

Town of Mocksville Sidewalk and Greenway Plan

Final Draft as recommended by the

Mocksville Planning Board:

September 14, 2004

Adopted Mocksville Town Commissioners

November 2, 2004

Purpose: Sidewalks are an integral part of the transportation system in Mocksville. Sidewalks further the stated purposes of the zoning and subdivision regulations by promoting the health, safety, and welfare of the citizens of the town. In order to promote and facilitate passive recreation and community interaction and enhance the appearance and attractiveness of the Town, sidewalks should be built in the locations and to the guidelines stated within this plan.

I. Existing Conditions

A. Location

1. Which streets? In most cases, only main streets(arterials or collectors) have sidewalks. Examples are North Main Street, downtown, Wilkesboro Street, Depot Street, and Salisbury Street. In some cases, smaller neighborhood streets have sidewalks. Examples are East Maple Avenue, Cemetery Street, Campbell Road, Poplar Street, Midland Street, and Cherry Street.
2. Which side of the street? Streets with sidewalks on both sides include North Main Street, a portion of Wilkesboro Street, around the downtown square, and Depot Street. Two new developments(Sterling Place and Boxwood Village) have sidewalks on both sides of the street. Most streets with sidewalks have them on one side only including some streets downtown(Clement Street, Salisbury Street, South Davie Drive). With the exception of Salisbury Street and Wilkesboro Street, sidewalks are on the right side of the street as you travel away from downtown or away from a main street. In the case of Salisbury Street and Wilkesboro Street(when there is a sidewalk only on one side) sidewalks are on the left as you travel away from downtown.

B. Amount

1. How many miles(length)? How wide? There are approximately 7.24 miles of sidewalks in and around town. Most sidewalks are 4 feet wide. All new developments have 5 foot sidewalks.

C. Condition

1. Quality/surface/connectivity/street crossings/accessibility? All new sidewalks must be handicap accessible with curb ramps. Some older sidewalks have been improved with ramps as repairs are made, particularly along North Main Street, which sees the most pedestrian traffic. Most older sidewalks are not handicap accessible which makes street crossings difficult and potentially dangerous for the handicapped and for older pedestrians, bicyclists, or parents with strollers. The surface of many of sidewalks are generally good. However, routine maintenance is needed to maintain their quality. Some cracking and surface wear are apparent and should be addressed as funds are available.

D. Comments/Perspectives

1. Historical perspectives. From a cursory review of the presence of sidewalks, it appears that sidewalks were generally installed in 3 cases. (1) to serve pedestrian needs in areas where safety was a concern due to vehicle traffic(North Main Street and downtown). (2) to provide safe access to school facilities(Central Davie, Mocksville Elementary, South Davie, and the School Administration Building which was a previous elementary school). And (3), where a neighborhood requested sidewalks, the Town received consent from the property owners and assessed the cost proportionally to each property owner(as in the case of South Salisbury Street).
2. Budget. The Town occasionally budgets funds for sidewalk construction and repair. Budgeted amounts have fluctuated over the years, and in some years no funding has been provided. Typically, the Town will evaluate sidewalk needs(usually repairs), and estimate necessary funds during the budget process.
3. Current funding(repair and/or replacement). The 2002/2003 budget allocated \$5000 for sidewalk construction and repair and approximately \$3000 has been spent. In the past, as much as \$25,000 has been budgeted for sidewalks and as little as \$0. In most years with funds budgeted, not all funds are spent on sidewalk repair or construction.

II. Vision / Goals

- A. Who do they serve? In general, sidewalks in Mocksville tend to serve mainly passive recreation(walkers, joggers, casual strolling, etc...). A few pedestrians use sidewalks as their primary transportation system between home and work or shopping. But the lack of wide-scale sidewalks throughout the Town tends to discourage walking as alternative transportation. Some school age children use sidewalks to South Davie Jr. High and Mocksville Elementary. And, there are some patrons of the YMCA who access the facility by the sidewalk on Cemetery Street. Since most residential neighborhoods do not have sidewalks, there is almost no opportunity for residents to walk in their neighborhoods outside of the public street. Below are examples of areas and people that sidewalks serve.
1. residential neighborhoods
 2. commercial areas
 3. elderly
 4. walkers
 5. workers
 6. shoppers
 7. recreational facilities/area
- B. What is their purpose? As stated above, generally sidewalks serve a recreational purpose. There are some intangible benefits to sidewalks as well because they can encourage social interaction and a sense of community activity. Below are examples of purposes that sidewalks serve.
1. recreation
 2. transportation
 3. community connections
- C. Why does the Town need sidewalks? One primary need for sidewalks is safety. Providing an area outside of the public street for pedestrians to navigate the town will arise from requests from neighborhoods which see increasing foot traffic(e.g. Milling Road, Hardison Street). In areas where roads are narrow and there are limited roadway shoulders to walk on or yards to walk across, pedestrians will need a safe and protected area to walk. Neighborhood residents may also like to travel downtown without using an automobile, and sidewalks will provide this opportunity. And lastly, the Americans with Disabilities Act requires accessibility to public facilities, and sidewalks will be required to provide that access. The following are examples of needs for sidewalks:
1. public demands
 2. requests from constituents
 3. state or federal requirements for accessibility
- D. Where should sidewalks be built? The Planning Board has indicated several priorities. Closing gaps between existing sidewalks, providing loop connections or links around the downtown area or the fringes of downtown, branching out into neighborhoods with identified safety concerns for pedestrians(e.g. Milling Road, Lexington Road, etc...), and providing pedestrian access to commercial and shopping areas. Neighborhoods may be served by the Town extending sidewalks to the beginning of the neighborhood. But, property owners would be asked to participate in building sidewalks throughout their neighborhood.

As sidewalks have been traditionally built on one side of the street in most cases, that should be continued except in the downtown or very high pedestrian use areas(i.e. commercial developments such as Boxwood Village). In downtown, sidewalks should, in all cases, be constructed on both sides of the street. And lastly, in order to provide connections to future greenways and trails around town, sidewalks should also be extended where a greenway or trail is planned.

The following list reflects preliminary priorities for Town-constructed sidewalks:

1. closing gaps(linking 2 or more existing sidewalks)
2. providing loop connections for walking routes in and around downtown
3. serving new areas where safety is a concern and will serve identified pedestrian needs
4. commercial areas along arterial or collector streets(e.g. Hwy 601)
5. connecting to future planned greenways or trails
6. residential areas to provide access to downtown(i.e. extending sidewalks to existing neighborhoods such as Twin Brook, Garden Valley, North Ridge)

E. What are the priority areas/streets/neighborhoods?

1. **Closing the gaps/making loops:**
 - a. **East and west sides of North Salisbury Street from Depot Street to Sanford Avenue.[Map Code #1a]**
 - b. **West side of South Main Street from West Maple Avenue to South Salisbury Street;[Map Code #1b]**
 - c. **South Davie Drive from existing sidewalk along west side to Sanford Avenue; south side of Sanford Avenue from South Davie Drive to South Salisbury Street; [Map Code #1c]**
 - d. **West side of Pine Street from Second Presbyterian Church to North Main Street. [Map Code #1d]**
 - e. North side of West Maple Avenue from South Main Street to South Salisbury Street;
 - f. North side of Hospital Street from Wilkesboro Street to Valley Road; and,
 - g. East side of South Main Street from the Grubb Office Building to East Maple Avenue.
2. **Branching out to neighborhoods with identified safety concerns for pedestrians:**
 - a. **Milling Road in 3 phases (1 - from North Main Street to Northwood Apartments[Map Code #2a]; 2 - from Northwood Apartments to Bethel Church Road; and, 3 - from Bethel Church Road to Ridgemont and to Craftwood);**
 - b. **West side of Hardison Street from South Salisbury Street to Cedar Ridge Apartments New Hampshire Court; [Map Code #2b]**
 - c. **South side of East Depot Street from railroad to East Lexington Road; and, North side of East Lexington Road from East Depot Street to East Lake Drive(Twin Brook); [Map Code #2c]**
 - d. **Park Avenue(from Rich Park property) to West Church Street to Wilkesboro Street[Map Code #2d]**

- e. North and South sides of Duke Street from South Salisbury Street to Autumn Care and Davie Group Home;
 - f. South side of Sanford Avenue from South Davie Drive to Magnolia Avenue(Garden Valley);
 - g. East side of North Main Street from Milling Road to Sunset Drive;
 - h. East side of Valley Road from Sanford Avenue to Boxwood Village Drive; and,
 - i. East side of North Main Street from Sunset Drive to Dogwood Lane.
3. **Providing pedestrian access to commercial and shopping areas:**
- a. East side of Yadkinville Road from Wilkesboro Street to Country Lane;
 - b. East side of South Main Street and Salisbury Road from South Salisbury Street to entrance to Rollingwood Drive; and,
 - c. East side of Yadkinville Road from Country Lane to Madison Road.
4. **Other:**
- a. Major and minor thoroughfares or collector streets(US 601, US 64, US 158, Country Lane, Campbell Road, Hardison Street, Milling Road, Sain Road, Madison Road, Sanford Avenue/County Home Road; and,
 - b. Connecting future greenways and trails(Park Avenue to West Church Street to Garner Street to Sofley Street to Wilkesboro Street; US 158 from future greenway at Elisha Creek to North Main Street; Milling Road from Craftwood to Elisha Creek; Hardison Street from Cedar Ridge Apartments to Bear Creek).

F. Changes to the list of Priorities

Any street or portion of a street within the list of priorities may be selected by the Town for sidewalk construction based upon available funds, right of way, feasibility of construction, or other factors determined by the Town Manager and Town Board during the budget approval process. The list of priorities is a guide for use by the Town in establishing funding priorities and may be changed as needed. The Town will make a reasonable effort to notify affected citizens and property owners when a change is proposed to a street or portion of a street planned for a sidewalk.

G. Greenways/Trails

At present, nearly 1 mile of greenway/trail has been constructed in a private development(Elisha Creek Ridge). The owner of the trail is willing to dedicate the trail to the town. However, due to the remote location of the greenway and the location outside of the Town limits, the Town does not consider this greenway feasible for acceptance at this time. There are 2 developments along Elisha Creek which have dedicated easements for a public greenway(Meadow Ridge and Forest Glen). The Parks and Recreation Department sees an opportunity to continue the existing trail toward US 158 and eventually providing access to Rich Park. However, the Town would prefer to focus on areas within the Town limits and close to Rich Park when opportunities are available for acquiring or building new greenways. The following are recommended priorities as identified by the Parks and Recreation Department:

1. Acquire and improve the Elisha Creek Ridge trail. The trail should be a minimum of 5 feet in width and consist of a paved surface.
2. Extend the trail/greenway to Rich Park along existing sewer rights of way. Sewer rights of way would require conversion to a general purpose easement and consent of the affected property owners.
3. Establish a trail/greenway from the Squire Boone shopping center to Rich Park. Parks Department personnel indicate this area represents a good opportunity due to the quality of the sewer right of way.
4. Connect existing or planned sidewalks to trails and greenways for greater recreation around town.

The Planning Board has identified 3 priorities for greenways:

- 1. Rich Park to Park Avenue. This would improve existing park property with a pedestrian trail to connect from the center of the park to Park Avenue. [Map Code #G-1]**
- 2. North Ridge Subdivision to Rich Park. This would connect the planned pedestrian walkway within North Ridge Subdivision through Town property to Rich Park. [Map Code #G-2]**
- 3. Elisha Creek from Campbell Road across Hwy 158 to the existing/platted greenway easements along Elisha Creek at Forest Glen and Meadow Ridge Subdivisions. [Map Code #G-3]**

III. **Implementation of the Plan**

A. Sidewalk Construction Standards.

Requirement	Standard
Width	5 feet minimum(all areas except on downtown streets as listed)
	8 feet minimum along downtown streets. Downtown streets are defined as Main Street from Lexington Road to Gaither Street and Depot Street from Salisbury Street to Chaffin Street.
Depth	4 inches minimum; 6 inches minimum at driveway crossings.
Material	3500 PSI concrete
Buffer	Minimum 5 foot planting area between the edge of the street or back of curb except on downtown street listed above.
Other	All sidewalks shall comply with the Americans with Disability Act(ADA) standards and the North Carolina State Building Code for accessibility. Pedestrian paths and trails must, at a minimum, comply with ADA and North Carolina standards, but in no case should be less than 5 feet in width and finished with a paved surface of asphalt, concrete, or loose material compacted to meet accessibility requirements of the ADA.

- B. Trails and Greenways Construction Standards. Trails should be a minimum of 5 feet in width and be surfaced with a paved material of asphalt, concrete, or crushed stone sufficient to meet ADA standards. In order to meet federal Parks and Recreation Trust Fund grant requirements, trails shall be paved with asphalt or concrete. Vehicle access should be restricted through impediments to discourage unauthorized access by all-terrain vehicles, motorcycles, automobiles and trucks.
- C. Right of Way. All sidewalks should be constructed in the public right of way unless an easement is granted across private property which is of sufficient width to be adequate for maintenance by the Town.
- D. Additions to the Plan. Streets may be petitioned to be added to the Plan upon filing the appropriate form with the Town Manager. At least 50% of the lot owners on any street or segment of street proposed for addition must sign the petition. Any requested addition to the Plan will be considered on the basis of the stated goals and objectives of the plan, the purpose of the sidewalk, the relative benefit to the Town and its citizens, potential costs involved, and feasibility of the addition. The Town Manager shall refer the request to the Planning Board for review and recommendation. The Planning Board will recommend to accept, deny, or defer the request for additional study. Following recommendation by the Planning Board, the Town Board may consider the request for addition to the Plan.

E. New Development. Sidewalks shall be required according to the following schedule in all residential and nonresidential developments:

SIDEWALK REQUIREMENTS FOR EXISTING AND PROPOSED ROADS			
Street Type*	Both Sides	One Side	None
Major Arterial	X		
Minor Arterial	X		
Collector	X		
Industrial			X
Commercial	X		
Residential(with through access)		X	
Residential or mixed-use collector street serving more than 50 lots	X		
Residential cul-de-sac serving more than 20 lots		X	
Residential serving 20 or fewer lots			X

* See Mocksville Street Classification Map for Street Types.

Note:

- 1) *Sidewalk requirements do not apply to in-fill residential lot construction unless a sidewalk exists on abutting property such that the sidewalk is continued.*
- 2) *A minimum 5 foot landscape area is required between the street and the sidewalk. The landscape area shall be designed to accommodate both plantings and underground utilities.*

IV. Funding and Construction

A. How to pay for sidewalks?

1. Funding(including Town budget, grants, gifts). The Town will actively seek grant sources of funding for the construction of sidewalks on the list of priorities. The Town will also receive gifts made to the Town for the purpose of sidewalk construction. During the budget review process for the upcoming fiscal year, the Town will determine the appropriate and responsible level of funding for sidewalks based on needs of the Town, necessary repairs, and objectives of the Town Board. The Town may budget funds according to approved budget procedures and within the constraints of available Town resources. Sidewalk construction may be delayed until subsequent years depending upon the availability of funds. However, sidewalks on the priority list will not be changed during the budget process.
2. Donations. Donations may be made to the Town for the construction of sidewalks anywhere within the Town. If a requested street is not listed on the priority list, and the amount of the donation is not sufficient to construct the sidewalk, the donation may be retained by the Town until such time as the sidewalk is built on the requested street, or the funds returned to the donor.
3. Assessments of property owners. The Town will extend sidewalks along all streets identified as priorities up to any existing neighborhood. Property owners along a street may petition the Town if at least 75% of all of the property owners along the street sign the petition. The total cost of right-of-way acquisition, design, and construction of the sidewalk will be assessed to each property owner based on the pro-rata share of street frontage of the lot. Lot owners with frontage on two or more streets will be assessed the full cost on their primary street frontage and ½ the cost on the secondary lot frontage. When a secondary lot frontage is more than twice the primary lot frontage, the assessment shall be no greater than the amount equal to the primary lot frontage. Property owners will have up to 6 years to pay the assessment with interest calculated at the minimum prime rate established by the Federal Reserve Board.

B. Who should install sidewalks; under what conditions?

1. Town. The Town of Mocksville will construct sidewalks in accordance with the priority listing. However, in the event that grant funds, assessments, or other non-Town funds are available for sidewalk construction, the Town may construct any sidewalk in the priority list provided that non-Town funds will substantially pay for any such sidewalk.
2. Developers. Sidewalks shall be installed during construction of the development or phase of development and shall be completed prior to a certificate of occupancy for any of the buildings in the development or phase of development. However, a cash bond or irrevocable letter of credit may be provided to the Town by the developer in an amount not less than 120% of the total cost of the required sidewalk to guarantee construction of the sidewalk within 18 months of the posting of such bond or letter of credit. The Town Manager may grant one or more 18 month extensions provided a cash bond or letter of credit as stated above guarantees such sidewalk construction. Any guarantee shall be accompanied by documentation from a licensed engineer, registered land surveyor, or an approved bid or contract from a licensed contractor subject to approval by the Town Manager.
3. Fees in-lieu-of sidewalk construction. A developer may choose to pay a fee in lieu of sidewalk construction for the Town to construct a sidewalk on the list of priorities. In the event the Town does not construct the sidewalk, for which fees were received, within 7 years of the date that such funds were received, any such fees will be returned to the developer.