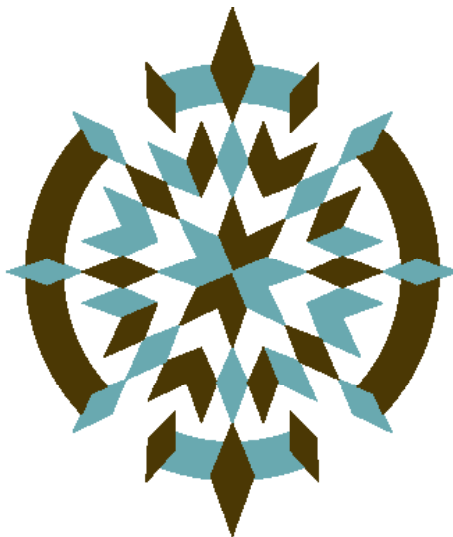


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CAROLINA THREAD TRAIL  
MASTER PLAN  
FOR CLEVELAND COUNTY  
COMMUNITIES

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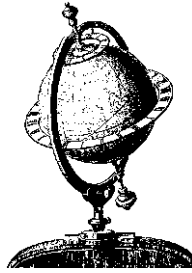
**CAROLINA  
THREAD  
TRAIL**

*Weaving  
Communities  
Together*

January 2010







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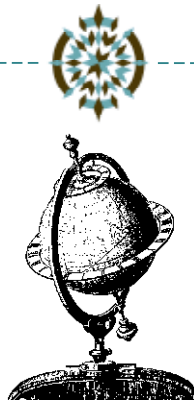
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## ACKNOWLEDGEMENTS

*The following organizations signed resolutions of support at the outset of this effort to work with neighboring communities and with the Carolina Thread Trail to plan, design, and build trails that will connect our communities:*

Town of Bellwood

Town of Boiling Springs

Broad River Greenway, Inc.

Cleveland County Chamber

Cleveland County

Town of Earl

Gardner-Webb University

Town of Grover

City of Kings Mountain

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Kings Mountain National Military Park

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Town of Kingstown

Town of Lawndale

Town of Mooresboro

Town of Patterson Springs

Town of Polkville

City of Shelby

Town of Waco

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*Carolina Thread Trail*

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**Shirley Brutko**

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**Walt Scharer**

*City of Shelby*

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**Greg Traywick**

*Cooperative Extension*

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---

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## EXECUTIVE SUMMARY

This report outlines a means for long-term coordination of greenway and trail development within the county, cities and towns in Cleveland County to help promote the preservation and improvement of residents' quality of life. It presents a first-ever plan to integrate all existing and proposed municipal and county trails with additional greenway/trail segments that will together create a comprehensive multi-use network for connecting people, places and destinations to each other and surrounding counties.

This plan is the outcome of a year-long public process spearheaded by the Carolina Thread Trail initiative and supervised by a steering committee of representatives from municipal and county governments as well as interested organizations, businesses and individuals. The Carolina Thread Trail's mission is to bring resources to the 15 county region in the south-central piedmont of North Carolina and the north-central portion of South Carolina in order to create an interconnected trail system with major regional trails designated as the Carolina Thread Trail.



The outcome of the planning process is a map that includes all trails recommended to local governments for

inclusion in their trail and greenway plans. Trails displayed in pink are those recommended for the Carolina Thread Trail designation and trails in green are presented for consideration by local communities wishing to augment or create trail plans to further tie together the people and destinations of Cleveland County communities. Together, this map includes 106 miles of potential Carolina Thread Trail and 87 miles of secondary greenway routes. The routes featured on these maps are 1/4 mile wide because actual trail alignment will depend upon existing conditions, including the availability of land, rights-of-way, landowner interest and future opportunities.

It is well understood that building a trail system of this scale is no small undertaking. Segments will likely appear one-by-one, and adjustments will be made to the proposed routes as circumstances change and more information becomes available. Similarly, trail development will follow through various arrangements with multiple funding partners. Nevertheless, the following actions are recommended to take this plan from concept to reality in an intentional, coordinated, fair and transparent way, consistent with the planning to date:

### ADOPT THE PLAN

Local governments can adopt this plan to serve as a guideline for developing future proposed connections without committing themselves to funding plan implementation themselves. The adoption procedures vary from community to community depending on existing plans and policies. In each jurisdiction, the planning board (as applicable) should review and recommend the plan to its governing body, which in turn must consider, make additional adjustments as needed, and officially incorporate the trail into its land-





use plans. It is recommended that regulations be amended to have developers set aside land for trails whenever a development proposal overlaps with the proposed routes, as adopted.

**BUILD PUBLIC SUPPORT FOR TRAIL IMPLEMENTATION**

Advocacy from individuals with a personal and professional interest in these topics is essential. It is recommended that a Trail Advisory Committee be formed for these leaders to discuss and celebrate progress with public events, share resources/tools, and otherwise coordinate trail planning and development activities. Other organizations can assist in identifying viable trail opportunities and working with willing landowners to build support and interest in trails and greenways. For example, early collaboration with the arts community as well as county schools and colleges will encourage more partners to become vested in local greenways and the Carolina Thread Trail project. Local public arts councils should be aware of the opportunities inherent in the community trail system and can initiate public / private partnerships for support.



Private/Public Partnership Opportunity with the Equestrian Community

**COMPLETE TOP PRIORITY SEGMENTS**

With an eye for “readiness,” the steering committee suggests that Cleveland County communities work on completing segments of trail where there is broad support and access to land. With a caveat that more research is needed into feasibility and that circumstances can change, the committee suggests the following opportunities for priority implementation (listed in no particular order): (1) First Broad River Greenway (2) Broad River Greenway (3) Potts Creek Greenway. Segments that are not listed may become priorities as the community builds support and identifies opportunities to work with landowners.

**KNIT TOGETHER FUNDING FROM A VARIETY OF PUBLIC AND PRIVATE SOURCES**

Trail networks are generally funded by piecing together funding from multiple sources, creating a “funding quilt.” This plan lists local, state, federal and other funding sources, many of which local communities will need to acquire land, construct trails, and operate and maintain these facilities and amenities. The Carolina Thread Trail organization, housed within the Catawba Lands Conservancy, can provide assistance with funding strategies, as well as potential catalytic seed funding for implementing some segments of The Thread from its private capital campaign.

**EVALUATE LAND OR RIGHT-OF-WAY ACQUISITION OPTIONS**

Where public land is not already available or private developers are not already building trails along the planned trail route, conversations with private landowners are recommended to assess their interest in trails through their



communities. This will assist with route feasibility and alignment. It is imperative that all trail efforts need to work with willing land owners to ensure a successful trail project that benefits everyone involved.

#### DESIGN, CONSTRUCT AND MAINTAIN TRAILS

Communities should work through a public process to determine intended use of the particular segment at issue, and design with that in mind, as well as safety and affordable maintenance.

#### CONCLUSION

The University of North Carolina Charlotte Urban Institute recently found that the 15-county region surrounding Charlotte and including Cleveland County is losing open space at a rate of forty-one acres per day. There's not only a risk but also a reality of losing public open space and recreational opportunities. The time is now to create trails that will provide recreational, educational and economic development opportunities, and promote healthy lifestyles while engaging citizens in Cleveland County communities through public access and increasing the community's connection to the region's vital natural resources.



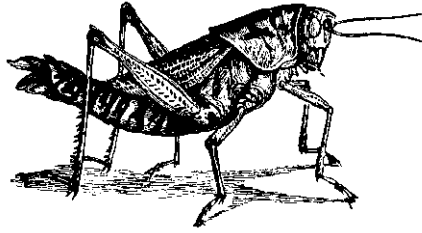
*First Broad River*

# COMMUNITY INPUT



# COMMUNITY INPUT





## CHAPTER 1. INTRODUCTION

With oversight provided by a steering committee of municipal, county and interested non-governmental organizations, residents in Cleveland County, North Carolina, participated in a locally-driven process to create this Carolina Thread Trail Master Plan for Cleveland County Communities, also referred to as the Greenway Master Plan. This plan is meant to serve as a guiding document for greenway and trail development within the county, cities and towns in Cleveland County.

The Master Plan includes an introduction to the benefits of greenways and trails, a description of current conditions in Cleveland County, a summary of the planning process undertaken, a concept map for a network of greenways and trails throughout the county, introduction to the Carolina Thread Trail proposed route, and a description of recommended implementation steps. These action steps are intended to provide ideas for local governments to fund segments and expeditiously put them on the ground.

The Carolina Thread Trail initiative, which has helped to spur the development of this plan, is an effort to encourage 15 counties in the south-central piedmont of North Carolina and the north-central portion of South Carolina to create a large, interconnected trail system that will preserve and increase the quality of life within the local communities. This plan presents a conceptual route for trails throughout the county, some of which have received the Carolina Thread Trail designation. Lands to be incorporated can include prime farmland, wildlife habitat, environmentally fragile lands, open fields and forests.

In general, a greenway is a linear corridor of undeveloped land preserved for recreational use, transportation or environmental protection. A trail is a linear route on land or water with protected status and public access typically for recreation or transportation purposes. For the sake of

brevity, the word "trail" will be used throughout this plan to encompass both types of amenities.

### CAROLINA THREAD TRAIL

The Carolina Thread Trail is a regional network of greenways, trails and conserved lands that will reach approximately 2.3 million citizens. It will link people, places, cities, towns and attractions. The Thread will help preserve our natural areas and will be a place for the exploration of nature, culture, science and history, for family adventures and celebrations of friendship. It will be for young, old, athlete and average. This is a landmark project, and creates a legacy that will give so much, to so many, for so long.

The scale of The Thread's connectivity is unparalleled and is based on certain guiding principles and core values: Collaboration, Community Self-Determination, Connectivity, Inclusivity, Leverage, and Respect for the Land and Respect for the Landowners.

### COLLABORATION & SELF-DETERMINATION

Collaboration and communication among Cleveland County communities is almost as important as connectivity. The Master Plan aims to encourage a collaborative process by which greenways are conceived and designed in cooperation with adjoining communities in such a way that a regional asset is created out of a series of interrelated local decisions and actions.

### CONNECTIVITY AND INCLUSIVITY

Creating connections between communities and historical, cultural and recreational attractions is important. The Carolina Thread Trail seeks to create a region known for its "ribbons of green" connecting people to each other and to their heritage. In offering the vision of greater community interaction, the program seeks to build bonds among diverse



neighborhoods, as well as afford all residents greater access to our natural surroundings. Through this Master Plan, these goals are established.

#### LEVERAGE

The Plan's success depends upon generating additional investment of outside capital in our region's natural resources. Funding sources of the local, state and federal level are included in Chapter 6.

#### RESPECT FOR THE LAND AND LANDOWNERS

During the planning process, Cleveland County communities determined the location of their segments of The Thread by having alternative routes to consider. The broad corridors featured present multiple opportunities, and adjustments to the route can be incorporated as more landowners are engaged. Expert trail builders indicate that trails are built by assimilating parcels over time in this fashion.

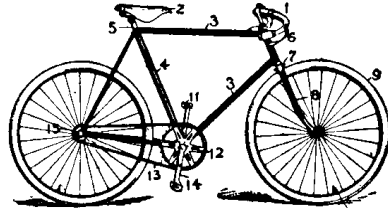
Through an inclusive, collaborative process, each county and the communities within that county decide

where their local trail systems will connect and become part of The Thread. However, not all local trails and greenways will become part of the Carolina Thread Trail. Analogous to our highway systems, The Thread will develop as a "green interstate" focused on linking local trails and regionally significant attractions. Other trails will continue to exist or be planned but may not receive the Carolina Thread Trail designation. Local trails will retain their own identities, whether or not they are designated as part of The Thread.

The look and feel of the Carolina Thread Trail may vary from community to community and county to county. Designation as the Carolina Thread Trail will signify that a particular trail is part of a plan to create an interconnected system, a plan created by local communities working together with their neighbors to identify connection points and to build trails that will grow together over time.



Broad River Greenway



## CHAPTER 2. GREENWAY BENEFITS

### A BRIEF HISTORY OF NORTH CAROLINA GREENWAYS

Greenways have deep roots in North Carolina and the history has been documented in an article in the North Carolina Landscape Architect Journal. Below are a few excerpts:

“The Greenway movement in North Carolina began in earnest in the early 1970’s. A series of environmental, social and economic concerns in Raleigh and Charlotte converged and created the opportunity for citizens, community planners, academicians and elected officials to begin planning and implementing municipal greenway systems.”

“The City of Raleigh created a Greenway Commission in 1974 and embarked on implementing the Capital Area Greenway program. Today Raleigh’s greenway system has protected approximately 2,000 acres of land, and includes almost 50 miles of interconnected trails. Their success inspired communities throughout North Carolina to follow suit and establish local, county-wide and regional greenway programs.”

“In 1977, the Secretary of North Carolina’s Department of Natural Resources and Community Development proposed a trail that would extend from North Carolina’s mountains to the Atlantic Ocean. Built mostly through the efforts of volunteers, this trail has slowly and steadily emerged during the past 30 years to become one of the most significant long distance trails in the nation.”

“North Carolina has long been regarded as a leader in the American Greenway movement. Not only does our state have an abundance of local government, state and national greenway projects and programs, we are also well known for promoting and disseminating important information about greenways throughout the United States and around the globe.”

Source: Flink, Charles. “A History of Greenways” North Carolina Architect Journal, Spring 2006.

### DEFINITIONS

#### Greenways

Historically the term ‘greenway’ was used to describe a linear open space that often served as a method of land conservation. Today greenways do this and more. They are specifically designed to connect community designations such as parks, neighborhoods, and schools. Greenways accomplish several functions: by providing a non-motorized transportation alternative, conserving open space, preserving wildlife habitats, acting as buffers between developed areas, and improving local air and water quality.

An official definition of a greenway comes from the US President’s Commission on American Outdoors, 1987.



*Kings Mountain Gateway Trail*



Greenways help to “provide people with access to open spaces close to where they live and to link together the rural and urban spaces in the American landscape threading through cities and countrysides like a great circulating system.”

#### Trails

Trails are often multi-purpose pathways located within greenways, parks and natural resource areas. They serve as pedestrian and bicycle connections that encourage safe travel to and from origins and destinations throughout the community.

A trail is typically constructed of materials such as concrete, asphalt, compacted gravel, or compacted natural materials. They are used for recreation, or as an alternative mode of non-motorized transportation, or both. Trails are designed with specific users in mind, such as runners, bicyclists, or hikers. See appendix VII for typical trail classification definitions, specifications, and graphics.

Adapted from 1995 NRPA Park, Recreation & Open Space Guidelines

#### BENEFITS OF GREENWAYS

There are numerous positive reasons to promote greenway and bikeway development in Cleveland County, including environmental, improved water and air quality transportation, health, cultural and historic, and economic benefits.

#### Environmental Benefits

The preservation of open green space is the primary environmental benefit of a greenway. Open green space provides a place for wildlife and botanical habitats, which in turn helps preserve biological diversity. In addition,

greenways help improve air quality by way of atmospheric gas exchange that occurs in the resident vegetation. Water quality is improved by providing a green buffer which slows down stormwater run-off, therefore allowing the water to go through earth’s natural filtering process. If the stormwater is not slowed down it will run off of an urban surface (like a parking lot, which is covered with pollutants) untreated and dump directly into a water source such as a local creek or river. Needless to say, this has severe environmental implications. Slowing stormwater down and allowing for natural processes to take place is especially important if the greenway is located within the limits of a floodplain.



*Broad River Greenway*

Another environmental benefit results from providing an alternative to the automobile transportation. Any type of non-motorized transportation reduces the demand for petroleum products and decreases the production of greenhouse gases.

Lastly, greenways and bikeways provide an outdoor classroom for environmental education projects. Studies have shown that children who are exposed to ecological and environmental issues remain interested and engaged as adults.





#### Improved Water and Air Quality

The trail will mitigate stormwater run-off and will encourage water table recharge. Reduced run-off associated with the greenway landscapes of the trail will help to mitigate storm water management and treatment concerns. The associated tree cover within the greenway will contribute significantly to air quality management by potentially removing approximately 130 tons of particulate matter per year. The trail will help to reduce air pollution and lighten the healthcare burden in the community by offering an active community environment, while also lowering mortality and morbidity associated with heart and lung disease. The trail may also provide outlets for youth in particular to practice healthy lifestyles, facilitating an even greater proportion of work and leisure trips that can be made without the use of a car. The trail will also help to reduce noise pollution and help to cool developed areas during warmer months.

The trail will also contribute to retaining the natural beauty of the region while enhancing its overall appeal as well as improving privacy for local residents. The trail will serve as an anchor for a comprehensive system of green spaces designed to maintain and improve air and water quality in the region, a particularly pressing concern as development continues.

#### Transportation Benefits

As mentioned, greenways and on-road bicycle facilities provide alternatives to automobile transportation. Sometimes we forget that there are members of our society who do not own or cannot drive an automobile. This includes our children, elderly and poorer segments of our communities. By providing a well-connected and continuous greenway/bikeway system we are providing non-drivers a safe, alternative method of transportation.



*Broad River Greenway*



According to the Bicycle Program Manager for the City of Charlotte, approximately one third of all U.S. residents do not have a driver's license, thereby underscoring the importance of providing non-motorized transportation modes for residents.

#### Health Benefits

According to the National Institute on Health, approximately 65% of all Americans are overweight or obese, 61 million adult Americans are considered obese and, perhaps more alarmingly, 17% of children between the ages of 2-19 are overweight. The reasons for this are numerous, but include a higher daily caloric intake and an overall decrease in daily activity. Installing a well-connected greenway/bikeway system in Cleveland County will encourage more citizens to engage in an exercise program. According to the Surgeon General, walking for as little as 60 minutes a day provides significant health benefits such as decreased body weight, increased stamina, and improved flexibility. In turn, this decreases the chance of developing high blood pressure, heart disease, and Type II Diabetes.

#### Cultural + Historical Benefits

Greenways help conserve our cultural and historic resources by conserving open space. When a historic feature is located within a greenway system the benefits to the community are enhanced. The community has the opportunity to experience historic features located within a natural setting, providing multiple opportunities for community educational programs.

Examples of successful greenway-based education occurs at the Stones River Greenway in Murfreesboro, TN, they emphasize the local Civil War history and the Boulder, Colorado Greenway System uses outdoor classrooms to

help children learn about surrounding cultural and natural systems.



*Historic Opportunity - Lawndale Dummy Narrow Gauge Rail Car, Cleveland County, NC*

#### Economic Benefits

The economic benefits of greenways are numerous and substantial. In recent years, tourism dollars have become an important source of income for many North Carolina communities.

One example of the economic benefits of greenways comes from the Tallahassee-St. Marks Trail in Florida where approximately 170,000 people visit every year. The National Park Service conducted a study and found that the average user spends more than \$11 a day. Another example is the Northern Central Rail Trail in rural Maryland. This greenway project supports 264 jobs statewide and produces in excess of \$3.38 million in annual revenues.

According to a preliminary report completed by the Catawba Lands Conservancy "Potential Economic Impacts of the Proposed Carolina Thread Trail Final Report, March



2007”, the following significant economic benefits for the 15-county region, including parts of North and South Carolina were cited as follows based on the concept of a 500 mile trail network. We understand that the trail network has grown significantly since the study, but it is important to realize the potential economic impacts of what just a 500 mile system can do for a region.

#### Enhanced Property Values and Local Property Tax Revenues

- An estimated 305,000 housing units will be directly affected by the Trail.
- The average projected benefit per house is estimated to be approximately \$3,500.
- Over 50% of all homes in the affected zone are projected to appreciate by the maximum benefit of \$4,500.
- The total dollar gain in house values is forecasted to be \$1.7 billion. This represents an approximate 4% increase in the value of the entire housing stock in the affected area.
- If this gain is accurately capitalized and assessed, it would eventually yield an aggregate incremental increase in property tax revenues of approximately \$17 million per year, or \$261 million over thirty years (using a discount rate of 5%).

#### Increased Tourism

- The fully built-out trail could annually generate \$42 million to \$84 million in new tourism spending for the local economy and \$3 million to \$6 million in additional state and local tax revenues.

#### Increased Economic Activity, Jobs, and Earnings for the Local Economy Generated by the Construction Investment

- The proposed trail is expected to span approximately 500 miles with an average construction cost of \$200,000 per mile.



*Owl's Eye Vineyard and Winery - Cleveland County, NC*

- The trail will also contribute to retaining the natural beauty of the region while enhancing its overall appeal as well as improving privacy for local residents.



- The trail will serve as an anchor for a comprehensive system of green spaces designed to maintain and improve air and water quality in the region, a particularly pressing concern as development continues.

- The trail will create a strong draw for young professionals choosing to reside in or relocate to the area.
- Information from industry professionals and site selection firms support the significance of greenspace and trails for business development and attraction.

Enhanced Business Community Through Business Expansion and Economic Development

- The proposed trail will likely increase the attraction for business development and expansion by offering year-round recreational opportunities for potential and existing business communities.





## CHAPTER 3. EXISTING CONDITIONS

### GEOGRAPHY OF THE STUDY AREA/LAND COVER

(excerpts from – Soil Survey of Cleveland County, NC – NRCS)

Cleveland County, North Carolina is located in the western Piedmont area of North Carolina and is bounded by South Carolina on its southern edge and bounded by North Carolina counties Rutherford County to the west, Burke County to the north, and Lincoln and Gaston Counties to the east. The land area of the county is 298,440 acres, or about 466 square miles, including 2,900 acres of water in areas less than 40 acres in size. The county also includes Moss Lake, which is 1,329 acres in size according to the Soil Survey of Cleveland County, NC. The 2007 census of agriculture denoted Cleveland County being home to almost 1,200 farms at the average size of 97 acres each, for a total of 115,637 acres.

There are two cities in Cleveland County, Shelby, the County seat, and Kings Mountain. The County is also home to a variety of small towns that include Belwood, Boiling Springs, Casar, Earl, Fallston, Grover, Kingstown, Lattimore, Lawndale, Mooresboro, Patterson Springs, Polkville and Waco. Cleveland County is home to a unique blend of history and culture.

### CLEVELAND COUNTY NATIONAL REGISTER OF HISTORIC PLACES

- The Banker’s House (Shelby) 5/6/1975
- Joshua Beam House (Shelby vicinity) 6/4/1980
- Central School Historic District (Kings Mountain) 5/18/2001
- Central Shelby Historic District on 6/23/1983 and boundary expansion on 9/14/2002
- Cleveland County Courthouse (Shelby) 5/10/1979
- East Marion/Belvedere Park Historic District (Shelby)

12/31/2002

- E.B. Hamrick Hall (Gardner-Webb College) (Boiling Springs) 7/12/1982
- James Hayward Hull House (Shelby) 5/1/2003
- Irvin-Hamrick Log House (Shelby vicinity) 5/28/1980
- King Street Overhead Bridge (Kings Mountain) 4/6/2005
- John Lattimore House (Lattimore vicinity) 8/26/1982
- Masonic Temple Building (Shelby) 7/15/1982
- Dr. Victor McBrayer House (Shelby) 5/31/1979
- Southern Railway Company Overhead Bridge (Kings Mountain) 4/19/2007
- George Sperling House and Outbuildings (Shelby) 12/31/2001
- Joseph Suttle House (Shelby vicinity) 7/17/1980
- Webbly (O. Max Gardner House) (Shelby) 9/29/1980
- Double Shoals Cotton Mill (Double Shoals vicinity) 3/24/2009
- West Warren Historic District (Shelby) 5/12/2009
- Margrace Mill Village Historic District (Kings Mountain) 5/6/2009

### HISTORY AND ECONOMIC DEVELOPMENT

(excerpts from – Soil Survey of Cleveland County NC - NRCS and the Shelby Daily Star. 1976. Our heritage—A history of Cleveland County. )

“Cleveland County was established on January 11, 1841, by the North Carolina Legislature. It was formed from parts of Lincoln and Rutherford Counties. The county was named after Colonel Benjamin Cleveland, a Patriot leader at the Battle of Kings Mountain during the Revolutionary War. The land used for the establishment of Shelby, the county seat, was donated mainly by James Love, a prominent area landowner of the time. The town of Shelby was chartered in 1843. It was named after Colonel Isaac Shelby, a prominent Revolutionary War hero and one of the commanders at the



Battle of Kings Mountain” – Soil Survey of Cleveland County NC.

“The Cherokee and Catawba Indians were the main inhabitants of the survey area before the first European settlers arrived. The first settlers were mainly Scotch-Irish and Germans who moved south from Pennsylvania. In the early development of the county, agriculture was the main enterprise. The main crops grown were corn, cotton, soybeans, and wheat. Cotton became the principal source of farm income when several textile mills were opened after the Civil War. As late as the 1940’s, Cleveland County was the largest cotton producing county in North Carolina. Cotton production, however, has subsequently

fallen dramatically, primarily due to increasing boll weevil infestation and several years of adverse weather (12). As a reaction to this major agricultural change, industrial development expanded rapidly. Today, Cleveland County’s economy is based on diverse industrial, agricultural, and retail enterprises. Products manufactured in the county include corrugated containers, ready-mix concrete, fabricated steel, crushed stone, kaolin clay products, glass, and textiles. The mining industry is also a major employer in the county.”

“Mountain scenery and mild climate have encouraged tourism in Cleveland County. John H. Moss Reservoir, Broad River, and South Mountain areas are important tourist



*Moss Lake, Cleveland County, NC*



attractions. In addition to tourism, Cleveland County is in a part of the state that is increasing in residential and industrial development due to its proximity to both Charlotte, North Carolina, and Spartanburg, South Carolina.”

#### PHYSIOGRAPHY, RELIEF, AND DRAINAGE

(excerpts from – Soil Survey of Cleveland County NC – NRCS)

“Cleveland County is almost entirely within the Southern Piedmont physiographic region of North Carolina. The extreme northwestern corner of the county lies within the South Mountain Range, an eastern-trending spur of the Southern Appalachian Mountains. The southern two-

thirds of the county is characterized by broad, gently rolling plateaus. Northward, the county becomes more rolling and ultimately mountainous. Elevation ranges from 600 feet along Buffalo Creek at the South Carolina State line to 2,880 feet at the summit of Benn Knob near the northwestern corner of the county.

“The Broad River enters the county from its southwestern corner and flows a few miles east then south into South Carolina. The eastern and northern boundaries of the county form the divide between the Broad River basin and the Catawba River basin. The First Broad River, which drains most of the county, flows through the center of the



*Historic Trestle Shelby, Cleveland County, NC*



county and joins the Broad River about 2 miles north of the South Carolina boundary”

**POPULATION**

Cleveland County has experienced moderate growth in recent years and is expected to continue to grow at a moderate to slow pace over the next 10 years. As the Charlotte Metro Region continues to develop, the Cleveland County area is expected to be subjected to future growth pressures. With that in mind it is perfect timing for the County’s first greenway plan to lay the foundation for success. The following section highlights Cleveland County’s current demographic profile.

According to the 2006-2008 American Community Survey, Cleveland County had a total population of 98,000 with 51,000 (52 percent) females and 47,000 (48 percent) males. The median age was 39.2 years. Twenty-four percent of the population was under 18 years and 15 percent was 65 years and older - American Community Survey, 2006-2008

**OCCUPATIONS AND TYPE OF EMPLOYER:**

In 2006, the most common occupations were: management, professional, and related occupations, 28 percent; sales and office occupations, 22 percent; production, transportation, and material moving occupations, 22 percent; service occupations, 16 percent; and construction, extraction, maintenance and repair occupations, 12 percent. Seventy-nine percent of the people employed were private wage and salary workers; 16 percent were federal, state, or local government workers; and 5 percent were self-employed business workers.

**TRAVEL TO WORK:**

Eighty-six percent of Cleveland County workers drove to work alone in 2006-2008, 9 percent carpooled, less than 0.5 percent took public transportation, and 2 percent used other means. The remaining 3 percent worked at home. Among those who commuted to work, it took them on average 23 minutes to get to work.

**INCOME:**

According to the 2006-2008 American Community Survey, the median income of households in Cleveland County was \$46,320. Seventy-five percent of the households received

Table 1:  
A Demographic View of Cleveland County and the Metropolitan Area

	North Carolina	Cabarrus	Gaston	Lincoln	Mecklenburg	Cleveland	Union	York
Population	8,856,505	156,395	199,397	71,894	827,445	<b>98,000</b>	175,272	208,827
Population Growth Since 2000	10.0%	19.0%	5.0%	13.0%	19.0%	<b>2.1%</b>	42.0%	26.0%
Hispanic/Latino	4.7%	8.0%	5.0%	N/A	10.0%	<b>1.6%</b>	9.0%	3.0%
White	72.1%	81.0%	79.0%	N/A	60.0%	<b>77.6%</b>	82.0%	77.0%
Black or African American	21.6%	15.0%	14.0%	N/A	30.0%	<b>20.8%</b>	12.0%	19.0%

Source: US Census Bureau, 2006 American Community Survey





earnings and 20 percent received retirement income other than Social Security. Thirty-two percent of the households received Social Security. The average income from Social Security was \$13,972. These income sources are not mutually exclusive; that is, some households received income from more than one source.

**POVERTY AND PARTICIPATION IN GOVERNMENT PROGRAMS:**

In 2006-2008, 20 percent of people in Cleveland County were in poverty. Thirty-one percent of related children under 18 were below the poverty level, compared with 14 percent of people 65 years old and over. Sixteen percent of all families and 45 percent of families with a single female head of house had incomes below the poverty level.

**ECONOMY**

According to the Charlotte Regional Partnership, "Cleveland County is ranked one of the top ten best small markets by Southern Business and Development magazine. Cleveland County is easily accessed by four major interstates (I-85, I-77, I-26, and I-40) and the Charlotte Douglas International Airport (just 40 minutes away). Products of this diverse manufacturing community include transmissions, aircraft parts, electric motors, emergency products, and various specialized textiles. Industries range from operations that employ just a handful of people to large manufacturing plants with well over 1,000 employees."

**Major Employers**

Company	Major Product	Employees
Hanesbrands	Textile Manufacturing	500-999
PPG Industries	Fiber Glass Building Materials	550

Baldor Electric Co	Electric Motors	500-999
Eaton Corporation	Electrical Components and Systems	250-499

Source: Charlotte Regional Partnership

**Table 2:**  
An Economic View of Cleveland County and the Metropolitan Area

	Poverty Rate	Median Household Income	Unemployment Rate
Cabarrus	8.4%	\$49,562	4.1%
Gaston	9.9%	\$42,410	5.5%
Lincoln	11.3%	\$38,433	4.9%
Mecklenburg	8.4%	\$51,945	4.5%
Rowan	11.1%	\$42,863	5%
<b>Cleveland</b>	<b>15.3%</b>	<b>\$46,320</b>	<b>8.1%</b>
York	8.4%	\$45,739	6.4%

Source: US Census Bureau, 2006 American Community Survey and the S.C. Association of Counties and the N.C. Department of Commerce – 2006 Unemployment figures

**EXISTING PARK AND RECREATION FACILITIES**

Both the county and individual municipalities provide park and recreation facilities for Cleveland County. There are a variety of local parks, state parks and even a national park within the County's footprint. Cleveland County's Master Park and Recreation Plan, completed in 1990 recommended that the County should provide passive recreation facilities and the Cities should concentrate on active recreation facilities.

**National Parks**

Kings Mountain National Military Park (close proximity to Cleveland County)

Kings Mountain National Military Park in York and Cherokee Counties South Carolina commemorates the



battle fought on October 7, 1780 between loyalist troops under Major Patrick Ferguson and patriot militias from the Carolinas and Virginia. The park also preserves the entire field of battle, approaches to Battleground Ridge, and surrounding woodlands. 15,000 acres is preserved in a continuous band of national and state parks, including Kings Mountain State Park in York and Cherokee Counties, South Carolina and Crowders Mountain State Park in Gaston County, North Carolina. – [www.nps.gov](http://www.nps.gov)

The park contains some of the best preserved remnants of Colonial era roads and trails that are associated with the route marched by the troops in the Battle of Kings Mountain campaign and which are part of the Overmountain Victory National Historic Trail.

#### Overmountain Victory National Historic Trail

The Overmountain Victory National Historic Trail commemorates the campaign leading to the battle of Kings Mountain by following the Revolutionary War route of Patriot militia men from Virginia, today's eastern Tennessee, North Carolina, and South Carolina to the battle site at Kings Mountain National Military Park in South Carolina.

Although the Trail is still being fully developed, visitors may access approximately 47 miles of the route at various points along the 330 mile corridor. A parallel Commemorative Motor Route can also be driven. The Motor Route uses existing state highways and, in some stretches, actually travels over the old historic roadway. – [www.nps.gov](http://www.nps.gov)

#### State Parks

Kings Mountain State Park is a 6,885-acre park located in York County. Built originally by the Civilian Conservation

Corps in the 1930s, Kings Mountain State Park has miles of trails, equestrian facilities, group camping barracks, campgrounds, two fishing lakes with boat rentals and the popular Living History Farm. The farm is a realistic replica of a typical Piedmont farm from the early to mid 1800s. Buildings include a house, barn and gin, and there are gardens and animals, including cows, chickens and a bunch of friendly cats. Regularly scheduled special events at the park bring in local crowds, and the park is also adjacent to Kings Mountain National Military Park.

Nestled deep in the woods, South Mountains State Park is the perfect place to enjoy nature. Here you can see a majestic mountain range peeking out from the gently rolling landscape of the piedmont. The park includes elevations up to 3,000 feet, a waterfall dropping 80 feet and more than 40 miles of trails. From equestrian camping to trout fishing, mountain biking to picnicking, a number of activities are available at South Mountains State Park.

Crowders Mountain State Park is a North Carolina State Park located in the western Piedmont of North Carolina between the cities of King's Mountain, Cleveland County and Gastonia, Gaston County, or about 25 miles west of Charlotte, covering over 5,000 acres. Crowder's Mountain itself abruptly rises nearly 800 feet above the surrounding terrain and has an elevation of 1,625 feet (495 meters) above sea level. Within the park there are numerous outdoor recreation activities, including hiking on many of its internal trails.

#### REGIONAL LAKES

##### John H. Moss Reservoir

"The John H. Moss Reservoir, located between Shelby and Kings Mountain, offers boating, swimming, and



fishing. This manmade lake has 57 miles of shoreline and a campground. Moss Lake serves as a reservoir for the City of Kings Mountain " [www.clevelandchamber.org](http://www.clevelandchamber.org)

#### RIVER GREENWAYS

##### Broad River Greenway

The Broad River Greenway is located 3.3 miles south of Boiling Springs, North Carolina, on Highway 150. It has approximately 1,500 acres located on both sides of the Broad River. The greenway is home to many activities, including fishing, hiking, paddling and tours of the historic nineteenth-century restored Phifer Cabin.

#### CITY OF SHELBY PARKS AND OPEN SPACE

- Shelby City Park - a 155 acre park centrally located in uptown Shelby. This park is home to the famous Shelby Carousel (circa 1919), the Rotary Miniature Train, Shelby Aquatics Center, and Shelby Community Center. This park is a community treasure and a regional tourism attractor.
- Holly Oak Park – located on Holly Oak Road just off of Highway 226 South and Eaves Road. This 50 acre park features a newly renovated Center with gymnasium and stage, game room, and administrative offices.
- Palmer Park – a 9 acre neighborhood park with a variety of active recreation opportunities including basketball and nine hole disc golf course.
- Jefferson Park – a small 2 acre neighborhood park with grassy picnic areas and basketball courts.
- Kings Road Park - a small 3 acre open space neighborhood park that provides opportunities for local soccer practice.
- Moose Park - a small one and half acre passive open space

park along a small stream

- Optimist Park – a neighborhood park that provides active recreation field sport opportunities as well as passive open space, and picnic activities.
- Roark Plaza – is a small memorial park in uptown Shelby and serves as a gathering space for uptown shoppers and workers.



Crowders Mt. State Park



**KINGS MOUNTAIN PARKS AND OPEN SPACE**

- Patriots Park – is a small urban park in Kings Mountain and serves as a gathering space for uptown shoppers and workers and for special events
- Kings Mountain Gateway Trail - “The Kings Mountain Gateway Trail is a greenway designed to connect the City of Kings Mountain to Crowders Mountain State Park, Kings Mountain State Park, Kings Mountain National Military Park, and the Overmountain Victory Trail. The first phase recently was built and is open to the public. This eventual 8 to 10 mile greenway will consist of a variety of surfaces, paved trail, soft-packed gravel trail and single-track mountain biking trails. The trail provides recreational opportunities to millions of people in our region, enhance economic development for our community, and provide a venue for citizens to link to one another and the rich history of our region.”

[www.kmgatewaytrails.org](http://www.kmgatewaytrails.org)

**DESTINATIONS**

Citizens of Cleveland County currently drive, walk or bike to numerous destinations throughout the community. Whether it be from home to work, school or shopping, it is important to make these connections by way of the proposed county-wide greenway system. Through public input sessions, a list of primary destinations were identified to help inform the greenway planning process and provide potential opportunities for connections.

**Primary Destinations**

- Kings Mountain National Military Park
- Kings Mountain Gateway Trail
- Central Shelby Historic District

- South Mountains State Park
- Broad River Greenway
- Cleveland Airport
- Gardner Webb University
- Cleveland Community College
- Cleveland Fairgrounds
- Boulder Access – Crowders Mountain State Park
- John H. Moss Reservoir

**Other Destinations**

- Red Bone Willie’s
- Knob Creek Store
- Double Shoals Mill
- Elliot Family Farm
- Lattimore House
- Kingstown Park
- Macks Livermush
- Jenkins Livermush
- Stucky’s Equestrian Center
- Proposed Hannah Park
- Historic Trestle (Shelby)
- Owl’s Eye Winery
- The Depot
- Patriot Inn
- Cowpens National Battlefield
- Burris Gin Mill
- Dover Foundation YMCA
- Boiling Springs YMCA
- Historic Log Cabin - Just east of Boiling Springs, NC
- International Linemans Museum

**COMMUNITY PLANS**

A total of 12 related documents were reviewed during the



data collection phase of the Master Plan process in order to understand the history of the proposed Cleveland County greenway system, to help maintain a consistent approach, and to allow for connections with adjacent greenways. Please see Appendix I for the full document review.

- Cleveland County Land Use Plan
- Shelby Strategic Growth Plan
- Shelby Comprehensive Pedestrian Plan
- Strategy Plan for The Revitalization Of Downtown Kings

Mountain

- Shelby Center City Master Plan
- Shelby Neighborhood Action Plan
- Shelby Land Development Plan
- Shelby Parks and Recreation Master Plan
- Kings Mountain Comprehensive Greenway, Bikeway, and Pedestrian Improvement Plan
- Lake Norman Rural Planning Organization Coordinated Comprehensive Public Transportation Plan
- Town of Boiling Springs, NC Land Use Plan



Lake Houser, Cleveland County



## CHAPTER 4. PROPOSED TRAIL NETWORKS

### PLANNING PROCESS

What follows is a description of the planning process chronology for Cleveland County communities that resulted in the recommended conceptual route featured in this plan.

**January 2009:** A steering committee with representation from the county; local cities and towns community leaders; and local environmental and cultural resource conservation organizations met to agree upon a process for developing cross-county trail connections and a preferred Carolina Thread Trail route in Cleveland County that would maximize community input.

**March - October 2009:** There were three community open house sessions across Cleveland County. Residents identified destinations they wanted to connect, explained what they'd like to see along trails, and voiced concerns. Namely they were interested in maximizing outreach and working with willing landowners to put safe trail legs on the ground at a low cost.

#### Open House #1 May 5th, 2009

During the first open house, over 100 attendees were asked to identify potential destinations and greenway connections. They were also asked to give input regarding the goals for the project. Top 5 goals generated at the meeting were;

1. Economic Development
2. Recreation
3. Health and Fitness
4. Promote Tourism in Cleveland County
5. Land Conservation

#### Interjurisdictional Meeting May 5th, 2009

During the same day, the consulting team assembled neighboring municipal and government representation to review plans to date by neighboring counties and municipalities. Additional topic items covered during the meeting included; Carolina Thread Trail context, issues and benefits of regional greenway system, Cleveland County Thread Trail Master Plan goals, maps, destinations and potential routes, and next steps for Cleveland County.

**May 2009:** A technical team of local experts used GIS software to map alternative routes for trails. They sought to develop scenarios that would minimize concerns identified by residents, maximize connections identified in the community listening sessions, and provide equitable trail access to people of all backgrounds. This group worked throughout the project with the Trust for Public Land's GIS consultants to develop the route network map and edit it accordingly based on public input.

#### On-Line Civic Engagement Tool & Community Survey

May- July 2009

Wikiplanning™ conducted an on-line civic engagement campaign, that allowed Cleveland County residents who were unwilling or unable to attend public meetings, the opportunity to contribute their thoughts to the Thread Trail planning process through a virtual design charrette website. On-line surveys, discussion boards, mapping and learning exercises, were all part of the on-line engagement forum.

The website allowed residents to provide input on the proposed trail through the following on-line exercises:

- An invitation protocol that identified and support contacts of local residents, especially those with an interest in trails



and recreation, which often make up a silent majority of project supporters.

- Posting of relevant pictures and maps
- A geographic mapping exercise that allowed residents to mark where they live and/or work
- An on-line survey with real-time totaling of answers, asking for users preferences relative to both use and location of the Thread Trail
- Participation in a on-line discussion board
- A basic demographic survey

The on-line community survey had over a 150 participants. Over 95% percent of the people surveyed agreed that the need for more trails are important/somewhat important for Cleveland County. Detailed results can be found in the Appendix II.

#### Open House #2 July 7th, 2009

At the second open house, alternative scenarios were unveiled in a public open houses and participants were over 60 attendees asked to recommend segments for inclusion in the Carolina Thread Trail route through Cleveland County. This session helped us to narrow down the Carolina Thread Trail alignment and begin to highlight the top three segments.

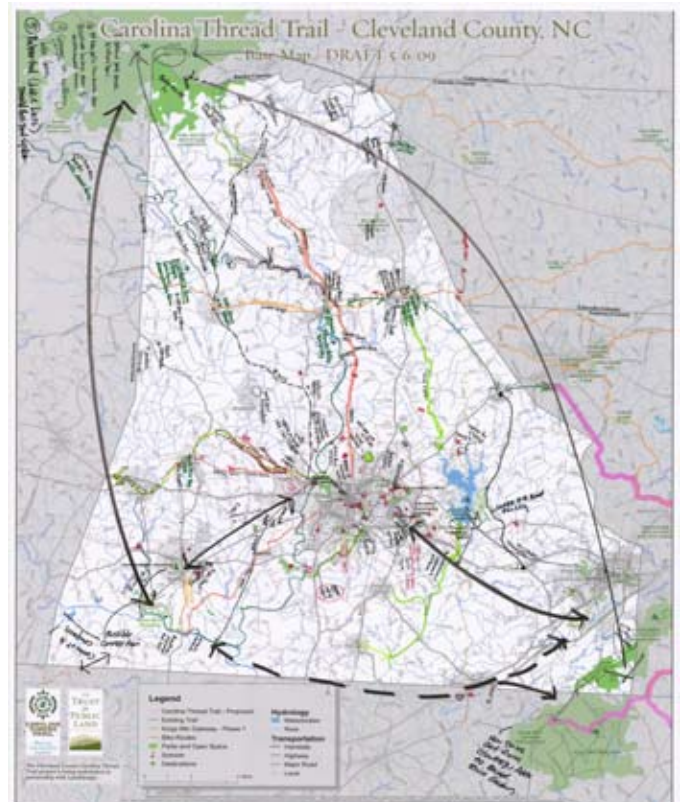
#### Interjurisdictional Meeting July 7th, 2009

A second interjurisdictional meeting was held prior to the second open house. The preliminary map was shown to the participating municipalities. Connections to adjacent counties were discussed and the preliminary routes were adjusted to provide optimal future county connections.

#### Open House #3 October 5th and 8th, 2009

The final series of open houses were conducted in Shelby and Kings Mountain. Approximately 20 attendees were asked to review the final maps and to review and comment on the recommended strategies and actions.

October 2009: The Cleveland County steering committee and consultant conducted groundtruthing exercises on the three top priority segments identified in the planning process. A field inventory was conducted on each segment using GPS units and digital cameras to confirm the viability of the corridor for future construction efforts. All three segments were considered viable future routes after the



Map Information Capture - Open House #1



field investigation therefor backing up the priority corridor recommendations set forth in the plan document.

October 2009: The Cleveland County steering committee evaluated community input and agreed upon the preferred Carolina Thread Trail route and other trails for Cleveland County to recommend in this plan.

#### GREENWAY MASTER PLAN TRAIL ROUTES

Figures A&B (See page 33-34) represents all of the trails designated during this planning process. 106.5 miles are designated as Carolina Thread Trail (light purple) and 87 miles as other potential trail connections (green) that would help create a comprehensive network across Cleveland County.

Figures C,D,E,&F (See page 35-38) represents the trails that were considered to be considered to be priority segments identified through the public input, consultant input, gis mapping exercises and groundthruthing efforts, therefore qualifying for the Carolina Thread Trail designation. Analogous to our highway systems, The Thread will develop as a "green interstate" focused on linking local trails and regionally significant attractions.

The proposed conceptual route for the Carolina Thread Trail featured in Figure B (See page 34) is the ¼ mile wide light purple line that weaves 106.5 miles through the county and connects north to Burke County; south to York County, South Carolina; east to Gaston and Lincoln Counties; and west to Rutherford County. The trail itself will be narrower, but this conceptual route identifies a corridor that will allow each community to determine the exact location of their trail segment.

The trail connects seven regional destinations: South Mountains State Park, the Broad River Greenway, Shelby, Kings Mountain/Kings Mountain Gateway Trail, Boulder Access - Crowders Mt. State Park, John H. Moss Reservoir and Gardner-Webb University. The Thread will serve approximately 25% of the schools in Cleveland County (7 are within ¼ mile of the proposed network).

In sum, this map features 46.1 miles of newly proposed trails that have not been identified or planned before.

Thirty-three percent of all county residents live within ½ mile of the proposed Carolina Thread Trail route (33,046 out of 98,000). About 42.5% of seniors and 32% of children live within that service area, and about 27% of low income households (defined as households with combined income of less than \$35,000 per year, based on 2007 census projections).





FIGURE A - CLEVELAND COUNTY ALL PROPOSED TRAIL CONNECTIONS

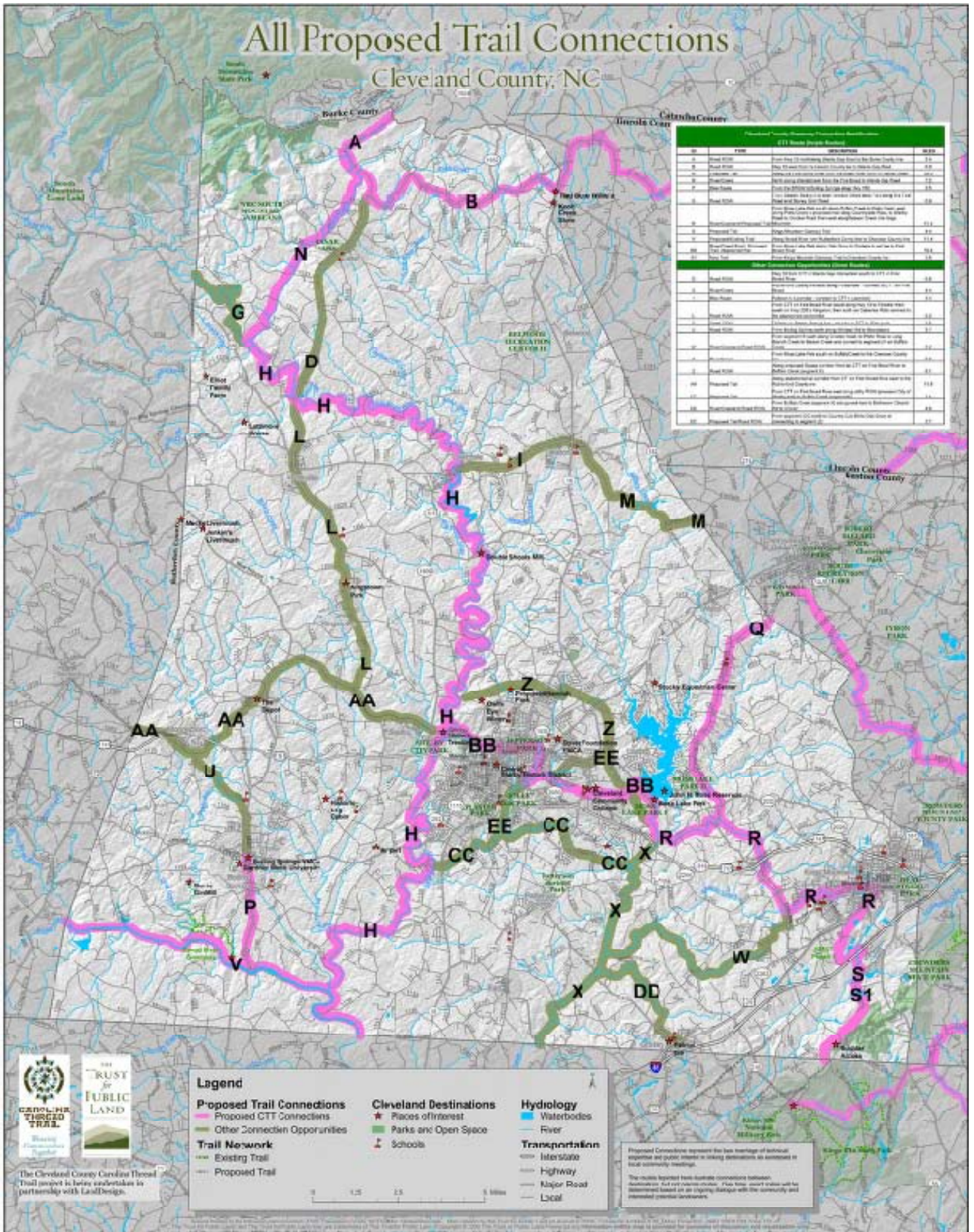




FIGURE B - ROUTE IDENTIFICATION LIST

Cleveland County Greenway Connection Identification			
CTT Route (Light Purple Routes)			
ID	TYPE	DESCRIPTION	MILES
A	Road ROW	From Hwy 10 north along Wards Gap Road to the Burke County line	3.4
B	Road ROW	Hwy 10 west from the Lincoln County line to Wards Gap Road	6.9
H	Proposed Trail	Along the First Broad River from the Broad River north to Wards Creek	39.5
N	River/Creek	North along Wards Creek from the First Broad to Wards Gap Road	7.2
P	Bike Route	From the BRGW to Boiling Springs along Hwy 150	3.5
Q	Road ROW	From Gaston County line south towards Moss Lake Park along Old Post Road and Stoney Point Road	6.9
R	River/Creek and Proposed Trail	From John H. Moss Lake Reservoir south along Buffalo Creek to Potts Creek; east along Potts Creek to proposed trail along Countryside Road, to Shelby Road to Crocker Road; then east along Beason Creek into Kings Mountain.	11.2
S	Proposed Trail	Kings Mountain Gateway Trail	4.4
V	Proposed/Existing Trail	Along Broad River from Rutherford County line to Cherokee County line	11.4
BB	River/Creek, Road, Proposed Trail, Abandoned Rail	From John H. Moss Lake Reservoir along Oak Grove to Borders to rail line to First Broad River	10.4
S1	New Trail	From Kings Mountain Gateway Trail to Cherokee County line	2.6
Other Connection Opportunities (Green Routes)			
D	Road ROW	Hwy 10 from CTT at Wards Gap intersection south to CTT on First Broad River	6.8
G	River/Creek	Rutherford County line east along First Broad - connect to CTT on First Broad	4.4
I	Bike Route	Fallston to Lawndale - connect to CTT in Lawndale	3.4
L	Road ROW	From CTT on First Broad River south along Hwy 10 to Polkville; then south on Hwy 226 to Kingston; then south on Cabaniss Rd to connect to the abandoned rail corridor	9.2
M	Road ROW	Fallston to Gaston County line - connect to CTT in Cherryville	5.2
U	Road ROW	From Boiling Springs north along Whitaker Rd to Mooresboro	3.7
W	River/Creek and Road ROW	From segment R south along Crocker Road, to Phifer Road to Long Branch Creek to Beason Creek and connect to segment (X) on Buffalo Creek	8.2
X	River/Creek	From John H. Moss Lake Reservoir south on Buffalo Creek to the Cherokee County line	9.3
Z	Road ROW	Along proposed Bypass corridor from the CTT on First Broad River to Buffalo Creek (segment X)	8.1
AA	Proposed Trail	Along abandoned rail corridor from CTT on First Broad River west to the Rutherford County line	11.8
CC	Proposed Trail	From CTT on First Broad River east along utility ROW (proposed City of Shelby trail) to Buffalo Creek (segment X)	7.1
DD	River/Creek and Road ROW	From Buffalo Creek (segment X) along creek bed to Bethlehem Church Rd to Grover	4.6
EE	Proposed Trail/Road ROW	From segment (CC) north to Country Club Rd to Oak Grove rd connecting to segment (Z)	3.7



FIGURE C - FIRST BROAD RIVER PRIORITY ROUTE NORTH

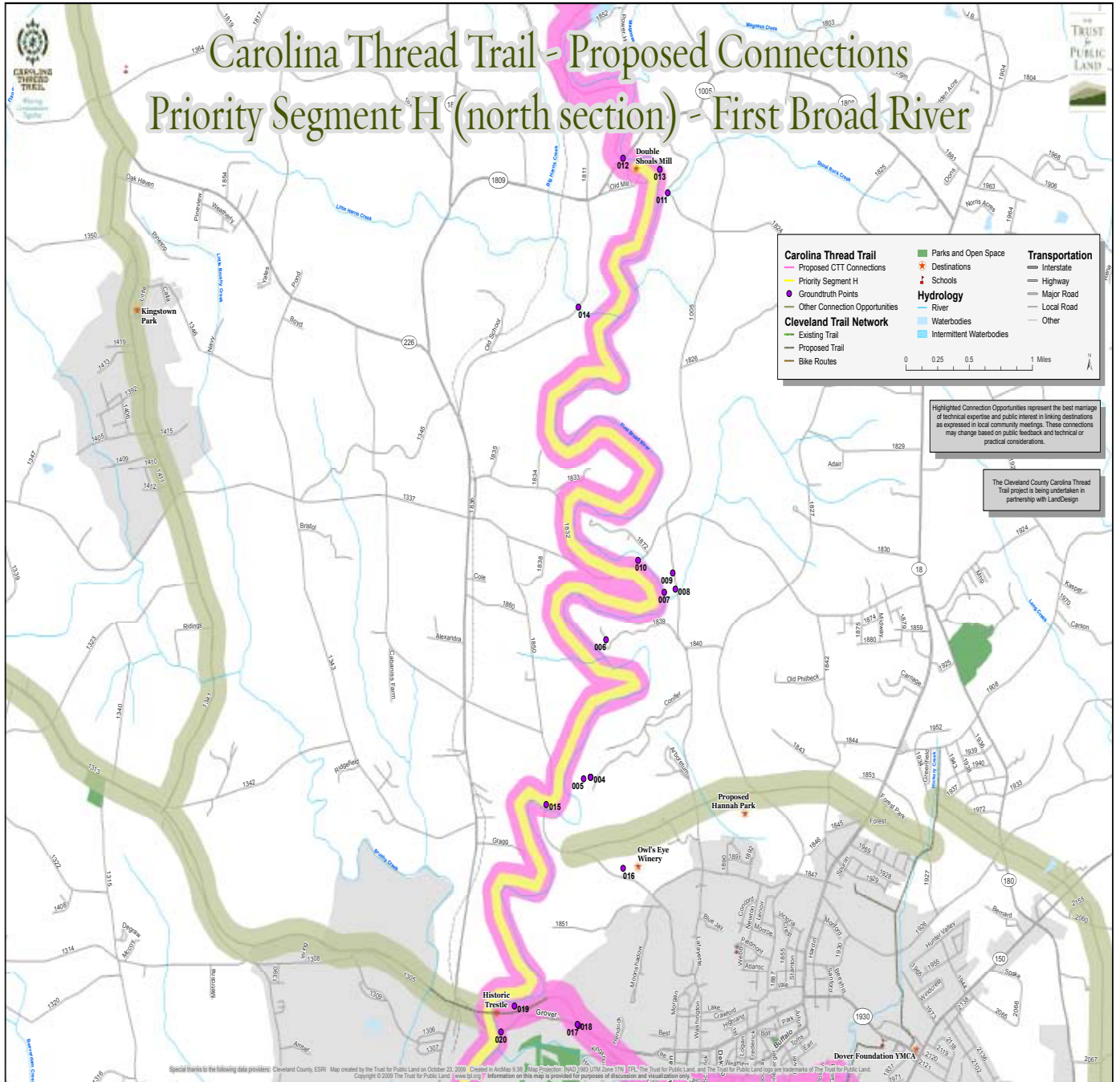




FIGURE D - FIRST BROAD RIVER PRIORITY ROUTE SOUTH

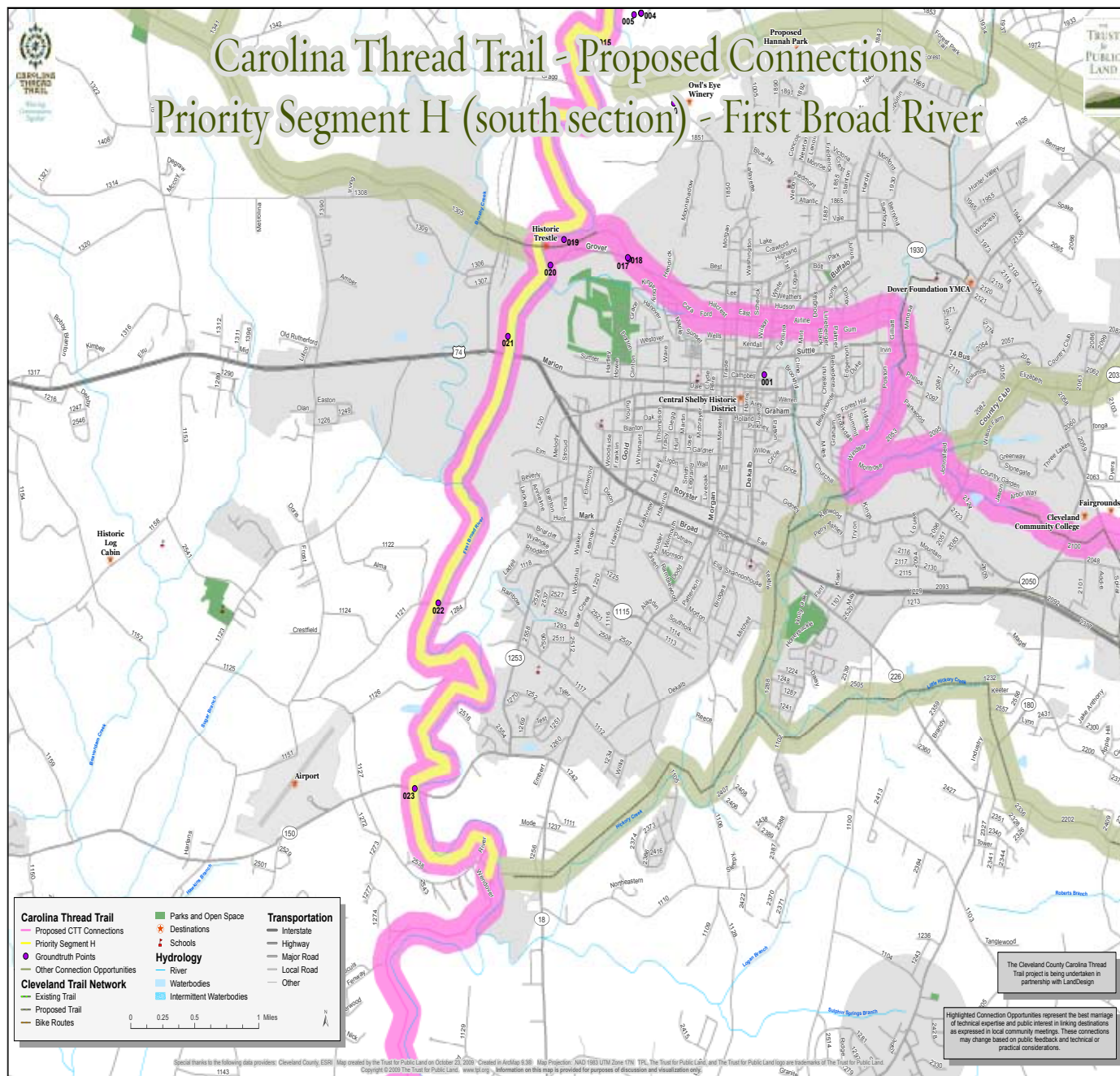




FIGURE E - JOHN H. MOSS LAKE RESERVOIR TO KINGS MT. PRIORITY ROUTE

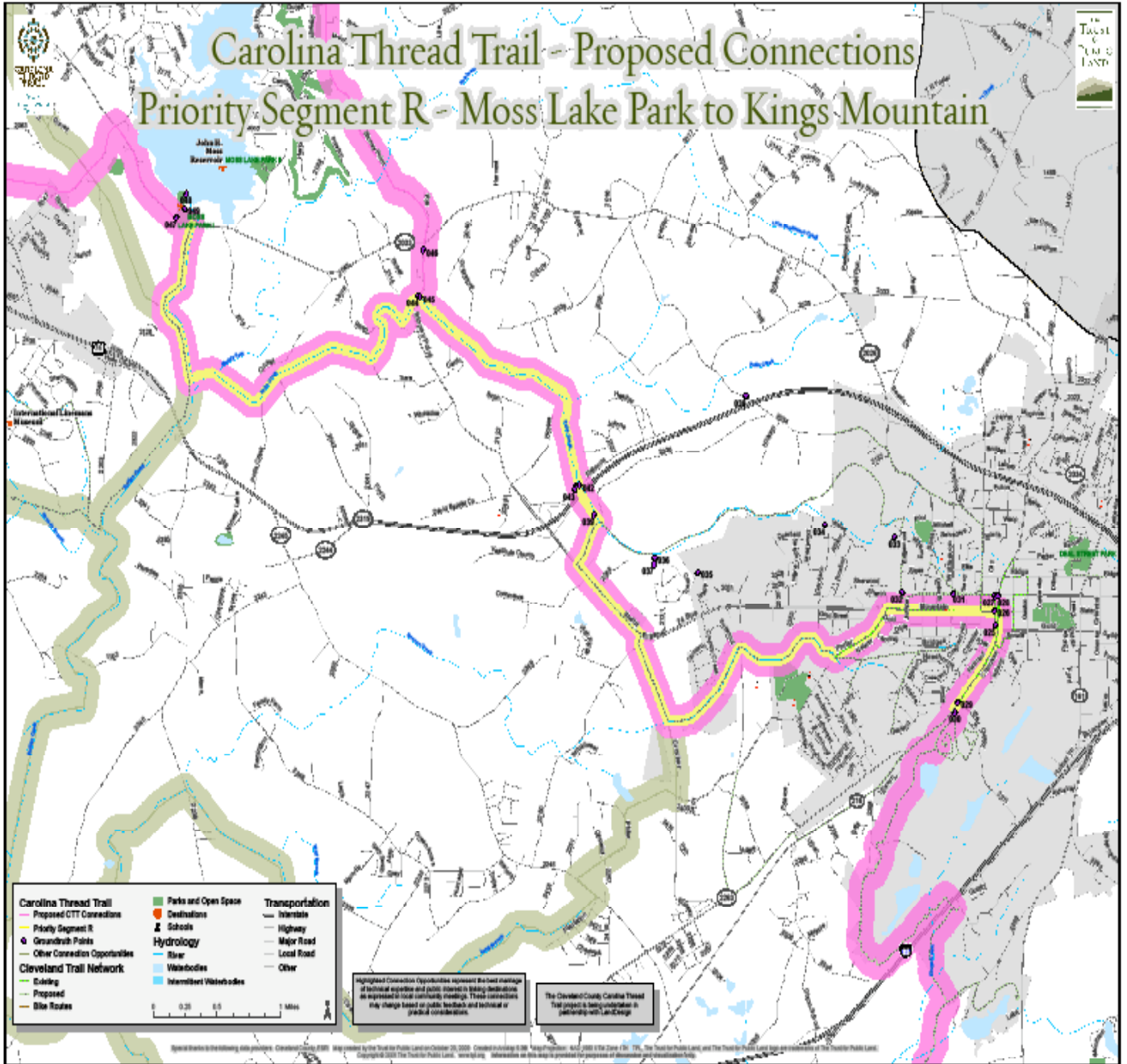
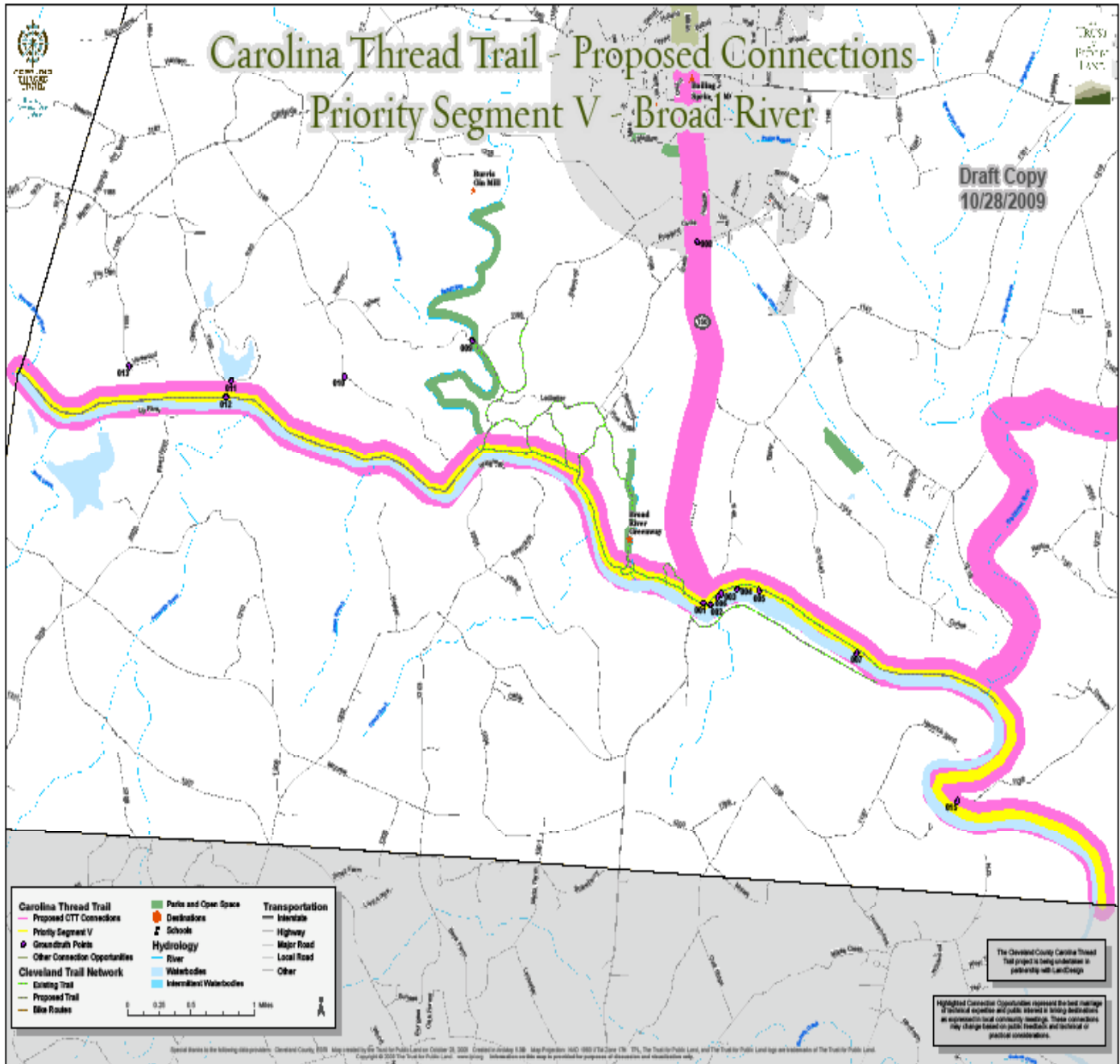
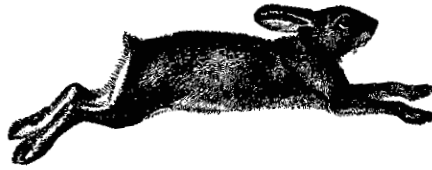




FIGURE F - BROAD RIVER GREENWAY PRIORITY ROUTE





## CHAPTER 5. RECOMMENDED STRATEGIES AND ACTIONS

This chapter details the proposed recommendations and actions to implement this plan. Each of the proposed strategies and accompanying recommendations should be acted upon by each participating government jurisdiction.

### STRATEGY 1

Develop a minimum of 1.5 miles of greenways each year for the next 10 years.

#### 1. Action

In cooperation with the Carolina Thread Trail, develop corridor specific plans for the top three priority corridors highlighted below. Within this plan develop a greenway land acquisition program for each individual corridor.

- A. First Broad River Greenway (Map Segment H)
- B. Broad River Greenway Extension (Map Segment V)
- C. Potts Creek Greenway - John H. Moss Reservoir to Kings Mountain (Map Segment R)

Priority Ranking: High

Time Frame: Short Term - 1-5 years

#### 2. Action

Leverage volunteers, private and public partnerships and grants money to help build and open a minimum of 1.5 miles of greenways each year.

Priority Ranking: High

Time Frame: Short Term - 1-5 years

#### 3. Action

Create a volunteer trail easement program through the Foothills Conservancy, Cleveland County and local municipalities to capture future trail easements from willing landowners prior to development. Set a goal of collecting 25% of the trail corridors identified in this plan

as volunteer public and/or private easements.

Priority Ranking: High

Time Frame: Short Term - 1-5 years

### STRATEGY 2

Reinforce public-private partnerships to maximize greenway development opportunities.

#### 1. Action

- Initiate a formal effort to establish public/private partnerships to encourage the development of future greenways. Targets include:
  - Amend development regulations to require developers to build trails and sidewalk connections.
  - Identify willing landowners whose property may be considered for incorporation into the greenway system (every effort should be made to address landowner issues and concerns).
  - Work with various agencies such as the NC Wildlife Resources Commission, NC State Parks, the National Park Service, NC Forest Service, as well as local agencies and authorities.
  - Work with the Foothills Conservancy and the Carolina Thread Trail on all Carolina Thread Trail specific alignments.
  - Work with various non-governmental organizations such as watershed organizations, scout groups, resort owners, hunting and fishing groups, and other group camps to explore greenway development potential.

Priority Ranking: High

Time Frame: Short Term - 1-5 years



**STRATEGY 3**

Develop greenway trails in collaboration with local utility development.

**1. Action**

Coordinate efforts with County and local utility agencies to identify sites for public recreation purposes, such as utilization of easements of power lines, drainage, or gas lines for recreational trails or linear parks consistent with guidelines for greenways and trails.

Priority Ranking: High

Time Frame: Short Term - 1-5 years

**2. Action**

Develop a Memorandum of Understanding with utility companies to facilitate right-of-way planning and management of greenways within utility corridors.

Priority Ranking: High

Time Frame: Short Term - 1-5 years

**STRATEGY 4**

Incorporate existing natural areas and existing agricultural lands into the greenway system.

**1. Action**

Promote the development of greenways in environmental and agricultural areas to help protect and conserve valuable land resources

Priority Ranking: High

Time Frame: Short Term - 1-5 years

**2. Action**

Develop a joint agriculture greenway program with willing landowners that can provide benefits to the farming community via the implementation of best management practices through dedicated greenway buffers and corridors.

Priority Ranking: Low

Time Frame: Long Term - 6-10 years

**3. Action**

Work jointly with local community groups, willing landowners and conservation groups to conduct an environmental and ecological study within the planning area to identify the most ecologically valuable undeveloped tracts of land along potential greenway corridors.

Priority Ranking: High

Time Frame: Short Term - 1-5 years

**STRATEGY 5**

Ensure that the impacts of all development activities are mitigated or prevented to protect water quality in all streams through the dedication and preservation of riparian greenway corridors.

**1. Action**

Develop specific standards that limit construction within the identified flood plains and provide allocation of sensitive lands through environmental oriented greenway corridors.

Priority Ranking: High

Time Frame: Short Term - 1-5 years





2. Action

Develop specific amendments to local zoning subdivision requirements to require riparian buffer allocation and dedicated trail easements.

Priority Ranking: High

Time Frame: Short Term - 1-5 years

3. Action

Identify possible sites where the federal Wetlands Reserve Program could provide a permanent easement for the greenway. The Wetland Reserve Program is a voluntary program offering landowners the opportunity to protect, restore, and enhance wetlands on their property. The program offers landowners an opportunity to establish long-term conservation and wildlife practices and protection.

Priority Ranking: High

Time Frame: Short Term - 1-5 years

**STRATEGY 6**

Encourage the incorporation of this Greenway Master Plan by the county and local governments as an integral part of local comprehensive planning and land use planning efforts.

1. Action

Create greenway specific recommendations in all future planning efforts when applicable.

Priority Ranking: High

Time Frame: Short Term - 1-5 years

2. Action

Specifically reference this plan in all future planning efforts that address greenway development.

Priority Ranking: High

Time Frame: Short Term - 1-5 years

**STRATEGY 7**

Consider creating a greenway commission of government appointees, staff and local landowners to oversee all greenway development in Cleveland County and its municipalities.

1. Action

Commission a joint study to evaluate the potential of creating a greenway commission to champion greenway directives in the County and its participating municipalities.

Priority Ranking: Low

Time Frame: Long Term - 6-10 years

**STRATEGY 8**

Evaluate the possibility of creating an inter-jurisdictional agreement to help allocate local dedicated capital funding per capita for County wide greenway projects.



1. Action

Commission a joint study to evaluate the potential for inter-jurisdictional collaboration to provide seed funding for greenway grant matches.

Priority Ranking: Medium

Time Frame: Long-Term - 6-10 years

2. Action

Explore the opportunity for a multi-jurisdictional greenway and open space bond effort to help secure long-term public financing for land conservation and greenway efforts.

Priority Ranking: Medium

Time Frame: Long-Term - 6-10 years

**STRATEGY 9**

Work with local bordering jurisdictions to help develop regional and local greenway routes inside and outside of the Carolina Thread Trail footprint.

1. Action

Meet with neighboring jurisdiction officials and staff twice a year to discuss potential and progress for regional greenway connections.

Priority Ranking: Medium

Time Frame: Long-Term - 6-10 years

2. Action

Present a summary of yearly multi-jurisdictional coordination efforts to the local officials each year.

Priority Ranking: Medium

Time Frame: Long-Term - 6-10 years

3. Action

Update the Cleveland County Greenways Master Plan document every five years to accommodate the changing needs, population growth, acquisition efforts and funding sources.

Priority Ranking: High

Time Frame: Short Term - 1-5 years

**STRATEGY 10**

Aggressively seek funding from a variety of resources.

1. Action

Partner with local non-profits on various grant applications, specifically the Carolina Thread Trail and cooperating government agencies yearly.

Priority Ranking: High

Time Frame: Short Term - 1-5 years

2. Action

Immediately apply for corridor design grants from the Carolina Thread Trail within a month after plan adoption to conduct detailed corridor studies on the priority segments highlighted in the plan.

Priority Ranking: High

Time Frame: Short-Term - 1-5 years

3. Action

Apply for PARTF matching funds from the State to help acquire, develop and build priority greenway segments on highlighted in the plan.

Priority Ranking: High

Time Frame: Short Term - 1-5 years



4. Action

Apply for a National Recreational Trails Program (RTP) grant through the state of North Carolina, to fund new greenway construction along the following priority corridors.

- A. First Broad River Greenway (Map Segment H)
- B. Broad River Greenway Extension (Map Segment V)
- C. Potts Creek Greenway - John H. Moss Reservoir to Kings Mountain (Map Segment R)

Priority Ranking: High

Time Frame: Short Term - 1-5 years

5. Action

By 2015, adopt incentives for private landowners and developments which set aside land for greenway uses.

Priority Ranking: Medium

Time Frame: Long-Term - 6-10 years

6. Action

In cooperation with the Foothills Conservancy and the Carolina Thread Trail, identify specific greenway projects which could be eligible for NC Clean Water Management Trust Fund (CWMTF) and Land and Water Conservation Fund (LWCF) Grants and apply accordingly.

Priority Ranking: Medium

Time Frame: Short Term - 1-5 years

STRATEGY 11

All future greenway projects should have a clear identification of roles and responsibilities for all participating organizations, partners and proposed projects prior to entering into any capital project.

1. Action

Identify roles and responsibilities for all participants and partners for all greenway capital projects prior to project award.

Priority Ranking: High

Time Frame: Long-Term - 6-10 years

2. Action

Develop a matrix of responsibilities for each individual greenway project. If each project requires master planning, engineering, ROW identification, procurement, funding, construction and maintenance, define responsibilities ahead of time and the time frame needed to complete the assigned tasks.

Priority Ranking: High

Time Frame: Short Term - 1-5 years

STRATEGY 12

Establish county-wide friends of greenways non-profit organization.



1. Action

Continue to build credibility by consistently highlighting all successful greenway implementation projects via the press, e-newsletter and web site.

Priority Ranking: Medium

Time Frame: Long-Term - 6-10 years

2. Action

Help identify, target and educate potential private donors on the benefits of giving towards greenway development projects through the non-profit group.

Priority Ranking: Medium

Time Frame: Short Term - 1-5 years

3. Action

Procure private monies in a tax friendly environment for future greenway projects.

Priority Ranking: High

Time Frame: Short Term - 1-5 years

**STRATEGY 13**

Provide a local trail system that connects parks, destinations, residential areas and regional trails and facilities.

1. Action

Ensure that all future greenways are multi-objective in nature and provide needed connections to various desired origins and destinations.

Priority Ranking: Medium

Time Frame: Short Term - 1-5 years

**STRATEGY 14**

Explore the potential for Cleveland County to become a leader in public equestrian trails as part of the CTT.

1. Action

Conduct an economic impact study to show the revenue and tourism impact potential for multi-use equestrian trails and associated facilities within Cleveland County - see the Virginia Creeper Trail as a prime example in Damascus, VA.

Priority Ranking: High

Time Frame: Short Term - 1-5 years

2. Action

Identify specific greenways that would be optimal routes for equestrian users with landowner permissions and ensure landowner would not be held legally responsible for equestrian and trail risks.

Priority Ranking: Medium

Time Frame: Long-Term - 6-10 years

3. Action

Identify a specific group of equestrian advocates to help highlight the benefits of greenways to the County's constituents.

Priority Ranking: High

Time Frame: Short Term - 1-5 years

**STRATEGY 15**

Develop a cost recovery pricing tag fee for non-Cleveland County residents only to help maintain and build multi-use trail segments that allow equestrian use. This will also help to provide seed money for future equestrian driven trail building efforts.

1. Action



Once trails have been identified for equestrian use; develop a tag program to help offset the cost for building public multi-use equestrian trails. A yearly tag would need to be purchased by non-Cleveland County residents at a nominal fee (\$30-50) a year to help offset the cost for equestrian trail development.

Priority Ranking: Low

Time Frame: Long-Term - 6-10 years

#### STRATEGY 16

Develop trails in Cleveland County specifically to capture outside tourism dollars.

##### 1. Action

Develop a Cleveland County Greenway brand that will be recognized by potential visitors, while diversifying the economic sustainability of our community.

Priority Ranking: Low

Time Frame: Long-Term - 6-10 years

##### 2. Action

Expand existing greenway facilities, such as the Broad River Greenway and the Kings Mountain Gateway Trail, to capture a regional audience.

Priority Ranking: Medium

Time Frame: Long-Term - 6-10 years

##### 3. Action

Track visitor spending yearly on the Broad River Greenway and the Kings Mountain Gateway Trail as a baseline study to advocate for additional tourism based greenway development.

Priority Ranking: Medium

Time Frame: Short Term - 1-5 years

#### STRATEGY 17

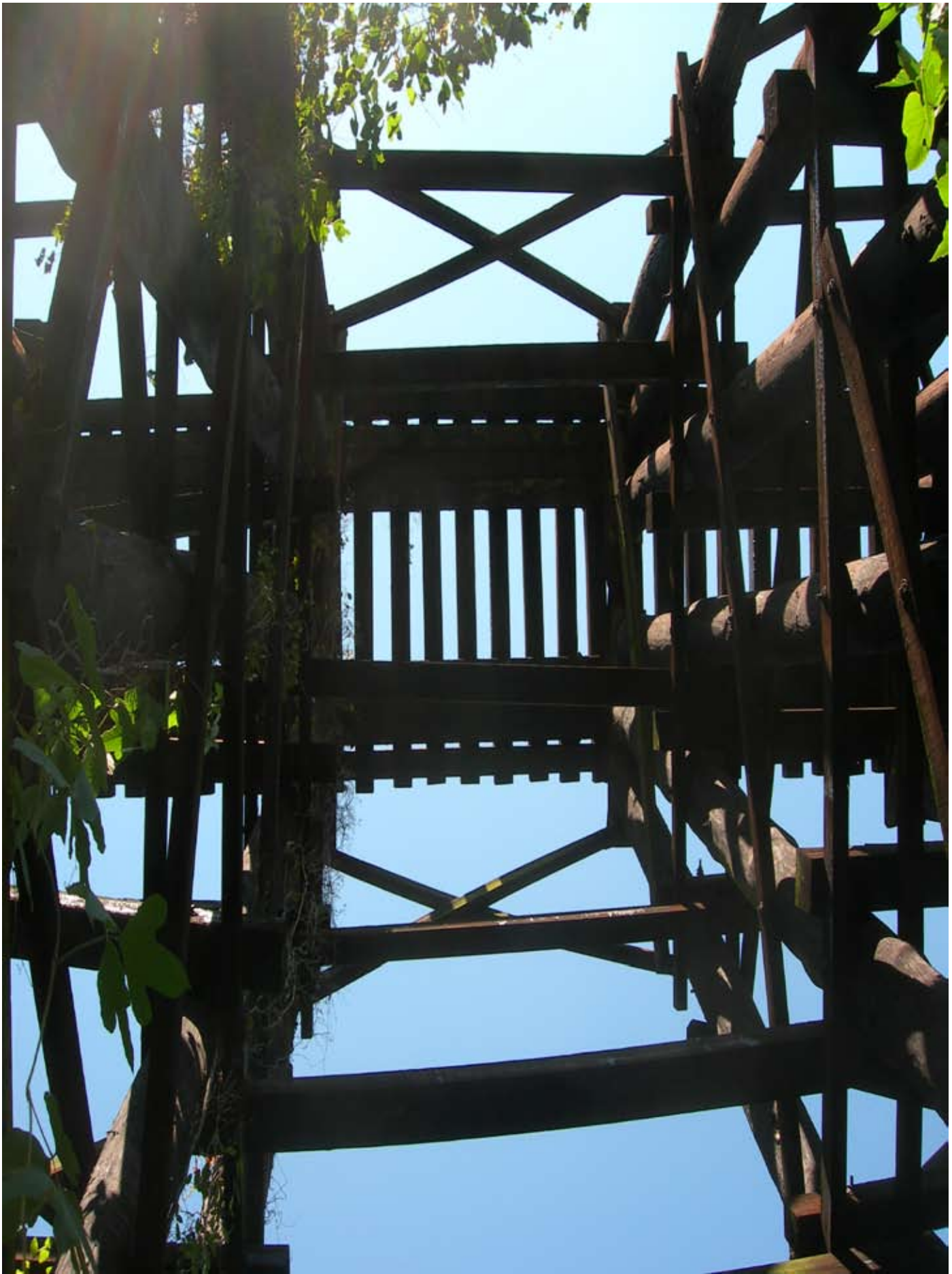
Develop a maintenance plan to accommodate for future trail growth.

##### 1. Action

Provide a dedicated conceptual budget for maintenance impacts for each new greenway facility that is developed per fiscal year.

Priority Ranking: High

Time Frame: Short Term - 1-5 years



*The Old Rail Trestle, Shelby, NC*



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## CHAPTER 6. FUNDING

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### OVERVIEW OF FUNDING OPTIONS

The following chapter highlights possible greenways funding strategies that could provide a consistent source of dedicated capital to help build high priority greenways at a faster than normal pace.

This collection of referenced funding resources are available for greenway, trail and bikeway development in the State of North Carolina. Please note the following is a collection of specific funding information obtained from each funding agency. All sources are cited and detailed information is available from each source's web site and noted contacts.

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### OVERVIEW OF LOCAL FUNDING OPTIONS

#### Revenue Bonds

A revenue bond is a municipal bond identified by its guarantee of repayment solely from revenues generated by a specified revenue-generating entity associated with the purpose of the bonds. Revenues specified in the legal contract between the bond holder and bond issuer are required to be used for repayment of the principal and interest of the bonds; other revenues (notably tax revenues) and the general credit of the issuing agency are not so encumbered. This is the major difference between a revenue bond and a general obligation bond.

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#### General Obligation Bonds (GOB)

General obligation bonds are issued with the underlying belief that a municipality will be able to repay its debt obligation through taxation or revenue from projects. This financial commitment does not require assets to be used as collateral, but is issued as "good faith debt". A GOB is a bond sold by a specified jurisdiction to investors to raise money. Typically, money is raised for capital improvement projects

and general improvements (i.e. open space acquisition and/or park and greenway construction); this depends on the local and state laws which are subject to change. A GOB requires a referendum approval before it is issued. This portion of the process is time sensitive as referenda are approved or denied during election years.

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#### Special Assessment Bonds

A Special Assessment Bond is a special type of municipal bond used to fund a development project. Interest owed to lenders is paid by taxes levied on the community benefiting from the particular bond-funded project. For example, if a bond of this sort were issued to pay for sidewalks to be re-paved in a certain community, an additional tax would be levied on homeowners in the area benefiting from this project. Area homeowners get nicer walking paths, and they will probably see the value of their property increase accordingly, but this comes at a price. Their property taxes will increase to pay the interest owed to the bondholders by the municipality. Source: <http://www.investopedia.com>

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#### State Revolving Bonds

There are a variety of revolving loan funds offered through the State for water pollution control and environmental protection. These revolving loan funds are available for local communities and act similar to revenue bonds which require upfront revenue repayment sources, limited repayment terms and low interest rates.

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#### Installment Purchase Agreement (IPA)

An installment purchase agreement is basically a payment plan to compensate property owners for restrictions on the future use of their land. IPAs spread out payments so



that landowners receive tax exempt interest over a period up to 30 years. The principal of the sales amount is due at the end of the agreed upon term thus making the agreement favorable in terms of property taxes. However, because installment purchase agreements are essentially long-term debt, the agreements generally require the same approvals as general obligation bonds and require a dedicated funding source to be in place (American Farmland Trust, 2000).

#### Stormwater Utility Fees

Stormwater fees are financial obligations levied on land owners to compensate for stormwater services provided. The fees obtained on the municipality's behalf are important for municipal fiscal budgets, future capital projects, and general operations and management. The primary concern for most municipalities is the actual rate and the collection process. Oftentimes, the process is complicated and lacks an overall understanding on behalf of consumers as well as the respective municipality.

#### Impact Fee / Developer Contribution

Development impact fees are one-time charges applied to offset the additional public-service costs of new development. The fees are typically applied at the time a building permit is issued and are dedicated to provision of additional services, such as water and sewer systems, roads, schools, libraries, and parks and recreation facilities, made necessary by the presence of new residents in the area. Impact fees are essentially user fees levied in anticipation of use, expanding the capacity of existing services to handle additional demand. There are multiple methods of exercising an impact fee and can be somewhat creative depending on current demand.

#### Mitigation Banking

Mitigation banking involves the creation, preservation, or enhancement of wetlands. This happens only when wetland losses are unavoidable in advance of development actions, when the wetland cannot be compensated for within the development's parameters, or when the wetland would not be as environmentally beneficial. It typically involves the consolidation of small, fragmented wetland mitigation projects into one large contiguous site. Units of restored, created, enhanced or preserved wetlands are expressed as "credits" which may subsequently be withdrawn to offset "debits" incurred at a project development site.

#### Private Individual Donations

Private individual donations can come in the form of liquid investments (i.e. cash, stock, bonds) or land. Municipalities typically create funds to facilitate and simplify a transaction from an individual's donation to the given municipality. Donations are mainly received when a widely supported capital improvement program is implemented. Such donations can improve capital budgets and/or projects.

#### Corporate Donations

Corporate donations are often received in the form of liquid investments (i.e. cash, stock, bonds) and in the form of land. Municipalities typically create funds to facilitate and simplify a transaction from a corporation's donation to the given municipality. Donations are mainly received when a widely supported capital improvement program is implemented. Such donations can improve capital budgets and/or projects.





#### Corporate Sponsorships

Corporate sponsorships are often delivered in the form of services, personnel volunteers, liquid investments (cash or stock) or land. Municipalities often team with corporations for necessary and/or alternative funding. A sponsorship, which is the equivalent of a donation, usually involves some marketing elements or recognition in one form or another. The benefits of marketing often improve the image of the given corporation and are often thought to benefit both parties.

#### Foundation Grants

Foundation grants are provided by corporations, individuals, or organizations with a specific mission. The process involves an application which requires the municipality to explain the direct relation between the foundation's mission and the applicant's reason for the funding needs. Foundation grants can offer a wide range of awards from a thousand dollars to a million dollars. The award amounts depend on the foundation's funding capacity and allocation decision.

#### Local Grants

Municipalities oftentimes offer a variety of grants, each with specific purposes. Local grants are limited to areas within the specific municipality's border. These grants range from capital improvement projects to economic revitalization purposes. The award amounts of these grants depend on the local municipality's funding capacity and allocation decisions. These grants are typically much lower than federal grants and state grants.

#### Fundraising / Campaign Drives

Organizations and individuals can participate in a fundraiser or a campaign drive. It is essential to market the purpose of a fundraiser to rally support and financial backing. Oftentimes fundraising satisfies the need for public awareness, public education, and financial support.

#### Land Trust Acquisition and Donation

Land trusts are held by a third party other than the primary holder and the beneficiaries. This land is oftentimes held in a corporation for facilitating the transfer between two parties. For conservation purposes, land is often held in a land trust and received through a land trust. A land trust typically has a specific purpose such as conservation and is used so land will be preserved as the primary holder had originally intended.

#### Greenway Specific Trust Fund

A greenway specific trust fund is a holding company designated to shelter land for the purpose of greenway usage. This land should be preserved as intended and is protected by law. The trust can accept land, funding, or both. The land can be utilized for the actual greenway or for a potential land swap, which depends on the donor's specifications. Funding can be used for infrastructure, land acquisition, maintenance, and/or services.

#### Capital Budget Increase

An increase in the capital budget increases the financial capacity for capital improvements. This option is rarely



exercised unless there is a specific use for the capital reallocation. Capital budget changes originate in the capacity of the federal government, state, county, town or city. It is possible for a jurisdiction to ask for a change in capital budget from more than one entity to obtain funding for a project.

#### Local Budget Yearly Contributions

Local governments may choose to contribute to capital improvement projects on an annual basis as opposed to a one-time budget allocation. A funding change such as this offers a project a financial perpetuity which is a continuous stream of funding. This is especially beneficial when a project requires additional funding for maintenance, operations, salaries, or scheduled enhancements.

#### Transportation Development Tax Credits

Some states have authorized transportation development tax credits for companies that contribute to a needed community development/public infrastructure improvement. Most of the time eligible activities are generally transportation facilities owned by a public entity for use by the public.

#### In Lieu of Fees

Developers often dedicate open space or greenways in exchange for waiving fees associated with park and open space allocation requirements in respect to proposed development. These types of requirements are presented within local municipal codes and ordinances.

#### Utility Lease Revenue

A method to generate revenues from land leased to utilities

for locating utility infrastructure on municipally owned parcels. This can improve capital budgets and support financial interest in property that would not otherwise create revenue for the government.

### OVERVIEW OF FEDERAL FUNDING SOURCES

The federal government offers grants for a variety of purposes. These grants can be extremely large and can jump start or complete an entire capital improvements program. Municipalities must apply for grants and express a connection between its agenda and the grants purpose. Given the financial capacity of these grants, each is extremely competitive among all jurisdictions.

#### Federal Lands Highway Program

Federal Lands Highway Program (FLHP) funds may be used to construct roads and trails within (or, in some cases, providing access to) Federal lands. FLHP funds total about \$800 million per year. Recreation interests often benefit from FLHP funds.

There are four categories of FLHP funds: Indian Reservation Roads, Public Lands Highways, Park Roads and Parkways, and Refuge Roads. Funds available to the US Forest Service may be used for forest development roads and trails. Funds available to the US Fish and Wildlife Service also may be used for trails (up to 5 percent). To be eligible for funding, projects must be open to the public and part of an approved Federal land management agency general management plan.

FLHP funds appropriated to a Federal land management agency may be used to pay the non-Federal share of the cost of any Federal-aid highway project that provides access to or



within Federal or Indian lands. This allows Federal agencies to use FLHP funds to match Transportation Enhancement, Recreational Trails, or Scenic Byways funds.

Source: [www.fhwa.dot.gov](http://www.fhwa.dot.gov)

Contact: Federal Highway Administration

400 Seventh Street, SW

Washington, DC 20590

#### Surface Transportation Program - Transportation Enhancement Activities

Pedestrian and bicycle projects are eligible for all Surface Transportation Program (STP) funds. The STP provides more than \$6 billion annually to the States through a formula apportionment. Ten percent must be used for Transportation Enhancement (TE) Activities. TE funds provide about two-thirds of the Federal-aid highway funding for pedestrian and bicycle projects and programs. TE funds may be used for project construction and related activities, but not for routine maintenance. TE projects must relate to surface transportation, but many TE projects benefit recreation.

Three of the 12 TE categories specifically benefit pedestrians, bicyclists, and trails:

- Pedestrian and bicycle facilities (which may include sidewalks, bicycle parking, bicycles on buses, and pedestrian and bicycle transportation facilities, including shared use paths),
- Pedestrian and bicycle safety and education activities
- Preservation of abandoned railway corridors (also known as rail-trails or rails-to-trails).

Since 1992, more than 20,000 TE projects have been selected for funding, totaling about \$6 billion. More than half of the TE funds have been used for pedestrian and/or

bicycle facilities and related projects. About one-third to one-half of these projects are shared use paths or trail-related, including more than 1,000 rail-trail projects.

Many States give extra credit to projects that benefit two or more of the eligible TE activities (including items such as scenic or historic easements, landscaping and scenic beautification, historic preservation, environmental mitigation, and transportation museums).

In general, the maximum Federal share for TE projects is 80 percent (higher in States with large proportions of Federal lands). The non-Federal match must come from project sponsors or other fund sources. Some in-kind materials and services may be credited toward the project match. Some States allow case-by-case exceptions to standard Federal-aid requirements.

Source: [www.fhwa.dot.gov/environment/te &](http://www.fhwa.dot.gov/environment/te&www.enhancements.org)

[www.enhancements.org](http://www.enhancements.org)

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#### Surface Transportation Act (SAFETEA LU)

"On August 10, 2005, the President signed into law the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). With guaranteed funding for highways, highway safety, and public transportation totaling \$244.1 billion, SAFETEA-LU represents the largest surface transportation investment in our Nation's history. The two landmark bills that brought surface transportation into the 21st century—the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21)—shaped the highway program to meet the Nation's



changing transportation needs. SAFETEA-LU builds on this firm foundation, supplying the funds and refining the programmatic framework for investments needed to maintain and grow our vital transportation infrastructure.

Source: Federal Highway Administration Office of Legislation and Intergovernmental Affairs Program Analysis Team

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#### Recreational Trails Program (RTP)

The Recreational Trails program provides funds to the States to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. Funds are subject to the overall Federal-aid highway obligation limitation.

Before apportioning funds to the States, there will be a takedown of \$840,000 each fiscal year (2005-2009) for program research, technical assistance, and training expenses.

Funds are available to develop, construct, maintain, and rehabilitate trails and trail facilities. Trail uses include hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycle, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles.

Continued eligibilities include:

- Maintenance and restoration of trails
- Development and rehabilitation of trailside and trailhead facilities
- Purchase and lease of trail construction and maintenance equipment

- Construction of new trails (with some limits on Federal lands)
- Acquisition of easements and fee simple title to property
- Assessment of trail conditions for accessibility and maintenance
- Development and dissemination of publications and operation of trail safety and trail environmental protection programs.

New eligible activities include:

- Assessment of trail conditions for accessibility and maintenance
- Clarification that education funds may be used for publications, monitoring and patrol programs and for trail-related training

States must meet minimum funding between motorized, non-motorized and diverse trail use:

- 40% for diverse trail use;
- 30% for non-motorized recreation
- 30% for motorized recreation

The ability for a State recreational trails advisory committee to waive the set-asides for non-motorized and motorized recreation has been eliminated by SAFETEA-LU.

States are encouraged to enter into contracts and cooperative agreements with youth conservation and service corps to perform trail construction and maintenance.

Recreational Trails program funds may be used to match other Federal program funds for purposes that would be eligible under the Recreational Trails program

Source: <http://www.fhwa.dot.gov/environment/rectrails/>

Contact: Darrell L McBane, State Trails Coordinator  
NC Division of Parks & Recreation



MSC 1615  
Raleigh NC 27699-1615  
Tel: 919-715-8699  
Fax :919-715-3085  
Email: [darrell.mcbane@ncdenr.gov](mailto:darrell.mcbane@ncdenr.gov)

#### Surface Transportation Program (STP)

The Surface Transportation Program provides flexible funding that may be used by States and localities for projects on any Federal-aid highway, including the National Highway System, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities.

Funds are subject to the overall Federal-aid obligation limitation. Apportioned funds are to be distributed based on the following factors:

- 25% based on total lane miles of Federal-aid highways
- 40% based on vehicle miles traveled on lanes on Federal-aid highways
- 35% based on estimated tax payments attributable to highway users in the States into the Highway Account of the Highway Trust Fund (often referred to as "contributions" to the Highway Account)

The Federal share is generally 80 percent, subject to the sliding scale adjustment. When the funds are used for Interstate projects to add high occupancy vehicle or auxiliary lanes, but not other lanes, the Federal share may be 90 percent, also subject to the sliding scale adjustment.

Source: [www.fhwa.dot.gov](http://www.fhwa.dot.gov)  
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#### Highway Safety Improvement Program (HSIP)

In 2005, safety programs were funded from a set-aside from the Surface Transportation Program. The program authorized a new core Federal-aid funding program in FY 2006 to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

Each State's apportionment of HSIP funds is subject to a setaside for construction and operational improvements on high-risk rural roads. High-risk rural roads are roadways functionally classified as rural major or minor collectors or rural local roads with a fatal and incapacitating injury crash rate above the statewide average for those functional classes of roadways; or likely to experience an increase in traffic volume that leads to a crash rate in excess of the average Statewide rate. The setaside totals \$90M nationally and is applied proportionally to the States' HSIP apportionments. If a State certifies that it has met all its needs relating to construction and operational improvements on high-risk rural roads, it may use those funds for any safety improvement project eligible under the HSIP.

The Federal share is 90 percent, subject to the sliding scale adjustment, except that the Federal share is 100% for certain safety improvements listed in 23 USC 120(c).

Source: [www.fhwa.dot.gov](http://www.fhwa.dot.gov)  
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### National Scenic Byways Program

The National Scenic Byways Program provides for the designation by the Secretary of Transportation of roads that have outstanding scenic, historic, cultural, natural, recreational, and archaeological qualities as All-American Roads or National Scenic Byways. To be considered for the designation as an All-American Road or National Scenic Byway, a road must be nominated by a State, Indian Tribe, or a Federal land management agency and must first be designated as a State scenic byway or, in the case of a road on Indian or Federal land, as an Tribal byway or a Federal land management agency byway.

The program also provides discretionary grants for scenic byway projects on All-American Roads, National Scenic Byways, or State-designated scenic byways, and for planning, designing, and developing State scenic byway programs.

The normal Federal share is 80 percent, with a 20 percent non-Federal share required. However, Federal land management agencies may provide matching funds for projects on Federal or Indian lands.

Projects must be developed through each State DOT.

In making grants, priority is given to:

- Each eligible project associated with a highway that has been designated as a National Scenic Byway or All American Road and that is consistent with the corridor management plan for the byway;
- Each eligible project along a State designated scenic byway that is consistent with the corridor management plan for the byway, or is intended to foster the development of a plan, and is carried out to make the byway eligible for designation as a National Scenic Byway or All American Road; and
- Each eligible project that is associated with the

development of a State scenic byway program or an activity related to the planning, design, or development of a State scenic byway program.

•

Types of improvements include:

- Construction along a scenic byway of a facility for pedestrians and bicyclists, rest area, turnout, highway shoulder improvement, passing lane, overlook, or interpretive facility.
- An improvement to a scenic byway that will enhance access to an area for the purpose of recreation, including water-related recreation.
- Protection of scenic, historical, recreational, cultural, natural, and archaeological resources in an area adjacent to a scenic byway.
- Development and provision of tourist information to the public, including interpretive information about a scenic byway.
- Development and implementation of a scenic byway marketing program

Source: <http://www.bywaysonline.org/grants/>

Contact: Tel: 1-800-429-9297, option 3, option 5

E-mail: [grants-support@byways.org](mailto:grants-support@byways.org)

### Safe Routes to School Program (SRTS)

The program's goal is to enable and encourage children, including those with disabilities, to walk and bicycle to school; to make walking and bicycling to school safe and more appealing; and to facilitate the planning, development and implementation of projects that will improve safety, and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

Funds are to be administered by State departments of transportation to provide financial assistance to State, local,



and regional agencies, including non-profit organizations, that demonstrate the ability to meet the requirements of the program.

Funds are used for infrastructure related projects. Eligible activities include the planning, design, and construction of projects that will substantially improve the ability of students to walk and bicycle to school. These include sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bike parking, and traffic diversion improvements in the vicinity of schools (within 2 miles). Such projects may be carried out on any public road or any bicycle or pedestrian pathway or trail in the vicinity of schools.

Each State must set aside from its Safe Routes to School apportionment not less than 10 percent and not more than 30 percent of the funds for non infrastructure-related activities to encourage walking and bicycling to school. These include public awareness campaigns and outreach to press and community leaders, traffic education and enforcement in the vicinity of schools, student sessions on bicycle and pedestrian safety, health, and environment, and training volunteers and managers of safe routes to school programs. The Federal share is 100 percent.

Source: [www.fhwa.dot.gov](http://www.fhwa.dot.gov)

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High Priority Projects

The High Priority Projects Program provides designated

funding for specific projects identified in SAFETEA-LU. A total of 5,091 projects are identified, each with a specified amount of funding over the 5 years of SAFETEA-LU. [1701]

The funds designated for a project in section 1702 are available only for that project with the following exception: Funds allocated for a project specified below may be obligated for any other of these projects in the same State:

High Priority Projects listed in section 1702 and numbered 3677 or higher;

Projects of National and Regional Significance listed in section 1301 and numbered 19 or higher;

National Corridor Infrastructure Improvement Program projects listed in section 1302 and numbered 28 or higher.

The Federal share remains at 80%, except in the States of Alaska, Montana, Nevada, North Dakota, Oregon, and South Dakota.

Source: [www.fhwa.dot.gov](http://www.fhwa.dot.gov)

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Land and Water Conservation Fund (LWCF)

The Land and Water Conservation Fund (LWCF) provides funding to assist in preserving, developing, and assuring accessibility to outdoor recreation resources including but not limited to parks, trails, wildlife lands, and other lands and facilities desirable for individual active participation. Grants are to be evaluated based on:

- how the project addresses the identified needs and priorities of a statewide comprehensive or strategic plan



- technical merits
- public/private partnerships

Eligible Grant Recipients:

- Counties, cities and towns
- Park districts
- Port districts
- Tribal governments
- State agencies

Grant recipients must provide at least 50% matching funds in either cash or in-kind contributions. Applications are to be evaluated in a competitive process by a team of experts, with criteria developed by a citizen advisory committee. A portion of Federal revenue is derived from sale or lease of off-shore oil and gas resources. The program is administered by the US Department of the Interior through the National Park Service and the Intergovernmental Advisory Committee.

Source: <http://www.nps.gov/>

Contact: Division of Parks and Recreation

Dept. of Environmental and Natural Resources

P.O. Box 27687

Raleigh, NC 27611-7687

Tel: 919-733-4181

Environmental Protection Agency (EPA) - Environmental Education Grants Program

The Grants Program sponsored by EPA's Environmental Education Division (EED), Office of Children's Health Protection and Environmental Education, supports environmental education projects that enhance the public's awareness, knowledge, and skills to help people make informed decisions that affect environmental quality. EPA

awards grants each year based on funding appropriated by Congress. Annual funding for the program ranges between \$2 and \$3 million. More than 75 percent of the grants awarded by this program receive less than \$15,000.

Source: <http://www.epa.gov/enviroed/grants.html>

Contact: Alice Chastain

U.S. EPA, Region 4

Environmental Education Grants

Office of Public Affairs

61 Forsyth Street SW

Atlanta, GA 30303

Email: [chastain.alice@epa.gov](mailto:chastain.alice@epa.gov)

Community Block Development Grant Program (HUD-CDBG)

Since States are in the best position to know and to respond to the needs of local governments, Congress amended the Housing and Community Development Act of 1974 (HCD Act) in 1981 to give each State the opportunity to administer CDBG funds for non-entitlement areas. Non-entitlement areas include those units of general local government which do not receive CDBG funds directly from HUD as part of the entitlement program (Entitlement Cities and Urban Counties). Non-entitlement areas are cities with populations of less than 50,000 (except cities that are designated principal cities of Metropolitan Statistical Areas), and counties with populations of less than 200,000.

The State CDBG program has replaced the Small Cities program in States that have elected to participate. Currently, 49 States and Puerto Rico participate in the program. HUD continues to administer the program for the non-entitled counties in the State of Hawaii because the State has permanently elected not to participate in the State CDBG.

The primary statutory objective of the CDBG program is





to develop viable communities by providing decent housing and a suitable living environment and by expanding economic opportunities, principally for persons of low- and moderate-income.

Communities receiving CDBG funds from the State may use the funds for many kinds of community development activities including, but not limited to:

- Acquisition of property for public purposes;
- Construction or reconstruction of streets, water and sewer facilities, neighborhood centers, recreation facilities, and other public works;
- Demolition;
- Rehabilitation of public and private buildings;
- Public services;
- Planning activities;
- Assistance to nonprofit entities for community development activities; and
- Assistance to private, for profit entities to carry out economic development activities (including assistance to micro-enterprises).

Source: [www.hud.gov](http://www.hud.gov)

Contact: Greensboro Field Office

Asheville Building

1500 Pinemcove Road, Suite 401

Greensboro, NC 27407-3838

Tel: 336-547-4001 (Field Office Director)

Fax: 336-547-4138

## OVERVIEW OF NORTH CAROLINA FUNDING SOURCES

Each state offers a variety of grants, each with specific purposes. State grants are limited to municipalities within the specific state's border. These grants range from capital improvement projects to economic revitalization purposes.

The award amounts of these grants depend on the state's funding capacity and allocation decisions.

### North Carolina DOT – Bicycle and Pedestrian Program

The North Carolina General Assembly enacted legislation (G.S. 136-71.12 Funds) that authorizes the North Carolina Department of Transportation (NCDOT) to spend any federal, state, local, or private funds available to the Department and designated for the accomplishment of Article 4A, Bicycle and Bikeway Act of 1974. In addition, the 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requires the Department to set aside federal funds from eligible categories for the construction of bicycle and pedestrian transportation facilities”

**State Construction Funds** – State roadway construction funds (not including the Highway Trust Fund for Urban Loops and Interchanges) may be used for the construction of sidewalks and bicycle accommodations that are a part of roadway improvement projects.

**Governor's Highway Safety Program (GHSP)** – GHSP funding is provided through an annual program, upon approval of specific project requests, to undertake a variety of pedestrian and bicycle safety initiatives. Amounts of GHSP funds vary from year to year, according to the specific amounts requested.

**Independent Projects** – \$6 million is set aside annually for the construction of bicycle improvements that are independent of scheduled highway projects in communities throughout the state. Eighty percent of these funds are from STP-Enhancement funds, while state funds provide the remaining



20 percent. Currently, \$1.4 million is set aside annually for pedestrian hazard elimination projects in the 14 NCDOT highway divisions across the state; \$200,000 is allocated to the Division of Bicycle and Pedestrian Transportation for projects such as training workshops, pedestrian safety and research projects, and other pedestrian needs statewide.

**Incidental Projects** – Bicycle accommodations such as bike lanes, widened paved shoulders and bicycle-safe bridge design are frequently included as incidental features of highway projects. In addition, bicycle-safe drainage grates are a standard feature of all highway construction. Most pedestrian safety accommodations built by NCDOT are included as part of scheduled highway improvement projects funded with a combination of federal and state roadway construction funds.

For all the above funding sources contact

[www.ncdot.org](http://www.ncdot.org)

Contact: Robert Mosher, Division of Bicycle and Pedestrian Transportation

(Mail) 1552 Mail Service Center

(Delivery) 401 Oberlin Road, Suite 250

Raleigh, NC 27605

Raleigh, NC 27699-1552

Tel: 919-807-0777 (Main Office)

Fax 919-807-0768

Email: [bikeped\\_transportation@dot.state.nc.us](mailto:bikeped_transportation@dot.state.nc.us)

North Carolina's Clean Water Management Trust Fund (CWMTF)  
North Carolina's Clean Water Management Trust Fund (CWMTF) was established by the General Assembly in 1996 (Article 18; Chapter 113A of the North Carolina

General Statutes). CWMTF receives a direct appropriation from the General Assembly in order to issue grants to local governments, state agencies and conservation non-profits to help finance projects that specifically address water pollution problems. The 21-member, independent, CWMTF Board of Trustees has full responsibility over the allocation of moneys from the Fund.

CWMTF will fund projects that (1) enhance or restore degraded waters, (2) protect unpolluted waters, and/or (3) contribute toward a network of riparian waters.

Source: <http://www.cwmtf.net>

Contact: Western Piedmont Field Representative:  
Bern Schumak

Tel: 336-366-3801

Email: [bschumak@surry.net](mailto:bschumak@surry.net)

North Carolina Parks and Recreation Trust Fund (PARTF)

The North Carolina General Assembly established the Parks and Recreation Trust Fund (PARTF) on July 16, 1994 to fund improvements in the state's park system, to fund grants for local governments and to increase the public's access to the state's beaches. The Parks and Recreation Authority, an eleven-member appointed board, was also created to allocate funds from PARTF to the state parks and to the grants program for local governments.

PARTF is the primary source of funding to build and renovate facilities in the state parks as well as to buy land for new and existing parks.

The PARTF program also provides dollar-for-dollar grants to local governments. Recipients use the grants to acquire land and/or to develop parks and recreational projects that serve the general public. At the website listed below, you can learn how to apply for a grant, see lists of past grant recipients, and download an application. You can also



learn about the Parks and Recreation Authority and how to contact them.

Source: <http://www.partf.net>

Contact: John Poole, Program Manager

1615 MSC

Raleigh, NC 27699-1615

Tel: 919-715-2662

Email: [John.Poole@ncmail.net](mailto:John.Poole@ncmail.net)

#### North Carolina Farmland Preservation Trust Fund

The purpose of the fund is to: Support the purchase of agricultural conservation easements, including transaction costs. Fund public and private enterprise programs that will promote profitable and sustainable farms by assisting farmers in developing and implementing plans for the production of food, fiber and value-added products, agritourism activities, marketing and sales of agricultural products produced on the farm, and other agriculture-related business activities.

The legislation also established a Trust Fund Advisory Committee to advise Commissioner Troxler on the prioritization and allocation of funds, the development of criteria for awarding funds, program planning, and other areas for the growth and development of family farms in North Carolina.

Source: <http://www.agr.state.nc.us/paffairs/farmlandpreservation.htm>

Contact: North Carolina Department of Agriculture & Consumer Services

(Mail) 1001 Mail Service Center

(Delivery) 2 West Edenton Street, Raleigh, NC 27601

Raleigh, NC 27699-1001

Tel: 919-733-7125

#### North Carolina Natural Heritage Trust Fund

Established in 1987, the North Carolina Natural Heritage Trust Fund provides supplemental funding to select state agencies for the acquisition and protection of important natural areas, to preserve the state's ecological diversity and cultural heritage, and to inventory the natural heritage resources of the state. The enabling legislation is found at General Statute Article 5A Sections 113-77.6 through 113-77.9.

The trust fund is supported by 25% of the state's portion of the tax on real estate deed transfers and by a portion of the fees for personalized license plates. These sources now generate about \$19 million each year. Since its creation, the trust fund has contributed more than \$136 million through 345 grants to support the conservation of more than 217,000 acres.

Conserving North Carolina's natural and cultural heritage now is critical. The state's population is expected to grow by 50% in the next 25 years (that's 4 million more people!) As detailed on One NC Naturally's website, North Carolina loses an estimated 383 acres per day of woodlands, farmland and open space. This loss of natural areas has serious consequences for our air and water quality, wildlife habitat, recreational opportunities, and our quality of life. Jobs in rural areas are increasingly dependent upon tourism generated by scenic beauty, historic places and quality outdoor recreational opportunities. Land conservation helps families to continue working in forestry and farming. Surveys show that open space, outdoor recreational opportunities and other conservation benefits are important for attracting and keeping knowledge-based workers.

The Natural Heritage Trust Fund invests in North Carolina's most significant natural areas, strengthening



our communities and our economy.

Source: <http://www.ncnhhf.org/>

Contact: Lisa Riegel, Executive Director

MSC 1601

Raleigh, NC 27699-1601

Tel: 919-715-8014

Fax : 919-715-3060

Email: [nc.nhthf@ncmail.net](mailto:nc.nhthf@ncmail.net)

#### North Carolina Conservation Income Tax Credit Program

North Carolina has a unique incentive program to assist land-owners to protect the environment and the quality of life. A Credit is allowed against individual and corporate income taxes when real property is donated for conservation purposes. Interests in property that promote specific public benefits may be donated to a qualified recipient. Such conservation donations qualify for a substantial tax credit.

Source: <http://www.enr.state.nc.us/conservationtaxcredit/>

Contact: N.C. Department of Revenue

Tel: 919-733-4684 for individual income taxes

Fax: 919-733- 3166 for corporate income taxes

#### North Carolina Adopt-A-Trail Grants

The Adopt-A-Trail Grant Program (AAT) awards \$108,000 annually to government agencies, nonprofit organizations and private trail groups for trails projects. The funds can be used for trail building, trail signage and facilities, trail maintenance, trail brochures and maps, and other related uses. Requires no local match or in-kind services.

Source: [http://www.ncparks.gov/About/grants/trails\\_main.php](http://www.ncparks.gov/About/grants/trails_main.php)

Contact: Darrell McBane

N.C. Division of Parks and Recreation

#### State Trails Program

1615 Mail Service Center

Raleigh, NC 27699-1615

Tel: 919-715-8699

Email: [darrell.mcbane@ncdenr.gov](mailto:darrell.mcbane@ncdenr.gov)

#### North Carolina Division of Water Quality - 319 Program Grants

By amendment to the Clean Water Act Section in 1987, the Section 319 Grant program was established to provide funding for efforts to curb nonpoint source (NPS) pollution, including that which occurs through stormwater runoff. The U.S. Environmental Protection Agency provides funds to state and tribal agencies, which are then allocated via a competitive grant process to organizations to address current or potential NPS concerns. Funds may be used to demonstrate best management practices (BMPs), establish Total Maximum Daily Load (TMDL) for a watershed, or to restore impaired streams or other water resources. In North Carolina, the 319 Grant Program is administered by the Division of Water Quality of the Department of Environment and Natural Resources.

Each fiscal year North Carolina is awarded nearly 5 million dollars to address nonpoint source pollution through its 319 Grant program. Thirty percent of the funding supports ongoing state nonpoint source programs. The remaining seventy percent is made available through a competitive grants process. At the beginning of each year (normally by mid-February), the NC 319 Program issues a request for proposals with an open response period of three months. Grants are divided into two categories: Base and Incremental. Base Projects concern research-oriented, demonstrative, or educational purposes for identifying and preventing potential NPS areas in the state, where waters may be at risk of becoming impaired. Incremental projects



seek to restore streams or other portions of watersheds that are already impaired and not presently satisfying their intended uses.

State and local governments, interstate and intrastate agencies, public and private nonprofit organizations, and educational institutions are eligible to apply for Section 319 monies. An interagency workgroup reviews the proposals and selects those of merit to be funded.

Source: [http://h2o.enr.state.nc.us/nps/Section\\_319\\_Grant\\_Program.htm](http://h2o.enr.state.nc.us/nps/Section_319_Grant_Program.htm)

Contact: Mooresville Regional Office

610 East Center Ave

Suite 301

Mooresville, NC 28115

Tel: 704-663-1699

Fax: 704-663-6040

#### North Carolina Ecosystem Enhancement Program (EEP)

Clean water, clean air and thriving natural habitats are fundamental indicators of a healthy environment. Protecting North Carolina's ecosystems is critical to maintaining the state's quality of life, continuing its economic growth, and ensuring the health and well-being of its citizens. According to the three-party Memorandum of Agreement that established the initiative's procedures in July 2003, the mission of the Ecosystem Enhancement Program is to "restore, enhance, preserve and protect the functions associated with wetlands, streams and riparian areas, including but not limited to those necessary for the restoration, maintenance and protection of water quality and riparian habitats throughout North Carolina."

EEP provides:

- High-quality, cost-effective projects for watershed improvement and protection;

- Compensation for unavoidable environmental impacts associated with transportation-infrastructure and economic development; and
- Detailed watershed-planning and project-implementation efforts within North Carolina's threatened or degraded watersheds.

Source: <http://www.nceep.net>

Contact: MAIN OFFICE

(Mail) 1652 Mail Service Center

Raleigh, NC 27699-1652

(Delivery) 2728 Capital Blvd, Suite 1H 103

Raleigh NC 27604

Tel: 919-715-0476

Fax: 919-715-2219

#### North Carolina Wetlands Restoration Program (NCWRP)

Established by the General Assembly in 1996, the North Carolina Wetlands Restoration Program (NCWRP) is an innovative, non regulatory initiative to restore wetlands, streams and nonwetland riparian areas throughout the state. The Department of Environment and Natural Resources - Division of Water Quality oversees the program. The goals of NCWRP are:

- To restore functions and values lost through historic, current and future wetland and stream impacts.
- To achieve a net increase in wetland acres, functions and values in all of North Carolina's major river basins.
- To provide a consistent approach to address mitigation that may be required by law when dredging or filling wetlands, or altering of streams, is authorized.
- To increase the ecological effectiveness of required



wetlands and stream mitigation.

- To promote a comprehensive approach to the protection of natural resources.

The NCWRP actively seeks land owners who have restorable wetland, riparian and stream sites. For more information about the Program:

Source: <http://h2o.enr.state.nc.us>

Contact: Bonnie Mullen

North Carolina Wetlands Restoration  
NCWRP

Tel: 919-733-5208.

#### Urban and Community Forestry Assistance Program

Urban and Community Forestry begins to address the stewardship of urban natural resources where 80 percent of the Nation lives. Important connections exist between the quality of life in metropolitan areas and land consumption associated with sprawl. In addition there is a strong economic case for conservation of green open space to guide growth and revitalize city centers and older suburbs. The Urban and Community Forestry Program responds to these needs by maintaining, restoring, and improving the health of urban trees, forests, greenspaces and sustainable forest ecosystems for more than 70 million acres of America's urban and community forest resources. Through these efforts the Program encourages and promotes the creation of healthier, more livable urban environments across the Nation. The Program will continue to expand partnerships with non-governmental organizations to restore natural resources in older, declining cities and towns.

Source: <http://www.fs.fed.us/ucf/>

Contact: Ed Macie (R-8)

USDA Forest Service

1720 Peachtree Road, NW, Suite 850S

Atlanta, GA 30367

Tel: 404-347-1647

Fax: 404-347-2776

Email: [emacie@fs.fed.us](mailto:emacie@fs.fed.us)

#### Water Resources Development Grant Program

This program is designed to provide cost-share grants and technical assistance to local governments throughout North Carolina. Applications for grants are accepted for seven purposes: General Navigation, Recreational Navigation, Water Management, Stream Restoration, Beach Protection, Land Acquisition and Facility Development for Water-Based Recreation, and Aquatic Weed Control. There are two grant cycles per year. The application deadlines are January 1st and July 1st. Contact John Sutherland, Jeff Bruton or Darren England for additional information.

Source: [http://www.ncwater.org/Financial\\_Assistance/](http://www.ncwater.org/Financial_Assistance/)

Contact: NC Division of Water Resources, DENR

1611 Mail Service Center

Raleigh, NC 27699-1611

Tel: 919-733-4064

Fax: 919-733-3558

#### Blue Cross Blue Shield Mini Grant

The BCBSNC Foundation developed the Mini-Grants category in order to provide funding opportunities for counties that are experiencing greater levels of economic distress. The Foundation is also interested in supporting smaller non-profit organizations that provide direct services within the specified geographic region. Specifically, funding is restricted to the 85 designated rural counties across the state. Organizations with an annual operating budget of less than \$500,000 are eligible to apply.

The BCBSNC Foundation funds programs that align



with its mission and established focus areas. Applicants in the Mini-Grants category will engage in a competitive process for funding. The typical range is between \$1,500 - \$5,000.

Source: <http://www.bcbsnc.com/foundation/mini-grants.html>

Contact: (Mail) P.O. Box 2291

Durham, NC 27702

Tel: 919-765-7347

Fax: 919-765-2433

Email: [foundation@bcbsnc.com](mailto:foundation@bcbsnc.com)

#### Blue Cross Blue Shield Grant

The BCBSNC Foundation funds programs that align with its mission and established focus areas. Applicants in the Grants up to \$25,000 category, engage in a two-step, competitive process to identify those projects that meet all required eligibility criteria and present the most compelling case for funding. The typical range is between \$5,000 - \$15,000.

Source: <http://www.bcbsnc.com/foundation/grants.html#four>

Contact: Mailing Address:

P.O. Box 2291

Durham, NC 27702

Tel: 919-765-7347

Fax: 919-765-2433

Email: [foundation@bcbsnc.com](mailto:foundation@bcbsnc.com)

#### OVERVIEW PRIVATE FUNDING

Many communities have solicited greenway funding assistance from private foundations and other conservation-minded benefactors. Below are two examples of private funding opportunities available in North Carolina.

#### Foundation for the Carolinas

The Foundation provides strategic leadership in the community by convening stakeholders on critical issues related to the civic, social, environmental and economic health of the region. It also assists community leaders in better understanding the challenges confronting the region and helps find solutions to many of our most pressing community issues.

Source: <http://www.ffc.org/affiliates/community/nc/charlotte/>

Contact: Foundation For The Carolinas

217 S. Tryon Street

Charlotte, NC 28202.

Tel: 704-973-4500 / 800-973-7244

#### North Carolina Community Foundation (NCCF)

The North Carolina Community Foundation serves philanthropic donors and supports not-for-profit organizations throughout North Carolina. The NCCF makes grants from charitable funds established by individuals, families, corporations, and non-profit organizations. Donors make grants from over 800 funds that serve the following areas of interest:

- Arts and Humanities
- Community Service
- Education
- Environment
- Health
- Historic Preservation
- Religion
- Science
- Social Services



- Youth

Source: <http://www.nccommunityfoundation.org/>

Contact: 4601 Six Forks Road, Suite 524

Raleigh, North Carolina 27609

Tel: 919-828-4387 / 800-201-9533

Fax: 919-828-5495

#### The Cinergy Foundation

The Cinergy Foundation places special emphasis on projects that help communities help themselves. The Foundation supports local community, civic and leadership development projects. The Cinergy Foundation also views community foundations as positive vehicles for sustaining the long-term health of a community and promoting philanthropic causes. Infrastructure needs by a community will not be considered.

The Cinergy Foundation supports health and social service programs which promote healthy life styles and preventative medical care. United Way campaigns are included in Health and Social Services funding.

Source: <http://www.cinergy.com/foundation/categories.asp>

Contact: Rachelle Caldwell, Manager

Cinergy Foundation

Tel: 513-287-2363 / 800-262-3000 x 2363

The Cinergy Foundation

139 E. Fourth St.; EA029

Cincinnati, Ohio 45202

instituted in response to the President's Commission on Americans Outdoors recommendation to establish a national network of greenways. Made possible by a generous grant from Eastman Kodak, the program also honors groups and individuals whose ingenuity and creativity foster the creation of greenways. The program goals include:

- Develop new, action-oriented greenway projects
- Assist grassroots greenway organizations
- Leverage additional money for conservation and greenway development
- Recognize and encourage greenway proponents and organizations

Source: <http://www.conservationfund.org>

Contact: The Conservation Fund

Tel: 703-525-6300

Email: [greenways@conservationfund.org](mailto:greenways@conservationfund.org)

#### American Greenways Eastman Kodak Awards

Eastman Kodak, The Conservation Fund, and the National Geographic Society provide small grants to stimulate the planning and design of greenways in communities throughout America. The annual grants program was





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## CHAPTER 7. CONCLUSION

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Through a collaborative planning process community members in Cleveland County articulated a sense of place and showed excitement about honoring special landscapes and destinations for economic, psychological, cultural and health reasons by connecting them and interacting with them on foot, on horseback, on bicycle and other modes. Given the rate of growth in Cleveland County, this proposal is not for a luxury good but a necessary good.

This report outlines an ambitious plan for developing a comprehensive network of trails across Cleveland County.

The many community partners who have been involved in the planning process recognize the urgency of starting a county-wide and region-wide linear park system now, while opportunities still exist for making connections and linking important places. They also recognize that this plan will not be implemented overnight, and that while segments should begin appearing soon, it will take years, if not decades, to link them all together. The time to start is now.



*Downtown Kings Mountain, NC*



*Future Trail Location - First Broad River*



**APPENDIX I:  
FINAL DOCUMENT REVIEW**

**2005 CLEVELAND LAND USE PLAN**

Document Name	Document Date	Description	Page and Section Number	Potential Route Impact	Potential Policy Impact
Cleveland County Land Use Plan	Apr-05	The (2005 Land Use) Plan calls for "creating a greenway network that would link the South Mountains with the Broad River and the Crowders Mountain State Park" and for developing a greenway master plan.	Chapter 3- Page 9	y	y
Cleveland County Land Use Plan	Apr-05	The 1500 acre Broad River Greenway was established along the Broad River south of Boiling Springs in 2001. Cleveland County and the Town of Boiling Springs own the Greenway jointly.	Chapter 3- Page 9	y	n
Cleveland County Land Use Plan	Apr-05	Cleveland County has joined SEQL (Sustainable Environment for Quality of Life) an integrated strategy for local governments to address air quality, water resource, and sustainable growth issues. SEQL is funded, in part, by the USEPA and is administered by Centralina COG. By being a SEQL partner, Cleveland County pledges to undertake actions that will help promote environmentally sound policies addressed.	Chapter 3- Page 10	n	y
Cleveland County Land Use Plan	Apr-05	The Plan promotes working with the Conservancy to help secure fee simple or conservation easement purchases of scenic and/or ecologically important lands.	Chapter 3- Page 10	n	y
Cleveland County Land Use Plan	Apr-05	Parks, greenways, trails, and civic space should be included in urban and village planning.	Chapter 4- Page 18	n	y
Cleveland County Land Use Plan	Apr-05	<ul style="list-style-type: none"> <li>• There is a need for a greenway network in Cleveland County</li> <li>• Open space and rural landscapes must be preserved</li> <li>• The views of Kings and Crowder's Mountains must be preserved, as well as the views of the South Mountains</li> <li>• Civic open space is important—parks, trails, greenways, etc.</li> <li>• Regulations that control clear-cutting are needed.</li> <li>• A Countywide open space plan should be created.</li> </ul>	Chapter 4- Page 19	y	y
Cleveland County Land Use Plan	Apr-05	STRATEGY CTV-B4: Encourage communities to build "urban open space"—parks, bike trails, and greenways—to link residential and other uses.	Chapter 5- Page 44	n	y
Cleveland County Land Use Plan	Apr-05	STRATEGY CTV-C2: Create walkable communities by supporting connectivity in roadway design, use of sidewalks, and pedestrian amenities. Where possible, work with local jurisdictions to obtain grants for these purposes	Chapter 5- Page 44	n	y
Cleveland County Land Use Plan	Apr-05	STRATEGY CTV-C3: Continually seek opportunities to create multi-modal transportation opportunities in collaboration with the cities and towns. Such may include express bus service to Charlotte, linking local bikeways or greenways into a county network, and developing logical "transitions" from urban sidewalk networks to more rural walking trails.	Chapter 5- Page 44	n	y



2005 CLEVELAND LAND USE PLAN, CONT

Document Name	Document Date	Description	Page and Section Number	Potential Route Impact	Potential Policy Impact
Cleveland County Land Use Plan	Apr-05	STRATEGY-T-D5: Include planning for bicycle traffic in transportation plans, and ensure that NCDOT prepares a County Bicycle Plan as requested by the County and the Lake Norman RPO. The bicycle plan should include a loop that includes the following roads: <ul style="list-style-type: none"> <li>• From Kings Mountain...Waco Road to Stony Point Road to Fallston-Waco Road</li> <li>• From Fallston...Warlick Road to Casar-Belwood Road</li> <li>• From Casar...NC 10 to Polkville</li> <li>• From Polkville...Stage Coach Trail to New House Road to Lattimore</li> <li>• From Lattimore...Lattimore Road to Mooresboro, Whitaker Road to NC 150, NC 150 through and south of Boiling Springs</li> </ul>	Chapter 5- Page 50	y	y
Cleveland County Land Use Plan	Apr-05	Designating the most rural and scenic portions of the County (i.e., the northern and northwestern portions of the County along with the southeastern and southwestern corners) as "rural/scenic areas". Future uses, both residential and non-residential, would include those that both compliment and enhance the areas' rural characteristics.	Chapter 5- Page 53	y	y
Cleveland County Land Use Plan	Apr-05	Designate a number of roads as "rural/scenic highways." Among other things, development standards would need to be created for uses along these roads that address: the placement of billboards; outdoor lighting standards; height and size of signs; and, parking lot landscaping.	Chapter 5- Page 53	n	y
Cleveland County Land Use Plan	Apr-05	As of 2004, the County has one greenway located along the Broad River south of Boiling Springs, connected to the Town by a three-mile long bikeway along NC 150. Other greenways exist in Kings Mountain, and land for a potential greenway has been preserved by NCDOT in association with the Shelby Bypass project. A master plan for greenway expansions in the County, however, does not exist. Such a plan should be developed in order to prioritize greenway needs, costs and funding sources.	Chapter 5- Page 54	n	y



2005 CLEVELAND LAND USE PLAN, CONT

Document Name	Document Date	Description	Page and Section Number	Potential Route Impact	Potential Policy Impact
Cleveland County Land Use Plan	Apr-05	<p>STRATEGY O-A2: Either as a part of the total County Greenway Plan, or separately, provide for the development of greenways in the following areas:</p> <ul style="list-style-type: none"> <li>Along the First Broad River from the proposed reservoir (north of NC 182), south to Shelby, and north to the South Mountain State Park. This greenway could be continued along the River to connect with the existing greenway along the Broad River south of Boiling Springs. The Upper Cleveland Chamber of Commerce has endorsed the concept of creating a greenway from the reservoir to Shelby along the First Broad River. In order to make the greenway "countywide" in scope, this greenway could be connected south of Shelby to the Broad River.</li> <li>Connecting Kings Mountain and Crowders Mountain State Parks, by greenway and bikeway. Currently, a portion of NC 161 south of Kings Mountain and Lake Montonia Road has been designated as a "scenic byway" by NCDOT. It is proposed that the entire length of NC 161 be designated a "scenic byway". This, coupled with a bikeway along NC 161 and Lake Montonia Road, would tie in well with the County's efforts to maintain and promote the rural feel of the southeastern corner of the County.</li> <li>Connecting the Broad River Greenway to the Kings Mountain and Crowders' Mountain State Parks, by both greenway and bikeway. This will require coordination with Cherokee and York Counties for the connecting pieces that are proposed to go into South Carolina.</li> </ul>	Chapter 5- Page 54	y	y
Cleveland County Land Use Plan	Apr-05	OBJECTIVE B: Protect the view sheds of the south mountains along with Kings and Crowder's mountains.	Chapter 5- Page 55	y	n
Cleveland County Land Use Plan	Apr-05	<p>STRATEGY O-B1: Establish a network of "rural/scenic highways" that include bicycle access as identified in Transportation Strategy T-D2 to support transportation and tourism.</p> <p>NOTE: The CP zoning district should be eliminated along these roads and replaced with a zoning district that allows both residential uses and rural/agricultural-oriented non-residential uses. Other land use issues that should be addressed on rural/scenic highways include:</p> <ol style="list-style-type: none"> <li>Billboards- They should not be allowed on rural/scenic highways.</li> <li>Outdoor Lighting- Regulations should require "down lighting" along rural/scenic corridors and in the areas on the slopes of the mountains.</li> <li>Height and/size of Freestanding Commercial Signs- These should be regulated on all rural/scenic highways.</li> <li>Parking Lot Landscaping- See requirements in Commercial section.)</li> </ol>	Chapter 5- Page 55	y	n
Cleveland County Land Use Plan	Apr-05	STRATEGY O-B2: Designate northern and northwestern Cleveland County and the southeastern and southwestern corners of the County as "rural/scenic areas."	Chapter 5- Page 55	y	y



2005 CLEVELAND LAND USE PLAN, CONT

Document Name	Document Date	Description	Page and Section Number	Potential Route Impact	Potential Policy Impact
Cleveland County Land Use Plan	Apr-05	STRATEGY O-C5: Continue to work with the Foothills Conservancy to help secure fee simple or conservation easement purchases of scenic and/or ecologically important lands, including potential greenways, in the County. Areas that should be targeted for such protection include those upstream and around existing reservoirs (where feasible), and those areas upstream and around any new reservoirs.	Chapter 5- Page 56	y	y
Cleveland County Land Use Plan	Apr-05	STRATEGY O-C6: Protect open space around the Shelby Airport to ensure that the Airport has an ability to expand, when needed in the future, without infringing upon existing developments.	Chapter 5- Page 56	y	y
Cleveland County Land Use Plan	Apr-05	STRATEGY O-D2: Amend the County's land use regulations to address the following issues <ol style="list-style-type: none"> <li>1. Require that properties with significant tree stands be required to preserve a portion of the tree canopy post-development. Seek to close loopholes that permit clear-cutting of land for timber sale as a prelude to imminent commercial or residential development.</li> <li>2. Encourage "conservation" type subdivisions and developments to take place (in areas where the utility infrastructure is present to accommodate it). This would allow for development on smaller portions of the tract (without reducing the allowable amount of density or development), yet retaining significant amounts of open space on the tract.</li> <li>3. Review and update the County's regulations regarding stream buffers and floodplain development and encourage tree preservation/restoration in these areas</li> </ol>	Chapter 5- Page 57	n	y
Cleveland County Land Use Plan	Apr-05	STRATEGY RU-C1: Work with existing towns to support development compatible with the County plan, and to provide tools to those communities in shaping their development and "gateways." One way in which this may be done is development of a Town Center zoning.	Chapter 5- Page 59	n	y



SHELBY STRATEGIC GROWTH PLAN

Document Name	Document Date	Description	Page and Section Number	Potential Route Impact	Potential Policy Impact
Shelby - Strategic Growth Plan		Stream basins and the ridges that separate them usually have a strong influence on growth patterns. In Shelby's case, it is easy to see how the area's original trail and, later, road system was laid out using ridgelines as pathways.	Part B-Page 30	y	n
Shelby - Strategic Growth Plan		A bike route map/plan was prepared for Shelby in the late 1970's. A copy of the Bike Routes map, dated March 1978, is available for inspection in the City's Community Development Department. The map shows Morgan Street as the principal north-south bike route, and Warren Street as the principal east-west bike route. A northeast loop extends outward from the middle of town as far north as Crawford Street and as far east as Lineberger Street. A southeast loop extends as far south as Royster Avenue and as far west as Whisnant Street. Also designated on the 1978 plan was an area on both sides of Lafayette Street south of the bypass and a balloon-type loop extending into the area where Kings Road and Gidney Street come together. No physical improvements were made to the designated bike routes (e.g. lane striping or widening), but bike routes signs were installed identifying the streets as such. Most, if not all of the original signs are now gone.	Part B-Page 55	y	n
Shelby - Strategic Growth Plan		Of note, citizens attending the November 2003 special town meeting held for this Strategic Plan expressed strong interest in bicycling and walking trails in Shelby. In fact, the desire for bicycling and walking opportunities drew more votes than did the new US 74 Bypass.	Part B-Page 55	n	n
Shelby - Strategic Growth Plan		Built in 1948, the City's largest community center includes the offices of the Shelby Parks Department, a 1,500-seat gymnasium, a stage, aerobics room, gymnastics room, fitness room, and an aquatics center (See below.). Also on the grounds are a mini-train and depot, carousel pavilion, four baseball fields, three picnic shelters, a nine-hole golf course (10,000 rounds per year), croquet, volleyball, and a nature garden. The aquatics center operates June to August and draws about 400-500 people per day.	Part B-Page 67	n	n
Shelby - Strategic Growth Plan		Opened in 1959, the Holly Oak Recreation Center includes a gymnasium and associated ancillary spaces. At one time, it had a swimming pool. A new one-mile loop nature trail was recently added here.	Part B-Page 67	y	n
Shelby - Strategic Growth Plan		The Shelby Aquatics center opened in June of 1996 at a cost of \$1.8 million. It is considered to be one of the premier swimming facilities in the South.	Part B-Page 67	n	n
Shelby - Strategic Growth Plan		Another major project waiting in the wings is a planned new Community Sports Complex for Shelby. Much of the driving force for this new park facility rests with the private sector*.	Part B-Page 67	y	n



SHELBY STRATEGIC GROWTH PLAN, CONT

Document Name	Document Date	Description	Page and Section Number	Potential Route Impact	Potential Policy Impact
Shelby-Strategic Growth Plan		There are about a half dozen older urban parks in Shelby that, in the opinion of many, serve little useful purpose today. The neighborhoods around these older city parks have transitioned from areas with young families and school-age children to areas of senior citizens and few children. When originally built, they were well placed for the use and enjoyment of many Shelby residents. Now these same parks have little use, except as hangouts for undesirable activities. Three examples are Plaster Park, Jefferson Park, and Moose Park.	Part B-Page 67	n	y
Shelby-Strategic Growth Plan		The City of Shelby is considering the possibility of building a new Skate Park. A sub-committee of the Parks and Recreation Citizen Advisory Board has been working with staff, a local architect and professional Skate Park design firm for the past several months on site, design and cost estimates.	Part B-Page 68	n	n
Shelby-Strategic Growth Plan		Also, in December 2004, the Royster Family Heirs contributed 55 acres of land to Shelby City Park. Plans are to hire a consulting firm to work with staff, advisory board and citizens to determine the best use of this property.	Part B-Page 68	y	n
Shelby-Strategic Growth Plan		Cleveland County has no parks and recreation department. Rather, the County provides capital improvement grants to the various municipalities in the County using retail sales tax reimbursements. Grants are given in accordance with the "effort" expended by a particular town to provide parks and recreation facilities.	Part B-Page 68	n	n
Shelby-Strategic Growth Plan		Vision: Shelby's street system is better maintained and operates more smoothly, thanks to a program of neighborhood traffic planning. People who choose not to use their car can now go anywhere in Shelby using a convenient network of sidewalks, bikeways and trails. A new bypass has been completed and has been protected from traffic choking strip development. Residents routinely travel to and from Charlotte via improved highway access or use passenger rail service available in Clevelandia. Local public transportation has also been improved and expanded.	Part C-Page 82	n	n
Shelby-Strategic Growth Plan		POLICY 1.2: A system of local streets shall be designed and implemented that allows for convenient circulation within and between neighborhoods and encourages mobility by pedestrians and bicyclists. Care shall be taken to encourage local street "connectivity" without creating opportunities for cut-through traffic from outside the connected areas.	Part C-Page 82	n	y





SHELBY STRATEGIC GROWTH PLAN, CONT

Document Name	Document Date	Description	Page and Section Number	Potential Route Impact	Potential Policy Impact
Shelby-Strategic Growth Plan		POLICY 1.7: Pedestrian and bikeway facilities shall be encouraged as energy-efficient, healthful, and environmentally sound alternatives to the automobile. Designs for all future road construction and expansion within the city shall consider opportunities for the inclusion of bikeways and pedestrian ways within the project.	Part C-Page 82	n	y
Shelby-Strategic Growth Plan		POLICY 5.5: Public and private development decisions in the Uptown area shall exhibit a special concern for maintaining a safe and welcoming pedestrian-oriented environment. "Improvements" and land uses that would give priority to the automobile should be specifically avoided.	Part C-Page 85	n	y
Shelby-Strategic Growth Plan	Mar-05	Vision: Parks and recreation facilities in Shelby have been located and improved in tandem with neighborhood development and revitalization. The park system includes a network of greenways and open spaces, allowing many park users to reach their destination on foot or by bicycle. A new athletic complex has become a focal point and positive influence in the community, particularly among Shelby's youth. Many facilities and programs are more fully used through the cooperative efforts of the City with other service providers.	Part C-Page 88	n	y
Shelby-Strategic Growth Plan	Mar-05	POLICY 11.2: The City shall seek to recover, where appropriate, the costs of park facilities and programs in an equitable manner consistent with the users of those services. Provision shall be made for park services that are provided "free of charge" as an important public service function.	Part C-Page 88	n	y
Shelby-Strategic Growth Plan	Mar-05	POLICY 11.3: Public involvement and input shall be an important component in determining major improvements to existing parks and in the planning and design of new parks and recreation facilities.	Part C-Page 88	n	y
Shelby-Strategic Growth Plan	Mar-05	Action 1.1.2: Join forces with Cleveland County, Kings Mountain, Boiling Springs and the North Carolina Department of Transportation to prepare a coordinated transportation master plan for the entire county, rather than four separate plans. Address local streets, sidewalks, bike paths, and walking trails at the community level and tie this plan into more specific neighborhood plans.	Part D-Page 90	y	y



SHELBY - COMPREHENSIVE PEDESTRIAN PLAN

Document Name	Document Date	Description	Page and Section Number	Potential Route Impact	Potential Policy Impact
S h e l b y - Comprehensive Pedestrian Plan	Mar-09	Trails and greenways have been shown to bolster property values and make adjacent properties easier to sell.	Section 1- Page 2	n	n
S h e l b y - Comprehensive Pedestrian Plan	Mar-09	Goal-Connect important destinations with sidewalks, greenways, and other pedestrian routes along roadways, utility lines, creeks, railroad lines or other potential corridors so that walking becomes a more viable transportation option.	Section 1- Page 7	n	y
S h e l b y - Comprehensive Pedestrian Plan	Mar-09	After completion of the pedestrian plan, a bicycle / pedestrian / greenway advisory committee should be appointed to work toward implementation of the plan and help continue to build momentum for pedestrian projects.	Section 3- Page 12	n	y
S h e l b y - Comprehensive Pedestrian Plan	Mar-09	The large transportation corridor along the new US 74 Bypass would be a perfect location and opportunity for a shared-use path along the right-of-way of the highway. Existing creeks create locations for trail connectivity, and the location of Shelby in between the town of Kings Mountain and Boiling Springs offer recreational and tourist opportunities for bicycle routes.	Section 4- Page 11	y	n
S h e l b y - Comprehensive Pedestrian Plan	Mar-09	Besides encouraging the reduction of all of the harmful environmental effects of automobile use, these trails can also stimulate the acquisition and conservation of wildlife corridors, be associated with stream improvement projects, and to give people a healthy respect for their natural surroundings by making public open space more accessible.	Section 5- Page 4	n	n
S h e l b y - Comprehensive Pedestrian Plan	Mar-09	Shared-use paths need to be a minimum of 10 feet wide; with minimum 2 foot wide graded shoulders on each side (AASHTO recommends 5 foot shoulders) to protect users from grade differences. These shoulders can be grass, sand, finely crushed rock or gravel, natural groundcover, or other material. Sections of the trail where shoulders are not possible because of stream crossings or other elevated grade issues should have protection such as rails, fences, or hedges. Parks and urban corridors tend to be popular sections of these trails and should possibly be wider.	Section 5- Page 4-5	y	y



SHELBY - COMPREHENSIVE PEDESTRIAN PLAN, CONT

Document Name	Document Date	Description	Page and Section Number	Potential Route Impact	Potential Policy Impact
S h e l b y - Comprehensive Pedestrian Plan	Mar-09	The alignment of corridors should avoid road right-of-way whenever possible to minimize intersection and driveway crossings. Because these paths typically do not cross roads at signalized intersections, they should include pedestrian crosswalks, underpasses, converted culverts, or overpasses at each road crossing for safety. Vertical clearance of 8 feet is required for safety of all users, and structures and shrubbery should not extend horizontally into the corridor. A vertical clearance of 10 feet is recommended for underpasses and culverts. Safe road crossings are very important in creating a successful shared-use path. Proper crossings should be included in all design for these paths.	Section 5- Page 5	y	y
S h e l b y - Comprehensive Pedestrian Plan	Mar-09	Environmental protection should be a priority with the planning and construction of a trail. Trail design, construction type, and construction schedule should all reflect environmental considerations.	Section 5- Page 5	n	y
S h e l b y - Comprehensive Pedestrian Plan	Mar-09	Trails adjacent to roadway <ul style="list-style-type: none"> <li>• Minimum 10 feet wide. (12 feet preferred)</li> <li>• Minimum 10-foot planting strip</li> <li>• A cross slope of 2% is recommended</li> <li>• Grades of less than 8.3% are required, with more than 5% being treated as a ramp.</li> <li>• Minimum 2-foot graded shoulder on each side, with 5 feet preferred.</li> <li>• Asphalt is the best surface for multiple users such as bikes and roller blades. Concrete is a good alternative in flood-prone areas such as culverts, while boardwalks are best in frequently wet parts of the trails. Very fine gravel or Granite Screenings (rock dust) is a cost-effective substitute in rural areas and can accommodate pedestrians and most bicyclists.</li> <li>• Minimize driveway conflicts; path should stay level over driveways, while roads change grade to come to path. Non-paved driveways should have paved bibs to restrict debris accumulation.”</li> </ul>	Section 5- Page 6	y	y



SHELBY - COMPREHENSIVE PEDESTRIAN PLAN, CONT

Document Name	Document Date	Description	Page and Section Number	Potential Route Impact	Potential Policy Impact
Shelby - Comprehensive Pedestrian Plan	Mar-09	On separate right-of-way <ul style="list-style-type: none"> <li>• Minimum 10 feet wide. (12 feet is preferred in high use areas)</li> <li>• A cross slope of 2% is recommended.</li> <li>• Grades of less than 5% are required, with occasional grades up to 11% for short distances.</li> <li>• Minimum 2-foot graded shoulder on each side with 5 feet preferred.</li> <li>• Asphalt is best surface for multiple users such as bicycles and roller blades. Concrete is a good alternative in flood-prone areas such as culverts, while boardwalks are best in frequently wet parts of the trails. Very fine gravel or Granite Screenings (rock dust) is a cost-effective substitute in rural areas and can accommodate pedestrians and most bicyclists.</li> </ul>	Section 5- Page 6	y	y
Shelby - Comprehensive Pedestrian Plan	Mar-09	Future public transit should accommodate for bicyclists with proper bike racks inside or outside of the vehicle. A bicycle loan program may also be put into effect.	Section 6- Page 7	n	y
Shelby - Comprehensive Pedestrian Plan	Mar-09	Volunteer Community Crossing Guards This program is a volunteer opportunity through the local school system that could help two groups at once with walking opportunities. While the student Safety Patrol handles the students' safety on campus, volunteer members of the community (retired citizens in most cases) could be stationed at nearby intersections and common crossing areas for students.	Section 6- Page 9	n	n
Shelby - Comprehensive Pedestrian Plan	Mar-09	Twenty's Plenty Once Pedestrian Oriented Development Districts are in place, there becomes a need to reduce automobile speeds to accommodate for increased pedestrian traffic. Creating an awareness program that encourages drivers to drive no more than 20 MPH in certain areas of town will make it more comfortable for the pedestrian to venture out on foot.	Section 6- Page 9	n	y
Shelby - Comprehensive Pedestrian Plan	Mar-09	Foot Patrol Once the Pedestrian Oriented Development Districts are functional, the Shelby Police Department should assign officers to each district to be a visible, walking police officer.	Section 6- Page 9	n	y



SHELBY - COMPREHENSIVE PEDESTRIAN PLAN, CONT

Document Name	Document Date	Description	Page and Section Number	Potential Route Impact	Potential Policy Impact
S h e l b y - Comprehensive Pedestrian Plan	Mar-09	Although an increase in pedestrian facilities is far more popular than many transportation projects, it is highly recommended that a positive marketing campaign start as soon as possible. Shared-use paths, sidewalks, bikeways, and intersection improvements cost tax dollars, require right-of-way, and sometimes create friction between the impatient driver and the pedestrian.	Section 6- Page 12	n	n
S h e l b y - Comprehensive Pedestrian Plan	Mar-09	The sewer easement from Grover Street to Moon shadow Lane should be evaluated for a ten foot wide paved multi-use path. The abandoned railroad that extends from Grover Street to Brushy Creek should be converted to a ten foot wide paved multi-use path.	Section 7- Page 5	y	n
S h e l b y - Comprehensive Pedestrian Plan	Mar-09	The nearby First Broad River and accommodating sewer easements along it give a great opportunity to connect this area with shared-use paths that could connect users to any part of the City. This particular segment could span from the proposed rail trail to Linton Barnette Drive. Acquiring public access easements on these sewer lines could offer local connections to City Park, Sumter Street, Melody Lane, Lackey Street, and Wesson Road.	Section 7- Page 7	y	n
S h e l b y - Comprehensive Pedestrian Plan	Mar-09	A ten foot wide paved shared-use path could be constructed along the First Broad River and Hickory Creek from College Avenue to the junction of Hickory Creek and Little Hickory Creek. The existing sewer lines on these creeks provide good corridors after the City gets the proper public access easements. Any time the path crosses a roadway, a safe crossing such as a visible mid-block crosswalk or by converting a double culvert into an underpass is needed. Road crossings exist at Old Gaffney, Melrose and Morgan and there is a small creek to cross with a pedestrian bridge in between Melrose and Morgan. A ten foot wide paved shared-use path could also be constructed along the First Broad River from the City Public Works and the previously mentioned path toward Boiling Springs to meet up with trails in that community.	Section 7- Page 8	y	n
S h e l b y - Comprehensive Pedestrian Plan	Mar-09	A walkway is recommended on Earl Road from Dekalb Street to the proposed shared-use path on Hickory Creek that is mentioned later in this section. This road presently has numerous shopping strip malls with large parking lots and wide setbacks. The walkway here does not necessarily need to be a sidewalk in the roadway right of way, and might be more usable near the store frontage zones. The City and these private shopping centers might be able to work together to create a pleasant walkway that connects this shopping area with the other parts to this pedestrian district.	Section 7- Page 9	y	n



SHELBY - COMPREHENSIVE PEDESTRIAN PLAN, CONT

Document Name	Document Date	Description	Page and Section Number	Potential Route Impact	Potential Policy Impact
S h e l b y - Comprehensive Pedestrian Plan	Mar-09	A shared-use path from Jackson Street to Dixon Blvd on the existing sewer line would increase the connectivity of this district. A paved ten foot wide shared-use path on Hickory Creek from Little Hickory Creek to Marion Street on the existing sewer line would further increase this off-road pedestrian loop trail and provide connections to Holly Oak Park, the High School, Dixon Road shopping centers, the old quarry, Palmer Park, and uptown. The path would cross Dixon, Gidney, Graham and Marion streets, requiring safe mid-block crosswalks or culverts converted to underpasses. A paved ten foot wide shared-use path on the creek tributary from Little Hickory Creek to Windsor Drive on the existing sewer line would provide connections to the neighboring pedestrian districts. The path would cross Gidney Street and Kings Road and Little Hickory Creek. These crossings will require safe mid-block crosswalks or culverts converted to underpasses and two or three pedestrian bridges over the creek(s). A paved ten foot wide shared-use path on the existing sewer line would provide connections to two neighborhoods and two pedestrian districts. The path would connect Morrison Street with Eastview Street and Broad Street.	Section 7- Page 9	y	n
S h e l b y - Comprehensive Pedestrian Plan	Mar-09	A ten foot wide paved shared-use path is recommended along the sewer line that parallels Hickory Creek from Phillips Street to Jefferson Elementary School, and then from YMCA to Lithia Springs Road. If this project is divided into two projects, the southern part of the path that connects Jefferson School with the pedestrian district around Marion Elementary is the most valuable to connectivity. A bridge would be necessary north of the YMCA to cross Hickory Creek if the path strictly follows the existing sewer line.	Section 7- Page 11 & 12	y	n



SHELBY - COMPREHENSIVE PEDESTRIAN PLAN, CONT

Document Name	Document Date	Description	Page and Section Number	Potential Route Impact	Potential Policy Impact
S h e l b y - Comprehensive Pedestrian Plan	Mar-09	Sewer line easements offer several connection possibilities from various parts of this pedestrian district to Dixon Boulevard. Spangler Drive, County Home Road, and Pamela Drive all could connect to the new developments and walking paths on Dixon Boulevard by utilizing a public access easement on sewer lines here. Country gardens Drive and Jason Drive offer connections from these sidewalk projects to a shared-use path that will be proposed with the Community College Pedestrian District. It is not necessary to retrofit sidewalks on these wide roads, but narrowing the lane to a maximum of ten foot widths with painted shoulders will give residents here five foot shoulders on each side for safe walking. These paths, in conjunction with policy driven walkways along both sides of Dixon Boulevard and a walkway connecting these pedestrian districts together once development occurs, could offer a full range of connectivity for residents in this district. With these walking paths comes the necessity of safe crossing areas at Dixon Boulevard. Safe crosswalks can only be implemented here if major design change occurs on Dixon Boulevard to make it a pedestrian-friendly street or series of streets once the new 74-Bypass is complete. Continuing the City-wide shared-use path from the Hickory/Little Hickory Creek junction to Joe's Lake Road will give the residents here and these future residents access to this intracity loop path. Pedestrian bridges would be necessary each time the sewer line crosses the creeks (five total) and appropriate crosswalks or culvert crossings would be necessary each time it meets a major road (at Eaves, Sulphur Springs, Earl, and Post).	Section 7- Page 13	y	y
S h e l b y - Comprehensive Pedestrian Plan	Mar-09	A ten foot wide paved shared use path should be developed along an existing sewer line from the shoulder-striped roadway of Jason Drive to Kings Road, traveling adjacent to Elizabeth Elementary School. A midblock crosswalk with visible signage, piano style markings, and a safety island should also be included where this path crosses Post Street.	Section 7- Page 14	y	n
S h e l b y - Comprehensive Pedestrian Plan	Mar-09	A walking route from the shared-use path near the mall to the mixed-use development near Main Street will provide connection between all of the pedestrian districts on Dixon Boulevard. This can be done with an exclusive path designated to non-motorized travel or by way of sidewalks on several low speed roadways bordered by a variety of commercial, residential and rural uses.	Section 7- Page 15	y	n



SHELBY - COMPREHENSIVE PEDESTRIAN PLAN, CONT

Document Name	Document Date	Description	Page and Section Number	Potential Route Impact	Potential Policy Impact
S h e l b y - Comprehensive Pedestrian Plan	Mar-09	The proposed Highway 74 Bypass offers an opportunity to develop a parallel path in conjuncture with the highway. This path should be extensively buffered from the roadway, possibly at a lower grade to create a quieter experience, but in the right of way of the project. Shared use pathways could also be developed along the First Broad River, Hickory Creek and Buffalo Creek. These pathways would provide a crucial connection under and to the proposed Highway 74 Bypass and its parallel path proposed in this plan. In too many instances, highways are built with no consideration to how pedestrians could cross this intimidating barrier, and waterways are not adequately protected and left to become littered and polluted. This plan has an extensive network of shared-use pathways, sidewalks, divided shoulders, and safe crosswalks. A route signage system would compliment this network and make parts of the pedestrian system easier to navigate, and thus, more popular.	Section 7- Page 16	y	y
S h e l b y - Comprehensive Pedestrian Plan	Mar-09	"An interesting idea that is becoming popular is to work with railroad companies to install paved pedestrian and bicycle paths along their rail lines. There are over 50 such "Rails with Trails" projects in the country today, and projects like this in Shelby might be worth some consideration. This type of facility takes considerable safety precautions and sometimes extra right of way, but can provide a great long distance pedestrian corridor. Consider this type of facility with existing active rail lines, especially as they become less active.	Section 7- Page 17	y	y
S h e l b y - Comprehensive Pedestrian Plan	Mar-09	A policy statement should be made that the preferred method of transportation of children to Shelby's schools is non-motorized.	Section 8- Page 2	n	y
S h e l b y - Comprehensive Pedestrian Plan	Mar-09	The City should have the ability to request that new developments include pedestrian facilities that are not mentioned specifically in this plan. New developments should include public rest rooms, public water fountains, public seating areas, and public green/open space. These features add vital necessities and aesthetics to Shelby that will make the pedestrian trips enjoyable. Shared-use paths that serve to connect key destinations may be developed as part of the open space requirement, but should be encouraged to serve to connect destinations rather than merely serve as loop or dead-end trails.	Section 8- Page 3 & 4	y	y
S h e l b y - Comprehensive Pedestrian Plan	Mar-09	Since the City is spreading from east to west and creeks flow north to south, greenways will not be all that we need for pedestrian connectivity.	Appendix B Page 2	y	n





SHELBY - COMPREHENSIVE PEDESTRIAN PLAN, CONT

Document Name	Document Date	Description	Page and Section Number	Potential Route Impact	Potential Policy Impact
S h e l b y - Comprehensive Pedestrian Plan	Mar-09	Recreational Trails Program – The Recreational Trails Program provides funds to States to develop and maintain trails, including trails for non-motorized uses as well as motorized uses. These Federal funds typically require a 20% local match.	Appendix H- Page 1	n	y
S h e l b y - Comprehensive Pedestrian Plan	Mar-09	Dedication of Land Where the subdivision site contains land that could be used to establish, expand, or extend a public park, greenway, or other recreation area identified in an adopted County or municipal plan, the subdivision shall include dedication of such land for public recreational use, at least to the extent necessary to meet the minimum recreation area contribution requirement set forth in Subsection (B).	Appendix J-Page 1	n	y
S h e l b y - Comprehensive Pedestrian Plan	Mar-09	The County shall ensure that any funds a subdivision pays the County to meet the recreation area contribution requirement will be used only to acquire land for the establishment, expansion, or extension of public parks, greenways, or other recreation areas that will serve the neighborhood recreational needs of residents of the subdivision.	Section J- Page 3	n	y



KINGS MOUNTAIN REVITALIZATION

Document Name	Document Date	Description	Page and Section Number	Potential Route Impact	Potential Policy Impact
Strategy Plan For The Revitalization Of Downtown Kings Mountain	Sep-07	The parks located in close proximity to Kings Mountain are a major asset that will only increase in significance as the trails linking the parks are developed and as the Gateway Trail is built.	Page 3	y	n
Strategy Plan For The Revitalization Of Downtown Kings Mountain	Sep-07	Presently the geographic relationship between the City of Kings Mountain and Crowders Mountain, Kings Mountain State Park and Kings Mountain National Military Park is very confusing. The situation is complicated by the fact that the Kings Mountain State Park and Kings Mountain National Military Park are located in South Carolina. There is no comprehensive way finding system to alleviate the problem or any printed guides or promotional materials that clearly illustrate Kings Mountain as the city that is central the parks.	Page 3	y	n
Strategy Plan For The Revitalization Of Downtown Kings Mountain	Sep-07	Develop a way finding system that begins at the interstate and clearly and consistently directs motorists to downtown, the surrounding parks, and other destinations within the City.	Page 4	n	y
Strategy Plan For The Revitalization Of Downtown Kings Mountain	Sep-07	Existing Conditions - Because of there are two railroad tracks and the tracks curve as they pass through downtown they have a very significant presence in downtown. They divide the two main commercial areas on Battleground Avenue and Railroad Avenue. There is no pedestrian connection at Gold Street or Mountain Street across the tracks.”	Page 6	y	n
Strategy Plan For The Revitalization Of Downtown Kings Mountain	Sep-07	Due to the dense evergreen street trees, Battleground Avenue and Railroad Avenue have inadequate pedestrian lighting.	Page 7	n	n
Strategy Plan For The Revitalization Of Downtown Kings Mountain	Sep-07	Create pedestrian crossings over the railroad at Gold Street and Mountain Street.	Page 7	y	n
Strategy Plan For The Revitalization Of Downtown Kings Mountain	Sep-07	<p>“Parks and Public Spaces Existing Conditions</p> <ul style="list-style-type: none"> <li>• Patriot Park is a significant downtown asset that is well executed and well positioned within downtown.</li> <li>• The Old City Stadium is a large public space adjacent to downtown. The stadium access is poorly signed and the parking lot through which the stadium is entered is in poor condition.</li> <li>• The alleys connecting the central parking area to the streetscape are important public spaces. See Parking for comments regarding the alleys.”</li> </ul>	Page 10	y	n



KINGS MOUNTAIN REVITALIZATION, CONT

Document Name	Document Date	Description	Page and Section Number	Potential Route Impact	Potential Policy Impact
Strategy Plan For The Revitalization Of Downtown Kings Mountain	Sep-07	<p>Recommendations</p> <ul style="list-style-type: none"> <li>• Continue to expand Patriots Park so that it can accommodate the larger City festivals and offer a greater variety of facilities.</li> <li>• Improve the alleys</li> <li>• Improve the signage and access to the Old City Stadium.</li> </ul>	Page 10	y	n
Strategy Plan For The Revitalization Of Downtown Kings Mountain	Sep-07	"Kings Mountain has the opportunity to reap significant economic rewards as the site of the Gateway Trail to the three parks, Crowders Mountain, Kings Mountain State Park, and Kings Mountain National Military Park. The trailhead for the Gateway Trail is located within walking distance to downtown.	Page 13	y	n
Strategy Plan For The Revitalization Of Downtown Kings Mountain	Sep-07	Create an attractive, safe, well signed connection for both pedestrians and bicyclists from downtown to the trailhead of the Gateway Trail.	Page 13	n	n
Strategy Plan For The Revitalization Of Downtown Kings Mountain	Sep-07	Develop a "Reinvest in Kings Mountain" campaign for a bond referendum that will finance a library repair/expansion or relocation within downtown, a repair/expansion of the museum and the completion of the Gateway Trail.	Page 29	n	y



SHELBY CITY CENTER MASTER PLAN

Document Name	Document Date	Description	Page and Section Number	Potential Route Impact	Potential Policy Impact
Shelby Center City Master Plan	May-09	Create a "pedestrian-friendly" zone (PFZ) in uptown including crosswalks at mid blocks, speed limit of 5 miles per hour, "Stop for pedestrian" signs, angle parking.	Page 5	n	y
Shelby Center City Master Plan	May-09	Alley System: The Uptown core is characterized by an alley system which distinguishes the Uptown environment. In most places, the alleys provide glimpses of the courthouse and provide important pedestrian connections to Court Square.	Page 21	n	y
Shelby Center City Master Plan	May-09	Proposed Pedestrian Plan: Shelby has recently developed a pedestrian plan which proposes a major trail connection through Palmer Park to the south and linking Uptown with the regional trail system.	Page 21	n	y
Shelby Center City Master Plan	May-09	Broad River Greenway: The Broad River Greenway, although it is not in the City of Shelby, is an important regional park attraction that has created a significant pedestrian amenity close to the city.	Page 21	y	n
Shelby Center City Master Plan	May-09	Court Square Renovations: The Court Square renovations are outstanding and some of the best this master planning team has seen. While there is little that can be done to improve this environment aesthetically, there is a tremendous opportunity to take advantage of this open space by encouraging more activity within the square and easier pedestrian access to the square.	Page 23	n	n
Shelby Center City Master Plan	May-09	"Alley System: The alley system in the core of Shelby distinguishes Uptown from other communities' downtowns. Since some of the alleys in Shelby are already models for how attractive they can look, there is an opportunity to look long-term at how they can become an integral part of the pedestrian environment, particularly since they offer a more intimate scale and sometimes "funky" environment when compared to the sidewalks along the business fronts. There is the danger, however, that too much emphasis on pedestrian access via the alleys can take away from pedestrian activity along the streets and storefronts. A balanced approach will need to be taken."	Page 23	n	n
Shelby Center City Master Plan	May-09	"It will be important, particularly in the Uptown core and adjacent districts, that sidewalks are reinforced by buildings rather than parking lots and that there is plenty of shade and lighting to provide comfort and a sense of security."	Page 23	n	n
Shelby Center City Master Plan	May-09	Broad River Greenway: While not in Shelby, the Broad River Greenway has provided insight into the power of greenway connections in the region. Ultimately, the Broad River Greenway could connect to a network of trails that converge in Shelby.	Page 24	y	n



SHELBY CITY CENTER MASTER PLAN, CONT

Document Name	Document Date	Description	Page and Section Number	Potential Route Impact	Potential Policy Impact
Shelby Center City Master Plan	May-09	For Shelby, the wayfinding should be a communitywide initiative that directs people to downtown as well as the many other amenities of the community. Gateway signs announce the entrance to the community or district. For Shelby, primary gateways should occur at major entrances to the City limits and secondary gateways at the entrance to the City Center. Primary Trailblazers are signs that direct motorists to major districts or attractions within a city. These would be placed along major thoroughfares in the city and would have up to three major attractions listed. Uptown should be one of the listings on all trailblazers. Downtown Trailblazers would direct motorists to attractions within uptown including the Courthouse, visitors center, and public parking. Parking Signs would occur at the entrances to parking facilities. Building Markers and Informational Kiosks take the sign system from a vehicular system to one that pedestrians use. Banners allow the community to promote specific events, attractions, or historical figures or stories about the community. They can be changes frequently but should always consider the overall brand even if they vary somewhat to add variety through the year.	Pg 30-31	y	n
Shelby Center City Master Plan	May-09	Sidewalks and clearly defined pedestrian access should be provided between building entrances and the sidewalk along Lafayette Street.	Page 42	n	y
Shelby Center City Master Plan	May-09	Prepare master plan for Palmer Park. Palmer Park has the potential to become a critical component of the pedestrian master plan and amenity for the surrounding neighborhoods. A master plan should be developed for the park to identify a series of projects that can be implemented to enhance this park as a neighborhood and City amenity. The master plan process should involve stakeholders, particularly from adjacent neighborhoods.	Page 49	y	n



SHELBY NEIGHBORHOOD REVITALIZATION

Document Name	Document Date	Description	Page and Section Number	Potential Route Impact	Potential Policy Impact
S h e l b y Neighborhood Action Plan	Apr-06	The City of Shelby was recently awarded a \$700,000 community development block grant to undertake housing rehabilitation and infrastructure improvements within a four block area surrounding the intersection of Shuttle Street and Carolina Avenue. The city has pledged a \$555,590 match and the Shelby Housing Development Corporation \$30,000. Planning Services will play a key role in the administration of this grant.	Page 6	n	n
S h e l b y Neighborhood Action Plan	Apr-06	Recently, the city of Shelby was designated as a Project Safe Neighborhood Community.	Page 8	n	n
S h e l b y Neighborhood Action Plan	Apr-06	Utilities. The Shelby utilities system is a municipally owned and operated public utility system which provides water, sewer, electric and natural gas services to residential, commercial, and industrial customers.	Page 12	n	n
S h e l b y Neighborhood Action Plan	Apr-06	The City of Shelby can fund its neighborhood improvement initiative through a variety of sources. First, the city should identify current city funding and personnel that can be targeted towards the chosen neighborhood.	Page 14	n	y
S h e l b y Neighborhood Action Plan	Apr-06	Although the city should encourage a competitive neighborhood improvement program where neighborhoods apply for consideration, there are several neighborhoods in need of assistance that due to their location, characteristics, and the extent of or potential for decline have been selected as "strategic neighborhoods."	Page 32-35	n	y



SHELBY COMPREHENSIVE PARKS & RECREATION MASTER PLAN

Document Name	Document Date	Description	Page and Section Number	Potential Route Impact	Potential Policy Impact
S h e l b y C o m p r e h e n s i v e P a r k s & R e c r e a t i o n M a s t e r P l a n	Mar-09	The Master Plan focuses on providing the City of Shelby with an accurate, usable guide for decision-making as the City begins to implement projects.	Chapter 1 Page 3	n	y
S h e l b y C o m p r e h e n s i v e P a r k s & R e c r e a t i o n M a s t e r P l a n	Mar-09	South Mountains State Park is about 30 miles northwest of the City of Shelby. Peaks in the park range from 2000 to 3000 feet above sea level. Jacob's Fork River winds through the park, creating steep slopes and High Shoals Fall, an 80 foot drop over a bare rock cliff face. Over 60 species of birds make their homes in the South Mountains, attracting bird watchers to the park. Native shrubs, trees and wildflowers cover the mountains slopes and provide cover for a wide variety of reptiles and forest mammals. A variety of activities are available at the park, including fishing for trout, camping, picnicking and educational programming presented by rangers.	Chapter 3- Page 10	y	n
S h e l b y C o m p r e h e n s i v e P a r k s & R e c r e a t i o n M a s t e r P l a n	Mar-09	"Broad River Greenway The Broad River Greenway consists of over 1,500 acres of land located 3 miles south of Boiling Springs, NC off Highway 150. It is a perfect place for nature lovers to visit with its variety of animals and plants. The greenway offers multiple trails for hiking, biking, and horseback riding. The river is also a great place for fishing, canoeing, tubing, swimming, or just to relax and enjoy a picnic. *Site Amenities Activities <ul style="list-style-type: none"> <li>• Picnic Areas Guided Tours</li> <li>• Hiking/Biking Trails Scheduled Programs and Events</li> <li>• Horseback Riding Trails</li> <li>• Playground"</li> </ul>	Chapter 3- Page 10	y	n
S h e l b y C o m p r e h e n s i v e P a r k s & R e c r e a t i o n M a s t e r P l a n	Mar-09	In addition there is a lighted Softball Field. This park is bordered by Hickory Creek which could be used as a future Greenway connecting Palmer, Kings Road and Holly Oak Park.	Chapter 3- Page 12	y	n
S h e l b y C o m p r e h e n s i v e P a r k s & R e c r e a t i o n M a s t e r P l a n	Mar-09	Kings Road Park, located on Kings Road, consists of open space that is used for youth soccer practice. It is bordered by Hickory Creek and it is the middle park that could be used as a greenway connecting Palmer Park and Holly Oak Park.	Chapter 4- Page 12	y	n
S h e l b y C o m p r e h e n s i v e P a r k s & R e c r e a t i o n M a s t e r P l a n	Mar-09	When asked what types of funding they would be willing to support, most of the respondents mentioned taxes or user fees (or both). Other suggestions included fund raising events, grants, developers, volunteer construction for trails and sponsorships.	Chapter 4- Page 17	n	y



SHELBY COMPREHENSIVE PARKS & RECREATION MASTER PLAN, CONT

Document Name	Document Date	Description	Page and Section Number	Potential Route Impact	Potential Policy Impact
Shelby Comprehensive Parks & Recreation Master Plan	Mar-09	The community meetings were undertaken to receive input from community members as to what they think are the recreation needs for the citizens of Shelby. From the above report, it is pretty obvious that the participants placed a high priority on ball fields, especially soccer and baseball. Trails of various kinds and greenways also received a great deal of support from this group.	Chapter 4- Page 19	n	n
Shelby Comprehensive Parks & Recreation Master Plan	Mar-09	Over one third of the survey respondents regularly attend the Merry-Go-Round Festival held at City Park each year. Other popular programs offered by the Parks and Recreation Department include swimming lessons, the soccer program and the baseball program. Popular passive activities include swimming, picnicking, the nature trail, Royster Golf Course and fishing.	Chapter 4- Page 31	y	n
Shelby Comprehensive Parks & Recreation Master Plan	Mar-09	A multisports complex and multiuse greenway trails were given the highest number of first priority votes in the question concerning future facilities for the City. The multiuse trails/greenways also received a high number of second, third and fourth priority votes. When asked what improvements need to be made to existing Shelby Parks and Recreation facilities, 26% of the respondents rated additional or improved trails as their number one priority.	Chapter 4- Page 32	n	n
Shelby Comprehensive Parks & Recreation Master Plan	Mar-09	Currently the Department partners with Cleveland County Health Department, the Cleveland County School System, Cleveland Community College and the Faith Harvest Church and several other organizations. These partnerships should be continued and new partnership possibilities explored, especially with addition of new parks and greenways to the park system.	Chapter 5- Page 46	n	y
Shelby Comprehensive Parks & Recreation Master Plan	Mar-09	Cleveland County does not have a recreation department or play an active role in providing recreation opportunities to County residents. They are joint owners of the Broad River Greenway with the Town of Boiling Springs. The County should be encouraged to develop greenways that tie the proposed greenway/trail system, developed by the City of Shelby Planning Department, to destination points in the County. Some possible destination points would be the Broad River Greenway, the Cherry Bounce portion of the Piedmont Spur Bicycle Route and John H. Moss Lake.	Chapter 5- Page 46	y	y





SHELBY COMPREHENSIVE PARKS & RECREATION MASTER PLAN, CONT

Document Name	Document Date	Description	Page and Section Number	Potential Route Impact	Potential Policy Impact
S h e l b y C o m p r e h e n s i v e P a r k s & R e c r e a t i o n M a s t e r P l a n	Mar-09	The private sector is an important component for the Parks and Recreation Department in providing resources and opportunities for the City's parks. Developers can assist Shelby by the dedication, construction and/or reservation of future park sites, open space and/or greenway corridors during the overall development process. The Unified Development Ordinance (UDO) allows for the dedication of easements for greenway corridors as private property is developed. The requirements allow the City to have funds for developing future park facilities. In many cases, the land offered for dedication by a developer may be in areas where a developer would not place buildings. In addition, the location of the dedicated land offered may not be suitable for the City of Shelby's long term goals for future park facilities. The City should introduce a parkland dedication requirement in order to produce potential park sites that meet the goals and objectives for the Parks Department while granting credit for open space dedications. Also, developers still need to provide payment in lieu of dedication when the property does not reflect the proposals and recommendations set in the master plan or park and greenway development.	Chapter 5- Page 49	y	y
S h e l b y C o m p r e h e n s i v e P a r k s & R e c r e a t i o n M a s t e r P l a n	Mar-09	The recently adopted Unified Development Ordinance provides a mechanism for Developers to provide land for parks, sidewalks, trails, greenways, recreational, and open space purposes. All major residential conventional subdivisions must dedicate land or fee in lieu of land for open space. By establishing this regulation, the City can apply subject monies from the fee in lieu for the dedication or reservation of future park sites and/or open space, which contributes more to a community rather than a development.	Chapter 5- Page 50	n	y
S h e l b y C o m p r e h e n s i v e P a r k s & R e c r e a t i o n M a s t e r P l a n	Mar-09	The City should explore the feasibility of working with Cleveland County to develop greenway trails to various destination points within the County.	Chapter 5- Page 51	n	y
S h e l b y C o m p r e h e n s i v e P a r k s & R e c r e a t i o n M a s t e r P l a n	Mar-09	Future roadway construction within the City should include provisions to accommodate pedestrian and bicycle travel. This network should connect both existing, as well as future park facilities and greenways. In addition, bike racks (sheltered at schools and other potential high use areas) should be installed at all publicly owned facilities across the City.	Chapter 5- Page 51	y	y



SHELBY COMPREHENSIVE PARKS & RECREATION MASTER PLAN, CONT

Document Name	Document Date	Description	Page and Section Number	Potential Route Impact	Potential Policy Impact
S h e l b y Comprehensive Parks & Recreation Master Plan	Mar-09	Link the park system with greenways and tie them into the major floodplain/open space system where applicable through fee simple donation or conservation easements where possible. Develop a uniform system of signage for parks and greenways.	Chapter 5- Page 51	y	y
S h e l b y Comprehensive Parks & Recreation Master Plan	Mar-09	Coordinate planning efforts with Cleveland County and the County School system to provide greenway and park facilities. The purpose of this effort will be to discuss upcoming project opportunities and development, trends in demographics and growth, newly identified citizen needs in recreation and open space and recreation master plan updates.	Chapter 5- Page 51	n	y
S h e l b y Comprehensive Parks & Recreation Master Plan	Mar-09	Strongly encourage or require developers to provide connectivity between developments and public facilities, such as parks, schools, and other pedestrian facilities. Encourage the inclusion of public greenways or trails in private developments. If no suitable land for park or greenway development is available, have developers pay a fee in lieu into a land acquisition account for the City Parks and Recreation Department.	Chapter 5- Page 51	y	y
S h e l b y Comprehensive Parks & Recreation Master Plan	Mar-09	Consider property assessments and grantsmanship to fund greenway construction where the need for pedestrian connections cannot rely on the timing of private property development.	Chapter 5- Page 51	n	y
S h e l b y Comprehensive Parks & Recreation Master Plan	Mar-09	Develop a consistent environmental education programming and interpretative facilities for the park facilities and along greenway corridors.	Chapter 5- Page 51	n	y
S h e l b y Comprehensive Parks & Recreation Master Plan	Mar-09	Develop stewardship programs and community volunteer program for the City of Shelby Parks and Recreation Department.	Chapter 5- Page 51	n	y
S h e l b y Comprehensive Parks & Recreation Master Plan	Mar-09	Consider placing signage to identify historic and natural landmarks along greenway corridors to enliven the pedestrian experience.	Chapter 5- Page 52	n	y
S h e l b y Comprehensive Parks & Recreation Master Plan	Mar-09	Promote land uses and site designs that make walking convenient and enjoyable.	Chapter 5- Page 52	n	y



SHELBY COMPREHENSIVE PARKS & RECREATION MASTER PLAN, CONT

Document Name	Document Date	Description	Page and Section Number	Potential Route Impact	Potential Policy Impact
S h e l b y C o m p r e h e n s i v e P a r k s & R e c r e a t i o n M a s t e r P l a n	Mar-09	Encourage the coordination and planning for future utility easements with greenway facilities. The easements should be established to allow for the inclusion of recreation facilities.	Chapter 5- Page 52	y	y
S h e l b y C o m p r e h e n s i v e P a r k s & R e c r e a t i o n M a s t e r P l a n	Mar-09	When property that is contiguous to existing parks becomes available, all reasonable efforts should be made to acquire the property. Large acreage parks offer recreation amenities that can only be achieved on large sites. Any contiguous property next to Hanna Park or City Park that can be acquired should be the highest priority. Efforts need to be made immediately to seek first option on all contiguous properties. At the time these options are sought, other possibilities should be presented to the property owner as well. Conservation easements and the tax advantages to these as well as donation should noted. Some property owners may be receptive to conservation easements while retaining the title to the property. A conservation easement will allow the City the opportunity to use the land for recreation while providing the immediate benefits of preservation. Numerous grant sources can be used for land acquisition. Care should be taken to choose the correct process and timing for acquisition to meet the full potential of some grants.	Chapter 5- Page 52	y	y
S h e l b y C o m p r e h e n s i v e P a r k s & R e c r e a t i o n M a s t e r P l a n	Mar-09	If land is offered to the City as donation by fee simple title with no restrictions, the property should be surveyed for natural heritage significance and relationship to existing plans and parks. If the land contains no environmental hazards, restrictive covenants or restrictive easements it can be useful and beneficial for the City to assume ownership. Not all donated land has to be developed into a park in order to be useful. Any land donation to the City serves a great public need even if it is banked for the future, because the development and public needs of the distant future (over 50 years) is unknown. If donated property were properly managed, the revenue and future significance of the property would far exceed its current contribution to the tax base. If the City chooses not to accept land donation of a particular property efforts should be made to assist the property owner with contacting an agency that accepts land donations or conservation easements.	Chapter 5- Page 52	n	y



SHELBY COMPREHENSIVE PARKS & RECREATION MASTER PLAN, CONT

Document Name	Document Date	Description	Page and Section Number	Potential Route Impact	Potential Policy Impact
Shelby Comprehensive Parks & Recreation Master Plan	Mar-09	Kings Road Park This two acre park seems largely abandoned at this point in time. There are no facilities other than one picnic bench and a concrete slab. Its location in a residential neighborhood, makes this park a candidate for a neighborhood or mini park providing opportunities for passive recreation. In addition, because of its location, about halfway between Palmer Park and Holly Oak Park, Kings Road Park would make a good rest stop on a greenway connecting the other two parks.	Chapter 5- Page 58	y	n
Shelby Comprehensive Parks & Recreation Master Plan	Mar-09	Hanna Park should also have provisions for passive recreation. It is recommended that an 18 hole disc golf course be integrated with nature trails in the wooded area at the property, along the existing stream.	Chapter 5- Page 59	y	n
Shelby Comprehensive Parks & Recreation Master Plan	Mar-09	The City of Shelby has adopted a Comprehensive Pedestrian Plan that includes a greenway, multiple use path system connecting several destinations within the City. Many of the City's existing and proposed parks are connected to the proposed path system. The City Parks and Recreation Department needs to integrate these pathways into the infrastructure of the parks, especially the larger parks such as City Park and Hanna Park.	Chapter 5- Page 59	y	y
Shelby Comprehensive Parks & Recreation Master Plan	Mar-09	Currently, the City has only one mile of nature trail in the park system. With the completion of the Shelby Pedestrian Plan, many miles of multiuse paths will be provided throughout the City.	Chapter 5- Page 61	y	n
Shelby Comprehensive Parks & Recreation Master Plan	Mar-09	Top Priority Projects Construct a new baseball/softball complex at City Park <ul style="list-style-type: none"> <li>• Begin phased construction of soccer complex at Hanna Property.</li> <li>• Add picnic facilities, playground equipment and walking trails to City Park, Holly Oak Park and Hanna Property. Continue working with neighborhood groups to reestablish some neighborhood parks. Work with City of Shelby Planning and Recreation Departments to tie in greenways with parks.</li> <li>• Construct a splash and play pool at City Park.</li> <li>• Construct a splash pad at Holly Oak Park.</li> <li>• Build a new maintenance facility at City Park and convert existing building in to a corporate picnic pavilion. Add picnic facilities, playground equipment and walking trails to City Park, Holly Oak Park and Hanna Property.”</li> </ul>	Chapter 5- Page 62	y	n



SHELBY COMPREHENSIVE PARKS & RECREATION MASTER PLAN, CONT

Document Name	Document Date	Description	Page and Section Number	Potential Route Impact	Potential Policy Impact
S h e l b y Comprehensive Parks & Recreation Master Plan	Mar-09	The ongoing construction of bicycle and pedestrian facilities is proving to be a very wise economic investment for the communities through which they pass. Trails and pathways have a positive effect on nearby property values with homebuyers and business owners realizing the effect that such facilities bring to a community.	Chapter 6- Page 65	n	y
S h e l b y Comprehensive Parks & Recreation Master Plan	Mar-09	In particular, multiuse trails allow more visitors and residents to replace automobile trips with nonmotorized trips, thereby moving the citizenry closer to achieving public health objectives, including increased opportunities for physical exercise.	Chapter 6- Page 65	n	y
S h e l b y Comprehensive Parks & Recreation Master Plan	Mar-09	Fortunately, the benefits of protected greenways and parks are many and varied. This allows programs in The City of Shelby to access money earmarked for a variety of purposes including water quality, hazard mitigation, recreation, air quality, alternative transportation, wildlife protection, community health and economic development. Competition is always stiff for state and federal funds. It becomes imperative that local governments work together to create multijurisdictional partnerships and to develop their own local sources of funding.	Chapter 6- Page 71	n	y
S h e l b y Comprehensive Parks & Recreation Master Plan	Mar-09	McGill Associates advises the City of Shelby to pursue a variety of funding options. Below is a list of park and greenway funding opportunities that are typically sought by communities.	Chapter 6- Page 71	n	y
S h e l b y Comprehensive Parks & Recreation Master Plan	Mar-09	Among the opportunities available to promote the recommendations contained in the Master Plan is the ability to build upon an already committed and active base of residents, visitors and enthusiasts in the area. Through their organizations, institutions, publications and networks, the City of Shelby can promote both the improved and new parks and greenway facilities and programs.	Chapter 6- Page 77	n	n
S h e l b y Comprehensive Parks & Recreation Master Plan	Mar-09	Ensure that park and greenway planning is integrated with other regional planning efforts at the state and local levels, and with long-range and current land use, economic development, parks, environmental and community planning.	Chapter 6- Page 78	n	y



KINGS MTN COMPREHENSIVE GREENWAY, BIKEWAY & PEDESTRIAN IMPROVEMENT PLANS

Document Name	Document Date	Description	Page and Section Number	Potential Route Impact	Potential Policy Impact
Kings Mountain Comprehensive Greenway, Bikeway & Pedestrian Improvement Plans		The idea to develop a formal comprehensive greenway, bikeway and pedestrian improvement plan came out of the extension of the City of Kings Mountain gateway Community Project, in which the City becomes the entry way to South Carolina's, Kings Mountain State Park, Kings Mountain National Military Park and Crowders Mountain State Park and thereby establishes various beneficial economic and quality of life ties to the parks including trails, corridor development management, and gateway city attributes.	Page 2	y	y
Kings Mountain Comprehensive Greenway, Bikeway & Pedestrian Improvement Plans		Greenways will provide recreational and transportation opportunities in a natural setting, while allowing the City to comply with mandated NPDES Phase II regulations through the control of runoff with buffer areas and opens space preservation.	Page 2	n	y
Kings Mountain Comprehensive Greenway, Bikeway & Pedestrian Improvement Plans		Facilities must be created through the cooperative and collaborative effort of federal, state and local agencies. The later must provide the leadership in plan creation and subsequently in local plan implementation through regulation, gifting and private public investment.	Page 2	n	y
Kings Mountain Comprehensive Greenway, Bikeway & Pedestrian Improvement Plans		Mission Statement: Provide alternate means to automobile transportation and incorporate in growth management policies a multi-modal transportation plan using sidewalks, bikeways, bike lanes and greenways, while promoting safety, education, open space, environmental resources, recreation, city beautification, quality of life enhancement, storm water management, the gateway community project, economic development, increased land values and linking points of interest throughout the city.	Page 3	n	y
Kings Mountain Comprehensive Greenway, Bikeway & Pedestrian Improvement Plans		Goals; Create public support, Identify funding sources for each type of facility, coordinate with citizens, state and local agencies, municipalities, and non-profit organizations for the promotion of the overall project, Make travel safer for pedestrians and bicyclists, Extend existing sidewalks and greenway/ trail systems, Create an inventory of existing sidewalks and existing trails, Create design standards and construction specifications, Protect scenic and functional transportation characteristics of the NC 161 (Gateway) corridor, Determine appropriate land uses and view shed for the park area, Link downtown to the parks and their trails, Improve appearance of 161 (the gateway corridor), Link the neighborhoods to downtown.	Page 3	n	y



KINGS MTN COMPREHENSIVE GREENWAY, BIKEWAY & PEDESTRIAN, CONT

Document Name	Document Date	Description	Page and Section Number	Potential Route Impact	Potential Policy Impact
Kings Mountain Comprehensive Greenway, Bikeway & Pedestrian Improvement Plans		Objectives; Create an education program on trails, bikeways/bike lanes and their benefits, Promote regional and local area trails, bike facilities and greenways as regional and local economic/quality of life enhancements, Promote greenway, bike facility and pedestrian improvements as part of gateway community effort, secure funding resources from NCDOT and NC recreational state government agencies, Create two trail links to Crowder Connector Trail System, Create the I-85 bicycle lane over bridge, Extend three sidewalk systems by 2004, Mark two bicycle routes by 2003 as Share the Road Facilities, Create a process of creating greenways by 2003 through subdivision review and zoning site-specific plan review, Create a Highway 161 Corridor Protection Overlay Zoning district by 2003, Create a streetscape improvement plan for NC 161, Make the streetscape improvement plan integrate bicycle and pedestrian improvements, Create sufficient sidewalks, greenways and bikeways/ bike lanes to link all neighborhoods and to downtown.	Page 4	y	y
Kings Mountain Comprehensive Greenway, Bikeway & Pedestrian Improvement Plans		The following should be done to implement the plan: Amend the City of Kings Mountain Land Development Plan to include a Comprehensive Greenway, Bikeway and Pedestrian Plan (Comprehensive Plan) as element, Refer to the Comprehensive plan as a standard for Site Specific reviews under the zoning ordinance, Inventory all Sewer, Water, Gas and electrical line easements or right-of-ways for possible use as a trail or path segment, Coordinate greenway development with the creation of a storm water management utility that complies with NPDES Phase II, Work with technical advisory ad hoc Committees to amend the location and type of facility from time to time, Develop policy for transfer of greenway, trail or path area to public entity or homeowners association for maintenance.	Page 6	n	y
Kings Mountain Comprehensive Greenway, Bikeway & Pedestrian Improvement Plans		Acquisition: Conversion of existing utility easements, Gifting to the city, Reservation of greenways and trails through subdivision review and site-specific plan approval, Gateway Community trail development.	Page 6	n	y
Kings Mountain Comprehensive Greenway, Bikeway & Pedestrian Improvement Plans		Construction: NC Parks and Trails monies, NCDOT Bike Facilities Program, Transportation Improvement Program Funds, Private Foundation Funds, Private development construction and dedication, Capital Improvement Programming, Enhancement (TEA-21) monies.	Page 7	n	y



KINGS MTN COMPREHENSIVE GREENWAY, BIKEWAY & PEDESTRIAN, CONT

Document Name	Document Date	Description	Page and Section Number	Potential Route Impact	Potential Policy Impact
Kings Mountain Comprehensive Greenway, Bikeway & Pedestrian Improvement Plans		The city may create incentives and processes to reward developers who include greenways, bike facilities and sidewalk facilities. The rewards include density bonuses, expedited project approval, lot size contributory credit, gifting credit/ write-offs and NPDES Phase II compliance.	Page 7	n	y





LAKE NORMAN RURAL PLANNING ORGANIZATION COORDINATED COMPREHENSIVE PUBLIC TRANSPORTATION PLAN

Document Name	Document Date	Description	Page and Section Number	Potential Route Impact	Potential Policy Impact
Lake Norman Rural Planning Organization Coordinated Comprehensive Public Transportation Plan	Jan-09	Make accessibility improvements to transit and intermodal stations not designated as key stations. This may include; Building an accessible path to a bus stop that is currently inaccessible, including curb cuts, sidewalks & accessible pedestrian areas.	Page 19	n	y
Lake Norman Rural Planning Organization Coordinated Comprehensive Public Transportation Plan	Jan-09	Transit-related aspects of bicycling (such as adding bicycle racks to vehicles to support individuals who bicycle a portion of their commute or providing bicycle storage at transit stations).	Page 16	n	y
Lake Norman Rural Planning Organization 2000 Census Information About Cleveland County	Jul-00	In the year 2000, 750 people used bicycle/walking as their travel mode.	Page 1	n	n
Broadrivergreenway.com	UNKNOWN	In 1994, citizens of Cleveland County galvanized into action to preserve part of the Broad River near Boiling Springs. In a unique public/private partnership, a 448-acre tract of land along Both the sides of a stretch of 1.5 miles of the river was purchased and deeded to Cleveland County. A governing volunteer body, the Broad River Council , was formed to manage it.		y	n



BOILING SPRINGS LAND USE PLANS

Document Name	Document Date	Description	Page and Section Number	Potential Route Impact	Potential Policy Impact
Town Of Boiling Springs, NC Land Use Plan	Aug-08	"Permanently Protected Lands Foothills Conservancy of North Carolina The Foothills Conservancy was formed as the South Mountains Coalition in 1994. The organization is a private, nonprofit regional land trust dedicated to preserving and protecting the important natural areas and open spaces of the Blue Ridge Foothills Region. The Foothills Conservancy serves an eight-county area, including Cleveland County. To date, the lands that have been protected through the conservancy have been large tracts in the Northeast part of the County. There are no Foothills Conservancy protected lands in Boiling Springs or the ETJ. They do partner with the Broad River Greenway Council on conservation efforts along the Broad River."	Chapter 3- Page 22	n	y
Town Of Boiling Springs, NC Land Use Plan	Aug-08	"Broad River Greenway The Broad River Greenway, established in 2001, is a 1,500 acre greenway running along both sides of the Broad River. It is owned jointly by Cleveland County and the Town of Boiling Springs and is managed by the Broad River Council. It is located about 3.3 miles south of Boiling Springs and offers fishing, hiking, biking, walking trails, picnicking, horseback riding, canoeing, and tubing."	Chapter 3- Page 23	y	n
Town Of Boiling Springs, NC Land Use Plan	Aug-08	Although the greenway is not currently within Boiling Springs or the ETJ, its shape makes the expansion of trails into the ETJ likely. Future plans for the greenway bring it within a half mile of the Town's ETJ.	Chapter 3, pg 23	y	n
Town Of Boiling Springs, NC Land Use Plan	Aug-08	Boiling Springs has two public parks: one behind Town Hall and one at Springmore Elementary School. The park at Springmore was funded by a grant from The North Carolina Parks and Recreation Trust Fund (PARTF). These parks include playground equipment and baseball fields. There are also trails that run along sanitary sewer line corridors located south of Stadium Drive and the ball fields that run from South Main Street along Sandy Run Creek on College Farm Road for about 1.5 miles to the Wastewater Treatment Plant (WWTP).	Chapter 3, pg 23 & 24	y	n
Town Of Boiling Springs, NC Land Use Plan	Aug-08	Shelby is currently in the process of expanding their facilities with the addition of an 80 acre soccer complex.	Chapter 3- Page 24	y	n
Town Of Boiling Springs, NC Land Use Plan	Aug-08	Gardner-Webb University is located in the heart of Boiling Springs and is a very pedestrian oriented campus.	Chapter 3- Page 27	y	n



BOILING SPRINGS LAND USE PLANS, CONT

Document Name	Document Date	Description	Page and Section Number	Potential Route Impact	Potential Policy Impact
Town Of Boiling Springs, NC Land Use Plan	Aug-08	"Boiling Springs Pedestrian Plan The Town completed a Pedestrian Plan in October 2006. Because the Town has a centralized, compact town core in a University setting, and a nearby greenway, many opportunities exist to promote alternative transportation modes - especially walking."	Chapter 3- Page 29	y	y
Town Of Boiling Springs, NC Land Use Plan	Aug-08	The town promotes a healthy living lifestyle with bike lanes, greenway access, and active and passive parks and recreational opportunities for residents of all ages. The town is pedestrian friendly, with street trees, sidewalk networks, and suitable road connections.	Chapter 4- Page 36	n	y
Town Of Boiling Springs, NC Land Use Plan	Aug-08	Objective 1: Develop an alternative transportation network for pedestrian and bicycle movement.	Chapter 5- Page 41	n	y
Town Of Boiling Springs, NC Land Use Plan	Aug-08	"Policies: <ul style="list-style-type: none"> <li>Initiate recommendations given in Pedestrian Plan including development of Homestead Trail, trail improvements, and extension of existing trails</li> <li>Look for other potential trail opportunities such as a connection to the Broad River Greenway</li> <li>Complete a sidewalk plan that details where sidewalks should be improved, extended, and located in town</li> <li>Amend Subdivision Ordinance to require developers to install sidewalks in new residential subdivisions and to tie into existing sidewalk networks on main roads.</li> <li>Work with County to adopt the Bicycle Plan highlighted in the County Land Use Plan. Look for additional opportunities for bike lanes in town."</li> </ul>	Chapter 5- Page 42	y	y
Town Of Boiling Springs, NC Land Use Plan	Aug-08	"Policies: <ul style="list-style-type: none"> <li>Identify park locations that could tie into greenway.</li> <li>Partner with the County to explore regional park opportunities. Amend open space requirements in Subdivision Ordinance.</li> <li>Work with Broad River Greenway Council to complete projects outlined in their strategic plan</li> <li>Work with County to complete county-wide greenway plan."</li> </ul>	Chapter 5- Page 43	n	y
Town Of Boiling Springs, NC Land Use Plan	Aug-08	Encourage residents to donate land or place land in a conservation easement(s).	Chapter 5- Page 43	n	y
Town Of Boiling Springs, NC Land Use Plan	Aug-08	In a survey residents responded that they would like to see more trails in boiling springs.	Appendix B, Page 70	n	n



APPENDIX II:  
CLEVELAND COUNTY CAROLINA THREAD TRAIL MASTER PLAN SURVEY  
FINAL RESULTS

Help us understand how you feel about new plans for Cleveland County trails and greenways.

Share your thought about plans for building more trails and greenways, how you would use these new trails, and how you might possibly help in their creation.

1. Have you heard of the Carolina Thread Trail Project?		
Yes	64.3%	(101)
No	35.0%	(55)
TOTAL	99.4%	156
2. How important is the need for more trails?		
Not important	3.8%	(6)
Somewhat important	30.6%	(48)
Very important	64.3%	(101)
TOTAL	98.7%	155
3. How often do you visit a park to use the trails?		
Never	14.0%	(22)
Few times per year	47.1%	(74)
Few time per month	28.0%	(44)
Few times per week	10.2%	(16)
TOTAL	99.4%	156
4. Would you use a trail more often if it was easily accessible from your home or work?		
Yes	92.4%	(145)
No	6.4%	(10)
TOTAL	98.7%	155



5. What type of trail surface do you prefer?		
Gravel	9.6%	(15)
Natural (dirt)	42.0%	(66)
Paved (asphalt)	46.5%	(73)
TOTAL	98.1%	154
6. What activity would you most often like to do on trails and greenways? Check all that apply.		
Walking	82.2%	(129)
Hiking (distance)	53.5%	(84)
Running/Jogging	31.8%	(50)
Mountain Biking (single-track)	25.5%	(40)
Horse Back Riding	14.6%	(23)
Cycling (road)	35.7%	(56)
7. What are the most important benefits of trails to you? (select all that apply)		
Recreation	79.0%	(124)
Alternate Form of Transportation	28.7%	(45)
Exercise	80.9%	(127)
Protect the environment/Land Conservation	64.3%	(101)
Create tourism and economic development	49.0%	(77)
Connect neighborhoods and destinations	45.9%	(72)
Provide education opportunities	43.9%	(69)
8. In what part of the county do you live?		
Belwood	3.2%	(5)
Boiling Springs	5.7%	(9)
Casar		(0)
Earl	2.5%	(4)
Fallston	2.5%	(4)
Grover	5.1%	(8)



Appendix II. Final Document Review, continued

Kings Mountain	7.0%	(11)
Kingstown		(0)
Lattimore	1.3%	(2)
Lawndale	3.8%	(6)
Mooresboro	3.2%	(5)
Patterson Springs	3.2%	(5)
Polkville	3.8%	(6)
Shelby	38.2%	(60)
Waco	1.9%	(3)
County	3.8%	(6)
TOTAL	85.4%	134
9. Please tell us the zip code of your home address		
28017	4.5%	(7)
28020	0.6%	(1)
28021	1.9%	(3)
28038	3.8%	(6)
28042	3.2%	(5)
28073	4.5%	(7)
28086	6.4%	(10)
28089	0.6%	(1)
28090	5.7%	(9)
28114	4.5%	(7)
28136	2.5%	(4)
28150	36.3%	(57)
28151	1.9%	(3)
28152	7.6%	(12)
28169	0.6%	(1)
TOTAL	84.7%	133



Appendix II. Final Document Review. continued

10. What is your age group?		
0-15	0.6%	(1)
16-25	17.8%	(28)
26-45	47.8%	(75)
46-65	28.7%	(45)
Over 65	3.2%	(5)
TOTAL	98.1%	154



**APPENDIX III:  
CLEVELAND COUNTY COMBINED ROUTE DESCRIPTION**

<b>Cleveland County Greenway Connection Identification - DRAFT 10/19/09 CTT Route (Purple Routes)</b>			
ID	TYPE	DESCRIPTION	MILES
A	Road ROW	From Hwy 10 north along Wards Gap Road to the Burke County line	3.4
B	Road ROW	Hwy 10 west from the Lincoln County line to Wards Gap Road	6.9
H	Proposed Trail	Along the First Broad River from the Broad River north to Wards Creek	39.5
N	River/Creek	North along Wards Creek from the First Broad to Wards Gap Road	7.2
P	Bike Route	From the BRGW to Boiling Springs along Hwy 150	3.5
Q	Road ROW	From Gaston County line south towards Moss Lake Park along Old Post Road and Stoney Point Road	6.9
R	River/Creek and Proposed Trail	From Moss Lake Park south along Buffalo Creek to Potts Creek; east along Potts Creek to proposed trail along Countryside Road, to Shelby Road to Crocker Road; then east along Beason Creek into Kings Mountain.	11.2
S	Proposed Trail	Kings Mountain Gateway Trail	4.4
V	Proposed/Existing Trail	Along Broad River from Rutherford County line to Cherokee County line	11.4
BB	River/Creek, Road, Proposed Trail, Abandoned Rail	From Moss Lake Park along Oak Grove to Borders to rail line to First Broad River	10.4
S1	New Trail	From Kings Mountain Gateway Trail to Cherokee County line	2.6
<b>Other Connection Opportunities (Green Routes)</b>			
D	Road ROW	Hwy 10 from CTT at Wards Gap intersection south to CTT on First Broad River	6.8
G	River/Creek	Rutherford County line east along First Broad - connect to CTT on First Broad	4.4
I	Bike Route	Fallston to Lawndale - connect to CTT in Lawndale	3.4
L	Road ROW	From CTT on First Broad River south along Hwy 10 to Polkville; then south on Hwy 226 to Kingston; then south on Cabaniss Rd to connect to the abandoned rail corridor	9.2
M	Road ROW	Fallston to Gaston County line - connect to CTT in Cherryville	5.2
U	Road ROW	From Boiling Springs north along Whitaker Rd to Mooresboro	3.7
W	River/Creek and Road ROW	From segment R south along Crocker Road, to Phifer Road to Long Branch Creek to Beason Creek and connect to segment (X) on Buffalo Creek	8.2
X	River/Creek	From Moss Lake Park south on Buffalo Creek to the Cherokee County line	9.3
Z	Road ROW	Along proposed Bypass corridor from the CTT on First Broad River to Buffalo Creek (segment X)	8.1
AA	Proposed Trail	Along abandoned rail corridor from CTT on First Broad River west to the Rutherford County line	11.8
CC	Proposed Trail	From CTT on First Broad River east along utility ROW (proposed City of Shelby trail) to Buffalo Creek (segment X)	7.1
DD	River/Creek and Road ROW	From Buffalo Creek (segment X) along creek bed to Bethlehem Church Rd to Grover	4.6
EE	Proposed Trail/Road ROW	From segment (CC) north to Country Club Rd to Oak Grove rd connecting to segment (Z)	3.7





**APPENDIX IV:  
CLEVELAND COUNTY ALTERNATIVE ROUTE ANALYSIS**

Route	Proposed CTT Route	
	Total Length (mi)	106.5
Existing Greenways (mi)	3.9	3.7%
Proposed Greenways (mi)	55.4	52.0%
Newly Proposed Greenway (mi)	46.1	43.3%
New Trail Stream/River Corridor (mi)	14.5	13.6%
New Trail Existing Bike Routes (mi)	3.5	3.3%
New Trail Sidewalks (mi)	1.5	1.4%
New Trail via Existing Road ROW (mi)	22.1	20.8%
New Trail via New Trail	3.1	2.9%
New Rail Corridor (mi)	1.4	1.3%
<b>Connections and Destinations</b>		
Town Connections	4	26.7%
Cross-County Connections	6	
Primary Destinations within walking distance*	7	87.5%
Other Destinations within walking distance*	5	26.3%
Schools within walking distance*	7	25.0%
Through Parks (mi)	3.6	3.4%
<b>Access</b>		
Children within service area**	7,723	32.1%
Seniors within service area**	6,037	42.5%
Total Residents within service area**	33,046	33.5%
Low Income Households within service area**	4,693	27.2%
<b>Regional Metrics</b>		
Miles per 1000 residents	1.08	
Miles per 10 sq miles county area	2.27	

\*Walking Distance assumed at ¼ mi

\*\*Service Area assumed at ½ mi

\*\*\*Based on 2007 census projections (Claritas)

**TOTALS**

Towns	15
Primary Destinations	8
Other Destinations	19
Schools	28
Children (under 18)***	24,039
Seniors (over 65)***	14,213
Residents***	98,663
Low Income HHs (less than \$35K/yr)***	17,227
County Area (sq mi)	468.3
Total Miles: Proposed CTT Route and Other Connections Opportunities	191.0
Miles per 1000 residents (Proposed CTT Route and Other Connection Opportunities)	1.9



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**APPENDIX V:  
CLEVELAND COUNTY ROUTE IDENTIFICATION STRATEGY**

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**Opportunities**

- Existing Trails
- Planned Trails
- Major River Corridors / Floodplain
- Vacant/Undeveloped Properties
- Natural / Scenic Areas
- Abandoned Railways
- Sidewalks

**General Destinations**

- Town Centers / Business Districts
- Public Parks
- Recreational Facilities
- Schools
- Historic Areas
- Museums / Libraries
- Waterways
- Water Access & Boat Launches

**Regional Connections**

- Lincoln County
- Gaston County
- York County
- Rutherford County
- Burke County
- Cherokee County

**Barriers**

- Major Road / Interstate Crossings
- Large Waterbodies
- Private Property

**Primary Destinations**

- Kings Mountain National Military Park
- John H. Moss Reservoir  
Campground/Park/Landing
- Central Shelby Historic District
- South Mountains State Park
- Broad River Greenway
- Cleveland Airport
- Gardner Webb University
- Cleveland Community College
- Cleveland Fairgrounds
- Boulder Access – Crowders Mountain State  
Park

**Other Destinations**

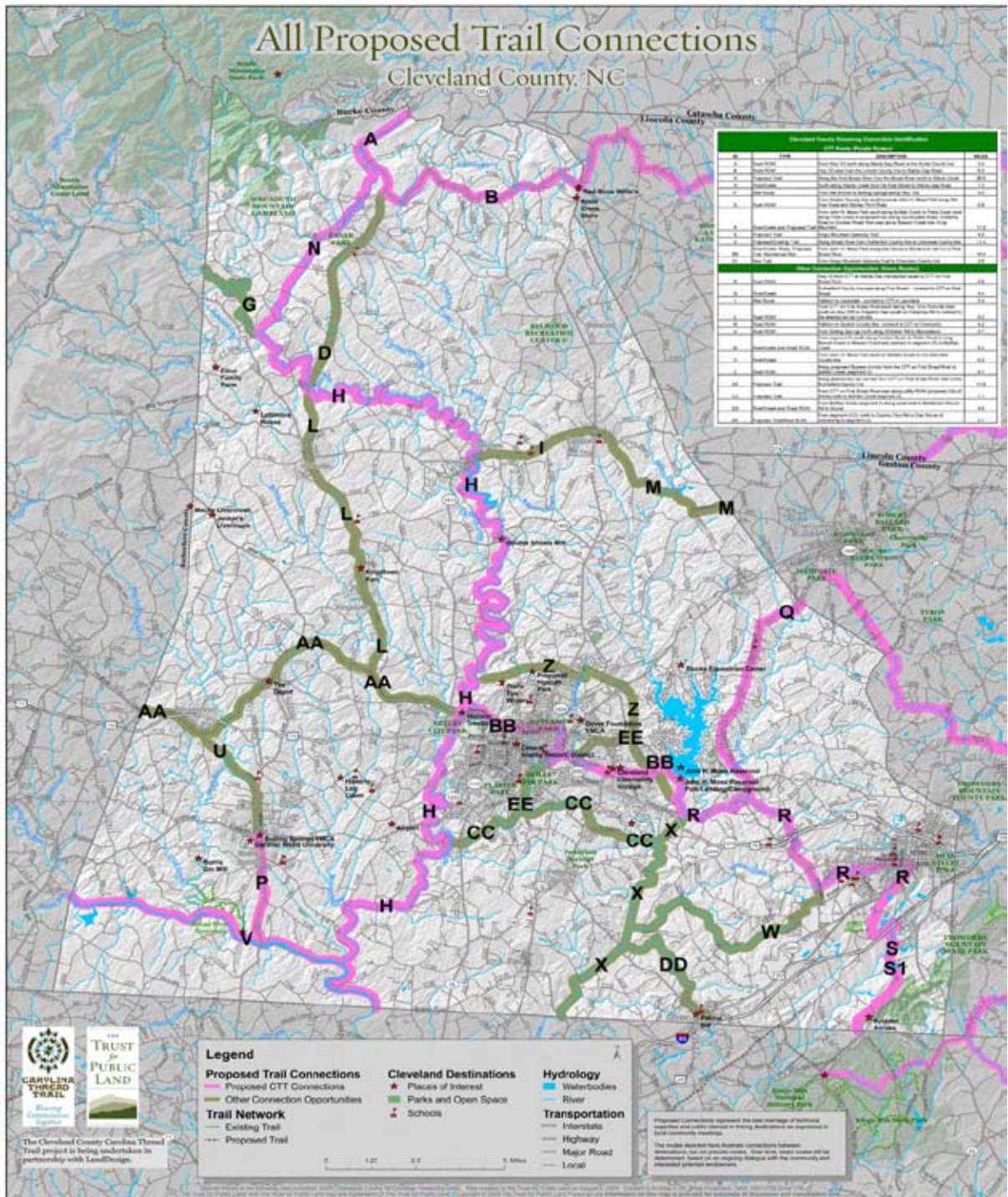
- Red Bone Willie's
- Knob Creek Store
- Double Shoals Mill
- Elliot Family Farm
- Lattimore House
- Kingstown Park
- Macks Livermush
- Jenkins Livermush
- Stucky's Equestrian Center
- Proposed Hannah Park
- Historic Trestle (Shelby)
- Owl's Eye Winery
- The Depot
- Moss Lake Park
- Patriot Inn
- Cowpens National Battlefield
- Burris Gin Mill
- Dover Foundation YMCA
- Boiling Springs YMCA
- Historic Log Cabin
- International Linemans Museum

**Access Needs**

- Population Density
- Kids
- Seniors
- Low Income

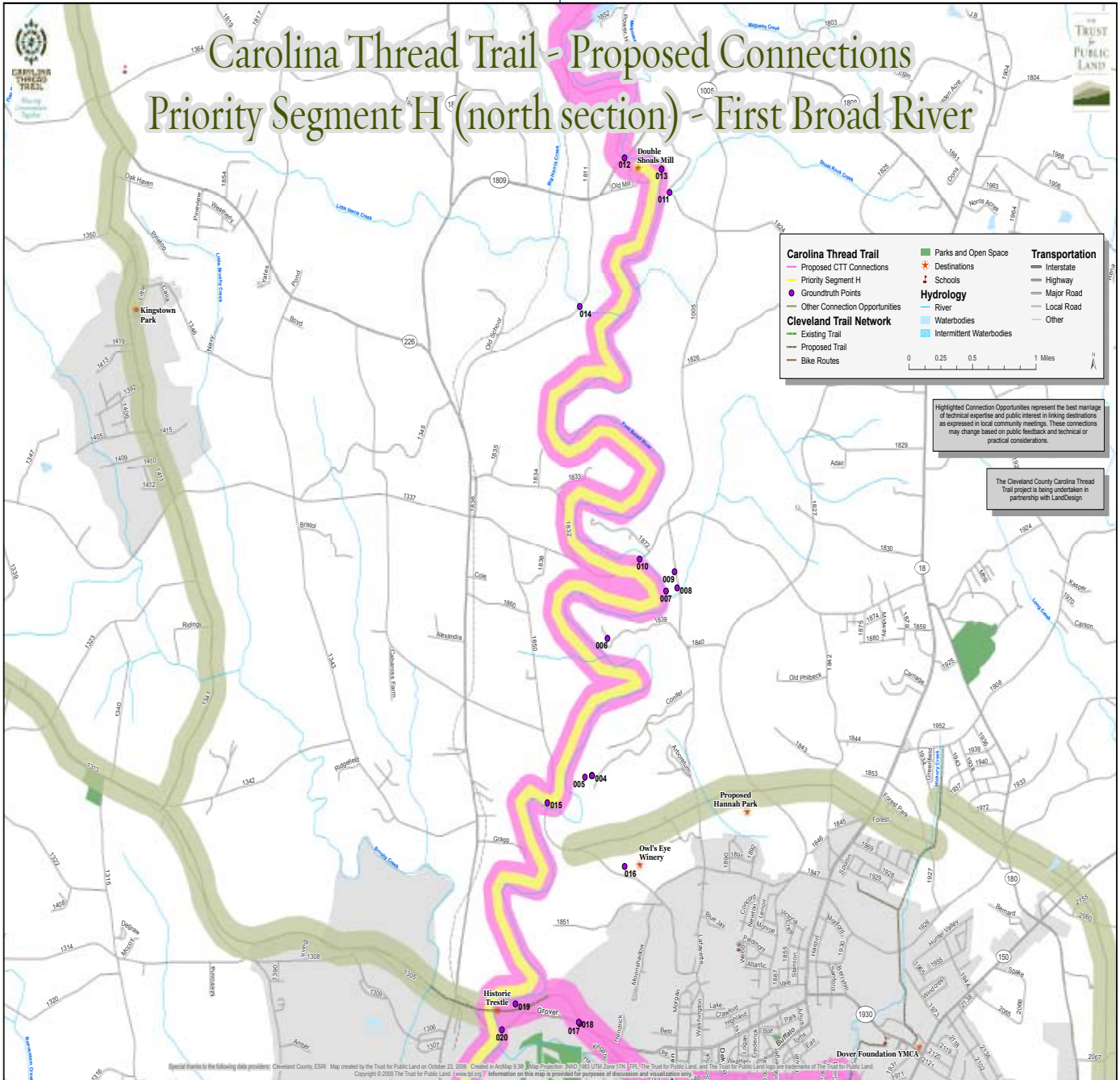


APPENDIX VI:  
FIGURE A



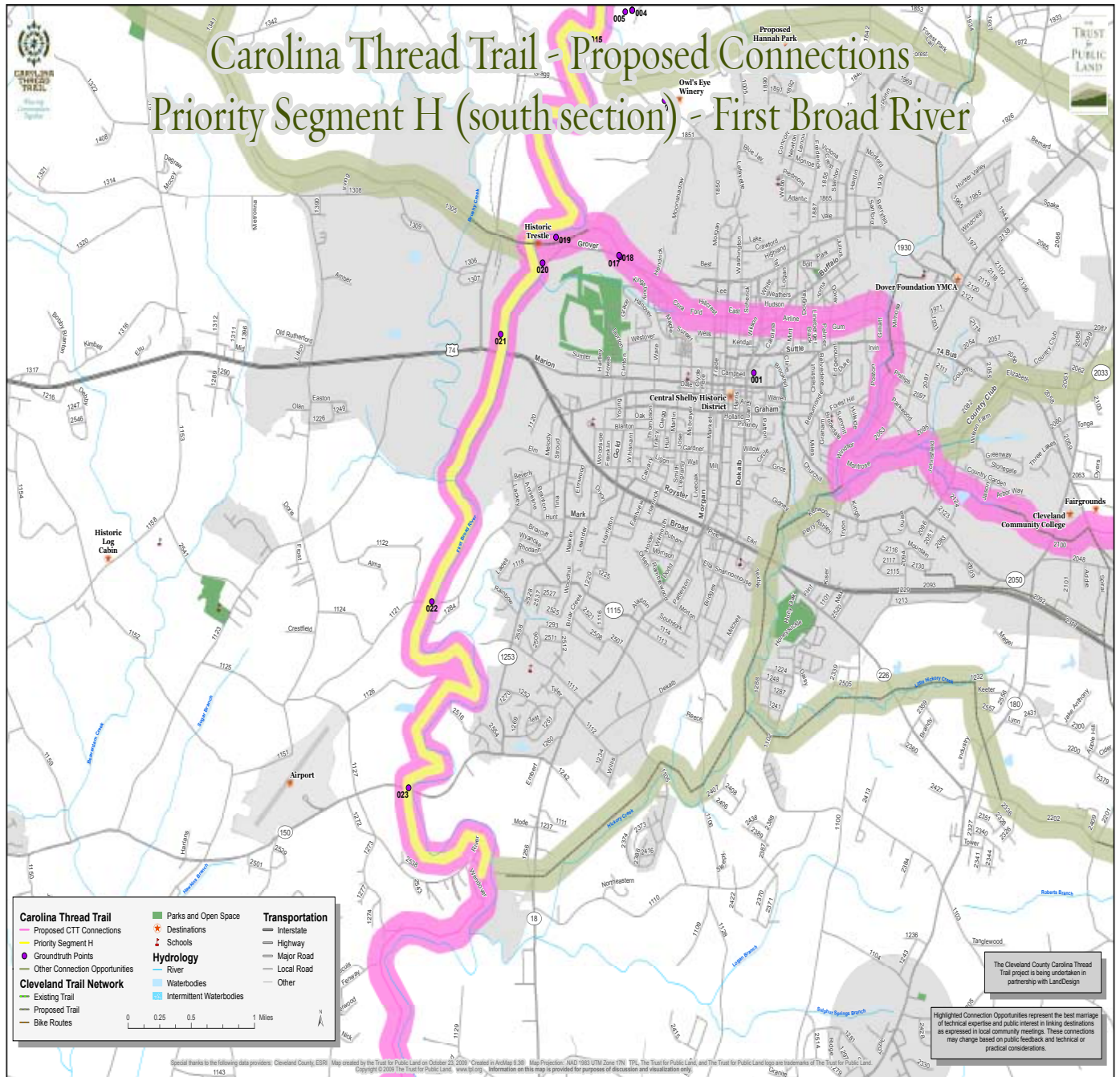


APPENDIX VI:  
FIGURE B:



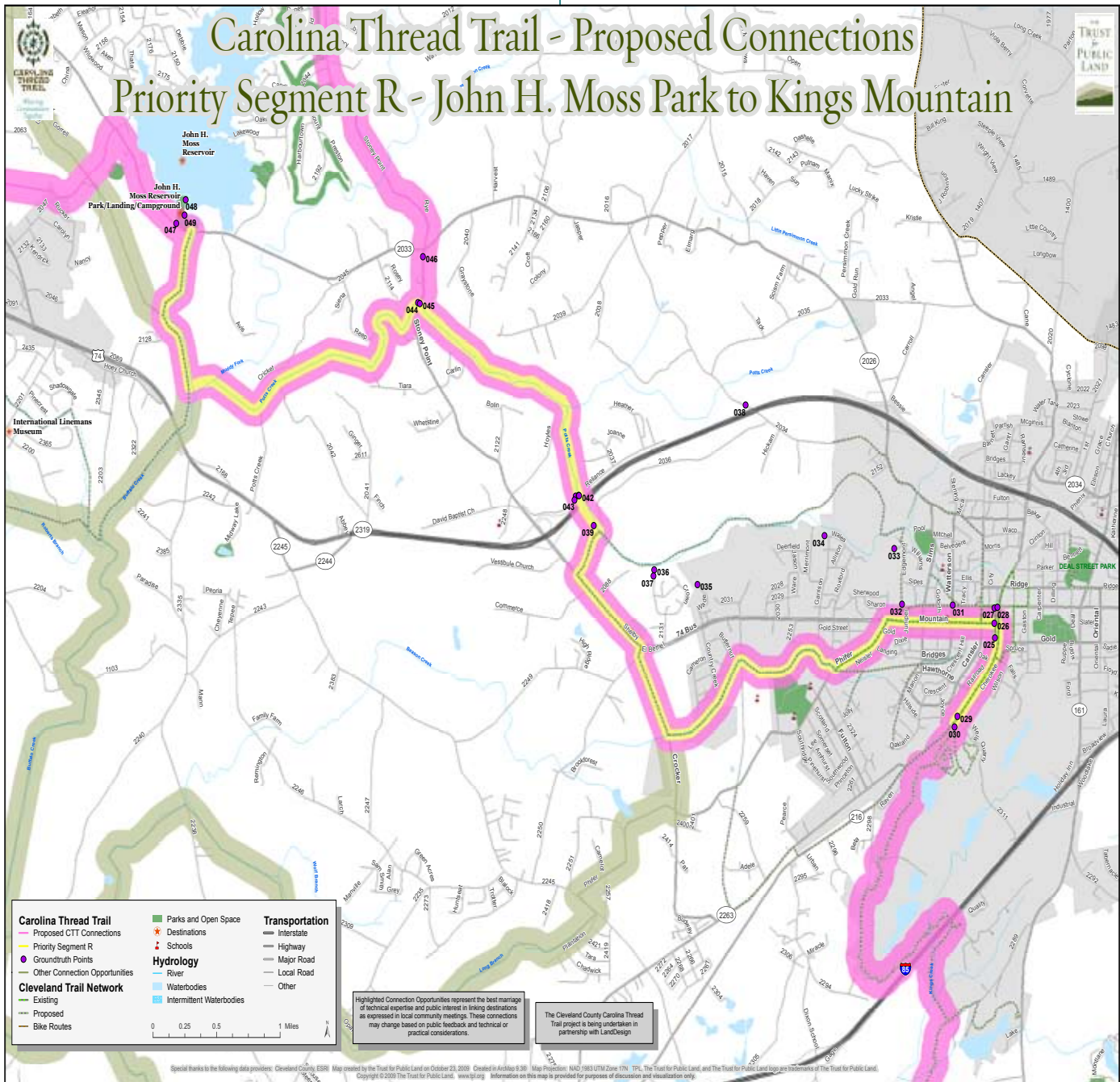


APPENDIX VI:  
FIGURE C



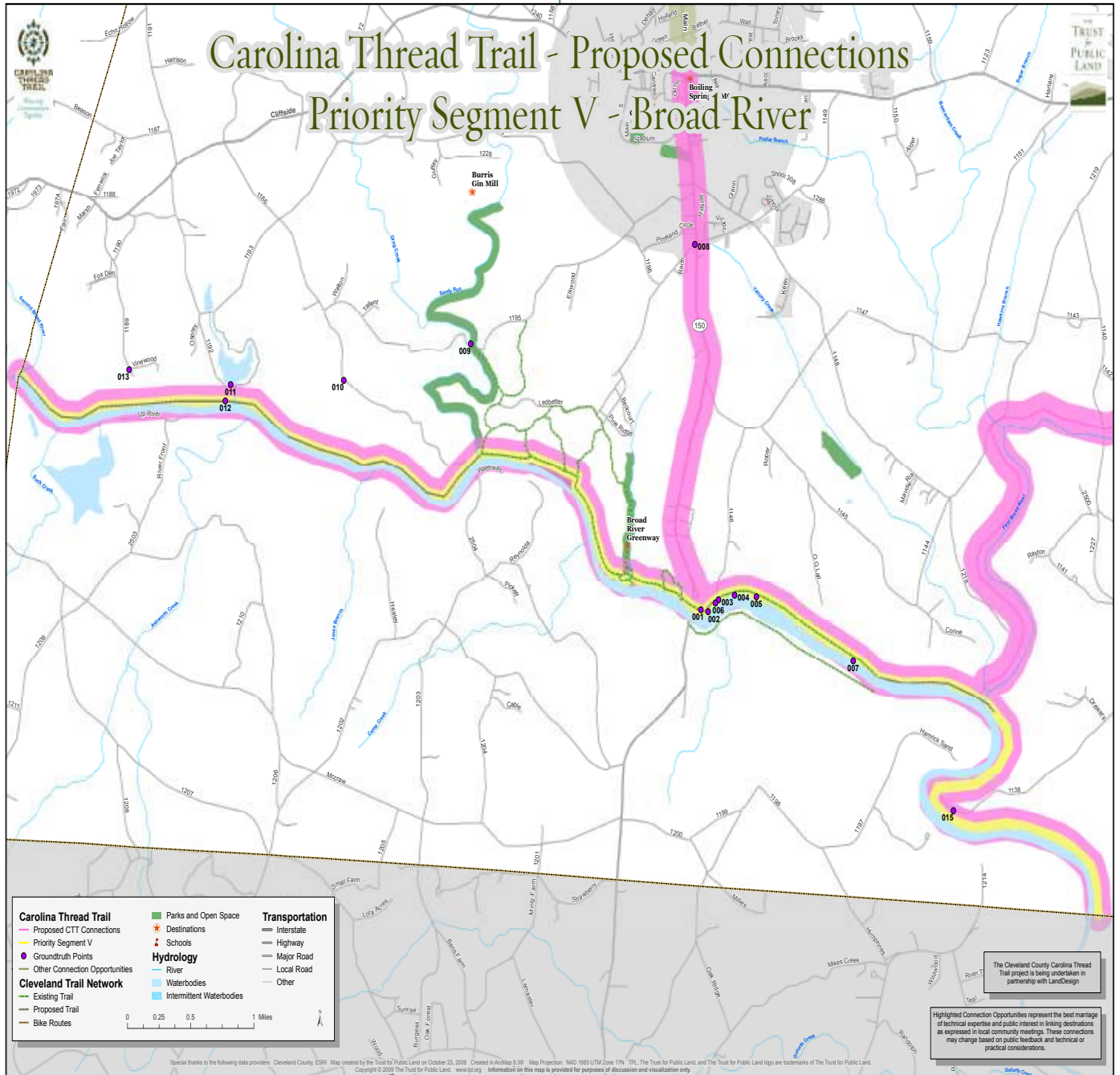


APPENDIX VI:  
FIGURE D





APPENDIX VI:  
FIGURE E





## APPENDIX VII: TRAIL DESIGN CLASSIFICATIONS

### 1. PRIMARY TRAILS:

Primary trails are the primary circulation routes within a greenway system. They form the skeleton of the trail system from which all others radiate. These are wide, paved or constructed of crushed gravel, multi-use trails designed to accommodate a variety of users. Primary trails serve to connect major destinations including parks, neighborhoods, greenways, schools and shopping centers. These trails are located away from vehicular circulation and are often found within undeveloped or under utilized areas such as floodplains, creek corridors, abandoned railroad corridors, open greenspaces and parks. Therefore, construction of these trails should be done in such a way as to minimize the impact on the surrounding areas.

General Specifications:

- 12-foot width
- Paved in asphalt or concrete or constructed of crushed gravel
- ADA accessible
- Stripping optional



Typical Primary Trail

### 2. SHARED USE TRAILS WITHIN ROW:

Shared Use Trails may be part of the primary circulation system or act as an extension and or connector to Primary Trails. Shared Use Trails are wide, paved, shared use trails designed to accommodate a variety of users. Like Primary Trails, they serve to connect major destinations within the greenway network including parks, neighborhoods, greenways, schools, shopping centers and bikeways. Shared -Use Trails are located adjacent to a roadway (usually within the right-of-way) and often serve both the greenway trail system and the on-road bikeway system.





General Specifications:

- 10 to 12-foot width
- Paved in asphalt or concrete or constructed of crushed gravel
- ADA accessible
- Stripping optional

**3. SECONDARY TRAILS:**

Secondary Trails are part of the secondary circulation system acting as connectors to the other trail types, as well as to minor destinations such as neighborhoods or small open spaces. Secondary trails are usually paved and utilized by a variety of users such as pedestrians, runners and casual cyclists. These trails are located away from vehicular circulation and are often found within undeveloped or under utilized areas such as floodplains, creek corridors, abandoned railroad corridors, open green spaces and parks. Therefore, construction of these trails should be done in such a way as to minimize the impact on the surrounding areas.

General Specifications:

- 8 to 10-foot width
- Paved in asphalt, concrete, or compacted gravel
- ADA accessible

**4. SPECIAL USE TRAILS (INCLUDING EQUESTRIAN AND SOFT SURFACE TRAILS):**

Special Use Trails are part of the tertiary circulation system. They are part of the larger greenway system but are usually designated for special uses. These types of trails are usually not paved and follow the natural topography of the site, therefore limiting use. Special Use Trails trails are appropriate in environmentally sensitive areas such as stream edges or steep slopes, or for special uses such as mountain biking or horseback riding. These trails are located away from vehicular circulation and are often found within undeveloped or under utilized areas such as floodplains, creek corridors, abandoned railroad corridors, open green spaces and parks or adjacent to primary trail routes.



Example of a Special Use Equestrian Trail

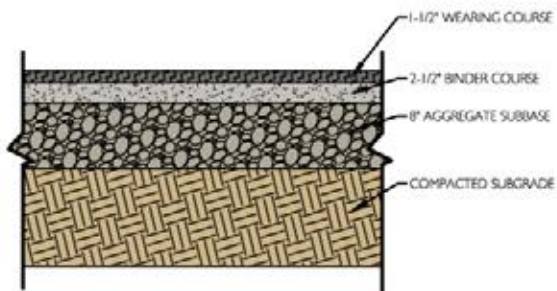


General Specifications:

- Width is dictated by use and topography - a minimum of 6-foot width
- Unpaved soft surface
- Note these trails may not be ADA accessible

Below are cross sections of various trail material options and corresponding general construction cost estimates per linear foot.

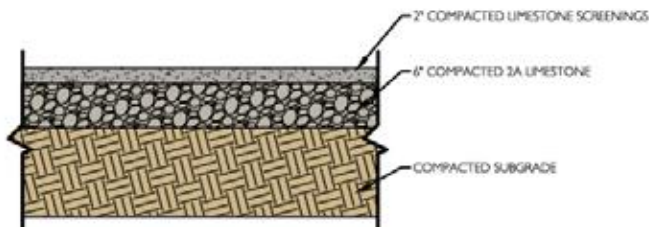
### 1. BITUMINOUS PAVING-OPTION



NOTES:

- PROS:
- FIRM/SMOOTH SURFACE
  - COMPATIBLE WITH ROLLER BLADES
  - ADA ACCESSIBLE
  - MULTIPLE SURFACE OPTIONS
  - EASY TO MAINTAIN
  - WELL DRAINED
- CONS:
- HIGHER COST THAN LIMESTONE
  - ASPHALT SEPARATION MAY TAKE PLACE ALONG THE EDGE OF THE TRAIL
  - CRACKING MAY TAKE PLACE DUE TO PLANT ROOTS OR WEATHER
  - MAY NOT BE AESTHETICALLY PLEASING TO THE LOCAL FLAVOR

### 2. LIMESTONE/PIT GRAVEL TRAIL-OPTION

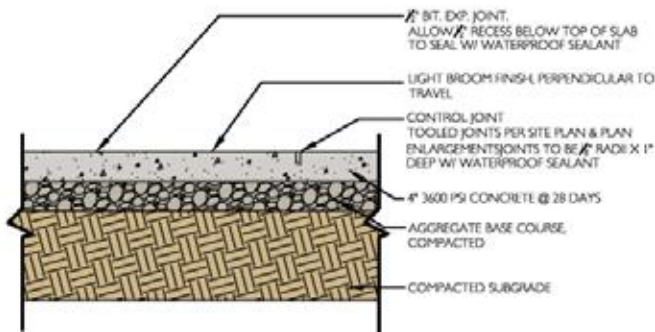


NOTES:

- PROS:
- GOOD WATER PERMEABILITY
  - FIRM SURFACE
  - COST REDUCTION COMPARED TO CONCRETE/ASPHALT
  - ADA ACCESSIBLE
  - SURFACE CAN BE RE-GRADED AND COMPACTED EASILY
- CONS:
- HIGHER MAINTENANCE THAN ASPHALT/CONCRETE
  - NOT COMPATIBLE WITH ROLLERBLADES
  - MAY NEED SEASONAL GRADING



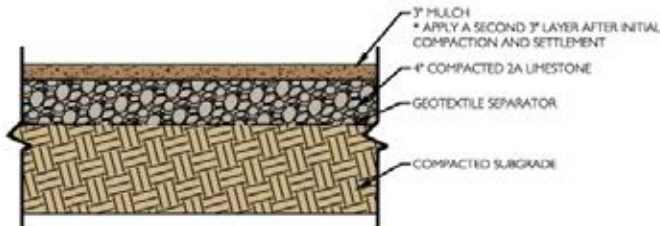
### 3. CONCRETE PAVING-OPTION



#### NOTES:

- PROS:**
- \* FIRM/SMOOTH SURFACE
  - \* COMPATIBLE WITH ROLLER BLADES
  - \* ADA ACCESSIBLE
  - \* MULTIPLE SURFACE OPTIONS
  - \* EASY TO MAINTAIN
  - \* WELL DRAINED
- CONS:**
- \* HIGHER COST THAN LIMESTONE
  - \* CRACKING MAY TAKE PLACE DUE TO PLANT ROOTS OR WEATHER
  - \* MAY NOT BE AESTHETICALLY PLEASING TO THE LOCAL FLAVOR
  - \* LIMITED HISTORY OF USE FOR A TRAIL
  - \* CONCRETE JOINTS COULD INTERRUPT WHEELED USERS

### 4. MULCH TRAIL-OPTION



#### NOTES:

- PROS:**
- \* GOOD WATER PERMEABILITY
  - \* SOFT SURFACE
  - \* COST REDUCTION COMPARED TO CONCRETE/ASPHALT
  - \* SURFACE CAN BE RE-GRADED AND COMPACTED EASILY
- CONS:**
- \* HIGHER MAINTENANCE THAN ASPHALT/CONCRETE
  - \* NOT COMPATIBLE WITH ALL WHEELED USERS
  - \* MAY NEED SEASONAL GRADING
  - \* POOR ADA ACCESS
  - \* SUBJECT TO EROSION

### PLANNING COST ESTIMATES

ITEM DESCRIPTION	UNITS	UNIT PRICE
1. ASPHALT	LF	\$85
2. COMPACTED LIMESTONE	LF	\$40
3. CONCRETE	LF	\$65
4. MULCH	LF	\$25
4. ROAD/TRAIL CROSSINGS	EA	\$25,000
5. LANDSCAPING	PER MILE	\$75,000
6. FURNISHINGS & SIGNAGE	PER MILE	\$50,000

\*\* FOR PLANNING PURPOSES ONLY.  
 DOES NOT COVER LAND ACQUISITION,  
 MAJOR INFRASTRUCTURE COSTS, BRIDGES  
 AND OTHER SITE SPECIFIC EXPENSES.  
 ESTIMATES ARE BASED ON A 10' WIDE PATH  
 WITH 2' WIDE SHOULDERS AT LEVEL GRADES.





**CAROLINA  
THREAD  
TRAIL**

*Weaving  
Communities  
Together*