

Robbinsville Greenway System Design Concept

This planned greenway system would follow an underutilized asset throughout the community - the waterways. Robbinsville is fortunate to have three waterways converging in the vicinity of downtown - Long Creek, Talullah Creek, and Sweetwater Creek. These three streams converge to form the Cheoah River just north of downtown, eventually feeding Lake Santeetlah. Currently, these waterways are neglected and underutilized; the creation of a greenway system would help highlight these waterways as a true asset to the community.

The design vision calls for creating a greenway system along the Cheoah River, Long Creek, and Sweetwater Creek, while creating pocket parks along the way for residents and tourists alike to stop and enjoy.

The focal point of this greenway network would be the creation of a large Roadside Park along US 129, tempting the many tourists passing by to stop and explore Robbinsville. Amenities in this park would include a monument dedicated to the

Community Snapshot #1: Bakersville Creek Walk

Location: County Seat of Mitchell County (60 miles from Asheville)

Population: 464 (2010)

Context: Decline in manufacturing and agriculture, high downtown vacancy rate, disastrous flood in 1998

Case Study: Business owners, artists, and civic leaders came together to form the Bakersville Improvement Group (BIG). Focus on downtown revitalization and promotion of the town's scenic beauty and arts culture. The town and BIG partnered with Handmade in America, the National Forest Service, the National Endowment for the Arts and the N.C. Fish and Wildlife Commission to fund a one-mile stretch of the Bakersville Creek Walk. Art installations are placed along the Creek Walk to support local artists. The Creek Walk has assisted in growing tourism and offers recreation opportunities for local residents.



founding of Robbinsville with interpretive educational exhibit, two large covered pavilions for motorcyclists to escape the weather, restrooms for motorists, picnic tables throughout the park, stream access for pedestrians and kayakers, and ample roadside parking spaces. Roadside Park, situated at the confluence of two streams, serves as the connection point for the eastern and western segments of the greenway.

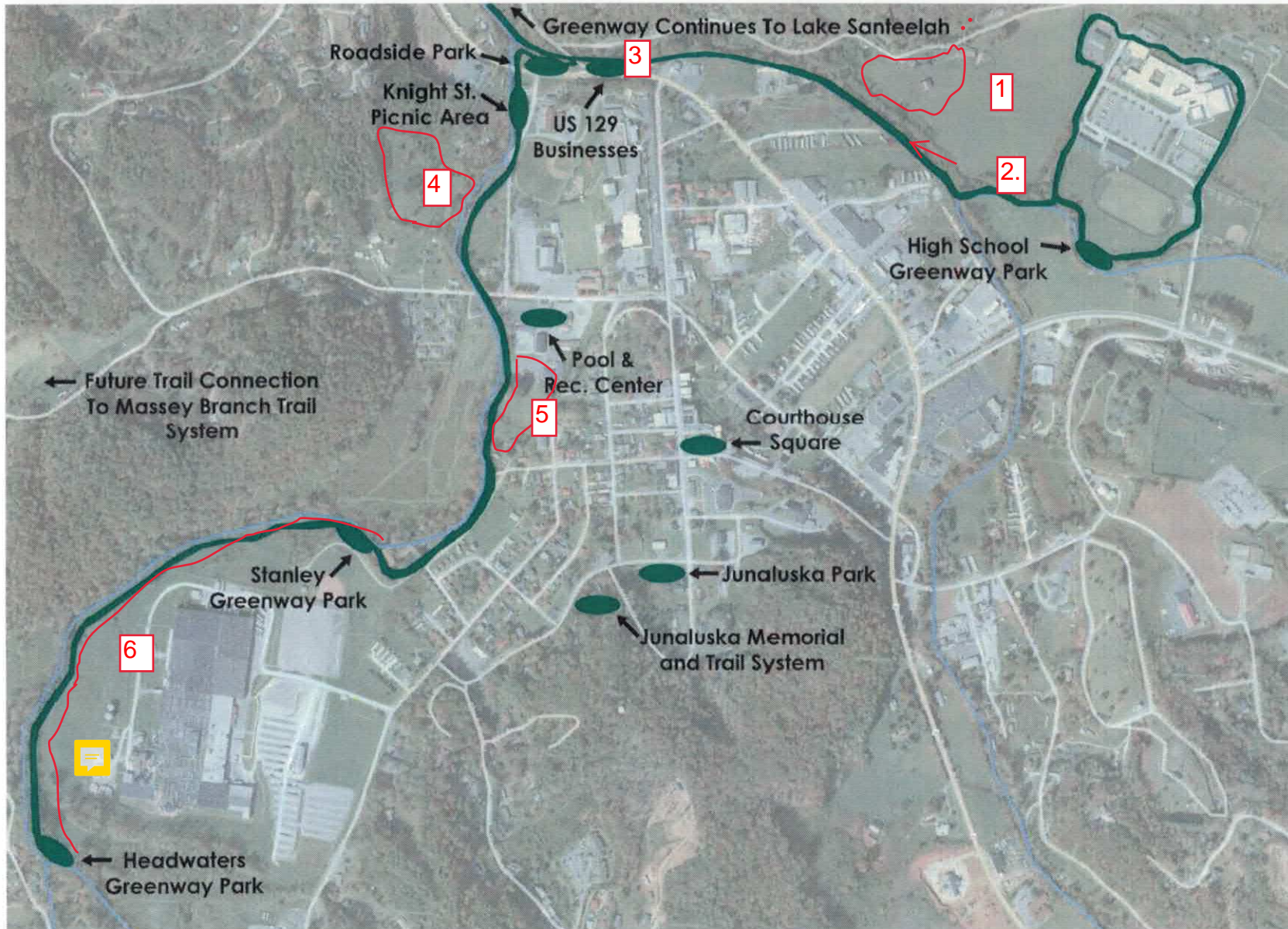


Figure 10: Greenway System Masterplan

1	Acknowledgments
2	Executive Summary
3	Summary of Recommendations
4	Backgrounds
5	Project Partners
6	Community Profile
7	What We Did: The Planning Process
8	What We Found
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12	Contributions



Figure 11: Roadside Park Plan

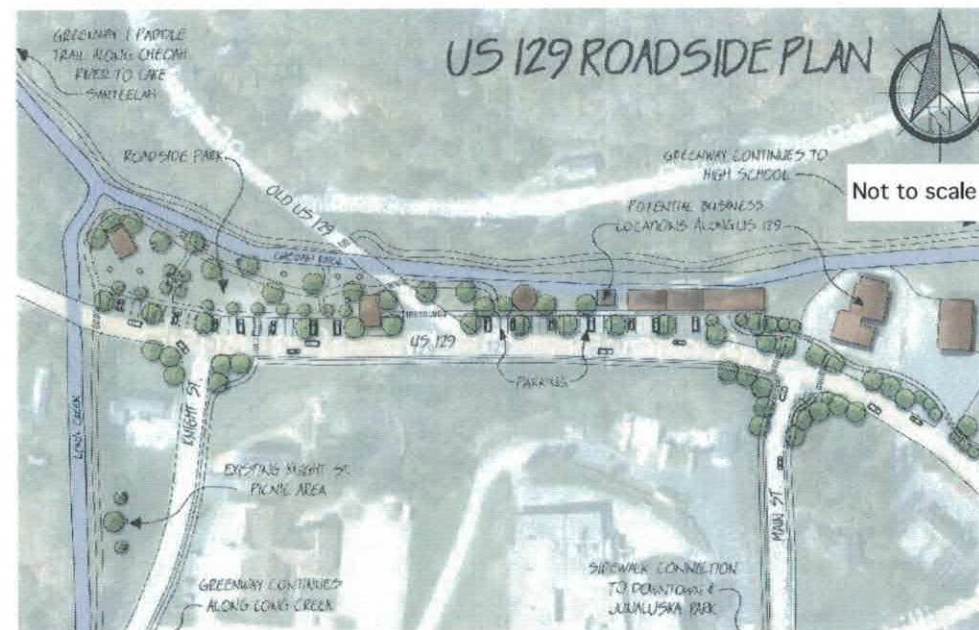


Figure 12: US 129 Roadside Plan

Additionally, Roadside Park was designed to have a strong pedestrian connection to the bypass and the northern terminus of Main Street. The most important aspect of this connection is the revitalization of many vacant buildings along US 129 and the Cheoah River, which provide excellent locations for new local businesses. According to NC DOT statistics, an average of 7,000 cars per day pass this section of US 129, increasing up to 10,000 cars per day during peak tourist season. Revitalizing vacant buildings along the bypass will help draw tourists out of their cars to explore the greenway and park system, and wander up Main Street to visit Robbinsville's historic downtown.

The eastern segment of the greenway terminates at Robbinsville High School, where it connects to the existing F.I.T. Community Trail. At this terminus would be built a High School Greenway Park. Amenities in this park include a large community garden for school classes to cultivate, a large picnic area, and a strong connection to the school.

The western segment of the greenway terminates at a proposed Confluence Park near Stanley Furniture, passing through two small pocket parks along the way. The first one, which already exists, lies across the street from the community center on Knight Street and consists of a few picnic tables and shade trees. This area could be used as for future park expansion or an additional parking area.

The second pocket park is a picnic area adjacent to the softball field by Stanley Furniture, offering employees an outdoor dining area along the stream. Confluence Park acts as a strong terminus for the greenway network, creating a peaceful setting for users to picnic, relax, fish, and enjoy the confluence of the two streams.

All of these parks also provide users easy access to the streams, creating floating opportunities downstream to Roadside Park or Lake Santeetlah.

Additionally, the greenway network would include a proposed northern segment, creating a connection between the town and Lake Santeetlah. This area of the stream is where it begins to feed the lake, creating a slow current and a tranquil setting for kayakers, who would be able to access the stream from Roadside Park or any pocket park, paddle downstream to enjoy Lake Santeetlah, and take out further downstream along the greenway.

With the planned relocation of the current water treatment facility, stream restoration and trash removal will be crucial to creating a successful greenway system. Even more crucial would be the cooperation of landowners along the proposed greenway. The town would have to purchase, from willing sellers, either an easement across properties along the creek or the entire parcel of land in fee simple.



Figure 13: High School Greenway Park Plan

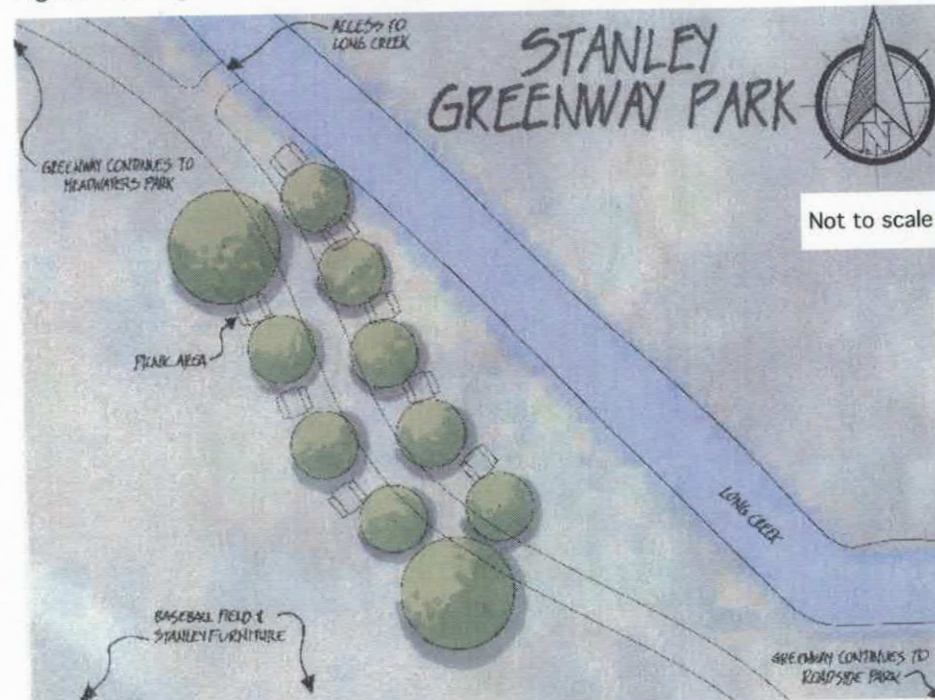
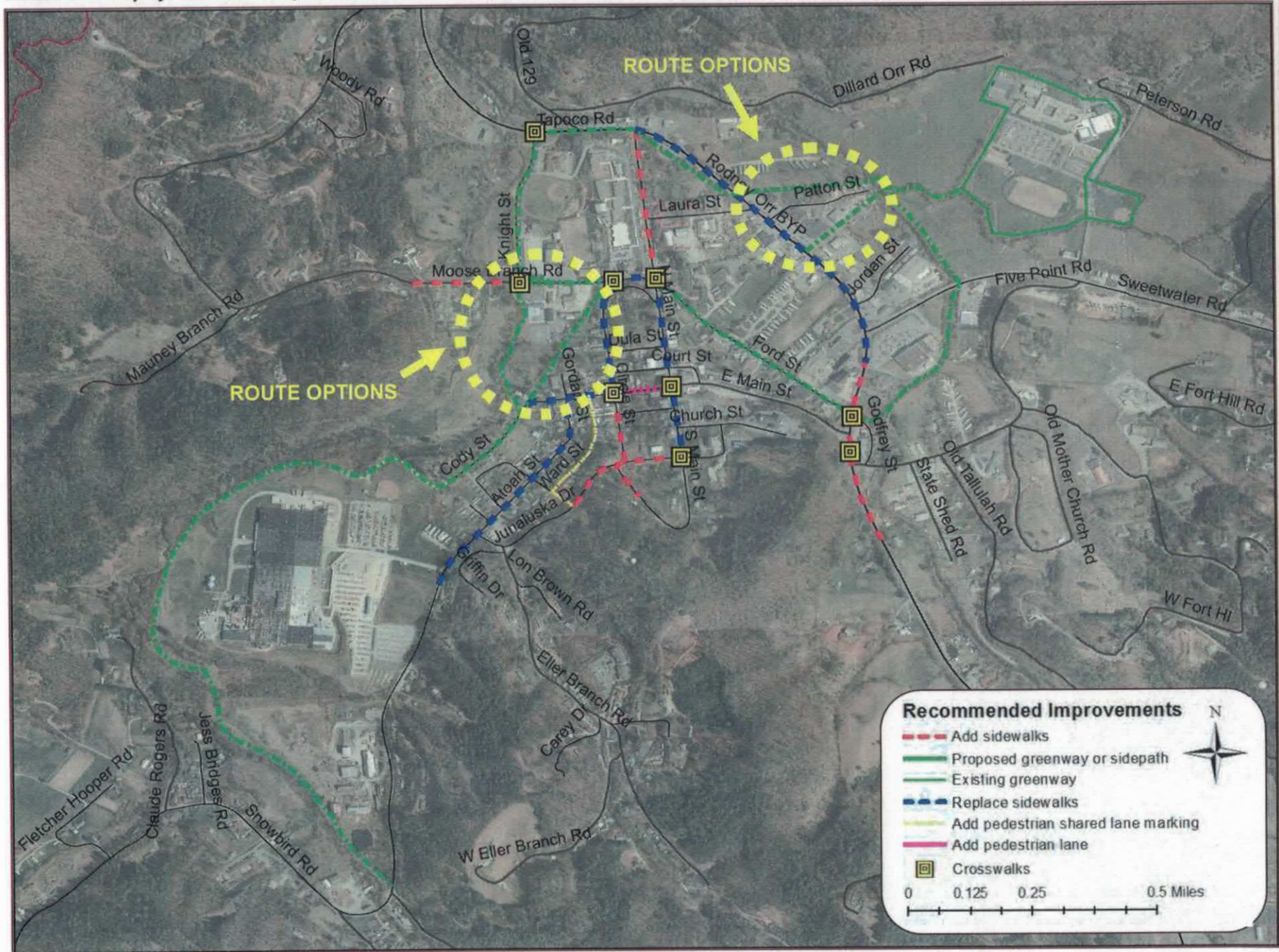


Figure 14: Stanley Greenway Park Plan

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Exhibit 2-1: Map of Pedestrian Project Recommendations for the Robbinsville Pedestrian Connectivity Plan



Robbinsville Greenway Connecting the School Complex to Stanley Furniture

The idea of a crosstown greenway emerged during *Reimagining Robbinsville* as a way to connect the high school complex and its fitness facilities to the planned recreational facilities at the Stanley Furniture property. Through the Pedestrian Connectivity Plan, the consultant team conducted more detail field evaluation of the routes posed in *Reimagining Robbinsville* to help GREAT and its partners narrow routing options in order to move into the design phase for the greenway.

The greenway is deemed to be the **Highest Priority** identified in the Robbinsville Pedestrian Connectivity Plan.

Route Description

Rodney Orr Bypass Section (image A). A 10-foot sidepath should be constructed along US 129 with considerations made to consolidate parking uses and connect businesses to reduce driveway cuts. Separation from the roadway and the greenway could be accommodated between Main Street and Knight Street to create a median between the two. Crosswalk improvements along this corridor should explore opportunities for refuge islands, and other techniques to create a node for greenway and park connectivity.

Knight Street Section (image B). A 10-foot sidepath should meander between the street and parking areas on the east side (in place of the existing sidewalk), creating a green buffer for the user and serving as a stormwater treatment area. This section would provide direct access to publicly-owned facilities such as the Library, Gym, ball fields, Robbinsville Elementary School, and Social Services. Circulation patterns and parking re-configuration should be studied to integrate the greenway and minimize loss of parking.

Moose Branch to Stanley Furniture. The corridor of Knight Street terminates into Moose Branch Road. An existing crosswalk in this location connects the public uses to the Community College property. An abandoned rail line exists along the eastern boundary of the property which appears to be within municipal right of way.

Cost Estimate (from edge of School property to edge of Stanley property):

Construction: \$400,000
Amenities (varies): up to \$ 60,000



This roadbed could serve as a logical connection between Moose Branch and Cody Road (which terminates at Stanley). Abandoned rail beds provide ideal greenway conversion as they often lie at a gentle grade, are located within public ownership, and are graded to drain stormwater properly. An alternative route was identified along the western perimeter of the college, although this connection may entail topographic use (a playground), as well as other spatial challenges. This route will likely require flood modeling to ensure the alignment would not cause a rise along Long Creek. Another sidepath would follow Cody Street within the right-of-way to Stanley property.

Goals	Magnitude
Economic Development Potential	●
Health Impact	●
Pedestrian demand	●
Partnerships	○
Need for Completing the Street	○
Project Priority	●

High Degree ● | Moderate Degree ○ | Low Degree ○

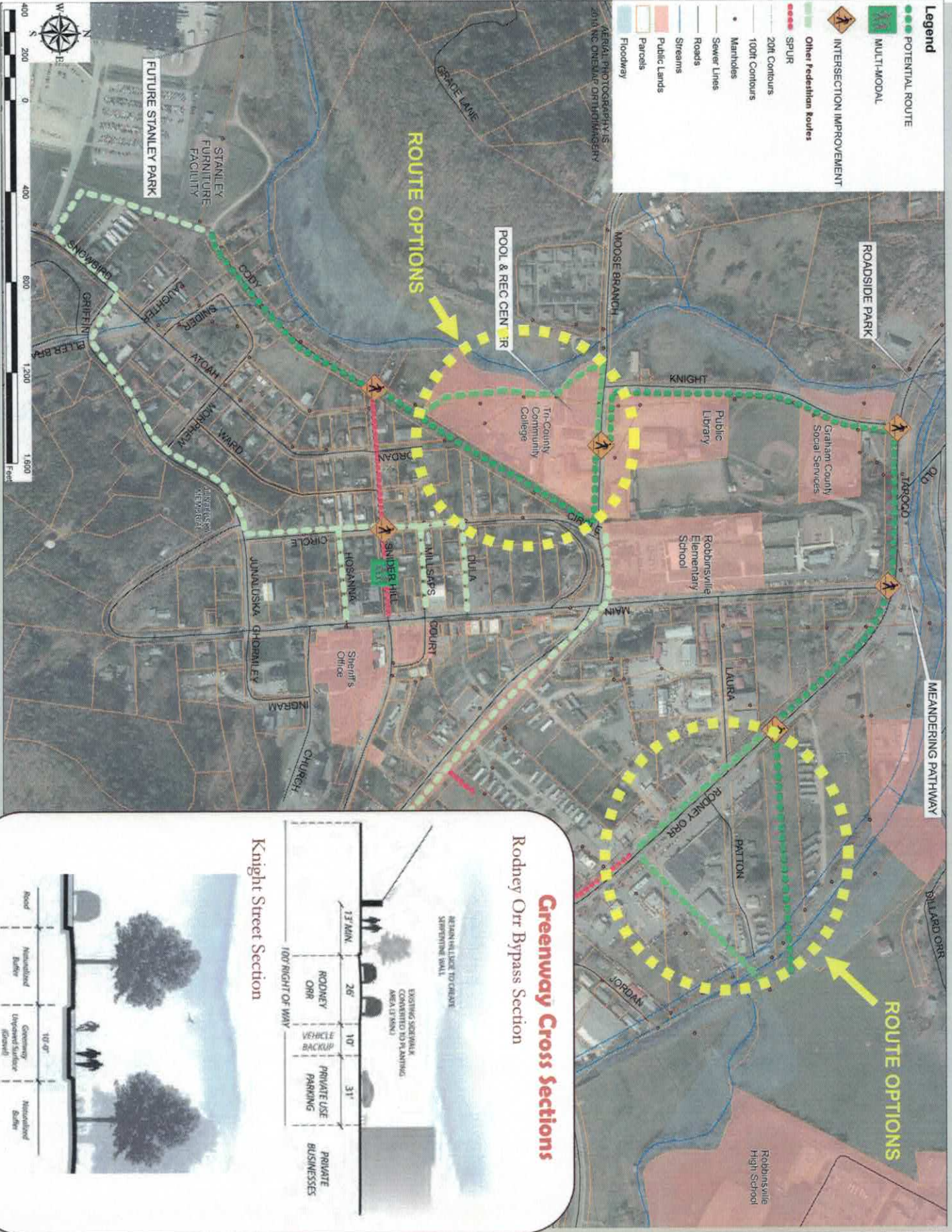


Exhibit 3-11—Map of Pedestrian Project Recommendations for the Robbinsville Pedestrian Connectivity Plan

