

City Plan 2030

City of Creedmoor, NC



Designing the Future



City Plan 2030

Land Use & Comprehensive Master Plan

Adopted: May 14, 2012

Creedmoor Board of Commissioners

City Plan – 2030
Land Use & Comprehensive Master Plan
City of Creedmoor, NC

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SECTION ONE: INTRODUCTION

I. Purpose and Function

The purpose of the *City Plan 2030 - Land Use & Comprehensive Master Plan* is to pinpoint and prioritize planning principles that support a self- sustainable community that encourages economic opportunities, while at the same time maintaining Creedmoor's historic downtown and agricultural roots. An updated plan balancing the changing trends, environmental mandates, and the City's vision is essential. The policy statements contained in the City Plan serve as the basis for future development decisions and have been designed for regular use in making public and private decisions.

Long term planning to protect the future of a community is vitally important. One tool to guide the future of a community is the planning process and adoption of a comprehensive plan. Part of a comprehensive plan is designed to provide an overview of a community's existing conditions and physical development. The main function of the plan is to serve as a guide to a community's future development policy. The goals of a comprehensive plan aim to: involve the community in developing a long term vision, address what should be maintained or changed in the future, identify future land uses in an overall community wide context, identify and prioritize future infrastructure improvement, and provide implementation guidance as to the private and public investments and strategies to realize the vision. Part of the on-going planning process is to continue to monitor the plan's progress as it is a fluid document that should be annually updated and refined.

The City of Creedmoor's last comprehensive plan action was adoption of the *City of Creedmoor 2021 Plan* on October 23, 2001. Many significant changes have impacted the City over the past decade. Between the years 2000 and 2010, Creedmoor experienced a substantial population increase of 85%, in spite of the nationwide economic downturn. There have also been environmental mandates such as Falls Rules that will affect development. The City has also been investing capital improvements to an aging water and sewer infrastructure to make needed upgrades and create additional carrying capacity.

The *City Plan 2030 - Land Use & Comprehensive Master Plan* shall serve as the adopted plan pursuant to §N.C.G.S. 160A-383 in the planning and regulation of development.

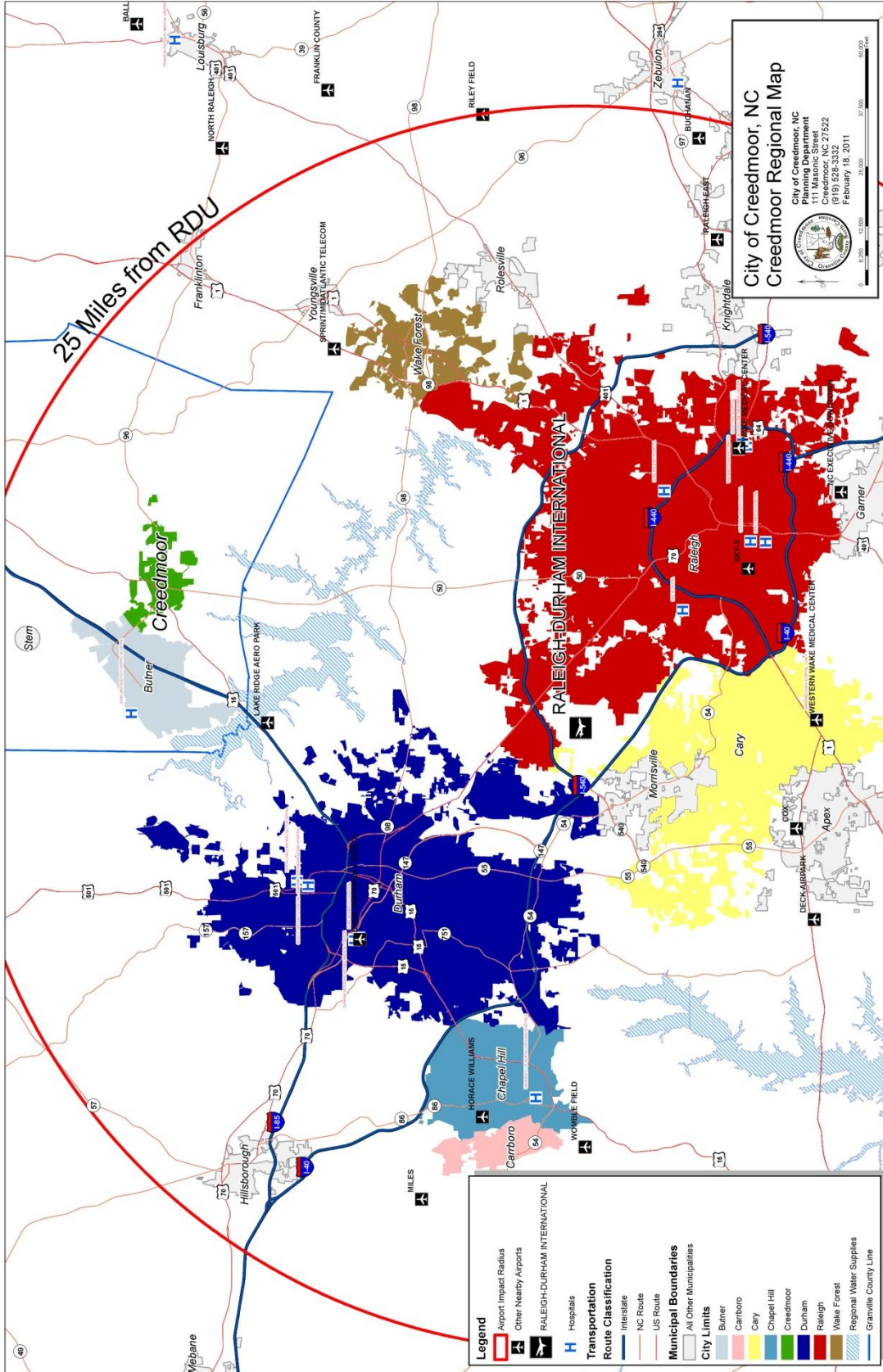
The planning process of the *City Plan 2030 - Land Use & Comprehensive Master Plan* included assistance from the Division of Community Assistance (DCA) to spearhead a series of community meetings. Another opportunity for community input included a community wide survey that was distributed and available to citizens. The Planning Board's simultaneous work on the new *Creedmoor Development Ordinance* also ensured the regulatory document matched the goals and objectives of the Comprehensive Plan while being in compliance with federal and state mandates.

II. Location

The City of Creedmoor, North Carolina, is located in southern Granville County, near the Wake County border. Creedmoor is one of five incorporated municipalities in Granville County.

Creedmoor is situated twenty miles north of Raleigh, thirteen miles northeast of Durham, and twenty-three miles southwest of Henderson. Interstate 85 (I-85) is located two miles west of Creedmoor. Three major highways intersect within the corporate limits of the City: US 15, NC 50, and NC 56.

Creedmoor's geographic location is between Ledge and Robertson Creeks, tributaries to the Neuse River. This geographic location drains south toward the Neuse River impoundment known as the Falls Lake.



III. History

In 1990, North Carolina State University School of Design student Glenn DiNella compiled a text for the City of Creedmoor, “A Not-So-Brief History of Creedmoor North Carolina.” This article was used as one source for the history provided here. While there may be some argument from historians on certain facts, the article provides a good overview of the City’s origins from the first settlers to the twentieth century.

Thomas B. Lyon is believed to be the original settler of the area, the construction of his home traced to approximately seventy years prior to Creedmoor’s incorporation (around 1830 to 1840). Subsequently, the *“Lyon’s Manor House was willed to the son of Thomas Lyon, Samuel C. Lyon; both were instrumental in the development of their surrounding land into what grew into Creedmoor. Early deeds show that the original Lyon estate extended from Robertson and Cedar Creeks on the east, to Ledge of Rocks Creek (Ledge Creek) on the west. The northern boundary included the Lakeside Motel and the southern boundary was near where Southern Road crossed Fish Dam Road. This sizeable plantation included the entire knoll on which the city now rests.”*

Two roads led from the Lyons’ plantation to two churches of another area resident, Robert Parham. As a result, Mr. Lyon eventually donated a plot of land near his home (present day Elm Street) for a church in the area.

Thomas Lyon applied to the US Postal Service in 1886 to establish a local post office in Creed Moor. Permission was granted on April 10, 1886, and the office was built that year. Samuel Lyon succeeded the original postmaster, John Harmon, on September 3, 1886. Lyon built a general store across from Lyon House, with the roadway between the two eventually being named Main Street. *“As the street extended out of the town, north to Oxford and south to Raleigh, it was known as Stage Coach Road.”* The street currently known as Old Creedmoor Road is the site of Stage Coach Road.

On April 21, 1888, Thomas Lyon sold the Durham and Northern Railway a right of way *“for and in consideration of the sum of One Dollar.”* This was for a roadbed that ran parallel to Main Street (present day Elm Street) and a depot to be built at “Creed Moor.” Completed April 1, 1889, this new route connected Creed Moor to Henderson in the northeast and to Durham in the southwest. Main Street was then renamed Railroad Street and was the location of the Lyon Manor House, a Baptist church, as well as a hotel, the post office, a bank, the depot, a general store (Samuel Lyon, proprietor), a blacksmith, and harness shop. As the advent of railroads stretched across the growing country, Creed Moor served as a railroad depot between the Clarksville and Oxford Railroads, and the Raleigh and Gaston Railroads.

On February 28, 1895, the “Town of Creedmore” (original spelling) was initially incorporated. Ten years later, on March 6, 1905, the “Town of Creedmoor” was reincorporated. At the time of the reincorporation, Creedmoor’s officials consisted of a mayor and five elected members of the Board of Commissioners. Joseph L. Peed served as the first mayor; the first commissioners were Dr. J. F. Sanderford, Isaac Bullock, S. C. Lyon, Claude V. Garner, and L. H. Longmire.

Following official incorporation, a new school was built in August 1908. A brickyard was added to the City's business community in 1913, and electricity was added in 1917 installed through the efforts of G. H. Dove and F. J. McDuffy. The electric plant was located along Railroad Street, a significant commercial center for the time period. Between 1910 and 1930, Creedmoor was heavily involved in production of tobacco and cotton, eclipsing Durham in terms of the tobacco market and becoming one of the largest cotton markets in the state following World War I. The town's ball park, located on Hillsboro Street, was conveyed in 1928 from original owner S. C. Lyon to Gertrude Rogers and her husband. The land changed owners in 1960 when it became the site of the Creedmoor Sportswear Company/Creedmoor Industries, a shirt factory in operations until 2004.

At one time, Creedmoor was home to the largest "retail mule trading center of the world." The Creedmoor Supply Company, owned by Carl Mangum and Claude E. Lyon, began selling mules in the early 1920's. Lyon began buying Army mules in Richmond, VA, during World War I to be sold from Creedmoor. In 1922, G. M. Chappell sold mules from a barn located on Lyon Street, the present day location of the local Chevrolet automobile dealership. This mule operation was in business from 1938 until 1962, owned and operated by the Chappell family. Based on a strong local mule industry and the neighboring agricultural community, the First National Bank was built in 1912 on present-day Main Street (NC 50). Still standing and fully renovated, this structure was accepted into the National Register of Historic Places on August 31, 1988.

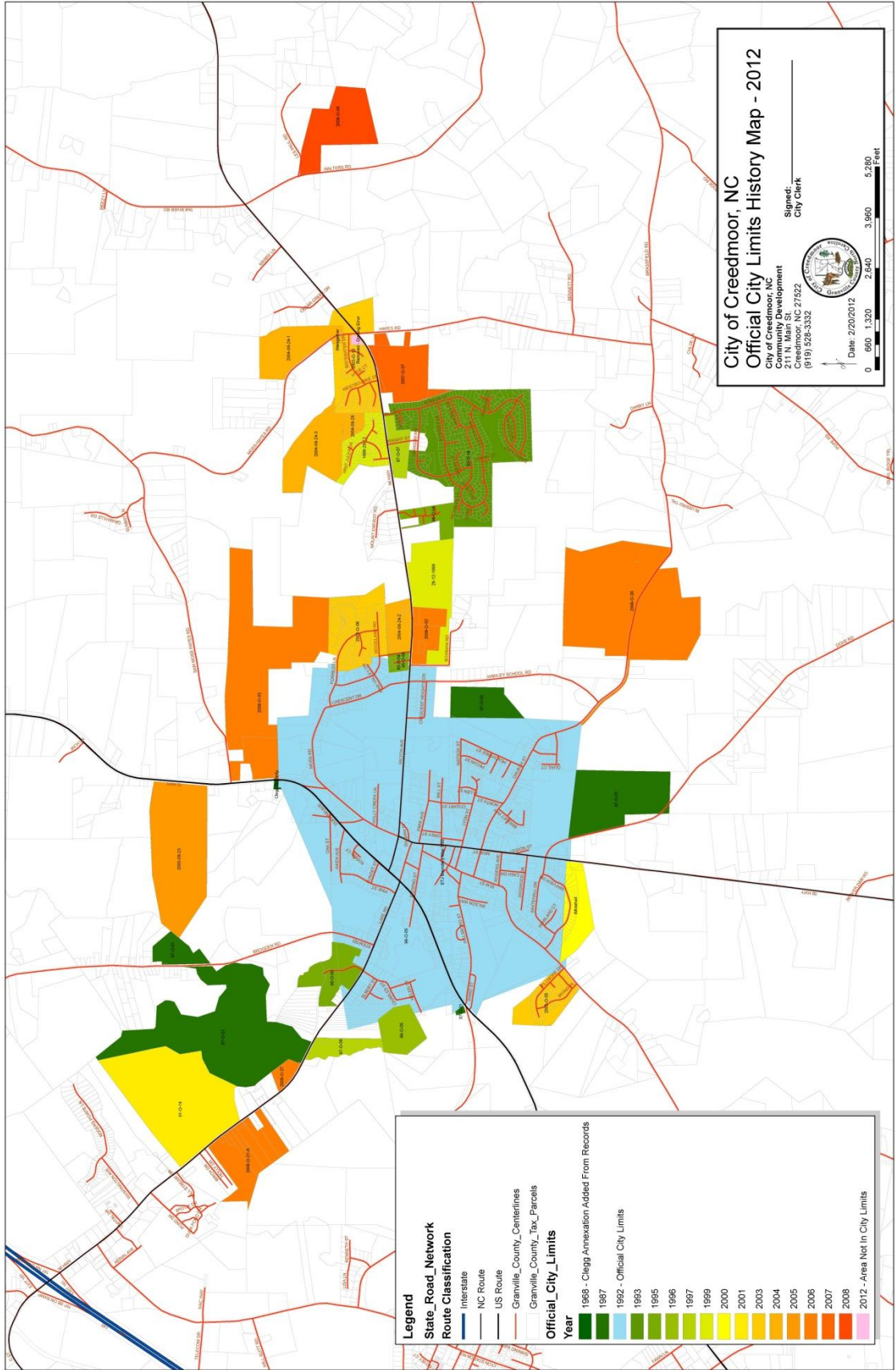
The advent of World War II brought Camp Butner to the region three miles west of Creedmoor. This facility, a 60,000 acre site, brought 35,000 soldiers to the area. With this increase in population came new businesses to Creedmoor to accommodate their needs. The municipal water and sewer system that was installed in 1939, fed by a 175 acre reservoir called Creedmoor Lake (currently known as Lake Rogers), provided infrastructure to a steadily growing population. A theater, taxi cab company, "four new beer-joint cafés," and a larger police force were other byproducts of the population increase. No new homes were allowed to be built during World War II; owners could add "lean-to's" in order to house soldiers, but new construction wasn't permitted.

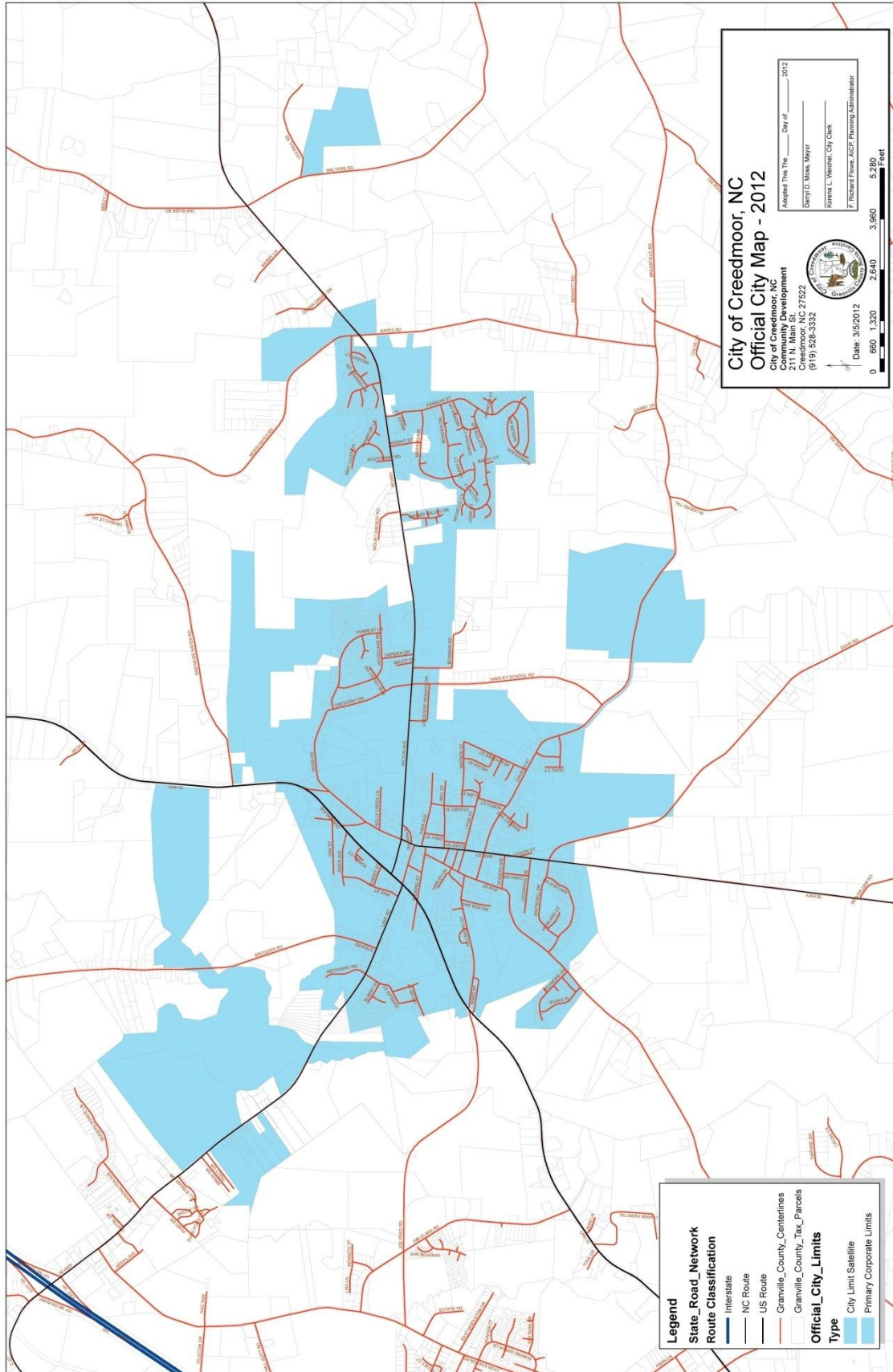
In the years since World War II, Creedmoor has experienced increases and decreases in population. Increases in the overall population of the Triangle Region (Raleigh, Durham, Chapel Hill, and Research Triangle Park) have caused Creedmoor's population to increase similarly. From the 1990 to the 2000 Census, Creedmoor grew by 48.4%. Over the next decade, the City experienced a population increase of an additional 85%, reaching the State's 2020 population estimate of 4,000 persons by 2009. On July 27, 2007, Governor Mike Easley signed House Bill 986, officially incorporating the Town of Butner and transferring many of the state's assets in the area to the Town. On November 1, 2007, the Town of Butner was officially declared a separate entity from its sister city, Creedmoor.

Today, Creedmoor is a thriving community that serves as a getaway from the neighboring metropolitan areas without sacrificing access to their amenities. In 1996, southern Granville County was voted one of the best places to live in the United States by MONEY Magazine. The

latest Census data for the City of Creedmoor, released in the summer of 2011, indicates the current population is 4,124 persons. Regional projections suggest that over one million new residents will make their home in the Triangle area (25 mile radius that includes Creedmoor) within the next decade. Creedmoor's challenge is to remain a great place to live for residents of all ages and backgrounds as we move into the next chapter of our growth.

The land area of the City of Creedmoor is 4.85 square miles.





SECTION TWO: CREEDMOOR COMMUNITY PROFILE

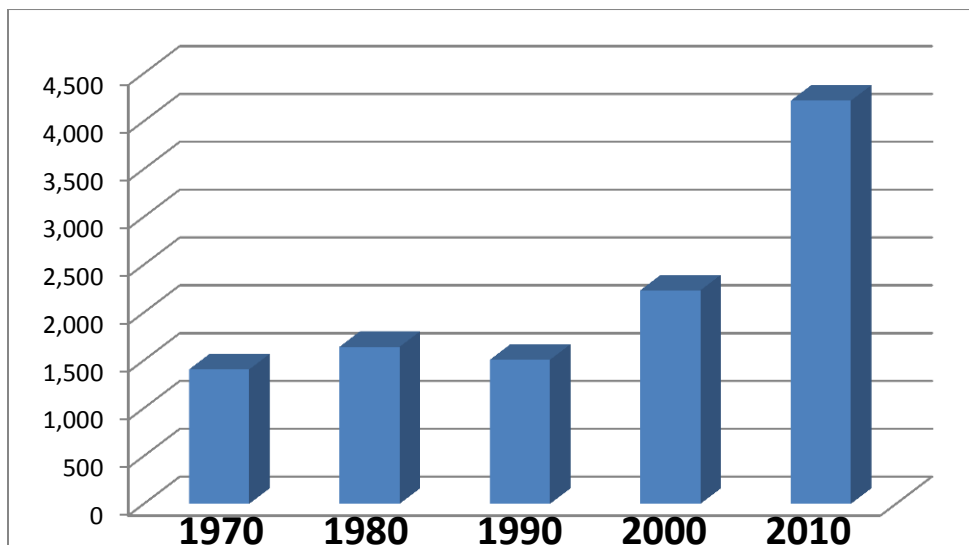
The development of a City Plan first requires that analysis of certain key growth factors be performed. The intent of the analysis is to ensure that policies contained in the Plan address current problems, trends, and issues facing the planning area. The key growth factors included for analysis are discussed in several subject areas within the City Plan. Collectively, these key growth factors summarize past and present conditions, while providing the essential yardsticks for estimating future conditions in the planning area.

I. Population

A. Population Growth

The City of Creedmoor, incorporated in 1905, has grown steadily since 1970.

Figure 2.1: City of Creedmoor Population (1970-2010)



Source: US Census Bureau

With Creedmoor covering a land area of approximately 4.85 square miles, this translates to approximately 1,330 people per square miles, in keeping with the city's urban development pattern (1000+ persons per square mile).

Source: North Carolina Office of State Budget and Management

B. Population Projections

In order to provide an estimate of the future population of the planning area, it is necessary to compare the population of the City of Creedmoor to the total population of Granville County since 1970 and determine the approximate percentage of the total

population the City comprises. This percentage remained fairly steady throughout the period, averaging to 4.9% over the entire period.

Table 2.1: City of Creedmoor to Granville County Population Comparison

Year	Creedmoor Population	Granville County Population	Creedmoor's Pop. as percentage of Granville Co's Pop.
1970	1,405	32,762	4.3%
1980	1,641	34,043	4.8%
1990	1,506	38,345	3.9%
2000	2,232	48,498	4.6%
2010	4,124	59,916	6.9%

Source: US Census Bureau

It is difficult to project the population of any planning area due to the unpredictability of the current economy and its recovery from the downturn in 2007. However, four (4) projection methods will be utilized, taking into account the percentages derived from the individual percentage and population increases and decreases between decades from 1970 to 2010.

The first projection, utilizing the **constant share method**, assumes that the city's population will remain a constant percentage of the County's overall population. The base percentage of this estimate was derived from dividing the 2010 population of the City of Creedmoor by the 2010 population of Granville County.

The second projection was made utilizing the **geometric projection method**. This projection method is based on previous percentage increases in population from prior censuses. The base percentage increase for this projection was derived by adding the percentage increases or decreases together for each census between 1970 and 2010 and dividing the resulting by 5 (the number of data points). The resulting number was then used to estimate the 2020 and 2030 populations.

The third projection was made utilizing the **arithmetic projection method**. This projection method utilizes the average total number increase in population over a given time period to estimate future population. The base number used in this projection was derived by adding the total increase or decrease in population from each census between 1970 and 2010 and dividing the resulting number by 5 (the number of data points). The resulting number was then used to estimate the 2020 and 2030 populations.

The fourth projection was made utilizing the **linear projection method**. This projection method utilizes the change from the latest decade only to attempt to capture the most recent trends and influences.

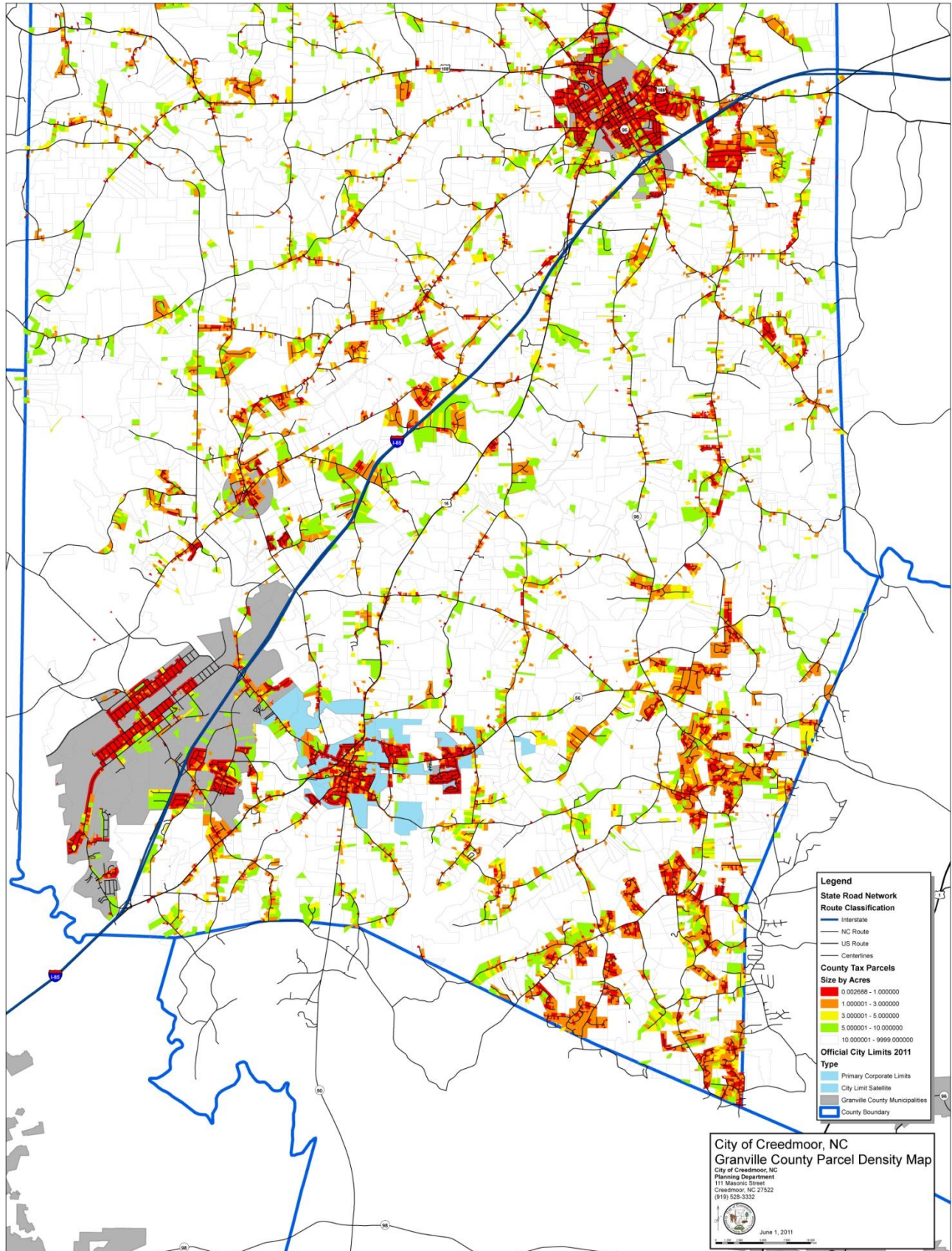
Table 2.2: City of Creedmoor Population Projections (2020-2030)

Year	Constant Share Projection	Geometric Projection	Arithmetic Projection	Linear Projection
2010 (Actual)	4,214	4,214	4,214	4,214
2020	5,121	5,141	4,758	7,783
2030	6,310	6,272	5,302	14,376
Growth Total	2,098	2,058	1,088	10,162

Source: US Census Bureau, North Carolina Office of State Budget and Management

These estimates are merely projections, based on past trends, and vary greatly due to dependent factors. The Constant Share Projection method is based on the growth of the County, which is expected continue its trend of large population increases, due in part to the continual growth of the Raleigh-Durham metropolitan area. If the City of Creedmoor continues to retain its 4.9% average percentage of Granville County’s total population, it is probable that the City will see a significant population increase, in excess of 2,098 people, in the next 20 years. The Geometric Projection and Arithmetic Projection methods are independent of the County’s population projections. These methods are based entirely on past trends in the City of Creedmoor’s population growth, measured in percentages and actual number of people. These methods show much more conservative population growth levels, which are likely to occur only if projected growth in the Triangle region does not occur within the corporate limits of the City. In reality, the actual population of the City of Creedmoor may vary from these projections based on numerous dependent factors such as annexation, job creation or loss, and development policy decisions.





C. Population Characteristics

1. Diversity

Figures from the 2010 United States Census show that the vast majority of citizens (97.9%) in the City of Creedmoor reported origins in only one race; the majority of these citizens (59.6%) are Caucasian (White). Regarding citizens of other races, the majority (35.2%) are African American. The percentages of citizens of American Indian, Asian, or other ancestry were all under 1%. People of Hispanic or Latino origin are reported in these numbers as well and total 5% of the population.

Table 2.3: City of Creedmoor Population by Race

Race	Percentage of Total Population
Caucasian (White)	59.6
African American	35.2
American Indian and Alaska Native	0.6
Asian	0.8
Some Other Race	1.1
Two or More Races	2.1

Source: US Census Bureau

2. Age Groups

Creedmoor's population is spread out fairly proportionately among the different age groups. Those age groups with the largest percentages are the 35-49 and 45-54 ranges, typical prime working age.

Median age is defined by the United States Census Bureau as the measure that divides the age distribution into two equal parts: one-half of the cases falling below the median value and one-half of the cases falling above the median value. As of the 2010 Census, the median age in the City of Creedmoor was 36.5 years.

Table 2.4: City of Creedmoor Population by Age

Age	Population	Percentage of Total Population
<5	297	7.2
5-9	348	8.4
10-14	302	7.3
15-19	273	6.6
20-24	175	4.2
25-34	235	5.7
35-44	684	16.5
45-54	571	13.5
55-59	226	5.5

60-64	198	4.8
65-74	262	6.3
75-84	127	3.1
>85	44	1.1

Source: US Census Bureau

II. Housing

A. Homeownership

When compared with Granville County as a whole and the State of North Carolina, the City of Creedmoor has a higher percentage of owner occupied housing units and a higher median home value, illustrating a high standard of living in the area.

Table 2.5: Homeownership Rates and Housing Values Comparison

Jurisdiction	% of Owner Occupied Units	Median Home Value
City of Creedmoor	87.5%	\$150,500
Granville County	74.7%	\$123,200
State of NC	66.7%	\$108,300

Source: US Census Bureau

A closer look at home values in the City of Creedmoor show the majority (20%) fall within the \$125,000-\$149,999 range, a standard home cost for middle-income families. However, there are also significant percentages (17.2% and 15.4%) of homes in the \$150,000-\$174,999 and \$200,000-\$249,999 ranges.

Table 2.6: City of Creedmoor Housing Values

House Value	Number of Structures	% of Total Structures
<\$50,000	29	3.3
\$50,000-\$99,999	126	14.1
\$100,000-\$149,999	288	32.2
\$150,000-\$199,999	235	26.4
\$200,000-\$299,999	163	18.3
\$300,000-\$499,999	51	5.7
\$500,000-\$999,999	0	0
\$1,000,000 or more	0	0

*Value calculated for owner-occupied structures only

Source: US Census Bureau

B. Housing Stock

Although there are some historical homes in the City of Creedmoor, less than one-fifth (19.6%) of home structures in the city are over 50 years old. Housing construction began to increase in the 1990's when many of the area's subdivisions were platted. A high of 34% of the City's total structures were built during the 1990's as subdivisions began to proliferate throughout the area, characterized by smaller lot sizes. This type of development largely replaced the traditional housing pattern of homes on large lots with significant spacing from adjacent neighbors.

Table 2.7: City of Creedmoor Housing Structures by Age

Year Built	Number of Structures	% of Total Structures Built
2005 or later	138	10.2
2000-2004	263	19.4
1990-1999	462	34
1980-1989	118	8.7
1970-1979	112	8.2
1960-1969	80	5.9
1950-1959	13	1
1940-1949	63	4.6
1939 or earlier	110	8.1

Source: US Census Bureau

The majority of the City of Creedmoor's housing stock (72.5%) is single family units. The area does have a small percentage (10.2%) of manufactured housing, and some multi-family housing (17.3%).

Table 2.8: City of Creedmoor Housing Units by Type

Housing Type	Number of Structures	% of Total Structures Built
Single Family	985	72.5
Multi-Family	236	17.3
Manufactured Housing	138	10.2

Source: US Census Bureau

III. Economy

A. Income

1. Household Income

Household income calculations include the income of the main householder and all other individuals aged 15 years and older in the household. When analyzing the distribution of household income in the City of Creedmoor, most households fall

into the \$50,000 to \$74,999 range, followed closely by the \$75,000 to \$99,999 range.

Median household income divides the income distribution into two parts: one-half of the cases falling below the median and one-half of the case falling above the median. For households, the median income is based on the distribution of the total number of households, including those with no income. The median household income is \$66,187 per year in the City of Creedmoor.

Table 2.9: City of Creedmoor Household Income by Range

Income Range	Number of People	% of Total Population
<\$10,000	59	4.9
\$10,000-\$14,999	66	5.5
\$15,000-\$24,999	119	10
\$25,000-\$34,999	102	8.6
\$35,000-\$49,999	121	10.1
\$50,000-\$74,999	250	20.9
\$75,000-\$99,999	219	18.3
\$100,000-\$149,999	188	15.7
\$150,000-\$199,999	62	5.2
\$200,000 or more	10	0.8

Source: US Census Bureau

2. Per Capita Income

Per capita income is the mean income for every man, woman, and child in a particular group. It is derived by dividing the total income of a particular group by the total population in that group. As compared to Granville County as a whole and the State of North Carolina, the City of Creedmoor is within range of the per capita income in Granville County, exceeding the county average by \$2,496. Both City of Creedmoor and Granville County have a lower per capita income than the State of North Carolina average.

Table 2.10: Per Capita Income Comparison

Jurisdiction	Median Household Income	Mean Household Income	Per Capita Income
City of Creedmoor	\$60,417	\$66,187	\$23,697
Granville County	\$48,196	\$55,849	\$21,201
State of NC	\$45,570	\$61,781	\$24,745

Source: US Census Bureau

B. Poverty Rates

Individual poverty rates in the City of Creedmoor are relatively low; slightly higher the rates for Granville County and under the rates for the State of North Carolina. However, the percentage of families living in poverty in the City of Creedmoor is higher than the State or County rate.

Table 2.11: Poverty Level Comparison

Jurisdiction	% of Individuals under Poverty Level	% of Families under Poverty Level
City of Creedmoor	13.1	10.5
Granville County	11.7	9.4
State of NC	15.5	9.4

Source: US Census Bureau

C. Education

Among citizens that are 25 years old and over, the City of Creedmoor is directly in line with Granville County and State of North Carolina averages for residents without a high school diploma but has a higher percentage of citizens who are high school graduates. The City of Creedmoor falls slightly below State average for residents with a college degree of any level (Associates, Bachelors, Graduate, Doctorate).

**Table 2.12: Educational Attainment Comparison
(Population Aged 25 and over)**

Jurisdiction	% Without High School Diploma	% High School Graduate	% With Some College	% With College Degree
City of Creedmoor	23.5%	76.5%	18.9%	27.9%
Granville County	26.6%	35%	28.1%	10.3%
State of NC	21.8%	28.4%	20.5%	29.3%

Source: US Census Bureau

IV. Workforce

A. Employment

The majority of the City of Creedmoor's citizens in the workforce (19.1%) are employed in Office and Administrative Occupations, likely due to the city's proximity to the Town of Butner, and to Research Triangle Park, a regional center for research in North Carolina. Similarly related to this regional center of commerce, another large percentage (10.7%) of Creedmoor citizens is employed in the Professional Management sector.

Table 2.13: City of Creedmoor Employment by Sector

Occupation	Number of People	% of Total Population
Management, Professional	190	10.7
Business and Financial Operations	48	2.7
Computer and Mathematical	87	4.9
Architecture and Engineering	14	0.8
Life, Physical and Social Science	17	1
Community and Social Services	58	3.3
Legal	5	0.3
Education, training and library	88	5
Arts, Design, Entertainment, Sports and media	15	0.8
Healthcare Practitioner, technologists	148	8.4
Healthcare Support	44	2.5
Protective Service	100	5.6
Food Preparation and Serving related	52	2.9
Building and Grounds maintenance	104	5.9
Personal Care and Service	19	1.1
Sales and related	125	7.1
Office and Administrative Support	338	19.1
Farming, Fishing and Forestry	0	0
Construction and Extraction	153	8.6
Installation, maintenance and repair	34	1.9
Production	60	3.4
Transportation and material moving	73	4.1

Source: US Census Bureau

B. Unemployment

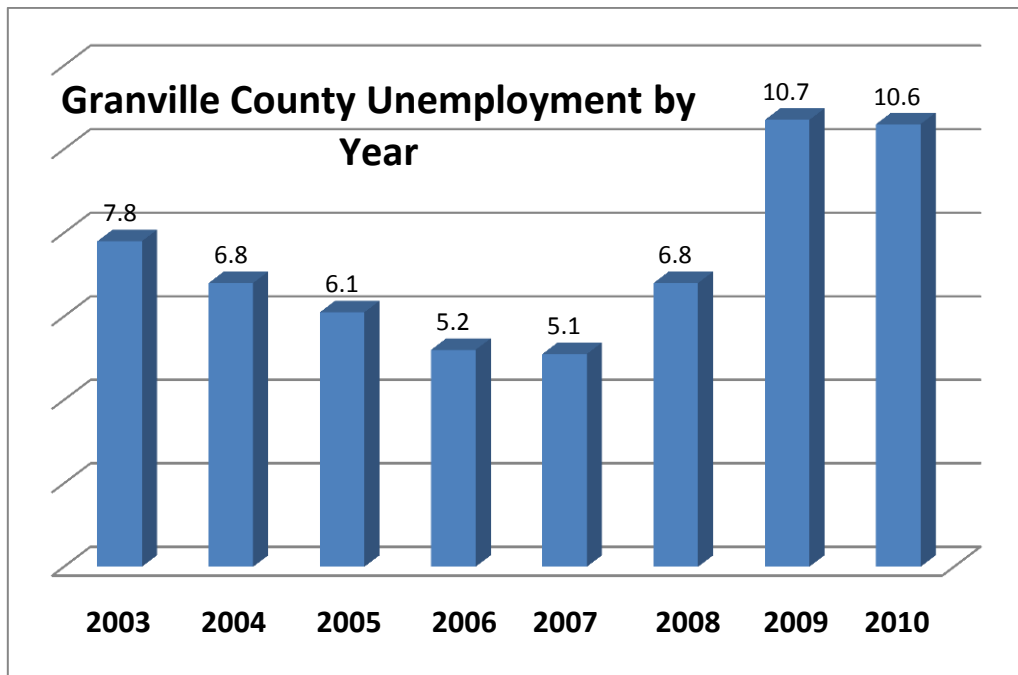
Unemployment figures are not generated for the City of Creedmoor or the Creedmoor area so data must be inferred from the figures for Granville County. For the last 10 years, unemployment rates in the County have fluctuated between as low as 2% and as high as 7.4%. From 1999, the unemployment rate steadily increased until it reached a high of 7.4% in 2003. The rate then began to decline until the latter half of 2008 when an economic downturn caused another increase. The annual average for 2008 came out to 6.2%. The mean value for the years 2003-2010 is 4.6%. The most recent data, from January 2009, showed the highest unemployment in the County, 10.1%.

Table 2.14: Unemployment Rate in Granville County, 2003-2010

Year	Unemployment Rate (Annual Average)
2010	10.6
2009	10.7
2008	6.8
2007	5.1
2006	5.2
2005	6.1
2004	6.8
2003	7.8
Mean	7.4%

Source: North Carolina Employment Security Commission

Figure 2.2: Unemployment in Granville County, 2003-2010



Source: North Carolina Employment Security Commission

C. Commuting Patterns

Many of the citizens in the Creedmoor area work in the Raleigh-Durham metropolitan region, which is less than 25 miles from the City. Regardless of where they work, the majority of citizens in the workforce in the City of Creedmoor (88.3%) drive their personal car to work. A conservative number of these workers (6.9%) carpool with coworkers and neighbors. As there is no public transportation service that extends to the Creedmoor area and most of the citizens' workplaces are not within walking distance, these are not viable options of transportation.

Table 2.15: City of Creedmoor Method of Transportation

Transportation Method	% of All Workers
Drive Alone	88.3%
Carpool	6.9%
Public Transportation	0%
Walk	0.6%
Work at Home	3.4%
Other Means	0.8%

Source: US Census Bureau

V. Land Use Patterns

Creedmoor's core is its Main Street Business District. When moving away from the downtown area there is a transition of some small office and personal service uses in older homes as well as residential homes. There are also lots that are prime locations for new residential infill development, in keeping with the City's original development pattern. The majority of land within the corporate limits of Creedmoor and much of the surrounding area is characterized by traditional single-family residential subdivisions and agricultural land. There are only a few locations of multi-family residential development, most of which consist of isolated duplexes and manufactured home parks. Small pockets of commercial and institutional development are scattered around the City, most of which is located along or adjacent to major transportation networks. There is a larger area for Industrial development located at the intersection of US Hwy 15 and Sam Moss Hayes Road.

There are existing physical environmental features that naturally guide where land development opportunities and constraints have been and will be located. All of the City of Creedmoor is located within the Falls Lake Watershed, a critical area. The dividing line between the Upper Neuse and the Lower Neuse River Basin is NC 50 (known as North and South Main Street). Falls Lake is located on the Northwest periphery of the City limits.



In addition, there is one (1) Federal Highway, US 15 (N. Durham Avenue), and two (2) North Carolina Highways, NC Hwy 56 (W. Lake Road) and NC Hwy 50 (North and South Main Street), that also impact the existing and future land use patterns.

VI. Infrastructure

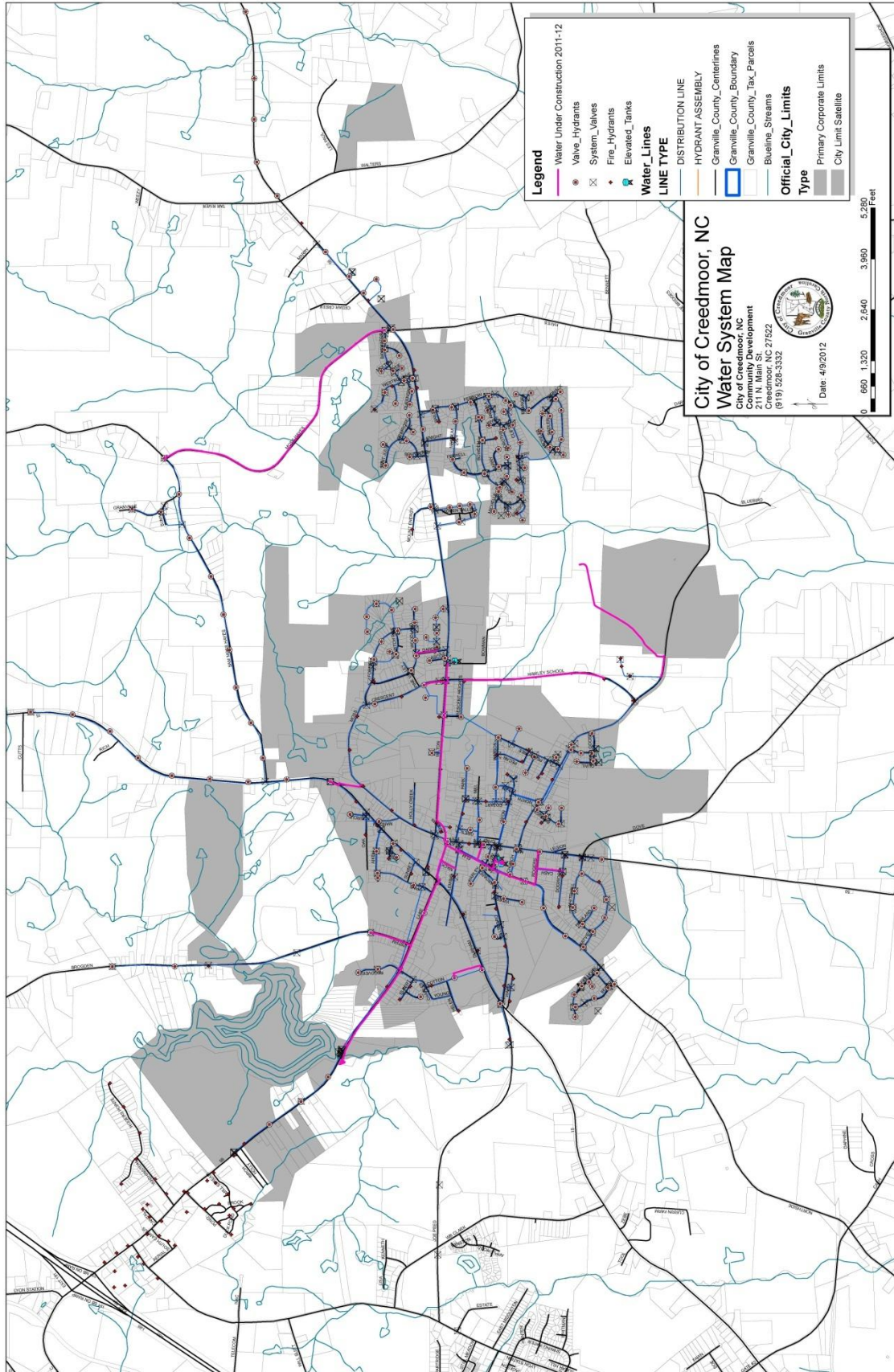
A. Public Utilities

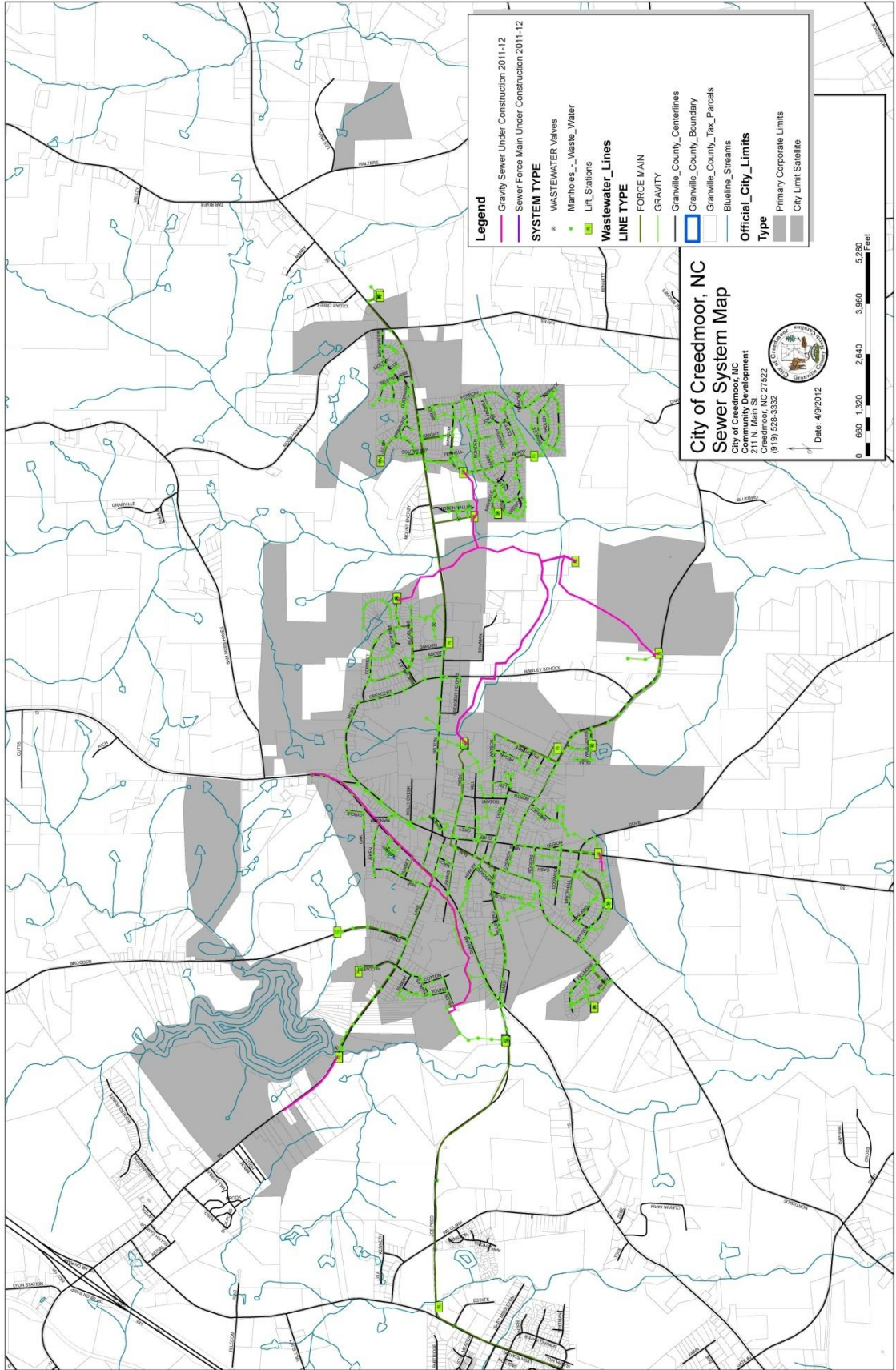
Water – The City of Creedmoor identified numerous system-wide improvements to enhance water quality, water storage and distribution efficiency. The results of the extensive analysis, performed by The Wooten Company, concluded with an array of improvements being funded and installed during 2011-2012. Improvements included:

- New elevated water storage tank, with a capacity of 500,000 gallons, located off West Lyon Street. The new water storage tank utilizes a design to prevent water from becoming stale within the system.
- New water system Booster Pump Station located near Ledge Creek on NC Highway 56 West (Lake Road) to improve flow and pressure to the City from the potable water supply provided by South Granville Water & Sewer Authority (SGWASA).
- New 12” diameter water mains linking the source of the City’s potable water to:
 - The new water booster pump station;
 - New 500,000 gallon elevated storage tank; and,
 - Existing 125,000 gallon elevated water storage tank located just off of NC Highway 56 East (Wilton Avenue) in the Creedmoor Business Park.
- Hydrant and Valve replacement program to upgrade the original water system.

Sewer – The City of Creedmoor identified numerous system-wide improvements that will improve wastewater handling capability, efficiency and reduce environmental threats. The results of the extensive analysis, performed by The Wooten Company, concluded with an array of improvements being funded and installed during 2011-2012. Improvements included:

- New sewer interceptor lines. The sewer interceptors serving the Robertson Creek drainage basin enable sewer infrastructure to be readily expanded by private funding associated with new infill development.
- New regional wastewater pumping facility serving the Robertson Creek drainage basin. The new regional pumping station will allow for improved operations and maintenance efficiency, reduced environmental threats, and expanded capacity to serve new infill development in the Robertson Creek basin.





- Abandonment of eight existing package pumping stations. These pumping stations were originally installed to transport neighborhood sewer flows to the main transport system sending wastewater to the South Granville Water & Sewer Authority (SGWASA) treatment facilities for processing before discharge into the Falls Lake. Extensions of sewer line interceptors will enable these abandonments.
- Sewer line replacement in the Ledge Creek basin and scattered site sewer line rehabilitation to improve services and reduce the levels of inflow and infiltration into the sewer collection and transport systems. These improved lines will allow the City to further reduce the amount of sewer allocation required per household to reduce cost and the impact of the city on natural resources.

Natural Gas – The PSNC completed installation of a major natural gas transmission line parallel to Robertson Creek, as it crosses NC56, in 2011. Beginning in the same year, PSNC began extending natural gas distribution systems along major roadways within Creedmoor. Initial extensions targeted service to local public schools in the initial phase. Residents and businesses began receiving surveys to determine interest in further extensions, also in 2011. Anticipated growth of the system, due to the historically low cost natural gas as an energy source, is expected to be rapid within the coming decade.

B. Transportation

Highway – The roadway network serving the City of Creedmoor consist of all two-lane roads and streets. The City has been a member of the Capital Area Metropolitan Planning Area (CAMPO) since 2005. Transportation initiatives within the City and its planning jurisdiction must be in accordance with the approved State-wide Transportation Improvement Program (STIP) reflecting the local Comprehensive Transportation Plan (CTP) adopted in 2008. Since 2008 the City has lead its own transportation planning and project management initiatives to coordinate with the NCDOT and other agencies within the region and the state. Local transportation studies have identified several transportation initiatives for roadway improvements including:

- Intersection studies for the two US15 and NC56 intersections;
- The NC50 Corridor Study and its interim capacity, safety and mobility improvements; and,
- The Creedmoor Connector parkway to divert heavy truck traffic from the Main Street core area.

Local Streets – The City of Creedmoor maintains approximately 17.23 miles of local streets.

Bicycle & Pedestrian – The local transportation network has historically been constructed for motor vehicles. The City is within the Capital Area Metropolitan Planning Area (CAMPO) service area. Transportation initiatives within the City and its planning

jurisdiction are subject to improvements in accordance with the approved State-wide Transportation Improvement Program (STIP). Since 2008 the City has initiated and maintained an aggressive multi-modal transportation planning program to balance the needs of alternative transportation infrastructure. Local transportation studies have identified the need for alternative transportation improvements including:

- The City has been active in securing funding for and implementing alternative transportation facilities including:
 - The Cross-City Greenway Plan;
 - A new Pedestrian Plan; and
 - New Bicycle Plan.

Map 3.1 Overall Bicycle Facility Network

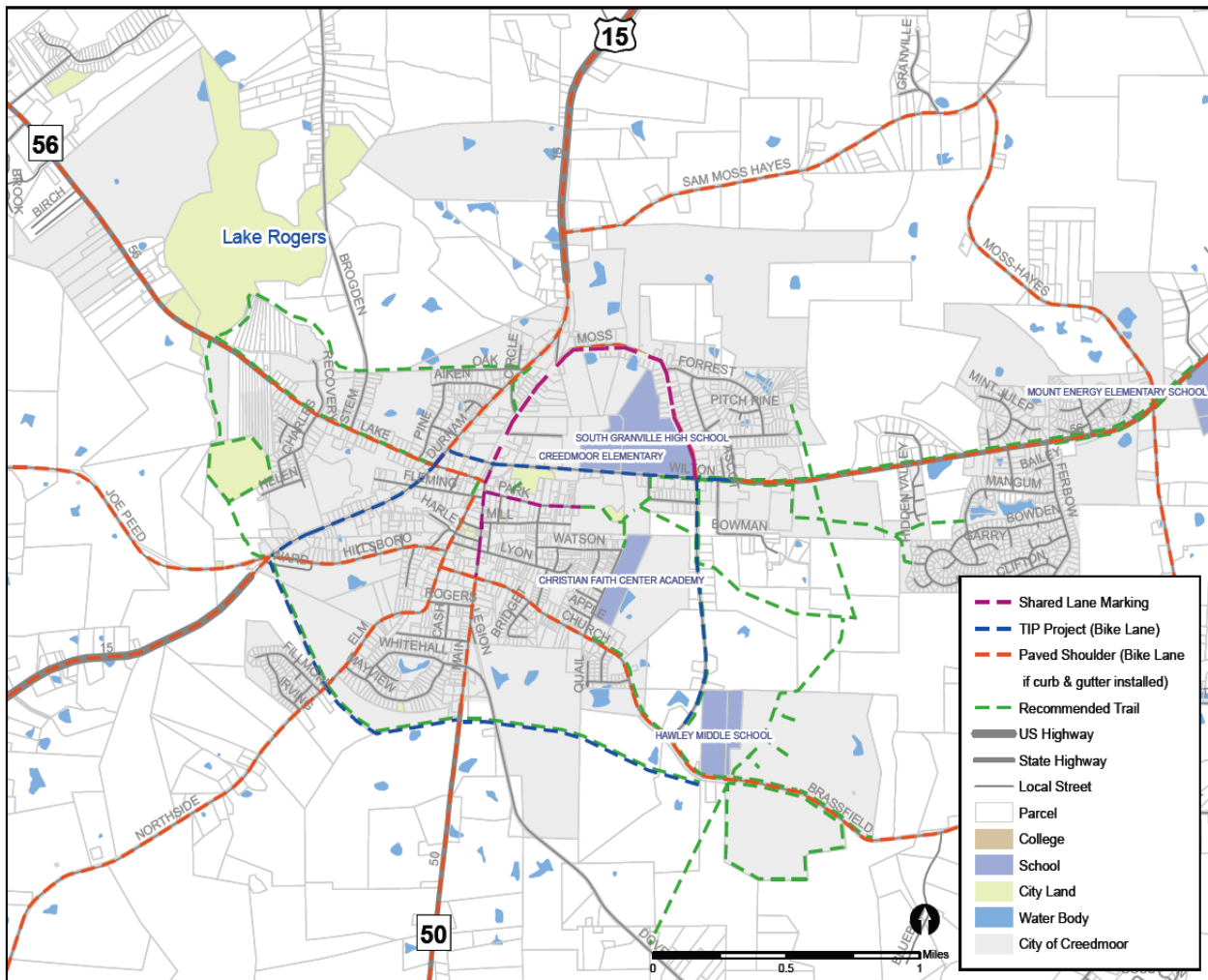
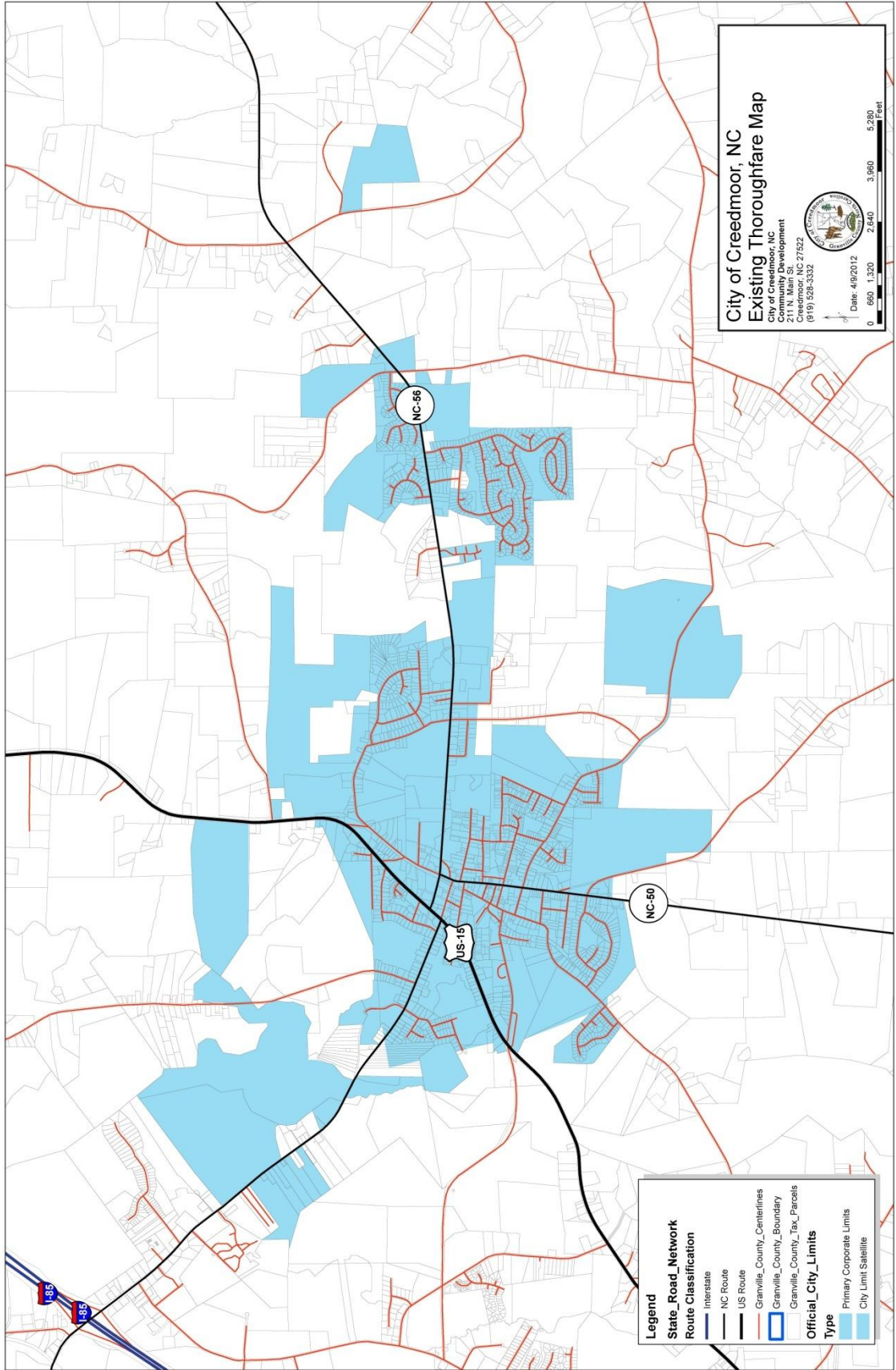
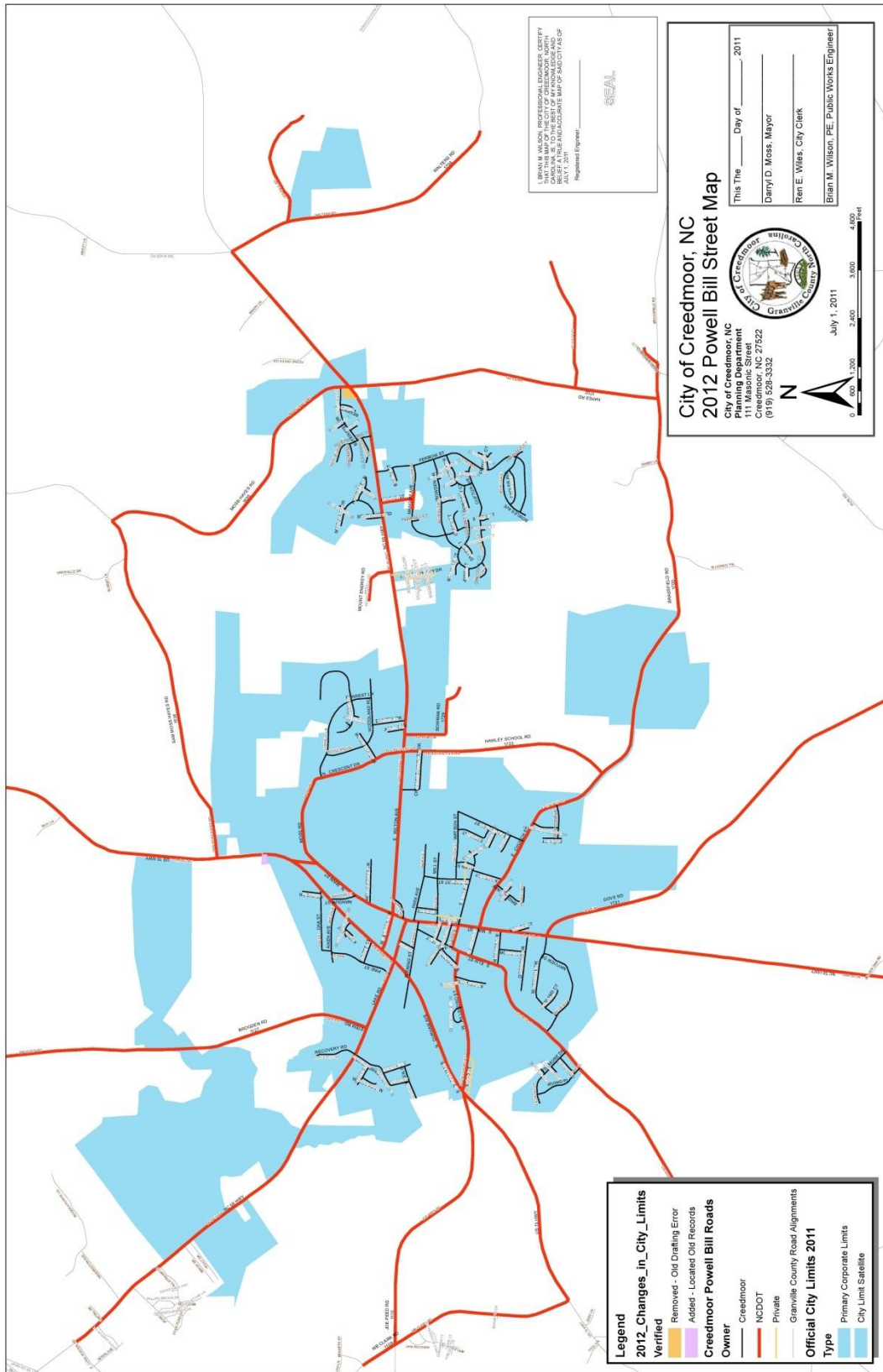


Illustration from City of Creedmoor Bicycle & Pedestrian Transportation Plan





- The first phase of the Cross-City Greenway begins construction in the summer of 2012 totaling 1.3 miles;
- The second and third phase of the Cross-City Greenway has been approved for funding in 2013-2016 totaling 2.4 miles; and
- The process for funding based upon the studies conducted for other projects continues.

Transit/Public transportation:

The adopted long range transportation plan (beyond the horizon of City Plan 2030) for the region anticipates Fixed Bus routes along NC 50 from/to Raleigh, along I-85 from/to Durham and serving Oxford, and loop services in and around Creedmoor, Butner and Stem, and park-n-ride lots located along the I-85 corridor.

Amtrak station near Creedmoor:

DURHAM, 400 W. Chapel Hill St. Services: ticket office, fully wheelchair accessible, enclosed waiting area, public restrooms, public payphones, vending machines, free short-term parking, free long-term parking, taxi stand.

C. Public Safety

Fire protection is provided by the Creedmoor Volunteer Fire Department. The department has been in operation since 1939. The Fire Station is located at 101 North Elm Street, Creedmoor.

Police protection is provided by the City of Creedmoor Police Department. There are thirteen full time and five part time officers.

D. Health Care

There are eight (8) hospitals in the vicinity of Creedmoor:

- DURHAM REGIONAL HOSPITAL 3643 North Roxboro Street, Durham
- DUKE UNIVERSITY HOSPITAL 2301 Erwin Road, Durham
- UNC HOSPITALS 174 Country Club Road, Chapel Hill
- DUKE VA HOSPITAL 508 Fulton Street, Durham
- WAKEMED 3000 New Bern Avenue, Raleigh
- REX HEALTHCARE 4420 Lake Boone Trail, Raleigh
- CENTRAL REGIONAL HOSPITAL 300 Veazey Road, Butner
- JOHN UMSTEAD HOSPITAL 1003 12th Street, Butner
- GRANVILLE HEALTH SYSTEM 1010 College Street, Oxford

Other Medical Facilities:

DUKE PRIMARY MEDICAL Butner-Creedmoor 2503 East Lyon Station Road, Butner
 GRANVILLE MEDICAL URGENT CARE 1614 NC Highway 56, Butner

E. School System

Creedmoor is served by the Granville County Public School System.

- SOUTH GRANVILLE HIGH SCHOOL 701 North Crescent Drive (inside city limits) which contains:
 - SCHOOL of HEALTH & LIFE SCIENCES
 - SCHOOL of INTEGRATED TECHNOLOGY & LEADERSHIP
- CREEDMOOR ELEMENTARY 305 East Wilton Avenue (inside city limits)
- G C HAWLEY MIDDLE SCHOOL 2173 Brassfield Road (inside ETJ)
- MOUNT ENERGY ELEMENTARY SCHOOL 2652 Hwy 56 East

A satellite campus of the community college and several universities are within the vicinity of Creedmoor. The following list has been organized by county.

- VANCE-GRANVILLE COMMUNITY COLLEGE (South Campus) 1547 South Campus Drive, Butner
- DUKE UNIVERSITY Durham
- NORTH CAROLINA CENTRAL UNIVERSITY Durham
- NORTH CAROLINA STATE UNIVERSITY Raleigh
- SHAW UNIVERSITY Raleigh
- UNIVERSITY OF NORTH CAROLINA AT CHAPEL HILL Chapel Hill

VII. Natural Resources

A. The Falls Rules – Critical Watershed

Falls of the Neuse Reservoir (a.k.a. Falls Lake), a man-made reservoir, originally constructed by the US Army Corps of Engineers (USACE) for the purposes of “water supply, flood protection, water quality control and recreation in the Neuse River Basin”, was completed in 1981. Impounded following construction, it reached its design depth in 1983. The lake stretches 22 miles upstream from a dam located just outside of Raleigh up to the confluence of the Eno, Flat, and Little Rivers near Durham. The lake drains a watershed area of about 770 square miles (almost half a million acres), and when full covers approximately 12,500 acres of land.

The watershed to Falls Lake is located in the northeastern Piedmont of North Carolina and comprises the upper end of the Neuse River Basin. The watershed spans portions of six counties including parts of Durham and Raleigh. Primarily, Raleigh and surrounding towns in the lower Neuse River basin are served by the water supply. Over 90,000 people reside in the watershed with the population projected to double by the year 2025. Nine water supply reservoirs in the watershed, including Falls Lake, serve 450,000 people. Land cover in the watershed is approximately 58 percent forest, 18 percent

agriculture, and 11 percent developed. Falls Lake is comprised of 42% for water supply and 58% for water quality and flood control.

In 2005 the NC General Assembly passed SL 2005-190 (S981), which includes a requirement for the Commission to adopt a nutrient strategy for Falls Lake based on a calibrated nutrient response model. The 2009 regular legislative session produced Senate Bill 1020, a bill devoted to water quality improvements in Falls Lake. This bill revises the Commission adoption deadline to January 15, 2011 and added requirements aimed at water quality improvements in the watershed.

This mandate prompted a monitoring and modeling process that began in 2005. Lake monitoring from 2005 to 2007, conducted under the direction of a Technical Advisory Committee (TAC), was used to develop the watershed and lake models that helped characterize conditions and the nutrient reductions needed to achieve nutrient related water quality standards throughout the lake. The watershed and lake modeling were completed by NCDENR DWQ (Division of Water Quality) staff, with review and input from the TAC, in November 2008 and February 2009, respectively. Model results indicated the need for controls addressing a range of point and nonpoint sources.

DWQ also conducted an extensive stakeholder input process beginning in 2008 that carried through a formal public comment period on draft rules in summer 2010. The resulting set of rules was approved by the Commission in November 2010, followed by approval of the Rules Review Commission in December 2010. The approved rules went into effect on January 15, 2011.

The Falls Nutrient Strategy is generally designed to reduce excess nutrients impacts, specifically nitrogen and phosphorus, into Falls Lake to reduce algal growth and other nutrient related water quality problems. The requirements of the strategy are similar to those already in place in the Neuse and Tar-Pamlico River Basins. The rules require major sources of nutrients to reduce loading that makes its way to Falls Lake to meet specific model-established percent reduction goals needed to restore water quality standards and full uses of the lake. The Falls strategy goes beyond previous strategies in requiring *all* local governments in the watershed to implement new development permitting requirements, in requiring load reductions from existing developed lands, and in directly regulating state and federal entities for stormwater control from both new and existing development.

Purpose of the New Development Rule

The New Development Rule was created *“to achieve and maintain the nitrogen and phosphorus loading objectives established for Falls Reservoir in Rule 15A NCAC 02.0275 from lands in the Falls watershed on which new development occurs.”*

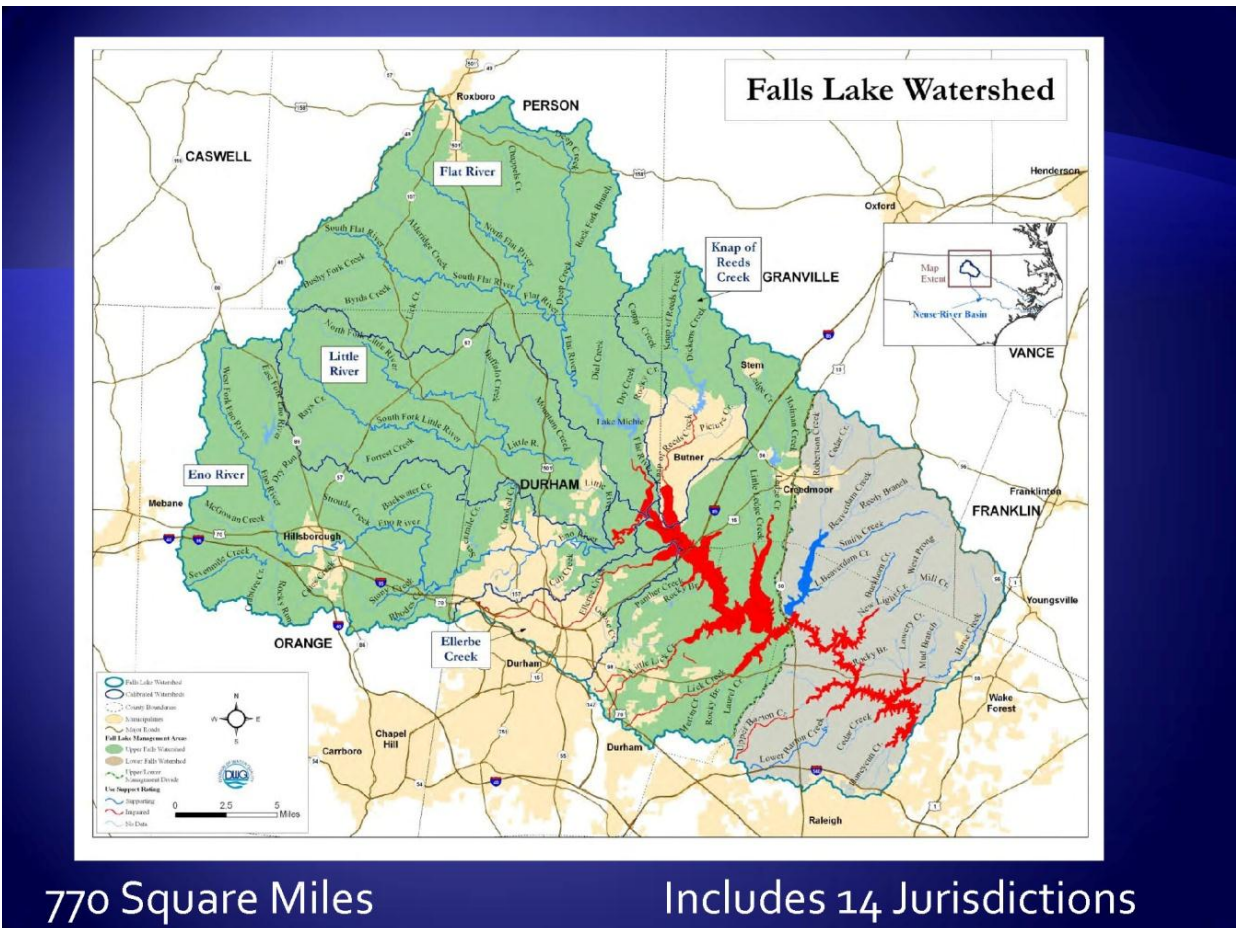
The loading goals are defined in terms of percent reductions in annual mass loading of nitrogen and phosphorus in the Falls watershed, relative to a modeled baseline condition, with 2006 being the baseline year. These percentage goals are as follows:

Table 2.16

<u>Reduction Goals^(a)</u>		<u>Loading Rate Targets^(b)</u>	
<u>N</u>	<u>P</u>	<u>(lbs./ac/yr.)</u>	
40%	77%	<u>N</u>	<u>P</u>
		2.2	0.33

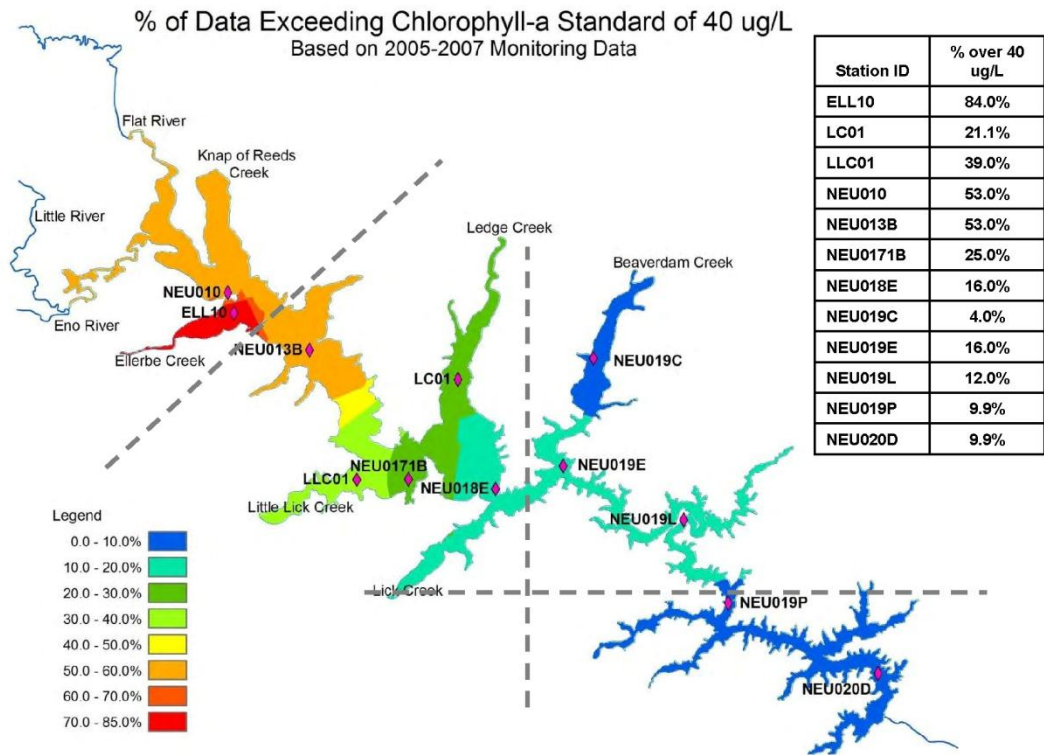
(a) From Falls Purpose and Scope rule, 15A NCAC 2B .0275
 (b) From Falls New Development rule, Item (4)(a)

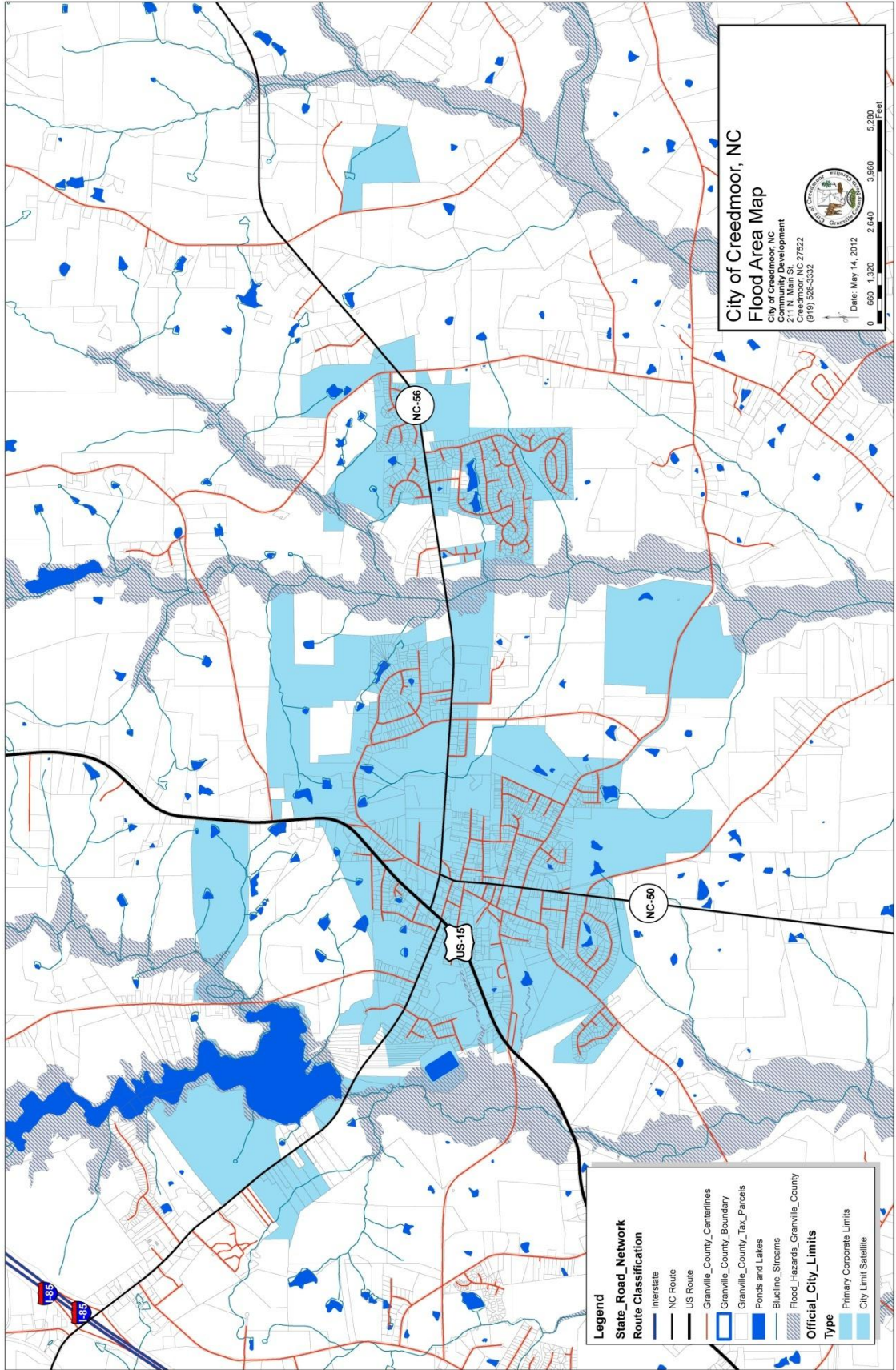
Additional goals include providing control for stormwater runoff from new development to prevent erosion from adding nutrients to Falls Lake, and to minimize impacts of new development on the watershed.

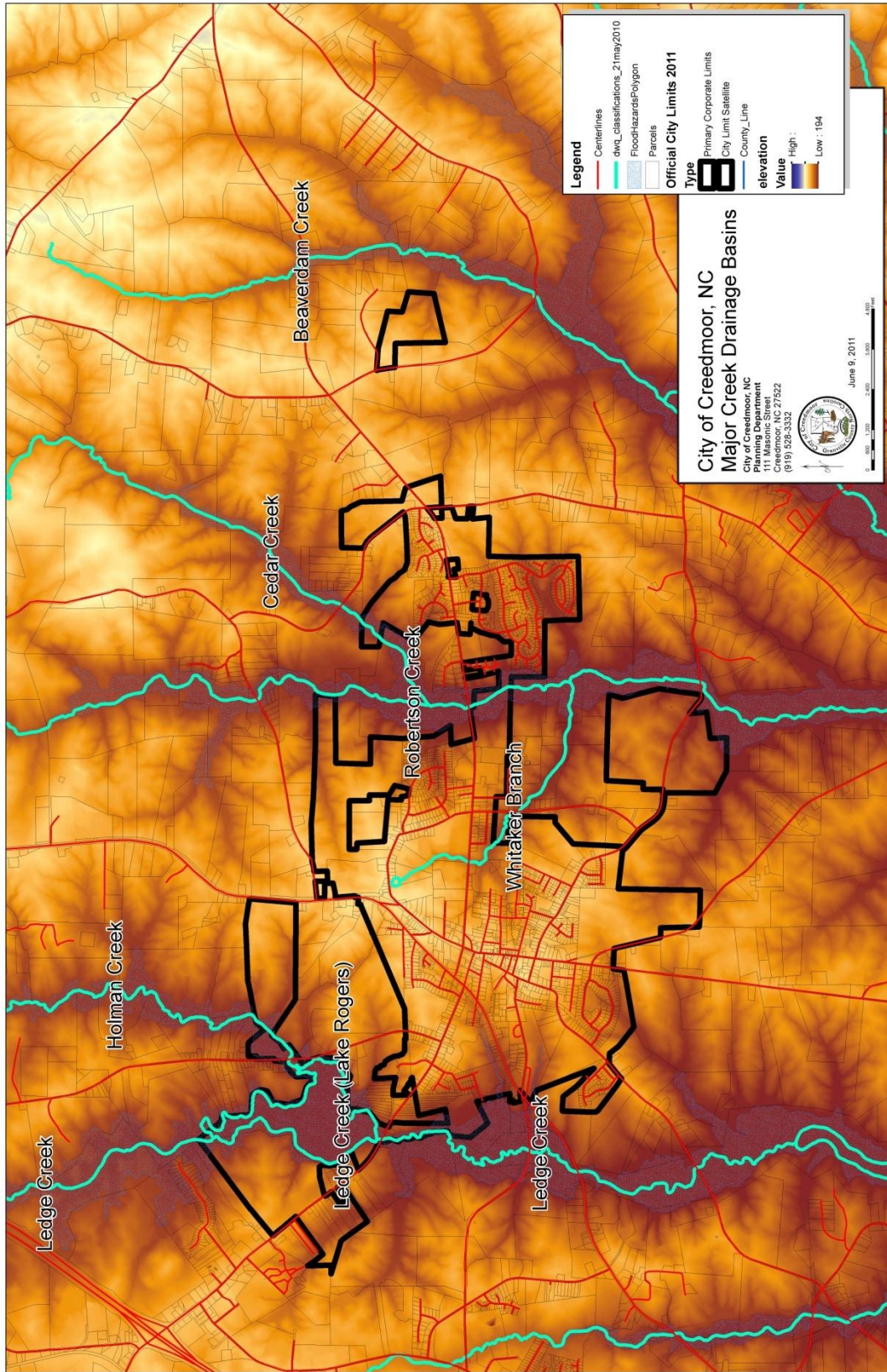




Percent of Data Exceeding Chl-a Standard in Falls Lake







B. Air Quality

Any source, operation, or process that has a potential emission of more than five tons of any air pollutant (total suspended particulates, sulfur dioxide, nitrogen oxides, carbon monoxide, volatile organic compounds, and lead) are required to obtain an air quality permit from the North Carolina Department of Environment and Natural Resources, Division of Air Quality. There are three categories of permitted facilities based upon emission thresholds. A Title V facility has the potential to emit 100 tons or more per year of a common regulated pollutant, 10 tons or more per year of any hazardous air pollutant, or 25 tons or more per year of combined hazardous air pollutants. A synthetic minor facility must take action to ensure that emissions remain below Title V thresholds. The facility's permit obligates it to maintain these lower levels of emissions. A small facility has no potential for exceeding Title V emission thresholds and is thus regulated accordingly.

There is one (1) facility near Creedmoor that has been issued an air quality permit from the North Carolina Division of Air Quality.

Table 2.17: Creedmoor Air Quality Permits

Facility Name	Address	Permit #	Permit Type
Georgia-Pacific Wood Products, LLC	P. O. Box 489 Creedmoor	04048T15	Title V

Source: NC DENR Division of Air Quality website

Granville County has a predicted average indoor radon screening level less than 2 pCi/L (pico curies per liter) - Low Potential

Air Quality Index (AQI) level in 2010 was 32.2. This is about average.

City: 32.2

U.S.: 32.0

Carbon Monoxide (CO) [ppm] level in 2010 was 0.319. This is about average. Closest monitor was 4.9 miles away from the city center.

City: 0.319

U.S.: 0.334

Ozone [ppb] level in 2010 was 25.8. This is about average. Closest monitor was 4.9 miles away from the city center.

City: 25.8

U.S.: 28.3

Particulate Matter (PM₁₀) [μm^3] level in 2010 was 14.9. This is significantly better than average. Closest monitor was 15.0 miles away from the city center.

City: 14.9

U.S.: 22.1

Particulate Matter (PM_{2.5}) [μm^3] level in 2010 was 9.72. This is about average. Closest monitor was 15.0 miles away from the city center.

City: 9.72

U.S.: 9.59

Sulfur Dioxide (SO₂) [ppb] level in 2010 was 0.959. This is significantly better than average. Closest monitor was 19.4 miles away from the city center.

City: 0.959

U.S.: 2.433

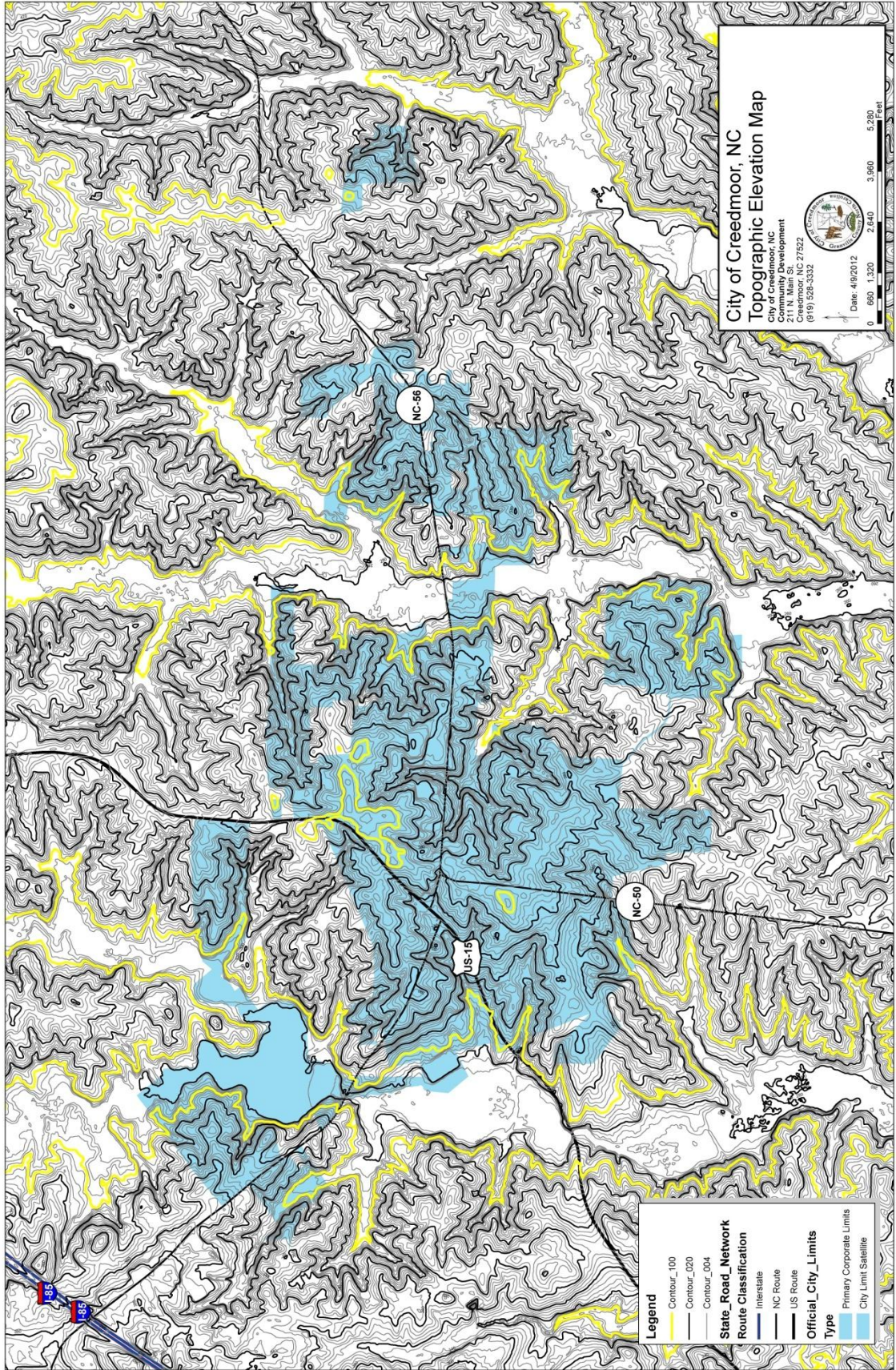
C. Soils

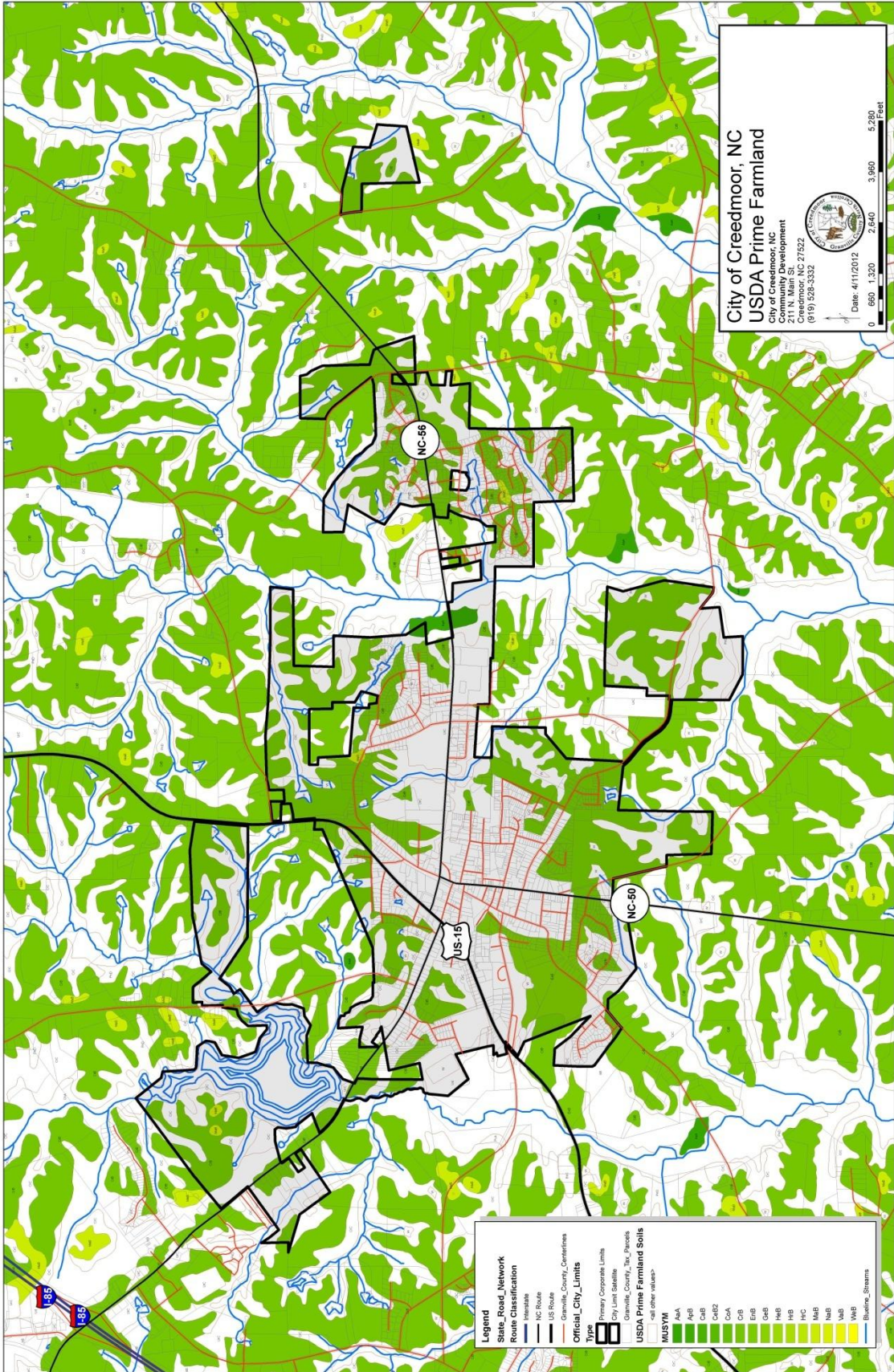
According to soil data collected by the USDA Natural Resources Conservation Service, the soils in the Creedmoor land use planning area are primarily CrB Creedmoor Coarse Sandy Loam, and CrC Coarse Sandy Loam, with slopes ranging from 2% to 10%. Both soils present in the area pose serious constraints for development as their shrink-swell potential is high.

Table 2.18: Creedmoor Soil Series Characteristics

Soil Series	Slope	Characteristics	Development Constraints
CrB Creedmoor Coarse Sandy Loam	2 to 6 %	Moderately well drained to poorly drained, Very slow permeability	Poorly suited for urban development
CrC Creedmoor Coarse Sandy Loam	6 to 10%	Moderately well drained to poorly drained, Very slow permeability	Poorly suited for urban development

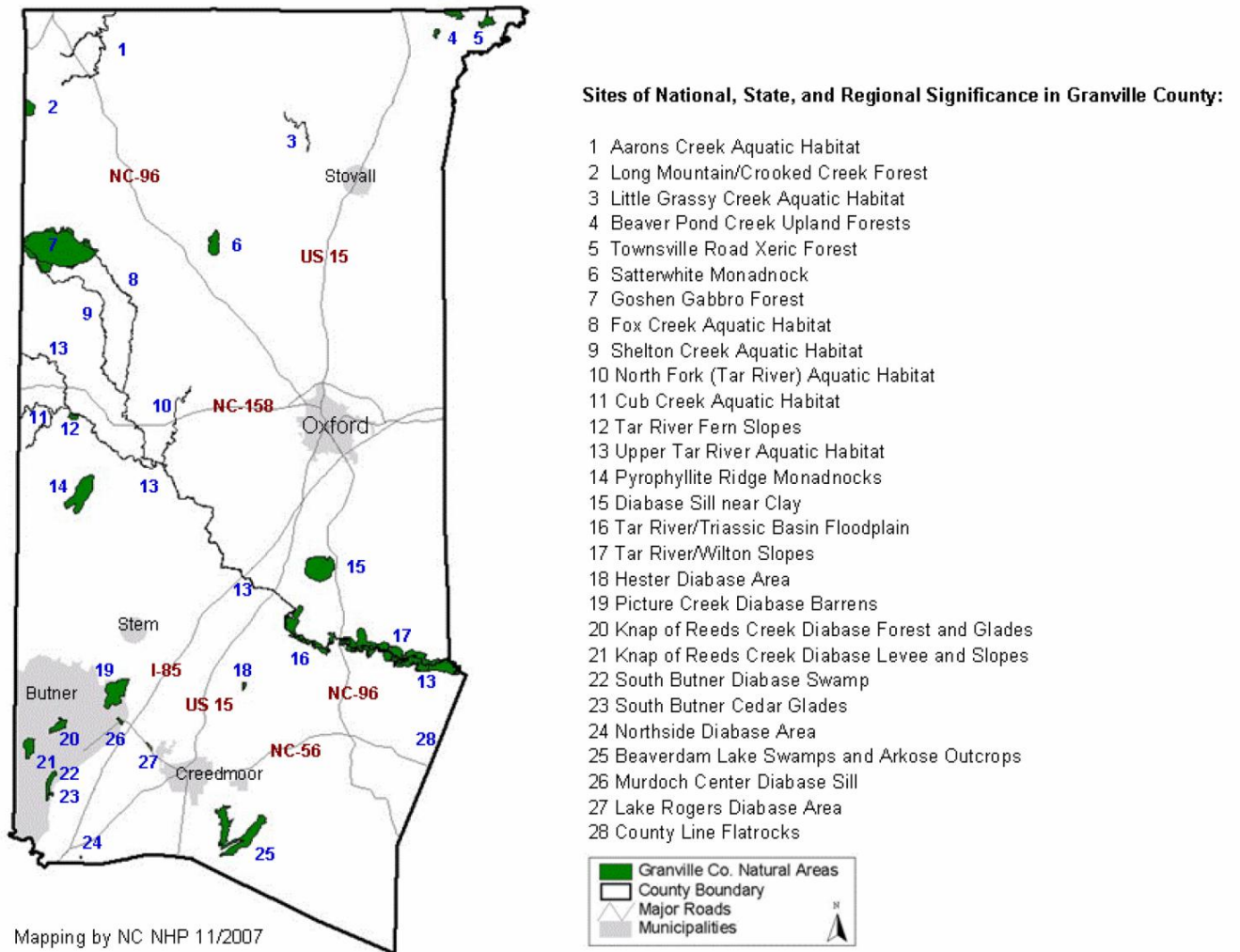
Source: USDA Natural Resources Conservation Service





D. Significant Natural Heritage Areas

The North Carolina Natural Heritage Program was established to identify and document the distribution of rare plants and animals throughout the state. Those areas that provide the best examples of these species are classified as Significant Natural Heritage Areas and listed on both regional and county natural heritage inventories.



Source: NC Natural Heritage Program

VIII. Cultural Resources

A. Historic Resources



There are four properties on the National Register of Historic Places:

- First National Bank Building (302 North Main Street)
- Cannady-Brogden Farm (15260 Brogden Road)
- James Mangum House
- Obediah Winston Farm (Sam Moss Hayes Road)

B. Parks and Recreation Facilities

LAKE ROGERS

A shallow lake covering 175 acres and located at 1711 Lake Road (Hwy 56) just northwest of the City of Creedmoor, Lake Rogers has four sheltered picnic areas with additional picnic tables scattered throughout the park, a playground area, concession stand with boat rentals and light snacks, and public restrooms. The concession stand is open from 10:00 a.m. to 7:00 p.m. on Fridays, Saturdays, Sundays, and Holidays from mid-April through the end of October each year. Picnic shelter reservations are coordinated at City Hall. For those who enjoy fishing, Lake Rogers has a boat launch (fees payable at concession stand) and pier fishing. The major game fish is crappie with good numbers harvested annually. Bass fishing is fair-to-good with best results during the

spring and early summer months. Several bass in excess of 10 pounds have been taken from the lake. Bream fishing is fair around the pier during the spawning season. Bowfins (grindle) are caught on occasion and provide anglers with excellent sport. Other species common to the lake are white perch, carp, pickerel, gizzard shad, and yellow perch. Channel catfish were introduced in the 1970s and anglers report fair catches for this species. Triploid grass carp were stocked in Lake Rogers in the 1980s to control hydrilla which has since been eliminated from the reservoir.



PLAYFUL CITY USA

In 2012, the City of Creedmoor was designated as a Playful City USA for the sixth consecutive year. Playful City USA is an application-based national recognition program honoring cities and towns that make play a priority and use innovative programs to get children active, playing, and healthy. Playful City USA communities make a commitment to play and physical activity by developing unique local action plans to increase the access to play in their community. In doing so, some of the most innovative concepts and cost-effective programs are being developed in Playful City USA communities.

In the sixth year of the annual program, 19 Playful City USA communities received recognition for the sixth consecutive year, while 24 earned honors for the fifth time, 27

for the fourth time, 29 for the third time, 45 for the second time and 69 claimed their first Playful City USA designation.

Local Playspaces listed on Playful City USA's website:

- Creedmoor Elementary School
- Mount Energy Elementary School
- BC Roberts Field and City Gym (Douglas Drive)
- Lake Rogers (NC 56 West)
- Paddington Subdivision playground and pool (NC 56 East)
- Davenport Subdivision playground (Fillmore Drive)
- Golden Pond Play Area and Ball Field (Ferbow Drive)

SECTION THREE: CREEDMOOR REGULATIONS AND POLICIES

I. City Policies

A. Zoning Ordinance

1. Function

From the attention given to the subject by legal writers and in court decisions, it is clear that confusion exists as to the distinction between "planning" and "zoning." In reality, zoning is one of many legal and administrative devices by which plans may be implemented. Most of the confusion has arisen out of the fact that many jurisdictions have adopted zoning ordinances before embarking on full-scale planning.

Zoning is essentially a means of insuring that the land uses of a community are properly situated in relation to one another, providing adequate space for each type of development. It allows the control of development density in each area so that property can be adequately serviced by governmental facilities. This directs new growth into appropriate areas and protects existing property by requiring that development afford adequate light, air and privacy for persons living and working within the community.

Zoning is probably the single most commonly used legal device available for implementing the land-development plan of a community. Zoning may be defined as the division of a city (or other governmental unit) into districts, and the regulation within those districts of:

1. The height and bulk of buildings and other structures;
2. The area of a lot which may be occupied and the size of required open spaces;
3. The density of population;
4. The use of buildings and land for trade, industry, residences, or other purposes.

Of major importance for the individual citizen is the part zoning plays in stabilizing and preserving property values. It affects the taxation of property as an element of value to be considered in assessment. Ordinarily zoning is only indirectly concerned with achieving aesthetic ends. Although there has been an increasing tendency to include aesthetic provisions within zoning ordinances, zoning ordinances are most solidly based on "general welfare" concepts.

Zoning has nothing to do with the materials and manner of construction of a building; these are covered by the building code. Also, the zoning ordinance may not be properly used to set minimum costs of permitted structures, and it commonly does not control their appearance. These matters are ordinarily controlled by private restrictive covenants contained in the deeds to property. However, there are some examples, particularly in relation to historic buildings and areas, where zoning has been and is being used effectively. There appears to be a trend toward a greater acceptance of aesthetic control as a proper function of the zoning ordinance.

The zoning ordinance does not regulate the design of streets, the installation of utilities, the reservation or dedication of parks, street rights-of-way, school sites and related matters. An official map preserving the location of proposed streets against encroachment can be useful for protecting right of way. The zoning ordinance should, however, be carefully coordinated with these and other control devices. It is becoming more common for the provisions of many of these separate ordinances to be combined into a single comprehensive ordinance, usually called a Unified Development Ordinance (UDO).

A request to change the zoning ordinance, whether by application for a general district or a special district, is a request to change the basic plan for the area where the property is located. For example, if someone applies for a rezoning, the basic issue is whether a use should be located on that property and whether it meets the general purposes of the ordinance. Such decisions or changes to the plan may not individually have a large impact, but taken collectively may indicate the need to revise or modify the plan to meet continuing demands for growth and development.

2. Provisions

The City of Creedmoor's Zoning Ordinance will be replaced with a complete rewrite including new zoning, subdivision, watershed, floodplain management, stormwater, and erosion control rules. The new ordinance is a unified development ordinance. The new ordinance contains numerous policy changes that will accomplish the following:

- Reduce the number and frequency of conditional use and special use applications,
- Simplify the districts to better reflect the values adopted within the City Plan 2030,
- Add provisions to preserve and enhance the Downtown area,
- Maintain the adequate volume of commercial zoning to sustainable levels,
- Maintain the adequate amount of industrial property to sustainable levels,
- Reduce the number of residential districts to essentially reflect areas that are:
 - Close to downtown,
 - Standard residential areas, and
 - Agricultural areas,
- Mitigate commercial curb-cuts to preserve the corridors,
- Improve air quality by:
 - Reducing congestion resulting from excessive drive-thru lanes, and
 - Requiring electric vehicle charging stations to off-set the negative affects of drive-thru lanes,
- Design the commercial districts to reflect the corridors they are located within,
- Reduce the density in agricultural areas to discourage sprawling subdivisions,
- Provide scenic corridor overlays to protect the views entering and departing Creedmoor,
- Provide for sidewalks within neighborhoods that are scaled for the level of service of the street,

- Establish business friendly signage standards and provide guidance for businesses to assist with design,
- Clarify uses for all districts,
- Develop innovative stormwater solutions for streets and development to reduce costs and meet goals.

The new *Creedmoor Development Ordinance* establishes nine (9) primary zoning districts with four overlay districts as follows:

The following primary general use zoning districts are created; this listing is in order of intensity of development permitted within the district, from least intense to most intense:

1. Agriculture (AG)
2. Single Family Residential (SFR)
3. Residential/Main Street Transitional (R/MST)
4. Main Street Periphery (MSP)
5. Main Street (MS)
6. Civic (CIV)
7. NC 56 Commercial (C 56)
8. US 15 Commercial (C 15)
9. Industrial (IND)

In addition to the primary general use zoning districts, the following overlay districts are created to provide for more creativity in the development of land and/or to protect unique environmental features of the City:

10. Traditional Neighborhood Development Overlay (TNDO)
11. Mini Farm Overlay (MFO)
12. Scenic Corridor Overlay (SCO)
13. Hazardous Industry Overlay (HIO)

The zoning districts created by the ordinance are described as follows:

The Agriculture District (AG) is established to protect lands used for agricultural production, agricultural based businesses and related activities. Farm land is a defining element of Creedmoor’s identity and the protection of these lands aids in preserving the character of the City. Permitted uses are limited, with an emphasis on uses that are agricultural in nature. Development density is very low to encourage preservation of agricultural lands while discouraging large lot residential development. The Agriculture District can also be used to protect open spaces.

The Single Family Residential District (SFR) provides for the completion of existing residential neighborhoods and the development of new residential neighborhoods in a pattern that encourages the wise use of land. Allowed building/lot types in the Single Family District are Detached House and Civic Building. Permitted uses are restricted to single family homes and their accessory

uses, a limited number of related uses that serve the residential neighborhoods, and civic uses. Neighborhoods in this district are the dominant land use in Creedmoor and are a major element in defining the character of the community. Standards for the Single Family Residential District ensure that new development maintains the character of the community. The Single Family Residential District permits the completion and conformity of conventional residential subdivisions already existing or approved in sketch plan form by the City of Creedmoor prior to the effective date of these regulations.

The Residential /Main Street Transitional District (R/MST) provides for the completion of existing residential development in the residential area(s) surrounding the Main Street Periphery District through in-fill development. The intent of this district is to recognize that most of the area surrounding the core of the downtown developed prior to the adoption of standards such as zoning and subdivision regulations. The gradual transformation of existing development to high quality mixed density residential development is needed to support the central core of the City. Higher density residential development allows a greater number of households to walk or bike, thus reducing the parking demand and providing environmental and health benefits. Allowed building/lot types in these districts are the Detached House, Attached House, Multi-family Building, and Civic Building. Streets in the Residential/Main Street Transitional District should be interconnected, with streets and sidewalks providing a connection from Creedmoor's downtown to the Single Family Residential districts surrounding these neighborhoods. A range of housing types is encouraged.

The Main Street Periphery District (MSP) provides for the development and maintenance of a range of uses in areas adjacent to Creedmoor's core downtown area. Allowed building/lot types in these districts are Multi-Family, Detached House, Attached House for both residential and/or non-residential permitted uses, and Civic Building. In this district, the development pattern integrates limited service, limited retail, office, civic, educational, religious, and residential uses in an environment that is pedestrian friendly while acknowledging the role of the automobile as a means of transportation. Street and sidewalk networks providing multi-modal transportation options connect the Periphery District to the downtown and to surrounding neighborhoods. The Periphery District provides an area for the expansion of the Main Street District.

The Main Street District (MS) provides for new development, revitalization, reuse, and infill development in Creedmoor's core downtown. A broad array of uses is permitted to enable the needs of residents and visitors to be met. Allowed building/lot types in this district are Urban Workplace, Shop-front, Detached House and Civic Building. The development pattern seeks to integrate shops, restaurants, services, work places, civic, educational, and religious facilities, and higher density housing in a compact, pedestrian-oriented environment. The Main Street District serves as the hub of the surrounding neighborhoods and of the broader community. The Main Street District may be expanded over time to meet the needs

of the growing community for downtown facilities and services. Expansion of the Main Street District shall be contiguous and not separated from the primary district area.

The Civic District (CIV) provides a location for large educational, medical, and public uses in a campus like environment. Large developments in the Civic District are encouraged to provide a master plan to the City. Institutional uses in the Civic District are required to provide pedestrian connections on their campuses and, to the extent possible, develop an internal street system with structures fronting on the streets. Parking should not be the dominant visible element of the campuses developed for institutional uses.

The NC 56 Commercial District (C 56) is established to provide opportunities for compatible and sustainable development where the dominant mode of transportation is the automobile. The auto-oriented street, lot, and building designs can create uncomfortable pedestrian environments. Allowed building/lot types are Highway Commercial and Civic Building. Dominant uses in this district are retail and office. The NC 56 Commercial District is expected to serve Creedmoor residents as well as persons who travel from surrounding communities. The development pattern in this district acknowledges the role of the automobile, with parking and access provided to ensure safety for the motoring public. Development standards in the NC 56 Commercial District ensure the creation of a pleasant auto-oriented environment while enabling a compatible transition to uses in adjacent districts.

The US 15 Commercial District (C 15) is established to provide opportunities for compatible and sustainable development along the US 15 corridor where future Creedmoor neighborhoods will interconnect with this Bypass type roadway corridor without negatively dissecting the community. Development standards in the US 15 Commercial District acknowledge that the automobile is the primary mode of transportation. Development and design standards encourage pedestrian scale development along a secondary street network serving larger projects. Goals of the US 15 Commercial District include providing a pleasant environment for motorists, a safe environment for pedestrians along the secondary network of streets and pedestrian facilities; ensuring the safety of motorists and pedestrians; and preserving the capacity of the Bypass to accommodate high traffic volumes at higher speeds. Uses in this district include services, employment, residential and industrial. Allowed building/lot types include Urban Workplace, Shop-front Commercial, and Civic Building.

The Industrial District (IND) is established to provide locations for industrial uses that, due to the scale of the buildings and/or the nature of the use, cannot be integrated into the community. Uses within the Industrial District are buffered from adjacent uses. The dominant uses in this district are manufacturing and warehouse storage. Small scale manufacturing and storage that is compatible with less intensive uses can and should be located in other non-residential or mixed use

districts. The Industrial District is reserved for uses which require very large buildings and/or large parking and loading facilities. Allowed building and lot types are Highway Commercial and Civic Building.

The Traditional Neighborhood Development Overlay District (TNDO) provides for the development of new neighborhoods and the revitalization or extension of existing neighborhoods. These neighborhoods are structured upon a fine network of interconnecting pedestrian oriented streets and other public spaces. Traditional Neighborhood Developments (TND's) provide a mixture of housing types and prices, prominently sited civic or community building(s), stores/offices/workplaces, and churches to provide a balanced mix of activities. A Traditional Neighborhood Development (TND) has a recognizable center and clearly defined edges; optimum size is a quarter mile from center to edge. A TND is urban in form, is typically an extension of the existing developed area of the City, and has an overall residential density of 4 to 12 dwelling units per acre. TND districts should have a significant portion of land dedicated to open spaces.

The Mini Farm Overlay District (MFO) permits buildings to be grouped on a site, parcel, or property in order to optimize the use of land and resources for both residential and agricultural purposes. By clustering development at a density no greater than one unit per developed acre, projects developed in accordance with these standards can obtain density bonuses while preserving unique natural features for agricultural use. The Mini Farm Overlay District mandates the dedication of both agricultural land and open space with density bonuses provided as an incentive for adhering to the standards. It is the intent of this district to be used for new development in undeveloped outlying areas of the City and its extraterritorial jurisdiction. Allowed building/lot types are Detached House.

The Scenic Corridor Overlay District (SCO) is established to protect the pastoral scenes and open spaces that provide a sense of arrival for residents and visitors traveling the major entrance roads and gateways to the City. The pastoral scenes and undeveloped property along the entrance roads and gateways contribute significantly to Creedmoor's community character and sense of place. The Scenic Corridor Overlay District provides development options for the owners of the property abutting the entrance roads and gateways. The goal of this district is to protect the scenic value of the corridors through a mix of incentives and development standards. These standards will preserve the rural character of the City by maintaining the sense of a rural corridor in an urban environment; provide an aesthetically appealing experience for those traveling the corridor; provide multi-modal transportation options for travel; and ensure a safe transportation corridor for motorists, bicyclists, and pedestrians. The Detached House lot/building type is allowed in this district.

The Hazardous Industry Overlay District (HIO) is established to protect all environments from the negative impacts of certain activities and types of

development. It is the intent of this section to provide and permit certain public and private heavy industrial uses and facilities that incorporate hazardous materials and/or scientific technology, including: wholesale, distribution, storage, processing, manufacturing and production. However, it is required that industries in this district take all necessary actions including but not limited to installation of apparatus and technological equipment available to prevent negative impacts on the environment and the community from the emissions of smoke, dust, fumes, noise and vibrations and other activities and/or products resulting from such hazardous industrial activities in accordance with federal, state and local regulations.

B. Subdivision Ordinance

1. Function

Subdivision regulations are locally adopted laws governing the process of converting raw land into building sites. They normally accomplish this through plat (map) approval procedures, under which a developer is not permitted to make improvements or to divide and sell land until the governing body or planning board has approved a plat of the proposed design of the subdivision. The approval or disapproval of the local government is based upon compliance or noncompliance of the proposal with development standards set forth in the subdivision regulations. In the event that the developer attempts to record an unapproved plat with the local register of deeds or to sell lots by reference to such a plat, he may be subject to various civil and criminal penalties.

Subdivision regulations may serve a wide range of purposes. To the health officer, for example, they are a means of insuring that a new residential development has a safe water supply and sewage disposal system and that the lots are properly drained. To the tax official they are a step toward securing adequate records of land titles. To the school or parks official they are a way to preserve or secure the school sites and recreation areas needed to serve the people coming into the neighborhood. To the lot purchaser they are an assurance that he will receive a buildable, properly oriented, well-drained lot, provided with adequate facilities to meet his day-to-day needs, in a subdivision whose value will hold up over the years. To the tax-payer they are essential to knowing that new development will reduce, rather than increase, the tax burden of others as a result of new development.

Subdivision regulations enable the City to coordinate the otherwise unrelated plans of a great many individual developers, and in the process to assure that provision is made for major elements of the Land Use Plan such as rights-of-way for major thoroughfares, parks, school sites, major water lines, sewer outfalls and so forth. They also enable the city to control the internal design of each new subdivision so that its pattern of streets, lots and other facilities will be safe, pleasant and economical to maintain.

From the standpoint of the local governing board, subdivision regulations may be thought of as having two major objectives. First, these officials are interested in the design aspects of new land subdivisions, as are the other officials mentioned. But secondly, they are also interested in allocating the costs of certain improvements most equitably between

the residents and/or property owners of the immediate area and the taxpayers of the City as a whole. When subdivision regulations require a developer to dedicate land to the public or to install utilities or to build streets, they represent a judgment that the particular improvements involved are (1) necessary in a contemporary environment and (2) predominantly of special benefit to the people who will buy lots rather than of general benefit to the taxpayers of the City as a whole.

2. Provisions

Subdivision regulations are now integrated throughout the Creedmoor Development Ordinance. Subdivision processes for major and minor subdivisions have been clearly defined as well as giving illustrations and examples of lot types and street design. Tree-save, open space, floodplain, watershed, and sedimentation and erosion control measures are also described and explained in the updated ordinance. These standards prohibit the platting of lands into home lots which are subject to flooding, excessive erosion, and other hazards and require that due consideration be given to preserving natural features on lots. Subdividers are also tasked with providing for the adequate drainage of all stormwater. The updated zoning districts provide options to vary lot sizes depending on the location of the district in relation to the City's core Downtown Main Street area. There is also a Traditional Neighborhood Development Overlay District that provides flexibility for residential projects, in particular those for in-fill locations.

C. Local Stormwater Plan for New Development

1. Function

Falls Rules went into effect January 1, 2011 and were initially implemented as a part of the general stormwater permitting process administered by North Carolina Department of Environment and Natural Resources (NCDENR). Local governments were required under the Falls Rules to create and adopt a program that addresses new development by mid-August 2011. The plans were submitted first to NCDENR and were sent to the Environmental Management Commission (EMC) for approval. Following approval, the **Local Stormwater Plan for New Development**, including Article 19 from the Creedmoor Development Ordinance addressing stormwater management, forms the basis for the stormwater permitting function to transition from an NCDENR responsibility to a locally administered program effective July 12, 2012. The plan is administered in both the corporate limits of the city and in the extraterritorial planning jurisdictional area.

2. Provisions

The Falls Rules Local Stormwater program implementation includes regulations that require a 40% reduction in Nitrogen and a 77% reduction in Phosphorus found in stormwater runoff that discharges into Falls Lake via one of the five tributaries of the lake. The approved program, created from a model ordinance provided by NCDENR staff, requires a certified stormwater administrator, annual maintenance and inspections of all installed BMPs (newly constructed or retrofits), and encompasses NPDES Phase II

requirements for monitoring for illicit discharges into water bodies and monitoring the quantity and quality of runoff (the first inch of a one-year, twenty-four hour rain event).

The adoption of the Falls Rules has created a market for infill and redevelopment of existing properties within the city limits and extraterritorial planning jurisdiction. The requirement to address creation of impervious surfaces does not apply to impervious areas created prior to 2006. Asphalt pavement, concrete, gravel – all of these surfaces are treated as impervious areas under the new development rules. Redeveloping a site previously used as the parking for a car lot would involve no additional engineered stormwater controls, where newly developing an identical building on verdant and previously undeveloped acreage might involve multimillion dollar engineered BMPs.

II. City Plans

A. Creedmoor 2021 Plan

The Board of Commissioners adopted the Creedmoor 2021 Plan on October 23, 2011. The goals identified in the Creedmoor 2021 Plan:

- 1. To provide the City of Creedmoor and its ETJ, the facilities and services that will meet the needs of the current population, as well as anticipated population growth.** *The City of Creedmoor has expanded staffing beginning in FY11 through the utilization of part-time professionals in numerous fields to implement the expansion of growth management services. The City has undertaken the implementation of a \$9.4M water and sewer infrastructure improvement project to improve the quality of service and the available capacity of services. The water and sewer project will be completed in June 2012.*
- 2. To provide the City of Creedmoor and its ETJ, the opportunity to benefit from managed quality growth, and to encourage economic development.** *The City of Creedmoor has expanded staffing beginning in FY11 through the utilization of part-time professionals in numerous fields to implement the expansion of growth management services. The professional staff of the City has been engaged in the provision of planning and development related services and functions including: updating the land use plan into a comprehensive master plan; the replacement of development codes to encourage economic development and preserve the environmental quality of Creedmoor and the surrounding area; and, the implementation of the new Falls Rules by encouraging redevelopment and reuse of existing impervious properties in both the Main Street core area of the City and the existing commercial/industrial properties along the highway corridors.*
- 3. To ensure that the residents in the City of Creedmoor and ETJ are provided with the community infrastructure, facilities, and services to meet the needs of all user groups.** *The City has undertaken the implementation of a \$9.4M water and sewer infrastructure improvement project to improve the quality of service and the available capacity of services. The water and sewer project will be completed in June 2012.*

4. **To enhance existing transportation resources and encourage expansion of transportation resources that will offer economic development for the City of Creedmoor and its ETJ.** *The City has been active in securing funding for and implementing alternative transportation facilities including: the Cross-City Greenway; a new Pedestrian and Bicycle Plan; intersection studies for the US15 and NC56 dual intersections; The NC50 Corridor Study; and, the Creedmoor Connector to divert heavy truck traffic from the main Street core area. The first phase of the Cross-City Greenway begins construction in summer 2012 while the process for funding based upon the studies conducted for other projects continues.*

5. **To insure development within the City of Creedmoor and its ETJ is accomplished in consideration of current environmental resources, while providing for their future protection.** *The new Falls Rules encourage redevelopment and reuse of existing impervious properties in both the Main Street core area of the City and the existing commercial/industrial properties along the highway corridors. These rules and the new Creedmoor Development Ordinance will implement sustainable land development practices by encouraging density within the central areas of the City.*

6. **To meet the commercial needs of both the current and future residents of the City of Creedmoor and its ETJ, while maintaining the City's downtown character.** *The new City Plan 2030 emphasizes development close to the center of the City through redevelopment and reuse of existing impervious properties in both the Main Street core area of the City and the existing commercial/industrial properties along the highway corridors. These rules and the new Creedmoor Development Ordinance will implement sustainable economic development practices by encouraging non-residential density within the central areas of the City.*

B. City of Creedmoor Bicycle and Pedestrian Transportation Plan

The Board of Commissioners adopted the Bicycle and Pedestrian Plan on November 14, 2011. The Pedestrian Plan includes a pedestrian network of recommended facilities such as pedestrian corridors, intersection improvement projects, and greenways. There are also program recommendations for education, encouragement, enforcements, and policy recommendations that address city policies and pedestrian needs for future development. The implementation recommendations outline specific steps for achieving the plan's key elements along with facility development methods. Design guidelines are provided to guide the City in current facility design and standards. The Bicycle Plan includes a recommended bicycle facility network, implementation priorities, a table listing the policy, program, and administrative action steps, and various design resources.

C. Capital Area MPO Intersection Feasibility & Impact Analyses-City of Creedmoor Intersections

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

study area encompassed four intersections in Downtown Creedmoor: N. Main Street (NC 50) at Lake Road, N. Main Street at Wilton Avenue (NC 56), N. Durham Avenue (US 15) at Wilton Avenue, and N. Durham Avenue at Lake Road (NC 56). The information gathered from each component of the Creedmoor Intersection Feasibility and Impact Analysis, including existing and future traffic conditions, environmental and cultural impacts, crash data analyses, and access management assessments aided in identifying a wide range of innovation solutions for the four intersections. These solutions include both low-cost near term options as well as future higher cost options encompassing the study area. The study also identified potential network improvements for NC 56 to improve conditions.

III. Regional Plans, Studies and Initiatives

A. NC 50 Corridor Study

The Board of Commissioners adopted a resolution endorsing the study on January 25, 2011. The development of the NC 50 Corridor Study was a collaborative process that involved numerous stakeholders, including the Oversight Committee, Town of Butner, City of Creedmoor, Granville County, Wake County, and North Carolina Department of Transportation staff, and the Capital Area Metropolitan Planning Organization (CAMPO). The study covers the 15-mile segment of the NC 50 corridor from I-540 in Wake County to NC 56 in downtown Creedmoor. The study evaluates the efficiency and effectiveness of the existing NC 50 roadway, determines that long-term vision for the corridor, assesses the impact of the new Falls Lake Watershed requirements on future growth patterns and roadway design, investigates other transportation choices that may be available to reduce reliance on the NC 50 corridor and discusses how proposed improvements to NC 50 could enhance the overall quality of life and economic vitality of the region. In the study the corridor divided into four context zones. The Main Street zone begins at Creedmoor city limits and proceeds through downtown, terminating at NC 56. This segment of NC 50 is Creedmoor's Main Street.

B. 2035 Joint Long Range Transportation Plan

This document contains the 2035 Long-Range Transportation Plans (LRTP) for the two organizations charged with transportation decision-making in the Research Triangle region: the Capital Area Metropolitan Planning Organization (CAMPO) and the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO). The LRTPs are the guiding documents for future investments in roads, transit services, bicycle and pedestrian facilities and related transportation activities and services to match the growth expected in the Research Triangle Region. Projects identified for Creedmoor in the next 15-25 years include the future Creedmoor Connector (connecting US 15 with Brassfield Road, south of Downtown) and NC 50 (also see NC 50 Corridor Study). The LRTP also contains goals and objectives that directly promote pedestrian-friendly and sustainable development. Additionally, sidewalk facilities are programmatically included in the LRTP to enable local governments to access federal funding for their construction.

C. Granville County Comprehensive Transportation Plan

The main goal was to examine present and future transportation needs of the county and develop a Comprehensive Transportation Plan to meet these needs. Recommendations were made for each mode of transportation:

- Develop north-south rail with trail route connecting Oxford to Butner through Creedmoor along Norfolk Southern RR Line. At southwest corner of County (at Falls Lake), branch the trail to connect with planned Durham County trails.
- Develop east-west route connecting Creedmoor to central Butner accessing residential, commercial, and industrial developments.
- Widen NC 56 and provide bicycle/pedestrian accommodations as part of this project.
- Widen US 15 from 2-lane facility to a 3-lane urban section or 4-lane divided boulevard facility with raised median. Ancillary bicycle routes via on-road and off-road accommodations are recommended along US 15 to enhance the county-wide bicycle network.
- NC 50: Widening the current 2-lane facility to a 4-lane divided boulevard facility with median from the Wake County line to the proposed Creedmoor Connector. An ancillary bicycle route accommodation is recommended along NC 50 to enhance the county-wide bicycle network.
- NC 96: Widening the current 2-lane facility to a 4-lane divided boulevard facility with median from I-85 in southern Granville County to Franklin County. Ancillary bicycle routes via on-road or off-road accommodations are recommended along NC 56 to enhance the county-wide bicycle network.
- Brassfield Road: Widening the current 2-lane facility to a 4-lane divided boulevard facility with raised median and bicycle accommodations from the proposed Creedmoor Connector to NC 96. Ancillary bicycle routes via on-road or off-road accommodations are recommended along Brassfield Road to enhance the countywide bicycle network.
- Create a greenway system that connects Creedmoor's parks with other City greenways.

D. Granville County Greenway Master Plan

The Granville County Board of Commissioners and the county's municipalities adopted this plan which proposes a total of 22 trails. Key greenway recommended routes that affect Creedmoor are the OxMoor Run, Creedmoor Connection, and Seaboard Trail. On road (NC 50) utility easements, NC 56 greenway, and connection across I-85 from Creedmoor to the Town of Butner.

E. Imagine 2040: Triangle Regional Scenario Planning Initiative

In January 2011, the Capital Area and Durham-Chapel Hill-Carrboro MPOs joined together to initiate a new project in the region called Imagine 2040: the Triangle Region Scenario Planning Initiative. The project is an opportunity to explore and debate the regional visions for growth, including their associated trade-offs and impact on the transportation network. The Triangle Regional Travel Demand Model for 2040, includes

Durham, Orange, Chatham, Person, Granville, Franklin, Wake, Johnston, Harnett, and Nash Counties as well as most of the cities and towns within them, including the City of Creedmoor. Results of the scenario planning initiative will be influential in developing the region's next Long Range Transportation Plan, scheduled to start ramping up in later 2012. Scenario planning is being used to measure and evaluate the impacts of competing development scenarios and major investments in the regional transportation system. One of the many tools developed to support scenario planning is a 'place-type palette'. This tool generalizes the various development categories used by local governments to describe, measure and evaluate the built environment. This will normalize local terms and concepts and improve communication in the regional growth forums. The first of several development scenarios contemplated is a business-as-usual condition; depicting existing development patterns in the region and build out of undeveloped areas using currently-adopted land development controls. Additionally a "community plans scenario" will allow measurement and evaluation of differences (if any) at build out between adopted zoning and approved land use/comprehensive plans. In the coming months the Imagine 2040 project team will develop a variety of other alternative development scenarios with input from the steering committee. These scenarios can be tested to help identify potential transportation improvements for inclusion in the 2040 Long Range Transportation Plan.

F. NCDOT Complete Streets Standards

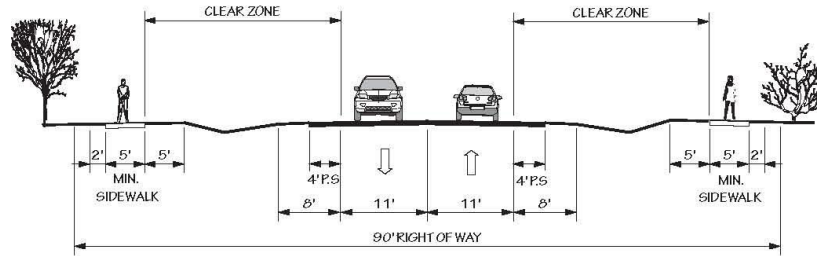
In December of 2010 the North Carolina Department of Transportation (NCDOT) revised the typical highway cross sections for all roads to include bicycle and pedestrian components. These cross sections are included herein, and as they may be updated from time-to-time by the NCDOT. The standards for two-lane roadways and multi-use paths are adopted as follows:

TYPICAL HIGHWAY CROSS SECTIONS

2 LANES

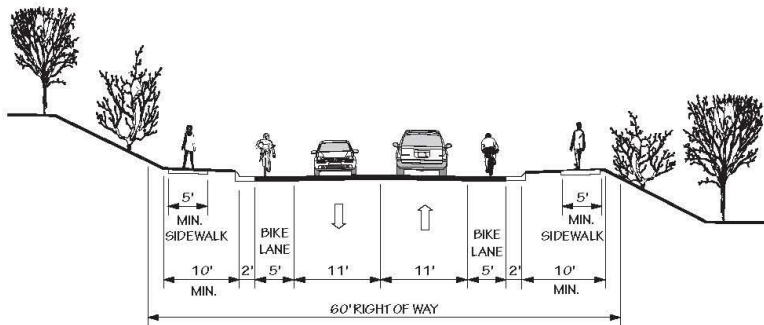
2 D

SIDEWALK PLACEMENT BEHIND A ROADWAY DITCH



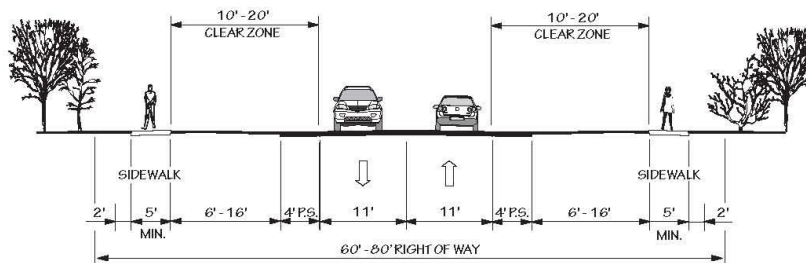
2 E

CURB AND GUTTER WITH BIKE LANES AND SIDEWALKS



2 F

BUFFERS AND SIDEWALKS WITHOUT A ROADWAY DITCH
(20 MPH TO 45 MPH)
(TYPICALLY COASTAL AREA MANAGEMENT ACT COUNTIES)

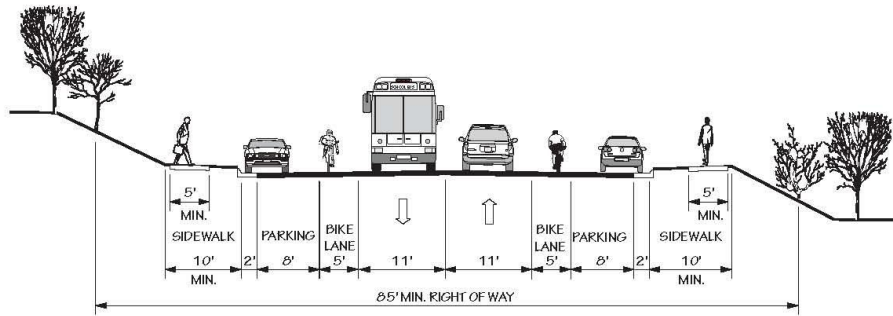


TYPICAL HIGHWAY CROSS SECTIONS

2 LANES

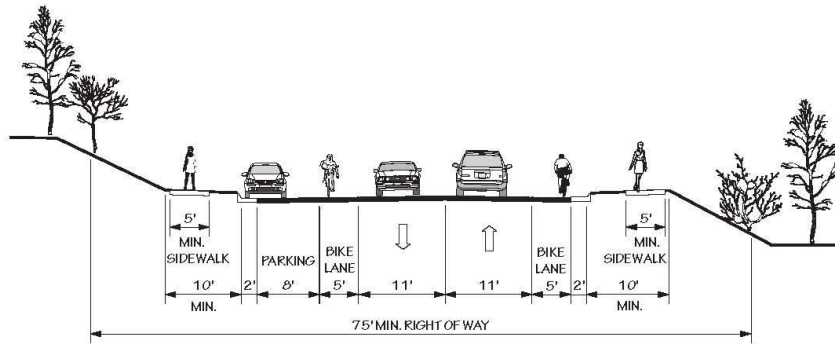
2 G

CURB & GUTTER - PARKING ON EACH SIDE



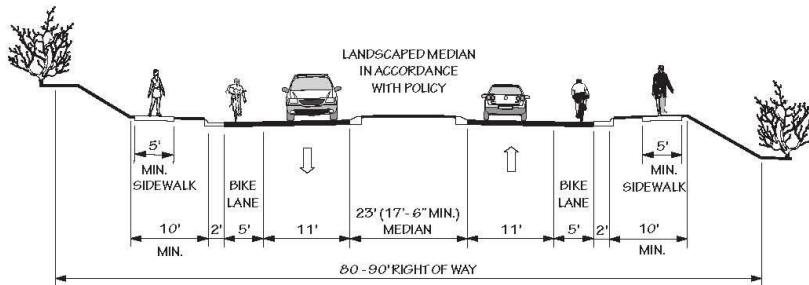
2 H

CURB & GUTTER - PARKING ON ONE SIDE



2 I

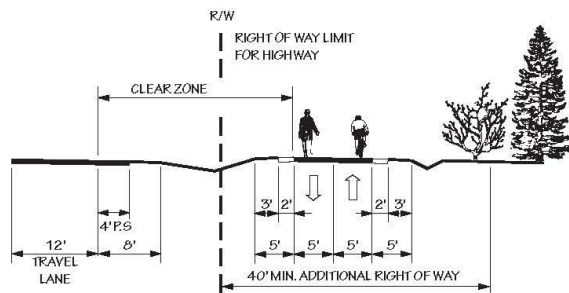
RAISED MEDIAN WITH CURB & GUTTER



TYPICAL MULTI - USE PATH

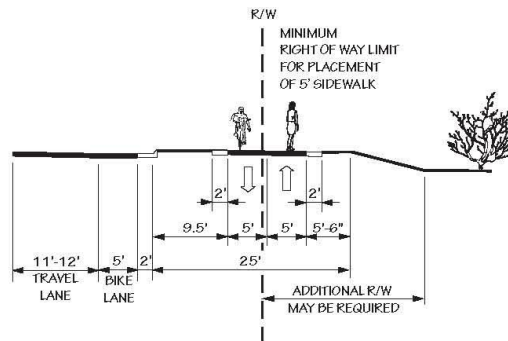
MULTI - USE PATH
ADJACENT TO RIGHT OF WAY OR SEPARATE PATHWAY

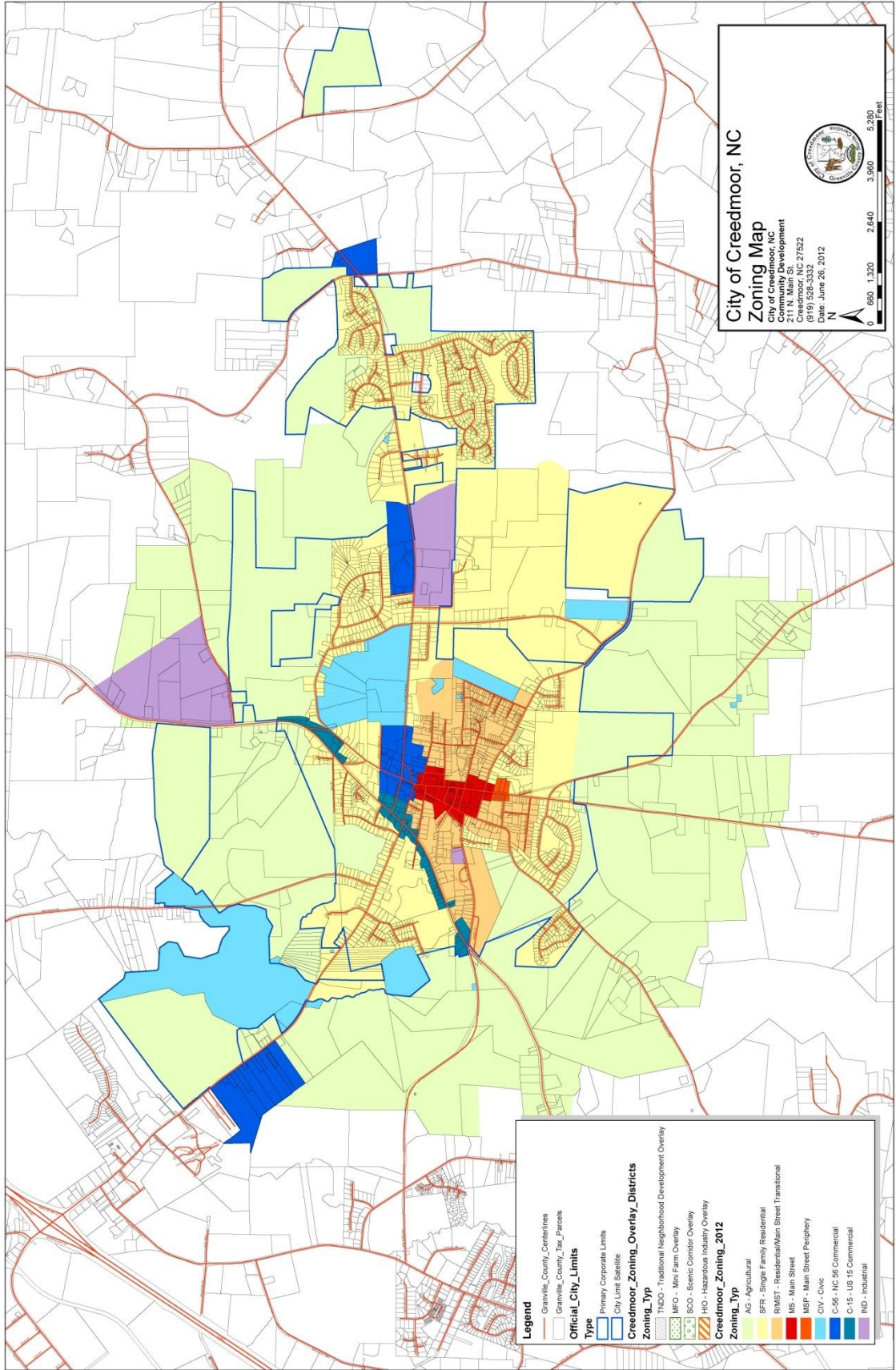
M A



MULTI - USE PATH ADJACENT TO CURB AND GUTTER

M B





SECTION FOUR: PUBLIC PARTICIPATION

In order to help determine the land use issues of primary concern in Creedmoor, the North Carolina Division of Community Assistance (DCA) enlisted to aid in the public participation portion of the *City Plan 2030*. DCA conducted two (2) public forums open to all residents. Additionally a survey, “City of Creedmoor Comprehensive Land Use Plan Community Opinion Survey, ” was distributed to residents (see Appendix 2) asking many questions regarding current and future city services, land uses residents would like to see in the community, and space for additional comments was provided. In addition, DCA will be compiling the information received in a series of stakeholder interviews with various agencies from the City and State as well as residents, business owners, and development community. The results of these stakeholder interviews will be included in *City Plan 2030, Revision 2*.

I. Public Forums

Two (2) public forums were held for the *City Plan 2030* and facilitated by DCA. The first public forum was held at South Granville High School on February 23, 2012. The second workshop was held at the Creedmoor Gym and Activity Center on March 20, 2012. The list of attendees compiled from the sign-up sheets is included as Appendix 3.

The DCA made a presentation at both meetings including the reasons to plan, the public participation process, and an overview of the *City Plan 2030*.

In their presentation, DCA staff explained that there are several answers to the question, “Why does Creedmoor need an updated Land Use Plan?”

1. To build consensus on community vision.
2. To communicate ground rules for development.
3. To develop a coordinated strategy to:
 - a. Resolve key issues
 - b. Accommodate current and future needs
 - c. Guide location of future development
 - d. Protect physical and natural environment
 - e. Maximize use of public facilities and resources
 - f. Promote economic growth and development
 - g. Meet state and federal laws.

The visual preference survey presentation featured 78 slides of pictures of various types of development located throughout North Carolina. Participants were directed to rate each picture on a scale from 1 to 10, according to whether they had an adverse reaction to the picture and found that type of development undesirable for Creedmoor or whether they had a positive reaction to the picture and found it to be a desirable type of development for Creedmoor.

The types of development that were generally seen as undesirable in Creedmoor were mobile and manufactured homes and apartments with large wide open expanses of paved parking. The development types that were generally seen as desirable in Creedmoor were single-family development and tree-lined streets.

DCA also conducted a small group exercise identifying SWOT (Strengths, Weaknesses, Opportunities, and Threats). At the first meeting, the overall general outcome of this exercise was that recreational opportunities were inadequate. At the second meeting, water quality and safety were identified as needing improvement.

II. Written Survey

A community opinion survey was distributed throughout the city by being inserted into the local newspaper, *The Butner-Creedmoor News*, and available at City Hall as well as being distributed at both public forums. There were a total of 71 responses received.

1. Living in Creedmoor

The following comments (generalized) were included in approximately two-thirds of the surveys:

“I love the ‘small town’ feel...”

“It’s a safe place to live...”

“A caring group of people who create a true sense of community...”

2. Issue Importance

Asked to list key issues that have the potential to affect the future of Creedmoor, the following were deemed to be the most important by participants:

“Water (and sewer) bills are too high...”

“The traffic on NC 50 running through downtown”

“There isn’t enough recreational activity geared toward our youth...”

“We need to improve our downtown business district...”

3. Development Preferences

This question asked participants to rate to what degree they felt certain types of development should be encouraged or discouraged in Creedmoor. Development types that were the most strongly encouraged single family residential homes and tree lined streets.

4. Unique Features

Overall, a few themes came through in all surveys submitted: residents love the small town, quiet atmosphere and they love the sense of community here. Most of those who responded gave public safety high marks, and felt the biggest improvement that could be made involved additional recreational opportunities.

5. Development Issues

The last question was also a short answer question for participants to write in their own answers on what they considered to be the most important development issues facing Creedmoor. Some of these answers, which varied widely, are featured below:

“We need to attract new businesses to Creedmoor...” (Big box stores, restaurants, gift shops, retail)

“There are too many commercial buildings close to houses...”

“We need more recreational activities so we don’t have to drive to Durham...”

“Why don’t we have more walking trails and bike trails?”

“The cost of water and sewer is too high...”



S.W.O.T. Analysis



Small Group Discussion

Visual Preference Survey



Some of the Attendees

SECTION FIVE: LAND USE PLAN VISION

I. Vision Statement - *City Plan 2030* reflects the vision.

The policy directives contained in this Comprehensive Land Use Plan are formulated to achieve this vision.

“In the year 2030 Creedmoor still features its traditional rural, small town atmosphere but has welcomed change through the utilization of innovative planning principles and design guidelines. Future development is characterized by an organized network of activity centers, in which most commercial and mixed-use development is concentrated, connected by both traditional and alternative transportation networks. These centers of development consist of both destination centers, which serve the entire Creedmoor area, and neighborhood centers, which mainly serve a specific community or neighborhood.

Creedmoor’s heritage is preserved and celebrated through the revitalization of the City’s Main Street core destination center into a mixed-use center with a ‘Village Center’ style of development, featuring walkways, small setbacks, multiple stories, and aesthetically pleasing landscaping and design elements. Creedmoor serves as a City center as well as a commuter development hub, to capitalize on future growth in the Raleigh-Durham metropolitan area.

Activity centers are surrounded by residential housing that fits with the small town and surrounding rural atmosphere. Medium density residential development continues to be the primary land use throughout the Creedmoor area, with smaller pockets of high density residential development strategically located near activity centers and guided by design.

A network of parks, consisting of Lake Rogers Park, a new Brassfield Road Park, a new City Square, a renovated City Recreation Center, and several neighborhood parks contribute to a healthy and active community and provide recreational activities for all ages to enjoy. These parks are connected by a Greenway system, centered along the axis created by NC56 and Robertson Creek. Extensions of the Greenway network throughout the City provide an outlet for alternative modes of transportation and additional recreational opportunities.

The area’s rich natural heritage is protected from the harmful impacts of development through the use of innovative stormwater features, such as rain gardens and constructed wetlands that are designed to blend in with the environment.

Employment grows through new clean industrial development restricted to designated areas adequately screened and buffered from adjacent uses.

Citizens benefit from improvements in education through the preservation of a full school system in Creedmoor, including schools for all grade levels and an extension campus of a recognized university or college.

Public health is assisted through increased connectivity to public water for all citizens and public sewer in areas where it is necessary due to unfavorable conditions for septic tanks.”

II. Future Land Use Map

The Future Land Use Map is a visual representation of the Vision Statement and presents preferred development patterns for the future. The Land Use Map is based on population growth and land development patterns that have implications for public facilities, transportation, and economic development as well as housing, cultural and natural resource protection. It depicts generalized land use patterns for the City and the surrounding areas for the next 10-20 years. Like all future land use maps, it is general in nature and should be used only as a guide by decision-makers in making future land use decisions.

The map encompasses the entire Land Use Plan study area, which includes the corporate limits and the extra-territorial jurisdiction. The Land Use Plan study area was chosen due to the influence and impact the larger area has on Creedmoor, its extra-territorial jurisdiction, and neighboring communities.

A. Land Use Classifications

The Future Land Use Map is comprised of eight (8) land use classifications that describe the primary function of the projected land use. Each land use classification is shown in a different color on the map.

Agricultural: Agricultural areas typically consist of large lots and tracts of land that may currently be used for agricultural and/or forestry purposes or have been used for these purposes in the past. Intense subdivision development is not recommended in these areas due to the lack of infrastructure necessary to support growth. Other development considerations include environmental impacts and the provision of open space and natural features. These areas are predominately located in the ETJ and outlying areas of the city limits.

Medium Density Residential: Areas classified as Medium Density Residential consist of single family lots and are comprised of existing residential neighborhoods and the development of new residential neighborhoods in a pattern that encourages the wise use of land. There are also a limited number of complimentary and related uses that serve the residential neighborhoods and civic uses. Neighborhoods in this district are the dominant land use in Creedmoor and are a major element in defining the character of the community.

High Density Residential: Areas classified as High Density Residential typically will consist of in-fill development and redevelopment of existing residential properties to convert to multi-family residential. These areas surround the core of the downtown and will allow a greater number of residents to walk or bike. A high quality of high density residential will help support the downtown district. This area will be interconnected with a network of streets and sidewalks.

Downtown District: The Downtown District provides for new development, revitalization, reuse, and infill development in the core downtown. This core also serves as the hub of the City. A broad array of uses would be found in this area such as shops, restaurants, services, work places, high density residential, civic, educational, and religious facilities to meet the needs of residents and visitors and integrated to be compact and pedestrian-oriented. Development considerations include design and compatibility within the historic integrity and architectural standards.

Commercial Node: Commercial Nodes provide opportunities for compatible and sustainable development located primarily along the Highway corridors. The dominant mode of transportation for these centers is the automobile. Uses predominately include retail and office that serve the residents of the City and surrounding communities. Development standards encourage design compatibility and appropriate transitions to uses in adjacent districts.

Employment Center: Employment Centers are located in strategic prime areas in order to attract high employment users. These locations would be accessible to adequate infrastructure and various transportation modes. Typical uses seen in employment centers are predominately office, manufacturing, and industrial. Developments are significant in scale and accessible to pedestrians. Development considerations can include compatibility with surrounding residential areas.

Civic: These areas are intended to accommodate institutional uses such as public and private medical facilities and associated services, independent and assisted living facilities, schools, and City-owned facilities. Development considerations include traffic, compatibility with abutting residential areas, and the appearance of new and existing development as well as the availability of adequate infrastructure.

Parks: These are areas where parks, recreation areas, greenways, or conservation areas either exist or have been identified as possibilities in the future. Development considerations include the desirability of the land for recreation or conservation use, how the property fits into the future recreation plans of the City, and the environmental impacts of developing the land.

B. Future Land Use Guiding Principles

Based on the land use patterns illustrated in the City Plan 2030 - Land Use Plan map, general principles guiding the location of new development in Creedmoor can be generally defined as follows:

- High density development is encouraged within the core area of the City; mixed use developments incorporating high density residential uses are encouraged. Medium density residential uses are encouraged within the remaining residential areas served by City water and sewer. *City Plan 2030 encourages future residential development to be efficient use of buildable land, avoiding environmentally sensitive areas, to increase the return on the investment in the infrastructure serving the City.*
- Commercial development is limited to the core area, destination centers and neighborhood centers; mixed use developments incorporating commercial uses are encouraged. *City Plan 2030 encourages future commercial development to be high quality, of a lasting and durable character, maximizing interconnectivity with adjacent uses, and accessible to pedestrian, non-motorized and motorized vehicles.*
- Industrial development is limited to the Industrial Park and shall be permitted elsewhere within employment centers shown on the City Plan 2030 - Land Use Plan. *City Plan 2030 encourages future manufacturing and employment opportunities to ensure that future generation have opportunities for local employment and tax base diversification. The plan does not call for, but only identifies, areas less suited for neighborhoods and better suited for employment so that residential development in those parts of the Creedmoor community do not forever lose the opportunity to meet a future need when that time comes.*
- Institutional uses are encouraged to locate within the Institutional Districts due to proximity to existing facilities, neighborhoods, and activity centers. *City Plan 2030 encourages this form of development to maintain a high level of quality in both the built and natural environments.*
- New development is discouraged in areas preserved for recreational uses and open space. *City Plan 2030 encourages limited development of conservation areas and recreational areas.*



City of Creedmoor
Planning Department

Plan Legend

Parks		Civic	
Agriculture		Downtown District	
Medium Density Residential		Commercial Node	
High Density Residential		Employment Center	

City of Creedmoor
City Plan 2030
Land Use Plan - April 9, 2012



SECTION SIX: DEVELOPMENT STRATEGIES

I. City Plan 2030 Objective

For any land use plan to be effective, it is important that the plan have an overall direction or objective that supports the land use plan vision. The City of Creedmoor’s overall objective is...

“To improve the quality of life of the citizens of Creedmoor by encouraging responsible growth management decisions, protecting the small City character, developing an attractive community, preserving natural areas and historical assets, and ensuring a healthy local economy”.

The goals and strategies set forth in the City Plan 2030 support the achievement of this objective. *City Plan 2030 encourages this objective by delineating areas where density should be concentrated, allowing for infrastructure to meet the needs, while supporting aesthetics and sustainability. These objectives are achieved by establishing a clear image of the City’s development pattern in the future. The Creedmoor Development Ordinance standards match the City Plan 2030 and establish clear standards for development that coincide with the Plan.*

II. General Development Strategies

The development strategies contained in the City Plan 2030 have been divided into two types: **General Development Strategies** - apply to the City as a whole and are broad in nature, while the **Development Strategies** for the individual “small area plans” pertain to that area only and contain more specific directives, in keeping with the development plan for each area.

New Goals Identified for City Plan 2030:

Goal: Ensure that Creedmoor’s development policies are conducive to the long-term vision for the future and adequately control the location and appearance of future development.

Objectives

- Encourage new development to locate in designated areas, per the Future Land Use Map.
- Encourage attractive, well-designed, and appropriately scaled new development that contributes to the positive image of Creedmoor. *City Plan 2030 encourages this form of development and the new Creedmoor Development Ordinance establishes the standards for future development.*

- Preserve Creedmoor’s unique rural character through good building and site design as well as attractive landscaping, signage, and other visual improvements. *The new Creedmoor Development Ordinance establishes the standards for future development.*
- Establish environmental quality and sustainability as a priority in public and private development. *City Plan 2030 encourages this form of development and the new Creedmoor Development Ordinance establishes the standards for future development.*

Strategies

1. Conduct a comprehensive review of Creedmoor’s zoning and subdivision ordinances, taking note of necessary revisions to align regulatory principles with desired future development patterns. *The new Creedmoor Development Ordinance aligns with the City Plan 2030.*
2. Review current design standards for development and revise as necessary to ensure that the appearance and construction of new development complements the design of existing development and projects a positive image of the community. *The new Creedmoor Development Ordinance aligns with the City Plan 2030.*
3. Project varying density ratios in each zoning district, utilizing a build-out scenario, and analyze the impact upon community appearance and sustainability to determine appropriate density levels for each zoning district and type of development. *The new Creedmoor Development Ordinance aligns with the City Plan 2030.*
4. Expand the extraterritorial planning jurisdiction (ETJ) for the City and develop means for adequate enforcement. *Process began in 2010.*
5. Explore the possibility of new zoning districts that will allow the development of live/work units in and around the City’s core Main Street center, satisfying the need for higher-density housing and commercial space. *The new Creedmoor Development Ordinance establishes districts consistent with the City Plan 2030.*
6. Implement a City-wide rezoning of properties to coincide with the City Plan 2030. *The new Creedmoor Development Ordinance reflects the development policies the City Plan 2030 and designates the following:*
 - a. *Residential locations for interconnected medium density neighborhoods designed with and served by complete streets to facilitate a healthy choice of transportation alternatives.*
 - b. *Transitional residential locations for higher density development designed to strengthen the City’s core area business district with parks and other*

environmental spaces integrated into the design for the benefit of all City residents and the locally employed.

- c. *Commercial locations within designated centers serving the City's residents, employers and visitors offering incentives to adapt and reuse existing impervious areas.*
 - d. *Agricultural and open lands surrounding the City where municipal services are not available until future infrastructure investments are made depending upon sound growth principles and responsible fiscal and environmental stewardship.*
 - e. *Industrial locations for future employment opportunities and tax base diversification into sustainable areas emphasizing the industrial park on US Hwy 15 north and on NC Hwy 56.*
7. Align development policies and procedures with the City's Capital Improvement Program (CIP) and develop a process for a comprehensive review of all development plans by the City staff to ensure that new developments will not overburden existing utility capacity. *City Plan 2030 encourages this form of development and the new Creedmoor Development Ordinance establishes the standards for future development.*

Goal: Improve the effectiveness of City government and achieve greater autonomy through the fostering of greater coordination and consensus among City officials, governing boards, and citizens on development decisions.

Objectives

- Encourage planning coordination among local governments, developers, and the public in making growth and development decisions.
- Encourage public involvement in the land use decision making process. *The Creedmoor Development Ordinance establishes new requirements for public participation in land development processes including expanded notification processes and neighborhood meetings.*
- Coordinate intergovernmental planning in the areas of land use, economic development, public utilities, and tourism. *The City planning staff participates in inter-local cooperation with surrounding jurisdictions.*

Strategies

1. Establish additional City staff positions to direct new governmental planning functions and protect the City's interests in regional decision making. *The City established in-house city planning, urban design, GIS services, public works and code administration/enforcement.*

2. Encourage collaboration between the City Board of Commissioners and the Planning Board through the establishment of regular communication and appointment of representatives to attend meetings of the complementary board and similar organizations of interest. *City Board members periodically attend Planning Board meetings and work sessions. Planning staff reports activities at City Board meetings.*
3. Encourage citizens to take an active role in land use decisions through educational programs on the function of City Planning and the establishment of regular communication regarding items of interest to the general public. *City planning staff will conduct continuing education as part of the routine agenda of planning meetings where the public is encouraged to attend.*

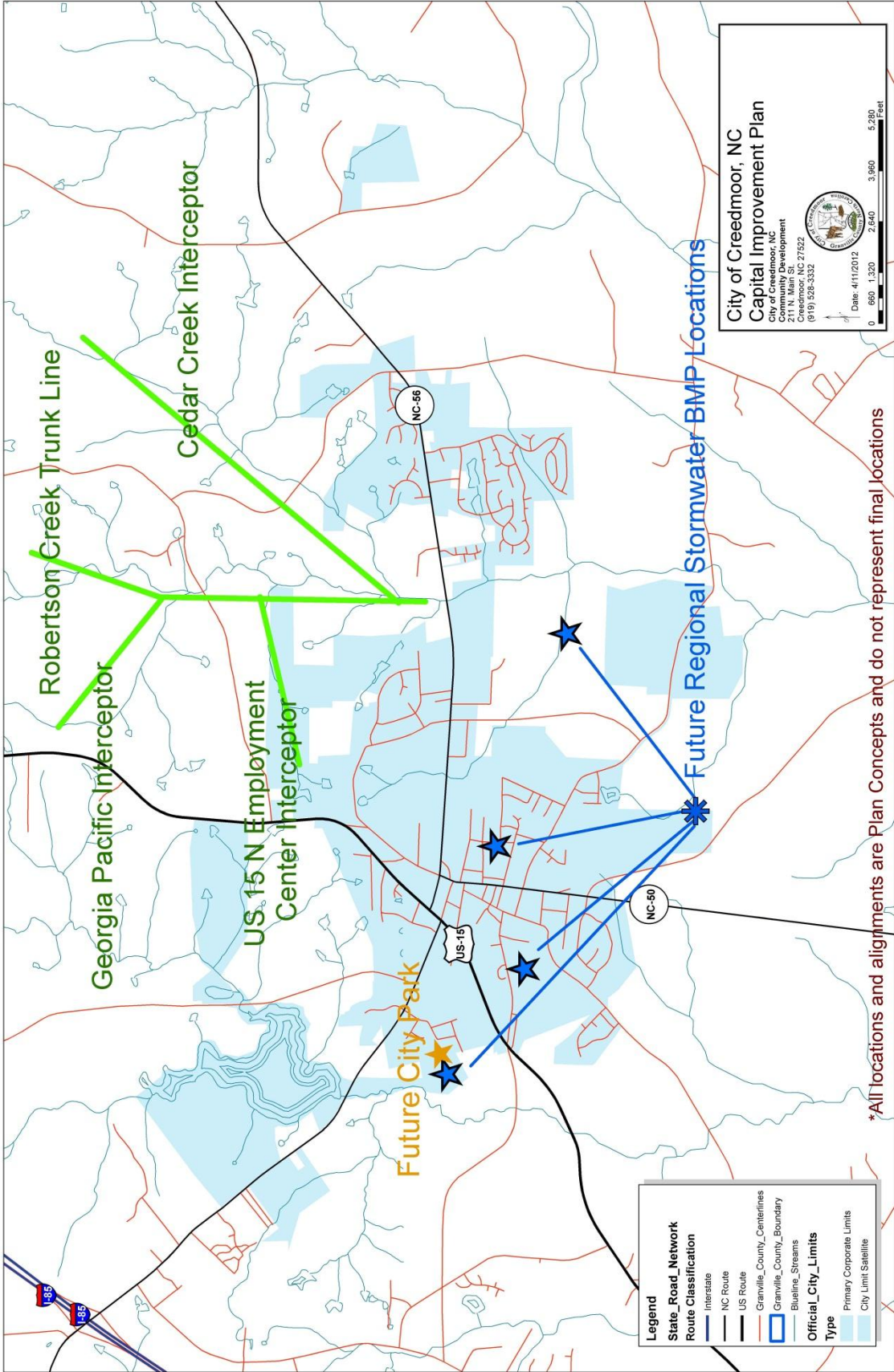
Goal: Enhance existing City services and add new services and programs to allow for future development in designated areas and to ensure that all citizens have access to essential services.

Objectives

- Explore regional transportation system improvements that will have a beneficial impact on Creedmoor’s future growth. *Active participation within the Capital Area Metropolitan Planning Organization (CAMPO) resulted in enhancing the City with sidewalks and cross-walks.*
- Encourage pedestrian trails and sidewalks to link commercial, residential, and recreational areas of the City and provide transportation alternatives. *City Plan 2030 encourages this form of development and the new Creedmoor Development Ordinance establishes the sidewalk standards for future development. The City has an approved CMAQ grant to fund the first phase of the pedestrian network the East Wilton Avenue (NC 56) area. Future extensions of this “Cross City Trail” system to connect Mount Energy School area to the Lake Rogers area. This program enables future development extractions to extend pedestrian infrastructure throughout future neighborhoods connecting destinations.*
- Maximize the functionality of the Creedmoor’s existing road system. *City Plan 2030 encourages the utilization of existing roadways and the connectivity of future roadways and the new Creedmoor Development Ordinance establishes the standards.*
- Ensure that expansion of the City’s water and sewer systems is economically and environmentally feasible. *City Plan 2030 encourages development within the service areas of the City’s water and sewer infrastructure to improve the return on investment of these assets. The new Creedmoor Development Ordinance establishes the standards to support the systems and discourage un-sustainable density in areas where services are not established.*

Strategies

1. Work in conjunction with the Capital Area Metropolitan Planning Organization (CAMPO) to identify potential new transportation routes and networks and analyze them for efficiency and cost effectiveness. *Process began with the appointment of the City's Transportation Projects Manager who leads the efforts to plan and implement transportation solutions for the City.*
2. Update the City's Capital Improvement Program (CIP) on an annual basis and continually search for funding sources to implement priority projects. *The City Plan 2030 includes the CIP map for infrastructure with future annual updates to provide detailed cost and budgetary needs.*



Goal: Encourage the establishment of a City recreation program and coordinate with local attractions to create a regional recreation destination center.

Objectives

- Explore opportunities to partner with local and regional tourism initiatives to create and promote area attractions. *The City has initiated relationships with the Granville Greenways Trail initiative for the purpose of encouraging tourism through participation on the Greenway Technical Committee and Policy and Ordinance Subcommittee.*
- Encourage new development that complements the areas with tourist attractions and diversifies Creedmoor's economy.
- Promote the tourism industry as a primary indicator of Creedmoor's future economy.

Strategies

1. Assign the yearly setting and assessment of tourism goals to the Creedmoor City Board of Commissioners.
2. Establish a relationship with the North Carolina Division of Tourism and the Granville County Chamber of Commerce to advertise Creedmoor's assets and tourism opportunities and determine potential links to regional tourism initiatives.
3. Task the City of Creedmoor staff with developing marketing materials for tourism in Creedmoor and working with local and regional marketing and tourism organizations to advertise Creedmoor as a destination point in the regional tourism network. *City staff is full-filling the economic developer's role with local and state professionals.*
4. Collaborate with the Granville County Economic Development Corporation and Granville County Tourism Development Authority to identify funding opportunities and determine how to leverage resources for the development of tourist attractions and promotional materials.

Goal: Develop new recreational and cultural facilities, programs, and events that accommodate a variety of uses and appeal to both City residents and visitors.

Objectives

- Establish a variety of passive and active recreational facilities and activities that serve the needs of all residents. *The City Plan 2030 establishes these amenity concepts and will provide further detail in future annual updates.*

- Create an active community with abundant walking and biking opportunities. *The City Plan 2030 incorporates the Bicycle and Pedestrian Transportation Plan, adopted November 14, 2011.*
- Maximize the tourism potential of the City’s recreational facilities and initiatives. *The City Plan 2030 establishes these amenity concepts and will provide further detail in future annual updates*

Strategies

1. Develop a multi-phased plan for a greenway system along the Robertson and Ledge Creek tributaries to the Neuse River and extending to local parks and neighborhoods in the Creedmoor area and identify opportunities for partnerships with other jurisdictions and regional organizations.
2. Work in collaboration with the U.S. Army Corps of Engineers to plan for the development of a recreational trail along the Robertson and Ledge Creek tributaries of the Neuse River.
3. Establish a partnership with the Granville County Parks and Recreation Department to develop interconnecting greenway trails, linking tourist and recreational attractions to commercial centers and neighborhoods. Research means of including bicycle and horseback riding routes on the City-wide greenway network.
4. Work with local bicyclist clubs and organizations to plan for a yearly cycling race/event throughout the Creedmoor area.

Goal: Preserve and protect areas of historic and environmental significance and natural countryside throughout the Creedmoor area.

Objectives

- Support the identification of important architectural and historic resources and encourage their preservation and active use.
- Recognize the unique rural environment as a valuable asset and key quality of life indicator for Creedmoor residents.
- Protect environmentally significant and/or sensitive areas from the adverse effects of development. *The City Plan 2030 identifies sensitive areas where development is discouraged. The Creedmoor Development Ordinance establishes standards for the protection of these sensitive areas.*

Strategies

1. Establish a local Historic Properties Commission and work cooperatively to identify and protect historic structures in the Creedmoor area.
2. Commission a comprehensive Farmland and Open Space Protection Study to ensure that the area's rich natural heritage areas are preserved for future generations. *The new Creedmoor Development Ordinance establishes protections from development for the rural and agricultural areas.*
3. Work in conjunction with local and regional land conservancies to preserve and protect open space and natural areas from development pressures.
 - a. *The U.S. Army Corps of Engineers manages federally owned lands adjacent to the lake which are primarily used for active recreation, with wildlife and low density recreation activities planned for upland areas located in closest proximity to incorporated towns and cities. Under the Falls Lake Master Plan, USACE offers land leases to local governments to open various segments of the lake for public access and to create recreational opportunities. Such leases offer opportunities for the City to expand recreational opportunities and to create greenway linkages without shouldering the expense of costly land acquisition adjacent to the lake. City staff will explore the program further.*
 - b. *The new Creedmoor Development Ordinance establishes protections from development for the rural and agricultural areas.*

III. Small Area Plans

To allow for a more in-depth approach, the Creedmoor land use planning area will be studied as separate small area plans, each of which has its own unique characterization. Additional Small Area Plans will be studied and included into the annual revisions of the plan.

A. Main Street Core Area

The Main Street core area of Creedmoor's corporate limits host the central business area of the City. The northern portion of the Main Street core area, in the vicinity of the intersections with Lake Road and Wilton Avenue (NC56) contains the vast majority of the commercial services within the City.

1. Characteristics of the Main Street Core Area

Development in the Main Street core area is primarily non-residential, surrounded by residential. There has been a limited amount of residential use mixed into the main street in the form of older residential structures and some second story residential over non-residential.

There were several **opportunities** identified for the Main Street core area that Creedmoor can take advantage of, including:

- Property owners in this Main Street core area are interested in land conservancy at the fringes. *City Plan 2030 and the new Creedmoor Development Ordinance establish policies for the provision of conservation corridors along NC50.*
- Possibility for a greenway trail system along the NC56 corridor crossing and connecting Main Street to neighborhoods, schools and out-lying business areas. *City Plan 2030 and the new Creedmoor Development Ordinance establish policies for the provision of future greenways.*
- Opportunity for commercial development along US Highway 15 at and around the intersection of NC56. *City Plan 2030 and the new Creedmoor Development Ordinance establish policies for the provision of commercial in areas where this form of development is sustainable.*
- Proposed natural gas lines through area will spur future development.
- Creedmoor has potential for redevelopment as an arts center or historical village.

Conversely, several **challenges** and **actions** for the Main Street core area were also identified, including:

- Main Street core area zoning in Creedmoor could threaten desired redevelopment plans. *The new Official Zoning Map contained within the Creedmoor Development Ordinance increases the use of commercial zoning to areas that can support commercial development.*
- The Falls Rules adopted by the State of North Carolina, as well as the new EPA Phase II MS-4 rules impact the development of Creedmoor. *The Creedmoor Development Ordinance (CDO) establishes standards for the provision of public regional storm-water best management practices (BMP) facilities within and near the Main Street core area to enable shared infrastructure to meet the needs of core area properties. The CDO recognizes existing impervious areas for their valuable contribution toward the redevelopment of the core area by “grandfathering” these existing underdeveloped properties.*
- Existing roads need improvements and enhancements. *The NC50 Corridor Study, adopted by resolution January 25, 2011, contains recommendations for the improvements of NC50 (Main Street) to improve the level of service, the efficiency of traffic, pedestrian interactions and the quality of alternatives for enhancements.*
- Community appearance issues with blighted properties in residential and commercial areas. *The City established community appearance and maintenance codes and has begun enforcement to protect the values and appearance of the City, beginning in late 2010.*
- Revitalization needed for blighted commercial buildings. *The City established community appearance and maintenance codes and has begun*

enforcement to protect the values and appearance of the City, beginning in late 2010.

- *Political tensions over desired future of area. The Mayor and City Board of Commissioners have adopted this plan and adhered to the values of the community through this process. The City Board of Commissioners has acted in unity on issues of the City's future since the process to update the City Plan 2030 began in late 2010.*
- *Previously permitted projects handled through conditional use approval processes have been controversial. City Plan 2030 and the new Creedmoor Development Ordinance and Official Zoning Map establish a sustainable plan for the Main Street core area to reinforce the area, meet the needs and objectives of the community, and provide for a central core area for commerce and civic uses.*

2. Development Plan for Main Street Core Area

Taking into account both the opportunities and challenges, the following Development Plan is recommended for the Main Street core area.

“The Main street core area shall be characterized as a prime development area due to the presence of two (2) destination centers, Main Street’s traditional central business section where mixed-use development is encouraged, and the crossroads/five points area where NC50 and NC56 converge. In addition, the City is interested in actively seeking developers for sites targeted for development as mixed-use centers, incorporating residential, recreational, cultural, and retail uses.

3. Development Strategies for Main Street Core Area

In order to implement the Development Plan for the Main Street core area, the following strategies have been devised:

- *Conduct a feasibility study on the establishment of mixed-use developments in designated areas in the Main Street core area. If study results are favorable, identify areas most suitable for mixed-use development. City Plan 2030 and the new Creedmoor Development Ordinance establish a sustainable plan.*
- *Seek funding for the implementation of the Creedmoor storm-water BMP utility. Establish a storm-water utility fee applicable to properties contributing to storm-water run-off in accordance with the Falls Rules Stage I and II requirements for new development and existing development operations and maintenance. Establish criteria for assessing new development a fee-in-lieu program enabling new development to pay into the fund for the provision of storm-water BMP facilities, collection systems, operations and maintenance.*

- Research possible environmental contamination in the Main Street core area that could potentially hinder redevelopment. If contamination is found to be present, search for solutions and grant funding to implement cleanup measures. *A comprehensive Phase 1 environmental study for the Main street core area will identify potential obstacles to re-development.*
- Reinforce business and cultural opportunities within the Main Street core area. *Establish a “way-finding” program to improve the ability of local and non-local persons to locate and find civic facilities and business enterprises.*

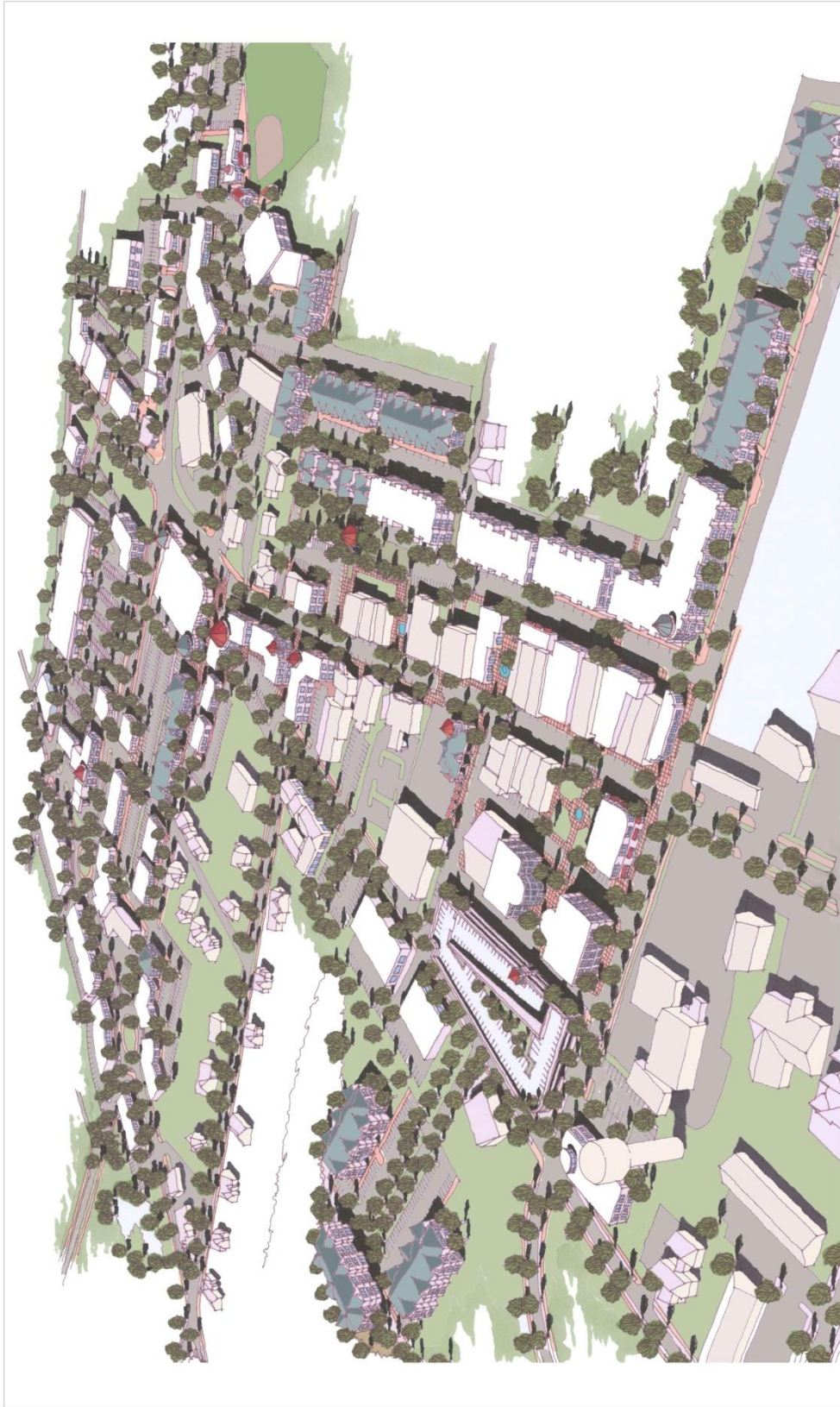




 City of Creedmoor
 Planning Department

City of Creedmoor
City Plan 2030
 Downtown Core Area Plan - April 9, 2012





**City of Creedmoor
City Plan 2030**

Downtown Core Area Plan - April 9, 2012



City of Creedmoor
Planning Department

SECTION SEVEN: IMPLEMENTATION

I. Implementation Tools

The City of Creedmoor’s “City Plan 2030 - Land Use and Comprehensive Master Plan” represents a vision for the future of the City and provides goals, and objectives that should be considered in daily decision-making. Successful implementation of the Plan will be the result of actions taken by elected and appointed officials, City staff, public sector agencies, and private citizens and organizations.

These actions can be divided into three (3) distinct categories:

- City regulations (policies, ordinances, etc.)
- Economic development measures (public investment, etc.)
- Continuous Planning actions by the City Board of Commissioners, Planning Board, and other appointed boards

A. City Regulations

In order to achieve Creedmoor’s vision for the future, the City must ensure that regulations permit the type and style of development proposed in the Land Use Plan. Following adoption of the Plan, any city ordinances and policies that affect future development will need to be reviewed and revised to reflect the values contained within the Plan. New policies will also need to be drafted.

1. Zoning Ordinance

A comprehensive review of Creedmoor’s Zoning Ordinance was completed between August 2010 and April 2012. The process results in the adoption by the City Board of Commissioners of a comprehensive unified development ordinance establishing all new policies that reflect the values established through this planning process. These tasks were performed by the Planning Board.

2. Subdivision Ordinance

In conjunction with the review of the zoning ordinance, the subdivision ordinance was evaluated to ensure that the requirements contained therein support both the statements contained within the Land Use Plan and any revisions made to the zoning ordinance. The process results in the adoption by the City Board of Commissioners of a comprehensive unified development ordinance establishing all new policies that reflect the values established through this planning process. These tasks were performed by the Planning Board.

3. Sign Ordinance

In conjunction with the review of the zoning and subdivision ordinances, the existing sign ordinance was evaluated to ensure that the requirements contained therein support both the statements contained within the Land Use Plan and any revisions made to the zoning ordinance. The process results in the adoption by the City Board of Commissioners of a comprehensive unified development ordinance establishing all new policies that reflect the values established through this planning process. These tasks were performed by the Planning Board.

B. Economic Development

Economic development in Creedmoor is focused on the potential created through recent public investment throughout the corporate limits. Expansion of infrastructure capacity is a key indicator to business decision makers that a community is prepared for the future. While the nearly \$10M investment in 2011-2012 significantly improves the overall system capacity and performance, it is the new 500,000 gallon elevated water tank that symbolizes the City's preparedness for economic development opportunities.

The City values its local business community and continues to work towards attracting developers for the revitalization and redevelopment of the core downtown business district. Uniting the present with the future, by repurposing existing industrial sites, offers opportunities within the City to expand employment, maximize existing facilities and utilize existing impervious areas. Entrepreneurship and small businesses, particularly those that support and enhance tax base diversification into sustainable areas are encouraged.

The following locations and/or sites have been identified as having the capacity and impact to support new investment for commerce, jobs and diversification of tax base:

1. Main Street Core Area Business District

The Main Street core area presents numerous opportunities to build on existing development and create a true sense of place by optimizing every square foot of available land to solidify the center of commerce in the City. Preservation of the City's unique character through good building and site design along with emphasizing infill development, which under the Falls Rules carry no requirement for addressing stormwater runoff, should be the guiding principle. Attractive landscaping and street-scape improvements along with the addition of an informative way-finding sign program and other visual improvements can further the aim of attracting development professionals to choose Creedmoor as the location for creating new businesses. *(See Section Six III)*

2. Creedmoor Business Park

The site of the former Kayser-Roth plant, this redevelopment site made up of three large buildings currently serves as a business incubator for industries such as Protect-Air (industrial filtration equipment manufacturer) and other newcomers to the Triangle. Located along NC Highway 56 East, the site is one mile from the intersection of US 15 North, and about four miles east of Interstate 85. The site features City water and sewer infrastructure, and access to underground natural gas. The City has been instrumental in stimulating developer interest and creating opportunities for redevelopment through active solicitation of grant funding and the building of public/private partnerships with area organizations.

3. Gateway Business Area on Lake Road (NC 56)

Voluntarily annexed into the city limits in 2006 as the western gateway to the City, this site contains partially constructed interior roadways, is located one mile from Interstate 85, and has access to city water and sewer infrastructure as well as future underground natural gas. Completion of the site will require a substantial investment, but the City can be instrumental in stimulating developer interest and creating opportunities for redevelopment. This can be accomplished through active solicitation of grant funding and the building of public/private partnerships with area organizations.

4. Hillsborough Street Employment Center

Historically known as the site of the railroad's privately owned ballpark this property was converted in 1965 into the location of a shirt factory that operated over 35 years. Ripe with redevelopment potential, this site boasts substantial parking, is located less than a five minute walk from the central business district, is just under three miles from Interstate 85 and less than fourteen miles north of Interstate 540 in Wake County. While the revitalization will require a substantial investment, the City can be instrumental in stimulating developer interest and creating opportunities for redevelopment. This can be accomplished through active solicitation of grant funding and the building of public/private partnerships with area organizations.

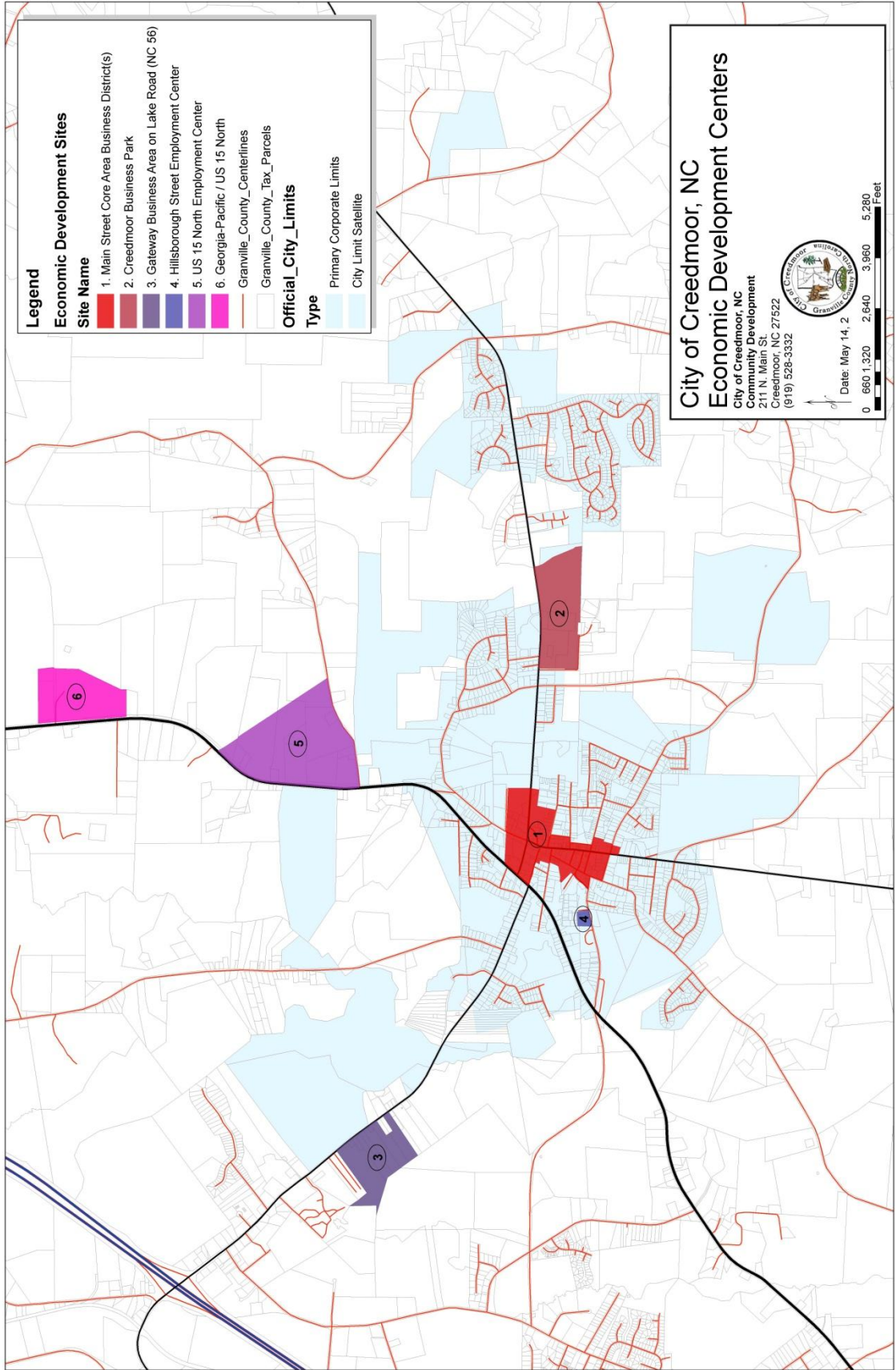
5. US 15 North Employment Center

This area is located along US 15 North within the ETJ, approximately 145 acres of industrially zoned property with access to city water and potential installation of underground natural gas lines. An additional 150 +/- acres of land adjacent to the currently identified employment center is available for the same purpose. This group of properties is currently in agricultural use. While

the transition of this acreage from agricultural use to industrial will require a substantial investment, the City can be instrumental in stimulating developer interest and creating opportunities for industrial development. This can be accomplished through active solicitation of grant funding and the building of public/private partnerships with area organizations. The City of Creedmoor's recent infrastructure investments brings the sewer lines within reasonable proximity for future extension.

6. Georgia-Pacific /US 15 North

Located along US 15 North just over a mile outside of the city limits, the site composed of 45 acres of industrially zoned commercial land in Granville County. City water is available to the site. While the revitalization will require a substantial investment, the City can be instrumental working in concert with Granville County in stimulating developer interest and creating opportunities for redevelopment. This can be accomplished through active solicitation of grant funding and the building of public/private partnerships with area organizations.



C. Continuous Planning Actions

The *City Plan 2030 - Land Use and Comprehensive Master Plan* should be regularly used as a tool to aid in making decisions on all infrastructure expansion decisions and land development decisions. This will ensure that leadership considers the City Plan 2030 vision of Creedmoor in the making of such decisions.

The Plan should be used by staff and applicants during pre-development concept review meetings. The Plan can also be used as a starting point in other master planning processes that will continue to help shape the City's future and as a tool to educate the citizens of Creedmoor about the importance of long-range planning and encourage them to participate in the planning process.

1. Development Decisions

The *City Plan 2030 - Land Use and Comprehensive Master Plan* should be utilized on a regular basis as a tool for making decisions on such development items as rezoning requests, conditional use permits, and subdivision proposals. The *City Plan 2030 - Land Use and Comprehensive Master Plan* should be used as the first step in evaluating any development proposals that come before the City. When reviewing a proposed development, the developer, staff, citizens, Planning Board and City Board of Commissioners should determine first if that type of development is consistent with the City Plan 2030 in the proposed location. The goals and objectives outlined in the Plan should be used as the second check in evaluation of how well proposed developments are supported by the Creedmoor City Plan 2030. The goals and objectives represent general principles that affect all development within the City. If a proposed development does not appear to be supported by these goals and objectives, it should be returned to the developer for revisions. A useful means of organizing and communicating this information is through the drafting of a recommendation memorandum by either City staff or the Planning Board. The recommendation memorandum will include a short analysis of how the proposed development will meet or not meet the *City Plan 2030 - Land Use and Comprehensive Master Plan*.

2. Area Plans

The *City Plan 2030 - Land Use and Comprehensive Master Plan* can be used as a guidance document when developing other area plans for the City. In order to implement some of the recommendations contained within the City Plan 2030, the City should continue to expand the planning process in the areas of transportation, public utilities, recreation, and land conservation. The data and values contained within the *City Plan 2030 - Land Use and*

Comprehensive Master Plan are useful tools to begin the planning process in these more specific and detailed plans.

3. Governmental Participation

One goal of the planning process was to educate the citizens of Creedmoor on the importance of planning for the future and to solicit information from the public to ensure that the Plan truly reflects the needs and desires of the community. Citizens should be encouraged to participate in the implementation of the *City Plan 2030* through active recruitment for vacancies on City boards, including any boards or committees that may be formed specifically to implement a section of the City Plan. Citizens should also be kept informed of the City's progress on implementing the City Plan through regular communication from a variety of sources, including City newsletters, website updates, public meetings, and direct mailing. Citizens should also be made aware of any development decisions that will be discussed during board and committee meetings and have the opportunity to attend and voice their opinion.

4. City Plan 2030 - Land Use and Comprehensive Master Plan Updates

It is important to update the *City Plan 2030 - Land Use and Comprehensive Master Plan* on an annual basis to ensure that the information contained within stays current. The Creedmoor Board of Commissioners should also reassess the goals and objectives on a yearly basis and track the progress of implementation to ensure that the recommendations contained within the Plan are put into action.

SECTION EIGHT: ACKNOWLEDGEMENTS

North Carolina Department of Commerce, Division of Community Assistance, Planning Division

Esri

City of Creedmoor Development Ordinance (Draft)

City of Creedmoor

Website, <http://www.cityofcreedmoor.org>

City of Creedmoor Bicycle & Pedestrian Transportation Plan, 2011

Capital Area MPO Intersection Feasibility & Impact Analysis, 2011

City of Creedmoor 2021 Plan

*An Inventory of the Significant Natural Areas of Granville County, North Carolina
2007*

North Carolina Natural Heritage Program

North Carolina Department of Environment and Natural Resources

Granville County Comprehensive Transportation Plan

Granville County Greenway Master Plan

NC 50 Corridor Study, 2011

NC Capital Area MPO News Volume 7, Issue 7

CAMPO 2035 Joint Long Range Transportation Plan

John Huisman, Environmental Senior Specialist, North Carolina Division of Water Quality, Nonpoint Source Planning Unit

North Carolina Department of Transportation

Website, <http://www.ncdot.org>

North Carolina State Demographics

Website, <http://www.demog.state.nc.us>

North Carolina Department of Environment and Natural Resources, Division of Air Quality

Website, <http://daq.state.nc.us>

North Carolina Employment Security Commission

Website, <https://www.ncesc.com/>

North Carolina Office of State Budget and Management
Website, <http://www.osbm.state.nc.us/>

North Carolina Department of State Treasurer
Website, <http://www.nctreasurer.com>

U.S. Census Bureau
Website, <http://www.census.gov/>

USDA Natural Resources Conservation Service
Website, <http://www.nrcs.usda.gov/>

U. S. Fish and Wildlife Service, National Wetlands Inventory
Website, <http://www.fws.gov/nwi>

U.S. Army Corps of Engineers
Website, www.usace.army.mil

Federal Emergency Management Agency (FEMA)
Website, <http://www.fema.gov/>

SECTION NINE: APPENDICES

Appendix 1

City of Creedmoor Demographic and Income Profile prepared by Esri



Census 2010 Summary Profile

Creedmoor City, NC
 Creedmoor city, NC (3715320)
 Geography: Place

Prepared by Esri

	2000	2010	2000-2010 Annual Rate
Population	2,856	4,124	3.74%
Households	1,104	1,550	3.45%
Housing Units	1,197	1,728	3.74%
Population by Race			
		Number	Percent
Total		4,124	100.0%
Population Reporting One Race			
White		4,039	97.9%
Black		2,456	59.6%
Black		1,450	35.2%
American Indian		25	0.6%
Asian		34	0.8%
Pacific Islander		3	0.1%
Some Other Race		71	1.7%
Population Reporting Two or More Races			
		85	2.1%
Total Hispanic Population		208	5.0%
Population by Sex			
Male		1,974	47.9%
Female		2,150	52.1%
Population by Age			
Total		4,124	100.0%
Age 0 - 4		297	7.2%
Age 5 - 9		348	8.4%
Age 10 - 14		302	7.3%
Age 15 - 19		273	6.6%
Age 20 - 24		175	4.2%
Age 25 - 29		235	5.7%
Age 30 - 34		323	7.8%
Age 35 - 39		361	8.8%
Age 40 - 44		382	9.3%
Age 45 - 49		324	7.9%
Age 50 - 54		247	6.0%
Age 55 - 59		226	5.5%
Age 60 - 64		198	4.8%
Age 65 - 69		136	3.3%
Age 70 - 74		126	3.1%
Age 75 - 79		58	1.4%
Age 80 - 84		69	1.7%
Age 85+		44	1.1%
Age 18+		2,999	72.7%
Age 65+		433	10.5%
Median Age by Sex and Race/Hispanic Origin			
Total Population		36.5	
Male		35.4	
Female		37.6	
White Alone		38.0	
Black Alone		36.0	
American Indian Alone		32.5	
Asian Alone		36.4	
Pacific Islander Alone		41.3	
Some Other Race Alone		31.1	
Two or More Races		10.7	
Hispanic Population		30.5	

Data Note: Hispanic population can be of any race. Census 2010 medians are computed from reported data distributions.
Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri converted Census 2000 data into 2010 geography.

November 14, 2011

Made with Esri Community Analyst



Census 2010 Summary Profile

Creedmoor City, NC
 Creedmoor city, NC (3715320)
 Geography: Place

Prepared by Esri

Households by Type		
Total	1,550	100.0%
Households with 1 Person	359	23.2%
Households with 2+ People	1,191	76.8%
Family Households	1,113	71.8%
Husband-wife Families	807	52.1%
With Own Children	410	26.5%
Other Family (No Spouse Present)	306	19.7%
With Own Children	167	10.8%
Nonfamily Households	78	5.0%
All Households with Children	625	40.3%
Multigenerational Households	66	4.3%
Unmarried Partner Households	104	6.7%
Male-female	86	5.5%
Same-sex	18	1.2%
Average Household Size	2.64	
Family Households by Size		
Total	1,113	100.0%
2 People	409	36.7%
3 People	280	25.2%
4 People	280	25.2%
5 People	97	8.7%
6 People	34	3.1%
7+ People	13	1.2%
Average Family Size	3.13	
Nonfamily Households by Size		
Total	437	100.0%
1 Person	359	82.2%
2 People	68	15.6%
3 People	7	1.6%
4 People	3	0.7%
5 People	0	0.0%
6 People	0	0.0%
7+ People	0	0.0%
Average Nonfamily Size	1.21	
Population by Relationship and Household Type		
Total	4,124	100.0%
In Households	4,094	99.3%
In Family Households	3,566	86.5%
Householder	1,113	27.0%
Spouse	807	19.6%
Child	1,416	34.3%
Other relative	147	3.6%
Nonrelative	83	2.0%
In Nonfamily Households	528	12.8%
In Group Quarters	30	0.7%
Institutionalized Population	10	0.2%
Noninstitutionalized Population	20	0.5%

Data Note: Households with children include any households with people under age 18, related or not. Multigenerational households are families with 3 or more parent-child relationships. Unmarried partner households are usually classified as nonfamily households unless there is another member of the household related to the householder. Multigenerational and unmarried partner households are reported only to the tract level. Esri estimated block group data, which is used to estimate polygons or non-standard geography. Average family size excludes nonrelatives.
Source: U.S. Census Bureau, Census 2010 Summary File 1.

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Census 2010 Summary Profile

Creedmoor City, NC
 Creedmoor city, NC (3715320)
 Geography: Place

Prepared by Esri

Family Households by Age of Householder		
Total	1,113	100.0%
Householder Age 15 - 44	559	50.2%
Householder Age 45 - 54	246	22.1%
Householder Age 55 - 64	158	14.2%
Householder Age 65 - 74	94	8.4%
Householder Age 75+	56	5.0%
Nonfamily Households by Age of Householder		
Total	437	100.0%
Householder Age 15 - 44	119	27.2%
Householder Age 45 - 54	90	20.6%
Householder Age 55 - 64	92	21.1%
Householder Age 65 - 74	76	17.4%
Householder Age 75+	60	13.7%
Households by Race of Householder		
Total	1,550	100.0%
Householder is White Alone	972	62.7%
Householder is Black Alone	527	34.0%
Householder is American Indian Alone	6	0.4%
Householder is Asian Alone	10	0.6%
Householder is Pacific Islander Alone	3	0.2%
Householder is Some Other Race Alone	18	1.2%
Householder is Two or More Races	14	0.9%
Households with Hispanic Householder	49	3.2%
Husband-wife Families by Race of Householder		
Total	807	100.0%
Householder is White Alone	551	68.3%
Householder is Black Alone	226	28.0%
Householder is American Indian Alone	5	0.6%
Householder is Asian Alone	6	0.7%
Householder is Pacific Islander Alone	2	0.2%
Householder is Some Other Race Alone	10	1.2%
Householder is Two or More Races	7	0.9%
Husband-wife Families with Hispanic Householder	31	3.8%
Other Families (No Spouse) by Race of Householder		
Total	306	100.0%
Householder is White Alone	125	40.9%
Householder is Black Alone	172	56.2%
Householder is American Indian Alone	1	0.3%
Householder is Asian Alone	1	0.3%
Householder is Pacific Islander Alone	0	0.0%
Householder is Some Other Race Alone	5	1.6%
Householder is Two or More Races	2	0.7%
Other Families with Hispanic Householder	10	3.3%
Nonfamily Households by Race of Householder		
Total	437	100.0%
Householder is White Alone	296	67.7%
Householder is Black Alone	129	29.5%
Householder is American Indian Alone	0	0.0%
Householder is Asian Alone	3	0.7%
Householder is Pacific Islander Alone	1	0.2%
Householder is Some Other Race Alone	3	0.7%
Householder is Two or More Races	5	1.1%
Nonfamily Households with Hispanic Householder	8	1.8%

Source: U.S. Census Bureau, Census 2010 Summary File 1.

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Census 2010 Summary Profile

Creedmoor City, NC
 Creedmoor city, NC (3715320)
 Geography: Place

Prepared by Esri

Total Housing Units by Occupancy		
Total	1,728	100.0%
Occupied Housing Units	1,550	89.7%
Vacant Housing Units		
For Rent	54	3.1%
Rented, not Occupied	2	0.1%
For Sale Only	34	2.0%
Sold, not Occupied	6	0.3%
For Seasonal/Recreational/Occasional Use	9	0.5%
For Migrant Workers	0	0.0%
Other Vacant	73	4.2%
Total Vacancy Rate	10.3%	
Households by Tenure and Mortgage Status		
Total	1,550	100.0%
Owner Occupied	1,144	73.8%
Owned with a Mortgage/Loan	937	60.5%
Owned Free and Clear	207	13.4%
Average Household Size	2.70	
Renter Occupied	406	26.2%
Average Household Size	2.47	
Owner-occupied Housing Units by Race of Householder		
Total	1,144	100.0%
Householder is White Alone	769	67.2%
Householder is Black Alone	339	29.6%
Householder is American Indian Alone	3	0.3%
Householder is Asian Alone	8	0.7%
Householder is Pacific Islander Alone	3	0.3%
Householder is Some Other Race Alone	10	0.9%
Householder is Two or More Races	12	1.0%
Owner-occupied Housing Units with Hispanic Householder	36	3.1%
Renter-occupied Housing Units by Race of Householder		
Total	406	100.0%
Householder is White Alone	203	50.0%
Householder is Black Alone	188	46.3%
Householder is American Indian Alone	3	0.7%
Householder is Asian Alone	2	0.5%
Householder is Pacific Islander Alone	0	0.0%
Householder is Some Other Race Alone	8	2.0%
Householder is Two or More Races	2	0.5%
Renter-occupied Housing Units with Hispanic Householder	13	3.2%
Average Household Size by Race/Hispanic Origin of Householder		
Householder is White Alone	2.55	
Householder is Black Alone	2.77	
Householder is American Indian Alone	4.00	
Householder is Asian Alone	2.90	
Householder is Pacific Islander Alone	1.67	
Householder is Some Other Race Alone	3.33	
Householder is Two or More Races	2.71	
Householder is Hispanic	3.53	

Source: U.S. Census Bureau, Census 2010 Summary File 1.

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Appendix 2 Community Opinion Survey



City of Creedmoor Comprehensive Land Use Plan Community Opinion Survey

The City Plan 2030 will guide how Creedmoor will grow and develop over the next 20 years. To more accurately reflect the community's preferences for future growth, we ask that you complete this survey and return as instructed at the end of this survey. The information gathered from returned surveys will help develop a community vision and goals for land use, community appearance, and public services designed to improve the quality of life in the City of Creedmoor. The survey results will be published in the final document. Thank you in advance for your participation. **All responses to the survey will remain anonymous.**

1. Where do you live?

In Creedmoor's city limits Outside Creedmoor's city limits

2. How long have you lived in or near Creedmoor?

Under 5 years 10 to 15 years
 5 to 10 years 15 or more years

3. In what age group do you fall?

Under 18 years 25 to 44 years 65 years or older
 19 to 24 years 45 to 64 years

4. Not counting yourself, write the number of persons in your household in each of the following age categories

Under 18 years 25 to 44 years 65 years or older
 19 to 24 years 45 to 64 years

5. What is your household's approximate income?

Under \$25,000 \$25,000 to \$49,999 \$50,000 to \$74,999 \$75,000 or more

6. Write the number of persons in your household that work in each of the following locations

Work at home Wake or Durham Counties Retired
 In Creedmoor, outside the home Franklin, Vance, or Person Counties Unemployed
 Granville County Other (please specify)

7. How do you find out information about City government and community events?

Local newspaper Email Website - (name of site)
 Radio Other (specify _____) _____

8. In the next 10 years, how do you want Creedmoor's population to grow?

Increase significantly Increase slightly Stay the same Decrease

9. What are the 3 things you like most about living in Creedmoor?

1. _____
2. _____
3. _____

10. In the future, what 3 things you would like to see stay the same in Creedmoor?

1. _____
2. _____
3. _____

11. What are the 3 most important issues or concerns facing the City of Creedmoor?

1. _____
2. _____
3. _____

12. How important do you feel the following actions are to improving the future of Creedmoor?

	Not important	Somewhat Important	Somewhat Unimportant	Very Important	Don't know
Preserve historic buildings and sites	1	2	3	4	0
Attract commercial and retail on major streets	1	2	3	4	0
Attract commercial and retail in downtown	1	2	3	4	0
Encourage development of small businesses	1	2	3	4	0
Attract high-technology industry	1	2	3	4	0
Attract manufacturing	1	2	3	4	0
Provide affordable housing for everyone	1	2	3	4	0
Improve condition of housing	1	2	3	4	0
Improve appearance of commercial areas	1	2	3	4	0
Improve appearance of neighborhoods	1	2	3	4	0
Build swimming pool in a central location	1	2	3	4	0
Build other recreation facilities	1	2	3	4	0
Charge impact fees on new development	1	2	3	4	0
Protect environmental resources (watersheds, floodplains, etc.)	1	2	3	4	0
Improve public water infrastructure	1	2	3	4	0
Improve public sewer infrastructure	1	2	3	4	0
Other, please specify	1	2	3	4	0

13. How important are the following actions in terms of historic preservation in the City of Creedmoor?

	Not important	Somewhat Important	Somewhat Unimportant	Very Important	Don't know
Protect historic homes in residential neighborhoods	1	2	3	4	0
Protect historic buildings and properties in downtown	1	2	3	4	0

14. To what degree should the following types of development be encouraged in Creedmoor over the next 5 to 10 years:

	Strongly discourage	Discourage	No opinion	Encourage	Strongly encouraged
Single-family homes	1	2	3	4	5
Manufactured homes	1	2	3	4	5
Duplexes	1	2	3	4	5
Townhomes	1	2	3	4	5
Apartment complexes	1	2	3	4	5
Grocery and convenience stores	1	2	3	4	5
“Big Box” retail (Walmart, Target, etc.)	1	2	3	4	5
Clothing stores	1	2	3	4	5
Personal services (banking, salons, etc.)	1	2	3	4	5
Professional offices (lawyer, doctor, accountant)	1	2	3	4	5
Hotels, Inns, Bed and Breakfast	1	2	3	4	5
Restaurants	1	2	3	4	5
Cultural entertainment (theatre, museums, etc)	1	2	3	4	5
Movie theater	1	2	3	4	5
Bowling and other leisure activities	1	2	3	4	5
Walking and biking trails	1	2	3	4	5
Community meeting space	1	2	3	4	5
Open space	1	2	3	4	5
Manufacturing	1	2	3	4	5
High-technology industries	1	2	3	4	5

15. How do you rate Creedmoor in the following:

	Poor	Good	Excellent	Not sure
Community appearance	1	2	3	0
Condition of streets	1	2	3	0
Condition of sidewalks	1	2	3	0
Access to affordable housing	1	2	3	0
Condition of housing	1	2	3	0
Quality of neighborhoods	1	2	3	0
Job opportunities	1	2	3	0
Access to educational opportunities	1	2	3	0
Recreational opportunities	1	2	3	0
Services for youth	1	2	3	0
Services for elderly	1	2	3	0
Retail shopping	1	2	3	0
Parking downtown	1	2	3	0
Public safety	1	2	3	0
Public schools	1	2	3	0
Building and Zoning Code Enforcement	1	2	3	0

If you need more space for additional comments to any question, or on any issue you feel strongly about, please provide in the space below or attach on a separate sheet.

Please return your survey by March 30, 2012

Completed surveys should be returned by mail to:

City of Creedmoor

Attn: Community Survey

P.O. Box 765

Creedmoor, NC 27522

OR

Drop off completed surveys at:

Creedmoor City Hall, 111 Masonic Street, Creedmoor, NC 27522

Appendix 3

Public Forum Attendees List

Attendee Names 2-23-12 Public Forum

Mike Allen
Harry Coleman
Darryl Moss
Tom Alls
Missy Robbins
Eddie Smith
Ed Mims
Neena Nowell
Auburn Body
Bernard Holliday
David Forsythe
Kim Holmes
Randall K. Cahoon
Rick Flowe

Attendee Names 3-20-12 Public Forum

David Forsythe
Lin Gunnet
Herman and Marion Wilkerson
Neena Nowell
Clementine Buford
Eddie Smith
Kathleen Prosseda
Joan Reid
Ed Mims
Christofferson Allison
Carrell Marable
James Crow
Tim Karan
Christy and Paige Mundy
Jimmy Minor
Mike Allen
Julie Wright
James Moore
Darryl Moss
Randall K. Cahoon
Rick Flowe

