UNION COUNTY PLANNING BOARD AGENDA

September 11, 2018 7:00 PM

1. Call to Order
   (a) Swearing in of New Planning Board Members

2. Establish Voting Members

3. Additions and/or Deletions to the Agenda

4. Approval of the Agenda

5. Approval of the Minutes
   (a) August 7, 2018 Minutes

6. Secrest Short Cut Small Area Plan
   Action Requested: Recommend small area plan to County Commission
   Background: The Secrest Short Cut Small Area Plan is a cooperative plan between Indian Trail and Union County for approximately two square miles of land surrounding the Unionville-Indian Trail Road interchange, and parallel along the Secrest Short Cut corridor. This small area plan refines the land use recommendations as development occurs, based on community and stakeholder, as well as technical analysis of the area. This plan will serve as a guide as rezonings are proposed, which has been occurring in both the town and county with remarkable frequency.

   The Indian Trail Planning Board unanimously recommended this plan at its August meeting. Their town board will consider approving it at its September 25 meeting.

   Financial Impact: None

7. Secrest Short Cut Small Area Plan
   Action Requested: Recommend plan to County Commission
   Background: The Town of Indian Trail partnered with Union County to prepare a plan to guide future growth near the Monroe Expressway interchange at Unionville-Indian Trail Road. The Plan aims to reflect community priorities and economic development opportunities in the face of significant development and rezoning pressure.

   PUBLIC ENGAGEMENT A Stakeholder Committee provided valuable feedback
throughout the process. They met with staff and the consultants four times and provided assistance at the first open house. Two open houses were held to inform the public about the project and solicit feedback. Both were well attended with 120 people attending the first open house and over 50 people attending the second. The project website has been the source of project information, including the online survey used to obtain public comment and provide the latest documents.

NEXT STEPS Following the Union County Planning Board meeting, Indian Trail Town Council will hold a public hearing on September 25th to review the draft plan as well as the Indian Trail Planning Board recommendation and decide to approve or deny it. The Plan will be presented to consider approval by the Union County Board of Commissioners at its October 1st meeting.

Financial Impact: None

8. Planning Staff Report
9. Brief Comments
10. Adjournment
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<td>MEETING DATE:</td>
<td>9/11/2018</td>
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<td>Planning</td>
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<td>TITLE</td>
<td>Swearing in of New Planning Board Members</td>
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<td>INFORMATION CONTACT</td>
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<tr>
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**UNION COUNTY**

**PLANNING BOARD**

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August 7, 2018 Minutes

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<th>ACTION REQUESTED:</th>
<th>Action Requested: Approval of August 7, 2018 Minutes</th>
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**BACKGROUND**

Background:

**FINANCIAL IMPACT**

Financial Impact: N/A

**ATTACHMENTS:**

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<td>August 7, 2018 Minutes</td>
<td>Cover Memo</td>
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August 7, 2018

The Union County Planning Board met in regular session on Tuesday, August 7, 2018, at 7:00 p.m. in the Commissioners Formal Board Room, located on the First Floor of the Union County Government Center, 500 North Main Street, Monroe, NC, 28112.

PRESENT: Don Fisher, Patrick Harrison, Everette Medlin, Russell Wing

ABSENT: Chris Duggan, Charles Griffin

ALSO PRESENT: Richard Black, Brian Matthews, Lee Jenson

ITEM NUMBER ONE

Call to Order

Chairman Don Fisher called the meeting to order.

ITEM NUMBER TWO

Four Planning Board members were present.

ITEM NUMBER THREE

Additions and/or Deletions to the Agenda

There were no additions or deletions to the agenda.

ITEM NUMBER FOUR

Approval of the Agenda

Motion was made by Patrick Harrison and seconded by Everette Medlin to approve the agenda with changes. The vote was 4 to 0.
ITEM NUMBER FIVE

Approval of July 24, 2018 Minutes

Motion was made by Everette Medlin and seconded by Russell Wing to approve the July 24, 2018 Minutes. Vote was 4 to 0.

ITEM NUMBER SIX

Planning Staff Report
Rezoning Case # CZ-2018-005
Staff Contact: Lee Jenson

Lee Jenson presented the rezoning request to the Board.

Summary of Request

This is a request to amend the Zoning Map of Union County by rezoning a parcel of land from R-40 (Residential, 40,000 square foot minimum lot size) to R-10 CZ (Residential, 10,000 square foot minimum lot size, Conditional District). The applicant requests the rezoning in order to develop the property as a residential subdivision. Uses on the site, if approved, would be limited to single family residential uses on a minimum 10,000 square foot lot with 10 foot side setbacks. Since this is a conditional rezoning request the district is bound by all conceptual plans and conditions approved as part of the process. The applicant is proposing several restrictions on the property including: a conceptual layout of the development, conceptual elevations, setbacks, lot sizes, etc.

Owner/Applicant

Owner: Frank Osborne
4816 Antioch Ch Rd
Matthews, NC 28104

Applicant: John Duncan
6715 Wesley Glen Dr
Waxhaw, NC 28173

Property Information

Location: 4816 Antioch Ch Rd.; more specifically identified as tax parcel 06-069-003C.
Existing Land Use: The parcel is currently zoned R-40 and is 25.52 acres. The land is currently utilized as a single family residence.
Surrounding Land Use: The surrounding land use is primarily residential on tracts of at least one acre. The property is surrounded by mostly R-40 and properties within the Town of Weddington.

Utilities: Most properties in this area are served by wells and public water and septic systems, however, UCPW is building a sewer line through the subject property.

Zoning and Land Use History: This parcel has been zoned R-40 since Union County established zoning. There are no other zoning actions related to this property.
Planning Documents

Union County Comprehensive Plan: This property lies in the Single Family Residential area designation of the Union County Comprehensive Plan. The Single Family Residential area is a transitional area from the Agricultural Area to more developed land. It will be comprised predominately of neighborhoods of detached housing units that are rural or suburban in character.
**Staff Comments**

Most properties in the general area are at least 40,000 square feet and are residential in nature. This property is adjacent to several developments that have lots that are, at a minimum, 40,000 square feet in area and several properties are much larger. The density of this development is approaching the upper limits of the Single Family Residential area and is somewhat out of character with the properties immediately surrounding it.

Developers for the project Mark Estep, Thomas Vesey & Kevin Pressley were there to answer any questions the Board may have.

Resident William J Horner spoke to the Board and had a lot of concerns about this project: 1) R-10 zoning is not keeping with the surrounding properties 2) Not in compliance with the Union County Comp Plan 3) Stormwater runoff impacts 4) One access to the property 5) Effects of ground water 6) Traffic concerns

Several more residents came up and spoke to the Board about their concerns

**Planning Board Recommendation**

Motion was made by Don Fisher and seconded by Patrick Harrison to deny the request. The vote was 2 to 2.
ITEM NUMBER SEVEN
Planning Staff Report

ITEM NUMBER EIGHT
Brief Comments
No comments

ITEM NUMBER NINE
Adjournment
The meeting adjourned at 9:30 p.m.
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<td>ACTION REQUESTED:</td>
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### BACKGROUND

Background: The Secrest Short Cut Small Area Plan is a cooperative plan between Indian Trail and Union County for approximately two square miles of land surrounding the Unionville-Indian Trail Road interchange, and parallel along the Secrest Short Cut corridor. This small area plan refines the land use recommendations as development occurs, based on community and stakeholder, as well as technical analysis of the area. This plan will serve as a guide as rezonings are proposed, which has been occurring in both the town and county with remarkable frequency.

The Indian Trail Planning Board unanimously recommended this plan at its August meeting. Their town board will consider approving it at its September 25 meeting.

### FINANCIAL IMPACT

Financial Impact: None

### ATTACHMENTS:

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<tr>
<td>Secrest Short Cut Small Area Plan</td>
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<tr>
<th>PUBLIC HEARING:</th>
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<tr>
<td>Bjorn E. Hansen, Transportation Planner</td>
<td>(704) 283-3690</td>
</tr>
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**ACTION REQUESTED:**
Action Requested: Recommend plan to County Commission

**BACKGROUND**

Background: The Town of Indian Trail partnered with Union County to prepare a plan to guide future growth near the Monroe Expressway interchange at Unionville-Indian Trail Road. The Plan aims to reflect community priorities and economic development opportunities in the face of significant development and rezoning pressure.

PUBLIC ENGAGEMENT A Stakeholder Committee provided valuable feedback throughout the process. They met with staff and the consultants four times and provided assistance at the first open house. Two open houses were held to inform the public about the project and solicit feedback. Both were well attended with 120 people attending the first open house and over 50 people attending the second. The project website has been the source of project information, including the online survey used to obtain public comment and provide the latest documents.

NEXT STEPS Following the Union County Planning Board meeting, Indian Trail Town Council will hold a public hearing on September 25th to review the draft plan as well as the Indian Trail Planning Board recommendation and decide to approve or deny it. The Plan will be presented to consider approval by the Union County Board of Commissioners at its October 1st meeting.

**FINANCIAL IMPACT**
Financial Impact: None

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Secrest Short Cut and Monroe Expressway Small Area Plan

SEPTEMBER 11, 2018
Background and Process

- Monroe Expressway will be open by the end of 2018
- Union County and Indian Trail identified a need to revisit recommended land uses and other related issues in vicinity of interchange
- A joint plan was developed with the assistance of Gresham, Smith and Partners; and Centralina Council of Governments
- A Steering Committee provided local knowledge, recommendations, and review of the overall process
- The public was engaged through an online survey and two community meetings
- Indian Trail and Union County planning boards and governing boards will be asked to recommend and approve the plan.
Study Area

- 1,323 acres (approximately two square miles)
- Bisected by the Monroe Expressway and Sardis Church/Unionville-Indian Trail Road
- Less than 10% is considered developed
- 99% of development is residential
- 25% is used for agriculture
- Approximately 230 parcels
Local Jurisdictions

- Indian Trail is responsible for the majority of land in the study area, and Hemby Bridge has a small portion in the northern end.
- Monroe and Lake Park are adjacent.
- Only Indian Trail and Union County will take action to approve the plan.
Transportation Plans

• Interchange with Expressway is focal point for future growth
• Faith Church intersection will be improved, but no other improvements are funded
• Comprehensive Transportation Plan (CTP) calls for multi-lane Secrest Short Cut Road and Sardis Church/Unionville-Indian Trail Road
Current Zoning

- Most land use currently zoned for one acre lot residential
- Very little employment/commercial zoned land exists
Utilities

- Union County water and sewer are available in most parts of study area
- City of Monroe able to serve southern end of study area
Environmental Features

• Floodplains and streams are found throughout the study area
• Hydric soils adjacent to floodplains
Open House #1 Summary

• February 22nd, 6-8pm @ The Carriage House

• Purpose
  • Learn about the project
  • Review maps
  • Complete survey
  • Ask staff questions and share comments

• 122 participants

• 26 hard-copy surveys completed
Open House #1 Summary

• Survey Results
  • Bike and pedestrian facilities desired
  • Safety issues accessing Crooked Creek Park
  • Mixed comments for more/less parks & recreation
  • Office space desired
  • Mixed comments for industrial development
  • No more homes was a common theme / overbuilt
  • Senior center desired
  • Protect family farms
  • More places to shop/eat desired
  • Intersection improvements desired
  • Connections to transit desired
MetroQuest Summary

- Total Participants: 346
- Participants by Date:
  - Mobile: 188
  - Web: 158
MetroQuest Summary – Places to Shop & Eat

• Scale: 1=Top Priority, 5=Lowest Priority
MetroQuest Summary – Demographics

• Age Range
  • ~45% = 25-44 years old
  • ~35% = 45-64 years old
  • ~19% = 65 years and older
  • ~1% = 18-24 years old

• Zip Code
  • ~75% = 28079
  • ~20% = 28110
  • Others = 28104, 28111, 28173

• Years of Residence

<table>
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<th>How many years have you lived at the residence?</th>
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<tr>
<td>Less than 1 Year</td>
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<tr>
<td>Greater than 1 Year but less than 2 Years</td>
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<td>Greater than 2 years but less than 5 Years</td>
</tr>
<tr>
<td>Greater than 5 years but less than 10 Years</td>
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<tr>
<td>Greater than 10 years but less than 15 Years</td>
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Issue and Opportunities

• Multiple Jurisdictions
  - Three local governments that control land use, zoning and development policies in their jurisdictions
  - Indian Trail, Hemby Bridge and Union County
  - Monroe and Lake Park adjacent to study area

• Residual Parcels
  - Parcel size
  - Unusual shaped parcels

• Noise
  - Proximity to expressway and adjacent roadways
  - Compatible land uses

• Mobility
  - Changes in travel patterns
  - Increased traffic
  - Pedestrian and bicycle needs
Issues and Opportunities

• Growth and Public Perception
  - Continued growth in the area
  - Change in community character
  - Need for new facilities
  - Desire to limit/control growth

• Regional Access
  - Opening of Monroe Expressway
  - Interchange at Unionville-Indian Trail Road

• Economic Development
  - New accessibility via the Monroe Expressway
  - Need to balance tax base

• Housing Options
  - Introduce a mix of housing options/types
  - Supply empty nester and young professional housing needs

• Mixed-Use Center
  - Allow a well designed, walkable integrated development
Land Use Scenarios

Employment

Mixed-Use

Low Density
## Land Use Scenario Comparisons (Buildout potential)

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<tr>
<th>Scenario</th>
<th>Dwelling Units</th>
<th>Low Density Dwelling Units</th>
<th>Medium Density Dwelling Units</th>
<th>High Density Dwelling Units</th>
<th>Non-Residential Square Footage</th>
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<td><strong>Existing Zoning</strong></td>
<td>1,497</td>
<td>1,186</td>
<td>192</td>
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<td><strong>Existing Land Use Plans</strong></td>
<td>2,870</td>
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<td>1,397</td>
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<td><strong>Low Density Land Use Scenario</strong></td>
<td>2,128</td>
<td>418</td>
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<td><strong>Mixed-Use Land Use Scenario</strong></td>
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<td>201</td>
<td>1,383</td>
<td>780</td>
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Notes: Non-residential calculated at 10,000 square feet per acre. Dwelling units are based on gross acreage yields.
Land Use Scenarios – Employment

• Emphasis on locations for employment based units
• Mixed use and higher density residential transitions to medium and lower density residential
• Nonresidential uses could double to approx. 2.3M sqft from baseline
• Potential residential units would decrease by ~500 units

Issues & Opportunities
• Economic Development
• Mobility
• Regional Access
• Multiple Jurisdictions
Land Use Scenarios – Mixed Use

- Focus on mixed-uses at and around the interchange
- Slight increase in potential residential units (less than 60 units)
- Increases non-residential footprint (300,000 sq ft)
- Employment corridor b/t Faith Church Rd. and Unionville-Indian Trail Road
- Consistent with Hemby Bridge Land Use Plan

Issues & Opportunities
- Economic Development
- Mixed-Use Center
- Housing Options
- Residual Parcels
- Regional Access
Land Use Scenarios – Lower Density

• Potential residential units would decrease by ~750 units
• Maintains rural character
• Limited employment introduced in northern section of study area

Issues & Opportunities
• Residual Parcels
• Growth and Public Perception
• Housing Options
Public Engagement – Open House # 2

2nd Open House
- May 31
- 5:00 – 7:00 PM
- Indian Trail Town Hall

By the numbers
50 individual participants; not including staff
22 hard-copy surveys completed
Open House #2 Survey Results

Rank your degree of preference for Alternative Scenario A (Employment)

- Strongly Agree
- Agree
- Neutral
- Disagree
- Strongly Disagree

Rank your degree of preference for Alternative Scenario B (Mixed-Use)

- Strongly Agree
- Agree
- Neutral
- Disagree
- Strongly Disagree

Rank your degree of preference for Alternative Scenario C (Low Density)

- Strongly Agree
- Agree
- Neutral
- Disagree
- Strongly Disagree
Recommended Land Use Plan

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<th>Recommended Land Use Scenario (Buildout potential)</th>
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<tr>
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<td><strong>Existing Land Use Plans</strong></td>
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<tr>
<td><strong>Recommended Land Use Scenario</strong></td>
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Notes: Non-residential calculated at 10,000 square feet per acre. Dwelling units are based on gross acreage yields. On the recommended plan, low density is calculated at 1.5 du/acre to reflect bonus density for clustering.
Plan Implementation/Implementation Strategies

**GOAL 1: CREATE A LIVABLE, DESIRABLE COMMUNITY WHERE A VARIETY OF HOUSING OPTIONS ARE AVAILABLE IN THE AREA**

**Strategy 1.1:** Support rezoning of properties in accordance with the plan recommendations to allow for attached single family and multifamily units.

**Strategy 1.2:** Require the clustering of single family developments throughout the study area either through the rezoning and/or the subdivision process to preserve the environmentally sensitive areas, locations with hydric soils or forested areas.

**Strategy 1.3:** Require connectivity for all modes within developments and to adjacent developable properties.
Plan Implementation/Implementation Strategies

**GOAL 2:** ACCOMMODATE COMMERCIAL AND RETAIL OPPORTUNITIES PER THE RECOMMENDED LAND USE MAP TO SUPPORT THE LOCAL POPULATION OF THE AREA AND ATTRACT CONSUMERS TRAVERSING THE COUNTY ON THE MONROE EXPRESSWAY.

Strategy 2.1: Support rezoning of properties to retail uses as identified on the land use plan that are well designed within the mixed-use areas to complement the mix of uses and capture retail sales in the area.

Strategy 2.2: Support service industry uses within the area to support existing and future residents and create local jobs. The location of these uses should be tied to the services they provide and their market area.
Plan Implementation/Implementation Strategies

**GOAL 3: PROVIDE FOR EMPLOYMENT BASED USES TO BRING NEW JOBS TO THE AREA**

**Strategy 3.1:** Support rezoning for light industrial, flex space or office uses in the areas between the Monroe Expressway and Secrest Short Cut Road.

**Strategy 3.2:** Require project development to mitigate noise impacts from the expressway and to provide for an attractive viewshed from both the expressway and Secrest Short Cut Road. This can be accomplished through building design, placement and appropriate landscaping measures.

**GOAL 4: CREATE A SENSE OF PLACE IN IDENTIFIED MIXED USE AREAS**

**Strategy 4.1:** Encourage density and a mix of uses in identified mixed use areas.

**Strategy 4.2:** Require community amenities and gathering places in identified mixed use areas.

**Strategy 4.3:** Focus adjacent residential density close to mixed use areas.
Plan Implementation/Implementation Strategies

**GOAL 5: RETAIN NATURAL FEATURES AND ENVIRONMENTAL PROTECTION**

**Strategy 5.1:** Utilize bioswales and other techniques to reduce runoff and control stormwater in all development types.

**Strategy 5.2:** Mandate the use of the stricter Indian Trail stormwater standards, regardless of boundary.

**Strategy 5.3:** Focus open space preservation on forested areas and areas with hydric soils.

**Strategy 5.4:** Require enhanced setbacks and landscaping along areas of particular concern.
Plan Implementation/Implementation Strategies

**Goal 6:** Provide incentives to developers to offset required improvements and create the vision called for in this plan through their respective developments.

- **Strategy 6.1:** Allow a density bonus to residential developments that cluster to protect natural features.

- **Strategy 6.2:** Require consistent improvements (within both jurisdictions) to build sidewalks, multi-use paths or needed transportation improvements including ROW and/or construction.

- **Strategy 6.3:** Require traffic impact analysis for rezoning and development proposals to identify needed internal and external multi-modal improvements.

- **Strategy 6.4:** Indian Trail and Union County should jointly review and comment on proposed developments within the Secrest Short Cut Road Small Area Plan Study Area. This continued coordination between the two jurisdictions will help address and coordinate improvements to traffic, stormwater and other issues common to both.
Plan Implementation/Implementation Strategies

**Goal 7:** Provide for Bicycle and Pedestrian Improvements throughout the Study Area.

- **Strategy 7.1:** Implement pedestrian and bicycle improvements through the development process and supplement where necessary with publicly funded capital projects for the following roadways.
  - **Tactic 7.1.1:** Secrest Short Cut Road sidewalks and multi-use path. Both sides of street separated from roadway by a landscaped strip.
  - **Tactic 7.1.2:** Unionville-Indian Trail sidewalks. Both sides of street separated from roadway by a landscaped strip.
  - **Tactic 7.1.3:** Poplin Road sidewalks. Both sides of street separated from roadway by a landscaped strip.
  - **Tactic 7.1.4:** Faith Church Road sidewalks. Continue cross-section existing in Lake Park.
  - **Tactic 7.1.5:** Scott Long Road sidewalks. Both sides of street separated from roadway by a landscaped strip.
  - **Tactic 7.1.6:** South Fork Crooked Creek Greenway multi use path.
  - **Tactic 7.1.7:** Extend proposed Crooked Creek Greenway with multi use path to Crooked Creek Park.
  - **Tactic 7.1.8:** Implement a multi-use path on north side of expressway connecting Bonterra Village area to South Fork of Crooked Creek. The proposed trail creates a better inter-connected recreational network by connecting neighborhoods to the Crooked Creek greenway and eventually the existing Crooked Creek Park.
Plan Implementation/Implementation Strategies

**GOAL 8: PROVIDE AN INTEGRATED, WELL-CONNECTED ADEQUATE CAPACITY ROADWAY SYSTEM THROUGHOUT THE STUDY AREA.**

**Strategy 8.1:** Perform a traffic analysis of intersections and roadway segments in the study area and beyond approximately six months after the opening of the Monroe expressway. Updated traffic counts and turning movements should be conducted prior to the analysis to confirm the changes in travel behavior due to the new expressway facility.

**Strategy 8.2:** Prioritize identified improvements needed as a result of the traffic analysis and seek funding for improvements through CRTPO, NCDOT, the Town of Indian Trail and Union County.

**Strategy 8.2:** Continue to advocate for the widening of Secrest Short Cut Road through the study area. This roadway is identified as a boulevard that needs improvement on the CTP. As such it should be widened to multi lanes with a planted median and turn lanes where appropriate.

**Strategy 8.3:** Advocate for the widening of Unionville-Indian Trail Road to a 4-lane boulevard cross section from Sardis Church Road to Rocky River Road.

**Strategy 8.4:** Advocate for the widening of Rocky River Road to a 4-lane boulevard cross section from US 74 to Unionville-Indian Trail road.

**Strategy 8.5:** Through the development process, require connectivity wherever possible with local roads that will supplement to overall roadway network.
Conclusion

The Secrest Short Cut Small Area Plan recommendations and implementation strategies will:

1. Create a sense of place
2. Support a more balanced tax base with employment and retail
3. Capture local retail opportunities to support the local economy
4. Connect parks and open space in the community.
5. Through implementation of the plan, this area near the Monroe Expressway interchange at Unionville-Indian Trail Road will reach the goals established through public engagement, reflect community priorities and guide economic development opportunities in the changing landscape.
Adoption Process and Timeframe

Town of Indian Trail
1. August 21: Planning Board recommended approval of the plan
2. September 25: Town Board consider approving plan

Union County
1. September 11: Planning Board consider recommending plan
2. October 1: County Commission consider approving plan