



Ramseur

Where Family and Friends Meet

Land Development Plan

June 2022

Town of Ramseur

Land Development Plan

2040

Prepared for:
Town of Ramseur, North Carolina

Ramseur Land Development Plan Steering Committee

Town Council

Vicki Caudle, Mayor
Joy Hooker
JC Parrish

Jim McIntosh, Mayor Pro Tempore
Tim Cranford
Diana Brower

Ramseur Planning Board

Robert Thomas
Elton Smith, Chair
Stephen Alcala

Sharon J. Womick
Ray Caudle
Denise Lowe (Alternate)

Citizens

Ernie Mitchell

Diana Slater

Technical Assistance Provided By:

Carol Akers, Town Clerk
Piedmont Triad Regional Council
University of North Carolina

Adopted by the Ramseur Town Council: _____

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1. Introduction and Overview

a. Purpose of Plan

What will the Town of Ramseur look like in the year 2040? The purpose of this plan is to guide local land uses toward a collective vision of the Future Ramseur. The Town of Ramseur Land Development Plan (LDP) will guide Ramseur in proactive responses to development issues that arise over time. The LDP will be a valuable resource to decision makers on whether to approve zoning changes, where to prioritize capital expenditures, and when implementing infrastructure projects.

This document combines information from a steering committee of local leaders, community input, as well as current data on transportation, housing, and natural resources to provide a rational basis for local land use decisions.

b. Planning Area

Ramseur encompasses 1.6 square miles of scenic rolling land in the Piedmont Triad region of central North Carolina. It has a historic downtown, several active mills, and an elementary school. Southeastern Randolph Middle School is located just outside of the current town limits. NC 64 runs through the northern section of the town and is lined with a mix of industry, retail and restaurants. The Deep River winds from the northeast of Ramseur to the southwest, flowing past historical mill sites and the downtown area. Allen H. Leonard Memorial Park is across the Deep River from the downtown. The Deep River Trail is the only state designated combination blueway/greenway trail in North Carolina.

Located in Randolph County, the Town of Ramseur is 10 miles east of Asheboro along US 64. The Raleigh-Durham and Charlotte regions are both located about 90 minutes away by car. Greensboro is roughly a 45-minute drive away. In resident surveys and informal interviews at public events the town is frequently described as *“a quiet friendly place where everyone knows their neighbors.”* Ramseur is a relaxed location to live, work, and play. The amenities of larger cities are close by, yet Ramseur maintains its small-town character and charm.

c. Historical Context

The Town of Ramseur was first settled in 1840 around a log dam and sawmill along the Deep River. The Town was originally named Columbia, after the Columbia Manufacturing Company which built a small cotton mill in the settlement in 1850. By 1889, the community and its post office were renamed Ramseur by Mr. W.H. Watkins (co-owner of the Columbia Manufacturing Company) in honor of his commanding officer in the Civil War, General Stephen D. Ramseur, as there was confusion with the post office in Columbia, SC. Ramseur was officially incorporated in 1895.

d. Relevant Existing Plans

Town of Ramseur Land Development Plan (March 2003)

The previous land development plan (LDP) was adopted in 2003. It contained a wealth of information about Ramseur including demographics, employment, housing, and infrastructure. Recommended land development designations and guidelines were developed to provide a strategic, proactive vision of where and how the community wished to grow. This plan has served well as a land use guide for the Town.

Randolph County Comprehensive Transportation Plan (2012, 2016 update)

This is a long-range multi-modal transportation plan that covers transportation needs through 2040. Modes of transportation evaluated as part of this plan include highway, public transportation and rail, bicycle, and pedestrian. This plan does not cover routine maintenance or minor operations issues. Recommendations specific to Ramseur include:

- Upgrade the section of US 64 within Ramseur from Pleasant Ridge Road (SR 1003) to Reed Creek Road (SR 2668) to boulevard standards by converting the existing five-lanes into a four-lane median divided facility.
- US 64 Bypass (Ramseur): Construct a four-lane freeway on new location from US 64 near Pleasant Ridge Road (SR 1003) to US 64 east of Ramseur at Reed Creek Road (SR 2668). Interchanges are proposed at NC 22, NC 49 and both the western and eastern termini. A grade separation is proposed at Brady Street.

US 64 was also identified as an alternative route to I-40 between the western part of the state and Raleigh in the 2005 US 64-NC 49 Corridor Study Report. As traffic reaches capacity on I-40, travelers look to US 64 as a viable alternative when traveling through central North Carolina. Improvements to US 64 were identified most frequently as a key transportation issue in the county by the respondents to the transportation survey conducted in 2010 in conjunction with the CTP study. Respondents ranked US 64 as their number one concern on the following issues: safety (particularly at intersections with other US and NC routes), truck traffic, congestion and access. Additionally, US 64 was identified as desirable for providing bicycle and pedestrian facilities.

Piedmont Triad Regional Trail Plan and Inventory (2011)

The Piedmont Regional Trail Plan includes an inventory of existing & current proposed trails, and identification of new proposed regional trail connections throughout the Piedmont Triad. A series of public workshops were held for stakeholders to identify trail connections that best preserve and enhance recreation, open space, water quality and wildlife habitat opportunities in the region. Proposed priority trails in the Ramseur area include the Old Liberty Road Connection to Deep River Trail, expand the Deep River Trail in Franklinville, including rail trail connection to Climax, and improve recreational access to the Ramseur Blueway Trail. The Deep River State Trail is North Carolina's only state designated combined blueway/greenway trail. It received state designation in 2007 and access points for hiking and boating are being developed by local communities all along the Deep River.

Randolph County Growth Management Plan (2009, updated Oct 2017)

The County Growth Management Plan serves as a long-range guide for public policy decisions concerning the overall growth and development of the Randolph County community. The lays out growth management guidelines for economic development, public infrastructure, industrial development, commercial development, office and institutional development, residential development, planning coordination, environmental quality, scenic corridor protection and heritage management. Primary growth areas include areas that currently have or are likely to have access to urban infrastructure services, such as water and sewer, within the foreseeable future. These areas are anticipated to consist of predominately mixed use that will include residential, commercial and industrial development. Higher urban type density level can be anticipated in this area. One of the primary growth management areas is the US 64/ NC 49 corridor between the City of Asheboro and the Town of Staley. This corridor runs straight through the Town of Ramseur.

Randolph County Strategic Plan (2016)

The County Strategic Plan identifies a vision, goals, and strategies for Public Health, Safety, and Well Being. Common themes emerging from the plan include: Improving development and recruitment of qualified workers, making tangible quality of life improvements to enhance recruitment and marketing efforts, developing proactive prevention programs to reduce the debilitating and costly effects of existing and emerging community and mental health challenges, reducing barriers to critical services, and aligning resources to increase the efficiency and effectiveness of services.

e. Planning Process and Methodology

A detailed analysis of existing conditions and future trends was conducted to ensure the LDP responds to the most relevant and current land development issues and trends. Mapping and Database Technology was used to map and analyze demographic, economic, environmental, and service growth factors. Population, housing, and economic data reported is from the U.S. Decennial Census (1890-2010), NC State Demographer 2018 Certified Population Estimate (September 18, 2019), US Census Bureau American Community Survey (2018).

A steering committee was formed from local government representatives and local residents. Monthly stakeholder meetings were held to guide the planning process. A community survey, delivered digitally and on paper, was conducted to determine resident attitudes and interests on a range of land use topics. Additionally, several open houses were held to garner input from residents, as well as one public tabling session by planning staff during the annual Food Truck Festival held in downtown Ramseur in April of 2022.

Using the quantitative and qualitative information gathered through the data analysis and community engagement processes, overarching **Goals**, specific **Policies**, and actionable **Implementation Strategies** were developed by the steering committee and planning staff through an iterative process from January to May of 2022, along with a Future Land Use Map to serve as a visual guide in future development decisions. This draft plan was then sent to Ramseur’s Planning board for analysis and recommendations, and then to the Town Council for final adoption.

Ramseur Municipal Building



2. Existing Conditions

a. Growth & Comparison Communities

In sections below, Ramseur is compared to Randolph County, North Carolina, Franklinville and Liberty (both in Randolph County), and Biscoe (in Montgomery County). These municipalities were chosen because of their similarity in size, population, proximity to an urban area, and commuting patterns.

Historical Population

Figure 1 shows the historical population of the Town of Ramseur and Randolph County since 1900. Currently, Ramseur has a population of 1,774 people, according to the 2020 Census Redistricting dataset. Ramseur saw the highest growth rate in the 1990's, increasing 35% from 1,186 to 1,588 people. This is also one of the few decades that the Town's growth rate exceeded that of Randolph County. Randolph County has seen a much higher growth rate overall than that of Ramseur. Currently, only about 1.23% of the County's population resides in Ramseur.

Figure 1: Historical Population (1900-2020)

Year	Ramseur			Randolph			Ramseur
	Population	Change	% Change	Population	Change	% Change	% of County
1900	769	-	-	28,232	-	-	2.72%
1910	1,022	253	32.9%	29,491	1,259	4.5%	3.47%
1920	1,014	-8	-0.8%	30,856	1,365	4.6%	3.29%
1930	1,220	206	20.3%	36,259	5,403	17.5%	3.36%
1940	1,220	0	0.0%	44,554	8,295	22.9%	2.74%
1950	1,134	-86	-7.0%	50,804	6,250	14.0%	2.23%
1960	1,258	124	10.9%	61,497	10,693	21.0%	2.05%
1970	1,328	70	5.6%	76,358	14,861	24.2%	1.74%
1980	1,162	-166	-12.5%	91,300	14,942	19.6%	1.27%
1990	1,186	24	2.1%	106,546	15,246	16.7%	1.11%
2000	1,588	402	33.9%	130,454	23,908	22.4%	1.22%
2010	1,692	104	6.5%	141,752	11,298	8.7%	1.19%
2020	1,774	82	4.8%	144,171	2,419	1.7%	1.23%

Source: 1900-2010 Decennial Census; 2020 Redistricting File

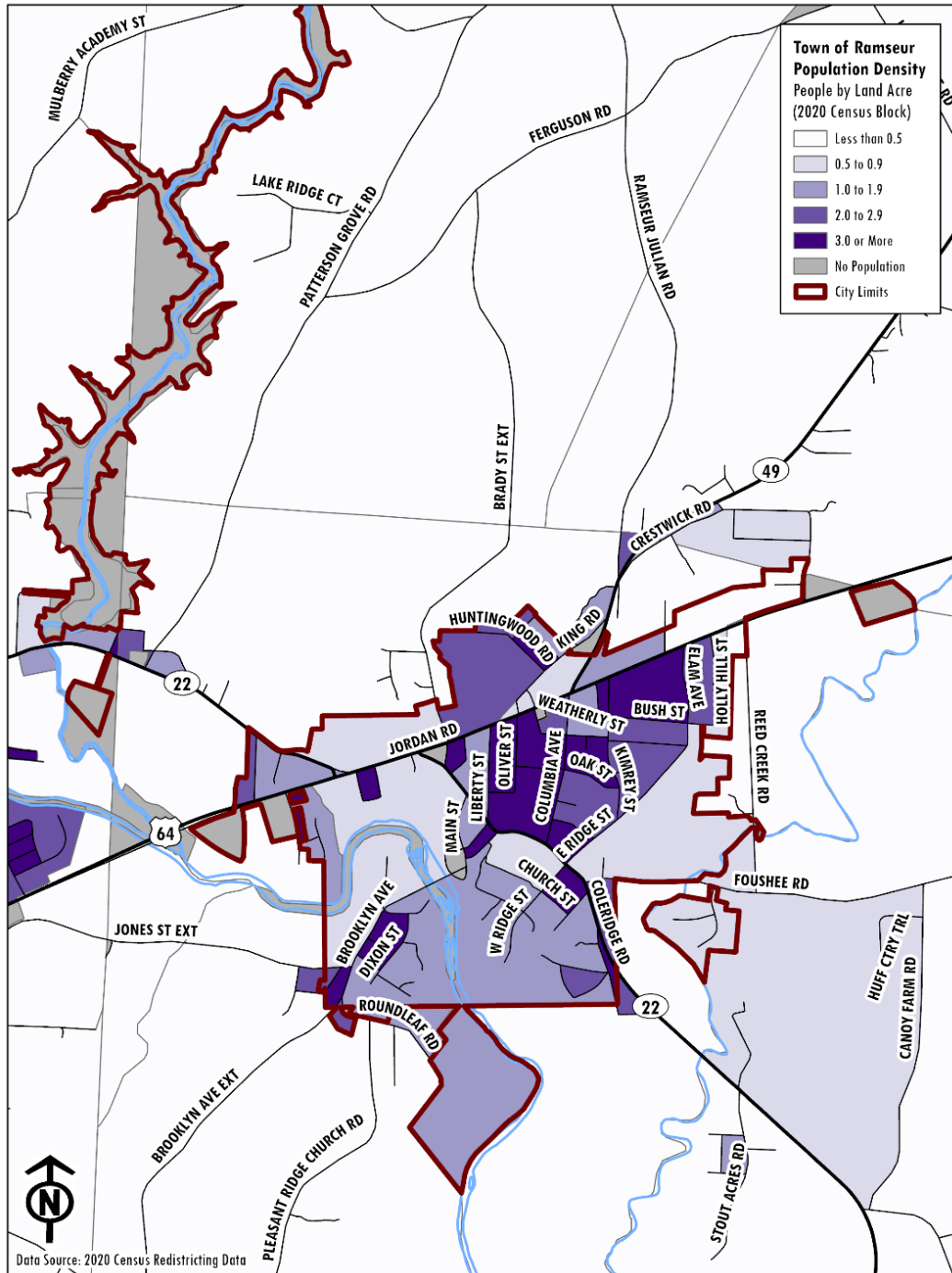
Population Projections

The NC State Demographer produces annual population projections at the county level only, not the municipal level. The population projections for Randolph County estimate an additional 16,000 people through year 2040, a growth rate of 11.1% over two decades. For municipal projections, the average annual growth rate of 0.55% between 2000 and 2020 for Ramseur was used to project the municipal population. Therefore, it is estimated that by the year 2040, Ramseur will have a population of **1,982**.

Population Density

Ramseur's over population density is 1.39 people per land acre (excludes water features). As shown in Map 1, population density is highest between Liberty Street and Columbia Avenue, south of US-64, and around the apartments off of King Road and Huntingwood Road.

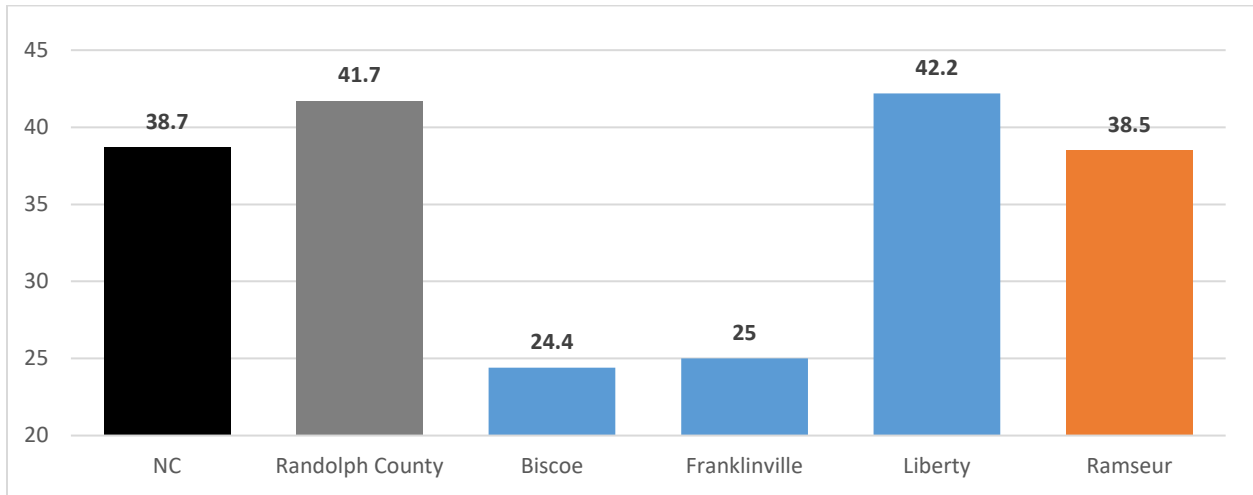
Map 1: Population Density (2020)



Age

In 2019 the median age in Ramseur was 38.5, up from 33.5 in 2010 and 36.0 in 2000. As shown in figure 2, the median age in Ramseur is generally consistent with the state, but is lower than that of Randolph County and Liberty, and higher than that of Biscoe and Franklinville.

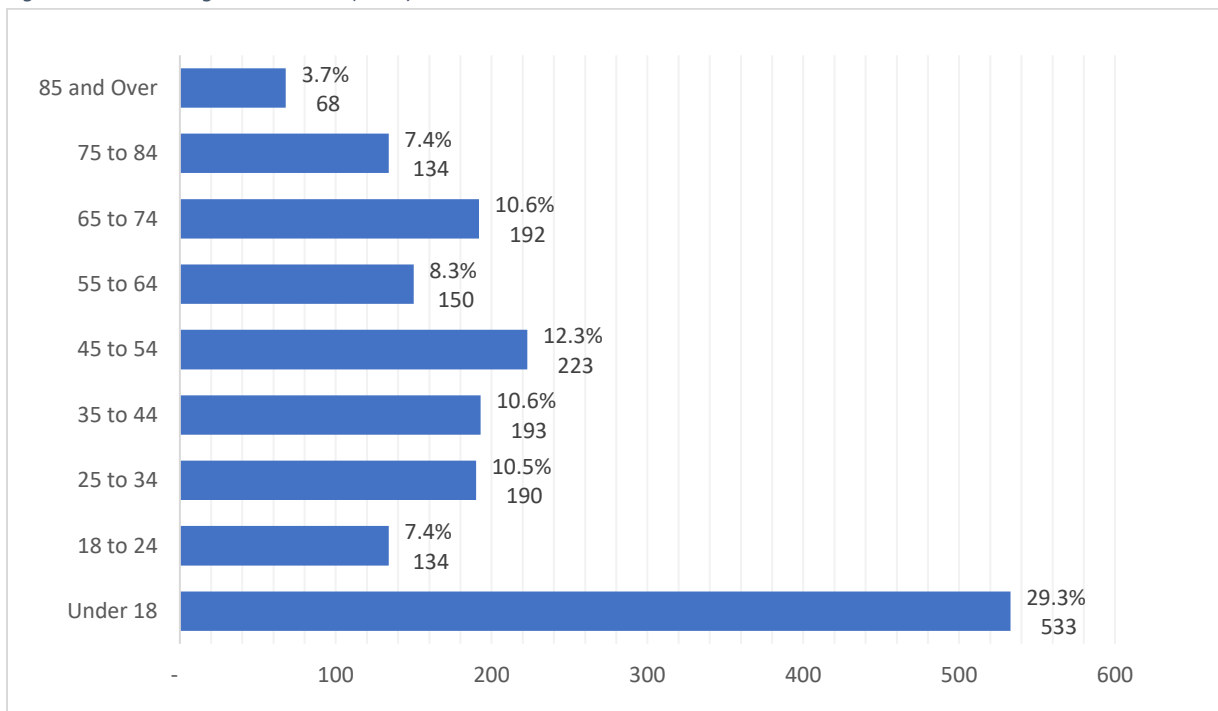
Figure 2: Median Age Comparison (2019)



Source: 2019 ACS 5-Year Estimates (Table B01002)

Figure 3 details the age distribution of Ramseur's residents. About 29% of Ramseur's population are children under the age of 18. The next largest age group is adults, ages 45 to 54, representing 12% of the Town's population. About 22% of the population is over age 65, and about 49% of the population are between ages 18 and 64.

Figure 3: Ramseur Age Distribution (2019)

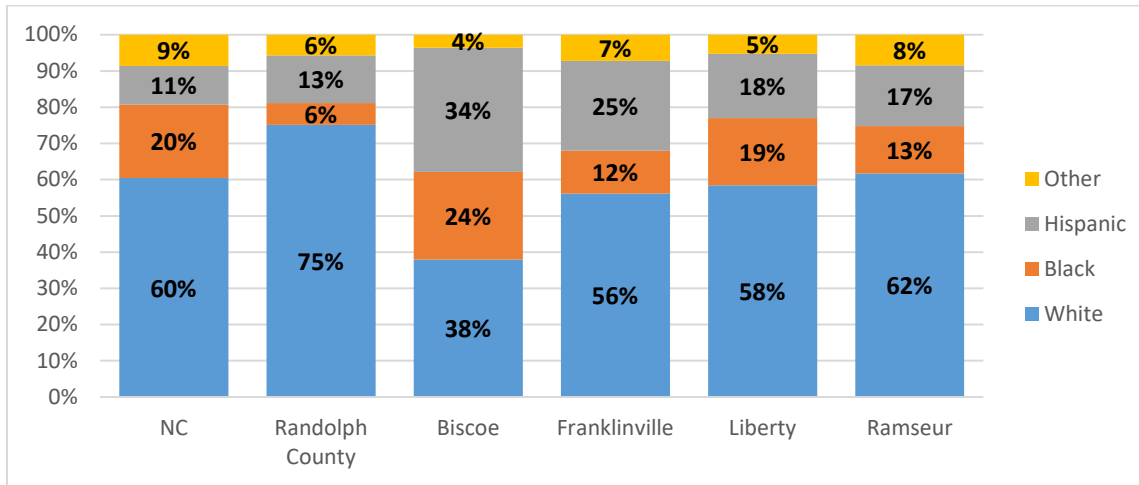


Source: 2019 ACS 5-Year Estimates (Table B01001)

Race & Ethnicity

Figures 4 and 5 illustrate racial demographics within Ramseur. In 2020, Ramseur’s population consisted of 62% white, 13% black, 17% Hispanic, and 8% some other race. Between 2000 and 2020, the total population in Ramseur increased by 12%, while the white population saw a decline of 11%. During this same time, the Black population increased 34%, the Hispanic population increased by 127%, and the population identifying as other increased 206%.

Figure 4: Race & Ethnicity Comparison (2020)



Source: 2020 Census Redistricting P2

Figure 5: Changes in the Ramseur Population by Race & Ethnicity

Population	2000		2010		2020		Change 2000 to 2020		Change 2010 to 2020	
	#	%	#	%	#	%				
White	1,234	78%	1,160	69%	1,094	62%	-140	-11%	-66	-6%
Black	174	11%	211	12%	233	13%	59	334%	22	10%
Hispanic	131	8%	258	15%	297	17%	166	127%	39	15%
Other	49	3%	63	4%	150	8%	101	206%	87	138%
TOTAL	1,588		1,692		1,774		186	12%	82	5%

Source: 2000 Census SF1 (Table P008); 2010 Census SF1 (Table P5); 2020 Census Redistricting (Table P2)

As revealed in Figure 6, these trends are largely consistent with those in the state, county, and peer communities; the minority populations have overall steadily increased across Ramseur and other comparison jurisdictions since 2000. “Minority population” in this context refers to anyone who identifies as something other than white and non-Hispanic. Ramseur does have a higher minority population than Randolph County, but lower than the State and the other comparison towns.

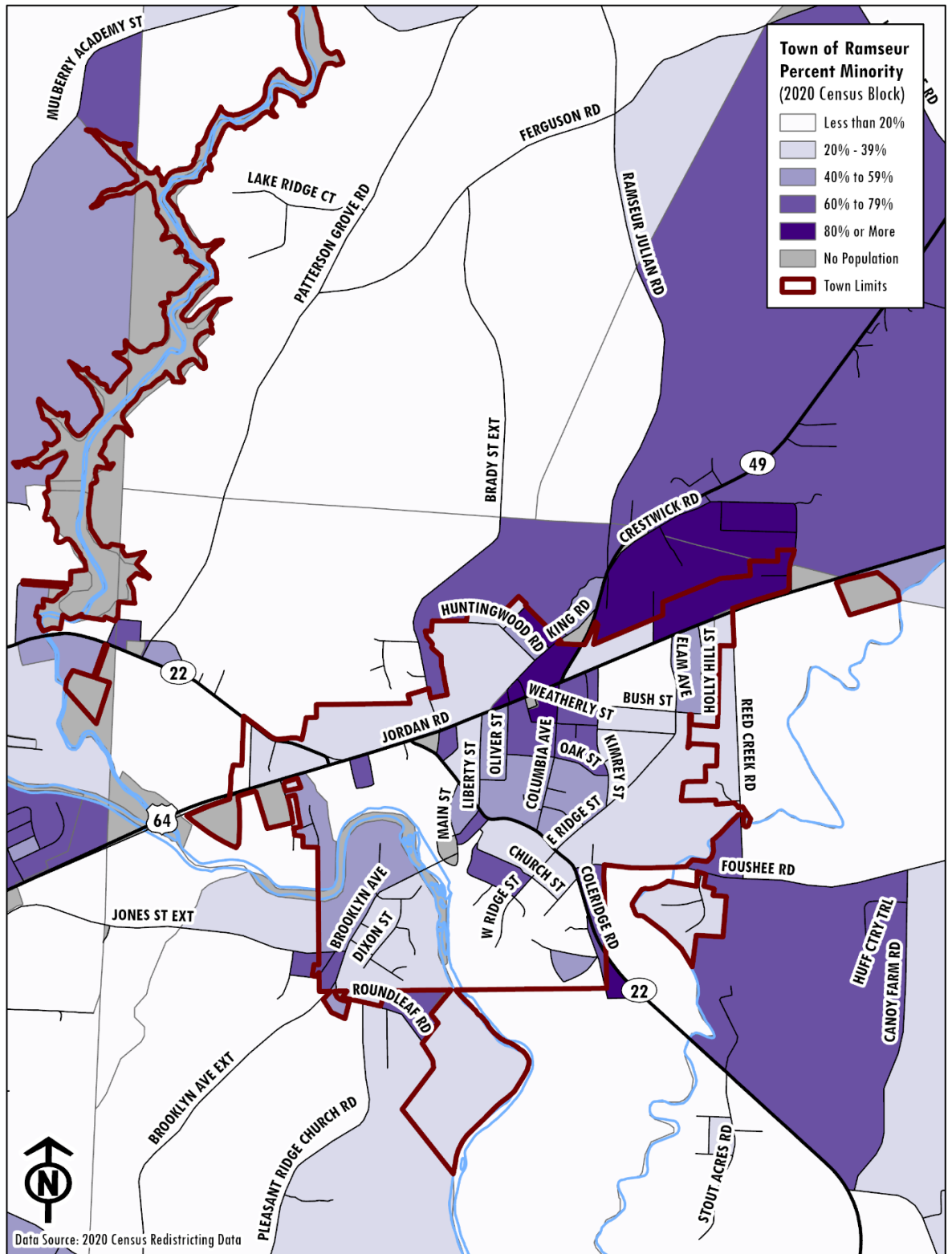
Figure 6: Minority Population Comparison Trend (2000-2020)

% Minority	2000	2010	2020
NC	30%	35%	40%
Randolph County	14%	19%	25%
Biscoe	49%	58%	62%
Franklinville	29%	36%	44%
Liberty	39%	38%	42%
Ramseur	22%	31%	38%

Source: 2000 Census SF1 (Table P008); 2010 Census SF1 (Table P5); 2020 Census Redistricting (Table P2)

Minority population is greatest in the northeastern section of town, between NC-49, US-64 and Crestwick Road, as can be seen in Map 3.

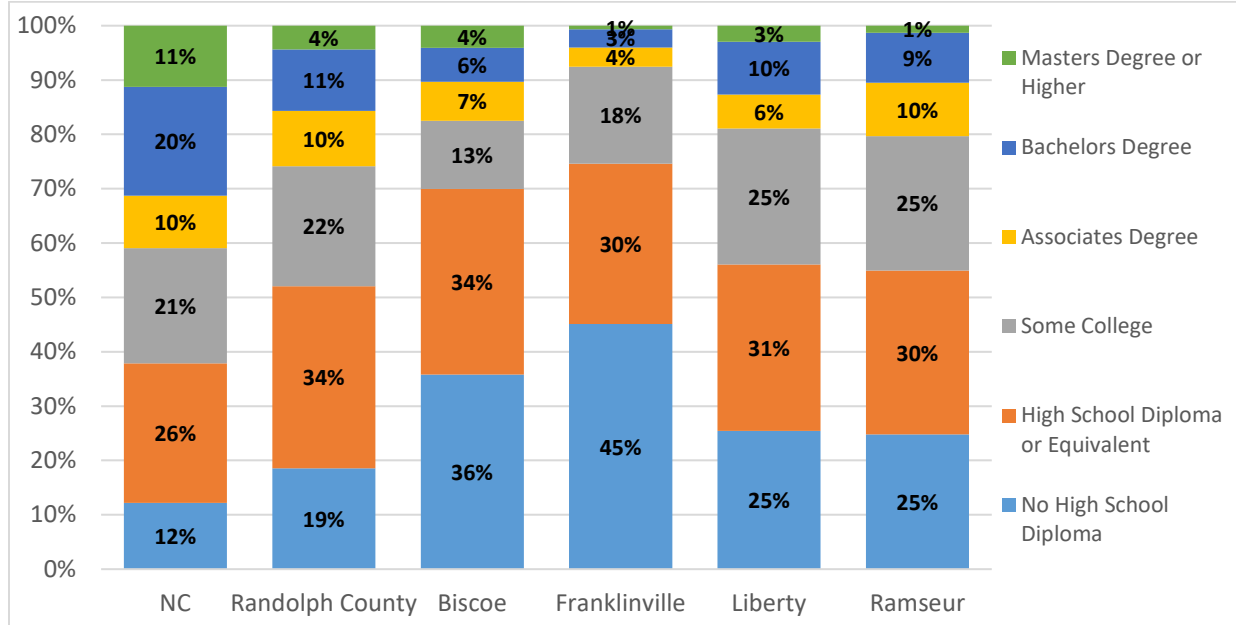
Map 1: Percent Minority (2020)



Educational Attainment

Figures 7 and 8 detail educational attainment in Ramseur and comparison communities. Approximately 75% of Ramseur’s adult population has at least a high school diploma; 10% have at least a Bachelor’s degree; and 1% have a Master’s degree or higher. Ramseur and Liberty have very similar educational attainment levels. Ramseur’s educational attainment levels are lower than that of the state for percent of the population with a high school diploma and other higher-level degrees.

Figure 7: Educational Attainment Comparison for the Population Ages 25+ (2019)



Source: 2019 ACS 5-Year Estimates (Table B15002)

Since the year 2000, the percentage of Ramseur’s population with at least a high school diploma has increased from 69% in 2000 to 75% in 2019. Ramseur has seen an increase in population with some college or an Associate’s degree, and a small rise in population with a Bachelor’s degree. Population with a Master’s degree of higher has actually decreased since 2000.

Figure 8: Change in Educational Attainment for the Population 25+

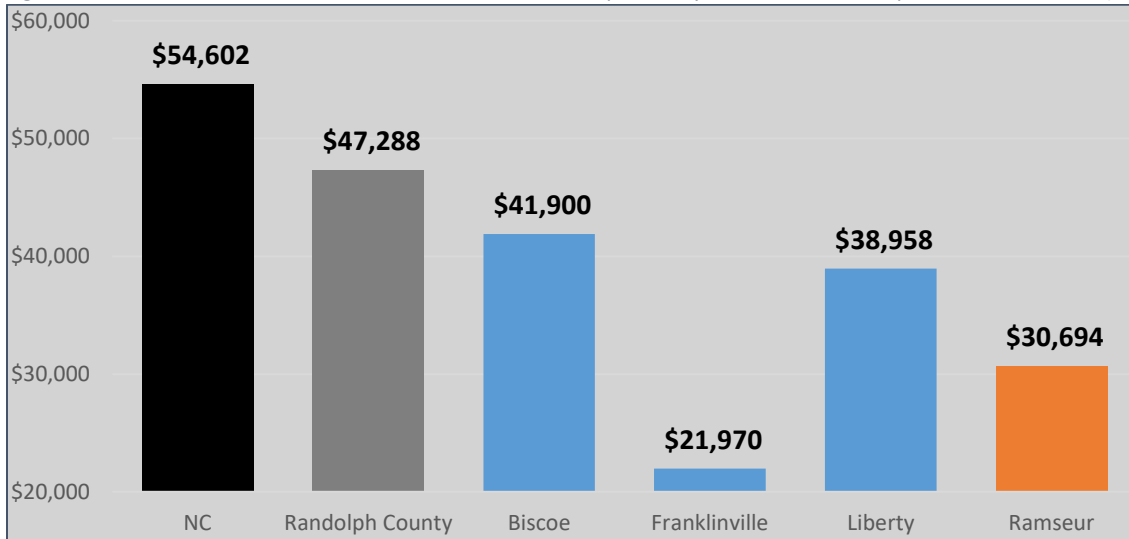
Education Level	2000		2010		2019		Change 2000 to 2019	
	#	%	#	%	#	%	#	%
No High School Diploma	326	31%	255	28%	285	25%	-41	-123%
High School Diploma	379	36%	350	38%	347	30%	-32	-8%
Some College	181	17%	124	13%	284	25%	103	57%
Associate Degree	62	6%	103	11%	113	10%	51	82%
Bachelor's Degree	77	7%	65	7%	106	9%	29	38%
Master's Degree or Higher	19	2%	25	3%	15	1%	-4	-21%
TOTAL	1,044		922		1,150		106	10%

Source: 2000 Census (Table P037); 2010 ACS 5-Year Estimates (Table 15002); 2019 ACS 5-Year Estimates (Table B15002)

Income

Figure 9 shows the Median Household Income in Ramseur and comparison communities. Median household income in Ramseur in 2019 was \$30,694, down from \$31,379 in 2010 and \$32,961 in 2000. The incomes in Ramseur are lower than the comparison jurisdictions, except for Franklinville. Ramseur, Franklinville, and Liberty all saw a decrease in incomes between 2010 and 2019.

Figure 9: Median Household Income in North Carolina, Randolph County, Ramseur, and comparison communities (2019)



Source: 2019 ACS 5-Year Estimates

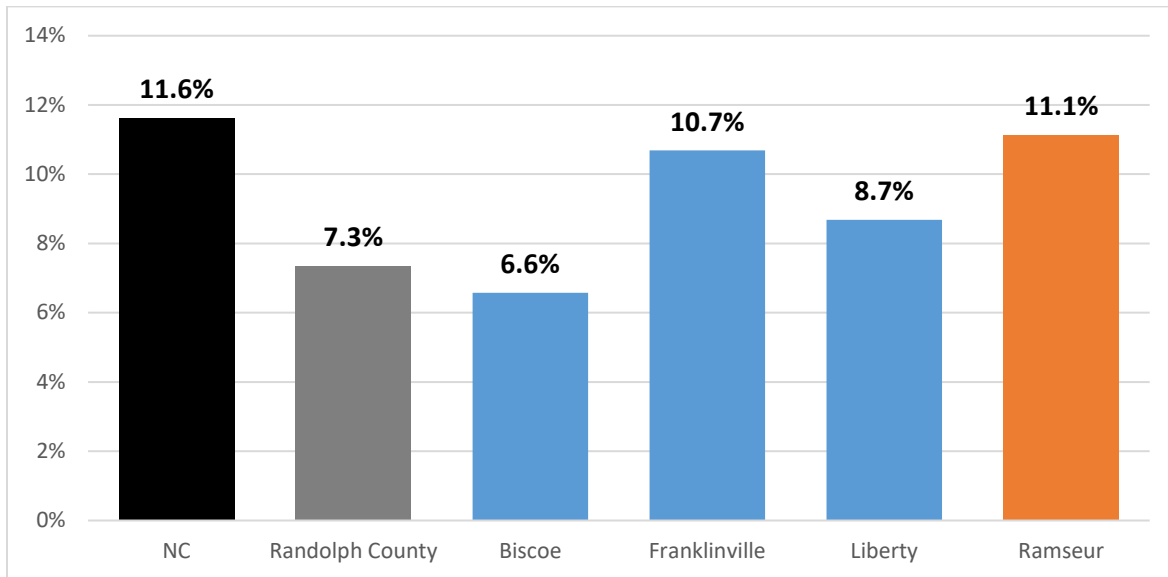
Ramseur Elementary School



Housing Occupancy and Tenure

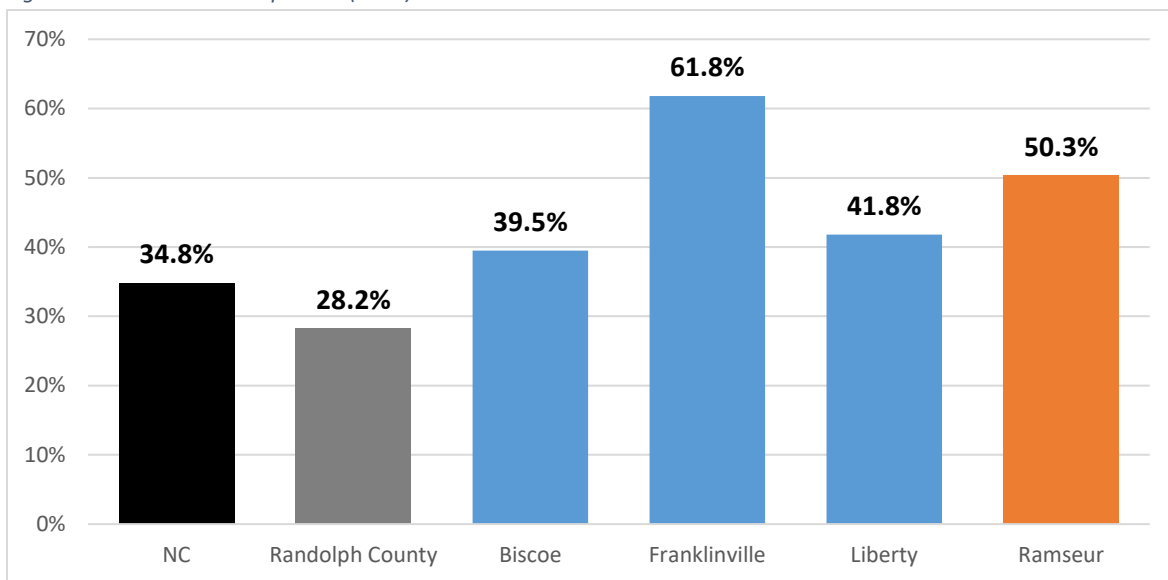
Figures 10 and 11 detail the housing vacancy, ownership, and rental rates in Ramseur and comparison communities. According to the 2020 Decennial Census Redistricting data, Ramseur has 728 housing units, of which 647 (88.9%) are occupied, leaving a vacancy rate of only 11.1%. The vacancy rate across the State is similar, but Ramseur has a higher vacancy rate than Randolph County and the other comparison towns. Of these occupied units in Ramseur, 49.7% are owner occupied, leaving a rental rate of 50.3%. The rental rate across Randolph County and the State is much lower, at 28.2% and 34.8% respectively.

Figure 9: Vacancy Rate Comparison (2020)



Source: 2020 Census Redistricting (Table H1)

Figure 10: Rental Rate Comparison (2019)

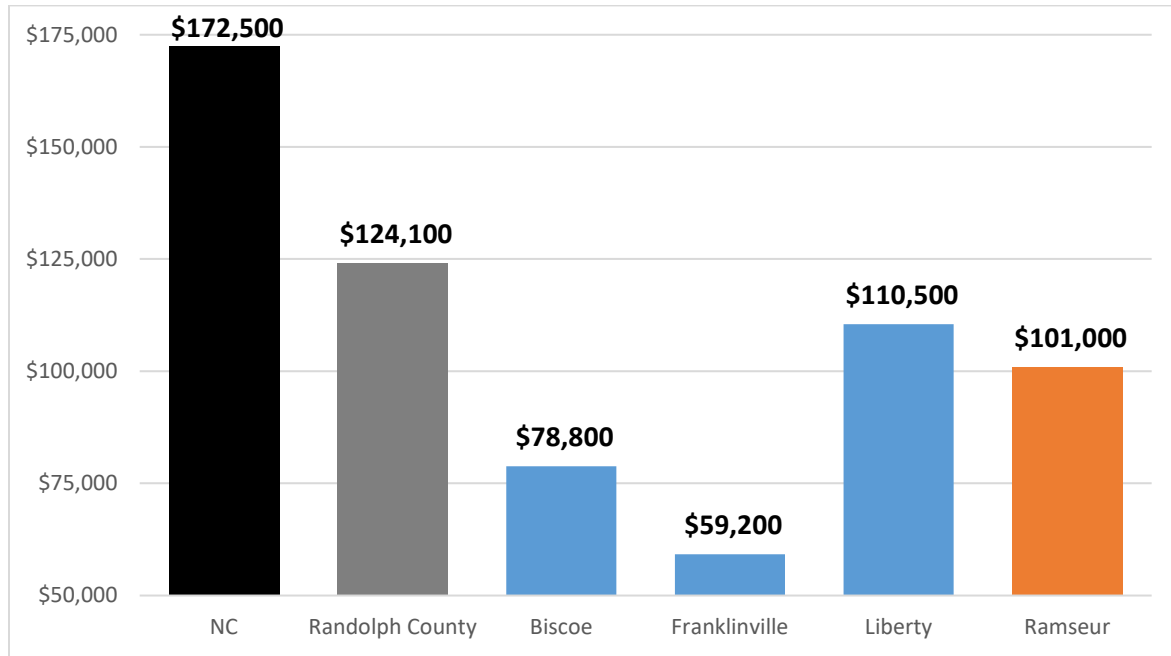


Source: 2019 ACS 5-Year Estimates (Table B25003)

Housing Value

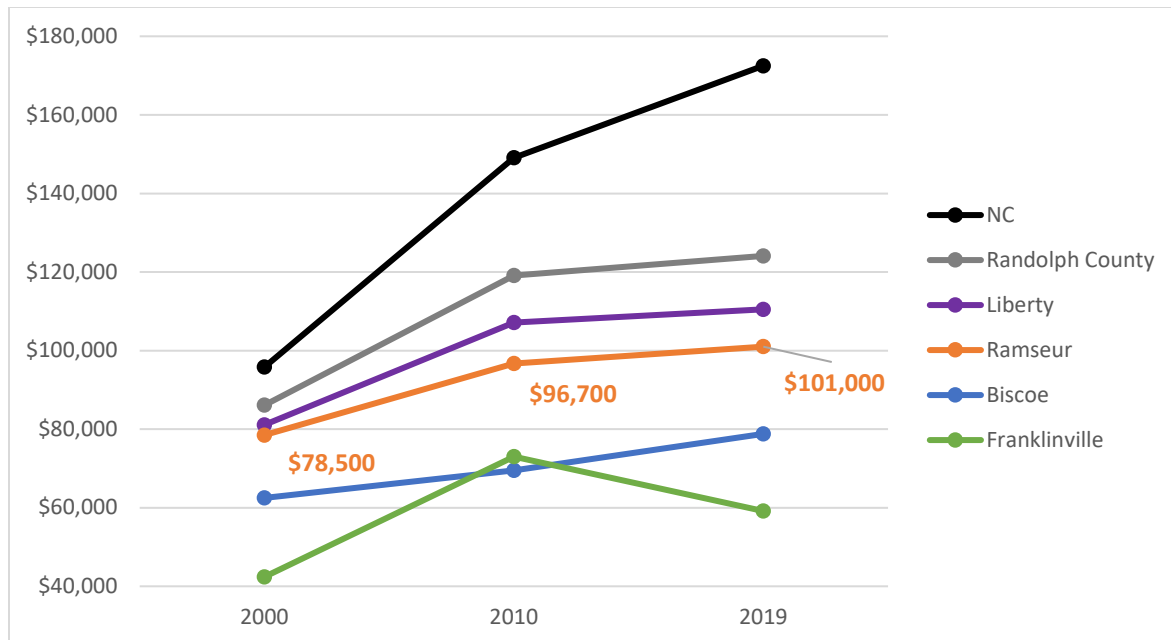
Figures 12 and 13 illustrate current median home values in Ramseur and comparison communities and the changes in those values over the last two decades. The median value of owner-occupied homes in 2019 in Ramseur was \$101,000, up from \$96,700 in 2010 and \$78,500 in 2000. Home value trends in Ramseur are similar to Randolph County and Liberty. The state has a much higher median home value trend.

Figure 11: Median Home Value of Owner-Occupied Homes Comparison (2019)



Source: 2019 ACS 5-Year Estimates (Table B25077)

Figure 12: Median Home Value of Owner-Occupied Homes Comparison Trend (2000-2019)



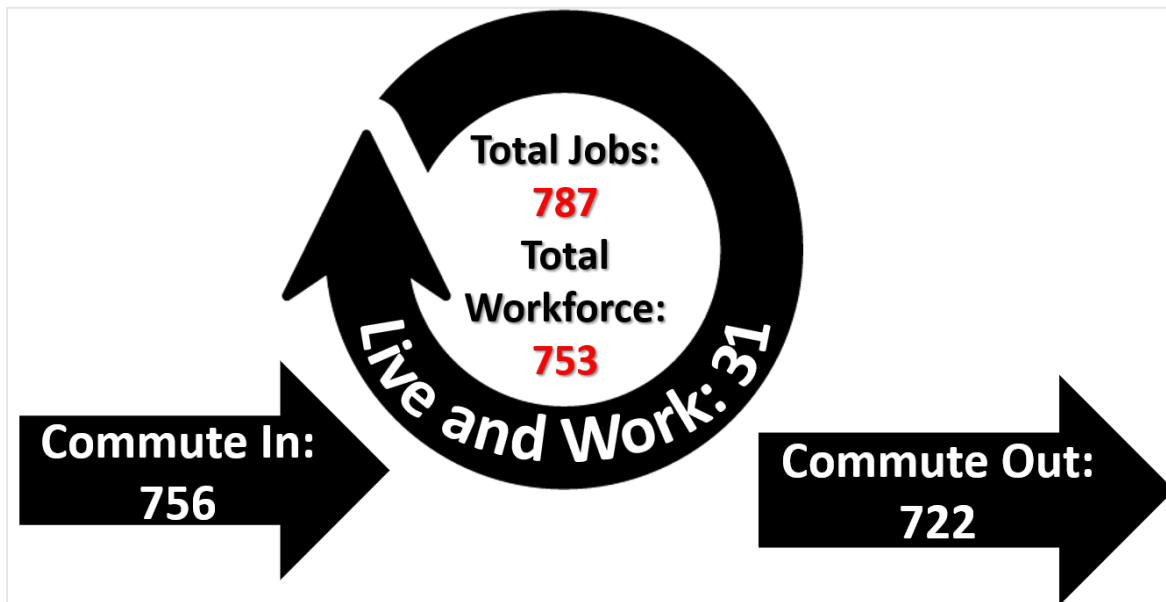
Source: 2000 Census (Table H085); 2010 ACS 5-Year Estimates (Table 25077); 2019 ACS 5-Year Estimates (Table B25077)

b. Jobs & Commuting Patterns

In 2019, an estimated 787 jobs were held in Ramseur. Only an estimated 31 of the employees holding these jobs also lived in Ramseur, indicating that 756 people commuted into Ramseur each day for employment. Most of these commuters come from other parts of Randolph County (50%) while 9% come from Chatham County and 7% come from Guilford County.

An estimated 753 adults, active in the workforce, lived in Ramseur. Only 31 of these employees both lived and worked in Ramseur, indicating that 722 people commuted out of Ramseur each day for employment. Most of these residents are commuting to other areas of Randolph County (41%) while 15% commute to Guilford and 6% to Chatham County.

Figure 13: Inflow/Outflow Commuting Pattern (2019)



Source: US Census Bureau, OnTheMap, LEHD Origin-Destination Employment Statistics (2019)

Cars on US Highway 64 in Ramseur



c. Current Land Uses

Land uses in Ramseur are subject to a zoning ordinance. Legally speaking, zoning is essentially a means of ensuring that the land uses of a community are properly situated in relation to one another, providing adequate space for each type of development; The city is divided into “zones” where some land uses are permitted and others are prohibited or subject to extra regulation and scrutiny. Additionally, different zones specify minimum and maximum standards for the size, placement, landscape screening, and density of buildings, uses, and lots. Zoning is a useful mechanism to control development density in each area so that property can be adequately serviced by such governmental facilities as streets, schools, fire, police, recreation, and utility systems, 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.

The Town of Ramseur uses two main tools to regulate land development within its jurisdiction, a zoning ordinance and subdivision regulations. The zoning ordinance is a legal and administrative tool to insure land uses within the community are properly situated in relation to one another, and that adequate space is provided for each type of land development. It allows the control of development density so that property can be provided with adequate public services such as streets, schools, recreation, utilities, and fire and police protection. Zoning also helps to direct new growth into appropriate areas and protects existing property by requiring that new land development provide adequate light, air and privacy for persons already living and working within the community.

If a property is currently zoned for its intended use, then necessary permits are obtained through application and the payment of fees. If a land development proposal does not coincide with a parcel's current zoning designation, rezoning approval from the Town Council is required. This process can take from a few weeks to a few months, depending on the magnitude or complexity of a proposal, or the level of controversy generated by a proposed project. Zoning is the most commonly used legal device for implementing a community's land development plan. It allows for the division of a jurisdiction into districts, and for the establishment of specific regulations, requirements, and conditions to be applied within each district, to address the following types of issues:

1. The height or bulk of buildings and other structures.
2. The minimum lot size, yard setbacks, maximum ratio of building floor area to land area, and minimum requirements for onsite open space and recreation area.
3. The maximum number or density of dwelling units.
4. The desired use of buildings and land for various purposes.

Zoning plays an important role in stabilizing and preserving property values. It may also be an element considered in tax assessment valuation. The use of materials or manner of construction of a building is usually regulated through the building code rather than through

zoning regulations. In addition, the minimum cost or general appearance of permitted structures is usually controlled by private restrictive covenants contained in the deeds to property. There are, however, some examples, particularly in relation to historic buildings or districts, where zoning is used effectively to achieve aesthetic goals. Conventional zoning regulations are only indirectly concerned with achieving aesthetic ends. However, there is a trend toward acceptance of aesthetic control as a proper function of zoning ordinances, based on interpretation of statutory intent to protect the public's "general welfare." Most conventional zoning ordinances do not regulate the design of streets, the installation of utilities, or the reservation or dedication of parks, street rights-of-way, or school sites. More modern ordinances usually combine zoning and subdivision rules, encourage pedestrian-friendly "traditional neighborhood" land use patterns. They focus more on design guidelines to achieve a vibrant mixture of compatible uses and housing types, rather than the conventional approach of strictly separating use and housing types.

The Town of Ramseur first established zoning during the 1970s. Over the last 30 years, the Town's zoning ordinance has evolved to incorporate new regulatory principles such as conditional zoning and several new special use zoning categories such as planned unit developments (PUDs) and communication towers.

Residential Districts.

A. RA-20 District – RA-20 and RA-20-CD

The RA-20 District is intended primarily for medium to low-density residential areas of site-built and conventional (off-frame) modular, single-family residential homes on individual lots.

B. RA-16 District – RA-16 and RA-16-CD

The RA-16 District is intended primarily for medium density residential areas of site built and modular, single-family residential homes on individual lots.

C. RM-16 District – RM-16 and RM-16-CD

The RM-16 District is intended primarily for medium to high-density mixed residential areas including site-built, modular or Class-A manufactured single-family and multifamily residential dwellings.

Commercial Districts.

A. Business District – B and B-CD

The Business District is intended primarily to accommodate a wide range of medium to high intensity retail sales and service uses to the community and passing motorists.

B. Neighborhood Business District – NB and NB-CD

The Neighborhood Business District is primarily intended to accommodate a mix of low intensity office, retail, and personal service within or abutting residential areas. The district is established to provide convenient locations for business on small to mid-size scale which serve the needs of surrounding residents without disrupting the character of the neighborhood.

C. Institutional and Community District – IC and IC-CD

The Institutional and Community District is primarily intended for community and public buildings and facilities such as government offices, libraries, community centers, schools, and churches.

Industrial Districts.

A. Industrial District – I and I-CD

The Industrial District is established as a districted intended to provide for light to medium intensity manufacturing, wholesaling, warehousing, research and development and related activities which, in their normal operations, have little or no adverse effect upon adjoining properties.

B. Heavy Industrial District – HI and HI-CD

The Heavy Industrial District is designed to accommodate those industries whose normal operations include dust, noise, odor, or other emissions which may be deemed objectionable.

Conditional Districts

It is noted that a Conditional District (bearing the designation CD) corresponds to each of the other districts authorized in this Zoning Ordinance. It is recognized by the Town of Ramseur that certain types of zoning districts would be inappropriate at particular locations in the absence of clearly defined conditions. Such districts may include general use districts, in which a variety of uses are permissible in accordance with general standards; overlay districts, in which additional requirements are imposed on certain properties within one or more underlying general use districts; and conditional zoning districts, in which site plans and individualized development conditions are imposed.

Overlay districts are designed to help development fit better in the community and as such should be consistent with the Land Development Plan. Overlay districts may be applied to conventional and conditional zoning districts.

A. Downtown Overlay (DTO) District.

The Downtown Overlay District seeks to promote harmonious development, redevelopment, and rehabilitation of uses in and around Downtown Ramseur, consisting of both residential and commercial sites. This zoning is intended to support the goals of revitalization and historic preservation while emphasizing residential stability and encouraging a balanced mix of uses in the downtown area. The Downtown Overlay District consists of the areas located within Main Street from Coleridge Road to the dead end, Liberty Street from Coleridge Road to Depot Street, Depot Street from Liberty Street to Brooklyn Avenue, Carter Street from Main Street to Coleridge Road, and Coleridge Road from Main Street to Carter Street.

B. Manufactured Housing Overlay (MHO) District.

The Manufactured Housing Overlay District shall be considered as an overlay district to the RM-16 District. The Manufactured Housing Overlay District sets forth regulations governing the development of subdivisions for manufactured homes in Ramseur.

C. Adult Entertainment Overlay (AEO) District.

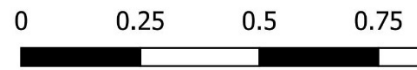
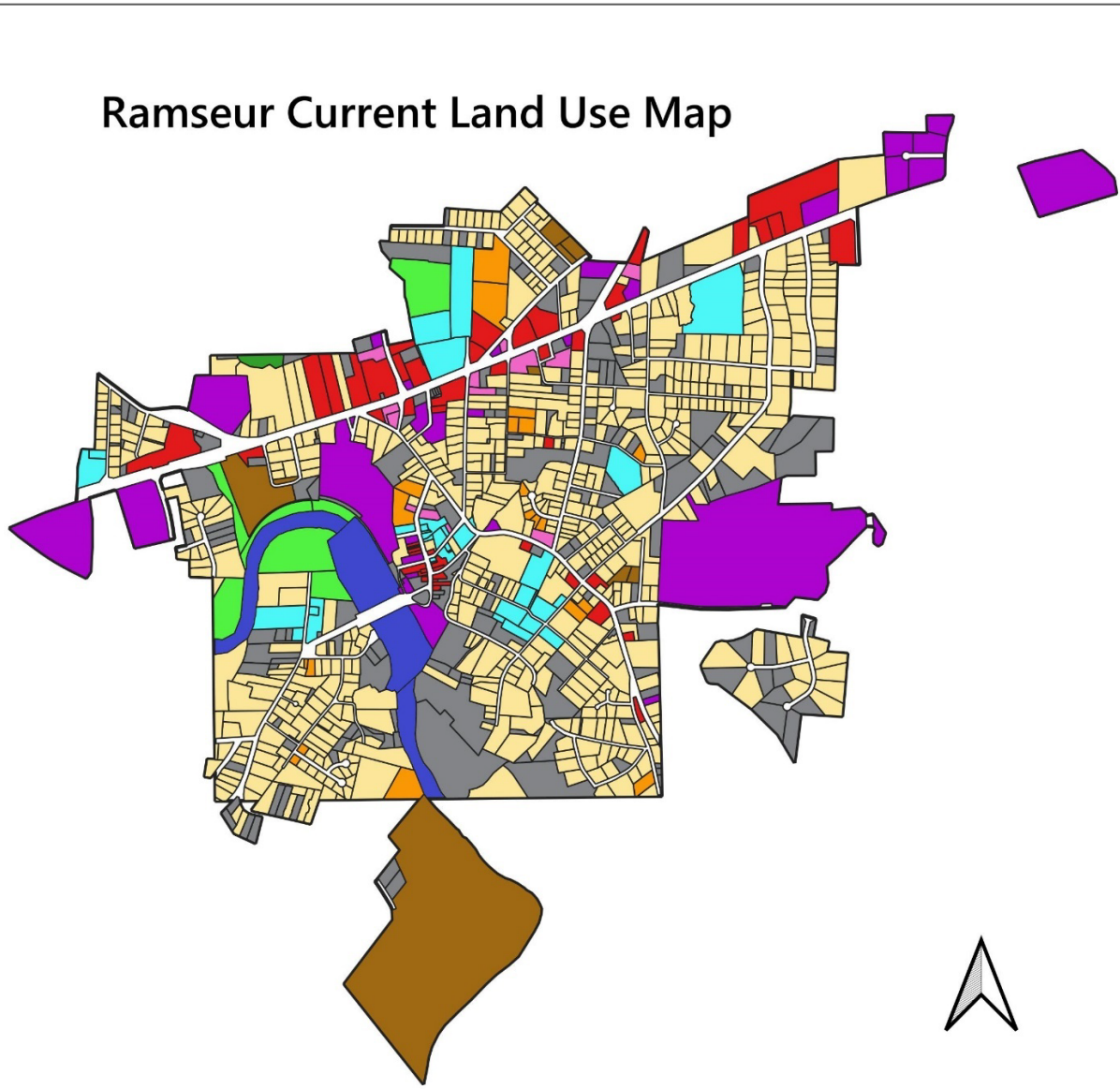
The Adult Entertainment Overlay District is designed primarily to supplement the underlying general use districts by permitting retail operations which specialize in legally operated adult establishments. The intent of this district is to prevent the concentration of adult establishments within the Town of Ramseur. This Overlay District is established to ensure that the adverse effects created by adult establishments are minimized and controlled so as not to adversely affect adjacent property and the surrounding neighborhood by restricting their proximity to public parks, schools, churches, cemeteries, day-care facilities, civic facilities, other adult establishments, and residentially zoned areas. The Adult Entertainment Overlay District shall be considered as an overlay district to the Business District.

i. Existing Land Use Map

Ramseur Current Land Use Map

Legend

-  Ramseur Town Limits
- Current Land Uses
 -  Agriculture
 -  Commercial
 -  Industrial
 -  Institutional
 -  Multifamily Housing
 -  Single Family Housing
 -  Office
 -  Recreational/Parkland
 -  Utilities
 -  Vacant
 -  Water Bodies



d. Subdivision Regulations

Land uses in Ramseur are also guided by Subdivision Regulations.

Subdivision regulations are locally adopted laws governing the process of converting raw land into building sites. Regulation is accomplished through plat or site plan approval procedures, under which a land owner or developer is not permitted to make improvements or to divide and sell lots until a proposed site plan or subdivision plat has been approved. Approval is based on compliance of the proposal with development standards set forth in the subdivision regulations. Attempts to record an unapproved plat with the local registry of deeds, or to sell lots by reference to such a plat, may be subject to various civil and criminal penalties.

Subdivision regulations serve a wide range of purposes. To a health official, for example, they are a means of insuring that a new residential development has a safe water supply and an adequate sewage disposal system. To a tax official, subdivision regulations help to secure adequate records of land titles. To school or park officials, they are a way to preserve or secure school sites and recreation areas needed to serve the people moving into new neighborhoods. To realtors and home buyers, they are an assurance that home sites are located on suitable, properly oriented, well-drained lots, and are provided with the services and facilities necessary to maintain and enhance property values.

Subdivision regulations provide a mechanism for local jurisdictions to accomplish a variety of goals, including the following:

1. To coordinate the unrelated subdivision plans of multiple land development projects.
2. To establish the logical and orderly provision of road rights-of-way, parks, school sites, water distribution lines and sewer collection lines.
3. To control the design of individual subdivisions, to ensure the pattern of streets, sidewalks, walking trails, building lots, and other facilities will be safe, pleasant, and economical.
4. To equitably distribute the cost of providing public services to new land development between the residents of the immediate area and the taxpayers of the jurisdiction as a whole.
5. To require new land development to pay its fair share of the costs of providing public services, when such improvements are deemed necessary, or of predominant benefit to the residents and business owners within a new development. For example, subdivision regulations may require a developer to provide vegetative buffers, to dedicate land for a public park, to install utilities, and to build streets and sidewalks to Town standards.

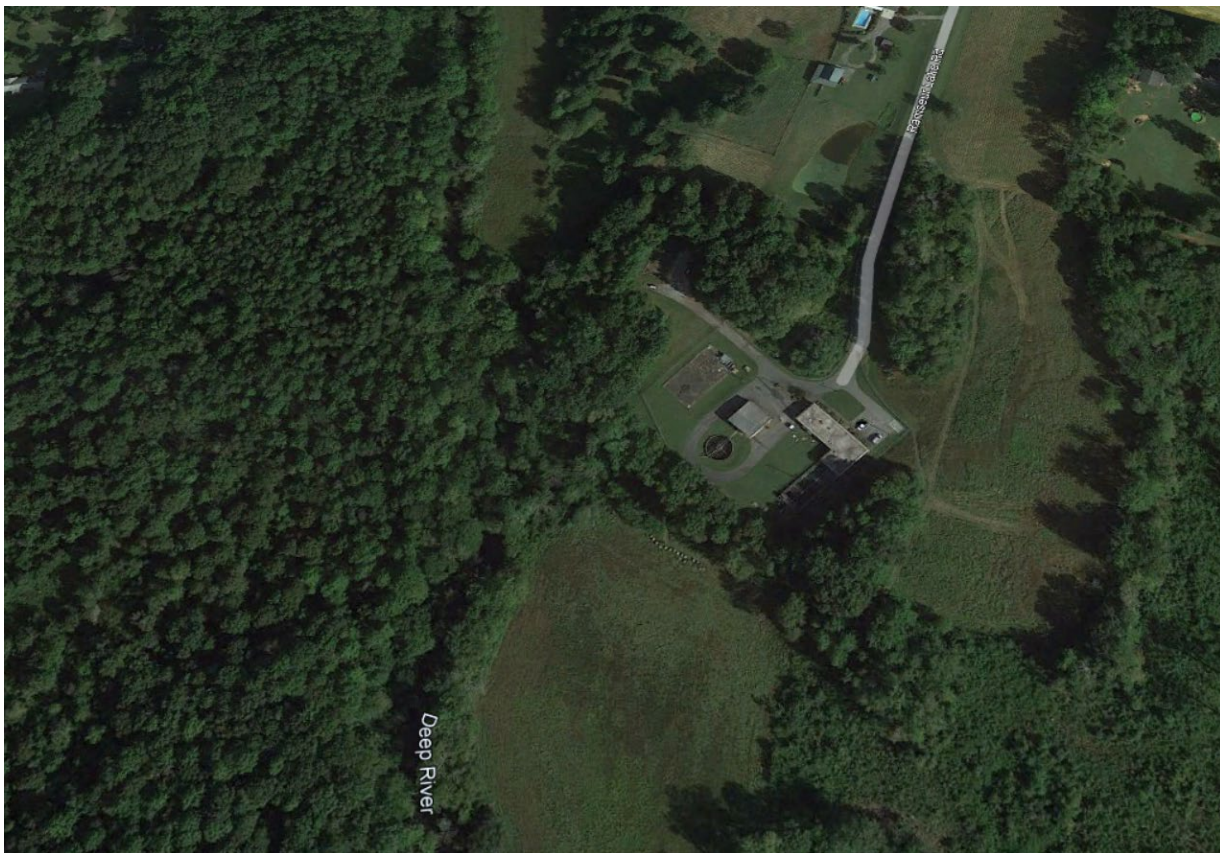
The Town of Ramseur has amended its zoning and subdivision regulations over the years to accomplish many of the goals outlined above. As an outgrowth of this land development planning process, the Town will continue to refine its ordinances, to reflect community values and to encourage quality development as the Town grows.

3. Utilities

a. Water

Ramseur's Water Treatment Plant treats an average of 450,000 gallons daily and has the capacity to treat up to 1.5 million. Water is pumped from the treatment facility into the Town's two elevated water tanks and then distributed to customers in Ramseur, Franklinville, and Coleridge. The Town of Ramseur alone maintains 45 miles of water distribution lines. Predominantly due to the closing of local textile mills, the water treatment plant is currently operating at approximately a third of its capacity.

Image 1: The Ramseur water treatment plant.



b. Sewer

Ramseur's Wastewater Treatment Plant is located on Roundleaf Road and serves residents in the Town. The plant processes an average of 100,000 gallons of wastewater daily and has the capacity to treat up to 480,000 gallons daily. The Public Works Department maintains 37 miles of wastewater collection lines and ten area pump stations. In addition to line maintenance, the Town of Ramseur is responsible for tapping lines to provide service to new customers. There is plenty of existing capacity to serve future growth.

Image 2: The Ramseur wastewater treatment plant



4. Transportation

a. Roadway System

Ramseur has direct access to US 64, which is designated as a principal arterial on the National Highway System. This east-west arterial runs through the central and eastern portion of North Carolina. It provides connections to interstate I- 74/ I-73 to the west and US 421 Highway to the east. The most recent Comprehensive Transportation Plan calls for the section of US 64 within Ramseur from Pleasant Ridge Road (SR 1003) to Reed Creek Road (SR 2668) to be upgraded to boulevard standards by converting the existing five-lanes into a four-lane median divided facility. In order to still accommodate traffic, a new facility US 64 Bypass (Ramseur) is recommended. This proposal would include construction of a four-lane freeway on new location from US 64 near Pleasant Ridge Road (SR 1003) to US 64 east of Ramseur at Reed Creek Road (SR 2668). Interchanges are proposed at NC 22, NC 49 and both the western and eastern termini. A grade separation is proposed at Brady Street.

US 64 was also identified as an alternative route to I-40 between the western part of the state and Raleigh in the 2005 US 64-NC 49 Corridor Study Report. As traffic reaches capacity on I-40, travelers look to US 64 as a viable alternative when traveling through central North Carolina. Improvements to US 64 were identified most frequently as a key transportation issue in the county by the respondents to the transportation survey conducted in 2010 in conjunction with the Comprehensive Transportation Plan study. Respondents ranked US 64 as their number one concern on the following issues: safety (particularly at intersections with other US and NC routes), truck traffic, congestion and access. Additionally, US 64 was identified as needing improved bicycle and pedestrian facilities. Map 5 details these roads and their assessment by Randolph County's planning process.

A robust network of local and residential roads provides efficient service to all of Ramseur. NC 22 highway is a state-maintained thoroughfare while the remainder of roads in town are maintained by the Ramseur Public Works Department.

b. Pedestrian

The downtown core of Ramseur is well served by sidewalks. Additionally, there is access to the Deep River State Trail from the downtown. There are plans to extend the current 1.5 miles of trail, which would include an additional 3.5-mile segment heading east. Sidewalks also exist along both sides of US 64 Highway, providing access to commercial establishments. There is one marked crosswalk on US 64 Highway at the intersection of Liberty Street. Traffic amounts and vehicle speed inhibit safe pedestrian crossing of US 64 Highway. The 2016 Comprehensive Transportation Plan does call for the section of US 64 Highway within the town limits of Ramseur to become a boulevard through the conversion of the existing five-lanes into a four-lane median divided facility. This proposed conversion is likely a decade or more in the future.

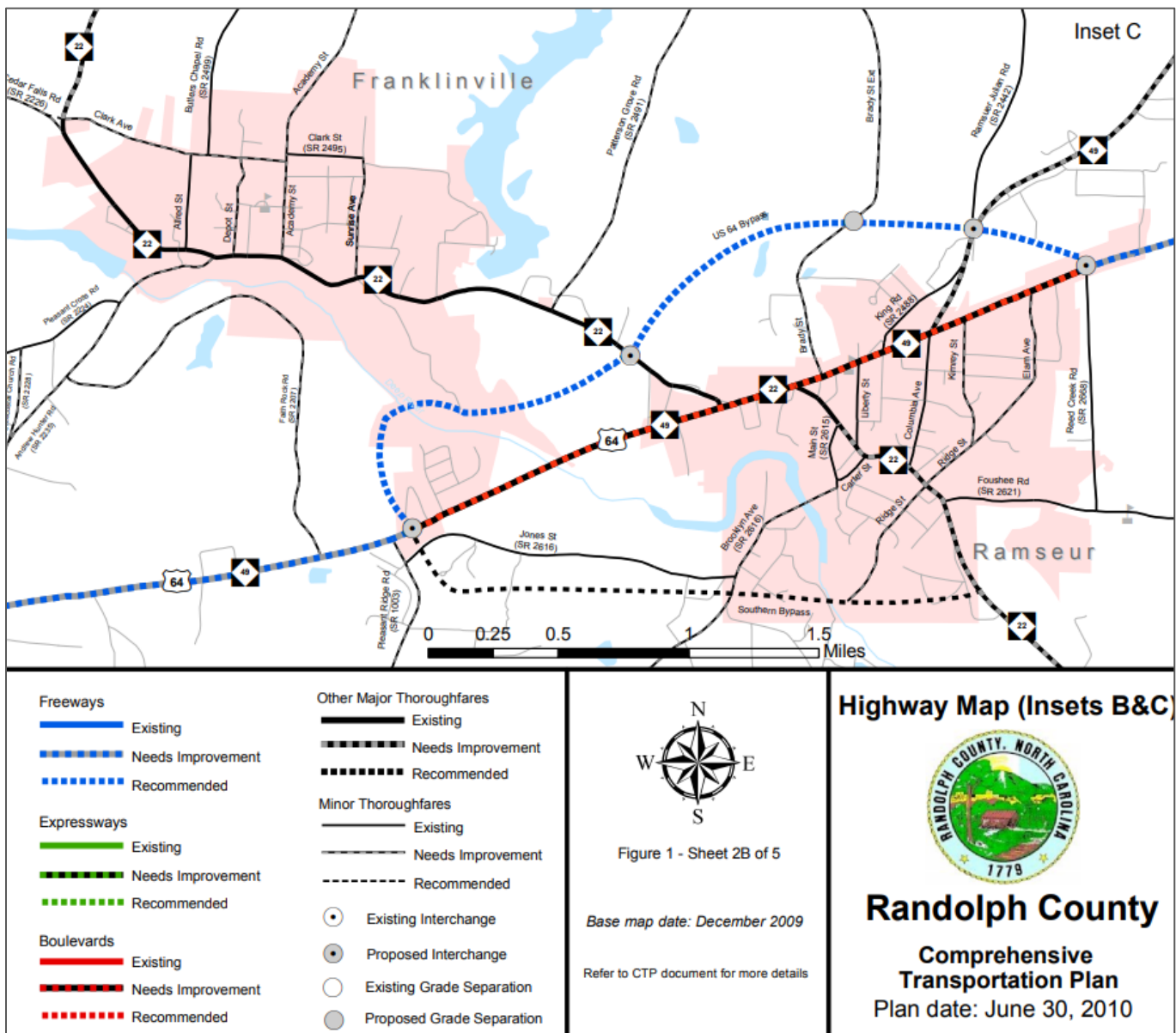
In the short term, improved pedestrian access across US 64 could be provided by the addition of a pedestrian signal at this location. Increasing road visibility through high visibility crosswalk markings and lighting are also potential options. Map 6 details these amenities, as well as Randolph County’s planning processes’ recommendations for their potential expansion.

c. Bicycles

Bicyclists are encouraged to use the signed Bike Route 7 that traverses the Town of Ramseur in an east-west direction. Map 7 details this route, as well as recommendations for the countywide cycling system from Randolph County’s Comprehensive Transportation Plan. Local roads are also useful for cyclists. Both Pleasant Ridge Road and Ramseur Julian Road are unsigned connectors providing north-south access.

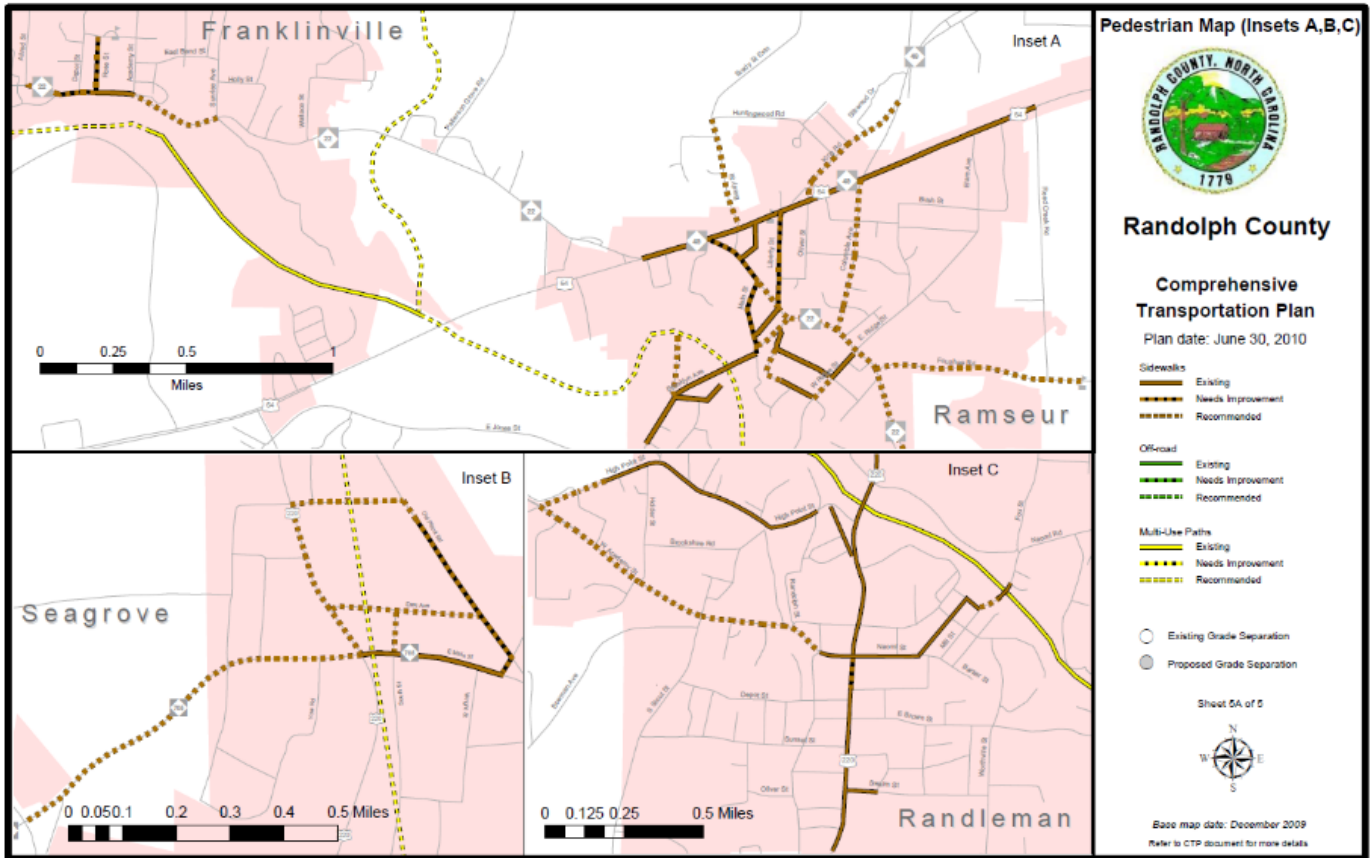
i. Transportation Network Map

Map 5: Roadways in the Ramseur Area (2010)



ii. Pedestrian Map

Map 6: Pedestrian Routes in the Ramseur Area (2009)

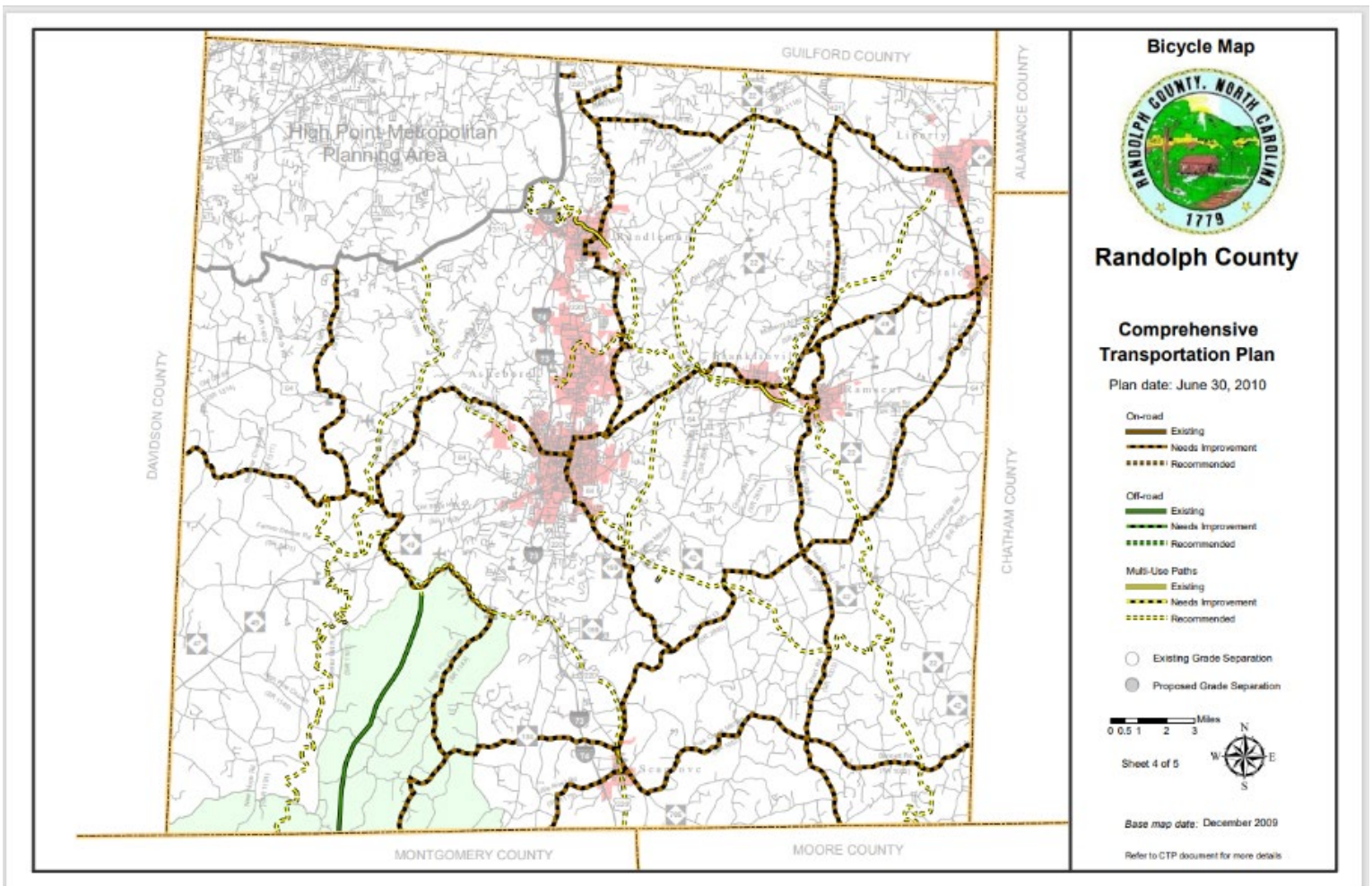


Sidewalk on Main Street

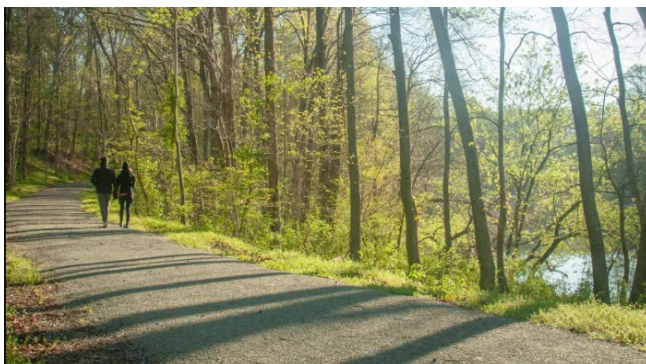


iii. Bicycle Map

Map 7: Bicycle Routes in Randolph County (2009)



Deep River Trail in Ramseur



5. Recreation, Trails, & Greenways

a. Municipal Parks

The Town of Ramseur has two municipal parks offering a wide variety of recreational opportunities for area residents.

The Kermit G. Pell Water-Based Recreation Facility – often referred to as Ramseur Lake – is the site of a 127-acre lake and a 9-acre park. Located off Hwy 22 between Ramseur and Franklinville, the 392-million-gallon lake serves as the water supply for the Town’s municipal water system and is home to a variety of fish species. Fishermen praise the excellent fishing, and the locals enjoy dropping a line from one of several piers, or taking a boat out for a relaxing outing. The Bait Shop offers a variety of live bait and tackle supplies. In August of each year Ramseur Lake hosts its annual Barry T. Richardson Youth Fishing Tournament. The Kermit G. Pell Water-Based Recreation Facility is open from March through November.

Allen H. Leonard Memorial Park, named for former Recreation Chairman Allen Leonard, is located off Brooklyn Avenue just across the river from Ramseur’s historic downtown. Known locally as Brooklyn Park, the nine-acre facility boasts a range of recreational amenities for the entire family. The Park, with its two little league ball fields, tennis courts, basketball court, playground, picnic shelter, and ample parking is open all year long to area residents. This facility also provides access to Deep River. Ramseur has been awarded a North Carolina Parks and Recreation Trust Fund (PARTF) grant to expand the Deep River State Blueway/Greenway Trail. Improvements for Allen H. Leonard Memorial Park included in this grant award are connection of the park to the trail, the creation of a publicly accessible portage around Ramseur Dam, and the acquisition of a location for public river access near the downtown area.

b. Deep River State Trail

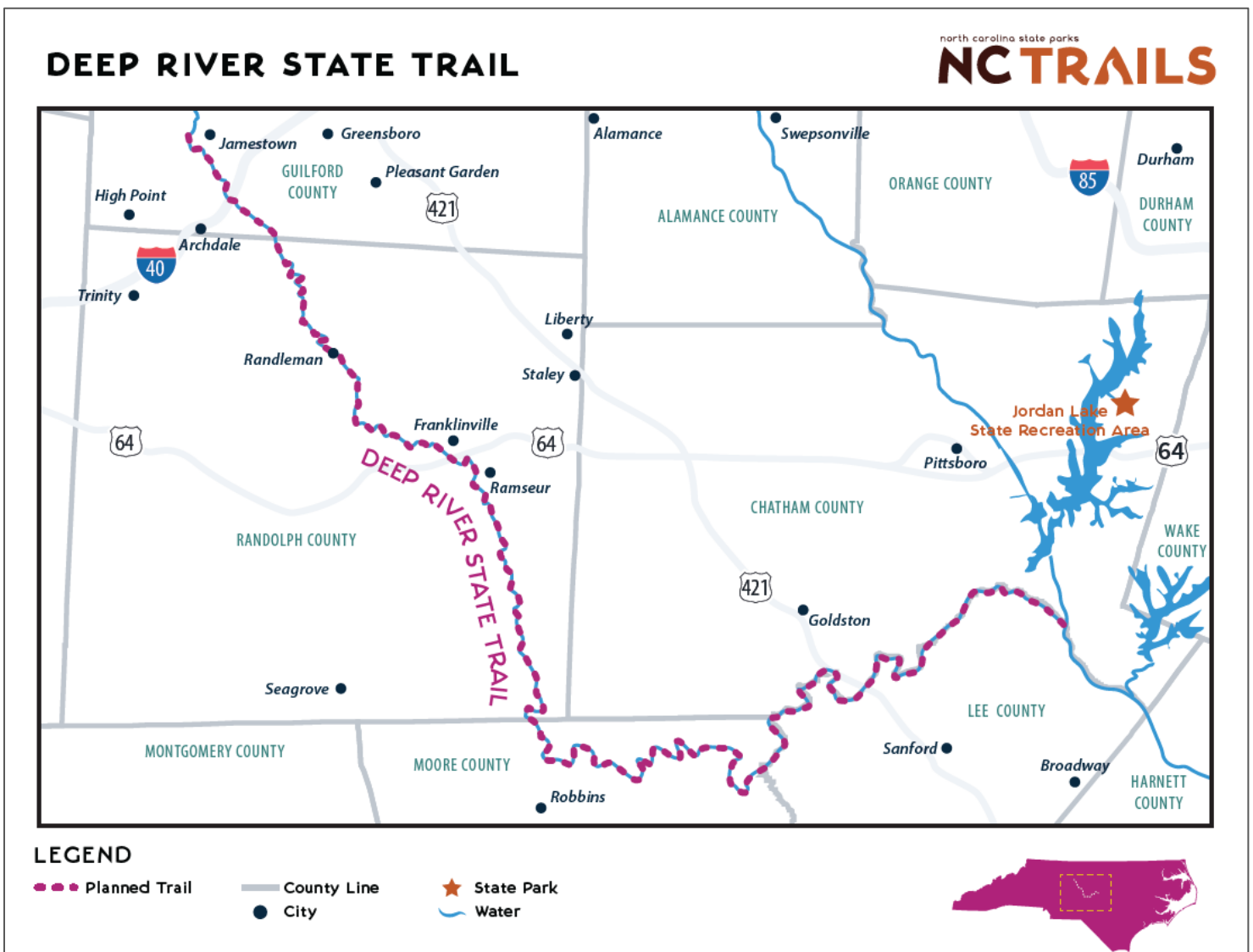
In 2007, the State of North Carolina passed legislation authorizing the establishment of “The Deep River State Trail” as part of the state park system. This combined blueway/greenway State Trail will eventually encompass a network of conservation lands and recreation features including trails, water access, parks and other amenities stretching along the entire stretch of the Deep River corridor from its headwaters in Guilford County through Randolph, Chatham, and Moore Counties down to the confluence with the Cape Fear River. Map 8 shows the planned extent of the Deep River State Trail.

Ramseur used to have an active rail line that supported the mills and additional industrial development along the Deep River corridor. It has been over 30 years since the trail line was removed, tracks and bridges included. The remaining rail bed is ideal for trail development. The town has already completed a 1.25-mile section of trail from US 64 to Harlan’s Creek, and from Harlan’s Creek to Liberty Street. There is one major stream crossing with rail trestle piers still in place, over Harlan’s Creek; the decking has been removed. These piers appear to be in good enough condition to be reused, but will need to be analyzed by a structural engineer to determine if a pedestrian bridge could be constructed on them.

The Town of Ramseur, in partnership with the non-profit conservation organization Unique Places to Save, and Randolph County Trails, was recently awarded grant funds by the North Carolina Parks and Recreation Trust Fund (PARTF) to extend and enhance the Deep River State Trail (Rail Trail) and Blueway. This grant will help purchase 27 acres of land along the Deep River that will enable the completion of an additional section of trail that will connect the existing trail to Allen H. Leonard Memorial Park, establish a new trailhead at Brooklyn Avenue Bridge, create a publicly accessible portage around Ramseur Dam, and acquire a location for public river access near the downtown area, which the town lacks. The publicly accessible portage around Ramseur Dam will allow paddlers to safely pass the dam on their journeys down river. A crosswalk and trailhead located at the Brooklyn Avenue bridge will serve as a recreation gateway for residents and visitors to easily access the trail, river, and historic dam. Interpretive signage will describe the historical significance of the site to the community and the ecological importance of the Deep River.

i. Trail Map

Map 8: The Planned Deep River State Trail (2007)



6. Community Input

a. Steering Committee

Members of the Town Council, the Town of Ramseur Planning Board, and several private citizens served as the Steering Committee. They met on average, once a month throughout the planning process. Their extensive local knowledge was invaluable in formulating the desired future of Ramseur. Meeting agendas and minutes can be found in the appendix.

b. Survey Responses

Public involvement was garnered through several Open Houses, an on-line and paper survey, and a tabling session at a public event. Forty-seven responses from the survey were recorded (thirty-nine online and eight on paper). The majority of questions asked were open ended allowing residents to write in their answers. A copy of the survey is included in the appendix.

The largest age group represented in the survey responses was those 60 and older, making up 31.4% of the sample. Representation decreased with age, as there was only one respondent between 20-29 years old.

11% of respondents were over the age of 70, 20% were between 60 -69 years old, 22.8% were between 50-59, another 28.6% between 40-49, 14% ages 30-39, and just 3% of respondents were ages 20-29. No one younger than 20 years old took the survey.

Respondents have lived in Ramseur for a wide range of time, from seven months to over forty years. Survey results skewed heavily towards those living in Ramseur over twenty years. Two respondents have lived in town less than a year.

When asked what their relationship to Ramseur was 76% of survey takers indicated they are residents of Ramseur. Landowners made up 42% of survey takers. Frequent visitors accounted for 21% of respondents, and 10.5% of survey takers are employed in Ramseur.

The most commonly represented household income bracket was \$75,000-\$100,000, from 27% of respondents, closely followed by \$50,000-\$75,000 from 23% of respondents. Additionally, 97.2% of respondents identify as White or Caucasian. Only 2.8% of respondents identify as Hispanic.

When asked what they like most about Ramseur, an overwhelming majority of respondents mentioned the “small town” atmosphere. The second most common response was “friendly feel”. Many people also mentioned quiet, rural, affordable, the festivals, and the Deep River Trail.

When asked to describe Ramseur in 6 words or fewer, again, most respondents mentioned “small town” and “friendly, safe community”. The word “potential” came up several times.

When asked what aspects of life in Ramseur could be improved the most common response was that people wanted more businesses, especially restaurant and entertainment options. Additionally, another grocery store, more parks, more sidewalks, and more recreational opportunities were frequently mentioned. A desire for curbside recycling and a recycling center was noted. School traffic, water quality, and lack of healthcare providers were noted as problems. There was an equal number of people wanting more enforcement of land use regulations and those who want more freedom on their property.

Responses to the question of what is your vision for Ramseur's ideal future (20 years down the road) primarily focused on growth: growth along the 64 corridor; expansion of the town limits; more businesses in the historic downtown. One respondent wants to see Ramseur continue to grow in a way that brings opportunities but doesn't detract from the small-town feel. Updated water pipes, more activities at the lake, updated park equipment, more businesses, and more activities for all ages were also mentioned.

When asked what opportunities Ramseur will face in the coming years responses were increased growth, increasing inclusivity. One respondent would like to see more agricultural advances. Another pointed out that Ramseur is a good location for a warehousing distribution center. An increase in community involvement was mentioned with a note that the fall event was awesome, and several other respondents wanting more downtown activities.

When asked what challenges Ramseur will face in the coming years responses were worries about too much growth, workforce development, lack of money to fund improvements, difficulties in encouraging young people to stay here, attracting new businesses, and the high number of transient residents.

The next question asked respondents their opinion of the Deep River Blueway-Greenway Trail development. Most people were very pleased with the trail and would like to see it extended. A few survey respondents did mention trail maintenance and safety. More amenities were requested such as benches and trash cans.

Survey takers were also asked what they would like to specifically see in downtown Ramseur. Survey choices consisted of restaurants, retail, hotel, housing, and office space. Respondents were asked to check all that applied: 97% would like restaurants, 80.6% would like to see retail, 16.7% want a hotel, 25% would like to see more housing, and 36% would like an increase in office space.

Respondents had the opportunity to provide their own, open-ended answers. Below are the more often mentioned sentiments:

- Happy to see the Chamber of Commerce put new life into recent events.
- Fence and poultry ordinances should be revised.
- Please stop tearing down these older homes and buildings.
- Enforce businesses to clean up their parking lots.
- Housing above downtown shops that can be based on income would be perfect.
- Would love to see Ramseur get back to what it once was.

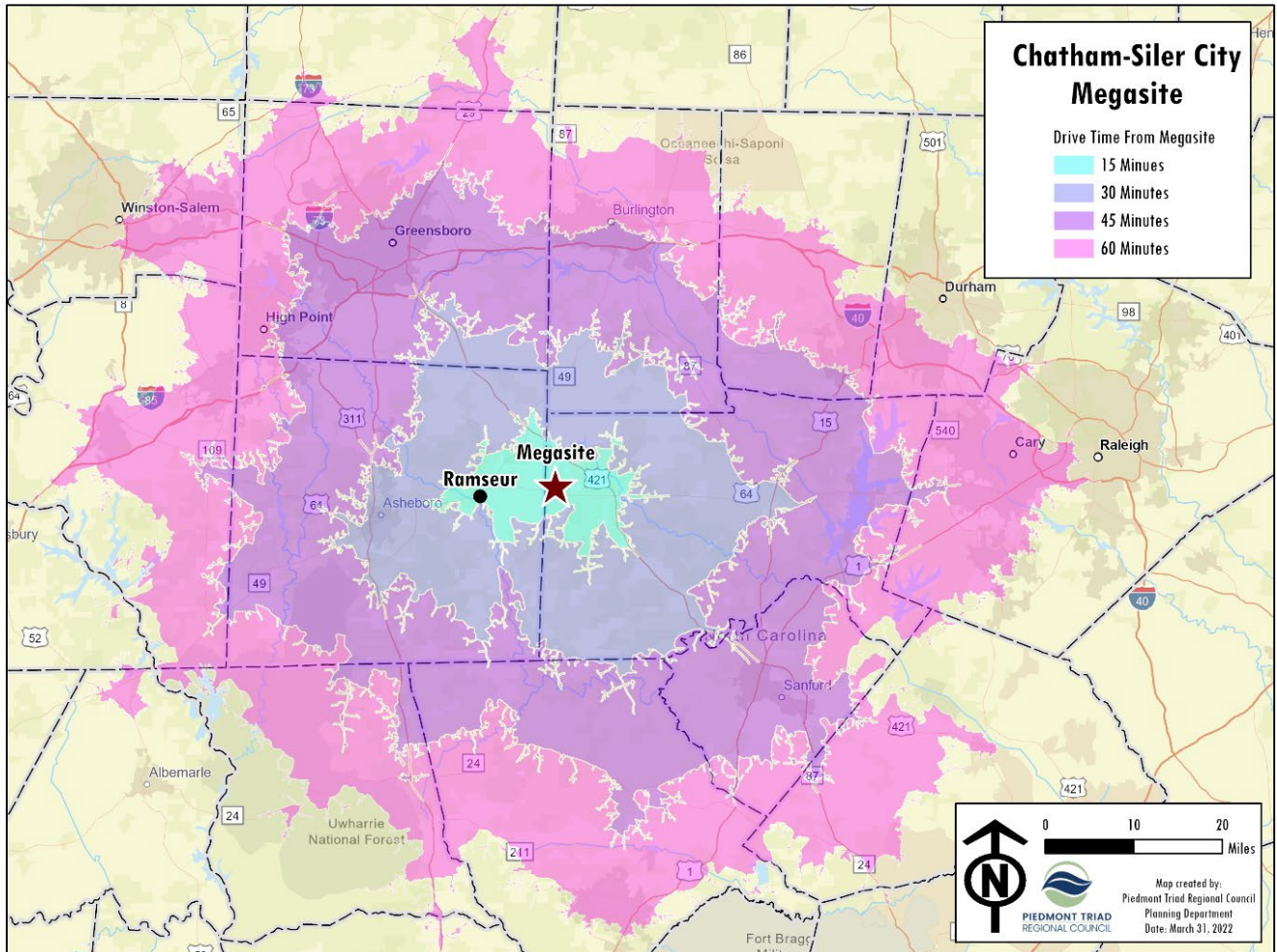
c. Tabling Responses

While tabling at the Ramseur Food Truck Festival planning staff garnered additional community input. The public was presented with a then-current draft of the FLUM and the goals, policies, and implementation strategies, and invited to comment on them or ask questions. Responses were largely in line with the survey results – people were interested in more downtown activities, more recreational amenities, more youth programming, and more businesses. Several specific infrastructure improvements were also mentioned, like sewer connections and traffic calming. The full text of public responses garnered during the tabling can be found in the Appendix.



Located in Chatham County to the east of Ramseur is the 1,800-acre Chatham-Siler City Advanced Manufacturing (CAM) Site. It is a certified shovel ready industrial site. This mega-site is within a 15-minute commute of Ramseur. While it is not known when this site will get a tenant, as this site develops, it will have an impact on the Town of Ramseur. Map 10 below shows the location of the megasite in relation to Ramseur, as well as drive times to it.

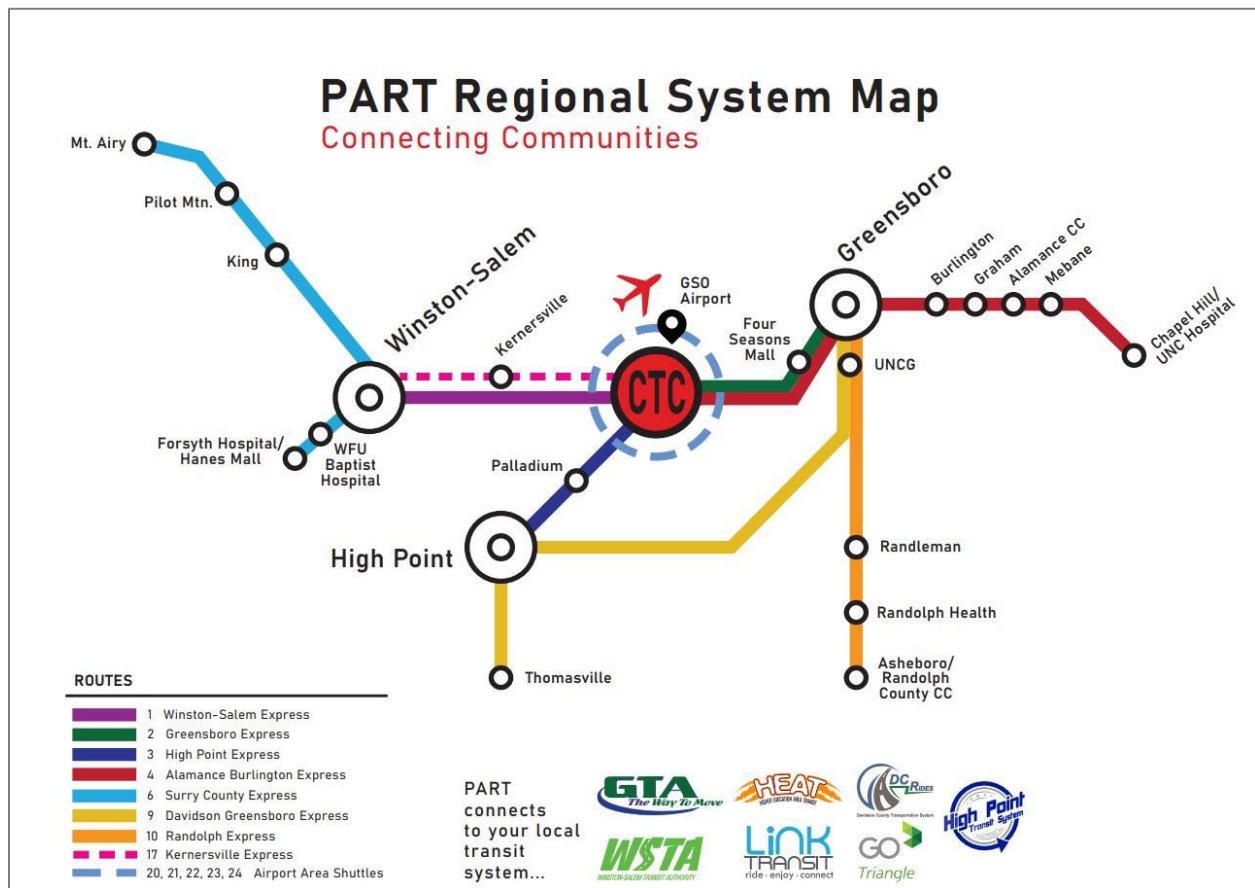
Map 10: The Chatham-Siler City Megasite (2021)



The Piedmont Authority for Regional Transportation, or PART, is a regional governmental agency that provides transit services, coordination, and outreach within the Piedmont. Among other services it currently operates PART Express, a regional bus system that connects communities in Forsyth, Guilford, Randolph, Davidson, Surry, Alamance, and Orange Counties. It also organizes private vanpools to extend the reach of this system beyond the main routes. Map 11 below shows the current PART Express system.

PART is currently engaged in a planning process to provide service to the Greensboro Randolph Megasite on Route 10, the Randolph County Express. Currently the closest stop on Route 10 to Ramseur is at the Randolph Hospital, 10 miles away. This planned service expansion represents an excellent opportunity to lobby for a stop or connection in Ramseur, both to provide commuter access to the Megasite and to further link Ramseur to the larger Piedmont region’s economy and amenities.

Map 11: the current PART Express system map (2022)



8. Land Development Plan Recommendations

a. Goals, Policies, and Implementation Strategies

Goal 1: A robust and diverse economy

- [Policy 1.A:](#) Further the creation of quality jobs to reduce local dependence on residential property taxes, grow economic opportunities, and reduce out-commuting
- [Policy 1.B:](#) Expand efforts to nurture and attract a mix of small and large employers, prioritizing business types that keep money in the community
- [Policy 1.C:](#) Attempt to secure federal, state, and nonprofit grants to fund community programming and infrastructure updates
- [Policy 1.D:](#) Leverage North Carolina and the Piedmont Triad's quickly increasing cost of living to attract a growing population in our comparatively affordable, peaceful town
- [Policy 1.E:](#) Continue to invest in the Deep River Trail as an attractive amenity, anchor point for additional downtown development, source of regional connection, and nucleus for outdoor recreation-oriented tourism

Implementation Strategies

1. Assess the most common obstacles to expansion for local businesses, in cooperation with local business and economic development organizations (*policies 1a & 1b*)
2. Survey Ramseur residents who commute out of the town for work or are unemployed to determine the industries, wages, and schedules that would be most conducive to keeping their labor local (*policy 1a*)
3. In collaboration with local business and economic development organizations, consider, prioritize, and implement the findings of the obstacles assessment and the resident survey (*policy 1a & 1b*)
4. Review and potentially revise the zoning code for restrictions on business placement, screening, and intensity that are more constraining than necessary to achieve their intended ends and may have a detrimental effect on economic development (*policies 1a & 1b*)
5. Partner with local businesses and economic development organizations to recruit one or more high wage, high volume employers to occupy vacant or newly zoned industrial areas in Ramseur, potentially focusing on industries that produce components used by the businesses operating out of the Guilford Randolph Mega Site (*policy 1a*)
6. Expand expertise and grant writing services to pursue outside economic development funding, either through contracting an outside professional on a temporary basis or training existing town staff (*policy 1c*)
7. Work with Piedmont Authority for Regional Transportation (PART) staff to assess potential expansion of the PART system to serve the Ramseur area in order to facilitate access to major new job sites (*policy 1c*)

8. Advertise Ramseur’s small-town charms, natural amenities, low cost of living, and convenient location at local facilities and special events (such as the Deep River Trail and the Food Truck Festival) and to the populations of regional urban centers dealing with tight housing markets (*policy 1d*)
9. Review and potentially revise the existing lot, density, and design regulations for residential zones, with an eye to ensuring that housing for new residents can easily be built or updated (*policy 1d*)
10. Complete the Deep River Trail’s Ramseur section by bridging Harlan Creek and connecting to the Franklinville section, using both existing funds and new outside grants (*policy 1e*)
11. Add amenities to the Deep River Trail, potentially including but not limited to benches, trash cans, lighting, native flowering and fruit-producing trees and shrubs, and interpretive signage (*policy 1e*)

Deep River Trail in Ramseur



Goal 2: A thriving downtown

- [Policy 2.A:](#) Create a small area plan for downtown Ramseur, capitalizing on historic architecture, walkability, and availability of real estate
- [Policy 2.B:](#) Attract a variety of business types to downtown Ramseur including retail, restaurants, and offices
- [Policy 2.C:](#) Expand upon current marketing of Ramseur’s downtown charm and agricultural character, both to people traveling on Hwy 64 and all over North Carolina
- [Policy 2.D:](#) Facilitate the renovation and redevelopment of vacant buildings and lots in and adjacent to Ramseur’s historic downtown core
- [Policy 2.E:](#) Continue to hold community-wide events and festivals that encourage community member interaction and draw visitors downtown

Implementation Strategies

1. Identify vacant and underused parcels in and near downtown most ripe for development or adaptive reuse (*policy 2a & 2d*)
2. Survey Ramseur residents to identify the most common forms of recreation they leave town to participate in (*policy 2e*)
3. Conduct a study to determine the most common routes taken by non-emergency, non-commercial through traffic (*policy 2b & 2c*)
4. Apply for state, federal, and private grants for small area plan making, promotional signage, building renovation funding, and small business development makerspaces (*policies 2a, 2c, & 2d*)
5. Install signage promoting downtown Ramseur and its businesses on all major through traffic corridors identified by the traffic study (*policy 2c*)
6. Partner with nearby communities, social organizations, and tourism and craft-based businesses to form reciprocal promotion agreements (*policy 2c*)
7. Study, create, and apply a new mixed-use zone category that allows compatible commercial, craft/light industrial, single and multi-unit residential, and institutional uses (*policies 2b & 2d*)
8. Revise current development regulations to expand and modify the Downtown Overlay District, with the goal of making it the easiest place in Ramseur to start a business or build a building. Potential changes include expanding the allowed uses, reducing or eliminating required parking, setbacks, and height restrictions, liberalizing façade and signage design standards, and offering expedited permitting and plat review (*policy 2b & 2d*)
9. Expand on the success of the current downtown event schedule with more specialized celebrations, informed by the recreation survey (*policy 2e*)
10. Consider constructing a downtown business incubator with small business development grant funding, modeled after successful examples in the region (*policy 2b*)

Goal 3: Small, friendly town & smart development

- [Policy 3.A:](#) Create an updated Future Land Use Map that incentivizes infill development and disincentivizes sprawl
- [Policy 3.B:](#) Encourage redevelopment and improvement of existing sites and structures to better serve the community and enhance the tax base
- [Policy 3.C:](#) Attract new residential development by improving water quality, providing municipal services with voluntary annexation and promoting Ramseur's small-town character
- [Policy 3.D:](#) Ensure that all future construction and annexed areas can be adequately served by public facilities and contribute positively to the long-term fiscal health of the town
- [Policy 3.E:](#) Coordinate planning efforts with Franklinville, Asheboro, the Piedmont Triad region, and the state of North Carolina

Implementation Strategies

1. Adopt the Future Land Use Map after suitable review and editing, and use it as the basis for land use and public investment decisions (*policy 3a*)
2. Create and maintain an inventory of disused and underused sites and structures within Ramseur (*policy 3b*)
3. Consider proactively upzoning areas with high redevelopment potential that are currently restricted to low intensity uses (*policy 3b*)
4. Conduct analysis using tax parcel data and public expenditures reports to determine the most and least productive properties for the town's finances, and use that process to inform future annexation, development, and zoning decisions (*policies 3b & 3c*)
5. Establish an urban services boundary for utility extension (*policies 3b & 3c*)
6. Offer annexation and municipal services to businesses and potential developments immediately outside Ramseur's town limits when their property can be shown to promise a long-term net gain for the town's finances (*policy 3c & 3d*)
7. Apply for federal, state, and private grants for water system upgrades (*policy 3d*)
8. Advertise Ramseur's amenities, culture, location, and openness to smart growth to regional homebuilders and businesses (*policy 3d*)
9. Cultivate strong relationships with other area governments and planning bodies to facilitate coordination (*policy 3e*)

Goal 4: A healthy and safe community

- [Policy 4.A:](#) Develop recreational and educational programming to foster youth civic engagement and prepare for productive adulthood
- [Policy 4.B:](#) Expand and improve current open space, parks, and recreational facilities
- [Policy 4.C:](#) Fully utilize and improve Ramseur's available water resources by increasing internal demand and by providing water to external sites and other jurisdictions
- [Policy 4.D:](#) Review and update noise, litter, and beautification ordinances and related enforcement protocols
- [Policy 4.E:](#) Continue efforts to attract services that protect and bolster the health of the community, like grocers and medical providers

Implementation Strategies

1. Conduct a study to determine what are the most in-demand types and structures of youth programming for different age groups, among parents and youth (*policy 4a*)
2. Apply for state, federal, and private grants to help fund the creation and operation of youth programming (*policy 4a*)
3. Identify potential funding sources for open space refurbishments, both from local resources and outside grants (*policy 4b*)
4. Complete the planning for and construction of the new park downriver from downtown (*policy 4b*)
5. Recruit and encourage the formation of businesses with high water demand in Ramseur (*policy 4c*)
6. Work to maintain and expand water sales to nearby communities, particularly the current relationship with Franklinville and the potential relationship with Liberty (*policy 4c*)
7. Survey residents about their satisfaction with Ramseur's noise, litter, lighting, and beautification regulations and use the results to map problem hotspots and inform future rules and procedures (*policy 4d*)
8. Collaborate with local business and economic development organization to attract services that protect and bolster the health of the community, like grocers and medical providers. (*policy 4e*)
9. Work with the NC Office of Rural Health Programs to recruit doctors or other health professionals to establish practices in Ramseur. (*policy 4e*)

Goal 5: An equitable and affordable community

- [Policy 5.A:](#) Keep Ramseur's cost of living low, allowing residents to remain in the close-knit community
- [Policy 5.B:](#) Continue to ensure that all major Town decisions are guided by resident priorities and provide clear avenues for feedback
- [Policy 5.C:](#) Continue to ensure that Town residents are aware of Town decisions, actions, and accomplishments
- [Policy 5.D:](#) Ease and promote the creation of a diversity of housing types, particularly affordable housing options for seniors
- [Policy 5.E:](#) Answer the needs of all residents, especially members of groups not usually represented by the planning process such as young people and non-English speakers

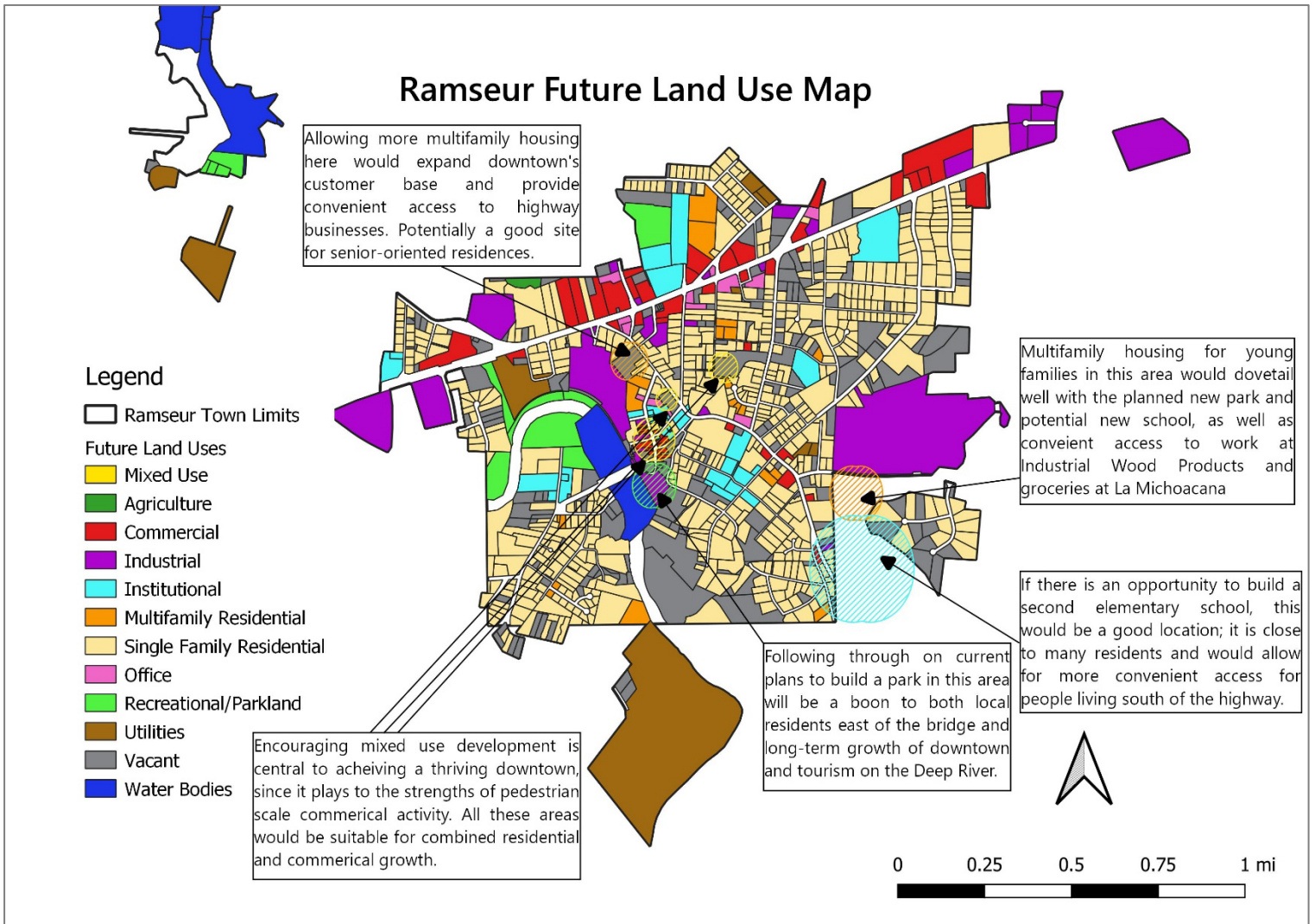
Implementation Strategies

1. Evaluate taxes, fees, and fines to ensure reasonableness, fairness, and equity (*policy 5a*)
2. Establish a standard procedure of considering the effect a recruited business might have on the cost of living before pursuing them (*policy 5a*)
3. Advertise municipal proceedings and decisions through signage, as well as continuing current electronic methods (*policies 5b & 5c*)
4. Create a biannual mailer detailing upcoming and recently accomplished public business and send to all residents, potentially utilizing the existing water billing systems (*policies 5b & 5c*)
5. Build on engagement efforts to inform residents of existing opportunities to give feedback to the council through partnerships with local businesses, schools, social organizations, and churches (*policies 5b & 5c*)
6. Review and revise the zoning code to allow for more types and sizes of housing in more areas, including duplexes, triplexes, manufactured homes, and accessory dwelling units (*policy 5d*)
7. Rezone properties to allow more types of housing and more varied lot sizes, including small lot single family dwellings, duplexes, triplexes, manufactured homes, and accessory dwelling units (*policy 5d*)
8. Consider establishing a program, potentially in collaboration with local nonprofits and churches, to assist with accessibility-oriented home renovations to help older residents age in place, ideally funded with outside and/or state grant money (*policy 5d*)
9. Seek participation and feedback from younger residents through partnerships with existing youth programming organizations and schools (*policy 5e*)
10. Provide for public announcements in Spanish as well as English, and solicit participation in public events by Latino entrepreneurs with public facing businesses living in Ramseur (*policy 5e*)

b. Future/Proposed Land Use

Ramseur’s residents indicated a desire to focus on infill development, steering development towards areas currently being served by water and sewer. Steering committee members expressed a desire for higher density residential, especially along the US 64 transportation corridor. Housing along this stretch would have excellent access to the existing transportation network without an increase in traffic in local neighborhoods. Residents would also be located close to retail and restaurants.

i. Future Land Use Map



9. Land Development Plan Use

a. Using the Plan

The following actions are recommended to aid in the effective implementation of the plan:

1. Initiate a staff review and recommendation process for all land development proposals, rezoning requests, and special use permits. Staff recommendation may include analysis and discussion of how the proposed development will meet the growth strategy and land development vision, goals, policies, community-building principles, and land use recommendations.
2. Encourage the Council and Planning Board to use the Land Development Plan on a regular basis, as a guideline for making decisions on rezonings, special use permits, and subdivision review.
3. Make any necessary changes to the Town's Zoning and Subdivision Ordinances to allow for the type of future land development desired by the community.

Use of the Land Development Plan: The Land Development Plan (Section 5) is the second step in evaluating the appropriateness of development proposals. The plan provides a *Future Land Use Map* as a guide for the general direction and location of proposed land use types, patterns and relationships encouraged by the Town. This map is provided with the understanding that individual land development decisions may differ slightly from the land use vision presented. The plan also provides a set of land development goals and policies and implementation strategies. When reviewing a land development or rezoning proposal, the developer, staff, public, Planning Board, and Town Council may first determine if the proposed type and pattern of land development is consistent with the Future Land Use Map. Secondly, the proposal may be evaluated to determine if it is consistent with the land development goals and policies.

Example Land Development Proposal Evaluation

How the plan can be used by a developer: Developer X would like to rezone two acres along a major road to Commercial and place a strip commercial development on the lot. The developer can utilize the plan to see if the development proposal meets the plan's general Growth Strategy, as well as the Land Development Plan goals, policies, principles and land use recommendations. The developer can also look at the Proposed Land Use Map, to see if Commercial is a recommended use.

How the plan can be used by Town staff: In addition to reviewing zoning petitions, Town staff can prepare a written report for the Planning Board and recommend petitions be approved or denied. Town staff can point out the goals, policies, and land use recommendations that support the rezoning, and those that are in conflict with the rezoning request, thereby shaping the overall staff recommendation. In addition, Town staff can use the plan to warn developers about potential conflicts before being confronted at a public hearing.

How the plan can be used by the Town of Ramsey Planning Board: Prior to each meeting, Planning Board members can make their own determination about the consistency of the proposed rezoning with the Land Development Plan’s goals, policies, and land use recommendations. Planning Board members should consider the intent of the goals, policies, and recommendations, and determine how much weight should be given to each.

How the plan can be used by the general public: Residents of Ramsey can and should reference specific goals, policies and recommendations, and the Future Land Use Map when speaking in favor of or in opposition to a rezoning request.

How the plan can be used by the Ramsey Board of Town Commissioners: The Town Council has legislative authority concerning whether a rezoning request is consistent with the various plans and policies affecting development proposals. The Town Council can review the rezoning request with the Land Development Plan goals, policies, recommendations, and maps in mind. As customary, the Council may also consider and weigh the interpretation of policies by property owners, the Planning Board, Town staff, and the general public. Over time, a track record of interpreting land development plan goals, policies, and recommendations will form a consistent foundation for making decisions about proposed land development in Ramsey.

b. Future Updates

The planning horizon for this plan is approximately eighteen years. However, as land development and other changes occur in Ramsey over the next decade, it may be necessary to make periodic revisions to keep the plan up-to-date. For example, a major development, a new road, or major water and sewer line extensions could drastically change conditions in the area. It would be wise to review and monitor the Town’s progress in using and implementing the plan to facilitate desired changes to the land development plan. Town Staff, Planning Board and Town Council members, developers, and citizens all play a vital role in using, monitoring, and revising the plan.



10. Intergovernmental Coordination

Issues relevant to local government rarely stop at jurisdictional boundaries. Thus, it is important to have intergovernmental coordination with neighboring communities. Below are links to plans relevant to the three jurisdictions surrounding Ramseur.

a. Randolph County

Development in the unincorporated areas of Randolph County is guided by the 2009 Randolph County Growth Management Plan (updated 2017).

<https://randolphcountync.gov/DocumentCenter/View/457/Growth-Management-Plan-PDF?bidId=#:~:text=The%20Randolph%20County%20Growth%20Management%20Plan%20outlines%20growth%20management%20corridors,our%20environment%20and%20rural%20resources.>

Transportation projects in the county (including Ramseur, Franklinville, and Asheboro) are designated in the 2012 Randolph County Comprehensive Transportation Plan.

https://connect.ncdot.gov/projects/planning/TPBCTP/Randolph%20County/RANDOLPH_CTP_report.pdf

Recreational improvements are laid out in the Randolph County Public Health Strategic Plan.

<https://www.randolphcountync.gov/DocumentCenter/View/475/Strategic-Plan-PDF>

b. Franklinville

Franklinville lies to the northwest and upstream along the Deep River from Ramseur. The two towns share their small-town mill heritage. <https://franklinvillenc.org/>

c. Asheboro

The City of Asheboro is the Randolph county seat. It is located to the west of Ramseur and is directly connected to it by US 64. Asheboro is currently in the process of updating their 2020 Land Development Plan.

<https://cms9files.revize.com/asheboronc/Document%20Center/Planning%20&%20Zoning/LDP%20with%20maps.pdf>

The City of Asheboro Comprehensive Parks & Recreation Plan is available to download.

<https://asheborocrs.recdesk.com/Community/Page?pageId=6529>

11. Appendix

a. Resources

There are currently numerous grant funding sources available to local communities. While going after grant funding can be time consuming, the results can be substantial. Some of the available options include:

~ The North Carolina Department of Commerce has several different Grants & Incentives programs ranging from infrastructure to workforce development to affordable housing.

<https://www.nccommerce.com/grants-incentives>

~ The Community Foundation for Randolph County is a growing family of philanthropic funds, source of grants for local causes and partner for donors. The CFR board advises the Randolph County Community Fund, the unrestricted community grantmaking fund, to support local needs.

<https://www.nccommunityfoundation.org/communities/sandhills/randolph-county>

~ Working throughout North Carolina, the *N.C. Main Street Center* employs the *National Historic Preservation Trust's* Main Street approach to community revitalization. The Center provides technical assistance and support to small towns with populations under 50,000, and in doing so, it hopes to reestablish downtowns as the center of their communities, by enhancing the look of the downtown area and diversifying the economic base of the Main Street area.

<https://www.nccommerce.com/about-us/divisions-programs/rural-economic-development/nc-main-street-rural-planning-center>

~ The T-Mobile Hometown Grants program will help fund projects to build, rebuild, or refresh community spaces that help foster local connections. This T-Mobile Grant is designed for small towns to apply on their own

<https://www.t-mobile.com/brand/hometown-grants>

~ Several movies have been filmed using Ramseur's historic downtown. Town leaders would like to encourage more film industry use of this locale. North Carolina offers a 25% rebate on qualifying expenses and purchases made by productions while in-state as its film incentive.

<https://www.filmnc.com/25-rebate>

~ The United States EDA makes Partnership Planning investments to designated planning organizations to facilitate the development, implementation, revision, or replacement of Comprehensive Economic Development Strategies (CEDS), which articulate and prioritize the strategic economic goals of recipients' respective regions. EDA also makes Short-Term and State Planning awards for economic development planning activities that guide the eventual creation and retention of high-quality jobs, particularly for the unemployed and underemployed in the Nation's most economically distressed regions. <https://www.grants.gov/web/grants/view-opportunity.html?oppld=332052>

~ NCDOT Bike and Pedestrian Planning Grant - Communities throughout North Carolina have begun to place more emphasis on providing facilities for biking and walking. A desire for better modal choices, the demand for more walkable and bikeable communities and a focus on smart growth initiatives have combined to highlight the need for better, more complete bicycle and pedestrian transportation systems. Comprehensive planning documents are an integral part of developing these systems, and can guide both local and state efforts to improve conditions for bicycling and walking. To encourage the development of comprehensive local bicycle plans and pedestrian plans, the NCDOT Integrated Mobility Division (IMD) and the Transportation Planning Branch (TPB) have created a matching grant program to fund plan development. This program was initiated through a special allocation of funding approved by the North Carolina General Assembly in 2003 along with federal funds earmarked specifically for bicycle and pedestrian planning by the TPB. Smaller municipalities (below 10,000 population) are eligible to apply for a joint bicycle and pedestrian plan.

~ Through the [North Carolina Safe Routes to School program](#), the N.C. Department of Transportation works to make walking and riding a bicycle to school a safe and more appealing options for all children. The program facilitates the planning, development and implementation of projects and activities to improve safety and reduce traffic, fuel consumption and air quality near schools.

~ As the only federal government agency focused exclusively on economic development, the U.S. Department of Commerce's Economic Development Administration (EDA) plays a critical role in facilitating regional economic development efforts in communities across the nation. Guided by the basic principle that sustainable economic development should be locally-driven, EDA works directly with communities and regions to help them build the capacity for economic development based on local business conditions and needs. EDA's grant investments in planning, technical assistance, and infrastructure construction are designed to leverage existing regional assets to support the implementation of economic development strategies that make it easier for businesses to start and grow. <https://eda.gov/>

~ The U.S. Economic Development Administration maintains a list of grant programs handled through multiple federal agencies. <https://eda.gov/integration/funding-resources/>

b. Meeting Agendas and Minutes

OPEN HOUSE November 10, 2021, set up as an open house format, no agenda



Town of Ramseur

2022 Land Development Steering Committee

Open House Meeting Minutes

Nov 10, 2021 - 5:00 p.m.

The Land Development Steering Committee including the Town of Ramseur Board of Commissioners and Planning & Zoning Board Members convened at 5:00 p.m. for an open house meeting on Nov 10, 2021 at the Town of Ramseur Municipal Building at 724 Liberty Street, Ramseur NC 27316.

Members Present:

Mayor Vicki Caudle

Mayor Pro Tem/Commissioner Jim McIntosh

Commissioner J.C. Parrish

Commissioner Tim Cranford

Commissioner Joy Hooker

Town Clerk/FO Carol Akers

Planning & Zoning Members Present:

Elton Smith, Chair

Steve Alcala

Jill Wood, P&Z Coordinator

Also in attendance: Community Members of the Steering Committee

Kelly Larkins with the PTRC opened the meeting with welcome and introductions.

Discussion points:

- Last Land Development Plan was done in 2003
- Current planning board will lay out plans for 20 years forward with a time-frame of 2-5 years for more important, immediate needs.
- Duncan Dodson & Dick Hails from UNC are partners on the project and administered tonight's survey

- Key points of the survey
 - What is important to Ramseur?
 - What would you as citizens like to see?
- Time frame for NC reporting – new Land Development Plan is due by July 1, 2022
- Surveys should be turned in Monday, November 22, 2021
- Duncan Dodson & Dick Hails volunteered to touch base with all parts of the community if we can provide a contact number they can call.
- Spring of 2022 Duncan Dodson & Dick Hails will bring report together for presentation to planning board, then to Board of Commissioners with a final presentation to the State of North Carolina.
- Commissioner J.C. Parrish will put survey on town Facebook page & the Ramseur Eastern Randolph Chamber of Commerce page.
- Town Clerk/FO Carol Akers will create a display for the lobby at Town Hall as well as place on the Town of Ramseur Website.

Refreshments were provided by Kelly Larkins and the UNC Team. Meeting was adjourned at 7:00 p.m.

Respectfully submitted by:

Adrienne Hagood, Deputy Town Clerk/FO

Carol Akers, Town Clerk/FO

Vicki Caudle, Mayor

Ramseur
COMPREHENSIVE LAND DEVELOPMENT PLAN
Steering Committee Meeting #1

AGENDA

January 27, 2022 @ 6pm – 724 Liberty St. – Town Hall

- 6 p.m. Welcome and Introductions

- 6:05 p.m. Students' Work- Existing Conditions & Community Engagement

- 6:15 p.m. Draft Survey Results Presentation

- 6:30 p.m. Greensboro-Randolph Megasite Discussion

- 6:40 p.m. Draft Goals & Policies Discussion

- 6:50 p.m. Land Use Map, Zoning Map Discussion

- 7:10 p.m. Wrap-up and Next Steps

- 7:15 p.m. Adjourn



Town of Ramseur
2022 Land Development Steering Committee
Meeting Minutes
January 27, 2022 - 6:00 p.m.

The Land Development Steering Committee including the Town of Ramseur Board of Commissioners and Planning & Zoning Board Members convened at 6:00 p.m. on January 27, 2022. The meeting was held at the Town of Ramseur Municipal Building, located at 724 Liberty Street, Ramseur NC 27316.

Members Present:

Mayor Vicki Caudle

Mayor Pro Tem/Commissioner Jim McIntosh

Commissioner Joy Hooker

Bob Wilhoit, Town Attorney

Town Clerk/FO Carol Akers

Planning & Zoning Members Present:

Elton Smith, Chair

Bobby Thomas

Steve Alcalá

Community Members of the Steering Committee:

Ernie Mitchell

Also in attendance:

Dawn Vallieres - PTRC

Margaret Bessette – UNC Advisor

Julia – UNC student

Henry Read – UNC student

Dawn Vallieres with PTRC opened the meeting with welcome and introductions.

Discussion points:

- **Demographic report for Ramseur**, presented by Dawn from PTRC.
 - Discussion of existing conditions
 - Survey received 39 responses – survey still open but will probably close soon
 - Reviewed questions and responses from the survey
 - Attorney Bob Wilhoit commented about water situation – “we need more people using water.”
- **Blueway & Rail Trail**
 - Mayor Vicki Caudle expanded on these topics and grant funds that have been received
- **Chamber events**
 - Fall Festival largest event this year
 - Food Truck Festival
 - Over all positive responses
- **Mega-site**
 - Discussion of drive time
 - Toyota to take entire site
 - Will need workers – workers will need housing
 - Attorney mentioned mega-site also coming to Chatham County
- **Ramseur Land Development Plan Steps 1-3** (see attached)
 - Margaret Bessette, Advisor from UNC handed out attached draft prepared by UNC
 - Goals & Policies were reviewed and discussed (see last 2 pages of draft)
 - Goal #2 – Chamber already working on
 - Mayor Vicki Caudle stated she believes we are attacking many of the goals already
 - Mayor Caudle commented limited number of private citizens who can invest in the community.
 - Commissioner Joy Hooker spoke about Lake Campground
- **Housing**
 - Discussion regarding housing & need for sub-divisions in the area
 - Mayor Vicki Caudle mentioned no land for sale
- **Infrastructure**
 - Ernie Mitchell stated “water is not drinkable” and expounded on other items as well as complaints about water.
 - Bobby Thomas stated he drinks the water everyday
 - ARPA & Distressed Community Funding – mentioned by Mayor Vicki Caudle & Commissioner Jim McIntosh
 - Mayor Caudle explained that we need to do the preliminary work before all is revealed to community – we are working on infrastructure issues.
 - Attorney Bob Wilhoit hopeful Ramseur will benefit from mega-sites, bypass of Asheboro etc.
 - Business owners are working with chamber
 - Mayor Vicki Caudle stated the challenge to getting people to invest in the Town of Ramseur is not only in money but their support of activities.
 - Maps were presented to committee to mark areas

Margaret Bessette thanked everyone for their input.

Meeting was adjourned.

Respectfully submitted by:

Adrienne Hagood, Deputy Town Clerk/FO

Carol Akers, Town Clerk/FO

Vicki Caudle, Mayor

Ramseur

COMPREHENSIVE LAND DEVELOPMENT PLAN

Steering Committee Meeting #2

AGENDA

March 8, 2022 @ 6pm – 724 Liberty St. – Town Hall

- 6 p.m. Welcome and Introductions

- 6:05 p.m. Sketch map presentation- Henry Read (UNC)

- 6:25 p.m. Draft Goals & Policies Discussion - Henry Read (UNC)

- 6:55 p.m. Wrap-up and Next Steps

- 7:00 p.m. Adjourn

A goal is a general statement of a future condition towards which actions are aimed. Goals are intended to be broad and long-range. Goals provide statements of WHAT the community aims to accomplish over the life of the plan.

An objective is a statement of measurable activity, a benchmark, to be reached in pursuit of the goal.



Town of Ramseur
2022 Land Development Steering Committee
Meeting Minutes
March 8, 2022 - 6:00 p.m.

The Land Development Steering Committee including the Town of Ramseur Board of Commissioners and Planning & Zoning Board Members convened at 6:00 p.m. on March 8, 2022. The meeting was held at the Town of Ramseur Municipal Building, located at 724 Liberty Street, Ramseur NC 27316.

Members Present:

Mayor Pro Tem/Commissioner Jim McIntosh
Commissioner J.C. Parrish
Commissioner Joy Hooker
Commissioner Diana Brower
Commissioner Tim Cranford
Town Clerk/FO Carol Akers

Planning & Zoning Members Present:

Elton Smith, Chair
Bobby Thomas

Also in attendance:

Dawn Vallieres - PTRC
Margaret Bessette - UNC Advisor
Henry Read - UNC student

No community members present.

Welcome & introduction.

Discussion points:

- **Sketch Map Presentation** – presented by Henry Reid (UNC student)
- **Town of Ramseur 2022 Comprehensive Plan** – presented by Henry Reid (see attached handout)
 - Draft goals & policies – to be sure we’re all moving in the same direction
 - Goals 1 – 5
 - Survey results:
 - Small Town Feel
 - More Downtown Businesses
- ❖ **Concerns and changes to Goal 5**
 - *Policy 5.C*
 - Commissioner Diana Brower concerned if people won’t come to the meetings, how are we supposed to inform them?
 - In response, Commissioner Jim McIntosh states we have the town website, Facebook and it will also be on the chamber Facebook, etc.
 - *Policy 5 B & C*
 - Suggestion made to change from “Ensure” to “Continue to ensure...”

- *Policy 5 D*
 - Change from “Ease and incentivize” to “Ease and promote” as we cannot offer incentives

❖ **Future Land Use Map** (see attached)

- Further comments may be sent via email to PTRC

❖ **Next Steps**

- Open House event
- Next meeting – April
- Hard to engage locals – will have a draft for committee to approve before going to the public
- Email PTRC with any comments

Meeting was adjourned.

Respectfully submitted by:

Adrienne Hagood, Deputy Town Clerk/FO

Carol Akers, Town Clerk/FO

Vicki Caudle, Mayor

Ramseur
COMPREHENSIVE LAND DEVELOPMENT PLAN
Steering Committee Meeting #3
AGENDA

April 7, 2022 @ 6pm – 724 Liberty St. – Town Hall

- 6 p.m. Welcome and Introductions

- 6:05 p.m. Draft Implementation Strategies

- 6:45 p.m. Draft LDP Report

- 7:10 p.m. Wrap-up and Next Steps

- 7:15 p.m. Adjourn

<APRIL 7 MINUTES>

<APRIL 7 2ND page>

(no agenda for Food Truck Rally)

Public response notes from tabling at the Ramseur Food Truck Rally, 4/23/2022

1. Cedar Falls is getting a textile museum, put in by the state, right along the river.
2. A Walmart closer than Asheboro would be nice
3. We would like a skate park and a larger, updated, expanded library
4. Ramseur is very welcoming and homey
5. More retail and restrooms downtown would be good
6. More activities downtown would be good
7. The goals are good. Updating downtown, more businesses, and youth engagement should be the highest priorities
8. Connect round leaf road to sewer
9. Update park and BRB, host more festivals, and have more visible law enforcement
10. Oliver Street south of the highway needs traffic calming; converting it to one way going south or adding speed bumps would help
11. Leonard Park needs more going on
12. Unpruned trees in vacant lots can be a driving hazard; they block turning visibility at intersections
13. Redevelopment of surviving mill buildings
14. Live music at events
15. City power option for food trucks instead of relying entirely on generators
16. I like how downtown gets blocked off for events!