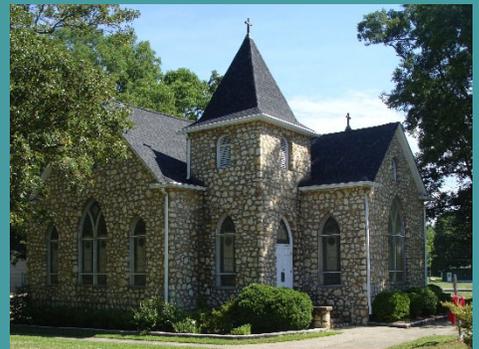


Town of Indian Trail
**COMPREHENSIVE
PLAN**
through 2041

Adopted July 12, 2022



IMAGINE IT

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TOWN VISION STATEMENT

*The Town of Indian Trail will be a **vibrant, unique, and collaborative** town where people can live, work and play in a safe, diverse and equitable environment. It will continue to assist in providing a variety of transportation options with opportunities for walking, biking, transit, and automobile by **connecting** all of its villages, downtown, and commercial corridors.*

*The Town will be known for its **diverse economic development focus, and attractive parks and recreational amenities**. The Town will offer a variety of land uses that will create opportunities to effectively manage metropolitan growth while at the same time **preserving its small town character and history**.*

ACKNOWLEDGEMENTS

IMAGINE IT, the Town of Indian Trail Comprehensive Plan, adopted by the Town Council on July 12, 2022, is an update to the 2013 comprehensive plan for the Town of Indian Trail, North Carolina. The 2013 version was an update to the first comprehensive plan for the Town of Indian Trail which was adopted in November 2005. This update would not have been possible without the work, dedication and commitment of many people who contributed to its preparation and adoption. In addition to the many citizens of Indian Trail who provided input to the planning process, the Town would especially like to acknowledge:

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INTRODUCTION

CHAPTER 1 – INTRODUCTION

The Town of Indian Trail Comprehensive Plan Through 2041 provides an update to the 2013 plan update of the originally adopted 2005 plan.

1.1 Purpose of the Comprehensive Plan

A comprehensive plan is a long-range roadmap for the future of a community which examines and makes recommendations on a variety of planning activities such as land use, transportation, utilities, infrastructure, community facilities, housing, the environment, recreation, economic development, and more. It provides information about conditions, trends and issues in a community and identifies actions needed to address such issues.

A comprehensive plan is not regulatory in and of itself, rather it:

- Translates a community’s vision into a guide for future growth and development;
- Provides a basis for decision-making, problem-solving and policy development by Town officials;
- Establishes priorities for Town projects; and
- Informs people of a community’s intentions regarding its future.

In North Carolina local governments are required by state law G.S. 160D-501 (a) to adopt and reasonably maintain a comprehensive plan or land use plan. The state’s planning legislation describes a comprehensive plan as setting “...forth goals, policies, and programs intended to guide the present and future physical, social, and economic development in the jurisdiction.” (G.S. 160D-501 (a1)) The legislation provides a comprehensive plan may contain any of the following as determined by the local government:

- Issues and opportunities facing the local government, including consideration of trends, values expressed by citizens, community vision, and guiding principles for growth and development.
- The pattern of desired growth and development and civic design, including the location, distribution, and characteristics of future land uses, urban form, utilities, and transportation networks.
- Employment opportunities, economic development, and community development.
- Acceptable levels of public services and infrastructure to support development, including water, waste disposal, utilities, emergency services, transportation, education, recreation, community facilities, and other public services, including plans and policies for provision of and financing for public infrastructure.
- Housing with a range of types and affordability to accommodate persons and households of all types and income levels.
- Recreation and open spaces.
- Mitigation of natural hazards such as flooding, winds, wildfires, and unstable lands.
- Protection of the environment and natural resources, including agricultural resources, mineral resources, and water and air quality.
- Protection of significant architectural, scenic, cultural, historical, or archaeological resources.
- Analysis and evaluation of implementation measures, including regulations, public investments, and educational programs.

INTRODUCTION

1.2 Indian Trail Planning Background

1.2.1 Original 2005 Comprehensive Plan

In 2003, Indian Trail was the fastest growing community in Union County, which was the fastest growing county in North Carolina. Indian Trail at that time was also one of the fastest growing communities in the United States. The population of the Town had grown from around 1,900 people in 1990 to nearly 20,000 people by 2003, through both families moving in and annexation of existing unincorporated neighborhoods. In response to these unprecedented growth pressures, the Town initiated its first ever comprehensive plan, and adopted it in 2005.

1.2.2 2013 Comprehensive Plan Update

After 2005, the Town moved energetically to improve the quality of life of residents while managing the growth pressures that are inherent to being part of an attractive, growing metropolitan area. The Town adopted a Downtown Indian Trail Master Plan, a Bicycle Master Plan, a Pedestrian Master Plan, a Park and Greenway Master Plan, and an Economic Development Plan. To help fund implementation of these plans, Indian Trail residents approved bond programs for road improvements and parks in the Town.

In May of 2011, the Town opened its first public park, Crossing Paths, a special events park facility. By 2013, Indian Trail's next two parks were under development, construction had begun on the new Chestnut Parkway, preparations were well underway for major improvements to Old Monroe Road, the Monroe Expressway was moving closer to approval, planning was underway for the revitalization of US-74, an Indian Trail way finding program was initiated, and Pathways to Progress, an infrastructure investment program, was also well underway. Private development has also continued with the emergence of a sub-regional shopping and entertainment center in the Sun Valley Village, a neighborhood center in the Austin Village that is anchored by a Harris Teeter grocery store, as well as the development of many attractive, well-planned subdivisions continuing to attract new residents to Indian Trail. In November 2013, Town Council adopted an update to the 2005 original Comprehensive Plan.

The goal of the 2013 Comprehensive Plan Update is similar to the current update. The goal was to review and revise the Vision and Goals set during the development of the original 2005 plan; revise the growth estimate based on current economic conditions; expand the implementation recommendations to make the plan more robust; and make the plan more readable through a better layout.

The Town of Indian Trail Comprehensive Plan was first created in 2005. At the time of the 2013 update, the Town reached a population of approximately 35,000 and the Planning Area reached a population of approximately 38,000, which exceeded the population suggested by the original Comprehensive Plan to trigger an update. Many still viewed the Town as an attractive place to live due to its proximity to the growing Charlotte Metropolitan area; excellent schools; relatively affordable housing; proximity to major highways; and overall quality of life. Over the last decade, population has grown to 39,997 as of 2020. This is a growth in population of 32% which is a good indicator to conduct this update to the Comprehensive Plan.

INTRODUCTION

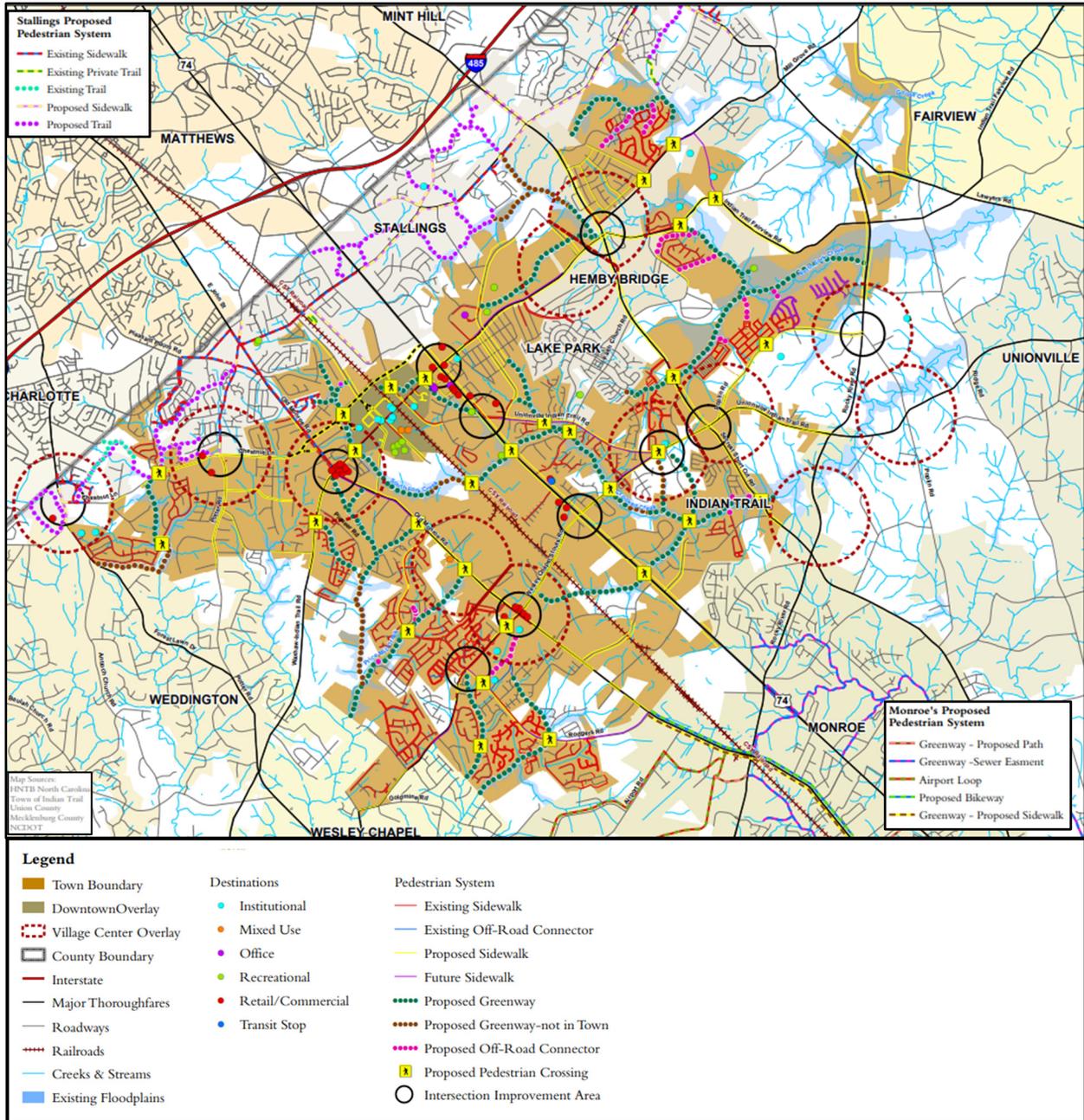


Fig. 1.2.1 Indian Trail Comprehensive Pedestrian Plan

INTRODUCTION

1.2.3 Current Comprehensive Plan Update

Since 2013, Chestnut Square, Crooked Creek, Crossing Paths parks were completed; the Monroe Expressway and the first phase of Chestnut Parkway were completed, and Austin Village and Sun Valley Commons continue to thrive and grow. The purpose of this updated comprehensive plan, adopted by the Town Council in July of 2022, is to build on these initiatives in order to continue making Indian Trail a distinctive community where people can live, work and stay. In 2021, Money magazine named Indian Trail the 15th Best Place to Live in the United States for 2021 to 2022 (See Figure 1.2.2).



☰ **Money** Best Places to Live 2021

50 Best Places

The 50 Best Places to Live in the U.S. in 2021—2022

From superb suburbs to quaint small towns, our 35th annual list highlights the places where job growth is rising, home prices are affordable, and the quality of life shines.

By Samantha Sharf, Aly J. Yale, Daniel Bortz, Leslie Cook, Julia Glum, Mallika Mitra and Ana Lucía Murillo



Abbey Ball

No. 15 Indian Trail, North Carolina

County: Union
Nearest big city: Charlotte

The Charlotte suburb of Indian Trail has exploded over the last few decades. As of the 2000 Census, a mere 11,905 people lived in the town. Today? It's over 40,000.

The growth is no surprise. After all, the city has seen employment rise 10% since just 2015. By 2025, it's projected to rise another 12%.

More than this, Indian Trail is brimming with options for family fun. You can pop by the Trails Dynasty Miniature Golf Course & Creamery for some putt-putt and ice cream, head over to one of the town's skating rinks (Kate's for roller and Extreme Ice Center for year-round ice), or stop off at Crooked Creek Park, where there are ball fields.

Fig. 1.2.2: Money Magazine Best Places to Live Article

INTRODUCTION

1.3 Planning Process

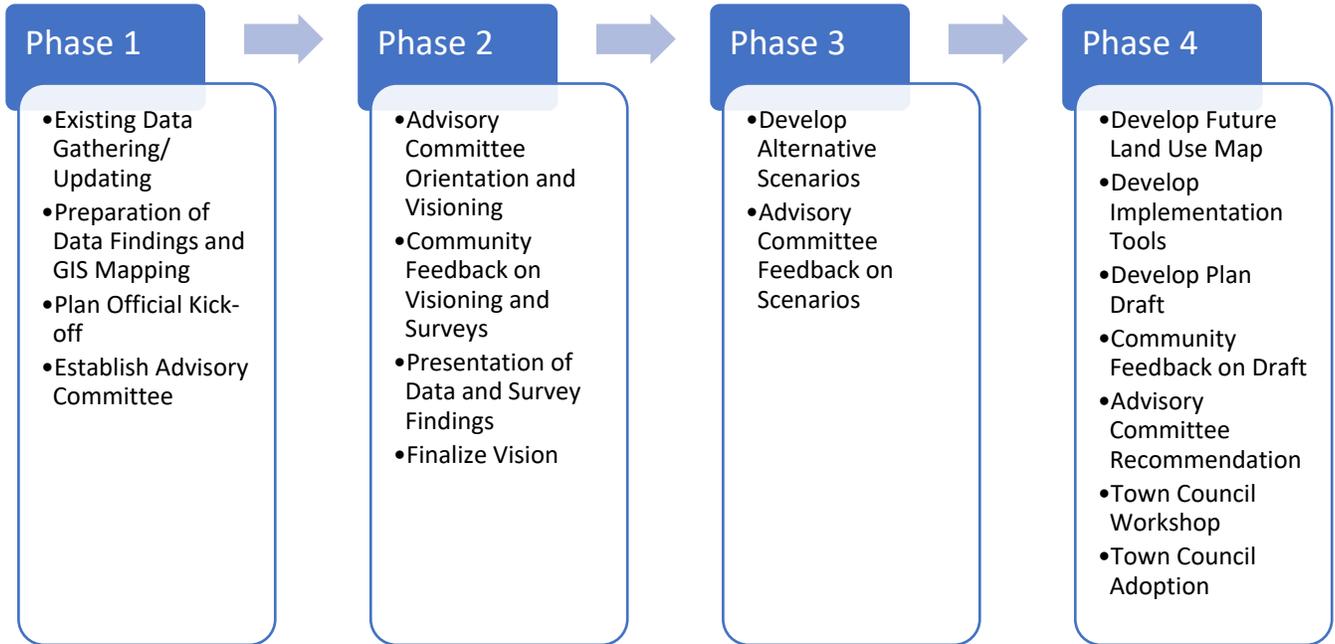


Fig. 1.3.1: Comprehensive Plan Update Process

Thanks are offered to the many agencies, groups, and individuals who provided information to assemble this resource. A Community Survey was conducted over several weeks in which questions were asked about the challenges and issues the Town is facing. Feedback was also solicited from the Town residents during the public meeting. An Advisory Committee appointed at the beginning of the project provided input during the process. Over 860 residents, stakeholders, town employees, and elected officials provided their input and feedback.

INTRODUCTION

1.4 Organization of the Plan

The Town of Indian Trail Comprehensive Plan through 2041 is organized into the following chapters:

Chapter 1: Introduction

- Chapter 1 kicks off the plan with starting information on the purpose, background on previous comprehensive plans and updates, planning process, organization of the plan, and updating of the plan.

Chapter 2: Indian Trail Identity

- Chapter 2 addresses the Town's identity by looking at the history, vision, goals and objectives, concept of villages, living and working environment, sense of place, and livability in Indian Trail.

Chapter 3: Existing Conditions Review

- Chapter 3 reports existing conditions including context, general demographics, existing zoning, natural systems, transportation systems, and public utilities.

Chapter 4: Framework Plan

- Chapter 4 describes the framework plan structures around different sub-areas. The chapter includes descriptions of the villages and corridors, parks and greenways, and urban design elements.

Chapter 5: Market and Economic Analysis

- Chapter 5 shows the market and economic analysis that was performed in the 2013 study. This information included demographic analysis, housing analysis, population and residential unit forecast, retail forecast, employment analysis, office forecast, industrial forecast, and tax base analysis.

Chapter 6: Village and Corridor Plans

- Chapter 6 describes each of the village, corridor, and downtown plans.

Chapter 7: Transportation

- Chapter 7 is focused on transportation and organized into an introduction, anticipated roadway travel demand, roadways, pedestrians, bicycles, transit, and street typologies.

Chapter 8: Implementation

- Chapter 8 addresses the implementation of the plan including the importance of the plan and implementing the plan.

INTRODUCTION

1.5 Updating the Plan

Comprehensive plans should be living documents, just as the Town is a living community. For Indian Trail, the plan should be reviewed approximately every five years to evaluate whether a minor update is needed. A major update should be contemplated in approximately 2026, or when the population of the Town reaches about 50,000 people.

INDIAN TRAIL IDENTITY

CHAPTER 2 – INDIAN TRAIL IDENTITY

2.1 Indian Trail's History

A number of Indian tribes resided in the region before Europeans came into the area. Early Indian Trail history begins around the Waxhaw and Catawba Indian tribes. Both a part of the Sioux Indian nation, the Waxhaw and Catawba tribes were related to each other. From traditional accounts, the smallpox epidemic went through the Waxhaw Indians in the area and so many perished that the tribe was forced to unite with the Catawba Indians.

Scotch-Irish, English and German immigrants settled on small farms in the 1700s. The settlement by these immigrants was along old Indian trade paths including the Occaneechee Path between Petersburg, Virginia and the Carolinas...also called the Indian Trail. In 1762, Mecklenburg County is formed from Anson County and includes the future Indian Trail area. Another county revision occurs when, in 1842, Union County is formed from Mecklenburg and Anson Counties. The first post office in the area was established in 1861 with a temporary closure from 1866 to 1870.



Rail service on a line that ran between Charlotte and Wilmington began in 1874 in Union County. One of the stops was in the future Indian Trail area. Businesses developed around the rail stop to ship cotton and other goods as well as to receive farm supplies. At the turn of the century, the Indian Trail area had a brickyard, sawmill, and a general store. Five passenger trains and 8 freight trains came through Indian Trail each day.

Telephone service comes to the area around the year 1901. In 1903, the community finds a school in a one-room schoolhouse. The Town of Indian Trail is established January 9, 1907. The beginning corporate limits of Indian Trail were within a circle defined by a radius of one-half mile from the center of the Carolina Central Railroad and Maud Street which is now Indian Trail-Fairview Road.

Churches founded in the area included Indian Trail Methodist Church in 1901, the first church in the Indian Trail, and Indian Trail Presbyterian Church in 1913. Indian Trail Presbyterian Church first met in a nearby school until the church was completed in 1916. Originally, the church was constructed with white siding exterior walls but was veneered with quartz stone and a basement added between 1934 and 1938.

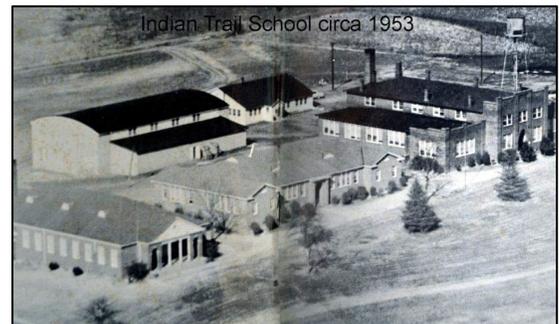


Fig. 2.1.1 Indian Trail School circa 1953

INDIAN TRAIL IDENTITY



Fig. 2.1.2: Indian Trail Presbyterian Church in 1916



Fig. 2.1.3: Indian Trail Presbyterian Church Today

Sources: Indian Trail: The First 100 Years, Town of Indian Trail and Indian Trail Presbyterian Church website, History (itpcnc.org/history/).

2.2 Vision

One of the first steps in the Plan update process was to review and revise the Vision Statement. After discussions with the Advisory Committee, the following Vision Statement was agreed upon:

The Town of Indian Trail will be a **vibrant, unique, and collaborative** town where people can **live, work and play** in a **safe, diverse and equitable** environment. It will continue to assist in providing a variety of transportation options with opportunities for walking, biking, transit, and automobile by **connecting** all of its villages, downtown, and commercial corridors.

The Town will be known for its **diverse economic development focus**, and **attractive parks and recreational amenities**. The Town will offer a variety of land uses that will create opportunities to effectively manage metropolitan growth while at the same time **preserving its small town character and history**.

2.3 Goals and Objectives

The goals and objectives of a plan begin to define the elements of the vision for the town. After receiving input from the Community Survey and during a series of meetings with the Advisory Committee, the previous set of goals and objectives were finalized with some minor revisions.

The goals for the Comprehensive Plan are as follows:

- Community Engagement and Communication
- Downtown Revitalization
- Economic Development
- Infrastructure
- Land Use and Housing

INDIAN TRAIL IDENTITY

- Mobility and Transportation
- Parks and Recreation, Open Space, and Natural Environment
- Quality of Life

The objectives for each of the goals in the Comprehensive Plan are as follows:

Community Engagement and Communication

1. Communicate effectively with residents, businesses owners, and other stakeholders to ensure a well-informed and inclusive community
2. Promote inter-governmental cooperation and inclusive public engagement to encourage collaboration with neighboring jurisdictions and residents

Downtown Revitalization

1. The downtown should become a focal point that provides Indian Trail a gathering place for community events, while at the same time serving as a destination for the local and regional population. Arts, culture, local heritage, and commerce should be prominent elements within the downtown
2. Support development of a unique architectural character within the downtown that is pedestrian oriented and incorporates local design elements. Beautify the downtown to create an attractive environment to live, visit, and invest in
3. Create a network of public and private urban open spaces within the downtown in areas such as along the Town-controlled Indian Trail Road that are interconnected with sidewalks and other pedestrian and bicycle facilities
4. Continue implementing the Town of Indian Trail Downtown Master Plan

Economic Development

1. Create a more balanced tax base by promoting the development of office parks, businesses, retail centers, and industrial parks. Promote a diverse local economy that will support varied employment opportunities
2. Support existing businesses within the town through effective communication and community outreach
3. Foster public-private partnerships as a means to encourage business development and investment within the town
4. Promote economic development collaboration and coordination with other state, regional, and local governments and organizations
5. Coordinate economic development initiatives with land use and transportation plans and programs
6. Implement the Town of Indian Trail Economic Development Strategic Plan

Infrastructure

1. Expand and improve public and private utilities such as water, sewer, storm water, electric, natural gas, and communications infrastructure throughout the community
2. Coordinate land use and transportation planning with infrastructure investment to ensure sustainable growth

Land Use and Housing

1. Promote a variety of land uses within each village, and avoid potential land use conflicts between neighboring properties and surrounding municipalities

INDIAN TRAIL IDENTITY

2. Provide a diverse range of housing options, including varying densities of single family, multifamily, traditional neighborhood development (TND), and mixed-use communities in order to provide affordable living opportunities for a wide range of residents
3. Improve existing Indian Trail neighborhoods to create equitable and vibrant communities
4. Coordinate land use and transportation planning to ensure sustainable community development
5. Emphasize high quality design to ensure attractive land development and redevelopment
6. Coordinate with land development stakeholders to help create efficient and predictable land development process that will encourage investment in the community

Mobility and Transportation

1. Relieve congestion throughout Indian Trail through an improved thoroughfare plan and multimodal transportation options including automobiles, pedestrians, bicycles, and mass transit
2. Improve bicycle and pedestrian connectivity between existing and future uses and to surrounding communities in a safe way
3. Incorporate bicycle and pedestrian amenities into existing and future Indian Trail destination environments. Educate residents and visitors within Indian Trail on available bicycle and pedestrian facilities within the community and their benefits
4. Identify various funding opportunities through partnerships with other agencies such as NCDOT and MUMPO to build the transportation system that meets current and future needs of the town's residents and businesses
5. Integrate the land use and transportation recommendations from the US-74 Corridor Revitalization Study into town planning initiatives and support other means to implementation the study
6. Implement the Town of Indian Trail Bicycle Master Plan and the Comprehensive Pedestrian Plan

Parks and Recreation, Open Space, and Natural Environment

1. Expand the park and recreation system in a way that is attractive, accessible and safe for all users and reinforces a sense of community for Indian Trail residents. Create diverse active and passive recreational opportunities that meet the needs of all Indian Trail residents
2. Use parks, trails, and greenways to interconnect Indian Trail's villages and other destinations
3. Seek partnerships to help facilitate development of local parks and recreational facilities and programs
4. Preserve and protect the natural environment in a way that preserves and enhances Indian Trail's image, environmental features, and tree canopy while providing for responsible growth. Integrate the town's natural environmental amenities with parks, open space, and recreational opportunities
5. Encourage open space conservation in a way that preserves Indian Trail's agricultural heritage
6. Implement the Town of Indian Trail Parks and Recreation Strategic Master Plan and support the implementation of the Carolina Thread Trail Master Plan for Union County
7. Encourage development stakeholder cooperation and contribution to amenities such as parks, open space, and greenways

Quality of Life

1. Provide a unique identity for Indian Trail with common community design and other identity elements implemented throughout the town
2. Provide and support cultural amenities that promote the town's heritage

INDIAN TRAIL IDENTITY

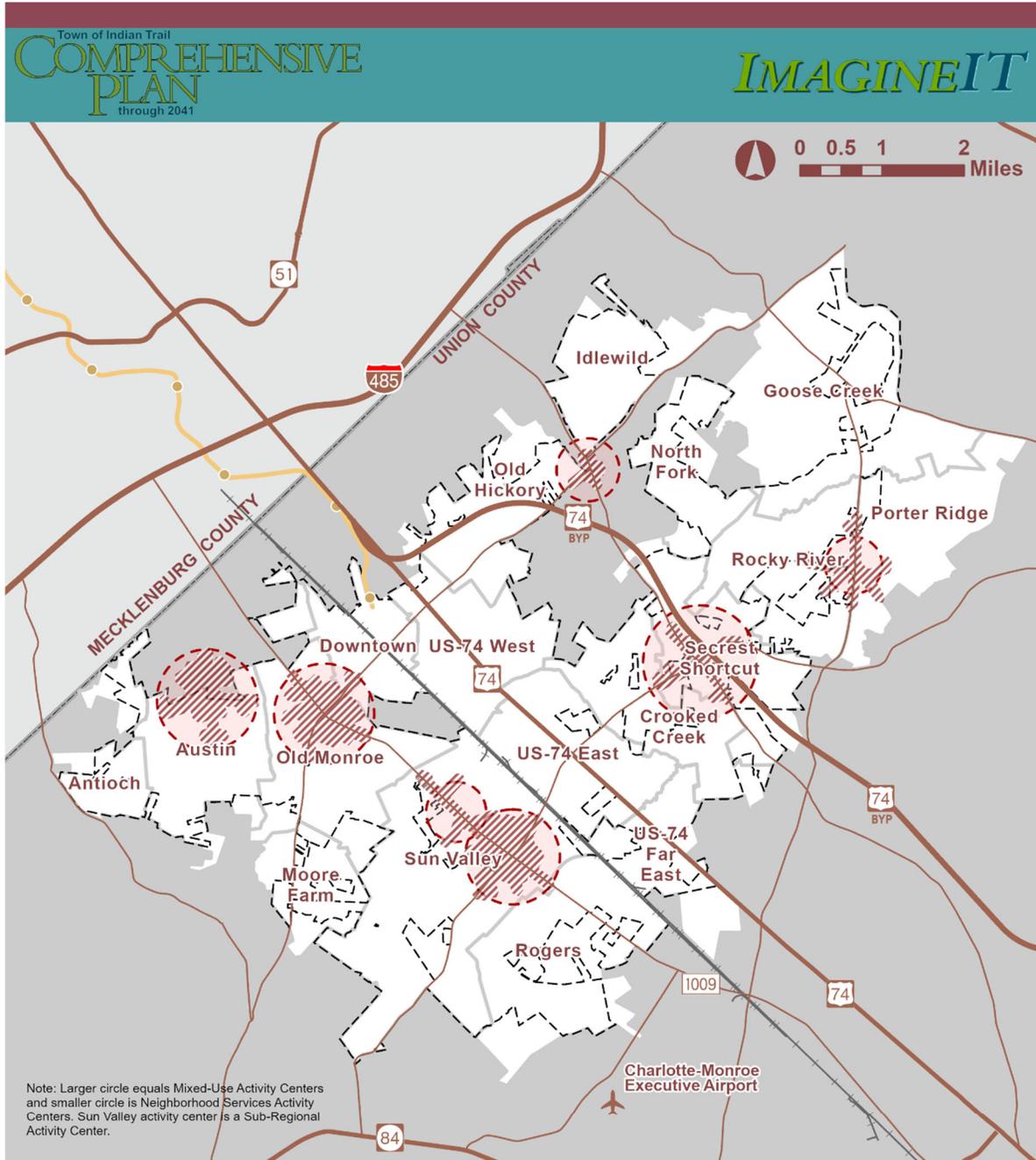
3. Support education providers to ensure continued excellence in public and private instruction. Create partnerships with educational providers to incorporate town planning/civics into the local school curriculum
4. Provide opportunities for use of local agricultural vendors and products within the town
5. Ensure the provision of effective public safety services and facilities within Indian Trail

2.4 The Village Concept

Throughout all the public meetings, stakeholder interviews and steering committee meetings during the 2005 plan preparation, residents of Indian Trail expressed a strong desire to maintain the small town feeling that had attracted them to the Town, even as it continued to grow. From this desire came the idea that the Town could grow as a series of interconnected villages, each with a population of around 4,000 to 5,000 people. Thirteen villages were defined, each near an Activity Center where stores, professional offices, civic buildings, churches, and schools might be located (See Figure 2.4.1: Activity Centers and Walkability). As these villages evolve over time, eventually everyone in Indian Trail will live within a 10-minute walk or a 5-minute drive of an Activity Center. In addition to the Villages, village-like plans were created from the two primary corridors (Old Hickory Corridor and US-74 Corridor) and for the Downtown. Further details on the Villages, Corridors and the Downtown is found in Chapter 6.

During preparation of the previous update of the Comprehensive Plan in 2013, public feedback received from Stakeholders, the Advisory Committee, and citizens indicated continued support of the village idea. The villages are given more detail in the updated plan so that they can continue to be the primary building block for growth and community development in Indian Trail. The 2021 update revises villages to reflect present day plans and this plan's recommended direction for the future.

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Note: Larger circle equals Mixed-Use Activity Centers and smaller circle is Neighborhood Services Activity Centers. Sun Valley activity center is a Sub-Regional Activity Center.

Figure 2.4.1
 Activity Centers and Walkability

- | | |
|--------------------------|----------------------|
| Legend | 10 min Walkshed |
| Railroad | Activity Center |
| LYNX Silver Line Station | Town of Indian Trail |
| LYNX Silver Line Track | Villages |

This GIS data is deemed reliable but provided "as is" without warranty of any representation of accuracy, timeliness, reliability or completeness. This map document does not present a legal survey of the land and is for graphical purposes only. Use of this data for any purpose should be with acknowledgement of the limitation of the data, including the fact that the data is dynamic and is to a constant state of maintenance, correction and update.

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2.5 Living and Working in Indian Trail

The population of Indian Trail and its extended planning area reached 43,426 in 2020 (U.S. Census Bureau Decennial Census). Total employment in the planning area reached 12,687 in 2019, which represents the best available data for the comprehensive plan update (U.S. Census Bureau, On The Map Application). The majority of jobs reported in the planning area were in the construction industry (22.2%), followed by retail (13.8%), manufacturing (10.3%), waste management (9.2%), accommodation and food services (8.4%), and transportation or warehousing (8.4%). All other jobs in the planning area combined to represent 27.7% of total employment. Table 2.5.1 provides a breakdown of jobs by industry for the planning area in 2019.

Table 2.5.1: Job Counts by NAICS Industry Sector

Industry Sector	Count	Share
Agriculture, Forestry, Fishing and Hunting	21	0.2%
Mining, Quarrying, and Oil and Gas Extraction	1	0.0%
Utilities	117	0.9%
Construction	2,814	22.2%
Manufacturing	1,310	10.3%
Wholesale Trade	961	7.6%
Retail Trade	1,752	13.8%
Transportation and Warehousing	1,061	8.4%
Information	115	0.9%
Finance and Insurance	170	1.3%
Real Estate and Rental and Leasing	142	1.1%
Professional, Scientific, and Technical Services	506	4.0%
Management of Companies and Enterprises	6	0.0%
Administration & Support, Waste Management and Remediation	1,170	9.2%
Educational Services	114	0.9%
Health Care and Social Assistance	469	3.7%
Arts, Entertainment, and Recreation	214	1.7%
Accommodation and Food Services	1,072	8.4%
Other Services (excluding Public Administration)	672	5.3%
Public Administration	0	0.0%
Total Private Primary Jobs	12,687	100%

Source: NAICS, 2019.

Additional data on employment and work flows confirm the majority of employees in the planning area commute from places outside Indian Trail. Data for 2019 reported 11,383 of the 12,687 total employees (90%) reported in the planning area commute in and out of Indian Trail for work on a regular basis. The largest numbers of workers to the planning area commute from Charlotte or Monroe. The majority of workers also reported travel distances less than twenty-four miles; however, some travel more than 50 miles per day from their job. Only 1,304 (10%) of the employees reported both live and work in the planning area.

INDIAN TRAIL IDENTITY



Source: US Census on the Map, 2019 Reporting Year.

Fig. 2.5.1 Inflow/Outflow Job Counts in 2019

14,293 residents in the planning area leave their homes for jobs outside Indian Trail on a regular basis. The majority of them are headed to Charlotte (46.7%). The majority of residents reported travel distances less than twenty-four miles; however, a significant number (15.1%) of residents commute greater than fifty miles per day for work.

Table 2.5.2: Job Counts by Places Where Workers are Employed (Private Primary Jobs)

Places (Cities, CDPs, etc.)	Count	Share
Charlotte, City of	7263	46.6%
Indian Trail, Town of	1175	7.5%
Monroe, City of	853	5.5%
Matthews, Town of	723	4.6%
Stallings, Town of	394	2.5%
Concord, City of	272	1.7%
Raleigh, City of	213	1.4%
Greensboro, City of	203	1.3%
Pineville, Town of	183	1.2%
Mint Hill, Town of	140	0.9%
All Other Locations	4,178	26.8%
All Places	15,597	100%

Source: US Census on the Map, 2019 Reporting Year.

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Incomes reported for residents living in the planning area and workers traveling to the planning area were generally the same in 2019. Home choices and price points associated with preferred development types, locations, patterns, and intensities on the Future Land Use Map should be sensitive to residents’ income and purchasing power.

An important goal for the Town’s Comprehensive Plan and the Economic Development Plan should be to provide more employment opportunities inside the planning area that match resident’s skills and interests. Doing so could shorten commute distances for work, diversify (and balance) the local tax base, and increase the amount of free time available to residents for other quality-of-life interests. Key target areas for new or increased employment opportunities in the planning area include a revitalized US-74 corridor, and a regional employment center in the Old Hickory Corridor near the Monroe Bypass (see Figure 2.5.3).

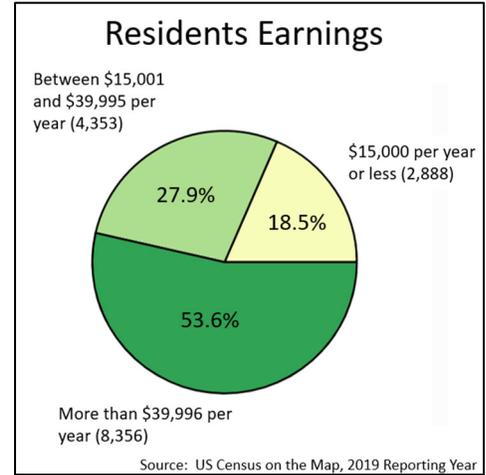


Fig. 2.5.2 Income of Employed Residents



Fig. 2.5.3 Ballantyne Regional Business Park

2.6 A Sense of Place

While Indian Trail has been growing rapidly, the identity of the community has not always kept pace. In 2008, the Town completed a branding exercise that helped create a unified identity that would be embraced by Indian Trail residents and business owners. To create an image for the Town at its entry points and to help identify the villages and civic places, the Town began implementation of a “wayfinding,” or community signage program in 2013, to guide residents and visitors through the Town and to its major destinations.

The emergence of a regional entertainment and shopping district at Sun Valley will create a gathering place for residents and visitors, adding to the identity of the community. Downtown Indian Trail, the historic center of the Town, will contribute to this identity as it becomes a cultural and civic destination.

The Activity Centers, as they continue to develop, will bring the sense of place and identity to each of the villages, giving residents a place beyond just their subdivision to consider as home.

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Fig. 2.6.1 Typical Activity Center: Colony Place, Charlotte, NC

2.7 Livability

With rapid growth comes the challenge of keeping a community a convenient and pleasant place to live and work. Indian Trail’s biggest challenge has been traffic congestion. The Comprehensive Plan’s transportation proposals provide not only improved roadways, but also connectivity throughout the Town for pedestrians and bicycles. Transit service connecting to Charlotte Area Transit System’s regional service is anticipated in the long-term future.

For recreation and improved connectivity, an extensive system of parks, greenways, and bikeways is planned through the Council adopted Parks & Recreation Strategic Master Plan and the Bicycle and Pedestrian Master Plans. The development of two major parks facilities: Chestnut Square and Indian Trail and Crooked Creek Park at Indian Trail represents the Town’s commitment to making Indian Trail a livable community where people will want to stay.



Fig. 2.7.1 Identity Sign for Chestnut Square at Indian Trail

EXISTING CONDITIONS REVIEW

CHAPTER 3 – EXISTING CONDITIONS REVIEW

3.1 Introduction

This chapter, Existing Conditions Review, is an overview of key local and regional trends and forces affecting the future of the Town. It includes economics, land use and development, infrastructure, environment, and other aspects that have local importance, or should be addressed for a growing town such as Indian Trail. Some of these forces and trends can be influenced by the Town’s collective actions, while others are trends beyond the Town’s control, but which will require the Town’s response. The primary purpose of the Existing Conditions Review is to briefly catalogue these influences and elevate the public’s awareness of the local patterns of change that will have direct bearing on the Town residents’ quality of life in the future.

3.2 Context

3.2.1 Regional Context

Indian Trail is located inside the eleven-county Charlotte Metropolitan Statistical Area (MSA) identified by the U.S. Census Bureau, which represents a diverse and fast-growing collection of communities that are collectively emerging as a major housing and job growth center in the United States (see Figure 3.2.1). The geography of the MSA includes two states, eleven counties, and eighty-four local communities ranging in size from large, metropolitan centers to rural crossroads. Environmental features, transportation systems, and shared economic development goals bind the MSA together and often blur political boundaries or interests.

In 2020, the population of the MSA was approximately 2.68 million. Anecdotal information from conversations with developers, real estate agents, and new residents confirm national interests in moving to the region, including significant in-migration from Texas, Florida, New York, New Jersey, and California (Look Back at CONNECT Our Future, Final Report, 2021). Many are attracted to new industries and jobs available, but several others report personal reasons — family, retirement, weather, or higher quality-of-life — as the primary reason for coming to the area. High demand for housing as new residents come to the region creates unsustainable conditions for existing supply and home affordability. New perspectives and values from residents that lived in places far away from the MSA are also influencing different preferences for home types and price points in the marketplace.

The MSA is home to world headquarters for nine Fortune 500 companies, as well as other major employers in medical, manufacturing, energy, financial, and transportation business sectors (Charlotte Regional Business Alliance, 2021). Banking assets held in Charlotte are second only to New York City in value. More than 1,000 foreign-owned businesses employ more than 82,000 people in the region (Site Selection Magazine, 2020). Charlotte Douglas International Airport ranks the fifth busiest in the world transporting 43 million passengers in 2021 (Top 10 Busiest Airports Worldwide for 2021, Airports Council International, 2022). Businesses located within the MSA are generally within a two-hour flight from Charlotte Douglas International Airport, or a one-day drive by motor freight, to nearly 60% of the population in the United States, or more than 60% of the nation’s industrial base.

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Over half of the MSA's workforce lives in one county and works in another, which reinforces a need for more-coordinated decision-making processes in housing, transportation, economic development, and other supporting infrastructure (CONNECT Our Future, Regional Scenario Planning Initiative Summary Document, 2014).

Indian Trail's growth and development over the last two decades are in large part due to the growth and development of the entire Charlotte region. Located at the intersection of two important trading paths, Tuckaseegee and Nations Ford, which crossed at the current corner of Trade and Tryon Streets, Charlotte became a prime commerce location, a fact that aided in the discovery of gold in 1799. At one point of time there were over 40 gold mines in Union County. One mine named "Howie Gold Mine" near Waxhaw was one of North Carolina's primary gold suppliers and produced over 50,000 ounces of gold. The mine's life spanned from 1839-1942. However, after the Civil War and Reconstruction, Charlotte faced the reality that a more stable economy had to be built. Many grist mills were spread across Union County. These mills began operation in the 1850's and some operated into the 1950's. This helped fuel the region's economy. Also, James Buchanan Duke's and W.S. Lee's innovative idea of generating hydroelectric power from dams on the Catawba River to lure the textile industry away from its traditional New England home resulted in the creation of Duke Energy in 1904.

While the textile industry was taking off, another industry was emerging. Liberal North Carolina laws regarding branch banking allowed for banks to grow by merger, acquisition, and consolidation eventually making Charlotte a major financial center. The Charlotte National Bank was established in 1897, which, through a series of mergers and acquisitions, came to be the eastern headquarters of Wells Fargo. Today Charlotte holds the second-most banking assets after New York City. Bank of America, Truist, and Wells Fargo banks hold 92% of the deposits in the Charlotte Metropolitan Area (Quartz Website, 2019 article by Natasha Frost).

Established in 1842, Union County, just south of Charlotte and Mecklenburg County, is one of the ten fastest growing counties in the State of North Carolina from 2010 to 2020. It provides a unique blend of rural and suburban lifestyles.

While having vast areas of nature untouched by development, it also has areas flourishing in suburban and industrial growth. The primary factors contributing to Union's economic growth are agriculture, business and industry. Situated in the south central piedmont area of North Carolina, the 2020 population is estimated at 235,767 with approximately 643 square miles of land. Union County is now the ninth fastest growing County in North Carolina. Its location adjacent to Charlotte, combined with a reasonable cost of living, business opportunities, housing choices, and excellent public education define Union County's reputation as a great place to live, work and raise a family.

EXISTING CONDITIONS REVIEW

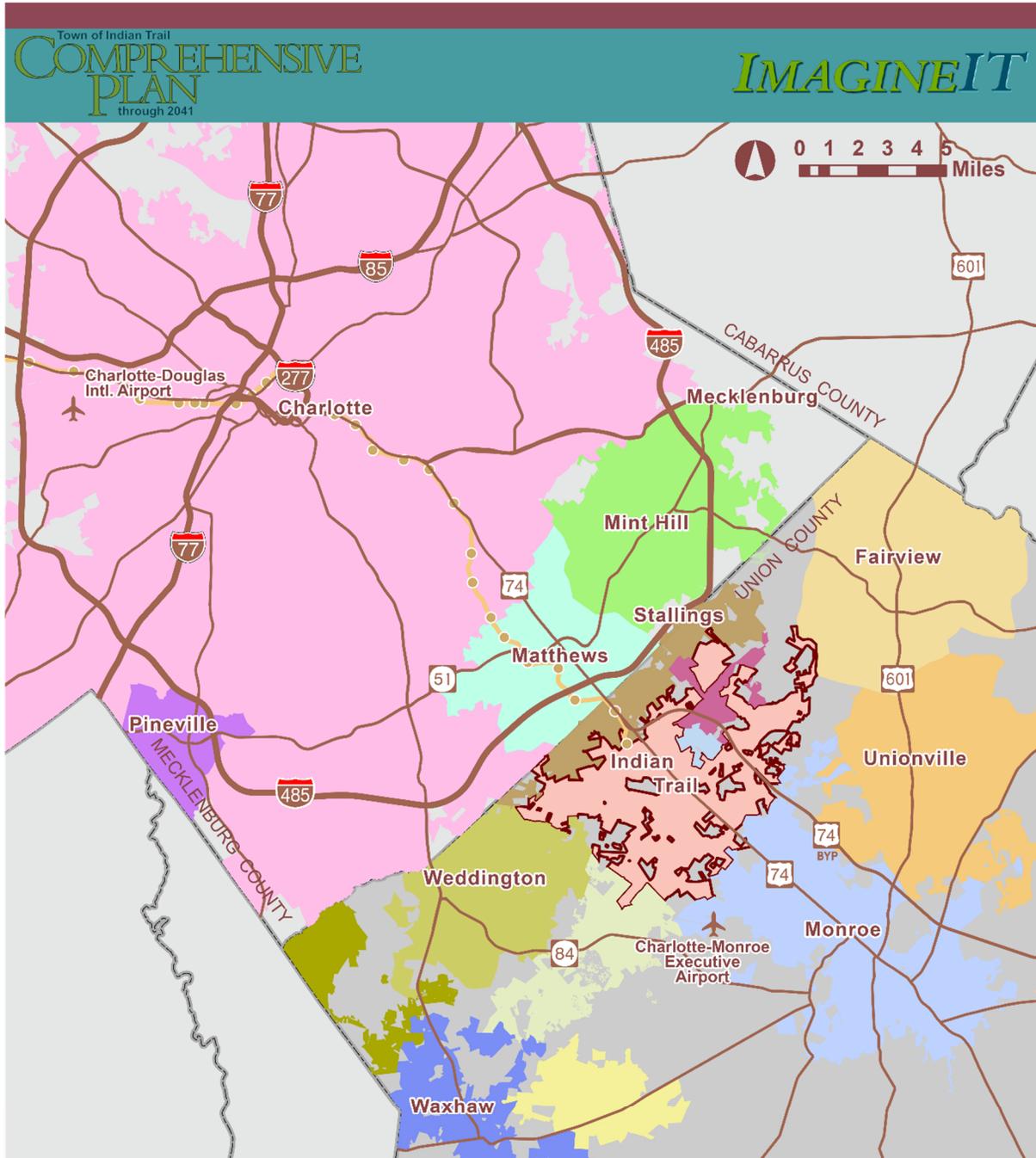


Figure 3.2.1
 Regional Context, 2022

Legend

- LYNX Silver Line Station
- LYNX Silver Line Track
- ▭ Town of Indian Trail
- ▭ County Boundaries

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EXISTING CONDITIONS REVIEW

3.2.2 Regional Market Trends and Development Pressures

The Centralina Regional Council and their consultant, City Explained, Inc., completed a series of articles in 2021 that looked at the Metrolina Region from different perspectives since the Regional Growth Framework for CONNECT Our Future was unanimously accepted by a ninety-five-member consortium in 2015. The paragraphs that follow present their findings and conclusions on regional market trends and development pressures presented in 2021 for the final summary document. A copy of the document — Look Back at CONNECT: Charting a Path Forward to Build on a Lasting Legacy — is available on the Centralina Regional Council website.

Residential

Regionally speaking, planning officials confirm rapid and wide-spread residential development throughout the area. The preferences, however, for single-family detached homes, townhomes, apartments, or condominiums varies by location. Jurisdictions in the region have reported tremendous growth pressures for new apartments and condominiums. In some cases, the number of recent multifamily permits filed in the jurisdictions exceeded the number of single-family permits filed for the same period. Interests in apartments or condominiums also increased for locations like Matthews because of its proximity to the proposed CATS Silver (Light Rail) Line or renewed interests in their walkable downtowns and other emerging activity centers.

Other cities and towns in the region are seeing significant interest in building new single-family detached neighborhoods. Rural and suburbanizing areas of the region’s unincorporated counties are also receiving interest in building new single-family detached neighborhoods. However, rising land costs and limited sewer treatment capacity in several counties are pushing growth back to nearby cities and towns because others can provide the services needed, especially sewer treatment capacity, to support increased densities that are needed to justify project proformas including higher land costs.

Industrial

The industrial market is currently experiencing “red hot” interest according to recent publications and planning official interviews. The Charlotte Business Journal celebrated new industrial announcements regularly in 2020 and 2021. The Charlotte Regional Business Alliance identified six important target sectors and industries for the region: advanced manufacturing, automotive, financial services, international business, company headquarters and logistics/distribution.

A distribution framework, focused on the Charlotte Douglas International Airport, the Charlotte Inland Port, Interstates 77 and 85, networks of railroads and US/NC/SC highways and numerous warehouse and distribution centers across the region, connect and improve conditions for business recruitment and economic development.

Commercial

Recently reported experiences for commercial development in the region varied by location, but Union County has experienced small booms for large and small commercial centers.

EXISTING CONDITIONS REVIEW

Office

Recent reports for office development in the region reflect a slowing investment period for most communities, which is likely driven by short-term and long-term considerations associated with the COVID-19 pandemic. Several developers are simply in a “holding phase” with their plans and portfolios as they wait and see where the market heads next.

3.2.3 Immediate Area of Influence

The Town includes 22.12 square miles inside its municipal limits, which is comparable to nearby Matthews (17.19 square miles) and Mint Hill (24.58). US Highway 74 forms a discernable spine to the Indian Trail Community, and connects residents, businesses, customers, and visitors to the western North Carolina mountains and the eastern North Carolina shoreline (Figure 3.1). The Monroe Expressway, opened in 2018, provides fast and convenient access to important destinations in the region. It was built to divert vehicles driving through the community to a more efficient travel corridor, which should lower vehicle trips and congestion on US Highway 74 and Old Monroe Road in the future to levels that could reclaim them both as town-focused streets and development corridors. Proposed light rail transit service, the CATS Silver Line, would terminate in Indian Trail, which could dramatically change development expectations in the future if trends around the stations for the CATS Blue Line are a good indication.

Union County remained the seventh fastest growing county in North Carolina for the period between 2010 and 2020, and a significant portion of this growth was focused on western portions of the County near Mecklenburg and Lancaster Counties. A reasonable cost of living compared to the MSA, new and expanding business opportunities, and high-quality education will continue to attract growth and development to Indian Trail and nearby communities for decades to come.

A map depicting the location of Indian Trail in relation to other municipalities in its area of influence is presented in Figure 3.2.1.

3.2.4 Changing Development Preferences

This section provides a high-level summary of changing development preferences that may impact the Town of Indian Trail. The following information originates from the 2021 summary report “Look Back at CONNECT: Charting a Path Forward to Build on a Lasting Legacy” prepared by City Explained Inc. for the Centralina Council of Government. The “CONNECT Our Future” program to develop a shared, long-term vision for the future focusing on ...”1) sustainable, well-managed growth, 2) a safe and healthy environment, 3) strong and diverse economy, 4) high-quality education opportunities, 5) enhanced social equity, and 6) increased collaboration among jurisdictions.”

EXISTING CONDITIONS REVIEW

Table 3.2.1: Changing Development Preferences Summary

Preferences	Cause of Change	Potential Impact on Development
Managing the Multifamily Boom Years	Multifamily development interests accelerating.	<ul style="list-style-type: none"> Communities attempting to eliminate, or at least restrict, new multifamily development due to concerns over traffic congestion and crowded schools. Other communities are setting policies and ordinances to make apartments or condominiums a “conditional use”.
New Rent-by-Choice Residents	Young professionals, families and retirees choosing to rent due to high student loan debt, transient work opportunities, flexible lease options, access to complex amenities, on-site property maintenance, and options to retire to live in multiple cities during the year.	<ul style="list-style-type: none"> Types of homes available for rent increasing including apartments, condominiums, townhomes, single-family homes, live-work units, and accessory dwelling units. Rent-by-Choice being tested due to effects of the COVID-19 pandemic with increasing rents.
Reimagined Downtowns	Communities in region looking at their downtowns for new economic, civic and entertainment activity centers with full-time residents in area.	<ul style="list-style-type: none"> Communities anchoring downtowns with new stadiums, satellite university buildings, and redeveloped mill facilities. Investments being made on walkable streets, public spaces, restaurants, and residential options. Policies and ordinances being changed to support new concepts. Some communities investing in downtowns alongside private development projects.
Emphasis on Walkable Activity Centers	Reinvestments in downtowns, nearby activity centers, and suburban development nodes.	<ul style="list-style-type: none"> Communities adopting mixed-use, walkable design principles. Mix of land uses, development intensity, building scale, block and street connectivity, or parking strategy does seem to change based on project size, general location, rural-suburban-urban development context or access to premium transit service
Affordable Home Options	Home purchase and home rent price increases in some areas of the region reaching levels making it more difficult to find affordable housing. Limited land in a growing region also contributes to demand.	<ul style="list-style-type: none"> Outside investors purchasing low-cost homes. Residents moving from more-urban to more-rural areas. New developments targeting affordable housing facing challenges between design expectations and intended price points.

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Preferences	Cause of Change	Potential Impact on Development
Transit-Oriented Development	CATS Blue (Light Rail) Line transformation in South End Charlotte fueling excitement over proposed CATS Silver Line.	<ul style="list-style-type: none"> Proposed 26-mile Silver Line to connect Belmont, Charlotte, Matthews, and Indian Trail. Station planning now underway for these three communities along the Silver Line. Station planning looking at right mix of land uses, densities, building heights, public spaces and parking requirements.
More Density, More Design	New development densities proposed for some communities in the region are significantly increasing. The number of areas outside of downtowns with increasing density is growing.	<ul style="list-style-type: none"> Some communities enacting new policies, ordinances or rules that lower maximum allowable density for a project or sometimes, by trying to outright prohibit specific land uses associated with higher densities as a by-right action under the zoning ordinance (using conditional zoning). Other communities embracing increased densities and using it as an opportunity to implement certain design or development performance criteria to ensure high-quality and compatibility with the area.
Growing Patience for the “Right Development”	Communities have more recently become more discerning about the types, locations, patterns, and intensities of development.	<ul style="list-style-type: none"> Communities are speaking up with development applications and willing to wait for the right project in a specific area.
Coordinated Decision-Making	Some fast-growing communities in the region are recognizing the problems associated with processing development applications in isolation. Some development concepts do not always respect the value of connected infrastructure.	<ul style="list-style-type: none"> Regional planning efforts are actively coordinating local land use plans with regional service area plans and investment strategies. Regional planning efforts include transportation, water and sewer systems. A few county-level comprehensive plans are also coordinating future growth management policies and investment strategies with the cities and towns in their jurisdiction.
COVID-19 Accelerators	Pandemic issues such as social distancing, online shopping, work-from-home policies or increased personal time.	<ul style="list-style-type: none"> Record interest from Millennials in home buying seen by realtors in region. Long-term impacts yet to be known and accepted.

Source: Look Back at CONNECT: Charting a Path Forward to Build on a Lasting Legacy, prepared by Centralina Regional Council and City Explained Inc., 2021.

3.2.5 Town Limits and Planning Area

Development of the Comprehensive Plan for Indian Trail included consideration of potential annexation areas in “island” locations within the outer Town limits as well as on the fringes of the Town. Therefore, the current town limits of Indian Trail and these potential annexation areas were combined to create the Planning Area,

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which serves as the extent, or “container”, of all base mapping, demographic/economic analyses, growth scenario evaluations, and preferred scenario identification related to the Comprehensive Plan.

In terms of actual size, the Planning Area is approximately 37 square miles, much larger than the current town limits of Indian Trail (Figure 3.2.2). It contains approximately 24,000 acres and about 43,426 people in 2020, compared to about 13,370 acres and 39,997 people in the Town of Indian Trail.

Table 3.2.2: Total Land Area

Land Area	Acres	% of Total Planning Area
Planning Area	24,000.21	100.00%
Indian Trail	13,370.00	55.71%
Union County	6,730.17	28.04%
Others (Roads, Railroads)	3,900.04	16.25%

Source: Land Design GIS calculations.

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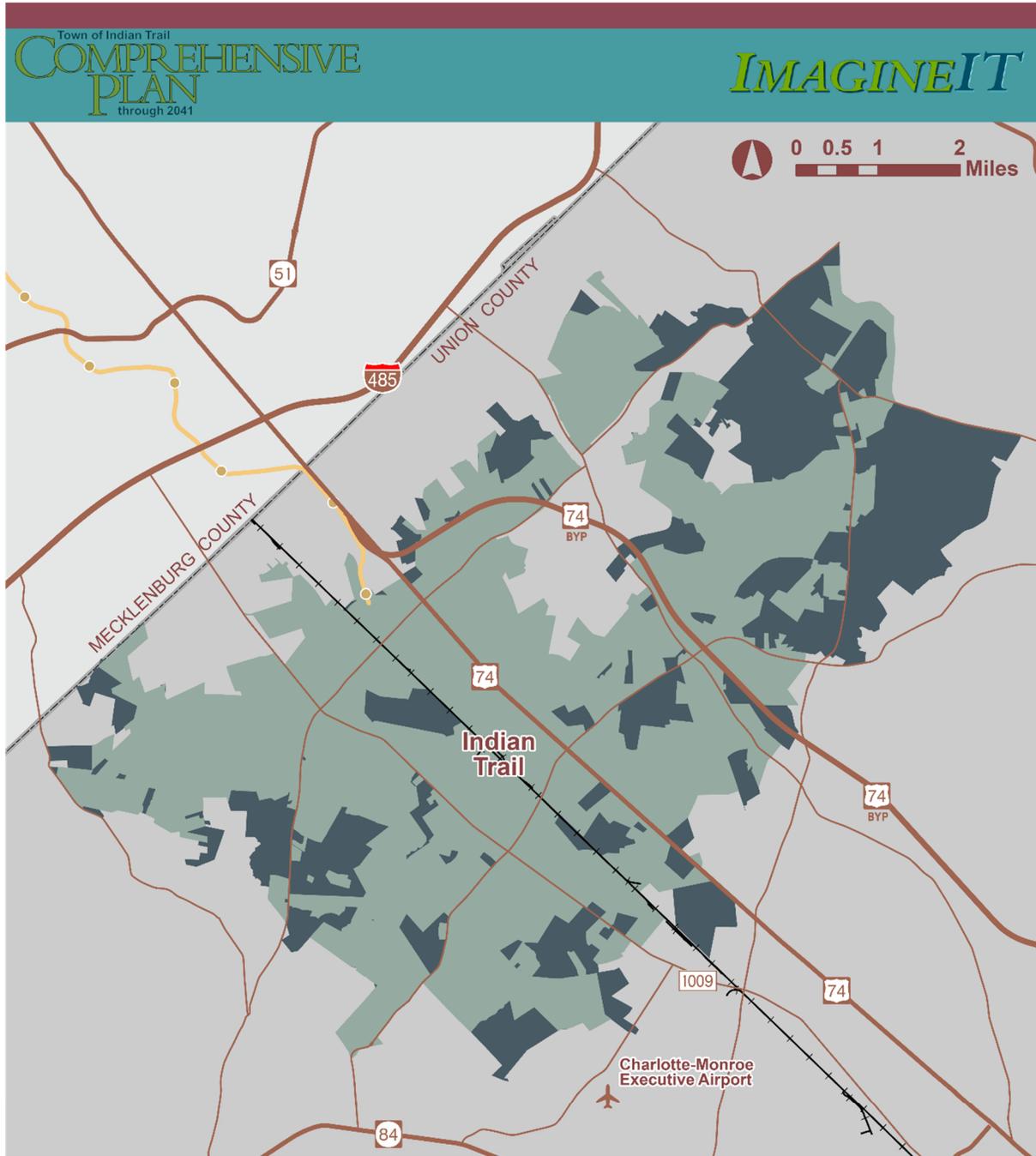


Figure 3.2.2
 Town Limits and Planning Area, 2022

Legend

- +— Railroad
- LYNX Station
- LYNX Track
- Town of Indian Trail
- Planning Area

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3.2.6 Adjacent Community and County Plans

The long range land use and comprehensive plans of Union County and municipalities adjacent to Indian Trail's Planning Area were taken into consideration as Indian Trail's Comprehensive Plan was being prepared, in order that this plan would be as compatible as possible with future development on the Town's borders. In addition to unincorporated Union County, the municipalities that border Indian Trail's Planning Area are shown in Figure 3.2.3 and are listed below. It is important to recognize that the Town of Indian Trail does not have Extra Territorial Jurisdiction (ETJ) within Union County or an Interlocal Agreement with any of the adjacent municipalities that would provide the basis for more formal, joint planning. In some instances, there may be overlapping, unincorporated planning areas and different future visions for these areas.

- Town of Stallings
- Town of Hemby Bridge
- Village of Lake Park
- Town of Fairview
- Town of Unionville
- City of Monroe
- Village of Wesley Chapel
- Town of Weddington

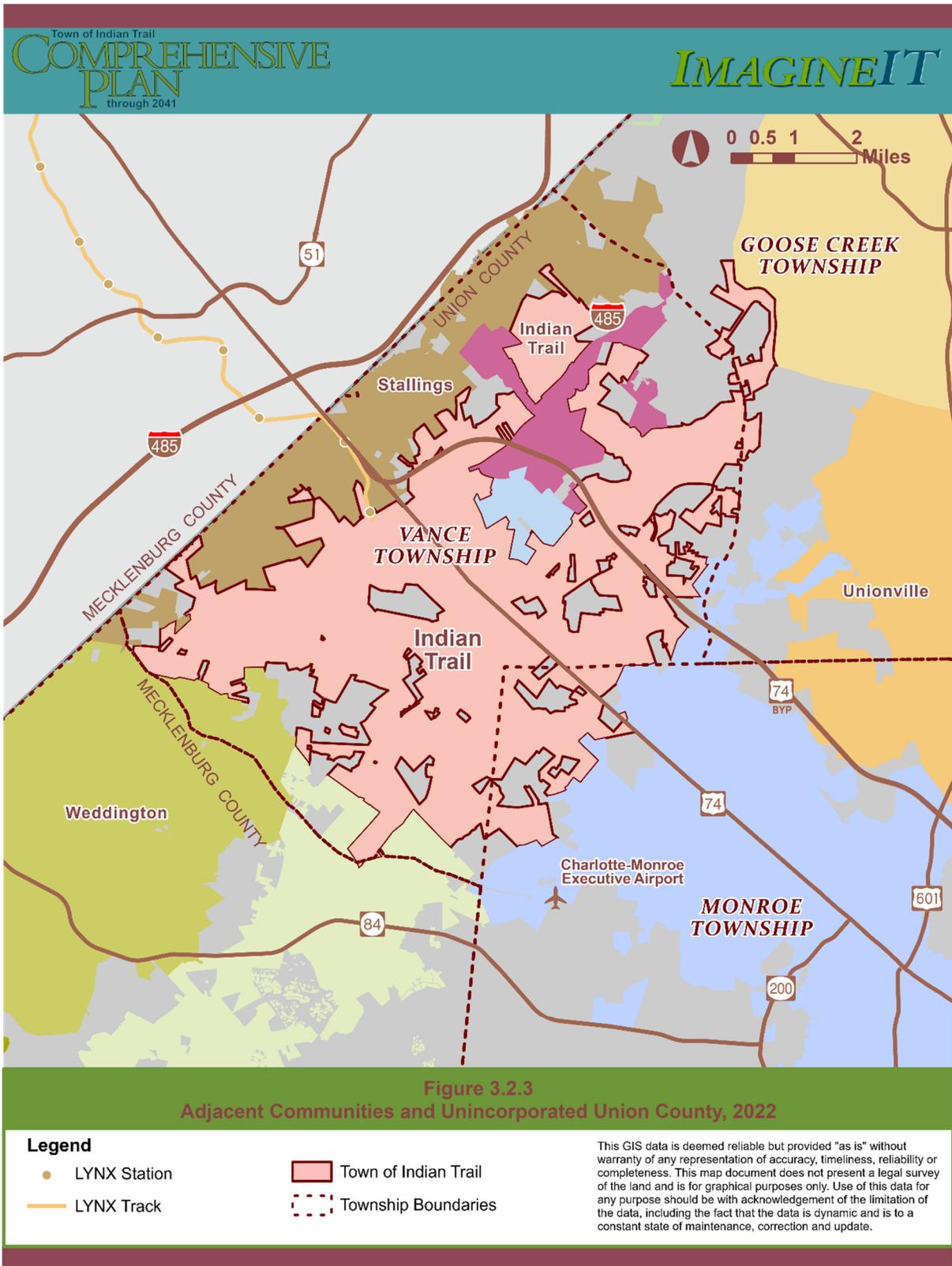
Town of Stallings

The Town of Stallings' Land Use Map was updated on November 27, 2017. Stallings' Land Use Map indicates future land uses adjacent to Antioch Village that, in some instances, conflict with Indian Trail's Planning Area. The area between Callonwood South and Weddington Road is indicated as "Single family Neighborhood", which would be compatible with Antioch Village's Medium Density Residential designation. The area bounded by Chestnut Lane, Weddington Road and Antioch Elementary School is indicated as "Walkable Activity Center", which is complimentary to Antioch Village's Medium Density Residential in this area. This area is anticipated to develop as a neighborhood mixed use center with potential land uses such as sit-down restaurants, offices, apartments, and community-serving retail, which is not as compatible with Antioch Village's designated Medium Density Residential area. The first development to build in this area of Stallings is apartments.

Adjacent to Austin Village, most of Stallings is already developed as "Single family Neighborhood" or "Walkable Neighborhood". These are compatible with Austin Village's Medium Density Residential and Low Density Residential future land uses. Future land use includes "Walkable Activity Center" at the northeast corner of Chestnut Lane and Potter Road. This is part of the ongoing Austin Village Center and is compatible with Austin Village's designation as Mixed Use, as part of a Mixed-Use Activity Center Overlay.

Most of Stallings adjacent to Old Monroe Village is "Town Center" and "Single family Neighborhood", which is consistent with Old Monroe Village's existing Medium Density subdivisions. A small section of Indian Trail that is an existing mobile home development off of Stallings is adjacent to land in Stallings designated as "Suburban Commercial Center" or "Single family Neighborhood".

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Areas in Stallings along Gribble Road and the CSX Railroad are designated as “Industrial Center”, which is consistent with Downtown Indian Trail’s existing land use of Industrial.

The area along US-74 is designated as “Walkable Activity Center” and “Suburban Office Complex”. This area is now considered as part of the US-74 Corridor Revitalization Plan due to the completion of the Monroe Expressway. Indian Trail’s US-74 West Corridor Plan designates US-74 adjacent to Stallings as Mixed Use.

Most of the Stallings area between US-74 and Idlewild Road is buffered from Indian Trail by the Monroe Expressway. Stallings does indicate an area along Stinson-Hartis Road as “Suburban Office Complex”. This is included in Indian Trail’s Old Hickory Corridor as Employment Center.

Major changes are going to occur on Idlewild Road according to the "Stallings Comprehensive Land Use Plan". Idlewild Road is currently a 2-lane road from the Mecklenburg County line through the Town. It is scheduled to be widened to a 4-lane median divided cross section from I-485 to Stallings Road (NCDOT Project U-4913) in concordance with the 2025 Union County Multimodal Transportation Plan.

Most of Stallings east of Idlewild Road is designated as “Single family Neighborhood”, which is compatible with the future Medium and Low Density Residential in Idlewild Village. The area along Mill Grove Road is shown in Stallings’ Land Use Plan as “Single family Neighborhood”. This area is also included in the Idlewild Village Plan, but because of the presence of Goose Creek and its required stream buffers, is designated as either Low Density Residential or Open Space.

Town of Hemby Bridge

The Town of Hemby Bridge is under Union County zoning as of May, 2020 and does not have a long range-land use plan.

Village of Lake Park

Lake Park was developed as a master planned community based on traditional neighborhood development (TND) principles. The plan was initially incorporated as the Village of Lake Park in 1994 and has been updated since. One map updated recently in December 2016 was the Village of Lake Park Official Zoning Map. All the Lake Park areas abutting Indian Trail’s Old Hickory Corridor and Crooked Creek Village are existing or platted single family residential areas, except along Faith Church Road, where there are a day care/school, a park and a nursing & rehabilitation center, along with a concrete plant, and lawn and landscaping company. The Crooked Creek Villages subdivisions abutting this area already exist.

Indian Trail’s North Fork Village and Rocky River Village were separated from Lake Park by the construction of the Monroe Expressway.

Town of Fairview

The Town of Fairview’s Future Land Use Map was last updated on September 19, 2019. The Town of Fairview’s Land Use Plan was updated on April 9th, 2019. The portion of Fairview that is adjacent to Indian Trail’s Planning

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Area along Howey Bottoms Road and Lawyers Road is all designated as “0-1 DU per Acre”. Goose Creek Village is designated as Conservation Development and Porter Ridge Village is designated as Low Density Residential. These are both compatible with Fairview’s Future Land Use Map.

According to the Town of Fairview's Future Land Use Plan they want the town of provide, “a low-density, rural atmosphere allowing single-family residential and agricultural uses.” With this the town also desires to build a small economy with select areas being designated for small-scale office and retail developments will be allowed that serve the needs of the community. Light industrial uses that provide employment opportunities to residents are also being considered for Fairview.

The town currently does not have much traffic or traffic issues. It is stated that in their plan that they want the town to grow but, in a way that preserves the towns current traffic patterns. This is an interesting way to grow. Conservation is also one of Fairview’s priorities. In the plan they mentioned, “To avoid, where possible, destruction of trees and landscape.” They also expressed their environmental concerns later on in the plan by stating, “To protect environmentally sensitive areas such as floodplains and watersheds and to promote and preserve open space.”

Town of Unionville

The Town of Unionville's Land Use Plan that was adopted in the year 2006 and is still the plan that is currently in place. The Town of Unionville Zoning Map has been updated in the year 2015. All the land of Unionville that borders the Town of Indian Trail on this map is designated, “RA-40.” RA-40 is a district designed for agricultural uses and agribusiness uses and to accommodate low density residential development in areas not experiencing strong growth pressures and not served by public water or sewer. Most of Unionville is designated as “Agricultural/Low Density”, which is compatible with the portions of Indian Trail’s Planning area in Porter Ridge Village adjacent to Unionville, which are designated as Low Density Residential.

City of Monroe

The City of Monroe Land Development Plan was adopted in 2008 and last updated in April of 2018. The western edge of Monroe and its planning area are adjacent to Indian Trail’s Porter Ridge Village, Rocky River Village, Secret Village, US74 Far East Corridor, and Rogers Village.

The northernmost section of Monroe’s Land Development Plan is indicated as “Future Planning Areas”. There are significant conflicts with Indian Trail’s Planning Area at Porter Ridge Village and Rocky River Village. Monroe’s “Future Planning Areas” encompasses all of Porter Ridge Village, and nearly all Rocky River Village east of Poplin Road. There is a “Neighborhood Retail Node” indicated at the intersection of Rocky River Road and Poplin Road, where Indian Trail approved Southgate but construction has not begun on the development. A portion of Indian Trail’s Porter Ridge Village, between Rocky River Road, Poplin Road and the South Fork of Crooked Creek is indicated as “Current Development Areas.”

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Rocky River Road from the CSX Railroad to Unionville-Indian Trail Road is shown as the “Rocky River Road Land Use Corridor”. Land adjacent to Monroe’s designated TND between the Monroe Expressway and Secrest Shortcut Road in Secrest Short Cut Road Small Area Plan Village has also been designated as Traditional Neighborhood Development.

Monroe’s Land Development Plan indicates the US-74 Corridor as “General Commercial”, and the area between US-74 and the CSX Railroad as “Light Industrial”. Although there is some overlap with Indian Trail’s US-74 Far East Corridor, these areas have been coordinated as part of the US-74 Corridor Revitalization Plan.

All the area of Monroe west of the CSX Railroad is designated as “Light Industrial”. The adjacent Rogers Village is mostly developed as Industrial, Medium Density Residential or High Density Residential. A portion of Rogers Village designated as Medium Density Residential is separated from existing airport related light industrial development along Airport Road in Monroe by a creek and its associated greenway preservation.

The far southeastern portion of the Indian Trail Planning Area (formerly the Winchester and Poplin Villages) was removed in recognition that this area will likely have more a relationship to the City of Monroe in light of their annexation activity within this area of Union County.

Village of Wesley Chapel

The most recent Village of Wesley Chapel Land Use Plan was adopted in the year 2015. The 2015 plan was revised in 2016.. Wesley Chapel’s Village Limits and Planning Area abut Moore Farm Village, Sun Valley Village and Rogers Village in Indian Trail.

Wesley Chapel’s Future Land Use Map designates the area adjacent to Goose Creek Village as Low Density Residential, which is approximately one house per acre. This is compatible with most of Moore Farm Village, which is also designated as Low Density Residential. A small portion of Moore Farm Village is designated as Medium Density Residential as part of a subdivision that is mostly in Sun Valley Village. All of Moore Farm Village is separated from Wesley Chapel by Davis Mine Creek, which is designated as greenbelt preservation.

Adjacent to Sun Valley Village, the section of Wesley Chapel between Price Mill Creek and Wesley Chapel Road is designated Low Density Residential. Sun Valley Village’s subdivisions in this area are already developed as Medium Density Residential, except for one new Medium Density Residential subdivision currently in the planning stage that crosses Price Mill Creek into Moore Farm Village.

Wesley Chapel’s area between Wesley Chapel Road and the southern edge of Rogers Village is designated at Medium Density Residential (lot sizes of less than 40,000 square feet). These are existing subdivisions and are adjacent to existing Low Density Residential and High Density Residential subdivisions in Sun Valley Village. Rogers Village land adjacent to this portion of Wesley Chapel is open space that is part of Meriwether and Wincrest and a Union County Public Works’ property.

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Town of Weddington

The Town of Weddington Land Use Plan was approved by the Weddington Town Council in 2019. Weddington's land use plan is reviewed annually. This 2019 plan holds the towns vision through the year 2024. Weddington is adjacent to portions of Moore Farm Village, Austin Village and Antioch Village.

The area of Weddington adjacent to Moore Farm Village is designated as Traditional Residential, or one acre lots. This is similar to Moore Farm Village's designation as Low Density Residential. Moore Farm Village is separated from Weddington by Davis Mine Creek, which is designated for greenway preservation.

Weddington areas adjacent to Antioch Village are designated as either Traditional Residential or Conservation Residential. Conservation Residential also is one-acre lots, but may be developed as smaller lots with a corresponding amount of open space conservation. These designations are comparable with the Low Density Residential existing subdivisions and future land use in Austin Village. Antioch Villages existing land uses are the Medium Density Residential Brookhaven subdivision and Antioch Elementary School along Antioch Church Road.

Union County

The Union County 2050 Comprehensive Plan was recently adopted in August of the year, 2021. Most of the unincorporated Union County land in and around Indian Trail is designated as "Single Family Residential (1 – 2 DU/Acre)", which is largely consistent with Indian Trail's Village Plans. The areas that encompass Porter Ridge Village and Goose Creek Village are designated as "Rural Residential (0 – 1 DU/Acre)", which is consistent with the Low Density Residential and Conservation Development designations in those two Villages.

Transportation plans are desperately needed to manage future growth that occurs in Union County. This also includes the more-rural transportation infrastructure of the county. The rural infrastructure of the county needs to be updated to handle the increased traffic. On the roads such as, US 601, NC 200 and NC 218 hold some of the most severe car crashes in the county.

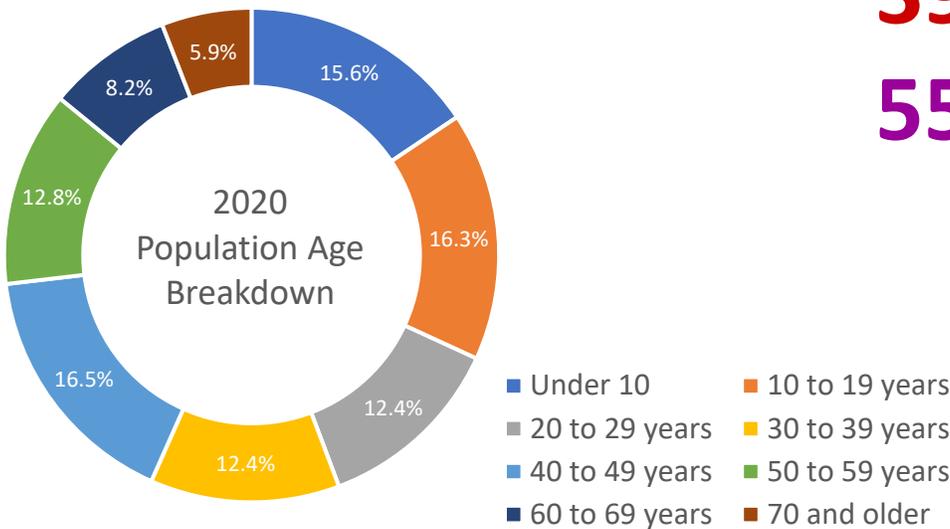
Union County ranks third in agricultural productivity in North Carolina. Due to the rapid growth of Union County, between the years 2007 and 2012 Union County lost 23,462 acres of farmland. The last five years the county has had a loss of seven percent of farmland. Much of this agricultural loss occurred in the Northwestern most regions of the county, where development in Charlotte is encroaching into the area. This includes the areas in and around Indian Trail. Historically this area has been a major agricultural location.

EXISTING CONDITIONS REVIEW

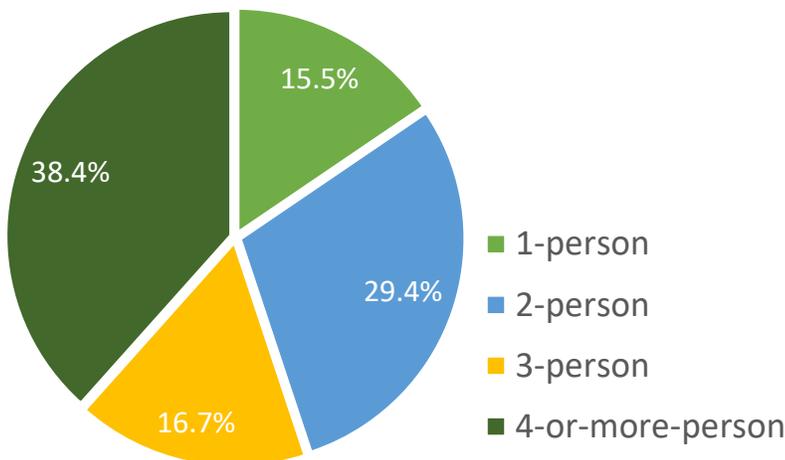
3.3 General Demographics

Indian Trail has experienced steady growth over the past decade (2010 to 2020). The Town population increased by 9,635 people which is a 32% change. Using a growth rate from Union County’s recent planning efforts, the population is anticipated to grow approximately 40% from 2020 to 2040. The ages of people in Indian Trail are mostly people in their 40’s (16.5%) and small children under 10 years old (15.6%). Household size breakdown is shown in the chart below. Source: US Census.

30,362 2010 Population
35,602 2015 Population
39,997 2020 Population
55,996 2040 Population



2020 Household Size



2010 to 2020 Absolute Growth **9,635**

32% Percent Change

2020 to 2040 Anticipated Growth **15,999**

40% Percent Change

Notes: Future year population projection for 2040 consistent with Union County 2050 Comprehensive Plan growth rate per decade.

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3.4 EXISTING ZONING

Residential zoning designations include the vast majority of land within the Planning Area, with roughly 79% of the 20,000 plus acres currently zoned for residential use. Most of those uses are for single-family subdivisions, however, recently there has been a propensity toward traditional neighborhood developments, planned urban developments, and planned residential developments. Areas east and west of US-74 are primarily zoned Single Family Residential – Low Density, with pockets of Moderate and High Density spread throughout. A few larger areas that are zoned for moderate density residential exist on both sides.

Commercial and industrial zoning includes several categories: Central, Neighborhood, General, and Regional Business Districts, Light and Heavy Industrial. These uses are focused along US 74, near the Monroe Regional Airport, in Old Hickory Business Park, and within downtown Indian Trail and around the major intersections throughout the Planning Area.

Table 3.4.1: Indian Trail Comprehensive Plan – Planning Area Zoning (Town and County Acreage)

Zoning	Acres	% of Total
Rural Single Family Residential	4,656.37	23.2%
Single Family Residential – Low Density	6,505.46	32.4%
Single Family Residential – Moderate Density	2,169.40	10.8%
Single Family Residential – High Density	2,185.80	10.9%
Multi-Family Residential	345.60	1.7%
Neighborhood Business District	111.6	0.6%
General Business District	372.9	1.9%
Regional Business District	1,812.30	9.0%
Central Business District	92.00	0.5%
Institutional	175.00	0.9%
Light Industrial	1,362.70	6.8%
Heavy Industrial	84.4	0.4%
Mixed Use/Master Planned Development	226.80	1.1%
Total	20,100.33	100%

Source: Land Design GIS calculations.

3.4.1 Town of Indian Trail Zoning

Zoning classifications within the existing Town limits of Indian Trail were originally adopted in 1996 and updated in 2004 before the Town rewrote their zoning ordinance. In 2008, the Town adopted a Unified Development Ordinance. Many of the zoning districts were renamed and, in some cases, eliminated in the 2013 plan update. There are no zoning district name changes or additions in this update except for the name revision from “Village Center Overlay (O-VCD)” to “Mixed-Use Activity Center Overlay (O-MACD)”. The following is the list of the 2013 zoning districts and one name revision by category.

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Table 3.4.2: Zoning Districts By Category Established in the 2013 Unified Development Ordinance

Zoning Designator	Zoning District
RESIDENTIAL ZONING DISTRICTS	
RSF	Rural Single-Family
SF-1	Single-Family, Low Density
SF-2	Single-Family, Low/Medium Density
SF-3	Single-Family, Medium Density
SF-4	Single-Family, Medium/High Density
SF-5	Single-Family, High Density
MFR	Multi-Family Residential
COMMERCIAL ZONING DISTRICTS	
CBD	Central Business District
NBD	Neighborhood Business District
GBD	General Business District
RBD	Regional Business District
O-MACD	Mixed-Use Activity Center Overlay
O-DD	Downtown Overlay
INSTITUTIONAL AND INDUSTRIAL ZONING DISTRICTS	
I	Institutional
L-I	Light Industrial
H-I	Heavy Industrial
O-PID	Planned Industrial Overlay
OTHER INDICATORS AND OVERLAYS	
CZ	Conditional Zoning (PD, TND, PUD, MXD, CD, OSD)
OP/A	Open Space/Agricultural
O-GCD	Goose Creek Overlay
O-MD	Mining District
O-MHP	Mobile Home Park Overlay
O-PED	Pre-Existing Development Overlay

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3.4.2 Union County Zoning

The Union County Land Use Ordinance includes very similar zoning districts.

Table 3.4.3: Union County Zoning Districts By Category

Zoning Designator	Zoning District
RESIDENTIAL ZONING DISTRICTS	
RA-200	Residential-Agriculture-200
RA-40	Residential-Agriculture-40
RA-20	Residential-Agriculture-20
R-40	Residential-40
R-20	Residential-20
R-15	Residential-15
R-10	Residential-10
R-8	Residential-8
R-6	Residential-6
R-4	Residential-4
OFFICE, COMMERCIAL AND INDUSTRIAL ZONING DISTRICTS	
O	Office
B-2	Community Business
B-3	Business Transitional
B-4	General Commercial
HC	Highway Corridor
LI	Light Industrial
HI	Heavy Industrial
OVERLAY DISTRICTS	
AO	Airport Overlay
T-CA	Lake Twitty Critical Area Overlay
T-BW	Lake Twitty Balance of Watershed Overlay
L-CA	Lake Lee Critical Area Overlay
L-PA	Lake Lee Protected Area Overlay
M	Mining Overlay
PUD	Planned Unit Development Overlay (Legacy District)
SPECIAL PURPOSE DISTRICT	
MPD	Master Planned Development District

Combined Town of Indian Trail and Union County existing zoning is shown in Figure 3.4.1.

EXISTING CONDITIONS REVIEW

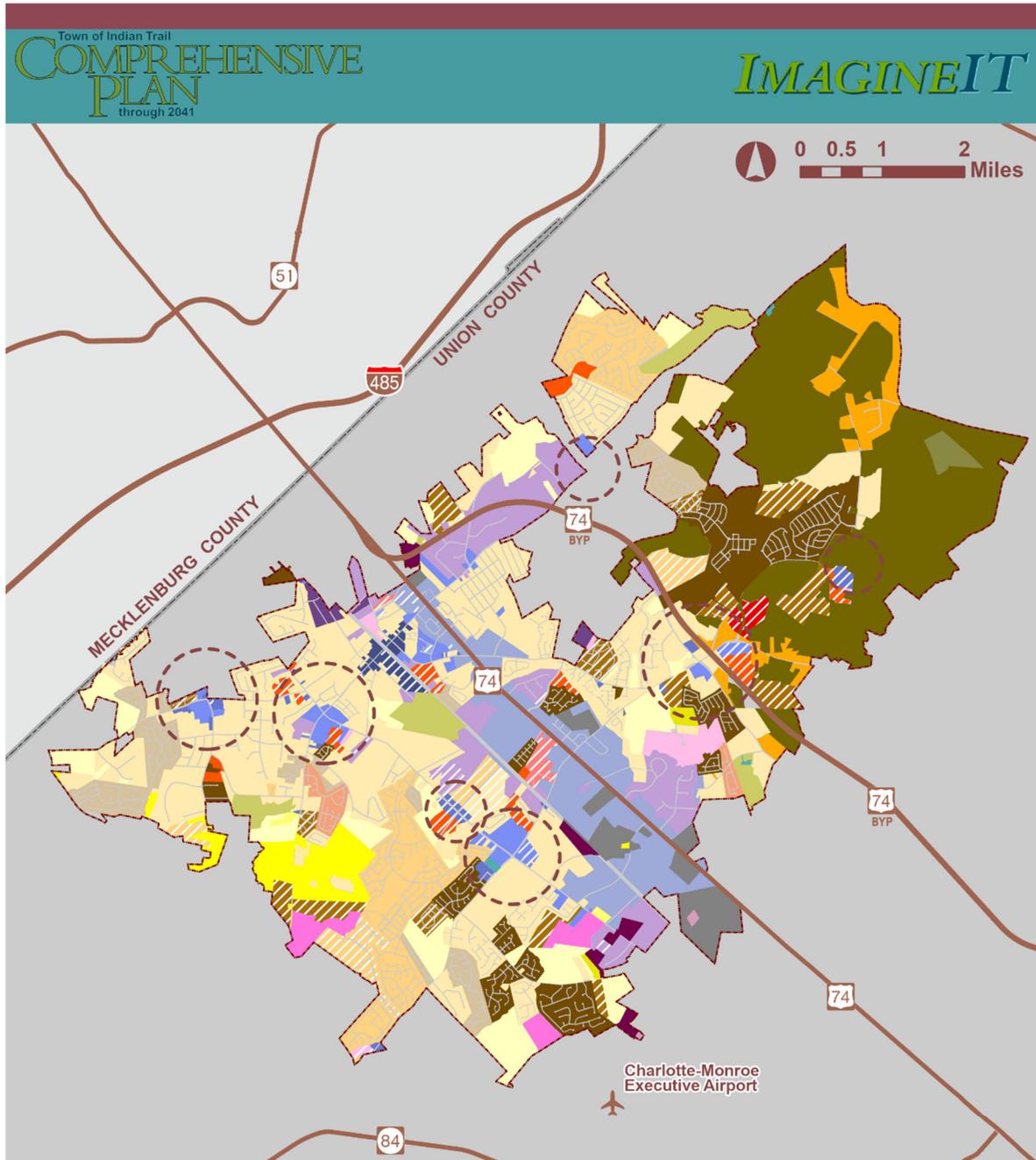


Figure 3.4.1
 Combined Town of Indian Trail and Union County Zoning, 2022

Legend		Indian Trail Zoning		Union County Zoning	
	Rural Single-Family		Business District		Highway Corridor
	Single-Family		Institutional		Master Planned Dev. District
	Multi-Family Residential		Industrial		Residential
			CZ-Mixed Use District		Activity Center
			CZ-Traditional Neighborhood Dev. Overlay		

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EXISTING CONDITIONS REVIEW

3.5 NATURAL SYSTEMS

3.5.1 Topography

Slope values in five categories (ranging from 0.01% to 10.95%-and-over slopes) for the Indian Trail Planning Area are derived from Union County Geographic Information System (GIS) data. In general, US 74 acts as a delineation line between the relatively flat (predominantly 0-2% slopes) land found to the east of the highway, and the slightly rolling topography (0.01% to 2.81% slopes) to the west of the highway. The most dramatic slopes (2.81% to 10.95%-and-over) are in the extreme western and eastern portions of the Planning Area along creeks. Existing slopes are shown in Figure 3.5.1.

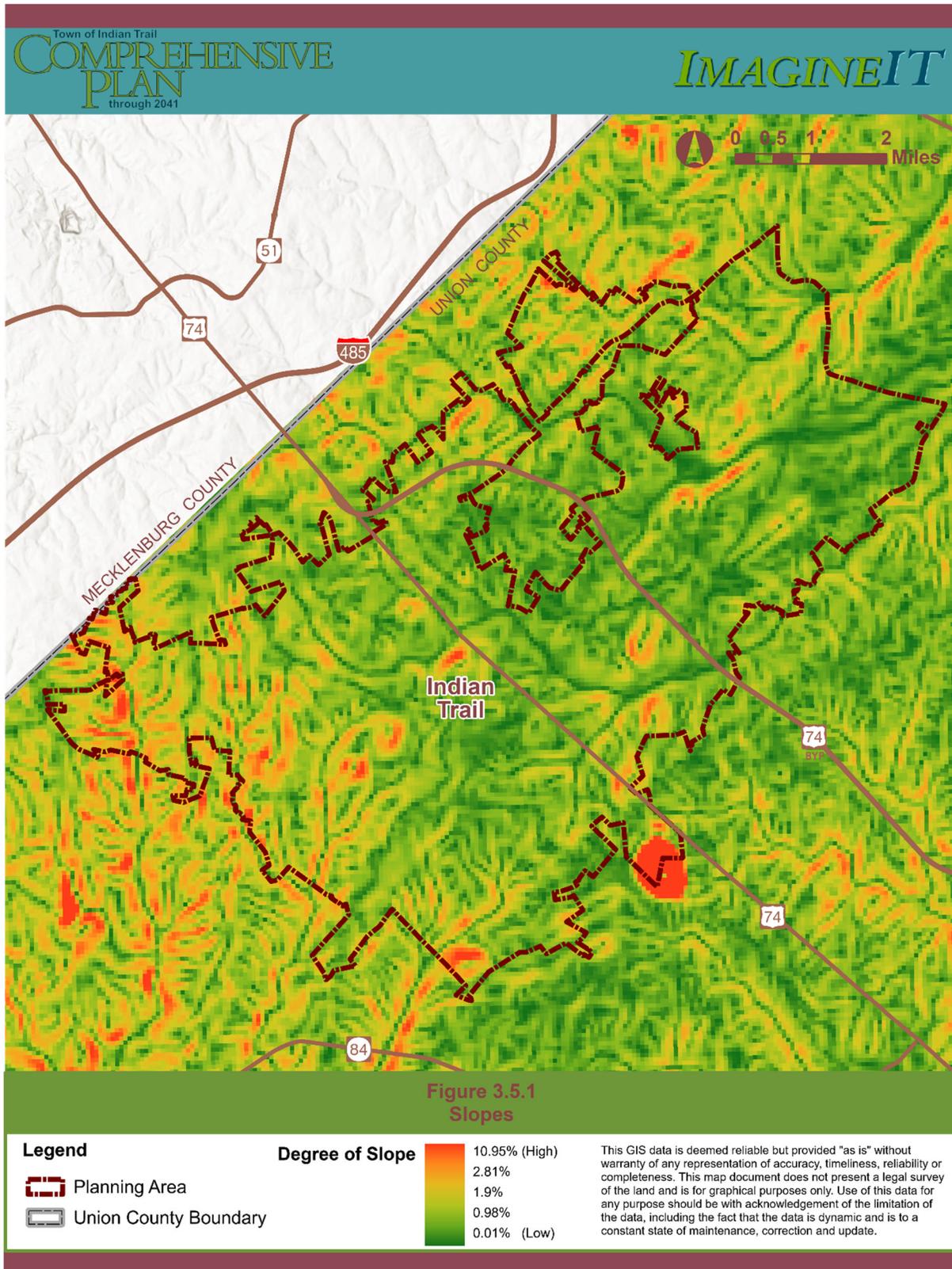
3.5.2 Soils

Soils data are derived from Union County GIS data, supplemented by the Union County Soil Survey assembled by the U.S. Department of Agriculture. Most soils within the Planning Area are moderately suitable for development, but are generally considered unsuitable for septic tanks due to poor percolation. The soil conditions, therefore, affect the intensity of development in certain areas, depending on the availability of public sewer services. Some severe soil suitability is located on both sides of US-74, but is generally located along streams and creeks. Soils suitable for development are shown in Figure 3.5.2.

3.5.3 Hydrology

The Planning Area contains portions of five creek basins and one water supply watershed. A small portion of the Lake Twitty water supply watershed is included in the southeastern corner of the Planning Area. This watershed has associated regulatory restrictions that aim to limit the intensity of development to acceptable standards. Planning Area floodplains, which are based upon the 100-year flood event, are delineated from the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM). Existing water resources are shown in Figure 3.5.3.

EXISTING CONDITIONS REVIEW



EXISTING CONDITIONS REVIEW

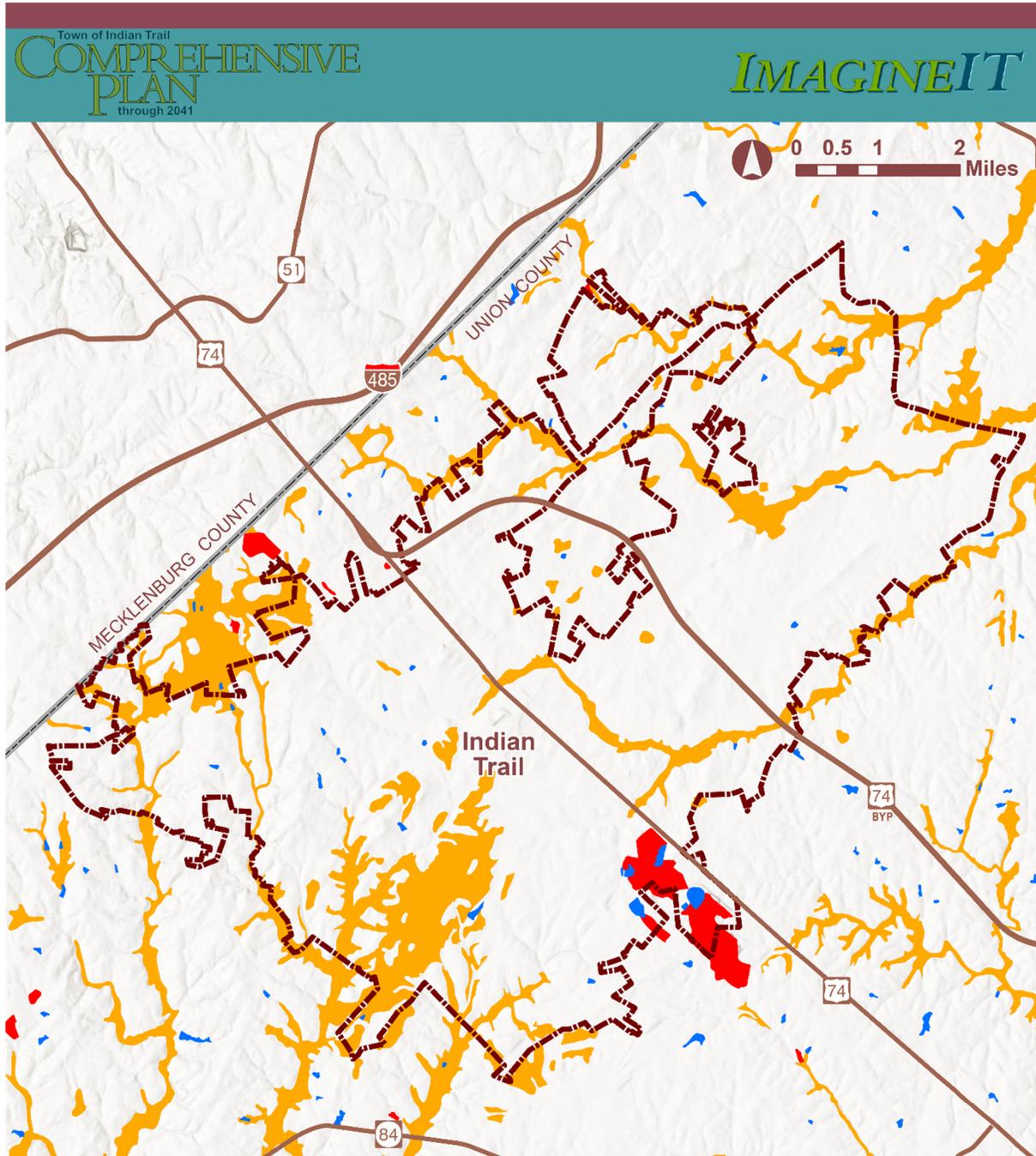
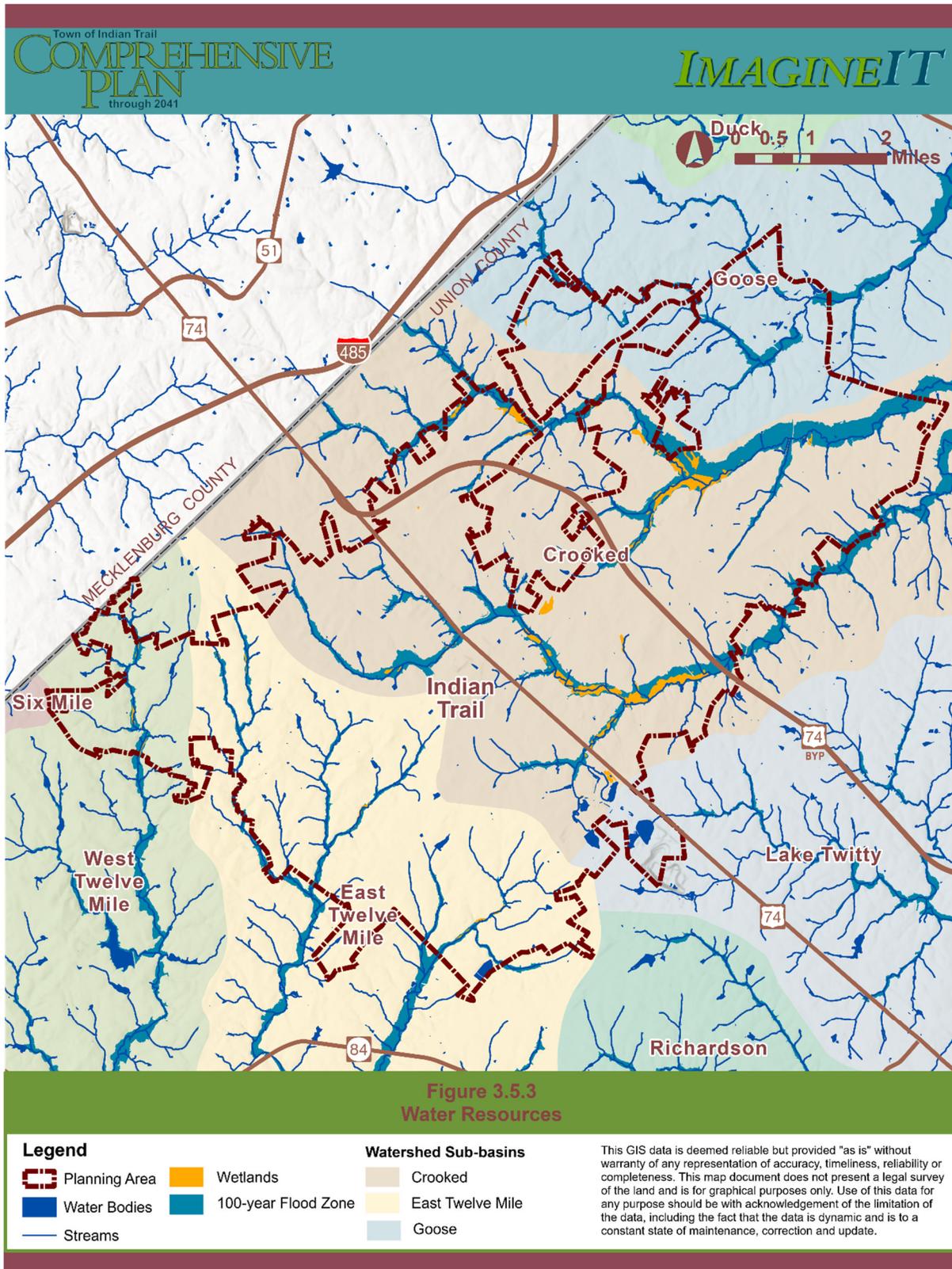


Figure 3.5.2
 Soil Suitability for Development

Legend		Soil Suitability	
	Planning Area		Severe
	Union County Boundary		Landfill
			Water

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3.6 TRANSPORTATION SYSTEMS

3.6.1 Roads

There are approximately 220 miles of roadways within the Town limits. Of the 220 miles, all the major roads except for Brandon Oaks Parkway, Chestnut Parkway and Faith Church Road in Indian Trail are State of North Carolina owned and maintained roadways.

In 2005, the Town only owned and maintained just over 6 miles of roads which were very short segments of 29 different roads throughout the Town, ranging from 0.11 mile to 0.57 miles in length. In 2007, the Town Council adopted a Street Acceptance Policy. Since then, the Town has increased their ownership and maintenance to 88 miles, which is just two-fifths of the 220 miles that is within the Town limits. Most of these roads are located within residential subdivisions.

3.6.2 Current Traffic

Indian Trail, along with the rest of western Union County, has been experiencing significant traffic pressures and congestion typically associated with rapid growth. Several major intersections and roadway corridors, including US-74, Indian Trail-Fairview Road, Old Monroe Road, Wesley Chapel Stouts Road, and Secret Shortcut Road have experienced an increase in traffic over the past 10 years and are anticipated to increase even further by the year 2050. US-74 has the highest Average Annual Daily Traffic (AADT) with 58,000. Below is a summary of the existing AADT counts (see Figure 3.6.1).

Table 3.6.1: 2020 AADT¹ Traffic Counts

Roadway	East of US-74 AADT	West of US-74 AADT
Indian Trail Road	12,500	14,000
Wesley Chapel Stouts Road	8,600	17,500
Old Monroe Road	NA	19,500
Secret Shortcut Road	13,500	NA

¹ AADT = Annual Average Daily Traffic.

Source: 2020 AADTs taken from NCDOT’s Online Interactive Traffic Volume Map.

3.6.3 Completed Improvements

Two major corridor projects completed in the past few years were the Monroe Bypass Connector (Monroe Expressway) and the US-74 Superstreet Project (W-5520). The Monroe Bypass extends from the US-74/I-485 interchange to US-74 south of Monroe. This is a fully electronic toll facility that operates under the North Carolina Turnpike Authority which has a current AADT of 16,000. This was created to divert most through traffic from US-74, allowing this corridor to become a more effective regional commercial road in Indian Trail. The US-74 Superstreet Project redirects side-street traffic from going straight through or left at a divided highway intersection. It also simplifies all signals to two-phase operations, adds pedestrian refuge islands, includes pedestrian countdown signals, and features crosswalks.

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3.6.4 Planned Improvements

There are several planned projects in the NCDOT Transportation Improvement Program (TIP) and also under the Town’s Capital Improvements Program (CIP) as well. Some of these projects have NCDOT and Town funds tied to them and are designated as follows:

Table 3.6.2: Planned Improvement Projects

Project Name	NCDOT TIP	Town CIP
Indian Trail Complete Street (EB-3951)	X	X
Old Monroe Road Widening (U-4714B)	X	X
Chestnut Connector (U-5808)	X	
Chestnut Parkway Phase 3		X
Wesley Chapel Rail Overpass (W-5744)	X	
Idlewild Road Widening and Improvements (U-4913)	X	
Wesley Chapel Road Widening ¹	X	

¹ This project is in Prioritization as a Division Needs Project, not currently funded.

3.6.5 Bicycles

Currently the Town of Indian Trail does not have any defined bicycle routes within the town. However, new requirements have been added to the Town’s UDO with the intention of creating a continuous multi-use path along US 74 to allow pedestrians and bicyclists to access destinations and travel safely along the highway. The project US 74 Multi-Use Path and Crooked Creek Greenway connects the 3,000 linear feet of existing segments, creating a total of 4,600 linear feet of multi-use path along the highway. The Town adopted a Bicycle Plan in June 2011, in conjunction with the Division of Bicycle & Pedestrian Transportation of the North Carolina Department of Transportation. This plan calls for an extensive network of bicycle lanes and trails throughout the Planning Area. A summary of the Bicycle Plan is included as Chapter 7.1.4.

3.6.6 Pedestrians

The majority of the existing sidewalks within the town are located in newer residential subdivisions. Many of the town’s older neighborhoods were developed before sidewalks were required, therefore most of these neighborhoods don’t have any sidewalks. Major roadways, such as Wesley Chapel Stouts Road and Unionville Indian Trail Road that connect older subdivisions with newer subdivisions lack continuous sidewalks, which make walking along these roads very difficult. Most of the intersections within the town do not meet minimum state and federal standards. Signalized intersections do not have striped crosswalks, curb ramps, pedestrian signals, or signage. Intersections such as Old Monroe Road and Indian Trail Road contain some elements, but are still unacceptable by today’s standards. The Town adopted a Pedestrian Plan in January 2009, in conjunction with the Division of Bicycle & Pedestrian Transportation of the North Carolina Department of Transportation. This plan calls for an extensive network of pedestrian facilities throughout the Planning Area. A summary of the Pedestrian Plan is included as Chapter 7.4.

EXISTING CONDITIONS REVIEW

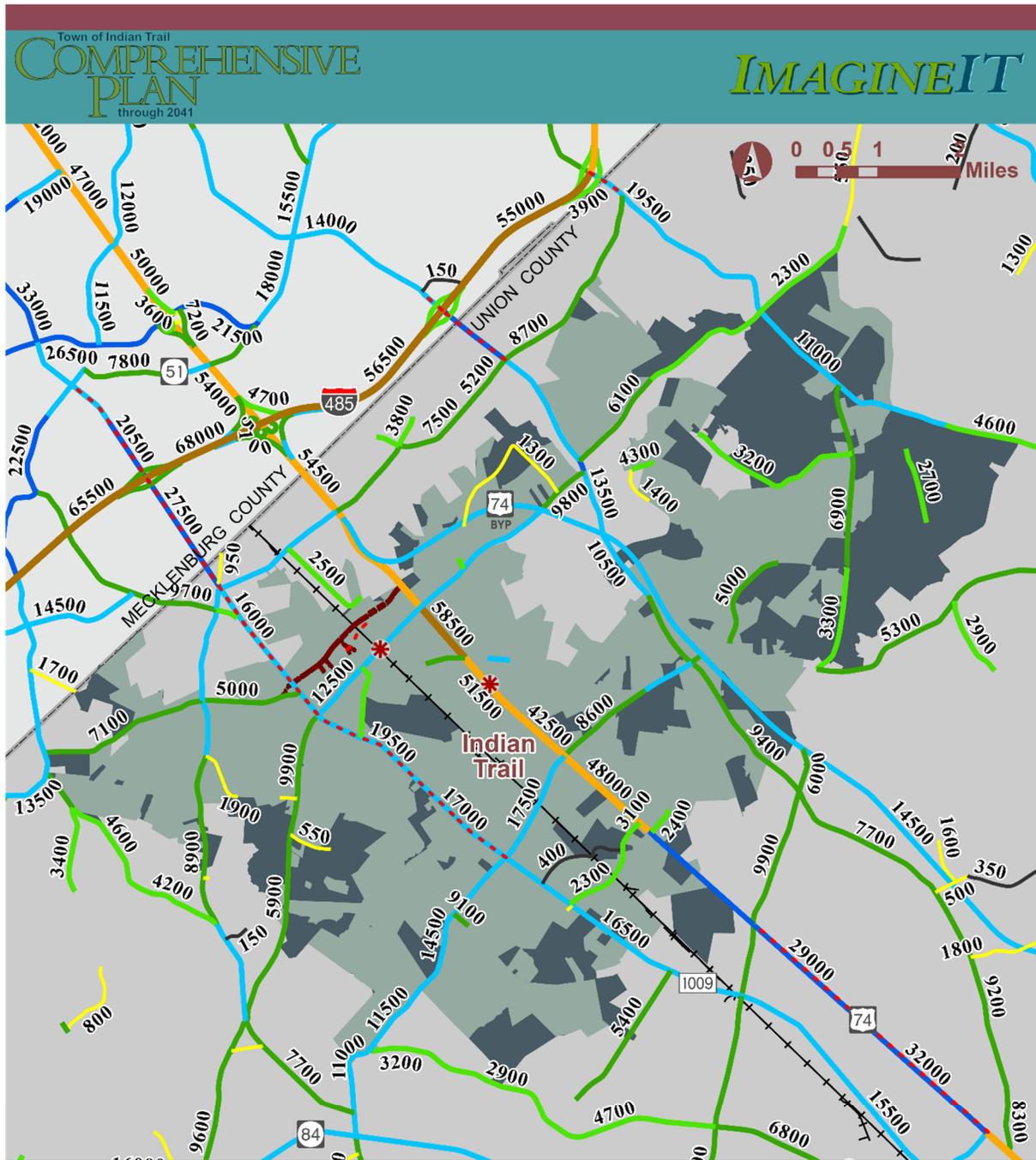


Figure 3.6.1
 Existing and Planned Transportation Systems, 2020

Legend			Town of Indian Trail Planning Area Railroad Chestnut Connector	This GIS data is deemed reliable but provided "as is" without warranty of any representation of accuracy, timeliness, reliability or completeness. This map document does not present a legal survey of the land and is for graphical purposes only. Use of this data for any purpose should be with acknowledgement of the limitation of the data, including the fact that the data is dynamic and is to a constant state of maintenance, correction and update.
Traffic Count AADT 10 - 499 500 - 1,999 2,000 - 4,999 5,000 - 9,999 10,000 - 19,999 20,000 - 34,999 35,000 - 54,999 55,000 - 84,999	CRTPO 2050 MTP Committed Active Transportation Project CRTPO 2050 MTP Widening New Location Project			

EXISTING CONDITIONS REVIEW

3.6.7 Greenways/Trails

The Town adopted a Park and Greenway Master Plan in 2010. The plan calls for an extensive network of greenways and trails. Several existing subdivisions contain trails that interconnect the subdivision. These types of facilities are typically used by the residents who live in the subdivision and are not open to the general public. The project US 74 Multi-Use Path and Crooked Creek Greenway will create a 1.4-mile greenway, providing a pedestrian network from Crooked Creek Park to US 74. There are many opportunities that exist to utilize creeks, streams and sewer easements for future development of the greenway system.

3.6.8 Transit

The Charlotte Area Transit System (CATS), in partnership with Union County, provides peak hour service to residents traveling to and from Union County. Currently, CATS operates the 74X/Union County Express bus route which travels along US 74 and stops at two park and ride lots in Union County. The first park and ride lot in Union County is located in Indian Trail at Union Towne Center. There are 50 parking spaces that are leased and have been dedicated for the park and ride lot. The second is located in the Monroe Mall in Monroe near Dickerson Boulevard. According to CATS, there are 50 parking spaces at this location. Based on the ridership numbers provided by CATS, there were approximately 200 riders per month as of January of 2022. This is a slight increase from January of 2021, when there were approximately 160 riders per month. These low ridership numbers reflect the impact of COVID-19, which has affected work patterns. As of April 2022, Union County is conducting a US 74 and Monroe Road corridor study to determine the best use of transit funds in light of low ridership on the Union County Express bus route.

3.6.9 Railroad

The CSX Railroad owns, operates and maintains an active single track freight line through Indian Trail, paralleling US-74 about one mile east of the highway.

3.7 PUBLIC UTILITIES

This section was excerpted from Union County's Comprehensive Water & Wastewater Master Plan, prepared by Black & Veatch International Company in December 2011 and updated with information from the Union County Public Works' Water Division.

3.7.1 Water System

The Union County water distribution system is supplied from two water treatment/supply facilities: the Catawba River Water Treatment Plant and the Anson County Water Treatment Plant. Water from the Catawba River Water Treatment Plant serves about 85% of the system (in the Catawba and Yadkin Basins) and Anson Water Treatment Plant serves the remaining 15% of the system (in the Yadkin Basin only).

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To meet the water demand projections in the Catawba Basin of Union County, the County has worked with its partner Lancaster County Water & Sewer District (LCWSD) to expand the Catawba River Water Treatment Plant (CRWTP). The total treatment capacity of the CRWTP was expanded from 36 million gallons per day (MGD) to 40 MGD, providing Union County an additional 2 MGD of capacity in 2021. To meet additional short-term needs, Union County also has leased 3 MGD of additional water capacity from LCWSD since 2012 which will extend until 2025.

Based on the demand projections for the existing pressure zones in the Yadkin Basin, the County is constructing the Yadkin Regional Water Supply Project (YRWSP). The YRWSP began permitting in 2013 to procure an Interbasin Transfer Certificate to move water from the Yadkin-Pee Dee River at Lake Tillery to Union County. The project includes a joint intake with the Town of Norwood, a new raw water pipeline to convey the water to Union County, a new water treatment plant, and a finished water pipeline to bring the treated water to customers. This project is estimated to be completed in late 2023. At that time, the County’s use of water purchases from Anson County to serve the northern and eastern parts of Union County will stop and the connection will transition to use in emergencies only.

Union County is currently developing a new Comprehensive Water & Wastewater Master Plan that will project needs out to 2040 and will replace the most recent Master Plan Updates that were adopted in 2016. This new Master Plan is projected to be completed by late 2022. The previous Master Plan proposed to serve water in nearly all of Indian Trail and its Planning Area, except for a small area on the southeast side, as shown in Figure 3.7.1, the Master Plan’s Water Service Area Map. This water coverage is not anticipated to change in the 2022 Master Plan.

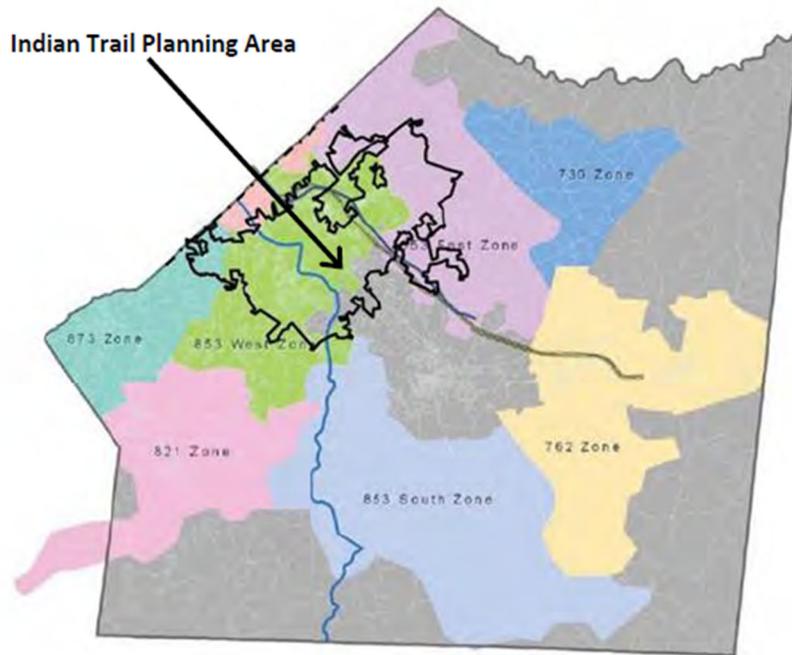


Fig. 3.7.1 Union County Comprehensive Water & Wastewater Master Plan Water Service Area Map from 2016 Master Plan Update

EXISTING CONDITIONS REVIEW

3.7.2 Wastewater System

Wastewater service in Crismark and Beacon Hills subdivisions is provided by a private system operated by Unitilities, Inc. Other wastewater service is provided by Union County.

Union County owns and operates wastewater treatment plants including Twelve Mile Water Reclamation Facility (7.5 million gallons per day), Crooked Creek Water Reclamation Facility (1.9 million gallons per day), Olde Sycamore Wastewater Reclamation Facility (0.15 million gallons per day), Tallwood Estates Wastewater Reclamation Facility (0.05 million gallons per day), and Grassy Branch Wastewater Reclamation Facility (0.05 million gallons per day). Capacity has also been purchased from Charlotte Water at the McAlpine Wastewater Treatment Plant (3.0 million gallons per day by agreement) which serves the Six Mile basin in the County and allows the County to divert flow from the Twelve Mile Water Reclamation Facility for operational needs. The County also purchases capacity from the City of Monroe Wastewater Treatment Plant (2.65 million gallons per day) which serves the eastside including Marshville and Wingate. All capacities are presented as maximum month treatment capacities.

Sewer service area boundaries have been developed during the Comprehensive Water and Wastewater Master Plan in 2011 and reaffirmed in the Master Plan Update in 2016 to ensure the scenario planning could quantify future wastewater conveyed from specific geographic areas and project which treatment plant and basin would receive the discharge. These boundaries are currently being revised as a part of the 2022 Comprehensive Water and Wastewater Master Plan. The service area boundaries are being shaped and influenced by a number of utility-based factors including:

- Land-use Considerations - spatially allocating future growth around existing development centers or projected development drivers and preserving the rural character of the eastern and southern portions of the County in compliance with the County's 2050 Comprehensive Plan.
- Environmental Factors- the Carolina Heelsplitter is an endangered species and one local population has been identified in Goose Creek and Duck Creek in the northeast corner of the County. Environmental regulations in these basins require extraordinary measures to provide public sewer and these areas will not be included in the future public sewer service area.
- Inter-Basin Transfer- the IBT issue places a premium on maximizing Catawba River discharges for treated wastewater effluent. The Master Plan continues that wastewater conveyance philosophy and leverages increases in the future wastewater flow transfers through the Poplin WWPS pumpover to contribute positively to any future IBT limitations, regardless of the scenario.
- Unserved service areas - Sewer service areas were eliminated in areas that don't already have infrastructure and are classified as rural residential in the 2050 Comprehensive Plan due to factors including projected population density in those areas and cost to serve such areas.

As of 2016, all of Indian Trail's Planning Area except the Goose Creek basin was included in the 2030 Wastewater Service Envelope, as shown in Figure 3.7.2, the Master Plan's Wastewater 2030 Service Envelope Map. Changes anticipated in 2022 are not expected to substantially change service for Indian Trail.

EXISTING CONDITIONS REVIEW

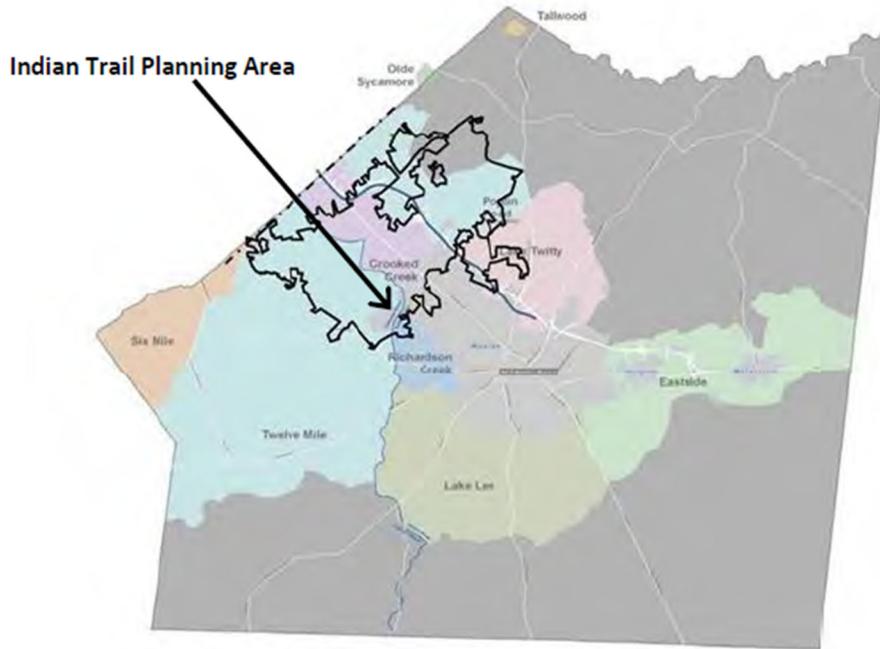


Fig. 3.7.2 Union County Comprehensive Water & Wastewater Master Plan
Wastewater 2030 Services Envelope from 2016 Master Plan Update

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CHAPTER 4 – FRAMEWORK PLAN

4.1 Introduction

Indian Trail's Planning Area consists of different sub-areas, each in a different stage of development, and each with its own character, issues and potential. These sub-areas provide a framework on which the Comprehensive Plan is structured. This enables the Town to address current issues appropriately for each part of the Planning Area, and to guide future growth and development in a manner that is also appropriate for each sub-area.

The Framework Plan sub-areas (Figure 4.1.1), along with their specific issues and challenges include:

4.1.1 West Indian Trail

The area southwest of Old Monroe Road is nearly all built-out or committed as single family detached residential subdivisions with supporting services and schools. West Indian Trail's future needs are resulting from the pressures created by rapid growth and the need for creating more community identity. Its dominant characteristics are:

- Predominantly built-out with low- and medium-density residential with one growing Sub-Regional Activity Center, two emerging Mixed Use Activity Centers, and one developing Neighborhood Services Activity Center
- Roads operating at over capacity traffic levels
- Public infrastructure (State roads, County schools) and services (police, fire, EMS) keeping up with residential growth
- Need for multi-modal connectivity connecting vehicular, pedestrian and bicycle connectivity, improving traffic flow along existing roadway facilities, and providing additional public facilities as well as continuing development of retail services
- Ongoing development of parks, open space and greenways is important for supporting quality of life
- Urban and suburban design elements are important for creating community identity and cohesion
- Continued expansion and development of basic retail and commercial goods and services to the area for residents
- Cultivation of the entertainment district, through a sub-regional activity center small area plan
- Maintain rural character in outlying areas

FRAMEWORK PLAN

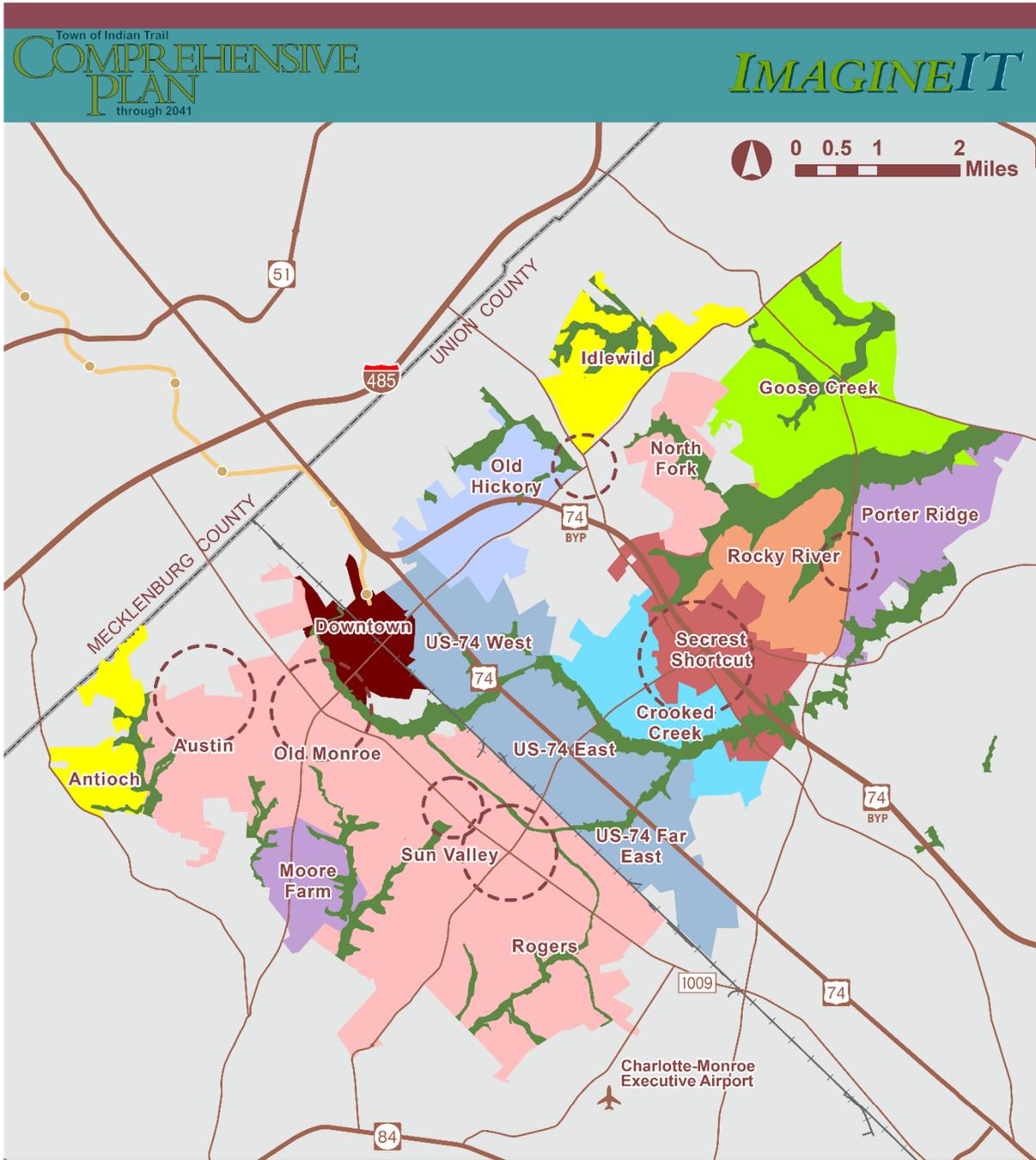


Figure 4.1.1
 Indian Trail Framework Plan

Legend	
Suburban Residential	Conservation Area
Suburban Mix	Rural Mix
Interchange Mix	Old Hickory Corridor
Downtown Indian Trail	Traditional Neighborhood Development
LYNX Silver Line	Activity Center
US-74 Mixed Use Corridor	Proposed Greenways

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4.1.2 Downtown Indian Trail

Indian Trail's downtown has the potential to be the primary identity center of the town, and a central location that will serve all of the neighborhoods and sub-areas as the Town grows to a community of 60 - 70,000 people. A 2006 Downtown Master Plan established a strong vision. Since its adoption, Town government services and facilities have expanded in this area, including a one-acre event park and the 51-acre Chestnut Square at Indian Trail park. Its major planning needs are:

- Urban design is very important to attract new residents and businesses
- Create a community gathering place and regional destination, with emphasis on becoming the arts and cultural center of Indian Trail
- Economic development is vital
- Needs to become more pedestrian friendly
- Public facilities such as parks/open space, civic uses, etc. are needed
- A planning update to the 2006 Downtown Master Plan

4.1.3 US-74 Corridor

Now that the Monroe Expressway is built, it is anticipated that much of the through traffic and heavy truck traffic will be directed away from US-74. A US-74 Corridor Revitalization Study in 2013-14 established an overall vision for the corridor through Stallings, Indian Trail and Monroe, and helped establish a vision for this corridor to become a community-oriented boulevard where:

- Land use and transportation coordination is very important to maintain safe and efficient mobility in the corridor while allowing an increase in commercial and retail services
- Urban design is very important, including an opportunity for gateways at Indian Trail Road, Wesley Chapel–Stouts Road, Unionville Indian Trail Road, and Laurel Creek, to create a sense of identity for Indian Trail that is separate from other communities in this corridor
- Coordination with adjacent communities, Union County, NCDOT and CRTPO will help to achieve a higher quality corridor over time
- NCDOT's potential superstreet intersection concept will be a major change for this corridor

4.1.4 Monroe Expressway Corridor

The area around the Monroe Expressway has seen growth pressures since adoption of the 2005 Comprehensive Plan, in particular traditional neighborhood development in Rocky River Village and several medium density single family subdivisions in Crooked Creek Village. The Town developed a major park, Crooked Creek Park and is in the process of developing greenways in this area, including part of the Carolina Thread Trail. Nevertheless, there is available land remaining for further development. The important considerations for this corridor are:

- Concentrate more intense developments where the Expressway and arterial roadways can support increased traffic
- Buffer new and existing residential development from the noise and visual effects of the Expressway
- Focus plans for regional economic development toward the northern part of the Expressway, to take advantage of the regional proximity to I-485

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- Focus Village Center non-residential development and higher density residential development near the Expressway interchanges

4.1.5 East Indian Trail

The Villages in this area will be less directly affected by regional access from the Monroe Expressway and US-74 so should continue to be lower density, environmentally respectful development. Idlewild Village is largely built out. Two major environmental factors will limit future development densities in the Goose Creek sub-area:

- Prior development, built before this area was part of Indian Trail, did not provide adequate stormwater management, subjecting many of the neighborhoods to flooding problems
- The Carolina Heelsplitter mussel, a federally-endangered species present in Goose Creek, has led the U.S. Fish and Wildlife Service to propose density and stream buffer restrictions in this watershed, which have been adopted by the Town to protect Goose Creek water quality.

While this area might experience development pressure from the proximity to I-485, as well as spillover growth pressures from Mecklenburg County along Secret Shortcut Road and Lawyers Road, the subarea's environmental issues require that future development be low density, and that as much preservation of open space and working farms as possible be encouraged.

The East Indian Trail Sub-Area offers the most potential for high quality, well-planned new development that also preserves natural areas. This sub-area also offers much opportunity to meet the Vision Statement goal of preserving Indian Trail's rural amenities.

4.2 VILLAGES AND CORRIDORS

In order to provide a more flexible and implementable land use plan, the Planning Area has been divided into various land use Villages and Corridors. The composition of these Villages and Corridors was based on the community preferences identified in the 2005 Comprehensive Plan process, issues and opportunities identified as part of the Framework Plan, and market feasibility. The pattern of land uses established as "Villages and Corridors" is intended to lead to the type of community described in the Vision Statement:

The Town of Indian Trail will be a vibrant, unique, and collaborative town where people can live, work and play in a safe, diverse and equitable environment. It will continue to assist in providing a variety of transportation options with opportunities for walking and biking, while also having opportunities for transit and automobile by connecting all of its villages, downtown, and commercial corridors.

The Town will be known for its diverse economic development focus, and attractive parks and recreational amenities. The Town will offer a variety of uses that create opportunities to effectively manage metropolitan growth while at the same time preserving its small town character and history.

The future land use Villages and Corridors plan divides the Town's Planning Area into nineteen planning sub-areas (see Figure 4.1.1). Because of the emphasis on unique identity and neighborhood, these are envisioned as

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Villages or Corridors. Each Village or Corridor is characterized by one of eight dominant or primary land use types. The 2012-2013 update process, the overall Planning Area and Village and Corridor boundaries were refined to reflect development that has occurred in the years since 2005 and the final alignment selection for the Monroe Expressway. Within each Village or Corridor, a variety of land uses are allowed based on its recommended land use mix and compatibility with existing land uses. As part of this 2021 update process, several Villages and Corridors were further refined to reflect development that has occurred since 2013.

The nine primary land use types are:

- Suburban Mix Villages
- Suburban Residential Villages
- Rural Mix Villages
- Interchange Mix Villages
- Traditional Neighborhood Development Village
- US-74 Mixed Use Corridor
- Old Hickory Business Corridor
- Downtown Indian Trail

The boundaries of the Villages and Corridors were determined by natural and manmade features such as property parcel boundaries, creeks, roadways, and existing land uses. The size of the Villages are generally based on a population of 3,000 - 4,000 people, with the ability to support an elementary school and a neighborhood center. The size of the Corridors was determined by the amount of commercial development foreseen by the Town's Economic Development Plan and Pathways to Progress Plan, and as envisioned in the US-74 Corridor Revitalization Plan.

Some areas, generally on the edge of the Planning Area adjacent to a neighboring community, were too small to support an elementary school and/or a neighborhood center. While these are referred to as "Villages" in the Indian Trail plan, they typically are simply suburban or rural residential areas.

In addition to the Villages and Corridors, an integral part of the plan is the:

- Mixed Use Activity Centers,
- Neighborhood Services Activity Centers; and a
- Sub-regional Activity Center.

The Mixed-Use Activity Centers, which are overlays on the Villages, are located at the intersections of boulevards and thoroughfares, where they can be commercially viable. Their size is based on a 10 minute walk. Roughly half of the build-out population of Indian Trail will be within a 10 minute walk or 5 minute drive of Downtown Indian Trail or a Mixed-Use Activity Center/Neighborhood Services Activity Center/Sub-regional Activity Center.

Neighborhood Services Activity Centers, also overlays on the Villages or in areas that are mostly built-out, are also located at the intersections of boulevards and thoroughfares, where they can be commercially viable. Their size is smaller than a Mixed-Use Activity Center, since their location serves a smaller population.

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The Sub-regional Activity Center is a larger version of a Mixed-Use Activity Center. Because of its location and the amount of regionally oriented uses, such as a movie theater complex, it has a larger service area than a Mixed-Use Activity Center, but still fulfills the Mixed-Use Activity Center purpose for its surrounding Villages. The only Sub-Regional Activity Center included in the plan is in the Sun Valley Village. Its development has been ongoing since the adoption of the 2005 Comprehensive Plan. It is envisioned as a shopping and entertainment district for the Town. A small area plan would help to further define its development mix and character.

The objective of the land use Village and Corridor plan is to provide guidance when determining whether or not a future development proposal is consistent with community goals and objectives. It serves as a means to articulate the community's goals for future growth and community development. Within this framework, it is important to recognize that the Indian Trail Comprehensive Plan is a long range, 20-year guide for the community. The plan's land use recommendations are intended to be phased in over the course of this 20-year period and may not necessarily be appropriate to implement immediately. This is why land use and/or zoning map amendments are undertaken on a case-by-case basis so that each request may be thoroughly examined for its merits and appropriateness in the community.

The 2005 Comprehensive Plan and the 2008 update avoided setting specific details, such as the size and location of commercial properties. Instead, a flexible range of acceptable options was suggested, so that when a specific development was proposed, the market conditions present at that time could be considered, and the best option within that range could be chosen. It is also important to recognize that these ranges are broad, planning level approximations of the appropriate land use mix for each village type. Some limited variation (above and below) is anticipated in the actual land use build out based on the above market conditions and other factors. Development proposals/rezonings contemplating major variations to these ranges should also undergo a Comprehensive Plan Amendment to enable the broader village analysis and to otherwise effect the change to the land use ranges. As the plan is put to use, regular variation to a village's land use mix likely indicates the need to more closely examine the village type and potentially amend the plan.

Since adoption of the 2005 Plan, Indian Trail has continued to grow, to the extent that the land use character of many of the Villages has been essentially set, with relatively small areas left to be developed or planned. Additionally, other plans, such as the US-74 Corridor Revitalization Plan and the Downtown Plan have established more specific land use goals for several of the Corridors and Villages. For those Villages and Corridors, a recommended land use mix is more appropriate.

A recommended land use mix with a flexibility factor is incorporated into the village and corridor types which still have relatively large amounts of undeveloped land. This flexibility factor allows for the exact land use mix to be market sensitive, while still adhering to overall land use goals, thus avoiding the need to amend the plan in response to market fluctuations. While flexibility factors are based on generalized planning standards, Mixed-Use Activity Center and Neighborhood Services Activity Center developments should be able to demonstrate market support for their proposed size and mix of uses, and demonstrate that their proposed size and mix will not preclude development of other Mixed-Use Activity or Neighborhood Service Activity Centers, particularly for Activity Centers whose anticipated market support area extends beyond the Planning Area.

To designate more identifiable land use Villages and Corridors, name designations were suggested to fit the area within which the Village or Corridor is located. Therefore, although the description of each Village or Corridor's

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components and character is still categorized by land use, Figure 4.2.1 has these areas defined by their community locales with the colors representing the predominant land use.

As a further refinement to the more general Framework Plan, some adjustments were made in the 2008 Comprehensive Plan Update to the Villages and Corridors Plan that reflect issues and opportunities identified as part of the framework plan and market conditions. These modifications were retained in the 2013 Comprehensive Plan Update and in this Comprehensive Plan Update, and are listed below:

- The preservation of land for agriculture and forest land in appropriate locations
- The addition of an “Interchange Mix” land use category that promotes higher density development along the Sardis Church Road/Unionville Indian Trail Road corridor
- The addition of a multi-family land use category in order to distinguish between detached and attached housing inventory
- Based on market feasibility and Urban Land Institute ratios/ trends, a reduction in the amount of commercial and institutional development for build-out
- Lodging was combined with the retail category
- Public Facilities was separated into two categories: Parks/Open Space and Institutional; in most cases, parks/open space was combined with agriculture/forest

Residential densities in all land use types are based on the gross density approximations shown below. For proposed developments with a density on the periphery of a residential land use category, the final determination of its appropriate category will be based on site/proposal specific elements such as the overall community layout, housing type and architectural design, open space layout and programming, and other similar elements.

Table 4.2.1 Base Residential Land Use Densities

Land Use	Residential Density (du/ac)
Low Density Single-Family	Less than 2
Medium Density Single-Family	2 to 4
High Density Single-Family	4 to 6
Mixed-Use Activity Center and Multi-Family Residential	12 to 15

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Fig. 4.2.1 Example of Low Density, Single-Family Neighborhood (Red Barn Trail, Indian Trail)



Fig. 4.2.2 Example of Medium Density, Single-Family Neighborhood (Callonwood, Indian Trail)



Fig. 4.2.3 Example of High Density, Single-Family Neighborhood (Blakeney Greens, Charlotte)



Fig. 4.2.4 Example of Mixed-Use Activity Center Multi-Family Neighborhood (Hawfield Farms, Charlotte)

4.2.1 Suburban Mix Village

Suburban Mix Villages are generally found in the more established areas of Indian Trail where there is room for additional single-family subdivisions and supporting development. The Suburban Mix Villages are: Austin Village, Old Monroe Village, Sun Valley Village, Rogers Village, North Fork Village, and Secret Village. They consist of land uses that promote a neighborhood setting with single family detached houses as its primary development type. The single-family residential component characterizes this village, with retail development (predominantly within the proposed mixed-use activity centers) providing convenient access to daily goods and services. The amount of residential development within each of these villages hinges on the premise that an elementary school and neighborhood retail center could be supported within the village boundaries. The general village size is based on the population to accommodate the target number of students at an elementary school.

Furthermore, the amount of retail square footage and parks/recreation acreage allocated within these villages is based on the amount that could be supported by that village’s population. The boundaries for these villages are mostly defined by parcels as well as major roads.

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- Community Open Space**
- Community Center**
- Community Recreation Facility**
- Single Family Detached Residences**

Fig. 4.2.5 Typical Suburban Mix Neighborhood (Aerial Image):
Brandon Oaks, Indian Trail



Fig. 4.2.6 Typical Suburban Mix Neighborhood:
Brandon Oaks, Indian Trail

Suburban Mix Village Land Use

Medium density residential dominates the suburban mix village with a recommended percent allocation of 55% to 60% of the total acreage. A certain amount of low density residential (7% to 9%) is also recommended in areas that are further removed from major intersections and activity centers, while some high density residential (6% to 10%) is encouraged for land within 1/2 mile of a Mixed-Use Activity Center. A limited amount of multifamily residential (2% to 4%) may be appropriate within a Suburban Mix Village Center. Parks and recreational amenities as well as institutional uses (schools, churches, government, etc.) need to be incorporated into the mix in order to limit the amount of distance that needs to be traveled by community's residents to access these types of facilities.

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Suburban Mix Village Community Form

The form of a Suburban Mix Village is centered on the suburban-style home and traditional neighborhood unit. This traditional neighborhood unit can have commercial land uses (retail and office) located in a Mixed-Use Activity Center near neighborhoods at the intersections of boulevards and thoroughfares for convenience of access and market exposure. Pedestrian connections such as sidewalks and trails are important to provide access from the residential to the commercial uses.

Community form for medium density residential uses, which are the primary use type in the Suburban Mix Village, is best described as enclaves. It can be either urban or garden style in layout. Urban style medium density buildings have common setbacks and parallel public streets. Garden style housing sites have buildings in clusters away from public streets. Commercial uses should have unified architecture, well planned pedestrian connections linking buildings, parking, and amenities, buildings sited to create pedestrian spaces, parking fields broken into smaller sizes with the use of landscape, and pedestrian connections to adjacent neighborhoods.

Community facilities should be sited to act as a transition between land uses that are not directly compatible. Neighborhood parks and open space intended to serve the village's residents should be sited more internally, and pedestrian connections to them from neighborhoods are desirable.

Floodplains, heavily-wooded areas, and other land not best-suited for development can be used to provide greenways, open space, hike & bike trails, or pedestrian connections. While Indian Trail features areas for lower-density housing (e.g. Rural Mix and Rural Residential) and higher-density housing (e.g. Downtown, Traditional Neighborhood Development), the Suburban Mix Villages provide housing for the majority of citizens, and does so at typical suburban densities. The Suburban Mix Village provides significant opportunities for primarily owner-occupied housing on medium-sized lots, with convenient access to the most frequently needed retail uses.

Suburban Mix Village Siting Criteria (SC)

Each village land use type includes a set of siting criteria for the components that comprise that set of land uses. The siting criteria are recommendations for siting these specific land uses together. The goal of the siting criteria is to achieve high-quality residential neighborhoods, commercial villages, employment areas, and civic centers while responding sensitively to the natural environment.

The following siting criteria are applicable for the Suburban Mix Village:

- SC1. Retail and office uses are to be located nearest the intersection of two boulevards or thoroughfares in a Mixed-Use Activity Center.
- SC2. Retail and office uses should not be organized in a linear form, avoiding multiple curb cuts; instead, they should be focused within the half-mile Mixed-Use Activity Center overlays as depicted on the Future Land Use Villages and Corridors Map (Figure 4.2.1), and providing better organized access management.
- SC3. Non-residential low impact development may be located in certain situations at boulevard-thoroughfare intersections. This low impact development includes uses such as veterinary clinics, professional office,

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and day-care facilities. This type of development could be located at the periphery, providing a buffer between more intense uses and residential uses.

- SC4. Parks and open space should be located in areas to preserve existing trees, wetlands, or natural habitat. Parks should also work in conjunction with the adopted 2019 Parks and Recreation Strategic Master Plan, school sites and be accessible by pedestrians, bicycles, and public streets, as described in Section 4.3.
- SC5. Open space should be used as an amenity for surrounding development. Many times the open space takes the form of a floodplain, wetlands, or stands of existing trees. Integrating the natural environment with the built environment can occur in many ways - a common method is to have a road front the open space providing a public view, access or “front-door” to the amenity.
- SC6. High density single-family and multi-family residential should be located in a Mixed-Use Activity Center. This land use can be sited between lower intensity (e. g. parks) uses and higher intensity (e. g. commercial) uses.
- SC7. Each of these villages should be able to support about 100 acres of park land and neighborhood amenities, as well as greenways. Parks can and should also relate to the quantity and quality of the natural environment in the Village.



Fig. 4.2.7 Typical Suburban Neighborhood Park:
 Brandon Oaks, Indian Trail

- SC8. A residential neighborhood needs to have a street layout that provides primary linkages to community facilities and amenities.
- SC9. Streets in single family residential areas should be designed primarily to connect the homes to boulevards or thoroughfares and other compatible developments, and not be designed to encourage “cut-through” traffic. There should be street connectivity throughout the Village, avoiding cul-de-sacs. Residential areas with only one connection to a boulevard or thoroughfare are strongly discouraged.
- SC10. Sidewalks should be provided to accommodate pedestrians on both sides of public streets within a development and trails should be provided, supporting a multi-modal transportation system.

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3.2.2 Suburban Residential Village

Areas designated as Suburban Residential Villages are located in predominantly built-out environments with minimal land available for different types of uses other than medium density single-family suburban residential. Suburban Residential Villages are: Antioch Village and Idlewild Village. All of the land uses, community form, and siting criteria for these villages mirror those of the Suburban Mix Villages, other than the fact that more of the land is currently developed as medium density residential (75% to 85%), while only a small amount might be high density residential (4% to 10%). In other words, there is less to plan for in these villages in terms of land use. Suburban Residential Villages will not have a Mixed-Use Activity Center but might have a Neighborhood Services Activity Center. Institutional uses, such as churches or government facilities, are appropriate in a Suburban Residential Village.

All of the park land within these villages will be neighborhood-oriented, and the population will be able to contribute to the support of an elementary school, but will not be able to support one on its own. The key to an efficient plan for these villages is to ensure that there are enough complementary land uses (retail, institutional, parks) in close proximity and that connections from these villages to others are established.

Community Form and Location Criteria for the Suburban Residential Village are the same as for the Suburban Mix Village.



Fig. 4.2.8 Typical Suburban Residential Neighborhood (Aerial Image): Brookhaven, Indian Trail

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Fig. 4.2.9 Typical Suburban Residential Neighborhood:
Brookhaven, Indian Trail

4.2.3 Rural Mix Village

The Rural Mix Village is focused primarily around low-density residential uses that reflect a rural setting. In addition to land use that might be dedicated to parks and open space, some of the rural mix village land is preferred to remain in the agriculture/forest land use category. This is an effort to promote estate type residential development that preserves open space and maintains the rural character of this particular part of the community. Medium density residential uses are less frequent and should be placed within Mixed-Use Activity or Neighborhood Services Activity Centers whenever possible.

There are two Rural Mix Villages within the Planning Area: Goose Creek Village and Moore Farm Village. Goose Creek Village is located in the northeast section of the Planning Area on land that is predominantly governed by unincorporated Union County. This situation could potentially make it easier to transition from the current Union County zoning of predominantly 1-acre lots once these areas are annexed into Indian Trail. Moore Farm Village is located in the extreme western periphery of the Planning Area, adjacent to the existing rural density area of Weddington.



Fig. 4.2.10 Typical Rural Mix Neighborhood (Aerial Image):
Indian Brook Forest, Indian Trail

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Fig. 4.2.11 Typical Rural Mix Neighborhood:
 Indian Brook Forest, Indian Trail

Rural Mix Village Land Use

Low density residential uses comprise 65% to 75% of a Rural Mix Village, depending on the location and market factors. Medium density residential uses should not exceed 8% to 13% of the Village’s land, while retail uses should occupy no more than 1% of the Village. Public facilities and institutional uses, such as parks, schools, and places of worship, should not exceed 3% to 7% of the land area. The remaining land should be left undeveloped in order to preserve the rural character of the area.

Rural Mix Village Community Form

The form of the built environment in the Rural Mix Village should complement and encourage the low density residential and rural commercial uses. The village should concentrate non-residential uses in Mixed-Use Activity Centers locating them within close proximity of the intersection to prevent a sprawling appearance along the boulevards or thoroughfares. Agricultural uses that are not permitted elsewhere in the Town are permitted within the Rural Mix Village, but performance standards should limit them to activities that do not conflict with the enjoyment of residential properties.



Fig. 4.2.12 Example of Agricultural Use in a Rural Mix Village: Apex, NC

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However, residents should expect the agricultural uses to provide a different character to the area and a different quality of life than other villages. These uses should not be so intense as to be incompatible with residential uses. Uses allowed in the Rural Mix Village are intended for rural areas and are not typical of what would be planned for in a suburban setting.

The low density residential land use is characterized by single family residential homes. Auxiliary structures, such as barns and sheds, and limited livestock are permitted on large residential lots. There is potential for non-residential uses to be located adjacent to the “estate” lots due to the agricultural activities common in the Village and the large nature of the residential lots.

The form of the built environment in single family residential developments in the Rural Mix Village is similar to but more rural in nature than that found in the Suburban Mix Village. The medium density single family development should be located in close proximity to intersections of boulevards or thoroughfares and adjacent to natural features that would serve as buffers between the residential units and the rural/agricultural uses that are typical in the Rural Mix Village.

Single family developments are also intended to be dispersed throughout the village and much smaller than developments found in the Suburban Mix Village.

Commercial uses should be well planned with parking fields broken into smaller sizes with the use of landscaping.

Fewer neighborhood parks will be provided in the Rural Mix Village due to the dispersed nature of the residential units and the rural feel of the village. Floodplains, heavily-wooded areas, and other land not best-suited for development can be used to provide open space, hike and bike trails, or pedestrian connections

Rural Mix Village Siting Criteria

The following siting criteria are applicable for the Rural Mix Village:

- SC1. Commercial uses, if any in this rural village, are to be located at the intersection of two boulevards or thoroughfares. Rural village supporting business could include a tack shop or agricultural feed store, produce stand or farmers market, similar rural/agricultural supporting businesses.
- SC2. Non- residential low impact development may be located in certain situations mid-block along boulevards or thoroughfares. This low impact development includes uses such as veterinary clinics, professional offices, and day-care facilities.
- SC3. Parks should be developed in areas to preserve existing trees, wetlands, or natural habitat. Parks should also work in conjunction with the adopted Parks and Recreation Strategic Master Plan and school sites, as described in Section 4.3.
- SC4. The combination of a Rural Mix Village and a Rural Residential Village are anticipated to be able to support one elementary school.
- SC5. Medium density residential uses should be located adjacent to existing medium density residential uses at the periphery of the village if appropriate. New medium density residential developments should be small in size, generally no more than 50 units and located in close proximity to boulevard or thoroughfare intersections.

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3.2.4 Interchange Mix Village

The land use composition of the Interchange Mix Village is based on its location between two major highways, with a few major boulevards or thoroughfares feeding into it. The Monroe Expressway bounds the northeast side of this village and the US-74 Corridor bounds the southeast side. Sardis Church Road, Unionville-Indian Trail Road, and Secret Shortcut Road all feed into the Interchange Mix Village. Furthermore, one of the two Monroe Expressway interchanges located within Indian Trail’s boundaries is partially located within this village. All these factors contribute to the ability of this village to attract a mix of higher density development that can take advantage of the convenient regional transportation access.



Fig. 4.2.13 Typical Interchange Mix Neighborhood (Aerial Image): Braefield and Arbor Glen, Indian Trail



Fig. 4.2.14 Typical Interchange Mix Neighborhood: Arbor Glen, Indian Trail

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Interchange Mix Village Land Use

The largest land use category within the Interchange Mix Village, 35% to 45%, is dedicated to Medium Density Residential. Additionally there are two “high density” housing categories: High Density Residential and Multi-Family Residential, which are appropriate within a Mixed-Use Activity Center. Each of these land use categories is limited to 10% to 15% of the Village total, in case the market is unable to support that much high density residential.

Not all of the land use is reserved for residential uses. A substantial amount of commercial space is also indicated, taking advantage of the close proximity to the Monroe Expressway Interchange and US-74. The same percentages of parks/open space (5%) and institutional (3% to 7%) uses are recommended for this village as in the commercial-oriented corridors. Light industrial uses (up to 5%) such as office warehouse and flex space are appropriate within the Crooked Creek Mixed-Use Activity Center near the Monroe Expressway intersection.

Interchange Mix Village Community Form

The form of the built environment in the Interchange Mix Village is centered on well-designed commercial uses fronting major boulevards with complementary, higher density residential development scattered throughout. This high-density village can have commercial land uses (retail and office) located in the Mixed-Use Activity Centers near neighborhoods at the intersections of boulevards (particularly Unionville-Indian Trail Road/Sardis Church Road and surrounding the Monroe Expressway interchange). Pedestrian connections such as sidewalks and trails are important to provide access from the residential areas to these commercial uses.

Community form for medium density residential and high-density residential uses is best described as enclaves. It can be either urban or garden style in layout. Urban style medium density buildings have common setbacks and parallel public streets. Garden style housing sites buildings in clusters away from public streets. Commercial uses should have unified architecture, well planned pedestrian connections linking buildings, parking, and amenities, buildings sited to create pedestrian spaces, parking fields broken into smaller sizes with the use of landscape, and pedestrian linkages to adjacent neighborhoods.

Community facilities should be sited to act as a transition between land uses that are not directly compatible. Neighborhood parks and open space intended to serve the Village’s residents should be sited more internally, and pedestrian connections to them from neighborhoods are desirable.

Floodplains, heavily wooded areas, and other land not best-suited for development can be used to provide greenways, open space, hike & bike trails, or pedestrian connections. Similar to the Suburban Mix Village, the Interchange Mix Village provides housing for a large percentage of citizens, yet does so with slightly higher densities. The village provides significant



Fig. 4.2.15 Example of Single-Family Detached Residences on Small-sized Lots: Braefield, Indian Trail

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opportunities for primarily owner-occupied housing on small-sized lots, with convenient access to the most frequently needed retail uses.

Interchange Mix Village Siting Criteria

The following siting criteria are applicable for the Interchange Mix Village:

- SC1. Unlike the Suburban Mix Village, commercial uses, including limited light industrial use, can be located in a linear form within the Interchange Mix Village (along major boulevards); however, the mix of commercial and residential uses should be focused within the half-mile Mixed-Use Activity Center overlays as depicted on the Future Land Use Villages and Corridors Map (Figure 4.2.1).
- SC2. Non-residential low impact development may be located in certain situations at boulevard/thoroughfare intersections. This low impact development includes veterinary clinics, professional office, day-care facilities and similar uses.
- SC3. Parks should be developed in areas to preserve existing trees, wetlands, or natural habitat. Parks should also work in conjunction with school sites and be accessible by pedestrians, bicycles, and public streets.
- SC4. Open space should be used as an amenity for surrounding development. Many times the open space takes the form of a floodplain, wetlands, or stands of existing trees. This integration can occur in many ways - a common method is to have a road front the open space providing a public view, access or “front-door” to the amenity.
- SC5. High density single family and multifamily residential uses should be located near the intersection of two boulevards preferably in a Mixed-Use Activity Center. This land use can be sited between lower density residential uses and higher density commercial uses.
- SC6. A residential neighborhood needs to have a street layout that provides primary linkages to community facilities and amenities.
- SC7. Streets in medium density residential areas should be designed primarily to connect the homes to arterials, and not be designed to encourage “cut-through” traffic. Developments with only one connection to a boulevard or thoroughfare are strongly discouraged.
- SC8. Sidewalks should be provided to accommodate pedestrians on both sides of public streets within Developments.

4.2.5 Traditional Neighborhood Development Village

A Traditional Neighborhood Development (TND) is a human scale, walkable community with moderate to high residential densities and a mixed use core. Rocky River Village is the only Traditional Neighborhood Development Village in Indian Trail, but TND developments would be appropriate in other Villages as well. A TND is served by a network of paths, streets and lanes suitable for pedestrians as well as vehicles. This provides residents the option of walking, biking or driving to places within their neighborhood. Present and future modes of transit are also considered during the planning stages.

Public and private spaces have equal importance, creating a balanced community that serves a wide range of home and business owners. The inclusion of civic buildings and civic space -- in the form of plazas, greens, parks and squares -- enhances community identity and value.

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Fig. 4.2.16 Typical TND Neighborhood (Aerial Image): Bonterra, Indian Trail



Fig. 4.2.17 Typical TND Neighborhood: Bonterra, Indian Trail

Traditional Neighborhood Development Land Use

The Traditional Neighborhood Development (TND) Village is unique in terms of its recommended land use mix. A maximum of 75% of land within this village is designated for TND use. A typical breakdown of land uses within TNDs is about 70-75% residential at an average gross density of 3.5 to 4 units per acre, 20-25% parks/open space, and 2-3% for commercial (retail/office) use.

The remaining 25% of land has been allocated to supporting uses, with parks/open space leading this category at about 9% of total land area. Another 4% is allocated to commercial (retail, office) uses, while 5% to 9% is dedicated to institutional uses such as schools, churches, etc.

According to market trends, the amount of commercial space allocated to this village would need to be supported by not only the residents within the TND communities, but also from residents of other areas either

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within Indian Trail or elsewhere. With a freeway interchange partially located within this village, there is a good opportunity for some commercial development to be supported by through and destination traffic traveling along the Monroe Expressway.

In addition, based on this recommended land use mix, the average residential density for all residential uses within the village equates to about 2.8 units per gross acres. Should the market for TND subdivisions not be able to support 75% of the total land area, there is a significant flexibility factor designated for each residential use (based on the suburban mix land use base percentage).

Traditional Neighborhood Development Community Form

Based on research and case studies regarding how TND development should be designed, the following attributes should be used as a guide to good TND planning:

- Buildings within TNDs should be aligned and close to the street. Buildings should form the space of the street, as well as form and protect private open space.
- Whether a yard, garden or courtyard, private open space is an important complement to the neighborhood's public space.
- Buildings should also have front porches or balconies. This overview of the street contributes to healthful streets and safe neighborhoods, while serving as a buffer between the house interior and street activity.



Fig. 4.2.18 Open Space in a TND Neighborhood
 Bonterra, Indian Trail

- The design model for TND is the traditional small town with sidewalks, front porches and compact yards.
- Rather than being simply pushed closer together, buildings must be designed for the proximity while retaining privacy and individuality.
- Views from inside of houses and other buildings should be directed to the street and the backyard, not toward the neighbors, and windows on the side of houses should not be directly opposite windows on adjacent houses.
- Property lines should be physically defined by fences, hedges or garden walls.
- Land should be clearly identifiable as public or private—in public view for surveillance or private and protected.

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- Vehicle storage, garbage and mechanical equipment should be located away from the street. Access to garages should be from an alley.
- Where garages must be front-loaded, they should be set behind the front plane of the house.
- There should be a variety of dwelling types within the neighborhood. These usually take the form of detached houses, town houses, and apartments or condominiums, so that younger and older people, singles and families, the poor and the wealthy, may find places to live.
- The streets within the neighborhood should form a connected network. This provides a variety of itineraries and disperses traffic congestion. They should also be relatively narrow and shaded by rows of trees. This slows down the traffic, creating an environment for pedestrians and bicyclists.

Traditional Neighborhood Development Siting Criteria

The following siting criteria are applicable for the Traditional Neighborhood Development Village:

- SC1. The neighborhood has a discernible center. This is often a square or green, and sometimes a busy or memorable street intersection.
- SC2. Most of the dwellings are within a five-minute walk of the center. This distance averages one quarter of a mile.
- SC3. There are shops and offices at the edge of the neighborhood. The shops should be sufficiently varied to supply the weekly needs of a household. A neighborhood center is the most important among them. Consideration should be made to provide shops with visibility to adjacent boulevards or thoroughfare roadways to help expand the number of potential customers and ensure the viability of the commercial areas.
- SC4. A small ancillary building is permitted within the backyard of each house. If appropriately planned, it may be used as an accessory dwelling or “mother-in-law suite”, or as a place to work for home-based occupations.
- SC5. There are small playgrounds quite near every dwelling. This distance should not be more than one eighth of a mile.
- SC6. Buildings at the neighborhood center are placed close to the street. This creates a strong sense of place.
- SC7. Parking lots and garage doors rarely front the streets. Parking is relegated to the rear of the buildings, usually accessed by alleys.
- SC8. Certain prominent sites are reserved for civic buildings. Buildings for meeting, education, religion, or culture are located at the termination of the street vistas or at the neighborhood center.

4.2.6 US-74 Mixed Use Corridor

The US-74 Mixed Use Corridor runs the length of Indian Trail from the Stallings town line to the Monroe City Limits, extending roughly one-quarter mile on either side of the highway. The US-74 Mixed Use Corridor provides a significant amount of the shopping opportunities within not only the Town of Indian Trail, but also this part of Union County. This corridor provides land for intense commercial uses and larger structures along US-74 that are not appropriate for residential areas. It also provides opportunities for high-traffic generators, such as entertainment and lodging uses. The US-74 Mixed Use Corridor is a critical element to the Town of Indian Trail, providing the fiscal benefit of sales and property tax revenue to the town and school districts and the quality-of-life benefit with major shopping opportunities convenient to businesses and visitors.

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Fig. 4.2.19 Mixed-Use Corridor (Aerial Image): West W.T. Harris Boulevard, Charlotte



Fig. 4.2.20 Mixed-Use Corridor:
West W.T. Harris Boulevard, Charlotte

US-74 Mixed Use Corridor Land Use

The 74 Mixed Use Corridor is dependent upon high traffic volumes as it serves both customers from within the town and beyond it. Consequently, this corridor is located along a regional connector that connects the Charlotte area to Monroe and eastern Union County.

The corridor should provide a variety of services including retail, office, industrial, entertainment, and lodging opportunities.

Typically, these commercial uses have a positive fiscal impact on municipalities, as the cost of the public services they demand is less than the tax revenue they generate. Similarly for the school districts, they bring in revenue without directly generating more students to be served. Also, the shopping opportunities gives local consumers more choices and options, and provides convenient access to goods and services that otherwise would require a

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trip outside of Indian Trail. This provides a quality-of-life benefit to residents, helps attract large employers, and brings in customers from outside of the town limits.

In light of the US-74 Corridor being primarily intended for retail, service, and employment generating uses, residential land uses should consist of medium to high density single-family residential and high density multifamily residential uses. Residential uses should be limited to 10% for single-family residential and 5% for multifamily residential providing a totaling potential residential use of 15%.

Despite the overwhelming presence of retail uses, residential uses currently exist and are able to expand into the future within this corridor. This corridor may be appropriate for the highest densities of residential development due to the proximity to transportation infrastructure and commercial services. It is vital that these residential areas provide pedestrian linkages to the commercial uses along US-74.

US-74 Mixed Use Corridor Community Form

The built environment in the US-74 Mixed Use Corridor is oriented around the automobile. Customers arrive and depart by car and the buildings, sites, signage, and infrastructure should be designed for significant levels of traffic. Buildings should be oriented towards the adjacent regional connectors, and are typically large, with a deep setback from the road. Sites should be designed to facilitate ingress from US-74 and its intersecting boulevards without causing excessive friction and reducing their efficiency. Signage should be large enough to be noticeable to passing drivers without creating a cluttered, discordant streetscape. The Indian Trail Wayfinding Program identifies locations for gateway and informational direction signage.

Many of the developments will require extensive lighting across the site, but lighting levels should not be so high as to pollute the night sky or disrupt the enjoyment of nearby residential areas. Retail uses dominate the US-74 Mixed Use Corridor, but only in combination with other commercial uses does the Corridor function at its best. Light industrial business parks also can take advantage of the regional access provided by US-74, and office uses broaden the options for consumers. Entertainment uses and lodging opportunities enhance the quality of life of residents and attract consumers from outside Indian Trail.

Office uses often locate within districts such as this Corridor, but zoning districts for just office uses are also appropriate.

Entertainment and lodging uses can greatly contribute to the success of a regional commercial corridor such as US-74, but because they have very specific siting criteria, some corridors may not be suitable for them. For that reason, they have been incorporated into the general retail land use category.

US-74 Mixed Use Corridor Siting Criteria

The following siting criteria are applicable for the US-74 Mixed Use Corridor:

- SC1.** Development within the US-74 Corridor should emphasize centers and avoid linear or “strip” development, in order to enact the effective access management plan proposed by the US-74 Corridor Revitalization Plan and to minimize traffic conflicts and congestion on US-74 itself.

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- SC2. Screens and buffers are needed along the back of many of these commercial land uses, when the adjoining land use is not another commercial use.
- SC3. Parking areas need to be connected with the building with pedestrian walkways. These walkways should be landscaped and signed.



Fig. 4.2.21 Landscaped Pedestrian Walkways in a Mixed-Use Corridor:
 Galleria at the Dallas North Tollway, Dallas, TX

- SC4. Buildings should be planned in a manner that provides visual sight lines connecting pedestrian access and building front doors. This provides quality site design organization.
- SC5. Pedestrian connections need to be provided between adjacent commercial buildings. These walkways provide pedestrians the linkage between buildings.
- SC6. Public facilities can be planned as an amenity for this corridor. These areas can be the focus for planning and site organization. This planning will allow pedestrian linkages to and from public facilities and the adjacent development.
- SC7. Intensity of uses should be considered when located on the periphery of the US-74 Mixed Use Corridor to minimize the negative impacts on adjacent land uses.
- SC8. Interconnecting driveways between adjoining parking lots are highly desirable, for US-74 access management.
- SC9. Light industrial uses should be located where they have rail service from the CSX railroad or within existing industrial parks.

US-74 Corridor Revitalization Plan

The US-74 Corridor Revitalization Plan, to be completed in 2014, provides more detailed guidance for transportation, access management, land use and aesthetics strategies for this Corridor.

The construction of the Monroe Expressway brought a rare opportunity for Union County, the City of Monroe, and the Towns of Indian Trail and Stallings. While the Monroe Expressway addresses some of the issues of pass-

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through traffic on existing US-74, it does not address all of the issues that this important corridor currently faces. Even though much traffic will shift to the Expressway, many regional residents and business owners will continue to use the existing corridor for their daily use.

The Town of Indian Trail, along with Union County, the City of Monroe and the Town of Stallings, undertook development of the US-74 Corridor Revitalization Plan to address land use, market opportunities, aesthetics, and overall mobility of this corridor in a comprehensive fashion. The Corridor Revitalization Plan addresses land use and mobility as integrated concerns, with a vision for land uses that supports the surrounding communities rather than passing motorists, and solutions for more local, shorter trips than through trips. It also addresses aesthetic treatments within the corridor, so that US-74 will become an asset to the communities it passes through.

4.2.7 Old Hickory Business Corridor

The Old Hickory Corridor is the area along Indian Trail-Fairview Road from the US-74 Corridor to Idlewild Road. The Monroe Expressway is along the northwestern edge of the corridor and has an interchange with Indian Trail-Fairview Road. Portions of the corridor are bordered by the Town of Hemby Bridge and the Village of Lake Park. The Old Hickory Business Corridor provides significant employment opportunities within the community, housing major employers that need convenient transportation, high quality public services, and a worker friendly environment. In addition to office uses, the Corridor provides for the supporting uses, such as retail and lodging opportunities. The Corridor also provides for the amenities that employees desire, such as lakes, plazas, and fountains, which make for a more aesthetically pleasing employment environment.

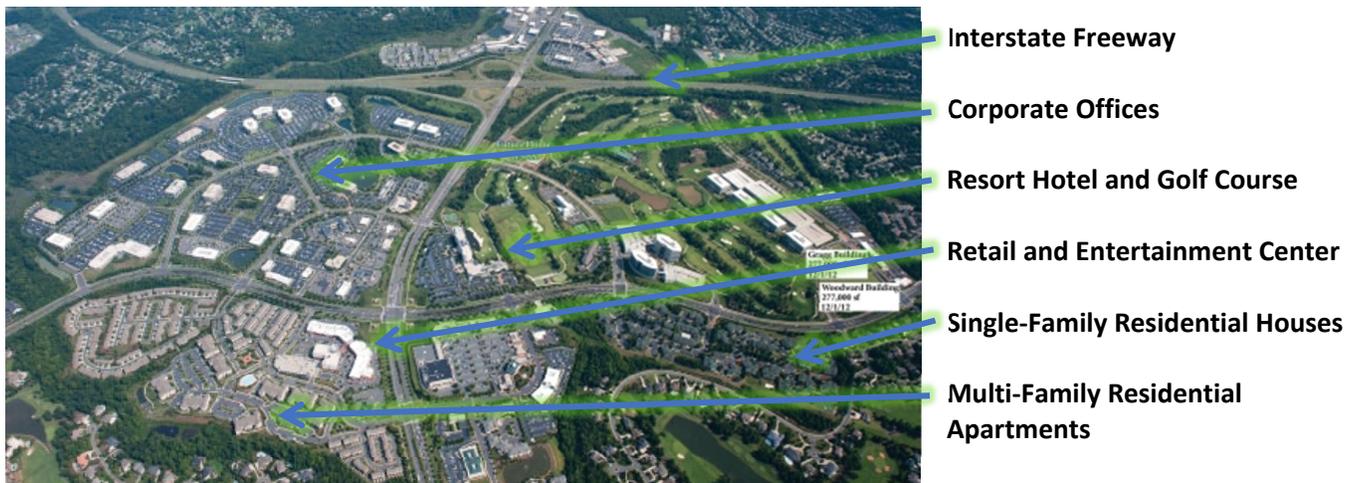


Fig. 4.2.22 Typical Business Corridor: Ballantyne Business Park (Aerial Image), Charlotte

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Figure 4.2.23 Typical Business Corridor:
 Ballantyne Business Park, Charlotte

Old Hickory Business Corridor Land Use

Office and industrial uses comprise 50% to 75% of the Old Hickory Business Corridor, for each use depending upon what the market dictates in the future. Retail uses predominantly serve a supporting role for the employment cluster, and generally should not exceed 4% to 6% of the total land area.

Restaurants should be located in the corridor to minimize the need for employees to drive to lunch. Residential land uses should consist of low, medium, and high density single-family residential and high density multifamily residential uses. Residential uses should be limited to 10% for single-family residential and 5% for multifamily residential (integrated within a business park and/or Mixed-Use Activity Center) providing a totaling potential residential use of 15%. Supporting public facilities such as parks, churches, government uses, etc. should not exceed 10% of the acreage within the Old Hickory Business Corridor.

Old Hickory Business Corridor Community Form

The form of the built environment of the Old Hickory Business Corridor will feature mostly moderate sized buildings, though some areas may have buildings of significant height and volume with surface or structured parking. Office areas are often built in campus settings with focus on providing an attractive environment with employee and community amenities such as enhanced landscaping, lakes, fountains, trails and open spaces, urban forests, and public art.

Office uses provide some of the most significant employment opportunities within the community and regionally. This provides a quality-of-life benefit to residents, giving them a larger and broader range of job options, and a fiscal benefit to the community, providing tax revenue to Indian Trail and school districts and only moderate demands on public services. The corridor also helps provide the Town of Indian Trail with a daytime population that shop at local businesses convenient to their place of employment. Commercial uses should have unified architecture, well planned pedestrian connections linking buildings, parking, and amenities; buildings sited to create pedestrian spaces; and parking fields broken into smaller sizes with the use of landscaping.

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Fig. 4.2.24 Typical Regional Employment Center Office Buildings:
 Ballantyne Business Park, Charlotte

Community form for residential uses is best described as enclaves. It can either be urban or garden style in layout. Urban style residential buildings have common setbacks and parallel public streets, such as that found in Charlotte’s First Ward (Fig. 4.2.26). Garden style housing sites buildings in clusters away from public streets, such as are found in some of Charlotte’s Fourth Ward (Fig. 4.2.27). There is enough land to support an apartment complex or possibly two within the corridor, which is ideal because of the proximity to employment, a regional transportation network, and shopping. On edges of the Old Hickory Business Corridor, there might be suburban residential or rural mix residential development for compatibility with adjacent villages or other municipalities.



Fig. 4.2.25 Urban Style Residential Buildings Example:
 First Ward, Charlotte



Fig. 4.2.26 Garden Style Residential Buildings:
 Fourth Ward, Charlotte

Public facilities should be sited to act as a transition between land uses that are not directly compatible. Parks within the Corridor should serve as open space for leisure and recreational activities for both the residents and employees in the district. Floodplains, heavily-wooded areas, and other land not suited for development can be used to provide open space, hike & bike trails, or pedestrian connections.

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Old Hickory Business Corridor Siting Criteria

The following siting criteria are applicable for the Old Hickory Business Corridor:

- SC1. Intensity of uses should be considered when located on the periphery of the Business Corridor to minimize any negative impacts on adjacent property and to provide adequate transition of land uses.
- SC2. Parking areas need to be connected to the building with pedestrian walkways. These walkways should be landscaped and signed.
- SC3. Structured parking facilities must have a façade treatment that is similar and compatible with the façade of the office or light industrial building.
- SC4. Buildings should be planned in a manner that provides visual sight lines connecting pedestrian access and front doors.
- SC5. Public facilities can be planned as an amenity that can be the focus for planning and site organization. This will allow pedestrian linkages between public facilities and the adjacent development.
- SC6. Parks should be developed in areas to preserve existing trees, wetlands, or natural habitat. Parks should be accessible by pedestrians, bicycles, and public streets.
- SC7. Public streets should be sensitive to the natural slope of the land in order to maximize views and provide ease of drainage. This is best demonstrated with proposed streets paralleling contours.
- SC8. Residential developments should be buffered visually from non-residential buildings and parking areas. They should have convenient pedestrian connections to office and industrial buildings to provide the opportunity of living within walking distance of work. They also should, as much as possible, be adjacent to greenways or other natural amenities.

4.2.8 Downtown Indian Trail

Downtown Indian Trail is the historic center of the Town, located at the junction of Indian Trail Road and Matthews-Indian Trail Road/Unionville-Indian Trail Road. The CSX Railroad runs through the center of Downtown. Because this area is so different from any other part of the Indian Trail community, a unique Village has been created to enhance its assets and address the future. Indian Trail's goal of creating an identity for itself begins here. Although much of the development opportunities are in-fill or redevelopment in nature, unlike many downtowns there is significant amount of available land for development.



Fig. 4.2.27 Downtown Indian Trail Master Plan: Concept Plan

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Fig. 4.2.28 Typical Town Center: Downtown Matthews, NC



Fig. 4.2.29 Downtown Indian Trail Master Plan: Concept Design



Fig. 4.2.30 Town Center Context Sensitive Development:
Matthews Station, Matthews, NC

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The following are some general principles applicable to the Downtown Village:

- Mixed Land Use
- Provide a variety of uses that enhance the quality of life and meet the needs of current and future residents
- Establish a set of guidelines for the development of the downtown area
- Take advantage of compact building design
- Create a range of housing opportunities and choices including mixed-use, town houses, apartments/condominiums, and detached single family
- Create walkable communities, providing sidewalks throughout downtown making connections to adjacent neighborhoods
- Foster distinctive, attractive communities with a strong sense of place
- Preserve open space, natural beauty, and critical environmental areas
- Connect schools, parks, downtown existing open spaces and outdoor recreational areas
- Strengthen and direct development toward existing communities
- Provide a variety of transportation choices
- Encourage community and stakeholder collaboration in development decisions
- Form a Downtown Redevelopment task force to establish a downtown business district

Downtown Indian Trail Land Use

Given that the Downtown Village is mostly developed and includes a wide variety of land uses, the percentage of the land area devoted to each use is not as important as the compatibility with existing uses. There are, however, opportunities for new growth within downtown Indian Trail, particularly along the new Chestnut Parkway alignment and southeast of the potential mixed-use center.

An even mix of high density and medium density residential development will be the predominant land use within this village, medium density occupying 22% to 25% of the total area and high density 22% to 28%. Another 14% to 20% is dedicated to multi-family residential development at a density of 12 to 15 units per acre. The Downtown Village also has the highest percentage of parks/open space acreage of all the land use villages, mainly because of the need for community gathering facilities and public plazas in a centrally located geography. There is room for some market flexibility with respect to these land use percentages, particularly with the three residential categories.

Much of the development that takes place within this village should be in pedestrian-oriented, mixed-use developments, thereby reducing the amount of land area needed to support the build-out population and employment. The average residential density equates to about 4 units per gross acre.

The Downtown Village should support limited light industrial land uses at appropriate locations based on their proximity to CSX railroad, adjoining land uses, and property location within the village. Existing Heavy Industrial land uses are located north of the future Chestnut Connector.

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Downtown Indian Trail Community Form

Because the village features a wide variety of land uses in close proximity to each other, the relationship and interaction between them is critical to its function. The variety of land uses function well in the Downtown Village due to several factors. A grid street pattern allows for land uses to easily front and/or back each other and therefore limits negative impacts. Appropriate edges and buffers are also important in the placement of these varying land uses.

All development within this village needs to use a grid street pattern. Pedestrian sidewalks need to be included on both sides of streets for all land uses in this village. Wider sidewalks should be provided along major streets to serve commercial and residential uses. Much of the future development in this village occurs as infill. This infill development is typically at a smaller scale than green field development. The infill pattern should be compatible with and complimentary to existing land uses.



Fig. 4.2.31 Town Center as a Family Destination:
Matthews Alive, Downtown Matthews, NC

Downtown Indian Trail Siting Criteria

The following siting criteria are applicable for the Downtown Village:

- SC1. Infill development should be compatible with and complementary to adjacent existing land uses.
- SC2. Development should pay special attention to infrastructure capacity. The Town Center Village has aging infrastructure that in many cases is over capacity, and new development should not reduce the level of utility services for neighboring land uses.
- SC3. Infill development in this village should be designed to accommodate a grid street pattern.
- SC4. Land use transitions need to occur at the rear of property, not at the street in the front of development. Land uses across the street from each other should be the same, in most occurrences.
- SC5. Mixed use development should generally be located within the downtown commercial district.
- SC6. Special care in selecting appropriate sites for industrial uses is paramount within this village. Industrial sites are prohibited within the Downtown Village Core adjacent to Indian Trail Road.

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A much more detailed description of urban design principles, building configuration recommendations, and transportation linkages within the Downtown Village is included in the Indian Trail Downtown Master Plan, which was adopted by the Town Council in 2006.

4.2.9 Mixed-Use Activity Center Overlay

The Town of Indian Trail comprehensive plan is organized around a concept of residential Villages and commercial Corridors. A key to the residential Villages is the goal of having more than half of the build-out population of the town being within a 10 minute walk or a 5 minute drive of regular services, such as stores, restaurants, professional offices, churches, libraries and other services. The Mixed-Use Activity Center, along with Neighborhood Services Activity Centers and the Sub-regional Activity Center, is a core building block of the residential Village.



Fig. 4.2.32 Typical Mixed-Use Activity Center (Aerial Image): Colony Place, Charlotte



Fig. 4.2.33 Typical Mixed-Use Activity Center: Colony Place, Charlotte

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The Mixed-Use Activity Center Overlay is intended to concentrate higher-intensity commercial uses and higher-density residential around intersections of boulevards and thoroughfares in residential Villages or surrounding one of the three Monroe Expressway interchanges within or partially within the Planning Area.

Creating a Mixed-Use Activity Center Overlay benefits both residential and commercial uses. The co-location of more intense uses creates opportunities for a sense of place not possible in a more sprawling pattern of commercial uses along an arterial roadway. The activity center also provides for both fiscal and quality of life benefits to the community. The boundaries for each Mixed-Use Activity Center should be within a half-mile radius of its center, or approximately a 10-minute walk for the average person.

Mixed-Use Activity Center Overlay Land Use

Mixed-Use Activity Centers should be predominantly focused on retail and professional office services for the surrounding population. Other than the US-74 Business Corridor, Old Hickory Corridor, and Downtown Indian Trail, most of the retail uses that have been designated for each of the Villages and Corridors within this plan should be located within the Mixed-Use Activity Center boundaries. Residential uses should only consist of approximately 25% to 40% of a Mixed-Use Activity Center, depending upon location and market support.

The intent of the Mixed-Use Activity Center is to create a sustainable community by locating commercial and retail uses that would be supported by approximately 3,000-4,000 residents within close proximity to residential uses. The Mixed-Use Activity Center size is based on the estimated number of people needed to support an elementary school and neighborhood stores. The Mixed-Use Activity Centers will also be the most suitable locations for higher density and multi-family residential uses, so that their residents can be within walking distance of the commercial and civic uses.

While the Mixed-Use Activity Center size ranges are based on generalized planning standards, Mixed-Use Activity Center developments should be able to demonstrate market support for their proposed size and mix of uses, and demonstrate that their proposed size and mix will not preclude development of other Mixed-Use Activity Centers, particularly for Mixed-Use Activity Centers whose anticipated market support area extends beyond the Indian Trail Planning Area.

The Mixed-Use Activity Center that is located in the Crooked Creek Village could support light industrial uses such as office warehouse or flex space uses. The location of this Mixed-Use Activity Center at a Monroe Expressway interchange combined with the availability of land makes this Mixed-Use Activity Center potentially conducive for light industrial uses.

Mixed-Use Activity Center Overlay Community Form

The recommended form for commercial uses is a non-residential walkable center with civic, retail, restaurant and professional uses, surrounded by higher density residential uses with excellent pedestrian connections to the non-residential core. This Mixed-Use Activity Center concept is necessary to soften the impacts of the allowed uses. The Mixed-Use Activity Center concept is defined through unified architecture; well-planned pedestrian connections linking buildings, parking, and amenities. Buildings should be sited to create pedestrian spaces and parking fields need to be broken into smaller sizes with the use of landscaping. Ground floor space

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should respond to the pedestrian sidewalks with display windows and entrances. Intense commercial buildings may be multistory.

Residential uses also may be in multi-story buildings. The additional height should be respectful of the adjacent uses and may be limited if there is the potential to negatively impact them. At the periphery of the Mixed-Use Activity Center will be the residential uses and public facilities. These uses will serve to transition the more intensive uses in the commercial to the less intensive residential uses outside the Mixed-Use Activity Center. Higher density residential uses in appropriately scaled buildings will buffer the commercial uses in the core of the Mixed-Use Activity Center, while lower density uses will be located at the outer edges.



Fig. 4.2.34 Residential Uses in a Mixed-Use Activity Center Setting:
 Olde Providence South, Charlotte

Parking will be necessary for residents who do not walk or bike to the center. However, pedestrian connectivity should be incorporated for those living or working in closer proximity. Pedestrian enhancements should be provided to add emphasis and ensure safety along pedestrian corridors. Facilities for public transit stops and pedestrian access to these facilities are also strongly encouraged, as are bicycle racks.

Mixed-Use Activity Center Overlay Siting Criteria

The following siting criteria, in addition to those mentioned under Community Form, are applicable within the Mixed-Use Activity Center Overlay:

- SC1. Building heights, where appropriate, should be stepped away from the more intensive commercial and civic uses in the core down to the less intensive residential uses in the periphery.
- SC2. Natural features such as streams, wetlands, and groves of trees within the Mixed-Use Activity Center should be incorporated into the urban fabric, and should incorporate and allow access to any adjacent greenways, along with encouraging pedestrian connectivity.
- SC3. Within the commercial core of the Mixed-Use Activity Center, there should be interior roadways channeling traffic to the major boulevards and thoroughfares but not into the Mixed-Use Activity Center's periphery residential areas.

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- SC4. Pedestrian-enhanced cut-through walkways and interior courtyards are desirable to link the Mixed-Use Activity Center's commercial core to the residential periphery.
- SC5. There will be a minimum of two major boulevards or thoroughfares that cross within the Mixed-Use Activity Center or that are immediately adjacent to the Mixed-Use Activity Center.
- SC6. Higher density single-family residential and multifamily residential uses should be located within a 5-10 minute walk of the core of the Mixed-Use Activity Center.
- SC7. A slightly less dense residential classification should be located closer to the outside periphery of the Mixed-Use Activity Center.
- SC8. Non-residential uses that are appropriate to be located within the Mixed-Use Activity Center are listed in the Mixed-Use Activity Center Overlay zoning district classification. While most of the uses are appropriate, some of the uses discourage walkability. It is strongly encouraged that only non-residential uses that support walking, biking and less dependency on motor vehicles be considered for the Mixed-Use Activity Center.
- SC9. Light Industrial uses that are suitable within the Mixed-Use Activity Center located at intersection of the Monroe Expressway and Unionville-Indian Trail Road should be located on the internal periphery of the Mixed-Use Activity Center. These uses may be suitable, provided that such uses and their associated activities do not conflict with the enjoyment of residential properties in the area and are sited in a business park environment.

4.2.10 Neighborhood Services Activity Center Overlay

The Town of Indian Trail comprehensive plan is organized around a concept of residential Villages and commercial Corridors. A key to the residential Villages is the goal of having more than half of the buildout population of the town being within a 10 minute walk or a 5 minute drive of regular services, such as stores, restaurants, professional offices, churches, libraries and other services. The Neighborhood Services Activity Center, along with Mixed-Use Activity Centers and the Sub-regional Activity Center, is a core building block of the residential Village.

The Neighborhood Services Activity Center Overlay is similar to the Mixed-Use Activity Center Overlay for civic and commercial uses, but is intended to concentrate smaller commercial uses and higher-density residential uses around intersections of thoroughfares in smaller residential Villages within the Planning Area.

Creating a Neighborhood Services Activity Center Overlay benefits both residential and commercial uses. The co-location of more intense uses creates opportunities for a sense of place not possible in a more sprawling pattern of commercial uses along an arterial.

The activity center provides for both fiscal and quality of life benefits to the community. The boundaries for each Neighborhood Services Activity Center should be within a quarter-mile radius of its center, or approximately a 5-minute walk.

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Fig. 4.2.35 Typical Neighborhood Services Activity Center: Strawberry Hill, Charlotte, NC



Fig. 4.2.36 Typical Neighborhood Services Activity Center: Strawberry Hill, Charlotte, NC

Neighborhood Services Activity Center Overlay Land Use

The Neighborhood Services Activity Centers should be predominantly focused on retail and professional office services for the surrounding population with higher density residential integrated within it. A Neighborhood Services Activity Center is planned within the Rocky River Village. An existing Neighborhood Services Activity Center is also located in the Idlewild Village.

The intent of the Neighborhood Services Activity Center is to create a sustainable community by locating commercial and retail uses that would be supported by approximately 1,500-3,000 residents within close proximity to residential uses. The Neighborhood Services Activity Center size is based on the estimated number of people needed to support a smaller grocery store.

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While the Neighborhood Services Activity Center size ranges are based on generalized planning standards, Neighborhood Services Activity Center developments should be able to demonstrate market support for their proposed size and mix of uses, and demonstrate that their proposed size and mix will not preclude development of other Neighborhood Services Activity Centers, particularly for Neighborhood Services Activity Centers whose anticipated market support area extends beyond the Indian Trail Planning Area.

Neighborhood Services Activity Center Overlay Community Form

The recommended form for commercial uses is non-residential walkable center with civic, retail, restaurant and professional uses, surrounded by higher density residential uses with excellent pedestrian connections to the non-residential core. The form is similar to the Mixed-Use Activity Center concept, but smaller. This Neighborhood Services Activity Center concept is necessary to soften the impacts of the allowed uses. The Neighborhood Services Activity Center concept is defined through unified architecture; well-planned pedestrian connections linking buildings, parking, and amenities. Buildings should be sited to create pedestrian spaces and parking fields need to be broken into smaller sizes with the use of landscaping. Ground floor space should respond to the pedestrian sidewalks with display windows and entrances. Intense commercial buildings may be no greater than two-stories.

Residential uses also may be in multi-story buildings. The additional height should be respectful of the adjacent uses and may be limited if there is the potential to negatively impact them.

Parking will be necessary for residents who do not walk or bike to the activity center. However, pedestrian connectivity should be incorporated for those living or working in closer proximity. Pedestrian enhancements should be provided to add emphasis and ensure safety along pedestrian corridors. Facilities for public transit stops and pedestrian access to these facilities are also strongly encouraged, as are bicycle racks.



Fig. 4.2.37 Pedestrian Connection to a Neighborhood Services Activity Center:
 Strawberry Hill, Charlotte, NC

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Neighborhood Services Activity Center Overlay Siting Criteria

The following siting criteria, in addition to those mentioned under Community Form, are applicable within the Neighborhood Services Activity Center Overlay:

- SC1. Natural features such as streams, wetlands, and groves of trees within the Neighborhood Services Activity Center should be incorporated into the urban fabric, and should incorporate and allow access to any adjacent greenways, along with encouraging pedestrian connectivity.
- SC2. Pedestrian-enhanced cut-through walkways and interior courtyards are desirable to link the Neighborhood Services Activity Center's commercial core to the surrounding residential Village.
- SC3. There will be a minimum of two thoroughfares that cross within the Neighborhood Services Activity Center or that are immediately adjacent to the Neighborhood Services Activity Center.
- SC4. Non-residential uses that are appropriate to be located within the Neighborhood Services Activity Center are listed in the Town's Mixed-Use Activity Center Overlay zoning classification. While most of the uses are appropriate, some of the uses discourage walkability. It is strongly encouraged that only non-residential uses that support walking, biking and less dependency on motor vehicles be considered for the Neighborhood Services Activity Center.
- SC5. Higher density single-family residential and multifamily residential uses may be located within a 5-10 minute walk of the core of the Neighborhood Services Activity Center, however, residential densities and intensities of development should be less than a conventional Mixed-Use Activity Center.

4.2.11 Sub-regional Activity Center Overlay

The Sub-regional Activity Center is located in the Sun Valley Village, generally centered at the intersection of Wesley Chapel Road and Old Monroe Road. In addition to a substantial retail complex, the activity center is an emerging regional entertainment district, with several restaurants and a cinema theater. The Sun Valley schools campus in this center has a high school, a middle school, and two elementary schools.

The Town of Indian Trail comprehensive plan is organized around a concept of residential Villages and commercial Corridors. A key to the residential Villages is the goal of having more than half of the buildout population of the town being within a 10 minute walk or a 5 minute drive of regular services, such as stores, restaurants, professional offices, churches, libraries and other services. The Sub-regional Activity Center serves this function for the Sun Valley and Rogers Villages as well as providing services and entertainment for a broader community.

The Sub-regional Activity Center is a larger version of the Mixed-Use Activity Center, serving the needs of the surrounding Villages, but also providing regional entertainment, shopping, civic and services needs that attract patrons from throughout Indian Trail and surrounding communities.

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Fig. 4.2.38 Typical Sub-Regional Activity Center: Promenade on Providence/Providence Commons, Charlotte, NC



Fig. 4.2.39 Typical Sub-Regional Activity Center: Promenade on Providence, Charlotte, NC

The Sub-regional Activity Center Overlay is intended to concentrate higher-intensity commercial uses that serve a broader market area and higher-density residential around intersections of boulevards and thoroughfares within or partially within the Planning Area.

Creating a Sub-regional Activity Center Overlay benefits both residential and commercial uses. The co-location of more intense uses creates opportunities for a sense of place not possible in a more sprawling pattern of commercial uses along an arterial. The activity center provides for both fiscal and quality of life benefits to the community. The boundaries for each Sub-regional Activity Center should be within a half-mile radius of its center, or approximately a 10-minute walk.

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Sub-regional Activity Center Overlay Land Use

The Sub-regional Activity Center should be predominantly focused on retail and professional office services for the town-wide population, as well as serving as a Mixed-Use Activity Center for the adjacent Villages. Other than the US-74 Business Corridor and Downtown Indian Trail, most of the regional retail uses that have been designated for each of the Villages and Corridors within this plan should be located within the Subregional Activity Center boundaries. Residential uses should only consist of approximately 25% - 40% of a Subregional Activity Center, depending upon location and market support.

The intent of the Sub-regional Activity Center is to create a sustainable community by locating commercial and retail uses that would be supported by town-wide residents.

Sub-regional Activity Center developments should be able to demonstrate market support for their proposed size and mix of uses, and demonstrate that their proposed size and mix will not preclude development of other Mixed-Use Activity Centers.

Sub-regional Activity Center Overlay Community Form

The recommended form for commercial uses is a non-residential walkable center with civic, retail, restaurant and professional uses, surrounded by higher density residential uses with excellent pedestrian connections to the non-residential core. The form is similar to the Mixed-Use Activity Center, but larger. This Sub-regional Activity Center concept is necessary to soften the impacts of the allowed uses. The Sub-regional Activity Center concept is defined through unified architecture; well-planned pedestrian connections linking buildings, parking, and amenities. Buildings should be sited to create pedestrian spaces and parking fields need to be broken into smaller sizes with the use of landscaping. Ground floor space should respond to the pedestrian sidewalks with display windows and entrances. Intense commercial buildings may be multi-story (greater than two-stories).

Residential uses also may be in multi-story buildings. The additional height should be respectful of the adjacent uses and may be limited if there is the potential to negatively impact them. At the periphery of the Sub-regional Activity Center will be the residential uses and public facilities. These uses will serve to transition the more intensive uses in the commercial to the less intensive residential uses outside the Sub-regional Activity Center. Higher density residential uses in appropriately scaled buildings will buffer the commercial uses in the core of the Sub-regional Activity Center, while lower intensity uses will be located at the outer edges.

Parking will be necessary for residents who do not walk or bike to the activity center. However, pedestrian connectivity should be incorporated for those living or working in closer proximity. Pedestrian enhancements should be provided to add emphasis and ensure safety along pedestrian corridors. Facilities for public transit stops and pedestrian access to these facilities are also strongly encouraged, as are bicycle racks.

Sub-regional Activity Center Overlay Siting Criteria

The following siting criteria, in addition to those mentioned under Community Form, are applicable within the Sub-regional Activity Center Overlay:

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- SC1. Building heights, where appropriate, should be stepped away from the more intensive commercial uses in the core down to the less intensive residential uses in the periphery.
- SC2. Natural features such as streams, wetlands, and groves of trees within the Sub-regional Activity Center should be incorporated into the urban fabric, and should incorporate and allow access to any adjacent greenways, along with encouraging pedestrian connectivity.



Fig. 4.2.40 Natural Feature in a Sub-Regional Activity Center:
 The Arboretum, Charlotte, NC

- SC3. Within the commercial core of the Sub-regional Activity Center, there should be interior roadways channeling traffic to the major boulevards and thoroughfares but not into the Sub-regional Activity Center's periphery residential areas.
- SC4. Pedestrian-enhanced cut-through walkways and interior courtyards are desirable to link the Sub-regional Activity Center's commercial core to the residential periphery.
- SC5. There will be a minimum of two major boulevards that cross within the Sub-regional Activity Center or that are immediately adjacent to the Sub-regional Activity Center.
- SC6. Higher density single family residential and multifamily residential uses should be located within a 5-10 minute walk of the core of the Sub-regional Activity Center.
- SC7. A slightly less dense residential classification should be located closer to the outside periphery of the Sub-regional Activity Center.
- SC8. Non-residential uses that are appropriate to be located within the Sub-regional Activity Center are listed in the Town's Mixed-Use Activity Center Overlay zoning classification. While most of the uses are appropriate, some of the uses discourage walkability. It is strongly encouraged that only non-residential uses that support walking, biking and less dependency on motor vehicles be considered for the Sub-regional Activity Center.

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Fig. 4.2.41 Sub-Regional Activity Center: Birkdale Village, an Approximately 350,000-Square-Foot New Urbanist Mixed-Use Center: Huntersville, NC

4.3 Parks and Greenways

The Town of Indian Trail recently adopted the 2021 Parks & Recreation Strategic Master Plan in January 2021. The Town's first Park and Greenway Master Plan was adopted in February 2010. The plan set forth recommendations and implementation strategies for recreational facilities within Town and provided a proposed Park and Greenway system for development.

Since adoption of the Park and Greenway Master Plan, the Town has begun implementation of a park system. A bond issue referendum in 2012 approved issuing bonds for park and greenway development. Crossing Paths Park opened in 2012. Construction of Chestnut Place at Indian Trail began in 2013 and is now open. Land for Crooked Creek Park property was acquired in 2013 and is currently open.

The following is the Executive Summary of the 2021 Parks & Recreation Strategic Master Plan. The full plan is available on the Town's website at: [http:// https://envisionitparks.com/technical-reports.html](http://https://envisionitparks.com/technical-reports.html).

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3.3.1 Parks & Recreation Strategic Master Plan’s Chapter One: Executive Summary

1.1 INTRODUCTION

The Town of Indian Trail (“Town”) sought to complete its first ever Parks and Recreation Strategic Master Plan (“Plan”) since it starting developing parks and amenities in the Town. PROS Consulting INC. was chosen to help to complete this plan which would assess and prioritize community needs and thus guide the growth and development of the Town’s parks and recreational facilities. This plan assumes even greater importance given the fast- paced population growth throughout the Town and, consequently, the ever-increasing need for a variety of parks and recreation opportunities in Indian Trail.

Having said that, this planning process was intended to build on the original Parks and Greenway Master Plan developed in 2010. This plan had established goals and strategies as well as design standards and classifications that have been incorporated or built upon in this plan as well.

The goal was to develop a plan that is:

1. Community values-driven
2. Prioritized
3. Financially Feasible
4. An effective way to communicate the impact that parks and recreation have on enhancing community livability and quality of life.

The following executive summary outlines the key findings, analysis and recommendations outlined as a part of this plan to help shape the future of Indian Trail’s parks and recreation.

1.2 STRATEGIC PLAN OBJECTIVES

The goals and objectives associated with this Master Plan include:

- Engage the Indian Trail community, leadership, and stakeholders through an innovative, public outreach process to build a shared vision for parks, facilities, and recreation services.
- Utilize a wide variety of data sources and best practices including a statistically-valid survey to predict trends and patterns of use and how to address unmet needs in the Town of Indian Trail.
- Determine unique Level of Service Standards, validated by local data, to develop appropriate actions regarding parks, recreation programs and facilities that reflects the Town’s strong commitment in providing high quality recreational activities for the community.
- Align with NRPA’s three pillars of Conservation, Health and Wellness and Social Equity through innovation and “next” practices for the Town to achieve the strategic objectives and recommended actions, goals, objectives and implementation strategies outlined in the plan.
- Create a realistic, prioritized implementation road map that is clear, concise and adaptable action plan to ensure long-term success and financial sustainability for the Town’s parks, recreation programs and

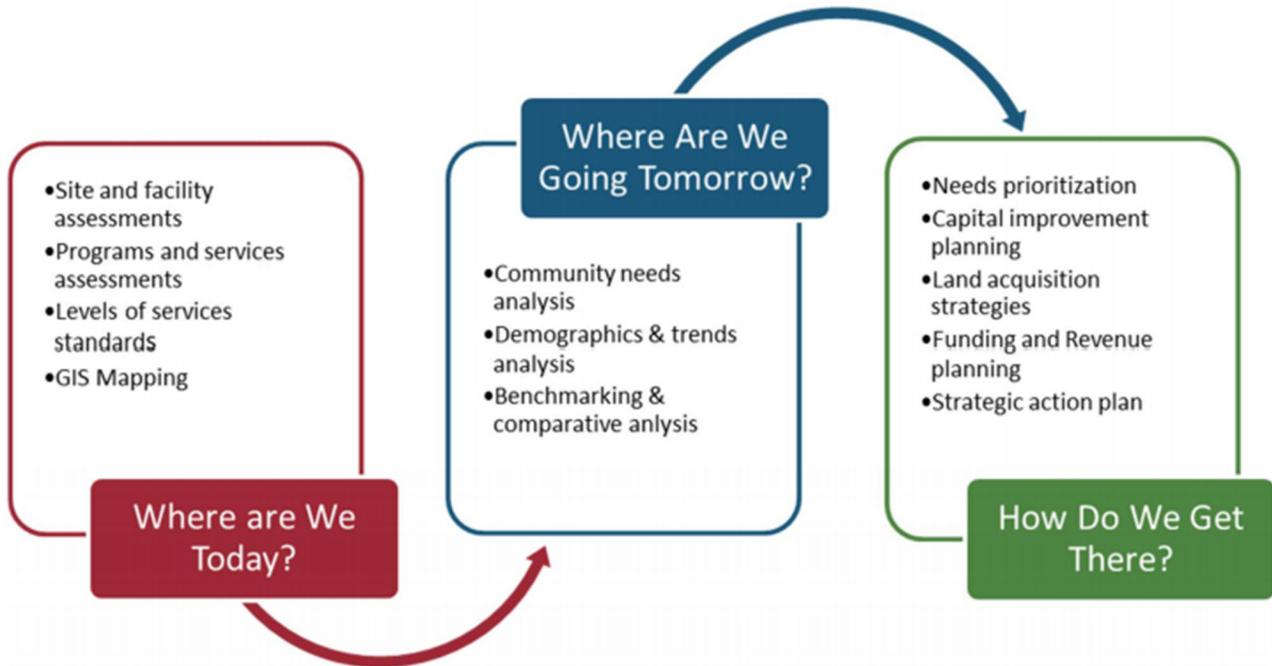


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facilities, as well as action steps to support the family-oriented community and businesses that call Indian Trail home.

1.3 PLANNING PROCESS

The Parks and Recreation Strategic Master Plan will create a clear set of objectives that will provide direction to Department staff and the Town of Indian Trail Council for a short-term, mid-term and long-term range. There are numerous steps in the project, with the following key areas of focus being foundation components.



1.4 PURPOSE, VISION, MISSION, AND ORGANIZATIONAL VALUES

1.4.1 Vision – What We Want to be Known For

“To be a trendsetting agency that transforms lives.”

1.4.2 Mission – How We Plan to Get There

“We are dedicated to enriching our community through memorable experiences.”

1.4.3 Core Values

- Sense of Community
- Inclusive Customer Service
- Health and Wellness
- Innovation
- Fun

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1.4.4 Core Strategic Planning Areas

Key findings identified from all facets of the planning process were considered in the development of the five core strategic planning areas: parks & trails, facilities, operations & maintenance, programs, and marketing/communication. These core areas serve as the focal points for developing the recommendations for the Master Plan.

1.5 KEY RECOMMENDATIONS

1.5.1 Focus Area: Programs

Goal: Expand our programs to offer new and innovative programs to address the growth in our community.

Strategy 1: Enhance services through increased partnerships with groups, organizations and other local departments.

Strategy 2: Review all recent and past evaluations to determine more program areas

Strategy 3: Kick off 2019 with new offerings

Strategy 4: Grow our community events

Goal: Increase revenue by 20% for in house programs

Strategy 1: Create a cost recovery target for all programs

Strategy 2: Create a new target audience

Goal: Attract participants to new programs and offerings

Strategy 1: Incentivize people to join via constant contact, social media through promotions, giveaways etc. (i.e. T-shirt, Disc golf disc, Free shelter)

1.5.2 Focus Area: Marketing and Communications

Goal: Increase awareness of offerings and facilities. Measure by future survey respondent's answers of why they do not participate.

Strategy 1: Collaborate with current and potential partnerships

Strategy 2: Track and communicate marketing return on investment (ROI)

Strategy 3: Expand collection of user data for non-registered programs (e.g. special events attendance)

Goal: Create and encourage active engagement with our residents.

Strategy 1: Offer 3 new opportunities for citizens to be involved and better informed

1.5.3 Focus Area: Operations and Maintenance

Goal: Ensure that the public have an exceptional experience

Strategy 1: Conduct participant experience surveys by facility

Strategy 2: Create and maintain an asset inventory for all Town parks.

Strategy 3: Improve park maintenance

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1.5.4 Focus Area: Parks, Trails & Facilities

Goal: Maintain the Level of service (LOS) from the Masterplan

Strategy 1: Enhance trail connections and connectivity

Strategy 2: Develop a plan to meet the standard of indoor recreation needs

Goal: Continue to develop a high quality, geographically-based system of parks through-out Town

Strategy 1: Utilize Masterplan equity mapping to meet needs of residents

Goal: Develop parks and amenities to continue our trendsetting ways

Strategy 1: Utilize Masterplan data to analyze trends

3.3.2 Parks & Recreation Strategic Master Plan's Chapter Three: Level of Service Standards

Level of Service (LOS) standards is a matrix displaying inventory for Indian Trail Parks and Recreation as well as other similar providers. By totaling the inventory and applying Indian Trail's total population projections, we can understand the current level of service.

The LOS can help support investment decisions related to parks, facilities, and amenities. The LOS can and will change over time as the program lifecycles change and demographics of a community change.

The recommended standards were evaluated using a combination of resources. These resources included: National Recreation and Park Association (NRPA) guidelines, recreation activity participation rates reported by the Sports & Fitness Industry Association's (SFIA) 2017 Study of Sports, Fitness, and Leisure Participation as it applies to activities that occur in the United States and in the Indian Trail area, community and stakeholder input, findings from the prioritized needs assessment report and general observations. This information allowed standards to be customized for Indian Trail.

These standards should be viewed as a guide for future planning purposes. The standards are to be coupled with conventional wisdom and judgment related to the particular situation and needs of the community. By applying these facility standards to the service area, gaps and surpluses in park and facility/amenity types are identified.

Note: The standards that follow are based upon population figures for 2017 and 2022.

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Current Inventory						Current LOS		
Item	Indian Trail	Union County	Schools	Other Public Providers	Total Inventory	Service Level Based on Current Population		
PARKLAND								
Mini Parks	1.20	-	-	0.40	1.60	0.04	acres per	1,000
Neighborhood Parks	-	-	-	11.70	11.70	0.30	acres per	1,000
Community Parks	40.80	17.40	-	57.06	115.26	2.93	acres per	1,000
District/Regional Parks	59.00	-	-	265.00	324.00	8.23	acres per	1,000
Total Developed Park Acres	101.00	17.40	-	334.16	452.56	11.49	acres per	1,000
Undeveloped Acres	102.89	-	-	-	102.89	2.61	acres per	1,000
Total Park Acres	203.89	17.40	-	334.16	555.45	14.11	acres per	1,000
TRAILS								
Paved Trails/Walkways	1.00	4.60	0.40	5.30	11.30	0.29	miles per	1,000
Unpaved Trails	0.75	1.70	-	-	2.45	0.06	miles per	1,000
OUTDOOR FACILITIES								
Shelters/Pavilions	8	4	-	3	15	1	site per	2,625
Rectangular Fields	2	1	5	8	16	1	field per	2,540
Ball Diamonds	4	2	3	10	19	1	field per	2,100
Basketball Courts	-	-	1	3	4	1	court per	11,249
Tennis Courts	3	2	3	8	16	1	court per	2,540
Playgrounds	4	4	3	5	16	1	site per	2,423
Dog Parks	1	-	-	-	1	1	site per	39,372
Outdoor Pools	-	-	-	1	1	1	site per	39,372
INDOOR FACILITIES								
Indoor Recreation/Gymnasium (Sq. Ft.)	2,361	-	-	48,000	50,361	1.28	SF per	person
Indoor Aquatics (Sq. Ft.)		-	-	14,000	14,000	0.36	SF per	person

2017 Estimated Population	39,372
2022 Estimated Population	44,179
2027 Estimated Population	48,427
2032 Estimated Population	52,826

Notes:

Population is based on Indian Trail Town limits

School inventory has been reduced to 25% of total amount due to the lack of accessibility to the general public.

Other inventory is calculated based on an estimated 15 min drive time from Indian Trail (e.g. Union County, Town of Stallings etc.)

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Item	Current Needs		Five-Year Need Forecast	
	Assessment	Additional Need	Assessment	Additional Need
PARKLAND				
Mini Parks	Need Exists	8 Acres	Need Exists	9 Acres
Neighborhood Parks	Need Exists	47 Acres	Need Exists	55 Acres
Community Parks	Need Exists	3 Acres	Need Exists	17 Acres
District/Regional Parks	Meets Standard	- Acres	Meets Standard	- Acres
Total Developed Park Acres	Meets Standard	- Acres	Meets Standard	- Acres
Undeveloped Acres	Meets Standard	- Acres	Meets Standard	- Acres
Total Park Acres	Meets Standard	- Acres	Meets Standard	- Acres
TRAILS				
Paved Trails/Walkways	Need Exists	12.32 Miles	Need Exists	15.21 Miles
Unpaved Trails	Need Exists	1.49 Miles	Need Exists	1.97 Miles
OUTDOOR FACILITIES				
Shelters/Pavilions	Meets Standard	- Sites	Meets Standard	- Sites
Rectangular Fields	Meets Standard	- Fields	Meets Standard	- Fields
Ball Diamonds	Meets Standard	- Fields	Meets Standard	- Fields
Basketball Courts	Meets Standard	- Courts	Need Exists	1 Courts
Tennis Courts	Meets Standard	- Courts	Meets Standard	- Courts
Playgrounds	Meets Standard	- Sites	Need Exists	1 Sites
Dog Parks	Need Exists	1 Sites	Need Exists	1 Sites
Outdoor Pools	Need Exists	1 Sites	Need Exists	1 Sites
INDOOR FACILITIES				
Indoor Recreation/Gymnasium	Need Exists	18,540 Sq. Ft.	Need Exists	26,952 Sq. Ft.
Indoor Aquatics (Sq. Ft.)	Need Exists	5,686 Sq. Ft.	Need Exists	8,090 Sq. Ft.

Item	Ten-Year Need Forecast		Fifteen-Year Need Forecast	
	Assessment	Additional Need	Assessment	Additional Need
PARKLAND				
Mini Parks	Need Exists	11 Acres	Need Exists	12 Acres
Neighborhood Parks	Need Exists	61 Acres	Need Exists	68 Acres
Community Parks	Need Exists	30 Acres	Need Exists	43 Acres
District/Regional Parks	Meets Standard	- Acres	Meets Standard	- Acres
Total Developed Park Acres	Need Exists	20 Acres	Need Exists	62 Acres
Undeveloped Acres	Meets Standard	- Acres	Meets Standard	- Acres
Total Park Acres	Meets Standard	- Acres	Meets Standard	- Acres
TRAILS				
Paved Trails/Walkways	Need Exists	15.46 Miles	Need Exists	20.40 Miles
Unpaved Trails	Need Exists	2.39 Miles	Need Exists	2.83 Miles
OUTDOOR FACILITIES				
Shelters/Pavilions	Need Exists	1 Sites	Need Exists	3 Sites
Rectangular Fields	Meets Standard	- Fields	Meets Standard	- Fields
Ball Diamonds	Meets Standard	- Fields	Meets Standard	- Fields
Basketball Courts	Need Exists	1 Courts	Need Exists	2 Courts
Tennis Courts	Meets Standard	- Courts	Meets Standard	- Courts
Playgrounds	Need Exists	3 Sites	Need Exists	5 Sites
Dog Parks	Need Exists	1 Sites	Need Exists	1 Sites
Outdoor Pools	Need Exists	1 Sites	Need Exists	1 Sites
INDOOR FACILITIES				
Indoor Recreation/Gymnasium	Need Exists	34,386 Sq. Ft.	Need Exists	42,085 Sq. Ft.
Indoor Aquatics (Sq. Ft.)	Need Exists	10,214 Sq. Ft.	Need Exists	12,413 Sq. Ft.

FRAMEWORK PLAN

3.3.3 Parks & Recreation Strategic Master Plan's Chapter Five: Conclusion

This Park and Recreation Master Plan is the first such document since Indian Trail started building parks and recreation amenities. It is meant to be a forward thinking and proactive approach based on the town's growing population and desire to continue attracting a vibrant demographic to Indian Trail.

The key for Indian Trail as it embarks on this path to growth is to build on its strengths with high positive community sentiment towards them, an innovative approach to storytelling and outreach and focus on the wide variety of diverse and inclusive offerings while focusing on continuous improvement and adapting to meet the evolving community needs.

Going forward, there will ups and downs in the economy but with its emphasis on planning, prioritizing its core offerings, setting effective pricing policies, maximizing outreach, and engaging local/regional partners, the department is well positioned to weather the uncertainties and emerge stronger from it.

Lastly, it is important to remember that this Master Plan is a roadmap and the success of the plan will hinge heavily on the focus on implementation. Town-wide buy-in will result in successful implementation which in turn will set the agency on course to regional and national success among best in class parks and recreation agencies and continue to make Indian Trail an appealing place for all to live, work and place.

End of the 2021 Parks & Recreation Strategic Master Plan excerpt.

4.4 Urban Design Elements

4.4.1 Wayfinding and Gateway Signage

The Town of Indian Trail adopted a Wayfinding and Gateway Signage program, designed by Bizzell Design, Inc. The program includes signage for:

- Town Gateway
- Downtown District
- Suburban Road
- Civic Facility Identification
- Directional signs

The Village and Corridor plans identify proposed locations for Indian Trail Town Gateways. These will be implemented through the Wayfinding and Gateway Signage program.

The proposed locations for the gateway signage and treatments are shown in the following figures.

FRAMEWORK PLAN

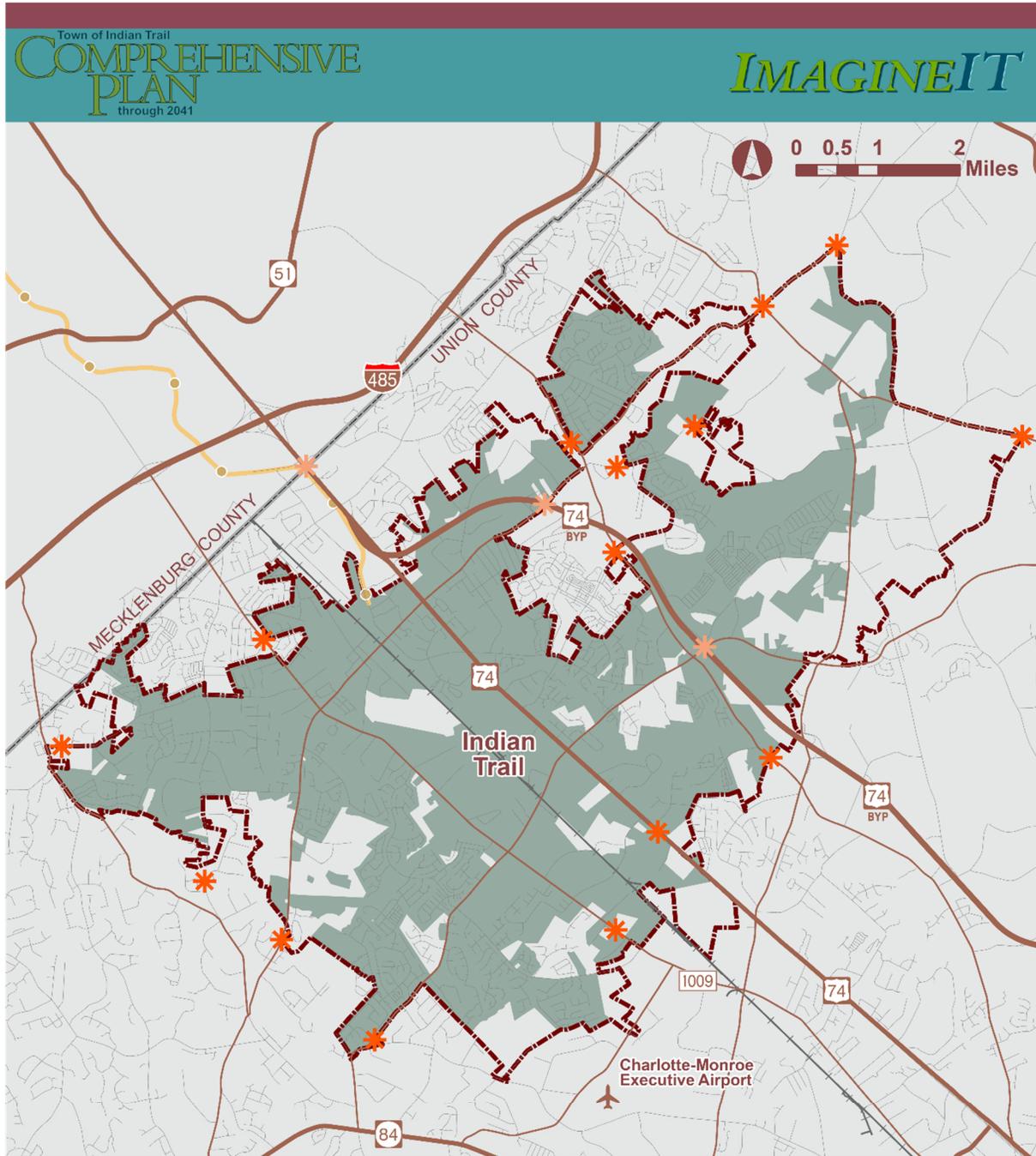


Figure 4.4.1
 Gateway Signage, 2022

Legend

- | | | |
|----------------------|--------------------------|--------------|
| Planning Area | Railroad | Monroe Expy. |
| Town of Indian Trail | LYNX Silver Line Station | Town |
| County Boundary | LYNX Silver Line Track | |

This GIS data is deemed reliable but provided "as is" without warranty of any representation of accuracy, timeliness, reliability or completeness. This map document does not present a legal survey of the land and is for graphical purposes only. Use of this data for any purpose should be with acknowledgement of the limitation of the data, including the fact that the data is dynamic and is to a constant state of maintenance, correction and update.

FRAMEWORK PLAN



Fig. 4.4.2 Town Gateway Monument



Fig. 4.4.3 Town Gateway Marker



Fig. 4.4.4 Civic Identity Marker

4.4.2 Monroe Expressway Gateways

The North Carolina Turnpike Authority and North Carolina Department of Transportation have proposed an Aesthetic Design Guide for the Monroe Expressway. Implementation of this design guide will provide very notable gateways at the Indian Trail Expressway exits at Indian Trail-Fairview Road and Unionville-Indian Trail Road, as well as for Faith Church Road where it crosses under the Expressway without an interchange.

FRAMEWORK PLAN



Fig. 4.4.5 Expressway Over Local Road



Fig. 4.4.6 Local Road (Faith Church Road) Under Expressway

4.4.3 Gateway Corridors

The US-74 Corridor Revitalization Plan proposed that roadways from the Monroe Expressway into the municipalities, as well as US-74 itself, receive special design treatment as Gateway Corridors. In Indian Trail, the Village and Corridor Plans identify Indian Trail-Fairview and Unionville-Indian Trail Road/Sardis Church Road/Wesley Chapel-Stouts Road for Gateway Corridor treatment.

Corridor enhancements along US-74 are linear in nature. Pedestrian and bicycle accommodation is an integral part of the Six Lane Boulevard roadway typology, as are street trees. The Four Lane Boulevard roadway typology for Indian Trail-Fairview Road and Unionville-Indian Trail Road/Sardis Church Road/Wesley Chapel-Stouts Road also include pedestrian sidewalks, bicycle lanes and street trees.

While the roadway typologies include the basic elements of Gateway Corridors, the effect can be enhanced through three basic elements:

- Improving corridor aesthetics with ornamental landscaping;
- Improving street/pedestrian lighting with decorative street lighting near major intersections, and
- Improving local signage ordinances to reduce visual clutter.

FRAMEWORK PLAN



Fig. 4.4.7 Ornamental Planting in Median



Fig. 4.4.8 Banners Integrated with Street Lighting

Public art and street furnishings all can also be used to create distinctive corridor aesthetic. They can create a sense of community through the corridor.



Fig. 4.4.9 Examples of Street Furnishings

The Wayfinding and Gateway Signage program will identify routes, commercial districts, transit facilities, historic sites, recreation and other points of interest.

FRAMEWORK PLAN

4.4.4 Buffers

Two types of buffers are necessary to protect residential developments from undesirable noise and visual intrusion: buffers from the Monroe Expressway and buffers between residential developments and industrial activities.

The Monroe Expressway alignment abutted some existing residential developments in Indian Trail, so some noise buffers were built as part of its construction. As new residential development occurs adjacent to the Expressway, buffers should be provided. These can be one of two types to be effective. Planted earth berms are effective, but, unless they take advantage of existing topography, they take a great deal of land and are expensive to develop, in that they use land that otherwise could be developed as residential lots. Noise walls are more effective and should be aesthetically attractive. They can be brick or other masonry material. Examples are shown in Figures 4.4.10 and 4.4.11.



Fig. 4.4.10 Brick Noise Wall Buffer Example



Fig. 4.4.11 Concrete Tilt Wall Noise Buffer Example

Buffers between residential developments and industrial or other intrusive developments may not need to protect against noise. In those instances, landscaped berms or fifty-foot-wide stands of natural, wooded vegetation can provide adequate visual screening. Examples are shown in Figures. 4.4.12 and 4.4.13.



Fig. 4.4.12 Landscaped Berm Buffer Example

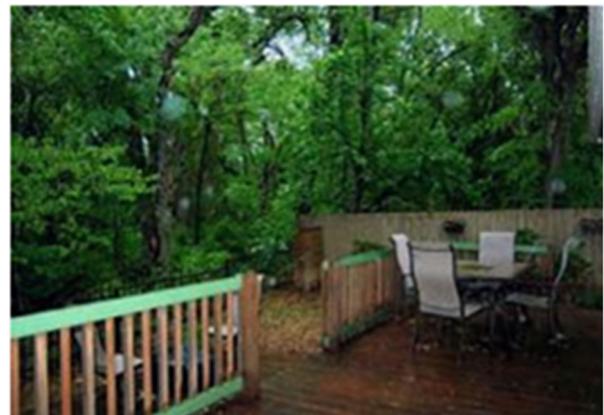


Fig. 4.4.13 Natural Wooded Buffer Example

MARKET AND ECONOMIC ANALYSIS

CHAPTER 5 – MARKET AND ECONOMIC ANALYSIS

Note that this chapter for Market and Economic Analysis was not a part of this 2022 update of the Comprehensive Plan. This section will require an outside consultant to update this chapter at a later date.

5.1 Introduction

This analysis documents existing conditions and 20-year demand forecasts from a demographic and real estate market perspective, covering the following tasks:

- Analysis of demographic and employment trends
- Analysis of real estate market trends
- Forecast of supportable residential units through 2032
- Forecast of supportable retail square footage through 2032
- Forecast of supportable office and industrial square footage through 2032
- Land use and economic development recommendations and strategies

The Town of Indian Trail is located in western Union County, NC, approximately 17 miles southeast of downtown Charlotte. The town is divided north and south by US-74, a four-lane divided highway that is a major commuter route from Anson and Union counties to Charlotte. It also provides a direct connection between Charlotte and Wilmington. US-74 is the primary commercial corridor in Indian Trail with several shopping centers, free standing retail focusing on serving commuters, and industrial, warehouse, and distribution facilities.

The north side of US-74 in Indian Trail is characterized by rolling farmland and single-family housing developments. However, the majority of the residential units in Indian Trail are located south of US-74. The update of Indian Trail's Comprehensive Plan comes at a time of pending construction of the Monroe Bypass, a 19.7-mile toll road that will begin at the interchange of the existing US-74 at I-485 in eastern Mecklenburg County and terminate at US-74 between Wingate and Marshville in Union County. Two new interchanges at Indian Trail-Fairview and Wesley Chapel Stouts rRoads are within Indian Trail's jurisdiction.

5.2 Demographics Analysis

This section presents demographic trends for the Indian Trail Planning Area. The Indian Trial Planning Area, as shown in Fig. 5.2.1, includes both incorporated and unincorporated Union County properties. Planning Area population and household trends have also been compared to Union County and the Charlotte MSA. Demographic trends were used to forecast future Planning Area demand by land use.

MARKET AND ECONOMIC ANALYSIS

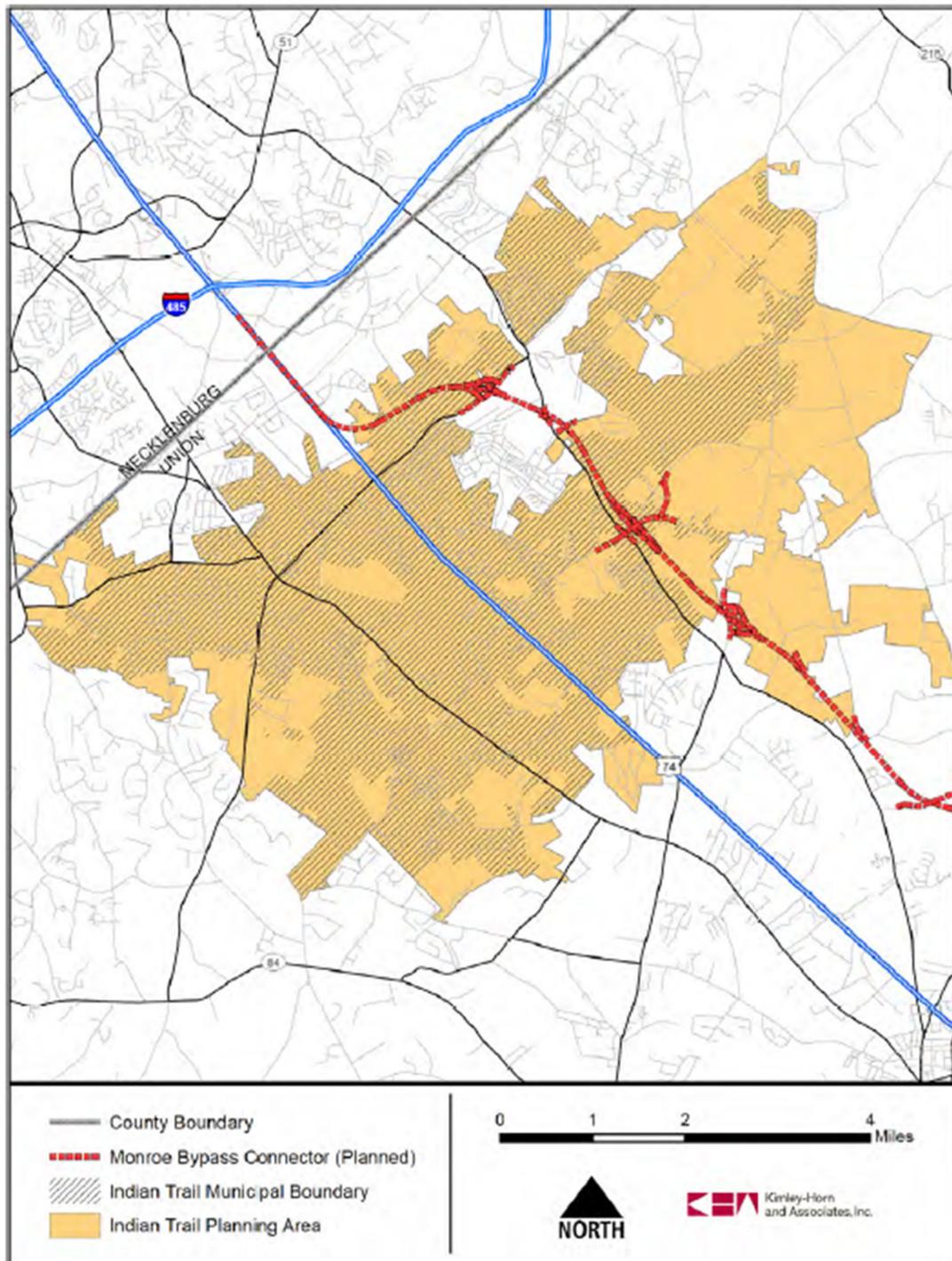


Fig. 5.2.1: Indian Trail Planning Area for Demographic Analysis, 2013

Note: Planning Area from previous plan.

MARKET AND ECONOMIC ANALYSIS

5.2.1 Population

The Town of Indian Trail Planning Area contains an estimated 38,445 residents. The 22,114 new residents added between 2000 and 2012 equated to a growth rate of 135.4% (Table 5.2.1). During the same period, Union County grew by 67.7%, adding nearly 84,000 new residents. Between the bicentennial U.S. Census reports in 2000 and 2010, Union County had the highest growth rate in the State of North Carolina. The Indian Trail Planning Area made up 26% of the total growth in Union County between 2000 and 2012, indicating rapid growth in the western portion of the County.

Table 5.2.1: Comparison of Population Trends, 2000-2012

Area	2000	2012	2000-2012 ▲		
			#	%	CAGR
Planning Area	16,331	38,445	22,114	135.4%	7.4%
Union County	123,677	207,376	83,699	67.7%	4.4%
Charlotte MSA	1,330,566	1,812,360	481,794	36.2%	2.6%
Planning Area % of MSA	1.2%	2.1%	4.6%		

Source: ESRI; Kimley-Horn and Associates.

The six-county Charlotte Metropolitan Statistical Area (MSA) includes Anson, Cabarrus, Gaston, Mecklenburg, and Union counties in North Carolina, as well as York County in South Carolina. In 2012, the Charlotte MSA had an estimated 1.8 million residents, a 36.2% increase from 2000. While the Indian Trail Planning Area had 1.2% of the MSA’s population in 2000, it made up 4.6% of the total growth in the MSA between 2000 and 2012. The Planning Area’s 7.4% compound annual growth rate (CAGR) was higher than 4.4% in Union County and 2.6% for the Charlotte MSA.

Population by Age Cohort

The 2010 U.S. Census reported a notable shift in national population attributes from 2000, namely in age cohorts. As reported in 2010, the younger Generation Y cohort (aged 15 to 32) became the largest age group, making up one-quarter of the total population. Aged 46 to 64, Baby Boomers make up the second largest age cohort. The comparatively small Generation X (residents between the ages of 33 to 45), makes up 17.2% of the total population. The demonstrated shift in age cohorts towards Generation Y and the Baby Boomers is shaping housing demand across the country. The Town of Indian Trail will not be immune from this phenomenon.

Table 5.2.2 demonstrates population change in the Indian Trail Planning Area between 2000 and 2012 by age cohort, or group. Similar to national trends, the combined 15 to 34 cohort, or Generation Y, was the largest in 2012 with 9,129 residents. Baby Boomers make up 22% of the population in the Planning Area, followed by the 18% share of Generation X residents. All age cohorts over age 55 experienced large percent increases between 2000 and 2012, indicating lifespan and aging in place trends. Other significant growth rates were reported in school-aged children, indicating increasing demand on the Union County school system.

MARKET AND ECONOMIC ANALYSIS

Table 5.2.2: Population by Age Cohort, Planning Area, 2000-2012

Cohort	2000	2012	2000-2012 ▲	
			#	%
0 - 4	1,486	3,152	1,666	112.1%
5 - 9	1,421	3,806	2,385	167.9%
10 - 14	1,225	3,498	2,274	185.6%
15 - 24	1,698	4,114	2,415	142.2%
25 - 34	3,021	5,075	2,054	68.0%
35 - 44	3,152	7,035	3,884	123.2%
45 - 54	2,025	5,075	3,050	150.6%
55 - 64	1,208	3,498	2,290	189.5%
65 - 74	719	2,153	1,434	199.6%
75 - 84	310	807	497	160.2%
85+	65	231	165	253.1%
TOTAL	16,331	38,445	22,114	135.4%

Source: ESRI; Kimley-Horn and Associates

Note: Totals can differ from column sums due to individual cell formulas. Any resulting rounding errors are <1%.

In comparison to the larger Charlotte MSA, the Indian Trail Planning area has higher shares of the Generation X cohort, as well as young children (Figure 5.2.2). This mix of age cohorts, representing families, has historically created demand for single-family housing in the Indian Trail Planning Area. Alternatively, the Charlotte MSA has higher shares of Generation Y residents, Baby Boomers, and older seniors.

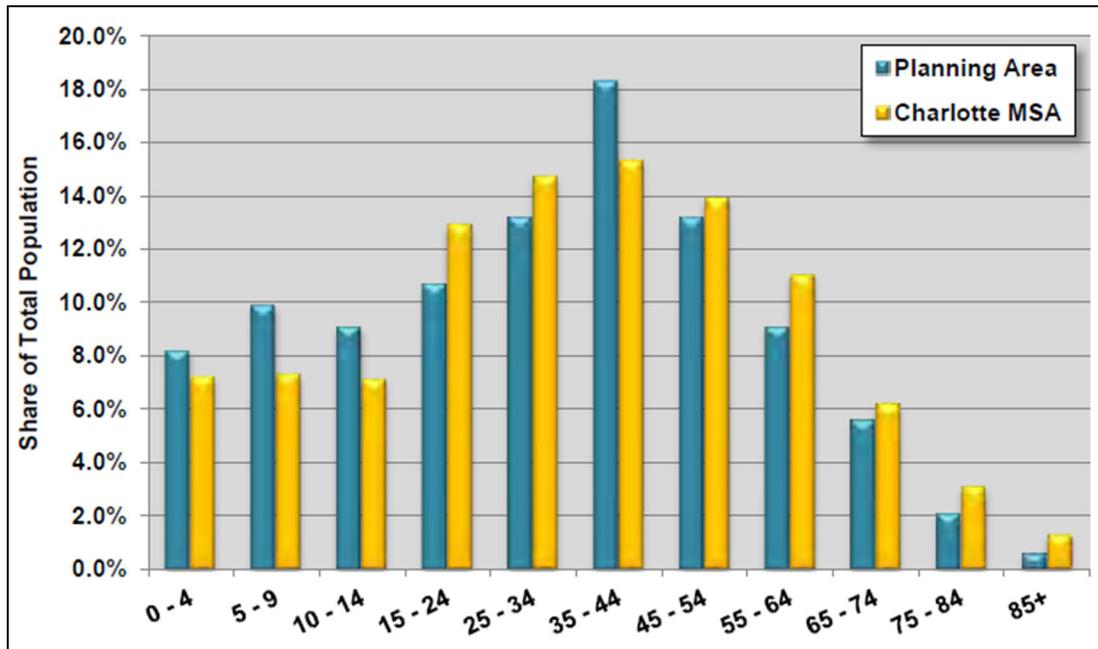


Fig. 5.2.2: Comparison of Shares of Population by Age Cohort, 2012

MARKET AND ECONOMIC ANALYSIS

Race and Ethnicity

As shown in Table 5.2.3 below, the Indian Trail Planning Area remains mostly white, but it is becoming slightly more ethnically diverse. The white share of the population decreased from 90.8% in 2000 to 80.4% in 2012. The shares for all other racial categories increased over the 12-year period.

Table 5.2.3: Share of Population by Ethnicity, Planning Area, 2000-2012

Race / Ethnicity	2000	2012	'00-'12 Change
White Alone	90.8%	80.4%	-10.4%
Black Alone	5.5%	10.4%	4.9%
American Indian Alone	0.5%	0.5%	0.0%
Asian /Pacific Islander Alone	0.9%	2.1%	1.2%
Other Race Alone	1.1%	4.2%	3.1%
Two or More Races Alone	1.2%	2.4%	1.2%
TOTAL	100.0%	100.0%	

Source: ESRI; Kimley-Horn and Associates.

All citizens with Hispanic origin are initially categorized by the races above. The U.S. Census provides a secondary analysis of residents of any race with Hispanic origin. Residents classifying themselves as having Hispanic origin in the Indian Trail Planning Area increased from 408 people in 2000 to 4,152 in 2012, a 917% increase in 12 years. This trend is indicative of the larger Charlotte MSA, where the Hispanic population has increased by nearly three times since 2000.

5.2.2 Households

There are an estimated 12,843 households in the Indian Trail Planning Area, an increase of 119.9% since 2000 (Table 5.2.4). Union County experienced a lower 62.6% growth rate, but still well above the Charlotte MSA's 35.8%. Households in the Charlotte MSA increased from 510,516 in 2000 to 693,512 in 2012. The Indian Trail Planning Area captured 3.8% of the total household growth in the larger Charlotte MSA between 2000 and 2012.

Table 5.2.4: Comparison of Household Trends, 2000-2012

Area	2000	2012	2000-2012 ▲		
			#	%	CAGR
Planning Area	5,840	12,843	7,003	119.9%	6.8%
Union County	43,390	70,545	27,155	62.6%	4.1%
Charlotte MSA	510,516	693,512	182,996	35.8%	2.6%
Planning Area % of MSA	1.1%	1.9%	3.8%		

Source: ESRI; Kimley-Horn and Associates.

MARKET AND ECONOMIC ANALYSIS

Average Household Size

Nationally, average household size fell slightly from 2.59 to 2.58 between 2000 and 2012. This trend was due, in part, to the expanding Baby Boomer and Generation Y cohorts that typically have a smaller household size than Generation X. It is likely that the national household size would have declined further over the last 12 years if not for the over 40% increase in Hispanic population. On average, Hispanics have larger households than the general population. This Hispanic growth has partially offset the significant increase in single-person households nationally since 2000. These household size trends indicate divergent demand for housing by type and unit size.

Since 2000, households in the Indian Trail Planning Area have increased 119.9%. The lower growth rate in households than 135.4% for population indicates an upward shift in average household size. In fact, the average household size increased from 2.8 to 2.99 in the 12-year period. This indicates that the Indian Trail Planning Area is primarily attracting family households.

Households by Income Cohort

Between 2000 and 2012, the Indian Trail Planning Area experienced strong absolute growth in all cohorts earning between \$35,000 and \$149,999 annually. As shown in Table 5.2.5, the \$50,000 to \$74,999 income cohort continues to make up the largest share of the Planning Area, at 24% (3,057 households out of 12,843).

Table 5.2.5: Households by Income Cohort, Planning Area, 2000-2012

Income Cohort	2000	2012	2000-2012 ▲	
			#	%
<\$15,000	403	796	393	97.6%
\$15,000 - \$24,999	404	989	586	145.4%
\$25,000 - \$34,999	561	1,053	492	87.8%
\$35,000 - \$49,999	1,197	2,312	1,115	93.1%
\$50,000 - \$74,999	1,641	3,044	1,403	85.5%
\$75,000 - \$99,999	905	2,196	1,291	142.6%
\$100,000 - \$149,999	514	1,567	1,053	204.9%
\$150,000 - \$199,999	140	450	309	220.7%
\$200,000+	76	437	361	475.2%
TOTAL	5,840	12,843	7,003	119.9%

Source: ESRI; Kimley-Horn and Associates.

Note: Totals can differ from column sums due to individual cell formulas. Any resulting rounding errors are <1%.

In order to provide context to the Indian Trail Planning Area trends, the share of households by income cohort have been compared to the six-county Charlotte MSA. The Indian Trail Planning Area has significantly higher shares of middle-income (earning between \$35,000 and \$100,000 annually) households than the MSA (Figure 5.2.3). Inversely, the MSA had higher shares of lower- and higher income households than the Planning Area.

MARKET AND ECONOMIC ANALYSIS

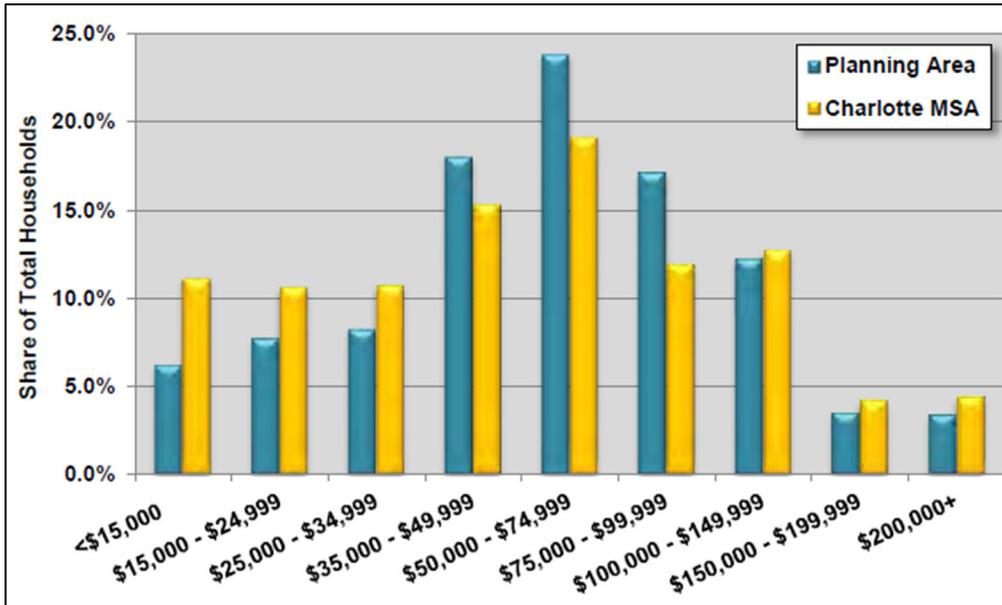


Fig. 5.2.3: Comparison of Shares of Households by Income Cohort, 2012

Average Household Income

The median household income in the Indian Trail Planning Area is currently estimated at \$57,845, roughly equivalent to \$58,757 for Union County, but 11% more than \$52,110 for the Charlotte MSA (Figure 5.2.4). The median household income in the Planning Area increased 7.8% from \$53,656 in 2000, less than the 16.1% and 10.7% increases in Union County and the Charlotte MSA, respectively. This provides additional evidence of Indian Trail’s longstanding competitiveness to attract middle-income families.

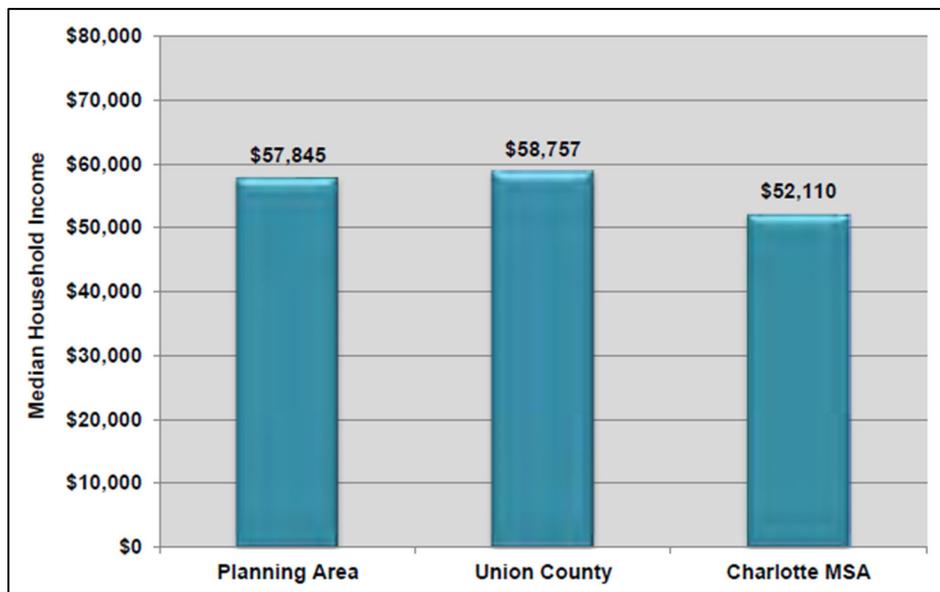


Figure 5.2.4: Comparison of Median Household Income, 2012

MARKET AND ECONOMIC ANALYSIS

5.3 Housing Analysis

This section analyzes housing trends by type and tenure for the Planning Area, Union County, and the Charlotte MSA. This section also provides for-sale residential closing and sales price data, provided by Market Opportunity Research Enterprises (M.O.R.E.), as well as multi-family data.

5.3.1 Housing Units by Type

Housing inventory in the Indian Trail Planning Area increased by nearly 7,500 units, or 120.8%, between 2000 and 2012 (Table 5.3.1). Union County grew at a slower 66.2% rate, and housing units in the larger Charlotte MSA increased by 39.2% during the same time period.

Table 5.3.1: Comparison of Housing Unit Trends, 2000-2012

Area	2000	2012	2000-2012 ▲		
			#	%	CAGR
Planning Area	6,169	13,622	7,453	120.8%	6.8%
Union County	45,695	75,965	30,270	66.2%	4.3%
Charlotte MSA	546,499	760,652	214,153	39.2%	2.8%
Planning Area % of MSA	1.1%	1.8%	3.5%		

Source: ESRI; Kimley-Horn and Associates.

The Planning Area accounted for 3.5% of new housing growth in the Charlotte MSA between 2000 and 2012. It experienced a CAGR of 6.8%, higher than 4.3% and 2.8% for Union County and the Charlotte MSA, respectively. The higher growth rate was attributable, in part, to a lower housing unit starting base in the Indian Trail Planning Area.

Based on information from the U.S. Census' American Community Survey, housing units in the Indian Trail Planning Area were overwhelmingly single-family detached in 2011, making up 93% of the inventory (Table 5.3.2). Another 1% were single-family attached, or townhouses, followed by 2.3% multi-family and 3.7% mobile homes.

Table 5.3.2: Housing Units by Type, Planning Area, 2011

Type	Units	% of Total
Single Family, Detached	12,668	93.0%
Single Family, Attached	136	1.0%
Multi-Family	313	2.3%
Mobile Home	504	3.7%
TOTAL	14,146	100.0%

Source: US Census ACS, 2011.

Note: Totals can differ from column sums due to individual cell formulas. Any resulting rounding errors are <1%.

MARKET AND ECONOMIC ANALYSIS

Comparatively, 85.3% of the housing units in Union County and 69.3% of the units in the Charlotte MSA were single-family residential. The Indian Trail Planning Area and Union County also had considerably lower shares of multi-family units than the Charlotte MSA (Figure 5.3.1). This reflects the lower-density development pattern in the Planning Area and Union County.

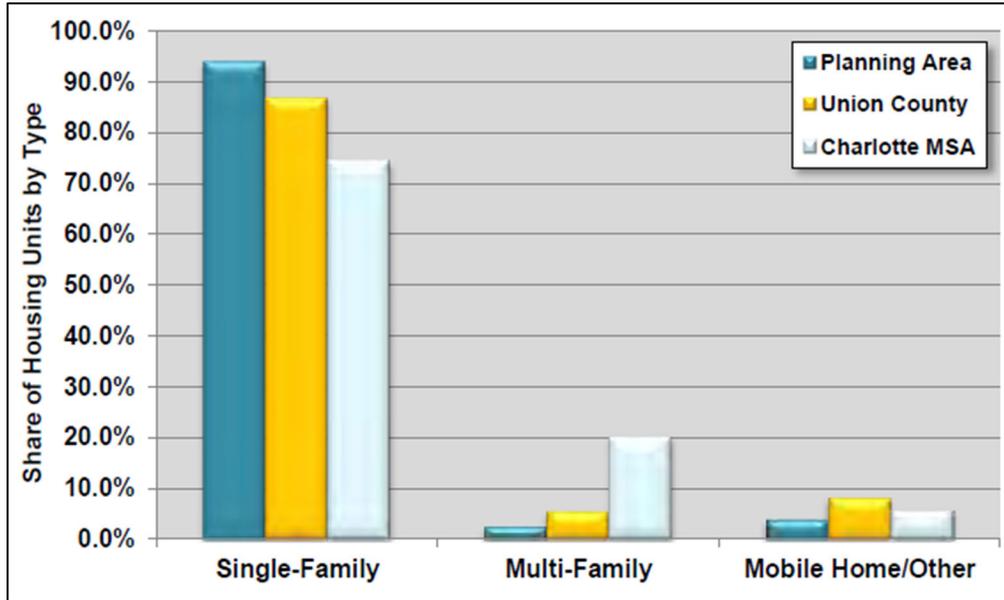


Fig. 5.3.1: Comparison of Housing Unit Types, 2011

5.3.2 Housing Tenure

Following the 2007-2009 Recession and mortgage crisis, the national homeownership rate has declined sharply from a peak of approximately 69% in the mid-2000s (Figure 5.3.2). The decline was due, in part, to an inability to sell housing units, difficulties getting a mortgage, and the Generation Y cohort showing preferences towards renting. According to the Harvard Joint Center for Housing Studies, the homeownership rate is expected to continue to decline over the next two to three years reaching a 20-year low of approximately 64%.

MARKET AND ECONOMIC ANALYSIS

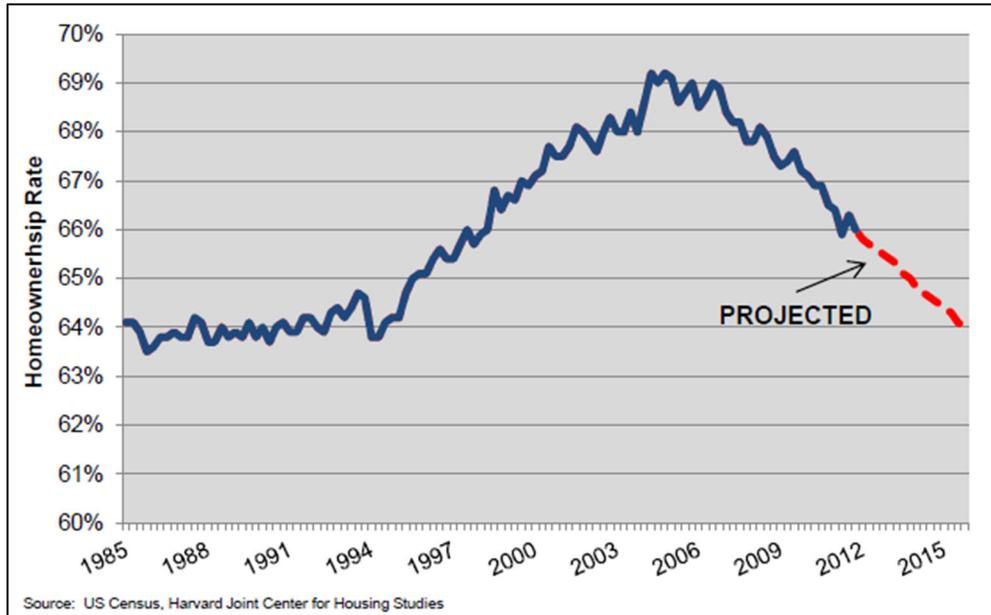


Fig. 5.3.2: National Homeownership Rate Trend and Projection, 1985-2015

Similar to national trends, the share of owner-occupied housing units in the Indian Trail Planning Area decreased from 84.6% in 2000 to 79.7% in 2012. During the same time period, the renter-occupied share increased by 4.5%. The limited stock of multi-family units in the Planning Area, representing 2.3% of the supply, indicates that renter-occupied units include a large number of investor-owned single-family properties and mobile homes.

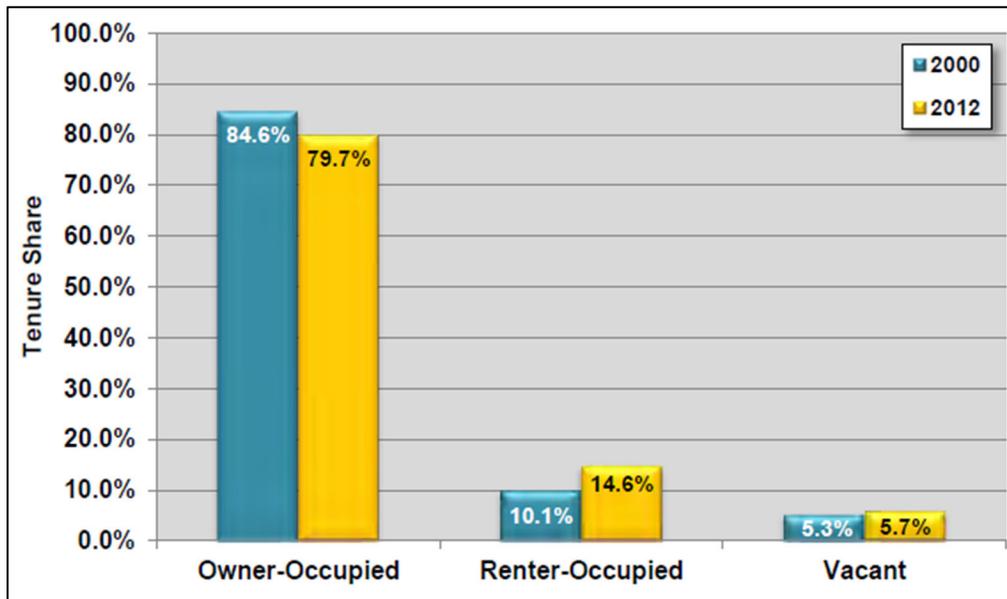


Fig. 5.3.3: Housing Unit Tenure, Planning Area, 2000-2012

MARKET AND ECONOMIC ANALYSIS

The graph below compares 2012 housing unit tenure in the Indian Trail Planning Area to the Charlotte MSA. Owner-occupied units accounted for 79.7% of all housing in the Planning Area, significantly higher than 59.2% in the Charlotte MSA. The Planning Area’s 14.6% renter-occupied share is well below the MSA’s 31.9% share. The Planning Area’s 5.7% vacant share is well below the MSA’s 8.8% share.

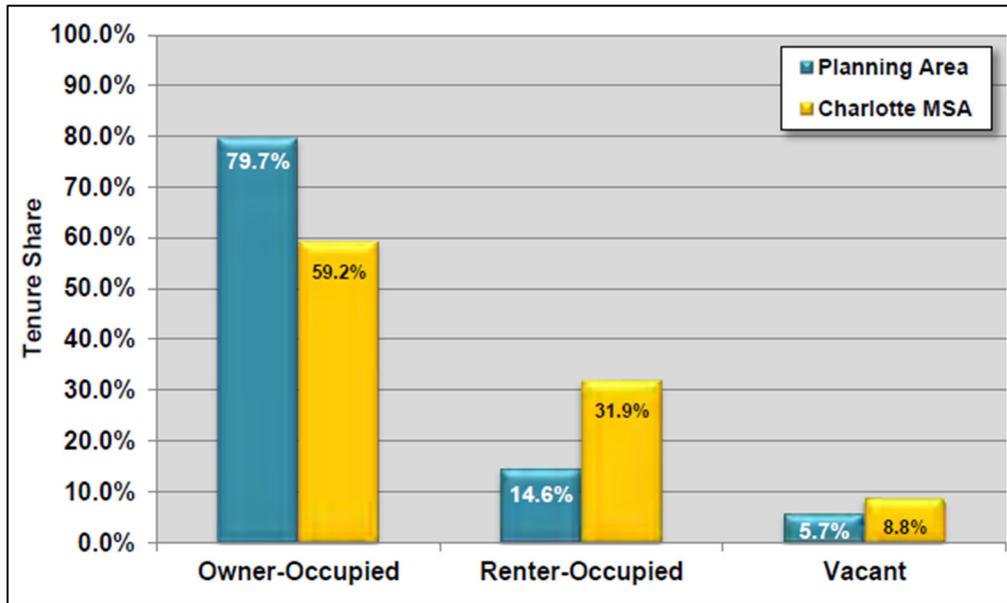


Fig. 5.3.4: Comparison of Housing Unit Tenure, 2012

5.3.3 For-Sale Housing

Annual closing and new unit pricing trends for for-sale residential product were provided from Market Opportunity Research Enterprises (M.O.R.E.). This data included transactions that occurred through the Multiple Listing Service (MLS), as well as units sold directly by builders.

M.O.R.E. reports for-sale housing data on the township-level. This analysis provides for-sale closing and pricing data for Vance Township in Union County. Vance Township most closely represents the Planning Area boundary. Figure 5.3.5 demonstrates the how Vance Township aligns with the Indian Trail Planning Area.

For Sale Single-Family Detached

There were 23,353 new and resale residential closings in Union County between 2006 and 2012 (Table 5.3.3). New closings represented 43.4% of the overall total, ranging from 29.5% in 2010 to 55.4% in 2007. The share of new product has dissipated with a number of developments in default. Closings peaked in 2006 at over 6,500, before declining to 2,110 in 2011. This is consistent with national trends of job losses and reduced mobility due to the economic downturn, and very conservative mortgage lending standards.

MARKET AND ECONOMIC ANALYSIS

Table 5.3.3: Annual Detached Unit Closings, Union County, 2006-2012

Year	Units		Total Units	New % of Total
	New	Resale		
2006	1,090	894	1,984	54.9%
2007	825	891	1,716	48.1%
2008	390	550	940	41.5%
2009	296	437	733	40.4%
2010	209	336	545	38.3%
2011	206	359	565	36.5%
2012	257	492	749	34.3%
Total	3,273	3,959	7,232	45.3%

Source: Land Matters M.O.R.E.

Vance Township had a total of 7,232 closings between 2006 and 2012, representing over 30% of the County total (Table 5.3.4). Similar to Union County, closings peaked at 1,984 in 2006 before declining to 454 in 2010. New closings made up 45.3% of the overall total, comparable to overall Union County.

Table 5.3.4: Annual Detached Unit Closings, Vance Township, 2006-2012

Year	Units		Total Units	New % of Total
	New	Resale		
2006	3,412	3,118	6,530	52.3%
2007	2,603	2,097	4,700	55.4%
2008	1,247	1,766	3,013	41.4%
2009	760	1,638	2,398	31.7%
2010	624	1,493	2,117	29.5%
2011	633	1,477	2,110	30.0%
2012	845	1,640	2,485	34.0%
Total	10,124	13,229	23,353	43.4%

Source: Land Matters M.O.R.E.

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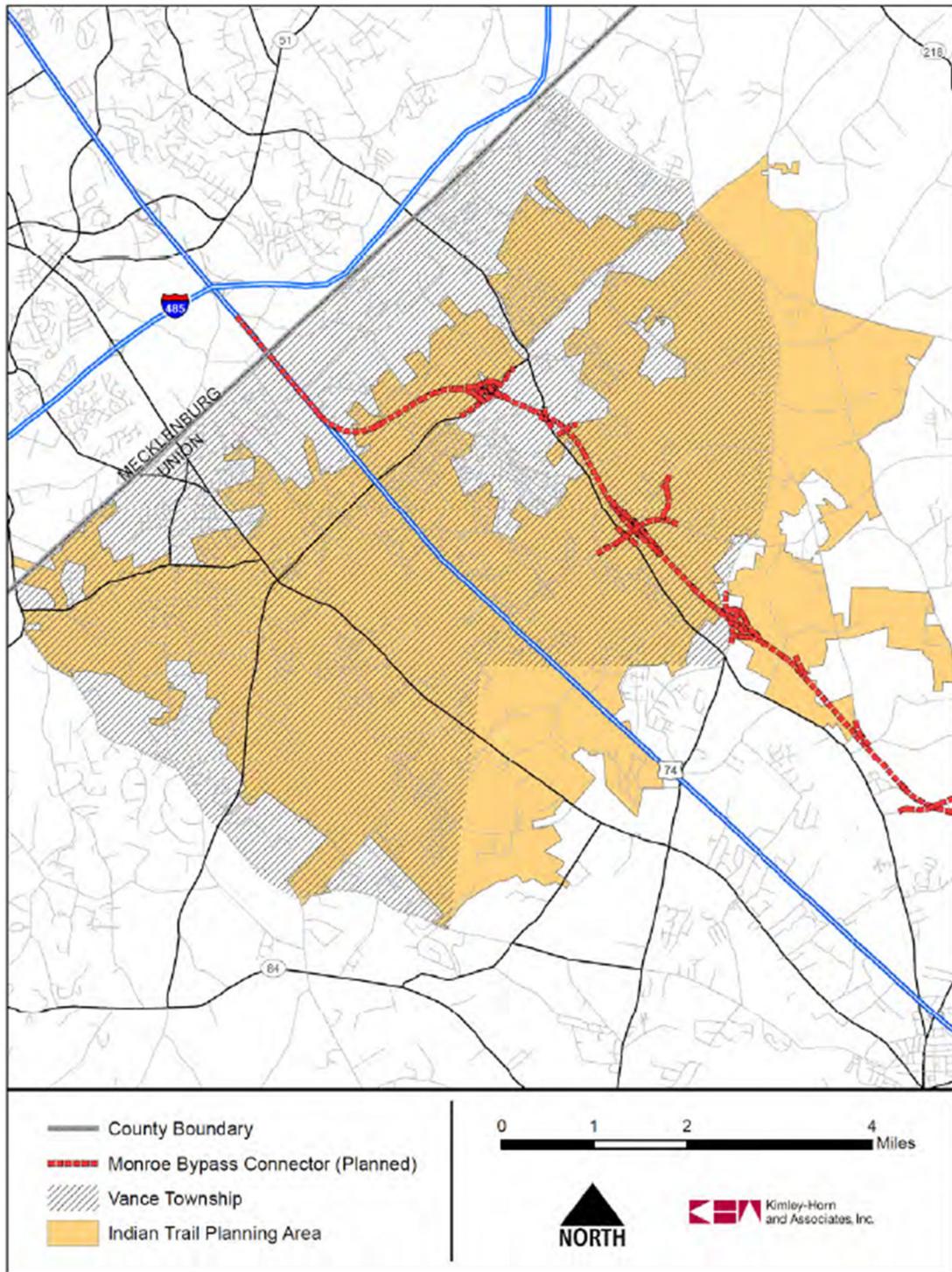


Fig. 5.3.5: Vance Township, 2013
Note: Planning Area from previous plan.

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As shown in Figure 5.3.6, Graph Union County demonstrated a noticeable price premium over Vance Township, driven by high-price residential units in the southwestern portion of the County near Weddington and Marvin. On average, new unit closing prices in Union County were 35% higher than Vance Township. Data to determine the share of this premium that is attributable to house size was unavailable. The average closing price for new units in Vance Township decreased 27.1% from a peak of \$281,113 in 2007 to \$221,103 in 2012. The drop for Union County was 29.9%, from \$378,772 in 2007 to \$291,539 in 2012. It should be noted that the township experienced a steady increase in average new unit closing price in the last two years, indicating market stabilization and recovery.

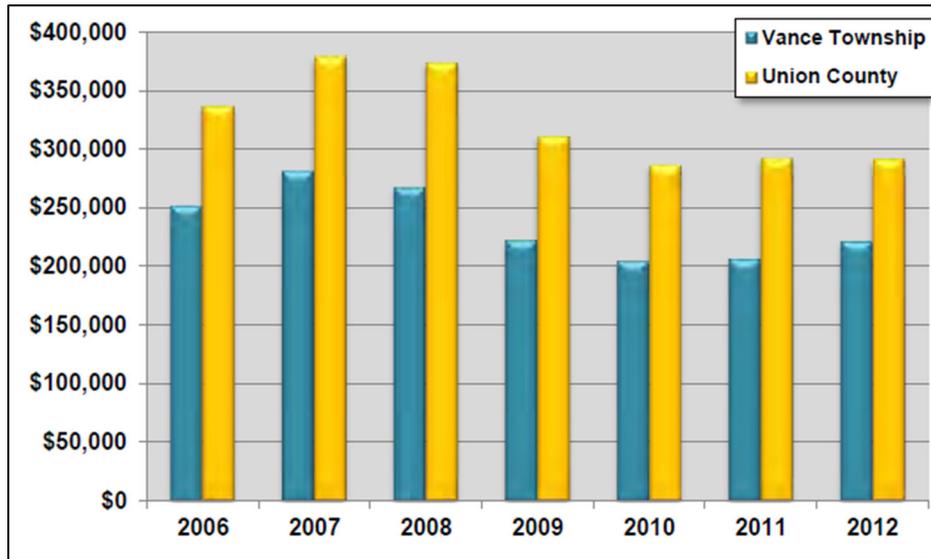


Fig. 5.3.6: Comparison of Average New Closing Prices for Detached Units, 2006-2012

For Sale Townhouse/Condominium

There were 894 townhouse or condominium closings in Union County between 2006 and 2012 (Table 5.3.5). The share of the total closings that were new product fell to 10.3% in 2012 from 61.5% in 2006. As with detached product, the share decline in new closings reflected builder response to declining demand during the national housing crisis.

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Table 5.3.5: Annual Attached Unit Closings, Union County, 2006-2012

Year	Units		Total Units	New % of Total
	New	Resale		
2006	142	89	231	61.5%
2007	111	107	218	50.9%
2008	86	54	140	61.4%
2009	58	52	110	52.7%
2010	37	32	69	53.6%
2011	15	43	58	25.9%
2012	7	61	68	10.3%
Total	456	438	894	51.0%

Source: Land Matters M.O.R.E.

There were 368 townhouse/condominium closings in Vance Township in the last seven years, 41.2% of the Union County total (Table 5.3.6). New closings made up 31.8% of the total during this time period. There were 39 attached closings in 2012, down from the peak of 125 in 2007. It should be noted that there have been no new attached closings in Vance Township since 2010, reflecting builder response to declining demand during the national housing crisis.

Table 5.3.6: Annual Attached Unit Closings, Vance Township, 2006-2012

Year	Units		Total Units	New % of Total
	New	Resale		
2006	2	2	4	50.0%
2007	39	86	125	31.2%
2008	43	41	84	51.2%
2009	22	39	61	36.1%
2010	11	22	33	33.3%
2011	0	22	22	0.0%
2012	0	39	39	0.0%
Total	117	251	368	31.8%

Source: Land Matters M.O.R.E.

Average new attached closing prices in Vance Township have ranged from over \$136,500 in 2007 to \$136,500 in 2008. There have been no new attached closings in Vance Township since 2010. Unlike detached units, average closing prices in the township have been roughly comparable to Union County. This indicates a value-driven townhouse market in Vance Township. While the primary consumer preference has been for detached single-family housing, this trend could change as the population ages and proximity to retail and medical services becomes more important.

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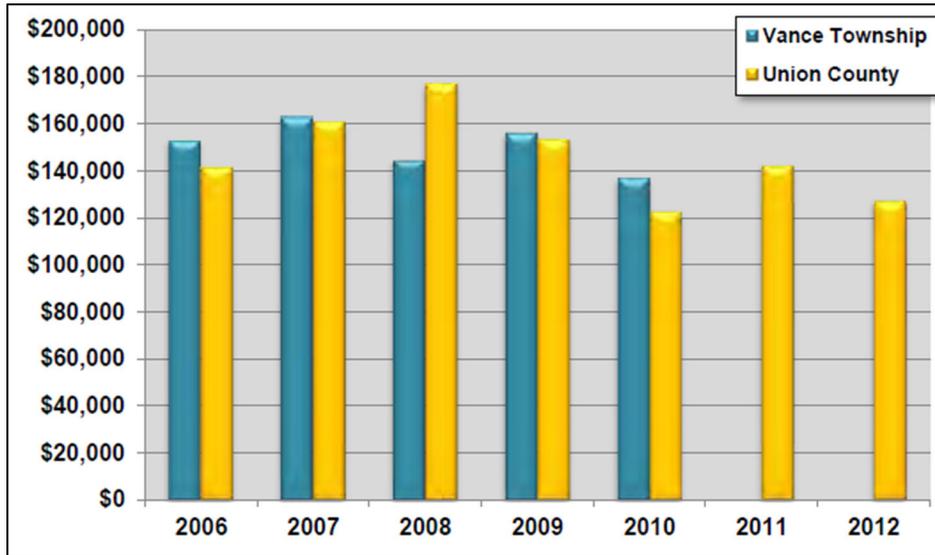


Fig. 5.3.7: Comparison of Average New Closing Prices for Attached Units, 2006-2012

5.3.4 Rental Housing

Given the limited supply of apartment communities in the Planning Area, annual apartment data was analyzed for Union County and compared to the larger Charlotte market. Following the 2007-2009 Recession, nation-wide apartment demand has steadily increased. As shown in Figure 5.3.8, vacancy rates in Union County have fallen dramatically from a peak of 13.7% in 2009 to 6.1% in 2012, similar to the larger Charlotte apartment market. With the exception of a small redevelopment project in downtown Monroe, there have been no new apartment completions in Union County since 2003.

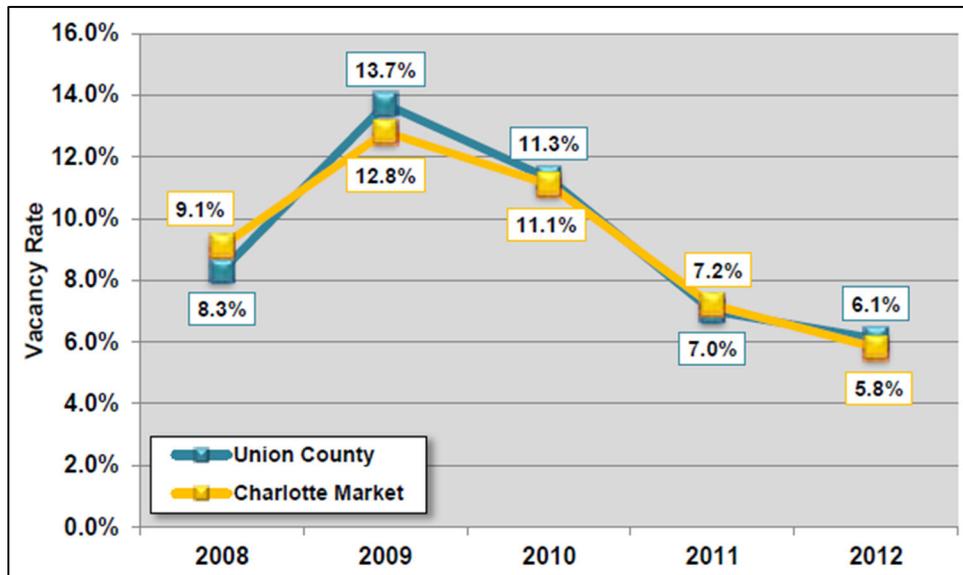


Fig. 5.3.8: Comparison of Vacancy Rate Trends, 2008-2012

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There is only one apartment community located in Indian Trail, Hawthorne at the Trail (formerly known as Meridian), which contains 252 units. Hawthorne at the Trail is the newest community in Union County, completed in 2003. Recent estimates place the vacancy at this community between 5% and 7%, a healthy rate for a stabilized community.

5.3.5 Approved Residential Developments

Table 5.3.7 summarizes the active residential developments in the Indian Trail Planning Area. Based on data provided by the Town, there are nearly 6,000 total residential units approved in active developments in the Planning Area. Bonterra, which could contain 1,399 units when completed, is the largest, followed by Brandon Oaks. The active residential developments have over 2,600 units remaining to be completed, concentrated primarily in the Bonterra, Sagecroft, Crismark, and Fieldstone Farm developments. It should be noted that the Bonterra, Crismark, and Harrell development include townhouse, condominium, or apartment components that remain to be completed.

Table 5.3.7: Active Residential Developments, Planning Area, 2013

Project Name	Residential Units				% Remaining
	Completed	U/C	Remaining	Total	
Bonterra	502	16	881	1,399	63.0%
Brandon Oaks	1,040	22	255	1,317	19.4%
Crismark	600	28	322	950	33.9%
Brookhaven	516	3	2	521	0.4%
Fieldstone Farm	179	16	309	504	61.3%
Village at Sagecroft	0	0	473	473	100.0%
Sheridan	93	15	137	245	55.9%
Annandale	163	6	14	183	7.7%
Harrell Condos	0	0	153	153	100.0%
Laurel Creek	65	0	20	85	23.5%
Deerstyne	6	0	54	60	90.0%
Wadsworth	32	0	9	41	22.0%
Chestnut Place	23	3	5	31	16.1%
Total	3,219	109	2,634	5,962	44.2%

Source: Town of Indian Trail.

5.4 Population and Residential Unit Forecast

This section provides population and residential unit forecasts for the period between 2012 and 2032. The population forecast in this section was prepared to show potential future growth in the Indian Trail Planning Area. It is utilized to indicate supportable future residential and retail demand. Demand forecasts for all land use types are prepared to assure that the Comprehensive Plan for Indian Trail demonstrates a supportable development pattern that can be implemented based on future growth forecasts.

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5.4.1 2010-2030 Population Forecast

Three different residential growth scenarios were evaluated to forecast population, households, and housing units for the Planning Area through 2032. The different scenarios were selected based on commonly accepted methodologies to forecast population growth. Ultimately, a straight average was taken in order to balance the results from the three methodologies. The three methodologies include:

1. 2000-2012 Baseline – Environmental Systems Research Institute (ESRI) forecasted a compound annual growth rate of 1.8% for the Planning Area between 2012 and 2017. This scenario couples that with 2000 to 2012 trends to prepare a straight-line growth rate to forecast new population through 2032.
2. 2006-2012 Absorption Trends – Average for-sale and rental residential absorption trend data between 2006 and 2012 was used to forecast housing unit growth through 2030. Acceleration was shown post-2015 to indicate continued improvements in the economy following the recession. This scenario also takes into consideration active residential developments in the Planning Area.
3. 2000-2012 Accelerated Growth – The 2000-2012 Baseline forecast was accelerated post-2015 to indicate improvements to the economy following the recession. This model also assumes continued positive job formation and transportation improvements in the Planning Area, Union County, and the Charlotte MSA.

Figure 5.4.1 demonstrates the population forecasts between 2012 and 2032 using the three methods described above. The final forecast was derived from taking a straight average of the three methods. The Accelerated Growth scenario produced the highest population forecast. The Baseline scenario is the lowest.

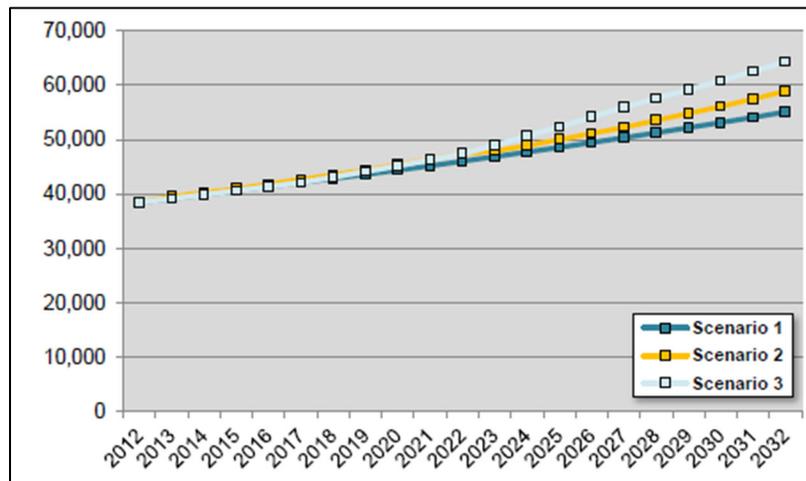


Fig. 5.4.1: Population Forecast Scenario Comparison, 2012-2032

As shown in Table 5.4.1, the 2012-2032 population growth forecasted by the three scenarios ranges from 16,590 for Scenario 1 (Baseline) to 25,800 new residents for Scenario 3 (Accelerated Growth). Averaging the three scenarios equates to 20,940 new residents between 2012 and 2032. The resulting 2.2% compound annual growth rate forecasted between 2012 and 2032 would be more than the ESRI forecasted 2012 to 2017 CAGR of 1.8%, but less than the rapid average annual increase over the last decade.

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Table 5.4.1: Population Forecast Comparison, Planning Area, 2012-2032

Scenario	2012	2022	2032	2012 - 2032 ▲		
				#	%	CAGR
Scenario 1	38,450	46,000	55,040	16,590	43.1%	1.8%
Scenario 2	38,450	47,360	58,870	20,420	53.1%	2.2%
Scenario 3	38,450	47,350	64,250	25,800	67.1%	2.6%
Average	38,450	46,900	59,390	20,940	54.5%	2.2%

Source: ESRI; Kimley-Horn and Associates, Town of Indian Trail.

As shown in Figure 5.4.2, total population in the Planning Area is expected to reach approximately 59,390 residents by 2032. Total forecasted population in the three scenarios ranges from 55,040 residents for Scenario 1 (Baseline) to 64,250 people for Scenario 3 (Accelerated Growth).

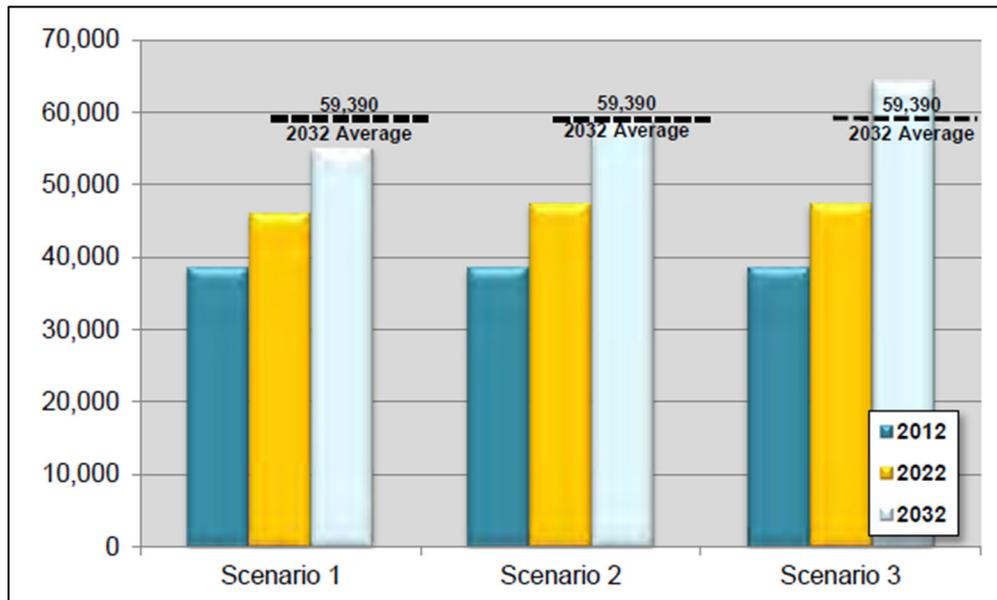


Fig. 5.4.2: Population Forecast Scenario Comparison, 2012-2032

5.4.2 Housing Unit Forecast

Table 5.4.2 demonstrates the results of taking a straight average of the population forecasts based on the three scenarios. Housing unit forecasts are based on average household sizes and a 7% vacancy rate. Household sizes are expected to decline slightly from 3.02 persons per unit between 2012 and 2022 to 2.99 from 2022 to 2032. Housing in the Planning Area could increase by 54.6%, or 7,430 new units, between 2012 and 2032. Housing unit delivery is expected to increase after 2015, as the economy continues to recover from the recession.

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Table 5.4.2: Residential Forecast, Planning Area, 2012-2032

	2012	2022	2032	2012 - 2032 ▲		
				#	%	CAGR
Housing Units	13,620	16,460	21,050	7,430	54.6%	2.2%
Households	12,840	15,530	19,860	7,020	54.7%	2.2%
Population	38,450	46,900	59,390	20,940	54.5%	2.2%

Source: ESRI; Kimley-Horn and Associates, Town of Indian Trail.

New housing units in the Planning Area are expected to be majority single-family detached (70.7%). This estimate takes into consideration western Union County's continued attraction to young families, as well as aging-in-place Baby Boomers. Of the 7,430 new residential units, 675 are expected to be townhouses and 1,500 could be apartments (Table 5.4.3). This analysis assumes that investments are made to the Union County utility systems, to provide additional capacity for residential development.

Table 5.4.3: Housing Unit Delivery Forecast, Planning Area, 2012-2032

Unit Type	Housing Unit Growth				% of Total	
	2012-2017	2017-2022	2022-2027	2027-2032	Total	Total
Single-Family Detached	885	980	1,570	1,820	5,255	70.7%
Townhouse	75	150	200	250	675	9.1%
Multi-Family	250	500	500	250	1,500	20.2%
Total	1,210	1,630	2,270	2,320	7,430	100.0%

Source: ESRI, Kimley-Horn and Associates, Town of Indian Trail.

As shown in Table 5.4.4, the overall share of single-family detached units is expected to continue to decline in the Planning Area, falling from 99.1% in 2000 to 96.6% in 2012 to 87.2% in 2032. The decline in single-family detached units will likely be related to demographic shifts as Baby Boomers begin to seek smaller units requiring less maintenance. Additionally, Generation Y has shown preference for a variety of residential units that offer access to goods and services and transportation options. Conversely, the shares of townhouses and multi-family units are expected to increase to 3.9% and 8.8% by 2032, respectively.

Table 5.4.4: Share of Residential Units by Type, Planning Area, 2000-2032

Type	Share of Total		
	2000*	2012*	2032
Single Family Detached	99.1%	96.6%	87.2%
Single Family Attached	0.4%	1.0%	3.9%
Multi-Family	0.5%	2.4%	8.8%

Source: U.S. Census ACS, Kimley-Horn and Associates.

Note: Share excludes units classified as mobile home/other.

5.4.3 Residential Unit Land Demand

The 2012-2032 land demand for new residential units is based on density assumptions demonstrated in the Planning Area today or typical to meet the needs of current developers. The density assumption for single-family

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detached in the Study Area is two to four units per acre, equating to demand of 1,314 to 2,628 acres (Table 5.4.5). The density for townhouses is assumed to be four to eight units per acre, with total land demand of 84 to 169 acres. At a density of 12 to 16 units per acre, apartments would have land demand of 94 to 125 acres. In total, the incremental 2012-2032 residential land demand ranges from 1,492 to 2,921 acres. This residential land demand could be accommodated in single-use or mixed-use developments in the Planning Area.

Table 5.4.5: Residential Land Demand, Planning Area, 2012-2032

Type	Residential Acreage				Total
	2012-2017	2017-2022	2022-2027	2027-2032	
Single-Family ¹	221 - 443	245 - 490	393 - 785	455 - 910	1,314 - 2,628
Townhouse ²	9 - 19	19 - 38	25 - 50	31 - 63	84 - 169
Multi-Family ³	16 - 21	31 - 42	31 - 42	16 - 21	94 - 125
Total	246 - 482	295 - 569	449 - 877	502 - 993	1,492 - 2,921

¹ Acreage assumption for single-family is 2 - 4 units/acre.

² Acreage assumption for townhouses is 4 - 8 units/acre.

³ Acreage assumption for apartments is 12 - 16 units/acre.

Source: ESRI, Kimley-Horn and Associates, Town of Indian Trail.

There are an estimated 11,000 vacant acres remaining in the Planning Area, excluding common areas and parcels designated as unbuildable by the Union County Tax Assessor. The forecasted land demand of approximately 1,492 to 2,921 acres would equate to between 13.5% and 26.5% of the Planning Area’s remaining vacant land. It should be noted that not all of the vacant or under-utilized land in the Planning Area would be appropriate for residential development. However, given the 13.5%-26.5% share of residential acreage required to accommodate the demand, the current supply is adequate.

5.5 Retail Forecast

The primary retail corridors in Indian Trail are US-74 and Old Monroe Road/Old Charlotte Highway. The completion of the Monroe Bypass will create new opportunities for retail development on the northside of the Planning Area. Retail demand is driven by household growth, as presented in the population forecast in the previous section. No current inventory of retail space is provided because the Union County Tax Assessor was unable to provide building square footage by parcel for non-residential uses.

The 2012-2032 retail demand for the Planning Area was forecasted using the following method:

1. Calculating the Planning Area’s total household income in 2012 and 2032 by applying the forecasted households to average income projections derived from ESRI trends.
2. Estimating the County’s expenditure potential based on data from the North Carolina Department of Revenue that indicates the percentage of income spent on various retail goods and services.
3. Determining the Planning Area sales in five-year increments through 2032, taking into account leakage resulting from resident commuting patterns.
4. Estimating sales inflow from non-Planning Area residents, including those who work there and commuters.
5. Converting retail sales to square feet based on sales per square feet data by type of retail.

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5.5.1 Household and Income Forecasts

Household forecasts for the Planning Area are based on residential projections, as presented in Section 5. It should be noted that household sizes are expected to decline slightly from 3.02 persons per unit between 2012 and 2022 to 2.99 from 2022 to 2032. As shown in Table 5.5.1, the Planning Area is expected to increase by 7,020 new households through 2032.

Table 5.5.1: Residential Forecast, Planning Area, 2012-2032

	2012	2022	2032	2012 - 2032 ▲		
				#	%	CAGR
Housing Units	13,620	16,460	21,050	7,430	54.6%	2.2%
Households	12,840	15,530	19,860	7,020	54.7%	2.2%
Population	38,450	46,900	59,390	20,940	54.5%	2.2%

Source: ESRI, Kimley-Horn and Associates, Town of Indian Trail.

The Planning Area is expected to have approximately 19,862 households by 2032, a 54.6% increase from 12,843 households estimated in 2012 (Figure 5.5.1). The forecasts consider the strong demand for the portions of Union County, such as Indian Trail, that provide easy access to job centers in Mecklenburg County.

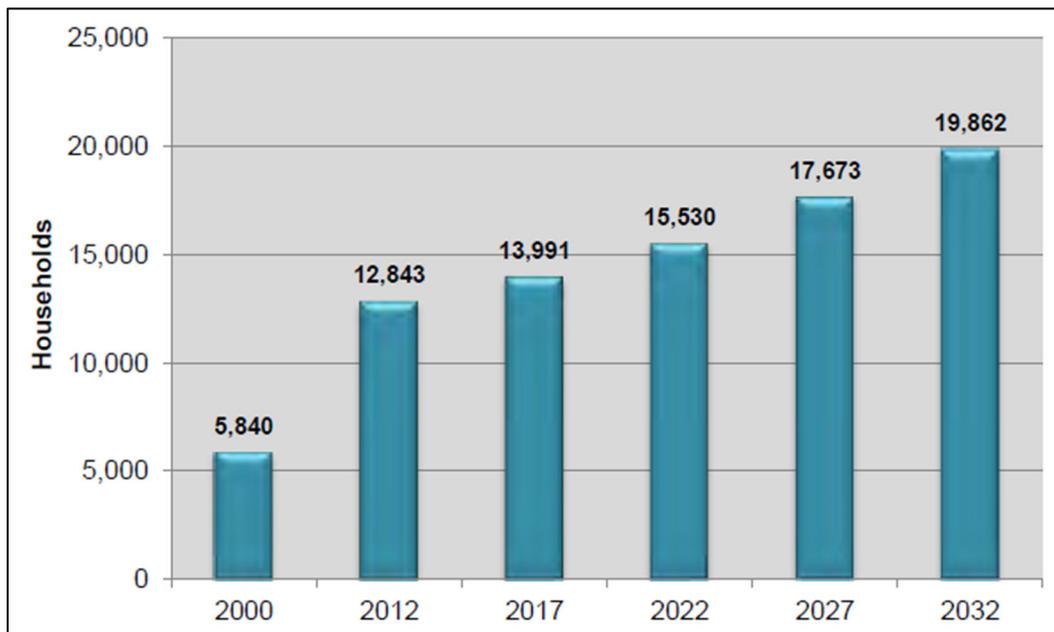


Fig. 5.5.1: Forecasted Households, Planning Area, 2012-2032

Retail demand forecasts generally rely on average household income, which is typically higher than the median household income statistics reported in Section 5.2.2. According to ESRI, the Planning Area had an average household income of \$72,561 in 2012. Based on income projections derived from ESRI trends, the Planning Area is expected to have an average household income of \$106,268 by 2032, a 46.4% increase over 20 years.

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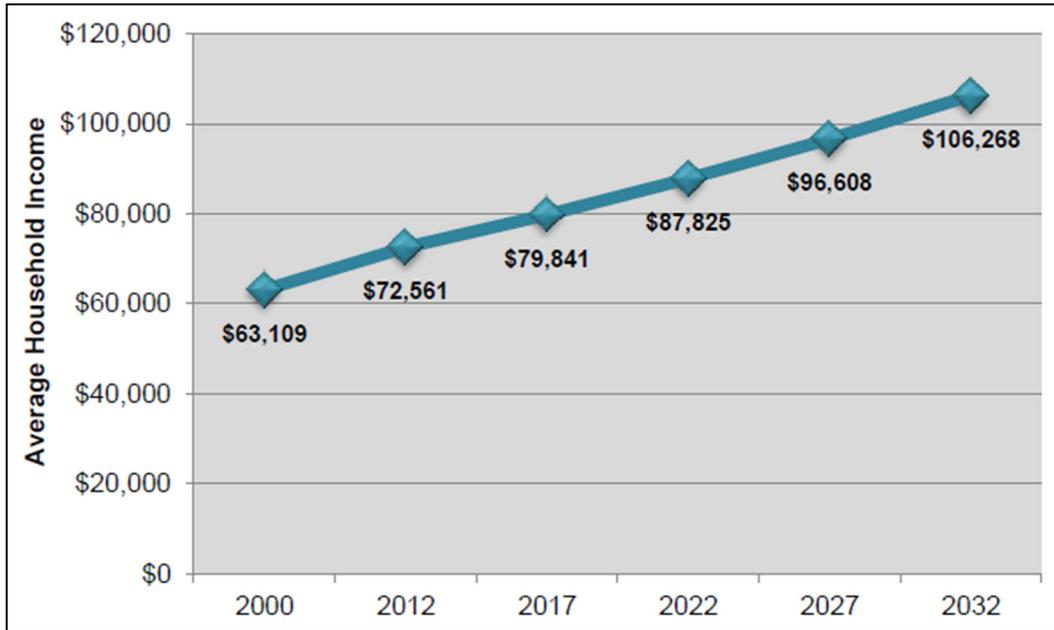


Fig. 5.5.2: Forecasted Average Income, Planning Area, 2012-2032

5.5.2 Retail Demand

Based on the method outlined above, the Planning Area has a forecasted demand of approximately 618,000 square feet of new retail space between 2012 and 2032 (Table 5.5.2). Demand for net retail square footage is expected to increase in every five-year forecast period due to new household growth and forecasted average income increases.

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Table 5.5.2: Supportable Retail Square Feet, Planning Area, 2012-2032

Retail Category	Housing Unit Growth				2012-2032 Change	% of Total
	2012-2017	2017-2022	2022-2027	2027-2032		
Supermarkets & Other Groceries	12,787	20,210	27,840	29,340	90,176	14.6%
Building Material & Supply Dealers	12,352	19,523	26,893	28,342	87,111	14.1%
Food Services – Restaurant	11,441	18,083	24,910	26,252	80,686	13.1%
Other General Merchandise Stores	8,515	13,459	18,540	19,539	60,054	9.7%
Pharmacies & Drug Stores	7,329	11,584	15,957	16,817	51,687	8.4%
Clothing Stores	5,900	9,325	12,846	13,538	41,609	6.7%
Discount Department Stores	4,630	7,318	10,081	10,624	32,654	5.3%
Department Stores	3,102	4,903	6,754	7,118	21,877	3.5%
Furniture Stores	2,788	4,406	6,070	6,397	19,660	3.2%
Electronics & Appliances	2,689	4,251	5,855	6,171	18,967	3.1%
All Other	16,050	25,368	34,944	36,827	113,189	18.3%
Total	87,583	138,433	190,690	200,964	617,669	100.0%

Source: Kimley-Horn and Associates.

Note: Totals can differ from column sums due to individual cell formulas. Any resulting rounding errors are <1%.

Supermarkets and Other Groceries (14.6%), Building Materials (14.1%), and Restaurants (13.1%) make up the largest growth categories for net new demand. Given an average grocery size of approximately 50,000 square feet, this equates to demand for an estimated two new stores in the Planning Area through 2032. Detailed tables showing demand for all retail categories is included in the Appendix of this report.

5.5.3 Retail Land Demand

As shown in Table 5.5.3, land demand is based on floor area ratios (FAR) ranging from 0.25 to 0.30, which are typical industry standards for suburban retail development. Applying the assumed FARs to the forecasted 2012-2032 net square footage for the Indian Trail Planning Area equates to a land demand of approximately 47 to 57 acres through 2032. This acreage could also be accommodated in mixed-use developments.

Table 5.5.3: Retail Land Demand, Planning Area, 2012-2032

Density Assumption	2020-2040	
	Forecast (Sq.Ft.)	Land (Acres)
0.25 FAR	617,669	57
0.30 FAR	617,669	47

Source: Kimley-Horn and Associates.

There are over 11,000 vacant acres remaining in the Planning Area. The forecasted land demand of approximately 47 to 57 acres would equate to less than 1% of the Planning Area's remaining vacant land. It

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should be noted that not all of the vacant or under-utilized land in the Planning Area would be appropriate for retail development. However, given the small share of retail acreage required to accommodate the demand, the current supply is adequate.

5.6 Employment Analysis

This section analyzes Union County at-place employment trends by industry between 2000 and 2010, noting sectors that have experienced the strongest growth. This analysis is based on jobs in Union County, regardless of employee residence location.

The smallest geography that the North Carolina Employment Security Commission and Bureau of Labor Statistics provide is county-level. This analysis uses data provided by Environmental Systems Research Institute (ESRI) to estimate employment for the Indian Trail Planning Area.

5.6.1 Major Employers

The two largest employers in Union County are Union County Schools and Carolinas Medical Center –Union. Significant employment sectors include Manufacturing, Education, Healthcare and Social Assistance, and Trade, Transportation and Utilities. Some of the largest employers have multiple locations in Union County.

Table 5.6.1: Major Employers, Union County, 2012

Employer	Industry	Estimated Employment
Union County Schools	Education Services	1,000+
Carolinas Medical Center – Union	Healthcare and Social Assistance	1,000+
Tyson Farms Inc.	Manufacturing	1,000+
ATI Allvac	Manufacturing	1,000+
County of Union	Public Administration	1,000+
Wal-Mart Associates Inc.	Trade, Transportation & Utilities	500-999
Harris Teeter Inc.	Trade, Transportation & Utilities	500-999
City of Monroe	Public Administration	500-999
Pilgrims Pride Corporation	Manufacturing	500-999
Charlotte Pipe & Foundry Company	Manufacturing	500-999
McGee Brothers Co. Inc.	Construction	250-499
Scott Technologies Inc.	Manufacturing	250-499
Food Lion LLC	Trade, Transportation & Utilities	250-499
Wingate University	Education Services	250-499
Consolidated Metco Inc.	Manufacturing	250-499

Source: Union County Chamber of Commerce.

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5.6.2 At-Place Employment by Industry

Union County had a total of 52,114 annualized full-time jobs at place of employment in 2011, a decline of 3.7% from 52,137 jobs in 2006. With a five-year growth rate of 20.7%, the 11,462-employee Education and Health Service sector overtook Manufacturing as the largest in Union County by 2011. Retail Trade experienced the second largest increase of over 1,200 jobs, or 23.3%, between 2006 and 2011.

Table 5.6.2: Annualized At-Place Employment by Industry, Union County, 2006-2011

	2006	2011	2006 - 2011 ▲	
			#	%
Agriculture & Mining	803	768	-35	-4.4%
Transportation & Utilities	1,460	1,699	239	16.4%
Construction	8,917	5,059	-3,858	-43.3%
Manufacturing	11,515	9,734	-1,781	-15.5%
Wholesale Trade	2,797	2,642	-155	-5.5%
Retail Trade	5,170	6,377	1,207	23.3%
Information	300	579	279	93.0%
F.I.R.E.	1,344	1,205	-139	-10.3%
Professional & Business Services	4,562	4,645	83	1.8%
Education & Health Services	9,500	11,462	1,962	20.7%
Arts, Entertainment, and Recreation	460	493	33	7.2%
Accommodation & Food Services	3,300	3,752	452	13.7%
Other Services	1,351	1,372	21	1.6%
Public Administration	2,291	2,327	36	1.6%
Unclassified	367	5	-362	-98.6%
Total	54,137	52,119	-2,018	-3.7%

Source: NCEC, Kimley-Horn and Associates.

Note: Totals can differ from column sums due to individual cell formulas. Any resulting rounding errors are <1%.

The largest declines were experienced in Construction and Manufacturing, which is consistent with both national and state economic trends. Union County was particularly hard-hit with job losses in the Construction industry, as the housing market stalled due to the 2007-2009 Recession and mortgage crisis.

Figure 5.6.1 below demonstrates the increase in Education and Healthcare Services over the last five years. Additionally, Retail Trade also had a notable increase between 2006 and 2011. During the same time period, the Indian Trail Planning Area has experienced a loss in the Construction and Manufacturing jobs, consistent with national and state trends.

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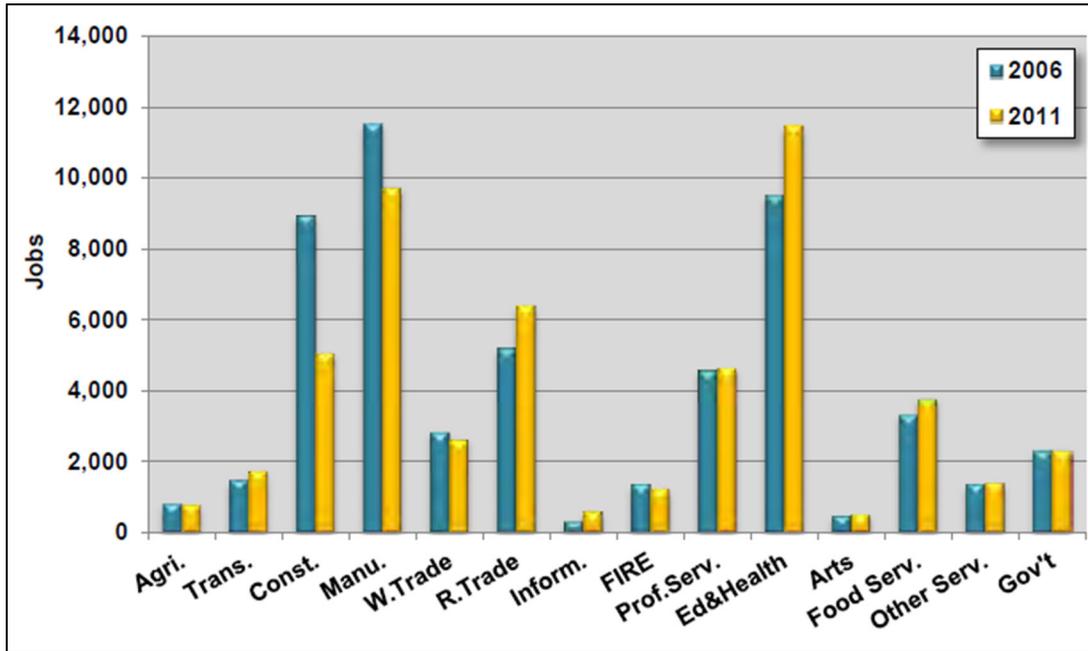


Fig. 5.6.1: Annualized At-Place Employment by Industry, Union County, 2006-2011

Overall, Union County jobs make up approximately 6.4% of the total in the Charlotte MSA. The industries that make up the largest shares of MSA jobs by sector are Agriculture at 28%, followed by Construction and Manufacturing, each comprising approximately 14%. The 6.4% share of MSA jobs in 2011 was lower than the County’s 11.4% share of population in 2012.

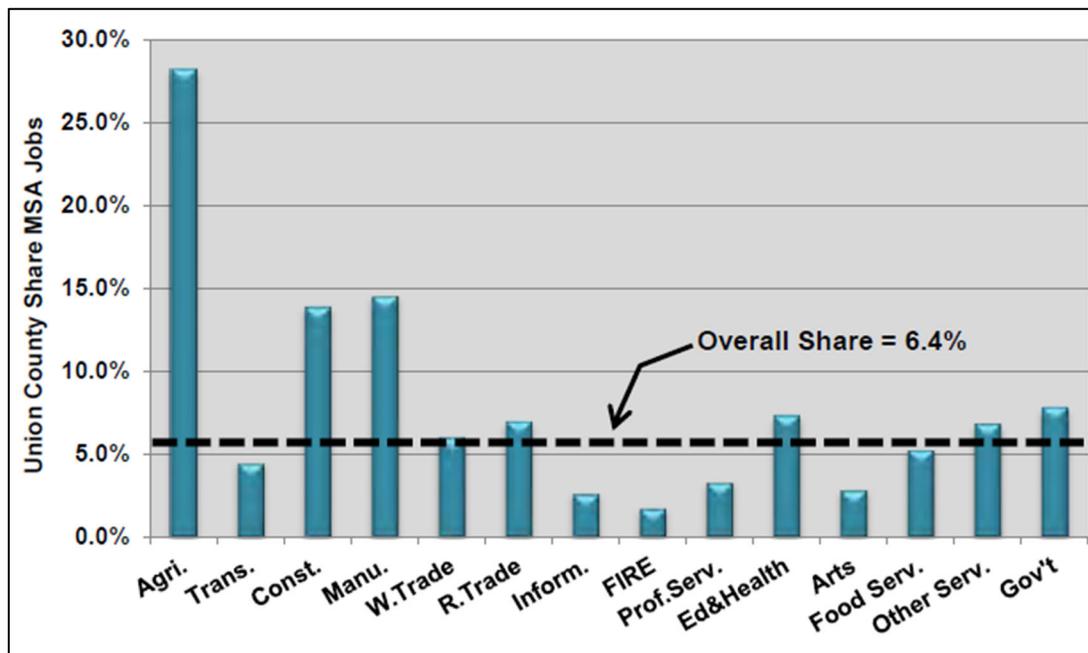


Fig. 5.6.2: Union County Shares of Charlotte MSA Employment, 2006-2011

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5.6.3 Indian Trail Planning Area At-Place Employment

In 2012, the Indian Trail Planning Area had 11,795 estimated jobs, comprising nearly one-quarter of total employment in Union County. The Planning Area had a 19% share of the County's population in 2012, showing a slightly higher concentration of jobs than people. The Planning Area has a similar job composition to Union County, reporting major employment sectors of Manufacturing, Retail Trade, and Construction. With quick access to US-74 and I-485, Indian Trail will likely remain an attractive location for business relocations in future years. It should be noted that the 2005 Comprehensive Plan forecasted over 10,000 jobs in the Town. Even with the 2007-2009 Recession, current Planning Area job estimates are ahead of the previous forecast.

Table 5.6.3: Annual Employment by Industry, Indian Trail Planning Area, 2012

Industry	Jobs	% of Total
Agriculture & Mining	47	0.4%
Transportation & Utilities	330	2.8%
Construction	1,757	14.9%
Manufacturing	2,347	19.9%
Wholesale Trade	896	7.6%
Retail Trade	1,922	16.3%
Information	83	0.7%
F.I.R.E.	366	3.1%
Professional & Business Services	967	8.2%
Education & Health Services	1,215	10.3%
Arts, Entertainment, and Recreation	71	0.6%
Accommodation & Food Services	849	7.2%
Other Services	778	6.6%
Public Administration	71	0.6%
Unclassified	106	0.9%
Total	11,794	100.0%

Source: ESRI, Kimley-Horn and Associates.

Figure 5.6.3 below demonstrates employee inflow/outflow in the Indian Trail Planning Area. According to the U.S. Census Bureau, approximately 10,874 people commute into Indian Trail for employment. An additional 920 jobs are held by Planning Area residents. Over 14,300 Indian Trail Planning Area residents commute to other locations for employment.

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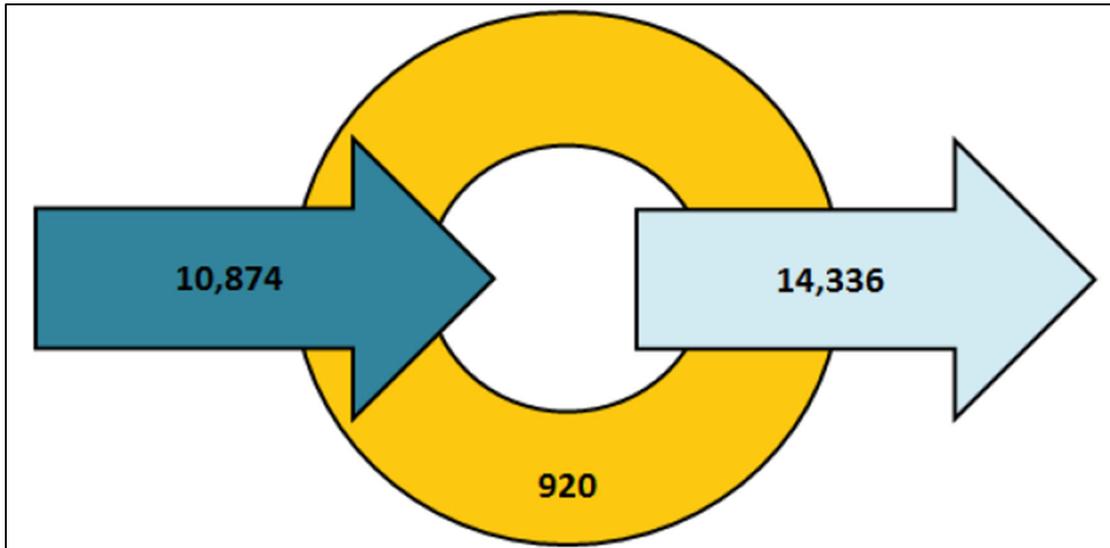


Fig. 5.6.3: Employee Inflow/Outflow, Town of Indian Trail, 2012

As shown in Table 5.6.4, there are 11,794 total jobs at place of employment in the Indian Trail Planning Area, combining the 10,874 positions filled by in-commuters and the 920 jobs held by residents. However, the 11,974 Planning Area jobs are not enough to off-set residents commuting elsewhere for employment, equating to a net outflow of 2,542 jobs.

Table 5.6.4: Employment Inflow/Outflow, Planning Area, 2012

Description	Employment
Indian Trail Jobs Filled by In Commuters	10,874
Indian Trail Jobs Filled by Residents	920
Total Indian Trail Jobs	11,794
Indian Trail Residents Commuting Elsewhere	14,336
Net Inflow/Outflow	-2,542

Source: ESRI, U.S. Census, Kimley-Horn and Associates.

The largest share of residents (nearly 20%) that commute out of the Planning Area for employment work in Charlotte, the MSA’s largest job center. Other municipalities capturing high shares of out-commuting Indian Trail residents include Monroe (7%), Stallings (3%), and Matthews (2.5%).

5.6.4 Jobs per Housing Unit

This section demonstrates the ratio of at-place-of-employment jobs to housing units in the Indian Trail Planning Area and Union County. This measure helps to further investigate the relationship between where people live and work. A typical ratio for a suburban community often ranges from 1.0 to 1.1 jobs per housing unit.

As shown in Table 5.6.5, the Indian Trail Planning Area had 11,794 jobs and 13,622 housing units in 2012, equating to a ratio of 0.87. Attracting additional businesses to the Planning Area could increase the ratio, providing residents with more options to work in the same place they live. It should be noted that the Indian

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Trail Planning Area has a higher jobs-to-housing ratio than Union County overall at 0.69. This indicates that the Planning Area has a more balanced jobs-to-housing ratio than the County. The entire Charlotte MSA, which includes all of the region’s major employment centers, reported a 1.07 jobs-to-housing ratio in 2012.

Table 5.6.5: Jobs/Housing Unit Ratio, Planning Area, 2012

Geography	At-Place Jobs	Housing Units	Jobs / Housing
Indian Trail	11,794	13,622	0.87
Union County	52,114	75,965	0.69
Charlotte MSA	810,776	760,652	1.07

Source: U.S. Census, NCEC, Kimley-Horn and Associates.

5.7 Office Forecast

This section forecasts office square footage and potential land demand for the Indian Trail Planning Area through 2032. No current inventory of office space is provided because the Union County Tax Assessor was unable to provide building square footage by parcel for non-residential uses.

5.7.1 Union County Employment Forecast

Office demand for the Planning Area was based on office-occupying employment growth, as reported for Union County by Woods & Poole. As shown in Table 5.7.1, Union County is expected to add another 15,917 jobs by 2032, a 29.9% increase. In 2032, Manufacturing, Educational Services, and Healthcare and Social Assistance could be the largest employment sectors. Healthcare is forecasted to increase by nearly 65%; this trend is supported by the \$57 million expansion planned at CMC-Union. Growth around the Charlotte Monroe Executive Airport will likely support future Manufacturing and Transportation jobs in the County. No sector is expected to experience net job loss over the 20-year period.

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Table 5.7.1: At-Place Employment Forecast, Union County, 2012-2032

Industry	2011	2012	2017	2022	2027	2032	'12 - '32 Change	
							#	%
Agriculture Forestry Fishing & Hunting	758	767	806	846	887	930	163	21.2%
Mining	15	15	15	16	16	18	3	16.9%
Transportation, Warehousing, and Utilities	1,699	1,724	1,951	2,173	2,424	2,698	974	56.5%
Construction	5,059	5,080	5,182	5,273	5,355	5,425	345	6.8%
Manufacturing	9,734	9,775	9,990	10,230	10,496	10,790	1,015	10.4%
Wholesale Trade	2,642	2,676	2,837	3,007	3,182	3,363	687	25.7%
Retail Trade	6,377	6,433	6,664	6,904	7,139	7,370	938	14.6%
Information	579	585	605	627	651	676	91	15.5%
Finance and Insurance	855	862	897	931	962	991	128	14.9%
Real Estate and Rental and Leasing	350	354	375	398	424	454	100	28.2%
Professional and Business Services	4,645	4,910	5,204	5,537	5,958	6,435	1,525	31.1%
Educational Services	6,372	6,647	7,138	7,670	8,113	8,653	2,006	30.2%
Health Care and Social Assistance	5,090	5,265	5,791	6,486	7,459	8,652	3,388	64.3%
Arts Entertainment and Recreation	493	503	554	609	667	729	226	44.9%
Accommodation and Food Services	3,752	3,839	4,300	4,799	5,342	5,928	2,088	54.4%
Other Services	1,372	1,401	1,553	1,716	1,892	2,080	679	48.4%
Public Administration/Government	2,327	2,418	2,712	3,064	3,489	3,983	1,564	64.7%
Total	52,119	53,256	56,573	60,287	64,453	69,173	15,917	29.9%

Source: NCEC, Woods & Poole, Kimley-Horn and Associates.

Note: Totals can differ from column sums due to individual cell formulas. Any resulting rounding errors are <1%.

5.7.2 Office-Occupying Employment Forecast

To determine the forecasted increase in office-occupying employment, office shares were applied to each industry projection. Finance and Insurance, Professional and Business Services, and Real Estate and Rental and Leasing have the highest shares of office-occupying employment, ranging from 85% to 95%. Union County is forecasted to have an increase of 5,580 office-occupying employees, or 37.0%, between 2012 and 2032 (Table 5.7.2). Professional and Business Services and Healthcare and Social Assistance are expected to make up nearly 50% of the total increase in office-occupying jobs.

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Table 5.7.2: Office-Occupying Employment Forecast, Union County, 2012-2032

Industry	Office Share	2012	2017	2022	2027	2032	'12 – '32 Change	
							#	%
Agriculture Forestry Fishing & Hunting	5.0%	38	40	42	44	46	8	21.2%
Mining	5.0%	1	1	1	1	1	0	16.9%
Transportation, Warehousing, and Utilities	25.0%	431	488	543	606	675	244	56.5%
Construction	10.0%	508	518	527	535	543	34	6.8%
Manufacturing	5.0%	489	500	511	525	539	51	10.4%
Wholesale Trade	25.0%	669	709	752	795	841	172	25.7%
Retail Trade	10.0%	643	666	690	714	737	94	14.6%
Information	30.0%	176	182	188	195	203	27	15.5%
Finance and Insurance	95.0%	819	852	884	914	941	122	14.9%
Real Estate and Rental and Leasing	85.0%	301	319	338	361	386	85	28.2%
Professional and Business Services	95.0%	4,664	4,944	5,261	5,660	6,113	1,449	31.1%
Educational Services	30.0%	1,994	2,141	2,301	2,434	2,596	602	30.2%
Health Care and Social Assistance	35.0%	1,843	2,027	2,270	2,611	3,028	1,186	64.3%
Arts Entertainment and Recreation	15.0%	75	83	91	100	109	34	44.9%
Accommodation and Food Services	10.0%	384	430	480	534	593	209	54.4%
Other Services	25.0%	350	388	429	473	520	170	48.4%
Public Administration/Government	70.0%	1,693	1,899	2,145	2,442	2,788	1,095	64.7%
Total		15,079	16,186	17,455	18,944	20,659	5,580	37.0%

Source: NCEC, Woods & Poole, Kimley-Horn and Associates.

Note: Totals can differ from column sums due to individual cell formulas. Any resulting rounding errors are <1%.

5.7.3 Office Demand Forecast

Forecasted office-occupying jobs have been used to estimate demand for square footage and land. National trends indicate a declining space per employee. Estimates for office demand are based on square feet per employee averages, as follows:

- 2010-2020: 230 square feet per employee
- 2020-2025: 220 square feet per employee
- 2025-2030: 210 square feet per employee

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As shown in Table 5.7.3, office demand in Union County is expected to increase by nearly 1.4 million square feet over the 20-year period. This equates to between 285,000 and 400,000 square feet of office space added in every five year period.

Table 5.7.3: Office Demand Forecast, Union County, 2012-2032

	Net Office Demand (Sq.Ft.)				2012-2032
	2012-2017	2017-2022	2022-2027	2027-2032	Total
Jobs	1,108	1,269	1,489	1,715	5,580
Net Demand (Sq.Ft.)	254,738	291,824	327,530	360,076	1,234,169
Building Space (Sq.Ft.)*	283,042	324,249	363,922	400,084	1,371,298

Source: Woods & Poole, Kimley-Horn and Associates.

Note: Totals can differ from column sums due to individual cell formulas. Any resulting rounding errors are <1%.

Note: Assumes declining square foot need per employee for each five-year period.

* Building Space includes a 10% vacancy factor.

Planning Area Office Demand

Table 5.7.3 demonstrates the Planning Area's potential capture of Union County's forecasted office demand. The Planning Area currently contains approximately 20% to 25% of all Union County jobs. This analysis assumes that this trend is likely to continue, due primarily to the proximity to US-74, the planned Monroe Bypass, and Charlotte. An increasing capture rate was applied to forecast office demand in the Planning Area, and assumes completion of the Monroe Bypass over the next 10 years. A 30% capture rate is applied to forecasted demand between 2012 and 2017, increasing to 50% by the period between 2027 and 2032. Applying the estimated capture rates results in a net demand of 520,000 square feet of office space. Including a 10% vacancy factor consistent with current trends, the Planning Area is expected to have a total demand for over 578,000 square feet of office space through 2032 (Table 5.7.4).

Table 5.7.4: Office Demand Forecast, Planning Area, 2012-2032

	Net Office Demand (Sq.Ft.)				2012-2032
	2012-2017	2017-2022	2022-2027	2027-2032	Total
Jobs	332	508	670	857	2,367
Net Demand (Sq.Ft.)	76,421	116,730	147,389	180,038	520,578
Building Space (Sq.Ft.)*	84,913	129,700	163,765	200,042	578,420

Source: Woods & Poole, Kimley-Horn and Associates.

Note: Totals can differ from column sums due to individual cell formulas. Any resulting rounding errors are <1%.

Note: Assumes declining square foot need per employee for each five-year period.

* Building Space includes a 10% vacancy factor.

5.7.4 Office Land Demand

Similar to retail, land demand for office is based on floor area ratios (FAR) ranging from 0.25 to 0.30, which are typical industry standards for suburban development. Applying the assumed FARs to the forecasted 2012-2032 square footage equates to an office land demand of approximately 44 to 53 acres through 2032 (Table 5.7.5).

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Table 5.7.5: Office Land Demand, Planning Area, 2012-2032

Density Assumption	2012-2032	
	Forecast (Sq.Ft.)	Land (Acres)
0.25 FAR	578,420	53
0.30 FAR	578,420	44

Source: Kimley-Horn and Associates.

There are approximately 11,000 vacant acres remaining in the Study Area, not including common areas or parcels listed as unbuildable by the Union County Tax Assessor. The forecasted land demand of approximately 44 to 53 acres would equate to less than 1% of the Planning Area’s remaining vacant land. It should be noted that not all of the vacant or under-utilized land in the Planning Area would be appropriate for the development of office space. However, given the small share of office acreage required to accommodate the demand, the current supply is adequate.

5.8 Industrial Forecast

This section forecasts industrial square footage and potential land demand for the Indian Trail Planning Area through 2032. No current inventory of industrial space is provided because the Union County Tax Assessor was unable to provide building square footage by parcel for non-residential uses.

5.8.1 Industrial-Occupying Employment Forecast

Industrial-occupying employment projections are based on the 2012-2032 Woods & Poole employment forecasts, as demonstrated in Section 7.1. New industrial jobs in Union County are based on shares of industrial-occupying employees by industry. These shares range from 0% for Agriculture and Mining to 90% for Manufacturing and Wholesale Trade.

Union County is expected to have an increase of 3,321 new industrial-occupying jobs between 2012 and 2032, a 20.3% increase (Table 5.8.1). The most notable increases are expected in the Manufacturing, Wholesale Trade, and Transportation sectors. No industries are expected to decline over the 20-year period.

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Table 5.8.1: Industrial-Occupying Employment Forecast, Union County, 2012-2032

Industry	Indus. Share	2012	2017	2022	2027	2032	'12 – '32 Change	
							#	%
Agriculture Forestry Fishing & Hunting	0.0%	0	0	0	0	0	0	0.0%
Mining	0.0%	0	0	0	0	0	0	0.0%
Transportation, Warehousing, and Utilities	60.0%	1,034	1,171	1,304	1,454	1,619	584	56.5%
Construction	15.0%	762	777	791	803	814	52	6.8%
Manufacturing	90.0%	8,798	8,991	9,207	9,446	9,711	913	10.4%
Wholesale Trade	90.0%	2,409	2,553	2,706	2,863	3,027	618	25.7%
Retail Trade	10.0%	643	666	690	714	737	94	14.6%
Information	65.0%	380	393	408	423	439	59	15.5%
Finance and Insurance	5.0%	43	45	47	48	50	6	14.9%
Real Estate and Rental and Leasing	5.0%	18	19	20	21	23	5	28.2%
Professional and Business Services	5.0%	245	260	277	298	322	76	31.1%
Educational Services	15.0%	997	1,071	1,150	1,217	1,298	301	30.2%
Health Care and Social Assistance	10.0%	526	579	649	746	865	339	64.3%
Arts Entertainment and Recreation	10.0%	50	55	61	67	73	23	44.9%
Accommodation and Food Services	5.0%	192	215	240	267	296	104	54.4%
Other Services	10.0%	140	155	172	189	208	68	48.4%
Public Administration/Government	5.0%	121	136	153	174	199	78	64.7%
Total		16,360	17,087	17,874	18,731	19,680	3,321	20.3%

Source: NCEC, Woods & Poole, Kimley-Horn and Associates.

Note: Totals can differ from column sums due to individual cell formulas. Any resulting rounding errors are <1%.

5.8.2 Industrial Demand Forecast

Union County Industrial Demand

Forecasted industrial-occupying jobs have been used to estimate demand for square footage and land. Estimates for industrial demand are based on a 2012 average of 750 square feet per employee, and are then reduced slightly over the 20-year period. Square feet per employee estimates vary from 300 square feet to 1,000 square feet, depending on use. Typically Manufacturing and Wholesale Trade sectors require the most industrial space per employee.

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Table 5.8.2 demonstrates the expected increase in new industrial-occupying employees and required square footage through 2030. Including a 7% vacancy factor, Union County is forecasted to have demand for 2.6 million square feet of additional industrial space between 2012 and 2032.

Table 5.8.2: Industrial Demand Forecast, Union County, 2012-2032

	Net Industrial Demand (Sq.Ft.)				2012-2032
	2012-2017	2017-2022	2022-2027	2027-2032	Total
Jobs	727	787	857	949	3,321
Net Demand (Sq.Ft.)	545,497	582,611	625,722	683,098	2,436,930
Building Space (Sq.Ft.)*	586,556	626,464	672,820	734,514	2,620,355

Source: Woods & Poole, Kimley-Horn and Associates.

Note: Totals can differ from column sums due to individual cell formulas. Any resulting rounding errors are <1%.

Note: Assumes declining square foot need per employee for each five-year period.

* Building Space includes a 7% vacancy factor.

Planning Area Industrial Demand

Industrial uses in the Indian Trail Planning Area will likely gravitate to existing business parks, areas with access to existing rail, and parcels near interchanges off the planned Monroe Bypass. The Planning Area’s estimated industrial capture rate ranges from 15-25% for the first half of the analysis period, increasing to 30% after 2022. Based on these assumptions, the Planning Area could have demand for an additional 666,800 square feet of industrial space between 2012 and 2032 (Table 5.8.3). The 20-year demand forecast incorporates a 7% industrial building vacancy factor, similar to current trends.

Table 5.8.3: Industrial Demand Forecast, Planning Area, 2012-2032

	Net Industrial Demand (Sq.Ft.)				2012-2032
	2012-2017	2017-2022	2022-2027	2027-2032	Total
Jobs	109	197	257	285	848
Net Demand (Sq.Ft.)	81,825	145,653	187,717	204,930	620,124
Building Space (Sq.Ft.)*	87,983	156,616	201,846	220,354	666,800

Source: Woods & Poole, Kimley-Horn and Associates.

Note: Totals can differ from column sums due to individual cell formulas. Any resulting rounding errors are <1%.

Note: Assumes declining square foot need per employee for each five-year period.

* Building Space includes a 7% vacancy factor.

5.8.3 Industrial Land Demand

Land demand for industrial is based on floor area ratios (FAR) ranging from 0.20 to 0.25. Industrial uses typically have a lower FAR than retail or office because of larger building footprint requirements. Applying the assumed FARs to the forecasted 2012-2032 square footage equates to an industrial land demand of approximately 61 to 77 acres over the 20-year planning horizon (Table 5.8.4).

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Table 5.8.4: Industrial Land Demand, Planning Area, 2012-2032

Density Assumption	2012-2032	
	Forecast (Sq.Ft.)	Land (Acres)
0.25 FAR	666,800	77
0.30 FAR	666,800	61

Source: Kimley-Horn and Associates.

There are approximately 11,000 vacant acres remaining in the Study Area. The forecasted land demand of approximately 61 to 77 acres would equate to less than 1% of the Planning Area's remaining vacant land. It should be noted that not all of the vacant land in the Indian Trail Planning Area would be appropriate for industrial development. However, given the small share of industrial acreage required to accommodate the demand, the current supply is adequate.

Industrial uses will likely be attracted to areas along the corridor with superior access to transportation thoroughfares. Heavy industrial users are more likely to gravitate towards larger parcels, potentially with access to rail. Light industrial uses typically require less acreage. In addition to acreage, land cost is often a consideration for many industrial users. The Indian Trail Planning Area offers close proximity to Charlotte and quick access to I-85 and I-77 via I-485. However, large parcels that would be attractive to heavy industrial users are more limited than in other unincorporated areas of Union County. Light industrial would be more likely to locate in this area.

5.9 Tax Base Analysis

This Section forecasts the potential increase in real property tax value for the Indian Trail Planning Area based on the 2012 to 2032 land demand forecasts. Real property tax revenue is based on average land and building assessments by land use as demonstrated in Union County tax data. All results are presented in 2013 dollars. Because of the assumptions required for this analysis, it is intended to provide a general measure of magnitude for planning purposes only. It is not a comprehensive fiscal impact analysis.

5.9.1 Current Tax Base Shares

As shown in Table 5.9.1, the Town of Indian Trail Planning Area's real property tax base totaled \$4.96 billion in fiscal year 2012-2013. It is important to note that personal property and equipment is not included in this figure.

Table 5.9.1: Current Real Property Tax Base by Type, Planning Area, 2013

Type	Assessed Value	Share of Total
Residential	\$3,315,689,154	66.8%
Commercial	\$1,645,484,770	33.2%
Total	\$4,961,173,924	100.0%

Source: Union County, Indian Trail, Kimley-Horn and Associates.

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The real property tax base is currently weighted at 66.8% residential and 33.2% commercial. Residential land and structures have a total real property value of \$3.3 billion, while non-residential uses (retail, office, and industrial) totaled \$1.64 billion. The current share was derived by utilizing the ‘Land Description’ classification in Union County tax parcel data.

5.9.2 Potential New Tax Base (2012-2032)

Average values in 2013 dollars were used to forecast the future build-out assessed value for both residential and non-residential uses. Average values were obtained from Union County tax data for the Planning Area.

5.9.2.1 Residential

The 20-year forecasted residential demand has an estimated assessed value of \$1.33 billion (Table 5.9.2). Average values per unit range from \$75,000 for a multi-family unit to \$215,000 for a single-family detached unit. It is important to note that these average values include the cost of land and structure. Single-family detached units are expected to comprise the largest share of new assessed value at \$1.13 billion, followed by \$112.5 million for multi-family, and \$87.7 million for single-family detached (townhouses).

Table 5.9.2: Potential Residential Tax Base by Type, Planning Area, 2012-2032

Type	Total Units	Average Value/Unit	Total Value
Single-Family Detached	5,255	\$215,000	\$1,129,825,000
Single-Family Attached	675	\$130,000	\$87,750,000
Multi-Family	1,500	\$75,000	\$112,500,000
Total	7,430		\$1,330,075,000

Source: Union County Tax Assessor, Kimley-Horn and Associates.

5.9.2.2 Non-Residential

Similar to housing units, average values for net new commercial demand were calculated using 2013 dollars. Derived from Union County tax data, retail and office uses are assumed to have an assessed value of \$200 per square foot, with industrial valued at \$70. Similar to residential, the average values per square foot include the cost of land and structure. Based on the forecasted 2012-2032 demand, the net new non-residential uses could have a total assessed value of \$285.9 million. Retail uses are expected to have an assessed value of \$123.5 million, followed by office at \$115.7 million, and industrial at \$46.7 million.

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Table 5.9.3: Potential Non-Residential Tax Base by Type, Planning Area, 2012-2032

Type	Total Square Feet	Average Value/Sq.Ft.	Total Value
Retail	617,669	\$200	\$123,533,800
Office	578,420	\$200	\$115,684,000
Industrial	666,800	\$70	\$46,676,000
Total	1,862,889		\$285,893,800

Source: Union County Tax Assessor, Kimley-Horn and Associates.

5.9.2.3 Vacant Land

Based on an analysis of recent tax parcel data for the Planning Area, vacant land has an average assessed value of \$26,100 per acre (Table 5.9.4). The amount of vacant land required to support the forecasted residential demand is 2,207 acres. It should be noted that the tax base analysis utilizes the mid-point of the forecasted land demand presented in this chapter. The 2,207 acres for future development have an estimated assessed tax value of \$57.6 million.

Table 5.9.4: Potential Tax Value of Vacant Residential Land, Planning Area, 2012-2032

Type	Total Units	Total Acres	Average Value	Total Value
Single-Family Detached	5,255	1,971	\$26,100	\$51,433,313
Single-Family Attached	675	127	\$26,100	\$3,303,281
Multi-Family	1,500	109	\$26,100	\$2,854,688
Total	7,430	2,207		\$57,591,281

Source: Union County Tax Assessor, Kimley-Horn and Associates.

As shown in Table 5.9.5, the forecasted non-residential land demand is approximately 170 acres. Based on the average value of \$26,100 per acre, the vacant land required to complete 1.8 million square feet of retail, office, and industrial space would have a total assessed value of \$4.4 million.

Table 5.9.5: Potential Tax Value of Vacant Non-Residential Land, Planning Area, 2012-2032

Type	Total Square Feet	Total Acres	Average Value	Total Value
Retail	617,669	52	\$26,100	\$1,357,000
Office	578,420	49	\$26,100	\$1,270,771
Industrial	666,800	69	\$26,100	\$1,797,879
Total	1,862,889	170		\$4,425,650

Source: Union County Tax Assessor, Kimley-Horn and Associates.

5.9.3 Potential Future Tax Base Shares

Table 5.9.6 demonstrates the forecasted assessed value in the Indian Trail Planning Area in 2032. Based on the demand forecasts, the potential additional assessed value between 2012 and 2032 could total \$1.61 billion; the 7,430 new residential units would make up over 80% of the total.

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Table 5.9.6: Potential Real Property Tax Base by Type, Planning Area, 2032

Type	Assessed Value (Current)	Additional Assessed Value (2012-2032)	Less Value of Vacant Land*	Forecasted Assessed Value (2032)	Share of Total
Residential	\$3,315,689,154	\$1,330,075,000	\$57,591,281	\$4,588,172,873	70.4%
Commercial	\$1,645,484,770	\$285,893,800	\$4,425,650	\$1,926,952,920	29.6%
Total	\$4,961,173,924	\$1,615,968,800	\$62,016,931	\$6,515,125,793	100%

* This column represents the value of currently vacant land for future development.

Source: Union County, Indian Trail, Kimley-Horn and Associates.

As previously noted, average values used in this analysis include the cost of structures and land. In order to avoid double-counting the value of land in this analysis, the value of vacant land was subtracted from the net new demand. This equates to a total forecasted assessed value of \$6.51 billion in 2032. Overall, the real property tax base is forecasted to be 70.4% residential and 29.6% commercial in 2032. Residential land and structures would have a total real property value of \$4.6 billion, while non-residential uses (retail, office, and industrial) could total \$1.9 billion.

RECOMMENDATIONS

CHAPTER 6 – RECOMMENDATIONS

6.1 Future Land Use

The future land use for Indian Trail was derived from a process involving data collection, public input, input from an Advisory Committee, and input from professional staff in Indian Trail and Union County. The three following scenario maps (see Appendix for scenarios) were developed to provide direction for future land use on undeveloped properties in the Planning Area:

- Scenario 1 – Status Quo
- Scenario 2 – Conservative
- Scenario 3 – Aggressive

The Status Quo Scenario keeps the future land use in the existing Comprehensive Plan with minimal changes. The future land use of the Status Quo Scenario should be considered a “middle ground” with no future land uses intensifying and no land uses decreasing in intensity. The expectation would be for development to continue as before this planning effort.

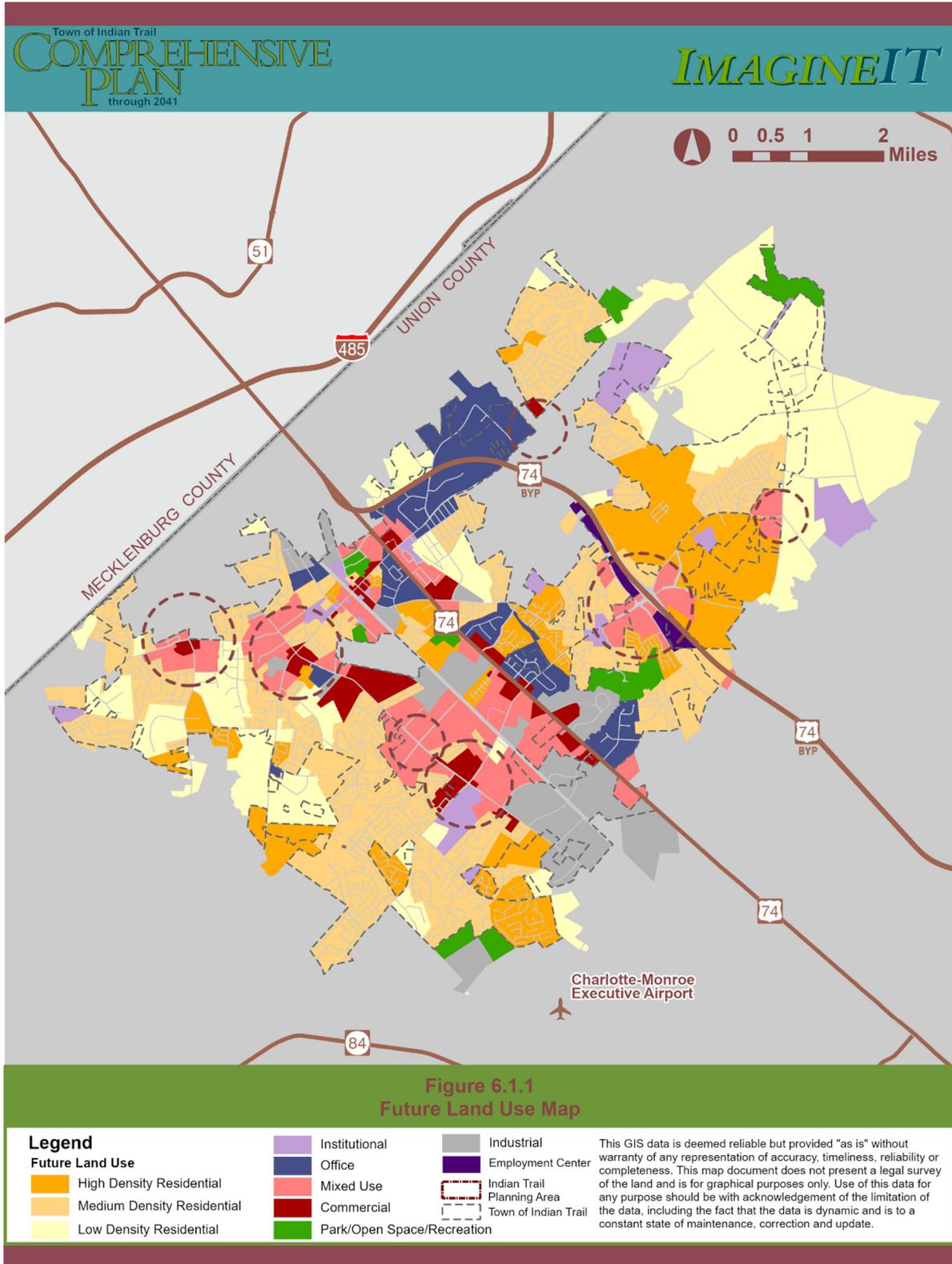
The Conservative Scenario modifies future land use on some undeveloped properties to lessen the intensity. An example of such a revision would be a Medium Density Residential undeveloped area changed to Low Density Residential.

The Aggressive Scenario modifies future land use on some undeveloped properties to increase the intensity. An example of such a revision would be a Medium Density Residential undeveloped area changed to High Density or Mixed Use.

The selected direction for the Town was Scenario 2 – Conservative. This reflects the community’s vision to preserve the small town character. As mentioned, this only effects a few undeveloped properties.

Note that the implementation of this plan will not result in immediate rezonings of properties to the future land uses. The Future Land Use Map only impacts a property when a development is proposed. Town Planning Staff will look to see that the new development matches the future land use. See the Indian Trail Unified Development Ordinance (UDO) for more details about rezonings and many other development rules and regulations.

RECOMMENDATIONS



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6.2 Village Plans

Since adoption of the Town's first comprehensive plan in 2005, the population of Indian Trail and its planning area has grown from 38,500 in the 2013 plan to 43,426 people, a 12.8% increase. Businesses have grown as well, particularly in the US-74 and Old Hickory Corridors. As a result, the Villages and Corridors have become more defined. In some cases, they are nearly complete. This natural evolution allowed the comprehensive plan in 2013 to address most of the Villages and all the Corridors in more specific detail. In addition to the generalized principles set forth in the Villages and Corridors chapter, each Village had a more specific plan. This update is revisiting the Villages to make any needed refinements. The villages are listed as follows:

- Antioch Village
- Austin Village
- Crooked Creek Village
- Goose Creek Village
- Idlewild Village
- Moore Farm Village
- North Fork Village
- Old Monroe Village
- Porter Ridge Village
- Rocky River Village
- Rogers Village
- Secret Short Cut Small Area Plan Village
- Sun Valley Village

Also, since adoption of the 2005 comprehensive plan, the Town has adopted and is implementing several other plans that have further defined the Villages. These include:

- Comprehensive Pedestrian Plan adopted in 2009
- Park and Greenway Master Plan adopted in 2010
- Bicycle Master Plan adopted in 2011
- Secret Short Cut Road Small Area Plan adopted in 2018
- Parks & Recreation Strategic Master Plan adopted in 2021

The Village Plans are presented in five parts:

- Existing Land Use
- Future Land Use
- Transportation
- Urban Design
- Village Plan

Existing land use describes built and approved residential subdivisions as high, medium, low or rural densities. Existing non-residential land uses include commercial (retail, restaurant), office, industrial and institutional (churches, civic buildings, schools). Larger parks are shown. Mixed-Use Activity Centers are indicated by two dotted circles, one indicating a ¼ mile radius and the second a ½ mile radius, which are generally 5-minute and

RECOMMENDATIONS

10-minute walking distances for the average person. Neighborhood Services Activity Centers are indicated by a ¼ mile radius dotted circle.

Future land use is based on existing land use patterns, proximity to existing and planned infrastructure, compatibility with existing land use, anticipated market support, and input from public meetings and stakeholder interviews. All undeveloped land has a future land use, not just land likely to develop.

Under transportation, roadway typologies are shown according to the recommended number of lanes for twenty-year traffic projections. More detail on the roadway typologies and anticipated roadway demand is provided in Chapter 7. Bicycle lanes and sidewalks are included in all the roadway typologies. More detail on bicycle systems is included in the Indian Trail Bicycle Master Plan. Additional pedestrian system detail is included in the Town's Comprehensive Pedestrian Plan. All park and trail plans are included in the Town of Indian Trail 2010 Park and Greenway Master Plan.

The recommended location of urban design elements is shown for Monroe Expressway Gateways, Town Gateways, other wayfinding signs, buffers, and gateway streetscape treatments. These are all described in Chapter 4.4 Urban Design Elements.

The Village Plans show the composite of all these layers and are the overall guide for the future development of each of the Villages.

Figure 6.2.1, Village Plan Legend, provides a guide to reading the Village Plans.

RECOMMENDATIONS

Road

- NC Interstate Routes
- US Routes
- State Route

Airport

- Charlotte-Douglas Intl. Airport
- Charlotte-Monroe Executive Airport

Activity Center

- Town of Indian Trail
- Planning Area
- County Boundary
- Carolina Thread Trail

Gateway Types

- Monroe Expy.
- Town

Transportation

- Divided Hwy
- Activity Center Roadway
- Undivided Roadway
- Future Divided Roadway

Future Land Use

- High Density Residential
- Medium Density Residential
- Low Density Residential
- Mixed Use
- Existing Commercial
- Institutional
- Office
- Park/Open Space/Recreation
- Industrial
- Employment Center

Indian Trail Zoning

- | | |
|--------|------|
| CZ-MXD | NBD |
| CZ-TND | GBD |
| CZ-CBD | RBD |
| CZ-NBD | I |
| CZ-GBD | L-I |
| CZ-RBD | H-I |
| CZ-I | RSF |
| CZ-LI | SF-1 |
| CZ-SF1 | SF-2 |
| CZ-SF4 | SF-3 |
| CZ-SF5 | SF-4 |
| CZ-MFR | SF-5 |
| CBD | MFR |

Union County Zoning

- B-4
- HC
- HI
- LI
- MPD
- R-20
- R-4 CZ
- R-40
- R-8
- RA-20
- RA-200CZ
- RA-40

Fig. 6.2.1: Village Plan Legend

RECOMMENDATIONS

6.2.1 Antioch Village Plan

Located at the westernmost edge of Indian Trail, Antioch is a village of single-family homes developed mostly since the 1990's. Being bordered by Charlotte on the north, Stallings on the west and Weddington on the southwest, residents are oriented as much toward those communities as toward Indian Trail, particularly with the Plantation Market neighborhood shopping center a short distance north on Weddington Road. The environment is pleasantly wooded, particularly with the West Fork of Twelve Mile Creek bordering the village on the east side. The newly constructed Chestnut Farm Apartments is in Stallings at the western terminus of Chestnut Lane at the new Matthews-Weddington Road traffic circle.

Land Use

Antioch Village is a Suburban Residential village. The existing subdivisions have largely established its character, which is not expected to change substantially in the future. Future development along Chestnut Lane will be appropriate as Suburban Residential subdivisions.

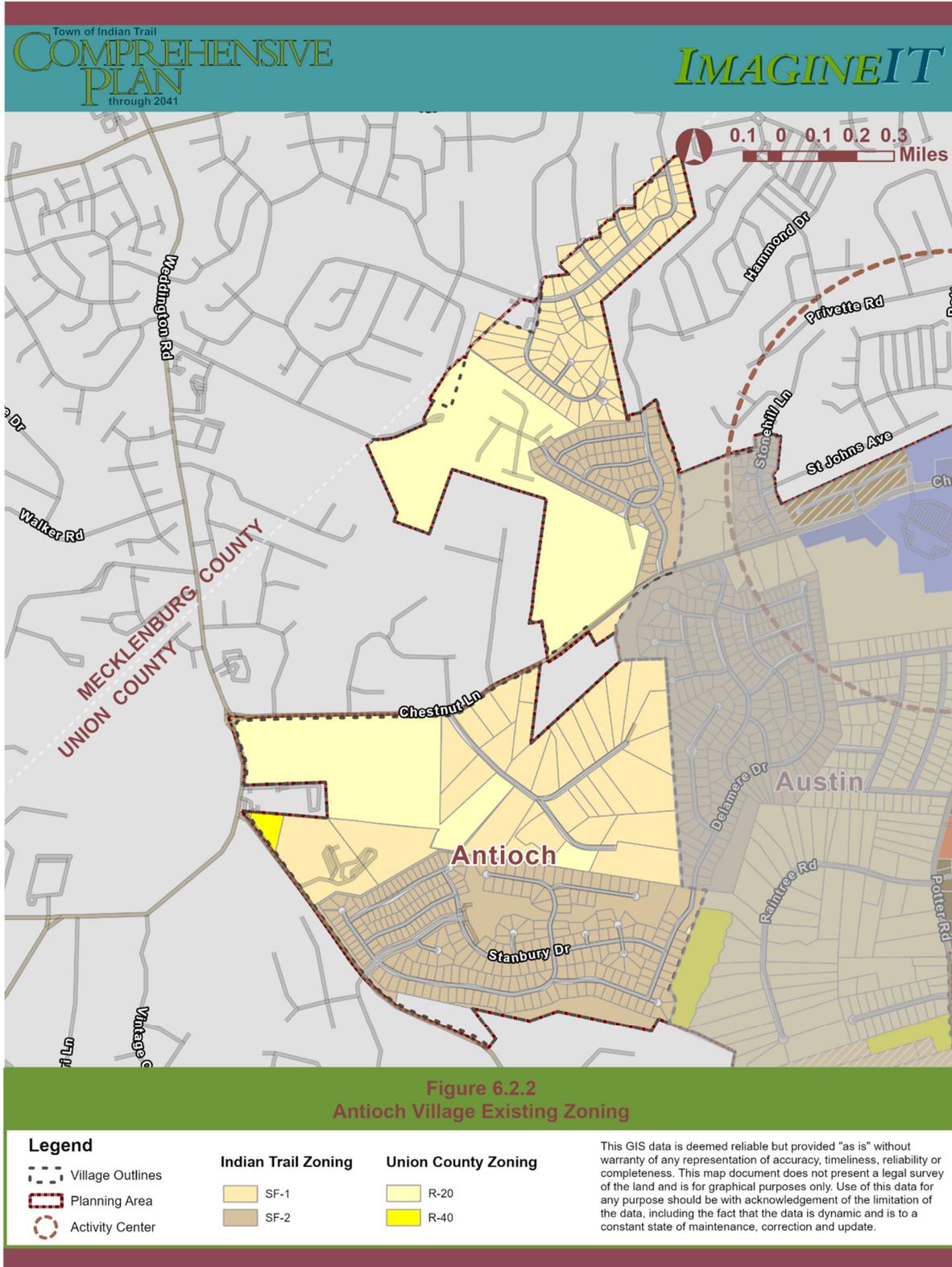
Transportation

The section of Chestnut Lane adjacent to the Mixed-Use Activity Center Overlay should become a 4 Lane Mixed-Use Activity Center Boulevard. The rest of Chestnut Lane in Antioch Village should become a 4 Lane Boulevard. Both typologies provide for bicycle lanes and pedestrian sidewalks. The Indian Trail 2010 Parks Master Plan provides for a trail from Weddington Road to Chestnut Lane around the Brookhaven and Red Barn Trail subdivisions, mostly following Twelve Mile Creek. The Bicycle Master Plan provides for a neighborhood loop and a Town-wide loop in this Village.

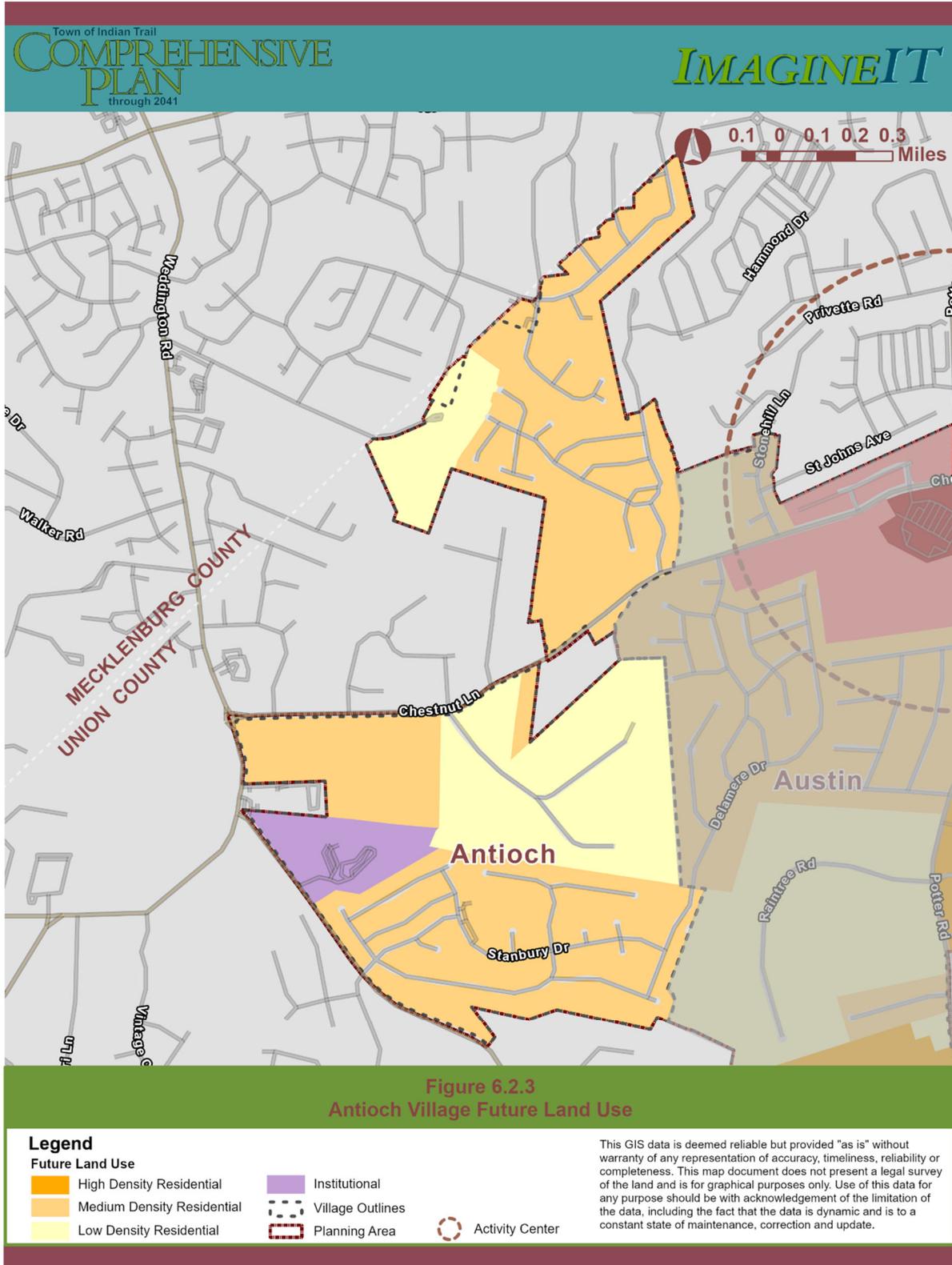
Urban Design

Urban design elements in Antioch Village should include an Indian Trail Town Gateway at the intersection of Chestnut Lane and Matthews-Weddington Road. The greenway environment of Twelve Mile Creek should be a part of the Village identity.

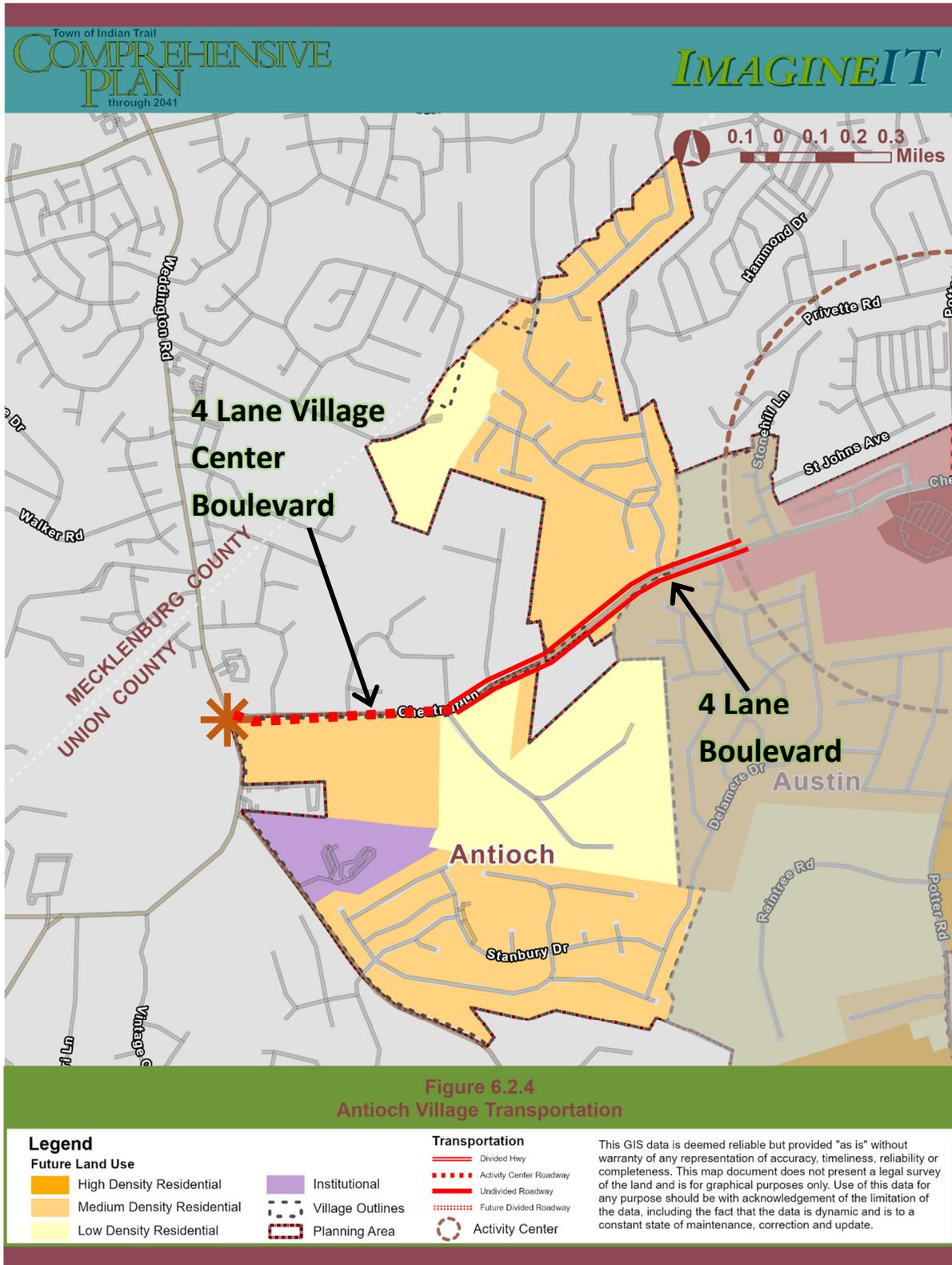
RECOMMENDATIONS



RECOMMENDATIONS



RECOMMENDATIONS



RECOMMENDATIONS

6.2.2 Austin Village Plan

Austin Village, centered at the intersection of Potter Road and Chestnut Lane in the western part of Indian Trail, is a community of newer and older single-family homes in a heavily wooded setting, with the West Fork of Twelve Mile Creek on the west and Davis Mine Creek on the east enhancing the natural environment. At the intersection of Chestnut Lane and Potter Road, a 100-acre mixed use development named Austin Village is emerging to form the core of the Mixed-Use Activity Center. Currently very auto-dependent, the emerging sidewalks will provide walking access to the Mixed-Use Activity Center. Austin Village lies between Antioch Village and Old Monroe Village. It is bordered by Stallings on the north and pockets of unincorporated Union County on the south.

Land Use

Austin Village is a Suburban Mix Village. The existing residential subdivisions are a mix of medium density, high density and low density developments. Austin Village is an approved mixed-use development centered at the intersection of Chestnut Lane and Potter Road within the Mixed-Use Activity Center.

A Mixed-Use Activity Center Overlay is appropriate for the undeveloped area within approximately one-half mile from the intersection of Chestnut Lane and Potter Road, where much of Austin Village, anchored by a Harris Teeter shopping center. Future development along Fincher Road should be Suburban Residential, for compatibility with medium density Carmona Woods and Prestwick. New development along Potter Road should be Rural Residential for compatibility with the low density existing residential in that area.

Transportation

The section of Chestnut Lane through the Mixed-Use Activity Center Overlay should become a 4 Lane Mixed-Use Activity Center Boulevard. The rest of Chestnut Lane in Austin Village should become a 4 Lane Boulevard. Potter Road should become a 2 Lane Boulevard. Each of these typologies provides for bicycle lanes and pedestrian sidewalks. The Indian Trail Bicycle Plan and the Comprehensive Pedestrian Plan provide for neighborhood loops, supporting pedestrian and bicycle access to the Mixed-Use Activity Center. The Indian Trail 2010 Parks Master Plan provides for a trail following Twelve Mile Creek.

Urban Design

The greenway environments of Twelve Mile Creek and Davis Mine Creek should be a part of the Village identity.

RECOMMENDATIONS

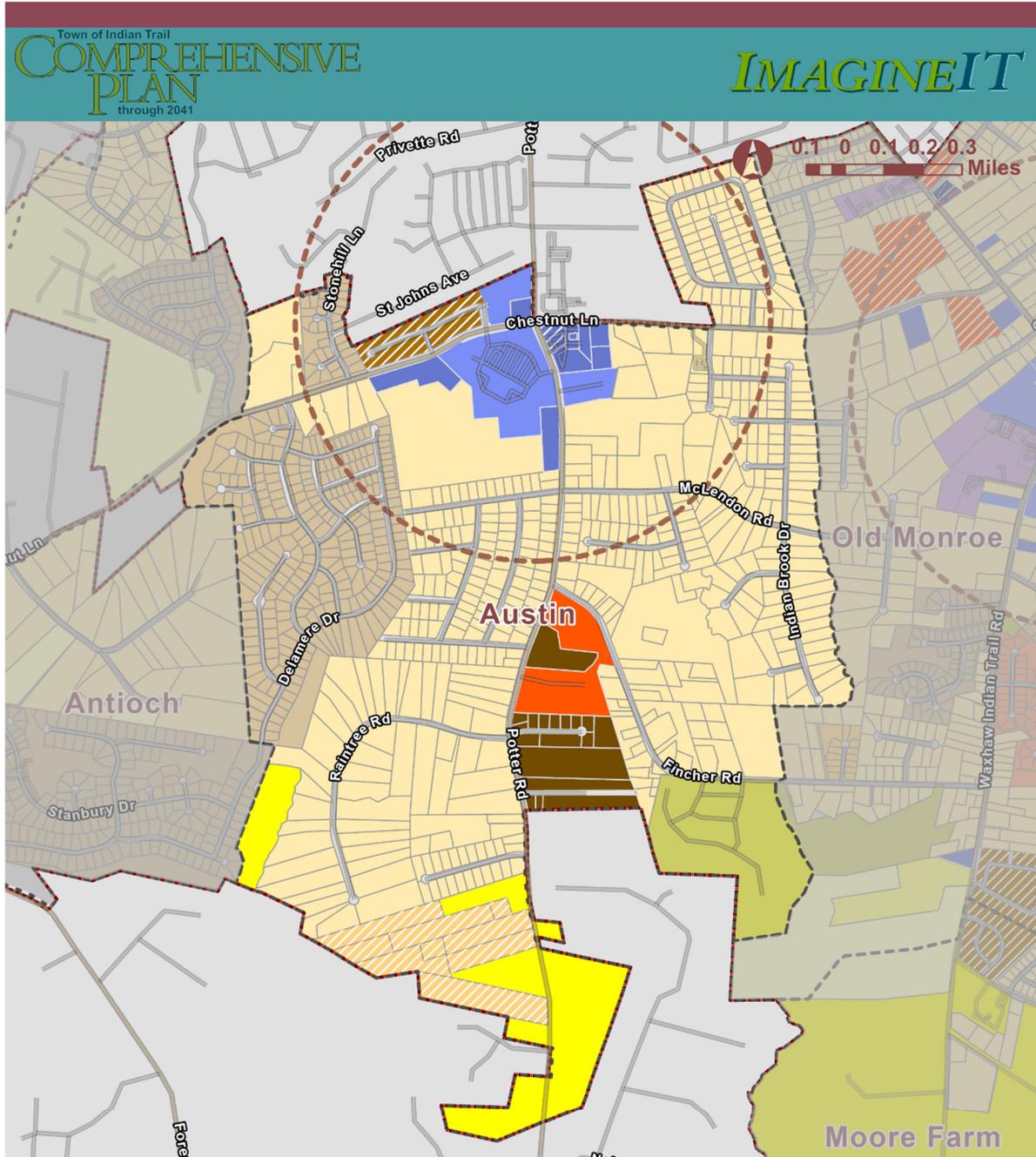


Figure 6.2.5
 Austin Village Existing Zoning

Legend - - - Village Outlines [Red dashed] Planning Area [Red dashed circle] Activity Center	Indian Trail Zoning [Light yellow] SF-1 [Light tan] SF-2 [Dark brown] SF-5 [Orange] MFR	[Blue] NBD [Dark blue] GBD [Blue diagonal lines] CZ-NBD [Orange diagonal lines] CZ-SF4 [Brown diagonal lines] CZ-SF5	Union County Zoning [Yellow] R-40 [Light green] RA-20	This GIS data is deemed reliable but provided "as is" without warranty of any representation of accuracy, timeliness, reliability or completeness. This map document does not present a legal survey of the land and is for graphical purposes only. Use of this data for any purpose should be with acknowledgement of the limitation of the data, including the fact that the data is dynamic and is to a constant state of maintenance, correction and update.
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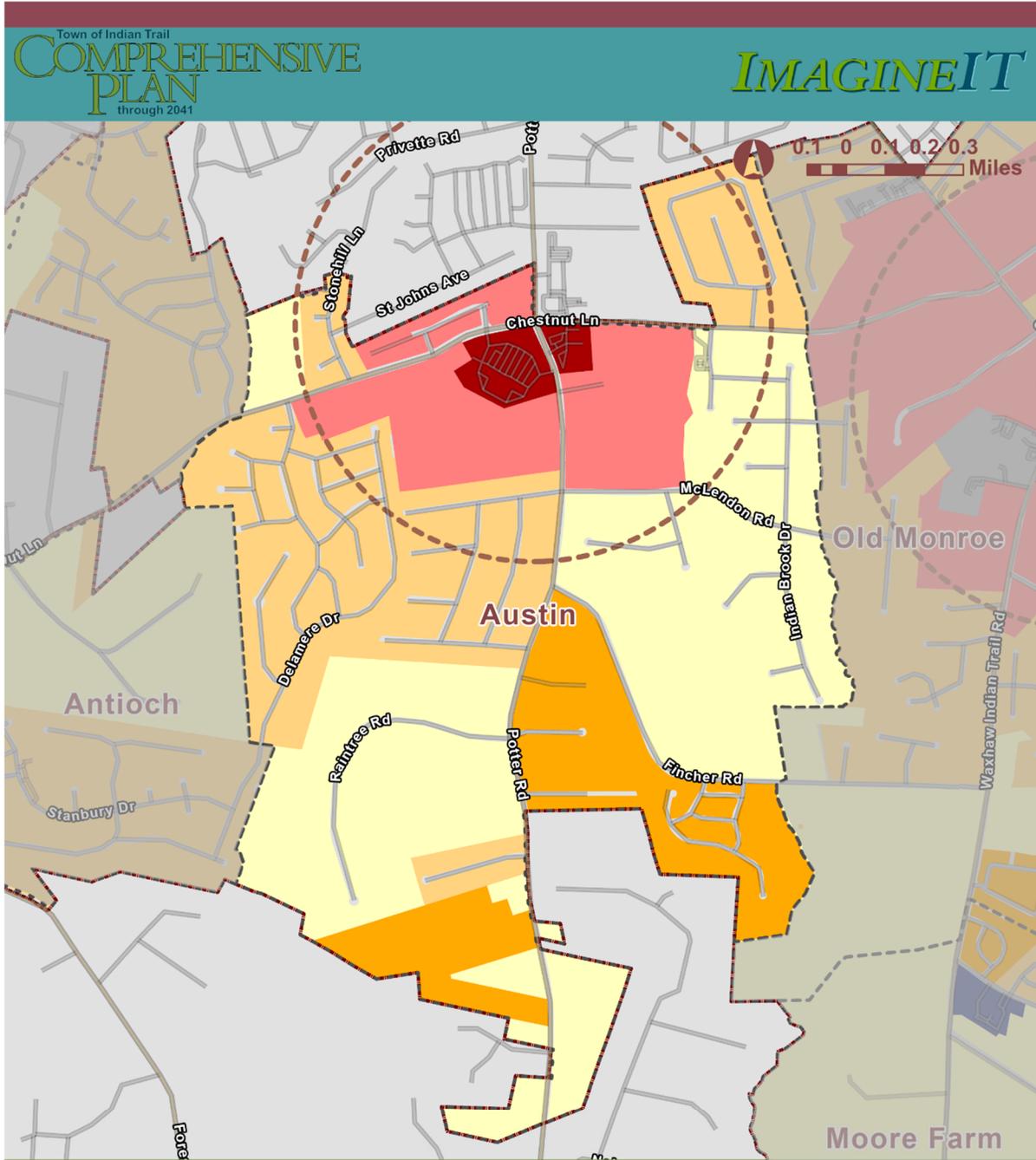


Figure 6.2.6
 Austin Village Future Land Use

Legend		
Future Land Use		
High Density Residential	Mixed Use	
Medium Density Residential	Commercial	
Low Density Residential	Village Outlines	Activity Center
	Planning Area	

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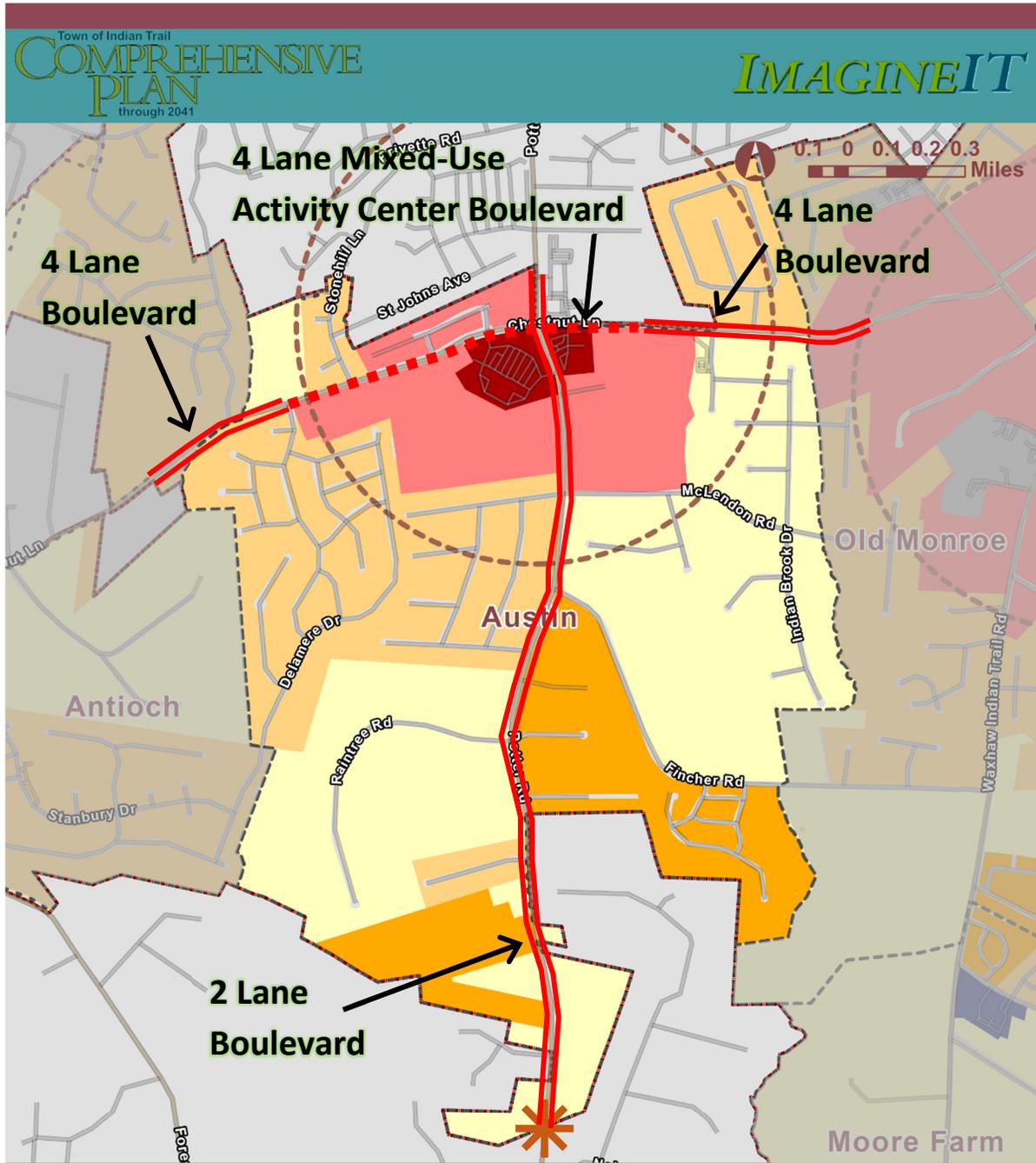


Figure 6.2.7
 Austin Village Transportation

Legend		Transportation		This GIS data is deemed reliable but provided "as is" without warranty of any representation of accuracy, timeliness, reliability or completeness. This map document does not present a legal survey of the land and is for graphical purposes only. Use of this data for any purpose should be with acknowledgement of the limitation of the data, including the fact that the data is dynamic and is to a constant state of maintenance, correction and update.
Future Land Use				
<ul style="list-style-type: none"> High Density Residential Medium Density Residential Low Density Residential 	<ul style="list-style-type: none"> Mixed Use Commercial Village Outlines Planning Area 	<ul style="list-style-type: none"> Divided Hwy Activity Center Roadway Undivided Roadway Future Divided Roadway Activity Center 		

RECOMMENDATIONS

6.2.3 Crooked Creek Village Plan

Crooked Creek Village is an area of several high-density single-family detached subdivisions, bordered on the south by the South Fork of Crooked Creek. Unionville-Indian Trail Road, Sardis Church Road and Secrest Shortcut Road make it very accessible from other areas of Indian Trail, as well as from Hemby Bridge, Stallings and Monroe. The Monroe Expressway provides regional access to metropolitan Charlotte and Union County as well. The Village of Lake Park on the northeast border of the Village is a master planned community of traditional neighborhood development (TND) that is mostly higher density residential. The Town of Indian Trail has a regional park, Crooked Creek Park, at Indian Trail that is an attraction for the entire town and neighboring communities. The US-74 Corridor on Crooked Creek Village's southeast side provides regional access, services and shopping. Sardis Church Road provides direct access to the Sun Valley Sub-regional Activity Center with its shopping and entertainment venues. The completion of the Monroe Expressway toll road stimulated development of the Village Center around Secrest Shortcut Road and Unionville-Indian Trail Road at the Expressway, where there is a substantial amount of available land for development. We will likely see a continuation of interest in development along the Expressway.

Land Use

Crooked Creek Village is an Interchange Mix village, located not far from a Monroe Expressway interchange at Unionville-Indian Trail Road. The existing subdivisions are a mix of medium density and high density subdivisions. At or near the intersection of Unionville-Indian Trail Road and Sardis Church Road are Sardis Elementary School, Sardis Baptist Church and Sunshine Station at Sardis, a childhood development center. Union County has athletic fields at Fred Kirby Park on Faith Church Road in the Village of Lake Park.

A major 140-acre Indian Trail park, Crooked Creek Park, is along Crooked Creek at Oakwood Lane. The remaining land within the Village will be appropriate as residential development in varying densities to complete the Suburban Mix development pattern.

Transportation

Secrest Shortcut Road from the Mixed-Use Activity Center Overlay to the Town Limits and Sardis Church Road from its intersection with Unionville-Indian Trail Road to Crooked Creek should be 4 Lane Boulevards. Unionville-Indian Trail Road from its intersection with Sardis Church Road to Crooked Creek should be a 4 Lane Thoroughfare because of limited available right-of-way. Each of these typologies provides for bicycle lanes and pedestrian sidewalks. Roundabout intersections at Unionville-Indian Trail Road's intersections with Scott Long Road and Sardis Church Road may be desirable because they would allow traffic to move more smoothly through the convergence of several roads, depending on the findings of a detailed traffic analysis, while the Unionville-Indian Trail Road and Secrest Shortcut Road intersection will be signalized. The Indian Trail 2010 Parks Master Plan provides for a trail along Crooked Creek, which will be part of the Carolina Thread Trail, and another trail following a power line easement between Rocky River Village and Unionville-Indian Trail Road. Town-wide bicycle connectors can be achieved utilizing the Carolina Thread Trail and on-street/off-street bicycle facilities.

RECOMMENDATIONS

Urban Design

The greenway environments of Crooked Creek should be a part of the Village Identity. Unionville-Indian Trail Road and Sardis Church Road should receive gateway streetscape treatments, with pedestrian scale lighting, banners, street trees, median plantings, and street furnishings. These gateway treatments are a continuation of the gateway to be established at the expressway and Unionville-Indian Trail Road as described in the Secret Short Cut Road Small Area Plan Village.

RECOMMENDATIONS

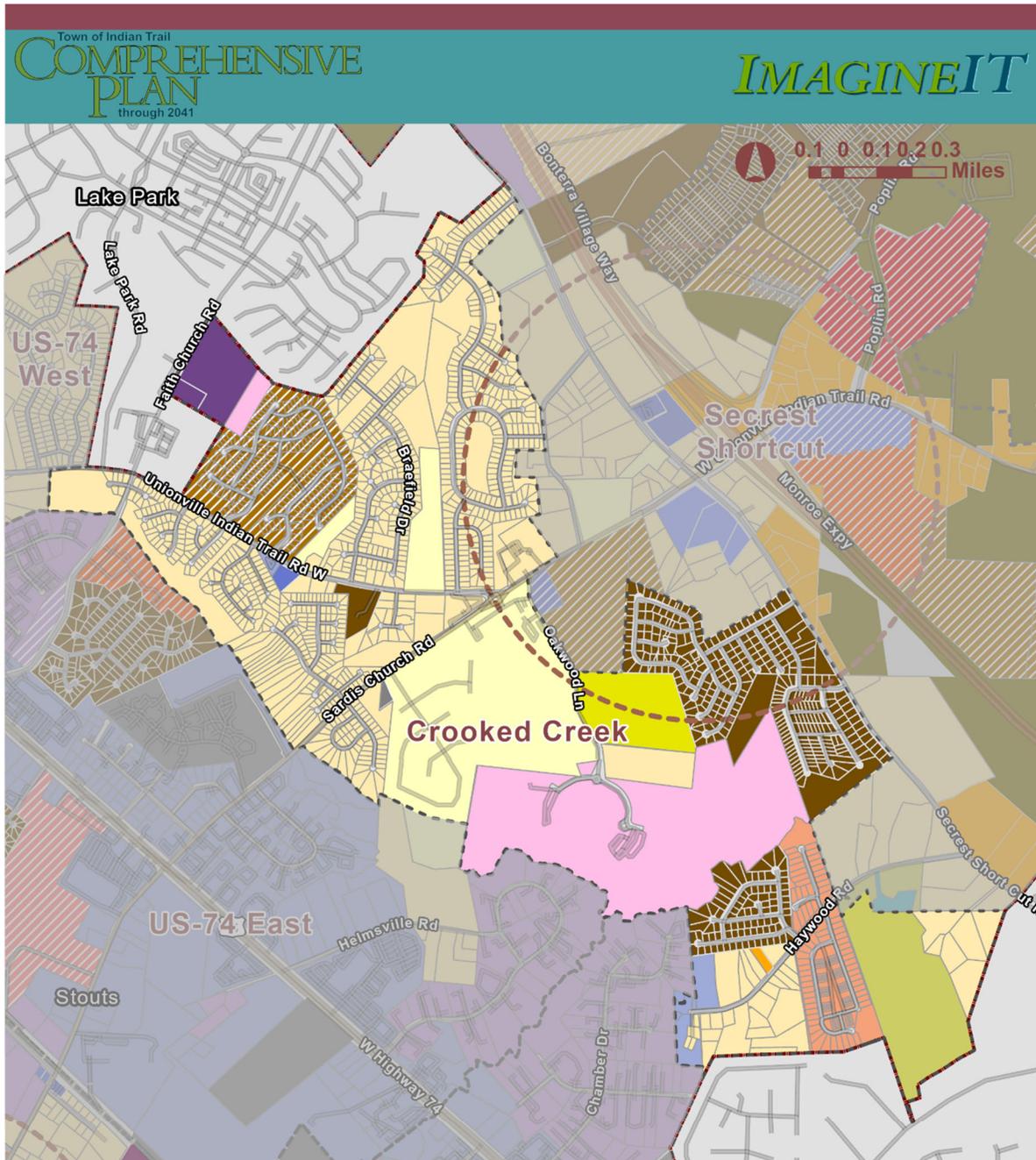


Figure 6.2.8
 Crooked Creek Village Existing Zoning

Legend - - - Village Outlines [Red Outline] Planning Area [Red Circle] Activity Center	Indian Trail Zoning SF-1 [Orange Box] SF-3 [Red Box] SF-5 [Brown Box] NBD [Blue Box] RBD [Light Blue Box] CZ-SF5 [Hatched Box] I [Pink Box] H-I [Purple Box]	Union County Zoning R-20 [Yellow Box] R-8 [Light Yellow Box] RA-20 [Light Green Box] HC [Grey Box]	This GIS data is deemed reliable but provided "as is" without warranty of any representation of accuracy, timeliness, reliability or completeness. This map document does not present a legal survey of the land and is for graphical purposes only. Use of this data for any purpose should be with acknowledgement of the limitation of the data, including the fact that the data is dynamic and is to a constant state of maintenance, correction and update.
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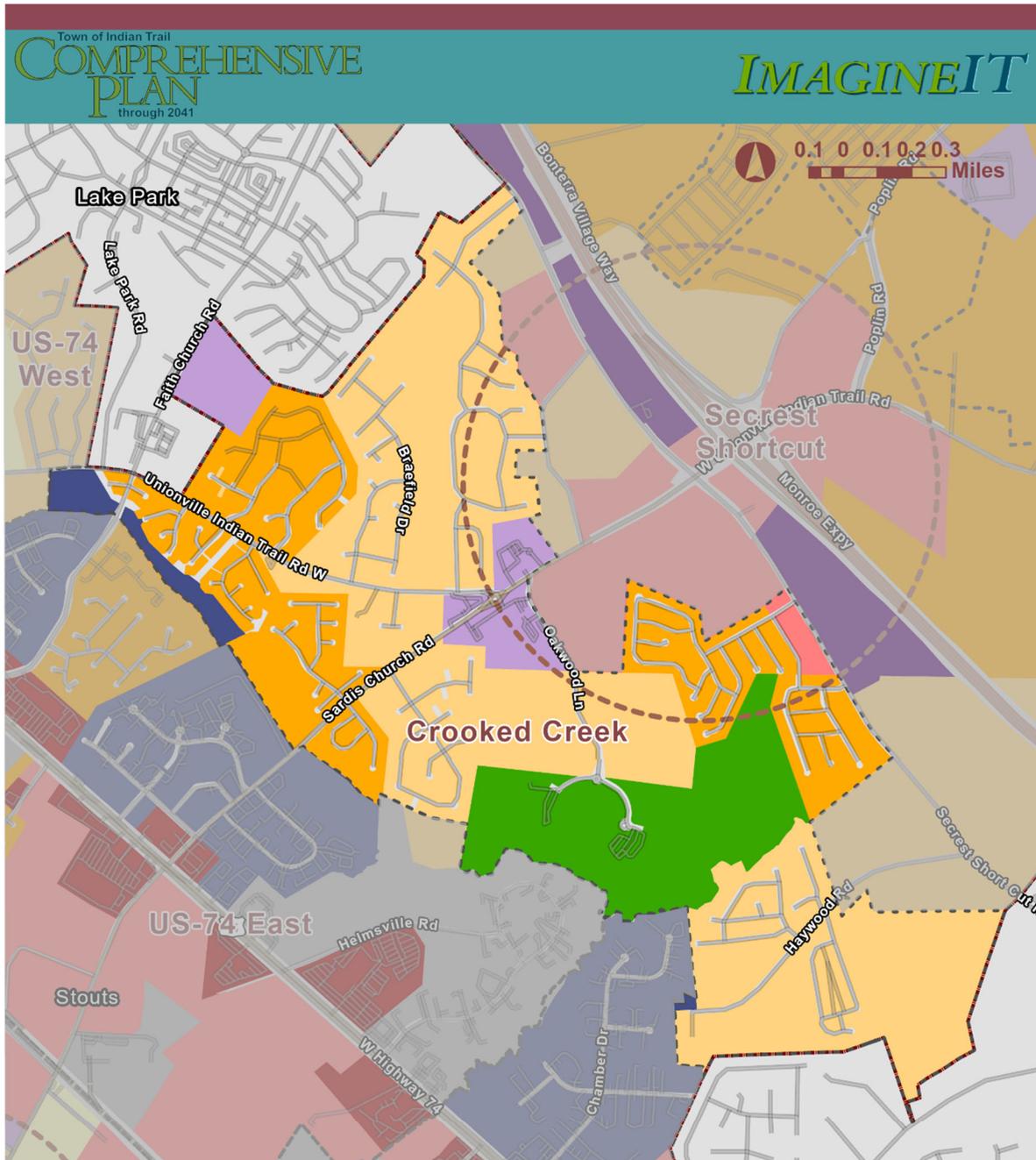
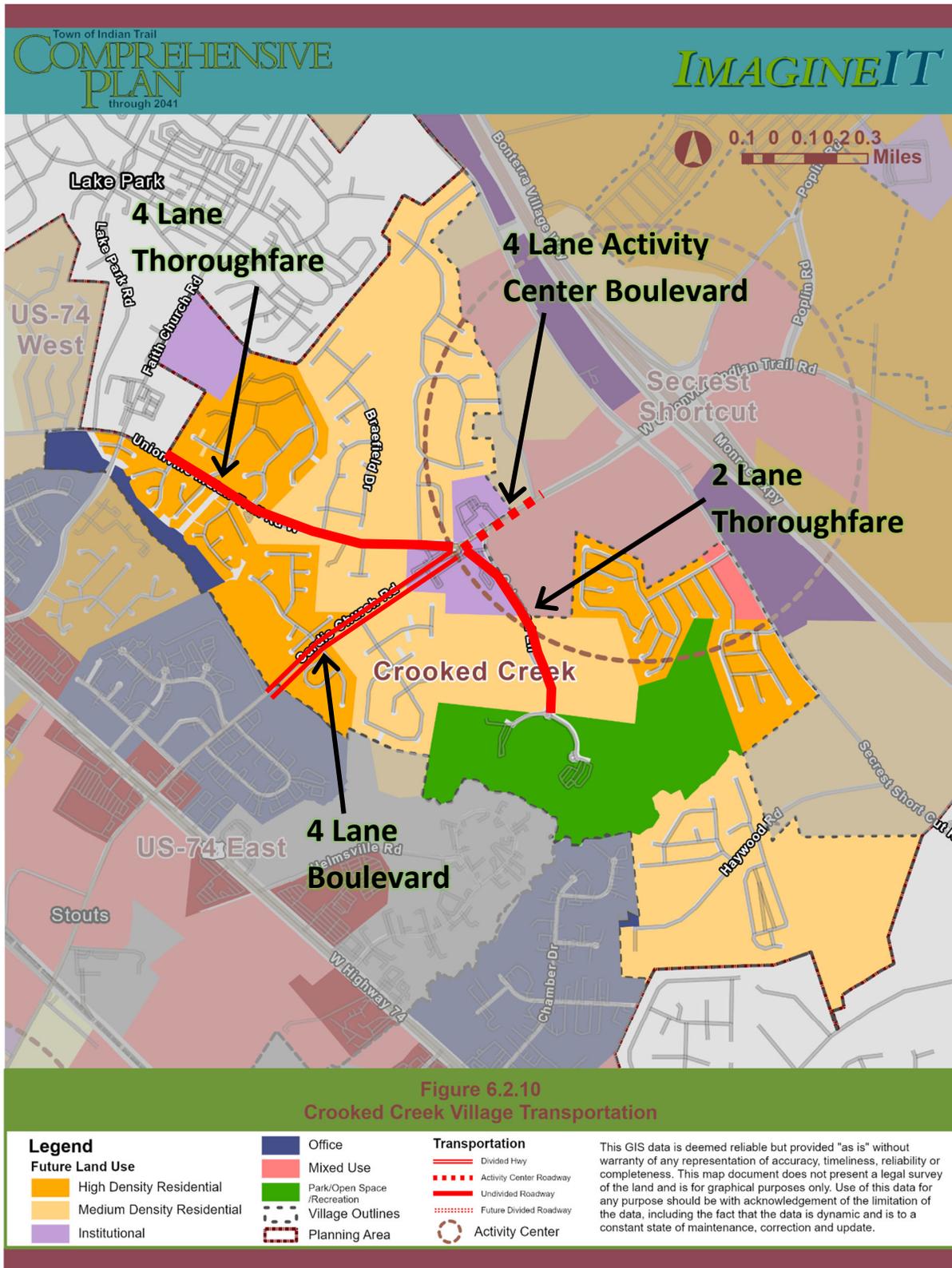


Figure 6.2.9
 Crooked Creek Village Future Land Use

Legend		Office
Future Land Use		Mixed Use
High Density Residential	Park/Open Space/Recreation	Village Outlines
Medium Density Residential	Planning Area	Activity Center
Institutional		

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6.2.4 Goose Creek Village Plan

Goose Creek Village is a rural area on the north easternmost edge of Indian Trail, bordered by the Town of Stallings and the Town of Hemby Bridge on the west and the Town of Fairview on the East. Rocky River Village and Porter Ridge Village are on its southern side. The Village is very rural, consisting mostly of farmland and some single-family homes on large lots. Goose Creek itself is an environmentally sensitive natural feature. The Town has adopted 200 ft. buffers on both sides of the creek that cannot be developed, a condition required by the Monroe Expressway Environmental Impact Statement and the Federal Fish and Wildlife Services. While the Village Plan provides for conservation development throughout, Goose Creek Village is likely to be one of the slowest growing areas of Indian Trail and to retain its mostly rural feeling for the next decade or two.

Land Use

Goose Creek Village is a Conservation Development Village, meant to preserve a sense of rural development while protecting a sensitive natural environment. The existing development is primarily agriculture, forested areas, and dispersed single-family residences, with one existing low density subdivision: Emerald Woods. Charlotte National Golf Course is on Howey Bottoms Road along Goose Creek, and the Goose Creek General Aviation Airport is on Lawyers Road.

Future land use in this Village should all be Conservation Development, observing the stream buffers along Goose Creek. Conservation developments differ from traditional developments in several ways. Conservation developments, sometimes referred to as cluster development, site homes on smaller lots and there is less emphasis on minimum lot size. However, the total number of homes, or density, on a given acreage does not increase over that allowed in the traditional subdivision designs. The same number of homes is clustered on a smaller portion of the total available land. The remaining land, which would have been allocated to individual home sites, is now converted into protected open space, and shared by the residents of the subdivision and possibly the entire community.

Transportation

Lawyers Road is anticipated to become a 4 Lane Boulevard from the Stallings Town Limit to the intersection with Ridge Road, and a 2 Lane Boulevard from Ridge Road to the Fairview Town Limits. Mill Grove Road and Rocky River Road are anticipated to become 2 Lane Boulevards. Ridge Road and Howey Bottoms Road are anticipated to become 2 Lane Thoroughfares. Each of these typologies provides for bicycle lanes and pedestrian sidewalks.

Urban Design

Indian Trail Town Gateways should be placed on Lawyers Road at the Town Limits upon entering Goose Creek Village from Stallings and Fairview, and on Mill Grove Road at the Town Limits upon entering Goose Creek Village from Stallings.

RECOMMENDATIONS

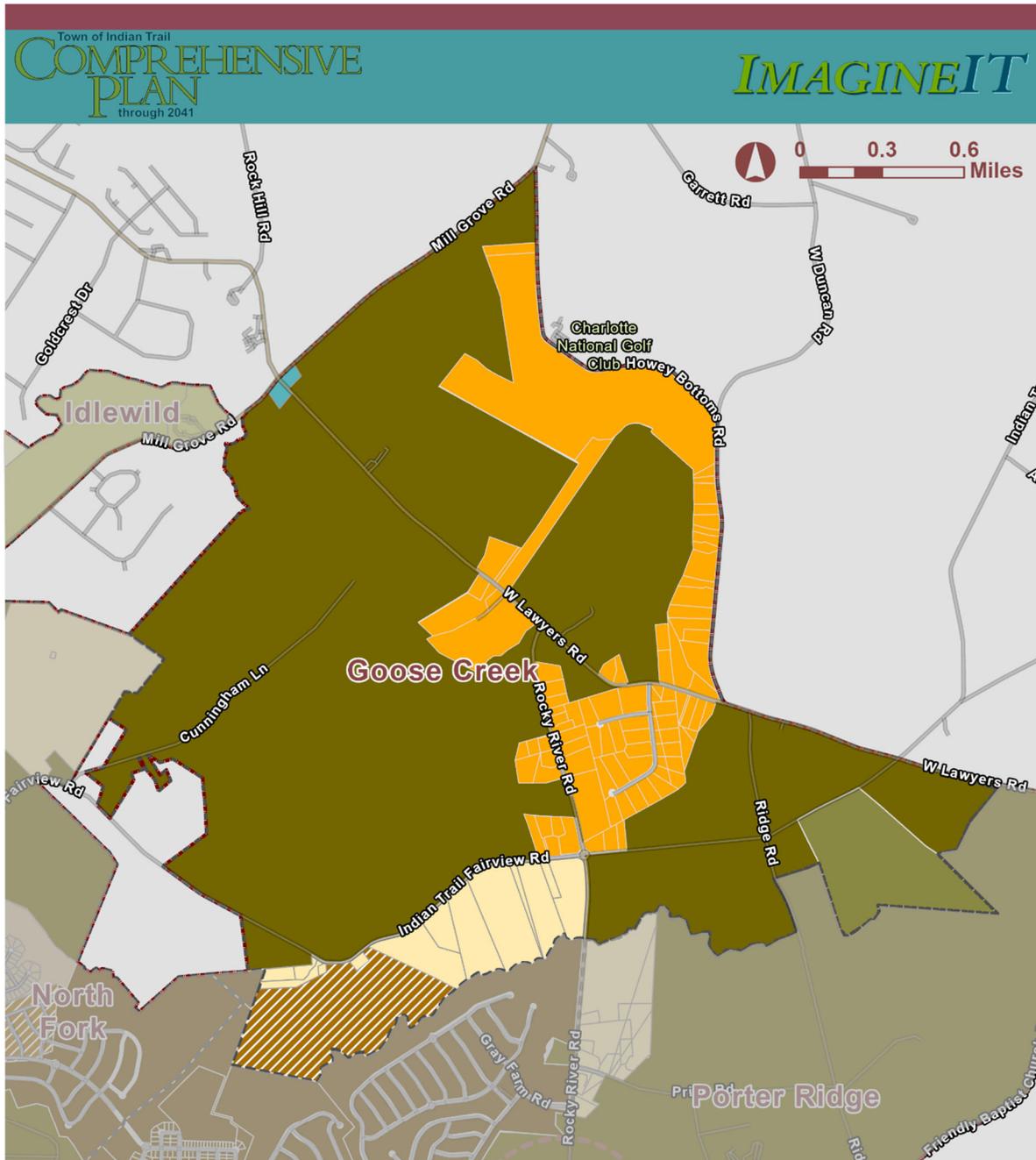


Figure 6.2.11
 Goose Creek Village Existing Zoning

Legend		Indian Trail Zoning	Union County Zoning	This GIS data is deemed reliable but provided "as is" without warranty of any representation of accuracy, timeliness, reliability or completeness. This map document does not present a legal survey of the land and is for graphical purposes only. Use of this data for any purpose should be with acknowledgement of the limitation of the data, including the fact that the data is dynamic and is to a constant state of maintenance, correction and update.
	Village Outlines			
	Planning Area			
	Activity Center			
		SF-1	RA-200CZ	
		RSF	RA-40	
		CZ-SF5	B-4	

RECOMMENDATIONS

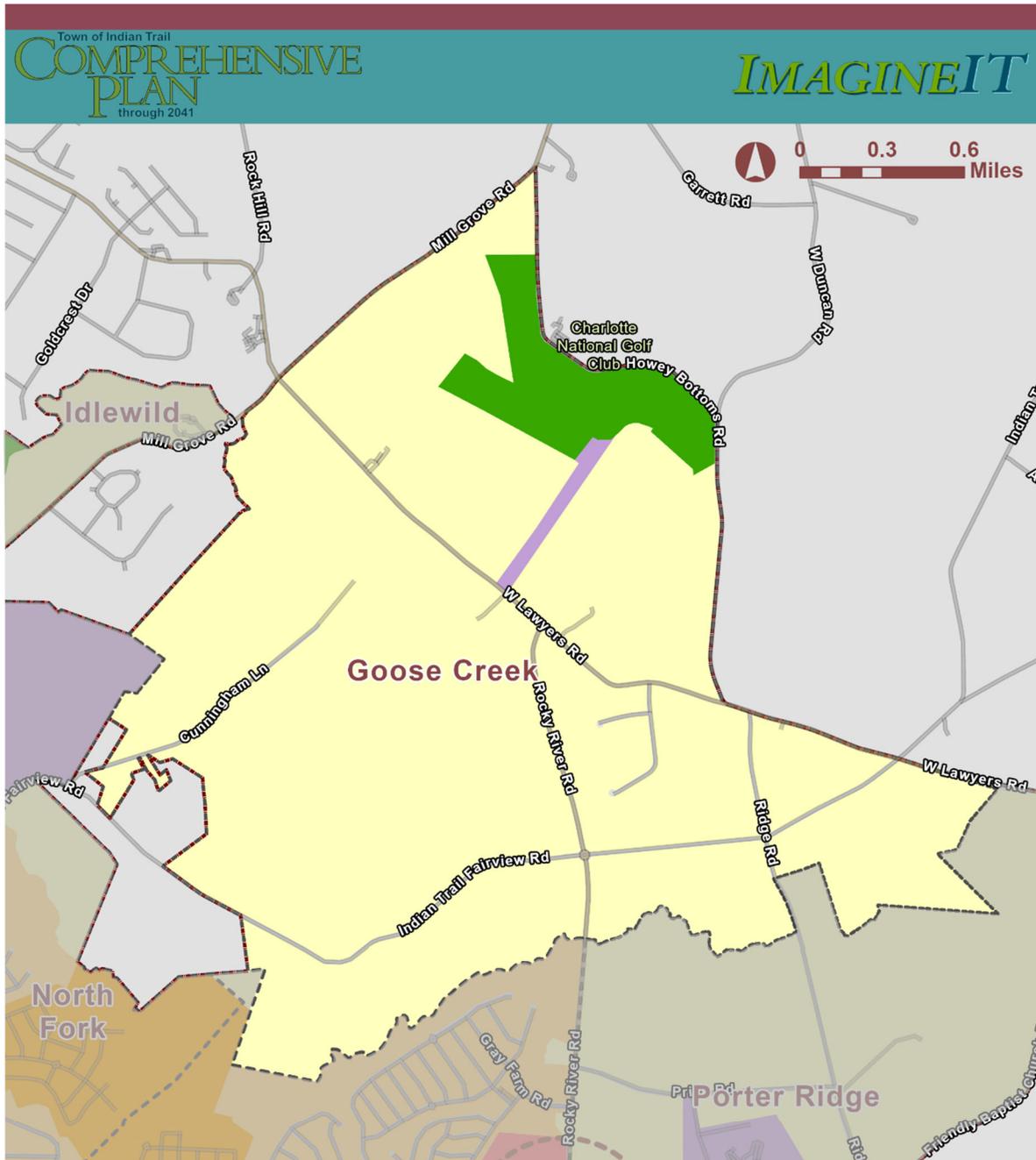


Figure 6.2.12
 Goose Creek Village Future Land Use

Legend	
 Low Density Residential	 Village Outlines
 Institutional	 Planning Area
 Park/Open Space/Recreation	 Activity Center

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RECOMMENDATIONS

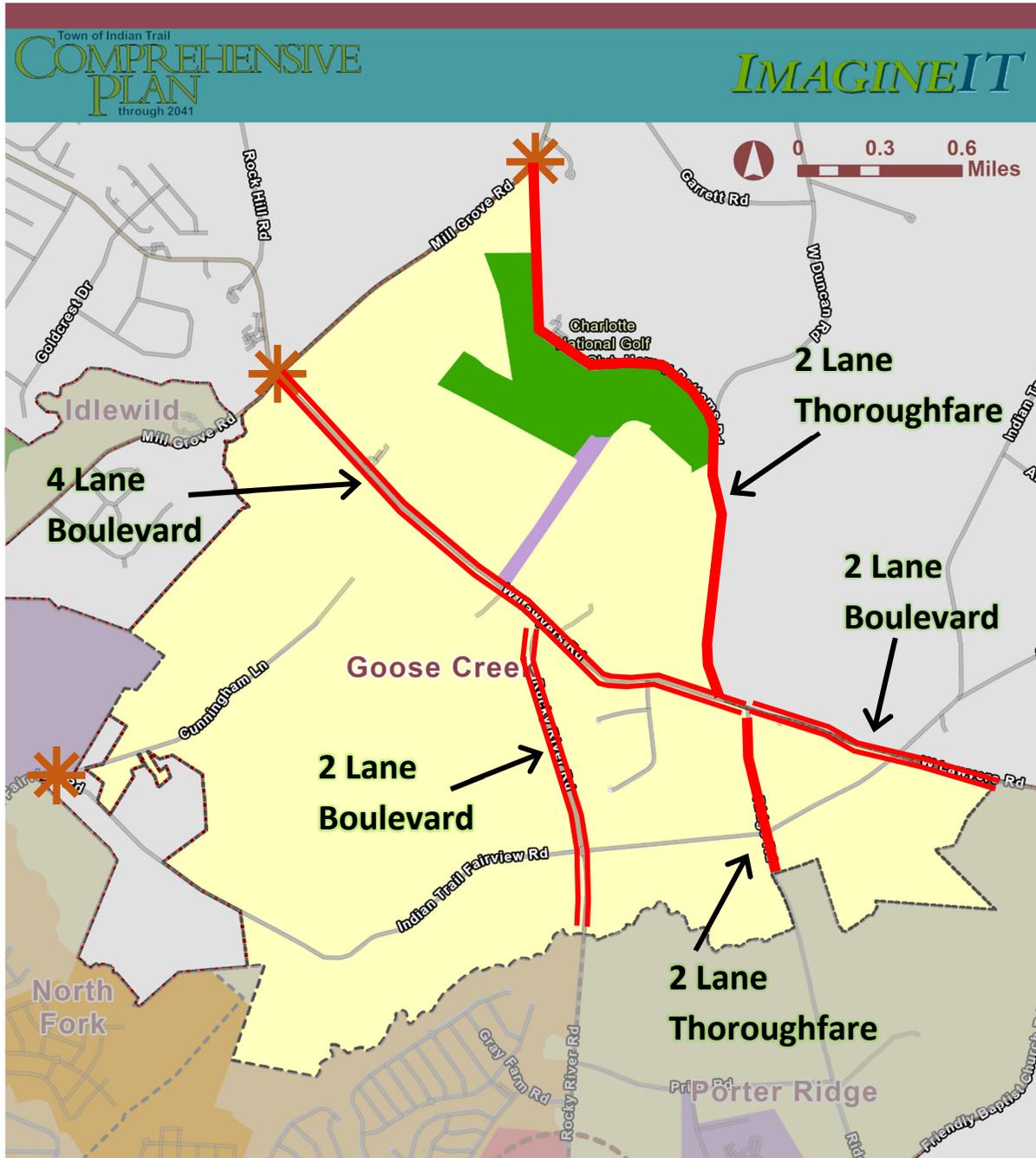


Figure 6.2.13
 Goose Creek Village Transportation

Legend		Transportation		This GIS data is deemed reliable but provided "as is" without warranty of any representation of accuracy, timeliness, reliability or completeness. This map document does not present a legal survey of the land and is for graphical purposes only. Use of this data for any purpose should be with acknowledgement of the limitation of the data, including the fact that the data is dynamic and is to a constant state of maintenance, correction and update.
Future Land Use Low Density Residential Institutional Park/Open Space/Recreation	Village Outlines Planning Area Activity Center	Divided Hwy Activity Center Roadway Undivided Roadway Future Divided Roadway		

RECOMMENDATIONS

6.2.5 Idlewild Village Plan

Idlewild Village is a nearly fully developed Village at the north easternmost edge of Indian Trail, adjacent to the Towns of Stallings and Hemby Bridge. It is close to I-485 along Idlewild Road for regional access to metropolitan Charlotte. Goose Creek runs along its northern edge. Old Hickory Corridor borders Idlewild Village on the south. Goose Creek Village is to the east, but separated from Idlewild Village by the Town of Hemby Bridge. There is an existing Neighborhood Services Activity Center, Idlewild Commons Shopping Center, at the intersection of Idlewild Road and Mill Grove Road on the southwest corner of the Village.

Land Use

Idlewild Village is a Suburban Residential village. The existing subdivisions are Crismark, a planned unit development with single family residential, multi-family and future commercial land use, and Beacon Hills, a medium density subdivision that is partially in the Town of Hemby Bridge as well as Indian Trail. Hemby Acres subdivision is next to Beacon Hills. Beacon Hills and Hemby Acres are both built out. There is an existing Neighborhood Services Activity Center, Idlewild Commons, at the intersection of Lawyers Road and Mill Grove Road.

There is little undeveloped or developable land available in the Village. The Crismark subdivision has remaining approved lots that will continue to be built upon as single family detached residences. Future phases which contemplate multifamily and commercial uses will also likely develop. Some additional Suburban Residential development could occur along Stevens Mill Road. The undeveloped area along Mill Grove Road has the potential to be developed as Rural Residential; however, most of that area should be park and/or open space because of the presence of Goose Creek and its stream buffer requirements.

Transportation

Lawyers Road and Mill Grove Road at their intersection and adjacent to the Neighborhood Services Activity Center should become 4 Land Mixed-Use Activity Center Boulevards. The intersection of Lawyers Road and Mill Grove Road requires detailed study and redesign to resolve existing congestion and safety issues. Mill Grove Road from Crismark to Goose Creek should become a 2 Lane Boulevard. Both of these typologies provide for bicycle lanes and pedestrian sidewalks. The Indian Trail 2010 Parks Master Plan provides for a trail through Crismark, which should connect to the Carolina Thread Trail in the Town of Hemby Bridge. The Town of Indian Trail Bicycle Plan and Comprehensive Pedestrian Master Plan provide for neighborhood loops throughout the Village, connecting the neighborhoods to each other and to the commercial Neighborhood Services Activity Center.

Urban Design

Urban design elements in Idlewild Village should include Indian Trail Town Gateways on Lawyers Road and Mill Grove Road at the Stallings Town Limits. The greenway environment of Goose Creek should be a part of the Village Identity.

RECOMMENDATIONS

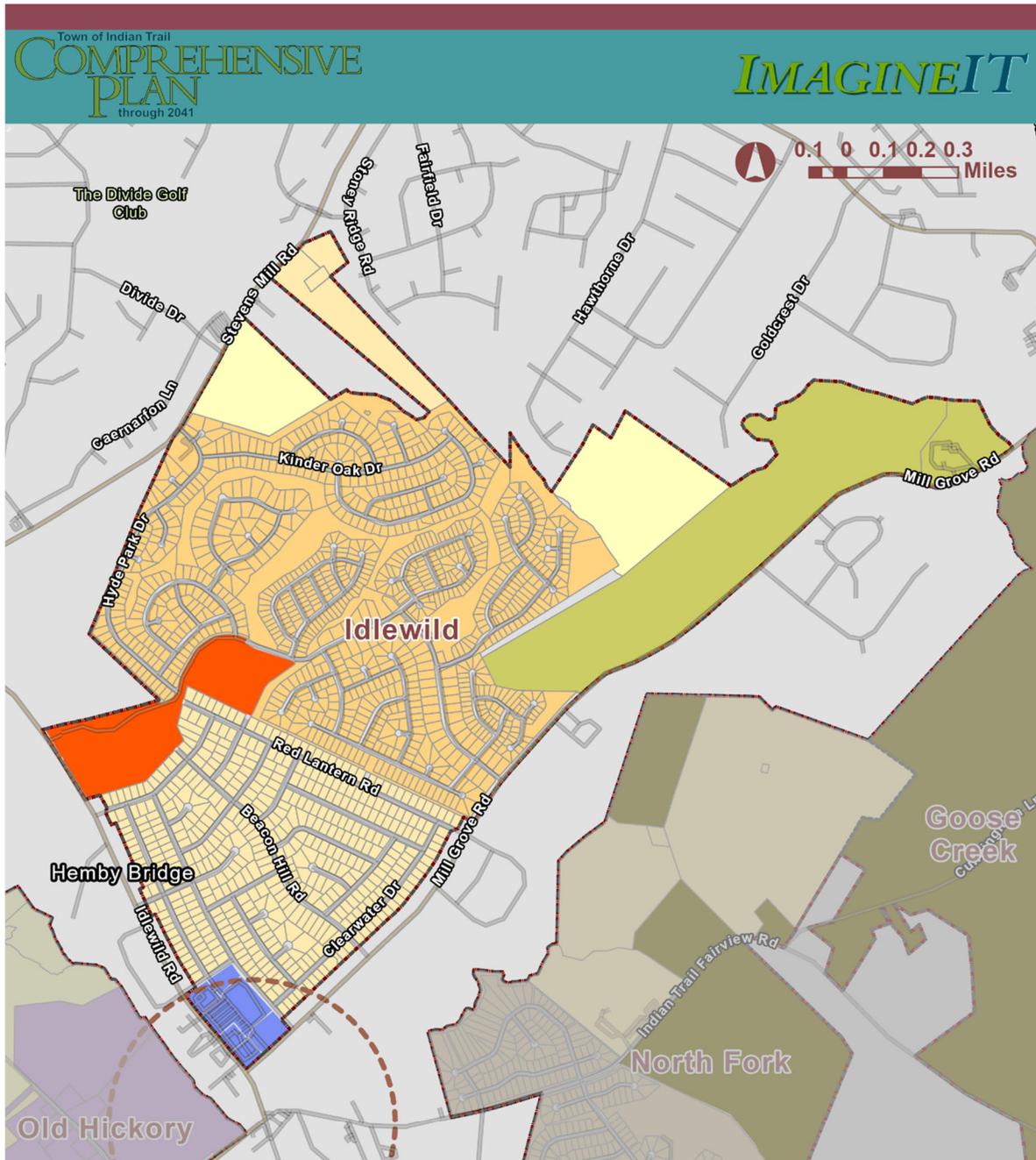


Figure 6.2.14
 Idlewild Village Existing Zoning

Legend		Indian Trail Zoning	Union County Zoning	This GIS data is deemed reliable but provided "as is" without warranty of any representation of accuracy, timeliness, reliability or completeness. This map document does not present a legal survey of the land and is for graphical purposes only. Use of this data for any purpose should be with acknowledgement of the limitation of the data, including the fact that the data is dynamic and is to a constant state of maintenance, correction and update.
	Village Outlines			
	Planning Area			
	Activity Center			

RECOMMENDATIONS

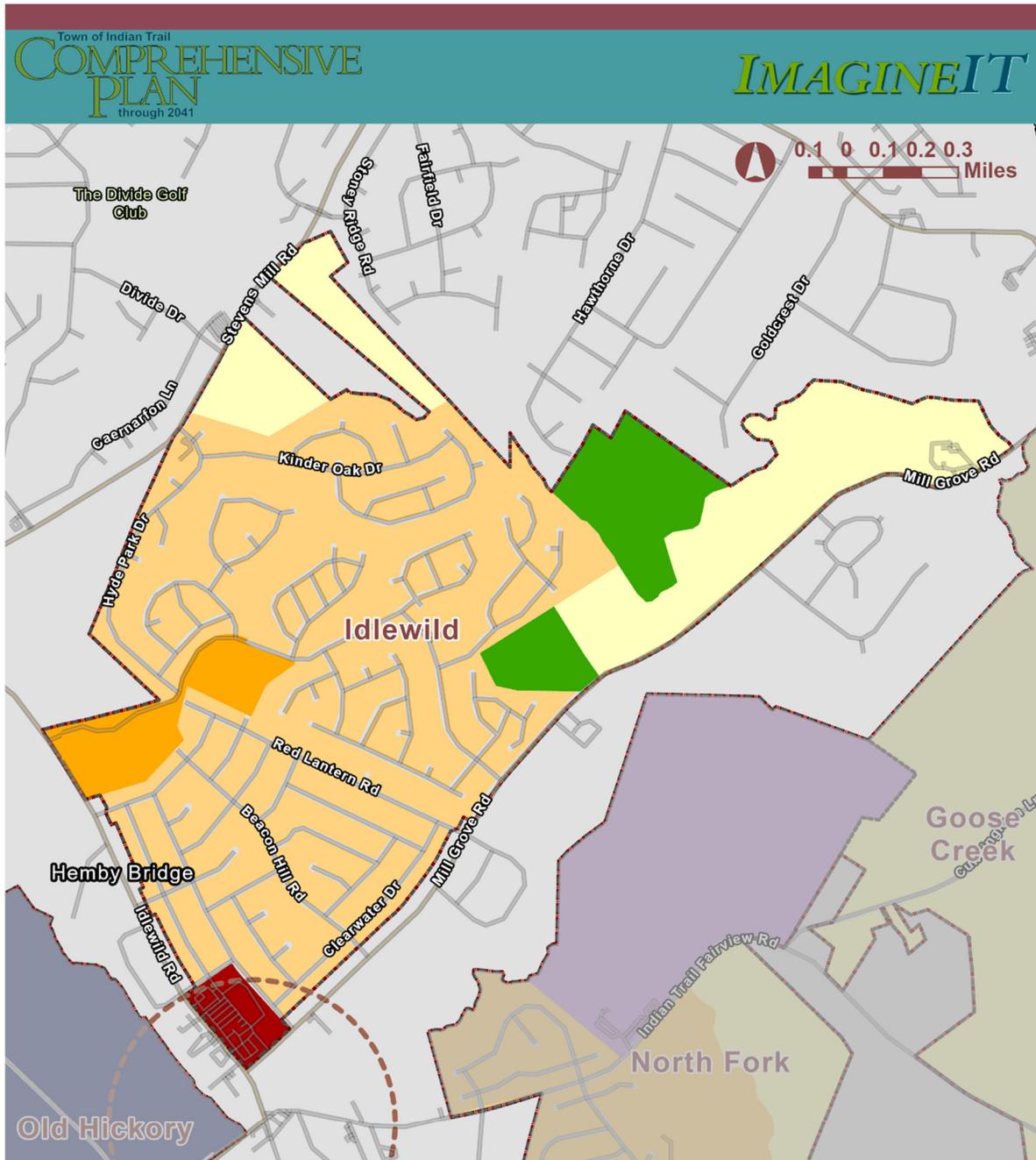
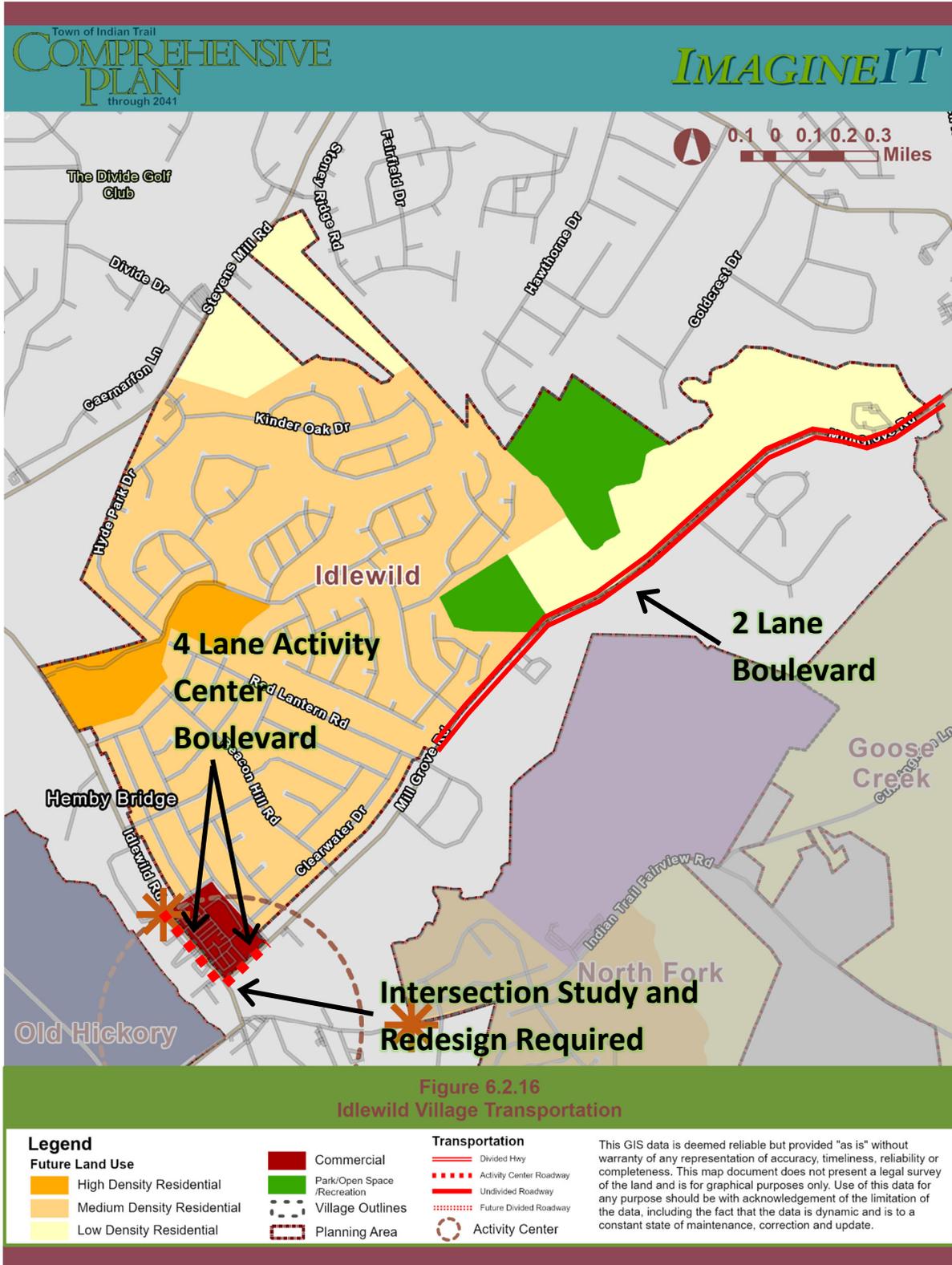


Figure 6.2.15
 Idlewild Village Future Land Use

Legend		
Future Land Use		
High Density Residential	Commercial	
Medium Density Residential	Park/Open Space /Recreation	
Low Density Residential	Village Outlines	
	Planning Area	Activity Center

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RECOMMENDATIONS



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6.2.6 Moore Farm Village Plan

Moore Farm is a very rural area along Waxhaw-Indian Trail road, bordered by The Town of Weddington on the west and the Village of Wesley Chapel on the south. Indian Trail's Old Monroe Village is on the north and Sun Valley on the east, separated from Moore Farm Village by Price Mill Creek. Davis Mine Creek forms the western edge of this Village. Except for Hartis Grove Church and the Satterfield subdivision, a small neighborhood area is comprised of farmland and homes on farms or large lots. Growth is anticipated to be slow in this Village. The plan reflects the intent to preserve the rural character of the village.

Land Use

Moore Farm Village is a Rural Mix Village, meant to preserve a sense of rural character. The existing land use is primarily agriculture, forested areas and dispersed single family residences, with one medium density subdivision: Satterfield. Hartis Grove Church is located on Waxhaw-Indian Trail Road at Hartis Grove Church Road.

Future land use in this Village should mostly be low density residential. Emphasizing larger lot or conservation-oriented development, this will help preserve Moore Farm Village's rural atmosphere of farmland and woods. A small area in the southern portion of the Village has been approved as medium density residential as part of Sun Valley Village.

Transportation

Waxhaw-Indian Trail Road is anticipated to become a 2 Lane Boulevard. This typology provides for bicycle lanes and pedestrian sidewalks. The Indian Trail Parks Master Plan provides for a trail following Price Mill Creek on the east side of Moore Farm Village. A town-wide connector is planned for Waxhaw Indian Trail Road that would come into the northern edge of Moore Farm.

Urban Design

An Indian Trail Town Gateway should be placed on Waxhaw-Indian Trail Road at the Town Limits of Wesley Chapel since it is a gateway into Indian Trail from the west. The greenway environment of the branch of Davis Mine Creek should be a part of the village identity.

RECOMMENDATIONS

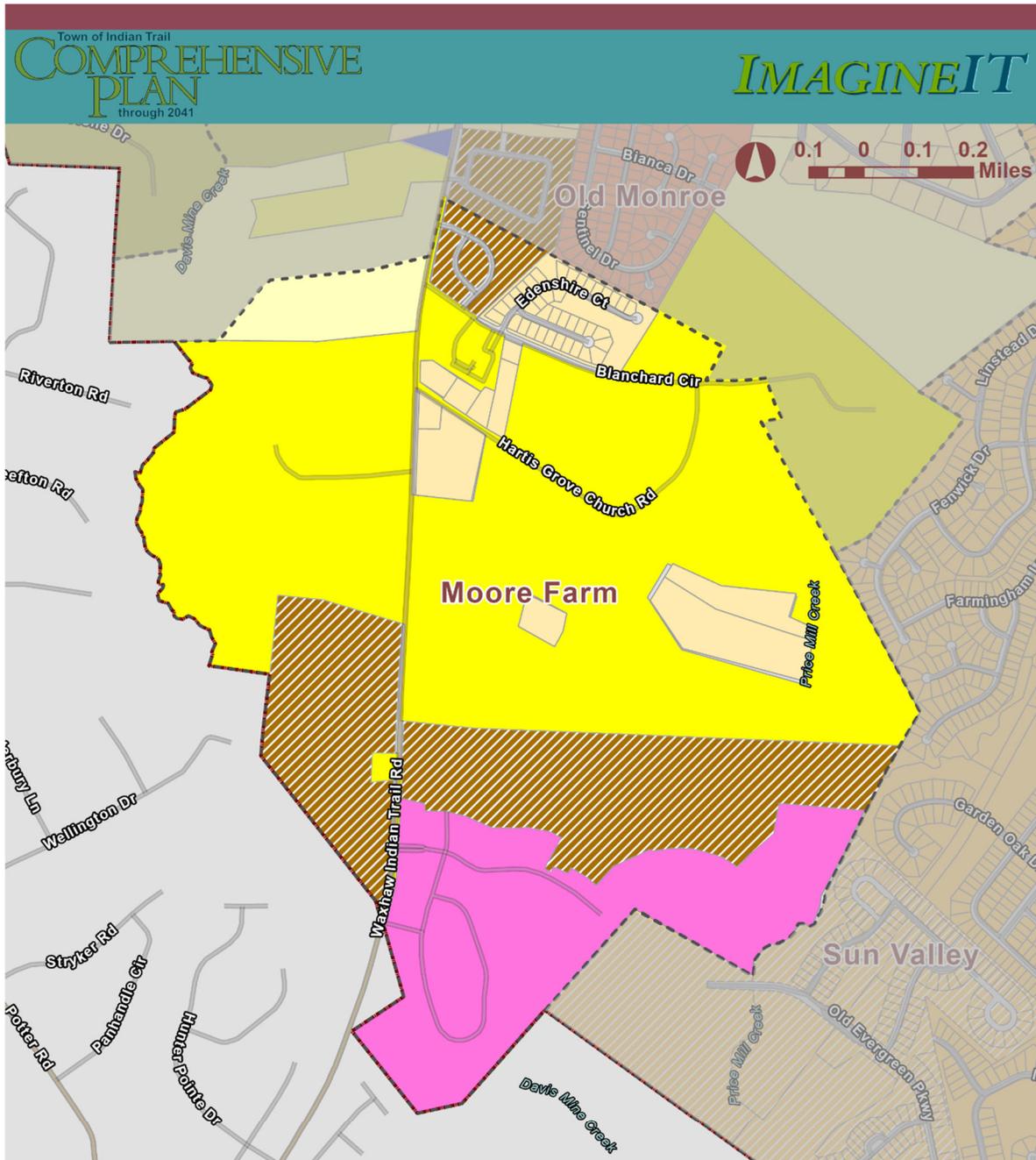


Figure 6.2.17
 Moore Farm Village Existing Zoning

Legend		Indian Trail Zoning	Union County Zoning	This GIS data is deemed reliable but provided "as is" without warranty of any representation of accuracy, timeliness, reliability or completeness. This map document does not present a legal survey of the land and is for graphical purposes only. Use of this data for any purpose should be with acknowledgement of the limitation of the data, including the fact that the data is dynamic and is to a constant state of maintenance, correction and update.
	Village Outlines			
	Planning Area			
	Activity Center			

RECOMMENDATIONS

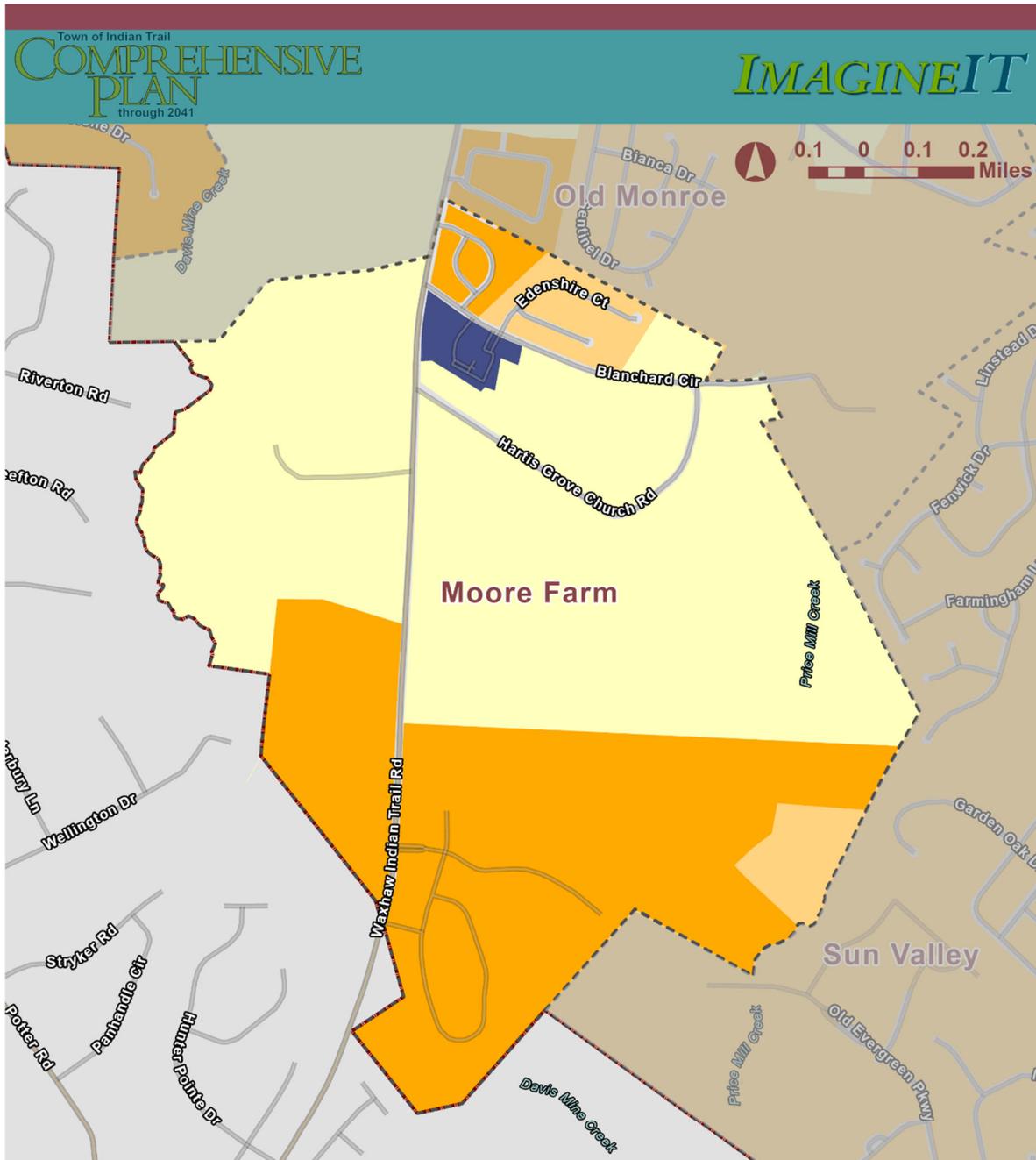


Figure 6.2.18
 Moore Farm Village Future Land Use

Legend	
Future Land Use	
High Density Residential	Office
Medium Density Residential	Village Outlines
Low Density Residential	Planning Area
	Activity Center

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RECOMMENDATIONS

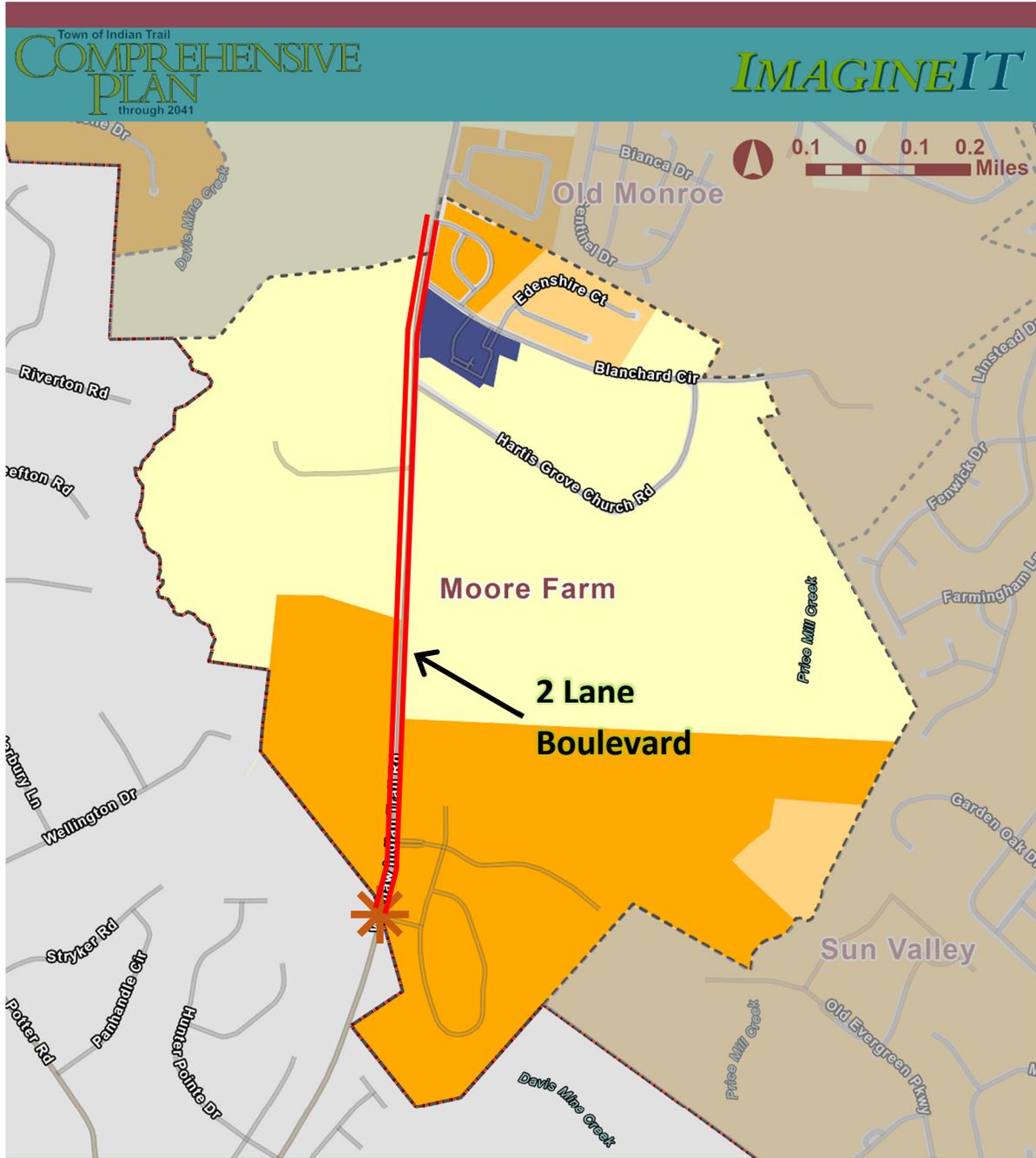


Figure 6.2.19
 Moore Farm Village Transportation

Legend			
Future Land Use		Office	Transportation
High Density Residential	Village Outlines	Activity Center Roadway	
Medium Density Residential	Planning Area	Undivided Roadway	
Low Density Residential	Activity Center	Future Divided Roadway	

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RECOMMENDATIONS

6.2.7 North Fork Village Plan

North Fork is a Village of residences ranging from medium density subdivisions to a high density subdivision, Braeburn, to an older wooded subdivision: Hemby Woods. The Town of Hemby Bridge is on both the northeast and southwest sides of the Village. Crooked Creek forms a boundary on three sides of North Fork and also separates Braeburn from Bonterra subdivision that is in Rocky River Village. Idlewild Village lies to the northwest of North Fork Village, separated by a narrow strip of Hemby Bridge. A Neighborhood or Village Center has not been identified due to surrounding rural areas and nearby competing Neighborhood Services and Mixed-Use Activity Centers.

Even though the Monroe Expressway borders North Fork Village on its southwest side, there is not an expressway interchange. The Villages connections to the rest of Indian Trail are along Faith Church Road and Indian Trail-Fairview Road.

Land Use

North Fork Village is a Suburban Mix village. The existing development is medium density residential in the Hemby Commons and Bent Creek subdivisions, high density residential in Braeburn, and medium density residential in the Hemby Woods subdivision. Hemby Bridge Elementary School is on Indian Trail-Fairview Road next to Hemby Commons, and Faith Baptist Church is on Faith Church Road next to Hemby Woods. Union County Public Schools owns approximately 141 acres of land on Unionville-Indian Trail Road adjacent to Hemby Bridge Elementary School within the North Fork Village. This land is planned for use as a potential future Middle and High School Campus. The future land use for this site is identified as Institutional to reflect this future development. Future land use in this Village should be medium density residential in the larger available areas and adjacent to the future school site and in the smaller area between Bent Creek and Bonterra and off Mill Grove Road.

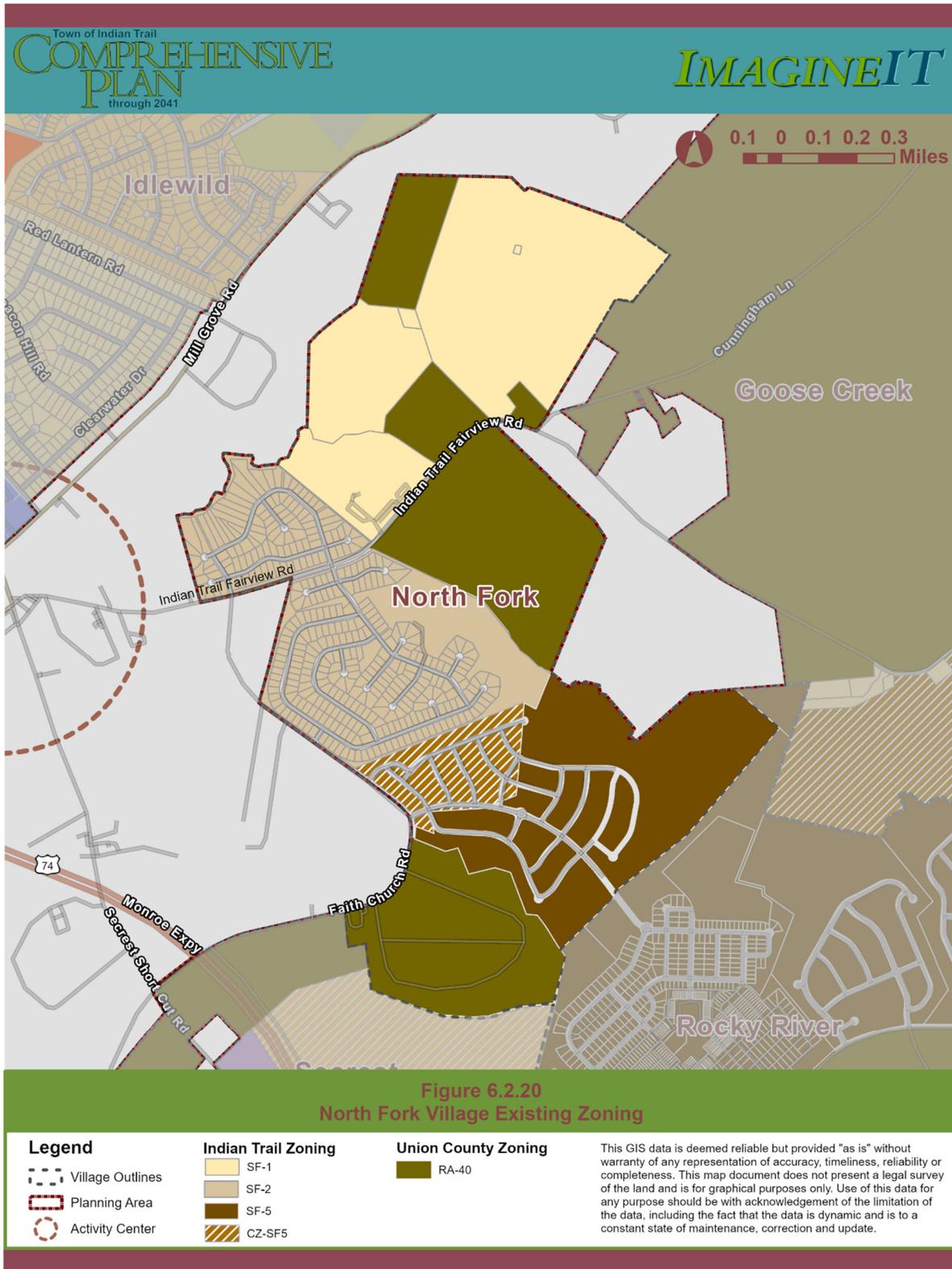
Transportation

Faith Church Road and Indian Trail-Fairview Road are anticipated to become 2 Lane Thoroughfares in North Fork Village. This typology provides for bicycle lanes and pedestrian sidewalks, consistent with the Town's Comprehensive Pedestrian Plan and Bicycle Master Plan. The Indian Trail 2010 Parks Master Plan provides for a trail following Crooked Creek, connecting to the Carolina Thread Trail in the Town of Hemby Bridge and to a Crooked Creek trail in Rocky River Village. The Monroe Expressway forms the southwestern boundary of this Village, with an overpass over but no connection to Faith Church Road.

Urban Design

Indian Trail Town Gateways should be placed on Indian Trail-Fairview Road at the Town Limits of Hemby Bridge. A noise and visual buffer should be provided between the new medium density residential development south of Hemby Woods and the Monroe Expressway. Future development should consider the location of the Monroe Expressway and incorporate measures to minimize noise and visual impacts.

RECOMMENDATIONS



RECOMMENDATIONS

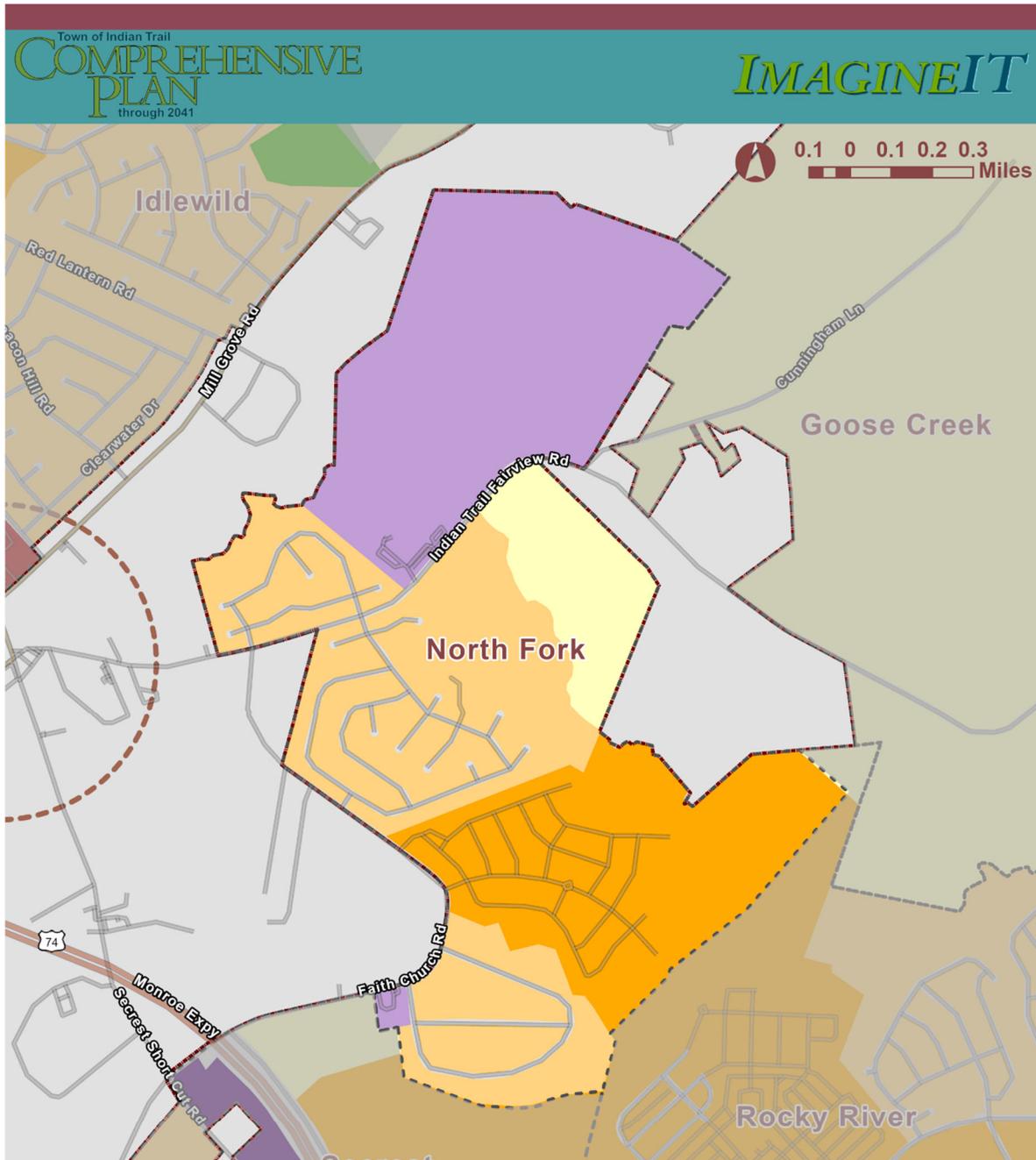


Figure 6.2.21
 North Fork Village Future Land Use

Legend	
Future Land Use	
High Density Residential	Institutional
Medium Density Residential	Village Outlines
Low Density Residential	Planning Area
	Activity Center

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RECOMMENDATIONS

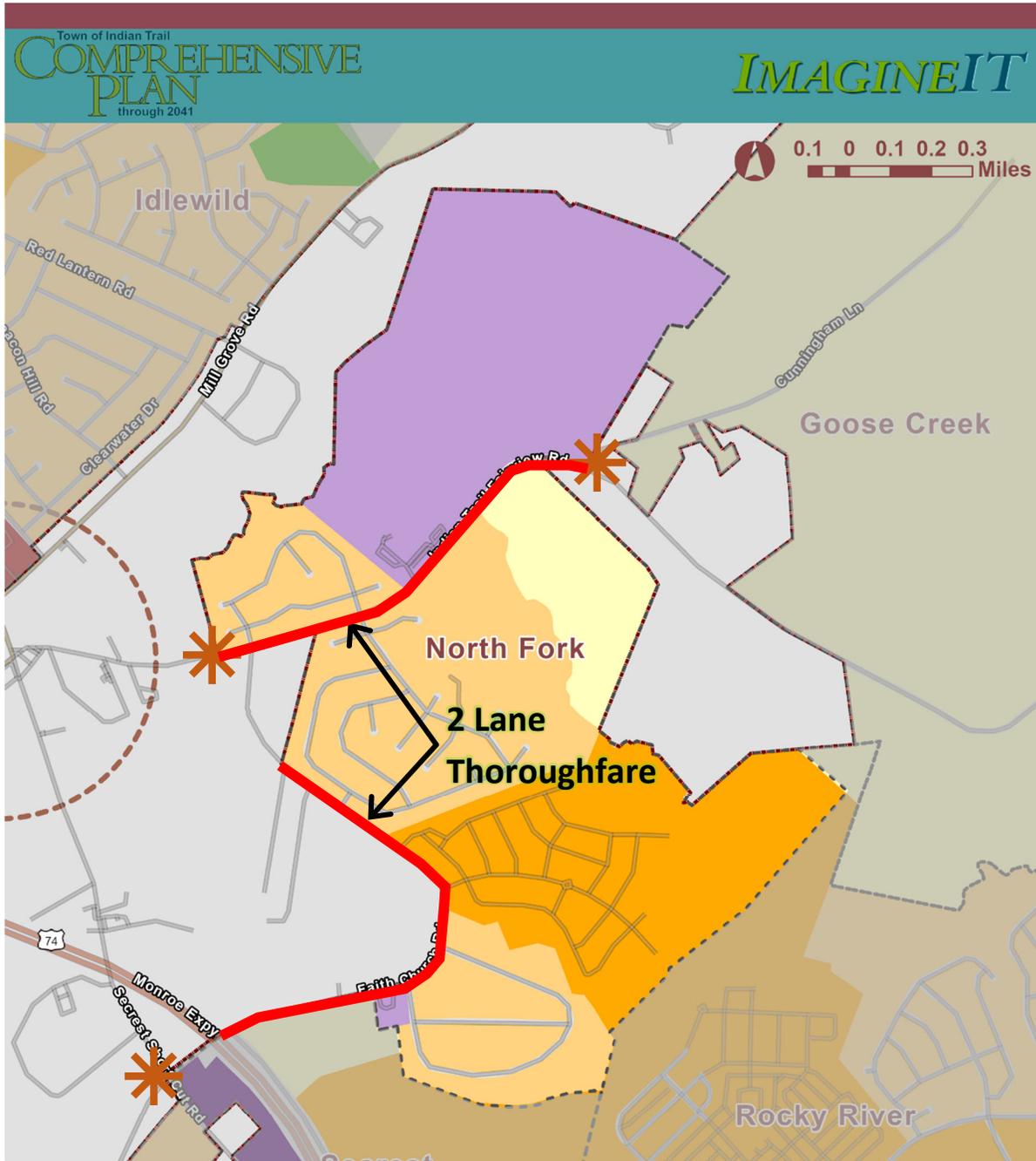


Figure 6.2.22
 North Fork Village Transportation

Legend		Transportation Divided Hwy Activity Center Roadway Undivided Roadway Future Divided Roadway	This GIS data is deemed reliable but provided "as is" without warranty of any representation of accuracy, timeliness, reliability or completeness. This map document does not present a legal survey of the land and is for graphical purposes only. Use of this data for any purpose should be with acknowledgement of the limitation of the data, including the fact that the data is dynamic and is to a constant state of maintenance, correction and update.
Future Land Use High Density Residential Medium Density Residential Low Density Residential	Institutional Village Outlines Planning Area Activity Center		

RECOMMENDATIONS

6.2.8 Old Monroe Village Plan

Old Monroe Village is one of the older areas of Indian Trail centered on Old Monroe Road and Indian Trail Road and bordered on the east by Crooked Creek and on the west by Davis Mine Creek. When the current congestion on Old Monroe is relieved by the planned widening of this road to a four-lane boulevard, this Village should begin to see interest in new development and revitalization. Its proximity to Downtown Indian Trail on the east and the Sun Valley Village Sub-Regional Activity Center shopping and entertainment venue should make it an attractive part of Indian Trail. Austin Village borders on the west and Moore Farm Village on the south, while the Town of Stallings forms its northern border. The new Chestnut Parkway will provide improved access to US-74, Chestnut Square at Indian Trail Park, and eventually to the villages and corridors within eastern Indian Trail.

Land Use

Old Monroe Village is a Suburban Mix village. The existing residential development is predominantly medium to low density residential in several subdivisions, which include some of the older residential neighborhood in Indian Trail. There is an existing Mixed-Use Activity Center at the intersection of Indian Trail Road and Old Monroe Road, which developed before the comprehensive plan Mixed-Use Activity Center criteria were established. The Stallings Volunteer Fire Department and Creekside Bible Church are on Old Monroe Road. Several industries are on Waxhaw-Indian Trail Road and Old Monroe Road. A small mobile home development is off Stallings Road, but within the Indian Trail Town Limits. There are also numerous large lot homes that may potentially redevelop in the future.

Future land use in this Village is likely to occur in the Mixed-Use Activity Center Overlay because of the available land and redevelopment potential within approximately one-half mile of the Indian Trail Road and Old Monroe Road intersection. This development will most likely be a mix of commercial, office and high density residential. The remaining developable land within the village will likely be suburban residential.

Transportation

Old Monroe Road, Waxhaw-Indian Trail Road, Indian Trail Road, Chestnut Lane, and Chestnut Parkway should all be Mixed-Use Activity Center Boulevards within the Mixed-Use Activity Center Overlay. Old Monroe Road southeast of Creekside Bible Church should be a 4 Lane Boulevard, and Waxhaw-Indian Trail Road south of the Mixed-Use Activity Center Overlay should be a 2 Lane Boulevard. These typologies all provide for bicycle lanes and pedestrian sidewalks. The Indian Trail 2010 Parks Master Plan provides for trails following the East Fork of Crooked Creek on the east side and Davis Mine Creek in the southern portion. The Indian Trail Bicycle Master Plan and the Comprehensive Pedestrian Plan provide for a Village neighborhood loop.

Urban Design

An Indian Trail Town Gateway should be located on Old Monroe Road at the Stalling Town Limits, coordinated with the Town's approved Wayfinding Program.

RECOMMENDATIONS

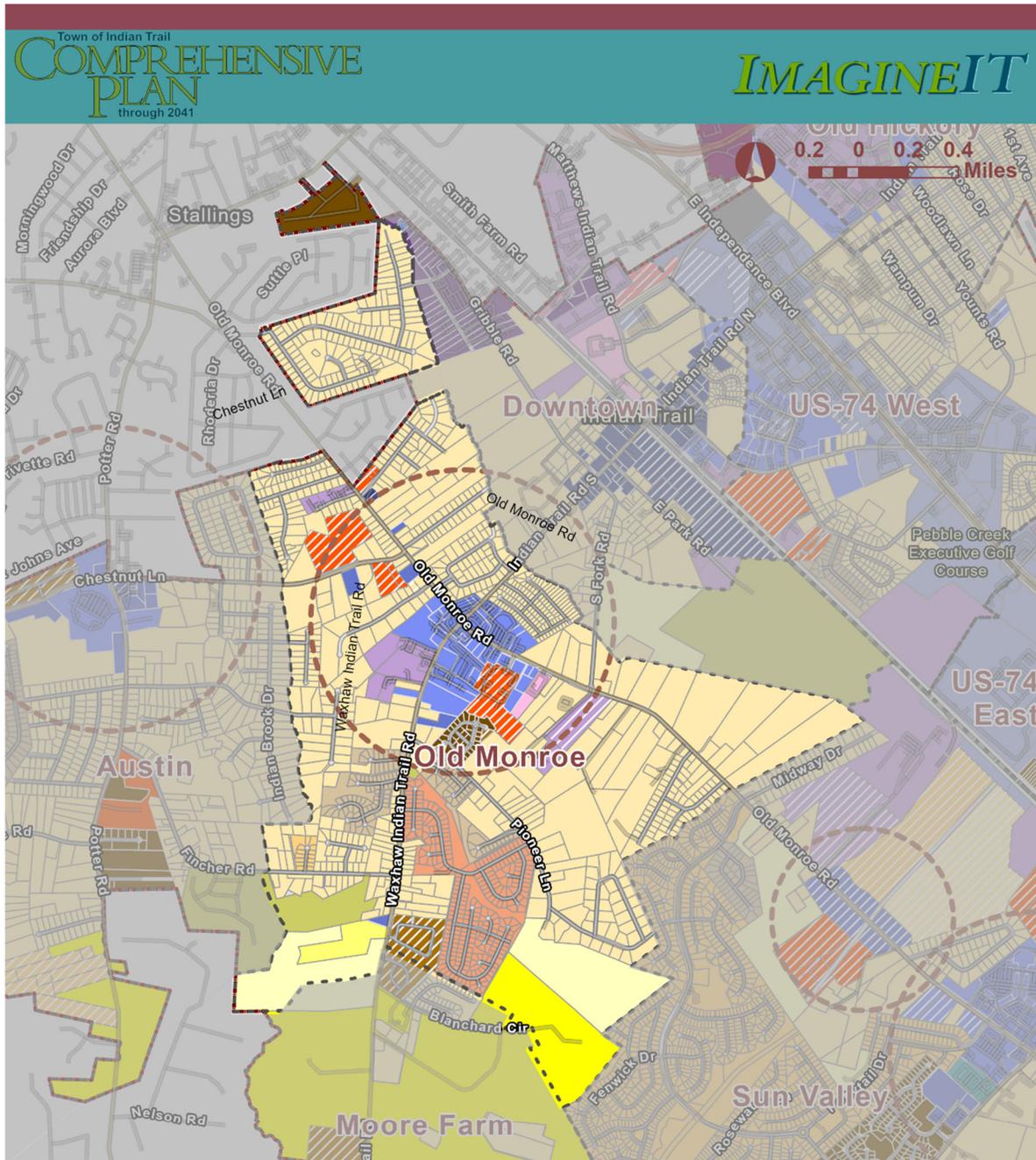


Figure 6.2.23
 Old Monroe Village Existing Zoning

Legend - - - Village Outlines [Red Box] Planning Area [Dashed Circle] Activity Center	Indian Trail Zoning [Light Orange] SF-1 [Light Blue] SF-2 [Light Green] SF-3 [Light Purple] SF-5 [Dark Blue] CBD [Light Purple] NBD [Light Blue] GBD [Pink] I	Union County Zoning [Light Yellow] L-1 [Light Green] CZ-SF1 [Light Blue] CZ-MFR [Light Yellow] R-20 [Light Green] R-4 CZ [Light Blue] R-40 [Light Green] RA-20	This GIS data is deemed reliable but provided "as is" without warranty of any representation of accuracy, timeliness, reliability or completeness. This map document does not present a legal survey of the land and is for graphical purposes only. Use of this data for any purpose should be with acknowledgement of the limitation of the data, including the fact that the data is dynamic and is to a constant state of maintenance, correction and update.
	[Dark Blue] L-1 [Light Green] CZ-SF1 [Light Blue] CZ-MFR	[Light Yellow] R-20 [Light Green] R-4 CZ [Light Blue] R-40 [Light Green] RA-20	

RECOMMENDATIONS

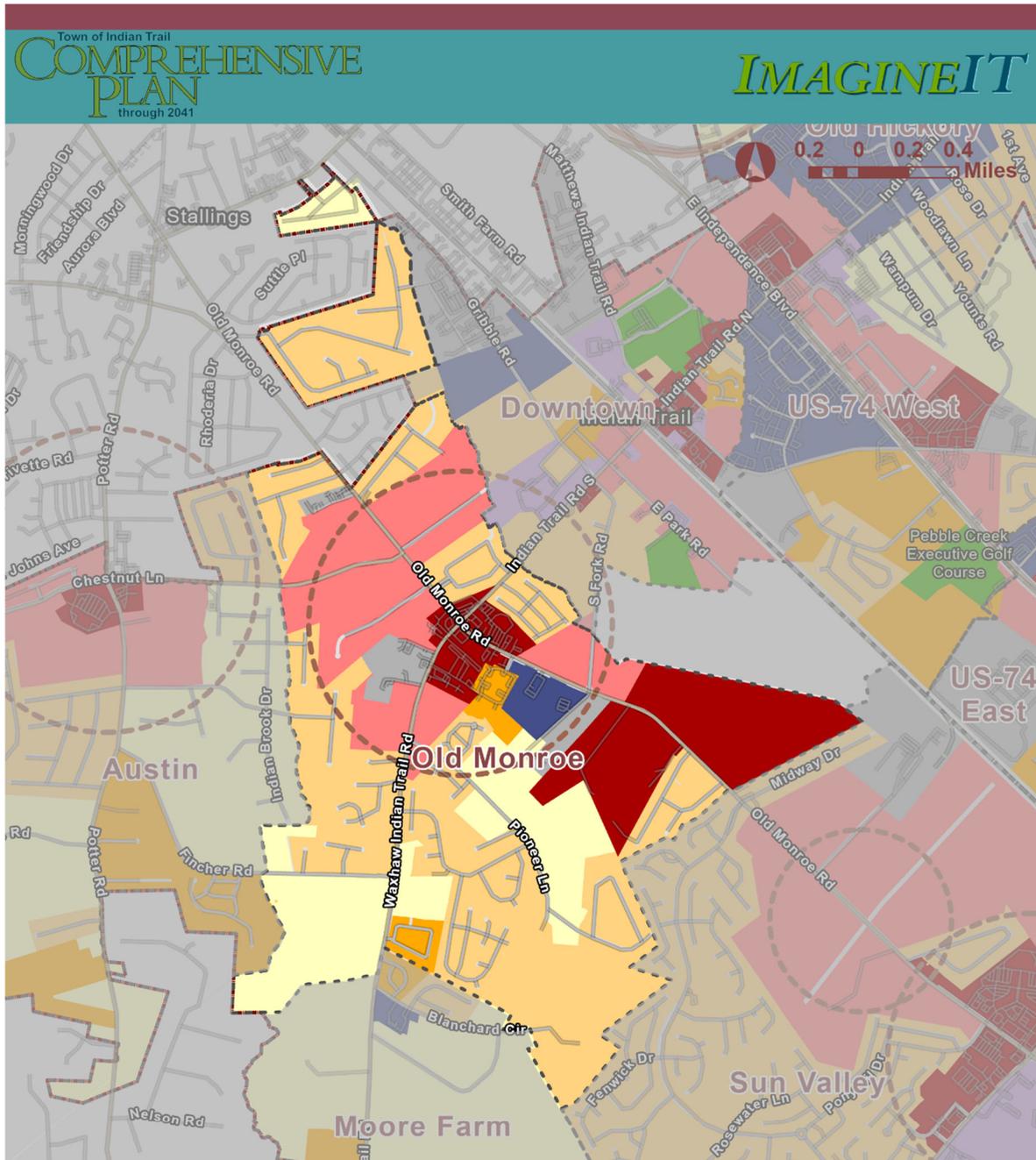


Figure 6.2.24
 Old Monroe Village Future Land Use

Legend		Office	<p>This GIS data is deemed reliable but provided "as is" without warranty of any representation of accuracy, timeliness, reliability or completeness. This map document does not present a legal survey of the land and is for graphical purposes only. Use of this data for any purpose should be with acknowledgement of the limitation of the data, including the fact that the data is dynamic and is to a constant state of maintenance, correction and update.</p>
Future Land Use		Mixed Use	
High Density Residential		Commercial	
Medium Density Residential		Industrial	
Low Density Residential		Village Outlines	
		Activity Center	

RECOMMENDATIONS

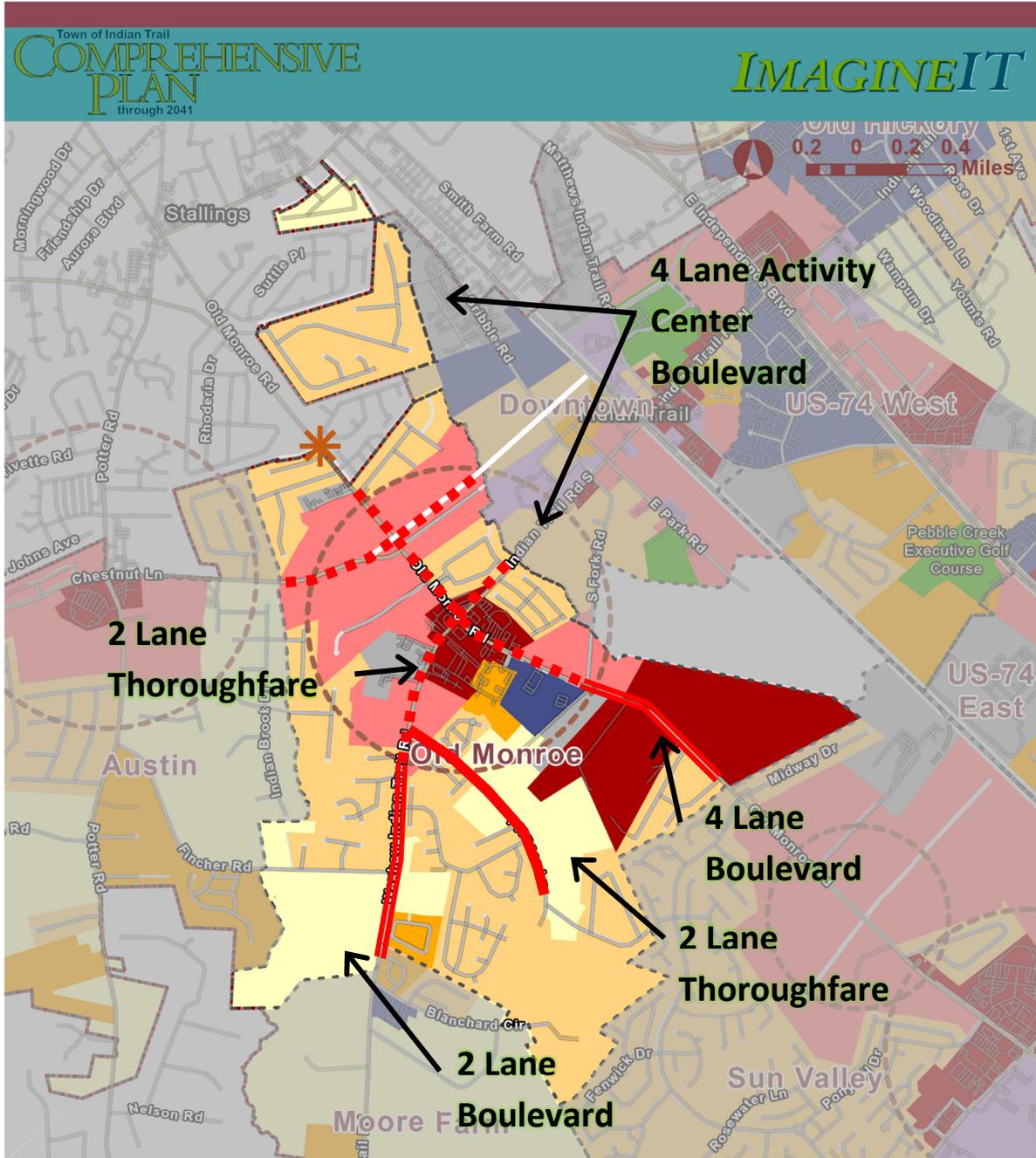


Figure 6.2.25
 Old Monroe Village Transportation

Legend		Transportation		This GIS data is deemed reliable but provided "as is" without warranty of any representation of accuracy, timeliness, reliability or completeness. This map document does not present a legal survey of the land and is for graphical purposes only. Use of this data for any purpose should be with acknowledgement of the limitation of the data, including the fact that the data is dynamic and is to a constant state of maintenance, correction and update.
Future Land Use		<ul style="list-style-type: none"> Divided Hwy Activity Center Roadway Undivided Roadway Future Divided Roadway Activity Center 		
<ul style="list-style-type: none"> High Density Residential Medium Density Residential Low Density Residential 	<ul style="list-style-type: none"> Office Mixed Use Commercial Industrial Village Outlines 			

RECOMMENDATIONS

6.2.9 Porter Ridge Village Plan

Porter Ridge Village is a very rural, sparsely populated area on the northeast side of Indian Trail. It is unique because the Porter Ridge schools campus is located here, with Porter Ridge High School, Porter Ridge Middle School, and Porter Ridge Elementary School. Despite the traffic generated by the schools, the goal is to retain the rural character of this part of Indian Trail.

Land Use

Porter Ridge Village is a Rural Mix village, meant to preserve a sense of rural development. The existing development is primarily agriculture and dispersed single family residences. The Porter Ridge school campus, with Porter Ridge High School, Porter Ridge Middle School and Porter Ridge Elementary School all located here.

Future land use in this Village should all be Rural Mix. A Neighborhood Services Activity Center planned for the intersection of Poplin Road and Rocky River Road will serve this Village, though none of its nonresidential development will be located here. The Neighborhood Services Activity Center Overlay will all be in Rocky River Village.

Transportation

Price Road and Ridge Road are anticipated to become 2 Lane Thoroughfares within Porter Ridge Village. This typology provides for bicycle lanes and pedestrian sidewalks. The sections of Poplin Road and Lawyers Road within this village are anticipated to be 2 Lane Boulevards. The Town's proposed Greenway/Trail system includes a trail along the South Fork of Crooked Creek providing connectivity to the schools' campus.

Urban Design

An Indian Trail Town Gateway should be placed on Lawyers Road at the Town Limits of Unionville. The greenway environment of the North and South Forks of Crooked Creek should be a part of the Village Identity.

RECOMMENDATIONS

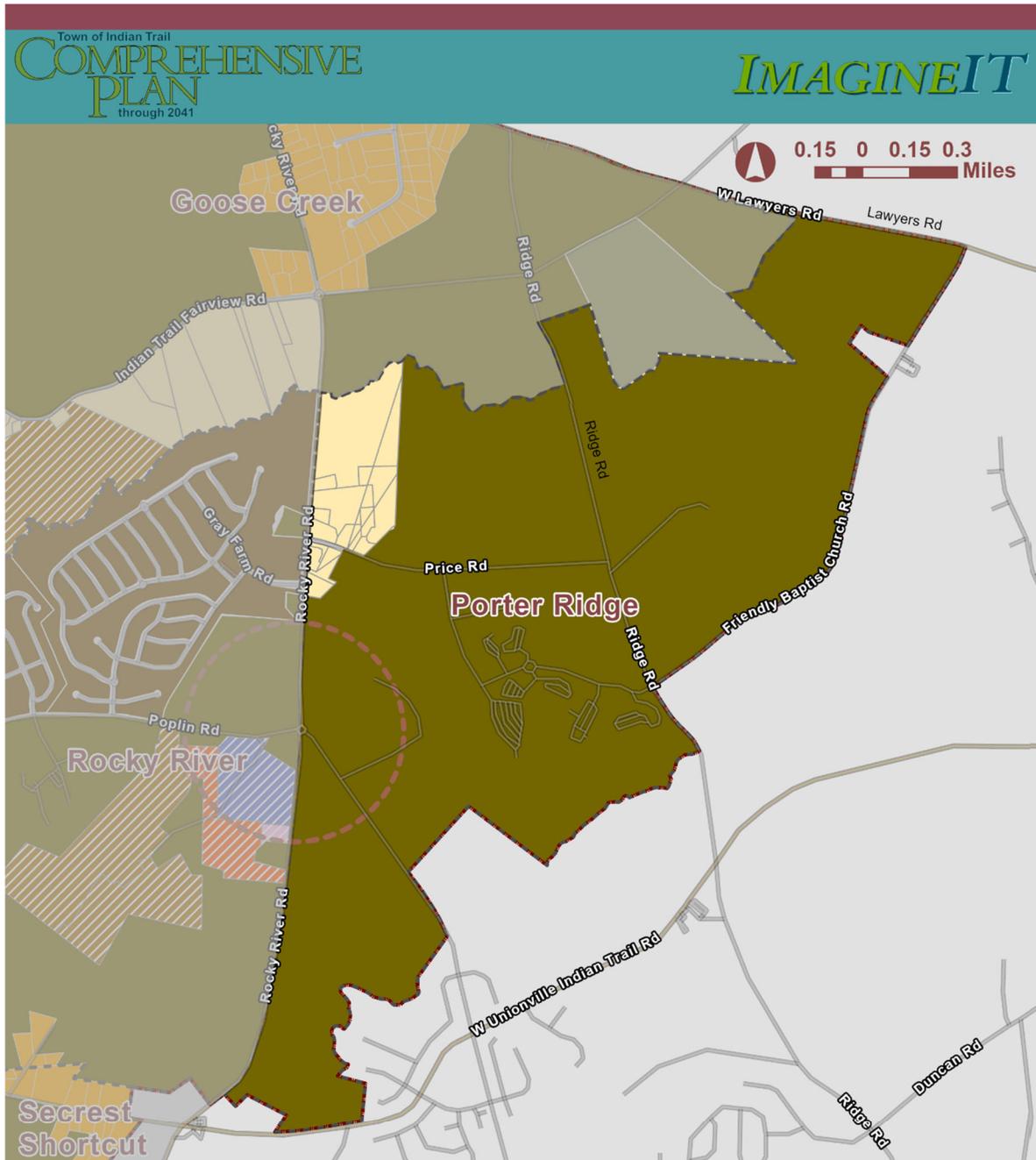


Figure 6.2.26
 Porter Ridge Village Existing Zoning

Legend		Indian Trail Zoning	Union County Zoning	This GIS data is deemed reliable but provided "as is" without warranty of any representation of accuracy, timeliness, reliability or completeness. This map document does not present a legal survey of the land and is for graphical purposes only. Use of this data for any purpose should be with acknowledgement of the limitation of the data, including the fact that the data is dynamic and is to a constant state of maintenance, correction and update.
	Village Outlines		SF-1	
	Planning Area		RA-40	
	Activity Center			

RECOMMENDATIONS

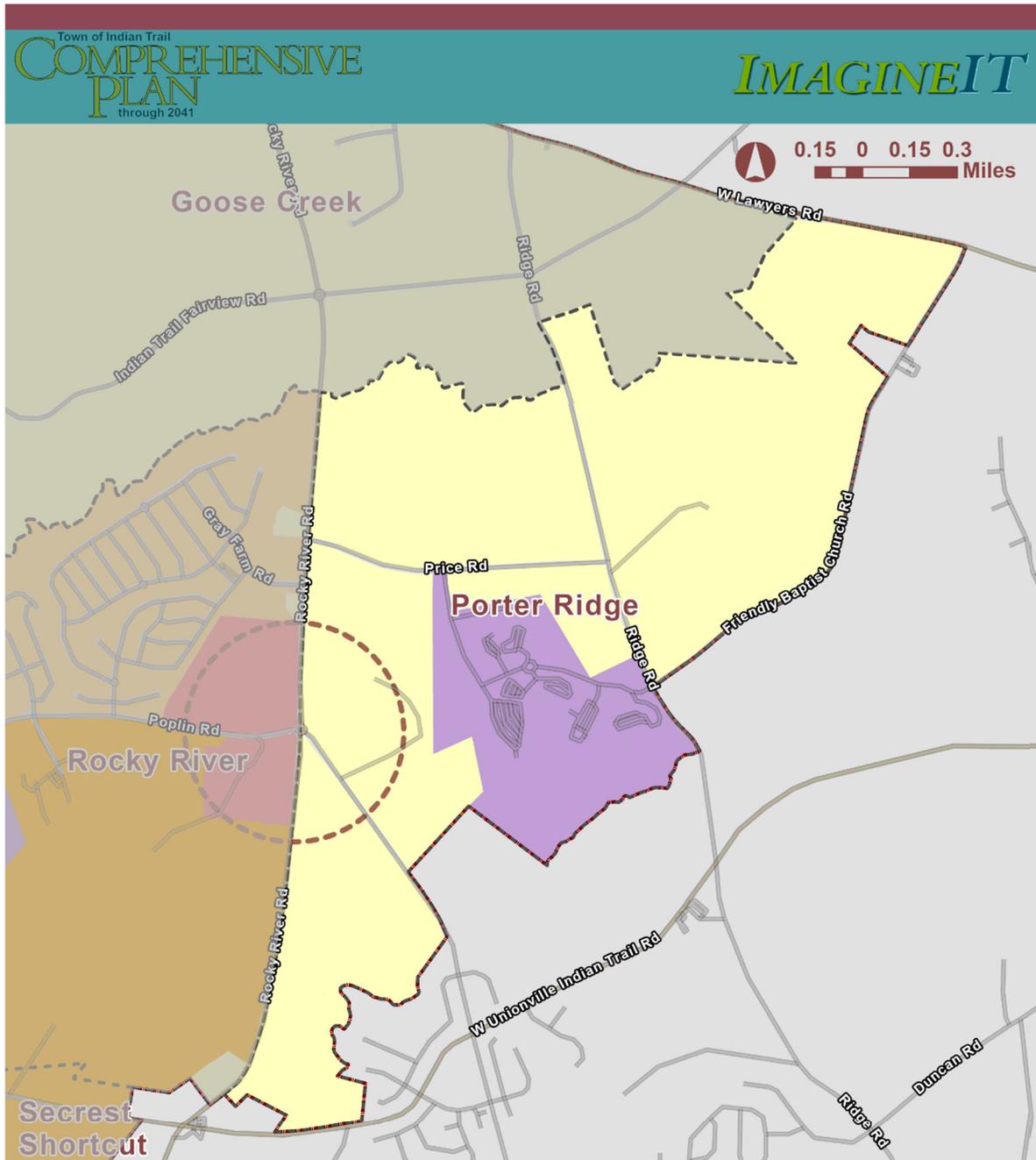


Figure 6.2.27
 Porter Ridge Village Future Land Use

Legend	
Future Land Use	
	Low Density Residential
	Institutional
	Village Outlines
	Planning Area
	Activity Center

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RECOMMENDATIONS

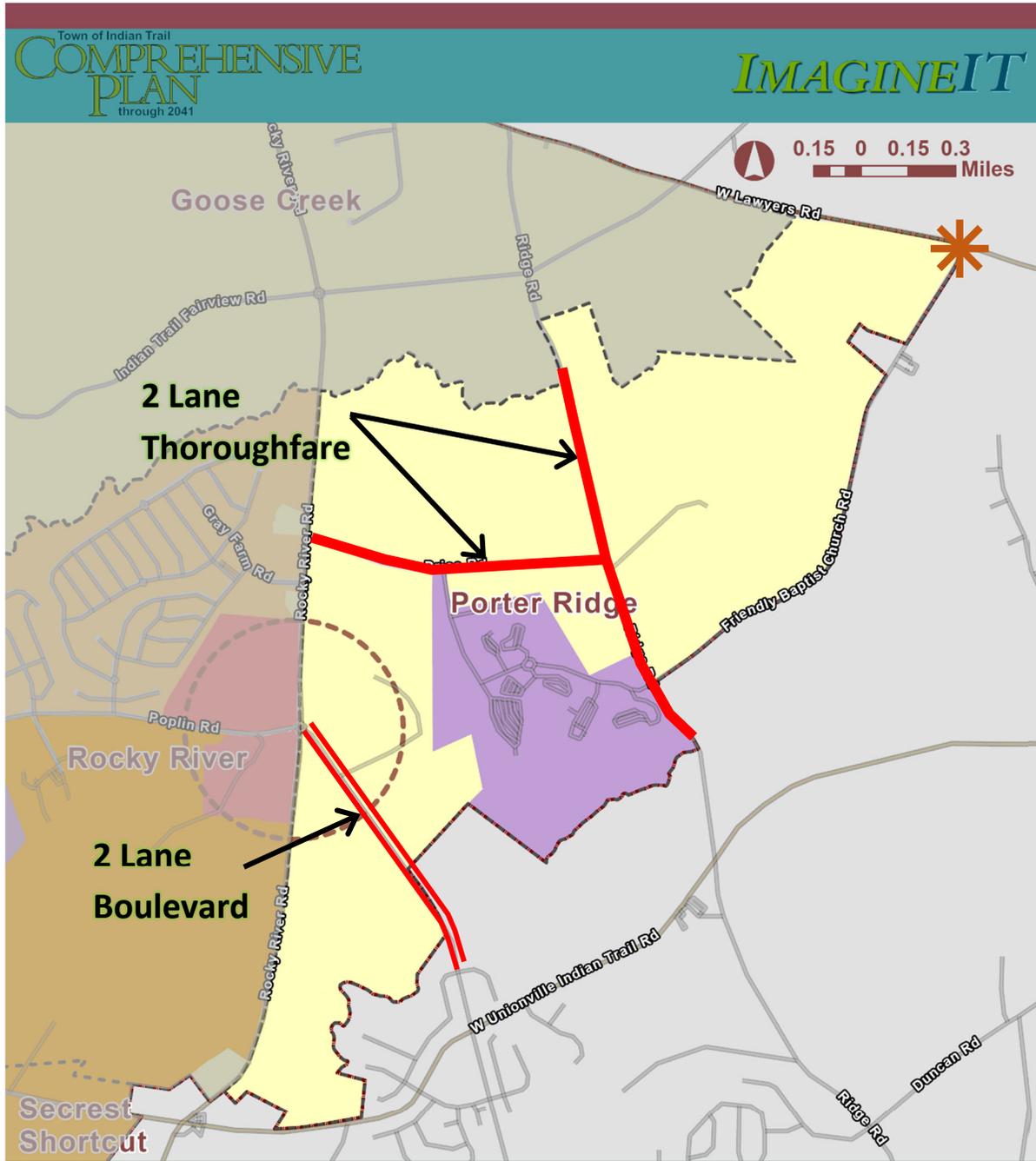


Figure 6.2.28
 Porter Ridge Village Transportation

Legend

Future Land Use

- Low Density Residential
- Institutional

- Village Outlines
- Planning Area
- Activity Center

Transportation

- Divided Hwy
- Activity Center Roadway
- Undivided Roadway
- Future Divided Roadway

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RECOMMENDATIONS

6.2.10 Rocky River Village Plan

Rocky River Village development began with the traditional neighborhood development (TND) of Bonterra, which continues to be the model desired for this Village. Bonterra extends across the North Fork of Crooked Creek into North Fork Village, which forms the northern boundary of Rocky River Village. The South Fork of Crooked Creek forms the southern boundary for the Village as well as a boundary with Monroe. Secret Short Cut Road Small Area Plan Village forms the western boundary. Porter Ridge Village on the east is anticipated to maintain its rural atmosphere, but the proximity of the Porter Ridge schools campus will be close to Rocky River Village. The access provided by the Monroe Expressway, Poplin Road, Unionville-Indian Trail Road, and Rocky River Road will support the continued development of this Village following the TND model.

Land Use

Rocky River Village is a Traditional Neighborhood Development (TND) Village, based on the existing Bonterra neighborhood and the ability of the village to support higher densities because of the presence of a Monroe Expressway interchange. Poplin Elementary School is located on Poplin Road across from Bonterra.

Future land use in this Village should include a Mixed-Use Activity Center Overlay at the Monroe Expressway interchange, as part of the Mixed-Use Activity Center anticipated for Secret Short Cut Road Small Area Plan Village at Unionville-Indian Trail Road and Secret Shortcut Road at the Expressway interchange. A Neighborhood Services Activity Center planned for the intersection of Poplin Road and Rocky River Road should include a Neighborhood Services Activity Center Overlay to serve the Bonterra neighborhood and other nearby residences. The remainder of the Village should all be Traditional Neighborhood Development.

Transportation

The Monroe Expressway provides an interchange at or near the junction of Poplin Road and Unionville Indian Trail Road. Poplin Road should become a 2 Lane Boulevard and Unionville-Indian Trail Road should become a 4 Lane Mixed-Use Activity Center Boulevard in the Village Center. Poplin Road should also become a 2 Lane Mixed-Use Activity Center Boulevard in the Neighborhood Services Activity Overlay. Poplin Road between the Mixed-Use Activity Center Overlay and the Neighborhood Services Activity Center Overlay should become a 2 Lane Boulevard, and Unionville-Indian Trail Road from the Mixed-Use Activity Center Overlay to the South Fork of Crooked Creek should become a 4 Lane Boulevard. These typologies provide for bicycle lanes and pedestrian sidewalks. The Town of Indian Trail 2010 Park Master Plan provides for trails along both the North Fork and South Fork of Crooked Creek. The Indian Trail Bicycle Master Plan and the Comprehensive Pedestrian Plan provide for a neighborhood loop throughout the Village. The pedestrian, bicycle and trail plans will help provide enhanced access to the Porter Ridge school campus, and access under the Monroe Expressway.

RECOMMENDATIONS

Urban Design

The Monroe Expressway interchange creates a significant gateway for Indian Trail. The Expressway provided a high quality aesthetic design for its bridges and interchanges. This could be supplemented by the Town with landscaping and additional streetscape elements. The greenway environment of the North and South Forks of Crooked Creek should be a part of the Village Identity. A visual and noise buffer should be provided between the new Village Center Overlay and TND developments and the Monroe Expressway.

RECOMMENDATIONS

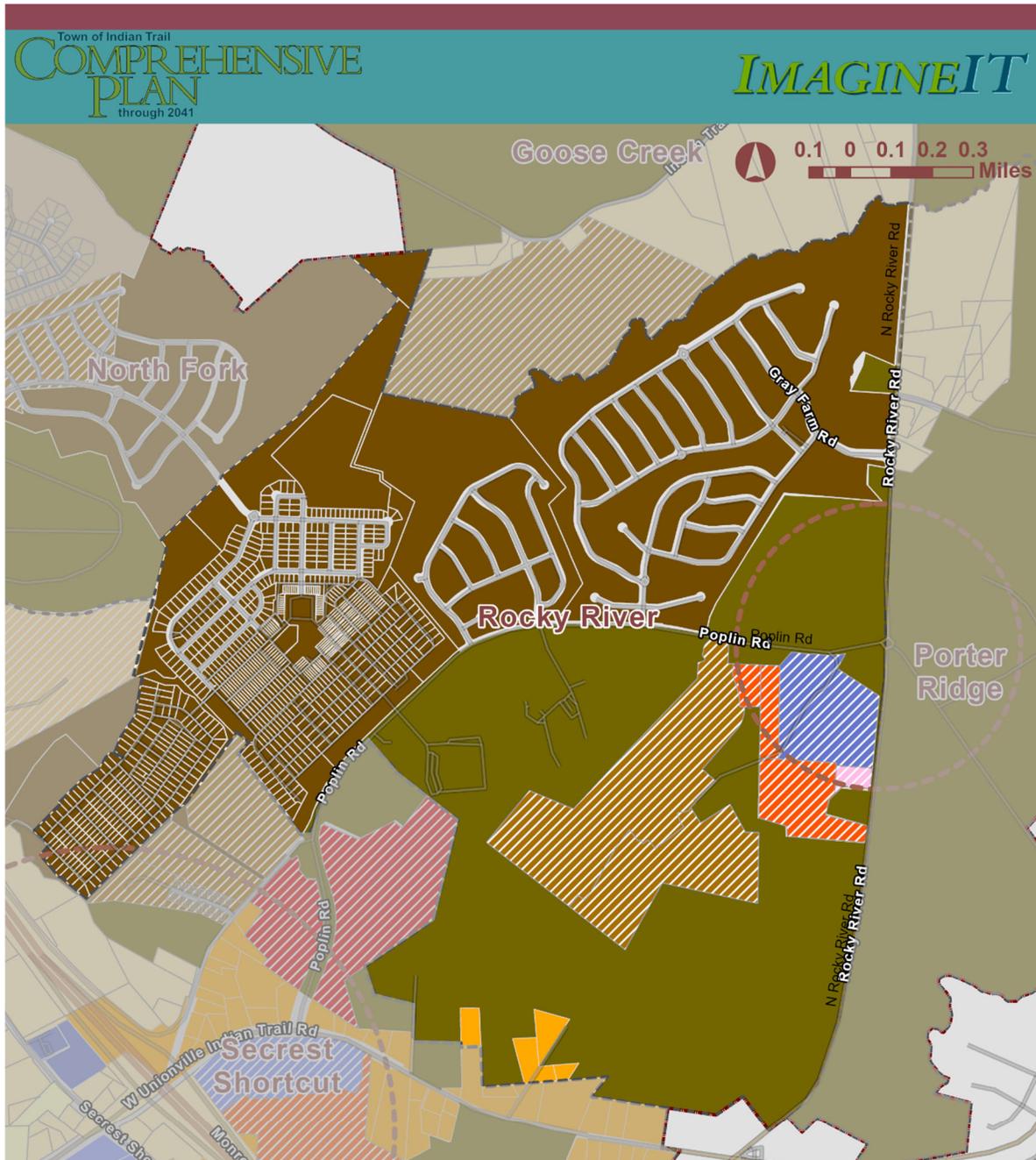


Figure 6.2.29
 Rocky River Village Existing Zoning

Legend - - - Village Outlines [Red dashed box] Planning Area [Red dashed circle] Activity Center	Indian Trail Zoning [Brown box] SF-5 [Orange box] RSF [Blue box] CZ-NBD [Pink box] CZ-I	[Hatched box] CZ-SF5 [Red hatched box] CZ-MFR	Union County Zoning [Green box] RA-40	This GIS data is deemed reliable but provided "as is" without warranty of any representation of accuracy, timeliness, reliability or completeness. This map document does not present a legal survey of the land and is for graphical purposes only. Use of this data for any purpose should be with acknowledgement of the limitation of the data, including the fact that the data is dynamic and is to a constant state of maintenance, correction and update.

RECOMMENDATIONS

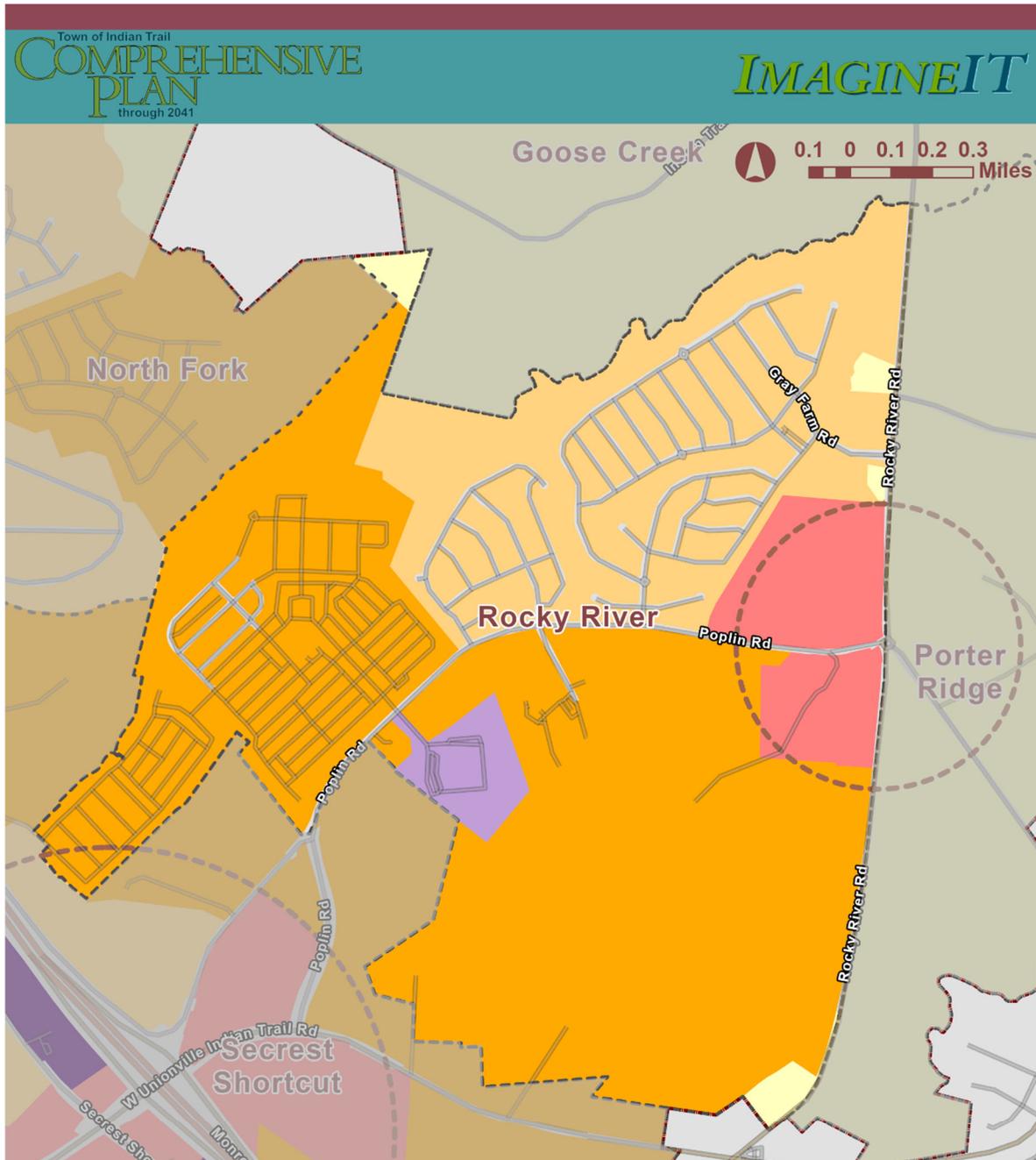


Figure 6.2.30
 Rocky River Village Future Land Use

Legend		
Future Land Use		
Low Density Residential	Institutional	<p>This GIS data is deemed reliable but provided "as is" without warranty of any representation of accuracy, timeliness, reliability or completeness. This map document does not present a legal survey of the land and is for graphical purposes only. Use of this data for any purpose should be with acknowledgement of the limitation of the data, including the fact that the data is dynamic and is to a constant state of maintenance, correction and update.</p>
High Density Residential	Mixed Use	
Medium Density Residential	Village Outlines	
	Planning Area	
	Activity Center	

RECOMMENDATIONS

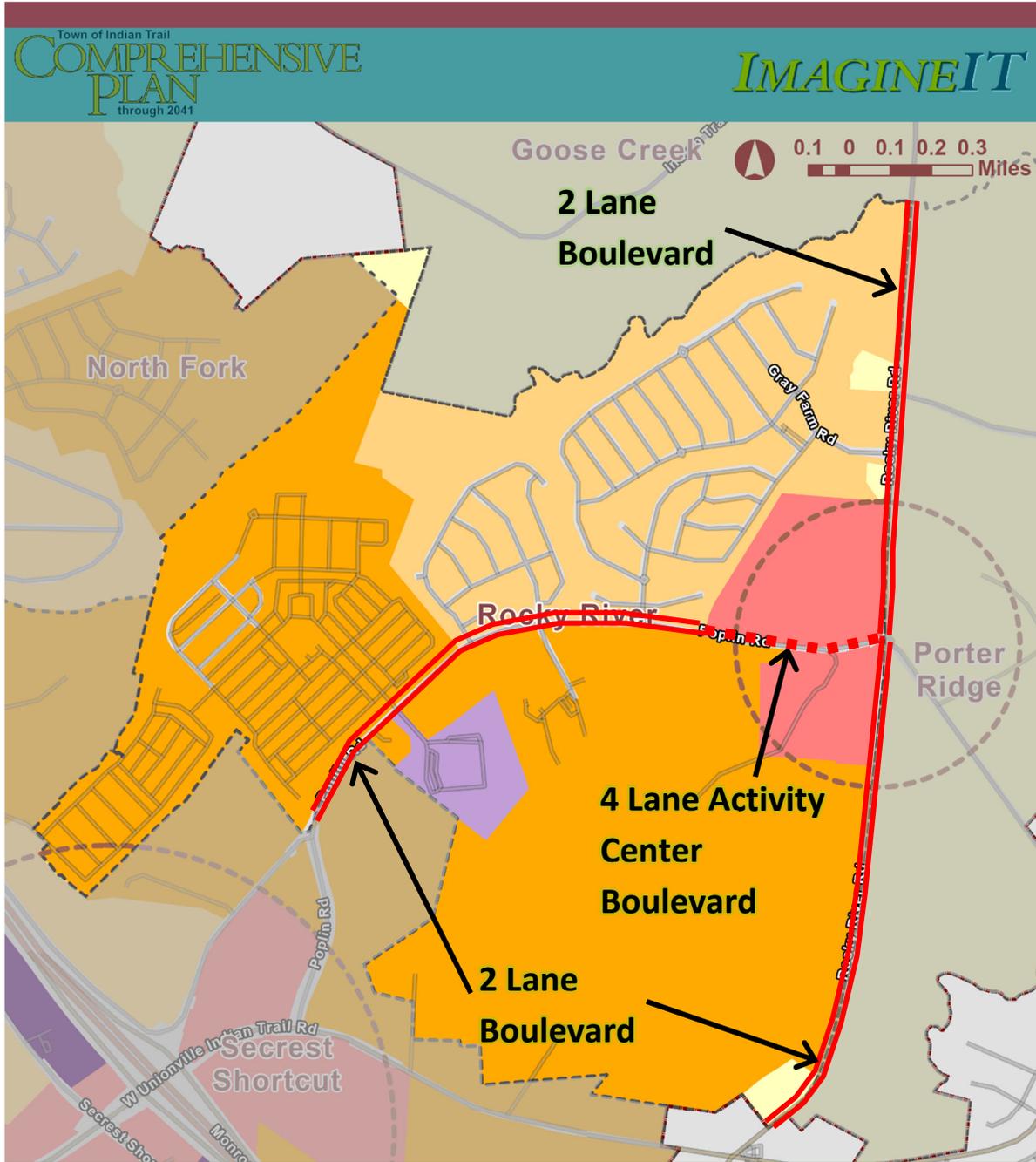


Figure 6.2.31
 Rocky River Village Transportation

Legend		Transportation		This GIS data is deemed reliable but provided "as is" without warranty of any representation of accuracy, timeliness, reliability or completeness. This map document does not present a legal survey of the land and is for graphical purposes only. Use of this data for any purpose should be with acknowledgement of the limitation of the data, including the fact that the data is dynamic and is to a constant state of maintenance, correction and update.
Future Land Use		Institutional	Divided Hwy	
Low Density Residential	Mixed Use	Activity Center Roadway	Undivided Roadway	
High Density Residential	Village Outlines	Future Divided Roadway	Activity Center	
Medium Density Residential	Planning Area			

RECOMMENDATIONS

6.2.11 Rogers Village Plan

Rogers Village lies at the southeastern –most corner of Indian Trail, adjacent to the City of Monroe. It is a mix of high- and medium-density subdivisions adjacent to Sun Valley Village on the northwest, industrial development along the CSX Railroad on the northeast and unincorporated Union County land on the south. The eastern side of the Village is the Charlotte-Monroe Executive Airport, which influences some of the light industrial development along Old Charlotte Highway in Rogers Village. Twelve Mile Creek meanders throughout the Village, adding a pleasant natural edge to many of the subdivisions. The Sun Valley schools campus abuts Rogers Village on the northwest, with Sun Valley High School, Sun Valley Middle School, Sun Valley Elementary School, and Shiloh Elementary School attracting families to the Village.

Land Use

Rogers Village is a Suburban Mix Village. There are a mix of low density and high density existing residential subdivisions. There are also industrial properties along Old Charlotte Highway. Part of the large Hanson Brick mining company is partially located in the US-74 Far East Corridor. Union County Public Works has a large property in the southwest corner of the Village, with access from Goldmine Road. Christ Community Church is located on Rogers Road between the Meriwether and Meadow Glen neighborhoods. The Meriwether subdivision in Rogers Village and Brook Valley subdivision in Sun Valley Village have common area open space between the subdivisions and the Union County Public Works properties. Several branches of Twelve Mile Creek run through the Village. While there is no Mixed-Use Activity Center in this Village, it is served by the Sun Valley Sub-regional Activity Center and Shopping and Entertainment District at Old Charlotte Highway and Wesley Chapel-Stouts Road.

Future land use in this Village should include additional medium density residential development off Old Charlotte Highway adjacent to Sandalwood II, and off Rogers Road, to be compatible with the existing residential subdivisions. Additional light industrial development may occur along Old Charlotte Highway as infill among the existing industrial properties, since it is close to the Charlotte-Monroe Executive Airport, the CSX Railroad and existing industrial uses.

Transportation

Old Charlotte Highway, which is a continuation of Old Monroe Road, should become a 4 Lane Boulevard through Rogers Village, based on the projected traffic volumes described in Chapter 7.2 Anticipated Roadway Travel Demand. This typology includes bicycle lanes and pedestrian sidewalks. Rogers Road should be upgraded to a 2 Lane Thoroughfare with the addition of bicycle lanes and pedestrian sidewalks, as well as street trees. The Town of Indian Trail 2010 Park and Greenway Master Plan provides for a trail along the East Fork of Twelve Mile Creek from the Sun Valley school campus to the Meriwether/Brook Valley open space area, and along the branch of Twelve Mile Creek on the western edge of Rogers Village. The Indian Trail Bicycle Master Plan and Comprehensive Pedestrian Plan provide for neighborhood loops connecting the Village neighborhoods to the Sun Valley schools campus.

RECOMMENDATIONS

Urban Design

There should be a Town of Indian Trail Gateway on Old Charlotte Highway at the Monroe City Limits. A visual buffer should be considered as part of any new development or redevelopment along Old Charlotte Highway to screen the Hanson Brick mining property, and between the new Suburban Mix residential development and the adjacent existing industrial property on Old Charlotte Highway.

RECOMMENDATIONS

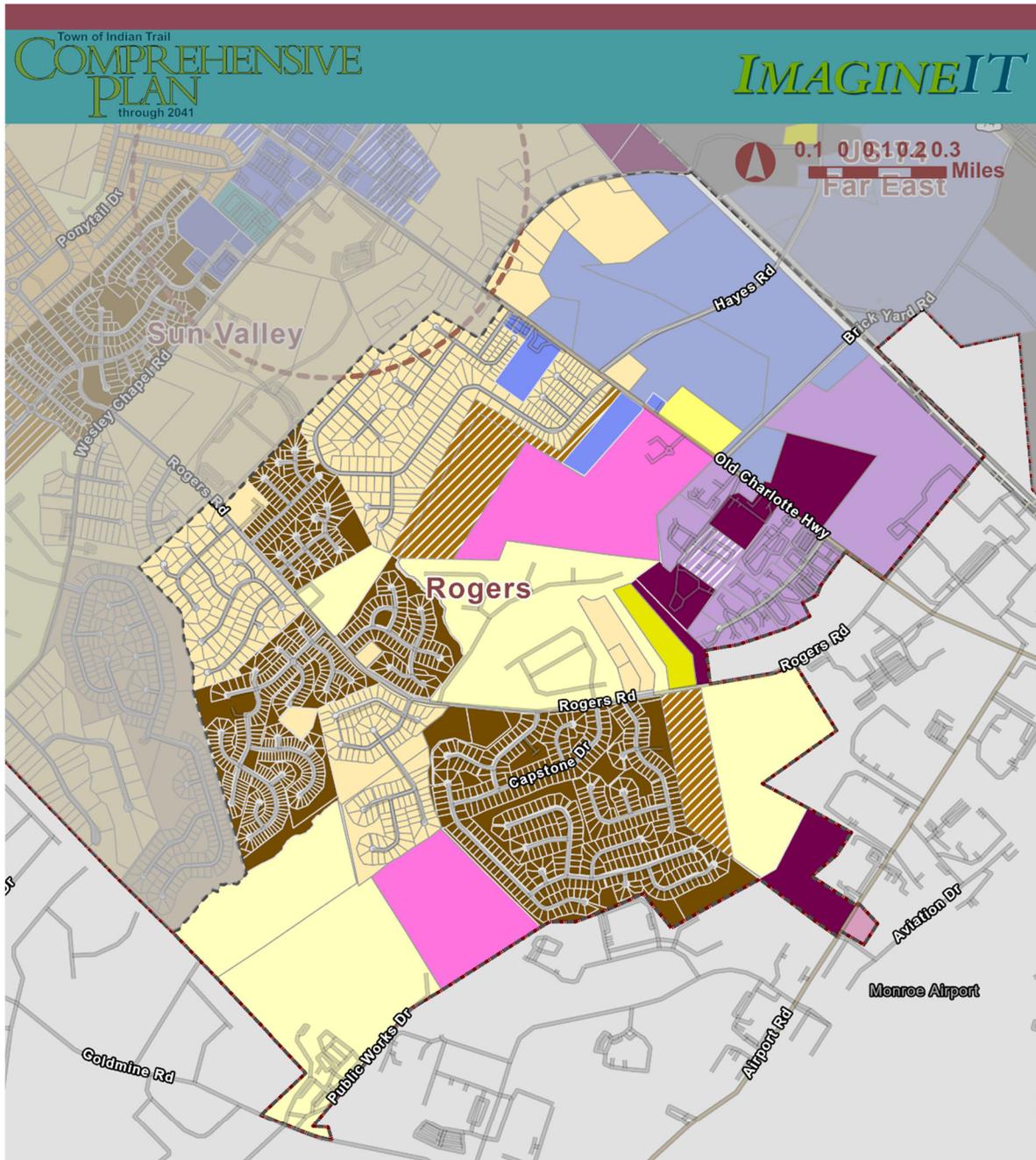
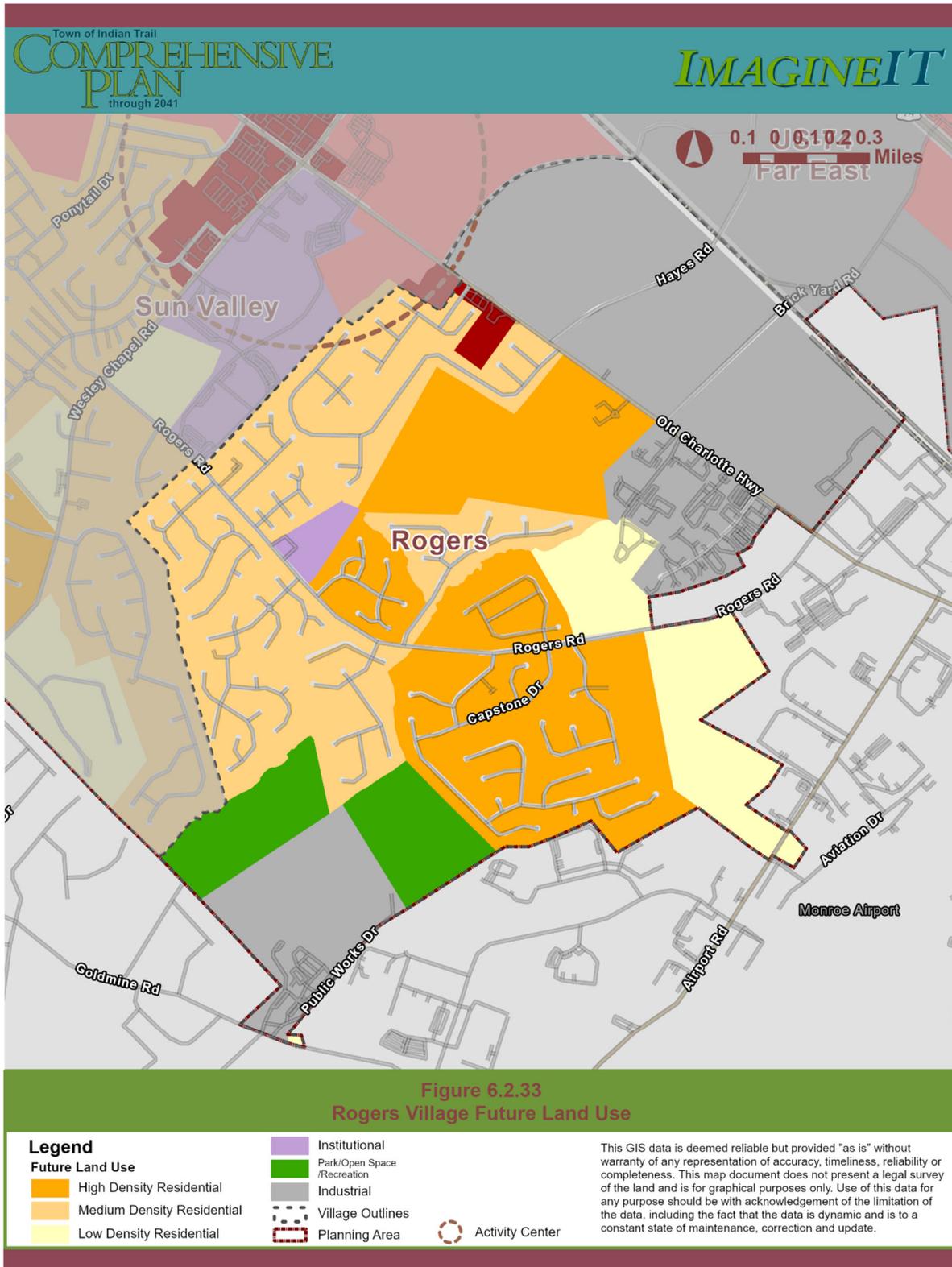


Figure 6.2.32
 Rogers Village Existing Zoning

Legend - - - Village Outlines [Red dashed box] Planning Area [Red dashed circle] Activity Center	Indian Trail Zoning [Light yellow box] SF-1 [Dark yellow box] SF-5 [Blue box] GBD [Light blue box] RBD	[Purple box] L-1 [Purple with diagonal lines box] CZ-LI [Brown with diagonal lines box] CZ-SF5	Union County Zoning [Light yellow box] R-20 [Yellow box] R-4 CZ [Yellow box] R-8 [Pink box] MPD [Purple box] HI	This GIS data is deemed reliable but provided "as is" without warranty of any representation of accuracy, timeliness, reliability or completeness. This map document does not present a legal survey of the land and is for graphical purposes only. Use of this data for any purpose should be with acknowledgement of the limitation of the data, including the fact that the data is dynamic and is to a constant state of maintenance, correction and update.
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RECOMMENDATIONS



RECOMMENDATIONS

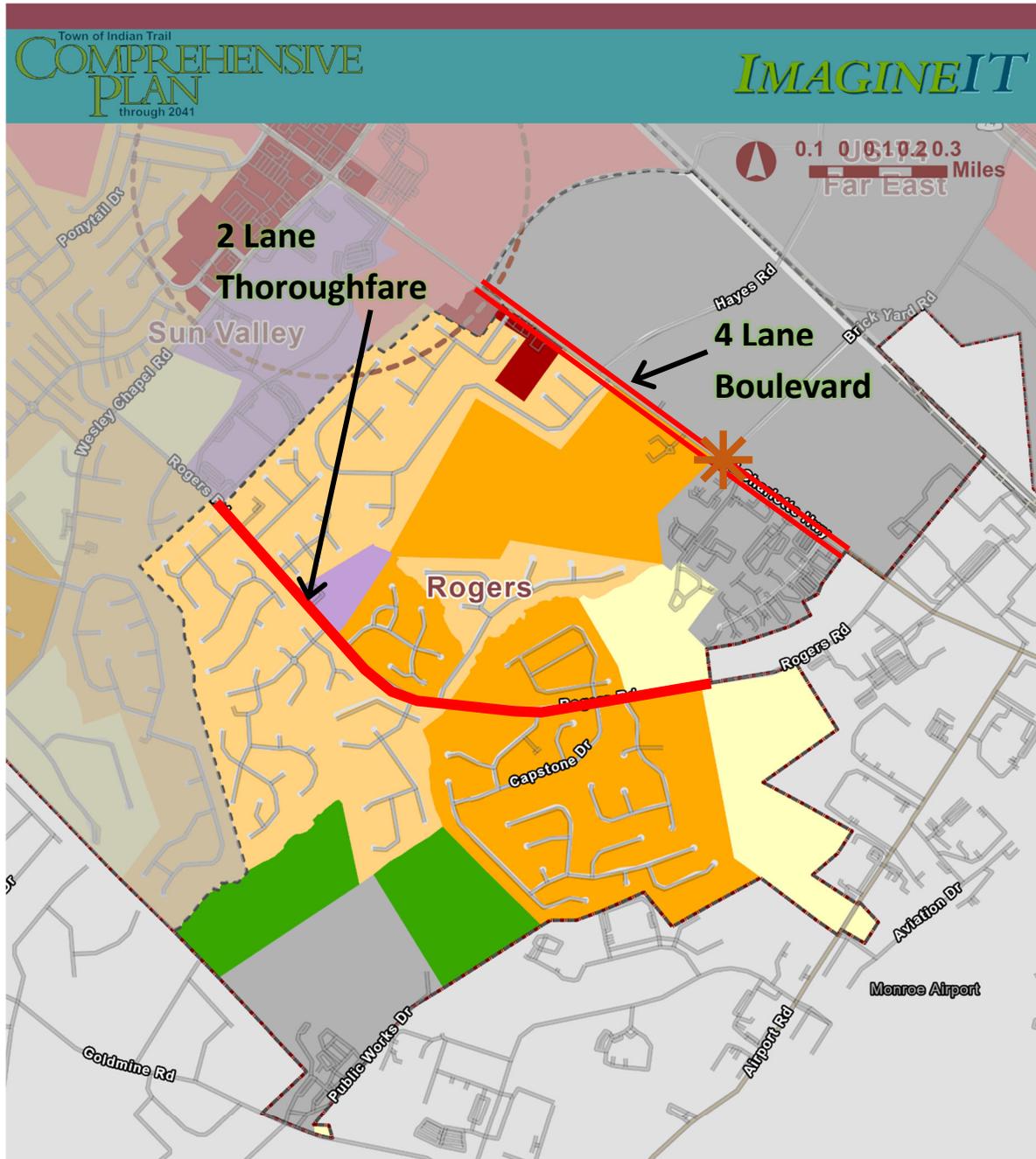


Figure 6.2.34
 Rogers Village Transportation

Legend		Transportation		This GIS data is deemed reliable but provided "as is" without warranty of any representation of accuracy, timeliness, reliability or completeness. This map document does not present a legal survey of the land and is for graphical purposes only. Use of this data for any purpose should be with acknowledgement of the limitation of the data, including the fact that the data is dynamic and is to a constant state of maintenance, correction and update.
Future Land Use		Institutional	Divided Hwy	
High Density Residential	Park/Open Space /Recreation	Industrial	Activity Center Roadway	
Medium Density Residential	Village Outlines	Undivided Roadway	Future Divided Roadway	
Low Density Residential	Planning Area	Activity Center		

RECOMMENDATIONS

6.2.12 Secrest Short Cut Small Area Plan (SAP) Village Plan

This Village exists to show the Town of Indian Trail's area included in the Secrest Short Cut Road Small Area Plan prepared for and adopted by both the Town of Indian Trail and Union County in 2018. The Village straddles the Monroe Expressway from Faith Church Road on the west side to Rocky River Road on the east side. The Monroe expressway provides regional access to metropolitan Charlotte and Union County.

Land Use

A Mixed-Use Activity Center with retail, office and civic uses will be appropriate at the intersection of Unionville-Indian Trail Road and Secrest Shortcut Road, at the Monroe Expressway interchange. Well planned and strategically located light industrial uses will also be appropriate near the Monroe Expressway interchange. The area surrounding the Mixed-Use Activity Center within approximately one-half mile of the intersection, will be appropriate as a Mixed-Use Activity Center Overlay.

Transportation

Secrest Shortcut Road through the Mixed-Use Activity Center Overlay should be a 4 Lane Mixed-Use Activity Village Center Street, as should Unionville-Indian Trail Road from the Monroe Expressway interchange to the intersection of Unionville-Indian Trail Road and Sardis Church Road.

Urban Design

The Monroe Expressway interchange creates a significant gateway opportunity for Indian Trail. The Expressway provided a high quality aesthetic design for its bridges and interchanges, as described in Chapter 4.4 Urban Design Elements. This could be supplemented by the Town with landscaping and additional streetscape elements. Other urban design elements in Crooked Creek Village should include an Indian Trail Town Gateway on Secrest Shortcut Road at the Hemby Bridge Town Limits.

RECOMMENDATIONS

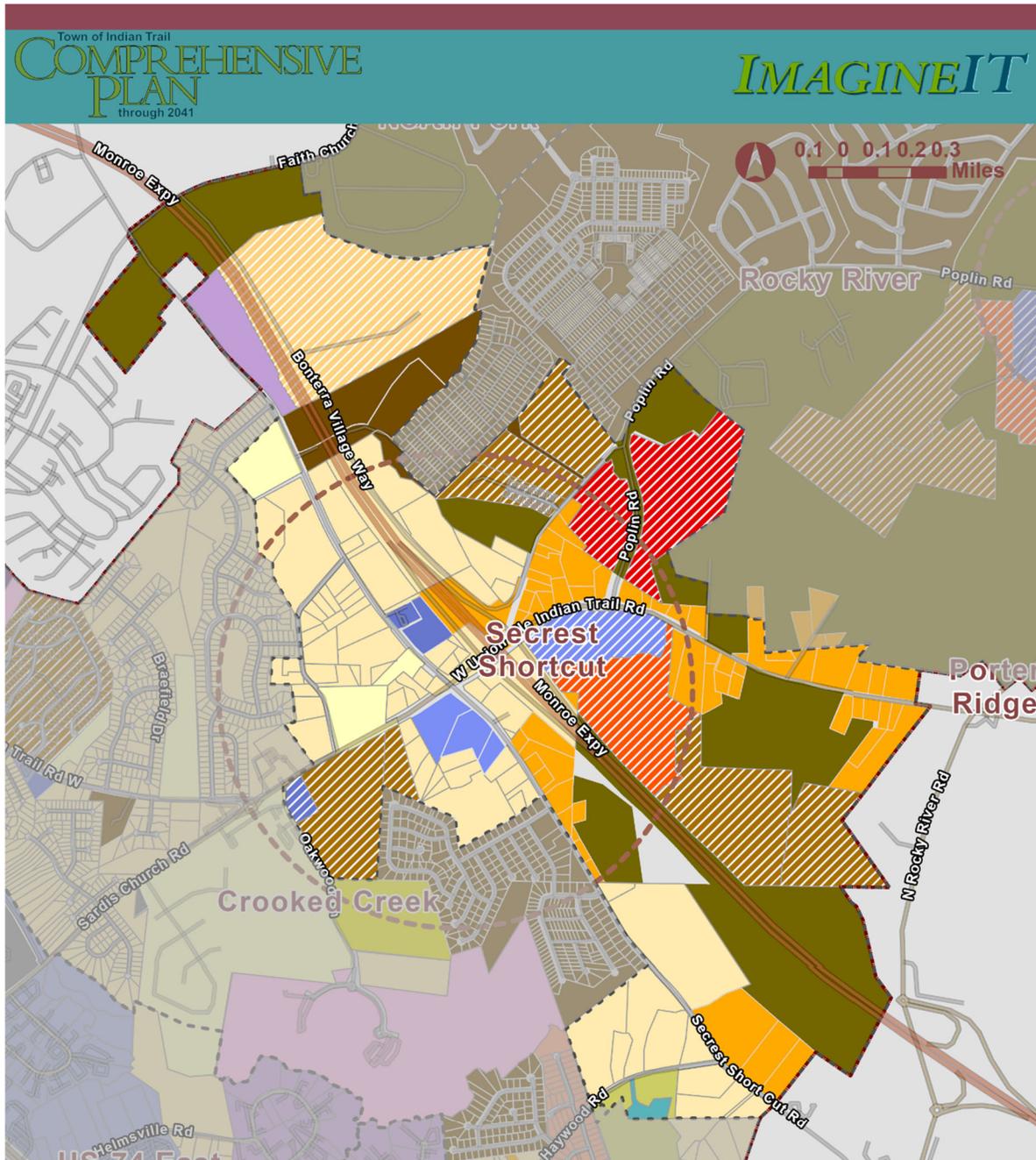


Figure 6.2.35
 Secret Short Cut Road Small Area Plan Village Existing Zoning

Legend		Indian Trail Zoning		Union County Zoning		This GIS data is deemed reliable but provided "as is" without warranty of any representation of accuracy, timeliness, reliability or completeness. This map document does not present a legal survey of the land and is for graphical purposes only. Use of this data for any purpose should be with acknowledgement of the limitation of the data, including the fact that the data is dynamic and is to a constant state of maintenance, correction and update.
	Village Outlines		SF-1		CZ-TND	
	Planning Area		SF-5		CZ-MFR	
	Activity Center		NBD		CZ-NBD	
			GBD		R-20	
			RSF		RA-20	
			L-1		RA-40	
			CZ-NBD			
			CZ-GBD			

RECOMMENDATIONS

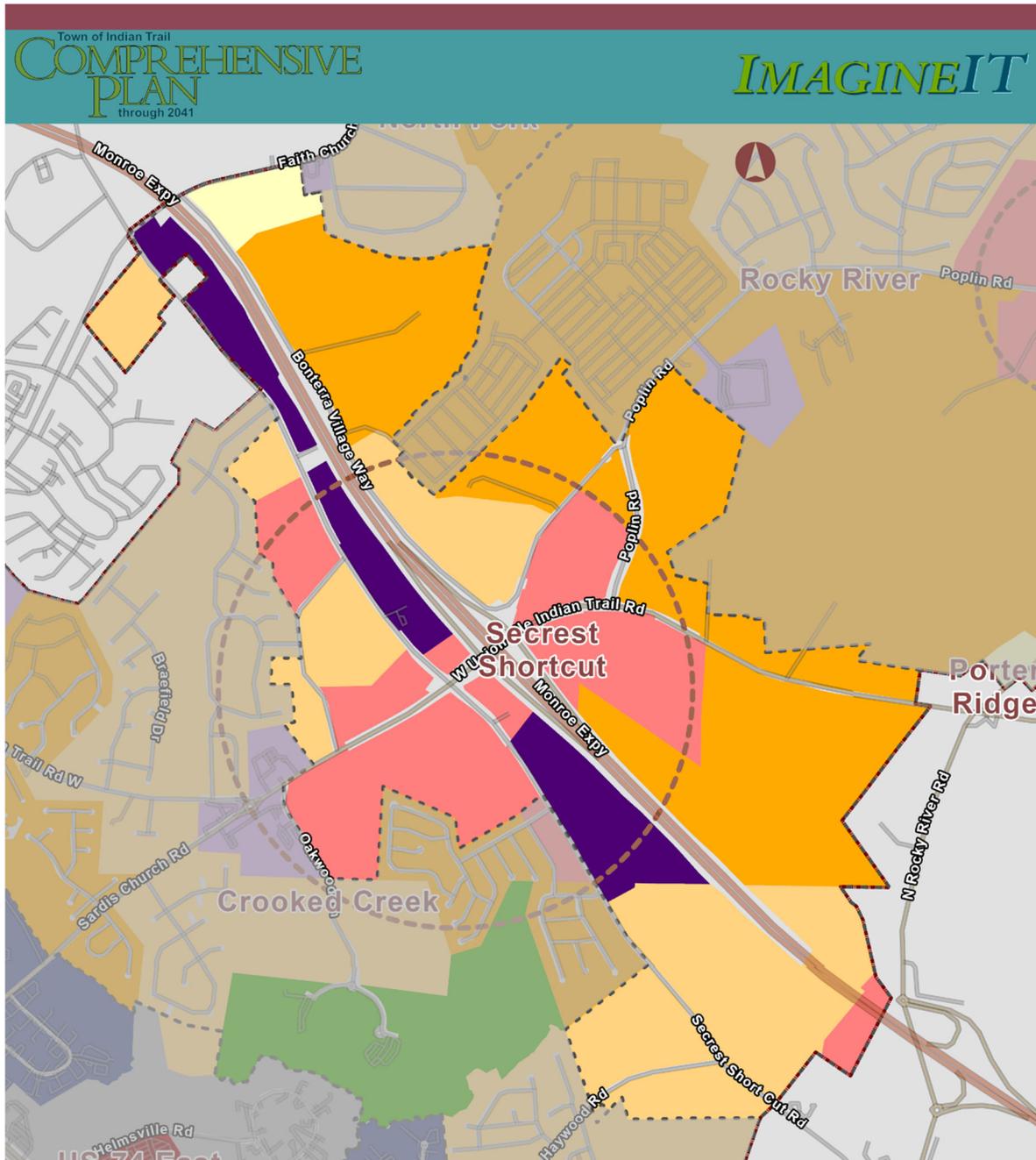


Figure 6.2.36
 Secret Short Cut Road Small Area Plan Village Future Land Use

Legend	
Future Land Use	
Low Density Residential	Mixed Use
Medium Density Residential	Employment Center
High Density Residential	Village Outlines
Planning Area	Activity Center

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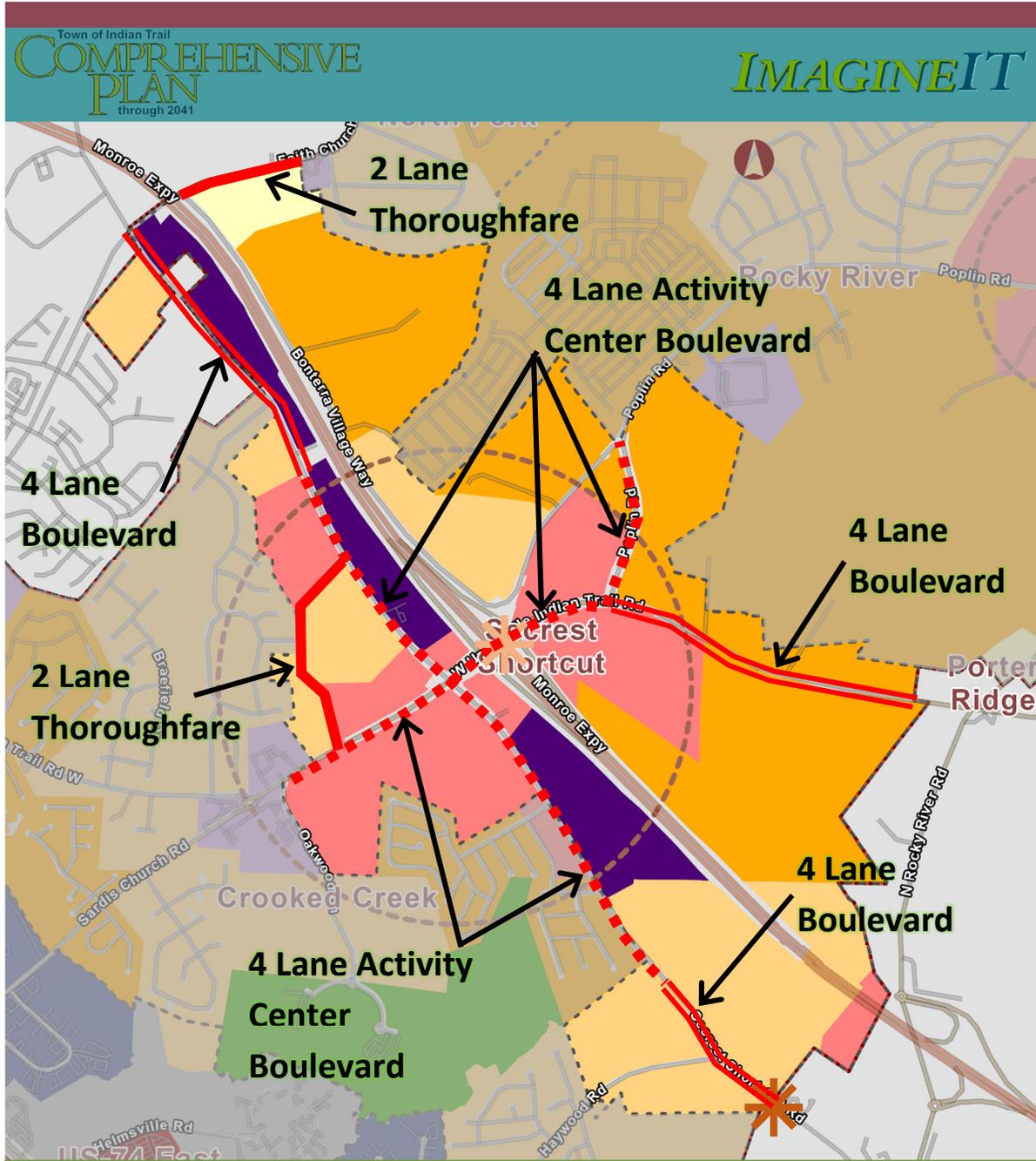


Figure 6.2.37
 Secret Short Cut Road Small Area Plan Village Transportation

Legend			
Future Land Use		Transportation	
High Density Residential	Employment Center	Divided Hwy	This GIS data is deemed reliable but provided "as is" without warranty of any representation of accuracy, timeliness, reliability or completeness. This map document does not present a legal survey of the land and is for graphical purposes only. Use of this data for any purpose should be with acknowledgement of the limitation of the data, including the fact that the data is dynamic and is to a constant state of maintenance, correction and update.
Medium Density Residential	Village Outlines	Activity Center Roadway	
Low Density Residential	Planning Area	Undivided Roadway	
	Activity Center	Future Divided Roadway	

RECOMMENDATIONS

6.2.13 Sun Valley Village Plan

Sun Valley is the largest of the Indian Trail Villages, characterized particularly by the Brandon Oaks subdivision, Union County's largest residential neighborhood, and the Sun Valley schools campus, which is one of the oldest campuses in the Union County School District. It is served by Old Monroe Road and Wesley Chapel/Wesley Chapel-Stouts Roads. The CSX Railroad forms the northeastern boundary of the Village. The west side is bordered by Price Mill Creek, which separates it from Moore Farm Village. Old Monroe Village borders Sun Valley to the west along Old Monroe Road, and Rogers Village borders Sun Valley the southeast. The Village of Wesley Chapel forms the southern boundary of the Village.

The commercial center at Old Monroe Road and Wesley Chapel Road is a Sub-regional Activity Center which is planned to be the Town's Shopping and Entertainment District for shopping, dining and other activities. The sub-regional classification developed through the natural merger of the previously identified Sagecroft Village Center (in original Comprehensive Plan) with Sun Valley. The highlight attraction in Sun Valley is the Stone Movie Theater, which is the only theater in western Union County and anchors the Sun Valley Commons Shopping Center. This district needs a small area plan to be completed to further articulate the shopping and entertainment district concepts.

Land Use

Sun Valley Village is a Suburban Mix Village. The area southwest of Old Monroe Road is largely built out or committed as part of existing subdivisions. Sun Valley Sub-regional Activity Center is anchored by the intersection of Old Monroe Road and Wesley Chapel-Stouts Road, and continues to develop. The Sun Valley school campus is located at the southeast corner of the Old Charlotte Highway/Wesley Chapel Road intersection, including Sun Valley High School, Sun Valley Middle School, Sun Valley Elementary School, and Shiloh Elementary School. Land to the northeast of Old Monroe Road/Old Charlotte Highway includes three smaller medium density subdivisions, one low density residential area and one industrial property, and part of the Sub-regional Activity Center, but also includes the most undeveloped land in the Village.

In addition to the currently developing Sub-regional Activity Center, Sagecroft Village has been approved for development along Old Monroe Road where the planned Faith Church Road Extension will cross. Sagecroft Village will include a commercial center and single family detached and attached residential development, as well as a future Town park. The attached residential portion is under construction: Sagecroft Townhomes. Because of the intensity of commercial development that will occur, all the remaining vacant land along Old Monroe Road is designated as a Mixed-Use Activity Center Overlay. Two remaining small areas off Wesley Chapel Road are designated as low density residential, for compatibility with the existing surrounding subdivisions.

Transportation

Old Monroe Road and Wesley Chapel-Stouts Roads should become 4 Lane Mixed-Use Activity Center Boulevards through Sun Valley Village. Wesley Chapel Road should become a 4 Lane Mixed-Use Activity Center Boulevard from the intersection with Old Monroe Road past Sun Valley Middle School, and a 4 Lane Boulevard from there to the Wesley Chapel Town Limits. The Faith Church Road extension should be built as a 4 Lane Boulevard. These

RECOMMENDATIONS

typologies are based on the projected traffic volumes described in Chapter 7.2 Anticipated Roadway Travel Demand. These typologies all include bicycle lanes and pedestrian sidewalks. The Town of Indian Trail 2010 Park and Greenway Master Plan provides for a trail along the East Fork of Twelve Mile Creek from the Sun Valley school campus to the Meriwether/Brook Valley open space area, and along Price Mill Creek on the western edge of Sun Valley Village. The trails will connect to the Union County Carolina Thread Trail. The Indian Trail Bicycle Master Plan and the Comprehensive Pedestrian Plan include provisions for a neighborhood bicycle and pedestrian loop through the Village.

Urban Design

There should be a Town of Indian Trail Gateway on Wesley Chapel Road and on the Faith Church Road Extension at the Wesley Chapel town limits. A visual and noise buffer should be provided between the Mixed-Use Activity Center Overlay and the CSX Railroad. Wesley Chapel-Stouts Road, which is an entrance to Indian Trail from the Monroe Expressway, should receive gateway streetscape treatments, with pedestrian scale lighting, banners, street trees, median plantings, and street furnishings.

RECOMMENDATIONS

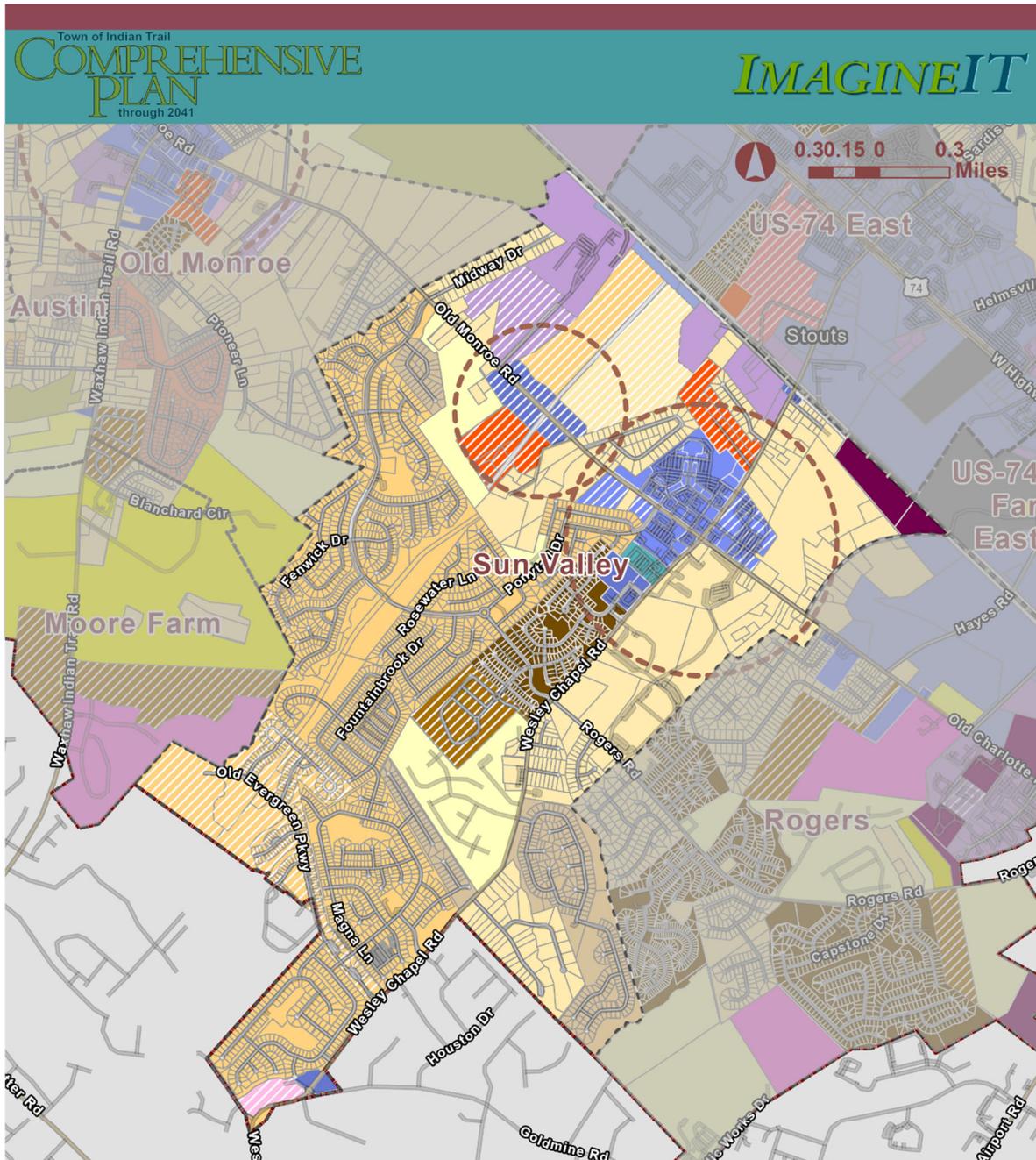
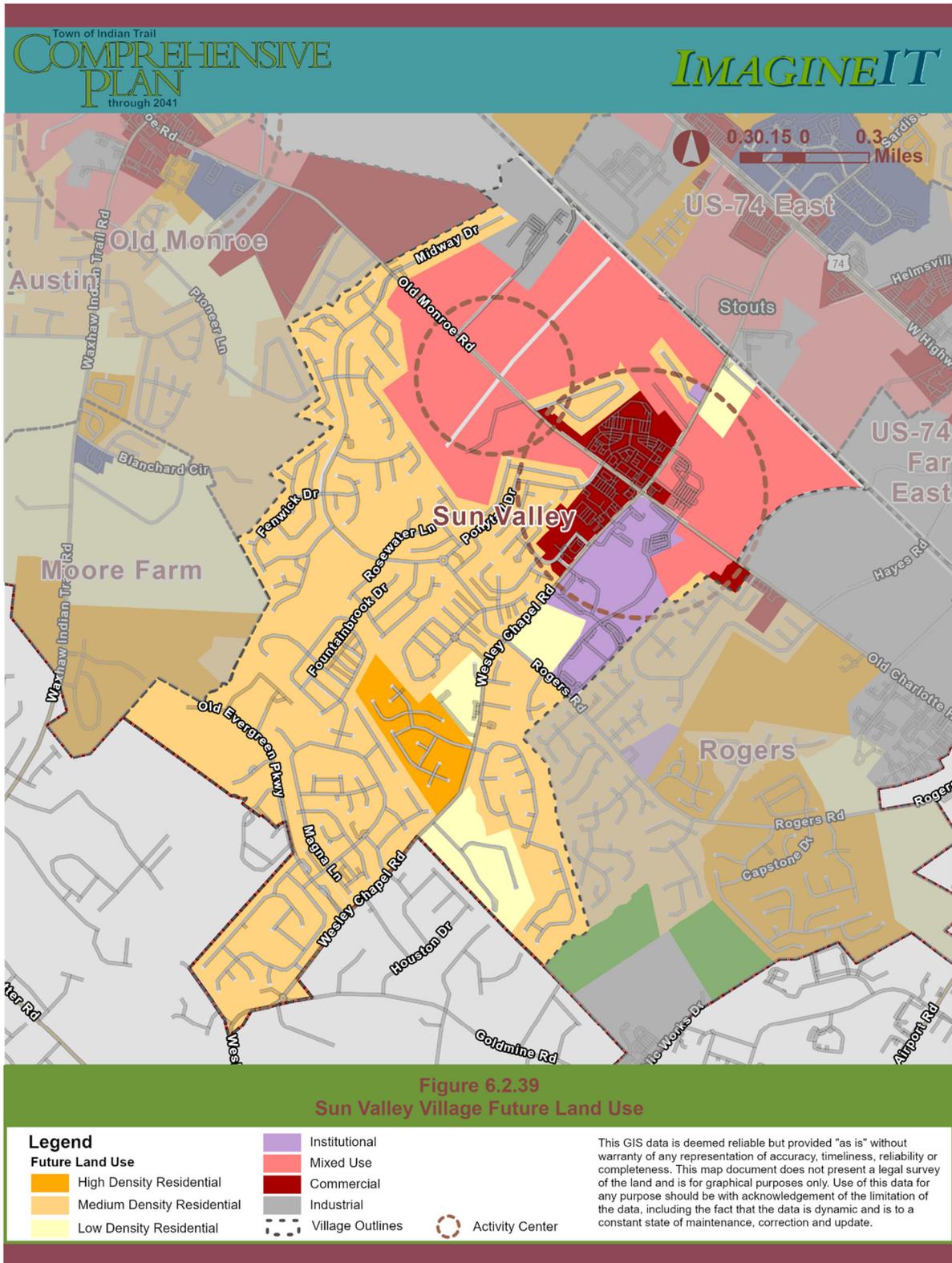


Figure 6.2.38
 Sun Valley Village Existing Zoning

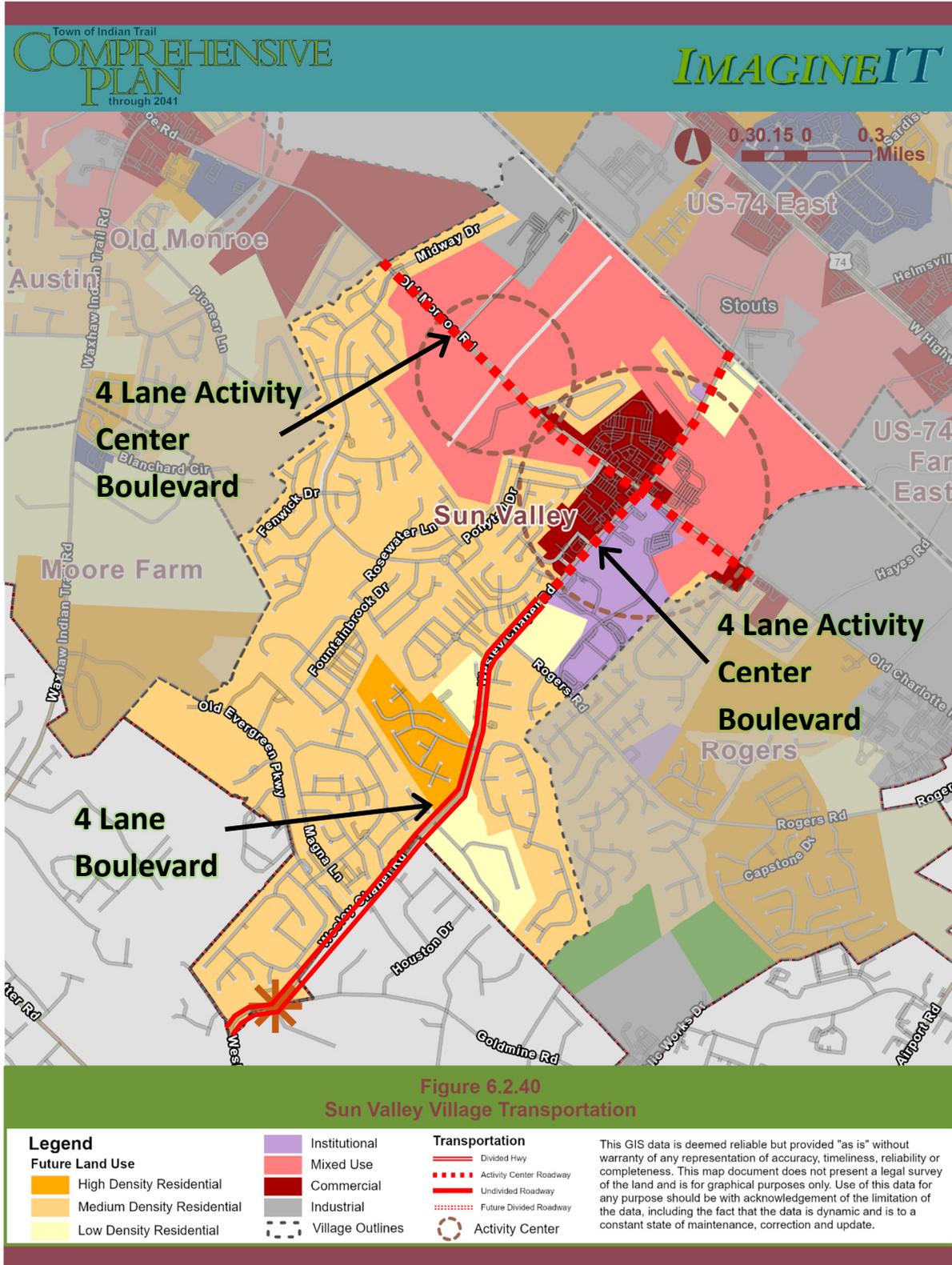
Legend		Indian Trail Zoning		Union County Zoning	
	Village Outlines		SF-1		CZ-GBD
	Planning Area		SF-2		CZ-LI
	Activity Center		SF-4		CZ-SF1
			SF-5		CZ-SF4
			CZ-NBD		CZ-SF5
			NBD		CZ-MFR
			GBD		RA-20
			L-I		B-4
			L-I		LI

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RECOMMENDATIONS



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6.3 Corridor Plans

There are two predominantly economic corridors in The Town of Indian Trail Comprehensive Plan: Old Hickory Corridor, and US-74 Corridor.

General planning principles for these corridors were provided in Chapter 4.2.6 US-74 Mixed Use Corridor and Chapter 4.2.7 Old Hickory Business Corridor. They both have been developed in more detail in the US-74 Corridor Revitalization Plan and the Town’s “Pathways to Progress” (P2P) Plan. The following descriptions of the two corridors have been derived from those plans. The legend below is used for the economic corridors and is the same legend used for the Village Plans.

Fig. 6.3.1, Corridor Plans and Downtown Plan Legend, provides a guide to reading the maps.

RECOMMENDATIONS

Road

- NC Interstate Routes
- US Routes
- State Route

Airport

- Charlotte-Douglas Intl. Airport
- Charlotte-Monroe Executive Airport

- Activity Center
- Town of Indian Trail
- Planning Area
- County Boundary
- Carolina Thread Trail

Gateway Types

- Monroe Expy.
- Town

Transportation

- Divided Hwy
- Activity Center Roadway
- Undivided Roadway
- Future Divided Roadway

Future Land Use

- High Density Residential
- Medium Density Residential
- Low Density Residential
- Mixed Use
- Existing Commercial
- Institutional
- Office
- Park/Open Space/Recreation
- Industrial
- Employment Center

Indian Trail Zoning

- | | |
|--------|------|
| CZ-MXD | NBD |
| CZ-TND | GBD |
| CZ-CBD | RBD |
| CZ-NBD | I |
| CZ-GBD | L-I |
| CZ-RBD | H-I |
| CZ-I | RSF |
| CZ-LI | SF-1 |
| CZ-SF1 | SF-2 |
| CZ-SF4 | SF-3 |
| CZ-SF5 | SF-4 |
| CZ-MFR | SF-5 |
| CBD | MFR |

Union County Zoning

- B-4
- HC
- HI
- LI
- MPD
- R-20
- R-4 CZ
- R-40
- R-8
- RA-20
- RA-200CZ
- RA-40

Fig. 6.3.1 Corridor Plans and Downtown Plan Legend

RECOMMENDATIONS

6.3.1 Old Hickory Corridor Plan

The Old Hickory Corridor is located along Indian Trail-Fairview Road, at the north edge of town adjacent to the Town of Stallings and bounded by the Town of Hemby Bridge to the east. The Monroe Expressway interchange at Indian Trail-Fairview Road, gives the Old Hickory Corridor excellent regional access from both US-74 and the Expressway. This creates an opportunity to further build upon the success of the Old Hickory Business Park by establishing a Regional Employment Center.

Land Use

The existing non-residential land use in the Old Hickory Corridor consists of the Old Hickory Business Park between Indian Trail-Fairview Road and the Monroe Expressway. There are also individual, small commercial businesses located along the frontage of Indian Trail-Fairview Road. Residential land uses generally consist of a medium density residential subdivision at Green Meadows, some scattered single family residential in the Rosemary Park subdivision and larger lot low density residential along Stinson-Hartis Road west of the Monroe Expressway.

The area along Stinson-Hartis Road west of the Monroe Expressway is planned as a Regional Employment Center to take advantage of the enhanced regional access that will be provided by the Expressway. Additional Regional Employment Center development is anticipated on the east side of Indian Trail-Fairview, between Green Meadows and First Baptist Church/Metrolina Christian Academy. Additional Suburban Mix residential development is provided for south of Green Meadows, and Rural Residential development south of Stinson-Hartis Road, which is reflective of the existing, low density residential development pattern in this area.

Transportation

There is a Monroe Expressway interchange connection to Indian Trail-Fairview Road. The Expressway construction provided enlargement of Indian Trail-Fairview for approximately one-quarter mile south and north of the Interchange, and an overpass over Stinson-Hartis Road. Indian Trail-Fairview Road should become a 4 Lane Boulevard from the Expressway south. Chestnut Parkway, currently under construction west of US-74, is planned to continue to a connection with a new roundabout at Stinson Hartis Road. A new roundabout may also be incorporated into the reconstructed intersection of Stinson Hartis Road and Indian Trail-Fairview Road.

Urban Design

The Monroe Expressway interchange creates a significant gateway opportunity for Indian Trail. The Expressway included a very high quality aesthetic design quality for its bridges and interchanges. This could be supplemented by the Town with landscaping and additional streetscape elements. Indian Trail-Fairview Road should receive a gateway streetscape treatment, with pedestrian scale lighting, banners, street trees, median plantings, and street furnishings. A visual and noise buffer should be contemplated between the new Residential development and the Monroe Expressway as part of future residential development.

RECOMMENDATIONS

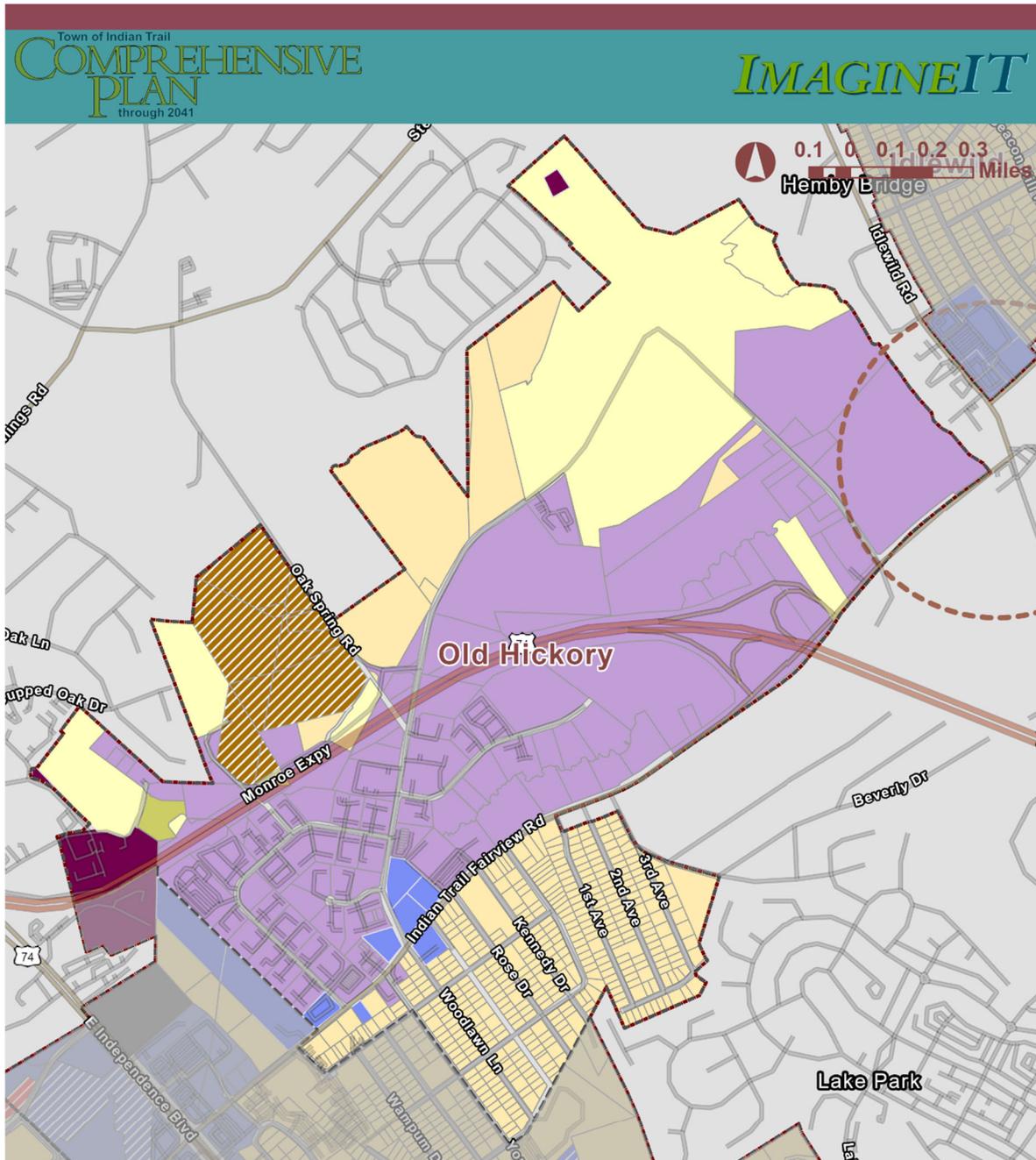


Figure 6.3.2
 Old Hickory Corridor Existing Zoning

Legend		Indian Trail Zoning	Union County Zoning	This GIS data is deemed reliable but provided "as is" without warranty of any representation of accuracy, timeliness, reliability or completeness. This map document does not present a legal survey of the land and is for graphical purposes only. Use of this data for any purpose should be with acknowledgement of the limitation of the data, including the fact that the data is dynamic and is to a constant state of maintenance, correction and update.
	Village Outlines			
	Planning Area			
	Activity Center			

RECOMMENDATIONS

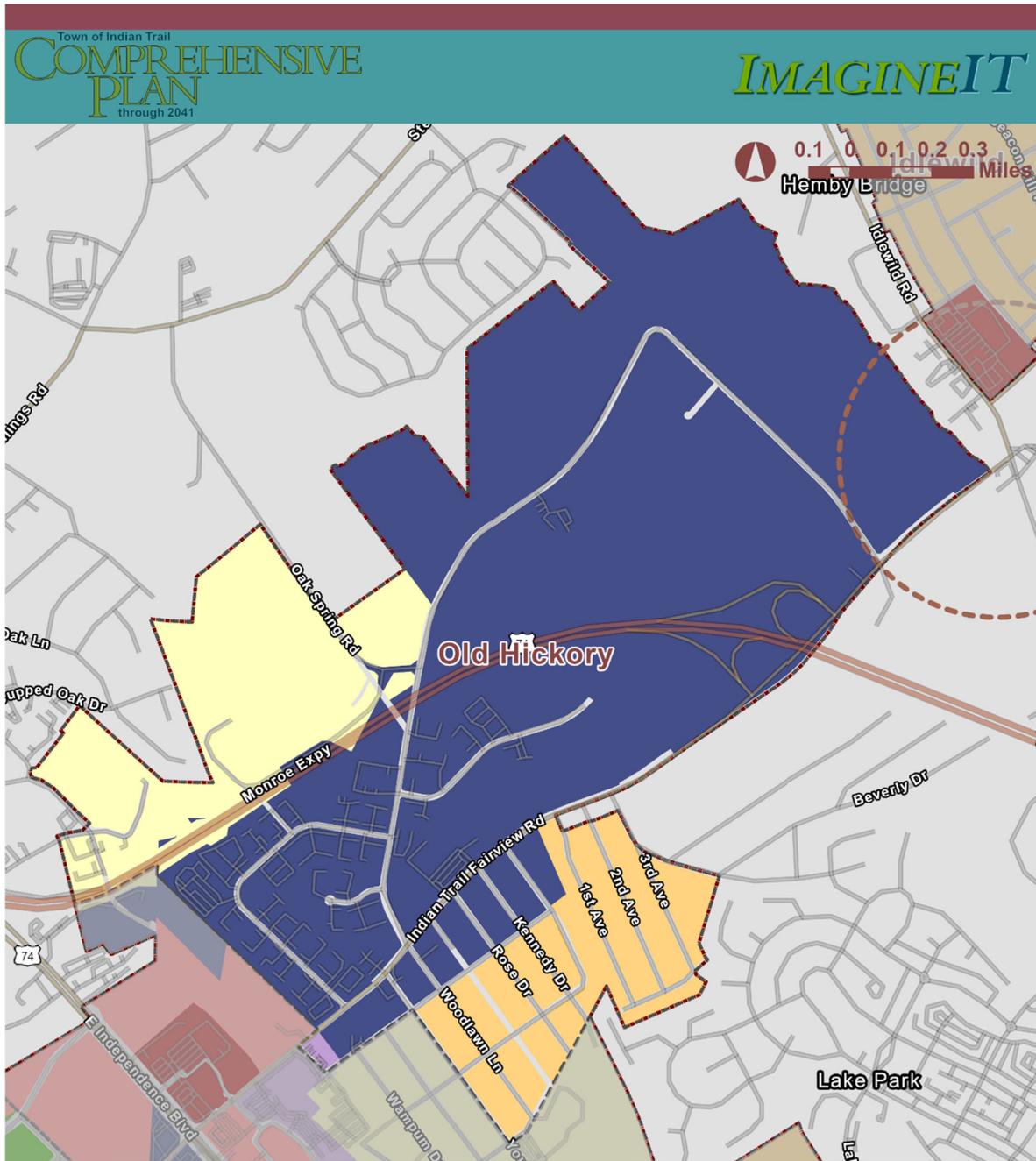
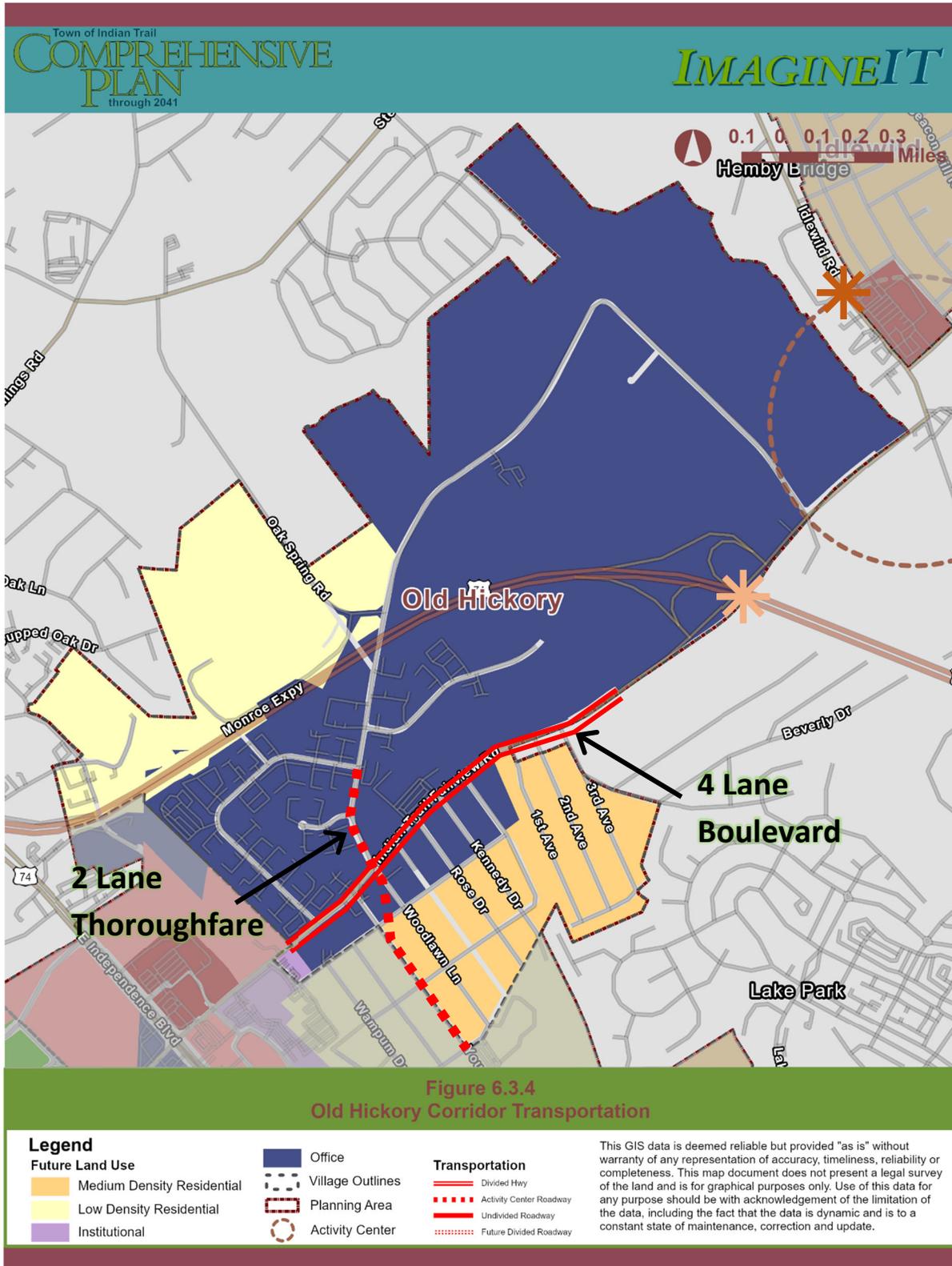


Figure 6.3.3
 Old Hickory Corridor Future Land Use

Legend	
Future Land Use	
Office	Village Outlines
Medium Density Residential	Planning Area
Low Density Residential	Activity Center
Institutional	

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RECOMMENDATIONS



RECOMMENDATIONS

6.3.2 US-74 Corridor Plan

The US-74 corridor is the economic engine for many municipalities in Union County and for the County itself. It is a major intra-state route that connects North Carolina Mountains to its coast. And in doing so, it provides direct connection between one of the busiest ports in the southeastern United States – Wilmington, to one of the thriving metropolitan centers in the County – Charlotte.

The corridor is also a gateway to three Union County municipalities and Union County itself, as well as a public space that many residents, visitors and business owners use during their daily commute. Until now, the corridor has served multiple purposes for various users. It provides access to the beaches of Carolinas and connects the port and freight hubs within the region. It provides commuters an access to employment centers in neighboring Mecklenburg County. Lastly, it provides access for Union County residents to local goods and services. All of this puts a severe burden on the roadway as it tries to satisfy multiple objectives of multiple users.

The construction of the Monroe Expressway brought a rare opportunity for the Town of Indian Trail, Union County, the City of Monroe, and the Town of Stallings. While the Monroe Expressway addresses some of the issues of pass-through traffic on existing US-74, it does not address all the issues that this important corridor currently faces. Even though much traffic shifted to the Expressway, many regional residents and business owners will continue to use the existing corridor for their daily use. Union County and the three municipalities undertook a US-74 Corridor Revitalization Study to address land use, market opportunities, aesthetics, and overall mobility of this corridor in a comprehensive fashion. The Corridor Revitalization Plan addresses land use and mobility as integrated concerns, with a vision for land uses that supports the surrounding communities rather than passing motorists, and solutions for more local, shorter trips than through trips. It includes aesthetic treatments within the corridor so that US-74 will become an asset to the communities it passes through.

The sections of the US-74 Corridor Revitalization Study dealing with Indian Trail have been incorporated into the Comprehensive Plan in this Chapter, described in the following three sub-sections: 5.2.1.1 US-74 West Corridor, 5.2.1.2 US-74 East Corridor, and 5.2.1.3 US-74 Far East Corridor, as shown in Figure 6.3.5.

RECOMMENDATIONS

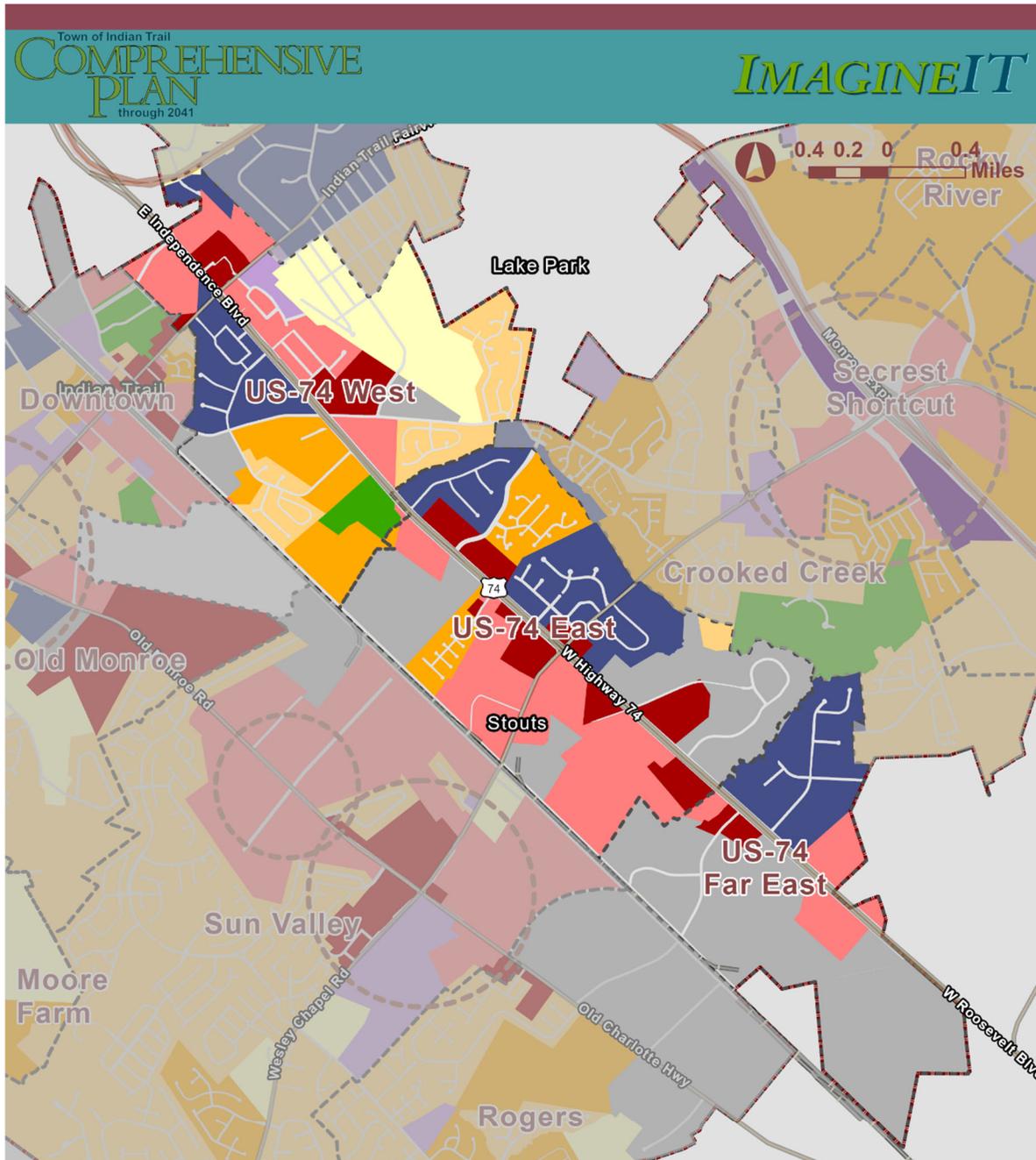


Figure 6.3.5
 US-74 Corridor in Indian Trail - Overall Future Land Use Plan

Legend				
Future Land Use				
High Density Residential	Institutional	Industrial	Village Outlines	This GIS data is deemed reliable but provided "as is" without warranty of any representation of accuracy, timeliness, reliability or completeness. This map document does not present a legal survey of the land and is for graphical purposes only. Use of this data for any purpose should be with acknowledgement of the limitation of the data, including the fact that the data is dynamic and is to a constant state of maintenance, correction and update.
Medium Density Residential	Office	Planning Area	Activity Center	
Low Density Residential	Mixed Use			
	Commercial			
	Park/Open Space/Recreation			

RECOMMENDATIONS

6.3.1.1 US-74 West Corridor Plan

US-74 West Land Use

This segment of the US-74 Corridor is currently suburban in character, but is anticipated to become more urban.

Smith Farm Road to Indian Trail Road Land Use

Current land use is predominantly retail along US-74 at Indian Trail Road with Business/Office along the west side of Smith Farm Road. There is some residential on the east side of US-74. Future development is anticipated to be mixed use walkable residential, retail and office development, along with office/employment uses with supporting retail. This is expected to become a Sub-regional Activity Center type of development. Land uses will be oriented toward local streets, including Chestnut Parkway and the potential extension of Chestnut Parkway to Indian Trail-Fairview Road.

Indian Trail Road to Crooked Creek Land Use

Existing land use is currently retail along US-74 with Institutional and Business/Office along Unionville Indian Trail Road and Indian Trail-Fairview Road. There is single family residential along Plyler Road. Pebble Creek Golf Course borders the eastern edge of this segment.

In the future, Sub-regional Activity Center development is anticipated near the Indian Trail Road and Unionville Indian Trail Road intersections, including traditional neighborhood development with high density residential, retail, business/employment, and greenway connectivity along the South Fork of Crooked Creek. The Carolina Thread Trail will connect Crooked Creek to a new park on Chestnut Parkway.

US-74 West Transportation

Stallings to Indian Trail Road Transportation

The portion of US-74 in Indian Trail from Stallings to Indian Trail Road was reconfigured as part of the Monroe Expressway project (U-4714B) as a divided arterial with three westbound and two eastbound lanes.

No intersection is planned as part of the Monroe Expressway project for the new Chestnut Parkway. The first phase of three phases of Chestnut Parkway was constructed and opened in 2014 with the following other two phases constructed and with all three phases being entirely opened in 2025.

The new intersection of Chestnut Parkway with US-74 is being constructed with the U-5808 project as a RCI configuration in coordination with the RCI intersections along US 74 that were constructed with the W-5220 project. This connection is important for supporting the revitalization of the district bounded by Chestnut Parkway, Stinson-Hartis Road, Younts Road and Matthews-Indian Trail Road, as shown in Figure 5.2.9.

RECOMMENDATIONS



Fig. 6.3.6 Coordinated Superstreet and RCI Configuration at Chestnut Parkway and Indian Trail Road

RECOMMENDATIONS



Fig. 6.3.7 Future district revitalization area bounded by Chestnut Parkway, Stinson Hartis Road, Younts Road and Matthews-Indian Trail Road

Left turn only median breaks should be provided for access into the shopping center at the northeast corner of Indian Trail-Fairview Road and US-74, and those should also provide access into the potential development property adjacent to the planned Chestnut Parkway.

The three existing driveways on the east side of the road should be closed and the parking lots be consolidated. There is also enough right-of-way to continue the provision of sidewalks consistent with the 6 Lane Boulevard typology (parts of which already exist).

Indian Trail Road to Crooked Creek Transportation

US-74 in this section, which is projected to have 60,000 Average Annual Daily Traffic by 2035, is to become a 6 Lane Boulevard typology. The Town of Indian Trail has been implementing the sidewalks for this typology as new development occurs.

RECOMMENDATIONS

The Indian Trail Road, Unionville-Indian Trail Road, Faith Church Road, and Wesley Chapel-Stouts/Sardis Church Road intersections with US-74 were converted to RCI intersections with the W-5220 project.

The intersection of Plyler Road and US-74 has the potential to complete the Chestnut Parkway/Stinson Hartis Road/Younts Road/Matthews-Indian Trail Road loop, which would help to stimulate redevelopment of this district in keeping with the Town’s Economic Development Plan. The Unionville Indian Trail Road superstreet intersection should be designed to allow for a future direct connection across US-74 from Plyler Road to a new link with Younts Road, as shown in Figure 6.3.7. Figure 6.3.8 suggests one way this might be accomplished.



Fig. 6.3.8 Coordinated Superstreet and RCI Configuration at Unionville-Indian Trail Road and Plyler Road

The Corporate Boulevard intersection with US-74 would remain as an unsignalized intersection.

Between Indian Trail Road and Unionville-Indian Trail Road driveways between Indian Trail Road and Corporate Boulevard should be consolidated to minimize curb cuts along US-74. An alternate access street – Post Office

RECOMMENDATIONS

Street - already exists for additional access to these properties. Potential for a parallel street exists on the east side, linking Indian Trail Fairview Road to the Wal-Mart shopping center. Anticipated future redevelopment of the properties on the east side of US-74 will provide the opportunity to eliminate the existing driveways.

US-74 West Urban Design

Smith Farm Road to Indian Trail Road Urban Design

Street trees, lighting, wayfinding signage and street furnishings on US-74 will create a boulevard road typology. Ornamental trees and ground cover in the median near intersections will help reinforce the Indian Trail identity. A gateway element at Chestnut Parkway/US-74 and Indian Trail-Fairview Road/Monroe Expressway Connector will create a sense of arrival into Indian Trail and can celebrate the history of the Town and its family-oriented lifestyle. The new intersection of Chestnut Parkway with US-74 will be a community gateway for both Stallings and Indian Trail. Each community should have a distinct identity at this gateway, but the designs should be carefully coordinated.

Indian Trail Road to Crooked Creek Urban Design

Pedestrian lighting with banners at Indian Trail Road and the future Chestnut Parkway intersections will emphasize corridor aesthetics. Ornamental landscaping at Indian Trail Road and Chestnut Parkway intersection with street trees will also reinforce the corridor aesthetic. There should be wayfinding signage for destinations, such as Chestnut Square at Indian Trail, downtown Indian Trail, and other significant Indian Trail destinations. Building form and orientation should be toward the street to create pedestrian friendly environment with parking behind the buildings.

RECOMMENDATIONS

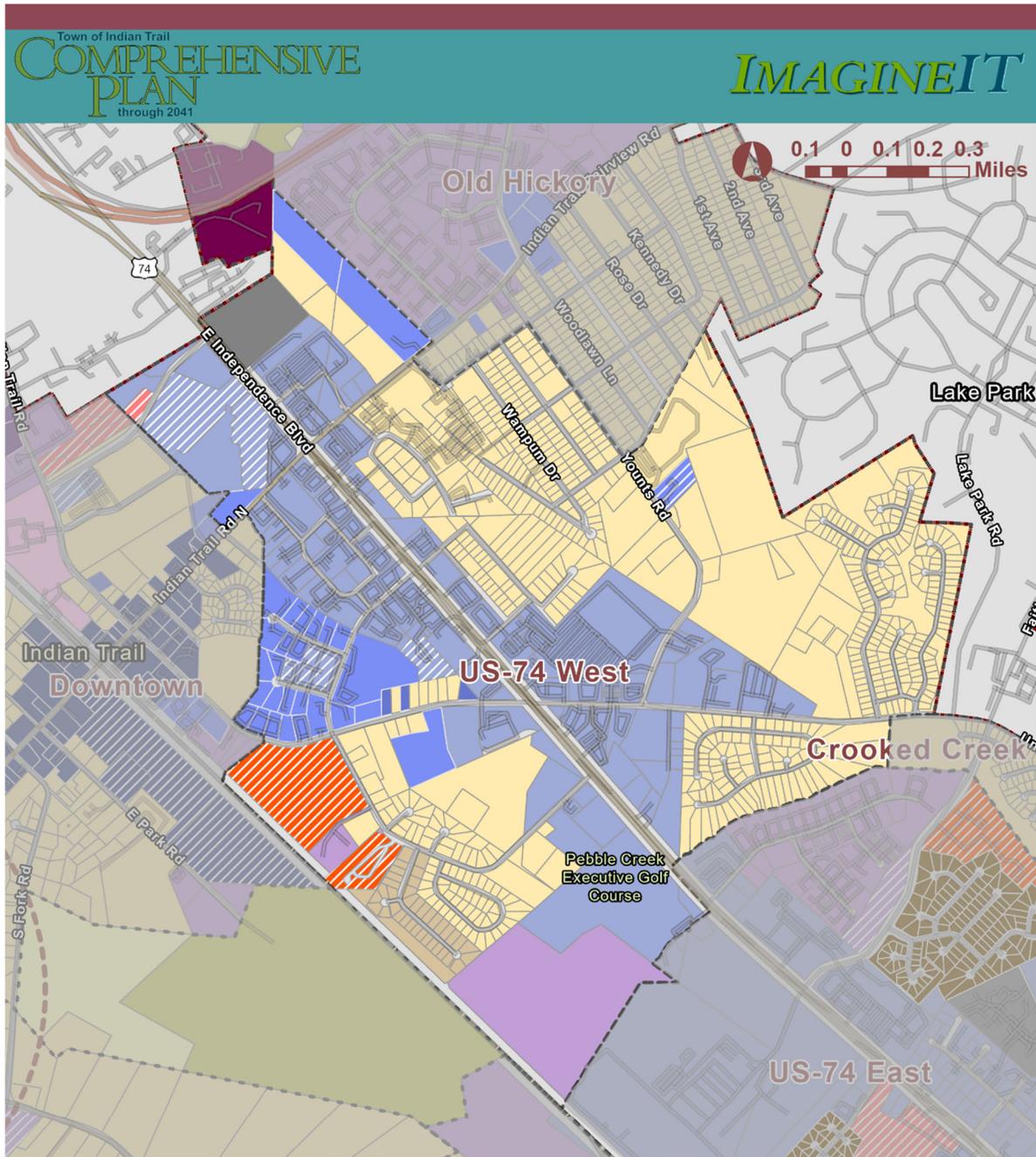
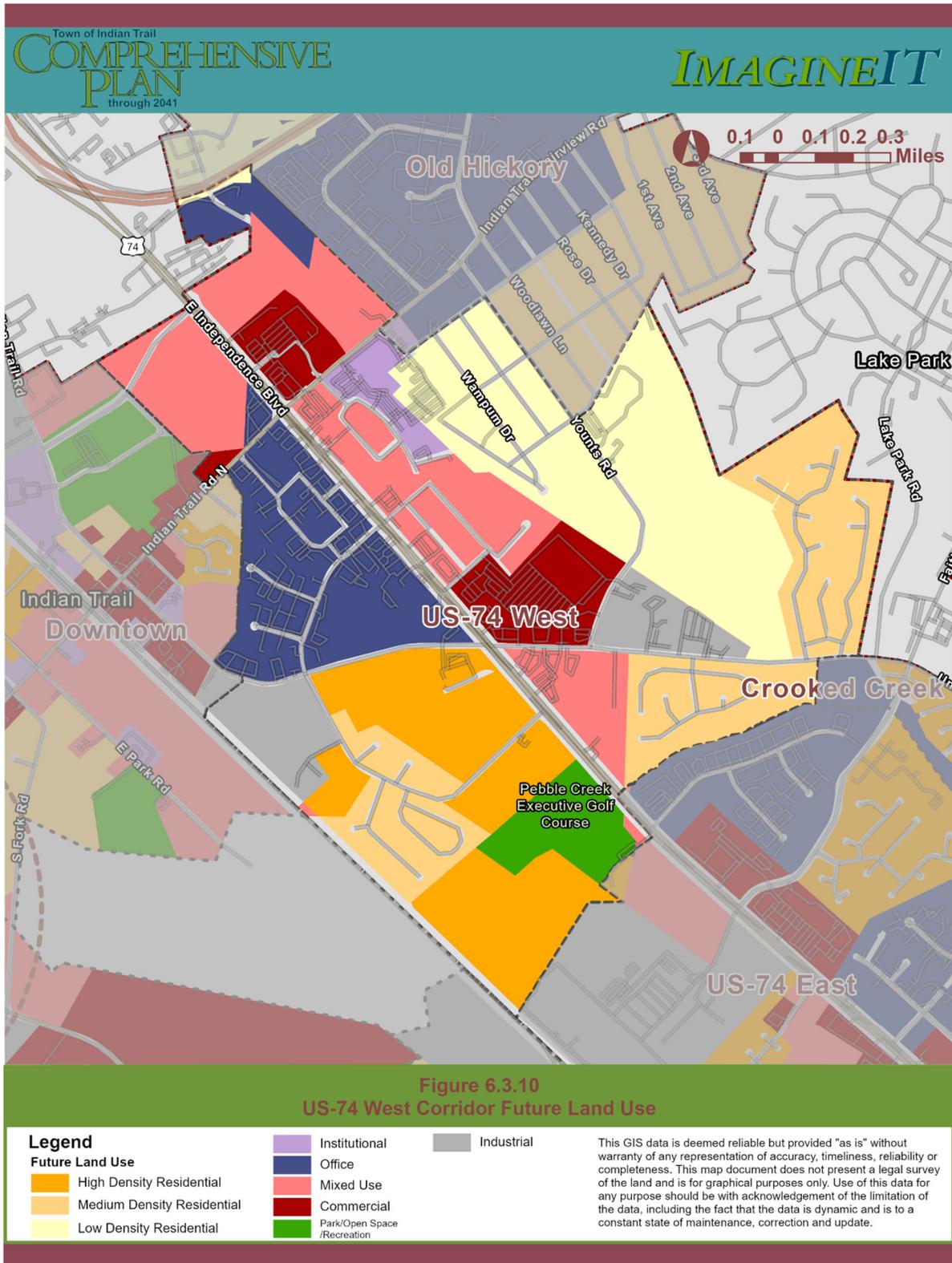


Figure 6.3.9
 US-74 West Corridor Existing Zoning

Legend		Indian Trail Zoning		Union County Zoning		This GIS data is deemed reliable but provided "as is" without warranty of any representation of accuracy, timeliness, reliability or completeness. This map document does not present a legal survey of the land and is for graphical purposes only. Use of this data for any purpose should be with acknowledgement of the limitation of the data, including the fact that the data is dynamic and is to a constant state of maintenance, correction and update.
<ul style="list-style-type: none"> Village Outlines Planning Area Activity Center 	<ul style="list-style-type: none"> SF-1 SF-2 L-I CZ-GBD 	<ul style="list-style-type: none"> NBD GBD RBD CZ-RBD 	<ul style="list-style-type: none"> CZ-MFR CZ-MXD 	<ul style="list-style-type: none"> HC LI 		

RECOMMENDATIONS



RECOMMENDATIONS

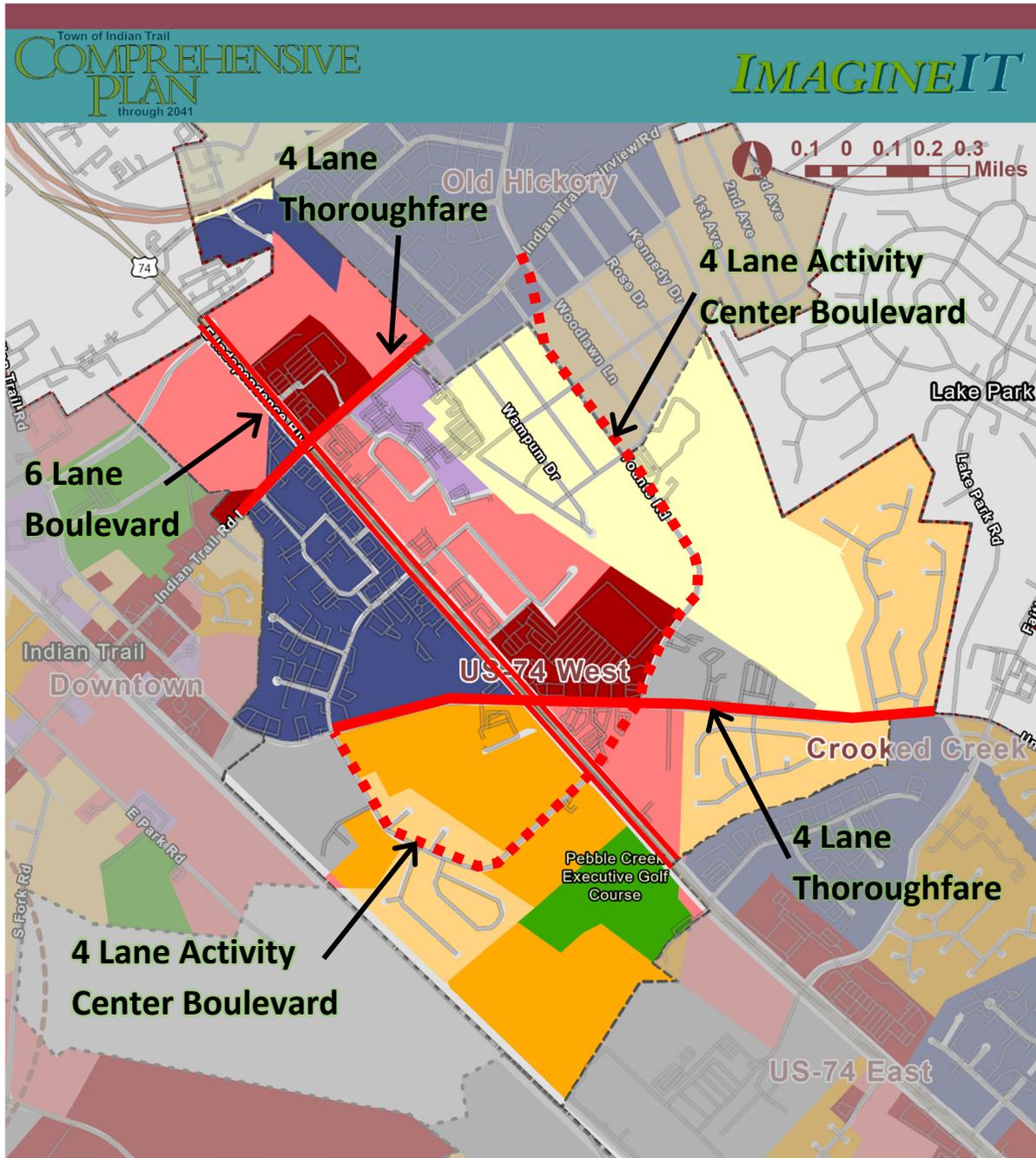


Figure 6.3.11
 US-74 West Corridor Transportation

Legend		Industrial	This GIS data is deemed reliable but provided "as is" without warranty of any representation of accuracy, timeliness, reliability or completeness. This map document does not present a legal survey of the land and is for graphical purposes only. Use of this data for any purpose should be with acknowledgement of the limitation of the data, including the fact that the data is dynamic and is to a constant state of maintenance, correction and update.
Future Land Use		Transportation	
High Density Residential	Institutional	Divided Hwy	
Medium Density Residential	Office	Activity Center Roadway	
Low Density Residential	Mixed Use	Undivided Roadway	
	Commercial	Future Divided Roadway	
	Park/Open Space /Recreation		

RECOMMENDATIONS

6.3.1.2 US-74 East Corridor Plan

US-74 East Land Use

Crooked Creek to Wesley Chapel-Stouts Road Land Use

The current setting character is suburban/ industrial. Future mixed-use development on the west side of US-74 will change this setting to more suburban.

The current land use in this segment is Commercial/Retail, Business Park, Industrial and Single Family Residential. Future land use will include Mixed Use, Business/Employment, and greenway Recreation along US-74.

Wesley Chapel-Stouts Road to Laurel Creek Land Use

The current setting is industrial. Future mixed use development on the west side of US-74 will change the setting to suburban.

Current land use is Industrial and Business/Employment on the east side of US-74 and vacant on the west side. Future land use will remain Industrial and Business/Employment on the east side, with potential for substantial mixed use development on the west side of US-74.

US-74 East Transportation

Crooked Creek to Laurel Creek Transportation

This section, which is anticipated to have 41,500 AADT by 2035, should become a 6 Lane Boulevard. The Town has been implementing the sidewalks for this typology as new development occurs.

The Faith Church Road and Wesley Chapel-Stouts/Sardis Church Road intersections with US-74, along with Indian Trail Road and Unionville-Indian Trail Road, were converted to RCI intersections with the W-5220 project.

The Sun Valley Place road that provides access to the Sun Valley Industrial Park will remain as a right-in/right-out intersection. There is an existing unsignalized intersection at Gray Fox Road that will remain. There is an existing "T" intersection at Helmsville Road that will eventually become a new signalized intersection when the land on the west side of US-74 eventually develops as an anticipated mixed use development. The existing left turn median break at Dale Jarrett Boulevard will remain.

Between Crooked Creek and Faith Church Road, there will be a left turn access median break for access to the Indian Trail Industrial Park and a future mixed use development on the west side of US-74. This development and the Harris Teeter Distribution Center will have access from the planned Faith Church Road extension. Access to the office park at the northeast corner of US-74 and Faith Church Road will remain right-in/right-out only. This development also has access from Faith Church Road.

RECOMMENDATIONS

Between Faith Church Road and Wesley Chapel-Stouts/Sardis Church Road, the existing Union Town Center access will remain right-in/right-out only from US-74. This development also has access from Faith Church Road. Southern Market Place currently has three right-in/right-out driveways. This property is anticipated to eventually redevelop, at which time the driveways should be consolidated into a single access point. The Lowes store has existing right-in/right-out access that will remain, and the gas station/convenience store has two driveways that will remain. Both have access from Wesley Chapel-Stouts Road and have interconnecting drives. Several small properties on the east side of US-74 have individual driveways. These are anticipated to eventually redevelop, possibly as part of Sun Valley Industrial Park, at which time the access points should be limited to one or two right-in/right-out drives as well as connections to Sun Valley Place. The west side of US-74 in this section is anticipated to develop as a mixed use development. Access should be planned in conjunction with that development when it occurs to minimize conflicts with US-74 traffic.

On the east side of US-74, development is relatively new and has been developed with right-in/right-out driveways which will remain. The vacant property at the northeast corner of US-74 and Helmsville Road is anticipated to eventually develop as industrial or business property, possibly in conjunction with the Indian Trail Industrial Park. When that occurs, access directly onto US-74 should be minimized, with more access provided from Gray Fox Road. The Crossroads Ford and Kia dealerships have relatively new right-in/right-out driveways as well as access from Dale Jarrett Boulevard and Helmsville Road. These will remain. Three smaller car dealerships and repair shops east of Helmsville Road currently have two separate right-in/right-out driveways. Consolidation of these drives and access from Helmsville Road would be desirable.

US-74 East Urban Design

Crooked Creek to Wesley Chapel-Stouts Road Urban Design

Pedestrian lighting with banners at Unionville-Indian Trail Road, ornamental landscaping at Unionville Indian Trail Road and Wesley Chapel-Stouts Road intersections and street trees along US-74 will reinforce the linear corridor aesthetic. There should be wayfinding directional signage for destinations such as the movie theatre, Sun Valley High School, etc. Building form and orientation for future mixed-use development on the west side of US-74 should be toward the street to create pedestrian friendly environment with parking behind the buildings.

Wesley Chapel-Stouts Road to Laurel Creek Urban Design

Pedestrian lighting with banners at Unionville-Indian Trail Road, ornamental landscaping at Unionville Indian Trail Road and Wesley Chapel-Stouts Road intersections and street trees along US-74 will reinforce the linear corridor aesthetic. Building form and orientation for future mixed-use development on the west side of US-74 should be toward the street to create pedestrian friendly environment with parking behind the buildings. Laurel Creek's greenway open space offers an excellent location for an Indian Trail community gateway, enhancing the greenway with monumentation and identity signage. Since this will also be a community gateway for Monroe, each community should have a distinct identity at this gateway, but the designs should be carefully coordinated.

RECOMMENDATIONS

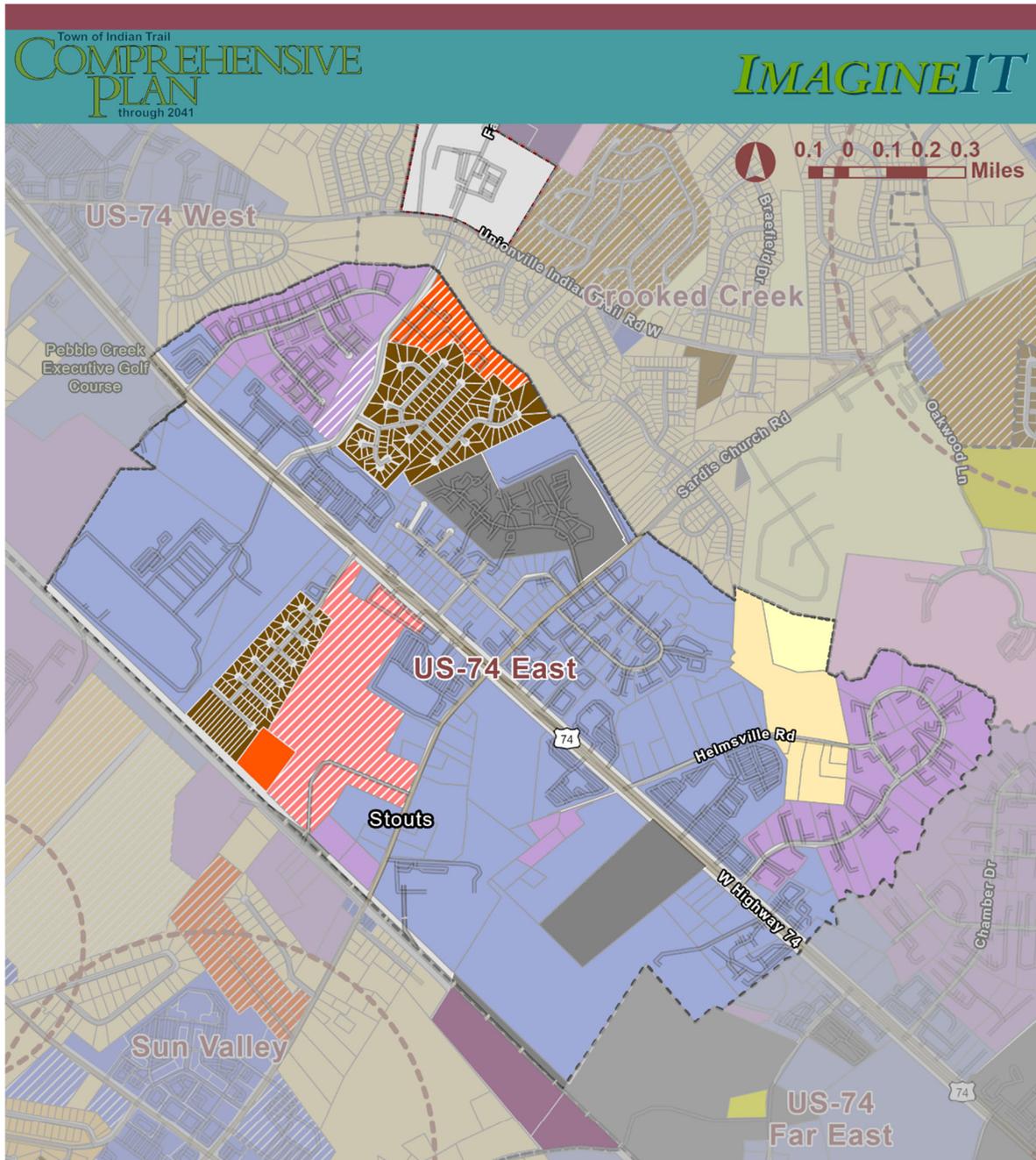


Figure 6.3.12
 US-74 East Corridor Existing Zoning

Legend			This GIS data is deemed reliable but provided "as is" without warranty of any representation of accuracy, timeliness, reliability or completeness. This map document does not present a legal survey of the land and is for graphical purposes only. Use of this data for any purpose should be with acknowledgement of the limitation of the data, including the fact that the data is dynamic and is to a constant state of maintenance, correction and update.
- - - Village Outlines [Red dashed box] Planning Area [Red dashed circle] Activity Center	Indian Trail Zoning [Yellow box] SF-1 [Brown box] SF-5 [Purple box] L-I [Blue box] RBD [Orange box] MFR [Red diagonal lines] CZ-MXD [Purple diagonal lines] CZ-LI [Orange diagonal lines] CZ-MFR	Union County Zoning [Yellow box] R-20 [Grey box] HC	

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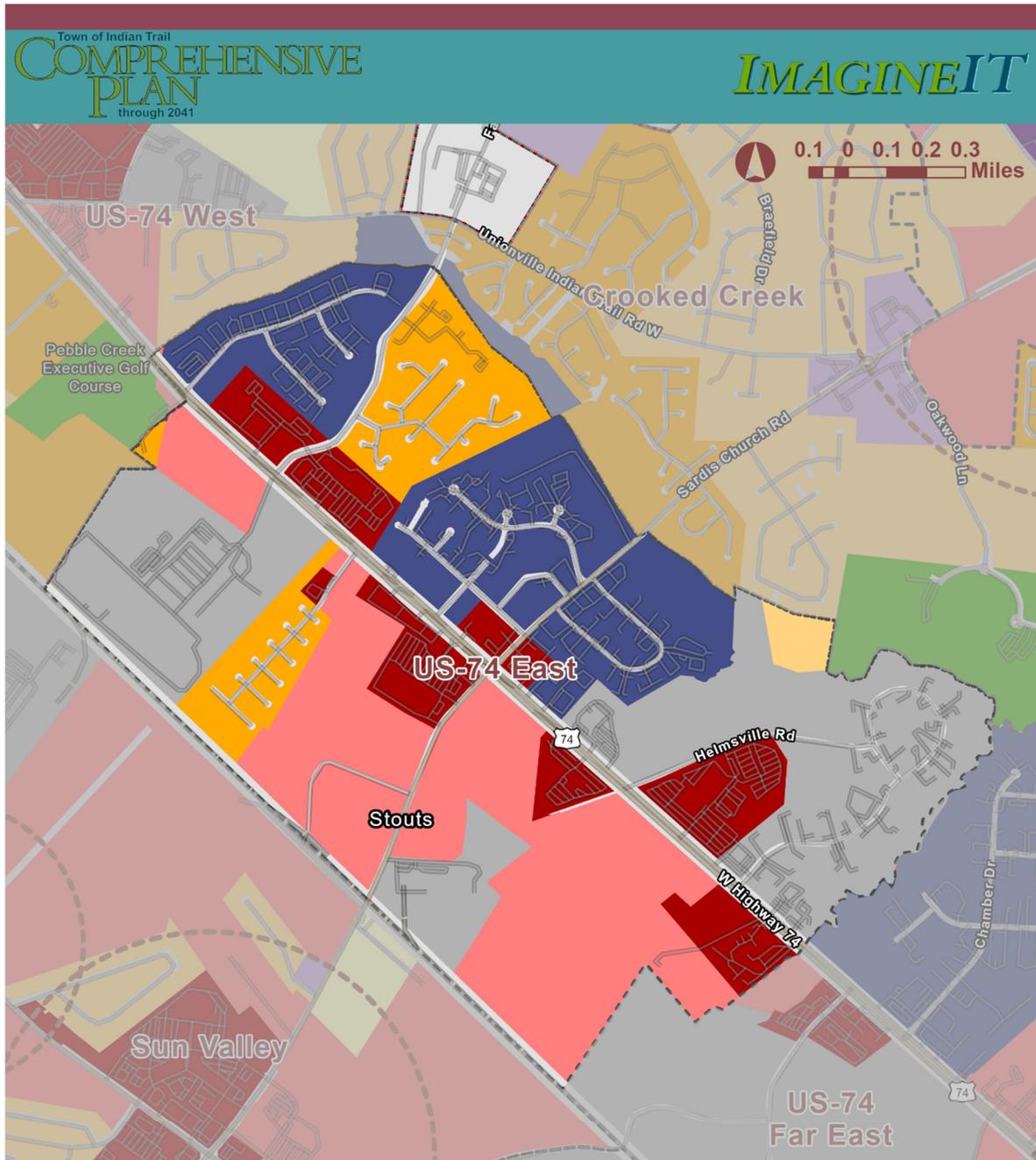


Figure 6.3.13
 US-74 East Corridor Future Land Use

Legend	
Future Land Use	
High Density Residential	Commercial
Office	Industrial
Mixed Use	Village Outlines
	Planning Area
	Activity Center

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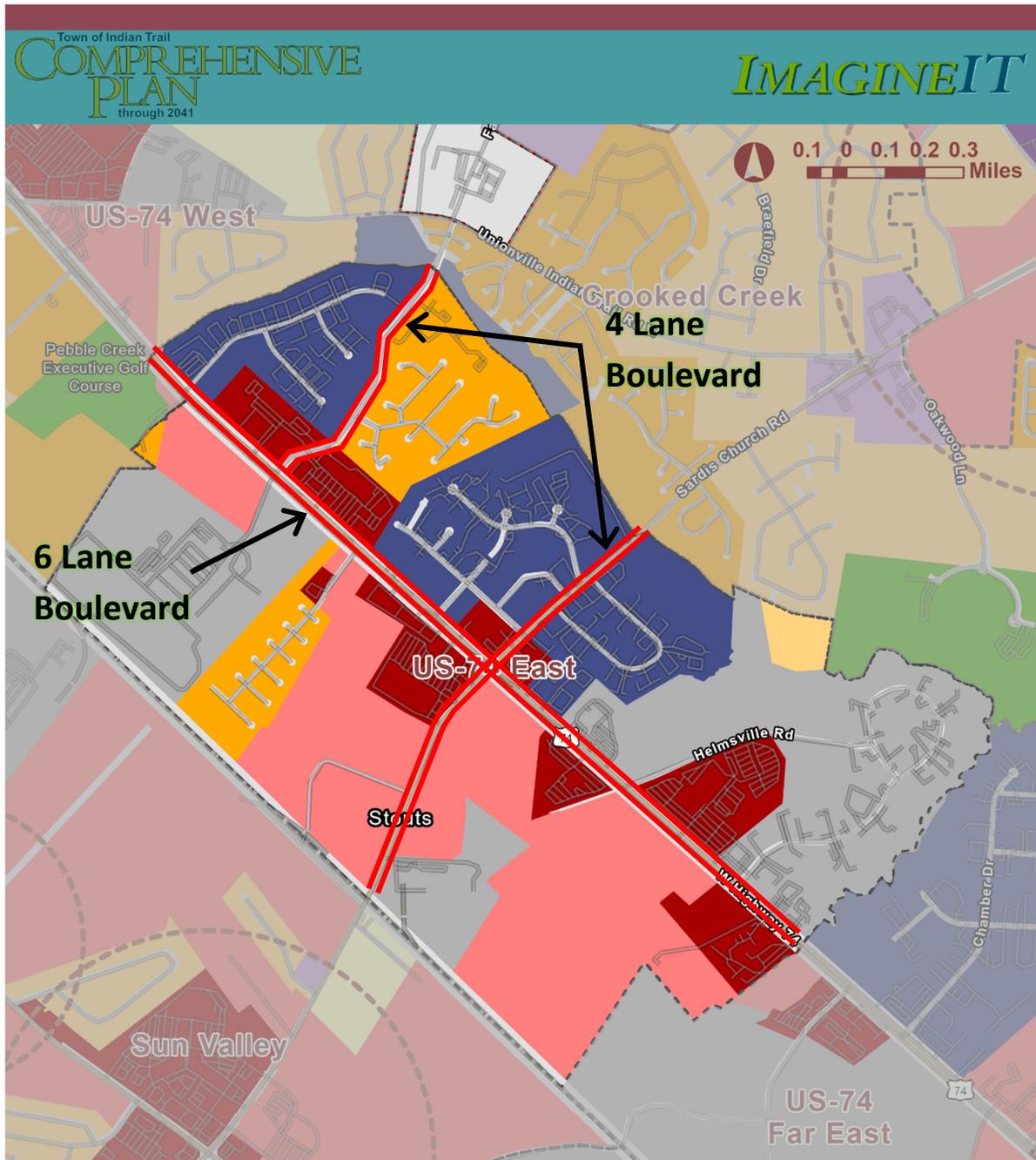


Figure 6.3.14
US-74 East Corridor Transportation

Legend

Future Land Use	Commercial	Divided Hwy
High Density Residential	Industrial	Activity Center Roadway
Office	Village Outlines	Undivided Roadway
Mixed Use	Planning Area	Future Divided Roadway
		Activity Center

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6.3.1.3 US-74 Far East Corridor Plan

US-74 Far East Land Use

The current setting is predominantly industrial.

Current land use is predominantly business and industrial. The future land use will remain business/employment and industrial, with new development being US-74 Mixed Use Corridor. Development along Hayes Road will be mining.

US-74 Far East Transportation

This section, which is anticipated to have 41,500 AADT by 2035, should evolve into a 4 Lane Boulevard.

Hayes Road on the west side of US-74 should be realigned to connect to an existing signalized intersection at Chambers Drive. The existing Hayes Road intersection at US-74 would become right-in/right-out only.

There is an existing unsignalized median break with left turn lanes at Brickyard Road. This break would remain and provide access to anticipated new business park development on the east side of US-74, but is proposed to become a left turn only median break intersection.

A new signalized intersection is anticipated at Brekonridge Centre Drive.

Properties along Executive Point Drive are accessed by the right-in/right-out street onto US-74, and that will remain the same. The Better Dog Kennel & Boarding property should be accessed by a single existing right-in/right-out drive and two additional driveways should be eliminated. Two smaller properties to the east of Executive Point Drive should eventually be replaced by a new business park development, which should have planned access as part of its development.

On the west side of US-74, the businesses across from Brekonridge Centre Drive should all be accessed by the proposed new signalized intersection at Brekonridge Centre Drive, and the existing median break with left turn lanes should be replaced. The properties adjacent to Hayes Road currently have consolidated driveways, and they should be accessed from Hayes Road only, with the two existing driveways onto US-74 being closed.

US-74 Far East Urban Design

Laurel Creek's greenway open space offers an excellent location for an Indian Trail community gateway, enhancing the greenway with monumentation and identity signage. Since this will also be a community gateway for Monroe, each community should have a distinct identity at this gateway, but the designs should be carefully coordinated. A Corridor landscape enhancement with street trees along US-74 will create a boulevard road typology.

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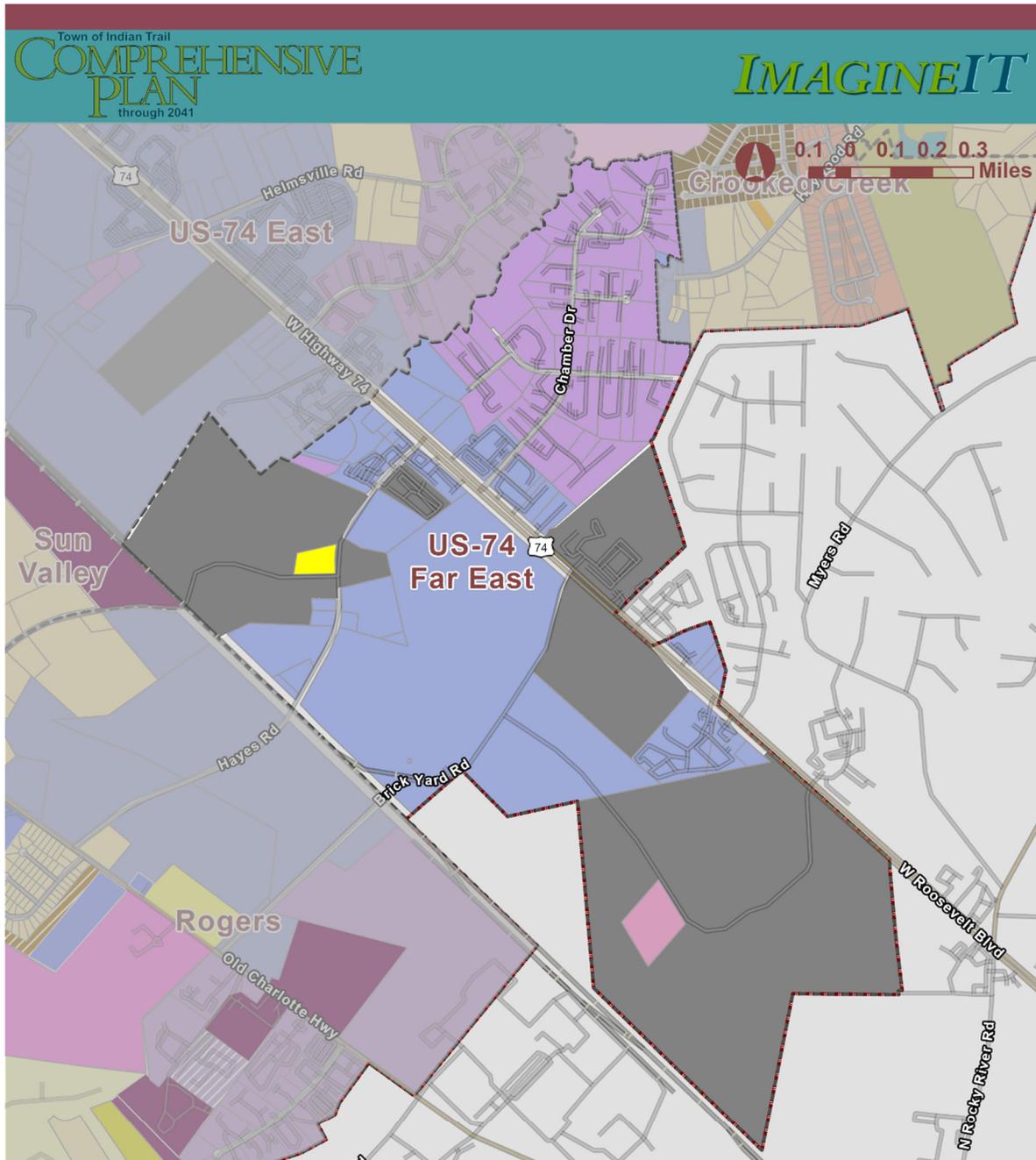


Figure 6.3.15
 US-74 Far East Corridor Existing Zoning

Legend		Indian Trail Zoning	Union County Zoning	This GIS data is deemed reliable but provided "as is" without warranty of any representation of accuracy, timeliness, reliability or completeness. This map document does not present a legal survey of the land and is for graphical purposes only. Use of this data for any purpose should be with acknowledgement of the limitation of the data, including the fact that the data is dynamic and is to a constant state of maintenance, correction and update.
	Village Outlines		RBD	
	Planning Area		L-I	
	Activity Center		R-40	
				HC
				HI

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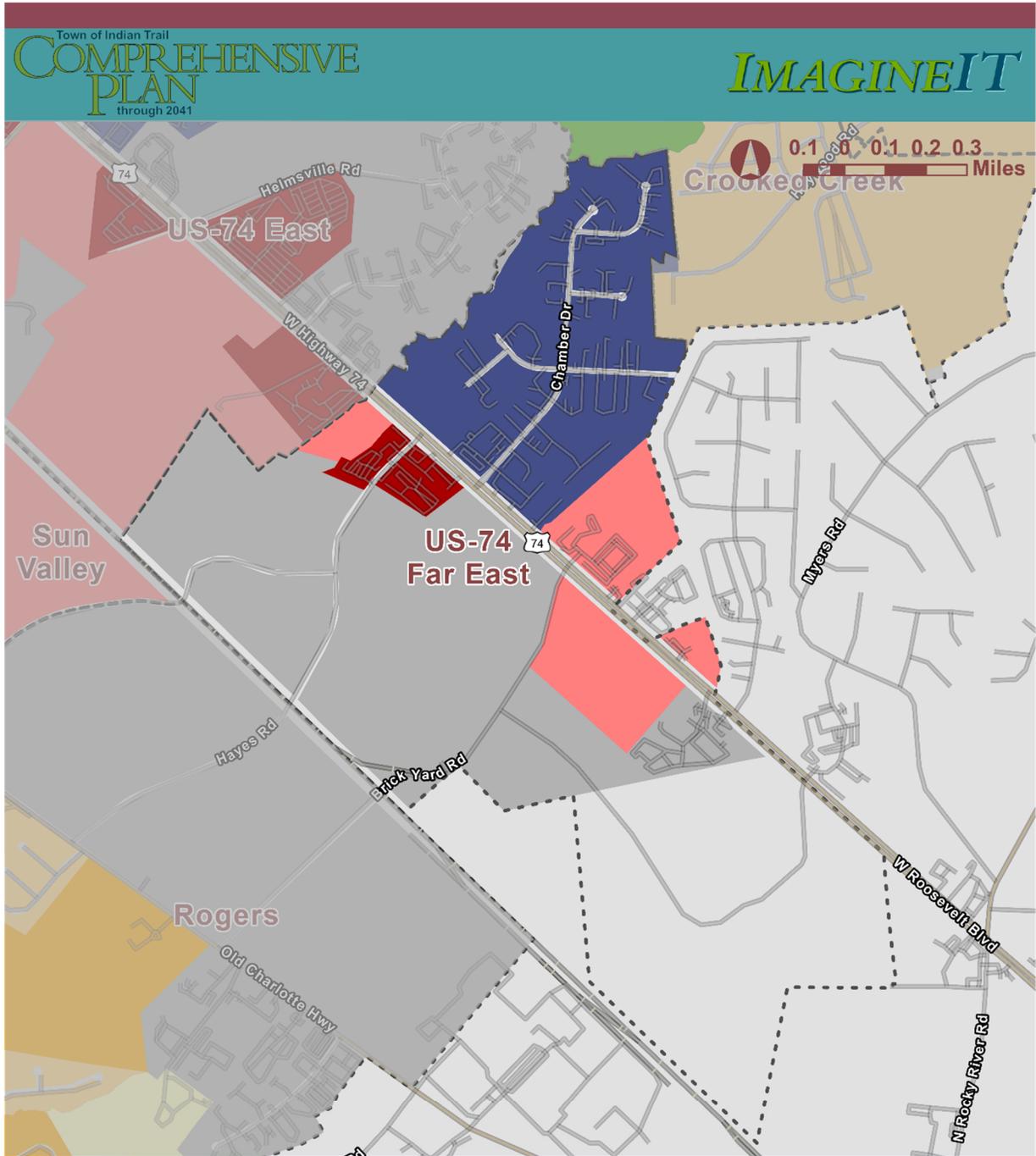


Figure 6.3.16
 US-74 Far East Corridor Future Land Use

Legend	
Future Land Use	
 Office	 Industrial
 Mixed Use	 Village Outlines
 Commercial	

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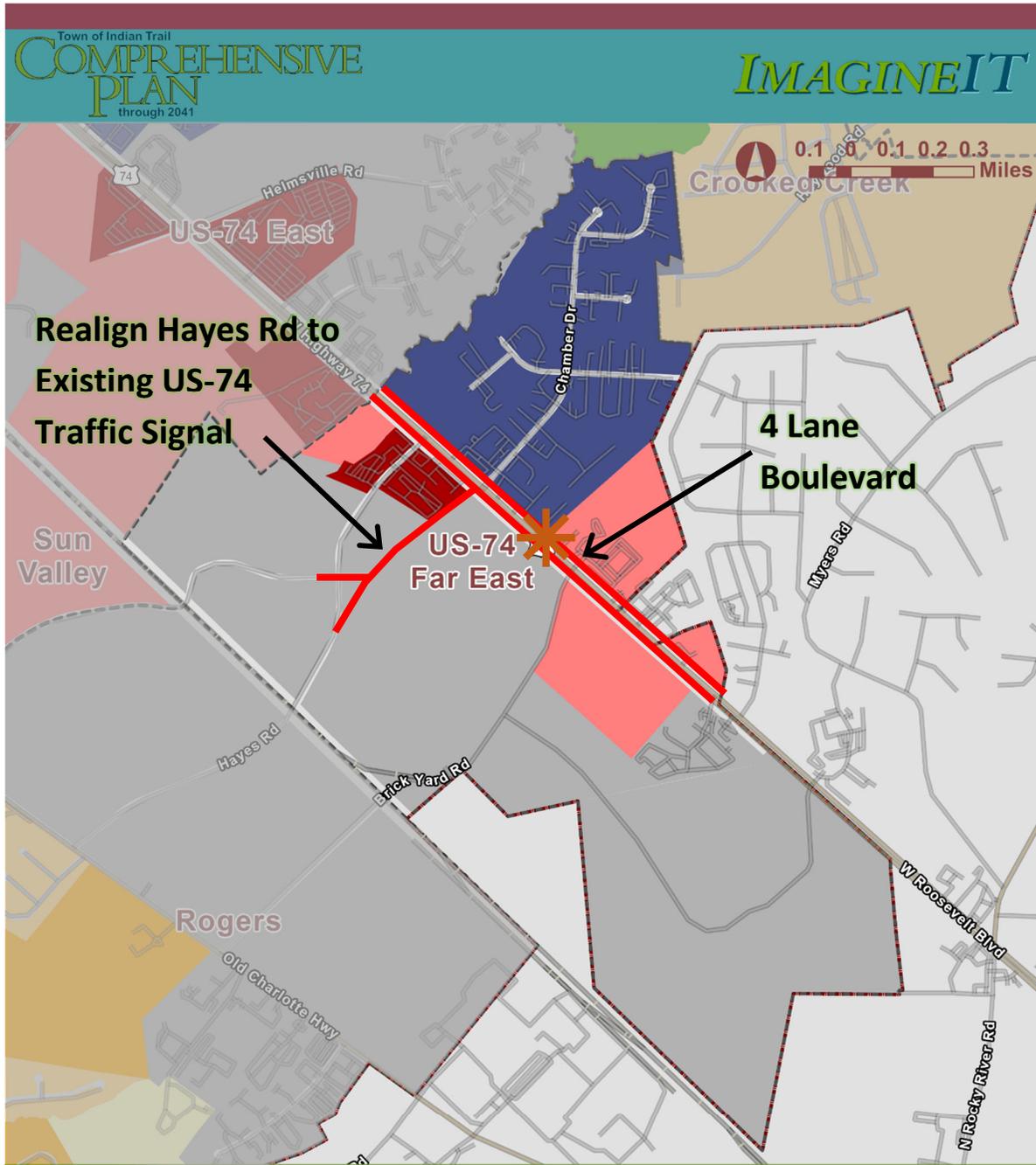


Figure 6.3.17
 US-74 Far East Corridor Transportation

Legend

- | | |
|---|--|
| Future Land Use | |
| Office | Industrial |
| Mixed Use | Village Outlines |
| Commercial | Planning Area |

Transportation

- | |
|--|
| Divided Hwy |
| Activity Center Roadway |
| Undivided Roadway |
| Future Divided Roadway |

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6.4 Downtown Indian Trail Plan

The Indian Trail Town Council adopted the Downtown Master Plan in 2006. Changes since the plan was adopted include opening Town Government offices and Crossing Paths Park on Blythe Drive, the construction of the 51-acre Chestnut Square Park, and beginning construction of Chestnut Parkway. The 2013 update added some land area to the plan, but it otherwise remained virtually the same. This update also does not change the downtown in any significant way. Indian Trail is planning to update the 2006 Downtown Master Plan to be completed in 2023.

Indian Trail has a rich and diverse history that should be honored as the downtown continues to evolve into the primary identity for the community. The Downtown Master Plan is intended to provide the basis for creating a vibrant downtown which promotes a diversity of uses and users, while promoting opportunities to live, work and play in the vision of its citizens.

The Downtown Master Plan serves to show, through descriptions and photographic examples, how to create a lively and attractive downtown. It is the responsibility of property and business owners, developers, elected officials, and citizens to use the Downtown Master Plan's Design Guidelines to help guide appropriate development for Indian Trail.

Changes that have occurred since the adoption of the Downtown Master Plan include:

- Development of a new one-acre event park – Crossing Paths Park on Blythe Drive, located adjacent to the Administrative Building
- Development of a new 51-acre park, Chestnut Square Park, located on Matthews-Indian Trail Road. This park is a model for public-private partnerships with the relocation of Carolina Courts as an anchor within the park. Carolina Courts is a private indoor recreation facility that will bring tens of thousands of guests to Downtown Indian Trail
- Construction of the first segment of Chestnut Parkway between Matthews-Indian Trail Road & US-74
- Location of the Union County Sheriff's Office, Indian Trail Contract Division into the former Town Hall facility on Blythe Drive.
- Expansion of the Downtown boundaries to include single family residential areas along South Fork Road and light industry areas along Gribble Road and Matthews-Indian Trail Road
- Construction of the 224-unit Ardmore apartment complex in the first phase of the large Town Center mixed use development.

Land Use

Downtown Indian Trail land use along Indian Trail Road is a mix of older commercial, institutional and residential uses. Notable landmarks include the historic Indian Trail Presbyterian Church, Indian Trail Elementary School, and Indian Trail United Methodist Church. The older Town Administrative offices have been converted to offices for the Union County Sheriff's Office. Along Unionville-Indian Trail Road is a mix of commercial, light industrial and institutional uses, including the Indian Trail Library. The neighborhood to the northwest of Indian Trail Road consists of older single family detached homes. Along South Fork Road are neighborhoods of single family detached residences. The privately owned Edna Love Park and a Town maintained cemetery are on Park Road. A

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large tract of vacant land, previously approved as a town center mixed use development, is along the CSX Railroad tracks. North of the new Chestnut Parkway along Matthews-Indian Trail Road and Gribble Road is light industry.

Future land uses can vary within the Downtown to include new office, suburban residential, office and mixed use through redevelopment opportunities. A diverse range of residential housing types should be provided to promote a population with varied ages, races and socioeconomic background. Flexibility also needs to be provided to meet economic changes and to allow incremental growth. Future land use will include Suburban Residential development along Chestnut Parkway west of the CSX Railroad and along South Fork Road. The former town offices site and its surrounding neighborhood should redevelop into a walkable mixed use neighborhood. Undeveloped property elsewhere should develop as walkable mixed use developments, and much of the existing mixed use area might do the same. New office development will be appropriate on the north side of Chestnut Parkway.

The Downtown Village should support limited light industrial land uses at appropriate locations based on their proximity to CSX railroad, adjoining land uses, and property location within the village. Existing Heavy Industrial land uses are located north of the future Chestnut Connector.

Transportation

Indian Trail Road through Downtown, Unionville-Indian Trail Road through Downtown southeast of Chestnut Square at Indian Trail, and Park Road should become 2 Lane Main Streets, with on-street parking and pedestrian sidewalks. Park Road should be extended to connect to Gribble Road. The posted speed limit on these streets should be low enough to allow bicycles to operate in mixed traffic. Matthews-Indian Trail Road through Chestnut Square at Indian Trail and Gribble Road should become 2 Lane Thoroughfares by adding bicycle lanes and pedestrian sidewalks with street trees. Chestnut Parkway, currently under construction, will be a 4 Lane Boulevard which will eventually connect to the Old Hickory Corridor as part of the Town's Pathways-To-Progress initiative. Local streets throughout Downtown should be interconnected as described in the Downtown Master Plan.

The location, accessibility and proper visibility of parking lots are critical to creating an attractive downtown. Downtowns should be designed for the pedestrian while accommodating parked cars, not the reverse.

On-street parallel parking should be designed along the commercial street frontage to deter high speed traffic, buffer pedestrian activity on the sidewalk and promote convenience parking opportunities in front of commercial establishments.

Streets are a significant component of the public space and play a major role in establishing the image of a community. They affect the health, vitality, quality of life, and economic welfare of the downtown as they set the framework for development. The design of a street is only one aspect of its effectiveness. How the street relates to the surrounding transportation network, land use system, and urban/ neighborhood fabric is also crucial to its effectiveness.

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The Downtown should be designed for the pedestrian and should promote a vital active environment. Uses on the ground floor should promote opportunities for social interaction, shopping, eating, and lounging. The area should be pleasing and safe to walk and provide a comfortable experience for the users.

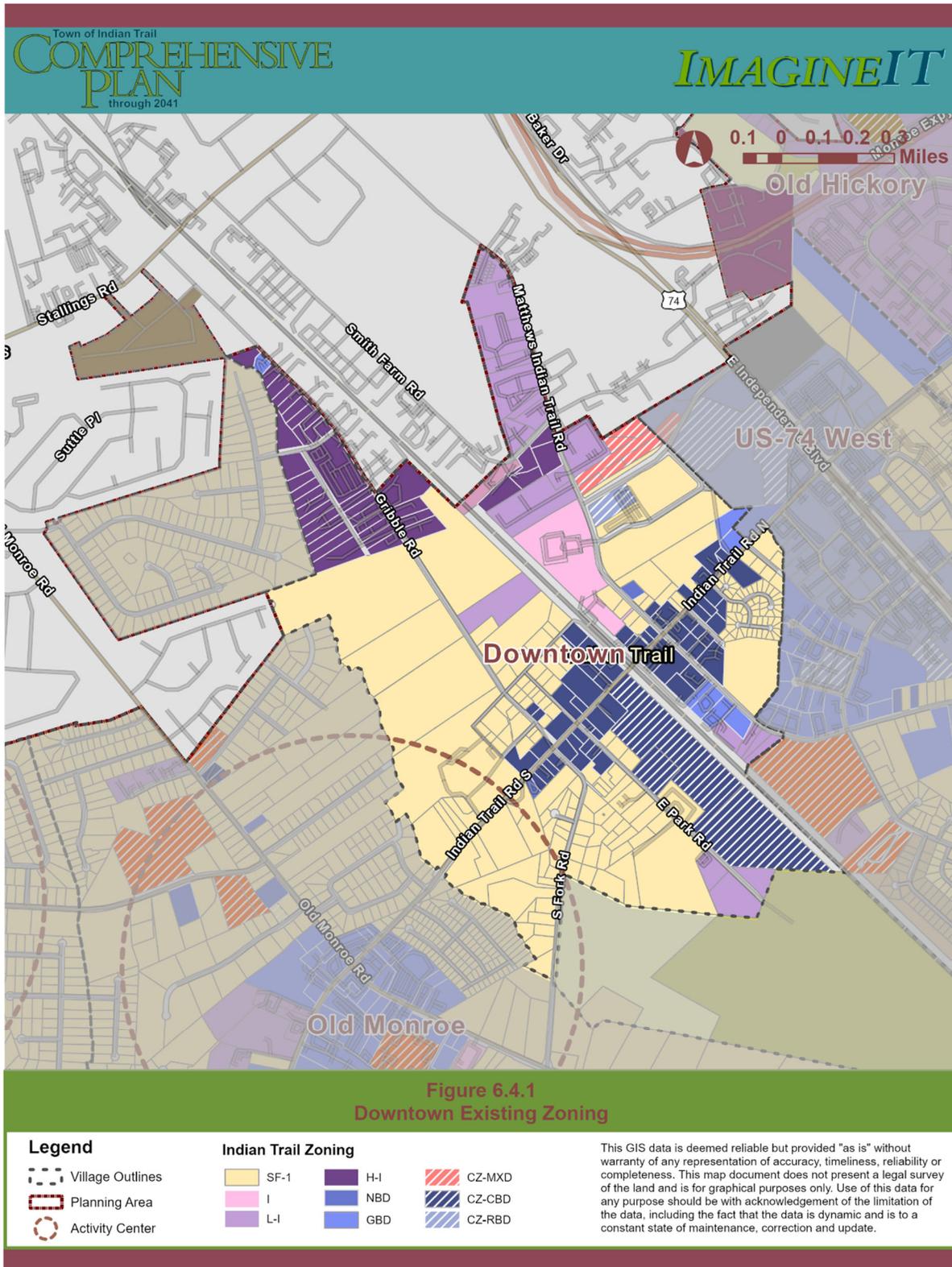
Urban Design

The architectural style, scale and character of new and existing buildings will define the downtown and should promote a pedestrian friendly environment that represents the vision of its citizens. The physical relationship of buildings to the public street and its uses should reinforce the pedestrian scale. To promote a pedestrian-oriented environment in Indian Trail, it is important to maintain consistent and active storefronts. The public street should be the primary place for community interaction that invites pedestrians to use the downtown as a destination to live, to work, to play and to socialize.

The Downtown should promote a sense of community through the design and construction of a variety of parks, plazas and open spaces. These areas should be designed for safety, comfort, beauty, and social gatherings and should become places of community activity, as well as neighborhood identity.

Both active and passive areas should be designed to engage citizens and offer different programmatic uses. Neighborhood squares, parks, playgrounds, and green spaces are for the use, benefit, and enjoyment of the entire community. These are places where communities can gather for celebrations, families and friends gather for picnics or socializing, and individuals can find solitude. These spaces become the defining places where the community comes to know one another.

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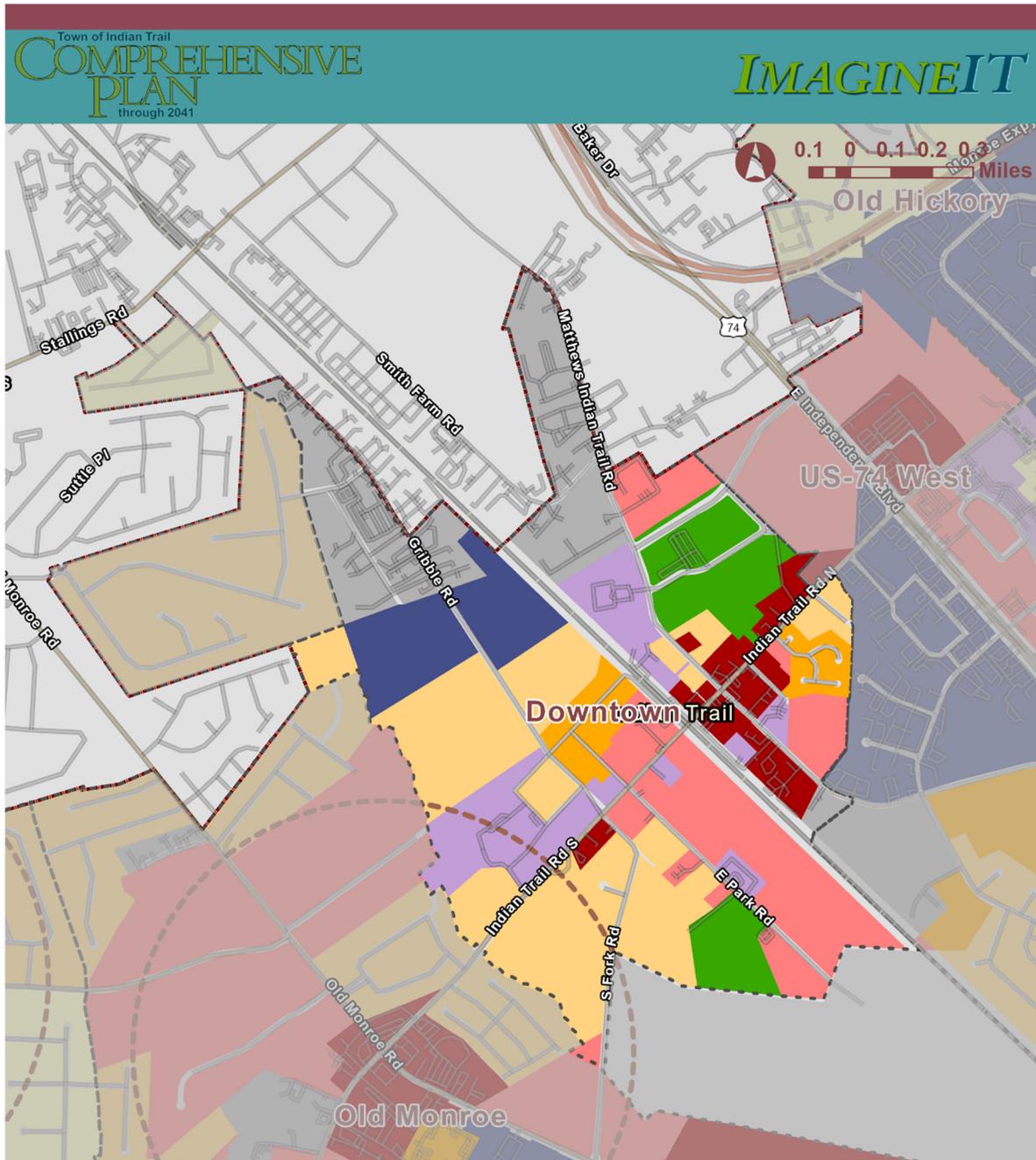
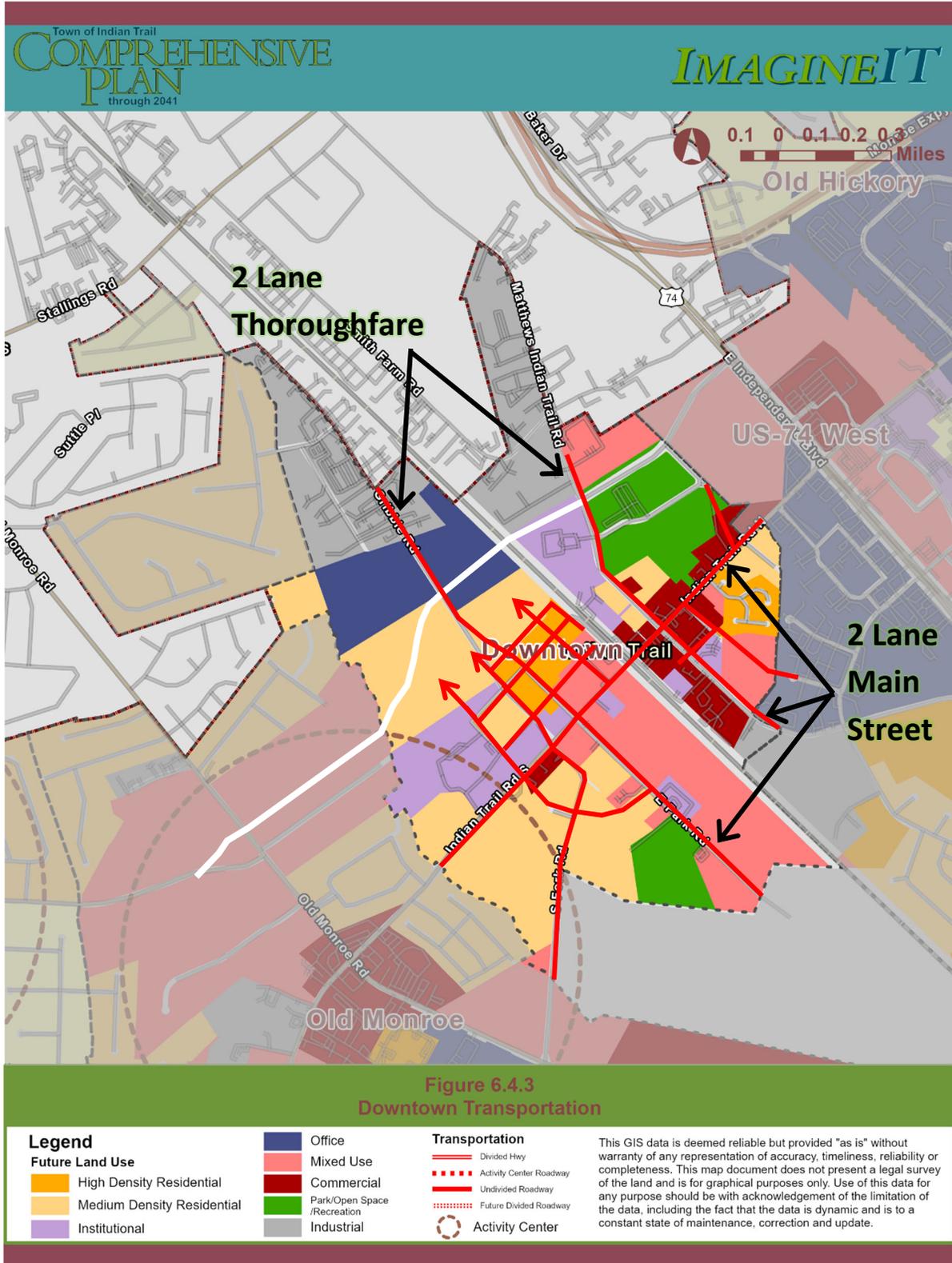


Figure 6.4.2
 Downtown Future Land Use

Legend			
Future Land Use		Office	
High Density Residential	Commercial	Mixed Use	
Medium Density Residential	Park/Open Space /Recreation	Industrial	
Institutional			
		Village Outlines	
		Planning Area	
		Activity Center	

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Fig. 6.4.4 Downtown Indian Trail Urban Design as depicted in the adopted Downtown Indian Trail Master Plan. Urban Design is described in more detail in the Downtown Indian Trail Master Plan.

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CHAPTER 7 – TRANSPORTATION

7.1 Transportation

The guiding elements in the Indian Trail Transportation Plan are four “C”s: capacity, connectivity, choice and “complete streets.”

Capacity is the amount of transportation system needed to meet or exceed a given demand for mobility. The primary quantitative assessment of system capacity is related to traffic conditions on existing and future roadways since roads almost exclusively currently define transportation in Indian Trail. The Plan provides adequate capacity for anticipated transportation growth around the Town, by providing expanded facilities, facilities on new alignment, and by identifying areas for realignment to improve the safe and efficient flow of traffic. The capacity needs have been updated since the adoption of the 2005 Comprehensive Plan, as described in section 7.2 Anticipated Roadway Travel Demand.

Connectivity, the second “C”, is vitally important in overall transportation system performance, regardless if the trip is made by car, bus, pedestrian or bicycle. Existing traffic problems in Indian Trail can be traced to a lack of connectivity between major roadway facilities, collector streets, and even adjacent neighborhood streets. The 2005 Comprehensive Plan considered land use development patterns, to propose a corresponding transportation plan to link the system together, and that system is maintained. Connectivity is necessary for efficient public transportation systems, as well, since they will share the roadway network with private vehicles. From a safety perspective, probably the most important aspect of connectivity relates to bicycle and pedestrian facilities. Since adoption of the Pedestrian Plan in 2009, the Town and private developers have been constructing sections of sidewalk that connect more than local neighborhoods. The 2011 Bicycle Plan proposed a system that will connect various areas of Town. The 2010 Parks and Greenways Master Plan provides for a connected system of on-road and off-road facilities needed to make non-motorized transportation a viable option for residents.

The third “C” is choice. The Plan identifies ways to allow Indian Trail residents to move around their community and beyond with options beyond the use of an automobile. There are viable possibilities for extended transit service as well as the integration of pedestrian/bicycle greenway trail systems that have been detailed by the 2009 Pedestrian Plan, the 2011 Bicycle Plan, the 2010 Parks and Greenways Master Plan, and the 2019 Parks & Recreation Master Plan. Overall, the Plan serves to enhance the streets of Indian Trail as an amenity to the Villages, not a barrier between land uses or a place where only cars go.

Finally, the fourth “C” is part of a new trend: creating complete streets. A complete street is defined as a street that works for motorists, for bus riders, for bicyclists, and for pedestrians, including people with disabilities. A complete streets policy is aimed at producing roads that are safe and convenient for all users. In 2009, the North Carolina Department of Transportation (NCDOT) adopted its first policy on Complete Streets as a way to consider and incorporate different modes of transportation, such as walking, biking and public transit while building or improving roadways. As time passed, NCDOT decided to update this policy in 2019 which required nearly two years of analysis, public engagement, and collaboration with NCDOT’s many partners. The

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department will use this updated policy to improve various design guidelines toward building a multimodal transportation network for North Carolina.

Complete streets encourage and improve a wide variety of goals such as:

1. Encourages walking and bicycling;
2. Reduces crashes through safety improvements;
3. Encourages routine physical activity;
4. Improves safety indirectly by encouraging walking and bicycling; and
5. Increases the overall capacity of the transportation network when giving people travel options.

7.2 Anticipated Roadway Travel Demand

The anticipated demand and number of lanes needed for each of the Town’s major roadways, as indicated in Table 7.2.1, are based on estimated traffic demands from two sources: historic traffic growth patterns for Town roadways projected forward to the year 2050, and comparison of the projected traffic to the latest approved Charlotte Regional Transportation Planning Organization (CRTPO) travel demand model.

All existing traffic data is from 2020. Some Indian Trail roads showed little traffic increase in the last two decades, but a others have seen steady increased demand. The latest Metrolina Model is a 2050 future year version, from which Indian Trail data was extracted for Table 7.2.1. The model does not include the whole extent of the Indian Trail road network that is envisioned for the future, but represents the best available representation of the local road network. Although Table 7.2.1 prescribes 2 and 4 lane sections for these roadways, the actual plan is based sometimes on a little more than just the “pure” demand traffic volume estimates, since neither future estimate is based on the future land use concept. Consequently, for example, there are instances where the plan proposes that a road segment will need four-lanes because it is serving a high-density area.

Table 7.2.1 Indian Trail Existing and Future Roadway Demand/Capacity

Roadway	Existing Traffic Volume	Existing Lanes	2050 Linear Regression Volume	2050 Model Volume	Lanes Recommended for Capacity
US-74	53,000 - 68,000	4	57,000 - 80,000	62,000 - 73,000	4*
Old Monroe Road	19,000 - 25,000	2	19,000 - 35,000	24,000 - 50,000	4**
Indian Trail Road	14,000 - 18,000	2	14,000 - 26,000	18,000 - 28,000	2***
Waxhaw-Indian Trail Road	12,000	2	15,000	17,000	2
Unionville-Indian Trail Road	8,000 - 15,000	2	12,000 - 26,000	14,000 - 29,000	4
Matthews-Indian Trail Road	6,000	2	6,000	8,000	2
Indian Trail-Fairview Road	3,700 - 15,000	2	6,000 - 21,000	11,000 - 21,000	4
Mill Grove Road	7,500	2	12,000	13,000	2
Idlewild & Secrest Short Cut Roads	12,000 - 25,000	2	15,000 - 37,000	13,000 - 29,000	4****

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Roadway	Existing Traffic Volume	Existing Lanes	2050 Linear Regression Volume	2050 Model Volume	Lanes Recommended for Capacity
Chestnut Lane	6,500 - 9,100	2	11,000 - 17,000	13,000	2
Chestnut Parkway	12,000 - 24,000	2	26,000 - 41,000	16,000 - 32,000	4
Wesley Chapel-Stouts Road	11,000	2	20,000	19,000	4
Sardis Church Road	14,000	2	25,000	19,000	4****
Potter Road	11,000 - 14,000	2	17,000 - 21,000	18,000 - 19,000	4
Rocky River Road	4,000 - 8,000	2	7,000 - 18,000	10,000 - 14,000	2
Ridge Road	3,000	2	5,000	5,000	2
Gribble Road	4,000	2	5,000	9,000	2
Faith Church Road	-	2	-	-	2

Source: Metrolina Regional Travel Demand model data MRM22v1.0.
 * - (W-5520) US 74 Superstreet Project completed in 2019; no additional lanes.
 ** - (U-4714B) Old Monroe Widening; 4 lane sections with RCI intersections.
 *** - (EB-5931) Indian Trail Complete Street.
 **** - (U-4913) Idlewild Road Widening from Stallings Road to Crismark Drive.

7.3 Roadways

The Transportation Plan for Indian Trail roadways provides adequate traffic movement capacity, based on the estimates from the historic growth projection, Charlotte Regional Transportation Planning Organization (CRTPO) travel demand model, and the Comprehensive Plan’s Land Use Plan. The plan also organizes roadways into ordered Street Typologies, to better provide standards and design criteria for roadways in the Town. In addition, the Plan improves connectivity between existing facilities through the development of a network of local connecting roadways. These extensions and realignments of existing roads provide a “backbone” of transportation options through the Town. Thus, there are multiple options for each vehicular trip, which avoids the current pattern of saturating the few major roadways with all trips from a particular subdivision or development.

Roadways are delineated into two major functional classes: boulevards and thoroughfares (the only freeway in Indian Trail is the Monroe Expressway, which has its own design typology). They are then separated by number of lanes, and by whether the roadway is on existing alignment or new alignment. These functional classes are taken from current NCDOT Transportation Planning Branch standards for development of municipal and County Transportation Plans across the state. The functional classes provided the basis for the Town’s Street Typologies. Since most major roads in Indian Trail are State-owned and maintained, integrity has been maintained between the Town’s Street Typologies and NCDOT’s functional classifications.

The Monroe Expressway is an 18-mile tolled bypass which improved mobility and capacity in the US-74 corridor by allowing for high-speed regional travel while maintaining access to properties along existing US-74. This expressway opened to traffic in November of 2018. This major improvement affects many other roadways in the Town’s transportation network. Diversion of through travel on the Expressway does lessen some of the through traffic and truck traffic pressure on US-74.

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Also, new facilities such as Chestnut Parkway and Wesley Chapel-Stouts Road Rail Crossing (P-5744) will allow increased mobility for cross-town traffic. Indian Trail Road is slated to become a Two-lane Complete Street including transportation improvements in the Plan. All existing NCDOT Transportation Improvement Program and CRTPO Long Range Transportation Plan projects are included in the Plan, and most remain in the same level of proposed improvement as was listed in Table 7.1.1. An important addition to the network of roadways shown is the two-lane connector roadways that will serve to relieve the major trunk roadways and further distribute local traffic. All roadways and improvements were compared to the intensity and location of the various Land Use Plan elements to ensure consistency and viability of a transportation system to support the Land Use Plan.

NCDOT recently converted the US-74/Indian Trail Road intersection into a reduce conflict intersection, along with the Unionville-Indian Trail Road, Faith Church Road and Wesley Chapel Stouts/Sardis Church Road intersections. This reduced conflict intersection design will also be constructed at Chestnut Parkway and US-74 intersection as part of the U-5808 Chestnut Connector project that will connect the existing Chestnut Parkway at Matthews-Indian Trail Road to Gribble Road. This is a vital configuration because it will allow citizens and cut-through motorists that do not work in the Town, to get back on US-74 in a more efficient manner towards Matthews and the Charlotte areas.

7.4 Pedestrians

The Comprehensive Pedestrian Plan was adopted 2009. Its purpose is to ensure that the Town develops a pedestrian friendly environment. It was the culmination of over a year of work that began with the award of an NCDOT Pedestrian Planning Grant. The development of the Plan included the selection of a consultant, public outreach, extensive fieldwork, as well as in-depth geographic and planning analyses.

The following is Chapter 3 of the Comprehensive Pedestrian Plan, describing the pedestrian network. The full plan can be found on the Town's website at:

<http://indiantrail.org/DocumentCenter/View/2162/Comprehensive-Pedestrian-Plan-and-Maps>

WalkIt Pedestrian Plan

Chapter 3: The Pedestrian Network

3.1 Overview

The development of the Comprehensive Pedestrian Plan established pedestrian connectivity within the Town and the surrounding jurisdictions; realizing that pedestrian improvements do not stop at the town limits. The Plan is based on the community's vision and goals and the inventory of the current pedestrian system. This chapter of the Comprehensive Pedestrian Plan provides an overview of the methodology used to develop the physical aspect of the Comprehensive Pedestrian Plan and descriptions of plan elements, which includes proposed sidewalks, off-road connections, greenways/trails, pedestrian crossing improvements and intersection

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improvement areas. It also discusses how the proposed pedestrian network will connect the Town to the adjacent municipalities and their pedestrian facilities.

Although the Town’s zoning ordinance requires new residential developments to build sidewalks on both sides of the road and commercial developments to build sidewalks along the roadway, previously developed areas of town lack adequate pedestrian facilities. As the Town continues to grow, there will need to be a focus on the interconnectivity of future development.

3.2 Methodology

The Comprehensive Pedestrian Plan was developed by reviewing past planning efforts, inventorying the existing pedestrian facilities and gathering public input. The Comprehensive Pedestrian Plan focuses on the Town’s future Mixed-Use Activity Centers that were developed as a part of the Comprehensive Plan. The Mixed-Use Activity Centers are areas within the Town where there will be a concentration of higher density residential mixed with commercial, retail and office uses. The Mixed-Use Activity Centers will be pedestrian friendly, with wider sidewalks, landscaping and lighting that will enhance the overall pedestrian environment. The Town provided the consultants with the most up-to-date geographic information systems (GIS) data, which included:

- Aerial photographs
- Parcels
- Street centerlines
- Streams/creeks
- Water bodies
- Railroads
- Mixed-Use Activity Center Overlays
- Downtown Overlay

This information was used to develop issues and opportunities, as well as to document the existing pedestrian facilities. Additionally, the consultants conducted site visits to confirm the location and condition of the existing pedestrian facilities. The site visits were vital in determining current intersection conditions. Several high traffic intersections lack the basic elements that are necessary to provide safe crossing for pedestrians. Photographs from the visual audit were used to create a work sheet that illustrated the “good” and “bad” examples as a guide for participants during the audit.

Based on the existing data and site visits, the Pedestrian System Map was developed (Plate 3.5). A review of the Pedestrian System Map was conducted with the Town staff and the Steering Committee to ensure that all potential pedestrian routes and priority areas were documented. The Town staff provided input on future sidewalk projects that are either anticipated to be built as part of an approved development or funded by the Town from Congestion Mitigation and Air Quality (CMAQ) funding (see Chapter 5 of the Comprehensive Pedestrian Plan: Implementation Strategies).

Elements of the Pedestrian System Plan Map include:

- Existing sidewalks
- Proposed sidewalks
- Future sidewalks
- Existing off-road connectors

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- Proposed off-road connectors
- Proposed greenways
- Existing – and future destinations
- Intersection improvement areas
- Proposed crossings

The Pedestrian System Map also shows roads, municipal boundaries, and planned pedestrian improvements in neighboring towns. The Pedestrian System Map was reviewed several times by the consultant, the Town Staff, and the Steering Committee. The pedestrian network that was developed is based on the desire to see interconnectivity between residential neighborhoods, Mixed-Use Activity Centers, schools, and adjacent municipalities.

Potential greenways identified in the Town’s Comprehensive Plan were analyzed in coordination with GIS based flood-plain data and their proximity to existing pedestrian facilities, as well as future destinations. A set of proposed greenways, within and outside of town boundaries, were developed based on a set of criteria used to determine the feasibility of building the potential greenway. These criteria included proximity to flood-plains and utility easements as well as being in an undeveloped area.

The Comprehensive Plan established a context sensitive set of criteria for future 6-lane boulevards, 4-lane freeways, 4-way suburban boulevards, 4-lane mixed-use activity center boulevards, and 2-lane minor thoroughfares. All future thoroughfares should be built with sidewalks on both sides of the road. These cross sections are illustrated in Section 3.6.6 of the Comprehensive Plan. Additionally; the Pedestrian Plan addresses specific pedestrian improvements within these areas.

3.3 The Pedestrian Network

The Pedestrian System Plan is a reflection of the needs and wants of the residents of Indian Trail. The following portion of Chapter 3 of the Comprehensive Pedestrian Plan provides detailed descriptions for each type of pedestrian facility. The Design Guidelines in Chapter 6 of the Comprehensive Pedestrian Plan address specific treatments for each of the facilities listed below. Table 3.1: Project Prioritization Matrix, in Appendix A of the Comprehensive Pedestrian Plan provides a comprehensive listing of all the pedestrian projects.

Plate 6.2 Pedestrian System Plan

3.3.1 Proposed Sidewalks

The proposed sidewalk improvement projects identified on the Pedestrian System Plan Map are far ranging. Smaller projects include filling in the gaps of incomplete sidewalks along roadways where the development pattern is scattered. Larger sidewalk improvement projects involve creating adequate pedestrian facilities for existing major roadways lacking safe pedestrian passage. This includes roadways such as US-74, Wesley Chapel-Stouts Road, and Old Monroe Road. Other projects were recommended based on the current zoning and plans for future development. Combined, these sidewalk projects will provide town-wide connectivity.

A major goal of the Comprehensive Pedestrian Plan is to improve pedestrian mobility within and adjacent to the Mixed-Use Activity Centers that were developed as part of the Comprehensive Plan. Many of the proposed

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sidewalk projects provide connections on major roadways feeding these centers and connecting to surround residential areas. There are a total of 463,620 ft. / 87.81 miles of proposed sidewalks.

3.3.2 Greenways

Greenways are most commonly known as asphalt trails that are located along creeks and streams to provide an uninterrupted walking path. However, greenways serve a broader function for communities. According to the National Trails Training Partnership, they make our communities more livable; improve the economy through tourism and civic improvement; preserve and restore open space; and provide opportunities for physical activity to improve fitness and mental health.

At the time the Comprehensive Pedestrian Plan was adopted, there were no greenways within the Town limits; therefore, it was critical to identify potential greenway corridors that connect all parts of Indian Trail. The proposed greenway network within the Pedestrian System Plan Map identifies major greenway corridors that utilize major creeks and streams as well as existing sewer easements. The Comprehensive Pedestrian Plan calls for a network of proposed greenways that are located within the Town limits, as well as in areas outside the Town limits. The greenways that are located outside the town will require coordination with the surrounding jurisdictions. Much like the sidewalk improvement projects, these greenways feed into connections between Mixed-Use Activity Centers, residential areas, and schools. There are a total of 90,896 ft. / 17.22 miles of proposed greenways that are located within the Town limits, and 17,276 ft. / 3.27 miles outside of town limits.

3.3.3 Off-Road Connections

The proposed off-road connectors that are illustrated on the Pedestrian System Plan Map are short trails that connect the major greenway corridors to destinations, such as schools, commercial/retail areas and residential subdivisions. The existing off-road connections are trails or paths that allow connectivity within neighborhoods and/or from neighborhoods to schools and commercial areas. The proposed off-road connections in the Comprehensive Pedestrian Plan will expand the pedestrian network to allow connectivity between neighborhoods and proposed greenways and create safer routes to schools. There are a total of 19,296 ft. / 3.65 miles of proposed off-road connections, all of which are within the Town limits.

3.3.4 Pedestrian Crossings

There are several ways to create safe pedestrian crossings at intersections and mid-block points such as striped crosswalks that serve as a visual cue to oncoming traffic. Many of the pedestrian crossings within the Comprehensive Pedestrian Plan occur midblock to allow safe passage between institutional areas and surrounding neighborhoods. Others are located at the intersections of proposed greenways and roadways. These crossings are critical pieces to the overall pedestrian system. They not only create a continuous pathway, they allow users to safely cross major roadways. Crossings can occur at grade, at an overpass or at an underpass. The types of crossings are explained in more detail in Chapter 6 of the Comprehensive Pedestrian Plan.

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3.3.5 Intersection Improvement Areas

[Note: This section’s information from the 2009 Pedestrian Plan is not provided in this plan due to the amount of intersection changes since 2009.]

3.3.6 Regional Connections

Pedestrian connections should not stop at the town’s jurisdictional limits. The Town has been and will continue to work with its neighbors to ensure a seamless pedestrian network is achieved. The City of Monroe and the Town of Stallings have completed similar pedestrian plans and information from their plans was incorporated into the Pedestrian System Map.

An important regional effort that is currently underway is the Carolina Thread Trail (CTT). The CTT is a 15-county regional network of greenways and trails centered in Mecklenburg County and located northwest of Indian Trail. The Town along with other municipalities is working with the CTT planning staff to identify opportunities to connect to the proposed regional network.



Fig. 7.4.1 Carolina Thread Trail Concept Map

End of the 2009 Pedestrian Plan Summary

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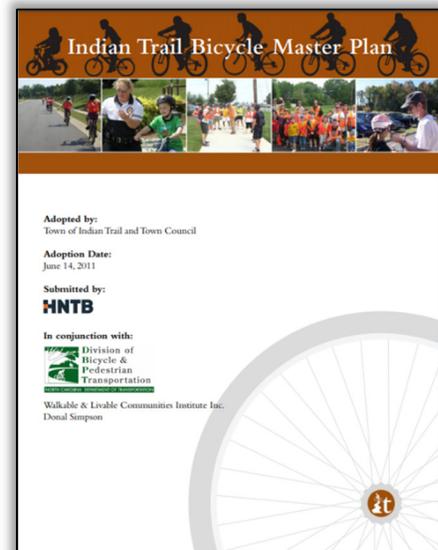
7.5 Bicycles

The Town of Indian Trail was awarded a grant in 2009 from NCDOT through their Bicycle and Pedestrian Planning Grant Initiative to develop a Town-wide bicycle master plan. The purpose of the plan is to provide a well-connected bicycle network to allow residents an alternative means to safely reach destinations via the bicycle. The Indian Trail Bicycle Master Plan was adopted by the Town Council in 2011. The following is the Executive Summary of the Plan. The full plan is available on the Town's website at: <https://www.indiantrail.org/DocumentCenter/View/2161/Bicycle-Master-Plan>

Executive Summary

ES1.1 Overview

The Town of Indian Trail has undergone significant changes in recent years, as residents, businesses and developers have been drawn to its small-town charm and convenient location near the Charlotte metropolitan area. The Town is quickly transitioning from a rural farming community to a vibrant suburban community in one of the fastest growing counties in the United States. Due to this tremendous growth, the Town has been faced with many challenges, such as incorporating bicycle facilities into the roadway network. Most of the major roads within Indian Trail are two lane facilities with no shoulders and drainage ditches on either side. The Town has been and continues to be committed to improving pedestrian and bicycle mobility throughout the community.



ES1.2 Benefits of Bicycling

The vision of the Comprehensive Plan states that:

“The Town of Indian Trail will be a vibrant, unique, and self-sufficient town where people can live, work and play in a safe environment. It will provide a variety of transportation options that provides opportunities for walking, biking, transit, and automobile by connecting all of its villages, downtown, and commercial corridors.

“The Town will be known for its strong economic development focus, great parks and recreational amenities, and will have variety of uses that will create opportunity to effectively manage metropolitan growth pressures while at the same time preserve its small town character.”

A multi-modal transportation network in concert with diverse land uses can achieve this vision. Indian Trail can be a place to work, live and play. It can also be a place where people want a better quality of life that includes multiple benefits. These benefits include, but are not limited to the following:

- Health Benefits
- Transportation Benefits

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- Environmental Benefits
- Economic Benefits, and
- Quality of Life Benefits

ES1.3 the Process

The adoption of the Bicycle Master Plan is more than just an important step in ensuring the implementation of the Vision set forth in the Comprehensive Plan, but also improving connectivity and bicycle mobility for the community. This Plan establishes a vision for improving bicycle infrastructure over the next 20 years; however, the Plan will need to be assessed and updated on a regular basis to address the changing needs of the community.

The Bicycle Master Plan seeks to identify the users of the future bicycle network, their needs and the best way to serve those needs. This Plan was developed over a 12 month process and included a variety of public outreach methods including Steering Committee meetings, Stakeholder Interviews, Public Workshops, Bike Rodeos, Visual Surveys, a Bicycle Audit, the use of Facebook, and an online survey. The public involvement process engaged a wide cross-section of the community, including many children who participated in the bicycle rodeos and visual surveys. This Plan provides a foundation of bicycle infrastructure improvements as well as bicycle safety and education initiatives that the community identified as critical components to improving bicycle mobility and safety.

ES1.4 Vision and Goals

The input received from the initial public workshop, the stakeholder interviews, meetings with the Steering Committee, discussions with the Town staff and results from the questionnaire led to the development of a vision statement and key goals. The vision statement and the goals from this plan, along with the vision and goals identified in previous plans, have guided the development of the Bicycle Master Plan and will continue to do so once the plan is adopted.

Bicycle Master Plan Vision

“To promote a bicycle-friendly environment within Indian Trail by improving connectivity between neighborhoods and destinations; where multi-use paths, greenways and bicycle facilities are further developed and integrated, and all users are provided safe and convenient access.

“Indian trail will work to forge partnerships, educate the community, and design facilities that are safe and pleasing.”

ES1.4.1 Bicycle Master Plan Goals

The following are the goals that were developed during the process in order to achieve the vision statement. The goals listed below mirror the goals that were identified in the Comprehensive Plan. These goals, like the vision statement, will continue to guide the implementation of the Bicycle Master Plan.

- Future bicycle facilities should be planned and designed with all users in mind
- Future bicycle facilities should be accessible for everyone

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- Improve bicycle connectivity between existing and future residential subdivisions, schools, and other destinations throughout town.
- Bicycle facilities that are built should be safe, accessible, inviting and aesthetically pleasing
- The Town should develop programs that educate motorists and bicyclists
- Improve bicycle safety on existing roads
- Plan and design facilities for both recreational and transportation users
- Incorporate bicycle facilities into future roadway projects
- Educate the children on the importance of health, safety, and the use of bicycle facilities
- Indian Trail's future bicycle infrastructure should connect to surrounding communities and their bicycle facilities
- Bicycling has to be an important priority for the community
- The development of partnerships will be critical for the success of this plan
- The Town should work with NCDOT to reduce automobile speeds on roadways
- Future bicycle facilities need to connect to Downtown

ES1.5 Community Concerns, Needs & Priorities

The public input process led to an understanding of the needs and concerns of the community regarding bicycle mobility and safety. This information was essential for developing recommendations that respond to the residents' needs and concerns, and to generate public enthusiasm and interest for the implementation of the plan. The main concerns that were expressed are summarized below.

- The current transportation network is not safe for bicyclists
- There is a lack of connectivity between existing subdivisions, schools and other destinations around town
- Future bicycle facilities should be designed to be accessible for all users
- Educational programs are needed for both drivers and bicyclists
- There are major barriers, such as US-74 and CSX railroad, that impede bicycle mobility throughout the town
- Indian Trail's future bicycle network should connect to adjacent jurisdictions
- Future parks should include off-road bicycle trails
- The high traffic volumes and speeds on the thoroughfares is an impediment to cycling

ES1.5.1 User Groups and Trip Characteristics

To develop an effective and usable bicycle system, it is important to identify the different user groups and the types of facilities they prefer. As mentioned in Chapter 2 of the Bicycle Master Plan, there are three basic types of user groups: Advanced, Basic and Children. A large percent of the general population falls within the basic and children user groups. These users tend to enjoy riding for recreation purposes and use greenways or neighborhood streets to get around. The advanced cyclist tends to ride for exercise or commuting purposes. It is also important to understand the purpose of their trips. An online questionnaire was utilized to compile this information and was useful in determining the types of users and their purpose of bicycling. The questionnaire provided insight to the places people currently cycle and where they would cycle to if there were sufficient bicycle facilities. Most of the respondents (94%) said that they would bicycle to parks or greenways if there were

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sufficient facilities. Even though this may not be a complete representation of the community, it still provides some valuable information to help identify the types of user groups within Indian Trail.

ES1.6 Existing Bicycle System

Although the Town is working on their initial defined bike routes, there are several small segments of a multi-use path along US-74. These segments have been built due to new requirements that are detailed in the Town's Unified Development Ordinance (UDO), which is a testament to the Town's commitment to increasing pedestrian and bicycle mobility throughout the town. Currently there are approximately 2600 linear feet (almost a ½-mile) of existing multi-use path along US-74 within Indian Trail. In addition, many residential subdivisions have private trails that are for the residents who live within those communities.

Based on the feedback from the community and physical inventory of the existing transportation network, it is evident that there are many barriers and gaps that have to be overcome to create a safe bicycling environment within Indian Trail. However, the Town continues to be proactive and work with state agencies and surrounding municipalities to develop projects and programs that will one day result in a comprehensive transportation network that includes facilities for bicyclists.

ES1.7 Existing Programs, Plans and Policies

The success of the Bicycle Plan cannot be realized with just physical improvements. Strong programs and policies need to accompany those physical improvements to educate and inform the community about bicycle safety and how to use the facilities. There are many plans, programs and policies that exist today that will contribute to the success of the Bicycle Master Plan. Many of these have already helped lay the groundwork for a successful bicycle program in Indian Trail and will continue to do so in the future.

More specifically, the Town has taken great strides in improving their Unified Development Ordinance (UDO) over the last five years to include measures that will ensure bicyclists are safe; that infrastructure is built in the future; and the infrastructure is connected and coordinated in a comprehensive manner. A detailed summary of these can be found in Chapter 3 of the Bicycle Master Plan.

ES1.8 The Bicycle System

A comprehensive bicycle system will create improved connectivity throughout the town and provide residents and visitors with transportation options not currently available. The Bicycle System (Plate 3.6) was developed by reviewing the Town's previous planning efforts, inventorying existing bicycle facilities and gathering input from the public through stakeholder interviews, public workshops and an online survey. One of the major goals of this plan was to create a bicycle system that provides connections to various destinations throughout the town, which includes the Town's Mixed-Use Activity Centers. The Mixed-Use Activity Centers are intended to be pedestrian and bicycle friendly with an improved network of sidewalks and bicycle facilities, including bike lanes and multi-use paths.

Today, the existing major thoroughfares within Indian Trail are not suitable for bicycle travel. Most of the major thoroughfares are two lane roads that have no usable shoulder and contain drainage ditches on both sides. Due to the lack of bicycle facilities throughout the town and funding to improve these roads, alternatives to create

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connectivity had to be explored. Discussions with the Steering Committee, Town staff, stakeholders and the public led to the creation of Neighborhood Loops, Town-Wide Connectors and Neighborhood Connectors.

- Neighborhood Loops – Primarily use existing and future neighborhood streets to connect users to destinations. There are 19 neighborhood loops totaling approximately 45 miles.
- Town-Wide Connectors – Is a system of longer connections that utilize existing major thoroughfares, overhead electric transmission lines, railroad corridors and sewer easements. There are a total of 12 town-wide connectors, equaling approximately 55 miles.
- Neighborhood Connectors – Currently these are informal connections that exist between subdivisions through off-road connectors. These links can be formalized by creating short paved trails that provide a safe connection between two neighborhoods. There are a total of 7 neighborhood connectors, two of which are listed as pilot projects that are discussed in more detail in Chapter 6 of the Bicycle Master Plan.

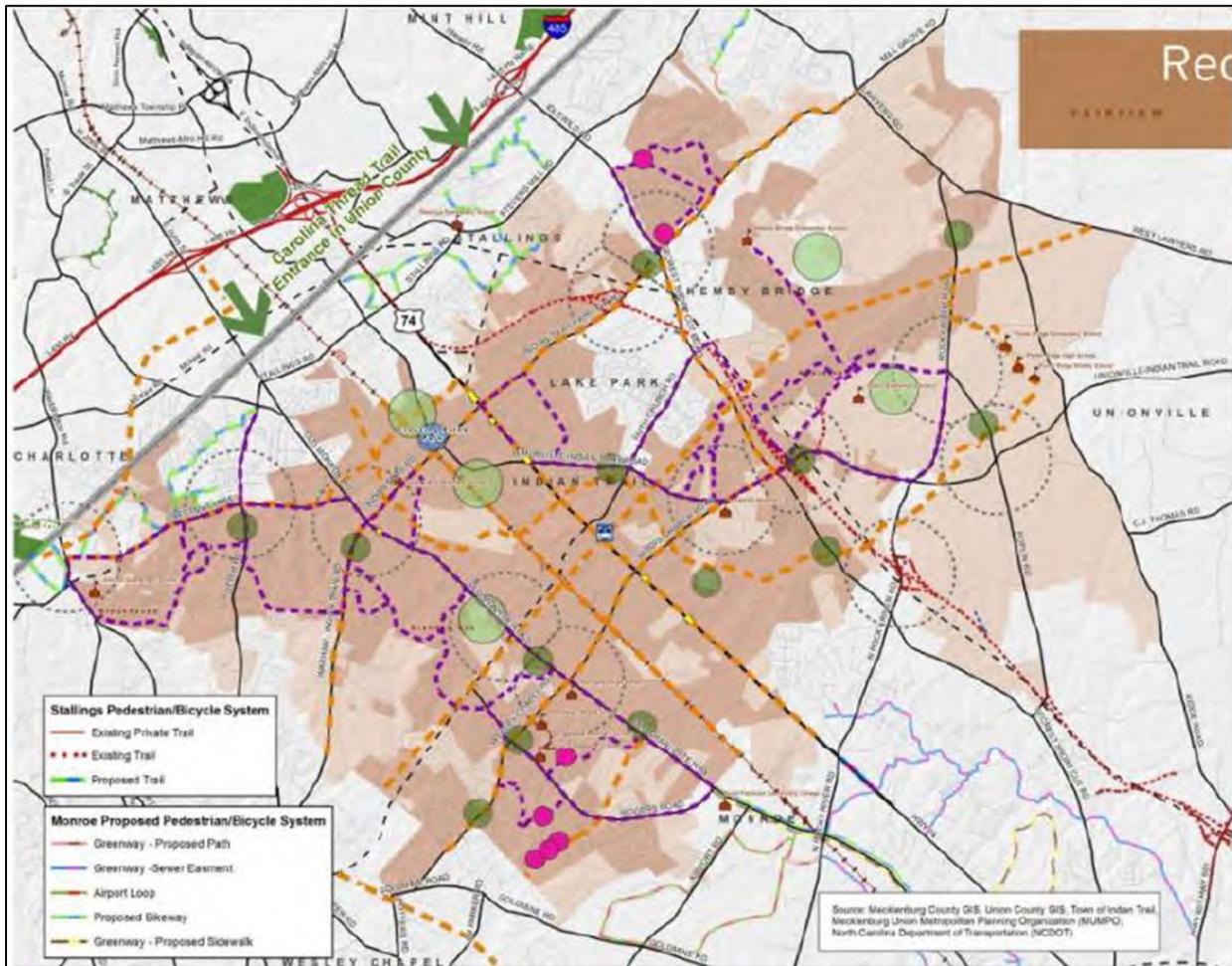


Fig. 7.5.1: 2011 Bicycle Master Plan – Bicycle System Plan

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ES1.9 Plan Implementation

ES1.9.1 Project Prioritization

Based on the feedback from discussions with the Steering Committee, Town staff, stakeholders and the public, a total of approximately 120 bicycle improvement projects were identified. It is important for the Town to have some implementation strategies and timeframes for construction to help guide the decision making process. A detailed explanation of this prioritization process can be found in Chapter 6 of the Bicycle Master Plan.

Once the projects were prioritized they were organized into the Bicycle Matrix, which is located in Appendix C of the Bicycle Master Plan. The Bicycle Matrix should be used by the Town to assist in monitoring the actual implementation of the projects. The list of projects in the Bicycle Matrix should be updated periodically to include new projects as they are discovered and others are completed.

To maintain the momentum from this Plan, four Pilot Projects were chosen to illustrate the commitment of the Town to improve bicycle mobility, and to serve as a precedent for future projects. The Town should focus on implementing these pilot projects over the next three years. A full description of the pilot projects is located at the end of Chapter 6 of the Bicycle Master Plan.

The successful implementation of the Bicycle Master Plan can only be realized through the collaboration of various partners. These partners are illustrated in the Responsibilities Framework graphic provided below. Each of these partners will have a specific role in the implementation of the plan. Details regarding the roles and responsibilities of each can be found in Chapter 6 of the Bicycle Master Plan.

ES1.9.2 Implementation Matrix

To provide guidance the implementation of the recommendations in this Plan, an Implementation Matrix was developed (see Appendix E of the Bicycle Master Plan). This Matrix provides a series of action steps or tasks associated with the implementation of this plan. These action steps have been organized by the following categories:

- Planning
- Funding
- Construction
- Maintenance
- Education
- Coordination

Under each category are tasks that are critical to the implementation of the recommendations in this plan. These tasks have been assigned implementation timeframes including: Immediate (1-3 years), Short-Term (3-5 years), Mid-Term (5-10 years), and Long-Term (over 10 years).

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ES1.10 Next Steps

The adoption of the Bicycle Master Plan initiated the implementation of this Plan and the recommendations outlined throughout. This plan was developed with significant input and support from the community, and the Town should ensure that ongoing communication is achieved and updates are provided to the citizens of Indian Trail.

This plan has provided a foundation of projects and programs that the Town will be implementing over the next several decades. The Town should continually assess the effectiveness of the programs and policies as well as update the Bicycle Matrix as projects are completed and new ones are identified.

There are several strategic implementation action items from the Implementation Matrix in Appendix E that the Town should begin working on once this plan is adopted. These items are listed as immediate priority in the matrix and are listed below. The Town began implementing these items over the first 1-3 years after adoption of the plan.

Strategic Implementation Actions

Planning

- Adopt the Bicycle Master Plan
- Implement Pilot Projects through further planning and design
- Draft a Resurfacing and Restriping Policy that requires the consideration of bicycle facilities (bike lanes, wide shoulders, etc.)
- Approve new Resurfacing and Restriping Policy
- Incorporate Facility Standards and Guideline (Chapter 5) into the Town's Development Standards
- Add definitions of bicycle facilities to the Town's Unified Development Ordinance
- Hire an employee to initiate the Town's Parks and Recreation Department The town has developed an entire Parks and Recreation Department.
- Add bicycle facility standards to the Town's Development Standards
- Meet with Transportation Advisory Committee to review the Bicycle Master Plan and their involvement in the implementation of the plan

Funding

- Pursue Safe Routes to School grants for programs and policies
- Pursue Safe Routes to School grants for the construction of the pilot projects
- Develop a long-term funding strategy (General Fund, Powell Bill Funds, etc.) for the development of bicycle facilities

Construction

- Initiate Neighborhood Signed Route installation
- Construct Pilot Projects

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Maintenance

- Incorporate bicycle maintenance into the Town's maintenance program

Education/Encouragement

- Develop communication program to educate the community about the Bicycle Plan

Construction

- Initiate communication with surrounding municipalities to discuss bicycle related issues and to coordinate on adjacent bicycle projects
- Initiate discussions with local and regional health organizations to educate the community about benefits of bicycling.

Note that this is the end of the Executive Summary of the 2011 Indian Trail Bicycle Master Plan.

7.6 Transit

As Indian Trail continues to grow, more and more of its residents will desire or need public transportation services to supplement the use of private automobiles. These will include elderly, youth, and disabled residents, as well as people who prefer to use transit for some trips instead of driving.

Express Bus

The Charlotte Area Transit System (CATS), in partnership with Union County, provides peak hour service to residents traveling to and from Union County. Currently, CATS operates the 74X/Union County Express bus route which travels along US-74 and stops at two park and ride lots in Union County. The first park and ride lot in Union County is in Indian Trail at Union Towne Center. Fifty parking spaces are leased and dedicated for the park and ride lot. The second is in the Monroe Mall in Monroe near Dickerson Boulevard. According to CATS, 50 parking spaces are at this location. Based on the ridership numbers provided by CATS, there were approximately 200 riders per month for 2021 as reported in January of 2022. This is a slight increase from the year 2020 as reported in January of 2021, when there were approximately 160 riders. These low ridership numbers reflect the impact of COVID-19, which has affected work patterns. As of April 2022, Union County is conducting a US-74 and Monroe Road corridor study to determine the best use of transit funds in light of low ridership on the Union County Express.

Rapid Transit

Charlotte Area Transit System's (CATS) proposed Southeast Corridor Rapid Transit Project is one of Charlotte's five rapid transit corridors. The Southeast Corridor extends approximately 13.5 miles from Charlotte's Center City to the border of Mecklenburg and Union Counties, following US-74, terminating at Central Piedmont Community College's Levine Campus in Matthews. (Charlotte Area Transit System, "2030 Corridor System Plan," November 15, 2006).

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During the Draft Environmental Impact Statement (DEIS) two modes of transportation were evaluated for the Southeast Corridor, Bus Rapid Transit (BRT) and Light Rail Transit (LRT). In September 2006, the Metropolitan Transit Commission (MTC) reviewed study results from the DEIS and adopted the following motion that:

1. BRT be selected as the Locally Preferred Alternative in the SE Corridor; and
2. Implementation of BRT be delayed for at least five years to allow for the future reconsideration of Light Rail (LRT) in the SE Corridor; and
3. That CATS' staff is directed to take the necessary steps in design and engineering with NCDOT on the Highway Project (Independence Boulevard) so that light rail could be considered in the future. (Charlotte Area Transit System, "2030 Corridor System Plan," November 15, 2006.)

CATS' 2030 Corridor System Plan proposed a schedule that would complete construction of rapid transit in the Southeast Corridor in 2026. (Charlotte Area Transit System, "2030 Corridor System Plan," November 15, 2006.)

Since 2006, the Southeast Corridor Rapid Transit Project has now transitioned to be called the LYNX Silver Line which is now a proposed 29-mile, 29 station light rail project that will extend from Belmont in Gaston County, through uptown Charlotte and Matthews, into Union County ending at Indian Trail.

The Charlotte Area Transit System (CATS) and the City of Charlotte Planning, Design & Development Department are planning for the future of the Silver Line corridor. The goal of City of Charlotte and its partners in other local cities and towns is transit-oriented development (TOD) along the Silver Line that is multimodal, equitable and economically resilient.

CATS received a grant to perform a transit-oriented development (TOD) study and it was begun in January 2020 with the final report being completed in March 2022. The goals and considerations in this study for the Union County area are the following:

- Pursue multimodal connections to the Atrium Health Union West Hospital, the Town of Stallings, Chestnut Square Park, Crossing Paths Park, and the Indian Trail Town Center.
- Support opportunities for new commercial, employment/office, and residential development.
- Capitalize on commuter access from major thoroughfares.

For Union County to be able to see this future transit project through reach its borders and even extend beyond the limits of Indian Trail, it will take the willingness of the all the cities/towns as well as the county to work together into looking at creating some type of future revenue source.

7.7 Street Typologies

A series of Street Typologies have been developed as part of the Transportation Plan. The purpose of these typologies is to allow a variety of street designs to fit the varying land use and environmental contexts throughout most of the Boulevards and Thoroughfares. The typologies provide a range from two travel lanes to six travel lanes, in order to meet the anticipated traffic volumes in different locations throughout the Town.

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Accommodation of pedestrians and bicycles is incorporated into the street typologies. Trees are located between the roadway pavement and sidewalks wherever possible, to provide a safe and attractive pedestrian environment.

Twelve-foot travel lanes are proposed throughout the typologies, which will be appropriate to the proposed speed limits and in compliance with AASHTO standards. The distance between the edge of travel lanes and trees complies with the NCDOT Guidelines for Planting within Highway Right-of-Way.

Drainage for all of the street typologies is anticipated to be curb and gutter with underground storm drains. Curb and gutter would be provided on the outside of bicycle lanes, and a mountable curb provided at the median.

The typologies used are the ideally desirable street type. They should be followed by the Town in reviewing development plans, to assure that adequate right-of-way is preserved for the eventual full development of the roadway. They should be used by NCDOT as the Town’s desired configuration of the roadway to be compatible with the intended land uses which will emerge. There will undoubtedly be situations where topography, environmental constraints, existing development, or right-of-way availability will constrain the ability to fully realize the typology.

7.7.1 Two Lane Thoroughfare

The intent of this typology is to provide a suburban scale road that is compatible with predominantly medium density and low density residential development (Fig. 7.7.1).

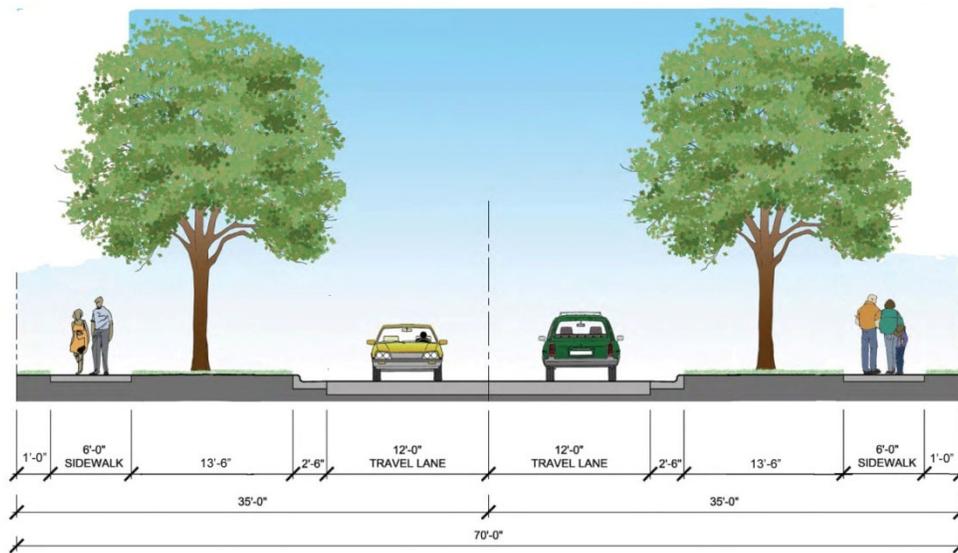


Fig. 7.7.1 Two Lane Thoroughfare Cross-section

This typology will be appropriate for new or existing alignment situations with existing residential, or for new alignment sections. It is intended to be posted for 35 mph speed limits, and should accommodate up to 10 - 15,000 AADT.

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In rural villages in East Indian Trail, this typology could be built without curb and gutter, if it is more compatible with the intended rural character of that district.

Pedestrian sidewalks are to be provided as shown, whether or not a curb and gutter section is used. Trees are to be provided between the curb line and the sidewalk for pedestrian comfort and safety.

7.7.2 Two Lane Boulevard

The intent of this typology is to provide a suburban scale road that is compatible with predominantly medium density residential and commercial development (Fig. 7.7.2).

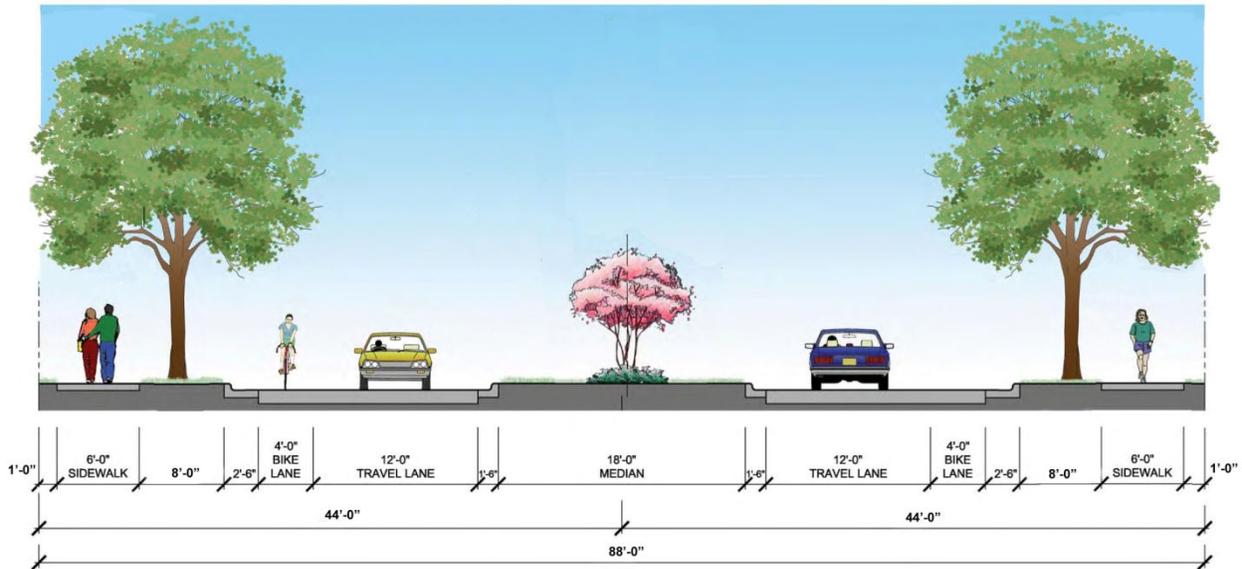


Fig. 7.7.2 Two Lane Boulevard Cross-section

This typology will be appropriate for new or existing alignment situations with existing residential or small commercial development, or for new alignment sections. It is intended to be posted for 35 mph speed limits, and should accommodate up to 15 - 20,000 AADT.

Pedestrians are to be accommodated with sidewalks adjacent to the roadway as shown. Trees are to be provided between the curb line and the sidewalk for pedestrian comfort and safety.

Bicycle lanes are provided adjacent to the travel lanes. The combination of the bicycle lane and travel lane are essential minimum widths, to allow for vehicles to pass in emergency or incident management situations, and to provide room for allowable U-turns.

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7.7.3 Two Lane Main Street

The intent of this typology is to provide an urban scale road that is compatible with Downtown Indian Trail mixed use and commercial development, with a strong pedestrian emphasis. It is intended to be posted for 25 mph speed limits and should accommodate up to 15 - 20,000 AADT (Fig. 7.7.3).

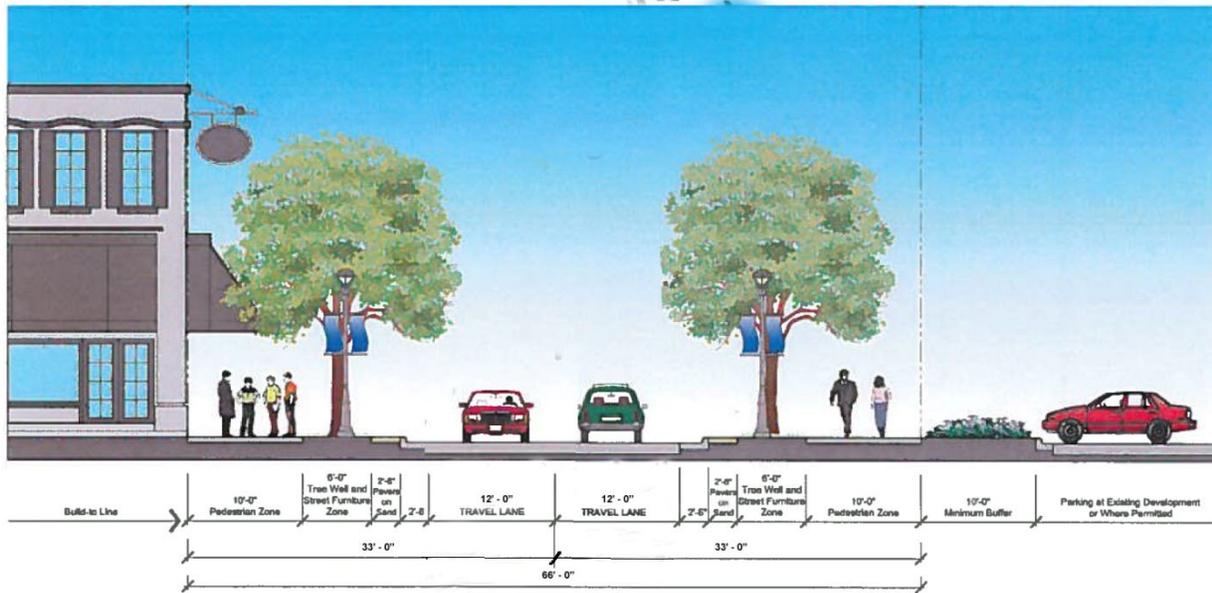


Fig. 7.7.3 Two Lane Main Street Cross-section

On-street parking would be appropriate for this typology when adequate right-of-way is available.

Pedestrians are to be accommodated with sidewalks adjacent to the roadway as shown. In planning for individual Mixed-Use Activity Center development, additional sidewalk width should be provided by requiring an additional building setback from the right of way line. In some locations, some pedestrian zone improvements such as areas with street furnishings and pedestrian lights may need to occur outside of the right-of-way.

With a 25 mph speed limit, bicycles would be able to operate in mixed traffic, so no separate bicycle lanes are included in this typology.

7.7.4 Four Lane Boulevard

This will provide a suburban scale road that is compatible with predominantly medium to high density residential and commercial development (Fig. 7.7.4).

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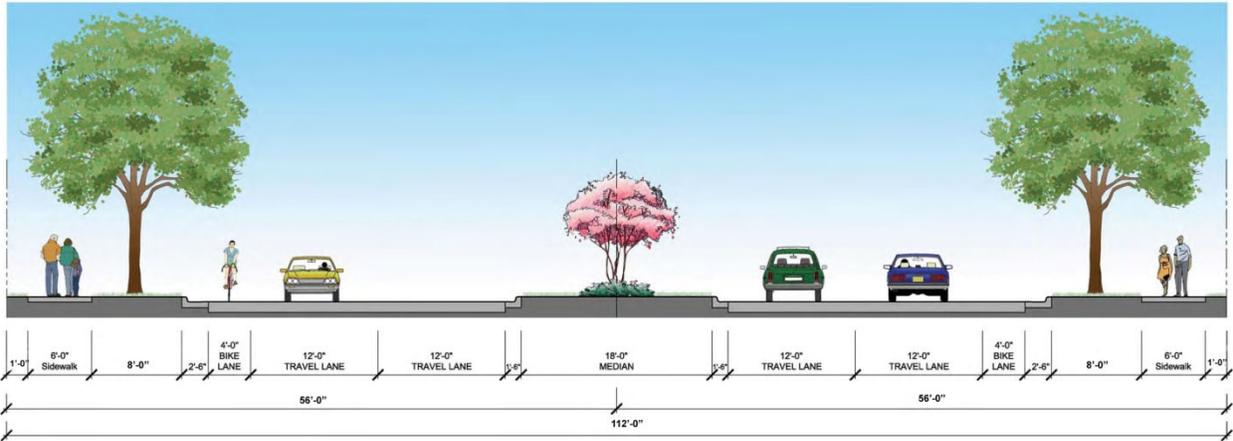


Fig. 7.7.4 Four Lane Boulevard Cross-section

This typology will be appropriate for new or existing alignment situations with existing residential or commercial development, or for new alignment sections. It is intended to be posted for 35 mph speed limits, and should accommodate up to 40,000 AADT.

Pedestrians are to be accommodated with sidewalks adjacent to the roadway as shown. Trees are to be provided between the curb line and the sidewalk for pedestrian comfort and safety.

Bicycle lanes are to be provided adjacent to the travel lane as shown. The bicycle lanes will help the road function efficiently, as they will provide additional turning room for buses and trucks.

7.7.5 Four Lane Mixed-Use Activity Center Boulevard

The intent of this typology is to provide an urban scale road that is compatible with Mixed-Use Activity Center mixed use and commercial development, with a strong pedestrian emphasis, while still providing traffic continuity with the Four Lane Boulevard (Fig. 7.7.5).

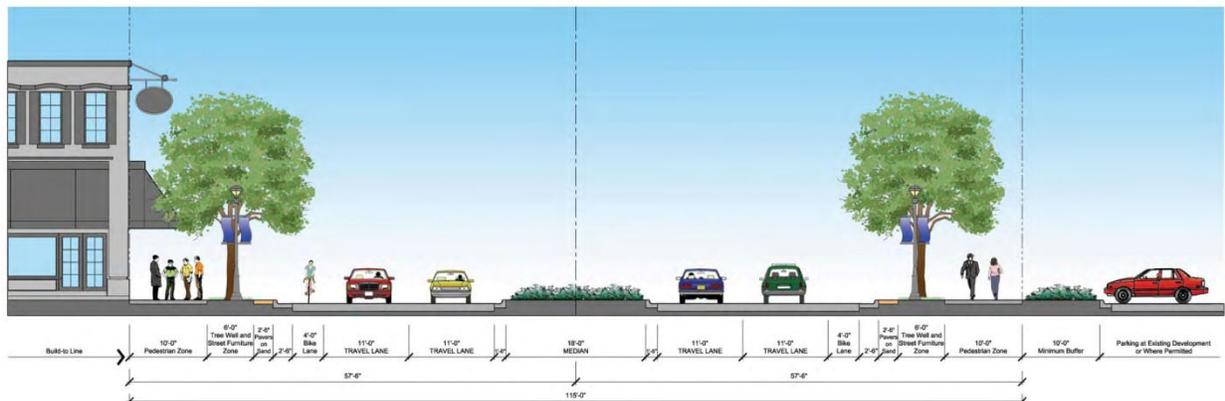


Fig. 7.7.5 Four Lane Mixed-Use Activity Center Boulevard Cross-section

TRANSPORTATION

The character of Mixed-Use Activity Center development where this typology is used is anticipated to resemble small town or small urban village or town centers. The Four Lane Mixed-Use Activity Center Boulevard street typology would be appropriate for the Mixed-Use Activity Center Overlay land use, although this will vary depending on the actual Mixed-Use Activity Center plan and development. It is intended to be posted for 35 mph speed limits and should accommodate up to 40,000 AADT.

To maintain efficient traffic movement through the area at the lower speeds compatible with pedestrians, on-street parking would not be appropriate for this typology.

The right of way indicated for this typology should not be reduced. The right of way shown is considered to be a minimum, to provide a minimum width sidewalk and tree well/street furnishing zone.

Pedestrians are to be accommodated with sidewalks adjacent to the roadway as shown. In planning for individual Mixed-Use Activity Center development, additional sidewalk width should be provided by requiring an additional building setback from the right of way line. In some locations, some pedestrian zone improvements such as areas with street furnishings and pedestrian lights may need to occur outside of the right-of-way.

Bicycle lanes are to be provided adjacent to the travel lane as shown. The bicycle lanes will help the road function efficiently, as they will provide additional turning room for busses and trucks.

6.7.6 Four Lane Thoroughfare

This typology is intended only for Unionville-Indian Trail Road, where the existing right of way of 70 feet and existing development will limit the ability to construct a four lane boulevard. It is intended to be posted for a 35 mph speed limit.

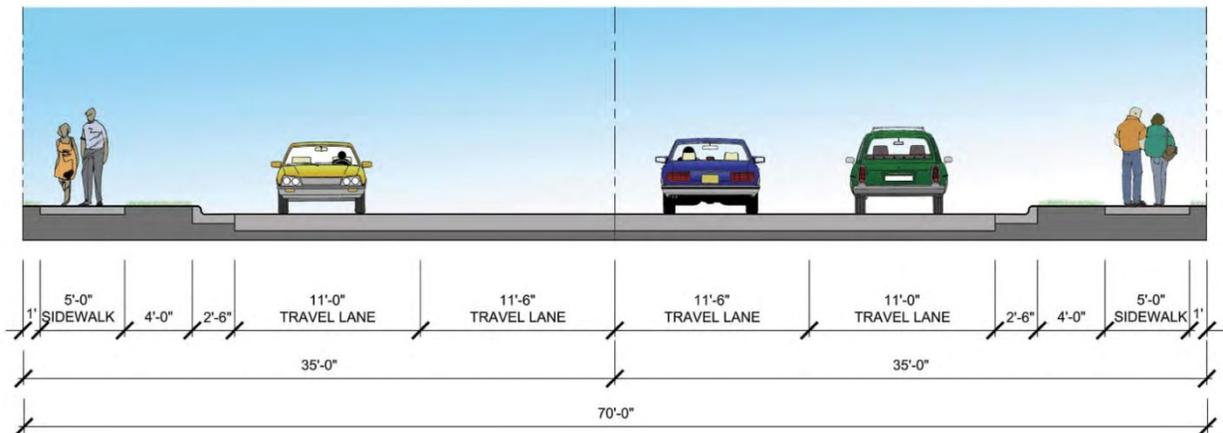


Fig. 7.7.6 Four Lane Thoroughfare Cross-section

Pedestrians are to be accommodated with sidewalks as shown (Fig. 7.7.6). No bicycle lanes will be provided because of the limited right of way. However, there will ultimately be a greenway hike and bike trail nearby.

TRANSPORTATION

The right of way width precludes provision of street trees within the right of way. Trees will be required on new development along the street, just outside of the right of way, to the same standard as provided on the four lane boulevard typology.

7.7.7 Six Lane Boulevard

The intent of this typology is to provide a suburban scale road that is compatible with predominantly medium to high density commercial development. Its only application in Indian Trail is on US-74, due to the fact that the Monroe Expressway has been built (Fig. 7.7.7). The existing right-of-way on US-74 is approximately 200 feet.

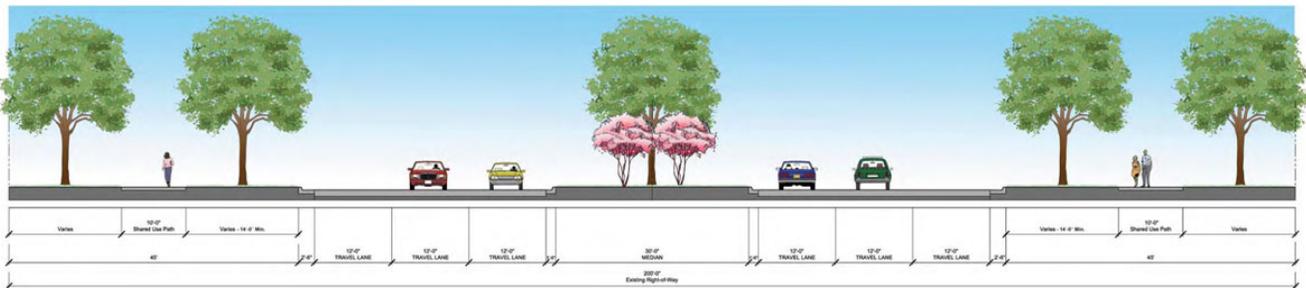


Fig. 7.7.7 Six Lane Boulevard Cross-section

The six lane boulevard typology is intended to be posted for 45 mph speed limits, and should accommodate up to 50,000 – 60,000 AADT.

Left turn traffic volumes in some instances could require two left turn lanes in the median, which is wide enough to accommodate the additional lane.

Pedestrians and bicycles are to be accommodated with a shared use path as shown. A double row of trees are to be provided for pedestrian comfort and safety.

The intersection of Plyler Road and US-74 has the potential to complete the Chestnut Parkway/Stinson-Hartis Road/Younts Road/Matthews-Indian Trail Road loop, which would help to stimulate redevelopment of this district in keeping with the Town of Indian Trail’s Economic Development Plan. It is recommended that the Unionville-Indian Trail Road reduce conflict intersection be designed to allow for a future direct connection across US-74 from Plyler Road to a new link with Younts Road, as shown in Figure 7.7.8. Figure 7.7.9 suggests one way this might be accomplished.



Fig. 7.7.8 Future District Revitalization Area Bounded by Chestnut Parkway, Stinson Hartis Road, Younts Road and Matthews-Indian Trail Road

TRANSPORTATION



Fig. 7.7.9 Coordinated Reduce Conflict and Michigan Left Intersections at Unionville-Indian Trail Road and Plyler Road

7.7.8 Four Lane Freeway

The Monroe Expressway is the only Four Lane Freeway in Indian Trail. The roadway design was prepared by NCDOT. The interchanges are important gateways into Indian Trail. NCDOT and North Carolina Turnpike Authority have developed excellent aesthetic design guidelines for the Expressway, as shown in Figs. 7.7.10 and 7.7.11.



Fig. 7.7.10 Local Road Bridge Over Monroe Expressway

TRANSPORTATION



Fig. 7.7.11 Monroe Expressway Bridge Over Local Road

IMPLEMENTATION

CHAPTER 8 – IMPLEMENTATION

8.1 Importance of Implementation

As a policy document, the Comprehensive Plan lays out general guidance for future Town actions, and is a guide for Planning Board and Town Council decisions on growth and community development. Many of those decisions are addressed in functional and specific plans that focus on a particular aspect of an individual Town need or facility, such as parks, transportation or economic development. The Town also implements the Plan through its development regulations found in the Unified Development Ordinance.

As a guide to implementing the Plan, the following section lays out recommended actions and responsibilities for the Town to follow.

8.2 Implementing the Plan

At the outset of the previous Comprehensive Plan Update, the Advisory Committee began the process of setting goals for the plan, and for the community. These goals were refined throughout the planning process, through public meetings, more Advisory Committee meetings. The Advisory Committee for this update reviewed and revised the goals. This set of goals forms the basis for the implementation strategy to realize Indian Trail’s vision of the kind of community it wants to be.

Quality of Life

- Provide a unique identity for Indian Trail with common community design and other identity elements implemented throughout the town
- Provide and support cultural amenities that promote the town’s heritage
- Support education providers to ensure continued excellence in public and private instruction. Create partnerships with educational providers to incorporate town planning/civics into the local school curriculum
- Provide opportunities for use of local agricultural vendors and products within the town
- Ensure the provision of effective public safety services and facilities within Indian Trail



IMPLEMENTATION

Community Engagement and Communication



- Communicate effectively with residents, business owners, and other stakeholders to ensure a well-informed and inclusive community
- Promote inter-governmental cooperation and inclusive public engagement to encourage collaboration with neighboring jurisdictions and residents

Land Use and Housing

- Promote a variety of land uses within each village, and avoid potential land use conflicts between neighboring properties and surrounding municipalities
- Provide a diverse range of housing options, including varying densities of single family, multi-family, traditional neighborhood development (TND), and mixed-use communities in order to provide affordable living opportunities for a wide range of residents
- Improve existing Indian Trail neighborhoods to create equitable and vibrant communities
- Coordinate land use and transportation planning to ensure sustainable community development
- Emphasize high quality design to ensure attractive land development and redevelopment
- Coordinate with land development stakeholders to help create efficient and predictable land development process that will encourage investment in the community



Parks and Recreation, Open Space, and Natural Environment

- Expand the park and recreation system in a way that is attractive, accessible and safe for all users and reinforces a sense of community for Indian Trail residents. Create diverse active and passive recreational opportunities that meet the needs of all Indian Trail residents
- Use parks, trails, and greenways to interconnect Indian Trail’s villages and other destinations
- Seek partnerships to facilitate development of local parks and recreational facilities and programs
- Preserve and protect the natural environment in a way that preserves and enhances Indian Trail’s image, environmental features, and tree canopy while providing for responsible growth. Integrate the town’s natural environmental amenities with parks, open space, and recreational opportunities
- Encourage open space conservation in a way that preserves Indian Trail’s agricultural heritage
- Implement the Town of Indian Trail Parks and Recreation Strategic Master Plan and support the implementation of the Carolina Thread Trail Master Plan for Union County



IMPLEMENTATION

- Encourage development stakeholder cooperation and contribution to amenities such as parks, open space, and greenways

Mobility and Transportation

- Relieve congestion throughout Indian Trail through an improved thoroughfare plan and multi-modal transportation options including automobiles, pedestrians, bicycles, and mass transit
- Improve bicycle and pedestrian connectivity between existing and future uses and to surrounding communities in a safe way
- Incorporate bicycle and pedestrian amenities into existing and future Indian Trail destination environments. Educate residents and visitors within Indian Trail on available bicycle and pedestrian facilities within the community and their benefits
- Identify various funding opportunities through partnerships with other agencies such as NCDOT and MUMPO to build the transportation system that meets current and future needs of the town’s residents and businesses
- Integrate the land use and transportation recommendations from the US-74 Corridor Revitalization Study into town planning initiatives and support other means to implement the study
- Implement the Town of Indian Trail Bicycle Master Plan and the Comprehensive Pedestrian Plan



Downtown Revitalization

- The downtown should become a focal point that provides Indian Trail a gathering place for community events, while at the same time serving as a destination for the local and regional population. Arts, culture, local heritage, and commerce should be prominent elements within the downtown



- Support development of a unique architectural character within the downtown that is pedestrian oriented and incorporates local design elements. Beautify the downtown to create an attractive environment to live, visit, and invest in
- Create a network of public and private urban open spaces within the downtown that are interconnected with sidewalks and other pedestrian and bicycle facilities
- Implement the Town of Indian Trail Downtown Master Plan

Economic Development

- Create a more balanced tax base by promoting the development of office parks, businesses, retail centers, and industrial parks. Promote a diverse local economy that will support varied employment opportunities
- Support existing businesses within the town through effective communication and community outreach
- Foster public-private partnerships as a means to encourage business development and investment within the town



IMPLEMENTATION

- Promote economic development collaboration and coordination with other state, regional, and local governments and organizations
- Coordinate economic development initiatives with land use and transportation plans and programs
- Implement the Town of Indian Trail Economic Development Strategic Plan

Infrastructure



- Expand and improve public and private utilities such as water, sewer, storm water, electric, natural gas, and communications infrastructure throughout the community
- Coordinate land use and transportation planning with infrastructure investment to ensure sustainable growth

SCENARIOS

APPENDIX: SCENARIOS

Village Zones

- Antioch**
 - Retain remaining undeveloped Medium Density Residential
 - Retain Mixed-Use area
 - Retain Neighborhood Activity Center

- Austin**
 - Retain Med. Density Residential on north side of Fincher Road
 - Retain High Density Residential (MFR) south side of Fincher Rd
 - Retain Low Density Residential south of Tree Hill Rd
 - Retain Mixed-Use Activity Center

- Crooked Creek**
 - Retain Med. Density Residential
 - Retain inherited former Secret Village area Medium Density Residential

- Goose Creek**
 - Retain Low Density Residential

- Idlewild**
 - Retain Low and Medium Density Residential

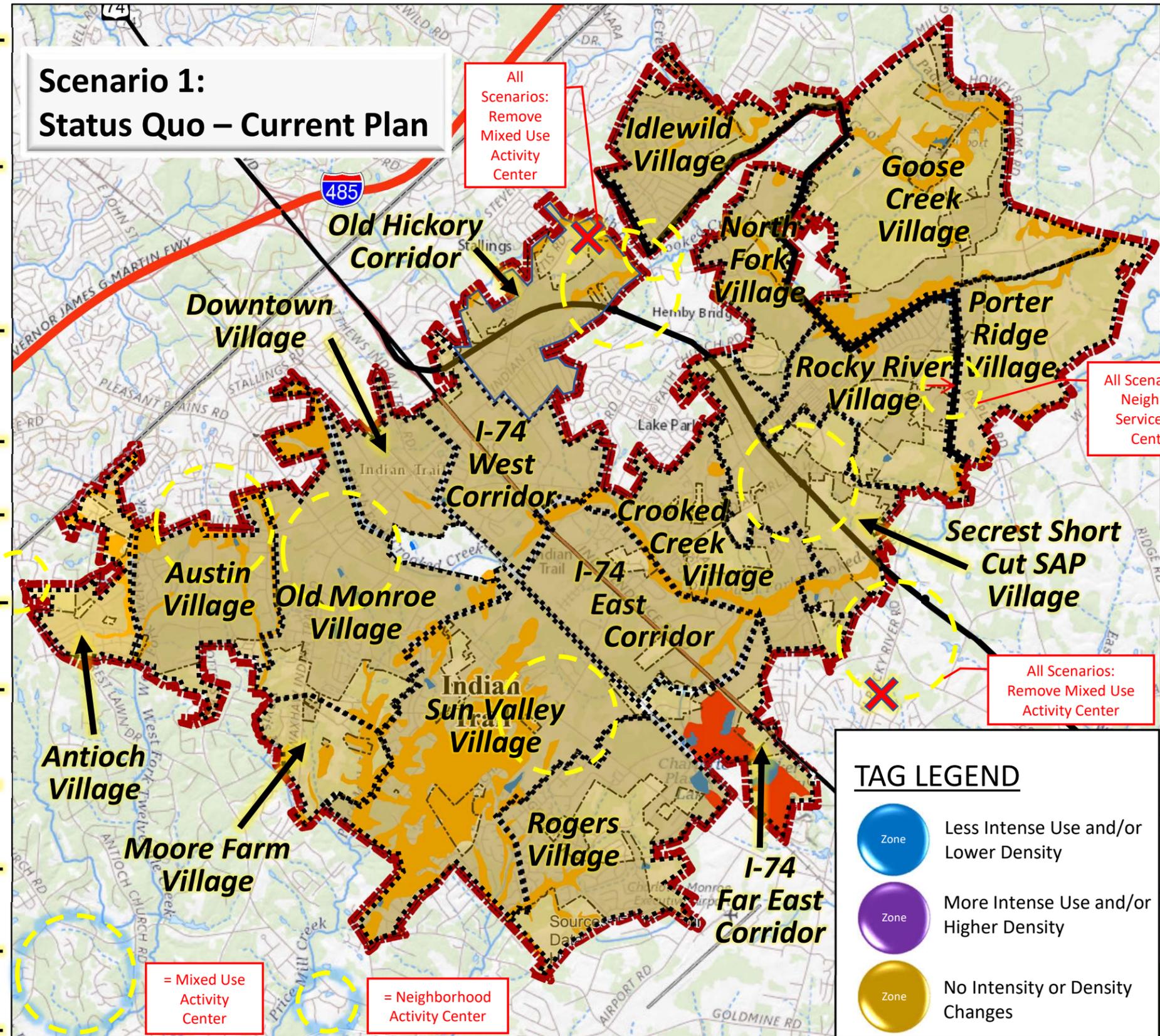
- Moore Farm**
 - Retain Low and Med. Density Residential

- North Fork**
 - Retain Medium Density Residential in small undeveloped area west of Northgate Subdivision

- Old Monroe**
 - Retain Med. Density Residential
 - Retain Mixed-Use Activity Center

- Porter Ridge**
 - Retain Low Density Residential

- Rocky River**
 - Retain TND



**Scenario 1:
Status Quo – Current Plan**

All Scenarios:
Remove Mixed Use Activity Center

All Scenarios: Move Neighborhood Services Activity Center East

All Scenarios:
Remove Mixed Use Activity Center

= Mixed Use Activity Center

= Neighborhood Activity Center

TAG LEGEND

- Zone: Less Intense Use and/or Lower Density
- Zone: More Intense Use and/or Higher Density
- Zone: No Intensity or Density Changes

Village Zones Continued

- Rogers**
 - Retain Med. Density Residential

- Secret Short Cut SAP**
 - Land uses set by adopted Small Area Plan
 - Added Village Center cut from Rocky River Village

- Sun Valley**
 - Retain south 2 areas as Medium Density Residential
 - Retain Sub-Regional Activity Center

Downtown Village Zone

- Downtown**
 - Retain Gribble Rd and Fut. Chestnut Pkwy as Medium Density Residential and Office
 - Retain areas to south around Indian trail Rd and South Fork Rd are Med. Density Residential

Corridor Zones

- Old Hickory Corr.**
 - Retain Employment Centers, Low Density Residential, and Med. Density Residential

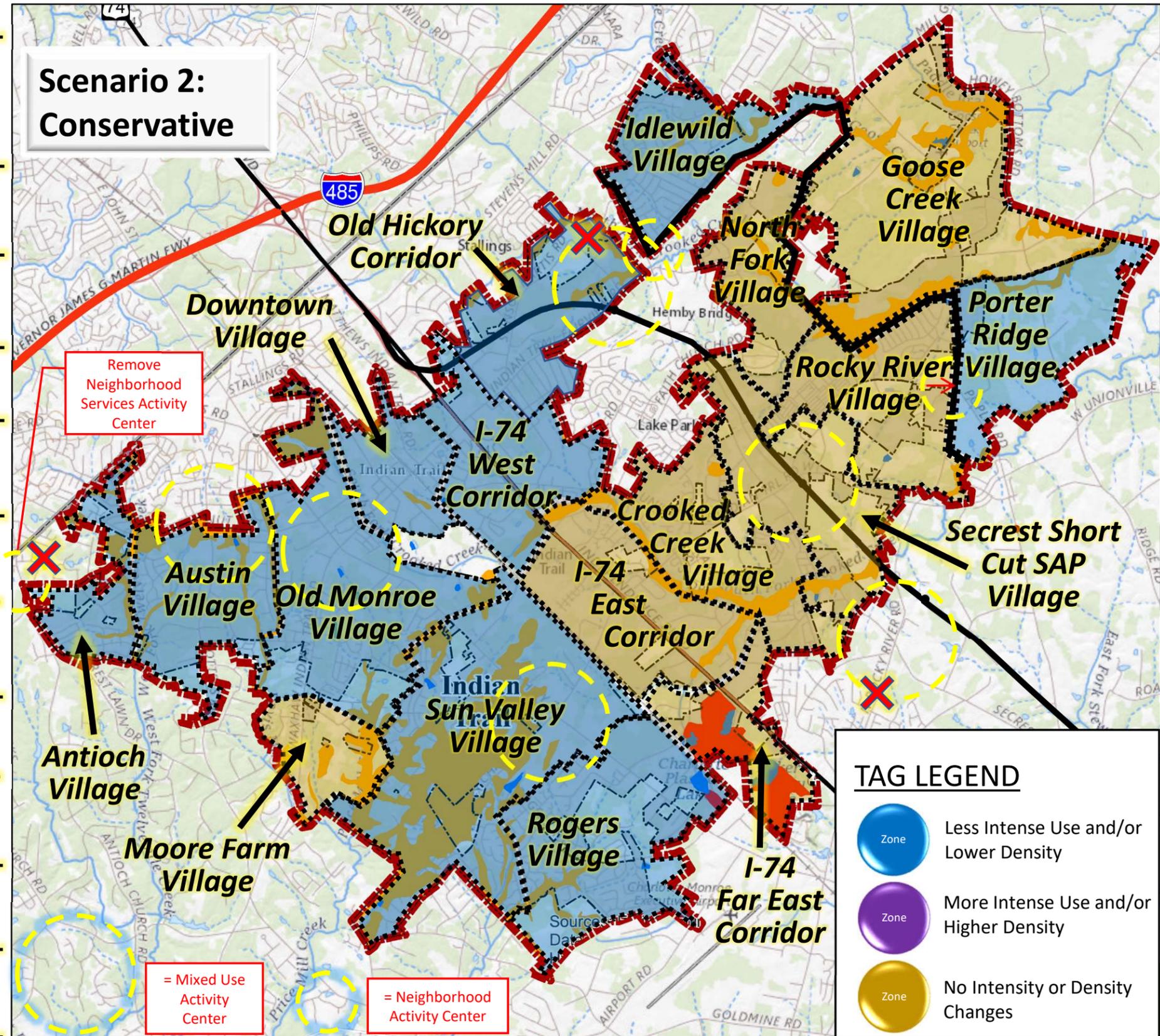
- US-74 West**
 - Retain Medium Density Residential, TND, and Mixed Use areas

- US-74 East**
 - North US-74 built out
 - Retain Mixed-Use land use

- US-74 Far East**
 - Retain Industrial and Mixed Use areas

Village Zones

- Antioch**
 - Revise remaining undeveloped Medium Density Residential to Low Density Residential
 - Revise Mixed-Use area to Medium Density Residential
 - Remove neighborhood node
- Austin**
 - Revise north side of Potter/Fincher Roads from Medium to Low Density Residential
- Crooked Creek**
 - Retain Medium Density Residential
 - Retain old Secret Village area Medium Density Residential
- Goose Creek**
 - Retain Low Density Residential
- Idlewild**
 - Revise small undeveloped residential area from Medium to Low Density Residential
- Moore Farm**
 - Retain Low Density Residential
- North Fork**
 - Retain Medium Density Residential in small undeveloped area west of Northgate Subdivision
- Old Monroe**
 - Revise remaining Medium Density Residential to Low Density Residential
- Porter Ridge**
 - Retain Rural Mix (low density)
- Rocky River**
 - Retain TND
- Rogers**
 - Revise undeveloped areas to Low Density Residential



**Scenario 2:
Conservative**

Remove
Neighborhood
Services Activity
Center

= Mixed Use
Activity
Center

= Neighborhood
Activity Center

TAG LEGEND

- Zone** (Blue circle): Less Intense Use and/or Lower Density
- Zone** (Purple circle): More Intense Use and/or Higher Density
- Zone** (Yellow circle): No Intensity or Density Changes

Village Zones Continued

- Secret Short Cut SAP**
 - Land uses set by adopted Small Area Plan
 - Added Village Center cut from Rocky River Village
- Sun Valley**
 - Revise south 2 areas from Medium to Low Density Residential

Downtown Village Zone

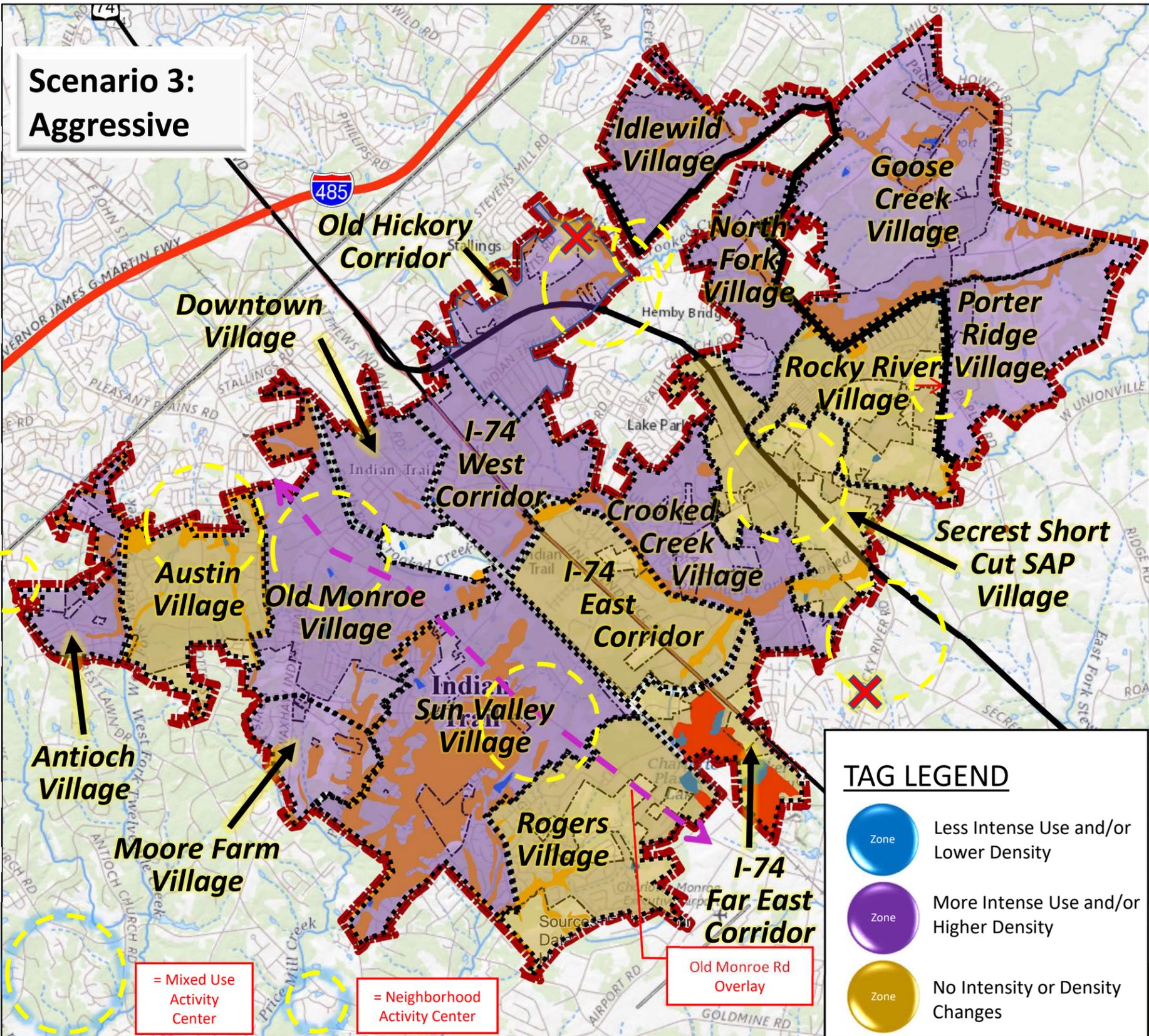
- Downtown**
 - Retain Gribble Rd and Fut. Chestnut Pkwy Med. Density Residential and Office
 - Retain Med. Density Residential areas to south around Indian Trail and South Fork Rds

Corridor Zones

- Old Hickory Corr.**
 - Revise Employment Centers to High Density Residential/Multi-Family
- US-74 West**
 - Revise Medium Density Residential areas to Low
 - Revise TND area to Low Density Residential
- US-74 East**
 - Retain Mixed-Use land use
- US-74 Far East**
 - No changes

Village Zones

- Antioch**
 - Revise remaining undeveloped Medium Density Residential to High Density Residential
 - Revise Mixed-Use area to Multi-Family Residential
- Austin**
 - Retain Medium Density Residential north side of Potter/Fincher Roads
- Crooked Creek**
 - Revise Medium Density Residential to High Density Residential
 - Revise old Secrest Village area from Medium Density Residential to High Density Residential
- Goose Creek**
 - Revise Low Density Residential south of Lawyers Rd to Medium Density Residential
 - Revise overall village land use from Conservation Development to Suburban Residential
- Idlewild**
 - Revise Low Density Residential along Mill Grove Rd and Open Space to Med. Density Residential
 - Keep park area as is
- Moore Farm**
 - Revise Low Density Residential to Med. Density Residential
 - Revise overall village land use from Rural Mix to Suburban Residential
- North Fork**
 - Revise undeveloped small area west of Northgate Subdivision from Medium Density Residential to High Density Residential
 - Revise overall village land use from Suburban Mix to Suburban Residential
- Old Monroe**
 - Revise remaining Medium Density Residential to High Density Residential
- Porter Ridge**
 - Revise Low Density Residential to Medium Density Residential
 - Revise overall village land use from Rural Mix to Suburban Residential
- Rocky River**
 - Retain TND High Density Residential



Village Zones Continued

- Rogers**
 - Retain High Density Residential
- Secrest Short Cut SAP**
 - Land uses set by adopted Small Area Plan
 - Added Village Center cut from Rocky River Village
- Sun Valley**
 - Revise south 2 areas from Medium to High Density Residential
 - Add Old Monroe Rd Corridor Overlay for commercial and office land use

Downtown Village Zone

- Revise Gribble Rd and Fut. Chestnut Pkwy Med. Density Residential and Office to Mixed Use
- Revise areas to south around Indian Trail Rd from Med. Residential to Mixed Use
- Revise areas around South Fork Rd from Med. Density Residential to High Density Residential

Corridor Zones

- Old Hickory Corr.**
 - Retain Employment Center areas
 - Revise Low Density Residential west of Expressway to High Density Residential
 - Revise Med. Density Residential area to Multi-Family Residential
- US-74 West**
 - Revise Medium Density Residential areas to High
 - Revise TND area to Multi-Family Residential
 - Retain Mixed Use areas
- US-74 East**
 - Retain Mixed-Use areas
- US-74 Far East**
 - Retain Mixed Use and Industrial areas