

Razorback Greenway Corridor Plan

2. Best Practices and Case Studies

fieldoperations



HR&A

Razorback Greenway Corridor Plan

Table of Contents

1 Existing Conditions Review

2 Best Practices & Case Studies

2.1 Overview of Greenway Precedents

2.2 Atlanta Beltline

2.3 Indianapolis Cultural Trail

2.4 Houston Bayou Greenways

2.5 Minneapolis Midtown Greenway

2.6 Copenhagen Bike Superhighways

2.7 Carolina Thread & Cross Charlotte Trails

3 Six Projects for the Region

4 Greenway Cities

5 Appendix

2.1 Overview of Greenway Precedents

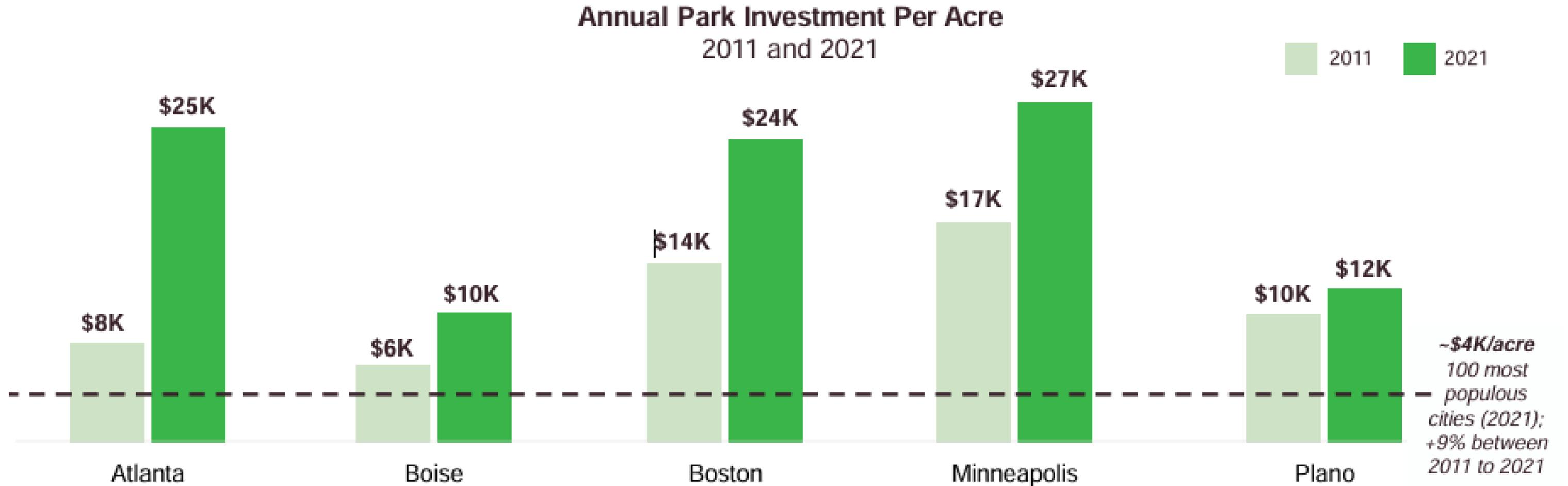
These trail and greenway precedents demonstrate how high-quality, continuous corridors can catalyze reinvestment, strengthen regional mobility, and deliver major ecological and public-health benefits.

Each project shows how strategic design, supportive zoning, strong partnerships, and long-term maintenance structures can elevate a trail from a recreational asset

to regional infrastructure. Studying these models helps clarify how the Razorback Greenway can pair mobility and open-space improvements with land-use strategies, economic development, arts and culture programming, and resilient environmental systems. Together, these examples provide a foundation for the Corridor Plan to guide targeted investments, coordinate jurisdictions, and shape smart growth.

U.S. cities with growing economies, regardless of size or location, are investing more in parks and open spaces.

As of 2021, the park investment per acre in the five case study cities was two-to-seven times higher than the average among the 100 most populous U.S. cities. Furthermore, on average, these cities grew their investments by over 40 percent between 2011 and 2021.



Notable park investment achievements in each of the five case study cities since 2011 include:

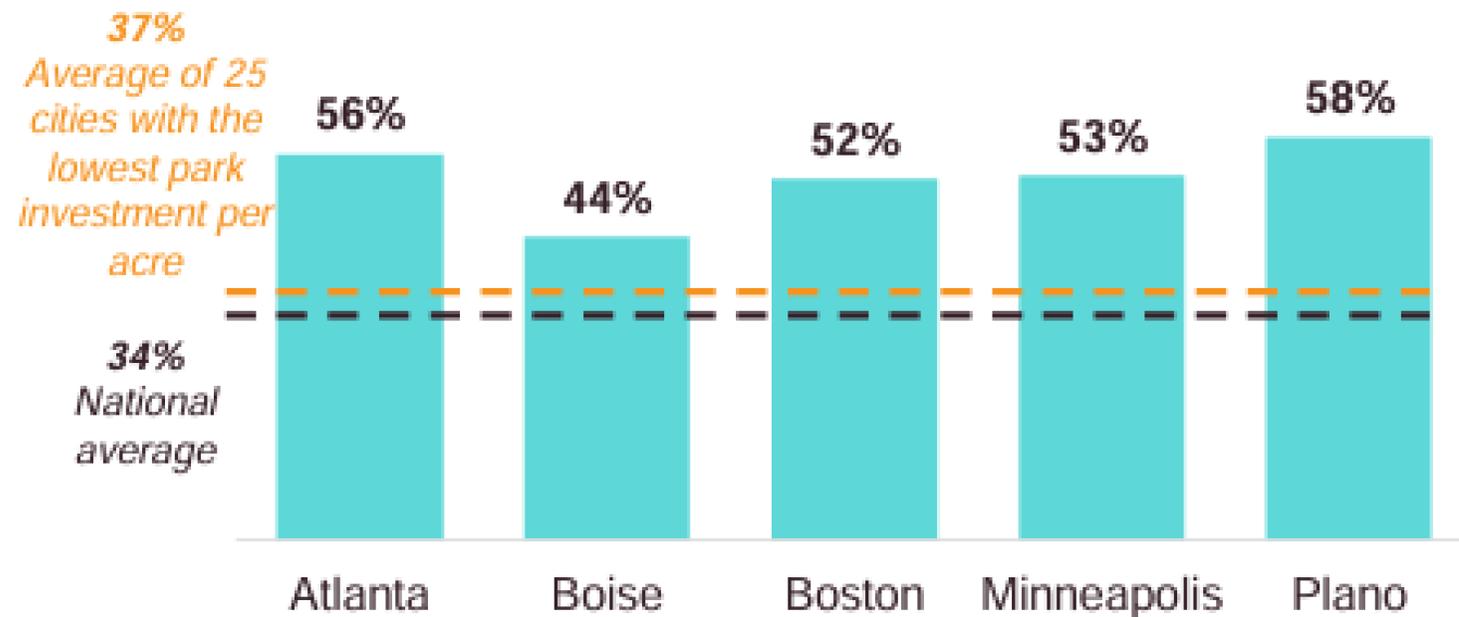
- Atlanta: Doubling millage rate for parks maintenance in 2024.
- Boise: \$10M levy fund for open space passed in 2015.
- Boston: More than \$240M committed to parks between 2014 and 2021.
- Minneapolis: Parkland Dedication Fee passed in 2014.
- Plano: \$82M bond referendum dedicated to parks and recreation in 2021.

Source: TPL ParkScore®, 2011-2021; 2011 Boise Comprehensive Park and Recreation Plan; City of Boise Annual Financial Report for FY 2011.

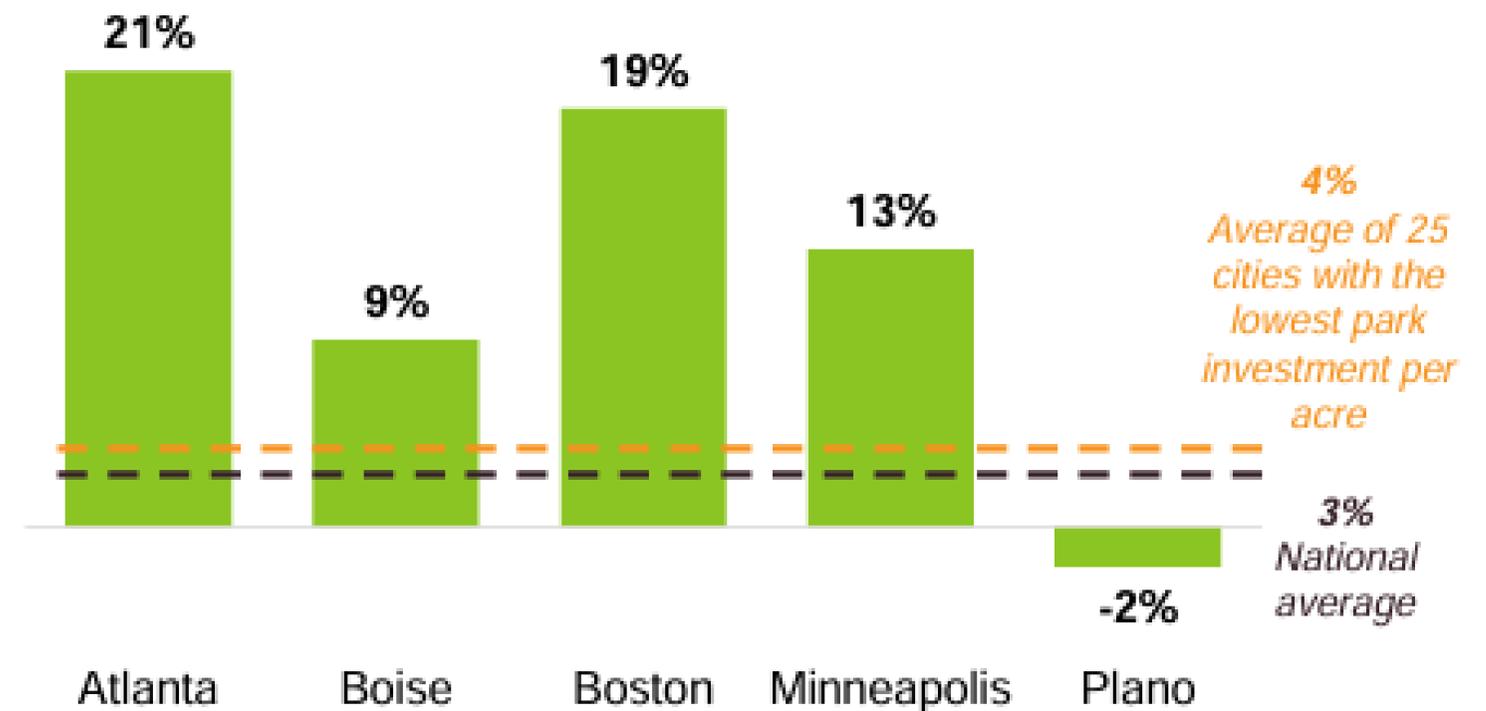
Cities investing in parks and open spaces attract and retain high-skilled workforce at the highest rates in the nation.

The five case study cities boast notable concentrations of highly-educated residents and growing prime working age labor forces (aged 25 to 54). By comparison, among the 100 most populous cities, the 25 cities with the lowest park investment per acre in 2021 had a smaller share of adults with a four-year degree (37 percent) than the five case study cities. They also experienced slower growth of the total prime working age labor force (four percent) than four of the case study cities.

Educational Attainment: Four-Year Degree of Higher 2021



Change in Total Prime Working Adult Labor Force (Aged 25-54) 2011-2021



Among the 100 most populous cities in 2021, the 25 cities with the lowest investment in parks per acre averaged \$2,350 per acre.

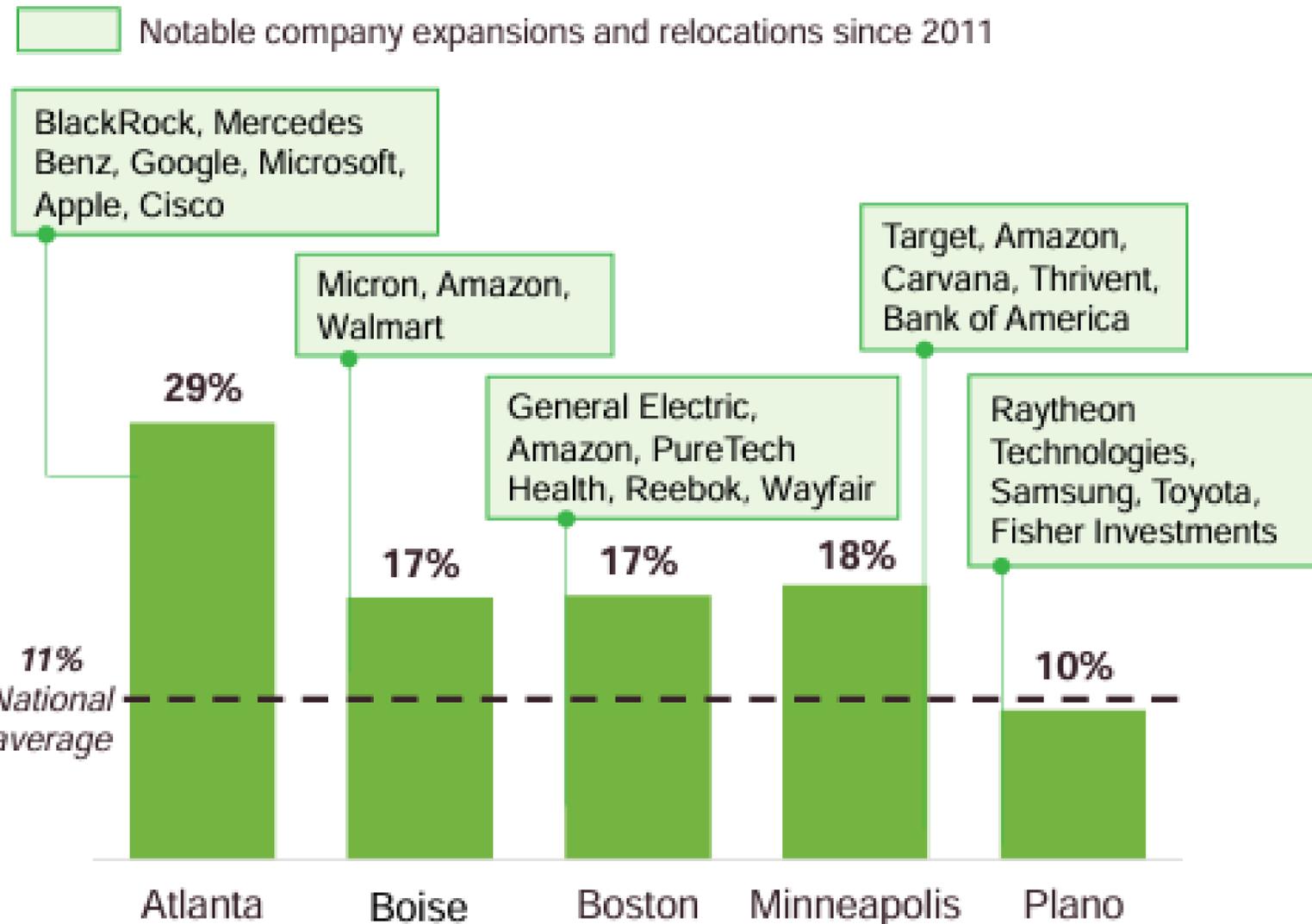
Source: U.S. Census Bureau (ACS 5-Year), 2011-2021.

Source: U.S. Census Bureau (ACS 5-Year), 2011-2021.

Companies are attracted to start and/or expand their businesses in these cities because of existing and growing high-quality workforces.

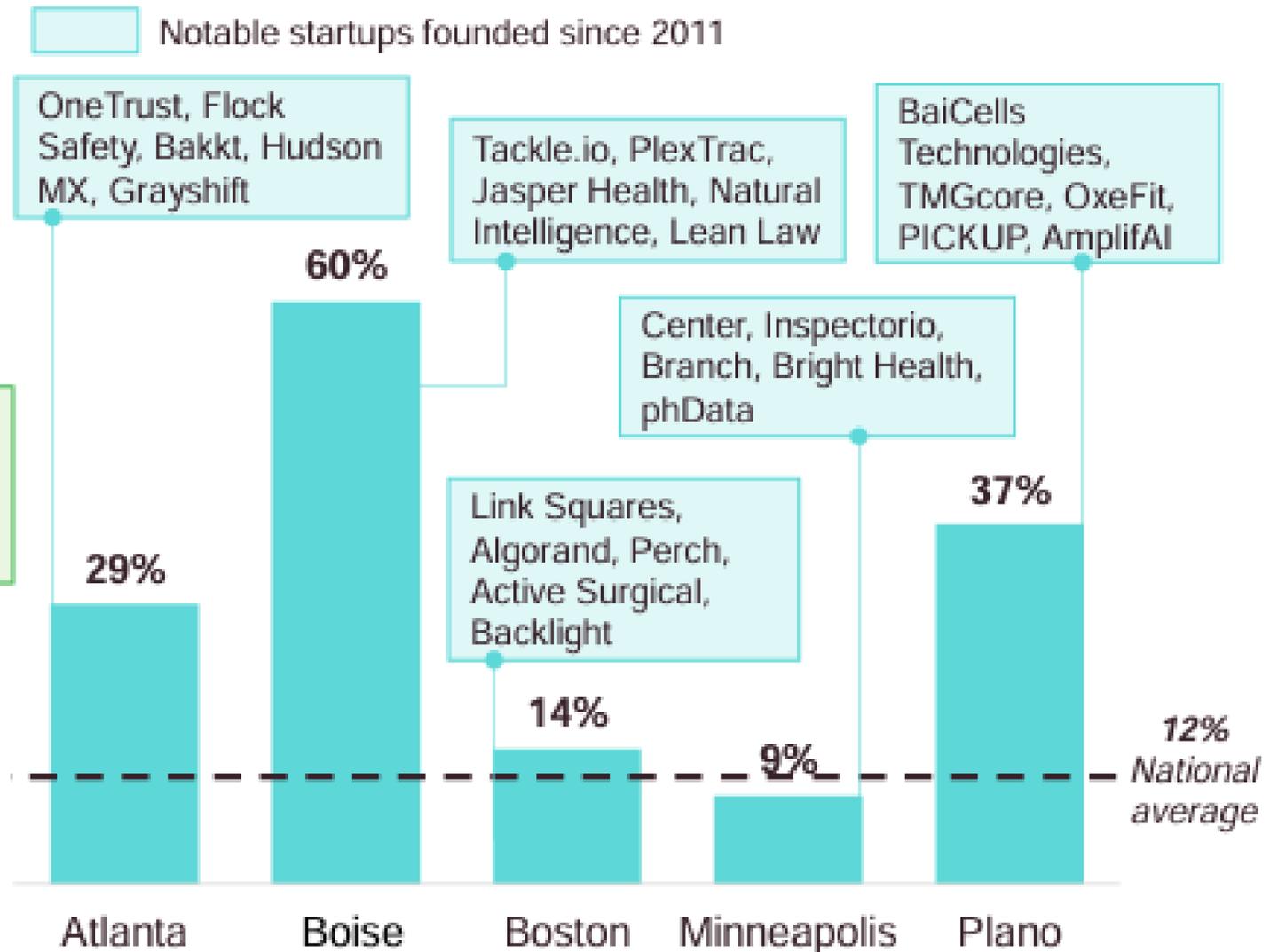
The job growth rate between 2011 and 2021 in the five case study cities was on par or higher than national average. Plano, Boise, and Atlanta also show exceptionally high growth rates for startups.

Job Growth Rate 2011-2021



Source: U.S. Census Bureau (ACS 5-Year), 2011-2021.

Change in Startups* 2011-2021



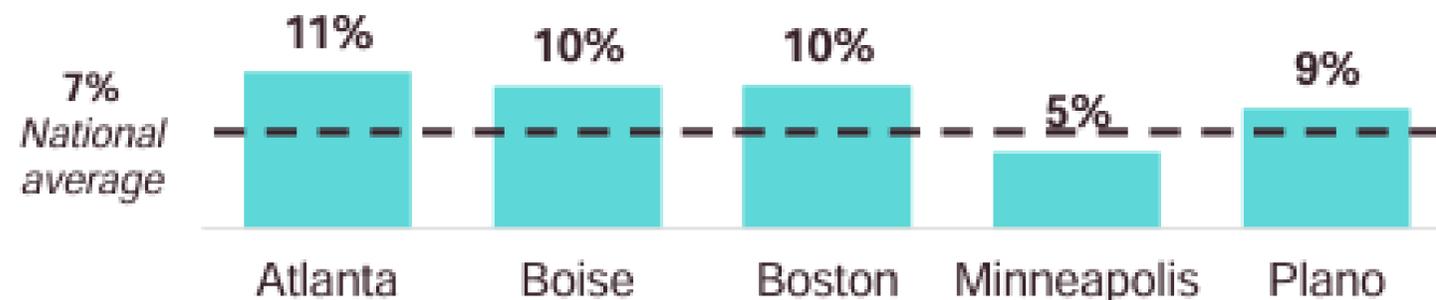
Source: U.S. Census Bureau (LEHD), 2011-2021.

Note: *Startups were measured as firms five years or younger by Metropolitan Statistical Area

Growing concentrations of businesses and residents in the five case study cities fuels real estate investment by developers and employers.

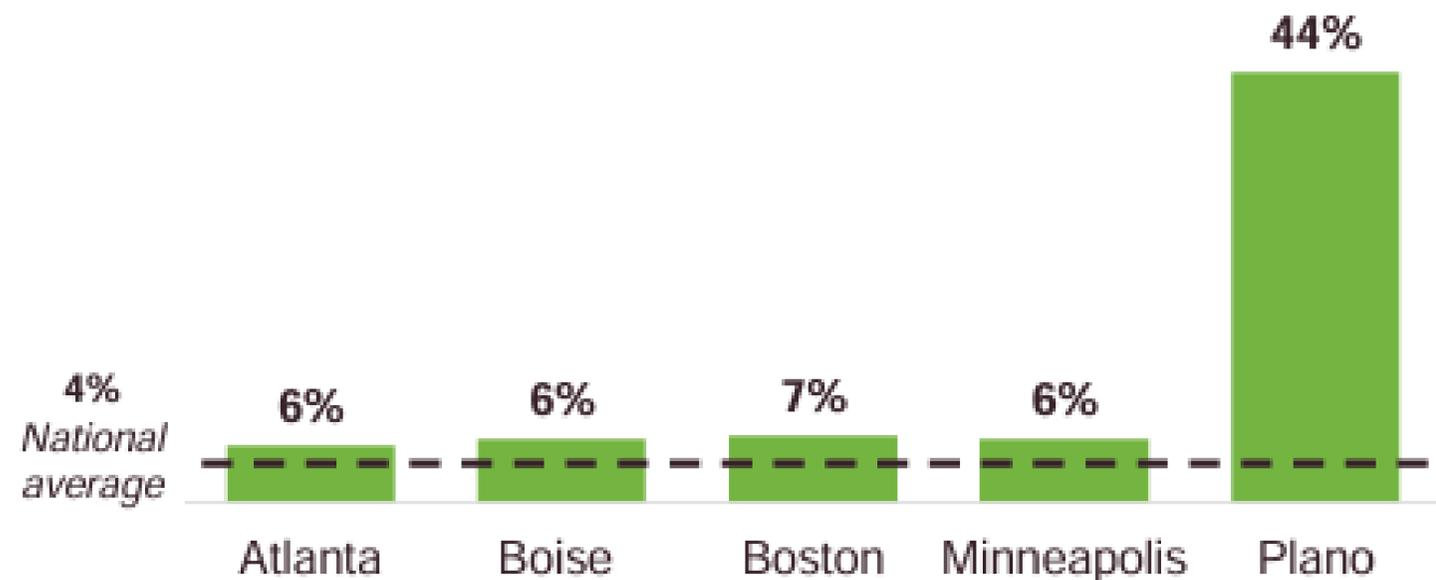
Between 2011 and 2021, housing and office development were delivered at faster rates than the nation overall in four out of five case study cities. Further, proximity to parks increases demand for residential and commercial spaces in these cities.

Change in Total Housing Units
2011-2021



Source: U.S. Census Bureau (ACS 5-Year), 2011-2021.

Change in Office Space (GSF)
2011-2021



Source: CoStar, 2011-2021. Commercial Search, 2017.

Office Market Premiums and Momentum

The BeltLine in Atlanta, GA

+70%

Increase in office rents along the BeltLine between 2013 and 2019, 35 percent more than Atlanta's CBD.²

Office Development in Plano, TX

+13.9M SF

Newly-added office space between 2011 and 2021.³ This includes almost 5-million SF in Legacy West, a 255-acre mixed-use development delivered in 2017. Major office tenants in this project include Toyota Headquarters (2.1-million SF) and JPMorgan Headquarters (1.4-million SF).⁴

Rose Kennedy Greenway in Boston, MA

+30%

Average rent premium for class-A office buildings adjacent to the Greenway compared to those in downtown Boston.^{5*}

**Based on Class A office space within a quarter mile of the Rose Kennedy Greenway and the downtown Boston submarket.*

Low unemployment rates in the five case study cities underscore the growing number of jobs each offers, but growth does not always benefit residents equitably.

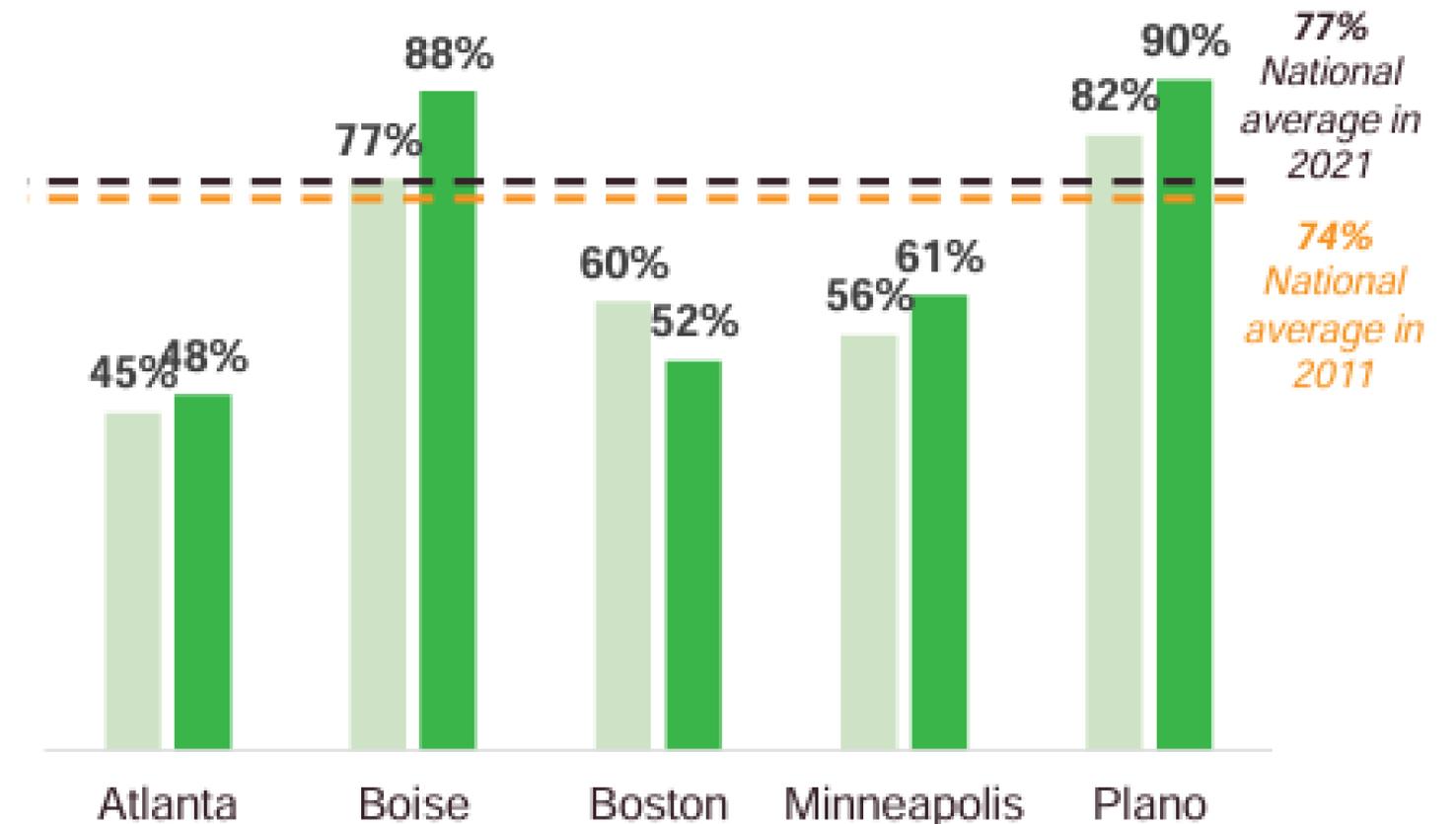
Access to economic growth and mobility varies across the five case study cities. In 2021, unemployment rates in the five case study cities were at or below the national average. Earnings among People of Color are less than white workers in the five case studies and the U.S. overall. Between 2011 and 2021, this share grew in four out of five case study cities.

Unemployment Rate
2021



Source: U.S. Bureau of Labor Statistics, 2021. Note this data is provided for the Metropolitan Statistical Area (MSA) for each geography.

Earnings Among Workers of Color as a Share of White Workers' Earnings
2011 and 2021

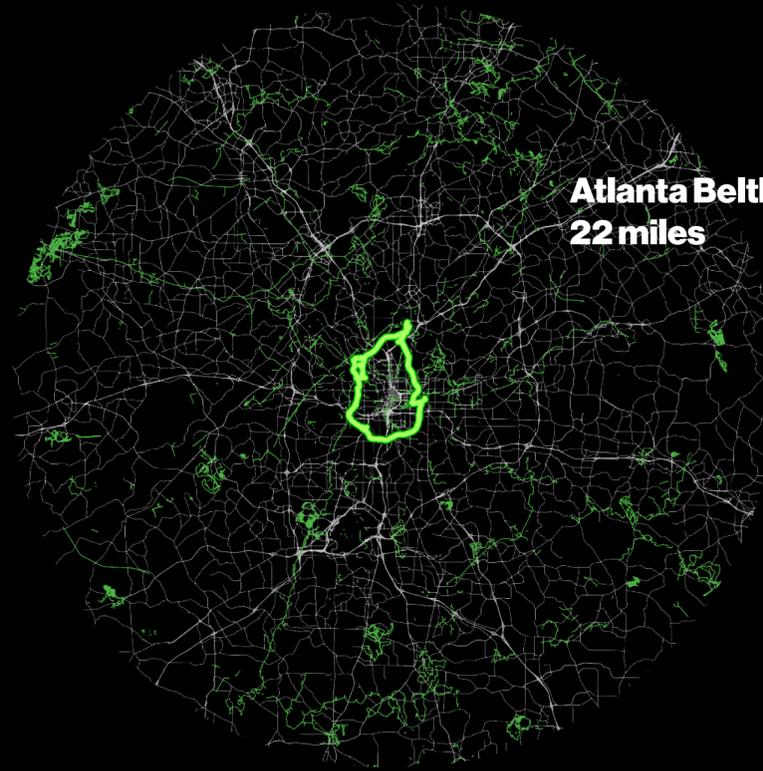


Source: U.S. Census Bureau (ACS 5-Year), 2011-2021.

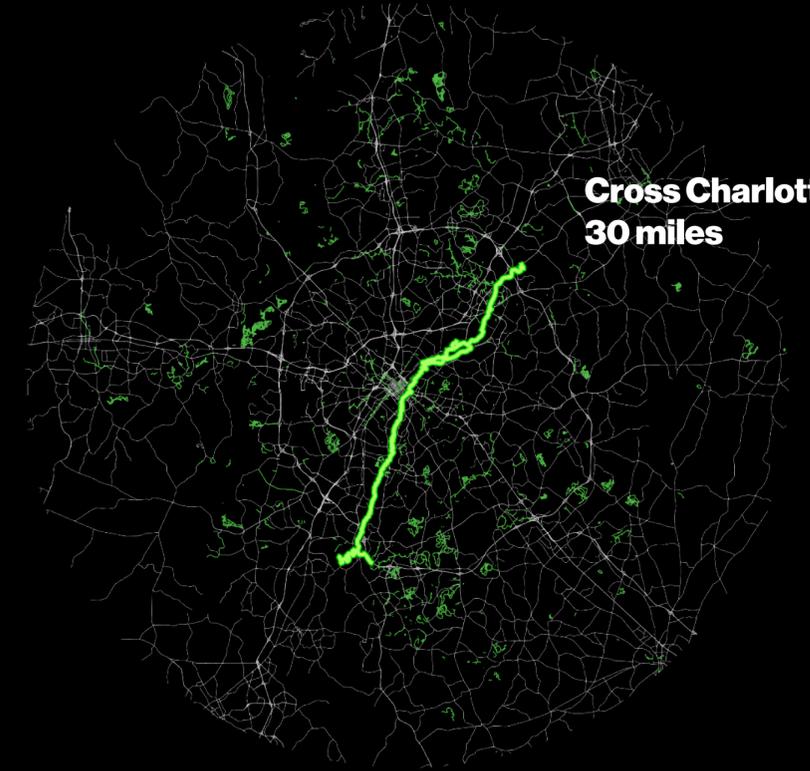
Project	Location	Length	Status	Land Use Context	Comparable Scale	Distinct Governance, Financing, & Stewardship Models	Open Space & Floodplain Preservation Initiatives	Adjacent Affordable Housing	Adjacent Mixed-Use Development	Adaptive Reuse & Infill	Connections to Job Centers & Destinations
The Beltline	Atlanta, GA	22 miles	Ongoing	Mixed-use neighborhoods with parks and infill housing	X	X	X	X	X	X	X
Boise River Greenbelt	Boise, ID	25 miles	Complete	Follows a river through parks and residential neighborhoods in a rapidly growing region.	X		X				X
Capital Crescent Trail	Maryland	11 miles	Complete	Connects suburban Maryland communities to urban Washington, D.C., through transit-linked corridors.	X	X			X	X	X
Chicago 606 (Bloomingdale Trail)	Chicago, IL	2.7 miles	Complete	Residential infill with reinvestment and displacement pressure		X	X		X	X	X
Cross Charlotte Trail	Charlotte, NC	30+ miles	Ongoing.	Suburban-to-urban corridor linking parks and schools	X			X	X	X	X
The Katy Trail	Dallas, TX	3.5 miles	Complete	Dense urban neighborhoods with residential-commercial mix		X			X	X	X
Bayou Greenways	Houston, TX	150 miles	Ongoing	Linear greenways through urban and suburban neighborhoods	X	X	X	X	X	X	X
Indianapolis Cultural Trail	Indianapolis, IN	8 miles	Complete	Downtown loop connecting neighborhoods and cultural districts		X		X	X	X	X
Jordan River Parkway Trail	Salt Lake City, UT	60 miles	Complete	Winds through mixed-density suburbs, wetlands, and commercial zones in the Salt Lake Valley..	X	X	X				
Legacy Trail	Lexington, KY	12 miles	Complete	Links downtown to rural parklands and suburban neighborhoods with evolving greenfield and infill.			X				X
Midtown Greenway	Minneapolis, MN	5.5 miles	Complete	Urban corridor linking residential and commercial areas		X		X	X	X	X
Burke-Gilman Trail	Seattle, WA	20 miles	Complete	Urban-suburban corridor with parks and institutions	X				X	X	X
Copenhagen Super Highways	Copenhagen, Denmark	167 km	Ongoing	Network of trails connecting Copenhagen suburbs to the city center	X	X	X		X		X



Razorback Greenway
40 miles



Atlanta Beltline
22 miles



Cross Charlotte Trail
30 miles



Indianapolis Cultural Trail
8 miles



Houston Bayou Greenways
150 miles



Minneapolis Midtown Greenway
5.5 miles

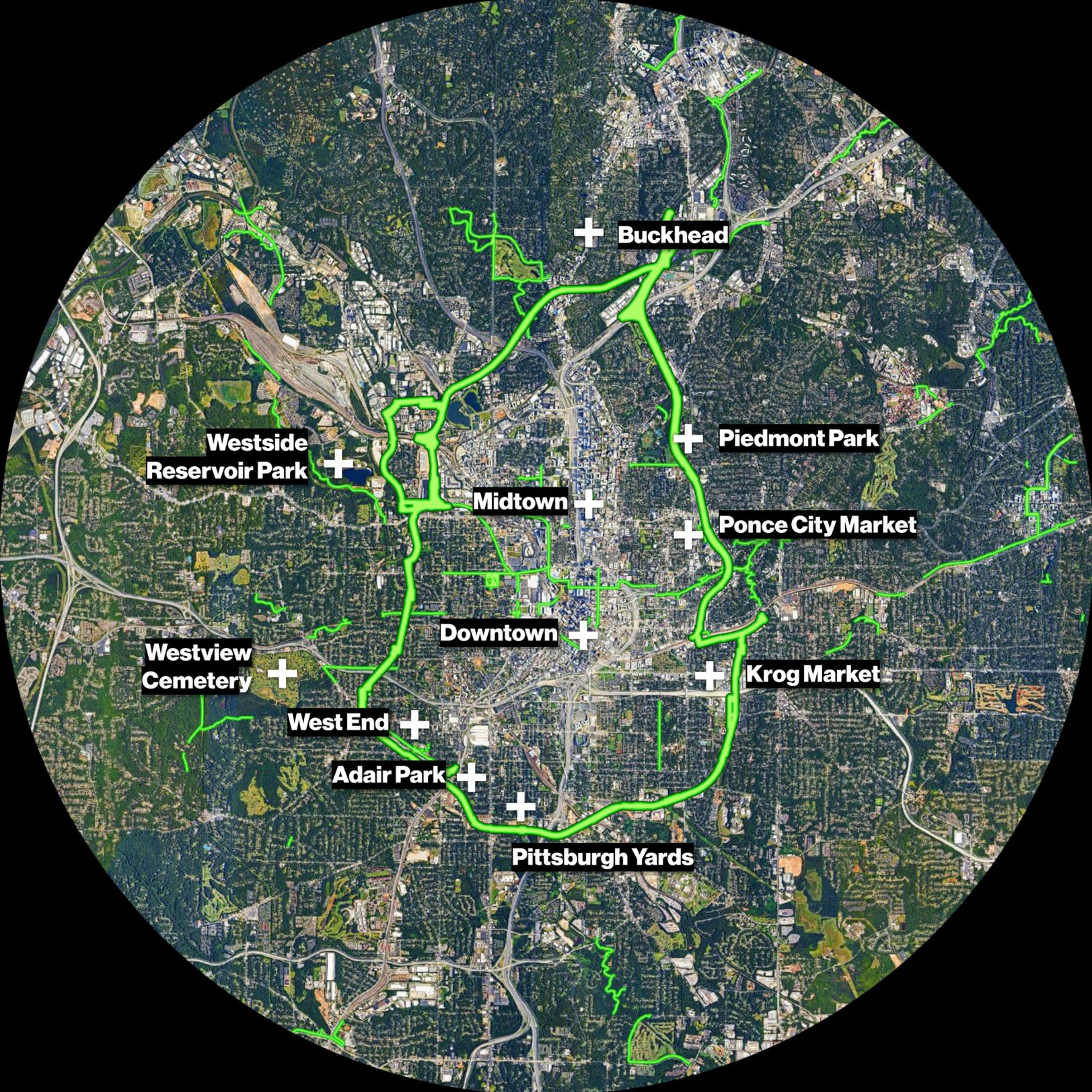
Best Practices & Case Studies

2.2 Atlanta Beltline

The Beltline demonstrates how a regional greenway can catalyze major reinvestment, generate new parkland, and reshape urban mobility by linking neighborhoods with a continuous trail loop. Its mix of mobility, public art, parks, and redevelopment illustrates the power of coordinated public–private investment tied to a clear vision and long-term

phasing. At the Beltline, trail-connected districts, secured by early land acquisition strategies, become new economic and cultural anchors, incentivizing development, promoting multi-modal values, and expanding multi-modal access.

ATLANTA BELTLINE LOCATION & CONTEXT



 Atlanta Beltline
 Trail Network

Generous widths for walkers and cyclists



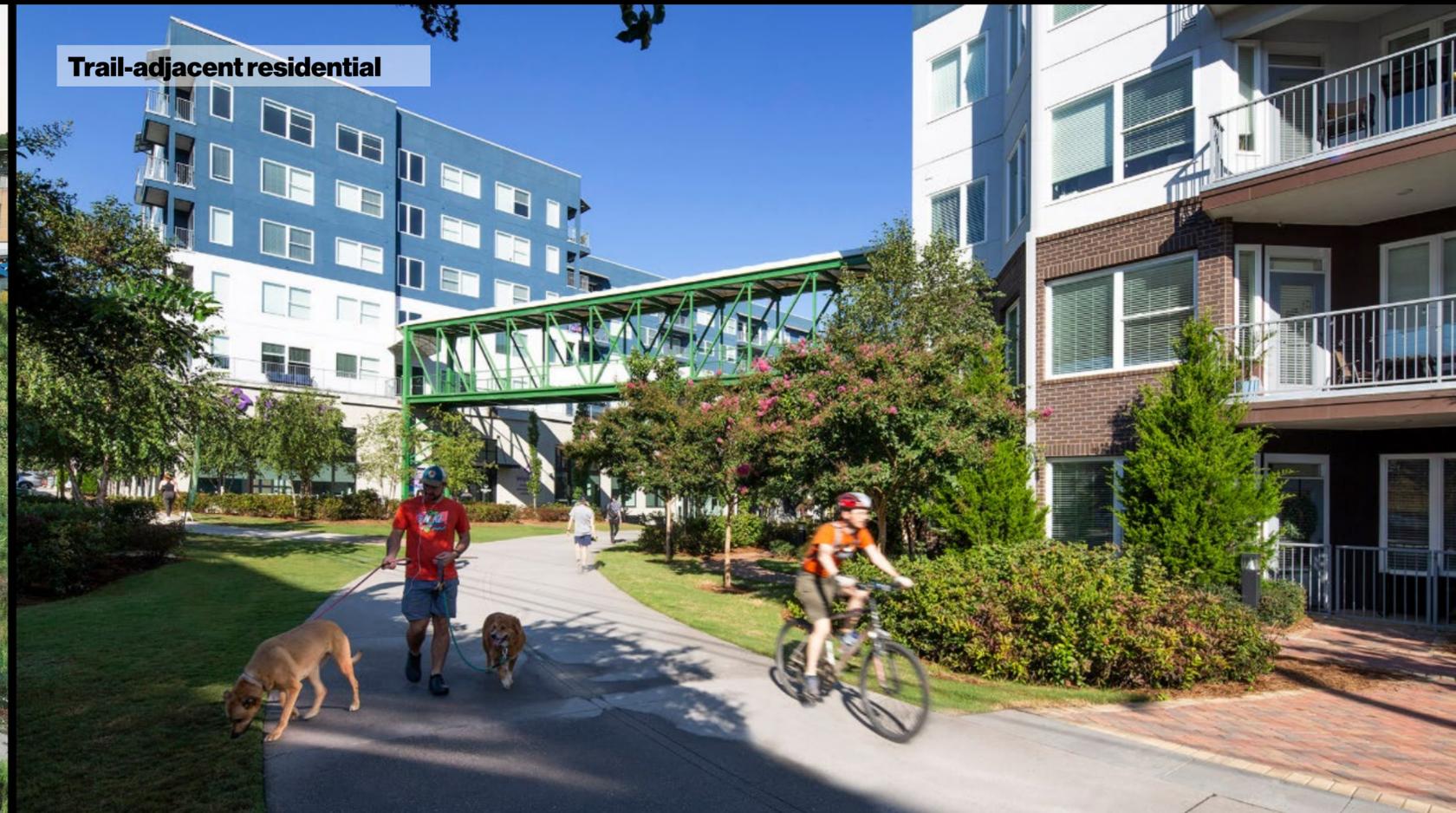
Building Frontages on the Trail (New and Adaptive Reuse)



Building Setbacks and Landscape Buffer



Trail-adjacent residential



A MULTI-MODAL TRANSPORTATION CORRIDOR

Along the Beltline, companies, businesses, and communities see benefits from adjacent high-quality bike infrastructure. The Beltline has supported the creation of a multi-modal commuting culture.

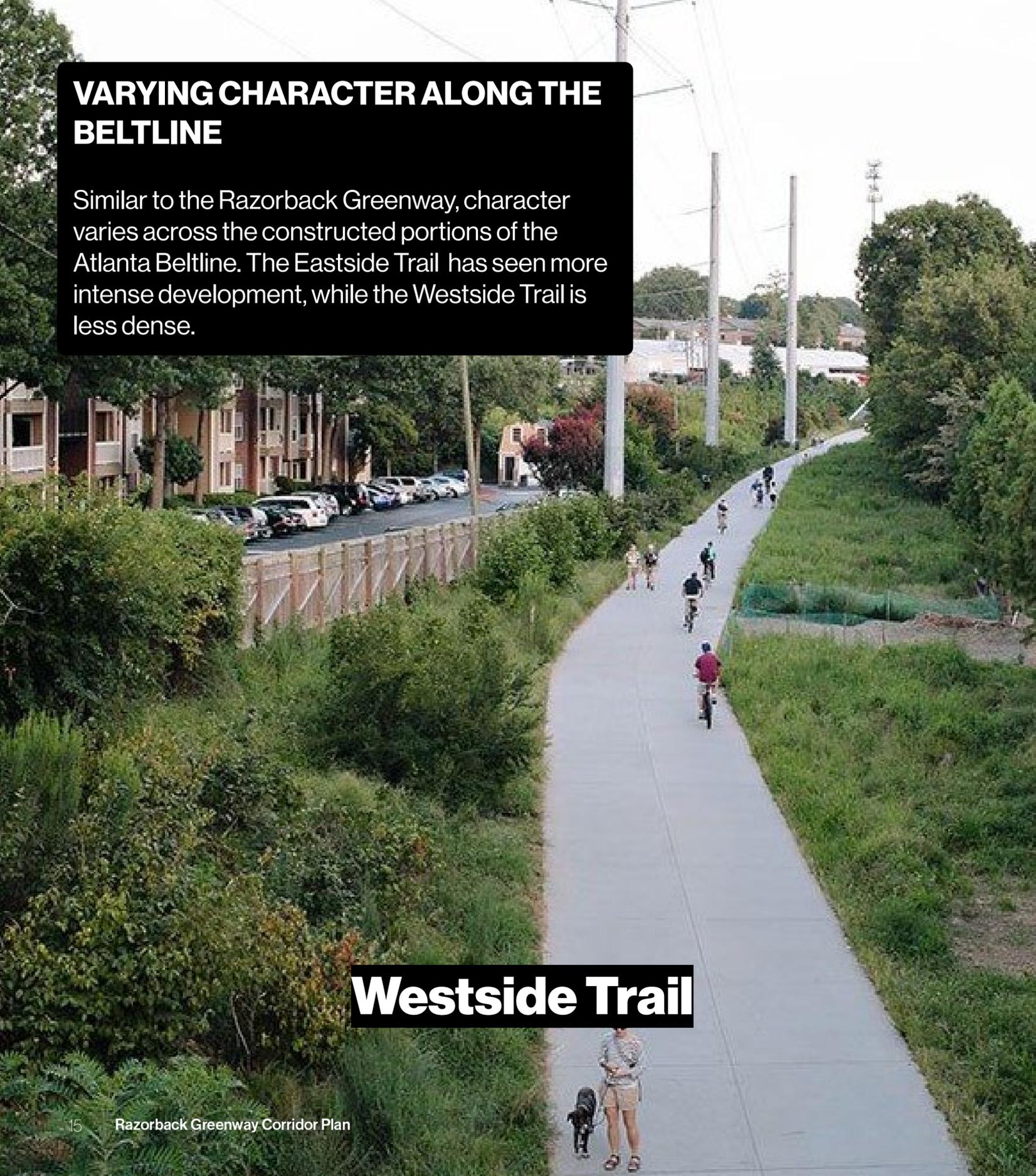
**30% of MailChimp Employees
Commuting by Bike**



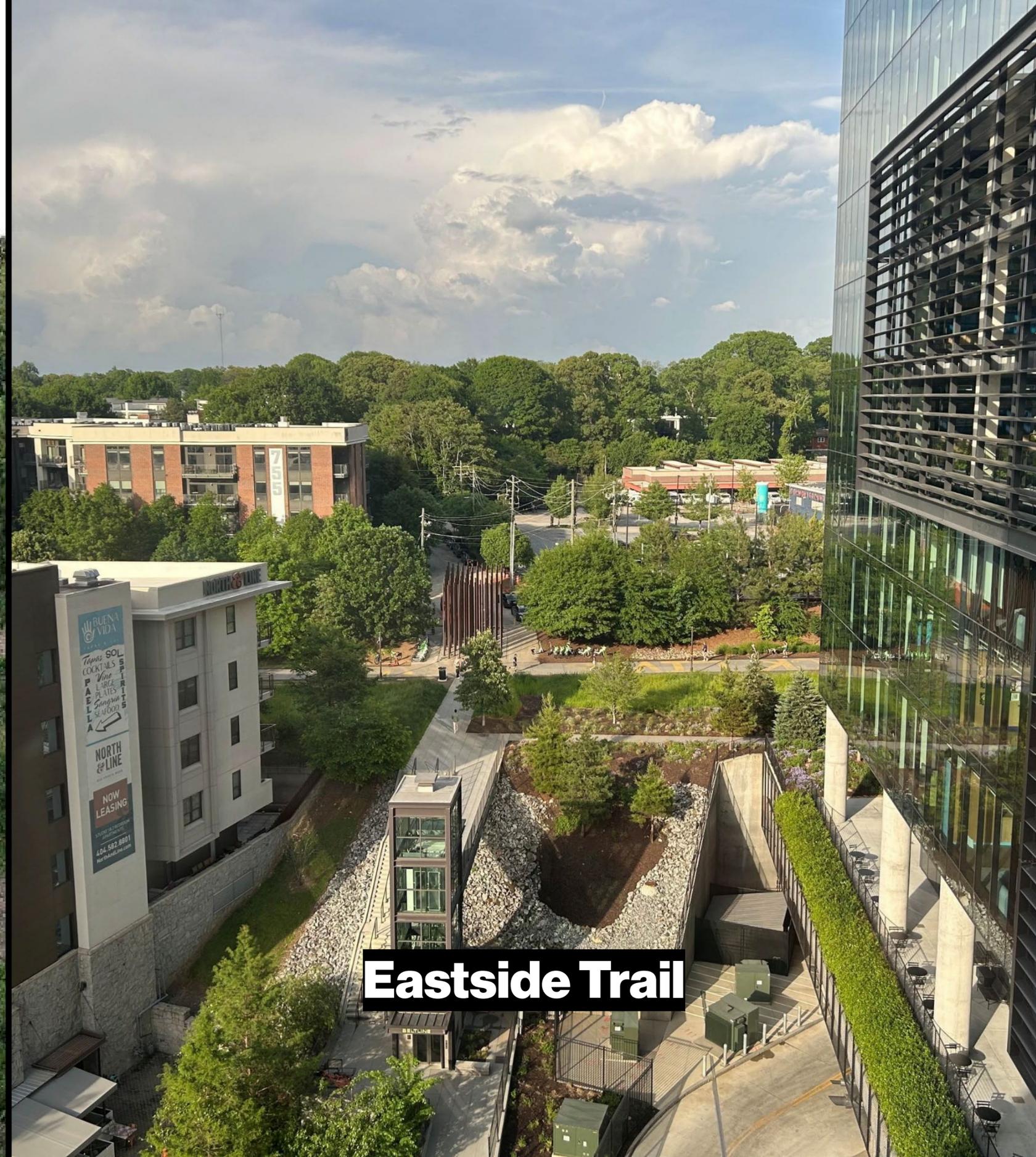
**33% of Ponce City Market
Visitors Coming from the Beltline**

VARYING CHARACTER ALONG THE BELTLINE

Similar to the Razorback Greenway, character varies across the constructed portions of the Atlanta Beltline. The Eastside Trail has seen more intense development, while the Westside Trail is less dense.



Westside Trail



Eastside Trail

ATLANTA BELTLINE VISIT

The Design Team traveled with the Client Team and Advisory Committee to the Atlanta Beltline to tour the project and adjacent development. The team learned about programs and policies, both planned and completed, and heard from the Beltline's leadership group about the project's successes and challenges. This visit informed the planning process, providing helpful analogs and references to mechanisms that can be applicable to the Razorback Greenway Corridor Plan. Key takeaways from the visit include:

1. Land ownership and land acquisition are the most direct and effective ways to manage the development of a greenway corridor.
2. Identify and prioritize an initial 'proof of concept' project to establish identity of corridor and attract like-minded developers
3. Carefully consider the role of zoning, land use and overlay districts along the Greenway corridor, in light of:
 - Multijurisdictional context
 - Desire to incentivize development near the greenway
4. Because the Greenway spans multiple cities, the plan will need to balance local authority and regional oversight
5. Investigate governance models after the seven cities agree to the big vision and regional framework.

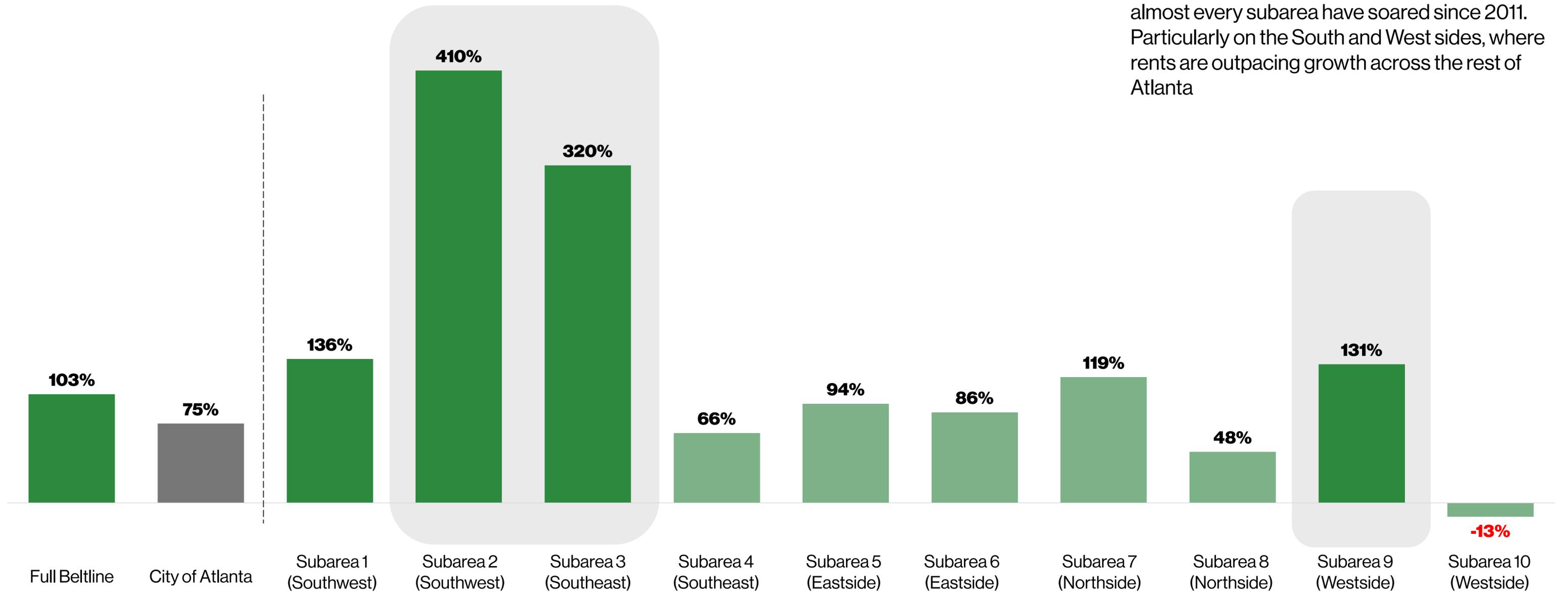


ATLANTA BELTLINE OPERATING PARTNERSHIPS

Entity	Atlanta Beltline, Inc.	Atlanta Beltline Partnership	City of Atlanta Parks Department	Trees Atlanta	Atlanta Police Department
Responsibility	<ul style="list-style-type: none"> • Manages trail buildout and capital maintenance • Coordinates vendors • Oversees economic development initiatives • Manages TAD and SSD revenues 	<ul style="list-style-type: none"> • Organizes volunteer efforts • Coordinates fundraising • Runs some trail programming 	<ul style="list-style-type: none"> • Conducts basic maintenance • Is the designated maintenance partner post-construction per MOU between City and ABI 	<ul style="list-style-type: none"> • Cares for all heavily landscaped areas • Oversees existing arboretum 	<ul style="list-style-type: none"> • Primary provider of security and public safety

ATLANTA BELTLINE GROWTH & AFFORDABILITY CHALLENGES

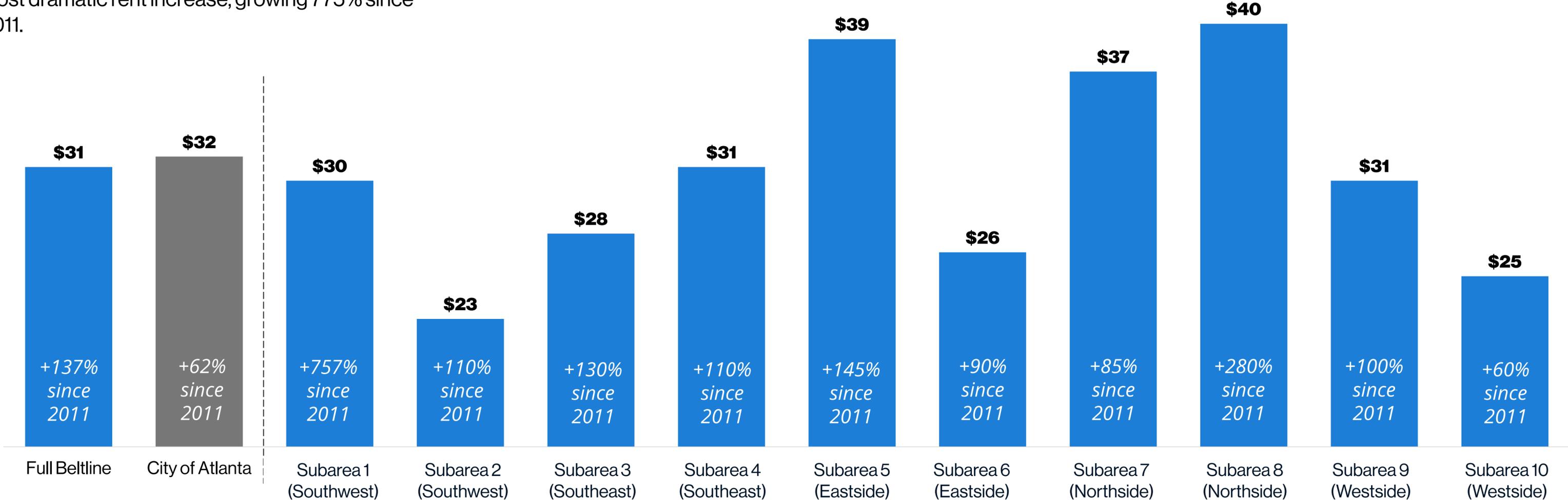
The enormous success of the BeltLine can be seen in substantial growth in retail rents, also generating affordability challenges. Retail rents in almost every subarea have soared since 2011. Particularly on the South and West sides, where rents are outpacing growth across the rest of Atlanta



Retail Rent Growth by Subarea (2011-2023)

ATLANTA BELTLINE GROWTH & AFFORDABILITY CHALLENGES

Office rents have also skyrocketed, constraining access. Office rents do not follow the same geographic trend as retail, though they are similarly at an all-time high for all subareas and throughout Atlanta. Subarea 1 experienced the most dramatic rent increase, growing 775% since 2011.



Office: Average Rents by Subarea (2023)

Source: CoStar

Scale

- **22 Miles of Trail**
- **\$1B Infrastructure Investment**

Tools

- **Zoning Overlay**
- **Design Guidelines**
- **Subarea Plans**
- **Major “Proof of Concept” Development**

Relevant Impacts

Best Practices & Case Studies

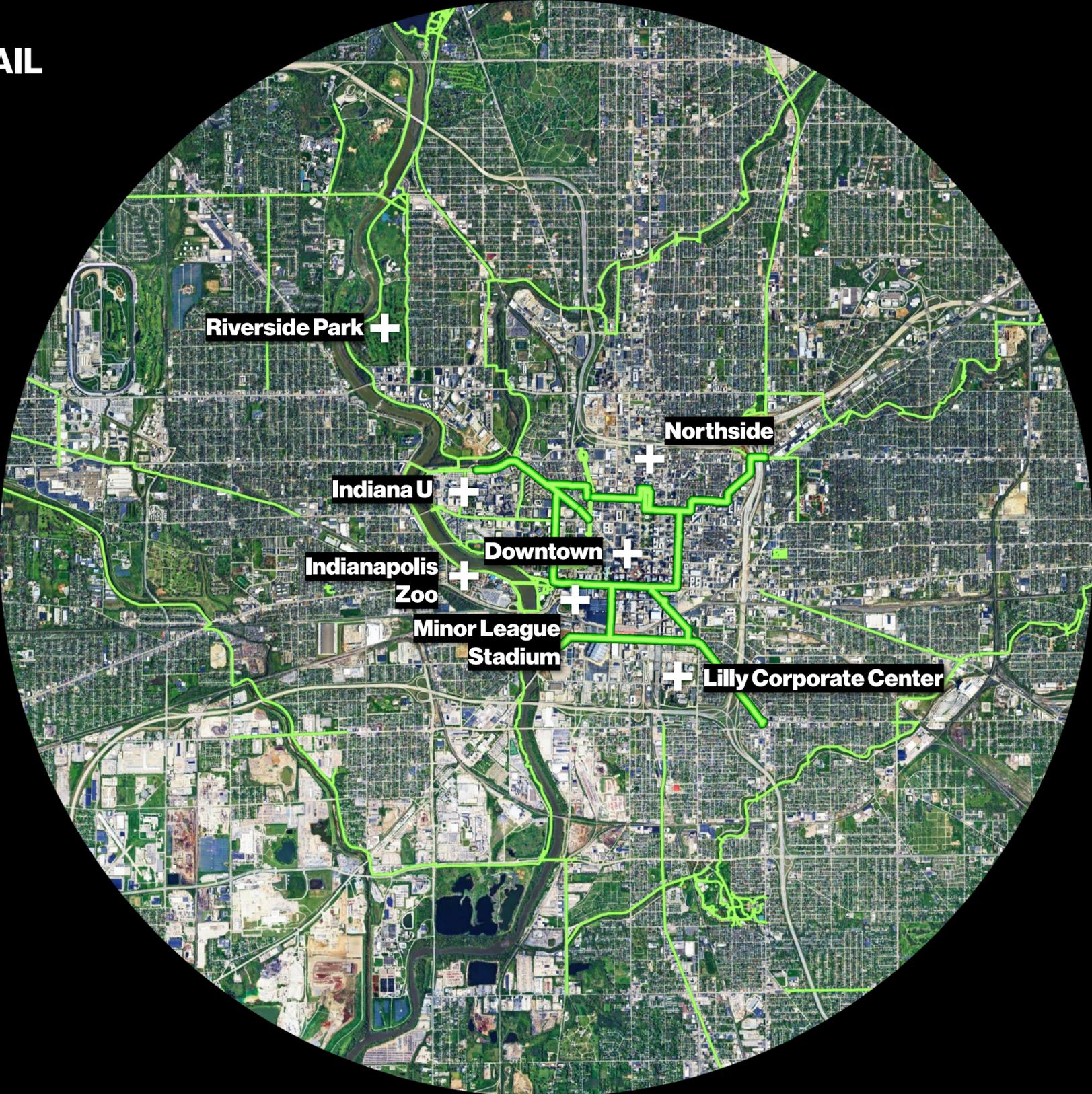
2.3 Indianapolis Cultural Trail

The Indianapolis Cultural Trail pairs high-quality urban design and protected bikeways with a strong arts focus, beginning with a \$4 million public-art commission and expanding to connect major arts, cultural, and commercial districts.

Its stewardship model is central. A nonprofit manages daily operations, programming, and public art; the City

provides baseline maintenance and technical support; and philanthropy has funded both the initial build-out and later expansions. This public-private partnership structure has also helped unlock state and federal dollars for regional connections. The project demonstrates how coordinated funding, cultural programming, and dedicated management can elevate key segments into signature civic assets.

INDIANAPOLIS CULTURAL TRAIL LOCATION AND CONTEXT



Indianapolis Cultural Trail
Trail Network

Separated bike/ped infrastructure in the heart of a downtown



Catalyzing adjacent large-scale adaptive reuse



Integration with transit infrastructure



ICT brand



INDIANAPOLIS CULTURAL TRAIL OPERATING PARTNERSHIPS

Entity	Indianapolis Cultural Trail, Inc.	City of Indianapolis	Philanthropic Partners
Responsibility	<ul style="list-style-type: none"> • Nonprofit organization acting as long-term steward of trail • Responsible for daily operations and maintenance, programming and events along the trail, volunteer coordination • Operates public art program • Conducts fundraising to support operations and capital projects 	<ul style="list-style-type: none"> • Conducts baseline trail maintenance • Provides additional capacity and technical assistance to ICT • Partners with ICT to operate Indiana Pacers Bikeshare • Supported 2020 trail expansion through tax increment financing 	<ul style="list-style-type: none"> • Trail conceived and launched through philanthropic champions (Glick Family) • Significant philanthropic support for initial build-out and subsequent expansion (Central Indiana Community Foundation, Lilly Endowment)

Scale

- **8 Miles of Trails**
- **\$63M infrastructure investment**

Tools

- **Leveraging public-private partnerships**
- **Animating arts and culture through trail development**

Relevant Impacts

- **\$1B property value increase**
- **48% businesses surveyed experienced increase in number of customers since trail opening**

Best Practices & Case Studies

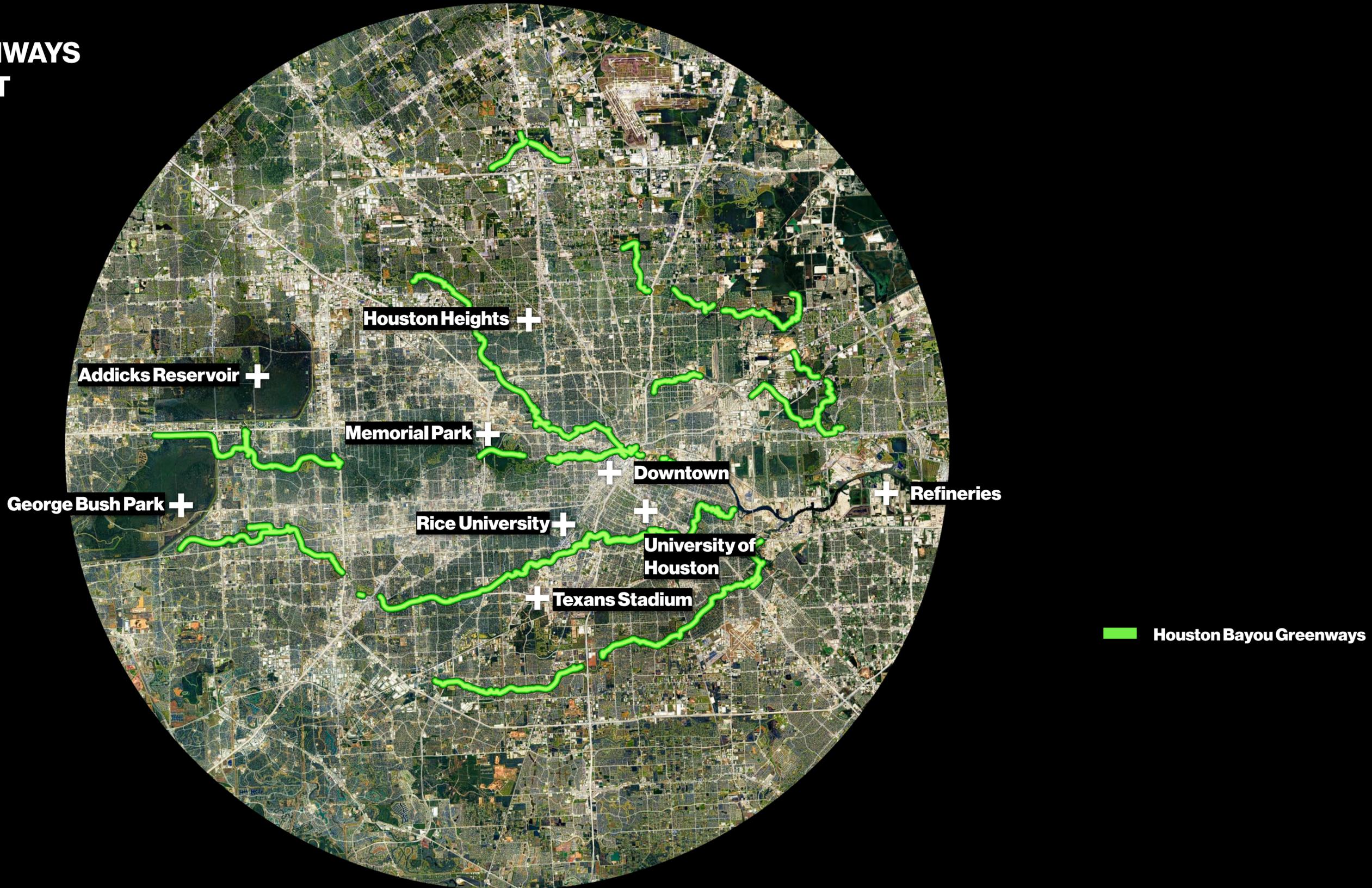
2.4 Houston Bayou Greenways

Houston Bayou Greenways transforms the region's bayous into a 150-mile network of linear parks, preserving over 3,000 acres of open space and pairing recreation with habitat restoration and flood management.

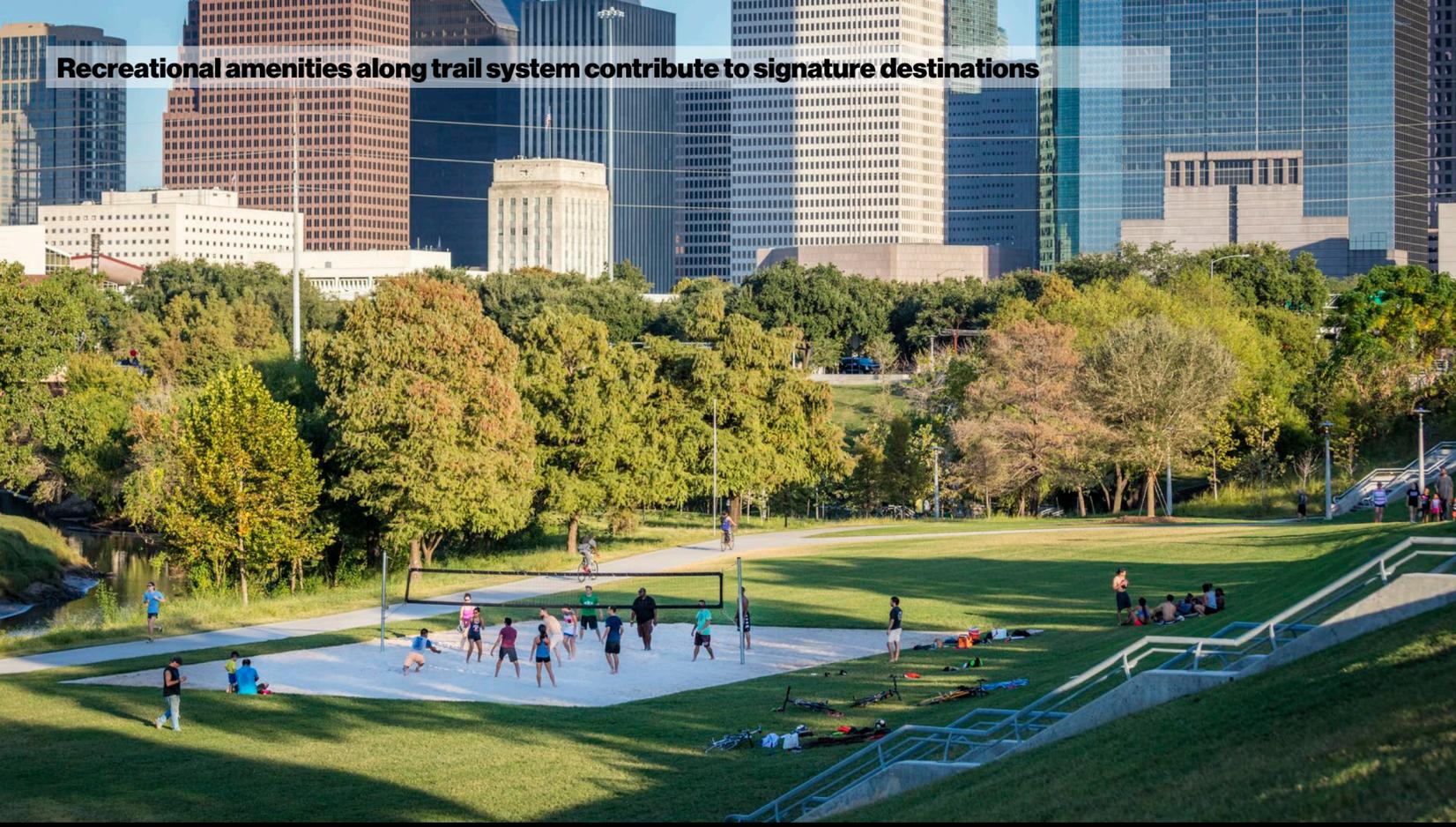
Land banking and conservation easements help shape development along the corridors, while a synthetic TIF supports long-term maintenance. A

coordinated partnership--which includes City of Houston, Houston Parks Board, Flood Control District, Public Works, and local nonprofits--guides land acquisition, capital projects, hydrology, permitting, and programming. The project shows how strategic land control and clear multi-agency roles can deliver a resilient regional greenway system.

HOUSTON BAYOU GREENWAYS LOCATION AND CONTEXT



Recreational amenities along trail system contribute to signature destinations



Adjacent bike-friendly mixed-use development



Integrated community facilities



Legible trail system branding



HOUSTON BAYOU GREENWAYS OPERATING PARTNERSHIPS

Entity	City of Houston Parks and Recreation	Houston Parks Board, Inc.	Harris County Flood Control District	Houston Public Works	Local Non-Profits
Responsibility	<ul style="list-style-type: none"> • Ownership of trail and park land • Funds regular maintenance and some capital maintenance activities carried out by Houston Parks Board (mowing, litter, lighting, small repairs) 	<ul style="list-style-type: none"> • Non-profit steward with affiliated local government corporation (LGC) • Manages LGC and acquires land on its behalf • Manages capital projects, including \$220M project to connect 3,000 acres of parks with 165 mi of trails • Conducts regular maintenance activities, fundraising, comm. engagement, branding • Long-term capital repairs and improvements 	<ul style="list-style-type: none"> • Management of bayou water flow and flood mitigation infrastructure • Coordination on trail placement and construction within floodways 	<ul style="list-style-type: none"> • Infrastructure coordination • Permitting for trail projects crossing roads or requiring utility relocation 	<ul style="list-style-type: none"> • Local park or neighborhood-specific organizations (e.g. Buffalo Bayou Partnership, Bayou Land Conservancy, Hermann Park Conservancy) • Roles and responsibilities vary, often include programming, supplemental landscaping, and advocacy

Scale

- **150 Miles of trails**
- **\$220M Infrastructure Investment**

Tools

- **Land Banking and Easements used to control development around the trails**
- **Synthetic TIF to support ongoing maintenance**

Relevant Impacts

- **3K Acres of Preserved Open Space**

Best Practices & Case Studies

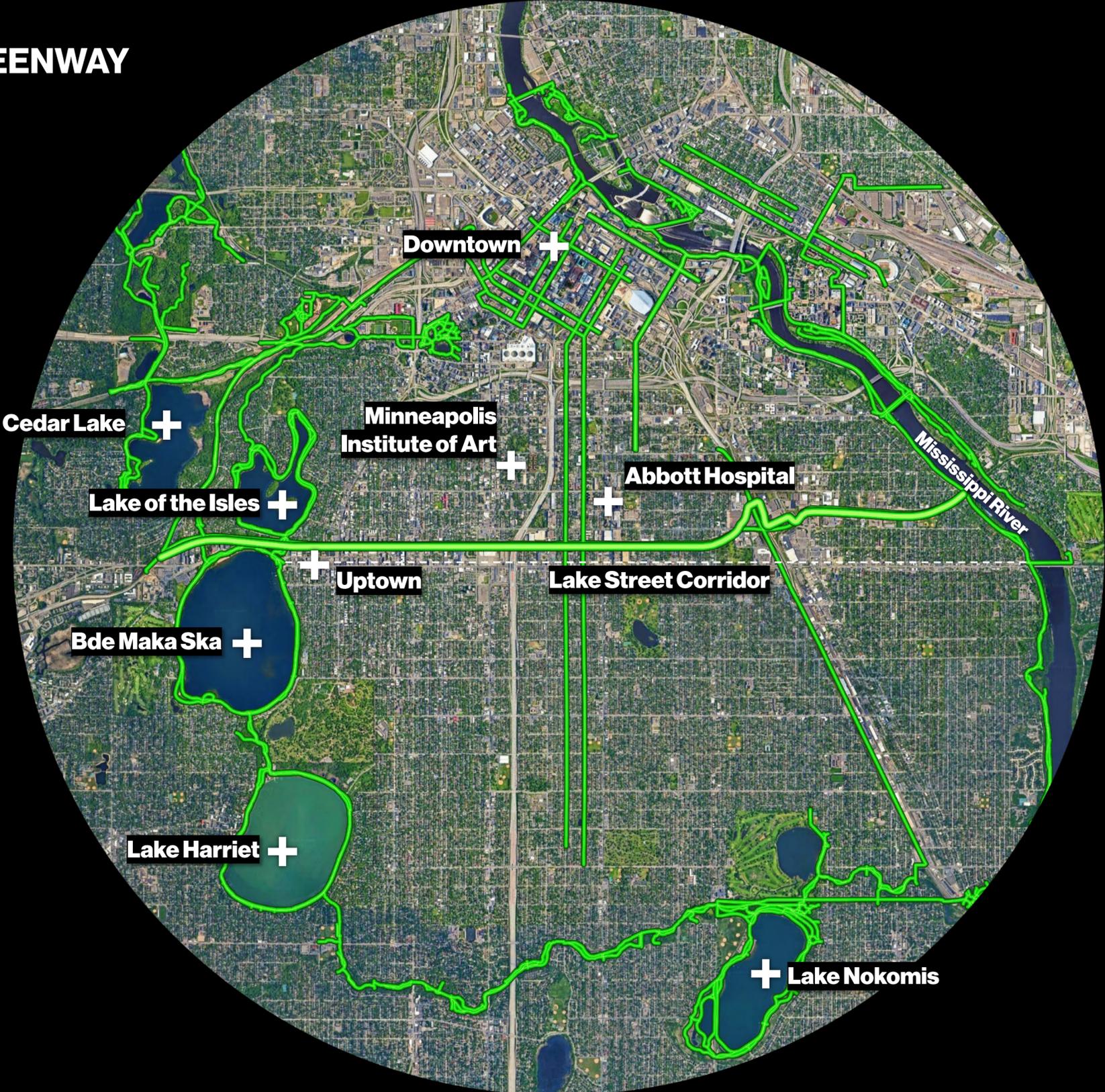
2.5 Minneapolis Midtown Greenway

The Midtown Greenway is a grade-separated bicycle and pedestrian corridor in a former rail trench, east–west mobility and demonstrating how continuous, protected routes can reshape daily travel.

Its creation catalyzed significant reinvestment, with the City upzoning adjacent areas and offering higher FAR in exchange for public-realm improvements, which helped spur mixed-use

development and increase property values along the corridor. A coalition of public agencies and community partners maintains and enhances the corridor, supporting safety, landscaping, and ongoing improvements. The Midtown Greenway shows how premium, uninterrupted trail infrastructure—paired with supportive zoning—can drive walkable, transit-ready growth at key nodes.

MINNEAPOLIS MIDTOWN GREENWAY LOCATION AND CONTEXT



- Midtown Greenway**
- Trail Network**

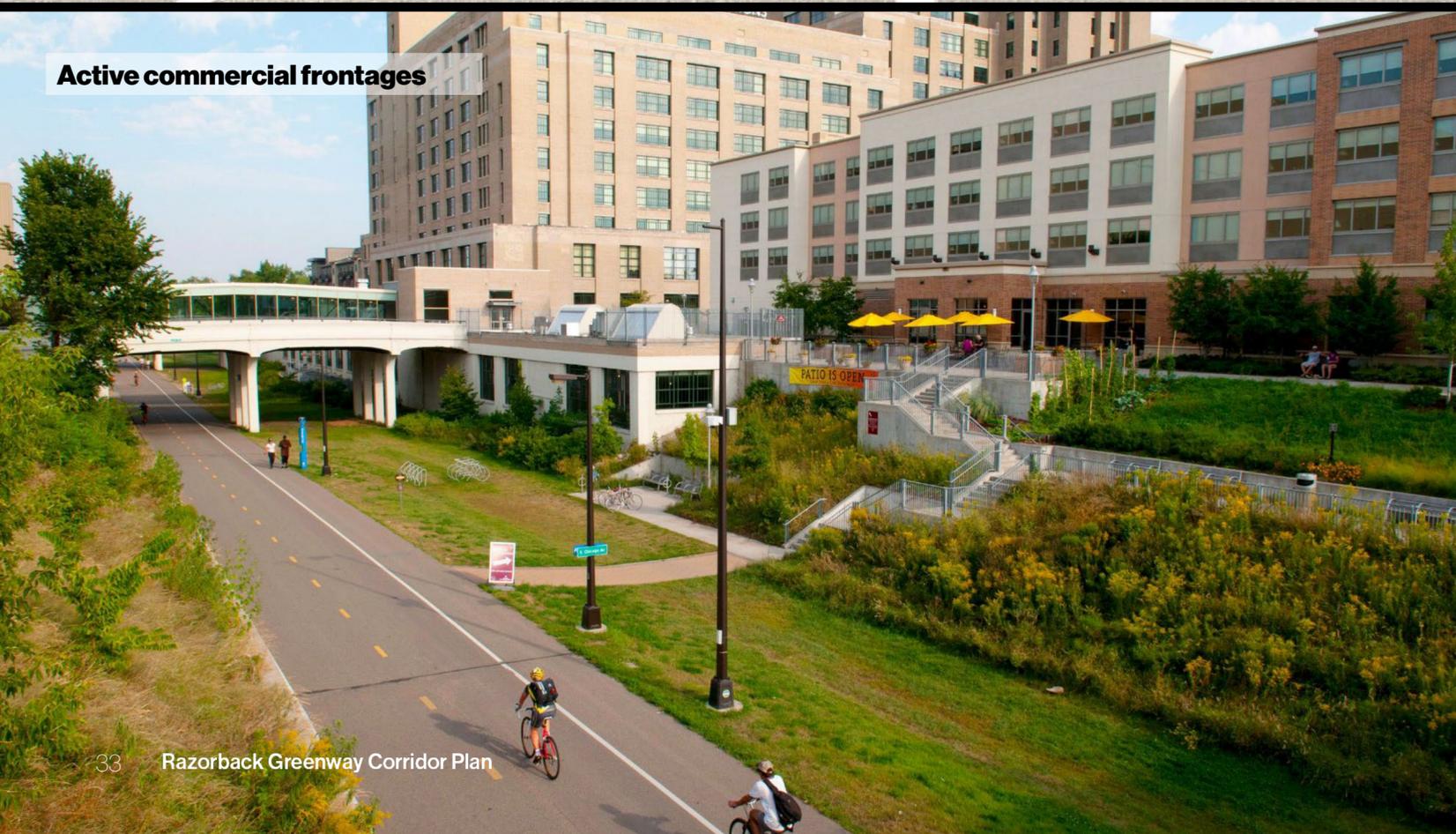
A critical link in the trail system



Overcoming highway barriers



Active commercial frontages



Trailside bike-oriented facilities



MINNEAPOLIS MIDTOWN GREENWAY OPERATING PARTNERSHIPS

Entity	Hennepin County Regional Railroad Authority	City of Minneapolis Public Works	Midtown Greenway Coalition	Minneapolis Parks and Recreation Board
Responsibility	<ul style="list-style-type: none"> Owns the former railroad corridor that the Midtown Greenway occupies. Responsible for long-term transportation planning, including potential transit in the trench. 	<ul style="list-style-type: none"> Maintains the Greenway’s pavement, lighting, signage, and snow removal. Manages surface infrastructure and coordinates with other departments on upgrades. 	<ul style="list-style-type: none"> Provides input on trail-adjacent development. Provides supplemental maintenance and landscaping. Advocates for trail improvements, organizes community input, promotes safety and equity, and leads volunteer events. 	<ul style="list-style-type: none"> Owns portions of trail corridor, provides basic maintenance for those portions. Engaged in a Cooperative Agreement with HCRRA and City for the purposes of securing state funding



Scale

- **5.5 Miles of trails**
- **\$30M initial investment**

Tools

- **Upzoning along the Corridor**
- **Increased FAR near the Greenway in exchange for public investments**

Impacts

- **\$1.8B Real Estate Investment**
- **4,390 New Units of Housing**

Best Practices & Case Studies

2.6 Copenhagen Superhighways

Copenhagen's system reflects a regional commitment to treating cycling as mass transportation through long-distance, low-stress routes that connect suburbs to city centers. Their success rests on consistent design standards, wayfinding, and maintenance, ensuring reliability for everyday commuters.

Copenhagen Superhighways offer a model for elevating the trail from recreational asset to functional regional mobility network, particularly where cities are linked by longer-distance commuting patterns.

Regional trail connections and wayfinding



Multi-modal urban streets



Infrastructure prioritizes direct connections



Bike-friendly roadway details



Scale

- **167 km of trails, 21 Municipalities**
- **\$150M Infrastructure Investment**

Tools

- **Unified design principles**
- **A dedicated regional coordinating entity**
- **Binding agreements among municipalities for roles and financing**

Impacts

- **23% increase in bicycle commuters**
- **Average trip length increased from 5 km to 15km**
- **10% decrease in average commute time**

Best Practices & Case Studies

2.7 Carolina Thread Trails & Charlotte Cross Trail

The Carolina Thread Trail spans 15 counties with a planned 500-mile network, anchored in Charlotte by the 30-mile Cross Charlotte Trail (XCLT). Led by the Catawba Lands Conservancy, the program uses private fundraising for planning, land acquisition, and construction, supported by Charlotte's multi-modal UDO, which encourages development near the trail.

The network has generated significant regional benefits, including \$4.9 million in private grants, adopted master plans

across all counties, and documented economic and health gains. In Charlotte, 140,000 residents and 130,000 jobs sit within walking distance of a trail access point, demonstrating how coordinated regional planning can drive mobility and equitable growth.

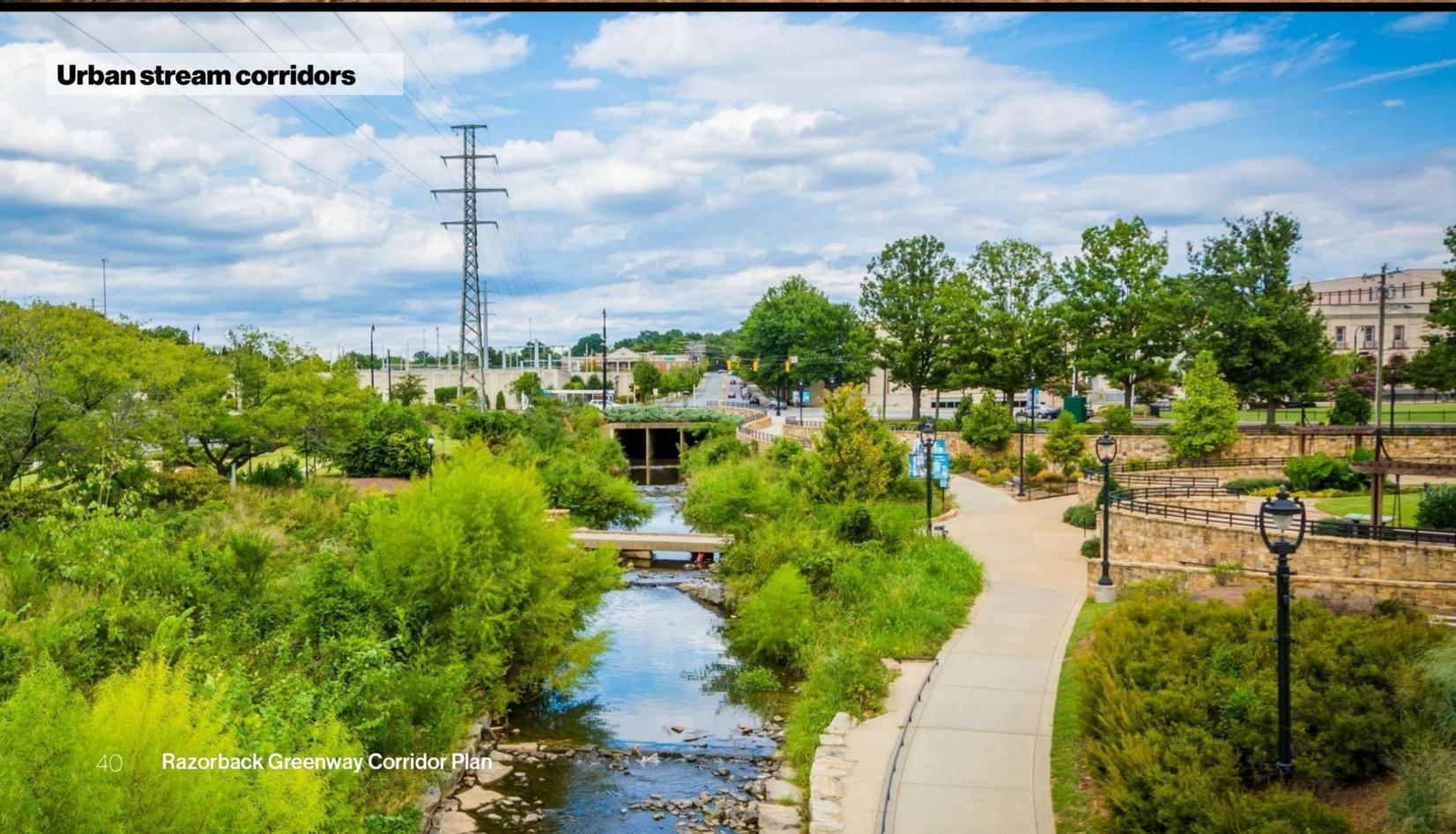
Outdoor recreation and “backcountry” experiences



New trail-adjacent housing



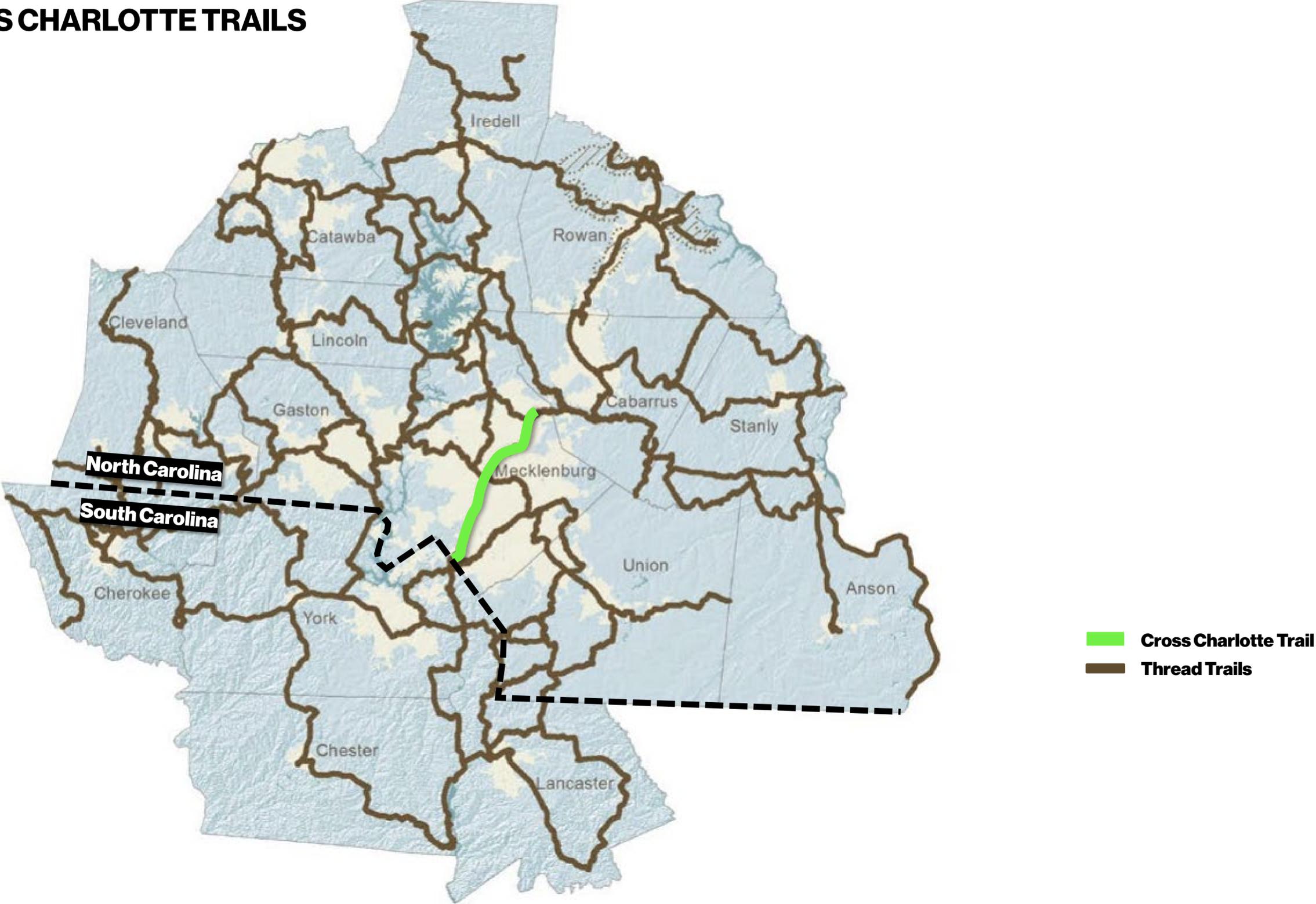
Urban stream corridors



Connections to critical multi-modal corridors



CAROLINA THREAD AND CROSS CHARLOTTE TRAILS LOCATION AND CONTEXT



CAROLINA THREAD AND CROSS CHARLOTTE TRAILS OPERATING PARTNERSHIPS

Entity	City of Charlotte	Mecklenburg County Park & Recreation	Charlotte Planning, Design & Development Dept.	Partners for Parks	Catawba Land Conservancy
Responsibility	<ul style="list-style-type: none"> Leads planning, design, and construction of XCLT segments within city limits. Operations and maintenance for city-managed segments. Funds portions of the trail through city capital improvement programs and transportation bonds. 	<ul style="list-style-type: none"> Manages and maintains county-owned greenway segments integrated into the XCLT. Acquires land and funds greenway expansion through County’s Greenway Master Plan and capital budget. 	<ul style="list-style-type: none"> Implements zoning and land use policy (via the UDO) to support trail-oriented development. Aligns trail planning with broader growth goals. 	<ul style="list-style-type: none"> Supports trail amenities and programming. Helps raise private donations and in-kind contributions for greenway projects. 	<ul style="list-style-type: none"> Lead agency coordinating the larger regional Thread Trail that connects 15 counties with 360+ miles of trails Awards grants to local communities for planning, design, land acquisition, and construction of trails Conducts community engagement and advocacy and provides technical assistance to local communities

Scale

- **15 counties**
- **500+ miles of planned trails**
- **260+ open trails**
- **Cross Charlotte Trail is 30 miles and cost \$113M to build**

Tools

- **Catawba Lands Conservancy (the nonprofit lead agency) raises private donations to support planning, land acquisition, construction**
- **Multi-modal friendly city-wide Unified Development Ordinance in Charlotte encourages housing development near the trail**

Impacts

- **\$4.9 million in private grant awards to communities**
- **15 counties with adopted Thread Trail master plans**
- **According to 2022 study, assessed corridors support over \$3M annual business sales and \$3.9M in healthcare savings**
- **In Charlotte, 140,000 residents and 130,000 jobs are within walking distance of a trail entrance or connector**

2.8 BENCHMARKS & BEST PRACTICES SUMMARY

	Open Space & Natural Resources	Key Places & Economic Drivers	Residential Development	multi-modal Connectivity	Multi-Jurisdictional Governance
Key Project	Houston Bayou Greenways	Atlanta Beltline	Minneapolis Midtown Greenway	Cross Charlotte	Copenhagen Cycle Super Highways
Best Practice Tools	<ul style="list-style-type: none"> • Land Banking and easements used to control development • Private funds to support park implementation contingent on long-term maintenance plan. 	<ul style="list-style-type: none"> • Zoning Overlay • Design Guidelines • Subarea Plans • Major “Proof of Concept” Development 	<ul style="list-style-type: none"> • Upzoning along the Corridor • Increased FAR near the Greenway in exchange for public investments 	<ul style="list-style-type: none"> • Unified Design Guidelines • Direct connections to major employers and job centers 	<ul style="list-style-type: none"> • A dedicated regional coordinating entity • Binding agreements among municipalities for roles and financing
Impacts	<ul style="list-style-type: none"> • 3K Acres of Preserved Open Space along stream corridors 	<ul style="list-style-type: none"> • \$10B Economic Development • 50K Permanent Jobs Created • 48K Construction Jobs Created 	<ul style="list-style-type: none"> • \$1.8B Real Estate Investment • 4,390 New Units of Housing 	<ul style="list-style-type: none"> • 140,000 residents and 130,000 jobs are within walking distance of a trail entrance or connector 	<ul style="list-style-type: none"> • 23% increase in bicycle commuters • Average trip length increased from 5 km to 15km • 10% decrease in average commute time