



PARKS AND GREENWAYS MASTER PLAN

— SPRING 2020 —

PRODUCED FOR:



PRODUCED BY:

**DESTINATION
BY DESIGN**

PLANNING | ENGINEERING | COMMUNICATIONS

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ACKNOWLEDGEMENTS

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— CHAPTER ONE —

INTRODUCTION

IN THIS CHAPTER:

- a. Plan Background & Purpose**
- b. Plan Vision**
- c. Plan Goals**
- d. Benefits of Parks and Greenways**
- e. Plan Organization**

This document serves as a road map for the development of a parks & greenway network throughout the Village of Marvin, NC. This chapter provides an overview of the plan background and purpose, vision, and goals. It also presents the benefits of parks and greenways and provides an overview of plan organization.

INTRODUCTION

PLAN BACKGROUND AND PURPOSE

The Village of Marvin, North Carolina, incorporated in 1994, initiated its first Parks and Greenways Master Plan in 2008 to ensure responsible growth for park land and greenways and to provide maximum recreational opportunities for Village residents. This plan serves to update the 2008 Parks and Greenways Master Plan.

A park and greenway master plan establishes a long-term vision and guides recreation and open space conservation and development. This plan provides a framework for the park and greenway planning efforts that follow and will serve as the “glue” that connects individual park and greenway projects to each other. It is the basis for a number of strategic efforts aimed at addressing issues and opportunities regarding future park and recreation development within the Village of Marvin. The 2020 Village of Marvin Greenways Master Plan serves to coordinate action in a collaborative effort with developers, land trusts, environmental agencies, utility providers, private landowners, residents, and Village officials.

QUICK FACTS

- The Village of Marvin was incorporated on July 1st, 1994.
- Marvin’s population is 7,016 as of 2018 and covers approximately 3,330 acres.
- The Village council is comprised of six members and meets twice a month.
- Marvin is protected by the Union County Sheriff’s Office and the Wesley Chapel Fire Department.
- Local schools that serve Marvin include: Marvin Elementary, Rea View Elementary, Sandy Ridge Elementary, Marvin Ridge Middle, and Marvin Ridge High.

PLAN VISION

A number of factors contribute to the high quality of life found in the Village of Marvin. A rural aesthetic; wide, open spaces; and a ‘small town’ feeling are some of the most noticeable features that have also made Marvin attractive to home buyers. With the steady growth and increase in the population of Marvin over the past several years, the Park and Greenway Master Plan for the Village will help preserve the character which so many current residents of Marvin treasure, as well as, plan for future recreational opportunities for this very special and unique community.

The Village of Marvin will nurture and promote the development of an interconnected multi-use greenway network of walking, running, and biking trails, to preserve the rural character of the area, conserve natural habitats, create a sense of community, and provide recreational opportunities for the residents of the Village of Marvin.

PLAN GOALS

1. CONNECTIVITY.

Develop a multi-use greenway trail network that connects parks; civic, commercial and residential areas; and regional trails and facilities.

2. NATURAL RESOURCE CONSERVATION.

Incorporate existing natural areas into the greenway system, and encourage the dedication and preservation of riparian greenway corridors to ensure that water quality in all streams is protected from development activities.

3. QUALITY OF LIFE.

Enhance quality of life through the provision of a public park and greenway system that provides adequate open space and facilities to meet the varied needs of the existing and future population of the Village of Marvin.

4. PARTNERSHIPS.

Collaborate with partners to encourage greenway and trail development within local road right-of ways, in combination with local utility development, and within planned communities.

5. SUSTAINABILITY.

Ensure long term sustainability through appropriate trail design incorporating safe road crossings and promote the development of a maintenance plan for parks and trails.

6. POISED FOR GRANT FUNDING.

Ensure grant competitiveness by adhering to any relevant grant funding guidelines.

BENEFITS OF PARKS AND GREENWAYS

There are numerous reasons to promote parks, greenway and recreation development in the Village of Marvin, including economic, health, environmental, and transportation benefits.

ECONOMIC BENEFITS

An extensive body of research from across the country has determined that locations near greenways and open spaces see little to no negative impact on property values, and in many cases, the proximity can actually increase value and make the property more attractive to potential buyers. Below are a few examples of economic impacts:

The Impact of the Little Miami Scenic Trail on Single Family Residential Property Values (2008)

- Proximity to the trail positively impacts property values.
- Up to one mile away, for every foot closer to the Little Miami Scenic Trail a single-family residential property is located, its total sale price increases by \$7.05.

Greenway Proximity Study: A Look At Four Neighbourhoods in Surrey, British Columbia (1980-2001)

- Neighboring greenways increase property value by \$4,092 or 2.8 percent.

Assessing the Economic and Livability Value of Multi-Use Trails: A Case Study into the Tammany Trace Rail Trail in St. Tammany Parish, Louisiana (2015)

- Trailheads serve as community focal points and gathering places, contributing to a higher quality of life.
- The Rail Trail may or may not factor into more desired and/or higher home values when adjacent or close to the facility currently, but it is favorable that newer generations and retirees may increasingly seek to be closer to the trail.

“

People with young families will find the greenway an attractive amenity for a new home.

”

- *Community Member*

HEALTH BENEFITS

Trails and greenways provide an attractive, safe, and accessible low or no cost place to walk, hike, jog, or bicycle. More parks and green spaces lead directly to more physical activity by citizens. This gives people of all ages an opportunity to incorporate exercise into their daily routines. According to the U.S. Surgeon General, walking for as little as 60 minutes a day provides significant healthful benefits such as decreased body weight, increased stamina and improved flexibility. Providing recreational opportunities throughout the Village of Marvin will improve the mental and physical health of its residents. Trails and greenways can also positively contribute to a higher quality of life.

ENVIRONMENTAL BENEFITS

Trails and greenways protect important habitat, improve water quality, and provide corridors for wildlife. One of the most significant environmental benefits Marvin will experience through the development of a new parks and greenway system is the preservation of open green space. Open green space provides a place for wildlife and botanical habitats, which in turn helps preserve local biological diversity.

Water quality may also be improved by providing a green buffer which slows storm water runoff, thereby allowing the water to go through the earth's natural filtering process. By protecting land along rivers and streams, greenways help filter pollution caused by agricultural and road runoff. These areas can often serve as natural floodplains. Finally, greenways and parks provide an outdoor classroom for environmental education projects. Studies have shown that children who are exposed to ecological and environmental issues remain interested and engaged as adults.

“ We need to preserve habitats and protect the wildlife in Marvin. ”

- Community Member

TRANSPORTATION BENEFITS

Trails and greenways serve as a crucial element within a regional multi-modal transportation system. These facilities provide efficient and safe connectors among civic, commercial, and residential land uses. By connecting the Village through destination points the greenway can offer a safe, environmentally friendly mode of transportation for non driving residents. Future transportation planning and development should be concentrated on providing a choice in mode of travel for local residents. National surveys by the Federal Highway Administration have shown that Americans are willing to walk as far as two miles to a destination, and bike as far as five miles. Considering that 63% of all travel trips made are of less than five miles in length, greenways can serve as viable alternatives to automobile travel.

PLAN ORGANIZATION

1 - INTRODUCTION

This chapter highlights the plan background, purpose, and goals. It summarizes the benefits of parks and greenways and provides an overview of plan organization.

2 - DISCOVERY & ANALYSIS

Chapter 2 defines the study area and provides an overview of the opportunities and constraints that affect greenway trail development.

3 - PUBLIC ENGAGEMENT

This chapter highlights results from a 2019 community survey.

4 - GREENWAY TRAIL CHARACTER

Chapter 4 visually defines the various trail types to be used throughout the greenway system and presents park classifications.

5 - RECOMMENDATIONS

This chapter is the heart of the plan and outlines specific greenway and park system recommendations.

6 - IMPLEMENTATION

The final chapter outlines a summary of greenway segments, probable costs, and priorities.



— CHAPTER TWO —

DISCOVERY & ANALYSIS

IN THIS CHAPTER:

- a. Regional Context**
- b. Opportunities and Constraints**

This chapter provides an analysis of existing conditions within the study area that influence greenway trail development. The chapter examines regional context followed by opportunities and constraints.

REGIONAL CONTEXT

The Village of Marvin is located in the southern piedmont region of North Carolina within the growing Charlotte–Concord–Gastonia Metropolitan Statistical Area. The Village is situated just south of Charlotte, 15 miles from Monroe and Rock Hill, and 70 miles south of Hickory, Statesville, and Salisbury. The Village is also located near multiple thriving cities and towns, including Pineville, Matthews, Indian Trail, and Weddington (see Map 1: Marvin Geographic Context, page right).

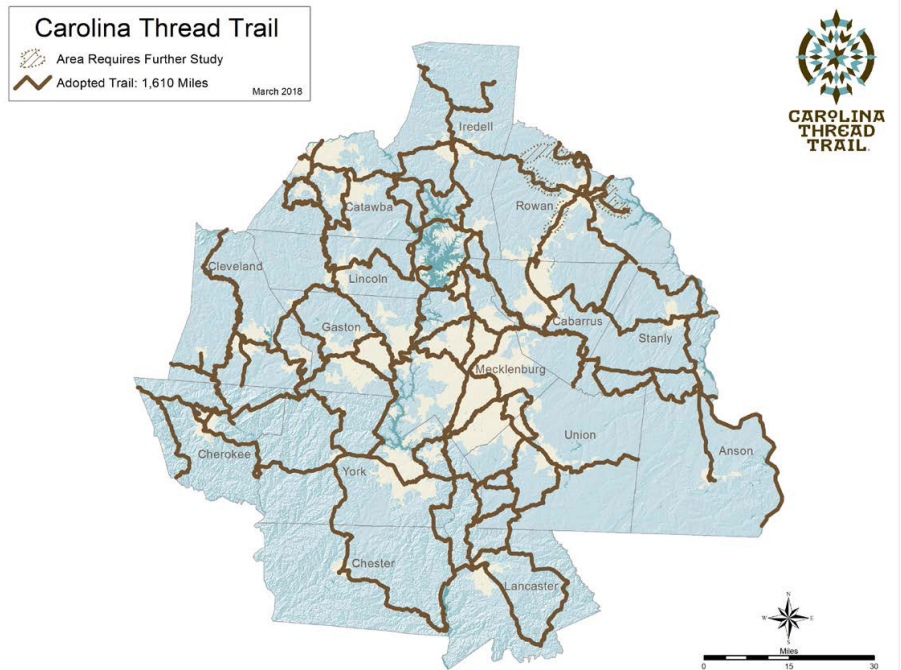
“ A long term plan should be developed for the existing trails that connect to other greenway systems. ”

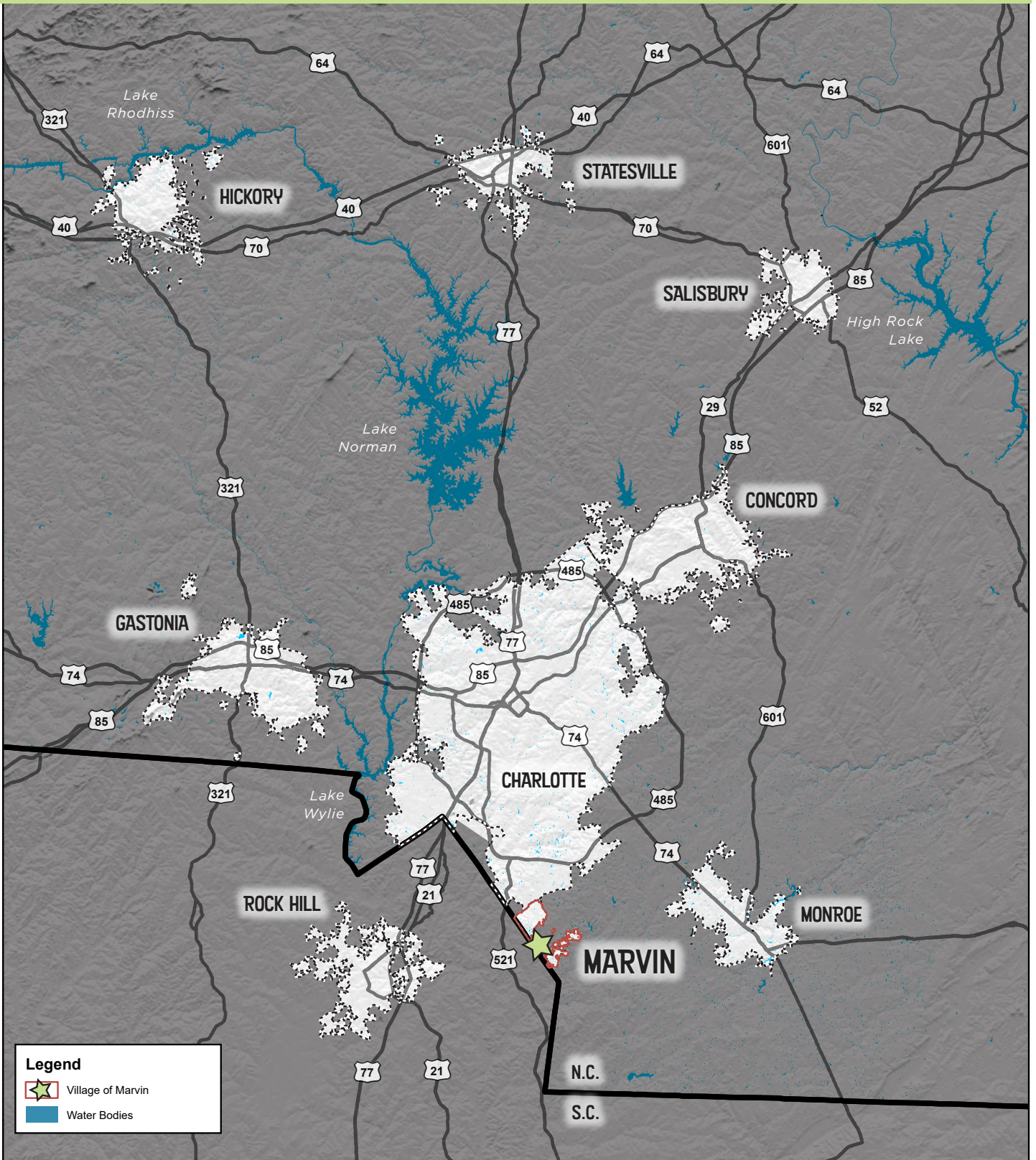
- Community Member

AN EXPANDING REGIONAL TRAIL NETWORK



A growing network of planned and developed trails and greenways is supported throughout the region. The Carolina Thread Trail is a developing greenway trail system that encompasses 15 counties and over 1600 miles of planned trails.

While the Village of Marvin greenway and trail system is not included in the Carolina Thread Trail Master Plan, this local trail system will provide access to the larger trail network through connections in Mecklenburg and Union Counties.





Legend

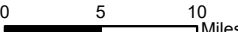
-  Village of Marvin
-  Water Bodies

Regional Context

Village of Marvin

Union County, North Carolina


0 5 10 Miles

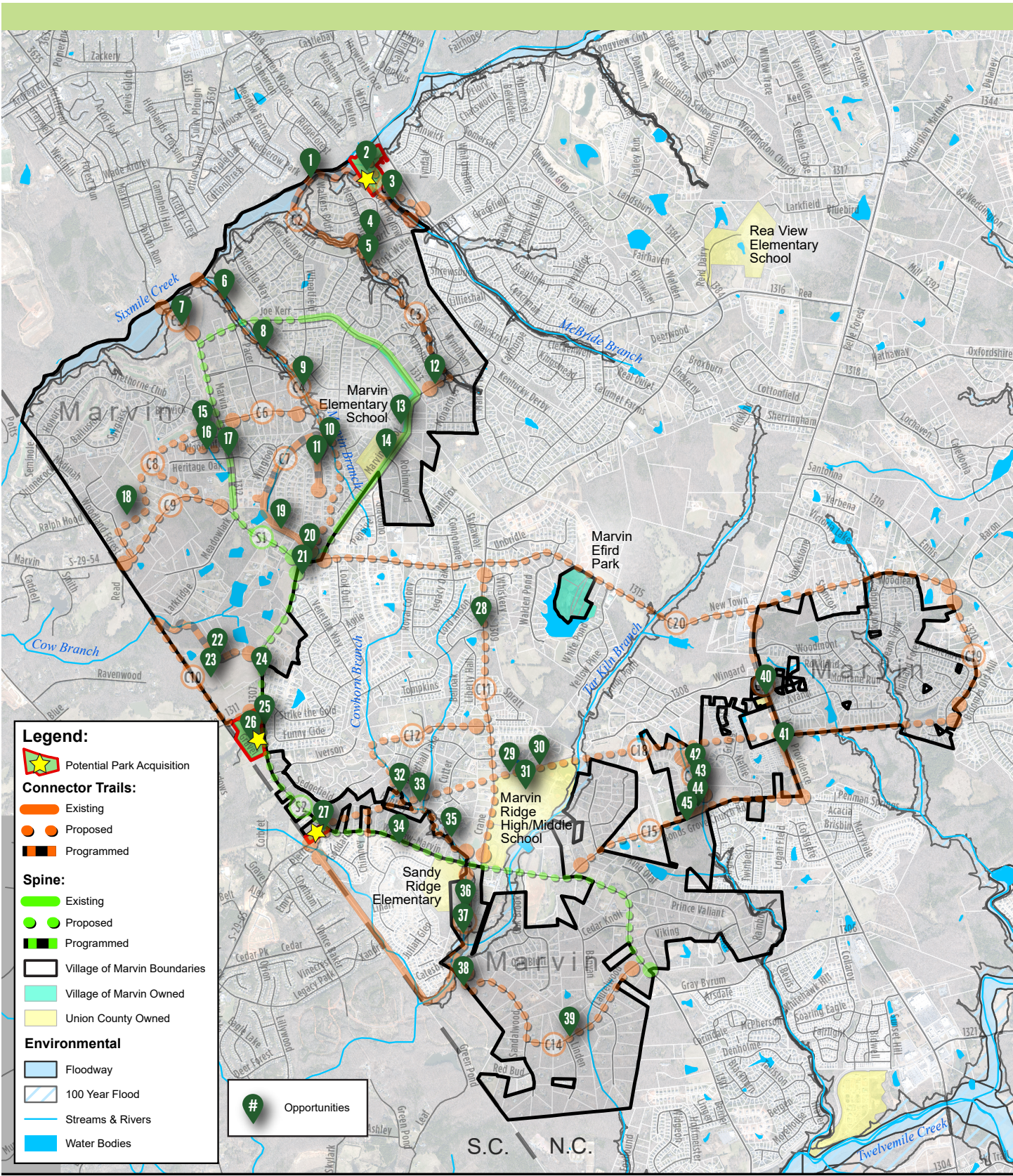


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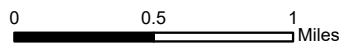




Opportunities & Constraints

Village of Marvin

Union County, North Carolina



OPPORTUNITIES

Environmental features or community assets that are optimal for trail development and connectivity.

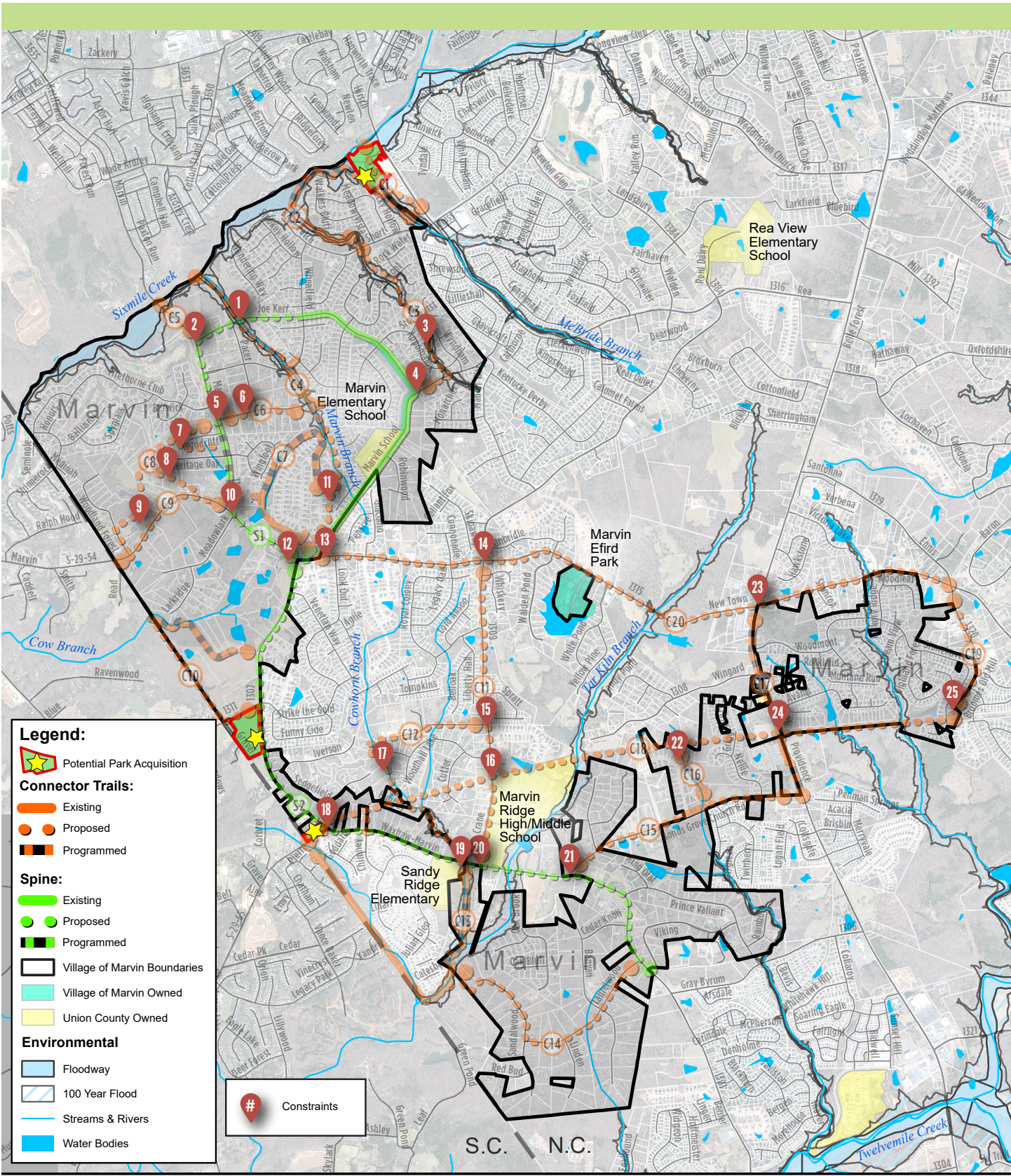
- 1 Secured Easement
- 2 Potential Park Acquisition
- 3 Riparian Corridor
- 4 Existing Trailhead & Parking
- 5 Riparian Corridor
- 6 Riparian Corridor
- 7 Wide Road Shoulders
- 8 Undesignated Buffer Area Between Parcels
- 9 Existing Greenway with Neighborhood Access
- 10 Marvin Community Association Common Area
- 11 Secured Easement
- 12 Wide Road Shoulders
- 13 Existing Neighborhood Connector
- 14 Existing Greenway
- 15 HOA Designated Common Space
- 16 Partially Walked-In Trail (Needs Maintenance)
- 17 Secured Easement
- 18 Large Undeveloped Parcel
- 19 Existing Greenway with Neighborhood Access
- 20 Village of Marvin Owned (Ideal Trailhead)
- 21 HOA Designated Common Space
- 22 Secured Easement
- 23 Large Parcels
- 24 Wide Road Shoulders
- 25 HOA Designated Common Area
- 26 Potential Park Acquisition
- 27 Potential Park Acquisition
- 28 HOA Designated Reserved Open Space
- 29 Duke Energy Granted Easement Through ROW
- 30 Existing Neighborhood Connector
- 31 School Connectivity
- 32 Riparian Corridor
- 33 HOA Designated Common Area
- 34 HOA Designated Common Area
- 35 Large Parcel
- 36 Secured Easement
- 37 Riparian Corridor
- 38 Large Parcel
- 39 Wide Road Shoulders
- 40 Secured Easement
- 41 Existing Greenway with Neighborhood Access
- 42 Riparian Corridor
- 43 Secured Easement
- 44 Large Undeveloped Parcel
- 45 Existing Greenway with Neighborhood Access



6 The Marvin Branch riparian corridor crosses Joe Kerr Rd. and passes behind the homes at Marvin Creek.



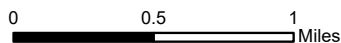
14 Greenway already exists along Marvin School Rd. in front of Marvin Elementary School.



Opportunities & Constraints

Village of Marvin

Union County, North Carolina

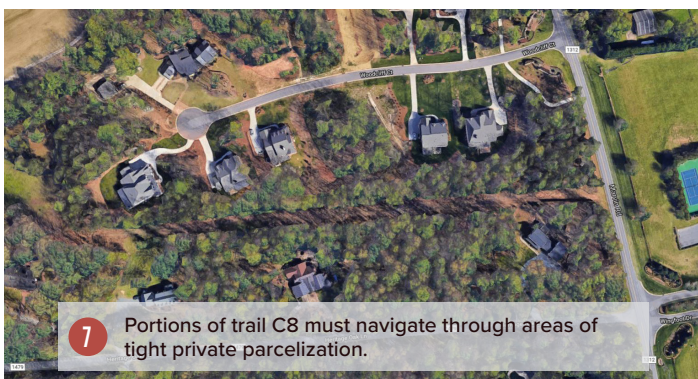
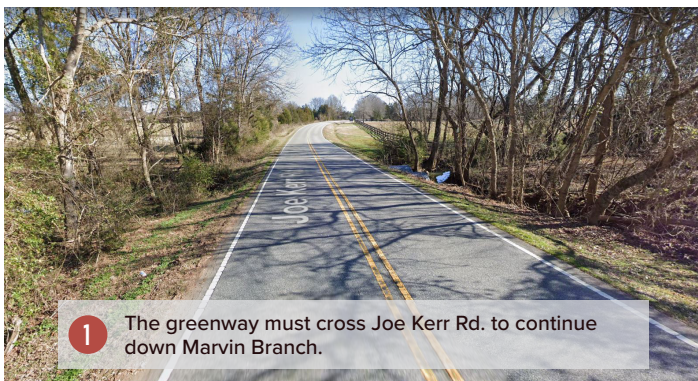


CONSTRAINTS

Natural or built features that present challenges, but do not necessarily preclude trail development.

- 1 High Speed Road Crossing
- 2 Busy Intersection Crossing
- 3 Tight Private Parcelization
- 4 High Speed Road Crossing
- 5 High Speed Road Crossing
- 6 Numerous Driveway Cuts
- 7 Tight Private Parcelization
- 8 Tight Private Parcelization
- 9 Tight Private Parcelization
- 10 High Speed Road Crossing
- 11 Tight Private Parcelization
- 12 Busy Intersection Crossing
- 13 Busy Intersection Crossing

- 14 Busy Intersection Crossing
- 15 High Speed Road Crossing
- 16 High Speed Road Crossing
- 17 Tight Private Parcelization
- 18 High Speed Road Crossing
- 19 High Speed Road Crossing
- 20 High Speed Road Crossing
- 21 High Speed Road Crossing
- 22 Driveway and Tight Private Parcelization
- 23 Busy Intersection Crossing
- 24 High Speed Road Crossing
- 25 Tight Private Parcelization





— CHAPTER THREE —

PUBLIC ENGAGEMENT

IN THIS CHAPTER:

a. 2019 Community Survey

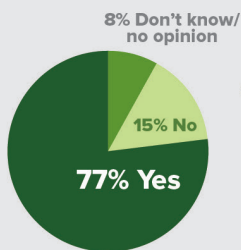
Public engagement is one of the most critical steps of the master planning process. The 2019 Community Survey provided an opportunity for the Village of Marvin's staff, and appointed and elected officials to gain a better understanding of residents' preferences for future development, growth, and community investment in the Village of Marvin.

The consultant team also presented a revised greenway route map and met with members of the Parks, Greenways & Recreation Advisory Board for input during the planning process.

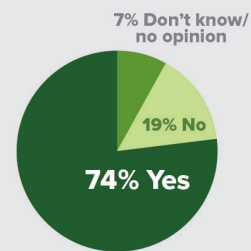
2019 COMMUNITY SURVEY

The 2019 Community Survey, administered via an online survey and paper survey available at Village Hall, included questions that addressed parks, greenways, recreation, and open space. The survey was limited to one survey per property owner. Postcards were mailed to 1,812 property owners and 333 respondents completed the survey between September 7 and October 7, 2019. Key survey findings can be found below. Complete survey results can be found in Appendix A.

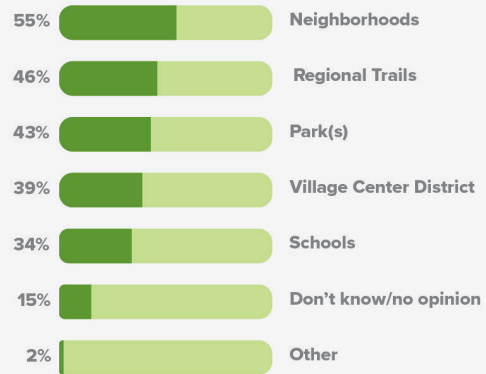
A majority of respondents want more parks, open space, or recreation options in Marvin.



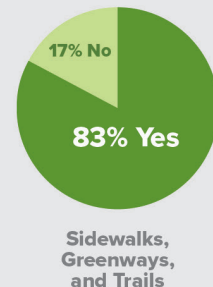
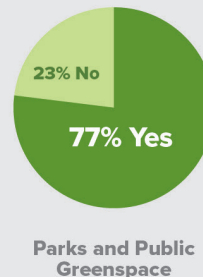
A majority of respondents responded that walkability was important to them.

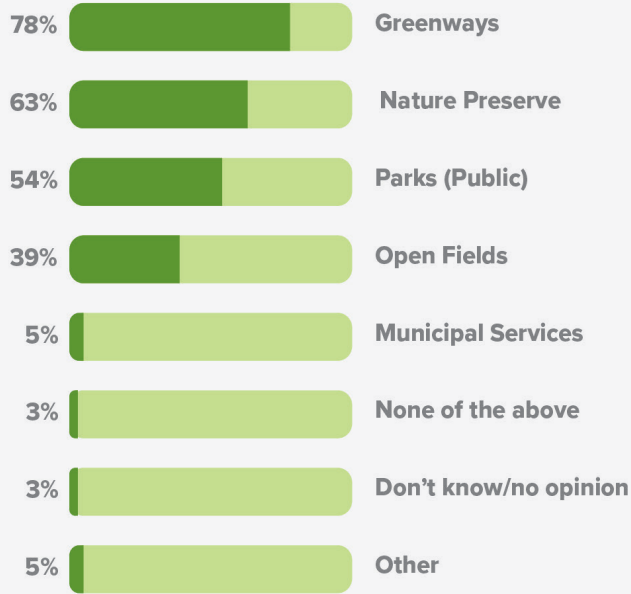


The most important greenway connection for respondents is to neighborhoods (55%).



A majority of respondents support the Village of Marvin's planning projects that include sidewalks, greenways, and trails; parks; and public greenspace.



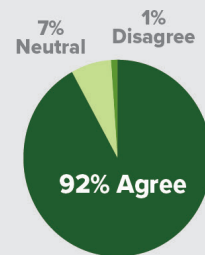


In developments that reserve a greater percentage of land for conservation purposes, a majority of respondents favored greenways, nature preserves, or public parks in those reserved areas.

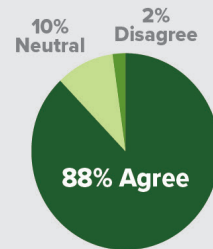


There is a strong preference for public spaces such as walking paths and green space / lawn areas in the Village Center District.

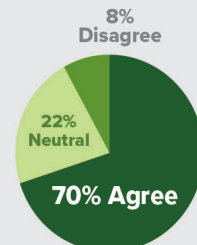
Walking Paths



Green Space / Lawn Area



Playground or Park





— CHAPTER FOUR —

GREENWAY TRAIL CHARACTER & PARK CLASSIFICATIONS

IN THIS CHAPTER:

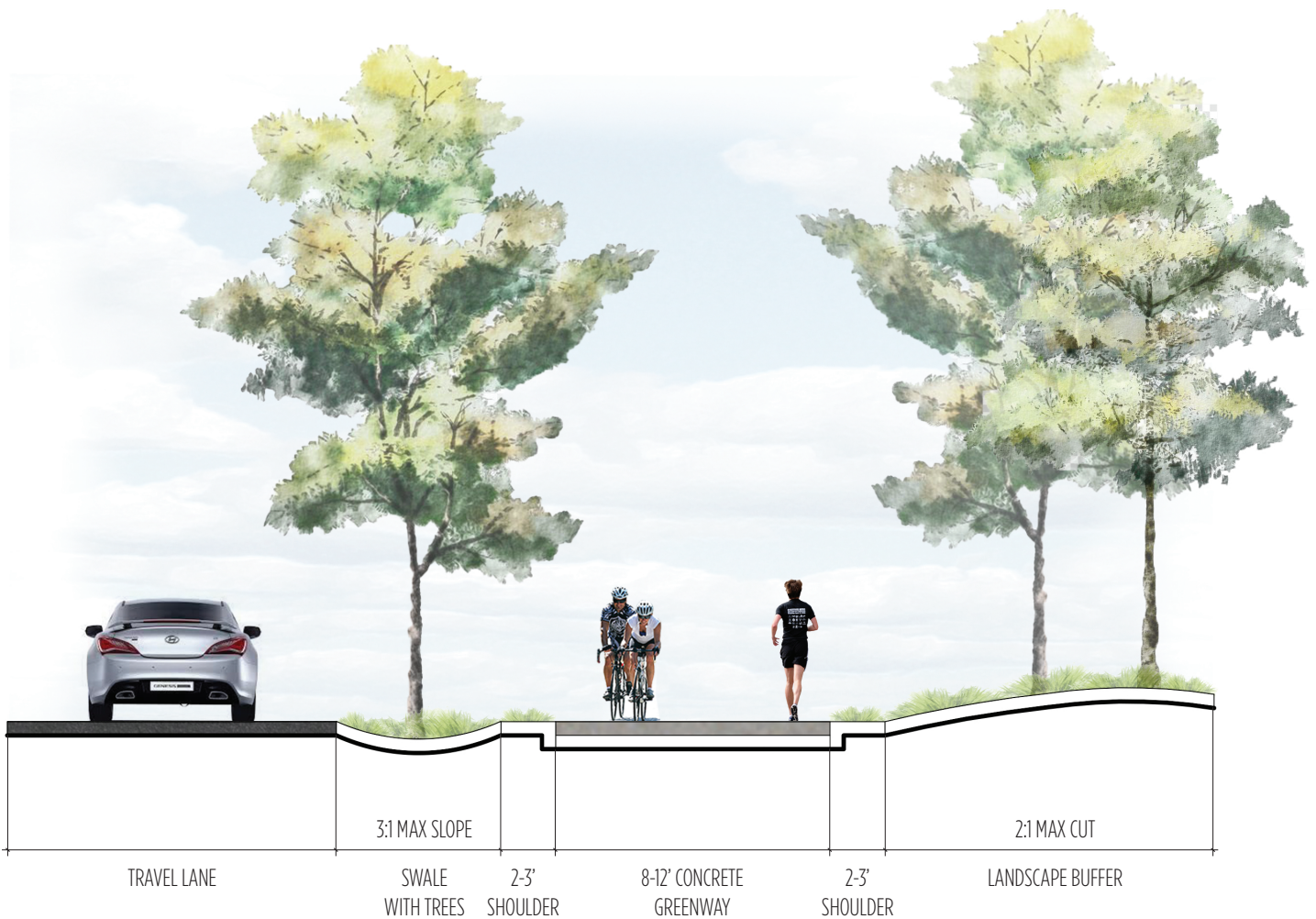
- a. Trail Types**
- b. Park Classifications**

This chapter presents a visual display and technical cross-sections for greenway trail types and a description of park classifications.

GREENWAY TRAIL TYPES

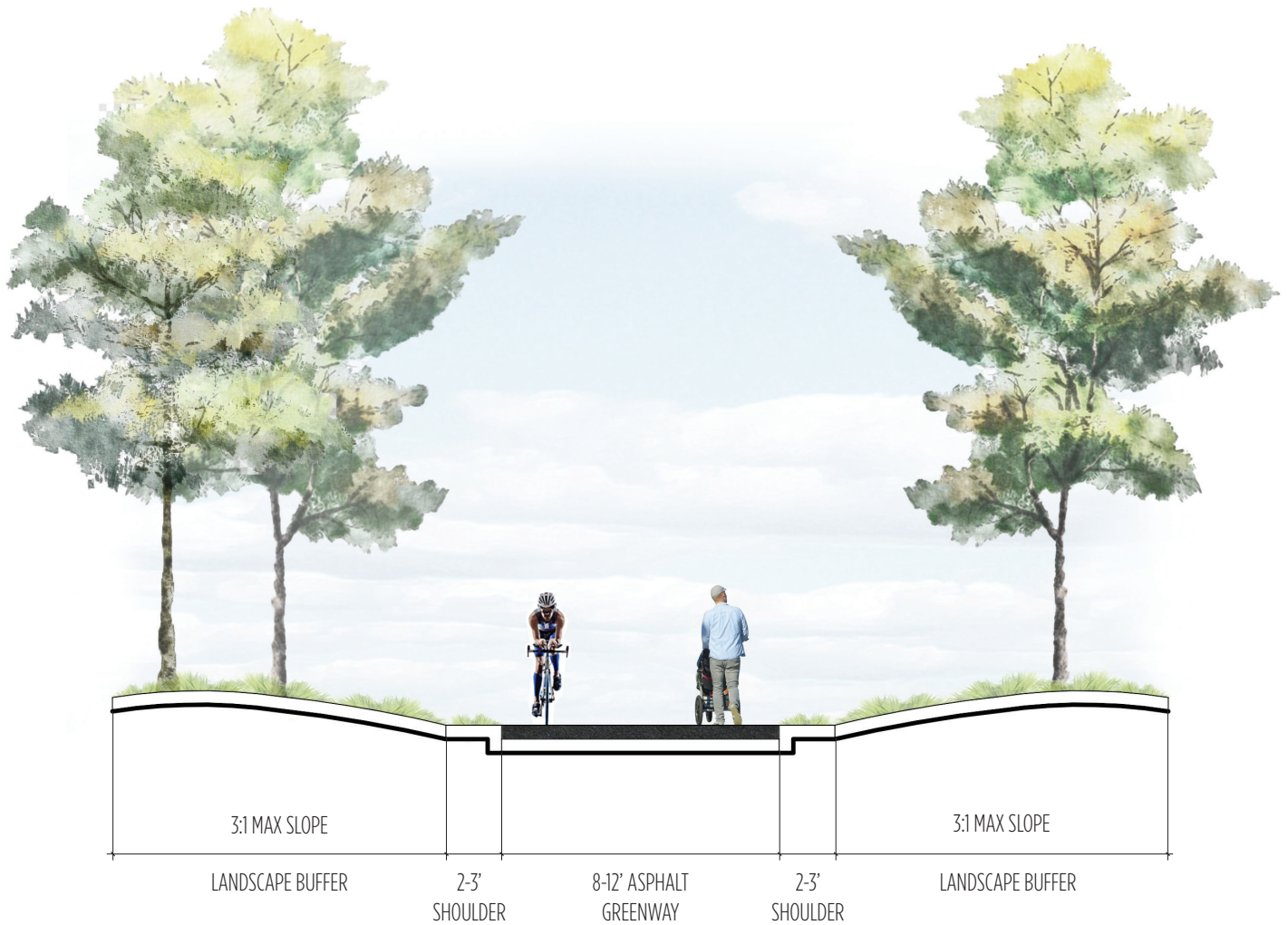
The Village of Marvin Greenway network will feature four (4) different trail types. Specific trail types are proposed according to a trail's surrounding environment and the opportunity for a meaningful user experience.

DOT SIDEPATH



The DOT Sidepath trail type is a 8-12 foot wide paved concrete or asphalt path with a 2-3 foot wide shoulder on each side. The trail is separated from vehicular traffic by a minimum 5 foot wide swale. The trail type is located along roadways.

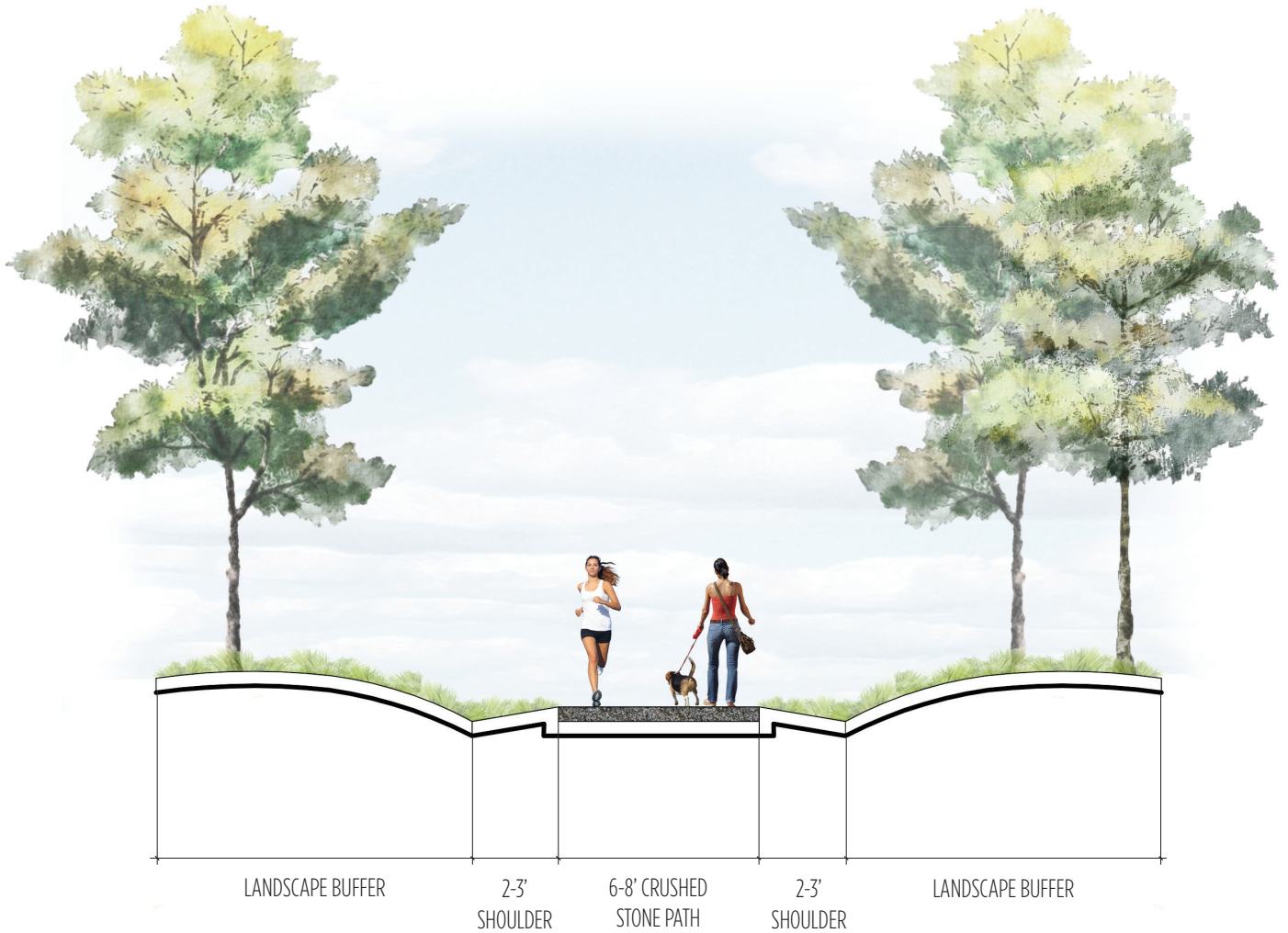
TYPICAL GREENWAY



The Typical Greenway trail type is a 8-12 foot wide paved asphalt path with a 2-3 foot wide shoulder on each side. This trail type is located in overland and riparian corridors that will sustain moderate to heavy use.

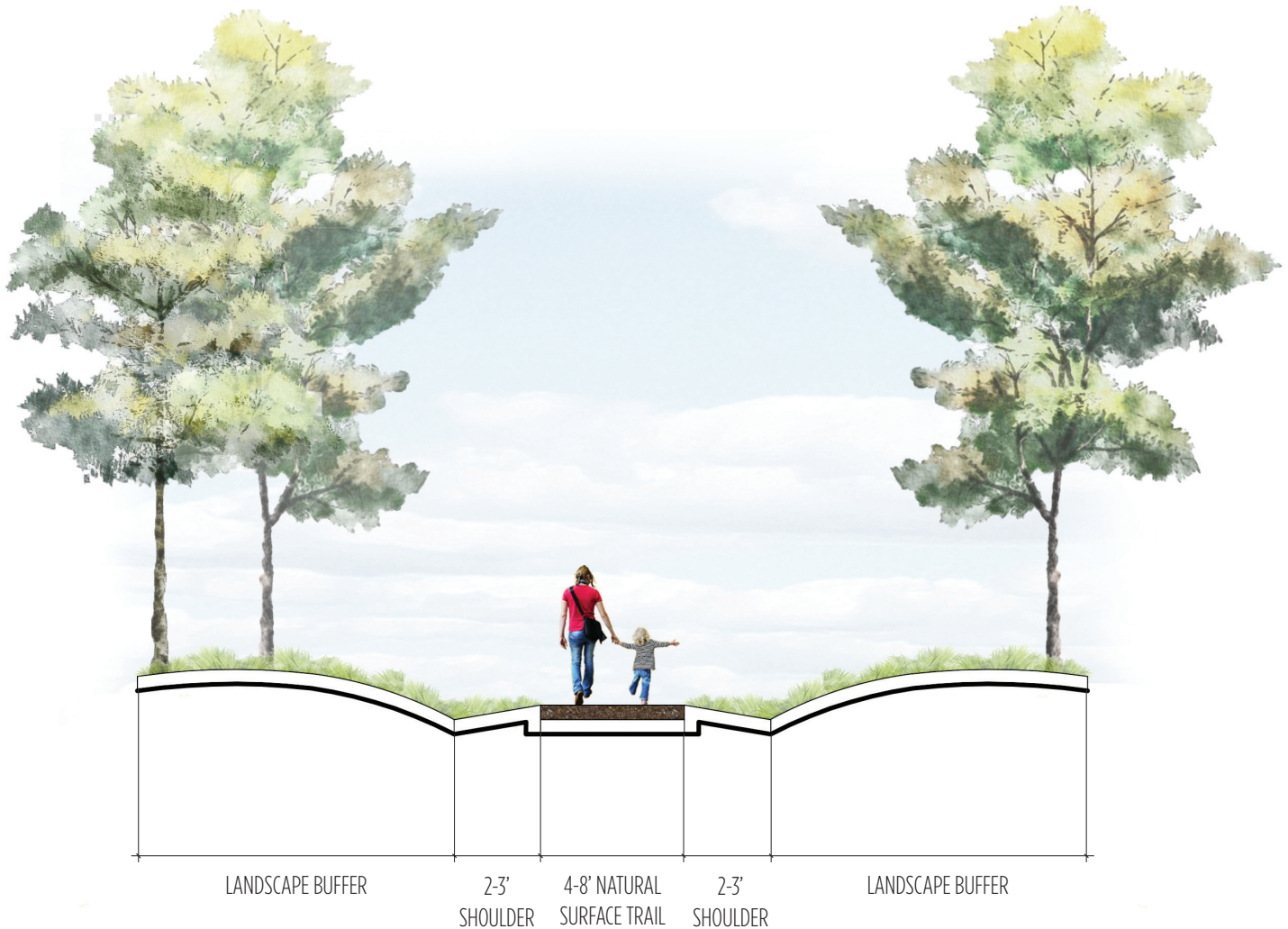
GREENWAY TRAIL TYPES (CONTINUED)

CRUSHED STONE PATH



The Crushed Stone Path trail type is a 6-8 foot wide crushed stone path with a 2-3 foot wide shoulder on each side. This trail type is located in overland and riparian corridors that will sustain light to moderate use.

NATURAL SURFACE TRAIL



The Natural Surface Trail trail type is a 4-8 foot wide soil path with a 2-3 foot wide shoulder on each side. This trail type is located in overland and riparian corridors that will sustain light to moderate use.

PARK CLASSIFICATIONS

The following park classifications are suggested as guidelines for park and recreation facility development and have been developed based upon information found in Mertes and Hall's Park Recreation and Open Space Guidelines:

GREENWAY (LINEAR PARKS)

Greenways serve many functions within the park and recreation system, providing recreation, environmental, and economic benefits to the community. They serve as links connecting parks and open space, provide bike and pedestrian paths for recreation, and create alternatives to conventional transportation. Environmentally, they establish natural habitat corridors and provide flood relief. Greenways also have been proven to enhance adjacent property value, often serving as a focal point in attracting new residents to the community. The emphasis for greenways is on trail usage and to provide connections between parks.

LOCATION CRITERIA

Land availability and opportunity are the primary factors determining location and size. "Natural" greenways generally follow suitable natural resource areas. Man-made greenways are corridors that are built as part of development projects or during the renovation of old development areas. Man-made greenways include residential subdivisions, revitalized riverfronts, abandoned railroad beds, old industrial sites, safe utility rights-of-way, pipeline easements, and collector parkway right-of-ways. Some boulevards and many parkways can also be considered man-made greenways if they exhibit park-like quality and provide off-road trail improvements. Since greenways are the preferred way to get people from their homes and into the parks, proximity between development areas and parks is important. The location of greenways is integral to the trail system plan, and in some cases, greenways can also be considered light traffic facilities.

SIZE CRITERIA

Although greenway corridor width can be as little as 25 feet in subdivisions, 50 feet is typically considered the minimum. Corridor widths over 200 feet are considered optimal.

SELECTION CRITERIA/GUIDELINES

Ideally, natural corridors are sought out for greenway development. Because of availability, this is usually not feasible for a community. As a result, man-made greenways are then designed and built to fill this void. It is important to note that greenways may not always connect, primarily due to physical attributes of the land. Infrastructure should continue to create links and connections within the park system by putting a plan in place to fill voids in the park system. This can be accomplished by implementing sidewalks and urban bikeways as connections between parks, trails, and designated greenways.

GREENWAY USES

Greenways can be designed and developed for numerous uses. Some of the most prominent activities include hiking, walking, jogging, bicycling and in-line skating. Successful greenways begin to change recreational behaviors and transportation demands by exposing new recreational opportunities for the local residents which also serve as alternatives to conventional transportation.

USABLE PUBLIC OPEN SPACE / GREENSPACE

Usable public open space is municipal land (typically part of a greenway system) that is easily accessible and usable by the general public for both passive and active recreation.

Usable open space and greenspace differ from open space in that open space is simply any land not occupied by a structure. Open space is not intended for recreational activity. Usable open space serves as nodal points of destination.

LOCATION CRITERIA

Usable public open space and greenspace can range in a variety of shapes and sizes, ranging from expansive natural areas to a small urban greenspace. Usable public open space and greenspace play a vital roll in providing key connections and nodes within a greenway system. Therefore, a strategic acquisition program must be in place to locate and secure efficient and effective links within the existing urban fabric.

SIZE CRITERIA

Public open space can be developed on a variety of land sizes and shapes. More important than size or location, availability and proximity to other parks within the greenway system are primary factors in land acquisition.

SELECTION CRITERIA/GUIDELINES

As stated above, location and availability are keys for the development of usable public open/greenspace. The practical limit of acreage set aside under this classification lies in resource quality, availability, development consideration and acquisition costs. Often, degraded land or underutilized industrial sites can be readapted into the open space network.

USABLE PUBLIC OPEN SPACE AND GREENSPACE USES

A variety of passive uses and environmental benefits can be provided within usable public open space/greenspace parks. Passive recreation activities include picnicking, hiking, nature tours and dog walking. Passive parks are fit within the context of their surroundings, be they urban or natural. Many times environmental concepts, such as wetland mitigation and natural habitat preservation, are incorporated into these parks.

MINI PARKS

Mini Parks are the smallest park classification and are used to address limited or isolated needs.

The following are examples of a mini park:

- A landscaped public use area in an industrial and/or commercial area.
- Scenic overlooks.
- A play area adjacent to a downtown shopping area.

These mini parks contain a variety of active and passive recreation. Types of amenities include playgrounds, picnic areas, and green space.

LOCATION CRITERIA

Mini parks supply a specific need to their immediate environment; therefore, their location can vary depending on its intended use. The area mini parks serve are typically less than a quarter-mile in radius. Consequently, they are strategically placed. Because mini parks are located in a higher density area, easy accessibility by way of trails and sidewalks is an important component in the development of these parks.

SIZE CRITERIA

Mini parks are generally between 2,500 square feet to one acre in size.

SELECTION CRITERIA/GUIDELINES

The selection criteria for mini parks include the need for pedestrian access to and from the surrounding area and strong linkages to adjacent trail and sidewalk systems.

MINI PARK DEVELOPMENT

Generally, mini parks have no standardized design criteria. Usually, design is dictated by the site's location, topography, and intended recreational activities. Typical facilities may include:

- Playground
- Open Space Area/Nature Exploration Area
- Picnic Area

PARK CLASSIFICATIONS (CONTINUED)

RECOMMENDED LEVEL OF SERVICE STANDARD

1 acre per 1,000 people

NEIGHBORHOOD PARKS

Neighborhood parks are the basic unit of the comprehensive park system. They should be developed for both active and passive recreation, addressing the needs of the local neighborhood residents. Neighborhood parks should be designed to enhance the “sense of place” and fit within the fabric of the neighborhood to which they belong.

LOCATION CRITERIA

Neighborhood parks should be centrally located, serving a quarter-mile to half-mile radius area. However, features such as topography or population density also influence a neighborhood park’s size and service area. Frequently, neighborhood parks are developed adjacent to an elementary school.

SIZE CRITERIA

The general rule is that neighborhood parks range between 5 and 15 acres in size, large enough to accommodate a variety of recreational opportunities and programs. More important than size is how the park fits into the neighboring housing context.

SELECTION CRITERIA/GUIDELINES

The primary component for selection of a neighborhood park is its location within the park system, but more importantly, its neighborhood. It is imperative that a neighborhood park be easily accessible to the neighborhood it serves, through pedestrian or vehicular access.

NEIGHBORHOOD PARK DEVELOPMENT

Development of a neighborhood park should seek to achieve a balance between active and passive park uses. Active recreational facilities are intended to be used in an informal and unstructured manner.

With the exception of limited use by youth teams, a neighborhood park is not intended to be used for programmed activities that result in overuse, noise, parking and congestion.

Menus of potential active recreation facilities include play structures, court games, informal play space, tennis courts, volleyball courts, shuffleboard courts, horseshoe area, ice skating area, wading pool and activity room. Facilities for passive activities include trails, picnic/sitting areas, open space and people watching areas. As a general rule, active recreation facilities should consume roughly 50% of the park’s acreage. The remaining 50% should be used for passive activities. Typical facilities may include:

- 1 ball field
- Walking path (half-mile)
- Basketball court
- Picnic area
- Playground
- Open space area/nature exploration area (1 acre minimum)

RECOMMENDED LEVEL OF SERVICE STANDARD

5 acres per 1,000 people

SINGLE-USE PARK

These parks are dedicated areas for a singular activity such as basketball or swimming. Other kinds of single-use parks include:

- Nature preserves
- Boat landing and marinas
- Golf course
- Equestrian facilities

LOCATION CRITERIA

Locations for single-use parks vary and can be located throughout the park system.

SIZE CRITERIA

Single-use parks can vary greatly in size from the small, one-acre park to larger 100- acre natural areas.

SELECTION CRITERIA/GUIDELINES

The selection criteria for single-use parks are based upon special characteristics that define the parks and their intended special recreational uses.

SINGLE-USE PARK DEVELOPMENT

Single-use parks have no required design criteria. The design criteria for single-use parks are dictated by site location, topography and recreational activity to be provided.

LEVEL OF SERVICE STANDARD

Varies per use.

SCHOOL DISTRICT PARKS

School district parks are parks that are developed on school property. This type of park combines the resources of two public agencies, the school district and the municipality, and supply recreational facilities in a more cost-effective way.

LOCATION CRITERIA

Because school district parks are developed on school property, the location of the school dictates how the park is integrated within the community. The types of facilities in the park will determine use rates and programming opportunities.

SIZE CRITERIA

The general rule is that school parks typically range from five to 15 acres in size; however, the size and availability of school property usually dictates the size of the parks.

SELECTION CRITERIA/GUIDELINES

The size of a school park is determined by its optimum use. Usually, school parks are generally anywhere from five acres to 15 acres in size.

SCHOOL PARK DEVELOPMENT

School district parks can be used in a variety of ways. They can serve the immediate neighborhood within walking distance or play host to larger athletic or park events such as organized league play or larger picnic gatherings. Typical facilities may include:

- 1 Baseball Field
- 1 Soccer/Multi-Purpose Field
- 1 Playground
- 1 Basketball Courts
- 2 Tennis Courts
- Walking Path/Trail (half- mile)
- Open Space Area/Nature Exploration Area (1 acre minimum)

RECOMMENDED LEVEL OF SERVICE STANDARD

10 acres/1,000 people



— CHAPTER FIVE —

RECOMMENDATIONS

IN THIS CHAPTER:

- a. Greenway Trail System Recommendations**
- b. Park and Trailhead Recommendations**
- c. Route Summary Matrix**

This chapter is the heart of the plan and outlines specific greenway trail alignments and park locations.

GREENWAY TRAIL SYSTEM RECOMMENDATIONS

Each greenway recommendation is designated as either a Spine (S) or Connector (C) Trail. The Spine Trail serves as the backbone of the larger greenway network. Connector Trails are routes that connect the Spine Trail to other key assets. A description for each proposed trail is subsequently provided, including the recommended trail type and estimate of probable cost. Cost estimates are projected to account for increased costs of construction and inflation in the future. An overview of the greenway system is provided on Map 4 (see page right).

QUICK FACTS

Spine Length: 7.27 miles **Connectors Length:** 27.59 miles
Total Greenway System Length: 34.86 miles **Total Existing Trails Length:** 4.13 miles
Estimated Cost to Complete Greenway System: \$20,512,400

S1 MARVIN LOOP

Trail Type(s): DOT Sidepath, Typical Greenway
Approximate Existing Distance: 8,662 lf (1.64 miles)
Approximate Total Distance: 19,715 lf (3.73 miles)
Estimate of Probable Cost: \$2,210,600

The Marvin Loop Trail follows New Town, Marvin School, Joe Kerr, and Marvin Roads. Approximately 40% of the Loop is complete. Significant destinations along trail S1 are Marvin Elementary School and the Village Hall.

S2 WAXHAW MARVIN GREENWAY

Trail Type(s): DOT Sidepath, Typical Greenway
Approximate Total Distance: 18,676 lf (3.54 miles)
Estimate of Probable Cost: \$3,735,200

The Waxhaw Marvin Greenway extends from the Waxhaw Marvin Road and New Town Road intersection to the southern Village limits along Waxhaw Marvin Road. This trail will ultimately connect the Marvin Loop (S1), Sandy Ridge Elementary School, and Marvin Ridge High/Middle School.

C1 NORTH MCBRIDE BRANCH GREENWAY

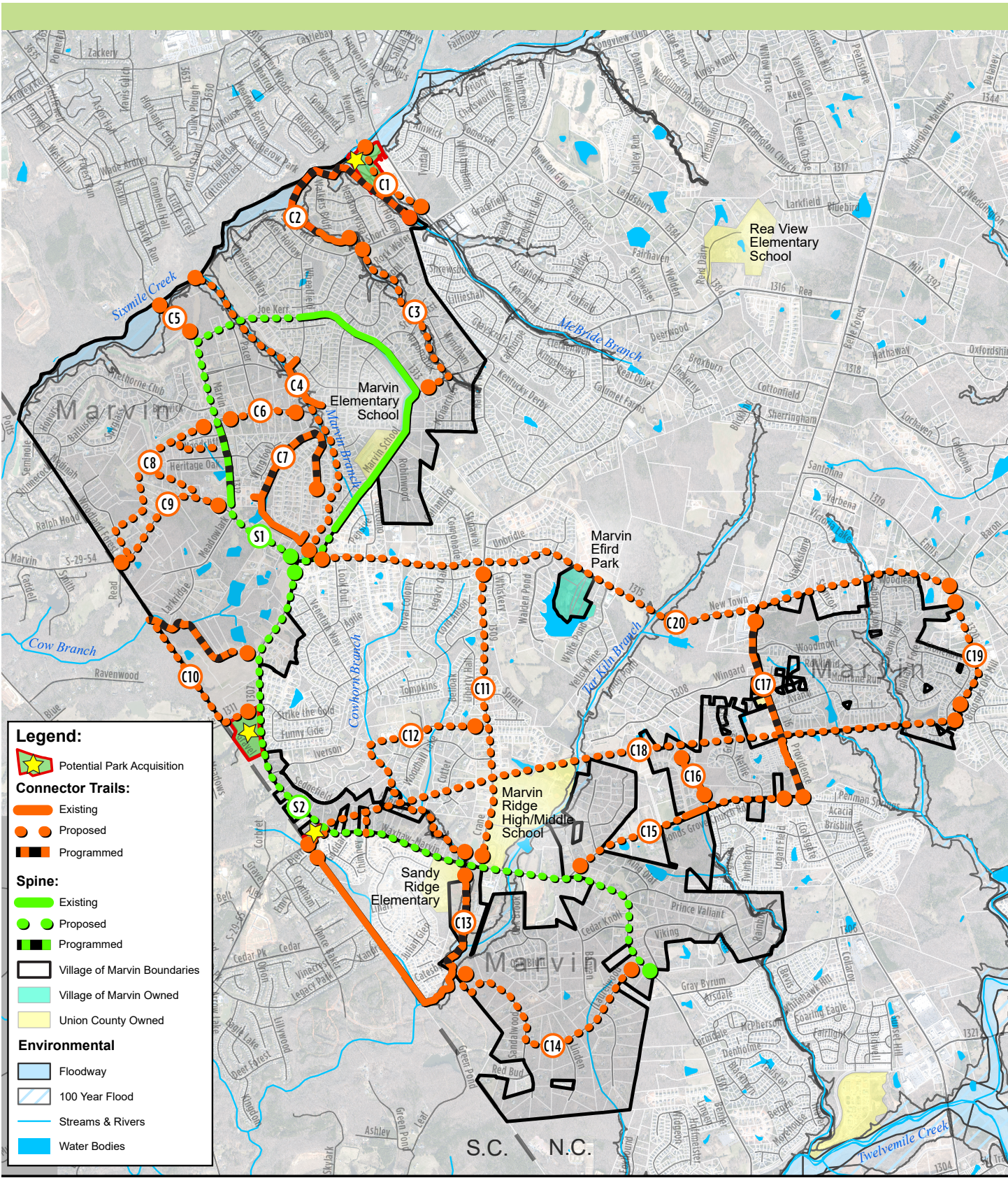
Trail Type(s): Crushed Stone Path
Approximate Total Distance: 2,337 lf (0.44 miles)
Estimate of Probable Cost: \$186,960

Trail C1 extends on the north side of McBride Branch from Tom Short Road to a proposed park on Six Mile Creek and Mecklenburg County's future Six Mile Creek Greenway.

C2 TULLAMORE TRAIL

Trail Type(s): Crushed Stone Path
Approximate Existing Distance: 1,144 lf (0.22 miles)
Approximate Total Distance: 6,568 lf (1.25 miles)
Estimate of Probable Cost: \$433,920

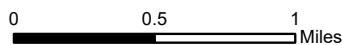
Trail C2 extends around the Tullamore Subdivision on the south side of McBride Branch. A short portion of the trail is complete and easements have been secured for the remainder of it.



Conceptual Greenway Plan

Village of Marvin

Union County, North Carolina



GREENWAY TRAIL SYSTEM RECOMMENDATIONS (CONT.)

C3 WYNDHAM HALL GREENWAY

Trail Type(s): DOT Sidepath, Crushed Stone Path
Approximate Total Distance: 6,042 lf (1.14 miles)
Estimate of Probable Cost: \$606,360

Trail C3 extends along a riparian corridor from Tom Short Road to Marvin School Road then follows Marvin School Road to the Marvin Loop (S1).

C4 MARVIN BRANCH GREENWAY

Trail Type(s): Crushed Stone Path
Approximate Existing Distance: 1,708 lf (0.32 miles)
Approximate Total Distance: 10,252 lf (1.94 miles)
Estimate of Probable Cost: \$683,520

Trail C4 extends along Marvin Branch from the intersection of New Town and Marvin School Roads to Six Mile Creek. The Marvin Branch Greenway completes multiple loops with trails S1, C6, and C7.

C5 SIX MILE CREEK CONNECTOR

Trail Type(s): DOT Sidepath
Approximate Total Distance: 1,508 lf (0.29 miles)
Estimate of Probable Cost: \$301,600

Trail C5 extends from the intersection Joe Kerr and Marvin Roads to the existing Six Mile Creek Greenway along Marvin Road.

C6 SADDLE AVENUE CONNECTOR

Trail Type(s): Sharrow - on road
Approximate Total Distance: 2,521 lf (0.48 miles)
Estimate of Probable Cost: \$TBD

Trail C6 extends along Saddle Avenue from the intersection of Saddle Avenue and Marvin Road to Marvin Branch and trail C4. The Saddle Avenue Connector completes multiple loops with trails S1 and C4.

C7 PRESERVE TRAIL

Trail Type(s): Crushed Stone Path
Approximate Existing Distance: 2,411 lf (0.46 miles)
Approximate Total Distance: 6,408 lf (1.22 miles)
Estimate of Probable Cost: \$319,760

Trail C7 extends behind the Village Hall and creates a short loop with trail C4. A short portion of the trail is complete and easements have been secured for the remainder of it.

C8 WOODLAND FOREST CONNECTOR

Trail Type(s): DOT Sidepath, Typical Greenway, Crushed Stone Path
Approximate Total Distance: 8,622 lf (1.63 miles)
Estimate of Probable Cost: \$793,200

Trail C8 extends from Marvin Road to New Town Road. The Woodland Forest Connector completes a loop with the Marvin Loop (S1) and trail C9. A couple of spurs on C8 complete shorter loops and connections in this area.

C9 MARVIN LOOP CONNECTOR

Trail Type(s): DOT Sidepath, Typical Greenway
Approximate Total Distance: 4,201 lf (0.8 miles)
Estimate of Probable Cost: \$840,200

Trail C9 extends from the NC/SC state line to the intersection of Marvin and New Town Roads. The Saddle Avenue Connector completes multiple loops with the Marvin Loop (S1) and trail C8.

C10 BROADMOOR GREENWAY

Trail Type(s): DOT Sidepath, Typical Greenway, Crushed Stone Path
Approximate Total Distance: 8,169 lf (1.55 miles)
Estimate of Probable Cost: \$787,680

Trail C10 creates a loop with the Marvin Waxhaw Greenway (S2).

C11 CRANE ROAD GREENWAY

Trail Type(s): DOT Sidepath

Approximate Total Distance: 8,277 lf (1.57 miles)

Estimate of Probable Cost: \$1,655,400

Trail C11 extends along Crane Road from New Town Road Greenway (C20) to the Waxhaw Marvin Greenway (S2). It also connects to trails C12 and C18. Marvin Ridge High/Middle School is a significant destination along the Crane Road Greenway.

C12 COWHORN BRANCH GREENWAY

Trail Type(s): Crushed Stone Path

Approximate Total Distance: 8,788 lf (1.66 miles)

Estimate of Probable Cost: \$703,040

Trail C12 connects with and extends along Cowhorn Branch from Crane Road Greenway (C11) to Waxhaw Marvin Greenway (S2). The Cowhorn Branch Greenway completes multiple loops with trails S2, C11, and C18.

C13 CHIMNEYS TRAIL

Trail Type(s): Natural Surface Trail

Approximate Existing Distance: 6,641 lf (1.26 miles)

Approximate Total Distance: 9,823 lf (1.86 miles)

Estimate of Probable Cost: \$79,550

Trail C13 extends from the Powerline Trail (C18) to Waxhaw Marvin Greenway (S2). Sandy Ridge Elementary is a significant destination at the terminus of the trail.

C14 TAR KILN BRANCH CONNECTOR

Trail Type(s): Sharrow, Natural Surface Trail

Approximate Total Distance: 7,556 lf (1.43 miles)

Estimate of Probable Cost: TBD

Trail C14 extends from the Chimneys Trail (C13) to Waxhaw Marvin Greenway (S2) along Sandalwood and Laurelwood Lanes. The Tar Kiln Branch Connector.

C15 BONDS GROVE CHURCH GREENWAY

Trail Type(s): DOT Sidepath, Typical Greenway

Approximate Existing Distance: 465 lf (0.09 miles)

Approximate Total Distance: 6,753 lf (1.29 miles)

Estimate of Probable Cost: \$1,257,600

Trail C15 extends along Bonds Grove Church Road from Waxhaw Marvin Greenway (S2) to Providence Road Greenway (C17). It also connects to trail C16 and completes multiple loops with trails S2, C11, C16, C17, and C18.

C16 BELLE GROVE TRAIL

Trail Type(s): Crushed Stone Path

Approximate Total Distance: 2.052 lf (0.39 miles)

Estimate of Probable Cost: \$164,160

Trail C16 extends overland from Bonds Grove Church Greenway (C15) to Powerline Trail (C18).

C17 PROVIDENCE ROAD GREENWAY

Trail Type(s): DOT Sidepath, Typical Greenway

Approximate Existing Distance: 752 lf (0.14 miles)

Approximate Total Distance: 4,773 lf (0.90 miles)

Estimate of Probable Cost: \$954,600

Trail C17 extends from Bonds Grove Church Greenway (C15) to New Town Road Greenway (C20) along Providence Road.

C18 POWERLINE TRAIL

Trail Type(s): Natural Surface Trail

Approximate Total Distance: 18,530 lf (3.51 miles)

Estimate of Probable Cost: \$463,250

Trail C18 extends along the Duke Energy right of way from the Chimneys Trail (C13) to Broomes Old Mill Connector (C19). The Powerline Trail provides connections to a number of other trails in the Marvin Greenway System.

GREENWAY TRAIL SYSTEM RECOMMENDATIONS (CONT.)

C19 BROOMES OLD MILL CONNECTOR

Trail Type(s): DOT Sidepath

Approximate Total Distance: 3,852 lf (0.73 miles)

Estimate of Probable Cost: \$770,400

Trail C19 extends from the Powerline Trail (C18) to New Town Road Greenway (C20) along Broomes Old Mill Road.

C20 NEW TOWN ROAD GREENWAY

Trail Type(s): DOT Sidepath

Approximate Total Distance: 17,827 lf (3.38 miles)

Estimate of Probable Cost: \$3,565,400

The New Town Road Greenway extends from the Marvin Loop (S1) to the Broomes Old Mill Connector (C19). This trail will ultimately connect the Village of Marvin greenway system to Marvin Efir Park.

PARK AND TRAILHEAD RECOMMENDATIONS

Park recommendations are based on strategically located vacant parcels that have been identified as potential park acquisitions (see map4, p. 31). These parks can serve as trailheads for the Village of Marvin greenway trail system and offer additional facilities as needed.

MCBRIDE BRANCH PARK

Location: Rae Road

The proposed McBride Branch Park will serve as a trailhead in northern Marvin. It will provide direct access to the North McBride Branch Greenway (C1) and Tullamore Trail (C2).

STATE LINE PARK

Location: Intersection of Stacy Howie and Waxhaw Marvin Roads

The State Line Park will serve as a central trailhead along the Waxhaw Marvin Greenway (S2). It will also provide direct access to the State Line Connector (C10).

CHIMNEYS TRAILHEAD

Location: Intersection of Henry Nesbit and Waxhaw Marvin Roads

The Chimneys Trailhead is proposed at the western terminus of the Powerline Trail (C18). It will provide direct access to the Waxhaw Marvin Greenway (S2) and Chimneys Trail (C13).

ROUTE SUMMARY MATRIX

Trail Segment	Name	Trail Type	Length (linear feet)	Length (miles)	Location
S1	Marvin Loop	DOT Sidepath/ Typical Greenway	19,715	3.73	Along Marvin School, Joe Kerr, Marvin, and New Town Roads
S2	Waxhaw Marvin Greenway	DOT Sidepath/ Typical Greenway	18,676	3.54	Along Waxhaw Marvin Road
C1	North McBride Branch Greenway	Crushed Stone Path	2,337	0.44	Along north side of McBride Branch
C2	Tullamore Trail	Crushed Stone Path	6,568	1.25	Off road
C3	Wyndham Hall Greenway	DOT Sidepath/ Crushed Stone Path	6,042	1.14	Riparian corridor and along Marvin School Road
C4	Marvin Branch Greenway	Crushed Stone Path	10,252	1.94	Along Marvin Branch
C5	Six Mile Creek Connector	DOT Sidepath	1,508	0.29	Along Marvin Road
C6	Saddle Avenue Connector	Sharrow - on road	2,521	0.48	Along/on Saddle Avenue
C7	Preserve Trail	Crushed Stone Path	6,408	1.22	Off road
C8	Woodland Forest Connector	DOT Sidepath/ Typical Greenway/ Crushed Stone Path	8,622	1.63	Off road and along Woodland Forest Road
C9	Marvin Loop Connector	DOT Sidepath/ Typical Greenway	4,201	0.80	Along New Town Road
C10	Broadmoor Greenway	DOT Sidepath/ Typical Greenway/ Crushed Stone Path	8,169	1.55	Off road and along Stacy Howie Road
C11	Crane Road Greenway	DOT Sidepath	8,277	1.57	Along Crane Road
C12	Cowhorn Branch Greenway	Crushed Stone Path	8,788	1.66	Off road
C13	Chimneys Trail	Natural Surface Trail	9,823	1.86	Off road
C14	Tar Kiln Branch Connector	Natural Surface Trail/ Sharrow - on road	7,556	1.43	Off road and along Sandalwood and Lauralwood Lanes
C15	Bonds Grove Church Greenway	DOT Sidepath and Typical Greenway	6,753	1.29	Along Bonds Grove Church Road
C16	Belle Grove Trail	Crushed Stone Path	2,052	0.39	Off road
C17	Providence Road Greenway	DOT Sidepath and Typical Greenway	5,525	1.04	Along Providence Road
C18	Powerline Trail	Natural Surface Trail	18,530	3.51	Duke Power ROW and along Henry Nesbit Road
C19	Broomes Old Mill Connector	DOT Sidepath	3,852	0.73	Along Broomes Old Mill Road
C20	New Town Road Greenway	DOT Sidepath	17,827	3.38	Along New Town Road

Total Length (miles)

34.86



— CHAPTER SIX —

IMPLEMENTATION

IN THIS CHAPTER:

- a. General Implementation Actions**
- b. Funding Opportunities**
- c. Project Prioritization Matrix**

This chapter highlights general implementation actions and funding opportunities. The chapter also provides a project prioritization matrix that outlines a summary of trail and greenway segments, probable costs, and priorities.

GENERAL IMPLEMENTATION ACTIONS

The Village of Marvin must work diligently to make the Marvin Parks and Greenways Master Plan vision a reality. The Village can take the following general actions to move toward plan implementation:

1. FUNDING OPPORTUNITIES

The Village should seek a variety of funding sources for implementation of the master plan. Multiple funding opportunities should be explored due to the different trail types and locations outlined in this plan.

2. SUBDIVISION ORDINANCE

The Village should continue to implement and further refine their subdivision ordinance to ensure that future growth supports park and greenway development and open space dedication.

3. LANDOWNER OUTREACH

Landowner outreach and engagement will be necessary for some routes. Coordination with NCDOT will be important for greenway connections planned within NCDOT right-of-ways.

4. DEDICATED STAFF CAPACITY

The Village of Marvin must dedicate staff capacity to successfully implement the Marvin Parks and Greenways Master Plan. Grant writing, landowner outreach, and NCDOT coordination will all be important responsibilities for Village staff in order to implement the plan.

FUNDING OPPORTUNITIES

Identifying the funding to build or expand municipal greenway and trail systems can be a challenging effort given the realities of any town's budgetary constraints. The secret, however, is to be innovative and creative to leverage specific local funding sources to take advantage of federal and state funds, private developer fees, and even in-kind donations of land or funds to build and/or improve recreational facilities.

Many federal, state, and foundation grants have a recreation, environment, or health and wellness focus. Greenways and trails typically address all three of these focus areas. Project development should include a grant funding strategy that takes advantage of every grant cycle for the potential funding sources outlined in the funding opportunities matrix.

FUNDING OPPORTUNITIES MATRIX

Partnership Funding Agency	Village of Marvin Greenway System Implications	Maximum Amount	Matching Funds Required	Application Deadlines
Recreational Trails Program (RTP)	All types of trails and greenways	\$100,000	25%	Spring
NC Parks and Recreation Trust Fund (PARTF)	All types of parks, trails, and recreation facilities	\$500,000	50%	May
NC Water Resources Development Grant (NCWR)	Greenways along waterways and in riparian corridors	\$200,000	50%	January/June
People for Bikes Community Grant	Bicycle infrastructure projects	\$10,000	50%	January/July

PROJECT PRIORITIZATION MATRIX

Each greenway and trail segment is further divided into sub-segments for implementation purposes. The trail type, length, status, probable cost, start/end points, and priority are listed for each sub-segment. The trail status was defined as existing, programmed, or proposed. Easements for programmed trails are secured. Probable costs were reflected based on the following linear foot unit price: DOT Sidepath (\$200/LF); Typical Greenway (\$200/LF); Crushed Stone Path (\$80/LF); and Natural Surface Trail (\$25/LF). Cost estimates are projected to account for increased costs of construction and inflation in the future.

Sub-segment priority varied depending on trail status, connections to existing trails, and connections to destinations. Priority is defined by the following implementation timeline: short-term (1-5 years); mid-term (5-10 years); and long-term (10+ years). Existing trail sub-segments are not included in the total lengths in the matrix.

TRAIL STATUS

Trail Status	Length (linear feet)	Length (miles)
Existing	21,783	4.13
Programmed	25,191	4.77
Proposed	137,028	25.95

PRIORITY

Priority	Length (linear feet)	Length (miles)	Probable Cost
Short	56,459	10.69	\$6,934,510
Mid	49,045	9.29	\$5,485,485
Long	51,942	9.84	\$7,137,805

Note: Lengths of existing trails are not included in totals.

PROJECT PRIORITIZATION MATRIX

Note: Lengths of existing trails are not included in totals.

Trail Segment	Name	Trail Type	Length (linear feet)	Length (miles)	Trail Status	Probable Cost	Start/End	Priority
S1		DOT Sidepath/ Typical Greenway	8,662	1.64	Existing		Yellow Jasmine Lane - Wheat Field Drive and short section in vicinity of Golden Bell Drive	Existing
S1a		DOT Sidepath/ Typical Greenway	2,138	0.40	Programmed ³	\$427,600	Saddle Avenue - New Town	Short
S1b		DOT Sidepath/ Typical Greenway	8,915	1.69	Proposed	\$1,783,000	Wheat Field Drive - Saddle Avenue and New Town - Yellow Jasmine Lane	Short
S1 TOTAL	Marvin Loop		11,053	2.09		\$2,210,600		
S2a		DOT Sidepath/ Typical Greenway	4,108	0.78	Proposed	\$821,600	Waxhaw Marvin Road and New Town Road intersection - Stacy Howie Road	Mid
S2b		DOT Sidepath/ Typical Greenway	8,300	1.57	Proposed	\$1,660,000	Stacey Howie Road - Crane Road	Short
S2c		DOT Sidepath/ Typical Greenway	6,268	1.19	Proposed	\$1,253,600	Crane Road - Village Limits	Long
S2 TOTAL	Waxhaw Marvin Greenway		18,676	3.54		\$3,735,200		
C1 TOTAL	North McBride Branch Greenway	Crushed Stone Path	2,337	0.44	Proposed	\$186,960	Tom Short Road - Six Mile Creek/Future Park	Mid
C2		Crushed Stone Path	1,144	0.22	Existing		C2 Programmed/Walkers Bluff Court - Meadows Vista Drive	Existing
C2 TOTAL	Tullamore Trail	Crushed Stone Path	5,424	1.03	Programmed ¹	\$433,920	Tom Short Road - C2 Existing Gravel	Short
C3a		Crushed Stone Path	5,017	0.95	Proposed	\$401,360	Tom Short Road to Marvin School Road	Mid
C3b		DOT Sidepath	1,025	0.19	Proposed	\$205,000	C3 Proposed/Marvin School Road - Joe Kerr Road	Short
C3 TOTAL	Wyndham Hall Greenway		6,042	1.14		\$606,360		
C4a		Crushed Stone Path	1,782	0.34	Proposed	\$142,560	Six Mile Creek - Joe Kerr Road	Mid
C4b		Crushed Stone Path	2,004	0.38	Proposed	\$160,320	Joe Kerr Road - Running Horse Lane	Mid
C4		Crushed Stone Path	1,708	0.32	Existing		Running Horse Lane - Painted Turtle Court	Existing
C4c		Crushed Stone Path	4,758	0.90	Proposed	\$380,640	Painted Turtle Court - Intersection of New Town and Marvin School Roads	Short
C4 TOTAL	Marvin Branch Greenway		8,544	1.62		\$683,520		

Programmed Trail Status:
 1 - Acquired by the Village of Marvin
 2 - To be acquired by NCDOT
 3 - Will be granted by Developer/HOA

Trail Segment	Name	Trail Type	Length (linear feet)	Length (miles)	Trail Status	Probable Cost	Start/Land	Priority
C5 TOTAL	Six Mile Creek Connector	DOT Sidepath	1,508	0.29	Proposed	\$301,600	Intersection Joe Kerr and Marvin Road - Six Mile Creek	Short
C6 TOTAL	Saddle Avenue Connector	Sharrow - on road	2,521	0.48	Proposed		Marvin Branch - intersection of Saddle Avenue and Marvin Road	Long
C7		Crushed Stone Path	2,411	0.46	Existing		Pampas Way - Golden Bell Drive	Existing
C7 TOTAL	Preserve Trail	Crushed Stone Path	3,997	0.76	Programmed ¹	\$319,760	Goldern Bell Drive - White Dogwood Lane	Short
C8a		Crushed Stone Path	7,760	1.47	Proposed	\$620,800	Marvin Road - Woodland Forest Road	Mid
C8b		DOT Sidepath/ Typical Greenway	862	0.16	Proposed	\$172,400	C8a - Intersection of Woodland Forest and New Town Roads	Mid
C8 TOTAL	Woodland Forest Connector		8,622	1.63		\$793,200		
C9 TOTAL	Marvin Loop Connector	DOT Sidepath/ Typical Greenway	4,201	0.80	Proposed	\$840,200	NC/SC State Line - Intersection of Marvin and New Town Roads	Long
C10a		Crushed Stone Path	3,625	0.69	Programmed ³	\$290,000	Waxhaw Marvin Road - Cow Branch and NC/SC State Line	Mid
C10b		Crushed Stone Path	3,426	0.65	Proposed	\$274,080	Cow Branch and NC/SC State Line - Stacy Howie Road	Long
C10c		DOT Sidepath/ Typical Greenway	1,118	0.21	Proposed	\$223,600	NC/SC State Line at Stacy Howie Road - Waxhaw Marvin Road	Long
C10 TOTAL	Broadmoor Greenway		8,169	1.55		\$787,680		
C11a		DOT Sidepath	1,539	0.29	Proposed	\$307,800	New Town Road - Private Drive	Long
C11b		DOT Sidepath	4,282	0.81	Proposed	\$856,400	Private Drive - Duke Energy ROW (C18)	Mid
C11c		DOT Sidepath	2,456	0.47	Proposed	\$491,200	Duke Energy ROW (C18) - Waxhaw Marvin Road	Short
C11 TOTAL	Crane Road Greenway		8,277	1.57		\$1,655,400		

Programmed Trail Status:
1 - Acquired by the Village of Marvin
2 - To be acquired by NCDOT
3 - Will be granted by Developer/HOA

PROJECT PRIORITIZATION MATRIX (CONTINUED)

Note: Lengths of existing trails are not included in totals.

Trail Segment	Name	Trail Type	Length (linear feet)	Length (miles)	Trail Status	Probable Cost	Start/End	Priority
C12 TOTAL	Cowhorn Branch Greenway	Crushed Stone Path	8,788	1.66	Proposed	\$703,040	Crane Road - Waxhaw Marvin Road	Short
C13								
C13 TOTAL	Chimneys Trail	Natural Surface Trail	6,641	1.26	Existing		Henry Nesbit Road/NC/SC State Line - Tar Kiln Branch	Existing
		Natural Surface Trail	3,182	0.60	Programmed ¹	\$79,550	Tar Kiln Branch - Waxhaw Marvin Road	Short
C14a		Natural Surface Trail/ Sharrow - on road	5,845	1.11	Proposed		Tar Kiln Branch - Laurelwood Lane	Long
C14b		Sharrow - on road	1,711	0.32	Proposed		Sandlewood Lane - Waxhaw Marvin Road	Long
C14 TOTAL	Tar Kiln Branch Connector		7,556	1.43				
C15		DOT Sidepath/ Typical Greenway	465	0.09	Existing		Vicinity of Belle Grove Drive	Existing
C15 TOTAL	Bonds Grove Church Greenway	DOT Sidepath/ Typical Greenway	6,288	1.20	Proposed	\$1,257,600	Waxhaw Marvin Road - Providence Road	Long
C16 TOTAL	Belle Grove Trail	Crushed Stone Path	2,052	0.39	Programmed ³	\$164,160	Bonds Grove Church Road - Duke Power ROW	Mid
C17		DOT Sidepath/ Typical Greenway	752	0.14	Existing		Sidewalk in vicinity of Restoration Drive	Existing
C17 TOTAL	Providence Road Greenway	DOT Sidepath/ Typical Greenway	4,773	0.90	Programmed ²	\$954,600	Bonds Grove Church Road - New Town Road	NCDOT Project
C18a		Natural Surface Trail	4,709	0.89	Proposed	\$117,725	Broomes Old Mill Road - Providence Road	Long
C18b		Natural Surface Trail	7,853	1.49	Proposed	\$196,325	Providence Road - Crane Road	Mid
C18c		Natural Surface Trail	5,287	1.00	Proposed	\$132,175	Crane Road - Waxhaw Marvin Road	Short
C18d		Natural Surface Trail	681	0.13	Proposed	\$17,025	Waxhaw Marvin Road - NC/SC State Line	Short
C18 TOTAL	Powerline Trail		18,530	3.51		\$463,250		

Programmed Trail Status:
 1 - Acquired by the Village of Marvin
 2 - To be acquired by NCDOT
 3 - Will be granted by Developer/HOA

Trail Segment	Name	Trail Type	Length (linear feet)	Length (miles)	Trail Status	Probable Cost	Start/End	Priority
C19 TOTAL	Broomes Old Mill Connector	DOT Sidepath	3,852	0.73	Proposed	\$770,400	New Town Road - Duke Energy ROW	Long
C20a		DOT Sidepath	7,363	1.39	Proposed	\$1,472,600	Intersection of New Town and Marvin School Roads - Marvin Efrid Park	Mid
C20b		DOT Sidepath	10,464	1.98	Proposed	\$2,092,800	Marvin Efrid Park - Ennis/Broomes Old Mill Roads	Long
C20 TOTAL	New Town Road Greenway		17,827	3.38		\$3,565,400		
		Totals	162,219	30.72		\$20,512,400		

Programmed Trail Status:
1 - Acquired by the Village of Marvin
2 - To be acquired by NCDOT
3 - Will be granted by Developer/HOA



— APPENDIX —

IN THIS CHAPTER:

- a. 2019 Community Survey**
- b. 2019 Community Survey Report & Results**

This chapter presents the 2019 community survey instrument and report with a summary of survey results.

APPENDIX A - 2019 COMMUNITY SURVEY



Village of Marvin - Community Survey

Welcome to the Village of Marvin's 2019 Community Survey

Dear Residents,

The Village is updating its Comprehensive Land Use Plan and town leadership considers your input essential to ensure that this plan meets the community and resident's needs. Once complete, the Comprehensive Land Use Plan will provide a policy and visionary framework that will set the Village's future course. Your input will impact the way policies are formed.

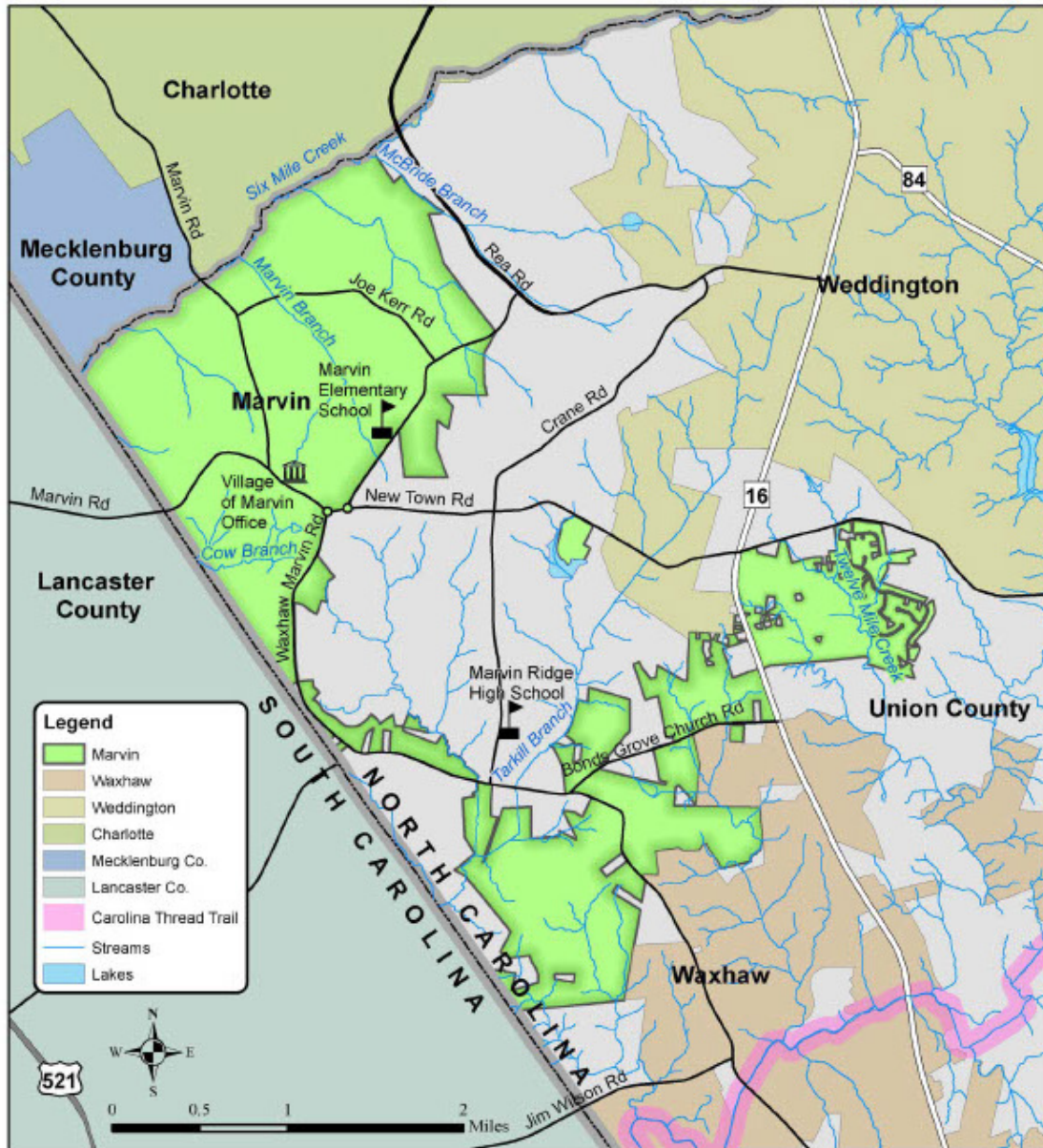
Thank you, in advance, for your commitment to this important endeavor.

This survey should take approximately 15 minutes to complete.

Survey responses are limited to one per household.

No personal identifiers will be associated with your names, addresses, or survey responses.

Please write your Household Survey Code: _____



THE VILLAGE OF
Marvin

CEOG
Centralina Council of Governments
Map Created:
January 2019
by Centralina Council
of Governments.

Household and Demographic Questions

1. How many years have you lived in Marvin?

- Less than 1 year
- 1-5 years
- 6-10 years
- 11-15 years
- 16-20 years
- More than 20 years

2. Including yourself, please tell us how many people reside in your household in each of the following age groups:

	0 People	1 People	2 People	3 People	4 People	5 People	6+ People
0-9 Years old	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
10-19 Years old	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
20-29 Years old	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
30-39 Years old	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
40-49 Years old	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
50-59 Years old	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
60-69 Years old	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Over 70 Years old	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

3. In what subdivision do you reside? Please write the name of the subdivision below. If your home is not in a subdivision, please write "No Subdivision."

4. In what ZIP code is your primary place of employment located? (If none, write N/A)

Your Employment ZIP Code: _____

Your Spouse's Employment ZIP Code: _____

Community Character

5. What adjectives do you feel best describes the Village of Marvin? (select the three answers you feel are most important)

- | | |
|---|--|
| <input type="checkbox"/> Agricultural | <input type="checkbox"/> Quaint |
| <input type="checkbox"/> Comfortable | <input type="checkbox"/> Rural |
| <input type="checkbox"/> Equine | <input type="checkbox"/> Safe |
| <input type="checkbox"/> Forested | <input type="checkbox"/> Small |
| <input type="checkbox"/> Green | <input type="checkbox"/> Suburban |
| <input type="checkbox"/> Natural | <input type="checkbox"/> Under-developed |
| <input type="checkbox"/> Over-developed | <input type="checkbox"/> Unique |
| <input type="checkbox"/> Peaceful | <input type="checkbox"/> Young |
| <input type="checkbox"/> Pristine | |

6. What are some of your reasons for living in the Village of Marvin? (select the three answers you feel are most important)

- | | |
|---|---|
| <input type="checkbox"/> Small-town surroundings | <input type="checkbox"/> Proximity to retail services |
| <input type="checkbox"/> Low tax-rate | <input type="checkbox"/> The quality of schools |
| <input type="checkbox"/> Proximity to Charlotte | <input type="checkbox"/> The zoning & ordinance regulations |
| <input type="checkbox"/> Proximity to family and/or friends | <input type="checkbox"/> Less services & amenities |
| <input type="checkbox"/> The housing properties available | <input type="checkbox"/> Other (please specify) |
| <input type="checkbox"/> Proximity to employment | _____ |

Village Center District

The Village is considering the creation of standards for the development of a Village Center District. It would be a distinct, pedestrian-oriented district designed to reflect a small downtown atmosphere and include places where members of the community can gather. This Village Center District could host small-scale, neighborhood retailers and service providers to serve the needs of Village and nearby residents.

7. Do you support the development of a Village Center District, which would be located on New Town Road between Marvin Road and Marvin School Road?

- Yes
- No
- Don't know / No opinion

8. In the Village Center District, these public spaces would be the most important to you:

	Strongly Agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
Open air performance space	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pet friendly area	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Playground or park	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Green space / Lawn area	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Walking paths	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

9. In the Village Center District, these small-scale businesses would be most important to you:

	Strongly Agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
Small specialty retail	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Coffee shop / cafes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Neighborhood Pub	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Residential above retail	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Restaurants	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Salons	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Office space	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Land Use - Commercial Outside of a Village Center District

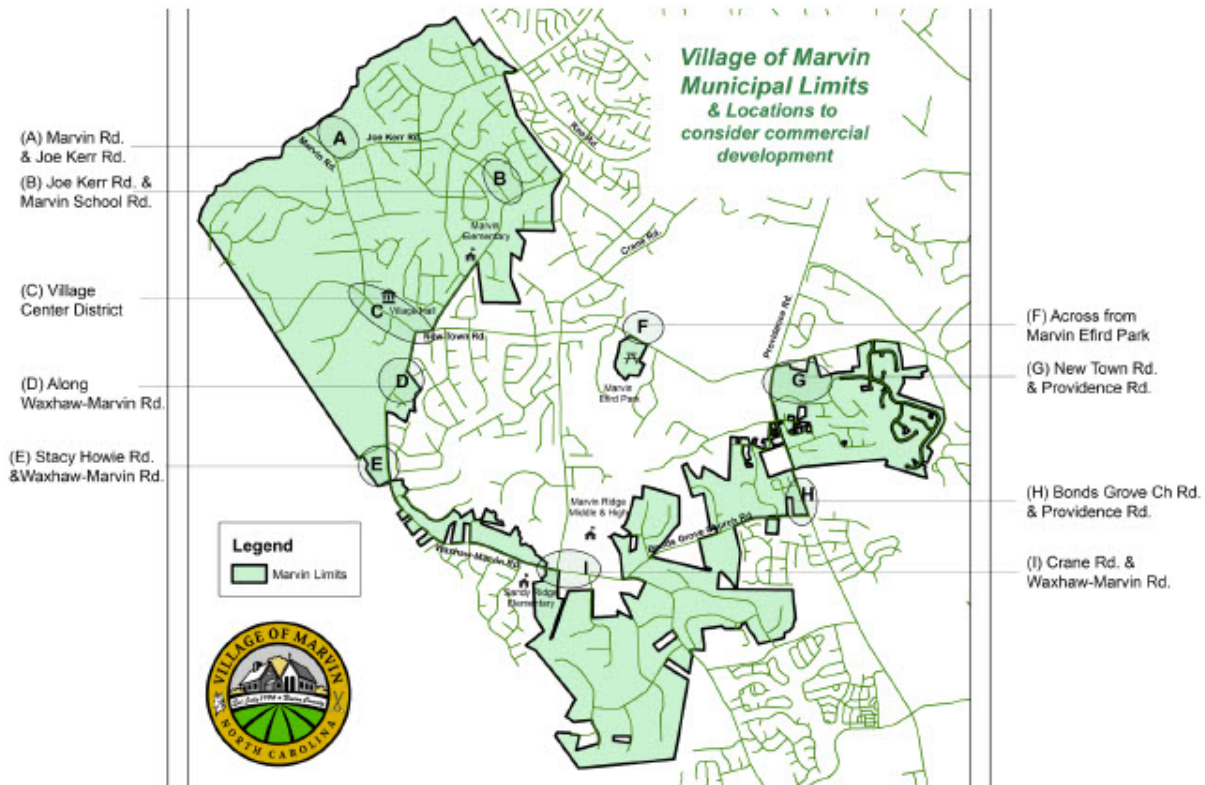
10. Would you like to see more commercial development in Marvin, other than in the Village Center District?

- Yes
- No
- Don't know / No opinion

11. ***Outside*** of the Village Center District, what non-residential development types would you like to see in the next 5 to 10 years? (select any that apply)

- Agricultural related business
- Professional services
- Office space
- Restaurants
- Retail
- Coffee Shops / Cafes
- Other (Please specify): _____

12. Where in Marvin would you prefer to see commercial development? (Check all locations that apply)



- | | |
|--|--|
| <input type="checkbox"/> (A) Marvin Rd. & Joe Kerr Rd. | <input type="checkbox"/> (G) New Town Rd. & Providence Rd. |
| <input type="checkbox"/> (B) Joe Kerr Rd. & Marvin School Rd. | <input type="checkbox"/> (H) Bonds Grove Church Rd. & Providence Rd |
| <input type="checkbox"/> (C) Village Center District | <input type="checkbox"/> (I) Crane Rd. & Waxhaw-Marvin Rd. |
| <input type="checkbox"/> (D) Along Waxhaw-Marvin Rd. | <input type="checkbox"/> Don't know / No opinion |
| <input type="checkbox"/> (E) Stacy Howie Rd. & Waxhaw-Marvin Rd. | <input type="checkbox"/> I am not in favor of Commercial Development in Marvin |
| <input type="checkbox"/> (F) Across from Marvin Efirid Park | <input type="checkbox"/> Other (please specify):
_____ |

13. What should the maximum permissible building size be for an individual retail building in a development?

- Up to 4,999 (Avg. Starbucks 4,000 sf.)
- Up to 9,999 (Avg. Chili's Restaurant 9,000 sf.)
- Up to 19,999 (Avg. CVS 12,000 sf.)
- Up to 39,999 sf (Avg. Trader Joe's 35,000 sf.)



- Up to 59,999 sf (Avg. Harris Teeter 55,000 sf.)
- Up to 79,999 sf (Avg. Sportsman WH 78,000 sf.)
- Over 80,000 sf (Avg. Target 100,000+ sf.)
- All of the Above



- None of the Above
 - Other (Please specify):
-

14. If you have concerns with commercial development, please select your top 3 concerns from the list below:

- | | |
|--|--|
| <input type="checkbox"/> Commercial Density | <input type="checkbox"/> Traffic |
| <input type="checkbox"/> Height of Commercial Buildings | <input type="checkbox"/> Security |
| <input type="checkbox"/> Reduction in available open space | <input type="checkbox"/> Strain on Emergency Services |
| <input type="checkbox"/> Stormwater Runoff / Flooding issues | <input type="checkbox"/> Impact on Residential Property Values |
| <input type="checkbox"/> Noise, Lights, and Nuisance | <input type="checkbox"/> Impact on Community Appearance |
| | <input type="checkbox"/> Other (Please specify): |
-

Land Use - Residential

15. Marvin currently allows for a limited number of lot sizes smaller than 1 acre in developments that set aside land for conservation purposes. What type of residential development do you feel would be appropriate in such a subdivision? (Check all that apply)

- Single-family homes on smaller lots
- Patio Homes (e.g. age restricted dwellings)
- Townhomes
- None of the above
- Don't know / No opinion
- Other (Please specify): _____

16. If a greater percentage of land in a development is reserved for conservation purposes, which of the following uses would you be in favor of? (Check all that apply)

- Parks (Public)
- Greenways
- Open fields
- Nature Preserve
- Municipal Services
- None of the above
- Don't know / No opinion
- Other (Please specify): _____

17. If Marvin were to consider residential development which would increase residential density, which of the following would you support? (Check all that apply)

- Full size homes with smaller setbacks
- Smaller single family homes
- Patio Homes (e.g. age restricted dwellings)
- Townhomes
- Apartments
- Residential above retail (3 stories or less)
- I am not in favor of increasing density
- Don't know / No opinion
- Other (Please Specify): _____

Parks, Recreation & Open Space

18. Would you like to see more parks, open space, or recreation options in Marvin?

- Yes
- No
- Don't know / No opinion

19. Is walkability (via sidewalks and greenways) important to you?

- Yes
- No
- Don't know / No opinion

20. What are the most important greenway connections? (select all that apply)

- Neighborhoods
- Outside trails (e.g. Carolina Thread Trail, Mecklenburg County Greenways, etc)
- Schools
- Park(s)
- Village Center District
- Don't know / No opinion
- Other (Please specify): _____

21. What additional amenities or activities would you like to see at Marvin Efirid Park?

- Additional benches and picnic tables
- Additional restroom facilities
- Casual biking
- Dog park
- More events and entertainment
- Picnic Pavilion with grill
- Toddler playground
- Don't Know / No opinion
- Other (Please specify): _____

Municipal Amenities & Services

22. Which of the following services would you be willing to support with an increased tax rate? (If any) *estimated tax rate increase per year per \$500,000 house valuation

	Yes	No
Community provided trash and recycling collection (5-8 cents)*	<input type="radio"/>	<input type="radio"/>
Increased law enforcement (1 cent)*	<input type="radio"/>	<input type="radio"/>
Greater presence of traffic control officers (1 cent)*	<input type="radio"/>	<input type="radio"/>

23. What planning projects should the Village strive to accomplish, or improve, in the next five to ten years? Indicate with a Yes or No if the project should be undertaken.

	Yes	No
Developing a Village Center District	<input type="radio"/>	<input type="radio"/>
Developing Commercial Districts	<input type="radio"/>	<input type="radio"/>
Traffic Calming Programs	<input type="radio"/>	<input type="radio"/>
Historic Building Preservation	<input type="radio"/>	<input type="radio"/>
Sidewalks, greenways, and trails	<input type="radio"/>	<input type="radio"/>
Horse trails	<input type="radio"/>	<input type="radio"/>
Parks and Public greenspace	<input type="radio"/>	<input type="radio"/>

24. Please identify your level of support for the planning projects that the Village should strive to accomplish or improve in the next five to ten years.

	Strongly Agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
Developing a Village Center District	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Developing Commercial Districts	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Traffic Calming Programs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Historic Buildings Preservation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Sidewalks, greenways, and trails	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Horse trails	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Parks and Public greenspace	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Engaging with the Village of Marvin

Please check any statement that applies to you:

- I am aware of the Village's website (www.marvinnc.org)
- I am subscribed to the Village's Resident List
- I have attended a Village event in the past year
- I have attended a Village meeting in the past year
- I have visited the Marvin Efird Park
- I have my Marvin Efird Park Parking Pass
- I am interested in volunteering
- I am interested in the newsletter

We're interested in your input. Do you have any additional comments you would like to contribute?

Thank you!

If you're interested in receiving official town communications about park and community events, sign up for the Village of Marvin's Resident's List at: www.marvinnc.org/sign-up-for-the-residents-list

We know your time is valuable. We are grateful for your participation in this survey and hold your input in the highest esteem. We'll share the results of this survey with you as soon as we're able.

APPENDIX B - 2019 COMMUNITY SURVEY REPORT & RESULTS



Village of Marvin 2019 COMMUNITY SURVEY REPORT

OCTOBER 30, 2019

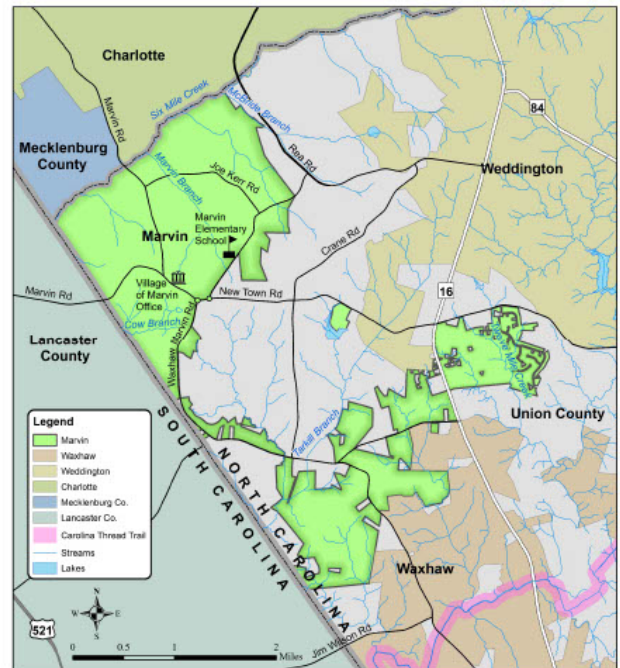


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3	Background
4	Survey Objectives
5	Survey Methodology
7	Detailed Findings
42	Appendix

Background

- The Village of Marvin is updating its Comprehensive Land Use Plan.
- To understand their residents needs and desires for the community's future, the Village of Marvin conducted a community survey of property owners to understand preferences towards future growth and investment.
- The Community Survey was conducted in the Village of Marvin's municipal limits.



Village of Marvin - 2019 Community Survey

3

Survey Objectives

- The *2019 Community Survey* is an opportunity for the Village of Marvin's staff, and appointed and elected officials to gain a better understanding of the resident's preferences for future development, growth, and community investment in the Village of Marvin.
- Survey objectives:
 - Gain a better understanding of resident's preference and support for future residential and commercial development patterns.
 - Gain a better understanding of resident's preference and support for future community investments in services and facilities.

Village of Marvin - 2019 Community Survey

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Survey Methodology (1 of 2)

- Property owners in the Village of Marvin’s municipal limits were interviewed via an online survey and paper survey available at Village Hall.
- Property owner respondents were identified by the Village of Marvin using the Union County Tax Office information. The survey was limited to one survey per property owner. Postcards were mailed to 1,812 property owners. Each postcard had a unique household code for a single access to the online survey. Household codes could only be used once.
- 333 Property Owners completed the community survey
- Fielding for the community survey occurred between September 7 and October 7, 2019.

Survey Methodology (2 of 2)

Questionnaire Flow & Topics

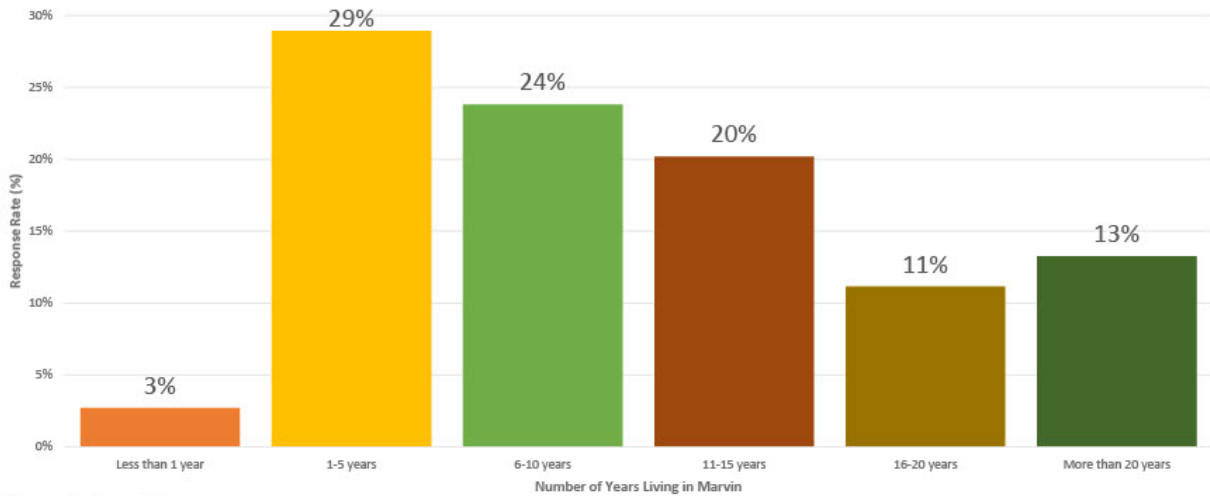


Detailed Findings



Household and Demographics

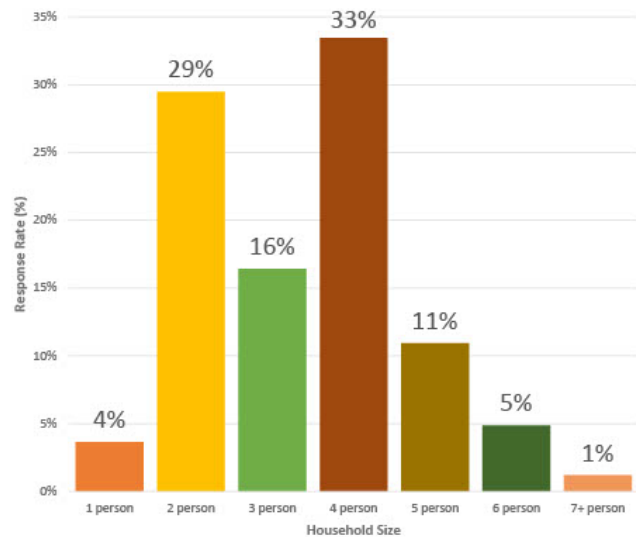
Overall, the majority of households have resided in Marvin 10 years or less.



Base: Total Respondents: n=332
Q1: How many years have you lived in Marvin?

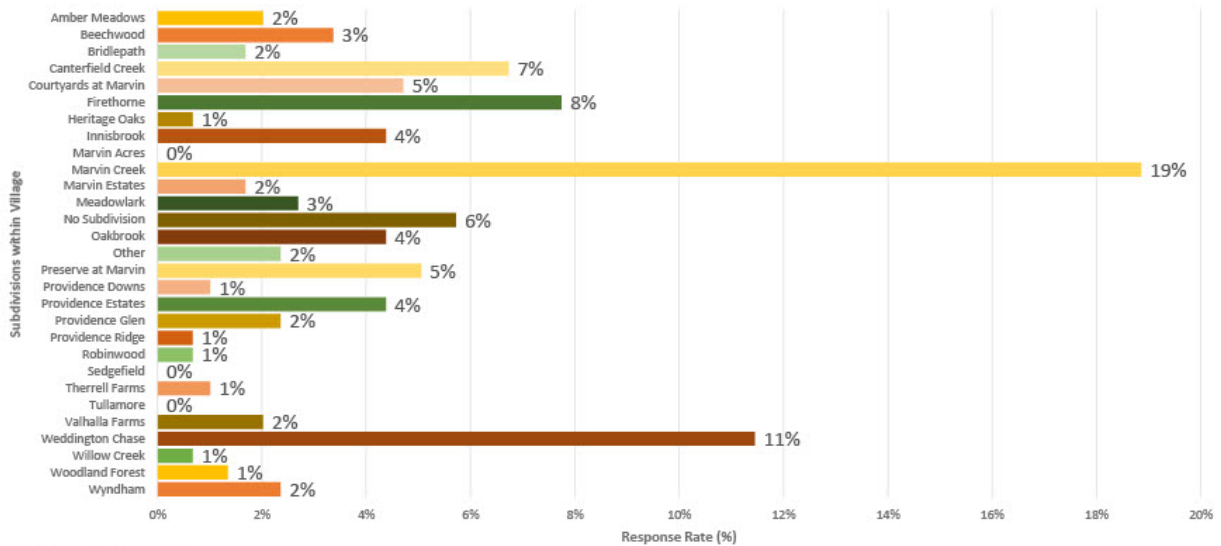
Household Characteristics

- 33% of households are 4 persons
- 29% of households are 2 persons
- 59% of households have children 19 and under
- 38% of households have at least one household member over 60



Base: Total Respondents: n=329
Q2: Including yourself, please tell us how many people reside in your household in each of the following age groups: (0-9, 10-19, 19-29, 30-39, 40-49, 50-59, 60-69, 70+)

Subdivision Participation by Households



Base: Total Respondents: n=297

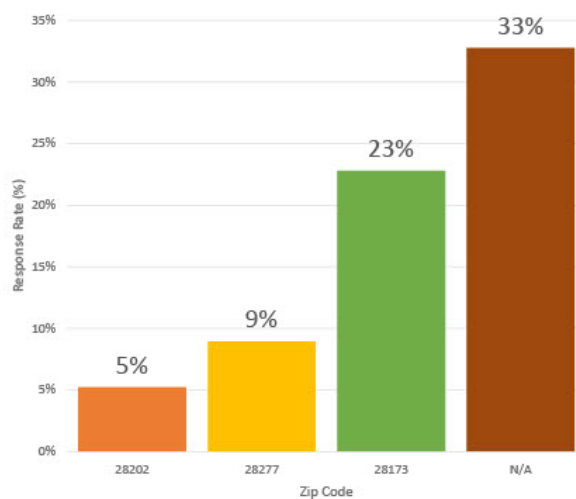
Q3: In what subdivision do you reside? Please write the name of the subdivision below. If your home is not in a subdivision, please write "No Subdivision."

Village of Marvin - 2019 Community Survey

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Household Employment Zip Codes

- 33% of responses are "N/A" representing individuals that are retired or not in the workforce.
- 23% of respondents are employed in the 28173-zip code which is the southwestern portion of Union County.
- 9% of respondents are employed in the 28277-zip code which is the Ballantyne area of Charlotte



Base: Total Respondents: n=315 Mentions 5% or more are reported

Q4: In what ZIP code is your primary place of employment located? (If none, write N/A) Question asked for respondents and spouse's zip code.

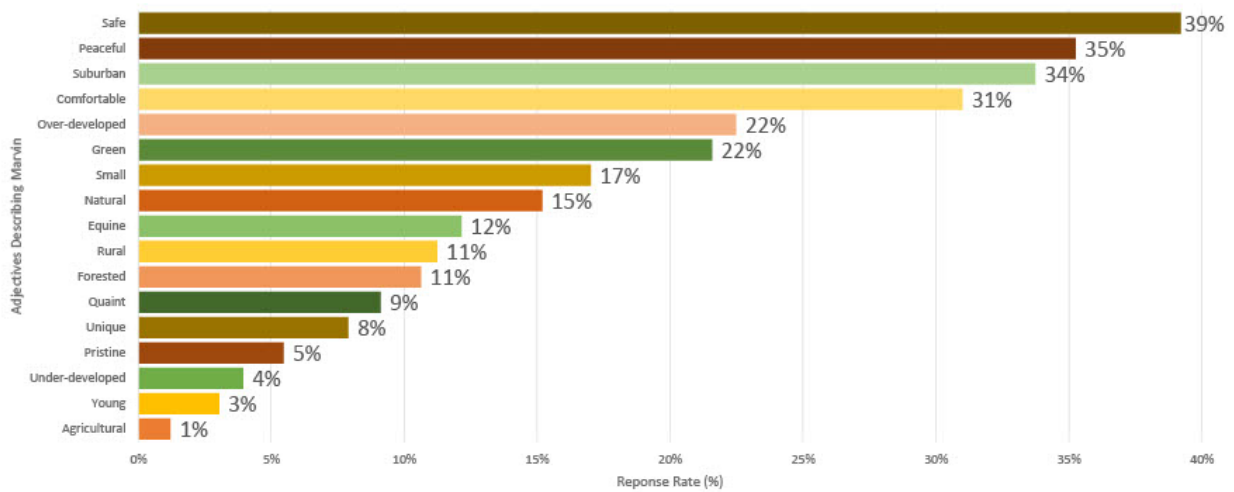
Village of Marvin - 2019 Community Survey

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Community Character

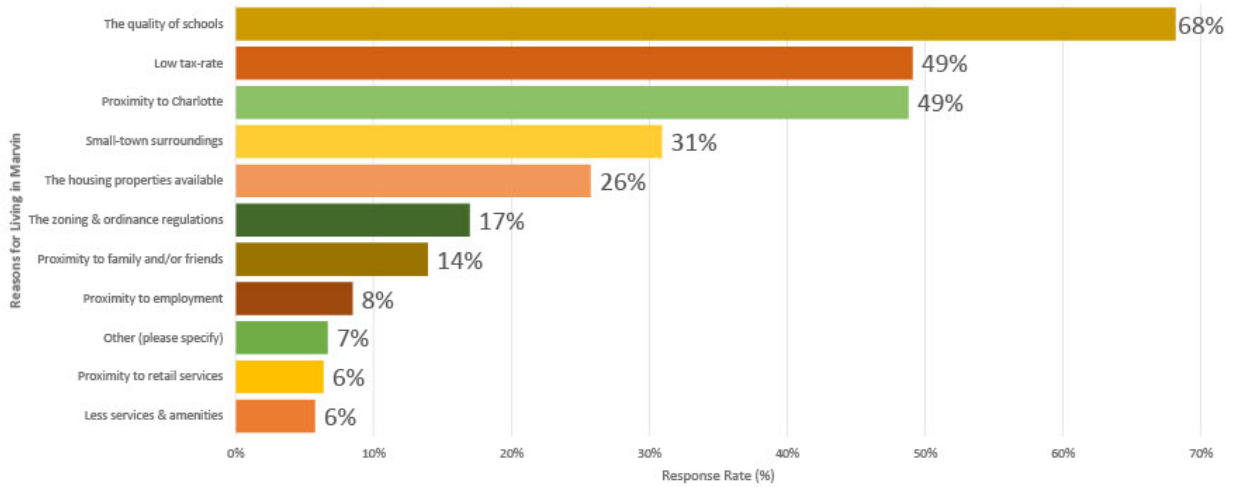
Safe, Peaceful, and Suburban are the top three adjectives that respondents felt best describe Marvin.



Base: Total Respondents: n=329

Q5: What adjectives do you feel best describes the Village of Marvin? (select the three answers you feel are most important)

Schools, low tax-rate, proximity to Charlotte, and small-town surroundings are the top three reasons that respondents choose to live in Marvin.



Base: Total Respondents: n=330

Q6: What are some of your reasons for living in the Village of Marvin? (select the three answers you feel are most important)

Village of Marvin - 2019 Community Survey

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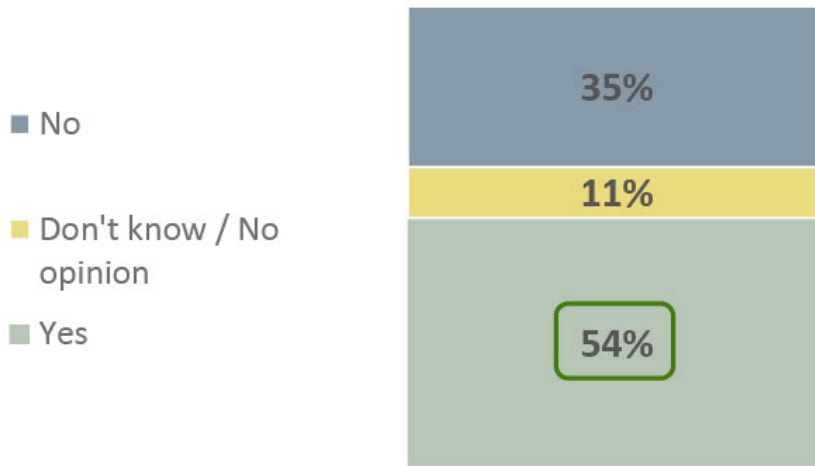


Village Center District

Village of Marvin - 2019 Community Survey

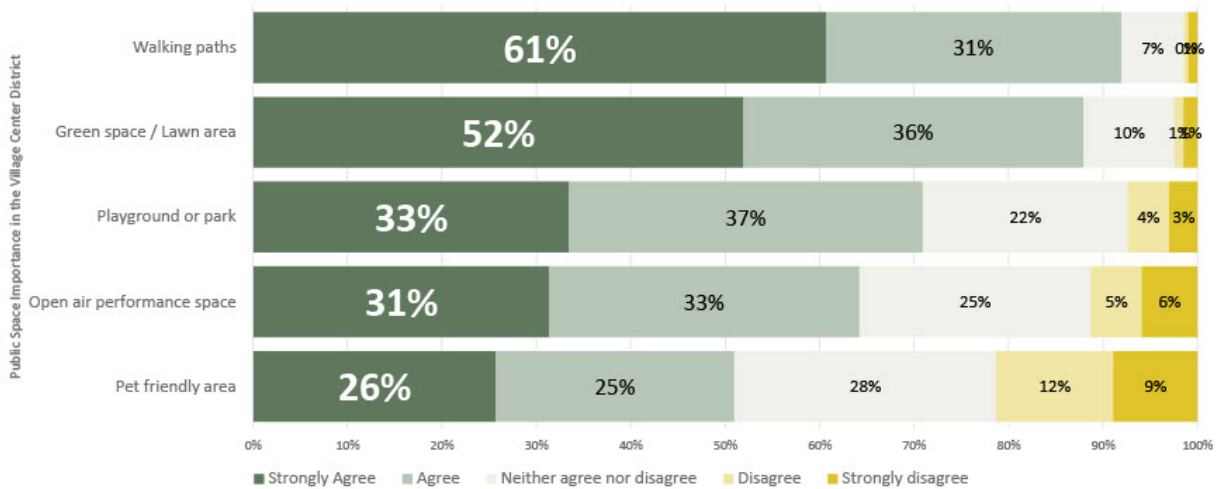
16

The majority of respondents support the development of a Village Center District.



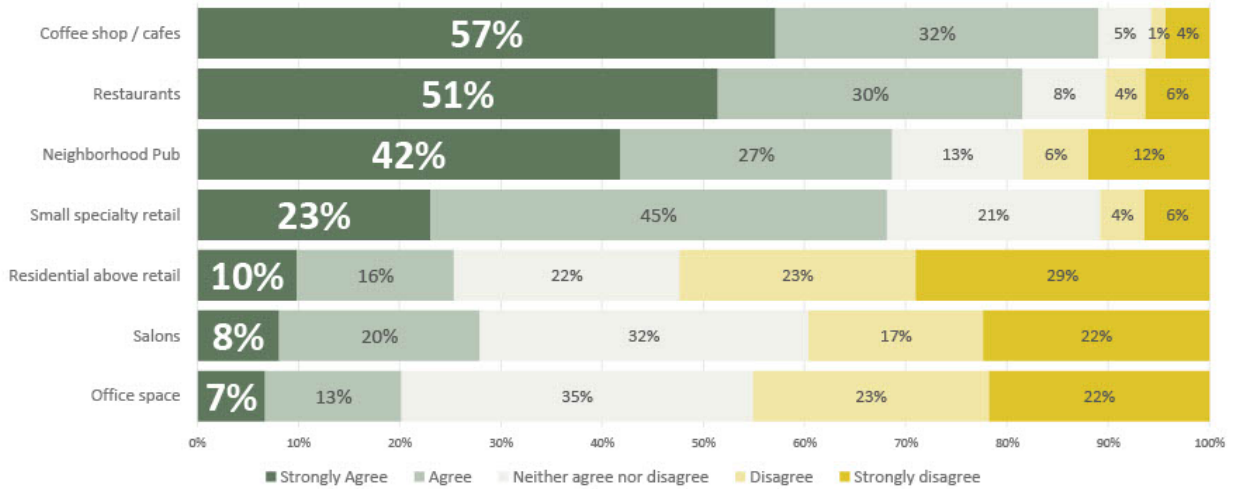
Base: Total Respondents: n=332 Respondents that selected "Yes" or "Don't know / No opinion" were asked Q8 & Q9.
 Q7: Do you support the development of a Village Center District, which would be located on New Town Road between Marvin Road and Marvin School Road?
 Village of Marvin - 2019 Community Survey

There is a strong preference for public spaces such as walking paths, and green space / lawn areas in the Village Center District.



Base: Total Respondents: n=211 Respondents that selected "Yes" or "Don't know / No opinion" on Q7 were asked Q8 & Q9.
 Q8: In the Village Center District, these public spaces would be the most important to you:
 Village of Marvin - 2019 Community Survey

There is a preference for small-scale businesses, such as coffee shop / cafes and restaurants, in the Village Center District.



Base: Total Respondents: n=206 Respondents that selected "Yes" or "Don't know / No opinion" on Q7 were asked Q8 & Q9.
 Q9: In the Village Center District, these small-scale businesses would be most important to you:

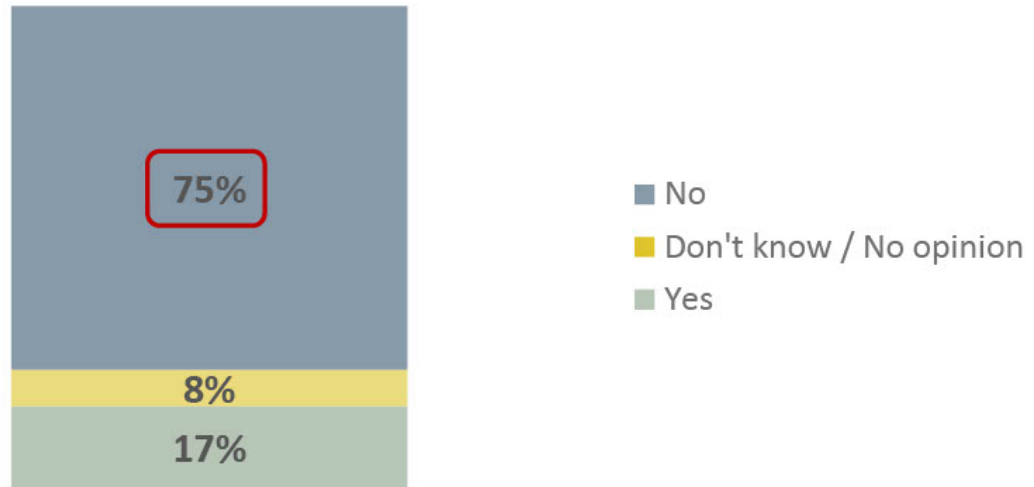
Village of Marvin - 2019 Community Survey



Commercial Development (Outside of Village Center District)

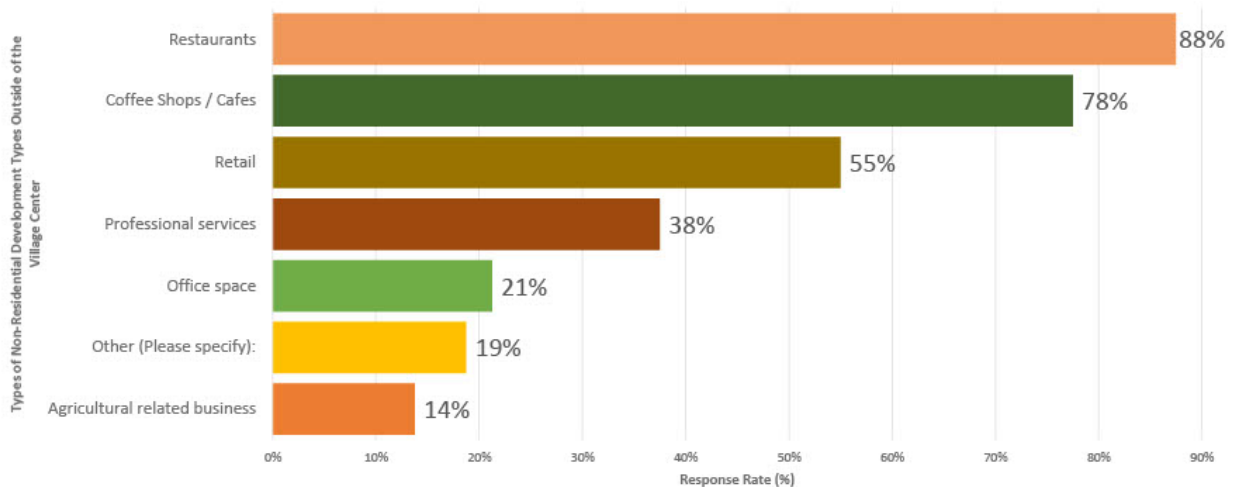
Village of Marvin - 2019 Community Survey

The majority of respondents do not want to see commercial development in Marvin outside of the Village Center District.



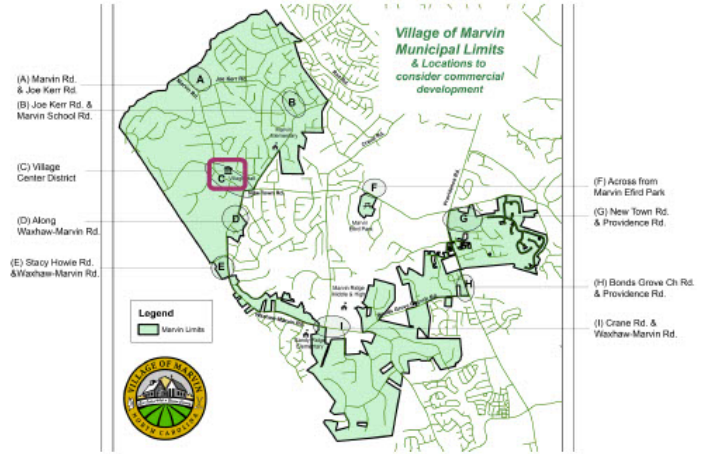
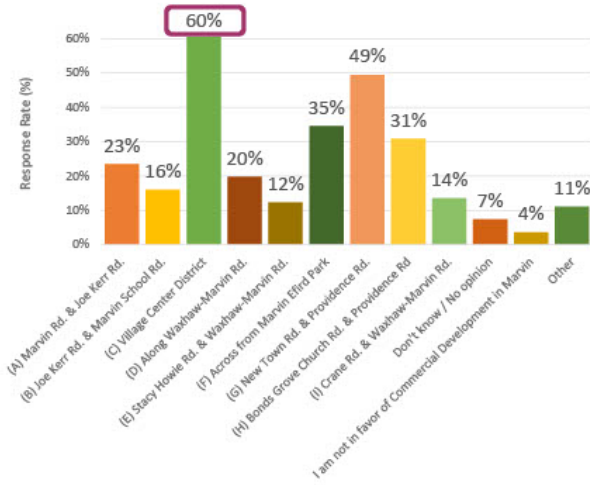
Base: Total Respondents: n=330 Respondents that selected "Yes" or "Don't know / No opinion" were asked Q11 & Q12.
 Q10: Would you like to see more commercial development in Marvin, other than in the Village Center District?
 Village of Marvin - 2019 Community Survey

Most respondents that stated they would like to see commercial development outside of the Village Center District preferred restaurants, coffee shops / cafes, and retail to be the type of development allowed in the next 5-10 years.



Base: Total Respondents: n=80 Respondents that selected "Yes" or "Don't know / No opinion" were asked Q11 & Q12.
 Q11: Outside of the Village Center District, what non-residential development types would you like to see in the next 5 to 10 years? (select any that apply)
 Village of Marvin - 2019 Community Survey

Most respondents that stated they would like to see commercial development outside of the Village Center District preferred the location (C)Village Center District (60%).

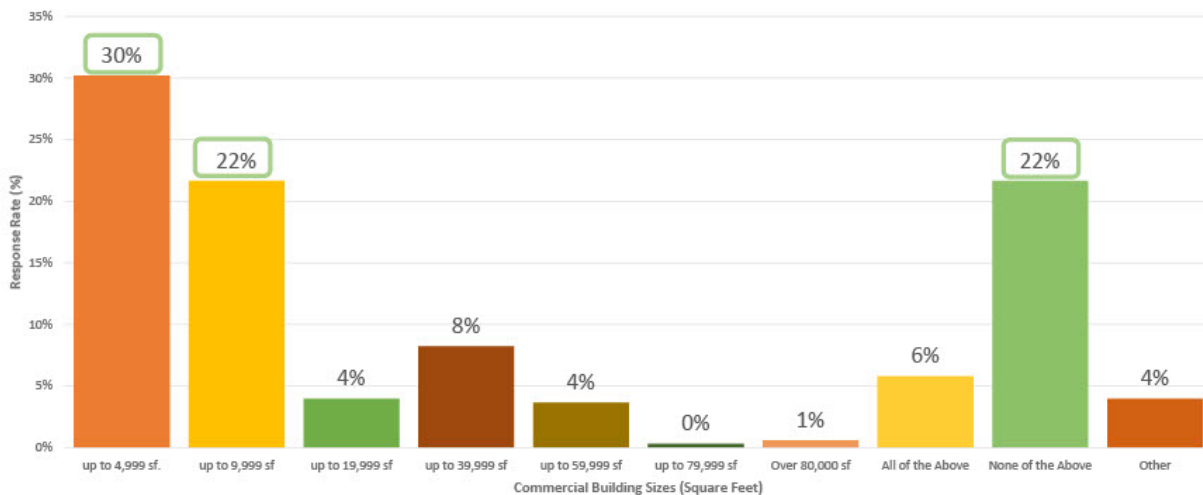


Locations for Commercial Development Outside of Village Center

Base: Total Respondents: n=81 Respondents that selected "Yes" or "Don't know / No opinion" were asked Q11 & Q12.
 Q12: Where in Marvin would you prefer to see commercial development? (Check all locations that apply)

Village of Marvin - 2019 Community Survey

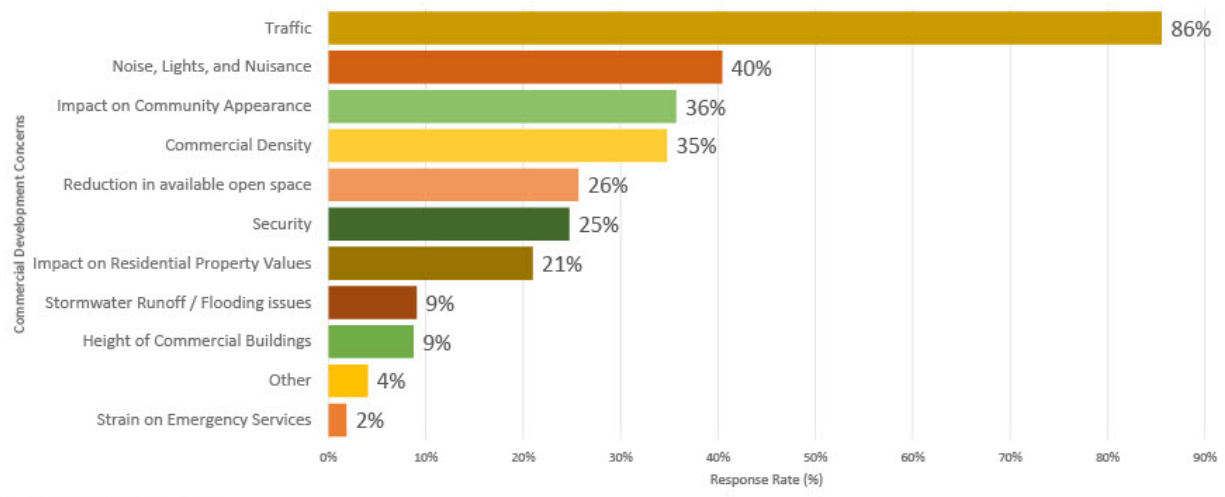
Up to 4,999 sq. feet is the maximum retail building size preferred by respondents.



Base: Total Respondents: n=328
 Q13: What should the maximum permissible building size be for an individual retail building in a development?

Village of Marvin - 2019 Community Survey

Traffic is the top concern respondents have regarding commercial development.

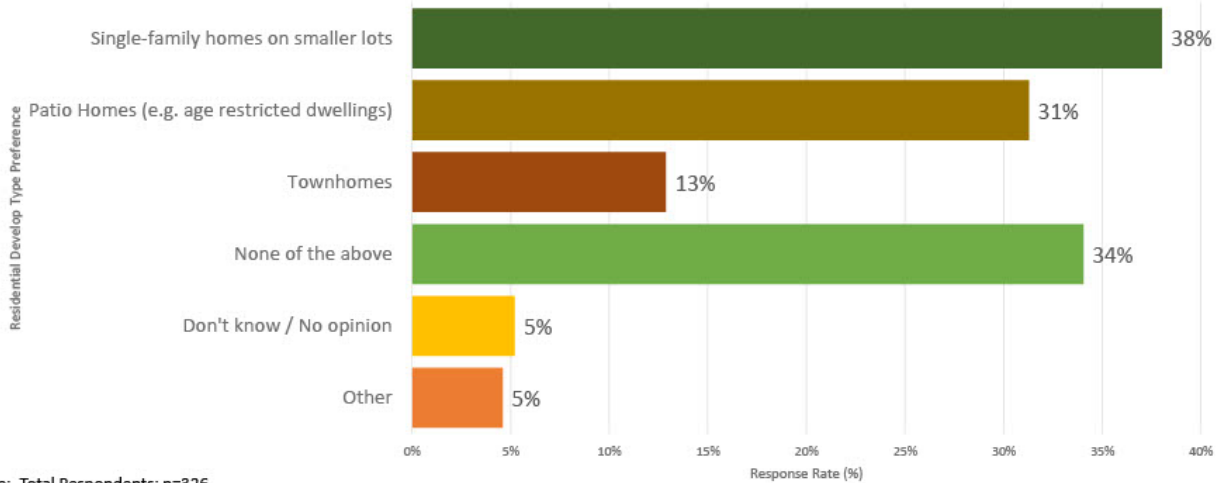


Base: Total Respondents: n=319
 Q14: If you have concerns with commercial development, please select your top 3 concerns from the list below:
 Village of Marvin - 2019 Community Survey



Residential Development

In developments that set aside land for conservation purposes, 38% of respondents felt that single-family homes on small lots was appropriate.



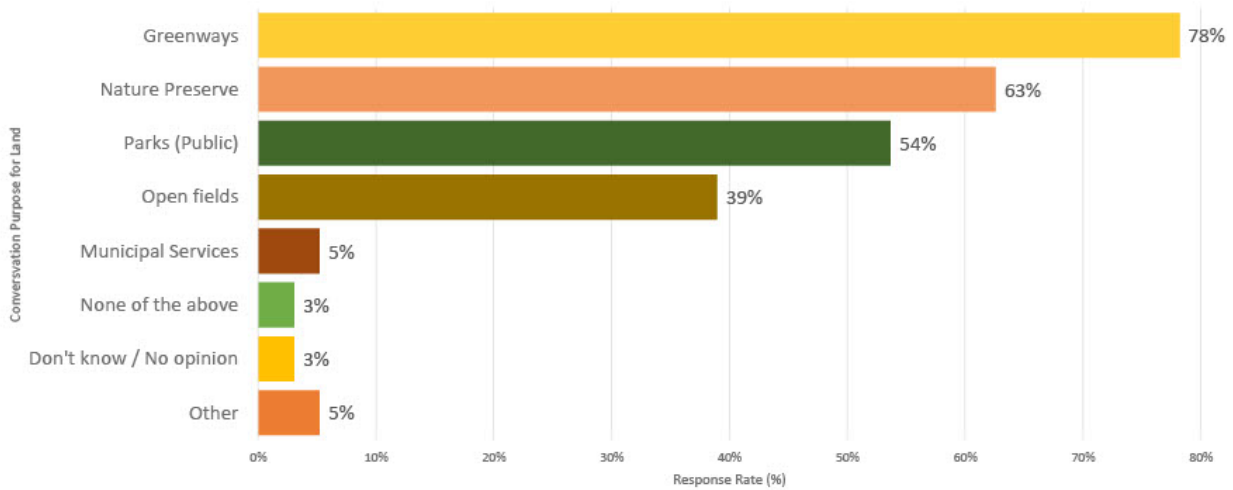
Base: Total Respondents: n=326

Q15: Marvin currently allows for a limited number of lot sizes smaller than 1 acre in developments that set aside land for conservation purposes. What type of residential development do you feel would be appropriate in such a subdivision? (Check all that apply)

Village of Marvin - 2019 Community Survey

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In developments that reserve a greater percentage of land for conservation purposes, a majority of respondents favored greenways, nature preserves, or public parks in those reserved areas.



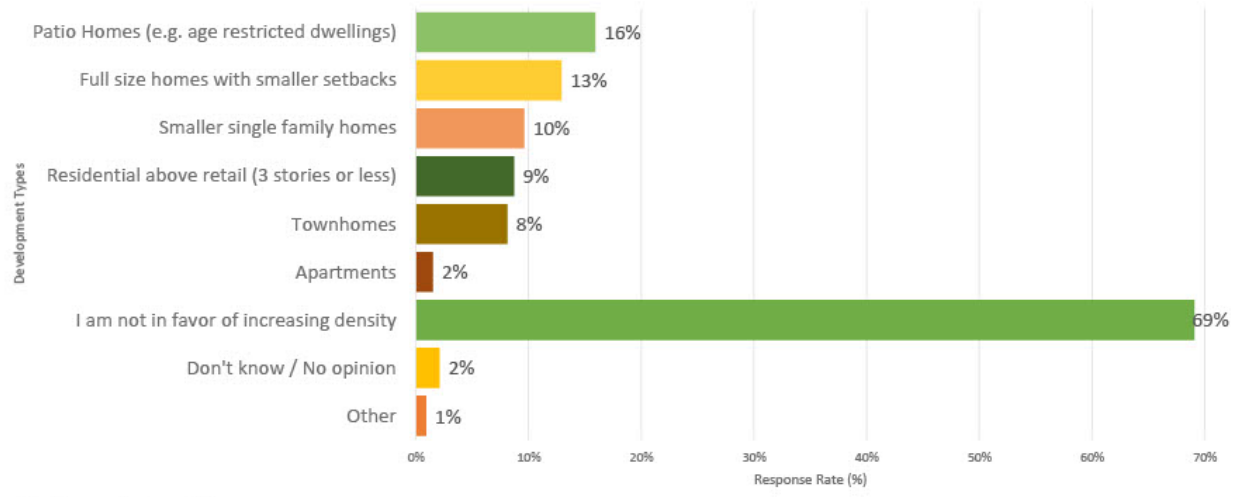
Base: Total Respondents: n=326

Q16: If a greater percentage of land in a development is reserved for conservation purposes, which of the following uses would you be in favor of? (Check all that apply)

Village of Marvin - 2019 Community Survey

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A majority of respondents are not in favor of increasing residential density (69%), but if residential density increased then patio homes (e.g. age restricted dwellings) are supported the most by respondents.

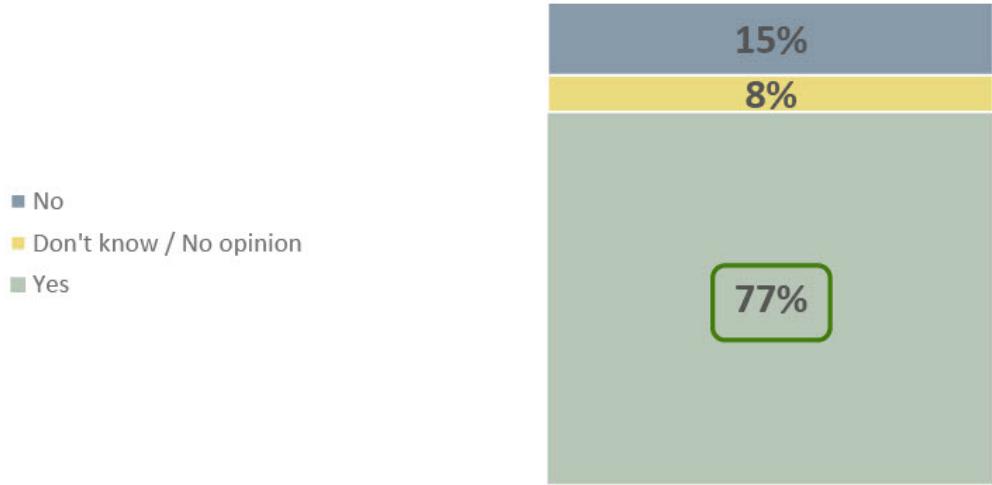


Base: Total Respondents: n=325
 Q17: If Marvin were to consider residential development which would increase residential density, which of the following would you support? (Check all that apply)
 Village of Marvin - 2019 Community Survey



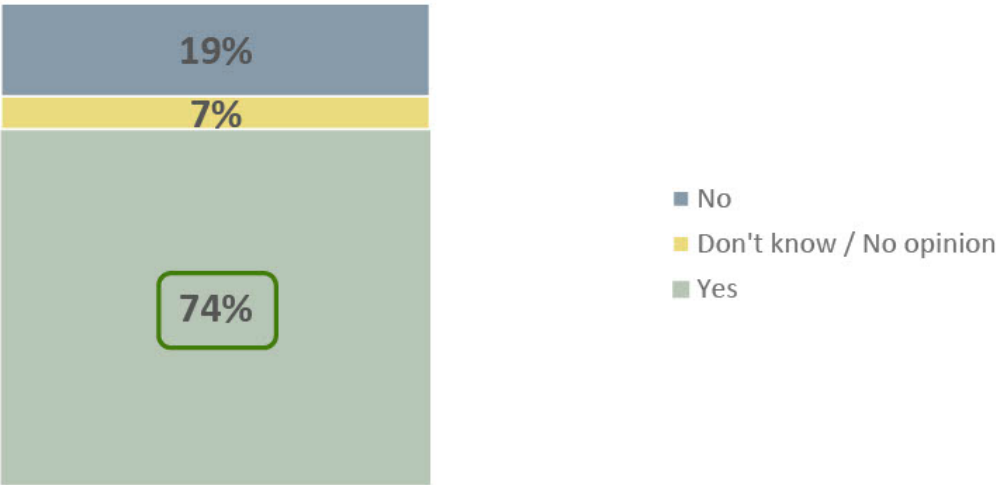
Parks, Recreation & Open Space

A majority of respondents want more parks, open space, or recreation options in Marvin.



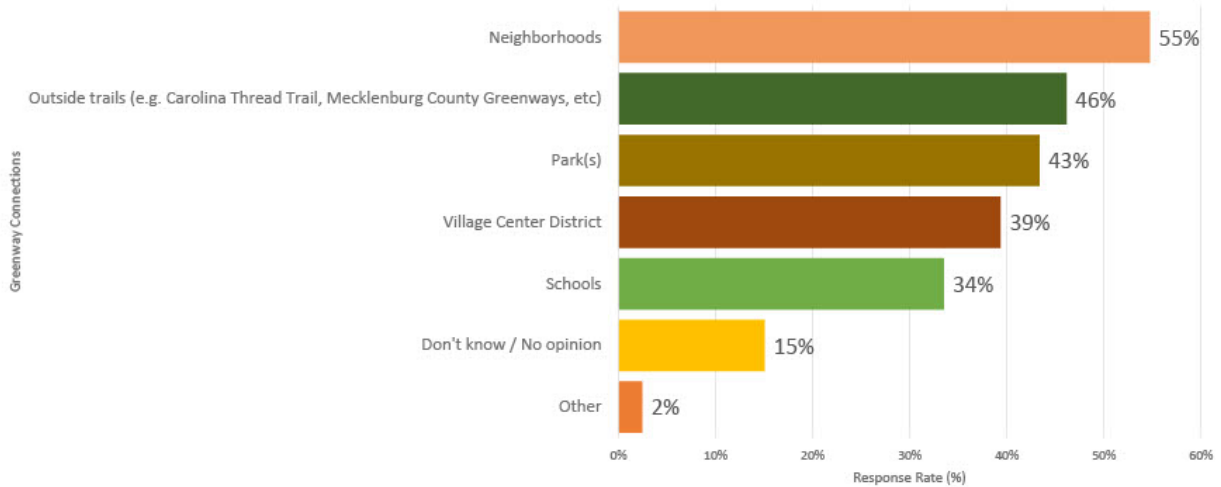
Base: Total Respondents: n=326
Q18: Would you like to see more parks, open space, or recreation options in Marvin?
Village of Marvin - 2019 Community Survey

A majority of respondents responded that walkability was important to them.



Base: Total Respondents: n=326
Q19: Is walkability (via sidewalks and greenways) important to you?
Village of Marvin - 2019 Community Survey

The most important greenway connection for respondents is to neighborhoods (55%).



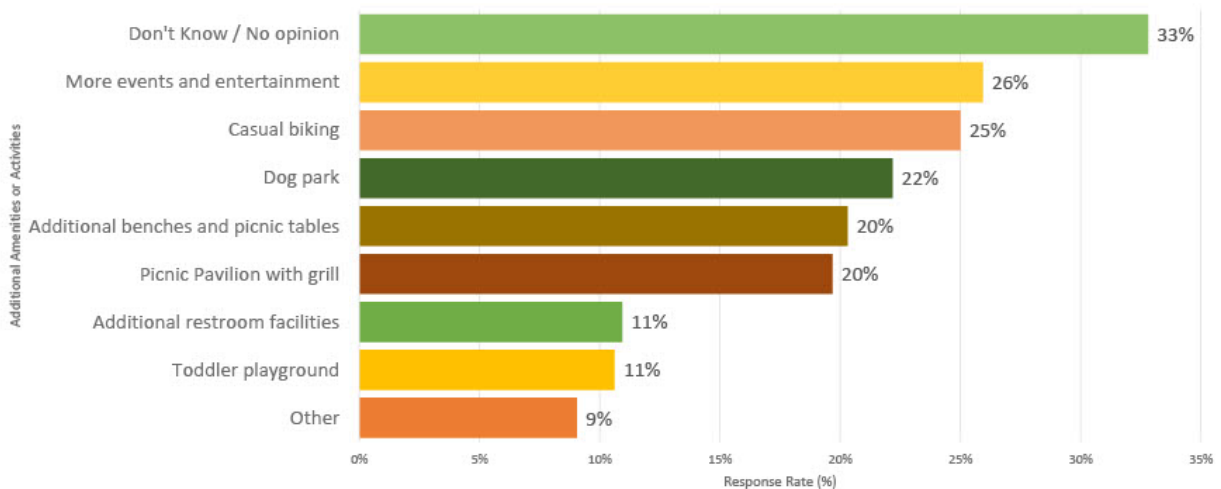
Base: Total Respondents: n=325

Q20: What are the most important greenway connections? (select all that apply)

Village of Marvin - 2019 Community Survey

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Of the respondents that identified additional amenities or activities they would like to see at Marvin Efirid Park, 26% would like more events and entertainment and 25% would like casual biking.



Base: Total Respondents: n=320

Q21: What additional amenities or activities would you like to see at Marvin Efirid Park?

Village of Marvin - 2019 Community Survey

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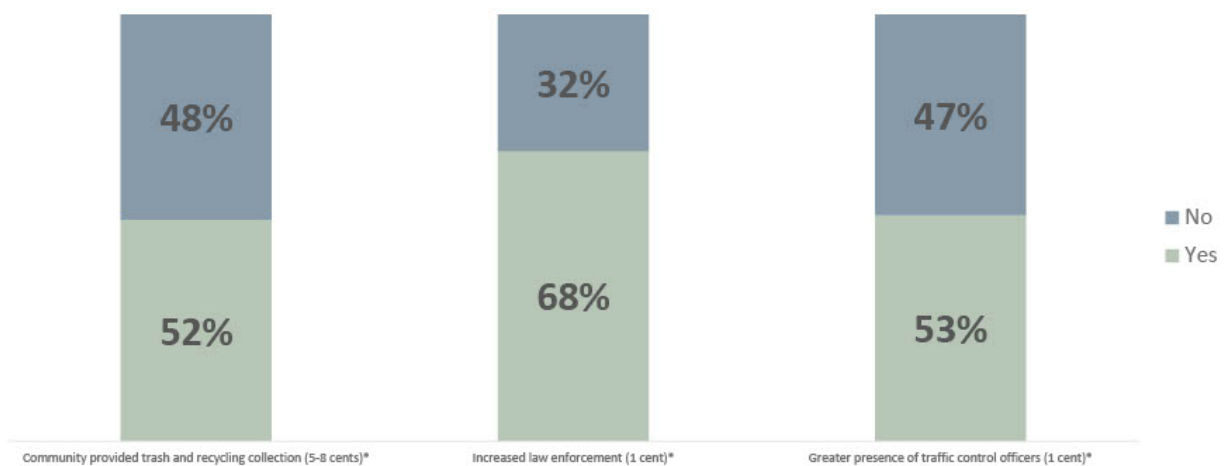


Municipal Amenities & Services

Village of Marvin - 2019 Community Survey

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A majority of respondents support increased tax rates for greater presence of traffic control officers, increased law enforcement, and community provided trash & recycling.

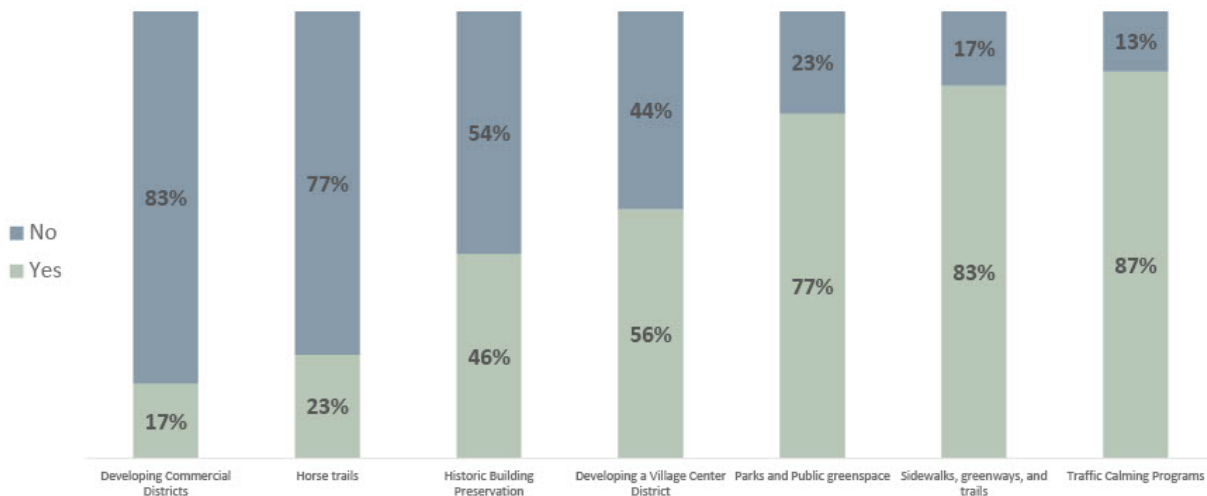


Base: Total Respondents: n=320

Q22: Which of the following services would you be willing to support with an increased tax rate? (If any) *estimated tax rate increase per year per \$500,000 house valuation
Village of Marvin - 2019 Community Survey

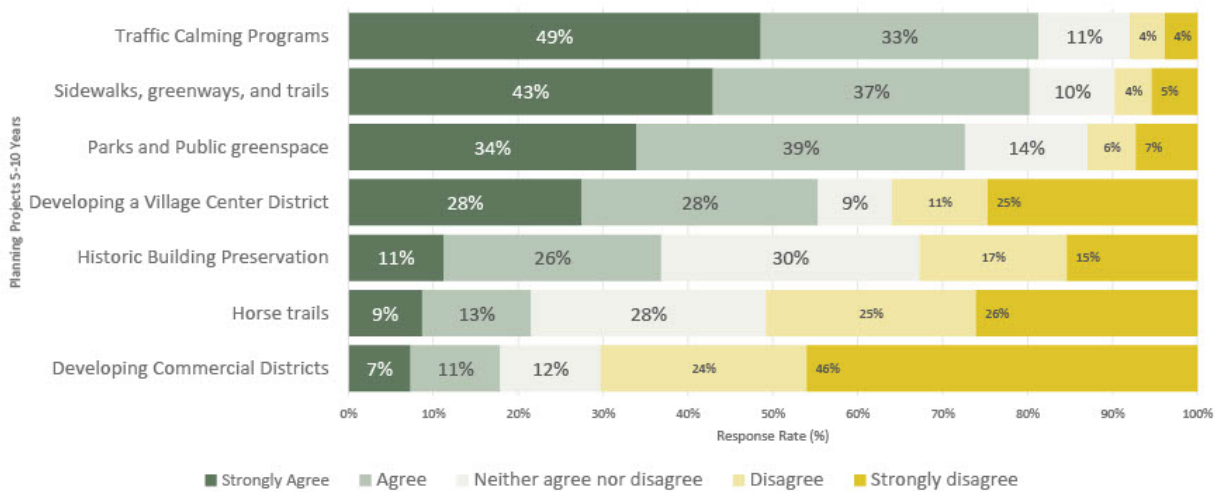
36

A majority of respondents support the Village of Marvin’s activities in traffic calming programs; sidewalks, greenways, and trails; parks and public greenspace; and developing a Village Center District.



Base: Total Respondents: n=310
 Q23: What planning projects should the Village strive to accomplish, or improve, in the next five to ten years? Indicate with a Yes or No if the project should be undertaken.
 Village of Marvin - 2019 Community Survey 37

Within 5-10 years, a majority of respondent’s support traffic calming programs; sidewalks, greenways, and trails; parks and public greenspace; and developing a Village Center District.

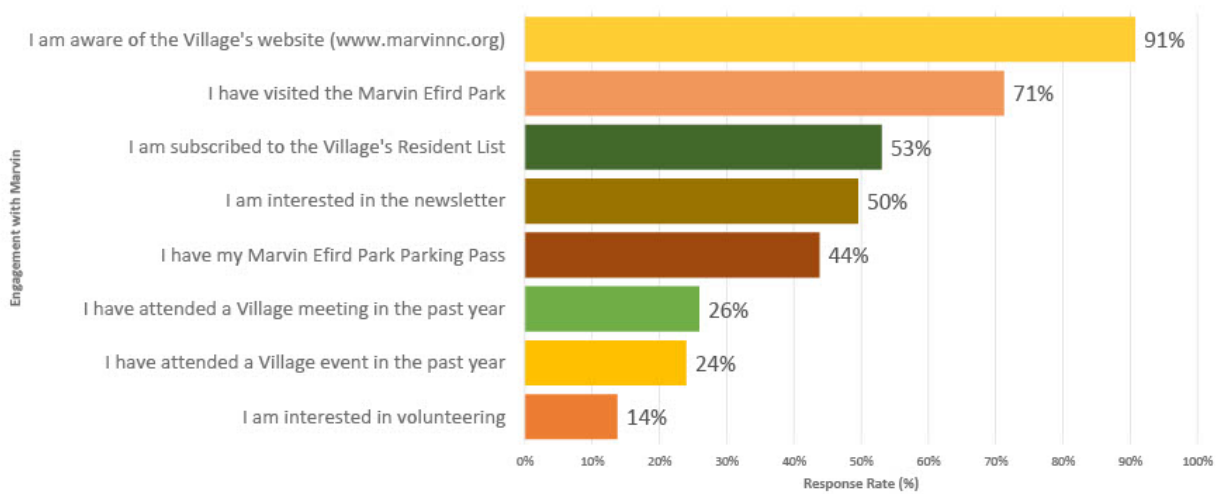


Base: Total Respondents: n=320
 Q24: Please identify your level of support for the planning projects that the Village should strive to accomplish or improve in the next five to ten years.
 Village of Marvin - 2019 Community Survey 38



Engaging with the Village of Marvin

Survey participants are familiar with the Village's website and many have visited the Marvin Efirid Park.



Base: Total Respondents: n=130

Q25: Please check any statement that applies to you:

Q3: Other Subdivisions listed

Other (please specify):
Belle Grove
Farms of Meadowlark
Innisbrook at Firethorne
Marvin estates
Providence Road Estates
Wyndham Hall
Wyndmoor

Q6: Other reasons for living in Marvin

Other (please specify):	
Acerage	Not sure I have a reason for wanting to live in Marvin any more...
Desire for a natural setting	Possible control of growth
Exclusive; no measureable crime rate	Proper density
Formerly, low traffic density.	Size of house
Golf community	Size of property available (multiple acres)
Greenways and park	Stay out of Waxhaw
I lived here before Marvin incorporated.	The reasons why we moved here are all gone
LAND NOT DEVELOPED	Unique rural feel with access
Larger property	used to be rural
Loved oakbrook	Was here before Marvin existed
No apartments.	We are stuck here for the time being.

Q11 – Other Commercial Type Development Outside Village Center District

Other (please specify):	
A Harris Teeter	I would like more biking and walking paths and green space. We should be tough on developers with respect to improving these aspects of the village. This will make our area attractive to potential residents, and increase property values.
Beautification of streets, with trees and flowers. Upkeep of the streets and bridge structures	Library
Chick-fil-a	More public greenspace/parks
Convenient Store & Gas	Pub/bar
daycare	Rae Rd and Tom Short Rd needs development with a library, stores and public space for meetings
entertainment,	Specialty Markets
Fitness	Wegmans Grocery Store
gas station	

Q12 – Preferred Locations for Commercial Development-

Other (please specify):
All development should require green space, parks, and walking and biking trails.
Annex Unincorporated into Marvin; what we should have done 3 years ago. Tom Short and Rea Rd. corner
G is already under construction. Along with Publix it also needs a cafe and small retail shops
I am not in favor of any commercial development in Marvin unless and until Marvin is able to control traffic.
New town and providence (Chick-fil-a
Rae Rd and Tom Short Road intersection needs a library, restaurants and shopping with s Publix.
Rea Rd and Tom Short
Retirement/affordable apartments
tea rd an Tom short

Q13 – Maximum permissible building size

Other (please specify):	
2-3000sq ft	Please get a Trader Joe's!!
Chick-fil-a	Please no more retail
depends on the location where you want to build	traffic is already bad-plenty of retail nearby and not needed in Marvin
Depends upon location. OK with Publix at NT&Prov, but otherwise 10K sq ft	we have enough now no more
It is a hypothetical question. Depends on the type of commercial development	
Let's get a post office and sheriff's station there.	
Marvin doesn't need retail buildings. To much traffic now.	
mix of those	

Q14 – Concerns with commercial development

Other (please specify):	
All of the above	prefer independent owner rather than chain establishments
basically all of the above!!!!	Roads already do not accomodate residential development. Adding commercial development without additional road widening, etc. could prove disastrous.
Better roads follow development	Traffic
Chains that are not high quality and take away of the charm the Marvin could have.	TRAFFIC IS ALREADY HORRENDOUS ON NEW TOWN and MARVIN ROAD. THIS WOULD MAKE IT IMPOSSIBLE..
Infrastructure MUST be put in place first. The New Town Rd needs to be widened. The roundabouts are too small to handle the any more traffic.	Traffic, Traffic, Traffic
Just look at Waverly for my response	We don't need another Blakeney
lack of interconnection of walking and biking trails to allow residents to walk or bike safely to amenities	

Q15 – Residential Development with conservation land set aside

Other (please specify):	
all of the above	no cheap stuff
Density in Marvin will make traffic worse; community should be different from typical Charlotte-neighborhoods	No more developments at all
Do not strain schools or roads	Parks or leave undeveloped
Housing for seniors and offspring to stay in town	Senior Citizen Center
i Like the acre standard. stay in charlotte for density and small lots	There should be none smaller than 1 acre; it reduces property values for all, increases traffic, strain on schools, security, etc.
Large lots	This should be VERY limited otherwise it's Ballantyne
low income	we should require 1-acre lots when development is not above commercial development

Q16 – Preferred Uses for reserved land

Other (please specify):	
1-2 acre ponds	Hiking trails
Bike paths	Leave things as they are
Bike/Walking trails	Less development
Connected trails/natural	less non-native grass more native plants!
Dog Park	Library
Equestrian use must be permitted.	Public access ponds where kids can fish/be in nature instead of on phones/video games
Equine	recreation/ball parks
Hiking & Biking	Senior Citizen Center
	Undisturbed natural areas with no development

Q17 – Higher Density Residential Development

Other (please specify):

Definitely NOT apartments/townhomes

Need housing that supports seniors and juniors to stay home

Please don't ruin this gem of a village. Marvin is special these increase in density will destroy the very thing that makes this town unique.

Q20 – Important Greenway Connections

Other (please specify):

Bike connection to Ballantyne

Do not want a greenway

Efird Park is enough

I do not care about greenway connectivity.

It is important to have connections between trails and/or greenways that allow for longer distance bike riding.

None

None of the above

We need a sidewalk all the way from the Village Center to where Waxhaw Marvin Rd ends (edge of Marvin). And, Marvin needs to put a sidewalk from Waxhaw Marvin Rd to the HS & MS on Crane Rd by working with Union County.

Q21 – Additional amenities or activities at Marvin Efirid Park

Other (please specify):		
Current playground equipment needs maintenance	Library	Place for older kids to play
Debris cleanup along walking trails	more events that promote home gardens and sustainability and more of the gardens at Efirid Park.	Public access fishing pond
Defined walking trail	More like crooked creek park in Indian Trail	Public Art
Do not use....	more parking for events	seems ok as is
Fenced open space next to maintenance shed	None	Sell the park
Horses allowed on trails	none	Sports Field
KEEP IT UN-DEVELOPED	None. Purchase of the park was unnecessary and is more of a liability for the people of Marvin than a benefit.	tennis , pickleball or basketball courts
Leave as is.	Not in favor of any additional amenities or activities here	Thank you so much for this park. Please increase my taxes to buy more land for similar parks and the greenways needed to connect to them. I cannot stress how important these aspects of the community are to our health and property values.
leave it alone	Open up to public, don't like the need for parking passes and restricted use.	Thought it was not available for public use unless reserved
less "permit" demand - ridiculous		We love Efirid Park!

Village of Marvin - 2019 Community Survey

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Additional Comments (1 of 12)

ADDRESS TRAFFIC ISSUES
Allow subdivisions to be gated communities. This will reduce speeding traffic through the subdivisions. Not allowing subdivisions to be gated is just plain stupid!
As a landowner in Marvin for over 35 years I would like for Marvin to remain small without commercial development. There is plenty of that in walking and a very short driving distance. We do not need to add to the congestion on the roads. Honestly I don't know what you could add that isn't practically in the Marvin city limits now. As residents age up and children graduate from college they have no choice to leave village and friends. Need adequate housing for these valuable friends and neighbors.
Ban bicycles on single lane roads, new law to control noise e.g., cannot drive noisy bikes/cars between 9 pm and 9 am on marvin roads
Be careful with commercial development. Don't want to look like Rea Rd. Don't raise taxes or you will lose people.
bike lanes seem like a positive addition to our area. there are many who bike around here and it is becoming more and more unsafe as the population density grows.
Chose to live here because of the lack of development. There are plenty of other places for people to live if they wish to be near restaurants, shops and high density housing
Commercial development is the opposite of what we and our neighbors came to Marvin for. We have commercial all around us already. Why would we invite commercial into our quiet community? We wouldn't and shouldn't! Thank you.
Commercial properties to increase the tax base are a must.
Continue no apartment buildings and no commercial buildings ordinance
Control development with concern to schools and traffic. The rural atmosphere needs to stay and not over developed. Our roads cannot handle the traffic it has now. The schools are great, but they are not keeping up with the subdivisions. The planners should consider that when they approve another project, whether it be a housing or commercial permit.

Village of Marvin - 2019 Community Survey

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Additional Comments (2 of 12)

Control the development, the infrastructure is at capacity .
Current zoning allows building too close to the street...there is no buffer zones.
DO NOT bring commercial developments to an already overcrowded area that has no resources in addressing increased traffic on insufficient roads. Do not allow high-density housing developments without holding developers liable for assisting nearby affected schools.
DO NOT PUT ANY MORE DEVELOPMENT ON MARVIN SCHOOL ROAD AS WE CANT GET OUT OF DRIVEWAY NOW.
Don't want to ruin what we have in Marvin. Don't want to see it over grown.
Enhance Marvin through a village center and improve parks, walkways and trails but do not expand in to commercial and high density housing or the value of the community and strain on existing public services will only worsen.
Fix the Infrastructure before adding more homes and commercial buildings.
Fix Traffic, expand roads!
For 30 years I have seen the peaceful village become less and less peaceful from over-development. Please stop.
From the past information received recently concerning minutes of council and other business I was struck by the information that Marvin was formed to prevent the encroachment of Charlotte on our vilage. To me the development of a village center district and development of a commercial district is not taking into consideration why the village was formed. There are plenty businesses close by that we don't need commercial development. We do not want to be over-run with development as Waxhaw is currently.
Have lived in area for almost 41 years. Don't feel that it's incumbent upon Marvin to embark on any projects outside of traffic calming, green ways and zoning maintenance. There's enough growth going on around us by other municipalities. Forty years ago, it was 17 miles to nearest convenience store. Today, one can damn near walk to a half dozen super markets or drug stores! Most of us would prefer that Marvin stay as is with minimum services. No further development needed.

Additional Comments (3 of 12)

I am embarrassed by Rea Rd appearance once you come from Mecklenburg county into Union county. Weeds are 4-5 ft tall, sidewalks and boulevards are unkept. Streets are rough and have divots. Can something be done about that? S
I am very disappointed in the current village council. The push for commercial growth is unfortunate . The conflicts within the council are also frustrating and have resulted in a disengaged community.
I do not feel that we need retail options in Marvin. There is so much retail already so close to us, why do we need it? Also, there is no need to add additional housing, especially high density housing. The schools are full, no need to have to bring in additional trailers.
I don't think this survey was as comprehensive as the last one. And the questions that were asked weren't very clear. I remember right the last survey had more helpful photos. It was difficult to understand the questions. Also, how do you say you support projects or development before you know exactly how large the project will be or what the Village has in mind? I wish more information had been given - but thanks for asking.
I know it is futile to stem the tide of development, but we like Marvin the way not is!
I love living in Marvin!
I love Marvin and want to keep it the quaint, family-friendly community I originally moved to.
I support the growth of the area, however, please remember that raising the taxes on your residents is not an acceptable way to grow. Please think like business leaders and leverage the surrounding private sector economic growth to fund town improvement projects. Do not raise taxes on your residents.
I would like to have a walking path connecting Innisbrook to the other neighborhoods. It is stifling and dangerous to walk on Marvin road.
I would like to limit as much development as possible, be it commercial but ESPECIALLY residential. Our village is becoming so overcrowded, and our schools' class sizes are growing extremely large
I would like to see stronger enforcement of Marvin codes and regulations.
I would like to see the dysfunction in the Village Council end ASAP. It is an embarrassment. I do not and will not support commercial development within the boundaries of Marvin. Absolutely no apartments should be built in Marvin.
I would like to see the village police officer patrol more often.

Additional Comments (4 of 12)

I would love to see more sidewalks that connect neighborhoods in Marvin along the roads and a sports fields across from Providence Downs South so our kids have an area to play sports close by. I like the feel of Marvin being small but feel it getting too big with more houses being built. Keep it small and let us enjoy nature and the beautiful big trees.
I would not like to see commercial development at Providence Rd. and Bonds Church Rd.
I'm okay with requiring sidewalks in NEW developments, but do not support residents being forced to install them in existing developments. And we're not interested in adding anything that will generate more traffic which commercial development would certainly do. Roads and highways seem to be the last thing considered in planners pursuit of the tax revenue gained from commercial development.
It may be too late, but I would have loved to see one large roundabout where the current roundabout is. It could have a park, fountains, statues, and benches in the middle. Shops, Village Hall, and cafes around the outside.
It's not that the Village Center is a terrible idea. There have been lots of accidents in & around Marvin. And cyclists on the narrow roads compound the problem. Introducing any more traffic increasing projects will result in congested roads and a danger to both drivers and cyclists. If Marvin can designate certain trails for cyclists only to keep them off busy roads. That would help.
Just really want a town center would rather go to Marvin than Weddington, Blakeney or Waxhaw
Keep Marvin small
Keep our town small, high-end, non-commercial. Elect new council members; the constant fighting, law suits, meeting cancellations, are an embarrassment to our town and unacceptable!
Keep the small town feel, that is what attracts people to our village.
Listen to your constituents instead of serving your own self interests.

Village of Marvin - 2019 Community Survey

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Additional Comments (5 of 12)

Many people in Marvin area strongly feel that the Village Council has their own agendas and are not really interested in what the citizens have to say and merely use surveys like this (which is pretty biased if you really read it) as a smoke screen to feign interest. Most believe the Village Council will push through whatever they wish regardless of the citizens wishes. If you really want to make meaningful positive change, start with rebuilding trust between the Council and the citizens of Marvin. Without that, there is no point.
Marvin is great because there has always been minimalist government presence & costs associated with it. All this planning for bigger & better growth leads to higher fixed overhead expenses. Don't do it. Incomes fluctuate, so taxes will. But fixed overhead isn't.
Marvin looks and feels like every other suburban area in the Charlotte area. I wish we had kept the small town feel with open space and less traffic. This has become the town that everyone leaves once the kids graduate. If that's what the town wants, then mission accomplished.
most homes have 2+ children, more homes of same size are coming yet outside of WCWAA there are zero municipal ball fields (soccer, baseball, etc.) Union County charges outrageous fee to use school fields (like \$350/hour). I have coached for a number of year in a number of locations (we are loosing our land space with no apparent place for kids to play sport of their choice. In my opinion it would be nice to have athletic complex for our community. Safe place for kids to play outside (rather than video games). Field space is next to impossible to find without going to Matthews Sportsplex (far away), Elon Park, or WCWAA. A nice Marvin sports complex adjacent to community park with amenities would be great. This could even boarder village (not sure about space?) Thanks for the survey and I am happy to help.
Most interested in seeing greenways expanded/connected allowing biking
Need another roundabout at new town and marvin rd. Also, i think more sidewalks and way to connect current neighborhoods would be nice
No additional police force needed, allow natural development as we expand
No benefits in the village tax I pay
No commercial building at Bond Grove Rd @ Providence Rd to much traffic

Village of Marvin - 2019 Community Survey

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Additional Comments (6 of 12)

NO commercial development !! We have enough close to our homes as it is.
no commercial development is needed. higher density housing is not needed. fix the traffic, roads that we have.
No not at this time. GREAT survey!!
Only interested in Village Town Center if tastefully done. Small, local and nothing overly commercial
Opposed to commercial projects. Prefer to keep Marvin small, quaint, safe, and green.
Overall, the Village has done a good job dealing with development and the encroachment of urban activity. Let's keep control over excessive density and if greater density is to be considered, allow it only as a transition or buffer from the busier areas around us. I understand and appreciate those who wish to "age in place" and think the Village should be open to this concept.
Please consider building a community Library here in Marvin
Please continue to keep Marvin more rural and less developed. That's what makes Marvin so special.
Please do not allow high density neighborhoods. This is why we moved out of South Charlotte to Marvin!!!
Please ensure that planning ensures major improvements in greenways, their interconnection, and more parks and green space reserved in the village.
Please keep Marvin the way it is with no additional retail and no additional homesites less than 1 acre each. We moved here BECAUSE of the way it was/is. Please don't make us relocate across the line to SC because of too many crowding and retail changes!!!!
Please maintain rural-residential atmosphere that makes people want to come and live. We need to protect the lot sizes.
Please no more development, residential or commercial. Especially not without improving the roads or building new schools!!

Village of Marvin - 2019 Community Survey

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Additional Comments (7 of 12)

Please no more developments until roads and schools can handle it. Please keep Marvin low density and open green spaces.
Public tennis court would be nice; need to slow residential growth
Repave streets in Valhalla Farms and other neighborhoods in need
Responses may seem negative....do not want to add any infrastructure. Keep it a "village"
Solution for bikers blocking traffic. Traffic solutions in Marvin area.
Stop acting like juveniles 100% of the time, and make actual PROGRESS.
stop building more communities which are over crowding our schools
Stop wasting money on marvin effird park...ask the county for more police presence
stop with this village center
Thank you for collecting community input. We have been very disappointed with how long it has taken Marvin to change and respond to the needs of the community. Heck, we were at one meeting where we learned that the design of the Village Hall has been in the planning stages for TEN years. That's unacceptable. I hope we are able to move forward and get some things done! Thank you for asking for input.
Thank you for FINALLY completing the public road paving project for Providence Estates. It would be wonderful if the village could help convert the 3 remaining unpaved roads in Providence Estates to public, paved roads. The expense to do this for homeowner's in today's economy is outrageous and such a change would help maintain home values in the area.

Village of Marvin - 2019 Community Survey

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Additional Comments (8 of 12)

Thank you for soliciting and considering resident feedback. We feel that the development in and around Marvin is negatively affecting the quality of life here, especially in terms of increased traffic and loss of green space. I am hoping to make a positive difference by being a MARSH committee member.
The availability of off-road biking (trails and greenways) is very important to us.
The intent of Marvin's incorporation in 1994 was to restrict zoning and keep small. Please continue that vision before it's too late.
The lack of commercial businesses is what makes Marvin peaceful and beautiful place to live.
The main disincentive for developing a commercial center (as described) is the traffic impact. For town residents South of New town road, getting out to Rea Road or 521 is already a significant challenge during rush hour (large percentage of commute is just getting out of Marvin). Developing that corridor will cause more congestion and cause anyone with a commute to incur significant additional time. This will reduce the attractiveness of living in Marvin. This large destination developments such as Blakney and Waverly, there is no need for a "strolling" village center in Marvin. It may be convenient for neighborhoods such as Marvin Creek, but for most others, it will cause more issue than value. That said, a small convenient store along Marvin-Waxhaw road near Stacie Howie will add value to the southern part of the town -- small footprint, gas included, appropriate aesthetic. On the issue of Horse Trails, while there are a number of properties in Marvin with equine facilities, spending resources for that few number of residents does not make sense. Better would be multi-use path for family hiking or biking.
The Marvin Park should NOT be exclusive.
The most important problem to get corrected is the highly unsafe and congested intersection at Marvin Rd and Newtown Rd i.e. Get the traffic round-about built ASAP. Otherwise, good luck...and keep Marvin Green!
The town needs to expand options for allowing guest houses to be built when homes are built, if lot size is more than xx acres.
The traffic circles on New Town road have helped traffic flow. Neighborhood speeds continue to be a HUGE issue. Any plan has to address neighborhood traffic. Especially if the plan is to put a town center at Rea and Tom Short. The primary entrance for many residents will be cutting through Marvin Creek. The town is unable to address this currently so adding an additional destination would only make things worse. I would strongly support addressing this (as opposed to purchasing more land or building more parks) in Marvin Creek and other neighborhoods where it is an issue.

Village of Marvin - 2019 Community Survey

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Additional Comments (9 of 12)

The traffic is already so much worse and loud as well.
The Village of Marvin Mayor and commissions are rather a disappointment. Bickering, pointing fingers and very little to show besides traffic circles. Since my household survey number tells you exactly who is responding I'll gon the record to say that I feel I waster five years being on the Planning Board. So little was carried forward as we worked hard to update the Land Use plan. Here we are doing the same exact thing over and over again without progress.
There is too much building both residential and commercial that is destroying the community and creating unbearable traffic. Stop building period. We don't need the incremental taxes to build a town center or more parks. If you stop the building now, Marvin will be a more desirable place to live over time.
There is way too much traffic in Marvin with all the builders building and our schools are too crowded. The village needs to not increase houses or commercial development because traffic already a problem. We would like to see walking trails, parks, and open green space along keeping taxes low.
There should be no private school built in Marvin. There are many options outside of our SMALL community. The increase in traffic and the physical appearance of such a place would not be a fit for the Marvin my friends and I have come to love.
Too many assholes live here. The small town quaintness was gone a long time ago.
Traffic calming should be a top priority!
traffic is increasing around here and that is the biggest concern. with traffic you have less happy people overall. more stress. not the way I want to live.
Traffic is the #1 problem in Marvin.
Traffic is the number one issue impacting desirability of Marvin and living here. There is too much residential and commercial construction already around us that is pouring traffic onto our roads. We do not need to add to this but instead to figure out how to deal with it effectively. Marvin Rd now is very dangerous to make a turn onto from any of the subdivisions. PLEASE HELP PLEASE HELP
Traffic lights at Marvin Rd and Newton Rd

Village of Marvin - 2019 Community Survey

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Additional Comments (10 of 12)

Village Council members and their friends should not have personal financial interests in any of the projects. I am concerned that relationships will drive decisions based on delivering personal gains.
Waxhaw was a quaint town and now the traffic is growing and it's losing it's small town feel. With the huge apartment complexes going in, which will increase the traffic on 16, I'm very concerned. Providence Road is already becoming heavy with traffic. While I support the Village center, I strongly do not support, town homes, apartments, etc which will only increase traffic. It would be nice if Marvin didn't fall into the trap that Waxhaw has. More residential options also impact school re-districting (we've been re-districted multiple times) and while luckily we are on the tail end of having to provide transportation for our last high schooler in order for her to have consistency in her education, I would hate for residential growth to impact school assignment (Marvin doesn't need more residents). Thank you for providing us a forum to give our opinions!
We do not need any more development. Beautify the traffic circles and build the village hall with no additional development. We do not need to be another Waxhaw or Pineville. We do not need more traffic and coffee shops and ice cream stores, especially in an area where you smell sewage all day. Perhaps fix that first. Connect the sidewalks that are going to nowhere and make the roads wider to accommodate the cyclist that are causing hazards on the streets. We don't need development. Beautify what we have.
We do not need to waste money on a new village hall that few people use. Spend the \$ on improvements to New Town and Providence roads, turn lanes and intersections
We do NOT want to do what waxhaw is doing, disregarding history, over developing, and placing a strain on roads, schools and services. We want a small, charming community where residents can enjoy a calm lifestyle.
We don't have the infrastructure to support more housing and traffic and certainly don't need any more poorly planned strip malls that sit not completely leased out
We just moved from another part of Union County because of that town's failure to control growth. We will be so disappointed if this happens here in Marvin. We moved here to escape the irresponsible over-growth.
We live in Marvin because we Love the area, however, the traffic is becoming increasingly more congested on a daily basis. Our main concerns of developing commercial attractions are two fold: 1. Increasing our taxes while decreasing the values of our property. 2. The commercial property, by nature, decreases the value of homes in close proximity while simultaneously increasing traffic issues.

Village of Marvin - 2019 Community Survey

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Additional Comments (11 of 12)

We moved here because it was NOT Ballantyne. Please do not increase residential density or add commercial property. Please create and use the greenspaces more environmentally responsibly meaning less non-native grass and more low maintenance and native plants.
We moved to Marvin to get away form the chaos of Charlotte. Since moving here, we have already seen the destruction of wetlands to make way for a new Novatt, mattress store and fast food joint. Now townhouses are being thrown up right next to Rea Road. Really? Please, please stop all this needless development and concentrate on preserving Marvin instead of destroying it.
We need nice restaurants!
We need to prioritize placing a traffic light at Bond's Grove and Providence Rd!
WE plan to leave Marvin soon because of the lack of support for the equine lovers here.
What connects Marvin is the schools. The Village needs to work with Union County & put a sidewalk from the Village Center down New Town Rd, go right on Crane Rd and all the way to Waxhaw Marvin Rd. Kids are walking along these busy roads and its very dangerous. Plus, this would tie the community together.
Whatever is decided regarding developing, be it residential or commercial, needs to be done with proper thought and consideration given to the impact the development might have on everything from traffic, road maintenance/upkeep, to schools, to value depreciation of existing properties, etc WELL into the future. Too much our governing officials see dollar signs and neglect the long term impact of development. A quick boost in tax income can easily be drained in a few years because of lack of thought in the cost of maintaing roads, buidlings, and property value depreciation because of over-development. Please don't make that mistake.
While I'm in favor of development in Marvin, I do not want big box stores, multi-unit housing and more congestion. Any development, must consider traffic and safety concerns. We don't want to loose the close-knit, community feel that Marvin possesses now.
Will Marvin village ever take over Matainance of the robinwood subdivision roadway?
Wish no additional development and retain undeveloped forested areas
Wish we had a more supportive and more presence of our city council

Village of Marvin - 2019 Community Survey

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Additional Comments (12 of 12)

Would like to have option for Gated Community at the Preseve of Marvin, for safety and less traffic, especially now that the new Center will be built right next to our development.

Would really like to expand the Marvin Greenway space. It would be great to annex that part on Rea and Tom Short into Marvin. Provide a nice shopping area.

yes. The bridge and sidewalk on the corner of Tom Short and Rea Rd need to be cleaned and the wall repaired. The lights on the bridge are not always working. The grass at the corner of Rea and Tom Short need to be mowed along with the median strip. There is at median sign that is broken, that needs to be replaced. Whoever is in charge of this area needs to take control. Additionally, we want to commend the staff at the village center, they are always friendly and provide excellent service....we appreciate their welcoming smile.

Appendix

Survey Methodology

Methodology

- Postcards were sent to all Village of Marvin property owners. Some property owners have multiple properties and the Village decided to limit the survey to one per property owner per household.

Survey records	
63 – Not started surveys	Deleted
8 – Incomplete surveys	Kept
2 – duplicate surveys from same property owners. First survey completed was kept (determined by timestamp)	Deleted
5 – paper surveys received and inputted into online survey record	Kept





VILLAGE OF MARVIN
PARKS AND GREENWAYS
MASTER PLAN
