



Downtown Streetscape Master Plan

TOWN OF FOUR OAKS

OCTOBER 2020



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Town of Four Oaks

304 N. Main Street

Four Oaks, NC, 27524

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01 INTRODUCTION
Project Purpose 6
Project Process 6

02 RESEARCH & SITE ANALYSIS
Site Context 8
Site Observation. 8
Existing Conditions 8
Guiding Document & Previous Plan Review 14
Site Inventory and Analysis Summary. 17

03 CONCEPT DEVELOPMENT
Analysis of Assets, Opportunities, and Challenges 18
Concept Alternatives 22
Public Involvement 30

04 IMPLEMENTATION
Estimate of Probable Cost 42
Phasing Strategies. 44
Funding Recommendations 51



Acknowledgments

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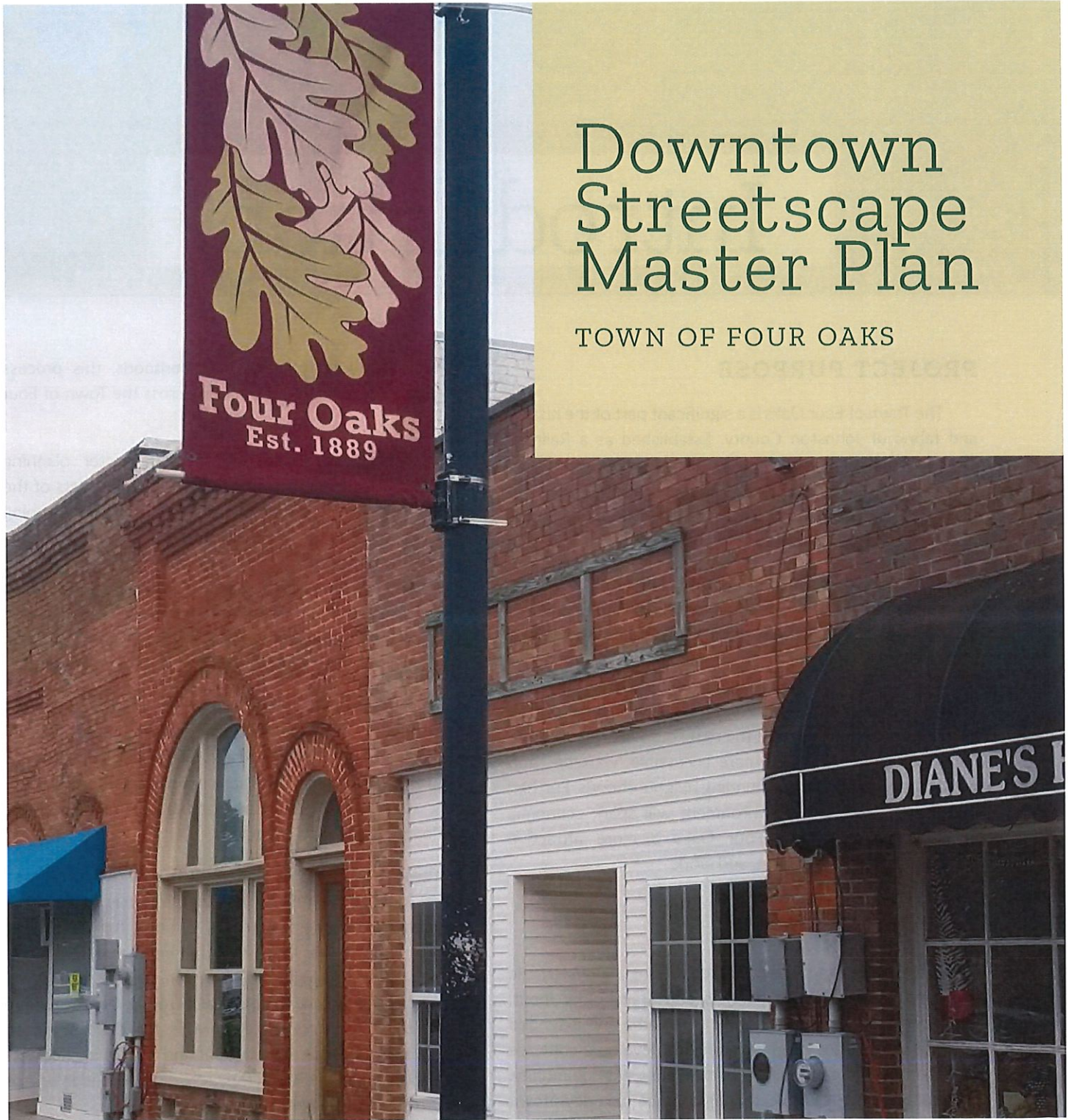
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01

Introduction

PROJECT PURPOSE

The Town of Four Oaks is a significant part of the history and fabric of Johnston County. Established as a Railroad Town in 1886, the town thrived for decades as an agricultural center and trading post. The 2006 registration of the Four Oaks Commercial Historic District in the National Register of Historic Places confirms its significance.

The purpose of the Four Oaks Downtown Streetscape Master Plan is to provide a framework for improving the streetscape in this historic area. This includes sidewalk improvements, provision of furnishings and amenities, utility rehabilitation, additional green spaces, and an enhanced public realm. These updates will enhance the visitor experience, celebrate the rich Four Oaks history, and make the downtown area more accessible, walkable, and better connected to its surrounding neighborhoods. Further, this thriving pedestrian environment will spark economic development and make Four Oaks a more attractive destination to live, shop, eat, and work.

PROJECT PROCESS

This master plan was achieved through a systematic method of research, site analysis and stakeholder input. This approach was applied to the study area and extended into the surrounding neighborhoods to develop a cohesive plan that benefits all members of the Four Oaks community. Understanding the project's importance to downtown

businesses and surrounding neighborhoods, this process combines the visions of users from across the Town of Four Oaks.

Research is the first step in the master planning process. Considering the historic and unique aspects of the project area, this step included a review of previous zoning amendments, historic certification documents and economic studies. The project team also conducted a physical inventory of the existing conditions downtown and in the surrounding areas. Research for potential programming also included technical evaluation and analysis of facility and program precedents that are consistent with stakeholder input.

This information was synthesized into a list of opportunities and challenges unique to Four Oaks. This list included opportunities for better circulation for all modes of travel, connections to the adjacent neighborhoods, richer public spaces with public art, gateway features, business development and infill projects.

These opportunities and challenges were presented to the Town of Four Oaks and to the public to establish a shared community vision and a basis for developing concept alternatives. The presentations included displays of site analysis findings, large aerial images of downtown, precedent streetscape images, and voting boards where attendees were encouraged to vote for their preferred streetscape elements. Throughout the event, participants were encouraged to discuss their ideas, draw on idea boards and provide written comments.



Baker Street / Barbour's Grove Park

Insights from these meetings reinforced the opportunities and challenges initially conceived, such as improved sidewalks, gateway elements, landscape improvements, safer crosswalks and public spaces, public art, and additional seating. Participants provided additional directions, such as improved lighting, greenway connections and establishing standards for appearance.

The project team developed initial form and function concepts along Main Street, looking to apply the feedback received in the public meetings and establish a tone for the remainder of the project area. Parking layouts, sidewalk widths, circulation patterns, gathering areas, and site amenities were all considered. Two concept alternatives were developed for a second public meeting and additional feedback.

The second public meeting included a presentation of the site-analysis findings, feedback received at the previous public engagement, streetscape programming considerations, and a discussion of the two concept alternatives. Additional public feedback was important to building a consensus on the desired streetscape improvements and the development of a preferred concept alternative for review and approval by the Board of Commissioners.



These steps all led to the preparation of the Four Oaks Downtown Streetscape Master Plan document. This report includes a project summary, the preferred concept alternative, construction-cost estimates, implementation and phasing recommendations, and funding priorities. The Board of Commissioners will review a draft of the plan and make comments for inclusion in the final Master Plan report presented to Town Council for adoption.

02

Research & Site Analysis



Main Street / Town Hall



Main Street / North-Street

SITE CONTEXT

The Town of Four Oaks is located in Johnston County, North Carolina, roughly halfway between Benson to the South and Smithfield to the North. The town straddles the railroad that stretches east-west across the county, about one-half mile north of Interstate 95 (and is currently operated by CSX Freight). Main Street runs north to south, anchoring the historic downtown with its well-preserved brick buildings. Wellons Street carries US Highway 301 through the southern edge of downtown and has a number of significant buildings.

The study area for the Four Oaks Downtown Streetscape Master Plan includes the blocks bounded by Church Street, Williams Street, Baker Street and Woodall Street. This area represents the historic core of Four Oaks, and the ideal place to reshape the streetscape.

SITE OBSERVATIONS

The following is a description of the project team's observations developed through a preliminary analysis of available data, as well as multiple visits to Four Oaks and the surrounding areas. Site observations are organized by street and summarized at the end of the chapter.

EXISTING CONDITIONS

Main Street

Main Street is the center of the Four Oaks Commercial Historic District and is defined by historic 2-story brick buildings. These commercial buildings stand shoulder to shoulder, providing structure to the street. A few vacant parcels interrupt this structure, most notably on the southeast corner of Main and Wellons Street, but overall, the street has a strong urban feel. To the north, Town Hall dominates the block between Williams Street and North Railroad Street. The contemporary brick building is set back from the street and centered in a large lawn.

RESEARCH & SITE ANALYSIS

Most of the historic buildings on Main Street are unfinished or whitewashed brick, though several buildings north of the railroad are brick painted in earthy tones. The buildings display a great collection of brickwork and architectural details. At least one storefront has a decorative tile entrance. Awnings project over the sidewalk to provide architectural interest, shade, and a place to hang signage. These awnings are varied in style, and include architectural shades, fabric valances, and painted metal.

There are concrete sidewalks on each side of the street, approximately 8 feet wide, terraced to accommodate a difference in grade between the buildings and the road. The difference on the west side of the street is approximately 6 inches, requiring a single brick step (the step is concrete on the northern block). The eastern sidewalk is about 2 feet higher than the road at Wellons Street, and evens out as Main Street approaches the railroad. This sidewalk is supported by a brick wall with a black pipe railing. Brick steps along the street in several places allow drivers access to their parked vehicles. The brick and concrete appear to be in good condition, with some noticeable cracks and stains. Ramps connecting to the crosswalks vary in material, construction, and condition.

The sidewalk area is dominated by wooden utility poles and overhead lines on both sides of the street. Many of the poles, located at the back of the curb, double as streetlights, with LED cobra-head fixtures. Poles at each corner of Wellons Street support traffic signals. Several poles have been fitted with clamps to hold flags or banner signs. Square trash receptacles are set at the back of curb. Wooden benches, metal chairs, planters, and sandwich signs stand outside many storefronts, and appear to be provided by the store owners. Bicycles line the sidewalk in front of the bike shop.

Three Crape Myrtle trees are planted beneath the sidewalk that runs between Williams Street and North Railroad Street, allowing for pedestrian circulation around them. Two Crape Myrtles are planted in parking islands at Town Hall and covered with white rock mulch. The trees on this block appear to be in good condition. There are no street trees on Main Street south of the railroad tracks.

The Main Street roadway is approximately 46 feet wide, accommodating two travel lanes and parallel parking in each direction (angled parking fronts Town Hall, which is set back further from the street). The concrete curb and gutter appear to be in good condition overall, with some chips at the joints and stains where vehicles have mounted the curbs. The asphalt surface is in fair condition, showing some minor cracks and small patches. Center line striping is in good shape, but the markings for crosswalks and parking areas are worn away. Stormwater appears to drain away from the railroad tracks in either direction, entering square grates on North Railroad Street and Wellons Street.

Main Street sits a bit lower than the railroad that crosses it. An asphalt ramp has been applied to the roadway to accommodate this difference and to provide a flush crossing over the tracks. A gated railroad crossing signal stands at the edge of pavement on each side of the crossing. The streetscape in this area is inconsistent with the rest of Main Street, as the sidewalk, curb and gutter stop 25 feet from the tracks on either side. The pedestrian pathway is not clearly delineated, as the asphalt extends into the road's shoulders. Accessibility is limited, as the slope at the crossing appears to be greater than ADA sidewalk requirements.



Main Street / Vacant Building



Main Street / Sidewalk-Terraced



Church Street / North Street

Church Street

Church Street is a secondary street that runs parallel to Main Street, one block to the west. This street has a much quieter feel, as no buildings front the street except for one residence at its southern extent. The roadway is approximately 20 feet wide with wide grass shoulders on both sides and no street trees. South of Wellons Street, the road is unpaved and narrows to 16 feet.

Stormwater appears to drain to each side of the street, into square inlets at the corners of North Railroad Street, South Railroad Street and Wellons Street. South of Wellons, the gravel road drains into ditches on either side.

North of the railroad, overhead utility lines run along the east side of Church Street, about 10 feet off the paving edge. South of the railroad, the overhead lines run along the west side of the street, about 15 feet off the paving edge. Two poles are located at Lassiter Street, and are connected to the Church Street line. It appears that these poles feed Lassiter Street underground. Street lighting is provided by three LED cobra fixtures attached to poles at North Railroad Street, Wellons Street and Woodall Street.

An asphalt ramp has been applied to the roadway for a flush railroad crossing. A gated railroad crossing signal stands on each side of the tracks, about 25 feet from the tracks. The southern signal has a highway guardrail around its base for protection.



Baker Street at Wellons

Baker Street

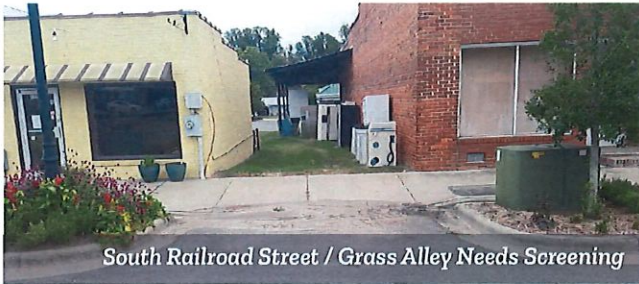
Baker Street is a secondary north-south street that supports Main Street one block to the east. The roadway is approximately 20 feet wide with wide grass shoulders and no street trees. North of the railroad, the street widens to include parallel parking on the west side and angled parking on the east at Barbour's Grove Park.

Like Church Street, few buildings in the study area front Baker Street. One building that does front the street, a building supply store, uses the shoulder to provide access to its large gravel parking area.

Stormwater appears to drain to each side of the street, into square inlets at the corners of Williams Street, South Railroad Street and Wellons Street. Runoff is also collected in ditches along the undeveloped parcel and on both sides of the street south of Wellons.

Baker street rises gradually to meet flush with the railroad tracks. The slope, while gradual, appears to be outside ADA requirements if a pedestrian crossing is required.

North of the railroad, overhead utility lines run along the west side of Baker Street, with wooden poles located at back of curb. An LED cobra-head fixture is attached to the pole next to the Post Office for street lighting. At North Railroad Street the line crosses the street to service the railroad signals. Decorative pedestrian pole lights frame the entrance to Barbour's Grove Park. A wooden pole with an LED cobra light is located at South Railroad Street, and is fed by an overhead wire coming from that street. A second LED cobra light lights the area around Lassiter Street, but it is unclear where the power is provided. Four poles occupy the corners of Wellons Street to support the signals and one



South Railroad Street / Grass Alley Needs Screening

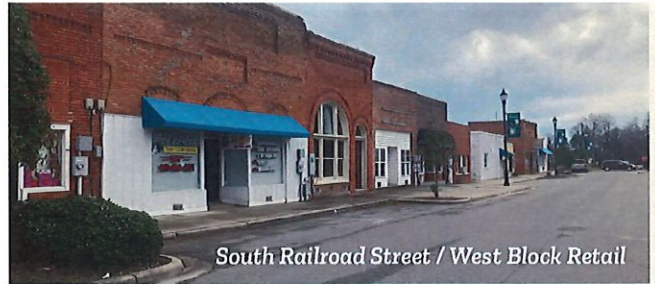
LED road light. From this intersection, overhead lines run south along the east side of the street. These poles are set in the shoulder about 5 feet off the paving edge, and support LED cobra head lighting.

Baker street rises gradually to meet flush with the railroad tracks. The slope, while gradual, appears to be outside ADA requirements if a pedestrian crossing is required.

South Railroad Street

South Railroad Street runs east-west along the railroad tracks and marks the historic locations of the Four Oaks depot and cotton platform. Historic brick commercial buildings line the south side of the street, continuing the strong urban form of Main Street. The north side of the street is clear of buildings and formal streetscape elements to maintain the railroad right of way. A few benches and evergreen shrubs are informally clustered on the western block. Angled parking lines the north side of the street, and a mix of parallel and angled parking accesses the buildings to the south.

The block west of Main Street is more developed than the block east of Main Street. Concrete curb and gutter complete the roadway, and control stormwater. Brick buildings extend the full block and display a range of heights, styles, and historic brickwork details. A concrete sidewalk extends from the buildings to the street, framed by pedestrian light poles with acorn fixtures and banner signs. American Holly trees are planted in sidewalk extensions between parking spaces. Several shops have provided awnings, planters, signage, and seating to encourage gathering. On the north side of the street, several informal elements appear to minimize the open expanse of lawn: clusters of benches and evergreen



South Railroad Street / West Block Retail

shrubs, and an Eastern Red Cedar tree planted in the parking island at Main Street. The street appears to drain to inlets on the west side of the block.

East of Main Street, the block contains one white brick building and an undeveloped parcel. Concrete curb, gutter and sidewalk are present only along the building frontage. The islands on either side of the angled parking contain pedestrian light poles and American Holly trees to match the western block. Most of the building presents a blank wall covered with parking signs and gutter downspouts that empty onto the sidewalk. A single shop at the rear of the building presents a door, signage, planters, and seating. Staining on the sidewalk indicates that water flows from the downspouts to the curb and into the street. From here water appears to drain to ditches on either side of the street and a single square inlet at Baker Street.

Several observations apply to the entire street. Utility lines appear to be underground and provide a clean look. Meters connected to the buildings, however, present the opposite effect. Several trees share space with light poles and transformers, reducing available soil volume and creating conflicts.



South Railroad Street / Bench In Lawn



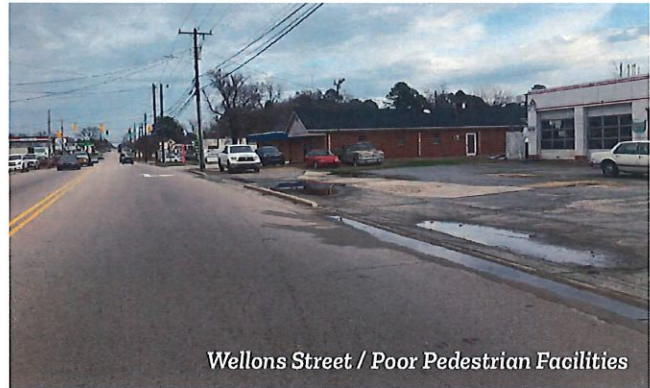
Lassiter Street

Lassiter Street is an east-west street that bisects the historic downtown core. The roadway is about 18 feet wide but narrows closer to 15 feet as it passes between the buildings fronting Main Street. Lassiter Street is designated as one-way westbound between Main Street and Church Street.

The street currently functions as a service road, providing access to parking areas and service entrances behind the commercial buildings that front the neighboring blocks. There are several buildings within a few feet of Lassiter Street, but none directly front the street. Two parcels at the corner of Baker Street are undeveloped. The asphalt is in fair condition, but the driveway aprons are cracked on each side of Main Street. Utility and service infrastructure such as gas drums, meters, AC units and trash carts are visible from the street without screening.

The bank parking lot provides a planting island along Lassiter Street, with two ornamental trees in good condition. These trees and a few mature trees in the undeveloped parcel fronting Baker Street provide the only tree canopy on Lassiter Street. Lawn areas east of Main Street are in poor condition, as they have been used for parking.

There are no visible utility lines on Lassiter Street, and no streetlights. Stormwater appears to drain to either side of the street, but no collection infrastructure was encountered.



Wellons Street / US Highway 301

Wellons Street is the primary vehicular east-west street in Four Oaks, and the southern anchor to the Four Oaks Commercial Historic District. The roadway accommodates two wide travel lanes and two parallel parking lanes. Along the south curb line, wooden utility poles carry overhead lines and provide street lighting with LED cobra-head fixtures.

The urban form is strongest at the intersection with Main Street, where two-story brick buildings occupy three of the four corners. Traveling east, the urban arrangement of commercial buildings continues along the north side of Wellons Street. The south side of this block provides a stark contrast, with two small buildings set back from the street and a large expanse of parking. West of Main Street, the urban form is reduced more gradually, as smaller buildings maintain frontage on the sidewalk.

Commercial signage is a primary component of the streetscape. A range of sign types vies for the attention of motorists, and includes building-mounted signs, pedestal signs, monument signs, sandwich boards and flags. Few pedestrian amenities are present, with benches, planters and picnic tables provided by restaurant owners at their establishments. Utility equipment, such as ice machines, gas canisters, AC units and trash carts, is in plain view of the sidewalk.

The concrete sidewalks are in poor condition. Cracks and stains appear in several areas. Repairs have been patched with asphalt to disrupt the uniform appearance. In a



Wellons Street / Autocentric

few areas the sidewalk material is uniform with the adjacent vehicular surfacing, making it difficult to navigate on foot. Most notably, on the western block the sidewalk on the south side of the street is settling to create a tripping hazard.

Stormwater appears to drain to several inlets on the north side of the street. One storm drain is on the south side of Wellons Street, near Church Street.

Woodall Street

Woodall Street is a secondary east-west street at the southern limit of the study area. The gravel roadway is about 12 to 15 feet wide with grass shoulders. Despite the road's narrow width there is no indication of one-way travel.

West of Main Street, Woodall Street serves storage and service buildings as well as service areas for commercial buildings that face Main and Wellons Streets. Utility infrastructure and storage items are visible and unscreened from the street.

East of Main Street, Woodall Street passes between a brick commercial building and a residence; these buildings respectively project a blank wall and a screen fence toward Woodall Street. Mid-block the street is bounded by a fenced playground and a residential parking area. At Baker Street, a 2-story apartment building and its parking lot face the north side of Woodall Street. Across the street is a residential side yard. The buildings and fences stand close to the edge of paving.

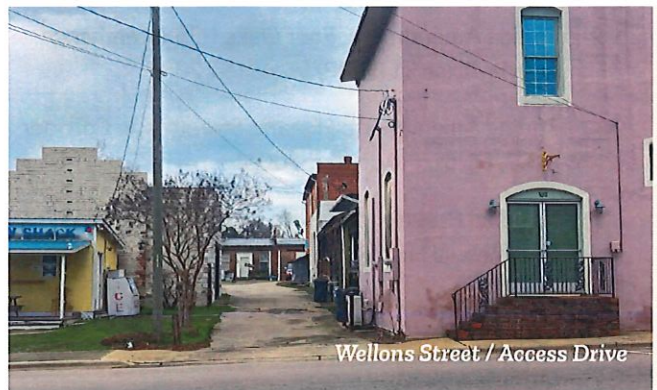


Wellons Street / Poor Pedestrian Facilities

There are several trees adjacent to the street, but they do not appear to be coordinated. An Ailanthus grows next to the light pole on the western block, and a mix of species line the south side of the street near the playground. All trees are in good condition.

Stormwater ditches run on both sides of the street between Church and Main Street, and on the eastern half of the block approaching Baker Street. No drains or downspouts are readily apparent.

Overhead utility lines service Woodall street from adjacent streets. A wood pole in the middle of the western block connects to Main Street and has an LED cobra-head streetlight fixture. Overhead lines cross the eastern block of Woodall Street, meeting at a single pole mid-block on each side. The northern pole has a cobra-head light aimed off the street and over the playground.



Wellons Street / Access Drive



GUIDING DOCUMENTS & PREVIOUS PLAN REVIEW

It is important for this master plan to provide a continuation of previously adopted plans, studies, and documentation. Careful review and analysis of previous work offers a window into citizen values and the vision of town stakeholders, and it allows coordination with other adopted plans for the Town of Four Oaks. The planning team has researched multiple sources of information, including documents pertaining to town zoning overlays, historic district registration, and economic development. A listing, though not exhaustive, of significant influencing plans or documents include:

- ▶ Zoning Amendment: Historic Downtown Development Plan (HDD) and Downtown Fringe Overlay (DTF) (Adopted 2006)
- ▶ Zoning Amendment: Four Oaks I-95 Interchange Overlay District (FOIP) (Adopted 2006)
- ▶ Zoning Amendment: Historic Streetscape Corridor (HSC) District (Adopted 2006)
- ▶ National Register of Historic Places: Four Oaks Commercial Historic District (Listed 2006)
- ▶ North Carolina Main Street & Rural Planning Center Report of Economic Development Assessment (Adopted 2020)

Zoning Amendment: Historic Downtown Development Plan (HDD) and Downtown Fringe Overlay (DTF) (2006)

The Town of Four Oaks established four districts in 2006 to provide development guidelines and design standards for its historic downtown, the Town's entrance from Interstate 95 (I-95), and the streets that connect them. The purpose statements illustrate the vision of the Town to "enhance the economic, functional, and aesthetic importance of significant street corridors." More specifically, these districts aim to do the following:

- ▶ Encourage the development and redevelopment of vacant parcels to increase tax revenues generated from the existing public infrastructure
- ▶ Stimulate economic development to provide services and commerce
- ▶ Create safer places for the movement of pedestrians and vehicles
- ▶ Encourage pedestrian circulation and reduce traffic congestion
- ▶ Define the town's architectural character
- ▶ Establish a higher level of quality through the application of design standards

The Historic Downtown Development Plan (HDD) and Downtown Fringe Overlay (DTF) establishes the first two districts at the Town's core. The article outlines the parameters used to realize the Town's vision of a vibrant, safe, historic downtown. The historic nature of the district is maintained by prohibiting certain uses, such as auto repair shops and utility stations. Building design standards mirror those of the Secretary of the Interior, and they must "complement and enhance the unique historic architecture prevalent in Four Oaks and eastern North Carolina." Buildings are to engage pedestrian activity at street level with large windows, architectural details, and appropriate signage. Off-street parking areas are pulled away from the streetscape and screened from view. Street trees, vegetated buffers and sidewalk landscaping provide a comfortable experience. Lighting, signage and underground utility standards increase visibility and establish a safe, predictable environment for all users.

These guidelines set the Downtown stage and set the tone for the following districts. This Master Plan aims to build upon these principles.

Zoning Amendment: Four Oaks I-95 Interchange Overlay District (FOIP) (2006)

The Four Oaks I-95 Interchange Overlay District (FOIP) establishes the third special district at the Town's primary entrance at the Interstate 95 exit and its interchange with Keen Road. The article defining this district mirrors the previous article establishing the Historic Downtown Development Plan, helping to create a cohesive aesthetic for the Town. The purpose statements, prohibited uses and the majority of the design parameters are identical for the FOIP district, the HDD and DTF districts. The FOIP does provide a leafy, suburban feel with a deeper front building set back, additional canopy trees and public open spaces distributed throughout the developed areas.

These guidelines create a welcoming front door to the Town of Four Oaks.



Zoning Amendment: Historic Streetscape Corridor District (HSC) (2006)

The Historic Streetscape Corridor District (HSC) is established to connect the Historic Downtown (HDD) to the Interstate entrance (FOIP). The article clearly states the purpose of this area is "to link commerce between the two areas in a manner that is transitional, aesthetically pleasing, and pedestrian friendly." Further, "it is the specific intent of this section to promote historic styles of architecture along the proposed streetscape, while encouraging both office and retail type uses within the district." The regulations within the article mirror this purpose, matching the design standards of the HDD / DTF districts.

The Preface to the Historic Streetscape Corridor District offers additional insight into the desires of the Town and the committee defining these districts. The current character of this area is noted to be different from the surrounding districts, containing high-density residential uses on small parcels. The proposed solution is a mix of small retail shops, offices and residences that share similar architectural styles; the committee envisions the area shifting to commercial uses as the Historic Downtown and Interchange areas grow. Additionally, several of the streets have a narrow right-of-way and present a challenge to developing a comfortable streetscape. The committee recommends supplementing these overlay district design standards with a "typical" street section for each street, determining lane widths, parking opportunities and pedestrian facilities within the historic districts.

The Town concludes that the steep initial investment in these capital improvement projects will be rewarded with a vibrant town center and strong economic growth.



National Register of Historic Places: Four Oaks Commercial Historic District (2006)

The listing of the Four Oaks Commercial Historic District with the National Register of Historic Places establishes the limits of the historic downtown and documents the history and character that the Town wishes to preserve. Four Oaks was platted by the Wilmington and Weldon Railroad Company in 1886 as a station on the track connecting Smithfield and Benson. The town was named after an oak tree on the Kinchen Barbour farm, which sprouted four new trunks after being chopped down for the railroad. The town's 13 blocks were centered on the railroad tracks, intersected by Baker Street, Main Street and Church Street going North-South; Sanders Street and Wellons Street moved East-West. The depot and cotton platform were located on the south side of the railroad tracks on either side of Main Street. Four wood-framed general stores anchored the corners of Railroad and Main Streets. Four Oaks was the principal cotton market in Johnston County until 1930, and it remained a popular agricultural trading center until the

1950s. The commercial district declined with the rise of the automobile but is experiencing a revival through the local arts community.

The Four Oaks Commercial Historic District represents one of the most intact railroad town commercial districts in Johnston County, and contains 29 architecturally-significant buildings on nine blocks. The W.E. Stanley Store is the oldest, built in 1890 and later moved to Woodall Street. Brick buildings built between 1904 and 1950 line the streets and represent the commercial vernacular of the early 20th century in North Carolina. The facades, vernacular brickwork and architectural details represent several historical architectural styles. Two gas stations, the 1930s Spanish Colonial Sinclair station and the 1957 Moderne-style Esso gas station, anchor the south side of the district and reflect the town's transition to the automobile.

The Four Oaks Commercial Historic District preserves the history and character of early 20th century life in eastern North Carolina. The streetscapes that connect these historic structures must reflect a complementary palette of materials and design details.

North Carolina Main Street and Rural Planning Center Report of Economic Development Assessment (2020)

The Town of Four Oaks is working with the North Carolina Main Street and Rural Planning Center to create a 2020 Downtown Revitalization Plan, focused on economic development. The Economic Development Assessment is a summary of the group's public engagement with business owners, residents, and other stakeholders to define the Town's economic vision.

The group reviewed the economy from multiple angles, studying key community assets, economic strengths, weaknesses, opportunities, and threats. Economic drivers include House Autry Mills, Becton-Dickinson, MayCraft Boat Builders, the Ashley Home Distribution Center, and the CommHealth Call Center. Threats include a fear of uncontrolled growth, citizens who resist change, and cumbersome town ordinances. The group felt that the Town's

location, community, and school system are strengths, while its appearance and infrastructure need attention. These factors helped the group develop an Economic Vision Statement:

"Four Oaks, a gateway to North Carolina's Capitol and coast, is an oasis of hospitality centered between Boston and Miami on I-95. Downtown is a center for creative local artisans with destination businesses, community events and social activity. Four Oaks is home to industry, business, family, and an authentic heritage as deep as the roots of our Four Oak trees."

The group developed two strategic goals from this economic vision statement: Create an Environment for Downtown Vibrancy and Create an Oasis of Hospitality. To reach these goals, the Town is advised to organize a Downtown Advisory Committee or non-profit organization, increase downtown foot traffic and business sales, develop a small area gateway plan for the I-95 interchange, and introduce a hospitality ethos throughout the Town. Implementation of these objectives is to begin immediately, with milestones set later in 2020.

This economic vision demonstrates government and public support for improving the Town's branding and infrastructure to encourage economic development.

Improvements to the streetscape identified in this Master Plan are coordinated with these ideas to help drive placemaking and economic development in Four Oaks.

SITE INVENTORY AND ANALYSIS SUMMARY

The inventory and analysis of downtown Four Oaks identified physical conditions that present opportunities for the creation of a vibrant streetscape. The information obtained during this phase provided the project team with a



comprehensive understanding of the existing site conditions and surrounding context of the project site. The guiding documents and previous plan review also provided the project team with a thorough understanding of the effort that has already gone into creating the framework necessary to improve the streetscape.

Through the diligent planning by the Town, the downtown streetscape will be more accessible, walkable, and well-connected to the surrounding neighborhoods. The enhanced visitor experience will increase foot traffic to the area and spark economic development.

Based on the site observations, the project team was able to identify areas of the downtown streetscape that could potentially be developed, areas that may present challenges, and additional features that could be incorporated into the streetscape to enhance the visitor experience. The next chapter will expand on this synthesis, and begin to identify opportunities, constraints, and streetscape concept alternatives.

03

Concept Development

ANALYSIS OF ASSETS, OPPORTUNITIES, AND CHALLENGES

The information obtained during the site analysis helps to identify assets, opportunities, and challenges, and inform initial concept development. The unique history and character of Four Oaks are tremendous assets that present opportunities for enriching the visitor experience. The existing site conditions also present some constraints and challenges that must be considered to fully develop the streetscape.

Based on these findings, and conversations with Town staff and stakeholders, the following assets, opportunities, constraints, and challenges were identified. These preliminary findings serve as the foundation for the development of concept alternatives and program elements.

ASSETS

- ▶ Four Oaks Commercial Historic District is registered with the National Register of Historic Places
- ▶ Interesting mix of architectural styles and details establishes a downtown architectural character and a foundation for building a brand
- ▶ Motivated residents, workers, and Town staff with a shared vision for downtown



Main Street Storefront Character

OPPORTUNITIES

- ▶ **Gateway Features on Main Street and Wellons Street / US Highway 301**
 - ▶ Provide arrival moments at main entrances to downtown
 - ▶ Connect downtown to the surrounding neighborhoods
- ▶ **Public Spaces**
 - ▶ Encourage meeting and gathering
 - ▶ Increase foot traffic to downtown shops and businesses
 - ▶ Connection to park south of Wellons Street / US Highway 301
- ▶ **Public Art**
 - ▶ Sparks interest and creates a destination
 - ▶ Increases memorability, uniqueness to downtown
- ▶ **Infill Development**
 - ▶ Provides additional services and amenities
 - ▶ Revitalizes existing storefronts
 - ▶ Generates tax revenues using existing Town infrastructure
 - ▶ Attracts multiple users with a mix of restaurants, shops and services
- ▶ **Green Streets**
 - ▶ Increase stormwater system capacity
 - ▶ Reduce demand on existing stormwater infrastructure
 - ▶ Increase planting opportunities
 - ▶ Shade for the sidewalk
 - ▶ Increase pedestrian safety
- ▶ **Wayfinding**
 - ▶ Coordinated signage to direct visitors to points of interest
 - ▶ Enhances branding
- ▶ **Programs and Events**
 - ▶ Encourage visitation to downtown
 - ▶ Opportunities for community engagement with varied groups and demographics



CONSTRAINTS & CHALLENGES

- ▶ **Railroad**
 - ▶ Visible and psychological separator
 - ▶ Grade differential between railroad tracks and the street
 - ▶ Railroad has different requirements for visibility and maintenance
 - ▶ Railroad is operated and maintained by a different entity
 - ▶ Pedestrian and Vehicular safety
- ▶ **Utilities**
 - ▶ Overhead utilities and wooden poles detract from the visitor experience
 - ▶ Adjustments require coordination and buy-in from multiple parties
 - ▶ High cost of relocating or burying utilities
 - ▶ Scheduling with business owners to minimize disturbance
- ▶ **Steep Grades**
 - ▶ Limit accessibility and pedestrian comfort
 - ▶ Require steps and ramps to traverse
 - ▶ Accelerate stormwater runoff
- ▶ **Shortfall in Amenities**
 - ▶ Lack of seating and bike racks
- ▶ **Lack of consistency in materials and signage**
- ▶ **Inconsistent lighting fixtures and distribution**
- ▶ **Pedestrian Safety**
 - ▶ Poor condition of sidewalks creates tripping hazards
 - ▶ Unclear circulation routes across driveways and parking lots
 - ▶ Inconsistent driveway widths encourage vehicular curb-hopping
 - ▶ Gaps in sidewalks encourage trailblazing
 - ▶ High-speed crossings, primarily at Wellons Street and railroad
- ▶ **Disruption to Businesses**
 - ▶ Scheduling and phasing of work to minimize business impacts
 - ▶ Coordination of parking and delivery access
- ▶ **Support**
 - ▶ Needs buy-in from local businesses and property owners
 - ▶ Land use and zoning changes
 - ▶ Compatibility with Four Oaks Fire Department & EMS access requirements

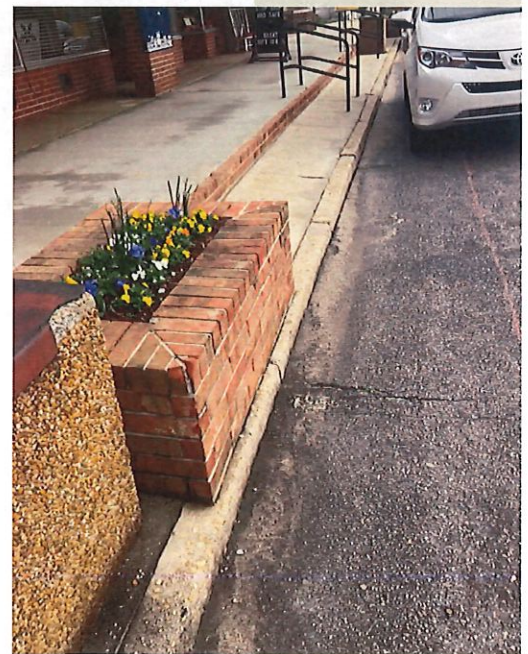




MASTER PLAN PROGRAMMING ELEMENTS

The Town of Four Oaks intends for the downtown streetscape to serve as the heart of Four Oaks, providing a comfortable, safe, and inviting place to visit, shop, work and spend time. Using information from discussions with the Town, site analysis, guiding document review, and public input, the following preliminary programming elements were developed to ensure broad appeal while responding to the existing conditions and site context:

- ▶ Continuous sidewalks on all streets
- ▶ Defined driveway entrances and curb cuts
- ▶ Safer crosswalks with curb bulbouts
- ▶ Street trees and landscaping
- ▶ Green street and stormwater considerations
- ▶ Gateway elements
- ▶ Public spaces with special paving and materials
- ▶ Seating and site furnishings
- ▶ Public art
- ▶ Improvements to accessibility and ADA compliance



CONCEPT ALTERNATIVES

Concept Alternative Development

The concept alternatives for the Town of Four Oaks Downtown Streetscape represent the results of extensive analysis, input from the Town and public, and program development. The initial concepts were formed using data gathered from site analysis, document research and feedback from the first public meeting. Discussion with the Town focused the project team's efforts to a preferred alternative, which was discussed at the second public meeting. Feedback from that meeting steered the final streetscape concept.

As exhibited on the following pages, the project team collaborated to study several design themes and concepts, synthesizing them into a series of concept alternatives. The programming elements listed previously were included in all design themes and alternatives.



DESIGN CHARRETTE

The project team initiated the concept development process with a design charrette. In this collaborative meeting, the team talked through the program elements, sketched design ideas, explored different solutions to challenges, and shared a diverse range of ideas. The design charrette provided a foundation for the development of concept alternatives.



*Collaboration
was key in
establishing the
foundation of
the Four Oaks
Downtown
Master Plan.*

CONCEPT DEVELOPMENT



DEVELOPMENT OF THEMES

With a collection of ideas developed in the design charrette, the team explored several themes that would apply to the entire downtown streetscape and provide an organized structure. Using an aerial map of downtown, team members explored opportunities for activity nodes, gathering spaces, infill development, traffic calming, and safe pedestrian crossings. A separate exercise studied stormwater management improvements, and the potential for a green infrastructure network.



SYNTHESIS OF THEMES

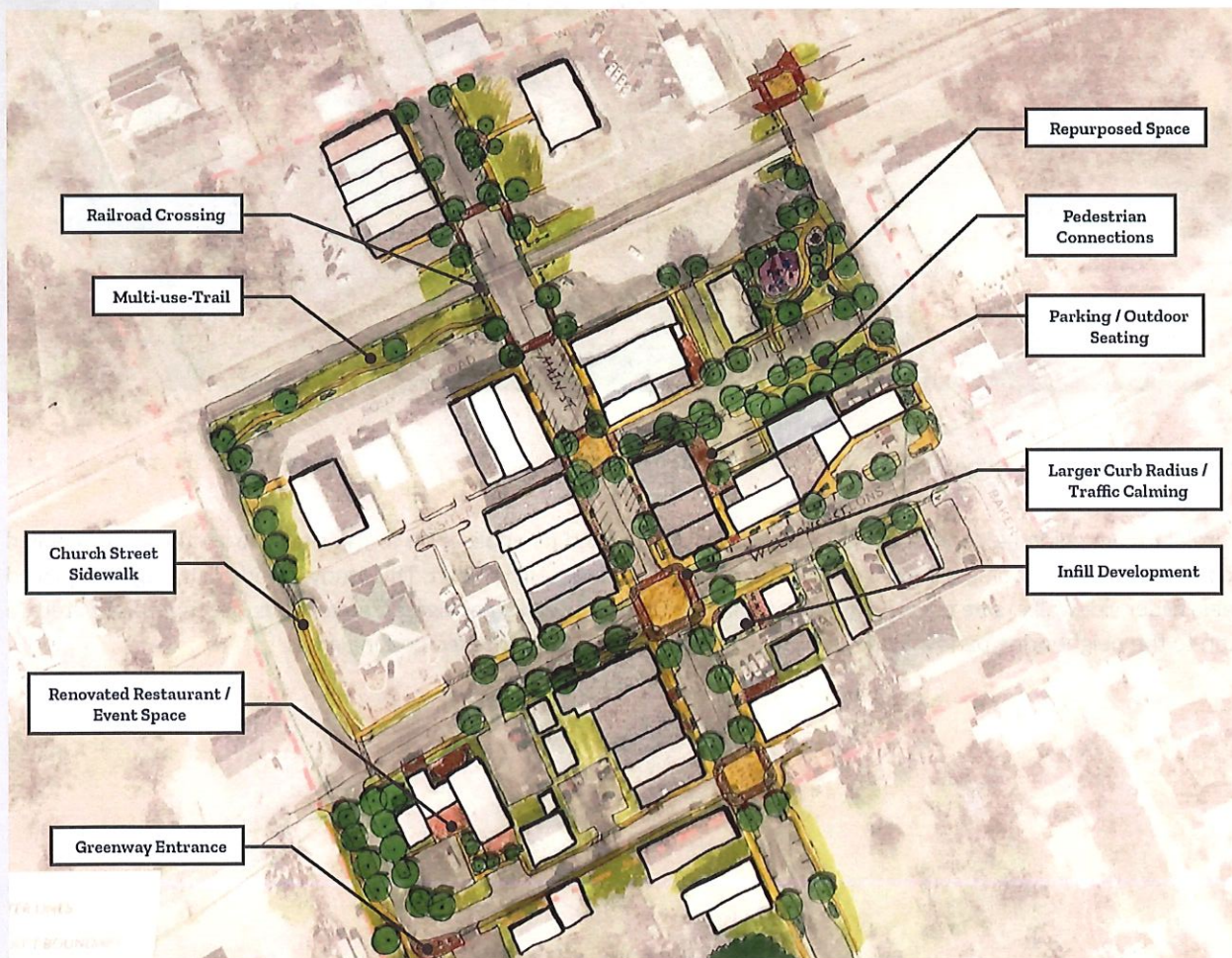
The project team gained a good understanding of each theme and its application to the site. The synthesis step pulled these themes together into a singular map, where they could be examined in concert. This study included strategically placed street trees, wider sidewalks, safe crosswalks and railroad crossings, gateway paving at intersections, green infrastructure, a connection to the neighboring park, infill development, seating areas, and improved parking areas.

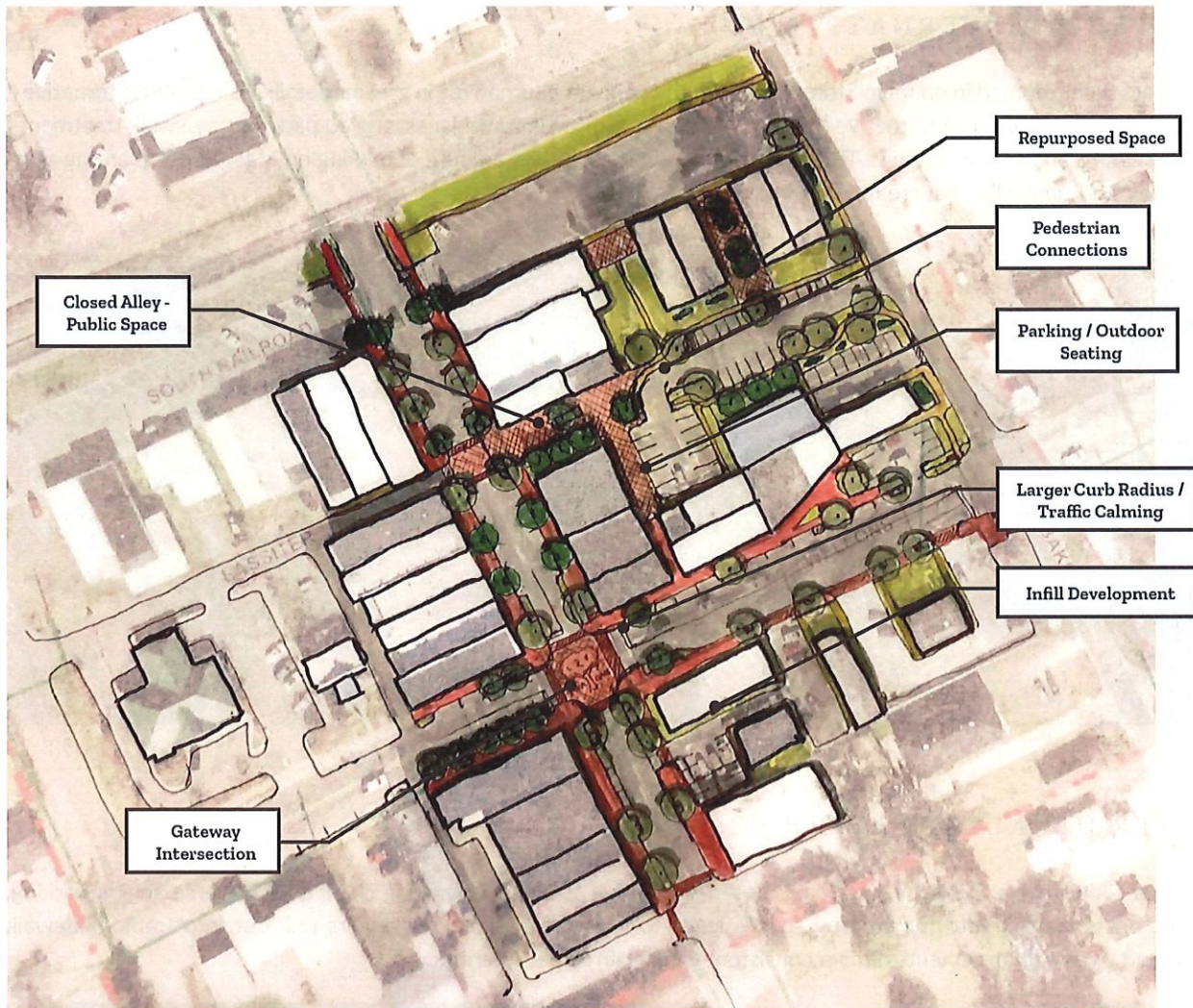
Concept Alternatives

With the program elements and themes coming into focus, the project team developed two concept alternatives for the Four Oaks Downtown Streetscape. The themes are consistent in both alternatives, prioritizing the visitor experience with wider, safer sidewalks, clear circulation and crossing areas, street trees, gateway elements and public art. The concept alternatives take different approaches to organizing spaces, parking treatments, and general layout.

CONCEPT ALTERNATIVE #1

Concept Alternative 1 includes street trees, decorative paving in crosswalks and intersections, and angled parking on Main Street, which carries out beyond the project limits. Traffic calming measures are introduced on Wellons Street, and its southeast corner with Main Street is completed with infill development. The undeveloped parcels on Lassiter Street are repurposed as parks with additional trees and landscaping. A multi-use trail along South Railroad Street connects to a greenway connection at the southwest corner of Woodall Street.





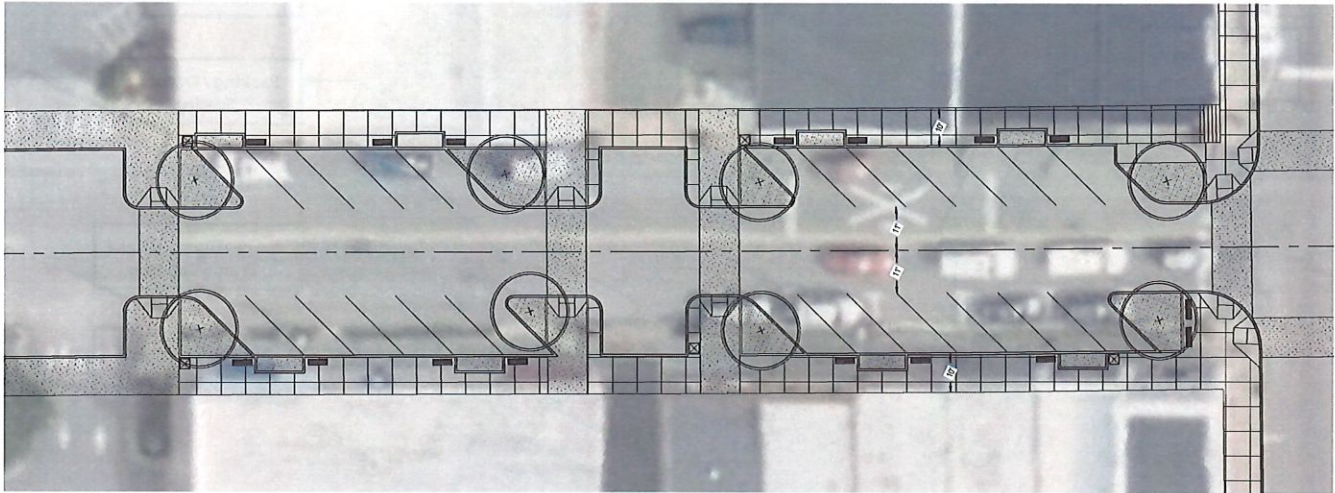
CONCEPT ALTERNATIVE #2

Concept Alternative 2 treats Main Street with street trees, decorative paving in crosswalks and intersections, and parallel parking. The intersection at Main Street and Wellons Street is enhanced as a gateway intersection with graphics and special paving. Traffic calming measures are introduced on Wellons Street, and its southeast corner with Main Street is completed with infill development.

The undeveloped parcels on Lassiter Street are also repurposed with infill development and off-street parking. Lassiter Street is closed east of Main Street, forming a large public plaza space.

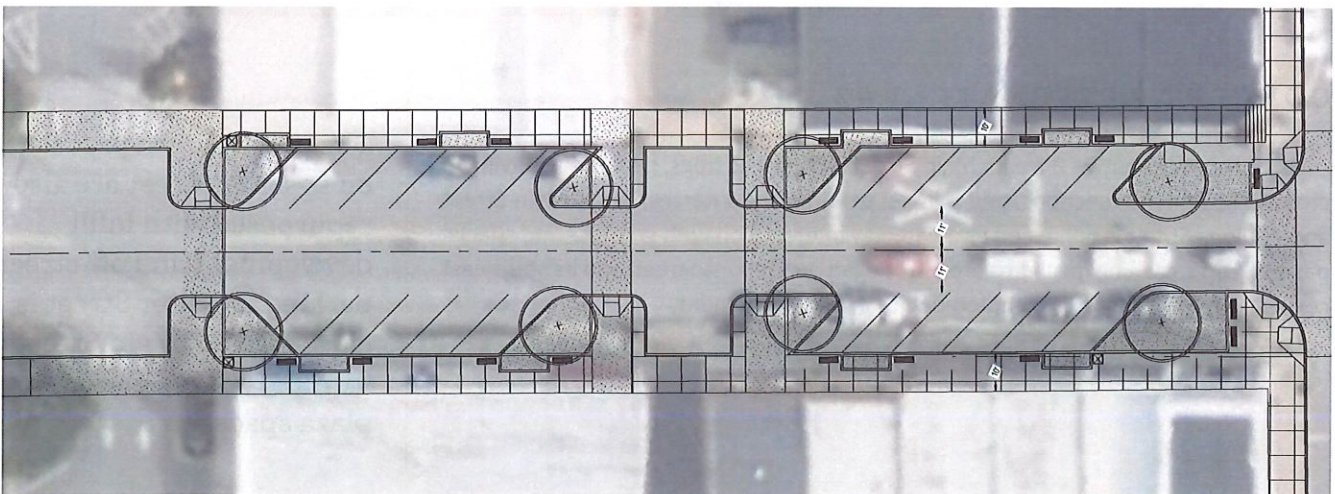
MAIN STREET ALTERNATIVE #1

The project team zoomed in on Main Street to review the concept alternatives in greater detail. Main Street Alternative 1 details the elements in Concept Alternative 1, including eleven-foot wide travel lanes, angled parking, crosswalk treatments, street trees, seating, and site furnishings. This alternative provides a greater amount of parking on Main Street, planting areas for street trees, and sidewalks that are ten feet in width.



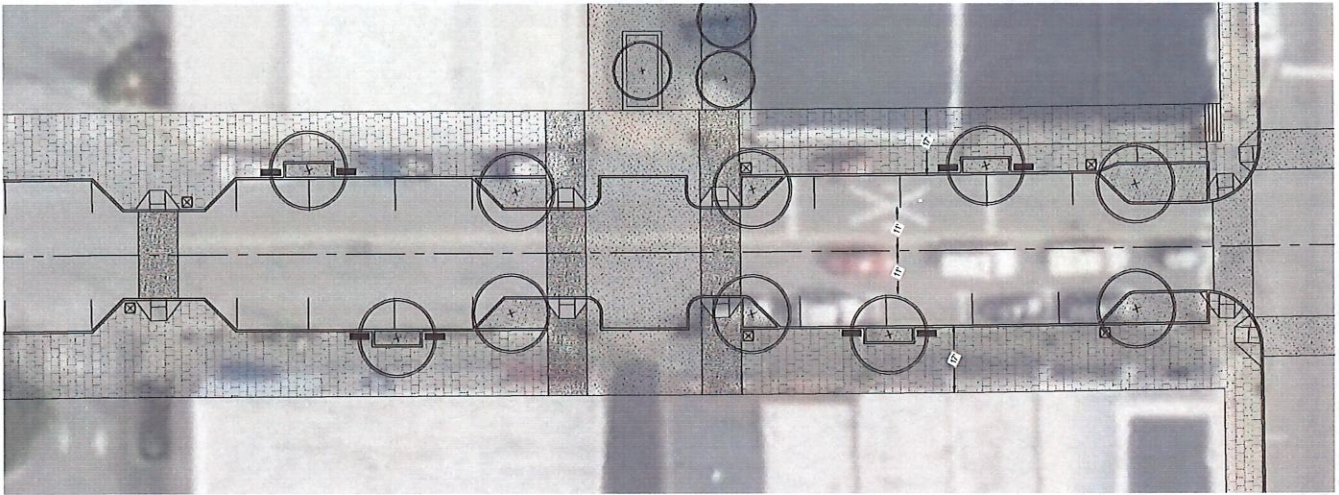
MAIN STREET ALTERNATIVE #2

Main Street Alternative 2 is similar to Main Street Alternative 1, with the parking changed to reverse angled parking. Allowing motorists to back into the parking spaces leads to improved visibility as drivers pull out into traffic. Sidewalk dimensions and crosswalk treatments remain consistent with Main Street Alternative 1.



MAIN STREET ALTERNATIVE #3

Main Street Alternative 3 examines Concept Alternative 2 in greater detail. In this concept, the travel lanes are narrowed, parallel parking is maintained, and the curb lines shift to create comfortable 17-foot wide sidewalks. The east access to Lassiter Street is closed to create a public plaza with additional seating and plantings.





PUBLIC INVOLVEMENT

Methodology

Public involvement is the backbone of any successful planning effort. Communication between the project team and those who live, work, and play in the project area allows the exchange of ideas and builds consensus towards building the final master plan. For the Four Oaks Downtown Streetscape Master Plan, a multi-faceted approach to public involvement was developed to obtain as much public input

as possible in a limited time frame. The primary goals of the plan's public participation strategy were to raise awareness and garner support of the project, and to obtain input for developing streetscape concepts.

The project team conducted two community meetings to introduce the project, listen to community concerns, encourage feedback on visual precedent imagery, obtain preliminary ideas for programming, and gather comments on preliminary form and function concepts.



Public Meetings

FIRST PUBLIC MEETING

The first public meeting was held from 7 to 9 p.m. on February 11th, 2020 at the First Baptist Church Four Oaks. Meeting attendees were invited to participate in an open house input session that included an overview of the project process, the existing conditions of the study area, and information for additional opportunities to participate. Those in attendance were asked to visit stations set up around the room to view the presented material and participate in a dot placement visual preference exercise, as well as draw out ideas on a study area map. Town of Four Oaks staff and officials, as well as WithersRavenel staff were available at each station to answer questions and encourage participants to provide comments. Approximately 50 people attended the first public meeting.



The insights below were gathered from comment boards and comment cards:

- ▶ Improved sidewalks and new sidewalks where missing
- ▶ Safer street crossings
- ▶ Gateway elements
- ▶ Appearance improvements and standards
- ▶ Landscape improvements
- ▶ Additional seating
- ▶ Uniform lighting
- ▶ Move power lines
- ▶ Greenway connections
- ▶ Public art



CONCEPT DEVELOPMENT

In addition to comments, participants were given an opportunity to participate in a visual preference exercise where they were given a set of dots and asked to place them on precedent images in a series of categories that they might want to see in the Four Oaks Downtown Streetscape. The following is a summary of the results of this exercise by category. Images of the boards with the totals from all events can be found on the following pages.

SIDEWALK IMPROVEMENTS

- ▶ Two images received the most dots; they show brick sidewalks with street trees and outdoor seating

CROSSWALKS

- ▶ The image receiving the most dots is a brick crosswalk with a white border

LIGHTING

- ▶ The image receiving the most dots is a seating area with pedestrian lighting. An image of a walkway with overhead string lights also received a significant number of dots.

STREET TREES

- ▶ The image receiving the most dots contains street trees in brick planters.

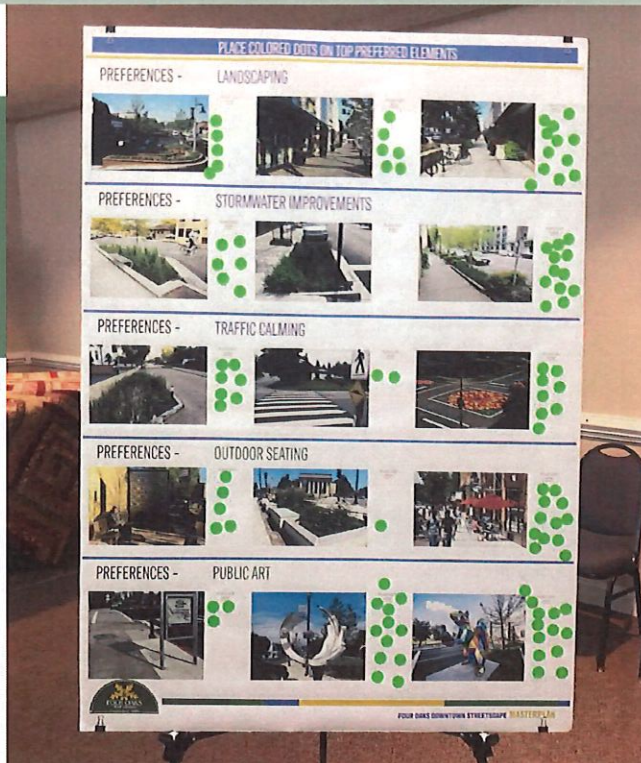
LANDSCAPING

- ▶ All images received a significant number of dots, and the image that received the most dots shows a mix of street trees and raised planters.

TRAFFIC CALMING

- ▶ To images received the most dots; they show an intersection with decorative patterns and a curb bumpout with plantings.





STORMWATER IMPROVEMENTS

- ▶ The image receiving the most dots is a continuous streetscape planting in stormwater planters, with street trees and a variety of plantings. An image of a planted curb bulbout received a moderate number of dots.

OUTDOOR SEATING

- ▶ The image receiving the most dots is a streetscape with café tables and umbrellas on one side and benches on the other.
- ▶ The image with a large metal gateway on masonry columns received a significant number of dots.

PUBLIC ART

- ▶ The image receiving the most dots is a large squirrel statue with colorful geometric shapes.
- ▶ This category received the highest total of dots across all images.



DOWNTOWN PUBLIC SPACES

- ▶ All three images received a significant number of dots. The image receiving the most dots is a brick courtyard between brick buildings with a fire pit and raised planters.
- ▶ The second-place image shows a fenced courtyard with a gathering space, decorative paving, bench seating and plantings along one side.
- ▶ The third-place image shows a night scene with a leaning rail and overhead string lights.

TRASH CANS

- ▶ The image receiving the most dots is a contemporary metal trash can with an open top.

GATEWAYS

- ▶ The image receiving the most dots is a colorful, pole-mounted welcome sign.



SECOND PUBLIC MEETING

The second public meeting was held from 7 to 9 p.m. June 17, 2020, at the Four Oaks Fire Station. Meeting attendees were invited to participate in an open house input session that included an overview of the project process, the existing conditions of the study area, and a summary of the insights gained at the previous meeting. A preliminary concept alternative was presented, in addition to a construction cost estimate and proposed phasing of the project. Attendees were asked to provide feedback on these items and offer comments to refine the final streetscape concept.

Town of Four Oaks staff and officials, as well as WithersRavenel staff were available to answer questions and encourage participants to provide comments. Approximately 60 people attended the second public meeting.



ENGAGEMENT SUMMARY

The second public meeting was held from 7 to 9 p.m. June 17, 2020, at the Four Oaks Fire Station. Meeting attendees were invited to participate in an open house input session that included an overview of the project process, the existing conditions of the study area, and a summary of the insights gained at the previous meeting. A preliminary concept alternative was presented, in addition to a construction cost estimate and proposed phasing of the project. Attendees were asked to provide feedback on these items and offer comments to refine the final streetscape concept.

Town of Four Oaks staff and officials, as well as WithersRavenel staff were available to answer questions and encourage participants to provide comments. Approximately 50 people attended the second public meeting.

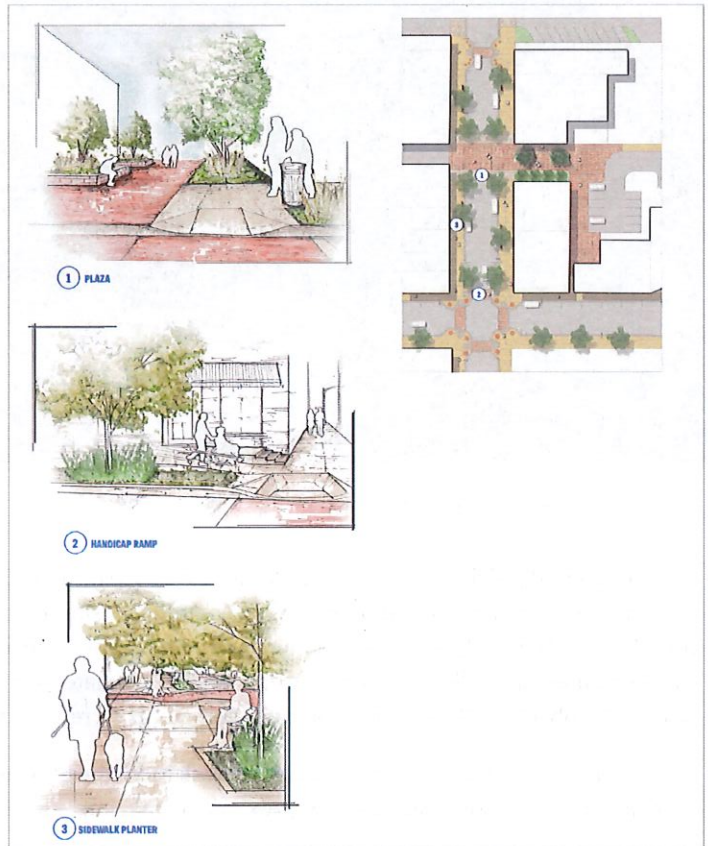
FINAL CONCEPT

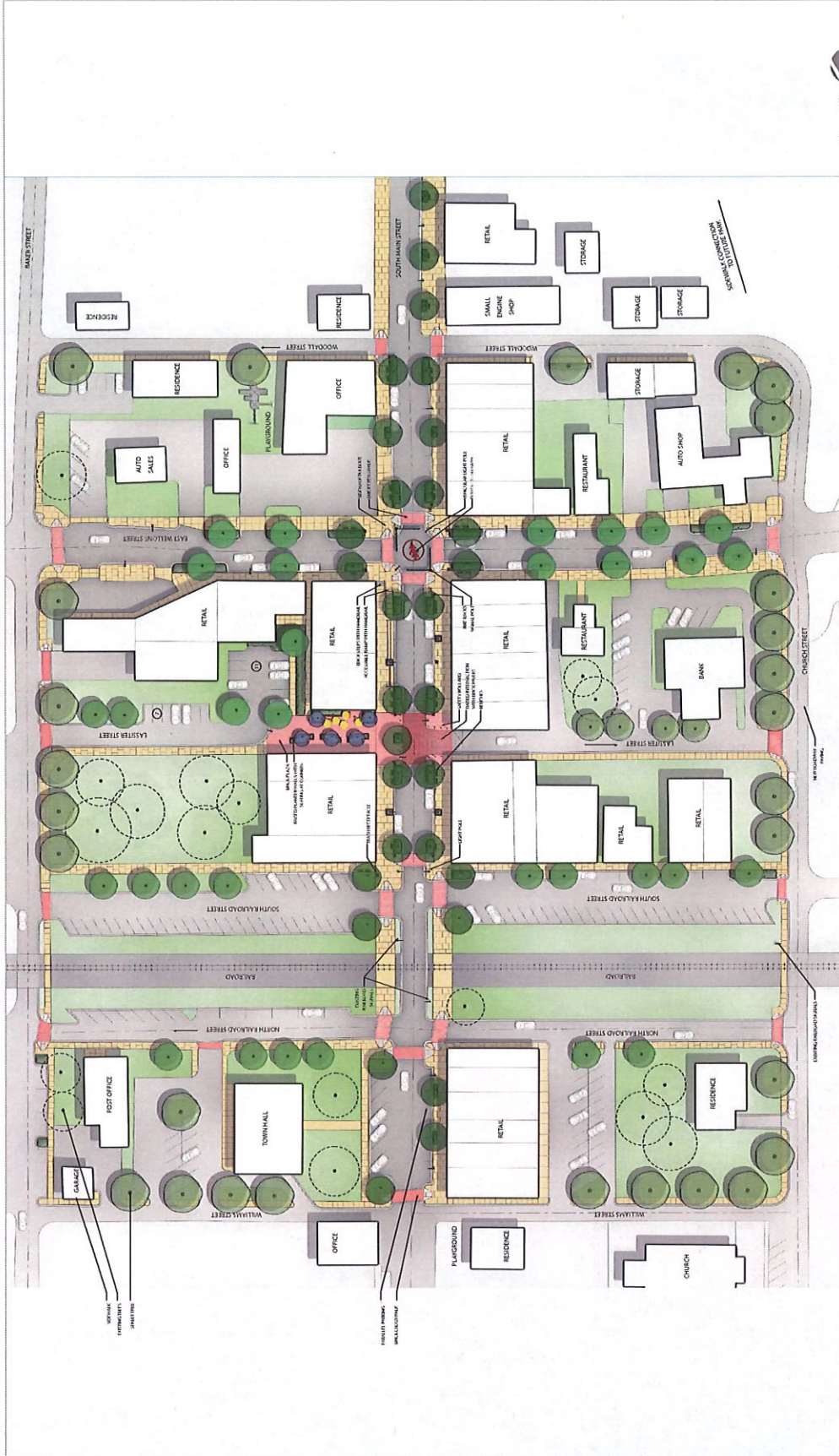
Upon completion of the Public Involvement phase, the project team summarized all written comments, dot exercise results, and notes taken during conversations with stakeholders and public participants. Through discussions with Town staff, it was determined that the final concept should be based off Concept Alternative 2, with some modification.

The project team developed a draft final concept incorporating the comments received. Included for discussion with Town Staff was an insight into probable construction costs and a preliminary phasing strategy.

The final concept includes the following programmatic and design elements:

- ▶ Continuous sidewalks on all streets
- ▶ Defined driveway entrances and curb cuts
- ▶ Safer crosswalks with curb bulbouts
- ▶ Street trees and landscaping
- ▶ Green street and stormwater considerations
- ▶ Gateway elements
- ▶ Public spaces with special paving and materials
- ▶ Seating and site furnishings
- ▶ Public art
- ▶ Improvements to accessibility and ADA compliance





This plan is a planning concept only. As such, it is subject to modification pending environmental and engineering considerations and agency review.

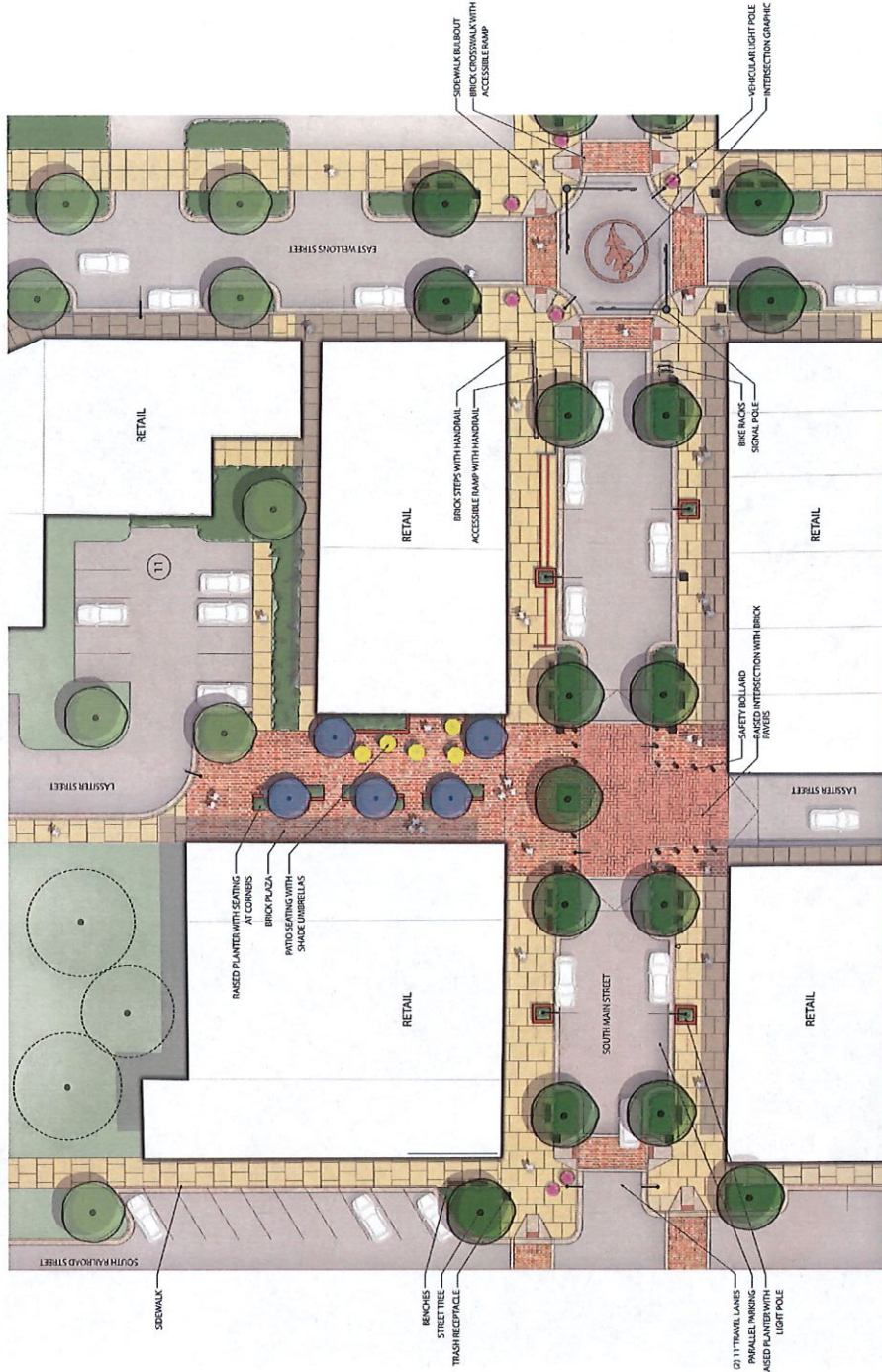


WithersRavenel
Our People. Your Success.

OVERALL MASTER PLAN
DOWNTOWN STREETScape MASTER PLAN • TOWN OF FOUR OAKS
JULY 2020

■ CONCEPT DEVELOPMENT





This plan is a planning-level only. As such, it is subject to modifications pending environmental and engineering consultation and agency review.



DOWNTOWN STREETScape MASTER PLAN • TOWN OF FOUR OAKS
JULY 2020

ENLARGED MASTER PLAN

PROPOSED VISUALIZATIONS



Before (top) and after (bottom).



Before (top) and after (bottom).

04

Implementation

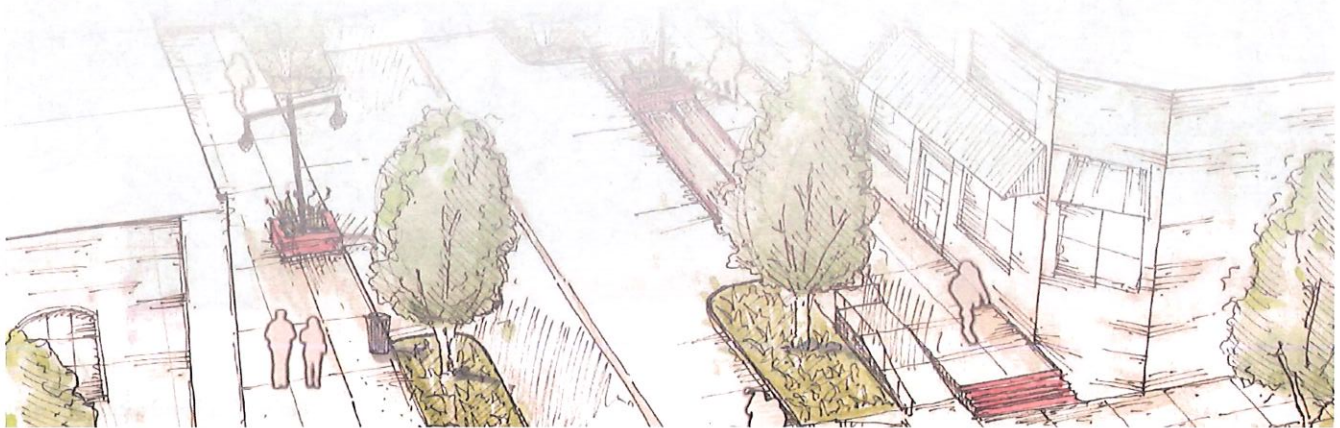
OPINION OF PROBABLE CONSTRUCTION COSTS

In order to advance the shared vision for the Four Oaks Downtown Master Plan, which was developed through the project process, implementation strategies must be defined, and priorities established. The Implementation Plan sets those priorities and includes an estimate of probable construction cost, achievable strategies for construction, an evaluation of funding sources (including potential sources of alternate funding and strategic partnerships), and next steps for the implementation of Phase 1.

The Opinion of Probable Construction Costs are based on current market trends, similar projects, and project-specific research conducted by the project team. The team utilized its available resources and technical expertise to provide order-of-magnitude estimates that are for planning purposes only.

The vision for the Four Oaks Downtown Streetscape may be modified over time in response to actual costs, future Town objectives, ongoing downtown development, and available funding sources. Additionally, it is recommended that proposed improvements undergo a detailed feasibility and cost analysis prior to physical implementation.

The tables on the following pages detail the overall estimate of probable cost for the Four Oaks Downtown Streetscape Master Plan. Note that fees for design and permitting are included as well as a contingency. The overall cost is then broken into multiple phases that can be initiated over time as resources become available.





FOUR OAKS DOWNTOWN STREETScape MASTER PLAN OVERALL COST ESTIMATE

Item No.	Item	Quantity	Unit	Price	Subtotal	Description
A Start-Up and Site Work						
1.	Mobilization	1	lump sum	\$50,000.00	\$50,000.00	
2.	Maintenance of Traffic in Work Zones	1	lump sum	\$30,000.00	\$30,000.00	
3.	Curb and Gutter Demolition	3,000	ln ft	\$8.00	\$24,000.00	
4.	Asphalt Demolition	1,400	sq yd	\$28.00	\$39,200.00	removal of asphalt & base to widen sidewalks
5.	Concrete Demolition	3,120	sq yd	\$14.00	\$43,680.00	walks, ramps, plaza areas
6.	Curb Inlet Demolition	22	each	\$2,000.00	\$44,000.00	
7.	Structural Soil Backfill	10,100	cu ft	\$16.00	\$161,600.00	Includes structural soil for street trees and raised planting beds
8.	Soil Excavation and Removal	1,065	cu yd	\$150.00	\$159,750.00	removal to be replaced with structural soil
Subtotal					\$472,230.00	
B Utilities Allowance						
1.	Water Service	1	allowance	\$15,000.00	\$15,000.00	meter adjustments, hydrant relocation
2.	Sanitary Sewer Service	1	allowance	\$10,000.00	\$10,000.00	cleanout adjustments
3.	Power Line Relocation	1	lump sum	\$300,000.00	\$300,000.00	for power line relocation on N Main St and E Wellons St.
4.	Electrical	1	lump sum	\$50,000.00	\$50,000.00	relocation / redirection of service connections
5.	WiFi Connectivity	1	allowance	\$10,000.00	\$10,000.00	VDSL converters & wireless distribution system (WDS)
Subtotal					\$385,000.00	
C Roadway Improvements						
1.	Asphalt Milling and Resurfacing	6,500	sq yd	\$22.50	\$146,250.00	Main and Lassiter Streets mainly
2.	Curb Inlets	32	each	\$4,500.00	\$144,000.00	
3.	Stormwater Pipe Extensions	660	ln ft	\$30.00	\$19,800.00	12" hdpe, 10 feet average
Subtotal					\$310,050.00	
D Hardscape						
1.	Concrete Sidewalk	7,400	sq yd	\$40.00	\$296,000.00	4" depth, gray
2.	Pedestrian Pavers	4,760	sq ft	\$15.00	\$71,400.00	concrete paver, concrete base, sand set, color tbd
3.	Brick Crosswalk / Vehicular Brick	7,220	sq ft	\$20.00	\$144,400.00	concrete paver, concrete base, sand set, color tbd
4.	Brick Steps & Planters	800	sq ft	\$20.00	\$16,000.00	
5.	Curb and Gutter	8,500	ln ft	\$24.00	\$204,000.00	NCDOT 2'-6"
6.	Handicap Ramps	47	each	\$4,000.00	\$188,000.00	
7.	Concrete Bands	205	sq yd	\$35.00	\$7,175.00	Includes crosswalk edges and transition ramps
8.	Roadway Asphalt	2200	sq yd	\$42.00	\$92,400.00	Lassiter St. parking areas, Church & Woodall Streets
9.	Dumpster & Utility Screening Allowance	1	allowance	\$50,000.00	\$50,000.00	enclosure, screen walls
10.	Site furnishings	1	allowance	\$30,000.00	\$30,000.00	benches, trash / recycling receptacles, bike racks
11.	Light Poles	48	each	\$0.00	\$0.00	leased from Duke Energy
12.	Signal Poles	4	each	\$15,000.00	\$60,000.00	
13.	Signage & Wayfinding	1	allowance	\$22,500.00	\$22,500.00	regulatory & directional
14.	Metal Handrail	80	ln ft	\$80.00	\$6,400.00	
15.	Intersection Graphic	1	allowance	\$15,000.00	\$15,000.00	Approx. 400 SF in size (\$25 / SF?)
Subtotal					\$1,203,275.00	
E. Landscape and Irrigation						
1.	Street Trees	93	each	\$1,300.00	\$120,900.00	3-4 inch caliper, 14-16 ft height
2.	Ornamental Trees	5	each	\$800.00	\$4,000.00	2 inch caliper, 10-14 ft height
3.	Ground Cover	8,000	sq ft	\$5.00	\$40,000.00	
4.	Irrigation System & Controls	1	lump sum	\$40,000.00	\$40,000.00	main line, tap, meter, controller, drip emitters
Subtotal					\$204,900.00	
Subtotals					\$2,575,455	
Contingency (20%)					\$515,091	
Design and Permitting (12%)					\$370,866	
GC Overhead, Profit and Insurance (12%)					\$370,866	
Downtown Streetscape Total					\$3,832,277	

PHASING STRATEGIES

Overview

After the completion of the cost estimates, the project team met with Town staff to discuss the implementation and phasing strategies for the Four Oaks Downtown Streetscape Master Plan. This conversation focused on the graphic plans, overall cost estimates and cost estimates for each phase of the streetscape implementation. With direction from the Town staff, the project was organized into three phases for the implementation of the Four Oaks Downtown Streetscape Master Plan.

These phases are intended to utilize funding sources that are currently available, and which are potentially available in the future. Phase 1 will be initiated upon completion of this Master Plan study, and provide the Town with meaningful improvements that accomplish short-term goals while also setting the foundation for future streetscape improvements. These three phases, along with their associated cost estimates, are detailed on the following pages.

PHASE 1

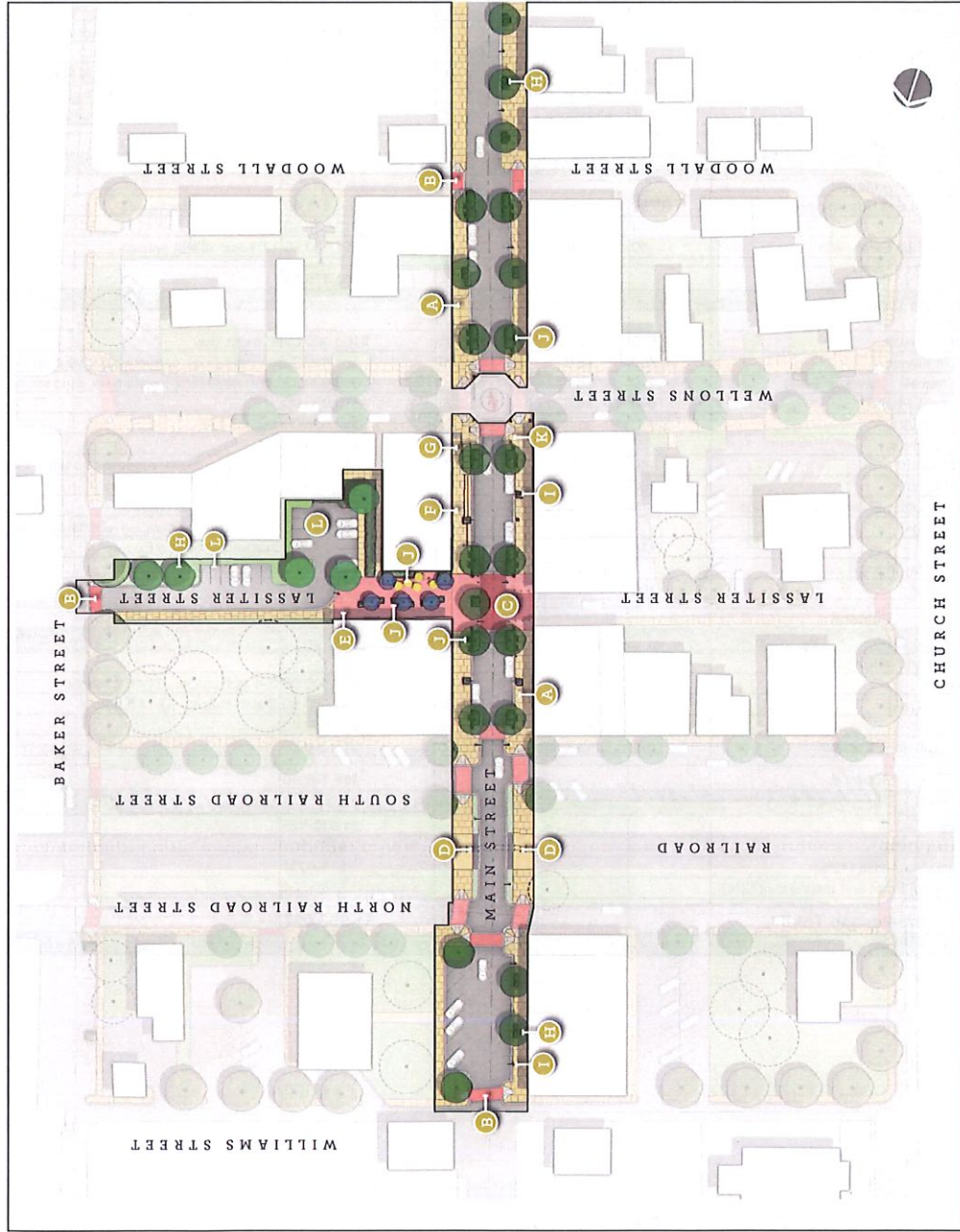
The Phase 1 improvements for the Four Oaks Downtown Streetscape include the Main Street improvements and establish the streetscape identity for the rest of downtown:

- ▶ Realignment of curb and gutter
- ▶ Raised intersection at Lassiter Street and closure of eastern intersection
- ▶ Gateway intersection at Wellons Street
- ▶ New concrete sidewalks
- ▶ Brick crosswalks
- ▶ Brick steps, site walls and planters
- ▶ Planting areas with street trees
- ▶ Seating and site furnishings
- ▶ Modifications to utility lines and stormwater infrastructure
- ▶ Pedestrian crossings at railroad





- LEGEND**
- A Wider Sidewalks
 - B Enhanced Crosswalks with Brick Pavers
 - C Raised Intersection with Special Paving
 - D Enhanced Railroad Crossing
 - E Public Plaza
 - F Brick Steps & Terracing
 - G Accessible Ramp
 - H Street Trees
 - I Street Lighting
 - J Seating
 - K Bike Racks
 - L New Parking



IMPLEMENTATION PLAN

PHASE 1 COST ESTIMATE

Item No.	Item	Quantity	Unit	Price	Subtotal	Description
A	Start-Up and Site Work					
1.	Mobilization	1	lump sum	\$20,000.00	\$20,000.00	
2.	Maintenance of Traffic in Work Zones	1	lump sum	\$10,000.00	\$10,000.00	
3.	Curb and Gutter Demolition	1,650	ln ft	\$8.00	\$13,200.00	
4.	Asphalt Demolition	950	sq yd	\$28.00	\$26,600.00	removal of asphalt & base to widen sidewalks
5.	Concrete Demolition	1,200	sq yd	\$14.00	\$16,800.00	walks, ramps, plaza areas
6.	Curb Inlet Demolition	2	each	\$4,000.00	\$8,000.00	
7.	Structural Soil Backfill	5,200	cu ft	\$16.00	\$83,200.00	Includes structural soil for street trees and raised planting beds
8.	Soil Excavation and Removal	555	cu yd	\$150.00	\$83,250.00	removal to be replaced with structural soil
	Subtotal				\$231,050.00	
B	Utilities Allowance					
1.	Water Service	1	allowance	\$7,000.00	\$7,000.00	meter adjustments, hydrant relocation
2.	Sanitary Sewer Service	1	allowance	\$5,000.00	\$5,000.00	cleanout adjustments
3.	Power Line Relocation	1	lump sum	\$300,000.00	\$300,000.00	for power line relocation on N Main St
4.	Electrical	1	allowance	\$55,000.00	\$55,000.00	relocation / redirection of service connections
5.	WiFi Connectivity	1	allowance	\$10,000.00	\$10,000.00	VDSL converters & wireless distribution system (WDS)
	Subtotal				\$377,000.00	
C	Roadway Improvements					
1.	Asphalt Milling and Resurfacing	3,750	sq yd	\$22.50	\$84,375.00	Main and Lassiter Streets
2.	Curb Inlets	4	each	\$4,500.00	\$18,000.00	
3.	Stormwater Pipe Extensions	50	ln ft	\$30.00	\$1,500.00	12" hdpe, 10 feet average
	Subtotal				\$103,875.00	
D	Hardscape					
1.	Concrete Sidewalk	2,510	sq yd	\$40.00	\$100,400.00	4" depth, gray
2.	Pedestrian Pavers	4,760	sq ft	\$15.00	\$71,400.00	concrete paver, concrete base, sand set, color tbd
3.	Brick Crosswalk / Vehicular Brick	4,400	sq ft	\$20.00	\$88,000.00	concrete paver, concrete base, sand set, color tbd
4.	Brick Steps & Planters	800	sq ft	\$20.00	\$16,000.00	
5.	Curb and Gutter	2,400	ln ft	\$24.00	\$57,600.00	NCDOT 2'-6"
6.	Handicap Ramps	26	each	\$4,000.00	\$104,000.00	
7.	Concrete Bands	140	sq yd	\$35.00	\$4,900.00	Includes crosswalk edges and transition ramps
8.	Roadway Asphalt	1100	sq yd	\$42.00	\$46,200.00	Lassiter St. parking areas
9.	Dumpster & Utility Screening Allowance	1	allowance	\$10,000.00	\$10,000.00	enclosure, screen walls
10.	Site furnishings	1	allowance	\$15,000.00	\$15,000.00	benches, trash / recycling receptacles, bike racks
11.	Light Poles	18	each		\$0.00	leased from Duke Energy
12.	Signage & Wayfinding	1	allowance	\$10,000.00	\$10,000.00	regulatory & directional
13.	Metal Handrail	100	ln ft	\$80.00	\$8,000.00	
	Subtotal				\$531,500.00	
E.	Landscape and Irrigation					
1.	Street Trees	27	each	\$1,300.00	\$35,100.00	3-4 inch caliper, 14-16 ft height
2.	Ornamental Trees	5	each	\$800.00	\$4,000.00	2 inch caliper, 10-14 ft height
3.	Ground Cover	3,000	sq ft	\$5.00	\$15,000.00	
4.	Irrigation System & Controls	1	lump sum	\$15,000.00	\$15,000.00	main line, tap, meter, controller, drip emitters
	Subtotal				\$69,100.00	
	Subtotals				\$1,312,525	
	Contingency (20%)				\$262,505	
	Design and Permitting (12%)				\$189,004	
	GC Overhead, Profit and Insurance (12%)				\$189,004	
	Phase 1 Streetscape Total				\$1,953,037	

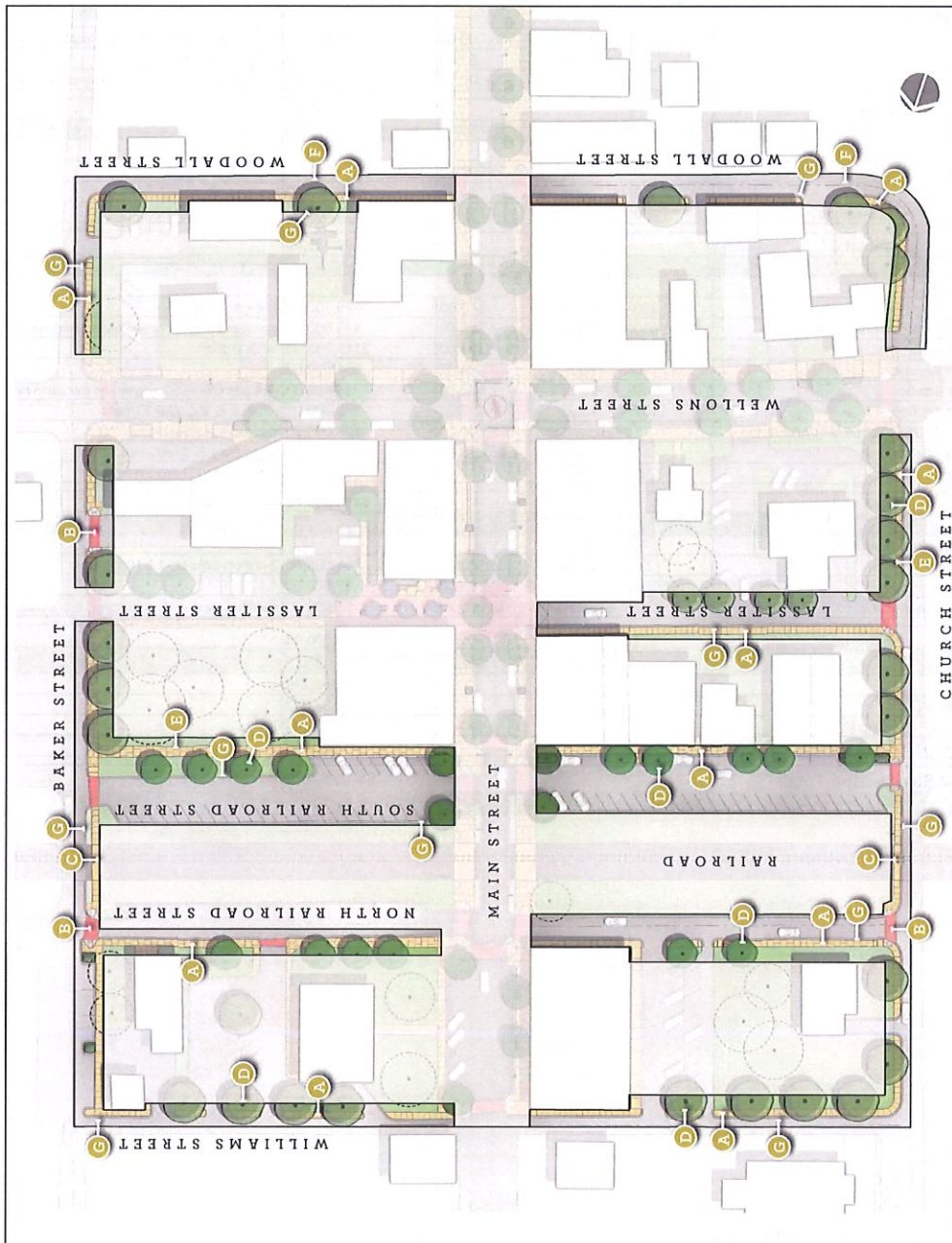
PHASE 2

The Phase 2 improvements for the Four Oaks Downtown Streetscape include improvements that will solidify the image of the downtown business district. Recommended improvements include areas along Church and Baker Streets, Railroad Street and related areas within the study area. Phase 2 improvements do not include the Wellons Street/NC 301 Corridor. This corridor will be completed in a later phase. Proposed streetscape modifications include:

- ▶ New concrete sidewalks
- ▶ Enhanced crosswalks with brick pavers
- ▶ Enhanced pedestrian crossings at railroad
- ▶ Planting areas with street trees
- ▶ Street lighting for pedestrian and vehicular safety
- ▶ New street paving at Church and Woodall Streets
- ▶ New curb and gutter where required

LEGEND

- A New Sidewalks
- B Enhanced Crosswalks with Brick Pavers
- C Enhanced Railroad Crossing
- D Street Trees
- E Street Lighting
- F New Street Paving
- G New Curb & Gutter



IMPLEMENTATION PLAN

PHASE 2 COST ESTIMATE

Item No.	Item	Quantity	Unit	Price	Subtotal	Description
A Start-Up and Site Work						
1.	Mobilization	1	lump sum	\$20,000.00	\$20,000.00	
2.	Maintenance of Traffic in Work Zones	1	lump sum	\$10,000.00	\$10,000.00	
3.	Curb and Gutter Demolition	50	ln ft	\$8.00	\$400.00	
4.	Asphalt Demolition	0	sq yd	\$28.00		removal of asphalt & base to widen sidewalks
5.	Concrete Demolition	640	sq yd	\$14.00	\$8,960.00	walks, ramps, plaza areas
6.	Curb Inlet Demolition	13	each	\$2,000.00	\$26,000.00	
7.	Structural Soil Backfill	1,800	cu ft	\$16.00	\$28,800.00	Includes structural soil for street trees and raised planting beds
8.	Soil Excavation and Removal	155	cu yd	\$150.00	\$23,250.00	removal to be replaced with structural soil
	Subtotal				\$87,410.00	
B Utilities Allowance						
1.	Water Service	1	allowance	\$3,000.00	\$3,000.00	meter adjustments, hydrant relocation
2.	Sanitary Sewer Service	1	allowance	\$0.00	\$0.00	cleanout adjustments
3.	Electrical	1	allowance	\$10,000.00	\$10,000.00	relocation / redirection of service connections
	Subtotal				\$13,000.00	
C Roadway Improvements						
1.	Asphalt Milling and Resurfacing	0	sq yd	\$22.50		
2.	Curb Inlets	19	each	\$4,500.00	\$85,500.00	
3.	Stormwater Pipe Extensions	460	ln ft	\$30.00	\$13,800.00	12" hdpe, 10 feet average
	Subtotal				\$99,300.00	
D Hardscape						
1.	Concrete Sidewalk	3,230	sq yd	\$40.00	\$129,200.00	4" depth, gray
2.	Brick Crosswalk / Vehicular Brick	1,650	sq ft	\$20.00	\$33,000.00	concrete paver, concrete base, sand set, color tbd
3.	Curb and Gutter	4,800	ln ft	\$24.00	\$115,200.00	NCDOT 2'-6"
4.	Handicap Ramps	16	each	\$4,000.00	\$64,000.00	
5.	Concrete Bands	40	sq yd	\$35.00	\$1,400.00	Includes crosswalk edges and transition ramps
6.	Roadway Asphalt	1100	sq yd	\$42.00	\$46,200.00	Church & Woodall Streets
7.	Dumpster & Utility Screening Allowance	1	allowance	\$20,000.00	\$20,000.00	enclosure, screen walls
8.	Signage & Wayfinding	1	allowance	\$5,000.00	\$5,000.00	regulatory & directional
9.	Light Poles	20	each		\$0.00	leased from Duke Energy
	Subtotal				\$414,000.00	
E. Landscape and Irrigation						
1.	Street Trees	50	each	\$1,300.00	\$65,000.00	3-4 inch caliper, 14-16 ft height
2.	Ground Cover	1,500	sq ft	\$5.00	\$7,500.00	
3.	Irrigation System & Controls	1	lump sum	\$3,000.00	\$3,000.00	main line, tap, meter, controller, drip emitters
	Subtotal				\$75,500.00	
	Subtotals				\$689,210	
	Contingency (20%)				\$137,842	
	Design and Permitting (12%)				\$99,246	
	GC Overhead, Profit and Insurance (12%)				\$99,246	
	Phase 2 Streetscape Total				\$1,025,544	

PHASE 3

The Phase 3 improvements for the Four Oaks Downtown Streetscape include enhancements along Wellons Street. This will be the more complicated phase since coordination with NCDOT will be required. Proposed improvements for this corridor include:

- ▶ Realignment of curb and gutter for wider sidewalks
- ▶ Enhanced crosswalks with brick pavers
- ▶ Gateway graphic in the intersection with Main Street
- ▶ Planting areas with street trees
- ▶ Street lighting for pedestrian and vehicular safety
- ▶ Seating and site furnishings
- ▶ New signal poles at Main Street and Baker Street intersections
- ▶ Seating and site furnishings
- ▶ New off-street parking areas
- ▶ Modifications to utility lines and stormwater infrastructure

LEGEND

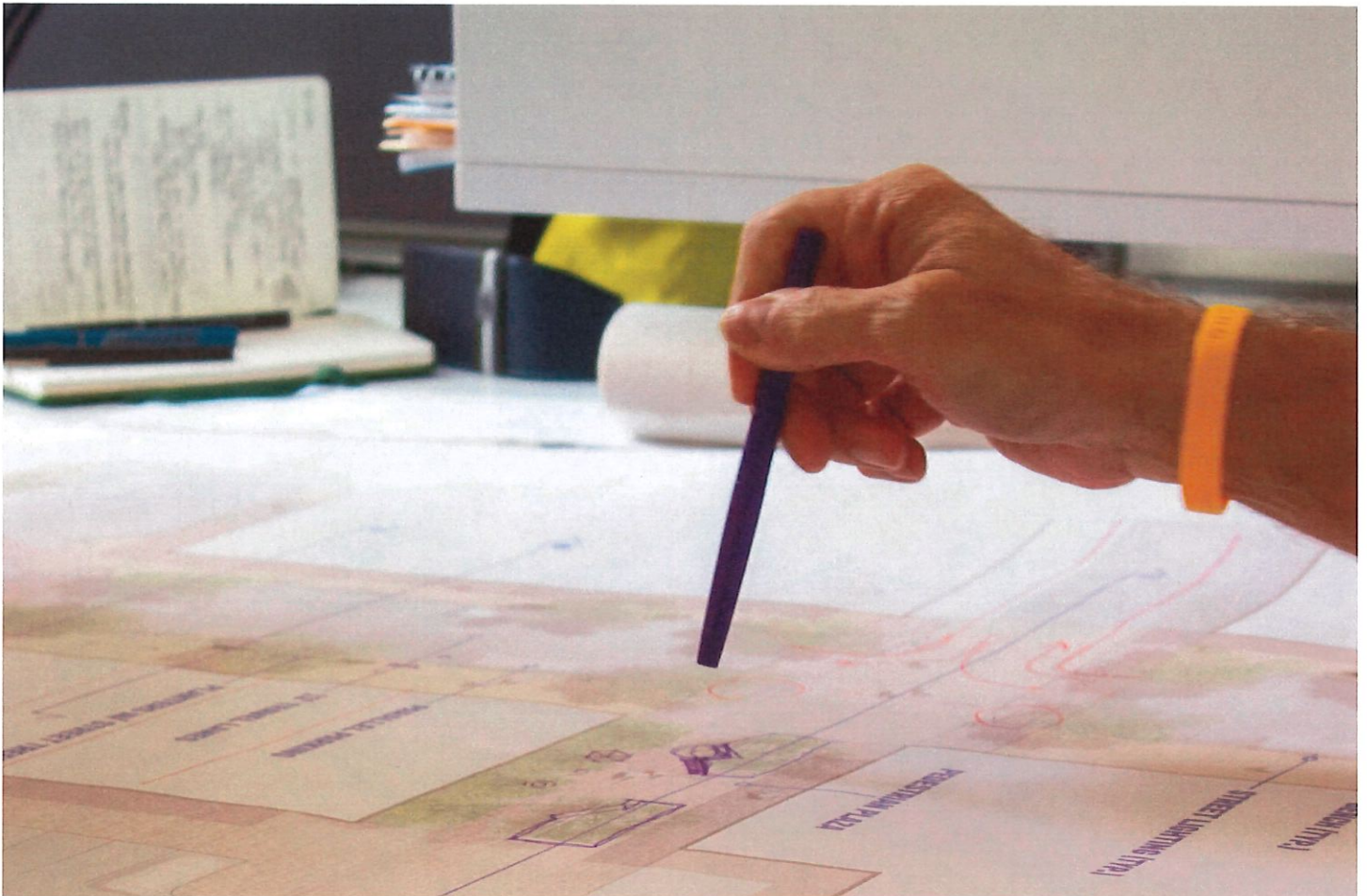
- A Wider Sidewalks
- B Enhanced Crosswalks with Brick Pavers
- C Gateway Intersection with Graphics
- D Street Trees
- E Street Lighting
- F Seating
- G New Signal Poles



IMPLEMENTATION

PHASE 3 COST ESTIMATE

Item No.	Item	Quantity	Unit	Price	Subtotal	Description
A Start-Up and Site Work						
1.	Mobilization	1	lump sum	\$20,000.00	\$20,000.00	
2.	Maintenance of Traffic in Work Zones	1	lump sum	\$10,000.00	\$10,000.00	
3.	Curb and Gutter Demolition	1,300	ln ft	\$8.00	\$10,400.00	
4.	Asphalt Demolition	450	sq yd	\$28.00	\$12,600.00	removal of asphalt & base to widen sidewalks
5.	Concrete Demolition	1,280	sq yd	\$14.00	\$17,920.00	walks, ramps, plaza areas
6.	Curb Inlet Demolition	7	each	\$2,000.00	\$14,000.00	
7.	Structural Soil Backfill	3,100	cu ft	\$16.00	\$49,600.00	Includes structural soil for street trees and raised planting beds
8.	Soil Excavation and Removal	355	cu yd	\$150.00	\$53,250.00	removal to be replaced with structural soil
	Subtotal				\$157,770.00	
B Utilities Allowance						
1.	Water Service	1	allowance	\$5,000.00	\$5,000.00	meter adjustments, hydrant relocation
2.	Sanitary Sewer Service	1	allowance	\$2,000.00	\$2,000.00	cleanout adjustments
3.	Power Line Relocation	1	lump sum	\$300,000.00	\$300,000.00	for power line burial on E Wellons St.
4.	Electrical	1	allowance	\$15,000.00	\$15,000.00	relocation / redirection of service connections
	Subtotal				\$322,000.00	
C Roadway Improvements						
1.	Asphalt Milling and Resurfacing	2,750	sq yd	\$22.50	\$61,875.00	Main and Lassiter Streets
2.	Curb Inlets	9	each	\$4,500.00	\$40,500.00	
3.	Stormwater Pipe Extensions	150	ln ft	\$30.00	\$4,500.00	12" hdpe, 10 feet average
	Subtotal				\$106,875.00	
D Hardscape						
1.	Concrete Sidewalk	1,660	sq yd	\$40.00	\$66,400.00	4" depth, gray
2.	Brick Crosswalk / Vehicular Brick	1,170	sq ft	\$20.00	\$23,400.00	concrete paver, concrete base, sand set, color tbd
3.	Curb and Gutter	1,300	ln ft	\$24.00	\$31,200.00	NCDOT 2'-6"
4.	Handicap Ramps	5	each	\$4,000.00	\$20,000.00	
5.	Concrete Bands	25	sq yd	\$35.00	\$875.00	Includes crosswalk edges and transition ramps
6.	Dumpster & Utility Screening Allowance	1	allowance	\$20,000.00	\$20,000.00	enclosure, screen walls
7.	Site furnishings	1	allowance	\$15,000.00	\$15,000.00	benches, trash / recycling receptacles, bike racks
8.	Light Poles	10	each	\$0.00	\$0.00	leased from Duke Energy
9.	Signal Poles	4	each	\$15,000.00	\$60,000.00	
10.	Signage & Wayfinding	1	allowance	\$7,500.00	\$7,500.00	regulatory & directional
11.	Intersection Graphic	1	allowance	\$10,000.00	\$10,000.00	Approx. 400 SF in size (\$25 / SF?)
	Subtotal				\$254,375.00	
E Landscape and Irrigation						
1.	Street Trees	16	each	\$1,300.00	\$20,800.00	3-4 inch caliper, 14-16 ft height
2.	Ground Cover	3,500	sq ft	\$5.00	\$17,500.00	
3.	Irrigation System & Controls	1	lump sum	\$7,500.00	\$7,500.00	main line, tap, meter, controller, drip emitters
	Subtotal				\$45,800.00	
	Subtotals				\$886,820	
	Contingency (20%)				\$177,364	
	Design and Permitting (12%)				\$127,702	
	GC Overhead, Profit and Insurance (12%)				\$127,702	
	Phase 3 Streetscape Total				\$1,319,588	

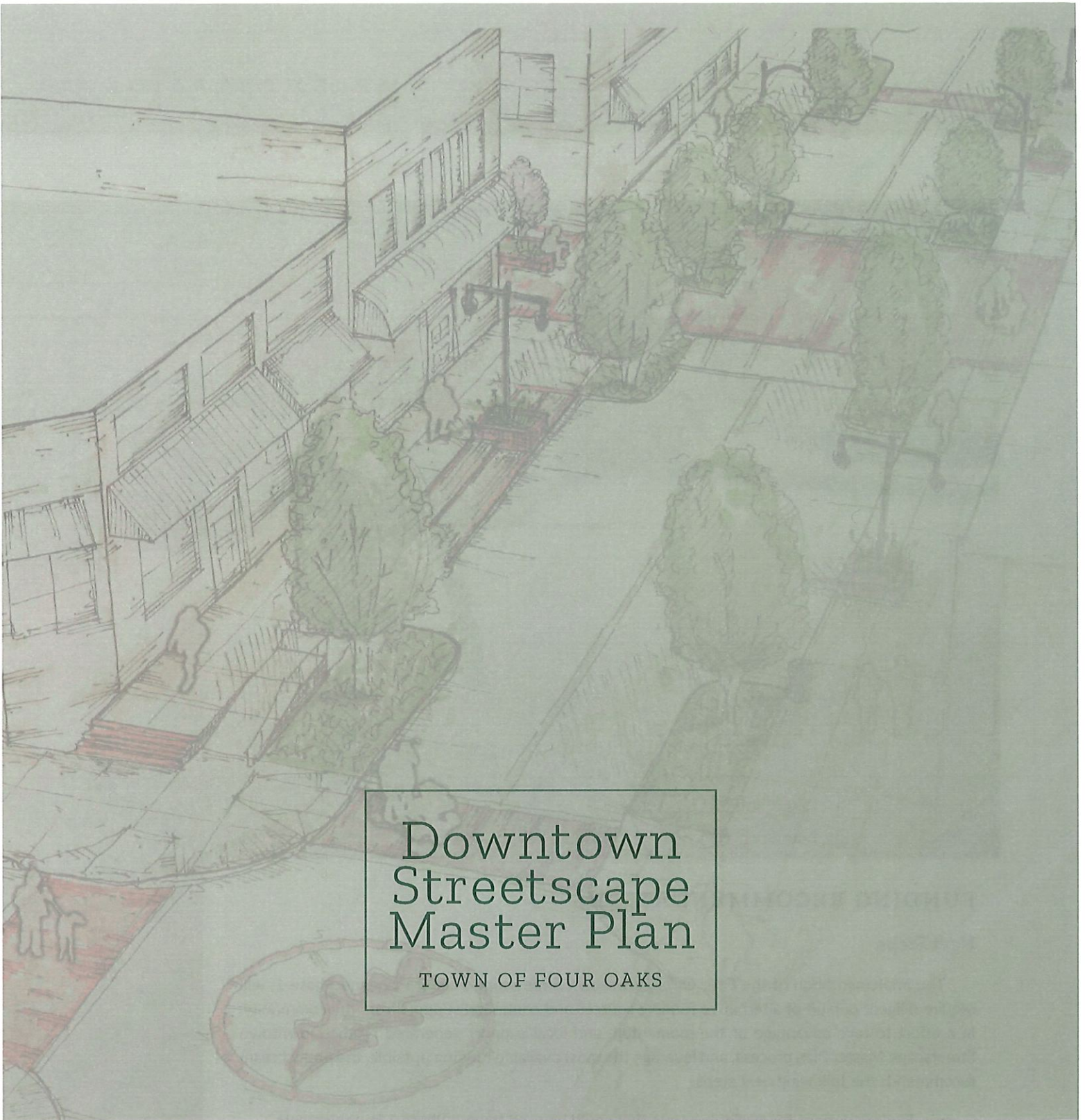


FUNDING RECOMMENDATIONS

Next Steps

The implementation of the Four Oaks Downtown Streetscape Master Plan, and Phase 1, will require diligent pursuit of alternative funding sources and continued support from the community. In an effort to take advantage of the momentum and local support generated by the Downtown Streetscape Master Plan process, and leverage the most available funding possible, the project team recommends the following next steps:

- ▶ Explore options for available grants that could be used toward Phase 1 improvements
- ▶ Explore opportunities for partnerships with local stakeholders and civic groups
- ▶ Continue to engage stakeholders and the public by communicating construction progress and achievement of milestones



Downtown Streetscape Master Plan

TOWN OF FOUR OAKS

