



INDIAN TRAIL

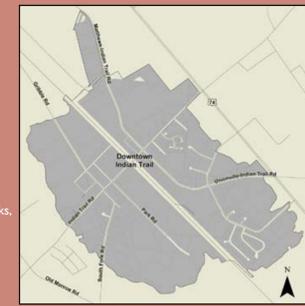
COMPREHENSIVE PLAN

The Comprehensive Plan provided guidance on future development within Indian Trail and establishes the basis for zoning, land use, economic development, public facilities and utilities decision-making by Town officials. It is the first Comprehensive Plan ever prepared for Indian Trail and should be used as a foundation for future plans and development documents. The Town Council adopted the Town's first Land Use Map and Zoning Ordinance in 1996. Although many amendments have been made to the map and ordinance, a comprehensive revision is needed after several years of rapid growth. The Town of Indian Trail's focus is on stabilizing the existing property base and improving the image of the Town of Indian Trail through public investment and the implementation of standards for future development. The Comprehensive Plan addresses commercial and residential land uses within Indian Trail. Ultimately, the Comprehensive Plan will result in the recommendation for and further creation of an updated zoning and subdivision ordinance that will create a stable, appealing and economically viable community. The Comprehensive Plan is the basis for establishing policies and priorities for coordinated development/redevelopment within the Town. It includes policy statements, goals, objectives, guidelines, maps and graphics that will serve as a foundation for future land use decisions by the Planning Board and Town Council. The Comprehensive Plan provides strategies to encourage economic development, quality residential growth, and general improvements for the protection of the quality of life for the Town's residents and businesses.

GOALS OF THE COMPREHENSIVE PLAN

The Town of Indian Trail established the following goals for the Comprehensive Plan:

- A. Quality of Life
 - 1. A unique identity for Indian Trail with common urban design elements implemented throughout the downtown as well as other key areas.
 - 2. Establishment of a park system in order to provide a better sense of community for Indian Trail residents.
 - 3. A diverse range of housing options, including varying densities of single family, multi-family, traditional neighborhood development (TND), and mixed-use communities in order to provide affordable living opportunities for a wide range of residents.
- B. Land Use
 - 1. A mix of different types of land uses and the avoidance of potential land use conflicts between neighboring properties and surrounding municipalities.
 - 2. A more balanced tax base by promoting the development of office parks, businesses, retail centers, and industrial parks.
- C. Transportation
 - 1. A plan to relieve congestion throughout Indian Trail that utilizes an improved thoroughfare plan and multi-modal transportation options that include automobiles, pedestrians, bicycles, and mass transit.
- D. Downtown Revitalization
 - 1. The downtown area should become a focal point that provides Indian Trail a gathering place for community events, while at the same time serving as a business and cultural destination for the local and regional population.
- E. Public Utilities
 - 1. Expansion and improvement of public utilities such as water, sewer, and storm water systems throughout the community.



In order to address these growth and development issues and challenges facing the Town of Indian Trail, a thorough analysis of existing conditions determined the existing demographic trends, natural environment features, public infrastructure, and economic development at the time the Comprehensive Plan was initiated in the Summer of 2004.

INDIAN TRAIL

PRIORITY PROJECTS & FUNDING

Through the public involvement process the following project priorities were identified by the community as necessary to promote the vision for downtown Indian Trail.

PRIORITY PROJECTS

1. Provide physical improvements to Indian Trail Road from Old Monroe Road to NC74 including:
 - A. Construction of new curb and gutter.
 - B. Sidewalk improvements including construction of planting areas with street trees, pedestrian scale lighting and pedestrian crosswalks.
 - C. Provide improved traffic signalization by studying the need for left-turn lanes on Indian Trail Road at Indian Trail Matthews Road.
2. Construct the Future Connector Road extension from Old Monroe Road to US 74 to alleviate traffic on Indian Trail Road and promote a pedestrian friendly environment in the downtown.
 - A. Alleviate congestion on Indian Trail Road by providing an alternative east/west connection through the downtown which adds to the overall network.
 - B. The addition of an east/west road reduces the demand of traffic on Indian Trail Road and provides opportunities to create a more active pedestrian friendly downtown.
3. Provide Open Space throughout the Downtown.
 - A. Promote a variety of courtyards, plazas parks, a civic open space and a network of greenways throughout the downtown.

Through the public process 5 methods of potential funding were discussed. These funding methods should be further evaluated based on the larger communities needs:

FUNDING STRATEGIES

1. Funding Priorities could include:
 - A. Creation of a Business Improvement District. (BID)
 - B. Apply for a Tax Increment Financing District. (Federal Match Program)
 - C. Promote Private Development Contributions.
 - D. Grant Funding.
 - E. Increasing the sales tax by .5 to 1.0 cent.

GOALS:

ACHIEVING THE VISION

- A. Retain and promote the small town character of Indian Trail through its architecture, streetscape, and redevelopment.
- B. Promote a walkable pedestrian friendly environment through improvements to the streetscape with street trees, landscape setbacks, plazas and parks.
- C. Promote a well defined downtown district for neighborhood retail, commercial, and office services.
- D. Provide a diverse range of residential housing types to promote a population with varied ages, races and socioeconomic backgrounds.
- E. Provide a variety of parks, plazas and open spaces to promote social interaction.
- F. Provide flexibility to meet economic changes and to allow incremental growth.
- G. Provide an interconnected street network with a hierarchy to relieve the increased traffic demand in the downtown area.



Downtown Indian Trail, c. 2026

ACKNOWLEDGEMENTS

- INDIAN TRAIL TOWN COUNCIL
 - Sandy Moore, Mayor
 - Dan Schallenkamp, Mayor Pro Tem
 - Mercedes Cass
 - Donald Helms
 - Shirley Howe
 - Ray Killough
- STAKEHOLDER COMMITTEE MEMBERS
 - Leroy Rushing
 - Jimmy Younts
 - Cindy Herron
 - Margie Timmons
 - Chuck Stein
 - Shelley Owens
 - Stevie Houser
 - Doris King
 - Mike Lunsford
 - Dean Arp
 - Jimmy Chrisawn
- PLANNING STAFF
 - Shelley Dehart, Planning Director
 - Susan Habina, Town Engineer
 - Doug Britt, Senior Planner
 - Lisa Walton, Junior Planner



Main Street Downtown Indian Trail, c. 2026

For more information about business development opportunities in Downtown Indian Trail, please contact:

Town of Indian Trail
 PO Box 2430
 Indian Trail, NC 28079
 (704) 821-5401
 www.indiantrail.org



"Indian Trail should be a vibrant and self-sufficient town with a unique identity. With a focus on downtown and its connections to surrounding neighborhoods and commercial area, Indian Trail can be a place where people live, work, and play in a safe environment. Diverse land uses served by an expansive transportation network create the opportunity for Indian Trail to effectively manage metropolitan growth pressures while at the same time preserve its small town character and rural amenities."

INDIAN TRAIL COMPREHENSIVE MASTER PLAN 2005

THE TOWN OF INDIAN TRAIL

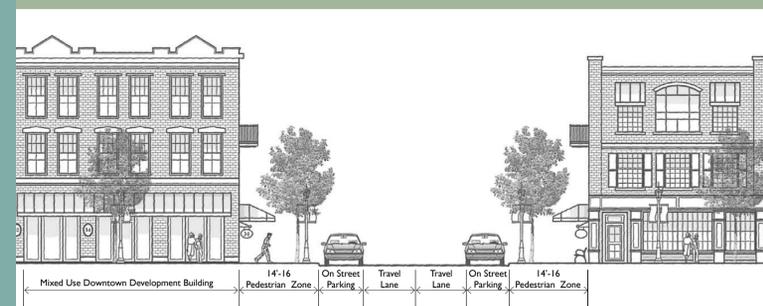
Downtown Master Plan



URBAN CORE: DOWNTOWN CORE



Downtown Master Plan



Downtown Streetscape Section



HNTB CORPORATION
 HNTB NORTH CAROLINA, P.C.
 121 WEST TRADE STREET, SUITE 2050
 CHARLOTTE, NC 28202
 704-372-8020

TOWN OF INDIAN TRAIL, NORTH CAROLINA
 Adopted August 1, 2006

RECOMMENDATIONS & IMPLEMENTATION

Site Development Guidelines

Indian Trail has a rich and diverse history that should be honored as the downtown continues to evolve into the primary identity for the community. These guidelines are intended to provide the basis for creating a vibrant downtown which promotes a diversity of uses and users, while promoting opportunities to live, work and play in the vision of its citizens.

This document serves to show, through descriptions and photographic examples how to create a lively and attractive downtown. It is the responsibility of property and business owners, developers, elected officials and citizens to use these Design Guidelines to help guide appropriate development for Indian Trail.

I. - Building Architecture and Orientation

The architectural style, scale and character of new and existing buildings will define the downtown and should promote a pedestrian friendly environment that represents the vision of its citizens. The physical relationship of buildings to the public street and its uses should reinforce the pedestrian scale. To promote a pedestrian-oriented environment in Indian Trail, it is important to maintain consistent and active storefronts. The public street should be the primary place for community interaction that invites pedestrians to use the downtown as a destination to live, to work, to play and to socialize.

A. Building Criteria

- New buildings should complement existing buildings in the downtown and should face the street with the primary building facade aligned with the front property line.
- The downtown area should have a maximum 40 foot building height limit not including the roofline to ensure appropriate pedestrian scale.
 - Building setbacks are encouraged on the upper floors to promote balconies and allow for natural light to reach the street level.
 - Non single family residential buildings should be a minimum of two stories.
- Buildings should use high quality materials that project a perception of warmth, permanence and quality.
 - Brick should be the primary building material and should match the color, quality and fire of the existing buildings.
 - Pre-cast, concrete and hardy board plank should be considered to accent building entrances, window and door trims, and balconies.
 - Visible roofing materials should be metal or slate, with asphalt shingles strongly discouraged.

B. Building Uses

- First floor uses should be predominantly commercial, retail

or office and should include awnings, pedestrian scale signage, primary entrances and large display windows.

- Other elements that contribute to interesting storefronts that should be considered are lighting, medallions, pilnths or columns, piers or pilasters, projecting signs, tile work, stone or concrete masonry, pedestrian scale signs and planter boxes.

II. - Public Parks, Plazas and Open Spaces

The downtown should promote a sense of community through the design and construction of a variety of parks, plazas and open spaces. These areas should be designed for safety, comfort beauty and social gatherings and should become places of community activity, as well as neighborhood identity.

A. Open Space Criteria

- Promote the design of a minimum 1.5 acre public civic open space on Indian Trail Road for town events and community gatherings as a compliment to the future Town Hall.
- Promote the construction of a variety of parks, plazas, and open spaces for both active and passive recreation that range in size from intimate scale to a future regional open space system. These open spaces should include, outdoor cafes, plazas, gardens, smaller parks, a civic or community open space and a regional parks and trail system which will create a diverse and extensive open space network.
- Require the construction of open space for new development.
- Promote the connectivity of the different open spaces through improved streetscape, sidewalks and lighting.
- Promote buildings with active uses such as retail shops and restaurants adjacent to public open spaces to promote active open spaces and a pedestrian friendly environment.
- Promote the connectivity of existing parks and open spaces such as Edna Love Park to the rest of the community through improvements to the streetscape, sidewalks and lighting.
- Promote the creation of two gateway parks to the downtown at both bridge locations on Indian Trail Road. Provide trailhead opportunities for a larger regional trail system.

III. - Promote Shared Parking Opportunities

The location, accessibility and proper visibility of parking lots are critical to creating an attractive downtown. Downtowns should be designed for the pedestrian while accommodating parked cars, not the reverse.

A. Parking Criteria

- Off-street parking lots should be located to the rear of buildings, rather than along the side or the front and should be shared by several businesses, where possible.
- Parking areas should be well lit for nighttime pedestrian and vehicular security and the lighting should not exceed 30 feet.
- Provide reduced minimum parking requirements for new non-residential developments that utilize shared parking.
- Parking lots should be well landscaped to reduce the visual impact of automobiles. The perimeter of the parking lots should provide a minimum 8 foot for landscaping.
- Canopy trees should be planted in parking lots to achieve minimum canopy coverage of 50 percent of the paved surface within 7 years. Paved areas should be enhanced with plant materials within a distance of no more than 35 feet.
- Existing parking areas located along public streets should be screened by low brick walls, landscaping, mounds or lowering the parking surface elevation. Screening methods should have a minimum height of 3 feet and a maximum height of 4 feet along public streets.
- Driveways should be located on side streets and alleys unless the primary street is the only means of access to the parking lot.

Where possible, driveways should be at least 150 feet from other driveways or intersections.

- Driveways should be consolidated or combined to provide access to two or more adjacent properties.
- No new driveway curb cuts should be created along Indian Trail or Indian Trail Matthews Road.

IV. - Promote Interconnected Streets

Streets are a significant component of the public space and play a major role in establishing the image of a community. They affect the health, vitality, quality of life, and economic welfare of the downtown as they set the framework for development. The design of a street is only one aspect of its effectiveness. How the street relates to the surrounding transportation network, land use system, and urban/neighborhood fabric is also crucial to its effectiveness.

A. Street Network

- Promote the creation of additional transportation options through the construction of new roads in the downtown, by creating a better connected network of streets.
- Promote the Future Connector Road from Old Monroe Road to US 74 to alleviate the current congestion on Indian Trail Road and provide another primary east/west connection through the downtown.
- Realign Park Road to connect to the Future Connector Road intersection and remove the Gribble Road connection to the north of Navajo Road.
- Promote additional street connections in the downtown to enhance residential, retail and commercial development.
- Promote sidewalks, tree medians and pedestrian scale lighting on existing and new streets.
- Promote pedestrian crossings at major intersections with enhanced pedestrian crosswalks, stamped asphalt, pavement markings, and signage for safety and security.

V. - Promote the Pedestrian Experience

The downtown should be designed for the pedestrian and should promote a vital active environment. Uses on the ground floor should promote opportunities for social interaction, shopping, eating and lounging. The area should be pleasing and safe to walk and provide an comfortable experience for the users.

A. Pedestrian Environment Criteria

- Streets should be designed to provide pedestrians with a comfortable, safe and engaging environment designed to separate pedestrians from vehicular traffic while providing interest to the users.
- Promote sidewalks throughout the downtown.
 - Residential areas should have a minimum 5 foot sidewalk with a minimum 6 foot planting strip located at the back of curb to separate pedestrians from vehicular traffic.
 - Commercial areas should have a minimum 8 foot sidewalk with a minimum 6 foot planting area for trees to be located in grates or raised planting beds.
- Buildings should incorporate plazas, public art, sidewalk cafe areas and other pedestrian amenities to promote pedestrian interest and activity in the commercial areas.
- Street trees should be provided at regular intervals of 40 feet on-center.
 - In areas with overhead power lines, street trees should be a smaller variety flowering tree.
 - In areas without overhead power lines, street trees should be large canopy trees.
- Encourage undergrounding of existing utilities.
- Street lighting should be designed at a pedestrian scale with maximum height of 15 feet located a maximum of 100 feet on-center.
- Lighting fixtures should be designed so they are integrated into the architecture and the site.
- Streetscape furniture should be incorporated in front of commercial buildings. Public open spaces should include lighting benches, bollards, bike racks and trash receptacles.
 - Site furniture should be compatible with the style, color and architectural form of the buildings.
- Promote the creation of a network of bicycle and pedestrian pathways utilizing the sidewalk and trail system to facilitate non-automotive circulation in the downtown.
- Promote pedestrian crossings at signalized intersections. Mid-block crossings should be carefully designed to ensure pedestrian safety including, pavement markings, signage, and other safety methods.



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INDIAN TRAIL

downtown master plan

Downtown Master Plan

