



TOWN OF INDIAN TRAIL

2023 DOWNTOWN MASTER PLAN



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Town of Indian Trail
315 Matthews-Indian Trail Rd
Indian Trail, NC 28079
<https://www.indiantrail.org/>

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INTRODUCTION

PURPOSE

The Town of Indian Trail Downtown Master Plan is a strategic guide that outlines the goals and vision for the community, its future, and establishes action-oriented implementation strategies. This effort is undertaken in part to serve the existing and future population of Indian Trail and to ensure that visitors and residents alike may enjoy a vibrant and sustainable downtown. Additionally, this planning effort allows the Town to consider incoming population growth within the region and to plan accordingly for future needs. Elements of the Plan include a review of existing plans, community involvement, updating or enhancing town policies and ordinances, creating a vision for development, and identifying priorities and goal-oriented action items.

The Downtown Master Plan serves as a framework for the future of Indian Trail. Developed through a process of community involvement and stakeholder input, the plan represents the shared vision of what the community wants to become and strategies that will help them get there. In general, good planning represents good stewardship. For Indian Trail, community planning has established the framework that has contributed to the successful, livable community the Town has become today. This current planning effort requires a new, focused look at how the Town can achieve the goals of a livable downtown while maintaining a high quality of life for a diversifying population. Establishing these goals is critical to guide Indian Trail successfully forward

for the next ten to fifteen years toward the desired future condition.

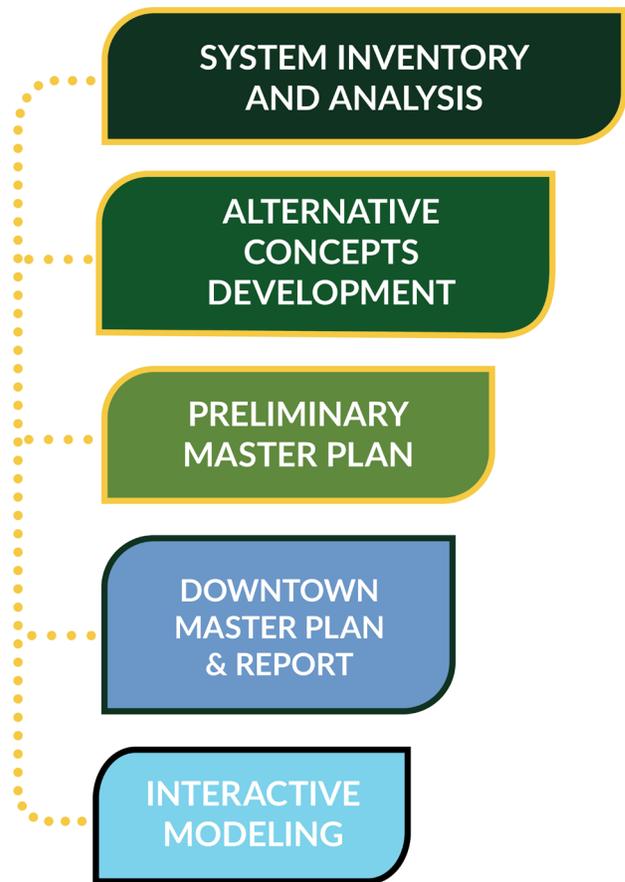
This Plan will serve as a foundation for other planning efforts, policy decisions, and the utilization of resources to facilitate growth and encourage new development in Indian Trail. North Carolina General Statute (G.S.) 160D-501 mandates that a local government shall adopt a comprehensive plan, G.S. 160D-604(d), -605(a) and -701 requires that local governments make zoning regulation amendments in accordance with an adopted comprehensive plan. It must include a statement describing the amendment's consistency with the adopted plan and why the action is reasonable and in the public interest. Successful adoption of the Downtown Master Plan and acknowledgment of concurrent amendment to the Town's comprehensive plan will provide the necessary basis for future zoning changes as well as provide additional support for budgeting decisions, public works programs, and development projects.



PLANNING PROCESS

The Downtown Master Plan is intended to be used by all parties involved with planning, policy recommendations, resource allocation, and development strategies in the planning of Downtown Indian Trail. As a comprehensive resource, this plan will influence multiple facets of downtown, including but not limited to: updated policies and ordinances, development plans, infrastructure and utilities, transportation, parks and greenways, brownfield and infield development policies, streetscape redevelopment, and recommended revisions to land use and zoning maps.

This plan has been developed in a linear process, building upon previous planning and policy documents that began with an overview of the planning context and community inventory, analysis of public and stakeholder priorities, formation of a shared long-range vision, and implementation strategies, recommendations and priority action items.



Plan creation process

INTRODUCTION

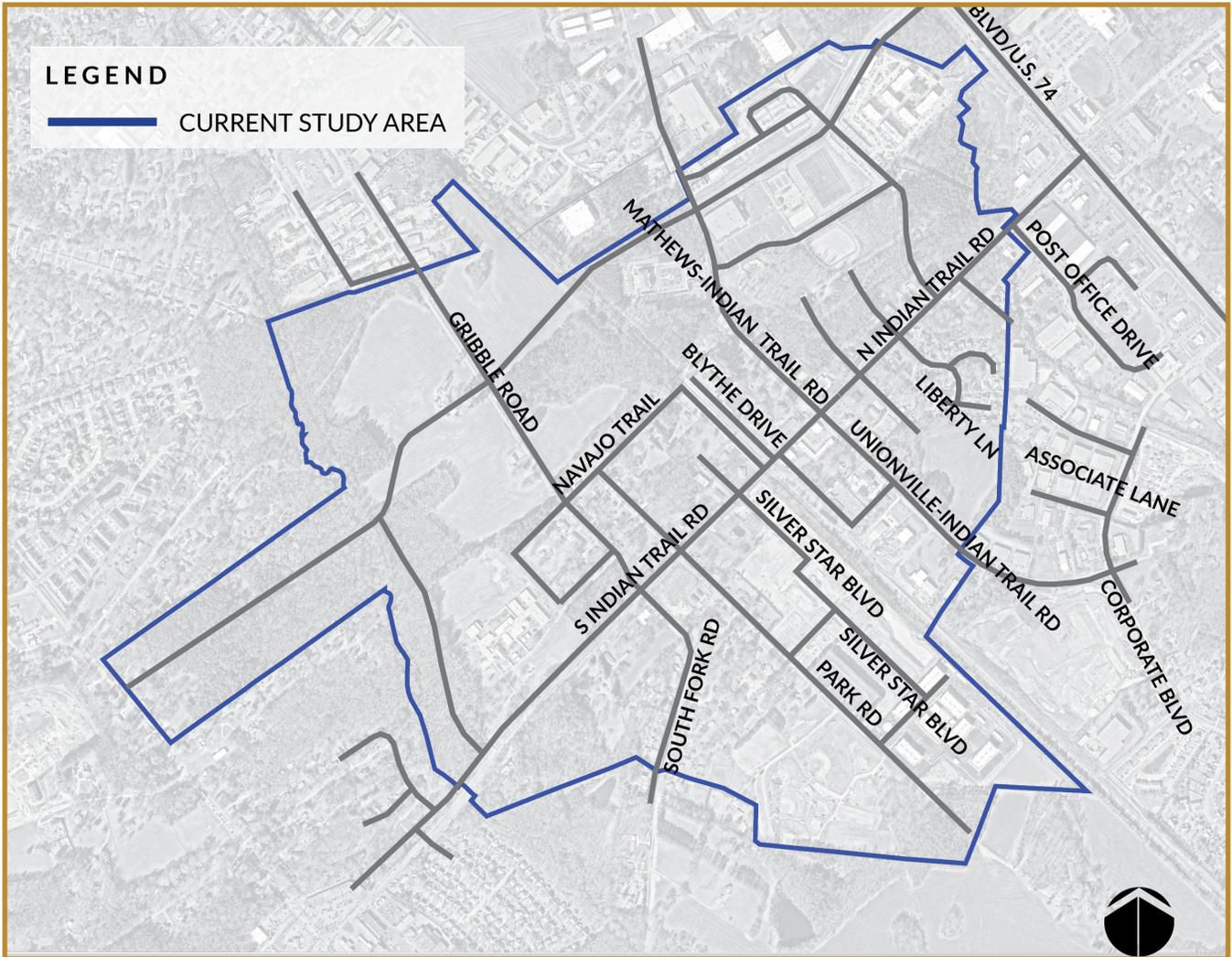
STUDY AREA

Indian Trail is located southeast of Charlotte. The Town was incorporated in 1907, due largely in part to its proximity to the Seaboard Railroad. Today in fact, the downtown is bisected by railroad tracks which are owned and operated by CSX Railroad. Notably, the name, “Indian Trail” was given to the Town due to its strategic location between Petersburg, Virginia, and a historic tribe of settlers known as the Waxhaw Indians.

The Study Area used in this plan builds off the previous Downtown Master Plan adopted in August of 2006. However, this planning effort did modify the boundaries of the Study Area to account for expanded mixed-use opportunities and to remove industrial uses from the planning considerations. A map of the study area is on the following page.



Images of areas of Downtown Indian Trail as it exists today



Current study area

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SITE INVENTORY & ANALYSIS

SITE CONTEXT

The Town of Indian Trail is in Union County, North Carolina, within the Charlotte metropolitan area. Railroad tracks running northwest divide the study area. These tracks run parallel to US-74, which runs



Existing Downtown Overlay District boundary

northwest just outside of the downtown. Many streets within the Town core are designed to primarily serve the proximate neighborhoods, however South Indian Trail Road, North Indian Trail Road, Matthews-Indian Trail Road, Park Road East, and Gribble Road form larger transportation arteries. The study area of this Downtown Master Plan utilizes these larger routes and is bounded largely by the Town's Downtown Zoning Overlay.

SITE OBSERVATIONS

The following observations were collected on site walks within the project study area, which focused on significant streets within the downtown area. Observations are organized by street and summarized below.

GRIBBLE ROAD

The portion of this road within the project area is largely undeveloped. Institutional and residential buildings are present close to South Indian Trail Road, with more farmland as the road navigates northwest. Industrial uses flank the farmland to the north. There is no sidewalk infrastructure on Gribble Road.

SOUTH INDIAN TRAIL ROAD

This road is considerably less urbanized than its continuing section located north of the railroad where it becomes North Indian Trail Road. The two-lane road is paralleled by a sidewalk on the north



side of the street. The sidewalk supports the limited pedestrian-oriented mobility within this corridor.

Most facilities along this section of road front onto North and South Indian Trail Road, instead of facing the adjoining streets. Uses along the corridor include two churches, a Boy Scout's lodge, a pharmacy, and residential neighborhoods primarily accessed from adjoining roadways. Buildings are spaced apart, giving the street a more rural feel despite the pedestrian amenities.

The most considerable factor of this road is the construction of the Towne Centre project, which will include commercial businesses with residential condominium units over some of the first floor building units, townhomes, and apartment buildings to the rear (Ardmore Apartments). Its impact on this road remains to be seen, however it is anticipated that this connection will provide various walkable

opportunities albeit also increasing automobile traffic within the study area.

NORTH INDIAN TRAIL ROAD

Commercial uses dominate this section of the project area. The corridor is primarily automobile dependent, with a sidewalk largely present on the north side of the roadway and in limited areas on the south side. Buildings are mostly one-story brick structures. As the street heads northeast, single-family residences front the street on the north and neighborhood access roads connect to the south.

The intersection of this road with Matthews-Indian Trail Road and Unionville-Indian Trail Road is considered by many the “core of downtown.” A collection of commercial buildings and shops attracts visitors and seems to serve as the central hub of the community. Wayfinding signage welcomes visitors and directs them to the Town’s amenities.



South Indian Trail Road



North Indian Trail Road at Unionville-Indian Trail Road

SITE INVENTORY & ANALYSIS

The buildings here are set back from the street with front-loaded parking lots, allowing asphalt and vehicular traffic to dominate this corridor. Pedestrian circulation and comfort here are a challenge, a feeling that is strengthened by the lack of existing street trees.

One particularly notable condition on this section of the road is the lack of individual driveway curb cuts. Several businesses have long, continuous driveway access from the road, allowing vehicular access at any location along the frontage of the property. This presents potential conflicts and safety concerns for automobiles and pedestrians.

CHESTNUT PARKWAY

Less than a half a mile, this road runs southwest from U.S. 74 and ends at the intersection with Matthews-Indian Trail Road. The north side of the road includes The Grove at Chestnut Park townhomes and the Mecklenburg Swim Association (MSA) pool facility. Along the south side of Chestnut Parkway is Elan Apartments and Chestnut Square Park. The Chestnut Parkway extension is planned from the intersection of Matthews-Indian Trail Road west to intersect with Old Monroe Road.

PARK ROAD

This road runs southeast from South Indian Trail Road and parallel to the railroad tracks. Sidewalk is present only on the southern side of the road, though sidewalk is proposed on the northern side as part of the Towne Centre project. From its intersection with South Indian Trail Road, the properties on the south side of Park Road transition from single-family residential buildings to commercial facilities and culminate with Edna Love Park. The northern side of Park Road is dominated by the Towne Centre development, which will include mixed-use buildings and apartments. It should be noted that the Towne Centre development wraps around a cemetery on this side of the street. The importance of this corridor is tied to its connection to the Towne Centre development and Edna Love Park. These two facilities offer commercial, residential, and recreational opportunities on the southern side of

the railroad. The corridor is approximately ¼-mile in length, a walkable distance from the central core at Indian Trail Road.

MATTHEWS-INDIAN TRAIL ROAD

This road runs northwest from North Indian Trail Road and serves as the primary route to Town Hall, Atrium Health Medical Center (Union West), and a light industrial area north of the study area. Sidewalk runs along the eastern side of the street, but with a few missing sections. Offices and single-family residential properties flank the street between Indian Trail Road and Town Hall. A new development across from Town Hall, The Grove at Chestnut Park, fronts Chestnut Parkway and Chestnut Square Park. This new development includes private and public recreation facilities, townhomes, and apartments. Industrial facilities reside north of the townhome developments.



Matthews-Indian Trail Road

PREVIOUS PLANS AND STUDIES

The Town of Indian Trail has invested in a number of long-range plans and studies over the previous years. These documents provide important information that is used to lay the foundation for our work. The following documents have been reviewed and are summarized below:

- Indian Trail Downtown Master Plan (2006)
- Indian Trail Comprehensive Pedestrian Plan (2009)
- Indian Trail Bicycle Master Plan (2011)
- Imagine It Comprehensive Plan (2013)
- Charlotte Strategic Mobility Plan (2022 [draft])
- 2041 Comprehensive Plan (2022)

INDIAN TRAIL DOWNTOWN MASTER PLAN (2006)

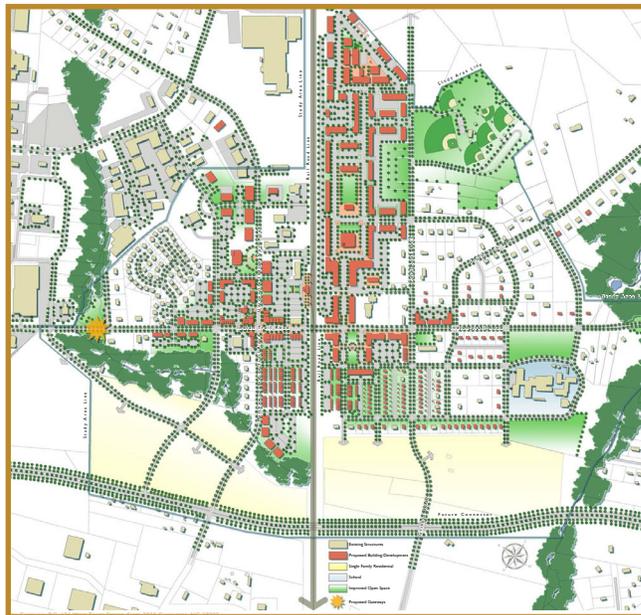
The 2006 Indian Trail Downtown Master Plan was prepared by HNTB and adopted in 2006. The plan envisioned a vibrant downtown complete with a new town hall, increased economic growth, and renewed focus on the pedestrian experience.

While all of the recommendations of this previous Master Plan have not been realized as envisioned, the plan explored relevant funding strategies that could be incorporated into the current downtown planning effort. The plan also outlined multiple goals of downtown improvements within Indian Trail, particularly through architecture, landscaping, transportation, and a variety of development efforts.

The 2006 Indian Trail Downtown Master Plan offers a number of recommendations for achieving the goal of a vibrant downtown. A few of these recommendations align more closely with the 2006 vision of an Indian Trail downtown and are no longer as strongly tied to the current vision of the Town. For example, one of the primary goals was to alleviate traffic congestion whereas the current climate is about a more comprehensive solution with complete streets. Complete streets will not only alleviate some traffic congestion but also provide safe access for pedestrians, cyclists, and all modes of travel.

Many of the aspects within this plan, however, are strongly supported in the current planning effort.

Most notably, the primary goal of the 2006 plan was to retain and promote the small-town character of Indian Trail through its architecture, streetscape, and redevelopment, an objective that remains relevant to the Town. Also of note, the proposed “footprint” of the 2006 plan remains largely in alignment with today’s infrastructure.



2006 Indian Trail Downtown Master Plan Cover

INDIAN TRAIL COMPREHENSIVE PEDESTRIAN PLAN (2009)

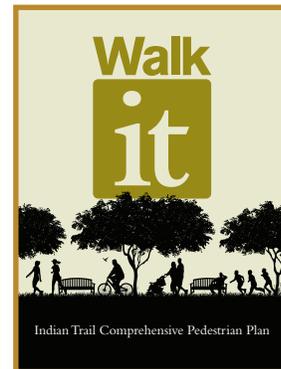
The first comprehensive plan for the Town of Indian Trail was developed in 2005 and sought to create a more pedestrian friendly community at-large, leveraging the Town’s Land Use Plan, Downtown Master Plan, and Unified Development Ordinance. The Town’s pedestrian goals were reinforced when the Town was awarded the NCDOT Pedestrian Planning Grant in 2007. The Indian Trail Comprehensive Pedestrian Plan, approved in 2009, was the next installment of the Town’s commitment to planning for pedestrians within their community. The plan reviewed the existing pedestrian network of the Town, identified challenges, and communicated programs and policies that will aid in the creation of a more complete and developed pedestrian network.

SITE INVENTORY & ANALYSIS

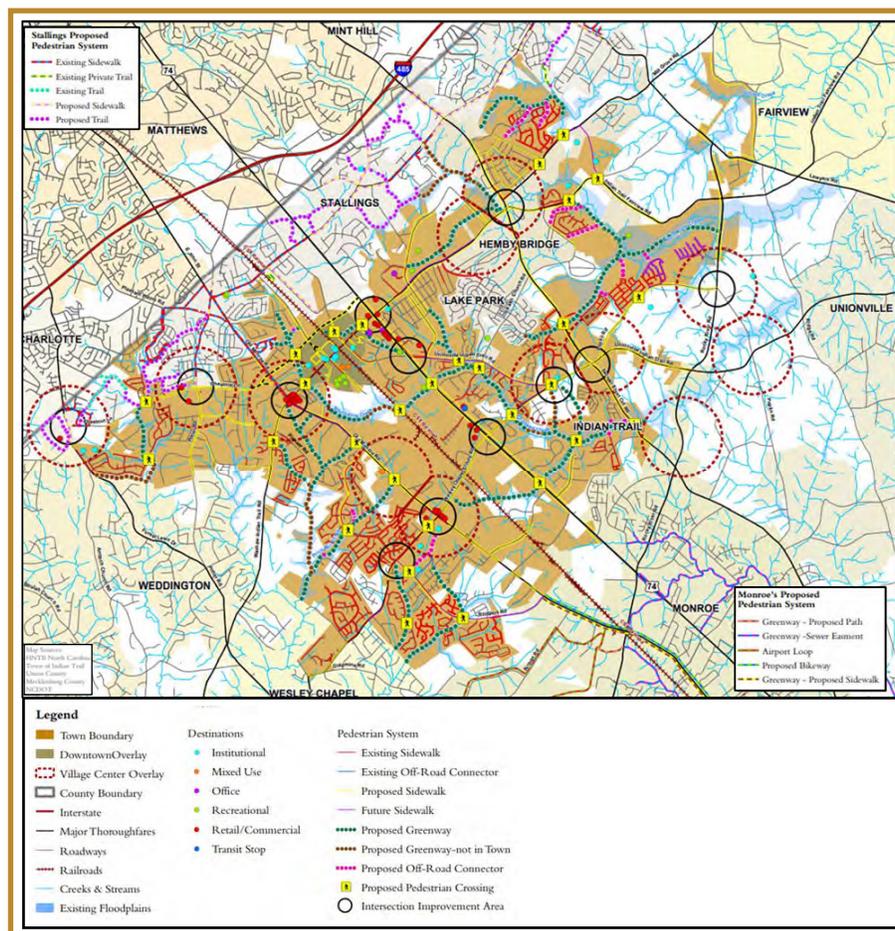
A primary driver for the Town of Indian Trail was promoting economic and recreational opportunities for residents and visitors. Serving as a framework to implement this goal, the 2009 Pedestrian Plan called for increased pedestrian connectivity, illustrating this with a Pedestrian Plan Map that encompassed the downtown area.

Though this plan was prepared over a decade ago, pedestrian infrastructure remains a consistent shortcoming as the demand for residential and commercial development has driven Indian Trail's growth. The Pedestrian Plan Map can still be cross-referenced as we determine the infrastructure needs within the Downtown by seeing what has been accomplished and what remains. This document

emphasized connectivity, increased economic opportunity, and overall community cohesion, elements that remain significant to an enjoyable downtown. Note: this plan is currently being updated in 2023.



Indian Trail Comprehensive Pedestrian Plan Cover



2009 Pedestrian System Map

INDIAN TRAIL BICYCLE MASTER PLAN (2011)

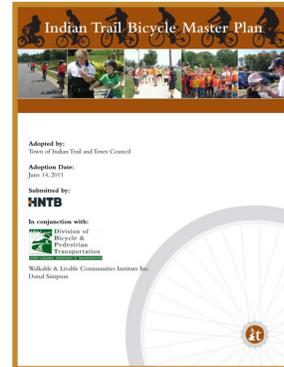
The 2011 Indian Trail Bicycle Master Plan was funded by a 2009 Bicycle and Planning Grant from the NC Department of Transportation (NCDOT) and matching funds provided by the Town of Indian Trail. This plan indicated a need for bicycle facilities to accommodate the growing population of the Town and echoes its commitment to improving pedestrian and bicycle mobility. The Town has been unable to incorporate bike lanes into the existing roadway network, many of which are two lane roads with no shoulders and drainage ditches on either side.

Several public outreach events were hosted by the Town over a 12-month period to gather feedback on the plan and community perspectives. Events included Steering Committee meetings, Stakeholder Interviews, Public Workshops, Bike Rodeos, Visual Surveys, a Bicycle Audit, the use of Facebook, and an online survey. The Town of Indian Trail engaged the NC Department of Transportation, the Bicycle Master Plan Steering Committee, members of the Town Council and Planning Board, several staff members, and countless members of the community. The bicycle rodeos in particular were well attended by children who provided insight into their needs for bike lanes and education around bicycle safety.

At the time of publication, there were no bike lanes within Indian Trail, just small segments of a multi-use path along U.S. 74, which followed new requirements detailed in the Town's UDO. These new regulations require developments to provide bicycle and pedestrian infrastructure as a way to connect the Town's multi-modal paths.

The plan remains relevant to the Downtown Master Plan as it represents a somewhat recent inventory and analysis of the bike path infrastructure needs within the Town. The plan provides a detailed implementation matrix for future locations throughout the Town, and provides funding sources, design guidelines, potential community and government partnerships, and maintenance responsibilities.

Integration of this document into the current planning effort will guide the strongly supported multi-modal aspect of this plan.



Indian Trail Bicycle Master Plan Cover

IMAGINE IT COMPREHENSIVE PLAN (2013)

The 2013 Indian Trail Imagine IT Comprehensive Plan gathered insight on the growing population's needs as well as the community elements they wanted to see preserved. Continuing the efforts of the 2005 Comprehensive Plan, the 2013 Imagine IT Plan asked residents to imagine their dream town and provide suggestions and themes of how Indian Trail could grow into this image over time. The plan noted that if these ideas could be met and provided for, Indian Trail would be a vibrant, unique, and self-sufficient town where people could live, work, and play in a safe environment. The collaborative engagement effort over several months allowed the Town to gather valuable insights from dozens of stakeholders and residents.

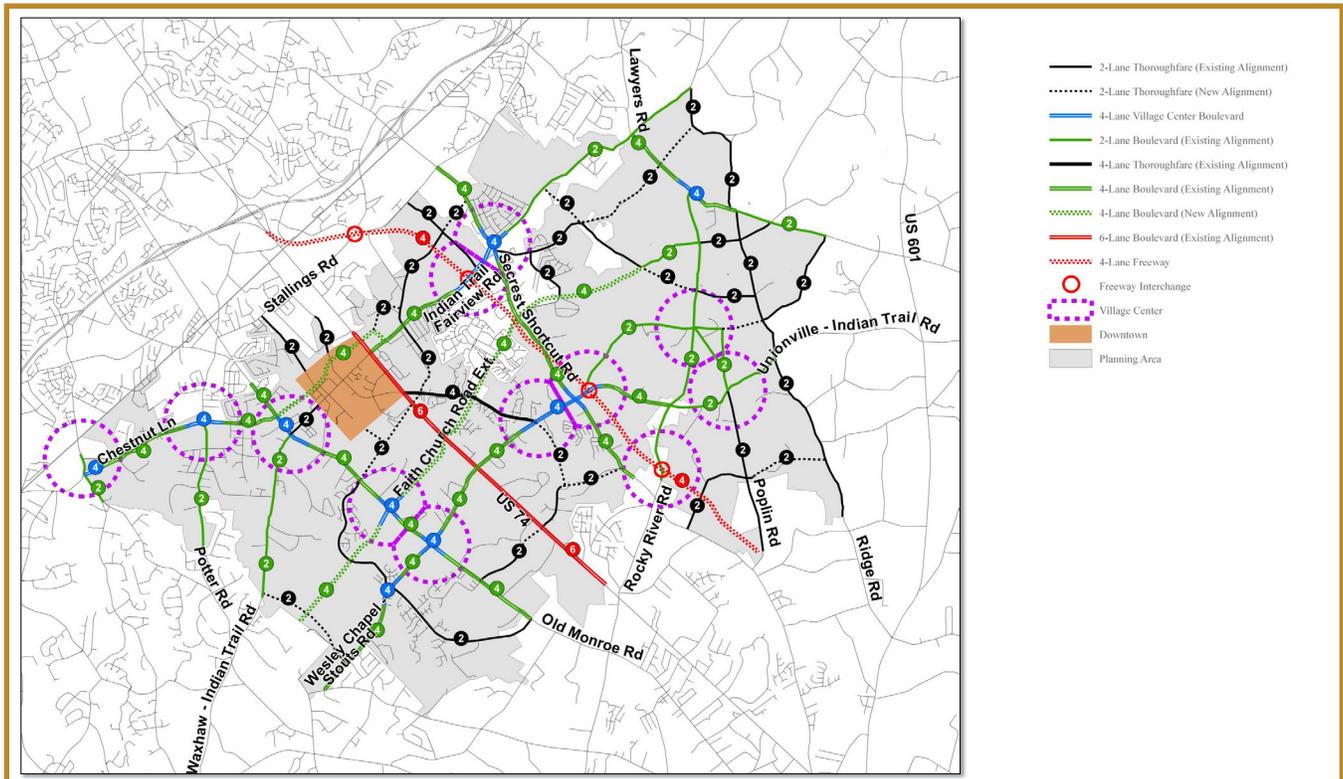


Imagine IT Comprehensive Plan Cover (2013)

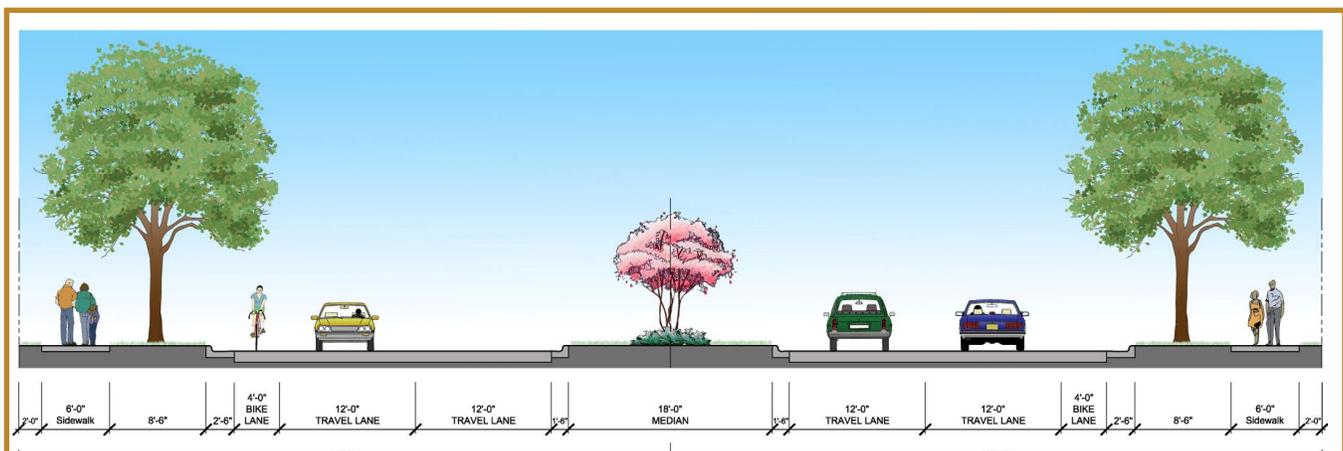
SITE INVENTORY & ANALYSIS

The 2023 Indian Trail Downtown Master Plan will include zoning guidelines and design standards that build upon the future land use zoning recommendations highlighted within the Imagine IT Comprehensive Plan. As an example, the master plan will aim to create a more pedestrian-focused downtown with zoning that permits uses and

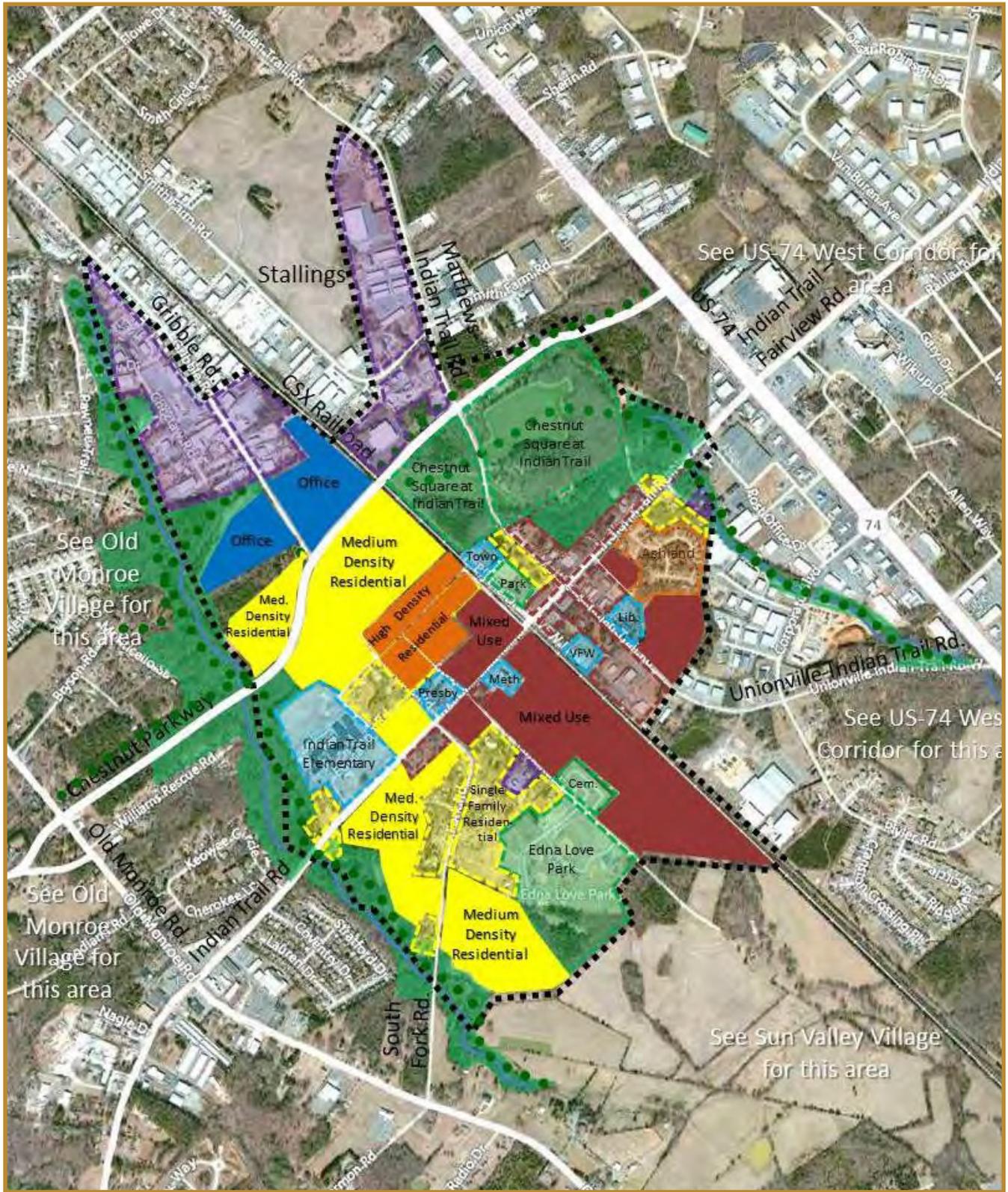
businesses that drive foot traffic. Complementary design standards and streetscaping in the Downtown area will help to encourage economic development while preserving the Town's small-town character.



Proposed Roadway Network (2013 Imagine IT Comprehensive Plan)



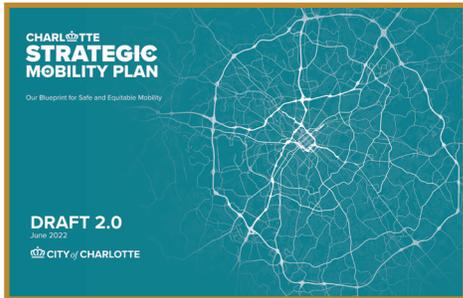
Four Lane Boulevard Cross Section (2013 Imagine IT Comprehensive Plan)



Downtown Plan Future Land Use Map (2013 Imagine IT Comprehensive Plan)

SITE INVENTORY & ANALYSIS

CHARLOTTE STRATEGIC MOBILITY PLAN (DRAFT 2022)



Charlotte Strategic Mobility Plan (Draft 2022)

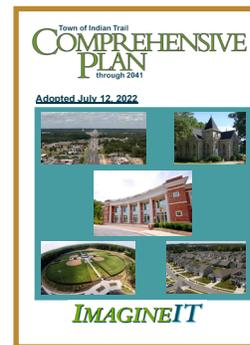
Prepared in June of 2022, the current Charlotte Strategic Mobility Plan (SMP) proposes new goals, visions, and policies to direct transportation design for communities in the Charlotte Metro Region. The SMP identifies that Charlotte wants equitable and reliable transit options for all residents of the region. The plan identifies current mobility opportunities and notes the use of community input to determine the best ways to address transit and equity issues within the community. This input guided strategies to best achieve the mobility goals of residents within the region, and included policies for train, car, bike, bus and pedestrian improvements.

This document is important because of Indian Trail's position relative to Charlotte. Both Charlotte and Indian Trail are expecting development pressures and impacts from this relationship. The SMP provides perspective on the needs, challenges, and ideas around multi-modal transportation. These findings support and confirm the needs, challenges, and ideas discovered in the 2011 Indian Trail Bicycle Master Plan. For example, residents in the Indian Trail area noted that the two-lane roads, unsafe conditions for bicyclists/pedestrians, limited and inadequate transit options, quality of roads and road repairs were their primary transit challenges that are still faced within the town today.

The Charlotte SMP outlines the expansion of transportation networks, namely the Silver Line Light Rail under the Charlotte Area Transit System (CATS) and includes Indian Trail in future phases.

This potential, as well as other options for multi-modal transportation (cycling, buses, automobiles, trail/pathways, etc.) in Indian Trail, are exciting prospects for establishing connectivity and walkability. The Charlotte SMP explores funding avenues for these improvements, which can also be leveraged for improvements in Indian Trail.

2041 COMPREHENSIVE PLAN (2022)



2041 Comprehensive Plan Cover

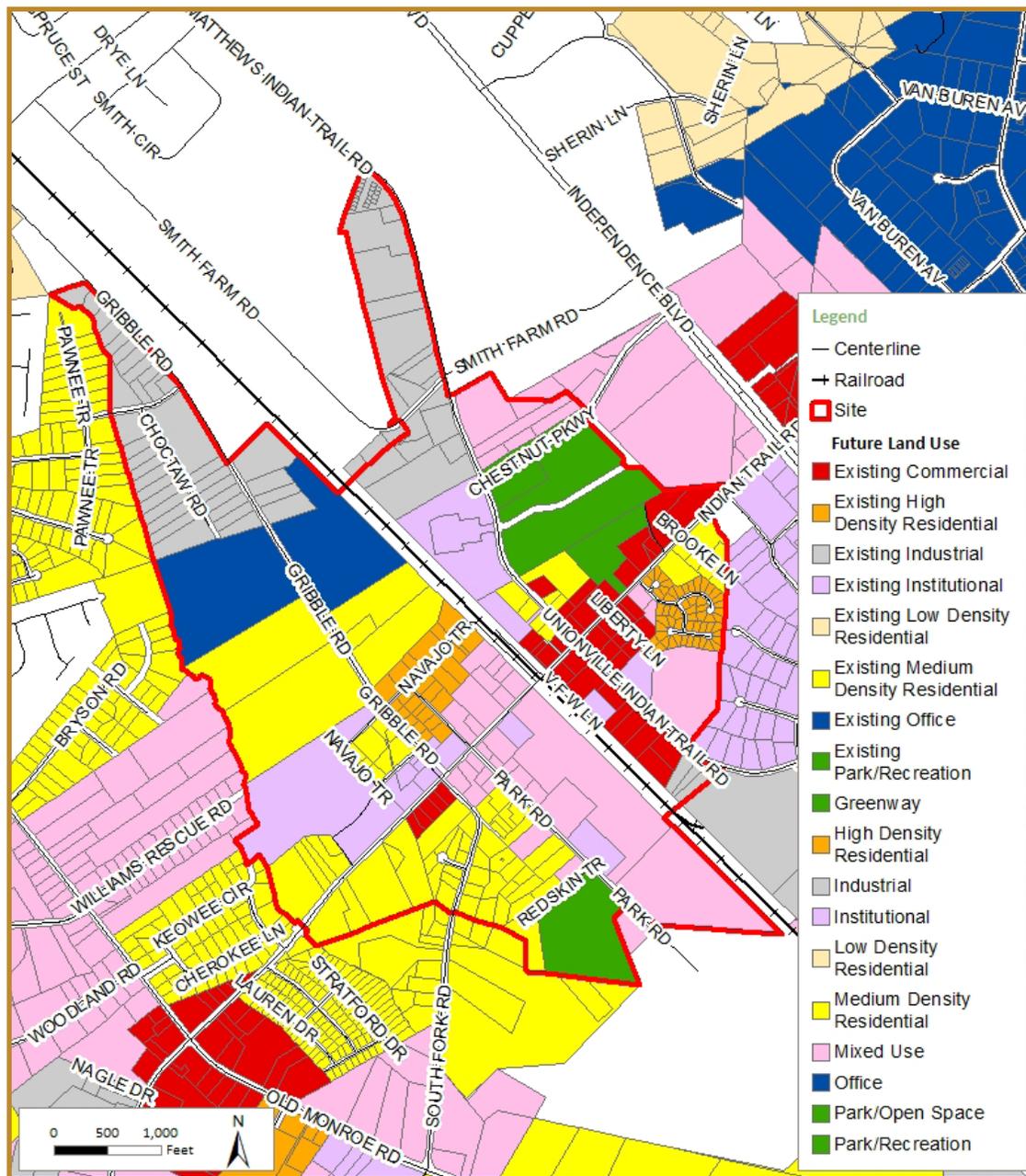
The current Indian Trail 2041 Comprehensive Plan serves as an update to the 2013 version and references the rapid population growth witnessed by the Town. The 2041 Comprehensive Plan explores the context of previous planning efforts, existing conditions, planning frameworks, current market conditions, and recommendations to actualize goals of the Town. Moreover, the plan recognizes an Indian Trail identity that consists of a vibrant friendly town that provides a place for people to live, work, and play in a safe, diverse, and equitable environment.

Specifically, within Section 6.4 of the 2041 Comprehensive Plan, there are updates to the recommendations provided in the 2006 Indian Trail Downtown Master Plan. Consistent with previous planning efforts, it calls into attention the downtown plan and the continued desire to improve and preserve the small-town character of Indian Trail. The Comprehensive Plan states that 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.

Themes that run throughout the Indian Trail 2041 Comprehensive Plan include proactively accommodating growth driven by the Charlotte Metropolitan Area, which holds a great deal of

influence over the makeup of its surrounding communities, including Indian Trail. The document describes a vision for an attractive, distinct, and walkable downtown - a downtown that will become a focal point and serve as a destination for community gathering, arts, culture, commerce, and the promotion of local heritage.



Downtown Plan Future Land Use Map (2041)

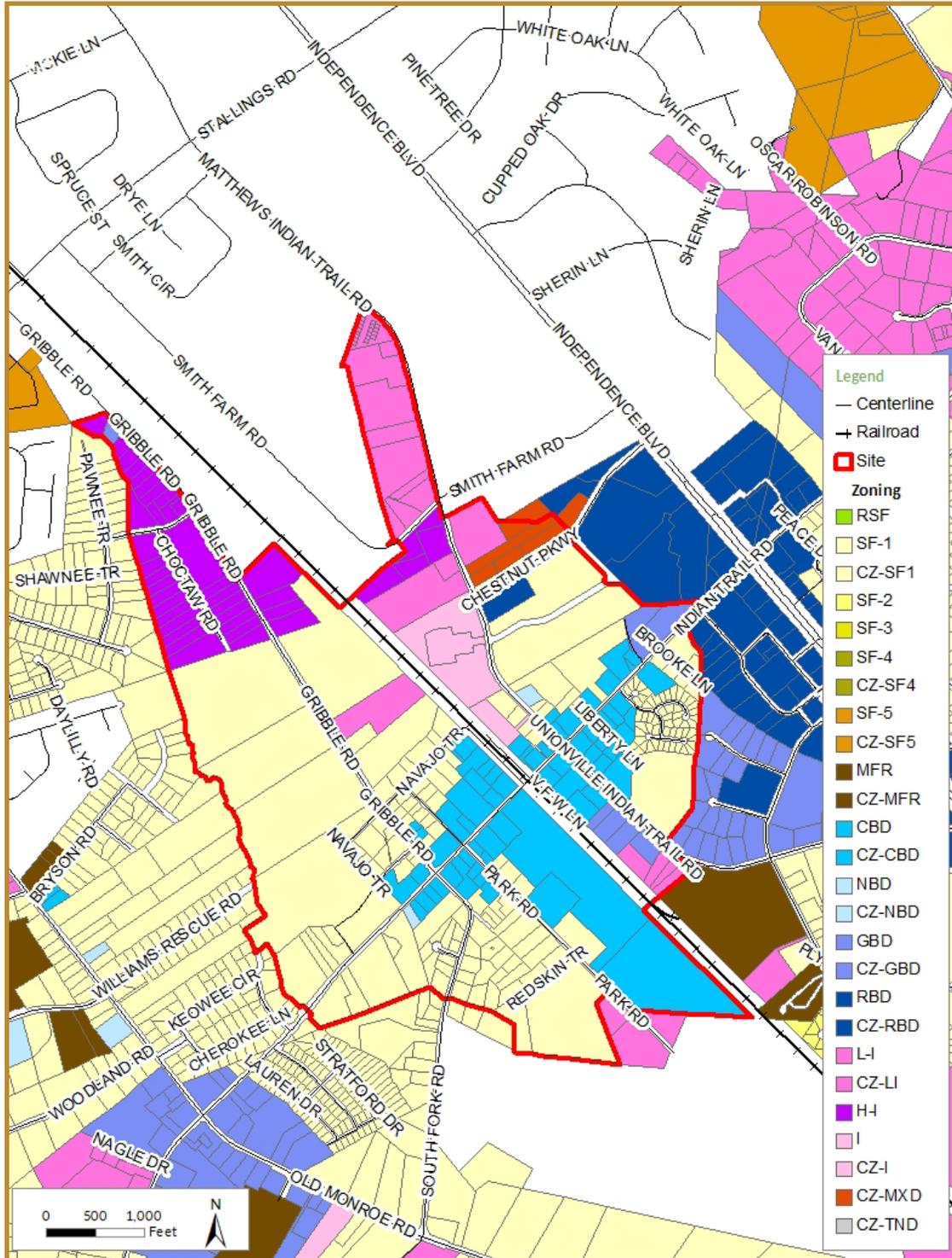
SITE INVENTORY & ANALYSIS

CURRENT DEVELOPMENT ORDINANCES

In addition to the review of previous planning endeavors, it is important to consider the day-to-day requirements of the Town's development ordinances. These documents lend insight into the current regulatory requirements of the Town, and can illuminate considerations involving zoning, design standards, and dimensional requirements. The following discussion describes Indian Trail's current development ordinances as they relate to the Downtown Master Plan effort.

ZONING MAP

The project study area resides within the Downtown Overlay zoning district. The zoning surrounding the core of this district is primarily Central Business District, indicating the ability to provide a wide mixture of uses to fulfill the everyday needs of Town citizens. The Central Business District zoning is primarily adjoined by Single-Family, Low-Density zoning. Institutional and Industrial zones flank these uses, located at the northern and southeastern terminations of the Downtown Overlay district. The Central Business District provides ample opportunity for growth in the Town core, but the abundance of Single-Family, Low-Density zoning may prohibit growth along the boundaries of downtown. This can be utilized to shape the downtown so that a distinct boundary of the Town center is formed. A more detailed summary of the existing zoning districts within the project area may be found in the Unified Development Ordinance summary on p. 20.



Current 2022 Downtown Zoning

SITE INVENTORY & ANALYSIS

UNIFIED DEVELOPMENT ORDINANCE

ZONING

The Downtown Overlay District (O-DD) contains a unique mixture of base zoning districts and transportation corridors. At the center of the study area is the intersection of Indian Trail Road, running North/South and the railroad, running East/West; the railroad is fronted by Blythe Drive, Navajo Trail, and VFW Lane. Surrounding this intersection is the Central Business District (CBD), pockets of General Business District (GBD), and the Institutional District (I). Beyond this core, extending to the study area boundary, there are significant areas of Single-Family Residential (SF-1). Beyond the residential areas, along Gribble Road and Matthews-Indian Trail Road are Light Industrial (L-I) and Heavy Industrial (H-I). Two smaller areas zoned as a Conditional Zoning, Mixed-Use District (CZ-MXD) and Regional Business District (RBD) exist on the northwest portion of the study area. It should be noted that some properties in the study area have a conditional zoning designation, as well.

USES

A thriving downtown typically contains a mix of uses, including commercial, office, and residential, with sidewalk-lined streets to promote pedestrian oriented uses. The study area permits a variety of uses typically found in the corresponding base zoning districts, such as restaurants in the Central Business District (CBD). The Table of Permitted Uses (table 560.010 in UDO) outlines the specific permitted and conditional uses per each of the zoning districts listed in the previous section. It should be noted that the Downtown Overlay District contains a specific set of uses unique to the overlay. The uses in this district are, at times, in conflict with the base zoning.

DIMENSIONAL STANDARDS

Dimensional Standards regulate where and how structures may be located on an individual property.

1. Minimum Lot Size: Lot sizes range from a minimum of 6,000 to 20,000 square feet. However, many

zoning districts that allow for mixed and industrial uses do not have a minimum lot size. SF-1 ranges from 15,000 to 20,000 square feet depending on the type of development (cluster, open space, conventional) but the commercial and mixed-use districts range from no minimum to 8,000 square feet in the RBD.

2. Setbacks: Each of the zoning districts within the study area all have some level of structure setback requirement. The Industrial zoning districts and the SF-1 contain the greatest setbacks. The CBD and the O-DD have minimal setbacks. Understanding that development in the study area all falls under the O-DD, future development would most likely utilize the reduced setbacks the district offers:

- Front Setback: 0 to 15 feet
- Rear Setback: NA
- Side Setback: 0 to 10 feet
- Side Setback (abutting residential): 15 feet

3. Building Height: Building heights are greatest in the Industrial zoning district at 100 feet. However, of the residential and commercial zoning districts, the O-DD allows for a 75-foot building height, with the exception of single-family detached and attached uses, which have a max height of 45 feet. The SF-1 district allows for 35-foot building height and the majority of the commercial districts allow for a 50-foot building height. The new downtown districts are expected to utilize the same 50-foot height allowance as in the CBD.

LANDSCAPING, TREE PRESERVATION, AND OPEN SPACE

The O-DD zoning requires the provision of open space for all developments within the district. Further, there are canopy tree requirements of 10% for all districts, including the O-DD. Typical landscaping requirements, such as parking, screening and buffers all appear to be required. The O-DD does not appear to be exempted from the provision of landscaping, with the exception of front lot line landscaping which, simply requires a specific location for the placement of street trees in the O-DD. Section 810.190 is specific to the study area.

SIGNS

Freestanding (ground, pole, or monument), wall, and projecting signs are permitted in the Downtown Overlay and the commercial, mixed use, and industrial districts in the study area. Wall signs are limited to 10% of the building façade (not to exceed 250 square feet) and freestanding signs are limited to 32 square feet. The number of wall signs are unlimited as long as they do not exceed the 10% or 250 square feet. Only one freestanding sign is permitted. Illumination varies based on the sign type and zoning district. Multi-tenant signs are permitted. The Town is considering a new standard for downtown requiring only monument signs when using a freestanding sign. Each monument sign would have a structure base and a 6-foot tall maximum side border around the sign. The sign width of 4 to 6 feet and a height of 3 feet.

PARKING

Parking requirements are based on the use. Parking in the Downtown Overlay is automatically reduced by 25% and may be reduced further with the provision of an alternative parking plan and approval by the Planning Director.

DESIGN STANDARDS

The Ordinance provides for several design standards, such as pedestrian circulation, façade materials, building design, lighting, streets and sidewalks, etc.

These requirements are not specific to the project area but throughout the Town. Additional design standards may help further create a unique identity for the downtown's core.



Example of current sites within the study area.

SITE INVENTORY & ANALYSIS

FUTURE ROADWAY IMPROVEMENTS

The Town of Indian Trail is proactively enhancing its built environment through strategic roadway enhancements and connections.

CHESTNUT LANE EXTENSION

The Chestnut Lane extension plan represents an ambitious project that establishes a northeast/southwest connection from Town Hall through Gribble Road to Old Monroe Road. This extension crosses both the railroad tracks and South Fork Crooked Creek. This connection is strategically

important to the Town because it establishes an additional railroad crossing. Additionally, the project connects institutional and residential uses along existing Chestnut Parkway with the future medium-density residential and office uses projected along Gribble. The final connection at Old Monroe Road ensures that the southwestern subdivision neighborhoods have a convenient through access to downtown.



Chestnut Parkway Map



Old Monroe Road Map

COMPLETE STREETS ENHANCEMENTS

The term “Complete Streets” is used to describe a planning and engineering approach to road corridor design. This approach establishes a fundamental goal that all streets are designed to provide safe, convenient, multi-modal and accessible travel options for all users. Proposed improvements are to encompass a “complete streets” approach along South Indian Trail Road and North Indian Trail Road. Enhancements include widening the roadway to three lanes and construction with current accessibility standards. Project phases and notes are provided below:

- South Fork Road to Matthews-Indian Trail Road / Unionville-Indian Trail Road
- Roundabout at proposed intersection with Navajo Trail realignment
- 10-foot multi-use path
- South Fork Road past Education Street
- Lighted intersection with South Fork Road
- Indian Trail Road past Brook Lane

Additional Complete Street Enhancements are projected for Matthews-Indian Trail Road and Unionville-Indian Trail Road surrounding their intersection at Indian Trail Road. For recommended, preferred streetscape sections, see p. 51.

ADDITIONAL ENHANCEMENTS

The following improvement projects will also affect downtown:

- Realignment of Navajo Trail at Indian Trail Road
- Widening of Shady Bluff Road with curb and gutter
- Chestnut Square Park Phase 2 includes additional parking

TRANSPORTATION CORRIDORS AND PARKING

The roadway network frames how downtown Indian Trail is accessed and used by automobiles and pedestrians. While the downtown area should focus primarily on pedestrian needs, the role of the automobile must be acknowledged in order to welcome visitors from outside the study area. Successfully planning for both modes of transportation will do this while mitigating negative impacts.

The downtown study area serves as the hub for the Town’s transportation network. Indian Trail Road serves as the primary north-south artery, connecting to regional corridors on either side of town. It moves through the study area primarily as a two-lane rural arterial roadway with twelve-foot travel lanes and wide grass shoulders providing access to the many parcels and adjacent neighborhoods. There are no dedicated left- or right-turn lanes along the roadway and the right-of-way is consistently fifty feet wide. Notably, the paved road is not centered in the right-of-way; there is a four to six-foot shoulder along the northbound lane (east side) and an eighteen to twenty-foot shoulder along the southbound (west side) lane. A four to five-foot sidewalk parallels the road on the west side of the corridor. With the railroad bisecting the study area, east-west travel is serviced by multiple roads: Matthews-Indian Trail Road and Unionville-Indian Trail Road to the north, and Gribble Road and South Fork Road to the south.

Within the study area, the posted speed limit is 35 miles per hour (soon to be 25 miles per hour). There is one (1) signalized intersection at Matthews-Indian Trail Road. A single railroad track crosses Indian Trail Road between Blythe Drive and Navajo Trail. At this crossing, traffic on Indian Trail Road is stop controlled by railroad flashers and crossing gates. Note that within the Downtown study area this is the only railroad crossing that causes significant traffic delays when trains cross through town.

Along the 1.2-mile section of Indian Trail Road within the study area, there is no on-street parking except for a small section in front of the Indian Trail

SITE INVENTORY & ANALYSIS

Presbyterian Church. The church parcel along the road has an urban cross section and provides 15 parallel, on-street parking spaces.

North of the study area, Indian Trail Road terminates at Independence Boulevard / U.S. 74, which is classified as a NCDOT synchronized street, or superstreet, with limited turning options. All northbound traffic on Indian Trail Road is routed onto U.S. 74 with three right turn lanes. From U.S. 74, traffic is routed southbound onto Indian Trail Road. South of the study area, Indian Trail Road continues to Old Monroe Road / NC Route 1009.

Matthews-Indian Trail and Unionville-Indian Trail Roads (NC 1367) provide primary east-west traffic movement through the study area north of the railroad, and access to numerous neighborhoods. While essentially the same roadway, a name change occurs at the Indian Trail Road intersection, with Matthews-Indian Trail Road west of Indian Trail Road and Unionville-Indian Trail Road to the east. Matthews-Indian Trail Road and Unionville-Indian Trail Road are both two-lane local collectors with rural cross-sections. Their current design does not allow for pedestrian access or circulation in downtown.

East of the study area, Unionville-Indian Trail Road terminates at Independence Boulevard / U.S. 74 in a similar manner as Indian Trail Road noted above. Two (2) right turn lanes direct all eastbound traffic onto the Boulevard to continue eastbound. Boulevard traffic may access Unionville-Indian Trail Road westbound using signalized turn lanes.

Gribble Road and South Fork Road provide east-west traffic movement through the study area south of the railroad. These roads serve areas that are primarily residential in nature. While essentially the same roadway, a name change occurs at the Indian Trail Road intersection. Gribble Road runs west of Indian Trail Road while South Fork Road heads east and then south. Both roads are two-lane rural collectors with twelve-foot travel lanes and posted speed limits of 35 mph. Neither road has dedicated turn lanes at intersections or sidewalks for pedestrians. South Fork Road does not have any on-street parking.

Gribble Road has only a one-block section of angled parking, on both sides of the road, primarily to serve the Indian Trail Presbyterian Church.

Parking in the downtown study area is currently limited to the spaces directly serving the businesses, parks and churches. There is no public on-street or off-street parking, no public parking along Indian Trail Road, and few opportunities for street parking available on side streets.

Street parking has many benefits for a downtown district. It helps to slow traffic by narrowing the street and requiring drivers to pay more attention to their surroundings. The resulting wider sidewalks make businesses much more accessible for customers. The Master Plan recommends providing on-street parking where possible, and introducing public parking lots throughout the downtown core to help attract visitors to downtown. Locating multiple public lots on both sides of Indian Trail Road and the existing railroad will minimize conflicts for vehicles and pedestrians trying to cross these corridors.

The plan will also consider other types of parking such as bicycle parking to promote other modes of transportation to downtown.

UTILITY INFRASTRUCTURE

The Downtown study area is currently served by overhead power lines and underground water/sewer lines. Electricity services are provided through Duke Power and the Union Power Cooperative while water and sewer is provided through Union County Public Works. Piedmont Natural Gas also operates gas lines within the Town. Most of the street infrastructure within the study area lacks stormwater mitigation. Projected Complete Streets enhancements include curb and gutter improvements, and will bury overhead utility lines in Phase I - a \$5 million investment.

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3

COMMUNITY INPUT

STAKEHOLDER INPUT

The information gathered during site analysis combined with the findings of previous planning efforts helps inform the initial concept development by identifying the strengths, opportunities, and challenges of the downtown. The previous efforts and investments made by the Town are tremendous assets that present opportunities for enriching the downtown experience. Overall site conditions also contain strong features that enhance this effort, however physical and regulatory constraints and challenges must be considered holistically.

Based on these findings, and conversations with Town staff and stakeholders, the following strengths, opportunities, and challenges were identified. These preliminary findings served as the foundation for the development of concept alternatives and program elements.

STRENGTHS

- The Town is investing in complete street improvements throughout the downtown and creating new connections. These improvements will greatly enhance the walkability of the Town core and make the corridors more visually appealing.
- Existing sidewalk infrastructure and “welcome to downtown” wayfinding signage investments allow for rapid improvements of the downtown.
- New residential developments within the downtown allow for built-in stakeholder

investment.

- Town staff and leadership have a unified vision of the downtown’s potential and are motivated to bring concept to reality.

OPPORTUNITIES

Infill development

- Adds services and opportunities within the core
- Allows for new facilities to be developed with additional architectural standards
- Revitalizes existing storefronts
- Generates additional tax revenue with existing footprint

Public spaces, event spaces, & programming

- Encourages community-building opportunities
- Increases foot traffic and additional shopping opportunities
- More downtown visits solidify identity
- Opportunities for increased Town-resident interactions and trust building

Landscaping & green streets

- Beautification enhances the downtown identity
- Improved shading for pedestrians
- Secondary stormwater mitigation improvements

Gateways, monuments, & branding

- Clear identification of downtown arrival
- Central features used for wayfinding
- Shared investment amongst business owners and residents



Public art

- Additional downtown branding and identity
- Opportunity to engage local artist community and build shared investment
- Lasting impressions for visitors

CHALLENGES

Identity

- Existing infrastructure does not delineate downtown core
- Core is effectively invisible from intersection of Old Monroe Road / Indian Trail Road
- Pedestrian-scale wayfinding needed as downtown development increases

Railroad

- Maintained and regulated by outside party
- Divides portion of downtown
- Crossing and safety concerns
- Maintaining aesthetic continuity around tracks

Parking & driveways

- Inconsistency in parking and driveways encourages curb-hopping
- Lack of driveway infrastructure presents safety hazard for pedestrian and bicyclists
- Unclear internal circulation within parking lots

Navigation

- Bridging connection between Town Hall and Towne Centre
- Identifying and completing sidewalk gaps

Existing regulations

- Existing development regulations must not prohibit vision
- Setbacks and dimensional requirements must meet code
- Development flexibility and approval procedures must support vision
- Emergency services must have adequate infrastructure

Lack of multi-modal amenities

- Limited street crossing infrastructure or pavement markings
- Limited pedestrian seating and shading
- Limited bike racks
- Limited lighting and safety features

Logistics

- Buy-in required from business and property owners
- Phasing and scheduling of work to minimize impacts to stakeholders
- Land use and zoning changes require cooperation and trust building

COMMUNITY INPUT

COMMUNITY ENGAGEMENT

Concept development was further shaped through direct interaction with residents of Indian Trail. Over the course of the project, one public open house was held with invited stakeholders of Indian Trail's downtown to meet with the project representatives, review preliminary concepts, and provide input on the future of the downtown.

The community engagement open house was held on December 13, 2022 within Indian Trail's Town Hall. Approximately 35 members of the public participated at the event and provided input at the six open house stations.

STATION 1: WHAT ARE YOUR IDEAS FOR DOWNTOWN INDIAN TRAIL?

This station allowed participants to simply describe the changes they would like to see in the future downtown core of Indian Trail. The following comments were captured at this station:

- More walks and trails, more bike lanes on roads
- More walkable downtown
- Keep the small-town feel
- Separate pedestrian crossings to cross busy/wide roads (bridges not crosswalks)
- Look at connections to Carolina Thread Trail network
- Remove proposed road across from Carolina Made, near Post Office Road
- Use upcoming sidewalks on Monroe Road as connections for greenways to downtown
- Need more greenways
- Review Brandon Oaks residential subdivision sidewalk connections and Monroe expansion
- Prefer downtown buildings set back from sidewalks and intersections (Charlotte has apartments built right up to the sidewalk)
- Create safer pedestrian areas with setbacks

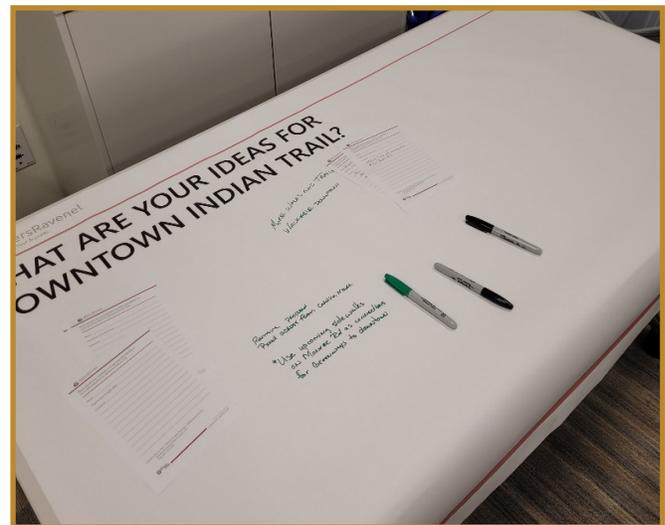
Station 2: Streetscape Improvements Map

The purpose of this station is twofold, educate the public on upcoming streetscape enhancements that will impact the downtown and solicit input regarding

proposed future street connections. Two future connection concepts were provided during this first open house for solicitation of input.

THE FOLLOWING COMMENTS WERE PROVIDED ON CONCEPT #1:

- Look at Crooked Creek to Chestnut Creek via greenway? A previous study shows an at-grade crossing at Independence. Look at alternatives?
- Add traffic light at Chestnut Parkway and Independence Boulevard (U.S. 74)
- Need pedestrian access across Independence Boulevard at North Indian Trail Road
- Add pedestrian & bicycle access on Chestnut Parkway
- Traffic and pedestrian crossing issues at Chestnut Parkway and Kilough Road
- Remove greenway from middle of farm (divides farm property)



Idea board input

THE FOLLOWING COMMENTS WERE PROVIDED ON CONCEPT #2:

- Carolina Made does not want connection through Phase 2
- Proposed connection for new road at Post Office Drive could be a concern to adjacent businesses
- Greenway along southwest edge of downtown could pose safety and crosswalk concerns; move to Monroe Road.

STATION 3: VISUAL PREFERENCE BOARDS

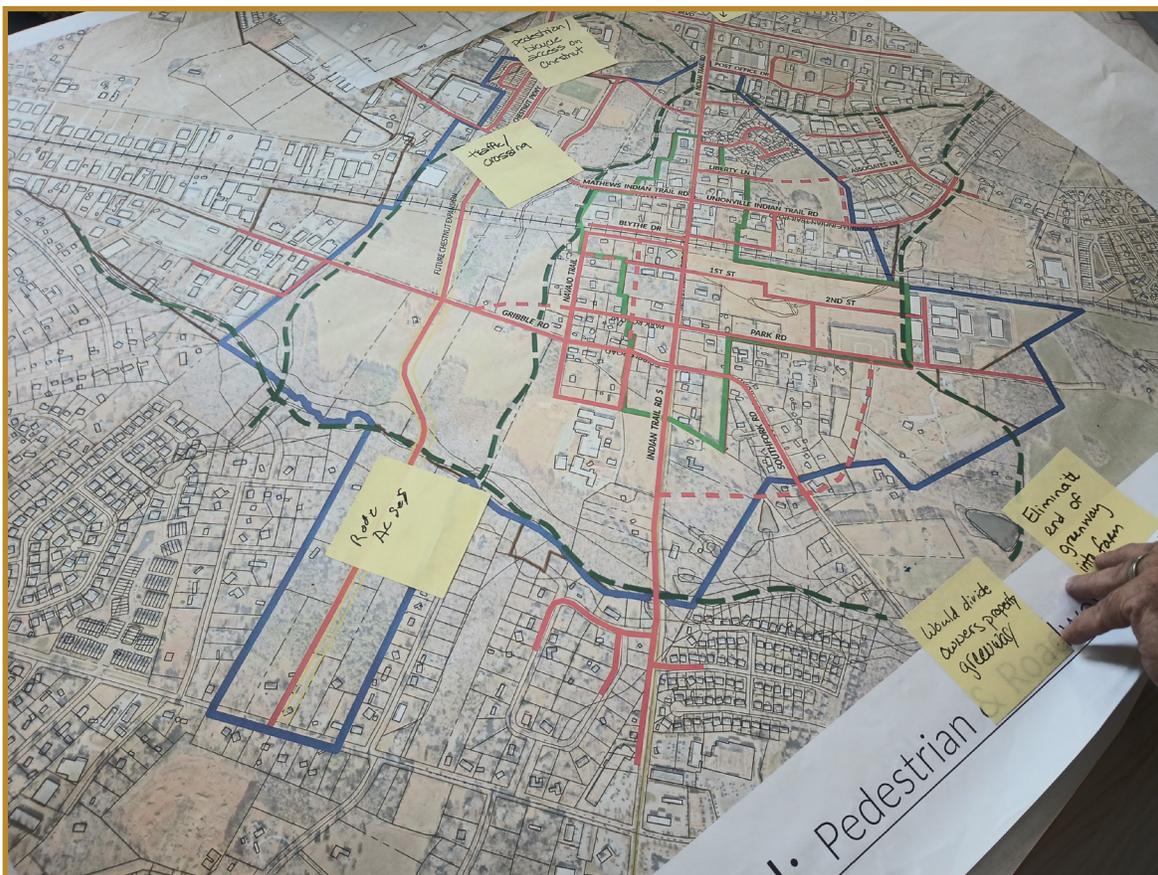
The visual preference board stations allowed participants to vote on favored elements of various downtown themes. These votes will help inform the project team as to the overall character that is desired by the Indian Trail community. Stickers were provided at this station for participants to directly apply votes onto the boards themselves. The images on p. 32 depict the top visual preferences for each category.

STATION 4: ZONING COMPARISON

This station was designed to educate participants on the differences between the existing and proposed zoning designations as well as the primary uses associated with each zoning district. The station contained two mounted boards depicting the existing and proposed downtown zoning districts.

STATION 5: LAND USE & MASSING EXERCISE

Station 5 provided an opportunity for the project team to discuss future land uses and massing in the Town core with open house participants. This station consisted of an aerial map of the downtown with parcels. The project team provided various labeled and color-coded Legos to review various land uses desired in the downtown and its surroundings. Additionally, Legos also reflected stories or floors in the downtown. Participants were invited to begin designing the land uses and scale within the downtown at this station.

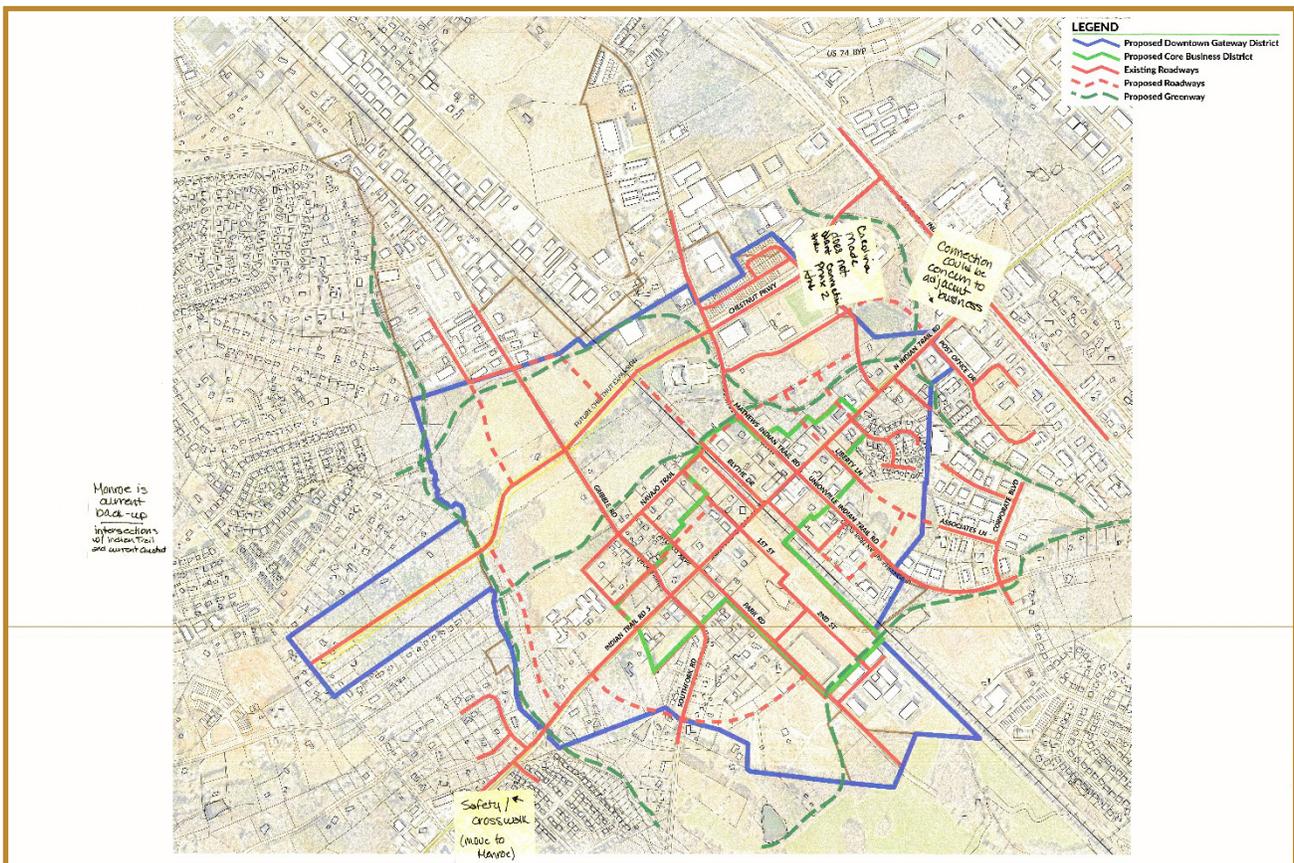


Pedestrian and roadway public input

COMMUNITY INPUT

Additionally, comment cards were provided during the open house for a similar medium to provide feedback. Captured comments are provided below:

- Crosswalk near the Village of Indian Trail – [existing hill and grade of road impedes view near school] safety concern, need to move
- {Right} turn only at Gribble Road until [Chestnut] Parkway built to relieve traffic congestion
- Round about does not make sense for current road traffic
- Not in favor of forcing anyone that is not interested in living in a 2-6 story [apartment] town home, etc. Not everyone wants to live in a Charlotte
- Not in favor of greenways that divide owners' property, or any condemnation associated with this – use sidewalks instead
- Desperately need greenway connection to downtown
- We need parking. I prefer parking decks
- [Current] access across 74 [Independence Blvd] is horrible
- Not in favor of using tax [dollars] for public art
- [Need] more access to alternate transportation i.e., bike paths that take people to places they want to go on painted bike gutters – protected bike lanes
- Safe crossings [needed] on 74
- [Need] to finish sidewalks on 74
- Not in favor of greenway – use sidewalks



Preliminary public input

PUBLIC OPEN HOUSE FINDINGS

Transportation enhancements were a common item of discussion during the December 13, 2022 open house. Many participants were interested in enhanced walking and biking infrastructure in the downtown. The comments included the need to finish sidewalks in specific locations within the Town in addition to overall expansion of multi-modal facilities. Additionally, many participants commented on opportunities to link existing and future greenway connections through the downtown. The design elements of this planning effort must focus on safe and efficient access to goods and services within the downtown.

Through the Lego exercise, participants demonstrated the desire for mixed-use developments up to four stories in height in the downtown. While this scale and use has been successful in other downtowns, it marks a notable departure from existing land uses and massing in the downtown today. Furthermore, some participants made comments regarding preserving the small-town charm of Indian Trail. The planning effort must work to carefully balance the envisioned scale of a more urban downtown with the desired culture and community character of the Town today.



COMMUNITY INPUT

Street Tree Planting		Public Spaces & Pocket Parks	
	15 votes		15 votes
Mixed-Use Buildings		Streetscape Improvements	
	14 votes		14 votes
Lighting		Crosswalks	
	13 votes		12 votes
Parking		Multi-Family Buildings	
	10 votes		10 votes
Bike Access		Stormwater Improvements	
	9 votes each		8 votes each
Public Art		Gateways	
	8 votes		8 votes

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4

DOWNTOWN MASTER PLAN

VISION

A shared vision for Downtown Indian Trail was developed through a study of the town's existing conditions, a review of previous studies, and conversations with the community and local stakeholders.

Indian Trail residents and stakeholders indicated that they are proud of their community and want to build on the accolades it has received. Future development should enhance opportunities for economic growth while maintaining the current atmosphere.

The Indian Trail community envisions an engaging, active, and pedestrian-friendly future for Downtown. There is a desire for additional shopping, dining, arts and culture, and programmed events. Housing should include options for people in all stages of their life.

A variety of uses, sizes, and styles of development in Downtown provides a vivid, engaging Indian Trail. Public and private investments, partnerships, and projects can be developed incrementally to strengthen the community's vision over time and as funding becomes available. These projects should include capital improvement projects and market-based opportunities that can be implemented in the short term.

An important piece of the Master Plan strategy is to recognize opportunities for catalyst projects. Catalyst projects generate excitement, help to change the perception of Downtown, and encourage further

investment in the area. These public and private projects create a stronger identity in Downtown, provide greater draw and connectivity to and within the area, and create opportunities for employment and community interaction in Downtown.

GOALS AND PRINCIPLES

The following principles were developed through analysis, research, community feedback, and an understanding of Main Street America's Four Point Approach, detailed on the following page, to create a foundation for the growth of Downtown. Each principle serves an important roles in the master plan concept proposed.

PRINCIPLE 1: DENSIFY DOWNTOWN WITH INDIAN TRAIL ROAD COMMERCIAL AND HOUSING DIVERSIFICATION.

- Promote high quality mixed commercial and housing products within the downtown that caters to various income ranges.

PRINCIPLE 2: IMPROVE QUALITY OF LIFE TO SUPPORT EXISTING RESIDENTS AND ATTRACT PROFESSIONALS TO INDIAN TRAIL.

- Using principles of complete streets, create bike corridors and pedestrian linkages to parks, amenities, and downtown spaces and neighborhoods.
- Utilize Tactical Urbanism -- street art, combined with events and branding.



- Create attractive residential opportunities so that the children and grandchildren of residents have an alternative to leaving town and can meet their current lifestyle needs within the existing urban environment.

PRINCIPLE 3: UPGRADE DOWNTOWN INFRASTRUCTURE, INCLUDING ROADS AND UTILITIES, TO MAKE REDEVELOPMENT ATTRACTIVE.

- Reconfigure Indian Trail Road, Matthews-Indian Trail Road, Unionville-Indian Trail Road and the extension of Chestnut Parkway using Complete Streets principles. This includes land adjustments and the inclusion of sidewalks, landscape, open space, sitting areas, etc.
- Create gateway features to welcome visitors into the Downtown Core.
- Encourage development and extension of the Silver Line into the Downtown Core District to firmly link Indian Trail to neighboring communities and Charlotte.

PRINCIPLE 4: STEER INDIAN TRAIL ECONOMIC DEVELOPMENT THROUGH MASTER PLANNING.

- Adopt changes to regulation and zoning to encourage density and eliminate minimum parking requirements within downtown.
- Create redevelopment sites packaging to create attractive opportunities.

The Four-Point Approach

The Main Street Four-Point Approach® was developed by Main Street America, a subsidiary of the National Trust for Historic Preservation.¹ The model was designed to be highly transferable at various scales, geographies, and local needs as a tool to support downtown revitalization.

Economic Vitality focuses on capital, incentives, and other economic and financial tools to assist new and existing businesses, catalyze property development, and create a supportive environment for entrepreneurs and innovators that drive local economies.

Design supports a community's transformation by enhancing the physical and visual assets that set the commercial district apart.

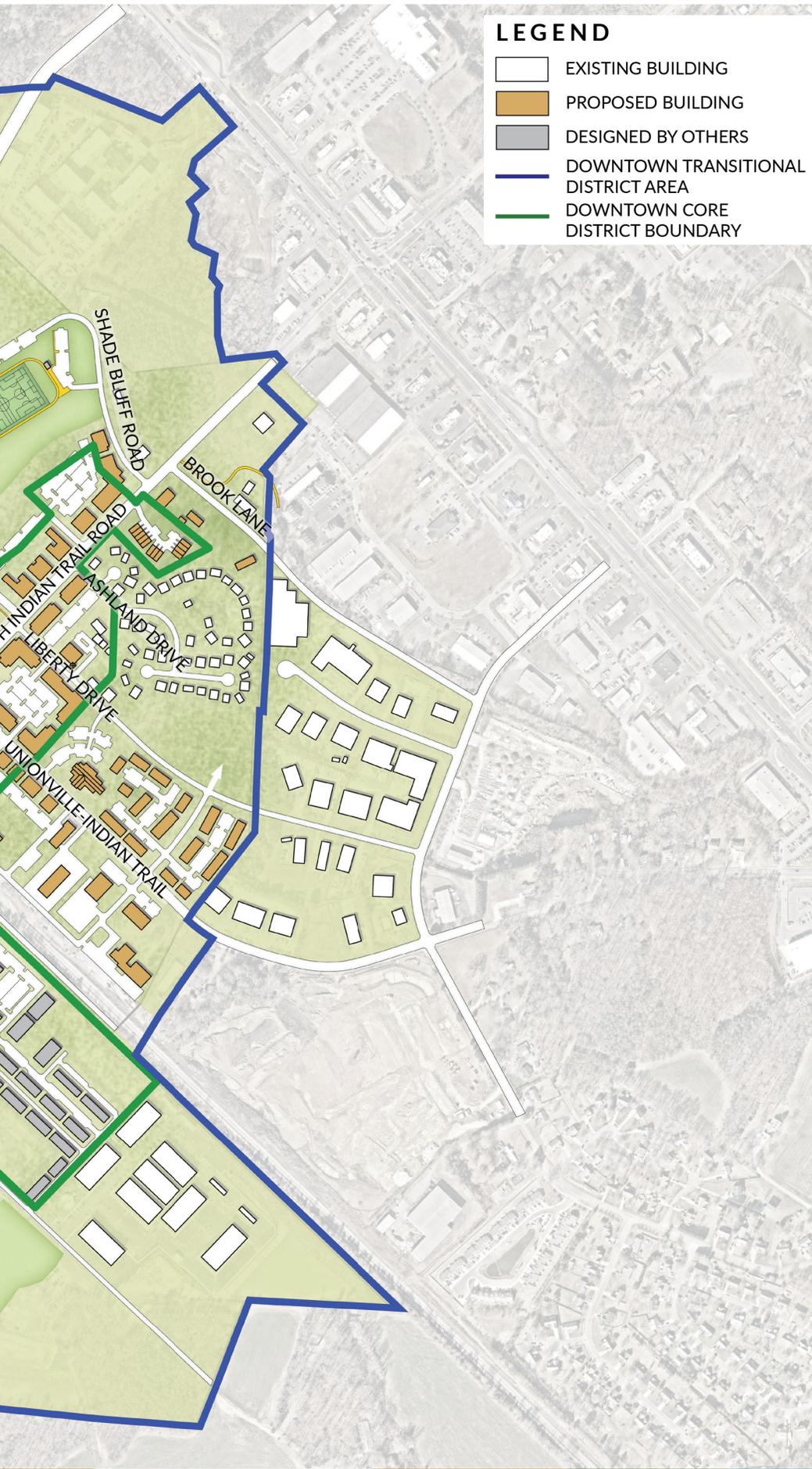
Promotion positions the downtown or commercial district as the center of the community and hub of economic activity, while creating a positive image that showcases a community's unique characteristics.

Organization involves creating a strong foundation for a sustainable revitalization effort, including cultivating partnerships, community involvement, and resources for the district.

Main Street America, mainstreet.org

DOWNTOWN MASTER PLAN OVERVIEW





LEGEND

- EXISTING BUILDING
- PROPOSED BUILDING
- DESIGNED BY OTHERS
- DOWNTOWN TRANSITIONAL DISTRICT AREA
- DOWNTOWN CORE DISTRICT BOUNDARY

This Downtown Master Plan illustrative rendering shows the infill potential of the study area. Combined with strategic investments and a pedestrian-friendly development style, this can transform the built environment into one that is activated and vibrant. The building typology encourages a range of uses and housing for people of all ages and stages of life. Connectivity and green spaces knit the urban fabric into the rich tapestry of a signature, destination downtown.

**PRINCIPLE 1:
DENSIFY DOWNTOWN
WITH INDIAN TRAIL ROAD
COMMERCIAL AND HOUSING
DIVERSIFICATION.**

**PRINCIPLE 2:
IMPROVE QUALITY OF LIFE TO
SUPPORT EXISTING RESIDENTS
AND ATTRACT PROFESSIONALS
TO INDIAN TRAIL.**

**PRINCIPLE 3:
UPGRADE DOWNTOWN
INFRASTRUCTURE, INCLUDING
ROADS AND UTILITIES, TO MAKE
REDEVELOPMENT ATTRACTIVE.**

**PRINCIPLE 4:
STEER INDIAN TRAIL ECONOMIC
DEVELOPMENT THROUGH
MASTER PLANNING.**

PERSPECTIVE FOCAL 1





Looking north from across the street from the existing Presbyterian Church (white) on South Indian Trail Road (lower left corner).

- United Methodist Church (white) is in image at center-right
- Proposed mixed-use development at corner of Park Road West and South Indian Trail Road with residential above ground floor commercial
- Towne Centre development (gray) shown at image right with new traffic circle at entrance on South Indian Trail Road
- Proposed public parking garage shown along VFW Lane next to existing railroad tracks (upper right corner)
- Proposed multi-family residential is shown in upper left corner

LEGEND



EXISTING BUILDINGS



PROPOSED BUILDINGS



DESIGNED BY OTHERS

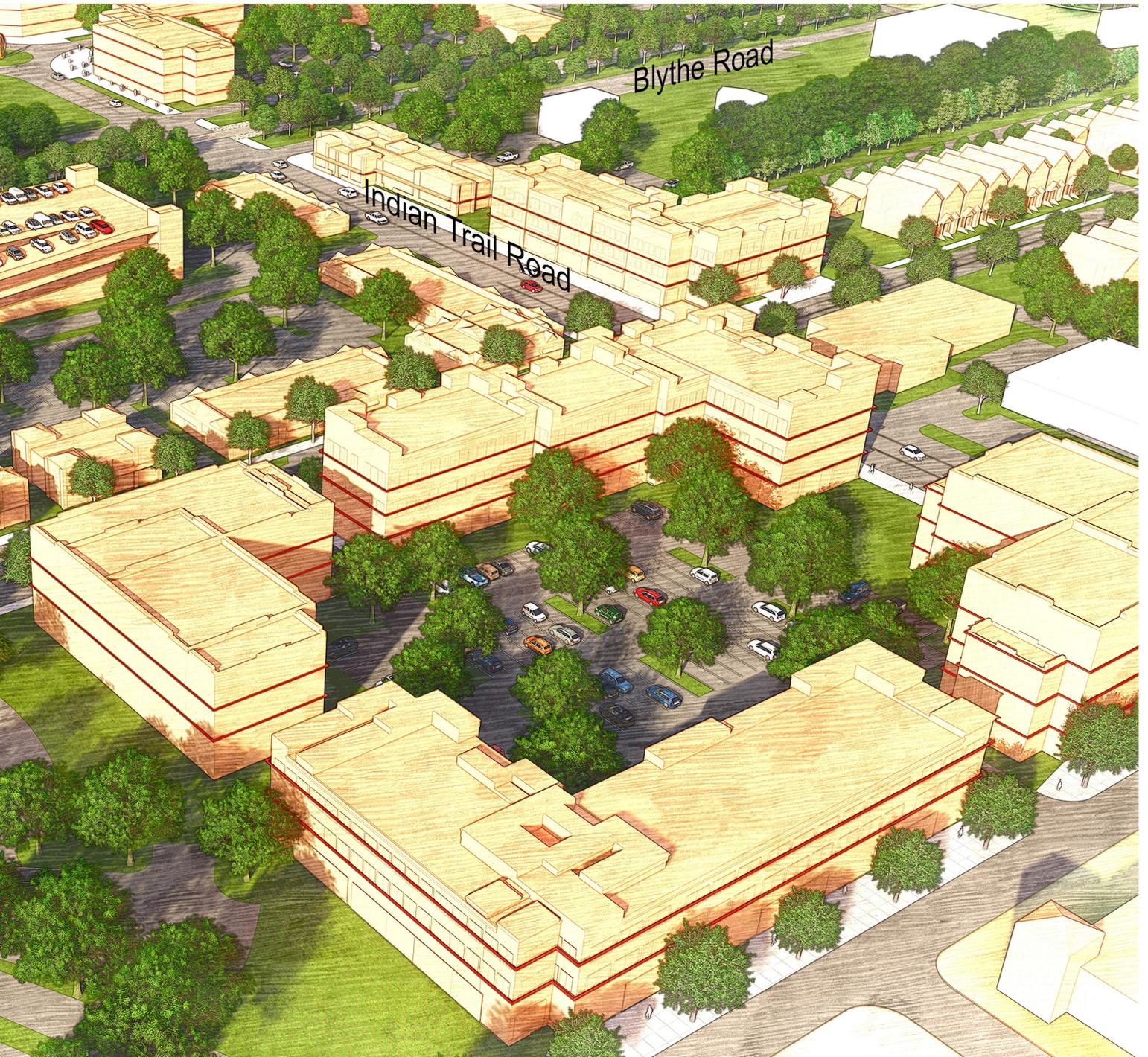
PERSPECTIVE FOCAL 2

Looking west from behind the Library on Unionville-Indian Trail Road.

- Existing Library (white) is in lower left corner of image
- Proposed mixed-use development at corner of Unionville-Indian Trail Road and North Indian Trail Road
- New public parking garage along VFW Lane next to existing railroad tracks
- One- and two-story office and retail buildings along Unionville-Indian Trail Road across from existing Library
- Proposed two- and three-story mixed-use buildings across Indian Trail Road with office and residential over commercial
- Towne Centre development (gray) shown at the top center-left of the image

LEGEND	
	EXISTING BUILDINGS
	PROPOSED BUILDINGS
	DESIGNED BY OTHERS





PERSPECTIVE FOCAL 3





Looking southwest along widened North Indian Trail Road.

- Liberty Street in foreground is an extension of the existing Liberty Street from across North Indian Trail Road
- White building at image center is the existing Ace Hardware
- Proposed two-story townhomes with detached garages are shown on image right
- Three-story, mixed-use buildings along Indian Trail Road with residential or office over ground floor commercial
- Proposed public parking garage along VFW Lane next to existing railroad tracks
- Towne Centre development (gray) shown at the top of the image

LEGEND



EXISTING BUILDINGS



PROPOSED BUILDINGS



DESIGNED BY OTHERS

Liberty Lane

CONNECTIVITY AND INFILL

ROOM FOR GROWTH

- Flex areas
- Responsive to environmental concerns

CONNECTIVITY

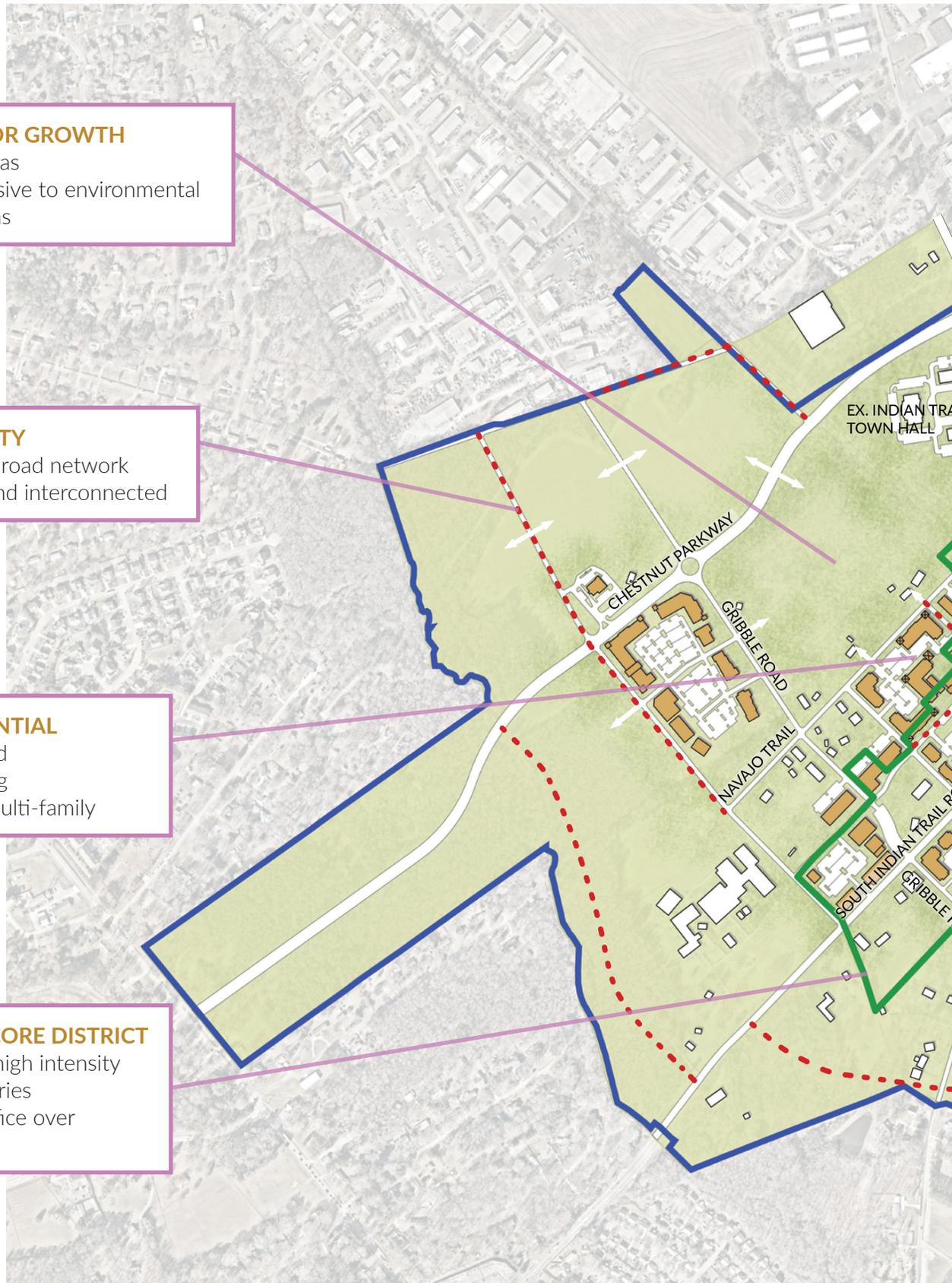
- Grid-based road network
- Walkable and interconnected

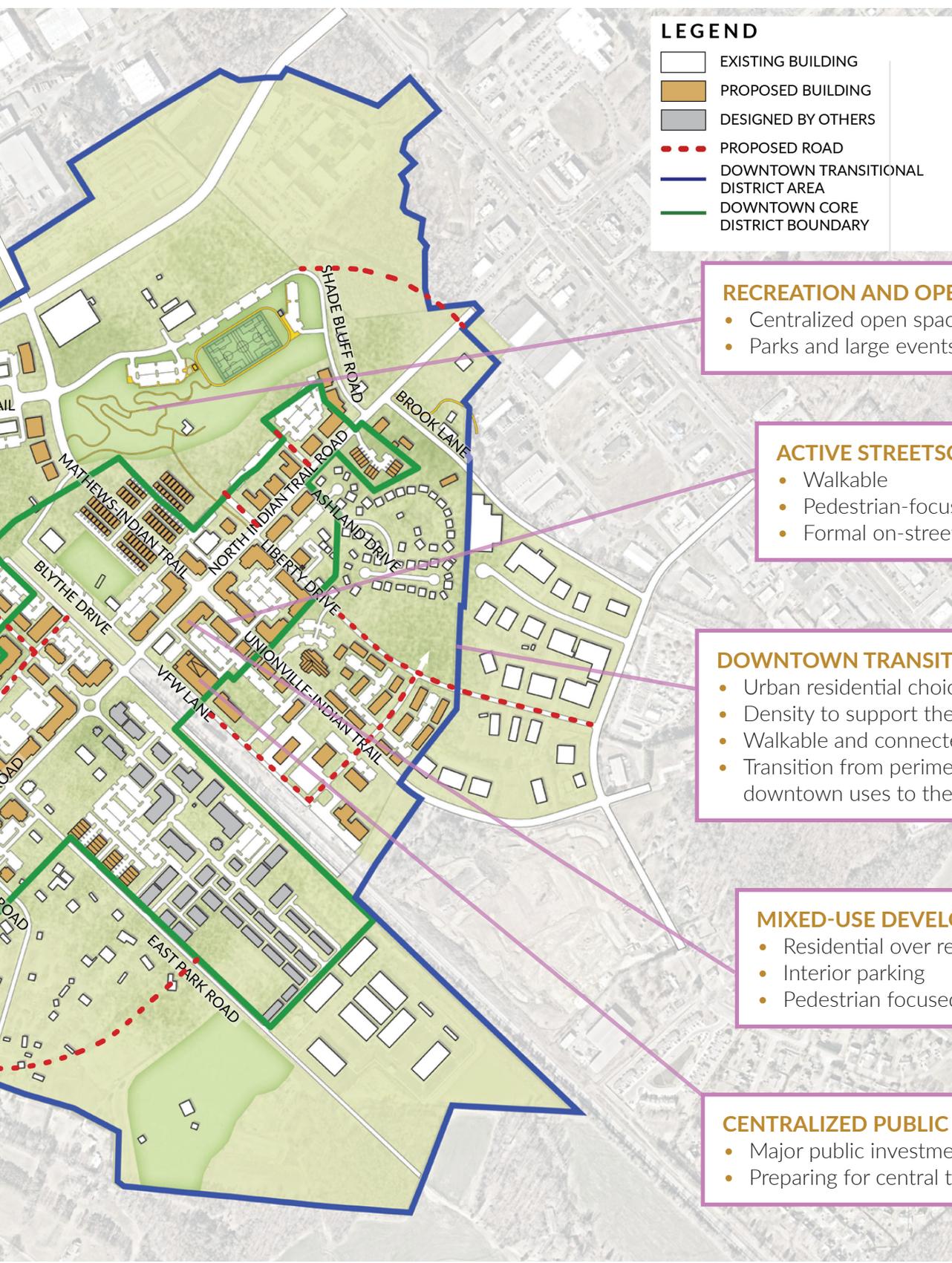
URBAN RESIDENTIAL

- Street-oriented
- Interior parking
- High quality multi-family

DOWNTOWN CORE DISTRICT

- High density, high intensity
- Usually 3+ stories
- Residential/office over commercial





- LEGEND**
- EXISTING BUILDING
 - PROPOSED BUILDING
 - DESIGNED BY OTHERS
 - PROPOSED ROAD
 - DOWNTOWN TRANSITIONAL DISTRICT AREA
 - DOWNTOWN CORE DISTRICT BOUNDARY

RECREATION AND OPEN SPACES

- Centralized open spaces
- Parks and large events spaces

ACTIVE STREETScape

- Walkable
- Pedestrian-focused
- Formal on-street parking

DOWNTOWN TRANSITIONAL AREA

- Urban residential choices
- Density to support the Core
- Walkable and connected
- Transition from perimeter to non-downtown uses to the Core

MIXED-USE DEVELOPMENT

- Residential over retail/commercial
- Interior parking
- Pedestrian focused streetscape

CENTRALIZED PUBLIC PARKING

- Major public investment
- Preparing for central transit

DOWNTOWN MASTER PLAN

PROPOSED NEW ROADS AND EXTENSIONS

The transportation plan serves as the foundation for future development in Downtown Indian Trail. It defines the street network and, in doing so, outlines development blocks and is the basis for a community's walkability. Typically, the transportation plan is the most significant element of urban design, as it is the most permanent and slowest to change. It has a significant impact on pedestrian movement, connectivity, and overall character of an area.

This transportation plan also includes all transportation recommendations, such as bicycle and pedestrian facilities, roadway enhancements, and safety improvements.

Indian Trail, Union County, and NCDOT have proposed new roads and typical sections for Indian Trail Road and Chestnut Parkway.

INDIAN TRAIL ROAD

The road is proposed to become more of a "complete street" with ten-foot wide sidewalks on both sides of the road and to be widened to accommodate intermittent left-turn center lanes and dedicate turn lanes at specific intersections such as Matthews- and Unionville-Indian Trail Roads and Gribble Road. A traffic circle has been designed at the intersection of the recently constructed Silver Star Boulevard and Indian Trail Road to accommodate the anticipated traffic associated with the new Indian Trail Towne Centre development.

CHESTNUT PARKWAY

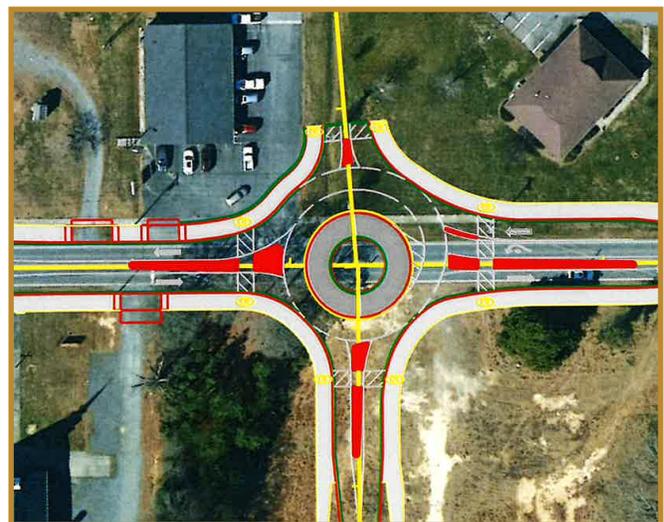
The existing Chestnut Parkway is proposed to be extended approximately one mile from Matthews-South Indian Trail Road to Old Monroe Road, south to Old Monroe Road near the intersection with Chestnut Lane, south of the study area. The extension would be a four-lane divided cross section with dedicated left turn lanes. Each lane would be 11 feet in width. Five foot wide sidewalks would be provided on each side on the road set five feet from back of curb. A traffic circle is proposed for the Chestnut Parkway extension and Gribble Road

intersection. The extension would include a bridge over the existing railroad line. Bike lanes are not proposed in the overall plan.

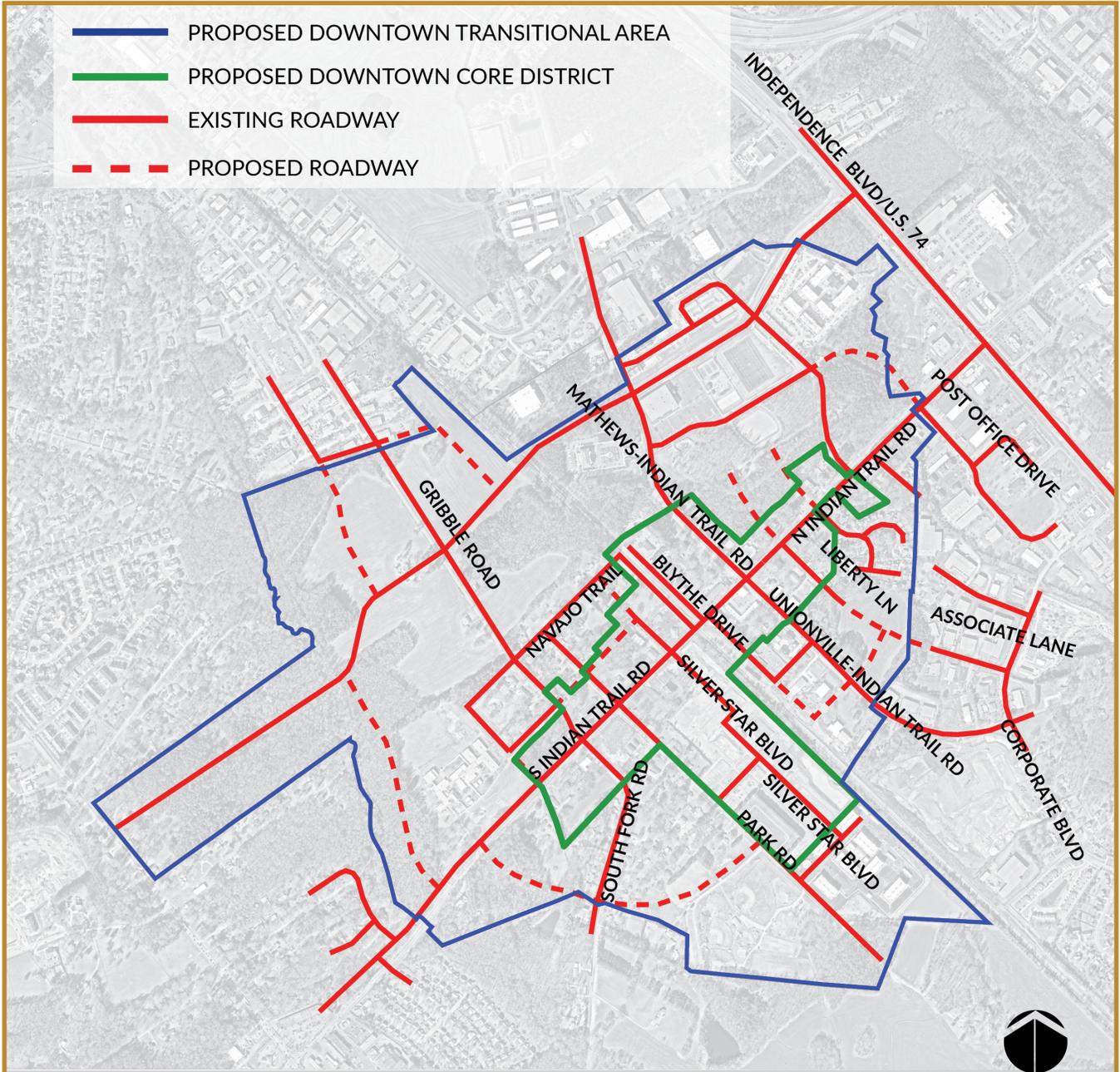
In addition to the roadway improvements proposed by Indian Trail, Union County and NCDOT, the Downtown Master Plan proposes several new roads and road extensions to create a consistently walkable pedestrian and road network. In addition, the proposed improvements create numerous development blocks within the downtown core to create a true downtown district and opportunities for redevelopment over time. These opportunities will contribute to an environment that achieves an economically balanced community and an improved quality of life, employment opportunities for current and future residents and a diversified tax base.

The concept for a walkable community with development opportunities begins with a more complete and manageable transportation network.

As technology advances and the day of the autonomous vehicle nears, the space needs dedicated to the vehicle will shift. Hints of our changing relationship with cars is already apparent with the rise of transportation network companies, like Uber and Lyft. Curbside management has further risen in prominence as a result of the COVID-19 pandemic, with businesses, like restaurants, looking



NCDOT roundabout concept, at Silver Star Boulevard and South Indian Trail Road.



Proposed roadway network connections

DOWNTOWN MASTER PLAN

to the Town for agile responses that recognize their shifting business needs. As the heart of the community, downtowns across the country will need to be at the forefront of this shift. It is important to start investigating how these changes will impact Indian Trail and what facilities need to be in place when autonomous vehicles are mainstream.

As new redevelopment projects emerge in Downtown, a complete street approach to the redesign of the existing streets would transform from a rural to an urban cross-section with curbs, gutters, standard lane widths, on-street parking, where feasible, and wider pedestrian sidewalks. The design change to the streets in the downtown is a significant effort but is needed to accommodate a safe and vibrant walkable downtown. The following improvements, and others not detailed herein, are proposed in the master plan.

VFW LANE

VFW Lane should be extended east along the railroad tracks and then turn north to intersect with Unionville-Indian Trail Road and the new Liberty Lane extension.

NAVAJO TRAIL

No changes proposed. An additional railroad crossing at this location would be desirable but is extremely unlikely given the other nearby crossings.

LIBERTY LANE

Liberty Lane should be extended east to connect to Associates Lane. When connected, Liberty Lane would provide access to Corporate Boulevard west of the master planning area. Extending Liberty Lane west to can also provide better access to properties to the west of Indian Trail Road.

BLYTHE DRIVE

This road may be improved and extended to connect to Matthews-Indian Trail Road.

CHOCTOW ROAD

This road is proposed to be extended east to intersect with the new Chestnut Parkway providing

a secondary access to the light industrial land uses that are west of downtown and along Gribble Road.

NEW STREETS

Two new roads are proposed at the southern end of the master plan study area to provide additional east-west access to parcels and adjacent neighborhoods. The first connects at Indian Trail Road across from Education Drive, the entrance to the Indian Trail Elementary School. This road would run east of Indian Trail Road intersection South Fork Road south of an existing neighborhood and continue to east and north to connect to Redskin Trail adjacent to Edna Love Park.

The second new road is proposed to connect Chestnut Parkway and South Indian Trail Road of the Indian Trail Elementary School. This two-lane road would parallel the South Fork Crooked Creek.

BIKE LANES AND GREENWAYS

The Town of Indian Trail does not currently have defined bicycle lanes or designated bike routes within the downtown study area. There are, however, segments of a multi-use path along U.S. 74 north of the study area. These segments have been built due to new requirements that are detailed in the Town's UDO. The requirement is intended to create a continuous multi-use path along U.S. 74 to allow users to access destinations and travel safely along the highway. The challenge is how to allow bicyclists along U.S. 74 to connect to the Downtown Core District.

The plan proposes a series of greenways along South Fork Crooked Creek and its tributaries around and into the downtown study area. These linked greenway corridors would parallel the creek and its buffer zones providing a series of off-road bicycle and pedestrian multi-use paths.

On the east edge of the study area, a greenway along the South Fork Crooked Creek would connect Independence Boulevard/U.S. 74 to the neighborhoods and business areas on the east side and eventually to Edna Love Park. To cross the railroad, the greenway would need a bridge overpass

to connect on the north and south sides of the rail corridor. The greenway would then run along the south edge of the study area and connect to the neighborhoods and business areas on the west side. Greenways along tributaries would parallel portions of Indian Trail Road and the extended Navajo Trail to provide north-south multi-use connections into downtown.

When one of the greenways crosses an existing road, on-road bike lanes will provide access deeper into downtown. The following roads should

be considered for the addition of designated bike lanes as roadway improvements are designed and constructed:

- Navajo Trail between Indian Trail Elementary School and Ashland Drive (approx. 0.7 mile)
- Liberty Lane between Navajo Trail and Corporate Boulevard (approx. 0.5 mile)
- Blythe Drive between Chestnut Parkway and Indian Trail Road (approx. 0.4 mile)
- Park Road between Navajo Trail and South Forth Crooked Creek past Edna Love Park (approx. 0.7 mile)



Roadway network concept in development

DOWNTOWN MASTER PLAN

PARKING

The parking needs in downtown Indian Trail can be best met using a combination of strategies, including the addition of on-street and surface parking supply, removing inefficient parking areas, and requiring parking capacity as a part of future development. With proper sidewalk connections to ensure full access to all available parking, the Town of Indian Trail can ensure that its parking needs are met without sacrificing the pedestrian-friendly, vibrant character its residents hold dear. Streets in the downtown districts, apart from Chestnut Parkway and Indian Trail Road, should accommodate on-street parking where feasible. Parking can be either angled parking or parallel parking depending on available right-of-way, visibility, and building layout. A face-of-curb measurement of 40 feet can accommodate two 11-foot travel lanes with nine feet wide parallel parking on both sides of the street. If bike lanes are to be provided on specific streets, then a minimum face-of-curb measurement of 46 feet should be provided. If right-of-way widths are sufficient, a face-of-curb to face-of-curb measurement of 60-62 feet can accommodate two-way traffic and different angled parking configurations. If bike lanes are desired on streets with angled parking, the parking configuration should only be for back-in angled parking to help minimize potential bicycle-vehicular conflicts. Bike lanes should not be designed on roads with head-in parking.

Surface lots for the downtown core (DCD) should be located behind buildings, thus allowing the buildings to connect with the sidewalks along the street frontage. An initial option may be for the Town to partner with a developer to construct a parking deck in the proximity of Indian Trail Road and the railroad. There are additional partnering scenarios that could be established, for example a Town-funded parking deck with developer-funded retail and mixed-use wrapping the deck.



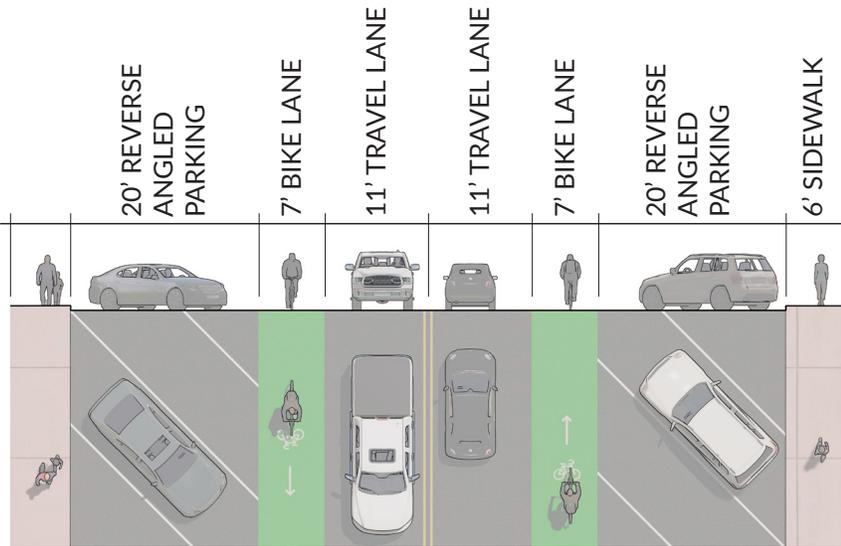
Matthews-Indian Trail Road



Unionville-Indian Trail Road

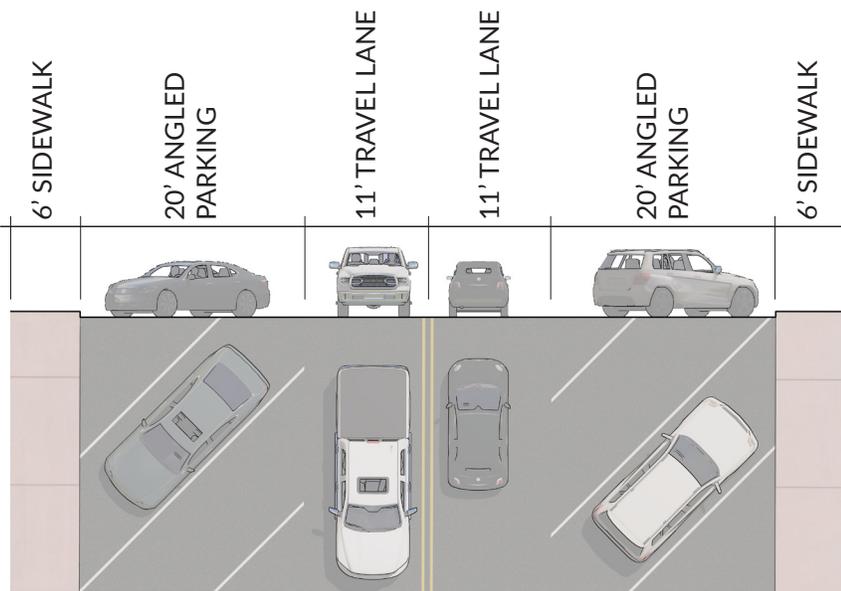


Liberty Lane



Streets where this 60-62 foot wide face-to-face design might be applied include:

- Portions of Matthews-Indian Trail Road
- Portions of Unionville-Indian Trail Road



Streets where this 46 foot wide face-to-face design might be applied include:

- Portions of Liberty Drive
- Portions of Silver Star Boulevard
- Portions of Park Road West
- Portions of Gribble Road
- Portions of Navajo Trail
- Portions of Education Drive

Preferred on-street parking configurations

DOWNTOWN MASTER PLAN

URBAN FORM

Nothing happens without local prioritization and effort. Local leadership should prioritize and budget resources to achieve progress and then hold staff accountable for implementation. Annual prioritization in the Capital Improvement Plan and Town budget as well as quarterly progress updates are recommended.

BRANDING AND URBAN DESIGN



District branding strategies consist of organized design elements used to create a cohesive pedestrian experience and a positive image to remain in visitors' memories. Branding can include elements such as consistent use of distinctive materials or colors, a cohesive signage program, and a series of special places around the area. The following elements describe strategies and locations for various branding and urban design improvements in Downtown Indian Trail.

STREETSCAPES

Streetscape design has a strong impact on visitors, creating both the first and lasting impressions they take away from a space. Design elements such as decorative pavers, street trees, consistent street furnishings, and planters create a special character that feels comfortable and safe. These characteristics are especially important in a downtown area, where people go to experience something fun and exciting.



Pavers, consistent spacing of street trees and visually distinctive site furnishings provide character and will make Downtown visually identifiable.

While this experience can occur in a specific restaurant or plaza, it is also strongly influenced by the person's experience walking through the area.

Sidewalk connectivity should be prioritized throughout all Downtown Indian Trail, enhancing pedestrian experience and convenience. For increased aesthetic treatment and investment of the downtown core, primary and secondary corridors have been identified.



Primary corridors can have enhanced paving design and bulb-outs to identify signature streetscapes.

PRIMARY CORRIDORS

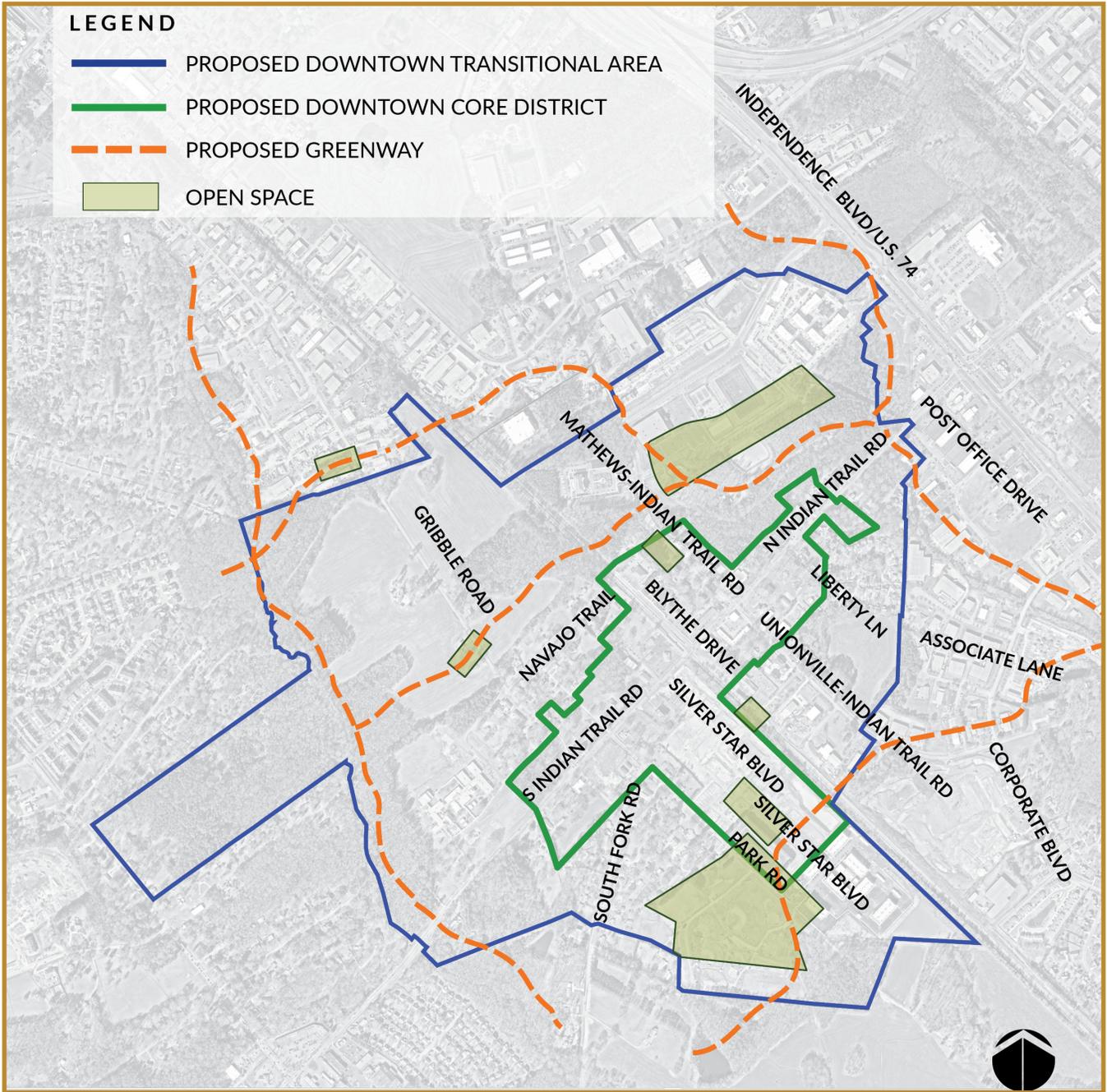
Primary corridors will have the highest level of aesthetic treatment and investment. Potential improvements include:

- Expanded areas with brick pavers
- Enhanced intersection and crosswalk treatments (e.g., plantings, decorative crosswalks)
- Street trees where possible
- Bulb-outs to shorten pedestrian crossing distances and protect on-street parking

SECONDARY CORRIDORS

Secondary corridors will have a moderate amount of aesthetic treatment and investment in select areas (see example images below). Potential improvements include:

- Consistent sidewalk connectivity
- Street trees where possible
- Enhanced intersection treatments (e.g., brick pavers at corners)
- Brick pavers used as accents or to a lesser extent along the full length of the street



Greenway and open space network

DOWNTOWN MASTER PLAN

SITE FURNISHINGS

A consistent palette of site furnishings will provide consistent character for Downtown. Site furnishings may include lighting, benches, chairs, tables, waste receptacles, bike racks, planters and other furnishings designed for outdoor use. Some of these may be located in the public right-of-way, while others will be placed within a properly, such as in a plaza or courtyard.

Site furnishings should be located along the pedestrian network for user convenience and to animate public spaces.

Larger groups of site furnishings should be clustered at mid-block crossings or bulbouts to reduce fire access concerns.

To stay consistent with the appreciated small town character, site furnishings should be classic in style. Below are a few examples.



GATEWAYS

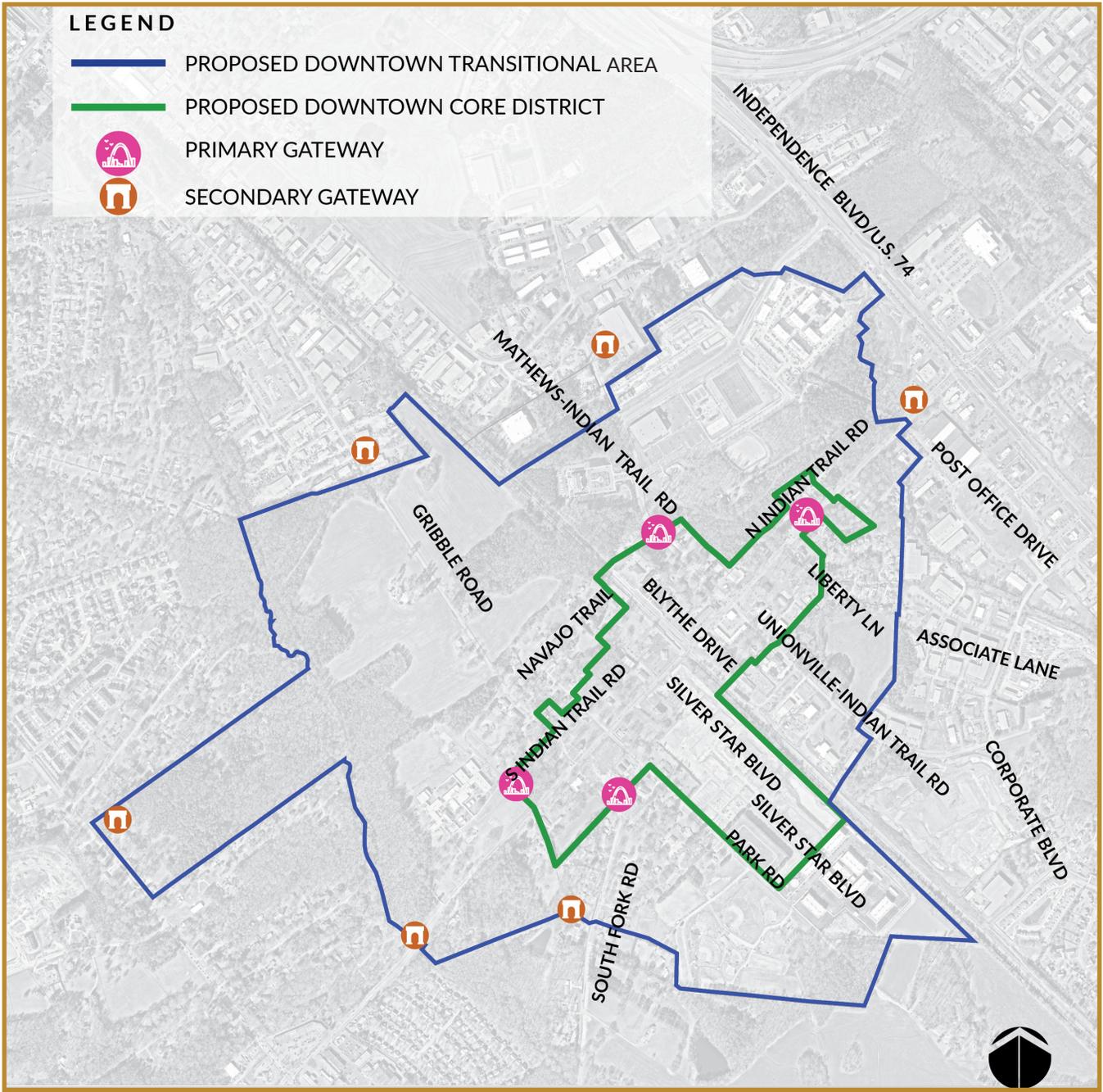
Gateways create an enhanced entrance into an area and help people understand that they are entering a special district. Gateway design elements often include signage, enhanced landscaping, lighting, and/or public art. For Indian Trail, gateways are proposed that will reflect its unique urban character.

The entrances to the Indian Trail Downtown Core District are to be defined by and enhanced with welcoming gateways. Two types of arrival gateways are proposed – primary and secondary. While similar in design and materials, their scale and details differ based on their respective locations.

A Primary gateway marks North Indian Trail Road and South Indian Trail Road, the major north-south artery into town. Similarly, Primary Gateway elements are used on Matthews-Indian Trail Road and Unionville-Indian Trail Road, the main east-west routes. Secondary gateways are proposed for Gribble Road, South Fork Road, and Park Road, collector roads that, generally, have less traffic and are off the primary axes of downtown.



Gateway monuments help signify arrival while providing a design aesthetic to an area of downtown.



Primary and secondary gateway locations.

DOWNTOWN MASTER PLAN

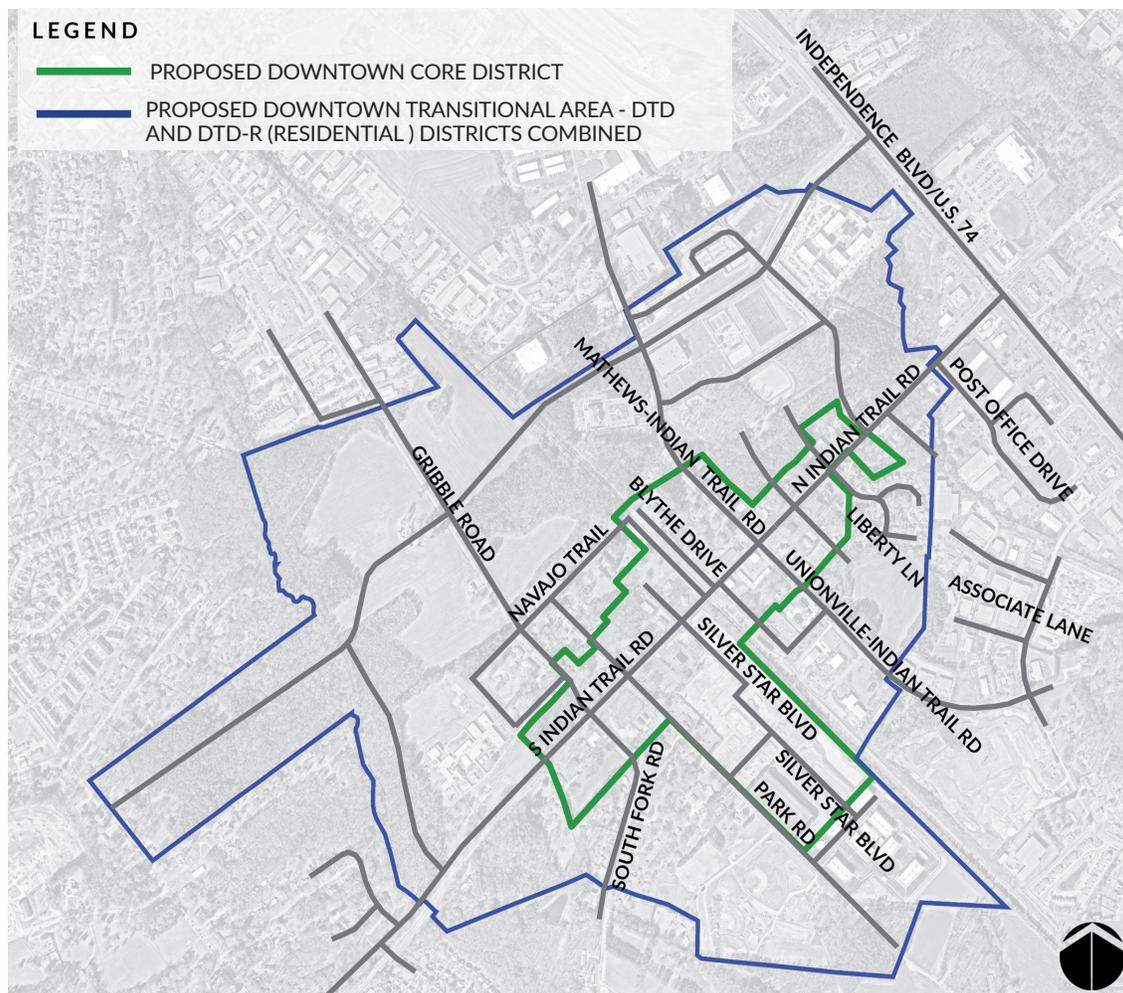
REGULATORY CONSIDERATIONS

The project team performed an analysis of the land uses, zoning designations, and development patterns that exist within the study area, which are the limits of the current Downtown Overlay District (O-DD) in this area. These were compared to the desired future state identified through the public engagement and outreach performed in this plan.

The study area is currently a mix of numerous zoning districts which permit a wide variety of uses from single-family, detached dwellings to industrial uses. However, the most notable districts, as they relate to the intent and future of the downtown in Indian Trail, are the Central Business District (CBD) and the Downtown Overlay District (O-DD). There is a

desire to retain some elements from those districts moving forward. The mix of existing and future land uses will then slowly intensify over time as the Downtown plan is implemented and attracts private and public investment.

A large concern identified throughout the analysis is the impact of vehicular traffic and congestion within the study area. Planned traffic improvements and proposed road extensions should alleviate current hot spots but strategic zoning changes are needed to ensure those aren't simply displaced elsewhere. Further, design standards should encourage pedestrian-oriented public spaces, plazas, bike lanes, and greenways within the core with peripheral parking areas, separating travel modes and providing easy vehicular movement to new roadways.



Proposed downtown districts

Recommended changes to the zoning, both in boundary and designation, aim to reduce the range of permitted uses to create a high-density, pedestrian-oriented, mixed-use core with a secondary tier of medium-high density, mixed uses to bridge downtown to the surrounding suburban environment. In this context, “mixed-use” refers to the integration of nonresidential and residential uses vertically in the same structure. This typically manifests as multi-family residential or offices above ground floor commercial uses.

PROPOSED DOWNTOWN DISTRICTS

Following examination of the land uses, zoning designations, and development patterns that exist within the study area, which is the limits of the Downtown Overlay District (O-DD), there is a desire to change the boundaries of what is considered “downtown”. Recommended changes to the zoning, both in boundary and designation, aim to create a high-density, pedestrian-oriented, mixed-use core with a secondary tier of medium-high density, mixed uses to bridge downtown to the surrounding suburban environment. We offer the following, which should be used to amend the Town’s current Future Land Use Map and Unified Development Ordinance (UDO).

DOWNTOWN CORE DISTRICT (DCD)

The DCD will serve as the primary core of Downtown Indian Trail. This area will consist of 2-4 story buildings with high-density, residential uses located on upper floors while pedestrian-friendly, commercial uses, such as restaurants, shops, services, and offices are located on street level. Open spaces, plazas, parks, and other public spaces will be provided throughout the core to create green linkages and encourage outdoor dining, entertainment, and other community activities, such as festivals and markets. Parking will be provided on-street or in garages, behind the primary uses, and within proximity to the railroad.

Uses:

- High-density residential (condominium,

- apartment); no first-floor residential
- Hotels
- Restaurants / Brewery / Distillery
- Retail
- Service retail (dry cleaner, florist, travel agency, etc)
- Parks, plazas, open space
- Parking (structures, surface)

DOWNTOWN TRANSITIONAL DISTRICT (DTD)

The DTD is designed in size and scale to be the transition to Indian Trail’s downtown core. Concentrating larger apartment-based or townhouse residential uses, office buildings, and specialty commercial uses on a pedestrian-oriented scale, creates a transition from residential suburban areas to higher intensity mixed-uses expected in the Core. Open space and pedestrian linkages to potential future light rail will be incorporated and uses will have a transit-oriented aspect in their design. Parking is provided on-street and near transit hubs.

Uses:

- High-density residential (apartments, townhouses, condominiums)
- Office
- Retail
- Restaurants
- Medical facilities
- Government and institutional uses
- Transit-oriented facilities
- Parks, plazas, open spaces

DOWNTOWN TRANSITIONAL RESIDENTIAL DISTRICT (DTD-R)

The DTD-R contains existing single-family detached homes in the Downtown Transitional Area. The purpose is to not only preserve the existing homes but also to keep those properties from being taxed at a commercial property rate. The two Transitional districts are shown as one Downtown Transitional Area on the previous map due to the evolutionary nature of mapping out the existing residential properties. The two districts will be mapped out separately on Town zoning maps.

DOWNTOWN MASTER PLAN

PROPOSED ZONING REVISIONS

The general approach to implementation is to realign zoning to better reflect the geography, uses, and standards desired. The following recommendations are presented to achieve the desired mix of uses with the intensity and scale of a vibrant downtown. See map on previous page for recommended areas to create new zoning districts and standards.

ZONING DISTRICT BOUNDARIES, USE REGULATION, AND OVERALL USER EXPERIENCE

Remove the O-DD designation from the study area and instead expand the CBD district as needed to encompass the areas where intensification is desired. As currently understood, this area would be the Downtown Core shown in this Plan and the CBD would be renamed the DCD (Downtown Core District). Adjustments to this district and the DTD would then be applied.

Typical desirable uses include retail, restaurants, service retail, plazas, microbrewery/micro-distillery, etc. on the ground floor. Upper stories typically would include high-density residential, hotel, office, etc. Parking should be in the rear to create a seamless pedestrian-friendly street frontage.

If parking garages are included, they should be wrapped with occupiable spaces so that the parking is hidden from the street.

Update allowable uses from CBD to include some from the Downtown Overlay. The included uses should reflect the desire for “active” and engaging storefronts on the ground floor. This will create a vibrant pedestrian environment.

RECOMMENDED CHANGES TO DEVELOPMENT STANDARDS

The following changes are recommended to the CBD in the Indian Trail Unified Development Ordinance to support the goals of this Plan. Some of these changes are also likely relevant to the Downtown Transitional Area and may be applicable to whichever zoning district is modified or created to

achieve the goals of that area. However, the focus of this section is on the CBD. The modifications are to all CBD parcels as CBD will no longer be used. The CBD is primarily a district previously zoned in the Downtown Overlay but two parcels outside of the new two-district downtown area will also be rezoned to an appropriate district.

- Require incorporation of formalized, striped, on-street parallel parking and appropriate pedestrian-friendly landscaping and treatments, such as bulb-out islands at intersections, striped crosswalks with pedestrian signals, appropriate street trees in tree grates, etc.
- Add a maximum setback requirement for nonresidential, multi-family, and mixed-use structures. This could be in the range of 12-15 feet back from the edge of the curb or the nearest edge of the on-street parallel parking. This maximum setback would ensure that buildings interact with the street and create a pedestrian-friendly zone. Outdoor seating for restaurants should be allowed in this area, pending appropriate passage is maintained for pedestrians and handicap accessibility. The two feet nearest the on-street parking should be kept mostly empty of street furniture and street trees to accommodate the opening of car doors.
- Eliminate the Lot Area per Dwelling Unit requirement from Table 500-2.
- Side setbacks should be eliminated, assuming minimum fire safety standards can still be accommodated. This may be an appropriate location to incorporate Primary Fire District standards to allow for zero side setbacks. The extra setback when adjacent to residential uses should also be eliminated.
- In the current development ordinance, the Downtown Overlay District allows the construction of tall buildings up to 75 feet. With the removal of this overlay, the building heights will follow the current requirement for CBD which is 50 feet..
- Some of the standards of Chapter 680 – Standards for Mixed-Use Development could be incorporated into the Core area. In

particular, Section E provides an exemption from landscaping screening and buffering, and Section H, which provides guidance for mixed-use development. The requirement for a minimum of 5% open space (Section G) has applicability as well, but any regulation should also consider the role of the Town in providing those open spaces and plazas, as well as the pedestrian areas in and adjacent to the public streets, which often serve as semi-public open space also.

- Landscaping (Division 800). Parking lot landscaping should continue to be required for surface parking. Tree preservation, tree canopy, buffering standards, base planting requirements, and other more suburban-style landscaping requirements should be waived in the Core. Street trees should continue to be required but should be designed for the urban context, using tree grates and tree species appropriate to the context.
- Parking (Division 1000). Allow for a further reduction in overall parking required where vertically mixed uses are provided. The suggested method is to sum the total parking required for each use, then allow a flat reduction in that amount, perhaps by up to 25-50%. This would be considered the adjusted minimum parking requirement. As an absolute floor, any reduction in parking should not be less than the residential requirement + 10% of the nonresidential component. Any further reduction in the required parking from the adjusted minimum requirement should require payment of fee-in-lieu to support the Town acquisition and construction of public parking. Furthermore, businesses with ground-floor street frontage should be allowed to count the on-street parking on their side of the road, within their lot lines, toward their minimum required parking. It should be understood that this does not convey any ownership, interest, or preference in the usage of these spaces.

5

IMPLEMENTATION

ESTIMATE OF PROBABLE COST

Probable costs are based on current market trends, similar projects, and project-specific research conducted by the project team. The team utilized its available resources and technical expertise to provide order-of-magnitude estimates that are for planning purposes only. These do not include regulatory or coordination costs.

The preliminary cost estimate focuses on the general anticipated improvements within the public realm, since the exact development scenarios of each block or parcel cannot be exactly calculated as of the date of this plan. The statement of costs has been divided into a variety of minor and major streetscape enhancements and major intersection reconfigurations. The Town's preferred level of improvement will affect the cost estimates for implementing the recommendations. The project team has generally found that the desired level of improvements can affect construction costs by as much as thirty percent. Careful consideration and input from the Town will need to be provided to the design team as projects are identified, prioritized, and funded. The estimates of probable construction costs are shown in a range of low to high.

Potential funding sources are also detailed in following pages. Any external funding is contingent on availability and competitive positioning.



Range of implementation COSTS				
Roadways - New	Unit	Low	Median	High
Two-lane, urban section	Mile	\$3,000,000	\$4,000,000	\$5,000,000
Four-lane, urban section	Mile	\$6,000,000	\$7,500,000	9,000,000
		Land clearing, subbase and base, asphalt, striping, bike lanes, stormwater collection system, both sides of road		
Roadways - Expanded	Unit	Low	Median	High
Two-lane, rural to urban	Mile	\$770,000	\$1,110,000	\$1,450,000
Four-lane, rural to urban	Mile	\$1,900,000	\$2,800,000	\$3,700,000
		Mill and resurface, new curb and gutter, 5-foot sidewalks, striping, bike lanes, stormwater collection system, both sides of road		
Streetscapes	Unit	Low	Median	High
Streetscape – minor	LF	\$850	\$1,025	\$1,200
		Concrete sidewalks, strategic street tree plantings, pedestrian and roadway lighting, typical painted crosswalks, limited site furnishings, special amenities, both sides of street		
Streetscape – major	LF	\$1,450	\$1,700	\$1,950
		Specialty concrete/paver sidewalks, pedestrian and traffic signals, street trees, ornamental pedestrian and roadway lighting, decorative paver crosswalks, lighting, site furnishings, both sides of street		
<p>Cost ranges depicted above do not include 12-15% additional for contractor mobilization, mark-ups and general conditions. Cost ranges also do not include 15-20% additional for contingencies, design or permitting fees.</p>				

IMPLEMENTATION

DOWNTOWN MASTER PLAN FUNDING OPPORTUNITIES

Several grants have been identified for projects proposed in the vision, with a potential total (not including leveraging) of approximately \$3 million-\$5 million, with options to apply annually.

Individual grants may apply to multiple projects, therefore, the projected funding totals for each project may include the use of overlapping grants for a different project.

The following tables list the details of potential grants and loans available for downtown improvements projects.

SAFE ROUTES TO SCHOOL (SRTS)	
Level of Funding:	Federal
Management Agency:	NCDOT
Website:	https://www.transportation.gov/mission/health/Safe-Routes-to-School-Programs
Description:	The program facilitates the planning, development and implementation of projects and activities to improve safety and reduce traffic, fuel consumption and air quality near K-12 schools.
Project Examples:	<ul style="list-style-type: none"> • Engineering Strategy: Engineering addresses the built environment with tools that can be used to create safe places to walk or bike and can also influence the way people behave. Infrastructure changes may not only improve safety for children, but they also may encourage more walking and bicycling by the general public • Infrastructure projects such as bicycle lanes, pathways, and sidewalks
Grant Amount:	\$50,000-\$500,000
Match:	Possibly, based on projects and funds available
Application Deadline:	Annually. Next cycle not yet announced, but in 2023 deadline was in February

Parks and Recreation Trust Fund	
Level of Funding:	State
Management Agency:	NC Division of Parks and Recreation
Website:	https://www.ncparks.gov/more-about-us/parks-recreation-trust-fund/parks-and-recreation-trust-fund
Description:	The North Carolina Parks and Recreation Trust Fund (PARTF) awards matching grants to local governments for parks, public beach access, and improvements in state parks including land acquisition. The program helps local governments reach their park and public access goals to improve the quality of life in their communities.
Project Examples:	<ul style="list-style-type: none"> • Greenways • Trails • New Parks • Park Renovation
Grant Amount:	\$500,000
Match:	At least 50% of the total cost of the project
Application Deadline:	Annually, May

Land and Water Conservation Fund (LWCF)	
Level of Funding:	Federal
Management Agency:	North Carolina Department of Natural and Cultural Resources
Website:	Land and Water Conservation Fund NC State Parks (ncparks.gov)
Description:	The Land and Water Conservation Fund was established in 1964 by Congress to create parks and open space; protect wilderness, wetlands, and refuges; preserve habitat; and enhance outdoor recreational opportunities. LWCF was initially authorized for 25 years; in 2019, the LWCF was permanently reauthorized. In 2020, the Great American Outdoors Act included a provision to permanently fund the LWCF around \$900 million a year, using royalties from offshore oil and natural gas.
Project Examples:	<ul style="list-style-type: none"> • Acquire land for a public park • Develop outdoor recreation and support facilities
Grant Amount:	Up to \$500,000
Match:	Dollar for dollar
Application Deadline:	Varies, currently there are 2 cycles, in the fall and spring.

Carolina Thread Trail	
Level of Funding:	Private Foundation
Management Agency:	Catawba Land Conservancy
Website:	https://www.carolinathreadtrail.org/
Description:	Through private fundraising efforts, the Thread Trail grants funds to communities for planning, design, land acquisition and construction of trail segments. We also assist communities in attracting public funding and other private grants
Project Examples:	<ul style="list-style-type: none"> • Planning • Design • Land Acquisition • Construction
Grant Amount:	Varies, grants serve as catalytic funding to help attract public funding sources.
Match:	CTT will not completely fund a trail, and will require supplemental funding.
Application Deadline:	Unknown, communities typically coordinate directly with CTT

IMPLEMENTATION

NC's Recreational Trails Program	
Level of Funding:	State
Management Agency:	NC Division of Parks and Recreation
Website:	https://trails.nc.gov/trail-grants
Description:	The Division of Parks & Recreation (DPR), the North Carolina Trails Program, and the North Carolina Trails Committee (NCTC) value trail projects that are legal, safe, managed, and provide connectivity, reasonable public access and parking. These sustainable, "shovel-ready" projects leverage local funds to meet recreational trail and trail-needs, to provide low infrastructure economic development opportunities through natural resource tourism.
Project Examples:	<ul style="list-style-type: none"> • New Trail/Greenway Construction • Trail/Greenway Renovation • Approved Trail/Greenway Facilities and Trail Head/Trail Markers • Purchase of Tools to Construct and/or Renovate Trail/Greenway • Land Acquisition for Trail Purposes • Planning, Legal, Environmental, and Permitting Costs - up to 10% of grant amount Combination of the Above
Grant Amount:	\$10,000 - \$100,000
Match:	25% of funds received
Application Deadline:	Annually, September

GRANT STACKING

Utilizing multiple funding sources has become the most effective way of maximizing the amount of funding a community can obtain. "Grant Stacking" allows a project to draw funding from several sources. The idea of "Grant Stacking" refers to grouping grants of varying levels (federal, state and local) to support one project. Careful selection of grants can result in one grant providing the matching funds requirement for another grant and the reciprocal as well. This process can address acquisition and development in phases to best meet a project's intent and time schedule.

GENERAL NOTES:

- Funding is based on the Town's eligibility to apply for the listed grant opportunities. Prior awards or current projects may affect the ability of the Town to obtain listed grants.
- Grant amounts are based on the maximum award possible. The cost of elements will ultimately determine the maximum amount to be obtained.
- Other funding opportunities may be available; however, those listed are stable grant programs that normally occur every year. This list does not include line-item appropriations from any local, state or federal government.

POTENTIAL FUNDING

The Town of Indian Trail has several funding sources available, and for consideration, that can be utilized for implementation, many of which can be phased or even enhanced for additional funding opportunities to help address economic fluctuations and changing Town priorities over time. Through the analysis of existing sources, projections of future funding options and recommendations are as follows:

- **General Fund Revenues:** The Town should focus on dedicated CIP funds each year to leverage towards grants and loans for proposed downtown improvements. With the anticipated population growth projected for the Town, this figure will likely increase each year, especially in the long-term implementation phase of this vision.
- **Grants:** Through the identification of over \$3-5 million in grant opportunities annually, the Town has the potential to increase funds available for capital improvements over the next ten years.
- **Infrastructure improvements with Impact Fees:** Impact fees assign growth-related capital costs to those new residents responsible for such costs. The Town of Indian Trail should consider this capital funding strategy as an appropriate method for funding the increased capital requirements resulting from growth. Growth trends are expected to continue for the next ten years, and impact fees should be utilized for infrastructure improvements. If utilized, fees will need to be evaluated over time for adjustments.
- **Borrowing:** As a funding source, general obligation bonds have historically received support from municipalities in Union County. While Indian Trail has made it a practice to fund most capital outlay from current operating budgets rather than through long-term financing, debt financing may prove to be the most cost-effective means of future funding for infrastructure improvements. A potential option to consider is utilizing projected funding through CIP, grants, taxes and impact fees to fund a majority of improvements to existing parks, while utilizing a bond to fund

the proposed improvements that fall within the medium and long-term time frames. A revenue or infrastructure improvement bond would provide substantial funding to complete proposed improvements such as water and sewer treatment facilities to increase capacities and new road construction while also providing incentive for potential partners such as Union County or private developers to contribute additional funds. It is recommended that the Town explore the feasibility of a bond through additional public engagement and financial analysis. Funding capital through debt issuances allows the Town to fund large infrastructure costs over a longer duration while decreasing the immediate and substantial need for a tax or rate increases.

- **Creating a Capital Improvement Plan** for each of the Town's major funds will help the Town plan for future capital improvements. Accompanying financial analysis will help the Town prioritize and understand the financing of these projects as they relate to needed debt, tax or user fee increases.

IMPLEMENTATION

PRIORITY ACTION ITEMS

The following pages and tables identify action items for the Vision that can help implement priority projects. Each action item advances the objectives of the vision. Three categories of time have been identified: “priority” represents priority action items to be completed in the next five years; “continued emphasis” represents action items that may take up to ten years to complete; and “aspirational,” represents action items that may take more than ten years to fully complete.

Priority Action Items (Completion in 3-5 years)	
Item	Capital
C-1	Continue to expand and refine the Town’s CIP to provide yearly allocations towards downtown infrastructure improvements based on project opportunities and community input
C-2	Implement a focused approach for capital improvements and reinvestments in downtown infrastructure to promote safety, user experience, and community aesthetics
C-3	Secure additional grants by leveraging dedicated funding sources for targeted capital improvements or need-based grants from State, Federal, or non-profit sources
Item	Acquisitions
A-1	Develop a strategic land acquisition program to target, prioritize and secure land acquisition opportunities - focus on undeveloped or underdeveloped properties, opportunities for road network expansion
A-2	Continue to explore town-owned properties that can be utilized for improvements to the public realm and in partnership with other departments
Item	Policy
PO-1	Integrate downtown master plan recommendations into other Town plans and initiatives including the Comprehensive Plan
PO-2	Implement recommended changes to the Town’s Development Standards for parking, building setbacks, and building heights as detailed in the master plan report
Item	Initiatives
I-1	Develop a streetscape design guidelines for internal use and by consultants to develop a pedestrian oriented and walkable downtown
I-2	Begin a strategic education, outreach and input effort to determine community support and the feasibility of an infrastructure obligation bond

I-3	Develop detailed architecture design guidelines and standards for use internally and by consultants to maintain a consistent design pattern and language that visually brands the Town's downtown districts and neighborhoods
I-4	Develop a town-wide branding and pedestrian-scale wayfinding strategy that is cohesive throughout the downtown, yet unique to individual neighborhoods, integrating historic landmarks and public art

Continued Emphasis (Medium to Long-Term Completion)	
CE-1	Continue to coordinate with community partners, Union County, and adjacent municipalities to improve access, linkages and regional connectivity through greenways
CE-2	Consider implementing a dedicated funding source for public art
CE-3	Promote the maintenance and improvement of the Downtown tree canopy through the implementation of complete streets and green streets
Item	Acquisitions
A-1	Develop a strategic land acquisition program to target, prioritize and secure land acquisition opportunities - focus on undeveloped or underdeveloped properties, opportunities for road network expansion
A-2	Continue to explore town-owned properties that can be utilized for improvements to the public realm and in partnership with other departments
Item	Policy
PO-1	Integrate downtown master plan recommendations into other Town plans and initiatives including the Comprehensive Plan
PO-2	Implement recommended changes to the Town's Development Standards for parking, building setbacks, and building heights as detailed in the master plan report
Item	Initiatives
I-1	Begin a strategic education, outreach, and input effort to determine community support and the feasibility of an infrastructure obligation bond
I-2	Develop detailed architecture design guidelines and standards for use internally and by consultants to maintain a consistent design pattern and language that visually brands the Town's downtown districts and neighborhoods
I-3	Develop a town-wide branding and pedestrian-scale wayfinding strategy that is cohesive throughout the downtown, yet unique to individual neighborhoods, integrating historic landmarks and public art

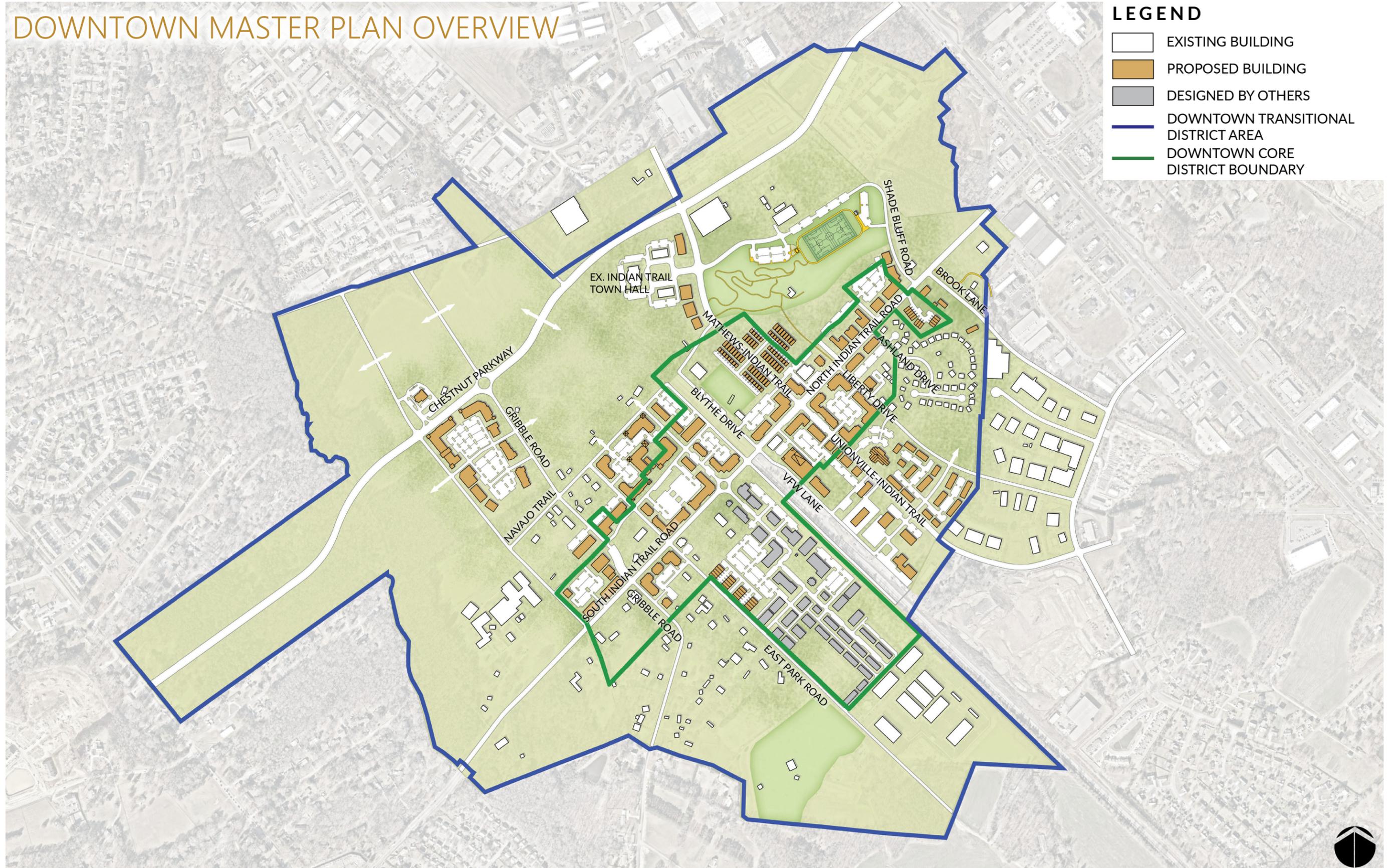
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DOWNTOWN MASTER PLAN OVERVIEW

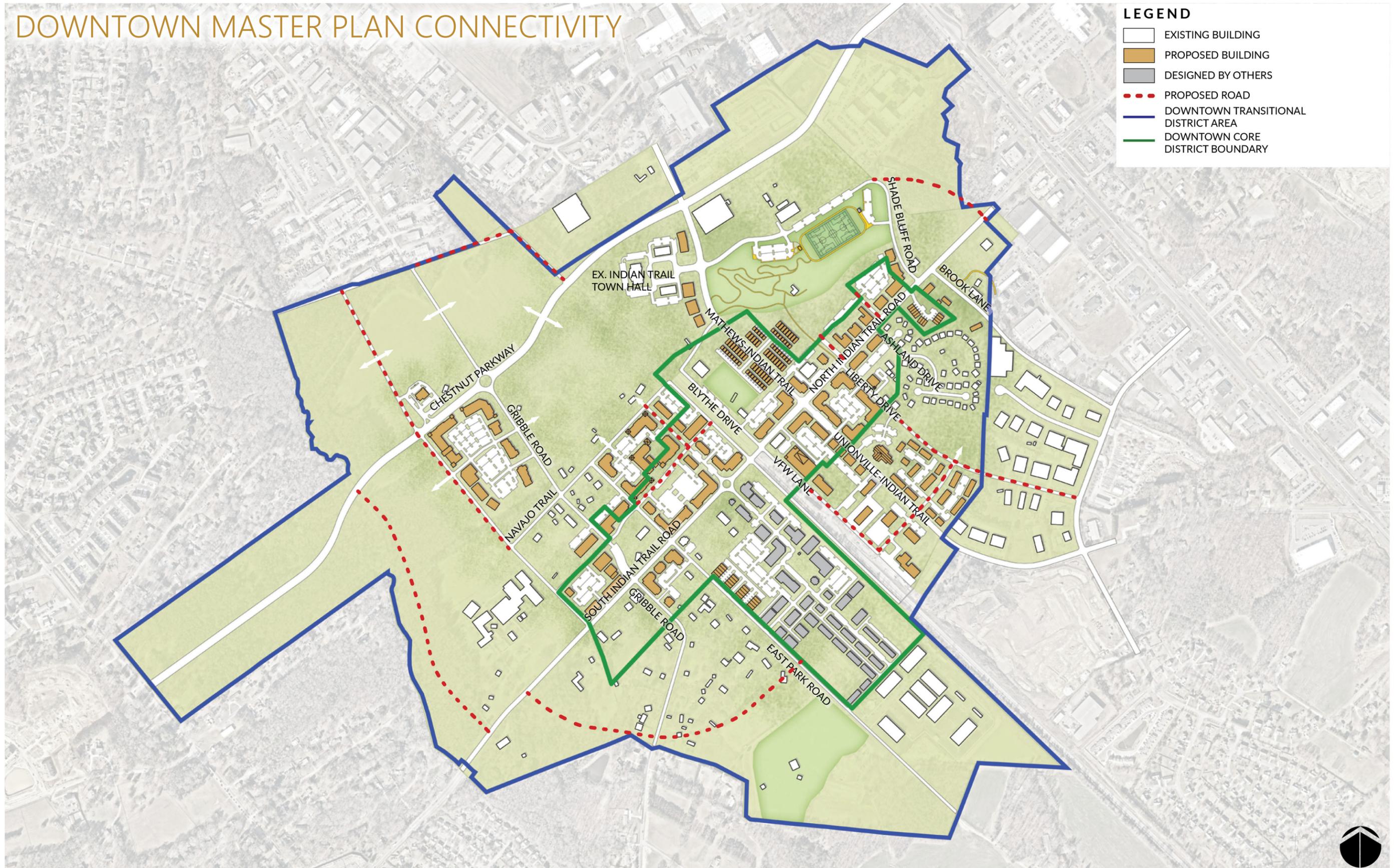
LEGEND

- EXISTING BUILDING
- PROPOSED BUILDING
- DESIGNED BY OTHERS
- DOWNTOWN TRANSITIONAL DISTRICT AREA
- DOWNTOWN CORE DISTRICT BOUNDARY



DOWNTOWN MASTER PLAN CONNECTIVITY

- LEGEND**
- EXISTING BUILDING
 - PROPOSED BUILDING
 - DESIGNED BY OTHERS
 - PROPOSED ROAD
 - DOWNTOWN TRANSITIONAL DISTRICT AREA
 - DOWNTOWN CORE DISTRICT BOUNDARY



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WithersRavenel
Our People. Your Success.

AUGUST 2023