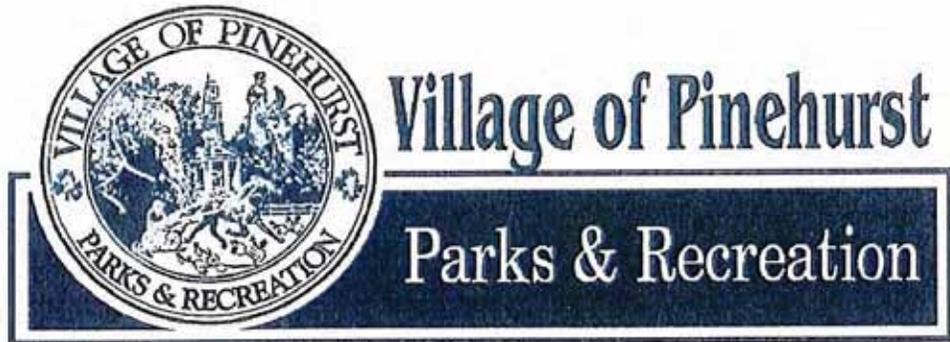


# Village of Pinehurst



## Greenway Plan

Submitted By:  
Village of Pinehurst  
Parks and Recreation Department  
Greenway Committee  
June 10, 2003

# Village of Pinehurst Greenway Plan

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Village of Pinehurst  
Parks and Recreation Department  
Greenway Committee

Mr. Tom Campbell, Chairperson

Mrs. Virginia Fallon, Council Member

Mr. Bill Baron, Planning & Zoning Board Member

Mr. Jeff Batton, Parks and Recreation Director

Mr. Bob Farren, Village Resident

Mr. Bill Lewis, Village Resident

Mrs. Ginger Lash, ETJ Resident

June 10, 2003

**Village of Pinehurst  
Greenway Plan  
Parks and Recreation Department  
(June 10, 2002)**

**Introduction:**

In October 2000 the Village Council of the Village of Pinehurst approved the formation of a Long Range Planning Committee to study and create a plan spanning twenty years that would be the impetus for future planning decisions in the Village of Pinehurst. While the plan addresses many different aspects of community needs, one of the more popular concepts was the development of a greenway trail network throughout the Village of Pinehurst. In fact, a telephone survey conducted by Planimetrics in September 2002 demonstrated that 73% of Village residents supported the development of greenways. Greenways are defined as a corridor of open space that connects different parts of the community and offer opportunities for walking, bicycling, other forms of passive recreation and non-motorized transportation. To accomplish the establishment of greenways within the community the Pinehurst Village Council adopted Resolution #02-43 on December 10, 2002 establishing a Greenway Committee and defining the primary goal and a list of tasks for the committee to address.

The Pinehurst Village Council agreed that the committee would be composed of seven (7) members consisting of one member of the Village Council, one member from the Planning and Zoning Board, one representative from the Parks and Recreation Department and four members from the public at-large with one of these from the extraterritorial jurisdiction. The goal of the committee and the tasks are listed below:

**Goal:** To assist the Village of Pinehurst in initiating a greenway system that provides residents and visitors convenient access to greenways for recreational use and as alternate non-vehicular modes of transportation to points of interest.

**Tasks:**

1. Educate the public and advocate the benefits and positive attributes of greenways.
2. Assist in preparing and finalizing greenway map.
3. Logically prioritize greenway segments for phased construction.
4. Identify and negotiate with key property owners to facilitate land purchases and/or donations.
5. Identify and assist in negotiating necessary easements.

6. Assist in the evaluation and selection of appropriate greenway surface material.
7. Assist in the evaluation and selection of appropriate amenities such as signage, benches, etc.

The seven (7) members of the Greenway Committee were Tom Campbell, Chairperson, Council member Virginia Fallon, Planning and Zoning Board member Bill Baron, Parks and Recreation Director Jeff Batton, Mr. Bob Farren, Mrs. Ginger Lash and Mr. Bill Lewis.

**Process:**

The Greenway Committee held its inaugural meeting on December 10, 2002 to organize and decide its approach. The Committee agreed to begin its greenway map preparation by using the greenway map produced by Planimetrics, the consultant hired by the Village of Pinehurst to assist with the long-range plan. The committee divided the greenway segments up among committee members and made site-specific visits to the locations to evaluate the prospects of the greenway being in the exact locations as mapped. After this initial evaluation was complete the Committee agreed upon a new map (attachment #2) that was slightly different from the original map prepared by Planimetrics. The committee also evaluated surface materials and agreed to utilize stone screenings wherever possible as the trail surface. The use of screenings in the historic overlay district will require amending the Pinehurst Development Ordinance as only brick and sand-clay pathways are currently permitted. The recommended width of the trail is six (6) feet however the committee feels narrower widths are acceptable along the trail length as environmental conditions, such as trees, drainage ditches, etc. dictate. In some instances a tar tack material may be utilized with the screenings for heavy traffic areas or where slopes and erosion are a concern. Identification signs for the Pinehurst Greenway system were also developed and a concept appears as attachment #3.

Due to the fact that the greenway trails will be retrofitted into existing developed areas, the greenway network will have to take the form of both traditional greenways and sidewalks in order to interconnect the greenway segments. In most instances, the greenway would be placed along public utility easements and state or Village right-of-ways.

Committee members met with representatives of the North Carolina Department of Transportation (NC DOT), Progress Energy and the Aberdeen, Carolina & Western Railroad to discuss the use of portions of their easements and right-of-ways for the greenway trail.

The NC DOT responded favorably to the general concept but would have to reserve approval for specific lengths based on safety factors along their right-of-way. In some cases natural barriers, i.e. trees, serve as safety barriers and in other areas specific

measures may be needed to create the safety separation. These may take the shape of natural features such as drainage ditches and tree plantings or they may take more formal curb construction. The Committee recommends wherever possible to install natural safety barriers. NC DOT should be consulted on specific trail segments before construction begins to determine any necessary safety feature designs.

Progress Energy also responded favorably although their power lines are mostly easements versus fee simple ownership requiring permission of the actual property owner. In most cases, the property owner is NC DOT but in some cases, private property owners written permission would need to be sought. This should be investigated prior to any trail construction beginning on Progress Energy easement. Also Progress Energy must approve exact location of the trail within the easement prior to any construction.

Aberdeen, Carolina & Western Railroad indicated a favorable response to allowing a greenway within their right-of-way. They have fee simple ownership of their railroad corridor and additional permission from other property owners is not necessary unless crossing a NC DOT roadway. Contact with Aberdeen Carolina & Western should occur prior to construction for exact location approval.

The Committee met with the Director of Recreation and Parks for the Town of Southern Pines to discuss possible interconnectivity with their greenway system off Airport Road. The Committee endorses this concept and encourages both communities to work towards connectivity as soon as feasible.

Other property owners will need to be identified and permission obtained depending on the specific segment being installed. These should be identified during the planning portion of the segment and permission obtained at that time.

Once general approvals were received from the primary entities, the committee set out to prioritize the first segments and obtain basic construction cost estimates. After the Committee had completed these steps, the final step was the creation of a working document to guide the Village through the construction process.

### **Implementation:**

The Committee recommends that the Village Council allocate at least \$100,000 per year towards greenway construction until the entire project is complete.

The Committee recommends that the Greenway Plan be a flexible plan. Village staff should be cognizant of changing conditions within the community and should act to preserve important corridors if they become threatened. The Committee recognizes that as conditions change, the priority list may need to be altered and that this is appropriate and acceptable.

The first overall priority for construction is recommended to be the entire segment running roughly from the Pinehurst Lake Dam to Linden Road, from Linden Road into

the downtown area, from the downtown area out Page Road to US 15-501 and then north along US 15-501 within a Progress Energy easement to the north entrance of Village Acres and the #6 development (see attachment #1). This is a primary link to the entire system and will roughly connect the southwest portion of Pinehurst with the northeast section. It is recommended that this be a four year phased project beginning along US 15-501. Once this segment is complete, connecting links to this main segment would follow.

Priority listing, time frames, budget estimates and surface recommendation for the greenway phases are as follows:

Phase I (4 Years - \$400,000 - Screenings)

Pinehurst Lake Dam to Linden Road, from Linden Road to Beulah Hill Road, Beulah Hill road to Ritter Road, Ritter Road to Carolina Vista, Carolina Vista to Shaw Road into downtown, from the downtown area down Cherokee Drive to Midland Road, from Midland Road to Page Road, from Page Road to US 15-501 and then north along US 15-501 within a Progress Energy easement to the north entrance of Village Acres and the #6 development (see attachment #1).

Phase II (1 Year - \$90,600 - Screenings)

Along Beulah Hill Road from Hwy. 211 to Linden Road and along the utility easement off Gun Club Road running SE to US 15-501.

Phase III (4 Years - \$379,000 - Screenings)

Along the utility easement from Lake Pinehurst, running NE to the railroad right-of-way, down the railroad right-of-way to St. Andrews Drive and from St. Andrews Drive to Linden Road. Along the utility easement at the end of Quail Road to the to the utility easement running from Lake Pinehurst to the railroad right-of-way. Along Rattlesnake Trail to McCaskill Road, McCaskill Road to Dundee Drive, Dundee Drive to Maple Road, Maple Road to Everette Road, Everette Road to Cherokee and the downtown. Along the utility easement between Shenecossett Road and Airport Road. Along Beulah Hill Road from Ritter Road south to the Village Limits, mostly in the railroad right-of-way. Along the eastern edge of the Pinewild Development property line from Linden Road running N to Hwy. 211. This Pinewild segment is designed to connect with the NC DOT installed concrete sidewalk associated with the Hwy.211 widening. If the sidewalk is not included in the widening project, then the need for this segment may be altered.

Phase IV (2 Years - \$222,000 - Concrete)

Along Spring Lake Drive from US 15-501 to Gun Club Road and from Gun Club Road to Hwy. 211.

Phase V (4 Years - \$540,000 – Concrete)

Entire length Of Juniper Creek Boulevard from the north entrance of #6 to the south entrance of #6.

Phase VI (1 Year - \$140,000 –Screenings)

Along the Utility Line from Linden Road to Chicken Plant Road and along Chicken Plant Road from Linden Road to the Chicken Plant Road Park location.

Concrete sidewalks are recommended from Hwy. 211 from the western edge of the Pinehurst city limit to Page Road and along Morganton Road from the CCNC entrance to the Beulah Hill Road. These sections have not been prioritized since they are largely dependent on NC DOT plans. The Committee recommends that the Village submit its requests for pedestrian accommodations to DOT whenever DOT plans improvements to these two sections. Budget estimates for these state roads was not provided due to unknown factors regarding the state's position on funding all or a portion of these. Pedestrian tunnels under the proposed four laneing of Hwy. 211 should be included as part of the planning. The committee recommends that one of these tunnels be at the intersection of Hwy. 211 and Rattlesnake Trail and a second tunnel be at the intersection of Hwy. 211 and Memorial Drive. The committee recommends that the Village meet with the state during the design phase of the Hwy. 211 project to determine exact locations of the tunnels since engineering requirements may alter the recommended locations. Two additional pedestrian crossings are recommended on Hwy. 15-501. One at the southern entrance to #6 Golf Course development and the other at the north entrance to the #6 Golf Course development.

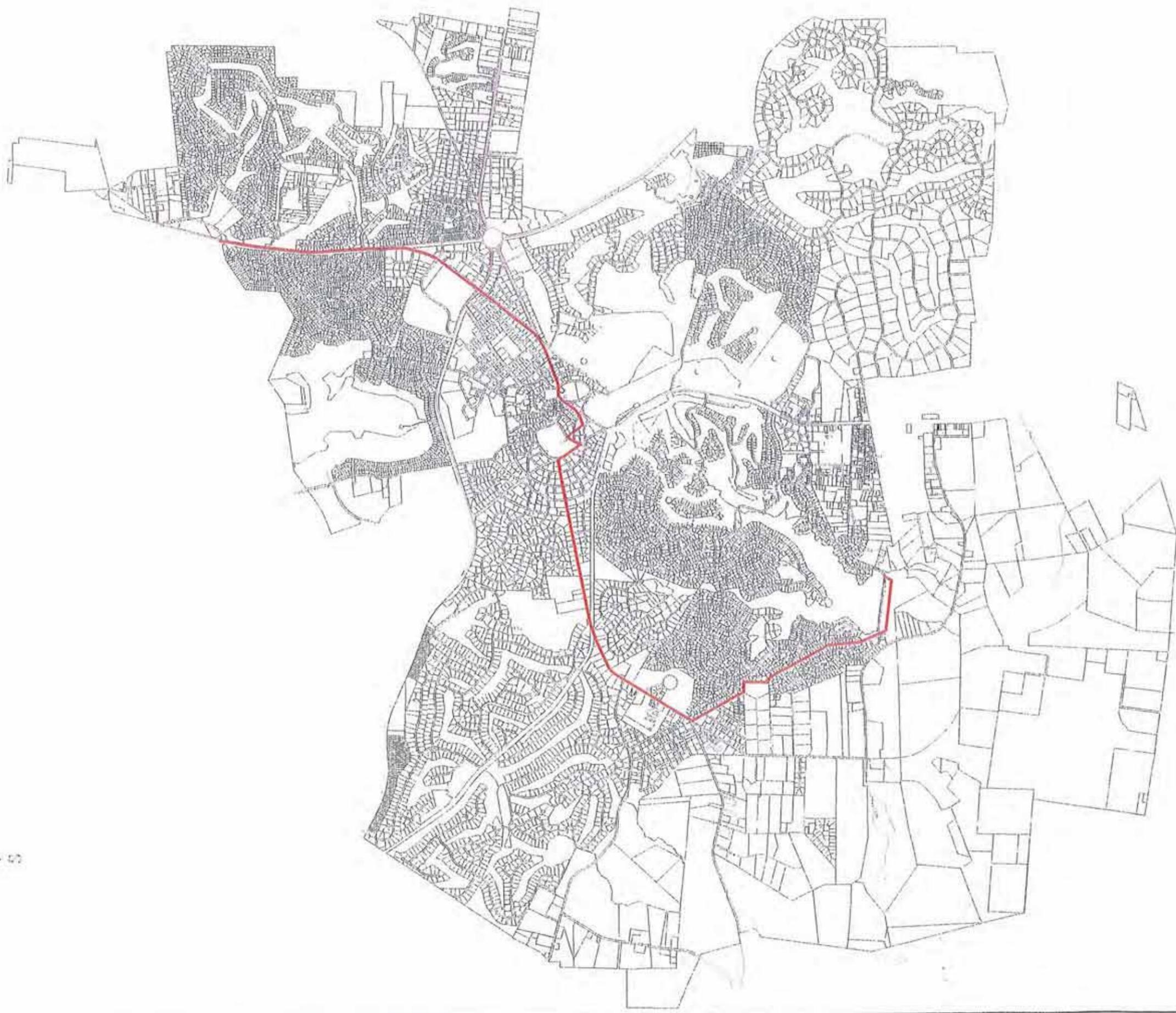
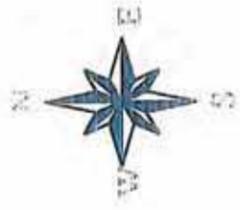
**Maintenance/Oversight:**

The Greenway Committee recommends that the Parks and Recreation Department be the responsible department for overseeing greenway construction and maintenance. The Engineering Department and the Public Works Department should assist and advise the Parks and Recreation Department as needed during design and construction.

## Attachments

1. Phase One Map of Greenway Plan
2. Color Coded Phased Map of Greenway Plan
3. Example of Proposed Identification Sign

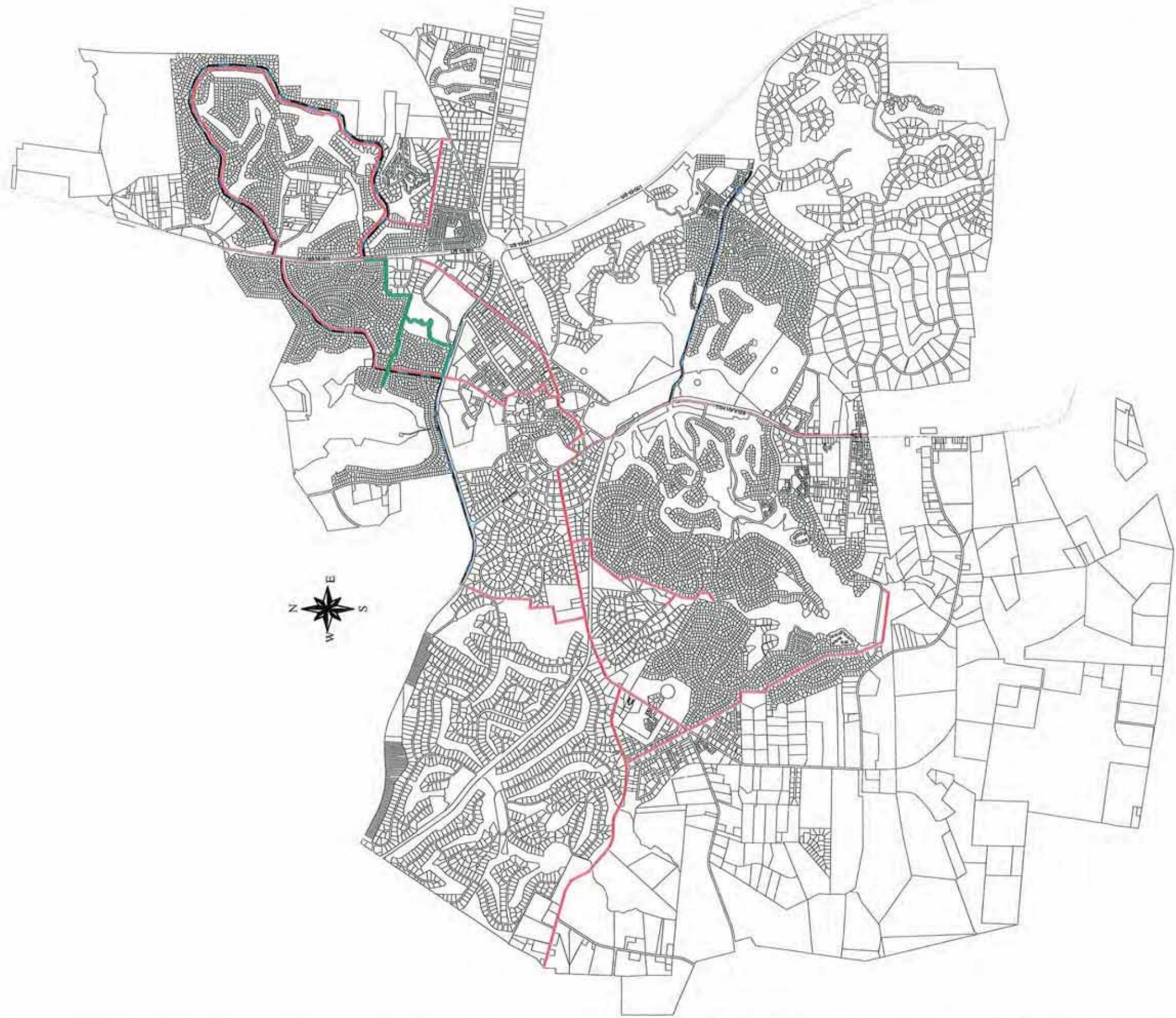
# Phase 1 Green Way Map



## Legend

-  Phase 1 Greenway
-  Parcels
-  Roads

# Pinehurst Greenway Map

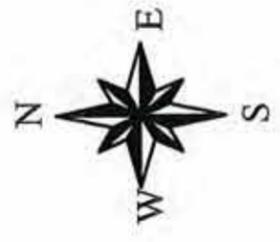


Map Design by Anne Harty  
Village of Pinehurst  
Engineering Department  
April 6, 2004  
Greenway Revisions

## Legend

- Phase 1 Greenway
- Future Greenway
- Future Sidewalks
- Highways
- Parcels

# Phased Greenway Map



**Legend**

	Phase 1		Phase 4		Streets
	Phase 2		Phase 5		Village Concrete Sidewalks
	Phase 3		Phase 6		NCDOT Concrete Sidewalks
					Parcels

# PINEHURST GREENWAY SYSTEM

