PUBLIC PRIVATE PARTNERSHIPS FOR TRAIL SYSTEM DEVELOPMENT

The Carolina Thread Trail: Trail Forum
SESSION 2 | 11-12AM

NORTHWOOD OFFICE

LandDesign.
CREATING PLACES THAT MATTER.

WELCOME

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AGENDA

- Why Public/Private Partnerships?

- Keys to Public/Private Partnerships Overview

- Case Study: Ballantyne Reimagined

- Kit of Tools + Lessons Learned

WHY SHOULD WE INTEGRATE?

By connecting trails to private development destinations, we are promoting an increase in active transportation's modal share and its associated environmental and public health benefits by replacing vehicle trips with active trips.
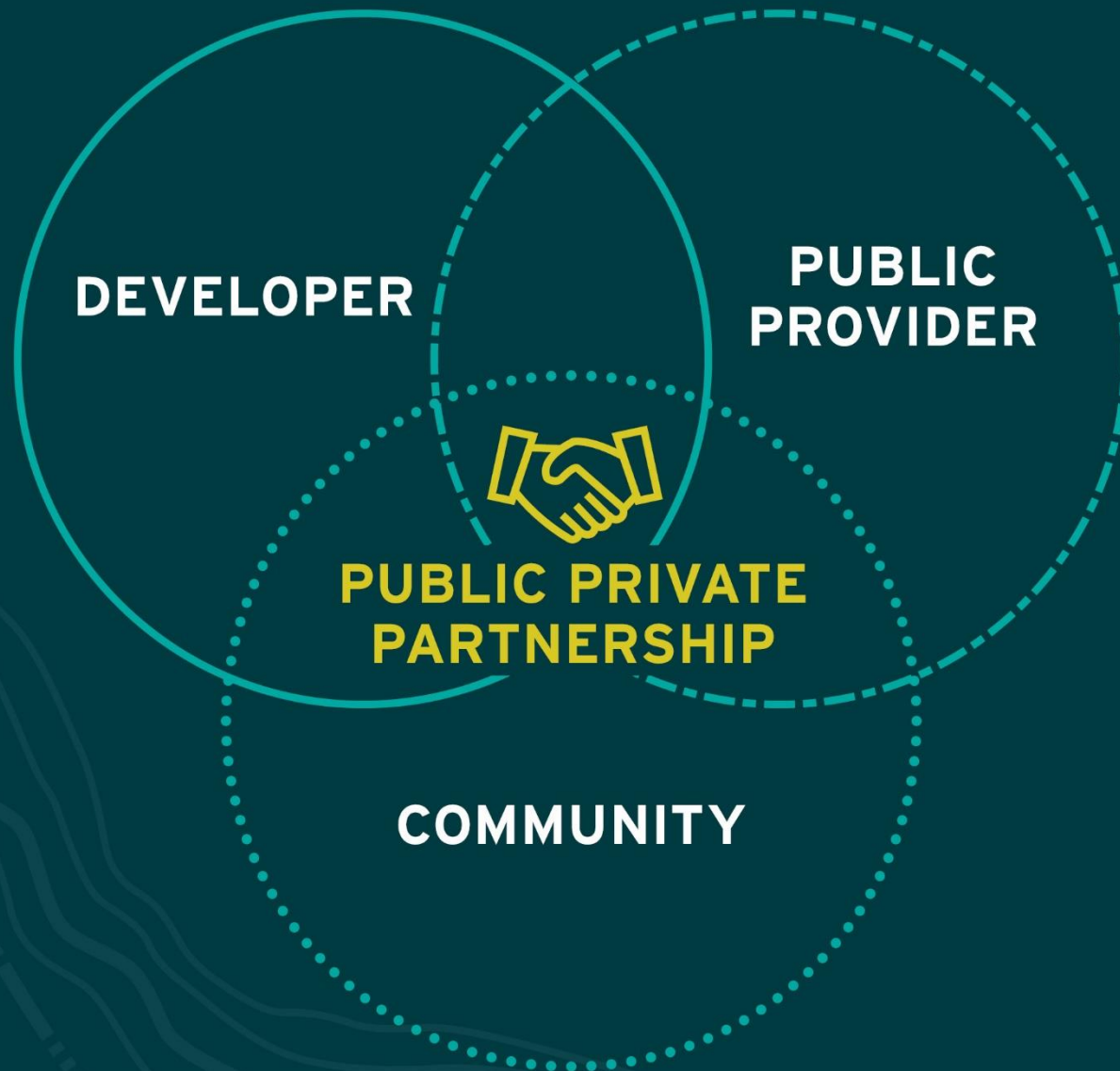
WIDE SPREAD BENEFITS

Developers, public providers and the community all benefit from successful public/private partnerships.

- Variety of facility types
- Includes road system, bringing diversity of trail system together
- Well integrated into community

The Venn diagram on the left shows three overlapping circles labeled DEVELOPER, PUBLIC PROVIDER, and COMMUNITY, with PUBLIC PRIVATE PARTNERSHIP at their intersection marked by a handshake icon.

GOAL:

What is the PROCESS and key TOOLS for integrating active transportation with private development?

INFLUENCERS OF
PUBLIC PRIVATE PARTNERSHIPS

Who needs to be on board to influence the success of public/private partnerships?

DEVELOPERS

- Provide private project area opportunity
- Provide project insight to stakeholders
- Provide potential quicker construction and implementation times

PUBLIC PROVIDERS

- Provide potential funding opportunities and larger network to connect to
- Expertise in design and maintenance

PLANNERS + DESIGNERS

- Join the vision of the developer and the public
- Assist the design and create tools for implementation

PROCESS FOR
SUCCESSFUL
PARTNERSHIPS

REVIEW existing and future regional trail system, and identify opportunity to connect destination project to the system.

DEVELOP active transportation strategy tied to the proposed development.

How to deliver regional trail system users to the front door of destinations?

ESTABLISH trail routing and design parallel to funding discussions and obtain agreement and permit approvals.

TOOLS FOR
SUCCESSFUL PARTNERSHIPS

STRATEGIC VISION, DESIGN AND IMPLEMENTATION

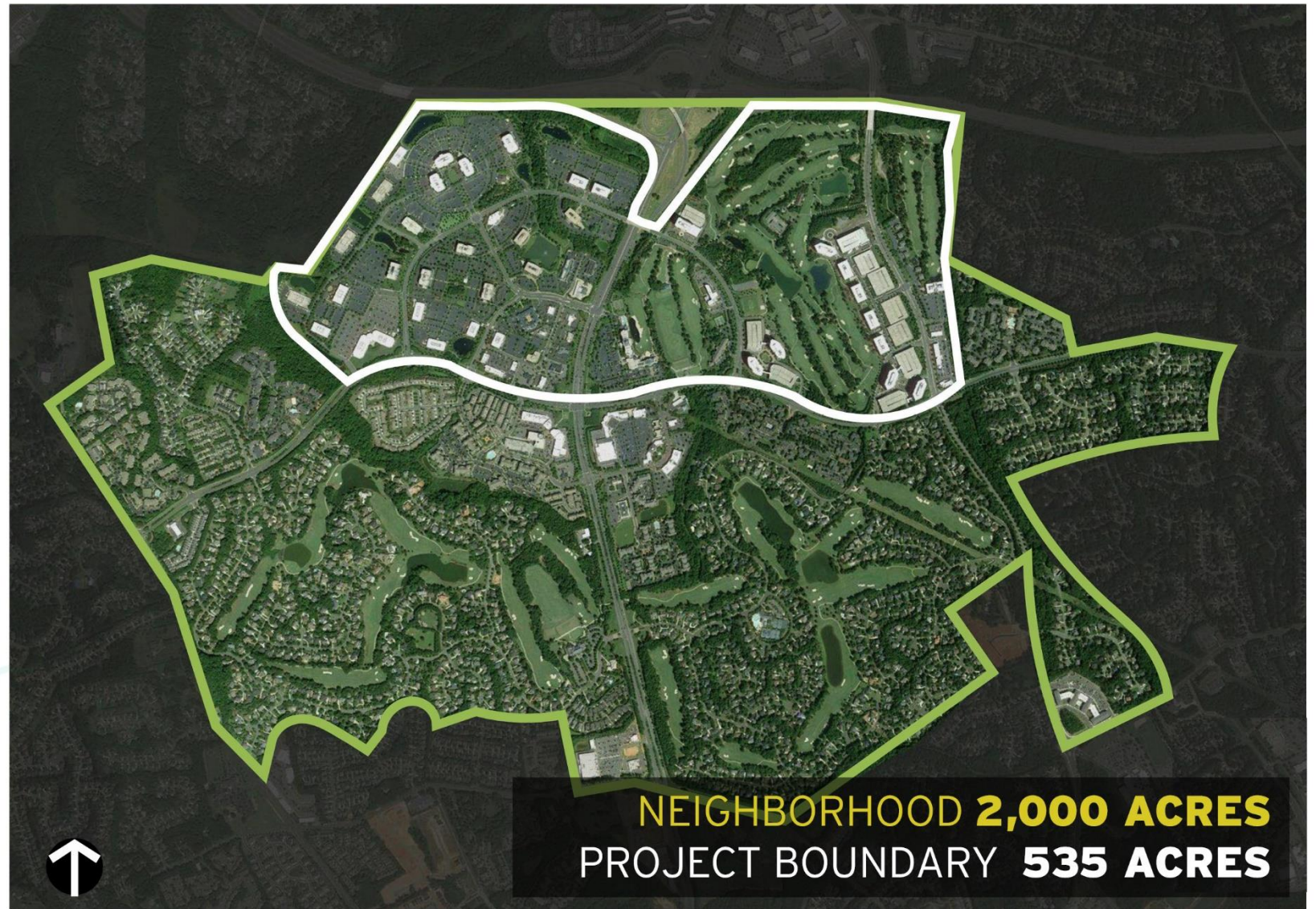**REZONING PROCESS**

TIMEFRAME COMMITMENTS

FUNDING AGREEMENTS

CASE STUDY:

Ballantyne Reimagined

CASE STUDY:
BALLANTYNE REIMAGINED

Project Overview

NEIGHBORHOOD **2,000 ACRES**
PROJECT BOUNDARY **535 ACRES**

ONE **OWNER**

1994

TODAY

SOMETHING FOR EVERYONE

WORKING　SHOPPING　DINING　CULTURE　LIVING　WELLNESS　RECREATION
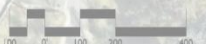
MULTI USE PATH

AMPHITHEATER

EXISTING
ALOFT HOTEL

MIXED USE

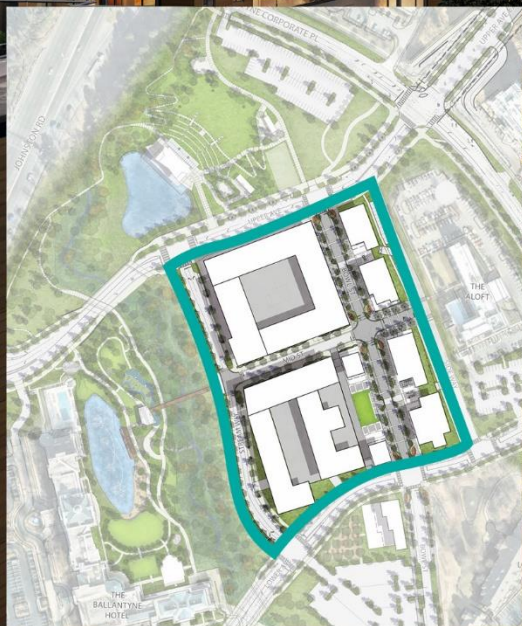STREAM
PARK

EXISTING
LODGE
HOTEL

EXISTING
BALLANTYNE
HOTEL

BALLANTYNE REIMAGINED PROJECT OVERVIEW

BALLANTYNE REIMAGINED PROJECT OVERVIEW

BALLANTYNE REIMAGINED PROJECT OVERVIEW

BALLANTYNE REIMAGINED PROJECT OVERVIEW

LEGEND:

PROPOSED:
- ONE-WAY BUFFERED BIKE LANE (+/- 2.3 MILES)
- SIDEWALK (+/- 3.4 MILES)
- 10'-16' MULTI-USE PATH (+/- 2.3 MILES)

EXISTING:
- ONE-WAY BIKE LANE (+/- 6 MILES)
- SIDEWALK (+/- 16.5 MILES)
- GOLF CART PATH (+/- 3.5 MILES)
- CART TUNNELS

CONNECTS TO +/-6 MILES OF EXISTING MCMULLEN CREEK AND FOURMILE CREEK GREENWAYS

FUTURE CONNECTION TO LITTLE SUGAR CREEK GREENWAY OF +/- 12 MILES

EXISTING LOWER MCALPINE CREEK GREENWAY

I - 485

1/2 MILE RADIUS

JOHNSTON RD CROSSING (ABOVE GRADE - BCP BRIDGE MULTI-USE PATH)

1/4 MILE RADIUS

TEMPORARY PARK SPACE

EXISTING TUNNEL

CLOSED DURING PHASE 1 CONSTRUCTION

FULL CONNECTIVITY SHOWN ON TEMPORARY PARK CONCEPT PLAN

JOHNSTON RD CROSSING (AT GRADE)

EXISTING TUNNEL

JOHNSTON RD

BALLANTYNE COMMONS PKWY

JOHNSTON RD CROSSING (AT GRADE)

TEMPORARY PARK SPACE

BALLANTYNE REIMAGINED PROJECT OVERVIEW | Pedestrian + Bike Connectivity

CASE STUDY: BALLANTYNE REIMAGINED

Greenway Overview

- How does greenway connect to larger network + region
- Location, maintenance and connections

12 MILE FUNDED CONTIGUOUS GREENWAY CONNECTION FROM BALLANTYNE TO METROPOLITAN

Legend

- ▬ Greenway - Existing/Developed
- ▬ Greenway - Funded - In Construction
- ▬ Greenway - Funded - In Design
- ▬ Greenway - Funded - (By Others)
- ▪▪▪ Greenway - Future
- ▪▪▪ Overland Connectors
- ▬ Creeks and Streams
- ▬ Mooresville to Charlotte Trail
- ▬ Cross Charlotte Trail (XCLT)
- ▬ Carolina Thread Trail
- ▬ Lakes and Ponds
- ▬ Undeveloped Park Property
- ▬ Developed Park Property

BALLANTYNE REIMAGINED GREENWAY OVERVIEW | Regional Greenway System Connection
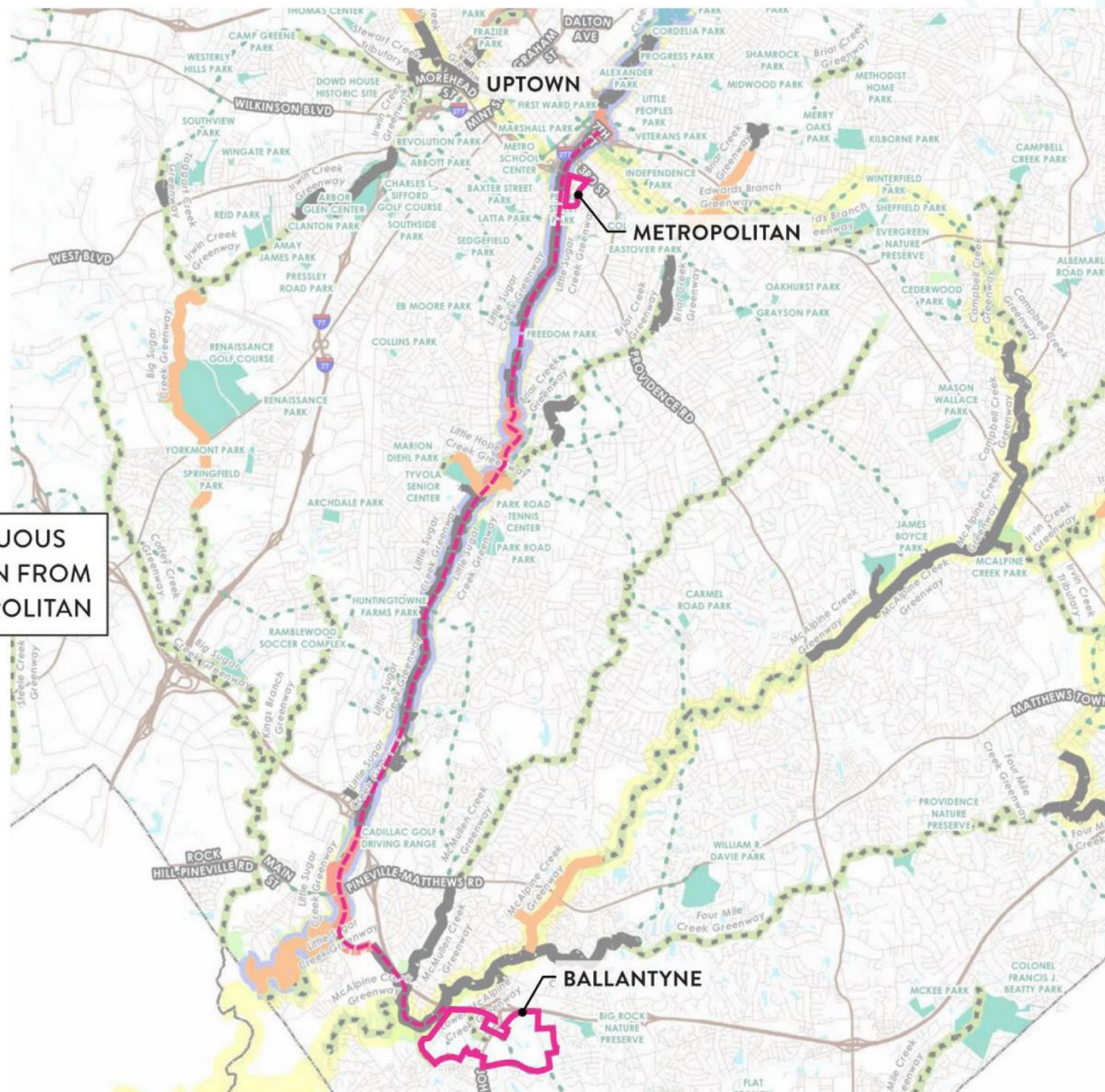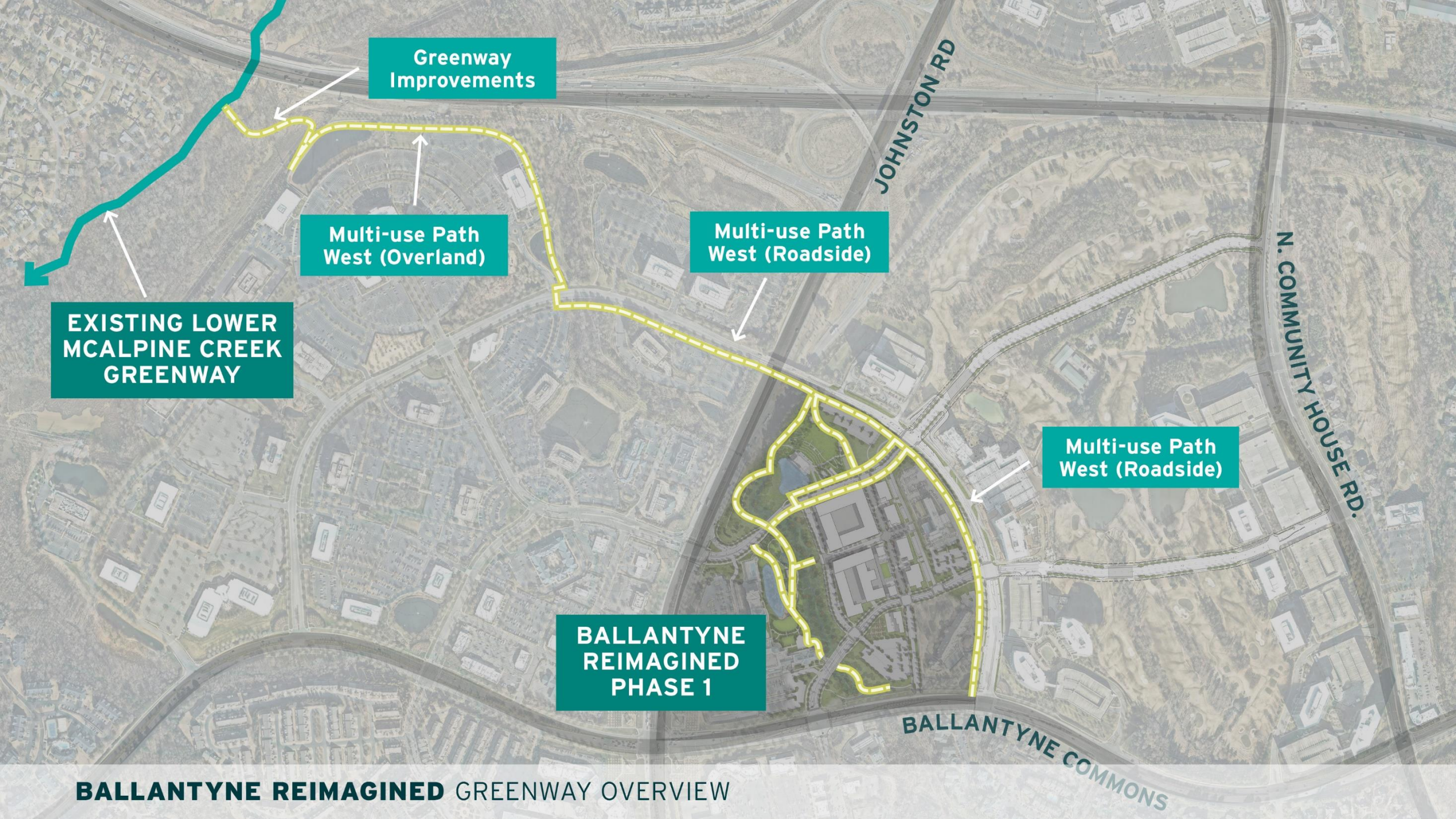
Greenway
Improvements

Multi-use Path
West (Overland)

Multi-use Path
West (Roadside)

Multi-use Path
West (Roadside)

JOHNSTON RD

N. COMMUNITY HOUSE RD.

EXISTING LOWER
MCALPINE CREEK
GREENWAY

BALLANTYNE
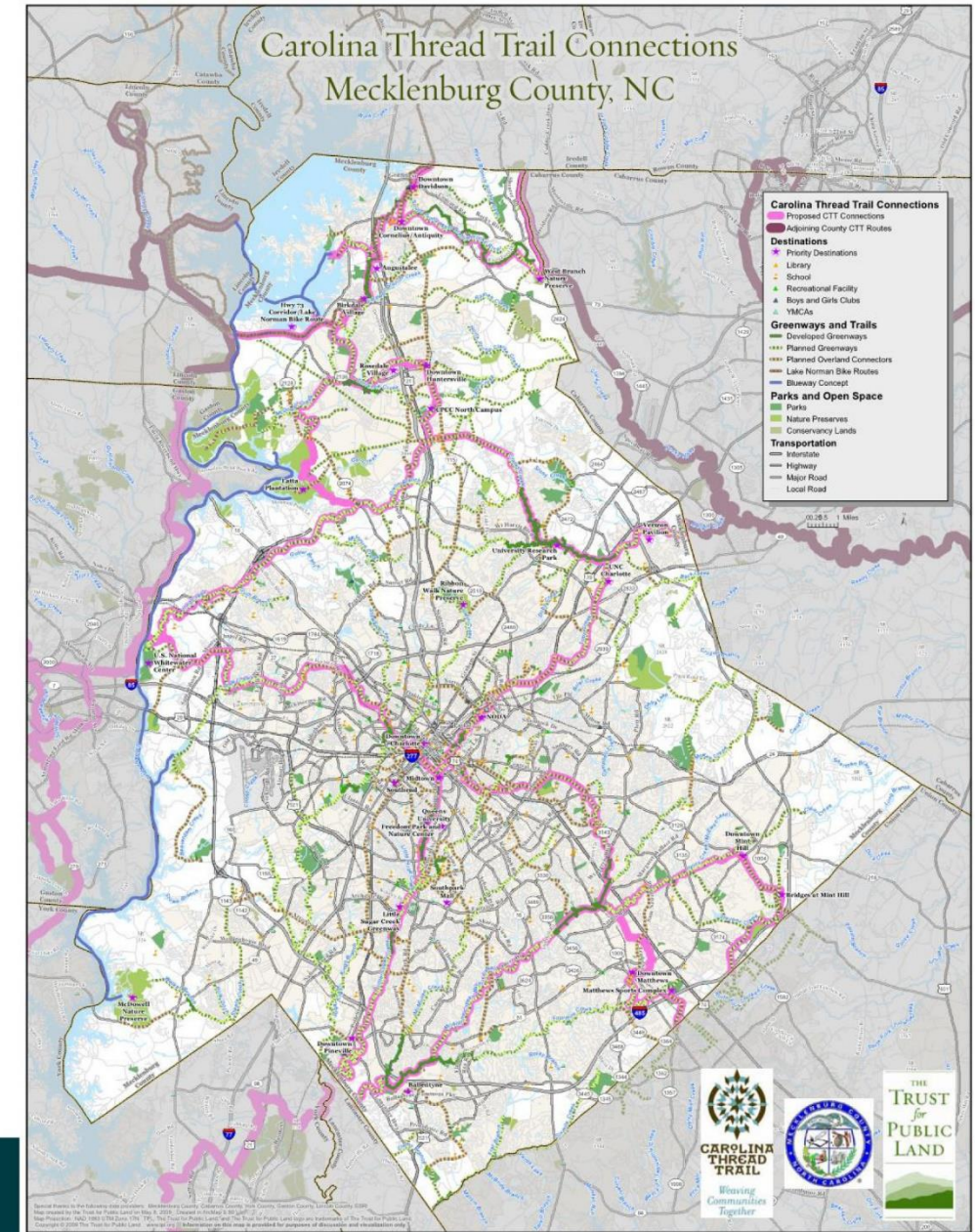REIMAGINED
PHASE 1

BALLANTYNE COMMONS
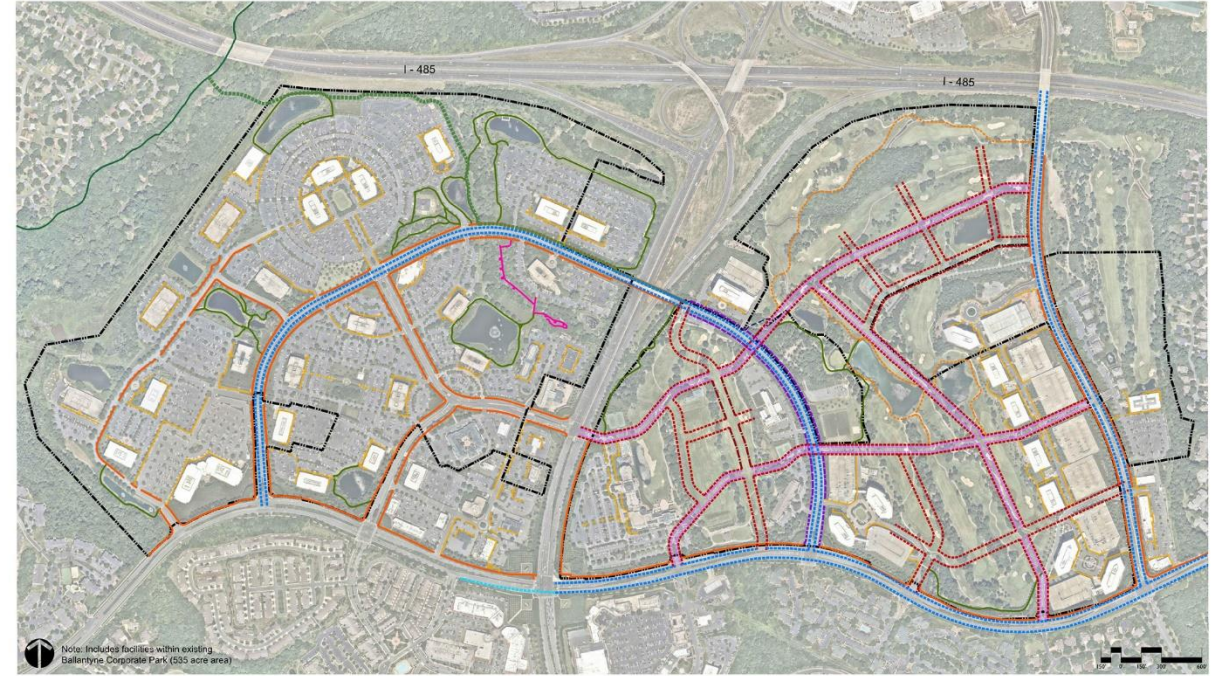
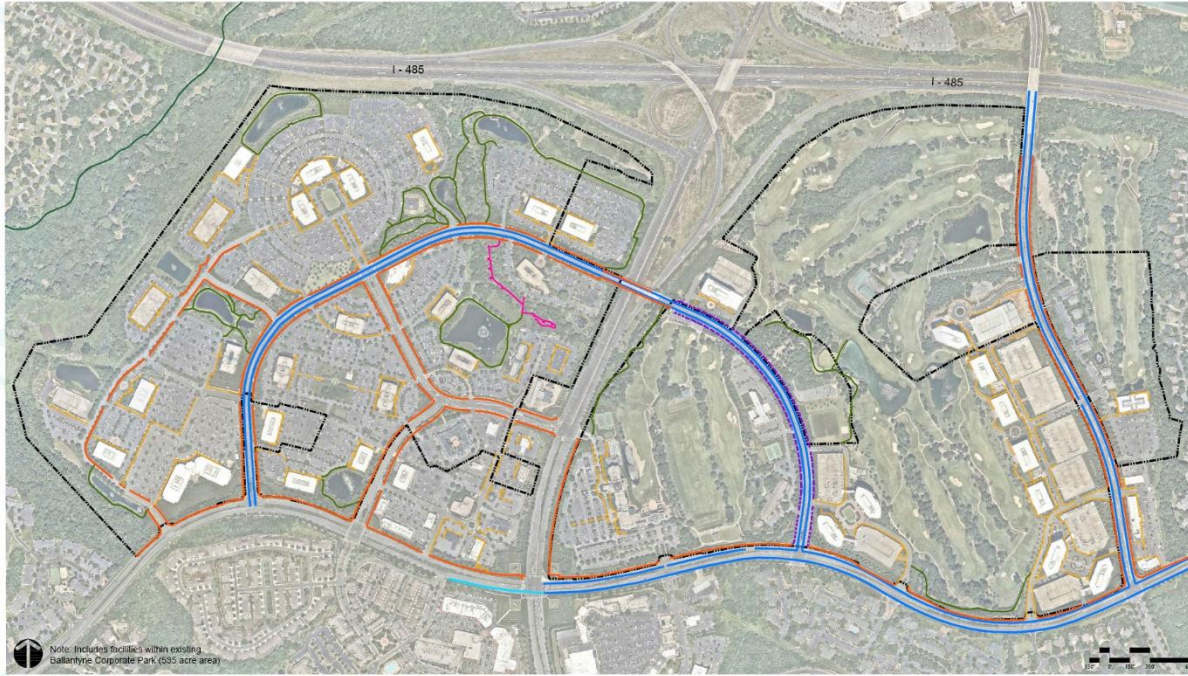**BALLANTYNE REIMAGINED** GREENWAY OVERVIEW

CASE STUDY:
BALLANTYNE REIMAGINED

Multi Modal System Network Planning

- Identify connections to larger network
- Strategically locate connections to existing and future private development

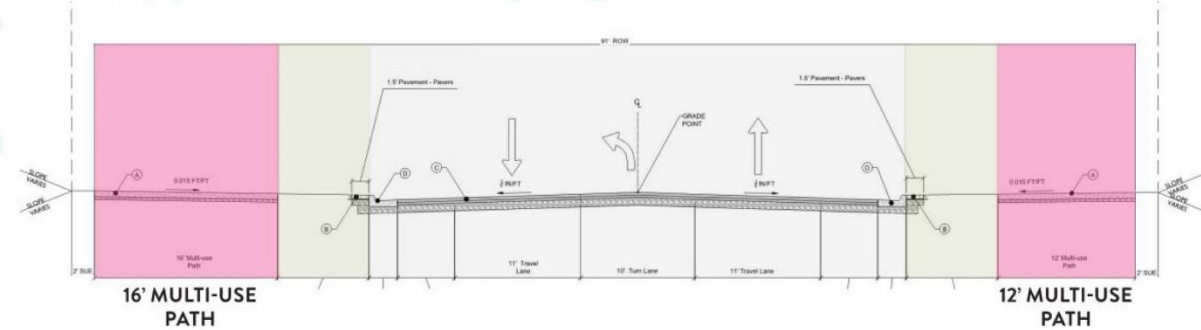Strategic Vision - Design and Implementation

CASE STUDY:
BALLANTYNE REIMAGINED

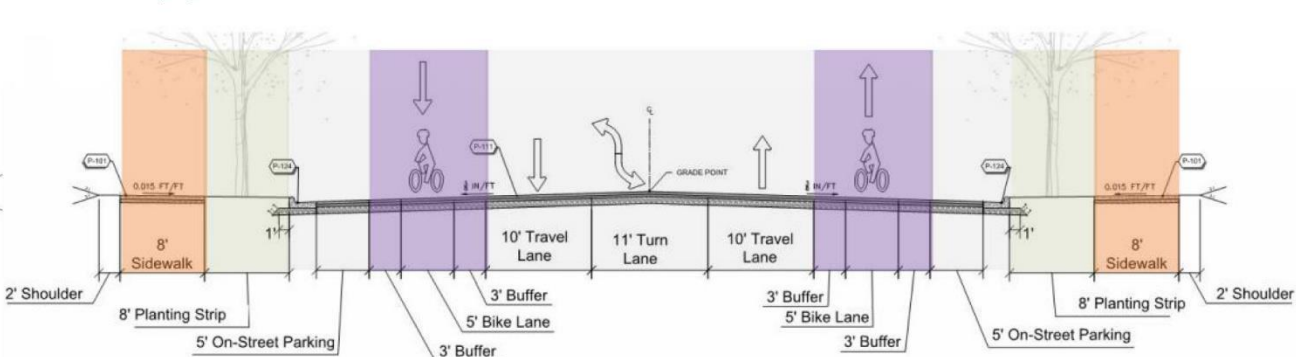## Multi Modal System Network Planning

- Density in road network which improves connectivity

- Options to get from point A to B

- Crossing through public and private

- Plan for public and private simultaneously (design streets from the start to include the correct facilities for what they will be connecting to proposed and/or private)
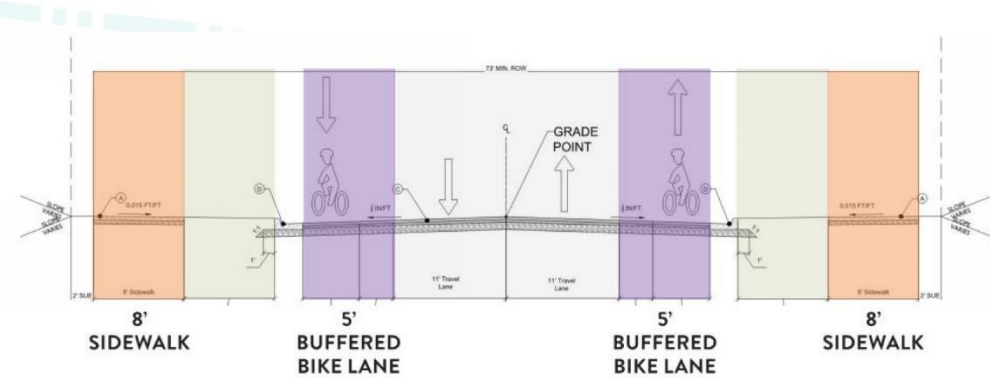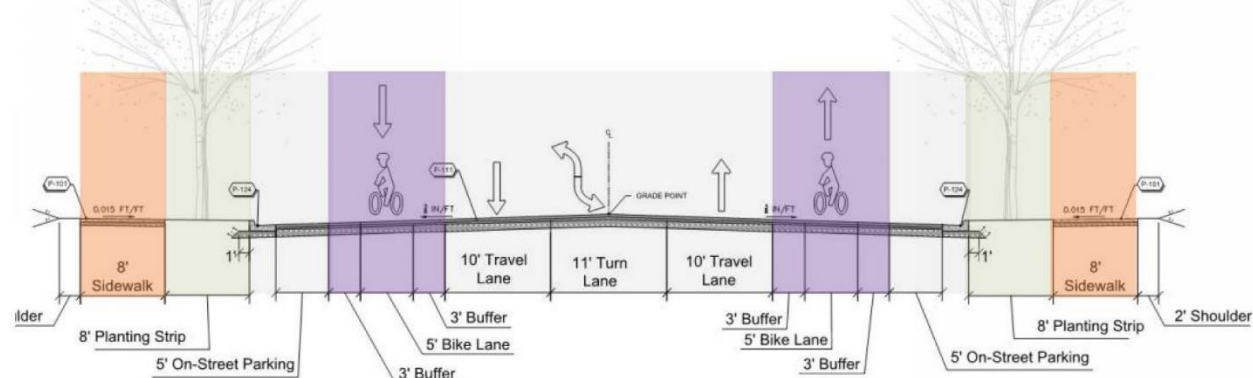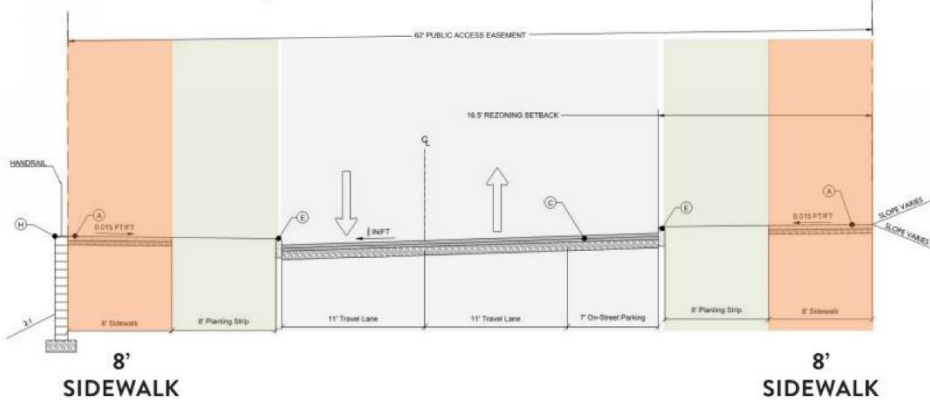

Legend:
- PROPOSED BIKE LANE
- EXISTING BIKE LANE
- PROPOSED 10'-16' MULTI-USE PATH
- PROPOSED SIDEWALK
- EXISTING GREENWAY

Map labels: CONNECTION TO GREENWAY, EXISTING LOWER MCALPINE CREEK GREENWAY, BALLANTYNE CORPORATE PLACE, JOHNSTON RD CROSSING, JOHNSTON RD, I-485, 10 MIN WALK, 5 MIN BIKE RIDE, TEMPORARY PARK SPACE, EXISTING TUNNEL, N. COMMUNITY HOUSE RD., 5 MINUTE WALK, EXISTING TUNNEL, JOHNSTON RD CROSSING, BALLANTYNE REIMAGINED PHASE 1, THE LODGE, THE BALLANTYNE HOTEL, JOHNSTON RD CROSSING, TEMPORARY PARK SPACE, BALLANTYNE COMMONS

Upper Avenue

16' MULTI-USE PATH

12' MULTI-USE PATH

Upper Avenue Extension

2' Shoulder
8' Sidewalk
8' Planting Strip
5' On-Street Parking
3' Buffer
5' Bike Lane
3' Buffer
10' Travel Lane
11' Turn Lane
10' Travel Lane
3' Buffer
5' Bike Lane
3' Buffer
5' On-Street Parking
8' Planting Strip
8' Sidewalk
2' Shoulder

Lower Avenue

8' SIDEWALK

5' BUFFERED BIKE LANE

5' BUFFERED BIKE LANE

8' SIDEWALK

GRADE POINT

Lower Avenue Extension

8' Sidewalk
8' Planting Strip
5' On-Street Parking
3' Buffer
5' Bike Lane
3' Buffer
10' Travel Lane
11' Turn Lane
10' Travel Lane
3' Buffer
5' Bike Lane
3' Buffer
5' On-Street Parking
8' Planting Strip
8' Sidewalk
2' Shoulder

Strategic Vision - Design and Implementation

Stream Way

8'
SIDEWALK

8'
SIDEWALK

Mid Street

8'
SIDEWALK

8'
SIDEWALK

Bowl Street

8'
SIDEWALK

12' - 13'
SIDEWALK

Multi-Use Path

12'
MULTI- USE
PATH

5'
EXISTING
BIKE
LANE

5'
EXISTING
BIKE
LANE

12'
MULTI- USE
PATH

Strategic Vision - Design and Implementation

CASE STUDY:
BALLANTYNE REIMAGINED

Rezoning Process

- Existing conditions lack connection to adjacent McAlpine Creek Greenway and surrounding neighborhood

- Developer committed to building connection to private development during rezoning process

Rezoning Process

CASE STUDY:
BALLANTYNE REIMAGINED

Rezoning Process

- During rezoning process, back and forth effort between City, County and Developer to come up with impactful commitments

- Developer commitment of 60 month timeframe from date of approved rezoning to construct greenway connection
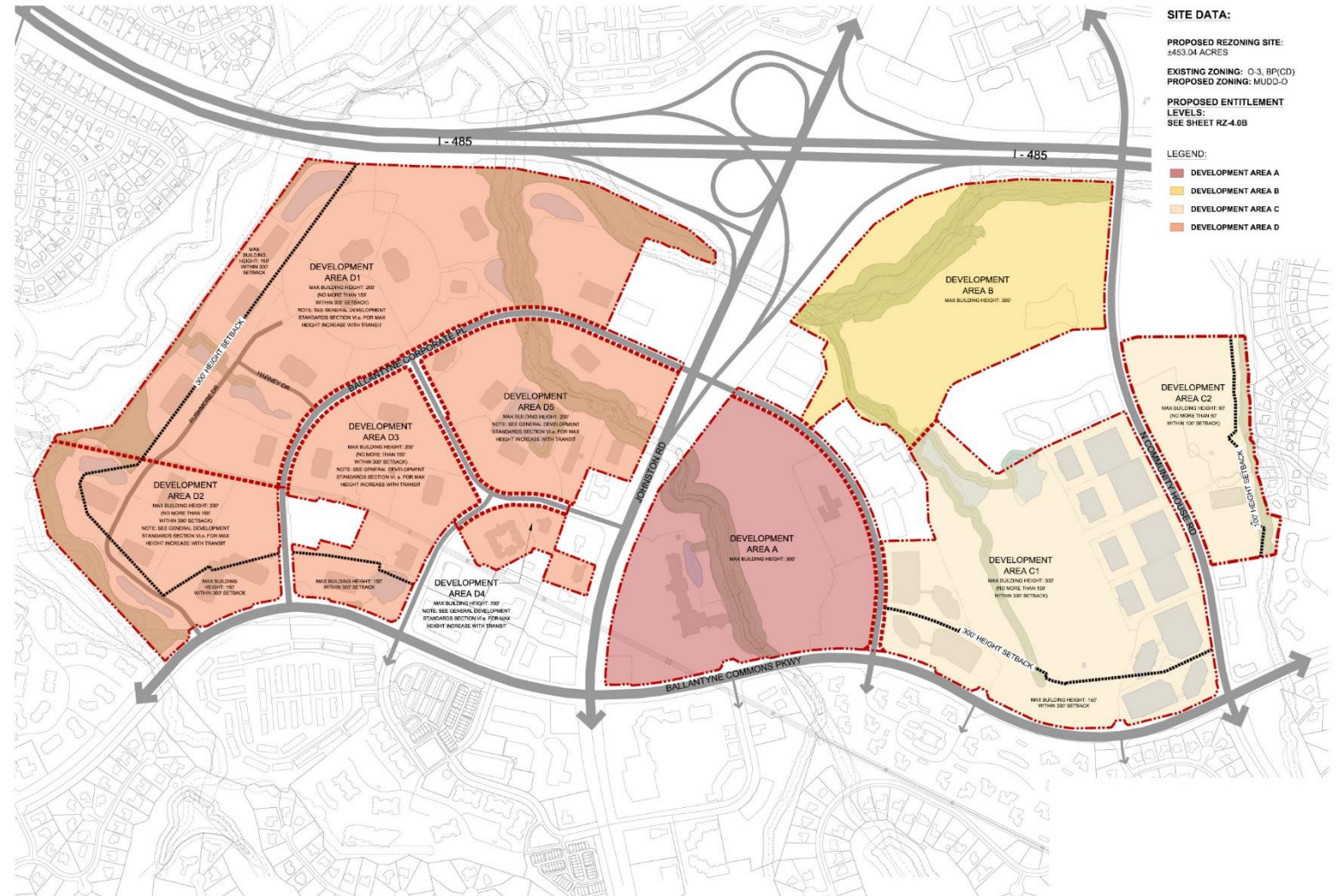
Rezoning Process + Timeframe Commitments

CASE STUDY:
BALLANTYNE REIMAGINED

Funding Agreement

- Different structures you can follow examples CIP + TIG

- No land cost for public if on private land

- Tie funding agreement to timeframe to provide additional incentive

CIP

- Community Investment Plan

- Subject to bond approval by voters

- City and Developer

TIG

- Tax Increment Grant

- Use of new tax base

- Reimbursed over time

- City, County and Developer

CITY CIP (Capital Investment Plan) REIMBURSED PROJECTS PROPOSED

Johnston Rd. + N Community House Rd.

Ramp Improvements

Upper Avenue Extension

Upper Avenue Extension

Upper Avenue

Old Lancaster Rd. + Ballantyne Commons Pkwy.

Johnston Rd. + Ballantyne Commons Pkwy.

Ballantyne Commons Pkwy. + N Community House Rd.

BALLANTYNE REIMAGINED FUNDING AGREEMENTS

CITY/COUNTY TIG (Tax Increment Grant)
REIMBURSED PROJECTS
PROPOSED

Johnston Rd. + Toringdon Way

Greenway Connection

Ballantyne Corp. Pl. North of Upper Avenue

Ballantyne Corp. Pl. North of Lower Avenue

Johnston Rd. + Brixham Hill Ave/ Upper Avenue

Lower Avenue

Ballantyne Corp. Pl. South of Lower Avenue

Additional off-site roadway improvements

HOW TO ATTRACT A
DEVELOPER PARTNERSHIP

How can communities entice developers to work with them?

- Developers are attracted to sites that offer amenities such as greenways, trails and parks nearby

- Community needs vision for connectivity that is bigger than just one project- then the vision gets implemented into private development

  - Greenway + trails become amenity for private development and has large appeal to development

  - Vision needs to capitalize on scale of amenity

  - Mode shift from vehicular to active transportation

- Creative funding models- ways developer can get reimbursed

- Development incentives (carrots)

THANK YOU!

REVIEW TRAIL SYSTEM + IDENTIFY CONNECTIONS

DEVELOP ACTIVE TRANSPORTATION STRATEGY

ESTABLISH TRAIL DESIGN ALIGNED WITH PERMIT APPROVALS

STRATEGIC VISION, DESIGN AND IMPLEMENTATION

REZONING PROCESS

TIMEFRAME COMMITMENTS

FUNDING AGREEMENTS