



Town of Gibsonville

Land Development Plan

December 2022

Town of Gibsonville
Land Development Plan
2040

Adopted by the Town of Gibsonville Board of Aldermen: 12/5/2022

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1. INTRODUCTION & OVERVIEW

Gibsonville, North Carolina is a small-town community of 8,920 people (2020 Decennial Census), which has seen an overall pattern of slow, but mostly continual, growth over the last century. As a result of this slow growth, the qualities that made Gibsonville special for older generations are still found within the community. In recent years there has been a considerable increase in residential development within the town limits. The downtown is still a focal point for the community. New commercial development has primarily occurred in Burlington, Gibsonville's larger neighbor to the east.

Gibsonville is at a crossroads; strategically located between Greensboro and Burlington, the Town will continue to see development occur but residents want to preserve the small-town atmosphere.

This Plan, a collaborative effort between elected officials, town staff, and concerned citizens, is an attempt to balance the prospect of new growth with the desire to maintain the characteristics that make Gibsonville such a unique place.

1.1 PURPOSE

This document is a twenty-year land development plan for the Town of Gibsonville. The plan addresses various elements of growth ranging from community appearance to economic development. The purpose of the plan is to:

- Build community consensus on future development patterns.
- Create a Land Development Plan to guide development decisions.
- Develop goals and policies for major types of development

By using information from a steering committee, community input, as well as current data on transportation, housing, and natural resources to provide a rational basis for local land use decisions, this Land Development Plan (LDP) will be a useful policy guide for Gibsonville.

1.2 DESIRED OUTCOMES

Recurring themes from the survey, stakeholder meetings, and tabling event overwhelmingly showed that residents want a grocery store, additional small businesses, and restaurants. They also do not want to lose the small town appeal of Gibsonville. Ways to maintain the small town feel while accommodating future expansion include:

- Utilities – Ensure future availability of water and sewer for both existing and future development. Water and sewer are basic requirements for any type of development. Refer to Goal 4.1 WATER AND SEWER on page 47.
- Commercial–Attract new businesses by providing a healthy environment for a mix of business uses. Refer to Goal 4.2 ECONOMIC DEVELOPMENT on page 49.
- Transportation – While many people want more retail options, increased traffic was a concern. A good way to accomplish an increase in retail without an increase in vehicular traffic is to encourage pedestrian and bicycle transportation. Refer to Goal 4.3 TRANSPORTATION on page 51.
- Residential– There was a desire shown for the creation and maintenance of strong neighborhoods while allowing additional forms of housing such as multi-family and accessory dwelling units. Refer to Goal 4.4 RESIDENTIAL DEVELOPMENT on page 53.
- Industrial– It was noted that there are not many industrial uses in the Town. Encouraging variety in uses makes for a more stable local economy and increased employment opportunities. Refer to Goal 4.5 COMMERCIAL AND INDUSTRIAL DEVELOPMENT on page 54.
- Parks and Recreation – Promote and enhance Gibsonville’s parks, recreation facilities, and cultural assets. Plan for new facilities and scheduled improvements to existing facilities. Refer to Goal 4.6 PARKS AND RECREATION on page 56.
- Natural Resources – Preserve and promote Gibsonville’s natural resources through land development control and landowner education. Refer to Goal 4.7 NATURAL RESOURCES AND OPEN SPACE on page 57.

1.3 PLANNING PROCESS AND METHODOLOGY

In order to build consensus on desired future development in Gibsonville a steering committee was formed consisting of a dozen people; a mix of residents, business owners, and local government representatives. A detailed analysis of existing conditions and future trends was conducted to ensure the LDP responds to the most relevant and current land development issues and trends. Mapping and Database Technology was used to map and analyze demographic, economic, environmental, and service growth factors. Population, housing, and economic data reported is from the U.S. Decennial Census (1890-2010), NC State Demographer 2018 Certified Population Estimate (September 18, 2019), US Census Bureau American Community Survey (2018).

A steering committee was formed from local government representatives, local residents, and local business owners. Monthly stakeholder meetings were held to guide the planning process. A community survey, delivered digitally and on paper, was conducted to determine resident attitudes and interests on a range of land use topics. Additionally, two open houses were held to garner input from residents.

Using the quantitative and qualitative information gathered through the data analysis and community engagement processes, overarching **Goals**, specific **Policies**, and actionable **Implementation Strategies** were developed by the steering committee and planning staff through an interactive process from June 2021 to October of 2022, along with a Future Land Use Map to serve as a visual guide in future development decisions. This draft plan was then sent to Gibsonville’s Planning Board for analysis and recommendations, and then to the Board of Aldermen for final adoption.

1.4 MISSION STATEMENT

“To create a plan that improves our quality of life, while managing the future growth of our community.”

1.5 PUBLIC PARTICIPATION

Public involvement was garnered through an introductory Open House, an on-line and paper survey, and a tabling session at the Gibsonville Fall Festival. To assist in creating the Town of Gibsonville's 20-year Land Development Plan, the Piedmont Triad Regional Council conducted public outreach through a survey of 470 town residents, business and property owners, employees, and other stakeholders. The survey was publicized through official Town of Gibsonville communications, the Town's Facebook page, and word of mouth. 61% of respondents (287) were female and 35.3% of respondents (169) were male. The largest age group represented in survey responses was those 60 and older, making up 33.5% (157) of the sample. Representation decreased with age, as there was only one respondent between 18-20 years old. The majority of respondents were college graduates, with 34.84% (162) obtaining a Bachelor's degree and 23.23% (108) obtaining a graduate degree. The most commonly represented household income bracket was \$50,000-\$74,999, from 22.8% (96) of respondents. Additionally, 87.39% (395) of respondents identify as White or Caucasian. 7.3% (33) of respondents identify as Black or African American and 4.81% (22) of respondents identify as from a Spanish, Hispanic, or Latino group.

When asked what they like most about Gibsonville, a majority of respondents highlighted the restaurant and entertainment options while many also identified the recreational opportunities in the town. When respondents had the opportunity to provide their own, open-ended answer, the overwhelmingly popular response (68%) related to Gibsonville's "small town feel" and "charm." When asked what they like least about Gibsonville, a majority of respondents selected the lack of restaurants and entertainment options (60.43%) and said there was not enough shopping and retail centers (57.87%). When given the opportunity for an open-ended response, common responses included wanting a grocery store and expanding/improving sidewalks.

Respondents were also asked to think about Gibsonville in 2040. Many visions of Gibsonville's future were positive, with themes of growth, vibrancy, and community, while maintaining the small-town feel. However, there are also concerns about aging infrastructure, too much commercial growth and large-scale development, and worries that the town will be overshadowed by

neighboring municipalities. Within the next 10-20 years, residents are most concerned about the effects of shifting workforce needs on Gibsonville's economy.

An interactive map was made available to survey respondents. One of the survey questions asked respondents where they would like to see different development types located in Gibsonville. In addition to answering the question, people were able to draw on the map to show which land uses were desired at different locations. The map responses indicate that the three most popular developments respondents would like to see in the downtown area were more small businesses (66.88%), more restaurants (61.41%), or a grocery store (58.20%). Respondents also expressed a desire to develop vacant buildings and infill development rather than expanding outward. In the area around Burlington Avenue, respondents still had the top three ideal developments, but in the order of a grocery store (44.85%), restaurants (43.01%), or small businesses (38.60%). Along Springwood Church Road, respondents would most like to see small businesses (34.75%), housing (30.51%), or restaurants (29.24%).

Along Minneola Street, behind the Minneola Cotton Mill, respondents were most interested in small businesses (48.65%), housing (37.39%), restaurants (31.53%), or a grocery store (29.73%). Near the intersection of US 70 and NC 61 South, respondents most wanted to see restaurants (41.30%), small businesses (37.83%), a grocery store (35.22%), or a shopping center (33.48%). Along NC 61 North, respondents were most interested in housing (45.59%), small businesses (40.44%), restaurants (26.47%), or a grocery store (25.00%). When no location was specified, respondents most wanted to see a grocery store (53.10%), small businesses (44.25%), or restaurants (43.36%). While slightly varied depending on location within Gibsonville, these responses show that the residents are focused on embracing and encouraging smaller, local development while also providing more amenities to expand what Gibsonville business can provide for residents and visitors.

The most popular future housing developments were single-family homes (66.41%) and repurposing underutilized structures (59.46%). Another sizable portion of responses (36.68%) supported town and patio homes. When

identifying their wishes for new residential neighborhoods, the top three responses were ensuring walkability (65.73%), preserving or planting trees (65.03%), and maintaining affordable home prices (52.45%).

When asked about the traffic corridors or intersections residents are most concerned about, responses included worries of congestion, safety of traffic signals and intersections, and pedestrian safety when walking and biking. Regarding congestion, respondents were concerned generally about the current streets' capacity to handle future growth, and specifically around the Elementary School (Joyner St), Highways 70 and 61, and throughout downtown on Main Street. Particular intersections that were presented as unsafe include near downtown—the intersection of Alamance Street, Springwood Avenue, East Railroad Avenue, and Burke Street; the Ashley Woods and Church Street Intersection; and the Manning Avenue & Gibsonville–Ossipee Road intersection. Walkability and safety for cyclists was presented as a concern throughout the town but specifically near public bus lines, along Alamance Street into downtown, along the railroad, along Burlington Avenue, and extending into residential areas from the Main Street area. Currently, residents mostly walk in their own neighborhoods as they do not feel safe walking elsewhere and biking is limited also because of the lack of bike lanes, as respondents said they bike or walk “only in my neighborhood because the streets outside my neighborhood are not safe” or “We don’t. There aren’t sidewalks or adequate street lamps.” When asked about other transportation improvements, walkability and sidewalks remained a top priority, as well as improving the location of Link Transit stops to be more accessible to residents.

Regarding Gibsonville’s physical landscape, respondents most wanted to improve the space through physical landscaping (77.49%) and public space improvements (61.90%). Many open-ended responses also expressed a desire to renovate or redevelop vacant and old buildings and refreshing the outdoor downtown space. Additionally, protecting natural areas (71.07%), open space (65.29%), and increasing landscaping (47.93%) were the top three ways the town should preserve natural resources. Along with aesthetics, residents were asked where the town should focus cultural and historical resources. The overwhelming response was toward preserving public (77.08%) and private (64.17%) historical buildings. A majority of respondents (54.17%) also supported

investment in public land and spaces. The open-ended answers to this question were consistent with the earlier themes of wanting to maintain and preserve the quaint downtown.

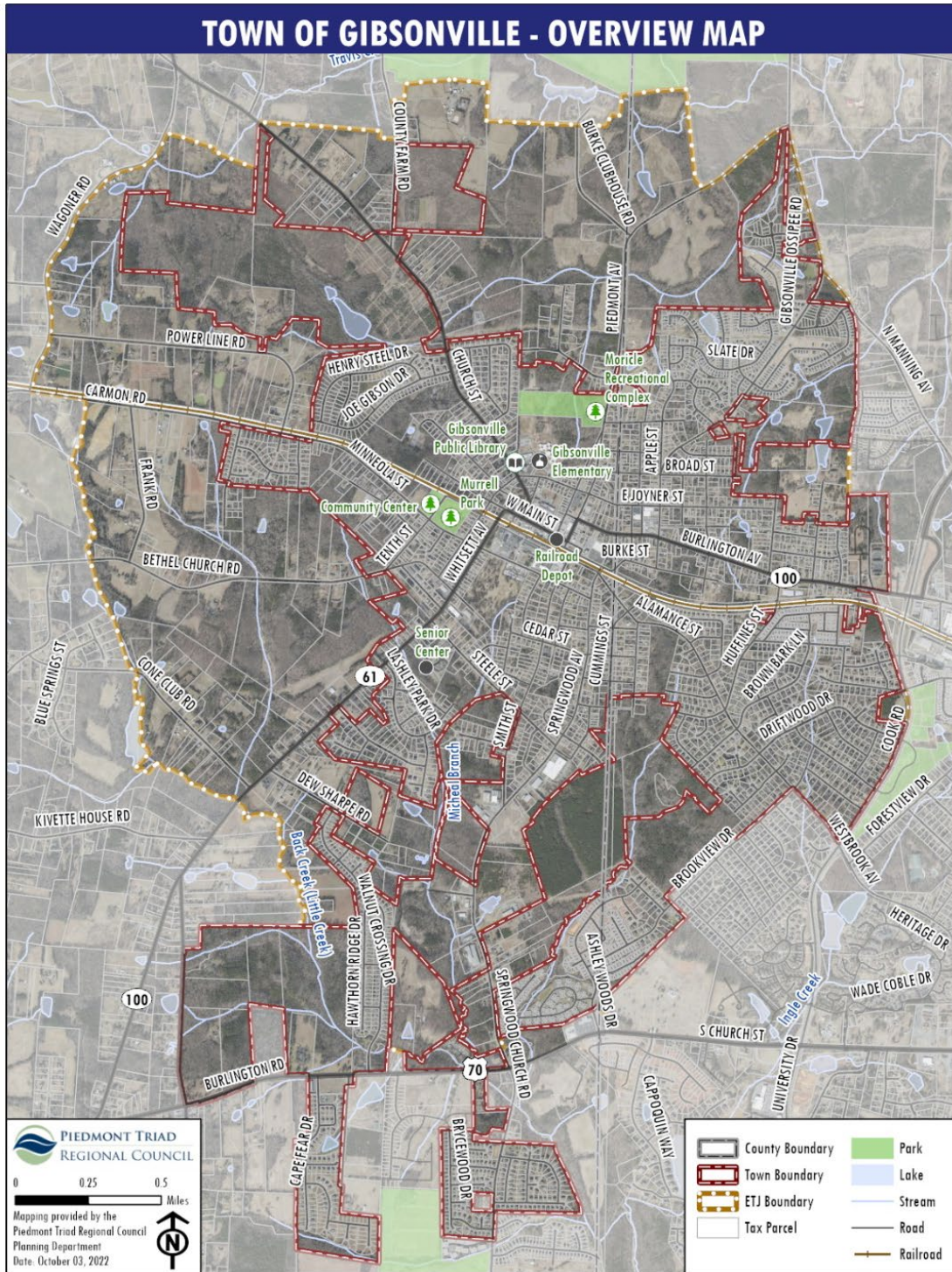
To foster economic growth, respondents preferred business-friendly regulations (53.91%), expanding the water and sewer service area (50.43%), and tourism opportunities (53.04%) over industrial development. However, many respondents also shared concerns of too much growth and that they would like to see the growth come from more shops, restaurants, and small business investment rather than large-scale development. Lastly, when respondents were given the opportunity to make any other comments related to the survey, the predominate theme was capitalizing on the town's potential for small business development and enhancing the small town, community feel of Gibsonville while not over-developing the area or growing beyond the capacity of the town's infrastructure.

While tabling at the Gibsonville Fall Festival planning staff garnered additional community input. The public was presented with a then-current draft of the Future Land Use Map and a draft of the Land Development Plan, and invited to comment on them or ask questions. Responses were largely in line with the survey results. Many people were interested in a local grocery store, more downtown activities, more recreational amenities, more youth programming, and more businesses. specific responses included:

- No commercial in the proposed Mixed Use area along Burlington Avenue
- More industrial uses farther out from downtown
- Businesses open on Monday
- Leave Gibsonville a small town
- Widen 61/ Church Street
- No more houses

1.6 GEOGRAPHIC SCOPE

The scope of the plan encompasses the Town of Gibsonville’s planning jurisdiction and future growth areas, which include the land found within the Town limits and extraterritorial jurisdiction.



SECTION 2: ISSUES & VISION STATEMENT

2.1 KEY ISSUES

Aesthetics was identified as a key issue. Many of the survey responses related to the look of Gibsonville. Such things as landscaping, building maintenance, increased code enforcement were all mentioned as concerns. Residents clearly want the Town to look nice.

A lack of commercial business in Gibsonville is another key issue. There is a definite demand for a grocery store, more restaurants, and a greater diversity of retail options. There is also concern regarding the increase in traffic this is likely to bring. Interest in more sidewalks and bicycle paths is evident. These could provide a way to increase land uses without an increase in traffic. A greater variety of entertainment options and recreation facilities were also identified as wants by many people.

2.2 EXISTING & EMERGING CONDITIONS

Gibsonville is a town divided in several ways. There is the divide between the two encompassing counties of Alamance and Guilford. Any government services provided on a county basis, such as schools, are only provided to their corresponding section of the Town. There is a physical division caused by the railroad running through the center of the downtown. The only at grade crossings are to the west at South Joyner Street and to the east of downtown at the intersection of Springwood Avenue and Burke Street. This does not make downtown easily accessible for pedestrians coming from the south side of the railroad tracks. There is a divide between competing interests in preserving the small-town charm of Gibsonville and welcoming the changes progress will bring. While stimulating the economy and providing local benefits, more restaurants and retail are likely to bring more traffic. A downtown grocery store will reduce the need for residents to shop out of town but will also increase parking needs. Several survey responses mentioned a current shortage of downtown parking. Many people brought up the need for affordable housing. Others were not in favor of multifamily housing or small lots which are common ways to reduce housing costs.

The predominant development pattern in Gibsonville has been residential in nature. There is a concern that the town will become a bedroom community, providing lower cost residential locations to the larger cities in the region, but not realizing the economic benefits of commercial and industrial land uses. Special care may need to be taken to reserve vacant land as space for potential future industrial and commercial uses.

Residents want to increase the livability and economic viability of the town, while also ensuring that Gibsonville remains a quiet, quaint, small town community.



SECTION 3: BACKGROUND INFORMATION

3.1 HISTORY

Gibsonville became known as the Town of Gibsonville on February 18, 1871 when it was chartered by the North Carolina General Assembly. It is not known who requested incorporation, but the name Gibsonville had already been applied to the community since the first Post Office bore that name. Just why the founding fathers laid out the boundaries of the Town as they did, to include land in both Guilford and Alamance Counties, is unknown. It is doubtful that they realized the many complex problems which the Town would face because of this division.

The Town of Gibsonville, when first incorporated, constituted an area of one square mile, with the exception of the properties of two men. It is understood that these men did not desire their lands to be located within the corporate limits. The center of the Town was the railroad depot. The area that became the Town of Gibsonville contained fields for agricultural production as well as some gold mining. Numerous gold mine shafts were dug 50 and 60 feet deep, although today most are filled. One of these mines was located on the west side of Springwood Road, south of the Gibsonville Cemetery (Gibsonville – Land Development Plan, 1977).

One of the first commercial buildings in Gibsonville was operated by Captain Billy Gilmer; it was in the present-day location of the Gibsonville Drug Store at 220 Burlington Avenue, and carried a line of general merchandise, hardware, and groceries. The building was a wooden structure and was operated prior to the Civil War. One of the earliest public meeting places in town was the town well. The well was located alongside Piedmont Street, between the drug store and the depot. It was a windlass and bucket type and provided businesses and travelers with a spot in which they could refresh themselves. There is no record when the well was dug or when it was finally abandoned (Wyrick, 1971).

As the years passed, Gibsonville grew due to the railroad and the mills that located within the Town. This economic growth was accompanied by growth in population. In 1900, Gibsonville had a population of 521 people, but by 1950 the population had reached 1,866. The 2000 US Census listed Gibsonville’s current population at 4,372; by 2020, that figure was up to 8,920 people.

3.2 DEMOGRAPHICS

Historical data for Gibsonville’s population was obtained from the US Census Bureau’s Decennial Census dating back to 1900. Characteristics of the population and housing statistics were obtained from the most recent (2019) US Census American Community Survey 5-Year Estimates. Gibsonville’s population and housing characteristics are compared to North Carolina, Alamance County, Guilford County, and three comparison municipalities (King, Mocksville, and Oak Ridge). These municipalities are similar in population size and proximity to a major city and interstate highway.

Figure 1: Comparison Geography Overview

Geography:	2020 Census Redistricting	Area ¹ (Square Miles)	Population Density (Persons Per Square Mile)	2020 ACS Population Estimate ²
Gibsonville	8,920	3.67	2,431	7,232
King	7,197	6.05	1,190	6,980
Mocksville	5,900	7.77	759	5,241
Oak Ridge	7,474	16.47	454	6,979
Alamance County	171,415			166,144
Guilford County	541,299			532,956
North Carolina	10,439,388			10,386,227

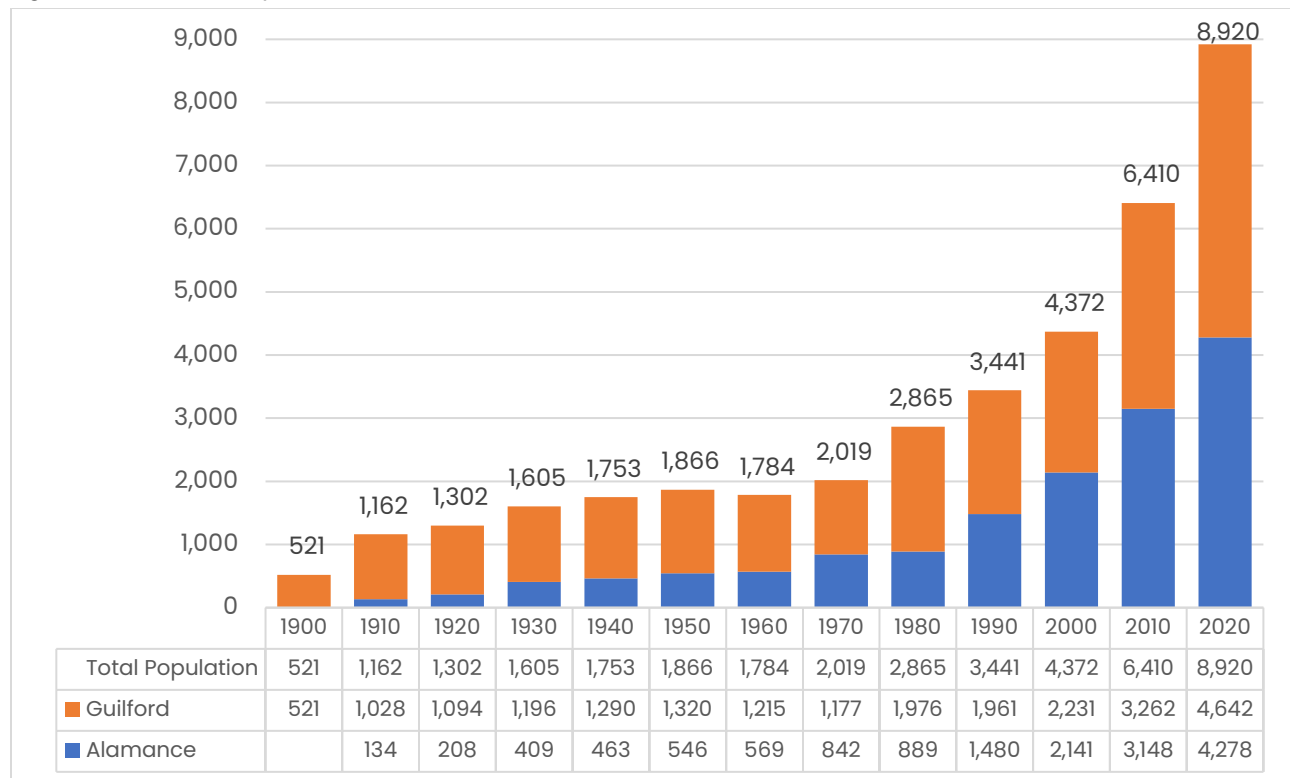
¹NC State Demographer, 2019 Aspects of Municipal Population and Land Area Change

²US Census Bureau, 2020 ACS 5-Year Estimates (Table B01001)

3.2.1 POPULATION

Between 1910 and 1970 Gibsonville had a slow increase in population each decade. Between 1970 and 2019, Gibsonville has seen a more rapid increase in population. Up until 2000, the majority of the Town’s population lived in Guilford County. Starting in the year 2000, there was a more even population split between Alamance and Guilford counties. In 2020, Gibsonville’s total population was 8,920, according the US Census Redistricting Dataset, with 48% of the population living in Alamance County and 52% living in Guilford County. Gibsonville ranks 111th across the state for population (out of 551 municipalities) and 214th for size in land area.

Figure 2: Historical Population (1900–2020)



Source: US Census Decennial Population

Projections

Population projections are created by the NC State Demographer at the county level only. The Piedmont Triad Regional Council (PTRC) used Gibsonville’s average annual growth rate between 2010 and 2020 to project the Town’s population out to the year 2040. Each year between 2010 and 2020 the Town grew by 3.36%, on average. Using this statistic, PTRC estimates Gibsonville will have a population of 17,273 by the year 2040. That is an increase of 8,353 people between 2020 and 2040, meaning Gibsonville’s population will almost double. This is consistent with past growth rates, as the Town’s population doubled also between 2000 and 2020.

The incorporated land area of Gibsonville has increased from 3.57 square miles in 2001 to 4.07 square miles in 2022 through voluntary annexations. This land expansion did have a small impact on population growth.

To determine the projected housing out to 2040, PTRC used the same methodology. In 2020 there were an estimated 3,653 total housing units in Gibsonville (according to the 2020 Census Redistricting File). If the number of housing units grows, on average, by 3.36% every year, then by the year 2040 Gibsonville can expect 7,078 housing units. This statistic accounts for occupied and vacant housing units. Gibsonville can expect to need an additional 3,425 housing units over the next 20 years.

Figure 3: Gibsonville Population & Housing Projections (2020-2040)

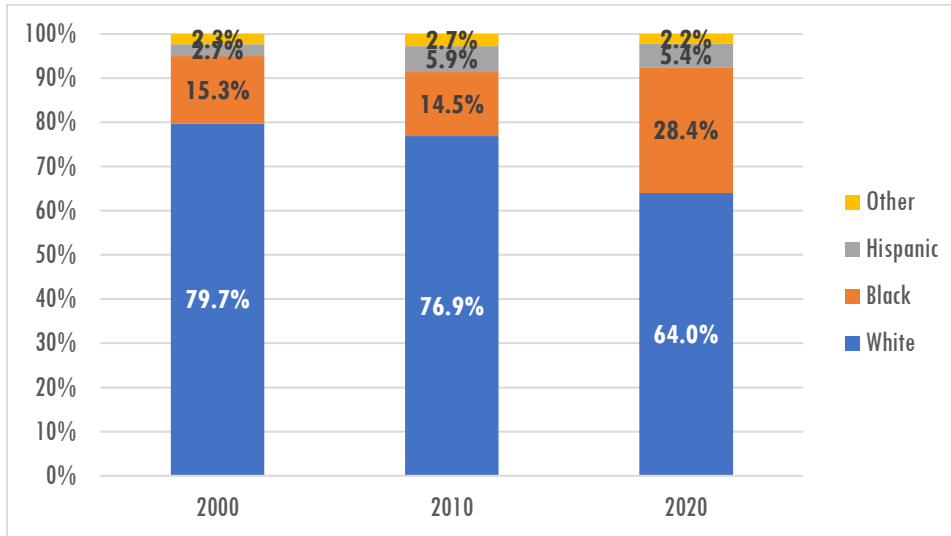
Year	Population	Housing Units
2020	8,920	3,653
2025	10,523	4,310
2030	12,413	5,085
2035	14,643	6,000
2040	17,273	7,078
Change (2020-2040)	8,353	3,425

Source: NC State Demographer Population Projections Vintage 2021

Race & Ethnicity

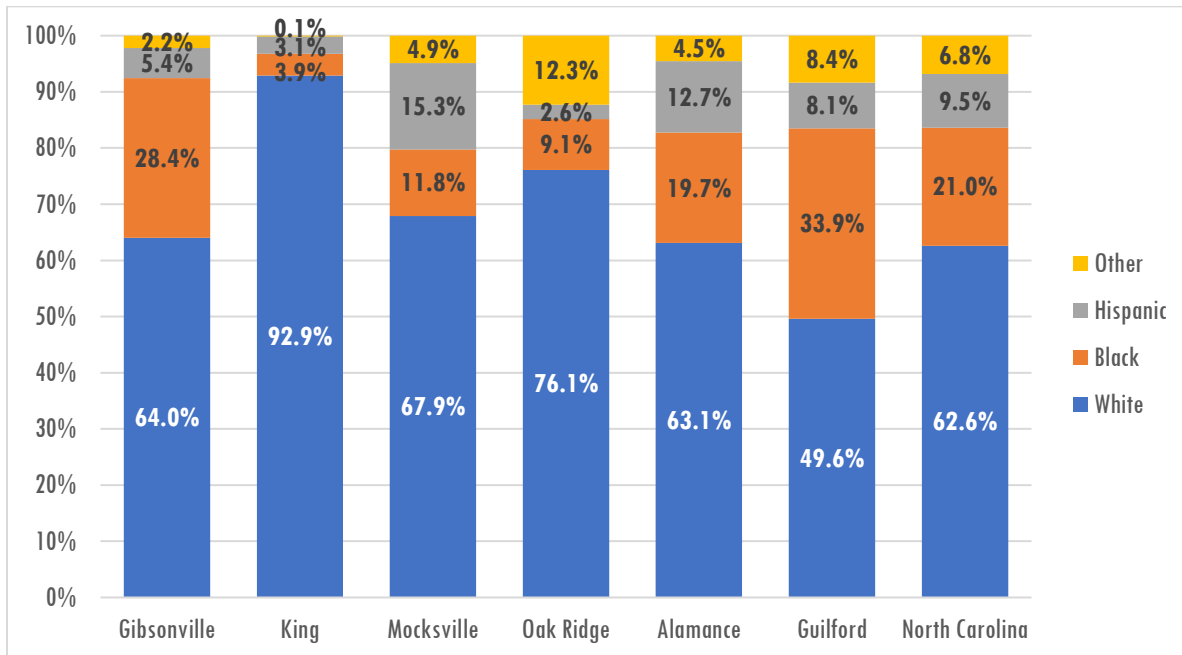
Gibsonville’s population is predominately white; however, the percentage of the population that is white has been decreasing over the past two decades. In 2000, 80% of the population was white; in 2010 77% of the population was white; and in 2020 only 64% of the population was white.

Figure 4: Race & Ethnicity (2000–2020)



Source: 2000 Census (Table P004); 2010 Census (Table P9); 2020 ACS 5-Year Estimates (Table B03002)

Figure 5: Race & Ethnicity Comparison (2020)

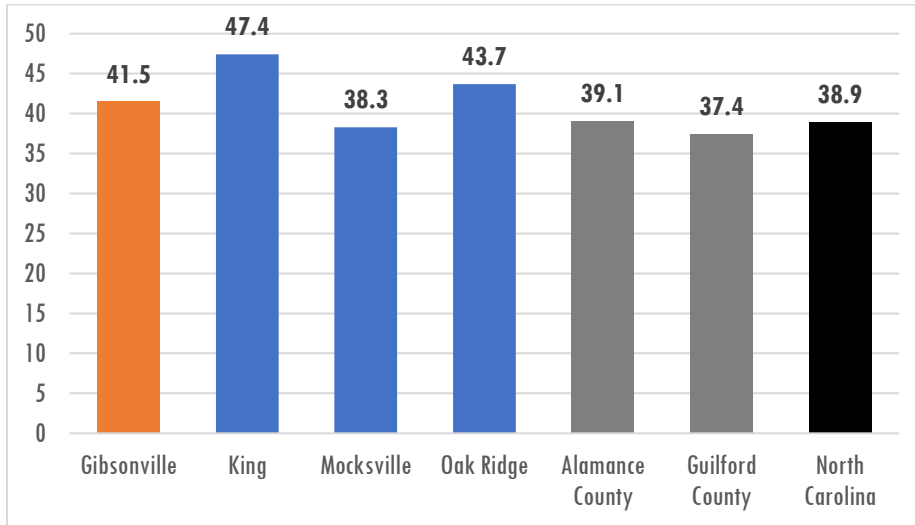


Source: 2020 ACS 5-Year Estimates (Table B03002)

Age

The median age in 2020 in Gibsonville was 41.5. Gibsonville’s median age is less than both King and Oak Ridge, but higher than the other comparison jurisdictions. The median age has increased from 35.6 in 2000 and 38.4 in 2010.

Figure 6: Median Age Comparison (2020)



Source: 2020 ACS 5-Year Estimates (Table B01002)

The largest adult age group in Gibsonville is the 45 to 54 age range. Older adults (age 45 and over) and children (under age 18) have all increased in population since 2010; however, the younger adult population (ages 18 to 44) has decreased.

Figure 7: Age Groups (2000–2019)

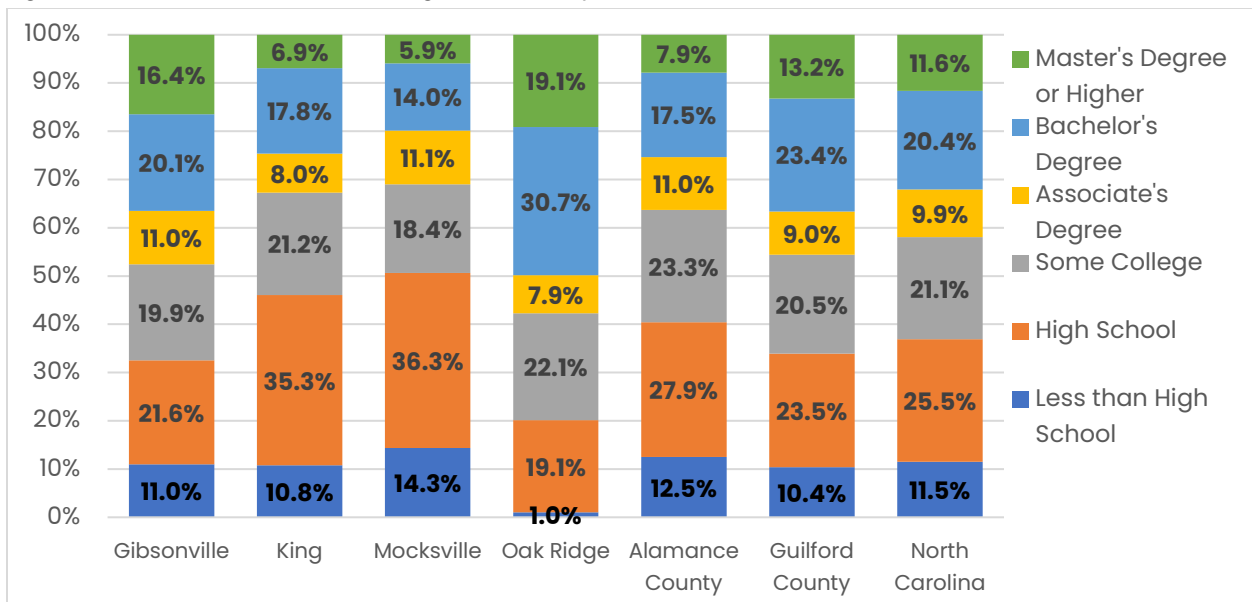
Age Group	Population			Change		Percent Change	
	2000	2010	2019	2000 to 2010	2010 to 2019	2000 to 2010	2010 to 2019
Under 18	1,222	1,616	2,023	394	407	32.2%	25.2%
18 to 24	339	462	423	123	(39)	36.3%	-8.4%
25 to 34	587	784	652	197	(132)	33.6%	-16.8%
35 to 44	797	1,006	848	209	(158)	26.2%	-15.7%
45 to 54	622	947	1,146	325	199	52.3%	21.0%
55 to 64	371	858	1,038	487	180	131.3%	21.0%
65 to 74	248	448	786	200	338	80.6%	75.4%
75 and over	186	289	316	103	27	55.4%	9.3%
TOTAL	4,372	6,410	7,232	2,038	822	46.6%	12.8%

Source: 2000 Census (Table P012); 2010 Census (Table P12); 2020 ACS 5-Year Estimates (Table B01001)

Education

Gibsonville’s adult population is well educated. Over 16% of the adults age 25 and over have at least a master’s degree, higher than any of the other comparison jurisdictions except for Oak Ridge. Over 36% have at least a bachelor’s degree and 89% have at least a high school diploma. About 11% of Gibsonville’s population does not have a high school diploma, which is consistent with the other comparison jurisdictions, except for Oak Ridge, which is much lower.

Figure 8: Educational Attainment Ages 25+ Comparison (2020)



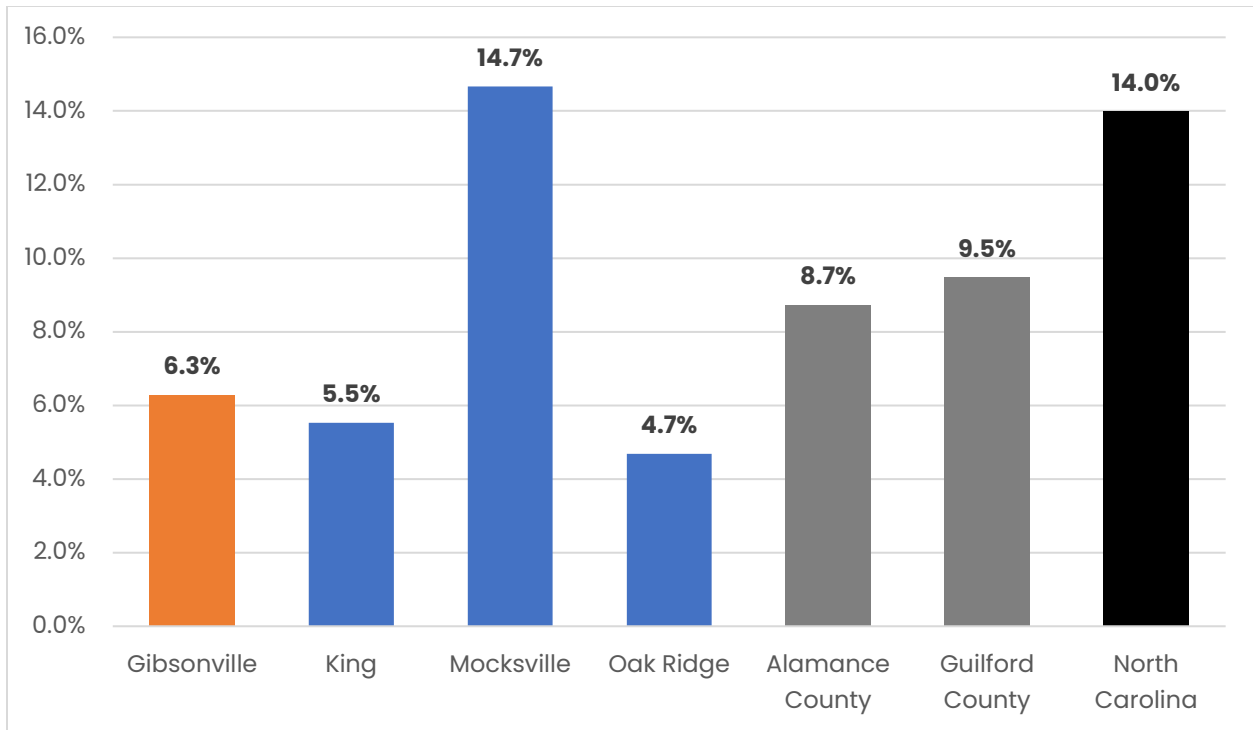
Source: 2020 ACS 5-Year Estimates (Table B15003)

3.2.2 HOUSING

Occupancy

According to the 2020 ACS, Gibsonville had 2,830 housing units, 93.7% of which were occupied (2,652 units), leaving a 6.3% vacancy rate in the Town. Both King and Oak Ridge have lower vacancy rates than Gibsonville, but Mocksville, Alamance County, Guilford County, and the State have much higher rates. Gibsonville's vacancy rate has increased slightly since 2010, when it was 5.8%.

Figure 9: Comparison Vacancy Rates (2020)

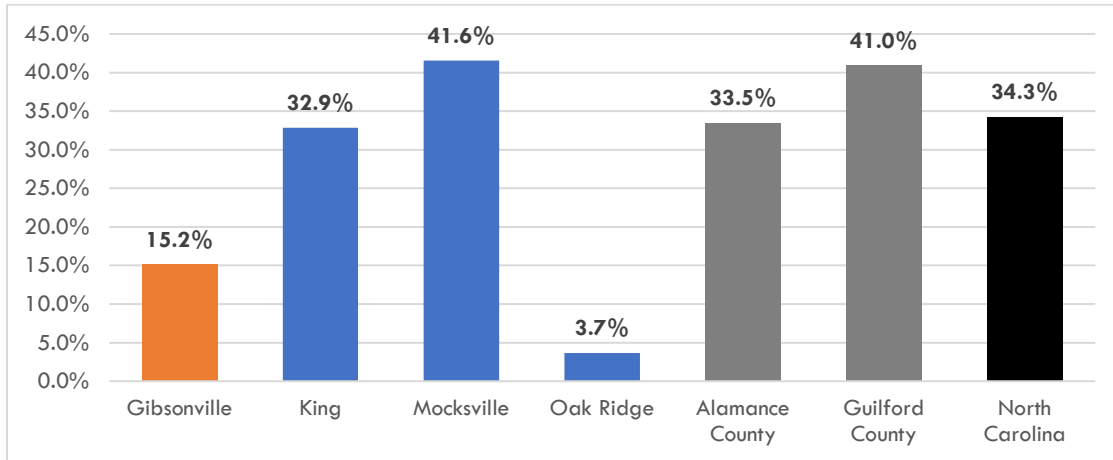


Source: 2020 ACS 5-Year Estimates (Table B25002)

Tenure

Of the 2,652 occupied units, 84.8% were owner-occupied and 15.2% were renter occupied in 2020. This rental rate is much lower than the other comparison communities, except for Oak Ridge. This statistic is down from a rental rate of 28.1% in 2000 and 29.5% in 2010.

Figure 10: Rental Rate Comparison (2020)

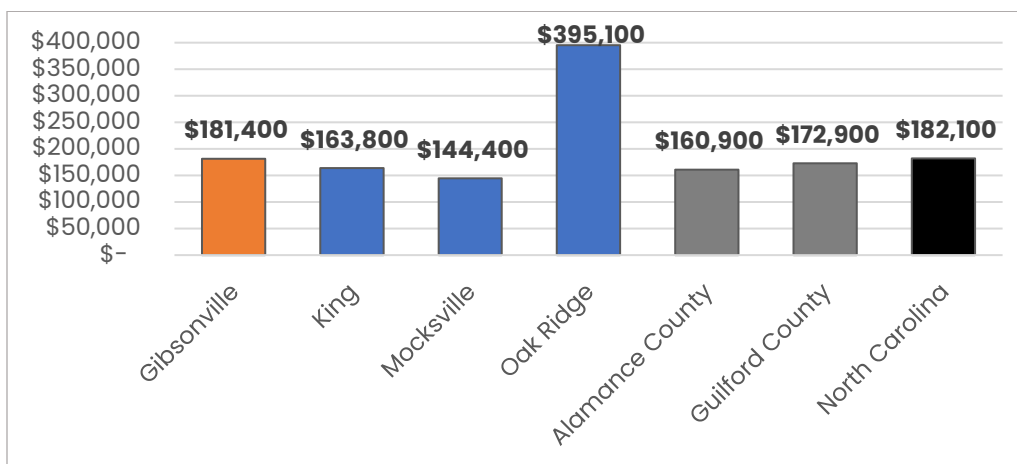


Source: 2020 ACS 5-Year Estimates (Table B25003)

Housing Values

The median housing value (of owner-occupied houses) in Gibsonville in 2020 was \$181,400. This statistic is higher than that of the King and Mocksville and both counties. Median housing values have increased over the past two decades, up from \$94,200 in 2000 and \$164,300 in 2010.

Figure 11: Housing Value Comparison (2020)

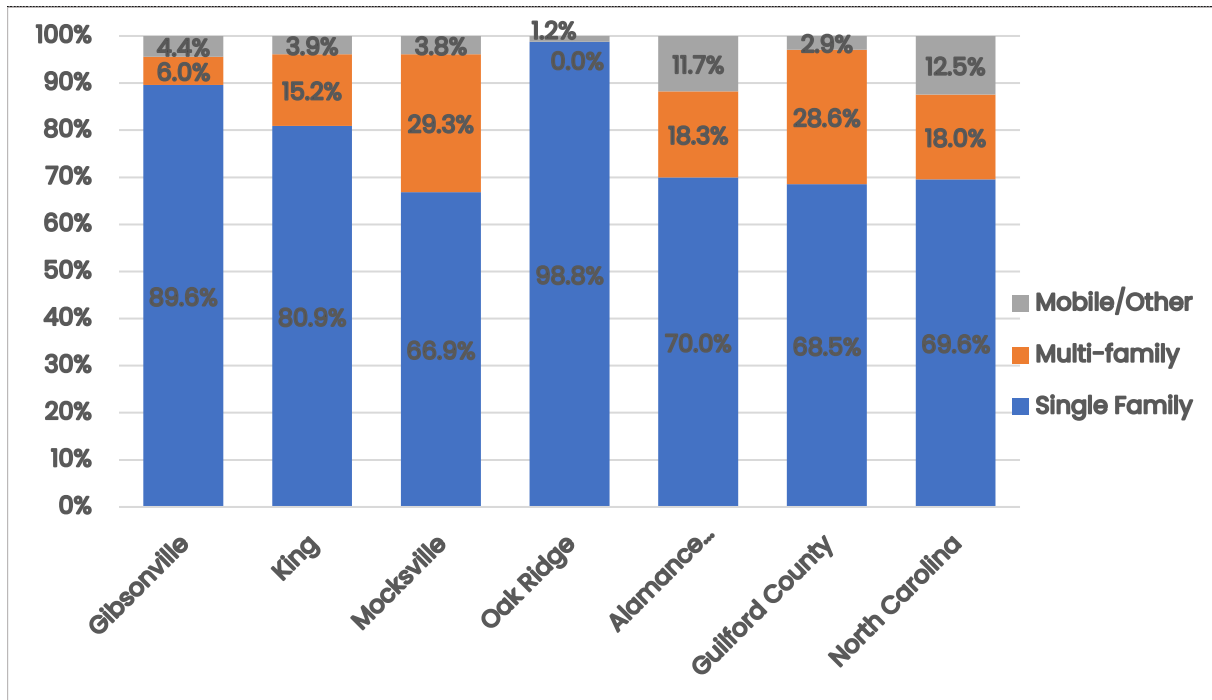


Source: 2020 ACS 5-Year Estimates (Table B25077)

Units in Structure

Of the 2,830 estimated housing units in 2020 in Gibsonville, 89.6% of these were single-family housing units, 6.0% multi-family units, and 4.4% mobile home units. Compared to the counties and the state, Gibsonville has more single-family units and less multi-family units. The percentage of single-family units and mobile homes has increased over the past two decades, while the percentage of multi-family units has decreased.

Figure 12: Units in Structure Comparison (2020)



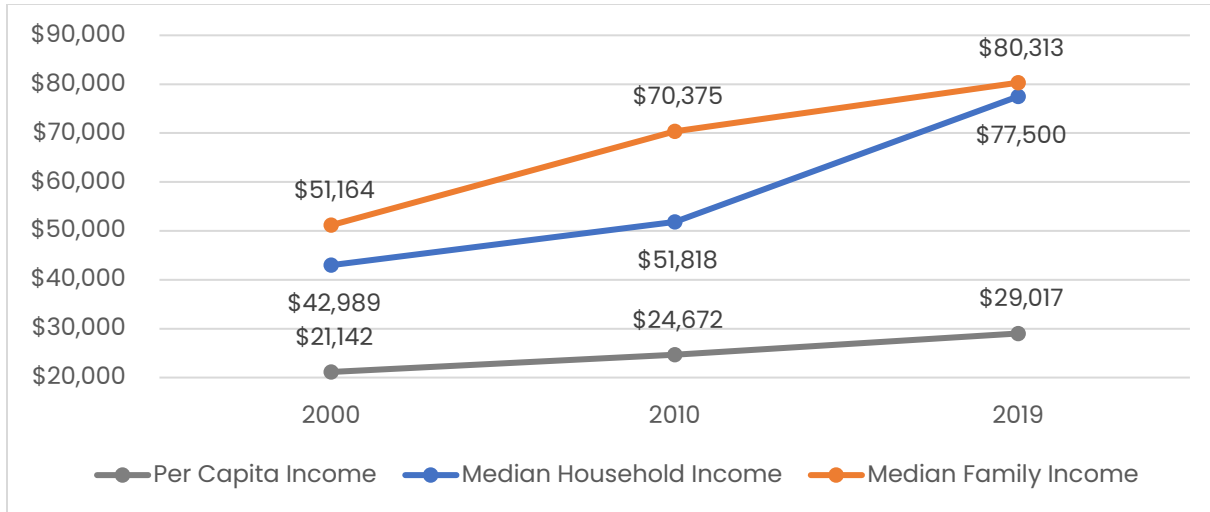
Source: 2020 ACS 5-Year Estimates (Table B25024)

3.2.3 ECONOMY

Income

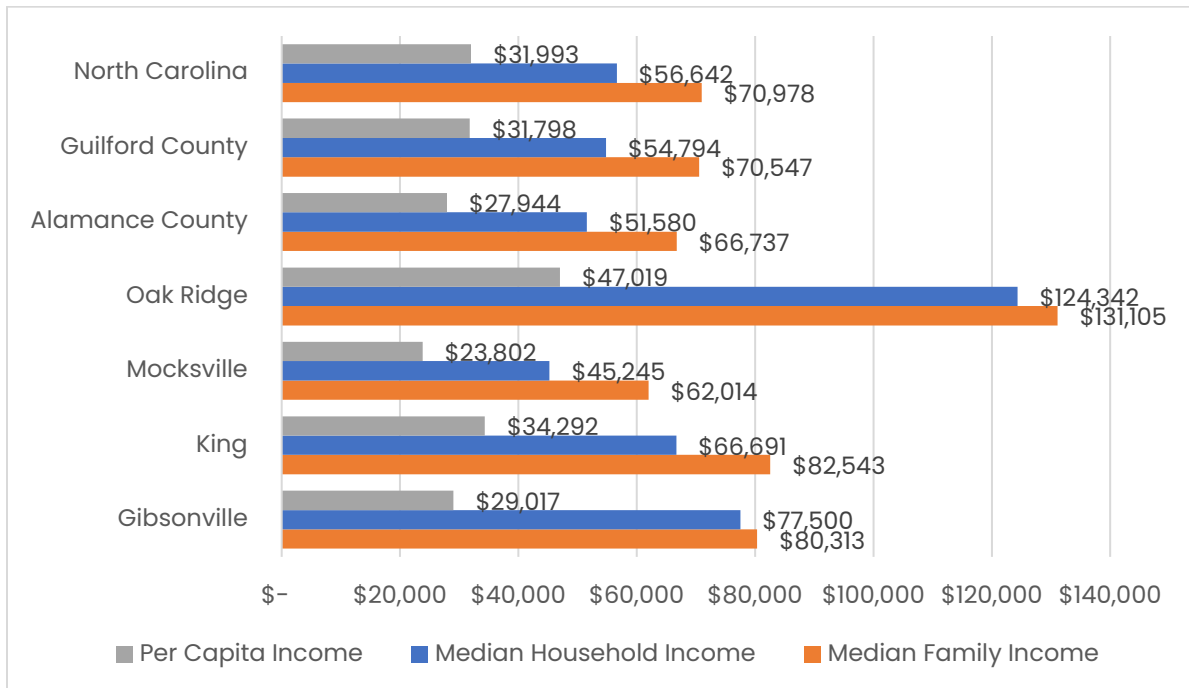
In 2020, the median household income in Gibsonville was \$77,500, up from \$51,818 in 2010, and higher than all comparison communities except for Oak Ridge.

Figure 13: Income Trends in Gibsonville (2000-2020)



Source: 2010 & 2020 ACS 5-Year Estimates (Tables B19013, B19113, B19301); 2000 US Census (Tables P053, P077, P082)

Figure 14: Income Comparison (2020)



Source: 2020 ACS 5-Year Estimates (Tables B19013, B19113, B19301)

Poverty

In 2020, 9.4% of Gibsonville’s population lived in poverty, which is less than that of the state, counties and Mocksville. King and Oak Ridge have much lower poverty rates. Poverty rates in Gibsonville are evenly distributed across all age groups.

Figure 15: Poverty Comparison (2020)

	Children (0 to 17)	Adults (18 to 64)	Older Adults (65+)	Total Population
Gibsonville	8.9%	9.5%	10.2%	9.4%
King	3.1%	3.6%	10.4%	4.8%
Mocksville	37.1%	20.1%	15.1%	23.2%
Oak Ridge	2.8%	4.1%	6.8%	4.1%
Alamance County	22.2%	14.7%	9.0%	15.4%
Guilford County	21.9%	14.1%	10.4%	15.3%
North Carolina	20.0%	13.0%	9.2%	14.0%

Source: 2020 ACS 5-Year Estimates (Table B17001)



Employment by Industry

The table below details employment by industry for the residential population of Gibsonville (those who live in Gibsonville, but may work outside of Gibsonville) and the workforce population (those who work in Gibsonville, but may not live in Gibsonville). Gibsonville has a residential workforce population of 2,914 in 2019, with 16% working in the Health Care and Social Assistance industry. In 2019 Gibsonville only had an employment population of 671, with about 22% of those jobs belonging to the manufacturing industry and 21% in the retail industry.

Figure 16: Employment by Industry (2019)

Industry	Residential Population		Workforce Population (Jobs)	
	Count	Percent	Count	Percent
Agriculture, Forestry, Fishing and Hunting	5	0.2%	0	0.0%
Mining, Quarrying, and Oil and Gas Extraction	0	0.0%	0	0.0%
Utilities	4	0.1%	0	0.0%
Construction	135	4.6%	13	1.9%
Manufacturing	330	11.3%	147	21.9%
Wholesale Trade	153	5.3%	58	8.6%
Retail Trade	320	11.0%	138	20.6%
Transportation and Warehousing	102	3.5%	0	0.0%
Information	43	1.5%	2	0.3%
Finance and Insurance	115	3.9%	17	2.5%
Real Estate and Rental and Leasing	34	1.2%	4	0.6%
Professional, Scientific, and Technical Services	121	4.2%	56	8.3%
Management of Companies and Enterprises	40	1.4%	0	0.0%
Admin. & Support, Waste Mgmt. and Remediation	177	6.1%	57	8.5%
Educational Services	361	12.4%	3	0.4%
Health Care and Social Assistance	466	16.0%	76	11.3%
Arts, Entertainment, and Recreation	40	1.4%	0	0.0%
Accommodation and Food Services	254	8.7%	73	10.9%
Other Services (excluding Public Administration)	72	2.5%	25	3.7%
Public Administration	142	4.9%	2	0.3%
TOTAL:	2,914		671	

Source: US Census LEHD OnTheMap Area Profile (All Jobs, 2019)

3.3 DEVELOPMENT FACTORS

3.3.1 TOPOGRAPHY

The Town of Gibsonville is located on the county line that divides Guilford County and Alamance County. It is bounded by the City of Burlington on the southeast, the Town of Elon on the east, and the Town of Whitsett on the southwest. Gibsonville consists of a total area of 4.07 square miles within the Town limits.

3.3.2 HYDROLOGY

Gibsonville lies within the Cape Fear River Basin, which is the largest river basin in North Carolina. The basin begins in the north central piedmont region of North Carolina and drains southeast to the coast. The entire basin covers 9,324 square miles of land and contains 6,204 miles of streams, the largest number for any basin in the State.

The Town of Gibsonville is located in the north central piedmont region of the State. The Back Creek and Travis Creek tributaries run through the Town and provide areas to run gravity feed sewer lines.

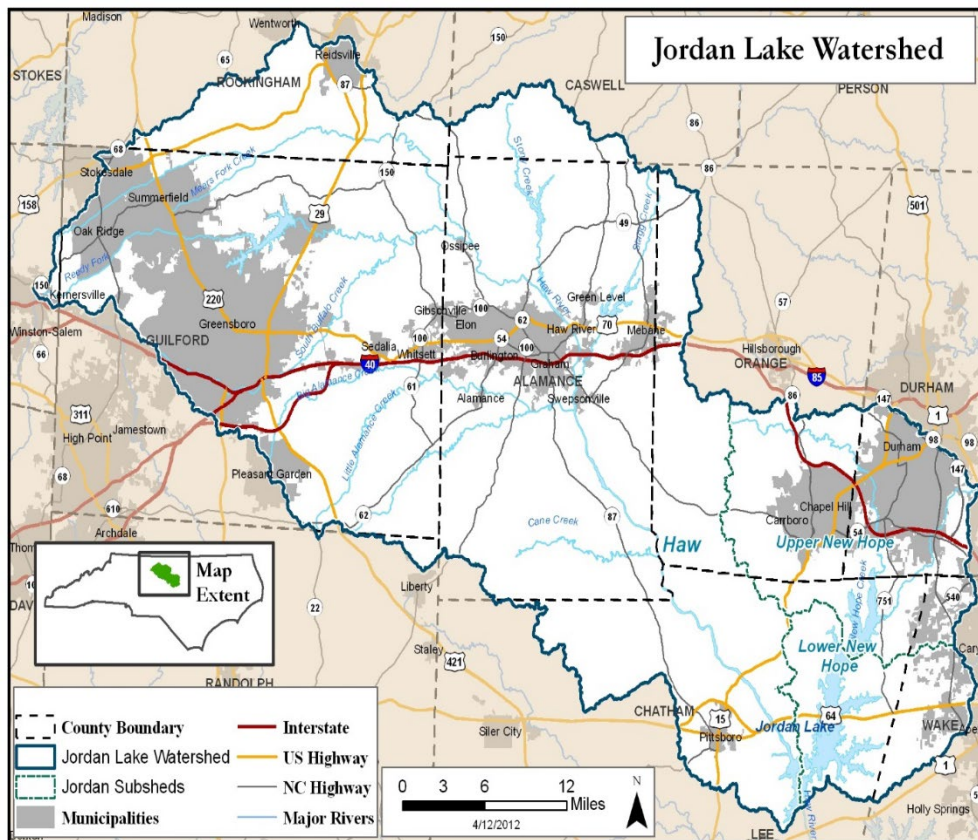
3.3.3 WATERSHEDS

The Water Supply Watershed Protection program enables local governments to collectively plan for the protection of their drinking water. Watersheds do not conform to governmental jurisdictional boundaries; rather they are defined by topography. In some situations, the boundaries of a watershed and governmental unit may be mutual. The North Carolina Division of Environmental Quality emphasizes the need for comprehensive water quality planning in order to protect all water resources within the State.

Gibsonville does not have any properties in its jurisdiction that fall under the State's Water Supply Watersheds Protection. However, Gibsonville is located in the Jordan Lake Watershed and the both the Town and ETJ areas are considered Phase II Communities. The Jordan Lake Rules are a nutrient management strategy designed to restore water quality in the lake by reducing the amount of pollution entering upstream. Restoration and protection of the lake are essential because it serves as a water supply for

several thriving communities, as well as a prime recreation area for more than a million visitors each year. The lake and surrounding forests also provide critical habitat for many plant and animal species. The Jordan Rules mandate the reduction of pollution in the entire watershed from activities related to existing and new development. These activities can include wastewater discharges, stormwater runoff, agricultural and fertilizer applications. Riparian buffers implemented through the rules apply to all properties within the watershed, previously developed or not yet developed. These buffers create maintenance and development requirements for property owners that are regulated by the local jurisdictions and at the state level. Through the Jordan Lake Buffer Rules, an automatic 50-ft buffer is placed on both sides of mapped “blueline” streams in the watershed.

Figure 17: Jordan Lake Watershed Map

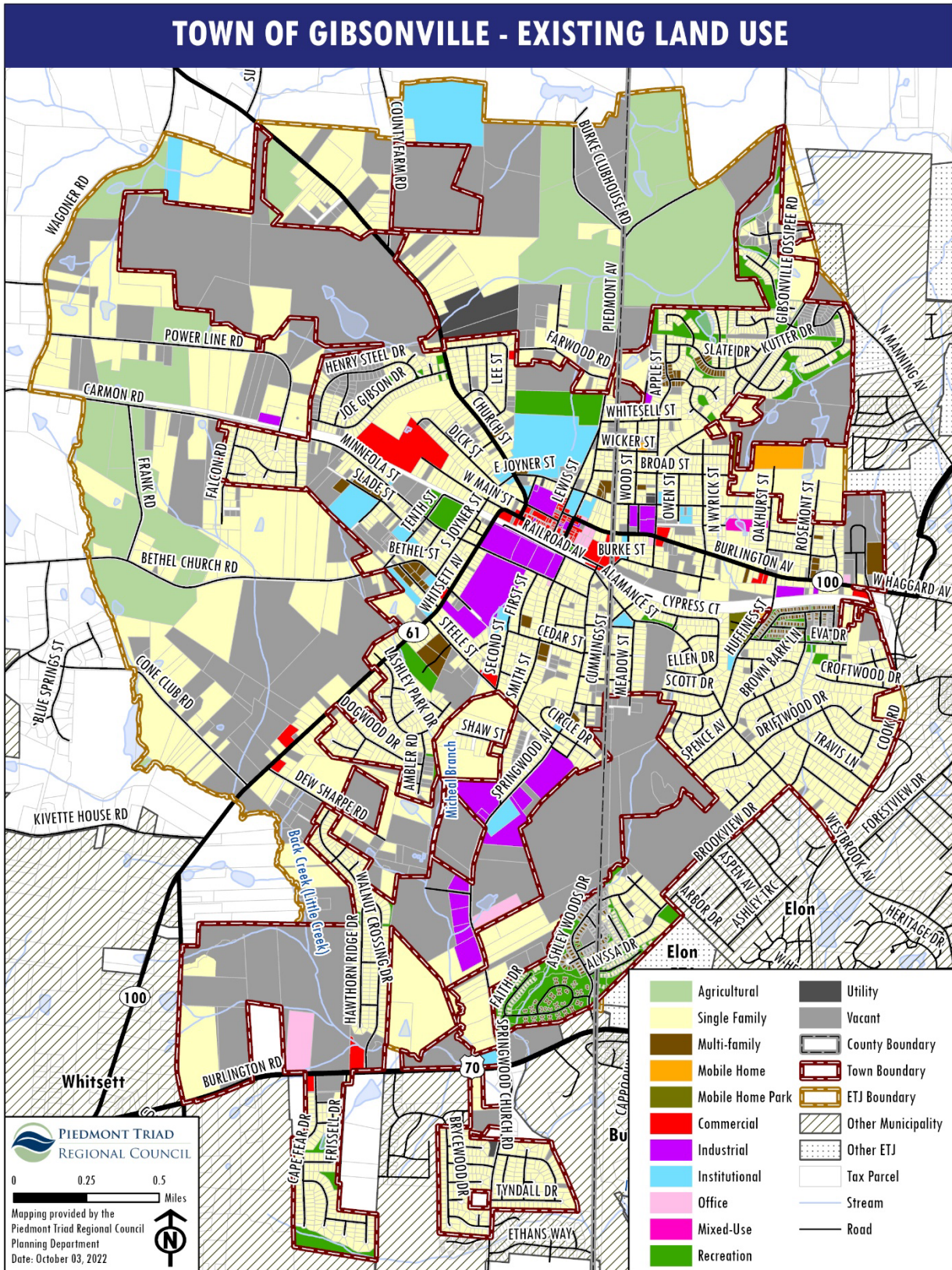


Source: NC Division of Environmental Quality

3.3.5 FLOOD PRONE AREAS

The Town participates in the National Flood Insurance Program (NFIP) and enforces a flood prevention ordinance within the Town limits and extra-territorial jurisdiction (ETJ). The NFIP is a valuable tool to be used by planners and developers to promote sound development practices within vulnerable areas. The NFIP identifies areas that are subject to 10, 50, 100, and 500-year flood events. A flood event refers to the probability that a flood will occur in any 10, 50, 100, or 500-year period. Each of these events has a 10, 2, 1, and .02 percent chance of being equaled or exceeded during any year respectively. The likelihood of a 10-year flood event occurring in every year is 10%. The figures do not mean that every 10 years a flood of that magnitude will occur; the actual probability is much higher. Development encroachment on floodplains reduces the flood-carrying capacity, increases the flood heights and velocities, and increases flood hazards in areas beyond the development itself. One aspect of floodplain management involves balancing the economic gain from floodplain development against the resulting increase in flood hazard. For purposes of the NFIP, a floodway is used as a tool to assist local communities in this aspect of floodplain management. Under this concept, the area of the 100-year floodplain is divided into a floodway and a floodway fringe. The floodway is the channel of a stream plus any adjacent floodplain that must be kept free of encroachment so that the 100-year flood can be carried without substantial increase in Gibsonville Land Development Plan 15 flood heights. Minimum federal standards limit such increases to 1 foot, provided hazardous velocities are not produced. The area between the floodway and the 100-year floodplain boundaries is called the floodway fringe. The floodway fringe encompasses the portion of the floodplain that could be completely obstructed without increasing the water-surface elevation of the 100 year flood more than 1 foot at any point. More attention must be given to the relationship between development activities near or in the floodway/ floodway fringe and land use activities both up and down stream to ensure compliance with the Jordan Lake Rules.

3.4 EXISTING LAND USE



Land Use	TOWN		ETJ		TOTAL	
	Acres	Percent	Acres	Percent	Acres	Percent
Agricultural	-	-	457.7	21.7%	457.7	10.1%
Single Family	1,128.5	46.5%	781.0	37.1%	1,910.0	42.2%
Multi-family	47.0	1.9%	-	-	47.0	1.0%
Mobile Home	0.8	0.0%	11.3	0.5%	12.2	0.3%
Mobile Home Park	6.5	0.3%	2.1	0.1%	8.6	0.2%
Commercial	45.9	1.9%	2.9	0.1%	48.9	1.1%
Industrial	100.5	4.1%	1.6	0.1%	102.2	2.3%
Office	9.6	0.4%	-	-	9.6	0.2%
Institutional	71.1	-	54.0	2.6%	125.1	2.8%
Mixed-Use	3.4	0.1%	-	-	3.4	0.1%
Recreation	149.0	-	0.9	0.0%	149.9	3.3%
Utility	3.8	0.2%	25.2	1.2%	29.0	0.6%
Vacant	860.0	35.4%	767.8	36.5%	1,627.8	35.9%
Total Parcel Acres	2,426.1	-	2,104.6	-	4,531.4	-
ROW	337.7	12.2%	9.6	0.5%	346.6	7.1%
Total Boundary Acres	2,763.8	-	2,114.2	-	4,878.0	-

3.5 HISTORICAL AND CULTURAL RESOURCES

3.5.1 NATIONAL REGISTER OF HISTORICAL PLACES

The National Historic Preservation Act created the National Register in 1966. The act recognizes and protects properties of historic and cultural significance that warrant consideration in federal undertakings such as highway construction and urban renewal projects. In addition, the act also provides incentives for local and private preservation initiatives. Listing on the National Register is primarily an honor that shows a structure or structures have been researched and evaluated according to established procedures and determined to be worthy of preservation for its historical value. Being listed on the National Register does not carry with it any restrictions unless the owner wishes to apply for federal benefits such as a grant or tax credit. Income-producing historic properties are eligible to receive a 20% state tax credit and a 20% federal investment tax credit for the cost of a certified rehabilitation project. Non-income-producing historic properties are eligible for a 30% state tax credit.

Four structures in Gibsonville are listed in the National Register of Historical Places: the Gibsonville School, Minneola Manufacturing Company Cloth Warehouse, Francis Marion Smith House, and the Simeon Wagoner House.

The Gibsonville School, located at 500 Church Street, was built in 1924, and is a two-story, seven bay, rectangular brick building with a Colonial Revival style entrance. It has a "U"-shape plan with parallel projecting 1930s rear wings. Also on the property are the contributing 1937 home economics building (now the Gibsonville Public Library) and a 1951 gymnasium.

The Minneola Manufacturing Company Cloth Warehouse, located at 108 East Railroad Avenue, consists of a single building, three-story, rectangular brick warehouse built in 1907. The warehouse was doubled in size in 1935 with the erection of a three-story brick expansion to the south of the original block. On the south elevation was added a one-story brick packing room and loading dock in 1953. On the north elevation, a tiny two-story brick addition with bathrooms was constructed in 1977.

The historic 1898 Francis Marion Smith House located at 204 Railroad Avenue, is a private single-family dwelling. This exquisite home incorporates Queen Anne and Colonial Revival design style elements featuring a high hipped roof, tall chimneys, Tuscan columns and a wrap-around front covered porch.

The Simeon Wagner House, located at 5838 Friedens Church Road, was built in 1861, and is a two-story, three bay, single-pile, Italianate style brick dwelling. It has distinctive recessed panels and corbelling, a two-story rear ell, and Greek Revival style interior. Also, on the property there is a hip-roofed, brick dairy.

3.6 COMMUNITY FACILITIES AND SERVICES

3.6.1 WATER

In September of 2020, the Town completed a Water Distribution System and Sewer Collection System Master Plan. All town water is purchased from the City of Burlington. This purchased water runs through the Town of Gibsonville's water infrastructure. The existing water system is approximately 100 years old. This system is comprised of 2" -12" lines, primarily 6" unlined cast iron (CIP). 6" waterlines have limited fire flow capability and are further degraded by buildup on the inside of the CIP. The system lacks "trunklines" to transport large amounts of water. Currently the system provides adequate domestic flow for household use but is limited on fire flow improvements. Recent improvements include a completed waterline extension along Springwood Avenue to improve the fire flow and drinking water to residents along Springwood Avenue and Cedar Street. This is in addition to the recently completed West Main Street Loop which improved fire flows within the Joseph's Claim and Timbergate neighborhoods.

In progress improvements include:

1. Highway 61 South Water Connection
2. Highway 61 North Water Extension
 - 2a. Edinborough Extension (Internal 12")
 - 2b. Edinborough - County Farm 12"

Planned improvements include:

1. 500,000 Gallon Water Tank
 - 2a. HWY 61 Connector -Cone Club to Town
 - 2b. New Pressure Zone, 200K Tank, Booster Station
3. Gibsonville Ossipee Road -PUD Completion
4. Piedmont Avenue Loop
5. Edinborough Loop - N 61 & Wagoner
6. Minneola-Wagoner Loop

Future - Piedmont to Stone Ridge

Future - Sullivan/Cook Road

Elon - Manning Avenue Extension- Town of Elon

- Future* – County Farm Extension
- Future* – Gibsonville Ossipee Road
- Future* – Prison Farm Loop 1
- Future* – Prison Farm Loop 2

3.6.2 SEWER

The Town's Sewer System is also approximately 100 years old. The City of Burlington provides all the waste water treatment. Gibsonville is divided into two primary drainage areas – Northern Drainage Area (East Plant) and Southern Drainage Area (South Plant). Capacities are split, with 750,000 gallons per day to the East Plant, and 800,000 gallons per day to the South Plant. The Town of Gibsonville has an allotted capacity of 400,000 gallons per day at the Travis Creek Pump Station (South Plant). Recent improvements include a large sewerline and manhole rehabilitation project along the Travis Creek Outfall line. This project was directly aimed at recapturing capacity by limiting infiltration and inflow. The project was supported by smoke testing and sewer flow metering and was completed in August 2020. The Town continues to smoke test and to evaluate and address issues of infiltration and inflow that are similar in type and location to the Travis Creek project. Additionally, recent improvements have been completed for the primary outfall along Highway 70/61.

Planned sewer improvements include:

- 1a. HWY70/61 Extension
- 1b. Bethel Church Road Outfall
- 1c. Cone Club Outfall
- 2. Travis Creek Pump Station Upgrade
- 3a. Upsize HWY 61 North Outfall
- 3b. HWY 61 N – Edinborough Outfall
- 3c. Wagoner Road Outfall
- 4. Owen Outfall
- 5. Sullivan Court Outfall
- 6. County Farm Outfall A
- 6a. County Farm Outfall North
- 6b. County Farm Outfall South

3.6.3 SCHOOLS

Gibsonville has three public schools located within the planning area: Gibsonville Elementary, Eastern Guilford Middle School, and Eastern Guilford High School. All three schools are part of the Guilford County School System. However, a number of Gibsonville’s students attend school in Alamance County.

3.6.4 LIBRARY

The Gibsonville Public Library, located at 506 Church Street, is a cultural hub for the community: providing books, technology, and activities. In addition to traditional books, there are eBooks, Book Clubs, public computers and Wi-Fi, and print/fax/scan capabilities. The Library has laptops and hotspots available for check out. Programming ranges from educational activities for school age children, to a knitting/crochet club, through Murder Mystery events for teens and adults. They even have a Book Bike to bring books, Wi-Fi, and fun to events all over Gibsonville.

Planning is underway for a new Library to be located on Minneola Street west of the Community Center. This new facility will be able to offer even more community services. The Library has secured a grant from the State Library of North Carolina to conduct a planning project to gather community input that will be used in the design of the new facility.



3.6.5 TRANSPORTATION

The Town of Gibsonville is part of the Burlington–Graham Metropolitan Planning Organization (MPO). The Burlington–Graham Urban Area Transportation Plan 1999–2025 should be consulted for further information on particular transportation planning efforts.

Highway

The Town of Gibsonville maintains 33.37 miles of roads. Interstate 40 & 85 run east/west along the southernmost point of Gibsonville's Town limits which provides convenient access to the Triad and Triangle. In addition, US Highway 70, NC State Highway 61 and NC State Highway 100 all run through the Town. Gibsonville is fortunate to have an excellent road system in place that provides access to the surrounding metropolitan areas. The Town of Gibsonville belongs to the Burlington-Graham Metropolitan Planning Organization (MPO). Long-range transportation planning projects listed for Gibsonville in the Burlington-Graham MPO Comprehensive Transportation Plan (June 2022) include:

- NC 100 Bypass: From NC 100/Cone Club Road to University Drive/Shallowford Church Road
- Alamance Street, Westbrook Avenue: From Westmill Lane to University Drive (Modernize Roadway: improve intersections; add Bike lanes and Sidewalk)
- University Drive: From Croftwood Drive to NC 100 (Modernize Roadway: add paved shoulder and sidepath to one side to improve safety and mobility)
- Gibsonville West Greenway: From NC 61/100 at Steele Street to NC 61 (Church Street) 1.58 miles of Multi-Use Path Gibsonville-Ossipee
- Greenway Connector: From west end of Moonstone Court to Gibsonville-Ossipee Road (proposed sidepath) 0.42 miles of Multi-Use Path

Local needs projects identified by the Town include several sidewalk projects, along Alamance Street, Steele Street, Springwood Avenue, Whitsett Street and the Burlington Avenue Greenway stretching from Chase Street to Cook Road for 6,594 feet of 8' wide multi-use path.

Air

Gibsonville is fortunate to be located between two international airports and is in close proximity to Burlington Alamance Regional Airport. These factors help make Gibsonville more marketable for business and industry.

Transit

Link Transit provides Gibsonville residents and visitors with fare free transit service to downtown Burlington, Alamance County offices, and Alamance Community College. Several stops provide connections to the regional bus systems, Piedmont Authority for Regional Transportation (PART), Triangle Transit Authority, and Orange Public Transit. Link Paratransit has ADA-accessible vans and buses to assist individuals with special needs. Rail transportation can be accessed at the Amtrak passenger service station in Downtown Burlington. The Alamance County Transportation Authority (ACTA) provides transportation for the elderly, disabled, and general public in Alamance County. The Authority uses ADA-accessible vans and buses to assist individuals with special needs. All transportation services are available Monday-Friday from 5:00am- 5:30pm and require a reservation the day before.

Bicycle

The Gibsonville Bike Plan was completed in 2020. Results from community engagement conducted for the *Gibsonville Bike Plan* indicate that people would be more willing to bicycle if infrastructure is complete, safe, and makes them feel comfortable. Recommendations include creating a slow street environment. In a slow street environment, people are the priority. A 15-25 mph zone with established gateways using signage and landscaping. Design is self-enforcing the reduced speeds. The Gibsonville Bike Plan also proposes a bikeway network. Projects within the proposed bikeway network have been split into one of three categories. Projects that are denoted as “primary bikeways” are those that will serve as primary connections for bicycling between major destinations in Gibsonville, as well as between Gibsonville and surrounding communities. These bikeways are envisioned to be beautiful, safe, and comfortable places to bicycle. Many of the primary bikeway projects are on streets that may be less comfortable for bicycling in their current state and are intended to be facilities separated from vehicular traffic (multiuse path). Neighborhood connection projects will connect neighborhoods to primary routes or trails. Neighborhood bikeway corridors are primarily residential routes with low traffic speeds and volumes, fewer travel lanes, and higher volumes of people bicycling and walking. Neighborhood connections require striping and other traffic calming elements that deter cut-through vehicular traffic and keep speeds low (under 25 miles per hour). Critical to the success of

neighborhood connections are major intersection crossings that maintain user comfort for the approach and crossing of streets. Greenway trail projects provide an off-street facility for people to bicycle, walk, and wheel. Greenway trails adjacent or parallel to streets, like shared use paths and sidepaths, are similar to primary bikeways. These trails supplement the proposed network of primary bikeways and neighborhood connections by increasing access to high-comfort, off-street facilities throughout the Town.

The Downtown Gibsonville Revitalization Commission Report (2005) includes recommendations relevant to bicycling in Gibsonville such as building a bike shop, establishing a yearly bike race or distance running race, providing sidewalk or bike path on Burlington Street to Cook Road, encouraging the town of Elon to add sidewalks to Cook Road. Additionally, truck traffic should be discouraged from using downtown. It would be helpful to reroute large trucks off Alamance Road at Cook Road.

Pedestrian

Current pedestrian facilities include approximately seventeen miles of sidewalk heavily centered on the downtown core. There is a pedestrian bridge connecting South Joyner Street to East Railroad Avenue. Downtown has benches and planters as pedestrian amenities. Gibsonville has a compact development pattern which lends itself nicely to creating a well-used pedestrian network.

The Gibsonville Comprehensive Pedestrian Plan 2014 survey found that residents desire greenway trails and stated that the lack of sidewalks and trails discourages them from walking. The plan includes network recommendations of nearly seventeen additional miles of off-street multi-use facilities, including greenways and side paths, as well as connecting to regional destinations. Special care needs to be taken to add pedestrian facilities at intersections and railroad crossings.

Rail

Gibsonville has both passenger and freight service running through the Town. Passenger service is available through Amtrak at the Burlington station. The high-speed rail corridor, from Raleigh to Charlotte within the State and

between Washington, D.C. and Atlanta on a larger regional scale, pass through Gibsonville.

3.6.6 FIRE PROTECTION

The Town of Gibsonville Fire Department is a combination unit made up of full-time firefighters and local volunteers. The department has a Class Insurance Services Office (ISO) rating of 2. This ISO score reflects how well the fire department is doing compared to objective standards in an effort to determine property insurance costs. The lower the rating, the lower home owner insurance cost are. The department is equipped with 3 fire engines that can carry from 750 to 1,000 gallons. The average response time for the department is 4 minutes.

The age of the Town's water system also has an impact on fire protection services. Older water systems in many places were designed to provide drinking water. This was especially true in mill towns or industrial towns. Mills and industrial areas were supported by non-potable water systems and therefore towns did not need larger waterlines to provide fire flows. As water systems have changed over time, it has become cost prohibitive to provide a second fire system though there is a public responsibility to provide fire protection to all structures within a town. The unlined cast iron lines in Gibsonville were primarily installed prior to 1970 and they generally reflect a reduced capacity to transport water. This creates a fire flow capacity issue in some portions of the town. Multiple waterline upgrades and extensions are scheduled to address these concerns.

3.6.7 ELECTRICITY/ NATURAL GAS

Duke Power provides electricity in the Town of Gibsonville. Piedmont Natural Gas Company provides natural gas.

3.6.8 SOLID WASTE

The Town of Gibsonville Sanitation Department collects solid waste. The Town also participates in a recycling program. Republic Services currently has the contract on providing recycling services to all of Gibsonville's residents.

3.6.9 PARKS & RECREATION

The Gibsonville Parks and Recreation Department is dedicated to providing a quality park system that can be enjoyed by all residents and visitors.

The William F. Moricle Park located at 601 Piedmont Avenue has tennis, sand volleyball, baseball fields, soccer fields, walking trails, a full-size playground and four picnic shelters with charcoal grills.

The Edward G. Murrell Park located at 315 10th Street has a playground, basketball court, baseball field, a paved walking path, and a picnic shelter.

The downtown green provides a prime location for the Depot Stage. Numerous festivals and special events are held around the green throughout the year: Grooving on the Green summer concert series; a Fall Festival; Lighting of the Green. A Saturday farmers market provides a wide variety of local artisan goods from June to October.

The Gibsonville Community Center and Gym located at 314 10th Street has a full-size gymnasium and two meeting rooms which are available for private rental.

Stoney Creek YMCA in nearby Whitsett, often partners with the Town of Gibsonville Park & Recreation to deliver free exercise classes at the Gibsonville Community Center.

The Gibsonville Senior Center located at 400 Steele Street offers exercise classes, craft classes, bowling, a weekly game day, supper outings, a book club, and singing seniors.

In addition to facilities, programming is provided through the Gibsonville Parks & Rec Department. Youth athletics for all seasons include soccer, football, cheerleading, basketball, baseball, softball and tee-ball. Seniors can enjoy arts and crafts, exercise classes, book club, supper outings, and monthly trips.

3.7 CURRENT DEVELOPMENT POLICIES

3.7.1 ZONING ORDINANCE

Gibsonville utilizes zoning to regulate land uses. Zoning is essentially a means of ensuring that the land uses of a community are properly situated in relation to one another, providing adequate space for each type of development. It is a useful mechanism to control development density in each area so that property can be appropriately serviced by such governmental facilities as streets, schools, fire, police, recreation, and utility systems. This directs new growth into appropriate areas and protects existing property by requiring that development afford adequate light, air, and privacy for persons living and working within the community. The city is divided into zones where different land uses are permitted. Gibsonville's zoning ordinance contains different districts for a variety of land uses:

Agricultural

AGRICULTURAL DISTRICT

The AG, Agricultural District, is primarily intended to accommodate uses of an agricultural nature, including farm residences and farm tenant housing. It also accommodates scattered non-farm residences on large tracts of land. It is not intended for major residential subdivisions. The district is established for the following purposes:

- 1) to preserve and encourage the continued use of land for agricultural, forest and open space purposes.
- 2) to discourage scattered commercial and industrial land uses.
- 3) to concentrate urban development in and around growth centers, thereby avoiding premature conversion of farmland to urban uses.
- 4) to discourage any use which, because of its character, would create premature or extraordinary public infrastructure and service demands.

Single-Family Residential

In the following districts the number refers to the minimum lot size in thousands of square feet.

RS-40 RESIDENTIAL SINGLE-FAMILY DISTRICT

The RS-40, Residential Single-Family District, is primarily intended to accommodate single-family detached dwellings or large lots in areas without access to public water and wastewater services. The district is established to promote single-family detached residences where environmental features, public service capacities or soil characteristics necessitate very low density single-family development. The overall gross density in RS-40 areas will typically be 1.0 unit per acre or less.

RS-30 RESIDENTIAL SINGLE-FAMILY DISTRICT

The RS-30, Residential Single-Family District, is primarily intended to accommodate low density single-family detached dwellings on large lots in areas without access to public water and wastewater services. The overall gross density in RS-30 areas will typically be 1.3 units per acre or less.

NOTE: The following districts require public sewer service.

RS-20 RESIDENTIAL SINGLE-FAMILY DISTRICT

The RS-20, Residential Single-Family District, is primarily intended to accommodate low to moderate density single-family detached dwellings in suburban areas at an overall typical density of 1.9 units per acre.

The following districts require public water and sewer service.

RS-15 RESIDENTIAL SINGLE-FAMILY DISTRICT

The RS-15, Residential Single-Family District, is primarily intended to accommodate moderate density single-family detached dwellings in suburban areas at an overall typical density of 2.5 units per acre.

RS-12 RESIDENTIAL SINGLE-FAMILY DISTRICT

The RS-12, Residential Single-Family District, is primarily intended to accommodate moderate density single-family detached dwellings in suburban or urban areas at a typical overall density of 3.0 units per acre.

RS-9 RESIDENTIAL SINGLE-FAMILY DISTRICT

The RS-9, Residential Single-Family District, is primarily intended to accommodate higher density single-family detached dwellings in suburban or urban areas, at minimum lot dimension of 9,000 square feet.

Multi-Family Residential

In the following districts the number refers to dwelling units per gross acre. Public water and sewer service are required in all districts.

RM-5 RESIDENTIAL MULTI-FAMILY DISTRICT

The RM-5, Residential Multi-Family District, is primarily intended to accommodate duplexes, twin-homes, townhouses, cluster housing, and similar residential uses at a maximum overall density of 5.0 units per acre.

RM-8 RESIDENTIAL MULTI-FAMILY DISTRICT

The RM-8, Residential Multi-Family District, is primarily intended to accommodate duplexes, twin-homes, townhouses, cluster housing, and similar residential uses at a maximum overall density of 8.0 units per acre.

RM-12 RESIDENTIAL MULTI-FAMILY DISTRICT

The RM-12, Residential Multi-Family District, is primarily intended to accommodate duplexes, twin-homes, townhouses, cluster housing, and similar residential uses at a maximum overall density of 12.0 units per acre.

Office, Commercial, and Industrial

LO LIMITED OFFICE DISTRICT

The LO, Limited office District, is primarily intended to accommodate low intensity medical, professional administrative and government office uses on small to mid-size sites near residential areas.

GO-M GENERAL OFFICE MODERATE INTENSITY

The GO-M, General Office Moderate Intensity District, is primarily intended to accommodate moderate intensity office and institutional uses, moderate density residential uses at a maximum of 12.0 units per acre, and supporting service and retail uses.

GO-H GENERAL OFFICE HIGH INTENSITY

The GO-H, General Office High Intensity District, is primarily intended to accommodate high intensity office and institutional uses, high density residential uses at a maximum of 26.0 units per acre, and supporting service and retail uses.

NB NEIGHBORHOOD BUSINESS DISTRICT

The NB, Neighborhood Business District, is primarily intended to accommodate very low intensity office, retail and personal service uses within residential areas. The district is established to provide convenient locations for businesses which serve the needs of surrounding residents without disrupting the character of the neighborhood. It is not intended to accommodate retail uses which primarily attract passing motorists. Compatibility with nearby residences is reflected in design standards for both site layout and buildings.

LB LIMITED BUSINESS DISTRICT

The LB, Limited Business District, is primarily intended to accommodate moderate intensity shopping and services close to residential areas. The district is established to provide locations for businesses which serve nearby neighborhoods. The district is typically located near the intersection of collectors or thoroughfares in areas which are otherwise developed with residences.

GB GENERAL BUSINESS DISTRICT

The GB, General Business District, is primarily intended to accommodate a wide range of retail, service, and office uses. The district is typically located along thoroughfares in areas which have developed with minimal front setbacks.

HB HIGHWAY BUSINESS DISTRICT

The HB, Highway Business District, is primarily intended to accommodate those retail service and distributive uses which are typically located along thoroughfares. The district is established to provide locations for establishments which require high visibility and good road access, or which cater primarily to passing motorists. Developments in this district generally have substantial front setbacks.

CB CENTRAL BUSINESS DISTRICT

The CB, Central Business District, is solely intended for application in the central core of the city. The district is established to encourage high intensity, compact urban development. The district is intended to accommodate a wide range of uses including office, retail, service, and institutional developments in a pedestrian-oriented setting.

SC SHOPPING CENTER DISTRICT

The SC, Shopping Center District is primarily intended to accommodate a wide range of high intensity retail and service developments meeting the shopping needs of the community and the region. The district is established on large sites to provide locations for major developments which contain multiple uses, shared parking and drives, coordinated signage and high-quality landscaping. The district also accommodates high density residential development. These uses may typically be mixed on the same tract or in the same building.

CP CORPORATE PARK DISTRICT

The CP, Corporate Park District, is primarily intended to accommodate office, warehouse, research and development, and assembly uses on large sites in a planned, campus-like setting compatible with adjacent residential uses. The district may also contain retail and service uses which customarily locate within planned employment centers.

LI LIGHT INDUSTRIAL DISTRICT

The LI, Light Industrial District, is primarily intended to accommodate limited manufacturing, wholesaling, warehousing, research and development, and related commercial/service activities which, in their normal operations, have little or no adverse effect upon adjoining properties.

HI HEAVY INDUSTRIAL DISTRICT

The HI, Heavy Industrial District, is primarily intended to accommodate a wide range of assembling, fabricating, and manufacturing activities. The district is established for the purpose of providing appropriate locations and development regulations for uses which may have significant environmental impacts or require special measures to ensure compatibility with adjoining properties.

Public and Institutional

PI PUBLIC AND INSTITUTIONAL DISTRICT

The PI, Public and Institutional District, is intended to accommodate mid- and large-sized public, semi-public and institutional uses which have a substantial land use impact or traffic generation potential. It is not intended for smaller public or institutional uses customarily found within residential areas.

Overlay Districts

Overlay Districts make applicable to certain areas regulations which are in addition to the underlying general use, planned unit development or conditional zoning district(s).

WP WATERSHED PROTECTION DISTRICT

The WP Overlay District is intended to set forth regulations for protection of public drinking water supplies, and are applicable to all lands which drain towards such supplies. These regulations are specified within the Zoning Ordinance.

FH FLOOD HAZARD DISTRICT

The FH Overlay District is intended to set forth regulations which will minimize the damage done by floods. These regulations are specified within the Zoning Ordinance in Section 7-5 (Flood Control).

HD HISTORIC DISTRICT

The HD Overlay District is intended to set forth regulations which will help maintain the historic integrity of certain areas in Guilford County. These regulations are specified in Section 4-7 (Overlay District Requirements).

SR SCENIC CORRIDOR DISTRICT

The SR Overlay District is intended to set forth regulations which will enhance the attractiveness of major thoroughfares which enter and/or pass through Guilford County.

MH MANUFACTURED HOUSING DISTRICT

The MH Overlay District is intended to set forth regulations governing the development of subdivisions for manufactured housing in certain areas of Gibsonville.

AD APPEARANCE DISTRICT (RESERVED)

Currently, there is no area within Gibsonville that is zoned AD, however, it is reserved as a potential future zoning district.

3.7.2 SUBDIVISION REGULATIONS

Land uses in Gibsonville are also guided by Subdivision Regulations.

Subdivision regulations are locally adopted laws governing the process of converting raw land into building sites. Regulation is accomplished through plat or site plan approval procedures, under which a land owner or developer is not permitted to make improvements or to divide and sell lots until a proposed site plan or subdivision plat has been approved. Approval is based on compliance of the proposal with development standards set forth in the subdivision regulations.

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

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

1. To coordinate the unrelated subdivision plans of multiple land development projects.
2. To establish the logical and orderly provision of road rights-of-way, parks, school sites, water distribution lines, and sewer collection lines.
3. To control the design of individual subdivisions, to ensure the pattern of streets, sidewalks, walking trails, building lots, and other facilities will be safe, pleasant, and economical.
4. To equitably distribute the cost of providing public services to new land development between the residents of the immediate area and the taxpayers of the jurisdiction as a whole.

5. To require new land development to pay its fair share of the costs of providing public services, when such improvements are deemed necessary, or of predominant benefit to the residents and business owners within a new development. For example, subdivision regulations may require a developer to provide vegetative buffers, to dedicate land for a public park, to install utilities, and to build streets and sidewalks to Town standards.

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



SECTION 4: Goals and Policies

4.1 WATER AND SEWER

Goal: Ensure the future availability of water and sewer to serve the needs of the existing community and future developments.

Objective 4.1A: Promote the continued cooperation between Gibsonville and the surrounding municipalities in offering water and sewer services at reasonable cost.

Strategy 4.1A-1: Maintain a service agreement with the City of Burlington for the purchase of water and treatment of wastewater. Review service agreement every 2-3 years and coordinate proactively on future connections.

Strategy 4.1A-2: Continue efforts with neighboring municipalities to implement the Jordan Lake Watershed Rules at a minimal cost.

Strategy 4.1A-3: Review and revise, as necessary, the Town's Capital Improvement Program every year to direct capital resources to priority areas.

Strategy 4.1A-4: Update the Water and Wastewater Master Plan to plan for future service extensions and facility upgrades.

Objective 4.1B: Promote economic development through strategic water and sewer extensions.

Strategy 4.1B-1: Encourage the extension of water and sewer into areas identified for future development on the Future Land Use Map.

Strategy 4.1B-2: Review and revise, as necessary, the Town's Water and Sewer Extension Policy.

Objective 4.1C: Ensure that water and sewer infrastructure is maintained and upgraded as necessary.

Strategy 4.1C-1: Establish an inventory, with defined criteria, of aging and substandard water and sewer lines identified through system failures and inspections. This inventory should be updated every 3-5 years.



4.2 ECONOMIC DEVELOPMENT

Goal: Provide a healthy environment for a diverse mix of industry, business uses, and other employers that build upon the area's economy and strengthens the community.

Objective 4.2A: Encourage the development, reuse, and revitalization of unused or underutilized structures and properties.

Strategy 4.2A-1: Develop and maintain a database of available buildings, storefronts, and vacant land appropriate for commercial or industrial use.

Objective 4.2B: Work with the Alamance County Chamber of Commerce and the Greensboro Chamber of Commerce to market Gibsonville to potential industries/employers.

Strategy 4.2B-1: Identify appropriate sites for new commercial and industrial development and locate them on a map for distribution to prospective developers.

Strategy 4.2B-2: Develop and distribute promotional materials to attract new business and industry to Gibsonville.

Objective 4.2C: Work collaboratively with the Alamance County Tourism Development Authority and the Guilford County Tourism Development Authority to promote the potential for tourism in the area.

Strategy 4.2C-1: Identify regional tourism assets and encourage development that supports a tourism-based economy, such as artisan shops, Bed and Breakfast establishments, agritourism, etc.

Objective 4.2D: Encourage small business entrepreneurship and local business development in Gibsonville.

Strategy 4.2D-1: Conduct a study on potential incentives to attract and maintain local businesses.

Strategy 4.2D-2: Conduct a downtown market analysis to identify potential newmarkets.

Strategy 4.2D-3: Support the creation of a local business support program, in conjunction with the local Merchants Association, to ensure the longevity of local small businesses.



4.3 TRANSPORTATION

Goal: Ensure a safe transportation system that maximizes the capacity of existing roadways to serve the needs of vehicular and pedestrian traffic.

Objective 4.3A: Encourage pedestrian trails and sidewalks to link commercial, residential, and recreational centers of the Town and surrounding areas.

Strategy 4.3A-1: Review and revise, as necessary, the Town's development regulations to require active transportation modes (sidewalks, greenways, bike paths) to be included in all new developments.

Objective 4.3B: Explore regional transportation options that will link Gibsonville to neighboring municipalities and commercial centers.

Strategy 4.3B-1: Work with the Piedmont Authority for Regional Transportation (PART), Link Transit, and the Elon Express to provide public transportation for Gibsonville residents.

Objective 4.3C: Implement improvements related to traffic flow in and out of commercial areas to promote safety and reduce traffic congestion.

Strategy 4.3C-1: Study the use of traffic calming measures in the downtown district to alleviate congestion concerns.

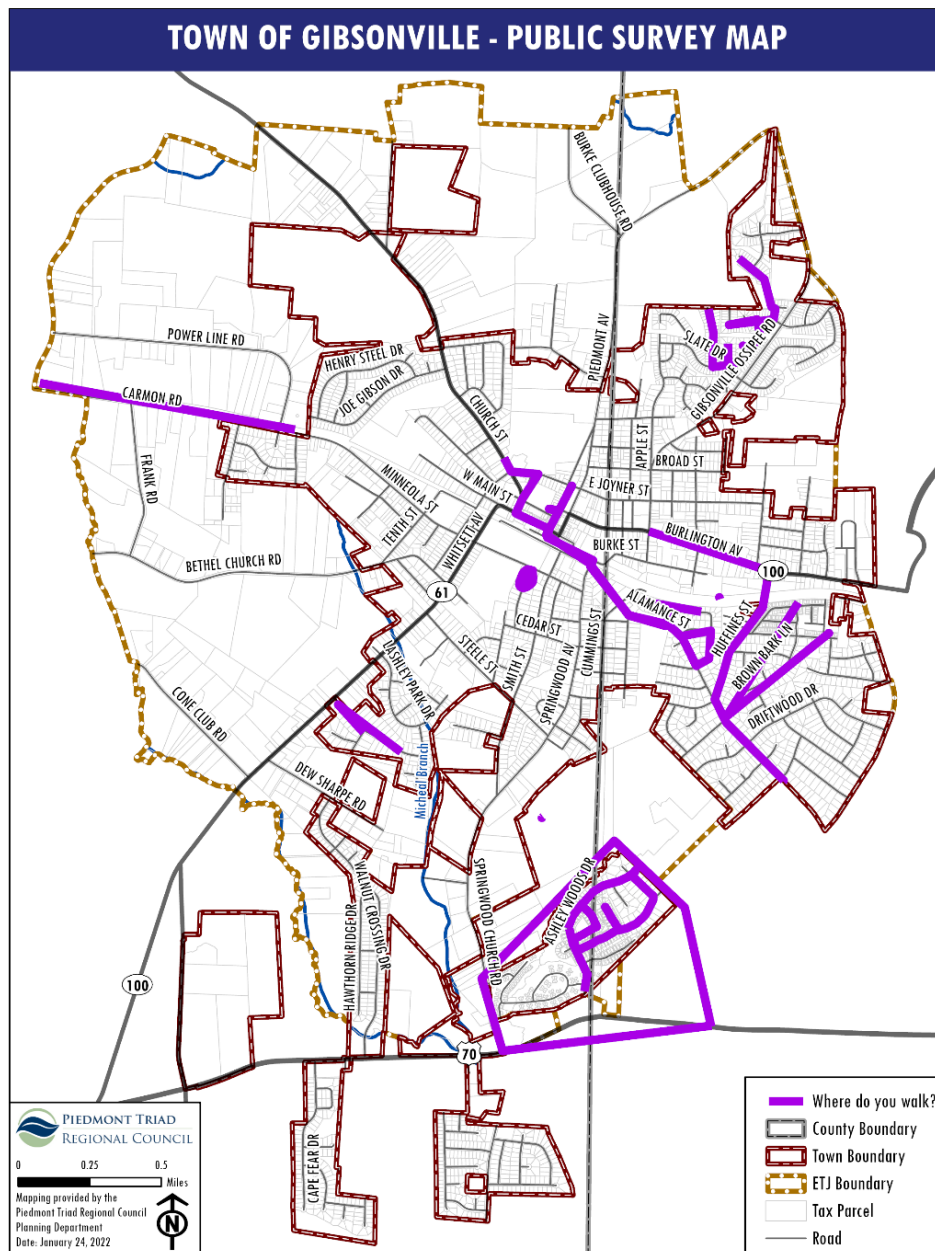
Strategy 4.3C-2: Review local ordinance requirements for vehicular access to commercial areas and revise as necessary to allow interconnectivity and common access points.

Strategy 4.3C-3: Examine traffic patterns and parking issues in the downtown area as part of the Downtown Study and Master Plan.

Objective 4.3D: Maximize the functionality of the Town's existing road system.

Strategy 4.3D-1: Attend and participate in Burlington-Graham Metropolitan Planning Organization (MPO) meetings to ensure the transportation needs and concerns of Gibsonville residents are being addressed.

Strategy 4.3D-2: Identify priority areas for roadway improvements and develop a schedule for implementation.



4.4 RESIDENTIAL DEVELOPMENT

Goal: Preserve, enhance, and create satisfying living environments that create and maintain strong neighborhoods.

Objective 4.4A: Encourage the continued viability of single-family homes as a major housing source, while allowing other forms of housing such as accessory dwelling units, multi-family, and retirement communities.

Strategy 4.4A-1: Explore amending the zoning and subdivision ordinances to allow and encourage a mix of housing types and compatible uses. Support Accessory Dwelling Units (ADUs) to increase housing supply.

Strategy 4.4A-2: Encourage the development of higher density and multi-family residential uses in the downtown district.

Strategy 4.4A-3: Encourage neighborhood involvement in the enforcement of community appearance standards. Create a list of standards to give to neighborhood groups.

Strategy 4.4A-4: Encourage the development of neighborhoods that minimize traffic congestion and promote walkability, retain open spaces, and contribute to the small-town character of Gibsonville.

4.5 COMMERCIAL AND INDUSTRIAL DEVELOPMENT

Goal: Provide a healthy environment for a diverse mix of commercial and industrial development and other employment sectors that build upon the area's economy and strengthens the community.

Objective 4.5A: Gibsonville's downtown area is a mixed-use center of commerce and activity. Encourage its continued evolution as the town anchor.

Strategy 4.5A-1: Develop a Master Plan for Downtown Gibsonville studying parking issues, potential business investment, and traffic patterns.

Strategy 4.5A-2: Continue the façade grant program, to assist downtown business owners in restoring and renovating their buildings to provide an attractive and inviting environment for consumers.

Strategy 4.5A-3: Review and revise development and signage standards in the Zoning Ordinance to ensure attractive commercial developments that reflect Gibsonville's small-town character.

Strategy 4.5A-4: Review landscaping, access, and overall design provisions in development ordinances and revise as needed to ensure commercial development is attractive and presents a high-quality image to visitors and residents alike.

Objective 4.5B: Encourage variety in the Town's mixture of commercial, industrial, and institutional development.

Strategy 4.5B-1: Identify businesses of primary need and promote Gibsonville as a desirable location to potential service providers.

Strategy 4.5B-2: Increase the overall retail and employment diversity throughout the Town.

Strategy 4.5B-3: Adopt multi-use zoning along Burlington Avenue to establish the area as a gateway into the Town.



4.6 PARKS AND RECREATION

Goal: Promote and enhance Gibsonville's parks, recreational facilities, and cultural assets.

Objective 4.6A: Provide carefully planned recreational developments for the equitable distribution of recreational opportunities.

Strategy 4.6A-1: Explore opportunities to expand the Town's recreational facilities (public pool, walking trails, bicycle paths).

Strategy 4.6A-2: Develop a Parks and Recreation Master Plan to plan for new facilities and scheduled improvements to existing facilities.

Objective 4.6B: Promote an active community through abundant walking and biking opportunities.

Strategy 4.6B-1: Conduct a study on the development of a greenway system that would link the Town's recreational facilities, retail establishments, and neighborhoods.

Strategy 4.6B-2: Identify primary roads used by bicyclists and determine need for amenities.

Objective 4.6C: Promote preservation efforts of properties of historical or cultural significance.

Strategy 4.6C-1: Work with the Gibsonville Historic Society and the Guilford County Historic Preservation Commission to develop an inventory of the Town's historic and cultural facilities.

Strategy 4.6C-2: Support efforts that restore, revitalize, or reuse cultural and historic structures, buildings, monuments, and neighborhoods.

4.7 NATURAL RESOURCES AND OPEN SPACE

Goal: Preserve and promote the Town's natural resources, landscapes, and agricultural areas.

Objective 4.7A: Promote the protection of sensitive natural resources including wetlands, waterways, slopes, and floodplains.

Strategy 4.7A-1: Carefully control land development activities within the 100-year floodplain, along streams, in wetland areas, and in areas with steep slope by limiting new development to low intensity uses such as agriculture, recreational areas, and hiking/biking trails.

Strategy 4.7A-2: Provide educational materials on the importance and value of stream buffers to property owners and developers with streams on their property.

Objective 4.7B: Encourage the preservation and restoration of creeks, streams, and other drainage features that aid in the control of stormwater runoff.

Strategy 4.7B-1: Implement recommendations of Town-wide drainage study by installing stormwater Best Management Practices (BMPs) in areas of high concern.

Strategy 4.7B-2: Pursue the development of a Stormwater Master Plan to identify necessary improvements and potential funding sources.

Objective 4.7C: Conserve important agricultural and rural landscapes within Gibsonville's planning jurisdiction.

Strategy 4.7C-1: Work with the Alamance County and Guilford County Voluntary Agricultural District (VAD) programs to ensure agricultural land is preserved.

Strategy 4.7C-2: Continue to support the Town's Farmer's Market to provide an outlet for local farmers and demonstrate a financial return on agricultural lands.

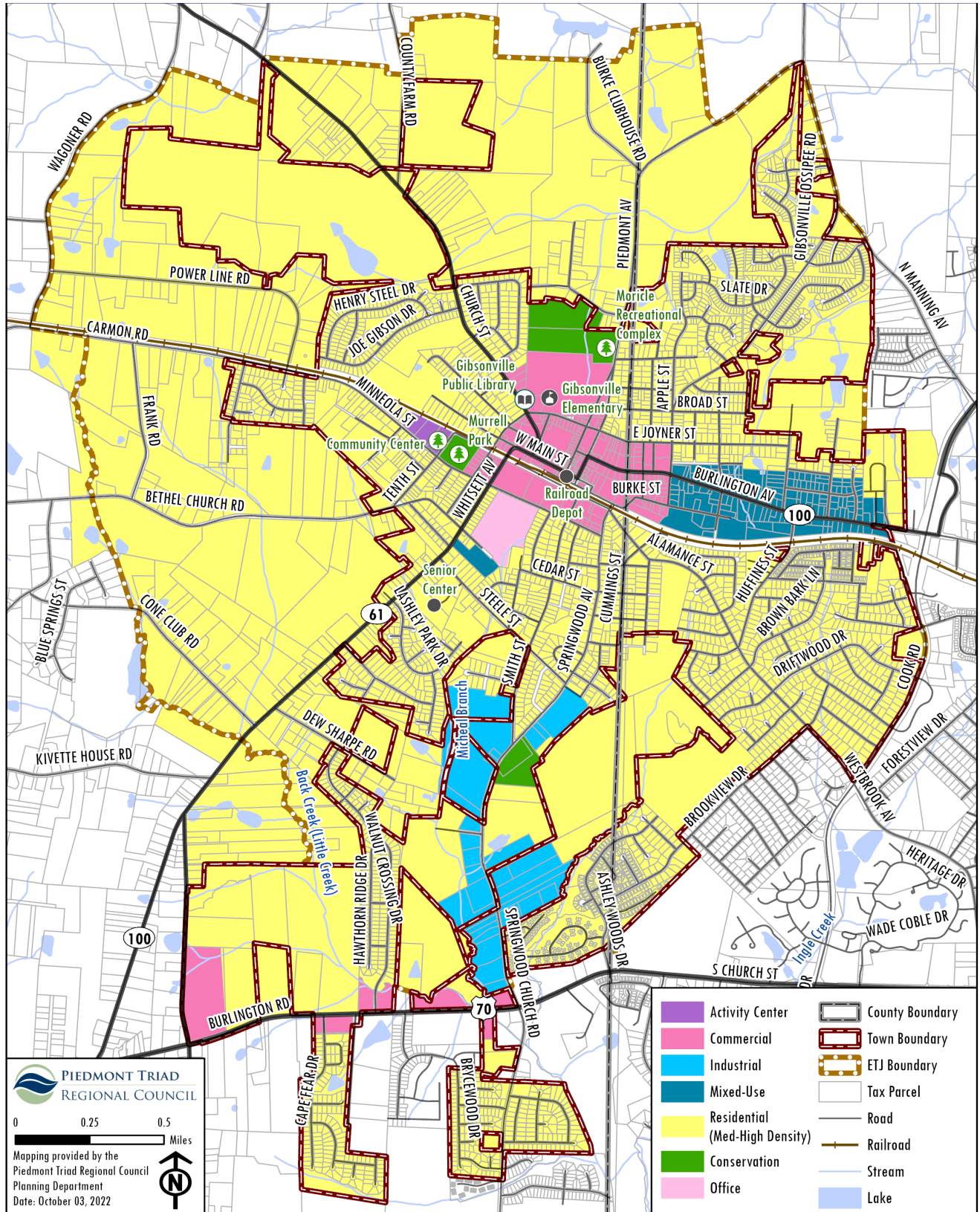
Strategy 4.7C-3: Discourage high-density development in the agricultural/rural areas of the planning jurisdiction.

Strategy 4.7C-4: Study means of preserving trees in new developments.

Priority Strategy: Re-writing the Town's Zoning and Sub-division Ordinances

One action that town staff and elected officials identified as critical to implementing Gibsonville's Land Development Plan and advancing progress toward its goals is a re-write of the Town's Zoning Ordinance and Subdivision Regulations. These two codes play a significant role in guiding and regulating local development, but aside from small updates and amendments have not been holistically evaluated or re-written in many years. Reviewing and rewriting these codes to bring them up to date and better reflect current conditions will help ensure that these local land development policies support rather than hinder the type and nature of development necessary to achieve the goals laid out in this plan.

SECTION 5: Future Land Use Map



PIEDMONT TRIAD REGIONAL COUNCIL

0 0.25 0.5 Miles

Mapping provided by the
Piedmont Triad Regional Council
Planning Department
Date: October 03, 2022

- Activity Center
- Commercial
- Industrial
- Mixed-Use
- Residential (Med-High Density)
- Conservation
- Office
- County Boundary
- Town Boundary
- ETJ Boundary
- Tax Parcel
- Road
- Railroad
- Stream
- Lake

SECTION 6: Using the Plan

Land Development Plan Use

Using the Plan

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

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

Use of the Land Development Plan

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

Example Land Development Proposal Evaluation

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

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

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

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

How the Gibsonville Board of Aldermen can use the plan: The Board of Aldermen has legislative authority concerning whether a rezoning request is consistent with the various plans and policies affecting development proposals. The Board of Aldermen can review the rezoning request with the Land Development Plan goals, policies, recommendations, and maps in mind. As customary, the Board may also consider and weigh the interpretation of policies by property owners, the Planning Board, Town staff, and the general

public. Over time, a track record of interpreting land development plan goals, policies, and recommendations will form a consistent foundation for making decisions about proposed land development in Gibsonville.

Future Updates

The planning horizon for this plan is approximately 18 years. However, as land development and other changes occur in Gibsonville over the next decade, it may be necessary to make periodic revisions to keep the plan up-to-date. For example, a major development, a new road, or major water and sewer line extensions could drastically change conditions in the area. It would be wise to review and monitor the Town’s progress in using and implementing the plan to facilitate desired changes to the land development plan. Town Staff, Planning Board and Board of Aldermen members, developers, and citizens all play a vital role in using, monitoring, and revising the plan.



Sources and Acknowledgements

- TOWN OF GIBSONVILLE LAND DEVELOPMENT PLAN 2001-2021 (UPDATED 2012)
- Town of Gibsonville Water Distribution System and Sewer Collection System Master Plan, September 2020
- Gibsonville Bike Plan 2020 (by Toole Design Group, LLC)
- Downtown Gibsonville Revitalization Commission Report 2005 (by Toole Design Group, LLC)
- Town of Gibsonville – 2014 Comprehensive Pedestrian Plan (by Alta Greenways)
- <https://www.gibsonvillenc.org/home#gsc.tab=0>
- The Downtown Gibsonville Revitalization Commission Report 2005 (by
- Riparian Buffer Protection Ordinance (Town of Gibsonville) 2016
- Town of Gibsonville Phase II Stormwater Ordinance
- History of Town of Gibsonville by Melvin O. Wyrick
- Burlington – Graham MPO Metropolitan Transportation Plan 2045
- National Register of Historic Places