

GRASSY CREEK
VINEYARD AND WINERY

POPLAR SPRINGS ROAD

GREENWAY MASTER PLAN



LE TRAIL
VISION TO
MOUNTAIN
E PARK

KIN
CREEK
YARD
WINERY

CAMP ROAD

INDUSTRIAL
PARK

21

TOWN OF ELKIN, SURRY COUNTY, NC

HUGH CHATHAM
MEMORIAL
HOSPITAL

OCTOBER 8, 2007

FINAL REPORT

TOWN LIMITS

NC HWY 268

BRIDGE STREET

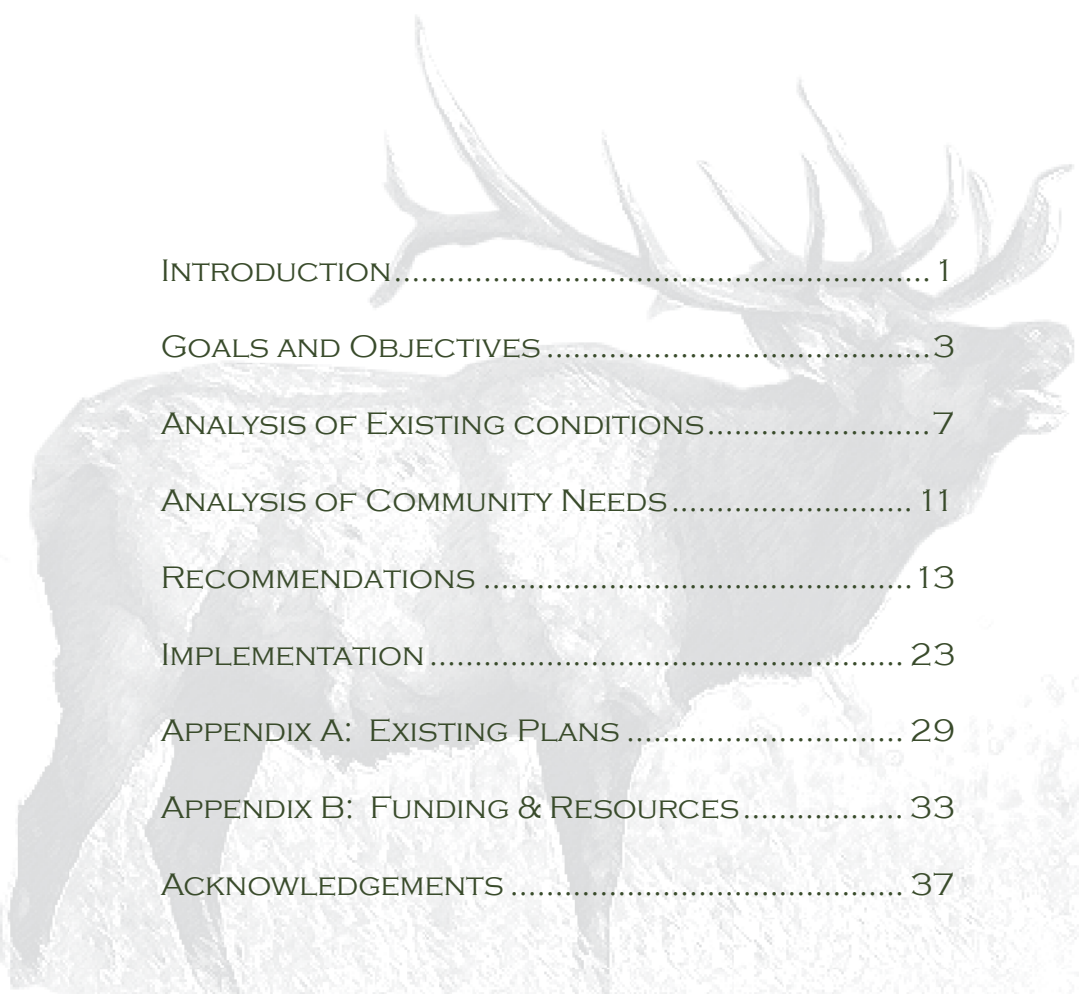
JOHNSON RIDGE ROAD

MAIN STREET

YADKIN COUNTY

WILKES COUNTY

TOWN OF ELKIN GREENWAYS



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Since the Town of Elkin was founded around 1840 by Richard Gwyn in the foothills of the Blue Ridge Mountains, it has thrived in its strategic location near the Yadkin River and the Big Elkin Creek. The rivers have provided a means for fishing, travel and water power to drive mills and forges. Shaped by the economic development of the mills and location of the two rivers that flow through the community, Elkin's proud history has flourished and is still evident today. The Town of Elkin and its surrounding area is home to multiple properties and districts listed on the National Register of Historic Places, three wineries, a strong arts community and many annual festivals. When added to a rich downtown and diverse residential neighborhoods, its small town charm makes the Town of Elkin a unique and desirable place to live, work and play.

One of the essential elements that contributes to an area's quality of life is a comprehensive recreation and open space system. An important part of this system is an integrated network of linear parks and open space more typically known as greenways. Greenways serve a number of purposes that include:



1. The preservation of natural areas;
2. The provision of non-vehicular connections between people, land uses and destinations;
3. The preservation of small town charm through pedestrian links;
4. The enhancement of significant historical structures, places and people as part of the local landscape; and
5. The enhancement of local economic development.

The proposed greenway system in the Town of Elkin will address these objectives as well as enhance the existing small town charm and improve quality of life.

The Town of Elkin Greenway Master Plan is intended to serve as a guide for public and private greenway development for the next five to ten years within the town and its surrounding areas. A multi-purpose greenway system has become a necessary component of a comprehensive recreation plan for municipalities of all sizes.

This plan will provide recommendations for the establishment of new greenway facilities as well as for the improvement of existing facilities within the town. The goals presented below are the result of a thorough assessment of community needs and desires balanced against the recreational programming philosophies established by staff and elected officials within the town.

The following forms the basis for the development and implementation of a comprehensive greenway system in Town:

CREATE A PLAN THAT WILL PROVIDE A COMPREHENSIVE DIRECTION FOR THE PHYSICAL DEVELOPMENT OF THE GREENWAY SYSTEM THAT IS BOTH STRATEGIC AND ACTION-BASED.

- Create a guide for a continuing program of phasing, land acquisition, trail development and improvement and open space preservation.
- Prepare a planning foundation from which more detailed analysis and design of individual greenways and trails may be generated. Provide recommendations for immediate and near-term physical improvements that may be realized within realistic and practical financial parameters.
- Establish public/private partnerships with non-profit organizations, local corporations and citizens to encourage greenway development.
- Establish a system to track and coordinate grants, donations and public/private partnerships to promote facility development while controlling public costs.

PRODUCE A COMPREHENSIVE GREENWAY SYSTEM THAT WILL PROVIDE NON-VEHICULAR CONNECTIONS BETWEEN PEOPLE, LAND USES AND DESTINATIONS.

- Provide a network of primary and secondary trails which will bring residents in touch with the natural environment.
- Extend greenway trails into the Town center through on-road facilities such as multi-use trails, sidewalks and bike

lanes. These elements provide opportunities to connect everyday uses such as schools, parks, shopping, neighborhoods, work and businesses.

- Accommodate a variety of users through proper design and development of greenway trails. These should allow user groups such as road and mountain bicyclists, walkers, runners, equestrians and in-line skaters. Considerations should be made for other user groups, such as, but not limited to, those with disabilities, users who want fishing access, or users with baby strollers. Amenities such as trail heads, pocket parks, overlooks, rest areas and parking should be included when possible in appropriate locations.
- Promote transportation freedom through the development of a comprehensive greenway system. Transportation trends for Americans today rely heavily on the automobile. Strategically designing and implementing a greenway system may provide connections to everyday uses with a non-vehicular alternative which would enhance transportation freedom.

PRESERVE SMALL TOWN CHARM THROUGH PEDESTRIAN LINKS.

- An important quality of any small town is pedestrian activity. Although a greenway is traditionally thought of as a corridor located in a non-developed area within a natural setting, it can provide interconnectivity into Town where pedestrian activity is essential. Pedestrian activity provides numerous benefits contributing to a strong sense of community.



PRESERVE ENVIRONMENTALLY SENSITIVE NATURAL AREAS.

- Protect natural areas with greenway corridors to reduce negative impacts caused by development and ensuring a more appropriate use of these lands.
- Conserve land adjacent to streams, ponds and lakes to filter pollutants and runoff. This conservation protects drinking water sources, provides rivers and stream bank stabilization, promotes enhancement of natural waterways

and manages floodplains to reduce the probability of future flooding.

- Protect, restore and maintain environmentally sensitive lands with greenway corridors to support plant and animal habitat.
- Interpretive signage along greenways highlights educational opportunities along these natural areas.

HIGHLIGHT AND ENHANCE SIGNIFICANT HISTORICAL STRUCTURES, PLACES AND PEOPLE AS PART OF THE LOCAL LANDSCAPE.

- Connect historic buildings, sites and archaeological resources to greenway corridors. The greenway system should provide connections to areas of historical significance. This connection would encourage the opportunity to preserve as well as provide education for these sites.
- Restore and revitalize historic transportation corridors, such as railroads and water transportation, as greenway facilities. Using these types of conversions takes advantage of established linear corridors and provides connections to local history through the use of greenways.

ENHANCE THE CONNECTIONS BETWEEN OPEN SPACE, HISTORIC RESOURCES AND CULTURAL ASPECTS THROUGH THE USE OF PUBLIC ART AND CREATIVE DESIGN.

- The incorporation of public art into the greenway system provides ways to enhance Elkin's cultural identity. Some areas where art can be incorporated are trail heads, open space areas, or bridge crossings. Public art projects can be done with local artists, schools, or as fund raising opportunities.

This inventory and analysis of existing park, recreation and greenways is based on the standards defined by the National Recreation and Park Association's (NRPA) 1996 publication Park, Recreation, Open Space and Greenway Guidelines and the Surry County Parks and Recreation Comprehensive Master Plan.

RECREATIONAL FACILITIES

COMMUNITY PARKS

The Town of Elkin currently maintains two community parks: The Elkin Municipal Park and Chatham Park. These parks are accessible to several neighborhoods and provide recreation for the entire family. Community parks typically provide recreation for residents within a two-mile radius and may act as neighborhood parks for those located within a one-mile radius of the park. These parks may include community centers or other special use facilities.



NEIGHBORHOOD PARKS

Neighborhood parks are very important facilities that provide a resource for daily needs of park users. Crater Park is an example of this type of park. They also provide the opportunity for non-programmed facilities that foster informal or spontaneous uses. These parks are strategically located to ensure that they are easily accessible from nearby residential areas.

GREENWAY AND TRAIL FACILITIES

Greenways are developed to provide varying modes of recreational transportation. They offer non-vehicular connections between parks, schools, historic sites, businesses and other destination points. Greenways can also work in conjunction with natural buffers, environmentally sensitive natural areas or existing easements.

Current greenway and trail conditions include the following:

- **PARK TRAILS** are multipurpose trails located within parks and are typically loops. These trails are logical greenway corridor connections because of their location and their potential to serve as trail heads.
- **GREENWAYS** emphasize safe travel for pedestrians, horse-back riders, bicyclists and in-line skaters to and from parks and around the community. Bikeways, equestrian trails and water based trails are specialized greenways that contain specific amenities to serve the needs created by the specialized trail user.

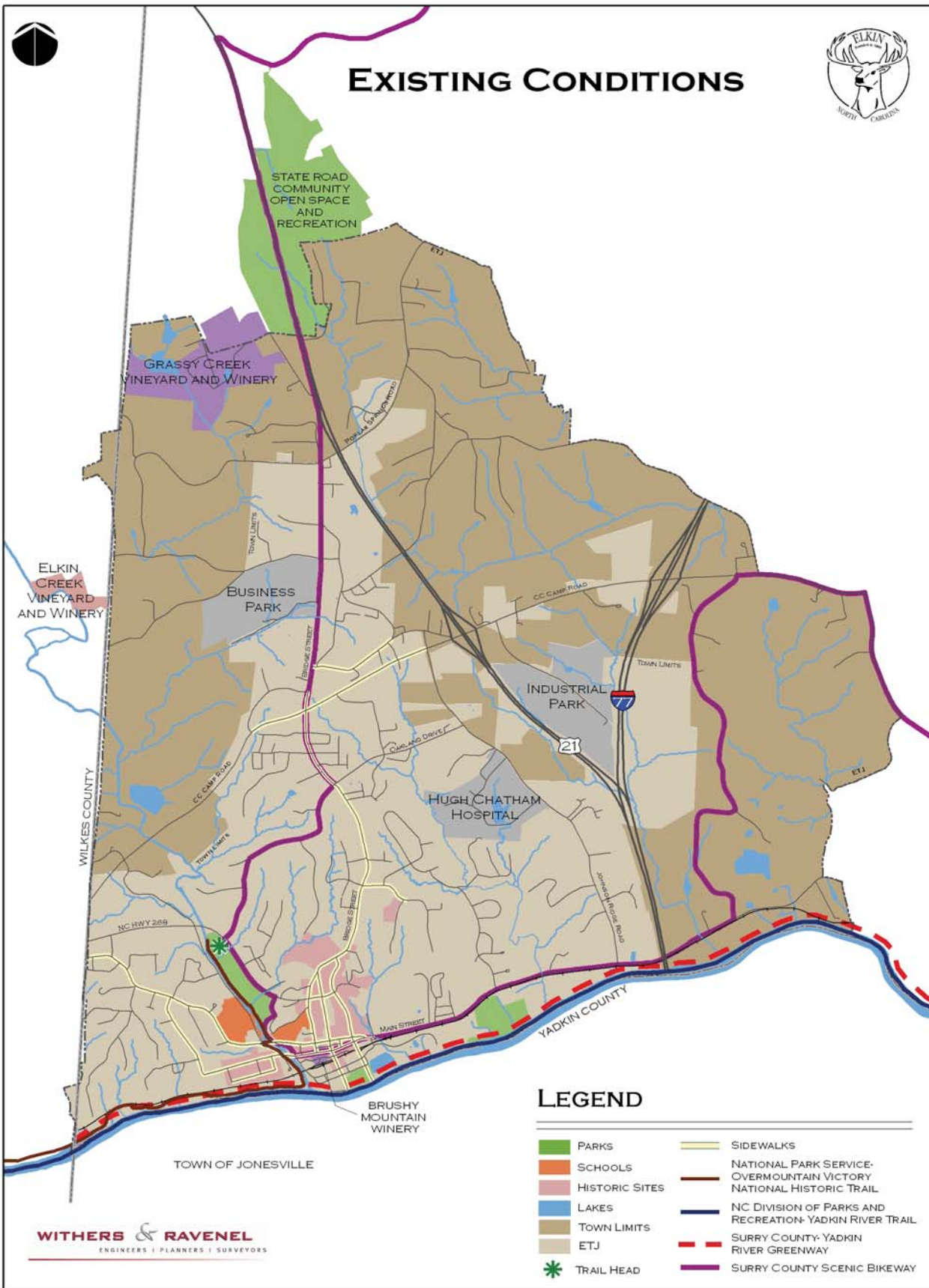
- **BIKEWAYS** are paved segments of roadways that serve to safely separate bicyclists from traffic. They include both bike routes and lanes. Bike routes are typically a paved segments that serve to separate bicyclist. Bike lanes are designated portions of the roadway for the preferential or exclusive use of bicyclists. Bikeways serve three distinct user groups: commuters, fitness enthusiasts and competitive athletes.
- **EQUESTRIAN TRAILS** serve the needs of trail users on horseback. These users can typically navigate through environmental conditions such as steep slopes and bodies of water. Horses can seriously impact natural soil trails when located on steep side slopes and poorly drained areas; special care should be given to minimize these impacts through proper design. If bridging is considered, designers familiar with equestrian trails should be consulted to address specific needs unique to this type of trail.
- **WATER BASED TRAILS** are located along bodies of water suitable for canoes, kayaks and boats. These trails require specific amenities to accommodate safe use.

The following chart illustrates greenway and trail facilities within current limits for the Town of Elkin and the anticipated limits dictated by the Extraterritorial Jurisdiction:

	LENGTH (MILES)	TRAIL TYPE	JURISDICTION	STATUS
TRAILS WITHIN PARKS				
-Elkin Municipal Park	1.0	Walking	Town of Elkin	Existing
-Chatham Park	0.25	Walking	Town of Elkin	Existing
WATER BASED TRAILS				
-Yadkin River Corridor	4.1	Water	NC Division of Parks & Recreation	Existing
BIKEWAYS				
-Scenic Bikeway	8.76	Bike Lane	Surry County	Existing*
GREENWAYS				
-Overmountain Victory National Historic Trail	2.3	Walking/Hiking	National Park Service	Existing
-Big Elkin Greenway	N/A	Walking/Hiking	Town of Elkin	In Process
-Yadkin River Greenway	4.1	Multi-Use Paved	Surry County	In Process**

*Surry County Scenic Bikeway is currently limited in facility development. Designated bike lanes and associated bike route development is in process.

**The Yadkin River Greenway corridor has been established by the Surry County Greenway Master Plan. The Master Plan explored a multi-use paved trail within Elkin's Town limits. Corridor location and detailed trail study is under review.



Current greenway and trail development within existing Town limits and the Extraterritorial Jurisdiction (ETJ) include 2.3 miles of the National Park Service's Overmountain Victory National Historic Trail, 4.1 miles proposed for Surry County's Yadkin River Greenway, 4.1 miles of water based trail for the North Carolina Division of Parks and Recreation's Yadkin River Trail and 8.76 miles for the Surry County Scenic Bikeway. While this provides a total of over 20 miles of alternative non-vehicular transportation, these trails are primarily focused in the southwest quadrant and southern border of Town and not all have been constructed. This does not fulfill the goals for the greenway system to provide ample interconnectivity throughout Town for all residents.

DEMAND

The existing greenway and trail facilities have proven to be very popular with residents and tourists. The Surry County 2005 Parks and Recreation Survey from the Surry County Parks and Recreation Comprehensive Master Plan illustrates the demand for greenway development. The Town of Elkin was part of geographic zone 2 in the Surry County 2005 Parks and Recreation Survey. Geographic zone 2 had a 93 percent interest in the development of greenways. The survey results, paired with interest in greenways from residents and tourists supports the need for an adopted greenway master plan as a guide for future greenway development.



Historic Re-enactment at Victory Trail location

OPPORTUNITY

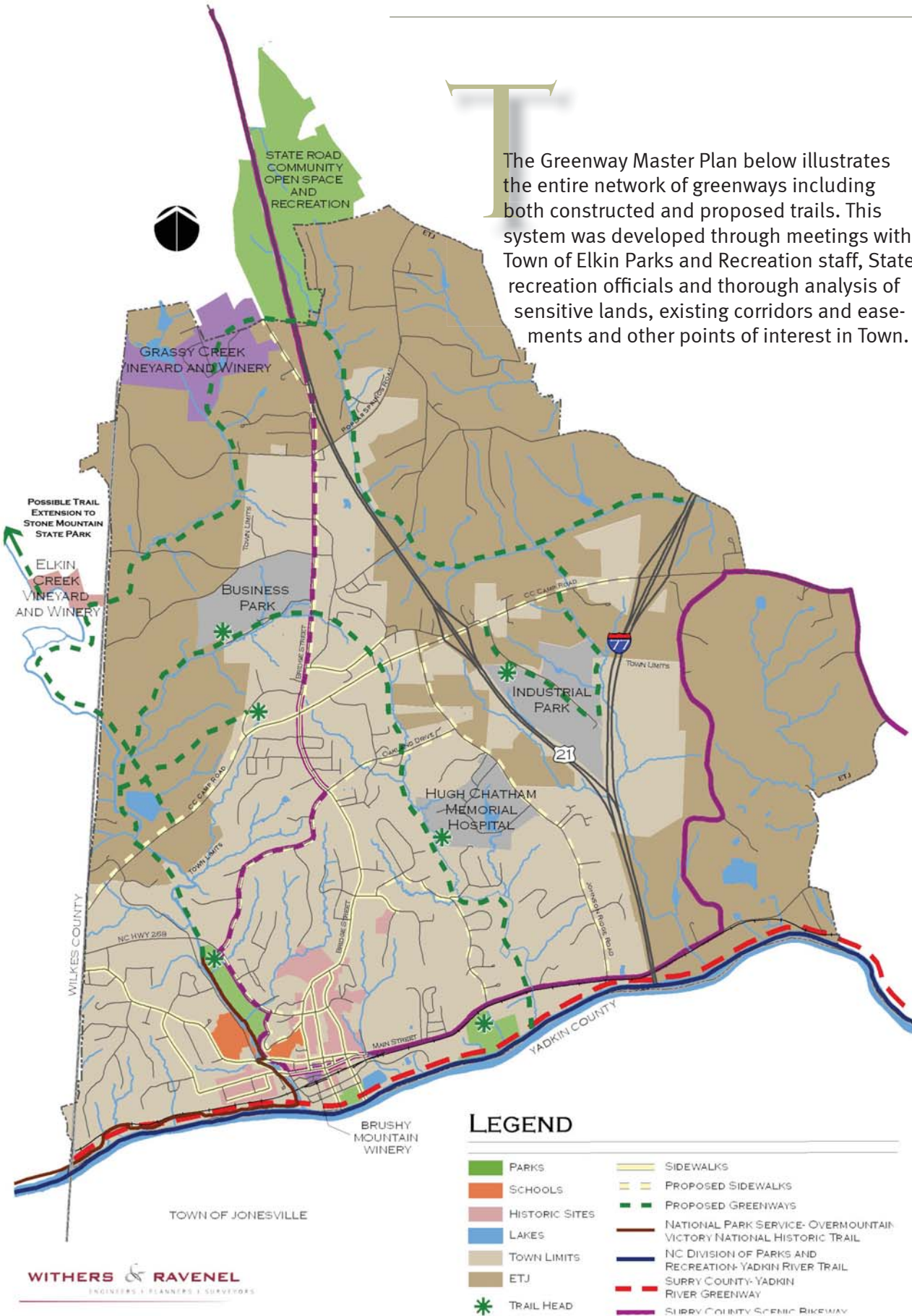
Impetus for developing greenway opportunities is obtained from heightened awareness and demand from residents, nonprofit organizations and other agencies such as the North Carolina Division of Parks and Recreation, Surry County Parks and Recreation Department, Piedmont Land Conservancy and Blue Ridge National Heritage Area, Inc. Sufficient support from residents and various organizations is necessary to implement ambitiously paced initiatives for greenway development.

With the goals and objectives of the Greenway Master Plan at the forefront of the planning process, potential locations of greenway corridors were thoroughly reviewed and addressed. Collaborative efforts were made with the North Carolina Division of Parks and Recreation to analyze incorporation of the State's Trail program, particularly the Mountains-To-Sea trail, within Elkin's comprehensive greenway system. These efforts will assist in providing greenway corridors within Town as well as providing greenway connections outside of Town. Corridors and recreational opportunities planned by National Park Service, North Carolina Division of Parks and Recreation, Surry County Parks and Recreation Department and other agencies are consistent with the goals and objectives of this Greenway Master Plan. However, developed greenways within Town are limited. Comprehensive greenway development should offer multiple modes of transportation to a variety of user groups throughout current Town limits as well as future limits anticipated by the ETJ. The transition of greenways from a concept on paper to reality will occur through public support, taking advantage of opportunities and collaboration with suitable agencies.

TOWN OF ELKIN GREENWAYS

The

The Greenway Master Plan below illustrates the entire network of greenways including both constructed and proposed trails. This system was developed through meetings with Town of Elkin Parks and Recreation staff, State recreation officials and thorough analysis of sensitive lands, existing corridors and easements and other points of interest in Town.



TRAIL TYPES

Trail type standards were developed from Americans with Disabilities Act (ADA) and American Association of State Highway and Transportation Officials (AASHTO) standards. This serves to provide criteria for pairing trail types with corridors based on anticipated use and demand. The greenway trail system will encompass the following trail types:

- **PRIMARY GREENWAYS** – Trails that are the main, regionally important off road greenways
- **SECONDARY GREENWAYS** – Trails that have local or neighborhood significance and provide supporting linkage to primary greenways
- **SIDEWALK CONNECTIONS** – Trails that utilize sidewalks to provide supporting linkage with primary and secondary greenways
- **SPECIALTY GREENWAY** – Trails that serve specific demands created by specialized users, such as equestrian or mountain bikes

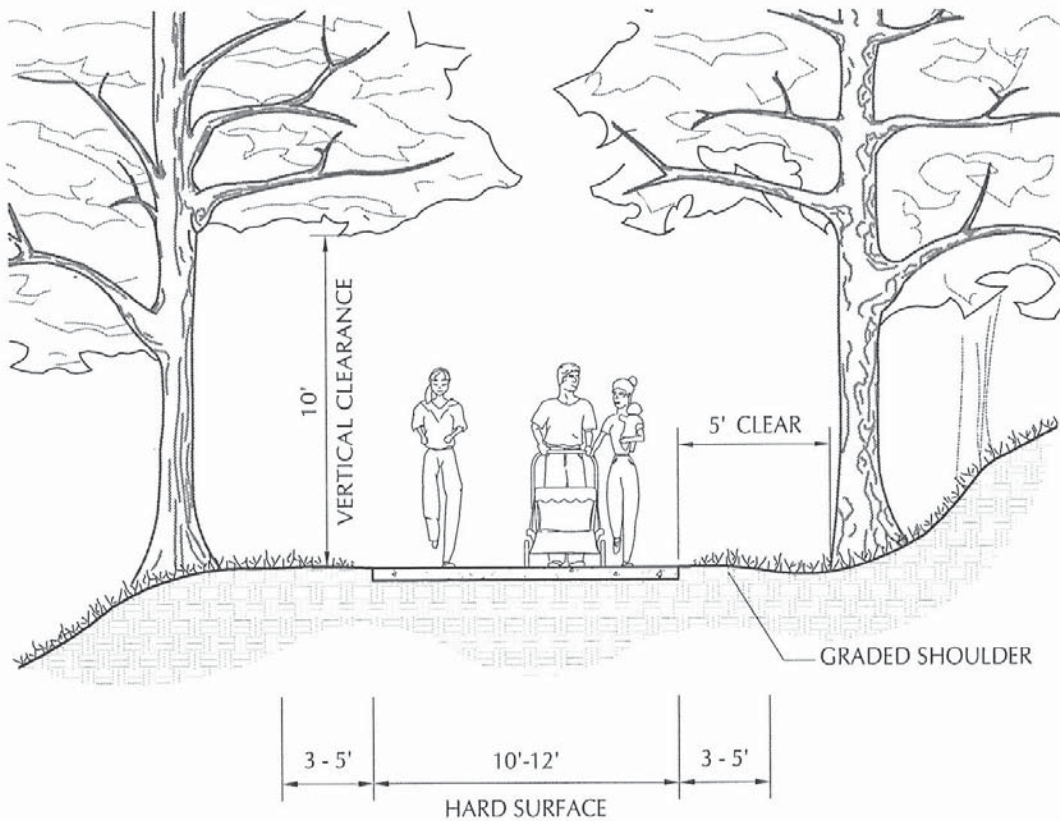
TRAIL SURFACES are categorized as either hard or soft. Soft surface materials include earth, grass, hardwood bark and wood decking. With the exception of wood decking, soft surfaces are the least expensive type to install, but generally require more maintenance than hard surface materials. Soft surfaces are the most compatible with the natural environment and provide solutions to sensitive environmental areas. Hard surfaces accommodate the widest range of trail users and are the most practical for multiuse trails. Stone or rock, asphalt, brick and concrete are hard surface materials. They require less maintenance and are more expensive than soft surface materials. Pedestrians, mountain bikers and equestrian user types typically prefer soft surfaces, while pedestrians with strollers, commuter cyclists and inline skaters prefer hard surfaces. Although the following trail types call for certain surface types, these are merely suggestions and should be decided upon at the time of individual corridor design. Surface types should be based on many factors including user type demand and environmental conditions.

PRIMARY GREENWAYS

Uses: Trails that are the main, regionally important off road greenways

STANDARDS

- 10'-12' width, hard surface
- 10' vertical clearance
- 3'-5' graded shoulder, each side of trail
- 5' clearing beyond each side of trail (typical)
- 2-5% slope

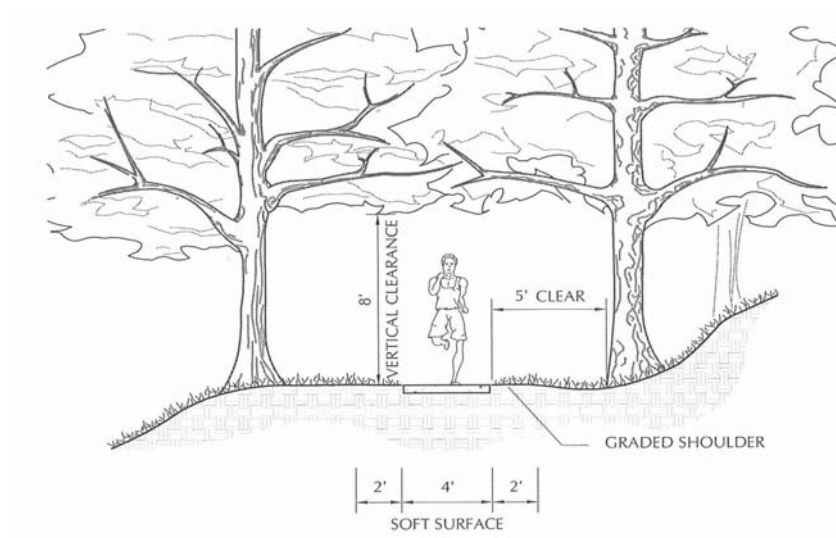
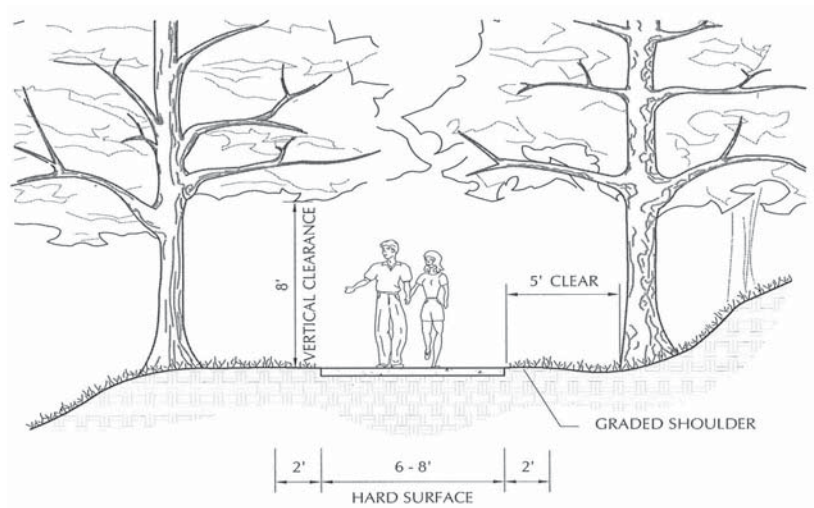


SECONDARY GREENWAY

Uses: Trails that have local or neighborhood significance and provide supporting linkage to primary greenways

STANDARDS

- 6'-8' width, hard surface
- 4' wide soft surface for environmentally sensitive areas
- 8' vertical clearance
- 2' graded shoulder each side of trail
- 5' clearing beyond each side of trail (typical)
- Slopes may be greater than 2-5% when natural conditions dictate steep slope, but should not exceed 8%



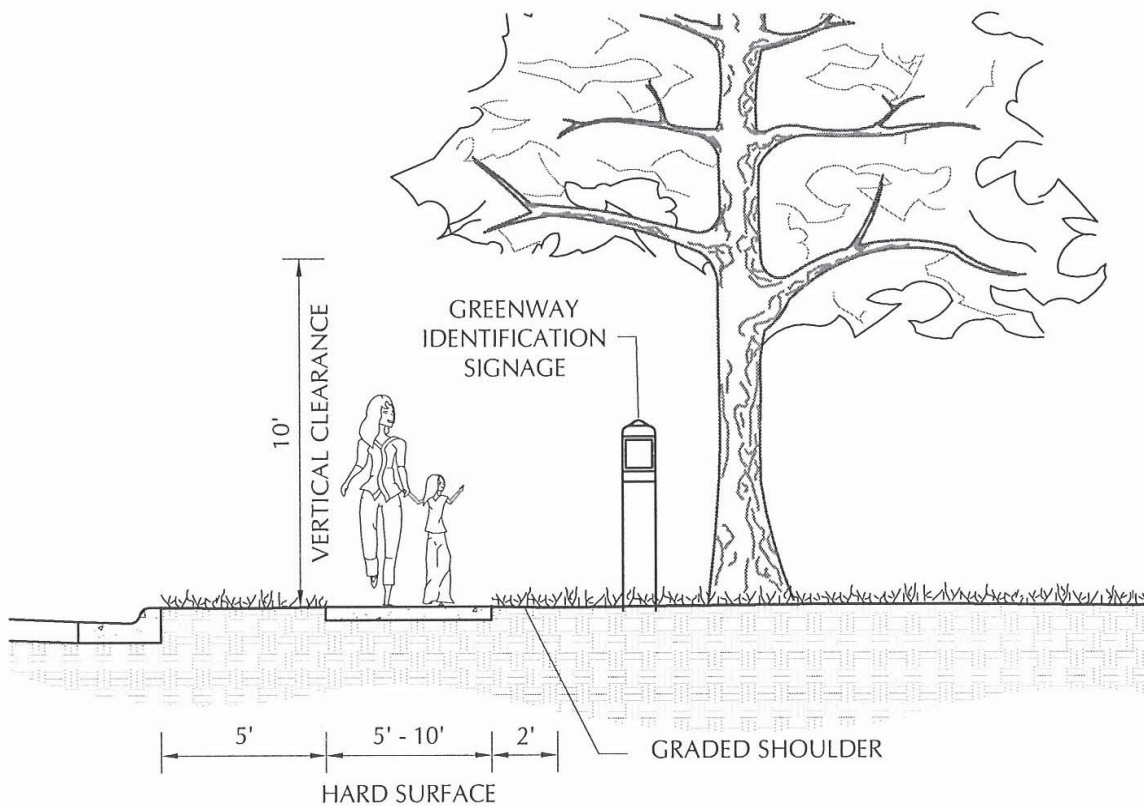
Environmentally Sensitive Areas

SIDEWALK CONNECTIONS

Uses: Sidewalk connections between greenway trail segments where no other connections can be made

STANDARDS

- 5'-10' width, hard surface
- 10' vertical clearance
- 2' graded shoulder along outside edge
- 5' minimum setback from back of curb
- Signage and other identification used to further identify sidewalk as part of the greenway system



SPECIALTY TRAILS

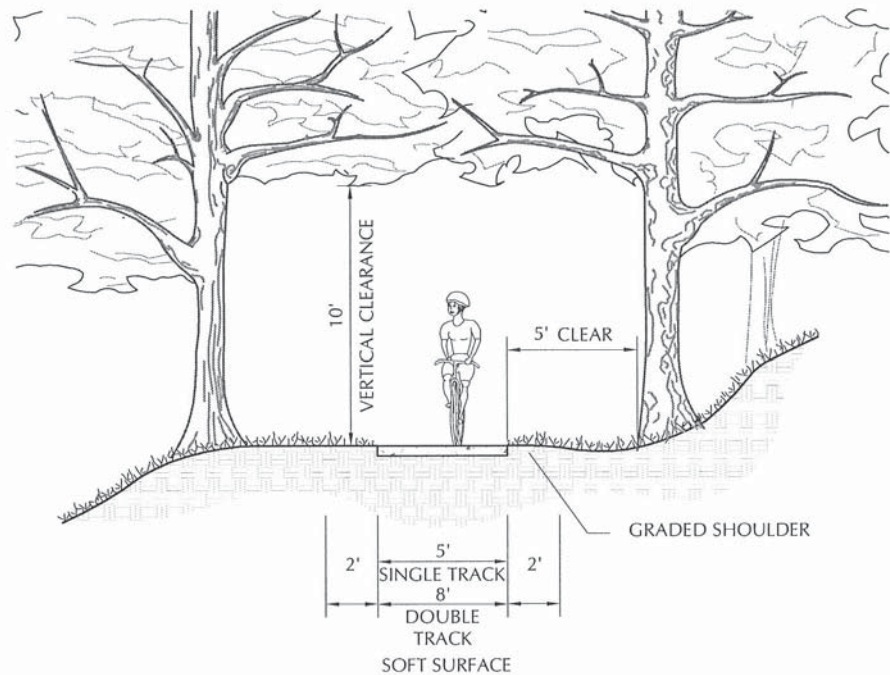
The needs of specialty type trails are somewhat specific. The user groups of these types of trails may conflict when used in conjunction. However, proactive steps can be taken to prevent such conflicts. These trail types could be developed as stand-alone facilities, but can also be developed parallel to greenway trails to provide varied terrain for specific conditions.

EQUESTRIAN OR MOUNTAIN BIKE TRAIL

Uses: Equestrian or mountain bike

STANDARDS

- 5' single track or 8' double track width, soft surface
- 10' vertical clearance
- 2' graded shoulder each side of trail
- 5' clearing beyond each side of trail (typical)
- 2-5% slope preferred, 10% maximum slope
- recommended 10' separation from other trails and roads when the trail is devoted as a specialty trail

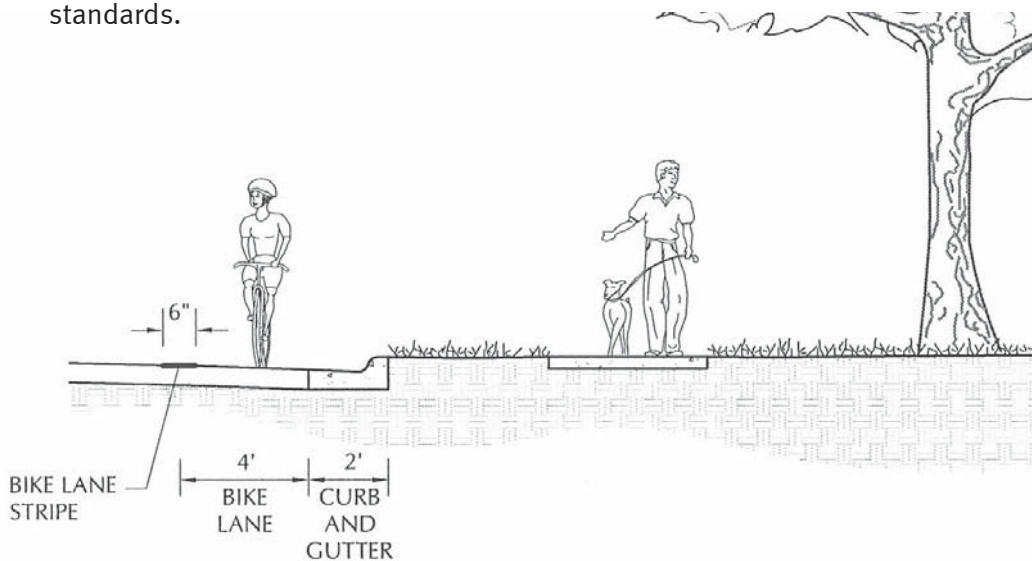


ON-ROAD BIKE LANES

Uses: Paved bike lanes within roadway right-of-way for on-road bicyclists

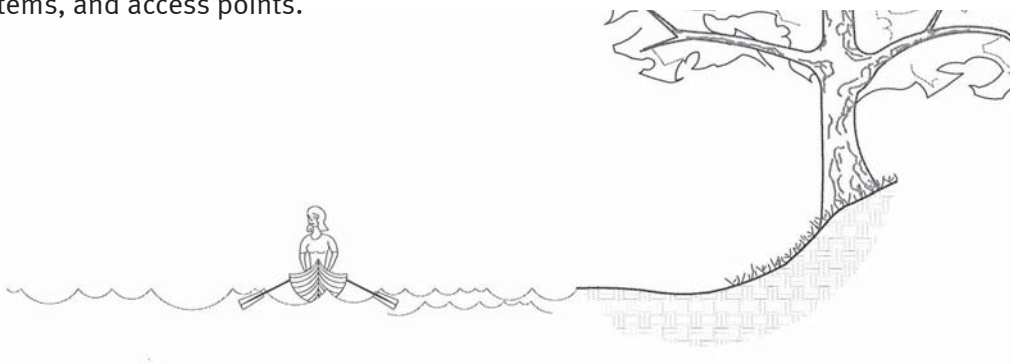
STANDARDS

- 4' bike lane width, minimum (not to include curb and gutter)
- 6" paved stripe
- Varying dimensions and design is dependent upon traffic conditions. Heavy or high speed traffic may require higher standards.



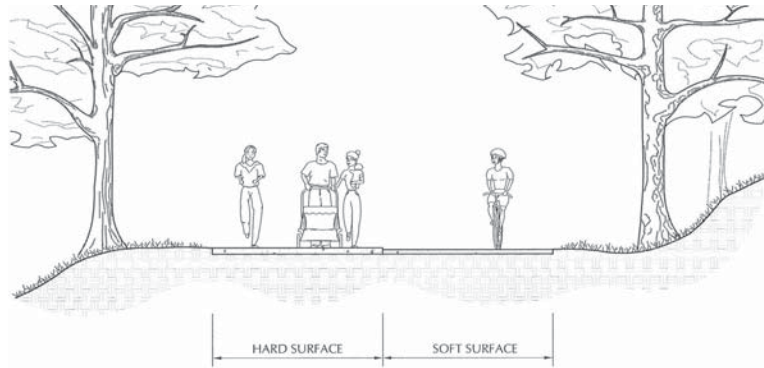
WATER BASED TRAILS

Water based trails apply to rivers, streams, and bodies of water that can successfully accommodate canoeing, kayaking, and boating. Water based trails can be designated with features and facilities which include signage systems, improved rapids, safety systems, and access points.

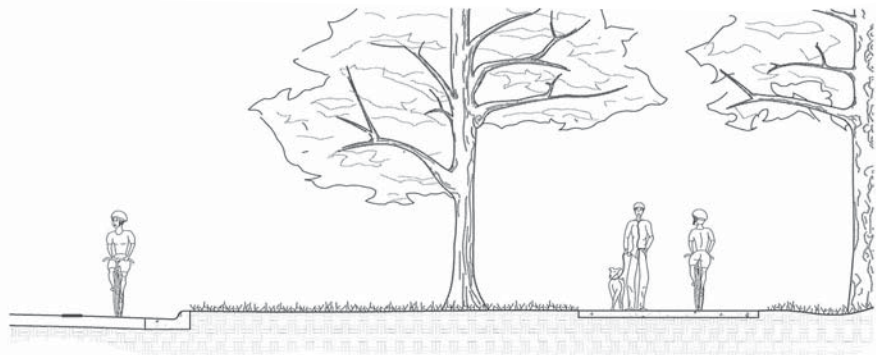


COMBINATION TRAIL DESIGN

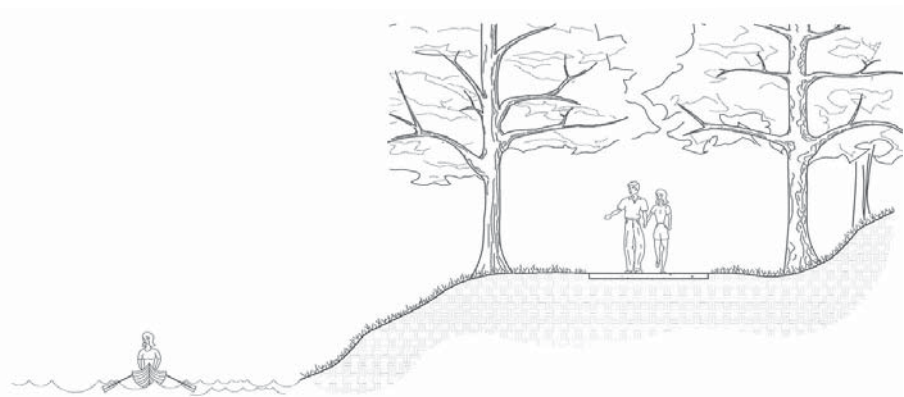
The following illustrations are examples combining some of the previously mentioned trail types to accommodate a wider range of user types.



Multi-Surface Greenway Trail



Bike Lane/Land Based Trail Combination



Water Based/Land Based Trail Combination

TRAIL HEADS

Trail heads serve as the primary public access to greenway trails. The trail head design would address the need of the different trail uses. For example, equestrian users will need ample space to park horse trailers, unload the horses and prepare for the trip. All potential greenway user types should be given enough space in the parking lot to load and unload without damaging vehicles and other trail head amenities. Appearance and function of the trail head should reflect greenway use and design. Convenient pedestrian access must be provided to the greenways to prevent users from creating short-cuts on private property. Trail head design should include site furnishings, information booths or kiosks, barriers systems to restrict motorized vehicles, landscape plants and any other elements for specialized trail use. Consideration for safety should also be a priority of trail head design. Trail heads should be strategically located close to or in areas that are known and in use by the entire community. This encourages connections to everyday uses and the feasibility of using the greenway system. Locating trail heads in established areas also provides the opportunity to share amenities such as restrooms, parking lots and water fountains.

SITE FURNISHING

Along the greenway trail system, site furnishings such as lighting, shelters, pocket parks, overlooks, rest areas, trash cans, benches, picnic areas, bicycle racks and signs will need to be included. Overall design and style of the elements for the greenway system should be decided upon early in the process with their placement made in consideration of user needs and all user types.

Bridges provide greenway trail users with a safe way to cross streams, slopes and roadways. They also provide protection for environmentally sensitive areas. There are many issues to evaluate when designing bridges, such as trail type and capacity for anticipated user volume. The design should reflect consideration for users with disabilities and comply with standards published by AASHTO and ADA.

Exercise courses are great additions to the greenway system and work well when incorporated into a trail that makes a loop.

Exercise stations are placed along the trail at intervals and offer different uses. The stations should incorporate space for equipment and users and be free of any obstacles. The locations of stations should not interrupt trail use. The equipment should include a variety of difficulty levels with signage to illustrate proper use of the equipment and other appropriate information.

PUBLIC ART

Public art can be an integral part of the greenway system. Incorporating public art into the greenway provides a way to enhance the Town's cultural identity. Public art can be used to identify greenway corridors, serve as a destination, or enhance typical greenway features. Some areas where artwork can be incorporated are trail heads, open space areas, focal points, bridge crossings and rest areas. Public art can be done by local artists, schools, or incorporated as a fund raising project.



The Town of Elkin will need to complete a number of action items to successfully implement the recommendations contained within this plan. Adoption, phasing and the creation of partnerships are a few key actions required to guarantee the success of the Greenway Master Plan. A complete list is detailed below:

ADOPTION

The most immediate need in implementing this plan is to have it adopted by Town officials as the official Greenway Master Plan for the Town of Elkin. This provides a framework for implementing greenway development.

PARTNERSHIP OPPORTUNITIES

In order to develop a system of trails that will function to serve its citizens as well as provide regional linkages, it is critical to work in partnership with the surrounding municipalities and both public and private agencies. Below is a list of regional partners:

PUBLIC

Town of Jonesville
 Yadkin County
 Wilkes County
 Surry County Parks and Recreation Department
 Piedmont Triad Council of Governments
 North Carolina Department of Environment
 and Natural Resources, Division of Parks and Recreation
 North Carolina Department of Transportation, Division of
 Bicycle and Pedestrian Transportation
 US Army Corps of Engineers
 National Park Service

PRIVATE AND NON-PROFIT ORGANIZATIONS

Rails-to-Trails Conservancy
 Historic Groups or Societies
 North Carolina Horse Council
 Health and Wellness Programs
 Women's Health Forum
 Civic Organizations
 Corporations
 Disc Golf Organizations
 Equestrian Groups or Organizations
 501 C3 Groups
 4-H Clubs
 Local Bike Clubs
 International Mountain Bicycling Association

EDUCATION OF THE PUBLIC

The greenway system will offer many elements to promote an improved quality of life for the residents of Elkin. It is very important that residents are educated about the greenway system early in the process to have a clear understanding of what greenways are and the benefits they bring to them and the Town. There are many different ways to educate the public about the merits of a greenway system. Public meetings, presentations to civic groups, websites, newspaper articles, flyers and TV and/or radio commercials are some ways to educate the public and build consensus.

INVOLVEMENT

Public involvement is vital to the success of the greenway system once residents have been educated. Individuals and organizations will have skills, resources and volunteer hours to contribute to implement the system. Conservationists, recreationists, outdoor enthusiasts, private interest groups, nonprofit organizations, local civic organizations, service clubs and scouting groups are some groups whose involvement can assist greenway development. Public involvement can occur at any stage of greenway development. For example, a conservation group can assist in establishing a conservation easement that can also be used for a greenway corridor; a local bike shop or recreation group can sponsor the construction of a portion of trail; civic organizations can sponsor fund raising events; and a service club can donate benches. Public involvement should be encouraged on many levels.

GREENWAY ADVISORY COMMITTEE

A greenway advisory committee should be created to further strengthen efforts in establishing and maintaining a comprehensive greenway system. This group is typically appointed by the Town Council and is an official board of the Town. Committee members can include: elected officials, representatives from civic and special interest groups, members of the business and education communities, real estate agents and members of philanthropic, arts and science organizations. Including potential opponents as committee members can provide the means to establish greenway development that satisfies the concerns of multiple points of view. The committee should reflect the community at

large and act as a strong advocate for the greenway system. The greenway advisory committee should hold open meetings with the public invited to build support and actively seek ways to meet citizen concerns.

LAND PROTECTION

Before detailed master planning of an individual corridor occurs, the proper land acquisition must take place. The following are some of the ways in which land for greenway corridors can be acquired:

DONATION

An outright donation of land providing full title and ownership of the land. The donor may receive tax benefits, such as those in the North Carolina Conservation Tax Credit Program, and avoid capital gains taxes. Donations are very generous and may offer significant contributions to greenway development. Other types of land donation include donation by devise and donation with reserved life estate.

BARGAIN SALE

A bargain sale occurs when an individual sells an asset, such as land, to an agency or organization for less than the fair market value. The difference in the fair market value and the sale price is considered a charitable gift. The donor may be eligible for a charitable income tax deduction.

FEE SIMPLE ACQUISITION

Fee simple acquisition occurs when a landowner sells their rights, title and interest in the property to the buyer, who then owns and manages the land. Fee simple acquisition can be used for conservation purposes typically involving a land trust purchasing title to a property that merits conservation.

LONG-TERM LEASE

A long-term lease includes terms addressing the length, amount of rent and deposits and other details pertaining to greenway use. The typical length of a long-term lease is 99 years, but it can be for any length of time. Often the leases are established for a very low rate. A revocable lease may also be granted. It allows the landowner to cancel the agreement

if certain terms or conditions are not met. The option may be used to ease concerns of landowners fearing problems once a trail is opened on their property.

RIGHT OF FIRST REFUSAL

Right of first refusal is often used when there is interest in a specific piece of land, but the owner is not ready to sell, or a potential buyer is not ready to purchase. Right of first refusal guarantees the potential buyer the opportunity to purchase the land once it is for sale.

LAND TRUST

Land trusts are nonprofit conservation organizations directly involved in protecting land. Land trusts work to preserve land that is important to the community and regions where they operate. Land trusts vary greatly in size from working as national organizations to local organizations. Working with Land trusts may provide strong support for greenway development in Town.

ZONING/SUBDIVISION REGULATIONS/ MANDATORY DEDICATION

Zoning ordinances, subdivision regulation and mandatory dedications may be utilized to create new corridors for greenway development at no cost to the community. This may involve approval through special state legislation. Regulations can require that land is dedicated and/or compensation made to the Town for the development of the corridor.

EASEMENTS

An easement is a portion of land, for which a limited right of use has been granted. When an easement is established, the landowner retains ownership of his or her property and conveys limited rights for specific uses. There are many different types of easements. Some of the easement types that are valid for greenway corridors are right of public access easements, conservation easements, preservation easements and joint-use easements. In some instances, easements that are already in place, such as utility easements, also make logical greenway corridors. The type of greenway easement used should protect the natural resources in the corridor as well as reflect trail use.

PHASING PLAN

Development of greenway corridors will most likely occur over a period of many years. A logical phasing plan should be developed by Town staff and the advisory committee, along with public input. The phasing plan should serve as a guide to a responsible, measured and goal-oriented approach to implementation of the Master Plan over a five to ten year period. Each phase should be planned in reasonable segments and within each segment should be a list of policy, acquisition and development action items. The Town should take advantage of pursuing multiple initiatives and action items simultaneously and act on significant opportunities for partnering, funding and acquisition of land. Needs and demands are prone to change over time. Therefore, the phasing plan should be flexible to adjust as necessary to meet current needs and demands, but should also be stringent to guarantee implementation.

Initiatives at the regional, state and private levels have been made to address issues related to greenways, open space, recreation and conservation. Plans, guidelines, strategies and maps have been created at the various levels to implement measures that will in turn promote a higher quality of life throughout North Carolina. The following list explores existing plans that pertain to Elkin and may offer a significant contribution to the comprehensive greenway system for the Town of Elkin.

NATIONAL PLANS

BLUE RIDGE NATIONAL HERITAGE AREA

In recognition of the unique character, culture and natural beauty of western North Carolina and its significance to the history of the nation, the area was designated by Congress and President Bush as the Blue Ridge National Heritage Area in 2003. Surry County is part of the 25 county region that makes up the National Park Service's (NPS) Blue Ridge National Heritage Area. As part of the Ten-Year Management Plan, Surry County created the Surry County Heritage Tourism Plan which contains 19 project priority initiatives to enhance and protect its natural resources, traditional music, history and culture and tourism. The nine-member board of directors of the Blue Ridge National Heritage Area created a nonprofit organization, Blue Ridge National Heritage Area, Inc., to develop the management plan, build partnerships in the region, attract matching funds and implement projects.

OVERMOUNTAIN VICTORY NATIONAL HISTORIC TRAIL

The NPS' Overmountain Victory National Historic Trail begins in Elkin's Municipal Park and travels through North Carolina, Virginia, Tennessee, and South Carolina for 330 miles. The Trail retraces the route of patriot militia as they tracked down the British during the Revolutionary War. Approximately 2.3 miles of the route is within the Town of Elkin limits.

STATE PLANS

STATEWIDE COMPREHENSIVE OUTDOOR RECREATION PLAN

Statewide Comprehensive Outdoor Recreation Plan (SCORP) is part of North Carolina Division of Park and Recreation's Comprehensive Planning Program. The Land and Water Conservation Fund (LWCF) Act requires that the state plan include

comprehensiveness; an evaluation of the demand for and supply of outdoor recreation resources and facilities in the state; a wetlands priority component; a program for implementation of the plan; ample public participation in the planning process; and a description of process and methodology.

ONE NORTH CAROLINA NATURALLY

The North Carolina Department of Environment and Natural Resources (NCDENR) Office of Conservation and Community Affairs manages the One North Carolina Naturally Program. The Plan was established to lead the development and implementation of a comprehensive statewide conservation plan. The Plan contains three program areas, Forever Natural, Working Lands and Working on the Water.

REGIONAL PLANS

PIEDMONT TRIAD REGIONAL OPEN SPACE STRATEGY

The Piedmont Triad Council of Governments (PTCOG) facilitated an abbreviated planning process in 2003 to provide an Open Space Master Plan and Map for the 12-county Piedmont Triad Region, which includes Surry County. Counties in the region conducted individual workshops in which participants identified a wide variety of conservation opportunities. From Surry County's workshop, the Surry County Open Space Strategy was developed. Participants built a consensus around the following areas:

- Mitchell River and Fisher River Conservation Corridors
 - Preserve water quality (designated as “outstanding resource waters”)
 - Preserve habitat / scenic resources / recreation (fishing) / farmland
- Farmland (and Forest) Preservation Program
 - County-wide voluntary agricultural districts
 - Easement donation or purchase program
 - Use LandSat data to identify active farmland
- Yadkin River Conservation Corridor
 - Include 3 Main Tributaries flowing from the north (Mitchell / Fisher / Ararat)
 - River buffers and easements along Yadkin / Mitchell / Fisher / Ararat
 - Provide access and recreational benefits (trails /

- fishing / paddling)
- Yadkin River “Rails-to Trails” potential (from Elkin to Pilot Mountain State Park)
- Potential Mountains-To-Sea Trail along the Yadkin River

Although the workshop focus was a county-wide effort, many of the top-priority areas include the Town of Elkin and surrounding areas. Extensive greenway planning within Elkin will contribute to the success of the Piedmont Triad Regional Open Space Strategy.

COUNTY PLANS

SURRY COUNTY PARKS AND RECREATION COMPREHENSIVE MASTER PLAN

The Surry County Parks and Recreation Comprehensive Master Plan analyzed existing park and recreation facilities. One component of the plan was conducting surveys with residents to discuss their desires regarding parks and recreation issues and then develop recommendations. Specific to greenway development, the plan established standards as well as current and projected facility needs for hiking trails, equestrian trails, urban bicycling, and stream/lake mileage.

SURRY COUNTY GREENWAY MASTER PLAN, ELEMENT OF THE PARKS AND RECREATION MASTER PLAN

The Surry County Greenway Master Plan provides a comprehensive greenway network for the County. The Yadkin River Greenway, a primary corridor, will connect the Town of Elkin across the county to Pilot Mountain State Park. The corridor will provide an east-west connection for the County that will highlight many important attractions and destinations.

SURRY COUNTY SCENIC BIKEWAY

The Surry County Scenic Bikeway route was developed by the Surry County Scenic Bikeway Committee. The bikeway was adopted by Surry County Board of Commissioners, municipal governments within Surry County and the Northwest Piedmont Rural Planning Organization in 2004 over a seven month period. The total length of the bike route is 470 miles, with 8.76 miles within Elkin’s town limits and extraterritorial jurisdiction (ETJ).

STATE ROAD COMMUNITY DEVELOPMENT PLAN

The State Road Community is located next to the Town of Elkin along its northern ETJ border. The State Road Community Development Plan was created to address the future development of the Community. The Plan established an open space/recreation area on its southern border. Future development for the Town will one day abut this open space/recreation area in the State Road Community. Currently, the Surry County Scenic Bikeway provides a non-vehicular transportation alternative to connect Elkin to State Road Community.

The following explores funding and resources through the federal and state government and nonprofit organizations. Assistance for greenway planning and implementation is ample. The following should serve as a basis to explore available funding opportunities.

FEDERAL GOVERNMENT FUNDING AND RESOURCES

SAVE, ACCOUNTABLE, FLEXIBLE, EFFICIENT TRANSPORTATION ACT: A LEGACY FOR USERS

On August 10, 2005, President George W. Bush signed the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU). SAFETEA-LU authorizes the federal surface transportation programs for highways, highway safety and transit for the 5-year period, 2005-2009.

- The Recreational Trails Program (RTP) is managed by the Federal Highways Administration in Washington D.C. The North Carolina Division of Parks and Recreation and its State Trails Program manage the RTP within North Carolina.
- The North Carolina Department of Transportation (NCDOT), Division of Bicycle and Pedestrian Transportation is responsible for allocation funds from SAFETEA-LU to eligible categories for the construction of bicycle and pedestrian transportation facilities.

NATIONAL SCENIC BYWAYS PROGRAM

The National Scenic Byways Program is part of the U.S. Department of Transportation, Federal Highway Administration. The program was established to help recognize, preserve and enhance selected roads throughout the United States. The U.S. Secretary of Transportation recognizes certain roads as All-American Roads or National Scenic Byways based on one or more archeological, cultural, historic, natural, recreational and scenic qualities. Development of bicycle lanes along the routes is included in the Program.

LAND AND WATER CONSERVATION FUND (LWCF)

The Land and Water Conservation Fund (LWCF) was signed into law in 1964. The Act is a federal grant program for both state and local governments for recreation planning, acquisitions and development. The grant program is managed through the National Park Service (NPS) and the North Carolina Division of Parks and Recreation.

WETLANDS RESERVE PROGRAM

The Wetlands Reserve Program (WRP) was reauthorized in the Farm Security and Rural Investment Act of 2002. The WRP is a voluntary program that provides technical and financial assistance to landowners to address wetland, wildlife habitat, soil, water and related natural resource concerns in an environmentally beneficial and cost-effective manner. The program achieves solutions for local community issues related to wetlands located on farms, ranches, rural lands and other areas by establishing easements or long-term agreements on eligible lands. Within the program, land owners are permitted to have undeveloped recreational uses on their property.

NATIONAL PARK SERVICE'S RIVERS, TRAILS AND CONSERVATION ASSISTANCE PROGRAM

The NPS's Rivers, Trails and Conservation Assistance Program (RTCA), also known as Rivers and Trails, works with community groups and local, state and federal government agencies to conserve rivers, preserve open space and develop trails and greenways. The focus of the Program is to help communities help themselves by providing expertise and experience from around the nation.

STATE FUNDING AND RESOURCES

PARKS AND RECREATION TRUST FUND

The Parks and Recreation Trust Fund (PARTF) was established in 1994 by the North Carolina General Assembly to fund improvements in the state's park system, to fund grants for local governments and to increase public access to the state's beaches. The Parks and Recreation Authority, an eleven member appointed board, was created to allocate funds from PARTF.

CLEAN WATER MANAGEMENT TRUST FUND

The Clean Water Management Trust Fund (CWMTF) was established in 1996 by the General Assembly of North Carolina to help local governments, state agencies and conservation nonprofit groups finance projects to protect and restore surface water quality. CWMTF provides grants to enhance or restore degraded waters; protect unpolluted waters; and contribute toward a network of riparian buffers and greenways for environmental, educational and recreational benefits.

NORTH CAROLINA NATURAL HERITAGE TRUST FUND

The North Carolina Natural Heritage Trust Fund (NHTF) was established in 1987 to provide funds to select state agencies for the acquisition and protection of important natural areas, to preserve the state's ecological diversity and cultural heritage and to inventory the natural heritage resources of the state. Stream corridors are some of the most logical lands that will qualify for grants associated with greenway development from the Trust. Other sensitive environmental lands and historic sites are eligible for grants and should be thoroughly investigated. The North Carolina Department of Environment and Natural Resources (NCDENR), the Wildlife Resources Commission, the Department of Cultural Resources and the Department of Agriculture and Consumer Services are the state agencies that are eligible to receive funding from the Trust Fund.

NORTH CAROLINA CONSERVATION TAX CREDIT PROGRAM

The North Carolina Conservation Tax Credit Program offers tax credit to landowners that donate property for conservation purposes. The donations must serve a public benefit; such uses outlined are public beach access and use, public access to public waters, public access to public trails, fish and wildlife conservation and other similar land conservation purposes. Certification from NCDENR that the donated property is suitable for one or more of the required public benefits are required for landowners to receive credit.

NORTH CAROLINA STATE TRAILS PROGRAM

North Carolina State Trails Program is managed by the North Carolina Division of Parks and Recreation. Originating in 1973 with the North Carolina Trails System Act, the program is dedicated to helping citizens, organizations and agencies plan, develop and manage all types of trails ranging from greenways and trails for hiking, biking and horseback riding to river trails and off-highway vehicle trails. The program includes the Adopt-A-Trail Grant Program (AAT) and the Recreational Trails Program (RTP).

RECREATION RESOURCES SERVICE

Recreation Resources Service (RRS) began in 1987 for the School of Forest Resources at North Carolina State University. RRS provides technical materials, information, networking, continuing education and research to park and recreation providers in North

Carolina. RRS also assists local governments with grants for Land and Water Conservation Fund (LWCF) and Parks and Recreation Trust Fund (PARTF).

NORTH CAROLINA NATURAL HERITAGE PROGRAM

In 1976, the North Carolina Natural Heritage Program was established with assistance from The Nature Conservancy, a world-wide conservancy organization. The aim of the program is to preserve the natural diversity of North Carolina. The program has various tools and resources in place to ensure protection of special natural resources and natural areas.

NONPROFIT ORGANIZATIONS

CONSERVATION TRUST

The Conservation Trust for North Carolina is a nonprofit statewide conservation organization. The Conservation Trust works directly with landowners, local land trusts and government agencies to permanently protect forests, streams, farms and marshes that help maintain air and water quality, provide wildlife habitat, increase recreational opportunities and maintain North Carolina's rural character.

RAILS-TO-TRAILS CONSERVANCY

Rails-to-Trails Conservancy (RTC) is a nonprofit organization that works with communities across the nation to preserve unused rail corridors by converting them into trails. Rail-trails are multi-purpose trails ideal for many uses such as bicycling, walking, inline skating, cross-country skiing and equestrian. Rail-trails have proven to stimulate local economies by increasing tourism and promoting local business. RTC provides support at the local level by providing information, technical assistance and training that local trail builders need to succeed.

CONSERVATION FUND

The Conservation Fund is a nonprofit organization which focuses on sustainable programs for land and water conservation through partnerships with public agencies, corporations, nonprofit organizations and private citizens. The Fund offers many grants and various ways to assist in greenway development. The Kodak American Greenways Awards Program is one of their grants most specific to greenway development. The program is a partnership project of the Eastman Kodak Company, The Conservation Fund and the National Geographic Society to provide small grants to stimulate the planning and design of greenways.

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