conditions
- Retail floor area of 125,000 square feet
- Protective buffers between residential areas
- Pedestrian linkage between adjacent development

Policies

- Develop appearance and compatibility standards for neighborhood commercial uses
- Consider establishing transitional type zoning districts and standards to protect existing adjacent residential areas
- Allow bed and breakfast lodging uses in entry corridors and develop standards
- Update sign ordinance and develop design standards for new signage
- Review landscape buffer standards and ordinances
- Require underground wiring in new development

Regional Commercial

These areas tend to have large “big-box” users as anchor tenants and offer a broad range of goods or services to a major community. Regional shopping centers (malls) provide a wide range of retail, office and service uses.

Acceptable Uses: *See Community Commercial*

Development Standards

- Near major highway intersections
- Accessible to adequate public water and sewer
- Retail floor area of 250,000 square feet

Policies

- *See policies for community commercial*

DOWNTOWN

The downtown district encourages a variety of land uses with flexible design standards to allow Oxford's traditional to play a vital role as the economic and cultural center for the community.

Acceptable Uses

The downtown area provides for a mixture of land uses appropriate to the traditional historic Zoning and other development category will allow for a mix of the following uses:

- small specialty retail
- dining and accommodations
- personal and professional services
- public, institutional and cultural activities
- Encouraged use of upper stories as studio and performing art space.
- Residential development of upper stories of commercial buildings

Development Standards

- New development design should be compatible with the historic architecture of the downtown area.
- Allow flexible parking space standards
- Suburban style development is discouraged. Buildings should be brought to the street

Policies

- The continued use and restoration of existing buildings is encouraged
- Study and implement traffic calming methods downtown
- Develop new sign standards and implement downtown
- Encourage the removal of overhead wiring

LIGHT INDUSTRIAL

Light industrial areas provide a location for companies engaged in light manufacturing, warehouse and distribution and businesses that can provide local employment and contribute to the local economy.

Allowable Uses

- Manufacturing
- Wholesale Trade
- Transportation and Warehousing

Development Standards

- Access to major highway corridors
- Availability of public utilities
- Prohibit outside unscreened storage

Policies

- Review zoning table of contents. Encourage clean industry and discourage heavy water users
- Seek alternative uses for existing warehouse structures

INSTITUTIONAL AND PUBLIC

The institutional and public areas accommodate government facilities (civic centers, libraries, and offices), schools and infrastructure is needed in the way of planned street extensions and widening.

Allowable Uses

- Professional, Scientific, and Technical Services
- Health Care and Social Assistance (Hospitals)
- Public Administration

Development Standards

- Access to major arterials and collector streets
- Availability of public utilities

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Policies

- Require designations of schools within major new residential developments
- Develop the medical district as a defined growth area

RESIDENTIAL

Residential land use categories are established to provide a safe and attractive living environment for all Oxford residents.

Low Density (1 dwelling per 0.5 to 1 acre)

Low Density areas will accommodate residential development in locations where public water, sewer, and other urban services are currently available, but may be extended within the next 10 to 15 years. This area may be considered for more intensive development if public water and sewer service become available.

Acceptable Uses

- Single-family dwellings
- Manufactured homes
- Community and neighborhood parks
- Complementary nonresidential activities (churches, civic organizations, etc)

Development Standards

- Public water and sewer if unsuitable for on-site systems
- Access from local roads
- Walkable and bikeable site design
- Underground utilities
- Curb and gutter where appropriate

Suburban Density

Suburban density areas are intended to allow for a compatible mix of single-family and two-family residential areas at unit per 0.25 acres to 1 dwelling unit per 0.50 acres. These areas should be located where public water and sewer serv feasibly extended.

Acceptable Uses

- Single-family dwellings
- Two-family (duplexes) dwellings
- Neighborhood parks and recreation, (playgrounds, golf courses, etc)
- Complementary institutional activities (Religious institutions, civic and social lodge or club house, etc)

Development Standards

- Access to local streets
- Walkable and bikeable site and infrastructure design
- Public water and sewer
- Promote pedestrian friendly development
- Require paved curbs and gutters along streets where appropriate
- Require Sidewalks
- Encourage traffic calming
- Develop off-street parking standards

Policies

- Encourage trails and walkable areas in large developments
- Study the development of housing design standards
- Develop open space and recreation dedication standards
- Develop amenities standards for large subdivisions

Urban Density (1 dwelling per 0.25 acres or less)

Urban density areas are intended for a variety of housing types at densities of 1 dwelling per 0.25 acres or less. Developments should have public water and sewer available at the time they are constructed. New development should be compatible in character of existing development within the urban core.

Acceptable Uses

- Single-family dwellings
- Two-family (duplexes) dwellings
- Townhouses and multifamily developments
- Neighborhood parks
- Complementary nonresidential activities (club houses)

Development Standards

- Access to local streets
- Traditional Neighborhood Development design features
- Walkable and bikeable site and infrastructure design
- Public water and sewer
- Require curb and gutter and sidewalks

Policies

- Encourage trails and walkable areas in large developments
- Study the development of housing design standards
- Develop open space and recreation dedication standards including a "fee in lieu of" program
- Develop amenities standards for large subdivisions
- Encourage developments which include a mixture of housing types including townhouses and condominiums
- Research adequate public facilities ordinances as a means to insure availability of infrastructure for new development
- Promote compatible infill development

MIXED USE AREAS

Mixed use areas are designated growth areas which allow for a variety of compatible land use options. This designation ensures that the desired land use intensity of an area is known and public utilities and streets are either available or planned as a priority.

Acceptable Uses

- Office Center Development
- Light Industrial including: distribution, manufacturing and wholesale trade
- Multi and single-family planned residential development with integrated retail land uses

Development Standards

- Access to arterials and collector streets
- Available Public water and sewer
- Suitable soils and site conditions
- Direct access to major arterial and collector streets
- Internal recreation facilities in residential developments
- Protective buffers between residential areas
- Pedestrian linkage between adjacent development
- Landscaping standards

Policies

- Amend development ordinances as necessary to allow mixed use development

GATEWAY CORRIDORS AND SPECIAL FOCUS AREAS

Gateway corridors serve as major entranceways into the city. They serve as the community's front door and their perception of the city. The following corridors have been designated as gateways for Oxford.

Move through traffic off entry corridors and convert into business routes

Highway 15

The US Highway 15 corridor from Interstate 85 to the Oxford city limit is recommended for redevelopment as a retail and commercial corridor. Primary uses include highway oriented retail stores, restaurants, offices and service uses.

Policies:

- Develop general design and appearance standards for the appearance standards for the corridor
- Work with NCDOT to minimize the number of driveways cuts to preserve the transportation function of the corridor
- Develop a landscape plan for the corridor

Highway 96

The highway 96 corridor from Interstate 85 north to Industry drive is recommended for both community scale and neighborhood commercial use from Industry drive to 4th street. North of 4th street it is recommended that the corridor retain its residential character.

Highway 158

The Highway 158 Bypass is recommended for a mixture of land uses from Williamsboro Street on the east to its junction with the west. Primary uses include light industrial on the eastern segment, mixed use residential in the central segment and commercial development on the western end of the corridor. This corridor serves an important through route through downtown Oxford. As one of Oxford's newly developed areas, special emphasis should be placed on landscaping and landscaping along the length of the corridor.

Policies:

- Maintain limited drive way access to the corridor
- Develop landscaping plan for the corridor

College Street

College Street serves as an important entry corridor into the heart of Oxford from the US 158 Bypass to downtown. The street changes character and contains a variety of land uses from residential and institutional to commercial. For the corridor is divided into two sections to reflect the change in uses along the route.

US 158 Bypass to Roxboro Rd. (Segment 1)

The segment from the intersection of 158 Bypass to Roxboro Road is recommended for a variety of land uses from Mixed Scaled Commercial to high density residential and institutional. Signage, landscaping and driveway access are important recommended design guidelines be developed for this segment.

Roxboro Road to Downtown (Segment 2)

This segment of College Street is a primarily residential corridor lined with historic homes and institutions. Important considerations include maintaining the residential and historic character of the corridor. Some limited commercial use breakfast lodging may be appropriate for the corridor to preserve viability of large historic homes.

Policies:

- Implement Design guidelines from US 158 Bypass to McClanahan St.
- Limit widening of College Street to maintain downtown as a low volume traffic area. Direct truck and through
- Amend the zoning ordinance to add a transitional zoning district along the corridor. Such a district would allow residential uses such as bed and breakfasts while maintaining design controls to protect the historic residential

Roxboro Road

Roxboro Road from US 158 Bypass to College Street serves as a gateway into Oxford from the west. As the former road designated as Business 158 it consists of a variety of older commercial, residential and open land uses typical of a gateway. Oxford Elementary anchors the corridor on the west and the Oxford Childrens Home on the east. The land use plan re-designates for this corridor as a redevelopment area. The plan designates the Roxboro road frontage as primarily commercial redevelopment, special considerations include signage, landscaping and design of commercial uses.