

Part 3

Greenway trail segments are important and complementary components of an overall pedestrian system composed mainly of sidewalks along Town streets.

Analysis of Current Conditions



GREENWAYS PROGRAM ADMINISTRATION

The Chapel Hill greenways program has two major goals: to establish and maintain a system of open spaces that will help protect the environment of Chapel Hill, and, where possible, to establish a system of trails, that will enable citizens to enjoy the benefits of greenways to the greatest extent possible.

Advising the Town Council to implement the goals of the greenways program is the responsibility of the Chapel Hill Greenways Commission. The greenways program is administered by a variety of Town departments under the guidance and coordination of the Parks and Recreation Department. The department's staff provides planning and technical support, coordination of design and engineering consultants, and promotional and liaison services to the community.

ROLE OF THE GREENWAYS COMMISSION

The Chapel Hill Greenways Commission is a seven member body of citizens charged with the task of advising the Council in the creation of a town-wide system of greenways and greenway trails. The Town Council appoints members for three-year terms. Sitting members may apply for a second three-year term. The Commission was created in 1985 to perform the following duties:

- Develop and propose, for the Town Council's consideration, a master greenways plan, including a proposed timetable for development and a listing of potential greenways properties and extensions.
- Identify potential properties and easements that may be used through the cooperation of property

owners and neighborhood organizations in areas along greenway corridors.

- Work with neighborhoods to develop specifications for appropriate design, use, maintenance, and security for greenways.
- Promote awareness of the greenways program among Town residents by publishing maps and trail guides.
- Advise the Town Council regarding needs of the greenway system annually during the consideration of the Capital Improvement Program and annual operating budget. Recommend property to be acquired and trails to be constructed.
- Work with community groups to encourage the development and maintenance of greenway trails.
- Work with regional organizations and Greenway Commissions to coordinate regional greenway plans; encourage linkage of greenway systems when beneficial to Chapel Hill citizens.
- Review proposals for subdivision or development of land in the identified greenway corridors, and make recommendations to the Planning Board or Town Council regarding provision or dedication of property or easements to accomplish the greenway plan.
- Recommend and promote alternative funding sources for acquisition and maintenance of greenways.
- Provide recommendations to the Town Council Naming Committee to name trails or greenway corridors in honor of important individuals.

SUPPORTING PLANS AND ORDINANCES

The movement toward comprehensive greenway planning is demonstrated in the development and evolution of other Town documents and plans of neighboring communities and institutions. The Chapel Hill greenway program is supported by a wide range of Council-adopted plans and reports within the Town's Comprehensive Plan and important sections of the Town's Development Ordinance. As the greenway program develops, it will continue to rely on the reinforcement and mutual support that these plans and policy statements provide.

PLANNING EFFORTS SUPPORTIVE OF GREENWAYS

There are a number of current plans and reports that support the efforts of the greenway program, including:

- 1991 New Hope Corridor Open Space Master Plan
- 1993 MPO Regional Bicycle Plan
- 2004 Bicycle and Pedestrian Action Plan
- 2009 Carolina North Development Agreement
- 2009 MPO 2035 Long Range Transportation Plan
- 2010 Campus to Campus Connector Report
- 2010 NC 54/I 40 Corridor Study (Not Adopted)
- 2011 Ephesus Church Road/ Fordham Boulevard Small Area Plan/ Transportation Plan (Adopted)
- 2013 Parks Master Plan
- 2020 Comprehensive Plan

A brief review of each Report and its recommendations follows.

1991 New Hope Corridor Open Space Master Plan

Chapel Hill, Orange County, Durham County, and the City of Durham shared the costs of preparing this Report, which made recommendations for preserving the remaining wild land between Chapel Hill and the City of Durham. Most of the studied area lies within Durham County and outside of Chapel Hill's jurisdiction. However, the Dry Creek corridor and the area near Eastowne Drive were included in the study. The study recommended that Chapel Hill work to preserve Dry Creek, acquire land for trail development, and plan for a future trail connection to Durham along Dry Creek.

1993 MPO Regional Bicycle Plan

Chapel Hill, Orange County, Durham County, and the City of Durham shared the costs to develop a Regional Bicycle Plan to study current and future bicycle use patterns and the need for facilities. The Plan identified Phases I and II of the Bolin Creek trail and the planned Booker Creek Trail as components of the Regional

Bicycle Plan.

2004 Bicycle and Pedestrian Action Plan

This draft plan was an extension of the Comprehensive Plan. It identified and included existing and proposed greenways as integral parts of a bicycle and pedestrian network. A key plan objective was to identify locations for improved facilities or engineering improvements that:

- connect neighborhoods to adjacent, existing schools, activity centers, recreational facilities and transit stops;
- close gaps between existing facilities;
- facilitate travel between residential neighborhoods and key employment, recreation, shopping centers, downtown Chapel Hill, and UNC-CH;
- and connect Chapel Hill with neighboring communities.

Specifically, the plan included the following recommended actions related to the Greenways Master Plan:

- A recommended greenway for use by bicyclists and pedestrians to connect Southern Village to the new high school off Smith Level Road.
- The provision of a bicycle and pedestrian bridge at Ashe Place.
- The provision of a trail spur from the Tanbark Trail connecting to Broad Street, Carrboro.

2009 Carolina North Development Agreement

This agreement between the Town of Chapel Hill and the University of North Carolina at Chapel Hill laid out the development plan for UNC's new research campus, Carolina North, located in northern Chapel Hill along Martin Luther King Boulevard. Exhibit F of this agreement lays out the potential location of several greenways routed through the Carolina North tract, including connections to the Horace Williams Trail and the Bolin Creek Trail. The agreement protects significant open space throughout the tract.

2009 MPO 2035 Long Range Transportation Plan

The 2035 Long Range Transportation Plan lists future highway, bus transit, light rail, bicycle, pedestrian and other transportation projects to be implemented through the year 2035 in Chapel Hill, Carrboro, and Durham. This plan identifies and prioritizes significant multi-use trails through the region, such as the East Coast Greenway, the Neuse River Trail, and the ATT Walnut Creek Greenway, along with on-road bicycle and pedestrian projects.

2010 Campus to Campus Connector Report

As part of the Carolina North development agreement, the university and town were required to identify

a greenway and bike path connection between the new and existing campuses. This report summarized the analysis conducted and route chosen for that connection. Additional information can be found at the following web address: <http://www.townofchapelhill.org/index.aspx?page=1356>

There are route requirements in the Carolina North development agreement. For example, the path should not be located on Martin Luther King Jr. Boulevard and should avoid steep grades where feasible. It may include existing or planned greenways for a portion of the route.

The plan includes “A” and “B” alternates. A hybrid “A-B” alternative would utilize a portion of the Tanyard Branch Greenway and link directly into the main recommended A route at Jay Street. The section of the Tanyard Branch Greenway considered to be a portion of the Campus to Campus Connector was in the design stage in 2013 with an anticipated construction date of late 2014.

2010 NC 54/I 40 Corridor Study

This study was developed to address the congestion and ongoing development of the NC 54/I 40 corridor and its implications for both Chapel Hill and Durham. A comprehensive land use and transportation strategy was generated through a public planning process and analysis led by the Durham-Chapel Hill-Carrboro MPO. The study recommended several specific greenway segments along NC 54, and it reinforced the desire of both Durham and Chapel Hill to develop regional greenway connections.

2011 Ephesus Church Road/Fordham Boulevard Small Area Plan/Transportation Plan

This small area plan examined the intersection of Fordham Boulevard and Ephesus Church Road, including Eastgate Mall and Ram’s Plaza, for its potential to encourage development of the non-residential tax base. The plan reinforced the recommendation from other plans to extend the Lower Booker Creek Greenway across Fordham Boulevard with an improved crossing.

2013 Parks and Recreation Master Plan

In addition to the Greenway Master Plan, the Chapel Hill Parks and Recreation Master Plan was being simultaneously updated by a planning consultant. The focus of the update was to inventory and assess the town’s existing park and trail facilities, determine how they can be best updated, expanded, and improved to meet current and future needs of the community.

Community input was essential during the plan. In addition to setting goals for improving existing parks, the Parks and Recreation Master Plan will establish a ten-year vision for future parks and facilities in Chapel Hill.

Chapel Hill 2020

The Chapel Hill 2020 Comprehensive Plan, which was adopted in June 2012, reexamines the vision for Chapel Hill and plans for the community’s future over the next 10 years. The effort was the first of its kind in that no outside consultants were involved. The planning document is based on the input and direction from the local community and is designed to help guide the Town Council in managing the community’s future. Growth and development, public safety, economic and environmental sustainability, transportation, and community and culture within Chapel Hill are several issues that are addressed in the plan.

OTHER SUPPORTING PLANS

The Chapel Hill greenway system is also supported by the findings and recommendations established in planning documents adopted by neighboring communities and environmental groups. A summary of those plans follows.

Town of Carrboro Recreation and Parks Comprehensive Master Plan

Adopted in 1994 and updated in 2006 by the Town of Carrboro Board of Aldermen, the Master Plan outlines recommendations for a Town-wide system of community parks, neighborhood parks, mini-parks, and greenways. The Plan supports cooperative efforts with the Town of Chapel Hill to deliver recreational services to both communities. Specific recommendations for connections to several of Chapel Hill’s greenways are presented.

Inventory of the Natural Areas and Wildlife Habitats of Orange County, North Carolina

Sponsored by the Triangle Land Conservancy in 1988 and updated in 2004, the Inventory of Natural Areas and Wildlife Habitats of Orange County described 53 sites representing unique and exemplary natural ecosystems, rare species habitats, special wildlife habitats, and scenic areas. Sites in Chapel Hill include the Bolin Creek Watershed, the Morgan Creek Watershed, and the Little River Watershed.

University of North Carolina at Chapel Hill Plans

The following reports and plans have been adopted by the University of North Carolina Board of Trustees as guides to the future planning and development of

UNC properties in Chapel Hill:

- *Summary of the Campus Framework Plan, A Guide to Physical Development*
The University of North Carolina at Chapel Hill
Johnson Johnson and Roy, Inc. March 1991.
- *North Carolina Botanical Garden Master Plan, A Guide for Development*
The University of North Carolina at Chapel Hill,
Jones and Jones, and Hunter Reynolds Jewell,
March 1992.
- *Central Campus Open Space Preservation Policy*
The University of North Carolina at Chapel Hill,
Johnson Johnson and Roy, Inc., 1996.
- *Study of the University of North Carolina Outlying Properties*
The University of North Carolina at Chapel Hill,
Johnson Johnson and Roy, Inc., November 1996.

1999 Orange County Bicycle Transportation Plan

The Plan was the Bicycle Transportation component of the Orange County Comprehensive Plan. This developed transportation facilities and programs for bicyclists. The plan sought to provide facilities between the urban areas within and adjacent to Orange County and to provide bicycle transportation access from rural areas to adjacent urban areas.

Carrboro Bicycle Transportation Plan

This plan was completed in 2009, through an NCDOT Planning Grant to build on the success of Carrboro as a Bicycle Friendly Community. The plan looked at on-road and off-road bike facilities, including trails and potential connections to Chapel Hill.

2030 Orange County Comprehensive Plan

This 2008 plan emphasized coordination with Chapel Hill and Carrboro, particularly in the Parks and Recreation element. The transportation element also focuses on the encouragement of regionally-integrated, multi-modal transportation options.

TOWN ORDINANCES

The Town's Land Use Management Ordinance (LUMO) has several sections which are of vital importance to the enhancement of the greenways program. The most important of these mandate the dedication of recreational land and define the Resource Conservation District (RCD).

The mandatory dedication of open space levied on private residential development within the Town is an important mechanism for greenway land acquisition. The RCD aids the greenways system in a broader

sense by providing ordinance protection of land associated with stream bottomlands, the primary component of Chapel Hill's greenway corridors.

Mandatory Dedication of Recreation Area

Most of Chapel Hill's greenway land was acquired through the provisions of the Development Ordinance, which mandated dedication of recreation space with each new major subdivision and some projects developed under Special Use Permits. This process was used continually since mandatory recreation area dedication was added to the Town's Development Ordinance in 1981.

The LUMO continues to require the dedication of recreation areas (or payments-in-lieu) for almost all residential development projects. The intent of the ordinance is to require a prescribed amount of land which could be used for active recreation purposes. For sites that abut or include areas designated as future greenway corridors, the ordinance allows the developer, with Council approval, to dedicate land for greenway use in lieu of active recreation space.

The LUMO also specifies exemptions to required recreation land dedication which include payments in lieu of agreements and the substitution of other land areas. These provisions preserve greenway corridors, steep slopes, environmentally sensitive areas, and open spaces associated with the Town's entranceway corridors.

Jordan Lake Buffer Rules

State efforts to protect Jordan Lake, which is an important regional water source, have resulted in the creation of a set of regulations intended to protect the lake and its tributaries. The rules will impose some restrictions on where greenway trails can be built. For more information see <http://www.townofchapelhill.org/index.aspx?page=1615>.

Resource Conservation District (RCD)

In 1984, the Town adopted its RCD Ordinance restricting development in and adjacent to the 100-year floodplain of the Town's perennial streams. The RCD is an overlay zoning district, and the ordinance protects this critical area by limiting permitted uses, the amount of impervious surface created by development, the amount of land that can be disturbed, and development density. The RCD also provides room for greenway trail development, plant habitats, wildlife corridors, and vegetative buffers that promote privacy and reduce noise.

The greenways program benefits from the RCD in two ways. First, the district protects large areas

of fragile and important natural areas. Second, the ordinance lists greenway trail development as an allowable and acceptable use within the RCD.

THE GREENWAY SYSTEM IN 2013

Chapel Hill's greenway system is best viewed as a network or web of open space and trails that provide many benefits, including an opportunity for people and wildlife to safely travel through the urban environment. In a community with ideally planned greenways, it would be possible to travel inside linear open space corridors to any major destination; neighborhoods, schools, parks, shopping centers, commercial centers, and office areas would be interconnected so that user contact with automobile traffic would be minimized.

The greenway network proposed for Chapel Hill does not reflect the ideal. Although most greenway corridors are at least partially preserved, the transportation aspects of the Town's greenways fall short of providing a complete or continuous system. Portions of the proposed system fit together rather poorly, while other segments have missing pieces. The imperfect plan presented here reflects the reality of trying to implement a greenway trail system in a community which has already been largely developed, contains difficult terrain, and has large areas under a single owner- the University of North Carolina at Chapel Hill. Some lands owned by the University, and portions of some greenway corridors, have areas which are biologically sensitive, including federally regulated wetlands.

Many acres within potential greenway corridors have already been developed as single family residential neighborhoods and for commercial uses. This existing development occurs predominantly in the central portion of Town and along Morgan Creek and Booker Creek. The corridors associated with small tributaries are often divided by many individual properties, a condition that could make acquisition of trail corridors a costly

and difficult undertaking. Some trail development must wait until such a time- perhaps far in the future- when land use patterns change enough to allow for the acquisition of lands for public greenways.

Despite the problems inherent in implementing a greenways system in an urban environment, opportunities abound. Many of the Town's proposed greenways lie in areas not under immediate development pressure; some are located along corridors that the Town controls, while others lie within areas protected by Town ordinances that preserve open spaces and greenways corridors.

COMPONENTS OF THE GREENWAY SYSTEM

The Chapel Hill greenway system provides a connective amenity for the community, supplying aesthetic value and ecological continuity at some of its most important natural areas. Its valued role as a functional and recreational part of the Town environment may be further understood by considering three types of greenway corridors: Stream Corridors, Man-Made Corridors and Connector Trails (see Map 3.1 - Potential Greenway Corridors).

STREAM CORRIDORS

Stream Corridors are the primary component of the greenways system. The pattern of the Town's major streams -Bolin Creek, Booker Creek, Morgan Creek, Little Creek, and Dry Creek- and the open spaces along



these streams and their tributaries create the basic structure for the Town's open space and greenway system.

Stream Corridors are composed of land directly adjacent to the Town's perennial streams, including both flood plains and high ground. These linear open spaces may provide trail linkages to sites with pedestrian or recreational activity, such as parks, schools, shopping areas, and residential communities. Some Stream Corridors, however, do not include trails and function simply as wildlife corridors and buffers. The majority of the land within the Town's jurisdiction falls within the drainage basins, or watersheds, of three primary streams: Bolin Creek, Booker Creek, and Morgan Creek. Dry Creek, in the northeast corner of Chapel Hill, has a fairly small drainage area within the Town limits, and it is part of the New Hope Creek watershed. Little Creek is a fifth perennial stream in the eastern portion of Town, created by the confluence of Bolin and Booker Creeks.

Stream Corridors in Chapel Hill vary in width according to the topography of the area, the amount of existing development adjacent to the corridor, the existence of significant biological areas, and patterns of property ownership. Stream Corridors generally straddle the centerline of a stream, although greenway lands are sometimes acquired to include larger parcels of general recreational land and undeveloped land. Some portions of Chapel Hill's Stream Corridors have already been developed; a large amount of development preceded the creation of the Town's Resource Conservation District. The planning of these corridors for greenway purposes must take this encroachment into account.

Protection of greenways within the Town's stream watersheds is enhanced by a variety of natural factors. The inherent characteristics of the land immediately surrounding streams such as weak and poorly-drained soils, high water table and steep slopes often limit development. Because of these characteristics, Stream Corridors, to a large degree, have been left in their natural condition. Within any given corridor, there is often a variety of land conditions, including dry terraces that sometimes allow for the construction of recreational trails. A combination of alluvial flats, drier floodplains, gradual slopes, steep channels, common vegetation, regionally rare plant communities, and fine remnant stands of bottomland forest enrich these corridors, providing habitat for wildlife and a diverse visual amenity for the community.

MAN-MADE CORRIDORS

Man-Made Corridors are potential greenway corridors that follow man-made features. These corridors typically follow linear elements of the roadway or utility infrastructure, or they may follow corridors created by patterns of land development.

Man-Made Corridors can make important connections throughout the system by taking advantage of abandoned rail corridors, highway rights-of-way, or Utility rights-of-way. Greater detail on utility rights-of-way options in Chapel Hill is provided below.

OWASA Sewer Lines

The Town has a long history of building greenway trails within OWASA sewer easements. Most of these easements are also located within Stream Corridors. In almost every case OWASA does not own the land itself meaning that the Town is required to acquire separate easements from the underlying property owners. Historically, the Town has worked closely with OWASA to design trails in a way that minimizes trail and sewer line conflicts.

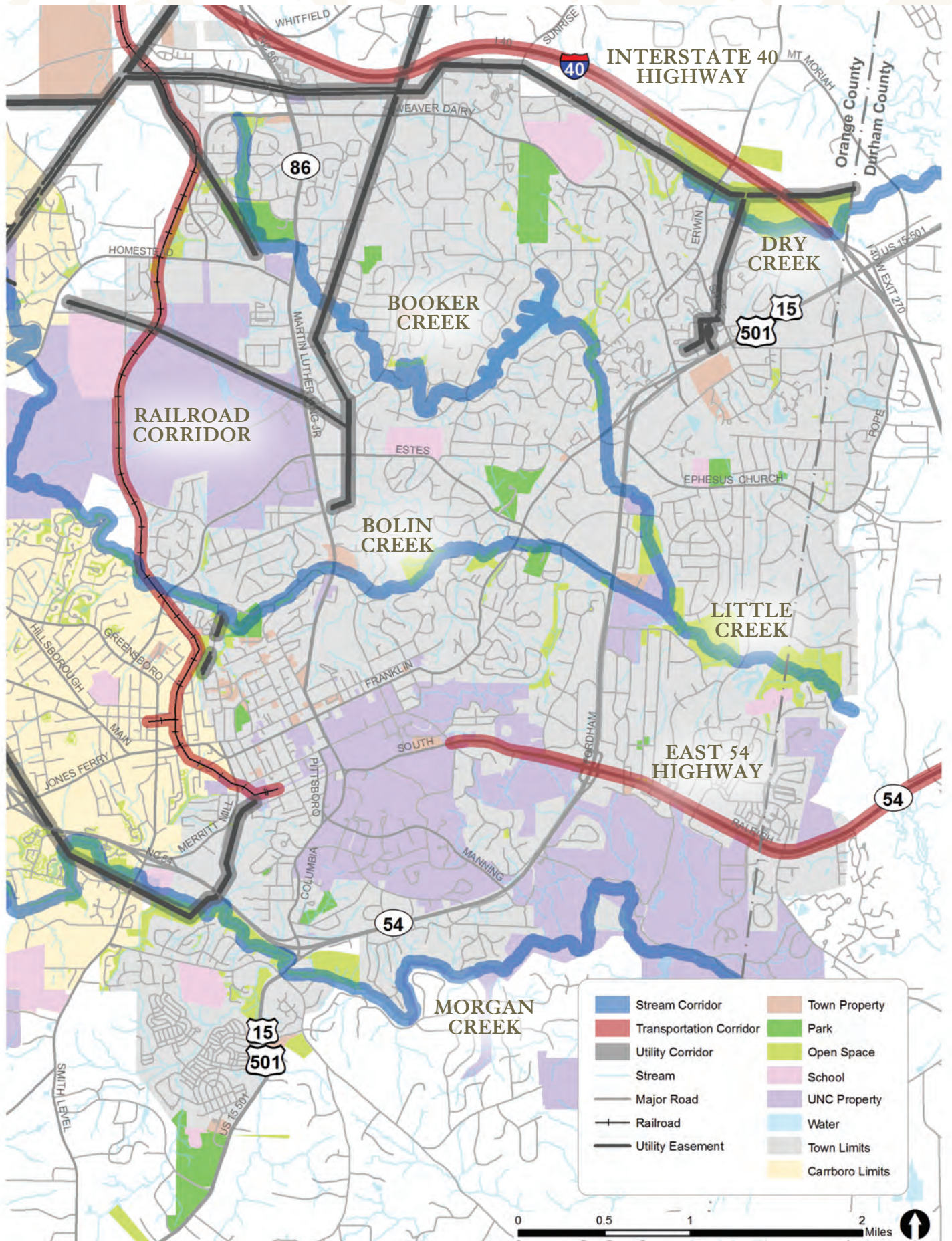
Gas Transmission Rights-of-Way

It is now possible to build greenway trails within gas transmission easements owned by Public Service of North Carolina Inc. These easements should be explored for trail development, especially as connector trails.

Power Transmission Rights-of-Way

Duke Energy, which owns the majority of power lines within Chapel Hill, generally does not allow its rights of way to be used for trail development. In recent years Duke Energy has more strictly enforced its prohibition of allowing facilities such as roads and trails to be built within their easements. They generally allow uses that cross easements but not ones that follow the course of an easement. Any use of these easements require permission from the utility. The Town has developed the first short trail section of the North Trail within a Duke Energy easement, but only by making severe compromises related to trail design. The Town should explore the feasibility of utilizing these transmission corridors to augment its planned greenways to the greatest extent allowed by Duke Energy.

The Man-Made Corridors currently possible in Chapel Hill, such as the Horace Williams Trail and the North Trail, may become the most significant recreational trails in the Town greenway system in terms of their length. Occurring at the periphery of the Town limits, these corridors also present excellent opportunities to link the Chapel Hill greenway system with



MAP 3.1 - POTENTIAL GREENWAY CORRIDORS

neighboring open space programs and regional trails.

CONNECTOR TRAILS

Connector Trails are short segments of greenways which provide important connections among the Stream and Man-Made Corridors of Chapel Hill's greenway system. They increase the general accessibility of the Town's greenway system and provide other valuable community linkages. Connector Trails offer unique opportunities to link greenway corridors with recreational areas and other destination points, such as schools or shopping areas. They may also serve to connect one greenway corridor with another, linking separate greenway segments to help form an integrated system.

In many situations, Connector Trails may lie on private property within neighborhoods and residential subdivisions. In these cases, the Connectors may be developed by homeowner associations or may simply become trails by frequent use. Occasionally, Connector Trails may be built and maintained by the Town. Examples of these include the trail connecting Pritchard Park and the Chapel Hill Library with Franklin Street and the trail at Farrell Street connecting Ephesus Park with the Colony Woods subdivision.

Connector Trails located along minor tributaries may provide useful natural and recreational links within the community. Connector Trails may also function as complementary systems to the primary greenway corridors by joining the planned open space network with the Town's sidewalk and bicycle path system. By incorporating neighborhood-to-park connectors and neighborhood-to-school connectors, utilizing all the Town's possible pedestrian transportation options, the greenway system can be expanded to serve a greater number of Town citizens.

Future connector trails leading to the major greenway corridors or other Town facilities should be reviewed on the following criteria:

- The desire of neighborhoods to be connected.
- The existence of land or sidewalk facilities.

As part of the Town's subdivision approval process, all Connector Trail corridors should be required to be on Town-owned property or be controlled by a homeowners association, rather than on easements crossing private residential lots. Recent history has shown that many easements located on private property have become unworkable over time and inaccessible to the public due to privacy issues.

SIDEWALKS, BICYCLE PATHS, AND OTHER FACILITIES

Greenway trails are only one type of facility that serve the needs of pedestrians and bicyclists. One problem with the development of a greenways system in a community that has already been mostly built out is that it may be impossible to fully interconnect the various trails that serve the Town. This concept can be seen by looking at the map on page 28. There are many reasons why it may be impossible to fully interconnect the Town's trail system including pre-existing development, large roads, stream valleys, and other barriers.

For these reasons it is vitally important that the Town make it a priority to provide sidewalks and bicycle lanes that could be used to connect greenway trails to schools, parks, community centers, neighborhoods, commercial districts, and to other trails. These facilities are vital if the Town is to achieve any significant level of connectivity for pedestrian and bicycle users.



TRAIL CLASSIFICATIONS

The intent of greenway trail construction is to make open space available without damaging the qualities of the natural environment that are most valued and appreciated. Trail surfacing should be selected to support projected intensities of use and to enable multiple uses. Surfacing should also take into account site topography, surface drainage, frequency of flooding, construction cost and maintenance concerns.

The greenway system can provide a variety of trail types from essentially unimproved to very tightly specified and engineered multiple-use trails. Trails can range from primitive woodland paths designed for low intensity pedestrian travel to paved bike paths designed for bicycle and wheelchair use.

The section titled “Strategic Planning” presents specific recommendations for the planning and design of greenway corridors. Each greenway segment discussed in the Strategic Planning section references a specific trail classification.

Trail classifications include:

- Class 1: Unimproved greenways lacking trails.
- Class 2: Primitive trails created by wildlife or citizens
- Class 3: Improved woodland trails generally with soft surface and minimal improvements
- Class 4: Unpaved access drive with gates or bollards to prevent casual vehicle use
- Class 5: Paved trail less than 10 feet wide
- Class 6: Paved trail 10 feet in width or wider for mixed bicycle and pedestrian traffic

An explanation of the hierarchy of greenway improvements and trail classifications are detailed in Appendix C, “Design Standards & Guidelines”.

EXISTING LAND SUITABLE FOR TRAILS

Early in the greenway program’s history, the Town had few practical options in its trail development schedule due to the lack of land. The Town’s first trail project, the Cedar Falls Trail, was built as part of the construction of Cedar Falls Park. In the mid-to-late 1980’s, Battle Branch and Tanyard Branch, were selected for development because most of the required land was already under Town control and the projects were relatively inexpensive. Subsequent projects such as the Bolin Creek and Booker Creek greenways had the advantage of more strategic planning, a longer land acquisition history, and eligibility for significant funding through State programs.

Through a variety of means, the Town has acquired significant land holdings and easements along many identified greenway corridors.

The parcels of land which currently make up the greenway system, are somewhat scattered although land acquisition efforts have resulted in significant gains in open space since 2000.

Bolin Creek

Most of the property needed to create a continuous, unbroken stream corridor along Bolin Creek from Umstead Park to the Community Center Park has been acquired. Two of the major tributaries available for greenway development, Tanyard Branch and Battle Branch, have been improved with natural surface trails.

Booker Creek

The Town controls all of the land proposed for trails along the Booker Creek corridor. Acquisition of land and easements is needed along the middle segments of the Booker Creek corridor to help assure its preservation as an open space greenway.



Dry Creek

All needed properties (except one located north of I-40) have been acquired. The Town is now in position to build planned trails south of I-40. Once access has been gained across one property north of I-40 the Town could then build a trail to link with Durham's open space and trail system.

Little Creek

The Town owns property preserved as open space along the upper portion of this creek, beginning just south of the merge of Bolin and Booker Creeks and continuing down to Pinhurst Drive. Town control is interrupted by the golf course owned by the Chapel Hill Country Club southwest of Pinhurst Drive. Two natural surface trails currently exist at the lower end of the stream and connect to the paved Meadowmont Trail. The connection from these trails to Highway 54 is owned by UNC. Two short segments of this portion are under construction.

Morgan Creek

The Town controls much of the land along the Morgan Creek corridor from the Merritt's Pasture to the Chapel Hill-Carrboro boundary. Some land has been acquired along the tributaries of Morgan Creek. The lower segments of Morgan Creek are subject to restrictions on development within the 5-mile radius of Jordan Lake by the Division of Water Quality. Also, Town RCD restrictions apply to lands that must comply with overlay zoning restrictions. Additional protection for the lower segments of Morgan Creek is provided by the NC Botanical Garden, 100-year flood (FEMA) regulations, and the U.S. Army Corps of Engineers property and easement regulations. In 2007, the Council created a 92-acre Morgan Creek Preserve to protect town land from Smith Level Rd. to Merritt's Pasture. An easement was granted to the Botanical Garden Foundation.

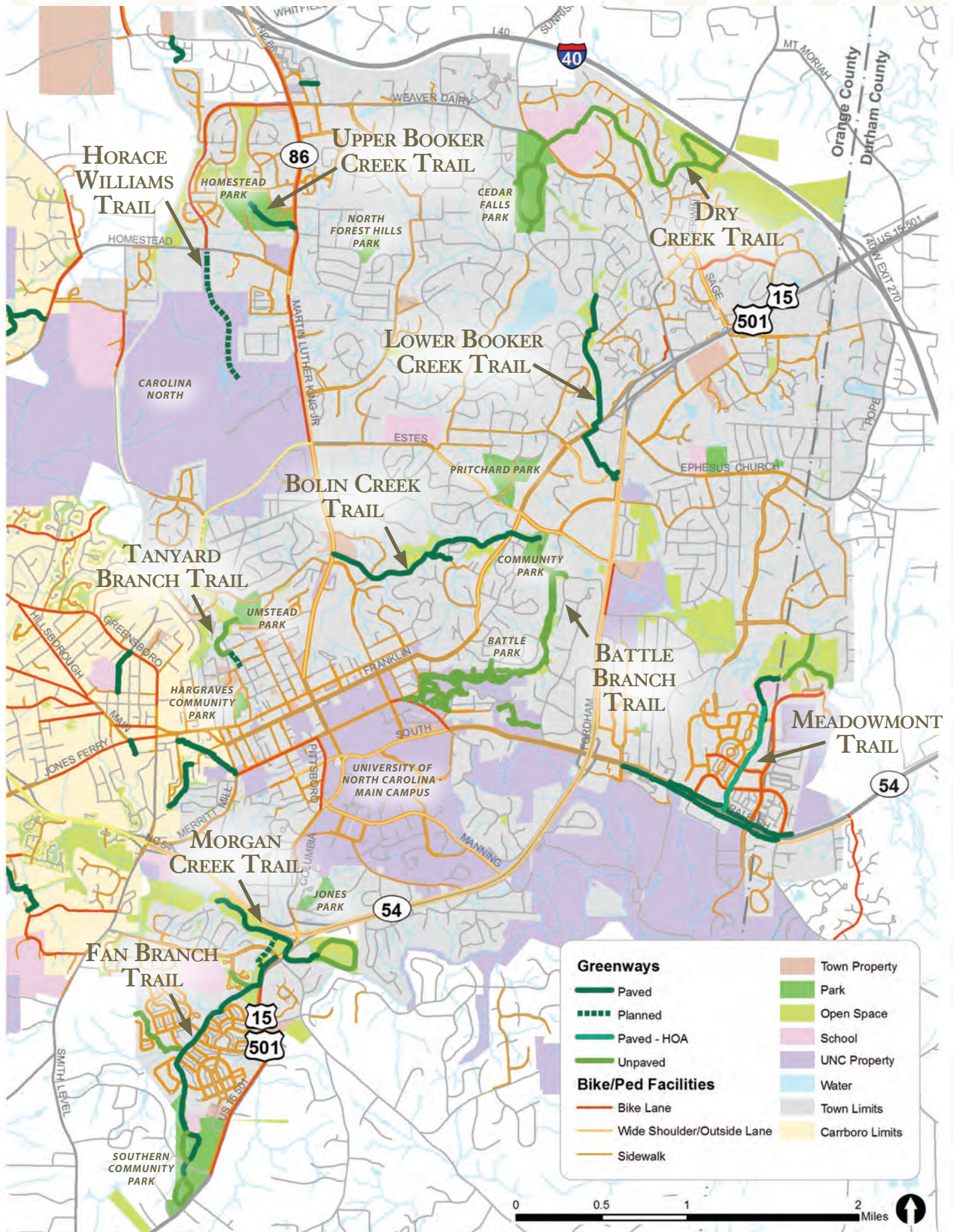
EXISTING GREENWAY TRAILS

Currently the Town has eight significant trails and three short trail segments that total approximately 13.4 miles.



Battle Branch

- Completed in 1989.
- Battle Park is located on the UNC campus next to Forest Theater. One of the longest protected natural areas in Chapel Hill, the University has maintained this site as an undeveloped park since the late-1800's. It is an isolated upland forest of approximately 60 acres, recognized in the 1988, "Inventory of the Natural Areas and Wildlife Habitats of Orange County, North Carolina".
- Battle Branch is a combination of half University-owned land and half Town-owned land. Included are the Town-owned Emily Braswell Perry Park and Greendale Park.
- Trail development is a combination of University controlled footpaths and Town-maintained trails, 1.5 miles long. The Battle Branch Trail is an unpaved Class 3 greenway with some boardwalk sections and a paved sidewalk connection.
- Connects Community Center Park, Bolin Creek Trail, and the UNC campus.
- UNC renovated its portion of the Battle Branch Trail in 2005.
- Bicycle use within the UNC-owned portion is confined to the OWASA sewer easements.



MAP 3.2 - EXISTING GREENWAY AND PARK TRAILS



Bolin Creek

- Phase I completed in 1993, Phase II completed in 1998
- Ten-foot wide, paved woodland and meadow trail with few steep slopes, 1.5 miles long. Designed for multi-use, pedestrian and bicycle traffic as a Class 6 greenway.
- Connects Martin Luther King Jr. Blvd. with Elizabeth Street, Community Center Park, and Estes Drive.
- Fourteen acres of adjacent bottomland with steep slopes at the edge offer additional buffering and passive recreation opportunities.



Dry Creek

- Phase I natural surface trail from San Juan Trail to Perry Creek Road completed in 2001.
- Phase II of Dry Creek Trail from Perry Creek Road to Erwin Road completed in 2005.
- Phase III extended the trail to East Chapel Hill High School.



Fan Branch

- Phase I completed in 2000, Phase II southward extension completed in 2009.
- Paved Class 6 woodland trail with few steep slopes, 1.6 miles long, along Wilson Creek and Fan Branch, both tributaries of Morgan Creek.
- Connects Southern Community Park with Culbreth Road.
- An unpaved extension 0.41 miles long extends the trail to the northwest portion of Southern Village.
- A short unpaved extension 0.15 miles long connects the trail to Fan Branch road through Culbreth Park.
- Phase III connection to Morgan Creek Trail under construction.

Lower Booker Creek



- Phase I completed 1991, Phase II completed in 2002, Phase III Linear Park completed in 2007.
- Ten-foot wide concrete Class 6 trail, approximately 1.3 miles long with a bridge crossing of Booker Creek.
- Connects Fordham Boulevard, Franklin Street, Daley Road, Tadley Drive, and Booker Creek Road. Includes pedestrian signalization of Franklin Street to allow safer crossing.

Meadowmont & East 54



- Paved trail completed in 2004 and natural surface trail completed 2005. Extension of the paved trail to the north completed in 2009.
- Paved Class 6 asphalt trail from west side of Highway 54 to Rashkis School and Meadowmont Park. Services commercial and residential areas of Meadowmont.
- Natural surface trails connect to Lancaster Drive and eastern extension of Meadowmont Drive.
- Paved trails provide bicycle and pedestrian access along both sides of NC 54 from Hamilton Road to Barbee Chapel Road.

Morgan Creek



- Phase I completed in 2011.
- Paved 0.83 mile long trail runs south along Highway 54 crossing under US Highway 15/501 S and accessing Merritt's Pasture.
- Parking lot located off of eastbound NC 54.

Tanyard Branch



- Completed in 1986.
- Unpaved, Class 3 woodland trail with some steep slopes within the Bolin Creek corridor. Approximately .4 miles in length.
- Connects Northside neighborhood with Umstead Park.
- Section between Caldwell Street and McMasters Street will be paved in 2014.

Upper Booker Creek



- Completed 1999.
- Concrete trail, approximately 0.33 miles long, located within Homestead Park north of downtown.
- Trail will connect with Horace Williams Trail and the Greene Tract, when completed.

Small portions of the Horace Williams Trail and the North Trail are also completed, as described in Part Four, Strategic Planning.

EXISTING PARK TRAILS

Currently, the Town has four existing park trails, totaling approximately 4.2 miles.

Cedar Falls Park

- Completed in 1979.
- Unpaved, Class 3 woodland trail with some steep slopes within the 51-acre Cedar Falls Park. Approximately 1.2 miles in length.
- Cedar Falls Trail joins with the park's internal network of minor unpaved paths including the .6 mile long Jo Peeler Nature Trail.
- Trail spurs connect the main trail loop with Lake Forest and Cedar Falls neighborhoods, providing access to East Chapel Hill High School.

Meadowmont Park

- Unpaved, Class 3 woodland trail within Meadowmont Park. Approximately 0.5 miles in length.

Pritchard Park

- Loop trail completed 2003.
- Unpaved, Class 3 woodland trail within Pritchard Park. Approximately 1 mile in length.
- Portions of trail closed in 2011-12 for construction of the library.

Southern Community

- Unpaved, Class 3 woodland trail connects into the Fan Branch Trail to complete a loop within Southern Community Park. Total loop is approximately 1 mile in length. The unpaved portion is approximately 0.2 miles in length.

