



CONNECT *Stallings*

Recreation & Greenway Master Plan

Adopted 2.25.19

CONNECT Stallings

Recreation & Greenway Master Plan

produced for:



produced by:



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planning | engineering | communications

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1 introduction

in this chapter:

- a. plan background & goals
 - b. plan process
 - c. plan organization
- : This document serves as a comprehensive road map for the development of parks, recreation, and greenways throughout the Town of Stallings, NC. This chapter provides a foundation for the master plan by describing the project background and the plan purpose, goals, and process.

a. plan background & goals

>> BACKGROUND

Located in Union County and within the rapidly growing Charlotte metropolitan area, the Town of Stallings continues to experience considerable growth pressure. By 2040 the Town's population will increase 45% from 15,270 (US Census, 2015) to 22,159 (Stallings Comprehensive Plan, 2017). To ensure orderly growth and the preservation of its community identity, Stallings leadership continues to make significant investments in time and resources to effectively engage its citizens, establish a unified vision, and appropriately plan for growth.

>> THE GREEN INFRASTRUCTURE GUIDE

The Connect Stallings Recreation and Greenway Master Plan serves as a guiding document for the preservation of open space, development of parks and recreation facilities, and the creation of an extensive multi-use path and greenway network throughout the Town. As the Town continues to grow, this plan will help ensure that vital green spaces and parks are established to serve its citizens and improve quality of life.

>> PLAN GOALS



CONNECTIVITY.

Create a multi-use, greenway trail network that links residential, commercial, civic, and parks and provides a means for alternative transportation.



PASSIVE RECREATION DEVELOPMENT.

Develop passive recreation infrastructure, supporting town goals, community values, and environmental health.



HEALTH + WELLNESS.

Create infrastructure that enhances community wellness as well as physical and social health.



QUALITY OF LIFE.

Ensure and enhance quality of life for current and future Stallings citizens through the provision of an interconnected network of public green space.



IDENTITY.

Effectively develop, brand, and promote Stallings' greenway and open space system to further create a sense of place and community identity.



POISED FOR GRANT FUNDING.

Ensure grant competitiveness by adhering to any relevant grant funding guidelines.



▲ Public engagement was a critical component of this planning process.



EXHIBIT 1:

previous plans

The Stallings Comprehensive Land Use Plan provides overarching community-wide goals, while the Small Area Plan Report emphasizes in-depth design guidelines for key growth areas. The Recreation and Greenway Master Plan serves as the third and final master plan installment, providing a roadmap for the provision of open space, parks, and greenways as the Town continues to grow.

b. plan process

The Stallings Recreation + Greenway Master Plan was developed in four (4) phases.



PROJECT LAUNCH + DIRECTION SETTING

The consultant team conducted a kick-off meeting to consult with the local community, determine plan direction, and form the project's steering committee.

- a. Public Kick-off Meeting (Next Level Church, March 2018)
- b. Direction Setting



ANALYSIS + FACILITIES IDEATION

A robust analysis of existing recreation facilities and the natural and built environments was conducted to determine opportunities and constraints which shape plan outcomes.

- a. Natural + Built Environment Analysis
- b. Recreation Needs Analysis
- c. Preliminary Greenway Routes
- d. Recreation Facility Concepts



PUBLIC ENGAGEMENT

The public was engaged throughout the planning process through a variety of means, including the project kick-off meeting, two community surveys, four steering committee meetings, three homeowner association meetings, and a public meeting for the draft plan.

- a. Steering Committee Meetings (x4)
- b. Community Surveys
- c. Homeowner Association Meetings (x3)
- d. Public Meeting for Draft Plan



FINAL PLAN

Public comment and estimate of probable costs are incorporated into draft plan. Final document is published.

- a. Incorporate Public Comments
- b. Estimate of Probable Costs
- c. Publish Final Document

c. plan organization

The Stallings Recreation + Greenway Master Plan is organized into six (6) chapters.



1

>> introduction

This chapter highlights the project background, plan purpose, planning process, and provides an overview of the plan organization.



2

>> discovery + analysis

Chapter 2 highlights key natural and built features found throughout the Town. The chapter concludes by examining national trends and similar communities and their recreation offerings.



3

>> public engagement + vision

Chapter 3 highlights results from multiple steering committee meetings, two public workshops, and the online survey. This chapter culminates with the Connect Stallings Vision.



4

>> trail & park character

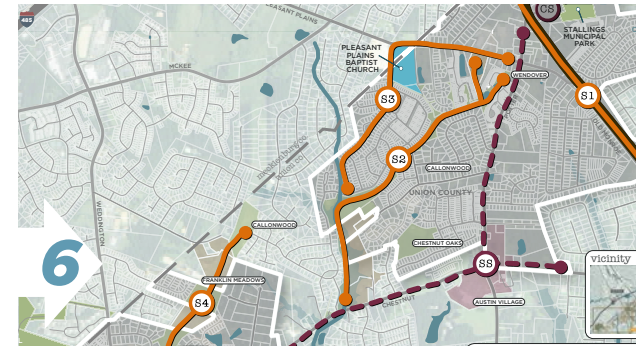
Special attention was given to signage design and facility design. Chapter 4 provides a visual display for future facility design and character.



5

>> recommendations

Chapter 5 is the heart of the plan and outlines specific greenway and recreation recommendations.



6

>> implementation

The final chapter outlines priorities for implementation and provides an estimate of probable cost.

2 discovery + analysis

in this chapter:

- a. regional context
- b. planning sections analysis
- c. recreation level of service analysis

⋮ This chapter provides an indepth analysis of existing conditions within the study area and surrounding region, creating an objective baseline for plan development. First, the chapter features an examination of the study area's regional context followed by an analysis of the natural and built environments within each planning section. Lastly, the chapter highlights the town's existing recreation facilities compared to national standards.

a. regional context

>> AN EXPANDING REGIONAL NETWORK OF PARKS AND GREENWAYS

Stallings is geographically situated near multiple thriving cities and towns, including Charlotte, Matthews, Indian Trail, and Weddington. Each of these municipalities maintain quality athletic fields and programs that are available to Stallings residents. There is also a growing network of planned and developed trails and greenways throughout the region, particularly in Mecklenburg County where an additional 286 miles are planned over the next 30 years (the county hosts 49 existing greenway miles). Furthermore, the Carolina Thread Trail (CTT) is a regional network of greenways and trails spanning 15 counties over 260 miles. The CTT traverses Stallings in two locations: along Old Monroe Road and just north of the Monroe Bypass.

>> REGIONAL IMPLICATIONS

After assessing the regional context, the Connect Stallings Steering Committee derived the following conclusions:

- 1 **Surrounding municipalities provide sufficient athletic fields and programs for Stallings residents;**
- 2 **Stallings should strive to develop a greenway system that connects to the regional network; and**
- 3 **Stallings should create pocket parks and open space areas along its trail network rather than develop large athletic fields.**

“

THE TOWN OF STALLINGS IS SURROUNDED BY ROBUST ATHLETIC FIELDS AND PROGRAMS. THE TOWN SHOULD WORK TO COMPLIMENT THESE FACILITIES, NOT REPLICATE THEM.

”

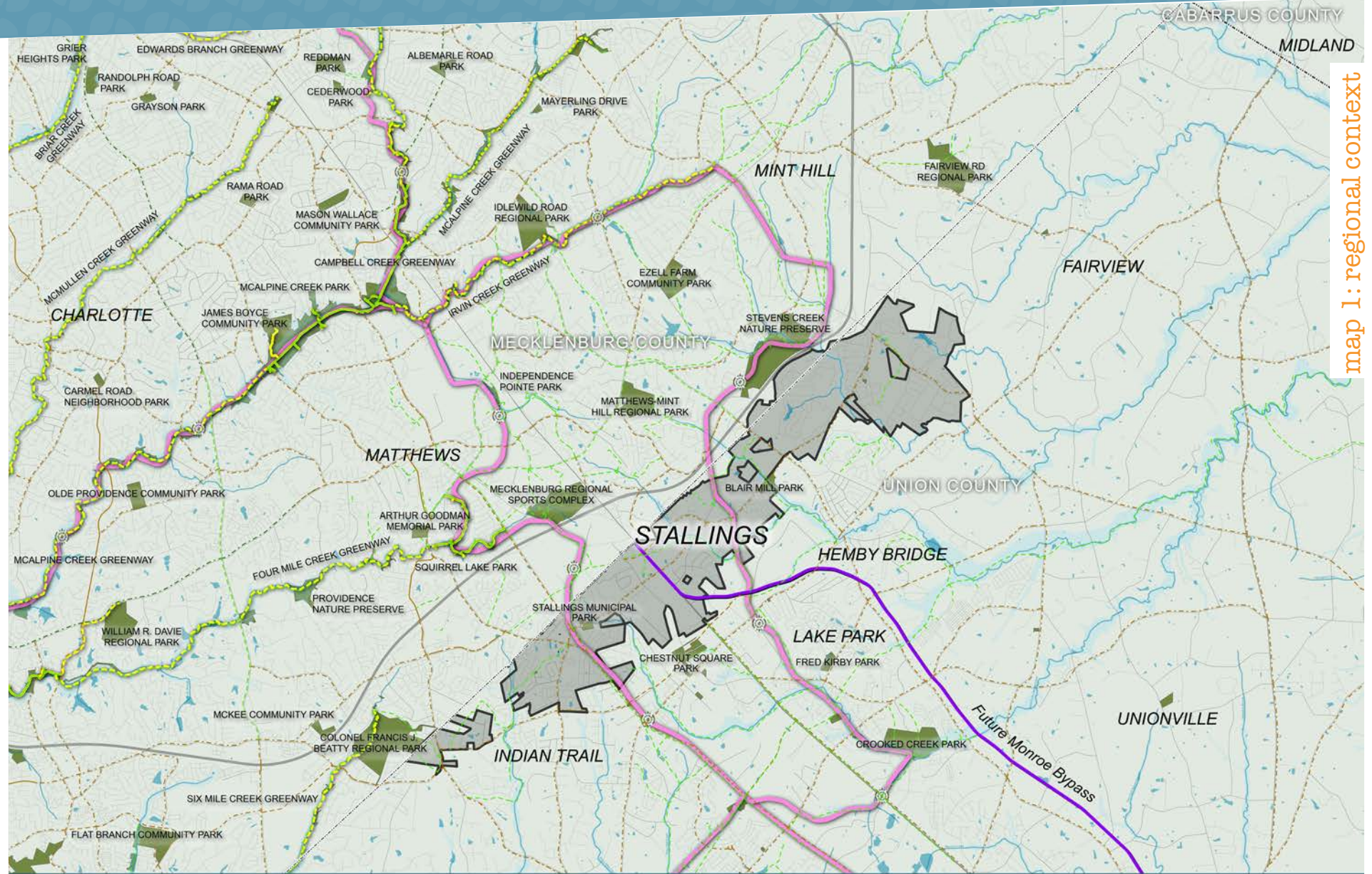
- MEMBER, CONNECT STALLINGS STEERING COMMITTEE

EXHIBIT 2:

surrounding facilities

Several municipalities surrounding the Town of Stallings have made significant investments in major athletic facilities, such as Crooked Creek Park (featured image) in Indian Trail. The Town of Stallings must not replicate these facilities, but work to augment the greater open space system with a greenway network featuring a series of connected passive parks.





a. regional context

EXHIBIT 3:

carolina thread trail

The Carolina Thread Trail (CTT) is a regional network of greenways, trails, and blueways spanning 15 counties in both North and South Carolina. Named after the region's textile heritage, approximately 430 miles of trails and blueways are currently open to the public, with an additional 1,350 miles still to be built.

Development of the Carolina Thread Trail is dependent on the demand for trails and community partnerships. The Carolina Thread Trail supports community partners in three ways:

1. **Community Support:** Engaging communities in CTT planning and implementation.
2. **Funding:** Leveraging private fundraising efforts for planning, design, land acquisition, and construction of trail segments.
3. **Expertise:** Enhancing trail-building capacity through trail forums, volunteer coordination, and dissemination of trail building knowledge.

The Carolina Thread Trail passes through Stallings in two locations: along N. Fork Crooked Creek and along Old Monroe Rd. These two planned trail corridors present a significant opportunity for a partnership between the Town of Stallings and the Carolina Thread Trail.



**CAROLINA
THREAD
TRAIL.**




- MAPS & IMAGES BY CCT



Carolina Thread Trail

 Area Requires Further Study

 Adopted Trail: 1,610 Miles

March 2018

b. planning sections

>> PLANNING SECTIONS

This chapter subsection features a comprehensive overview of the study area and highlights key features with implications for improving, expanding, and developing the Town's park and greenway system.

The Town of Stallings Municipal Boundary, which serves as the plan study area, extends from Lawyers Road south to Colonel Francis Beatty Park. The study area is comprised of three planning sections: North, Central, and South. Each planning section includes the following extents:

NORTH

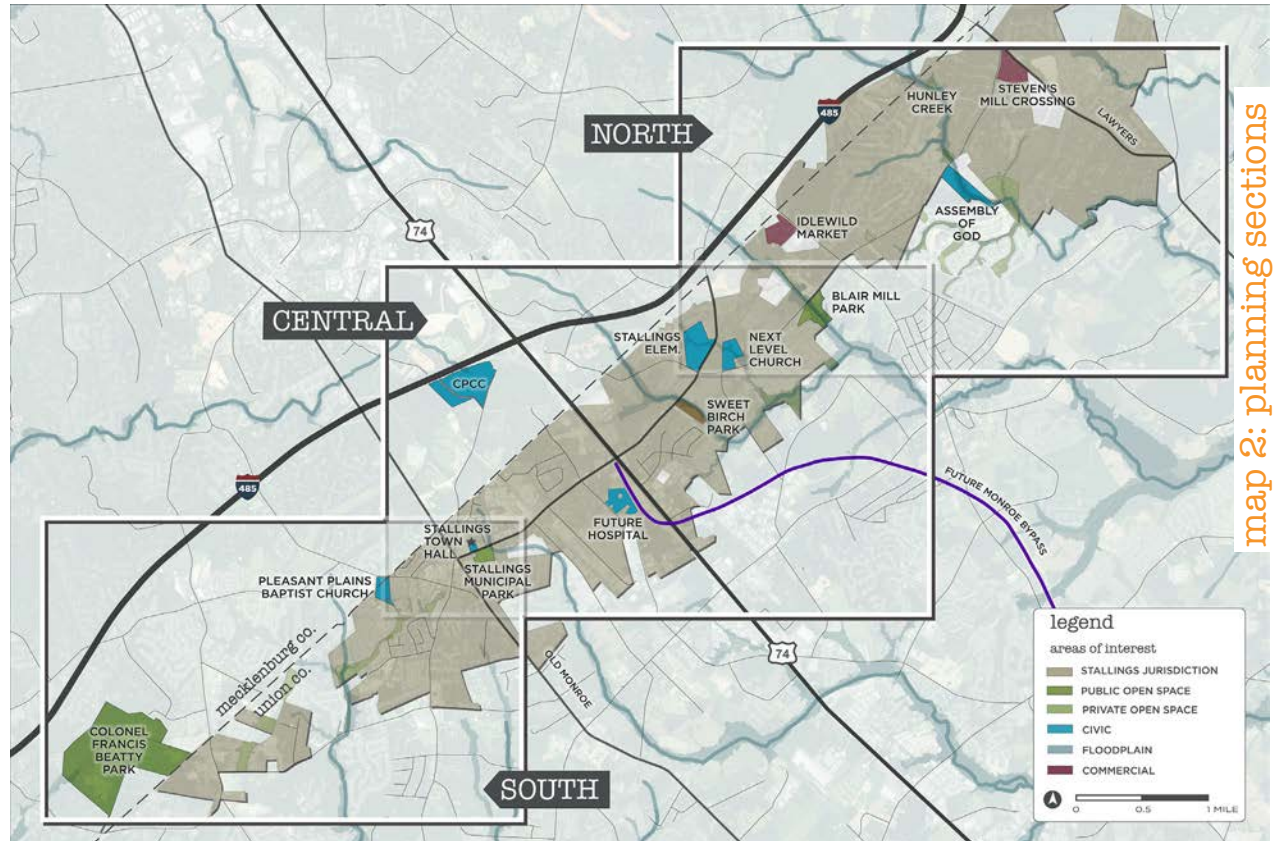
>> Lawyers Road to Blair Mill Park

CENTRAL

>> Blair Mill Park to Old Monroe Road

SOUTH

>> Old Monroe Road to Colonel Francis Beatty Park



>> Organization

The chapter subsection is organized according to the three planning sections. Each planning section features an overview of the natural and built environment and culminates with a map series that succinctly highlights pertinent “opportunities and constraints” associated with open space, parks, and greenway development.



north section analysis

north

>> Lawyers Road to Blair Mill Park



>> SECTION OVERVIEW

The North Planning Section extends from Lawyers Road to Blair Mill Park. This section features several residential communities, Stevens Mills Crossing commercial center, two major streams, and undeveloped property adjacent to Lawyers Road. A greenway trail connecting these assets and neighborhood private parks would greatly benefit Town residents.



NATURAL ENVIRONMENT

WATERWAYS + FLOODPLAINS

The northern planning section features a total of 3.95 miles of waterways and contains portions of Goose Creek and Paddle Branch Creek. Goose Creek extends 3.6 miles within the study area from the northern municipal boundary near Hunley Creek neighborhood to the eastern municipal boundary near Mill Grove United Methodist Church. Goose Creek features a wide floodplain area near the Assembly of God property. Paddle Branch Creek extends for 0.35 miles within the study area from the Stallings municipal boundary east of Flagstick Drive to Mitchell's Lake.

WETLANDS

Paddle Branch Creek features freshwater forested/shrub, freshwater pond, and riverine wetland areas.

Goose Creek features freshwater forested/shrub and riverine wetland areas.

(These facilities are privately owned, and have been included in this analysis for benchmarking purposes).



BUILT ENVIRONMENT

RECREATION FACILITIES

BLAIR MILL PARK

Blair Mill Park is located on Steven's Mill Rd. The 24-acre public park features 1 multi-purpose field, an 18-hole disc golf course, and a wooded area. The wooded area is largely inaccessible. The park is operated by the Town of Stallings Parks and Recreation Department.

FAIRFIELD NEIGHBORHOOD RECREATION AREA *(PRIVATE)*

The Fairfield Plantation Recreation Area is located on Stevens Mill Rd. north of Idlewild Rd. The area includes a clubhouse, swimming pool, picnic shelter, 2 tennis courts, playground, multi-purpose field, walking trail, and wooded area on approximately 19.4 acres.

HUNLEY CREEK + WILLOWBROOK POOL *(PRIVATE)*

The Hunley Creek and Willowbrook neighborhoods are located off of Stevens Mill Rd., south of Lawyers Rd. The neighborhoods include a pool, clubhouse, 2 tennis courts, and a playground.

SHANNAMARA CLUBHOUSE *(PRIVATE)*

The Shannamara neighborhood is located off of Stevens Mill Rd., north of Idlewild Rd. The neighborhood includes a clubhouse, 2 tennis courts, a swimming pool, and a playground.

EMERALD LAKE GOLF CLUB (PRIVATE)

Emerald Lake Golf Club is an 18-hole public/private golf course located on Tournament Dr. The property totals 153 acres and also includes a clubhouse and swimming pool.

DIVIDE GOLF CLUB (PRIVATE)

Divide Golf club is an 18-hole private golf course located on Stevens Mill Rd. adjacent to the Shannamara neighborhood. The property totals 161.51 acres.

CIVIC AREAS

ASSEMBLY OF GOD

The Assembly of God property is located on Stevens Mill Rd., north of the Shannamara neighborhood. The largely undeveloped property features a portion of Goose Creek that has a wide flood plain.

COMMERCIAL AREAS

STEVENS MILL CROSSING

Stevens Mill Crossing is located at the intersection of Lawyers Rd. and Stevens Mill Rd. The commercial area is host to a variety of restaurants, retail, and other businesses. Currently, there are approximately five neighborhoods within a 0.5-mile radius of the commercial area.

IDLEWILD MARKET

Idlewild Market is located on Idlewild Rd. near I-485. The commercial area contains a mix of large and small restaurants, retail, and other businesses. Currently, there are approximately three neighborhoods within a 0.5-mile radius of the commercial area.



(1)



(1) Significant wetlands are found within Blair Mill Park.

north section analysis

EXHIBIT 4:

idlewild small area plan

The Idlewild Study Area extends from the I-485 expressway to Stevens Mill Road. Existing development is limited to one commercial shopping center at the interchange of Idlewild Rd and I-485 and adjoining businesses, as well a handful of older large lot rural homes. Significant tracts of undeveloped property dominate the majority of the Study Area to the east and west of Idlewild Road. These abut new existing single-family subdivisions. The land is predominantly gently rolling with one creek tributary running north-south through undeveloped properties west of Idlewild Rd. connecting to Blair Mill Park. A power line easement is colocated within the flood zone of the creek tributary.

The Concept Plan envisions an integrated development supported by uses that are typical for markets within metropolitan areas having similar accessibility and locational contexts. The intent of the Concept Plan, however, is to capture and orient these uses to support not only regional needs sustained by the auto

oriented access provided by I-485, but to also create a critical mass that enables the creation of jobs, fosters a good proportion of retail servicing local needs, and integrates these with appropriate housing options in close proximity. When correctly planned

such developments create a mixed use, walkable and car optional center. The goal of the Concept Plan is to provide this lifestyle to a significant portion of the new residents who will live and work in the future study area.

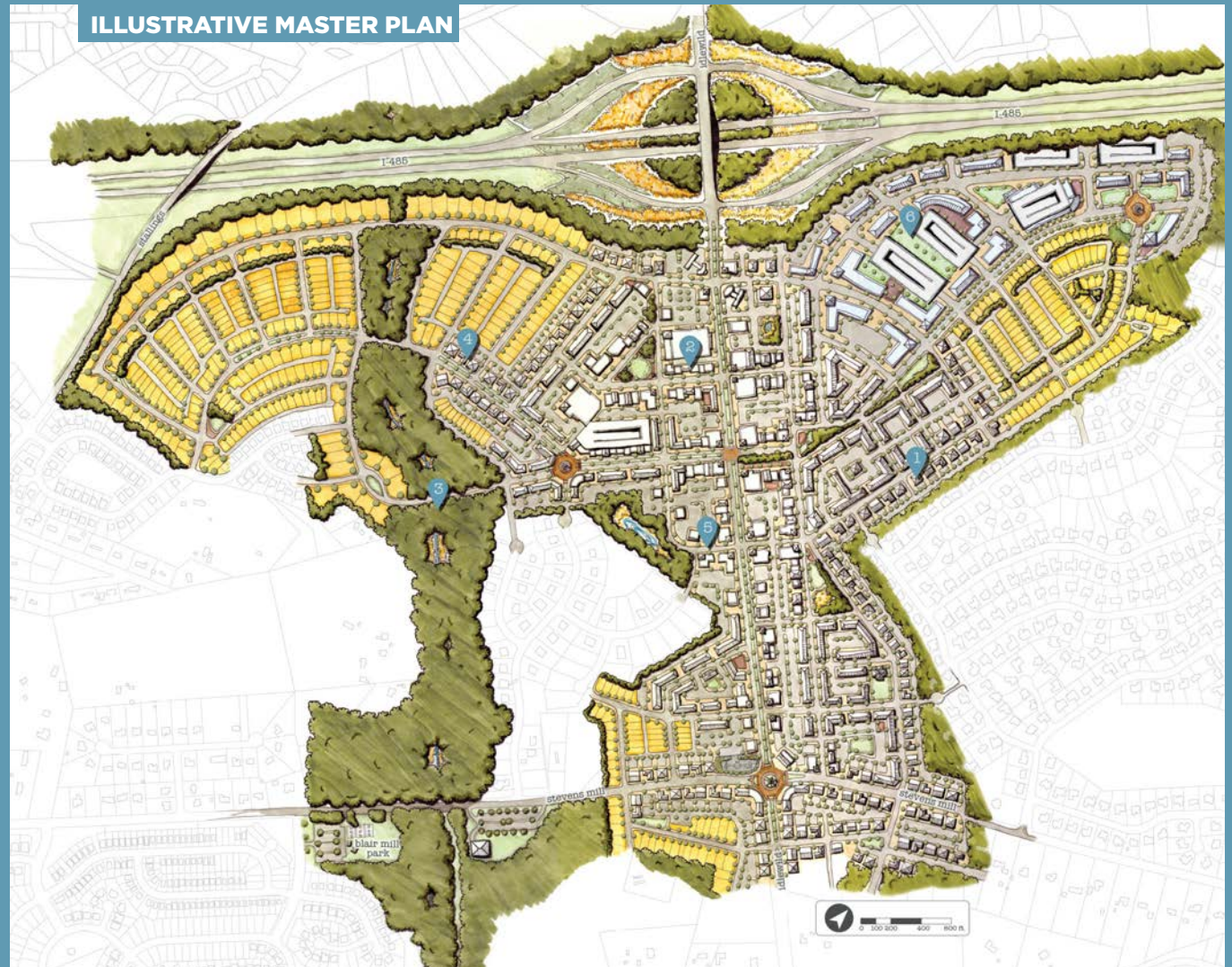
PROPOSED LAND USE PLAN



KEY FACTS:

- 1 Open space and lower density housing will buffer and protect existing neighborhoods
- 2 A mixed-use core will create a lively commercial hub
- 3 An open space network will ultimately connect to other areas of Town
- 4 Multi-family housing serves to buffer the commercial development and is located away from existing neighborhoods
- 5 Street network permits multiple options for getting around
- 6 A regional office park will have easy access to I-485 and provide a workplace for Stallings' residents

ILLUSTRATIVE MASTER PLAN



north section analysis

>> NORTH SECTION OPPORTUNITIES AND CONSTRAINTS

Lawyers Rd. to Blair Mill Park

OPPORTUNITIES

Environmental features or community assets that are optimal for trail development and connectivity.

- 1 New sidewalk provides excellent connectivity and is located away from road
- 2 Commercial connectivity opportunity
- 3 Undeveloped; provides opportunity to secure trail easement
- 4 Newer sidewalk provides great connectivity
- 5 Established recreation area
- 6 Streambank erosion issue provides opportunity for grant funding
- 7 Wide floodplain
- 8 Undeveloped greenway corridor owned by town
- 9 Wide floodplain
- 10 Established recreation area
- 11 Reserved open space along floodplain
- 12 Opportunity to easily connect from road to neighborhood club
- 13 Wide floodplain
- 14 Existing park owned by town
- 15 Undeveloped greenway corridor owned by town
- 16 Undeveloped; provides opportunity to secure trail easement
- 17 Undeveloped; provides opportunity to secure trail easement
- 18 Planned Carolina Thread Trail
- 19 Commercial connectivity opportunity

CONSTRAINTS

Natural or built features that present challenges, but do not necessarily preclude trail development.

- 1 New sidewalk is too narrow to serve as multi-use path
- 2 Existing recreation area is private
- 3 Streambank is unstable
- 4 Numerous private properties
- 5 Road crossing would be required to create continuous path
- 6 Existing recreation area is private
- 7 Existing recreation area is private
- 8 Connection will require an NCDOT side path along Steven's Mill Road
- 9 Private landowners located in adjacent municipal jurisdiction
- 10 Carolina Thread Trail is located along Collector Road
- 11 Hwy. 485 doesn't have a sufficient underpass for connectivity
- 12 Sidewalks are too narrow for multi-use



19 The commercial center at Idlewild Road is ideal for multi-use path connectivity.



2 The Steven's Mill Crossing Commercial Center is ideal for multi-use path connectivity.



12 The Enclaves community could easily connect a multi-use path from its community center to Steven's Mill Road.



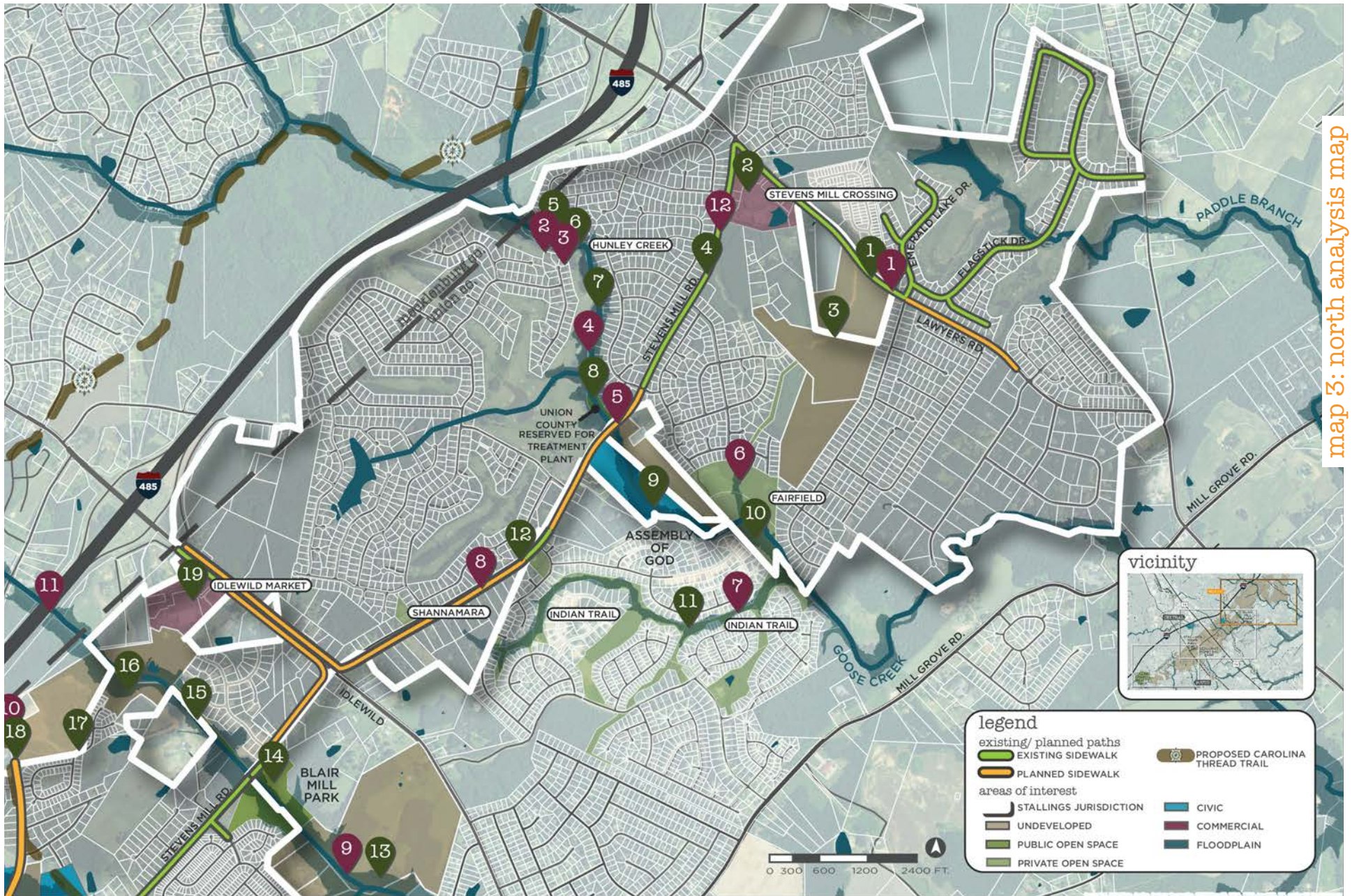
2 The Town of Stallings has several private recreation areas that would provide for great multi-use path connectivity, but would require voluntary participation from neighborhoods.



3 Unstable banks near the Hunley Creek Neighborhood Park will continue to erode. Greenway trail projects and associated grant funds can help with streambank stabilization.



14 Stallings' Blair Mill Park could provide a major public trailhead for a multi-use path network.



central section analysis

central

>> BLAIR MILL PARK TO OLD MONROE ROAD



>> SECTION OVERVIEW

The Central Planning Section extends from Blair Mill Park to Old Monroe Road, which is also a planned route of the Carolina Thread Trail. This section features the largest barrier found throughout the Town as a whole: Monroe Bypass. However, this section does feature two major waterways and considerable undeveloped land. With proper planning, this section could feature connectivity among both established and new neighborhoods, civic areas, and parks.



NATURAL ENVIRONMENT

WATERWAYS + FLOODPLAINS

The Central Planning Section features 3.01 miles of waterways and contains portions of the North and South Forks of Crooked Creek. The North Fork of Crooked Creek extends 2.21 miles within the study area from Interstate 485 near Mt. Harmony Church Road to the eastern edge of the Fairhaven neighborhood. North Fork Crooked creek features wide floodplain areas near the Fairhaven neighborhood and Blair Mill Park. The South Fork of Crooked Creek extends for 0.8 miles within the study area from the eastern edge of the Kerry Greens neighborhood to Community Park Drive.

WETLANDS

North Fork Crooked Creek features freshwater forested/shrub, freshwater emergent, and riverine wetland areas.

South Fork Crooked Creek features freshwater forested/shrub and riverine wetland areas.



BUILT ENVIRONMENT

RECREATION FACILITIES

STALLINGS MUNICIPAL PARK

Stallings Municipal Park is a 9.33-acre public park featuring 4 playgrounds, 2 multi-purpose fields, 2 picnic shelters, 3 picnic pods, 1 outdoor nature classroom, a covered performance stage, 2 decorative pavilions, 2 tennis courts, a small water park, and a 0.5-mile walking path. The park is operated by the Town of Stallings Parks and Recreation Department, and is located on Stallings Rd, across from Town Hall.

STALLINGS ELEMENTARY SCHOOL PARK

Stallings Elementary School Park is a public park featuring a youth baseball field, soccer field, two playgrounds, a running track, and 0.1-mile walking path. The park is located on Stallings Rd., adjacent to Stallings Elementary School.

CEM CORPORATION *(PRIVATE)*

The CEM Corporation is located on Stallings Rd., south of E Independence Blvd. The site features a walking track and a 6-hole disc golf course.

(These facilities are privately owned, and have been included in this analysis for benchmarking purposes).

CIVIC AREAS

STALLINGS TOWN HALL

Stallings Town Hall is located on Stallings Road, north of Old Monroe Rd. Stallings Municipal Park is located across the street from Town Hall.

STALLINGS ELEMENTARY SCHOOL

Stallings Elementary School is located on Stevens Mill Rd., west of Stallings Rd. The elementary school is positioned along the planned Carolina Thread Trail and is adjacent to an undeveloped tract of land.


NEXT LEVEL CHURCH

The Next Level Church property is located along Stevens Mill Rd., east of Stallings Rd. N. Fork Crooked Creek and the planned Carolina Thread Trail cross the property. Next Level Church is adjacent to two undeveloped properties.

CENTRAL PIEDMONT COMMUNITY COLLEGE (CPCC) LEVINE CAMPUS

CPCC Levine Campus is located along Campus Ridge Rd., north of the Stallings municipal boundary. The campus is located along the planned Carolina Thread Trail.



 (1) Stallings Municipal Park is a 9.33-acre public park featuring 4 playgrounds, 2 multi-purpose fields, 2 picnic shelters, 3 picnic pods, 1 outdoor nature classroom, a covered performance stage, 2 decorative pavilions, 2 tennis courts, splash pad, and a 0.5-mile walking path.

 (2) The Levine Campus is a major regional asset. Stallings should strive to connect this asset within its greenway network.

central section analysis

EXHIBIT 5:

stallings elementary school node small area plan

The Stallings Elementary School study area lies west of the Idlewild Road study area along Stevens Mill Road. Development within this area is limited to Stallings Elementary School, a church, and older large lot rural homes. Existing new subdivisions ring the periphery of the study area. Significant tracts of undeveloped property dominate the landscape and two creek tributaries frame the central intersection to the east and west. No major infrastructure easements cross the area.

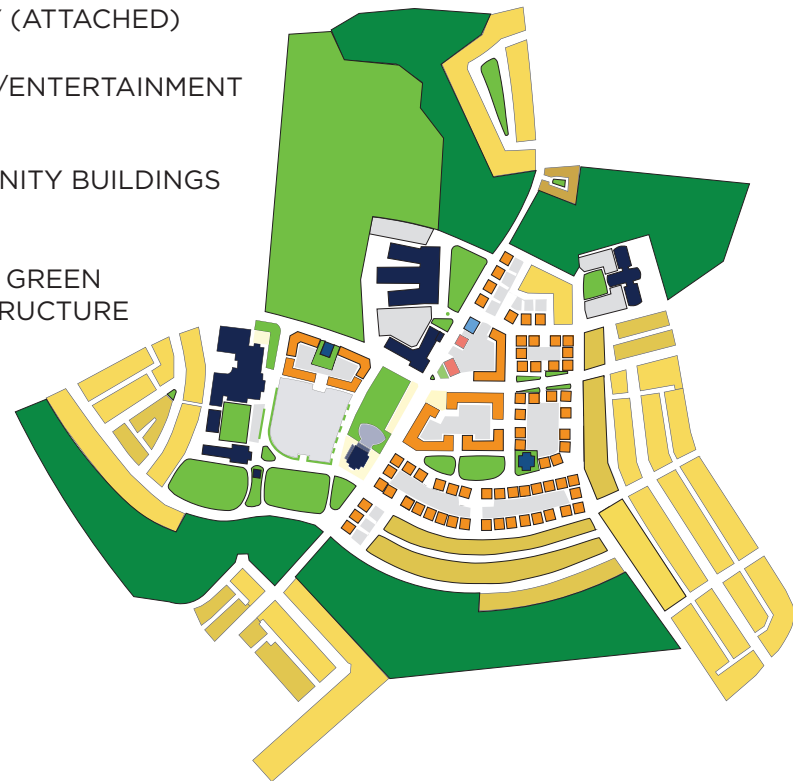
The Concept Plan envisions a Civic Center for Stallings, focusing on the development of active and passive recreational facilities geared toward local community needs, abutting multi-family and single-family housing to complement the surrounding neighborhoods. The area offers the Town's only opportunity to develop a world-class level public amenity in a single concentrated and central location to a majority of its residents. It is also uniquely situated along North Fork Crooked Creek, providing the "green

access" hub for the planned Stallings Greenway System. Uses may include a YMCA, Town Green and Community Center with accompanying recreations fields and lawns. One commercial

opportunity in the form of a restaurant would anchor the main intersection.

PROPOSED LAND USE PLAN

- SINGLE FAMILY (DETACHED)
- SINGLE FAMILY (ATTACHED)
- MULTI-FAMILY
- LARGE RETAIL/ENTERTAINMENT
- COMMERCIAL
- HOTELS
- CIVIC/ COMMUNITY BUILDINGS
- OFFICE
- INDUSTRIAL
- PEDESTRIAN & GREEN CIVIC INFRASTRUCTURE



KEY FACTS:

- 1 Provide active and passive recreational amenities to the Town
- 2 An open space network will connect to rest of the Town
- 3 Street network permits multiple options for getting around
- 4 Transition from existing neighborhoods using single family housing and open spaces to buffer multifamily development at the center

ILLUSTRATIVE MASTER PLAN



central section analysis

EXHIBIT 6:

monroe bypass small area plan

The new Monroe Expressway is a regional scaled infrastructure improvement that connects Stallings to Metropolitan Charlotte. The impacts on development and growth along the Corridor centered within this study area will be dramatic. Existing developments are mostly low scale rural-highway oriented ranging from show/room business to light industrial. Older residential neighborhoods lie to either side of the corridor in close proximity. A few newer developments in the form of a multi-level car dealership and hotel hint at the study area's proximity to the I-485, Highway 74 Interchange less than 1 mile away. While predominantly undeveloped, there are many historical traces of activity on the ground including mining and spoils pits.

The Concept Plan acknowledges that this study area will see the most radical transformation within Stallings. Not only does the new expressway bisect the Town into two halves, but the limited crossings necessitated by the restricted access nature of the expressway

will constrict east-west movements to two points, both of which will become highly congested in the years to come. The goal of the Concept Plan for Monroe Rd and Highway 74 is to capture and orient the inevitable development so as to benefit as much as possible the local residents of Stallings. In that regard the plan is

similar to the intent and goals that make up the vision for Idlewild Rd, however, because of the location along an expressway, major highway, and within a mile of a major metropolitan interchange, the level of intensity proposed is much greater because of the regional access offered.

PROPOSED LAND USE PLAN



KEY FACTS:

- 1 Allows for expansion of light industrial and flex-space development
- 2 An open space network will connect to the other parts of Town
- 3 A dense mixed-use core will create a lively commercial hub to access the economic growth and employment of the metropolitan area
- 4 A highly visible gateway art piece will identify Stallings within the regional transportation system
- 5 A mix of hotels offering different price points will attract a broad variety of visitors, businesses, and restaurants



central section analysis

EXHIBIT 7:

stallings downtown small area plan

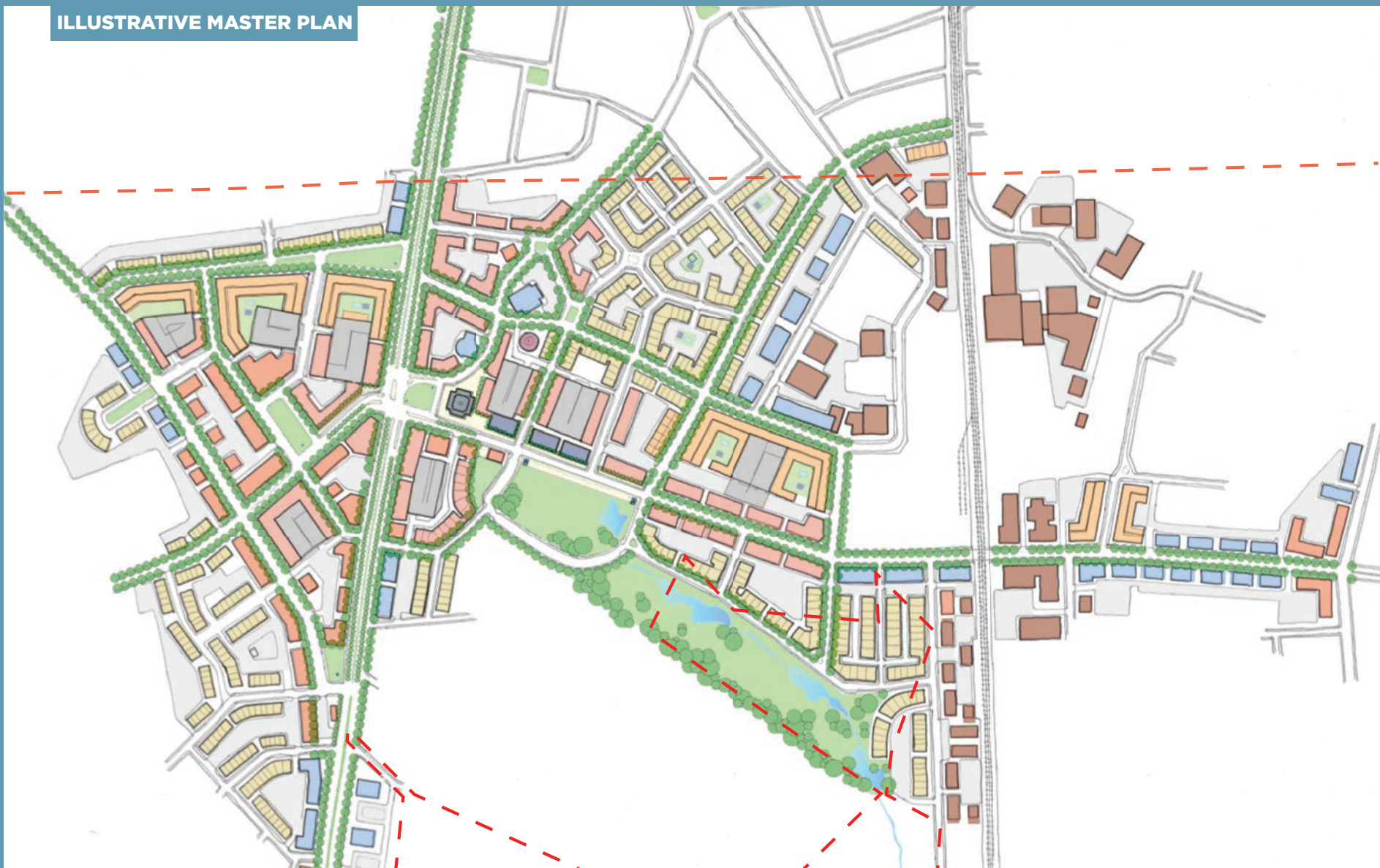
Located along Stallings Rd at the intersection of Old Monroe Road and Potter Road, the downtown small area plan lies at the center of the comprehensive planning effort commissioned by the Town.

Development within the area consists of a loose assembly of low density residential, and rural commercial, ranging from a mid sized shopping center with associated outparcel retail, as well as an industrial park adjacent

to the Norfolk Southern Rail corridor running between Charlotte and Monroe. The future widening of Old Monroe Road will be the catalyst for significant redevelopment.



ILLUSTRATIVE MASTER PLAN



central section analysis

>> CENTRAL SECTION OPPORTUNITIES AND CONSTRAINTS

Blair Mill Park to Old Monroe Road

OPPORTUNITIES

Environmental features or community assets that are optimal for trail development and connectivity.

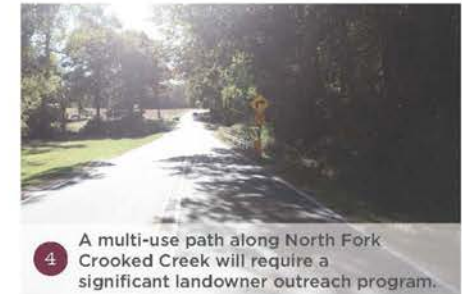
- 1 Undeveloped greenway corridor owned by town
- 2 Planned Carolina Thread Trail
- 3 School connectivity
- 4 Wide floodplain
- 5 Secure open space along floodplain
- 6 Undeveloped; provides opportunity to secure trail easement
- 7 Wide floodplain
- 8 Planned McKee Road; opportunity to provide for side path
- 9 Existing sidewalk provides good connectivity
- 10 Planned Carolina Thread Trail
- 11 Planned multi-use path for widening of Old Monroe Road
- 12 Connection to community college (CPCC)
- 13 Regional Park connectivity opportunity

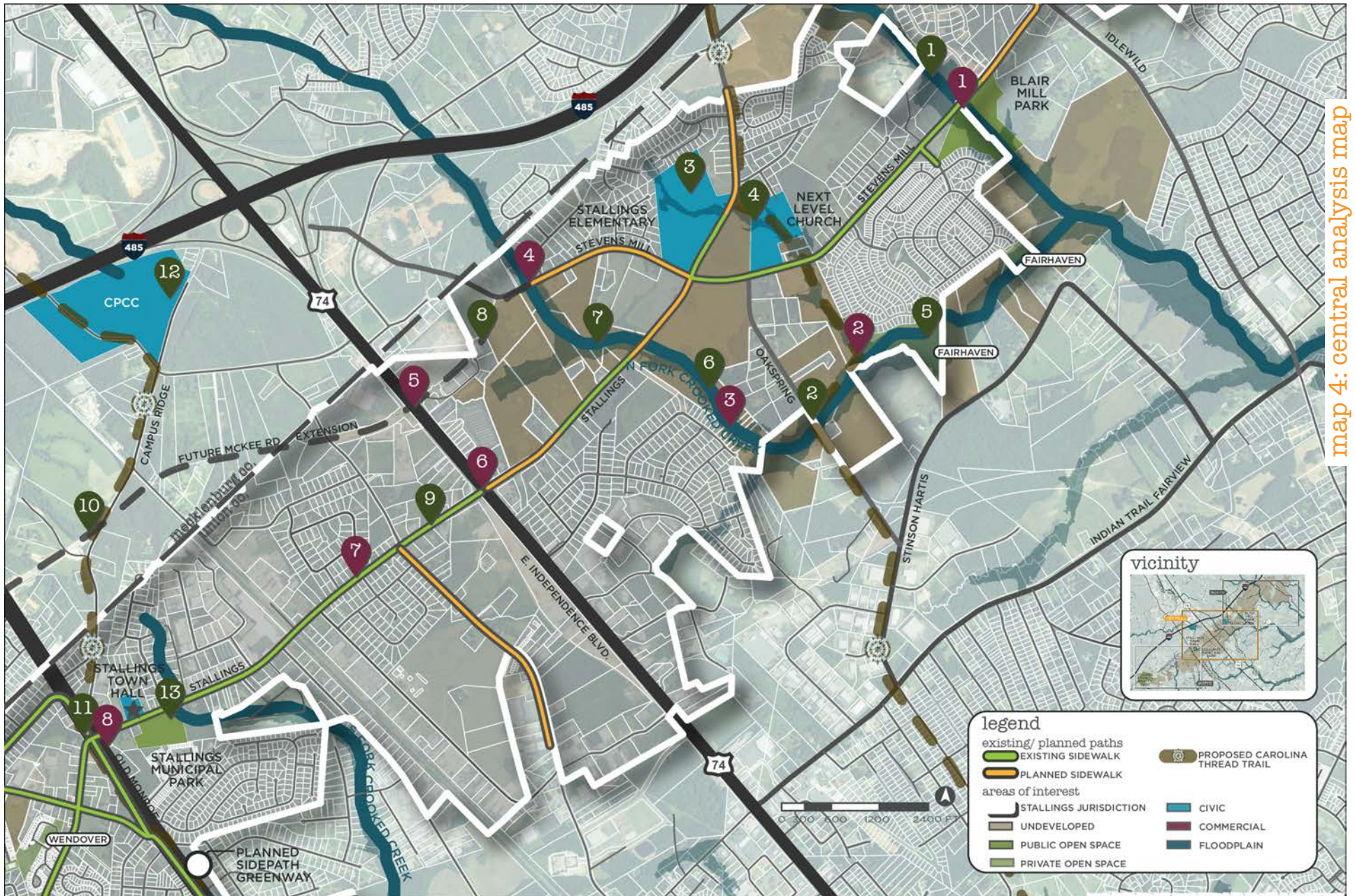


CONSTRAINTS

Natural or built features that present challenges, but do not necessarily preclude trail development.

- 1 Greenway connection to require road crossing
- 2 Privately owned open space
- 3 Numerous landowners
- 4 Private landowners
- 5 Connectivity challenge
- 6 Connectivity challenge
- 7 Sidewalk width is insufficient for multi-use
- 8 Sidewalk width is insufficient for multi-use





south section analysis

south

>> OLD MONROE ROAD TO COLONEL FRANCIS BEATTY PARK



>> SECTION OVERVIEW

The South Planning Section extends from Old Monroe Road south to Colonel Francis Beatty, a regional park located in and managed by Mecklenburg County. This section features several established neighborhoods along with several undeveloped tracts near the intersection of Chestnut Road and Matthews-Weddington Road.



NATURAL ENVIRONMENT

WATERWAYS + FLOODPLAINS

The South Planning Section features 0.47 miles of waterways and contains portions of the West Fork of Twelve Mile Creek.

The West Fork of Twelve Mile Creek extends 0.47 miles within the study area from Chestnut Lane, north to the Union County line.

WETLANDS

West Fork Twelve Mile Creek features freshwater forested/shrub and riverine wetland areas.



BUILT ENVIRONMENT

RECREATION FACILITIES

COLONEL FRANCIS BEATTY PARK

Colonel Francis Beatty Park is a regional public park adjacent to Town limits. The park, totaling 265 acres, features 4.3 miles of trails, 2 basketball courts, 6 tennis courts, 5 lighted soccer fields, 4 horseshoe pits, indoor shelters, 2 picnic shelters, walking trails, 2 playgrounds, mountain biking trails, 2 softball fields, a conference center, and a lake.

CALLONWOOD NEIGHBORHOOD *(PRIVATE)*

Callonwood neighborhood is located south of Old Monroe Rd. off of Potter Rd. and features two recreation areas including a clubhouse and a town park. The clubhouse area includes a pool house and 7-lane swimming pool. The town park area includes a picnic shelter, 2 playgrounds, adult baseball field, soccer field, 10 picnic tables, and a wooded area.

CHESTNUT OAKS NEIGHBORHOOD *(PRIVATE)*

The Chestnut Oaks is located near the intersection of Potter Rd. and Chestnut Rd. The neighborhood includes a clubhouse, 7-lane swimming pool, pavilion, basketball 1/2 court, multi-purpose field, playground, and wooded trail.

(These facilities are privately owned, and have been included in this analysis for benchmarking purposes).

CIVIC AREAS

PLEASANT PLAINS

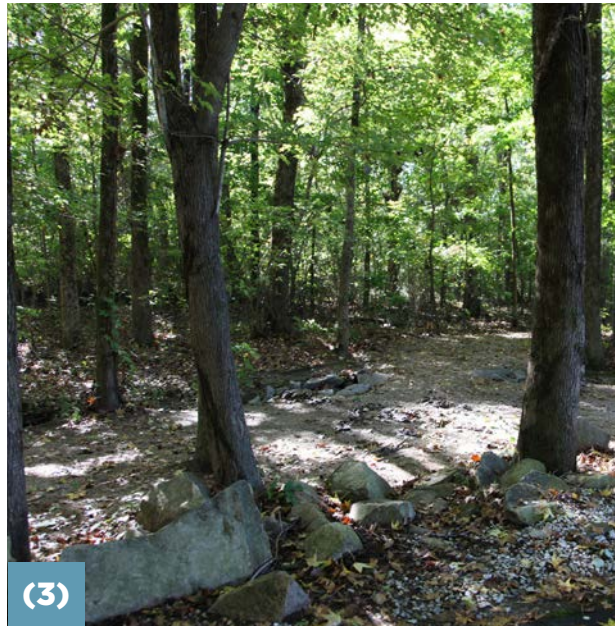
Located in the southern planning section, this property has sidewalk connectivity to the Callonwood neighborhood and contains a large recreation field, ideal for a multi-use path.



COMMERCIAL AREAS

AUSTIN VILLAGE

Austin Village is located at the intersection of Chestnut Rd. and Potter Rd. The commercial area features retail, restaurant, and other businesses. There are approximately six neighborhoods within a 0.5-mile radius of the commercial area.



(1) Colonel Francis Beatty Park offers a variety of athletic and outdoor recreation facilities.



(2) The Duke Energy transmission corridor stretches south to Chestnut Rd.; however, a trail will require an easement with Duke Energy.



(3) The Chestnut Oaks neighborhood features a private, wooded trail system. Connectivity to private neighborhood recreation areas would require cooperation with individual HOA's.

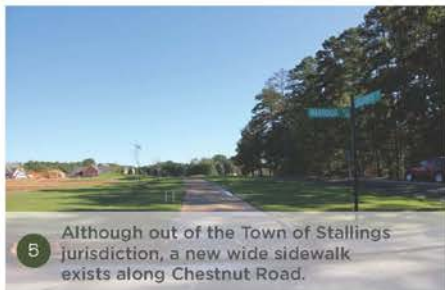
south section analysis

>> SOUTH SECTION OPPORTUNITIES AND CONSTRAINTS Old Monroe Road to Colonel Francis Beatty Park

OPPORTUNITIES

Environmental features or community assets that are optimal for trail development and connectivity.

- 1 A multi-use path is planned with the widening of Old Monroe Road
- 2 Incorporate greenway access within new town center master plan
- 3 Existing sidewalk provides connectivity
- 4 Church has an existing recreation space
- 5 New sidewalk is wider than most throughout town
- 6 Established private open space
- 7 Wide floodplain
- 8 Duke Power transmission lines; no development
- 9 Opportunity to partner with Union Power around their substation
- 10 Regional park connectivity opportunity
- 11 Commercial connectivity opportunity at Austin Village Shopping Center



5 Although out of the Town of Stallings jurisdiction, a new wide sidewalk exists along Chestnut Road.

CONSTRAINTS

Natural or built features that present challenges, but do not necessarily preclude trail development.

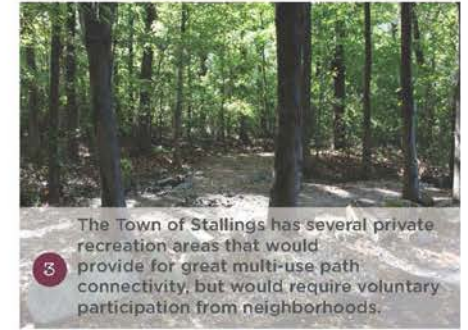
- 1 Existing sidewalk not wide enough to accommodate multi-use
- 2 Privately owned open space
- 3 Privately owned open space
- 4 Private landowners
- 5 Topographic challenges along Duke Energy ROW
- 6 Planned roundabout is challenging for bicycle and pedestrian movement



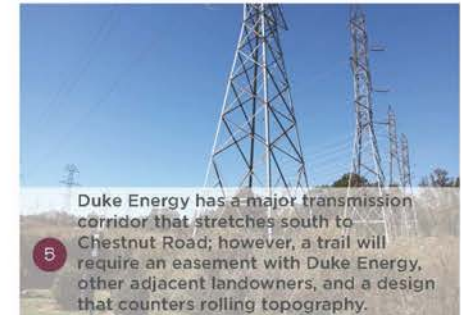
9 Union Power has expressed to town officials their willingness to participate in the Connect Stallings program.



4 If willing to participate, the Pleasant Plains Baptist Church has a large recreation area on their property that would serve as an ideal multi-use path.



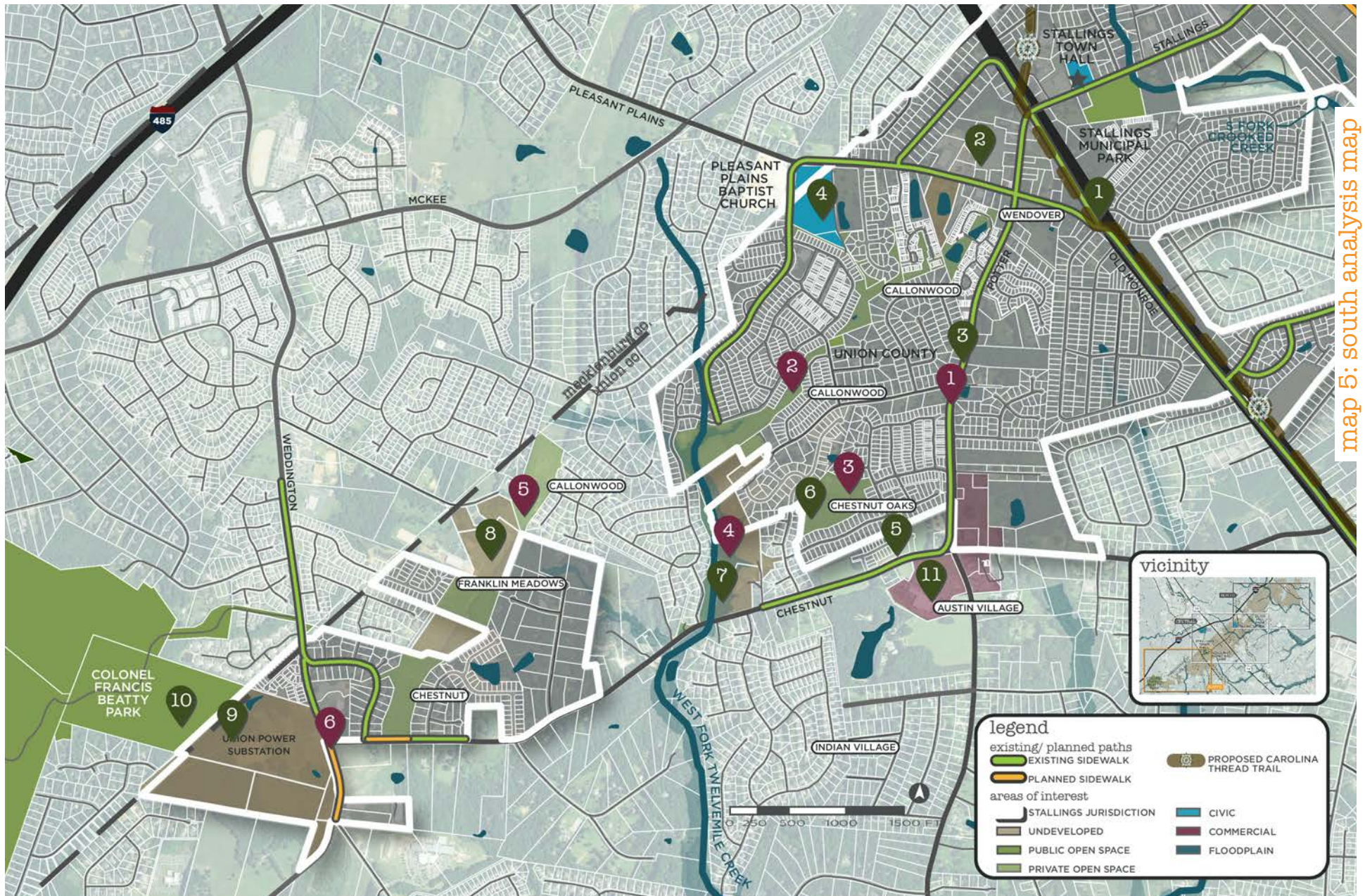
3 The Town of Stallings has several private recreation areas that would provide for great multi-use path connectivity, but would require voluntary participation from neighborhoods.



5 Duke Energy has a major transmission corridor that stretches south to Chestnut Road; however, a trail will require an easement with Duke Energy, other adjacent landowners, and a design that counters rolling topography.



10 Managed by Mecklenburg County, the 265 acre Colonel Francis Beatty Park is located adjacent to the Town of Stallings municipal boundary.



map 5: south analysis map

south section analysis

EXHIBIT 8:

chestnut road corridor small area plan

The bird's eye rendering shows an array of multi-family options, all three stories high and with a variety of architectural styles.

Retail, restaurant, and office land use are all appropriate within the study area. The greenway "spine" connects Stallings and Chestnut roads with the

adjacent neighborhoods, school, and local greenway. A small green space in the center of the area provides passive recreation opportunities for residents.

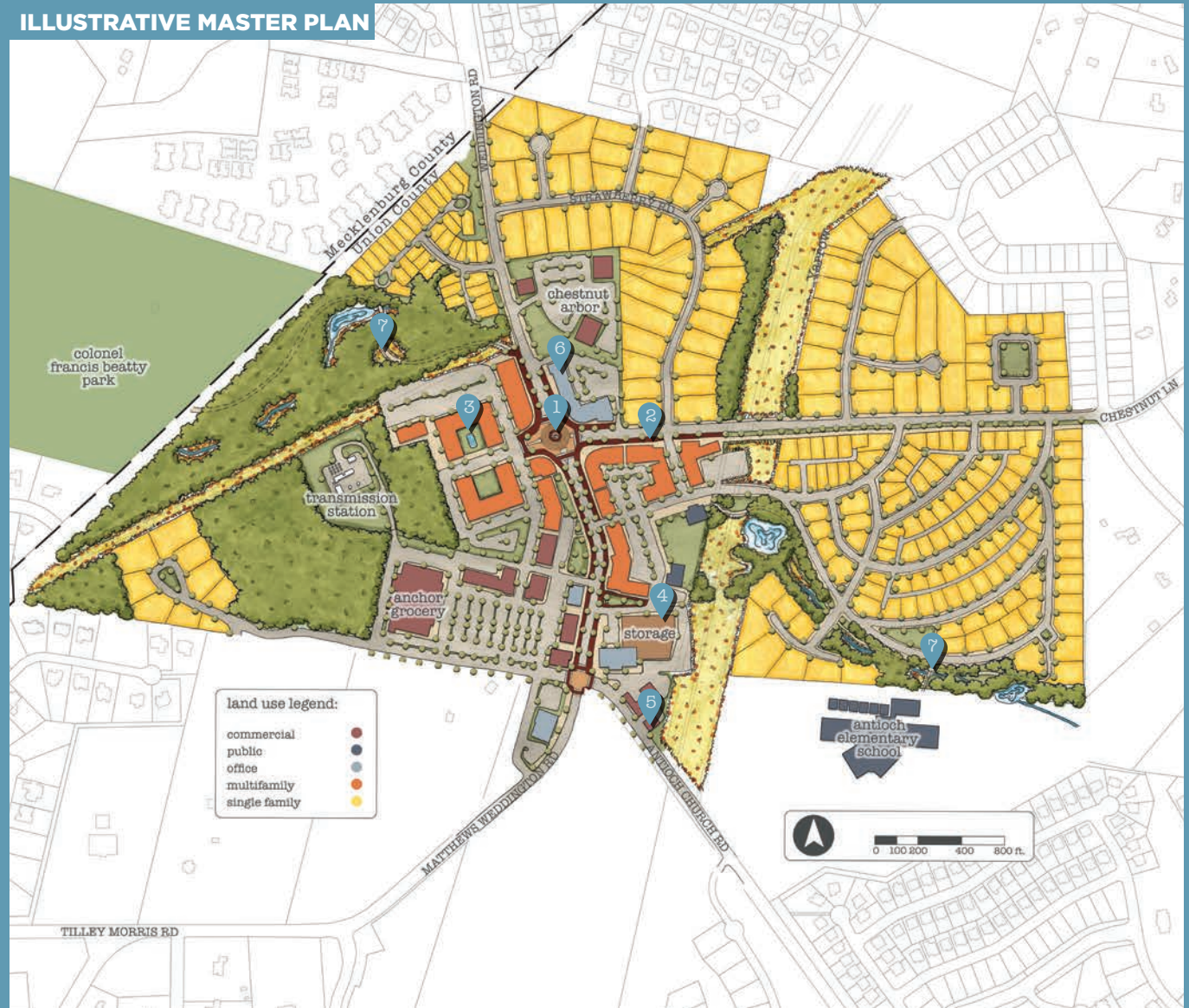
BIRD'S-EYE VIEW



KEY FACTS:

- 1 Proposed NCDOT Roundabout
- 2 Spine Greenway
- 3 Amenitized Multifamily Court
- 4 Expanded Storage
- 5 Relocated Gas Station
- 6 Office Complex
- 7 Local Greenway System

ILLUSTRATIVE MASTER PLAN



c. recreation level of service

>> LEVEL OF SERVICE ANALYSIS

This section examines existing public and private recreation facilities within the study area. The Town's provision of recreation services is assessed according to a level of service (LOS) analysis according to recommendations set forth by the National Recreation + Park Association (NRPA) and a case study analysis of similar communities.

Key findings are presented in the subsequent pages. A complete report of the existing recreation facilities analysis can be found in Appendix sub-section C.

PUBLIC RECREATION FACILITIES

The Town of Stallings features three (3) public parks including Stallings Municipal Park, Blair Mill Park, and Stallings Elementary Park. These parks, totalling 33.33 acres, provide four picnic shelters, six playgrounds, 0.6 miles of trails, and a handful of athletic fields or courts. Exhibit 9 presents an inventory and analysis of the Town's public recreation facilities based on NRPA and State recommendations for current and projected population. Public recreation facilities fall short of recommended LOS in each category. The largest recreation service gaps include open space acreage, public trails, and playgrounds.

PRIVATE + REGIONAL RECREATION FACILITIES

The study area features five (5) private neighborhood parks, two (2) golf courses, one (1) private walking track and disc golf course, and one (1) regional park. Private recreation facilities provide a total of 54.82 acres of park open space, five playgrounds, two picnic shelters, six swimming pools, two golf courses, and a handful of athletic and multi-purpose fields. Colonel Francis Beatty Park is a regional park located at the southern terminus of the study area. This park provides 265 acres of open space, ten picnic areas, walking trails, two playgrounds, multiple athletic fields and courts, and a lake with recreational use.



EXHIBIT 9:

establishing the stallings standard

Stallings Recreation Inventory & Future Needs*						
Facility Type	Recommended Standard per population	Facility Needs (July 1, 2015, pop. 15,270)	Facility Inventory Total* (2017)	Net Current Facilities (2017)	Facility Needs w/ 2030 Projected pop. of 20,515	Net Projected Facilities (2030)
Adult Baseball Fields (Lighted)	1/20,000	1	0	-1	1	-1
Youth baseball/adult softball	1/5,000	3	1	-2	4	-3
Ball field (soccer, football)	1/5,000	3	1	-2	4	-3
Basketball Courts	1/5,000	3	0	-3	4	-4
Tennis Courts	1/2,000	8	2	-6	10	-8
Picnic Tables *	1/125	122			164	
Picnic Shelters *	1/2,000	8	4	-4	10	-6
Playgrounds *	1/1,000	15	6	-9	20	-14
Trails (in miles) *	0.4 mile/1,000	6.1	0.6	-5.5	8.2	-7.6
Recreation Center w/ Gym	1/25,000	-	-	-	-	-
Swimming Pool	1/20,000	-	-	-	1	-1
Golf Course 9-hole	1/25,000	-	-	-	-	-
Golf Course 18-hole	1/50,000	-	-	-	-	-
Open Space/Park Land *	16 acres/1,000	243	33.33	-209.67	328.24	-294.91
Dog Park *	1/50,000	-	-	-	-	-
Skateboard Park	1/50,000	-	-	-	-	-

- * Picnic Tables & Shelters
- * Playgrounds
- * Trails
- * Open Space/Park Land
- * Dog Park

Robust recreation facilities in the surrounding communities of Matthews, Indian Trail, Mint Hill, and Fairview help meet the athletic facility needs of Stallings residents. Many private neighborhoods in Stallings offer facilities such as tennis courts, basketball courts, and multi-purpose fields that serve a similar function. With these factors in mind, the steering committee established the “Stallings Standard” and prioritized the following recreation facilities:

c. recreation level of service

>> CASE STUDY ANALYSIS

The following case study analysis examines the recreation facilities and staff of four (4) communities similar to Stallings: Morrisville, NC; Fuquay-Varina, NC; Harrisburg, NC; and Mt. Holly, NC. Case study communities were chosen based on three criteria: population, population growth rate (2010-2016), and total area. These case studies provide regional context for the NRPA and State LOS recommendations.

A summary of findings is presented below. Detailed information on these case studies can be found in Appendix sub-section D.

“

WHEN COMPARED TO THE FOUR CASE STUDY COMMUNITIES, STALLINGS' STAFF LEVELS APPEAR TO BE IN ALIGNMENT, BUT THE PROVISION OF OPEN SPACE IS SIGNIFICANTLY LESS.

”

STALLINGS, NC (CHARLOTTE AREA)



TOTAL AREA: 7.9 sq. miles
POPULATION: 15,213
POPULATION GROWTH RATE: 1.76%
PUBLIC GREEN SPACE: 33.33 acres
PUBLIC TRAILS: 0.6 miles
RECREATION DEPT. STAFF (PER. 10,000 POPULATION): 2.96

HARRISBURG, NC (CHARLOTTE AREA)



TOTAL AREA: 11.14 sq. miles
POPULATION: 15,340
POPULATION GROWTH RATE: 2.28%
PUBLIC GREEN SPACE: 91.72 acres
PUBLIC TRAILS: 2.62 miles
RECREATION DEPT. STAFF (PER. 10,000 POPULATION): 7.17

MORRISVILLE, NC (CHARLOTTE AREA)



TOTAL AREA: 8.3 sq. miles
POPULATION: 24,732
POPULATION GROWTH RATE: 4.73%
PUBLIC GREEN SPACE: 206.83 acres
PUBLIC TRAILS: 8.77 miles
RECREATION DEPT. STAFF (PER. 10,000 POPULATION): 5.26

MT. HOLLY, NC (RALEIGH AREA)



TOTAL AREA: 10 sq. miles
POPULATION: 14,495
POPULATION GROWTH RATE: 1.88%
PUBLIC GREEN SPACE: 123.98 acres
PUBLIC TRAILS: 2.81 miles
RECREATION DEPT. STAFF (PER. 10,000 POPULATION): 1.38

FUQUAY-VARINA, NC (RALEIGH AREA)



TOTAL AREA: 12.2 sq. miles
POPULATION: 25,865
POPULATION GROWTH RATE: 6.09%
PUBLIC GREEN SPACE: 163.74 acres
PUBLIC TRAILS: 2.95 miles
RECREATION DEPT. STAFF (PER. 10,000 POPULATION): 3.1

3 public engagement + outreach

in this chapter:

- a. public meeting and workshops
 - b. community surveys
 - c. connect stallings vision
- The planning process included extensive public engagement that was led by a community-driven steering committee and featured focus groups, meetings with various Home Owner Associations, an online survey, and two-public meetings.
- This chapter begins with an overview of each meeting, followed by a summary of the online community survey. The chapter culminates with an overarching vision for the Connect Stallings Recreation and Greenway Master Plan.

a. public meetings + workshops

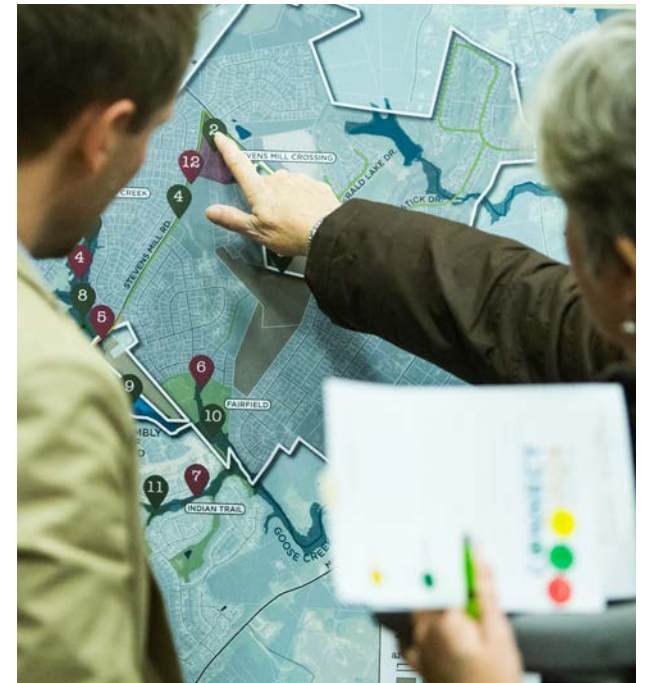
The consultant team conducted a series of meetings with the project steering committee, Town Council, and neighborhood Home Owners Associations. There were two major public meetings, including an “Ideas, Insights, and Barriers” workshop and a public presentation of the draft master plan. This section highlights key meetings and their results.

>> IDEAS, INSIGHTS, AND BARRIERS WORKSHOP

(MARCH 6, 2018)

After the consultant team conducted an objective analysis of Stallings’ natural and built environment, a community-wide public workshop was conducted so citizens could identify “ideas, insights, and barriers” pertaining to the development of a townwide greenway and open space network.

The public meeting was heavily advertised throughout the community with signage and online through social media. Approximately 30 community members attended and identified more than 100 “ideas, insights, and barriers” (see Appendix sub-section E for a complete listing).



>> STEERING COMMITTEE MEETINGS

(APRIL 17 & JULY 16, 2018)

The first greenway steering committee meeting (April) included a presentation of initial greenway alignments, a draft of the Greenway Community Survey, and two signage concepts. Committee members provided general support and feedback for initial trail alignments and the survey. The consultant teams highlighted the need to engage Home Owner Associations (HOAs) to possibly connect a public trail to community-owned open space areas. The meeting resulted in the following directives:

- 1 **Meet with various HOAs to determine interest for creating public connections through community-owned open space; and**
- 2 **The Steering Committee preferred the modern mixed-material signage design and asked that it be designed to require little maintenance.**

The second committee meeting (July) included the addition of the Town's Recreation Advisory Board to the greenway steering committee. The consultant team presented revised greenway routes, results of the community survey, and a Level of Service recreation analysis that examined Stalling's existing recreation resources compared to national averages for comparable towns. The meeting resulted in the following directives:

- 1 **Emphasize planning efforts toward passive parks, shelters, dog parks, recreation programming spaces, and additional green space;**
- 2 **Present the draft master plans for Sweet Birch Park and Stallings Thread Trail park to the Town Council; and**
- 3 **Ensure that Blair Mill Park is enhanced, but maintains a nature-oriented focus.**



a. public meetings + workshops

>> HOME OWNER ASSOCIATION MEETINGS

(JUNE 2018)

The consultant team conducted three public meetings with neighborhood Home Owner Associations (HOAs). All HOAs were notified by Town staff via email of a general meeting held at town hall. Subsequently, the consultant team conducted two additional special meetings for the Callonwood and Vickery neighborhoods.

The HOA meetings featured a presentation of the preliminary

greenway routes and highlighted how the greenway system could be improved with the inclusion of neighborhood-owned open space. Although requested, no HOAs provided a written letter whether to approve or disapprove of the concept. Greenway routes through HOA property remain within the final recommendation maps, but are subject to voluntary participation from each neighborhood.



EXHIBIT 10:

vickery neighborhood

The Town of Stallings obtained a greenway right-of-way when the Vickery neighborhood was developed. The right-of-way is approximately 100' wide and is located adjacent to Blair Mill Park and along the tributary located behind the Vickery neighborhood. Since the property is owned by the Town, this section is a high priority for phase 1 greenway development. Accordingly, the consultant team made a special effort to visit the site along with members of the Vickery neighborhood. After the site visit and discussion, the following was agreed:

- 1 After a preliminary design is created, the consultant team will again meet with the Vickery HOA for input;
- 2 The consultant team will present a variety of options to alleviate possible impacts, including fencing, berms, and vegetation; and
- 3 The consultant team will present a second draft for final comments from the neighborhood.

>> PUBLIC MEETING

(SEPTEMBER 20, 2018)

In mid-September, a public meeting was held to gather public feedback on the draft Connect Stallings Master Plan. The consultant team presented the survey results, greenway trail routes, and various park master plan concepts. The meeting included a public Q&A session and attendees were encouraged to submit written comments as well. Overall, the attendees exhibited a positive reception of the plan although concerns were heard regarding future development, land-use issues, and the proximity of public trails to private property. A full list of public comments can be found in Appendix sub-section E. The meeting distilled the following key takeaways:

- 1 **Continue to preserve open space as new development occurs;**
- 2 **Create a greenway “pilot” project to demonstrate a success and create more community interest; and**
- 3 **Provide the Town with clear, actionable steps for implementation.**



b. community surveys

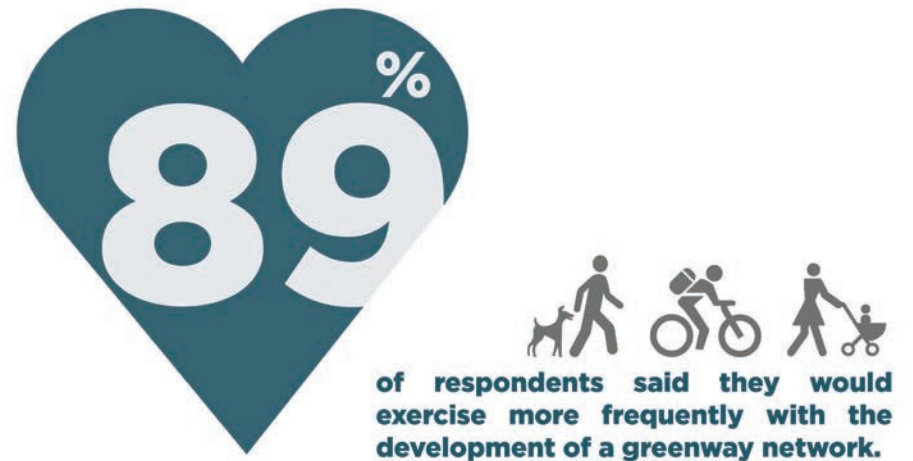
>> WHAT DID STALLINGS HAVE TO SAY?

Two community surveys were distributed online, receiving over 500 responses. One survey focused on greenways, while the other examined parks and recreation needs. This section features key overall findings, but also complete survey results can be found in Appendix sub-section A and B .

our town values greenways



a healthier stallings



Top Barriers to Walking & Cycling Participation:

- >> Lack of Infrastructure
- >> Safety Concerns



Survey respondents indicated the following three types were most likely to influence them to bicycle more often:

committed to the cause

Survey Question: Would you support a nominal tax increase to expedite greenway trail and passive recreation development?






Over 80% of respondents indicate they would consider supporting a nominal tax increase to expedite greenway trail & passive recreation development.

- 1 Greenways
- 2 Physically Separated Bicycle Lanes
- 3 Share-use Paths

an emphasis on passive recreation

The Town of Stalling must strategically utilize its limited resources. By leveraging active recreation facilities (i.e. athletic fields) located in surrounding municipalities, the Town can focus its efforts on passive recreation infrastructure development, creating an interconnected linear park and greenway system that links pocket parks, open space, waterways, and community assets.

Most important Recreation Facilities:

-  Greenway Trails
-  Play Areas
-  Park Shelters & Picnic Areas

c. the stallings vision

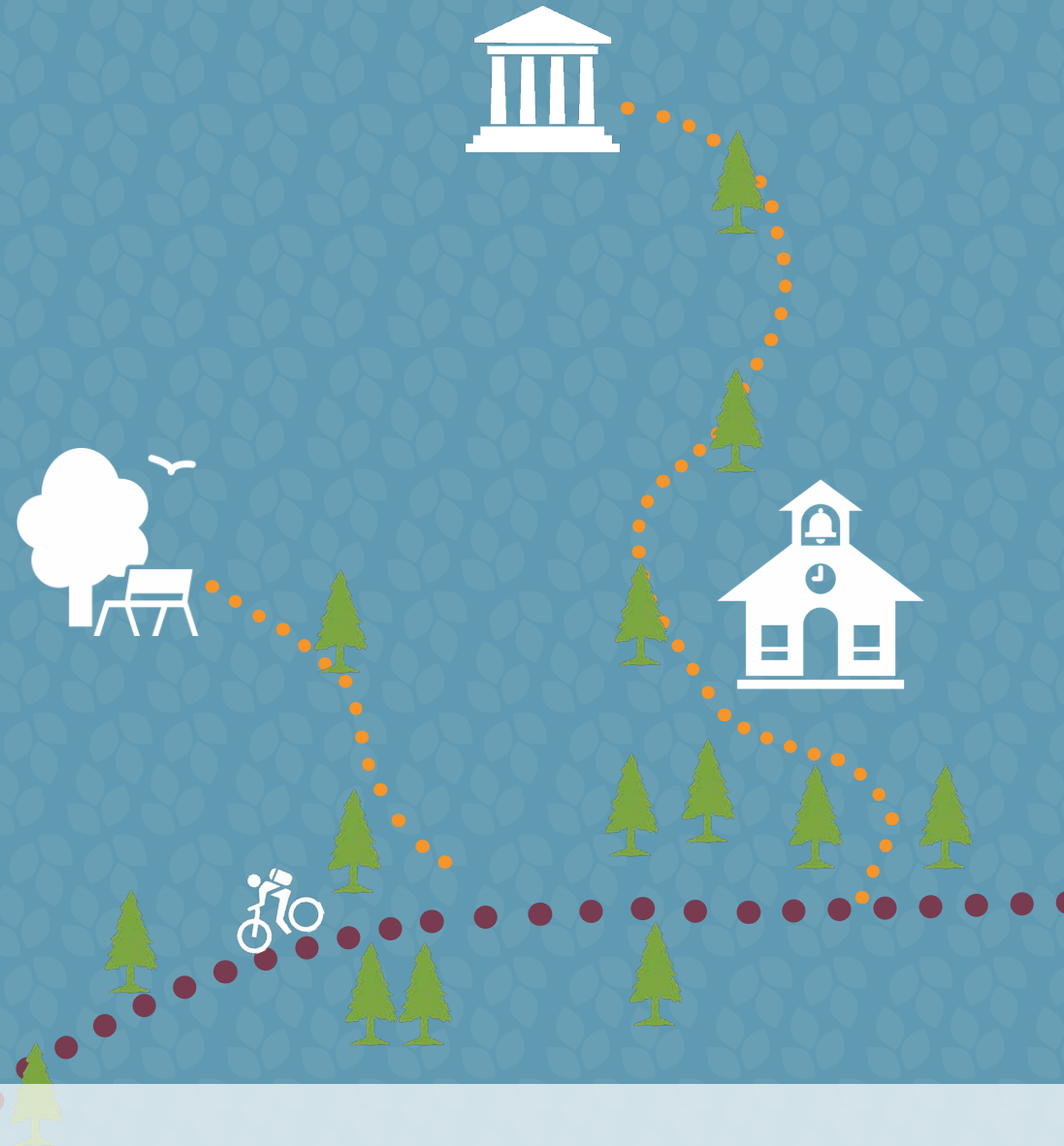
>> THE CONNECT STALLINGS VISION

In consideration of the Stallings regional context and the results of public surveys, focus groups, and workshops, the Connect Stallings Steering Committee agreed on the following vision statement:

“

THE TOWN OF STALLINGS MUST STRATEGICALLY UTILIZE ITS LIMITED RESOURCES. BY LEVERAGING ACTIVE RECREATION FACILITIES (I.E. ATHLETIC FIELDS) LOCATED IN SURROUNDING MUNICIPALITIES, THE TOWN CAN FOCUS ITS EFFORTS ON PASSIVE RECREATION INFRASTRUCTURE DEVELOPMENT, CREATING AN INTERCONNECTED LINEAR PARK AND GREENWAY SYSTEM THAT LINKS UNIQUE POCKET PARKS, OPEN SPACES, WATERWAYS, AND COMMUNITY ASSETS.

”



4 greenway trail + park character

in this chapter:

- a. trail types
- b. trail support facilities
- c. park character



This chapter presents technical cross-sections for greenway trail types and casts a vision for recreation support facilities and park character.

a. trail types

>> THE GREENWAY TRAIL TYPES

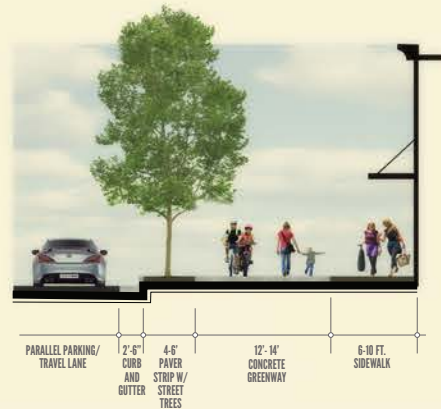
The Stallings greenway network will feature five (5) different trail types. Specific trail types are proposed according to a trail's surrounding environment and the opportunity for a meaningful user experience.

“

THE STALLINGS GREENWAY NETWORK WILL FEATURE 5 DIFFERENT TRAIL TYPES, ACCOMMODATING A VARIETY OF TRAIL LANDSCAPES.

”

the urban “spine”



the suburban “spine”

CURB AND GUTTER ALTERNATE

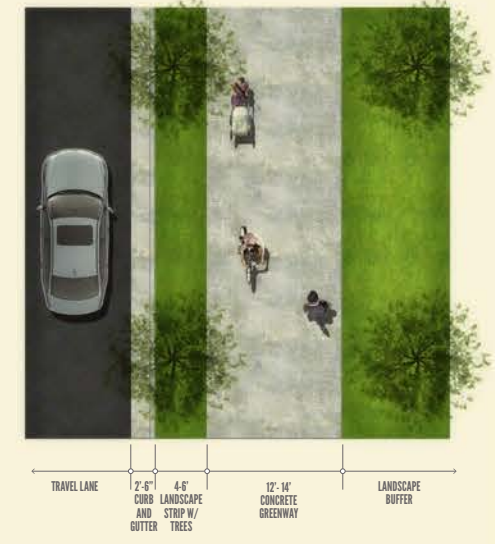
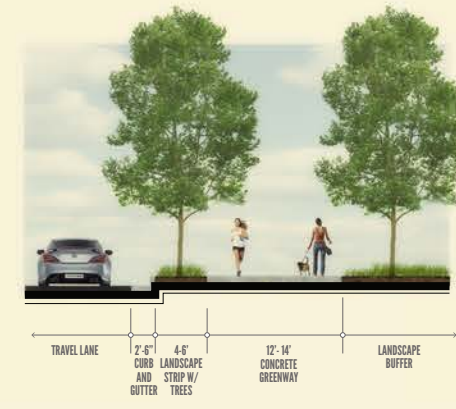
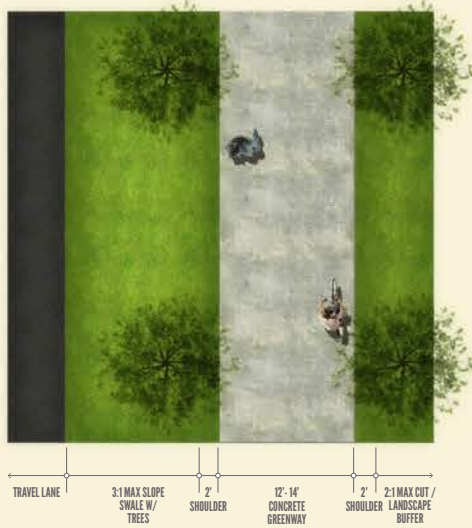
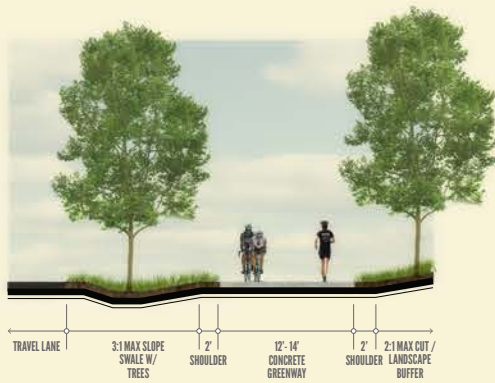


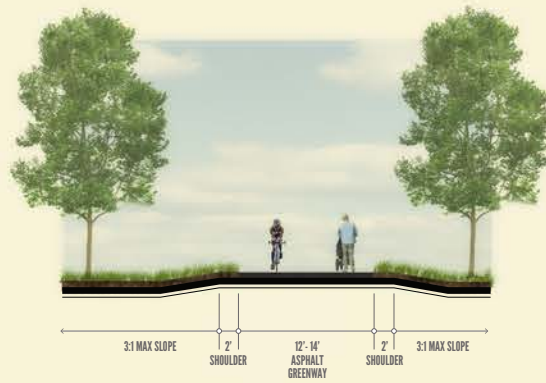
EXHIBIT 11: trail types

the suburban "spine"

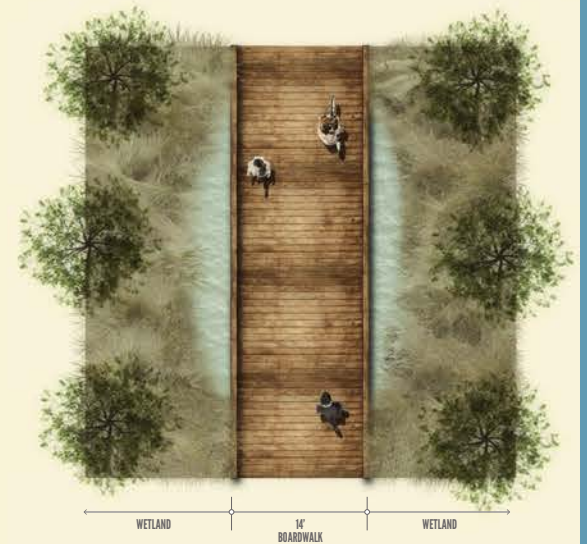
SWALE ALTERNATE



the typical greenway



the wetland boardwalk



b. trail support facilities

>> TRAIL SUPPORT FACILITIES

The Connect Stallings greenway network will feature unique trail support facilities that help establish a sense of place and align with the Town's brand. Trail support facilities include map kiosks, confidence markers, and gateway and wayfinding signage.



EXHIBIT 12:

trail support facilities

The Connect Stallings greenway network will feature unique trail support facilities that help establish a sense of place and align with the Town's brand. Trail support facilities include map kiosks, confidence markers, and gateway and wayfinding signage.

c. park character

>> PARK CHARACTER

Stallings' parks should reflect or mimic the natural environment and focus on passive recreation activities and infrastructure.



5 recommendations

in this chapter:

- a. chapter overview
 - b. north recommendations
 - c. central recommendations
 - d. south recommendations
- : This chapter outlines specific greenway trail alignments, park site plans, and
 - : trailhead locations for each planning section. Recommendations are supported
 - : with renderings and site plans to demonstrate greenway and park character at
 - : specific locations.

a. overview: how to use this chapter

>>ABOUT THE PLANNING SECTIONS

This chapter is organized according to the three planning sections: North, Central, and South. Recommendations for each planning section are then divided according to two sub-sections:

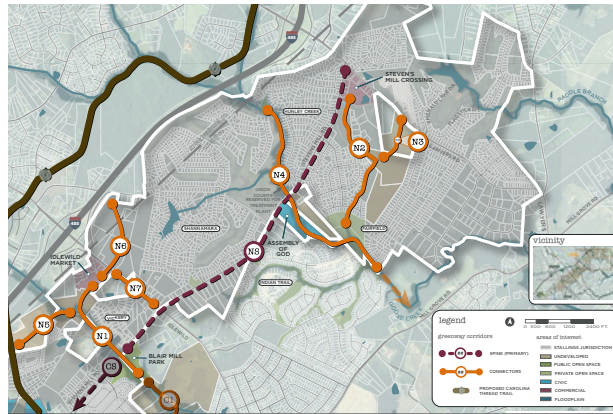
- 1 Greenway Recommendations and
- 2 Park and Trailhead Recommendations.

RECOMMENDATIONS SUMMARY

# of Parks:	4
# of Trailheads:	11
Total Greenway (miles):	30.8 miles



EACH PLANNING SECTION FEATURES TWO MAPS, OUTLINING GREENWAY OR PARK AND TRAILHEAD RECOMMENDATIONS.



1 GREENWAY RECOMMENDATIONS

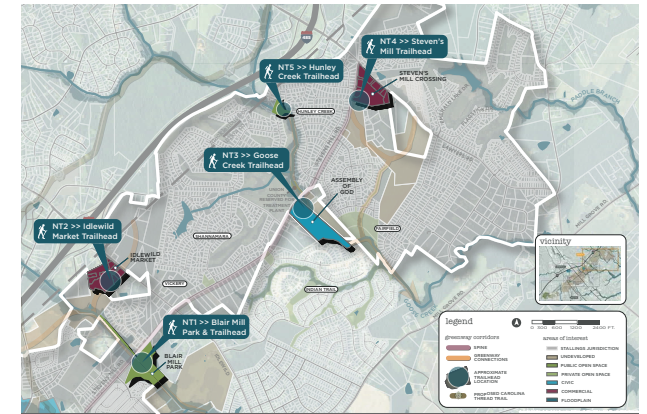
Greenway recommendations begin with a brief overview of the planning section, a summary of “quick” facts about the section, and a map that highlights all proposed routes. A description for each proposed route is subsequently provided, including proposed trail types* and an implementation budget.

ROUTE DESIGNATION

Each greenway trail recommendation is delineated as either (1) Spine or (2) Connector based on length and location. The Spine Trail serves as the backbone of the larger greenway network and unites all planning sections. Connector Trails are routes that connect the Spine Trail to other key assets.

TRAIL CODES

Each trail has a designated code. The code’s first character signifies the route’s planning section (N=North, C=Central, or S=South). The code’s second character indicates the trail designation (S = Spine or # = Connector).



2 PARK + TRAILHEAD RECOMMENDATIONS

All park and trailhead recommendations are supported by a written description, “quick facts” that highlight project features and budget, and a coded map.

PARK & TRAILHEAD CODES

Each park or trailhead has a designated code. The code’s first two characters signify the park or trailhead’s planning section (NT = North, CT = Central, ST = South). The number at the end of each code is used to differentiate each location.

**Proposed trail types serve as general guidelines for trail development. The Town of Stallings shall have discretion to determine the appropriate trail type based on specific site conditions.*

>> THE PLANNING SECTIONS MAP

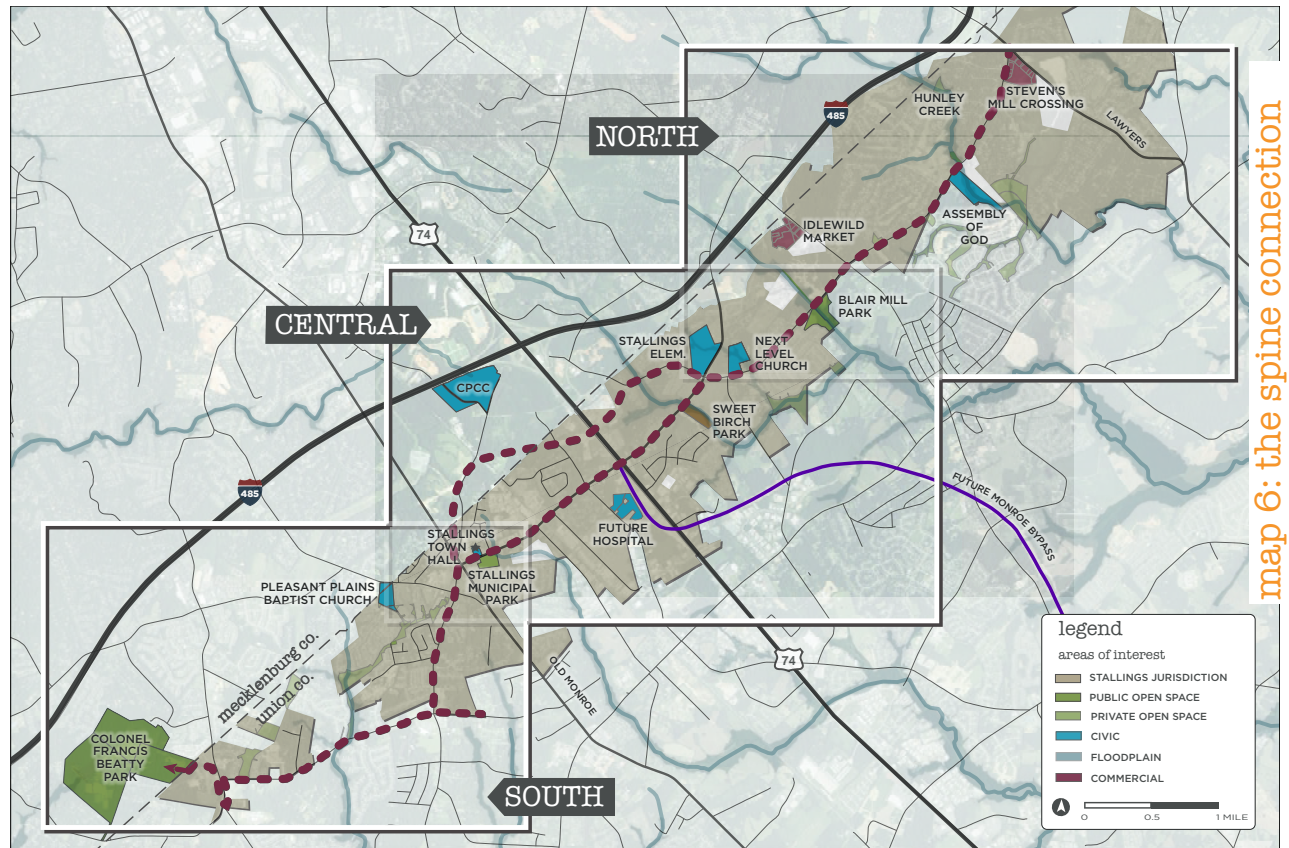
This chapter is organized according to three planning sections: North, Central, and South. Each section opener will contain a vicinity map and a table containing quick fact totals associated with the recommendations for that section.



Portions of the Stallings Spine will require retrofitting existing sidewalk.

>> THE SPINE

The Stallings Spine Trail (in red below) is the greenway network's primary route, extending through the center of the study area from Lawyers Rd. to Colonel Francis Beatty Park. Each planning section addresses its respective portion of the Spine Trail in its "Greenway Recommendations" subsection.



map 6: the spine connection

b. north recommendations

north

>> LAWYERS ROAD TO BLAIR MILL PARK



QUICK FACTS

Spine Length:	13,169 ft.
Connector Length:	28,246 ft.
Total Greenway Length:	41,415 ft.
Trail Types:	Suburban Spine Urban Spine Typical Greenway Wetland Boardwalk
Estimated Cost:	\$7,247,635 - \$11,389,125
Points of Interest:	Blair Mill Park, Idlewild Market, Assembly of God, Steven's Mill

>> GREENWAY RECOMMENDATIONS

The North Planning Section extends from Blair Mill Park to Lawyers Road and features six greenway trails totaling 8.1 miles. An overview of North section greenway trails is provided on Map 7 (see page right). The subsequent pages examine each greenway trail and present all relevant photo-renderings.

>> NORTHERN SPINE TRAIL

NS NORTHERN SPINE

TRAIL TYPE(S): Suburban Spine; Urban Spine

APPROXIMATE DISTANCE: 13,169 ft.

ESTIMATE OF PROBABLE COST: \$2,304,575 - \$3,621,475

The Northern Spine trail extends from Blair Mill Park to Lawyers Rd. along Stevens Mill Rd. Significant destinations along this section of the spine trail include Blair Mill Park, Stevens Mill Crossing, the Assembly of God property, and trails N2 and N4.

>> NORTHERN CONNECTOR TRAILS

N1 BLAIR MILL GREENWAY

TRAIL TYPE(S): Typical Greenway; Wetland Boardwalk

APPROXIMATE DISTANCE: 4,428 ft.

ESTIMATE OF PROBABLE COST: \$774,900 - \$1,217,700

Trail N1 extends from Blair Mill Park northwest to Idlewild Market. Much of this proposed trail is within town controlled property, including a linear tract between the Vickery neighborhood and small tributary.

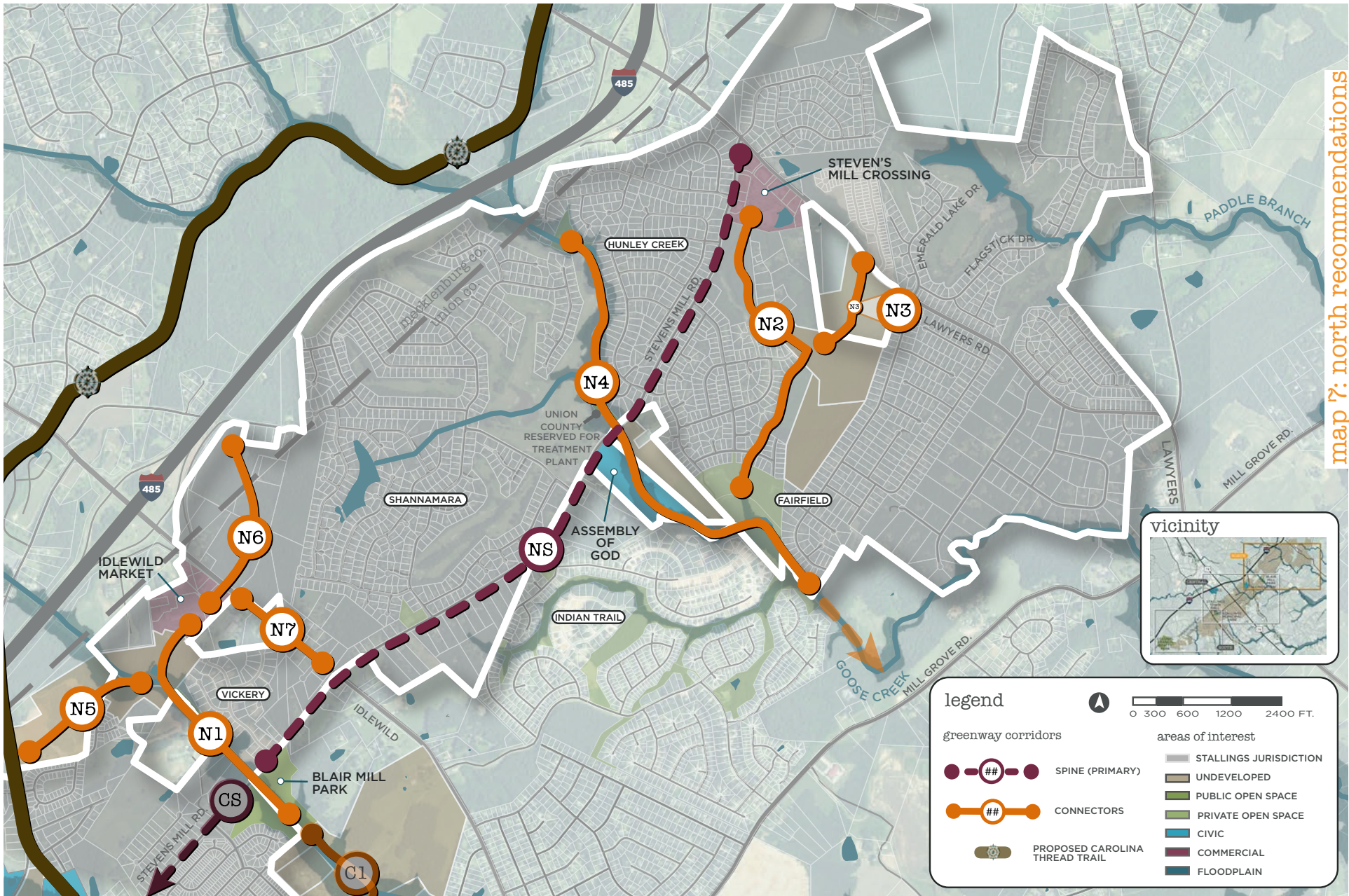
N2 FAIRFIELD TO STEVENS MILL CROSSING

TRAIL TYPE(S): Typical Greenway

APPROXIMATE DISTANCE: 5,204 ft.

ESTIMATE OF PROBABLE COST: \$910,700 - \$1,431,100

Trail N2 from the Fairfield neighborhood to the Northern Spine will ultimately connect to Stevens Mill Crossing. Any trail development within the Fairfield neighborhood will require voluntary participation from the neighborhood HOA.



b. north recommendations

N3 LAWYERS ROAD CONNECTOR

TRAIL TYPE(S): Typical Greenway

APPROXIMATE DISTANCE: 2,029 ft.

ESTIMATE OF PROBABLE COST: \$355,075 - \$577,975

Trail N3 extends from N2 to Lawyers Road. This multi-use path connects Trail N2 directly to Lawyers road through two undeveloped properties. Trail implementation should occur as a UDO development requirement.

N4 GOOSE CREEK GREENWAY

TRAIL TYPE(S): Typical Greenway

APPROXIMATE DISTANCE: 8,146 ft.

ESTIMATE OF PROBABLE COST: \$1,425,550 - \$2,240,150

Trail N4 extends from the Hunley Creek neighborhood to the municipal boundary south of the Fairfield neighborhood park, along Goose Creek.

N5 NORTHERN CTT CONNECTOR

TRAIL TYPE(S): Typical Greenway

APPROXIMATE DISTANCE: 3,065 ft.

ESTIMATE OF PROBABLE COST: \$536,375 - \$842,875

Trail N5 extends from the planned Carolina Thread Trail along Stallings Road to Trail N1 along N Fork Crooked Creek. This trail should be required as new development occurs.

N6 IDLEWILD EXTENSION

TRAIL TYPE(S): Typical Greenway

APPROXIMATE DISTANCE: 3,215 ft.

ESTIMATE OF PROBABLE COST: \$562,625 - \$884,125

The Idlewild Extension (N6) will ultimately connect to the Idlewild Market across Idlewild Road to future development west of the Shannamara neighborhood. This trail segment will require a partnership between the town, NCDOT, and future developers.

N7 IDLEWILD SIDE PATH

TRAIL TYPE(S): Suburban Spine

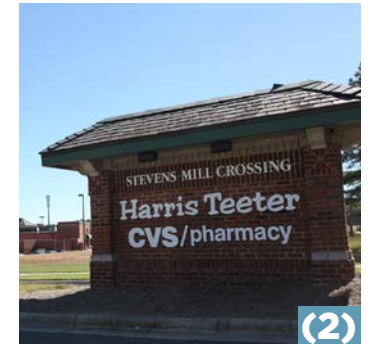
APPROXIMATE DISTANCE: 2,159 ft.

ESTIMATE OF PROBABLE COST: \$377,825 - \$593,725

The Idlewild Side Path (N7) extends along Idlewild Road connecting the Idlewild Market to the greenway Spine at Stevens Mill Road.



(1)



(2)



(1) Blair Mill Park Disc Golf.
(2) Stevens Mill Commercial Area.



EXHIBIT 13:

stevens mill crossing

The Blair Mill Greenway (N1), which links Blair Mill Park to Idlewild Market, crosses Stevens Mill Road and connects to town-owned property located behind the Vickery neighborhood.



b. north recommendations





EXHIBIT 14:

the spine retrofit



Existing sidewalks, particularly along the Spine corridor, must be replaced with wider paths (minimum 14') appropriate for both walking and biking.

b. north recommendations

>> NORTH SECTION: PARK & TRAILHEAD

The North Planning Section extends from Blair Mill Park to Lawyers Road and features 1 park and 4 trailheads. An overview of North section parks and trailheads is provided on Map 8 (see page right). The subsequent pages examine each park and trailhead and present any relevant photorenderings and site plans.

The North Planning section features Blair Mill Nature Park & Trailhead, and trailheads at Idlewild Market, Goose Creek, and Stevens Mill Crossing.

NT1 >> Blair Mill Park & Trailhead

The proposed Blair Mill Nature Park (see Exhibit 15, pages 64-65) will serve as a major greenway trailhead and community park. A portion of the trail system will be constructed of a boardwalk, taking advantage of the park's wetland area and providing respite during the summer. Other features include a dog park, open-air pavilion, picnic shelters, and more.

NT2 >> Idlewild Market Trailhead

The proposed Idlewild Market Trailhead is located along trail N1 in the Idlewild commercial center. This trailhead should be required as part of any future land development adjacent to the shopping center.

NT3 >> Goose Creek Trailhead

The Goose Creek Trailhead is proposed near the Assembly of God property along greenway Trail N4.

NT4 >> Steven's Mill Trailhead

The Stevens Mill Crossing Trailhead is proposed along the Northern Spine trail within the Stevens Mill Crossing commercial area.

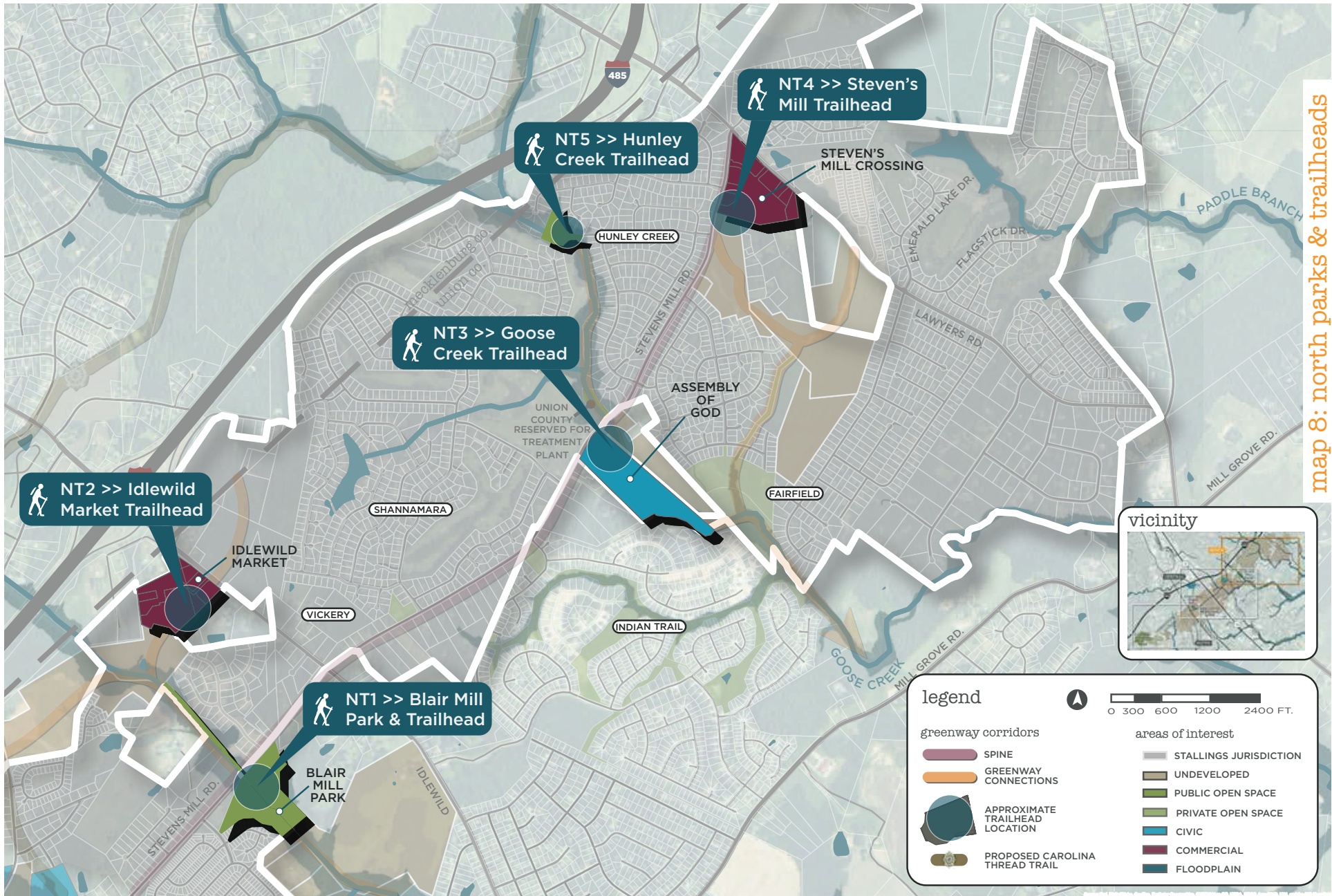
NT5 >> Hunley Creek Trailhead

The proposed Hunley Creek Trailhead will be located along greenway trail N4, west of the Hunley Creek neighborhood.



THE PROJECT STEERING COMMITTEE CAST A BOLD VISION FOR A NEW BLAIR MILL PARK WITH A NATURE-ORIENTED FOCUS AND OPPORTUNITIES FOR ENVIRONMENTAL EDUCATION.





map 8: north parks & trailheads

b. north recommendations

EXHIBIT 15:

blair mill nature park

Blair Mill Nature Park is envisioned as a passive recreation and environmental learning hub.

>> PROGRAM + PHYSICAL NEEDS

Wetland Boardwalk and Education

Boardwalks will be located throughout the wetland section of the park in order to connect the east and west sides of the park. The wetland boardwalks will connect to proposed Greenway Trail N1.

Four Environmental Education Platforms will be located throughout the wooded area in the park's center. The platforms, located along the park's proposed wetland boardwalk, will allow for environmental education programming and interpretive signage.

Natural Playground

A natural playground is proposed along the park's eastern edge. The playground will feature a variety of play elements that mimic or reflect the natural environment and contribute to cognitive and social skill development for its young users.

Open-air Classroom

An open-air classroom is proposed along the southern edge of the open space area, near the water lab. Totalling approximately 1,400 sq. ft., the classroom will function as an education or meeting space.

Open Space, Picnic Shelters + Viewing Plaza

A large open space currently exists near the park's northern entrance. A viewing plaza with shaded seating will be located along the eastern edge of the open space. A walking trail will encircle the open space. Five picnic shelters are proposed along the edge of the open space on either side of the open-air classroom.

Water Lab

The Water Lab is a splash pad that will be located on the southern edge of the park's open space. The Water Lab will feature water play elements that mimic the natural environment.

Dog Parks

Both a small and large dog park is proposed within the western half of the park. The small dog park features an entry corral with controlled access, a small shelter, and a dog fountain. The large dog park will feature an entry corral with controlled access, a large shelter, a small training course, and a walking path.

Parking, Entry Signage, Sculpture + Bathroom Facilities

New parking areas will allow for approximately 78 parking spaces in the northern lot and 71 spaces in the eastern lot. New signage will be located along the park's entryways.

A sculpture or focal will be added at each entry way between the entryway parking lot and park facilities. The park will contain two new bathroom facilities, one located near each parking area.

exhibit enlargement (next page)



b. north recommendations



EXHIBIT 16:
blair mill nature park (continued)



open space

blair mill nature park

1. SIGNAGE
2. STORMWATER BMP
3. BATHROOM FACILITIES
4. SCULPTURE/ FOCAL POINT
5. SMALL DOG PARK
 - ENTRY CORRAL W/ CONTROLLED ACCESS
 - SMALL SHELTER
 - HUMAN AND DOG FOUNTAIN
6. LARGE DOG PARK
 - ENTRY CORRAL W/ CONTROLLED ACCESS
 - LARGE SHELTER
 - HUMAN AND DOG FOUNTAIN
 - SMALL TRAINING COURSE
 - WALKING PATH
7. ENVIRONMENTAL EDUCATION PLATFORMS (4X)
8. SMALL NATURAL PLAYGROUND
9. OPEN-AIR CLASSROOM/ MEETING SPACE (APPROX. 1,400 SF)
10. WATER LAB (SPLASH PAD)
11. PICNIC SHELTERS (5X)
12. OPEN SPACE VIEWING PLAZA W/ SHADED SEATING
13. BOARDWALKS OVER WETLAND SECTIONS

c. central recommendations

central

>> BLAIR MILL PARK TO OLD MONROE ROAD



QUICK FACTS

Spine Length:	32, 316 ft.
Connector Length:	40, 402 ft.
Total Greenway Length:	72, 718 ft.
Trail Types:	Typical Greenway Urban Spine Suburban Spine
Estimated Cost:	\$12,725,650 - \$19,997,450
Points of Interest:	Town Hall, Stallings Municipal Park, Stallings Elementary School, Next Level Church

>> GREENWAY RECOMMENDATIONS

The Central Planning Section extends from Blair Mill Park south to Old Monroe Road and features 7 greenway trails totaling 13.7 miles. The subsequent pages examine each greenway trail and present all relevant photo-renderings.

>> CENTRAL SPINE TRAIL

CS1 CENTRAL SPINE

TRAIL TYPE(S): Urban Spine; Suburban Spine

APPROXIMATE DISTANCE: 17,823 ft

ESTIMATE OF PROBABLE COST: \$3,119,025 - \$4,901,325

The primary Central Planning Section Spine extends along Stevens Mill Road and Stallings Road connecting a series of key assets along the way. The trail's southern terminus connects to the planned Carolina Thread Trail along Old Monroe Road. The trail's northern terminus connects to Blair Mill Park. Other significant destinations along the trail include Stallings Municipal Park, Town Hall, Next Level Church, and the planned CTT trail along North Fork Crooked Creek and Stallings Rd.

CS2 CENTRAL SPINE LOOP

TRAIL TYPE(S): Suburban Spine; Urban Spine

APPROXIMATE DISTANCE: 14,493 ft.

ESTIMATE OF PROBABLE COST: \$2,536,275 - \$3,985,575

Trail CS2 extends from Old Monroe Road to the intersection of Stevens Mill Road and Stallings Road. The trail extends north along Campus Ridge Road, the future Mckee Road Extension, and Stevens Mill Road.

>> CENTRAL CONNECTOR TRAILS

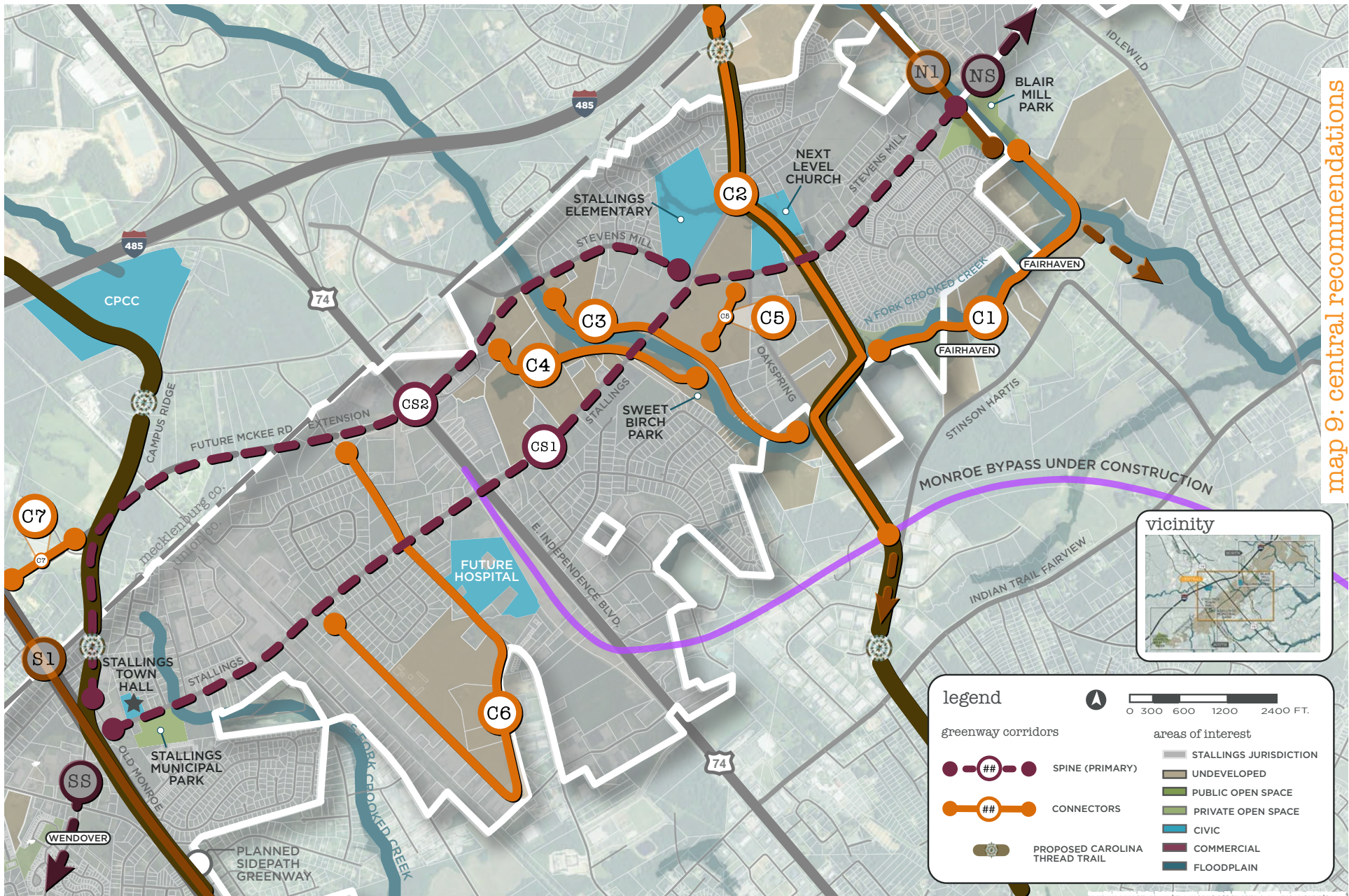
C1 NORTH FORK CROOKED CREEK GREENWAY EAST

TRAIL TYPE(S): Typical Greenway

APPROXIMATE DISTANCE: 6,185 ft.

ESTIMATE OF PROBABLE COST: \$1,082,375 - \$1,700,875

Trail C1 extends from Blair Mill Park to the planned Carolina Thread Trail (Trail C2) south of the Fair Haven neighborhood, along N Fork Crooked Creek.



c. central recommendations

C2 NORTHERN CTT

TRAIL TYPE(S): Suburban Spine; Typical Greenway

APPROXIMATE DISTANCE: 9,781 ft.

ESTIMATE OF PROBABLE COST: \$1,711,675 - \$2,689,775

Trail C2 extends from the Monroe Bypass to I-485 and follows the planned CTT Corridor along Oakspring Road., N Fork Crooked Creek, and Stallings Road.

C3 NORTH FORK CROOKED CREEK GREENWAY WEST

TRAIL TYPE(S): Typical Greenway

APPROXIMATE DISTANCE: 5,739 ft.

ESTIMATE OF PROBABLE COST: \$1,004,325 - \$1,578,225

Trail C3 extends from the intersection of Oakspring Road and N Fork Crooked Creek to Stevens Mill Road along N Fork Crooked Creek.

C4 SWEET BIRCH CONNECTOR

TRAIL TYPE(S): Typical Greenway

APPROXIMATE DISTANCE: 4,130 ft.

ESTIMATE OF PROBABLE COST: \$772,750 - \$1,135,750

Sweet Birch Connector (C4) extends from the proposed Sweet Birch Park to the proposed Central Spine Loop trail. The trail follows the southern bank of North Fork Crooked Creek.

C5 NORTH FORK NEIGHBORHOOD CONNECTOR

TRAIL TYPE(S): Typical Greenway

APPROXIMATE DISTANCE: 1,643 ft.

ESTIMATE OF PROBABLE COST: \$287,525 - \$451,825

Trail C5 extends from N Fork Crooked Creek to Stevens Mill Road connecting Trails C3 and CS1 across a large undeveloped parcel.

C6 WELLNESS CONNECTOR

TRAIL TYPE(S): Urban Spine; Suburban Spine; Typical Greenway

APPROXIMATE DISTANCE: 11,511 ft.

ESTIMATE OF PROBABLE COST: \$2,014,425 - \$3,165,525

The Wellness Connector (C6) extends from Stallings Road to the future Mckee Road extension along Smith Farm Road and Matthews-Indian Trail Road. Trail C6 connects to the future hospital site.

C7 MCKEE RD. CONNECTOR

TRAIL TYPE(S): Suburban Spine

APPROXIMATE DISTANCE: 1,413 ft.

ESTIMATE OF PROBABLE COST: \$247,275 - \$388,575

The McKee Road Connector (C7) extends from Old Monroe Road to Campus Ridge Road, along Mckee Road. Trail C7 connects the proposed Central Spine Loop trail and planned Carolina Thread to Trail S1 along Old Monroe Road.



map 10: stallings steven's mill enlargement

c. central recommendations



EXHIBIT 17:

oakspring crossing

The Carolina Thread Trail is proposed along N. Fork Crooked Creek near Oakspring Road. The Stallings Park and Greenway system should co-brand facilities when appropriate.



c. central recommendations

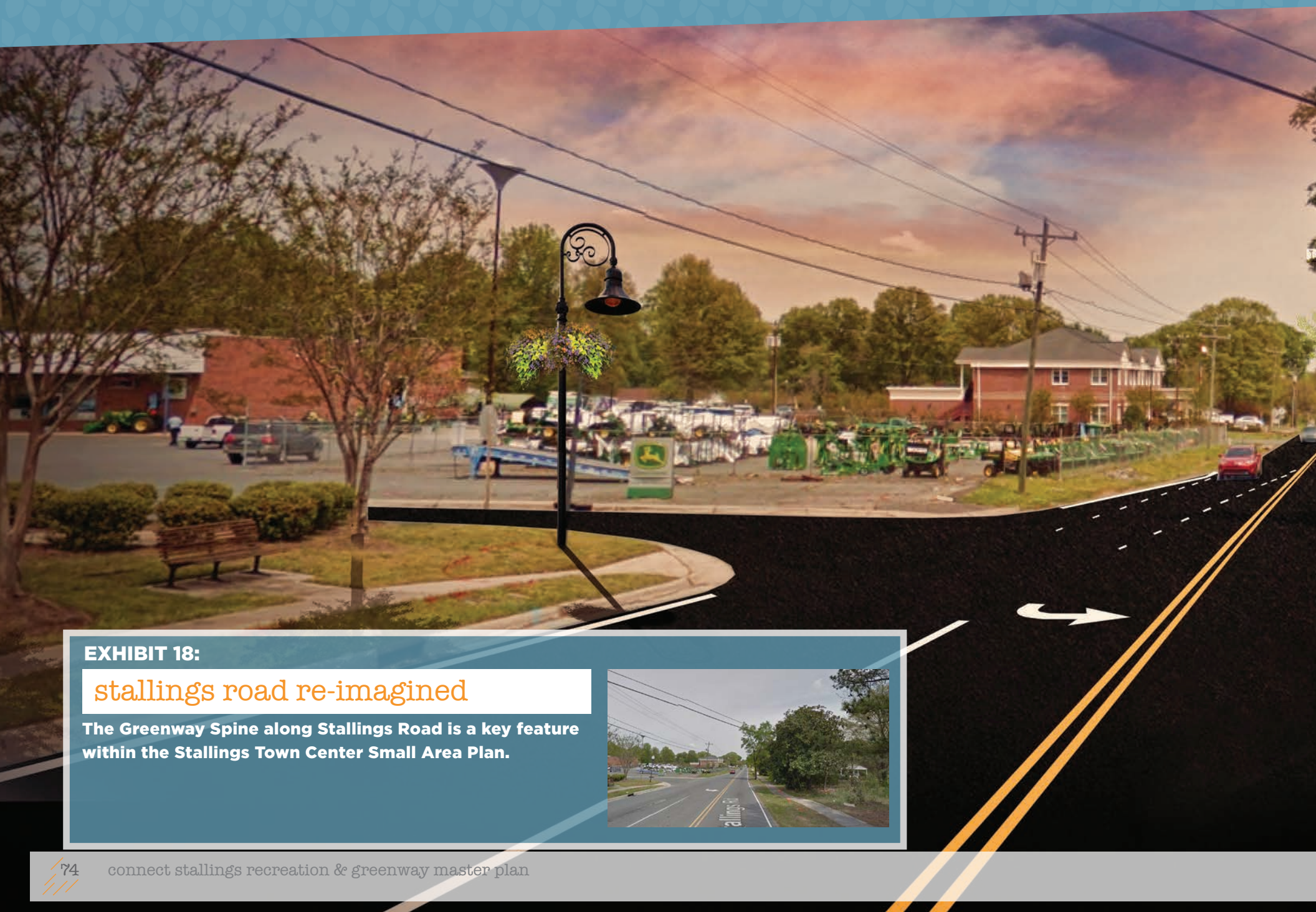


EXHIBIT 18:

stallings road re-imagined

The Greenway Spine along Stallings Road is a key feature within the Stallings Town Center Small Area Plan.





c. central recommendations

>> CENTRAL SECTION: PARK & TRAILHEAD RECOMMENDATIONS

The Central Planning Section features multiple critical new parks and trailheads, including Stallings Thread Trail Park and Trailhead, Sweet Birch Park and Trailhead, and trailheads at Stallings Municipal Park and the site of the future hospital.

CT1 >> Stallings Thread Trail Park & Trailhead

Stallings Thread Trail Park will be located along Stallings Rd., north of Stevens Mill Rd. and Next Level Church.

The park will feature a trailhead for the Connect Stallings Greenway along Greenway Trail C2.

CT2 >> Sweet Birch Park & Trailhead

Sweet Birch Park will be located on Sweet Birch Rd. and Stallings Rd. The park will feature a dog park or natural playground, open space, picnic shelter, walking trail loop, covered bridge and restroom facilities. The park will connect to the larger greenway network outlined in this plan.

CT3 >> Stallings Municipal Park & Trailhead

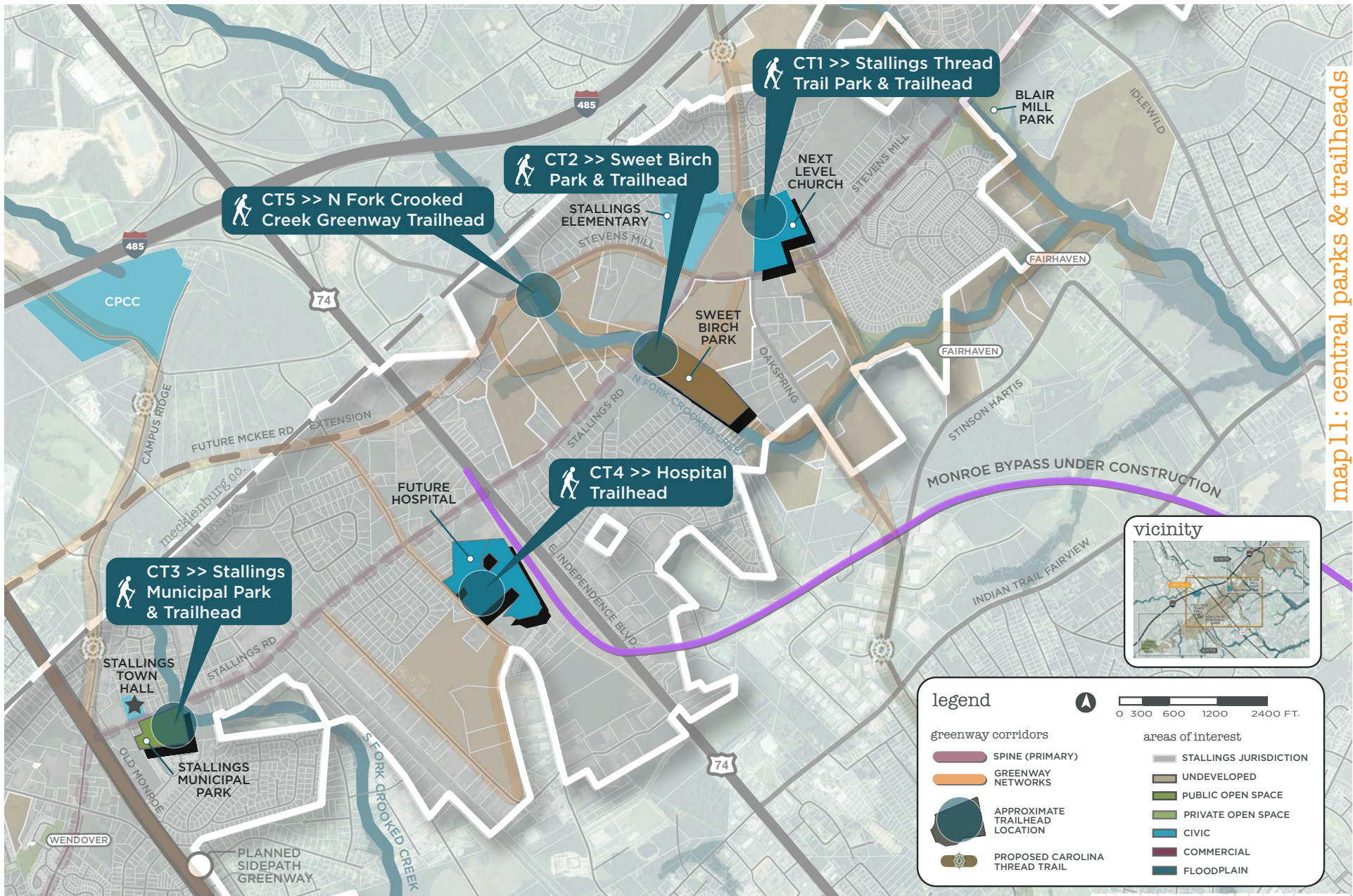
Stallings Municipal Park will serve as a trailhead and provide direct access to the Stallings Greenway Spine. It is critical that surrounding neighborhoods be able to access the park via greenway networks.

CT4 >> Hospital Trailhead

A trailhead is proposed at the future hospital site (CT4). The trailhead will connect to the Wellness Connector Greenway (C6) and the Stallings Greenway Spine.

CT5 >> N Fork Crooked Creek Greenway Trailhead

Trailhead CT5 will connect users to Sweet Birch Park from Stevens Mill Road, and will act as an overflow lot for the parking at the Sweet Birch Park Trailhead.



map 11: central parks & trailheads

c. central recommendations

EXHIBIT 19:

stallings thread trail park & trailhead

Stallings Thread Trail Park will establish a destination for passive recreation along the Carolina Thread Trail. The park is anchored by a natural surface trail system and wooded adventure playground that will encourage critical thinking and social skill development.

>> PROGRAM & PHYSICAL NEEDS

Stallings Thread Trail Park is proposed along Stallings Rd., north of Stevens Mill Rd. and Next Level Church. The park will feature a portion of the Carolina Thread Trail as well as entry signage, an information kiosk, restroom facilities, a wooded adventure playground, picnic shelter, and natural surface trail. The park will feature a trailhead for the Connect Stallings Greenway along Greenway Trail C2.

Entry Signage, Kiosk, Parking, & Drop-off Area

The park will feature entryway signage that aligns with greenway trail and park character identified in Chapter 3 of this document. Parking should be located near the entryway and provide approximately 38 spaces. A “drop-off” area is proposed near the parking lot edge, leading into the park’s facilities. An information kiosk will be located near the “drop-off” area.

Multi-use & Natural Surface Paths

A portion of the Carolina Thread Trail is proposed along N Fork Crooked Creek. This paved multi-use path will enter the park along its entranceway, exit the park in its southeast corner, and connect into the larger greenway trail network.

Natural surface walking paths should be located throughout the park and link to the park’s paved multi-use path.

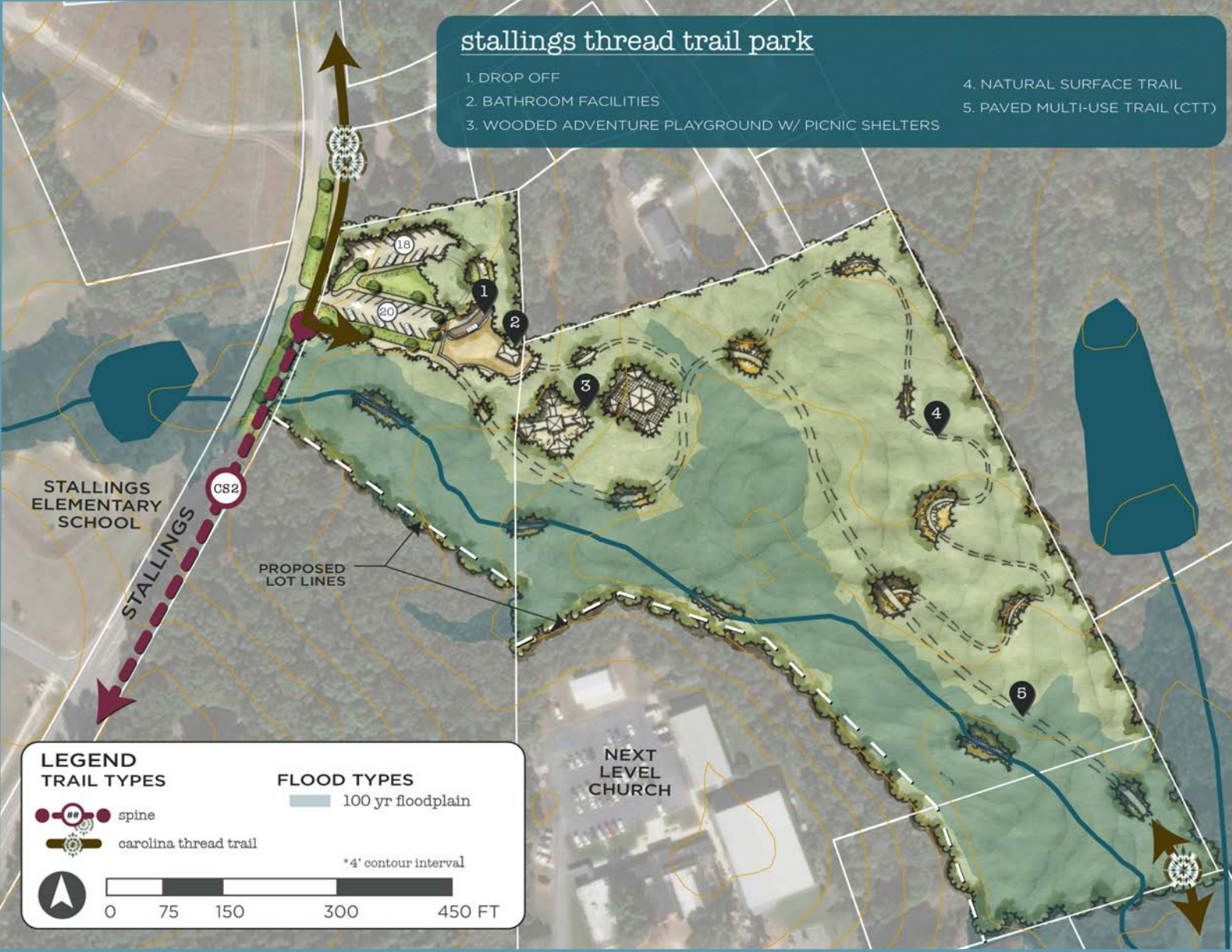
Wooded Adventure Playground with Picnic Shelters

A wooded adventure playground is proposed east of the entryway. The playground will feature a variety of play elements that mimic or reflect the natural environment and contribute to cognitive and social skill development for its young users. Multiple picnic shelters will be located near the adventure playground.

Restroom Facilities

Restroom facilities will be located between the parking area and adventure playground.





c. central recommendations





EXHIBIT 20:
stallings thread trail park & trailhead birdseye

- 1. PARK ENTRY SIGNAGE
- 2. PAVED MULTI-USE TRAIL (CTT)
- 3. INFORMATIONAL KIOSK
- 4. DROP OFF
- 5. RESTROOM FACILITIES
- 6. WOODED ADVENTURE PLAYGROUND W/ PICNIC SHELTERS
- 7. NATURAL SURFACE TRAIL

c. central recommendations

- 1 BATHROOM FACILITIES
- 2 DOG PARK OR NATURAL PLAYGROUND (~1 AC.)
- 3 PICNIC SHELTER (6 TABLES)
- 4 1 MILE LOOP
- 5 COVERED BRIDGE (APPROX. 75' LENGTH)
- 6 FUTURE DEVELOPMENT TO ACCOMMODATE TRAIL
- 7 OAKSPRING CROSSING / CTT CONNECTOR



LEGEND

TRAIL TYPES

- ##● spine
- ##○ connectors
- ##● carolina thread trail

FLOOD TYPES

- 100 yr floodplain
- floodway

*4' contour interval

0 100 200 400 600 FT

EXHIBIT 21:
sweet birch park & trailhead

PROGRAM + PHYSICAL NEEDS
 Sweet Birch Park is proposed along N. Fork Crooked Creek at the intersection of Sweet Birch Road and Stallings Road. The park will feature elements including a dog park, natural playground, open space, picnic shelter, walking trail loop, covered bridge and restroom facilities. The park will connect to the larger greenway network and will provide nearby access to the Stallings Spine and the Carolina Thread Trail.

Dog Park or Natural Playground
 The conceptual design reserves an open area suitable for a dog park or natural playground near the park's eastern edge.

Open Space + Picnic Shelter
 The park is anchored by a central open green with immediate access to a picnic shelter and restrooms.

Paved Walking Trail
 A one-mile paved walking loop is proposed throughout the 20-acre site. The park and its internal trail system represents a high priority for plan implementation. Upon completion, surrounding greenway connectivity will be paramount.

Covered Bridge
 Stallings should consider a covered bridge over N. Fork Crooked Creek. This facility will create a "character marker" and further establish an identity for the overall greenway network.



c. central recommendations

EXHIBIT 22:

stallings municipal park trailhead

Stallings Municipal Park will serve as a trailhead and provide direct access to the Stallings Greenway Spine. It is critical that surrounding neighborhoods be able to access the park via greenway networks. Streetscape improvements surrounding Stallings Municipal Park will begin with the 2019 construction of the new Stallings Town Hall.



stallings small area plan

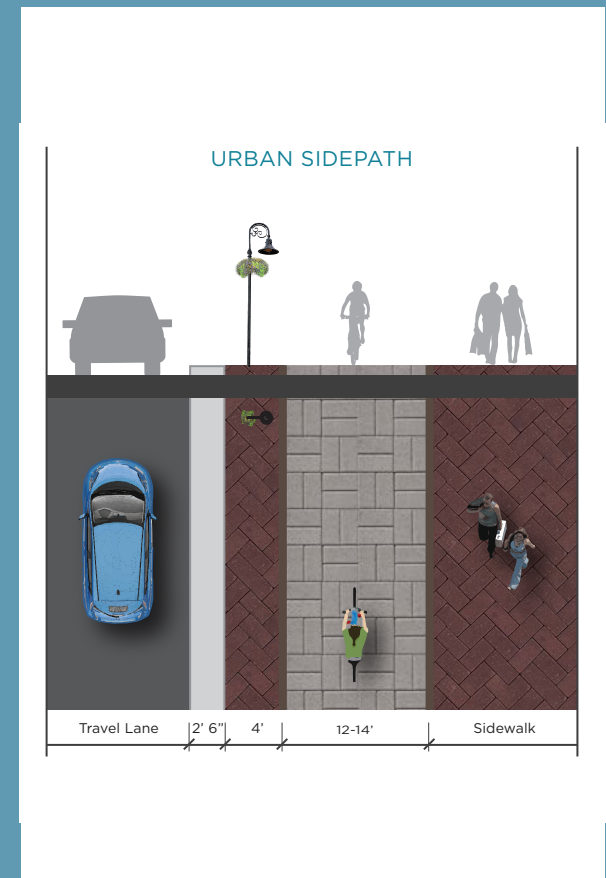


EXHIBIT 23:

atrium health hospital

As part of Atrium Health’s mission to improve health, elevate hope and advance healing – for all, and in order to bring high quality and convenient access to care for the residents of western Union County, Atrium Health is proposing to build a new hospital campus called Atrium Health Union West near highway 74 in Stallings.

Stallings officials should encourage Atrium Health to implement a greenway trailhead with the construction of the new hospital.

IMAGE COURTESY OF ATRIUM HEALTH



Artist's rendering is not definitive and meant for illustrative purposes only.

c. south recommendations

south

>> OLD MONROE ROAD TO COLONEL FRANCIS BEATTY PARK



QUICK FACTS

Spine Length:	21,137 ft.
Connector Length:	26,116 ft.
Total Greenway Length:	47,253 ft.
Trail Types:	Typical Greenway Suburban Spine Urban Spine
Estimated Cost:	\$8,269,075 - \$12,994,575
Points of Interest:	Colonel Francis Beatty Pleasant Plains Baptist Church Proposed Old Monroe Road CTT

>> GREENWAY RECOMMENDATIONS

The South Planning Section extends from Old Monroe Road to Colonel Francis Beatty Park and features 5 greenway trails totaling 8.9 miles. The subsequent pages examine each greenway trail and present relevant images and graphics.

>> SOUTHERN SPINE TRAIL

SS SOUTHERN SPINE

TRAIL TYPE(S): Suburban Spine; Urban Spine; Typical Greenway

APPROXIMATE DISTANCE: 21,137 ft.

ESTIMATE OF PROBABLE COST: \$3,698,975 - \$5,812,675

The Southern Spine Trail extends from Old Monroe Road and along Potters Road before turning west at Austin Village. The Spine then continues along Chestnut Road and Matthews-Weddington Road before terminating at Colonel Francis Beatty Park.

>> SOUTHERN CONNECTOR TRAILS

S1 SOUTHERN CTT

TRAIL TYPE(S): Suburban Spine

APPROXIMATE DISTANCE: 7,046 ft.

ESTIMATE OF PROBABLE COST: \$1,233,050 - \$1,937,650

The Southern Carolina Thread Trail (CCT) greenway extends along Old Monroe Road. This multi-use sidepath is proposed within NCDOT plans for widening Old Monroe Road.

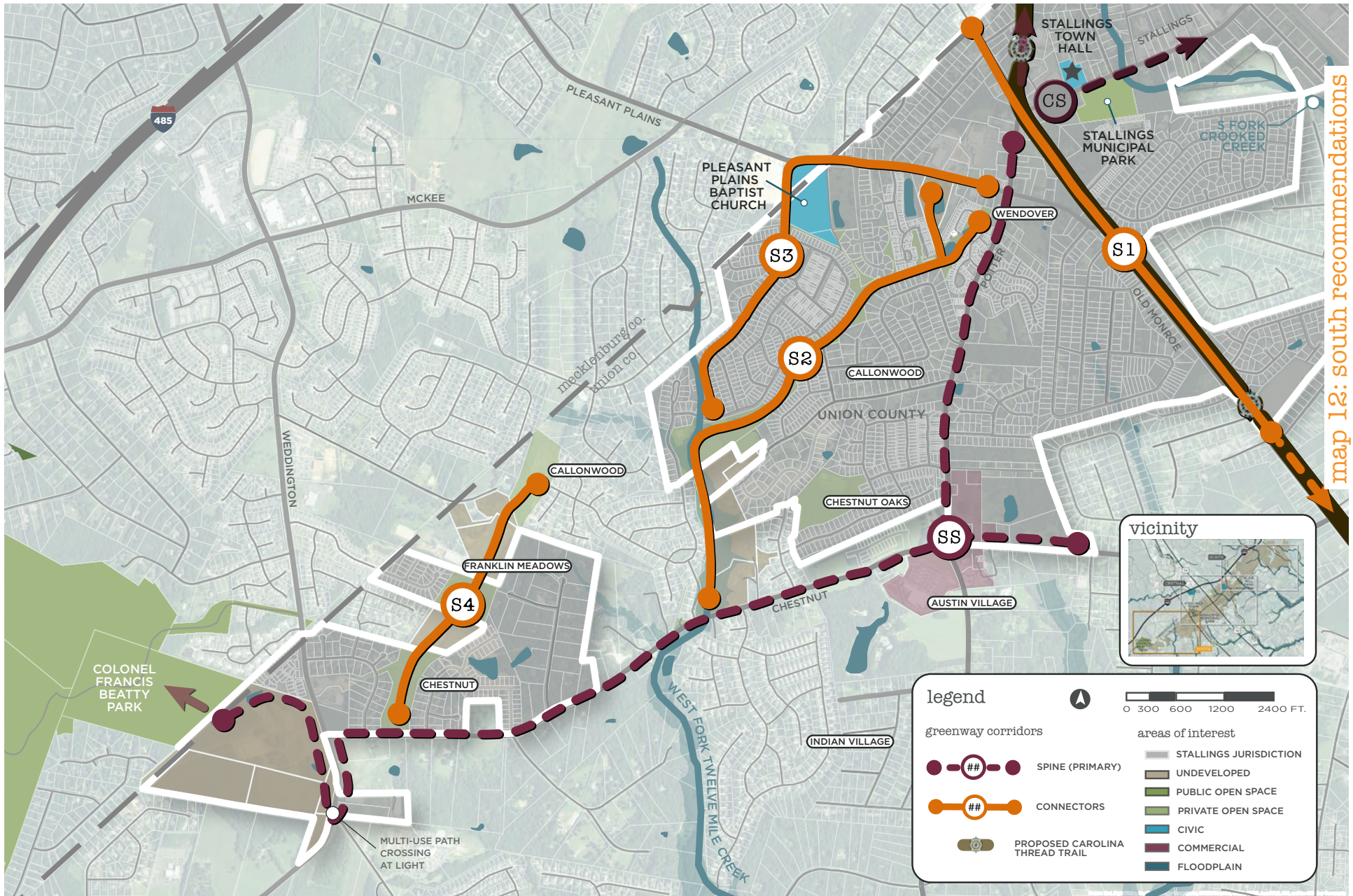
S2 NEIGHBORHOOD TRAIL

TRAIL TYPE(S): Typical Greenway

APPROXIMATE DISTANCE: 7,956 ft.

ESTIMATE OF PROBABLE COST: \$1,392,300 - \$2,187,900

Trail S2 extends through the Callonwood neighborhood from Chestnut Lane to Potter Road and Pleasant Plains Road. The trail follows W Fork Twelve Mile Creek before traversing through the Callonwood owned open space. Two northern termini are proposed for Trail S2: one along Potter Rd. and a second along Pleasant Plains Rd. This trail will require voluntary neighborhood participation for implementation.



map 12: south recommendations

c. south recommendations

S3 PLEASANT PLAINS GREENWAY

TRAIL TYPE(S): Typical Greenway; Suburban Spine

APPROXIMATE DISTANCE: 6,930 ft.

ESTIMATE OF PROBABLE COST: \$1,212,750 - \$1,905,750

The Pleasant Plains Greenway follows W Fork Twelve Mile Creek before extending through the Callonwood private recreation area and along Pleasant Plains Road. Portions of this trail will require voluntary neighborhood participation for implementation.

S4 POWER LINE TRAIL

TRAIL TYPE(S): Typical Greenway

APPROXIMATE DISTANCE: 4,184 ft.

ESTIMATE OF PROBABLE COST: \$732,200 - \$1,150,600


Trail S4 extends from Aringill Lane to Chestnut Lane along the powerline ROW intersecting the Callonwood, Franklin Meadows, and Chestnut Neighborhoods. This trail connects to private open space and the Southern Spine Trail. This trail will require voluntary neighborhood participation for implementation.

>> SOUTH SECTION: PARK & TRAILHEAD RECOMMENDATIONS

The South Planning section proposes trailheads at Colonel Francis Beatty Park and Pleasant Plains Baptist Church.

 **ST1 >> Francis Beatty Park & Trailhead**

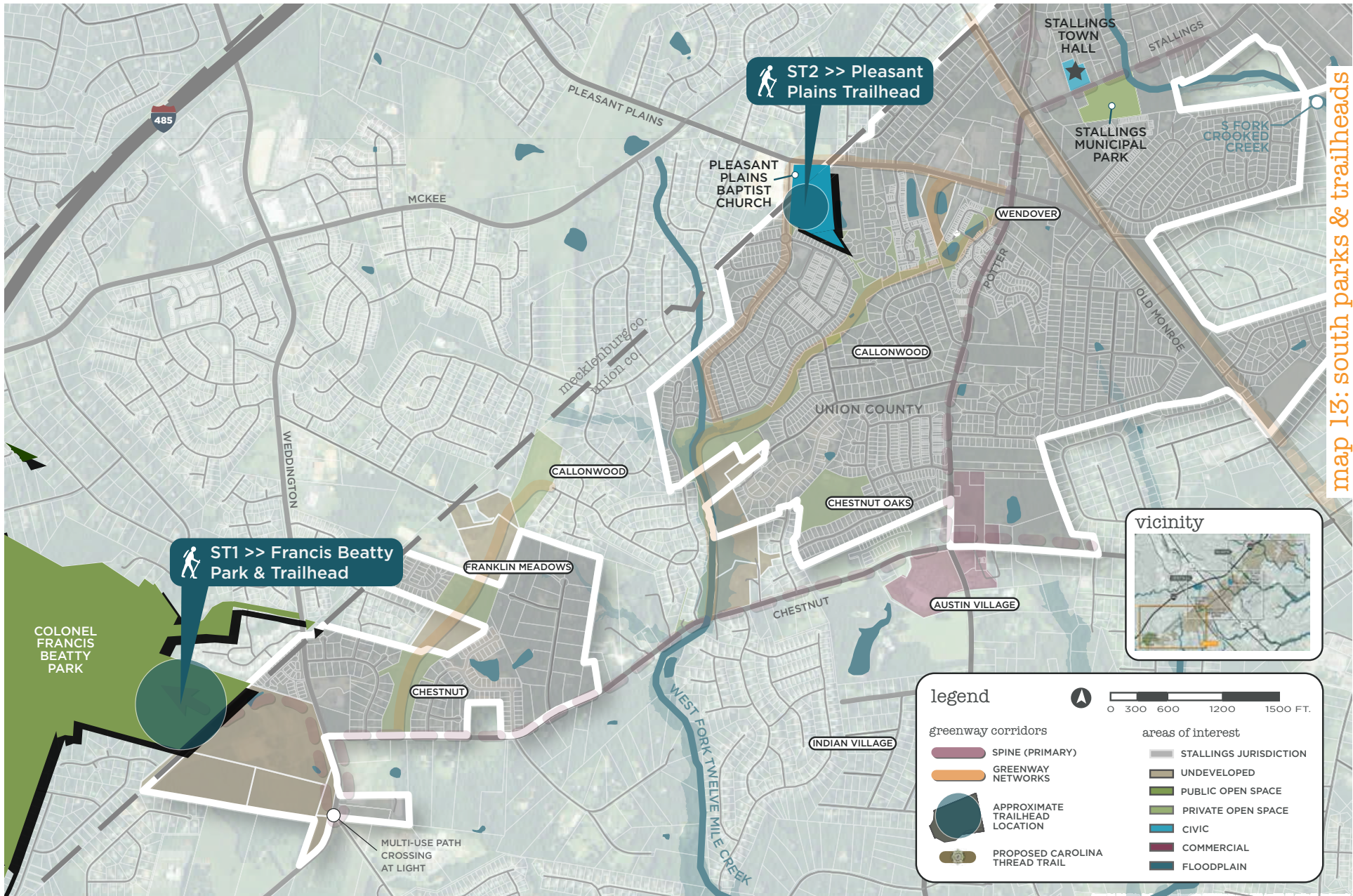
Colonel Francis Beatty Park is a major recreation facility managed by Mecklenburg County Recreation with whom Stallings leaders must partner.

 **ST2 >> Pleasant Plains Trailhead**

A trailhead is proposed at Pleasant Plains Baptist Church. With the implementation of the overall Stallings greenway network, such trailheads will be vital for citizens' access.



(1) The Southern Spine Trail will provide access to Colonel Francis Beatty Park. (2) Greenway connectivity through the Callonwood neighborhood will require voluntary participation from the HOA.



map 13: south parks & trailheads

c. south recommendations

EXHIBIT 24:

chestnut small area plan

In January 2019 the Town of Stallings adopted the Chestnut Small Area Plan, which calls for multi-use path connectivity (Stallings Spine) embedded within an urban fabric.



the suburban "spine"

SWALE ALTERNATE

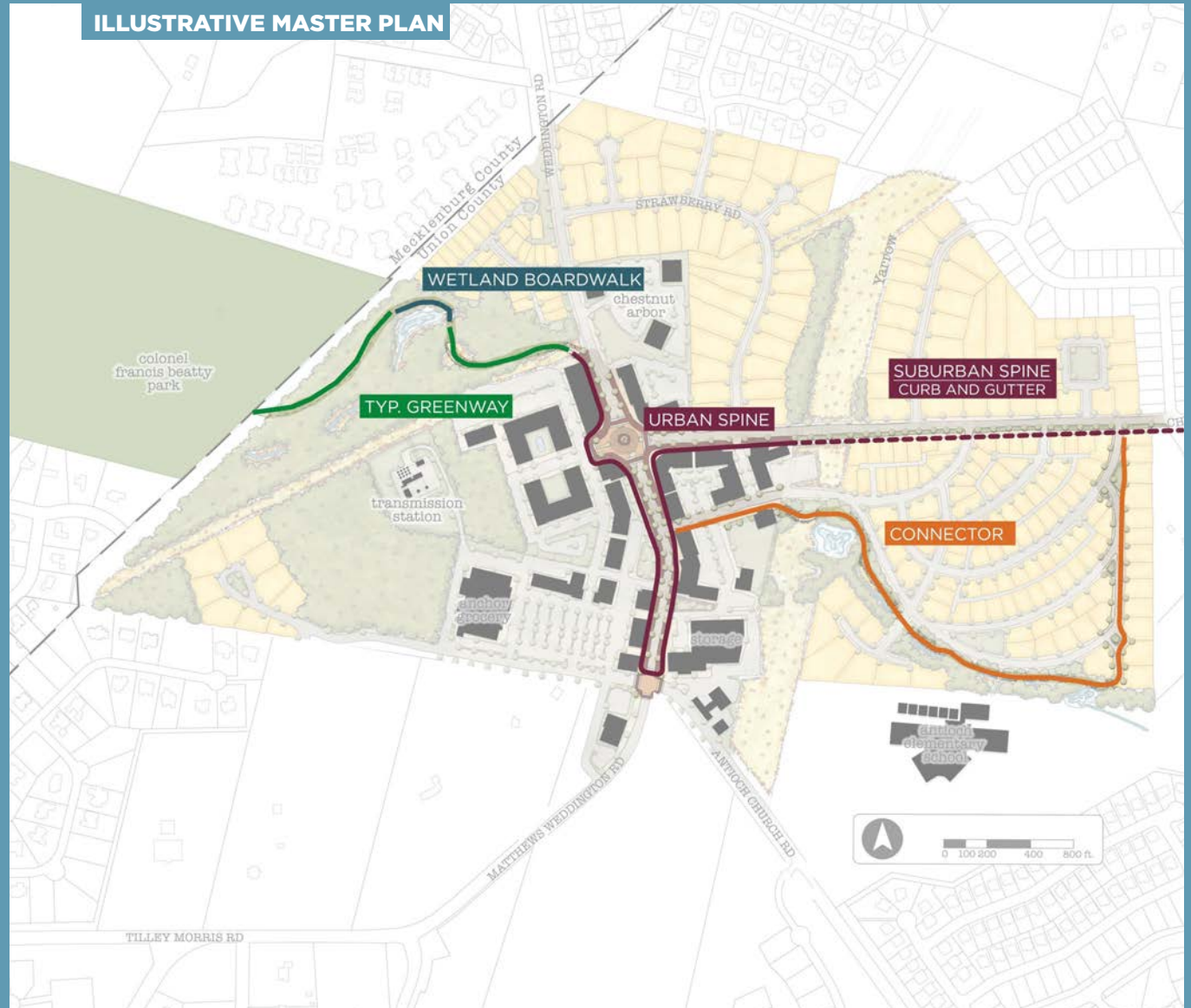


TRAVEL LANE | 3:1 MAX SLOPE SWALE W/ TREES | 2' SHOULDER | 12'-14' CONCRETE GREENWAY | 2' SHOULDER | 2:1 MAX CUT / LANDSCAPE BUFFER



TRAVEL LANE | 3:1 MAX SLOPE SWALE W/ TREES | 2' SHOULDER | 12'-14' CONCRETE GREENWAY | 2' SHOULDER | 2:1 MAX CUT / LANDSCAPE BUFFER

ILLUSTRATIVE MASTER PLAN



6 implementation

in this chapter:

- a. stallings action plan
- b. staffing recommendations

⋮ This chapter presents specific action steps for plan implementation. The
⋮ chapter is divided into two major sections: Connect Stallings Action Plan
⋮ and Staffing Recommendations.
⋮

a. stallings action plan

>> CHAPTER ORGANIZATION

The Connect Stallings Greenway and Recreation Master Plan casts a bold vision that will need to be implemented over time. The Town of Stallings should leverage its dollars by pursuing grant funding where possible.

This chapter is divided into two major sections: (1) Stallings Action Plan and (2) Staffing Recommendations. The first section examines broad actions that the Town of Stallings should consider as the plan is implemented. The second section examines specific small areas ideal for initial implementation. An implementation budget series providing a tiered system of implementation for projects is provided in Appendix subsection F.

>> ACTION PLAN

The Connect Stallings Action Plan is organized according to three (3) types of actions:

- 1 Policy Actions
- 2 Project Development and Land Acquisitions
- 3 Design, Engineering, and Construction Actions

Many Connect Stallings recommendations can be implemented with sound policymaking, such as coordinating with NCDOT and requiring new development to incorporate plan recommendations. Project Development and Acquisition actions will require proactive effort on behalf of the Town in order to appropriately position projects for implementation. The final action plan type outlined below, Design, Engineering, and Construction, describes specific projects where the Town controls land or right-of-way and can immediately advance plan recommendations if deemed a political and financial priority.

EXHIBIT 25: grant funding opportunities matrix

Partnership Funding Agency	Connect Stallings Implications
Clean Water Management Trust Fund (CWMTF) (www.cwmtf.net)	Land Acquisition: Fee Simple or Easement. Must protect floodplain areas. Greenway trails and other park areas are allowed.
Recreational Trails Program (RTP) (ncparks.gov/about/grants/main.php)	All types of trails and greenways.
Parks and Recreation Trust Fund (PARTF) (ncparks.gov/about/grants/main.php)	All types of parks, trails, and recreation facilities

The projects identified in this plan will be well received by grant making agencies who support parks and trails, water quality, and general recreation development.

1 POLICY ACTIONS

1.1 Staff Dedication (ongoing)

Stallings leadership must dedicate staff time to the implementation of the Connect Stallings Greenway and Recreation Master Plan. Required skills include effective communication and community engagement, project management, and grant writing. Also, dedicated staff can assist with a capital campaign to raise funds from local industries, businesses, and individuals with an interest and resources to support the improvement of quality of life in the Town of Stallings. Consider a combination of permanent staff and consultant assistance to best serve the town's interest.

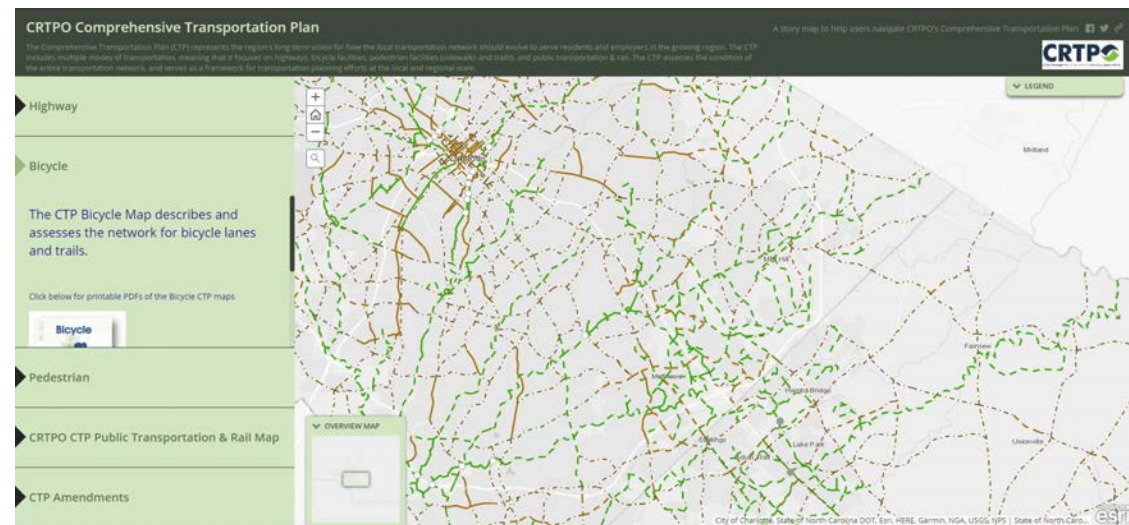
1.2 CRTPO Adoption and NCDOT Coordination (ongoing)

With the adoption of Connect Stallings by the Charlotte Regional Transportation Planning Organization (CRTPO), the town will have an opportunity to pursue grant funding. In addition, the plan will then be formally registered within the NCDOT system and CRTPO Comprehensive Transportation Plan, requiring NCDOT to assist with plan implementation in concurrence with road widening.

1.3 Establish Occupancy Tax (year 1)

The North Carolina General Assembly generally allows local governments to assess up to 6% as an occupancy tax on all short-term rentals. These funds are then reinvested to market the area and improve tourism-related capital infrastructure. The town should secure an occupancy tax (particularly with new hotel interest along Highway 74) and dedicate the capital infrastructure allocation toward greenway plan implementation.

Note, the City of Charlotte has been granted a higher rate of 8% (special support for the NASCAR Museum). Stallings can still assess a 6% rate and remain particularly competitive in the region.



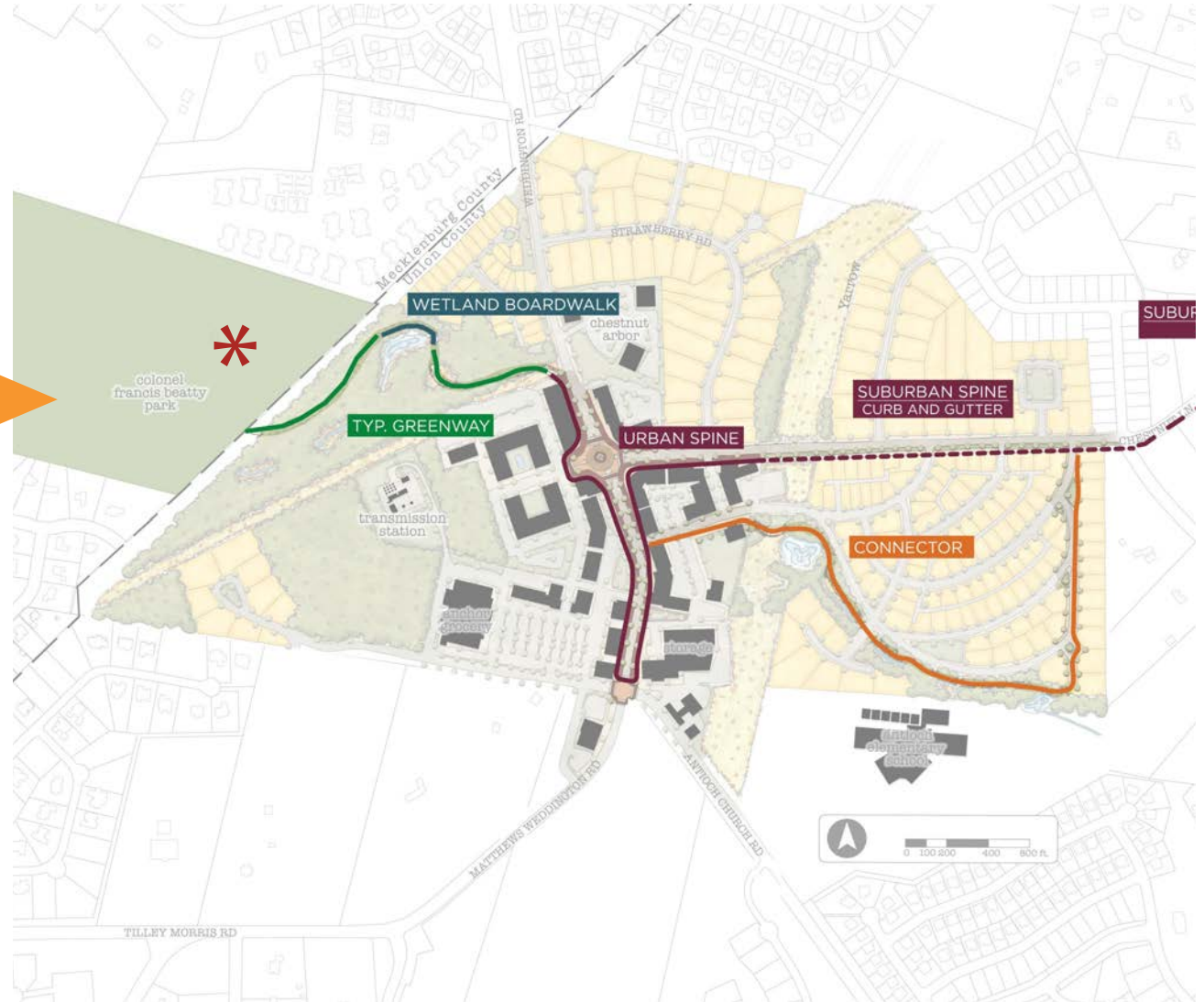
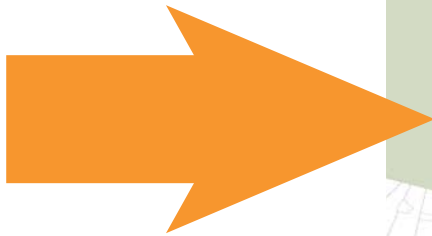
1.2 The CRTPO hosts an interactive story map containing the details of the regional Comprehensive Transportation Plan.

a. stallings action plan

POLICY ACTIONS CON'T

1.4 Colonel Francis Beatty Agreement (year 1) *

Stallings leadership must partner with Mecklenburg Parks and Recreation, which manages Colonel Francis Beatty Park, to establish a park connection that will ultimately link to Chestnut Road and the Stallings Spine. The town should pursue a Memorandum of Understanding (MOU) to ensure such a connection is provided.



POLICY ACTIONS CON'T

1.5 Homeowner Association Engagement (ongoing)

As noted within Chapter 3: Public Engagement and Outreach, all Homeowners Associations (HOAs) were encouraged to attend meetings to assess the feasibility of creating public access through privately owned HOA property. No HOAs formally committed or denied such an opportunity to partner with the town. The town must continue to engage citizens and communicate greenway development progress.



1.5 Stallings HOAs were included in the consultant team's community outreach campaign.

1.6 Land Development Agreements (ongoing)

Stallings continues to effectively implement its adopted Small Area Plans by securing land development agreements with land developers/owners. Within these agreements, the town shall require the dedication and construction of greenway facilities in accordance with this plan.

Town leaders and the project steering committee identified several key areas and priorities at the time of plan writing, which include: the entire Chestnut Small Area Plan; undeveloped tracts surrounding Stallings Elementary School; and tracts adjacent to Idlewild Market. However, such priorities will regularly shift and will primarily be dictated by market conditions and developer interests.

1.7 Capital Campaign (ongoing)

A capital campaign will provide area businesses and residents an opportunity to financially support specific projects within the Connect Stallings Master Plan. Stallings is fortunate to have several large industries that may provide significant support for a more robust greenway and recreation system to benefit their workers and their families. Furthermore, results from the greenway and recreation survey demonstrate significant interest in such facilities among area citizens.

1.8 Capital Improvement Plan (ongoing)

Connect Stallings Master Plan capital projects should be represented within the Town's Capital Improvement Plan (CIP), which provides a financial outlay for larger capital projects. CIP items can provide for general land acquisition, engineering, or the construction of projects deemed a priority of Town Council.

EXHIBIT 26: capital campaign phases

1. Research & Direction Setting:

Goal setting, prospect research, and message testing culminate in the creation of informed campaign strategy documents and communications plan.

2. Marketing Material Production:

Marketing materials are developed according to the communications plan including visual brand, web and social media, video, and donor engagement documents.

3. Quiet Phase: Top tier donors are discreetly engaged to procure 50-70% of the campaign's goal while preparing for the Public Phase.

4. Public Phase: A launch event marks the beginning of the this phase - a public effort to raise the remaining funds while stewarding those who contribute.

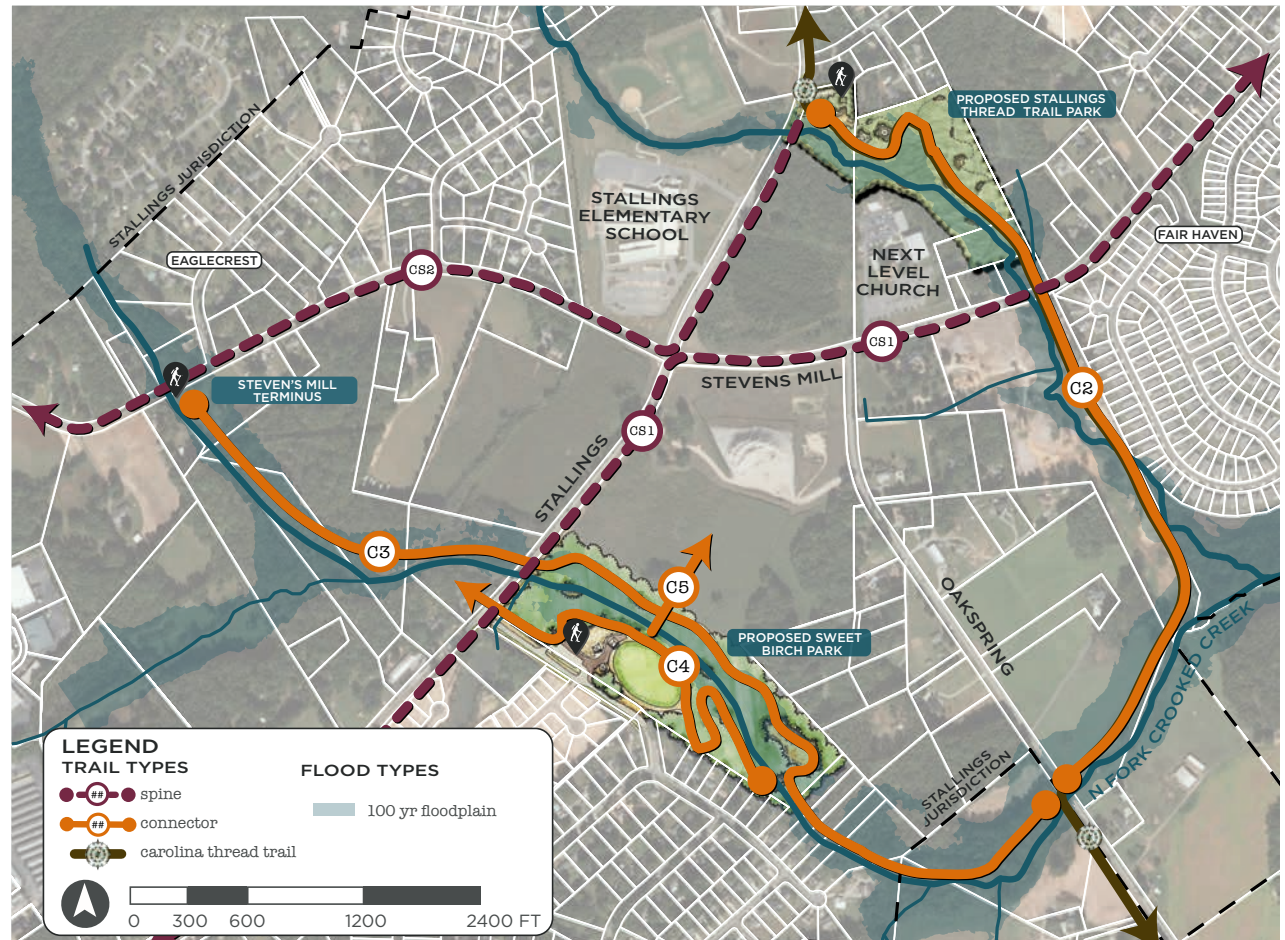
a. stallings action plan

2 PROJECT DEVELOPMENT AND LAND ACQUISITION ACTIONS

In order to effectively implement critical portions of the Connect Stallings Master Plan, the Town must be proactive in land acquisition and overall project development, which is required before engaging in engineering and design.

2.1 Crooked Creek Parks and Greenways Implementation (2019 - 2024)

As identified by the project steering committee, the area of highest priority exists within the Central Planning Section and includes the proposed Sweet Birch Park (~21 acres), Stallings Thread Trail Park (~10 acres), and the ~1.25 mile greenway necessary to connect these future parks. Landowner engagement and further feasibility analysis is required to advance these efforts.



3 DESIGN, ENGINEERING, AND CONSTRUCTION ACTIONS

The Town or NCDOT must control property or right-of-way before initiating engineering and design effort on any particular project. The project steering committee identified the following key priorities for engineering and construction, which are currently under control of the Town or NCDOT:

3.1 Phase 1 Blair Mill Greenway (N1)

The Town currently controls a major portion of the proposed Blair Mill Greenway (N1) corridor, including areas within Blair Mill Park and a 50' right-of-way behind the Vickery neighborhood. The Phase 1 Blair Mill Greenway design and construction project should include these portions including the wetland boardwalk proposed within the Blair Mill Park Master Plan.

3.2 Blair Mill Park Implementation

The Connect Stallings steering committee cast a bold vision for Blair Mill Park, for which implementation will take considerable time and resources. Nevertheless, this park is under the control of the Town and is a vital component of an expanded and accessible open space network. The Town must determine, based on its financial constraints, how best to phase project implementation.

3.3 Central Stallings Spine: Town Hall and Municipal Park

With the construction of the new town hall and the purchase of property adjacent to Stallings Municipal Park, critical portions of Stallings Road are under Town control. Accordingly, the Town has an opportunity to implement the Stallings Spine and set the standard for future surrounding infill development.

3.4 North Stallings Spine: Blair Mill Park to Stevens Mill Crossing

Some of Stallings' most popular sidewalks are located along the northern extent of Stevens Mill Road. Their location approximately 20' away from the road create a more pleasant walking environment and they are accessible to several neighborhoods and connect to Stevens Mill Crossing. However, south of Goose Creek, there are no sidewalks along Stevens Mill Road thus preventing connectivity to Blair Mill Park. The implementation of the Stallings Spine (14' wide) from Blair Mill Park to Stevens Mills Crossing is a significant priority.

“

...THE TOWN MUST BE PROACTIVE IN LAND ACQUISITION AND OVERALL PROJECT DEVELOPMENT...

”

b. staffing recommendations

>> GROWING THE IMPLEMENTATION TEAM

The implementation of the proposed facilities in the recommendations chapter will require increased staffing for the department to maintain its quality of service. As proposed facilities are constructed, the Town of Stallings should consider the following:

1. Create one full-time Recreation Programmer position and one part-time Assistant Recreation Programmer position with the construction of either Blair Mill Park or Stallings Thread Trail Park. Create a second part-time Special Events or Assistant Programmer position when the second of these two parks is constructed.
2. Create one part-time maintenance equivalent under the Department of Public Works for each new park constructed.
3. Work to implement a scaled greenway management strategy as trails are constructed, considering the following:
 - a. Additional Maintenance staff will be required as open space, linear park, and greenway trails are constructed. Create one part-time maintenance position for every 5 miles of greenway trail constructed.
 - b. Contracting or creating a Park and Greenway Horticulturist position would be beneficial for landscaping maintenance. Horticulturists can provide critical insight regarding landscaping and plant conservation needs along greenway corridors.
 - c. Volunteer groups and “Adopt-a-Greenway” programs are key strategies for reducing greenway maintenance costs. Distributing the responsibility of routine maintenance to various non-profit or neighborhood groups will help relieve the greenway system’s over-all maintenance cost.
 - d. The proposed “Water Lab” at Blair Mill Park may require the addition of a park attendant or lifeguard position, depending on presence and depth of standing water in the park feature’s final design.



A appendix

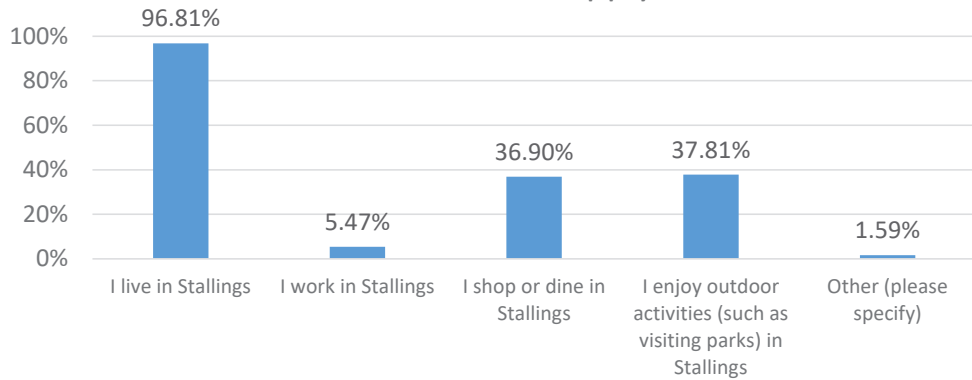
in this chapter:

- a. connect stallings community survey results
- b. connect stallings recreation survey results
- c. stallings recreation facility inventory
- d. case study analysis
- e. public comments
- f. implementation summary matrix series

⋮ This chapter presents charts and graphs containing
⋮ supporting data and feedback for the community need and
⋮ desire for an interconnected greenway system. The chapter
⋮ concludes with an implementation summary matrix series.

a. connect stallings community survey results

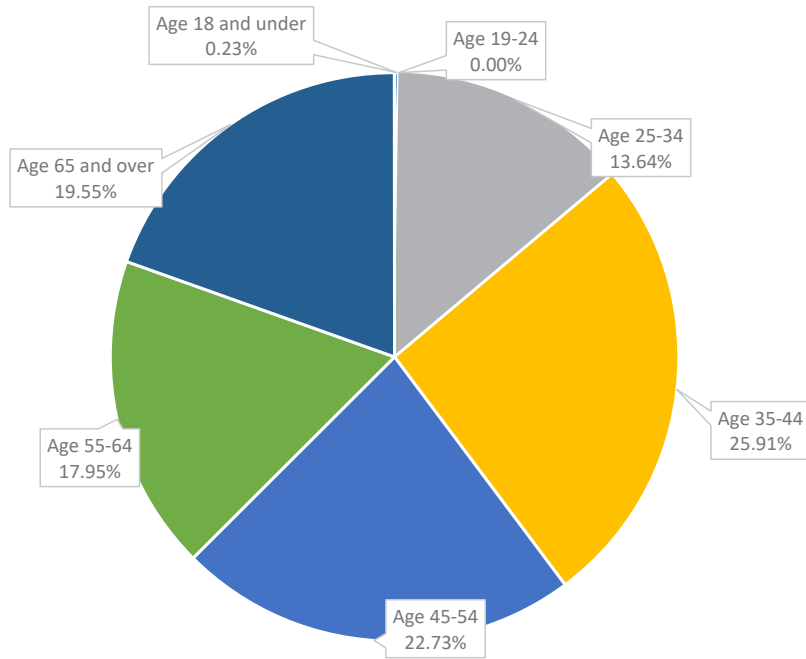
Q1: What is your connection to Stallings? Select all that apply.



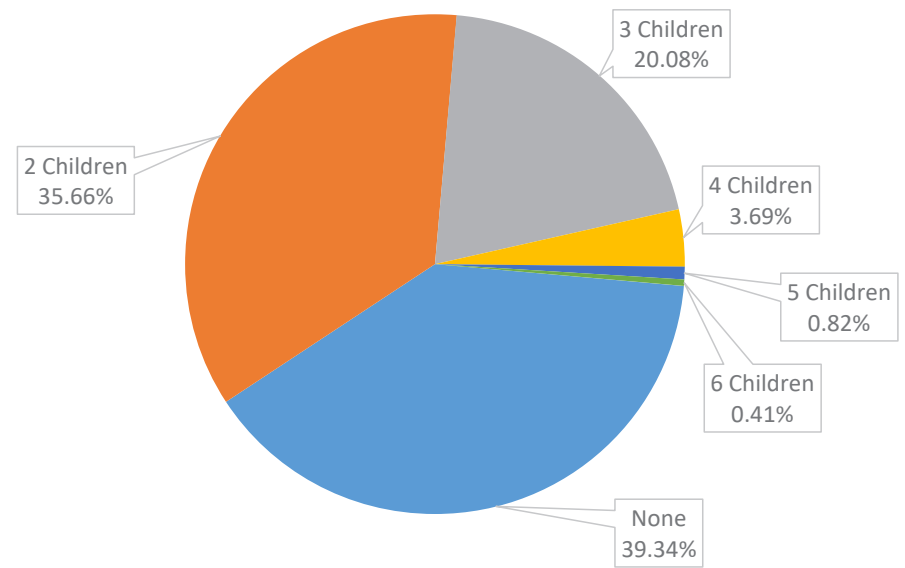
Neighborhood	Percentage of Respondents*
Shannamara	21.93%
Fairhaven	14.09%
Callonwood	7.16%
Chestnut Oaks	5.54%
Country Woods East	5.08%
Fairfield Plantation	4.62%
Forest Park	3.93%
Kerry Greens	3.93%
Willowbrook	3.23%
Emerald Lakes	3.00%
Madison Ridge	3.00%
Stevens Mill	2.54%
Hunley Creek	2.08%
Chestnut Place II	1.85%
Buckingham	1.62%
Morningside at Stallings	1.62%
Golden Acres	1.39%
Arlington Downs	1.15%
Curry Place	1.15%
Vickery	1.15%
Wendover at Curry Place	1.15%

*Neighborhoods with <1% of respondents include Chestnut, Parkside, Woodbridge, Fairforest, Lakewood, Olde Blair, Sterling Manor, Camelia Park, Courtyards at Emerald Lake, Millstone Estates, Park Meadows, Spring Hill, Stallings Industrial Park, Union County Business Center

Q3: Age of Respondents

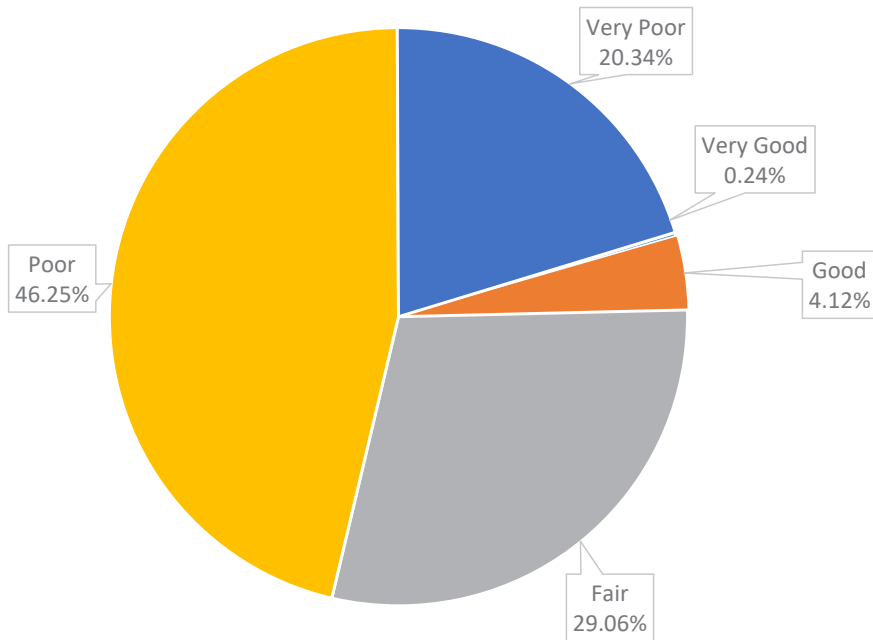


Q4: If you are a parent, how many children are in your household?

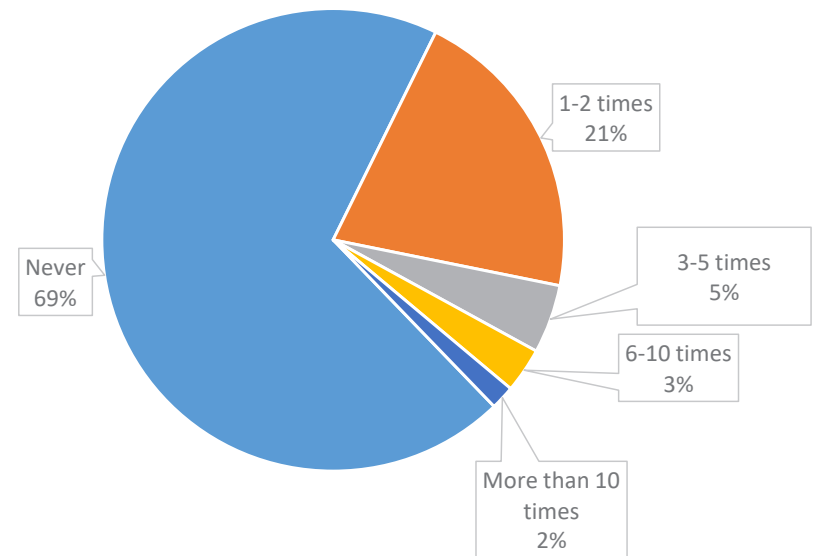


a. connect stallings community survey results

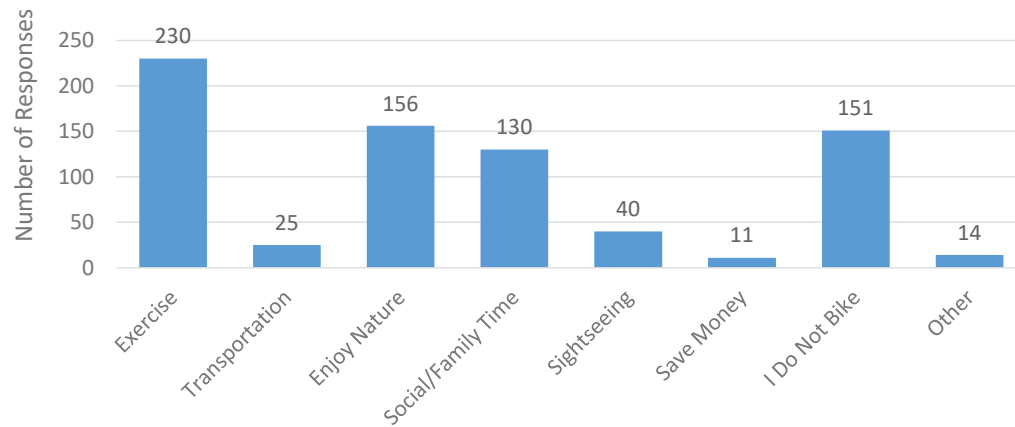
Q5: How would you rate overall bicycling conditions in Stallings?



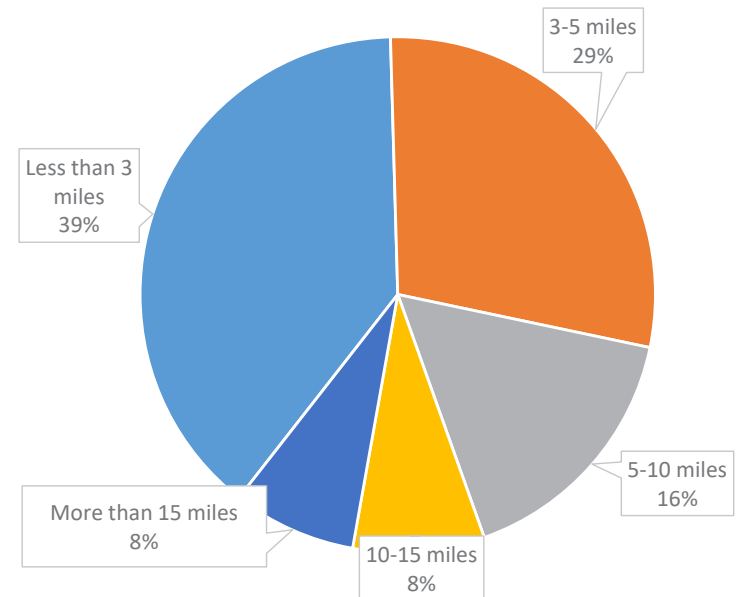
Q7: In the past 30 days, how often have you ridden your bike in Stallings?



Q9: For what reasons do you bike? Select all that apply.

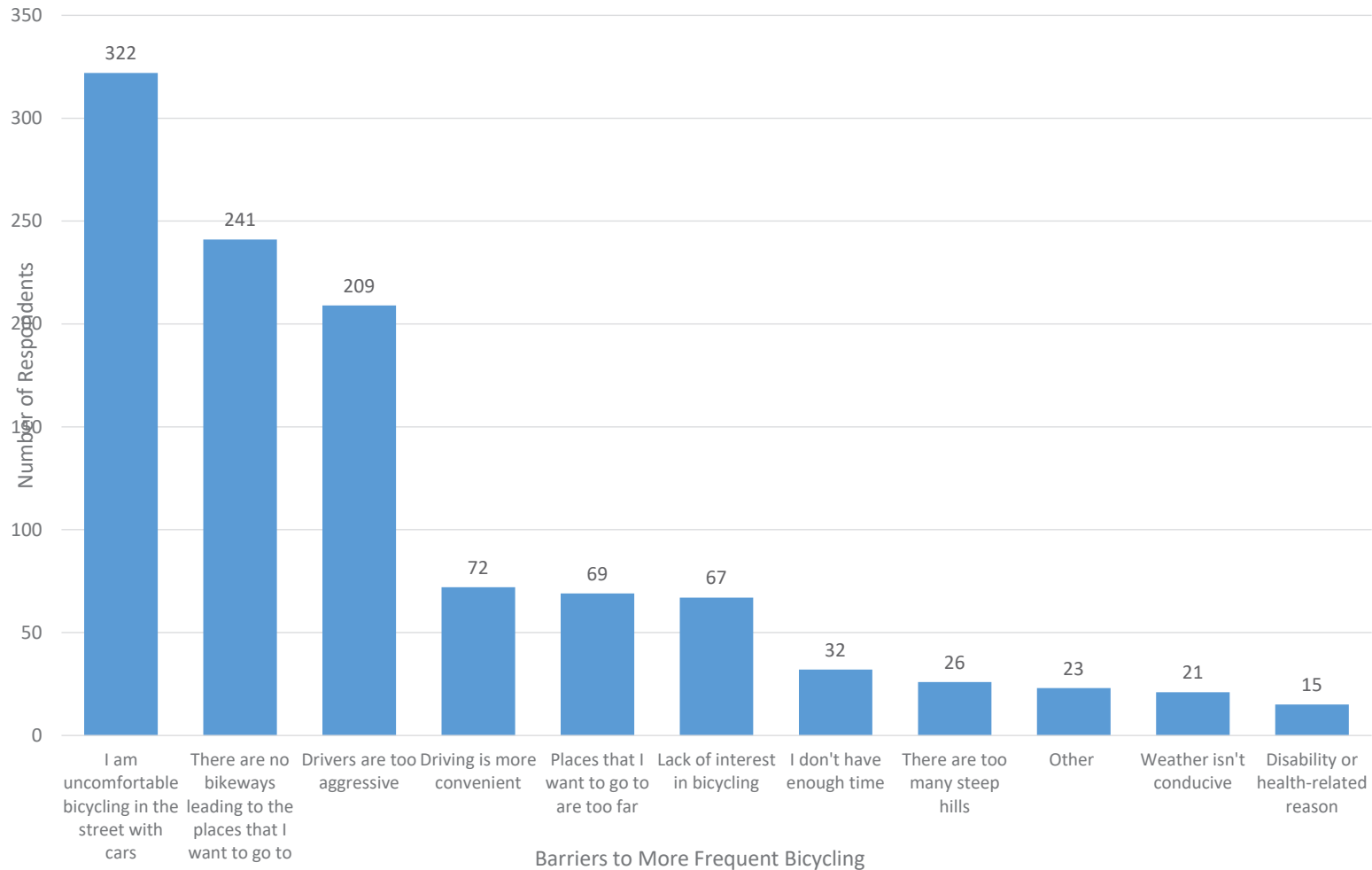


Q11: What is the furthest distance you would bike? This is the distance for one leg of a bike trip.



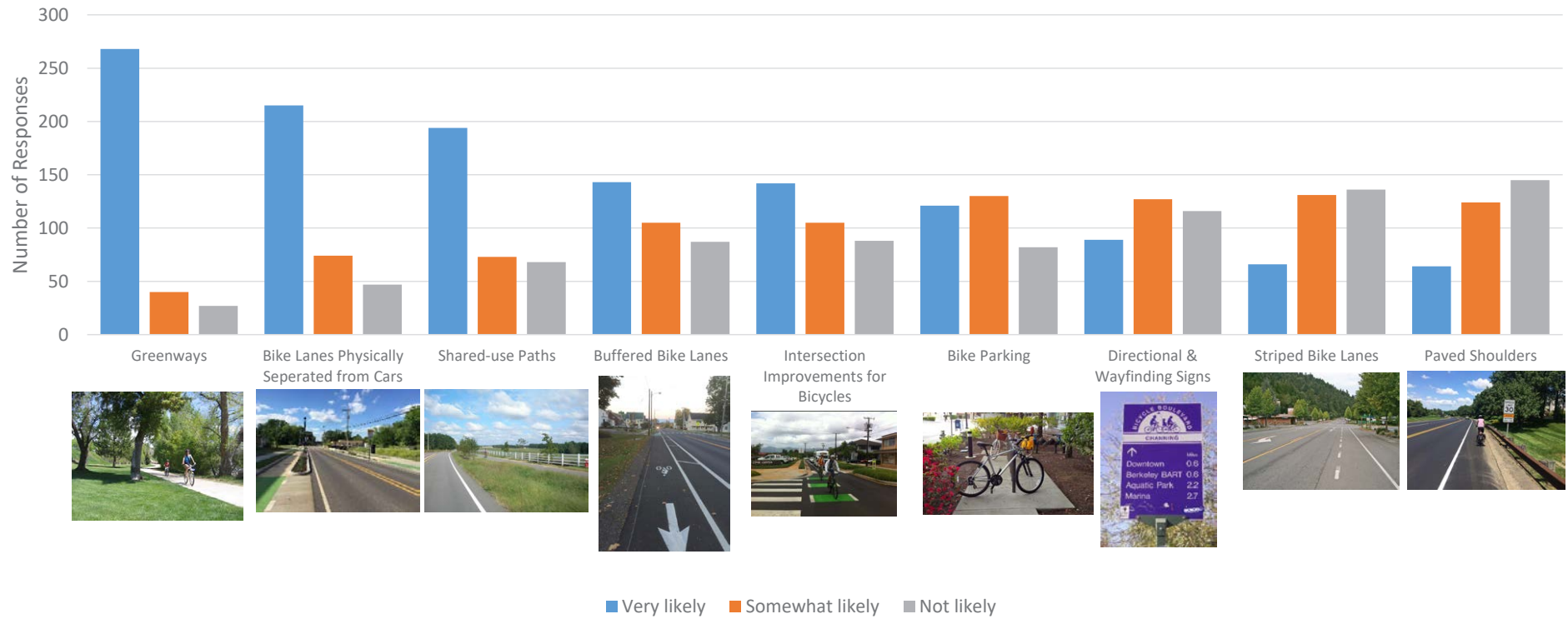
a. connect stallings community survey results

Q12: What prevents you from bicycling more often? Select all that apply.



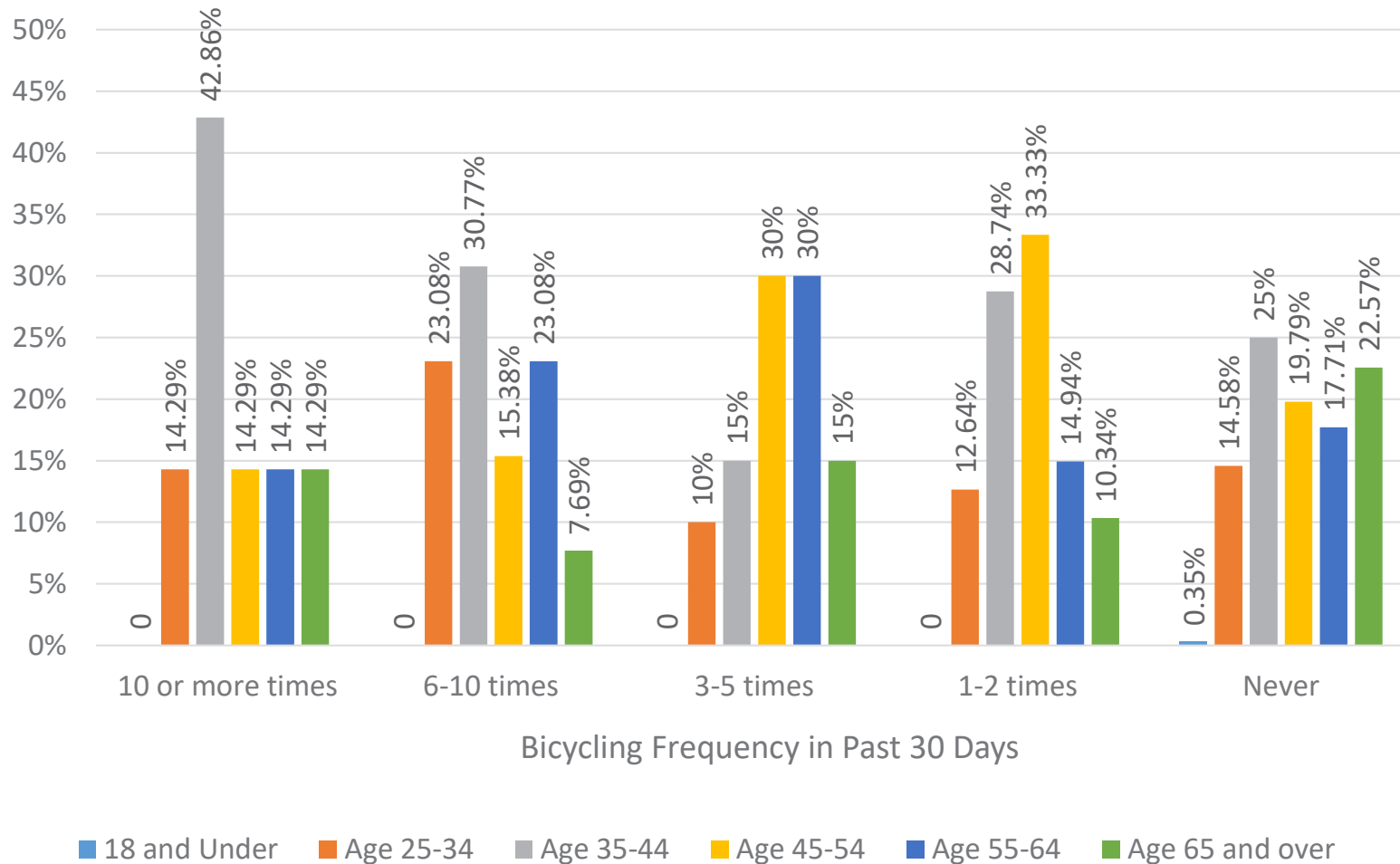
48.69% of respondents who said they had never ridden their bike in the past 30 days indicated their participation barriers dealt with motorist interactions or destination connectivity rather than a lack of interest.

Q14: What is the likelihood the following types of bicycling infrastructure would influence you to bike more often?

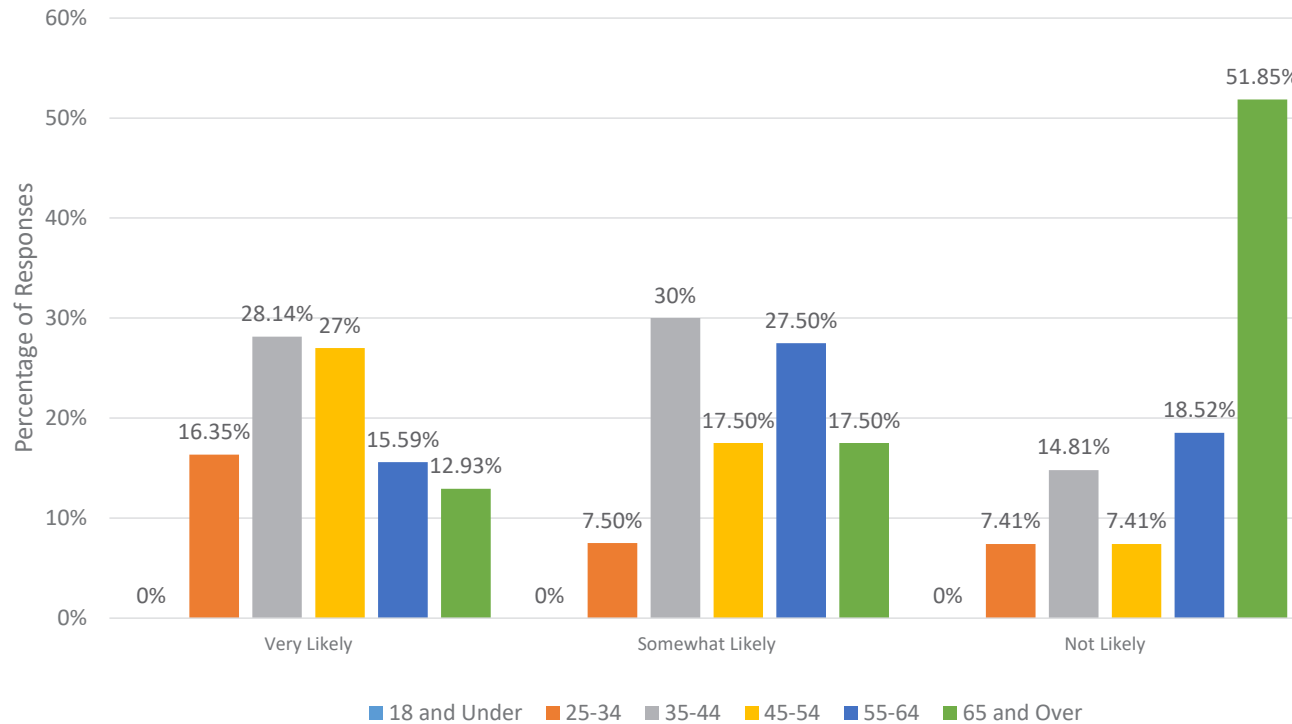


a. connect stallings community survey results

Bicycling Frequency in Past 30 Days by Age Group



Likelihood of Greenway Infrastructure Increasing Bicycle Behavior by Age Group*

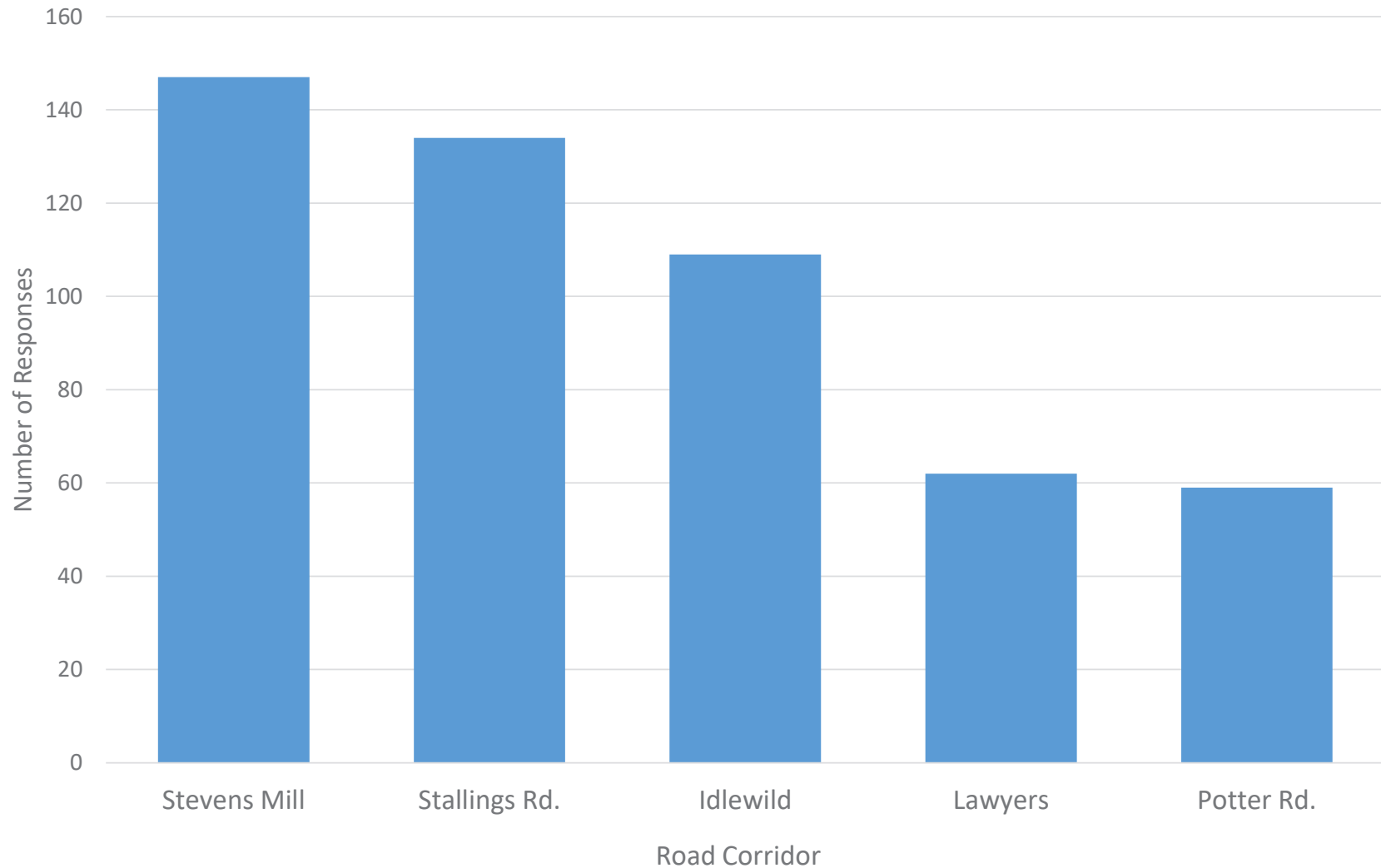


- Respondents age 25-54 comprised 71.49% of those *very likely* to bicycle more often with the creation of greenway infrastructure.
- Respondents age 25-54 comprised 55% of those *somewhat likely* to bicycle more often with the creation of greenway infrastructure.

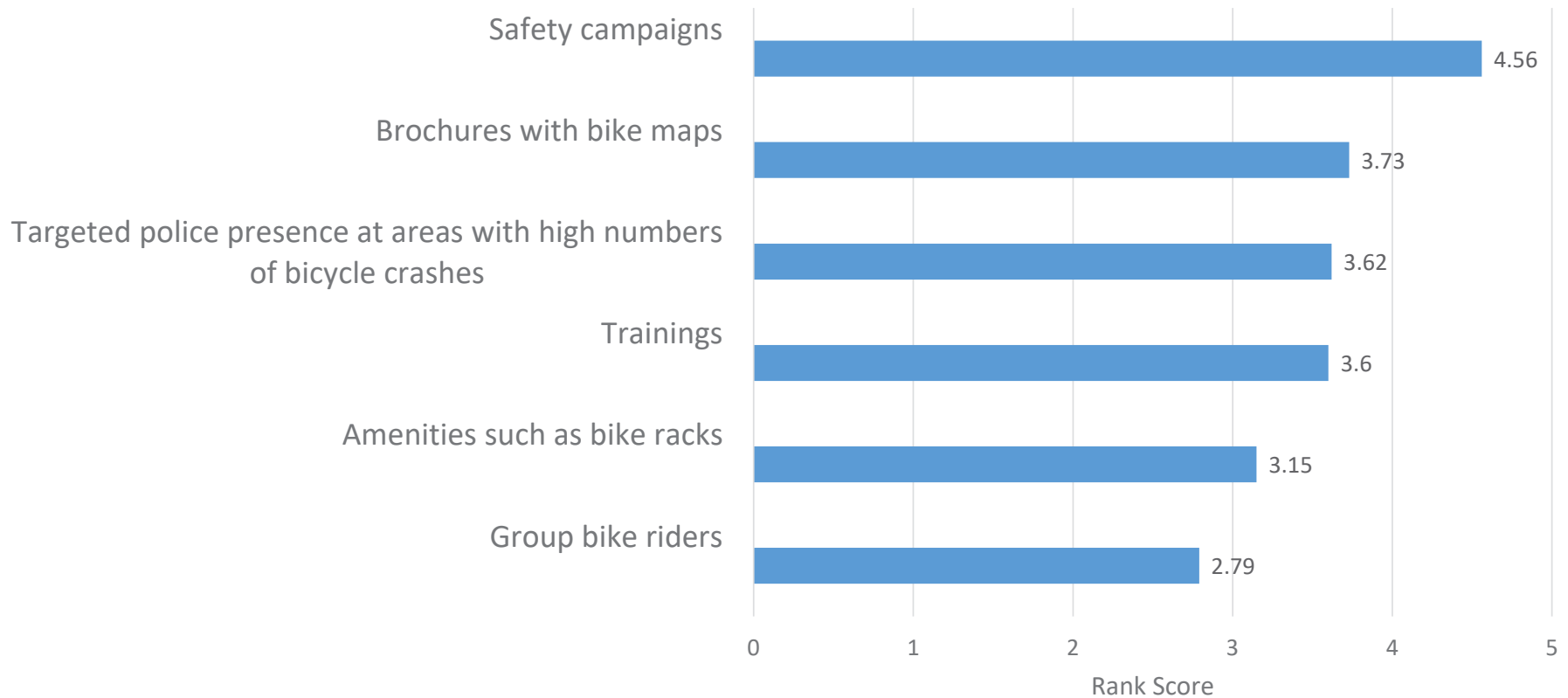


a. connect stallings community survey results

Q16: What are the top three road corridors in Stallings that are in need of bicycling improvements? (Top 5 answers listed)

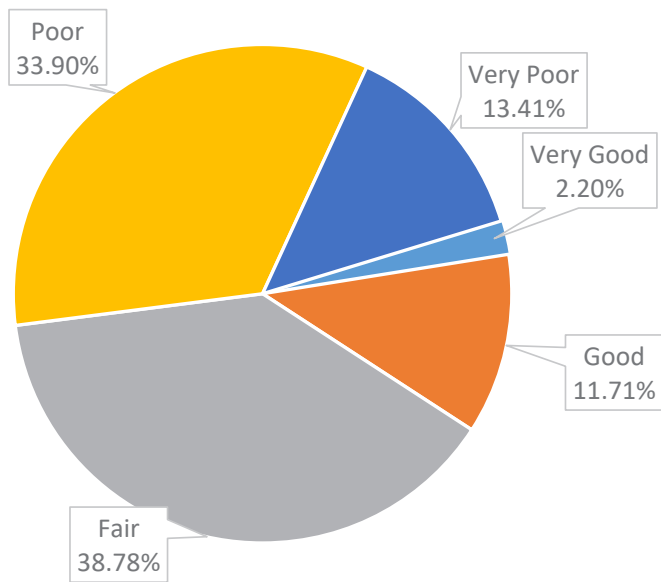


Q17: What types of programs do you think are most important for improving bicycling? Please rank your choices on a scale of 1 (most important) to 6 (least important).

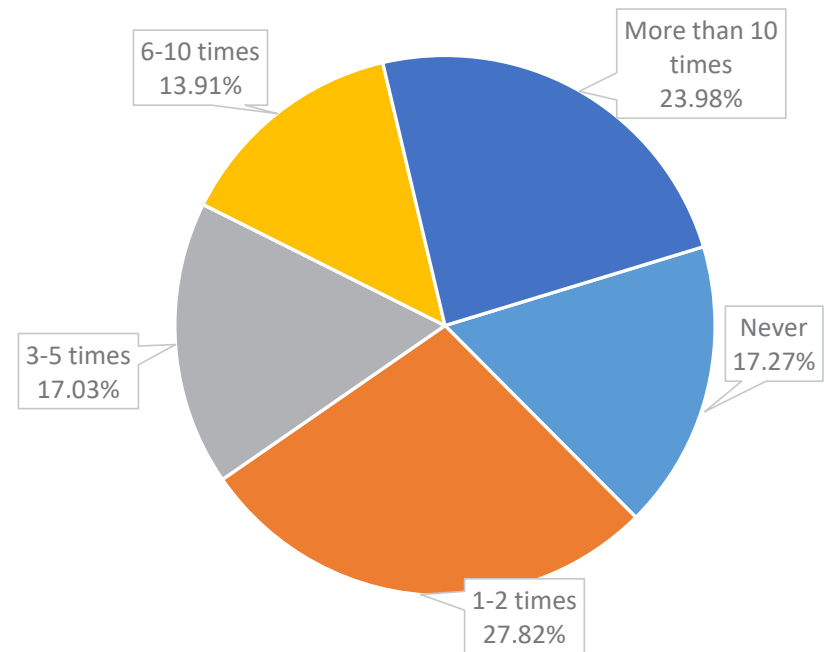


a. connect stallings community survey results

Q6: How would you rate overall walking conditions in Stallings?



Q8: In the past 30 days, how often have you walked in Stallings?

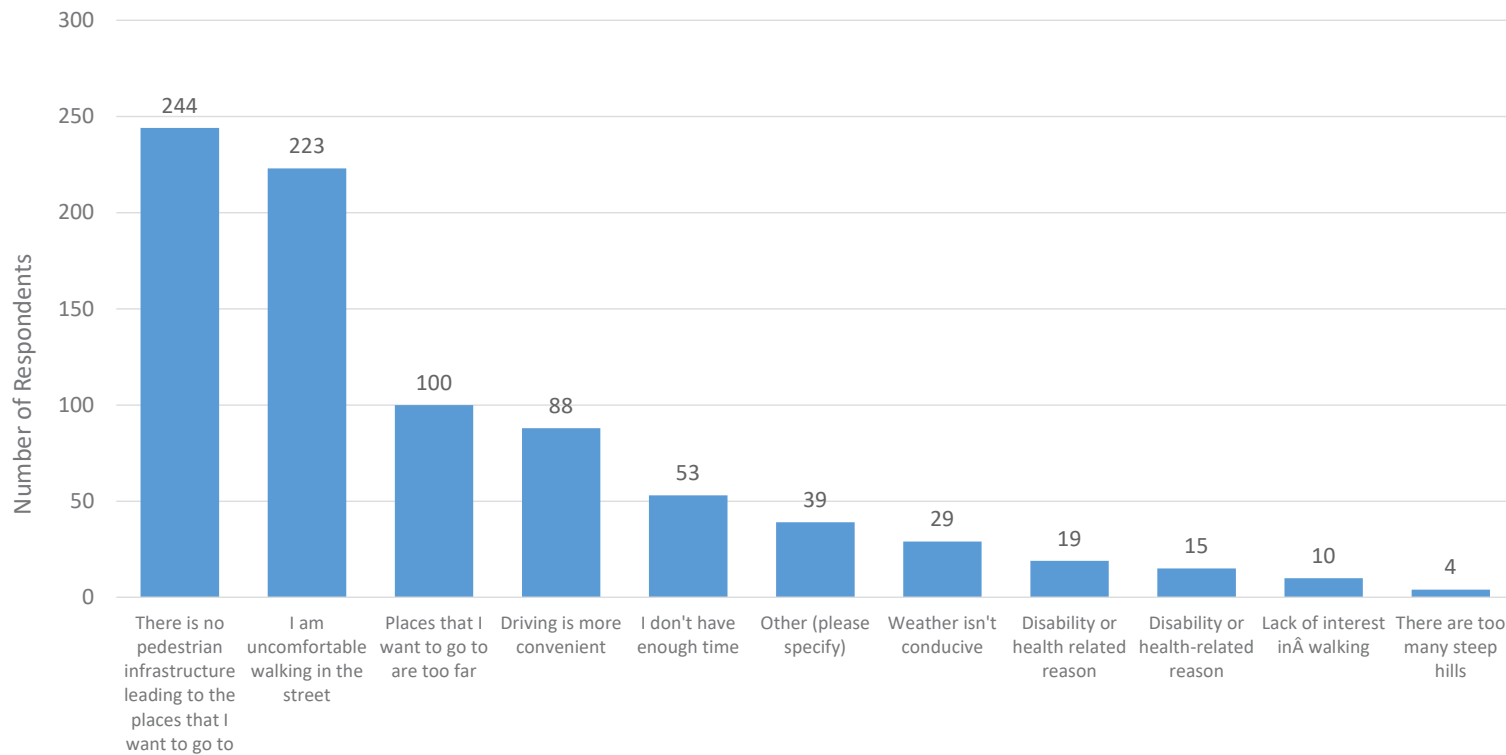


Q10: For what reasons do you walk? Select all that apply.



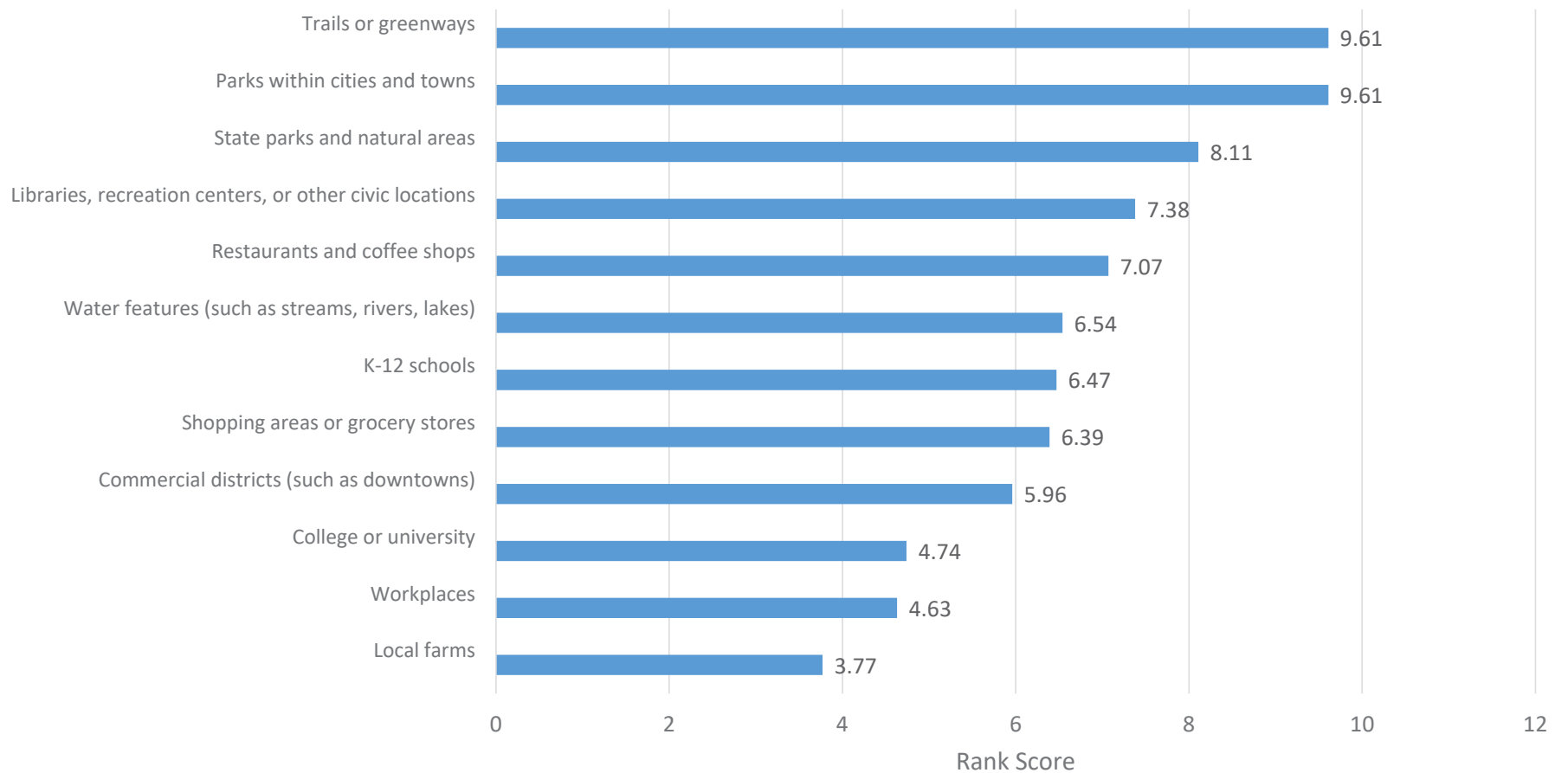
a. connect stallings community survey results

Q13: What prevents you from walking more often? Select all that apply.



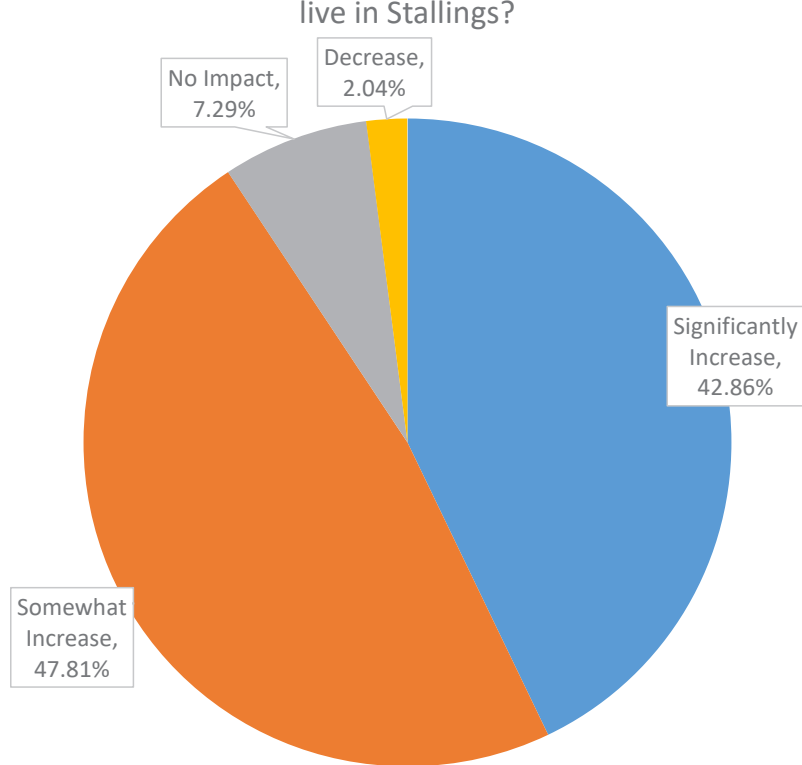
70.83% of respondents who said they never walked in the past 30 days indicated their participation barriers dealt with a lack of infrastructure, lack of comfort with walking in the street, and/or connectivity rather than a lack of interest.

Q15: Which destinations are most important to connect with greenway corridors? Please rank the following destinations from 1 (most important) to 10 (least important)

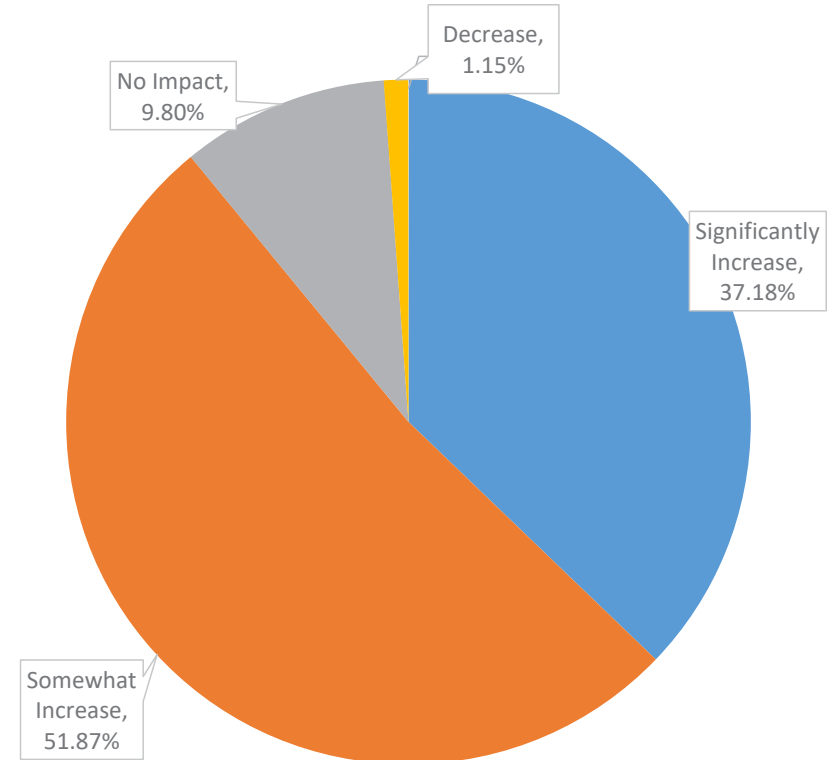


a. connect stallings community survey results

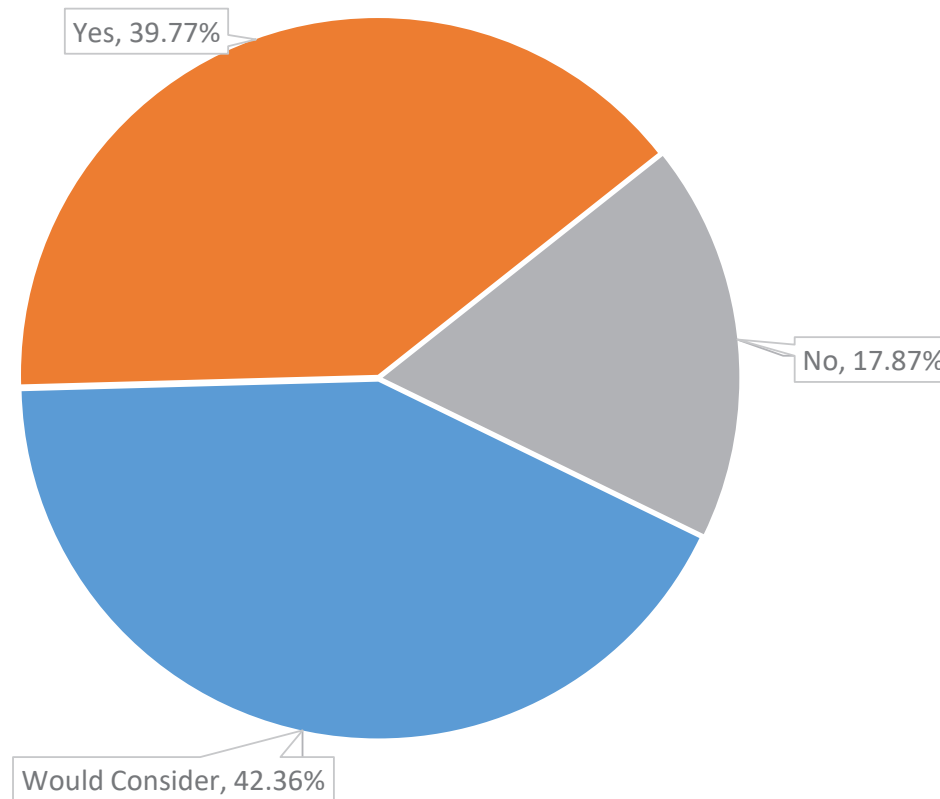
Q18(a): In your opinion, to what degree will the construction of a greenway trail network throughout Stallings impact the demand to live in Stallings?



Q18(b): In your opinion, to what degree will the construction of a greenway trail network throughout Stallings impact property values?

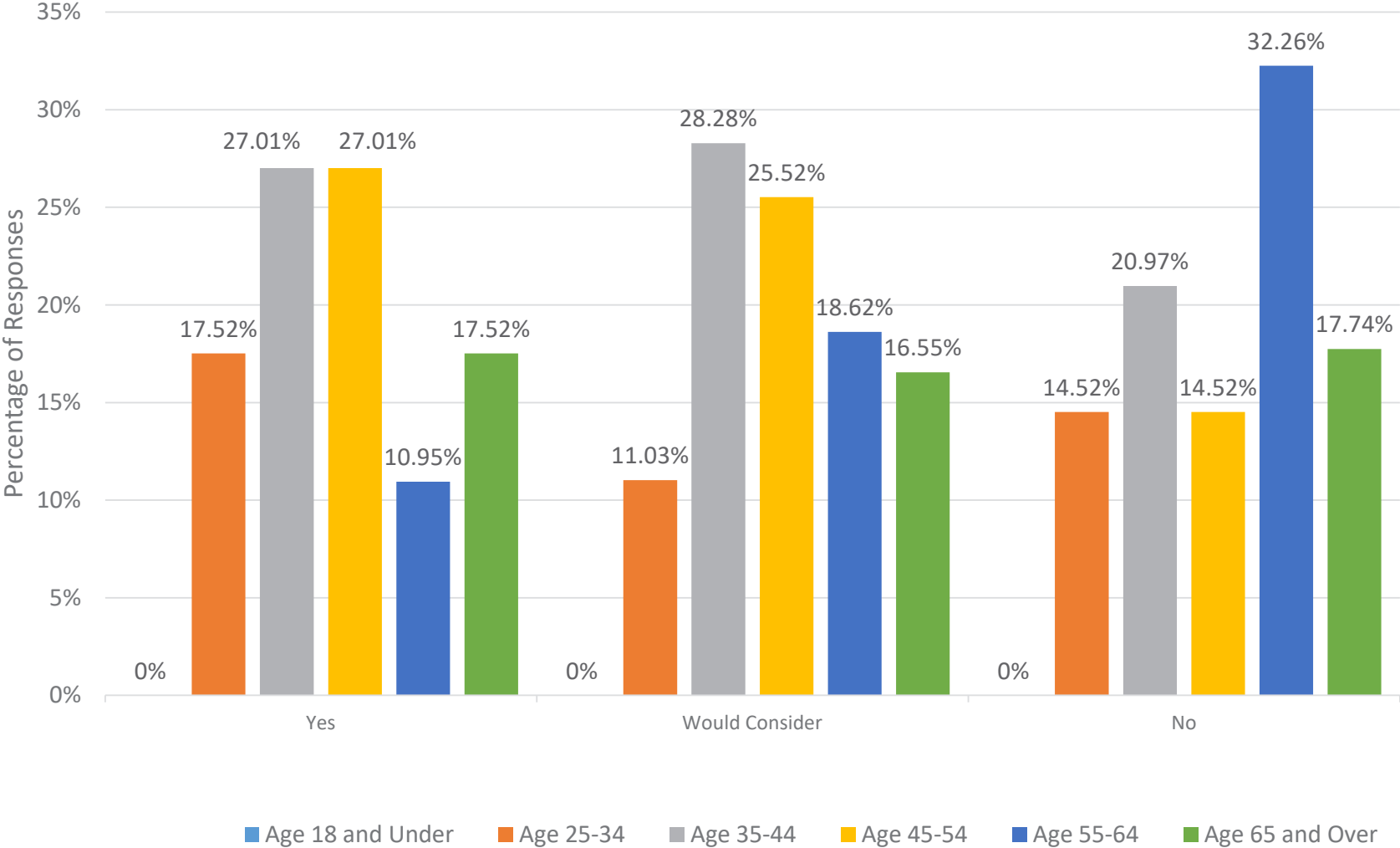


Q19: While some project costs would be deferred by grant money, would you support a nominal tax increase in order to more quickly create a greenway trail network throughout Stallings?



a. connect stallings community survey results

Nominal Tax Increase Level of Support by Age*

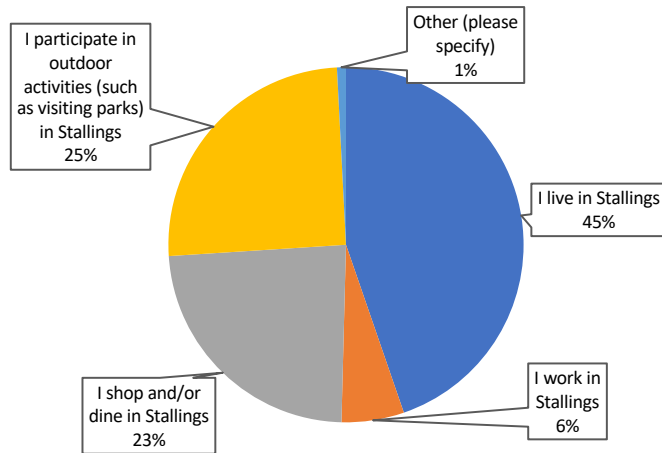




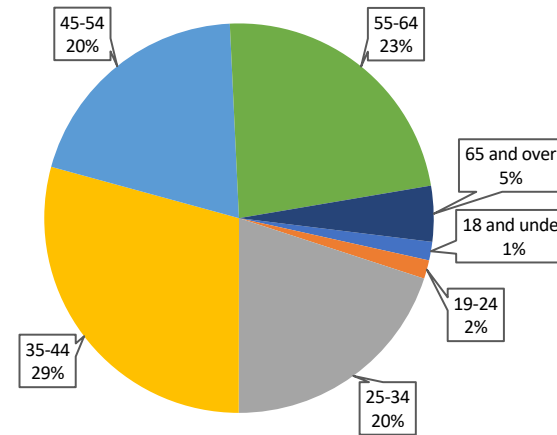
CONNECT
Stallings
Recreation & Greenway Master Plan

b. connect stallings recreation survey results

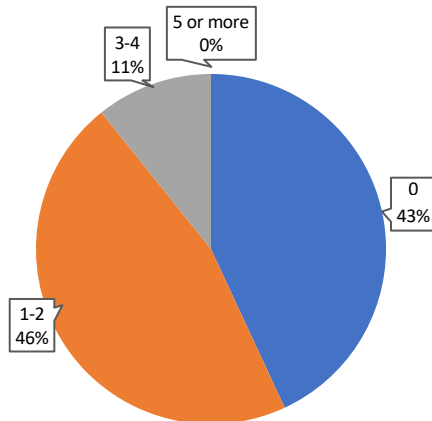
What is your connection to the Town of Stallings? Select all that apply.



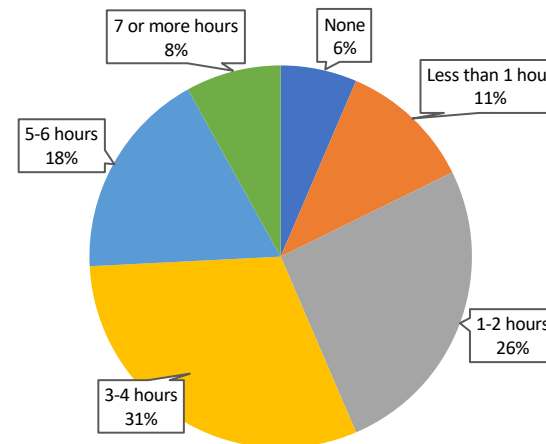
What age group are you in?



If you are a parent, how many children are in your household?



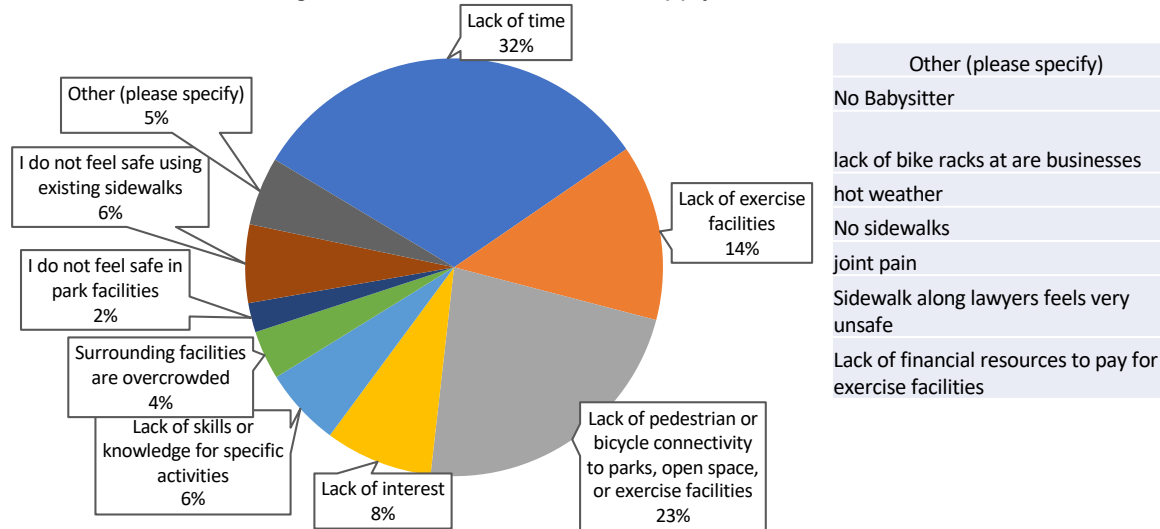
During a typical week, how much time do you spend exercising?



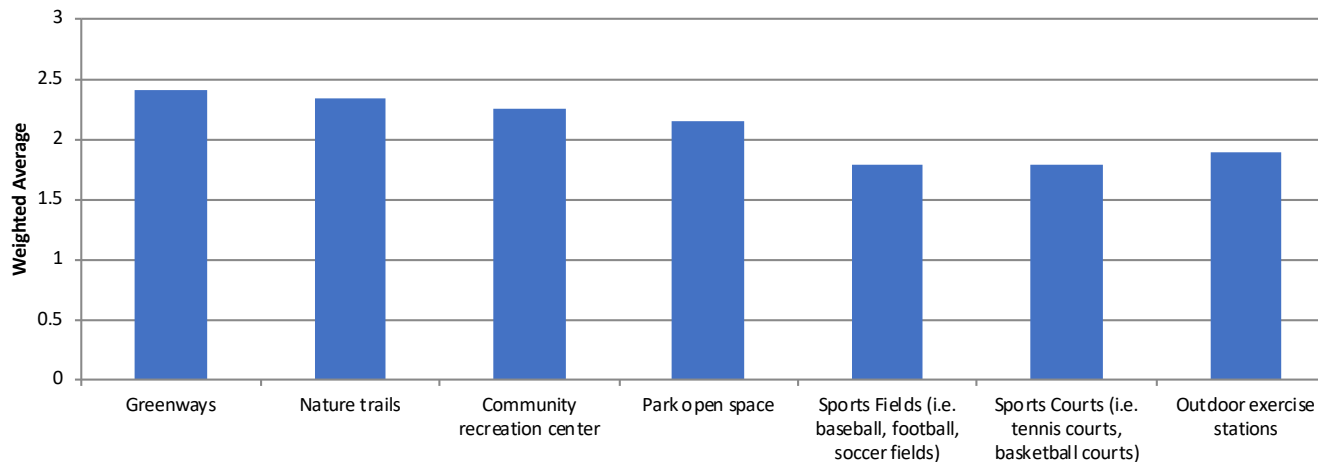
What neighborhood do you live in?		
Answer Choices	Responses	
Buckingham	1.54%	1
Callonwood	4.62%	3
Chestnut	4.62%	3
Chestnut Oaks	1.54%	1
Curry Place	4.62%	3
Emerald Lakes	1.54%	1
Fairfield Plantation	4.62%	3
Fairforest	1.54%	1
Fairhaven	1.54%	1
Forest Park	1.54%	1
Golden Acres	1.54%	1
Hunley Creek	1.54%	1
Kerry Greens	26.15%	17
Millstone Estates	1.54%	1
Morningside at Stallings	4.62%	3
Parkside	4.62%	3
Pleasant Plains	1.54%	1
Shannamara	4.62%	3
Spring Hill	1.54%	1
Sterling Manor	1.54%	1
Stevens Mill	6.15%	4
Willowbrook	1.54%	1
I do not live in Stallings	15.38%	10

b. connect stallings recreation survey results

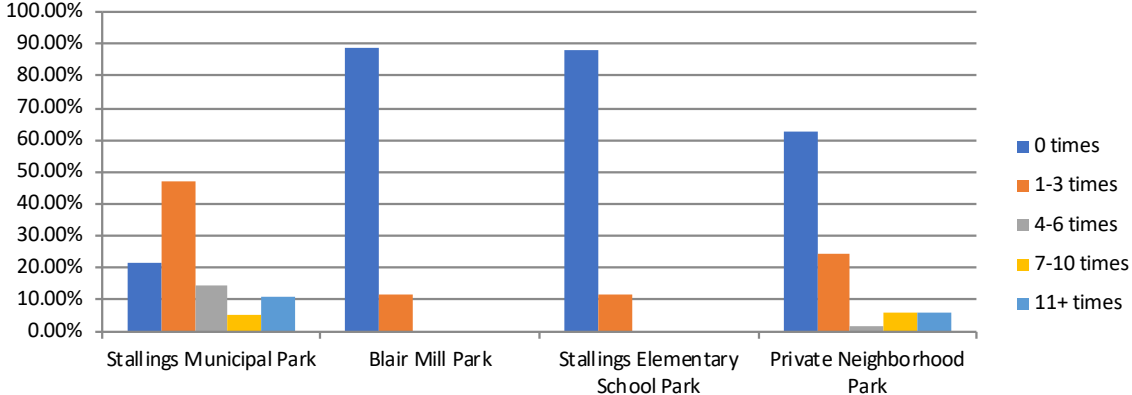
What prevents you or members of your household from exercising more often? Select all that apply.



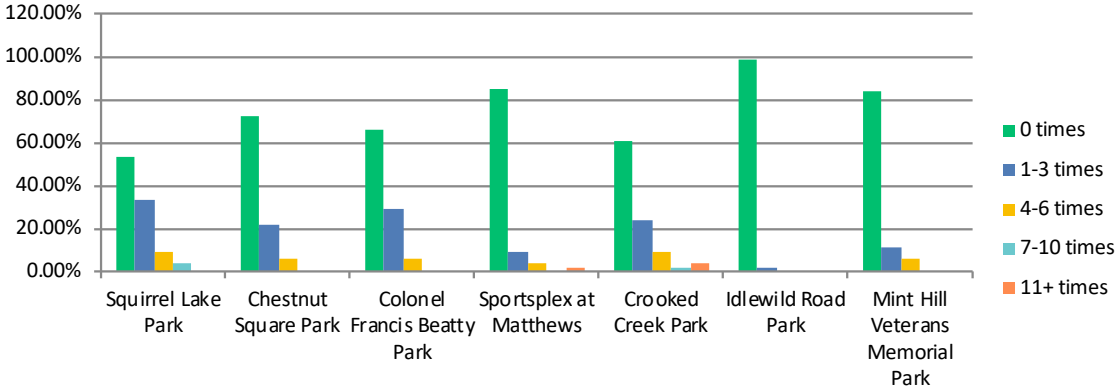
What is the likelihood that the following facilities would increase you or members' of our household levels of exercise?



In a typical month, how often do you and members of your household visit the following parks in Stallings?

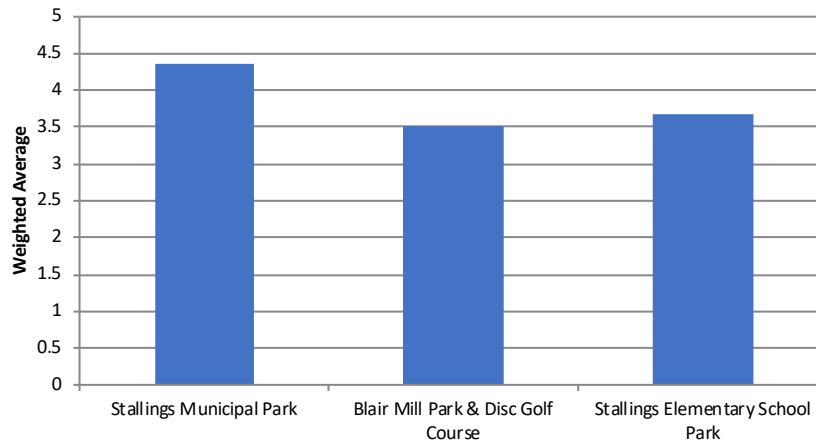


In a typical month, how often do you and members of your household visit the following parks and recreation facilities outside of Stallings?

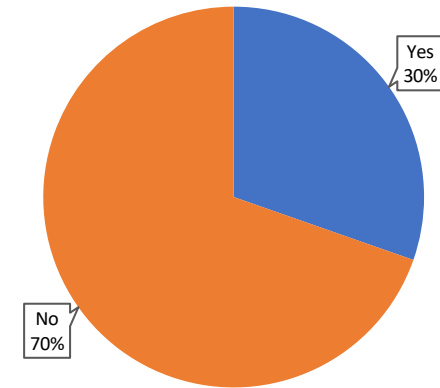


b. connect stallings recreation survey results

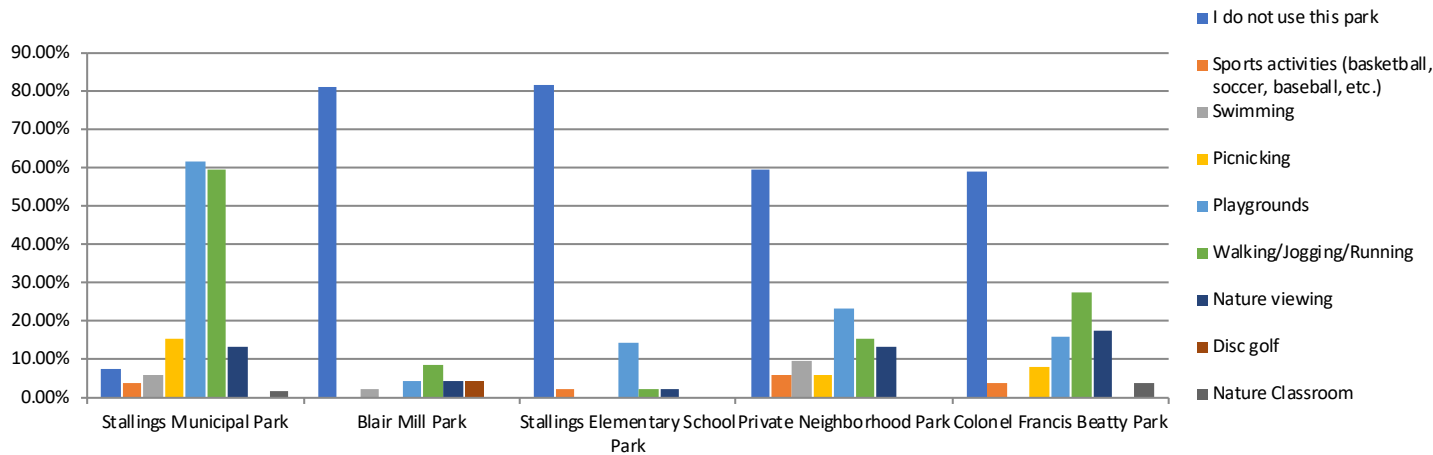
Overall, how would you rate the physical condition of the following Stallings municipal parks you have visited?



Do you feel that there are sufficient parks and green space areas within walking distance of your residence?



Please indicate the reasons for which you visit each of the following parks. Select all that apply.



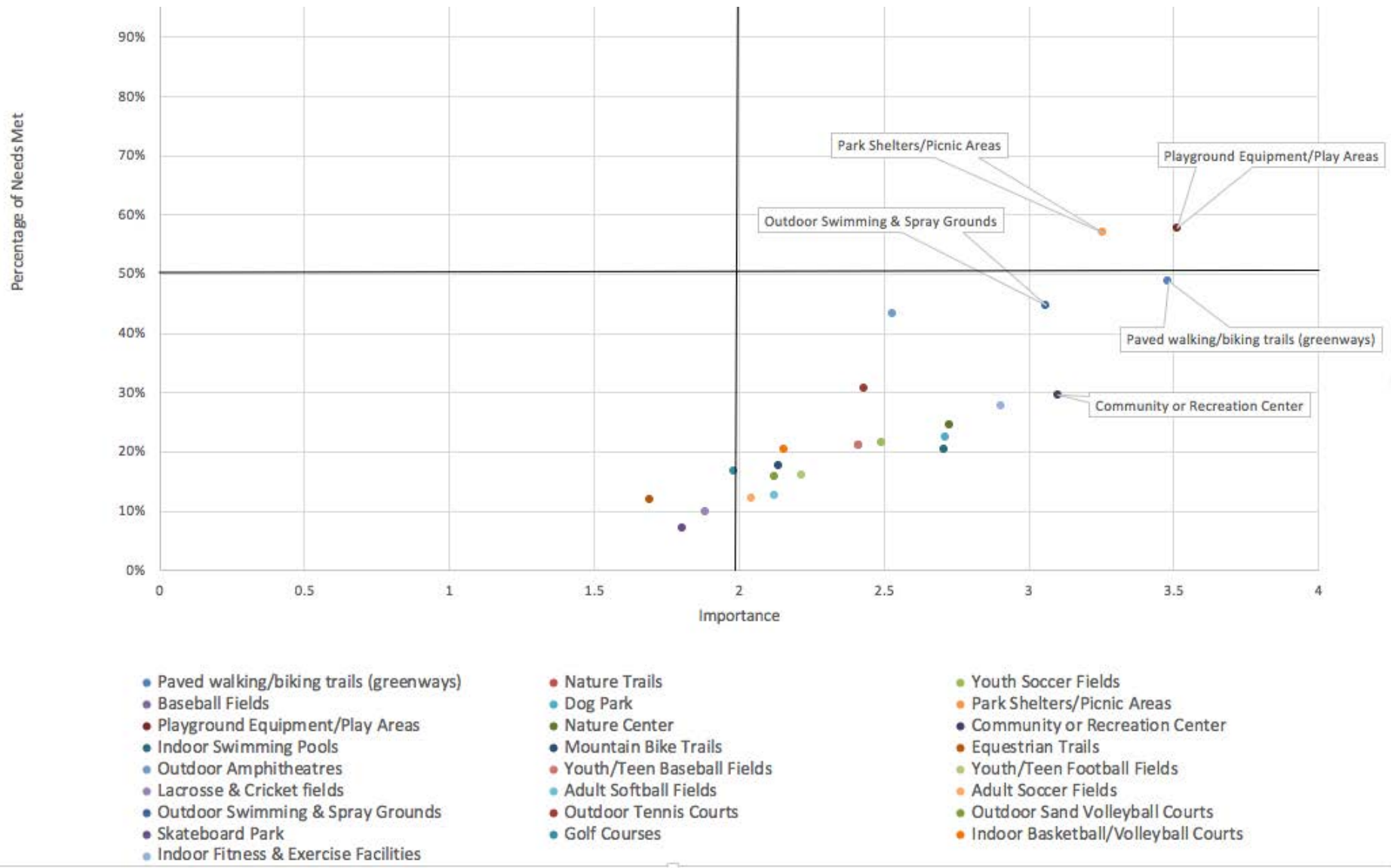
How important is it that the Town of Stallings provides and maintains each of the following recreation facilities?

	Not Important		Somewhat Important		Important		Very Important		Total
Mountain bike trails	38.46%	20	25.00%	13	21.15%	11	15.38%	8	52
Greenway Trails	1.92%	1	7.69%	4	30.77%	16	59.62%	31	52
Nature Trails	3.85%	2	25.00%	13	30.77%	16	40.38%	21	52
Equestrian trails	67.31%	35	13.46%	7	1.92%	1	17.31%	9	52
Outdoor amphitheaters	19.61%	10	25.49%	13	37.25%	19	17.65%	9	51
Youth/teen soccer fields	25.49%	13	21.57%	11	31.37%	16	21.57%	11	51
Youth/teen baseball fields	29.41%	15	17.65%	9	35.29%	18	17.65%	9	51
Youth/teen football fields	35.29%	18	25.49%	13	21.57%	11	17.65%	9	51
Lacrosse and cricket fields	52.94%	27	19.61%	10	13.73%	7	13.73%	7	51
Adult softball fields	34.00%	17	30.00%	15	26.00%	13	10.00%	5	50
Adult soccer fields	36.73%	18	30.61%	15	24.49%	12	8.16%	4	49
Outdoor swimming and spray grounds	7.84%	4	19.61%	10	31.37%	16	41.18%	21	51
Outdoor tennis courts	25.49%	13	25.49%	13	29.41%	15	19.61%	10	51
Outdoor basketball courts	25.49%	13	35.29%	18	25.49%	13	13.73%	7	51
Outdoor sand volleyball courts	36.00%	18	30.00%	15	20.00%	10	14.00%	7	50
Off-leash dog park	23.08%	12	13.46%	7	32.69%	17	30.77%	16	52
Golf courses	49.02%	25	19.61%	10	15.69%	8	15.69%	8	51
Park shelters and picnic areas	5.88%	3	13.73%	7	29.41%	15	50.98%	26	51
Nature center	17.65%	9	19.61%	10	35.29%	18	27.45%	14	51
Playground equipment and play areas	3.92%	2	9.80%	5	17.65%	9	68.63%	35	51
Skateboard park	47.06%	24	35.29%	18	7.84%	4	9.80%	5	51
Community or recreation center	9.80%	5	17.65%	9	25.49%	13	47.06%	24	51
Indoor basketball/volleyball courts	37.25%	19	25.49%	13	21.57%	11	15.69%	8	51
Indoor swimming pools/leisure pool	21.57%	11	17.65%	9	29.41%	15	31.37%	16	51
Indoor fitness and exercise facilities	15.38%	8	19.23%	10	25.00%	13	40.38%	21	52

b. connect stallings recreation survey results

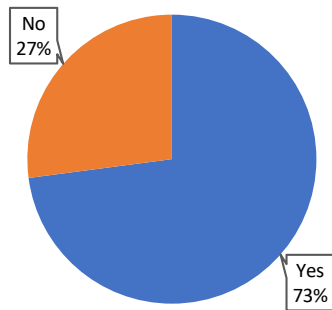
How much of you and your household's needs are being met by the following recreation facilities?

	0% Met		25% Met		50% Met		75% Met		100% Met		N/A	Total	
Mountain bike trails	28.85%	15	9.62%	5	1.92%	1	3.85%	2	3.85%	2	51.92%	27	52
Greenway Trails	23.08%	12	30.77%	16	23.08%	12	5.77%	3	13.46%	7	3.85%	2	52
Nature Trails	31.37%	16	25.49%	13	15.69%	8	5.88%	3	9.80%	5	11.76%	6	51
Equestrian trails	19.23%	10	0.00%	0	3.85%	2	0.00%	0	5.77%	3	71.15%	37	52
Outdoor amphitheaters	25.00%	13	13.46%	7	13.46%	7	0.00%	0	25.00%	13	23.08%	12	52
Youth/teen soccer fields	21.15%	11	7.69%	4	11.54%	6	1.92%	1	5.77%	3	51.92%	27	52
Youth/teen baseball fields	19.61%	10	9.80%	5	9.80%	5	1.96%	1	5.88%	3	52.94%	27	51
Youth/teen football fields	23.08%	12	5.77%	3	5.77%	3	0.00%	0	5.77%	3	59.62%	31	52
Lacrosse and cricket fields	21.15%	11	5.77%	3	0.00%	0	1.92%	1	1.92%	1	69.23%	36	52
Adult softball fields	19.61%	10	5.88%	3	3.92%	2	0.00%	0	3.92%	2	66.67%	34	51
Adult soccer fields	21.57%	11	3.92%	2	3.92%	2	0.00%	0	3.92%	2	66.67%	34	51
Outdoor swimming and spray grounds	23.53%	12	17.65%	9	17.65%	9	5.88%	3	17.65%	9	17.65%	9	51
Outdoor tennis courts	22.00%	11	12.00%	6	4.00%	2	4.00%	2	16.00%	8	42.00%	21	50
Outdoor basketball courts	32.00%	16	4.00%	2	8.00%	4	0.00%	0	8.00%	4	48.00%	24	50
Outdoor sand volleyball courts	34.69%	17	2.04%	1	4.08%	2	2.04%	1	4.08%	2	53.06%	26	49
Off-leash dog park	44.90%	22	12.24%	6	2.04%	1	4.08%	2	4.08%	2	32.65%	16	49
Golf courses	28.57%	14	4.08%	2	2.04%	1	0.00%	0	8.16%	4	57.14%	28	49
Park shelters and picnic areas	18.75%	9	10.42%	5	22.92%	11	10.42%	5	27.08%	13	10.42%	5	48
Nature center	41.67%	20	12.50%	6	8.33%	4	0.00%	0	6.25%	3	31.25%	15	48
Playground equipment and play areas	15.22%	7	6.52%	3	15.22%	7	23.91%	11	23.91%	11	15.22%	7	46
Skateboard park	24.44%	11	2.22%	1	2.22%	1	0.00%	0	0.00%	0	71.11%	32	45
Community or recreation center	39.13%	18	15.22%	7	8.70%	4	2.17%	1	8.70%	4	26.09%	12	46
Indoor basketball/volleyball courts	34.09%	15	4.55%	2	9.09%	4	2.27%	1	4.55%	2	45.45%	20	44
Indoor swimming pools/leisure pool	53.33%	24	2.22%	1	4.44%	2	2.22%	1	4.44%	2	33.33%	15	45
Indoor fitness and exercise facilities	52.27%	23	9.09%	4	4.55%	2	2.27%	1	9.09%	4	22.73%	10	44

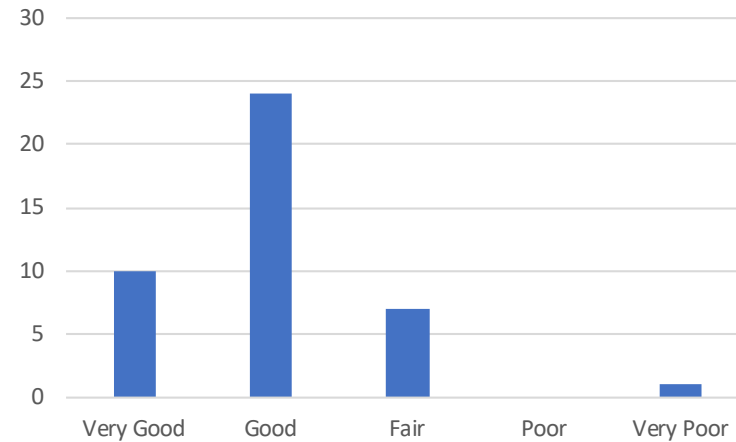


b. connect stallings recreation survey results

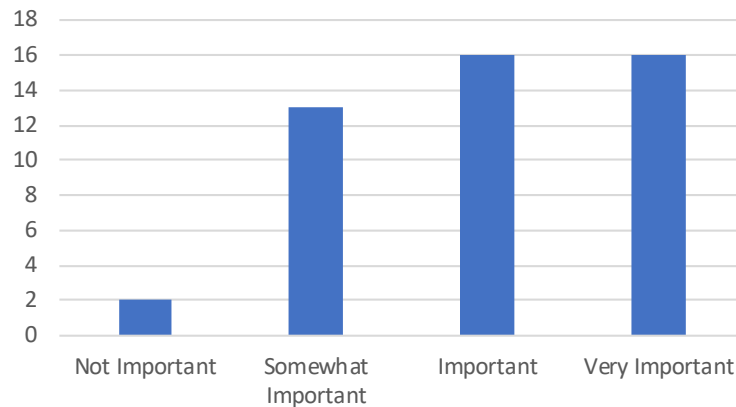
Have you and/or members of your household participated in any events or recreation programs offered by the Town of Stallings Parks and Recreation Department?



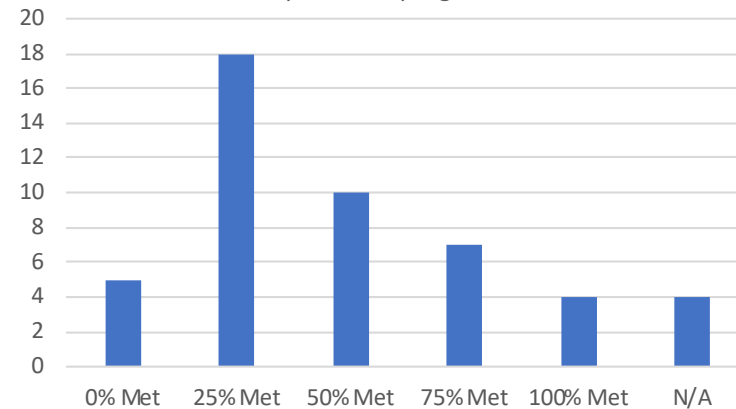
Overall, how would you rate the quality of the events or recreation programs that you and members of your household have participated in?



How important are Town of Stallings Parks and Recreation Department programs and events to you and your household?



How much of you and your household's recreation needs are being met by Town of Stallings Parks and Recreation Department programs and events?



Please indicate the importance of each of the following recreation programs to you and members of your household.

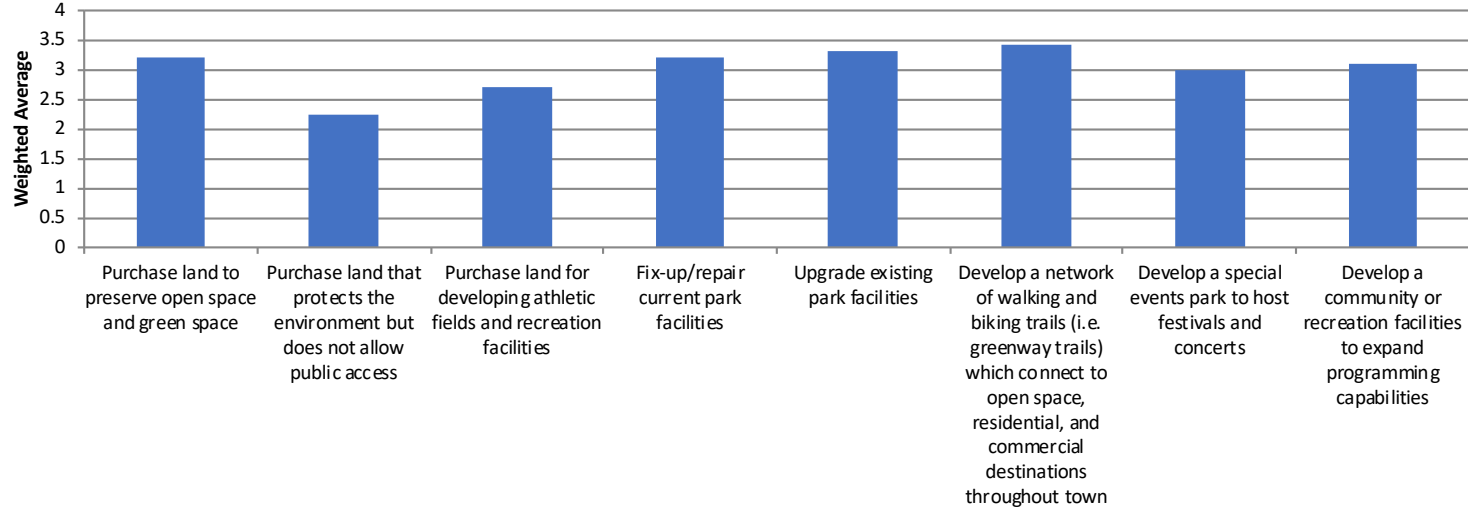
	Not Important		Somewhat Important		Important		Very Important		Total
Youth learn-to-swim programs	28.57%	12	16.67%	7	16.67%	7	38.10%	16	42
Adult swim programs	51.22%	21	21.95%	9	4.88%	2	21.95%	9	41
Pre-school programs	42.86%	18	16.67%	7	16.67%	7	23.81%	10	42
Before and after school programs	47.62%	20	7.14%	3	16.67%	7	28.57%	12	42
Youth/teen summer camp programs	43.90%	18	14.63%	6	12.20%	5	29.27%	12	41
Youth/teen sports programs	38.10%	16	19.05%	8	14.29%	6	28.57%	12	42
Youth/teen fitness and wellness programs	38.10%	16	23.81%	10	9.52%	4	28.57%	12	42
Youth/teen art, dance, and performing arts	40.48%	17	23.81%	10	14.29%	6	21.43%	9	42
Adult fitness and wellness programs	19.05%	8	9.52%	4	30.95%	13	40.48%	17	42
Water fitness programs	23.81%	10	21.43%	9	26.19%	11	28.57%	12	42
Tennis lessons, clinics, and leagues	42.86%	18	14.29%	6	14.29%	6	28.57%	12	42
Adult art, dance, and performing arts	47.62%	20	19.05%	8	7.14%	3	26.19%	11	42
Adult sports programs	33.33%	14	28.57%	12	19.05%	8	19.05%	8	42
Senior programs	38.10%	16	9.52%	4	19.05%	8	33.33%	14	42
Programs for people with disabilities	47.50%	19	12.50%	5	17.50%	7	22.50%	9	40
Gymnastics and tumbling programs	37.50%	15	17.50%	7	20.00%	8	25.00%	10	40
Nature education programs	25.00%	10	30.00%	12	22.50%	9	22.50%	9	40
Education/life skills programs (e.g. cooking, budgeting, carpentry)	25.00%	10	20.00%	8	22.50%	9	32.50%	13	40
Outdoor adventure programs (i.e. canoeing, kayaking, etc.)	24.39%	10	19.51%	8	19.51%	8	36.59%	15	41
Other (please specify)									1

b. connect stallings recreation survey results

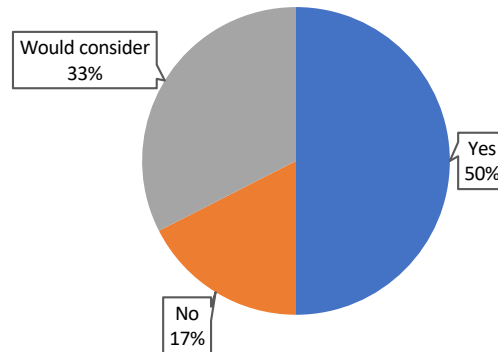
How much of you and your household's needs are being met by the following Town of Stallings recreation programs?

	0% Met		25% Met		50% Met		75% Met		100% Met		N/A		Total
Youth learn-to-swim programs	65.00%	26	5.00%	2	0.00%	0	0.00%	0	2.50%	1	27.50%	11	40
Adult swim programs	67.50%	27	0.00%	0	0.00%	0	0.00%	0	2.50%	1	30.00%	12	40
Pre-school programs	60.00%	24	0.00%	0	5.00%	2	0.00%	0	2.50%	1	32.50%	13	40
Before and after school programs	52.50%	21	5.00%	2	2.50%	1	2.50%	1	2.50%	1	35.00%	14	40
Youth/teen summer camp programs	48.72%	19	10.26%	4	0.00%	0	0.00%	0	2.56%	1	38.46%	15	39
Youth/teen sports programs	51.28%	20	7.69%	3	0.00%	0	0.00%	0	2.56%	1	38.46%	15	39
Youth/teen fitness and wellness programs	60.00%	24	0.00%	0	0.00%	0	0.00%	0	2.50%	1	37.50%	15	40
Youth/teen art, dance, and performing arts	52.50%	21	5.00%	2	0.00%	0	0.00%	0	2.50%	1	40.00%	16	40
Adult fitness and wellness programs	60.00%	24	10.00%	4	2.50%	1	0.00%	0	5.00%	2	22.50%	9	40
Water fitness programs	77.50%	31	0.00%	0	0.00%	0	0.00%	0	2.50%	1	20.00%	8	40
Tennis lessons, clinics, and leagues	60.00%	24	2.50%	1	2.50%	1	0.00%	0	2.50%	1	32.50%	13	40
Adult art, dance, and performing arts	62.50%	25	2.50%	1	0.00%	0	0.00%	0	2.50%	1	32.50%	13	40
Adult sports programs	62.50%	25	2.50%	1	2.50%	1	0.00%	0	2.50%	1	30.00%	12	40
Senior programs	51.28%	20	2.56%	1	2.56%	1	2.56%	1	2.56%	1	38.46%	15	39
Programs for people with disabilities	40.00%	16	0.00%	0	5.00%	2	0.00%	0	2.50%	1	52.50%	21	40
Gymnastics and tumbling programs	62.50%	25	2.50%	1	0.00%	0	0.00%	0	2.50%	1	32.50%	13	40
Nature education programs	62.50%	25	7.50%	3	2.50%	1	2.50%	1	2.50%	1	22.50%	9	40
Education/life skills programs (e.g. cooking, budgeting, carpentry)	67.50%	27	0.00%	0	0.00%	0	0.00%	0	2.50%	1	30.00%	12	40
Outdoor adventure programs (i.e. canoeing, kayaking, etc.)	75.00%	30	2.50%	1	0.00%	0	0.00%	0	2.50%	1	20.00%	8	40

The following are actions that the Stallings Parks and Recreation Department could take to improve their parks, recreation, and green space system. Please indicate your support on a scale from Not Supportive to Very Supportive

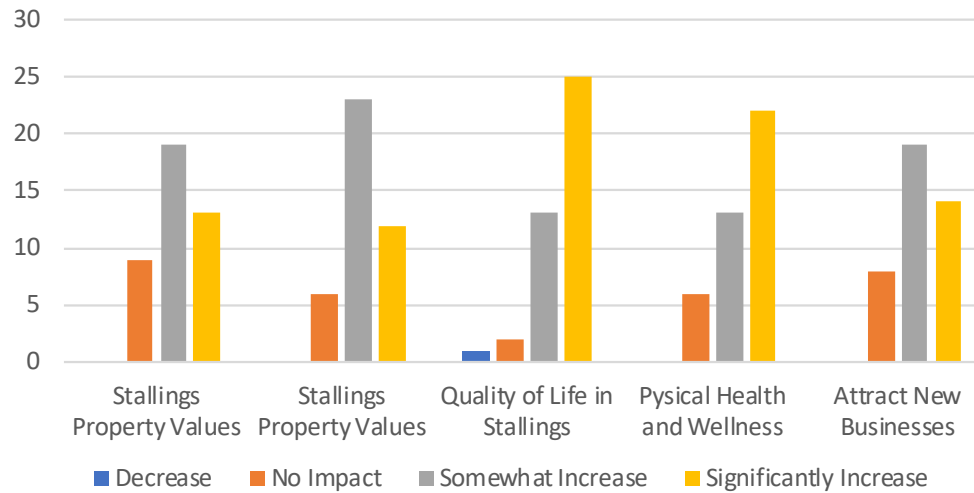


Would you support a nominal tax increase in order to more quickly develop parks and recreation facilities and programs?



b. connect stallings recreation survey results

In your opinion, to what degree will development of new park and recreation facilities and programs impact the following:



If you have any comments, questions, or concerns, please share them here.

Would really like to see added and improved pet facilities... dog park, walking paths that don't have hot concrete in the sun, water stations, etc.

Not at this time

I would absolutely support a property and/or sales tax to go towards this. And working with schools to increase kids physical activity would be great as well. so much research shows that 1 recess in a day is not enough for kids, but that's all the schools do. Maybe partner with schools to offer class outside at the stallings facilities once a month - kids sit in the shelter, breathe fresh air and learn outside and play outside.

Went to an Rick Springfield outdoor concert at Rock Hill town hall (I believe called Towne Center) and was a wonderful experience, small/intimate venue, not a bad seat. Might be beneficial to look at.

More tennis courts please!!!!

Thank you for putting shade over the toddler playground at Stallings Park!!!!

non chlorinated indoors and outdoors swimming pools

None

Stallings has a pool? That would be nice to be able to use it if there is one.

Survey was entirely too long



CONNECT
Stallings
Recreation & Greenway Master Plan

c. stallings recreation facility inventory

Stallings Public Park and Recreation Facilities

Facility Name	Facility Type	Size(acres)	Adult Baseball Fields	Youth Baseball/ Adult Softball	Ball Field (including multi-purpose fields)	Basketball Courts	Tennis Courts	Picnic Shelters	Playgrounds	Trail Length (miles)	Swimming Pool	Disc Golf Course (18-hole)	Other
Stallings Municipal Park	Neighborhood Park	9.33	-	-	-	-	2	4	4	0.5	-	-	outdoor nature classroom, splash pad, performance stage, 2 multi-purpose fields
Blair Mill Park	Community Park	24	-	-	-	-	-	-	-	-	-	1	multi-purpose field
Stallings Elementary School Park	Elementary School Park	-	-	1	1	-	-	-	2	0.1	-	-	-

Facility Name	Swimming Pools	Clubhouse
Chestnut Place 2	1	1
Courtyards at Emerald Lake	1	1
Courtyards at Weddington Road	1	1
Wendover at Curry Place	1	1
Fairhaven	1	1
Kerry Greens	1	1

c. stallings recreation facility inventory

Stallings Private Park and Recreation Facilities

Facility Name	Facility Type	Size (acres)	Adult Baseball Fields	Youth Baseball/ Adult Softball	Ball Field (including multi-purpose fields)	Basketball Courts	Tennis Courts	Picnic Shelters	Playgrounds	Trail Length (miles)	Swimming Pool	Golf Course (18-hole)	Other
Callonwood	Neighborhood Park	2.17	-	-	-	-	-	-	-	-	1	-	clubhouse, poolhouse
Callonwood Town Park	Community Park	16.88	1	-	1	-	-	1	2	-	-	-	-
Fairfield Plantation	Community Park	19.3	-	-	-	-	2	1	1	unknown length	1	-	clubhouse
Chestnut Oaks	Neighborhood Park	12.1	-	-	-	0.5	-	-	1	unknown length	1	-	clubhouse, pavilion
Divide Golf Club, Shannamara	Private Golf Course	161.51	-	-	-	-	-	-	-	-	-	1	-
Emerald Lake Golf Club	Public/Private Golf Course	153	-	-	-	-	-	-	-	-	1	1	clubhouse
Hunley Creek & Willowbrook Pool	Neighborhood Park	4.37	-	-	-	-	2	-	1	-	1	-	clubhouse
CEM Corporation Track	Private Facility	-	-	-	-	-	-	-	-	0.22	1	-	-
Shannamara Clubhouse	Private Facility	2.1	-	-	-	-	2	-	1	-	1	-	clubhouse

Facility Type	Recommended Standard per Population	Facility Needs (July 1, 2015, pop. 15,270)	Facility Inventory Total* (2017)	Net Current Facilities (2017)	Facility Needs w/ 2030 Projected pop. of 20,515	Net Projected Facilities (2030)
Adult Baseball Fields (lighted)	1/20,000	1	0	-1	1	-1
Youth Baseball/Adult Softball	1/5,000	3	1	-2	4	-3
Ball Field (soccer, football)	1/5,000	3	1	-2	4	-3
Basketball Courts	1/5,000	3	0	-3	4	-4
Tennis Courts	1/2,000	8	2	-6	10	-8
Picnic Tables	1/125	122			164	
Picnic Shelters	1/2,000	8	4	-4	10	-6
Playgrounds	1/1,000	15	6	-9	20	-14
Trails (in miles)	0.4 mile/1,000	6.1	0.6	-5.5	8.2	-7.6
Recreation Center w/ Gym	1/25,000	-	-	-	-	-
Swimming Pool	1/20,000	-	-	-	1	-1
Golf Course 9-hole	1/25,000	-	-	-	-	-
Golf Course 18-hole	1/50,000	-	-	-	-	-
Open Space/ Park Land	16 acres/1,000	243	33.33	-209.67	328.24	-294.91
Dog Park	1/50,000	-	-	-	-	-
Skateboard Park	1/50,000	-	-	-	-	-

d. case study results

>> TOWN CHARACTERISTICS

Town	Population	Total Size (sq. miles)	Average Annual Growth Rate (2010-2016)
Morrisville, NC	24,732	8.3	4.73%
Fuquay-Varina, NC	25,865	12.2	6.09%
Mt. Holly, NC	14,495	10	1.88%
Harrisburg, NC	15,340	11.14	2.28%
Stallings, NC	15,213	7.9	1.76%

>> PARK CHARACTERISTICS

Park Acreage						
Town	Population	Total Size (sq. miles)	Total # of Parks	Total Park Acres	NRPA LOS Recommendations	Net LOS per NRPA Recommendations
Morrisville, NC	24,732	8.3	10	206.83	395.71	-188.88
Fuquay-Varina, NC	25,865	12.2	10	163.74	413.84	-250.1
Mt. Holly, NC	14,495	10	6	123.98	231.92	-107.94
Harrisburg, NC	15,340	11.14	7	91.72	245.44	-153.72
Stallings, NC	15,213	7.9	2	33.33	243	-209.67

>> TOWN TRAIL CHARACTERISTICS

Town	Population	Total Size (sq. miles)	Trail Length		
			Total Length of Trails	State LOS Recommendations	Net LOS per State Recommendations
Morrisville, NC	24,732	8.3	8.77	9.9	-1.13
Fuquay-Varina, NC	25,865	12.2	2.95	10.34	-7.39
Mt. Holly, NC	14,495	10	2.81	5.79	-2.98
Harrisburg, NC	15,340	11.14	2.62	6.1	-3.48
Stallings, NC	15,213	7.9	0.6	6.1	-5.5

>> TOWN STAFFING CHARACTERISTICS

Town	Number of Staff	Total Population	Number of Staff per 10,000 residents	Net Staff LOS per 2018 NRPA Average
Harrisburg, NC	11	15,340	7.17	-0.73
Morrisville, NC	13	24,732	5.26	-2.64
Fuquay-Varina, NC	8	25,865	3.1	-4.8
Mt. Holly, NC	2	14,495	1.38	-6.52
Stallings, NC	4.5	15,213	2.96	-4.94

e. public comments

>> CONNECT STALLINGS PUBLIC COMMENTS - 9/20/18

1. I am against the development behind and on the side of Vickery.
2. I am a resident in the Shannamara Community and I am also a runner with 2 small children. For me to run, I have to drive 10+ miles to a greenway or run the same roads in my neighborhood over and over. There are no shoulders or sidewalks outside of Shannamara that allow me to run safely on Stevens Mill. A greenway in our area would be AMAZING for me, my family, and the other runners & cyclists in my community. I am so excited about what I have seen here today! Please bring these plans to life! Thank you.
3. I am concerned about the trail behind the Vickery Community. I am hoping that there will be some type of buffer to provide privacy to the houses along the trail. I would like to know the timeline for constructing this trail, hopefully via the next meeting or mailing.
4. I love everything I've seen.
5. Lovely plans!
6. Great concept. Really worried about how families would cross the streets. Some of the greenway paths were along main roads and through neighborhoods. Would you get homeowners input before putting path behind their property?



>> IDEAS, INSIGHTS, AND BARRIERS WORKSHOP

>> IDEAS

1. Connect Fair Raven, Vickery & Olde Blairs Mill to the shopping area off Idlewilde Rd. (234)
2. Make bridge near the Divide golf course pedestrian accessible. (234)
3. Definitely connect to Squirrel Lake Park/4 mile greenway. (233)
4. Definitely partner w/ Indian trail to extend the Stallings Greenways. (233)
5. Definitely tap into the Charlotte larger plans. (233)
6. Would it be possible to connect another small park adjacent to the north of Stevens Mill Neighborhood? (238)
7. Could we connect over 485 either/both at Lawyers Rd or Idlewild Rd to the park being developed in Mint Hill. (238)
8. Greenways that are principally asphalt, but have a concrete edge seem easier on the joints and look better as well. (135)
9. Kid-friendly access to Stallings Elementary from Madison Ridge, Woodhaven?, Fairhaven neighborhoods? (280)
10. Let's expand and connect the sidewalks along Lawyers & Idlewild Rds to access shopping centers to neighborhoods. (240)
11. Can you include golf courses like the divide in the plans? (137)
12. Walking path from Stevens Mill to Idlewild to allow walking access to Idlewild Market. (138)
13. Soccer fields/rec center/YMCA at intersection of 74/Stallings Rd/Bikeshare/café/library branch also. (134)
14. Connect existing greenway right of way in new Vickery development to Idlewild Market. (139)
15. Have Stallings Parks & Rec do some sponsored or guided walk along existing trails to get the community that supports these ideas together, excited and exploring the Thread Trails that are already in UCO/Stallings. (239)
16. Connect with shopping center. (237)
17. Connecting Stallings Rd to Idlewild adjacent to 485. (235)
18. Try to connect to 4 mile creek in Matthews on Old Monroe Rd. (232)
19. Trail along Stevens Mill Rd to connect neighborhoods and stores. (132)
20. Tie in creek crossing and along golf course. (132)

e. public comments

>> IDEAS, INSIGHTS, AND BARRIERS WORKSHOP

>> INSIGHTS

1. Are you familiar with the remains of the historic Stevens Mill? I understand the Mill is from the 1700s. I believe it is in the 'undeveloped' or civic (off Hunley Creek?) North Section off Stevens Mill Rd. (238)
2. This is a great concept. Please consider raising my taxes to help with this great project! (135)
3. Having to go up to the road to cross the bridge is quite jarring with traffic going fast, truck noise and narrow sidewalk when going from one part of Blair Hill Rd to the other when park is flooded. (280)
4. Pre-existing sidewalks (240)
5. Must have some walk overs in some areas otherwise very dangerous. (137)
6. Please look for opportunities to connect cul-de-sac neighborhoods. (134)
7. Development has started for Mecklenburg Stevens Mill Nature Preserve, excellent connection target. (139)
8. What about using McKee Rd? Less traffic. (140)
9. Many greenways already behind Fairfield Plantation and Crismark - would be great spaces to work with. (239)
10. Why are we talking about miles of greenway trails when the town said they wouldn't connect two neighbors with 20 feet of sidewalk? (237)
11. Open space available in the area with existing sidewalks along a portion.(132)

>> IDEAS, INSIGHTS, AND BARRIERS WORKSHOP

>> BARRIERS

1. The creek at Blairs Mill Park is over run with beavers causing the creek to remain high. (234)
2. Roads in Stallings must be better developed and (like Pothers) to support the growth and then incorporate greenways. (233)
3. Kids can't cross the Stallings Rd/Stevens Mill intersection to get to friends in surrounding neighborhoods. DOT is focused on car traffic, not pedestrian traffic. Will they allow realistic crosswalks? (280)
4. Crossing T4 safely will be difficult & expensive. (137)
5. Heavy traffic area at Idlewild & Stevens Mill. I don't think this area will be addressed by DOT until 2020. (138)
6. Cul-de-sac neighborhoods, unenlightened HOA. (134)
7. Homeowner strongly opposed to Greenway adjoining his property. (139)
8. No safe way between the edge of Fairfield Plantation to Idlewild. And people walk on the grass shoulder daily - dangerous. (239)
9. 74 & Stallings Rd is going to be formidable. (232)
10. Traffic intersections existing. (132)

f.implementation summary matrix series

EXHIBIT 27:

north section implementation

>> GREENWAY ROUTES

Code	Name	Trail Types	Distance (ft.)	Low-High Cost/linear ft.	Low Cost Estimate	High Cost Estimate
NS	Northern Spine	Suburban Spine	13,169	\$175-\$275	\$2,304,575	\$3,621,475
N1	Blair Mill Park to Idlewild Market	Typical Greenway, Wetland Boardwalk	4,428	\$175-\$275	\$774,900	\$1,217,700
N2	Crossing	Typical Greenway	5,204	\$175-\$275	\$910,700	\$1,431,100
N3	Lawyers Road Connector	Typical Greenway	2,029	\$175-\$275	\$355,075	\$557,975
N4	Goose Creek Greenway	Typical Greenway, Wetland Boardwalk	8,146	\$175-\$275	\$1,425,550	\$2,240,150
N5	Northern CTT Connector	Typical Greenway	3,065	\$175-\$275	\$536,375	\$842,875
N6	Idlewild Extension	Typical Greenway	3,215	\$175-\$275	\$562,625	\$884,125
N7	Idlewild Sidepath	Suburban Spine	2,159	\$175-\$275	\$377,825	\$593,725
Total					\$7,247,625	\$11,389,125

>> PARKS & TRAILHEADS

Code	Name	Parking Spaces	Entry Sign	Bathrooms	Kiosk	Landscaping	Site Furniture	Low Cost Estimate	High Cost Estimate
NT1	Blair Mill Nature Park & Trailhead	See Budget							
NT2	Idlewild Market Trailhead	20	X		X	X	X	Required by Developer	
NT	Goose Creek Trailhead	12	X		X	X	X	\$90,000	\$130,000
NT4	Stevens Mill Crossing Trailhead	20	X		X	X	X	\$130,000	\$170,000
NT5	Hunley Creek Trailhead	5	X		X	X	X	N/A	

f.implementation summary matrix series

EXHIBIT 28:

blair mill park preliminary budget

Facility	Quantity	Unit	Cost per Unit	Total Cost
Phase 1: Wetland Boardwalk				
Site Prep: Clearing, Grubbing, Erosion Control	1	LS		\$ 15,000.00
Grading	1	LS		\$ 8,000.00
Staking	1	LS		\$ 7,000.00
Topo Survey	1	LS		\$ 7,500.00
Directional Signage	4	EA	\$ 800.00	\$ 3,200.00
Lighting	3	LS	\$ 7,500.00	\$ 22,500.00
Environmental Education Platforms	4	EA	\$ 8,000.00	\$ 32,000.00
Internal Asphalt Surface Walking Trails	2071	LF	\$ 125.00	\$ 258,875.00
Wetland Board Walk	900	LF	\$ 225.00	\$ 202,500.00
Phase 1 Subtotal				\$ 556,575.00
Mobilization (3%)				\$ 16,697.25
Contingency (7%)				\$ 38,960.25
Engineering, Permitting, & Design (22%)				\$ 122,446.50
Phase 1 Total Estimate				\$ 734,679.00
<i>LS= Lump Sum LF= Linear Foot SY= Square Yard EA = Each</i> <i>CY = Cubic Yard SF = Square Foot Allow=Allowance</i>				
Phase 2: Dog Park Area				
Site Prep: Clearing, Grubbing, Erosion Control	1	LS		\$ 15,000.00
Grading	1	LS		\$ 60,000.00
Staking	1	LS		\$ 3,500.00
Topo Survey	1	LS		\$ 7,500.00
Entrance Signage	1	EA	\$ 12,000.00	\$ 12,000.00
Directional Signage	9	EA	\$ 800.00	\$ 7,200.00
Lighting	10	LS	\$ 8,000.00	\$ 80,000.00
Kiosk	1	EA	\$ 10,000.00	\$ 10,000.00
Stormater BMP	1	LS		\$ 18,000.00
Restroom Facility	1	LS		\$ 125,000.00
Sculpture/Focal Point	1	LS		\$ 25,000.00
Small Dog Park (Fencing, wash station, water fountain, benches, play equipment, & signage)	1	LS		\$ 40,000.00
Large Dog Park (Fencing, wash station, water fountain, benches, play equipment, & signage)	1	LS		\$ 40,000.00
Parking Area	23,656	SF	\$ 8.00	\$ 189,248.00
Picnic Shelter	2	EA	\$ 25,000.00	\$ 50,000.00
Internal Concrete Walking Trails	1280	LF	\$ 100.00	\$ 128,000.00
Internal Asphalt Surface Walking Trails	250	LF	\$ 100.00	\$ 25,000.00
Stallings Spine	935	LF	\$ 250.00	\$ 233,750.00
Entrance Plaza	3912	SF	\$ 8.00	\$ 31,296.00
Phase 2 Subtotal				\$ 1,100,494.00
Mobilization (3%)				\$ 33,014.82
Contingency (7%)				\$ 77,034.58
Engineering, Permitting, & Design (16%)				\$ 176,079.04
Phase 2 Total Estimate				\$ 1,386,622.44
<i>LS= Lump Sum LF= Linear Foot SY= Square Yard EA = Each</i> <i>CY = Cubic Yard SF = Square Foot Allow=Allowance</i>				

Facility	Quantity	Unit	Cost per Unit	Total Cost
Phase 3: Water Lab Area				
Site Prep: Clearing, Grubbing, Erosion Control	1	LS		\$ 2,000.00
Grading	1	LS		\$ 60,000.00
Staking	1	LS		\$ 3,500.00
Topo Survey	1	LS		\$ 7,500.00
Entrance Signage	1	EA	\$ 12,000.00	\$ 12,000.00
Directional Signage	8	EA	\$ 800.00	\$ 6,400.00
Lighting	10	EA	\$ 8,000.00	\$ 80,000.00
Kiosk	1	EA	\$ 10,000.00	\$ 10,000.00
Sculpture/Focal Point	1	LS		\$ 25,000.00
Stormater BMP	1	LS		\$ 18,000.00
Restroom Facility	1	LS		\$ 125,000.00
Open-Air Classroom	1	LS		\$ 175,000.00
Water Lab	1	LS		\$ 400,000.00
Parking Area	30,941	SF	\$ 8.00	\$ 247,528.00
Picnic Shelter	5	EA	\$ 20,000.00	\$ 100,000.00
Viewing Plaza w/ Seating	1	LS		\$ 85,000.00
Small Natural Playground	1	LS		\$ 25,000.00
Internal Concrete Walking Trails	1202	LF	\$ 100.00	\$ 120,200.00
Internal Asphalt Surface Walking Trails	190	LF	\$ 100.00	\$ 19,000.00
Stallings Spine	935	LF	\$ 250.00	\$ 233,750.00
Phase 3 Subtotal				\$ 1,754,878.00
Mobilization (3%)				\$ 52,646.34
Contingency (7%)				\$ 122,841.46
Engineering, Permitting, & Design (16%)				\$ 280,780.48
Phase 3 Total Estimate				\$ 2,211,146.28
Total Park Estimate				\$ 4,332,447.72
<i>LS= Lump Sum LF= Linear Foot SY= Square Yard Allow=Allowance</i> <i>CY = Cubic Yard SF = Square Foot EA = Each</i>				



f.implementation summary matrix series

EXHIBIT 29:

central section implementation

>> GREENWAY ROUTES

Code	Name	Trail Types	Distance (ft.)	Low-High Cost/linear ft.	Low Cost Estimate	High Cost Estimate
CS1	Central Spine	Urban Spine, Suburban Spine	17,823	\$175-\$275	\$3,119,025	\$4,901,325
CS2	Central Spine Loop	Suburban Spine	14,493	\$175-\$275	\$2,536,275	\$3,985,575
C1	North Fork Crooked Creek Greenway East	Typical Greenway	6,185	\$175-\$275	\$1,082,375	\$1,700,875
C2	Northern CTT	Suburban Spine	9,781	\$175-\$275	\$1,711,675	\$2,689,775
C3	North Fork Crooked Creek Greenway West	Typical Greenway	5,739	\$175-\$275	\$1,004,325	\$1,578,225
C4	Sweet Birch Park Connector	Typical Greenway	4,130	\$175-\$275	\$722,750	\$1,135,750
C5	North Fork Neighborhood Connector	Typical Greenway	1,643	\$175-\$275	\$287,525	\$451,825
C6	Wellness Connector	Suburban Spine	11,511	\$175-\$275	\$2,014,425	\$3,165,525
C7	Mckee Rd. Connector	Suburban Spine	1,413	\$175-\$275	\$247,275	\$388,575
Total					\$12,725,650.00	\$19,997,450

>> PARKS & TRAILHEADS

Code	Name	Parking Spaces	Entry Sign	Bathrooms	Kiosk	Landscaping	Site Furniture	Low Cost Estimate	High Cost Estimate
CT1	Stallings Thread Trail Park & Trailhead	See Budget							
CT2	Sweet Birch Park & Trailhead	See Budget							
CT3	Stallings Municipal Park & Trailhead	See Budget							
CT4	Hospital Trailhead	20	X	X	X	X	X	N/A	
CT5	N Fork Crooked Creek Greenway Trailhead	20	X	X	X	X	X	\$180,000	\$240,000

f.implementation summary matrix series

EXHIBIT 30:

sweet birch park preliminary budget

Facility	Quantity	Unit	Cost per Unit	Total Cost
Prep Costs				
Site Prep: Clearing, Grubbing, Erosion Control		LS		\$15,000.00
Grading		LS		\$65,000.00
Staking		LS		\$4,500.00
Topo Survey		LS		\$7,500.00
Park Infrastructure				
Park Entry Sign	1	EA	\$ 8,000.00	\$ 8,000.00
Directional Signage	6	EA	\$ 800.00	\$ 4,800.00
Lighting	6	EA	\$ 8,000.00	\$ 48,000.00
Dog Park (including fencing, wash station, water fountain, benches, play equipment & signage)	1	LS		\$ 30,000.00
Restroom Facilities	1	LS		\$ 125,000.00
Picnic Shelter	1	EA	\$ 30,000.00	\$ 30,000.00
Covered Bridge	1	LS		\$ 255,000.00
Asphalt Surface Trail	4257	LF	\$ 120.00	\$ 510,840.00
Concrete Trail	1781	LF	\$ 150.00	\$ 267,150.00
Parking Area	15,410	SF	\$ 8.00	\$ 123,280.00
Subtotal				\$ 1,494,070.00
Mobilization (3%)				\$ 44,822.10
Contingency (7%)				\$ 104,584.90
Engineering, Permitting, & Design (16%)				\$ 239,051.20
Total Estimate				\$ 1,882,528.20



“

The park will feature elements including a dog park, natural playground, open space, picnic shelter, walking trail loop, covered bridge and restroom facilities.

”

f.implementation summary matrix series

EXHIBIT 31:

thread trail park preliminary budget

Facility	Quantity	Unit	Cost per Unit	Total Cost
Prep Costs				
Site Prep: Clearing, Grubbing, Erosion Control		LS		\$ 15,000.00
Grading		LS		\$ 75,000.00
Staking		LS		\$ 3,500.00
Topo Survey		LS		\$ 7,500.00
Park Infrastructure				
Signage		EA		\$ 35,000.00
Lighting	9	EA	\$ 8,000.00	\$ 72,000.00
Wooded Adventure Playground	1	LS		\$ 325,000.00
Restroom Facilities	1	LS		\$ 125,000.00
Natural Surface Trail	1387	LF	\$ 8.00	\$ 11,096.00
Internal Concrete Trail	791	LF	\$ 125.00	\$ 98,875.00
Paved Multi-use Trail	1477	LF	\$ 125.00	\$ 184,625.00
Parking Area	14,895	SF	\$ 8.00	\$ 119,160.00
Subtotal				\$ 1,071,756.00
Mobilization (3%)				\$ 32,152.68
Contingency (7%)				\$ 75,022.92
Engineering, Permitting, & Design (16%)				\$ 171,480.96
Total Estimate				\$ 1,350,412.56



“

Stallings Thread Trail Park will establish a destination for passive recreation along the Carolina Thread Trail.

”

f.implementation summary matrix series

EXHIBIT 32:

south section implementation

>> GREENWAY ROUTES

Code	Name	Trail Types	Distance (ft.)	Low-High Cost/linear ft.	Low Cost Estimate	High Cost Estimate
SS	Southern Spine	Suburban Spine	21,137	\$175-\$275	\$3,698,975	\$5,812,675
S1	Southern CTT	Suburban Spine	7,046	\$175-\$275	\$1,233,050	\$1,937,650
S2	Neighborhood Trail	Typical Greenway	7,956	\$175-\$275	\$1,392,300	\$2,187,900
S3	Pleasant Plains Greenway	Typical Greenway, Suburban Spine	6,930	\$175-\$275	\$1,212,750	\$1,905,750
S4	Power Line Trail	Typical Greenway	4,184	\$175-\$275	\$732,200	\$1,150,600
Total					\$8,269,275	\$12,994,575

>> PARKS & TRAILHEADS

Code	Name	Parking Spaces	Entry Sign	Bathrooms	Kiosk	Landscaping	Site Furniture	Low Cost Estimate	High Cost Estimate
ST1	Colonel Francis Beatty Park Trailhead	20	X	X	X	X	X	N/A	
ST2	Pleasant Plains Trailhead	12	X		X	X	X	N/A	



DESTINATION BY DESIGN

planning | engineering | communications

