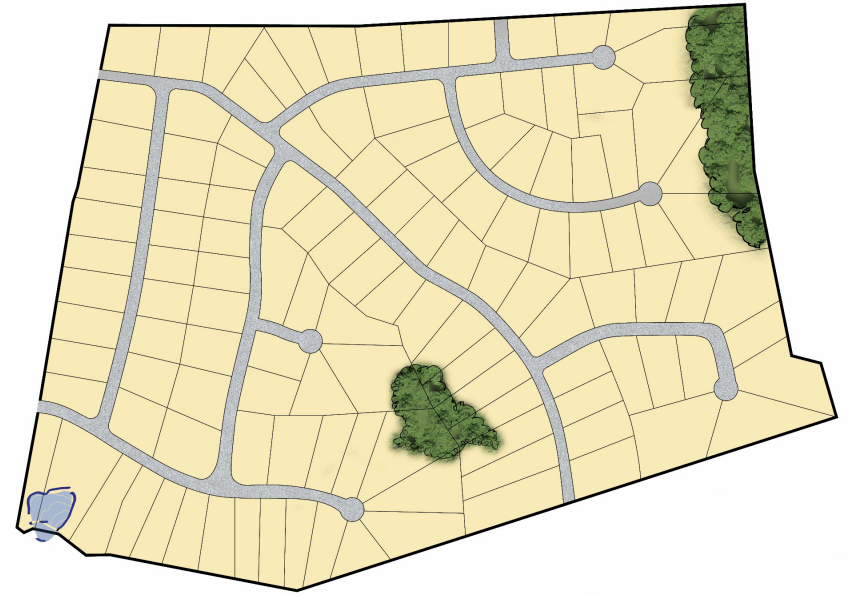


PS

Edge Placetypes

Conventional Rural Neighborhood



Mid-sized Lot Residential Neighborhood



Conservation Neighborhood

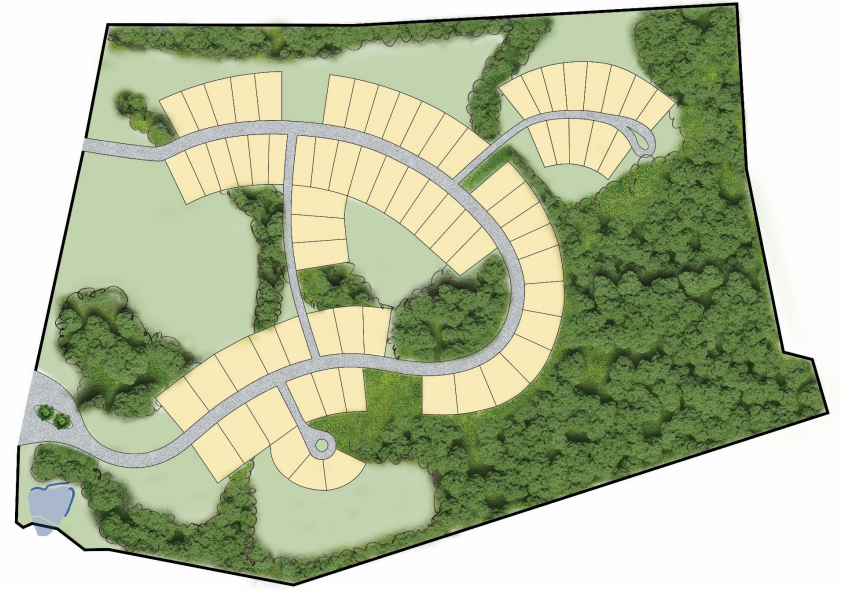
PS

Edge Placetypes

Low Density Conservation Subdivision



Mid-sized Lot Residential Neighborhood



Conservation Neighborhood

PS

Rural Placetypes



Large Lot Residential



Rural Living

Indicator Results

Compared to the Business as Usual scenario, our Preferred Scenario:

- Allows for more industrial and commercial area
- Reduces future impervious surface in sensitive watersheds
- Preserves more open space
- Accommodates projected residential growth and supports slightly more jobs
- Focuses residential development in municipalities and utility-served area

 North Falls Lake AREA STUDY				
Report Card Final Scenarios				
RESULTS KEY				
● = Worse than BAU scenario ● = Minor improvement (<33% change) from BAU scenario ● = Significant improvement compared to BAU scenario				
SCENARIO KEY				
BAUv2 = Business As Usual Revised PS = Preferred Scenario				
OBJECTIVES	BAUv2	PS	% Change	Result
ECONOMIC DEVELOPMENT				
Acres of Industrial Areas	5,809	7,153	+23%	●
Acres of New Commercial or Mixed-Use Development	3,977	4,594	+16%	●
Jobs in Municipalities	2,656	3,144	+18%	●
ENVIRONMENT AND OPENSOURCE				
Impervious Surface in Sensitive Watersheds (Acres)	39	33	-15%	●
Urban Footprint (Acres)	42,970	8,830	-79%	●
Preserved Open Space (Acres)	98,819	125,837	+27%	●
Growth in Sensitive Natural Areas (Homes)	1,331	389	-71%	●
LAND USE AND TRANSPORTATION				
Homes in Walkable Communities	3,920	8,260	+111%	●
Homes Near Parks and Greenways	3,500	5,370	+53%	●
Transit Propensity (Homes and Jobs Near Transit)	1,839	4,279	+133%	●
Total Vehicle Miles Traveled	2,502,611	TBD	TBD	TBD
Total Vehicle Hours Traveled	49,690	TBD	TBD	TBD
INFRASTRUCTURE AND COST OF SERVICES				
Homes in Municipalities	3,785	5,956	+57%	●
New Water/Sewer Demand (MGD)	952,364	1,497,463	+57%	●
Build-out Potential (Dwelling Units)	152,000	86,574	-46%	N/A

Draft Land Use Recommendations

Watershed and Land Protection

- Limit impervious surface and encourage green stormwater infrastructure
- Encourage conservation easements and land acquisition in sensitive areas

Rural Character and Density

- Revise processes to result in overall reduced density and/or more context-sensitive design of new developments in rural areas
- Update site or infrastructure design standards or incentives to encourage open space reservation

Walkability

- Encourage compact, mixed-use development in downtowns and new centers

Town Centers and Mixed-Use

- Allow for vertical mixed-use in Downtowns and mixed-use areas
- Review and modernize ordinances and approaches to parking requirements and buffers in areas where walkability is desired
- Pursue streetscape improvements that enhance walkability

Lifecycle Housing

- Define and allow missing middle housing types in more areas
- Review and revise allowances for accessory dwelling units
- Encourage senior housing in and near town centers

Economic Development

- Encourage trail-oriented development (TrOD) near planned regional greenways
- Continue and expand job recruitment activities and protect prime industrial lands

Transportation Universe of Projects

- Roadway Projects
- Corridor Studies
- Trails and Transit
- Tabletop Discussion



**North
Falls Lake**
AREA STUDY



Universe of Projects

The projects discussed here include improvements that *could* be made in the area, not improvements that *will* be made in the area

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Projects will be prioritized and the top projects will be advanced to local, regional, and state agencies first

Universe of Projects

The projects discussed here include improvements that *could* be made in the area, not improvements that *will* be made in the area

Projects will be prioritized and the top projects will be advanced to local, regional, and state agencies first

What is built and on what timeline will depend on funding, local commitments, and additional detailed planning and design studies

Regional Roadway Projects

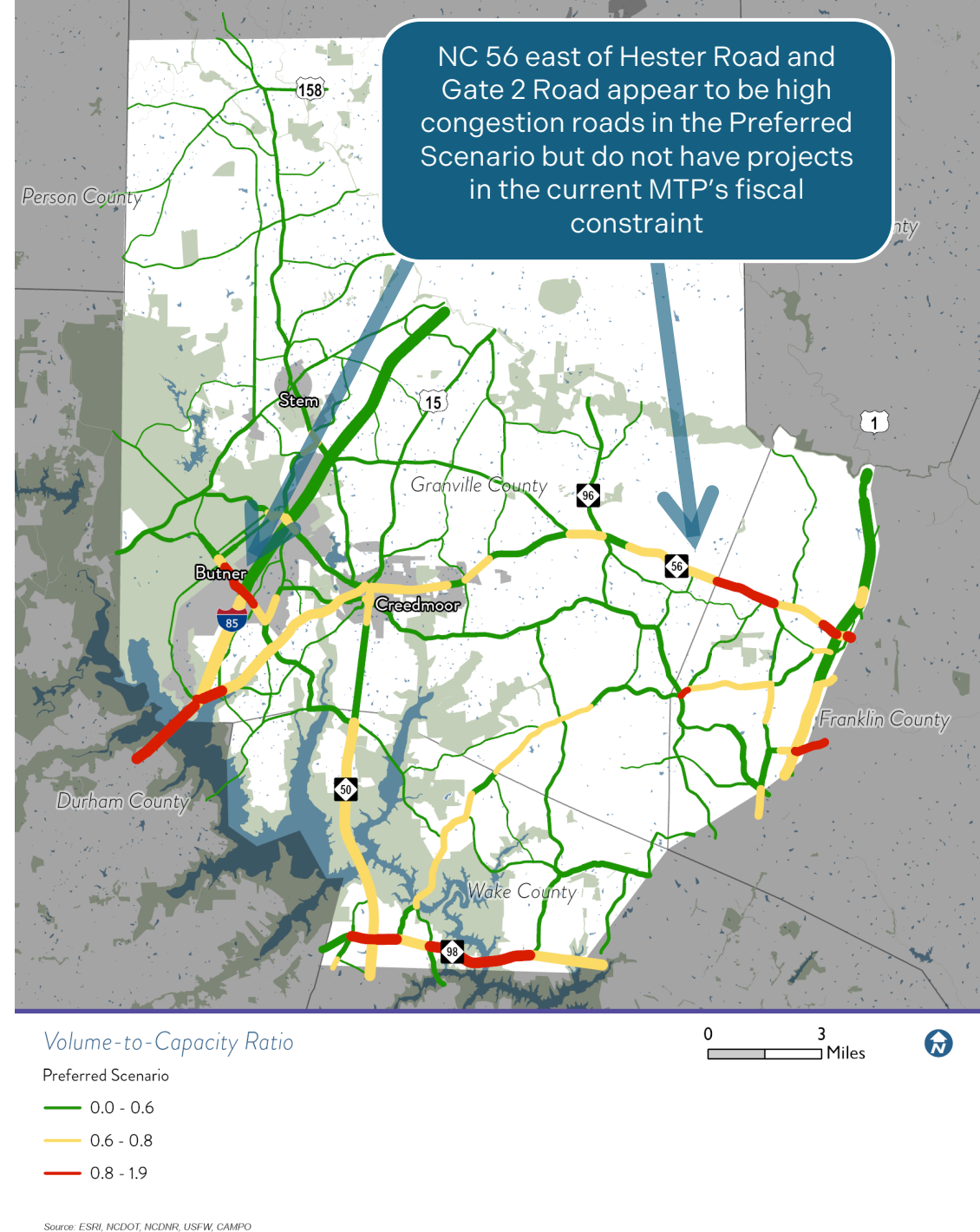


**North
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AREA STUDY



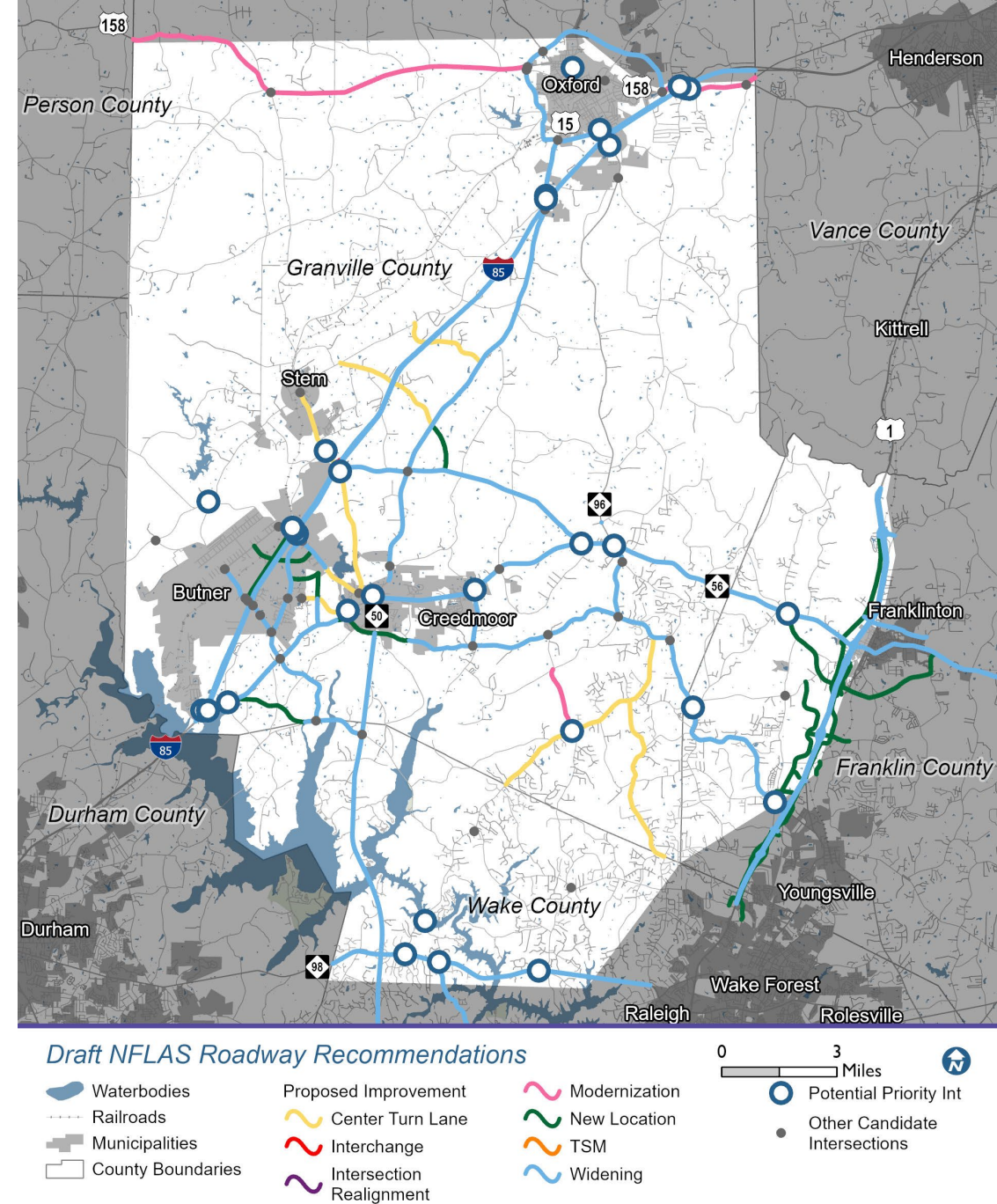
Roadway Needs

- Existing or future congestion issues
 - Based on Preferred Scenario TRM runs
 - Based on existing and projected AADTs in Oxford area, including review of Granville County CTP
- Reviewed other existing plans, like Granville County CTP and Blueprint for Safety



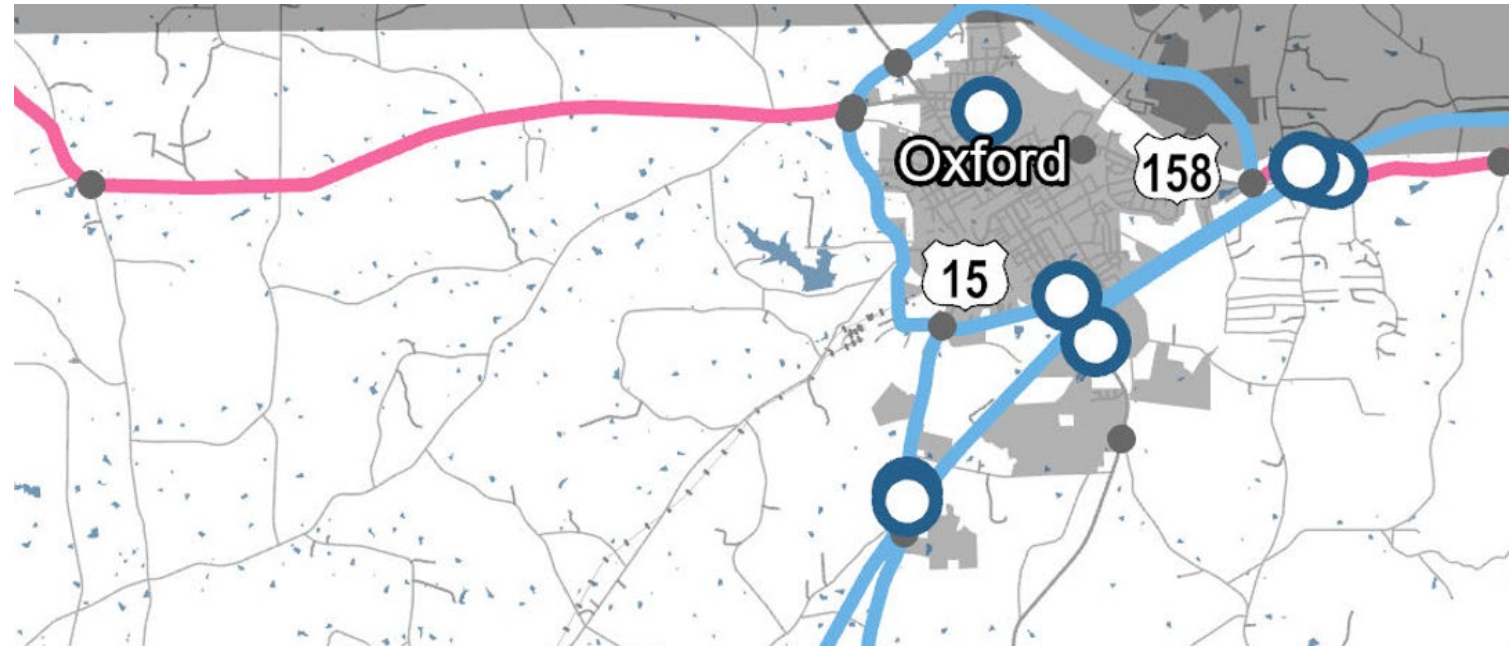
Roadway Projects

- CAMPO's CTP/MTP projects (nothing removed)
- New projects based on needs and previous planning
 - New intersection projects identified throughout the region
 - New widenings and corridor improvements in/near Oxford
 - Corridor study recommendations (Brogden Road and NC 56)



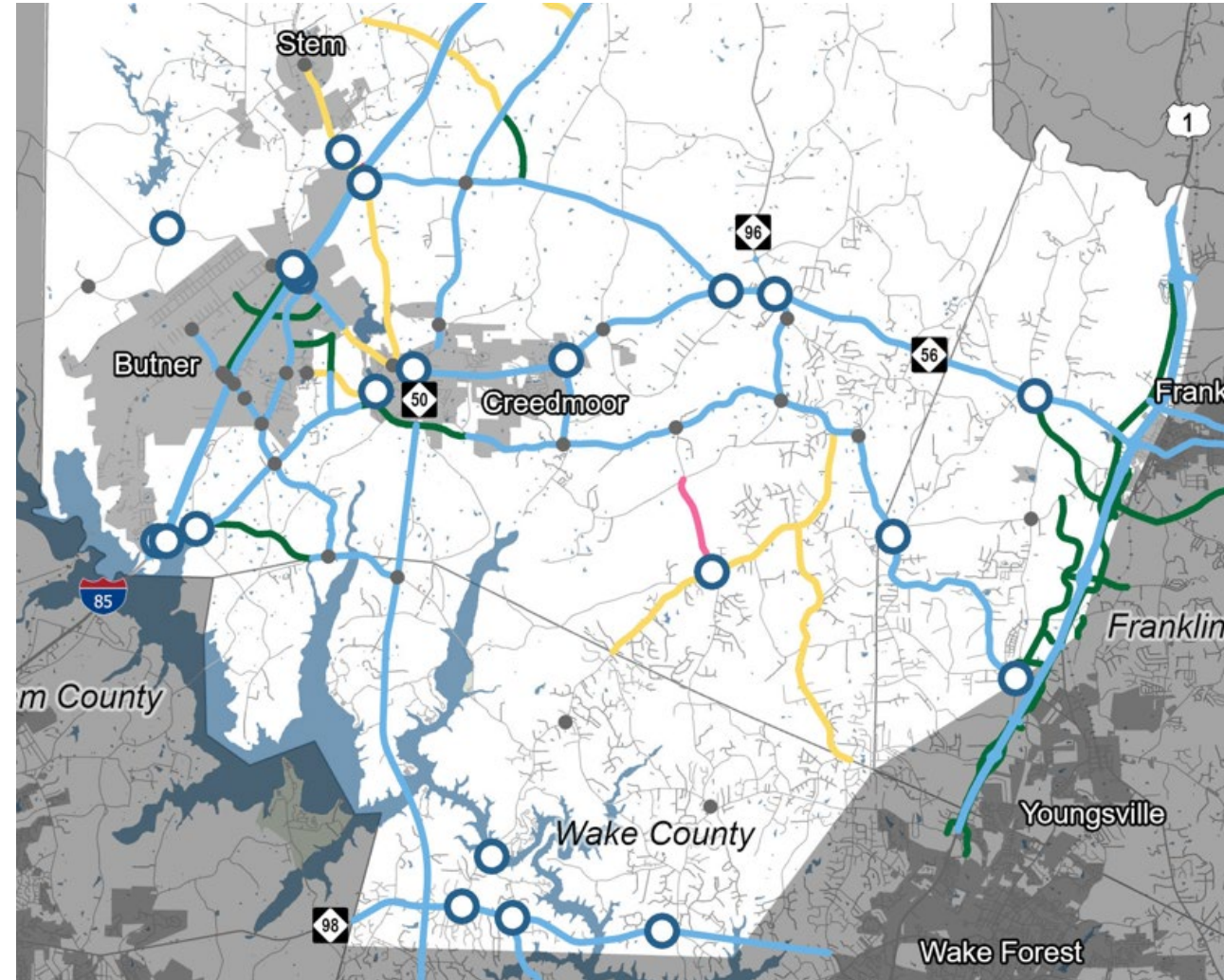
Oxford Area

- US 158 Modernization/
Intersection Improvements
- US 15 widening
I-85 to Industry Drive
- Oxford Loop widening
- Consideration of other
corridors through Oxford
based on CTP



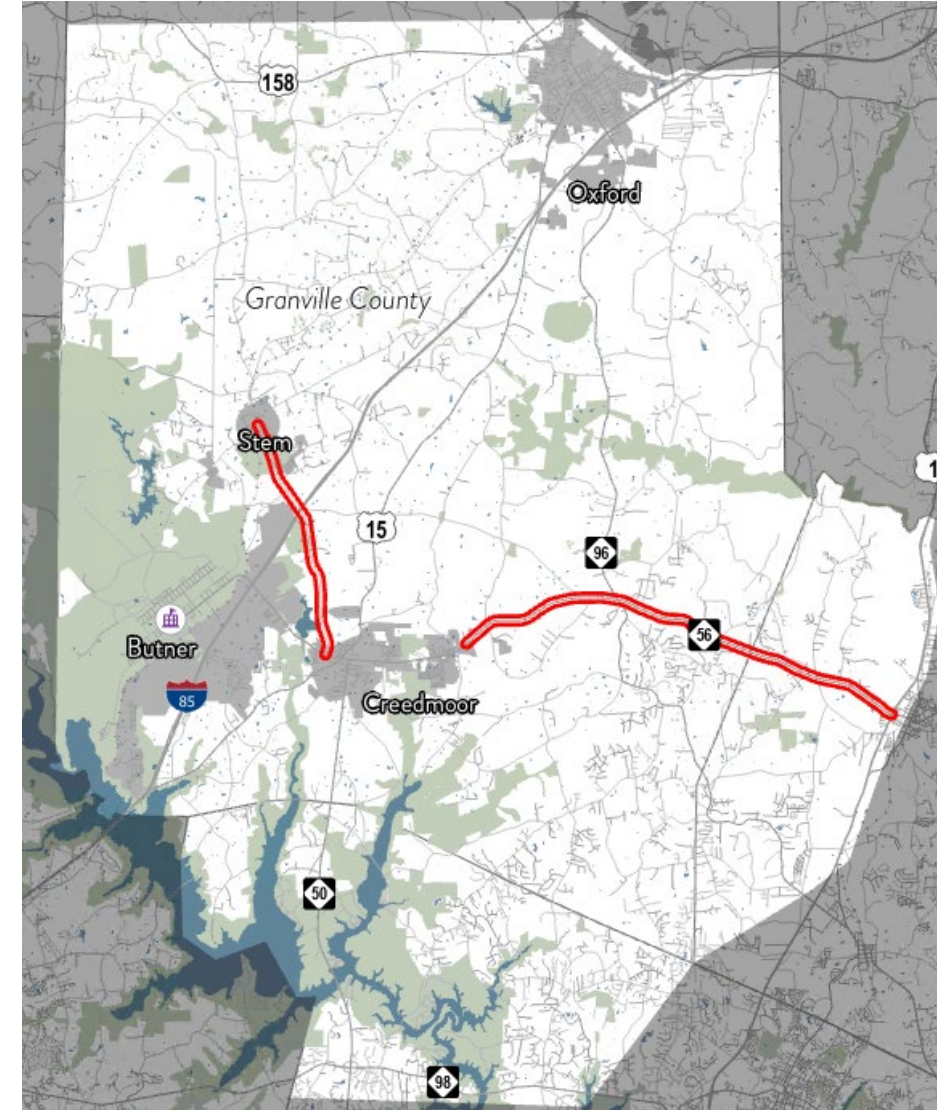
CAMPO/TRM Areas

- Intersection improvements at locations of existing or expected congestion
- Minor adjustments of MTP projects
- Incorporation of corridor studies recommendations



Corridor Studies

- **Brogden Road** (from Stem to Creedmoor)
– Granville County
- **NC 56** (from eastern limits of Creedmoor to US 1) – Granville and Franklin Counties
- **Stakeholder input** (County and municipal staff, emergency/first responders, economic development and others)
- Identified **short- and mid-term** improvements, possible before long-term major improvements.



Trails and Transit



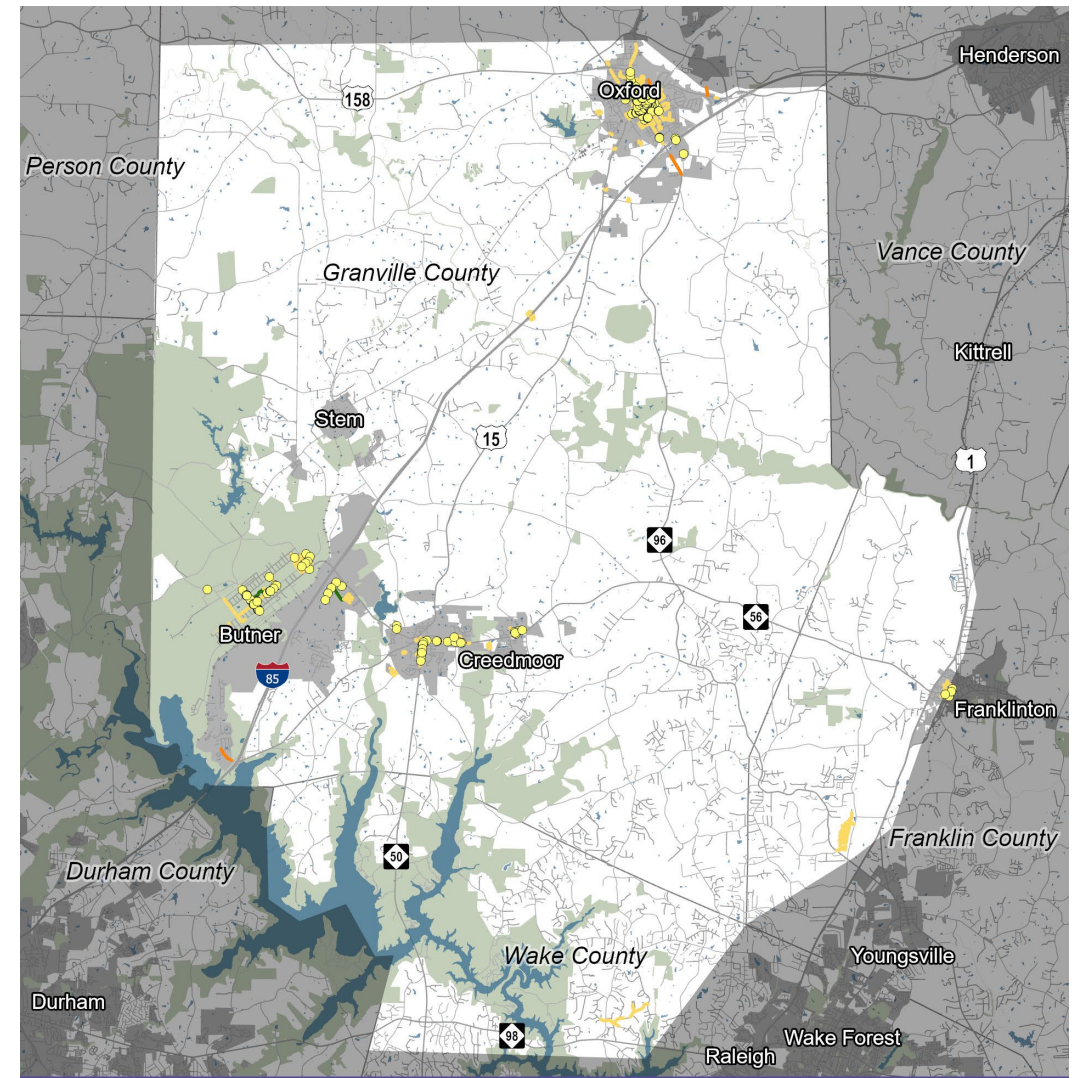
**North
Falls Lake**
AREA STUDY



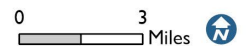
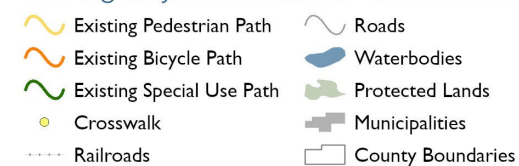
Bicycle and Pedestrian Facilities

Existing Conditions

- 45 Miles of Sidewalks and Greenway / Shared Use Paths
- Many miles of natural surface trails
- Most paved facilities located in Butner, Creedmoor, and Oxford
- Highlights:
 - Creedmoor Cross City Trail

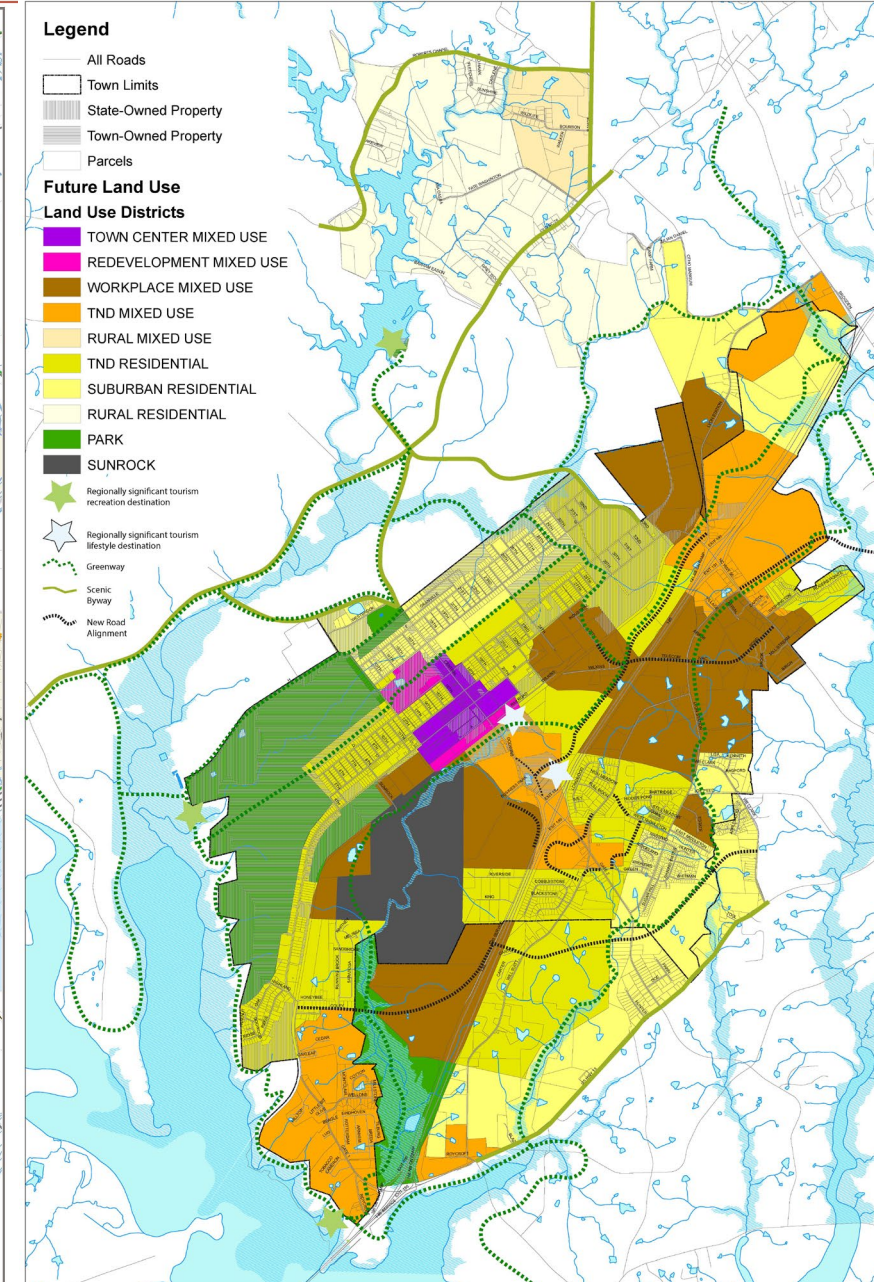
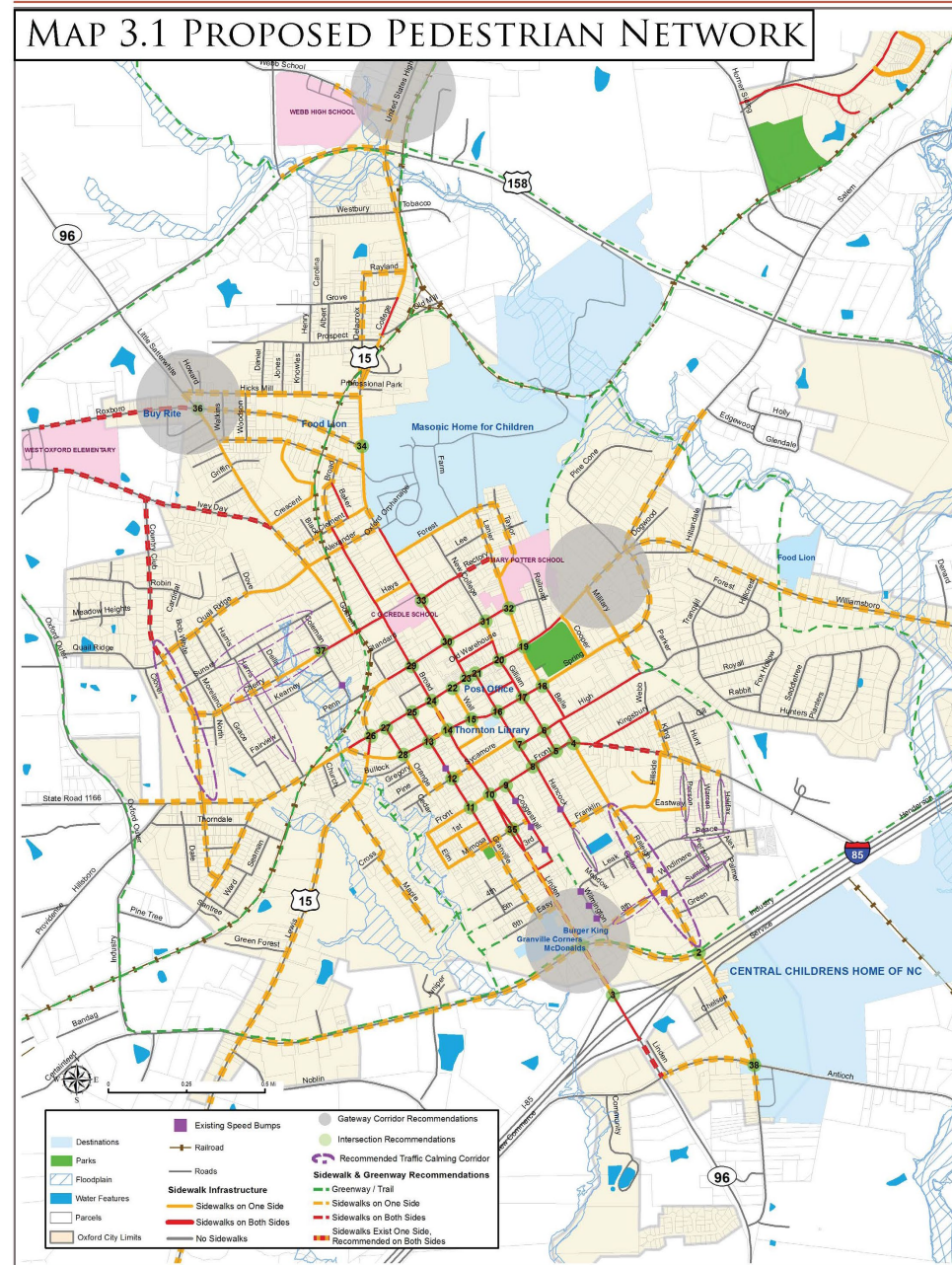


Existing Bicycle/Pedestrian Infrastructure

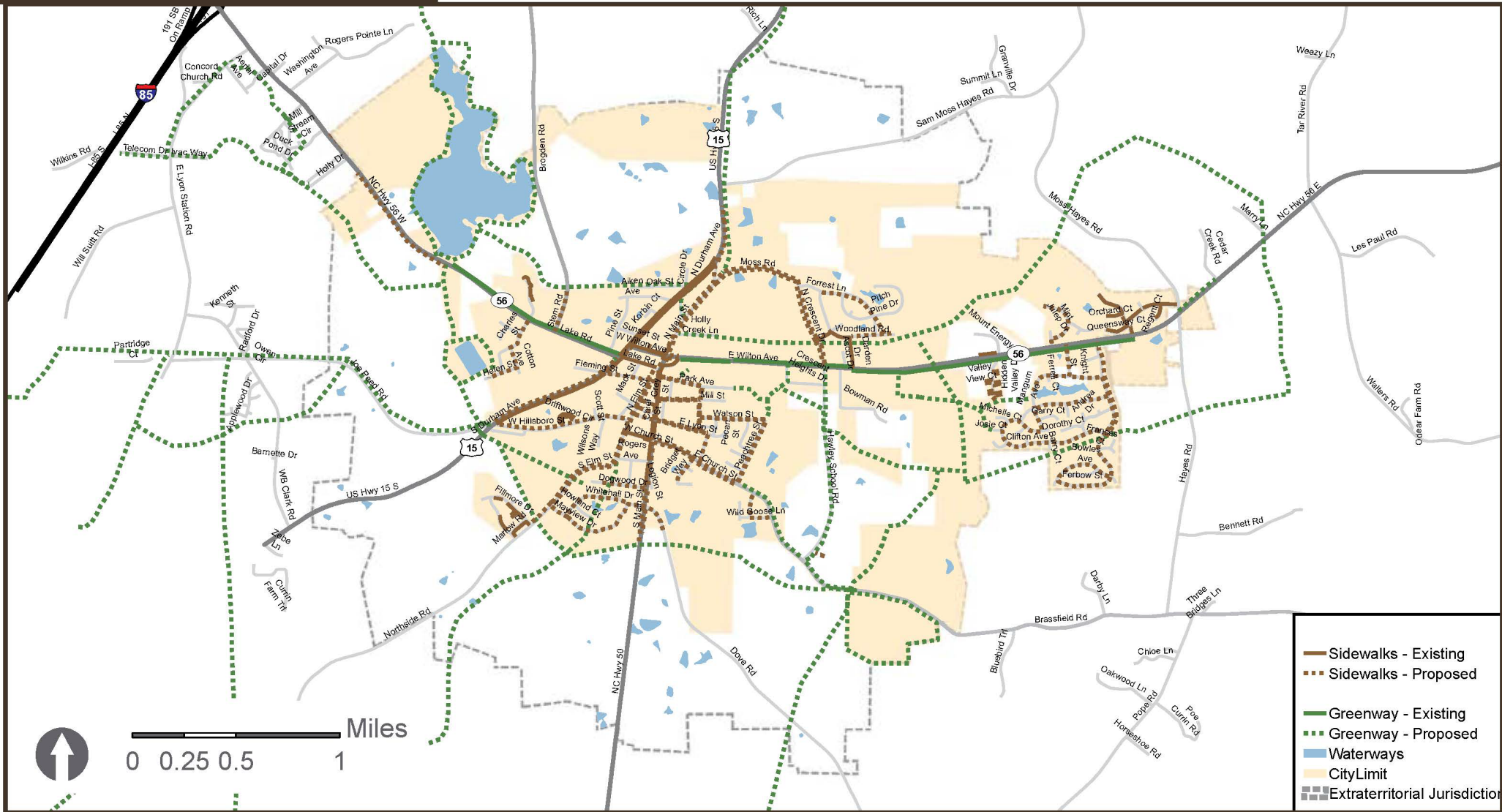


Local Plans

- Oxford Ped Plan
- Butner FLU / Greenway Map
- Creedmoor Comp Plan
- Granville County Greenway Plan



MAP 10. SIDEWALKS AND GREENWAYS



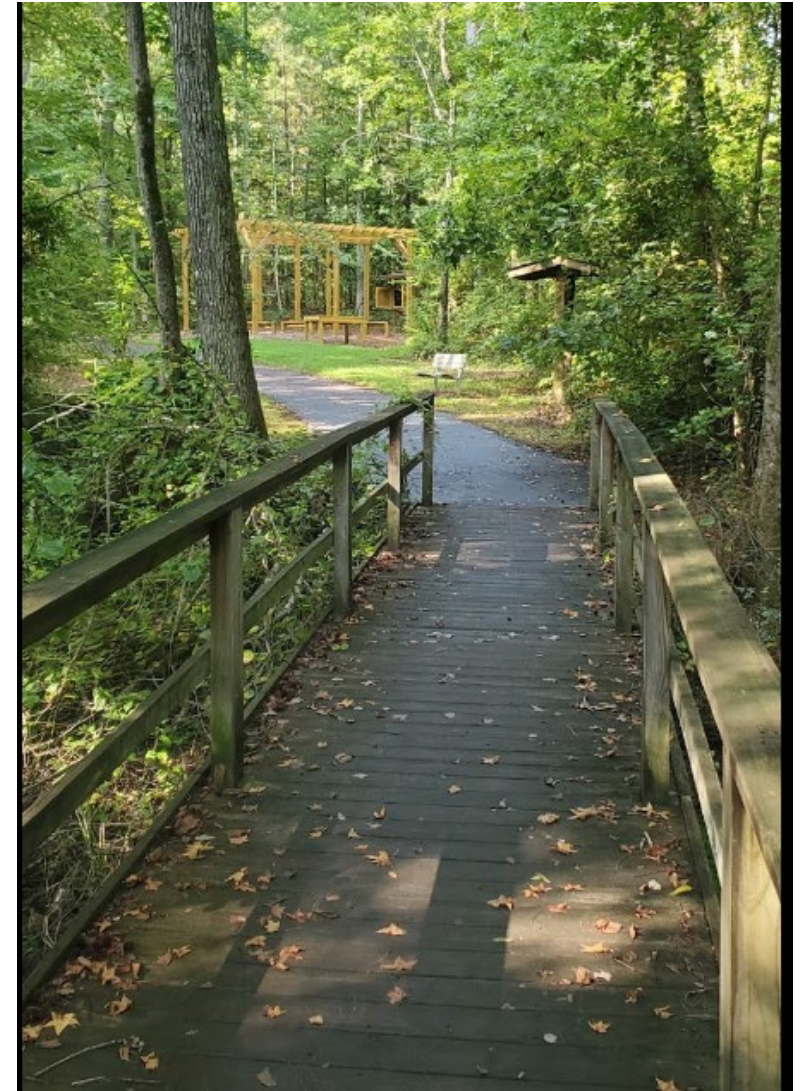
Regional Plans and Connections

- ECG
- Great Trails State Plan
- Durham County
- Wake County



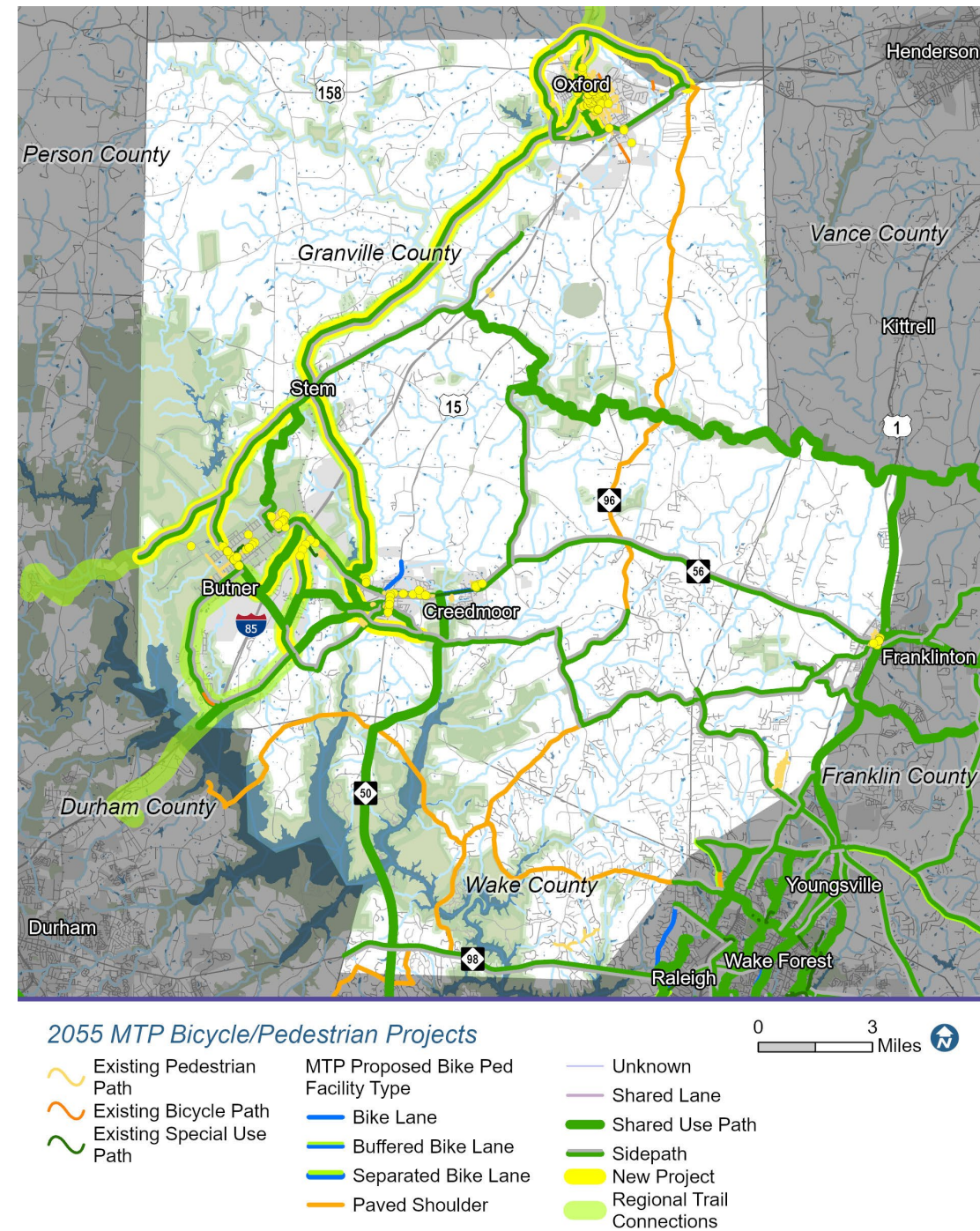
Bike/Ped Issues

- East Coast Greenway Route (North / South Routes)
- I-85 Crossing
- East / West Routes
- Durham County and Wake County connections



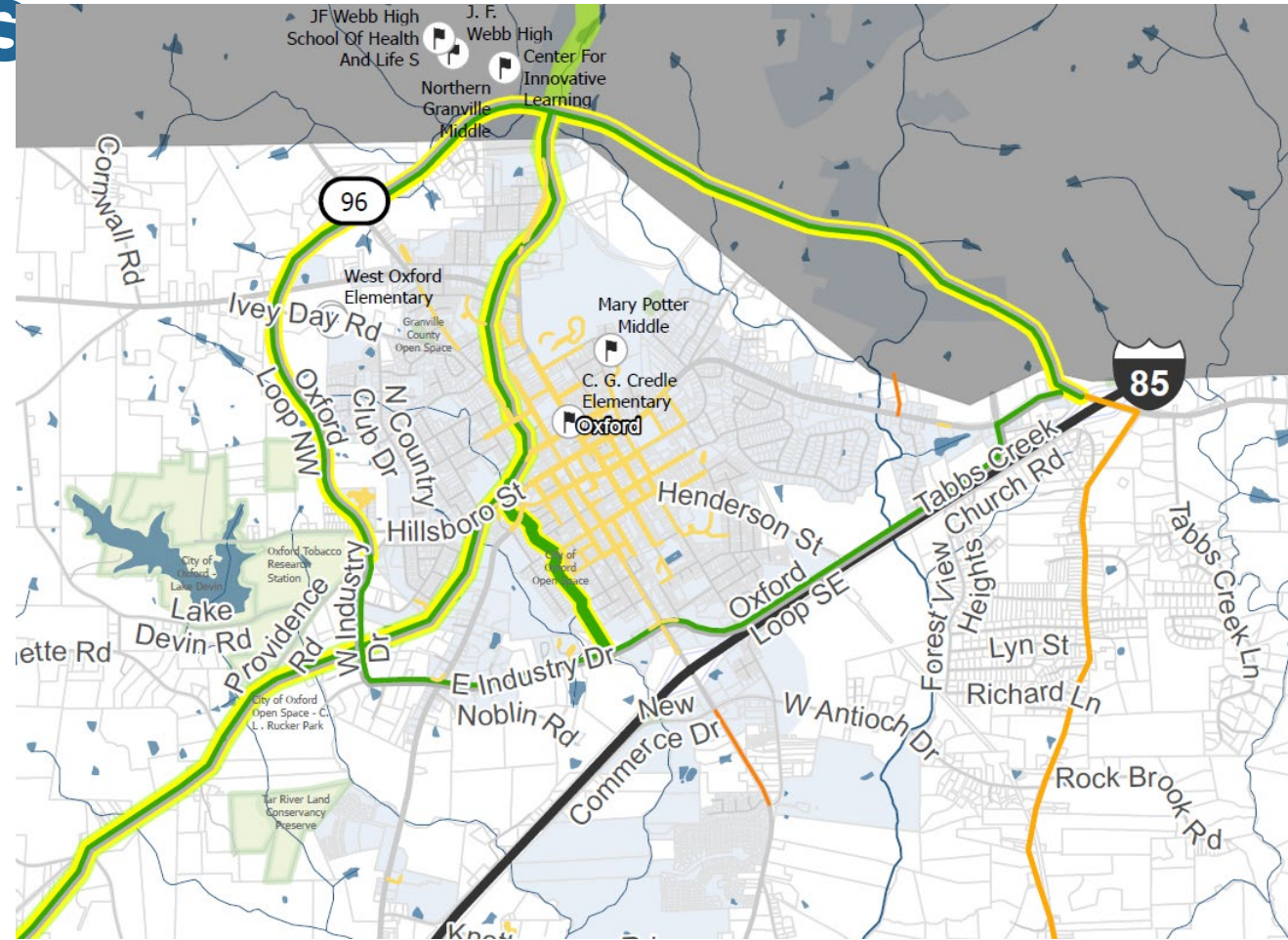
Bike/Ped Projects

- Roadway upgrades and bicycle and pedestrian enhancements / MTP Additions
 - ECG Stem to Durham
 - East Lyon Station from existing greenway to Joe Peed Road
 - Gate #2 Road (E Lyon Station to US 15)
 - Creedmoor Southern Bypass / US 15 Sidepath
 - Brogden Road Interchange to Lake Rogers
 - Hawley School Road or Beaverdam Creek connection to Planned Granville County Rec Center



Bike/Ped Projects

- North Granville / Oxford Area
 - ECG from Stem to Oxford to Stovall
 - Oxford Loop Shared Use Path
 - Greenway southwest of Downtown
- Policies
 - Open space requirements
 - Development reservation / construction of trails
 - Pedestrian connectivity



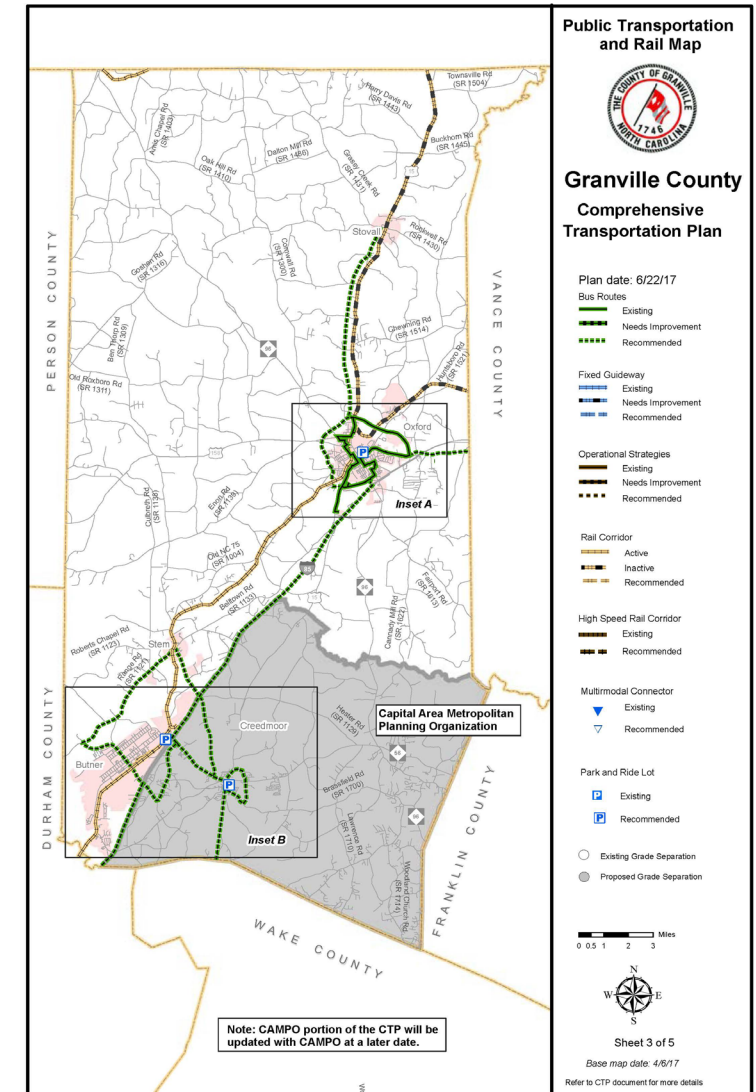
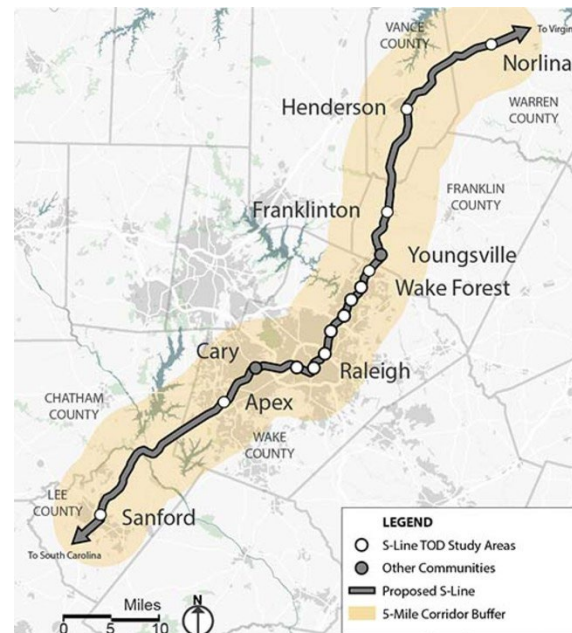
Existing Transit Services

- KARTS currently serves Franklin, Granville, Vance, and Warren counties
- weekdays only, 8-5
- Oxford Shuttle Loop

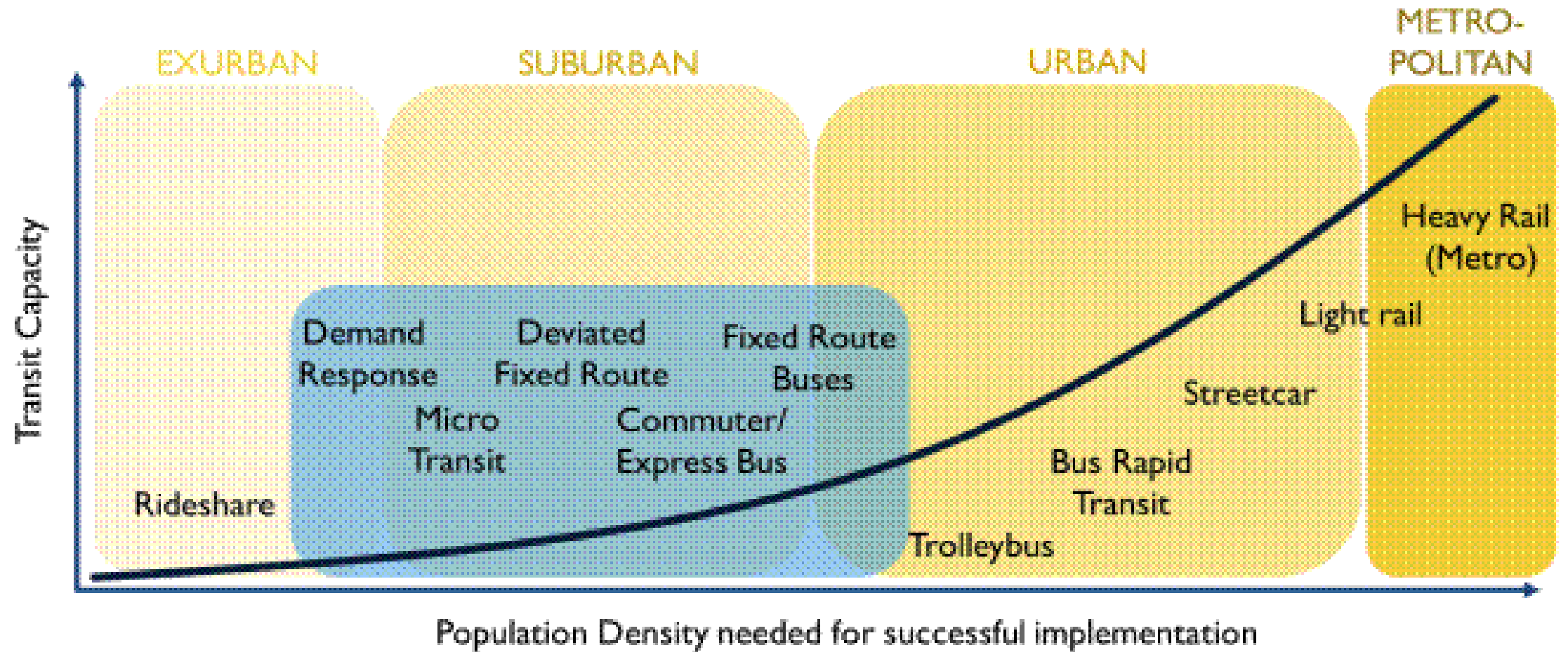


Previously Planned Transit Services

- S-Line planned to connect Franklinton and Youngsville to Raleigh and beyond
- Franklin and Granville CTPs call for bus routes and park and rides



Transit Service Land Use Considerations



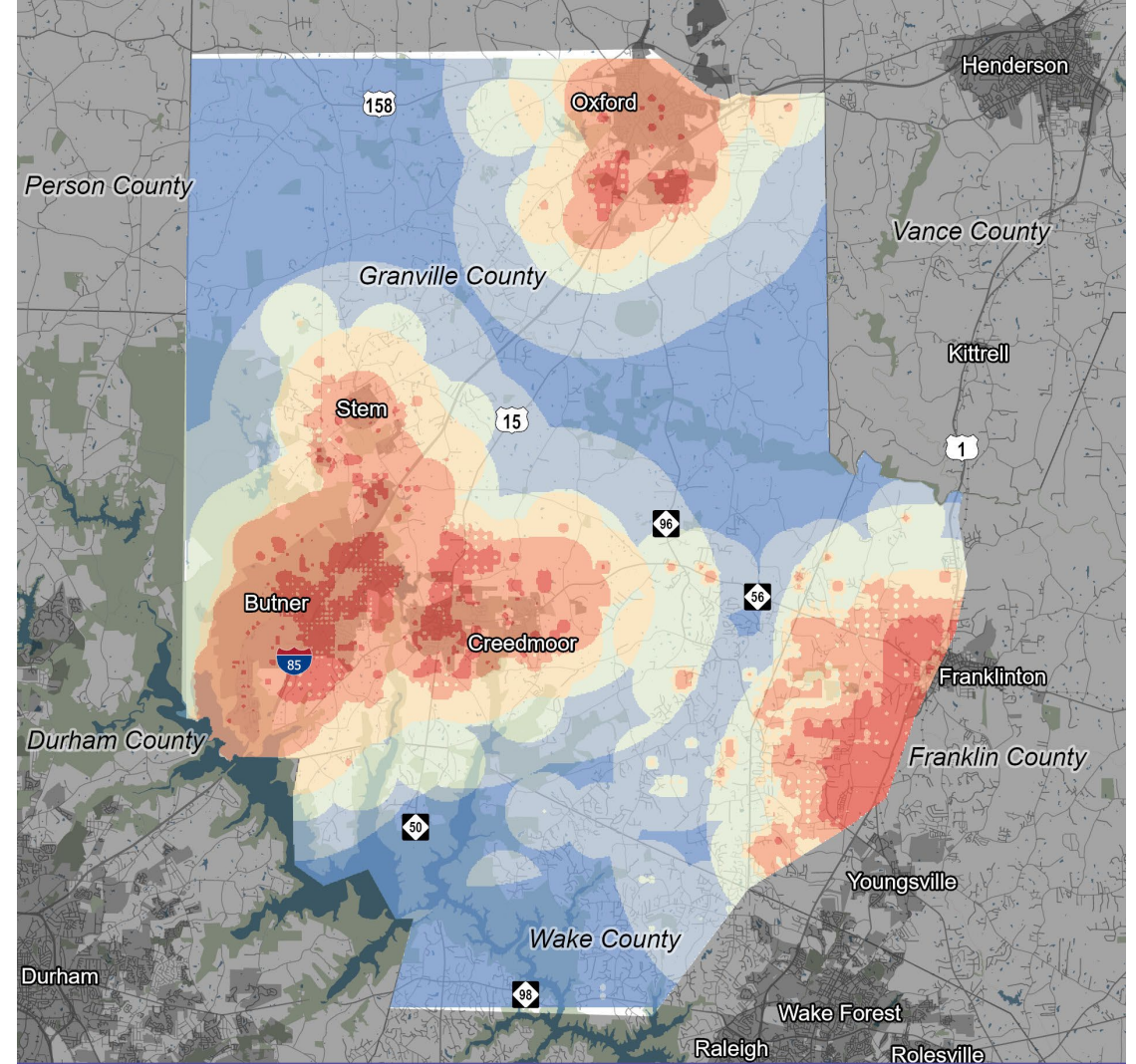
Transit Propensity

Factors

- Placetypes
- Projected growth (households and jobs)

Additional Factors

- Existing homes and jobs
- Walkability
- Projected congestion
- Approved development



Transit

Transit Supportive Suitability



Roads

Railroads

Waterbodies

Protected Lands

Municipalities

County Boundaries

0 4 Miles



Source: ESRI, NCDOT, NCDNR, USFW, CAMPO, USDA NLCD

Potential Future Transit Services

Further, detailed transit study needed to understand feasibility, station locations, and service types

I-85 Phase I

- Express bus to Butner/Creedmoor
- Transit service within Butner, Creedmoor, and Stem (exact mode to be determined)

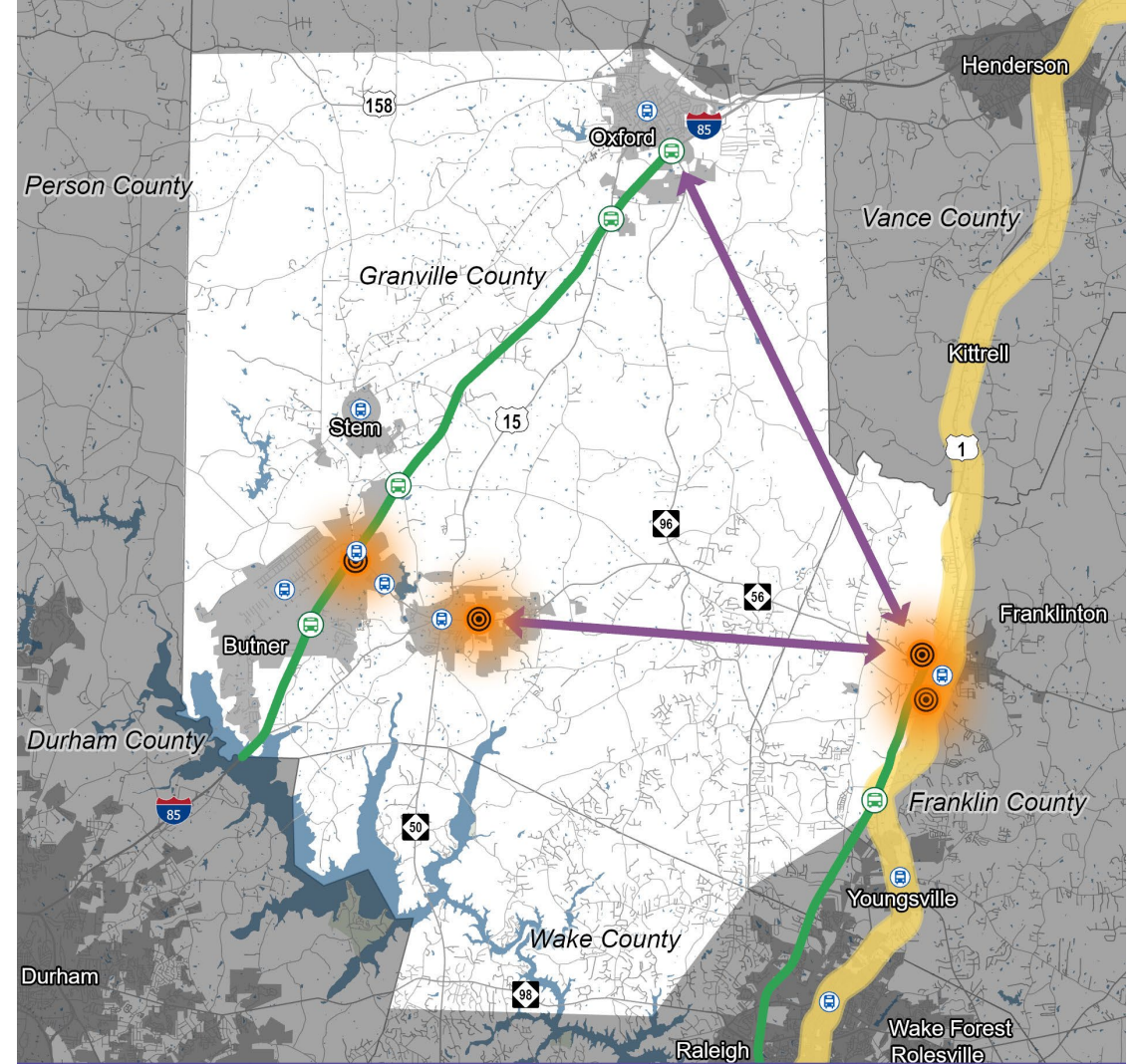
I-85 Phase II

- Express bus extension to Oxford,
- Connections with KARTS, potentially other Oxford-area services

US 1

- Express bus to Franklinton (until S-Line, further analysis to determine)

Mobility Hubs



Transit

Potential Transit Service

- S-Line
- Express Bus
- Bus or MicroTransit Zone Connection

Potential Transit Stop Locations

- ★ Mobility Hub
- Express Bus Stop
- Bus Stop, MicroTransit Zone Stop, or Park and Ride

- Railroads
- County Boundaries
- Municipalities

Mobility Hubs

What is a Mobility Hub?

A mobility hub is a **centralized location** where **multiple transportation options** converge to support **seamless travel and community connection**. These hubs typically combine public transit (such as buses and trains), shared mobility services (including bikes, scooters, and carshare), and pedestrian-friendly infrastructure. Their purpose is to simplify transfers between modes while promoting sustainable, equitable, and efficient travel.

Mobility hubs are envisioned not only as transit nodes but also as **vibrant community destinations**. They can feature amenities like real-time transit information displays, EV charging stations, secure bike parking, and public spaces that foster social interaction and economic activity. These hubs also play a critical role in **bridging first/last mile gaps**, making it easier for residents to connect to transit from their homes or workplaces.

Mobility hubs vary in scale, ranging from **small neighborhood access points** to **major regional connectors**. The design should be tailored to the specific needs and context of each community they serve.



Discussion: Universe of Projects

What's missing from these projects?

What should be removed, if anything?

Where do we need to dig deeper?



Prioritization Approach



**North
Falls Lake**
AREA STUDY



Prioritization Overview

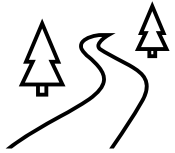
- Project prioritization offers a consistent, objective way to compare projects
- Process will rank projects, which will then be split into tiers based on need
- Projects will be split into two groups based on travel modes served and ranked within each group
- Prioritization is intended to align with CAMPO's MTP goals and previous processes

Roadway Projects

new roads, new interchanges, intersection improvements, widenings, etc.

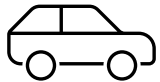
Bike and Pedestrian Projects
sidepaths, trails, bike facilities, etc.

Prioritization Approach



Connect People and Places

- # of future jobs and households near facility / project



Manage Congestion and System Reliability

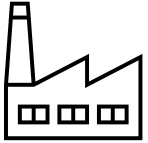
- Congestion metric from 2055 / 2020 travel demand model



Promote Safety, Health, and Well-Being

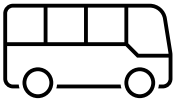
- Number of fatal or serious injury crashes (or total crash cost) in the last 5 years vs expected

Prioritization Approach



Stimulate Economic Vitality and Opportunity

- Connections to economic development centers (based on placetypes)



Promote and Expand Multimodal and Affordable Transportation

- Proximity to existing bike/ped network
- Connectivity to regional destinations (placetypes)
- Trail Hierarchy (regional, cross-border, others)



Ensure Equity and Participation*

- Number of CAMPO Communities of Concern (and equiv. outside of CAMPO area) within distance of project

**Calculated but not used in prioritization*

Upcoming Engagement



**North
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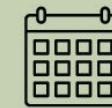


Upcoming Engagemen t

- Tuesday, May 19th, 4-7pm
- Creedmoor Community Center
- Paired with online engagement May 12-26
- We need **your** help advertising this meeting!
 - Social media calendar
 - Flyers
 - Other marketing materials



Talk with the team at our upcoming event!



May 19, 2026 | 4-7PM

Creedmoor Community Center
108 E Wilton Avenue
Creedmoor, NC 27522

Learn more, get involved, and subscribe for updates!



PublicInput.com/NFallsLake

The public comment period is open until May 26. Visit the project webpage to learn more and share your input.

Meeting Contents

Project Overview and What We've Heard

- Sign-in table
- Project Overview
- “What We’ve Heard”
summary of previous engagement
- “How did we get here”
previous plans

Project Overview

This region is expected to grow by **over 20,000 people by 2050**. You can help plan for it!

What do you want your community to be?

How can we review recommendations?
Scan the QR code or go to [Publicinput.com/NFallsLakeRecommendations](https://publicinput.com/NFallsLakeRecommendations) to review the results from the study thus far!

What We've Heard

What will this study do?
It will create a vision for how the area will be built out over the next thirty years. This includes an **emphasis on the transportation** system needed to support future residents and jobs.

What areas will the study cover?
The study covers **southern Granville County**, including **Oxford, Stem, Butner, and Creedmoor**, along with adjacent portions of **Wake and Franklin Counties**.

Who is leading this study?
The study is being led by the **Capital Area Metropolitan Planning Organization (CAMPO)**, which does transportation planning for the greater Raleigh region, which includes all of Wake County and portions of the five surrounding counties. **Granville County** is a major partner of this study.

Where We Went
Pop-Up Events at:
• Granville Live! in Stem
• National Night Out in Butner
• Wilton Grill
• Oxford Senior Center
• Creedmoor Music Festival
Online Activities from late September - late October

Who We Heard From
• Over 500 participants to the online survey
• Over 700 pins placed on map activities
• At least 85 people participated in in-person pop-up activities

Common Themes We Heard
• Concerns with the **availability of water** and the quality of the current water supply
• Open space should be **protected**
• Concerns that the **current infrastructure is not adequately** supporting current residents
• Residents want to **preserve the small-town feel** while having **new/more amenities**
• Concerns about not being able to **age in place** due to rising costs
• Desire for **public transportation** into and out of the region

Online Transportation and Land Use Map Activity
Wide geographic of pins placed
Rural/Preservation and Intersection/Road Improvements were most popular on their respective maps

Residential Placetype Preference (Top 3)
*Pop-Up Event Results
Rural Living: 39
Mixed-Use Neighborhood: 38
Mid-sized Lot Residential: 36
*Virtual Engagement Results
Rural Living: 72
Mid-sized Lot Residential: 57
Conservation Neighborhood: 42

Non-Residential Placetype Preference (Top 3)
*Pop-Up Event Results
Protected Open Space: 85
Town Center: 46
Agriculture and Rural Business: 38
*Virtual Engagement Results
Protected Open Space: 88
Town Center: 60
Agriculture and Rural Business: 60

Meeting Contents

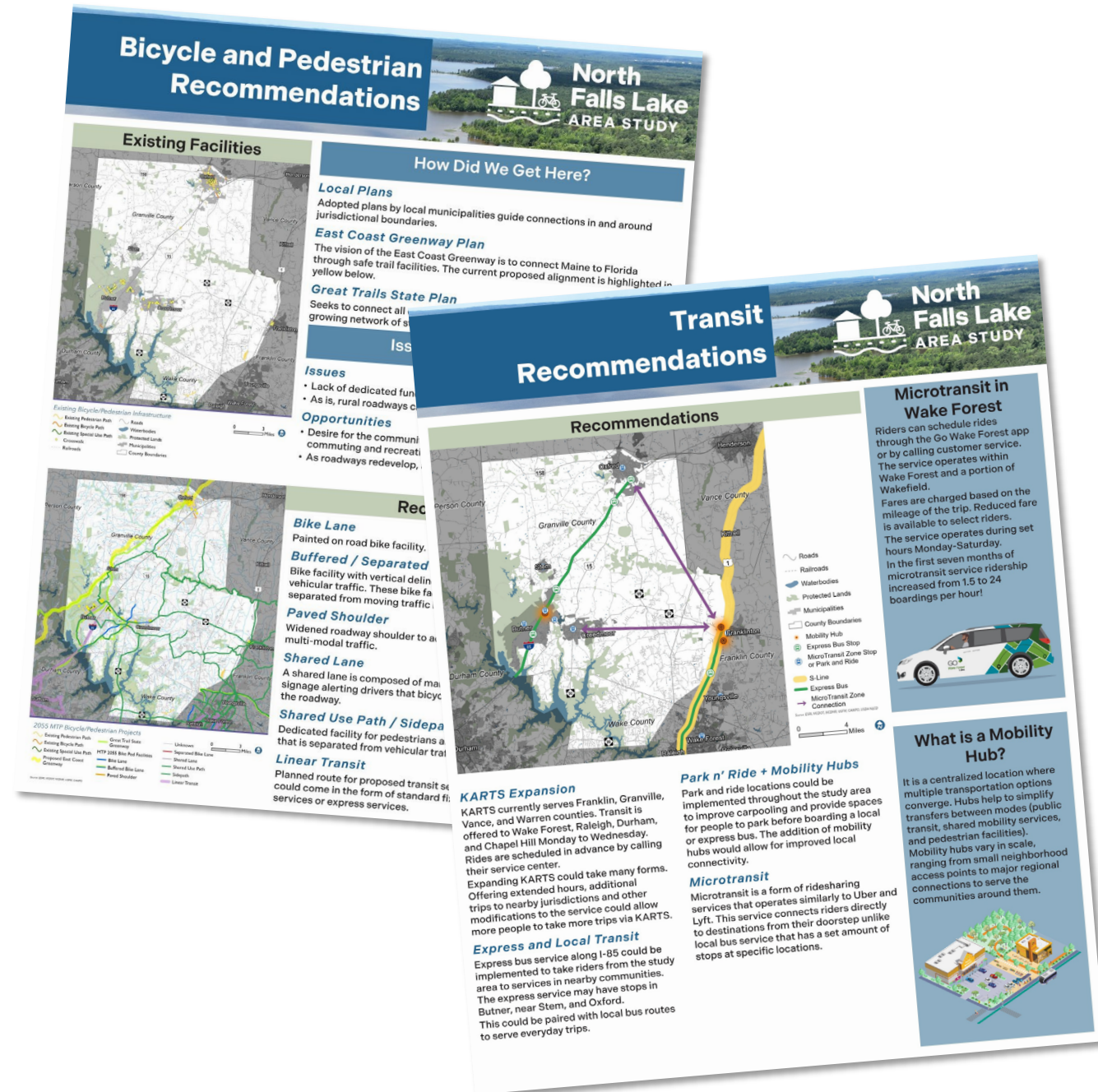
Land Use Planning Process

- Existing land use considerations (BAU2 and environmental/ utility information)
- Alternative land use scenarios considered
- Preferred scenario and narrative/ recommendations



- Roadway needs and projects
- Trails and transit needs and projects
- Corridor studies + RSA

- Roadway needs and projects
- Trails and transit needs and projects
- Corridor studies + RSA



Next Steps

- **Public open house** May 19th (online activities planned May 12-26)
- Reconvene both Elected Officials and Stakeholder Committees in **mid-June** to discuss total recommendations and implementation

**The North Falls Lake Area Study
needs your input on proposed
recommendations!**

Share your comments at our Open House
on May 19th and learn more at
<https://publicinput.com/NFallsLake>

The comment period will end on
Tuesday, May 26, 2026