

Plate 3.3 Park and Greenway Master Plan

Based on this assessment, the Park and Greenway Master Plan recommends that the Town provide 4.75 acres of open space for every 1,000 people. Since this is a 10-year Park and Greenway Master Plan and based on the 2020 population projects provided by the Mecklenburg-Union Metropolitan Planning Organization, the Plan recommends that the Town will need approximately 170 acres of parks and open space for its residents. Based on feedback from Town staff and the general public, the 170 acres should be broken down as follows:

- Mini Parks:** Mini Parks are the smallest unit of a park system and are typically used to address limited and isolated needs of residents within a $\frac{1}{4}$ mile of the park location. It is usually expected that this facility could be accessed on foot without using an automobile and therefore has limited or no parking. Mini Parks are usually located in higher density areas where accessibility through sidewalks and greenways are present and is therefore vitally important. The size of a mini park will range up to a maximum size of 1 acre. It is recommended that there be a total of 10 Mini Parks totaling approximately 10 acres.
- Neighborhood Parks:** The Neighborhood Park is the basic unit of a park system and can include both active and passive recreation. Such facilities are much more visible compared to the Mini Park, and therefore should be designed to create a focus for the neighborhood they serve. These facilities typically are between 5-10 acres and serve a geographic area of approximately $\frac{1}{2}$ mile radius.

Topography and population density can also influence the location of this park type. It is recommended that the Town provide a total of 80 acres (16 sites) of Neighborhood Parks.

- **Community Parks:** A Community Park serves a community's needs by providing a wider range of recreational amenities. This park type typically is 20-50 acres and serves an area between a ½ mile and 3 miles of the immediate community. A combination of active and passive recreation activities could include basketball courts, tennis courts, ball fields (i.e., baseball and soccer), volleyball courts, play structures, trails, picnic areas, tot lots, open space, seating areas, and restrooms. It is recommended that a total of 80 acres or approximately 4 sites of Community Parks be provided.
- **District/Regional Parks:** –The minimum size for this park classification is 40 acres; however, the optimal size is somewhere between 80 and 150 acres. The Town should coordinate with Union County on the location of future district or regional parks facilities, such as the proposed North District Park that is currently identified in the County's Master Plan.

Mini Parks are typically incorporated into specific developments and should be coordinated with developers. The location for the Neighborhood and Community Parks was based on several factors including the availability of land, the geographic location, the proximity to residential areas, input from the public and Town staff, and the location of environmentally sensitive areas. Plate 3.7 is the complete Park and Greenway System Map and Plate 3.8 is the Proposed Greenway Trail System.

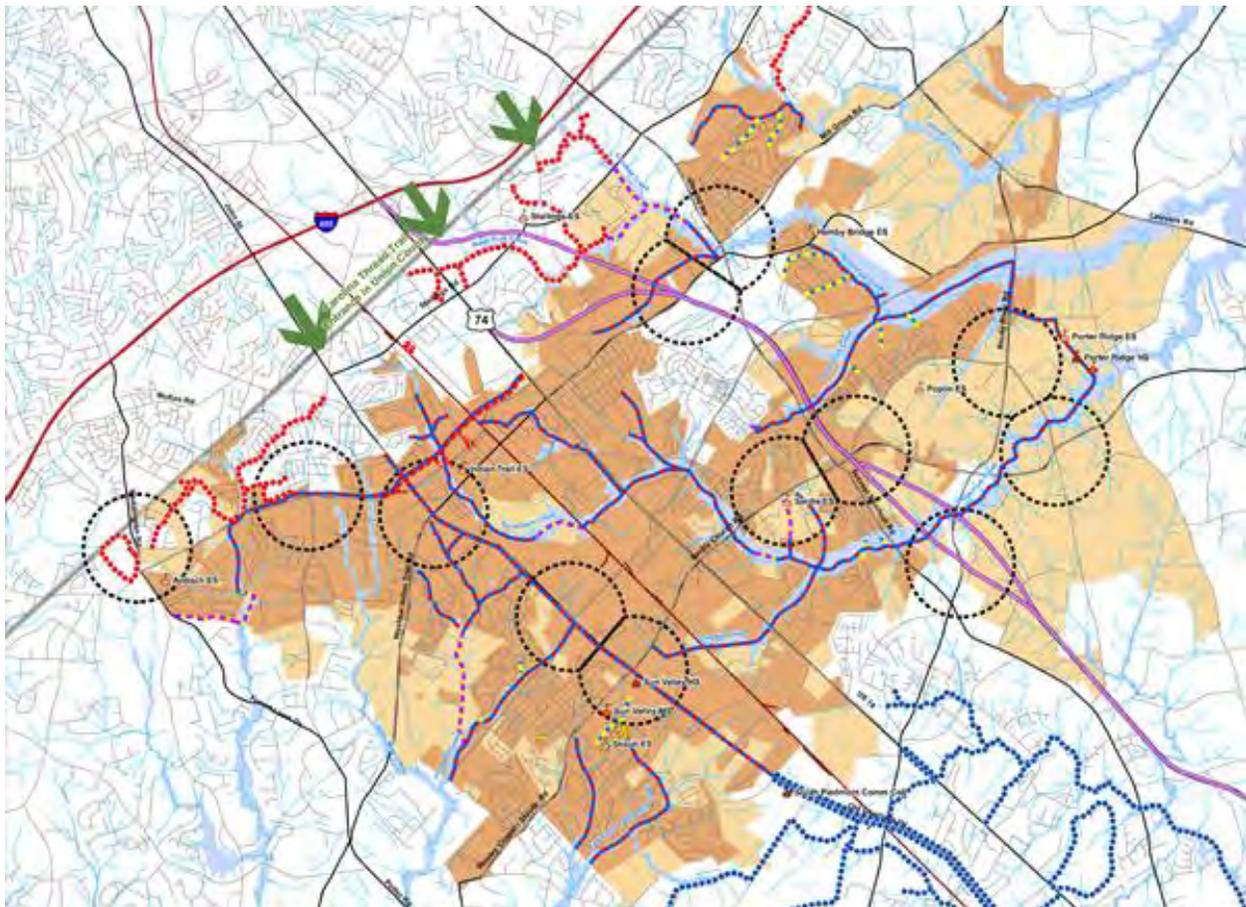


Plate 3.4 Proposed Greenway Trail System

RECOMMENDATIONS AND IMPLEMENTATION STRATEGIES

The following is the list of Goals and Recommendations for implementation that are detailed further in Chapter 7 of the Park and Greenway Master Plan.

Goal 1: Promote Indian Trail's small town heritage.

Recommendation 1A: Foster the Town's cultural and historical heritage through the creation of recreational facilities.

Recommendation 1B: Coordinate with Carolina Thread Trail (CTT) in the development of trails and greenways within the Town's limits.

Goal 2: Preserve wetlands and other environmentally sensitive areas.

Recommendation 2A: Ensure that all future developments within the Town respect the environment and preserve environmentally sensitive areas by establishing regulations that meet the intended goal.

Recommendation 2B: Create a Nature Preserve in the Goose Creek Watershed in the northeast portion of the Town's planning area.

Recommendation 2C: Design and develop future park and greenway facilities in a sustainable manner that incorporates principles of both environmental and operational sustainability.

Goal 3: Develop facilities and programs that are accessible by all users.

Recommendation 3A: Ensure that as each park and greenway is developed that all users are considered in the planning and design of the facility.

Recommendation 3B: Establish a Park and Recreation department.

Recommendation 3C: Connect Parks and Greenway facilities to existing and future neighborhoods.

Recommendation 3D: Provide amenities and program park facilities for all age groups and interest groups.

Recommendation 3E: Explore opportunities to acquire lands for park and greenway development.

Goal 4: Encourage physical and environmental education opportunities for all age groups.

Recommendation 4A: Incorporate various elements into the planning and design of parks and greenways.

Goal 5: Enhance the safety of parks, greenways and other recreational facilities.

Recommendation 5A: Ensure proper safety measures are implemented for all facilities.

Recommendation 5B: Provide safe crossings for pedestrians and bicyclists on state and local roads, railroads, and creeks.

Goal 6: Ensure that all recreational facilities are kept attractive.

Recommendation 6A: Create a maintenance program for all recreational facilities.

Goal 7: Promote facilities and programs that are inviting to all users and are integrated into the context of the community.

Recommendation 7A: Collaborate with local utility providers to develop greenways and trails.

Recommendation 7B: Develop a Park and Recreation system that provides adequate facilities and services to Town's current and future residents.

IMPLEMENTATION STRATEGY

The adoption of the Park and Greenway Master Plan with its recommendations initiated the implementation of this plan. Ongoing community support and involvement will also be critical to ensure the implementation of this plan. The Town should frequently review the process and update this plan as needed. A full analysis of how this plan should be implemented is addressed in Chapter 7 of the Park and Greenway Master Plan, titled “Plan Implementation”.

Successful implementation of this plan will require the Town to continue to support the role that the existing Parks, Art, Recreation, and Culture Committee serves. This committee will need to work closely with Town staff to implement the recommendations in this Plan. The Committee will prepare and present an annual report to the Town Council on the progress of the plan implementation. This report will serve as a method of accountability to the Town to ensure that the plan is being properly implemented. As funds become available, it is also recommended that the Town establish a separate Park and Recreation Department to oversee the development and maintenance of all park and recreation facilities within the Town. It is also important that the Town staff continue to foster partnerships with adjacent municipalities, Union County, Mecklenburg County and other public and private entities to make this plan a reality.

3.4 URBAN DESIGN ELEMENTS

3.4.1 Wayfinding and Gateway Signage

The Town of Indian Trail adopted a Wayfinding and Gateway Signage program, being 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 and Village Identity Markers. These will be implemented through the Wayfinding and Gateway Signage program.

The proposed locations for the wayfinding and gateway signage are shown in Fig. 3.4.1.

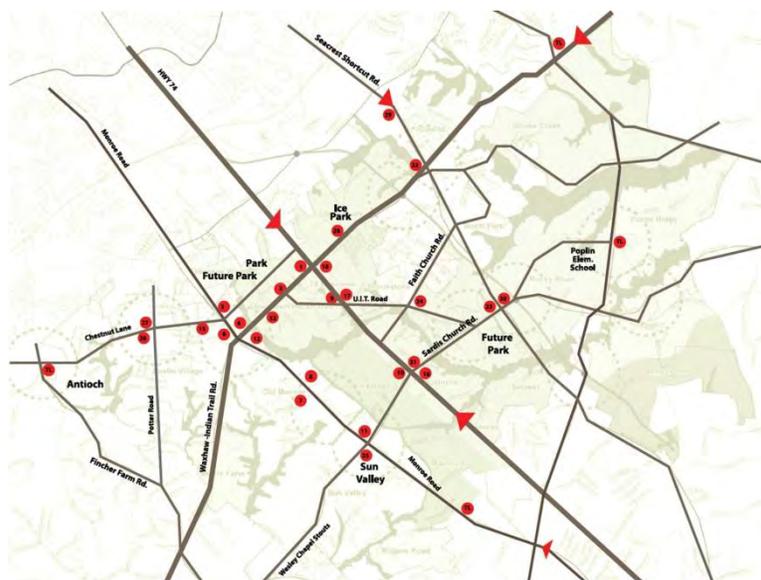


Fig. 3.4.1 Wayfinding sign locations



Fig. 3.4.2 Town Gateway Monument

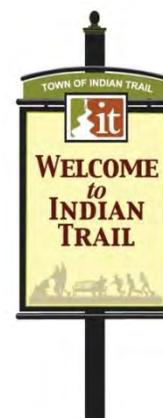


Fig. 3.4.3 Town Gateway Marker

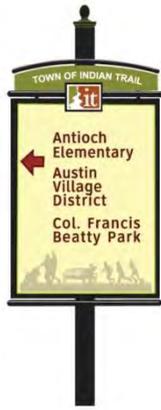


Fig. 3.4.4 Village Identity Marker

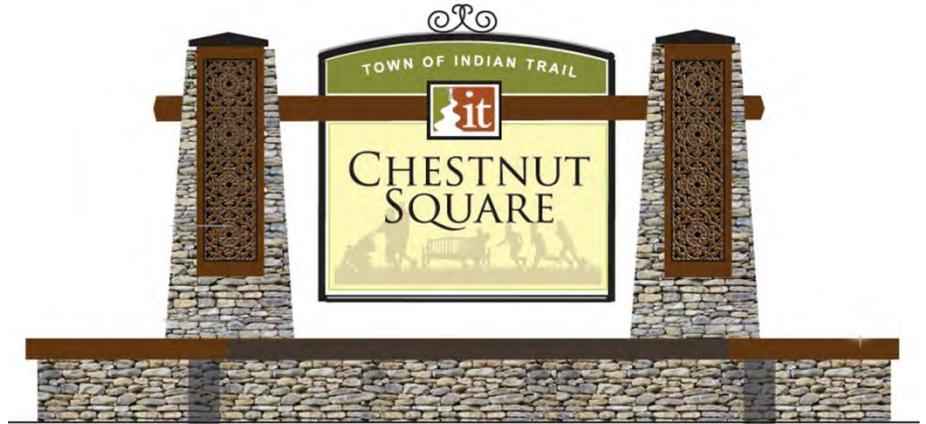


Fig. 3.4.5 Civic Identity Marker

3.4.2 Monroe Bypass Gateways

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



Fig. 3.4.6 Bypass over local road



3.4.7 Local Road (Faith Church Road) under Bypass

3.4.3 Gateway Corridors

The US-74 Corridor Revitalization Plan proposed that roadways from the Monroe Bypass 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.



Fig. 3.4.8 Ornamental planting in median



Fig. 3.4.9 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. 3.4.10 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.

3.4.4 Buffers

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

The Monroe Bypass alignment does not abut any existing residential developments in Indian Trail, so no noise buffers are planned as part of its construction. As new residential development occurs adjacent to the Bypass, 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, 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 Figs. 3.4.11 and 3.4.12.



Fig. 3.4.11 Brick noise wall buffer example



Fig. 3.4.12 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 Figs. 3.4.13 and 3.4.14.



Fig. 3.4.13 Landscaped berm buffer example



Fig. 3.4.14 Natural wooded buffer example

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Chapter 4

Market and Economic Analysis

INDIAN
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north carolina



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The Town of Indian Trail Comprehensive Plan

4.1 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 roads are within Indian Trail's jurisdiction.

4.2 DEMOGRAPHICS ANALYSIS

This section presents demographic trends for the Indian Trail Planning Area. The Indian Trail Planning Area, as shown in Fig. 4.2.1, 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.

4.2.1 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 4.2.1 Table 4.2.1). 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 4.2.1: Comparison of Population Trends, 2000-2012

Area	2000	2012	2000-2012 Δ		
			#	%	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.

Fig. 4.2.1: Indian Trail Planning Area for Demographic Analysis, 2013

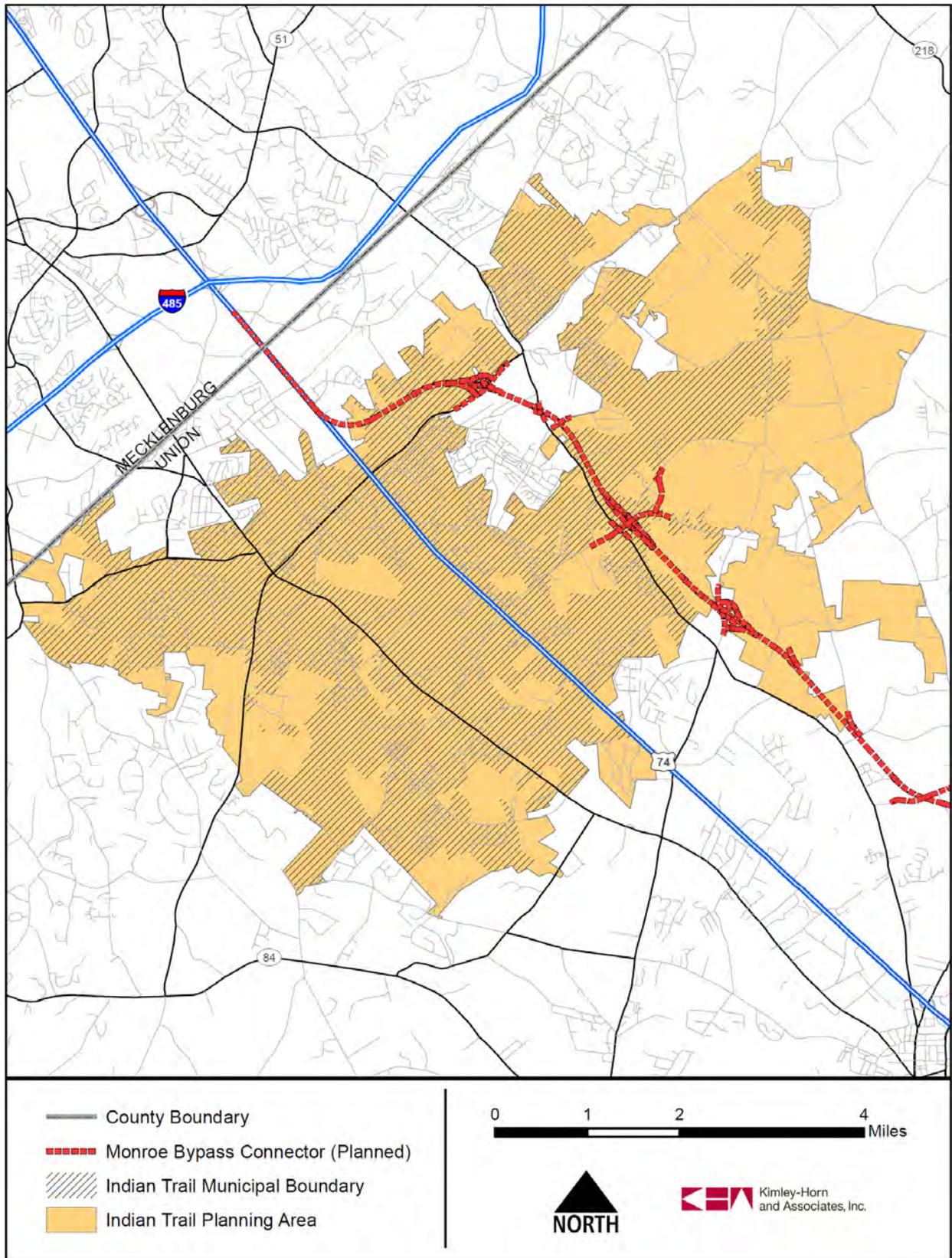


Table 4.2.2 demonstrates population change in the Indian Trail Planning Area between 2000 and 2012 by age cohort, or group. Similar to national trends, the combined 15 to 34 cohort, or Generation Y, was the largest in 2012 with 9,129 residents. Baby Boomers make up 22% of the population in the Planning 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.

Table 4.2.2: Population by Age Cohort, Planning Area, 2000-2012

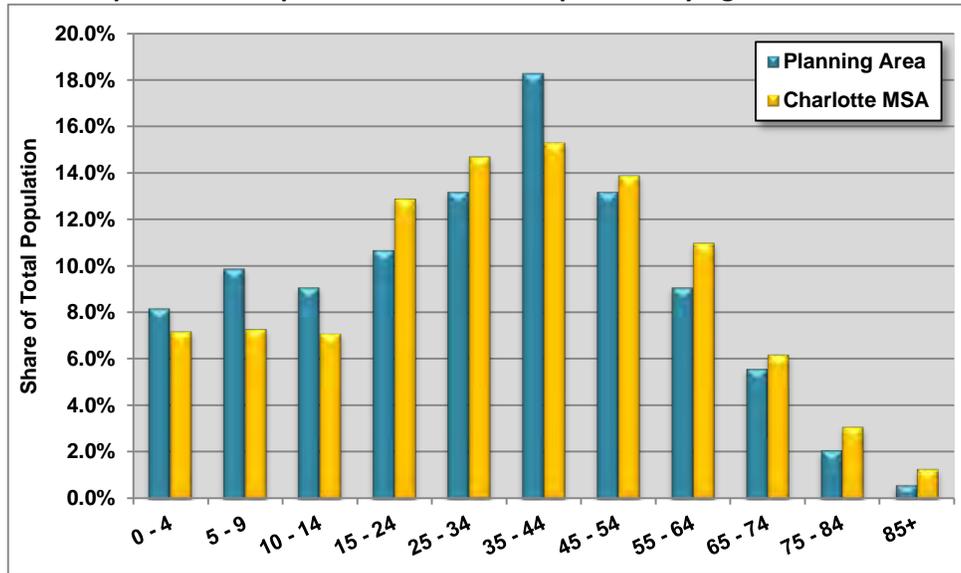
Cohort	2000	2012	2000-2012 Δ	
			#	%
0 - 4	1,486	3,152	1,666	112.1%
5 - 9	1,421	3,806	2,385	167.9%
10 - 14	1,225	3,498	2,274	185.6%
15 - 24	1,698	4,114	2,415	142.2%
25 - 34	3,021	5,075	2,054	68.0%
35 - 44	3,152	7,035	3,884	123.2%
45 - 54	2,025	5,075	3,050	150.6%
55 - 64	1,208	3,498	2,290	189.5%
65 - 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 (Graph 4.2.1 Graph). 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.

Graph 4.2.1: Comparison of Shares of Population by Age Cohort, 2012



Race and Ethnicity

As shown in Table 4.2.3 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 4.2.3: 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.

4.2.2 Households

There are an estimated 12,843 households in the Indian Trail Planning Area, an increase of 119.9% since 2000 (Table 4.2.4). 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 4.2.4: Comparison of Household Trends, 2000-2012

Area	2000	2012	2000-2012 Δ		
			#	%	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

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 4.2.5

Table, 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 4.2.5: Households by Income Cohort, Planning Area, 2000-2012

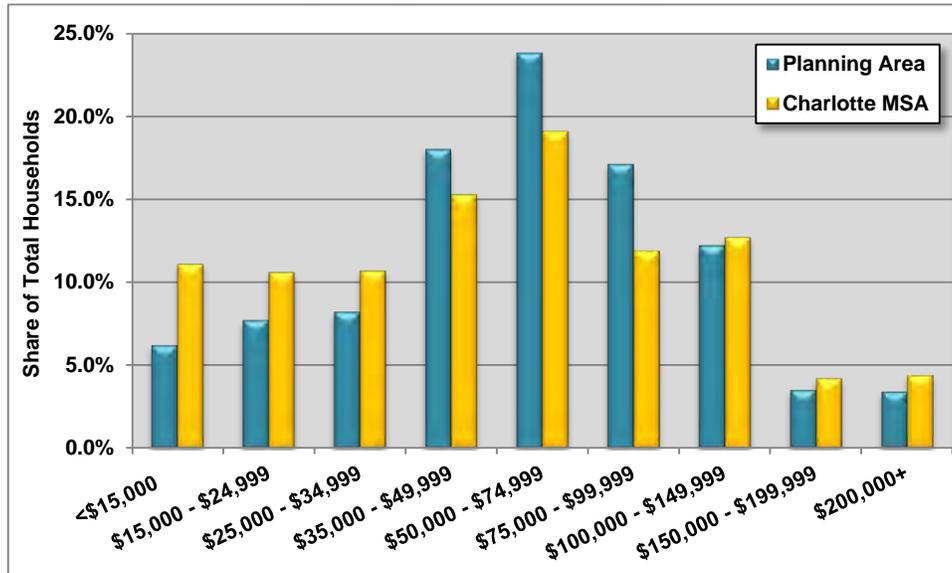
Income Cohort	2000	2012	2000-2012 Δ	
			#	%
<\$15,000	403	796	393	97.6%
\$15,000 - \$24,999	403	989	586	145.4%
\$25,000 - \$34,999	561	1,053	492	87.8%
\$35,000 - \$49,999	1,197	2,312	1,115	93.1%
\$50,000 - \$74,999	1,641	3,044	1,403	85.5%
\$75,000 - \$99,999	905	2,196	1,291	142.6%
\$100,000 - \$149,999	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 (Graph 4.2.2). Inversely, the MSA had higher shares of lower- and higher-income households than the Planning Area.

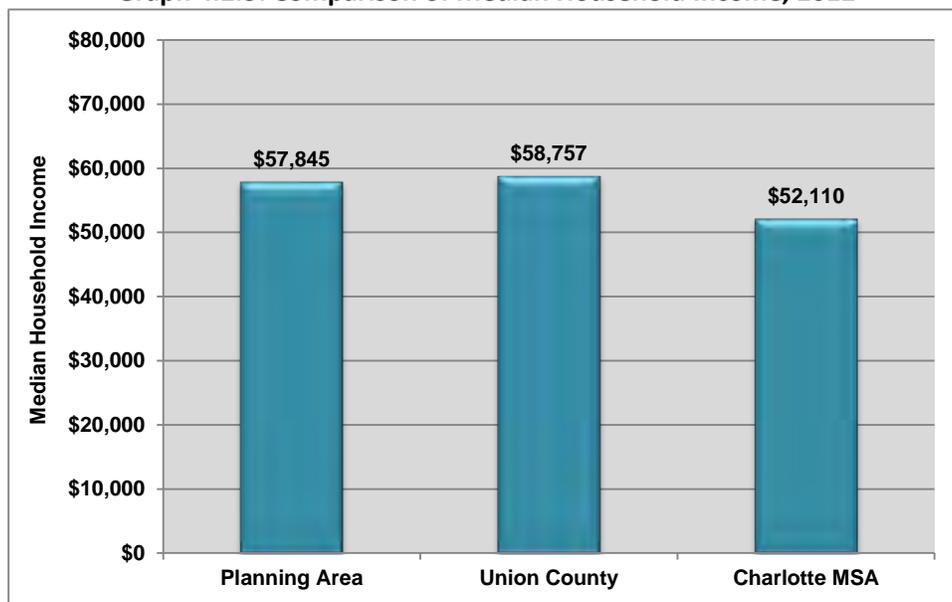
Graph 4.2.2: Comparison of Shares of Households by Income Cohort, 2012



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 (Graph 4.2.3). 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.

Graph 4.2.3: Comparison of Median Household Income, 2012



4.3 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.

4.3.1 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 4.3.1). 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 4.3.1: Comparison of Housing Unit Trends, 2000-2012

Area	2000	2012	2000-2012 Δ		
			#	%	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 4.3.2). Another 1% were single-family attached, or townhouses, followed by 2.3% multi-family and 3.7% mobile homes.

Table 4.3.2: 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	13,622	100.0%

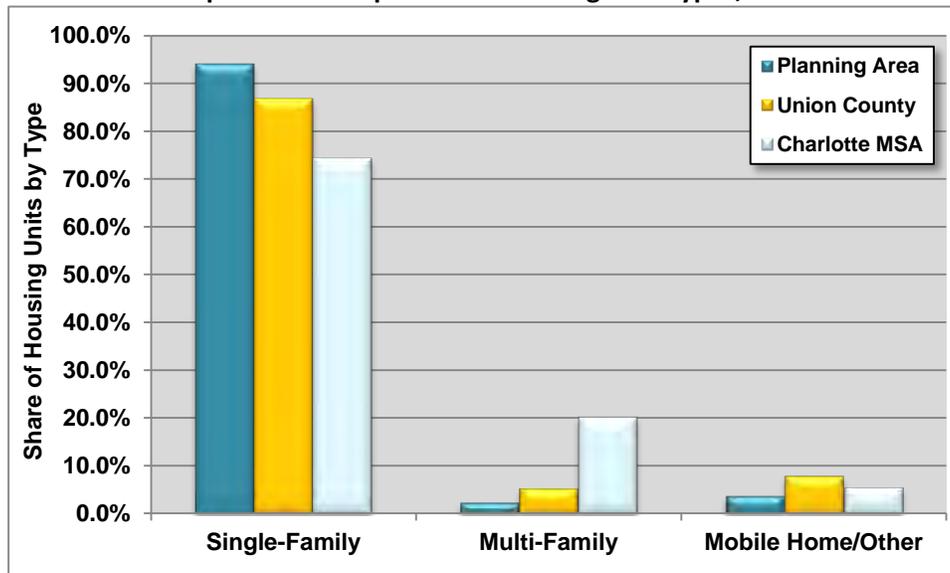
Source: U.S. Census ACS, 2011

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

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 (Graph 4.3.1). This reflects the lower-density development pattern in the Planning Area and Union County.

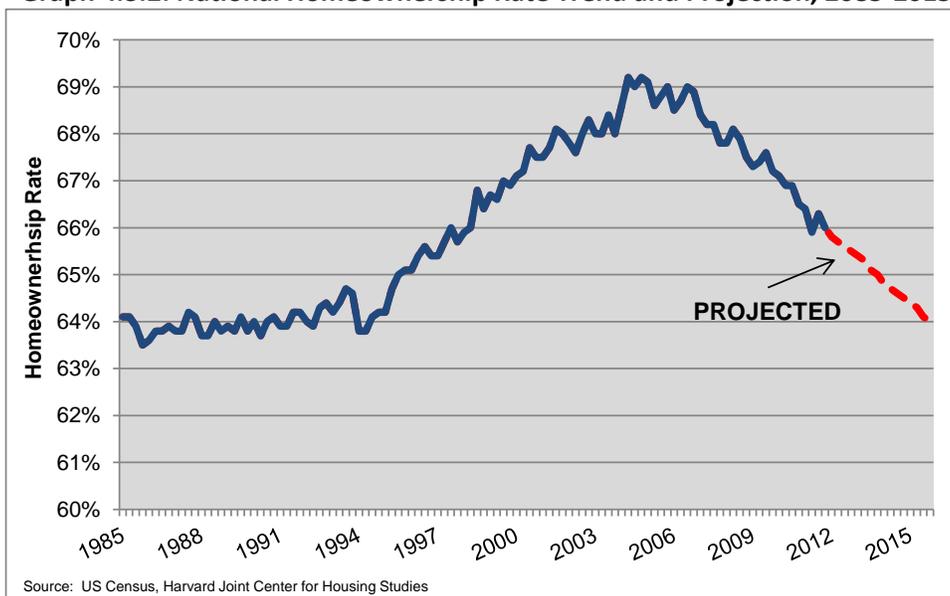
Graph 4.3.1: Comparison of Housing Unit Types, 2011



4.3.2 Housing Tenure

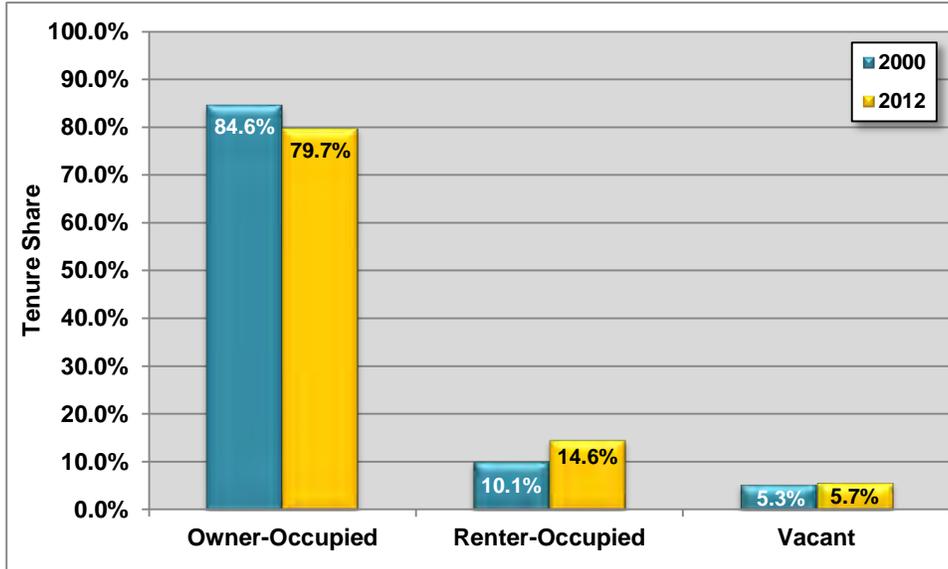
Following the 2007-2009 Recession and mortgage crisis, the national homeownership rate has declined sharply from a peak of approximately 69% in the mid-2000s (Graph 4.3.2). The decline was due, in part, to an inability to sell housing units, difficulties getting a mortgage, and the Generation Y cohort 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%.

Graph 4.3.2: National Homeownership Rate Trend and Projection, 2005-2015



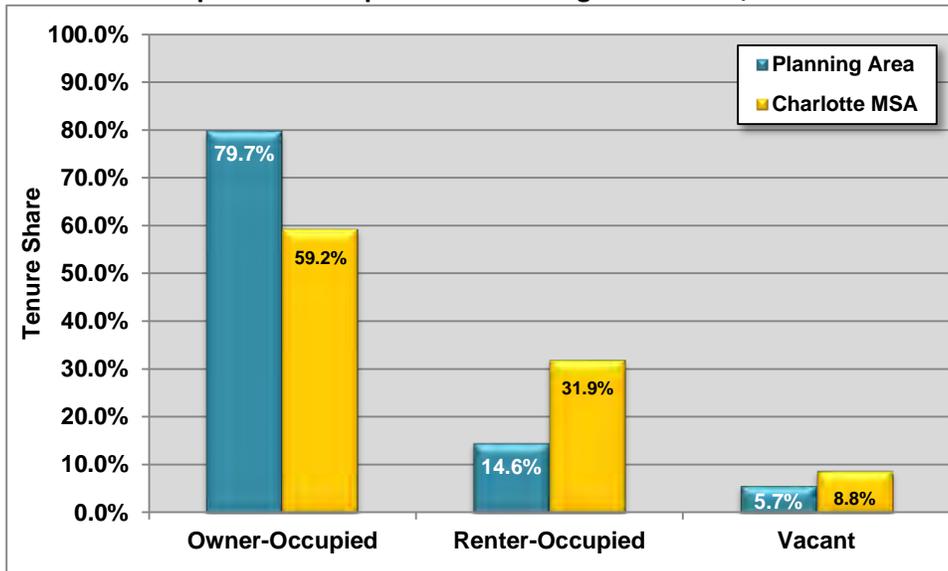
Similar to national trends, the share of owner-occupied housing units in the Indian Trail Planning Area decreased from 84.6% in 2000 to 79.7% in 2012. During the same time period, the renter-occupied share increased by 4.5%. The limited stock of multi-family units in the Planning Area, representing 2.3%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

Graph 4.3.3: Housing Unit Tenure, Planning Area, 2000-2012



The graph below compares 2012 housing unit tenure in the Indian Trail Planning Area to the Charlotte MSA. Owner-occupied units accounted for 79.9% 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.

Graph 4.3.4: Comparison of Housing Unit Tenure, 2012



4.3.3 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. Map 2 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 4.3.3Table). 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.

Table 4.3.3: 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.

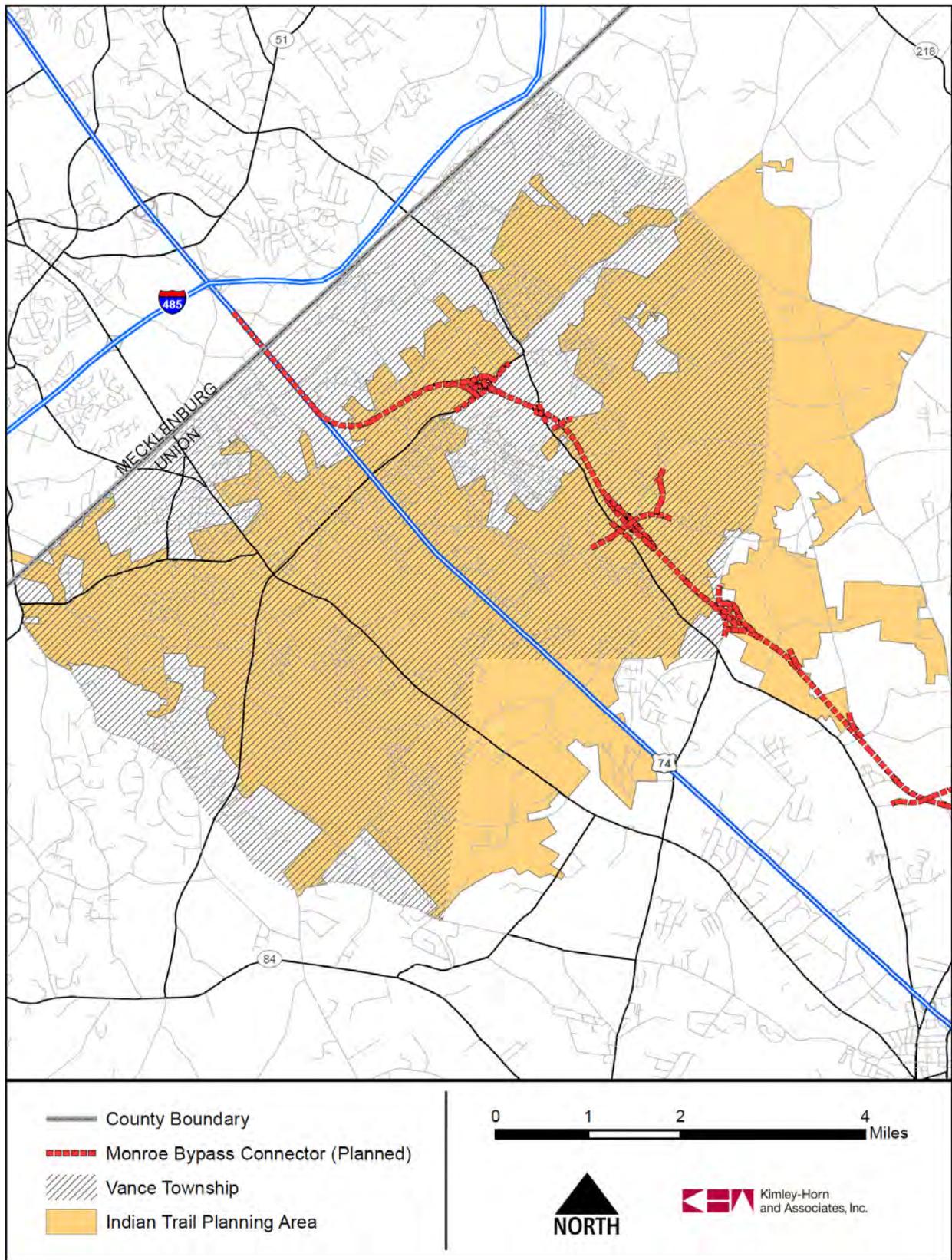
Vance Township had a total of 7,232 closings between 2006 and 2012, representing over 30% of the County total (Table 4.3.4). Similar to Union County, closings peaked at 1,984 in 2006 before declining to 454 in 2010. New closings made up 45.3% of the overall total, comparable to overall Union County.

Table 4.3.4: 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.

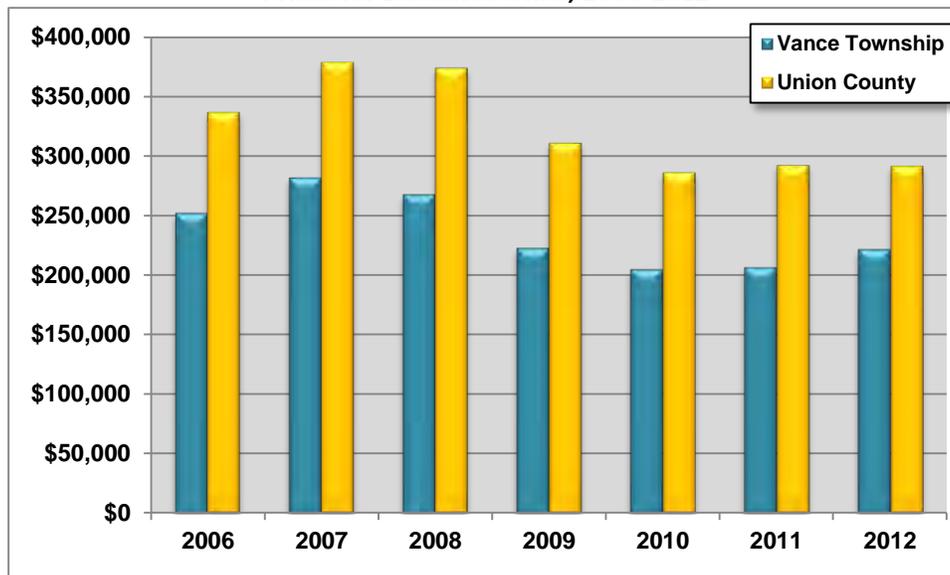
Fig. 4.3.1: Vance Township, 2013



As shown in Graph 4.3.5,

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.

Graph 4.3.5: 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 4.3.5). 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.

Table 4.3.5: 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 4.3.6). 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.

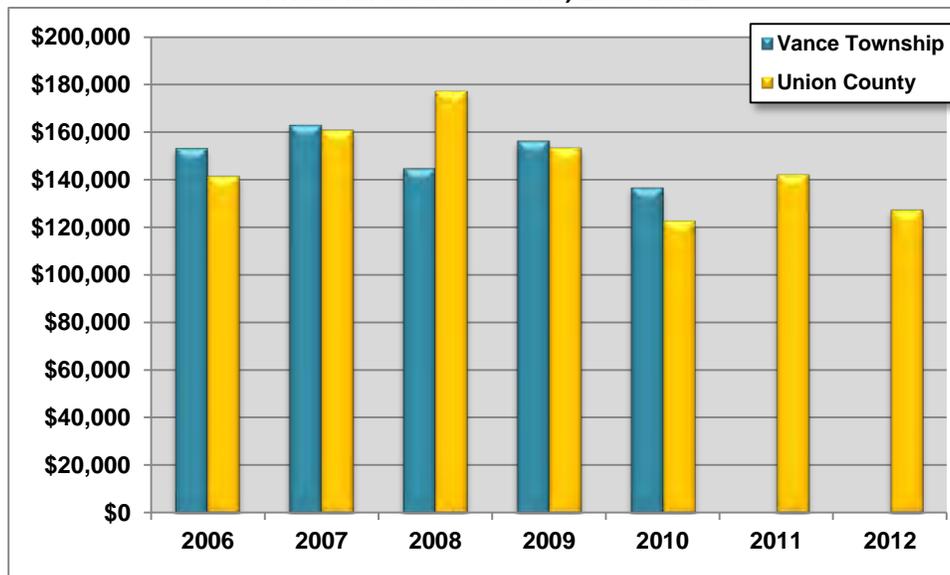
Table 4.3.6: Annual Attached Unit Closings, Vance Township, 2006-2012

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.

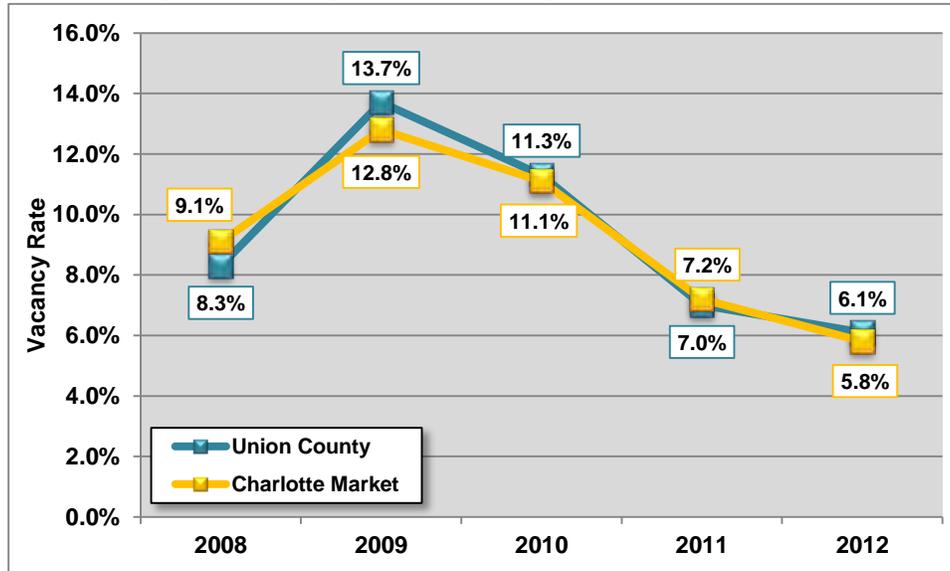
Graph 4.3.6: Comparison of Average New Closing Prices for Attached Units, 2006-2012



4.3.4 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 Graph 4.3.7, 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.

Graph 4.3.7: Comparison of Vacancy Rate Trends, 2008-2012



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.

4.3.5 Approved Residential Developments

Table 4.3.7 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 4.3.7: Active Residential Developments, Planning Area, 2013

Project Name	Residential Units				Percent
	Completed	U/C	Remaining	Total	Remaining
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

4.4 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.

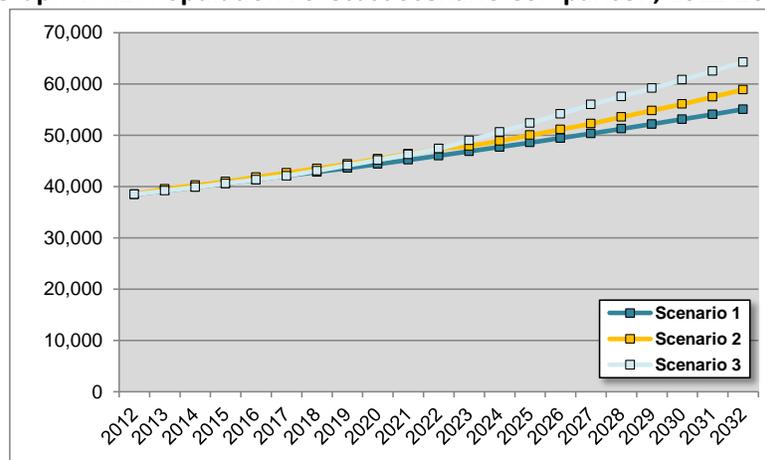
4.4.1 2010-2030 Population Forecast

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.

Graph 4.4.1 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.

Graph 4.4.1: Population Forecast Scenario Comparison, 2012-2032



As shown in Table 4.4.1, 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.

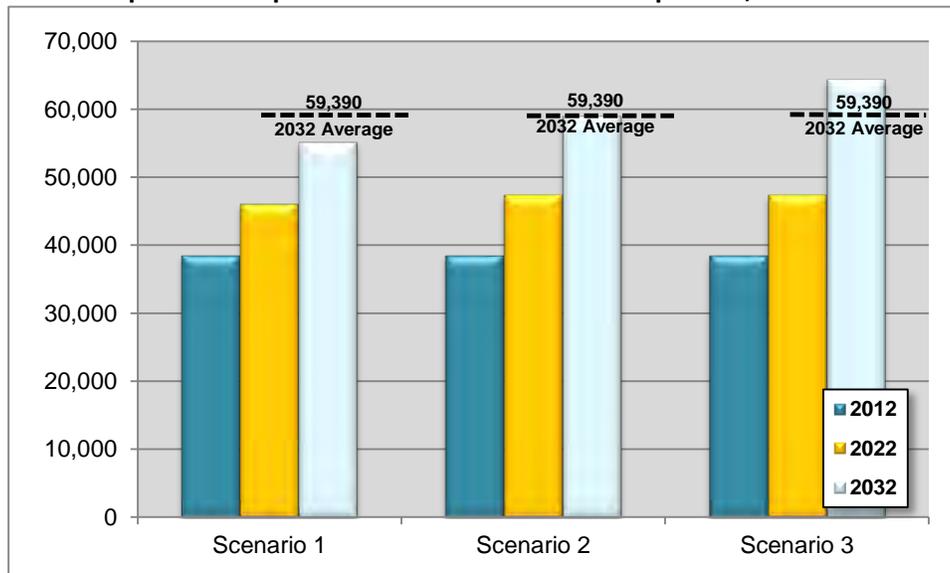
Table 4.4.1: Population Forecast Comparison, Planning Area, 2012-2032

Scenario	2012	2022	2032	2012-2032 Δ		
				#	%	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 & Associates, Town of Indian Trail

As shown in Graph 4.4.2, 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).

Graph 4.4.2: Population Forecast Scenario Comparison, 2012-2032



4.4.2 Housing Unit Forecast

Table 4.4.2 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.

Table 4.4.2: Residential Forecast, Planning Area, 2012-2032

	2012	2022	2032	2012-2032 Δ		
				#	%	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 & 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 4.4.3). This analysis assumes that investments are made to the Union County utility systems, to provide additional capacity for residential development.

Table 4.4.3: Housing Unit Delivery Forecast, Planning Area, 2012-2032

Unit Type	Housing Unit Growth				Total	% of Total
	2012-2017	2017-2022	2022-2027	2027-2032		
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 & Associates, Town of Indian Trail

As shown in Table 4.4.4, 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 4.4.4: 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%

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

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

4.4.3 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 detached in the Study Area is two to four units per acre, equating to demand of 1,314 to 2,628 acres (Table 4.4.5). 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 4.4.5: Residential Land Demand, Planning Area, 2012-2032

Type	Residential Acreage				Total
	2012-2017	2017-2022	2022-2027	2027-2032	
Single-Family¹	221 - 443	245 - 490	393 - 785	455 - 910	1,314 - 2,628
Townhouse²	9 - 19	19 - 38	25 - 50	31 - 63	84 - 169
Multi-Family³	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 two to four units per acre.

² Acreage assumption for townhouses is four to eight units per acre.

³ Acreage assumption for apartments is 12 to 16 units per 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.

4.5 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 north-side 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.

4.5.1 Household and Income Forecasts

Household forecasts for the Planning Area are based on residential projections, as presented in Section 4. 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 4.5.1, the Planning Area is expected to increase by 7,020 new households through 2032.

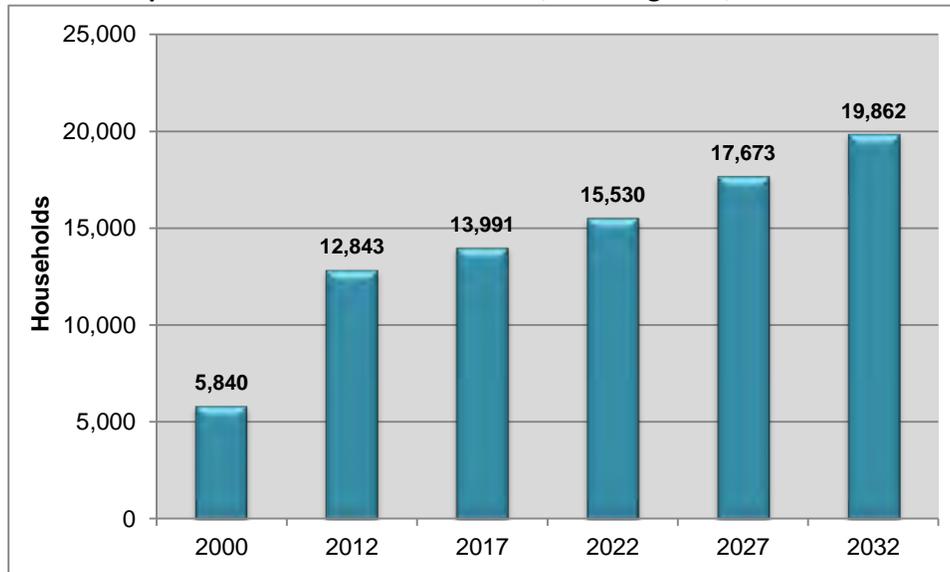
Table 4.5.1: Residential Forecast, Planning Area, 2012-2032

	2012	2022	2032	2012-2032 Δ		
				#	%	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 & Associates, Town of Indian Trail

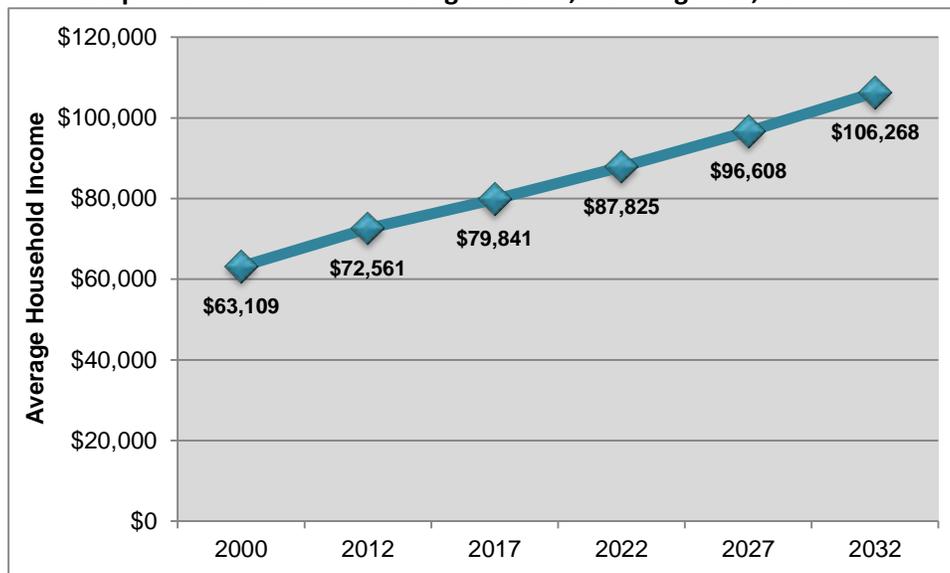
The Planning Area is expected to have approximately 19,862 households by 2032, a 54.6% increase from 12,843 households estimated in 2012 (Graph 4.5.1). The forecasts consider the strong demand for the portions of Union County, such as Indian Trail, that provide easy access to job centers in Mecklenburg County.

Graph 4.5.1: 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 4.2.2. 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.

Graph 4.5.2: Forecasted Average Income, Planning Area, 2012-2032



4.5.2 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 4.5.2). 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.

Table 4.5.2: Supportable Retail Square Feet, Planning Area, 2012-2032

Retail Category	Net New Retail Demand (Sq.Ft.)				2012-2032	% of
	2012-2017	2017-2022	2022-2027	2027-2032	Change	Total
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 - Restaurants	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.

4.5.3 Retail Land Demand

As shown in Table 4.5.3, 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 4.5.3: Retail Land Demand, Planning Area, 2012-2032

Density Assumption	2012-2032	
	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 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.

4.6 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.

4.6.1 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 4.6.1: 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

4.6.2 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 4.6.2: Annualized At-Place Employment
by Industry, Union County, 2006-2011**

Industry	2006	2011	2006-2011 Δ	
			#	%
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%

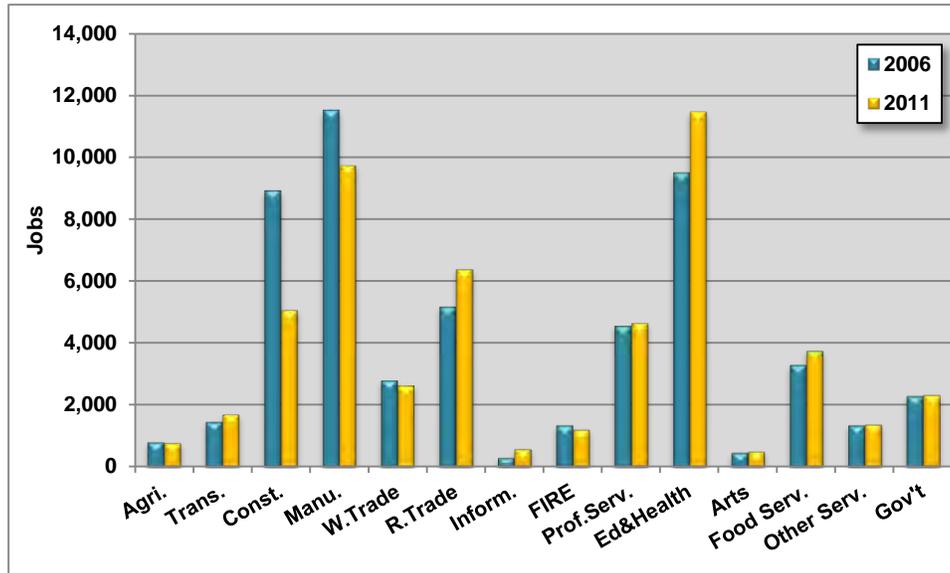
Source: NCEC; Kimley-Horn and Associates

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.

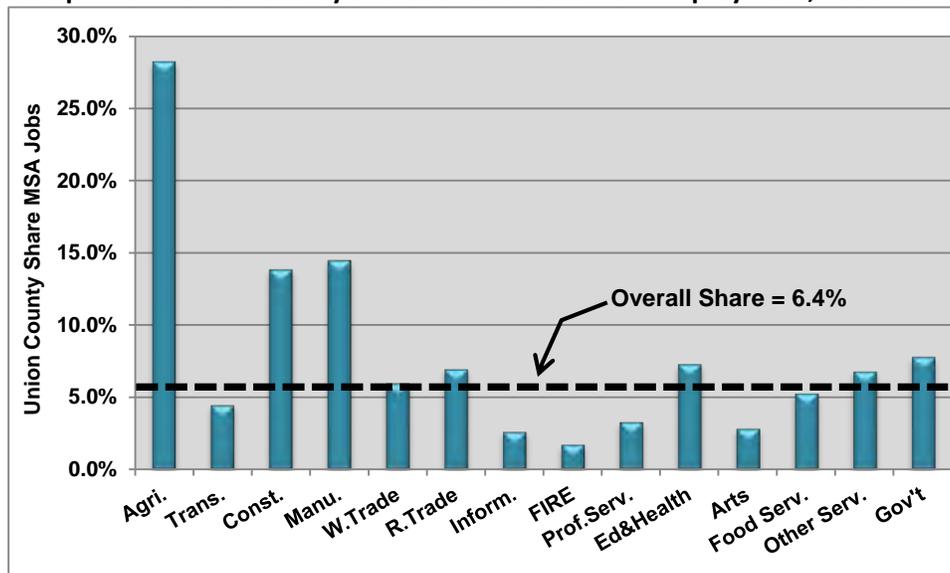
Graph 4.6.1 below demonstrates the increase in Education and Healthcare Services over the last five years. Additionally, Retail Trade also had a notable increase between 2006 and 2011. During the same time period, the Indian Trail Planning Area has experienced a loss in the Construction and Manufacturing jobs, consistent with national and state trends.

Graph 4.6.1: 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.

Graph 4.6.2: Union County Shares of Charlotte MSA Employment, 2006-2011



4.6.3 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.

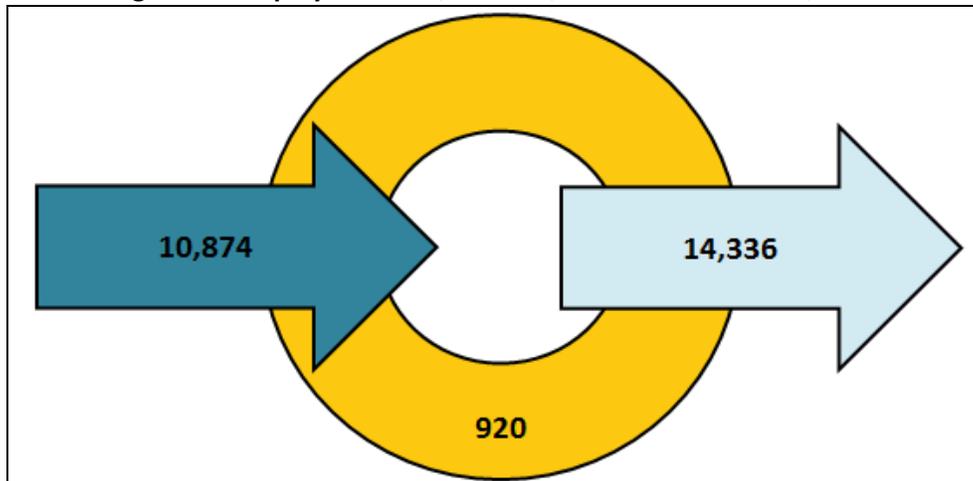
Table 4.6.3: Annual Employment by Industry, Indian Trail Planning Area, 2012

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 4.6.1 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.

Fig. 4.6.1: Employee Inflow/Outflow, Town of Indian Trail, 2012



As shown in Table 4.6.4, 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 4.6.4: Employment
Inflow/Outflow, Planning Area, 2012**

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%).

4.6.4 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 4.6.5, 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 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 4.6.5: 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: US Census; NCEC; Kimley-Horn and Associates

4.7 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.

4.7.1 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 4.7.1, 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.

Table 4.7.1: 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%

Sources: 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%.

4.7.2 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 4.7.2). Professional and Business Services and Healthcare and Social Assistance are expected to make up nearly 50% of the total increase in office-occupying jobs.

Table 4.7.2: 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%

Sources: 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%.

4.7.3 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

As shown in Table, 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 4.7.3: 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

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.

Source: Kimley-Horn and Associates; Woods & Poole

Planning Area Office Demand

Table 4.7.3 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 4.7.4).

Table 4.7.4: 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

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

Note: Assumes increasing capture for each five-year period.

* Building Space includes a 10% vacancy factor.

Source: Kimley-Horn and Associates; Woods & Poole

4.7.4 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 4.7.5).

**Table 4.7.5: 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.

4.8 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.

4.8.1 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 4.8.1). 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.

Table 4.8.1: 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%

Sources: NCESC; Woods & Poole; Kimley-Horn and Associates

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

4.8.2 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.

Table 4.8.2 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 4.8.2: Industrial Demand Forecast, Union County, 2012-2032

	Net Office 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

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.

Source: Kimley-Horn and Associates; Woods & Poole

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 4.8.3). The 20-year demand forecast incorporates a 7% industrial building vacancy factor, similar to current trends.

Table 4.8.3: Industrial Demand Forecast, Planning Area, 2012-2032

	Net Office 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

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

Note: Assumes increasing capture for each five-year period.

* Building Space includes a 7% vacancy factor.

Source: Kimley-Horn and Associates; Woods & Poole

4.8.3 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 4.8.4).

Table 4.8.4: Industrial Land Demand, Planning Area, 2012-2032

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

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5.1 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 20,000 to 38,500 people, a 92% 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 allows the comprehensive plan in 2013 to address most of the Villages and all of the Corridors in more specific detail. In addition to the generalized principles set forth in the Villages and Corridors chapter, each Village now has a more specific plan.

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

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. Creeks and their associated floodplains are shown as greenways, which are further described in the Town of Indian Trail Park and Greenway Master Plan. Village 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 10 minute walking distances for the average person. Neighborhood 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 except floodplain 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 3.6. Bicycle lanes and sidewalks are included in all of 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. Major trails are shown on the Village Plans, and all park and trail plans are included in the Town of Indian Trail Park and Greenway Master Plan. The Town's Pathways to Progress initiative is also a source for transportation plans.

Recommended location of urban design elements are shown for Monroe Bypass Gateways, Town Gateways, Village Identity Markers, other wayfinding signs, buffers, and gateway streetscape

treatments. The town’s adopted Wayfinding Program provided guidance on the location of gateways and other community signs. These are all described in Chapter 3.8 Urban Design Elements.

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

Fig. 5.1.1, Village Plan Legend, provides a guide to reading the Village Plans.

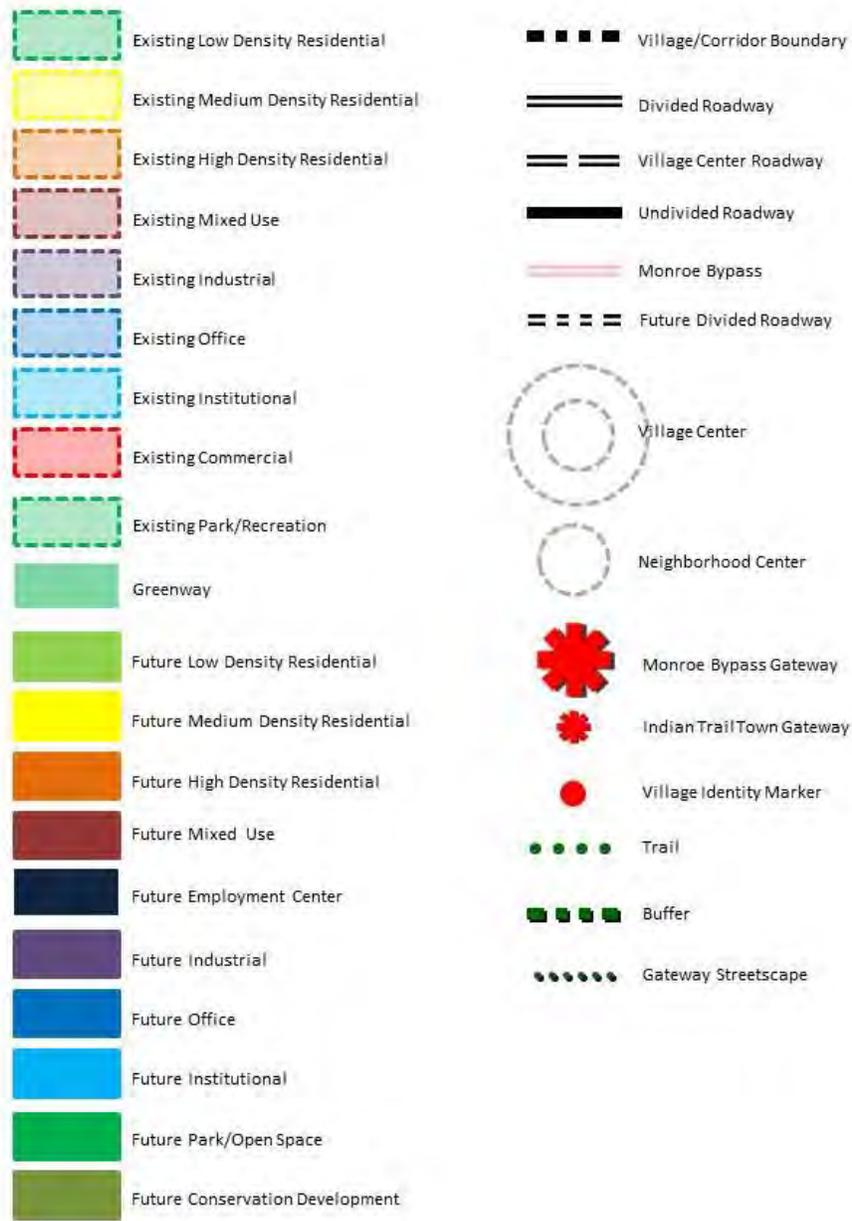


Fig. 5.1.1 Village Plan Legend

5.1.1 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. Antioch Elementary School and a pending neighborhood center development at Weddington Road and Antioch Church Road in Stallings give Antioch a true village structure that will be enhanced with the completion of sidewalks and a greenway trail.

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. A planned new commercial center in Stallings, at the intersection of Chestnut Lane, Antioch Church Road and Weddington Road will support the Village Center Overlay for Antioch Village. Antioch Elementary School is located as part of the Village Center Overlay.

Transportation

The section of Chestnut Lane adjacent to the Village Center Overlay should become a 4 Lane Village Center Boulevard. The rest of Chestnut Lane in Antioch Village should become a 4 Lane Boulevard. Both of these typologies provide for bicycle lanes and pedestrian sidewalks. The Indian Trail 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 Weddington, and an Antioch Village Identity Marker on Chestnut Lane at or near the West Fork of Twelve Mile Creek. The greenway environment of Twelve Mile Creek should be a part of the Village identity.

Village Capacity

Antioch Village has an estimated current population of approximately 2,000 people. The future land use plan provides for an additional population capacity of approximately 1,500 people, for a total future population capacity of approximately 3,500 people.

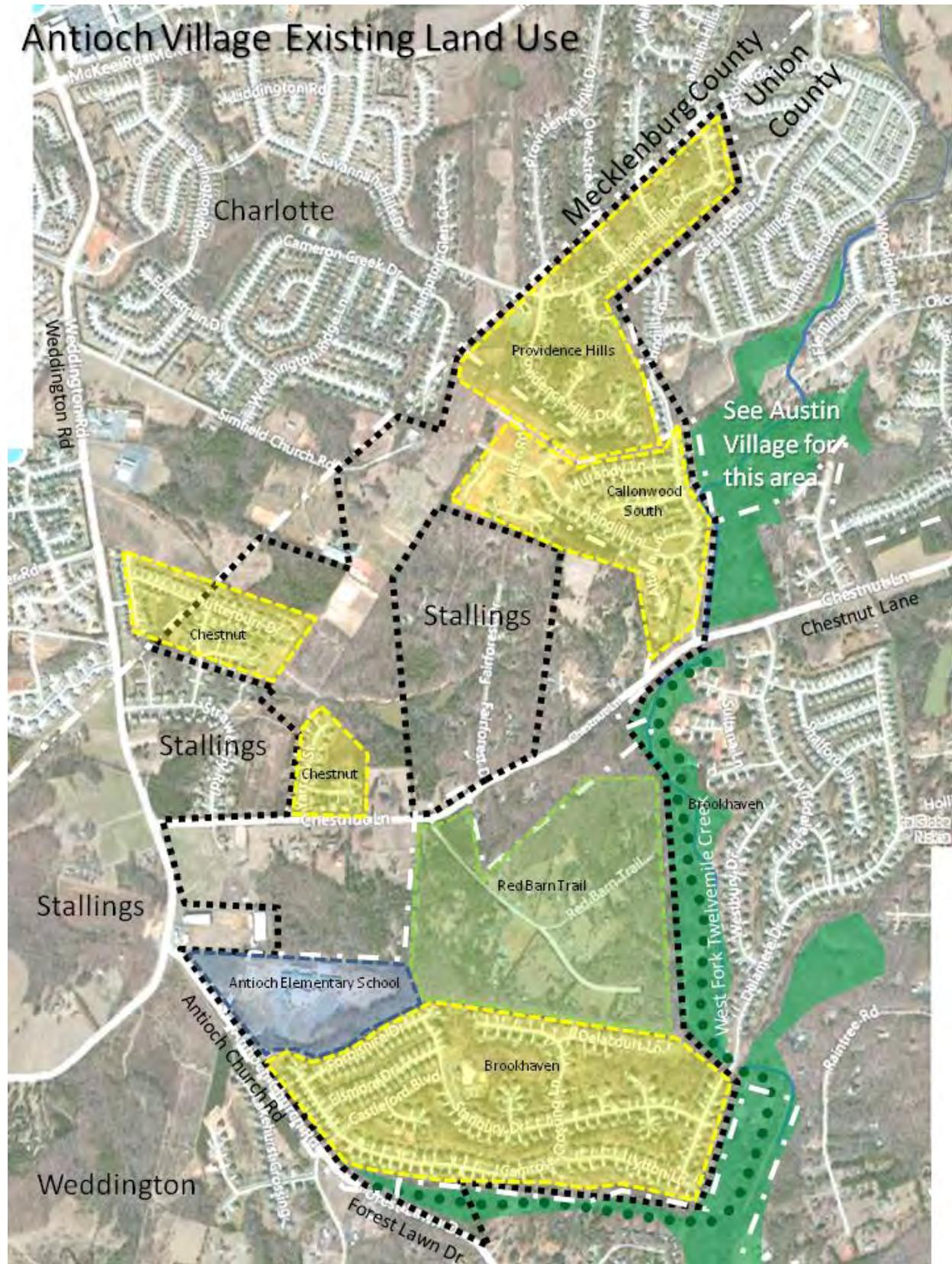


Fig. 5.1.2 Antioch Village Existing Land Use

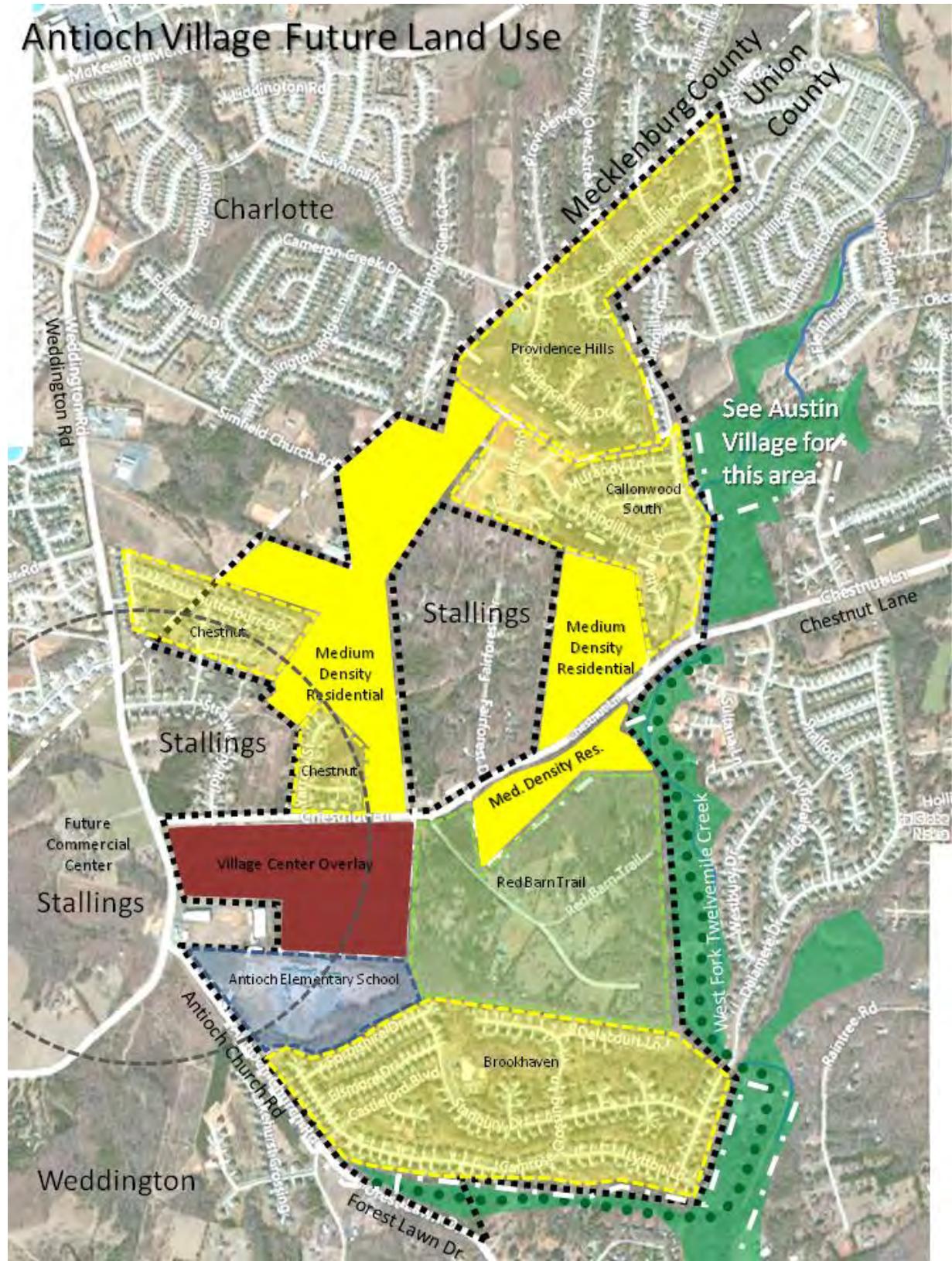


Fig. 5.1.3 Antioch Village Future Land Use

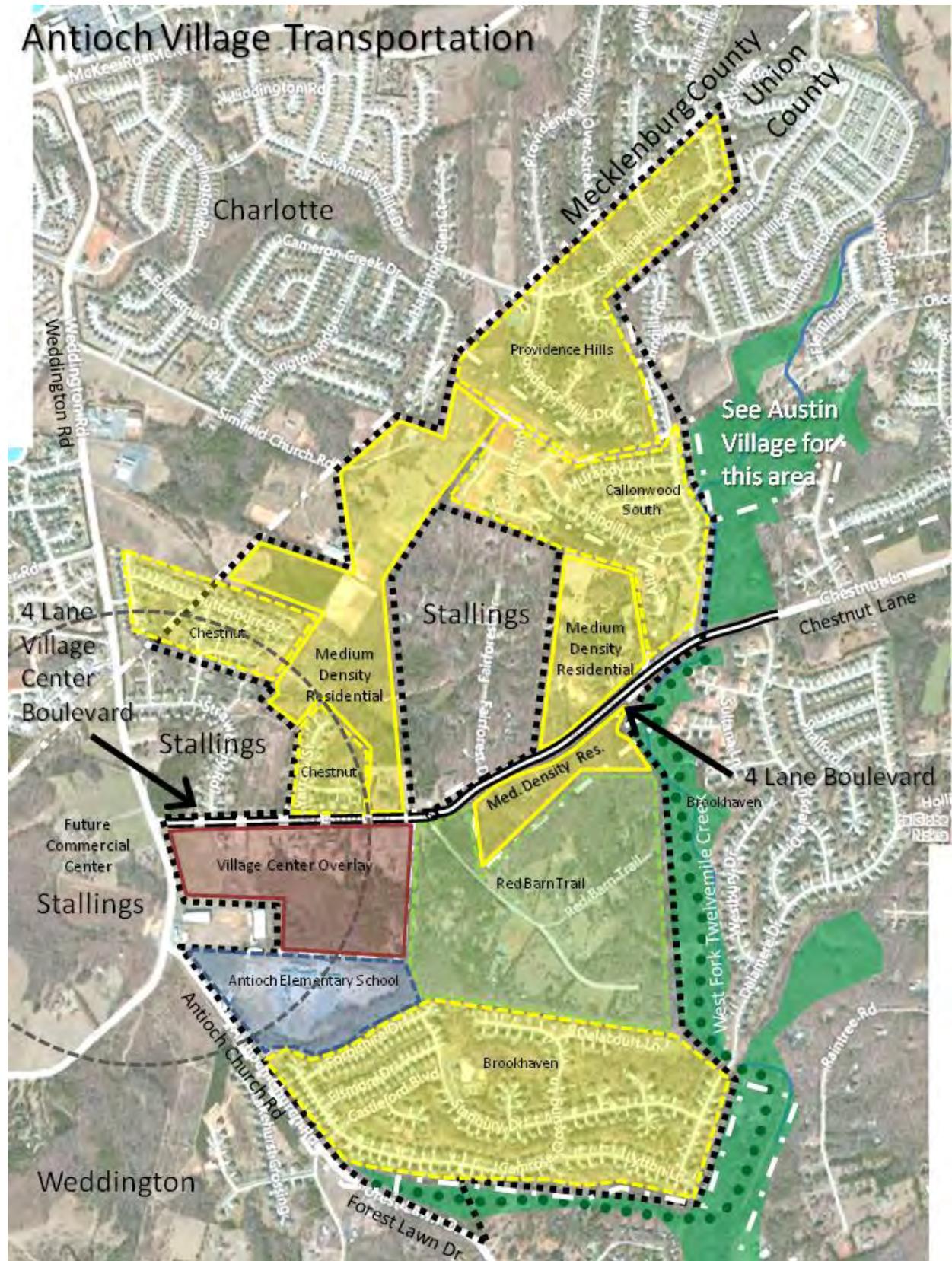


Fig. 5.1.4 Antioch Village Transportation

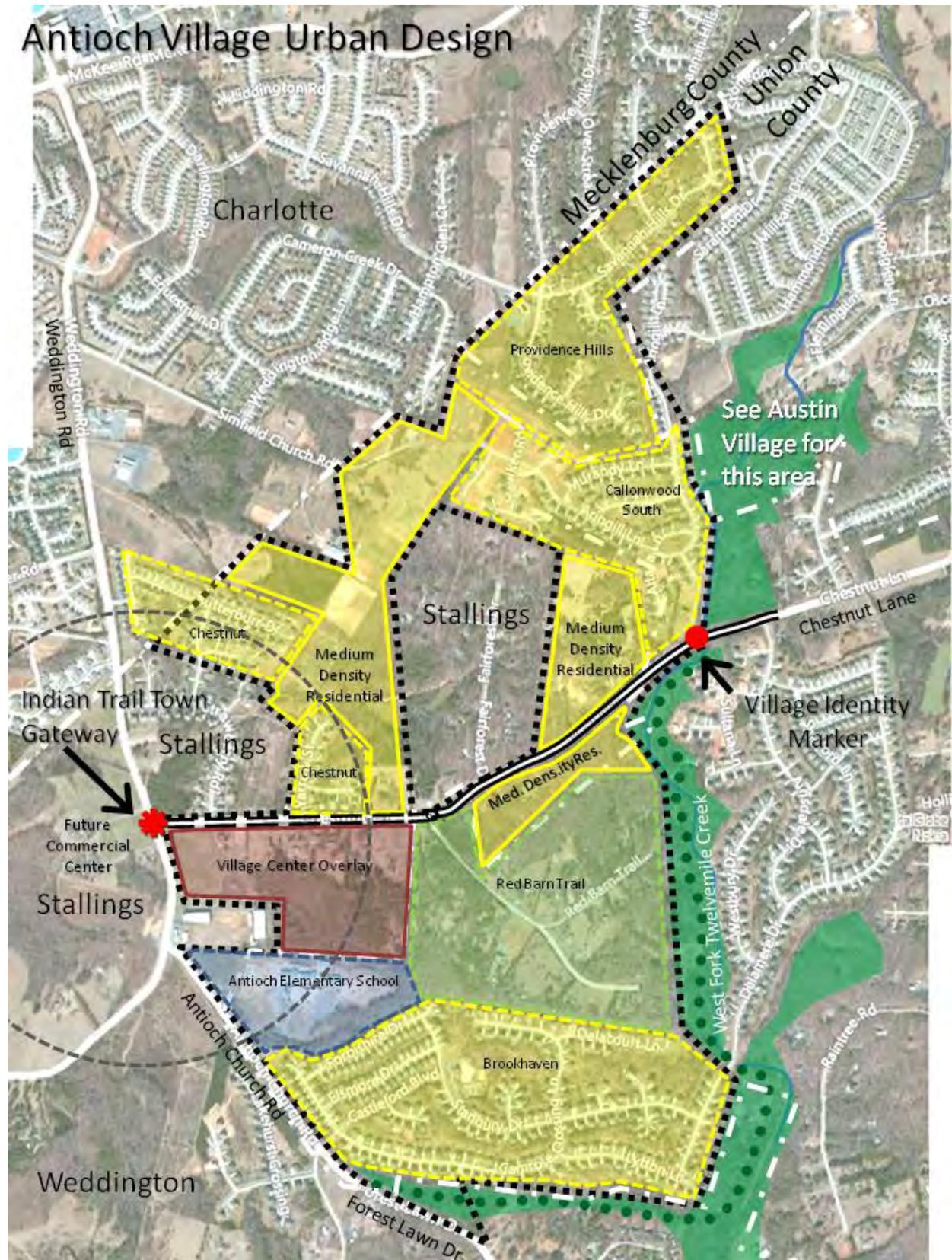


Fig. 5.15 Antioch Village Urban Design

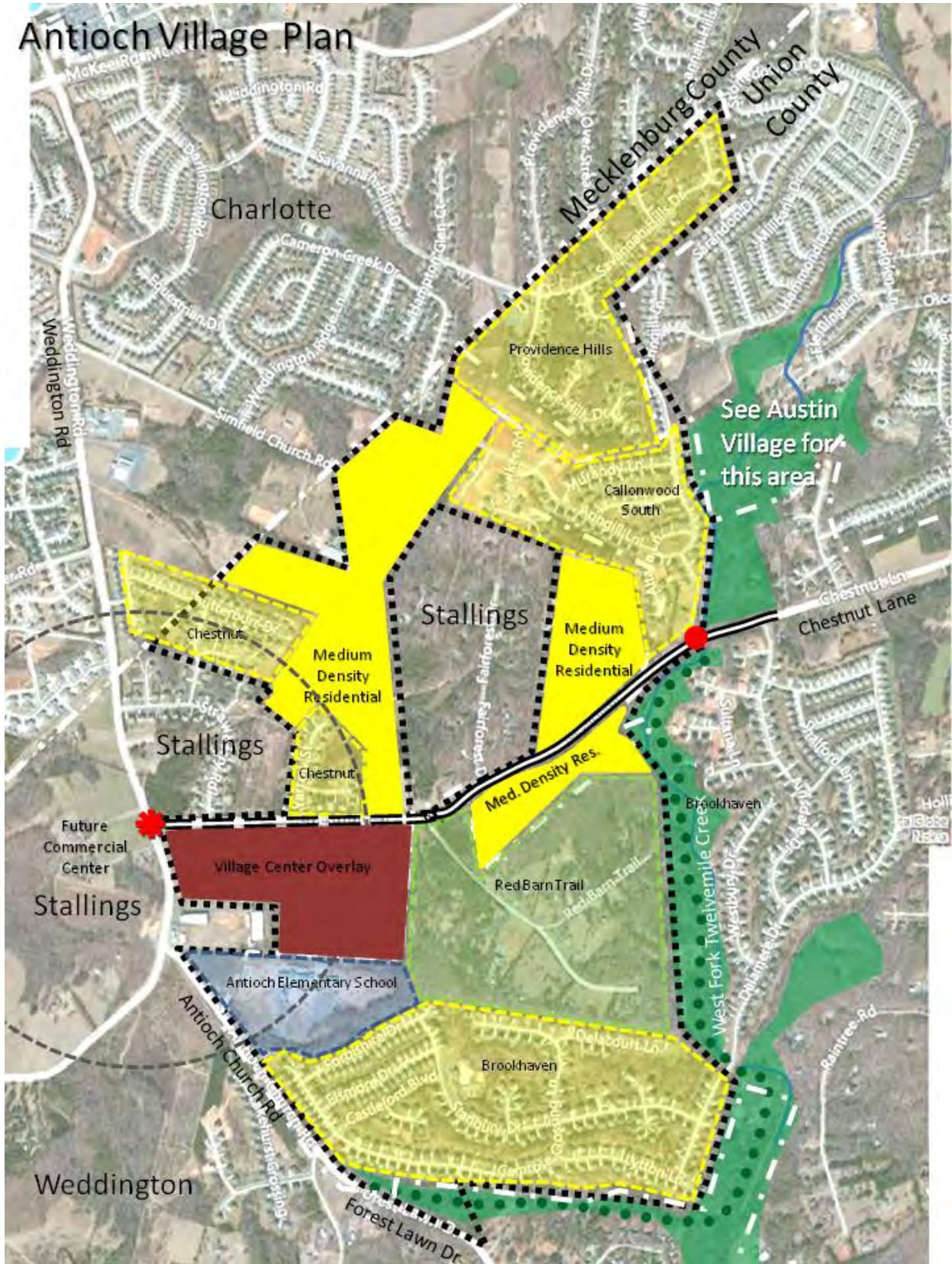


Fig. 5.1.6 Antioch Village Plan

5.1.2 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 Village Center. Currently very auto-dependent, the emerging sidewalks will provide walking access to the Village 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 Village Center.

A Village 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, has been planned and approved, but not yet completed. 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 Village Center Overlay should become a 4 Lane Village 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 Village Center. The Indian Trail Parks Master Plan provides for a trail following Twelve Mile Creek.

Urban Design

Urban design elements in Austin Village should include Austin Village identity markers on Chestnut Lane at or near the West Fork of Twelve Mile Creek and at David Mine Creek. The greenway environments of Twelve Mile Creek and Davis Mine Creek should be a part of the Village identity.

Village Capacity

Austin Village has an estimated current population of approximately 2,000 people. The future land use plan provides for an additional population capacity of approximately 1,500 people, for a total future population capacity of approximately 3,500 people.

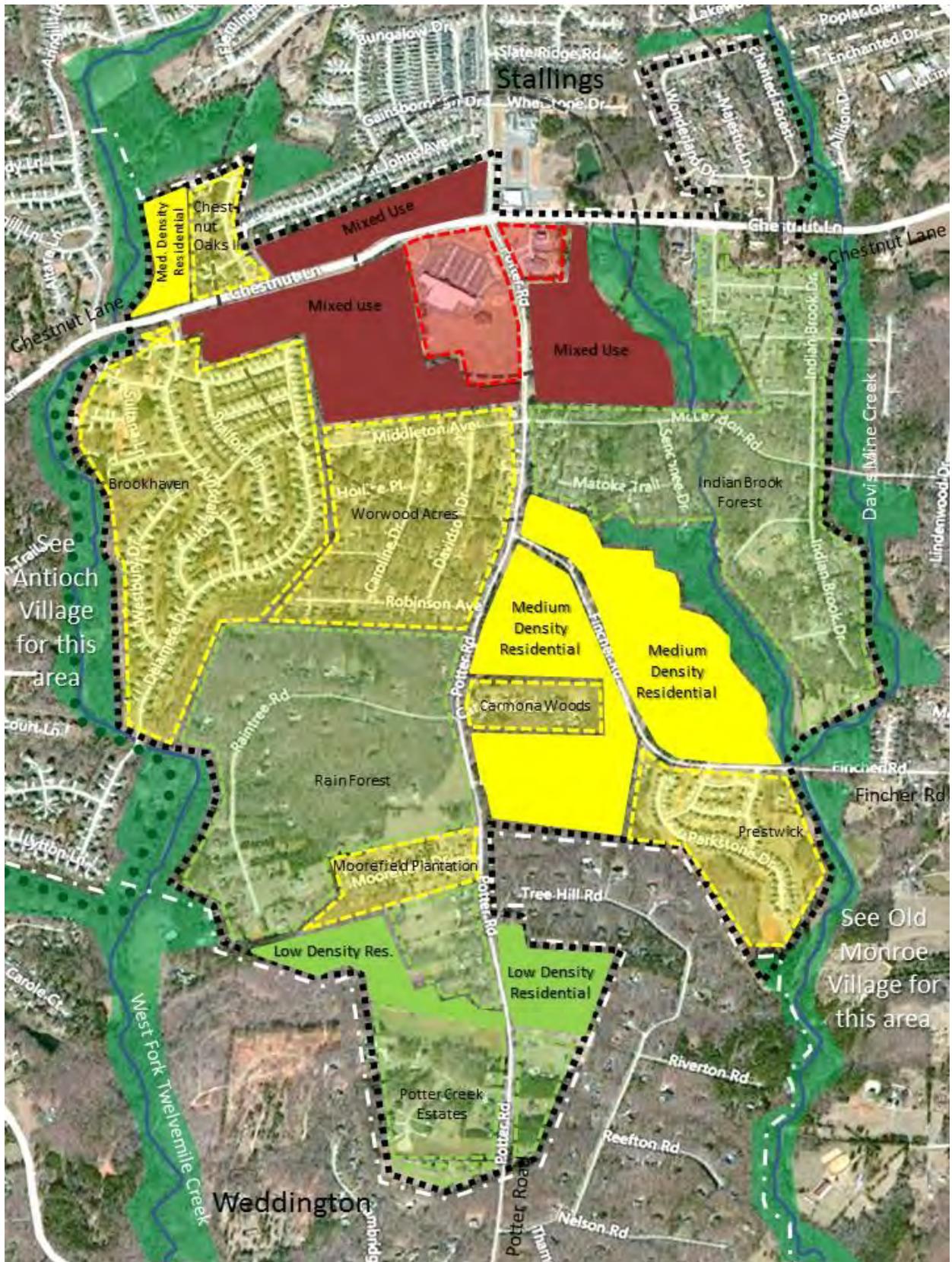


Fig. 5.1.8 Austin Village Future Land Use

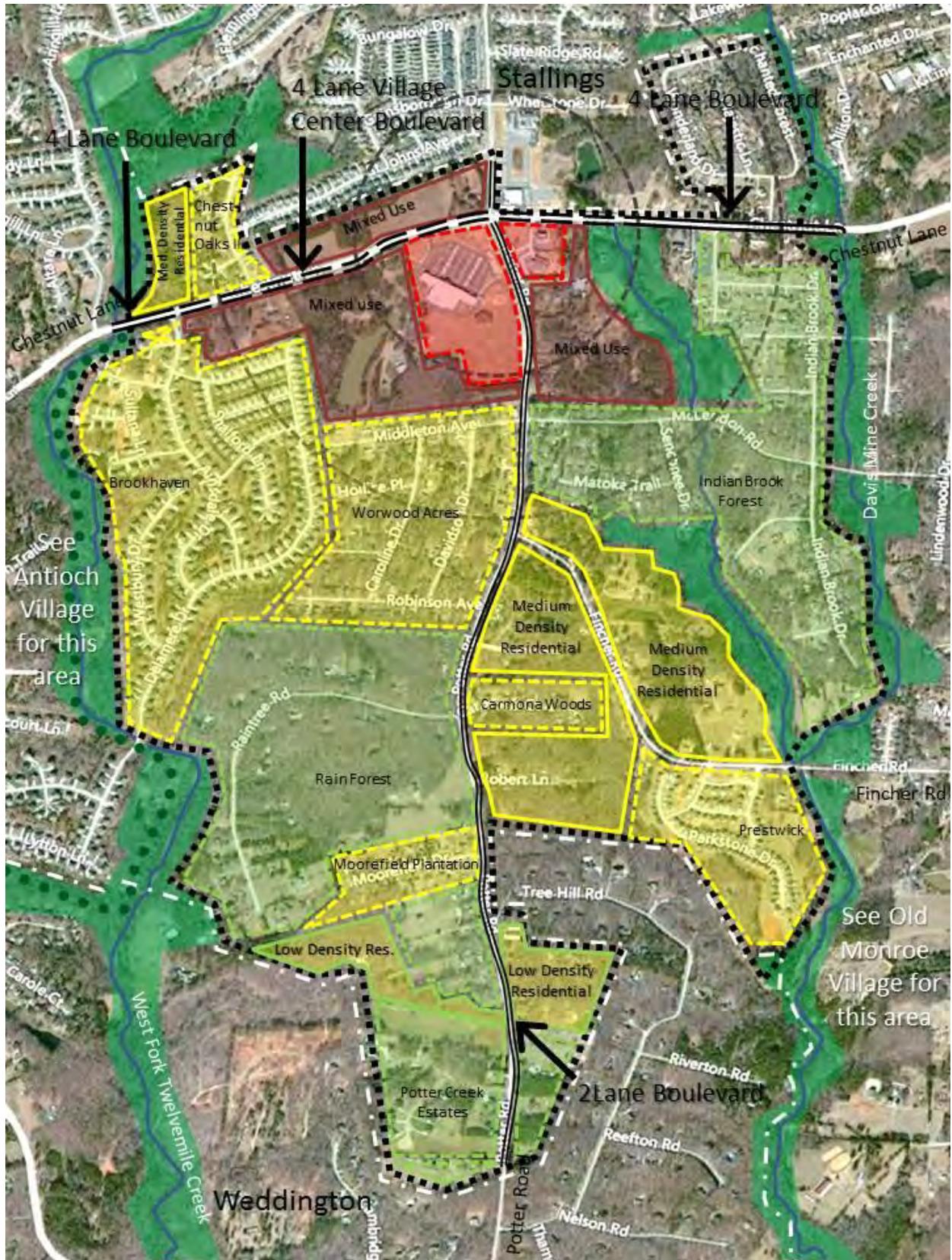


Fig. 5.1.9 Austin Village Transportation

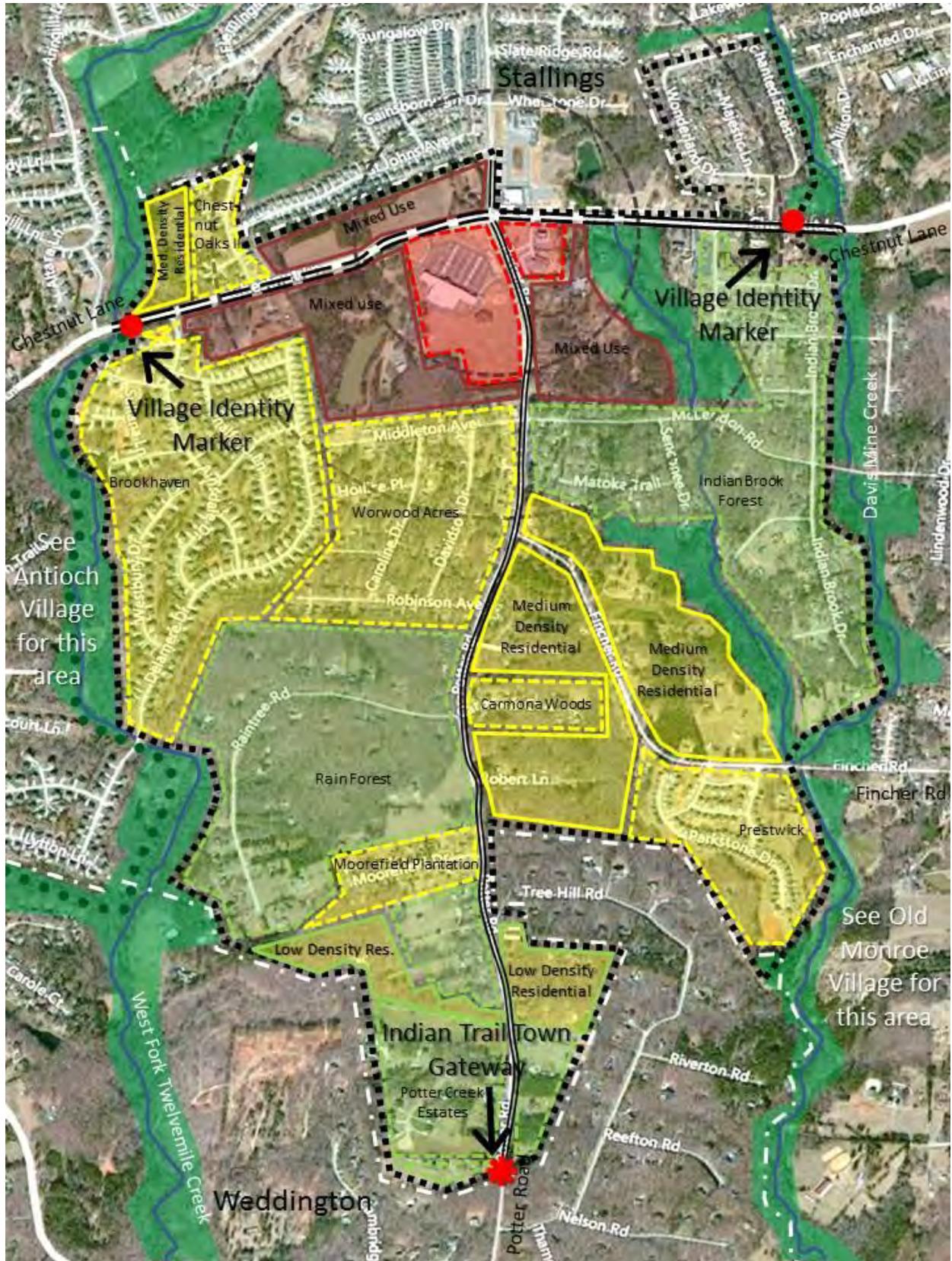


Fig. 5.1.10 Austin Village Urban Design

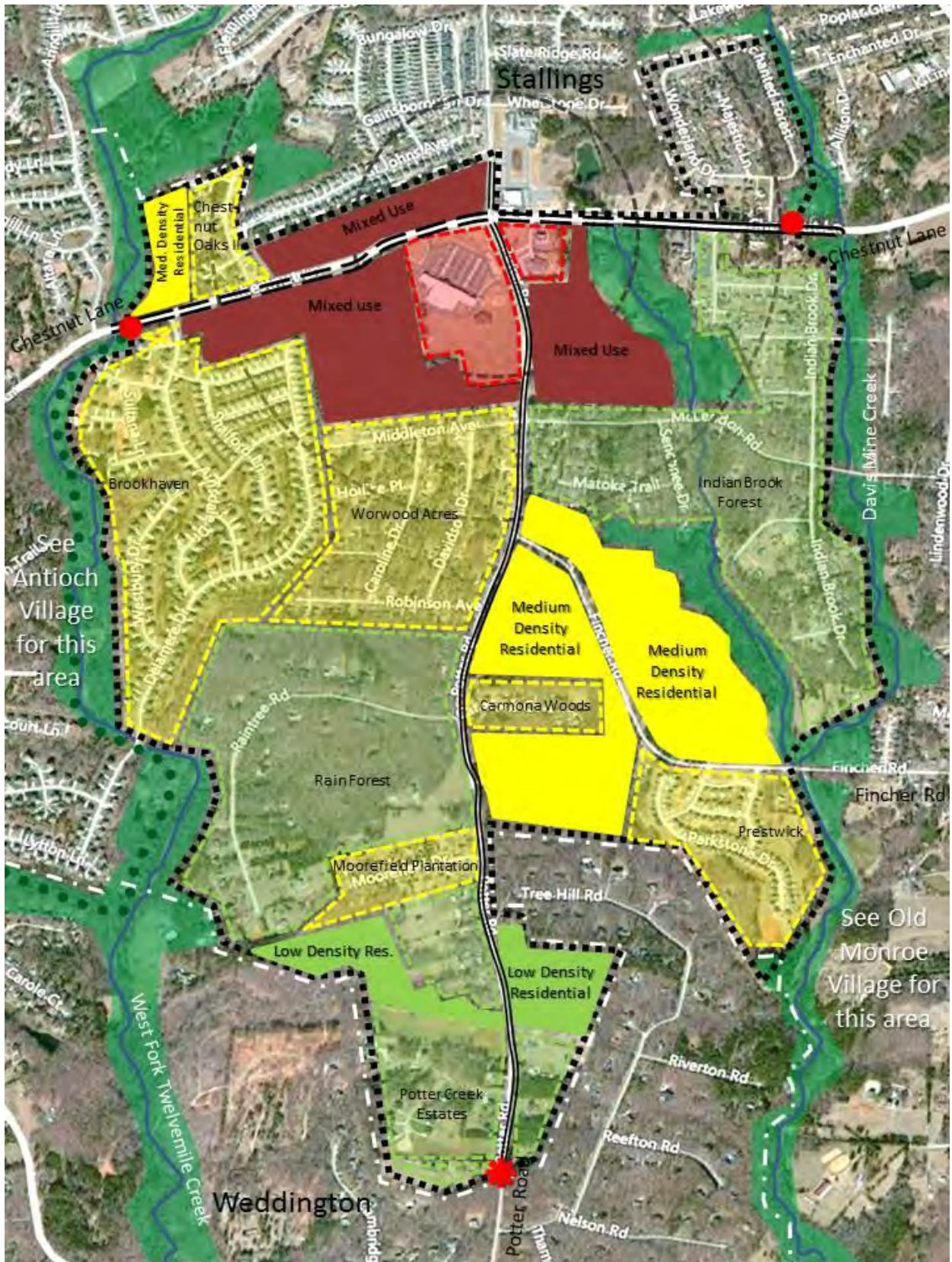


Fig. 5.1.11 Austin Village Plan

5.1.3 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 Bypass will provide 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 begun development of a regional park, Crooked Creek Park at Indian Trail that will be 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 Center with its shopping and entertainment venues. Over the next decade, completion of the Monroe Bypass tollroad will likely stimulate development of the Village Center around Secrest Shortcut Road and Unionville-Indian Trail Road at the Bypass, where there is a substantial amount of available land for development.

Land Use

Crooked Creek Village is an Interchange Mix village, located on a Monroe Bypass 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 Village 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 Bypass interchange. Well planned and strategically located light industrial uses will also be appropriate near the Monroe Bypass interchange. The area surrounding the Village Center, within approximately one-half mile of the intersection, will be appropriate as a Village Center Overlay. A major 140 acre Indian Trail park, Crooked Creek Park, is being developed 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 through the Village Center Overlay should be a 4 Lane Village Center Street, as should Unionville-Indian Trail Road from the Monroe Bypass interchange to the intersection of Unionville-Indian Trail Road and Sardis Church Road. Secrest Shortcut Road from the Village 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 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.

Urban Design

The Monroe Bypass interchange will create a significant gateway for Indian Trail. The Bypass has proposed a very high quality aesthetic design quality for its bridges and interchanges, as described in Chapter 3.8 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, and Crooked Creek Village Identity Markers on Secrest Shortcut Road at Crooked Creek, on Sardis Church Road at Crooked Creek, and on Unionville-Indian Trail Road at Crooked Creek. 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. A visual and noise buffer should be provided between the new Village Center Overlay and Suburban Mix developments and the Monroe Bypass.

Village Capacity

Crooked Creek Village has an estimated current population of approximately 4,000 people. The future land use plan provides for an additional population capacity of approximately 2,000 people, for a total future population capacity of approximately 6,000 people.



Fig. 5.1.12 Crooked Creek Village Existing Land Use

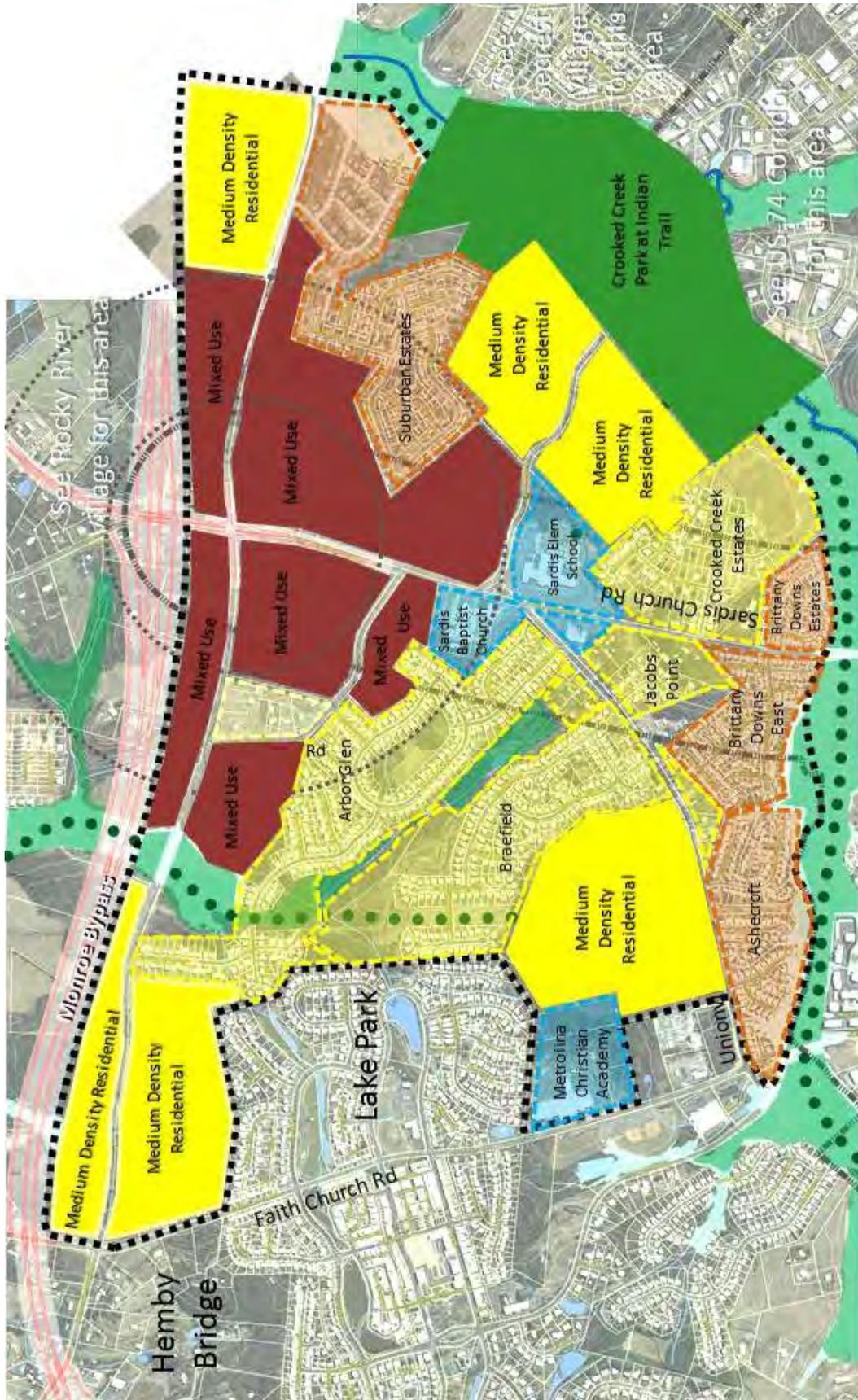


Fig. 5.1.13 Crooked Creek Village Future Land Use

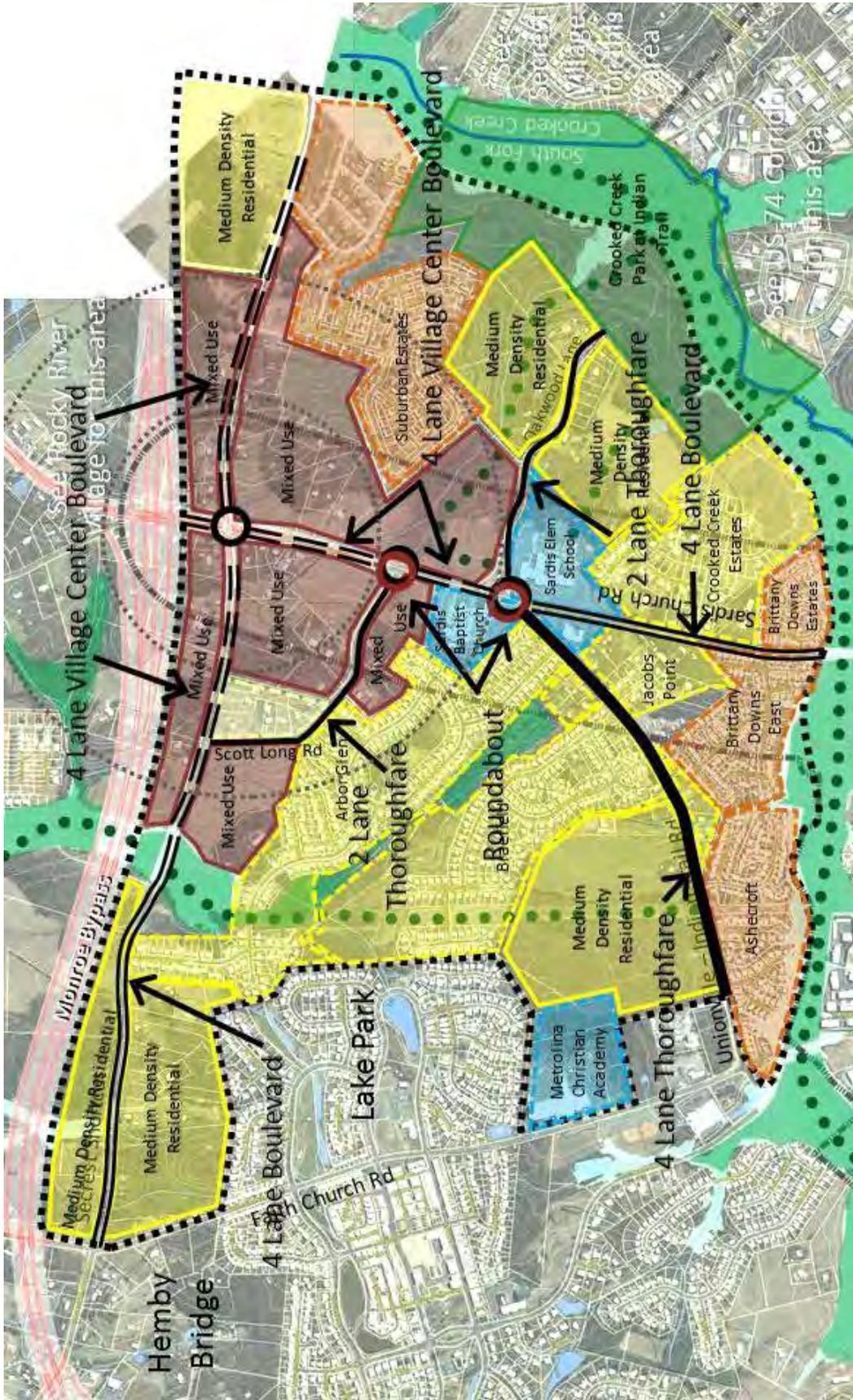


Fig. 5.1.14 Crooked Creek Village Transportation

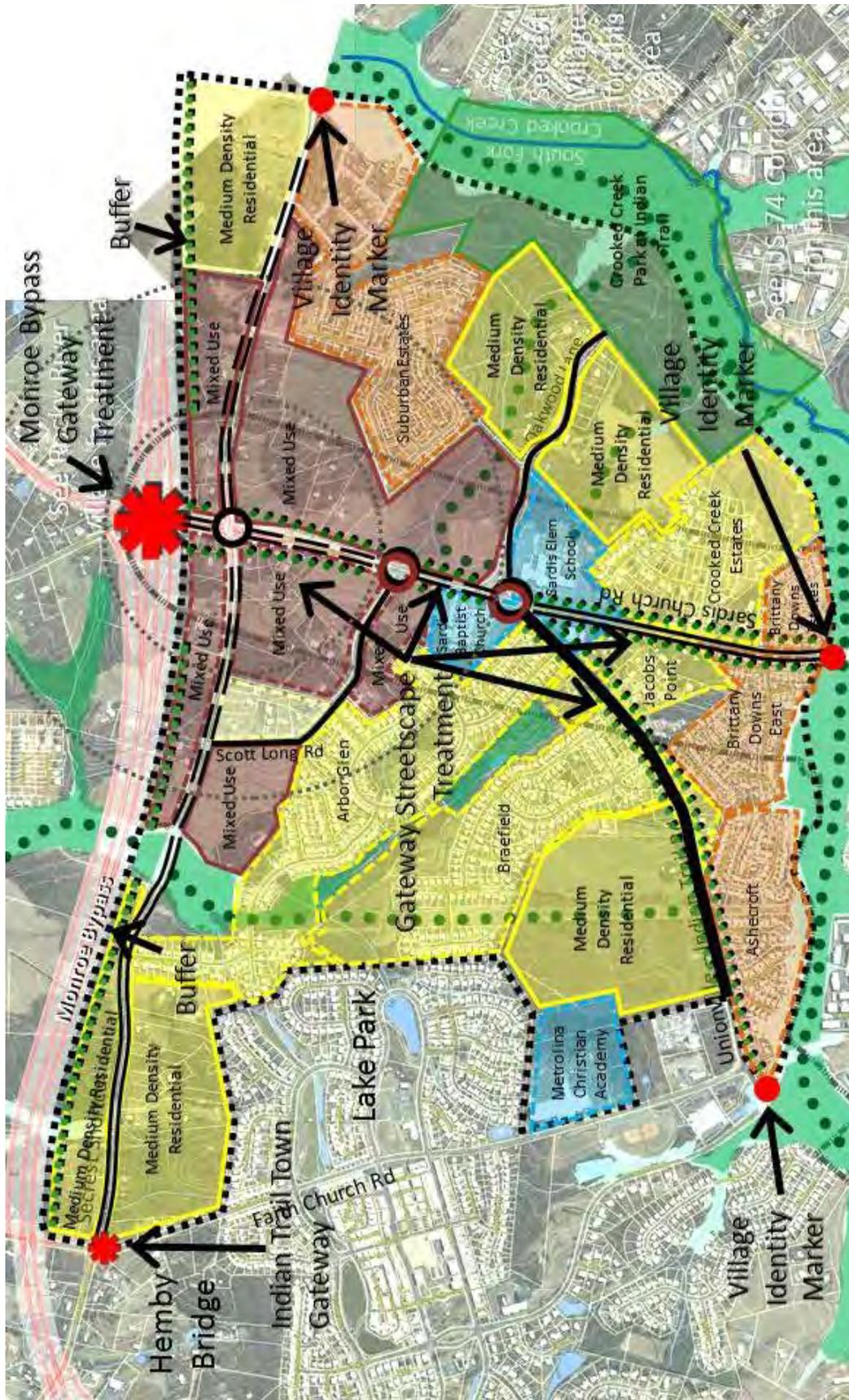


Fig. 5.1.15 Crooked Creek Village Urban Design

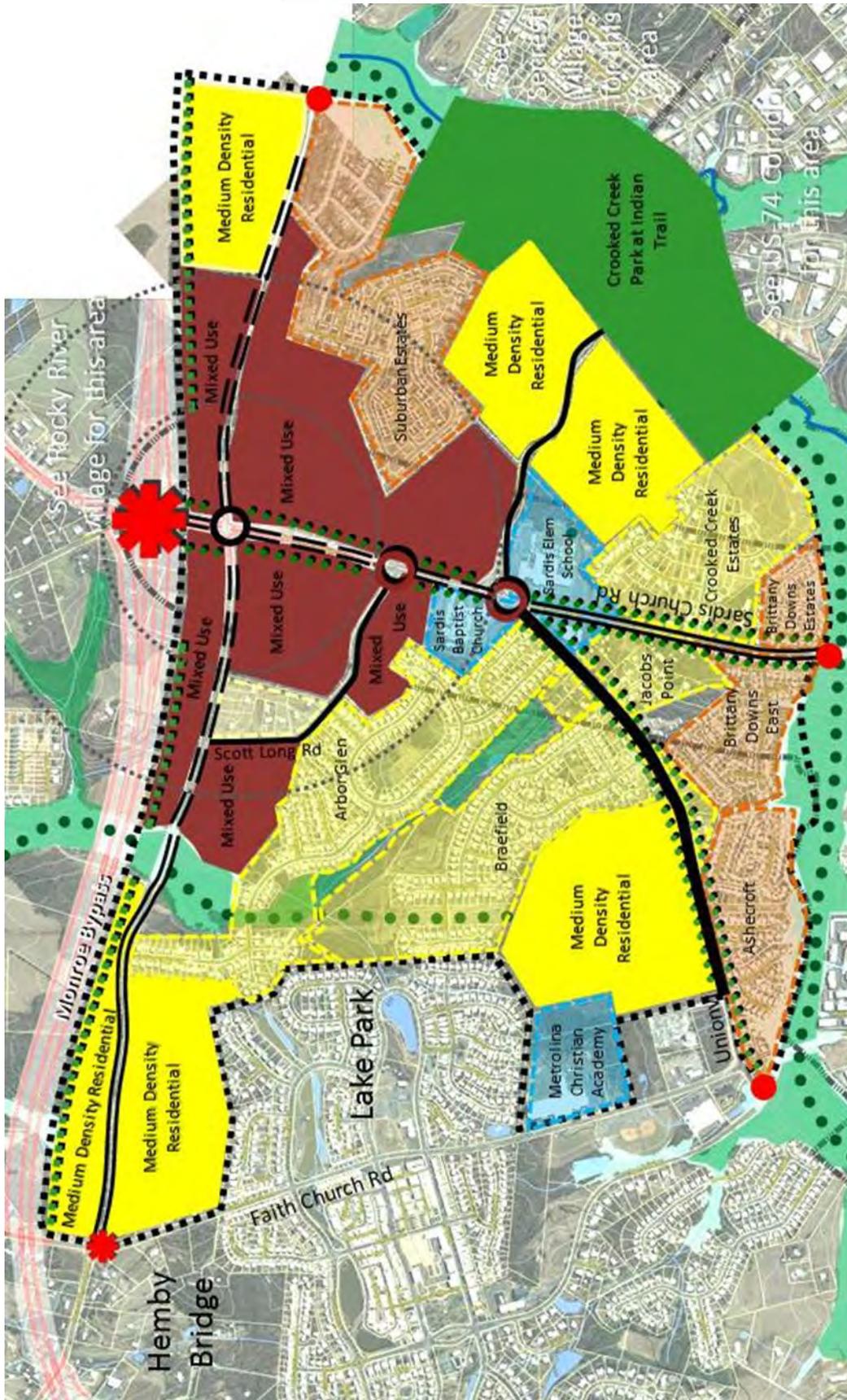


Fig. 5.1.16 Crooked Creek Village Plan

5.1.4 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 Bypass 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.

Village Capacity

Goose Creek Village has an estimated current population of approximately 400 people. If the Village were to completely build out, the future land use plan provides for an additional capacity of approximately 4,000 people, for a total future population capacity of approximately 4,000 people.

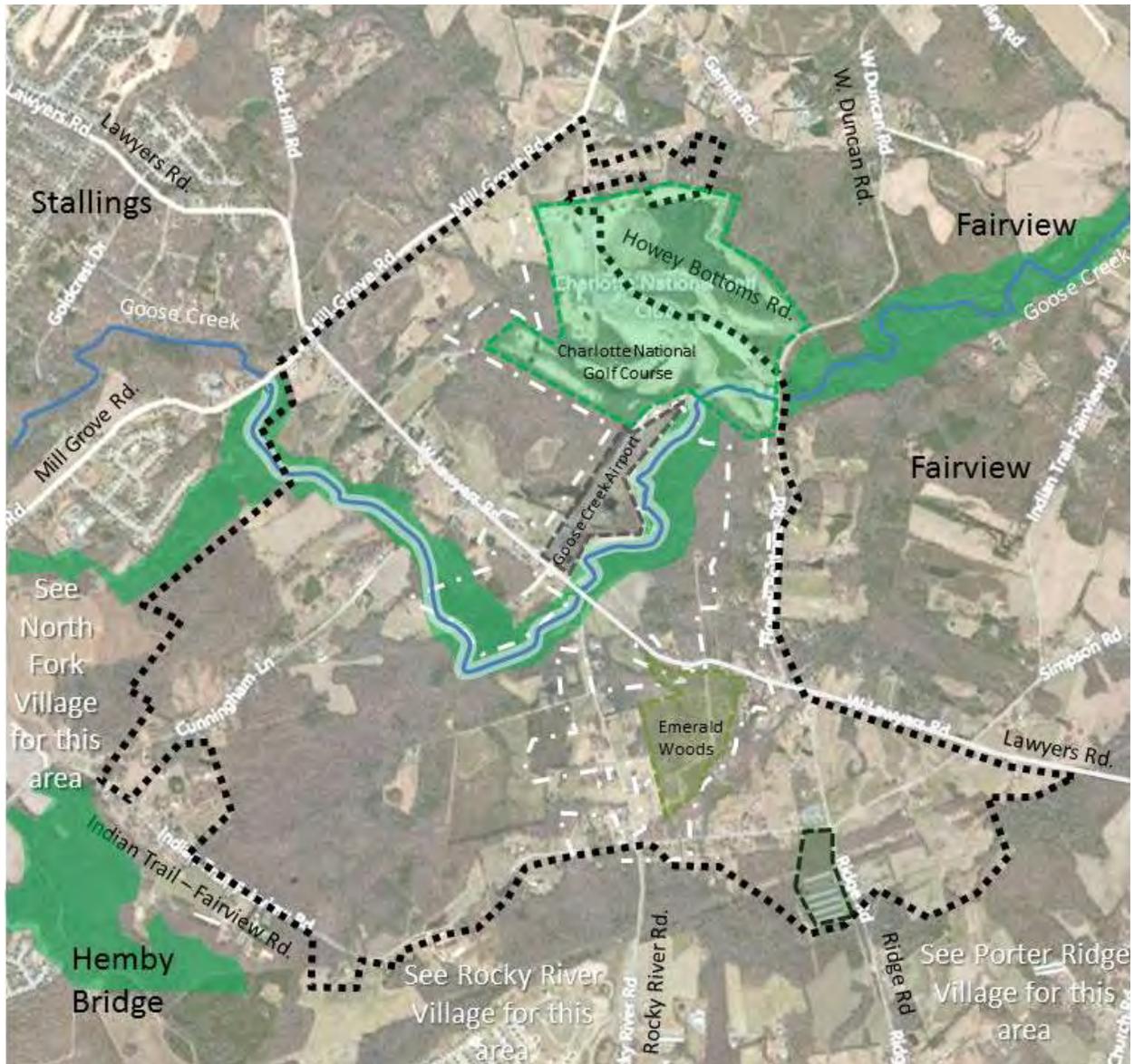


Fig. 5.1.17 Goose Creek Village Existing Land Use



Fig. 5.1.18 Goose Creek Village Future Land Use

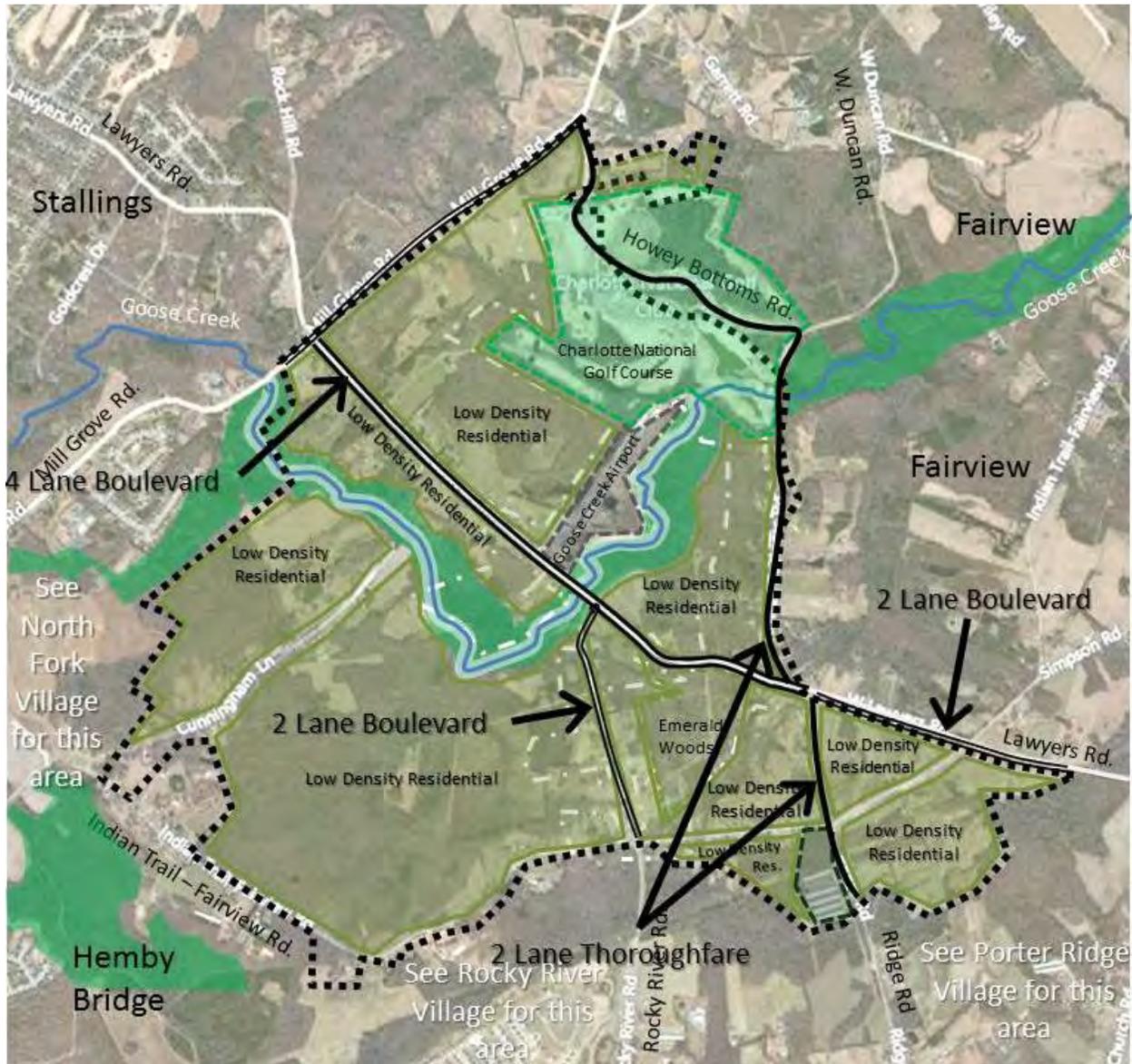


Fig. 5.1.19 Goose Creek Village Transportation



Fig. 5.1.20 Goose Creek Village Urban Design



Fig. 5.1.21 Goose Creek Village Plan

5.1.5 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 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 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 Center should become 4 Lane Village 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 provides for bicycle lanes and pedestrian sidewalks. The Indian Trail 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 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.

Village Capacity

Idlewild Village has an estimated current population of approximately 3,000 people. The future land use plan provides for an additional population capacity of approximately 2,000 people, for a total future population capacity of approximately 5,000 people, nearly all within the existing developments.



Fig. 5.1.22 Idlewild Village Existing Land Use

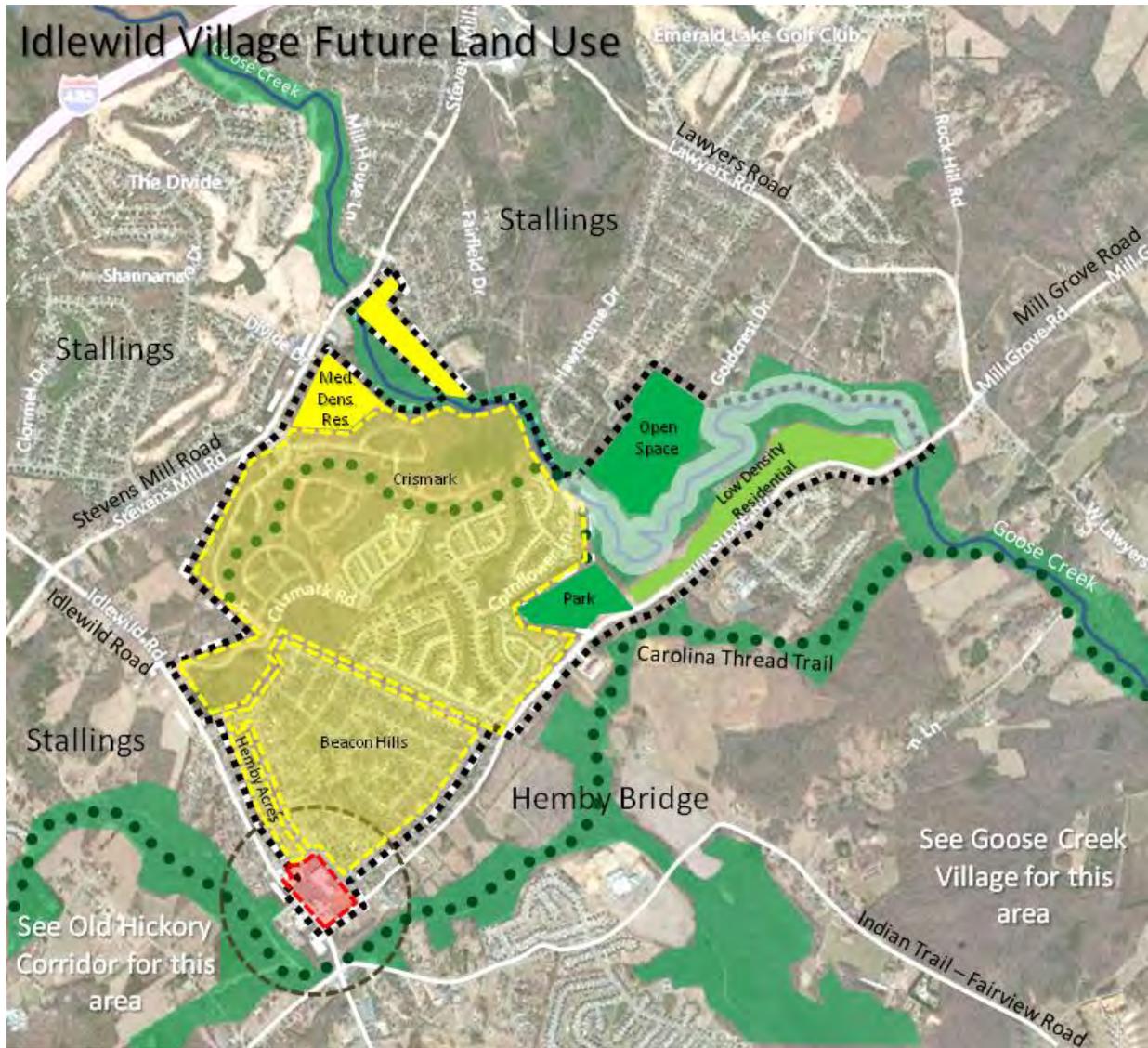


Fig. 5.1.23 Idlewild Village Future Land Use

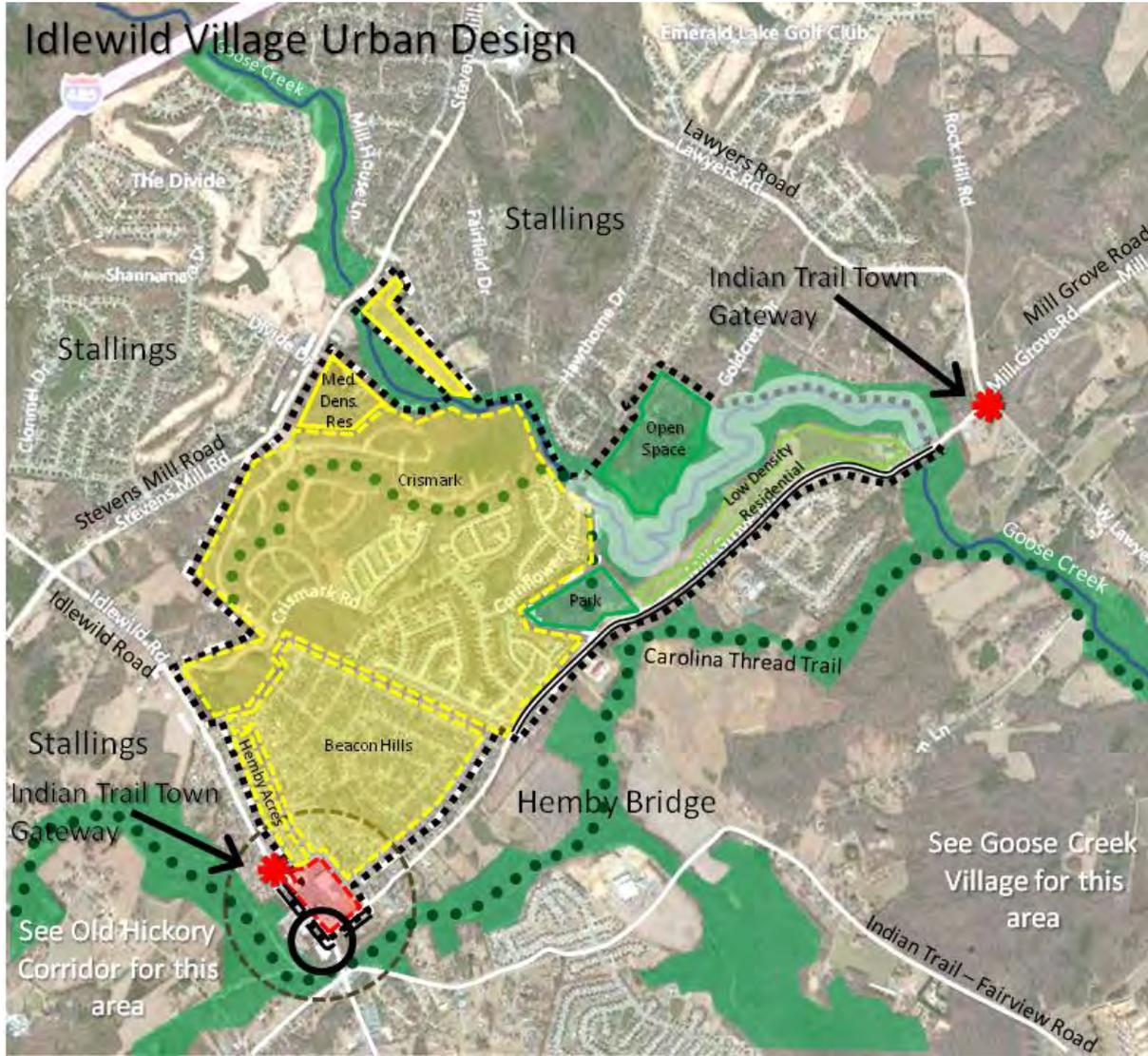


Fig. 5.1.25 Idlewild Village Urban Design

5.1.6 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. With the exception of Hartis Grove Church and the Satterfield subdivision, a small neighborhood, the 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, and a Moore Farm Village Identity Marker on Waxhaw-Indian Trail Road at or near the branch of Davis Mine Creek. This sign may be added later if annexation of the Planning Area within this village continues. The greenway environment of the branch of Davis Mine Creek should be a part of the village identity.

Village Capacity

Moore Farm Village has an estimated current population of approximately 150 people. If the Village were to completely build out, the future land use plan provides for an additional capacity of 1,300 people, for a total future population capacity of approximately 1,500 people.

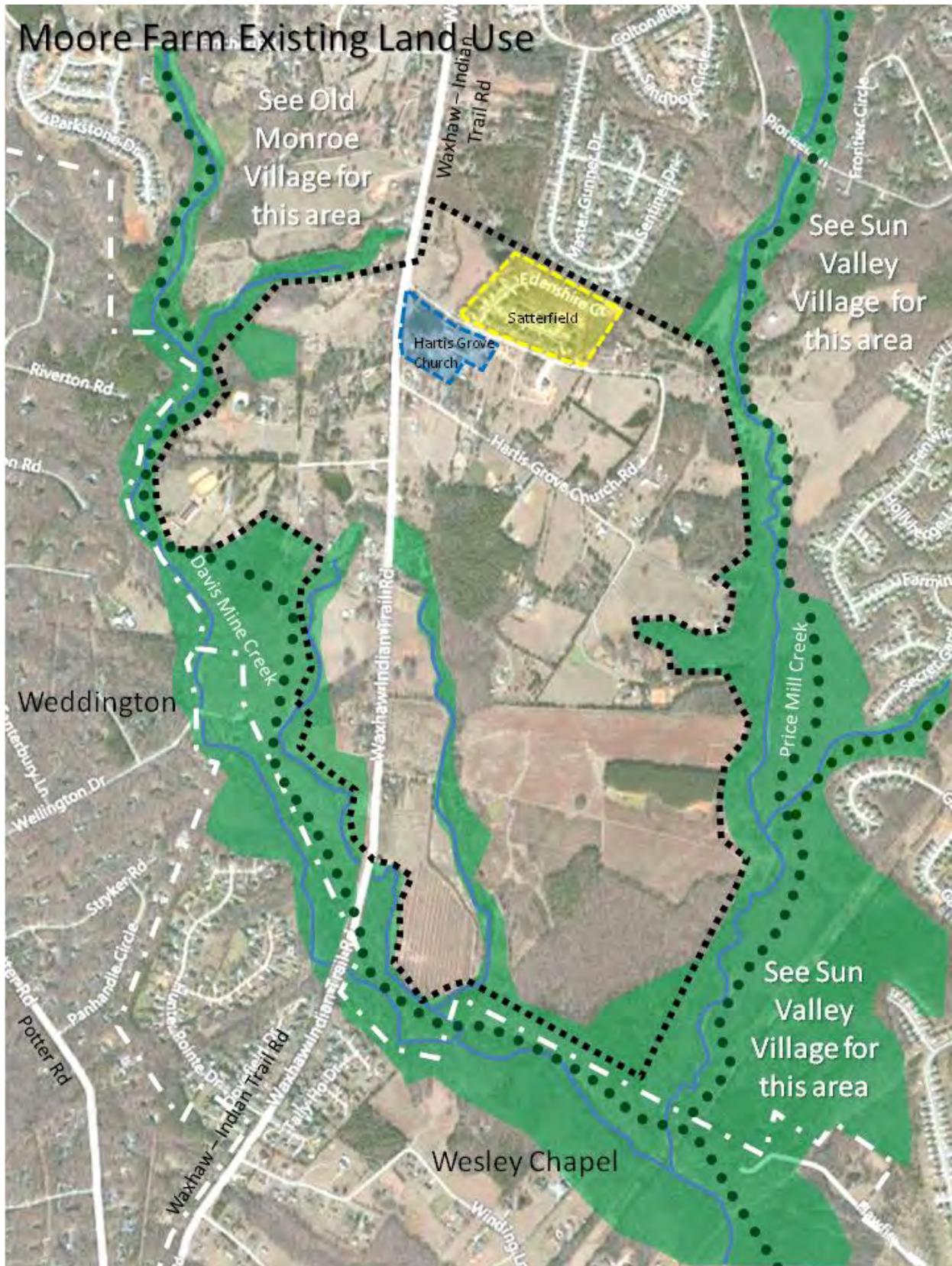


Fig. 5.1.27 Moore Farm Village Existing Land Use



Fig. 5.1.28 Moore Farm Village Future Land Use



Fig. 5.1.31 Moore Farm Village Plan

5.1.7 North Fork Village Plan

North Fork is a Village of residences ranging from medium density subdivisions to a portion of Bonterra's traditional neighborhood development 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 this part of Bonterra from the original part of that development that is in Rocky River Village. Idlewild Village lies to the northwest of North Fork Village, separated by a narrow strip of Hemby Bridge. While the eventual population growth in the Village could reach 4,000 people, a Neighborhood or Village Center has not been identified due to surrounding rural areas and nearby competing Neighborhood and Village Centers.

Even though the Monroe Bypass will border North Fork Village on its southwest side, there will not be a bypass 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, Traditional Neighborhood Development (TND) in the portion of Bonterra north of Crooked Creek, 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 of 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 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 Bypass 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, and a North Fork Village Identity Marker on Faith Church Road at the Monroe Bypass. A noise and visual buffer should be provided between the new medium density residential development south of Hemby Woods and the Monroe Bypass. Future development should take into account the location of the Monroe Bypass and incorporate measures to minimize noise and visual impacts.

Village Capacity

North Fork Village has an estimated current population of approximately 1,000 people. The future land use plan provides for an additional capacity of approximately 3,000 people, for a total future population capacity of approximately 4,400 people.

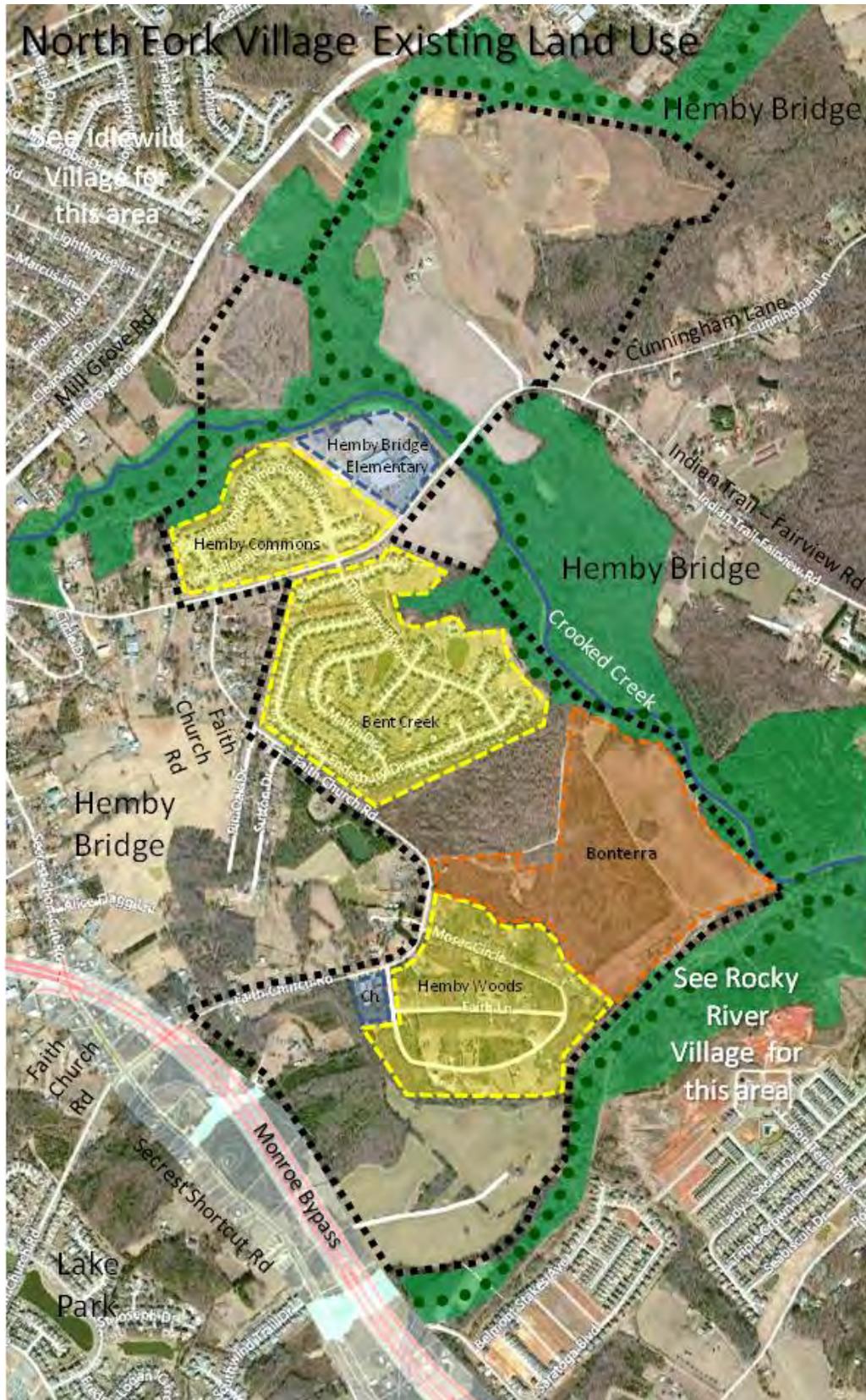


Fig. 5.1.32 North Fork Village Existing Land Use

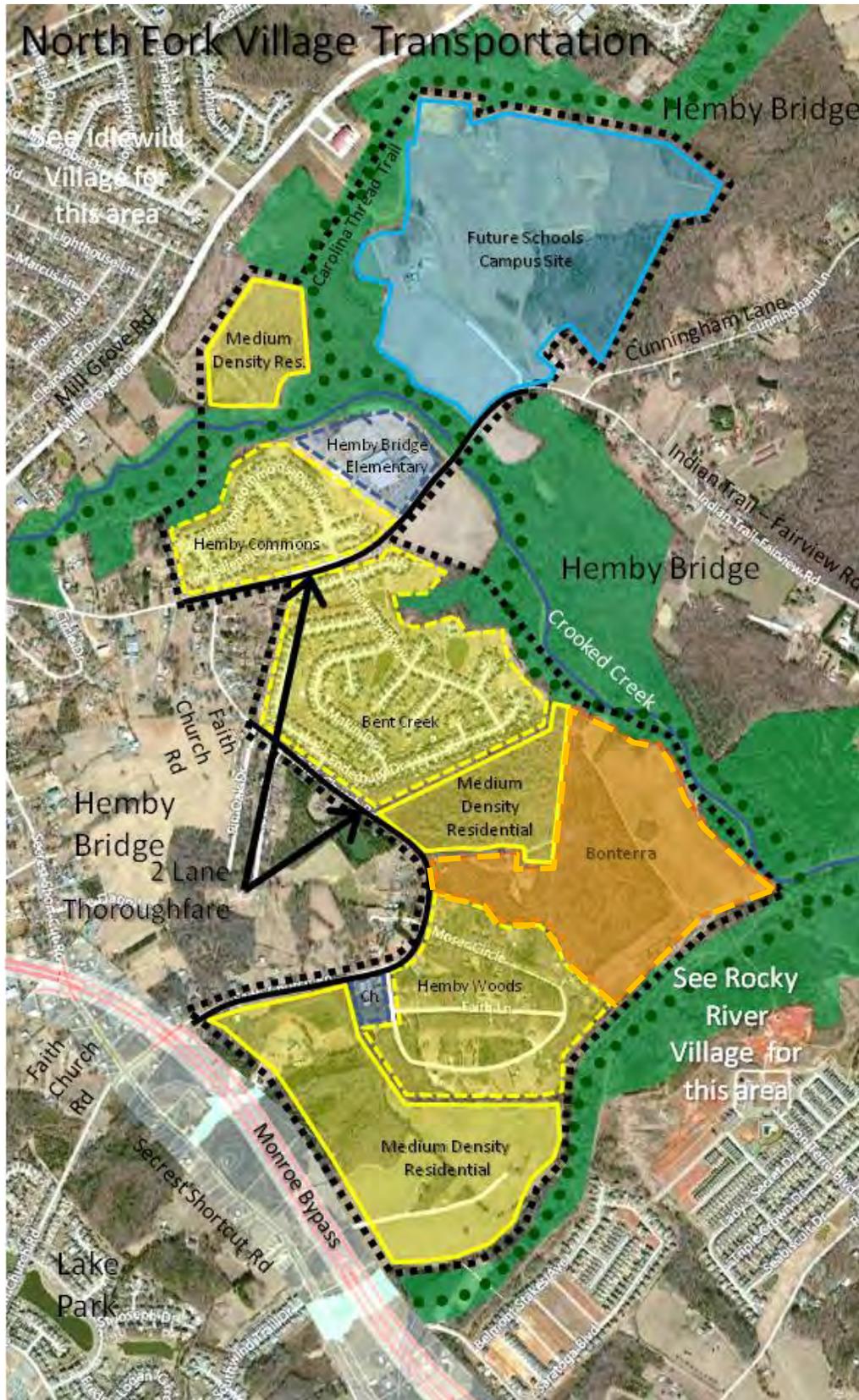


Fig. 5.1.34 North Fork Village Transportation

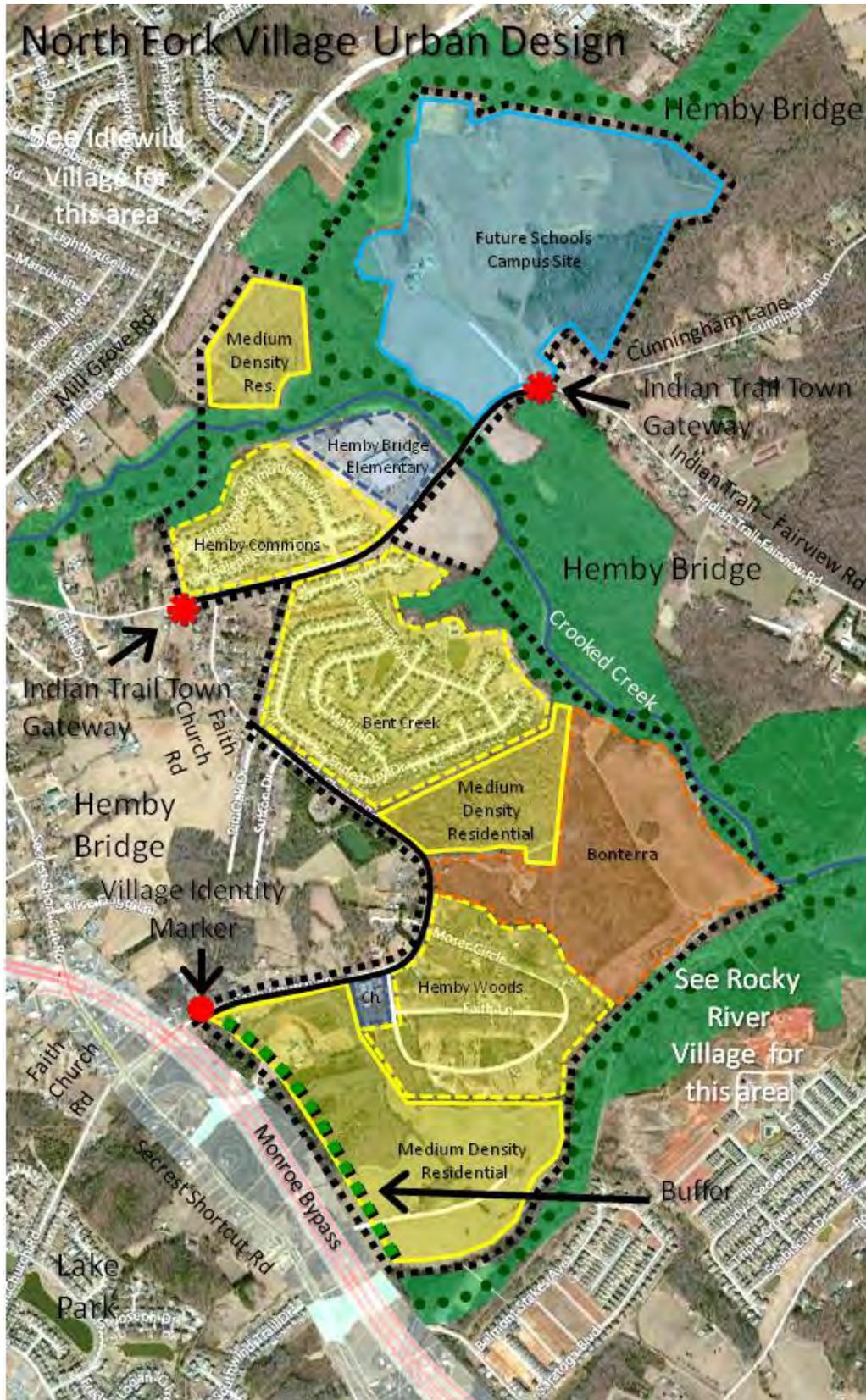


Fig. 5.1.35 North Fork Village Urban Design

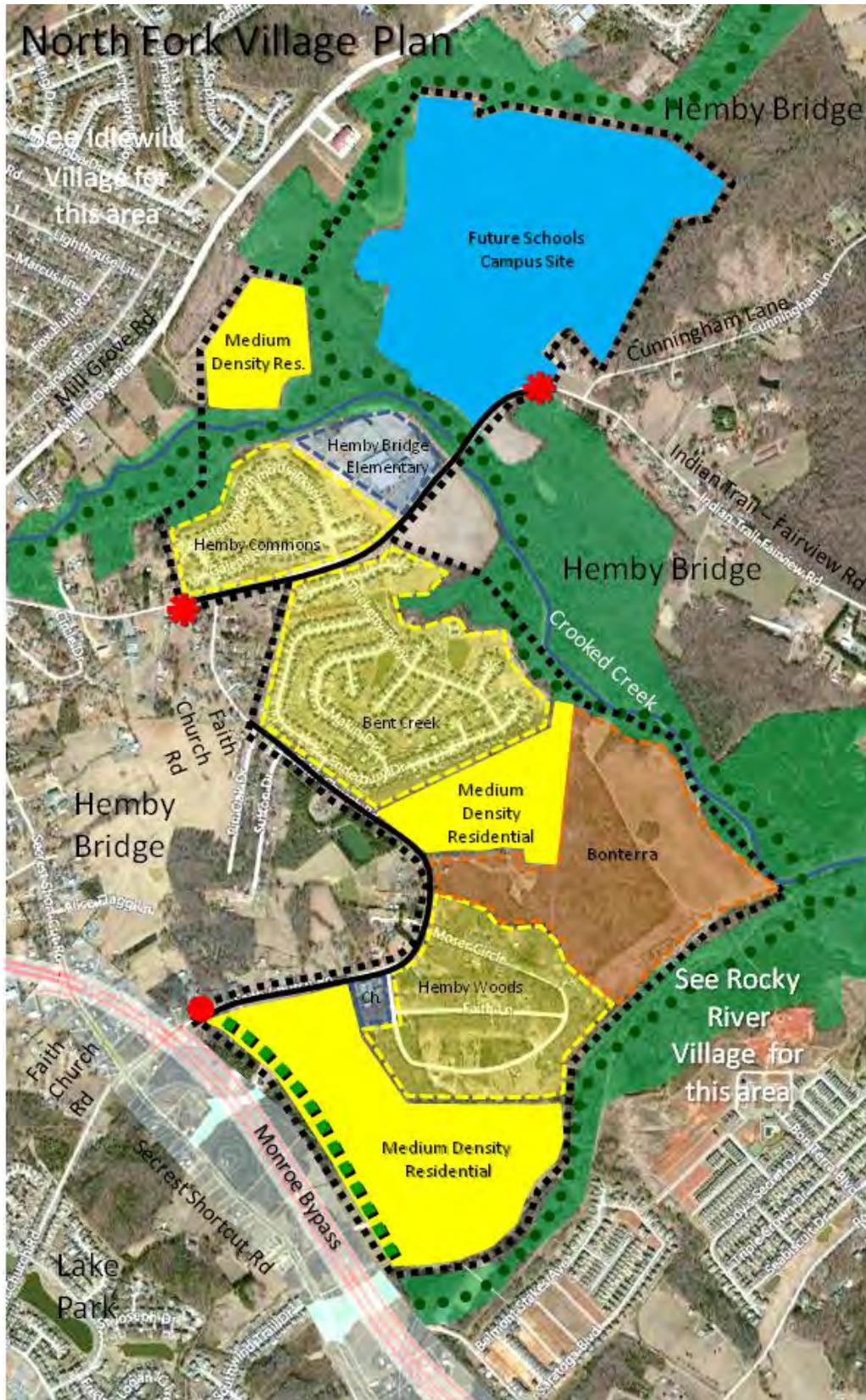


Fig. 5.1.36 North Fork Village Plan

5.1.8 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 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 Village Center at the intersection of Indian Trail Road and Old Monroe Road, which developed before the comprehensive plan Village 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 of 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 Village 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 Village Center Boulevards within the Village Center Overlay. Old Monroe Road southeast of Creekwood Bible Church should be a 4 Lane Boulevard, and Waxhaw-Indian Trail Road south of the Village Center Overlay should be a 2 Lane Boulevard. These typologies all provide for bicycle lanes and pedestrian sidewalks. The Indian Trail 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. Village Identity markers should be located on Chestnut Parkway at the East Fork of Crooked Creek, Chestnut Lane at Davis Mine Creek, Old Monroe Road at Sun Valley Village, and Waxhaw-Indian Trail Road at the branch of Davis Mine Creek. The creek environments should be incorporated as part of the Village Identity markers wherever possible.

Village Capacity

Old Monroe Village has an estimated current population of approximately 3,500 people. The future land use plan provides for an additional population capacity of approximately 2,000 people, for a total future population capacity of approximately 5,000 to 6,000 people.



Fig. 5.1.37 Old Monroe Village Existing Land Use



Fig. 5.1.38 Old Monroe Village Future Land Use



Fig. 5.1.39 Old Monroe Village Transportation



Fig.5.1.40 Old Monroe Village Urban Design

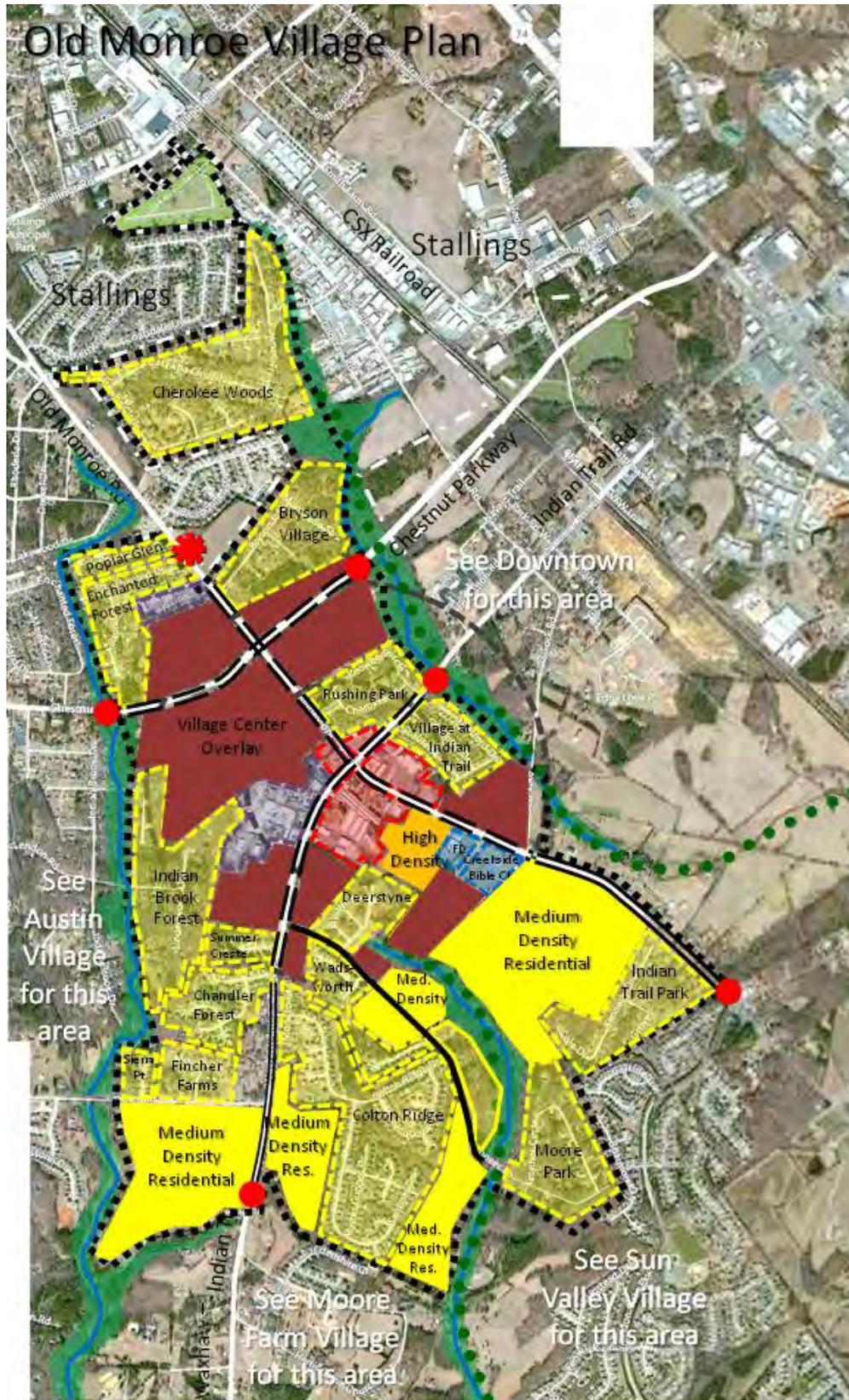


Fig. 5.1.41 Old Monroe Village Plan

5.1.9 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 Center planned for the intersection of Poplin Road and Rocky River Road will serve this Village, though none of its non-residential development will be located here. The Neighborhood Center Overlay will all be in Rocky River Village. The Town of Indian Trail Park and Greenway Master Plan indicates a neighborhood park in this 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, and Porter Ridge Village Identity Markers on Rocky River Road at the North Fork of Crooked Creek, on Ridge Road at the North Fork of Crooked Creek and the Unionville Town Limits, on Price Road at Rocky River Road, and on Poplin Road at Rocky River Road and the South Fork of Crooked Creek. The greenway environment of the North and South Forks of Crooked Creek should be a part of the Village Identity.

Village Capacity

Porter Ridge Village has an estimated current population of approximately 300 people. If the Village were to completely build out, the future land use plan provides for an additional capacity of approximately 1,700 people, for a total future population capacity of approximately 2,000 people.

