PUBLIC PRIVATE PARTNERSHIPS FOR TRAIL SYSTEM DEVELOPMENT

The Carolina Thread Trail: Trail Forum
SESSION 2 | 11-12AM
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
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.
CASE STUDY:
BALLANTYNE REIMAGINED

Project Overview
SOMETHING FOR EVERYONE

WORKING  SHOPPING  DINING  CULTURE  LIVING  WELLNESS  RECREATION
CONNETS TO +/- 6 MILES OF EXISTING McMULLEN CREEK AND FOURMILE CREEK GREENWAYS
FUTURE CONNECTION TO LITTLE SUGAR CREEK GREENWAY OF +/- 12 MILES

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

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
CASE STUDY:
BALLANTYNE REIMAGINED

Multi Modal System Network Planning

- Identify connections to larger network
- Strategically locate connections to existing and future private development
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)
Tool: Strategize public roads as connector streets through private development.

**Upper Avenue**

**Upper Avenue Extension**

**Lower Avenue**

**Lower Avenue Extension**

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
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
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

Ramp Improvements
Upper Avenue Extension
Upper Avenue Extension
Old Lancaster Rd. + Ballantyne Commons Pkwy.
Johnston Rd. + Ballantyne Commons Pkwy.
Johnston Rd. + N Community House Rd.
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
- Ballantyne Corp. Pl. South of Lower Avenue
- Lower Avenue
- Additional off-site roadway improvements

BALLANTYNE REIMAGINED FUNDING AGREEMENTS
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